U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
VOR STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.23

Bearings, headings, courses, 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 in feet RVR.

TERMINAL ROUTES

FROM	TO	COURSE AND DISTANCE	ALTITUDE

MISSED APPROACH

MAP: 3.61 MILES AFTER ENO VORTAC

CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 1500 DIRECT ENO VORTAC AND HOLD.

ADDITIONAL FLIGHT DATA:

FAS OBST: 219 AAO 391354N/0753058W
SMYRNA VORTAC TO RW27: 2.94/30.

1. PT ____ SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. **HOLD E ENO VORTAC, RT, 267.35 INBOUND, 1500 FT. IN LIEU OF PT (IAF)**
3. FAC **267.35** FAF **ENO VORTAC** DIST FAF TO MAP **3.61** THLD **3.61**
4. MIN. ALT **ENO VORTAC 1200**
8. MSA FROM: **ENO VORTAC 1700**

MAG VAR: **9W** EPOCH YEAR: **1965**

MINIMUMS

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

CATEGORY =====>	A			B			C			D			E		
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA
S-27	**520**	**1**	**477**	**520**	**1**	**477**	**520**	**1 3/8**	**477**		**NA**				
CIRCLING	**580**	**1**	**525**	**580**	**1**	**525**	**820**	**2 1/4**	**765**		**NA**				

NOTES:

CHART NOTE: USE DOVER AFB ALTIMETER SETTING.
CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.
CHART NOTE: PROCEDURE NA AT NIGHT.

QUALITY CHECKED

CITY AND STATE	ELEVATION: 55 THRE: 43	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP
DOVER/CHESWOLD, DE	AIRPORT NAME: **DELAWARE AIRPARK**	**ENO**	**VOR RWY 27, AMDT 6B**	AMDT **6A**
				DATE **05/28/1998**

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
[ ] YES [X] NO		ROUTINE

COORDINATED WITH:

ATA	AAT	ALPA	APA	AOPA	NBAA	OTHER (specify)
[ ]	[ ]	[X]	[ ]	[X]	[X]	[X] ZDC, DOV APP CON, 33N AMGR.

FLIGHT CHECKED BY		
NAME: ROBERT STEPHEN PRESSLER	FIFO FIOG	DATE: 05/23/2012
DEVELOPED BY		
NAME: DAVID SAUER	FIFO AJV-352	DATE: 01/20/2012
APPROVED BY		
NAME: DARRYEL ADAMS MANAGER	FIFO AJV-352	DATE:

CHANGES:

1. RAISED MSA ALTITUDE FROM 1600 TO 1700.
2. ADDED CHART NOTE: PROCEDURE NA AT NIGHT.
3. ADDED CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.
4. DELETED VDP.
5. CHANGED 465 HAT TO 477 HATH.
6. CHANGED S-27 CAT C VISIBILITY FROM 1 1/4 TO 1 3/8.
7. RAISED CIRCLING HAA BY 1 FOOT.
8. ADDED DME DISTANCE TO MAP.
9. ADDED VDA 2.94/30.

REASONS:

1. NEW CONTROLLING OBSTRUCTION.
2. MULTIPLE 20:1 VISUAL PENETRATIONS, NO VGSI TO MITIGATE.
3. 34:1 PENETRATIONS EXIST.
4. 20:1 PENETRATIONS EXIST AND FULL TIME REMOTE ALTIMETER.
5. NEW AIRPORT SURVEY AND IAW 8260.3B, CHAP 3, CHANGE 20.
6. IAW 8260.3B, CHAP 3.
7. NEW AIRPORT SURVEY CHANGED AIRPORT ELEVATION.
8. INCREASE INFORMATION AVAILABLE TO DME EQUIPPED AIRCRAFT.
9. IAW 8260.19D PARA 857U.

PDF EDITS:
1) 8260-9, BACK PAGE BLOCK 2: CHANGED "FSS" TO "ASOS".

5/29/12: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 1/20/12.
1. DELETED DME DISTANCE AT MAP PER FLIGHT INSPECTION FEEDBACK SAYING 3.61 DME WAS HALF WAY DOWN RUNWAY.

QUALITY CHECKED

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
FINAL	ENO VORTAC	3.61 MILES AFTER	1. AAO	391354.18N/0753058.00W	219 (2C)	250	RA23 XP28	520
		ENO VORTAC						
2. HOLD-IN-LIEU-OF-PT	ENO VORTAC	P-4	2. TOWER (10-000007)	391202.00N/0753352.00W	434 (4D)	1000		1500
			3. TERRAIN	391703.00N/0753530.00W	49 (0)		AS1500	1500
3. MISSED APPROACH — MAP:	3.61 MILES AFTER	ENO VORTAC				ASC		1500
	ENO VORTAC		2. TOWER (10-000007)	391202.00N/0753352.00W	434 (4D)	1000		1500
ELEV:	247		4. TERRAIN	391636.00N/0754203.00W	79 (100)		AS1000	1100
5. TOWER (10-000030)	391215.00N/0753417.00W	192 (5D)	300	AC50 RA23	580			
5. TOWER (10-000030)	391215.00N/0753417.00W	192 (5D)	300	RA23 AC50	580			
2. TOWER (10-000007)	391202.00N/0753352.00W	434 (4D)	300	RA23 AC50	820			

4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT. REQUIRED	HT. ABV. ARPT. ACTUAL
CATEGORY A	1.3 NM	350	525
CATEGORY B	1.5 NM	450	525
CATEGORY C	1.7 NM	450	765
CATEGORY D	2.3 NM	550	
CATEGORY E	4.5 NM	550	

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID: ENO VORTAC

SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
360-360	TWR (24-001011)	327/ 28.0	647 (5D)	1700					

CITY AND STATE	ELEVATION: 55 / AIRPORT NAME:	FACILITY	PROCEDURE AND AMENDMENT NO:	REGION
DOVER/CHESWOLD, DE	DELAWARE AIRPARK	ENO	VOR RWY 27, AMDT 6B	AEA

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:	2. WEATHER SERVICE			3. ALTIMETER SETTING
DOV APP CON ZDC ARTCC		N W S	OTHER: ASOS	SOURCE: KDOV
		F A A		DISTANCE: 8.09
SATISFACTORY ON:		A / C		HOURS REMOTE OPERATION: 24
X V H F X U H F H F	LOCATION: KDOV			ADJUSTMENT: 23

4. MONITOR STATUS		
PRIMARY NAVAID:	ENO VORTAC	
MONITOR POINT:	AOCC	
HRS OPTN:	CAT 1	24
	CAT 3	

5. APPROACH & RUNWAY LIGHTING	
	ALS
	(S) SALS
	MALS
	HIRL
X	MIRL 27 (PCL), 09 (PCL)
	REIL
	TDZ
	C/LINE
	OTHER (SPECIFY)

6. RUNWAY MARKINGS	
BASIC	
ALL WEATHER	
INSTRUMENT	NPI-G 27, 09

7. RUNWAY VISUAL RANGE	
APPROACH	
MIDFIELD	
ROLL OUT	

8. GLIDE PATH		
GP ANGLE:	ELEV RWY THRESHOLD:	
DISTANCE FROM RWY:	ELEV GP ANTENNA:	
	THRESHOLD CROSSING HEIGHT:	

9. FINAL APPROACH COURSE AIMING			
	X	RUNWAY THRESHOLD	FT. FROM THRESHOLD
	X	ON CENTERLINE	FT. FROM CENTERLINE

10. WAIVERS: NONE

PART D - PREPARED BY: DAVID SAUER	DATE: 01/20/2012
TITLE: AERONAUTICAL INFORMATION SPECIALIST	OFFICE: AJV-352

PART C - REMARKS:

VDP NOT ESTABLISHED - ALTIMETER ADJUSTMENT IN USE, OBSTACLES PENETRATE 20:1.

THRESHOLD DISPLACED 349.

PARA 251, 20:1 PENETRATION.

PARA 251, 34:1 PENETRATION.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

K33N DOES NOT HAVE WX REPORTING.
KDOV HAS A 24 HOUR ASOS, FSS.
NO VGSI.

SEE ATTACHED AIRSPACE LETTER.

PRESSURE PATTERNS SAME
K33N 54.9 KDOV 24
RA = 23.0

KDOV HAS REDUNDANT ALTIMETER SOURCES, NO BACKUP ALTIMETER REQUIRED.

NO DME AT MAP DUE TO FLIGHT INSPECTION REPORTING 3.61 DME WAS HALF WAY DOWN THE RUNWAY.

TALLEST SHIP IN THE DELAWARE RIVER 188 FEET PER FPT.

TERPS, VOLUME 1, "VISUAL PORTION OF FINAL" RWY 27
PENETRATIONS:
20:1
126 TREE (K33NT0032) 391313.46N/0753526.39W (73.17)
116 TREE (K33NT0065) 391312.34N/0753528.03W (70.97)
116 TREE (K33NT0064) 391313.03N/0753528.27W (70.88)
120 TREE (K33NT0046) 391312.67N/0753526.71W (69.52)
103 TREE (K33NT0056) 391314.25N/0753528.44W (56.75)
108 TREE (K33NT0036) 391314.47N/0753526.99W (55.97)
109 TREE (K33NT0015) 391313.93N/0753525.47W (52.02)
100 TREE (K33NT0016) 391314.84N/0753525.88W (43.25)
119 TREE (K33NT0957) 391308.59N/0753516.19W (34.78)
115 TREE (K33NT0974) 391309.38N/0753515.36W (26.51)
109 TREE (K33NT0981) 391308.21N/0753514.57W (19.22)
106 TREE (K33NT0986) 391309.01N/0753514.70W (15.55)
103 TRMSN TWR (K33NT0984) 391317.51N/0753517.99W (12.65)
107 TREE (K33NT1015) 391310.95N/0753513.83W (10.47)
93 TREE (K33NT0954) 391308.96N/0753516.54W (9.56)
102 TRMSN TWR (K33NT1004) 391315.72N/0753516.35W (8.06)

98 TREE (K33NT1012) 391315.80N/0753516.04W (2.78)
97 TREE (K33NT1007) 391309.43N/0753513.77W (2.44)
47 GRD (K33NT0063) 391309.91N/0753527.01W (1.65)
99 TREE (K33NT1020) 391309.46N/0753512.98W (1.42)
99 TRSMN TWR (K33NT1022) 391313.79N/0753514.60W (1.26)
47 GRD (K33NT0058) 391307.16N/0753525.85W (1.26)
112 TREE (K33NT1076) 391315.80N/0753511.92W (1.25)
46 GRD (K33NT0066) 391308.72N/0753526.68W (1.13)
118 TREE (K33NT1106) 391314.49N/0753509.67W (0.66)

34:1
130 TREE (K33NT1148) 391318.86N/0753507.45W (34.71)
128 TREE (K33NT1145) 391310.57N/0753504.75W (33.79)
127 TREE (K33NT1149) 391321.13N/0753508.20W (31.44)
ADDITIONAL PENETRATIONS:
K33NT1186, 1184, 1183, 1182, 1180, 1179, 1176, 1174, 1172, 1170, 1169, 1168, 1167, 1166, 1161, 1160, 1159,
CONT.

QUALITY CHECKED

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
3. MISSED APPROACH	MAP:							
	ELEV:							

4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT. REQUIRED	HT. ABV. ARPT. ACTUAL
CATEGORY A	1.3 NM	350	
CATEGORY B	1.5 NM	450	
CATEGORY C	1.7 NM	450	
CATEGORY D	2.3 NM	550	
CATEGORY E	4.5 NM	550	

5. MINIMUM SAFE ALTITUDES PRIMARY NAVAID:

SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A

CITY AND STATE		FACILITY	PROCEDURE AND AMENDMENT NO:	REGION
DOVER/CHESWOLD, DE	ELEVATION: 55 AIRPORT NAME: DELAWARE AIRPARK	ENO	VOR RWY 27, AMDT 6B	AEA

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:	2. WEATHER SERVICE	3. ALTIMETER SETTING
SATISFACTORY ON:	N W S / F A A / A / C / OTHER:	SOURCE:
		DISTANCE:
		HOURS REMOTE OPERATION:
V H F / U H F / H F	LOCATION:	ADJUSTMENT:

4. MONITOR STATUS	
PRIMARY NAVAID:	
MONITOR POINT:	
HRS OPTN:	CAT 1
	CAT 3

5. APPROACH & RUNWAY LIGHTING	
	ALS
	(S) SALS
	MALS
	HIRL
	MIRL
	REIL
	TDZ
	C/LINE
	OTHER (SPECIFY)

6. RUNWAY MARKINGS	
BASIC	
ALL WEATHER	
INSTRUMENT	

7. RUNWAY VISUAL RANGE	
APPROACH	
MIDFIELD	
ROLL OUT	

8. GLIDE PATH		
GP ANGLE:	ELEV RWY THRESHOLD:	
DISTANCE FROM RWY:	ELEV GP ANTENNA:	
	THRESHOLD CROSSING HEIGHT:	

9. FINAL APPROACH COURSE AIMING			
	RUNWAY THRESHOLD	FT. FROM THRESHOLD	
	ON CENTERLINE	FT. FROM CENTERLINE	

10. WAIVERS:

PART D - PREPARED BY:	DATE:
TITLE:	OFFICE:

PART C - REMARKS:

CONTINUED.
1158, 1154, 1153, 1147, 1144, 1141, 1138, 1137, 1136, 1133, 1132, 1131, 1129, 1128, 1121, 1118, 1115, 1113, 1111, 1109, 1108, 1107, 1105, 1097, 1095, 1093, 1092, 1091, 1089, 1087, 1085, 1084, 1081, 1077, 1074, 1070, 1068, 1067, 1066, 1063, 1062, 1059, 1058, 1054, 1050, 1047, 1045, 1043, 1037, 1034, 1033, 1029, 1027, 1023, 1021, 1018, 1016, 1013, 1011, 1003, 1002, 1000, 0999, 0995, 0983, 0979, 0975, 0969, 0965, 0947, 0933, 0924, 0052.

TERPS, VOLUME 1, "VISUAL PORION OF FINAL" RWY 9 PENETRATIONS:
20:1
145 TREE (K33NT0695) 391253.41N/0753626.07W (28.62)
147 TREE (K33NT0710) 391253.36N/0753627.54W (25.01)
153 TREE (K33NT0730) 391252.31N/0753629.25W (23.04)
152 TREE (K33NT0744) 391251.55N/0753630.54W (16.08)
128 TREE (K33NT0681) 391253.65N/0753625.01W (15.96)
151 TREE (K33NT0760) 391257.36N/0753634.46W (8.73)
151 TREE (K33NT0762) 391259.36N/0753635.49W (7.74)
140 TREE (K33NT0748) 391253.10N/0753631.44W (2.93)
147 TREE (K33NT0766) 391253.81N/0753633.95W (1.50)

FINAL XP: RAISED TO MATCH PUBLISHED MDA.

QUALITY CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: SMYRNA VORTAC **STATE:** DE **COUNTRY:** US

LATITUDE/LONGITUDE: 391353.93N/0753057.50W **TYPE:**

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	SMYRNA	ENO	VORTAC	L							17500

FIX RESTRICTIONS:
J191 MAA FL330 NORTHEAST BOUND 1100-0300Z

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	LEG LENGTH DME	HOLDING ALTITUDES MIN	HOLDING ALTITUDES MAX	TEMPLATES MIN	TEMPLATES MAX
1	W	ENO	VORTAC	250.66	070.66	L	1		1600	6000	5	7
2	E	ENO	VORTAC	087.35	267.35	R	1		1500	6000	5	7

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	230	TOWER (10-000007)	391202.00N/0753352.00W	434	4D
2	230	TOWER (10-000007)	391202.00N/0753352.00W	434	4D

REASON FOR NONSTANDARD HOLDING:
PAT 1 SEPARATION WITH DOVER AFB TRAFFIC

HOLDING RESTRICTIONS:
HOLDING LIMITED TO ESTABLISHED PATTERNS.

REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
PAT 1 FOR ATC USE.
PAT 2: HIGH TERRAIN IS 49.22 FEET WHICH IS LESS THAN 50 SO ROUNDS DOWN TO 0 FOR AIRSPACE.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
DP	CAPITAL			KIAD	WASHINGTON	DC (US)
DP	PALEO			KBWI	BALTIMORE	MD (US)
DP	SWANN			KBWI	BALTIMORE	MD (US)
DP	ATLANTIC CITY			KACY	ATLANTIC CITY	NJ (US)
DP	LEEAH			KMIV	MILLVILLE	NJ (US)
DP	PHILADELPHIA			KPHL	PHILADELPHIA	PA (US)
EN ROUTE	J191					(US)
EN ROUTE	V157					(US)
EN ROUTE	V16					(US)
EN ROUTE	V213					(US)
EN ROUTE	V268					(US)
EN ROUTE	V29					(US)
EN ROUTE	V379					(US)
IAP	ILS OR LOC/DME RWY 1			KDOV	DOVER	DE (US)
IAP	ILS RWY 1 (CAT II)			KDOV	DOVER	DE (US)
IAP	TACAN RWY 1			KDOV	DOVER	DE (US)
IAP	VOR/DME RWY 1			KDOV	DOVER	DE (US)
IAP	VOR/DME RWY 32			KDOV	DOVER	DE (US)
IAP	RNAV (GPS) RWY 9			K33N	DOVER/CHESWOLD	DE (US)
IAP	VOR RWY 27		2	K33N	DOVER/CHESWOLD	DE (US)
IAP	NDB-A			KEVY	MIDDLETOWN	DE (US)
IAP	RNAV (GPS) RWY 35			KEVY	MIDDLETOWN	DE (US)
IAP	LDA RWY 33			KMTN	BALTIMORE	MD (US)
IAP	RNAV (GPS) RWY 33			KMTN	BALTIMORE	MD (US)
IAP	ILS OR LOC/DME RWY 4			KESN	EASTON	MD (US)
IAP	VOR/DME RWY 31			K58M	ELKTON	MD (US)
IAP	ILS RWY 10			KMIV	MILLVILLE	NJ (US)
IAP	RNAV (GPS) RWY 10			KMIV	MILLVILLE	NJ (US)
IAP	RNAV (GPS) RWY 32			KMIV	MILLVILLE	NJ (US)
IAP	RNAV (GPS) RWY 19			KWWD	WILDWOOD	NJ (US)
STAR	SMYRNA			KDOV	DOVER	DE (US)
STAR	RUUTH			KEWR	NEWARK	NJ (US)
STAR	GATBY			KLGA	NEW YORK	NY (US)
STAR	KORRY			KLGA	NEW YORK	NY (US)
STAR	DUPONT			KPHL	PHILADELPHIA	PA (US)

REQUIRED CHARTING: DP, STAR, MILITARY IAP, IAP, CONTROLLER, EN ROUTE LOW, EN ROUTE HIGH

QUALITY CHECKED

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 18 **DATE OF REVISION:** 07/26/2012

REASON FOR REVISION:
1. UPDATED COORDINATES FROM 391354.00N/0753057.33W TO 391353.93N/0753057.50W.
2. DELETED ESV ENO R-360/40NM/18000-45000.
3. DELETED REMARK, ESV TO SUPPORT J191 IN BOTH DIRECTIONS.
4. CHANGED PAT 2 CRS INBOUND FROM 267.00 TO 267.35.
5. CHANGED PAT 2 MIN ALTITUDE FROM 1600 TO 1500.
6. ADDED REMARK, PAT 2: HIGH TERRAIN IS 49.22 FEET WHICH IS LESS THAN 50 SO ROUNDS DOWN TO 0 FOR AIRSPACE.

DEVELOPED BY:	**DATE:** 01/11/2012	**OFFICE:** AJV-352	**NAME:** DAVID SAUER
APPROVED BY:	**DATE:**	**OFFICE:** AJV-352	**NAME:** DARRYEL ADAMS
	SIGNATURE:		

DISTRIBUTION: **NFDC**
FPO: EST
ARTCC: ZDC, ZNY
ATC FACILITY: DOV APP CON, DCA ATCT
OTHER: NYC APP CON, PTC APP CON

QUALITY CHECKED

TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **DOVER/CHESWOLD** STATE: **DE**

AIRPORT NAME: **DELAWARE AIRPARK** ID: **K33N**

PROCEDURE: **VOR RWY 27** AMDT: 76B

DOCKET # :
(96-AXX-X/Required/Not Required)

ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.

1. Distance from **ENO VORTAC** to 1000' point **0.00**
   (Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of **FINAL** segment at 1000' point **2.00**
   (Enter appropriate segment , final, intermediate, etc.)
3. True Course of **FINAL** segment containing 1000' point **258.35**
4. High Terrain in **FINAL** segment containing 1000' point **46**
5. Distance from **ENO VORTAC** to 1500' point **0.00**
   (If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of **FINAL** segment at 1500' point **2.00**
7. True Course of **FINAL** segment containing 1500' point **258.35**
8. High Terrain in **FINAL** segment containing 1500' point **46**
9. Threshold Coordinates (if straight-in) ... **391310.09N** / **0753530.41W**
10. ARP Coordinates ..... **391306.00N** / **0753548.00W**
11. Runway Approach End and distance furthest from ARP.....RWY **27**
    Distance **0.30** NM
12. FAF Coordinates ..... **391353.93N** / **0753057.50W**
    (Click to Select)

REMARKS: Approach/Drawing attached. MISSED APPROACH USES 1000' AIRSPACE, HOWEVER NO NEW AIRSPACE REQUIRED SINCE IT IS CONTAINED IN EXISTING CONTROLLED AIRSPACE.