

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: RW23 CLIMB TO 6400 DIRECT HOSEM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6400. ADDITIONAL FLIGHT DATA: HOLD SW, RT, 049.46 INBOUND. CHART FAS OBST: 1824 ANT POLE 363010N/0822331W 2319 AAO 363402N/0821917W DISTANCE TO THLD FROM 200 HATH: 0.44 NM. CHART VDP AT 1.59 NM TO RW23* *LNAV ONLY. WAAS CHANNEL # 77626 REFERENCE PATH ID: W23A CHART CIRCLING ICON. LTP HAE: 431.1 M						
BUYBA (IF/IAF)		ECIDA (TF) (FB) (RNP 1.00)			229.70 / 9.62			3600								
ECIDA (FAF)		YOSSU/3.30 NM TO RW23 (TF) (FB) (RNP 0.30)			229.59 / 3.05											
YOSSU/3.30 NM TO RW23		GEGEC/2.30 NM TO RW23 (TF) (FB) (RNP 0.30)			229.59 / 1.00											
GEGEC/2.30 NM TO RW23		RW23 (MAP) (TF) (FO) (RNP 0.30)			229.59 / 2.30											
RW23 (MAP)		1718 MSL (CA)			229.59											
1718 MSL		HOSEM (DF) (FO) (RNP 1.00)														
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. HOLD NE BUYBA, LT, 229.70 INBOUND, 5200 FT. IN LIEU OF PT (IAF) 3. FAC: 229.59 FAF: ECIDA DIST FAF TO MAP: 6.35 THLD: 6.35 4. MIN. ALT: BUYBA 5200, ECIDA 3600, YOSSU/3.30 NM TO RW23 2620*, GEGEC/2.30 NM TO RW23 2300* 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: 3600 GS ALT AT: ECIDA 3600 OM: _____ MM: _____ IM: _____ 7. GS ANGLE: 3.00 TCH: 58.6 34:1 IS CLEAR 8. MSA FROM: _____											MAG VAR: 7W		EPOCH YEAR: 2020			
MINIMUMS																
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT								ALTERNATE: N A								
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 #	1718	2400	200	1718	2400	200	1718	2400	200	1718	2400	200				
LNAV/VNAV DA	2160	1 3/4	642	2160	1 3/4	642	2160	1 3/4	642	2160	1 3/4	642				
LNAV MDA	2080	2400	562	2080	2400	562	2080	1 1/4	562	2080	1 1/4	562				
CIRCLING	2120	1	601	2180	1	661	2300	2 1/4	781	2500	3	981				
NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -13C (9F) OR ABOVE 34C (93F). @ NA WHEN LOCAL WEATHER NOT AVAILABLE. CHART NOTE: CIRCLING NA NW OF RWY 9-23. CHART NOTE: DME/DME RNP-0.3 NA. CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). (CONTINUED ON PAGE 2)																
CITY AND STATE				ELEVATION: 1519 TDZE: 1518			FACILITY IDENTIFIER:			PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:		
BRISTOL/JOHNSON/KINGSPORT, TN				AIRPORT NAME:			RNAV			RNAV (GPS) RWY 23, AMDT 1C				AMDT: 1B		
				TRI-CITIES										DATED 11/12/2015		



ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE ROUTINE							
COORDINATED WITH: <table style="width: 100%; margin-top: 5px;"> <tr> <td style="text-align: center;">ATA <input checked="" type="checkbox"/></td> <td style="text-align: center;">AAT <input type="checkbox"/></td> <td style="text-align: center;">ALPA <input checked="" type="checkbox"/></td> <td style="text-align: center;">APA <input checked="" type="checkbox"/></td> <td style="text-align: center;">AOPA <input checked="" type="checkbox"/></td> <td style="text-align: center;">NBAA <input checked="" type="checkbox"/></td> <td style="text-align: center;">OTHER (specify) <input checked="" type="checkbox"/> <u>ZTL, TRI-APP CON, AMGR.</u></td> </tr> </table>			ATA <input checked="" type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input checked="" type="checkbox"/>	APA <input checked="" type="checkbox"/>	AOPA <input checked="" type="checkbox"/>	NBAA <input checked="" type="checkbox"/>	OTHER (specify) <input checked="" type="checkbox"/> <u>ZTL, TRI-APP CON, AMGR.</u>
ATA <input checked="" type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input checked="" type="checkbox"/>	APA <input checked="" type="checkbox"/>	AOPA <input checked="" type="checkbox"/>	NBAA <input checked="" type="checkbox"/>	OTHER (specify) <input checked="" type="checkbox"/> <u>ZTL, TRI-APP CON, AMGR.</u>			
FLIGHT CHECKED BY									
NAME:	FIFO	DATE:							
DEVELOPED BY									
NAME: JACOB A. POWERS (IVAN BLANCO)	FIFO AJV-5432	DATE: 06/26/2017							
APPROVED BY									
NAME: PATRICK J. MULQUEEN	FIFO AJV-5430	DATE:							
CHANGES: <ul style="list-style-type: none"> 1. UPDATED ROUTE FROM BUYBA TO ECIDA FROM 227.70/9.62 TO 229.70/9.62. 2. UPDATED ROUTE ECIDA TO YOSSU FROM 227.62/3.05 TO 229.62/3.05. 3. UPDATED ROUTE YOSSU TO GECEC FROM 227.60/1.00 TO 229.60/1.00. 4. UPDATED COURSE GECEC TO MAP FROM 227.29/2.30 TO 229.29/2.30. 5. UPDATED COURSE MAP TO HOSEM FROM 227.59 TO 229.59. 6. UPDATED FAC FROM 227.62 TO 229.62. 7. UPDATED ADDITIONAL FLIGHT DATA FROM HOLD SW, RT 047.46 INBOUND TO HOLD SW, RT 049.46 INBOUND. 8. UPDATED ARRIVAL HOLDING COURSE FROM 227.70 TO 229.70. 9. UPDATED TAA SECTOR HEADINGS FROM 138/318 TO 140/320. 10. UPDATED AIRPORT NAME FROM TRI-CITIES RGNAL TN/VA TO TRI-CITIES AIRPORT. 11. CHANGED LTP/FTP LAT/LON FROM: 362853.4850N-0822402.5600W TO: 362853.4830N-0822402.5586W. 12. CHANGED ELLIPSOIDAL HEIGHT FROM +04312 TO +04311. 13. CHANGED CRC REMAINDER FROM: 08ACE753 TO: 4D2963EC. 14. CHANGED LTP AND FPAF ORTHOMETRIC HEIGHT FROM +04627 TO +04626. (SEE FORM 8260-10)									
REASONS: <ul style="list-style-type: none"> 1-9. APT MAGVAR ROTATION FROM 5W TO 7W. 10. AIRNAV DATABASE CHANGE. 11-14. VG SURVEY 08/08/2014. 15-17. REQUIRED TO MATCH ALL SIAPS AT AIRPORT (FC SAT ON RNAV GPS RWY 9 AND 27). 18. TAA TO A COURSE REVERSAL IS TO AN IAF NOT AN IF. 19. IAW AFS-400 MEMORANDUM AUTHORIZING 1800 RVR FOR LPV AND GLS APPROACHES. 									
PDF EDIT: CIRCLING MDA PDF EDITED DUE TO SIAP LIMITATION WITH DUAL SDF.									

**RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33**

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NOTES, (CONT.):

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ELIZABETHTON ALTIMETER SETTING AND INCREASE ALL DA 41 FEET AND ALL MDA 60 FEET; INCREASE LNAV/VNAV ALL CATS AND LNAV CAT C-D VISIBILITY 1/8 SM.

CHART NOTE: VDP AND BARO-VNAV NA WHEN USING ELIZABETHTON ALTIMETER SETTING.

CHART NOTE: # RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.

TAA

	FROM	TO	ALT
1.	140/30 CW 267/30 (NOPT)	140/7 CW 267/7	6300
2.	267/30 CW 320/30 (NOPT)	267/10 CW 320/10	7400
3.	140/7 CW 267/7	BUYBA (IF/IAF) (FB)	5200
	267/10 CW 320/10	BUYBA (IF/IAF) (FB)	5200
4.	320/30 CW 140/30	320/10 CW 140/10	7200
5.	320/10 CW 140/10	BUYBA (IAF) (FO)	5200

QUALITY
19
CHECKED

CITY AND STATE

BRISTOL/JOHNSON/KINGSPORT, TN

ELEVATION: 1519

TDZE: 1518

AIRPORT NAME:

TRI-CITIES

 FACILITY
IDENTIFIER:
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

RNAV (GPS) RWY 23, AMDT 1C

SUP:

AMDT: **1B**DATED: **11/12/2015**

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: CHANGES CONT. 15. ADDED CIRCLING ICON. 16. UPDATED CIRC CAT C/D MDA/HAA FROM 2180/661 TO CAT C 2300/781, CAT D 2500/981. 17. UDPATED CIRC CAT C/D VISIBILITY FROM 1 3/4 AND 2 TO 2 1/4 AND 3. 18. DELETED (IF) FROM TAA SEGMENT REQUIRING COURSE REVERSAL. 19. ADDED CHART NOTE: # RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.					
REASONS:					



**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	KTRI
RUNWAY	RW23
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W23A
LTP/FTP LATITUDE	362853.4830N
LTP/FTP LONGITUDE	0822402.5585W
LTP/FTP ELLIPSOIDAL HEIGHT	+04311
FPAP LATITUDE	362747.7800N
FPAP LONGITUDE	0822517.2800W
THRESHOLD CROSSING HEIGHT (TCH)	00058.6
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0312
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0

CRC REMAINDER

4D2963EC

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+04626
FPAP ORTHOMETRIC HEIGHT	+04626

QUALITY
19
CHECKED

CITY AND STATE BRISTOL/JOHNSON/KINGSPORT, TN	ELEVATION: 1519 AIRPORT NAME: TRI-CITIES	TDZE: 1518 TRI-CITIES	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 23, AMDT 1C	SUP:
					AMDT: 1B
					DATED: 11/12/2015

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.	
STRAIGHT-IN AREA		140/30 CW 267/30		140/7 CW 267/7		1. TREE		365539.00N/0815345.00W		4766 (4E)		2000		MT-466		6300	
						2. TERRAIN		365539.00N/0815345.00W		4666 (4700)				AS1500		6200	
STRAIGHT-IN AREA		267/30 CW 320/30		267/10 CW 320/10		3. TREE		363939.30N/0813239.40W		5829 (6C)		2000		MT-429		7400	
						4. TERRAIN		363939.30N/0813239.40W		5729 (5700)				AS1500		7200	
STRAIGHT-IN AREA		140/7 CW 267/7		BUYBA		5. TREE		364742.00N/0820657.00W		3332 (4E)		2000		MT-132		5200	
						6. TERRAIN		364742.00N/0820657.00W		3232 (3200)				AS1500		4700	
STRAIGHT-IN AREA		267/10 CW 320/10		BUYBA		5. TREE		364742.00N/0820657.00W		3332 (4E)		2000		MT-132		5200	
						6. TERRAIN		364742.00N/0820657.00W		3232 (3200)				AS1500		4700	
STRAIGHT-IN AREA		320/30 CW 140/30		320/10 CW 140/10		7. TREE		361957.60N/0814232.30W		5694 (6C)		2000		MT-494		7200	
						8. TERRAIN		361957.60N/0814232.30W		5594 (5600)				AS1500		7100	
STRAIGHT-IN AREA		320/10 CW 140/10		BUYBA		9. TREE		364629.50N/0821123.90W		3210 (4E)		2000		MT-10		5200	
						10. TERRAIN		364629.50N/0821123.90W		3110 (3100)				AS1500		4600	
INTERMEDIATE		BUYBA (IF/IAF)		ECIDA		11. AAO		364125.20N/0820959.90W		2820 (6C)		500				3400	
						12. TERRAIN		363913.20N/0821529.00W		2609 (2600)				AS1000		3600	
2. HOLD-IN-LIEU-OF-PT		BUYBA		P-6		16. AAO		364857.00N/0820439.00W		4039 (2C)		1000		PT79		5200	
						17. TERRAIN		364957.00N/0820439.00W		3839 (3800)				AS1000		4800	
3. MISSED APPROACH	MAP:		DA / DA / RW23		HOSEM						ASC				6400		
	ELEV:		1548/1999/1980				18. AAO		362259.12N/0822820.54W		2299 (2C)		1000		3300		
						19. TERRAIN		362259.12N/0822820.54W		2099 (2100)				AS1500		3600	
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.													
CATEGORY A		1.3 NM		REQUIRED	350	ACTUAL	781	20. TREE (KTRIT000776)		362816.79N/0822538.64W		1819 (1A)		300		SI 2120	
CATEGORY B		1.5 NM			450		781	21. TREE (KTRIT002152)		362848.80N/0822648.14W		1867 (1A)		300		SI 2180	
CATEGORY C		1.7 NM			450		781	22. TREE		363021.24N/0822050.30W		2000 (2C)		300		2300	
CATEGORY D		2.3 NM			550		981	23. AAO		363042.47N/0822000.12W		2200 (2C)		300		2500	
CATEGORY E		4.5 NM			550												
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: 1519		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION									
BRISTOL/JOHNSON/KINGSPORT, TN		AIRPORT NAME:		RNAV		RNAV (GPS) RWY 23, AMDT 1C		ASO									
		TRI-CITIES															

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:																				
1. COMMUNICATIONS WITH:					2. WEATHER SERVICE					3. ALTIMETER SETTING					ORDER 8260.3 CHAPTER 2 APPLIED TO 2319 AAO 363402N/0821917W															
TRI TOWER TRI APP CON ZTL ARTCC							N W S		OTHER: ASOS					SOURCE: KTRI / K0A9					VGSI DATA: 55.3/3.0 WHEN ATCT CLSD HIRL RY 05/23 PRESET MED INTST & ALSF2 RY 23 & REIL RY 05 ARE OPNL. MIRL RY 09/27 & REIL RY 27 NOT AVBL WHEN ATCT CLSD.											
							F A A							DISTANCE: 0 / 12.91																
							A / C							HOURS REMOTE OPERATION: 0/YES / 24/YES																
SATISFACTORY ON:					LOCATION: KTRI					ADJUSTMENT: 0 / 41					ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.31NM CAT B: 1.86NM CAT C: 2.93NM CAT D: 3.83NM															
4. MONITOR STATUS				PRIMARY NAVAID:										NO ADDITIONAL AIRSPACE REQUIRED. RASS PRESSURE PATTERNS SAME KTRI 1518.7, K0A9 1592.5 RA = 40.07.																
				MONITOR POINT:																										
		HRS OPTN:		CAT 1																				CAT 3						
5. APPROACH & RUNWAY LIGHTING		X		ALSF-2 23										AVERAGE COLD TEMERATURE BASED ON 5 YEAR HISTORY (2006-2010). ACT = -13C ISA DEVIATION USED: -24C (-17F). 100' ASSUMED TREES HEIGHT. IAPA AND MAP STUDY USED TO VERIFY AAO/VEGETATION. TAA NOT EVALUATED FOR PRECIPITOUS TERRAIN. LPV SLOPE: 34:1 LNAV/VNAV SLOPE: 22.91:1 DESIGNATED MOUNTAINOUS TERRAIN REDUCED CLEARANCE ROC PER TERPS PARA 1720 B (1). VISUAL PORTION OF FINAL PENETRATIONS: RWY 9 20:1 PENETRATIONS: 1706 TREE (KTRI0109) 362835.45N-0822514.83W (45.06) 1703 TREE (KTRI0074) 362835.85N-0822515.42W (39.69) 1686 TREE (KTRI0073) 362847.11N-0822514.71W (26.56) 1773 TREE (KTRI0079) 362834.25N-0822538.37W (15.88) 1758 TREE (KTRI0077) 362834.25N-0822535.45W (15.88) 1760 TREE (KTRI0078) 362840.74N-0822536.49W (11.12) 1660 TREE (KTRI0072) 362838.63N-0822513.51W (4.73)																
				(S) SALS																										
				MALS																										
		X		HIRL 05, 23																										
		X		MIRL 09, 27																										
		X		REIL 05, 27																										
		X		TDZ 23																										
		X		C/L 05, 23																										
X		OTHER (SPECIFY) PAPI-4R 23 PAPI-4L 05 (PCL), 27																												
6. RUNWAY MARKINGS				BASIC										MINIMUMS LOWERED IN ACCORDANCE WITH THE FPO AND AJV341. DESIGNATED MOUNTAINOUS TERRAIN REDUCED CLEARANCE ROC PER TERPS PARA 1720 B (1). OBS #15 LOCATED 330.95 FEET INTO THE SECONDARY AREA. XP = FIX ALTITUDE RAISED AND MOVED .3 NM NORTHEAST TO ADD ANOTHER STEPDOWN,																
				ALL WEATHER PIR-G 05, 23																										
				INSTRUMENT NPI-G 09, 27																										
7. RUNWAY VISUAL RANGE				APPROACH 05, 23																										
				MIDFIELD																										
				ROLL OUT 05, 23																										
8. GLIDE PATH				GP ANGLE: 3.00					ELEV RWY THRESHOLD: 1517.7																					
				DISTANCE FROM RWY:					ELEV GP ANTENNA:																					
				THRESHOLD CROSSING HEIGHT: 58.6																										
9. FINAL APPROACH COURSE AIMING				X		RUNWAY THRESHOLD					FT. FROM THRESHOLD																			
				X		ON CENTERLINE					FT. FROM CENTERLINE																			
10. WAIVERS: NONE														QUALITY 19 CHECKED																
PART D - PREPARED BY: JACOB A. POWERS (IVAN BLANCO)										DATE: 06/26/2017																				
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5432																				

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		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:	