

**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>		
AGS	ILS OR LOC RWY 35 ILS RWY 35 (SA CAT II)	29	AUGUSTA	GA		
<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SUPERSEDED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>
146	137	ILS OR LOC RWY 35	28E	12/29/2022	4W	1990
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-AGS			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>
IRQ VORTAC		BUSHE LOM	FAF/IAF				160.75	27.39	2100
SARDY INT/IRQ 43.59 DME	IAF	SHELY INT/IRQ 38.58 DME	NOPT				281.00 (ALD R-281)	8.81	3000
SHELY INT/IRQ 38.58 DME	IF	BUSHE LOM					352.21 (I-AGS)	11.35	1700

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.52 NM AFTER BUSHE LOM

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 600 THEN CLIMBING LEFT TURN TO 2100 DIRECT IRQ VORTAC AND HOLD

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT R	SIDE OF COURSE	172.21	OUTBOUND	2000	FT WITHIN	10	MILES OF	BUSHE LOM (IAF)
2.								
3. FAC:	352.21	FAF:	BUSHE LOM		DIST FAF TO MAP:	4.52	DIST FAF TO THLD:	4.52
4. MIN ALT:	BUSHE LOM 1700							
5. DIST TO THLD FROM OM:		MM:	IM:		100 HAT:	906	150 HAT:	GS ANT: 1019
6. MIN GS INCPT:	1700	GS ALT AT PFAF:			OM:	1630	MM:	IM:
7. GS ANGLE:	3.00	34:1:	20:1:		TCH:	55.8		
8. MSA FROM:	BUSHE LOM 135-225 1900, 225-135 3000							



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

SA CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 35: CAT A, B, C, D, RA 106, RVR 1200, HAT 100, DA 237 MSL
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DNL ALTIMETER SETTING AND INCREASE S-ILS 35 DA TO 392 FEET; INCREASE ALL MDAS 60 FEET AND S-LOC 35 VISIBILITY CAT C/D 1/4 SM, AND CIRCLING VISIBILITY CATS C/D 1/4 SM.
CHART NOTE: *RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA (NA WHEN USING DNL ALTIMETER SETTING).
CAT II CHART NOTE: PROCEDURE NA WHEN TOWER CLOSED.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON IRQ VORTAC AIRWAY RADIALS 118 CW 154.
CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 940.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART 2000 PRIOR TO BUSHE LOM IN PROFILE

ADDITIONAL FLIGHT DATA:

HOLD N, RT, 161.00 INBOUND.
FAS OBST: 525 AAO 331727N/0815627W.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE, NA WHEN CONTROL TOWER CLOSED; LOC: STANDARD - CAT D 800-2 1/2, NA WHEN LOCAL WEATHER NOT AVAILABLE, 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 35*	337	2400	200	337	2400	200	337	2400	200	337	2400	200			
S-LOC 35	780	2400	643	780	2400	643	780	1 3/8	643	780	1 3/8	643			
CIRCLING	780	1	634	780	1	634	780	1 7/8	634	940	2 1/2	794			



<u>AIRPORT ID</u> AGS	<u>PROCEDURE NAME</u> ILS OR LOC RWY 35 ILS RWY 35 (SA CAT II)	<u>ORIGINAL/AMENDMENT</u> 29	<u>CITY</u> AUGUSTA	<u>STATE</u> GA
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CHANGES - REASONS

1. REMOVED ALTERNATE MISSED – ATC/FPT REQUEST

2. PROFILE LINE 1 – SIDE OF COURSE CHANGED FROM 172.22 TO 172.21 – CORRECTED ROUNDING BASED ON NEW TARGETS BUILD

3. NOTES – ADDED SA CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 35: CAT A, B, C, D, RA 106, RVR 1200, HAT 100, DA 237 MSL – IAW 8260.19J PARA 8-6-12.M(1)

4. NOTES – REMOVED “CHART CIRCLING ICON – IAW MEMO 279

5. ADDITIONAL FLIGHT DATA – REMOVED “CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S BUSHE LOM, RT, 352.24 INBOUND” – ALTERNATE MISSED REMOVED AT ATC/FPT REQUEST

6. TERMINAL ROUTES: ADD IRQ 38.58 DME TO SHEL Y INT - 8260.19J 8-6-4

7. TERMINAL ROUTES: FEEDER SEGMENT FROM IRQ VORTAC TO BUSHE LOM COURSE CHANGE FROM 160.73 TO 160.75 – CORRECTED ROUNDING BASED ON NEW TARGETS BUILD

8. PROFILE LINE 3: FAC CHANGED FROM 352.22 TO 352.21 - CORRECTED ROUNDING BASED ON NEW TARGETS BUILD

9. PROFILE LINE 5: DELETED DISTANCE TO THLD TO OM – NOT REQUIRED

10. PROFILE LINE 5: ADDED 100 HAT: 906 – ADDED CAT II MINS AT ATC/FPT REQUEST

11. PROFILE LINE 6: OM CHANGED FROM 1648 TO 1630 – IAW 8260.19J 8-6-7, F(4)

12. NOTES: UPDATED LOCAL ALTIMETER NOTE FROM WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DANIEL FLD ALTIMETER SETTING AND INCREASE S-ILS 35 DA TO 392; INCREASE ALL MDAS 60 FEET AND S-LOC 35 AND CIRCLING CATS C AND D VISIBILITY 1/4 SM TO WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DNL ALTIMETER SETTING AND INCREASE S-ILS 35 DA TO 392 FEET; INCREASE ALL MDAS 60 FEET AND S-LOC 35 VISIBILITY CAT C/D 1/4 SM, AND CIRCLING VISIBILITY CATS C/D 1/4 SM - 8260.19J 8-6-10.F

13. NOTES: ADDED CHART 2000 PRIOR TO BUSHE LOM IN PROFILE NOTE - IAW 8260.19J 8-6-7, A(2)

14. NOTES: ADDED CHART NOTE: *RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA (NA WHEN USING DNL ALTIMETER SETTING) - IAW 8260.19J 8-6-12, K(1)

15. NOTES; ADDED CAT II CHART NOTE: PROCEDURE NA WHEN TOWER CLOSED - IAW 8260.19J 8-6-12, M(6)

16. ADDITIONAL FLIGHT DATA: UPDATED FAS OBST FROM 401 ELEVATOR (13-001729) 331937N/0815716W TO 525 AAO 331727N/0815627W – UPDATED TARGETS EVALUATION

17. MINIMUMS: LOC MDA/HAA MINS INCREASED FROM 660/523 TO 780/643 AND CATS C/D VISIBILITY CHANGED FROM RVR 5500 TO 1 3/8 – UPDATED TARGETS EVALUATION

18. REMOVED CHART IN PLANVIEW: BUSHE LOM – ALTERNATE MISSED REMOVED AT ATC/FPT REQUEST

19. ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON IRQ VORTAC AIRWAY RADIALS 118 CW 154 - IAW 8260.19J PARA 8-2-5 E

20. MINIMUMS - CAT C CIRCLING VIS CHANGED FROM 1 3/4 TO 1 7/8 - NEW VISIBILITY CALCULATIONS

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZTL, ZJX, AGS APP CON, AGS ATCT, AMGR

FLIGHT CHECKED BY

OFFICEDATE

DEVELOPED BY

Digitally signed by
JOSEPH A BLANCO
Sep 30, 2024

OFFICEDATE

AJV-A43207/25/2024

APPROVED BY

BEV L BORDY

OFFICE

AJV-A430

DATETITLE

MANAGER



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

<u>AIRPORT ID</u> AGS	<u>PROCEDURE NAME</u> ILS OR LOC RWY 35 ILS RWY 35 (SA CAT II)	<u>AMDT NO.</u> 29	<u>CITY</u> AUGUSTA	<u>STATE</u> GA	<u>AIRPORT ELEVATION</u> 146	<u>FACILITY</u> I-AGS
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

<u>FROM</u> IRQ VORTAC	<u>TO</u> BUSHE LOM
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<u>RNP</u>	<u>DISTANCE</u> 27.39	<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>
TOWER (13-001381)	332614.92N/0820527.83W	1045	50	10	2B	1000				AT55	2100
TERRAIN	333742.00N/0820806.00W	587 (600)								AS1500	2100

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

INITIAL

<u>FROM</u> SARDY INT/IRQ 43.59 DME	<u>TO</u> SHELY INT/IRQ 38.58 DME
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<u>RNP</u>	<u>DISTANCE</u> 8.81	<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>
COOLING_TOWER (13-022581)	330814.80N/0814607.50W	817	500	50	5D	1000				AT1183	3000
TERRAIN	330451.00N/0815800.00W	334 (300)								AS1500	1800

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

QUALITY
26
CHECKED

INTERMEDIATE

FROM

SHELY INT/IRQ 38.58 DME

TO

BUSHE LOM

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	11.35				

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (13-001950)	330639.00N/0815047.00W	698	500	50	5D	500				AT502	1700
TERRAIN	331000.00N/0815845.00W	334 (300)								AS1000	1300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: PT

FROM

10 NM

TO

BUSHE LOM

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	10.00				

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (13-020178)	331413.61N/0815514.43W	689	20	3	1A	500				AT511	1700
TERRAIN	330939.00N/0815712.00W	331 (300)								AS1000	1300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM

BUSHE LOM

TO

RW35

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	4.52		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				337

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS SA CAT II

FROM

BUSHE LOM

TO

RW35

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	4.52		DA				100				
<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				237

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM

BUSHE LOM

TO

4.52 NM AFTER BUSHE LOM

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	4.52		4.52 NM AFTER BUSHE LOM	643	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	331727.00N/0815627.00W	525	215	8	4B	250					780

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

PROCEDURE TURN

FROM

BUSHE LOM

TO

10 NM

RNP	DISTANCE	PAT	MAP	HAT	HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (13-002393)	331628.00N/0820055.00W	759	20	20	1C	1000				AT241	2000
TERRAIN	331606.00N/0820051.00W	387 (400)								AS1500	1900

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

IRQ VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 167			
<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				2100
TOWER (45-000142)	333939.70N/0821046.96W	845	50	20	2C	1000					1900
TERRAIN	333742.00N/0820806.00W	587 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

TERRAIN EVAL NOT CONDUCTED IN MA SECTION 1 DUE TO CONTROLLING OBSTACLE BEING A TERRAIN+VEG IN AN AREA WHERE MULTIPLE SURVEYED OBSTACLES EXIST.

MISSED APPROACH: ILS SA CAT II

FROM

DA

TO

IRQ VORTAC

<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>
							ASC				2100
TOWER (45-000142)	333939.70N/0821046.96W	845	50	20	2C	1000					1900
TERRAIN	333742.00N/0820806.00W	587 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MA SLOPING SA CAT II ACCEPTABLE OBSTACLES - 135 FT AIRFIELD LIGHTING (13-090602) AND 137 SIGN (13-090971).



MISSED APPROACH: LOC

FROM

4.52 NM AFTER BUSHE LOM

TO

IRQ VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 530			
<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				2100
TOWER (45-000142)	333939.70N/0821046.96W	845	50	20	2C	1000					1900
TERRAIN	333742.00N/0820806.00W	587 (600)								AS1500	2100

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	332227.00N/0815939.00W	1.30	634	468	215	8	4B	300			780
CATEGORY B											
TOWER (13-003775)	332237.90N/0820004.80W	1.81	634	470	50	20	2C	300			780
CATEGORY C											
TOWER (13-003775)	332237.90N/0820004.80W	2.84	634	470	50	20	2C	300			780
CATEGORY D											
TOWER (13-136073)	331916.61N/0820019.60W	3.71	794	624	20	3	1A	300			940

CIRCLING REMARKS:

MSA

CENTER

AG OM

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
135-225	COOLING TOWER (13-022581)	330814.80N/0814607.50W	139	12.7	817	500	50	5D	1000			1900
225-135	TWR (45-000300)	332421.00N/0815000.00W	043	9.1	1939	50	20	2C	1000			3000

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

AGS APP CON, ZJX ARTCC, AGS TOWER, ZTL ARTCC

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> AGS	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> AGS	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> DNL	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> DNL	<u>DISTANCE</u> 6.91	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 55

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KAGS 146, KDNL 422
RA = 54.6.

<u>PRIMARY NAVAID</u> I-AGS	<u>MONITOR POINT</u> AGS ATCT	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW08 - MIRL, REIL, PAPI-4L		NPI-G	
RW26 - REIL, MIRL, PAPI-4L		NPI-G	
RW17 - MALSR (PCL), HIRL, PAPI-4L		PIR-G	APPROACH, ROLL OUT
RW35 - MALSR (PCL), HIRL, PAPI-4L		PIR-G	APPROACH, ROLL OUT

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 133.7	<u>TCH</u> 55.8	<u>ELEV GS ANTENNA</u> 132.2	<u>DISTANCE FROM RWY</u> 1019	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 72.0
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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

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.
VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.
VEGETATION HEIGHT 100 FT PER FPT

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	3.49
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.97
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	348.21
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	300
DISTANCE FROM	THLD	TO 1500FT POINT	13.47
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	6.58
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	348.21
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	300

THRESHOLD COORDINATES (IF STR-IN)	332139.11N/0815755.75W
ARP COORDINATES	332211.80N/0815752.20W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 17 DISTANCE 0.81 NM
FAF COORDINATES	331712.89N/0815649.61W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JOSEPH BLANCO	AJV-A432	07/25/2024	AERONAUTICAL INFORMATION SPECIALIST