

US DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

ILS - STANDARD  
INSTRUMENT APPROACH PROCEDURE  
FAR PART 97.29

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.

TERMINAL ROUTES				MISSED APPROACH			
FROM	TO	COURSE AND DISTANCE	ALTITUDE				
SJU VORTAC	WESEN INT/SJU VORTAC 12.00 DME	258.71 / 12.00	3200	<b>ILS: DA</b> <b>LOC: 3.81 MILES AFTER PATTY LOM OR AT JONIB/SJU VORTAC 2.31 DME FIX</b>			
DDP NDB (IAF)	WESEN INT/SJU VORTAC 12.00 DME (NOPT)	125.23 / 14.29	3200				
VARNA INT (IAF)	WESEN INT/SJU VORTAC 12.00 DME (NOPT)	077.98 / 8.04 (I-SJU)	3200	<b>CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 320.00 AND SJU VORTAC R-004 TO DEEDY INT/SJU 15.00 DME AND HOLD; OR AS DIRECTED BY ATC, ALTERNATE MA: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3000 DIRECT PATTY LOM AND HOLD. (ADF REQUIRED).</b>			
WESEN INT/SJU VORTAC 12.00 DME (IF/IAF)	JORIL/SJU VORTAC 9.10 DME	077.98 / 2.90 (I-SJU)	2400				
JORIL/SJU VORTAC 9.10 DME	PATTY LOM/SJU VORTAC 6.12 DME	077.98 / 2.98 (I-SJU)	1600	<b>ADDITIONAL FLIGHT DATA:</b> <b>HOLD N, RT, 183.77 INBOUND.</b> <b>CHART FAS OBST: 291 BLDG 182528N/0660332W</b> <b>CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W PATTY LOM, LT, 081.00 INBOUND.</b>			

  

1. PT <u>      </u> SIDE OF COURSE <u>      </u> OUTBOUND <u>      </u> FT WITHIN <u>      </u> MILES OF <u>      </u> (IAF)	
2. <u>HOLD W WESEN, LT, 077.98 INBOUND, 3200 FT. IN LIEU OF PT (IAF)</u>	
3. <u>FAC: 077.98</u> <u>FAF: PATTY LOM/SJU VORTAC 6.12 DME</u> <u>DIST FAF TO MAP: 3.81</u> <u>THLD: 4.61</u>	
4. MIN. ALT: <u>WESEN 3200, JORIL 2400, PATTY LOM 1600</u>	
5. DIST TO THLD FROM OM: <u>4.61</u> MM: <u>-</u> IM: <u>-</u> 150 HAT: <u>-</u> 100 HAT: <u>-</u> GS ANT: <u>999</u>	
6. MIN GS INCPT: <u>1600</u> GS ALT AT: <u>      </u> OM: <u>1541</u> MM: <u>-</u> IM: <u>-</u>	
7. GS ANGLE: <u>3.00</u> TCH: <u>46.3</u>	
8. MSA FROM: <u>SJ LOM 275-095 2800, 095-275 5400</u>	

  

MINIMUMS															
TAKEOFF:	STANDARD	X	SEE FAA FORM 8260-15A	FOR THIS AIRPORT	ALTERNATE: N A	ILS: STANDARD	LOC: 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
S-ILS 8	311	1/2	302	311	1/2	302	311	1/2	302	311	1/2	302			
S-LOC 8	560	1/2	551	560	1/2	551	560	1	551	560	1 1/4	551			
CIRCLING	600	1	591	600	1	591	600	1 1/2	591	600	2	591			

  

NOTES:

CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS 8 ALL CATS VISIBILITY TO 1 MILE.

CHART NOTE: DME REQUIRED.

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.

CHART PROFILE NOTE: ILS UNUSABLE 0.8NM FROM THRESHOLD INBOUND.

**QUALITY  
CHECKED**

CITY AND STATE  <b>SAN JUAN , PR.</b>	ELEVATION: 9 TDZE: 9	FACILITY IDENTIFIER: <b>I-SJU</b>	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: <b>ILS OR LOC RWY 8, AMDT 16 23 SEP 2010</b>	SUP: <b>ILS RWY 8</b>
	AIRPORT NAME: <b>LUIS MUNOZ MARIN INTL</b>			AMDT: <b>15D</b>
				DATED <b>12/15/1987</b>



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INSTRUMENT APPROACH PROCEDURE  
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TERMINAL ROUTES				MISSED APPROACH			
FROM	TO	COURSE AND DISTANCE	ALTITUDE				
SJU VORTAC	WESEN INT/SJU VORTAC 12.00 DME	258.71 / 12.00	3200	ILS: DA LOC: 3.81 MILES AFTER PATTY LOM OR AT JONIB/SJU VORTAC 2.31 DME FIX			
DDP NDB (IAF)	WESEN INT/SJU VORTAC 12.00 DME (NOPT)	125.23 / 14.29	3200	CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 320.00 AND SJU VORTAC R-004 TO DEEDY INT/SJU 15.00 DME AND HOLD; OR AS DIRECTED BY ATC, ALTERNATE MA: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3000 DIRECT PATTY LOM AND HOLD. (ADF REQUIRED).			
VARNA INT (IAF)	WESEN INT/SJU VORTAC 12.00 DME (NOPT)	077.98 / 8.04 (I-SJU)	3200				
WESEN INT/SJU VORTAC 12.00 DME (IF/IAF)	JORIL/SJU VORTAC 9.10 DME	077.98 / 2.90 (I-SJU)	2400				
JORIL/SJU VORTAC 9.10 DME	PATTY LOM/SJU VORTAC 6.12 DME	077.98 / 2.98 (I-SJU)	1600	ADDITIONAL FLIGHT DATA: HOLD N, RT, 183.77 INBOUND. CHART FAS OBST: 291 BLDG 182528N/0660332W CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W PATTY LOM, LT, 081.00 INBOUND.			
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. HOLD W WESEN, LT, 077.98 INBOUND, 3200 FT. IN LIEU OF PT (IAF) 3. FAC: 077.98 FAF: PATTY LOM/SJU VORTAC 6.12 DME DIST FAF TO MAP: 3.81 THLD: 4.61 4. MIN. ALT: WESEN 3200, JORIL 2400, PATTY LOM 1600 5. DIST TO THLD FROM OM: 4.61 MM: - IM: - 150 HAT: - 100 HAT: - GS ANT: 999 6. MIN GS INCPT: 1600 GS ALT AT: _____ OM: 1541 MM: - IM: - 7. GS ANGLE: 3.00 TCH: 46.3 8. MSA FROM: SJ LOM 275-095 2800, 095-275 5400							
				MAG VAR: 11W EPOCH YEAR: 1985			
MINIMUMS							
TAKEOFF:	STANDARD	X	SEE FAA FORM 8260-15A FOR THIS AIRPORT	ALTERNATE: N A	ILS: STANDARD	LOC: STANDARD	
CATEGORY =====>	A			B			C
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	D
S-ILS 8	311	1/2	302	311	1/2	302	311
S-LOC 8	560	1/2	551	560	1/2	551	560
CIRCLING	600	1	591	600	1	591	600
NOTES: CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS 8 ALL CATS VISIBILITY TO 1 MILE. CHART NOTE: DME REQUIRED. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. CHART PROFILE NOTE: ILS UNUSABLE 0.8NM FROM THRESHOLD INBOUND.							
CITY AND STATE	ELEVATION: 9 TDZE: 9			FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:		SUP: ILS RWY 8
SAN JUAN	AIRPORT NAME:			I-SJU	ILS OR LOC RWY 8, AMDT 16		AMDT: 15D
	LUIS MUNOZ MARIN INTL						DATED 12/15/1987



ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE  <div style="text-align: center;">ROUTINE</div>							
COORDINATED WITH: <table style="width:100%; margin-top: 5px;"> <tr> <td>ATA <input checked="" type="checkbox"/></td> <td>AAT <input type="checkbox"/></td> <td>ALPA <input checked="" type="checkbox"/></td> <td>APA <input checked="" type="checkbox"/></td> <td>AOPA <input checked="" type="checkbox"/></td> <td>NBAA <input checked="" type="checkbox"/></td> <td>OTHER (specify) <input checked="" type="checkbox"/> SJU APP CON, SJU ATCT, AMGR, SJU ARTCC</td> </tr> </table>			ATA <input checked="" type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input checked="" type="checkbox"/>	APA <input checked="" type="checkbox"/>	AOPA <input checked="" type="checkbox"/>	NBAA <input checked="" type="checkbox"/>	OTHER (specify) <input checked="" type="checkbox"/> SJU APP CON, SJU ATCT, AMGR, SJU ARTCC
ATA <input checked="" type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input checked="" type="checkbox"/>	APA <input checked="" type="checkbox"/>	AOPA <input checked="" type="checkbox"/>	NBAA <input checked="" type="checkbox"/>	OTHER (specify) <input checked="" type="checkbox"/> SJU APP CON, SJU ATCT, AMGR, SJU ARTCC			
FLIGHT CHECKED BY									
NAME: <i>Dr Curt E. Draper</i>		DATE: 5/27/10 FIFO AVN							
DEVELOPED BY									
NAME: <i>George H. Trammell</i>		DATE: 02/23/2010 FIFO AVN-110							
APPROVED BY									
NAME: <i>George Davis</i>		DATE: JUN 11 2010 FIFO AVN-110 MANAGER							
CHANGES: <ol style="list-style-type: none"> <li>1. SJU FEEDER COURSE AND DISTANCE CHANGED FROM 258.00/11.90 TO 258.71/12.00.</li> <li>2. SJU FEEDER ALTITUDE CHANGED FROM 3000 TO 3200.</li> <li>3. DDP INITIAL COURSE AND DISTANCE CHANGED FROM 125.00/14.40 TO 125.23/14.29.</li> <li>4. DDP INITIAL ALTITUDE CHANGED FROM 3000 TO 3200.</li> <li>5. DELETED ARC INITIAL FROM KOTME.</li> <li>6. ADDED VARNA INITIAL.</li> <li>7. ADDED INTERMEDIATE STEPDOWN FIX JORIL.</li> <li>8. RAISED HILU ALTITUDE FROM 3000 TO 3200.</li> <li>9. CHANGED MIN ALT FROM WESEN 3000 TO WESEN 3200.</li> <li>10. ADDED MIN ALT JORIL 2400.</li> <li>11. CHANGED DIST FAF TO MAP FROM 3.80 TO 3.81, DIST FAF TO THLD FROM 4.60 TO 4.61.</li> <li>12. CHANGED GS ALT AT OM FROM 1552 TO 1541.</li> <li>13. CHANGED TCH FROM 46.0 TO 46.3.</li> <li>14. CHANGED MSA FROM: SJ OM 275-095 2000, 095-275 5100 TO SJ LOM 275-095 2800, 095-275 5400.</li> </ol> SEE 8260-10									
REASONS: <ol style="list-style-type: none"> <li>3,22. NEW BUILD.</li> <li>APPLIED MOUNTAINOUS ROC.</li> <li>4,8,9. ADDED AIRSPACE,</li> <li>5. PER ATC AND FPO.</li> <li>6. UPDATING FORM TO MATCH PUBLISHED APPROACH.</li> <li>7,16. NEW CONTROLLING OBSTACLE REQUIRED STEPDOWN FOR DESCENT GRADIENT.</li> <li>10. NEW STEPDOWN FIX FOR DESCENT GRADIENT.</li> <li>11,12,13,19. NEW SURVEY.</li> <li>14,15. NEW CONTROLLING OBSTACLE.</li> <li>17. REQUIRED FOR INTERMEDIATE STEPDOWN FIX JORIL DUE TO FIX ERROR.</li> <li>18. IAAW FAO 8260.19D PARA 855.N.(1).</li> <li>20. HEADING REQUIRED TO INTERCEPT RADIAL TO DEEDY.</li> <li>21. CORRECTED HOLDING COURSE.</li> <li>23. REQUIREMENT TO ADD ALTERNATE MISSED APPROACH.</li> </ol> SEE 8260-10									

QUALITY  
9  
CHECKED



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QUALITY  
CHECKED

CITY AND STATE

SAN JUAN

ELEVATION: 9

TDZE: 9

AIRPORT NAME:

LUIS MUNOZ MARIN INTL

FACILITY  
IDENTIFIER:

I-SJU

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

ILS OR LOC RWY 8, AMDT 16

SUP: ILS RWY 8

AMDT: 15D

DATED: 12/15/1987



ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
COORDINATED WITH: <div style="display: flex; justify-content: space-between; padding: 5px;"> <div>ATA <input type="checkbox"/></div> <div>AAT <input type="checkbox"/></div> <div>ALPA <input type="checkbox"/></div> <div>APA <input type="checkbox"/></div> <div>AOPA <input type="checkbox"/></div> <div>NBAA <input type="checkbox"/></div> <div>OTHER (specify) <input type="checkbox"/> _____</div> </div>		
FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	FIFO	DATE:
APPROVED BY		
NAME:	FIFO	DATE:
CHANGES: CHANGES CONT. 15. RAISED CIRCLING MDA FROM 560/HAA 550 TO 600/ HAA 591. 16. DELETED PROFILE NOTE: *1600 WHEN DIRECTED BY ATC. 17. ADDED CHART NOTE: DME REQUIRED. 18. ADDED CHART PROFILE NOTE: VGS1 AND ILS GLIDEPATH NOT COINCIDENT. 19. CHANGED MAP POINT FROM 3.80 MILES AFTER LOM TO 3.81 MILES AFTER PATTY LOM OR AT JONIB/SJU VORTAC 2.31 DME FIX. 20. CHANGED MISSED APPROACH TO ADDED HEADING OF 320.00 TO INTERCEPT SJU VORTAC R-004 TO DEEDY. 21. CHANGED MISSED HOLD COURSE INBOUND FROM 184.00 TO 183.77 INBOUND. 22. NEW FAS OBSTACLE. 23. ADDED ALTERNATE MISSED APPROACH. 24. ADDED INOPERATIVE MALSR NOTE. 25. ADDED DME FROM SJU VORTAC TO ALL FIXES ON FINAL. 26. RAISED ILS 8 HATS FROM 301 TO 302 AND LOC 8 HATS FROM 550 TO 551.		
REASONS: REASONS CONT. 1. IAW FAAO 8260.19D.PARAGRAPH 854.M.(3).D. 2. DME REQUIRED DUE TO FIX ERROR IN INTERMEDIATE SEGMENT. 26. NEW SURVEY LOWERED TDZE FROM 10 TO 9.		

QUALITY  
 CHECKED



# STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

## PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.	
FEEDER	SJU VORTAC	WESEN INT/SJU	1. AAO	181927.00N/0660718.00W	1054 (4E)	2000	AT146	3200	
		VORTAC 12.00	2. TERRAIN	181927.00N/0660718.00W	854 (900)		AS1500	2400	
		DME							
INITIAL	DDP NDB	WESEN INT/SJU	3. AAO	181827.00N/0661030.00W	1316 (4E)	1000	AT884	3200	
		VORTAC 12.00	4. TERRAIN	181827.00N/0661030.00W	1116 (1100)		AS1500	2600	
		DME							
INITIAL	VARNA INT	WESEN INT/SJU	5. AAO	181621.00N/0661718.00W	2169 (4E)	1000		3200	
		VORTAC 12.00	6. TERRAIN	181621.00N/0661718.00W	1969 (2000)		AS1000	3000	
		DME							
INTERMEDIATE	WESEN INT/SJU	JORIL/SJU VORTAC	7. AAO	181727.21N/0660912.58W	2034 (2C)	500	DG124 SA-258	2400	
	VORTAC 12.00	9.10 DME	8. TERRAIN	181851.00N/0660915.00W	854 (900)		AS1000	1900	
	DME (IF/IAF)								
INTERMEDIATE:	JORIL/SJU VORTAC	PATTY LOM/SJU	9. AAO	182238.72N/0660700.93W	706 (2C)	500	DG394	1600	
STEPDOWN	9.10 DME	VORTAC 6.12 DME	10. TERRAIN	182239.00N/0660700.00W	460 (500)		AS1000	1500	
FINAL: ILS	GS INTCF	DA	11. TREE (TSJU0025)	182622.67N/0660100.50W	83 (1A)	ASC	XP21	311/302	
2. HOLD-IN-LIEU-OF-PT	WESEN	P-4	13. AAO	181721.00N/0661621.00W	1907 (4E)	1000		3000	
			14. TERRAIN	181721.00N/0661621.00W	1707 (1700)		AS1500	3200	
3. MISSED APPROACH	MAP: DA/3.81 MILES	DEEDY INT/SJU				ASC		3000	
	AFTER PATTY	15.00 DME	15. TOWER (PR-020009)	182627.36N/0655321.96W	274 (4D)	1000		1300	
	ELEV: 100/310		16. TERRAIN	182736.00N/0655927.00W	33 (0)		AS1500	1500	
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.							
CATEGORY A	1.3 NM	REQUIRED 350	ACTUAL 591	17. CRANE (TSJU0135)	182529.79N/0655923.94W	288 (2A)	300	600	
CATEGORY B	1.5 NM	450	591	17. CRANE (TSJU0135)	182529.79N/0655923.94W	288 (2A)	300	600	
CATEGORY C	1.7 NM	450	591	17. CRANE (TSJU0135)	182529.79N/0655923.94W	288 (2A)	300	600	
CATEGORY D	2.3 NM	550	591	17. CRANE (TSJU0135)	182529.79N/0655923.94W	288 (2A)	300	600	
CATEGORY E	4.5 NM	550							
5. MINIMUM SAFE ALTITUDES	PRIMARY NAVAID: SJ LOM								
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
275-095	AAO	261/ 16.3	1775 (4E)	2800					
095-275	AAO	252/ 28.8	4357 (4E)	5400					
CITY AND STATE	AIRPORT & ELEVATION		FACILITY	PROCEDURE AND AMENDMENT NO:			REGION		
SAN JUAN	LUIS MUNOZ MARIN INTL		I-SJU	ILS OR LOC RWY 8, AMDT 16			ASO		



NOTES / EXPLANATIONS FROM OPPOSITE SIDE OF FORM:  
SEE ATTACHED AIRSPACE LETTER.

100' TREES USED FOR VEGETATION PER FPO.

XP-DA ADJUSTMENT DUE TO FLIGHT CHECK RESTRICTION ON LOCALIZER.

MISSED APPROACH OBSTACLES CONT.

ALTERNATE:

ASC 3000

18. AAO 181900.00N/0660321.00W 1185 (4E) 1000 2200

19. TERRAIN 182003.00N/0660936.00W 722 (700) AS1500  
2200

PART B - SUPPLEMENTAL DATA											
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE			3. ALTIMETER SETTING					
SJU APP CON SJU TOWER			<input checked="" type="checkbox"/>	NWS	OTHER: ASOS	SOURCE:					
			<input type="checkbox"/>	FAA							
			<input type="checkbox"/>	A/C		DISTANCE:					
SATISFACTORY ON:			LOCATION:							HOURS REMOTE OPERATION:	
<input checked="" type="checkbox"/> VHF <input checked="" type="checkbox"/> UHF <input type="checkbox"/> HF			TJSJ								
			HRS OPTN: 24 HRS			ADJUSTMENT:					
4. MONITOR STATUS	PRIMARY					SECONDARY					
	NAVAID: I-SJU					NAVAID:					
	MONITOR POINT: TJSJ ATCT					MONITOR POINT:					
	HRS	CAT 1	24 HRS			HRS	CAT 1				
	OPTN:	CAT 3				OPTN:	CAT 3				
5. AIRSPACE		FLOOR OF CONTROLLED AIRSPACE UNDER FAC					CONTROL AREA				
		CONTROL ZONE:					HOURS OPTN		TRANSITION AREA		
6. APPROACH & RUNWAY LIGHTING	ALS					<input checked="" type="checkbox"/>	REIL 26				
	(S) SALS						TDZ				
	<input checked="" type="checkbox"/>	MALSR 08						C/LINE			
	<input checked="" type="checkbox"/>	HIRL 10, 28, 08, 26					<input checked="" type="checkbox"/>	OTHER (SPECIFY) VASI-6L 28 PAPI-4L 08 VASI-4L 10			
		MIRL									
7. RUNWAY MARKINGS					8. RUNWAY VISUAL RANGE						
ALL WEATHER PIR-G 10, 28, 08, 26					APPROACH						
INSTRUMENT					ROLL OUT						
9. GLIDE SLOPE	G S ANGLE: 3.00					ELEV RWY THRESHOLD: 7.3					
	DISTANCE FROM RWY: 999					ELEV GS ANTENNA: 8.3					
						THRESHOLD CROSSING HEIGHT: 46.3					
10. FINAL APPROACH			<input checked="" type="checkbox"/>	RUNWAY THRESHOLD			FT. FROM THRESHOLD				
COURSE AIMING			<input checked="" type="checkbox"/>	ON CENTERLINE			FT. FROM CENTERLINE				
11. WAIVERS OF STANDARDS				NUMBER OF WAIVERS ON FILE NONE			DATES OF APPROVAL				
PART C - REMARKS: PRECIPITOUS TERRAIN EVALUATION COMPLETED.  NO BACKUP ALTIMETER REQUIRED, NWS OFFICE ON AIRPORT PROPERTY, MONITORS ASOS. CONTRACT WX OBSERVER ON FIELD. BLOCK 2: OTHER: NWS; HRS OPTN: 24.  VGSI 3.00/71  46.3 RDH USED. PROCEDURE FLIGHT CHECKED IAW 8240.47.											
PART D - PREPARED BY: GEORGE H. TRAMMELL							DATE: 02/23/2010				
TITLE: AERONAUTICAL INFORMATION SPECIALIST							OFFICE: AVN-110				

QUALITY  
9  
CHECKED



[illegible]