

**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> CHICO MUNI	<u>AIRPORT ID</u> KCIC	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 13L	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> CHICO	<u>STATE</u> CA
<u>AIRPORT ELEVATION</u> 240	<u>TDZE</u> 240	<u>SUPERSEDED</u> RNAV (GPS) RWY 13L	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>DATED</u> 07/02/2009	<u>MAG VAR</u> 16E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 1990

**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>
RBL VORTAC	IAF	ZOTWY		TF	FB	1.00	106.63	11.75	3000
ZOTWY	IF	NORDE		TF	FB	1.00	131.32	5.94	2700
NORDE	FAF	CUBUN/2.50 NM TO RW13L		TF	FB	0.30	131.37	5.06	
CUBUN/2.50 NM TO RW13L		RW13L	MAP	TF	FO	0.30	131.37	2.50	
RW13L	MAP	3600 MSL		CA		1.00	131.37		
3600 MSL		UNJED		DF	FO	1.00			3600

**MISSED APPROACH**

**MAP:**

LPV: DA  
LNAV/VNAV: DA  
LNAV: RW13L

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 3600 DIRECT UNJED AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3600.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT      SIDE OF COURSE      OUTBOUND      FT WITHIN      MILES OF (IAF)

2. PROFILE STARTS AT ZOTWY

3. FAC: 131.37      FAF: NORDE      DIST FAF TO MAP: 7.56      DIST FAF TO THLD: 7.56

4. MIN ALT:    ZOTWY 3000, NORDE 2700, CUBUN/2.50 NM TO RW13L 1080\*

5. DIST TO THLD FROM OM:      MM:      IM:      150 HAT:      200 HAT: 0.46      GS ANT:

6. MIN GP INCPT: 2700      GP ALT AT FAF : NORDE 2700      OM:      MM:      IM:

7. GP ANGLE: 3.00      34:1: IS CLEAR      20:1: IS CLEAR      TCH: 51.6

8. MSA FROM: RW13L 8300

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: CIRCLING NA E OF RWY 13L-31R.  
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON RED BLUFF VORTAC AIRWAY RADIALS 122 CW 185.  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 7/8 SM, AND INCREASE LNAV CATS C/D VISIBILITY TO 1 SM.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.  
CHART VDP AT 0.96 NM TO RW13L\*  
\*LNAV ONLY  
WAAS CHANNEL #65912  
REFERENCE PATH ID: W13A  
CHART FAS OBST: 349 TREE 394916N/1215150W.  
HOLD SE, LT, 311.51 INBOUND  
LTP HAE: 45.8 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	440	1/2	200	440	1/2	200	440	1/2	200	440	1/2	200			
LNAV/VNAV DA	530	1/2	290	530	1/2	290	530	1/2	290	530	1/2	290			
LNAV MDA	600	1/2	360	600	1/2	360	600	5/8	360	600	5/8	360			
CIRCLING	640	1	400	700	1	460	700	1 1/2	460	800	2	560			



**CHANGES - REASONS**

1. LPV DA/HAT LOWERED FROM 536/296 TO 440/200, VIS FROM 1 TO 1/2 - PER UPDATED OBS EVAL/VIS CALC/VISUAL SURFACE CLEAR.
2. LNAV/VNAV DA/HAT LOWERED FROM 648/408 TO 530/290, VIS FROM 1 TO 1/2 - PER UPDATED OBS EVAL/VIS CALC/VISUAL SURFACE CLEAR.
3. LNAV CATS A/B VIS LOWERED FROM 1 TO 1/2, CATS C/D FROM 1 TO 5/8 - PER VIS CALC/VISUAL SURFACE CLEAR.
4. ADDED VDP INFO - PROC QUALIFIES.
5. DISTANCE NORDE TO CUBUN CHANGED FROM 4.9 TO 5.06, DISTANCE FROM ZOTWY TO NORDE CHANGED FROM 6.1 TO 5.94 - NORDE RELOCATED TO ALIGN WITH TIED ILS APPROACH.
7. CHANGED PLANVIEW NOTE FROM 'PROCEDURE NA FOR ARRIVAL ON RED BLUFF VORTAC AIRWAY RADIALS 122 CW 161' TO 'PROCEDURE NA FOR ARRIVAL ON RED BLUFF VORTAC AIRWAY RADIALS 122 CW 185' - 161 NOT AN AIRWAY/PER 58A ALIGNMENT CRITERIA.
8. ADDED CIRCLING ICON - PER 19H, NEW CIRCLING CRITERIA APPLIED.
9. REMOVED DME/DME RNP-0.3 NA NOTE, ADDED RNP APCH TO PBN REQUIREMENTS NOTES - PER 19H.
10. REMOVED INOP TABLE NOTE - DOES NOT APPLY.
11. CHANGED NOTE FROM 'FOR INOPERATIVE MALSR, INCREASE LNAV CAT D VISIBILITY TO 1 1/4' TO 'FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 7/8 SM, AND INCREASE LNAV CATS C/D VISIBILITY TO 1 SM' - PER VIS CALC.
12. REMOVED 'FOR INOPERATIVE MALSR WHEN USING RED BLUFF ALTIMETER SETTING' NOTE - RELOCATED TO CONTINGENCY NOTES PER 19H.
13. REMOVED LOCAL ALTIMETER SETTING NOTE - RELOCATED TO CONTINGENCY NOTES PER 19H.
14. REMOVED 'BARO-VNAV NA WHEN USING RED BLUFF ALTIMETER SETTING' NOTE - RELOCATED TO CONTINGENCY NOTES PER 19H.
15. UPDATED UNCOMPENSATED BARO-VNAV NOTE TO REMOVE FAHRENHEIT VALUES, CHANGED HIGH TEMP FROM 49C TO 54C - PER TARGETS EVAL/5 YEAR HISTORY NA.
16. ALTERNATE MINS CHANGED FROM NA TO STANDARD - PROC SUPPORTS ALTERNATE MINS.
17. CRC REMAINDER CHANGED FROM A39472DB TO B361E1F2, COURSE WIDTH FROM 105.50 TO 106.75, LENGTH OFFSET FROM 0000 TO 704, VAL FROM 50 TO 35 - PET UPDATED PROCEDURE DESIGN, HAT LOWERED TO 200.
18. CHANGED DISTANCE FAF TO MAP/THLD FROM 7.41 TO 7.56 - PER RELOCATION OF FAF.
19. REMOVED VISIBILITY REDUCTION BY HELICOPTERS NA NOTE - VISUAL SURFACES CLEAR.
20. CHANGED 34:1 FROM NOT CLEAR TO CLEAR - VISUAL SURFACE CLEAR.

**COORDINATED WITH:**

**A4A** ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZOA, CIC AMGR

**FLIGHT CHECKED BY**

THOMAS E MOLOKIE

**OFFICE**

FICO

*Digitally signed by*  
**DATE** **ALLAN WILL**  
3/20/2020  
Mar 31, 2020

**DEVELOPED BY**

PHILLIP BRANDENBURG

*Digitally signed by*  
**PHILLIP BRANDENBURG**  
Feb 18, 2020

**OFFICE**

AJV-A423

**DATE**  
02/04/2020

**APPROVED BY**

MARLON ROBINSON

**OFFICE**

AJV-A420

**DATE** *Digitally signed by*  
**ALLAN WILL**  
Mar 31, 2020

**TITLE**  
MANAGER

QUALITY  
24  
CHECKED

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KCIC
RUNWAY	RW13L
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W13A
LTP/FTP LATITUDE	394812.1750N
LTP/FTP LONGITUDE	1215150.8290W
LTP/FTP ELLIPSOIDAL HEIGHT	+00458
FPAP LATITUDE	394657.0280N
FPAP LONGITUDE	1215048.5985W
THRESHOLD CROSSING HEIGHT (TCH)	00051.6
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0704
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	B361E1F2

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K2
LTP ORTHOMETRIC HEIGHT	+00732
FPAP ORTHOMETRIC HEIGHT	+00732

QUALITY  
24  
CHECKED

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

AIRPORT	AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
CHICO MUNI	KCIC	RNAV (GPS) RWY 13L	1	CHICO	CA	240	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM RBL VORTAC TO ZOTWY

RNP	DISTANCE 11.75	PAT	MAP	HAT	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.WINDMILL (06-023090)	400640.17N/1221138.20W		683	500	50	5D	1000				AT1317	3000
2.TERRAIN	400100.00N/1220003.00W		469 (500)								AS1500	2000

COMPUTATIONS

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

INTERMEDIATE

FROM ZOTWY TO NORDE

RNP	DISTANCE 5.94	PAT	MAP	HAT	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
3.AAO	400024.00N/1220003.00W		670	164	98	4E	500				AC98 AT1432	2700
4.TERRAIN	400024.00N/1220003.00W		470 (500)								AS1500	2000

COMPUTATIONS

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



FINAL: LPV

FROM  
NORDE

TO  
RW13L

RNP	DISTANCE 7.56	PAT	MAP DA	HAT 200	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				440

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM  
NORDE

TO  
RW13L

RNP	DISTANCE 7.56	PAT	MAP DA	HAT 290	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.TREE	394916.49N/1215149.72W		349	50	20	2C	161				AC20	530

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM  
NORDE

TO  
CUBUN/2.50 NM TO RW13L

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	5.06											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
6.AAO	395248.00N/1215454.00W		506	164	98	4E	250				AC98 XL79 DG66 RA81	1080

COMPUTATIONS

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

FINAL: LNAV STEPDOWN

FROM  
CUBUN/2.50 NM TO RW13L

TO  
RW13L

<u>RNP</u>	<u>DISTANCE</u> 2.50	<u>PAT</u>	<u>MAP</u> RW13L	<u>HAT</u> 360			<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>
5.TREE	394916.49N/1215149.72W		349	50	20	2C	250					600

COMPUTATIONS

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



MISSED APPROACH : LPV

FROM  
DA

TO  
UNJED

RNP	DISTANCE	PAT	MAP	HAT			HMAS 274					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3600
8.AAO	394218.00N/1214354.00W		745	164	98	4E	1000					1800
9.TERRAIN	394218.00N/1214354.00W		545 (500)								AS1500	2000

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/VNAV

FROM  
DA

TO  
UNJED

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 369					
<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				3600
8.AAO	394218.00N/1214354.00W		745	164	98	4E	1000					1800
9.TERRAIN	394218.00N/1214354.00W		545 (500)								AS1500	2000

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  
RW13L

TO  
UNJED

RNP	DISTANCE	PAT	MAP	HAT			HMAS 500					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3600
8.AAO	394218.00N/1214354.00W		745	164	98	4E	1000					1800
9.TERRAIN	394218.00N/1214354.00W		545 (500)								AS1500	2000

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											
10.TREE	394848.66N/1215221.90W	1.30	400	324	50	20	2C	300			640
CATEGORY B											
10.TREE	394848.66N/1215221.90W	1.81	460	324	50	20	2C	300		HAA	700
CATEGORY C											
11.TOWER (06-037268)	394520.70N/1215049.80W	2.85	460	328	20	3	1A	300		HAA	700
CATEGORY D											
12.AAO	395137.38N/1215342.53W	3.72	560	480	50	20	2C	300		HAA	800

CIRCLING REMARKS:



MSA

CENTER  
RW13L

RADIUS  
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	400309.00N/1212309.00W	040	26.7	7300	164	98	4E	1000			8300

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
CIC TOWER, ZOA ARTCC

<u>WX SERVICE</u> AWOS	<u>LOCATION</u> KCIC	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KCIC	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KRBL	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KRBL	<u>DISTANCE</u> 27.977	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 81

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KCIC 240.2, KRBL 352.3  
RA = 80.04.

<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>
RW13R		BSC-F	
RW31L		BSC-F	
RW13L - MALSR (PCL), HIRL (PCL), PAPI-4L (PCL)		PIR-G	
RW31R - HIRL (PCL), REIL, VASI-4L (PCL)		PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 240.2	<u>TCH</u> 51.6	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 52.0
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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> -15C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -15C	<u>APT ISA</u> +14.52C
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CRITICAL TEMPERATURE REMARKS:  
AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 958 HIGH TEMP 1264.

"VISUAL PORTION OF FINAL" PENETRATIONS



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.

ALTIMETER SETTING CONTINGENCY NOTES:  
BARO-VNAV AND VDP NA WHEN USING RED BLUFF ALTIMETER SETTING.  
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE RED BLUFF ALTIMETER SETTING AND INCREASE LPV DA TO 521, LNAV/VNAV DA TO 611; INCREASE ALL MDAS 100 FEET, AND INCREASE LNAV/VNAV ALL CATS VISIBILITY 1/8 SM, AND LNAV CATS C/D VISIBILITY 1/4 SM.  
FOR INOPERATIVE ALS WHEN USING RED BLUFF ALTIMETER SETTING, INCREASE LPV ALL CATS VISIBILITY TO 7/8 SM, AND INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 SM.

TAA DEVELOPMENT NOT REQUESTED.

60 FT VEGETATION USED PER PREVIOUS AMDT.

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	3.27
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	147.37
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	300
DISTANCE FROM	THLD	TO 1500FT POINT	5.76
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	147.37
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	300

THRESHOLD  
COORDINATES  
(IF STR-IN)

394812.18N/1215150.83W

ARP COORDINATES

394743.40N/1215130.30W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 31L DISTANCE 0.56 NM

FAF  
COORDINATES

395434.70N/1215708.31W

FIX NAME  
COORDINATES

REMARKS



PART E: PREPARED BY

<u>NAME</u> PHILLIP BRANDENBURG	<u>OFFICE</u> AJV-A423	<u>DATE</u> 02/04/2020	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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