

# FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE VOR STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.23

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>        | <u>PROCEDURE NAME</u>            | <u>ORIGINAL/AMENDMENT</u>    | <u>CITY</u>                    | <u>STATE</u>          |                |                   |
|--------------------------|----------------------------------|------------------------------|--------------------------------|-----------------------|----------------|-------------------|
| HKY                      | VOR RWY 24                       | 1                            | HICKORY                        | NC                    |                |                   |
| <u>AIRPORT ELEVATION</u> | <u>TDZE</u>                      | <u>SUPERSEDED</u>            | <u>ORIGINAL/AMENDMENT</u>      | <u>DATED</u>          | <u>MAG VAR</u> | <u>EPOCH YEAR</u> |
| 1190                     | 1190                             | VOR/DME RWY 24               | ORIG-F                         | 07/14/2022            | 6W             | 1990              |
| <u>FACILITY</u>          | <u>COORDINATES OF FACILITIES</u> | <u>ACTUAL EFFECTIVE DATE</u> | <u>REQUIRED EFFECTIVE DATE</u> | <u>CANCEL/SUSPEND</u> |                |                   |
| BZM                      |                                  |                              | ROUTINE                        |                       |                |                   |

## 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> |
|-----------------|-----------------|----------------|-----------------|-----------------|--------------|------------|--------------------|-----------------|-----------------|
| SANFI/13.30 DME | IAF             | BZM VOR/DME    | NOPT            |                 |              |            | 251.25             | 13.30           | 4000            |
| RIVYR/13.00 DME | IAF             | BZM VOR/DME    | NOPT            |                 |              |            | 234.80             | 13.00           | 4000            |
| BZM VOR/DME     | IF/IAF          | LANYI/3.00 DME |                 |                 |              |            | 228.48             | 3.00            | 3400            |
| LANYI/3.00 DME  |                 | SMUGG/6.00 DME |                 |                 |              |            | 228.48 (BZM R-228) | 3.00            | 2600            |

## MISSED APPROACH

### MAP:

ZOSOD/9.56 DME

### MISSED APPROACH INSTRUCTIONS:

CLIMBING RIGHT TURN TO 4000 ON HEADING 340 AND BZM VOR/DME R-274 TO BMZ VOR/DME AND HOLD.

### ALTERNATE MISSED APPROACH INSTRUCTIONS:

### PROFILE:

- PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
- HOLD NE BZM VOR/DME, RT, 244.00 INBOUND, 4000 FT. IN LIEU OF PT (IAF), MAX 17500.
- FAC:** 228.48 **FAF:** SMUGG/6.00 DME **DIST FAF TO MAP:** **DIST FAF TO THLD:** 4.06
- MIN ALT:** BZM VOR/DME 4000, LANYI/3.00 DME 3400, SMUGG/6.00 DME 2600
- MSA FROM:** BZM VOR/DME 5800



**EQUIPMENT REQUIREMENTS NOTES:**

DME REQUIRED.

**NOTES:**

CHART NOTE: VDP NA WHEN USING MORGANTON ALTIMETER SETTING.

CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MORGANTON ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET AND VISIBILITY S-24 CATS C/D 1/4 SM AND CIRCLING CAT D 1/4 SM.

**ADDITIONAL FLIGHT DATA:**

CHART FAS OBST: 1326 TOWER (37-001610) 354554N/0811953W.

CHART VDP AT 8.94 DME.

DISTANCE VDP TO THLD 1.12 NM.

SMUGG TO RW24: 3.15/54.

**MINIMUMS:****TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☐ STANDARD - CAT C 900-2 1/2, CAT D 900-2 3/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

| <u>CATEGORY:</u>  | <u>A</u>      |            |                | <u>B</u>      |            |                | <u>C</u>      |            |                | <u>D</u>      |            |                | <u>E</u>      |            |                |
|-------------------|---------------|------------|----------------|---------------|------------|----------------|---------------|------------|----------------|---------------|------------|----------------|---------------|------------|----------------|
| <u>FINAL TYPE</u> | <u>DA/MDA</u> | <u>VIS</u> | <u>HAT/HAA</u> | <u>DA/MDA</u> | <u>VIS</u> | <u>HAT/HAA</u> | <u>DA/MDA</u> | <u>VIS</u> | <u>HAT/HAA</u> | <u>DA/MDA</u> | <u>VIS</u> | <u>HAT/HAA</u> | <u>DA/MDA</u> | <u>VIS</u> | <u>HAT/HAA</u> |
| S-24              | 1600          | 1          | 410            | 1600          | 1          | 410            | 1600          | 1 1/8      | 410            | 1600          | 1 1/8      | 410            |               |            |                |
| CIRCLING          | 1640          | 1          | 450            | 1660          | 1          | 470            | 2020          | 2 1/2      | 830            | 2040          | 2 3/4      | 850            |               |            |                |

CHANGES - REASONS

1. CHANGED PROCEDURE NAME FROM VOR/DME RWY 24 TO VOR RWY 24. - IAW FAAO 8260.3E
2. CHANGED MISSED APPROACH POINT FROM 10.06 DME (LTP) TO 9.56 DME (ZOSOD). - MOVED MISSED APPROACH POINT THRESHOLD TO 0.50 NM FROM THRESHOLD AS RECOMMENDED BY FC PERIODIC REVIEW.
3. MOVED FINAL APPROACH FIX FROM 5.06 NM FROM THRESHOLD TO 4.06 NM TO THRESHOLD. - TO INCREASE INTERMEDIATE SEGMENT LENGTH TO 6.00 NM OR MORE FOR CONTINUED CAT C/D OPERATIONS.
4. CHANGED IF AND IF STEP DOWN FIX DISTANCES FROM "BZM VOR/DME TO BZM 2 DME" TO "BZM VOR/DME TO LANYI 3.00 DME" AND "BZM VOR/DME TO BMZ 5 DME" TO "BZM VOR/DME TO SMALTZ 6.00 DME" - SDF REQUIRED TO ENSURE OPTIMAL VDA AND RETENTION OF CAT C AND D CATEGORIES.
5. REPLACED PROCEDURE TURN WITH HOLD-IN-LIEU. - IAW FAAO 8260.19I, 8-6-6 (G)(5).
6. DECREASED S-24 VISIBILITY CAT C/D FROM 1 1 1/4 TO 1 1/8 - IAW FAAO 8260.3, VISIBILITY TABLE.
7. CHART VDA SMALZ TO RW: 3.15/54 - IAW FAAO 8260.19I, 8-6-10(O).
8. DELETE NOTE: "NIGHT LANDING: RWY 1/6/19 NA" - RUNWAY 1/19 DECOMMISSIONED AND RUNWAY 6 VISUAL AREA CLEAR.
9. CHANGED ALTIMETER NOTE FROM: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MORGANTON ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET AND VISIBILITY S-24 AND CIRCLING CAT D 1/4 SM" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MORGANTON ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET AND VISIBILITY S-24 CATS C/D 1/4 SM AND CIRCLING CAT D 1/4 SM" - IAW FAAO 8260.19I, 8-6-11N(1)(A)1 & 2.
10. CHANGED MISSED APPROACH INSTRUCTIONS FROM: "CLIMBING RIGHT TURN TO 4000 VIA HEADING 340 AND BZM R-247 TO BZM VOR/DME AND HOLD" TO "CLIMBING RIGHT TURN TO 4000 ON HEADING 340 AND BZM VOR/DME R-274 TO BZM VOR/DME AND HOLD. - IAW FAAO 8260.19I, 8-6-6, (D).
11. CHART VDP AT 8.94 DME AND DISTANCE VDP TO THRESHOLD 1.12 NM. - IAW FAAO 8260.3E, 2-6-5.
12. ADDED EQUIPMENT REQUIREMENTS NOTE: DME REQUIRED - IAW FAAO 8260.19I, 8-6-8 (A)(5).

06/4/24: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/01/23.

1. CHANGED TERMINAL ROUTES "LANYI/3.00 DME TO SMALZ/6.00 DME" TO "LANYI/3.00 DME TO SMUGG/6.00 DME".
2. CHANGED PROFILE: LINE 3, FAF: FROM "SMALZ/6.00 DME" TO "SMUGG/6.00 DME".
3. CHANGED PROFILE: LINE 4, MIN ALT: FROM "BZM VOR/DME 4000, LANYI/3.00 DME 3400, SMALZ/6.00 DME 2600" TO "BZM VOR/DME 4000, LANYI/3.00 DME 3400, SMUGG/6.00 DME 2600".
4. CHANGED NOTE IN ADDITIONAL FLIGHT DATA: FROM "SMALZ TO RW24: 3.15/54" TO "SMUGG TO RW24: 3.15/54".

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☐

HAI

☒

NBAA

☒

OTHER: ZTL, HKY AMGR

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

ANDRE MARSH

Digitally signed by

ANDRE L MARSH

Jun 06, 2024

OFFICE

AJV-A421

DATE

05/01/2023

APPROVED BY

MARLON J. ROBINSON

OFFICE

AJV-A420

DATE

TITLE

MANAGER

# 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> |
|-------------------|-----------------------|-----------------|-------------|--------------|--------------------------|-----------------|
| HKY               | VOR RWY 24            | 1               | HICKORY     | NC           | 1190                     | BZM             |

## PART A: OBSTRUCTION DATA SEGMENTS

**INITIAL**

**FROM** SANFI/13.30 DME **TO** BZM VOR/DME

| <u>RNP</u>         | <u>DISTANCE</u><br>13.30 | <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> |
| AAO                | 355209.00N/0811427.00W   | 2077            | 215         | 8           | 4B        | 1000       |            |           |             | AT923              | 4000           |
| TERRAIN            | 355209.00N/0811427.00W   | 1876 (1900)     |             |             |           |            |            |           |             | AS1500             | 3400           |

## COMPUTATIONS

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

## SEGMENT REMARKS:

**INITIAL**

**FROM** RIVYR/13.00 DME **TO** BZM VOR/DME

| <u>RNP</u>         | <u>DISTANCE</u><br>13.00 | <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> |
| AAO                | 360254.00N/0810639.00W   | 2418            | 215         | 8           | 4B        | 1000       |            |           |             | AT582              | 4000           |
| TERRAIN            | 360254.00N/0810639.00W   | 2217 (2200)     |             |             |           |            |            |           |             | AS1500             | 3700           |

## COMPUTATIONS

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

## SEGMENT REMARKS:



INTERMEDIATE

FROM

BZM VOR/DME (IF/IAF)

TO

LANYI/3.00 DME

| <u>RNP</u>         | <u>DISTANCE</u><br>3.00 | <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> |
| AAO                | 355300.00N/0811609.00W  | 2120            | 215         | 8           | 4B        | 500        |             |           |             |                    | 2700           |
| TERRAIN            | 355300.00N/0811609.00W  | 1919 (1900)     |             |             |           |            |             |           |             | AS1500             | 3400           |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

LANYI/3.00 DME

TO

SMUGG/6.00 DME

| <u>RNP</u>         | <u>DISTANCE</u><br>3.00 | <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> |
| AAO                | 355154.00N/0811915.00W  | 1421            | 215         | 8           | 4B        | 500        |             |           |             | DG679              | 2600           |
| TERRAIN            | 355115.00N/0811930.00W  | 1190 (1200)     |             |             |           |            |             |           |             | AS1000             | 2200           |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL

FROM

SMUGG/6.00 DME

TO

ZOSOD/9.56 DME

| <u>RNP</u>         | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>     |             |           |            | <u>HAT</u> | <u>HMAS</u> |             |                    |                |
|--------------------|------------------------|-----------------|----------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
|                    | 3.56                   |                 | ZOSOD/9.56 DME |             |           |            | 410        |             |             |                    |                |
| <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> |
| TOWER (37-001610)  | 354553.65N/0811953.30W | 1326            | 20             | 3           | 1A        | 250        |            |             |             |                    | 1600           |

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

BZM VOR/DME

TO

P-4

| <u>RNP</u>         | <u>DISTANCE</u>        | <u>PAT</u><br>P-4 | <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                | 355300.00N/0811609.00W | 2120              | 215         | 8           | 4B        | 1000       |            |             |             | AT880              | 4000           |
| TERRAIN            | 355300.00N/0811609.00W | 1919 (1900)       |             |             |           |            |            |             |             | AS1500             | 3400           |

COMPUTATIONS

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

SEGMENT REMARKS:

MISSSED APPROACH

FROM

ZOSOD/9.56 DME

TO

BZM VOR/DME

| <u>RNP</u>         | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  |             |           |            | <u>HAT</u> | <u>HMAS</u><br>1350 |             |                    |                |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|---------------------|-------------|--------------------|----------------|
| <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        |                     |             |                    | 4000           |
| AAO                | 355300.00N/0811609.00W | 2120            | 250         | 10          | 4B        | 1000       |            |                     |             |                    | 3200           |
| TERRAIN            | 355300.00N/0811609.00W | 1919 (1900)     |             |             |           |            |            |                     |             | AS1500             | 3400           |

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        |                        |        |     |          |      |      |    |     |     |             |         |
| TANK (37-000118)  | 354316.03N/0812431.99W | 1.31   | 450 | 1338     | 20   | 3    | 1A | 300 |     |             | 1640    |
| CATEGORY B        |                        |        |     |          |      |      |    |     |     |             |         |
| TREE (37-126010)  | 354241.17N/0812515.29W | 1.85   | 470 | 1351     | 20   | 3    | 1A | 300 |     |             | 1660    |
| CATEGORY C        |                        |        |     |          |      |      |    |     |     |             |         |
| TOWER (37-000294) | 354359.00N/0811950.00W | 2.91   | 830 | 1654     | 250  | 50   | 4D | 300 |     | AC50        | 2020    |
| CATEGORY D        |                        |        |     |          |      |      |    |     |     |             |         |
| AAO               | 354209.04N/0812750.09W | 3.80   | 850 | 1740     | 50   | 20   | 2C | 300 |     |             | 2040    |

CIRCLING REMARKS:

MSA

CENTER

BZM VOR/DME

RADIUS

25

| SECTOR  | OBSTRUCTION | COORDINATES            | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC  | OCS | ADJUSTMENTS | MIN ALT |
|---------|-------------|------------------------|---------|----------|----------|------|------|----|------|-----|-------------|---------|
| 360-360 | AAO         | 360945.00N/0814036.00W | 316     | 27.6     | 4751     | 215  | 8    | 4B | 1000 |     |             | 5800    |

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZTL ARTCC, RDU 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> |
|---------------------------|-----------------|----------------------|-------------------------|-----------------|------------------|--------------------|
| ASOS                      | HKY             | 24                   | HKY                     | 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> |
| AWOS-3                    | MRN             | 24                   | MRN                     | 11.72           | Y                | 33                 |

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME  
KHKY 1190, KMRN 1230  
RA = 32.9.

| <u>PRIMARY NAVAID</u> | <u>MONITOR POINT</u> | <u>HRS OPERATION</u> | <u>CAT</u> |
|-----------------------|----------------------|----------------------|------------|
| BZM VOR/DME           | AOCC                 | 24                   | 1          |

| <u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>    | <u>RUNWAY MARKINGS</u> | <u>RUNWAY VISUAL RANGE</u> |
|---|------------------------|----------------------------|
| RW06 - REIL, HIRL (PCL), PAPI-4L (PCL)        | NPI-F                  |                            |
| RW24 - MALSR (PCL), HIRL (PCL), PAPI-4L (PCL) | PIR-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              | 53.9       |

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> |
|---------------------|----------------------|------------|----------------|
|---------------------|----------------------|------------|----------------|

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:

100 FT TREE USE PER FPT.  
PRECIPITOUS TERRAIN EVALUATION COMPLETED.  
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                 | 2.76   |
| WIDTH OF        | FINAL        | SEGMENT AT 1000FT POINT         | 2.74   |
| TRUE COURSE OF  | FINAL        | SEGMENT CONTAINING 1000FT POINT | 222.48 |
| HIGH TERRAIN IN | FINAL        | SEGMENT CONTAINING 1000FT POINT | 1200   |
| DISTANCE FROM   | THLD         | TO 1500FT POINT                 | 5.66   |
| WIDTH OF        | INTERMEDIATE | SEGMENT AT 1500FT POINT         | 4.04   |
| TRUE COURSE OF  | INTERMEDIATE | SEGMENT CONTAINING 1500FT POINT | 222.48 |
| HIGH TERRAIN IN | INTERMEDIATE | SEGMENT CONTAINING 1500FT POINT | 1200   |

|  |                           |
|--|---------------------------|
| THRESHOLD COORDINATES (IF STR-IN)          | 354441.94N/0812246.42W    |
| ARP COORDINATES                            | 354423.96N/0812318.36W    |
| RUNWAY APCH END AND DIST FURTHEST FROM ARP | RUNWAY 6 DISTANCE 0.53 NM |
| FAF COORDINATES                            | 354741.86N/0811924.74W    |
| FIX NAME COORDINATES                       |                           |

REMARKS

PART E: PREPARED BY

|             |          |            |                                     |
|-------------|----------|------------|-------------------------------------|
| NAME        | OFFICE   | DATE       | TITLE                               |
| ANDRE MARSH | AJV-A421 | 05/01/2023 | AERONAUTICAL INFORMATION SPECIALIST |