

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>		
MMU	ILS Z OR LOC Z RWY 23	13A	MORRISTOWN	NJ		
<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SUPERSEDED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>
187	184	ILS OR LOC RWY 23	13	08/12/2021	13W	2005
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-MMU			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>
EMRSN	IAF	FALTY		TF	FB	1.00	089.34	5.51	3000
FALTY	IAF	GODLY		TF	FB	1.00	089.41	5.51	3000
GODLY	IAF	BADDA INT/RADAR		TF	FB	1.00	159.28	5.51	3000
BADDA INT/RADAR	IF	BINGG INT/RADAR					229.11 (I-MMU)	6.50	2000

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.53 NM AFTER BINGG INT/RADAR

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 ON HEADING 229.11 AND ON SBJ VOR/DME R-070 TO SBJ VOR/DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT BADDA INT/RADAR
- FAC: 229.11 FAF: BINGG INT/RADAR DIST FAF TO MAP: 5.53 DIST FAF TO THLD: 5.53
- MIN ALT: BADDA INT/RADAR 3000, BINGG INT/RADAR 2000
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1046
- MIN GS INCPT: 2000 GS ALT AT PFAF: BINGG INT/RADAR 2000 OM: MM: IM:
- GS ANGLE: 3.00 34:1: 20:1: TCH: 55.1
- MSA FROM: SBJ VOR/DME 090-270 2300, 270-090 2900



PBN REQUIREMENTS NOTE:

RNP APCH-GPS. FROM EMRSN OR FALTY OR GODLY.

NOTES:

CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 875.
CHART NOTE: CIRCLING RWY 13, 31 NA AT NIGHT.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 23 CATS C/D VISIBILITY TO 1 3/8 SM.

ADDITIONAL FLIGHT DATA:

CHART KCDW IN PLAN VIEW.
HOLD E, LT, 250.00 INBOUND.
CHART FAS OBST: 432 TREE (34-049901) 405259N/0742038W.
CHART 492 TREE (34-050229) 405330N/0742044W.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN TOWER CLOSED.; LOC: STANDARD - CAT C 900-2 1/2, CAT D 1100-3, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN 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 23	384	1/2	200	384	1/2	200	384	1/2	200	384	1/2	200			
S-LOC 23	700	1/2	516	700	1/2	516	700	1	516	700	1	516			
CIRCLING	860	1	673	900	1	713	1000	2 1/2	813	1240	3	1053			

CHANGES - REASONS

1. CHANGED PROCEDURE NAME FROM "ILS OR LOC RWY 23" TO "ILS Z OR LOC Z RWY 23" - 8260.3G, PARA 1-6-2D.
2. TERMINAL ROUTES: MOVED (I-MMU) FROM DISTANCE COLUMN TO COURSE COLUMN FOR THE IF SEGMENT - PER CURRENT STANDARDS DOCUMENTATION.
3. TERMINAL ROUTES: CHANGED IF FROM "BADDA/RADAR" TO "BADDA INT/RADAR" - IF DEFINED AS INTERSECTION AND RADAR.
4. PROFILE LINE 2: CHANGED FROM "PROFILE STARTS AT BADDA" TO "PROFILE STARTS AT BADDA INT/RADAR" - IF IS DEFINED AS INTERSECTION AND RADAR.
5. PROFILE LINE 4: CHANGED MIN ALT FROM "BADDA/RADAR 3000, BINGG INT/RADAR 2000" TO "BADDA INT/RADAR 3000, BINGG INT/RADAR 2000" - IF DEFINED AS INTERSECTION AND RADAR.
6. PROFILE LINE 8: CHANGED MSA FROM "SBJ VOR/DME 090-270 2200, 270-090 2900" TO "SBJ VOR/DME 090-270 2300, 270-090 2900" - NEW CONTROLLING OBSTACLE.
7. PBN REQUIREMENTS NOTE: ADDED "RNP APCH-GPS. FROM EMRSN OR FALTY OR GODLY" - PER 8260.19J, PARA 8-6-8D(1).
8. EQUIPMENT REQUIREMENTS NOTES: CHANGED FROM "RNAV 1-GPS OR RADAR REQUIRED FOR PROCEDURE ENTRY" TO "RADAR REQUIRED FOR PROCEDURE ENTRY" AND REMOVED "FROM EMRSN: RNAV 1-GPS REQUIRED" - PER CURRENT STANDARDS DOCUMENTATION.
9. REMOVED "TO" FROM "CIRCLING RWY 13, 31 NA AT NIGHT" IN NOTES - 8260.19K, PARA 8-6-12(2)(G).
10. CHANGED CHART NOTE FROM "AUTOPILOT COUPLED APPROACH NA BELOW 732" TO "AUTOPILOT COUPLED APPROACH NA BELOW 875" - INCORPORATED NOTAM FDC 4/3994.
11. ADDITIONAL FLIGHT DATA: CHANGED CHART FAS OBST FROM "432 TREE 405259N/0742038W" TO "432 TREE (34-049901) 405259N/0742038W" - ADDED ID (34-049901) PER 8260.19K, 8-6-11C.
12. ADDITIONAL FLIGHT DATA: ADDED ID (34-050229) TO "CHART 492 TREE 405330N/0742044W" - PER 8260.19K, 8-6-11E(2).
13. ADDITIONAL FLIGHT DATA: CHANGED FROM "CHART KCDW IN PLAN AND PROFILE VIEWS" TO "CHART KCDW IN PLANVIEW" - 8260.19K, 8-6-11(T).
14. ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" - NO LONGER REQUIRED.
15. CHANGED CIRCLING CAT D MDA/HAA FROM 1200/1013 TO 1240/1053 - NEW CONTROLLING OBSTACLE.

10/01/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 09/29/2025.
1. REMOVED EQUIPMENT REQUIREMENTS NOTE "RADAR REQUIRED FOR PROCEDURE ENTRY."



COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER:

ZNY, NEW YORK APP CON, KMMU ATCT, AMGR

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

Digitally signed by

CASIMIR L TABAKA

Sep 29, 2025

OFFICE

AJV-A432

DATE

05/28/2025

DEVELOPED BY

CASIMIR L. TABAKA (SILVIA YOUNG)

Digitally signed by

CASIMIR L TABAKA

Sep 29, 2025

OFFICE

AJV-A432

DATE

TITLE
MANAGER

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

CASIMIR L TABAKA

Sep 29, 2025



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

<u>AIRPORT ID</u> MMU	<u>PROCEDURE NAME</u> ILS Z OR LOC Z RWY 23	<u>AMDT NO.</u> 13A	<u>CITY</u> MORRISTOWN	<u>STATE</u> NJ	<u>AIRPORT ELEVATION</u> 187	<u>FACILITY</u> I-MMU
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

<u>FROM</u> EMRSN	<u>TO</u> FALTY
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<u>RNP</u> 1.00	<u>DISTANCE</u> 5.51	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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	410030.00N/0743239.00W	1585	164	98	4E	1000				AT415	3000
TERRAIN	410030.00N/0743239.00W	1385 (1400)								AS1500	2900

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

<u>FROM</u> FALTY	<u>TO</u> GODLY
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<u>RNP</u> 1.00	<u>DISTANCE</u> 5.51	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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	410136.00N/0742639.00W	1457	164	98	4E	1000				AT543	3000
TERRAIN	410315.00N/0742118.00W	1201 (1200)								AS1500	2700

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

GODLY

TO

BADDA INT/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	5.51										
<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>
AAO	410309.00N/0741951.00W	1263	164	98	4E	1000				AT737	3000
TERRAIN	405845.00N/0741300.00W	882 (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

BADDA INT/RADAR

TO

BINGG INT/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
	6.50										
<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	405845.00N/0741954.00W	1037	164	98	4E	500				AC98 DG365	2000
TERRAIN	405806.00N/0742000.00W	921 (900)								AS1000	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM

BINGG INT/RADAR

TO

RW23

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.53		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				384

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

BINGG INT/RADAR

TO

5.53 NM AFTER BINGG INT/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.53		5.53 NM AFTER BINGG INT/RADAR				516				
<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 (34-049901)	405259.39N/0742037.52W	432	20	10	1B	250					700

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

SBJ VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 215				
<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				2000
AAO	404318.00N/0743618.00W	1031	215	8	4B	1000				SA-41	2000
TERRAIN	404403.00N/0743421.00W	698 (700)								AS1000	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

5.53 NM AFTER BINGG INT/RADAR

TO

SBJ VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 490			
<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				2000
AAO	404318.00N/0743618.00W	1031	215	8	4B	1000				SA-41	2000
TERRAIN	404403.00N/0743421.00W	698 (700)								AS1000	1700

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 (34-020757)	404749.04N/0742645.31W	1.30	673	560	20	3	1A	300			860
CATEGORY B											
TREE (34-020684)	404904.30N/0742726.28W	1.81	713	596	50	20	2C	300			900
CATEGORY C											
TOWER (34-000026)	404751.00N/0742136.00W	2.85	813	683	50	3	2A	300			1000
CATEGORY D											
AAO	404700.00N/0743003.00W	3.72	1053	929	215	8	4B	300			1240

CIRCLING REMARKS:

MSA

CENTER	RADIUS
SBJ VOR/DME	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
090-270	AAO	403145.00N/0752057.00W	274	28.0	1208	215	8	4B	1000			2300
270-090	AAO	410021.00N/0750242.00W	342	28.9	1804	164	98	4E	1000			2900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZNY ARTCC, NYC TRACON, MMU 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>
AWOS-3	MMU	24	MMU		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	EWR	24	EWR	12.91	Y	56

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KMMU 187, KEWR 6
RA = 55.7.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-MMU	MMU ATCT	15.75	1
		8.25	3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW13 - MIRL (PCL)	BSC-G	
RW31 - REIL (PCL), MIRL (PCL), PAPI-2L (PCL)	BSC-G	
RW05 - REIL (PCL), HIRL (PCL)	PIR-G	
RW23 - MALSR (PCL), HIRL (PCL)	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	182.8	55.1	178.8	1046		

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 13
20:1	
321 TREE (34-061933) 404812.5600N/0742543.4000W (72.65)	324 TREE (34-061743) 404814.2100N/0742547.8200W (56.73)
271 TREE (34-061308) 404809.7800N/0742537.5800W (48.82)	296 TREE (34-020696) 404812.0000N/0742545.1600W (42.62)
285 TREE (34-060377) 404811.3700N/0742543.3800W (39.17)	311 TREE (34-060683) 404814.6800N/0742549.9400W (35.32)



AIRPORT ID		PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
MMU		ILS Z OR LOC Z RWY 23	13A	MORRISTOWN	NJ	187	I-MMU
274 TREE (34-062071) 404810.6100N/0742541.8100W (35.24)				312 TREE (34-061685) 404815.7900N/0742550.2800W (32.84)			
298 TREE (34-060823) 404812.5300N/0742548.5800W (31.51)				318 TREE (34-060203) 404816.5300N/0742552.3600W (30.01)			
351 TREE (34-020695) 404818.5000N/0742600.7500W (29.48)				259 TREE (34-061526) 404810.3200N/0742539.7600W (28.04)			
353 TREE (34-052642) 404818.9400N/0742601.6800W (27.31)				278 TREE (34-060596) 404811.0300N/0742545.1600W (26.61)			
325 TREE (34-060871) 404809.7500N/0742559.4200W (26.11)				340 TREE (34-020694) 404815.6700N/0742600.4400W (25.38)			
318 TREE (34-020723) 404810.4200N/0742557.4500W (24.66)				330 TREE (34-062028) 404811.1000N/0742601.0900W (22.47)			
292 TREE (34-061252) 404813.6400N/0742549.0000W (21.75)				324 TREE (34-061043) 404808.6400N/0742601.0800W (21.56)			
340 TREE (34-060162) 404818.4800N/0742600.1800W (20.53)				278 TREE (34-060175) 404811.9600N/0742546.4000W (20.34)			
295 TREE (34-061142) 404813.6100N/0742550.5500W (19.37)				332 TREE (34-061424) 404815.2200N/0742600.3700W (18.55)			
331 TREE (34-061615) 404810.0900N/0742603.4000W (17.43)				303 TREE (34-060651) 404813.1300N/0742553.7100W (17.25)			
202 TREE (34-020720) 404802.6200N/0742531.6900W (15.21)				295 TREE (34-062403) 404814.8600N/0742551.2800W (14.24)			
218 TREE (34-020709) 404805.4300N/0742535.0700W (13.56)				361 TREE (34-053683) 404811.5100N/0742612.3100W (13.19)			
243 TREE (34-062014) 404805.8000N/0742542.8300W (10.53)				316 TREE (34-060123) 404809.7900N/0742601.3900W (10.11)			
345 TREE (34-060292) 404812.2100N/0742608.6400W (8.66)				336 TREE (34-061472) 404810.4500N/0742607.1100W (8.65)			
253 TREE (34-061148) 404810.2400N/0742543.7300W (8.26)				300 TREE (34-060702) 404815.6700N/0742554.0700W (7.77)			
323 TREE (34-060766) 404813.0900N/0742602.1600W (7.63)				310 TREE (34-060612) 404816.8300N/0742556.3300W (7.45)			
333 TREE (34-020693) 404814.5000N/0742604.2400W (7.42)				301 TREE (34-061079) 404816.6800N/0742553.9200W (7.22)			
316 TREE (34-060940) 404810.7300N/0742601.9100W (6.35)				312 TREE (34-061553) 404816.2300N/0742557.8900W (5.19)			
276 TREE (34-061914) 404812.5900N/0742549.8800W (4.82)				357 TREE (34-061547) 404815.9100N/0742611.0700W (4.52)			
336 TREE (34-062024) 404820.1900N/0742602.6800W (4.23)				197 TREE (34-061782) 404802.8800N/0742533.4600W (3.46)			
249 TREE (34-060977) 404805.6700N/0742546.6700W (3.3)				323 TREE (34-060406) 404812.9500N/0742603.8200W (2.08)			
310 TREE (34-061016) 404815.2900N/0742558.7600W (2.06)				351 TREE (34-061563) 404812.5000N/0742612.1000W (1.9)			
240 TREE (34-060093) 404806.2900N/0742544.2800W (1.43)				335 TREE (34-060533) 404816.2000N/0742605.5300W (1.4)			
310 TREE (34-061613) 404809.2400N/0742602.5800W (1.05)				298 TREE (34-061353) 404811.0900N/0742558.1100W (0.97)			
342 TREE (34-061863) 404810.8600N/0742610.9400W (0.34)							
FINAL TYPE	CIRCLING RWY 31						
20:1							
266 TREE (34-062374) 404744.4500N/0742418.8000W (11.37)				260 TREE (34-061053) 404739.8700N/0742421.4500W (5.28)			
192 VEGETATION (34-020739) 404745.3100N/0742437.2800W (4.09)				264 TREE (34-061343) 404741.3800N/0742418.9400W (3.56)			
252 TREE (34-061879) 404739.9400N/0742423.1600W (3.44)				259 TREE (34-060961) 404740.8000N/0742420.5000W (2.85)			
256 TREE (34-061954) 404737.4000N/0742422.9600W (1.52)				252 TREE (34-020765) 404737.3000N/0742423.8800W (0.55)			
PENETRATIONS REMARKS:							

QUALITY

QUALITY
40
CHECKED

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 - FINAL FACILITY DOES NOT HAVE DME.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100FT VEGETATION PER FPT.

ALTERNATE MISSED APPROACH NOT DEVELOPED PER ATC DUE TO AIRSPACE CONFIGURATION AND AIRSPACE CONGESTION, ALSO RADAR IS REQUIRED FOR PROCEDURE.

FOR CONTINGENCY PURPOSES:
NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE EWR ALTIMETER SETTING: INCREASE S-ILS 23 DA TO 440 FEET; INCREASE ALL MDAS 60 FEET AND S-LOC 23 VISIBILITY CATS C/D 1/4 SM.
NOTE: FOR INOPERATIVE ALS WHEN USING EWR ALTIMETER SETTING, INCREASE S-LOC 23 CATS C/D VISIBILITY TO 1 5/8 SM.

ORDER 8260.3 CHAPTER 2 APPLIED TO 492 TREE (34-050229) 405329.54N/0742044.40W.

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	3.65
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.01
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	216.11
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	400
DISTANCE FROM	THLD	TO 1500FT POINT	10.83
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	7.26
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	216.11
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN)	404823.06N/0742423.31W
ARP COORDINATES	404757.62N/0742453.60W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 23 DISTANCE 0.57 NM
FAF COORDINATES	405251.36N/0742005.35W
FIX NAME COORDINATES	IF BADDA 405806.17N/0741501.76W

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CASIMIR L. TABAKA (SILVIA YOUNG)	AJV-A432	05/28/2025	AERONAUTICAL INFORMATION SPECIALIST

