

**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> SJC	<u>PROCEDURE NAME</u> ILS OR LOC RWY 12R	<u>ORIGINAL/AMENDMENT</u> 9	<u>CITY</u> SAN JOSE	<u>STATE</u> CA
<u>AIRPORT ELEVATION</u> 62	<u>TDZE</u> 12R 46 12L 44	<u>SUPERSEDED</u> ILS OR LOC RWY 12R	<u>DATED</u> 07/21/2016	<u>MAG VAR</u> 13E
<u>FACILITY</u> I-SLV	<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
HITIR	IAF	ZUCKR		TF	FB	1.00	289.07	4.69	3000
ZUCKR		METTA		TF	FB	1.00	302.88	2.77	2500
METTA		NTFLX		TF	FB	1.00	347.82	2.40	2100
NTFLX		SNDAR		TF	FB	1.00	038.57	2.53	1800
SNDAR		HOOLU/I-SLV LOC/DME 9.60 DME		TF	FB	1.00	064.72	1.92	1800
HOOLU/I-SLV LOC/DME 9.60 DME	IF	SUNNE INT/I-SLV 6.96 DME					125.81 (I-SLV)	2.64	1800

MISSED APPROACH

MAP:

ILS: DA
LOC: I-SLV LOC 1.61 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 500 THEN CLIMB TO 4000 ON SJC VOR/DME R-121 TO GILRO INT/SJC 26.69 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT HOOLU/I-SLV LOC/DME 9.60 DME
- FAC: 125.81 FAF: SUNNE INT/I-SLV 6.96 DME DIST FAF TO MAP: DIST FAF TO THLD: 5.35
- MIN ALT: HOOLU/I-SLV LOC/DME 9.60 DME 1800, SUNNE INT/I-SLV 6.96 DME 1800
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1060
- MIN GS INCPT: 1800 GS ALT AT PFAF: SUNNE INT/I-SLV 6.96 DME 1800 OM: MM: IM:
- GS ANGLE: 3.00 34:1 20:1 TCH: 58.0
- MSA FROM: SJC VOR/DME 5600



PBN REQUIREMENTS NOTE:

RNP APCH - GPS. FROM HITIR.

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART SPEED ICON IN PLANVIEW AT ZUCKR: MAX 230 KIAS.
CHART SPEED ICON IN PLANVIEW AT NTLX: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT HOOLU: MAX 200 KIAS.

ADDITIONAL FLIGHT DATA:

CHART MANDATORY 4000 AT HITIR.
CHART MANDATORY 1800 AT HOOLU.
HOLD SE, LT, 301.40 INBOUND.
CHART FAS OBST: 251 AMUSEMENT_PARK_STRUCTURE (06-207413) 372337N/1215818W.
CHART VDP AT 3.07 DME.
DISTANCE VDP TO THLD 1.46 NM.

MINIMUMS:

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

ALTERNATE: NA ILS: STANDARD; LOC: STANDARD

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 12R	251	2400	205	251	2400	205	251	2400	205	251	2400	205			
S-LOC 12R	580	2400	534	580	2400	534	580	5500	534	580	5500	534			
SIDESTEP 12L	600	1	556	600	1	556	600	1 1/2	556	600	2	556			



CHANGES - REASONS

1. PROFILE LINE 2: CHANGED FROM "PROFILE STARTS AT ARTAQ INT/I-SLV 8.96 DME" TO "PROFILE STARTS AT HOOLU/I-SLV LOC/DME 9.60 DME" – PER ATC REQUEST/PROCEDURE REDESIGN.
2. PROFILE LINE 4: CHANGED FROM "MIN ALT: ARTAQ INT/I-SLV 8.96 DME 1800, SUNNE INT/I-SLV 6.96 DME 1800, JUJGE/I-SLV 2.96 DME 520*" TO "MIN ALT: HOOLU 1800, SUNNE INT/I-SLV LOC/DME 6.96 DME 1800" - PROCEDURE REDESIGNED.
3. EQUIPMENT REQUIREMENTS NOTES: ADDED DME REQUIRED - PROCEDURE REDESIGNED.
4. NOTES: ADDED CHART SPEED ICON IN PLANVIEW AT ZUCKR: MAX 230 KIAS, AT NTLFX: MAX 210 KIAS AND AT HOOLU MAX 200 KIAS - ATC REQUEST.
5. NOTES: ADDED CHART MANDATORY 4000 AT HITIR AND CHART MANDATORY 1800 AT HOOLU - ATC REQUEST.
6. TERMINAL ROUTES: ADDED INITIAL STEPDOWN FIXES: HITIR TO ZUCKR, ZUCKR TO METTA, METTA TO NTLFX, NTLFX TO SNDAR, SNDAR TO HOOLU - ATC REQUEST/PROCEDURE REDESIGN.
7. TERMINAL ROUTES: REPLACED IF FIX "ARTAQ" WITH WAYPOINT "HOOLU/I-SLV LOC/DME 9.60 DME" - ATC REQUEST/PROCEDURE REDESIGN.
8. TERMINAL ROUTES: IF LEG INCREASED FROM 2.00 TO 2.64 - NEW IF FIX.
9. ADDITIONAL FLIGHT DATA: ADDED "DISTANCE VDP TO THLD 1.46 NM" - NEW IF FIX.
10. ADDITIONAL FLIGHT DATA: CHANGED NOTE FROM "VDP NOT ESTABLISHED - VDP IS LESS THAN .5NM AFTER STEPDOWN" TO "CHART VDP AT 3.07 DME" - PROCEDURE REDESIGN/STEPDOWN FIX REMOVED.
11. MINIMUMS: S-ILS ALL CATS CHANGED FROM VISIBILITY "1/2" TO "2400" - NEW SURVEYED OBSTACLE.
12. MINIMUMS: S-LOC ALL CATS MDA/HAT CHANGED FROM "420/374" TO "580/534", CATS A/B VISIBILITY CHANGED FROM "1/2" TO "2400" AND CATS C/D VISIBILITY CHANGED FROM "5/8" TO "5500" - NEW SURVEYED OBSTACLE/PROCEDURE REDESIGN.

02/06/26: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 08/26/25.

1. PROFILE LINE 4: MIN ALT: REMOVED ZUCKR 3000.

COORDINATED WITH:

A4A
 ALPA
 AOPA
 APA
 HAI
 NBAA

OTHER: ZOA, NORCAL APP CON, SJC ATC, AMGR

FLIGHT CHECKED BY
KENNETH EARL JACK

Digitally signed by
ALLAN WILL
Feb 10, 2026

OFFICE
FIOG

DATE
01/22/2026

DEVELOPED BY
ALLAN WILL (STEVEN BROWN)

Digitally signed by
ALLAN WILL
Feb 10, 2026

OFFICE
AJV-A33

DATE
08/26/2025

APPROVED BY
KYLE THOMPSON

Digitally signed by
ALLAN WILL
Feb 10, 2026

OFFICE
AJV-A33

DATE

TITLE
MANAGER



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

<u>AIRPORT ID</u> SJC	<u>PROCEDURE NAME</u> ILS OR LOC RWY 12R	<u>AMDT NO.</u> 9	<u>CITY</u> SAN JOSE	<u>STATE</u> CA	<u>AIRPORT ELEVATION</u> 62	<u>FACILITY</u> I-SLV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM HITIR TO ZUCKR

RNP 1.00 DISTANCE 4.69 PAT MAP HAT HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	372042.00N/1220727.00W	1103	215	8	4B	1000				AT737 PR160	3000
TERRAIN	372006.00N/1220630.00W	797 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM ZUCKR TO METTA

RNP 1.00 DISTANCE 2.77 PAT MAP HAT HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	372042.00N/1220727.00W	1103	215	8	4B	1000				AT227 PR170	2500
TERRAIN	372042.00N/1220727.00W	902 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:



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INITIAL: STEPDOWN

FROM METTA TO NTFLEX

RNP 1.00 DISTANCE 2.40 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	372224.00N/1220912.00W	762	215	8	4B	1000				AT338	2100
TERRAIN	372409.00N/1221012.00W	531 (500)								AS1500	2000

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM NTFLEX TO SNDAR

RNP 1.00 DISTANCE 2.53 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>
BUILDING (06-308035)	372655.92N/1220933.00W	295	20	10	1B	1000				AT505	1800
TERRAIN	372533.00N/1220503.00W	91 (100)								AS1500	1600

COMPUTATIONS

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

SEGMENT REMARKS:



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I-SLV

INITIAL: STEPDOWN

FROM
SNDAR

TO
HOOLU/I-SLV LOC/DME 9.60 DME

RNP
1.00

DISTANCE
1.92

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	372918.00N/1220154.00W	220	215	8	4B	1000				AT580	1800
TERRAIN	373000.00N/1220230.00W	13 (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
HOOLU/I-SLV LOC/DME 9.60 DME

TO
SUNNE INT/I-SLV 6.96 DME

RNP

DISTANCE
2.64

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	272936.00N/1215948.00W	348	215	8	4B	500				AT952	1800
TERRAIN	372936.00N/1215948.00W	147 (100)								AS1500	1600

COMPUTATIONS

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

SEGMENT REMARKS:



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FINAL: ILS

FROM
SUNNE INT/I-SLV 6.96 DME

TO
RW12R

RNP

DISTANCE
5.35

PAT

MAP
DA

HAT
205

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>
							ASC			XP5	251

COMPUTATIONS

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

SEGMENT REMARKS:

MATCH PREVIOUS MINIMUMS.

FINAL: LOC

FROM
SUNNE INT/I-SLV 6.96 DME

TO
I-SLV LOC 1.61 DME

RNP

DISTANCE
5.35

PAT

MAP
I-SLV LOC 1.61 DME

HAT
534

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>
AMUSEMENT_PARK_STRUCTURE (06-207413)	372336.71N/1215817.93W	251	20	3	1A	250				MA60	580

COMPUTATIONS

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

SEGMENT REMARKS:



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FINAL: LOC SIDESTEP

FROM
SUNNE INT/I-SLV 6.96 DME

TO
RW12L

RNP

DISTANCE
5.35

PAT

MAP
RW12L

HAT
556

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>
BUILDING (06-306885)	372427.80N/1215800.00W	255	50	20	2C	250				XP95	600

COMPUTATIONS

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

SEGMENT REMARKS:

MATCH PREVIOUS MINIMUMS.

MISSED APPROACH: ILS

FROM
DA

TO
GILRO INT/SJC 26.69 DME

RNP

DISTANCE

PAT

MAP

HAT

HMAS
76

<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				4000
AAO	370651.00N/1213106.00W	2973	215	8	4B	1000				SA-264 PR270	4000
TERRAIN	370627.00N/1213133.00W	2450 (2500)								AS1500	4000

COMPUTATIONS

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

SEGMENT REMARKS:



MISSED APPROACH: LOC

FROM
I-SLV LOC 1.61 DME

TO
GILRO INT/SJC 26.69 DME

RNP DISTANCE PAT MAP HAT HMAS
330

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	371606.00N/1213106.00W	2235	215	8	4B		ASC				4000
AAO	370651.00N/1213106.00W	2973	215	8	4B	1000				SA-264 PR270	4000
TERRAIN	370627.00N/1213133.00W	2450 (2500)								AS1500	4000

COMPUTATIONS

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

SEGMENT REMARKS:

MISSED APPROACH: LOC SIDESTEP

FROM
RW12L

TO
GILRO INT/SJC 26.69 DME

RNP DISTANCE PAT MAP HAT HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
AAO	370651.00N/1213106.00W	2973	215	8	4B	1000				SA-264 PR270	4000
TERRAIN	370627.00N/1213133.00W	2450 (2500)								AS1500	4000

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



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I-SLV

MSA

CENTER **RADIUS**
SJC VOR/DME 25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	372048.00N/1213748.00W	080	15.1	4554	215	8	4B	1000			5600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

CIRCLING NA PER ATC REQUEST.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZOA ARTCC, NORCAL APP CON, SJC TOWER

<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	SJC	24	SJC		Y	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>

WX REMARKS:

24 HOUR ATC TOWER HAS REDUNDANT WEATHER SOURCES, BACK-UP ALTIMETER NOT REQUIRED.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-SLV	SJC ATCT	OPEN	1
		CLOSED	3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW12L - HIRL (PCL), C/LINE, REIL, PAPI-4R	PIR-G	
RW12R - MALSR (PCL), C/LINE, HIRL (PCL), PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW30L - MALSR (PCL), HIRL (PCL), C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW30R - C/LINE, HIRL (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	37.9	58.0	36.8	1060	3.00	74.5

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE 1297
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>



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.

VGSI DATA 3.00/74.5

VEGETATION HEIGHT: 100FT

ALTERNATE MISSED APPROACH NOT REQUIRED PER FPT AND ATC DUE TO TRAFFIC FLOW IN THE SAN FRANCISCO BAY AREA AND THE LACK OF AVAILABLE NAVAIDS.

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	3.15
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.90
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	138.81
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	4.95
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.29
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	138.81
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	100

THRESHOLD COORDINATES (IF STR-IN)	372215.77N/1215620.58W
ARP COORDINATES	372146.78N/1215543.03W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 12R DISTANCE 0.91 NM
FAF COORDINATES	372617.63N/1220046.10W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

THLD DISPLACED 1297FT, ACTUAL COORDINATES: 372225.43N/1215631.16W

PART E: PREPARED BY

NAME
ALLAN WILL (STEVEN BROWN)

OFFICE
AJV-A33

DATE
08/26/2025

TITLE
AERONAUTICAL INFORMATION SPECIALIST

