

**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> LEB	<u>PROCEDURE NAME</u> ILS OR LOC RWY 18	<u>ORIGINAL/AMENDMENT</u> 8A	<u>CITY</u> LEBANON	<u>STATE</u> NH
<u>AIRPORT ELEVATION</u> 603	<u>TDZE</u> 573	<u>SUPERSEDED</u> ILS OR LOC RWY 18	<u>ORIGINAL/AMENDMENT</u> 8	<u>DATED</u> 01/27/2022
<u>FACILITY</u> I-DVR	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 16W
				<u>EPOCH YEAR</u> 1995
				<u>CANCEL/SUSPEND</u>

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 097/30 CW 277/30	NOPT	097/10 CW 277/10		7000
2. 097/10 CW 277/10		HAMMM	IF/IAF	4700
3. 277/30 CW 097/30		277/10 CW 097/10		6400
4. 277/10 CW 097/10		HAMMM	IF/IAF	4700

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>
HAMMM/I-DVR 13.40 DME	IF/IAF	BURGR OM/I-DVR 7.13 DME					186.97 (I-DVR)	6.27	2900
BURGR OM/I-DVR 7.13 DME	FAF	FRYYS/I-DVR 4.21 DME					186.97	2.93	
FRYYS/I-DVR LOC/DME 4.21 DME		GULEC/I-DVR 1.82 DME	MAP				186.97	2.39	
GULEC/I-DVR 1.82 DME	MAP	2100 MSL		CA					2100
2100 MSL		HAMMM		DF	FO				4700

MISSED APPROACH

MAP:

ILS: DA
LOC: GULEC/I-DVR 1.82 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2100 THEN CLIMBING RIGHT TURN TO 4700 DIRECT HAMMM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4700.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD N HAMMM, LT, 186.97 INBOUND, 4700 IN LIEU OF PT (IAF), MAX 7000.														
3.	FAC:	186.97	FAF:	BURGR OM/I-DVR 7.13 DME	PFAF:	HAANK/I-DVR 9.62 DME	DIST FAF TO MAP:		DIST FAF TO THLD:	6.31					
4.	MIN ALT:	HAMMM/I-DVR 13.40 DME 4700, BURGR OM/I-DVR 7.13 DME 2900, FRYYS/I-DVR 4.21 DME 1720													
5.	DIST TO THLD FROM PFAF:	8.79	MM:		IM:		150 HAT:		GS ANT:	854					
6.	MIN GS INCPT:	3500	GS ALT AT PFAF:	HAANK/I-DVR 9.62 DME 3500					OM:	2683	MM:		IM:		
7.	GS ANGLE:	3.10	34:1:		20:1:		TCH:	42.4							
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 750.
CHART NOTE: CIRCLING NA SOUTH OF RWY 7-25.
CHART NOTE: CIRCLING RWY 7 NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

FICTITIOUS THRESHOLD POINT (CFBFQ) DO NOT CHART.
CHART FAS OBST: 1225 TREE (33-025314) 434054N/0722004W.
CHART VDP AT 2.78 DME.
DISTANCE VDP TO THLD 1.96 NM.
FAC CROSSES RWY C/L EXTENDED 2911 FT FROM THLD.
CHART PLANVIEW NOTE: LOC OFFSET 3.00 DEGREES.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD; LOC: CAT A 1100-2, CAT B 1200-2, CAT C 1300-3, CAT D 1500-3

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 18	915	1	342	915	1	342	915	1	342	915	1	342			
S-LOC 18	1320	1 1/4	747	1320	1 1/4	747	1320	2	747	1320	2	747			
CIRCLING	1640	1 1/4	1037	1720	1 1/2	1117	1820	3	1217	2020	3	1417			



CHANGES - REASONS

1. TERMINAL ROUTES: MOVED "(I-DVR)" FROM DISTANCE TO COURSE – CURRENT DOCUMENTATION STANDARDS.
2. MISSED APPROACH: REMOVED "5.31 NM AFTER BURGER OM/I-DVR 7.13 DME OR AT" FROM LOC MISSED APPROACH – REMOVED APPROACH TIMING TABLE, APPROACH IS DME.
3. PROFILE LINE 3: REMOVED "DIST FAF TO MAP: 5.31" - REMOVED APPROACH TIMING TABLE, APPROACH IS DME.
4. PROFILE LINE 5: CHANGED "DIST TO THLD FROM OM: 6.31" TO DIST TO THLD FROM PFAF: 8.79" – ACCOUNTED FOR EXTENDED PFAF PLACEMENT.
5. PROFILE LINE 6: CHANGED OM: 2718" TO "OM: 2683" – UPDATED TARGETS BUILD.
6. PBN REQUIREMENTS: MOVED "RNP APCH - GPS" FROM EQUIPMENT REQUIREMENT NOTES TO PBN REQUIREMENTS - CURRENT DOCUMENTATION STANDARDS.
7. NOTES: ADDED "CHART NOTE: CIRCLING NA SOUTH OF RWY 7-25" - CANCELS FDC NOTAM 5/6212.
8. NOTES: ADDED "CHART NOTE: CIRCLING RWY 7 NA AT NIGHT" - PENETRATIONS EXIST FOR RWY 7, CANCELS FDC NOTAM 5/6212.
9. ADDITIONAL FLIGHT DATA: NOTES: REMOVED "CHART CIRCLING ICON" – NO LONGER REQUIRED PER CRITERIA.
10. ADDITIONAL FLIGHT DATA: CHANGED "CHART VDP AT 2.38 DME, DISTANCE VDP TO THLD 1.55 NM" TO "CHART VDP AT 2.78 DME, DISTANCE VDP TO THLD 1.96 NM" – UPDATED TARGETS BUILD.

10/02/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 10/01/2025:
1. TERMINAL ROUTES: ADDED ROUTES FROM BURGR OM TO FRYYS, FROM FRYYS TO GULEC, FROM GULEC TO 2100 MSL AND FROM 2100 MSL TO HAMMM.
2. EQUIPMENT REQUIREMENTS NOTE: REMOVED NOTE "DME REQUIRED."

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZBW, AMGR, LEB ATCT

FLIGHT CHECKED BY
KENNETH EARL JACK

Digitally signed by
CASIMIR L TABAKA
Oct 02, 2025

OFFICE
FIOG
DATE
09/27/2025

DEVELOPED BY
CASIMIR L. TABAKA (ROBERT A. SWINSON)

OFFICE
AJV-A432
DATE
01/07/2025

APPROVED BY
CASIMIR L. TABAKA

Digitally signed by
CASIMIR L TABAKA
Oct 02, 2025
Digitally signed by
CASIMIR L TABAKA
Oct 02, 2025

OFFICE
AJV-A432
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>
LEB	ILS OR LOC RWY 18	8A	LEBANON	NH	603	I-DVR

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 097/30 CW 277/30 **TO** 097/10 CW 277/10

<u>RNP</u>	<u>DISTANCE</u>	<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>
AAO	440127.00N/0714951.00W	4997	164	98	4E	2000					7000
TERRAIN	440127.00N/0714951.00W	4796 (4800)	164	98	4E					AS1500	6300

COMPUTATIONS

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

SEGMENT REMARKS:

STRAIGHT-IN AREA

FROM 097/10 CW 277/10 **TO** HAMMM

<u>RNP</u>	<u>DISTANCE</u>	<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>
AAO	435642.00N/0722151.00W	2589	164	98	4E	2000				AT111	4700
TERRAIN	435642.00N/0722151.00W	2388 (2400)								AS1500	3900

COMPUTATIONS

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

SEGMENT REMARKS:



STRAIGHT-IN AREA

FROM

277/30 CW 097/30

TO

277/10 CW 097/10

<u>RNP</u>	<u>DISTANCE</u>	<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>
AAO	433618.00N/0724909.00W	4302	164	98	4E	2000					6400
TERRAIN	433618.00N/0724909.00W	4101 (4100)								AS1500	5600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

STRAIGHT-IN AREA

FROM

277/10 CW 097/10

TO

HAMMM

<u>RNP</u>	<u>DISTANCE</u>	<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>
AAO	434406.00N/0720824.00W	2517	164	98	4E	2000				AT183	4700
TERRAIN	434151.00N/0722848.00W	1929 (1900)								AS1500	3400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE: LOC

FROM

HAMMM/I-DVR 13.40 DME (IF/IAF)

TO

BURGR OM/I-DVR 7.13 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	6.27										
<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	434721.00N/0722109.00W	2061	164	98	4E	500				AC98	2700
TERRAIN	434721.00N/0722109.00W	1860 (1900)								AS1000	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

HAANK/I-DVR 9.62 DME

TO

RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	8.79		DA				342				
<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>
POLE (33-022794)	433746.60N/0721834.24W	586	20	3	1A		32.9:1			MA83	915

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

565 MSL LIGHTING (33-031058) IDENTIFIED AS VGS PENETRATION. ALLOWED PER 8260.3E 2-6-6(A).



FINAL: LOC

FROM

BURGR OM/I-DVR 7.13 DME

TO

FRYYS/I-DVR 4.21 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	2.93										
<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	434242.72N/0722028.08W	1458	50	20	2C	250					1720

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

FRYYS/I-DVR LOC/DME 4.21 DME

TO

GULEC/I-DVR 1.82 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	2.39		GULEC/I-DVR 1.82 DME		747						
<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 (33-025314)	434053.61N/0722003.97W	1225	20	3	1A	250				SA-158	1320

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

HAMMM

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<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>
AAO	435642.00N/0722151.00W	2589	164	98	4E	1000				PR80 AT1031	4700
TERRAIN	435642.00N/0722151.00W	2388 (2400)								AS1500	3900

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

HAMMM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 681				
<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 (33-024031)	433548.03N/0721903.97W	1154	20	10	1B		ASC				4700
AAO	434721.00N/0722106.00W	2061	215	8	4B	1000				PR110	3200
TERRAIN	434721.00N/0722109.00W	1860 (1900)								AS1500	3400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

GULEC/I-DVR 1.82 DME

TO

HAMMM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
							1220				
<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				4700
AAO	434721.00N/0722106.00W	2061	215	8	4B	1000				PR110	3200
TERRAIN	434721.00N/0722109.00W	1860 (1900)								AS1500	3400

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

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
TOWER (33-000199)	433914.29N/0721742.53W	1.30	1037	1256	20	3	1A	300		XP80	1640
CATEGORY B											
TOWER (33-000199)	433914.29N/0721742.53W	1.83	1117	1256	20	3	1A	300		XP160	1720
CATEGORY C											
TREE (33-024094)	433821.00N/0722203.41W	2.88	1217	1382	20	10	1B	300		XP120	1820
CATEGORY D											
AAO	434015.00N/0721342.00W	3.77	1417	1559	215	8	4B	300		XP160	2020

CIRCLING REMARKS:

UNABLE TO LOWER MINIMUMS DUE TO ABBREVIATED AMENDMENT, SHOULD BE LOWERED AT NEXT FULL AMENDMENT.
FLIGHT INSPECTION REQUESTED THE CIRCLING RESTRICTION SOUTH OF RWYS 7-25. XP CAT A-D: MAINTAIN CURRENTLY PUBLISHED MINIMUMS.

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH



ZBW ARTCC, LEB 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	LEB	24	LEB		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 - AIRPORT HAS REDUNDANT ALTIMETER SOURCES.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
DVR ILS	AOCC	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW07 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)	NPI-G	
RW25 - MIRL (PCL), REIL (PCL), PAPI-4R (PCL)	NPI-G	
RW18 - HIRL (PCL), REIL	PIR-G	
RW36 - HIRL (PCL), PAPI-4L (PCL)	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>
3.10	563.5	42.4	554.8	854		

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☐	2911 FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	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

<u>PENETRATIONS REMARKS:</u>	QUALITY 31 CHECKED

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100 FT VEGETATION USED IN VICINITY OF AIRPORT PER FPT CHECKLIST.

ALTERNATE MISSED APPROACH N/A PER FPT DUE TO LACK OF COURSE GUIDANCE FACILITIES.

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	6.06
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.53
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	170.97
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1600
DISTANCE FROM	THLD	TO 1500FT POINT	9.98
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	5.82
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	170.97
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1900

THRESHOLD COORDINATES (IF STR-IN)	433745.51N/0721826.51W
ARP COORDINATES	433734.00N/0721815.10W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 36 DISTANCE 0.65 NM
FAF COORDINATES	434359.24N/0721950.53W
FIX NAME COORDINATES	IF/IAF HAMMM 435010.78N/0722112.26W

REMARKS

TAA STRAIGHT-IN: 097/30 CW 277/30 TO 277/30 CW 097/30 TO HAMMM.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CASIMIR L. TABAKA (ROBERT A. SWINSON)	AJV-A432	01/07/2025	AERONAUTICAL INFORMATION SPECIALIST

