

**FEDERAL AVIATION ADMINISTRATION**  
**FLIGHT STANDARDS SERVICE**  
**RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE**  
**TITLE 14 CFR PART 97.33**

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.

<b><u>AIRPORT</u></b> GREENWOOD LAKE	<b><u>AIRPORT ID</u></b> 4N1	<b><u>PROCEDURE NAME</u></b> RNAV (GPS) RWY 24	<b><u>ORIGINAL/AMENDMENT</u></b> ORIG-C	<b><u>CITY</u></b> WEST MILFORD	<b><u>STATE</u></b> NJ
<b><u>AIRPORT ELEVATION</u></b> 790	<b><u>TDZE</u></b> 790	<b><u>SUPERSEDED</u></b> RNAV (GPS) RWY 24	<b><u>ORIGINAL/AMENDMENT</u></b> ORIG-B	<b><u>DATED</u></b> 05/26/2016	<b><u>MAG VAR</u></b> 13W
<b><u>FACILITY</u></b> RNAV	<b><u>COORDINATES OF FACILITIES</u></b>	<b><u>ACTUAL EFFECTIVE DATE</u></b>	<b><u>REQUIRED EFFECTIVE DATE</u></b> ROUTINE	<b><u>CANCEL/SUSPEND</u></b>	<b><u>EPOCH YEAR</u></b> 1995

**TERMINAL ROUTES**

<b><u>FROM</u></b>	<b><u>FIX TYPE</u></b>	<b><u>TO</u></b>	<b><u>FIX TYPE</u></b>	<b><u>LEG TYPE</u></b>	<b><u>FO/FB</u></b>	<b><u>RNP</u></b>	<b><u>COURSE</u></b>	<b><u>DISTANCE</u></b>	<b><u>ALTITUDE</u></b>
WEKAS		WAMUV		TF	FO	1.00	060.73	23.10	3000
VOLLU	IAF	WAMUV	NOPT	TF	FB	1.00	311.93	8.65	3000
WAMUV	IF/IAF	IMAME		TF	FB	1.00	240.97	6.05	2600
IMAME	FAF	YANUD/3.10 NM TO RW24		TF	FB	0.30	240.90	2.45	
YANUD/3.10 NM TO RW24		RW24	MAP	TF	FO	0.30	240.87	3.10	
RW24	MAP	1160 MSL		CA			240.87		
1160 MSL		WEKAS		DF	FO	1.00			3000

**MISSED APPROACH**

**MAP:**

LP: RW24  
 LNAV: RW24

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 3000 DIRECT WEKAS AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF (IAF)				
2.	HOLD NE WAMUV, RT, 240.97 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000.							
3. FAC:	240.90	FAF: IMAME	DIST FAF TO MAP: 5.55	DIST FAF TO THLD: 5.55				
4. MIN ALT:	WAMUV 3000, IMAME 2600, YANUD/3.10 NM TO RW24 1820							
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:				
6. MIN GP INCPT:	GP ALT AT FAF :			OM:	MM:		IM:	
7. GP ANGLE:	34:1: IS NOT CLEAR	20:1: IS NOT CLEAR	TCH:					
8. MSA FROM:	RW24 3100							

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT WEKAS ON V213 SOUTHBOUND.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT VOLLU ON V374 SOUTHEAST BOUND AND V39 EASTBOUND.  
CHART NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE SUSSEX ALTIMETER SETTING.  
CHART NOTE: RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.  
CHART NOTE: PROCEDURE NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

CHART PROFILE NOTE: VISUAL SEGMENT - OBSTACLES.  
WAAS CHANNEL #45544  
REFERENCE PATH ID: W24A  
CHART FAS OBST: 907 TREE 410914N/0741815W, 1294 TREE 410958N/0741739W.  
HOLD SW, RT, 060.71 INBOUND  
LTP HAE: 208.4 M



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

ALTERNATE: NA ☒

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
LP MDA	1160	1	370	1160	1	370		NA			NA				
LNAV MDA	1560	1	771	1560	1 1/4	771		NA			NA				
CIRCLING	1600	1	810	1600	1 1/4	810		NA			NA				
SUSSEX ALTIMETER SETTING MINIMUMS															
LP MDA	1240	1	450	1240	1	450		NA			NA				
LNAV MDA	1640	1	851	1640	1 1/4	851		NA			NA				
CIRCLING	1700	1 1/4	910	1700	1 1/4	910		NA			NA				

CHANGES - REASONS

1. LNAV MDA FROM 1540/HAT 750, SUSSEX ALT SETTING 1620/HAT 830 TO 1560/HAT 770, SUSSEX ALT SETTING 1640/HAT 850 - NEW CONT OBS.
2. ADDED CHART PROFILE NOTE: VISUAL SEGMENT - OBSTACLES, DELETE DESCENT ANGLE INFO - OBSTACLES.
3. ADDED PBN REQUIREMENTS NOTE: RNP APCH - DELETE NOTE: DME/DME-0.3 NA.
4. DELETED NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NA - ADDED CHART NOTE: RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
5. DELETED NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT - VISUAL SEGMENT OBSTACLES.
6. ADDED CHART NOTE: PROCEDURE NA AT NIGHT - 20:1 PENS.
7. CRC REMINDER CHANGED FROM B8EF9169 TO B1212470 - PER LTP/FPAP ADJUSTMENTS.

4/18/19. THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 3/6/19.  
ADDED RNP 1.00 TO MISSED SEGMENT 1160 MSL - WEKAS.

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZNY, NY TRACON, AIRPORT MANAGER

FLIGHT CHECKED BY  
DANIEL WILLIAM KIRBY

Digitally signed by  
ALLAN WILL  
Apr 23, 2019

OFFICE  
FIOG  
DATE  
02/26/2019

DEVELOPED BY  
PHILLIP BRANDENBURG

Digitally signed by  
PHILLIP BRANDENBURG  
Apr 18, 2019

OFFICE  
AJV-5412  
DATE  
05/02/2018

APPROVED BY  
GEORGE DAVIS

Digitally signed by  
ALLAN WILL  
Apr 23, 2019

OFFICE  
AJV-5410  
DATE  
TITLE  
MANAGER



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	4N1
RUNWAY	RW24
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W24A
LTP/FTP LATITUDE	410753.6810N
LTP/FTP LONGITUDE	0742030.7000W
LTP/FTP ELLIPSOIDAL HEIGHT	+02084
FPAP LATITUDE	410653.8330N
FPAP LONGITUDE	0742158.0820W
THRESHOLD CROSSING HEIGHT (TCH)	00000.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	00.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1696
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	0.0
CRC REMAINDER	B1212470

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+02406
FPAP ORTHOMETRIC HEIGHT	+02406



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

AIRPORT  
GREENWOOD LAKE

AIRPORT ID  
4N1

PROCEDURE NAME  
RNAV (GPS) RWY 24

AMDT NO.  
ORIG-C

CITY  
WEST MILFORD

STATE  
NJ

AIRPORT ELEVATION  
790

FACILITY  
RNAV

**PART A: OBSTRUCTION DATA SEGMENTS**

**FEEDER**

FROM  
WEKAS

TO  
WAMUV

RNP

DISTANCE  
23.10

PAT

MAP

HAT

HMAS

<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.AAO	410030.00N/0743242.00W	1585	164	98	4E	1000					2600
2.TERRAIN	410812.00N/0742354.00W	1470 (1500)								AS1500	3000

**COMPUTATIONS**

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

**SEGMENT REMARKS:**

**INITIAL**

FROM  
VOLLU

TO  
WAMUV

RNP

DISTANCE  
8.65

PAT

MAP

HAT

HMAS

<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.AAO	411453.60N/0740748.10W	1582	1000	20	6C	1000				AT418	3000
4.TERRAIN	411453.60N/0740748.10W	1382 (1400)								AS1500	2900

**COMPUTATIONS**

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

**SEGMENT REMARKS:**

QUALITY  
31  
CHECKED

INTERMEDIATE

FROM

WAMUV (IF/IAF)

TO

IMAME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	6.05											
<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.AAO	411453.60N/0740748.10W		1582	164	98	4E	500				AT500	2600
5.TERRAIN	411427.00N/0740803.00W		1352 (1400)								AS1000	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LP

FROM

IMAME

TO

YANUD/3.10 NM TO RW24

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	2.45											
<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>
6.AAO	411027.39N/0741720.23W		1459	50	20	2C	250				RA83 DG28	1820

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LP STEPDOWN

FROM

YANUD/3.10 NM TO RW24

TO

RW24

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	3.10		RW24									
<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>
7.TREE (K4N1T2956)	410914.40N/0741814.60W		907	20	3	1A	250				RA83	1160

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

IMAME

TO

YANUD/3.10 NM TO RW24

<u>RNP</u>	<u>DISTANCE</u> 2.45	<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>
6.AAO	411027.39N/0741720.23W		1459	50	20	2C	250				RA83 DG28	1820

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

YANUD/3.10 NM TO RW24

TO

RW24

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	3.10		RW24									
<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>
8.TREE (34-063550)	410958.49N/0741738.72W		1294	50	20	2C	250				RA83	1560

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

WAMUV

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<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>
9.AAO	412312.00N/0740724.00W		1900	250	50	4D	1000				AT100	3000
10.TERRAIN	412312.00N/0740724.00W		1700 (1700)								AS1000	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:





MISSED APPROACH : LP

FROM

RW24

TO

WEKAS

RNP	DISTANCE	PAT	MAP	HAT			HMAS				
							1060				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				
1.AAO	410030.00N/0743242.00W	1585	164	98	4E	1000				AT415	3000
11.TERRAIN	410030.00N/0743242.00W	1385 (1400)								AS1500	2900

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 : LNAV

FROM

RW24

TO

WEKAS

RNP	DISTANCE	PAT	MAP	HAT			HMAS				
							1460				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				
1.AAO	410030.00N/0743242.00W	1585	164	98	4E	1000				AT415	3000
11.TERRAIN	410030.00N/0743242.00W	1385 (1400)								AS1500	2900

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



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
12.TREE	410627.88N/0742102.20W	1.30	810/910	1299	50	20	2C	300		RA83	1600/1700
CATEGORY B											
12.TREE	410627.88N/0742102.20W	1.50	810/910	1299	50	20	2C	300		RA83	1600/1700

CIRCLING REMARKS:

MSA

CENTER

RW24

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	MMNT (34-000046)	411915.00N/0743942.00W	321	18.4	2023	100	20	3C	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
NYC APP CON

<u>WX SERVICE</u> FSS	<u>LOCATION</u> K4N1	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u> K4N1	<u>DISTANCE</u> 0	<u>SERVICE-A</u> N	<u>ADJUSTMENTS</u>
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KFWN	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u> KFWN	<u>DISTANCE</u> 13.22	<u>SERVICE-A</u> N	<u>ADJUSTMENTS</u>

WX REMARKS:

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW06 - MIRL (PCL)		NPI-G	
RW24 - MIRL (PCL), PAPI-2L (PCL)		NPI-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.50	<u>TCH</u> 44.0
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FINAL APPROACH COURSE AIMING

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

Final Type	CIRCLING RWY 6	
20:1		
979 TREE 410712.50N/0742121.85W (87.83)		971 TREE 410714.12N/0742123.40W (80.94)
958 TREE 410716.02N/0742121.83W (78.84)		972 TREE 410714.22N/0742125.23W (77.09)
970 TREE 410712.89N/0742123.67W (74.99)		
Final Type	LNAV	
20:1		
829 TREE 400757.45N/0742029.24W (32.16)		827 TREE 400757.48N/0742029.24W (30.06)
828 TREE 410754.85N/0742025.38W (29.04)		828 TREE 410754.96N/0742025.47W (28.93)
820 TREE 410756.82N/0742028.17W (22.27)		

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

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

**PART C: GENERAL REMARKS:**

VDP NOT ESTABLISHED - PARAGRAPH 251 PENETRATIONS.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

BLOCK 3: ALTIMETER SETTING

K4N1 WEATHER SOURCE NOT ON SERVICE A

HOURS REMOTE OPERATION: 24

ADJUSTMENT: 0/82.14

100 FT TREES USED, NO TREES ADDED IN RWY SURVEY AREAS, PER FPT.

LNAV AND LP INTERMEDIATE AND MISSED APPROACH CONTROLLING OBSTACLES AND HIGH TERRAIN THE SAME.

TAA NOT DEVELOPED AT NY TRACON REQUEST.

LPV, LNAV/VNAV NOT DEVELOPED, SURVEY TYPE.

MISSED APPROACH CLEARANCE LIMIT ALTITUDE (3000) IS 500 FT LOWER THAN V213 MEA. ENROUTE CLIMB FORM 3000 TO 3500 EVALUATED FROM WEKAS NORTH AND SOUTH ON V213 USING 150 FT PER NM CLIMB, ASC.

FLIGHT INSPECTION RESULTS DO NOT WARRANT A VDA.

COMPUTED PROCEDURE VDA/TCH: 3.00/44.00, REMOVED PER FLIGHT INSPECTON.



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	4.55
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	227.90
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1259
DISTANCE FROM		TO 1500FT POINT	
WIDTH OF		SEGMENT AT 1500FT POINT	
TRUE COURSE OF		SEGMENT CONTAINING 1500FT POINT	
HIGH TERRAIN IN		SEGMENT CONTAINING 1500FT POINT	

THRESHOLD  
COORDINATES  
(IF STR-IN)                      410753.68N/0742030.70W

ARP COORDINATES                      410742.20N/0742047.50W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP                      RUNWAY 6 DISTANCE 0.29 NM

FAF  
COORDINATES                      411137.02N/0741503.98W

FIX NAME  
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.  
\*1500 FT POINT IN HIL, 227.97T INBOUND TO WAMUV, P-5.



**AIRPORT**  
GREENWOOD LAKE

AIRPORT ID  
4N1

**PROCEDURE NAME**  
RNAV (GPS) RWY 24

AMDT NO.  
ORIG-C

CITY  
WEST MILFORD

**STATE**  
NJ

**AIRPORT ELEVATION**  
790

**FACILITY**  
RNAV

**PART E: PREPARED BY**

**NAME**  
PHILLIP BRANDENBURG

**OFFICE**  
AJV-5412

**DATE**  
05/02/2018

**TITLE**  
AERONAUTICAL INFORMATION SPECIALIST