

**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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
CSV	ILS Y OR LOC Y RWY 26	1	CROSSVILLE	TN		
<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SUPERSEDED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>
1882	1871	ILS Y OR LOC Y RWY 26	ORIG-E	06/15/2023	2W	1990
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-CSV			ROUTINE			

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 166/30 CW 346/30	NOPT	166/10 CW 346/10		6100
2. 166/10 CW 346/10		SALTZ	IF/IAF	5000
3. 346/30 CW 166/30		SALTZ	IF/IAF	5300

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>
SALTZ	IF/IAF	HYDER OM/INT		TF	FB	1.00	255.46 (I-CSV)	7.93	3600
HYDER OM/INT	FAF	4.66 NM AFTER HYDER OM/INT OR AT (CFBWP)	MAP				255.46	4.66	
4.66 NM after HYDER OM/INT OR AT (CFBWP)	MAP	3200 MSL		CA			255.46		
3200 MSL		HCH VOR/DME		DF	FO	1.00			5000

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.66 NM AFTER HYDER OM/INT OR AT (CFBWP)

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3200 THEN CLIMBING LEFT TURN TO 5000 DIRECT HCH VOR/DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD E SALTZ, RT, 255.46 INBOUND, 5000 FT. IN LIEU OF PT (IAF), MAX 8000.														
3.	FAC:	255.46	FAF:	HYDER OM/INT	DIST FAF TO MAP:	4.66	DIST FAF TO THLD:	5.16							
4.	MIN ALT:	SALTZ 5000, HYDER OM/INT 3600													
5.	DIST TO THLD FROM OM:	5.16	MM:		IM:		150 HAT:		GS ANT:	1077					
6.	MIN GS INCPT:	3600	GS ALT AT PFAF:	GP INTCP					OM:	3557	MM:		IM:		
7.	GS ANGLE:	3.00	34:1:		20:1:		TCH:	60.0							
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 2500.
CHART PROFILE NOTE: LOC UNUSABLE INSIDE 0.5 NM.

ADDITIONAL FLIGHT DATA:

HOLD SW, RT, 031.02 INBOUND.
FAS OBST: 2189 AAO 355906N/0845912W.
CHART CIRCLING ICON.

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 26	2121	3/4	250	2121	3/4	250	2121	3/4	250	2121	3/4	250			
S-LOC 26	2440	1	569	2440	1	569	2440	1 5/8	569	2440	1 5/8	569			
CIRCLING	2440	1	558	2440	1	558	2440	1 5/8	558	2540	2	658			



CHANGES - REASONS

1. TAA: ADDED TAA SI STEPDOWN 166/10 CW 346/10 SALTZ IF/IAF 5000 – LOWERED ALTITUDE AT SALTZ TO CORRECT DESCENT GRADIENT THAT WAS IN EXCESS OF 318 FT/NM.
2. TAA: TAA1 CHANGED FROM “166/30 CW 346/30 (NOPT) SALTZ (IF/IAF) (FB) 6100” TO “166/30 CW 346/30 (NOPT) 166/10 CW 346/10 IF/IAF 6100” – ADDED STEPDOWN TO TAA FOR NEW IF/IAF ALTITUDE.
3. TAA: TAA2 BECAME TAA 3 AND CHANGED ALTITUDE FROM 6100 TO 5300 – NEW OBSTACLE EVALUATION.
4. TERMINAL ROUTES: ADDED HYDER/OM/INT TO 4.66 NM AFTER HYDER OM/INT OR AT (CFBWP) – ADDED GPS MISSED APPROACH/ ALTERNATE MA USED AS PRIMARY MA.
5. TERMINAL ROUTES: ADDED “4.66 NM AFTER HYDER OM/INT OR AT (CFBWP)MAP TO 3200 MSL CA 255.46” – ADDED GPS MISSED APPROACH/ALTERNATE MA USED AS PRIMARY MA.
6. TERMINAL ROUTES: ADDED 3200 MSL TO HCH VOR/DME DF FO 1.00 5000 – ADDED GPS MISSED APPROACH.
7. MISSED APPROACH: CHANGED INSTRUCTIONS FROM “CLIMB TO 3000 THEN CLIMBING LEFT TURN TO 5000 ON HEADING 180 AND HCH VOR/DME R-303 TO HCH VOR/DME AND HOLD” TO “CLIMB TO 3200 THEN CLIMBING LEFT TURN TO 5000 DIRECT HCH VOR/DME AND HOLD” AND REMOVED ALTERNATE MISSED APPROACH – ATC REQUEST.
8. PROFILE LINE 2, CHANGED FROM “HOLD E SALTZ, RT, 255.46 INBOUND, 6100 FT. IN LIEU OF PT (IAF)” TO “HOLD E SALTZ, RT, 255.46 INBOUND, 5000 FT. IN LIEU OF PT (IAF), MAX 8000” – NEW IF/IAF ALTITUDE TO CORRECT INETRMEDIATE SEGMENT DESCENT GRADIENT/NEW FORMAT.
9. PROFILE LINE 4: MIN ALT CHANGED FROM “SALTZ 6100” TO “SALTZ 5000” – NEW IF ALTITUDE.
10. PROFILE LINE 5 DIST TO GS ANT CHANGED FROM “1075” TO “1077” – NEW SURVEY.
11. PROFILE LINE 6: ADDED “GS ALT AT PFAF GP INTCP” AND CHANGED MIN GS INCPT AT OM FROM “3595” TO “3557” – IAW 8260.19J, 8-6-7. F/NEW TARGETS CALCULATION.
12. NOTES: REMOVED “PROCEDURE NA AT NIGHT” AND RWY 26 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED” – 20:1 PENETRATIONS REMOVED.
13. ADDITIONAL FLIGHT DATA: REMOVED “CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SW HCH VOR/DME, RT, 031.02 INBOUND”– ALTERNATE MA IS NOW PRIMARY MISSED.
14. ADDITIONAL FLIGHT DATA: CHANGED FAS OBSTACLE FROM “FAS OBST: 2179 AAO 355859N/0845926W” TO “FAS OBST: 2189 AAO 355906N/0845912W.” – NEW OBSTACLE EVALUATION.
15. MINIMUMS: CHANGED S-ILS 26 VISIBILITY FROM 1 SM TO 3/4 SM – OCS PENETRATION REMOVED.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: AMGR, EFPT, ZTL

FLIGHT CHECKED BY

ROBERT E WILLIAMS

Digitally signed by

JOSEPH L ZEDER

Oct 10, 2024

OFFICE

FPO

DATE

10/04/2024

DEVELOPED BY

APRIL SARMENTO

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Aug 28, 2024

OFFICE

AJV-A432

DATE

07/03/2024

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

JOSEPH L ZEDER

Oct 10, 2024

OFFICE

AJV-A432

DATE

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>
CSV	ILS Y OR LOC Y RWY 26	1	CROSSVILLE	TN	1882	I-CSV

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 166/30 CW 346/30 **TO** 166/10 CW 346/10

<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>
TOWER (47-001483)	360633.00N/0842017.00W	4049	50	125	2E	2000					6100
TERRAIN	360639.00N/0842012.00W	3379 (3400)								AS1500	4900

COMPUTATIONS

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

SEGMENT REMARKS:

STRAIGHT-IN AREA

FROM 166/10 CW 346/10 **TO** SALTZ

<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	355718.00N/0844718.00W	2937	215	8	4B	2000					5000
TERRAIN	355718.00N/0844718.00W	2736 (2700)								AS1500	4200

COMPUTATIONS

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

SEGMENT REMARKS:



STRAIGHT-IN AREA

FROM

346/30 CW 166/30

TO

SALTZ

<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	354654.00N/0845842.00W	3242	215	8	4B	2000					5300
TERRAIN	354651.00N/0845842.00W	3041 (3000)								AS1500	4500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

SALTZ (IF/IAF)

TO

HYDER OM/INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	7.93										
<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	355718.00N/0844718.00W	2937	215	8	4B	500				RA4 DG159	3600
TERRAIN	355703.00N/0844751.00W	2641 (2600)								AS1000	3600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

HYDER OM/INT

TO

RW26

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.16		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 (47-125797)	355718.21N/0850433.67W	1923	20	3	1A		34.00:1			SA-39	2121

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

HYDER OM/INT

TO

4.66 NM AFTER HYDER OM/INT OR AT (CFBWP)

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	4.66		4.66 NM AFTER HYDER OM/INT OR AT (CFBWP)				569				
<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	355906.00N/0845912.00W	2189	215	8	4B	250					2440

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

SALTZ

TO

P-6

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-6	<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	355718.00N/0844718.00W	2937	215	8	4B	1000				PR90 AT973	5000
TERRAIN	355718.00N/0844718.00W	3041 (3000)								AS1500	4500

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

HCH VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1926			
<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				3200
AAO	354654.00N/0845842.00W	3242	215	8	4B	1000					4300
TERRAIN	354654.00N/0845842.00W	3041 (3000)								AS1500	4500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

4.66 NM AFTER HYDER OM/INT OR AT (CFBWP)

TO

HCH VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00											2190
<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				3200
AAO	354654.00N/0845842.00W	3242	215	8	4B	1000					4300
TERRAIN	354654.00N/0845842.00W	3041 (3000)								AS1500	4500

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	355715.00N/0850700.00W	1.32	558	2026	215	8	4B	300		SI	2440
CATEGORY B											
TOWER (47-001680)	355735.00N/0850746.00W	1.87	558	2090	50	20	2C	300		SI	2440
CATEGORY C											
TOWER (47-115959)	355947.34N/0850630.72W	2.95	558	2094	20	3	1A	300		SI	2440
CATEGORY D											
TOWER (47-002237)	355307.16N/0850500.98W	3.86	658	2240	50	20	2C	300			2540

CIRCLING REMARKS:

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

BNA FSS, ZTL ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	CSV	24	CSV	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3	RKW	24	RKW	19.33	Y	339

WX REMARKS:

RASS PRESSURE PATTERNS NOT THE SAME.
HIGH TERRAIN 2835, LOW TERRAIN 735
RA = 338.5.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-CSV	AOCC	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW08 - HIRL (PCL), VASI-4R	PIR-G	
RW26 - HIRL (PCL), REIL, 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	1866.9	60.0	1865.7	1077	3.00	60.0

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

<u>PENETRATIONS REMARKS:</u>
CIRCLING RWY 8: 1887 FENCE (47-125779) 355654.4000N/0850539.6700W (3.58) IS LIGHTED.

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.

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.

100 VEGETATION USED.

PER FLIGHT CHECK REPORTS, THE LOCALIZER IS UNUSABLE INSIDE 0.5NM; CHARTED CNF AT 0.05 FROM LTP FOR THAT REASON.

ATC REQUESTS NO ALTERNATE MISSED APPROACH DUE TO LIMITED NAVAID AVAILABILITY.

CONTINGENCY ALTIMETER: KRKW
BACKUP ALTIMETER NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE RKW ALTIMETER SETTING AND INCREASE S-ILS 26 DA TO 2460 FEET AND ALL VISIBILITIES 1 SM.
INCREASE ALL MDAS 340 FEET AND S-LOC 26 CAT A AND B VISIBILITIES 1/4 SM AND CAT C AND D VISIBILITIES 7/8 SM, AND CIRCLING CAT A AND B VISIBILITIES 1/4 SM, CAT C VISIBILITY 1 1/8 SM, AND CAT D VISIBILITY 1 SM.

CIRCLING RWY 8 20:1 PENETRATION IS LIGHTED PER AIRPORT MANAGER/FPT 7/2024 - [1887 FENCE (47-125779) 355654.4000N/0850539.6700W (3.58)].

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	3.37
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	253.46
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2000
DISTANCE FROM	FAF	TO 1500FT POINT	6.13
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	7.56
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	253.46
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	2600

THRESHOLD COORDINATES (IF STR-IN)	355712.28N/0850434.31W
ARP COORDINATES	355704.65N/0850505.92W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 8 DISTANCE 0.45 NM
FAF COORDINATES	355840.41N/0845828.59W
FIX NAME COORDINATES	IF/IAF SALTZ 360055.22N/0844906.20W

REMARKS

INTERMEDIATE CALC: HIGH TERRAIN 2600 +1500=4100: IF 5000-4100=900/500= 1.8 NM INBOUND FROM IF/IAF (IF DIST = 7.93)
(7.93NM-1.8NM = 6.13NM) DIST FROM FAF = 6.13

<u>AIRPORT ID</u> CSV	<u>PROCEDURE NAME</u> ILS Y OR LOC Y RWY 26	<u>AMDT NO.</u> 1	<u>CITY</u> CROSSVILLE	<u>STATE</u> TN	<u>AIRPORT ELEVATION</u> 1882	<u>FACILITY</u> I-CSV
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PART E: PREPARED BY

<u>NAME</u> APRIL SARMENTO	<u>OFFICE</u> AJV-A432	<u>DATE</u> 07/03/2024	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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