

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
ILS STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.29**

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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
DPA	ILS OR LOC RWY 10	9	CHICAGO/WEST CHICAGO	IL		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
759	756	ILS OR LOC RWY 10	8E	10/07/2021	1W	1985
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-DPA			ROUTINE			

**TERMINAL ROUTES**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
DPA VOR/DME		LYLLE INT	FAF/IAF				320.70	2.48	3000

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 5.64 NM AFTER LYLLE INT

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 2600 DIRECT JOT VOR/DME AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT	R	SIDE OF COURSE	277.01	OUTBOUND	3000	FT WITHIN	10	MILES OF	LYLLE INT (IAF)			
2.												
3. FAC:	097.01	FAF:	LYLLE INT			DIST FAF TO MAP:	5.64	DIST FAF TO THLD:	5.64			
4. MIN ALT:	LYLLE INT 2600, HOVUB INT 1340											
5. DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		GS ANT:	938			
6. MIN GS INCPT:	2600	GS ALT AT PFAF:	LYLLE INT 2600					OM:		MM:		IM:
7. GS ANGLE:	3.00	34:1:		20:1:		TCH:	50.3					
8. MSA FROM:	DPA VOR/DME 2600											

**NOTES:**

CHART NOTE: CIRCLING RWY 15, 28, 33 NA AT NIGHT.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT DPA VOR/DME ON V6 EASTBOUND.  
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ARR ALTIMETER SETTING AND INCREASE S-ILS 10 DA TO 993 FEET; INCREASE ALL MDAS 40 FEET ; AND CIRCLING VISIBILITY CAT C/D 1/4 SM.

**ADDITIONAL FLIGHT DATA:**

HOLD E, RT, 282.32 INBOUND.  
CHART FAS OBST: 903 TOWER (17-029184) 415455N/0881739W.



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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: 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
S-ILS 10	956	3/4	200	956	3/4	200	956	3/4	200	956	3/4	200			
S-LOC 10	1220	1	464	1220	1	464	1220	1 3/8	464	1220	1 3/8	464			
CIRCLING	1260	1	501	1360	1	601	1460	2	701	1460	2 1/4	701			

CHANGES - REASONS

1. TERMINAL ROUTES: CHANGED SEGMENT FROM "DPA VOR/DME TO LYLLE OM, DISTANCE 2.23, COURSE 328.08" TO "DPA VOR/DME TO LYLLE INT, DISTANCE 2.48, COURSE 320.70 "- LYLLE OM DECOMMISSIONED.
2. MAP: LOC CHANGED FROM "5.25 NM AFTER LYLLE OM/INT" TO " 5.64 NM AFTER LYLLE INT".- LYLLE OM DECOMMISSIONED.
3. REMOVED ALTERNATE MISSED APPROACH PER FPT/ATC INSTRUCTIONS.
4. PROFILE LINE 1: CHANGED MILES OF FROM "LYLLE OM/INT (IAF)" TO "LYLLE INT (IAF)"- LYLLE OM DECOMMISSIONED.
5. PROFILE LINE 3: CHANGED FAF, PFAF, DIST FAF TO MAP, DIST FAF TO THLD FROM "LYLLE OM/INT, 5.25" TO "LYLLE INT, 5.64" – LYLLE OM DECOMMISSIONED AND LYLLE INT IS THE NEW FAF.
6. PROFILE LINE 5: REMOVED "5.25" FROM DIST TO THLD FROM OM- LYLLE OM DECOMMISSIONED.
7. PROFILE LINE 6: CHANGED GS ALT AT PFAF FROM "LYLLE OM/INT" TO "LYLLE INT" - LYLLE OM DECOMMISSIONED.
8. CHANGED NOTE FROM "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CHICAGO/AURORA ALTIMETER SETTING: INCREASE S-ILS 10 DA TO 993 FEET; INCREASE ALL MDA 40 FEET AND VISIBILITY S-LOC 10 CATS C/D AND HOVUB INT MINIMUMS S-LOC 10 CATS C/D 1/8 SM. AND CIRCLING AND HOVUB INT MINIMUMS CIRCLING CATS C/D 1/4 SM" TO "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ARR ALTIMETER SETTING AND INCREASE S-ILS 10 DA TO 993 FEET; INCREASE ALL MDAS 40 FEET ; AND CIRCLING VISIBILITY CAT C/D 1/4 SM."- IAW 8260.19J PARA 8-6-10F(4).

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZAU, ORD APP CON, DPA ATCT, AMGR

FLIGHT CHECKED BY

OFFICE DATE

DEVELOPED BY

LIAM DONAHUE (TEVAR MALONE)

OFFICE DATE  
AJV-A33 03/07/2025

APPROVED BY

KYLE THOMPSON

OFFICE DATE TITLE  
AJV-A33 07/03/2025 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>
DPA	ILS OR LOC RWY 10	9	CHICAGO/WEST CHICAGO	IL	759	I-DPA

## PART A: OBSTRUCTION DATA SEGMENTS

### FEEDER

**FROM**  
DPA VOR/DME

**TO**  
LYLLE INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	2.48				

<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	415448.00N/0882309.00W	1096	215	8	4B	1000				AT904	3000
TERRAIN	415448.00N/0882309.00W	895 (900)								AS1500	2400

## COMPUTATIONS

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

### SEGMENT REMARKS:

### INTERMEDIATE: PT

**FROM**  
10 NM

**TO**  
LYLLE INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	10.00				

<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	415509.00N/0882554.00W	1221	215	8	4B	500				AT879	2600
TERRAIN	415509.00N/0882554.00W	1020 (1000)								AS1500	2500

## COMPUTATIONS

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

### SEGMENT REMARKS:

QUALITY  
37  
CHECKED

FINAL: ILS

FROM

LYLLE INT

TO

RW10

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.64		DA				200				
<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				956

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

LYLLE INT

TO

HOVUB INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	3.96										
<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	415521.00N/0882030.00W	1034	215	8	4B	250				RA40	1340

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

HOVUB INT

TO

5.64 NM AFTER LYLLE INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	1.68		5.64 NM AFTER LYLLE INT				464				
<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 (17-029184)	415455.00N/0881739.00W	903	500	50	5D	250				AC50	1220

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



PROCEDURE TURN

FROM

LYLLE INT

TO

10 NM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<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 (17-001565)	420111.70N/0882252.99W	1386	20	3	1A	1000				AT614	3000
TERRAIN	420127.00N/0882903.00W	1066 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM

DA

TO

JOT VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
										789	
<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				2600
TOWER (17-001613)	413626.00N/0882710.00W	1266	50	20	2C	1000					2300
TERRAIN	414957.00N/0881048.00W	836 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

5.64 NM AFTER LYLLE INT

TO

JOT VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 970			
<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				2600
TOWER (17-001613)	413626.00N/0882710.00W	1266	50	20	2C	1000					2300
TERRAIN	414957.00N/0881048.00W	836 (800)								AS1500	2300

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											
TANK (17-000505)	415403.00N/0881256.00W	1.30	501	950	20	10	1B	300			1260
CATEGORY B											
TOWER (17-000089)	415230.00N/0881638.00W	1.83	601	1003	250	50	4D	300		AC50	1360
CATEGORY C											
TOWER (17-001190)	415212.40N/0881754.33W	2.88	701	1158	50	20	2C	300			1460
CATEGORY D											
TOWER (17-001190)	415212.40N/0881754.33W	3.76	701	1158	50	20	2C	300			1460

CIRCLING REMARKS:

MSA

CENTER

DPA VOR/DME

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (17-000007)	415605.00N/0880424.00W	076	12.7	1508	250	50	4D	1000			2600

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

100' VEGETATION USED FOR PROCEDURE EVALUATION.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAU ARTCC, DPA TOWER, CHI APP CON

<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	DPA	24	DPA	0	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	ARR	24	ARR	13.02	Y	37

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME  
KDPA 759, KARR 712  
RA = 36.5

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-DPA	DPA ATCT	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW15 - REIL, MIRL, PAPI-4R	BSC-G	
RW33 - REIL, MIRL	BSC-G	
RW02R - MIRL	NPI-G	
RW20L - MIRL	NPI-G	
RW02L - MALSR, C/LINE, TDZ, HIRL	PIR-G	APPROACH
RW10 - LDIN, HIRL, REIL, VASI-4L (PCL)	PIR-G	
RW20R - HIRL, C/LINE, PAPI-4L	PIR-G	ROLL OUT
RW28 - REIL, HIRL, PAPI-4L	PIR-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	753.3	50.3	755.8	938	3.00	50.0

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>
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CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 15
20:1	
835 TREE (17-037529) 415520.1000N/0881451.5100W (27.62)	813 TREE (17-038040) 415518.2000N/0881449.7600W (17.28)
840 TREE (17-058477) 415522.5000N/0881458.3900W (8.42)	807 TREE (17-041618) 415516.4100N/0881455.3000W (7.7)
848 TREE (17-037536) 415524.2100N/0881459.2400W (7.39)	831 TREE (17-049311) 415521.2800N/0881457.9800W (5.46)
819 TREE (17-073405) 415522.2100N/0881450.4400W (4.78)	796 POLE (17-023753) 415515.8300N/0881452.6400W (4.57)
845 TREE (17-037532) 415522.8800N/0881502.0300W (4.41)	791 TRANSMISSION_LINE (17-023905) 415517.4100N/0881447.1400W (3.97)
791 POLE (17-058466) 415517.4100N/0881447.1400W (3.97)	836 TREE (17-058476) 415523.0900N/0881458.1700W (2.34)
779 POLE (17-028496) 415515.6100N/0881446.1100W (1.75)	
FINAL TYPE	CIRCLING RWY 28
20:1	
827 TREE (17-031502) 415445.7200N/0881408.6800W (9.31)	796 TREE (17-049442) 415443.3700N/0881415.1700W (1.46)
809 TREE (17-036851) 415439.1800N/0881411.9200W (0.02)	
FINAL TYPE	CIRCLING RWY 33
20:1	
823 TREE (17-037497) 415432.5700N/0881418.3600W (25.87)	817 TREE (17-037546) 415432.5200N/0881416.1200W (15.12)
787 TREE (17-043004) 415439.1300N/0881416.2200W (13.55)	822 TREE (17-036854) 415432.3300N/0881411.4300W (9.79)
812 TREE (17-073546) 415432.9100N/0881415.1400W (9.79)	773 TRAVERSE_WAY (17-037396) 415440.2100N/0881417.2900W (6.34)
822 TREE (17-036859) 415432.3600N/0881409.5500W (6.11)	845 TREE (17-073743) 415425.5300N/0881412.0100W (4.92)
846 TREE (17-073170) 415424.7000N/0881412.9500W (4.28)	815 TREE (17-031501) 415431.2000N/0881414.3900W (3.97)
842 TREE (17-072797) 415426.2600N/0881411.0700W (3.13)	843 TREE (17-038020) 415425.4400N/0881412.2900W (3.11)
816 TREE (17-058319) 415430.4400N/0881415.0500W (3.06)	773 TRAVERSE_WAY (17-031497) 415439.3300N/0881417.1700W (2.34)
809 TREE (17-058317) 415432.5100N/0881413.7400W (2.25)	759 LIGHTING (17-073679) 415440.5700N/0881420.9000W (1.2)
836 TREE (17-073351) 415426.1900N/0881413.0800W (0.91)	841 TREE (17-038021) 415426.0400N/0881410.5300W (0.1)
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:

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.  
PRECIPITOUS TERRAIN EVALUATION COMPLETED.  
BACK UP ALTIMETER PUBLISHED PER FPT.  
RWY 10 20:1 PENETRATED BY RUNWAY LIGHTS FIX BY FUNCTION.  
ORDER 8260.3 CHAPTER 2 APPLIED TO 1096 AAO 415454.00N/0882306.00W.  
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	3.44
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.96
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	096.01
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	5.24
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.35
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	096.01
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN) 415448.52N/0881530.55W  
ARP COORDINATES 415425.39N/0881452.78W  
RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 2R DISTANCE 0.83 NM  
FAF COORDINATES 415523.75N/0882301.45W  
FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
LIAM DONAHUE (TEVAR MALONE)	AJV-A33	03/07/2025	AERONAUTICAL INFORMATION SPECIALIST

