

**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.

AIRPORT ID OGG/PHOG	PROCEDURE NAME ILS Z OR LOC Z RWY 2	ORIGINAL/AMENDMENT 27	CITY KAHULUI	STATE HI		
AIRPORT ELEVATION 55	TDZE 55	SUPERSEDED ILS Z OR LOC Z RWY 2	ORIGINAL/AMENDMENT 26A	DATED 10/05/2023	MAG VAR 11E	EPOCH YEAR 1990
FACILITY I-OGG	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE	REQUIRED EFFECTIVE DATE ROUTINE	CANCEL/SUSPEND		

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
OGG VORTAC		ZOXUP/I-OGG 15.20 DME					204.41	15.22	6700
HOMAI	IAF	JUBEG	NOPT	TF	FB	1.00	203.83	9.39	4600
JUBEG		YEVLU		TF	FB	1.00	203.98	7.75	4200
YEVLU		ZOXUP/I-OGG 15.20 DME		TF	FB	1.00	293.95	4.36	4000
KEIKI	IAF	ZOXUP/I-OGG 15.20 DME	NOPT	TF	FB	1.00	071.17	5.72	4000
GREHG	IAF	ZOXUP/I-OGG 15.20 DME	NOPT	TF	FB	1.00	313.38	6.74	4000
ZOXUP/I-OGG 15.20 DME	IF/IAF	TEBBS/I-OGG 8.49 DME/RADAR					023.97 (I-OGG)	6.71	2400

MISSED APPROACH

MAP:

ILS: DA
LOC: I-OGG 1.33 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 ON OGG VORTAC R-023 TO KRANE/OGG 13.00 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | | |
|---------------------------|--|---------------------------------|---------------------------------|-------------------|--------------|-----|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) | |
| 2. | HOLD SW ZOXUP/I-OGG 15.20 DME, LT, 023.97 INBOUND, 4000 FT. IN LIEU OF PT (IAF), MAX 6700. | | | | | |
| 3. FAC: | 023.97 | FAF: TEBBS/I-OGG 8.49 DME/RADAR | DIST FAF TO MAP: | DIST FAF TO THLD: | 7.17 | |
| 4. MIN ALT: | ZOXUP/I-OGG 15.20 DME 4000, TEBBS/I-OGG 8.49 DME/RADAR 2400, NOWAK/I-OGG 4.79 DME/RADAR 1220 | | | | | |
| 5. DIST TO THLD FROM FAF: | 7.17 | MM: | IM: | 150 HAT: | GS ANT: 1341 | |
| 6. MIN GS INCPT: | 2400 | GS ALT AT PFAF: | TEBBS/I-OGG 8.49 DME/RADAR 2400 | OM: | MM: | IM: |
| 7. GS ANGLE: | 3.00 | 34:1: | 20:1: | TCH: | 62.3 | |
| 8. MSA FROM: | OGG VORTAC 069-170 11300, 170-320 7000, 320-069 3400 | | | | | |



PBN REQUIREMENTS NOTE:

RNP APCH-GPS. FROM HOMAI OR KEIKI OR GREHG.

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH (FEET)).
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 2 CAT E VISIBILITY TO 3/4 SM, AND S-LOC 2 CATS C/D/E VISIBILITY TO 1 3/8 SM.
CHART PROFILE NOTE: USE I-OGG DME WHEN ON THE LOCALIZER COURSE.
CHART OGG VORTAC 15.22 DME AT ZOXUP.
CHART SPEED ICON IN PLANVIEW AT HOMAI: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT YEVLU: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.
CHART IN PLANVIEW AT HOMAI: NA FOR CATEGORY E AIRCRAFT.
HOLD NE, RT, 203.47 INBOUND.
CHART FAS OBST: 238 STACK (15-000038) 205206N/1562714W.
CHART VDP AT 2.54 DME.
DISTANCE VDP TO THLD 1.21 NM.
CHART MANDATORY 5000 AT HOMAI.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT C 800-2 1/4, CAT D 1200-3, CAT E 1700-3, NA WHEN CONTROL TOWER CLOSED.

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 02	275	1/2	220	275	1/2	220	275	1/2	220	275	1/2	220	275	1/2	220
S-LOC 02	520	1/2	465	520	1/2	465	520	1	465	520	1	465	520	1	465
CIRCLING	520	1	465	620	1	565	800	2 1/4	745	1160	3	1105	1720	3	1665

CHANGES - REASONS

- UPDATED CAT C CIRCLING/VIS MDA/HAA FROM MDA 740/HAA 685 VIS 2 TO MDA 800/HAA 745 VIS 2 1/4 - BASED ON NEW TARGETS EVALUATION WITH 3DEP SOFTWARE/TO CLEAR NOTAM FDC 4/2819.
- INCREASED CAT D CIRCLING MDA/HAA FROM MDA 1140/HAA 1085 TO MDA 1160/HAA 1105 - BASED ON NEW TARGETS EVALUATION WITH 3DEP SOFTWARE.
- REMOVED SPEED RESTRICTION 280 KT AT KEIKI -PER ATC REQUEST.
- REMOVED SPEED RESTRICTION 280 KT AT GREHG - PER ATC REQUEST.
- TERMINAL ROUTES: IF/IAF ZOXUP-TEBBS LEG, MOVED "I-OGG" TEXT FROM DISTANCE TO COURSE - TO MATCH CURRENT CRITERIA.
- MAP LOC: I-OGG DISTANCE CHANGED FROM 1.32 DME TO 1.33 DME- DUE TO MOVING PFAF TEBBS.
- PROFILE: LINE 2 HOLD IN LIEU CHANGED FROM ZOXUP/I-OGG TO ZOXUP/I-OGG 15.20 DME - 8260.19J 8-6-7 B.
- ADDITIONAL FLIGHT DATA: UPDATED 'DISTANCE VDP TO THLD 1.22 NM' TO "DISTANCE VDP TO THLD 1.21 NM" -NEW EVALUATION/8260.19J COMPLIANCE.
- ADDITIONAL FLIGHT DATA: UPDATED FAS OBST: (15-000038) 205206N/1562714W FROM 252 STACK TO 238 STACK - NEW EVALUATION.
- ADDITIONAL FLIGHT DATA: DELETED 1506 AAO 204751N/1563154, 360 AAO 205043N/1562834W - 8260.19J COMPLIANCE.
- ADDED AIRPORT MGR TO COORDINATED WITH, OTHER BLOCK - 8260.19J 8-6-14.
- INCREASED MSA SECTOR 069 CW 170 FROM 11200 TO 11300 - NEW EVALUATION.



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

AIRPORT ID
OGG/PHOG

PROCEDURE NAME
ILS Z OR LOC Z RWY 2

AMDT NO.
27

CITY
KAHULUI

STATE
HI

AIRPORT ELEVATION
55

FACILITY
I-OGG

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM OGG VORTAC **TO** ZOXUP/I-OGG 15.20 DME

RNP

DISTANCE
15.22

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>
AAO	205051.00N/1563309.00W	4613	215	8	4B	2000					6700
TERRAIN	205051.00N/1563309.00W	4412 (4400)								AS1500	5900

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM HOMAI **TO** JUBEG

RNP
1.00

DISTANCE
9.39

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>
AAO	205018.00N/1562012.00W	1723	215	8	4B	1000				AT1877	4600
TERRAIN	205009.00N/1562018.00W	1522 (1500)								AS1500	3000

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL: STEPDOWN

FROM

JUBEG

TO

YEVLU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	7.75										
<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>
AAO	204527.00N/1562348.00W	1145	215	8	4B	1000				PR110 AT1945	4200
TERRAIN	204439.00N/1562424.00W	702 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM

YEVLU

TO

ZOXUP/I-OGG 15.20 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	4.36										
<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>
AAO	203751.00N/1562951.00W	368	215	8	4B	1000				PR127 AT2505	4000
TERRAIN	204040.75N/1563245.51W	0 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

KEIKI

TO

ZOXUP/I-OGG 15.20 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	5.72										
<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>
AAO	204127.00N/1563824.00W	200	215	8	4B	1000				PR127 AT2673	4000
TERRAIN	204132.56N/1563741.08W	0 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

GREHG

TO

ZOXUP/I-OGG 15.20 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	6.74										
<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>
AAO	203751.00N/1562951.00W	368	215	8	4B	1000				PR127 AT2505	4000
TERRAIN	203751.00N/1562951.00W	167 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

ZOXUP/I-OGG 15.20 DME (IF/IAF)

TO

TEBBS/I-OGG 8.49 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	6.71										
<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>
WINDMILL (15-020086)	204738.94N/1563208.83W	1618	500	125	5E	500				AC125 PR127	2400
TERRAIN	204733.00N/1563212.00W	1223 (1200)								AS1000	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

TEBBS/I-OGG 8.49 DME/RADAR

TO

RW02

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	7.17		DA				220				
<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				275

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM

TEBBS/I-OGG 8.49 DME/RADAR

TO

NOWAK/I-OGG 4.79 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	3.71										
<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>
AAO	204833.00N/1563115.00W	1011	215	8	4B	250				XL59 SA-253 PR88 DG65	1220

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

NOWAK/I-OGG 4.79 DME/RADAR

TO

I-OGG 1.33 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	3.47		I-OGG 1.33 DME		465						
<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>
STACK (15-000038)	205205.88N/1562713.94W	238	20	3	1A	250				DG32	520

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

ZOXUP/I-OGG 15.20 DME

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>
AAO	204906.00N/1563357.00W	3061	215	8	4B	1000				SA-996 AT935	4000
TERRAIN	203442.00N/1563533.00W	777 (800)								AS1500	2300

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

KRANE/OGG 13.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
							81				
<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				3000
SHIP	205730.00N/1562436.00W	208	50	20	2C	1000					1300
TERRAIN	205336.00N/1562536.00W	85 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

I-OGG 1.33 DME

TO

KRANE/OGG 13.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 270				
<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				3000
SHIP	205730.00N/1562436.00W	208	50	20	2C	1000					1300
TERRAIN	205336.00N/1562536.00W	85 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

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											
CNTL TWR (15-000336)	205350.11N/1562534.18W	1.30	465	196	20	3	1A	300		SI	520
CATEGORY B											
TOWER (15-000253)	205155.88N/1562512.25W	1.81	565	313	20	3	1A	300			620
CATEGORY C											
TRANSMISSION_LINE (15-029771)	205051.74N/1562447.14W	2.84	745	444	250	50	4D	300		AC50	800
CATEGORY D											
AAO	205230.00N/1562157.00W	3.71	1105	860	215	8	4B	300			1160
CATEGORY E											
AAO	205245.00N/1563209.00W	4.70	1665	1414	215	8	4B	300			1720

CIRCLING REMARKS:

FPT REQUEST CAT E CMDA/HAA 1720/1665.



MSA

CENTER

OGG VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
069-170	AAO	204236.00N/1561515.00W	130	15.0	10207	215	8	4B	1000			11300
170-320	AAO	205327.00N/1563512.00W	253	9.4	5984	215	8	4B	1000			7000
320-069	AAO	205200.00N/1561506.00W	093	9.8	2365	215	8	4B	1000			3400

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

OGG TOWER, HCF ARTCC

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	OGG/PHOG	24	OGG/PHOG	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS

WX REMARKS:

REDUNDANT ALTIMETER SOURCES, BACKUP ALTIMETER NOT REQUIRED.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-OGG	OGG ATCT	OPEN	1
		CLOSED	3

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW05 - MIRL (PCL), PAPI-4L (PCL)	NPI-G	
RW23 - MIRL (PCL)	NPI-G	
RW02 - MALSR (PCL), HIRL (PCL), PAPI-4R	PIR-G	
RW20 - HIRL (PCL), PAPI-4L (PCL)	PIR-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	55.3	62.3	49.5	1341	3.00	76.6

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

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
--------------	---------------	-----	---------

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VEGETATION HEIGHT 50 FEET PER FPT.

WAIVER TO REQUIREMENT IN 8260.3D PARA. 10-1-4 B.1 (MAXIMUM TCH IS 60 FEET) ON FILE.
WAIVER TO REQUIREMENT IN 8260.58A TABLE 1-2-2 (MINIMUM SPEED FOR CATEGORY E AIRCRAFT FOR EN ROUTE, INITIAL, INTERMEDIATE, MISSED, OR DEPARTURE IS 310 KIAS) ON FILE.
DRAFT WAIVER TO REQUIRMENT IN 8260.58C PARAGRAPH 1-3-1C (THE FIRST LEG OF AN INITIAL AND THE FIRST LEG OF AN INTERMEDIATE SEGMENT MUST BE A TF THAT ACCOMMODATES A 90-DEGREE INTERCEPT ANGLE).
DRAFT WAIVER TO 8260.58B, APPENDIX C. PARAGRAPH 2A(1) (ESTABLISH A CAPTURE FIX) REQUEST TEMPORARY WAIVER TO NOT DEVELOP A CAPTURE FIX.
ATC ADVISES THAT THERE ARE NO SUITABLE ALTERNATE MISSED APPROACH OPTIONS.
USED PPV VALUE 127 FT FOR INTERMEDIATE LEG PER FPT.
USED PPV VALUE 88 FT FOR FINAL PER FPT.
ORDER 8260.3 CHAPTER 2 APPLIED TO 1516 AAO 204754.00N/1563154.00W, 378 AAO 205039.00N/1562848.00W.
ORDER 8260.3, 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	4.97
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.29
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	034.97
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	700
DISTANCE FROM	THLD	TO 1500FT POINT	11.28
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	5.83
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	034.97
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1200

THRESHOLD COORDINATES (IF STR-IN)	205320.91N/1562610.75W
ARP COORDINATES	205355.14N/1562549.65W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 2 DISTANCE 0.66 NM
FAF COORDINATES	204726.93N/1563033.99W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRPSACE REQUIRED.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
TROY PURNELL	AJV-A433	02/14/2025	AERONAUTICAL INFORMATION SPECIALIST

