

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						
BRBON (IAF)		PGSUS (TF) (FB) (RNP 1.00)		356.79 / 8.29				4000		CLIMB TO 1600 THEN CLIMBING RIGHT TURN TO 4000 DIRECT TORAC AND HOLD.						
PGSUS (IF)		UPSCO (TF) (FB) (RNP 1.00)		349.96 / 3.49				3000								
STUGZ (IF)		BNETT (TF) (FB) (RNP 1.00)		173.16 / 2.88				5000								
TUPAY (IF)		GETTA (TF) (FB) (RNP 1.00)		170.00 / 3.00				4000								
DIGRR (IF)		CATEK (TF) (FB) (RNP 1.00)		109.36 / 4.30				3900		ADDITIONAL FLIGHT DATA: HOLD W, LT, 071.00 INBOUND. CHART R3704 A. CHART R3704 B. DISTANCE TO THLD FROM 315 HAT: 0.80 NM. ROUTE TYPE: A, H ROUTE TYPE QUALIFIER 1: F ROUTE TYPE QUALIFIER 2: S CHART MINIMUM 5000 AT STUGZ AND DIGRR. CHART MANDATORY 5000 AT BNETT. CHART MINIMUM 4000 AT TUPAY AND BRBON. CHART MANDATORY 4000 AT GETTA. #TCH 531.9 MSL (DO NOT CHART).						
(SEE FORM 8260-10)																
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)										MAG VAR: 5W EPOCH YEAR: 2020						
2. PROFILE STARTS AT PARCL _____																
3. FAC: 349.94 FAF: _____ DIST FAF TO MAP: _____ THLD: _____																
4. MIN. ALT: PARCL 2400																
5. DIST TO THLD FROM OM: 5.87 MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____																
6. MIN GS INCPT: 2400 GS ALT AT: PARCL 2400 OM: _____ MM: _____ IM: _____																
7. GS ANGLE: 3.00 TCH: 60.4# 20:1 IS CLEAR 34:1 IS CLEAR																
8. MSA FROM: RW35R 3600																
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 0.12 DA		795	2600	315	795	2600	315	795	2600	315	795	2600	315			
RNP 0.30 DA		951	5500	471	951	5500	471	951	5500	471	951	5500	471			
NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -14C (7F) OR ABOVE 54C (130F). CHART NOTE: GPS REQUIRED. CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).																
(CONTINUED ON PAGE 2)																
CITY AND STATE LOUISVILLE, KY		ELEVATION: 501 TDZE: 480 AIRPORT NAME: LOUISVILLE INTL-STANDIFORD FIELD		FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (RNP) Z RWY 35R, ORIG-C						SUP: AMDT: ORIG-B DATED 12/11/2014				

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"/> ZID, SDF APP CON, SDF ATCT, AMGR</div>			
FLIGHT CHECKED BY					
NAME:		FLIGHT INSPECTION REVIEW NOT REQUIRED - PROCESSED IAW FLIGHT TEAM (AJW-333) MEMO, MAY 30, 2017			DATE:
		Digitally signed by ROBERT G HAMILTON			FIFO FIOG 10/12/2012
DEVELOPED BY					
NAME:		PETER R. GUIMOND			DATE:
		Digitally signed by PETER R GUIMOND Oct 03, 2017			FIFO AJV-5422 10/03/2017
APPROVED BY					
NAME:		JULIE A. MORGAN			DATE:
		Digitally signed by ROBERT G HAMILTON MANAGER			FIFO AJV-5420
CHANGES: Jan 22, 2018					
<div>1. AMENDED PROCEDURE MAGVAR FROM 3W 1995 TO 5W 2020.</div> <div>2. INCREASED ALL MAGNETIC HEADINGS, WITH EXCEPTION OF MISSED APPROACH HOLDING, TWO DEGREES.</div> <div>3. AMENDED FINAL APPROACH COURSE FROM 347.94 TO 349.94.</div> <div>4. DELETED FAS OBST: 544 TREE 380924N/0854308W.</div> <div>5. DELETED FAS OBST: 589 COMMUNICATION TWR 380913N/0854226W.</div> <div>6. DELETED NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 35L, EXCEPT FOR ARRIVALS AT DIGGR, TUPAY, AND STUGZ.</div> <div>7. ADDED NOTE: SIMULTANEOUS APPROACH AUTHORIZED, EXCEPT FOR ARRIVALS AT DIGGR, TUPAY, AND STUGZ.</div> <div>8. DELETED NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS.</div> <div>9. ADDED NOTE: USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS.</div> <div>10. DELETED NOTE: FOR INOP ALSF-2, INCREASE RNP 0.12 ALL CATS VISIBILITY TO RVR 5000 AND RNP 0.30 ALL CATS VISIBILITY TO 1 3/4.</div> <div>11. ADDED NOTE: FOR INOP ALS, INCREASE RNP 0.12 ALL CATS VISIBILITY TO RVR 5000 AND RNP 0.30 ALL CATS VISIBILITY TO 1 3/4 SM.</div> <div>12. INCORPORATED CHANGES FROM ORIG-A (ABBREVIATED AMDT) AND ORIG-B (ABBREVIATED AMDT).</div>					
REASONS:					
<div>1. MATCH PENDING MAGVAR ASSIGNMENT FOR KSDF IN AIRNAV.</div> <div>2. COMPUTED USING AMENDED MAGVAR VALUE. RETAINED PUBLISHED HOLDING COURSE AT TORAC TO MIRROR ILS RWY 35L.</div> <div>3. COMPUTED USING AMENDED MAGVAR VALUE.</div> <div>4. FAS DATA OBSTACLES NO LONGER DOCUMENTED FOR VERTICALLY GUIDED APPROACHES.</div> <div>5. FAS DATA OBSTACLES NO LONGER DOCUMENTED FOR VERTICALLY GUIDED APPROACHES.</div> <div>6. REPLACED BY UPDATED NOTE.</div> <div>7. FORMATTED IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-11O(7)(A).</div> <div>8. REPLACED BY UPDATED NOTE.</div> <div>9. FORMATTED IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-11O(7)(D).</div> <div>10. REPLACED BY UPDATED NOTE.</div> <div>11. FORMATTED IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-11O(3)(D).</div> <div>12. IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-3-4C(2).</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	
BNETT		CATEK (RF) (FB) (RNP 1.00)	(2.76 NM RADIUS CCW (CFBFM))/3.07	3900	
CATEK		DICAP (RF) (FB) (RNP 1.00)	(2.76 NM RADIUS CCW (CFBFM))/2.02	3300	
GETTA		HALVO (RF) (FB) (RNP 1.00)	(2.52 NM RADIUS CW (CFBGM))/3.96	3200	
DICAP		ECITO (TF) (FB) (RNP 1.00)	067.41 / 0.81	3100	
UPSCO		PARCL (TF) (FB) (RNP 1.00)	349.95 / 2.60	2400	
ECITO		PARCL (RF) (FB) (RNP 1.00)	(2.36 NM RADIUS CCW (CFBFN))/3.20	2400	
HALVO		PARCL (RF) (FB) (RNP 1.00)	(2.52 NM RADIUS CW (CFBFP))/3.96	2400	
PARCL (FAF)		RW35R (MAP) (TF) (FO) (RNP 0.30)	349.94 / 5.87		
RW35R (MAP)		1600 MSL (CA)	349.94	1600	
1600 MSL		TORAC (DF) (FO) (RNP 1.00)		4000	
NOTES, (CONT.):					
CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS.					
CHART PLANVIEW NOTE ADJACENT TO TUPAY IF: RF REQUIRED.					
CHART PLANVIEW NOTE ADJACENT TO STUGZ IF: RF REQUIRED.					
CHART PLANVIEW NOTE ADJACENT TO DIGRR IF: RF REQUIRED.					
CHART PLANVIEW NOTE AT GETTA: MAX 205 KIAS.					
CHART PLANVIEW NOTE AT DIGRR: MAX 210 KIAS.					
CHART PLANVIEW NOTE AT STUGZ: MAX 210 KIAS.					
CHART PLANVIEW NOTE AT TUPAY: MAX 210 KIAS.					
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT BRBON ON V5-513 SOUTHBOUND.					
CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.12 ALL CATS VISIBILITY TO RVR 5000 AND RNP 0.30 ALL CATS VISIBILITY TO 1 1/4 SM.					
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED, EXCEPT FOR ARRIVALS AT DIGRR, TUPAY, AND STUGZ.					
CHART NOTE: USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS.					
CITY AND STATE		ELEVATION: 501	TDZE: 480	FACILITY IDENTIFIER:	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:
LOUISVILLE, KY		AIRPORT NAME:		RNAV	RNAV (RNP) Z RWY 35R, ORIG-C
		LOUISVILLE INTL-STANDIFORD FIELD			
					SUP:
					AMDT: ORIG-B
					DATED: 12/11/2014



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.	
INITIAL: RNP 1.00	BRBON	PGSUS	1. TOWER (21-001296)	375637.23N/0853837.85W	1107 (5E)	1000	AC125 AT1768	4000	
			2. TERRAIN	375503.00N/0853621.00W	906 (900)		AS1500	2400	
INTERMEDIATE: RNP 1.00	PGSUS	UPSCO	3. TOWER (21-001695)	375734.00N/0854125.00W	968 (5E)	500	AC125 DG1407	3000	
			4. TERRAIN	375733.00N/0853836.00W	810 (800)		AS1500	2300	
INTERMEDIATE: RNP 1.00	STUGZ	BNETT	5. TOWER (21-001384)	380447.00N/0854734.00W	1170 (5D)	500	AC50 AT3280	5000	
			6. TERRAIN	380448.00N/0854718.00W	867 (900)		AS1500	2400	
INTERMEDIATE: RNP 1.00	TUPAY	GETTA	7. TOWER (21-020059)	380615.81N/0853401.36W	1021 (5D)	500	AC50 AT2429	4000	
			8. TERRAIN	380621.00N/0853424.00W	719 (700)		AS1500	2200	
INTERMEDIATE: RNP 1.00	DIGRR	CATEK	9. TOWER (21-000870)	380159.00N/0854516.00W	1349 (5D)	500	AC50 DG2001	3900	
			10. TERRAIN	375921.00N/0854830.00W	870 (900)		AS1500	2400	
INTERMEDIATE: STEPDOWN RNP 1.00	BNETT	CATEK	9. TOWER (21-000870)	380159.00N/0854516.00W	1349 (5D)	500	AC50 DG2001	3900	
			11. TERRAIN	380024.00N/0854712.00W	870 (900)		AS1500	2400	
INTERMEDIATE: STEPDOWN RNP 1.00	CATEK	DICAP	9. TOWER (21-000870)	380159.00N/0854516.00W	1349 (5D)	500	AC50 AT1401	3300	
			12. TERRAIN	380145.00N/0854557.00W	867 (900)		AS1500	2400	
2. PROCEDURE TURN									
3. MISSED APPROACH	MAP: DA / DA		TORAC	19. TWR (KSDFT000663)	381038.65N/0854258.91W	655 (1A)	ASC	AC3	4000
	ELEV: 542/621			20. ATCT (21-001527)	380932.61N/0854348.30W	740 (1A)	ASC	AC3	4000
				21. TOWER (21-000111)	381541.00N/0852543.00W	1408 (4D)	1000		2500
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: RW35R									
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
360-360	TWR (21-001039)	044/22.4	2548 (5D)	3600					
CITY AND STATE		ELEVATION: 501		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION	
LOUISVILLE, KY		AIRPORT NAME: LOUISVILLE INTL-STANDIFORD FIELD		RNAV		RNAV (RNP) Z RWY 35R, ORIG-C		ASO	

QUALITY  
25

CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:																					
1. COMMUNICATIONS WITH:					2. WEATHER SERVICE					3. ALTIMETER SETTING					VDP NOT ESTABLISHED - RNP PROCEDURE.																
SDF APP CON SDF TOWER ZID ARTCC							N W S		OTHER: ASOS					SOURCE:KSDF					THRESHOLD DISPLACED 449 FEET.												
							F A A							DISTANCE:																	
							A / C							HOURS REMOTE OPERATION:					24												
SATISFACTORY ON:																				PRECIPITOUS TERRAIN EVALUATION COMPLETED.											
X		V H F		X		U H F				H F		LOCATION: KSDF					ADJUSTMENT: 0														
4. MONITOR STATUS		PRIMARY NAVAID:																													
		MONITOR POINT:																													
		HRS OPTN:		CAT 1				CAT 3																							
5. APPROACH & RUNWAY LIGHTING		X		ALSF-2 35L, 35R																											
				(S) SALS																											
		X		MALSR 17L, 17R, 29																											
		X		HIRL 11, 17L, 17R, 29, 35L, 35R																											
				MIRL																											
				REIL																											
		X		TDZ 17L, 17R, 35L, 35R																											
		X		C/L 17L, 17R, 35L, 35R																											
6. RUNWAY MARKINGS				BASIC BSC-G 11																											
				ALL WEATHER PIR-G 17L, 17R, 29, 35L, 35R																											
				INSTRUMENT																											
7. RUNWAY VISUAL RANGE				APPROACH 17L, 17R, 29, 35L, 35R																											
				MIDFIELD 17L, 17R, 35L, 35R																											
				ROLL OUT 17L, 17R, 35L, 35R																											
8. GLIDE PATH		GP ANGLE: 3.00					ELEV RWY THRESHOLD: 471.5																								
		DISTANCE FROM RWY:					ELEV GP ANTENNA:																								
							THRESHOLD CROSSING HEIGHT: 60.4																								
9. FINAL APPROACH COURSE AIMING					X		RUNWAY THRESHOLD					FT. FROM THRESHOLD					*ACTUAL RADIUS USED 15317.40'														
					X		ON CENTERLINE					FT. FROM CENTERLINE					+ACTUAL RADIUS USED 14360.80'														
10. WAIVERS: 2																				PART C - REMARKS:											
ORDER 8260.52, PARAGRAPH 2.4; TABLE 2-1 DESCENT GRADIENT WAIVER FOR 358.3 FT PER NM DESCENT GRADIENT IN BNETT TO CATEK SEGMENT.																															
ORDER 8260.52, PARAGRAPH 2.3; SEGMENT LENGTH WAIVER FOR 0.81 NM DICAP TO ECITO SEGMENT.																															
PART D - PREPARED BY:										DATE:																					
PETER R. GUIMOND										10/03/2017																					
TITLE:										OFFICE:																					
AERONAUTICAL INFORMATION SPECIALIST										AJV-5422																					
CONT.																															



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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	PART - A OBSTRUCTION DATA
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1. APP SEGMENT		FROM		TO		OBSTRUCTION		COORDINATES		ELEV. MSL		ROC		ALT. ADJUSTMENTS		MIN. ALT.			
INTERMEDIATE: STEPDOWN		GETTA		HALVO		7. TOWER (21-020059)		380615.81N/0853401.36W		1021 (5D)		500		AC50 DG1629		3200			
RNP 1.00						13. TERRAIN		380327.00N/0853300.00W		683 (700)				AS1500		2200			
INTERMEDIATE: STEPDOWN		DICAP		ECITO		9. TOWER (21-000870)		380159.00N/0854516.00W		1349 (5D)		500		AC50 DG1201		3100			
RNP 1.00						14. TERRAIN		380306.00N/0854421.00W		850 (900)				AS1500		2400			
INTERMEDIATE: STEPDOWN		UPSCO		PARCL		15. TOWER (21-000420)		380349.32N/0854351.61W		1254 (5E)		500		AC125		1900			
RNP 1.00						16. TERRAIN		380348.00N/0854354.00W		856 (900)				AS1500		2400			
INTERMEDIATE: STEPDOWN		ECITO		PARCL		15. TOWER (21-000420)		380349.00N/0854352.00W		1249 (5D)		500		AC50		1800			
RNP 1.00						16. TERRAIN		380349.00N/0854352.00W		917 (900)				AS1500		2400			
INTERMEDIATE: STEPDOWN		HALVO		PARCL		15. TOWER (21-000420)		380349.00N/0854352.00W		1249 (5D)		500		AC50		1800			
RNP 1.00						16. TERRAIN		380349.00N/0854352.00W		917 (900)				AS1500		2400			
FINAL: RNP 0.12		PARCL		RW35R		17. TREE (KSDF0048)		380924.13N/0854308.05W		544 (1A)		21.53:1		AC10 MA1 XP43		795/315			
FINAL: RNP 0.30		PARCL		RW35R		18. COMMUNICATION (KSDF000724)		380913.08N/0854226.08W		589 (1B)		21.49:1		MA35 AC10 XP39		951/471			
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:																			
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A	
CITY AND STATE				ELEVATION: 501				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION			
LOUISVILLE, KY				AIRPORT NAME: LOUISVILLE INTL-STANDIFORD FIELD				RNAV				RNAV (RNP) Z RWY 35R, ORIG-C				ASO			

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: <b>CONTINUED.</b>  BRBON TO PGSUS INITIAL SEGMENT SPOT ELEVATION STL-T-0027 IDENTIFIED AS CONTROLLING OBSTRUCTION WITH 0/0 ACCURACY CODE. 1:24000 DTED/MAP SEARCH DETERMINED THAT THE HIGHEST TERRAIN IN INITIAL SEGMENT IS 900'. 2C AC ASSIGNED TO SPOT ELEVATION BASED ON SEARCH CHANGING CONTROLLING OBSTACLE TO OBSTACLE #1.  SDF IS THE CONTROLLING AGENCY FOR R3704A/B AND WILL NOT USE APPROACHES FROM THE WEST WHEN ACTIVE.  OBS #19 IS RNP 0.12 MISS PEN. OBS #20 IS RNP 0.30 MISS PEN.  TO MATCH CURRENT MINS.  MISSED APPROACH OBSTACLES CONT. PRIMARY: 22. TERRAIN 382051.00N/0852515.00W 922 (900) 2400		
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 OPTN:	CAT 1			CAT 3						
5. APPROACH & RUNWAY LIGHTING			ALS									
			(S) SALS									
			MALS									
			HIRL									
			MIRL									
			REIL									
			TDZ									
			C/LINE									
		OTHER (SPECIFY)										
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:		

