

**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> SRR	<u>PROCEDURE NAME</u> ILS OR LOC RWY 24	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> RUIDOSO	<u>STATE</u> NM
<u>AIRPORT ELEVATION</u> 6814	<u>TDZE</u> 6771	<u>SUPERSEDED</u> ILS OR LOC/DME RWY 24	<u>ORIG-AMENDMENT</u> ORIG-A	<u>DATED</u> 03/25/2021
<u>FACILITY</u> I-SRR	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 10E
				<u>EPOCH YEAR</u> 1990
				<u>CANCEL/SUSPEND</u>

**TERMINAL ROUTES**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
CME VORTAC		REYOK INT/I-SRR 33.21 DME					307.72	23.30	11000
REYOK INT/I-SRR 33.21 DME	IAF	CEVBA/I-SRR 22.48 DME					241.40	10.73 (I-SRR)	11000
CEVBA/I-SRR 22.48 DME	IF	REBKE/I-SRR 14.77 DME					241.40	7.71 (I-SRR)	11000
REBKE/I-SRR 14.77 DME		FIBOX/I-SRR 13.19 DME					241.40	1.60 (I-SRR)	10500
FIBOX/I-SRR 13.17 DME		HUBOV/I-SRR 8.09 DME					241.40	5.10 (I-SRR)	8900

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: RW24

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 7500 THEN CLIMBING LEFT TURN TO 11000 ON HEADING 110 AND ON CME VORTAC R-263 TO BREDD/CME 30.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 11000.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

- |       |   |  |                       |                        |             |
|-------|---|--|-----------------------|------------------------|-------------|
| 1. PT | SIDE OF COURSE  | OUTBOUND                                 | FT WITHIN             | MILES OF               | (IAF)       |
| 2.    | PROFILE STARTS AT CEVBA/I-SRR 22.48 DME   |  |                       |                        |             |
| 3.    | FAC: 241.40   | FAF: HUBOV/I-SRR 8.09 DME                | DIST FAF TO MAP: 6.59 | DIST FAF TO THLD: 6.59 |             |
| 4.    | MIN ALT: CEVBA/I-SRR 22.48 DME 11000, REBKE/I-SRR 14.77 DME 11000, FIBOX/I-SRR 13.19 DME 10500, HUBOV/I-SRR 8.09 DME 8900 |  |                       |                        |             |
| 5.    | DIST TO THLD FROM OM:   | MM:                                      | IM:                   | 150 HAT:               | GS ANT: 967 |
| 6.    | MIN GS INCPT: 8900  | GS ALT AT FAF: HUBOV/I-SRR 8.09 DME 8900 |                       | OM:                    | MM:         |
| 7.    | GS ANGLE: 3.00  | 34:1:                                    | 20:1:                 | TCH: 51.1              | IM:         |
| 8.    | MSA FROM: CEP NDB 090-180 9500, 180-270 13100, 270-090 11500  |  |                       |                        |             |



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: CIRCLING RWY 12 NA AT NIGHT.  
CHART PROFILE NOTE: USE I-SRR DME WHEN ON THE LOCALIZER COURSE  
  
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECIEVED, PROCEDURE NA.

ADDITIONAL FLIGHT DATA:

CHART CEP NDB  
HOLD E, LT, 262.85 INBOUND.  
CHART FAS OBST: 7060 AAO 332845N/1052648W.  
CHART BEAK A, B, AND C MOAS.  
CHART VDP AT 3.29 DME.  
DISTANCE VDP TO THLD 1.80 NM.

MINIMUMS:

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

ALTERNATE: NA ☒

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 24	6974	3/4	203	6974	3/4	203	6974	3/4	203	6974	3/4	203			
S-LOC 24	7340	1	569	7340	1	569	7340	1 5/8	569	7340	1 5/8	569			
CIRCLING	7340	1	526	7340	1	526	7600	2 1/4	786	7860	3	1046			



CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED LINE CEVBA (IF) TO FIBOX/I-SSR 13.65 DME - ADDED ADDITIONAL INTERMEDIATE STEPDOWN FIX - PER FPT/ATC REQUEST TO AVOID OBSTACLES WHILE ALIGNING FIBOX WITH 3.00 GPA.
2. TERMINAL ROUTES: ADDED LINE CEVBA/I-SRR 22.48 DME (IF) TO REBKE/I-SRR 14.79 DME - PER FPT/ATC REQUEST TO AVOID OBSTACLES WHILE ALIGNING FIBOX WITH 3.00 GPA.
3. TERMINAL ROUTES: ADDED LINE REBKE/I-SRR 14.79 DME TO FIBOX/I-SRR 13.19 DME - PER FPT/ATC REQUEST TO AVOID OBSTACLES WHILE ALIGNING FIBOX WITH 3.00 GPA.
4. TERMINAL ROUTES: UPDATED LINE FIBOX TO HUBOV/I-SRR 7.95 DME FROM "FIBOX HUBOV/I-SRR 7.95 DME 241.40/5.70 (I-SRR)" TO "FIBOX/I-SRR 13.17 DME HUBOV/I-SRR 8.09 DME 241.40/5.10 (I-SRR)" - PER FPT/ATC REQUEST TO AVOID OBSTACLES WHILE ALIGNING FIBOX WITH 3.00 GPA.
5. CHANGED PROCEDURE NAME FROM "ILS OR LOC/DME RWY 24" TO "ILS OR LOC RWY 24" - IAW 8260.3E 1-6-2, DME NO LONGER USED IN PROCEDURE NAMING.IAW 8260.3E 1-6-2, DME NO LONGER USED IN PROCEDURE NAMING.
6. ILS MAP CHANGED FROM ILS AT THE DH TO ILS: DA - IAW 8260.19I PARA 8-6-6.C.1.
7. PROFILE LINE 3: UPDATED FAF/DIST FAF TO MAP/DIST FAF TO THLD FROM "HUBOV/6.47" TO "HUBOV/I-SRR 8.09 DME/6.59/6.59" - ADJUSTMENT TO PROCEDURE AND CRITERIA UPDATE.
8. PROFILE LINE 4: UPDATED MIN ALT FROM "CEVBA 11000, FIBOX 10700, HUBOV 8900" TO "CEVBA/I-SRR 22.48 DME 11000, REBKE/I-SRR 14.77 DME 11000, FIBOX/I-SRR 13.17 DME 10500, HUBOV/I-SRR 8.07 DME 8900" -ADJUSTMENT TO PROCEDURE AND CRITERIA UPDATE.
9. PROFILE LINE 5: UPDATED GS ANT FROM "960" TO "967" - REVISED AIRNAV DATA.
10. PROFILE LINE 5: DELETED DIST TO THLD FROM OM - PROCEDURE DOESN'T HAVE AN OUTER MARKER IAW 8260.19I 8-6-7 E
11. PROFILE LINE 7:UPDATED TCH FROM 50.3 TO 51.1 - AIRNAV DATA UPDATE.
12. DELETED "CHART PLANVIEW NOTE: DME REQUIRED" AND ADDED "DME REQUIRED" TO EQUIPMENT REQUIREMENT NOTES IAW 8260.19I PARA 8-6-8A(2)(A).
13. NOTES: DELETED "CIRCLING NA TO RWY 12/30" - PER FPT REQUEST AND NEW EVALUATION.
14. NOTES: ADDED "CHART NOTE: CIRCLING TO RWY 12 NA AT NIGHT" - UNLIT 20:1 PENETRATION TO RWY 12.
15. NOTES: DELETED PROFILE NOTE FROM VGSI AND DESCENT ANGLES NOT COINCIDENT - VGSI REMOVED FROM RWY 24.
16. ADDITIONAL FLIGHT DATA: UPDATED CHART FAS OBST FROM "6939 TREE 332847N/1052648W" TO "7060 TREE 332845N/1052648W." NEW EVALUATION
17. ADDITIONAL FLIGHT DATA: UPDATED CHART VDP AT FROM "1.66 MILES" TO 1.80 DME" - NEW EVALUATION.
18. UPDATED S-ILS 24 DA/HAT ALL CATS FROM "6971/200" TO "6974/203" - MISSED APPROACH PENETRATION IN NEW EVALUATION.
19. UPDATED S-LOC 24 MDA/HAA FROM "7220/449" TO "7340/569" - NEW EVALUATION.
20. UPDATED S-LOC 24 CAT C VISIBILITY FROM "1 1/4" TO "1 5/8" - NEW EVALUATION.
21. UPDATED S-LOC 24 CAT D VISIBILITY FROM "1 1/2" TO "1 5/8" - NEW EVALUATION.
22. UPDATED CIRCLING CAT A/B/C/D CMDA/HAA FROM "8320/506 7360/546 7360/546 7500/686" TO "7340/526 7340/526 7600/786 7860/1046" - NEW EVALUATION.
23. UPDATED CIRCLING CAT C/D VISIBILITY FROM "1 1/2 & 2 1/4" TO "2 1/4 & 3" - NEW EVALUATION.
24. UPDATED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 7500 THEN CLIMBING LEFT TURN TO 11000 VIA HEADING 110 AMD CME VORTAC R-263 TO BREDD/CME 30.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 11000" TO "CLIMB TO 7500 THEN CLIMBING LEFT TURN TO 11000 ON HEADING 110 AND ON CME VORTAC R-263 TO BREDD/CME 30.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 11000" - UPDATED CRITERIA.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER:

ZAB, AMGR

FLIGHT CHECKED BY

COLTON CROWDER

Digitally signed by

BEV L BORDY

Feb 15, 2024

OFFICE

FPO

DATE

02/13/2024

DEVELOPED BY

SCOTT LINDHOLM

Digitally signed by

ERIC N SUSKI

Oct 16, 2023

OFFICE

AJV-A431

DATE

04/19/2023

APPROVED BY

ERIC N SUSKI

Digitally signed by

ERIC N SUSKI

Oct 16, 2023

OFFICE

AJV-A430

DATE

10/05/2023

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>
SRR	ILS OR LOC RWY 24	1	RUIDOSO	NM	6814	I-SRR

**PART A: OBSTRUCTION DATA SEGMENTS**

**FEEDER**

**FROM** CME VORTAC **TO** REYOK INT/I-SRR 33.21 DME

<u>RNP</u>	<u>DISTANCE</u> 23.30	<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	333527.00N/1045854.00W	4948	164	98	4E	2000				AT4052	11000
TERRAIN	333527.00N/1045854.00W	4747 (4700)								AS1500	6200

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

**INITIAL**

**FROM** REYOK INT/I-SRR 33.21 DME **TO** CEVBA/I-SRR 22.48 DME

<u>RNP</u>	<u>DISTANCE</u> 10.73	<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	333248.00N/1050645.00W	5676	164	98	4E	1000				AT4324	11000
TERRAIN	333248.00N/1050645.00W	5475 (5500)								AS1500	7000

**COMPUTATIONS**

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

**SEGMENT REMARKS:**



INTERMEDIATE

FROM

CEVBA/I-SRR 22.48 DME

TO

REBKE/I-SRR 14.77 DME

<u>RNP</u>	<u>DISTANCE</u> 7.71	<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	333527.00N/1051557.00W	10194	164	98	4E	500				SA-120 AC98 PR320	11000
TERRAIN	333506.00N/1051418.00W	9235 (9200)								AS1500	10700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

REBKE/I-SRR 14.77 DME

TO

FIBOX/I-SRR 13.19 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	1.60										
<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	333509.00N/1051651.00W	9672	164	98	4E	500				SA-189 AC98 PR320	10500
TERRAIN	333400.00N/1051727.00W	7808 (7800)								AS1500	9300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE: STEPDOWN

FROM

FIBOX/I-SRR 13.17 DME

TO

HUBOV/I-SRR 8.09 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
	5.10										
<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	333448.00N/1051842.00W	8383	164	98	4E	500				SA-483 AC98 PR280 DG122	8900
TERRAIN	333336.00N/1051851.00W	7030 (7000)								AS1500	8500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

HUBOV/I-SRR 8.09 DME

TO

RW24

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	6.59		DA				203				
<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			MA3	6974

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM

HUBOV/I-SRR 8.07 DME

TO

RW24

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>			<u>HMAS</u>	
	6.59		RW24				569				
<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	332845.00N/1052648.00W	7060	50	20	2C	250				XL30	7340

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

BREDD/CME 30.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 6798			
<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	332246.08N/1053435.96W	7839	50	20	2C		ASC				11000
AAO	332200.00N/1053506.00W	7855	164	98	4E	1000				PR100	9000
TERRAIN	332200.00N/1053506.00W	7654 (7700)								AS1500	9200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

RW24

TO

BREDD/CME 30.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 7060			
<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				11000
AAO	332200.00N/1053506.00W	7855	164	98	4E	1000				PR100	9000
TERRAIN	332200.00N/1053506.00W	7654 (7700)								AS1500	9200

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 (35-023862)	332648.79N/1053418.15W	1.44	526	6983	20	3	1A	300		SI	7340
CATEGORY B											
POLE (35-021726)	332642.17N/1053420.32W	2.07	526	7030	20	3	1A	300			7340
CATEGORY C											
TREE	332407.01N/1053235.26W	3.29	786	7295	250	10	4B	300			7600
CATEGORY D											
AAO	332350.67N/1053232.77W	4.33	1046	7560	50	20	2C	300			7860

CIRCLING REMARKS:





MSA

CENTER

CEP NDB

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
090-180	AAO	330748.00N/1053324.00W	190	22.9	8484	164	98	4E	1000			9500
180-270	AAO	332227.00N/1054827.00W	241	21.4	12047	164	98	4E	1000			13100
270-090	AAO	333624.00N/1052139.00W	007	07.3	10430	164	98	4E	1000			11500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAB ARTCC, ABQ FSS

<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>
AWOS-3	SRR	24	SRR	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 SUITABLE BACKUP ALTIMETER SETTINGS DUE TO DISTANCE AND INTERVENING TERRAIN.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-SRR	MOCC	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW12 - MIRL	BSC-G	
RW06 - MIRL (PCL), VASI-2L	NPI-G	
RW30 - MIRL	NPI-G	
RW24 - MIRL (PCL)	PIR-G	

<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	6751.0	51.1	6751.4	967	3.00	

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 12
20:1	
6778 TERRAIN (35-023737) 332752.13N/1053159.06W (0.02)	
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.

55 FT VEGETATION HEIGHT 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	3.13
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.90
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	251.40
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	6800
DISTANCE FROM	FAF	TO 1500FT POINT	5.39
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.38
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	251.40
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	6800

THRESHOLD COORDINATES (IF STR-IN)	332759.07N/1053119.70W
ARP COORDINATES	332739.40N/1053148.50W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 6 DISTANCE 0.87 NM
FAF COORDINATES	333005.12N/1052351.85W
FIX NAME COORDINATES	

REMARKS



**NAME**

OFFICE

DATE

**TITLE**

**AERONAUTICAL INFORMATION SPECIALIST**