

**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> BNL	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 35	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>CITY</u> BARNWELL	<u>STATE</u> SC
<u>AIRPORT ELEVATION</u> 246	<u>TDZE</u> 246	<u>SUPERSEDED</u> RNAV (GPS) RWY 35	<u>DATED</u> 12/30/2021	<u>MAG VAR</u> 5W
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 1990
			<u>CANCEL/SUSPEND</u>	

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 256/30 CW 075/30	NOPT	CULPA	IF/IAF	2100
2. 075/30 CW 165/30		ICUTE	IAF	3000
3. 165/30 CW 256/30		HORIR	IAF	2100

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>
ICUTE	IAF	CULPA	NOPT	TF	FB	1.00	075.41	5.00	2100
HORIR	IAF	CULPA	NOPT	TF	FB	1.00	255.51	5.00	2100
CULPA	IF/IAF	NANIE		TF	FB	1.00	345.46	6.31	1800
NANIE	FAF	RW35	MAP	TF	FO	0.30	345.44	4.69	
RW35	MAP	646 MSL		CA			345.44		
646 MSL		FATSU		DF	FO	1.00			2200

MISSED APPROACH

MAP:

LNAV: RW35

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2200 DIRECT FATSU AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	HOLD S CULPA, RT, 345.46 INBOUND, 2100 FT. IN LIEU OF PT (IAF), MAX 6000.					
3.	FAC:	345.44	FAF:	NANIE	DIST FAF TO MAP:	4.69
4.	MIN ALT:	CULPA 2100, NANIE 1800				
5.	DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:	
6.	MIN GP INCPT:	GP ALT AT FAF:			OM:	MM:
7.	GP ANGLE:	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:
8.	MSA FROM:					

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: VDP NA WHEN USING AGS ALTIMETER SETTING.
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AGS ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C/D 1/4 SM, AND CIRCLING VISIBILITY CAT C/D 1/2 SM.
CHART NOTE: CIRCLING RWY 5, 23 NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

NANIE TO RW35: 3.04/42
HOLD N, RT, 165.38 INBOUND.
CHART FAS OBST: 543 TOWER (45-000026) 331327N/0812134W.
CHART VDP AT 1.78 NM TO RW35.

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
LNAV MDA	860	1	614	860	1	614	860	1 3/4	614	860	2	614			
CIRCLING	860	1	614	860	1	614	900	1 3/4	654	900	2	654			

CHANGES - REASONS

1. TERMINAL ROUTES: ADDED TERMINAL ROUTES FROM NANIE TO FATSU. - IAW 8260.58C.
2. PROFILE: LINE 2, ADDED ALTITUDE "MAX 6000." - IAW 8260.19J 8-6-7B.
3. PROFILE: LINE 7, AMENDED 34:1 FROM "IS NOT CLEAR" TO "IS CLEAR" AND ADDED 20:1 "IS CLEAR." - IAW 8260.19J 8-6-7.
4. PBN REQUIREMENTS NOTE: ADDED "RNP APCH - GPS" AND REMOVED "CHART NOTE: DME/DME RNP-0.3 NA." - ADDED NOTE IAW 8260.19J AND REMOVED NOTE NO LONGER REQUIRED.
5. NOTES: REMOVED "VISIBILITY REDUCTION BY HELICOPTERS NA." - NO LONGER REQUIRED.
6. NOTES: AMENDED " WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AUGUSTA REGIONAL AT BUSH FLD ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET AND INCREASE LNAV CAT C/D VISIBILITIES 1/4 MILE, CIRCLING CAT C VISIBILITY 1/4 MILE AND CAT D VISIBILITY 1/2 MILE" TO " WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AGS ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C/D 1/4 SM, AND CIRCLING VISIBILITY CAT C/D 1/2 SM." - IAW 8260.19J.
7. NOTES: AMENDED "VDP NA WHEN USING AUGUSTA REGIONAL AT BUSH FLD ALTIMETER SETTING" TO "VDP NA WHEN USING AGS ALTIMETER SETTING." - IAW 8260.19J.
8. NOTES: ADDED "VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})." - DUE TO PENDING AIRNAV DATA FOR NEW VGSI INSTALL.
9. NOTES: ADDED "CIRCLING RWY 5, 23 NA AT NIGHT." - CANCELS FDC NOTAM 3/1977 AND RWY 5/23 NOT SURVEYED.
10. ADDITIONAL FLIGHT DATA: AMENDED FAS OBST FROM "544 WBUB 0740 (41-0026) 331327N/0812134W" TO " 543 TOWER (45-000026) 331327N/0812134W." - DUE TO NEW IAP EVALUATION.
11. ADDITIONAL FLIGHT DATA: AMENDED CHART VDP FROM "1.80 NM" TO "1.78 NM." - DUE TO VGSI CHANGES.
12. INCORPORATED CHANGES FROM PREVIOUS P-NOTAM INTO FORM.
- QUALITY
CHECKED

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZJX, AMGR

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE
FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE

DATE

Digitally signed by

ROBERT G HAMILTON

DEVELOPED BY

CORY SLANE

OFFICE

DATE

Digitally signed by
ROBERT G HAMILTON
Apr 22, 2025

03/17/2025

APPROVED BY

ROBERT G HAMILTON

OFFICE

DATE

Digitally signed by
ROBERT G HAMILTON
Apr 22, 2025

07/03/2025

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>
BNL	RNAV (GPS) RWY 35	ORIG-B	BARNWELL	SC	246	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 256/30 CW 075/30 **TO** CULPA

<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 (11-1583)	324558.00N/0813900.00W	821	500	50	5D	1000				AT279	2100
TERRAIN	325415.00N/0815051.00W	352 (400)								AS1500	1900

COMPUTATIONS

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

SEGMENT REMARKS:

LEFT BASE AREA

FROM 075/30 CW 165/30 **TO** ICUTE

<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 (41-0300)	332421.00N/0815000.00W	1939	50	20	2C	1000				AT61	3000
TERRAIN	332751.00N/0814112.00W	493 (500)								AS1500	2000

COMPUTATIONS

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

SEGMENT REMARKS:

RIGHT BASE AREA

FROM

165/30 CW 256/30

TO

HORIR

<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 (41-0187)	331116.00N/0812349.00W	1038	50	20	2C	1000				AT62	2100
TERRAIN	333430.99N/0812526.87W	428 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

ICUTE

TO

CULPA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
1.00	5.00										
<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 (41-1276)	330653.00N/0812312.00W	649	50	20	2C	1000				AT451	2100
TERRAIN	330121.00N/0812306.00W	302 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

HORIR

TO

CULPA

RNP

1.00

DISTANCE

5.00

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (41-1492)	330438.60N/0811742.59W	599	50	20	2C	1000				AT501	2100
TERRAIN	330500.00N/0811836.00W	260 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

CULPA (IF/IAF)

TO

NANIE

RNP

1.00

DISTANCE

6.31

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (41-1492)	330438.60N/0811742.59W	599	50	20	2C	500					1100
TERRAIN	330833.00N/0811906.00W	276 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

NANIE

TO

RW35

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	4.69		RW35		614						
<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 (45-000026)	331327.00N/0812134.00W	543	250	50	4D	250				AC50	860

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

CULPA

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
		P-5									
<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 (41-1492)	330438.60N/0811742.59W	599	50	20	2C	1000				AT501	2100
TERRAIN	330254.00N/0812157.00W	279 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LNAV

FROM

RW35

TO

FATSU

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 760				
<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				2200
TOWER (45-000231)	332021.00N/0812335.00W	811	100	20	3C	1000					1900
TERRAIN	332557.00N/0812936.00W	406 (400)								AS1500	1900

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											
TOWER (45-064020)	331457.51N/0812121.77W	1.30	614	397	50	20	2C	300		SI	860
CATEGORY B											
TOWER (45-064020)	331457.51N/0812121.77W	1.81	614	397	50	20	2C	300		SI	860
CATEGORY C											
TOWER (45-000026)	331327.00N/0812134.00W	2.85	654	543	250	50	4D	300		AC50	900
CATEGORY D											
TOWER (45-001977)	331833.00N/0812515.00W	3.72	654	600	50	20	2C	300			900

CIRCLING REMARKS:

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

100 FT VEGETATION USED.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZJX ARTCC

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3PT	BNL	24	BNL	0.16	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	AGS	24	AGS	29.75	Y	83

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KBNL 246, KAGS 144
RA = 82.8.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW05		BSC-F	
RW23		BSC-F	
RW17 - ODALS (PCL), MIRL (PCL), TAXI WAY, REIL, PAPI-2L (PCL)		NPI-G	
RW35 - TAXI WAY, MIRL (PCL), PAPI-2L (PCL)		NPI-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
					3.00	45.3

FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 05
20:1	
342.7822 TERRAIN+VEG (VATP246) 331509.0000N/0812354.0000W (99.04)	342.7822 TERRAIN+VEG (VATP245) 331509.0000N/0812357.0000W (89.98)
342.7822 TERRAIN+VEG (VATP244) 331506.0000N/0812357.0000W (79.32)	342.7822 TERRAIN+VEG (VATP242) 331506.0000N/0812400.0000W (70.26)
339.5013 TERRAIN+VEG (VATP243) 331503.0000N/0812357.0000W (65.38)	342.7822 TERRAIN+VEG (VATP239) 331506.0000N/0812403.0000W (61.2)

<u>AIRPORT ID</u> BNL		<u>PROCEDURE NAME</u> RNAV (GPS) RWY 35	<u>AMDT NO.</u> ORIG-B	<u>CITY</u> BARNWELL	<u>STATE</u> SC	<u>AIRPORT ELEVATION</u> 246	<u>FACILITY</u> RNAV
342.7822 TERRAIN+VEG (VATP241) 331503.0000N/0812400.0000W (59.6)				342.7822 TERRAIN+VEG (VATP238) 331503.0000N/0812403.0000W (50.54)			
339.5013 TERRAIN+VEG (VATP240) 331500.0000N/0812400.0000W (45.66)				342.7822 TERRAIN+VEG (VATP235) 331503.0000N/0812406.0000W (41.48)			
342.7822 TERRAIN+VEG (VATP237) 331500.0000N/0812403.0000W (39.88)				342.7822 TERRAIN+VEG (VATP234) 331500.0000N/0812406.0000W (30.82)			
339.5013 TERRAIN+VEG (VATP236) 331457.0000N/0812403.0000W (25.94)				339.5013 TERRAIN+VEG (VATP233) 331457.0000N/0812406.0000W (16.88)			
336.2205 TERRAIN+VEG (VATP231) 331500.0000N/0812409.0000W (15.2)				332.9396 TERRAIN+VEG (VATP230) 331457.0000N/0812409.0000W (1.26)			
FINAL TYPE		CIRCLING RWY 23					
20:1							
339.5013 TREE (VATP1) 331545.0000N/0812312.0000W (92.84)				339.5013 TREE (VATP2) 331545.0000N/0812309.0000W (83.78)			
339.5013 TREE (VATP3) 331548.0000N/0812309.0000W (73.12)				339.5013 TREE (VATP5) 331548.0000N/0812306.0000W (64.06)			
336.2205 TREE (VATP4) 331551.0000N/0812309.0000W (59.18)				336.2205 TREE (VATP8) 331548.0000N/0812303.0000W (51.72)			
336.2205 TREE (VATP6) 331551.0000N/0812306.0000W (50.12)				336.2205 TREE (VATP9) 331551.0000N/0812303.0000W (41.06)			
336.2205 TREE (VATP7) 331554.0000N/0812306.0000W (39.47)				336.2205 TREE (VATP12) 331551.0000N/0812300.0000W (32)			
336.2205 TREE (VATP10) 331554.0000N/0812303.0000W (30.41)				336.2205 TREE (VATP13) 331554.0000N/0812300.0000W (21.35)			
336.2205 TREE (VATP11) 331557.0000N/0812303.0000W (19.75)				332.9396 TREE (VATP16) 331551.0000N/0812257.0000W (19.66)			
336.2205 TREE (VATP14) 331557.0000N/0812300.0000W (10.69)				332.9396 TREE (VATP17) 331554.0000N/0812257.0000W (9.01)			
336.2205 TREE (VATP15) 331600.0000N/0812300.0000W (0.03)							
<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.
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	3.02
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	340.44
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	300
DISTANCE FROM	THLD	TO 1500FT POINT	4.69
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.13
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	340.44
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	300

THRESHOLD COORDINATES (IF STR-IN)	331504.68N/0812253.61W
ARP COORDINATES	331527.60N/0812317.59W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 5 DISTANCE 0.56 NM
FAF COORDINATES	331038.98N/0812101.23W
FIX NAME COORDINATES	IF/IAF CULPA 330441.58N/0811830.38W, IAF ICUTE 330300.92N/0812406.74W, IAF HORIR 330621.99N/0811253.81W

REMARKS

RADIUS: 30 NM
NO ADDITIONAL AIRSPACE REQUIRED.
IF/IAF CULPA: 330441.58N/0811830.38W, IAF ICUTE: 330300.92N/0812406.74W, IAF HORIR: 330621.99N/0811253.81W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CORY SLANE	AJV-33	03/17/2025	AERONAUTICAL INFORMATION SPECIALIST