

US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		RNAV (RNP) - STANDARD, INSTRUMENT APPROACH PROCEDURE, TITLE 14 CFR PART 97.33		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										MISSED APPROACH						
FROM		TO		COURSE AND DISTANCE				ALTITUDE		RNP: DA						
ELKAY (IAF)		HUKRA (TF) (FB) (RNP 1.00)		321.51 / 5.80				4100		CLIMB TO 3100 ON TRACK 127.60 TO POYIG AND TRACK 170.57 TO EMBOW AND HOLD.						
HUKRA (IF)		CEXOD (TF) (FB) (RNP 1.00)		319.98 / 6.09				4100								
CEXOD		OSWOD (RF) (FB) (RNP 0.30)		(2.24 NM RADIUS CW (CFCGV))/6.55				2200		ADDITIONAL FLIGHT DATA: HOLD S, RT, 344.00 INBOUND. CHART A-635. DISTANCE TO THLD FROM 341 HAT: 0.89 NM. CHART MINIMUM 6000 AT ELKAY. CHART MAXIMUM 9000 AT MEDIN. CHART MINIMUM 6000 AT CRISS. #TCH 866.8 MSL (DO NOT CHART) ROUTE TYPE: A, H ROUTE TYPE QUALIFIER 1: F ROUTE TYPE QUALIFIER 2: S						
MEDIN (IAF)		REUBE (TF) (FB) (RNP 1.00)		108.97 / 7.96				4000								
REUBE (SEE FORM 8260-10)		HASDO (TF) (FB) (RNP 1.00)		127.43 / 7.06				4000								
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)										MAG VAR: 4E EPOCH YEAR: 2020						
2. PROFILE STARTS AT OSWOD																
3. FAC: 127.57 FAF: _____ DIST FAF TO MAP: _____ THLD: _____																
4. MIN. ALT: OSWOD 2200																
5. DIST TO THLD FROM OM: 4.19 MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____																
6. MIN GS INCPT: 2200 GS ALT AT: OSWOD 2200 OM: _____ MM: _____ IM: _____																
7. GS ANGLE: 3.00 TCH: 57.7 # 34:1 IS CLEAR																
8. MSA FROM: RW13R 4100																
MINIMUMS																
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
AUTHORIZATION REQUIRED																
RNP 0.15 DA		1150	3000	341	1150	3000	341	1150	3000	341	1150	3000	341			
RNP 0.30 DA		1303	6000	494	1303	6000	494	1303	6000	494	1303	6000	494			
NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -4C (25F) OR ABOVE 54C (130F). CHART NOTE: GPS REQUIRED. CHART SPEED ICON IN PLANVIEW AT CEXOD : MAX 180 KIAS. CHART SPEED ICON IN PLANVIEW AT ITLIW : MAX 180 KIAS. (CONTINUED ON PAGE 2)																
CITY AND STATE SAN ANTONIO, TX		ELEVATION: 809 TDZE: 809 AIRPORT NAME: SAN ANTONIO INTL		FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMD'T NO./EFFECTIVE DATE: RNAV (RNP) Z RWY 13R, ORIG-C						SUP: RNAV (RNP) Z RWY 12R AMD'T: ORIG-B DATED 05/28/2015				

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><input checked="" type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>		ALPA <div><input checked="" type="checkbox"/></div>	
APA <div><input checked="" type="checkbox"/></div>		AOPA <div><input checked="" type="checkbox"/></div>		NBAA <div><input checked="" type="checkbox"/></div>	
OTHER (specify) <div><input checked="" type="checkbox"/></div>				ZHU ARTCC, SAT APP CON.	
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
STEVE NELSON				AJV-5423	10/12/2016
APPROVED BY					
NAME:				FIFO	DATE:
TONY R LAWSON				AJV-5420	
CHANGES:					
<div>1. CHANGED AIRPORT MAG VAR FROM 8E 1980 TO 4E 2020.</div> <div>2. CHANGED THRE 809 TO TDZE 809.</div> <div>3. INCREASED ALL PROCEDURE COURSES 4 DEGREES AND CHANGED PROCEDURE NAME FROM RNAV (RNP) Z RWY 12R TO RNAV (RNP) Z RWY 13R.</div> <div>4. REMOVED "RIGHT TURN ON" FROM THE MISSED APPROACH INSTRUCTIONS BETWEEN POYIG AND EMBOW.</div> <div>5. REMOVED ADDITIONAL FLIGHT DATA CHART FAS OBST 923 TOWER AND 893 TREE.</div> <div>6. CHANGED ADDITIONAL FLIGHT DATA DISTANCE TO THLD FROM 341 HATH TO 341 HAT.</div> <div>7. CHANGED CHART PLANVIEW NOTES AT ITLIW AND CEXOD TO CHART SPEED ICON IN PLANVIEW AT ITLIW AND CEXOD.</div> <div>8. CHANGED CHART PROFILE NOTE VGSI AND RNAV GLIDEPATH NOT COINCIDENT TO VGSI ANGLE {ANGLE}/TCH {FEET}).</div> <div>9. DELETED CHART NOTE FOR INOPERATIVE ALSF, INCREASE RNP 0.15 ALL CATS VISIBILITY TO RVR 5000 AND RNP 0.30 ALL CATS VISIBILITY TO 1 5/8.</div> <div>CHANGED MSA FROM RW12R 4200 TO RW13R 4100.</div> <div>10. CHANGED 34:1 IS NOT CLEAR TO 34:1 IS CLEAR.</div> <div>11. ADDED MIN ALT OSWOD 2200 TO LINE 4 DOCUMENTATION .</div> <div>12. CHANGED RNP 0.15 VIS FROM 4000 TO 3000.</div> <div>13. CHANGED CHART NOTE FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -4C (24F) TO (25F) AND OR ABOVE 46C (116F) TO 54C (130F).</div> <div>(SEE FORM 8260-10)</div>					
REASONS:					
<div>1. CURRENT EPOCH YEAR VALUE.</div> <div>2, 6. INCORPORATED P-NOTAM AMDT ORIG-B.</div> <div>3. RESULT OF MAG VAR CHANGE FROM 8E TO 4E.</div> <div>4-5, 7-8, 12, 15-16. IAW FAAO 8260.19G.</div> <div>9. IAW FAAO 8260.3B AND 8260.19G.</div> <div>10. VERTICAL ACCURACY NO LONGER APPLIED.</div> <div>11. OBSTACLE ACCURACY NO LONGER CONSIDERED FOR VISUAL SURFACE PENETRATION DETERMINATION.</div> <div>13. IAW FAAO 8260.3B.</div> <div>14. IAW FAAO 8260.19G AND MEMO 192.</div> <div>17. CURRENT RNP DOCUMENTATION FORMAT.</div>					



US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION				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.	
RNAV (RNP) - STANDARD, INSTRUMENT APPROACH PROCEDURE, - TITLE 14 CFR PART 97.33					
TERMINAL ROUTES, (CONT.):					
FROM		TO	COURSE AND DISTANCE	ALTITUDE	
HASDO (IF)	ALAMO LOM (TF) (FB) (RNP 1.00)	127.51 / 6.23	2700		
ALAMO LOM	OSWOD (TF) (FB) (RNP 0.80)	127.56 / 1.68	2200		
CRISS (IF/IAF)	ITLIW (TF) (FB) (RNP 1.00)	274.59 / 5.70	4500		
ITLIW	ALAMO LOM (RF) (FB) (RNP 1.00)	(2.24 NM RADIUS CCW (CFCGS))/5.75	2700		
OSWOD (FAF)	RW13R (MAP) (TF) (FO) (RNP 0.30)	127.57 / 4.19			
RW13R (MAP)	POYIG (TF) (FB) (RNP 1.00)	127.60 / 6.85			
POYIG	EMBOW (TF) (FO) (RNP 1.00)	170.57 / 13.74	3100		
NOTES, (CONT.): CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT MEDIN ON V68 WESTBOUND. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CRISS ON V68 NORTHEAST BOUND. CHART PLANVIEW NOTE ADJACENT TO ELKAY IAF: RF REQUIRED. CHART PLANVIEW NOTE ADJACENT TO CRISS IAF: RF REQUIRED. CHART PLANVIEW NOTE AT ELKAY: (RNP 0.30). CHART PLANVIEW NOTE AT MEDIN: (RNP 0.80). CHART PLANVIEW NOTE AT CRISS: (RNP 0.80). CHART PLANVIEW NOTE AT POYIG: MAX 210 KIAS UNTIL POYIG. CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS. CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).					
CITY AND STATE SAN ANTONIO, TX	ELEVATION: 809 AIRPORT NAME: SAN ANTONIO INTL	TDZE: 809	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: RNAV (RNP) Z RWY 13R, ORIG-C	SUP: RNAV (RNP) Z RWY 12R AMDT: ORIG-B DATED: 05/28/2015

QUALITY
25
CHECKED

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <input type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input type="checkbox"/>	APA <input type="checkbox"/>	AOPA <input type="checkbox"/>	NBAA <input type="checkbox"/>
OTHER (specify) <input type="checkbox"/> _____					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES: CHANGES CONT. 15. CHANGED TERMINAL ROUTE ITLIW TO ALAMO LOM COURSE AND DISTANCE RF CENTERPOINT FROM IXIWY TO CFCGS. 16. CHANGED TERMINAL ROUTE CEXOD TO OSWOD COURSE AND DISTANCE RF CENTERPOINT FROM UQOPY TO CFCGV. 17. CHANGED ADDITIONAL FLIGHT DATA ROUTE TYPE A, R TO A, H AND ROUTE TYPE QUALIFIER 1 FROM P TO F.					
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.					
INITIAL: RNP 1.00		ELKAY		HUKRA		1. TOWER (48-001577)		292509.00N/0982901.00W		1379 (3D)	1000	AC50 AT1671		4100					
						2. TERRAIN		292751.00N/0982957.00W		798 (800)		AS1500		2300					
INTERMEDIATE: RNP 1.00		HUKRA		CEXOD		3. TOWER (48-002269)		293110.94N/0983416.22W		1327 (5D)	500	AC50 VEB26 AT2197		4100					
						4. TERRAIN		293312.00N/0983512.00W		1057 (1100)		AS1500		2600					
INTERMEDIATE: STEPDOWN		CEXOD		OSWOD		5. AAO		293621.00N/0983506.00W		1352 (4E)	500	AC98		2000					
RNP 0.30						6. TERRAIN		293621.00N/0983506.00W		1152 (1200)		AS1000		2200					
INITIAL: RNP 1.00		MEDIN		REUBE		7. AAO		295003.00N/0985430.00W		2241 (4E)	1000	AC98 AT661		4000					
						8. TERRAIN		294945.00N/0985318.00W		2002 (2000)		AS1500		3500					
INITIAL: STEPDOWN		REUBE		HASDO		9. AAO		294348.00N/0984712.00W		2090 (4E)	1000	AC98 AT812		4000					
RNP 1.00						10. TERRAIN		294415.00N/0984557.00W		1848 (1800)		AS1500		3300					
INTERMEDIATE: RNP 1.00		HASDO		ALAMO LOM		11. TOWER (48-003129)		293801.86N/0983754.66W		1804 (3C)	500	AC20 DG376		2700					
						12. TERRAIN		293912.00N/0983951.00W		1503 (1500)		AS1000		2500					
INTERMEDIATE: STEPDOWN		ALAMO LOM		OSWOD		13. TOWER (48-004152)		293719.00N/0983414.00W		1575 (5D)	500	AC50		2200					
RNP 0.80						14. TERRAIN		293733.00N/0983251.00W		1177 (1200)		AS1000		2200					
2. PROCEDURE TURN																			
3. MISSED APPROACH		MAP:																	
		ELEV:																	
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.															
CATEGORY A		1.3 NM		REQUIRED	350	ACTUAL													
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: RW13R						
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A	
360-360		TWR (48-005142)		277/21.7		3049 (5E)		4100											
CITY AND STATE				ELEVATION: 809				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION			
SAN ANTONIO, TX				AIRPORT NAME: SAN ANTONIO INTL				RNAV				RNAV (RNP) Z RWY 13R, ORIG-C				ASW			

QUALITY
25
CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: MAX SPEED CEXOD TO OSWOD- 180 KIAS. MAX SPEED ITLIW TO ALAMO LOM- 180 KIAS. VDP NOT ESTABLISHED - RNP PROCEDURE. PRECIPITOUS TERRAIN EVALUATION COMPLETED. KSAT ASOS IS ON SERVICE A. BACKUP ALTIMETER SOURCE NOT UTILIZED. KSAT HAS REDUNDANT WEATHER SOURCING. CRITICAL TEMPERATURES: CRITICAL LOW :-4C (+25F) CRITICAL HIGH :+54C (+130F) ACT :-4C APT ISA :+13.4C CRITICAL TEMPERATURE REMARKS AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2008-2012). CRITICAL LOW TEMPERATURE BASED ON ACT. DESCENT RATE (FPM): STANDARD TEMP 965 HIGH TEMP 1126. NO ADDITIONAL AIRSPACE REQUIRED. SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED (SAAAR). FAAO 8260.52 CRITERIA USED. MISSED APPROACH: FAAO 8260.52, PARA 4.2. VGSI DATA: 3.00/75 VEGETATION 100 FT. RF SEGMENT RADIUS/BANK ANGLE COMPUTATIONS: SEGMENT ALT KIAS KTAS HAA VKTW* TR BA ITLIW-ALAMO 4500 180 196.20 3690.90 40 2.24 19.97 CEXOD-OSWOD 4100 180 194.76 3290.90 40 2.24 19.75 *VKTW WINDS FROM MITRE DATA VEB ROC (0.30 HIGHER VALUE) APPLIED/USED. 180 KIAS USED FROM CEXOD TO OSWOD AND ITLIW TO ALAMO LOM AND 210 KIAS MAX UNTIL POYIG IN MISSED APPROACH SEGMENT TO REDUCE BANK ANGLE AND MEET MINIMUM SEGMENT LENGTH. RNP 0.30 VALUE USED IN CEXOD TO OSWOD SEGMENT TO AVOID TERRAIN AND KEEP AIRSPACE ALTITUDE AT 2200. RNP 0.80 VALUE USED IN ALAMO LOM TO OSWOD SEGMENT TO ALLOW FOR MINIMUM SEGMENT LENGTH.			
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE			3. ALTIMETER SETTING							
SAT TOWER SAT APP CON ZHU ARTCC				N W S	OTHER: ASOS		SOURCE:KSAT						
				F A A			DISTANCE:						
				A / C			HOURS REMOTE OPERATION: 0						
SATISFACTORY ON:			X	V H F	X	U H F		H F	LOCATION: KSAT		ADJUSTMENT: 0		
4. MONITOR STATUS	PRIMARY NAVAID:												
	MONITOR POINT:												
	HRS OPTN:	CAT 1		CAT 3									
5. APPROACH & RUNWAY LIGHTING	X	ALSF-2 13R											
		(S) SALS											
	X	MALS 04 MALSR 31L											
	X	HIRL 04, 13R, 22, 31L											
	X	MIRL 13L, 31R											
	X	REIL 13L, 22, 31R											
	X	TDZ 13R											
	X	C/L 04, 13R, 22, 31L											
	X	OTHER (SPECIFY) PAPI-4R 04 PAPI-4L 13L, 13R, 22, 31L, 31R											
6. RUNWAY MARKINGS		BASIC BSC-G 31R											
		ALL WEATHER PIR-G 04, 13R, 22, 31L											
		INSTRUMENT NPI-G 13L											
7. RUNWAY VISUAL RANGE		APPROACH 04, 13R, 31L											
		MIDFIELD 13R, 31L											
		ROLL OUT 13R, 31L											
8. GLIDE PATH		GP ANGLE: 3.00				ELEV RWY THRESHOLD:809.1							
		DISTANCE FROM RWY:				ELEV GP ANTENNA:							
						THRESHOLD CROSSING HEIGHT:57.7							
9. FINAL APPROACH COURSE AIMING			X	RUNWAY THRESHOLD							FT. FROM THRESHOLD		
			X	ON CENTERLINE							FT. FROM CENTERLINE		
10. WAIVERS: NONE													
PART D - PREPARED BY: STEVE NELSON						DATE: 10/12/2016							
TITLE: AERONAUTICAL INFORMATION SPECIALIST						OFFICE: AJV-5423							



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD																			
PART - A OBSTRUCTION DATA																			
1. APP SEGMENT		FROM		TO		OBSTRUCTION		COORDINATES		ELEV. MSL	ROC	ALT. ADJUSTMENTS		MIN. ALT.					
INTERMEDIATE: RNP 1.00		CRISS (IF/IAF)		ITLIW		15. TOWER (48-014597)		294148.60N/0983045.80W		1849 (5D)	500	VEB19 AT2082 AC50		4500					
						16. TERRAIN		294206.00N/0982951.00W		1431 (1400)		AS1500		2900					
INTERMEDIATE: STEPDOWN		ITLIW		ALAMO LOM		15. TOWER (48-014597)		294148.60N/0983045.80W		1849 (5D)	500	VEB19 AC50 AT282		2700					
RNP 1.00						17. TERRAIN		293957.00N/0983342.00W		1520 (1500)		AS1000		2500					
FINAL: RNP 0.15		OSWOD		RW13R		18. TOWER (48-012638)		293244.50N/0982944.50W		923 (1A)	20.51:1	AC3 MA28		1150/341					
FINAL: RNP 0.30		OSWOD		RW13R		19. TREE (KSAT0032)		293253.10N/0982945.52W		893 (1A)	20.49:1	MA157 AC3		1303/494					
MISSED APPROACH:		DA		RW13R		20. TREE		293239.35N/0982952.89W		929 (1A)	ASC	AC3							
RNP 0.15-1.00				(40:1)		(KSATT000394)													
MISSED APPROACH:		DA		RW13R		21. TOWER (48-012577)		293245.00N/0983029.00W		970 (4D)	ASC	AC50							
RNP 0.30-1.00				(40:1)															
MISSED APPROACH:		RW13R		POYIG							ASC								
RNP 0.15-1.00				(40:1)															
MISSED APPROACH:		RW13R		POYIG							ASC								
RNP 0.30-1.00				(40:1)															
MISSED APPROACH: RNP 1.00		POYIG		EMBOW							ASC								
				(40:1)															
3. MISSED APPROACH		MAP: DA / DA		EMBOW							ASC			3100					
		ELEV: 905/996				22. TOWER (48-004668)		291938.75N/0982117.63W		1546 (5D)	1000	AC50		2600					
						23. TERRAIN		293218.00N/0983006.00W		949 (900)		AS1500		2400					
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.															
CATEGORY A		1.3 NM		REQUIRED 350 450 450 550 550 ACTUAL															
CATEGORY B		1.5 NM																	
CATEGORY C		1.7 NM																	
CATEGORY D		2.3 NM																	
CATEGORY E		4.5 NM																	
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				ELEVATION: 809				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION			
SAN ANTONIO, TX				AIRPORT NAME: SAN ANTONIO INTL				RNAV				RNAV (RNP) Z RWY 13R, ORIG-C				ASW			

QUALITY
25
CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:	
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING				
SATISFACTORY ON:					N W S	OTHER:		SOURCE:			
					F A A			DISTANCE:			
					A / C			HOURS REMOTE OPERATION:			
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:		
4. MONITOR STATUS		PRIMARY NAVAID:									
		MONITOR POINT:									
		HRS	CAT 1								
		OPTN:	CAT 3								
5. APPROACH & RUNWAY LIGHTING			ALS								
			(S) SALS								
			MALS								
			HIRL								
			MIRL								
			REIL								
			TDZ								
			C/LINE								
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:	