

**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> AUO	<u>PROCEDURE NAME</u> ILS OR LOC RWY 36	<u>ORIGINAL/AMENDMENT</u> 4A	<u>CITY</u> AUBURN	<u>STATE</u> AL		
<u>AIRPORT ELEVATION</u> 777	<u>TDZE</u> 759	<u>SUPERSEDED</u> ILS OR LOC RWY 36	<u>ORIGINAL/AMENDMENT</u> 4	<u>DATED</u> 05/16/2024	<u>MAG VAR</u> 4W	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> I-AUO	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TERMINAL ROUTES**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
LGC VORTAC		HESEL/I-AUO 13.76 DME/RADAR					195.89	41.03	3000
MGM VORTAC	IAF	HESEL/I-AUO 13.76 DME/RADAR	NOPT				073.87	45.85	3000
MILER INT/EUF 20.94 DME	IAF	HESEL/I-AUO 13.76 DME/RADAR	NOPT				320.05 (HDG) & 005.04 (I-AUO R-185)	3.40 & 8.16	3000
HESEL/I-AUO 13.76 DME/RADAR	IF/IAF	AUBIE/6.76 DME					005.04 (I-AUO)	7.00	2600

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 1.03 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 175 AND ON LGC VORTAC R-196 TO HESEL/I-AUO 13.76 DME/RADAR AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD S HESEL/I-AUO 13.76 DME/RADAR, RT, 005.04 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 4500.					
3. FAC: 005.04	FAC: AUBIE/6.76 DME	PFAF: AUBIE/6.76 DME		DIST FAF TO MAP:	DIST FAF TO THLD: 5.73
4. MIN ALT: HESEL/I-AUO 13.76 DME/RADAR 3000, AUBIE/6.76 DME 2600, CRISY/4.22 DME 1780					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT: 737	
6. MIN GS INCPT: 2600	GS ALT AT PFAF: AUBIE/6.76 DME 2600			OM:	MM: IM:
7. GS ANGLE: 3.00	34:1:	20:1:	TCH: 44.1		
8. MSA FROM: ARP KAOU 2900					



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT MILER ON T239, V159 SOUTHEAST BOUND.  
CHART NOTE: CIRCLING RWY 29 NA AT NIGHT.  
CHART NOTE: VDP NA WHEN USING CSG ALTIMETER SETTING.  
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CSG ALTIMETER SETTING AND INCREASE S-ILS 36 DA TO 1073 FEET; INCREASE ALL MDAS 120 FEET AND S-LOC 36 VISIBILITY CATS C/D 3/8 SM, AND CIRCLING VISIBILITY CATS C/D 1/2 SM.  
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 36 ALL CATS.  
CHART NOTE: FOR INOPERATIVE ALS WHEN USING CSG ALTIMETER SETTING, INCREASE S-ILS 36 ALL CATS VISIBILITY TO 7/8 SM.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON MGM VORTAC AIRWAY RADIALS 026 CW 126.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON LGC VORTAC AIRWAY RADIALS 159 CW 228.  
CHART PLANVIEW: MGM VORTAC 45.9 DME AT HESEL.

ADDITIONAL FLIGHT DATA:

CHART FAS OBST: 859 POLE (01-047879) 323510N/0852618W.  
CHART VDP AT 2.12 DME.  
DISTANCE VDP TO THLD 1.08 NM.  
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: 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
S-ILS 36	959	3/4	200	959	3/4	200	959	3/4	200	959	3/4	200			
S-LOC 36	1120	3/4	361	1120	3/4	361	1120	3/4	361	1120	3/4	361			
CIRCLING	1280	1	503	1360	1	583	1380	1 3/4	603	1440	2	663			

CHANGES - REASONS

- PROCEDURE: REMOVED ALL INSTANCES OF "I-AUO" FROM AUBIE/CRISY DOCUMENTATION – DME AND COURSE SOURCE IS THE SAME FOR PROCEDURE.
- MAP: CHANGED FROM "LOC: 5.73 NM AFTER AUBIE/I-AUO 6.76 DME OR AT I-AUO/1.03 DME" TO "LOC: 1.03 DME" – DME SOURCE IS APPARENT, REMOVED TIMING CHART, DME REQUIRED FOR PROCEDURE.
- PROFILE LINE 3: REMOVED "DIST FAF TO MAP: 5.73" – REMOVED TIMING CHART, DME REQUIRED FOR PROCEDURE.
- NOTES: ADDED "CIRCLING RWY 29 NA AT NIGHT" - NO SURVEY, 20:1 PENETRATIONS ASSUMED.
- NOTES: ADDED "CHART NOTE: VDP NA WHEN USING CSG ALTIMETER SETTING" – IAW 8260.19J, 8-6-10(E)2(B)9.
- NOTES: ADDED "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CSG ALTIMETER SETTING AND INCREASE S-ILS 36 DA TO 1073 FEET; INCREASE ALL MDAS 120 FEET AND S-LOC 36 VISIBILITY CATS C/D 3/8 SM, AND CIRCLING VISIBILITY CATS C/D 1/2 SM" – IAW 8260.19J, 8-6-10F(4).
- NOTES: ADDED "CHART NOTE: FOR INOPERATIVE ALS WHEN USING CSG ALTIMETER SETTING, INCREASE S-ILS 36 ALL CATS VISIBILITY TO 7/8 SM" – IAW 8260.19J, 8-6-12O(3)E.
- MINIMUMS: RAISED CIRCLING CAT A MDA/HAA FROM "1240/463" TO "1280/503" - NEW CONTROLLING OBSTACLE, CANCELS FDC NOTAM 4/6433.





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

AIRPORT ID  
AUO

PROCEDURE NAME  
ILS OR LOC RWY 36

AMDT NO.  
4A

CITY  
AUBURN

STATE  
AL

AIRPORT ELEVATION  
777

FACILITY  
I-AUO

**PART A: OBSTRUCTION DATA SEGMENTS**

**FEEDER**

FROM  
LGC VORTAC

TO  
HESEL/I-AUO 13.76 DME/RADAR

RNP

DISTANCE  
41.03

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>
TOWER (01-001143)	323734.61N/0851914.47W	1380	20	3	1A	1000				AT620	3000
TERRAIN	324900.00N/0852218.00W	918 (900)								AS1500	2400

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

**INITIAL**

FROM  
MGM VORTAC

TO  
HESEL/I-AUO 13.76 DME/RADAR

RNP

DISTANCE  
45.85

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>
TOWER (01-057686)	322650.48N/0853011.14W	814	20	3	1A	1000				AT1186	3000
TERRAIN	322315.00N/0852239.00W	583 (600)								AS1500	2100

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

QUALITY  
21  
CHECKED

INITIAL

FROM

MILER INT/EUF 20.94 DME

TO

HESEL/I-AUO 13.76 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 3.40	<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>
TOWER (01-001962)	320936.00N/0852935.00W	795	500	50	5D	1000				AT1205	3000
TERRAIN	322315.00N/0852339.00W	583 (600)								AS1500	2100

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

HESEL/I-AUO 13.76 DME/RADAR (IF/IAF)

TO

AUBIE/6.76 DME

<u>RNP</u>	<u>DISTANCE</u> 7.00	<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	322830.00N/0852506.00W	817	215	8	4B	500				AT1283	2600
TERRAIN	322830.00N/0852506.00W	616 (600)								AS1500	2100

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM

AUBIE/6.76 DME

TO

RW36

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>			
		5.73		DA			200				
<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				959

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

AUBIE/6.76 DME

TO

CRISY/4.22 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	2.54										
<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	323203.00N/0852654.00W	893	215	8	4B	250				RA120 DG517	1780

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

CRISY/4.22 DME

TO

1.03 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	3.19		1.03 DME				361				
<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>
POLE (01-047879)	323509.95N/0852618.33W	859	20	3	1A	250					1120

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

HESEL/I-AUO 13.76 DME/RADAR

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> 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	322315.00N/0852239.00W	784	215	8	4B	1000				AT1216	3000
TERRAIN	322315.00N/0852239.00W	583 (600)								AS1500	2100

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

HESEL/I-AUO 13.76 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 782			
<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
TOWER (01-001143)	323734.61N/0851914.47W	1380	20	3	1A	1000					2400
TERRAIN	323733.00N/0851921.00W	885 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

1.03 DME

TO

HESEL/I-AUO 13.76 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 870			
<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
TOWER (01-001143)	323734.61N/0851914.47W	1380	20	3	1A	1000					2400
TERRAIN	323733.00N/0851921.00W	885 (900)								AS1500	2400

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											
TOWER (01-071139)	323700.24N/0852742.01W	1.30	503	913	250	50	4D	300		AC50	1280
CATEGORY B											
TOWER (01-000053)	323813.00N/0852423.00W	1.83	583	1051	20	3	1A	300			1360
CATEGORY C											
TOWER (01-002081)	323747.00N/0852228.00W	2.88	603	1069	50	20	2C	300			1380
CATEGORY D											
TOWER (01-054766)	323719.34N/0853004.89W	3.76	663	1123	20	3	1A	300			1440

CIRCLING REMARKS:

MSA

CENTER

ARP KAUO

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (01-000983)	324529.00N/0852822.00W	351	8.8	1840	100	20	3C	1000			2900

MSA REMARKS:

KAUO ARP USED AS MSA CENTER PER FPT REQUEST.  
NEAREST OMNI-DIRECTIONAL NAVAID DOES NOT COVER ENTIRE PROCEDURE.





NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZTL ARTCC, ATL APP CON, ANB FSS

<u>WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> AUO	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> AUO	<u>DISTANCE</u> 0	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> CSG	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> CSG	<u>DISTANCE</u> 25.79	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 114

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME  
AUO 777, CSG 387  
RA = 113.5.

<u>PRIMARY NAVAID</u> I-AUO	<u>MONITOR POINT</u> ATLANTA TRACON	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW11 - MIRL (PCL)		NPI-P	
RW29 - MIRL (PCL), PAPI-4L (PCL)		NPI-P	
RW18 - HIRL (PCL)		PIR-G	
RW36 - MALSF (PCL), HIRL (PCL), PAPI-4L (PCL)		PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 731.1	<u>TCH</u> 44.1	<u>ELEV GS ANTENNA</u> 736.0	<u>DISTANCE FROM RWY</u> 737	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 43.5
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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>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 29		
20:1			
864.44 TERRAIN+VEG (VATP2) 323700.00N/0852530.00W (97.84)		867.72 TERRAIN+VEG (VATP1) 323657.00N/0852530.00W (96.61)	
864.44 TERRAIN+VEG (VATP4) 323700.00N/0852527.00W (85.59)		854.59 TERRAIN+VEG (VATP3) 323657.00N/0852527.00W (71.24)	
844.75 TERRAIN+VEG (VATP7) 323700.00N/0852524.00W (53.66)		844.75 TERRAIN+VEG (VATP6) 323657.00N/0852524.00W (49.14)	

<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>
AUO	ILS OR LOC RWY 36	4A	AUBURN	AL	777	I-AUO
844.75 TERRAIN+VEG (VATP5) 323654.00N/0852524.00W (44.63)			828.35 TERRAIN+VEG (VATP9) 323657.00N/0852521.00W (20.49)			
838.19 TERRAIN+VEG (VATP11) 323657.00N/0852518.00W (18.09)			851.31 TERRAIN+VEG (VATP17) 323657.00N/0852512.00W (6.71)			
818.5 TERRAIN+VEG (VATP8) 323654.00N/0852521.00W (6.14)			838.19 TERRAIN+VEG (VATP14) 323657.00N/0852515.00W (5.84)			
828.35 TERRAIN+VEG (VATP10) 323654.00N/0852518.00W (3.73)						
<b><u>PENETRATIONS REMARKS:</u></b>						

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.  
100 FT VEGETATION USED PER FPT.  
CIRCLING RWY 29 NA AT NIGHT - NO SURVEY, 20:1 PENETRATIONS ASSUMED.  
ORDER 8260.3 CHAPTER 2 APPLIED TO 876 AAO 323257.00N/0852557.00W.  
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	2.90
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.85
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	001.04
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	700
DISTANCE FROM	THLD	TO 1500FT POINT	4.93
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.28
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	001.04
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	700

THRESHOLD COORDINATES (IF STR-IN) 323620.65N/0852610.84W  
ARP COORDINATES 323654.40N/0852602.40W  
RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 36 DISTANCE 0.57 NM  
FAF COORDINATES 323036.21N/0852618.15W  
FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.



PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
CASIMIR L. TABAKA (ROBERT A. SWINSON)	AJV-A432	11/26/2024	AERONAUTICAL INFORMATION SPECIALIST

