

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks 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 feet RVR.

<u>AIRPORT</u> DULUTH INTL	<u>AIRPORT ID</u> KDLH	<u>PROCEDURE NAME</u> ILS OR LOC RWY 27	<u>ORIGINAL/AMENDMENT</u> 11	<u>CITY</u> DULUTH	<u>STATE</u> MN	
<u>AIRPORT ELEVATION</u> 1428	<u>TDZE</u> 1421	<u>SUPERSEDED</u> ILS OR LOC RWY 27	<u>ORIGINAL/AMENDMENT</u> 10C	<u>DATED</u> 07/19/2018	<u>MAG VAR</u> 1W	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> I-JUD	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 10/10/2019	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
DLH VORTAC		ANDOE OM/RADAR					065.82	6.49	3200
DAYAR/DLH 15.00 DME CCW	IAF	WIRSA INT/DLH 15.00 DME	NOPT				15.00 DME ARC (DLH LR-086)		3200
FOSUP/DLH 15.00 DME CW	IAF	WIRSA INT/DLH 15.00 DME	NOPT				15.00 DME ARC (DLH LR-070)		3200
WIRSA INT/DLH 15.00 DME	IF	ANDOE OM/RADAR					273.29	8.77 (I-JUD)	3200

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.20 NM AFTER ANDOE OM/RADAR

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 THEN CLIMBING RIGHT TURN TO 4500 ON HEADING 060 AND DLH VORTAC R-017 TO CHERL INT/DLH 15.00 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 3300 DIRECT PYKLA LOM/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3300 (ADF OR RADAR REQUIRED).

PROFILE:

- PT L SIDE OF COURSE 093.29 OUTBOUND 3200 FT WITHIN 15 MILES OF ANDOE OM/RADAR (IAF)
-
- FAC: 273.29 FAF: ANDOE OM/RADAR DIST FAF TO MAP: 5.20 DIST FAF TO THLD: 5.20
- MIN ALT: ANDOE OM/RADAR 3200
- DIST TO THLD FROM OM: 5.20 MM: IM: 150 HAT: GS ANT: 1494
- MIN GS INCPT: 3200 GS ALT AT FAF : ANDOE OM/RADAR OM: 3154 MM: IM:
- GP ANGLE: 3.00 34:1: 20:1: TCH: 80.2
- MSA FROM: DLH VORTAC 3100

QUALITY
10
CHECKED

EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED FOR PROCEDURE ENTRY.

NOTES:

CHART NOTE: CIRCLING NA FOR CAT E SE OF RWYS 3 AND 27.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 27.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON DLH VORTAC AIRWAY RADIALS 046 CW 116.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 27 CAT E VISIBILITY TO 1 1/4 SM.

ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW: DLH 6.49 DME AT ANDOE OM.
CHART CIRCLING ICON.
CHART DLH R-182 AT DAYAR.
CHART DLH R-009 AT FOSUP.
CHART IN PLANVIEW: PYKLA LOM/RADAR
FAS OBST: 1600 AAO 465050N/0920435W.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W PYKLA LOM/RADAR, RT, 093.26 INBOUND.
HOLD N, RT, 197.00 INBOUND
CHART: ASR.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD - CAT D, E 1000-3

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 27	1621	4000	200	1621	4000	200	1651	4000	230	1651	4000	230	1651	4000	230
S-LOC 27	1860	2400	439	1860	2400	439	1860	4000	439	1860	4000	439	1860	4000	439
CIRCLING	1880	1	452	1900	1	472	1940	1 1/2	512	2400	3	972	2400	3	972

CHANGES - REASONS

1. MAP CHANGED FROM 5.18 NM AFTER ANDOE OM TO 5.20 NM - RUNWAY DISPLACED THRESHOLD RELOCATED.
2. MISSED APPROACH, REMOVED "ON" FROM "... ON DLH VORTAC R-017 ..." - REDUNDANT.
3. ALTERNATE MISSED APPROACH, CLIMB-IN-HOLD ADDED - AIRCRAFT DOES NOT REACH 3300 BY THE HOLDING FIX.
4. PROFILE SECTION, LINE 3, DISTANCES CHANGED FROM 5.18 TO 5.20 - RUNWAY DISPLACED THRESHOLD RELOCATED.
5. PROFILE SECTION, LINE 5, OM DISTANCE CHANGED FROM 5.18 TO 5.20 AND GS ANT DISTANCE CHANGED FROM 1593 TO 1494 - RUNWAY DISPLACED THRESHOLD RELOCATED.
6. PROFILE SECTION, LINE 6, GS ALT AT OM CHANGED FROM 3180 TO 3154 - RECALCULATION USING CURRENT FORMULAS.
7. PROFILE SECTION, LINE 7, TCH CHANGED FROM 85.3 TO 80.2 - RUNWAY DISPLACED THRESHOLD RELOCATED.
8. CHART PLANVIEW NOTE: DME OR RADAR REQUIRED CHANGED TO EQUIPMENT REQUIREMENTS NOTE: DME OR RADAR REQUIRED FOR PROCEDURE ENTRY - CURRENT 8260.19H REQUIREMENT.
9. CIRCLING NA NOTE CHANGED FROM "RWY 3-27" TO RWYS 3 AND 27" - CLARITY.
10. INOPERATIVE NOTE, ADJUSTMENT CHANGED FROM 1 3/8 TO 1 1/4 - RECALCULATION.
11. ADDED "PROCEDURE NA FOR ARRIVAL..." NOTE - LIMIT TURNS GREATER THAN 120 DEGREES.
12. ADDITIONAL FLIGHT DATA, REMOVED "CHART: ASR" - ASR APPROACHES NO LONGER PUBLISHED AT KDLH.
13. ADDITIONAL FLIGHT DATA, FAS OBST ELEVATION CHANGED FROM 1609 TO 1600 - REVISED APPLICATION OF 8260.19H TERRAIN CONTOUR METHODOLOGY FOR LEVEL SURFACES.
14. ADDITIONAL FLIGHT DATA, ADDED "CHART IN PLANVIEW: DLH 6.49 DME AT ANDOE OM" - DME REQUIRED FOR FEEDER INTO THE PROCEDURE TURN BUT DOES NOT MEET DIVERGENCE ANGLE FOR USE AT THE FAF.
15. S-LOC 27 CATS C/D/E VISIBILITY CHANGED FROM 4500 TO 4000 - RECALCULATION.
- QUALITY
10
CHECKED

8/13/19: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 7/12/19:
1. ADDITIONAL FLIGHT DATA, ADDED "CHART: ASR" - ASR MINIMUMS PUBLISHED ON 6/20/19.

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZMP, DLH ATCT, CITY OF DULUTH

FLIGHT CHECKED BY

PENDING

DEVELOPED BY

RUSSELL ROSLEWSKI

APPROVED BY

MARLON ROBINSON

Digitally signed by

DAVID DANNER

Jul 12, 2019

Digitally signed by

RUSSELL ROSLEWSKI

Jul 03, 2019

Digitally signed by

DAVID DANNER

Jul 12, 2019

OFFICE

OFFICE

AJV-A421

OFFICE

AJV-A420

DATE

DATE

06/11/2019

DATE

TITLE
MANAGER



FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT</u> DULUTH INTL	<u>AIRPORT ID</u> KDLH	<u>PROCEDURE NAME</u> ILS OR LOC RWY 27	<u>AMDT NO.</u> 11	<u>CITY</u> DULUTH	<u>STATE</u> MN	<u>AIRPORT ELEVATION</u> 1428	<u>FACILITY</u> I-JUD
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

<u>FROM</u> DLH VORTAC	<u>TO</u> ANDOE OM/RADAR
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<u>RNP</u>	<u>DISTANCE</u> 6.49	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1.TOWER (27-000283)	464715.00N/0920722.00W		2049	250	50	4D	1000				AT151	3200
2.TERRAIN	465336.00N/0920618.00W		1509 (1500)								AS1500	3000

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

INITIAL: ARC

<u>FROM</u> DAYAR/DLH 15.00 DME CCW	<u>TO</u> WIRSA INT/DLH 15.00 DME
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<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3.TOWER (55-000635)	463207.90N/0920407.92W		1566	50	20	2C	1000				AT634	3200
4.TERRAIN	462909.00N/0921109.00W		1269 (1300)								AS1500	2800

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:



INITIAL: ARC

FROM
FOSUP/DLH 15.00 DME CW

TO
WIRSA INT/DLH 15.00 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.AAO	470515.00N/0920524.00W		1795	164	98	4E	1000				AT405	3200
6.TERRAIN	470515.00N/0920524.00W		1595 (1600)								AS1500	3100

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

INTERMEDIATE: PT

FROM
15 NM

TO
ANDOE OM/RADAR

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	15.00											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
7.AAO	465057.00N/0920312.00W		1473	164	98	4E	500				AT1129 AC98	3200
8.TERRAIN	465057.00N/0920306.00W		1246 (1200)								AS1500	2700

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



INTERMEDIATE

FROM

WIRSA INT/DLH 15.00 DME

TO

ANDOE OM/RADAR

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	8.77											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
9.AAO	465057.00N/0920309.00W		1457	164	98	4E	500				AT1145 AC98	3200
10.TERRAIN	465057.00N/0920309.00W		1257 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

ANDOE OM/RADAR

TO

RW27

<u>RNP</u>	<u>DISTANCE</u> 5.20	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 230			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
								ASC				1621
								ASC				1621
								ASC				1651
								ASC				1651
								ASC				1651

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CAT A/B HAT 200, CAT C/D/E HAT 230 DUE TO WAIVER REQUIREMENTS - EXCESSIVE TCH DEROGATES EFFECTIVENESS OF APPROACH LIGHTING SYSTEM.



FINAL: LOC

FROM
ANDOE OM/RADAR

TO
5.20 NM AFTER ANDOE OM/RADAR

RNP	DISTANCE 5.20	PAT	MAP 5.20 NM AFTER ANDOE OM/RADAR	HAT 439	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
11.AAO	465049.86N/0920434.71W		1600	50	20	2C	250					1860

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

PROCEDURE TURN

FROM
ANDOE OM

TO
15 NM

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.TOWER (27-000283)	464715.00N/0920722.00W		2049	250	50	4D	1000				AT151	3200
12.TERRAIN	465336.00N/0920618.00W		1509 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH : ILS

FROM
DA

TO
CHERL INT/DLH 15.00 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1438					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				4500
13.AAO	470903.00N/0921003.00W		1926	164	98	4E	1000					3000
14.TERRAIN	470812.00N/0921142.00W		1719 (1700)								AS1500	3200

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH : LOC

FROM
5.20 NM AFTER ANDOE OM/RADAR

TO
CHERL INT/DLH 15.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 1610					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
								ASC				4500
13.AAO	470903.00N/0921003.00W		1926	164	98	4E	1000					3000
14.TERRAIN	470812.00N/0921142.00W		1719 (1700)								AS1500	3200

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



MISSED APPROACH ALTERNATE : ILS

FROM
DA

TO
PYKLA LOM/RADAR

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1438					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3300
15.AAO	464827.00N/0922012.00W		1716	164	98	4E	1000					2800
16.TERRAIN	465103.00N/0921730.00W		1528 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE : LOC

FROM
5.20 NM AFTER ANDOE OM/RADAR

TO
PYKLA LOM/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 1610					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
								ASC				3300
15.AAO	464827.00N/0922012.00W		1716	164	98	4E	1000					2800
16.TERRAIN	465103.00N/0921730.00W		1528 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



NOT AUTHORIZED

CIRCLING REMARKS:

CENTER
DLH VORTAC

RADIUS
25

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
DLH APP CON, ZMP ARTCC, DLH TOWER

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KDLH	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KDLH	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:
REDUNDANT WEATHER SOURCES AVAILABLE.

<u>PRIMARY NAVAID</u> I-JUD	<u>MONITOR POINT</u> DLH ATCT	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW03 - HIRL, REIL, PAPI-4L		NPI-G	
RW21 - HIRL, REIL, PAPI-4L		NPI-G	
RW09 - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH
RW27 - MALSR, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 1419	<u>TCH</u> 80.2	<u>ELEV GS ANTENNA</u> 1423.4	<u>DISTANCE FROM RWY</u> 1494	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 91.9
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	529
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS



and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100 FT VEGETATION APPLIED PER FPT.

WAIVER FOR TCH GREATER THAN 60 FEET APPROVED BY AFS.

ILS NOT ELIGIBLE FOR LIGHT CREDIT DUE TO EXCESSIVE TCH, SEE WAIVER.

"CHART IN PLANVIEW: DLH 6.49 DME AT ANDOE OM" USED TO CHART THE DME VALUE ONLY ON THE PLANVIEW, NOT ON THE PROFILE VIEW. DME IS REQUIRED FOR FEEDER INTO THE PROCEDURE TURN DUE TO LOCATION OF DLH VORTAC BUT DOES NOT MEET DIVERGENCE ANGLE FOR USE AT THE FAF.

ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.14
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.90
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	272.29
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1459
DISTANCE FROM	THLD	TO 1500FT POINT	4.80
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.26
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	272.29
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1459

THRESHOLD
COORDINATES
(IF STR-IN)465028.90N/0921048.43W

ARP COORDINATES465031.45N/0921135.65W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 9 DISTANCE 1.11 NM

FAF
COORDINATES465016.23N/0920314.66W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED THLD DISPLACED 529FT, ACTUAL COORDINATES: 465028.70N/0921040.82W.



PART E: PREPARED BY

<u>NAME</u> RUSSELL ROSLEWSKI	<u>OFFICE</u> AJV-A421	<u>DATE</u> 06/11/2019	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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