

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

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> JFK	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 31R	<u>ORIGINAL/AMENDMENT</u> 2D	<u>CITY</u> NEW YORK	<u>STATE</u> NY
<u>AIRPORT ELEVATION</u> 13	<u>TDZE</u> 13	<u>SUPERSEDED</u> RNAV (GPS) Y RWY 31R	<u>ORIGINAL/AMENDMENT</u> 2C	<u>DATED</u> 05/21/2020
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 13W
				<u>EPOCH YEAR</u> 2020
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
DPK VOR/DME		PZULU		TF	FB	1.00	215.30	11.07	3000
CAMRN		VIDIO		TF	FB	1.00	044.64	26.51	3000
PZULU	IAF	CATOD		TF	FB	1.00	247.09	8.00	3000
VIDIO	IAF	CATOD		TF	FB	1.00	018.99	9.00	3000
CATOD	IF	IGIDE		TF	FB	1.00	313.94	6.22	1900
IGIDE	FAF	RW31R	MAP	TF	FO	0.30	313.84	5.78	
RW31R	MAP	1800 MSL		CA			313.84		1800
1800 MSL		NECCK		DF	FO	1.00			4000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW31R

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 4000 DIRECT NECCK AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF (IAF)
- PROFILE STARTS AT CATOD
- FAC: 313.84 FAF: IGIDE DIST FAF TO MAP: 5.78 DIST FAF TO THLD: 5.78
- MIN ALT: CATOD 3000, IGIDE 1900
- DIST TO THLD FROM OM: MM: IM: 150 HAT: 200 HAT: 0.48 GS ANT: MM: IM:
- MIN GP INCPT: 1900 GP ALT AT PFAF: IGIDE 1900 OM: MM: IM:
- GP ANGLE: 3.00 34:1: IS CLEAR 20:1: IS CLEAR TCH: 48.6
- MSA FROM: RW31R 2900

QUALITY
34
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART PROFILE NOTE: VGSi AND RNAV GLIDEPATH NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -12°C OR ABOVE 54°C.
CHART NOTE: MINIMUM ALTITUDE AT CATOD 2000 WHEN AUTHORIZED BY ATC.
CHART NOTE: USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS.
CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON DPK VOR/DME AIRWAY RADIAL 258.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 5500.

ADDITIONAL FLIGHT DATA:

HOLD N, RT, 192.00 INBOUND.
CHART FAS OBST: 359 STACK (36-000262) 403658N/0733851W.
CHART VDP AT 1.23 NM TO RW31R.
WAAS CHANNEL # 45519
REFERENCE PATH ID: W31B
CHART CIRCLING ICON.
LTP HAE: -28.1 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/4

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
LPV DA	213	1800	200	213	1800	200	213	1800	200	213	1800	200			
LNAV/VNAV DA	369	3500	356	369	3500	356	369	3500	356	369	3500	356			
LNAV MDA	460	2400	447	460	2400	447	460	4500	447	460	4500	447			
CIRCLING	640	1	627	640	1	627	700	2	687	700	2 1/4	687			

CHANGES - REASONS

- PROCEDURE: NAME CHANGED FROM RNAV (GPS) Y RWY 31R TO RNAV (GPS) RWY 31R. - RNAV RNP Z RWY 31R CANCELLED.
- TERMINAL ROUTE: CHANGED FROM 1800 MSL TO COL VOR/DME TO 1800 MSL TO NECCK. - HOLDING FIX CHANGED DUE TO PENDING COL VOR/DME DECOMMISSION.
- MISSED APPROACH INSTRUCTIONS: CHANGED FROM CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 4000 DIRECT COL VOR/DME AND HOLD. TO CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 4000 DIRECT NECCK AND HOLD. - COLTS NECK VOR/DME PENDING DECOMMISSION.
- PBN REQUIREMENTS NOTE: CHANGED RNP APCH TO RNP APCH-GPS. 8260.19J COMPLIANCE.
- ADDITIONAL FLIGHT DATA: REMOVED *LNAV ONLY. - 8260.19J COMPLIANCE.
- ADDITIONAL FLIGHT DATA: ADDED OBSTACLE CODE TO FAS OBST (36-000262). - 8260.19J COMPLIANCE.
- ADDITIONAL FLIGHT DATA: REMOVED ASTERISK FROM CHART VDP AT 1.23 NM TO RW31R*. - 8260.19J COMPLIANCE.
- MINIMUMS: CIRCLING CAT C MDA/VIS/HAA CHANGED FROM 680/1 3/4/667 TO 700/2/687. - CONTROLLING OBSTACLE (36-150560) HEIGHT CHANGED.
- MINIMUMS: CIRCLING CAT D MDA/VIS/HAA CHANGED FROM 680/2/667 TO 700/2 1/4/687. - CONTROLLING OBSTACLE (36-150560) HEIGHT CHANGED.
- FAS DATA: CRC REMAINDER CHANGED FROM 4A445C12 TO 02089B16. - FPAP LATITUDE AND LONGITUDE CHANGED FROM 403927.2060N/0734724.4180W TO 403928.2050N/0734725.4195W, LTP/FTP LONGITUDE CHANGED FROM 0734544.8295W 073544.8305W, FPAP ORTHOMETRIC HEIGHT CHANGED FROM +00039 TO +00038, LTP ORTHOMETRIC HEIGHT CHANGED FROM +00039 TO +00038, LTP/FTP ELLIPSOIDAL HEIGHT CHANGED FROM -00282 TO -00281, AND ROUTE Y INDICATOR REMOVED.



COORDINATED WITH:

A4A

X

ALPA

X

AOPA

X

APA

X

HAI

NBAA

X

OTHER:

ZNY, NY TRACON, JFK ATCT, APRT MGR

FLIGHT CHECKED BY

JEREMY R VIRT

Digitally signed by

CASIMIR L TABAKA

Jul 02, 2025

OFFICE

AJF

DATE

07/01/2025

DEVELOPED BY

JOHN KEEFER

Digitally signed by

JOHN A KEEFER

Mar 31, 2025

OFFICE

AJV-A432

DATE

03/05/2025

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

CASIMIR L TABAKA

Apr 03, 2025

OFFICE

AJV-A430

DATE

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KJFK
RUNWAY	RW31R
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W31B
LTP/FTP LATITUDE	403842.6000N
LTP/FTP LONGITUDE	0734544.8305W
LTP/FTP ELLIPSOIDAL HEIGHT	-00281
FPAP LATITUDE	403928.2050N
FPAP LONGITUDE	0734725.4195W
THRESHOLD CROSSING HEIGHT (TCH)	00048.6
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0016
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	02089B16

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+00038
FPAP ORTHOMETRIC HEIGHT	+00038



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>
JFK	RNAV (GPS) RWY 31R	2D	NEW YORK	NY	13	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM DPK VOR/DME **TO** PZULU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	11.07				

<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	404851.00N/0732012.00W	509	164	98	4E	1000				AT1491	3000
TERRAIN	404851.00N/0732012.00W	309 (300)								AS1500	1800

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM CAMRN **TO** VIDIO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	26.51				

<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>
SHIP MAST	401101.10N/0734427.17W	254	50	20	2C	1000				AT1746	3000
SEA SURFACE	400000.00N/0735424.00W	0								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

PZULU

TO

CATOD

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	8.00										
<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>
SHIP MAST	403132.59N/0733246.96W	254	50	20	2C	1000				AT1746	3000
TERRAIN	403721.00N/0732248.00W	33 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

VIDIO

TO

CATOD

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	9.00										
<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>
SHIP MAST	403132.59N/0733246.96W	254	50	20	2C	1000				AT1746	3000
SEA SURFACE	403230.00N/0733000.00W	0								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

CATOD

TO

IGIDE

RNP

1.00

DISTANCE

6.22

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
SHIP MAST	403132.59N/0733246.96W	254	50	20	2C	500				AT1146	1900
TERRAIN	403539.00N/0733239.00W	26 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

IGIDE

TO

RW31R

RNP

0.30

DISTANCE

5.78

PAT

MAP

DA

HAT

200

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				213

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

IGIDE

TO

RW31R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	5.78		DA	356	

<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 (36-022693)	403822.41N/0734559.15W	118	20	3	1A	161				MA90	369

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LNAV

FROM

IGIDE

TO

RW31R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	5.78		RW31R	447	

<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>
STACK (36-000262)	403658.00N/0733851.00W	359	100	20	3C	250				SA-157	460

COMPUTATIONS

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

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

NECCK

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30							48				
<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
BUILDING (36-160119)	404126.40N/0735855.90W	1048	250	50	4D	1000					2100
TERRAIN	402342.00N/0741024.00W	354 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

NECCK

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30							208				
<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>
CONTROL_TOWER (36-104479)	403832.82N/0734652.69W	340	20	3	1A		ASC				4000
BUILDING (36-160119)	404126.40N/0735855.90W	1048	250	50	4D	1000					2100
TERRAIN	402342.00N/0741024.00W	354 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LNAV

FROM

RW31R

TO

NECCK

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30-1.00											360
<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
BUILDING (36-160119)	404126.40N/0735855.90W	1048	250	50	4D	1000					2100
TERRAIN	402342.00N/0741024.00W	354 (400)								AS1500	1900

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											
CONTROL_TOWER (36-104479)	403832.82N/0734652.69W	1.30	627	340	20	3	1A	300			640
CATEGORY B											
CONTROL_TOWER (36-104479)	403832.82N/0734652.69W	1.81	627	340	20	3	1A	300			640
CATEGORY C											
BUILDING (36-150560)	404201.20N/0734825.00W	2.84	687	386	50	20	2C	300			700
CATEGORY D											
BUILDING (36-150560)	404201.20N/0734825.00W	3.70	687	386	50	20	2C	300			700

CIRCLING REMARKS:

MSA

CENTER

RW31R

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	BLDG (36-020633)	404246.75N/0740047.27W	303	12.1	1806	20	3	1A	1000			2900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZNY ARTCC, JFK TOWER, NEW YORK APP CON

<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	JFK	24	JFK	0.70	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>

WX REMARKS:

BACK-UP ALTIMETER SOURCE NOT USED DUE TO REDUNDANT WEATHER SOURCES ON AIRPORT.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
01H			
RW04L - HIRL, C/LINE, TDZ, PAPI-4L		PIR-G	APPROACH, ROLL OUT
RW04R - ALSF-2, HIRL, C/LINE, TDZ, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW13L - LDIN, ALSF-2, HIRL, C/LINE, TDZ, PAPI-4L		PIR-G	APPROACH, ROLL OUT
RW13R - LDIN, C/LINE, HIRL, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW22L - ALSF-2, TDZ, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW22R - C/LINE, HIRL, PAPI-4L		PIR-G	APPROACH, ROLL OUT
RW31L - HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW31R - MALSR, C/LINE, TDZ, HIRL, PAPI-4R		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	12.6	48.6			3.00	53.8

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	1027
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>
-12C	+54C	-12C	+14.97C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2012-2016).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 955 HIGH TEMP 1260.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 22L	
20:1		
13 LIGHTING (36-103707) 403844.59N/0734516.10W (0.85)		13 LIGHTING (36-103706) 403844.79N/0734516.54W (0.85)
13 LIGHTING (36-103705) 403844.38N/0734515.63W (0.84)		13 LIGHTING (36-103703) 403844.43N/0734515.74W (0.84)
13 LIGHTING (36-103708) 403844.61N/0734516.13W (0.82)		13 LIGHTING (36-103704) 403844.82N/0734516.59W (0.82)
13 LIGHTING (36-113444) 403844.58N/0734516.06W (0.82)		13 LIGHTING (36-103702) 403844.63N/0734516.17W (0.82)
FINAL TYPE	CIRCLING RWY 4R	
20:1		
14 LIGHTING (36-104214) 403729.78N/0734614.57W (1.98)		14 LIGHTING (36-104215) 403729.83N/0734614.69W (1.96)
14 LIGHTING (36-113477) 403729.81N/0734614.65W (1.95)		14 LIGHTING (36-113475) 403729.76N/0734614.54W (1.95)
14 LIGHTING (36-104224) 403729.56N/0734614.10W (1.95)		14 LIGHTING (36-104221) 403729.79N/0734614.61W (1.94)
14 LIGHTING (36-104223) 403730.02N/0734615.12W (1.94)		14 LIGHTING (36-119393) 403729.97N/0734615.01W (1.94)
14 LIGHTING (36-104222) 403729.58N/0734614.16W (1.92)		
<u>PENETRATIONS REMARKS:</u>		
ALL 20:1 PENETRATIONS ARE APPROACH LIGHTS, DISREGARDED IAW 8260.3D PARA 10-6-1.		

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' VEGETATION USED.

150' MAST HEIGHT AT AMBROSE CHANNEL AND CLOSER TO APT, 254' USED OUTSIDE PER FPT.

VGS PENETRATION SIGN (36-221382) IS INSTALLED IN ACCORDANCE WITH FAA STANDARDS PER 8260.3F 2-6-6A/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	2.95
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	300.84
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	0
DISTANCE FROM	THLD	TO 1500FT POINT	4.98
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.39
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	300.84
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	0

THRESHOLD COORDINATES (IF STR-IN)	403842.60N/0734544.83W
ARP COORDINATES	403823.74N/0734643.29W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 13R DISTANCE 1.81 NM
FAF COORDINATES	403545.02N/0733913.97W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED
THLD DISPLACED 1027FT, ACTUAL COORDINATES: 403837.41N/0734533.38W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JOHN KEEFER	AJV-A432	03/05/2025	AERONAUTICAL INFORMATION SPECIALIST