

FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE LOC STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.25

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>		
STL	LOC RWY 6	ORIG	ST LOUIS	MO		
<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SUPERSEDED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>
617	551		NONE		1W	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-JAK	384527.28N/0902114.82W		ROUTINE			

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>
FTZ VORTAC	IAF	ENCOE/I-JAK 12.96 DME/RADAR					094.97	16.34	4700
ENCOE/I-JAK 12.96 DME/RADAR	IF	WOODE/8.50 DME/RADAR					063.82 (I-JAK)	4.46	3300
WOODE/8.50 DME/RADAR		ZUDKA/5.51 DME/RADAR					063.82 (I-JAK)	2.99	2400

MISSED APPROACH

MAP:

5.28 NM AFTER ZUDKA/I-JAK 5.51 DME/RADAR OR AT UYIDI/I-JAK 0.25 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2200 THEN CLIMBING LEFT TURN TO 3000 DIRECT STL VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 2200 THEN CLIMBING LEFT TURN TO 3000 DIRECT FTZ VORTAC AND HOLD.

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT ENCOE/I-JAK 12.96 DME/RADAR
- FAC: 063.82 FAF: ZUDKA/5.51 DME/RADAR DIST FAF TO MAP: 5.28 DIST FAF TO THLD: 5.64
- MIN ALT: ENCOE/I-JAK 12.96 DME/RADAR 4700, WOODE/8.50 DME/RADAR 3300, ZUDKA/5.51 DME/RADAR 2400
- MSA FROM: EAVES LOM 090-270 3100, 270-090 2300

QUALITY
29
CHECKED

EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.

NOTES:

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON FTZ VORTAC AIRWAY RADIALS 082 CW 151.
CHART NOTE: RWY 6 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC-6 CAT A AND B VISIBILITY TO RVR 5500, AND CAT C, D, AND E TO 1 3/8 SM.

ADDITIONAL FLIGHT DATA:

CHART PROFILE NOTE: LOC UNUSABLE 0.2 DME INBOUND.
CHART IN PROFILE VIEW: I-JAK DME ANTENNA
CHART IN PLANVIEW: MAXIMUM HOLDING AIRSPEED 230 KIAS.
ZUDKA TO RW06: 3.00/54
HOLD SE, RT, 330.00 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W FTZ VORTAC, RT, 100.00 INBOUND.
FAS OBST: 757 TREE 384221N/0902845W.
CHART VDP AT 1.19 DME.
DISTANCE VDP TO THLD 1.31 NM.
CHART IN PLANVIEW: FTZ VORTAC.

MINIMUMS:

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

ALTERNATE: NA ☐ 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-06	1020	4000	469	1020	4000	469	1020	5000	469	1020	5000	469	1020	5000	469

CHANGES - REASONS

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZKC, STL APP CON, APT MGR

FLIGHT CHECKED BY

OFFICE DATE

DEVELOPED BY
ALLAN WILL (HENRY A BRADSHAW)

OFFICE DATE
AJV-A423 12/26/2024

APPROVED BY
ALLAN WILL

OFFICE DATE TITLE
AJV-A423 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>
STL	LOC RWY 6	ORIG	ST LOUIS	MO	617	I-JAK

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM

FTZ VORTAC

TO

ENCOE/I-JAK 12.96 DME/RADAR

RNP

DISTANCE

16.34

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	383712.00N/0905442.00W	1093	215	8	4B	1000				AT2600	4700
TERRAIN	383712.00N/0905442.00W	892 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

ENCOE/I-JAK 12.96 DME/RADAR

TO

WOODE/8.50 DME/RADAR

RNP

DISTANCE

4.46

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	383548.00N/0903548.00W	962	215	8	4B	500				AT1800	3300
TERRAIN	383548.00N/0903545.00W	757 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

WOODE/8.50 DME/RADAR

TO

ZUDKA/5.51 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
	2.99										
<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 (29-002119)	384018.74N/0903216.70W	857	250	50	4D	500				AT1000	2400
TERRAIN	384033.00N/0903154.00W	702 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL

FROM

ZUDKA/I-JAK 5.51 DME/RADAR

TO

5.28 NM AFTER ZUDKA/I-JAK 5.51 DME/RADAR OR AT UYIDI/I-JAK 0.25 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
	5.28		5.28 NM AFTER ZUDKA/I-JAK 5.51 DME/RADAR OR AT UYIDI/I-JAK 0.25 DME			469					
<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	384221.00N/0902845.00W	757	215	8	4B	250					1020

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH

FROM

5.28 NM AFTER ZUDKA/I-JAK 5.51 DME/RADAR OR AT UYIDI/I-JAK 0.25 DME

TO

2200 MSL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 770			
<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 (29-001320)	385136.00N/0901838.00W	1049	500	50	5D	1000					2100
TERRAIN	385903.00N/0902833.00W	839 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH ALTERNATE

FROM

5.28 NM AFTER ZUDKA/I-JAK 5.51 DME/RADAR OR AT UYIDI/I-JAK 0.25 DME

TO

2200 MSL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 770			
<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 (29-024719)	383543.77N/0905136.71W	1261	50	20	2C	1000					2300
TERRAIN	383636.00N/0905457.00W	898 (900)								AS1500	2400

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

EAVES LOM

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
090-270	TOWER (29-001297)	381308.86N/0903545.06W	186	27.6	2052	250	50	4D	1000			3100
270-090	TOWER (29-084965)	384903.00N/0910748.00W	288	28.6	1275	250	50	4D	1000			2300

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZKC ARTCC, STL APP CON, STL 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	STL	24	STL	0.28	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>

WX REMARKS:

REDUNDANT WEATHER SOURCES ON AIRPORT, BACKUP ALTIMETER SOURCE NA.

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

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW06 - MALSR, HIRL, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW11 - ALSF-2, TDZ, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW12L - ALSF-2, TDZ, C/LINE, HIRL, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW12R - MALSR, HIRL, C/LINE, TDZ, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW24 - MALS, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW29 - ALSF-2, C/LINE, TDZ, HIRL, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW30L - MALSR, C/LINE, HIRL, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW30R - ALSF-2, C/LINE, HIRL, 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>
				1165	3.00	50.7

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

FINAL TYPE	LOC
34:1	

<u>AIRPORT ID</u> STL	<u>PROCEDURE NAME</u> LOC RWY 6	<u>AMDT NO.</u> ORIG	<u>CITY</u> ST LOUIS	<u>STATE</u> MO	<u>AIRPORT ELEVATION</u> 617	<u>FACILITY</u> I-JAK
671 TREE (29-078576) 384428.8900N/0902329.0800W (24.15)			673 TREE (29-077617) 384428.6000N/0902330.8500W (22.09)			
674 TREE (29-077608) 384425.9600N/0902329.8300W (21.61)			684 TREE (29-078263) 384431.0800N/0902338.2700W (21.08)			
661 TREE (29-079107) 384432.6500N/0902328.3700W (20.74)			663 TREE (29-077139) 384430.7400N/0902328.6200W (19.62)			
645 TREE (29-078714) 384432.6900N/0902321.4100W (19.22)			679 TREE (29-077789) 384430.8100N/0902336.5900W (19.19)			
660 TREE (29-078747) 384432.2100N/0902328.3800W (19.12)			648 TREE (29-078916) 384432.7900N/0902322.9700W (19.12)			
662 TREE (29-078096) 384430.3000N/0902328.7400W (17.77)			671 TREE (29-078790) 384428.3500N/0902332.1100W (17.14)			
654 TREE (29-078478) 384432.9700N/0902327.0000W (17.01)			642 TREE (29-078755) 384433.0000N/0902321.3600W (16.74)			
647 TREE (29-077668) 384432.7800N/0902323.6400W (16.72)			645 TREE (29-078902) 384433.0800N/0902322.8900W (16.68)			
653 TREE (29-077190) 384433.3400N/0902327.0700W (16.37)			653 TREE (29-078077) 384432.0600N/0902326.5600W (15.68)			
663 TREE (29-078894) 384430.4300N/0902330.3400W (15.63)			645 TREE (29-079029) 384433.1400N/0902323.6100W (15.27)			
668 TREE (29-078337) 384427.0800N/0902330.8800W (14.96)			650 TREE (29-078434) 384433.2400N/0902326.2800W (14.87)			
669 TREE (29-078328) 384432.3100N/0902334.8700W (14.8)			641 TREE (29-077218) 384432.9900N/0902322.0800W (14.24)			
645 TREE (29-078461) 384431.8100N/0902323.4900W (13.71)			660 TREE (29-078552) 384430.6800N/0902330.0300W (13.62)			
645 TREE (29-077872) 384433.1400N/0902324.6800W (13.05)			659 TREE (29-077690) 384429.2200N/0902329.3500W (12.04)			
653 TREE (29-078519) 384432.5800N/0902328.7800W (11.79)			659 TREE (29-078174) 384426.4700N/0902327.7000W (11.72)			
666 TREE (29-078139) 384428.8000N/0902332.7400W (11.44)			653 TREE (29-077478) 384431.7000N/0902328.4200W (11.34)			
645 TREE (29-077947) 384431.9600N/0902324.7800W (11.24)			665 TREE (29-077424) 384427.7900N/0902331.7500W (11.12)			
669 TREE (29-078640) 384425.0400N/0902331.9300W (11.01)			638 TREE (29-077803) 384434.2000N/0902322.9900W (10.99)			
639 TREE (29-077412) 384434.2600N/0902323.7100W (10.58)			660 TREE (29-078071) 384430.4600N/0902331.4900W (10.29)			
659 TREE (29-077927) 384429.8500N/0902330.6200W (10.26)			664 TREE (29-079101) 384430.3100N/0902333.5000W (9.92)			
658 TREE (29-077912) 384431.3500N/0902331.3200W (9.85)			654 TREE (29-078492) 384430.8400N/0902329.0800W (9.8)			
652 TREE (29-078116) 384431.9500N/0902328.9100W (9.66)			660 TREE (29-077364) 384432.4400N/0902333.1300W (9.58)			
652 TREE (29-079112) 384431.2400N/0902328.6800W (9.18)			659 TREE (29-078753) 384431.9200N/0902332.6300W (8.91)			
658 TREE (29-079117) 384431.4500N/0902332.1500W (8.27)			668 TREE (29-078382) 384432.2400N/0902337.5000W (8.25)			
663 TREE (29-078218) 384430.6100N/0902334.1900W (7.9)			661 TREE (29-078613) 384429.9100N/0902332.8300W (7.76)			
655 TREE (29-078654) 384430.9300N/0902330.6600W (7.65)			656 TREE (29-078581) 384431.7400N/0902331.7500W (7.49)			
653 TREE (29-078567) 384429.3000N/0902328.8000W (7.29)			632 TREE (29-077210) 384434.1000N/0902321.8600W (7.2)			
658 TREE (29-077945) 384432.5700N/0902333.5800W (6.83)			659 TREE (29-078301) 384428.5500N/0902331.4400W (6.8)			
658 TREE (29-078954) 384430.3500N/0902332.2000W (6.67)			630 TREE (29-078414) 384434.0100N/0902321.2400W (6.36)			
656 TREE (29-078420) 384428.8300N/0902330.4700W (6.19)			661 TREE (29-078980) 384429.7800N/0902333.5500W (6.1)			
658 TREE (29-077195) 384427.8600N/0902330.9600W (5.85)			644 TREE (29-078209) 384433.1400N/0902327.7400W (5.71)			
643 TREE (29-079063) 384433.9100N/0902327.9900W (5.24)			660 TREE (29-078416) 384429.0800N/0902333.3400W (4.58)			
644 TREE (29-077467) 384432.9700N/0902328.2400W (4.44)			655 TREE (29-077638) 384432.9300N/0902333.6200W (4.23)			
657 TREE (29-077771) 384429.2900N/0902332.3800W (3.85)			653 TREE (29-077213) 384432.8900N/0902333.0600W (3.34)			
633 TREE (29-078963) 384434.2900N/0902324.3600W (3.28)			653 TREE (29-078066) 384433.5600N/0902333.5400W (3.26)			



<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>
STL	LOC RWY 6	ORIG	ST LOUIS	MO	617	I-JAK
670 TREE (29-078520) 384431.2700N/0902340.3900W (2.94)			667 TREE (29-077880) 384431.6000N/0902339.2400W (2.78)			
641 TREE (29-077313) 384434.3000N/0902328.8300W (2.03)			656 TREE (29-079010) 384429.4000N/0902332.8900W (1.95)			
636 TREE (29-077536) 384432.1000N/0902325.0300W (1.91)			654 TREE (29-077542) 384431.4100N/0902333.2900W (1.85)			
643 TREE (29-077206) 384429.6200N/0902326.8200W (1.83)			650 TREE (29-078660) 384433.4200N/0902332.9500W (1.29)			
644 TREE (29-078027) 384434.2600N/0902330.8600W (0.76)						
<u>PENETRATIONS REMARKS:</u>						

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.
100 FT TREES USED PER CHECKLIST.
CIRCLING MINIMUMS NOT PUBLISHED PER ATC REQUEST.

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	3.31
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.93
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	62.82
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	700
DISTANCE FROM	THLD	TO 1500FT POINT	5.24
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.35
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	62.82
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	700

THRESHOLD COORDINATES (IF STR-IN)	384448.06N/0902252.38W
ARP COORDINATES	384455.31N/0902212.09W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 11 DISTANCE 1.99 NM
FAF COORDINATES	384213.18N/0902916.84W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ALLAN WILL (HENRY A BRADSHAW)	AJV-A423	12/26/2024	