

**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 ID</u> CJR	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 22	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>CITY</u> CULPEPER	<u>STATE</u> VA
<u>AIRPORT ELEVATION</u> 316	<u>TDZE</u> 315	<u>SUPERSEDED</u> RNAV (GPS) RWY 22	<u>DATED</u> 11/07/2019	<u>MAG VAR</u> 10W
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2005
			<u>CANCEL/SUSPEND</u>	

**TERMINAL ROUTES**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
CSN VORTAC		DOYAT		TF	FO	1.00	067.75	7.16	3000
DOYAT	IF/IAF	CALPE		TF	FB	1.00	218.31	6.10	2200
CALPE	FAF	RW22	MAP	TF	FO	0.30	218.28	5.70	
RW22	MAP	657 MSL		CA					
657 MSL		FAXIK		DF	FO	1.00			3000

**MISSED APPROACH**

**MAP:**

LPV: DA  
LNAV/VNAV: DA  
LNAV: RW22

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 3000 DIRECT FAXIK AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD NE DOYAT, RT, 218.31 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000.					
3. FAC: 218.28	FAF: CALPE		DIST FAF TO MAP: 5.70	DIST FAF TO THLD: 5.70	
4. MIN ALT: DOYAT 3000, CALPE 2200					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	342 HAT: 0.95	GS ANT:
6. MIN GP INCPT: 2200	GP ALT AT PFAF: CALPE			OM:	MM:
7. GP ANGLE: 3.00	34:1: IS NOT CLEAR	20:1: IS NOT CLEAR	TCH: 40.0		IM:
8. MSA FROM: RW22 5300					



**PBN REQUIREMENTS NOTE:**

RNP APCH - GPS.

**NOTES:**

CHART NOTE: RWY 22 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.  
CHART NOTE: BARO-VNAV NA WHEN USING IAD ALTIMETER SETTING.  
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 48°C.  
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE IAD ALTIMETER SETTING AND INCREASE LPV DA TO 730 FEET; INCREASE LNAV/VNAV DA TO 776 FEET; INCREASE ALL MDAS 80 FEET AND VISIBILITY CATS C 1/4 SM AND D 1/8 SM.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CSN VORTAC VIA V286 EASTBOUND.  
CHART NOTE: STRAIGHT-IN RWY 22 AT NIGHT, CIRCLING RWY 4, 22 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD.

**ADDITIONAL FLIGHT DATA:**

CHART 640 TOWER 383701N/0774818W  
CHART PLANVIEW NOTE: WARNING - WASHINGTON DC SFRA. CONTACT POTOMAC APP CON.  
CHART PLANVIEW NOTE: WASHINGTON DC METROPOLITAN SFRA  
HOLD SW, RT, 038.17 INBOUND.  
CHART FAS OBST: 529 TREE 383613N/0774936W, 443 TREE (KCJRL042) 383203N/0775058W.  
WAAS CHANNEL # 56306  
REFERENCE PATH ID: W22A  
LTP HAE: 63.7 M

**MINIMUMS:**

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

ALTERNATE: NA    ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

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	657	1 1/4	342	657	1 1/4	342	657	1 1/4	342	657	1 1/4	342			
LNAV/VNAV DA	703	1 1/2	388	703	1 1/2	388	703	1 1/2	388	703	1 1/2	388			
LNAV MDA	800	1	485	800	1	485	800	1 1/4	485	800	1 1/2	485			

**CHANGES - REASONS**

- DELETE ADDITIONAL FLIGHT DATA PLANVIEW NOTE: WARNING -DC ADIZ, CONTACT POTOMAC APP CON 120.825. - PER AIS PORTAL REQUEST.
- DELETE ADDITIONAL FLIGHT DATA NOTE: ADIZ. - PER AIS PORTAL REQUEST.
- ADDED CHART PLANVIEW NOTE: WARNING - WASHINGTON DC SFRA. CONTACT POTOMAC APP CON. - PER AIS PORTAL REQUEST.
- ADDED CHART PLANVIEW NOTE: WASHINGTON DC METROPOLITAN SFRA. - PER AIS PORTAL REQUEST.
- ADDED CA LEG TO MISSED APPROACH SEGMENT. – IAW 8260.58C, 3-5-2 B.
- CHANGE PBN REQUIREMENTS NOTE FROM "RNP APCH" TO "RNP APCH-GPS" – ADDED SENSOR.
- ADDED 20:1 IS NOT CLEAR TO PROFILE LINE 7. – IAW 8260.19J, 8-6-7 G(3)(A).
- CHANGED PROFILE LINE 2 FROM “HOLD NE DOYAL, RT, 218.31 INBOUND, 3000 FT. IN LIEU OF PT (IAF)” TO “HOLD NE DOYAT, RT, 218.31 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000” IAW 8260.19I, 8-6-7, B(2).
- CHANGED ALTIMETER NOTE FROM: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE WASHING DULLES INTL ALTIMETER SETTING AND INCREASE ALL DAS/MDAS 80 FEET, LPV AND LNAV/VNAV ALL CATS VISIBILITY 1/4 MILE, LNAV CATS C AND D VISIBILITY 1/4 MILE.” TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE IAD ALTIMETER SETTING AND INCREASE LPV DA TO 730 FEET; INCREASE LNAV/VNAV DA TO 776 FEET; INCREASE ALL MDAS 80 FEET AND VISIBILITY CATS C 1/4 SM AND D 1/8 SM.” - IAW 8260.19I, 8-7-1 C(3) AND 8260.3E, TABLES 3-3-1, (2) AND (3).
- CHANGED BARO-VNAV NOTE FROM “BARO-VNAV NA WHEN USING WASHINGTON DULLES INTL ALTIMETER SETTING.” TO “BARO-VNAV NA WHEN USING IAD ALTIMETER SETTING.” - IAW 8260.19J, E(8).
- ALTERNATE MINIMUMS: STANDARD: NA WHEN LOCAL WEATHER NOT AVAILABLE. - IAW 8260.19I. 8-6-10 E(4).
- CHART NOTE: WHEN VGSI INOPERATIVE, PROCEDURE NA AT NIGHT CHANGED TO STRAIGHT-IN RWY 22 AT NIGHT, CIRCLING RWY 4, 22 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD.- UPDATED FORMAT, IAW 8260.19J 8-6-12 O(2)(H).



COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER:

ZDC, PCT TRACON, AIRPORT MANAGER.

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

DEVELOPED BY

TIA FERONTI

Nov 05, 2024

OFFICE

DATE

Digitally signed by

DAVID DANNER

Dec 06, 2024

OFFICE

DATE

AJV-A421

09/27/2024

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

DAVID DANNER

Dec 06, 2024

OFFICE

DATE

TITLE

AJV-A420

01/16/2025

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KCJR
RUNWAY	RW22
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W22A
LTP/FTP LATITUDE	383153.4685N
LTP/FTP LONGITUDE	0775119.7595W
LTP/FTP ELLIPSOIDAL HEIGHT	+00637
FPAP LATITUDE	383034.8900N
FPAP LONGITUDE	0775213.4700W
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	1224
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	21841B8D

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+00959
FPAP ORTHOMETRIC HEIGHT	+00959



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

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
CJR	RNAV (GPS) RWY 22	ORIG-B	CULPEPER	VA	316	RNAV

## PART A: OBSTRUCTION DATA SEGMENTS

### FEEDER

**FROM** CSN VORTAC **TO** DOYAT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	7.16				

<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. TREE	384402.38N/0775009.97W	1199	50	20	2C	2000				MT-200	3000
2. TERRAIN	384402.38N/0775009.97W	1099 (1100)								AS1500	2600

### COMPUTATIONS

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

### SEGMENT REMARKS:

### INTERMEDIATE

**FROM** DOYAT (IF/IAF) **TO** CALPE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	6.10				

<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 (47-0111)	384402.38N/0775009.97W	1384	50	20	2C	500					1900
4. TERRAIN	384215.00N/0774836.00W	679 (700)	50	20	2C					AS1500	2200

### COMPUTATIONS

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

### SEGMENT REMARKS:



FINAL: LPV

FROM

CALPE

TO

RW22

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.70		DA				342				
<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. TREE (KCJRL044)	383223.98N/0775100.40W	415	50	10	2B		27:03:1			AC10	657

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

CALPE

TO

RW22

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.70		DA				388				
<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. TREE (KCJRL042)	383203.34N/0775057.68W	443	20	10	1B		PDA			AC10	703

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

CALPE

TO

RW22

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.70		RW22				485				
<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	383613.24N/0774935.99W	529	50	20	2C	250				MA9	800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

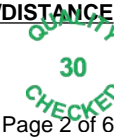
COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM  
DOYAT

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>
8. AAO	385123.00N/0774251.00W	1519	50	20	2C	1000				AT481	3000
9. TERRAIN	385123.00N/0774251.00W	1319 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM  
DA

TO  
FAXIK

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 425			
<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. TREE	383153.16N/0775311.61W	599	50	20	2C		ASC				3000
11. AAO	382632.00N/0775746.00W	999	50	20	2C	1000					2000
12. TERRAIN	382632.00N/0775746.00W	799 (800)	50	20	2C					AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MSA

CENTER  
RW22

RADIUS  
25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</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>
360-360	AAO	383320.90N/0782345.50W	283	25.5	4250	1000	3	6A	1000			5300

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

PCT TRACON, DCA FSS

<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-3	CJR	24	CJR	0	Y	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>
ASOS	IAD	24	IAD	31.49	Y	72.88

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME  
KCJR 318, KIAD 312  
RA = 72.88.

<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>	
RW04 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)	NPI-F		
RW22 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)	NPI-F		

<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	314.5	40.0			3.00	40.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<div>X</div>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<div>X</div>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
-15C	+48C		

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCINGL RWY 4
20:1	
KCJRL006 TREE 383108.34N-0775153.18W	
FINAL TYPE	LPV, LNAV/VNAV AND LNAV
20:1	

<u>AIRPORT ID</u>		<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
CJR		RNAV (GPS) RWY 22	ORIG-B	CULPEPER	VA	316	RNAV
KCJRL032 ANT ON BLDG 383157.19N/0775120.74W.				KCJRL031 TREE 383157.38N/0775122.11W.			
KCJRL030 FENCE 383156.87N/0775121.78W.				KCJRL029 RD(N) 383156.99N/0775122.60W.			
FINAL TYPE	LPV, LNAV/VNAV AND LNAV						
34:1							
KCJRL044 TREE 383223.98N-0775100.40W				KCJRL043 TREE 383220.64N-0775053.83W			
KCJRL037 TREE 383200.20N-0775116.92W				KCJRL035 LOC 383157.42N-0775117.06W			
KCJRL032 ANT ON BLDG 383157.19N-0775120.74W				KCJRL031 TREE 383157.38N-0775122.11W			
KCJRL030 FENCE 383156.87N-0775121.78W				KCJRL029 RD(N) 383156.99N-0775122.60W			
<u>PENETRATIONS REMARKS:</u>							

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or

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

<b>PENETRATIONS REMARKS:</b>

**PART C: GENERAL REMARKS:**

VDP NOT ESTABLISHED - OBSTACLES PENETRATE 20:1.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FPO NOTIFIED, PARA 251 20:1 PENETRATIONS RWY 4 AND 22.

TAA NOT DEVELOPED, COORDINATED BY ATC.

100' TREES USED PER FPO.

PROCEDURE NA FOR ARRIVALS AT CSN VORTAC VIA V286 EASTBOUND DUE TO DESCENT GRADIENT.

ROC REDUCTION NOT TAKEN IN INTERMEDIATE SEGMENT DUE TO SEGMENT ALTITUDE.

SEE ATTACHED AIRSPACE LETTER.



<u>AIRPORT ID</u> CJR	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 22	<u>AMDT NO.</u> ORIG-B	<u>CITY</u> CULPEPER	<u>STATE</u> VA	<u>AIRPORT ELEVATION</u> 316	<u>FACILITY</u> RNAV
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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	3.60
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.68
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	208.28
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	500
DISTANCE FROM	THLD	TO 1500FT POINT	5.30
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.98
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	208.28
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	500

THRESHOLD COORDINATES (IF STR-IN)

383153.47N/0775119.76W

ARP COORDINATES

RUNWAY APCH END AND DIST FURTHEST FROM ARP

FAF COORDINATES

383655.27N/0774753.12W

FIX NAME COORDINATES

REMARKS

AIRSPACE LETTER TRANSCRIBED AS DOCUMENTED.

PART E: PREPARED BY

<u>NAME</u> TIA FERONTI	<u>OFFICE</u> AJV-A421	<u>DATE</u> 09/27/2024	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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