

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) SPECIAL INSTRUMENT APPROACH PROCEDURE
SPECIFICATION -- NOT FOR COCKPIT USE**

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.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be conducted in accordance with a charted instrument approach procedure predicted on the specifications contained herein, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Minimum altitudes shall correspond with those established for enroute operations in the particular area or as set forth below.

<u>AIRPORT ID</u> 0XA5	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 32	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> CAMPBELLTON	<u>STATE</u> TX
<u>AIRPORT ELEVATION</u> 317	<u>TDZE</u> 309	<u>SUPERSEDED</u> RNAV (GPS) RWY 32	<u>DATED</u> 10/20/2011	<u>MAG VAR</u> 5E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2010
			<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>
ZAMLI	IAF	ZIVAL	NOPT	TF	FB	1.00	296.25	13.32	3000
ZIVAL	IF/IAF	HUTAV		TF	FB	1.00	319.51	6.50	1900
HUTAV	FAF	ODEDY/1.90 NM TO RW32		TF	FB	0.30	319.48	3.05	
ODEDY/1.90 NM TO RW32		RW32	MAP	TF	FO	0.30	319.48	1.90	
RW32	MAP	620 MSL		CA			319.48		
620 MSL		OZKUJ		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LP: RW32
LNAV: RW32

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT OZKUJ AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|---|--------------------|----------------|------------------|----------|------------------------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. HOLD SE ZIVAL, RT, 319.51 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000. | | | | | |
| 3. FAC: 319.48 | FAF: HUTAV | | DIST FAF TO MAP: | 4.95 | DIST FAF TO THLD: 4.95 |
| 4. MIN ALT: ZIVAL 3000, HUTAV 1900, ODEY/1.90 NM TO RW32 920 | | | | | |
| 5. DIST TO THLD FROM OM: | MM: | IM: | 150 HAT: | GS ANT: | |
| 6. MIN GP INCPT: | GP ALT AT FAF: | | | OM: | MM: |
| 7. GP ANGLE: | 34:1: IS NOT CLEAR | 20:1: IS CLEAR | TCH: | | IM: |
| 8. MSA FROM: RW32 2600 | | | | | |



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: ACTIVATE MIRL RWY 14-32 - 122.90.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PEZ ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET.
CHART NOTE: USE OF 74 RANCH REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ZAMLI ON V163 SOUTHEAST BOUND.
CHART NOTE: RWY 32 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 139.39 INBOUND.
CHART FAS OBST: 355 TREE 283906N/0982154W, 318 TREE 283936N/0982206W.
430 TREE 283845N/0982151W, 338 TREE 283909N/0982145W.
WAAS CHANNEL # 93721
REFERENCE PATH ID: W32A
HUTAV TO RW32: 3.00/40.
LTP HAE: 60.3 M

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
LP MDA	620	1	311	620	1	311		NA			NA				
LNAV MDA	620	1	311	620	1	311		NA			NA				
CIRCLING	700	1	383	780	1	463		NA			NA				



CHANGES - REASONS

1. TERMINAL ROUTES LINE 1: IAF CHANGED FROM "THX VORTAC" TO "ZAMLI" – THX VOR MON.
2. TERMINAL ROUTES LINE 2: RNP CHANGED FROM 0.5 TO 1.00 – UPDATED IAW 8260.58C, TABLE 1-2-1
3. TERMINAL ROUTES LINE 4: COURSE CHANGED FROM 319.46 TO 319.48 – UPDATED EVALUATION/CALCULATIONS.
4. MISSED INSTRUCTIONS: CHANGED FROM "CLIMB TO 3000 DIRECT OZKUJ AND HOLD." TO "CLIMB TO 3000 DIRECT OZKUJ AND HOLD. CONTINUE CLIMB-IN-HOLD TO 3000." – CLIMB-IN-HOLD REQUIRED TO ACHIEVE MISSED APPROACH HOLD ALTITUDE.
5. PROFILE LINE 2: ADDED "MAX 6000" – WHERE AN IAP REQUIRES A HOLDING PATTERN IN-LIEU-OF-PT MAX HOLDING ALTITUDE MUST BE INCLUDED. REF. 8260.19J 8-6-7B. (2)
6. PROFILE LINE 7: 34:1 CHANGED FROM "IS CLEAR" TO "IS NOT CLEAR" - APT RWY'S HAVE NO SURVEY, SO 34:1 ARE ASSUMED TO EXIST TO THOSE RWY'S. SEE PART C: REMARKS.
7. PROFILE LINE 7: ADDED "20:1: IS CLEAR" – SEE PART C: GENERAL REMARKS
8. PBN REQUIREMENTS NOTE: ADDED "RNP APCH – GPS" - PER 8260.19J, PARA 8-6-8D.
9. NOTES: DELETED "CHART NOTE: DME/DME RNP-0.3 NA"- NO LONGER REQUIRED.
10. NOTES: DELETED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON THX VORTAC AIRWAY RADIALS 319 CW 337"; ADDED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ZAMLI ON V163 SOUTHEAST BOUND." – THX VOR MON.
11. NOTES: CHANGED BACKUP ALTIMETER NOTE FROM "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PLEASANTON ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET." TO "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PEZ ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET." – REPLACED AIRPORT NAME WITH FAA ID. REF. 8260.19J 8-6-10. F
12. NOTES: CHANGED HELICOPTER VISIBILITY NOTE FROM "CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA." TO "CHART NOTE: RWY 14 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED." – IAW 8260.19J, 8-6-12K. (2)
13. ADDITIONAL FLIGHT DATA: UPDATED FAS OBSTACLES FROM " CHART FAS OBST: 355 CHART FAS OBST: 359 TOWER 284048N/0982235W." TO " CHART FAS OBST: 355 TREE 283906N/0982154W, 318 TREE 283936N/0982206W." - EVALUATION IDENTIFIED NEW ASSUMED VEGETATION, 8260.19J 8-6-11. C.
14. ADDITIONAL FLIGHT DATA: DELETED "CHART: 415 TREE 283844N/0982150W."; ADDED "430 TREE 283845N/0982151W, 338 TREE 283909N/0982145W." – NEW 7:1 OBSTACLES IDENTIFIED. REF. 8260.19J 8-6-11. C.
15. MINIMUMS LP AND LNAV: HAT CHANGED FROM "338" TO "311" – PREVIOUS HAT CALCULATION BASED ON THRE: 282, NEW CALCULATION BASED ON TDZE: 309.
16. FAS DATA BLOCK INFORMATION: CRC REMAINDER CHANGED FROM "F496B9AA" TO "A201187E" - FPAP LAT/LON UPDATED FROM "284204.4100N/0982345.4500W" TO "284204.4040N/0982345.4455W".

SUBMITTED BY	OFFICE	DATE	
FLIGHT CHECKED BY	OFFICE	DATE	
DEVELOPED BY DUSTIN HARDISON	OFFICE AJV-A422	DATE 01/14/2025	
RECOMMENDED BY RAKE MCGRAW	OFFICE AJV-A422	DATE 06/12/2025	TITLE MANAGER
APPROVED BY	OFFICE	DATE	TITLE



AIRPORT ID
0XA5

PROCEDURE NAME
RNAV (GPS) RWY 32

ORIGINAL/AMENDMENT
1

CITY
CAMPBELLTON

STATE
TX

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	0XA5
RUNWAY	RW32
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W32A
LTP/FTP LATITUDE	284051.7270N
LTP/FTP LONGITUDE	0982246.5360W
LTP/FTP ELLIPSOIDAL HEIGHT	+00603
FPAP LATITUDE	284204.4040N
FPAP LONGITUDE	0982345.4455W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1568
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	00.0

CRC REMAINDER	A201187E
---------------	----------

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K4
LTP ORTHOMETRIC HEIGHT	+00861
FPAP ORTHOMETRIC HEIGHT	+00861



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

<u>AIRPORT ID</u> 0XA5	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 32	<u>AMDT NO.</u> 1	<u>CITY</u> CAMPBELLTON	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 317	<u>FACILITY</u> RNAV
---------------------------	--	----------------------	----------------------------	--------------------	---------------------------------	-------------------------

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM TO
ZAMLI ZIVAL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	13.32										
<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	283200.00N/0981503.00W	553	215	8	4B	1000				AT1447	3000
TERRAIN	282618.00N/0980115.00W	328 (300)								AS1500	1800

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM TO
ZIVAL (IF/IAF) HUTAV

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	6.50										
<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	283236.00N/0981842.00W	561	215	8	4B	500					1100
TERRAIN	283409.00N/0982003.00W	360 (400)								AS1500	1900

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LP

FROM

HUTAV

TO

ODEDY/1.90 NM TO RW32

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	3.05										
<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	283800.00N/0982027.00W	597	215	8	4B	250				RA60	920

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LP STEPDOWN

FROM

ODEDY/1.90 NM TO RW32

TO

RW32

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	1.90		RW32		311						
<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	283936.00N/0982206.00W	318	215	8	4B	250				XP52	620

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP: MATCH CURRENT MINS



FINAL: LNAV

FROM

HUTAV

TO

ODEDY/1.90 NM TO RW32

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	3.05										
<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	283800.00N/0982027.00W	597	215	8	4B	250				RA60	920

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

ODEDY/1.90 NM TO RW32

TO

RW32

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	1.90		RW32		311						
<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	283906.00N/0982154.00W	355	215	8	4B	250					620

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

ZIVAL

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 (48-008086)	282424.00N/0981021.00W	737	50	20	2C	1000				AT1263	3000
TERRAIN	283221.00N/0981842.00W	360 (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: LP

FROM

RW32

TO

OZKUJ

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 520				
<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				3000
AAO	285230.00N/0982945.00W	699	215	8	4B	1000					1700
TERRAIN	285133.00N/0982957.00W	442 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW32

TO

OZKUJ

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 520			
<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				3000
AAO	285230.00N/0982945.00W	699	215	8	4B	1000					1700
TERRAIN	285133.00N/0982957.00W	442 (400)								AS1500	1900

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	284048.00N/0982430.00W	1.30	383	378	215	8	4B	300		XP22	700
CATEGORY B											
TREE	284045.00N/0982436.00W	1.82	463	384	215	8	4B	300		HAA	780

CIRCLING REMARKS:

XP: MATCH CURRENT MINIMUMS

MSA

CENTER

RW32

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (48-014504)	285458.30N/0983940.00W	308	19.8	1535	500	50	5D	1000			2600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZHU ARTCC, SAT APP CON, SJT FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
UNKNOWN	0XA5	24	0XA5	0	N	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3	PEZ	24	PEZ	17.67	Y	54

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
K0XA5 317, KPEZ 411
RA = 53.9.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW32 - LIRL (PCL)			
RW14 - LIRL (PCL), PVASI-PSIL			

<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	282.4	40.0				

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>
---------------------	----------------------	------------	----------------

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

<u>PENETRATIONS REMARKS:</u>
APT RWY'S HAVE NO SURVEY. AIRPORT OWNER ASSUMES ALL RESPONSIBILITY FOR KEEPING 20:1 SURFACES CLEAR.



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.

VEGETATION HEIGHT: 26 FT

VDP NOTESTABLISHED - AIRPORT RUNWAYS HAVE NO SURVEYS.

RETENTION OF NIGHT MINIMUMS: APT RWY'S HAVE NO SURVEY. AIRPORT OWNER ASSUMES ALL RESPONSIBILITY FOR KEEPING 20:1 SURFACES CLEAR.

ORDER 8260.3 CHAPTER 2 APPLIED TO 338 TREE 283909.00N/0982145.00W.

ORDER 8260.3 CHAPTER 2 APPLIED TO 430 TREE 283845.00N/0982151.00W.

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	3.28
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	324.48
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	400
DISTANCE FROM		TO 1500FT POINT	4.95
WIDTH OF		SEGMENT AT 1500FT POINT	2.13
TRUE COURSE OF		SEGMENT CONTAINING 1500FT POINT	324.48
HIGH TERRAIN IN		SEGMENT CONTAINING 1500FT POINT	400

THRESHOLD COORDINATES (IF STR-IN)	284051.73N/0982246.54W
ARP COORDINATES	284107.38N/0982259.22W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 14 DISTANCE 0.32 NM
FAF COORDINATES	283649.22N/0981930.18W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
DUSTIN HARDISON	AJV-A422	01/14/2025	AERONAUTICAL INFORMATION SPECIALIST

