

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.

<u>AIRPORT</u> EDGAR COUNTY	<u>AIRPORT ID</u> KPRG	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 27	<u>ORIGINAL/AMENDMENT</u> 1B	<u>CITY</u> PARIS	<u>STATE</u> IL	
<u>AIRPORT ELEVATION</u> 654	<u>TDZE</u> 651	<u>SUPERSEDED</u> RNAV (GPS) RWY 27	<u>ORIGINAL/AMENDMENT</u> 1A	<u>DATED</u> 01/05/2017	<u>MAG VAR</u> 4W	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<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>
JAZZY	IAF	FINED	NOPT	TF	FB	1.00	184.37	14.06	2300
TTH VORTAC	IAF	FINED	NOPT	TF	FB	1.00	332.23	15.29	2300
WAVEL	IAF	FINED	NOPT	TF	FB	1.00	240.55	12.73	2300
FINED	IF/IAF	DECPA		TF	FB	1.00	272.44	6.01	2300
DECPA	FAF	RW27	MAP	TF	FO	0.30	272.36	5.05	
RW27	MAP	1100 MSL		CA			272.36		1100
1100 MSL		FINED		DF	FO	1.00			2300

MISSED APPROACH

MAP:

LPV: DA
 LNAV/VNAV: DA
 LNAV: RW27

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 2300 DIRECT FINED AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)
2. HOLD E FINED, RT, 272.44 INBOUND, 2300 FT. IN LIEU OF PT (IAF), MAX 6000.
3. FAC: 272.36FAF: DECPADIST FAF TO MAP: 5.05DIST FAF TO THLD: 5.05
4. MIN ALT: FINED 2300, DECPA 2300
5. DIST TO THLD FROM OM:MM:IM:150 HAT:250 HAT: 0.66GS ANT:
6. MIN GP INCPT: 2300GP ALT AT FAF : DECPA 2300OM:MM:IM:
7. GP ANGLE: 3.0034:1: IS NOT CLEAR20:1: IS CLEARTCH: 40.0
8. MSA FROM: RW27 3000

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: CIRCLING RWY 18 NA AT NIGHT.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16C OR ABOVE 54C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: RWY 27 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON TTH VORTAC AIRWAY RADIALS 254 CW 303.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.
CHART VDP AT 1.20 NM TO RW27*
*LNAV ONLY
WAAS CHANNEL #61239
REFERENCE PATH ID: W27A
FAS OBST: 815 AAO 394139N/0873435W.
LTP HAE: 166.2 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD

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
LPV DA	901	1	250	901	1	250	901	1	250	901	1	250			
LNAV/VNAV DA	925	1	274	925	1	274	925	1	274	925	1	274			
LNAV MDA	1080	1	429	1080	1	429	1080	1 1/4	429	1080	1 1/4	429			
CIRCLING	1080	1	426	1120	1	466	1180	1 1/2	526	1320	2	666			



CHANGES - REASONS

- 1. AMENDED CIRCLING CAT C MDA/HAT FROM 1120/466 TO 1180/526 - NEW CONTROLLING OBSTACLE 816 MSL ELEVATOR IDENTIFIED AND TO CLEAR FDC 8/3863.
- 2. AMENDED CHART NOTE FROM CIRCLING RWY 9, 18 NA AT NIGHT TO CIRCLING RWY 18 NA AT NIGHT - NO 20:1 PENETRATIONS TO RWY 9 IDENTIFIED.
- 3. DELETED CHART NOTE DME/DME RNP-0.3 NA - ADDED PBN REQUIREMENTS NOTE: RNP APCH.
- 4. ADDED 20:1 IS CLEAR TO PROFILE LINE 7 - IAW 8260.19H, 8-6-7G.
- 5. MOVED BACK-UP ALTIMETER NOTES TO BACK OF 8260-9 AS CONTINGENCY NOTES - ARPT IS ON WMSCR NETWORK.
- 6. DELETED ALTERNATE MINIMUMS NOTE: @ NA WHEN LOCAL WEATHER NOT AVAILABLE - ASOS BACK-UP ALTIMETER SOURCE IS AVAILABLE.
- 7. VDP CHANGED FROM 1.03 NM TO RW27 TO 1.20 TO RW27 - NEW CALCULATION BASED ON VGSI.



COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZID, HUF APP CON, AMGR

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

Digitally signed by

OFFICE

DATE

IVAN BLANCO

IVAN BLANCO

AJV-5432

07/23/2018

APPROVED BY

PATRICK MULQUEEN

Jul 24, 2018

OFFICE

DATE

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KPRG
RUNWAY	RW27
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W27A
LTP/FTP LATITUDE	394201.2445N
LTP/FTP LONGITUDE	0873941.8870W
LTP/FTP ELLIPSOIDAL HEIGHT	+01662
FPAP LATITUDE	394158.5715N
FPAP LONGITUDE	0874137.2740W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1376
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	B47726A9

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K5
LTP ORTHOMETRIC HEIGHT	+01983
FPAP ORTHOMETRIC HEIGHT	+01983



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

<u>AIRPORT</u> EDGAR COUNTY	<u>AIRPORT ID</u> KPRG	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 27	<u>AMDT NO.</u> 1B	<u>CITY</u> PARIS	<u>STATE</u> IL	<u>AIRPORT ELEVATION</u> 654	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM JAZZY TO FINED

RNP DISTANCE PAT MAP HAT HMAS
14.06

<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.STACK (18-002612)	395520.92N/0872540.76W	1108	500	50	5D	1000				AT192	2300
2.TERRAIN	394939.00N/0872357.00W	706 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT
REMARKS:

INITIAL

FROM TTH VORTAC TO FINED

RNP DISTANCE PAT MAP HAT HMAS
15.29

<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 (18-000194)	393746.00N/0872121.00W	1019	250	50	4D	1000				AT279	2300
4.TERRAIN	393900.00N/0872142.00W	726 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT
REMARKS:



INITIAL

FROM

WAVEL

TO

FINED

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	12.73											
<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>
5.TOWER (18-002552)	394637.49N/0871440.94W		1051	20	3	1A	1000					2100
6.TERRAIN	394736.00N/0871100.00W		794 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:

INTERMEDIATE

FROM

FINED (IF/IAF)

TO

DECPA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	6.01											
<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.TOWER (18-002018)	393943.09N/0872621.95W		931	50	20	2C	500				AT869	2300
8.TERRAIN	394203.00N/0872603.00W		680 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

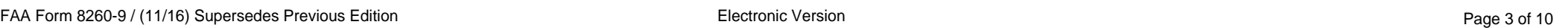
VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:



<u>SEGMENT</u>	
<u>REMARKS:</u>	



FINAL: LNAV

FROM

DECPA

TO

RW27

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	5.05		RW27	429								
<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>
10.AAO	394139.49N/0873434.77W		815	50	20	2C	250					1080

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT
REMARKS:

HOLD-IN-LIEU OF PT

FROM

FINED

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
		P-5										
<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>
11.TOWER (18-000626)	394342.00N/0871757.00W		1058	500	50	5D	1000				AT238	2300
12.TERRAIN	394650.10N/0871532.60W		745 (700)								AS1500	2200

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT
REMARKS:



MISSED APPROACH : LPV

FROM

DA

TO

FINED

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
							714				
<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				2300
13.TOWER (17-000168)	393619.71N/0874331.60W	1215	50	20	2C	1000					2300
14.TERRAIN	393409.00N/0874124.00W	749 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:

MISSED APPROACH : LNAV/VNAV

FROM

DA

TO

FINED

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
							764				
<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				2300
13.TOWER (17-000168)	393619.71N/0874331.60W	1215	50	20	2C	1000					2300
14.TERRAIN	393409.00N/0874124.00W	749 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:



MISSED APPROACH : LNAV

FROM
RW27

TO
FINED

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 980				
<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				2300
13.TOWER (17-000168)	393619.71N/0874331.60W	1215	50	20	2C	1000					2300
14.TERRAIN	393409.00N/0874124.00W	749 (700)								AS1500	2200

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:

CIRCLING ☐ ALL CATS ☒ CAT A ☒ CAT B ☒ CAT C ☒ CAT D ☐ CAT E ☐ NOT AUTHORIZED

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
9.BUILDING (17-047824)	394124.40N/0873945.85W	1.30	426	764	20	3	1A	300			1080
CATEGORY B											
9.BUILDING (17-047824)	394124.40N/0873945.85W	1.83	466	764	20	3	1A	300		HAA	1120
CATEGORY C											
14.ELEVATOR (17-063011)	394321.30N/0874230.00W	2.87	526	816	250	50	4D	300		AC50	1180
CATEGORY D											
15.TOWER (17-001927)	394520.64N/0874249.81W	3.75	666	949	250	50	4D	300		AC50/XP20	1320

CIRCLING REMARKS:
XP TO MAINTAIN PUBLISHED MINS



<u>CENTER</u>	<u>RADIUS</u>
RW27	25

MSA REMARKS:

TAA NOT DEVELOPED PER FPT.

STRAIGHT OUT MISSED NOT DEVELOPED - ATC REQUESTED NO HOLDING WEST OF AIRPORT DUE TO CLOSE PROXIMITY OF KCMI AIRSPACE.

MISSED APPROACH: USED 25.49 BANK ANGLE.

VEGETATION HEIGHT USED: 100 FT.

COMMUNICATIONS WITH

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS	KPRG	24	KPRG	0	Y	0
<u>K-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>
ASOS	KHUF	24	KHUF	22.47	Y	61

RASS PRESSURE PATTERNS SAME
KPRG: 654 MSL, KHUF: 589 MSL
RA=60.76.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
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AA Form 8260-9 / (11/16) Supersedes Previous Edition

<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>	<u>TCH</u>
3.00	650.7	40.0			3.15	25.8

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>
-16C	+54C	-16C	+13.7C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 963 HIGH TEMP 1124.

"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	CIRCLING
20:1	
RWY 18:	656 WIND_INDICATOR (17-047744) 394215.21N/0874019.49W (5.70)
701 TREE (17-047563) 394224.46N/0874024.24W (3.36)	
Final Type	LPV, LNAV/VNAV, LNAV
34:1	
707 TREE (17-058659) 394200.52N/0873919.13W (9.95)	705 TREE (17-048058) 394158.46N/0873919.38W (8.71)
710 TREE (17-048062) 394158.65N/0873916.17W (6.32)	

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
CONTINGENCY:
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TERRE HAUTE INTL-HULMAN FIELD ALTIMETER SETTING: INCREASE ALL LPV DA TO 962 FEET, ALL LNAV/VNAV DA TO 986 AND ALL VISIBILITIES TO 1 1/8 SM, INCREASE ALL MDA 80 FEET AND LNAV CAT C/D VISIBILITY TO 1 3/8 SM, AND CAT D CIRCLING TO 2 1/2 SM.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING TERRE HAUTE INTL-HULMAN FIELD ALTIMETER SETTING.
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	3.17
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	268.28
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	663
DISTANCE FROM	THLD	TO 1500FT POINT	4.85
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	268.28
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	663

THRESHOLD
COORDINATES
(IF STR-IN) 394201.24N/0873941.89W

ARP COORDINATES 394158.80N/0874014.80W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP RUNWAY 27 DISTANCE 0.43 NM

FAF
COORDINATES 394210.10N/0873309.21W

FIX NAME
COORDINATES

REMARKS
NO ADDITIONAL AIRSPACE REQUIRED.



AIRPORT
EDGAR COUNTY

AIRPORT ID
KPRG

PROCEDURE NAME
RNAV (GPS) RWY 27

AMDT NO.
1B

CITY
PARIS

STATE
IL

AIRPORT ELEVATION
654

FACILITY
RNAV

PART E: PREPARED BY

NAME
IVAN BLANCO

OFFICE
AJV-5432

DATE
07/23/2018

TITLE
AERONAUTICAL INFORMATION SPECIALIST

