

| | | | | | | | | | | | | | | | | | |
|--|--|--------------------------|---------|--|---------------------------|---------|--|-------|--|-------------------------------|------|------------|------------------|-----|---------|--|--|
| RNAV - 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 | | LPV: DA LNAV/VNAV: DA LNAV: RW06 CLIMB TO 3000 DIRECT KIBBE AND HOLD. ADDITIONAL FLIGHT DATA: HOLD NE, LT, 238.53 INBOUND. CHART FAS OBST: 379 TREE 415542N/0724314W. DISTANCE TO THLD FROM 200 HAT: 0.46 NM. CHART VDP AT 1.24 NM TO RW06* *LNAV ONLY. WAAS CHANNEL # 70328 REFERENCE PATH ID: W06A CHART CIRCLING ICON. LTP HAE: 23.7 M | | | | | | | | |
| HFD VOR/DME | PENNA (TF) (FO) (RNP 2.00) | | | 318.09 / 17.28 | | | 3000 | | | | | | | | | | |
| PENNA (IF/IAF) | JANID (TF) (FB) (RNP 1.00) | | | 058.26 / 2.97 | | | 2400 | | | | | | | | | | |
| JANID | HUNEE (TF) (FB) (RNP 1.00) | | | 058.29 / 2.97 | | | 1800 | | | | | | | | | | |
| HUNEE (FAF) | JETIX/2.93 NM TO RW06 (TF) (FB) (RNP 0.30) | | | 058.32 / 2.01 | | | | | | | | | | | | | |
| JETIX/2.93 NM TO RW06 | RW06 (MAP) (TF) (FO) (RNP 0.30) | | | 058.32 / 2.93 | | | | | | | | | | | | | |
| (SEE FORM 8260-10) | | | | | | | | | | | | | | | | | |
| 1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. HOLD SW PENNA, LT, 058.26 INBOUND, 3000 FT. IN LIEU OF PT (IAF) 3. FAC: 058.32 FAF: HUNEE DIST FAF TO MAP: 4.94 THLD: 4.94 4. MIN. ALT: PENNA 3000, JANID 2400, HUNEE 1800, JETIX/2.93 NM TO RW06 1160* 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: 1800 GS ALT AT: HUNEE 1800 OM: _____ MM: _____ IM: _____ 7. GS ANGLE: 3.00 TCH: 53.8 34:1 IS CLEAR 8. MSA FROM: RW06 3300 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | MAG VAR: 14W EPOCH YEAR: 1980 | | | | | | | |
| 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 | | |
| LPV DA | 373 | 1800 | 200 | 373 | 1800 | 200 | 373 | 1800 | 200 | 373 | 1800 | 200 | | | | | |
| LNAV/VNAV DA | 640 | 6000 | 467 | 640 | 6000 | 467 | 640 | 6000 | 467 | 640 | 6000 | 467 | | | | | |
| LNAV MDA | 640 | 2400 | 467 | 640 | 2400 | 467 | 640 | 5000 | 467 | 640 | 5000 | 467 | | | | | |
| | | | | | | | | | | | | | | | | | |
| CIRCLING | 700 | 1 | 527 | 700 | 1 | 527 | 1120 | 2 3/4 | 947 | 1220 | 3 | 1047 | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -18C (0F) OR ABOVE 54C (130F). @ CAT C 1000-2 3/4, CAT D 1100-3 CHART NOTE: CIRCLING RWY 19 NA AT NIGHT. CHART NOTE: DME/DME RNP-0.3 NA. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON HFD VOR/DME AIRWAY RADIALS 235 CW 282. (CONTINUED ON PAGE 2) | | | | | | | | | | | | | | | | | |
| CITY AND STATE | | ELEVATION: 173 TDZE: 173 | | | FACILITY IDENTIFIER: RNAV | | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: | | | | | | SUP: | | | | |
| WINDSOR LOCKS, CT | | AIRPORT NAME: | | | BRADLEY INTL | | RNAV (GPS) Y RWY 6, AMDT 3 | | | | | | AMDT: 2B | | | | |
| | | | | | | | | | | | | | DATED 10/12/2017 | | | | |

QUALITY
9
CHECKED

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
RNAV - 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, (CONT.):

| FROM | TO | COURSE AND DISTANCE | ALTITUDE |
|------------|----------------------------|---------------------|----------|
| RW06 (MAP) | 373 MSL (CA) | 58.32 | |
| 373 MSL | KIBBE (DF) (FO) (RNP 1.00) | | 3000 |

NOTES, (CONT.):

CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 1/2 SM AND LNAV CAT C/D VISIBILITY TO 1 3/8 SM.

QUALITY
9
CHECKED

CITY AND STATE
WINDSOR LOCKS, CT

ELEVATION: 173 TDZE: 173
AIRPORT NAME:
BRADLEY INTL

FACILITY
IDENTIFIER:
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
RNAV (GPS) Y RWY 6, AMDT 3

SUP:
AMDT: 2B
DATED: 10/12/2017

| | | | | | |
|---|--|---------------------------|--|-------------------------|-------|
| 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>A4A<div></div></div><div>ALPA<div></div></div><div>APA<div></div></div><div>AOPA<div></div></div><div>HAI<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>13. CHART FAS OBST CHANGED FROM 373 TREE TO 389 TREE.</div> <div>14. DIST TO THLD FROM 200 HAT CHANGED FROM 0.47 TO 0.46.</div> <div>15. REMOVED 880 AAO FROM ADD'L FLIGHT DATA.</div> <div>16. VDP DIST CHANGED FROM 1.18 TO 1.24.</div> <div>17. ADDED CHART CIRCLING ICON.</div> <div>18. INOPERATIVE ALS NOTE CHANGED FROM "...INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 6000, INCREASE LNAV CATS A, B VISIBILITY TO RVR 5500, CATS C, D VISIBILITY TO 1 3/8" TO "...INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 1/2 SM AND LNAV CAT C/D VISIBILITY TO 1 3/8 SM."</div> <div>19. FAS DATA FPAP L/L FROM 415702.3900N/0724019.6800W TO 415702.3965N/0724019.6850W.</div> <div>20. FAS DATA TCH FROM 00050.6 TO 00053.8.</div> <div>21. FAS DATA CRC REMAINDER FROM 44D3EED9 TO 4EDF87DE.</div> | | | | | |
| <div>REASONS:</div> <div>REASONS CONT.</div> <div>18. UPDATED BASED ON NEW MINIMA AND INOP TABLE.</div> <div>19. UPDATED TO REFLECT HIGHER PRECISION COORDINATES.</div> <div>21. REGENERATED BASED ON NEW FAS DATA.</div> <div>1/16/18: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 6/20/17.</div> <div>1. ADDED CHART NOTE: CIRCLING RWY 19 NA AT NIGHT.</div> <div>2. ADD'L FLIGHT DATA CHART FAS OBST CHANGED FROM 389 TREE TO 379 TREE.</div> <div>3. FAS DATA LTP LAT/LONG CHANGED FROM 415555.2510N/0724147.6880W TO 415555.2500N/0724147.6885W.</div> <div>4. FAS DATA FPAP LAT/LONG CHANGED FROM 415702.3965N/0724019.6850W TO 415702.3950N/0724019.6695W.</div> <div>5. FAS DATA CRC REMAINDER CHANGED FROM 4EDF87DE TO 24628895.</div> | | | | | |



**RNAV STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - FAR 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.

FAS DATA BLOCK INFORMATION

| <u>DATA FIELD</u> | <u>DATA</u> |
|--|---------------|
| OPERATION TYPE | 0 |
| SBAS SERVICE PROVIDER IDENTIFIER | 0 |
| AIRPORT IDENTIFIER | KBDL |
| RUNWAY | RW06 |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | Y |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W06A |
| LTP/FTP LATITUDE | 415555.2500N |
| LTP/FTP LONGITUDE | 0724147.6885W |
| LTP/FTP ELLIPSOIDAL HEIGHT | +00237 |
| FPAP LATITUDE | 415702.3950N |
| FPAP LONGITUDE | 0724019.6695W |
| THRESHOLD CROSSING HEIGHT (TCH) | 00053.8 |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F |
| GLIDEPATH ANGLE (GPA) | 03.00 |
| COURSE WIDTH AT THRESHOLD | 106.75 |
| LENGTH OFFSET | 0000 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 35.0 |
| <u>CRC REMAINDER</u> | 24628895 |

ADDITIONAL PATH POINT RECORD INFORMATION

| | |
|-------------------------|--------|
| ICAO CODE | K6 |
| LTP ORTHOMETRIC HEIGHT | +00527 |
| FPAP ORTHOMETRIC HEIGHT | +00527 |

QUALITY
9
CHECKED

| | | | | | |
|---|---|-----------|-------------------------------------|--|-------------------|
| CITY AND STATE WINDSOR LOCKS, CT | ELEVATION: 173 AIRPORT NAME: BRADLEY INTL | TDZE: 173 | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) Y RWY 6, AMDT 3 | SUP: |
| | | | | | AMDT: 2B |
| | | | | | DATED: 10/12/2017 |

| | | | | | |
|---|----------------------------------|---------------------------------|----------------------------------|---------------------------------|----------------------------------|
| ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO | | COORDINATES OF FACILITIES | | REQUIRED EFFECTIVE DATE | |
| COORDINATED WITH: | | | | | |
| A4A <input type="checkbox"/> | ALPA <input type="checkbox"/> | APA <input type="checkbox"/> | AOPA <input type="checkbox"/> | HAI <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: | | | | | |
| 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 | | HFD VOR/DME | | PENNA | | 1. TOWER (09-000003) | | 414630.35N/0724818.35W | | 1261 (4D) | | 2000 | | MT-261 | | 3000 | | | | | |
| | | | | | | 2. TERRAIN | | 413830.00N/0723251.00W | | 860 (900) | | | | AS1500 | | 2400 | | | | | |
| INTERMEDIATE | | PENNA (IF/IAF) | | JANID | | 3. AAO | | 414926.07N/0724755.44W | | 1159 (2C) | | 500 | | | | 1700 | | | | | |
| | | | | | | 4. TERRAIN | | 414842.00N/0724754.00W | | 899 (900) | | | | AS1500 | | 2400 | | | | | |
| INTERMEDIATE: | | JANID | | HUNEE | | 3. AAO | | 414926.07N/0724755.44W | | 1159 (2C) | | 500 | | AT141 | | 1800 | | | | | |
| STEPDOWN | | | | | | 5. TERRAIN | | 414926.07N/0724755.44W | | 959 (1000) | | | | AS0 | | 1000 | | | | | |
| FINAL: LPV | | HUNEE | | RW06 | | | | | | | | ASC | | | | 373/200 | | | | | |
| FINAL: LNAV/VNAV | | HUNEE | | RW06 | | 6. TREE (09-040215) | | 415536.66N/0724317.40W | | 365 (1A) | | 23.74:1 | | XP-22 | | 640/467 | | | | | |
| FINAL: LNAV | | HUNEE | | JETIX/2.93 NM TO RW06 | | 7. AAO | | 415212.55N/0724637.79W | | 899 (2C) | | 250 | | | | 1160 | | | | | |
| FINAL: LNAV STEPDOWN | | JETIX/2.93 NM TO RW06 | | RW06 | | 8. TREE (09-039734) | | 415541.67N/0724313.91W | | 379 (1A) | | 250 | | SA-7 | | 640 | | | | | |
| 2. HOLD-IN-LIEU-OF-PT | | PENNA | | P-5 | | 9. AAO | | 414836.00N/0730154.00W | | 1365 (4E) | | 1000 | | AT635 | | 3000 | | | | | |
| | | | | | | 10. TERRAIN | | 414836.00N/0730154.00W | | 1165 (1200) | | | | AS1500 | | 2700 | | | | | |
| 3. MISSED APPROACH | MAP: | | DA / DA / RW06 | | KIBBE | | | | | | ASC | | | | 3000 | | | | | | |
| | ELEV: | | 206/479/540 | | | | 11. AAO | | 420521.00N/0722503.00W | | 1040 (4E) | | 1000 | | SA-155 | | 1900 | | | | |
| 12. TERRAIN | | | | | | 12. TERRAIN | | 420239.00N/0723039.00W | | 407 (400) | | | | AS1500 | | 1900 | | | | | |
| 4. CIRCLING AREA | | DISTANCE | | HT. ABV. ARPT. | | | | | | | | | | | | | | | | | |
| CATEGORY A | | 1.3 NM | | REQUIRED | ACTUAL | 350 | | 527 | | 13. TREE (09-039998) | | 415541.32N/0724314.81W | | 382 (1A) | | 300 | | 700 | | | |
| CATEGORY B | | 1.5 NM | | | | 450 | | 527 | | 13. TREE (09-039998) | | 415541.32N/0724314.81W | | 382 (1A) | | 300 | | 700 | | | |
| CATEGORY C | | 1.7 NM | | | | 450 | | 947 | | 14. TREE (09-039545) | | 415814.31N/0724424.10W | | 783 (1A) | | 300 | | XP37 | | 1120 | |
| CATEGORY D | | 2.3 NM | | | | 550 | | 1047 | | 15. AAO | | 415941.65N/0724401.52W | | 909 (2C) | | 300 | | 1220 | | | |
| CATEGORY E | | 4.5 NM | | | | 550 | | | | | | | | | | | | | | | |
| 5. MINIMUM SAFE ALTITUDES | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| PRIMARY NAVAID: RW06 | | | | | | | | | | | | | | | | | | | | | |
| SECTOR | | OBSTRUCTION | | BRG/DIST | | ELEVATION (MSL) | | M S A | | SECTOR | | OBSTRUCTION | | BRG/DIST | | ELEVATION (MSL) | | M S A | | | |
| 360-360 | | AAO | | 332/28.8 | | 2225 (4E) | | 3300 | | | | | | | | | | | | | |
| CITY AND STATE | | ELEVATION: 173 | | FACILITY | | PROCEDURE AND AMENDMENT NO: | | REGION | | | | | | | | | | | | | |
| WINDSOR LOCKS, CT | | AIRPORT NAME: BRADLEY INTL | | RNAV | | RNAV (GPS) Y RWY 6, AMDT 3 | | ANE | | | | | | | | | | | | | |

QUALITY
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|---|--|--|--|---------------------|--|------------------|--|----------------------------------|--|---|--|---------------------|--|--|--|--|--|--|--|--|--|--|--|
| PART B - SUPPLEMENTAL DATA | | | | | | | | | | PART C - REMARKS: PRECIPITOUS TERRAIN EVALUATION COMPLETED. CRITICAL TEMPERATURES: CRITICAL LOW :-18C (0F) CRITICAL HIGH :+54C (+130F) ACT :-18C APT ISA :+14.66C CRITICAL TEMPERATURE REMARKS AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2012-2016). CRITICAL LOW TEMPERATURE BASED ON ACT. DESCENT RATE (FPM): STANDARD TEMP 956 HIGH TEMP 1116. ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.81NM CAT C: 2.84NM CAT D: 3.72NM SEE ATTACHED AIRSPACE LETTER. TAA NOT DEVELOPED DUE TO HIGH TRAFFIC DENSITY. 100 FT MAXIMUM ADVERSE VEGETATION HEIGHT. NO BACK-UP ALTIMETER SETTING SOURCE REQUIRED; REDUNDANT WEATHER SOURCES. INTERMEDIATE STEPDOWN FIX JANID ADDED TO PROVIDE CONTROLLED AIRSPACE CONTAINMENT FOR THE PORTION OF THE INTERMEDIATE SEGMENT OUTSIDE OF THE CLASS C SURFACE EXTENSION. OBS #5: AS0 ALTITUDE ADJUSTMENT DUE TO CLASS C SURFACE EXTENSION. VGSI DATA: 3.00/71.0 USED I-BDL ILS TCH 53.83 FOR PROCEDURE DEVELOPMENT. LPV SLOPE: 34:1 LNAV/VNAV SLOPE: 23.74:1 "VISUAL PORTION OF FINAL" PENETRATIONS: CIRCLING RWY 19 20:1 230 TREE (09-039917) 415657.36N/0724051.37W (1.09) OBS #14 XP: RETAIN FLIGHT-CHECKED MDA; OBS UPDATED AFTER FLIGHT CHECK AND PRIOR TO PUBLICATION DUE TO NEW SURVEY. OBS #6 XP: PER 8260.58A, PARA 3-3-5, LNAV/VNAV DA IS NOT REQUIRED TO BE HIGHER THAN THE MDA OF AN LNAV PROCEDURE ESTABLISHED ON THE SAME CHART. | | | | | | | | | | | | | |
| 1. COMMUNICATIONS WITH: | | | | 2. WEATHER SERVICE | | | | 3. ALTIMETER SETTING | | | | | | | | | | | | | | | |
| BDL TOWER BDL APP CON | | | | N W S | | OTHER: ASOS | | SOURCE:KBDL | | | | | | | | | | | | | | | |
| | | | | | | | | DISTANCE: | | | | | | | | | | | | | | | |
| | | | | | | | | HOURS REMOTE OPERATION: 0/YES | | | | | | | | | | | | | | | |
| SATISFACTORY ON: | | | | LOCATION: KBDL | | | | ADJUSTMENT: 0 | | | | | | | | | | | | | | | |
| X V H F | | X U H F | | H F | | | | | | | | | | | | | | | | | | | |
| 4. MONITOR STATUS | | PRIMARY NAVAID: | | | | | | | | | | | | | | | | | | | | | |
| | | MONITOR POINT: | | | | | | | | | | | | | | | | | | | | | |
| | | HRS OPTN: | | CAT 1 | | | | CAT 3 | | | | | | | | | | | | | | | |
| 5. APPROACH & RUNWAY LIGHTING | | X | | ALSF-2 06 | | | | | | | | | | | | | | | | | | | |
| | | | | (S) SALS | | | | | | | | | | | | | | | | | | | |
| | | X | | MALSF 33 MALSR 24 | | | | | | | | | | | | | | | | | | | |
| | | X | | HIRL 06, 15, 24, 33 | | | | | | | | | | | | | | | | | | | |
| | | X | | MIRL 01, 19 | | | | | | | | | | | | | | | | | | | |
| | | X | | REIL 06, 15 | | | | | | | | | | | | | | | | | | | |
| | | X | | TDZ 06, 24 | | | | | | | | | | | | | | | | | | | |
| | | X | | C/L 06, 24 | | | | | | | | | | | | | | | | | | | |
| X | | OTHER (SPECIFY) PAPI-4R 33 PAPI-4L 06, 15, 24 | | | | | | | | | | | | | | | | | | | | | |
| 6. RUNWAY MARKINGS | | BASIC BSC-G 01, 19 | | | | | | | | | | | | | | | | | | | | | |
| | | ALL WEATHER PIR-G 06, 24, 33 | | | | | | | | | | | | | | | | | | | | | |
| | | INSTRUMENT NPI-G 15 | | | | | | | | | | | | | | | | | | | | | |
| 7. RUNWAY VISUAL RANGE | | APPROACH 06, 24, 33 | | | | | | | | | | | | | | | | | | | | | |
| | | MIDFIELD 06, 24 | | | | | | | | | | | | | | | | | | | | | |
| | | ROLL OUT 06, 15, 24 | | | | | | | | | | | | | | | | | | | | | |
| 8. GLIDE PATH | | GP ANGLE: 3.00 | | | | | | ELEV RWY THRESHOLD:173.0 | | | | | | | | | | | | | | | |
| | | DISTANCE FROM RWY: | | | | | | ELEV GP ANTENNA: | | | | | | | | | | | | | | | |
| | | | | | | | | THRESHOLD CROSSING HEIGHT:53.8 | | | | | | | | | | | | | | | |
| 9. FINAL APPROACH COURSE AIMING | | | | X | | RUNWAY THRESHOLD | | | | | | FT. FROM THRESHOLD | | | | | | | | | | | |
| | | | | X | | ON CENTERLINE | | | | | | FT. FROM CENTERLINE | | | | | | | | | | | |
| 10. WAIVERS: NONE | | | | | | | | | | | | | | | | | | | | | | | |
| PART D - PREPARED BY: JEFFREY ROBINSON | | | | | | | | | | DATE: 06/20/2017 | | | | | | | | | | | | | |
| TITLE: AERONAUTICAL INFORMATION SPECIALIST | | | | | | | | | | OFFICE: AJV-5421 | | | | | | | | | | | | | |

