

**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> EHO	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 23	<u>ORIGINAL/AMENDMENT</u> ORIG-C	<u>CITY</u> SHELBY	<u>STATE</u> NC
<u>AIRPORT ELEVATION</u> 847	<u>TDZE</u> 847	<u>SUPERSEDED</u> RNAV (GPS) RWY 23	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>DATED</u> 08/15/2019
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 6W
				<u>EPOCH YEAR</u> 2000
				<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>
LINCO	IF/IAF	JIRUL		TF	FB	1.00	226.24	9.31	2500
JIRUL	FAF	ZEMRO/2.30 NM TO RW23		TF	FB	0.30	229.96	2.80	
ZEMRO/2.30 NM TO RW23		RW23	MAP	TF	FO	0.30	229.94	2.30	
RW23	MAP	1097 MSL		CA					
1097 MSL		ZISUG		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW23

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT ZISUG AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD NE LINCO, LT, 203.00 INBOUND, 4000 IN LIEU OF PT (IAF), MAX 6000.					
3. FAC: 229.96	FAF: JIRUL		DIST FAF TO MAP: 5.10	DIST FAF TO THLD: 5.10	
4. MIN ALT: LINCO 4000, JIRUL 2500, ZEMRO/2.30 NM TO RW23 1600					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	250 HAT: 0.69	GS ANT:
6. MIN GP INCPT: 2500	GP ALT AT PFAF: JIRUL 2500			OM:	MM:
7. GP ANGLE: 3.00	34:1: IS NOT CLEAR	20:1: IS CLEAR	TCH: 40.0		IM:
8. MSA FROM: RW23 4200					

QUALITY
14
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING CLT ALTIMETER SETTING.
CHART NOTE: RWY 23 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 NOT AUTHORIZED.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: NOPT FOR ARRIVAL AT LINCO ON V133 SOUTHBOUND.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CLT ALTIMETER SETTING AND INCREASE LPV DA TO 1187 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE LNAV/VNAV DA TO 1235 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C/D 1/4 SM.

ADDITIONAL FLIGHT DATA:

CHART VDP AT 1.80 NM TO RW23.
HOLD SW, RT, 049.81 INBOUND.
CHART FAS OBST: 1171 TOWER (37-000053) 351728N/0813402W.
WAAS CHANNEL # 99424
REFERENCE PATH ID: W23A
LTP HAE: 223.2 M

MINIMUMS:

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

ALTERNATE: NA ☐

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
LPV DA	1097	3/4	250	1097	3/4	250	1097	3/4	250	1097	3/4	250			
LNAV/VNAV DA	1145	7/8	298	1145	7/8	298	1145	7/8	298	1145	7/8	298			
LNAV MDA	1440	1	593	1440	1	593	1440	1 3/4	593	1440	1 3/4	593			

CHANGES - REASONS

- INCORPORATED CHANGES FROM T-NOTAM 5-8656 FOR AMDT OC INTO FORM - 8260.19K PARA 8-3-4.C(3).
- TERMINAL ROUTES: CHANGED RNP VALUE IN IF/IAF FROM: .50 TO 1.00. - IAW 8260.19K 8-6-4.
- TERMINAL ROUTES: CHANGED MAP ALTITUDE FROM: 1087 TO: 1097 - NEW CONTROLLING OBSTACLE.
- PROFILE: LINE 4: REMOVED (*) - NO LONGER REQUIRED.
- PROFILE: LINE 7: ADDED 20:1 IS CLEAR - IAW 8260.19K 8-6-7 3.A.
- PBN REQUIREMENTS NOTE: CHANGED NOTE FROM: RNP APCH TO: RNP APCH-GPS. - IAW 8260.19K 8-6-8
- NOTES: REMOVED *LNAV ONLY. - NO LONGER REQUIRED.
- NOTES: CHANGED BARO-VNAV HIGH TEMP FROM 38C TO 58C - IAW 8260.19K 8-6-10 R.
- NOTES: CHANGED CHART NOTE FROM: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CHARLOTTE ALTIMETER SETTING AND INCREASE ALL DA 88 FEET AND ALL MDA 100 FEET; INCREASE LPV ALL CATS VISIBILITY 1/8 SM AND LNAV/VNAV ALL CATS, LNAV CAT C/D VISIBILITY 1/4 SM. TO: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CLT ALTIMETER SETTING AND INCREASE LPV DA TO 1187 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE LNAV/VNAV DA TO 1235 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C/D 1/4 SM.
- ADDITIONAL FLIGHT DATA: ADDED CHART VDP: 1.80 TO RW23. - IAW 8260.19K 8-6-11 M.
- ADDITIONAL FLIGHT DATA: CHANGED CHART FAS OBST: 1172 TOWER (37-000053) 351728N/0813402W TO: 1171 TOWER (37-000053) 351728N/0813402W. - IAW 8-6-11 4.
- ADDITIONAL FLIGHT DATA: REMOVED CHART 1263 TOWER (37-002483) 351849N/0813020W. - NO LONGER REQUIRED.
- MINIMUMS: LPV CHANGED VIS ALL CATS FROM "1" TO "3/4" – NEW CONTROLLING OBSTACLE.
- MINIMUMS: LNAV/VNAV DA/HAT ALL CATS CHANGED FROM "1123/276" TO "1145/298" AND VIS ALL CATS FROM "1" TO "7/8" – NEW CONTROLLING OBSTACLE.
- FAS DATA BLOCK INFORMATION: CRC REMAINDER CHANGED FROM: "359C8CBB" TO: "84136BBF" - LTP/FTP LAT/LONG CHANGED FROM: "351538.51N/0813541.8400W" TO: "351538.5125N/0813541.8400W", FPAP LAT/LONG CHANGED FROM: "351434.2200N/0813657.2900W" TO: "351434.2195N/0813657.2865W", LTP ORTHOMETRIC HEIGHT CHANGED FROM: "+02550" TO: "+02551", FPAP ORTHOMETRIC HEIGHT CHANGED FROM: "+02550" TO: "+02551".



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZTL, CLT

FLIGHT CHECKED BY KEVIN RIESE	Digitally signed by CASEY D HILL Jul 02, 2026	OFFICE AJF	DATE 06/30/2026	
DEVELOPED BY BYRON STUBBLEFIELD	Digitally signed by CASEY D HILL Jul 02, 2026	OFFICE AJV-A431	DATE 02/11/2026	
APPROVED BY CASEY HILL	Digitally signed by CASEY D HILL Jul 02, 2026	OFFICE AJV-A431	DATE 07/02/2026	TITLE MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KEHO
RUNWAY	RW23
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W23A
LTP/FTP LATITUDE	351538.5125N
LTP/FTP LONGITUDE	0813541.8400W
LTP/FTP ELLIPSOIDAL HEIGHT	+02232
FPAP LATITUDE	351434.2195N
FPAP LONGITUDE	0813657.2865W
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)	50.0
CRC REMAINDER	84136BBF

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+02551
FPAP ORTHOMETRIC HEIGHT	+02551



**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>
EHO	RNAV (GPS) RWY 23	ORIG-C	SHELBY	NC	847	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM **TO**
LINCO (IF/IAF) JIRUL

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
1.00 9.31

<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	352751.00N/0812530.00W	1270	215	8	4B	500				AT730	2500
TERRAIN	352736.00N/0812600.00W	1056 (1100)								AS1000	2100

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LPV

FROM **TO**
JIRUL RW23

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
0.30 5.10 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 (37-139385)	351550.60N/0813534.56W	899	20	3	1A		34.00:1				1097

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM

JIRUL

TO

RW23

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.10		DA				298				
<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	351624.00N/0813548.00W	976	250	8	4B	161	23.37:1			AC8	1145

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

JIRUL

TO

ZEMRO/2.30 NM TO RW23

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	2.80										
<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 (37-002595)	351749.00N/0813215.00W	1187	50	20	2C	250				RA100 DG63	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

ZEMRO/2.30 NM TO RW23

TO

RW23

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	2.30		RW23				593				
<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 (37-000053)	351728.00N/0813402.00W	1171	50	20	2C	250					1440

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

LINCO

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	353433.00N/0812157.00W	1493	215	8	4B	1000				AT1507	4000
TERRAIN	353433.00N/0812157.00W	1292 (1300)								AS1000	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

ZISUG

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 905			
<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 (45-000578)	350654.90N/0814634.90W	1522	500	125	5E	1000					2600
TERRAIN	350648.00N/0814609.00W	1253 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

ZISUG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30											984
<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 (45-000578)	350654.90N/0814634.90W	1522	500	125	5E	1000					2600
TERRAIN	350648.00N/0814609.00W	1253 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW23

TO

ZISUG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30											1340
<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 (45-000578)	350654.90N/0814634.90W	1522	500	125	5E	1000					2600
TERRAIN	350648.00N/0814609.00W	1253 (1300)								AS1500	2800

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



MSA

CENTER

RW23

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	353700.00N/0814418.00W	348	22.5	3186	215	8	4B	1000			4200

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

TAA NOT DEVELOPED AT ATC REQUEST.
1000' AIRSPACE USED IN IF/IAF SEGMENT WITH FPT APPROVAL TO MAINTAIN CURRENT ALTITUDE.
PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

CLT APP CON, RDU FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3	EHO	24	EHO		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	CLT	24	CLT	32.13	Y	90

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KEHO 847, KCLT 732
RA = 89.4.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW05 - MIRL (PCL), PAPI-2L		NPI-G	
RW23 - MIRL (PCL), PAPI-2L		NPI-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	836.8	40.0			3.00	28.0

FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
-16C	+54C	-16C	+13.32C

CRITICAL TEMPERATURE REMARKS:



AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 966 HIGH TEMP 1274.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LPV. LNAV/VNAV, LNAV		
34:1			
896 TREE (37-139614) 351550.7800N/0813532.7900W (23.5)		896 TREE (37-139651) 351555.3000N/0813529.0700W (7.52)	
892 TREE (37-139706) 351554.3200N/0813529.6700W (6.64)		872 TREE (37-139628) 351545.6800N/0813529.5100W (4.87)	
896 TREE (37-139355) 351555.3700N/0813527.1700W (4.16)		897 TREE (37-139437) 351554.6200N/0813525.3400W (3.67)	
<u>PENETRATIONS REMARKS:</u>			

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.
VEGETATION HEIGHT 100' PER FPT.



<u>AIRPORT ID</u> EHO	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 23	<u>AMDT NO.</u> ORIG-C	<u>CITY</u> SHELBY	<u>STATE</u> NC	<u>AIRPORT ELEVATION</u> 847	<u>FACILITY</u> RNAV
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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	3.53
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	223.96
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1000
DISTANCE FROM	THLD	TO 1500FT POINT	5.10
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.13
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	223.96
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1000

THRESHOLD COORDINATES (IF STR-IN)

351538.51N/0813541.84W

ARP COORDINATES

351520.70N/0813602.75W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 23 DISTANCE 0.41 NM

FAF COORDINATES

351919.09N/0813122.57W

FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
BYRON STUBBLEFIELD	AJV-A431	02/11/2026	AERONAUTICAL INFORMATION SPECIALIST

