

**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>		
IKK	ILS OR LOC RWY 4	9	KANKAKEE	IL		
<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SUPERSEDED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>
630	624	ILS OR LOC RWY 4	8	09/10/2020	0E	1980
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-IKK			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>
SEWAY/IKK 17.00 DME	IF/IAF	HIRIL/IKK 4.39 DME					038.32 (I-IKK)	12.62	1900

MISSED APPROACH

MAP:

ILS: DA
LOC: 3.85 NM AFTER HIRIL/IKK 4.39 DME OR AT IKK 0.56 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2300 THEN RIGHT TURN DIRECT LUKOW LOM AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT**
- SIDE OF COURSE**
- OUTBOUND**
- FT WITHIN**
- MILES OF (IAF)**
- HOLD SW SEWAY/IKK 17.00 DME, RT, 038.17 INBOUND, 2500 FT. IN LIEU OF PT (IF/IAF), MAX 6000.**
- FAC:** 038.32 **FAF:** HIRIL/IKK 4.39 DME **DIST FAF TO MAP:** 3.85 **DIST FAF TO THLD:** 3.85
- MIN ALT:** SEWAY/IKK 17.00 DME 2500, HIRIL/IKK 4.39 DME 1900, XIYHI/IKK 2.54 DME 1300
- DIST TO THLD FROM OM:** 3.63 **MM:** **IM:** **150 HAT:** **GS ANT:** 1000
- MIN GS INCPT:** 1900 **GS ALT AT PFAF:** HIRIL/IKK 4.39 DME 1900 **OM:** 1830 **MM:** **IM:**
- GS ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 51.1
- MSA FROM:** LUKOW LOM 2300



EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED FOR PROCEDURE ENTRY.
DME REQUIRED.
ADF REQUIRED.

NOTES:

CHART NOTE: CIRCLING TO RWY 16, 34 NA AT NIGHT.
CHART NOTE: DME FROM IKK DME. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-IKK AND IKK DME.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 04 CAT C/D VISIBILTY TO 7/8 SM.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON

HOLD NE, RT, 218.32 INBOUND.
CHART FAS OBST: 649 TRANSMISSION_LINE (17-024022) 410344N/0875117W.
CHART VDP AT 1.31 DME.
DISTANCE VDP TO THLD 0.77 NM.

MINIMUMS:

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

ALTERNATE: NA ☒

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 04	824	1/2	200	824	1/2	200	824	1/2	200	824	1/2	200			
S-LOC 04	920	1/2	296	920	1/2	296	920	1/2	296	920	1/2	296			
CIRCLING	1080	1	450	1100	1	470	1140	1 1/2	510	1340	2 1/4	710			



CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED FEEDER ROUTE FROM PNT VOR/DME TO SEWAY – REMOVED FROM PROCEDURE DUE TO VOR MON PROGRAM – IAW 8260.19J.
2. TERMINAL ROUTES: REMOVED FEEDER ROUTE FROM RBS VOR/DME TO SEWAY – REMOVED FROM PROCEDURE DUE TO VOR MON PROGRAM – IAW 8260.19J.
3. TERMINAL ROUTES: UPDATED IF ROUTE FROM “SEWAY INT/IKK 17.00 DME TO LUKOW LOM/IKK DME 4.17 DME” TO IF/IAF ROUTE “SEWAY/IKK 17.00 DME TO HIRIL/IKK 4.39 DME” AND DISTANCE FROM “12.84 (I-IKK)” TO “12.62” – NEW PFAF PER FPT – IAW 8260.19J.
4. MISSED APPROACH: UPDATED LOC MAP FROM “3.63 NM AFTER LUKOW LOM/IKK DME 4.17 DME OR AT IKK 0.56 DME” TO “3.85 NM AFTER HIRIL/IKK 4.39 DME OR AT IKK 0.56 DME” – UPDATED WITH NEW FAF LOCATION – IAW 8260.19J.
5. PROFILE LINE 1: DELETED PROCEDURE TURN PER FPT.
6. PROFILE LINE 2: ADDED HILO “HOLD SW SEWAY/IKK 17.00 DME, RT, 038.17 INBOUND, 2500 FT. IN LIEU OF PT (IF/IAF), MAX 6000.” – HILO REPLACED PROCEDURE TURN PER FPT – IAW 8260.19J.
7. PROFILE LINE 3: UPDATED FAF FROM “LUKOW LOM/IKK DME 4.17 DME” TO “HIRIL/IKK 4.39 DME” – NEW FAF LOCATION PER FPT – IAW 8260.19J.
8. PROFILE LINE 3: UPDATED DIST FAF TO MAP AND DIST FAF TO THLD FROM “3.63” TO “3.85” – NEW FAF LOCATION PER FPT – IAW 8260.19J.
9. PROFILE LINE 4: UPDATED MIN ALT FROM “LUKOW LOM/IKK DME 4.17 DME 1900” TO “SEWAY/IKK 17.00 DME 2500, HIRIL/IKK 4.39 DME 1900, XIYHI/IKK 2.54 DME 1300” – DUE TO PROCEDURE REDESIGN – IAW 8260.19J.
10. PROFILE LINE 6: ADDED GS ALT AT FAF “HIRIL/IKK 4.39 DME 1900” – NEW FAF LOCATION PER FPT– IAW 8260.19J.
11. PROFILE LINE 6: UPDATED OM FROM “1842” TO “1830” – NEW FAF LOCATION PER FPT – IAW 8260.19J.
12. EQUIPMENT REQUIREMENTS NOTES: ADDED “RADAR REQUIRED FOR PROCEDURE ENTRY” – RADAR REQUIRED FOR ENTRY FROM EN ROUTE ENVIRONMENT – IAW 8260.19J.
13. EQUIPMENT REQUIREMENTS NOTES: ADDED “DME REQUIRED” – DME IS REQUIRED FOR PROCEDURE – IAW 8260.19J.
14. NOTES: REMOVED CHART PLAINVIEW NOTE “PROCEDURE NA FOR ARRIVAL ON RBS VOR/DME AIRWAY RADIALS 351 CW 055” – RBS VOR/DME REMOVED FROM PROCEDURE DUE TO VOR MON PROGRAM.
15. NOTES: ADDED CHART NOTE “DME FROM IKK DME. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-IKK AND IKK DME” DME AND LOC HAVE DIFFERENT FREQUENCIES – IAW 8260.19J.
16. ADDITIONAL FLIGHT DATA: ADDED “CHART VDP AT 1.31 DME” – NEW FAF LOCATION - IAW 8260.19J.
17. ADDITIONAL FLIGHT DATA: ADDED “DISTANCE VDP TO THLD 0.77 NM” – NEW FAF LOCATION – IAW 8260.19J.
18. ALTERNATE: UPDATED FROM “ILS: STANDARD; LOC: STANDARD CAT D 800 2 ¼, NA WHEN LOCAL WEATHER NOT AVAILABLE” TO “N/A” – ALTERNATE MINIMUMS NOT AUTHORIZED – IAW 8260.19J.
19. MINIMUMS: UPDATED S-LOC 04 CAT C AND D VISIBILITY FROM “3/4” TO “1/2” SM – UPDATED VIS TABLE – IAW 8260.3E.

COORDINATED WITH:

A4A

ALPA

AOPA

X

APA

HAI

NBAA

X

OTHER: ZAU ARTCC, CENTRAL FPT, AMGR.

FLIGHT CHECKED BY

MICHAEL A GREENWOOD

Digitally signed by

ERIC N SUSKI

Oct 04, 2024

OFFICE

FPO

DATE

09/27/2024

DEVELOPED BY

ERIC N SUSKI (CODY J. GIVEN)

Digitally signed by

ERIC N SUSKI

Oct 04, 2024

OFFICE

AJV-A431

DATE

05/10/2024

APPROVED BY

ERIC N SUSKI

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ERIC N SUSKI

Oct 04, 2024

OFFICE

AJV-A431

DATE

12/26/2024

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>
IKK	ILS OR LOC RWY 4	9	KANKAKEE	IL	630	I-IKK

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM SEWAY/IKK 17.00 DME (IF/IAF) **TO** HIRIL/IKK 4.39 DME

<u>RNP</u>	<u>DISTANCE</u> 12.62	<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>
TOWER (17-003375)	405300.10N/0875814.10W	1094	250	50	4D	500				AT306	1900
TERRAIN	410027.00N/0875627.00W	708 (700)								AS1000	1700

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: ILS

FROM HIRIL/IKK 4.39 DME **TO** RW04

<u>RNP</u>	<u>DISTANCE</u> 3.85	<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				824

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LOC

FROM

HIRIL/IKK 4.39 DME

TO

XIYHI/IKK 2.54 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>				<u>HMAS</u>	
	1.85										
<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>
AAO	410100.00N/0875354.00W	893				250				RA100 DG57	1300

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

XIYHI/IKK 2.54 DME

TO

3.85 NM AFTER HIRIL/IKK 4.39 DME OR AT IKK 0.56 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	2.00		3.85 NM AFTER HIRIL/IKK 4.39 DME OR AT IKK 0.56 DME				296				
<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 (17-024022)	410344.40N/0875117.04W	649	20	3	1A	250				SA-4 MA9	920

COMPUTATIONS

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

SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM

SEWAY/IKK 17.00 DME

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<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>
TOWER (17-068625)	405353.54N/0875956.09W	1089	250	50	4D	1000				AT411	2500
TERRAIN	404303.00N/0881254.00W	748 (700)								AS1500	2200

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

LUKOW LOM/IKK DME 4.17 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 658			
<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				2300
TOWER (17-003547)	410020.01N/0874142.49W	1127	500	50	5D	1000					2200
TERRAIN	410339.00N/0874621.00W	734 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

3.85 NM AFTER HIRIL/IKK 4.39 DME OR AT IKK 0.56 DME

TO

LUKOW LOM/IKK DME 4.17 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
							670				
<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 (17-024024)	410359.51N/0875057.26W	683	20	3	1A		ASC				2300
TOWER (17-003547)	410020.01N/0874142.49W	1127	500	50	5D	1000					2200
TERRAIN	410339.00N/0874621.00W	734 (700)								AS1500	2200

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

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
TOWER (17-026784)	410449.58N/0875234.92W	1.30	450	779	50	20	2C	300			1080
CATEGORY B											
TOWER (17-000578)	410508.00N/0875222.00W	1.83	470	793	50	20	2C	300			1100
CATEGORY C											
STACK (17-002038)	410607.27N/0875205.38W	2.87	510	838	20	3	1A	300			1140
CATEGORY D											
TOWER (17-001665)	410723.47N/0875336.16W	3.75	710	983	250	50	4D	300		AC50	1340

CIRCLING REMARKS:

MSA

CENTER

LUKOW LOM

RADIUS

25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
360-360	TOWER (17-002211)	412715.00N/0874322.00W	017	27.4	1290	500	50	5D	1000			2300

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAU ARTCC, IKK CTAF

<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>
AWOS-3	IKK	24	IKK	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>
AWOS-3	PNT	24	PNT	36.33	Y	89

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KIKK 630, KPNT 666
RA = 88.9.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-IKK	UNMONITORED	24	3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW22 - HIRL (PCL), REIL (PCL), PAPI-4L	NPI-F	
RW16 - MIRL (PCL), PAPI-4L	NPI-G	
RW34 - MIRL (PCL), PAPI-4L	NPI-G	
RW04 - MALSR (PCL), HIRL (PCL), PAPI-4L	PIR-F	

<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	624.2	51.1	619.6	1000	3.00	50.6

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 16
20:1	
668 TREE (17-045880) 410437.8900N/0875051.8700W (29.88)	672 TREE (17-043177) 410439.3700N/0875052.0400W (26.58)
651 TREE (17-046621) 410438.9800N/0875050.7300W (9.07)	644 TREE (17-043175) 410437.8300N/0875050.2700W (8.15)
650 TREE (17-031493) 410440.0100N/0875046.7700W (8.06)	



<u>AIRPORT ID</u> IKK	<u>PROCEDURE NAME</u> ILS OR LOC RWY 4	<u>AMDT NO.</u> 9	<u>CITY</u> KANKAKEE	<u>STATE</u> IL	<u>AIRPORT ELEVATION</u> 630	<u>FACILITY</u> I-IKK
FINAL TYPE	CIRCLING RWY 34					
20:1						
634 TREE (17-040003) 410348.2700N/0875022.9100W (0.94)						
<u>PENETRATIONS REMARKS:</u>						

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.

FOR CONTINGENCY PURPOSES:
NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PNT ALTIMETER SETTING AND INCREASE S-ILS 04 DA TO 913 FEET; INCREASE ALL MDAS 100 FEET AND S-LOC 04 VISIBILITY CATS C AND D 1/8 SM, AND CIRCLING VISIBILITY CATS C AND D 1/4 SM.
VDP NA WHEN USING PNT ALTIMETER SETTING.
NOTE: FOR INOPERATIVE ALS WHEN USING PNT ALTIMETER SETTING, INCREASE S-ILS 04 ALL CATS VISIBILITY TO 7/8 SM.
VEGETATION HEIGHT: 100 FT.
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	3.22
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.92
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	038.32
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	700
DISTANCE FROM	FAF	TO 1500FT POINT	12.02
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	7.67
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	038.32
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	700

THRESHOLD COORDINATES (IF STR-IN)	410356.84N/0875117.57W
ARP COORDINATES	410417.00N/0875046.60W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 4 DISTANCE 0.51 NM
FAF COORDINATES	410055.66N/0875426.58W
FIX NAME COORDINATES	IF/IAF SEWAY 405100.63N/0880444.64W

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.



PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
ERIC N SUSKI (CODY J. GIVEN)	AJV-A431	05/10/2024	AERONAUTICAL INFORMATION SPECIALIST

