

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> 3LF	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 36	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> LITCHFIELD	<u>STATE</u> IL
<u>AIRPORT ELEVATION</u> 691	<u>TDZE</u> 682	<u>SUPERSEDED</u> RNAV (GPS) RWY 36	<u>DATED</u> 07/18/2019	<u>MAG VAR</u> 1E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 01/25/2024	<u>EPOCH YEAR</u> 1990
			<u>CANCEL/SUSPEND</u>	

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
PRAYS	IAF	OREPE	NOPT	TF	FB	1.00	087.51	9.23	3000
OREPE	IF/IAF	LIYPE		TF	FB	1.00	358.75	5.98	2200
LIYPE	FAF	RW36	MAP	TF	FO	0.30	358.77	4.65	
RW36	MAP	958 MSL		CA			358.77		
958 MSL		KUYLE		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW36

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT KUYLE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD S OREPE, RT, 358.75 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000.
3. FAC: 358.77 FAF: LIYPE DIST FAF TO MAP: 4.65 DIST FAF TO THLD: 4.65
4. MIN ALT: LIYPE 2200
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 250 HAT: 0.66 GS ANT: IM:
6. MIN GP INCPT: 2200 GP ALT AT FAF: LIYPE 2200 OM: MM:
7. GP ANGLE: 3.00 34:1: IS CLEAR 20:1: IS CLEAR TCH: 40.0
8. MSA FROM: RW36 2300



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: BARO-VNAV AND VDP NA WHEN USING TAYLORVILLE ALTIMETER SETTING.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PRAYS ON V14 WESTBOUND AND ON V69 SOUTHBOUND.
CHART PLANVIEW NOTE: NOPT FOR ARRIVAL AT OREPE ON V191 NORTHEAST BOUND.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TAYLORVILLE ALTIMETER SETTING AND INCREASE LPV DA TO 1005 FEET AND ALL VISIBILITIES 1/4 SM, INCREASE LNAV/VNAV DA TO 1145 AND ALL VISIBILITIES 1/4 SM; INCREASE ALL MDAS 80 FEET AND INCREASE LNAV CAT C VISIBILITY 1/8 SM.

ADDITIONAL FLIGHT DATA:

HOLD N, RT, 178.75 INBOUND.
FAS OBST: 873 AAO 390551N/0894042W.
CHART VDP AT 1.36 NM TO RW36.
WAAS CHANNEL # 40403
REFERENCE PATH ID: W36A
LTP HAE: 176 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - 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	932	3/4	250	932	3/4	250	932	3/4	250		NA				
LNAV/VNAV DA	1072	1 1/8	390	1072	1 1/8	390	1072	1 1/8	390		NA				
LNAV MDA	1140	1	458	1140	1	458	1140	1 3/8	458		NA				

CHANGES - REASONS

- TERMINAL ROUTES: INTERMEDIATE OREPE-LIYPE COURSE/DIST CHANGED FROM 358.76/6.04 TO 358.75/5.98, FINAL LIYPE-RW36 COURSE/DIST CHANGED FROM 358.76/4.59 TO 358.77/4.65, AND CA LEG "TO" LINE CHANGED FROM 958 TO 932 AND COURSE CHANGED FROM 358.76 TO 358.77. - FAF LIYPE MOVED.
- TERMINAL ROUTES: REMOVED VLA VORTAC-OREPE FEEDER. - VLA DECOMISSION.
- PROFILE: LINE 2: CHANGED COURSE FROM 358.76 TO 358.75 AND ADDED MAX 6000, LINE 3: CHANGED FAC FROM 358.76 TO 358.77 AND CHANGED DIST FAF TO MAP/THLD FROM 4.59 TO 4.65, LINE 5: CHANGED FROM 276 HAT: 0.74 TO 250 HAT: 0.66, AND ADDED 20:1 IS CLEAR. - H-I-L COURSE CHANGED TO MATCH INTERMEDIATE COURSE, IAW 8260.19I 8-6-7, FAF MOVED, AND NEW EVAL COMPLETED WITH NEW MINS.
- PBN REQ NOTE: CHANGED FROM RNP APCH TO RNP APCH-GPS. - IAW 8260.19I 8-6-8.
- NOTES: ADDED "PROCEDURE NA FOR ARRIVALS AT PRAYS ON V14 WESTBOUND AND ON V69 SOUTHBOUND" AND CHANGED B/U ALTIMETER NOTE FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TAYLORVILLE ALTIMETER SETTING AND INCREASE ALL DA 73 FEET AND ALL MDA 80 FEET. INCREASE LNAV CAT C VISIBILITY TO 1 3/8 SM" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TAYLORVILLE ALTIMETER SETTING AND INCREASE LPV DA TO 1005 FEET AND ALL VISIBILITIES 1/4 SM, INCREASE LNAV/VNAV DA TO 1145 AND ALL VISIBILITIES 1/4 SM; INCREASE ALL MDAS 80 FEET AND INCREASE LNAV CAT C VISIBILITY 1/8 SM". - IAW 8260.19I 8-6-9, NEW MINS, AND IAW 8260.3E TABLE 3-3-1.
- ADDITIONAL FLIGHT DATA: ADDED LTP HAE: 176 M, AND REMOVED 753 TREE/951 TOWER FAS OBSTS, DISTANCE TO THLD NOTE, AND *LNAV ONLY. - NEW EVAL WITH NEW CONTROLLING OBST AND IAW 8260.19I 8-6-10.
- ADDITIONAL FLIGHT DATA: CHANGED VDP FROM 1.74 TO 1.36. IAW 8260.3E 2-6-5.
- MINS: CHANGED LPV FROM 958/276/1SM TO 932/250/ 3/4SM, LNAV/VNAV FROM 1013/331/ 1 1/4SM TO 1072/390/ 1 1/8SM, AND LNAV FROM 1260/578 TO 1140/458 AND CAT C VIS FROM 1 5/8SM TO 1 3/8SM. - NEW EVAL COMPLETED WITH NEW CONTROLLING OBSTS AND IAW 8260.3E TABLE 3-3-1; FPT APPROVES LOWERING OF MINIMUMS.
- FAS DATA: CRC REMAINDER CHANGED FROM 1B3ABC89 TO 5EB9798F. - LTP LAT/LONG CHANGED FROM 390908.1000N/0894020.3025W TO 390908.1005N/0894020.2990W AND FPAP LAT/LONG CHANGED FROM 391037.2800N/0894020.7600W TO 391037.2810N/0894020.7610W.
- ADDITIONAL FLIGHT DATA: CHANGED HOLD COURSE FROM 178.76 TO 178.75. - MATCH RNAV RWY 18 INTERMEDIATE COURSE.



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER:

ZKC, STL APP CON, IL STATE AVIATION DIR, AMGR

FLIGHT CHECKED BY

PENDING

Digitally signed by

ERIC N SUSKI

Nov 02, 2023

OFFICE

DATE

DEVELOPED BY

ERIC N SUSKI (ANDRE TUCKER)

Digitally signed by

ERIC N SUSKI

Nov 02, 2023

OFFICE

AJV-A431

DATE

09/05/2023

APPROVED BY

ERIC N SUSKI

Digitally signed by

ERIC N SUSKI

Nov 02, 2023

OFFICE

AJV-A430

DATE

01/25/2024

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	3LF
RUNWAY	RW36
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W36A
LTP/FTP LATITUDE	390908.1005N
LTP/FTP LONGITUDE	0894020.2990W
LTP/FTP ELLIPSOIDAL HEIGHT	+01760
FPAP LATITUDE	391037.2810N
FPAP LONGITUDE	0894020.7610W
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	1528
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	5EB9798F

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K5
LTP ORTHOMETRIC HEIGHT	+02073
FPAP ORTHOMETRIC HEIGHT	+02073



**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>
3LF	RNAV (GPS) RWY 36	1	LITCHFIELD	IL	691	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM PRAYS **TO** OREPE

RNP 1.00 **DISTANCE** 9.23 **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 (17-002489)	385751.03N/0894452.44W	890	250	50	4D	1000				AT1110	3000
TERRAIN	385939.00N/0894548.00W	659 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM OREPE **TO** LIYPE

RNP 1.00 **DISTANCE** 5.98 **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 (17-002847)	390207.00N/0894147.00W	1139	500	50	5D	500					1700
TERRAIN	390354.00N/0894109.00W	685 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LPV

FROM

LIYPE

TO

RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.65		DA				250				
<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 (17-056170)	390903.24N/0894012.53W	746	20	10	1B		34.00:1			AC10 SA-49	932

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

LIYPE

TO

RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.65		DA				390				
<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	390806.00N/0894045.00W	786	250	8	4B		23.40:1			AC8	1072

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

LIYPE

TO

RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.65		RW36				458				
<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	390551.00N/0894042.00W	873	250	10	4B	250					1140

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
OREPE

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 (17-002847)	390207.00N/0894147.00W	1139	500	50	5D	1000				AT861	3000
TERRAIN	390048.00N/0893615.00W	657 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM
DA

TO
KUYLE

<u>RNP</u> 0.30	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 744			
<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 (17-002573)	391409.00N/0893819.00W	972	50	20	2C	1000					2000
TERRAIN	391133.00N/0893948.00W	708 (700)								AS1500	2200

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

KUYLE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30								922			
<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 (17-002573)	391409.00N/0893819.00W	972	50	20	2C	1000					2000
TERRAIN	391133.00N/0893948.00W	708 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW36

TO

KUYLE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30-1.00								1040			
<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 (17-002573)	391409.00N/0893819.00W	972	50	20	2C	1000					2000
TERRAIN	391133.00N/0893948.00W	708 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MSA

CENTER

RW36

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	STACK (17-000403)	393526.00N/0892947.00W	016	27.5	1217	500	125	5E	1000			2300

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

VEGETATION HEIGHT 100 FT USED PER FPT.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

STL APP CON, STL FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3PT	3LF	0	3LF	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3PT	TAZ	24	TAZ	27.36	Y	73

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
K3LF 691, KTAZ 622
RA = 72.6.

<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>	
RW18 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)	NPI-F		
RW36 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)	NPI-F		
RW09 - REIL (PCL), MIRL (PCL), PAPI-2L (PCL)	NPI-G		
RW27 - REIL (PCL), MIRL (PCL), PAPI-2L (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>
3.00	680.0	40.0			3.00	24.9

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<div>X</div>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<div>X</div>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
-16C	-54C	-16C	+13.63C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 826 HIGH TEMP 1174.



"VISUAL PORTION OF FINAL" PENETRATIONS

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.

TAA NOT DEVELOPED PER ATC REQUEST.

AIR TRAFFIC HAS REQUESTED ALL INITIALS INBOUND TO K3LF BE AT LEAST 3000 FT FOR RADAR COVERAGE.

CIRCLING MIINIMUMS REMOVED DUE TO INITIATIVE TO REMOVE UNECESSARY CIRLING MINIMUMS.

APPLIED MEMO DATED 8-22-23: WAIVER TO ORDER 8260.58, U.S. STANDARD FOR PBN INSTRUMENT PROCEDURE DESIGN, ON APPENDIX C PBN TRANSITION TO ILS/GLS/LPV FINAL.

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	3.08
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	359.77
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	700
DISTANCE FROM	THLD	TO 1500FT POINT	4.65
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.13
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	359.77
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	700

THRESHOLD COORDINATES (IF STR-IN)	390908.10N/0894020.30W
ARP COORDINATES	390945.00N/0894028.70W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 36 DISTANCE 0.62 NM
FAF COORDINATES	390429.00N/0894018.86W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ERIC N SUSKI (ANDRE TUCKER)	AJV-A431	09/05/2023	AERONAUTICAL INFORMATION SPECIALIST

