

EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
 CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 28 CAT C/D VISIBILITY TO 1 3/8 SM AND INCREASE ZIXUS FIX S-LOC 28 CAT C/D VISIBILITY TO RVR 4500.
 CHART NOTE: *RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.
 CHART SPEED ICON IN PLANVIEW AT HURTZ: MAX 210 KIAS.
 CHART SPEED ICON IN PLANVIEW AT FINNZ: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 131.00 INBOUND.
 CHART FAS OBST: 186 BUILDING (24-000661) 391017N/0763714W.
 CHART VDP AT 1.08 DME.
 DISTANCE VDP TO THLD 0.80 NM.
 CHART MANDATORY 2300 AT SOULZ.
 CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ILS: STANDARD; LOC: STANDARD - CAT D 800-2 1/4

<u>CATEGORY:</u>	A			B			C			D			E		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
S-ILS 28*	343	2400	200	343	2400	200	343	2400	200	343	2400	200			
S-LOC 28	620	2400	477	620	2400	477	620	5000	477	620	5000	477			
CIRCLING	660	1	517	660	1	517	700	1 1/2	557	880	2 1/4	737			
ZIXUS FIX MINIMUMS (DME REQUIRED)															
S-LOC 28	460	2400	317	460	2400	317	460	2400	317	460	2400	317			
CIRCLING	660	1	517	660	1	517	700	1 1/2	557	880	2 1/4	737			



CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED INTERMEDIATE SEGMENT HURTZ/BAL 12.11 DME/RADAR TO JURTI/BAL 5.98 DME/RADAR. – REDESIGN FOR NOISE ABATEMENT.
2. TERMINAL ROUTES: ADDED INITIAL SEGMENT HURTZ/BAL 12.27 DME/RADAR TO MCKAY/BAL 9.36 DME/RADAR. – REDESIGN FOR NOISE ABATEMENT.
3. TERMINAL ROUTES: ADDED INITIAL SEGMENT FINNZ TO MCKAY/BAL 9.36 DME/RADAR. – REDESIGN FOR NOISE ABATEMENT.
4. TERMINAL ROUTES: ADDED INTERMEDIATE SEGMENT MCKAY/BAL 9.36 DME/RADAR TO SOULZ/BAL 7.07 DME/RADAR. – REDESIGN FOR NOISE ABATEMENT.
5. TERMINAL ROUTES: ADDED INTERMEDIATE STEPDOWN SEGMENT SOULZ/BAL 7.07 DME/RADAR TO JURTI/BAL 3.78 DME/RADAR. – REDESIGN FOR NOISE ABATEMENT.
6. MAP: LOC CHANGED FROM "5.70 NM AFTER JURTI/BAL 5.98 DME/RADAR" TO "3.50 NM AFTER JURTI/BAL 3.78 DME/RADAR" – JURTI MOVED 2.2 NM NW.
7. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 2600 ON HEADING 305 AND EMI VORTAC R-179 TO EMI VORTAC AND HOLD." TO "CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 2600 ON HEADING 319 AND BAL VORTAC R-311 TO YANNI INT/BAL 16.80 DME AND HOLD." – REDESIGN FOR NOISE ABATEMENT.
8. PROFILE LINE 2: CHANGED FROM "PROFILE STARTS AT HURTZ" TO "PROFILE STARTS AT MCKAY". – REDESIGN FOR NOISE ABATEMENT.
9. PROFILE LINE 3: FAF CHANGED FROM "JURTI/BAL 5.98 DME/RADAR" TO "JURTI/BAL 3.78 DME/RADAR" AND DIST FAF TO MAP / DIST FAF TO THLD CHANGED FROM "5.70" TO "3.50". – FAF MOVED FOR NOISE ABATEMENT REDESIGN.
10. PROFILE LINE 4: CHANGED FROM "HURTZ/BAL 12.11 DME/RADAR 2000, JURTI/BAL 5.98 DME/RADAR 2000, ZIXUS/BAL 2.28 DME 620" TO "MCKAY/BAL 9.36 DME/RADAR 3000, SOULZ/BAL 7.07 DME/RADAR 2300, JURTI/BAL 3.78 DME/RADAR 1300, ZIXUS/BAL 2.28 DME 620." – REDESIGN FOR NOISE ABATEMENT.
11. PROFILE LINE 5: CHANGED DIST TO THLD FROM FAF FROM "3.78" TO "3.50" – FAF MOVED FOR NOISE ABATEMENT REDESIGN.
12. PROFILE LINE 6: MIN GS INCPT CHANGED FROM "2000" TO "1300" AND GS ALT AT PFAF FROM "JURTI/BAL 5.98 DME/RADAR 2000" TO "JURTI/BAL 3.78 DME/RADAR 1300." – REDESIGN FOR NOISE ABATEMENT.
13. NOTES: ADDED "CHART SPEED ICON IN PLANVIEW AT HURTZ: MAX 210 KIAS" AND "CHART SPEED ICON IN PLANVIEW AT FINNZ: MAX 210 KIAS." – SATISFY LEG LENGTH CRITERIA.
14. ADDITIONAL FLIGHT DATA: CHANGED "HOLD S, LT 359.00 INBOUND" TO "HOLD NW, RT, 131.00 INBOUND." – NEW MISSED APPROACH HOLDING.
15. ADDITIONAL FLIGHT DATA: CHANGED "CHART FAS OBST: 200 BLDG 391017N/0763713W." TO "CHART FAS OBST: 186 BUILDING (24-000661) 391017N/0763714W". – NEW FAS OBSTACLE.
16. ADDITIONAL FLIGHT DATA: CHANGED "CHART VDP AT 1.15 DME AND DISTANCE VDP TO THLD 0.86 NM" TO "CHART VDP AT 1.08 DME. AND DISTANCE VDP TO THLD 0.80 NM." – REDESIGN FOR NOISE ABATEMENT.
17. ADDITIONAL FLIGHT DATA: ADDED "CHART MANDATORY 2300 AT SOULZ." – REDESIGN FOR NOISE ABATEMENT.
18. MINIMUMS: CIRCLING CAT A MDA/HAA CHANGED FROM "640/497" TO "660/517" AND CAT D FROM "860/717" TO "880/737" - NEW CONTROLLING OBSTACLES.
19. REMOVED CHART 735 STACK 391048N/0763220W, 242 TOWER 390954N/0763618W - NEW EVALUATION, NO 7:1 OBSTACLES APPLIED.

COORDINATED WITH:

A4A
 ALPA
 AOPA
 APA
 HAI
 NBAA
OTHER: ZDC, PCT TRACON, BWI TOWER, AIRPORT MANAGER

FLIGHT CHECKED BY

PENDING

OFFICE

DATE

DEVELOPED BY

ERIC N SUSKI (ZACHARY KRUEGER)

Digitally signed by

ERIC N SUSKI

Jun 13, 2024

OFFICE

AJV-A431

DATE

03/05/2024

APPROVED BY

ERIC N SUSKI

Digitally signed by

ERIC N SUSKI

Jun 13, 2024

OFFICE

AJV-A431

DATE

TITLE

MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u> BWI	<u>PROCEDURE NAME</u> ILS OR LOC RWY 28	<u>AMDT NO.</u> 18	<u>CITY</u> BALTIMORE	<u>STATE</u> MD	<u>AIRPORT ELEVATION</u> 143	<u>FACILITY</u> I-OEH
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

<u>FROM</u> HURTZ/BAL 12.27 DME/RADAR	<u>TO</u> MCKAY/BAL 9.36 DME/RADAR
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<u>RNP</u>	<u>DISTANCE</u> 2.90	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	390639.00N/0762754.00W	286	215	8	4B	1000				AT1714	3000
TERRAIN	390639.00N/0762754.00W	85 (100)								AS1500	1600

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

INITIAL

<u>FROM</u> FINNZ	<u>TO</u> MCKAY/BAL 9.36 DME/RADAR
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<u>RNP</u> 1.00	<u>DISTANCE</u> 7.05	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
STACK (24-000381)	391238.00N/0762921.00W	421	500	50	5D	1000				AT1579	3000
TERRAIN	391233.00N/0762821.00W	45 (0)								AS1500	1500

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:



INTERMEDIATE

FROM
MCKAY/BAL 9.36 DME/RADAR

TO
SOULZ/BAL 7.07 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 2.30	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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>
STACK (24-000381)	391238.00N/0762921.00W	421	500	50	5D	500				AT1379	2300
TERRAIN	390730.00N/0763042.00W	114 (100)								AS1000	1100

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM
SOULZ/BAL 7.07 DME/RADAR

TO
JURTI/BAL 3.78 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 3.28	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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>
STACK (24-000291)	391053.00N/0763217.00W	740	500	50	5D	500				AT60	1300
TERRAIN	390930.00N/0763415.00W	150 (200)								AS1000	1200

COMPUTATIONS

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

SEGMENT REMARKS:



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BWI

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FINAL: ILS

FROM
JURTI/BAL 3.78 DME/RADAR

TO
RW28

RNP

DISTANCE
3.50

PAT

MAP
DA

HAT
200

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>
							ASC				343

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LOC

FROM
JURTI/BAL 3.78 DME/RADAR

TO
ZIXUS/BAL 2.28 DME

RNP

DISTANCE
1.50

PAT

MAP

HAT
477

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	391012.00N/0763442.00W	260	215	8	4B	250				DG110	620

COMPUTATIONS

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

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FINAL: LOC STEPDOWN

FROM
ZIXUS/BAL VORTAC 2.28 DME

TO
3.50 NM AFTER JURTI/3.78 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 2.00	<u>PAT</u>	<u>MAP</u> 3.50 NM AFTER JURTI/3.78 DME/RADAR	<u>HAT</u> 317	<u>HMAS</u>
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<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 (24-000661)	391017.03N/0763713.97W	186	20	10	1B	250				XP24	460

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

XP TO MAINTAIN PUBLISHED MINS

MISSED APPROACH: ILS

FROM DA **TO** YANNI INT/BAL 16.80 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u> 162
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<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				2600
TOWER (24-000450)	391716.23N/0764537.03W	1464	20	3	1A	1000					2500
TERRAIN	391921.00N/0765700.00W	666 (700)								AS1500	2200

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

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MISSED APPROACH: LOC

FROM

TO
YANNI INT/BAL 16.80 DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2600
TOWER (24-000450)	391716.23N/0764537.03W	1464	20	3	1A	1000					2500
TERRAIN	391921.00N/0765700.00W	666 (700)								AS1500	2200

COMPUTATIONS

ALT **CIAS** **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	391109.00N/0764215.00W	1.30	517/517	347	215	8	4B	300			660/660
CATEGORY B											
TREE	391109.00N/0764215.00W	1.81	517/517	347	215	8	4B	300			660/660
CATEGORY C											
BUILDING (24-040487)	390923.70N/0764339.30W	2.84	557/557	400	50	20	2C	300			700/700
CATEGORY D											
AAO	391418.00N/0764300.00W	3.71	737/737	565	215	8	4B	300			880/880

CIRCLING REMARKS:

MSA

CENTER **RADIUS**
BAL VORTAC 25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
180-270	TOWER (11-020097)	385701.39N/0770445.92W	247	23.6	1102	250	50	4D	1000			2200
270-180	TOWER (24-000503)	393659.00N/0765136.00W	352	28.3	1598	500	125	5E	1000			2600

MSA REMARKS:



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NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

MAXIMUM VEGETATION HEIGHT 100 FEET PER FPT.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZDC ARTCC, PCT TRACON, BWI TOWER

WX SERVICE
ASOS

LOCATION
BWI

HRS OPERATION
24

ALTIMETER SOURCE
BWI

DISTANCE
0

SERVICE-A
Y

ADJUSTMENTS
0

BACK-UP WX SERVICE

LOCATION

HRS OPERATION

ALTIMETER SOURCE

DISTANCE

SERVICE-A

ADJUSTMENTS

WX REMARKS:

REDUNDANT WEATHER SOURCES, BACKUP ALTIMETER NOT REQUIRED.

PRIMARY NAVAID
I-OEH

MONITOR POINT
BWI ATCT

HRS OPERATION
24

CAT
1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW10 - ALSF-2, TDZ, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW15L - REIL, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW15R - MALSR, C/LINE, HIRL, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW28 - MALSR, C/LINE, HIRL, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW33L - MALSR, C/LINE, HIRL, TDZ, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW33R - MALSR, HIRL, REIL, PAPI-4L	PIR-G	APPROACH, ROLL OUT

GLIDESLOPE ANGLE
3.00

ELEV RWY THRESHOLD
129.8

TCH
55.0

ELEV GS ANTENNA
129.2

DISTANCE FROM RWY
960

VGSI ANGLE
3.00

TCH
75.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD

FT FROM THRESHOLD

DISPLACED THRESHOLD DISTANCE 700

ON CENTERLINE

FT FROM CENTERLINE

CRITICAL TEMPERATURES

CRITICAL LOW

CRITICAL HIGH

ACT

APT ISA

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.

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	2.87
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.84
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	274.22
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	7.88
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	274.22
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	200

THRESHOLD COORDINATES (IF STR-IN)	391021.98N/0763918.49W
ARP COORDINATES	391032.62N/0764008.37W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 10 DISTANCE 0.96 NM
FAF COORDINATES	391006.43N/0763449.05W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED
THLD DISPLACED 700FT, ACTUAL COORDINATES: 391021.48N/0763909.62W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ERIC N SUSKI (ZACHARY KRUEGER)	AJV-A431	03/05/2024	AERONAUTICAL INFORMATION SPECIALIST

