

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> SBY	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 14	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> SALISBURY	<u>STATE</u> MD
<u>AIRPORT ELEVATION</u> 54	<u>TDZE</u> 49	<u>SUPERSEDED</u> RNAV (GPS) RWY 14	<u>DATED</u> 08/07/2025	<u>MAG VAR</u> 12W
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2000
			<u>CANCEL/SUSPEND</u>	

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
CHOPS		ASMUW		TF	FB	1.00	171.67	13.87	2100
EZIZI		HYDRS		TF	FO	1.00	238.13	12.73	2100
ASMUW	IAF	HYDRS	NOPT	TF	FB	1.00	138.35	8.92	2100
HYDRS	IF/IAF	EWWEL		TF	FB	1.00	138.55	6.04	1700
EWWEL	FAF	FIKLU/2.68 NM TO RW14		TF	FB	0.30	138.62	2.37	
FIKLU/2.67 NM TO RW14		RW14	MAP	TF	FO	0.30	138.62	2.68	
RW14	MAP	299 MSL		CA			138.62		
299 MSL		BEEEG		DF	FO	1.00			2000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW14

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 DIRECT BEEEG AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD NW HYDRS, RT, 138.55 INBOUND, 2100 IN LIEU OF PT (IAF), MAX 6000.					
3. FAC: 138.62	FAC: EWWEL		DIST FAF TO MAP: 5.05	DIST FAF TO THLD: 5.05	
4. MIN ALT: HYDRS 2100, EWWEL 1700, FIKLU/2.68 NM TO RW14 940					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	250 HAT: 0.65	GS ANT:
6. MIN GP INCPT: 1700	GP ALT AT PFAF: EWWEL 1700			OM:	MM:
7. GP ANGLE: 3.00	34:1: IS CLEAR	20:1: IS CLEAR	TCH: 45.0		IM:
8. MSA FROM: RW14 2100					

QUALITY
39
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CHOPS ON T224-315 NORTHEAST BOUND.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -9°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT EZIZI ON T335 NORTHBOUND.

ADDITIONAL FLIGHT DATA:

HOLD SE, RT, 318.78 INBOUND.
CHART FAS OBST: 179 TREE (24-041220) 382036N/0753124W.
CHART VDP AT 1.07 NM TO RW14.
WAAS CHANNEL # 56320
REFERENCE PATH ID: W14A
LTP HAE: -21.8 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
LPV DA	299	3/4	250	299	3/4	250	299	3/4	250	299	3/4	250			
LNAV/VNAV DA	436	1 1/8	387	436	1 1/8	387	436	1 1/8	387	436	1 1/8	387			
LNAV MDA	440	1	391	440	1	391	440	1 1/8	391	440	1 1/8	391			
CIRCLING	480	1	426	560	1	506	560	1 1/2	506	700	2	646			

CHANGES - REASONS

1. TERMINAL ROUTES: EWWEL - FIKLU DISTANCE CHANGED FROM 2.39 TO 2.37.- EWWEL MOVED 10 FEET EAST
2. TERMINAL ROUTES: FIKLU - RW14 DISTANCE CHANGED FROM 2.67 TO 2.68.- RW14 SHORTENED
3. PROFILE LINE 7: REPLACED 34:1 IS NOT CLEAR WITH 34:1 IS CLEAR.- IAW 8260.19K
4. CHART NOTES: REMOVED HELICOPTER VISIBILITY NOTE.- NO 34:1 OBSTACLES EXIST
5. ADDITIONAL FLIGHT DATA: VDP DISTANCE CHANGED FROM 1.09 NM TO 1.07 NM.- RUNWAY 14 SHORTENED
6. ADDITIONAL FLIGHT DATA: REMOVED CHART CIRCLING ICON.- IAW 8260.19K
7. MINIMA: CIRCLING MINS; CAT A HAA CHANGED FROM 427 TO 426, CAT BE CMDA CHANGED FROM 520 TO 560, HAA CHANGED FROM 467 TO 506, CAT C HAA CHANGED FROM 507 TO 506, CAT D HAA CHANGED FROM 647 TO 646.- NEW OBSTACLE EVALUATION AND RUNWAY DATA
8. FAS DATA: LTP LAT LONG CHANGED FROM 381951.8100N/0752928.2355W TO 382045.0890N/0753059.0570W.- IAW 8260.19K
9. FAS DATA: CRC REMAINDER CHANGED FROM EE9D3EF4 TO 071AC8D5.- IAW 8260.19K
10. TERMINAL ROUTES: HYDRS - EWWEL DISTANCE CHANGED FROM 6.03 TO 6.04.- NEW SURVEY DATA
11. NOTES: ADDED PROFILE NOTE VGSI AND RNAV GLIDEPATH NOT COINCIDENT.- IAW 8260.19K
12. FAS DATA: LENGTH OFFSET CHANGED FROM 800 TO 432.- NEW RUNWAY SURVEY



COORDINATED WITH:

A4A

X

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER:

ZDC, NHK APP CON, SBY ATCT, AMGR.

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

NICHOLAS HEIDERSTADT

OFFICE

DATE

AJV-A433

04/20/2026

APPROVED BY

ROBERT G HAMILTON

OFFICE

DATE

TITLE

AJV-A433

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KSBY
RUNWAY	RW14
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W14A
LTP/FTP LATITUDE	382045.0890N
LTP/FTP LONGITUDE	0753059.0570W
LTP/FTP ELLIPSOIDAL HEIGHT	-00218
FPAP LATITUDE	381951.8100N
FPAP LONGITUDE	0752928.2355W
THRESHOLD CROSSING HEIGHT (TCH)	00045.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0432
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	071AC8D5

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+00141
FPAP ORTHOMETRIC HEIGHT	+00141



**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>
SBY	RNAV (GPS) RWY 14	3	SALISBURY	MD	54	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM CHOPS **TO** ASMUW

RNP 1.00 **DISTANCE** 13.87 **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>
TOWER (24-000604)	383731.42N/0755322.88W	547	20	3	1A	1000				AT553	2100
TERRAIN	384012.00N/0755330.00W	108 (100)								AS1500	1600

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM EZIZI **TO** HYDRS

RNP 1.00 **DISTANCE** 12.73 **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>
TOWER (10-020645)	383018.00N/0753836.00W	1048	250	50	4D	1000					2100
TERRAIN	382809.00N/0753809.00W	62 (100)								AS1500	1600

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
39
CHECKED

INITIAL

FROM

ASMUW

TO

HYDRS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	8.92										
<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 (24-000418)	383006.40N/0754407.40W	1042	250	50	4D	1000					2100
TERRAIN	382939.00N/0754933.00W	49 (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

HYDRS (IF/IAF)

TO

EWWEL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	6.04										
<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 (24-000643)	382348.86N/0753849.87W	471	500	125	5E	500				AC125	1100
TERRAIN	382321.00N/0753809.00W	187 (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

EWWEL

TO

RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.05		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 (24-043325)	382057.86N/0753123.24W	107	20	3	1A		34.00:1				299

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

EWWEL

TO

RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.05		DA				387				
<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 (24-041603)	382145.83N/0753140.98W	160	20	3	1A		22.79:1				436

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

EWWEL

TO

FIKLU/2.68 NM TO RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
0.30	2.37										
<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>QUALITY</u> <u>MIN ALT</u>
TOWER (24-000178)	382309.00N/0753532.00W	578	250	50	4D	250				AC50 RA53	39 940



COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

FIKLU/2.67 NM TO RW14

TO

RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	2.68		RW14	391	

<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 (24-041220)	382035.59N/0753124.27W	179	20	3	1A	250					440

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

HYDRS

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
		P-5			

<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 (24-000418)	383006.40N/0754407.40W	1042	250	50	4D	1000					2100
TERRAIN	382327.00N/0753815.00W	108 (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: LPV

FROM

DA

TO

BEEEG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30							111				
<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	381430.00N/0752424.00W	260	215	8	4B	1000					1300
TERRAIN	382045.00N/0752915.00W	72 (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

BEEEG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30							275				
<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	381430.00N/0752424.00W	260	215	8	4B	1000					1300
TERRAIN	382045.00N/0752915.00W	72 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW14

TO

BEEEG

<u>RNP</u> 0.30-1.00		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 340			
<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	381430.00N/0752424.00W	260	215	8	4B	1000					1300
TERRAIN	382045.00N/0752915.00W	72 (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 (24-041220)	382035.59N/0753124.27W	1.30	426	179	20	3	1A	300			480
CATEGORY B											
ANTENNA (24-040788)	381816.07N/0752957.12W	1.81	506	251	20	10	1B	300			560
CATEGORY C											
TOWER (24-000460)	381740.82N/0753009.76W	2.84	506	253	20	3	1A	300			560
CATEGORY D											
TOWER (24-000711)	382127.00N/0752553.00W	3.70	646	348	500	50	5D	300		AC50	700

CIRCLING REMARKS:

MSA

CENTER

RW14

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (10-020645)	383018.00N/0753836.00W	340	11.2	1048	250	50	4D	1000			2100

QUALITY
39
CHECKED

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

NHK APP CON, ZDC ARTCC, SBY 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	SBY	24	SBY		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>
ASOS	GED	24	GED	22.08	Y	52

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KSBY 54, KGED 50
RA = 51.4.

<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>	
RW05 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)	NPI-G		
RW14 - REIL (PCL), HIRL (PCL), PAPI-4L	NPI-G		
RW23 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)	NPI-G		
RW32 - MALSR (PCL), 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	46.3	45.0			3.00	52.9

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>
-10C	+54C	-10C	+14.89C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2021-2025).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 955 HIGH TEMP 1260.

"VISUAL PORTION OF FINAL" PENETRATIONS

PENETRATIONS REMARKS:



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 PER FPT.

VISIBILITY BELOW 1 SM NOT SUPPORTED BY RUNWAY PROTECTION ZONE (RPZ) PER FPT.

CONTINGENCY REMOTE ALTIMETER NOTE:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED USE GED ALTIMETER SETTING AND INCREASE LPV DA TO 351 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE LNAV/VNAV DA TO 488 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 60 FEET AND LNAV CAT C AND D VISIBILITY 1/4 SM, AND CIRCLING CAT D VISIBILITY 1/4 SM.
BARO-VNAV AND VDP NA WHEN USING GED ALTIMETER SETTING.
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	126.62
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	4.85
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	126.62
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	100

THRESHOLD COORDINATES (IF STR-IN) 382045.09N/0753059.06W

ARP COORDINATES 382022.39N/0753029.28W

RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 32 DISTANCE 0.72 NM

FAF COORDINATES 382346.19N/0753608.29W

FIX NAME COORDINATES IF/IAF HYDRS 382722.57N/0754218.89W

REMARKS

PART E: PREPARED BY

NAME

NICHOLAS HEIDERSTADT

OFFICE

AJV-A433

DATE

04/20/2026

TITLE

AERONAUTICAL INFORMATION SPECIALIST

QUALITY

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