

# 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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
STP	ILS OR LOC RWY 14	3	ST PAUL	MN		
<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SUPERSEDED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>
705	705	ILS OR LOC RWY 14	2	08/17/2017	0E	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-VKG			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>
GEP VORTAC	IAF	ARDNN INT/11.95 DME					109.43	7.68	3000
ARDNN INT/11.95 DME	IF	HILZZ/8.11 DME					146.03 (I-VKG)	3.84	3000

## MISSED APPROACH

### MAP:

ILS: DA  
LOC: 1.07 DME

### MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1700 THEN CLIMBING LEFT TURN TO 4000 ON HEADING 355 AND ON FGT VORTAC R-011 TO WHISK INT/FGT 31.95 DME/RADAR AND HOLD.

### ALTERNATE MISSED APPROACH INSTRUCTIONS:

## PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)				
2.	PROFILE STARTS AT ARDNN INT/11.95 DME								
3.	FAC: 146.03	FAF: HILZZ/8.11 DME	PFAF: HILZZ/8.11 DME	DIST FAF TO MAP:		DIST FAF TO THLD:	7.04		
4.	MIN ALT: ARDNN INT/11.95 DME 3000, HILZZ/8.11 DME 3000, JEDEN/3.53 DME/RADAR 1540								
5.	DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT: 996				
6.	MIN GS INCPT: 3000	GS ALT AT PFAF: HILZZ/8.11 DME 3000			OM:	MM:	IM:		
7.	GS ANGLE: 3.00	34:1:	20:1:	TCH: 52.8					
8.	MSA FROM: GEP VORTAC 3500								



**EQUIPMENT REQUIREMENTS NOTES:**

DME REQUIRED.

**NOTES:**

CHART NOTE: RWY 14 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED.  
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 14.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON GEP VORTAC AIRWAY RADIALS 085 CW 159.  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 14 CAT A/B VISIBILITY TO RVR 5500 AND CAT C/D VISIBILITY TO 1 3/8 SM.

**ADDITIONAL FLIGHT DATA:**

CHART KSGS AND 7MN1.  
CHART GEP 7.68 DME AT ARDNN.  
HOLD N, RT, 191.00 INBOUND.  
CHART FAS OBST: 961 TOWER (27-024244) 445745N/0930538W.  
CHART 975 TOWER (27-092840) 445855N/0930601W.  
CHART VDP AT 2.53 DME.  
DISTANCE VDP TO THLD 1.46 NM.  
CHART CIRCLING ICON.

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

**ALTERNATE:** NA ☐ ILS: STANDARD - NA WHEN CONTROL TOWER CLOSED., NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: CAT A, B 900-2, CAT C 900-2 1/2, CAT D 900-3, NA WHEN CONTROL TOWER CLOSED., 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 14	955	4000	250	955	4000	250	955	4000	250	955	4000	250			
S-LOC 14	1220	4000	515	1220	4000	515	1220	5500	515	1220	5500	515			
CIRCLING	1580	1 1/4	875	1580	1 1/4	875	1580	2 1/2	875	1600	3	895			



**CHANGES - REASONS**

- 1. DELETED ALTERNATE MISSED APPROACH AND ASSOCIATED HOLDING DATA FROM ADDITIONAL FLIGHT DATA - PER FPT CHECKLIST/MSP DECOMMISSIONING.
- 2. CHANGED LOC MISSED APPROACH POINT FROM: "7.04 NM AFTER HILZZ INT/I-VKG 8.11 DME OR AT I-VKG 1.07 DME" TO: "1.07 DME" - PROCEDURE REQUIRES DME/TIMING TABLE NOT REQUIRED.
- 3. DELETED S-LOC 14 (JEDEN FIX MINIMUMS) - PROCEDURE REQUIRES DME/JEDEN ALWAYS RECEIVED.
- 4. REMOVED "INT" FROM FIX ARDNN, HILZZ AND JEDEN - FCM SCHEDULED DECOMMISSIONING/INT FACILITY REMOVED.
- 5. CHANGED PROFILE LINE 4 JEDEN MINIMUM ALTITUDE FROM: "JEDEN INT/I-VKG 3.47 DME/RADAR 1520\*" TO: "JEDEN INT/I-VKG 3.53 DME/RADAR 1540" - NEW OBSTACLE EVALUATION/FIX MOVED 365 FEET NW.
- 6. CHANGED FAF (HILZZ TO SDF (JEDEN) DISTANCE FROM: "3.47" TO: "3.53" - FIX JEDEN MOVED 365 FEET NW.
- 7. CHANGED SDF (JEDEN) TO RWY DISTANCE FROM: "2.40" TO: "2.46" - FIX JEDEN MOVED 365 FEET NW.
- 8. LOWERED S-LOC 14 MDA/HAT FROM: "1520/815" TO "1220/515" - NEW OBSTACLE EVALUATION/FPT APPROVED.
- 9. LOWERED S-LOC 14 CAT C/D VISIBILITY FROM: "1 7/8" TO: "5500" - VISIBILITY TABLES VALUE.
- 10. RAISED CIRCLING CAT D MDA/HAA FROM: "1580/875" TO: "1600/895" - NEW OBSTACLE EVALUATION.
- 11. RAISED CIRCLING CAT D VISIBILITY FROM: "2 3/4" TO: "3" - VISIBILITY TABLES VALUE.
- 12. CHANGED S-LOC 14 INOP ALS NOTE FROM: "FOR INOP ALS, INCREASE S-LOC 14 CAT A VISIBILITY TO RVR 5500, CAT B VISIBILITY TO RVR 6000, AND CAT C/D VISIBILITY TO 2 1/2 SM" TO: "CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 14 CAT A/B VISIBILITY TO RVR 5500 AND CAT C/D VISIBILITY TO 1 3/8 SM - VISIBILITY TABLES VALUE/REDUCTION IN S-LOC 14 VISIBILITY VALUES.
- 13. CHANGED MISSED APPRAOCH INSTRUCTIONS FROM: "CLIMB TO 1700 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 355 AND ON FCM VOR/DME R-046 TO WHISK INT/GEP 17.46 DME/RADAR AND HOLD" TO: "CLIMB TO 1700 THEN CLIMBING LEFT TURN TO 4000 ON HEADING 355 AND FGT VORTAC R-011 TO WHISK INT/FGT 31.95 DME/RADAR AND HOLD" - FCM SCHEDULED DECOMMISSIONING/FPT CHECKLIST.
- 14. CHANGED IN ADDITIONAL FLIGHT DATA VDP VALUES FROM: "CHART VDP AT 2.96 DME\* DISTANCE VDP TO THLD 1.89 NM" TO: "CHART VDP AT 2.53 DME. DISTANCE VDP TO THLD 1.46 NM" - LOWERING S-LOC 14 MINIMUMS.
- 15. CHANGED IN ADDITIONAL FLIGHT DATA FAS OBSTACLE FROM: "CHART FAS OBST: 961 TOWER 445745N/0930538W" TO: "CHART 975 TOWER (27-092840) 445855N/0930601W" - NEW OBSTACLE EVALUATION.
- 16. DELETED "'LOC ONLY" FROM ADDITIONAL FLIGHT DATA - NO LONGER REQUIRED BY CRITERIA.
- 17. CHANGED PLANVIEW NOTE AT GEP FROM: " PROCEDURE NA FOR ARRIVAL ON GEP VORTAC AIRWAY RADIALS 050 CW 153" TO: "PROCEDURE NA FOR ARRIVAL ON GEP VORTAC AIRWAY RADIALS 085 CW 159 - TURN REQUIREMENT FOR CONVENTIONAL PROCEDURE.
- 18. DELETED ON PROFILE LINE 3 (DIST FAF TO MAP): "7.04" - TIMING TABLE NO LONGER REQUIRED.
- 19. DELETED ALL REFERENCES OF "I-VKG" FROM ALL FIXES - FACILITY ID NOT REQUIRED.

**COORDINATED WITH:**

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: MSP ATCT, STP ATCT, MSP APP CON, AMGR

**FLIGHT CHECKED BY**

**OFFICE** **DATE**

**DEVELOPED BY**

CASIMIR L. TABAKA (THERON CYRUS)

**OFFICE** **DATE**  
AJV-A432 04/10/2025

**APPROVED BY**

CASIMIR L. TABAKA

**OFFICE** **DATE** **TITLE**  
AJV-A432 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>
STP	ILS OR LOC RWY 14	3	ST PAUL	MN	705	I-VKG

## PART A: OBSTRUCTION DATA SEGMENTS

### INITIAL

**FROM** GEP VORTAC **TO** ARDNN INT/11.95 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	7.68				

<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 (27-000032)	451043.00N/0932100.00W	1530	250	50	4D	1000				AT470	3000
TERRAIN	450348.00N/0931430.00W	1036 (1000)								AS1500	2500

## COMPUTATIONS

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

### SEGMENT REMARKS:

### INTERMEDIATE

**FROM** ARDNN INT/11.95 DME **TO** HILZZ/8.11 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	3.84				

<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 (27-000499)	450344.83N/0930822.61W	2438	20	50	1D	500					3000
TERRAIN	450533.00N/0931012.00W	1095 (1100)								AS1500	2600

## COMPUTATIONS

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

### SEGMENT REMARKS:

QUALITY  
21  
CHECKED

FINAL: ILS

FROM

HILZZ/8.11 DME

TO

RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	7.04		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>
TREE (27-035433)	445634.27N/0930415.12W	744	20	3	1A		34.00:1				955

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

HILZZ/8.11 DME

TO

JEDEN/3.53 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	4.58										
<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	450000.00N/0930800.00W	1221	215	8	4B	250				XL53	1540

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

JEDEN/3.53 DME/RADAR

TO

1.07 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	2.46		1.07 DME				515				
<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 (27-024244)	445744.85N/0930538.15W	961	20	3	1A	250					1220

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: ILS

FROM

DA

TO

WHISK INT/FGT 31.95 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					
1.00						766					
<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
TOWER (27-000499)	450344.83N/0930822.61W	2438	20	50	1D	1000					3500
TERRAIN	445739.00N/0925757.00W	1099 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LOC

FROM

1.07 DME

TO

WHISK INT/FGT 31.95 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					
1.00						970					
<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
TOWER (27-000499)	450344.83N/0930822.61W	2438	20	50	1D	1000					3500
TERRAIN	445739.00N/0925757.00W	1099 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID  
STP

PROCEDURE NAME  
ILS OR LOC RWY 14

AMDT NO.  
3

CITY  
ST PAUL

STATE  
MN

AIRPORT ELEVATION  
705

FACILITY  
I-VKG

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											
BUILDING (27-027654)	445647.16N/0930528.42W	1.30	875	1271	20	3	1A	300			1580
CATEGORY B											
BUILDING (27-001066)	445653.35N/0930544.26W	1.83	875	1276	20	3	1A	300			1580
CATEGORY C											
BUILDING (27-001066)	445653.35N/0930544.26W	2.88	875	1276	20	3	1A	300			1580
CATEGORY D											
AAO	445533.00N/0925806.00W	3.76	895	1296	215	8	4B	300			1600

CIRCLING REMARKS:

MSA

CENTER  
GEP VORTAC

RADIUS  
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (27-000857)	452259.60N/0934230.90W	309	20.1	2454	20	3	1A	1000			3500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

MSP APP CON, STP TOWER

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	STP	24	STP	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3	SGS	24	SGS	4.80	Y	0

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME  
KSTP 705, KSGS 821  
RA = 0.0

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-VKG	KSTP ATCT	TWR OPEN	1
		TWR CLOSED	3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW09 - MIRL (PCL)	BSC-G	
RW27 - MIRL (PCL), PAPI-4R (PCL)	BSC-G	
RW13 - HIRL (PCL), PAPI-4L (PCL)	NPI-G	
RW31 - REIL (PCL), HIRL (PCL), PAPI-4L (PCL)	NPI-G	
RW14 - MALSR (PCL), HIRL (PCL), PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW32 - REIL, HIRL (PCL), PAPI-4L	PIR-G	APPROACH, 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	704.7	52.8	701.9	996	3.00	49.7

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	343
ON CENTERLINE	<input checked="" 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

FINAL TYPE	CIRCLING: RWY 13	
20:1		
1211 BUILDING (27-031857) 445655.75N/0930523.21W (155.78)	1208 BUILDING (27-001008) 445655.00N/0930523.00W (155.7)	





AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
STP	ILS OR LOC RWY 14	3	ST PAUL	MN	705	I-VKG
1061 BUILDING (27-001007) 445655.25N/0930518.96W (19.41)						
FINAL TYPE	ILS; LOC					
34:1						
744 TREE (27-035433) 445634.27N/0930415.12W (6.87)			726 NAVAID (27-024884) 445632.76N/0930403.98W (5.77)			
722 NAVAID (27-024856) 445632.73N/0930403.98W (1.84)						
<b>PENETRATIONS REMARKS:</b>						
CIRCLING RWY 13 (ALL OBSTACLES VERIFIED LIT BY AIRNAV2 DATABASE)						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

<b>PENETRATIONS REMARKS:</b>

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

CONTINGENCY ALTIMETER NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SGS ALTIMETER SETTING.

SECONDARY ALTIMETER HAS NO EFFECT ON MINIMA.

FPT ADVISES RWY 14/32 NUMBERING REQUIRES UPDATE WITH THE 2020 MAGVAR ROTATION, HOWEVER, FUNDING IS NOT AVAILABLE AND WILL NOT BE AVAILABLE UNTIL THE NEXT RUNWAY PROJECT SCHEDULED FOR 2020.

ILS AND RNAV PROCEDURES WERE NOT MATCHED WITH THIS AMENDMENT - RNAV PROCEDURE WAS UPDATED BY ABBREVIATED AMENDMENT AND BY DIFFERENT SPECIALIST. RECOMMEND MATCHING ILS AND RNAV PROCEDURES AS SOON AS POSSIBLE.

100 FEET VEGETATION USED PER FPT.

ALTERNATE MISSED APPROACH NOT DEVELOPED PER FPT CHECKLIST.

ORDER 8260.3 CHAPTER 2 APPLIED TO 975 TOWER (27-092840) 445855.07N/0930600.88W.

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	3.90
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.06
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	146.03
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1000
DISTANCE FROM	THLD	TO 1500FT POINT	6.04
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.52
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	146.03
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1000

THRESHOLD COORDINATES (IF STR-IN)	445625.31N/0930401.44W
ARP COORDINATES	445604.64N/0930337.23W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 32 DISTANCE 0.57 NM
FAF COORDINATES	450215.54N/0930934.33W
FIX NAME COORDINATES	IF ARDNN 450526.32N/0931236.32W

REMARKS

THLD DISPLACED 343FT, ACTUAL COORDINATES: 445628.12N/0930404.10W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CASIMIR L. TABAKA (THERON CYRUS)	AJV-A432	04/10/2025	AERONAUTICAL INFORMATION SPECIALIST

