

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 CLIMB TO 3000 ON THE MISSED APPROACH ROUTE TO JUKEP AND HOLD. ADDITIONAL FLIGHT DATA: HOLD NE, RT, 210.00 INBOUND. DISTANCE TO THLD FROM 430 HAT: 1.18 NM. #TCH 186.8 MSL (DO NOT CHART) ROUTE TYPE: A, H ROUTE TYPE QUALIFIER 1: F ROUTE TYPE QUALIFIER 2: S CHART AT/ABOVE 8000 AT HOPER CHART MANDATORY 2000 AT ELIAS							
HOPER (IAF)		WESOL (TF) (FB) (RNP 1.00)		272.03 / 8.54				5000									
ELIAS (IAF)		LITHE (TF) (FB) (RNP 1.00)		073.27 / 5.95				2000									
WESOL (IF)		NURDS (TF) (FB) (RNP 1.00)		271.79 / 3.15				5000									
NURDS		CENIX (TF) (FB) (RNP 1.00)		271.70 / 3.15				4000									
CENIX		TULLI (RF) (FB) (RNP 1.00)		(2.75 NM RADIUS CW (CFZGD)) 7.78				1600									
(SEE FORM 8260-10)																	
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. PROFILE STARTS AT TULLI 3. FAC: <u>073.71</u> FAF: _____ DIST FAF TO MAP: _____ THLD: _____ 4. MIN. ALT: TULLI 1600 5. DIST TO THLD FROM OM: <u>4.44</u> MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: <u>1600</u> GS ALT AT: TULLI 1600 OM: _____ MM: _____ IM: _____ 7. GS ANGLE: <u>3.00</u> TCH: <u>55.1#</u> 34:1 IS CLEAR 8. MSA FROM: RW07R 8800																	
												MAG VAR: 16E			EPOCH YEAR: 2020		
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 0.30 DA	562	5000	430	562	5000	430	562	5000	430	562	5000	430					
NOTES: CHART NOTE: RF REQUIRED. CHART NOTE: GPS REQUIRED. CHART PLANVIEW NOTE: RADAR REQUIRED CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). (CONTINUED ON PAGE 2)																	
CITY AND STATE		ELEVATION: 151 TDZE: 132				FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:						SUP:			
ANCHORAGE, AK		AIRPORT NAME:						RNAV (RNP) Z RWY 7R, ORIG-C						AMDT: ORIG-B			
		TED STEVENS ANCHORAGE INTL												DATED 09/15/2016			



ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE <div>ROUTINE</div>	
COORDINATED WITH: <div><div>ATA<div><input checked="" type="checkbox"/></div></div><div>AAT<div><input type="checkbox"/></div></div><div>ALPA<div><input checked="" type="checkbox"/></div></div><div>APA<div><input checked="" type="checkbox"/></div></div><div>AOPA<div><input checked="" type="checkbox"/></div></div><div>NBAA<div><input checked="" type="checkbox"/></div></div><div>OTHER (specify)<div>ZAN, AMGR, ALASKA DOT, ANC APP CON</div></div></div>					
FLIGHT CHECKED BY <div>Digitally signed by</div> <div>NAME:<div>PROCESSED IAW FLIGHT INSPECTION TEAM (AJW-333) MEMO, MAY 30, 2017, SUBJECT: FLIGHT INSPECTION REVIEW NOT REQUIRED. Nov 06, 2017</div><div>BEV L BORDY</div><div>FIFO</div><div>DATE:</div></div>					
DEVELOPED BY <div>Digitally signed by</div> <div>NAME:<div>BRYAN BLUE BRYAN W BLUE</div><div>FIFO</div><div>DATE:</div></div>					
Sep 26, 2017APPROVED BY <div>Digitally signed by</div> <div>NAME:<div>GEORGE E. DAVIS</div><div>BEV L BORDY</div><div>MANAGER</div><div>FIFO</div><div>DATE:</div></div>					
CHANGES: <div>Nov 06, 2017</div> <div>1. CHANGED AIRPORT MAGVAR FROM 18E/2020 TO 16E/2020. 2. CHANGED ALL HEADINGS, COURSES, AND TRACKS +2 DEGREES. 3. CHANGED EQUIPMENT, ALSF TO ALS, IN INOP ALSF NOTE.</div>					
REASONS: <div>1. AIRPORT CAT II/III MAGVAR UPDATE INITIATIVE. 2. AIRPORT MAGVAR UPDATED FROM 18E/2020 TO 16E/2020. 3. CHANGED FROM STATING SPECIFIC LIGHTING SYSTEM TO GENERICALLY STATING "ALS" FOR APPROACH LIGHT SYSTEM.</div> <div>PDF EDITS : 1. ADDED THE "#" SYMBOL TO TCH: 55.1# ON LINE 7 OF THE 8260-3 2. ADDED THE "@" SYMBOL TO ELEV. MSL APPROACH SEGMENT HOPER TO WESOL AAO 3558 (4D)@ AND TERRAIN 3358 @ (3400) ON THE 8260.9 3. ADDED THE "*" SYMBOL TO AC41* DG 749, INITIAL RNP ELIAS TO LITHE, 8260-9 4. ADDED THE "*" SYMBOL TO AC41* DG 4249, INTERMEDIATE RNP WESOL TO NURDS. 8260-9 5. ADDED THE "*" SYMBOL TO AC41* DG 3249. INTERMEDIATE RNP NURDS TO CENIX, 8260-9 6. ADDED THE "*" SYMBOL TO AC41* DG 1239, INTERMEDIATE RNP MUFFS TO EROME, 8260-9</div>					

QUALITY
20
CHECKED

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	
MUFFS (IF)	EROME (TF) (FB) (RNP 1.00)	124.01 / 4.26	2000	
EROME	TULLI (RF) (FB) (RNP 1.00)	(2.30 NM RADIUS CCW (CFJZF))/2.02	1600	
LITHE (IF)	TULLI (TF) (FB) (RNP 1.00)	073.44 / 6.00	1600	
TULLI (FAF)	RW07R (MAP) (TF) (FB) (RNP 0.30)	073.71 / 4.44		
RW07R (MAP)	PACHA (TF) (FB) (RNP 0.30)	073.85 / 1.00		
PACHA	MOGGY (TF) (FB) (RNP 0.50)	073.88 / 1.37	3000	
MOGGY	AROTE (RF) (FB) (RNP 1.00)	(2.50 NM RADIUS CW (CFCPC)) / 6.83		
AROTE	JUKEP (TF) (FO) (RNP 1.00)	330.56 / 13.19	3000	
NOTES, (CONT.):				
CHART NOTE: MISSED APPROACH REQUIRES RNP LESS THAN 1.0.				
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -18C (0F) OR ABOVE 54C (130F).				
CHART SPEED ICON IN PLANVIEW AT EROME: MAX 220 KIAS				
CHART SPEED ICON IN PLANVIEW AT CENIX: MAX 230 KIAS				
CHART PLANVIEW NOTE AT MOGGY: MAX 230 KIAS UNTIL AROTE				
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT HOPER ON V320-440				
CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.30 ALL CATS VISIBILITY TO 1 3/8 SM.				
CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS				
QUALITY 20 CHECKED				
CITY AND STATE	ELEVATION: 151	TDZE: 132	FACILITY IDENTIFIER:	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:
ANCHORAGE, AK	AIRPORT NAME:		RNAV	RNAV (RNP) Z RWY 7R, ORIG-C
	TED STEVENS ANCHORAGE INTL			SUP:
				AMDT: ORIG-B
				DATED: 09/15/2016

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:					
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	HOPER	WESOL	1. AAO	610201.50N/1494251.50W	3558@ (4D)	1000	AC50 DG12 PR380	5000	
			2. TERRAIN	610201.50N/1494251.50W	3358@ (3400)		AS1000	4400	
INITIAL: RNP 1.00	ELIAS	LITHE	3. SHIP	310956.19N/1503624.86W	210 (4D)	1000	AC41* DG749	2000	
			4. WATER	610956.19N/1503624.86W	0 (0)		AS1500	1500	
INTERMEDIATE: RNP 1.00	WESOL	NURDS	5. SHIP	610247.17N/1500104.25W	210 (4D)	500	AC41* DG4249	5000	
			6. WATER	610247.17N/1500104.25W	0 (0)		AS1000	1000	
INTERMEDIATE: STEPDOWN RNP 1.00	NURDS	CENIX	7. SHIP	610344.60N/1500714.57W	210 (4D)	500	AC41* DG3249	4000	
			8. WATER	610344.60N/1500714.57W	0 (0)		AS1000	1000	
INTERMEDIATE: STEPDOWN RNP 1.00	CENIX	TULLI	9. WINDMILL (02-020275)	610744.47N/1501334.55W	599 (5F)	500	AC250 DG251	1600	
			10. TERRAIN	610739.50N/1501405.50W	287 (300)		AS1000	1300	
INTERMEDIATE: RNP 1.00	MUFFS	EROME	11. AAO	611553.50N/1501937.50W	220 (4D)	500	AC41* DG1239	2000	
			12. TERRAIN	611553.50N/1501937.50W	20 (0)		AS1000	1000	
INTERMEDIATE: STEPDOWN RNP 1.00	EROME	TULLI	13. WINDMILL (02-020277)	610822.37N/1501257.73W	586 (5F)	500	AC250 DG264	1600	
			14. TERRAIN	610831.50N/1501350.50W	284 (300)		AS1000	1300	
2. PROCEDURE TURN									
3. MISSED APPROACH	MAP: DA	JUKEP				ASC		3000	
	ELEV: 238		16. TOWER (02-000192)	610708.00N/1495350.00W	438 (5F)	1000	AC250	1700	
			17. TERRAIN	610704.50N/1494824.50W	417 (400)		AS1500	1900	
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 NAVAIID: RW07R								
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
360-360	AAO	071/27.3	7735 (6C)	8800					
CITY AND STATE	ELEVATION: 151		FACILITY		PROCEDURE AND AMENDMENT NO:			REGION	
ANCHORAGE, AK	AIRPORT NAME: TED STEVENS ANCHORAGE INTL		RNAV		RNAV (RNP) Z RWY 7R, ORIG-C			AAL	

QUALITY
20

CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:																
1. COMMUNICATIONS WITH:					2. WEATHER SERVICE					3. ALTIMETER SETTING					PRECIPITOUS TERRAIN EVALUATION COMPLETED.											
ZAN ARTCC ANC TOWER ANC APP CON							N W S		OTHER: ASOS			SOURCE: PANC					NO ADDITIONAL AIRSPACE REQUIRED. ASOS IS CONNECTED TO WMSCR AVERAGE VEGETATION ASSUMED TO BE 60 FT PER WESTERN FPT. MAX SHIP HEIGHT 210 FT PER WESTERN FPT									
							F A A					DISTANCE:														
							A / C					HOURS REMOTE OPERATION: 24 / YES														
SATISFACTORY ON:					LOCATION: PANC					ADJUSTMENT: 0																
4. MONITOR STATUS		PRIMARY NAVAID:								VGSI DATA: 3.00/71.5 RW07R THRESHOLD: 611004.1216N/1500234.3367W AIRPORT ELEVATION: 151.4 MAX SPEED EROME TO TULLI 220 KIAS MAX SPEED CENIX TO TULLI 230 KIAS MAX SPEED MOGGY TO AROTE 230 KIAS RNP 0.30 DVEB=3873.90, VEB OCS=21.99:1																
		MONITOR POINT:																								
		HRS OPTN:		CAT 1				CAT 3																		
5. APPROACH & RUNWAY LIGHTING		X		ALSF-2 07R								RF SEGMENT ALT KIAS KTAS HAA VKTW# TR BA CENIX-TULLI 4000 230 251 3849 37.70# 2.75 24 EROME-TULLI 2107 220 233 1956 30.00 2.30 24 MOGGY-AROTE 3000 230 247 2849 34.05# 2.50 25 # VKTW DERIVED FROM MITRE WIND STATISTICS STUDY, 99TH PERCENTILE VALUES AVERAGE COLD TEMPERATURE BASED ON 5 YEAR HISTORY (2009-2013) AVERAGE COLD TEMPERATURE BASED ON -33.1C ISA DEVIATION ACT OF -25C RAISED TO -18C PER FAAO 8260.58 VOL 6 PAR 3.3.2. THIS RESULTS IN DELTA ISA -32.7C PER FAAO 8260.58 VOL 6 PAR 3.5 SEE ALSO ATTACHED PROCEDURE DESIGN PARAMETERS. CRITICAL TEMPERATURES CRITICAL LOW CRITICAL HIGH ACT APT ISA -18C (0F) 54C (130F) -25C 14.70C DESCENT RATE: STANDARD TEMP 956 HIGH TEMP 1116 *USGS NATIONAL ELEVATION DATASET (NED) USED IN CONJUNCTION WITH USGS TOPOS (4D) 1:63,360 MAP STUDY. USGS NED VERTICAL ACCURACIES ROUNDED UP TO 41 FT PER USGS-SEE ATTACHED LETTER @USGS TOPOS 1:63,360 MAP STUDY IN NGVD29 RAISED 8.2 FT CONFIRMED IN 737 SIM DESCENT GRADIENT FROM HOPER TO CENIX SUFFICIENT TO CONFIGURE FOR FINAL RNP LESS THAN 0.30 NOT PUBLISHED, UNABLE TO ACHIEVE 50 FT REDUCTION IN DA OR 1/4 GAIN IN VISIBILITY MATCHING NEW PFAF COORDINATES FOR TULLI PROVIDED BY AJV 8/21/2014 (SEE ATTACHED EMAIL)														
				(S) SALS																						
		X		MALSR 07L																						
		X		HIRL 07L, 07R, 15, 25L, 25R, 33																						
				MIRL																						
		X		REIL 33																						
		X		TDZ 07L, 07R																						
		X		C/L 07L, 07R, 15, 25L, 25R, 33																						
X		OTHER (SPECIFY) VASI-4L 25R PAPI-4R 07L, 07R ODALS 15 TAXI WAY 07R PAPI-4L 15, 25L, 33																								
6. RUNWAY MARKINGS		BASIC								CRITICAL TEMPERATURES CRITICAL LOW CRITICAL HIGH ACT APT ISA -18C (0F) 54C (130F) -25C 14.70C DESCENT RATE: STANDARD TEMP 956 HIGH TEMP 1116 *USGS NATIONAL ELEVATION DATASET (NED) USED IN CONJUNCTION WITH USGS TOPOS (4D) 1:63,360 MAP STUDY. USGS NED VERTICAL ACCURACIES ROUNDED UP TO 41 FT PER USGS-SEE ATTACHED LETTER @USGS TOPOS 1:63,360 MAP STUDY IN NGVD29 RAISED 8.2 FT CONFIRMED IN 737 SIM DESCENT GRADIENT FROM HOPER TO CENIX SUFFICIENT TO CONFIGURE FOR FINAL RNP LESS THAN 0.30 NOT PUBLISHED, UNABLE TO ACHIEVE 50 FT REDUCTION IN DA OR 1/4 GAIN IN VISIBILITY MATCHING NEW PFAF COORDINATES FOR TULLI PROVIDED BY AJV 8/21/2014 (SEE ATTACHED EMAIL)																
		ALL WEATHER PIR-G 07L, 07R, 15, 25L, 25R, 33																								
		INSTRUMENT																								
7. RUNWAY VISUAL RANGE		APPROACH 07L, 07R, 15, 25L, 33								CRITICAL TEMPERATURES CRITICAL LOW CRITICAL HIGH ACT APT ISA -18C (0F) 54C (130F) -25C 14.70C DESCENT RATE: STANDARD TEMP 956 HIGH TEMP 1116 *USGS NATIONAL ELEVATION DATASET (NED) USED IN CONJUNCTION WITH USGS TOPOS (4D) 1:63,360 MAP STUDY. USGS NED VERTICAL ACCURACIES ROUNDED UP TO 41 FT PER USGS-SEE ATTACHED LETTER @USGS TOPOS 1:63,360 MAP STUDY IN NGVD29 RAISED 8.2 FT CONFIRMED IN 737 SIM DESCENT GRADIENT FROM HOPER TO CENIX SUFFICIENT TO CONFIGURE FOR FINAL RNP LESS THAN 0.30 NOT PUBLISHED, UNABLE TO ACHIEVE 50 FT REDUCTION IN DA OR 1/4 GAIN IN VISIBILITY MATCHING NEW PFAF COORDINATES FOR TULLI PROVIDED BY AJV 8/21/2014 (SEE ATTACHED EMAIL)																
		MIDFIELD 07R, 15, 25L, 33																								
		ROLL OUT 07R, 15, 25L, 25R, 33																								
8. GLIDE PATH		GP ANGLE: 3.00					ELEV RWY THRESHOLD: 131.7					CRITICAL TEMPERATURES CRITICAL LOW CRITICAL HIGH ACT APT ISA -18C (0F) 54C (130F) -25C 14.70C DESCENT RATE: STANDARD TEMP 956 HIGH TEMP 1116 *USGS NATIONAL ELEVATION DATASET (NED) USED IN CONJUNCTION WITH USGS TOPOS (4D) 1:63,360 MAP STUDY. USGS NED VERTICAL ACCURACIES ROUNDED UP TO 41 FT PER USGS-SEE ATTACHED LETTER @USGS TOPOS 1:63,360 MAP STUDY IN NGVD29 RAISED 8.2 FT CONFIRMED IN 737 SIM DESCENT GRADIENT FROM HOPER TO CENIX SUFFICIENT TO CONFIGURE FOR FINAL RNP LESS THAN 0.30 NOT PUBLISHED, UNABLE TO ACHIEVE 50 FT REDUCTION IN DA OR 1/4 GAIN IN VISIBILITY MATCHING NEW PFAF COORDINATES FOR TULLI PROVIDED BY AJV 8/21/2014 (SEE ATTACHED EMAIL)														
		DISTANCE FROM RWY:					ELEV GP ANTENNA:																			
							THRESHOLD CROSSING HEIGHT: 55.1																			
9. FINAL APPROACH COURSE AIMING			X		RUNWAY THRESHOLD					FT. FROM THRESHOLD					CRITICAL TEMPERATURES CRITICAL LOW CRITICAL HIGH ACT APT ISA -18C (0F) 54C (130F) -25C 14.70C DESCENT RATE: STANDARD TEMP 956 HIGH TEMP 1116 *USGS NATIONAL ELEVATION DATASET (NED) USED IN CONJUNCTION WITH USGS TOPOS (4D) 1:63,360 MAP STUDY. USGS NED VERTICAL ACCURACIES ROUNDED UP TO 41 FT PER USGS-SEE ATTACHED LETTER @USGS TOPOS 1:63,360 MAP STUDY IN NGVD29 RAISED 8.2 FT CONFIRMED IN 737 SIM DESCENT GRADIENT FROM HOPER TO CENIX SUFFICIENT TO CONFIGURE FOR FINAL RNP LESS THAN 0.30 NOT PUBLISHED, UNABLE TO ACHIEVE 50 FT REDUCTION IN DA OR 1/4 GAIN IN VISIBILITY MATCHING NEW PFAF COORDINATES FOR TULLI PROVIDED BY AJV 8/21/2014 (SEE ATTACHED EMAIL)											
			X		ON CENTERLINE					FT. FROM CENTERLINE																
10. WAIVERS: NONE																										
PART D - PREPARED BY: BRYAN BLUE										DATE: 09/26/2017																
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5411																



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD	
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PART - A OBSTRUCTION DATA

[illegible]

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										OTHER (SPECIFY)	
		BASIC									
		ALL WEATHER									
7. RUNWAY VISUAL RANGE		INSTRUMENT									
		APPROACH									
		MIDFIELD									
8. GLIDE PATH		ROLL OUT									
		GP ANGLE:				ELEV RWY THRESHOLD:					
		DISTANCE FROM RWY:				ELEV GP ANTENNA:					
9. FINAL APPROACH COURSE AIMING						THRESHOLD CROSSING HEIGHT:					
		RUNWAY THRESHOLD				FT. FROM THRESHOLD					
		ON CENTERLINE				FT. FROM CENTERLINE					
10. WAIVERS:											
PART D - PREPARED BY:										DATE:	
TITLE:										OFFICE:	

