

US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION															
<div>RNAV - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.33<div>Bearings, headings, courses, 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 in feet RVR.</div></div>															
TERMINAL ROUTES						MISSED APPROACH									
FROM		TO		COURSE AND DISTANCE	ALTITUDE	LPV: DA LNAV/VNAV: DA									
JASUK (IF/IAF)	YISUT (FB)	240.10 / 6.76			1700	CLIMB TO 2500 DIRECT WEXES AND HOLD. ADDITIONAL FLIGHT DATA: HOLD SW, RT, 059.89 INBOUND. CHART FAS OBST: 236 TREE 345846N/0782125W CHART FAS OBST: 264 TREE 345905N/0782038W CHART GAMECOCK A MOA. CHART SEYMOUR JOHNSON ECHO MOA. DISTANCE TO THLD FROM 322 HATH: 0.69 NM. WAAS CHANNEL # 82620 REFERENCE PATH ID: W24A LTP HAE: 9.2 M									
YISUT (FAF)	RW24 (MAP) (FO)	240.03 / 3.92			2500										
RWY24 (MAP) 466 MSL	466 MSL WEXES (FO)	240.03													
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. HOLD NE JASUK, RT, 240.10 INBOUND, 2500 FT. IN LIEU OF PT (IAF) 3. FAC: 240.03 FAF: _____ DIST FAF TO MAP: _____ THLD: _____ 4. MIN. ALT: JASUK 2500, YISUT 1700 5. DIST TO THLD FROM OM: 3.92 MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: 1700 GS ALT AT: YISUT 1700 OM: _____ MM: _____ IM: _____ 7. GS ANGLE: 3.60 TCH: 58.0 34:1 IS NOT CLEAR 8. MSA FROM: RW24 3100						MAG VAR: 9W EPOCH YEAR: 2005									
MINIMUMS															
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT				ALTERNATE: N A		STANDARD @									
CATEGORY ==>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
LPV DA	466	1	322	466	1	322	466	1	322		NA				
LNAV/VNAV DA	566	1 1/4	422	566	1 1/4	422	566	1 1/4	422		NA				
NOTES:															
CHART NOTE: BARO-VNAV NA WHEN USING KENANSVILLE ALTIMETER SETTING.															
@ NA WHEN LOCAL WEATHER NOT AVAILABLE.															
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 46C (116F).															
CHART NOTE: DME/DME RNP-0.3 NA.															
CHART PLANVIEW NOTE: RADAR REQUIRED.															
(SEE FORM 8260-10)															
CITY AND STATE		ELEVATION: 144	THRE: 144	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:					SUP:					
CLINTON, NC		AIRPORT NAME:			RNAV (GPS) Z RWY 24, ORIG-A					AMTD:	ORIG				
		CLINTON-SAMPSON COUNTY			6 FEBRUARY 2014					DATED	05/05/2011				

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

**RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33**

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NOTES, (CONT.):

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE KENANSVILLE ALTIMETER SETTING AND

INCREASE ALL DA 45 FEET, INCREASE LNAV/VNAV CATS A/B/C VISIBILITY 1/8 MILE.

CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.

CHART NOTE: RWY 24 STRAIGHT-IN AND CIRCLING MINIMUMS NA AT NIGHT.

QUALITY
2
CHECKED

CITY AND STATE

CLINTON, NC

ELEVATION: 144

THRE: 144

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CLINTON-SAMPSON COUNTY

FACILITY
IDENTIFIER:
RNAV

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RNAV STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - FAR PART 97.33

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FAS DATA BLOCK INFORMATIONDATA FIELDDATA

OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KCTZ
RUNWAY	RW24
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	Z
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W24A
LTP/FTP LATITUDE	345845.3445N
LTP/FTP LONGITUDE	0782132.9030W
LTP/FTP ELLIPSOIDAL HEIGHT	+00092
FPAP LATITUDE	345749.1600N
FPAP LONGITUDE	0782257.1400W
THRESHOLD CROSSING HEIGHT (TCH)	00058.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.60
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1224
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER

7F5B2B4E

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+00438
FPAP ORTHOMETRIC HEIGHT	+00438

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[illegible][illegible]

SEGMENT	1	2	3	4	5	6	7	8	9	0	1	2	3
SUSAP KCTZK7FR24-Z	AJASUK	010JASUKK7EA0EE	AR	HF		24010040		+ 02500		18000		A	JS
SUSAP KCTZK7FR24-Z	R	010JASUKK7EA0E	I	IF				+ 02500		18000		A	JS
SUSAP KCTZK7FR24-Z	R	020YISUTK7EA1E	F	051TF		24010068		+ 01700			RW24	K7PGA	JS
SUSAP KCTZK7FR24-Z	R	020YISUTK7EA2WALPV			ALNAV/VNAV N								JS
SUSAP KCTZK7FR24-Z	R	030RW24	K7PG0GY	M	031TF	24000039		00202		-360		A	JS
SUSAP KCTZK7FR24-Z	R	040	0	M	CA	2400		+ 00466				A	JS
SUSAP KCTZK7FR24-Z	R	050WEXESK7EA0EY		DF				+ 02500				A	JS
SUSAP KCTZK7FR24-Z	R	060WEXESK7EA0EE	R	HM		05990040		+ 02500				A	JS

[illegible][illegible][illegible]

QUALITY
2
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CITY AND STATE CLINTON, NC	ELEVATION: 144 THRE: 144 AIRPORT NAME: CLINTON-SAMPSON COUNTY	FACILITY IDENTIFIER: RNAV	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: RNAV (GPS) Z RWY 24, ORIG-A 6 FEBRUARY 2014	SUP:
				AMDT: ORIG
				DATED: 05/05/2011

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RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICES - FAR PART 97.33

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ARINC SUMMARY - 424-8 - RNAV (GPS)

ROUTES	TRANSITION	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG (TRUE)	DISTANCE	ALTITUDE	SPEED
	JASUK	JASUK	010	IAF	HF	R	FO		240.1 (231.1T)	004.0	AA 02500	
		JASUK	010	FACF	IF		FB				AA 02500	
		YISUT	020	FAF	TF		FB	0.5	240.1 (231.1T)	006.8	AA 01700	
		RW24	030	MAP	TF		FO	0.3	240.0 (231.0T)	003.9	AT 00202	

MISSED APPROACH	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG (TRUE)	DISTANCE	ALTITUDE	SPEED
		040		CA		FB		240.0 (231.0T)		AA 00466	
	WEXES	050		DF		FO				AA 02500	
	WEXES	060		HM	R	FO		059.9 (050.9T)	004.0	AA 02500	

POINT DATA	WAYPOINT	LAT IN SECS	LONG IN SECS	LAT IN MINS	LONG IN MINS
	JASUK	N350528.85	W0781126.03	N3505.481	W07811.434
	WEXES	N345049.97	W0783324.07	N3450.833	W07833.401
	YISUT	N350113.53	W0781750.44	N3501.226	W07817.841
	RW24	N345845.34	W0782132.90	N3458.756	W07821.548

RUNWAY DATA	RWY	THRESHOLD ELEVATION	TCH
	RW24	00144	58

QUALITY
2
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	AIRPORT NAME: CLINTON-SAMPSON COUNTY		RNAV	RNAV (GPS) Z RWY 24, ORIG-A 6 FEBRUARY 2014	AMDT: ORIG
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