

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> SME	<u>PROCEDURE NAME</u> ILS OR LOC RWY 5	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> SOMERSET	<u>STATE</u> KY
<u>AIRPORT ELEVATION</u> 927	<u>TDZE</u> 927	<u>SUPERSEDED</u> ILS OR LOC RWY 5	<u>ORIGINAL/AMENDMENT</u> ORIG-G	<u>DATED</u> 03/21/2024
<u>FACILITY</u> I-SME	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 5W
				<u>EPOCH YEAR</u> 2005
				<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>
LVT VOR/DME	IAF	SITOW/I-SME 13.45 DME/RADAR	NOPT				045.51	25.75	3700
SITOW/I-SME 13.45 DME/RADAR	IF/IAF	HIPOD/I-SME 7.30 DME					047.89 (I-SME)	6.15	3000

MISSED APPROACH

MAP:  
ILS: DA  
LOC: I-SME 0.94 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 255 AND ON LVT VOR/DME R-046 TO SITOW/13.45 DME/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF (IAF)	
2. HOLD SW SITOW/I-SME 13.45 DME/RADAR, RT, 047.89 INBOUND, 3700 FT. IN LIEU OF PT (IAF), MAX 6000.					
3. FAC: 047.89	FAF: HIPOD/I-SME 7.30 DME	PFAF: HIPOD/I-SME 7.30 DME		DIST FAF TO MAP:	DIST FAF TO THLD: 6.37
4. MIN ALT: SITOW/I-SME 13.45 DME/RADAR 3700, HIPOD/I-SME 7.30 DME 3000					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT: 1000	
6. MIN GS INCPT: 3000	GS ALT AT PFAF: HIPOD/I-SME 7.30 DME 3000			OM:	MM: IM:
7. GS ANGLE: 3.00	34:1:	20:1:	TCH: 58.7		
8. MSA FROM: ARP KSME 3600					



**EQUIPMENT REQUIREMENTS NOTES:**

DME REQUIRED.

**NOTES:**

CHART NOTE: RWY 5 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON LVT VOR/DME AIRWAY RADIALS 350 CW 064.  
CHART NOTE: VDP NA WHEN USING EKQ ALTIMETER SETTING.  
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE EKQ ALTIMETER SETTING AND INCREASE S-ILS 05 DA TO 1526 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 60 FEET AND S-LOC 05 VISIBILITY CAT C/D 1/8 SM, AND CIRCLING VISIBILITY CAT B 1/4 SM.  
CHART NOTE: GS UNUSABLE FOR COUPLED APPROACH BELOW 1620.

**ADDITIONAL FLIGHT DATA:**

CHART LVT 25.75 DME AT SITOW.  
FAS OBST: 1214 AAO 370018N/0844018W.  
CHART VDP AT 2.71 DME.  
DISTANCE VDP TO THLD 1.77 NM.

**MINIMUMS:****TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT C, D 1200-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

<b>CATEGORY:</b>	<b>A</b>			<b>B</b>			<b>C</b>			<b>D</b>			<b>E</b>		
<b>FINAL TYPE</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>
S-ILS 05	1482	1 5/8	555	1482	1 5/8	555	1482	1 5/8	555	1482	1 5/8	555			
S-LOC 05	1540	1	613	1540	1	613	1540	1 3/4	613	1540	1 3/4	613			
CIRCLING	1580	1	653	1700	1	773	2100	3	1173	2100	3	1173			

**CHANGES - REASONS**

1. REMOVED CUMBERLAND RIVER NDB – FACILITY SCHEDULED FOR DECOMMISSIONING.
2. COURSE REVERSAL: REMOVED PT AND ADDED HIL – CDX DECOMMISSIONING.
3. MISSED APPROACH: CHANGED MISSED APPROACH INSTRUCTIONS FROM “CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3000 DIRECT CDX NDB AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.” TO “CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 255 AND ON LVT VOR/DME R-046 TO SITOW/13.45 DME/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000.” HOLDING FIX CHANGED TO SITOW, CDX NDB DECOMMISSIONING.
4. PROFILE LINE 8: MSA: CHANGED MSA CENTER POINT FROM CDX NDB TO KSME AIRPORT - CDX NDB DECOMMISSIONING
5. FINAL: CHANGED DISTANCE FAF TO THLD FROM 6.26 NM TO 6.28 NM (HIPOD I-SME 7.20 DME TO HIPOD I-SME 7.30), FIX MOVED 0.3140 NM (1907.8363 FT) NORTHEAST – TARGETS CALCULATED PFAF LOCATION BASED ON ANGLE/TCH 3.0/58.7.
6. EQUIPMENT REQUIREMENTS NOTES: REMOVED EQUIPMENT NOTE ADF REQUIRED - CDX DECOMMISSIONING.
7. ADDITIONAL FLIGHT DATA: CHANGED VDP NA NOTE REFERENCE FROM MONTICELLO TO EKQ – CURRENT DOCUMENTATION STANDARDS.
8. ADDITIONAL FLIGHT DATA: ADDED “CHART LVT 25.75 DME AT SITOW – FOR PILOT NAVIGATIONAL AWARENESS NAVIGATING FROM LVT VOR/DME.
9. ADDITIONAL FLIGHT DATA: FAS OBS CHANGED FROM 1177 TREE (21-047638) TO 1214 AAO - NEW NON PRECISION LINE OF MINIMA CONTROLLING OBSTACLE.
10. NOTES: BACK UP ALTIMETER NOTE: CHANGED BACK-UP ALTIMETER SOURCE REFERENCE FORM MONTICELLO TO EKQ – CURRENT DOCUMENTATION STANDARDS.
11. NOTES: REMOVED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON LOZ VOR/DME AIRWAY RADIALS 213 CW 316 - FEEDER ROUTE REMOVED.
12. TERMINAL ROUTES: REMOVED FEEDER SEGMENT FROM LOZ VOR/DME TO CDX NDB – CDX NDB DECOMMISSIONING.
13. TERMINAL ROUTES: FIX SITOW: CHANGED FIX DESIGNATION FROM IF TO IF/IAF – TO SUPPORT ATC VECTORS.
14. MINIMUMS: CIRCLING: LOWERED CAT A MINIMUMS FROM MDA 1620/ HAA 693 TO MDA 1580/ HAA 653 HAA, AND LOWERED CAT B MINIMUMS MDA 1720 / HAA 793 TO MDA 1700/ HAA 773 – TO MATCH OTHER PROCEDURES CIRCLING MINIMUMS AT THE AIRPORT.
15. ALTERNATE MISSED APPROACH: REMOVED ALTERNATE MISSED APPROACH AND ASSOCIATED ENTRIES FROM ADDITIONAL FLIGHT DATA – PER FPT/ATC REQUEST.



COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZID, ARPT MGR

FLIGHT CHECKED BY

MICHAEL S MILLER

Digitally signed by

RAKE MCGRAW

May 23, 2025

OFFICE

AJF

DATE

05/21/2025

DEVELOPED BY

JANTZEN TAYLOR

Digitally signed by

JANTZEN L TAYLOR

Apr 25, 2025

OFFICE

AJV-A422

DATE

03/31/2025

APPROVED BY

RAKE MCGRAW

Digitally signed by

RAKE MCGRAW

May 23, 2025

OFFICE

AJV-A422

DATE

TITLE

MANAGER

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

AIRPORT ID  
SME

PROCEDURE NAME  
ILS OR LOC RWY 5

AMDT NO.  
1

CITY  
SOMERSET

STATE  
KY

AIRPORT ELEVATION  
927

FACILITY  
I-SME

**PART A: OBSTRUCTION DATA SEGMENTS**

**INITIAL**

**FROM**  
LVT VOR/DME

**TO**  
SITOW/I-SME 13.45 DME/RADAR

RNP

DISTANCE  
25.75

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	364012.00N/0850033.00W	1992	215	8	4B	1000				AT708	3700
TERRAIN	364012.00N/0850033.00W	1791 (1800)								AS1500	3300

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

**INTERMEDIATE**

**FROM**  
SITOW/I-SME 13.45 DME/RADAR (IF/IAF)

**TO**  
HIPOD/I-SME 7.30 DME

RNP

DISTANCE  
6.15

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	365057.00N/0844442.00W	1703	215	8	4B	500					2300
TERRAIN	365133.00N/0844439.00W	1502 (1500)								AS1500	3000

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

QUALITY  
34  
CHECKED

FINAL: ILS

FROM

HIPOD/I-SME 7.30 DME

TO

RW05

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	6.37		DA				555				
<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>
TREE (21-048170)	370211.87N/0843818.18W	1151	20	3	1A		34.00:1			SA-6 MA89	1482

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

HIPOD/I-SME 7.30 DME

TO

I-SME 0.94 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	6.37		I-SME 0.94 DME				613				
<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	370018.00N/0844018.00W	1214	215	8	4B	250				XL19 MA57	1540

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

SITOW/I-SME 13.45 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>
TOWER (21-000490)	365041.40N/0844624.20W	1802	500	125	5E	1000				AT898	3700
TERRAIN	364636.00N/0845421.00W	1601 (1600)								AS1500	3100

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

SITOW/13.45 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 1151				
<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>
TREE (21-048170)	370211.87N/0843818.18W	1151	20	3	1A		ASC				5000
TOWER (21-000196)	370030.00N/0843440.00W	1714	250	50	4D	1000					2800
TERRAIN	365133.00N/0844439.00W	1502 (1500)								AS1500	3000

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-SME 0.94 DME

TO

SITOW/13.45 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1271			
<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 (21-000274)	370613.32N/0843539.50W	1718	20	10	1B		ASC				5000
TOWER (21-000196)	370030.00N/0843440.00W	1714	250	50	4D	1000					2800
TERRAIN	365133.00N/0844439.00W	1502 (1500)								AS1500	3000

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											
TREE (21-048351)	370343.58N/0843507.35W	1.30	653	1269	20	10	1B	300			1580
CATEGORY B											
TREE (21-047502)	370414.14N/0843452.01W	1.84	773	1391	20	3	1A	300			1700
CATEGORY C											
TOWER (21-000274)	370613.32N/0843539.50W	2.90	1173	1718	20	10	1B	300		XP82	2100
CATEGORY D											
TOWER (21-000274)	370613.32N/0843539.50W	3.79	1173	1718	20	10	1B	300		XP82	2100

CIRCLING REMARKS:

XP82: MAINTAIN CURRENT PUBLISHED MINIMA TO PREVENT MINIMUMS MISMATCH ACROSS OTHER PROCEDURES.

MSA

CENTER

ARP KSME

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (21-000208)	371002.74N/0844929.72W	309	12.1	2533	250	50	4D	1000			3600

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZID ARTCC, LOU FSS

<u>WX SERVICE</u> AWOS-3	<u>LOCATION</u> SME	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> SME	<u>DISTANCE</u> 0	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> EKQ	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> EKQ	<u>DISTANCE</u> 16.58	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 44

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME:  
SME: 927  
EKQ: 963  
RA = 43.1.

<u>PRIMARY NAVAID</u> I-SME	<u>MONITOR POINT</u> AOCC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW23 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)	NPI-G	
RW05 - REIL (PCL), MIRL (PCL), PAPI-2R (PCL)	PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 914.2	<u>TCH</u> 58.7	<u>ELEV GS ANTENNA</u> 918.8	<u>DISTANCE FROM RWY</u> 1000	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 59.8
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<div>X</div>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	514
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	S-ILS, S-LOC
34:1	
1177 TREE (21-047638) 370215.5000N/0843819.4700W (78.72)	1174 TREE (21-048164) 370213.6700N/0843819.3200W (71.97)
1164 TREE (21-023107) 370215.9712N/0843819.0668W (67.4)	1168 TREE (21-048166) 370215.5600N/0843822.3200W (65.22)
1162 TREE (21-048174) 370213.7900N/0843821.6400W (56.47)	1151 TREE (21-048170) 370211.8700N/0843818.1800W (46.9)
1151 TREE (21-048222) 370211.8100N/0843820.0800W (43.68)	1135 TREE (21-023106) 370214.6326N/0843815.3574W (41.5)





<u>AIRPORT ID</u> SME	<u>PROCEDURE NAME</u> ILS OR LOC RWY 5	<u>AMDT NO.</u> 1	<u>CITY</u> SOMERSET	<u>STATE</u> KY	<u>AIRPORT ELEVATION</u> 927	<u>FACILITY</u> I-SME
1134 TREE (21-047692) 370214.7500N/0843815.9300W (39.83)				1129 POLE (21-048165) 370214.5300N/0843820.7200W (26.58)		
1125 POLE (21-047398) 370214.5400N/0843818.3500W (26.44)				1127 POLE (21-048223) 370214.0700N/0843823.6600W (18.8)		
1119 POLE (21-048167) 370212.5600N/0843818.3400W (16.14)				1108 POLE (21-047746) 370214.5500N/0843816.5600W (12.37)		
1113 BUILDING (21-047464) 370212.1400N/0843816.9900W (11.42)				941 POLE (21-023103) 370248.4361N/0843720.2502W (10.61)		
1116 POLE (21-048217) 370214.4700N/0843822.9600W (9.81)				953 TREE (21-046944) 370249.3700N/0843729.5000W (9.63)		
1121 TREE (21-048044) 370213.2400N/0843825.3100W (8.32)				1108 TREE (21-052047) 370210.1100N/0843813.6000W (7.49)		
1050 TREE (21-048191) 370227.7100N/0843802.3100W (6.18)				1105 TREE (21-047455) 370210.3800N/0843813.4100W (5.39)		
1023 TREE (21-047552) 370232.0200N/0843752.3600W (4.72)				1097 TREE (21-052050) 370213.9800N/0843813.9100W (4.43)		
1046 TREE (21-048153) 370227.3100N/0843800.5300W (4.2)				1096 POLE (21-047822) 370214.5400N/0843814.9400W (2.98)		
1011 TREE (21-046678) 370233.2800N/0843747.9800W (2.57)				1020 TREE (21-047315) 370231.2000N/0843752.0900W (0.37)		
1100 TREE (21-047456) 370210.0800N/0843813.0200W (0.37)						
<u>PENETRATIONS REMARKS:</u>						

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or

**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

<u>PENETRATIONS REMARKS:</u>

**PART C: GENERAL REMARKS:**

PRECIPITOUS TERRAIN EVALUATION COMPLETED.  
100 FT VEGETATION HEIGHT USED PER FPT.  
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	3.54
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.98
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	042.89
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1100
DISTANCE FROM	THLD	TO 1500FT POINT	5.57
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.42
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	042.89
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1100

THRESHOLD COORDINATES (IF STR-IN)	370255.66N/0843716.34W
ARP COORDINATES	370312.90N/0843656.30W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 23 DISTANCE 0.48 NM
FAF COORDINATES	365815.36N/0844240.70W
FIX NAME COORDINATES	IF/IAF SITOW 365344.34N/0844753.45W

REMARKS

THLD DISPLACED 514FT, ACTUAL COORDINATES: 370251.93N/0843720.66W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JANTZEN TAYLOR	AJV-A422	03/31/2025	AERONAUTICAL INFORMATION SPECIALIST

