

<b>RNAV - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.33</b>						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.											
<b>TERMINAL ROUTES</b>											<b>MISSED APPROACH</b>						
FROM		TO			COURSE AND DISTANCE				ALTITUDE		LPV: DA LNAV/VNAV: DA LNAV: RW34  CLIMB TO 4400 THEN CLIMBING LEFT TURN TO 9000 DIRECT CRANY AND HOLD, CONTINUE CLIMB-IN-HOLD TO 9000.  ADDITIONAL FLIGHT DATA: HOLD SE, RT, 298.37 INBOUND. FAS OBST: 4160 AAO 442522N/1080410W 4380 AAO 442415N/1080509W DISTANCE TO THLD FROM 250 HAT: 0.63 NM. CHART VDP AT 2.10 NM TO RW34* *LNAV ONLY. WAAS CHANNEL # 77542 REFERENCE PATH ID: W34A CHART CIRCLING ICON. LTP HAE: 1181 M						
CRANY		JIGAX (TF) (FB) (RNP 2.00)			069.53 / 11.69				8000								
RLY VOR/DME		WULAX (TF) (FB) (RNP 2.00)			341.61 / 16.19				6800								
JIGAX		PAYIL (TF) (FO) (RNP 2.00)			069.42 / 5.00				6400								
WULAX (IAF)		PAYIL (NOPT) (TF) (FB) (RNP 1.00)			339.51 / 5.00				6400								
PAYIL (IF/IAF)		HUGAX (TF) (FB) (RNP 1.00)			340.12 / 5.99				5900								
(SEE FORM 8260-10)																	
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. HOLD S PAYIL, RT, 340.12 INBOUND, 6400 FT. IN LIEU OF PT (IAF) 3. FAC: 339.49 FAF: HUGAX DIST FAF TO MAP: 6.07 THLD: 6.07 4. MIN. ALT: PAYIL 6400, HUGAX 5900 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: 5900 GS ALT AT: HUGAX 5900 OM: _____ MM: _____ IM: _____ 7. GS ANGLE: 3.00 TCH: 50.0 34:1 IS CLEAR 8. MSA FROM: RW34 11600																	
											MAG VAR: 10E EPOCH YEAR: 2020						
<b>MINIMUMS</b>																	
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT											ALTERNATE: N A		STANDARD @				
CATEGORY ==>		A			B			C			D			E			
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA		
LPV DA	4166	3/4	250	4166	3/4	250	4166	3/4	250	4166	3/4	250					
LNAV/VNAV DA	4240	1	324	4240	1	324	4240	1	324	4240	1	324					
LNAV MDA	4640	1	724	4640	1	724	4640	2	724	4640	2	724					
CIRCLING	4640	1	698	4700	1 1/4	758	5320	3	1378	5460	3	1518					
NOTES: CHART NOTE: BARO-VNAV NA WHEN USING COWLEY/LOVELL/BYRON ALTIMETER SETTING. CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -26C (-14F) OR ABOVE 51C (124F). CHART NOTE: DME/DME RNP-0.3 NA. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE COWLEY/LOVELL/BYRON ALTIMETER SETTING AND (CONTINUED ON PAGE 2)																	
CITY AND STATE				ELEVATION: 3942 TDZE: 3916				FACILITY IDENTIFIER: RNAV				PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:	
GREYBULL, WY				AIRPORT NAME:								RNAV (GPS) RWY 34, AMDT 2				AMDT: 1C	
				SOUTH BIG HORN COUNTY												DATED 10/15/2015	



ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
				ROUTINE	
COORDINATED WITH:					
ATA <div></div>		AAT <div></div>		ALPA <div>X</div>	
APA <div></div>		AOPA <div>X</div>		NBAA <div>X</div>	
OTHER (specify) <div>ZLC, GEY AMGR</div>					
FLIGHT CHECKED BY					
NAME: <div>SCOTT ANDREW THOMPSON</div>				FIFO FIOG	DATE: 06/21/2017
DEVELOPED BY					
NAME: <div>LIAM DONAHUE</div> <div>Digitally signed by LIAM DONAHUE</div> <div>Jun 27, 2017</div>				FIFO AJV-5431	DATE: 05/09/2017
APPROVED BY					
NAME: <div>PATRICK MULQUEEN</div> <div>MANAGER</div>				FIFO AJV-5430	DATE:
CHANGES:					
<div>1. ALL FEEDER, INITIAL, COURSES WERE INCREASED BY FOUR DEGREES.</div> <div>2. ROUTE FROM JIGAX TO PAYIL WAS CHANGED FROM INITIAL TO FEEDER TO THE HOLD-IN-LIEU.</div> <div>3. CHANGED FINAL APPROACH COURSE FROM 336.10 TO 339.49.</div> <div>4. CHANGED INTERMEDIATE AND HOLD-IN-LIEU COURSE FROM 335.49 TO 340.12.</div> <div>5. ADDED LPV AND LNAV/VNAV LINES OF MINIMA.</div> <div>6. DELETED LNAV STEP DOWN FIX AT WIPAL.</div> <div>7. LOWERED LNAV MINIMUMS FROM 4760-1, 1 1/4, 2 1/2 , 2 1/2, TO 4640, 1, 1, 2, 2.</div> <div>8. CHANGED CIRCLING MINIMUMS FROM 4760-1, 4760-1 1/4, 4760-2 1/2, 5220-3 TO 4640-1, 4700-1 1/4, 5320-3, 5460-3 AND CHARTED CIRCLING ICON.</div> <div>9. CHANGED FAS OBSTACLE FROM 4059 TREE TO 4160 AAO AND ADDED PARA 289 OBSTACLE; 4380 AAO.</div> <div>10. CHARTED VDP AT 2.10 NM FROM THLD.</div> <div>11. CHANGED BACKUP ALTIMETER FROM WORLAND TO COWLEY/LOVELL/BYRON.</div> <div>12. CHANGED BACKUP ALTIMETER NOTE FROM: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE WORLAND ALTIMETER SETTING AND INCREASE ALL MDA 120 FEET AND INCREASE LNAV CAT NB AND CIRCLING CAT C VISIBILITY 1/4 MILE AND LNAV CAT C/D 1/2 MILE. TO: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE COWLEY/LOVELL/BYRON ALTIMETER SETTING AND INCREASE LPV DA TO 4253 FEET AND LNAV/VNAV DA TO 4327 FEET. INCREASE LPV AND LNV/VNAV VISIBILITY ALL CATS (SEE FORM 8260-10)</div>					
REASONS:					
<div>1. AIRPORT MAGNETIC VARIATION UPDATED FROM 14E TO 10E.</div> <div>2. SEGMENT IS TWO SHORT FOR NOPT TO INTERMEDIATE, RETAINED PER ATC REQUEST.</div> <div>3. AIRPORT MAGNETIC VARIATION UPDATE AND ELIMINATING FINAL OFFSET.</div> <div>4. AIRPORT MAGNETIC VARIATION UPDATE AND MATCH NEW FAC.</div> <div>5. ATC REQUEST.</div> <div>6. NO MDA OR VISIBILITY ADVANTAGE DUE TO MISSED APPROACH ADJUSTMENTS.</div> <div>7. NEW SURVEY AND MAP STUDY.</div> <div>8. FAAO 8260.3B CHAPTER 2, NEW CIRCLING CRITERIA.</div> <div>9. NEW MAP STUDY AND SURVEY.</div> <div>10. NEW FINAL CALCULATIONS.</div> <div>11. BETTER BACKUP ALTIMETER ADJUSTMENT: 86.24 VICE 121.1.</div> <div>12. NEW BACKUP ALTIMETER AND ADDING LPV AND LNAV/VNAV MINIMUMS.</div> <div>13. LNAV/VNAV MINIMUMS ADDED TO PROCEDURE.</div> <div>14. FAAO 8260.19G 8-6-5.</div> <div>(SEE FORM 8260-10)</div>					



**US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION**  
**RNAV - STANDARD**  
**INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33**

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**TERMINAL ROUTES, (CONT.):**

FROM	TO	COURSE AND DISTANCE	ALTITUDE
HUGAX (FAF)	RW34 (MAP) (TF) (FO) (RNP 0.30)	339.49 / 6.07	
RW34 (MAP)	4400 MSL (CA)	339.49	4400
4400 MSL	CRANY (DF) (FO) (RNP 1.00)		9000

**NOTES, (CONT.):**

INCREASE LPV DA TO 4253 FEET AND LNAV/VNAV DA TO 4327 FEET. INCREASE LPV AND LNV/VNAV VISIBILITY ALL CATS 3/8 SM. INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT B 1/4 SM, CATS C/D 1/2 SM AND CIRCLING CAT B 1/4 SM.  
 CHART NOTE: VDP NA WITH COWLEY/LOVELL/BYRON ALTIMETER SETTING.  
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL AT CRANY ON V187 SOUTHBOUND.

QUALITY  
4  
CHECKED

CITY AND STATE  GREYBULL, WY	ELEVATION: 3942	TDZE: 3916	FACILITY IDENTIFIER:  RNAV	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:  RNAV (GPS) RWY 34, AMDT 2	SUP:
	AIRPORT NAME:				AMDT: 1C
	SOUTH BIG HORN COUNTY				DATED: 10/15/2015

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH: <div><div>ATA<div></div></div><div>AAT<div></div></div><div>ALPA<div></div></div><div>APA<div></div></div><div>AOPA<div></div></div><div>NBAA<div></div></div><div>OTHER (specify)<div></div></div></div>					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
<div>CHANGES:</div> <div>CHANGES CONT.</div> <div>3/8 SM. INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT B 1/4 SM, CATS C/D 1/2 SM AND CIRCLING CAT B 1/4 SM.</div> <div>13. ADDED BARO-VNAV NA AND VDP NA WHEN USING COWLEY/LOVELL/BYRON ALTIMETER SETTING NOTES.</div> <div>14. DELETED NOTE: NIGHT LANDING : RWY 7, 25 NA.</div> <div>15. CHANGED MISSED CA LEG COURSE FROM 336.10 TO 339.49 AND ADDED CLIMB TO ALTITUDE OF 4166.</div> <div>16. CHANGED ALTERNATE MINIMUMS FROM: CATA, B 900-2, CAT C 900-2 1/2, CAT D 1300-3 TO CAT C 1400-3, CAT D 1600-3.</div> <div>17. DELETED NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.</div> <div>18. DELETED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL AT RLY VOR/DME ON V319 SOUTHEAST BOUND.</div>					
<div>REASONS:</div> <div>REASONS CONT.</div> <div>15. NEW FAC AND 4166 IS LOWEST OF DA OR 400 FT ABOVE AIRPORT.</div> <div>16. NEW CALCULATIONS.</div> <div>17. P-NOTAM 5/5662.</div> <div>18. NOT REQUIRED.</div> <div>06/27/17: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/09/17.</div> <div>1. THE LNAV/VNAV AND LNAV MAPS WERE CHANGED FROM FB TO FO.</div>					



**RNAV STANDARD INSTRUMENT APPROACH PROCEDURE  
FLIGHT STANDARDS SERVICE - FAR PART 97.33**

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**FAS DATA BLOCK INFORMATION****DATA FIELD****DATA**

OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KGEY
RUNWAY	RW34
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W34A
LTP/FTP LATITUDE	443039.1820N
LTP/FTP LONGITUDE	1080435.1270W
LTP/FTP ELLIPSOIDAL HEIGHT	+11810
FPAP LATITUDE	443206.7790N
FPAP LONGITUDE	1080457.8920W
THRESHOLD CROSSING HEIGHT (TCH)	00050.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0616
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

**CRC REMAINDER**

9A7DCBEB

**ADDITIONAL PATH POINT RECORD INFORMATION**

ICAO CODE	K1
LTP ORTHOMETRIC HEIGHT	+11936
FPAP ORTHOMETRIC HEIGHT	+11936

QUALITY  
4  
CHECKED

CITY AND STATE

GREYBULL, WY

ELEVATION: 3942

TDZE: 3916

AIRPORT NAME:

SOUTH BIG HORN COUNTY

FACILITY  
IDENTIFIER:  
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

RNAV (GPS) RWY 34, AMDT 2

SUP:

AMDT: 1C

DATED: 10/15/2015

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>
NBAA <div><input type="checkbox"/></div>		OTHER (specify) <div><input type="checkbox"/></div>			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES:					
REASONS:					

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD																			
PART - A OBSTRUCTION DATA																			
1. APP SEGMENT		FROM		TO		OBSTRUCTION		COORDINATES		ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.						
FEEDER		CRANY		JIGAX		1. AAO		441409.00N/1082527.00W		5256 (4E)	2000	AT744	8000						
						2. TERRAIN		441409.00N/1082527.00W		5056 (5100)		AS1500	6600						
FEEDER		RLY VOR/DME		WULAX		3. AAO		440048.00N/1080300.00W		4725 (4E)	2000		6800						
						4. TERRAIN		440048.00N/1080300.00W		4525 (4500)		AS1500	6000						
FEEDER		JIGAX		PAYIL		5. AAO		441733.00N/1080942.00W		4515 (4E)	2000	MT-200	6400						
						6. TERRAIN		441733.00N/1080942.00W		4315 (4300)		AS1500	5800						
INITIAL		WULAX		PAYIL		7. AAO		441330.00N/1080300.00W		4528 (4E)	1000	AT872	6400						
						8. TERRAIN		441330.00N/1080300.00W		4328 (4300)		AS1500	5800						
INTERMEDIATE		PAYIL (IF/IAF)		HUGAX		9. AAO		441927.00N/1075857.00W		4473 (4D)	500	AT927	5900						
						10. TERRAIN		441927.00N/1075857.00W		4273 (4300)		AS1500	5800						
FINAL: LPV		HUGAX		DA							ASC		4166/250						
FINAL: LNAV/VNAV		HUGAX		RW34		11. TREE		443003.00N/1080515.00W		4059 (2C)	161	AC20	4240/324						
FINAL: LNAV		HUGAX		RW34		12. AAO		442521.67N/1080410.37W		4160 (2C)	250	XL4 MA220	4640						
2. HOLD-IN-LIEU-OF-PT		PAYIL		P-9		13. AAO		441045.00N/1080648.00W		4954 (4E)	1000	AT446	6400						
						14. TERRAIN		441045.00N/1080648.00W		4754 (4800)		AS1500	6300						
3. MISSED APPROACH	MAP:		DA / RW34		CRANY		15. GRD (KGEYT001854)		443351.38N/1080344.08W		4778 (1B)	ASC	9000						
							16. GRD (KGEYT001135)		443449.34N/1080500.42W		4926 (1A)	1000	6000						
	ELEV:		3979/4112/4540				17. TERRAIN		443449.34N/1080500.42W		4926 (4900)		AS1500	6400					
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.															
CATEGORY A		1.3 NM		REQUIRED	350	ACTUAL	698	18. GRD (KGEYT001388)		443232.17N/1080317.47W		4216 (1B)	300	SI	4640				
CATEGORY B		1.5 NM			450		758	19. GRD (KGEYT001726)		443329.75N/1080336.00W		4398 (1B)	300		4700				
CATEGORY C		1.7 NM			450		1378	20. BUSH		443432.87N/1080420.37W		5020 (1B)	300		5320				
CATEGORY D		2.3 NM			550		1518	21. AAO		443506.58N/1080525.12W		5160 (2C)	300		5460				
CATEGORY E		4.5 NM			550														
5. MINIMUM SAFE ALTITUDES													PRIMARY NAVAID: RW34						
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A	
360-360		AAO		067/28.0		10506 (4E)		11600											
CITY AND STATE				ELEVATION: 3942				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION			
GREYBULL, WY				AIRPORT NAME: SOUTH BIG HORN COUNTY				RNAV				RNAV (GPS) RWY 34, AMDT 2				ANM			

QUALITY  
4

CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:			
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING				PRECIPITOUS TERRAIN EVALUATION COMPLETED.	
ZLC ARTCC				N W S		OTHER: ASOS		SOURCE: KGEY / KU68				ORDER 8260.3 CHAPTER 2 APPLIED TO 4380 AAO 442415N/1080509W	
				F A A				DISTANCE: 0 / 28.26				LPV MIN 250 HAT BASED ON RWY MARKINGS.	
				A / C				HOURS REMOTE OPERATION: 0/YES / 24/YES					
SATISFACTORY ON:				LOCATION: KGEY				ADJUSTMENT: 0 / 87				CRITICAL TEMPERATURES: CRITICAL LOW :-26C (-14F) CRITICAL HIGH :+51C (+124F) ACT :-28C APT ISA :+7.19C	
4. MONITOR STATUS		PRIMARY NAVAID:								CRITICAL TEMPERATURE REMARKS AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2012-2016). CRITICAL LOW TEMPERATURE BASED ON ACT. DESCENT RATE (FPM): STANDARD TEMP 1008 HIGH TEMP 1177.			
		MONITOR POINT:											
		HRS OPTN:	CAT 1										
			CAT 3							ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.37NM CAT B: 1.95NM CAT C: 3.12NM CAT D: 4.10NM  SEE ATTACHED AIRSPACE LETTER. RASS PRESSURE PATTERNS SAME KGEY 3941.8, KU68 4093.5 RA = 86.24.  60' VEGETATION WITHIN 5 NM PER FPT. KGEY AND KU68 ARE CONNECTED TO WMSCR.  VGS1 DATA: 3.00/50.00  NOTE: HOLDING INBOUND COURSE AT CRANY WAS NOT UPDATED BECAUSE PATTERN IS USED BY A KWRL PROCEDURE THAT IS NOT BEING AMENDED AT THIS TIME. HOLDING FOR THIS PROCEDURE WAS EVALUATED USING THE OLD COURSE WITH THE NEW MAGNETIC VARIATION.          25 DEGREE BANK ANGLE USED IN MISSED SEGMENT.   SLOPES LPV: 34:1 LNAV/VNAV: 23.80:1			
5. APPROACH & RUNWAY LIGHTING		ALS											
		(S) SALS											
		MALS											
		HIRL											
		X	MIRL 16 (PCL), 34 (PCL)										
		X	REIL 16 (PCL), 34 (PCL)										
		TDZ											
		C/LINE											
		X	OTHER (SPECIFY) PAPI-4L 16 (PCL), 34 (PCL)										
6. RUNWAY MARKINGS		BASIC BSC-F 26								VGS1 DATA: 3.00/50.00			
		ALL WEATHER											
		INSTRUMENT NPI-G 16, 34; -F 08											
7. RUNWAY VISUAL RANGE		APPROACH								NOTE: HOLDING INBOUND COURSE AT CRANY WAS NOT UPDATED BECAUSE PATTERN IS USED BY A KWRL PROCEDURE THAT IS NOT BEING AMENDED AT THIS TIME. HOLDING FOR THIS PROCEDURE WAS EVALUATED USING THE OLD COURSE WITH THE NEW MAGNETIC VARIATION.			
		MIDFIELD											
		ROLL OUT											
8. GLIDE PATH		GP ANGLE: 3.00				ELEV RWY THRESHOLD: 3916.1				25 DEGREE BANK ANGLE USED IN MISSED SEGMENT.			
		DISTANCE FROM RWY:				ELEV GP ANTENNA:							
		THRESHOLD CROSSING HEIGHT: 50.0											
9. FINAL APPROACH COURSE AIMING		X	RUNWAY THRESHOLD				FT. FROM THRESHOLD				SLOPES LPV: 34:1 LNAV/VNAV: 23.80:1		
		X	ON CENTERLINE				FT. FROM CENTERLINE						
10. WAIVERS: NONE													
PART D - PREPARED BY: LIAM DONAHUE								DATE: 05/09/2017					
TITLE: AERONAUTICAL INFORMATION SPECIALIST								OFFICE: AJV-5431					