

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>		
TRI	ILS OR LOC RWY 5	4	BRISTOL/JOHNSON/KINGSPORT	TN		
<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SUPERSEDED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>
1519	1498	ILS OR LOC RWY 5	3D	06/20/2019	7W	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-BON			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>
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MISSED APPROACH

MAP:

ILS: DA
LOC: 5.47 NM AFTER BOOIE LOM/RADAR

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 THEN CLIMB TO 4900 DIRECT MOCCA LOM/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4900.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1.	PT	L	SIDE OF COURSE	229.57	OUTBOUND	3600	FT WITHIN	10	MILES OF	BOOIE LOM/RADAR (IAF)		
2.												
3.	FAC:	049.57	FAF:	BOOIE LOM/RADAR			DIST FAF TO MAP:	5.47	DIST FAF TO THLD:	5.47		
4.	MIN ALT:	BOOIE LOM/RADAR 3400										
5.	DIST TO THLD FROM OM:	5.47	MM:	IM:		150 HAT:	GS ANT:	1107				
6.	MIN GS INCPT:	3400	GS ALT AT PFAF:			OM:	3289	MM:	IM:			
7.	GS ANGLE:	3.00	34:1:	20:1:		TCH:	58.3					
8.	MSA FROM:	BOOIE LOM 090-270 7500, 270-090 5700										



EQUIPMENT REQUIREMENTS NOTE:

ADF OR RADAR REQUIRED.

NOTES:

CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 2200.
CHART NOTE: CIRCLING NA AT NIGHT.
CHART NOTE: RWY 5 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED.
CHART NOTE: CIRCLING NA N OF RWY 9 AND NW OF RWY 23.
CHART NOTE: PROCEDURE NA WHEN CONTROL TOWER CLOSED.

ADDITIONAL FLIGHT DATA:

CHART: (CFRJJ) AT 361911.69N/0823502.41W
HOLD NE, LT, 229.58 INBOUND.
FAS OBST: 1831 AAO 362527N/0822827W.
CHART AT OR BELOW 6000 AT BOOIE LOM.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT C 900-2 1/4, CAT D 1000-3, NA WHEN CONTROL TOWER CLOSED.

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 05	1698	4000	200	1698	4000	200	1698	4000	200	1698	4000	200			
S-LOC 05	2100	5500	602	2100	5500	602	2100	1 3/4	602	2100	1 3/4	602			
CIRCLING	2140	1	621	2180	1	661	2320	2 1/4	801	2500	3	981			

CHANGES - REASONS

- ADDED "RADAR" TO ALL BOOIE LOM - PER FPT.
- MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 2000 THEN CLIMB TO 4800 DIRECT MOCCA LOM INT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4800" TO "CLIMB TO 2000 THEN CLIMB TO 4900 DIRECT MOCCA LOM/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4900" - PER FPT REQUEST.
- PROFILE LINE 1: COURSE CHANGED FROM "229.56" TO "229.57" - BOOIE LOM/RADAR (FAF) LOCATION CHANGED.
- PROFILE LINE 3: FAC CHANGED FROM "049.56" TO "049.57" - BOOIE LOM/RADAR (FAF) LOCATION CHANGED.
- PROFILE LINE 6: OM CHANGED FROM "3315" TO "3289" - NEW EVALUATION/IAW 8260.19K, PARA 8-6-7.F(3).
- EQUIPMENT REQUIREMENTS NOTES: CHANGED FROM "ADF REQUIRED AND RADAR REQUIRED FOR PROCEDURE ENTRY" TO "ADF OR RADAR REQUIRED" - IAW 8260.19K, 8-6-9.
- CHART NOTES: CHANGED FROM "CIRCLING NA NW OF RWYS 9 AND 23" TO "CIRCLING NA N OF RWY 9 AND NW OF RWY 23" - 20:1 PENETRATIONS EXIST/NEW EVALUATION.
- CHART NOTES: CHANGED FROM "CIRCLING TO RWY 9 NA AT NIGHT" TO "CIRCLING NA AT NIGHT" - UNLIT 20:1 PENETRATIONS EXIST.
- CHART NOTES: ADDED "RWY 5 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED - 20:1 PENETRATIONS EXIST.
- CHART NOTES: DELETED "CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" - VGSI AND ILS GLIDEPATH IS COINCIDENT.
- ADDITIONAL FLIGHT DATA: DELETED "CHART CIRCLING ICON" - NO LONGER REQUIRED IAW MEMO #279: REVISED CIRCLING MANEUVERING AREA CRITERIA IMPLEMENTATION PLAN.
- ADDITIONAL FLIGHT DATA: CHANGED FAS OBST FROM "1839 AAO 362431N/0822825W" TO "1831 AAO 362527N/0822827W" - NEW CONTROLLING OBSTACLE.
- ADDITIONAL FLIGHT DATA: CHANGED FROM "HOLD NE, LT, 230.00 INBOUND" TO "HOLD NE, LT, 229.58 INBOUND" - PER CURRENT AIRNAV.
- ADDITIONAL FLIGHT DATA: MOVED AND CHANGED 7:1 OBSTACLE FROM "1899 AAO 362413N/0822827W" TO "1916 AAO 362412.00N/0823000.00W" TO 8260-9 - IAW 8260.19K, PARA 8-6-11.C.
- ADDITIONAL FLIGHT DATA: CHANGED FROM "CHART: MAXIMUM ALTITUDE 6000 AT BOOIE LOM" TO "CHART AT OR BELOW 6000 AT BOOIE LOM" - IAW 8260.19K, PARA 8-6-11.N.
- MINIMUMS: CIRCLING CAT A MDA/HAA CHANGED FROM "2120/601 TO 2140/621" - NEW CONTROLLING OBSTACLE.



COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER:

TRI ATCT, ZTL, AMGR

FLIGHT CHECKED BY
WILLIAM M YINGLING

Digitally signed by
ROBERT G HAMILTON
Aug 06, 2026

OFFICE
AJF
DATE
08/04/2026

DEVELOPED BY
ROBERT G HAMILTON (KAMARUDINI R. RAIMI)

Digitally signed by
ROBERT G HAMILTON
Aug 06, 2026

OFFICE
AJV-A433
DATE
03/10/2026

APPROVED BY
ROBERT G HAMILTON

Digitally signed by
ROBERT G HAMILTON
Aug 06, 2026

OFFICE
AJV-A433
DATE
09/24/2026
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>
TRI	ILS OR LOC RWY 5	4	BRISTOL/JOHNSON/KINGSPORT	TN	1519	I-BON

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE: PT

FROM 10 NM **TO** BOOIE LOM/RADAR

<u>RNP</u>	<u>DISTANCE</u> 10.00	<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	362212.00N/0823321.00W	2264	215	8	4B	500				AT636	3400
TERRAIN	362212.00N/0823321.00W	2063 (2100)								AS1000	3100

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: ILS

FROM GP INTCP **TO** RW05

<u>RNP</u>	<u>DISTANCE</u> 5.47	<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				1698

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LOC

FROM

BOOIE LOM/RADAR

TO

5.47 NM AFTER BOOIE LOM/RADAR

RNP

DISTANCE

PAT

MAP

HAT

HMAS

5.47

5.47 NM AFTER BOOIE LOM/RADAR

602

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	362527.00N/0822827.00W	1831	215	8	4B	250				XP19	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP 19 TO MAINTAIN CURRENT MINIMUMS

PROCEDURE TURN

FROM

BOOIE LOM/RADAR

TO

10 NM

RNP

DISTANCE

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (47-020203)	362253.34N/0822824.79W	2225	50	20	2C	1000				PR90	3400
TERRAIN	362218.00N/0822906.00W	2093 (2100)								AS1500	3600

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

MOCCA LOM/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1524			
<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				4900
AAO	363409.00N/0822021.00W	2300	215	8	4B	1000					3300
TERRAIN	363409.00N/0822021.00W	2099 (2100)								AS1500	3600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

5.47 NM AFTER BOOIE LOM/RADAR

TO

MOCCA LOM/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1970			
<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				4900
AAO	363409.00N/0822021.00W	2300	215	8	4B	1000					3300
TERRAIN	363409.00N/0822021.00W	2099 (2100)								AS1500	3600

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											
TREE (47-139634)	362816.72N/0822537.97W	1.31	621	1828	20	3	1A	300			2140
CATEGORY B											
TREE (47-070557)	362848.81N/0822648.16W	1.86	661	1871	20	3	1A	300			2180
CATEGORY C											
TREE (47-140887)	363015.55N/0822056.64W	2.93	801	2009	20	10	1B	300			2320
CATEGORY D											
AAO	363042.00N/0822000.00W	3.83	981	2182	215	8	4B	300			2500

CIRCLING REMARKS:

MSA

CENTER	RADIUS
BOOIE LOM	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
090-270	AAO	360618.00N/0820721.00W	141	25.3	6480	215	8	4B	1000			7500
270-090	TOWER (47-002282)	362658.20N/0820628.70W	088	19.0	4632	50	20	2C	1000			5700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

TRI APP CON, ZTL ARTCC

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	TRI	24	TRI		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS

WX REMARKS:

NO BACKUP ALTIMETER REQUIRED, AIRPORT HAS REDUNDANT WEATHER SOURCES.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-BON	ATCT	TOWER OPEN	1
		TOWER CLOSED	3



<u>AIRPORT ID</u> TRI	<u>PROCEDURE NAME</u> ILS OR LOC RWY 5	<u>AMDT NO.</u> 4	<u>CITY</u> BRISTOL/JOHNSON/KINGSPORT	<u>STATE</u> TN	<u>AIRPORT ELEVATION</u> 1519	<u>FACILITY</u> I-BON
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>		<u>RUNWAY VISUAL RANGE</u>		
RW09 - MIRL		NPI-G				
RW27 - REIL, MIRL, PAPI-4L		NPI-G				
RW05 - HIRL, C/LINE, REIL, PAPI-4L		PIR-G		APPROACH, ROLL OUT		
RW23 - ALSF-2, HIRL, C/LINE, TDZ, PAPI-4R		PIR-G		APPROACH, 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	1488.2	58.3	1484.4	1107	3.00	55.3

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>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 27		
20:1			
1512 TERRAIN (47-142900) 362840.7300N/0822341.5700W (0.59)			
FINAL TYPE	CIRCLING RWY 9		
20:1			
1787 TREE (47-062666) 362833.2200N/0822536.4800W (37.73)		1664 TREE (47-142365) 362846.7200N/0822509.8600W (24.58)	
1701 TREE (47-139707) 362847.7600N/0822519.1600W (23.7)		1771 TREE (47-070541) 362832.5400N/0822536.3200W (22.33)	
1716 TREE (47-143433) 362848.3200N/0822523.5700W (20.74)		1777 TREE (47-063283) 362832.8600N/0822538.7800W (18.31)	
1667 TREE (47-141513) 362846.4800N/0822512.8000W (15.56)		1636 TREE (47-141781) 362846.2400N/0822505.2100W (15.53)	
1533 POLE (47-063843) 362843.6100N/0822440.2300W (14.29)		1533 FENCE (47-140478) 362843.6000N/0822440.4900W (13.23)	
1659 TREE (47-142574) 362846.6100N/0822511.5000W (12.88)		1700 TREE (47-142416) 362847.8500N/0822521.8000W (11.93)	
1586 TREE (47-139960) 362844.3600N/0822453.8700W (11.67)		1755 TREE (47-139844) 362842.4300N/0822535.2500W (11.55)	
1597 TREE (47-063928) 362844.1500N/0822456.6900W (11.13)		1583 TREE (47-069920) 362844.4700N/0822453.3500W (10.8)	
1762 TREE (47-141064) 362834.7100N/0822538.1000W (6.25)		1751 TREE (47-070542) 362841.7200N/0822535.5800W (6.14)	
1579 TREE (47-142329) 362844.2700N/0822453.6400W (5.6)		1687 TREE (47-142040) 362848.0700N/0822520.3200W (4.99)	
1525 FENCE (47-140432) 362843.1600N/0822440.6300W (4.62)		1615 TREE (47-063543) 362842.6800N/0822502.8100W (4.02)	
1525 TRANSMISSION_LINE (47-022777) 362843.7000N/0822440.9900W (3.2)		1532 TRANSMISSION_LINE (47-022779) 362842.7200N/0822442.8200W (2.64)	
1630 TREE (47-143217) 362836.3100N/0822506.8700W (1.9)		1756 TREE (47-141675) 362833.6600N/0822537.7200W (1.71)	

QUALITY

37

CHECKED

QUALITY
37
CHECKED

<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>
TRI		ILS OR LOC RWY 5	4	BRISTOL/JOHNSON/KINGSPORT	TN	1519	I-BON
1546 TREE (47-063822) 362844.0000N/0822446.8000W (0.5)				1524 FENCE (47-143422) 362842.5800N/0822441.4100W (0.39)			
1529 POLE (47-142455) 362843.8100N/0822442.7000W (0.23)							
FINAL TYPE	LOC						
34:1							
1665 TREE (47-062602) 362716.5400N/0822603.8100W (8.55)				1661 TREE (47-140337) 362717.4700N/0822602.9700W (7.96)			
1657 TREE (47-140699) 362718.0000N/0822601.9400W (6.79)				1655 TREE (47-063529) 362718.5900N/0822602.7900W (4.7)			
1681 TREE (47-062725) 362707.8900N/0822607.1500W (0.17)							
<u>PENETRATIONS REMARKS:</u>							

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100' ASSUMED TREE HEIGHT USED PER FPT.

LOCALIZER STEPDOWN WAS LOOKED AT BUT NOT DEVELOPED, UNABLE TO ACHIEVE 60 FOOT REDUCTION AND LACK OF NAVAIDS.

ALTERNATE MISSED APPROACH NOT DEVELOPED PER ATC REQUEST DUE TO LACK OF NAVAIDS.

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.

ALSF-2 RWY 23 & HIRL RWY 5/23 OPTS MED INTS WHEN TWR CLSD VERIFIED BY AIRPORT.

MIRL RWY 09/27 AND REIL RWY 27 NOT AVBL WHEN TWR CLSD VERIFIED BY AIRPORT.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1916 AAO 362412.00N/0823000.00W.

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	FAF	TO 1000FT POINT	7.00
WIDTH OF	INTERMEDIATE	SEGMENT AT 1000FT POINT	2.90
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	042.57
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	2100
DISTANCE FROM	FAF	TO 1500FT POINT	10.00
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	3.55
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	042.57
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	2100

THRESHOLD COORDINATES (IF STR-IN)	362755.23N/0822508.82W
ARP COORDINATES	362830.75N/0822426.69W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 5 DISTANCE 0.82 NM
FAF COORDINATES	362353.05N/0822943.85W
FIX NAME COORDINATES	

REMARKS

1000 FT PT OCCURS IN THE INTERMEDIATE UNDERLYING THE PT.
1500 FT PT OCCURS IN THE INTERMEDIATE UNDERLYING THE PT.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ROBERT G HAMILTON (KAMARUDINI R. RAIMI)	AJV-A433	03/10/2026	AERONAUTICAL INFORMATION SPECIALIST

