

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (RNP) 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> BWI	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 28	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> BALTIMORE	<u>STATE</u> MD		
<u>AIRPORT ELEVATION</u> 143	<u>TDZE</u> 143	<u>SUPERSEDED</u> RNAV (RNP) Z RWY 28	<u>ORIGINAL/AMENDMENT</u> 1A	<u>DATED</u> 03/24/2022	<u>MAG VAR</u> 11W	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> RNAV	<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
TOGAH	IAF	FETTE		TF	FB	1.00	014.90	3.21	4000
HURTZ	IAF	MCKAY		TF	FB	1.00	285.38	2.90	3000
MCKAY		SOULZ		TF	FB	1.00	285.34	2.30	2300
FINNZ	IAF	VICEP		TF	FB	1.00	194.49	4.61	3500
VICEP		SOULZ		RF	FB	1.00	(2.40 NM RADIUS CW (CFLCN))	3.81	2300
FETTE	IF	HGWTS		TF	FB	1.00	015.57	3.44	2900
HGWTS		JURTI	PFAF	RF	FB	1.00	(3.20 NM RADIUS CCW (CFLCQ))	5.04	1300
SOULZ	IF	JURTI	PFAF	TF	FB	1.00	285.31	3.28	1300
JURTI	PFAF	RW28	MAP	TF	FO	0.30	285.26	3.50	
RW28	MAP	COLUM		TF	FO	1.00	285.22	11.81	2500

MISSED APPROACH

MAP:

RNP: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2500 ON TRACK 285.22 TO COLUM AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. PROFILE STARTS AT JURTI					
3. FAC: 285.26	PFAF: JURTI		DIST PFAF TO MAP:	DIST PFAF TO THLD:	
4. MIN ALT: JURTI 1300					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	378 HAT:	1.06
6. MIN GP INCPT: 1300	GP ALT AT PFAF: JURTI 1300			OM:	GS ANT:
7. GP ANGLE: 3.00	34:1: IS CLEAR	20:1: IS CLEAR	TCH: 55.0		MM:
8. MSA FROM: RW28 2600					IM:

QUALITY
26
CHECKED

PBN REQUIREMENTS NOTE:

RNP AR APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -11°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.30 ALL CATS VISIBILITY TO RVR 5500.
CHART SPEED ICON IN PLANVIEW AT TOGAH: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT HURTZ: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT FINNZ: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD W, LT, 105.05 INBOUND.
CHART MANDATORY 5000 AT TOGAH.
CHART MANDATORY 4000 AT FETTE.
CHART MANDATORY 4000 AT HURTZ.
CHART MANDATORY 3000 AT MCKAY.
CHART MANDATORY 5000 AT FINNZ.
CHART MANDATORY 3500 AT VICEP.
CHART MANDATORY 2300 AT SOULZ.
CHART MANDATORY 2900 AT HGWTS.

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD

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
AUTHORIZATION REQUIRED															
RNP 0.30 DA	521	3500	378	521	3500	378	521	3500	378	521	3500	378			



CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED IAF SEGMENTS BILIT TO ZUKBU AND ZUKBU TO HURTZ. –REDESIGN FOR NOISE ABATEMENT.
2. TERMINAL ROUTES: REMOVED IF SEGMENT HURTZ TO JURTI. – REDESIGN FOR NOISE ABATEMENT.
3. TERMINAL ROUTES: ADDED IAF SEGMENTS “TOGAH TO FETTE”, “FINNZ TO VICEP”, “VICEP TO SOULZ” “HURTZ TO MCKAY”, AND MCKAY – SOULZ”. – REDESIGN FOR NOISE ABATEMENT.
4. TERMINAL ROUTES: ADDED IF SEGMENTS “FETTE TO HGWTS”, “HGWTS TO JURTI”, AND “SOULZ TO JURTI”. – REDESIGN FOR NOISE ABATEMENT.
5. TERMINAL ROUTES: FINAL SEGMENT JURTI TO RW28 CHANGED COURSE AND DISTANCE FROM “285.30/5.70” TO “285.26/3.50” – REDESIGN FOR NOISE ABATEMENT.
6. PROFILE LINE 3: CHANGED FAC: FROM 285.30 TO 285.26. – PFAF MOVED FOR NOISE ABATEMENT.
7. PROFILE LINE 4: MIN ALT CHANGED FROM “HURTZ 2000, JURTI 2000” TO “JURTI 1300.” – REDESIGN FOR NOISE ABATEMENT.
8. PROFILE LINE 6: MIN GP INCPT: AND GP ALT AT PFAF: CHANGED FROM “2000” TO “1300”. – REDESIGN FOR NOISE ABATEMENT.
9. NOTES: REMOVED “CHART SPEED ICON IN PLANVIEW AT BILIT: MAX 250 KIAS.” – SEGMENT REMOVED.
10. NOTES: CHANGED “CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.30 ALL CATS VISIBILITY TO 1 ¼” TO “CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.30 ALL CATS VISIBILITY TO RVR 5500” – NEW INOP TABLE RESULTS.
11. NOTES: REMOVED “CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT BILIT ON V308 EASTBOUND.” – SEGMENT REMOVED.
12. NOTES: ADDED “CHART SPEED ICON IN PLANVIEW AT TOGAH: MAX 210 KIAS”, “CHART SPEED ICON IN PLANVIEW AT FINNZ: MAX 210 KIAS”, AND “CHART SPEED ICON IN PLANVIEW AT HURTZ: MAX 210 KIAS”. – REDESIGN FOR NOISE ABATEMENT.
13. ADDITIONAL FLIGHT DATA: REMOVED “CHART MANDATORY 11000 AT BILIT.”, “CHART MANDATORY 2000 AT HURTZ.”, “CHART MANDATORY 2000 AT JURTI.” – REDESIGN FOR NOISE ABATEMENT.
14. ADDITIONAL FLIGHT DATA: ADDED “ CHART MANDATORY 4000 AT FETTE.” , “CHART MANDATORY 2300 AT SOULZ, “CHART MANDATORY 2900 AT HGWTS.”, “CHART MANDATORY 4000 AT HURTZ”, “CHART MANDATORY 3000 AT MCKAY”, “CHART MANDATORY 5000 AT TOGAH”, “CHART MANDATORY 5000 AT FINNZ”, AND “CHART MANDATORY 3500 AT VICEP”. – REDESIGN FOR NOISE ABATEMENT.
15. ADDITIONAL FLIGHT DATA: REMOVED “CHART FAS OBST: 166 TREE 391054N/0763815W.” – NOT REQUIRED 8260.19J
16. MINIMUMS: RNP 0.30 DA/HAT CHANGED VISIBILITY FROM “RVR 4500” TO “RVR 3500” – 8260.3E TABLE 3-3-1
17. PROFILE LINE 5: REMOVED “DIST TO THLD FROM OM: 5.70”. – PROCEDURE DOES NOT USE OM.
18. NOTES: CHANGED "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -12C OR ABOVE 54C" TO FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -11C OR ABOVE 54C - NEW 5 YEAR TEMPERATURE STUDY.
19. NOTES: ADDED CHART PROFILE NOTE : SEE PLANVIEW FOR MULTIPLE IF LOCATIONS - 8260.19J 8-6-7.B.(3).(B).

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZDC, PCT TRACON, BWI TOWER, AMGR

FLIGHT CHECKED BY

MICHAEL G CAMPBELL

Digitally signed by

ERIC N SUSKI

Jul 25, 2024

OFFICE

FPO

DATE

07/23/2024

DEVELOPED BY

ERIC N SUSKI (ZACHARY KRUEGER)

Digitally signed by

ERIC N SUSKI

Jun 13, 2024

OFFICE

AJV-A431

DATE

03/04/2024

APPROVED BY

ERIC N SUSKI

Digitally signed by

ERIC N SUSKI

Jun 13, 2024

OFFICE

AJV-A431

DATE

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>
BWI	RNAV (RNP) Z RWY 28	2	BALTIMORE	MD	143	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
TOGAH

TO
FETTE

RNP
1.00

DISTANCE
3.21

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 (24-000334)	385907.00N/0763156.00W	384	500	125	5E	1000				AT2491 AC125	4000
TERRAIN	390100.00N/0763403.00W	187 (200)								AS1500	1700

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM
HURTZ

TO
MCKAY

RNP
1.00

DISTANCE
2.90

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	390842.00N/0762839.00W	309	215	8	4B	1000				AT1683 AC8	3000
TERRAIN	390818.00N/0762736.00W	32 (0)								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
26
CHECKED

INITIAL STEPDOWN

FROM

MCKAY

TO

SOULZ

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	2.30										
<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 (24-000072)	391040.00N/0763139.00W	359	500	50	5D	1000				AT891 AC50	2300
TERRAIN	390824.00N/0762939.00W	114 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

FINNZ

TO

VICEP

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	4.61										
<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 (24-000381)	391238.00N/0762921.00W	421	500	50	5D	1000				AT2029 AC50	3500
TERRAIN	391233.00N/0762821.00W	45 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL STEPDOWN

FROM

VICEP

TO

SOULZ

RNP

1.00

DISTANCE

3.81

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
STACK (24-000381)	391238.00N/0762921.00W	421	500	50	5D	1000				AT829 AC50	2300
TERRAIN	390824.00N/0762939.00W	114 (100)								AS1500	1600

COMPUTATIONS

RF SEGMENT

VICEP-SOULZ

ALT

3500

KIAS

210

KTAS

227

HAA

3356.6

VKTW

38.81

TR

2.40

BA

23.22

DTA

0

COURSE CHANGE

0

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

(CFLCN)/3.81 NM

SEGMENT REMARKS:

INTERMEDIATE

FROM

FETTE

TO

HGWTS

RNP

1.00

DISTANCE

3.44

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (24-040510)	390730.88N/0763129.11W	443	20	3	1A	1000				AT1454 AC3	2900
TERRAIN	390521.00N/0762909.00W	160 (200)								AS1000	1200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE STEPDOWN

FROM

HGWTS

TO

JURTI

RNP

1.00

DISTANCE

5.04

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
STACK (24-000291)	391053.00N/0763217.00W	740	500	50	5D	500				AT10 AC50	1300
TERRAIN	390930.00N/0763415.00W	150 (200)								AS1000	1200

COMPUTATIONS

RF SEGMENT

HGWTS-JURTI

ALT

2900

KIAS

210

KTAS

224.94

HAA

2756.6

VKTW

44.37

TR

3.20

BA

18.28

DTA

0

COURSE CHANGE

0

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

(CFLCQ)/5.04 NM

SEGMENT REMARKS:

INTERMEDIATE

FROM

SOULZ

TO

JURTI

RNP

1.00

DISTANCE

3.28

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
STACK (24-000291)	391053.00N/0763217.00W	740	500	50	5D	500				AT10 AC50	1300
TERRAIN	390930.00N/0763415.00W	150 (200)								AS1000	1200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL

FROM

JURTI

TO

RW28

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	3.50		DA				378				
<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	391057.00N/0763827.00W	186 (200)	215	8	4B					AC8 XP327	521

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP TO MAINTAIN PREVIOUSLY PUBLISHED MINIMUMS.

MISSED APPROACH: LEVEL SURFACE

FROM

DA

TO

COLUM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00											212
<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				2500
AAO	391018.00N/0765524.00W	719	215	8	4B	1000					1800
TERRAIN	391251.00N/0764830.00W	492 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MSA

CENTER

RW28

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (24-000503)	393659.00N/0765136.00W	351	28.2	1598	500	125	5E	1000			2600

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

MAXIMUM VEGETATION HEIGHT 100 FEET PER FPT.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

PCT TRACON, ZDC ARTCC, BWI TOWER

<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>
ASOS	BWI	24	BWI	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:

REDUNDANT WEATHER SOURCES, BACKUP ALTIMETER NOT REQUIRED.

<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>	
RW10 - ALSF-2, HIRL, C/LINE, TDZ, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT	
RW15L - HIRL, REIL, PAPI-4L	PIR-G	APPROACH, ROLL OUT	
RW15R - MALSR, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT	
RW28 - MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT	
RW33L - MALSR, TDZ, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT	
RW33R - MALSR, HIRL, REIL, 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	129.8	55.0			3.00	75.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<div>X</div>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	700
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>
-11C	+54C	-11C	+14.72C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2018-2022).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 957 HIGH TEMP 1262.

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - RNP PROCEDURE.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

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	2.87
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	274.26
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	5.58
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	274.31
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	200

THRESHOLD COORDINATES (IF STR-IN)	391021.98N/0763918.49W
ARP COORDINATES	391032.62N/0764008.37W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 10 DISTANCE 0.96 NM
FAF COORDINATES	391006.43N/0763449.05W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED
THLD DISPLACED 700FT, ACTUAL COORDINATES: 391021.48N/0763909.62W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ERIC N SUSKI (ZACHARY KRUEGER)	AJV-A431	03/04/2024	AERONAUTICAL INFORMATION SPECIALIST