

**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> 1K1	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 17	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> BENTON	<u>STATE</u> KS
<u>AIRPORT ELEVATION</u> 1364	<u>TDZE</u> 1363	<u>SUPERSEDED</u> RNAV (GPS) RWY 17	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>DATED</u> 12/30/2021
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 4E
				<u>EPOCH YEAR</u> 2010
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
ICT VORTAC		DROOL		TF	FB	1.00	044.89	19.29	4000
DROOL	IAF	MATOW	NOPT	TF	FB	1.00	081.80	7.00	3000
GAMWY	IAF	MATOW	NOPT	TF	FB	1.00	261.73	6.78	3000
MATOW	IF/IAF	ELFIN		TF	FB	1.00	171.89	6.05	3000
ELFIN	FAF	RW17	MAP	TF	FO	0.30	171.90	5.01	
RW17	MAP	1764 MSL		CA			171.90		
1764 MSL		MATOW		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LNAV: RW17

MISSED APPROACH INSTRUCTIONS:

CLIMBING LEFT TURN TO 3000 DIRECT MATOW AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|--------------------------|---|--------------------|------------------|----------|------------------------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. | HOLD N MATOW, LT, 171.89 INBOUND, 3000 IN LIEU OF PT (IAF), MAX 6000. | | | | |
| 3. FAC: | 171.90 | FAF: ELFIN | DIST FAF TO MAP: | 5.01 | DIST FAF TO THLD: 5.01 |
| 4. MIN ALT: | MATOW 3000, ELFIN 3000 | | | | |
| 5. DIST TO THLD FROM OM: | MM: | IM: | 150 HAT: | GS ANT: | |
| 6. MIN GP INCPT: | GP ALT AT FAF: | | | OM: | MM: IM: |
| 7. GP ANGLE: | 34:1: IS NOT CLEAR | 20:1: IS NOT CLEAR | TCH: | | |
| 8. MSA FROM: | RW17 3600 | | | | |



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 17 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON ICT VORTAC AIRWAY RADIALS 007 CW 057.
CHART NOTE: PROCEDURE NA AT NIGHT.
CHART NOTE: USE AAO ALTIMETER SETTING; WHEN NOT RECEIVED, USE ICT ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET.

ADDITIONAL FLIGHT DATA:

ELFIN TO RW17: 3.00/40.
CHART AAO ASOS.
CHART A-683.
FAS OBST: 1542 AAO 375006N/0970751W.

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
LNAV MDA	1820	1	457	1820	1	457	1820	1 3/8	457		NA				
CIRCLING	1880	1	516	1880	1	516	2060	2	696		NA				



CHANGES - REASONS

1. CHANGED WAYPOINT WURAM TO DROOL AND MOVED FROM 375734.42N/0971407.40W TO 375723.24N/0971639.48W, 2.01 NM WEST - FPT REQUEST.
2. MOVED MATOW FROM 375755.85N/0970749.02W TO 375753.70N/0970749.80W, 226 FEET SOUTHWEST, CLOSER TO RUNWAY - FPT REQUEST.
3. MOVED ELFIN FROM 375147.72N/0970716.06W TO 375151.23N/0970716.94W, 362 FEET NORTH, AWAY FROM RUNWAY - FPT REQUEST.
4. CHANGED ICT VORTAC TO DROOL RNP FROM 2.00 TO 1.00 - 8260.58D TABLE 1-2-1.
5. CHANGED ICT VORTAC TO DROOL COURSE/DISTANCE/ALTITUDE FROM 048.09/20.96/3600 TO 044.89/19.29/4000 - WAYPOINT MOVED AND FPT REQUEST.
6. CHANGED DROOL TO MATOW COURSE/DISTANCE/ALTITUDE FROM 081.88/5.00/3100 TO 081.80/7.00/3000 - WAYPOINT MOVED AND NEW CONTROLLING OBSTACLE.
7. CHANGED GAMWY TO MATOW COURSE/DISTANCE/ALTITUDE FROM 262.03/6.77/3100 TO 261.73/6.78/3000 - WAYPOINT MOVED AND NEW CONTROLLING OBSTACLE.
8. CHANGED MATOW TO ELFIN RNP FROM 0.50 TO 1.00 - 8260.58D TABLE 1-2-1.
9. CHANGED MATOW TO ELFIN COURSE/DISTANCE FROM 171.94/6.14 TO 171.89/6.05 - WAYPOINTS MOVED.
10. CHANGED ELFIN TO RW17 COURSE/DISTANCE FROM 171.95/4.96 TO 171.90/5.01 - WAYPOINTS MOVED.
11. ADDED MISSED APPROACH CA LEG TO TERMINAL ROUTES - 8260.19K PARA 4-6-5.
12. CHANGED MISSED APPROACH FROM "CLIMBING LEFT TURN TO 3100 DIRECT MATOW AND HOLD" TO "CLIMBING LEFT TURN TO 3000 DIRECT MATOW AND HOLD" - NEW CONTROLLING OBSTACLE.
13. CHANGED MATOW HOLDING INBOUND COURSE AND MINIMUM HOLDING ALTITUDE FROM 171.94/3100 TO 171.89/3000 - WAYPOINT MOVED AND NEW CONTROLLING OBSTACLE.
14. CHANGED FAC FROM 171.95 TO 171.90 - WAYPOINTS MOVED.
15. CHANGED MINIMUM CROSSING ALTITUDE AT MATOW FROM 3100 TO 3000 - NEW CONTROLLING OBSTACLE.
16. CHANGED 34:1 IS CLEAR TO 34:1 IS NOT CLEAR - 34:1 PENETRATIONS EXIST.
17. ADDED 20:1 IS NOT CLEAR - 20:1 PENETRATIONS EXIST.
18. CHANGED DISTANCES FAF TO MAP AND FAF TO THLD FROM 4.96 TO 5.01 - WAYPOINT MOVED.
19. ADDED PBN REQUIREMENTS NOTE RNP APCH - GPS - 8260.19K PARA 8-6-8.
20. REMOVED NOTE DME/DME RNP-0.3 NA - PER CURRENT CRITERIA.
21. REMOVED NOTE VGSI AND DESCENT ANGLES NOT COINCIDENT - VGSI REMOVED FROM RUNWAY.
22. REMOVED NOTE USE WICHITA MID-CONTINENT ALTIMETER SETTING - ICT ALTIMETER NOT PRIMARY PER FPT.
23. CHANGED NOTE "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE WICHITA DWIGHT D EISENHOWER NATIONAL ALTIMETER SETTING AND INCREASE CIRCLING CAT C MDA 60 FEET" TO "CHART NOTE: USE AAO ALTIMETER SETTING; WHEN NOT RECEIVED, USE ICT ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET" - LOCAL AWOS-2 HAS BEEN DECOMMISSIONED.
24. CHANGED VDA/TCH FROM 3.04/35 TO 3.00/40 - FPT REQUEST.
25. CHANGED FAS OBSTACLE FROM 1489 TREE 374719N/0970706W TO 1542 AAO 375006N/0970751W - NEW CONTROLLING OBSTACLE.
26. ADDED NOTE RWY 17 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED - 20:1 PENETRATIONS.
27. ADDED NOTE PROCEDURE NA AT NIGHT - 20:1 PENETRATIONS FOR ALL RUNWAYS.
28. ADDED CHART A-683 - FPT REQUEST.
29. ADDED CHART AAO ASOS - FPT REQUEST.
30. CHANGED LNAV ALL CATS MDA/HAT FROM 1800/436 TO 1820/457 - NEW CONTROLLING OBSTACLE.
31. CHANGED LNAV CAT C VIS FROM 1 1/4 TO 1 3/8 - NEW CONTROLLING OBSTACLE.
32. CHANGED CIRCLING CMDA/HAA CAT A FROM 1820/456 TO 1880/516, CAT C FROM 2040/676 TO 2060/696 - NEW CONTROLLING OBSTACLES.
33. ADDED COORDINATED WITH ALPA - APPROACH IS PART 97.
34. CHANGED NOTE FROM "PROCEDURE NA FOR ARRIVAL ON ICT VORTAC AIRWAY RADIALS 007 CW 087" TO "PROCEDURE NA FOR ARRIVAL ON ICT VORTAC AIRWAY RADIALS 007 CW 057" - 087 IS NOT ON AN AIRWAY.
35. MOVED CHART AAO ASOS FROM NOTES TO ADDITIONAL FLIGHT DATA.
36. MOVED CHART A-683 FROM NOTES TO ADDITIONAL FIGHT DATA.

COORDINATED WITH:

A4A

ALPA

☒

AOPA

☒

APA

HAI

NBAA

☒

OTHER:

ICT FSS, ICT ATCT, ZKC, APT MGR

FLIGHT CHECKED BY

RUSSELL ROSLEWSKI

Digitally signed by

ROBERT G HAMILTON

Apr 22, 2026

OFFICE

AJF

DATE

04/21/2026

DEVELOPED BY

TIMOTHY DUNN

Digitally signed by

ROBERT G HAMILTON

Apr 22, 2026

OFFICE

AJV-A433

DATE

01/07/2026

APPROVED BY

ROBERT G HAMILTON

Digitally signed by

ROBERT G HAMILTON

Apr 22, 2026

OFFICE

AJV-A433

DATE

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>
1K1	RNAV (GPS) RWY 17	1	BENTON	KS	1364	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM ICT VORTAC **TO** DROOL

RNP 1.00 **DISTANCE** 19.29 **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>
TOWER (20-002127)	374800.68N/0973130.21W	2549	50	20	2C	1000				AT451	4000
TERRAIN	375757.00N/0971709.00W	1496 (1500)								AS1500	3000

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM DROOL **TO** MATOW

RNP 1.00 **DISTANCE** 7.00 **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	375851.00N/0971606.00W	1710	215	8	4B	1000					2800
TERRAIN	375854.00N/0971612.00W	1509 (1500)								AS1500	3000

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

GAMWY

TO

MATOW

RNP

1.00

DISTANCE

6.78

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (20-020337)	375755.07N/0970907.39W	1665	20	3	1A	1000				AT335	3000
TERRAIN	375654.00N/0965918.00W	1427 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

MATOW (IF/IAF)

TO

ELFIN

RNP

1.00

DISTANCE

6.05

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (20-020337)	375755.07N/0970907.39W	1665	20	3	1A	500				AT835	3000
TERRAIN	375821.00N/0970657.00W	1423 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM

ELFIN

TO

RW17

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	5.01		RW17	457	

<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	375006.00N/0970751.00W	1542	215	8	4B	250				RA21	1820

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

MATOW

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
		P-5			

<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	380539.00N/0971154.00W	1723	215	8	4B	1000					2800
TERRAIN	380539.00N/0971154.00W	1522 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW17

TO

MATOW

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30-1.00											1699
<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
TOWER (20-020337)	375755.07N/0970907.39W	1665	20	3	1A	1000					2700
TERRAIN	375821.00N/0970657.00W	1423 (1400)								AS1500	2900

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											
ANTENNA (20-082137)	374734.22N/0970559.37W	1.31	516	1550	20	10	1B	300		RA21	1880
CATEGORY B											
ANTENNA (20-082137)	374734.22N/0970559.37W	1.85	516	1550	20	10	1B	300		RA21	1880
CATEGORY C											
TOWER (20-000745)	374413.60N/0970835.90W	2.92	696	1735	50	20	2C	300		RA21	2060

CIRCLING REMARKS:

MSA

CENTER

RW17

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (20-001156)	372124.00N/0965756.00W	160	26.4	2563	20	50	1D	1000			3600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA



COMMUNICATIONS WITH

ICT APP CON, ICT 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>
ASOS	AAO	24H	AAO	5.38	Y	21
<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	ICT	24H	ICT	16.96	Y	44

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KAAO 1421
KICT 1333
RA = 23.2

<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>	
RW17 - HIRL (PCL)	NPI-G		
RW35 - HIRL (PCL)	NPI-G		

<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>
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	241
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 17:
20:1	
1382 TRAVERSE_WAY (20-082594) 374653.6900N/0970647.5600W (14.96)	1381 TRAVERSE_WAY (20-033473) 374653.6900N/0970648.4400W (13.71)
1381 TRAVERSE_WAY (20-082545) 374653.8000N/0970647.5700W (13.4)	1380 TRAVERSE_WAY (20-082427) 374653.5600N/0970650.0400W (12.9)
1405 TREE (20-082143) 374658.4400N/0970653.1900W (12.38)	1380 TRAVERSE_WAY (20-033474) 374653.6800N/0970650.0500W (12.29)
1379 TRAVERSE_WAY (20-082339) 374653.5600N/0970652.5400W (11.19)	1379 TRAVERSE_WAY (20-082340) 374653.6700N/0970652.5500W (10.63)
1394 TREE (20-082627) 374656.8500N/0970653.5800W (9.29)	1399 TREE (20-082415) 374658.3000N/0970652.7800W (7.21)
1368 POLE (20-082671) 374653.3600N/0970652.3400W (1.25)	



<u>AIRPORT ID</u> 1K1		<u>PROCEDURE NAME</u> RNAV (GPS) RWY 17	<u>AMDT NO.</u> 1	<u>CITY</u> BENTON	<u>STATE</u> KS	<u>AIRPORT ELEVATION</u> 1364	<u>FACILITY</u> RNAV
FINAL TYPE	CIRCLING RWY 35:						
20:1							
1366 TRAVERSE_WAY (20-082662) 374601.3700N/0970647.8000W (15.21)				1366 TRAVERSE_WAY (20-082191) 374601.5600N/0970643.7600W (15.01)			
1366 TRAVERSE_WAY (20-033343) 374601.2600N/0970646.9700W (14.41)				1366 TRAVERSE_WAY (20-082162) 374601.1500N/0970647.7800W (14.09)			
1366 TRAVERSE_WAY (20-033342) 374601.2600N/0970645.6000W (14.02)				1366 TRAVERSE_WAY (20-033341) 374601.2500N/0970644.0800W (13.53)			
1366 TRAVERSE_WAY (20-082514) 374601.1400N/0970645.2800W (13.32)				1365 TRAVERSE_WAY (20-082460) 374601.3600N/0970642.8100W (12.72)			
1364 TRAVERSE_WAY (20-082170) 374601.1300N/0970642.7900W (10.56)							
FINAL TYPE	LNAV:						
20:1							
1382 TRAVERSE_WAY (20-082594) 374653.6900N/0970647.5600W (14.96)				1381 TRAVERSE_WAY (20-033473) 374653.6900N/0970648.4400W (13.71)			
1381 TRAVERSE_WAY (20-082545) 374653.8000N/0970647.5700W (13.4)				1380 TRAVERSE_WAY (20-082427) 374653.5600N/0970650.0400W (12.9)			
1405 TREE (20-082143) 374658.4400N/0970653.1900W (12.38)				1380 TRAVERSE_WAY (20-033474) 374653.6800N/0970650.0500W (12.29)			
1379 TRAVERSE_WAY (20-082339) 374653.5600N/0970652.5400W (11.19)				1379 TRAVERSE_WAY (20-082340) 374653.6700N/0970652.5500W (10.63)			
1394 TREE (20-082627) 374656.8500N/0970653.5800W (9.29)				1399 TREE (20-082415) 374658.3000N/0970652.7800W (7.21)			
1368 POLE (20-082671) 374653.3600N/0970652.3400W (1.25)							
FINAL TYPE	LNAV:						
34:1							
1411 TREE (20-082442) 374702.8800N/0970647.1600W (18.42)				1409 TREE (20-033988) 374702.8200N/0970646.7900W (16.66)			
1395 TREE (20-082692) 374659.2100N/0970652.3400W (12.44)				1405 TREE (20-082179) 374702.8700N/0970648.1300W (12.29)			
1393 TREE (20-082678) 374659.4000N/0970653.0100W (9.76)				1401 TREE (20-082295) 374702.7400N/0970647.6800W (8.75)			
1391 TREE (20-082687) 374659.1500N/0970653.4400W (8.43)				1391 TREE (20-082706) 374659.3000N/0970652.8000W (8.09)			
1404 TREE (20-082525) 374703.9500N/0970648.3300W (8.05)				1405 TREE (20-082424) 374704.3300N/0970654.0800W (6.95)			
1407 TREE (20-082628) 374705.0900N/0970654.1300W (6.69)				1400 TREE (20-082187) 374703.5700N/0970648.3200W (5.18)			
1429 TREE (20-033886) 374713.1700N/0970652.6900W (4.95)				1412 TREE (20-082113) 374708.3100N/0970646.5600W (3.41)			
1401 TREE (20-082770) 374704.5900N/0970648.3700W (3.14)				1397 TREE (20-082522) 374703.2900N/0970648.2200W (3.03)			
1394 TREE (20-082244) 374702.6700N/0970648.0500W (1.89)				1398 TREE (20-033989) 374704.3400N/0970648.3300W (0.89)			
1421 TREE (20-082405) 374711.8800N/0970654.0400W (0.55)				1403 TREE (20-082088) 374706.2000N/0970648.5100W (0.34)			
<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:

VDP NOT ESTABLISHED - 20:1 PENETRATIONS AND REMOTE PRIMARY ALTIMETER.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

AIR TRAFFIC REQUESTS NO TAA.

VEG HEIGHT 100' PER FPT.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1562 AAO 375206.00N/0970551.00W.

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	3.01
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	175.90
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1400
DISTANCE FROM	THLD	TO 1500FT POINT	4.81
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	175.90
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1400

THRESHOLD COORDINATES (IF STR-IN)

374650.78N/0970649.78W

ARP COORDINATES

374628.00N/0970647.70W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 35 DISTANCE 0.42 NM

FAF COORDINATES

375151.23N/0970716.94W

FIX NAME COORDINATES

REMARKS

THLD DISPLACED 241FT, ACTUAL COORDINATES: 374653.16N/0970649.99W

PART E: PREPARED BY

NAME

TIMOTHY DUNN

OFFICE

AJV-A433

DATE

01/07/2026

TITLE

AERONAUTICAL INFORMATION SPECIALIST

