

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> SRC	<u>PROCEDURE NAME</u> ILS OR LOC RWY 1	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> SEARCY	<u>STATE</u> AR
<u>AIRPORT ELEVATION</u> 265	<u>TDZE</u> 253	<u>SUPERSEDED</u> ILS OR LOC RWY 1	<u>DATED</u> 06/13/2024	<u>MAG VAR</u> 2E
<u>FACILITY</u> I-DSY	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 1995
			<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>
LIT VORTAC	IAF	HOGGA INT/I-DSY 12.18 DME	NOPT				054.46	22.00	2300
HOGGA INT/I-DSY 12.18 DME	IF/IAF	SETLE/I-DSY 6.21 DME					010.65	5.96	1900

MISSED APPROACH

MAP:
ILS: DA
LOC: I-DSY 1.16 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2300 ON HEADING 180 AND ON LIT VORTAC R-054 TO HOGGA INT/I-DSY 12.18 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	HOLD S HOGGA INT/I-DSY 12.18 DME, RT, 010.65 INBOUND, 2300 FT. IN LIEU OF PT (IAF), MAX 4700.					
3.	FAC:	010.65	FAF:	SETLE/I-DSY 6.21 DME	DIST FAF TO MAP:	DIST FAF TO THLD: 5.06
4.	MIN ALT:	HOGGA INT/I-DSY 12.18 DME 2300, SETLE/I-DSY 6.21 DME 1900, YALTY/I-DSY 3.39 DME 1000				
5.	DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:	1095
6.	MIN GS INCPT:	1900	GS ALT AT PFAF:	SETLE/I-DSY 6.21 DME 1900	OM:	MM:
7.	GS ANGLE:	3.00	34:1:	20:1:	TCH:	53.7
8.	MSA FROM:	ARP KSRC 2700				



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: CIRCLING NA FOR CATS B AND C W OF RWY 1-19.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON LIT VORTAC AIRWAY RADIALS 014 CW 105.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 01 CAT C VISIBILITY TO 1 SM.

ADDITIONAL FLIGHT DATA:

CHART FAS OBST: 331 TREE (05-071368) 351144N/0914441W.
CHART VDP AT 2.12 DME.
DISTANCE VDP TO THLD 0.96 NM.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: 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
S-ILS 01	453	1/2	200	453	1/2	200	453	1/2	200		NA				
S-LOC 01	600	1/2	347	600	1/2	347	600	5/8	347		NA				
CIRCLING	760	1	495	760	1	495	780	1 1/2	515		NA				



CHANGES - REASONS

1. REMOVED ALL REFERENCES TO CERCY LOM AND CHANGED FAF FROM CERCY LOM/I-DSY 6.07 DME TO SETTLE/I-DSY 6.21 DME. – CERCY LOM DECOMMISSIONED AND PROCEDURE REDESIGNED WITH COLLOCATED ILS GLIDESLOPE INTERCEPT/FAF SETTLE; SETTLE MOVED 0.14 NM (877.3 FT) SOUTH.
2. TERMINAL ROUTES, DELETED FEEDER SEGMENT FROM LIT VORTAC TO CERCY LOM/I-DSY 6.07 DME. – CERCY LOM DECOMMISSIONED AND LIT VORTAC RELOCATED.
3. TERMINAL ROUTES, DELETED FEEDER SEGMENT FROM TAFT INT/I-DSY 24.92 DME TO CERCY LOM/I-DSY 6.07 DME. – ATC REQUEST, LIT VORTAC RELOCATED, AND CERCY LOM DECOMMISSIONED.
4. TERMINAL ROUTES, ADDED INITIAL SEGMENT (NO PT) FROM LIT VORTAC TO HOGGA INT/I-DSY 12.18 DME. – PROCEDURE REDESIGNED WITH NEW LIT VORTAC LOCATION AND NEW IF HOGGA INT/I-DSY 12.18 DME.
5. TERMINAL ROUTES, ADDED INTERMEDIATE SEGMENT FROM HOGGA INT/I-DSY 12.18 DME TO SETTLE/I-DSY 6.21 DME. – PROCEDURE REDESIGNED WITH NEW IF AND FAF.
6. MISSED APPROACH CHANGED FROM “CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2300 DIRECT CERCY LOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2300” TO “CLIMB TO 800 THEN CLIMBING RIGHT TURN ON HEADING 180 AND ON LIT VORTAC R-054 TO HOGGA INT/I-DSY 12.18 DME AND HOLD”. – PROCEDURE REDESIGNED WITH NEW COURSE GUIDANCE AND HOLDING FIX.
7. MAP LOC, DELETED PORTION “4.91 NM AFTER CERCY LOM/I-DSY 6.07 DME OR AT”. – TIMING NOT AUTHORIZED DUE TO DME REQUIRED.
8. PROFILE LINE 1, DELETED PROCEDURE TURN DATA. – CERCY LOM DECOMMISSIONED AND PROCEDURE TURN REMOVED.
9. PROFILE LINE 2, ADDED HILPT DATA AT HOGGA INT/I-DSY 12.18 DME. – PROCEDURE REDESIGNED.
10. PROFILE LINE 3, CHANGED FAF FROM CERCY LOM/I-DSY 6.07 DME TO SETTLE/I-DSY 6.21 DME, DELETED DIST FAF TO MAP, AND INCREASED DIST FAF TO THLD FROM 4.91 TO 5.06. – NEW FAF SETTLE, TIMING NOT AUTHORIZED DUE TO DME REQUIRED, AND FAF MOVED 0.14 NM SOUTH.
11. PROFILE LINE 4, MIN ALT DELETED CERCY LOM/I-DSY 6.07 DME 1900, ADDED HOGGA INT/I-DSY 12.18 DME 2300, SETTLE/I-DSY 6.21 DME 1900, AND YALTY/I-DSY 3.39 DME 1000. – PROCEDURE REDESIGN WITH NEW IF, NEW FAF, AND ESTABLISHED SDF YALTY/I-DSY 3.39 DME TO RETAIN LOC MDA.
12. PROFILE LINE 5, DELETED DIST TO THLD FROM OM. – CERCY LOM REMOVED FROM PROCEDURE.
13. PROFILE LINE 6, CHANGED GS ALT AT PFAF FROM GP INTCP TO 1900 AND DELETED OM 1877. – COLOCATED GLIDESLOPE INTERCEPT/FAF, AND OM BEING DECOMMISSIONED.
14. PROFILE LINE 8, MSA CHANGED FROM CERCY LOM 2300 TO ARP KSRC 2700. – NO SUITABLE OMNIDIRECTION NAVAID WITHIN 30 NM IAW 8260.3F PARA 2-3-2.B.(1).
15. EQUIPMENT REQUIREMENTS NOTES, DELETED ADF REQUIRED AND ADDED DME REQUIRED. – CERCY LOM REMOVED FROM PROCEDURE, AND MISSED APPROACH HOLDING REQUIRES DME DUE TO LIT VORTAC DIVERGENCE WITH THE I-DSY EXCEEDING 45 DEGREES .
16. NOTES, ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON LIT VORTAC AIRWAY RADIALS 014 CW 105. – REQUIRED IAW FAAO 8260.19J PARA 8-2-5.G.(2).
17. NOTES, MOVED SECONDARY ALTIMETER ADJUSTMENT AND VDP NA CHART NOTES TO THE 8260-9 PART C GENERAL REMARKS. – NOT NEEDED DUE TO SRC ALTIMETER TRANSMITS TO WMSCR.
18. ADDITIONAL FLIGHT DATA, DELETED HOLD S, RT 010.65 INBOUND. – MISSED HOLDING IS NOW THE SAME AS THE HILPT.

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER:

ZME, LIT APP CON, AMGR

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

MICHAEL MCCARTNEY

Digitally signed by
MICHAEL A MCCARTNEY
Apr 02, 2025

OFFICE

DATE

AJV-A431

02/07/2025

APPROVED BY

ERIC N SUSKI

OFFICE

DATE

TITLE

AJV-A431

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>
SRC	ILS OR LOC RWY 1	1	SEARCY	AR	265	I-DSY

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM

LIT VORTAC

TO

HOGGA INT/I-DSY 12.18 DME

RNP

DISTANCE

22.00

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 (05-001543)	350008.00N/0914441.00W	933	500	50	5D	1000				AT367	2300
TERRAIN	345006.00N/0920918.00W	419 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

LIT VOR IS A DOPPLER VOR AND MEETS THE VOR AND TACAN COLLOCATION REQUIREMENTS IAW FAA ORDER 6050.32B, APPENDIX 3, SECTION 2.

INTERMEDIATE

FROM

HOGGA INT/I-DSY 12.18 DME (IF/IAF)

TO

SETLE/I-DSY 6.21 DME

RNP

DISTANCE

5.96

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 (05-001543)	350008.00N/0914441.00W	933	500	50	5D	500				AT467	1900
TERRAIN	350130.00N/0914518.00W	252 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM

SETLE/I-DSY 6.21 DME

TO

RW01

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>			
		5.06		DA			200				
<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				453

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

SETLE/I-DSY 6.21 DME

TO

YALTY/I-DSY 3.39 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	2.83										
<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	350833.00N/0914521.00W	424	215	8	4B	250				RA100 DG226	1000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

YALTY/I-DSY 3.39 DME

TO

I-DSY 1.16 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	2.23		I-DSY 1.16 DME				347				
<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 (05-071368)	351143.98N/0914441.23W	330.7 (331)	50	20	2C	250					600

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

HOGGA INT/I-DSY 12.18 DME

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<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 (05-001543)	350008.00N/0914441.00W	933	500	50	5D	1000				AT367	2300
TERRAIN	345839.00N/0915224.00W	278 (300)								AS1500	1800

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

HOGGA INT/I-DSY 12.18 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 278			
<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				2300
TOWER (05-001543)	350008.00N/0914441.00W	933	500	50	5D	1000					2000
TERRAIN	351342.00N/0914500.00W	321 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

I-DSY 1.16 DME

TO

HOGGA INT/I-DSY 12.18 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 350			
<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				2300
TOWER (05-001543)	350008.00N/0914441.00W	933	500	50	5D	1000					2000
TERRAIN	351342.00N/0914500.00W	321 (300)								AS1500	1800

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	351357.00N/0914518.00W	1.30	495	458	215	8	4B	300			760
CATEGORY B											
TOWER (05-000755)	351328.00N/0914238.00W	1.81	495	446	50	20	2C	300			760
CATEGORY C											
TOWER (05-020005)	351321.61N/0914046.07W	2.85	515	470	50	20	2C	300			780

CIRCLING REMARKS:

MSA

CENTER

ARP KSRC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (05-020026)	353754.54N/0915902.01W	332	28.0	1612	50	20	2C	1000			2700

MSA REMARKS:

NO OMNIDIRECTIONAL NAVAID WITHIN 30 NM OF LANDING AREA.



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

HISTORICAL WINDS (2019-2023) UTILIZED.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZME ARTCC, LIT APP CON

<u>WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> SRC	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> SRC	<u>DISTANCE</u> 0	<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> 37.54	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 89

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
SRC 265, LIT 254
RA = 88.9.

<u>PRIMARY NAVAID</u> I-DSY	<u>MONITOR POINT</u> AOCC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>	
RW01 - MALSR (PCL), MIRL (PCL), PAPI-4L	PIR-G		
RW19 - MIRL (PCL), REIL (PCL), PAPI-4L	PIR-G		

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 235.4	<u>TCH</u> 53.7	<u>ELEV GS ANTENNA</u> 231.7	<u>DISTANCE FROM RWY</u> 1095	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 57.3
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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



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.

ALTERNATE MISSED APPROACH NOT DEVELOPED. NO OTHER NAVAIDS AVAILABLE.
100 FT VEGETATION HEIGHT UTILIZED PER FPT CHECKLIST.

CONTINGENCY NOTES:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LIT ALTIMETER SETTING: INCREASE S-ILS 01 DA TO 542 FEET; INCREASE ALL MDAS 100 FEET AND S-LOC 01 VISIBILITY CAT C 1/4 SM AND CIRCLING VISIBILITY CAT C 1/4 SM.
VDP NA WHEN USING LIT ALTIMETER SETTING.
FOR INOPERATIVE ALS WHEN USING LIT ALTIMETER SETTING, INCREASE S-ILS 01 ALL CATS VISIBILITY TO 7/8 SM.

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	2.86
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.84
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	012.65
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	200
DISTANCE FROM	THLD	TO 1500FT POINT	4.66
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.23
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	012.65
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	200

THRESHOLD COORDINATES (IF STR-IN) 351209.20N/0914423.06W
ARP COORDINATES 351238.20N/0914415.14W
RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 1 DISTANCE 0.49 NM
FAF COORDINATES 350712.56N/0914544.03W
FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

PART E: PREPARED BY

NAME

MICHAEL MCCARTNEY

OFFICE

AJV-A431

DATE

02/07/2025

TITLE

AERONAUTICAL INFORMATION SPECIALIST

