

**UNITED STATES AIR FORCE
FLIGHT STANDARDS SERVICE**

HI - ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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>		
GPT	HI - ILS Y OR LOC Y RWY 32	1A	GULFPORT	MS		
<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SUPERSEDED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>
28	27	HI - ILS Y OR LOC Y RWY 32	1	11/07/2019	2W	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-UXI			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>
HRV VORTAC		HACHA/GPT 18.00 DME					067.72	46.42	16000
HACHA/GPT 18.00 DME CCW	IAF	FOBKI/GPT 18.00 DME					18.00 DME ARC		6500
FOBKI/GPT 18.00 DME		IVOLE/GPT 12.88 DME					316.93	5.12 (I-UXI)	3900
IVOLE/GPT 12.88 DME	IF	VICKR/GPT 6.98 DME/RADAR					316.93	5.90 (I-UXI)	2000

MISSED APPROACH

MAP:

ILS: DA
LOC: GPT 0.95 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 ON GPT VORTAC R-313 TO CAESA/GPT 17.36 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. **PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
2. PROFILE STARTS AT HACHA/GPT 18.00 DME CCW
3. **FAC:** 316.93 **FAF:** VICKR/GPT 6.98 DME/RADAR **DIST FAF TO MAP:** **DIST FAF TO THLD:** 6.04
4. **MIN ALT:** HACHA/GPT 18.00 DME 16000, FOBKI/GPT 18.00 DME 6500, IVOLE/GPT 12.88 DME 3900, VICKR/GPT 6.98 DME/RADAR 2000
5. **DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:** 999
6. **MIN GS INCPT:** 2000 **GS ALT AT FAF:** VICKR/GPT 6.98 DME/RADAR 2000 **OM:** **MM:** **IM:**
7. **GS ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 54.6
8. **MSA FROM:** GPT VORTAC 2800, ESA W/IN 100 NM 3100



EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: RWY 32 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED.
CHART NOTE: DME FROM GPT VORTAC. SIMULTANEOUS RECEPTION OF I-UXI AND GPT DME REQUIRED.
CHART PLANVIEW NOTE: GLIDE SLOPE UNUSABLE WHEN TOWER NOT IN OPERATION. ONLY LOCALIZER MINIMUMS AUTHORIZED DURING THIS PERIOD.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 32 CAT C/D/E VISIBILITY TO RVR 5500.

ADDITIONAL FLIGHT DATA:

CHART: ASR
HOLD NW, RT, 133.38 INBOUND.
CHART FAS OBST: 165 TANK (28-000995) 302249N/0890300W.
CHART W-453.
CHART VDP AT 1.84 DME.
DISTANCE VDP TO THLD 0.89 NM.
CHART GPT R-193 AT HACHA.
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: CAT C 800-2 1/4, CAT D 800-2 1/2, CAT E 800-2 3/4, 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 32		NA			NA		277	4000	250	277	4000	250	277	4000	250
S-LOC 32		NA			NA		380	4000	353	380	4000	353	380	4000	353
CIRCLING		NA			NA		820	2 1/4	792	820	2 1/2	792	820	2 3/4	792

CHANGES - REASONS

- ILS DA/HAT CHANGED FROM 228/200 TO 277/250 AND RVR CHANGED FROM 2400 TO 4000 CAT C/D/E - NEW CONTROLLING OBSTACLE IN FINAL
- DELETED CHART NOTE: **RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA - NOT AUTHORIZED WITH 250 FT HAT
- CHANGED CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 32 CAT E VISIBILITY TO RVR 4000 AND S-LOC 32 CAT C/D/E VISIBILITY TO RVR 5500 TO FOR INOPERATIVE ALS, INCREASE S-LOC 32 CAT C/D/E VISIBILITY TO RVR 5500 - INOP TABLE NO LONGER APPLIES TO S-ILS 32
- CHARTED NOTE: RWY 32 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED - 34:1 PENETRATIONS
- AIRPORT ELEVATION CHANGED FROM 29 TO 28 - NEW AIRNAV DATA
- TDZE CHANGED FROM 28 TO 27 - NEW AIRNAV DATA
- S-LOC 32 HAT CAT C/D/E CHANGED FROM 532 TO 353 AND VIS CAT C/D/E FROM RVR 3000 TO RVR 4000 - NEW TDZE AIRNAV DATA, 34:1 IS NO LONGER CLEAR
- CIRCLING HAA CAT C/D/E CHANGED FROM 791 TO 792 - NEW AIRPORT AIRNAV DATA
- DELETED "CHART PLANVIEW NOTE: DME OR RADAR REQUIRED" FROM ADDITIONAL FLIGHT DATA AND ADDED EQUIPMENT REQUIREMENTS NOTE: DME OR RADAR REQUIRED - 8260.19I 8-6-8.A
- REMOVED "LOC ONLY" AND ASTERISK FROM VDP STATEMENT IN ADDITIONAL FLIGHT DATA - NO LONGER REQUIRED.
- ADDED ALTERNATE MINIMUMS - PUBLISHABLE IAW 8260.19I
- FOBKI/GPT 18.00 DME TO IVOLE/GPT 12.88 DME, IVOLE/GPT 12.88 DME TO VICKR/GPT 6.98 DME/RADAR, AND LINE 3 FAC CHANGED FROM 316.92 TO 316.93 - NEW I-UXI AIRNAV DATA



COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER:

GPT APP CON, ZHU, AIRPORT MANAGER

FLIGHT CHECKED BY
RYAN CARAMANICA

Digitally signed by
DAVID DANNER
Jul 01, 2024

OFFICE
FPO

DATE
06/26/2024

DEVELOPED BY
ROSE BOONE-WALT

Digitally signed by
ROSE BOONE-WALT
Nov 14, 2023

OFFICE
AJV-A421

DATE
08/09/2023

ENDORSED BY

OFFICE

DATE

TITLE



**UNITED STATES AIR FORCE
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>
GPT	HI - ILS Y OR LOC Y RWY 32	1A	GULFPORT	MS	28	I-UXI

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM HRV VORTAC **TO** HACHA/GPT 18.00 DME

<u>RNP</u>	<u>DISTANCE</u> 46.42	<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>
TRANSMISSION_LINE (22-000139)	295524.73N/0895852.24W	450	20	50	1D	1000				AT14550	16000
TERRAIN	300351.45N/0891042.92W	4 (0)								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: ARC

FROM HACHA/GPT 18.00 DME CCW **TO** FOBKI/GPT 18.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<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	300351.45N/0891042.95W	204	164	98	4E	1000				DG4200 AT1000	6500
TERRAIN	300351.45N/0891042.95W	4 (0)								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
12
CHECKED

INITIAL: STEPDOWN

FROM

FOBKI/GPT 18.00 DME

TO

IVOLE/GPT 12.88 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
	5.12										
<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	301439.00N/0885230.00W	204	164	98	4E	1000				AT2696	3900
TERRAIN	301439.00N/0885230.00W	4 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

IVOLE/GPT 12.88 DME

TO

VICKR/GPT 6.98 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
	5.90										
<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	301303.00N/0885600.00W	204	164	98	4E	500				AT1198 AC98	2000
TERRAIN	301248.00N/0885718.00W	4 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM

VICKR/GPT 6.98 DME/RADAR

TO

VICKR/GPT 6.87 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	6.04		DA				250				
<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 (28-052015)	302339.85N/0890323.27W	81	20	3	1A		34.00:1				277

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LOC

FROM

VICKR/GPT 6.98 DME/RADAR

TO

GPT 0.95 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	6.04		GPT 0.95 DME				353				
<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>
TANK (28-000995)	302249.00N/0890300.00W	165	20	10	1B	250				SA-38 XL2	380

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

CAESA/GPT 17.36 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
								85			
<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
TOWER (28-020161)	303539.94N/0891903.65W	450	50	20	2C	1000					1500
TERRAIN	303454.00N/0891718.00W	250 (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

GPT 0.95 DME

TO

CAESA/GPT 17.36 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 127				
<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
TOWER (28-020161)	303539.94N/0891903.65W	450	50	20	2C	1000					1500
TERRAIN	303454.00N/0891718.00W	250 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

GPT

PROCEDURE NAME

HI - ILS Y OR LOC Y RWY 32

AMDT NO.

1A

CITY

GULFPORT

STATE

MS

AIRPORT ELEVATION

28

FACILITY

I-UXI

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 C											
TOWER (28-051159)	302733.02N/0890442.67W	2.84	792	460	20	10	1B	300		XP60	820
CATEGORY D											
TOWER (28-051159)	302733.02N/0890442.67W	3.70	792	460	20	10	1B	300		XP60	820
CATEGORY E											
TOWER (28-051159)	302733.02N/0890442.67W	4.63	792	460	20	10	1B	300		XP60	820

CIRCLING REMARKS:

XP=TO MAINTAIN CURRENT PUBLISHED MINIMUMS XP=TO MAINTAIN CURRENT PUBLISHED MINIMUMS XP=TO MAINTAIN CURRENT PUBLISHED MINIMUMS

ESA

CENTERRADIUS

GPT VORTAC100

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (01-000974)	304121.00N/0874949.00W	073	66.8	2049	100	20	3C	1000			3100

ESA REMARKS:

MSA

CENTERRADIUS

GPT VORTAC25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (28-000924)	304448.00N/0890333.00W	001	20.4	1780	500	50	5D	1000			2800

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

LOC FINAL OBSTACLE LOCATED 294.76 FEET INTO SECONDARY
DME ARC DISTANCE: 19.02NM TURN AT FIX 89.55.
DUE TO A TAXIWAY CROSSING THE GLIDE SLOPE CRITICAL AREA, THE GLIDE SLOPE IS UNUSABLE WHEN TOWER NOT IN OPERATION. ONLY LOCALIZER MINIMUMS AUTHORIZED DURING THIS PERIOD.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

GPT APP CON, ZHU ARTCC, GWO FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	GPT	24	GPT	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	PQL	24	PQL	28.25	Y	68

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KGPT 28, KPQL 9
RA = 67.4

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-UXI	GPT ATCT	TOWER OPEN	1
		TOWER CLOSED	3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW18 - MIRL (PCL), PAPI-4R	NPI-G	
RW36 - MIRL (PCL), PAPI-4L	NPI-G	
RW14 - MALSR (PCL), HIRL (PCL), PAPI-4R	PIR-G	APPROACH
RW32 - MALSR (PCL), HIRL (PCL), PAPI-4L	PIR-G	APPROACH

<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	22.0	54.6	22.2	999	3.00	71.9

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

FINAL TYPE	S-ILS 32 AND S-LOC 32
34:1	
81 TREE (28-052015) 302339.8500N/0890323.2700W (4.7333)	
PENETRATIONS REMARKS:	

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

FOR CONTINGENCY PURPOSES:
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PASCAGOULA ALTIMETER SETTING: INCREASE S-ILS 32 DA TO 345 FEET ; INCREASE ALL MDAS 80 FEET AND ALL CIRCLING VISIBILITES 1/4 SM.

CHART NOTE: FOR INOPERATIVE ALS WHEN USING PASCAGOULA ALTIMETER SETTING, INCREASE S-ILS 32 CAT C/D/E VISIBILITY TO RVR 4500 AND S-LOC 32 CAT D VISIBILITY TO 1 1/4 SM.

I-UXI PROCEDURAL TCH 54.56 UTILIZED FOR PROCEDURE DESIGN.

NO WORST CASE SHIP HEIGHTS USED INSIDE BARRIER ISLANDS. FPT ADVISED NO DOCUMENTATION TO JUSTIFY ADDING SHIP HEIGHTS.
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	2.90
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.85
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	314.93
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	0
DISTANCE FROM	THLD	TO 1500FT POINT	5.04
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.31
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	314.93
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	0

THRESHOLD COORDINATES (IF STR-IN)	302350.92N/0890343.51W
ARP COORDINATES	302426.17N/0890412.35W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 14 DISTANCE 0.78 NM
FAF COORDINATES	301934.37N/0885847.09W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ROSE BOONE-WALT	AJV-A421	08/09/2023	AERONAUTICAL INFORMATION SPECIALIST

