

**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.

<u>AIRPORT ID</u> BOS	<u>PROCEDURE NAME</u> ILS OR LOC RWY 15R	<u>ORIGINAL/AMENDMENT</u> 2B	<u>CITY</u> BOSTON	<u>STATE</u> MA
<u>AIRPORT ELEVATION</u> 19	<u>TDZE</u> 17	<u>SUPERSEDED</u> ILS OR LOC RWY 15R	<u>ORIGINAL/AMENDMENT</u> 2A	<u>DATED</u> 02/25/2021
<u>FACILITY</u> I-MDC	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 15W
				<u>EPOCH YEAR</u> 2020
				<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>
GDM VOR/DME	IAF	SWIGG/I-MDC 15.33 DME					104.96	36.13	4000
AADMS	IAF	SWIGG		TF	FB	1.00	148.33	4.59	4000
SWIGG/I-MDC 15.33 DME	IF	WOBUR/I-MDC 10.51 DME					148.56	4.82 (I-MDC)	3000
WOBUR/I-MDC 10.51 DME		MALDY/I-MDC 6.45 DME					148.56	4.06 (I-MDC)	1700

MISSED APPROACH

MAP:

ILS: DA
LOC: ZASMU/I-MDC 1.75 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 ON BOS VOR/DME R-154 TO CELTS INT/BOS 11.65 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 3000 ON HEADING 160 AND LFV VOR/DME R-305 TO CELTS INT/LFV 36.65 DME AND HOLD.

PROFILE:

- PT**
- SIDE OF COURSE**
- OUTBOUND**
- FT WITHIN**
- MILES OF (IAF)**
- PROFILE STARTS AT SWIGG/I-MDC 15.33 DME**
- FAC:** 148.56 **FAF:** MALDY/I-MDC 6.45 DME **DIST FAF TO MAP:** **DIST FAF TO THLD:** 5.10
- MIN ALT:** SWIGG/I-MDC 15.33 DME 4000, WOBUR/I-MDC 10.51 DME 3000, MALDY/I-MDC 6.45 DME 1700
- DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:** 1192 **OM:** **MM:** **IM:**
- MIN GS INCPT:** 1700 **GS ALT AT PFAF:** MALDY/I-MDC 6.45 DME 1700
- GS ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 60.0
- MSA FROM:** BOS VOR/DME 215-305 2500, 305-215 2000



PBN REQUIREMENTS NOTE:

RNP APCH-GPS. FROM AADMS.

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON GDM VOR/DME AIRWAY RADIALS 071 CW 111.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 15R CATS C/D VISIBILITY TO 1 5/8 SM.

ADDITIONAL FLIGHT DATA:

CHART 639 BLDG 422120N/0710308W.
CHART 700 BLDG 422108N/0710323W.
CHART PLANVIEW NOTE: LOC OFFSET 1.60 DEGREES.
CHART GDM 36.13 DME AT SWIGG.
HOLD SE, RT, 333.96 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SE CELTS INT/LFV 36.65 DME, RT, 304.96 INBOUND.
FAS OBST: 318 AAO 422541N/0710457W.
CHART 531 TOWER (25-000028) 422552N/0710517W.
FAC CROSSES RWY C/L EXTENDED 1499 FT FROM THLD.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD; LOC: 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
S-ILS 15R	267	2400	250	267	2400	250	267	2400	250	267	2400	250			
S-LOC 15R	580	2400	563	580	2400	563	580	1 1/4	563	580	1 1/4	563			

CHANGES - REASONS

- REMOVED CIRCLING MINIMUMS - PER FPT, ATC WOULD LIKE TO REMOVE THE CIRCLING LINE OF MINIMUM DUE TO THIS LOCATION NEVER USING CIRCLING.
- REMOVED "FROM AADMS: RNAV 1-GPS REQUIRED" FROM EQUIPMENT REQUIREMENTS NOTES AND ADDED "RNP APCH - GPS. FROM AADMS" TO PBN REQUIREMENTS NOTE - 8260.19I 8-6-8.C(2)(A).
- REMOVED CHART NOTE: "CIRCLING NA TO RWY 14" - CIRCLING MINS REMOVED AT THIS AIRPORT, PER ATC.
- REMOVED CHART NOTE: "CIRCLING NA FOR CATS C AND D W OF RWYS 4L AND 15R" - CIRCLING MINS REMOVED AT THIS AIRPORT, PER ATC.
- ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" - CIRCLING MINS REMOVED AT THIS AIRPORT, PER ATC.
- ADDITIONAL FLIGHT DATA: ADDED OBST ID TO 531 TOWER - 8260.19I, 8-6-11.
- ALTERNATE MINIMUMS CHANGED FROM "ILS: STANDARD; LOC: CAT A 1000-2, CAT B, C, D 1100-2" TO "ILS: STANDARD; LOC: STANDARD" - REMOVED CIRCLING MINS; 8260.3E, 3-4-1.



COORDINATED WITH:

A4A

X

ALPA

X

AOPA

X

APA

X

HAI

NBAA

X

OTHER: ZBW, BOS APP CON, BOS ATCT, BOS AMGR.

FLIGHT CHECKED BY

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

OFFICE

DATE

Digitally signed by

DAVID DANNER

Apr 25, 2024

DEVELOPED BY

TIMOTHY JOHNSON

Digitally signed by

Timothy Johnson

Apr 18, 2024

OFFICE

AJV-A421

DATE

11/21/2023

APPROVED BY

DAVID DANNER

Digitally signed by

DAVID DANNER

Apr 25, 2024

OFFICE

AJV-A421

DATE

05/16/2024

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>
BOS	ILS OR LOC RWY 15R	2B	BOSTON	MA	19	I-MDC

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM GDM VOR/DME **TO** SWIGG/I-MDC 15.33 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	36.13				

<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. AAO	422921.00N/0715312.00W	2219	50	20	2C	1000				AT781	4000
2. TERRAIN	422921.00N/0715312.00W	2019 (2000)								AS1500	3500

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM AADMS **TO** SWIGG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	4.59				

<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. AAO	423245.00N/0711912.00W	620	164	98	4E	1000				AT2300	4000
4. TERRAIN	423245.00N/0711912.00W	420 (400)								AS1500	1900

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM

SWIGG/I-MDC 15.33 DME

TO

WOBUR/I-MDC 10.51 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					
	4.82										
<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 (25-025110)	422927.04N/0711255.00W	570	250	50	4D	500				AT1930	3000
6. TERRAIN	423148.00N/0711639.00W	335 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

WOBUR/I-MDC 10.51 DME

TO

MALDY/I-MDC 6.45 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					
	4.06										
<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>
7. TOWER (25-000072)	422719.64N/0711045.93W	669	20	3	1A	500				AT531	1700
8. TERRAIN	422651.00N/0711000.00W	381 (400)								AS1000	1400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM

MALDY/I-MDC 6.45 DME

TO

RW15R

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
		5.10		DA			250					
<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				267

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

MALDY/I-MDC 6.45 DME

TO

ZASMU/I-MDC 1.75 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.10		ZASMU/I-MDC 1.75 DME				563				
<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>
9. AAO	422541.32N/0710456.83W	318	50	20	2C	250					580

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

CELTS INT/BOS 11.65 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
										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>
							ASC				3000
10. TOWER (25-000029)	421644.00N/0705232.00W	520	100	20	3C	1000					1600
11. TERRAIN	421133.00N/0705118.00W	256 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

ZASMU/I-MDC 1.75 DME

TO

CELTS INT/BOS 11.65 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 350			
<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
10. TOWER (25-000029)	421644.00N/0705232.00W	520	100	20	3C	1000					1600
11. TERRAIN	421133.00N/0705118.00W	256 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH ALTERNATE: ILS

FROM

DA

TO

CELTS INT/LFV 36.65 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 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>
							ASC				3000
10. TOWER (25-000029)	421644.00N/0705232.00W	520	100	20	3C	1000					1600
11. TERRAIN	421133.00N/0705118.00W	256 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE: LOC

FROM

ZASMU/I-MDC 1.75 DME

TO

CELTS INT/LFV 36.65 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
								350			
<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
10. TOWER (25-000029)	421644.00N/0705232.00W	520	100	20	3C	1000					1600
11. TERRAIN	421133.00N/0705118.00W	256 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MSA

CENTER

BOS VOR/DME

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
215-305	TOWER (25-000619)	422302.73N/0712935.33W	290	22.4	1462	50	3	2A	1000			2500
305-215	TOWER (25-000538)	421449.10N/0710253.50W	218	22.5	990	250	50	4D	1000			2000

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

ILS AND LOC INTERMEDIATE SEGMENTS HAVE SAME CONTROLLING OBS/HIGH TERRAIN.

FIXES SWIGG AND WOBUR PLACED AT ATC REQUEST TO KEEP APPROACH AIRCRAFT WITHIN CLASS B AREA.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZBW ARTCC, BOS APP CON

<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	BOS	24	BOS	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>

WX REMARKS:

NO BACKUP ALTIMETER DESIGNATED, REDUNDANT ALTIMETER AVAILABLE.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-MDC	BOS ATCT	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW09 - C/LINE, HIRL	BSC-G	APPROACH, ROLL OUT
RW14 - HIRL	BSC-G	
RW15L - MIRL	BSC-G	
RW33R - MIRL, PAPI-4R	BSC-G	
RW04L - C/LINE, HIRL, REIL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW04R - ALSF-2, C/LINE, TDZ, HIRL, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW15R - MALSR, C/LINE, TDZ, HIRL, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW22L - MALSF, C/LINE, HIRL, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW22R - C/LINE, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW27 - C/LINE, HIRL, REIL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW32 - REIL, HIRL, PAPI-4L	PIR-G	
RW33L - ALSF-2, TDZ, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT

<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	17.0	60.0	11.2	1192	3.00	71.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input type="checkbox"/>	1499FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	882
ON CENTERLINE	<input type="checkbox"/>	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

PENETRATIONS REMARKS:

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.
PER FPT, BOSTON CONSOLIDATED TRACON/A90 CONCURS WITH REMOVING CIRCLING MINIMUMS FROM ALL IAPS AT KBOS.
ORDER 8260.3 CHAPTER 2 APPLIED TO 531 TOWER (25-000028) 422551.86N/0710517.31W.

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	3.53
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.98
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	133.56
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	200
DISTANCE FROM	THLD	TO 1500FT POINT	5.10
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	1.32
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	133.56
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	400

THRESHOLD COORDINATES (IF STR-IN)422221.20N/0710056.13W

ARP COORDINATES422146.60N/0710023.00W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

FAF COORDINATES422551.89N/0710555.36W

FIX NAME COORDINATESIF SWIGG 423158.57N/0711437.41W

REMARKS
NO ADDITIONAL AIRSPACE REQUIRED.
THLD DISPLACED 882FT, ACTUAL COORDINATES: 422227.37N/0710104.41W

PART E: PREPARED BY

NAME

TIMOTHY JOHNSON

OFFICE

AJV-A421

DATE

11/21/2023

TITLE

AERONAUTICAL INFORMATION SPECIALIST

