

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> SBY	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 32	<u>ORIGINAL/AMENDMENT</u> 4	<u>CITY</u> SALISBURY	<u>STATE</u> MD
<u>AIRPORT ELEVATION</u> 54	<u>TDZE</u> 54	<u>SUPERSEDED</u> RNAV (GPS) RWY 32	<u>ORIGINAL/AMENDMENT</u> 3	<u>DATED</u> 11/27/2025
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 12W
				<u>EPOCH YEAR</u> 2000
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
BEEEG	IF/IAF	COLBE		TF	FB	1.00	318.78	3.86	1600
COLBE	FAF	PUJKE/1.99 NM RW32		TF	FB	0.30	318.73	2.70	
PUJKE/1.99 NM TO RW32		RW32	MAP	TF	FO	0.30	318.73	1.99	
RW32	MAP	304 MSL		CA			318.73		
304 MSL		HYDRS		DF	FO	1.00			2100

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW32

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2100 DIRECT HYDRS AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD SE BEEEG, RT, 318.78 INBOUND, 2000 IN LIEU OF PT (IAF), MAX 6000.					
3. FAC: 318.73	FAF: COLBE		DIST FAF TO MAP: 4.69	DIST FAF TO THLD: 4.69	
4. MIN ALT: BEEEG 2000, COLBE 1600, PUJKE/1.99 NM RW32 580					
5. DIST TO THLD FROM OM: MM: IM:			150 HAT:	250 HAT: 0.62	GS ANT:
6. MIN GP INCPT: 1600	GP ALT AT PFAF: COLBE 1600			OM:	MM: IM:
7. GP ANGLE: 3.00	34:1: IS NOT CLEAR	20:1: IS CLEAR	TCH: 54.0		
8. MSA FROM: RW32 2100					



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -9°C OR ABOVE 54°C.
CHART NOTE: RWY 32 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 SM AND LNAV ALL CATS VISIBILITY TO 1 SM.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV ALL CATS

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 138.55 INBOUND.
FAS OBST: 169 TREE 382012N/0752939W.
CHART VDP AT 0.98 NM TO RW32.
WAAS CHANNEL # 48912
REFERENCE PATH ID: W32A
LTP HAE: -19.5 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/4, 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	304	3/4	250	304	3/4	250	304	3/4	250	304	3/4	250			
LNAV/VNAV DA	420	3/4	366	420	3/4	366	420	3/4	366	420	3/4	366			
LNAV MDA	420	3/4	366	420	3/4	366	420	3/4	366	420	3/4	366			
CIRCLING	480	1	426	560	1	506	560	1 1/2	506	700	2 1/4	646			



CHANGES - REASONS

1. PROFILE LINE 3: DIST FAF TO MAP/ FAF TO THLD CHANGED FROM 5.00 NM TO 4.69 NM.- FAF LOCATION MOVED
2. PROFILE LINE 4: PUJKE MIN ALT CHANGED FROM 740 TO 580.- SDF PUJKE MOVED
3. PROFILE LINE 5: CHANGED HAT VALUE FROM 200 HAT .46 TO 250 HAT .62.- NEW FINAL DATA
4. TERMINAL ROUTES: PUJKE - RW 32 COURSE CHANGED FROM 318.74 TO 318.73.- NEW FINAL APPROACH COURSE DATA
5. PROFILE LINE 7: REMOVED 34:1 IS CLEAR, ADDED 34:1 IS NOT CLEAR.- NEW 34:1 OBSTACLES
6. NOTES: ADDED CHART NOTE RUNWAY 32 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.- IAW 8260.19K
7. NOTES: ADDED NOTE BARO-VNAV AND VDP NA WHEN USING GED ALTIMETER SETTING.- IAW 8260.19K
8. ADDITIONAL FLIGHT DATA: FAS OBSTACLE CHANGED FROM 160 TREE (IFPA 24-042412) TO 169 TREE.- NEW OBSTACLE DATA
9. ADDITIONAL FLIGHT DATA: LTP HAE CHANGED FROM -19.9 TO -19.5.- IAW 8260.19K
10. ALTERNATE MINS: CHANGED ALTERNATE MINS FROM STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE TO STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.- IAW 8260.19K
11. MINIMA: LPV MINS CHANGED FROM DA 253/HAT 200 VIS 1/2 SM ALL CATS TO DA 304/HAT 250 VIS 3/4SM ALL CATS.- NEW FINAL DATA/OBSTACLE EVALUATION
12. MINIMA: LNAV/VNAV DA CHANGED FROM 458 TO 459 ALL CATS.- THRESHOLD ELEVATION CHANGED
13. MINIMA: LNAV HAT CHANGED FROM 367 TO 366, VIS CHANGED FROM 1/2 TO 3/4SM ALL CATS.- THRESHOLD ELEV CHANGE, IAW VISIBILITY TABLES
- 14.CIRCLING MINIMA: CIRCLING CAT A HAT CHANGED FROM 427 TO 426, CAT B CHANGED FROM MDA 520/HAA 467 TO MDA 560/ HAA 506, CAT C HAA CHANGED FROM 507 TO 506, CAT D CHANGED FROM HAA 647 TO HAA 646, VIS CHANGED FROM 2 SM TI 2 1/4 SM.-IAW VISIBILITY TABLES, AIRPORT ELEV CHANGED, NEW CAT B CIRC OBSTACLE.
15. FAS DATA: LTP/FTP LAT/LONG CHANGED FROM 382007.8915N/0752955.6385W TO 382000.2135N/0752942.5555W.- NEW RUNWAY DATA
16. FAS DATA: LTP/FTP ELLIPSOIDAL HEIGHT CHANGED FROM -00199 TO -00195.- NEW RUNWAY DATA
17. FAS DATA: CRC REMAINDER CHANGED FROM 02092B33 TO 2CB14997 .- NEW RUNWAY DATA
18. FAS DATA: LTP ORTHOMETRIC HEIGHT CHANGED FROM +00160 TO +00164.- NEW RUNWAY DATA
19. FAS DATA: FPAP ORTHOMTERIC HEIGHT CHANGED FROM +00160 TO +00164.- NEW RUNWAY DATA
20. FAS DATA: FPAP COORDINATES CHANGED FROM 382101.1645N/0753126.4720W TO 382053.4896N/0753113.3830W.- NEW RUNWAY DATA
21. LNAV/VNAV MINIMA: LNAV/VNAV MINIMA CHANGED FROM HAT 459/DA 405 ALL CATS TO HAT 420/DA 366 ALL CATS. - TO ALIGN WITH LNAV MINS IAW 8260.58D.
22. NOTES: ADDED CATS A AND B VISIBILITY TO 1 SM TO ALS INOP NOTE.- IAW 8260.19K
23. TERMINAL ROUTES: BEEEG - COLBE DISTANCE CHANGED FROM 3.76 TO 3.86.- FAF LOCATION MOVED
24. TERMINAL ROUTES: COLBE - PUJKE DISTANCE CHANGED FROM 3.01 TO 2.70, COURSE CHANGED FROM 318.74 TO 318.73.- FAF LOCATION MOVED
- 25.NOTES: ADDED CHART NOTE INOPERATIVE TABLE DOES NOT APPLY TO LPV.-IAW 8260.19K
26. TERMINAL ROUTES: MISSED APCH CA LEG ALT CHANGED FROM 253 TO 304, COURSE CHANGED FROM 318.74 TO 318.73.- NEW FINAL APPROACH COURSE DATA.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER:

NHK APP CON, ZDC, AMGR, SBY ATCT

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

NICHOLAS HEIDERSTADT

OFFICE

AJV-A433

DATE

04/13/2026

APPROVED BY

ROBERT G HAMILTON

OFFICE

AJV-A433

DATE

TITLE

MANAGER



AIRPORT ID
SBY

PROCEDURE NAME
RNAV (GPS) RWY 32

ORIGINAL/AMENDMENT
4

CITY
SALISBURY

STATE
MD

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KSBY
RUNWAY	RW32
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W32A
LTP/FTP LATITUDE	382000.2135N
LTP/FTP LONGITUDE	0752942.5555W
LTP/FTP ELLIPSOIDAL HEIGHT	-00195
FPAP LATITUDE	382053.4895N
FPAP LONGITUDE	0753113.3830W
THRESHOLD CROSSING HEIGHT (TCH)	00054.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0800
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0

CRC REMAINDER	2CB14997
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ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+00164
FPAP ORTHOMETRIC HEIGHT	+00164



**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>
SBY	RNAV (GPS) RWY 32	4	SALISBURY	MD	54	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM BEEEG (IF/IAF) **TO** COLBE

RNP 1.00 **DISTANCE** 3.86 **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	381430.00N/0752424.00W	260	215	8	4B	500				AT840	1600
TERRAIN	381430.00N/0752424.00W	59 (100)								AS1500	1600

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LPV

FROM COLBE **TO** RW32

RNP 0.30 **DISTANCE** 5.00 **PAT** **MAP** DA **HAT** 250 **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>
TREE (24-053472)	381949.17N/0752921.55W	113	20	3	1A		34.00:1				304

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM

COLBE

TO

RW32

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.00		DA				366				
<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	381903.00N/0752906.00W	146	215	8	4B		22.79:1				420

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

COLBE

TO

PUJKE/1.99 NM RW32

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	2.70										
<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	381812.00N/0752515.00W	256	215	8	4B	250				RA60	580

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

PUJKE/1.99 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	1.99		RW32				366				
<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	382012.00N/0752939.00W	169	215	8	4B	250					420

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

BEEEG

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<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 (24-000896)	381257.55N/0751920.11W	519	250	50	4D	1000				AT481	2000
TERRAIN	381318.00N/0751909.00W	118 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LPV

FROM

DA

TO

HYDRS

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 115			
<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 (24-000178)	382307.90N/0753526.90W	578	250	50	4D	1000					1600
TERRAIN	382321.00N/0753809.00W	187 (200)								AS1500	1700

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

HYDRS

RNP 0.30-1.00	DISTANCE	PAT	MAP			HAT	HMAS 298				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2100
TOWER (24-000178)	382307.90N/0753526.90W	578	250	50	4D	1000					1600
TERRAIN	382321.00N/0753809.00W	187 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW32

TO

HYDRS

RNP 0.30-1.00	DISTANCE	PAT	MAP			HAT	HMAS 320				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2100
TOWER (24-000178)	382307.90N/0753526.90W	578	250	50	4D	1000					1600
TERRAIN	382321.00N/0753809.00W	187 (200)								AS1500	1700

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 (24-041220)	382035.59N/0753124.27W	1.30	426	179	20	3	1A	300			480
CATEGORY B											
ANTENNA (24-040788)	381816.07N/0752957.12W	1.81	506	251	20	10	1B	300			560
CATEGORY C											
TOWER (24-000460)	381740.82N/0753009.76W	2.84	506	253	20	3	1A	300			560
CATEGORY D											
TOWER (24-000711)	382127.00N/0752553.00W	3.70	646	348	500	50	5D	300		AC50	700

CIRCLING REMARKS:

MSA

CENTER	RADIUS
RW32	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (10-020645)	383018.00N/0753836.00W	338	12.2	1048	250	50	4D	1000			2100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZDC ARTCC, NHK APP CON, SBY TOWER, DCA FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	SBY	24	SBY		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	GED	24	GED	22.08	Y	52

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KSBY 54, KGED 50
RA = 51.4.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
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AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
SBY	RNAV (GPS) RWY 32	4	SALISBURY	MD	54	RNAV
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS		RUNWAY VISUAL RANGE		
RW05 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)		NPI-G				
RW14 - HIRL (PCL), REIL (PCL), PAPI-4L		NPI-G				
RW23 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)		NPI-G				
RW32 - MALSR (PCL), HIRL (PCL), PAPI-4L		PIR-G				

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	53.8	54.0			3.00	53.1

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	X	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
-9C	+54C	-9C	+14.9C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2020-2024).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 955 HIGH TEMP 1260.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LPV, LNAV/VNAV/ LNAV	
34:1		
108 TREE (24-053407) 381946.2900N/0752927.0700W (6.23)	113 TREE (24-053472) 381949.1700N/0752921.5500W (5.98)	
101 TREE (24-053657) 381948.0200N/0752928.4800W (4.96)	102 TREE (24-053279) 381947.0900N/0752928.0500W (3.5)	
110 TREE (24-053303) 381950.2100N/0752920.5100W (2.87)	109 TREE (24-053334) 381949.0000N/0752921.8400W (2.22)	
112 TREE (24-040860) 381951.0500N/0752918.2800W (2.17)	94 TREE (24-053525) 381948.8000N/0752929.9700W (2.15)	
109 TREE (24-053633) 381949.5400N/0752921.1900W (1.96)	110 TREE (24-042357) 381949.0300N/0752920.8500W (1.41)	
112 TREE (24-040797) 381950.0500N/0752918.7300W (1.24)	108 TREE (24-053346) 381950.9300N/0752919.8600W (0.93)	
111 TREE (24-042630) 381950.8500N/0752918.3000W (0.86)	111 TREE (24-041999) 381949.2700N/0752919.7800W (0.83)	
111 TREE (24-043490) 381948.9600N/0752919.9100W (0.52)	112 TREE (24-042472) 381950.4000N/0752917.8900W (0.29)	
109 TREE (24-042075) 381951.0800N/0752918.7500W (0.11)	110 TREE (24-041593) 381948.1300N/0752920.9800W (0.06)	
<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.

VEGETATION HEIGHT 100 FEET PER FPT.

CONTINGENCY NOTES:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED USE GED ALTIMETER SETTING: INCREASE LPV DA TO 356 FEET; INCREASE LNAV/VNAV DA TO 511 AND ALL VISIBILITIES 1/8 SM;
INCREASE ALL MDAS 60 FEET, AND CIRCLING CAT D VISIBILITY 1/4 SM.
VDP AND BARO-VNAV NA WHEN USING GED ALTIMETER SETTING.
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	3.12
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	306.73
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	4.69
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.13
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	306.73
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	100

THRESHOLD COORDINATES (IF STR-IN)	382000.21N/0752942.56W
ARP COORDINATES	382022.39N/0753029.28W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 32 DISTANCE 0.72 NM
FAF COORDINATES	381711.96N/0752456.18W
FIX NAME COORDINATES	IF/IAF BEEEG 381452.99N/0752100.15W

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
NICHOLAS HEIDERSTADT	AJV-A433	04/13/2026	AERONAUTICAL INFORMATION SPECIALIST

