

**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> DQH	<u>PROCEDURE NAME</u> ILS OR LOC RWY 4	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> DOUGLAS	<u>STATE</u> GA
<u>AIRPORT ELEVATION</u> 257	<u>TDZE</u> 253	<u>SUPERSEDED</u> ILS OR LOC RWY 4	<u>ORIGINAL/AMENDMENT</u> 2C	<u>DATED</u> 07/19/2018
<u>FACILITY</u> I-DQH	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 6W
				<u>EPOCH YEAR</u> 2020
				<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>
SKPPY INT/RADAR	IF/IAF	EMDIH INT					043.24 (I-DQH)	3.00	1800

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.71 NM AFTER EMDIH INT

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 116.00 AND AYS VORTAC R-319.83 TO WERON/7.00 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 900 THEN CLIMBING RIGHT TURN TO 2300 DIRECT AYS VORTAC AND HOLD.

PROFILE:

- PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF (IAF)
- HOLD SW SKPPY INT/RADAR, RT, 043.24 INBOUND, 2000 FT. IN LIEU OF PT (IAF), MAX 6000.
- FAC: 043.24 FAF: EMDIH INT DIST FAF TO MAP: 4.71 DIST FAF TO THLD: 4.71
- MIN ALT: SKPPY INT/RADAR 2000, EMDIH INT 1800, UNSEH INT 800
- DIST TO THLD FROM PFAF: 4.71 MM: IM: 150 HAT: GS ANT: 949
- MIN GS INCPT: 1800 GS ALT AT PFAF: EMDIH INT 1800 OM: MM: IM:
- GS ANGLE: 3.00 34:1 20:1 TCH: 50.8
- MSA FROM: AYS VORTAC 2300

QUALITY
39
CHECKED

EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED FOR PROCEDURE ENTRY.

NOTES:

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 4 CAT C AND D VISIBILITY TO 1 SM.

ADDITIONAL FLIGHT DATA:

HOLD NW, LT, 139.83 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NW AYS VORTAC, LT, 116.00 INBOUND.
CHART FAS OBST: 318 TRANSMISSION_LINE (13-021395) 312712N/0825243W.
CHART IN PLANVIEW: AYS VORTAC.
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

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 04	453	1/2	200	453	1/2	200	453	1/2	200	453	1/2	200			
S-LOC 04	620	1/2	367	620	1/2	367	620	5/8	367	620	5/8	367			
CIRCLING	720	1	463	820	1	563	960	2	703	960	2 1/4	703			



CHANGES - REASONS

1. TERMINAL ROUTES: DELETED FEEDER SEGMENT FROM AYS VORTAC TO OWC NDB - REDESIGN OF PROCEDURE DUE TO DECOMMISSIONING OF OWC NDB.
2. TERMINAL ROUTES: ADDED INTERMEDIATE SEGMENT FROM IF/IAF SKPPY TO FAF EMDIH - REDESIGN WITH NEW IF AND NEW FAF, DUE TO DECOMMISSIONING OF OWC NDB.
3. MISSED APPROACH, MAP: CHANGED LOC MAP FROM "4.90 NM AFTER OWC NDB" TO "4.71 NM AFTER EMDIH INT" - FAF MOVED FROM OWC NDB TO EMDIH.
4. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 900 THEN CLIMBING RIGHT TURN TO 2000 DIRECT OWC NDB AND HOLD" TO "CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 116.00 AND AYS VORTAC R-319.83 TO WERON/7.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000" - REDESIGN WITH NEW CLEARANCE LIMIT, DUE TO DECOMMISSIONING OF OWC NDB.
5. PROFILE LINE 2: CHANGED HOLDING POINT FROM COFFEE COUNTY NDB/OWC TO SKPPY - REDESIGN DUE TO DECOMMISSIONING OF OWC NDB.
6. PROFILE LINE 2: CHANGED HOLDING COURSE FROM 043.25 TO 043.24 INBOUND - I-DQH ILS AIRINC DATA UPDATE OF LOCALIZER COURSE.
7. PROFILE LINE 3: CHANGED FAC FROM 043.25 TO 043.24 - I-DQH ILS AIRINC DATA UPDATE.
8. PROFILE LINE 3: MOVED FAF FROM OWC NDB TO EMDIH - DECOMMISSIONING OF OWC NDB.
9. PROFILE LINE 3: CHANGED DIST FAF TO MAP AND DIST FAF TO THLD FROM 4.90 TO 4.71 - NEW FAF.
10. PROFILE LINE 4: ADDED IF "SKPPY INT/RADAR 2000" - PROCEDURE REDESIGN.
11. PROFILE LINE 4: REPLACED FAF "OWC NDB 2000" WITH "EMDIH INT 1800" - REDESIGN AND RELOCATE FAF TO MATCH RNAV (GPS) RWY 4.
12. PROFILE LINE 4: REPLACED FINAL SDF "UBYAH INT 720" WITH "UNSEH INT 800" - REDESIGN AND RELOCATE SDF TO MATCH RNAV (GPS) RWY 4.
13. PROFILE LINE 5: CHANGED DIST TO THLD FROM PFAF FROM 4.90 TO 4.71 - NEW PFAF EMDIH.
14. PROFILE LINE 6: CHANGED MIN GS INCPT FROM 2000 TO 1800 AND CHANGED GS ALT AT PFAF FROM "OWC NDB 1882" TO "EMDIH INT 1800" - REDESIGN WITH NEW CO-LOCATED PFAF/FAF EMDIH.
15. PROFILE LINE 8: CHANGED MSA CENTER POINT FROM OWC NDB TO AYS VORTAC - DECOMMISSIONING OF OWC NDB.
16. EQUIPMENT REQUIREMENTS NOTES: DELETED "ADF REQUIRED" AND ADDED "RADAR REQUIRED FOR PROCEDURE ENTRY" - DECOMMISSIONING OF OWC NDB AND DELETION OF FEEDER SEGMENT FROM AYS VORTAC, PER FPT.
17. NOTES: DELETED "*LOC ONLY" - NO LONGER REQUIRED.
18. NOTES: UPDATED "FOR INOPERATIVE MALSR, INCREASE S-LOC 4 CAT C AND D VISIBILITY TO 1 3/8 MILE" TO "FOR INOPERATIVE ALS, INCREASE S-LOC 4 CAT C AND D VISIBILITY TO 1 SM" - NEW VISIBILITY EVAL, 8260.3F TABLE 3-3-1.
19. ADDITIONAL FLIGHT DATA: ADDED MISSED HOLDING "HOLD NW, LT, 139.83 INBOUND" - REDESIGN OF MISSED APPROACH, HOLDING NO LONGER AT HILO POINT.
20. ADDITIONAL FLIGHT DATA: CHANGED FAS OBST FROM "329 TREE 312647N/0825252W" TO "318 TRANSMISSION LINE (13-021395) 312712N/0825243W" - NEW OBSTACLE EVAL.
21. ADDITIONAL FLIGHT DATA: DELETED "CHART: (CFCJZ) 312242.27N/0825651.74W" - REDESIGN OF HILO POINT, NO LONGER REQUIRED.
22. ALTERNATE MINIMUMS: CHANGED LOC FROM "STANDARD - CAT D 1000-3" TO "STANDARD - CAT D 800-2 1/4" - REDUCTION IN CIRCLING CAT D MDA/HAT AND VISIBILITY.
23. ALTERNATE MINIMUMS: ADDED "NA WHEN LOCAL WEATHER NOT AVAILABLE" TO BOTH ILS AND LOC - BASED ON LOCAL ALTIMETER ONLY, 8260.3F PARA. 3-4-1.A.(1) AND 8260.19J PARA. 8-6-12.B.(4).
24. MINIMUMS: DELETED UBYAH FIX MINIMUMS - REDESIGN OF PROCEDURE, EQUIPMENT REQUIRED FOR LOCALIZER FAF AND SDF IS NOW THE SAME.
25. MINIMUMS: INCREASED S-LOC 4 MDA/HAT FROM 580/327 TO 620/367- NEW MISSED APPROACH PENETRATION CAUSED BY DELAY IN RISE OF MISSED SURFACE (1871 FT, DUE TO NEW FAF FIX ERROR).
26. MINIMUMS: INCREASED S-LOC 4 VISIBILITY CAT C AND D FROM 1/2 TO 5/8 SM - INCREASE IN S-LOC 4 MDA/HAT AND NEW VISIBILITY EVAL, 8260.3F TABLE 3-3-1.
27. MINIMUMS: LOWERED CIRCLING CAT D MDA/HAT FROM 1160/903 TO 960/703 - NEW OBSTACLE EVAL.
28. MINIMUMS - LOWERED CIRCLING CAT D VISIBILITY FROM 3 TO 2 1/4 SM - LOWER MDA/HAT AND NEW VISIBILITY EVAL, 8260.3F TABLE 3-3-1.

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZJX, AMGR

FLIGHT CHECKED BY

JAMES HAWLEY

Digitally signed by

RAKE MCGRAW

Apr 01, 2025

OFFICE

AJF

DATE

01/24/2025

DEVELOPED BY

RICHARD BRUCE

Digitally signed by

RICHARD A BRUCE

Dec 12, 2024

OFFICE

AJV-A422

DATE

12/12/2024

APPROVED BY

BEV L BORDY

Digitally signed by

RAKE MCGRAW

Apr 01, 2025

OFFICE

AJV-A420

DATE

TITLE

MANAGER

QUALITY
39
CHECKED

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

<u>AIRPORT ID</u> DQH	<u>PROCEDURE NAME</u> ILS OR LOC RWY 4	<u>AMDT NO.</u> 3	<u>CITY</u> DOUGLAS	<u>STATE</u> GA	<u>AIRPORT ELEVATION</u> 257	<u>FACILITY</u> I-DQH
--------------------------	---	----------------------	------------------------	--------------------	---------------------------------	--------------------------

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM
SKPPY INT/RADAR (IF/IAF)

TO
EMDIH INT

<u>RNP</u>	<u>DISTANCE</u> 3.00	<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>
AAO	312348.00N/0830142.00W	456	215	8	4B	500					1000
TERRAIN	312530.00N/0830015.00W	255 (300)								AS1500	1800

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: ILS

FROM
EMDIH INT

TO
RW04

<u>RNP</u>	<u>DISTANCE</u> 4.71	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200	<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>
							ASC				453

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LOC

FROM

EMDIH INT

TO

UNSEH INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
	3.11										
<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	312500.00N/0825524.00W	453	215	8	4B	250				RA60 DG37	800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

UNSEH INT

TO

4.71 NM AFTER EMDIH INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
	1.60		4.71 NM AFTER EMDIH INT			367					
<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>
TRANSMISSION_LINE (13-021395)	312712.33N/0825242.95W	318	50	20	2C	250				MA41	620

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

SKPPY INT/RADAR

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>
TOWER (13-020140)	311836.16N/0830259.53W	604	50	20	2C	1000				AT396	2000
TERRAIN	311921.00N/0825748.00W	285 (300)								AS1500	1800

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

WERON/7.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
							286				
<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
TOWER (13-003161)	312716.00N/0824350.00W	529	250	50	4D	1000					1600
TERRAIN	312915.00N/0825133.00W	262 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LOC

FROM

4.71 NM AFTER EMDIH INT

TO

WERON/7.00 DME

RNP	DISTANCE	PAT	MAP		HAT		HMAS				
							370				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE	312823.61N/0825201.79W	359	50	20	2C		ASC				3000
TOWER (13-003161)	312716.00N/0824350.00W	529	250	50	4D	1000					1600
TERRAIN	312915.00N/0825133.00W	262 (300)								AS1500	1800

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

AYS VORTAC

RNP	DISTANCE	PAT	MAP		HAT		HMAS				
							286				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2300
TOWER (13-000120)	313045.59N/0824411.91W	734	20	3	1A	1000					1800
TERRAIN	312915.00N/0825133.00W	262 (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

4.71 NM AFTER EMDIH INT

TO

AYS VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 370			
<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	312823.61N/0825201.79W	359	50	20	2C		ASC				2300
TOWER (13-000120)	313045.59N/0824411.91W	734	20	3	1A	1000					1800
TERRAIN	312915.00N/0825133.00W	262 (300)								AS1500	1800

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 (13-022790)	312903.64N/0825038.83W	1.30	463	406	20	3	1A	300			720
CATEGORY B											
TOWER (13-003916)	313030.48N/0825133.72W	1.81	563	502	20	3	1A	300			820
CATEGORY C											
TOWER (13-000146)	313125.00N/0825222.00W	2.85	703	600	250	50	4D	300		AC50	960
CATEGORY D											
TOWER (13-000592)	313132.00N/0825417.00W	3.72	703	607	50	20	2C	300			960

CIRCLING REMARKS:

MSA

CENTER

AYS VORTAC

RADIUS

25



SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (13-003550)	314022.00N/0825128.00W	327	28.7	1296	500	50	5D	1000			2300

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZJX ARTCC, MCN FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3	DQH	24	DQH	0	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	AMG	24	AMG	18.50	Y	51

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
DQH 257, AMG 200
RA=50.5

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-DQH	AOCC	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW04 - MALSR (PCL), MIRL (PCL), PAPI-2L (PCL)	PIR-F	
RW22 - MIRL (PCL), PAPI-2L (PCL)	PIR-F	

<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	249.7	50.8	245.0	949	3.00	52.2

FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
---------------------	----------------------	------------	----------------

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - DME SOURCE NOT AVAILABLE.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FOR CONTINGENCY PURPOSES: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AMG ALTIMETER SETTING: INCREASE S-ILS 4 DA TO 504 FEET; INCREASE ALL MDAS 60 FEET AND S-LOC 4 VISIBILITY CATS C AND D 1/8 SM, AND CIRCLING VISIBILITY CATS C AND D 1/4 SM.

VEGETATION HEIGHT: 100 FT, PER FPT.

VAD ASR USED FOR RADAR FIX MAKE-UP OF IF/IAF SKPPY.

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	3.14
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.90
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	037.24
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	300
DISTANCE FROM	THLD	TO 1500FT POINT	4.71
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.24
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	037.24
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	300

THRESHOLD COORDINATES (IF STR-IN)	312812.63N/0825159.01W
ARP COORDINATES	312836.26N/0825138.04W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 22 DISTANCE 0.49 NM
FAF COORDINATES	312427.18N/0825518.80W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE	QUALITY 39 CHECKED
RICHARD BRUCE	AJV-A422	12/12/2024	AERONAUTICAL INFORMATION SPECIALIST	