

**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> BOS	<u>PROCEDURE NAME</u> ILS OR LOC RWY 22L	<u>ORIGINAL/AMENDMENT</u> 8E	<u>CITY</u> BOSTON	<u>STATE</u> MA
<u>AIRPORT ELEVATION</u> 19	<u>TDZE</u> 16	<u>SUPERSEDED</u> ILS OR LOC RWY 22L	<u>ORIGINAL/AMENDMENT</u> 8D	<u>DATED</u> 08/13/2020
<u>FACILITY</u> I-LQN	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 15W
				<u>EPOCH YEAR</u> 2020
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
NOLEY/I-LQN 12.94 DME/RADAR	IF	WYANE/I-LQN 9.43 DME/RADAR					214.74	3.51 (I-LQN)	3000
WYANE/I-LQN 9.43 DME/RADAR		VOCUS/I-LQN 4.57 DME/RADAR					214.74	4.86 (I-LQN)	1700

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.12 NM AFTER VOCUS/I-LQN 4.57 DME/RADAR

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 ON BOS VOR/DME R-219 TO WINNI/BOS 15.62 DME/RADAR AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 600 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 160 AND ON LFV VOR/DME R-305 TO CELTS INT/LFV 36.65 DME AND HOLD.

PROFILE:

- | | | | | | | |
|----|---|--|-----------------|---------------------------------|------------------|--------------|
| 1. | PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. | PROFILE STARTS AT NOLEY/I-LQN 12.94 DME/RADAR | | | | | |
| 3. | FAC: | 214.74 | FAF: | VOCUS/I-LQN 4.57 DME/RADAR | DIST FAF TO MAP: | 5.12 |
| 4. | MIN ALT: | NOLEY/I-LQN 12.94 DME/RADAR 4000, WYANE/I-LQN 9.43 DME/RADAR 3000, VOCUS/I-LQN 4.57 DME/RADAR 1700, ZUMOL/I-LQN 1.45 DME/RADAR 700 | | | | |
| 5. | DIST TO THLD FROM OM: | 1700 | MM: | IM: | 150 HAT: | GS ANT: 1060 |
| 6. | MIN GS INCPT: | 1700 | GS ALT AT PFAF: | VOCUS/I-LQN 4.57 DME/RADAR 1700 | OM: | MM: IM: |
| 7. | GS ANGLE: | 3.00 | 34:1: | 20:1: | TCH: | 55.4 |
| 8. | MSA FROM: | BOS VOR/DME 215-305 2500, 305-215 2000 | | | | |



EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED FOR PROCEDURE ENTRY.
DME OR RADAR REQUIRED.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 22L.

ADDITIONAL FLIGHT DATA:

CHART IN PROFILE VIEW: I-LQN DME ANTENNA.
CHART 700 BLDG 422108N/0710323W.
CHART 639 BLDG 422120N/0710308W.
HOLD SW, RT, 038.70 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SE CELTS INT/LFV 36.65 DME, RT, 304.96 INBOUND.
CHART FAS OBST: 234 BLDG (25-000555) 422413N/0705926W.
CHART VDP AT 0.88 DME.
DISTANCE VDP TO THLD 1.42 NM.
CHART IN PLANVIEW: CELTS INT/LFV 36.65 DME.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD

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
S-ILS 22L	216	4000	200	216	4000	200	216	4000	200	216	4000	200			
S-LOC 22L	540	4000	524	540	4000	524	540	1 1/4	524	540	1 1/4	524			

CHANGES - REASONS

- REMOVED CIRCLING MINIMUMS - PER FPT, ATC WOULD LIKE TO REMOVE THE CIRCLING LINE OF MINIMUM DUE TO THIS LOCATION NEVER USING CIRCLING.
- PROFILE LINE 4: REMOVED ASTERISK FROM "ZUMOL/I-LQN 1.45 DME/RADAR 700" - NO LONGER REQUIRED BY CRITERIA.
- REMOVED CHART NOTE: "CIRCLING NA TO RWY 14" - CIRCLING MINS REMOVED AT THIS AIRPORT, PER ATC.
- REMOVED CHART NOTE: "CIRCLING NA FOR CATS C AND D W OF RWYS 4L AND 15R" - CIRCLING MINS REMOVED AT THIS AIRPORT, PER ATC.
- ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" - CIRCLING MINS REMOVED AT THIS AIRPORT, PER ATC.
- ADDITIONAL FLIGHT DATA: REMOVED "'LOC ONLY" AND THE ASTERISK FROM "CHART VDP AT 0.88 DME" - NO LONGER REQUIRED BY CRITERIA.
- ADDITIONAL FLIGHT DATA: ADDED FAS OBST ID - 8260.19I, 8-6-11.
- ALTERNATE MINIMUMS CHANGED FROM "ILS: STANDARD; LOC: CAT A 1000-2, CAT B 1100-2" TO "ILS: STANDARD; LOC: STANDARD" - REMOVED CIRCLING MINS; 8260.3E, 3-4-1.



COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZBW, BOS APP CON, 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
DAVID DANNER
Apr 25, 2024

DEVELOPED BY

TIMOTHY JOHNSON

Digitally signed by
Timothy Johnson
Apr 18, 2024

OFFICE

DATE

AJV-A421

11/24/2023

APPROVED BY

DAVID DANNER

Digitally signed by
DAVID DANNER
Apr 25, 2024

OFFICE

DATE

TITLE

AJV-A421

05/16/2024

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>
BOS	ILS OR LOC RWY 22L	8E	BOSTON	MA	19	I-LQN

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM NOLEY/I-LQN 12.94 DME/RADAR **TO** WYANE/I-LQN 9.43 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	3.51				

<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>
1. STACK (25-000204)	423136.00N/0705235.00W	512	50	50	2D	500				AT1988	3000
2. TERRAIN	423454.00N/0705830.00W	253 (300)								AS1500	1800

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM WYANE/I-LQN 9.43 DME/RADAR **TO** VOCUS/I-LQN 4.57 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	4.86				

<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>
3. TOWER (25-000575)	423153.72N/0705910.41W	686	20	3	1A	500				AT662 SA-148	1700
4. TERRAIN	423012.00N/0705754.00W	286 (300)								AS1000	1300

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: ILS

FROM

VOCUS/I-LQN 4.57 DME/RADAR

TO

RW22L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
	5.12		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				216

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

VOCUS/I-LQN 4.57 DME/RADAR

TO

ZUMOL/I-LQN 1.45 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	3.12										
<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>
5. TOWER (25-000076)	422710.00N/0705848.00W	393	20	50	1D	250				AC50 SA-92 DG99	700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

ZUMOL/I-LQN 1.45 DME/RADAR

TO

5.12 NM AFTER VOCUS/I-LQN 4.57 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	2.00		5.12 NM AFTER VOCUS/I-LQN 4.57 DME/RADAR	524	

<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>
6. BLDG (25-000555)	422413.00N/0705926.00W	234	250	50	4D	250				AC50	540

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

WINNI/BOS 15.62 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
					47

<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
7. TOWER (25-000538)	421449.00N/0710254.00W	990	250	50	4D	1000					2000
8. TERRAIN	421242.00N/0710648.00W	640 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LOC

FROM

5.12 NM AFTER VOCUS/I-LQN 4.57 DME/RADAR

TO

WINNI/BOS 15.62 DME/RADAR

RNP	DISTANCE	PAT	MAP			HAT	HMAS				
								290			
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
7. TOWER (25-000538)	421449.00N/0710254.00W	990	250	50	4D	1000					2000
8. TERRAIN	421242.00N/0710648.00W	640 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE: ILS

FROM

DA

TO

CELTS INT/LFV 36.65 DME

RNP	DISTANCE	PAT	MAP			HAT	HMAS				
								47			
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
12. TOWER (25-000029)	421644.00N/0705232.00W	520	100	20	3C	1000					1600
13. TERRAIN	421133.00N/0705118.00W	256 (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 ALTERNATE: LOC

FROM

5.12 NM AFTER VOCUS/I-LQN 4.57 DME/RADAR

TO

CELTS INT/LFV 36.65 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					
						290					
<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
12. TOWER (25-000029)	421644.00N/0705232.00W	520	100	20	3C	1000					1600
13. TERRAIN	421133.00N/0705118.00W	256 (300)								AS1500	1800

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MSA

CENTER

BOS VOR/DME

RADIUS

25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
215-305	TOWER (25-000619)	422302.73N/0712935.33W	290	22.4	1462	50	3	2A	1000			2500
305-215	TOWER (25-000538)	421449.10N/0710253.50W	218	22.5	990	250	50	4D	1000			2000

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

BOS TOWER, BOS APP CON

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	BOS	24	BOS	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

BACKUP ALTIMETER NOT REQUIRED DUE TO REDUNDANT WEATHER SOURCES.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-LQN	BOS ATCT	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW09 - C/LINE, HIRL	BSC-G	APPROACH, ROLL OUT
RW14 - HIRL	BSC-G	
RW15L - MIRL	BSC-G	
RW33R - MIRL, PAPI-4R	BSC-G	
RW04L - REIL, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW04R - ALSF-2, C/LINE, HIRL, TDZ, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW15R - MALSR, HIRL, C/LINE, TDZ, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW22L - MALSF, C/LINE, HIRL, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW22R - HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW27 - C/LINE, HIRL, REIL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW32 - REIL, HIRL, PAPI-4L	PIR-G	
RW33L - ALSF-2, HIRL, C/LINE, TDZ, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT

<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	15.6	55.4	11.1	1060	3.00	71.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	1199
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.

ILS AND LOC INTERMEDIATE SEGMENTS HAVE SAME CONTROLLING OBS/HIGH TERRAIN.

FIXES NOLEY AND WYANE PLACED AT ATC REQUEST TO KEEP APPROACH AIRCRAFT WITHIN CLASS B AREA.

OBS #3 LOCATED 2067 FEET INTO INTERMEDIATE SECONDARY AREA.
OBS #5 LOCATED 645 FEET INTO LOC FINAL SECONDARY AREA.
OBS #6 ACCURACY CODE VERIFIED BY FLIGHT INSPECTION.

MAXIMUM SHIP HEIGHT LIMITED TO 176 FEET BY THE HARBOR MASTER FOR MAIN WATER LANES. ON OCCASIONS WHERE A TALLER VESSEL REQUIRES ACCESS THE HARBOR MASTER WILL COORDINATE WITH THE AIRPORT TO TEMPORARILY SUSPEND OPERATIONS.

MAXIMUM SHIP HEIGHT IN HARBOR ON SHORT FINAL IS 65 FEET, HOWEVER ALL TALL SAILBOATS GO TO/FROM LONG DOCKS LOCATED ABEAM AND EAST OF THLD.

MAXIMUM SHIP HEIGHT THAT MAY TRAVERSE FINAL APPROACH AREA IS 55 FEET.

MAP IS DEFINED BY TIMING TABLE ONLY DUE TO LQN RESTRICTION: RWY 22L ILS DME UNUSABLE 0.7 NM INBOUND TO THLD. DATA BRANCH CONFIRMED THIS WAS A PERMANENT RESTRICTION.

PER FPT, BOSTON CONSOLIDATED TRACON/A90 CONCURS WITH REMOVING CIRCLING MINIMUMS FROM ALL IAPS AT KBOS.

<u>AIRPORT ID</u> BOS	<u>PROCEDURE NAME</u> ILS OR LOC RWY 22L	<u>AMDT NO.</u> 8E	<u>CITY</u> BOSTON	<u>STATE</u> MA	<u>AIRPORT ELEVATION</u> 19	<u>FACILITY</u> I-LQN
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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	3.23
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.92
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	199.74
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	7.58
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	3.28
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	199.74
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	300

THRESHOLD COORDINATES (IF STR-IN)

422225.69N/0710002.85W

ARP COORDINATES

422146.60N/0710023.00W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 22R DISTANCE 0.92 NM

FAF COORDINATES

422714.67N/0705742.80W

FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

THLD DISPLACED 1199FT, ACTUAL COORDINATES: 422236.84N/0705957.45W

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
TIMOTHY JOHNSON	AJV-A421	11/24/2023	AERONAUTICAL INFORMATION SPECIALIST

