

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> CJX/PACJ	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 14	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> CROOKED CREEK	<u>STATE</u> AK
<u>AIRPORT ELEVATION</u> 183	<u>TDZE</u> 182	<u>SUPERSEDED</u> RNAV (GPS) RWY 14	<u>DATED</u> 12/02/2021	<u>MAG VAR</u> 11E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2025
			<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>
BLCKW	IAF	AJOFY	NOPT	TF	FB	1.00	042.64	9.76	4000
CECBY	IAF	AJOFY	NOPT	TF	FB	1.00	223.13	10.24	4000
AJOFY	IF/IAF	EBSUF		TF	FB	1.00	132.91	6.63	2900
EBSUF	FAF	IZWEJ/4.83 NM TO RW14		TF	FB	0.30	143.77	1.51	
IZWEJ/4.83 NM TO RW14		RW14	MAP	TF	FO	0.30	143.77	4.83	
RW14	MAP	583 MSL		CA			143.77		
583 MSL		AJOFY		DF	FO	1.00			4000

MISSED APPROACH

MAP:

LP: RW14

MISSED APPROACH INSTRUCTIONS:

CLIMBING RIGHT TURN TO 4000 DIRECT AJOFY AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD NW AJOFY, RT, 132.91 INBOUND, 4000 IN LIEU OF PT (IAF), MAX 7000.					
3. FAC: 143.77	FAF: EBSUF		DIST FAF TO MAP: 6.33	DIST FAF TO THLD: 6.33	
4. MIN ALT: AJOFY 4000, EBSUF 2900, IZWEJ/4.83 NM TO RW14 2260					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:	
6. MIN GP INCPT:	GP ALT AT FAF:			OM:	MM: IM:
7. GP ANGLE:	34:1: IS NOT CLEAR	20:1: IS CLEAR	TCH:		
8. MSA FROM: RW14 4900					



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 14 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SLQ/PASL ALTIMETER SETTING AND INCREASE MDA 400 FEET.

ADDITIONAL FLIGHT DATA:

FAS OBST: 975 AAO 615627N/1581109W.
CHART VDP AT 2.74 NM TO RW14.
WAAS CHANNEL # 50145
REFERENCE PATH ID: W14A
CHART AT OR ABOVE 5000 AT BLCKW.
CHART AT OR ABOVE 5000 AT CECBY.
EBSUF TO RW14: 4.00/40.
LTP HAE: 62.1 M

MINIMUMS:

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

ALTERNATE: NA ☐ CAT A 1200-2

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
LP MDA	1380	1 1/4	1198		NA			NA			NA				



CHANGES - REASONS

1. AIRPORT ELEVATION CHANGED FROM 177.2 TO 182.5 AND RWY 14 TOUCHDOWN ZONE ELEVATION CHANGED FROM 176.5 TO 182.50 - NEW AIRPORT SURVEY.
2. CHANGED INTERMEDIATE SEGMENT AJOFY-EBSUF COURSE FROM 132.89 TO 132.91 AND DISTANCE FROM 6.62 NM TO 6.63 NM - DUE TO RELOCATION OF PFAF.
3. MOVED PFAF EBSUF 78 FT CLOSER TO RUNWAY AND CHANGED DISTANCE EBSUF-IZWEJ FROM 1.32 NM TO 1.51 NM IN TERMINAL ROUTES - UPDATED PFAF CRITERIA.
4. MOVED STEPDOWN FIX IZWEJ 0.20 NM CLOSER TO RUNWAY AND CHANGED IZWEJ ALONG TRACK DISTANCE FROM 5.03 NM TO RW14 TO 4.83 NM TO RW14 - NEW CONTROLLING OBSTACLE.
5. RAISED MISSED APPROACH CLIMB-TO-ALTITUDE FROM 577 MSL TO 583 MSL IN TERMINAL ROUTES - DUE TO CHANGE IN AIRPORT ELEVATION.
6. CHANGED MISSED APPROACH INSTRUCTIONS FROM "CLIMBING RIGHT TURN TO 4000 DIRECT AJOFY AND HOLD" TO "CLIMBING RIGHT TURN TO 4000 DIRECT AJOFY AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000" - AIRCRAFT WILL NOT REACH 4000 BY THE CLEARANCE LIMIT DUE TO LOWERED MDA/HAT.
7. PROFILE LINE 2: CHANGED HOLD-IN-LIEU COURSE INBOUND FROM 132.89 TO 132.91 - TO ALIGN WITH INTERMEDIATE SEGMENT COURSE CHANGE.
8. PROFILE LINE 3: CHANGED DIST FAF TO MAP AND DIST FAF TO THLD FROM 6.34 NM TO 6.33 - DUE TO RELOCATION OF PFAF.
9. PROFILE LINE 4: CHANGED "IZWEJ/5.03 NM TO RW14 2340" TO "IZWEJ/4.83 NM TO RW14 2260" - FIX RELOCATED DUE TO NEW CONTROLLING OBSTACLE.
10. PROFILE LINE 5: REMOVED "DIST TO THLD FROM FAF: 6.34" - REDUNDANT, NOT REQUIRED.
11. REMOVED NOTE "PROCEDURE NA AT NIGHT" - RUNWAY LIGHTING INSTALLED AND NEW NIGHT EVAL.
12. REMOVED NOTE "USE SLEETMUTE ALTIMETER SETTING" - LOCAL AWOS-3PT WEATHER REPORTING SYSTEM INSTALLED SINCE LAST AMENDMENT.
13. ADDED BACK-UP ALTIMETER NOTE "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SLQ/PASL ALTIMETER SETTING AND INCREASE MDA 400 FEET" - PER 8260.19K PARA. 8-6-10F(4).
14. REMOVED "CHART SLEETMUTE AWOS-3" FROM ADDITIONAL FLIGHT DATA - PACJ HAS A PRIMARY AWOS-3PT IN USE AND BACK-UP ALTIMETER NOTE IS PUBLISHED.
15. CHANGED FAS OBST FROM 1099 AAO 615635N/1581110W TO 975 AAO 615627N/1581109W IN ADDITIONAL FLIGHT DATA - NEW TARGETS SOFTWARE ASSESSMENT BASED ON THE RELOCATION OF THE PFAF AND SDF.
16. ADDED VDP AT 2.74 NM TO RW14 TO ADDITIONAL FLIGHT DATA - AIRPORT NOW HAS A PRIMARY ALTIMETER SETTING IN USE.
17. REMOVED 7:1 OBSTACLE 1499 AAO 615714N/1581208W FROM ADDITIONAL FLIGHT DATA - PER 8260.19K PARA. 8-6-11E(2).
18. LTP HAE CHANGED FROM 60.5 M TO 62.1 M IN ADDITIONAL FLIGHT DATA AND FAS DATA - PER UPDATED AIRNAV DATA BASED ON NEW RUNWAY SURVEY.
19. ADDED ALTERNATE MINIMUMS CAT A 1200-2 - AIRPORT NOW HAS A PRIMARY ALTIMETER SETTING IN USE.
20. LOWERED LP CAT A MDA/HAT FROM 1800/1623 TO 1380/1198 - NO LONGER PENALIZED BY 400 FT REMOTE ALTIMETER ADJUSTMENT. HAT ALSO ADJUSTED FOR TDZE CHANGE.
21. FAS DATA: LTP LAT/LONG CHANGED FROM 615230.7300N/1580831.2600W TO 615230.7330N/1580831.2635W - NEW RUNWAY SURVEY.
22. FAS DATA: FPAP LAT/LONG CHANGED FROM 615110.3000N/1580711.3630W TO 615110.3045N/1580711.3595W - RESULT OF CHANGE TO LTP LAT/LONG.
23. FAS DATA: CRC REMAINDER CHANGED FROM 72113FC3 TO D449561E - RESULT OF CHANGES TO LTP AND FPAP LOCATIONS.
24. FAS DATA: LTP AND FPAP ORTHOMETRIC HEIGHTS CHANGED FROM +00500 TO +00517 - RESULT OF CHANGE IN LTP ELEVATION FROM 164.1 TO 169.5.

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ENA FSS, ZAN ARTCC, AMGR, STATEWIDEAVIATION@ALASKA.GOV

FLIGHT CHECKED BY

LOGAN J SMITH

Digitally signed by

RAKE MCGRAW

May 21, 2026

OFFICE

AJF

DATE

05/03/2026

DEVELOPED BY

RALPH DUMAR

Digitally signed by

RAKE MCGRAW

May 21, 2026

OFFICE

AJV-A4

DATE

01/14/2026

APPROVED BY

BEV L BORDY

Digitally signed by

RAKE MCGRAW

May 21, 2026

OFFICE

AJV-A4

DATE

TITLE

MANAGER



AIRPORT ID
CJX/PACJ

PROCEDURE NAME
RNAV (GPS) RWY 14

ORIGINAL/AMENDMENT
1

CITY
CROOKED CREEK

STATE
AK

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	PACJ
RUNWAY	RW14
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W14A
LTP/FTP LATITUDE	615230.7330N
LTP/FTP LONGITUDE	1580831.2635W
LTP/FTP ELLIPSOIDAL HEIGHT	+00621
FPAP LATITUDE	615110.3045N
FPAP LONGITUDE	1580711.3595W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	04.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1744
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	00.0

CRC REMAINDER	D449561E
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ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	PA
LTP ORTHOMETRIC HEIGHT	+00517
FPAP ORTHOMETRIC HEIGHT	+00517



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

AIRPORT ID
CJX/PACJ

PROCEDURE NAME
RNAV (GPS) RWY 14

AMDT NO.
1

CITY
CROOKED CREEK

STATE
AK

AIRPORT ELEVATION
183

FACILITY
RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
BLCKW

TO
AJOFY

RNP
1.00

DISTANCE
9.76

PAT

MAP

HAT

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	615842.00N/1584254.00W	1697	215	8	4B	1000				AT1303	4000
TERRAIN	620015.00N/1583815.00W	1318 (1300)								AS1500	2800

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM
CECBY

TO
AJOFY

RNP
1.00

DISTANCE
10.24

PAT

MAP

HAT

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	620754.00N/1580233.00W	1575	215	8	4B	1000				AT1425	4000
TERRAIN	620754.00N/1580233.00W	1374 (1400)								AS1500	2900

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM

AJOFY (IF/IAF)

TO

EBSUF

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	6.63										
<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	620403.00N/1581530.00W	1399	215	8	4B	500				RA38 AT963	2900
TERRAIN	620033.00N/1582154.00W	1164 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LP

FROM

EBSUF

TO

IZWEJ/4.83 NM TO RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	1.51										
<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	615721.00N/1581151.00W	1588	215	8	4B	250				XL17 RA400	2260

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LP STEPDOWN

FROM

IZWEJ/4.83 NM TO RW14

TO

RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	4.83		RW14		1198						
<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	615627.00N/1581109.00W	975	215	8	4B	250				MA155	1380

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

AJOFY

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>
AAO	620509.00N/1582812.00W	1952	215	8	4B	1000				AT1048	4000
TERRAIN	610509.00N/1582812.00W	1751 (1800)								AS1500	3300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LP

FROM

RW14

TO

AJOFY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00											1280
<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	615215.00N/1581027.00W	1395	215	8	4B		ASC				4000
AAO	615730.00N/1582142.00W	1841	215	8	4B	1000					2900
TERRAIN	615730.00N/1582148.00W	1640 (1600)								AS1500	3100

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

RW14

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	614524.00N/1583015.00W	224	12.5	3872	215	8	4B	1000			4900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAN ARTCC, ENA FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3PT	CJX/PACJ	24	CJX/PACJ		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3P	SLQ/PASL	24	SLQ/PASL	29.45	Y	397

WX REMARKS:

RASS PRESSURE PATTERNS NOT THE SAME
HIGH TERRAIN 2480, LOW TERRAIN 131
RA = 396.6.



PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW32 - MIRL, REIL			
RW14 - MIRL, REIL			

GLIDESLOPE ANGLE

ELEV RWY THRESHOLD

TCH

ELEV GS ANTENNA

DISTANCE FROM RWY

VGSI ANGLE

TCH

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

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LP RWY 14
34:1	
383 TREE (02-144591) 615320.9300N/1580945.9600W (38.9)	366 TREE (02-336396) 615319.9200N/1580943.4600W (26.12)
359 TREE (02-339449) 615321.1100N/1580942.8400W (16.28)	356 TREE (02-339410) 615320.5800N/1580940.3000W (16.23)
350 TREE (02-336736) 615318.7200N/1580940.6500W (15.05)	239 TREE (02-336751) 615249.5900N/1580849.7900W (13.3)
361 TREE (02-341753) 615322.3700N/1580945.9100W (13.03)	342 TREE (02-341925) 615318.2900N/1580938.0600W (9.77)
334 TREE (02-339852) 615315.5200N/1580938.6500W (8.9)	338 TREE (02-341780) 615316.7500N/1580940.2200W (8.64)
239 TREE (02-343710) 615251.4000N/1580850.7700W (7.81)	236 TREE (02-343930) 615250.5100N/1580849.8100W (7.8)
351 TREE (02-342037) 615321.9700N/1580942.1400W (6.37)	239 TREE (02-337113) 615251.6200N/1580852.3800W (6.26)
229 TREE (02-339628) 615248.8400N/1580849.2100W (5.67)	233 TREE (02-337300) 615250.4200N/1580851.7000W (3.91)
339 TREE (02-337895) 615319.7500N/1580937.9600W (2.88)	331 TREE (02-339689) 615317.3500N/1580935.4500W (2.87)
343 TREE (02-339053) 615321.4800N/1580938.3100W (1.99)	233 TREE (02-344103) 615250.5400N/1580855.6000W (1.25)
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.

4.0 DESCENT ANGLE UTILIZED TO GET LOWEST MINIMUMS AND STABILIZED DESCENT AND APPROVED BY FPT; 3.00 AND 3.17 EVALUATED WITH/WITHOUT SDF WITH NO SUITABLE RESULTS

CIRCLING NA PER FPT

NO TAA PER ATC

MAXIMUM VEGETATION HEIGHT 30 FEET PER FPT

INTERMEDIATE SEGMENT OFFSET 10.86 DEGREES PER FPT/ATC

ORDER 8260.3 CHAPTER 2 APPLIED TO 1244 AAO 615709.00N/1581139.00W.

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	4.66
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.23
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	154.77
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1400
DISTANCE FROM	THLD	TO 1500FT POINT	6.33
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.60
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	154.77
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1400

THRESHOLD COORDINATES (IF STR-IN)	615230.73N/1580831.26W
ARP COORDINATES	615216.03N/1580816.64W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 32 DISTANCE 0.27 NM
FAF COORDINATES	615813.52N/1581413.27W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
RALPH DUMAR	AJV-A4	01/14/2026	AERONAUTICAL INFORMATION SPECIALIST

