

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

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.

AIRPORT ID CKV	PROCEDURE NAME RNAV (GPS) RWY 17	ORIGINAL/AMENDMENT 1D	CITY CLARKSVILLE	STATE TN
AIRPORT ELEVATION 550	TDZE 541	SUPERSEDED RNAV (GPS) RWY 17	DATED 08/11/2022	MAG VAR 1W
FACILITY RNAV	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE	REQUIRED EFFECTIVE DATE ROUTINE	EPOCH YEAR 1990
				CANCEL/SUSPEND

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
GNSHP	IAF	HITUD	NOPT	TF	FB	1.00	240.59	8.34	2600
HITUD	IF/IAF	JIKOB		TF	FB	1.00	167.13	6.04	2300
JIKOB	FAF	RW17	MAP	TF	FO	0.30	167.12	5.36	
RW17	MAP	950 MSL		CA			167.12		
950 MSL		VALER		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LNAV/VNAV: DA
LNAV: RW17

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT VALER AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- HOLD N HITUD, LT, 167.13 INBOUND, 2600 FT. IN LIEU OF PT (IAF), MAX 6000.
- FAC: 167.12 FAF: JIKOB DIST FAF TO MAP: 5.36 DIST FAF TO THLD: 5.36
- MIN ALT: HITUD 2600, JIKOB 2300
- DIST TO THLD FROM OM: MM: IM: 150 HAT: 450 HAT: 1.25 GS ANT: MM: IM:
- MIN GP INCPT: 2300 GP ALT AT PFAF: JIKOB 2300 OM: MM: IM:
- GP ANGLE: 3.00 34:1: IS NOT CLEAR 20:1: IS NOT CLEAR TCH: 56.0
- MSA FROM: RW17 2700



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA W OF RWY 17-35.
 CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
 CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -13°C OR ABOVE 54°C.
 CHART NOTE: RWY 17 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
 CHART NOTE: STRAIGHT-IN RWY 17 NA AT NIGHT, CIRCLING RWY 17, 23 NA AT NIGHT

ADDITIONAL FLIGHT DATA:

HOLD N, RT, 186.65 INBOUND.
 CHART FAS OBST: 793 TOWER (21-000231) 363829N/0872601W.
 CHART R-3701A, R3702 A-B, CAMPBELL 1 MOA.
 CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA STANDARD - 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
LNAV/VNAV DA	991	1 3/8	450	991	1 3/8	450	991	1 3/8	450	991	1 3/8	450			
LNAV MDA	1060	1	519	1060	1	519	1060	1 3/8	519	1060	1 3/8	519			
CIRCLING	1060	1	510	1060	1	510	1060	1 1/2	510	1200	2	650			

CHANGES - REASONS

- INCORPORATED CHANGES FROM PREVIOUS P-NOTAM INTO THE FORM - 8260-19J 8-3-4.C (3).
- LPV LINE OF MINIMA REMOVED - VGS PENETRATIONS, CANCELS T-NOTAM 2/7916.
- MISSED APPROACH POINT: REMOVED "LPV:DA" - LPV LINE OF MINIMA REMOVED DUE TO VGS PENETRATIONS.
- PROFILE LINE 5: CHANGED FROM "282 HAT: 0.72" TO "450 HAT: 1.25" - LPV DA REMOVED FROM PROCEDURE; 8260.19J 8-6-7.E (3).
- PROFILE LINE 7: CHANGED 20:1 FROM "IS CLEAR" TO "IS NOT CLEAR" - VGS PENETRATIONS.
- CHANGED CHART NOTE FROM "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -12°C OR ABOVE 54°C" TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -13°C OR ABOVE 54°C - UPDATED HISTORICAL WEATHER.
- CHANGED CHART NOTE FROM "CIRCLING RWY 23 NA AT NIGHT" TO "STRAIGHT-IN RWY 17 NA AT NIGHT, CIRCLING RWY 17, 23 NA AT NIGHT" - 8260.19J 8-6-12.O, CANCELS T NOTAM 2/7916.
- CHANGED CHART NOTE FROM "RWY 17 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" TO "RWY 17 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED" - 20:1 PENETRATIONS.
- ADDITIONAL FLIGHT DATA: CHANGED "CAMPBELL MOA" TO "CAMPBELL 1 MOA" - 8260.19J 8-6-11.
- ADDITIONAL FLIGHT DATA: REMOVED CHART VDP AT 1.56 NM TO RW17 - REMOVED VDP DUE TO 20:1 PENETRATIONS.
- ADDITIONAL FLIGHT DATA: REMOVED "WAAS CHANNEL # 69439", "REFERENCE PATH ID: W17A", "LTP HAE: 134.3 M" - LPV MINIMA REMOVED.
- CHANGED CA LEG ALTITUDE FROM "823 MSL" TO 950 MSL" - DELETED LPV MINIMUMS AND IAW 8260.58 PARA 3-5-2.



AIRPORT ID
CKV

PROCEDURE NAME
RNAV (GPS) RWY 17

ORIGINAL/AMENDMENT
1D

CITY
CLARKSVILLE

STATE
TN

COORDINATED WITH:

A4A ALPA AOPA APA HAI NBAA

OTHER: ZME, CAMPBELL 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

DEVELOPED BY

TIMOTHY JOHNSON

Digitally signed by

Timothy Johnson

Jun 17, 2024

OFFICE

AJV-A421

DATE

10/20/2023

APPROVED BY

DAVID DANNER

OFFICE

AJV-A421

DATE

03/21/2024

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>
CKV	RNAV (GPS) RWY 17	1D	CLARKSVILLE	TN	550	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM GNSHP **TO** HITUD

RNP DISTANCE PAT MAP HAT HMAS

1.00 8.34

<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	365157.00N/0871736.00W	1001	500	125	5E	1000				AT599	2600
TERRAIN	365157.00N/0871736.00W	801 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM HITUD (IF/IAF) **TO** JIKOB

RNP DISTANCE PAT MAP HAT HMAS

1.00 6.04

<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 (21-001831)	364547.16N/0872659.03W	920	500	50	5D	500				AT880	2300
TERRAIN	364818.00N/0872424.00W	705 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:



AIRPORT ID
CKV

PROCEDURE NAME
RNAV (GPS) RWY 17

AMDT NO.
1D

CITY
CLARKSVILLE

STATE
TN

AIRPORT ELEVATION
550

FACILITY
RNAV

FINAL: LNAV/VNAV

FROM
JIKOB

TO
RW17

RNP
0.30

DISTANCE
5.36

PAT

MAP
DA

HAT
450

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TRANSMISSION_LINE (21-022257)	363849.63N/0872538.73W	690	20	10	1B		23.11:1			AC10 XP3	991

COMPUTATIONS

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

SEGMENT REMARKS:

MAINTAIN PUBLISHED MINIMUMS

FINAL: LNAV

FROM
JIKOB

TO
RW17

RNP
0.30

DISTANCE
5.36

PAT

MAP
RW17

HAT
519

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (21-000231)	363828.78N/0872601.16W	793	20	3	1A	250					1060

COMPUTATIONS

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

SEGMENT REMARKS:



AIRPORT ID
CKV

PROCEDURE NAME
RNAV (GPS) RWY 17

AMDT NO.
1D

CITY
CLARKSVILLE

STATE
TN

AIRPORT ELEVATION
550

FACILITY
RNAV

HOLD-IN-LIEU OF PT

FROM HITUD **TO** P-5

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
P-5

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (21-002059)	365541.14N/0873250.03W	1249	500	50	5D	1000				AT351	2600
TERRAIN	365709.00N/0873124.00W	804 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM DA **TO** VALER

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
0.30 830

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
TOWER (47-002248)	362313.08N/0872305.56W	1154	20	3	1A	1000					2200
TERRAIN	361630.00N/0872518.00W	869 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:



AIRPORT ID
CKV

PROCEDURE NAME
RNAV (GPS) RWY 17

AMDT NO.
1D

CITY
CLARKSVILLE

STATE
TN

AIRPORT ELEVATION
550

FACILITY
RNAV

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZME ARTCC, JKS FSS, CAMPBELL APP CON

WX SERVICE
ASOS

LOCATION
CKV

HRS OPERATION
24

ALTIMETER SOURCE
CKV

DISTANCE
0

SERVICE-A
Y

ADJUSTMENTS
0

BACK-UP WX SERVICE
ATIS

LOCATION
HOP

HRS OPERATION
24

ALTIMETER SOURCE
HOP

DISTANCE
4.82

SERVICE-A
Y

ADJUSTMENTS
0

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KCKV 550, KHOP 571
RA = 0.0

PRIMARY NAVAID

MONITOR POINT

HRS OPERATION

CAT

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW17 - REIL (PCL), MIRL, PAPI-2L	NPI-G	
RW35 - MALS (PCL), MIRL, PAPI-2L	NPI-G	
RW05	NPI-P	
RW23	NPI-P	

GLIDESLOPE ANGLE

ELEV RWY THRESHOLD

TCH

ELEV GS ANTENNA

DISTANCE FROM RWY

VGSI ANGLE

TCH

3.00

52.4

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD
ON CENTERLINE

FT FROM THRESHOLD
FT FROM CENTERLINE

DISPLACED THRESHOLD DISTANCE

CRITICAL TEMPERATURES

CRITICAL LOW
-13C

CRITICAL HIGH
+54C

ACT
-13C

APT ISA
+13.91C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2018-2022).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 962 HIGH TEMP 1269.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 23
20:1	
631 TREE (47-023765) 363735.76N/0872425.24W (42.97)	635 TREE (47-051574) 363738.08N/0872418.40W (17.79)



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621 TREE (47-051484) 363737.21N/0872419.94W (11.44)			565 CATENARY (47-020832) 363731.75N/0872432.07W (11.38)			
617 TREE (47-051485) 363737.80N/0872421.13W (9.43)			564 TREE (47-024481) 363731.61N/0872431.59W (9.28)			
635 TREE (47-051668) 363739.08N/0872416.60W (8.90)			617 TREE (47-023846) 363737.94N/0872420.75W (7.77)			
626 TREE (47-051571) 363738.08N/0872418.08W (7.76)			631 TREE (47-051567) 363739.45N/0872417.64W (7.09)			
596 TREE (47-051649) 363734.93N/0872423.78W (5.86)			615 TREE (47-051482) 363739.90N/0872421.89W (3.34)			
603 TREE (47-051513) 363735.77N/0872421.46W (2.80)			588 TREE (47-072815) 363734.76N/0872424.88W (1.93)			
614 TREE (47-072813) 363739.32N/0872420.74W (0.45)						
FINAL TYPE	CIRCLING RWY 05					
20:1						
617 TREE (47-025195) 363707.64N/0872519.13W (38.56)			613 TREE (47-051625) 363707.55N/0872518.08W (37.65)			
605 TREE (47-051265) 363707.57N/0872518.51W (28.33)			583 TREE (47-023845) 363709.13N/0872515.45W (21.01)			
573 TREE (47-051611) 363710.02N/0872514.36W (17.28)			575 TREE (47-051614) 363709.18N/0872515.21W (13.94)			
625 TREE (47-051249) 363702.93N/0872525.73W (10.71)			590 TREE (47-023847) 363703.56N/0872515.53W (10.44)			
621 TREE (47-051246) 363702.63N/0872524.81W (8.74)			572 TREE (47-024489) 363707.35N/0872515.55W (4.16)			
FINAL TYPE	CIRCLING RWY 17					
20:1						
625 TREE (47-067746) 363801.9300N/0872513.1500W (9.56)						
FINAL TYPE	LNAV/VNAV AND LNAV					
20:1						
625 TREE (47-067746) 363801.9300N/0872513.1500W (9.56)						
FINAL TYPE	LNAV/VNAV AND LNAV					
34:1						
639 TREE (47-068028) 363808.1500N/0872515.1500W (36.33)			637 TREE (47-125387) 363807.7400N/0872514.3500W (35.98)			
634 TREE (47-067893) 363809.5100N/0872504.5300W (33.51)			636 TREE (47-073917) 363808.3300N/0872514.4700W (33.21)			
635 TREE (47-071588) 363807.8300N/0872516.4300W (32.52)			628 TREE (47-125332) 363806.1500N/0872514.6900W (31.37)			
628 TREE (47-067890) 363807.1800N/0872515.0700W (28.18)			624 TREE (47-067857) 363805.9100N/0872514.8200W (27.99)			
622 TREE (47-067846) 363805.3800N/0872515.2500W (27.28)			627 TREE (47-067896) 363807.0900N/0872515.9800W (26.92)			
627 TREE (47-067957) 363807.4500N/0872515.8900W (25.93)			628 TREE (47-125429) 363809.8900N/0872509.0600W (23.81)			
622 TREE (47-067869) 363807.0100N/0872513.4500W (23.6)			623 TREE (47-067882) 363809.1800N/0872504.3400W (23.57)			
613 TREE (47-067813) 363806.4100N/0872504.8700W (21.26)			622 TREE (47-051687) 363808.1800N/0872514.2400W (19.77)			
620 TREE (47-051684) 363807.6000N/0872514.0400W (19.56)			616 TREE (47-067858) 363808.0900N/0872504.7100W (19.5)			
622 TREE (47-068032) 363808.6600N/0872513.6500W (18.72)			606 TREE (47-067771) 363803.1900N/0872513.8900W (18.38)			
588 TRANSMISSION_LINE (47-020838) 363757.8500N/0872509.7200W (18.2)			622 TREE (47-068034) 363809.8900N/0872508.8100W (17.95)			
619 TREE (47-072911) 363809.1100N/0872509.0900W (17.04)			603 TREE (47-067939) 363803.1600N/0872512.5700W (16.23)			
618 TREE (47-067633) 363808.2900N/0872515.8200W (14.55)			614 TREE (47-051685) 363807.5900N/0872514.3900W (13.39)			



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605 TREE (47-125240) 363804.8000N/0872513.0600W (13.21)			582 POLE (47-072913) 363757.8400N/0872509.7100W (12.23)			
613 TREE (47-051689) 363809.7000N/0872508.9500W (9.42)			607 TREE (47-051682) 363806.8400N/0872514.2100W (8.66)			
598 TREE (47-125430) 363804.1800N/0872513.9400W (7.49)			573 POLE (47-059663) 363757.7500N/0872503.2800W (7.19)			
605 TREE (47-067868) 363808.8200N/0872504.3500W (6.6)			593 TREE (47-067769) 363803.1500N/0872513.3500W (5.81)			
572 POLE (47-059665) 363757.8200N/0872504.0400W (5.55)			593 TREE (47-067772) 363803.3700N/0872513.4400W (5.12)			
598 TREE (47-068077) 363805.3000N/0872512.6200W (5.02)			594 POLE (47-067789) 363804.0800N/0872512.1600W (4.81)			
593 TREE (47-067787) 363803.7100N/0872513.4600W (4.13)			562 POLE (47-020831) 363754.4200N/0872509.0100W (2.51)			
591 TREE (47-067792) 363803.6600N/0872513.9300W (2)			575 POLE (47-072736) 363800.2000N/0872503.6700W (1.89)			
589 TREE (47-071381) 363803.4100N/0872513.1200W (1.19)			594 TREE (47-067802) 363805.1600N/0872513.8400W (0.72)			
561 NAVAID (47-020836) 363754.7000N/0872509.1000W (0.65)			566 SIGN (47-020887) 363757.7000N/0872503.4300W (0.24)			
564 TRAVERSE_WAY (47-031008) 363756.7900N/0872504.7400W (0.12)			560 BUILDING (47-073883) 363754.5400N/0872509.1000W (0.11)			
565 TRAVERSE_WAY (47-125352) 363756.9900N/0872505.5400W (0.08)						
<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.
VDP NOT ESTABLISHED – OBSTACLES PENETRATE 20:1 SURFACE.
FOR CONTINGENCY PURPOSES: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED; USE HOP ALTIMETER SETTING.
BARO-VNAV NA WHEN USING HOP ALTIMETER SETTING.
100' TREES USED PER USAASA.
TAA NOT DEVELOPED PER FPT AND AIR TRAFFIC REQUEST.
PROCEDURE DESIGN PER AIR TRAFFIC REQUEST DUE TO VICINITY OF CAMPBELL AAF. HIL AND IAF AT HITUD, AND MISSED APPROACH REQUESTED BY AIR TRAFFIC. BOTH BASED ON FORT CAMPBELL AIRSPACE/RESTRICTED AREAS.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



AIRPORT ID
CKV

PROCEDURE NAME
RNAV (GPS) RWY 17

AMDT NO.
1D

CITY
CLARKSVILLE

STATE
TN

AIRPORT ELEVATION
550

FACILITY
RNAV

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	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	166.12
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	600
DISTANCE FROM	THLD	TO 1500FT POINT	4.96
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.76
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	166.12
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	600

THRESHOLD COORDINATES (IF STR-IN)	363746.08N/0872503.30W
ARP COORDINATES	363718.71N/0872453.81W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 35 DISTANCE 0.51 NM
FAF COORDINATES	364258.58N/0872639.09W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
TIMOTHY JOHNSON	AJV-A421	10/20/2023	AERONAUTICAL INFORMATION SPECIALIST