

**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>		
CSM	ILS OR LOC RWY 17R	9	BURNS FLAT	OK		
<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SUPERSEDED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>
1922	1922	ILS OR LOC RWY 17R	8	04/27/2017	5E	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-BZF			ROUTINE			

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
HBR VORTAC		REXFU/BFV 13.08 DME					339.15	35.91	3800
BFV VORTAC		REXFU/BFV 13.08 DME					356.05	13.08	3800

MISSED APPROACH

MAP:

ILS: DA
LOC: BFV 7.36 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3600 DIRECT BFV VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3600.
(TACAN AIRCRAFT CLIMB TO 3000 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 220 AND ON BFV VORTAC R-275 TO SASHE/ BFV 17.00 DME AND HOLD W, LT, 095.00 INBOUND).

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD N REXFU/BFV 13.08 DME, LT, 175.08 INBOUND, 3800 IN LIEU OF PT (FAF/IAF), MAX 6400.					
3. FAC: 175.08	FAF: REXFU/13.08 NM BFV		DIST FAF TO MAP:	DIST FAF TO THLD:	5.73
4. MIN ALT: REXFU/BFV 13.08 DME 3800, PISCA/BFV 9.85 DME 2760					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT: 1050	
6. MIN GS INCPT: 3800	GS ALT AT PFAF: REXFU/13.08 NM BFV 3800		OM:	MM:	IM:
7. GS ANGLE: 3.00	34:1:	20:1:	TCH: 53.9		
8. MSA FROM: BFV VORTAC 3800					

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: CIRCLING NA E OF RWY 17R-35L.

CHART NOTE: SIMULTANEOUS RECEPTION OF BZF ILS AND BFV DME REQUIRED.

ADDITIONAL FLIGHT DATA:

CHART HBR VORTAC 35.91 DME AT REXFU

CHART: (CFPLB) AT 353119.31N/0991204.18W

HOLD S, LT, 357.55 INBOUND.

CHART FAS OBST: 1934 TRAVERSE_WAY (40-030052) 352150N/0991205W.

CHART VDP AT 8.24 DME.

DISTANCE VDP TO THLD 0.89 NM.

CHART CIRCLING ICON.

MINIMUMS:**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☐ ILS: STANDARD - NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT D 800-2 1/4, CAT E 800-2 1/2, NA WHEN CONTROL TOWER CLOSED.

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<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 17R	2122	3/4	200	2122	3/4	200	2122	3/4	200	2122	3/4	200	2122	3/4	200
S-LOC 17R	2260	1	338	2260	1	338	2260	1	338	2260	1	338	2260	1	338
CIRCLING	2360	1	438	2380	1	458	2400	1 1/2	478	2620	2 1/4	698	2620	2 1/2	698

CHANGES - REASONS

1. FAF CHANGED FROM FOSSI LOM TO FOSSI - FOSSI LOM SCHEDULED FOR DECOMMISSIONING.
2. ADDED STEPDOWN FIX PISCA - ATC REQUEST TO CLEAR OBSTACLES
3. FEEDER LEG WAXEY TO FOSSI LOM REMOVED - ATC REQUEST
4. FEEDER LEG HBR TO FOSSI LOM CHANGED TO HBR TO FOSSI, COURSE 339.15, 35.91 NM - NEW PFAF LOCATION
5. FEEDER LEG BFV TO FOSSI LOM CHANGED TO BFV TO FOSSI, COURSE 356.05, 13.08 NM - NEW PFAF LOCATION
6. ILS FINAL CHANGED FROM FOSSI LOM - RWY 17R TO FOSSI - RWY 17R. - ATC REQUEST
7. ADDITIONAL FLIGHT DATA: VDP CHANGED FROM 8.25 TO 8.24. - NEW CALCULATION BASED ON CURRENT CRITERIA
8. PROCEDURE NOTES: REMOVED ADF OR DME REQUIRED NOTE - FOSSI LOM DECOMISSIONED; NO ADF EQUIPMENT USED
9. EQUIPMENT REQUIRED NOTE: ADDED DME REQUIRED NOTE - IAW 8260.19J 8-6-2A(2)(A)
10. LINE 8: MSA CENTERPOINT CHANGED FROM BFV OM TO BFV VORTAC.-PROCEDURE REDESIGN
11. ADDITIONAL FLIGHT DATA: FAS OBSTACLE CHANGED FROM TOWER (40-028420) TO TRAVERSE WAY (40-030052).-NEW OBSTACLE EVALUATION
12. LINE 3: REMOVED DIST FAF TO MAP- NO TIMING CHART DUE TO DME REQUIRED
13. MINS: CIRCLING MINIMA CHANGED FROM MDA/HAA 2340/418 TO 2360/438 CAT A, MDA/HAA 2380/458 TO 2400/478 CAT C.- NEW OBSTACLE EVALUATION
14. PROCEDURE NOTES: ADDED SIMULTANEOUS RECEPTION OF BZF ILS AND BFV DME REQUIRED. - IAW 8260.19J 8-6-10K
15. MISSED APPROACH CHANGED INSTRUCTIONS FROM CLIMB TO 2500 THEN CLIMBING RIGHT TURN TO 3800 DIRECT FOSSI LOM/BFV 12.81 DME AND HOLD TO CLIMB TO 3600 DIRECT BFV VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3600. - PROCEDURE REDESIGN.
16. LINE 2: FOSSI LOM/BFV 12.81 CHANGED TO FOSSI/BFV 13.08.- PROCEDURE REDESIGN
17. LINE 3: FOSSI LOM/BFV 12.81 CHANGED TO FOSSI/BFV 13.08.-PROCEDURE REDESIGN
18. MAP CHANGED FROM 5.45 NM AFTER FOSSI LOM/BFV 12.81 DME OR AT BFV 7.36 TO BFV /7.36.-PROCEDURE REDESIGN
19. LINE 4: CHANGED FROM FOSSI LOM/BFV 12.81 DME 3800 TO FOSSI/BFV 13.08 DME 3800, PISCA/BFV 9.85 DME 2760.-PROCEDURE REDESIGN
20. LINE 5: OUTER MARKER REMOVED, GS ALT AT PFAF CHANGED FROM FOSSI LOM TO FOSSI.-PROCEDURE REDESIGN

5/14/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/09/2024. 1. LINE 8: MSA ALTITUDE CHANGED FROM 4100 TO 3800.

5/29/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 05/16/2025
1.CHANGED ALL REFERENCES FROM FOSSI TO REXFU.

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZFW ARTCC, CSM ATCT, AMGR.

FLIGHT CHECKED BY

COLTON MAX CROWDER

Digitally signed by

ROBERT G HAMILTON

May 30, 2025

OFFICE

FIOG

DATE

05/13/2025

DEVELOPED BY

NICHOLAS HEIDERSTADT

Digitally signed by

ROBERT G HAMILTON

May 30, 2025

OFFICE

AJV-A421

DATE

12/09/2024

APPROVED BY

DAVID DANNER

Digitally signed by

ROBERT G HAMILTON

May 30, 2025

OFFICE

AJV-A421

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>
CSM	ILS OR LOC RWY 17R	9	BURNS FLAT	OK	1922	I-BZF

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM HBR VORTAC **TO** REXFU/BFV 13.08 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	35.91				

<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>
WINDMILL (40-098272)	351805.96N/0990551.58W	2354	250	50	4D	1000				AT446	3800
TERRAIN	352151.00N/0991527.00W	1988 (2000)								AS1500	3500

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM BFV VORTAC **TO** REXFU/BFV 13.08 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	13.08				

<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>
WINDMILL (40-098367)	351502.31N/0990747.17W	2282	250	50	4D	1000				AT518	3800
TERRAIN	352221.00N/0991642.00W	1994 (2000)								AS1500	3500

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: ILS

FROM

REXFU/13.08 NM BFM

TO

RW17R

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
		5.73		DA			200					
<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				2122

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

REXFU/13.08 NM BFM

TO

PISCA/BFM 9.85 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	3.23										
<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	352745.00N/0991257.00W	2018	215	8	4B	250				RA120 DG372	2760

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC STEPDOWN

FROM

PISCA/BFV 9.85 DME

TO

BFV 7.36 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	2.50		BFV 7.36 DME				338				
<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>
TRAVERSE_WAY (40-030052)	352150.27N/0991205.18W	1934	20	2	1A	250				XP76	2260

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MAINTAIN MINS

HOLD-IN-LIEU OF PT

FROM

REXFU/BFV 13.08 DME

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<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	353036.00N/0991618.00W	2087	215	8	4B	1000				AT713	3800
TERRAIN	353033.00N/0991621.00W	1886 (1900)								AS1500	3400

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

BFV VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
							1955				
<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				3600
AAO	351600.00N/0991224.00W	2080	215	8	4B	1000					3100
TERRAIN	352036.00N/0991239.00W	1952 (2000)								AS1500	3500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

BFV 7.36 DME

TO

BFV VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
							2010				
<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				3600
AAO	351600.00N/0991224.00W	2080	215	8	4B	1000					3100
TERRAIN	352036.00N/0991239.00W	1952 (2000)								AS1500	3500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



TACAN AIRCRAFT: ILS

FROM

DA

TO

SASHE/BFV 17.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
							1955				
<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				5000
TOWER (40-000994)	352122.00N/0991604.00W	2270	250	50	4D	1000					2300
TERRAIN	352027.00N/0992730.00W	2057 (2100)								AS1500	3600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

TACAN AIRCRAFT: LOC

FROM

BFV 7.36 DME

TO

SASHE/BFV 17.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
								2010			
<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				5000
TOWER (40-000994)	352122.00N/0991604.00W	2270	250	50	4D	1000					2300
TERRAIN	352027.00N/0992730.00W	2057 (2100)								AS1500	3600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID
CSM

PROCEDURE NAME
ILS OR LOC RWY 17R

AMDT NO.
9

CITY
BURNS FLAT

STATE
OK

AIRPORT ELEVATION
1922

FACILITY
I-BZF

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	352036.00N/0991239.00W	1.32	438	2053	215	8	4B	300			2360
CATEGORY B											
TREE	352227.00N/0991357.00W	1.87	458	2062	215	8	4B	300			2380
CATEGORY C											
TREE	352151.00N/0991527.00W	2.95	478	2089	215	8	4B	300			2400
CATEGORY D											
TOWER (40-000994)	352122.00N/0991604.00W	3.86	698	2270	250	50	4D	300		AC50	2620
CATEGORY E											
TOWER (40-000994)	352122.00N/0991604.00W	4.83	698	2270	250	50	4D	300		AC50	2620

CIRCLING REMARKS:

CIRCLING IS NA EAST OF 17R/35L PER ATC REQUEST, THEREFORE THERE IS NO NEED TO NA CIRCLING AT NIGHT TO RWYS 17L/35R FOR 20:1 PENETRATION

MSA

CENTER
BFV VORTAC

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	WINDMILL (40-020709)	352808.07N/0994324.80W	294	28.9	2797	250	50	4D	1000			3800

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZFW ARTCC, MLC FSS, CSM TOWER

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	CSM		CSM		Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	HBR	24	HBR	22.17	Y	102

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KCSM 1922, KHBR 1563
RA = 101.2.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-BZF	ATCT	0900-0100 M-F	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW17L	BSC-G	
RW35R	BSC-G	
RW17R - REIL (PCL), HIRL (PCL), PAPI-4L	PIR-G	
RW35L - HIRL (PCL), REIL (PCL), 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	1922.1	53.9	1919.1	1050	3.00	54.0

FINAL APPROACH COURSE AIMING

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

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.

BACK-UP ALTIMETER NOTES NOT REQUIRED AS DETERMINED BY CEN FPT AND AS PER 8260.19J, PARA 8-6-10F(4).

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	2.90
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.85
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	180.08
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1900
DISTANCE FROM	THLD	TO 1500FT POINT	4.47
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.18
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	180.08
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1900

THRESHOLD COORDINATES (IF STR-IN)	352134.78N/0991205.19W
ARP COORDINATES	352023.42N/0991201.80W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 17R DISTANCE 1.19 NM
FAF COORDINATES	352718.95N/0991204.60W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
NICHOLAS HEIDERSTADT	AJV-A421	12/09/2024	AERONAUTICAL INFORMATION SPECIALIST

