

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.

<u>AIRPORT ID</u> BDN	<u>PROCEDURE NAME</u> RNAV (GPS) Z RWY 17	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> BEND	<u>STATE</u> OR
<u>AIRPORT ELEVATION</u> 3459	<u>TDZE</u> 3432	<u>SUPERSEDED</u> RNAV (GPS) Z RWY 16	<u>DATED</u> 08/10/2023	<u>EPOCH YEAR</u> 2025
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>

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>
DSD VORTAC		FOMBO		TF	FO	1.00	034.43	5.96	7000
HERBS	IAF	FOMBO	NOPT	TF	FB	1.00	135.81	6.94	7000
FOMBO	IF/IAF	HEKIL		TF	FB	1.00	166.04	6.90	5400
HEKIL	FAF	RW17	MAP	TF	FO	0.30	166.04	6.11	
RW17	MAP	3682 MSL		CA			166.04		
3682 MSL		JOGON		DF	FB	1.00			
JOGON		MIKKO		TF	FB	1.00	087.33	6.35	
MIKKO		REMTE		TF	FO	1.00	037.59	6.88	7400

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW17

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 7400 DIRECT JOGON AND ON TRACK 087.33 TO MIKKO AND ON TRACK 037.59 TO REMTE AND HOLD, CONTINUE CLIMB-IN-HOLD TO 7400.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD N FOMBO, RT, 166.04 INBOUND, 7000 IN LIEU OF PT (IAF), MAX 17500.					
3. FAC: 166.04	FAF: HEKIL		DIST FAF TO MAP: 6.11	DIST FAF TO THLD: 6.11	
4. MIN ALT: FOMBO 7000, HEKIL 5400					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	250 HAT: 0.72	GS ANT:
6. MIN GP INCPT: 5400	GP ALT AT PFAF: HEKIL 5400			OM:	MM:
7. GP ANGLE: 3.00	34:1: IS CLEAR	20:1: IS CLEAR	TCH: 50.0		IM:
8. MSA FROM: RW17 11600					

QUALITY
16
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

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 -21°C OR ABOVE 54°C.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING RDM ALTIMETER SETTING.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON DSD VORTAC AIRWAY RADIALS 348 CW 092.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE RDM ALTIMETER SETTING: INCREASE LPV DA TO 3763 FEET AND ALL VISIBILITIES 1/4 SM; INCREASE LNAV/VNAV DA TO 3821 FEET AND ALL VISIBILITIES 1/4 SM; INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CATS C AND D 1/4 SM, AND CIRCLING VISIBILITY CAT C 1/2 SM.

ADDITIONAL FLIGHT DATA:

HOLD N, RT, 200.00 INBOUND.
FAS OBST: 3552 TREE 440551N/1211251W.
CHART VDP AT 1.19 NM TO RW17.
WAAS CHANNEL # 81906
REFERENCE PATH ID: W17A
LTP HAE: 1016.3 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 1200-3, 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
LPV DA	3682	3/4	250	3682	3/4	250	3682	3/4	250	3682	3/4	250			
LNAV/VNAV DA	3740	7/8	308	3740	7/8	308	3740	7/8	308	3740	7/8	308			
LNAV MDA	3820	1	388	3820	1	388	3820	1 1/8	388	3820	1 1/8	388			
CIRCLING	3960	1	501	3980	1	521	4120	1 3/4	661	4640	3	1181			

CHANGES - REASONS

1. CHANGED ALL INSTANCES OF RW16 TO RW17 – PER FPT.
2. PROFILE LINE 7: CHANGED “34:1: IS NOT CLEAR” TO “34:1: IS CLEAR” – NEW OBSTACLE DATA.
3. NOTES: CHANGED “REDMOND ALTIMETER” TO “RDM ALTIMETER” – 8260.19K USES LOCATION ID.
4. NOTES: REMOVED “CHART NOTE: RWY 16 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.” – 34:1 SURFACE IS CLEAR.
5. ADDITIONAL FLIGHT DATA – REMOVED “CHART CIRCLING ICON” – NO LONGER REQUIRED.
6. ADDITIONAL FLIGHT DATA – CHANGED “REFERENCE PATH ID: W16B” TO “REFERENCE PATH ID: W17B” – RUNWAY NUMBERS CHANGED.
7. ADDITIONAL FLIGHT DATA: CHANGED “CHART FAS OBST: 3559 TREE 440556N/1211250W.” TO “FAS OBST: 3552 TREE 440551N/1211251W.” – NEW CONTROLLING OBSTACLES.
8. FAS DATA: CRC REMAINDER CHANGED FROM C7471930 TO 7485F6B5 – RUNWAY NUMBER AND REFERENCE PATH ID CHANGED.



COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZSE, AMGR, OR AERO DIV

FLIGHT CHECKED BY

JORDAN ROLIH

Digitally signed by

CASEY D HILL

May 11, 2026

OFFICE

AJF

DATE

05/06/2026

DEVELOPED BY

STEVEN SHEDD

Digitally signed by

CASEY D HILL

May 11, 2026

OFFICE

AJV-A431

DATE

01/20/2026

APPROVED BY

CASEY HILL

Digitally signed by

CASEY D HILL

May 11, 2026

OFFICE

AJV-A431

DATE

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD

OPERATION TYPE
SBAS SERVICE PROVIDER IDENTIFIER
AIRPORT IDENTIFIER
RUNWAY
APPROACH PERFORMANCE DESIGNATOR
ROUTE INDICATOR
REFERENCE PATH DATA SELECTOR
REFERENCE PATH IDENTIFIER (APPROACH ID)
LTP/FTP LATITUDE
LTP/FTP LONGITUDE
LTP/FTP ELLIPSOIDAL HEIGHT
FPAP LATITUDE
FPAP LONGITUDE
THRESHOLD CROSSING HEIGHT (TCH)
TCH UNITS SELECTOR (METERS OR FEET USED)
GLIDEPATH ANGLE (GPA)
COURSE WIDTH AT THRESHOLD
LENGTH OFFSET
HORIZONTAL ALERT LIMIT (HAL)
VERTICAL ALERT LIMIT (VAL)

DATA

0
0
KBDN
RW17
0
Z
0
W17A
440606.0915N
1211200.7720W
+10163
440436.9870N
1211200.8535W
00050.0
F
03.00
106.75
1168
40.0
50.0

CRC REMAINDER

7485F6B5

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K1
+10372
+10372



**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>
BDN	RNAV (GPS) Z RWY 17	2	BEND	OR	3459	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM DSD VORTAC **TO** FOMBO

RNP 1.00 DISTANCE 5.96 PAT MAP HAT HMAS

<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	441512.00N/1211812.00W	4318	215	8	4B	2000				AT682	7000
TERRAIN	441512.00N/1211812.00W	4117 (4100)								AS1500	5600

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM HERBS **TO** FOMBO

RNP 1.00 DISTANCE 6.94 PAT MAP HAT HMAS

<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	441851.00N/1211048.00W	3373	215	8	4B	1000				AT2627	7000
TERRAIN	441957.00N/1211115.00W	3143 (3100)								AS1500	4600

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM

FOMBO (IF/IAF)

TO

HEKIL

RNP

1.00

DISTANCE

6.90

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	441209.00N/1211212.00W	3399	215	8	4B	500				AT1501	5400
TERRAIN	441451.00N/1211251.00W	3241 (3200)								AS1500	4700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

HEKIL

TO

RW17

RNP

0.30

DISTANCE

6.11

PAT

MAP

DA

HAT

250

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TRAVERSE_WAY (41-024223)	440612.86N/1211206.45W	3421	20	10	1B		34:1			AC10 DG251	3682

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM

HEKIL

TO

RW17

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	6.11		DA	308	

<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	440551.00N/1211251.00W	3552	215	8	4B	161				AC8 DG19	3740

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

HEKIL

TO

RW17

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	6.11		RW17	388	

<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	440551.00N/1211251.00W	3552	215	8	4B	250				XL6	3820

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

FOMBO

TO

P-9

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-9	<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	442500.00N/1210606.00W	5299	215	8	4B	1000				AT701	7000
TERRAIN	442500.00N/1210606.00W	5098 (5100)								AS1500	6600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

REMTE

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 3482			
<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				7400
AAO	435612.00N/1210445.00W	4977	215	8	4B	1000				SA-252 AT1675	7400
TERRAIN	435839.00N/1211348.00W	4235 (4200)								AS1500	5700

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

REMTE

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 3579				
<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				7400
AAO	435612.00N/1210445.00W	4977	215	8	4B	1000				SA-252 AT1675	7400
TERRAIN	435839.00N/1211348.00W	4235 (4200)								AS1500	5700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW17

TO

REMTE

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 3714				
<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				7400
AAO	435612.00N/1210445.00W	4977	215	8	4B	1000				SA-252 AT1675	7400
TERRAIN	435839.00N/1211348.00W	4235 (4200)								AS1500	5700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

BDN

PROCEDURE NAME

RNAV (GPS) Z RWY 17

AMDT NO.

2

CITY

BEND

STATE

OR

AIRPORT ELEVATION

3459

FACILITY

RNAV

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	440412.00N/1211312.00W	1.36	501	3654	215	8	4B	300			3960
CATEGORY B											
TREE (41-081716)	440349.18N/1211315.54W	1.93	521	3665	20	10	1B	300			3980
CATEGORY C											
TREE	440224.00N/1211327.00W	3.05	661	3811	215	8	4B	300			4120
CATEGORY D											
AAO	440339.00N/1211700.00W	4.01	1181	4340	100	10	3B	300			4640

CIRCLING REMARKS:

CIRCLING CAT D EVALUATED USING MITRE 3DEP 1 ARCSEC.

MSA

CENTER	RADIUS
RW17	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	440612.00N/1214609.00W	256	24.6	10552	215	8	4B	1000			11600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZSE ARTCC, MMV FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3	BDN	24	BDN		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	RDM	24	RDM	9.82	Y	81

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
BDN 3459, RDM 3052
RA = 80.1

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
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<u>AIRPORT ID</u> BDN	<u>PROCEDURE NAME</u> RNAV (GPS) Z RWY 17	<u>AMDT NO.</u> 2	<u>CITY</u> BEND	<u>STATE</u> OR	<u>AIRPORT ELEVATION</u> 3459	<u>FACILITY</u> RNAV
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>			
RW17 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)		NPI-G				
RW35 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-G				

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 3403.0	<u>TCH</u> 50.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 38.3
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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> -21C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -21C	<u>APT ISA</u> +8.15C
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CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 1002 HIGH TEMP 1322.

"VISUAL PORTION OF FINAL" PENETRATIONS

<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.

TAA NA PER ATC/FPT

100 FT VEGETATION USED PER FPT.

TCH VALUES PUBLISHED PER FPT. ALTHOUGH THE AIRPORT DESIGN CODE (ADC) IS B-II, THERE ARE WHEEL HEIGHT GROUP (WHG) 3 AIRCRAFT UTILIZING THE AIRPORT (GL5T, GLEX, GLF5, ETC.). THIS WHG 3 REQUIRES A MINIMUM TCH OF 40' PER TABLE 10-1-1 BUT THE RECOMMEND TCH IS 50. DUE INABILITY TO MATCH THE VGSI TCH VALUE OF 38.3 A TCH OF 50 WAS UTILIZED.

BACKUP ALTIMETER NOTES RETAINED AS CHART NOTES PER FPT.

CIRCLING CAT D EVALUATED USING MITRE 3DEP 1 ARCSEC.

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	2.97
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	180.04
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	3400
DISTANCE FROM	THLD	TO 1500FT POINT	5.11
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	180.04
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	3400

THRESHOLD COORDINATES (IF STR-IN)	440606.09N/1211200.77W
ARP COORDINATES	440540.42N/1211200.80W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 35 DISTANCE 0.43 NM
FAF COORDINATES	441212.89N/1211200.43W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
STEVEN SHEDD	AJV-A431	01/20/2026	AERONAUTICAL INFORMATION SPECIALIST