

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
RNAV (RNP) 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><br>ACY       | <u>PROCEDURE NAME</u><br>RNAV (RNP) Z RWY 31 | <u>ORIGINAL/AMENDMENT</u><br>ORIG-C      | <u>CITY</u><br>ATLANTIC CITY              | <u>STATE</u><br>NJ        |
| <u>AIRPORT ELEVATION</u><br>75 | <u>TDZE</u><br>63                            | <u>SUPERSEDED</u><br>RNAV (RNP) Z RWY 31 | <u>DATED</u><br>06/27/2013                | <u>MAG VAR</u><br>10W     |
| <u>FACILITY</u><br>RNAV        | <u>COORDINATES OF FACILITIES</u>             | <u>ACTUAL EFFECTIVE DATE</u>             | <u>REQUIRED EFFECTIVE DATE</u><br>ROUTINE | <u>EPOCH YEAR</u><br>1965 |
|                                |                                              |                                          | <u>CANCEL/SUSPEND</u>                     |                           |

**TERMINAL ROUTES**

| FROM       | FIX TYPE | TO      | FIX TYPE | LEG TYPE | FO/FB | RNP  | COURSE | DISTANCE | ALTITUDE |
|------------|----------|---------|----------|----------|-------|------|--------|----------|----------|
| SIE VORTAC |          | JENGA   |          | TF       | FB    | 0.50 | 068.96 | 21.14    | 2000     |
| PANZE      |          | RODDI   |          | TF       | FB    | 0.50 | 212.97 | 14.50    | 2000     |
| JENGA      | IAF      | STEVV   |          | TF       | FB    | 0.50 | 038.10 | 6.00     | 2000     |
| RODDI      | IAF      | STEVV   |          | TF       | FB    | 0.50 | 218.18 | 6.00     | 2000     |
| STEVV      | IF       | PRSTY   | PFAF     | TF       | FB    | 0.50 | 308.14 | 6.10     | 1700     |
| PRSTY      | PFAF     | RW31    | MAP      | TF       | FO    | 0.30 | 308.07 | 4.91     |          |
| RW31       | MAP      | 445 MSL |          | CA       |       |      | 308.07 |          |          |
| 445 MSL    |          | WEREK   |          | DF       | FB    | 1.00 |        |          |          |
| WEREK      |          | KOVEC   |          | TF       | FO    | 1.00 | 258.79 | 7.93     | 2000     |

**MISSED APPROACH**

**MAP:**

RNP: DA

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 2000 DIRECT WEREK AND ON TRACK 258.79 TO KOVEC AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

|                                    |                            |                |                  |                   |         |
|------------------------------------|----------------------------|----------------|------------------|-------------------|---------|
| 1. PT                              | SIDE OF COURSE             | OUTBOUND       | FT WITHIN        | MILES OF          | (IAF)   |
| 2. PROFILE STARTS AT STEVV         |                            |                |                  |                   |         |
| 3. FAC: 308.07                     | PFAF: PRSTY                |                | DIST FAF TO MAP: | DIST FAF TO THLD: |         |
| 4. MIN ALT: STEVV 2000, PRSTY 1700 |                            |                |                  |                   |         |
| 5. DIST TO THLD FROM PFAF: 4.91    | MM:                        | IM:            | 150 HAT:         | 382 HAT: 1.03     | GS ANT: |
| 6. MIN GP INCPT: 1700              | GP ALT AT PFAF: PRSTY 1700 |                |                  | OM:               | MM:     |
| 7. GP ANGLE: 3.00                  | 34:1: IS CLEAR             | 20:1: IS CLEAR | TCH: 52.4        |                   | IM:     |
| 8. MSA FROM: RW31 2100             |                            |                |                  |                   |         |



PBN REQUIREMENTS NOTE:

RNP AR APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -13°C OR ABOVE 54°C.  
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PANZE ON V44 NORTHEAST BOUND AND T315, V184-229 NORTHEAST BOUND.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON SIE VORTAC AIRWAY RADIALS 333 CW 131.  
CHART PLANVIEW NOTE AT SIE VORTAC AND PANZE: (RNP 0.50).  
CHART SPEED ICON IN PLANVIEW AT JENGA: MAX 210 KIAS.  
CHART SPEED ICON IN PLANVIEW AT RODDI: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD SW, RT, 037.82 INBOUND.  
CHART R-5002.  
CHART W-107C.

MINIMUMS:

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

ALTERNATE: NA ☐ 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 |
| AUTHORIZATION REQUIRED |        |      |         |        |      |         |        |      |         |        |      |         |        |     |         |
| RNP 0.30 DA            | 445    | 6000 | 382     | 445    | 6000 | 382     | 445    | 6000 | 382     | 445    | 6000 | 382     |        |     |         |

CHANGES - REASONS

1. INCORPORATED PREVIOUS ORIG-A AND ORIG-B P-NOTAM INTO FORM.
2. TERMINAL ROUTES: CHANGED SIE VORTAC AND PANZE FEEDER SEGMENT RNP VALUES FROM "1.00" TO ".50" – MATCH CURRENTLY PUBLISHED VALUES.
3. TERMINAL ROUTES: ADDED "445 MSL" CA SEGMENT – REQUIRED FOR RNAV MA PER CURRENT CRITERIA; TF-TF RNP MA CHANGED TO CA-DF-TF RNAV MA PER MANAGEMENT.
4. TERMINAL ROUTES: CHANGED WEREK SEGMENT FROM "TF" TO "DF", REMOVED "308.00" COURSE AND "7.11" DISTANCE - TO MATCH RNAV (GPS) Y RWY 31 TO ALLOW 382 HAT PER MANAGEMENT, GROUND TRACK UNCHANGED AND PERMISSIBLE FOR ABBREVIATED AMDT.
5. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 2000 ON TRACK 308.00 TO WEREK AND ON TRACK 258.79 TO KOVEC AND HOLD" TO "CLIMB TO 2000 DIRECT WEREK AND ON TRACK 258.79 TO KOVEC AND HOLD" – TO MATCH RNAV (GPS) Y RWY 31 TO ALLOW 382 HAT PER MANAGEMENT, GROUND TRACK UNCHANGED AND PERMISSIBLE FOR ABBREVIATED AMDT.
6. PROFILE LINE 3: ADDED "PFAF: PRSTY" – IAW 8260.19J, 8-6-7C(2)A.
7. PROFILE LINE 4: ADDED "PRSTY 1700" – IAW 8260.19J, 8-6-7D(3).
8. PROFILE LINE 5: ADDED "382 HAT: 1.03", REMOVED "DIST TO THLD FROM 338 HAT: 0.90 NM" FROM ADDITIONAL FLIGHT DATA – NEW OBSTACLE EVALUATION, IAW 8260.19J, 8-6-7E(3).
9. PROFILE LINE 7: ADDED "20:1 IS CLEAR" – IAW 8260.19J, 8-6-7G(3)A.
10. PBN REQUIREMENTS: CHANGED "GPS REQUIRED" TO "RNP AR APCH - GPS" - IAW 8260.19J, 8-6-6(D)11.
11. CHANGED "CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT" TO "CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" – IAW 8260.19J, 8-6-10M(1).
12. CHANGED "PROCEDURE NA FOR ARRIVALS AT PANZE VIA V44 NORTHEAST BOUND, V184-229 NORTHEAST BOUND" TO "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PANZE ON V44 NORTHEAST BOUND AND T315, V184-229 NORTHEAST BOUND" – T315 ADDED TO CHARTING.
13. CHANGED "CHART IN PLANVIEW AT RODDI: MAX 210 KIAS AND CHART IN PLANVIEW AT JENGA: MAX 210 KIAS" TO "CHART SPEED ICON IN PLANVIEW AT RODDI: MAX 210 KIAS AND CHART SPEED ICON IN PLANVIEW AT JENGA: MAX 210 KIAS" – IAW 8260.19J, 4-6-10G.
14. ADDITIONAL FLIGHT DATA: REMOVED "ROUTE TYPE: A, R, ROUTE TYPE QUALIFIER 1: P, ROUTE TYPE QUALIFIER 2: S, #TCH 115.5 MSL (DO NOT CHART)" – CURRENT DOCUMENTATION STANDARDS.
15. ADDITIONAL FLIGHT DATA: REMOVED "CHART: ASR" - NO LONGER REQUIRED PER CRITERIA.
16. MINIMUMS: RAISED RNP 0.30 DA/HAT FROM "401/338" TO "445/382"– NEW FINAL CONTROLLING OBSTACLE, CANCELS FDC NOTAM 4/7237.

QUALITY  
16  
CHECKED

05/02/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 05/01/2025.  
REMOVED CHART NOTE: PROCEDURE NA AT NIGHT - DIRECTED BY FLIGHT CHECK.

COORDINATED WITH:

A4A

X

ALPA

X

AOPA

X

APA

X

HAI

NBAA

X

OTHER: ZDC, ACY APP CON, ACY ATCT, NJ STATE AVIA, AMGR

FLIGHT CHECKED BY

JEREMY R VIRTIS

Digitally signed by

CASIMIR L TABAKA

May 01, 2025

OFFICE

AJF

DATE

04/29/2025

DEVELOPED BY

CASIMIR L. TABAKA (ROBERT A. SWINSON)

Digitally signed by

CASIMIR L TABAKA

May 01, 2025

OFFICE

AJV-A432

DATE

12/12/2024

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

CASIMIR L TABAKA

May 01, 2025

OFFICE

AJV-A432

DATE

07/03/2025

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> |
|-------------------|-----------------------|-----------------|---------------|--------------|--------------------------|-----------------|
| ACY               | RNAV (RNP) Z RWY 31   | ORIG-C          | ATLANTIC CITY | NJ           | 75                       | RNAV            |

## PART A: OBSTRUCTION DATA SEGMENTS

### FEEDER

**FROM** SIE VORTAC **TO** JENGA

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | <u>HMAS</u> |
|------------|-----------------|------------|------------|------------|-------------|
| 0.50       | 21.14           |            |            |            |             |

| <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 (34-000142)  | 390750.00N/0744718.00W | 476             | 250         | 50          | 4D        | 1000       |            |           |             | AT474 AC50         | 2000           |
| TERRAIN            |                        | 20 (0)          |             |             |           |            |            |           |             | AS1500             | 1500           |

### COMPUTATIONS

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

### SEGMENT REMARKS:

### FEEDER

**FROM** PANZE **TO** RODDI

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | <u>HMAS</u> |
|------------|-----------------|------------|------------|------------|-------------|
| 0.50       | 14.50           |            |            |            |             |

| <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> |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| TANK (34-006156)   | 393724.00N/0741148.00W | 145             | 500         | 125         | 5E        | 1000       |            |           |             | AT730 AC125        | 2000           |
| TERRAIN            | 394021.00N/0740924.00W | 17 (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

JENGA

TO

STEVV

| <u>RNP</u>         | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  |             | <u>HAT</u> |            |            |           |             | <u>HMAS</u>        |                |
|--------------------|------------------------|-----------------|-------------|-------------|------------|------------|------------|-----------|-------------|--------------------|----------------|
| 0.50               | 6.00                   |                 |             |             |            |            |            |           |             |                    |                |
| <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> |
| SHIP               | 392143.39N/0742022.76W | 280             | 50          | 20          | 2C         | 1000       |            |           |             | AT700 AC20         | 2000           |
| TERRAIN            | 392143.39N/0742022.76W | 0 (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

RODDI

TO

STEVV

| <u>RNP</u>         | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  |             | <u>HAT</u> |            |            |           |             | <u>HMAS</u>        |                |
|--------------------|------------------------|-----------------|-------------|-------------|------------|------------|------------|-----------|-------------|--------------------|----------------|
| 0.50               | 6.00                   |                 |             |             |            |            |            |           |             |                    |                |
| <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> |
| SHIP               | 392546.95N/0742018.47W | 280             | 50          | 20          | 2C         | 1000       |            |           |             | AT700 AC20         | 2000           |
| TERRAIN            | 392546.95N/0742018.47W | 0 (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

STEVV

TO

PRSTY

| <u>RNP</u>           | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  |             |           | <u>HAT</u> |            |           | <u>HMAS</u> |                     |                |
|----------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|---------------------|----------------|
| 0.50                 | 6.10                   |                 |             |             |           |            |            |           |             |                     |                |
| <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 (34-020030) | 392138.50N/0742508.10W | 490             | 500         | 50          | 5D        | 500        |            |           |             | VEB53 DG607<br>AC50 | 1700           |
| TERRAIN              | 392536.00N/0742715.00W | 14 (0)          |             |             |           |            |            |           |             | AS1500              | 1500           |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL

FROM

PRSTY

TO

RW31

| <u>RNP</u>          | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  |             |           |            | <u>HAT</u> | <u>HMAS</u> |             |                    |                |
|---------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 0.30                | 4.91                   |                 | DA          |             |           |            | 382        |             |             |                    |                |
| <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> |
| ANTENNA (34-079974) | 392700.11N/0743211.12W | 175             | 20          | 3           | 1A        |            | 21.47:1    |             |             | AC3                | 445            |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LEVEL SURFACE

FROM

DA

TO

KOVEC

| <u>RNP</u><br>0.30-1.00 | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  |             | <u>HAT</u> |            | <u>HMAS</u><br>284 |           |             |                    |                |
|-------------------------|------------------------|-----------------|-------------|-------------|------------|------------|--------------------|-----------|-------------|--------------------|----------------|
| <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                     | 392927.00N/0745042.00W | 312             | 215         | 8           | 4B         | 1000       |                    |           |             |                    | 1400           |
| TERRAIN                 | 392927.00N/0745045.00W | 111 (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

MSA

CENTER

RW31

RADIUS

25

| SECTOR  | OBSTRUCTION       | COORDINATES            | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC  | OCS | ADJUSTMENTS | MIN ALT |
|---------|-------------------|------------------------|---------|----------|----------|------|------|----|------|-----|-------------|---------|
| 360-360 | TOWER (34-000174) | 394344.00N/0745041.00W | 322     | 21.3     | 1049     | 500  | 50   | 5D | 1000 |     |             | 2100    |

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

|                           |                 |                      |                         |                 |              |                    |
|---------------------------|-----------------|----------------------|-------------------------|-----------------|--------------|--------------------|
| <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                      | ACY             | 24                   | ACY                     | 0.00            | 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:

BACKUP ALTIMETER NOT REQUIRED - 24 HR ATCT ON AIRPORT WITH SECONDARY WEATHER REPORTING SYSTEMS.

|                                            |                      |                        |                            |
|--------------------------------------------|----------------------|------------------------|----------------------------|
| <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> |
| 01H                                        |                      |                        |                            |
| RW04 - HIRL, PAPI-4L                       |                      | NPI-G                  |                            |
| RW22 - HIRL, VASI-4L                       |                      | NPI-G                  |                            |
| RW13 - MALSR, C/LINE, HIRL, TDZ, PAPI-4L   |                      | PIR-G                  | APPROACH, ROLL OUT         |
| RW31 - REIL, HIRL, C/LINE, PAPI-4L         |                      | PIR-G                  | APPROACH, ROLL OUT         |

|                         |                           |            |                        |                          |                   |            |
|-------------------------|---------------------------|------------|------------------------|--------------------------|-------------------|------------|
| <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                    | 63.1                      | 52.4       |                        |                          | 3.00              | 68.9       |

FINAL APPROACH COURSE AIMING

|                  |                                     |                    |                              |
|------------------|-------------------------------------|--------------------|------------------------------|
| RUNWAY THRESHOLD | <input checked="" type="checkbox"/> | FT FROM THRESHOLD  | DISPLACED THRESHOLD DISTANCE |
| 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> |
| -13C                | +54C                 | -13C       | +14.85C        |

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2007-2011).  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 968 HIGH TEMP 1260.

"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.

50 FT VEGETATION USED PER FPT.

DEVELOPED RNP 0.30 MINIMUMS ONLY DUE TO FINAL SURFACE PENETRATION OF ANTENNA (34-079974),392700.11N/0743211.12W. LOWER RNP LEVELS WILL NOT MISS THE OBSTACLE AND USE OF CG IS NOT APPLICABLE AS THE OBSTACLE LIES WITHIN MA SECT 1A.

LESS THAN STANDARD RNP LEVELS USED IN INTERMEDIATE AND INITIAL SEGMENTS DUE TO DTA CONSIDERATIONS.

445 DA/382 HAT WERE DETERMINED BY UTILIZING THE CURRENTLY PUBLISHED 3.00 GPA AND 52.4 TCH. THE PFAF IS CURRENTLY IN AN INCORRECT LOCATION FOR A 1700 GLIDEPATH INTERCEPT; PFAF NEEDS TO BE MOVED UPON NEXT FULL AMDT.

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                 | 3.09   |
| WIDTH OF        | FINAL | SEGMENT AT 1000FT POINT         | 1.20   |
| TRUE COURSE OF  | FINAL | SEGMENT CONTAINING 1000FT POINT | 298.07 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 100    |
| DISTANCE FROM   | THLD  | TO 1500FT POINT                 | 4.66   |
| WIDTH OF        | FINAL | SEGMENT AT 1500FT POINT         | 1.20   |
| TRUE COURSE OF  | FINAL | SEGMENT CONTAINING 1500FT POINT | 298.07 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1500FT POINT | 100    |

|                                            |                            |
|--------------------------------------------|----------------------------|
| THRESHOLD COORDINATES (IF STR-IN)          | 392704.93N/0743335.06W     |
| ARP COORDINATES                            | 392727.27N/0743437.76W     |
| RUNWAY APCH END AND DIST FURTHEST FROM ARP | RUNWAY 31 DISTANCE 0.89 NM |
| FAF COORDINATES                            | 392446.37N/0742759.59W     |
| FIX NAME COORDINATES                       |                            |

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

| NAME                                  | OFFICE   | DATE       | TITLE                               |
|---------------------------------------|----------|------------|-------------------------------------|
| CASIMIR L. TABAKA (ROBERT A. SWINSON) | AJV-A432 | 12/12/2024 | AERONAUTICAL INFORMATION SPECIALIST |