

**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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
7W6	RNAV (GPS) RWY 11	1	ENGELHARD	NC		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
7	7	RNAV (GPS) RWY 11	ORIG-A	12/05/2019	9W	1985
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
RNAV			ROUTINE			

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>
PUNGO	IAF	FANDU		TF	FB	1.00	102.94	12.88	2500
FANDU	IF	LULUZ		TF	FB	1.00	108.86	5.94	1700
LULUZ	FAF	WINAS/1.55 NM TO RW11		TF	FB	0.30	109.04	3.64	
WINAS/1.55 NM TO RW11		RW11	MAP	TF	FO	0.30	109.04	1.55	
RW11	MAP	500 MSL		CA			109.04		500
500 MSL		PUNGO		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LP: RW11
LNAV: RW11

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 500 THEN CLIMBING RIGHT TURN 3000 DIRECT PUNGO AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT FANDU
- FAC: 109.04 FAF: LULUZ DIST FAF TO MAP: 5.19 DIST FAF TO THLD: 5.19
- MIN ALT: FANDU 2500, LULUZ 1700, WINAS/1.55 NM TO RW11 540
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: OM: MM: IM:
- MIN GP INCPT: GP ALT AT FAF:
- GP ANGLE: 34:1 IS CLEAR 20:1 IS CLEAR TCH:
- MSA FROM: RW11 2700

QUALITY
23
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: VDP NA WHEN USING HSE ALTIMETER SETTING.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HSE ALTIMETER SETTING AND INCREASE ALL MDAS 80 FEET.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL AT PUNGO ON T243 NORTHWEST BOUND.

ADDITIONAL FLIGHT DATA:

CHART R-5313
CHART R-5314
CHART PAMLICO B MOA
LULUZ TO RWY11: 3.00/40
HOLD W, RT, 102.00 INBOUND.
CHART FAS OBST: 94 TREE (37-148648) 353428N/0755921W, 59 TREE (37-148499) 353350N/0755824W.
CHART VDP AT 0.86 NM TO RW11.
WAAS CHANNEL # 40442
REFERENCE PATH ID: W11A
CHART CIRCLING ICON.
LTP HAE: -36.8 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
LP MDA	320	1	313	320	1	313		NA			NA				
LNAV MDA	360	1	353	360	1	353		NA			NA				
CIRCLING	420	1	413	460	1	453		NA			NA				



CHANGES - REASONS

1. TERMINAL ROUTES: FANDU TO LULUZ DISTANCE CHANGED FROM "6.00" TO "5.94" - FAC ADJUSTMENT FOR RUNWAY EXTENSION.
2. LULUZ TO WINAS DISTANCE CHANGED FROM "3.68" TO "3.64" - FAC ADJUSTMENT FOR RUNWAY EXTENSION.
3. WINAS TO MAP DISTANCE CHANGED FROM "1.50" TO "1.55" - FAC ADJUSTMENT FOR RUNWAY EXTENSION.
3. PBN REQUIREMENTS NOTE: CHANGED FROM "RNP APCH" TO "RNP APCH - GPS" - 8260.19J8-6-8D(5)(A)1.
4. NOTES: ADDED "CHART NOTE: VDP NA WHEN USING HSE ALTIMETER SETTING." - MOVED FROM PART C.
5. NOTES: ADDED "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HSE ALTIMETER SETTING AND INCREASE ALL MDAS 80 FEET." - MOVED FROM PART C.
6. PROFILE LINE 4: STEP DOWN FIX ALTITUDE CHANGED FROM "520" TO "540" – BASED ON NEW OBSTACLE EVALUATION.
7. ADDITIONAL FLIGHT DATA:GP/TCH CHANGED FROM "LULUZ TO RWY11: 3.00/45" TO "LULUZ TO RWY 11: 3.00/40. - CHANGED TO MATCH VGSI.
8. UPDATED CHART FAS OBST: 107 TREE FROM "353342N/0755800W" TO "353348N/0755751W" – NEW OBST EVALUATION.
9. ADDITIONAL FLIGHT DATA: LTP HAE: UPDATED FROM “-36.9 M” TO “-36.8 M” – LTP/FTP ELLIPSOIDAL HEIGHT CHANGED FROM “-00369” TO “-00368”
10. MINIMUMS: LP/LNAV CAT A/B, HAT LOWERED FROM “354” TO “353” - TOUCHDOWN ZONE ELEVATION CHANGED FROM "6.2" TO "6.5".
11. CIRCLING CAT A, HAA LOWERED FROM “414” TO “413” – AIRPORT ELEVATION CHANGED FROM "6.3" TO "6.6".
12. CIRCLING CAT B, HAA LOWERED FROM “454” TO “453” – AIRPORT ELEVATION CHANGED FROM "6.3" TO "6.6".
13. FAS DATA: CRC CHANGED FROM “98396D14” TO “0E725E08” - LTP/FTP LAT/LONG CHANGED FROM “353347.4200N/0755748.3500W” TO “353347.9320N/0755751.9635W” – FPAP LAT/LONG CHANGED FROM “353331.7635N/0755748.3500W” TO “353332.2735N/0755604.4515W – LENGTH OFFSET CHANGED FROM “1320” TO “1224” – LTP/FPAP ORTHOMETRIC HEIGHT CHANGED FROM “+00019” TO “+00020” - TCH CHANGED FROM "45" TO "40".

- 04/28/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 03/17/2025.
1. PROFILE LINE 3: DIST FAF TO MAP/THLD: CHANGED FROM "5.18" TO "5.19" - FAF APPROACH FIX ADJUSTED BASED ON NEW GPA/TCH.
2. CHART VDP NOTE DISTANCE CHANGED FROM "0.97" TO "0.86" - NEW SURVEY AND OBSTACLE EVALUATION.
3. UPDATED CHART FAS OBST: FROM "107 TREE 353342N/0755800W" TO "94 TREE (37-148648) 353428N/0755921W, 59 TREE (37-148499) 353350N/0755824W." – NEW OBST EVALUATION.
4. MINIMUMS: LP ALL CATS MDA/HAT LOWERED FROM "360/354" TO "320/313" - TDZE CHANGED FROM"6.2" TO "6.5", NEW OBSTACLE EVALUATION.

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: AMGR, NKT APP CON, ZDC.

FLIGHT CHECKED BY

RYAN CARAMANICA

Digitally signed by
CASIMIR L TABAKA
Jun 04, 2025

OFFICE

AJF

DATE

05/30/2025

DEVELOPED BY

JACOB CLARK
Apr 28, 2025

Digitally signed by

JACOB H CLARK

OFFICE

AJV-A432

DATE

03/17/2025

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by
CASIMIR L TABAKA
Jun 04, 2025

OFFICE

AJV-A432

DATE

TITLE
MANAGER



AIRPORT ID
7W6

PROCEDURE NAME
RNAV (GPS) RWY 11

ORIGINAL/AMENDMENT
1

CITY
ENGELHARD

STATE
NC

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	7W6
RUNWAY	RW11
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W11A
LTP/FTP LATITUDE	353347.9320N
LTP/FTP LONGITUDE	0755751.9635W
LTP/FTP ELLIPSOIDAL HEIGHT	-00368
FPAP LATITUDE	353332.2735N
FPAP LONGITUDE	0755604.4515W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1224
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	00.0
 CRC REMAINDER	 0E725E08

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+00020
FPAP ORTHOMETRIC HEIGHT	+00020



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>
7W6	RNAV (GPS) RWY 11	1	ENGELHARD	NC	7	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM PUNGO **TO** FANDU

RNP 1.00 **DISTANCE** 12.88 **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 (37-022399)	353654.55N/0761354.59W	313	20	3	1A	1000				AT1187	2500
TERRAIN	353733.00N/0762600.00W	16 (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 FANDU **TO** LULUZ

RNP 1.00 **DISTANCE** 5.94 **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	353457.00N/0760821.00W	210	215	8	4B	500				AT990	1700
TERRAIN	353454.00N/0761021.00W	9 (0)								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LP

FROM

LULUZ

TO

WINAS/1.55 NM TO RW11

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	3.64										
<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	353430.00N/0760257.00W	207	215	8	4B	250				RA80	540
TERRAIN	353418.00N/0760357.00W	9 (0)									0

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LP STEPDOWN

FROM

WINAS/1.55 NM TO RW11

TO

RW11

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	1.55		RW11		313						
<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 (37-148499)	353350.04N/0755824.16W	59	20	3	1A	250					320

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM

LULUZ

TO

WINAS/1.55 NM TO RW11

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	3.64										
<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	353430.00N/0760257.00W	207	215	8	4B	250				RA80	540
TERRAIN	353418.00N/0760357.00W	9 (0)									0

COMPUTATIONS

ALTCIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

WINAS/1.55 NM TO RW11

TO

RW11

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	1.55		RW11		353						
<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 (37-148648)	353428.13N/0755921.30W	94	20	3	1A	250					360

COMPUTATIONS

ALTCIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LP

FROM

RW11

TO

PUNGO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30-1.00							220				
<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				3000
TOWER (37-000380)	353200.00N/0755823.00W	316	500	50	5D	1000					1400
TERRAIN	353403.00N/0762248.00W	26 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: 20 DEGREE BANK USED TO AVOID 1029 TWR (37-002423)

MISSED APPROACH: LNAV

FROM

RW11

TO

PUNGO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30-1.00							260				
<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				3000
TOWER (37-000380)	353200.00N/0755823.00W	316	500	50	5D	1000					1400
TERRAIN	353403.00N/0762248.00W	26 (0)								AS1500	1500

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	353348.00N/0755751.00W	1.30	413	107	215	8	4B	300			420
CATEGORY B											
TREE	353348.00N/0755751.00W	1.81	453	107	215	8	4B	300		HA53	460

CIRCLING REMARKS:

MSA

CENTER

RW11

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (37-000265)	355358.45N/0762046.50W	326	27.5	1646	250	50	4D	1000			2700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

100 FT VEGETATION USED PER FPT.
LPV - LNAV/VNAV NOT DEVELOPED - IAP DESIGN IS CONSTRAINED DUE TO LOCATION OF MULTIPLE RESTRICTED AREAS. .
CAT A/B ONLY PER FPT.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

<u>WX SERVICE</u> AWOS-3P	<u>LOCATION</u> 7W6	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> 7W6	<u>DISTANCE</u> 0.17	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> HSE	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> HSE	<u>DISTANCE</u> 25.78	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 61

WX REMARKS:

RASS PRESSURE PATTERN THE SAME.
7W6 7, HSE 17
RA = 60.8

<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>	
RW11 - MIRL (PCL), PAPI-2L (PCL)	NPI-F		
RW29 - MIRL (PCL), PAPI-2L (PCL)	NPI-F		

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 6.5	<u>TCH</u> 40.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 40.0
---------------------------------	----------------------------------	--------------------	------------------------	--------------------------	---------------------------	--------------------

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	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>
---------------------	----------------------	------------	----------------

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
23
CHECKED

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

JONATHAN H. FLEENER, NORTH CAROLINA PROFESSIONAL LAND SURVEYOR, HAS CERTIFIED THAT THE RUNWAY APPROACH SURFACE IS FREE AND CLEAR OF OBSTRUCTIONS AND PENETRATIONS TO THE 20:1 SURFACE. SIGNED AND DATED JUNE 29TH, 2018.

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	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	100.04
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	0
DISTANCE FROM	THLD	TO 1500FT POINT	4.79
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.76
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	100.04
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	0

THRESHOLD COORDINATES (IF STR-IN)	353347.93N/0755751.96W
ARP COORDINATES	353343.59N/0755722.15W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 11 DISTANCE 0.41 NM
FAF COORDINATES	353442.47N/0760407.98W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JACOB CLARK	AJV-A432	03/17/2025	AERONAUTICAL INFORMATION SPECIALIST

