

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
VOR STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.23**

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> RDD	<u>PROCEDURE NAME</u> VOR RWY 35	<u>ORIGINAL/AMENDMENT</u> 12	<u>CITY</u> REDDING	<u>STATE</u> CA
<u>AIRPORT ELEVATION</u> 505	<u>TDZE</u> 499	<u>SUPERSEDED</u> VOR RWY 34	<u>DATED</u> 01/30/2020	<u>MAG VAR</u> 18E
<u>FACILITY</u> RDD	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 1980
				<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>
BEIRA INT/RBL 25.91 DME		RDD VOR/DME					076.01	5.32	4000
ITMOR INT/RBL 30.98 DME		RDD VOR/DME					224.00	11.95	4200
RBL VORTAC		RDD VOR/DME					336.05	24.45	3100

MISSED APPROACH

MAP:

RDD VOR/DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2100 THEN CLIMBING RIGHT TURN TO 5300 ON HDG 090.00 AND ON RDD VOR/DME R-044.00 TO ITMOR INT/RBL 30.98 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5300.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMBING LEFT TURN TO 3100 IN RDD VOR/DME HOLDING PATTERN.

PROFILE:

1. **PT R** **SIDE OF COURSE** 175.00 **OUTBOUND** 2600 **FT WITHIN** 10 **MILES OF** RDD VOR/DME (IAF)
- 2.
3. **FAC:** 355.00 **FAF:** **DIST FAF TO MAP:** **DIST FAF TO THLD:**
4. **MIN ALT:** MACHL/RDD 3.70 DME 1680
8. **MSA FROM:** RDD VOR/DME 020-110 8100, 110-200 4800, 200-290 8200, 290-020 6600



NOTES:

CHART NOTE: CIRCLING RWY 13 NA AT NIGHT.
 CHART NOTE: RWY 35 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
 CHART NOTE: MACHL FIX MINIMUMS AND VOR MINIMUMS: INOPERATIVE TABLE DOES NOT APPLY TO S-35 CATS C/D.
 CHART NOTE: MACHL FIX MINIMUMS: FOR INOPERATIVE ALS, INCREASE S-35 CAT A VISIBILITY TO 1 SM.

ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S, RDD VOR/DME, LT, 355.00 INBOUND.
 TCH: MACHL TO RDD VOR/DME 3.08/55.
 HOLD S, LT, 357.00 INBOUND.
 FAS OBST: 824 AAO 402709N/1222021W.
 CHART VDP AT 2.46 DME.
 DISTANCE VDP TO THLD 2.23 NM.
 FAC CROSSES RWY C/L EXTENDED 2595 FT FROM THLD.

MINIMUMS:

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

ALTERNATE: NA CAT A, B 1200-2, CAT C, D 1200-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA												
S-35	1680	3/4	1181	1680	1	1181	1680	3	1181	1680	3	1181			
CIRCLING	1680	1 1/4	1175	1680	1 1/2	1175	1680	3	1175	1680	3	1175			
MACHL FIX MINIMUMS															
S-35	1260	3/4	761	1260	3/4	761	1260	2 1/2	761	1260	2 1/2	761			
CIRCLING	1260	1	755	1260	1 1/4	755	1260	2 1/2	755	1340	2 3/4	835			



CHANGES - REASONS

- 1) CHANGED PROCEDURE NAME FROM VOR RWY 34 TO VOR RWY 35 - AIRPORT RUNWAY RENUMBERING PROJECT.
- 2) CHANGED FEEDER SEGMENT ALTITUDE BETWEEN ITMOR INT AND RDD VOR/DME FROM 3900 TO 4200 - NEW CONTROLLING OBSTACLE 2479 AAO 403403.00N/1215818.00W.
- 3) ADDED INT DESIGNATION AND DME DISTANCES TO TERMINAL ROUTES FOR BEIRA AND ITMOR - IDENTIFIED PREVIOUSLY ESTABLISHED METHODS OF LOCATING FIX.
- 4) ADDED INT DESIGNATION AND RBL DME DISTANCE TO MISSED APPROACH INSTRUCTIONS AT ITMOR - IDENTIFIED PREVIOUSLY ESTABLISHED METHODS OF LOCATING FIX.
- 5) REMOVED "CONTINUE CLIMB-IN-HOLD TO 3100" FROM ALTERNATE MISSED APPROACH INSTRUCTIONS - 8260.19K PARA 8-6-6 (D)(4).
- 6) CHANGED MSA ALTITUDE FOR SECTION 020-110 FROM 7900 FT TO 8100 FT - NEW CONTROLLING OBSTACLE 7015 AAO 404548.00N/1214751.00W.
- 7) CHANGED MSA ALTITUDE FOR SECTION 110-200 FROM 4600 FT TO 4800 FT - NEW CONTROLLING OBSTACLE 3724 AAO 401521.00N/1214645.00W.
- 8) CHANGED MSA ALTITUDE FOR SECTION 200-290 FROM 8100 FT TO 8200 FT - NEW CONTROLLING OBSTACLE 7156 AAO 403318.00N/1224603.00W.
- 9) CHANGED MSA ALTITUDE FOR SECTION 290-020 FROM 6700 FT TO 6600 FT - NEW CONTROLLING OBSTACLE 5535 AAO 405400.00N/1223600.00W.
- 10) CHANGED MACHL FIX S-35 ALL CATS MDAS/HATS FROM 1100/601 TO 1260/761 - MISSED APPROACH CIH SLOPING SURFACE PENETRATION ADJUSTMENT.
- 11) MACHL FIX MINS CIRCLING MDA/HAA CHANGED FROM: CAT A/B 1100/595, CAT C 1120/615 TO: CAT A/B/C 1260/755 - MATCH STRAIGHT-IN MINIMUMS.
- 12) CHANGED MACHL FIX S-35 VISIBILITIES CATS A/B FROM 1/2 SM TO 3/4 SM - 34:1 VISUAL AREA PENETRATION 520 BUILDING (06-226522) 402953.52N/1221743.70W.
- 13) CHANGED MACHL FIX S-35 VISIBILITIES CATS C/D FROM 1-3/8 SM TO 2-1/2 SM - CREDIT FOR ALS DOES NOT APPLY.
- 14) CHANGED "CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-34 CATS C/D" TO "CHART NOTE: MACHL FIX MINIMUMS AND VOR MINIMUMS: INOPERATIVE TABLE DOES NOT APPLY TO S-35 CATS C/D" - IAW 8260.19K, PARA 8-6-12 (O)(3)(E).
- 15) CHANGED "CHART NOTE: MACHL FIX MINIMUMS: FOR INOPERATIVE ALS, INCREASE S-34 CAT C/D VISIBILIY TO 1 3/4 SM" TO "CHART NOTE: MACHL FIX MINIMUMS: FOR INOPERATIVE ALS, INCREASE S-35 CAT A VISIBILITY TO 1 SM" - 8260.19K, TABLE 3-3-3.
- 16) CHANGED "FAS OBST: 850 AAO 402632N/1222107W" TO "FAS OBST: 824 AAO 402709N/1222021W" - NEW OBSTACLE EVALUATION.
- 17) CHANGED "CHART ALTERNATE MA HOLDING, HOLD S, RDD VOR/DME, LT 355.00 INBOUND" TO "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S, RDD VOR/DME, LT, 355.00 INBOUND" - 8260.19K PARA 8-6-6 (H)(2).
- 18) REMOVED "CHART CIRCLING ICON" NOTE - NO LONGER REQUIRED PER REMOVAL OF CIRCLING ICONS MEMO DATED 5/15/25.
- 19) ADDED CHART NOTE: CIRCLING RWY 13 NA AT NIGHT - UNLIT 20:1 PENETRATION FOR RUNWAY 13, CLEARS NOTAM FDC 5/4101.
- 20) ADDED CHART NOTE: RWY 35 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED - NEW 34:1 PENETRATION, CLEARS NOTAM FDC 5/4578.
- 21) CHANGED CHART VDP AT 1.96 DME TO 2.46 DME AND DISTANCE VDP TO THLD 1.73 NM TO 2.23 NM - RAISED MACHL MINS.
- 22) ADDED "TCH: MACHL TO RDD VOR/DME 3.08/55" - 8260.19K PARA 8-6-11 (O)(1).

COORDINATED WITH:

A4A
 ALPA
 AOPA
 APA
 HAI
 NBAA
 OTHER: ZOA, RDD AMGR, RDD TOWER

FLIGHT CHECKED BY

TROY E DEVINE

Digitally signed by
CASEY D HILL
 Jan 28, 2026

OFFICE

AJF

DATE

01/23/2026

DEVELOPED BY

ALLAN WILL (STEVEN SHEDD)

Digitally signed by
CASEY D HILL
 Jan 28, 2026

OFFICE

AJV-A33

DATE

09/09/2025

APPROVED BY

KYLE THOMPSON

Digitally signed by
CASEY D HILL
 Jan 28, 2026

OFFICE

AJV-A33

DATE

**TITLE
MANAGER**



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

<u>AIRPORT ID</u> RDD	<u>PROCEDURE NAME</u> VOR RWY 35	<u>AMDT NO.</u> 12	<u>CITY</u> REDDING	<u>STATE</u> CA	<u>AIRPORT ELEVATION</u> 505	<u>FACILITY</u> RDD
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
BEIRA INT/RBL 25.91 DME

TO
RDD VOR/DME

RNP DISTANCE PAT MAP HAT HMAS
5.32

<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>
POLE (06-113227)	403354.54N/1222617.47W	1204	20	10	1B	2000				AT796	4000
TERRAIN	402639.00N/1222448.00W	777 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM
ITMOR INT/RBL 30.98 DME

TO
RDD VOR/DME

RNP DISTANCE PAT MAP HAT HMAS
11.95

<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	403403.00N/1215818.00W	2479	250	10	4B	2000				MT-279	4200
TERRAIN	403218.00N/1220136.00W	1604 (1600)								AS1500	3100

COMPUTATIONS

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

SEGMENT REMARKS:



AIRPORT ID
RDD

PROCEDURE NAME
VOR RWY 35

AMDT NO.
12

CITY
REDDING

STATE
CA

AIRPORT ELEVATION
505

FACILITY
RDD

FINAL: STEPDOWN

FROM
MACHL/RDD 3.70 DME

TO
RDD VOR/DME

RNP

DISTANCE
3.70

PAT

MAP
RDD VOR/DME

HAT
761

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	402709.00N/1222021.00W	824	215	8	4B	250				MAH186	1260

COMPUTATIONS

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

SEGMENT REMARKS:

PROCEDURE TURN

FROM
RDD VOR/DME

TO
10 NM

RNP

DISTANCE

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	403218.00N/1223018.00W	2336	215	8	4B	1000				SA-936	2400
TERRAIN	403354.00N/1222648.00W	1112 (1100)								AS1500	2600

COMPUTATIONS

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

SEGMENT REMARKS:



AIRPORT ID
RDD

PROCEDURE NAME
VOR RWY 35

AMDT NO.
12

CITY
REDDING

STATE
CA

AIRPORT ELEVATION
505

FACILITY
RDD

MISSED APPROACH

FROM
RDD VOR/DME

TO
ITMOR INT/30.98 DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
1010

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	402915.00N/1225524.00W	3524	215	8	4B		ASC			PR230	5300
AAO	403218.00N/1220136.00W	1805	215	8	4B	1000					2900
TERRAIN	403218.00N/1220136.00W	1604 (1600)								AS1500	3100

COMPUTATIONS

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

SEGMENT REMARKS:

OBSTACLE 3524 AAO 402915.00N/1215524.00W IS A CIH SLOPING SURFACE PENETRATION.

MISSED APPROACH ALTERNATE

FROM
RDD VOR/DME

TO
RDD VOR/DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
1010

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3100
AAO	403157.00N/1222933.00W	1746	215	8	4B	1000					2800
TERRAIN	402657.00N/1222536.00W	807 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:



AIRPORT ID
RDD

PROCEDURE NAME
VOR RWY 35

AMDT NO.
12

CITY
REDDING

STATE
CA

AIRPORT ELEVATION
505

FACILITY
RDD

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											
TREE	403218.00N/1221703.00W	1.30	1175/755	648	250	8	4B	300		SI/SI	1680/1260
CATEGORY B											
TREE	403224.00N/1221557.00W	1.82	1175/755	688	250	8	4B	300		SI/SI	1680/1260
CATEGORY C											
TOWER (06-000011)	403331.00N/1221952.00W	2.86	1175/755	762	500	50	5D	300		SI/SI/AC50	1680/1260
CATEGORY D											
TOWER (06-000016)	403236.00N/1222120.00W	3.74	1175/835	981	500	50	5D	300		SI/AC50	1680/1340

CIRCLING REMARKS:

MSA

CENTER RADIUS
RDD VOR/DME 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>
020-110	AAO	404548.00N/1214751.00W	037	27.4	7015	215	8	4B	1000			8100
110-200	AAO	401521.00N/1214645.00W	104	27.8	3724	215	8	4B	1000			4800
200-290	AAO	403318.00N/1224603.00W	260	22.0	7156	215	8	4B	1000			8200
290-020	AAO	405400.00N/1223600.00W	311	27.6	5535	215	8	4B	1000			6600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

100 FT VEG USED PER FPT.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZOA ARTCC, RDD TOWER

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	RDD	24	RDD		Y	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>
ASOS	RBL	24	RBL	21.48	Y	71

WX REMARKS:



AIRPORT ID
RDD

PROCEDURE NAME
VOR RWY 35

AMDT NO.
12

CITY
REDDING

STATE
CA

AIRPORT ELEVATION
505

FACILITY
RDD

RASS PRESSURE PATTERNS THE SAME.
KRDD 505
KRBL 352
RA=70.8

PRIMARY NAVAID
RDD VOR/DME

MONITOR POINT
POCC

HRS OPERATION
24

CAT
1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW13 - MIRL (PCL)	BSC-P	
RW31 - MIRL (PCL), PAPI-2L	BSC-P	
RW17 - HIRL (PCL), REIL (PCL), PAPI-4L (PCL)	PIR-P	
RW35 - MALSR (PCL), HIRL (PCL), PAPI-4L	PIR-P	

GLIDESLOPE ANGLE

ELEV RWY THRESHOLD

TCH

ELEV GS ANTENNA

DISTANCE FROM RWY

VGSI ANGLE

TCH

3.00

55.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD
ON CENTERLINE

2595 FT FROM THRESHOLD
FT R OF CENTERLINE

DISPLACED THRESHOLD DISTANCE

CRITICAL TEMPERATURES

CRITICAL LOW

CRITICAL HIGH

ACT

APT ISA

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 13
20:1	
599 TREE (06-130322) 403101.0200N/1221803.6800W (4.37)	602 TREE (06-309712) 403056.3800N/1221812.6800W (3.08)
571 TREE (06-310012) 403057.2800N/1221759.7600W (0.6)	
FINAL TYPE	VOR
34:1	
520 BUILDING (06-226522) 402953.5200N/1221743.7000W (3.97)	
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:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

ZOA HAS RADAR COVERAGE AND COMMUNICATIONS TO 200 AGL AT RDD.

FAA FORM 8260-9: "ORDER 8260.3 CHAPTER 2 APPLIED TO 844 AAO 402639.00N/1222057.00W.

CONTINGENCY NOTES:

VDP NA WHEN USING RBL ALTIMETER SETTING.

WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE RBL ALTIMETER SETTING AND INCREASE ALL MDAS 80 FEET AND MACHL FIX MINS CIRCLING CATS A AND D 1/4 SM.

WHEN USING RBL ALTIMETER SETTING MIN AT AT MACHL 1760.

VOR S-35 AND MACHL FIX MINIMUMS CATS C/D DO NOT GET LIGHT CREDIT DUE TO EXCEEDING 8260.3 TABLE 3-1-1 APPROACH LIGHT LATERAL AND/OR VERTICAL COVERAGE LIMITS.

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	FACILITY	TO 1000FT POINT	
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	7.00
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	4.80
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	013.00
DISTANCE FROM	FACILITY	TO 1500FT POINT	700
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	7.00
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	4.80
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	013.00
			700

THRESHOLD COORDINATES (IF STR-IN)

403004.01N/1221741.59W

ARP COORDINATES

403032.35N/1221736.19W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 17 DISTANCE 0.68 NM

FAF COORDINATES

FIX NAME COORDINATES

REMARKS

MACHL: 402639.782N/1221835.588W.

RDD VOR/DME: 403016.425N/1221730.124W.

PART E: PREPARED BY

NAME

ALLAN WILL (STEVEN SHEDD)

OFFICE

AJV-A33

DATE

09/09/2025

TITLE

AERONAUTICAL INFORMATION SPECIALIST

