

**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.

AIRPORT ID MNM	PROCEDURE NAME ILS OR LOC RWY 3	ORIGINAL/AMENDMENT 4	CITY MENOMINEE	STATE MI
AIRPORT ELEVATION 625	TDZE 624	SUPERSEDED ILS OR LOC RWY 3	DATED 07/14/2022	MAG VAR 3W
FACILITY I-TNQ	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE	REQUIRED EFFECTIVE DATE ROUTINE	EPOCH YEAR 1990
				CANCEL/SUSPEND

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
GRB VORTAC		ILHUP/15.98 DME					035.55	26.63	2300
ILHUP/15.98 DME	IF/IAF	FABOM/5.98 DME					033.89	10.00 (I-TNQ)	2200

MISSED APPROACH

MAP:

ILS: DA
LOC: I-TNQ 1.16 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1700 THEN CLIMBING LEFT TURN TO 2600 ON HEADING 180 AND GRB R-036 TO ILHUP/I-TNQ 15.98 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
- HOLD SW ILHUP, RT, 033.89 INBOUND, 2300 FT. IN LIEU OF PT (IAF), MAX 5100.
- FAC:** 033.89 **FAF:** FABOM/5.98 DME **DIST FAF TO MAP:** **DIST FAF TO THLD:** 4.82
- MIN ALT:** ILHUP/15.98 DME 2300, FABOM/5.98 DME 2200
- DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:** 899
- MIN GS INCPT:** 2200 **GS ALT AT PFAF:** FABOM/5.98 DME 2200 **OM:** **MM:** **IM:**
- GS ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 49.5
- MSA FROM:** ARP KMMN 2400



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1830.
 CHART NOTE: CIRCLING RWY 14, 32 NA AT NIGHT.
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON GRB VORTAC AIRWAY RADIALS 002 CW 085.
 CHART NOTE: RWY 3 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
 CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 03, S-LOC 03 CATS A AND B. INCREASE S-LOC CATS C AND D VISIBILITY TO 1 3/8 SM.

ADDITIONAL FLIGHT DATA:

CHART 5W14 (PVT) IN PLAN AND PROFILE VIEWS.
 CHART VDP AT 2.46 DME.
 DISTANCE VDP TO THLD 1.30NM.

FAS OBST: 820 AAO 450407N/0874106W.
 CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA

<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 03	900	1	276	900	1	276	900	1	276	900	1	276			
S-LOC 03	1080	1	456	1080	1	456	1080	1	456	1080	1	456			
CIRCLING	1200	1	575	1200	1	575	1200	1 1/2	575	1380	2 1/2	755			



CHANGES - REASONS

1. TERMINAL ROUTES: CHANGED "FROM GRB VORTAC TO TRIBLE LOM" TO "FROM GRB VORTAC TO ILHUP/I-TNQ 15.98 DME" AND ADDED IF/IAF "FROM ILHUP/I-TNQ 15.98 DME TO FABOM/I-TNQ 5.98 DME" - FPT REQUEST FOR NEW PROCEDUR DESGIN WITH TRIBE LOM BEING DECOMMISSIONED.
2. MISSED APPROACH: MAP FOR LOC CHANGED FROM " 4.30 NM AFTER TRIBE LOM" TO "4.82 NM AFTER FABOM/I-TNQ 5.98 DME OR AT I-TNQ/1.16 DME" - FPT REQUEST FOR NEW PROCEDUR DESGIN WITH TRIBE LOM BEING DECOMMISSIONED.
3. MISSED APPROACH INSTRUCTIONS CHANGED FROM "CLIMB TO 2200 THEN LEFT TURN DIRECT TRIBE LOM AND HOLD" TO "CLIMB TO 1700 THEN CLIMBING LEFT TURN TO 2600 ON HEADING 180 AND GRB R-036 TO ILHUP/I-TNQ 15.98 DME AND HOLD" - FPT REQUEST FOR NEW PROCEDUR DESIGN WITH TRIBE LOM BEING DECOMMISSIONED.
4. PROFILE LINE 1: DELETED PROCEDURE TURN AT TRIBE LOM - TRIBE LOM DECOMMISSIONING.
5. PROFILE LINE 2: ADDED "HOLD SW ILHUP, RT, 033.89 INBOUND, 2300 FT. IN LIEU OF PT (IAF), MAX 5100" - FPT REQUEST FOR NEW PROCEDUR DESGIN WITH TRIBE LOM BEING DECOMMISSIONED.
6. PROFILE LINE 3: LOC FAF CHANGED FROM TRIBE LOM TO FABOM/I-TNQ 5.98 DME - TRIBE LOM DECOMMISSIONING
7. PROFILE LINE 3: REMOVED DIST FAF TO MAP 4.30 - TRIBE LOM DECOMMISSIONING/DME REQUIRED FOR PROCEDURE.
8. PROFILE LINE 4: MIN ALT CHANGED FROM "TRIBE LOM 2200" TO "ILHUP/I-TNQ 15.98 DME 2300, FABOM/I-TNQ 5.98 DME 2200" - FPT REQUEST FOR NEW PROCEDURE DESIGN WITH TRIBE LOM BEING DECOMMISSIONED.
9. PROFILE LINE 5: DELETED DIST TO THLD FROM OM 4.30 - TRIBE LOM DECOMMISSIONED.
10. PROFILE LINE 6: ADDED GS ALT AT PFAF "FABOM/I-TNQ 5.98 DME 2200" AND REMOVED OM "2050" - NEW DESIGN PER FPT AND TRIBE LOM DECOMMISSIONED.
11. PROFILE LINE 8: MSA CHANGED FROM "TN LOM 2400" TO "ARP KMNM 2400" - TRIBE LOM DECOMMISSIONED.
12. EQUIPMENT REQUIREMENT NOTES: REMOVED "ADF REQUIRED" AND ADDED "DME REQUIRED" - DME REQUIRED WHEN DME ADDED TO TNQ ILS.
13. NOTES: ADDED "CHART NOTE: RWY 3 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" - 34:1 PENETRATED.
14. NOTES: DELETED CHART CNF (CFCKB) AT 445832.77N/0874606.05W - NO LONGER REQUIRED, CFCKB CANCELLED.
15. NOTES: REMOVED "HOLD SW, RT, 033.89 INBOUND" - IAW 8260.19I 8-6-6G.
16. NOTES: CHART FAS OBSTACLE CHANGED FROM "778 TANK (55-023101) 450508N/0873952W" TO FAS OBSTACLE "820 AAO 450407N/0874106W" - NEW PROCEDURE DESIGN.
17. NOTES: DELETED "CHART 916 ANTENNA 450358N/0874005W" - NO LONGER CONTROLLING OBSTACLE.
18. NOTES: ADDED "CHART VDP AT 2.46 DME DISTANCE VDP TO THLD 1.30 NM" - DME ADDED TO I-TNQ.
19. NOTES: CHANGED "CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY" TO "CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 03, S-LOC 03 CATS A AND B. INCREASE S-LOC CATS C AND D VISIBILITY TO 1 3/8 SM" - NEW EVALUATION PERFORMED AND AW 8260.3E 3-3-2.
20. ADDITIONAL FLIGHT DATA: CHANGED "CHART LARSON (PVT) AIRPORT SUBDUED" TO "CHART 5WI4 (PVT) IN PLAN AND PROFILE VIEWS" - PER 8260.19I 8-6-10T.
21. ILS DA/HAT INCREASED FROM 824/200 TO 900/276 - OCS AND MISSED APPROACH PENETRATIONS.
22. LOC DA/HAT INCREASED FROM 980/356 TO 1080/456 - NEW CONTROLLING OBSTACLES ON FINAL.

03/04/24: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 02/28/24.

1. CHANGED CHART NOTE FROM "AUTOPILOT COUPLED APPROACH NA BELOW 1574" TO "AUTOPILOT COUPLED APPROACH NA BELOW 1830."

COORDINATED WITH:

A4A
 ALPA
 AOPA
 APA
 HAI
 NBAA

OTHER: ZMP, GRB APCH CON AMGR

Digitally signed by

FLIGHT CHECKED BY
GREGORY SCOTT WIEBE

ALLAN WILL	OFFICE	DATE
Mar 07, 2024	FIOG	02/27/2024

Digitally signed by

DEVELOPED BY
BRITNEY ARMENTROUT

ALLAN WILL	OFFICE	DATE
Mar 07, 2024	AJV-A422	08/25/2023

Digitally signed by

APPROVED BY
RAKE MCGRAW

ALLAN WILL	OFFICE	DATE	TITLE
Mar 07, 2024	AJV-A422		MANAGER



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

<u>AIRPORT ID</u> MNM	<u>PROCEDURE NAME</u> ILS OR LOC RWY 3	<u>AMDT NO.</u> 4	<u>CITY</u> MENOMINEE	<u>STATE</u> MI	<u>AIRPORT ELEVATION</u> 625	<u>FACILITY</u> I-TNQ
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM GRB VORTAC	TO ILHUP/15.98 DME
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<u>RNP</u>	<u>DISTANCE</u> 26.63	<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
TOWER (55-000465)	443837.60N/0880811.50W	1257	250	50	4D	1000					2300
TERRAIN	443545.00N/0881557.00W	830 (800)								AS1500	2300

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 ILHUP/15.98 DME	TO FABOM/5.98 DME
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<u>RNP</u>	<u>DISTANCE</u> 10.00	<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	445645.00N/0875409.00W	867	215	8	4B	500					1400
TERRAIN	445645.00N/0875409.00W	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:



AIRPORT ID
MNM

PROCEDURE NAME
ILS OR LOC RWY 3

AMDT NO.
4

CITY
MENOMINEE

STATE
MI

AIRPORT ELEVATION
625

FACILITY
I-TNQ

FINAL: ILS

FROM
FABOM/5.98 DME

TO
RW03

RNP

DISTANCE
4.82

PAT

MAP
DA

HAT
276

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>
TREE (26-035259)	450700.24N/0873903.42W	701	20	3	1A		34.00:1			MA26	900

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LOC

FROM
FABOM/5.98 DME

TO
I-TNQ 1.16 DME

RNP

DISTANCE
4.82

PAT

MAP
I-TNQ 1.16 DME

HAT
456

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	450406.78N/0874105.50W	820	50	20	2C	250					1080

COMPUTATIONS

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

SEGMENT REMARKS:



AIRPORT ID
MNM

PROCEDURE NAME
ILS OR LOC RWY 3

AMDT NO.
4

CITY
MENOMINEE

STATE
MI

AIRPORT ELEVATION
625

FACILITY
I-TNQ

HOLD-IN-LIEU OF PT

FROM
ILHUP **TO**
P-5

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
P-5

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (55-001947)	444958.69N/0875506.99W	878	20	3	1A	1000					1900
TERRAIN	445521.00N/0875457.00W	669 (700)								AS1500	2200

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**
ILHUP/15.98 DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
697

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (26-134004)	450659.66N/0873903.77W	700	20	3	1A		ASC				2600
TOWER (26-002604)	451350.48N/0873826.72W	1155	50	20	2C	1000					2200
TERRAIN	450536.00N/0875051.00W	741 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:



AIRPORT ID
MNM

PROCEDURE NAME
ILS OR LOC RWY 3

AMDT NO.
4

CITY
MENOMINEE

STATE
MI

AIRPORT ELEVATION
625

FACILITY
I-TNQ

MISSED APPROACH: LOC

FROM
I-TNQ 1.16 DME

TO
ILHUP/15.98 DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
830

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2600
TOWER (26-002604)	451350.48N/0873826.72W	1155	50	20	2C	1000					2200
TERRAIN	450536.00N/0875051.00W	741 (700)								AS1500	2200

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 (55-000037)	450601.67N/0873730.29W	1.30	575	897	20	3	1A	300			1200
CATEGORY B											
TOWER (55-000037)	450601.67N/0873730.29W	1.83	575	897	20	3	1A	300			1200
CATEGORY C											
TOWER (55-000037)	450601.67N/0873730.29W	2.87	575	897	20	3	1A	300			1200
CATEGORY D											
TOWER (55-000470)	450347.94N/0873928.01W	3.75	755	1080	20	3	1A	300			1380

CIRCLING REMARKS:

MSA

CENTER **RADIUS**
ARP KMNM 25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (55-000571)	445421.00N/0872215.00W	142	17.5	1351	250	50	4D	1000			2400

MSA REMARKS:

QUALITY
34
CHECKED

AIRPORT ID
MNM

PROCEDURE NAME
ILS OR LOC RWY 3

AMDT NO.
4

CITY
MENOMINEE

STATE
MI

AIRPORT ELEVATION
625

FACILITY
I-TNQ

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZMP ARTCC, GRB FSS, GRB APP CON

WX SERVICE
AWOS-3PT

LOCATION
MNM

HRS OPERATION
24

ALTIMETER SOURCE
MNM

DISTANCE
0

SERVICE-A
Y

ADJUSTMENTS
0

BACK-UP WX SERVICE
AWOS-3PT

LOCATION
SUE

HRS OPERATION
24

ALTIMETER SOURCE
SUE

DISTANCE
19.33

SERVICE-A
Y

ADJUSTMENTS
59

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KMNM 625, KSUE 724
RA = 58.5.

PRIMARY NAVAID
I-TNQ

MONITOR POINT
UNMONITORED

HRS OPERATION
24

CAT
3

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW14 - MIRL (PCL), PAPI-4R (PCL)	NPI-G	
RW32 - MIRL (PCL), PAPI-4L (PCL)	NPI-G	
RW03 - MALSR (PCL), HIRL (PCL)	PIR-G	
RW21 - HIRL (PCL), PAPI-4L (PCL)	PIR-G	

GLIDESLOPE ANGLE
3.00

ELEV RWY THRESHOLD
614.4

TCH
49.5

ELEV GS ANTENNA
618.5

DISTANCE FROM RWY
899

VGSI ANGLE

TCH

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD
ON CENTERLINE

FT FROM THRESHOLD
FT FROM CENTERLINE

DISPLACED THRESHOLD DISTANCE

CRITICAL TEMPERATURES

CRITICAL LOW

CRITICAL HIGH

ACT

APT ISA

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 14		
20:1			
688 TREE (26-029349) 450750.2600N/0873848.1900W (23.42)		692 TREE (26-133946) 450751.7000N/0873849.8800W (17.94)	QUALITY 34 CHECKED
677 TREE (26-029552) 450749.0000N/0873848.6100W (16.32)		685 TREE (26-050752) 450750.9700N/0873849.8500W (13.83)	
685 TREE (26-050727) 450749.9500N/0873851.5700W (13.8)		682 TREE (26-096535) 450748.4700N/0873853.3600W (12.39)	

AIRPORT ID
MNM

PROCEDURE NAME
ILS OR LOC RWY 3

AMDT NO.
4

CITY
MENOMINEE

STATE
MI

AIRPORT ELEVATION
625

FACILITY
I-TNQ

665 TREE (26-029340) 450748.2600N/0873846.7300W (11.53)	691 TREE (26-050733) 450751.2900N/0873852.9800W (11.36)
668 TREE (26-029345) 450748.3600N/0873849.4200W (7.93)	682 TREE (26-050722) 450749.9200N/0873853.1000W (7.38)
687 TREE (26-097853) 450749.1400N/0873858.3200W (3.33)	677 TREE (26-050734) 450750.7600N/0873851.4300W (2.99)
677 TREE (26-050757) 450752.0900N/0873849.7900W (1.64)	674 TREE (26-050750) 450751.0500N/0873850.5100W (1)
FINAL TYPE	CIRCLING RWY 32
20:1	
654 TREE (26-050672) 450654.5000N/0873752.2000W (22.06)	660 TREE (26-050583) 450653.3500N/0873750.0800W (18.71)
663 TREE (26-050868) 450654.2100N/0873745.6000W (14.68)	667 TREE (26-050921) 450651.9300N/0873747.0300W (13.16)
659 TREE (26-029592) 450652.1400N/0873748.1400W (8.54)	656 TREE (26-050869) 450653.0200N/0873747.6900W (7.9)
659 TREE (26-050945) 450652.5000N/0873747.1300W (7.6)	646 TREE (26-050585) 450654.0000N/0873749.9900W (7.02)
655 TREE (26-133953) 450651.9000N/0873748.9400W (5.46)	643 TREE (26-050586) 450653.8300N/0873750.5600W (4.67)
673 TREE (26-100617) 450651.8000N/0873740.6200W (3.84)	645 TREE (26-050808) 450653.7600N/0873748.9500W (2.68)
633 POLE (26-029509) 450654.8400N/0873751.7100W (1.24)	653 TREE (26-050925) 450653.4000N/0873745.2400W (0.71)
FINAL TYPE	ILS AND LOC
34:1	
663 TREE (26-133889) 450708.1400N/0873846.8500W (7.4573)	701 TREE (26-035259) 450700.2400N/0873903.4200W (7.3224)
700 TREE (26-134004) 450659.6600N/0873903.7700W (4.4607)	676 TREE (26-032801) 450703.0500N/0873851.6900W (2.2051)
692 TREE (26-133412) 450659.8100N/0873900.1600W (0.7523)	689 TREE (26-133810) 450658.4900N/0873854.8400W (0.1372)
PENETRATIONS REMARKS:	

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.

LIGHT CREDIT FOR MALSRs NOT TAKEN, NO PARALLEL TAXIWAY.

CONTINGENCY NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DOOR COUNTY CHERRYLAND ALTIMETER SETTING: INCREASE S-ILS 3 DA TO 959 FEET; INCREASE ALL MDAS 60 FEET; AND CIRCLING VISIBILITY CATS C AND D 1/4 SM.

WHEN USING DOOR COUNTY CHERRYLAND ALTIMETER SETTING INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 3 AND S-LOC 3 CAT A AND B. INCREASE S-LOC CATS C AND D VISIBILITY TO 1 3/8 SM.

CHART NOTE: VDP NA WHEN USING DOOR COUNTY CHERRYLAND ALTIMETER SETTING.

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	MAP	TO 1000FT POINT	3.25
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.92
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	030.89
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	700
DISTANCE FROM	MAP	TO 1500FT POINT	4.82
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.26
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	030.89
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	700

THRESHOLD COORDINATES (IF STR-IN)	450723.59N/0873839.90W
ARP COORDINATES	450736.08N/0873818.75W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 21 DISTANCE 0.69 NM
FAF COORDINATES	450315.20N/0874209.48W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
BRITNEY ARMENTROUT	AJV-A422	03/05/2024	AERONAUTICAL INFORMATION SPECIALIST

