US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

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

| FROM | TO | COURSE AND DISTANCE | ALTITUDE |
|---|---|---|---|
| JANDU (IAF) | WUBOG (NOPT) (FB) | 119.12 / 9.30 | 4900 |
| GAKDE (IAF) | WUBOG (NOPT) (FB) | 339.31 / 9.30 | 4900 |
| WUBOG (IF/IAF) | BOTSE (FB) | 049.24 / 7.21 | 3900 |
| BOTSE (FAF) | RW05 (MAP) (FO) | 049.31 / 4.99 | |
| RW05 (MAP) | 2520 MSL | 049.31 | |
| 2520 MSL | REPTE (FO) | | 4900 |

## MISSED APPROACH

LPV: DA
LNAV/VNAV: DA
LNAV: RW05

CLIMB TO 4900 DIRECT REPTE AND HOLD.

**ADDITIONAL FLIGHT DATA:**
HOLD NE, RT, 229.47 INBOUND.
CHART FAS OBST: 2379 TREE 401828N/0785022W
DISTANCE TO THLD FROM 250 HATH: 0.66 NM.
WAAS CHANNEL # 61029
REFERENCE PATH ID: W05A
LTP HAE: 659.8 M

1. PT ____ SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. HOLD SW WUBOG, RT, 049.24 INBOUND, 4900 FT. IN LIEU OF PT (IAF)
3. FAC: 049.31 FAF: BOTSE DIST FAF TO MAP: 4.99 THLD: 4.99
4. MIN. ALT: WUBOG 4900, BOTSE 3900
5. DIST TO THLD FROM OM: ____ MM: ____ IM: ____ 150 HAT: ____ 100 HAT: ____ GS ANT: ____
6. MIN GS INCPT: 3900 GS ALT AT: BOTSE 3900 OM: ____ MM: ____ IM: ____
7. GS ANGLE: 3.00 TCH: 39.0 34:1 IS NOT CLEAR
8. MSA FROM:

MAG VAR: 10W EPOCH YEAR: 2010

## 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 | 2520 | 1 | 250 | 2520 | 1 | 250 | 2520 | 1 | 250 | 2520 | 1 | 250 | | | |
| LNAV/VNAV DA | 2560 | 1 | 290 | 2560 | 1 | 290 | 2560 | 1 | 290 | 2560 | 1 | 290 | | | |
| LNAV MDA | 2640 | 1 | 370 | 2640 | 1 | 370 | 2640 | 1 | 370 | 2640 | 1 | 370 | | | |
| CIRCLING | 2700 | 1 | 416 | 2740 | 1 | 456 | 2880 | 1 1/2 | 596 | 2880 | 2 | 596 | | | |

NOTES:
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -19C (-2F) OR ABOVE 29C (84F).
CHART NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 05 PROCEDURE NA AT NIGHT.
CHART NOTE: DME/DME RNP-0.3 NA.
CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

QUALITY 2 CHECKED

| CITY AND STATE | ELEVATION: 2284 THRE: 2270 | FACILITY IDENTIFIER: | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| JOHNSTOWN, PA | AIRPORT NAME: JOHN MURTHA JOHNSTOWN-CAMBRIA CO | RNAV | RNAV (GPS) RWY 5, AMDT 2 | AMDT: 1 |
| | | | | DATED 08/27/2009 |

| ALL AFFECTED PROCEDURES REVIEWED? | COORDINATES OF FACILITIES | REQUIRED EFFECTIVE DATE |
|---|---|---|
| [ ] YES [X] NO | | ROUTINE |

COORDINATED WITH:

| ATA | AAT | ALPA | APA | AOPA | NBAA | OTHER (specify) |
|---|---|---|---|---|---|---|
| X | | X | X | X | X | X ZOE, JST ATCT, AMGR |

| FLIGHT CHECKED BY | | |
|---|---|---|
| NAME: | FIFO | DATE: |
| **DEVELOPED BY** | | |
| NAME: DONALD E. SMITH (DAVID E. JENNER) | FIFO AJV-352 | DATE: 02/01/2012 |
| **APPROVED BY** | | |
| NAME: DARRYEL ADAMS MANAGER | FIFO AJV-352 | DATE: |

CHANGES:

1. ADDED LPV AND LNAV/VNAV MINIMA TO PROCEDURE.
2.DELETED STRAIGHT-IN SDF TAA, MIN ALT CHANGED FROM 4700 (SDF) TO 4900. CHANGED COURSES FROM 319 CW 139 TO 339 CW 119.
3. LEFT BASE TAA - CHANGED COURSES FROM 139 CW 229 TO 119 CW 229, MIN ALTITUDE CHANGED FROM 4700 TO 4900.
4. RIGHT BASE TAA - DELETED RIGHT BASE SDF TAA, CHANGED COURSES FROM 229 CW 319 TO 229 CW 339, MIN ALTITUDE CHANGED FROM 4700 (SDF) TO 4900.
5. IF AND IAF'S RENAMED: DELRE (IAF) RENAMED TO JANDU; EMAGE (IAF) RENAMED TO GAKDE; CASON (IF) RENAMED TO WUBOG.
6. MISSED APPROACH FIX RENAMED FROM IDINE TO REPTE. MISSED APPROACH INSTRUCTIONS UPDATED TO INCLUDE NEW FIX NAME; MA ALTITUDE CHANGED FROM 4800 TO 4900; AND INBOUND HEADING CHANGED FROM 229.46 TO 229.47.
7. JANDU TO WUBOG COURSE AND DISTANCE CHANGED FROM 139.20/5.00 TO 119.12/9.30.
8. GAKDE TO WUBOG COURSE AND DISTANCE CHANGED FROM 319.30/5.00 TO 339.31/9.30.
9. WUBOG TO BOTSE COURSE AND DISTANCE CHANGED FROM 049.25/6.02 TO 049.24/7.21.
10. VDA DELETED IN ADDITIONAL FLIGHT DATA.
11. HIL UPDATED TO INCLUDE NAME CHANGE, INBOUND HEADING FROM 049.25 TO 049.24 AND ALTITUDE INCREASED FROM 4700 TO 4900.
12. DISTANCE FAF TO MAP AND THLD CHANGED FROM 4.93 TO 4.99.
13. LINE 4: MIN ALT AT IF (WUBOG) CHANGED FROM 4700 TO 4900.
SEE 8260-10

REASONS:

1. PER FPT AND NEW SURVEY, ANALPV ALLOWING LPV AND LNAV/VNAV MINIMUMS.
2-4. TAA COURSES CHANGED DUE TO MOVEMENT OF THE IAF'S, ALTITUDES INCREASED TO 4900 TO KEEP TAA'S UNIFORM AND BECAUSE OF NEW OBSTACLES IN THE RIGHT BASE AND STRAIGHT-IN TAA'S.
5-6. FIXES RENAMED DUE TO MOVING FIXES MORE THAN 1 NM. MISSED APPROACH ALTITUDE INCREASED TO MIRROR ALTITUDES AT IAF'S AND HIL.
7-9. COURSES AND DISTANCES CHANGED DUE TO MOVING FIXES AND BECAUSE OF DISTANCE OF TURN APPLICATION (DTA).
10. PRECISION/VERTICAL PATH PROCEDURE.
11. HIL FIX (IF) MOVED MORE THAN 1 NM, COURSE CHANGED IAW IAPA STUDY, AND ALTITUDE INCREASED TO MIRROR IAF'S AND TAA'S.
12. IAPA STUDY, USED 8260-54A FORMULA TO DETERMINE PFAF LOCATION.
13. IF ALTITUDE INCREASED TO SAME ALTITUDE AS THE IAF'S AND TAA'S.
14. IAW 8260-19D, PARA 852 F ((1), PRECISION FINAL APPROACH PROCEDURE.
15. IAW 8260-19D, PARA 852 G (1) (2).
16. IAW 8260-19D, PARA 854 (4) (E).
17. IAW 8260-19D, PARA 497.
18. PROCEDURE HAS 20:1 AND 34:1 PENETRATIONS AND IAW 8260-19D, PARA 854 (2) (H).
19. THLD ELEVATION USED TO DETERMINE THE HEIGHT OF THE DA.
SEE 8260-10

QUALITY 2 CHECKED

# RNAV - STANDARD
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**TAA**

| | FROM | TO | ALT |
|---|---|---|---|
| 1. | 339/30 CW 119/30 (NOPT) | WUBOG (IF/IAF) (FB) | 4900 |
| 2. | 119/30 CW 229/30 | JANDU (IAF) (FB) | 4900 |
| 3. | 229/30 CW 339/30 | GAKDE (IAF) (FB) | 4900 |

QUALITY 2 CHECKED

| CITY AND STATE | ELEVATION: 2284 THRE: 2270 | FACILITY IDENTIFIER: | PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| JOHNSTOWN, PA | AIRPORT NAME: JOHN MURTHA JOHNSTOWN-CAMBRIA CO | RNAV | RNAV (GPS) RWY 5, AMDT 2 | AMDT: 1 |
| | | | | DATED: 08/27/2009 |

| ALL AFFECTED PROCEDURES REVIEWED? | COORDINATES OF FACILITIES | REQUIRED EFFECTIVE DATE |
|---|---|---|
| ☐ YES ☐ NO | | |

COORDINATED WITH:

| ATA | AAT | ALPA | APA | AOPA | NBAA | OTHER (specify) |
|---|---|---|---|---|---|---|
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ _____ |

| FLIGHT CHECKED BY | | |
|---|---|---|
| NAME: | FIFO | DATE: |
| **DEVELOPED BY** | | |
| NAME: | FIFO | DATE: |
| **APPROVED BY** | | |
| NAME: | FIFO | DATE: |

CHANGES:

**CHANGES CONT.**
**14. LINE 6: "MIN GS INCPT" AND "GS ALT AT" INFORMATION ADDED.**
**15. LINE 7: "GS ANGLE" AND "TCH" INFORMATION ADDED.**
**16. ADDED CHART NOTE, "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA".**
**17. ADDED BARO VNAV NOTE.**
**18. ADDED VGSI INOP NOTE.**
**19. ELEVATION USED FOR MINIMUMS CHANGED FROM TDZE TO THLD.**

REASONS:

**REASONS CONT.**

**PDF EDIT:**
**1. TERMINAL ROUTES "FROM" COLUMN - (FAF) ADDED AFTER BOTSE.**
**2. TERMINAL ROUTES ALTITUDE COLUMN - MISSED APPROACH ALTITUDE 2520 DELETED AND REPLACED WITH 4900.**

QUALITY 2 CHECKED

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## FAS DATA BLOCK INFORMATION

| DATA FIELD | DATA |
|---|---|
| OPERATION TYPE | 0 |
| SBAS SERVICE PROVIDER IDENTIFIER | 0 |
| AIRPORT IDENTIFIER | KJST |
| RUNWAY | RW05 |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W05A |
| LTP/FTP LATITUDE | 401837.4270N |
| LTP/FTP LONGITUDE | 0785021.6365W |
| LTP/FTP ELLIPSOIDAL HEIGHT | +06598 |
| FPAP LATITUDE | 401946.3700N |
| FPAP LONGITUDE | 0784907.7700W |
| THRESHOLD CROSSING HEIGHT (TCH) | 00039.0 |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F |
| GLIDEPATH ANGLE (GPA) | 03.00 |
| COURSE WIDTH AT THRESHOLD | 106.75 |
| LENGTH OFFSET | 1416 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 50.0 |
| CRC REMAINDER | A173DE5B |

## ADDITIONAL PATH POINT RECORD INFORMATION

| | |
|---|---|
| ICAO CODE | K6 |
| LTP ORTHOMETRIC HEIGHT | +06920 |
| FPAP ORTHOMETRIC HEIGHT | +06920 |

QUALITY 2 CHECKED

| CITY AND STATE | ELEVATION: 2284 THRE: 2270 | FACILITY IDENTIFIER: | PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| JOHNSTOWN, PA | AIRPORT NAME: JOHN MURTHA JOHNSTOWN-CAMBRIA CO | RNAV | RNAV (GPS) RWY 5, AMDT 2 | AMDT: 1 |
| | | | | DATED: 08/27/2009 |

| ALL AFFECTED PROCEDURES REVIEWED? | COORDINATES OF FACILITIES | REQUIRED EFFECTIVE DATE |
|---|---|---|
| ☐ YES ☐ NO | | |

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

| FLIGHT CHECKED BY | | |
|---|---|---|
| NAME: | FIFO | DATE: |
| **DEVELOPED BY** | | |
| NAME: | FIFO | DATE: |
| **APPROVED BY** | | |
| NAME: | FIFO | DATE: |

CHANGES:

REASONS:

QUALITY 2 CHECKED

**U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION**

# RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE

FLIGHT STANDARDS SERVICES - **FAR PART 97.33**

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ARINC PACKET - 424-18 - RNAV (GPS)

```
                 1         2         3         4         5         6         7         8         9         0         1         2         3
WP      123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAEAENRT   BOTSE K60    W     N40144547W078542977                      W0099     NAR           BOTSE
        SUSAEAENRT   GAKDE K60    W     N40011050W078541548                      W0099     NAR           GAKDE
        SUSAEAENRT   JANDU K60    W     N40121398W079115456                      W0097     NAR           JANDU
        SUSAEAENRT   REPTE K60    W     N40283687W078393739                      W0102     NAR           REPTE
        SUSAEAENRT   WUBOG K60    W     N40091053W079002695                      W0098     NAR           WUBOG

                 1         2         3         4         5         6         7         8         9         0         1         2         3
AIRPORT 123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KJSTK6AJST     0     070YHN40185600W078500478W010002284         1800018000C    MNAR    JOHN MURTHA JOHNSTOWN-CAMBRIA

                 1         2         3         4         5         6         7         8         9         0         1         2         3
SEGMENT 123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KJSTK6FR05   AGAKDE 010GAKDEK6EA0E  A    IF                                          18000                A JS
        SUSAP KJSTK6FR05   AGAKDE 020WUBOGK6EA0EE B 010TF                    33930093    + 04900                        A JS
        SUSAP KJSTK6FR05   AJANDU 010JANDUK6EA0E  A    IF                                          18000                A JS
        SUSAP KJSTK6FR05   AJANDU 020WUBOGK6EA0EE B 010TF                    11910093    + 04900                        A JS
        SUSAP KJSTK6FR05   AWUBOG 010WUBOGK6EA0EE AR   HF                    04920050    + 04900     18000              A JS
        SUSAP KJSTK6FR05   R      010WUBOGK6EA0E  I    IF                                + 04900     18000              A JS
        SUSAP KJSTK6FR05   R      020BOTSEK6EA1E  F 051TF                    04920072    + 03900                        A JS
        SUSAP KJSTK6FR05   R      020BOTSEK6EA2WALPV       ALNAV/VNAV ALNAV                                              JS
        SUSAP KJSTK6FR05   R      030RW05 K6PG0GY M 031TF                    04930050      02309            -300          A JS
        SUSAP KJSTK6FR05   R      040         0  M     CA                    0493        + 02520                        A JS
        SUSAP KJSTK6FR05   R      050REPTEK6EA0EY      DF                                + 04900                        A JS
        SUSAP KJSTK6FR05   R      060REPTEK6EA0EE  R   HM                    22950050    + 04900                        A JS

                 1         2         3         4         5         6         7         8         9         0         1         2         3
RUNWAY  123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KJSTK6GRW05    0043860494 N40183743W078502164+0200    +0659802270000039100R

                 1         2         3         4         5         6         7         8         9         0         1         2         3
PP      123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KJSTK6PR05   RW05 001 0000W05A0N4018374270W07850216365+065980300N4019463700W078490777001067514160003 90F400500A173DE5B
        SUSAP KJSTK6PR05   RW05 002E      +06920+06920LPV       61029
```

QUALITY 4 CHECKED

| CITY AND STATE | ELEVATION: 2284 THRE: 2270 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| **JOHNSTOWN, PA** | AIRPORT NAME: **JOHN MURTHA JOHNSTOWN-CAMBRIA** | **RNAV** | **RNAV (GPS) RWY 5, AMDT 2** | AMDT: **1** |
| | | | | DATED: **08/27/2009** |

| ALL AFFECTED PROCEDURES REVIEWED? | COORDINATES OF FACILITIES | REQUIRED EFFECTIVE DATE |
|---|---|---|
| ☐ YES ☐ NO | | |

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

| FLIGHT CHECKED BY | | |
|---|---|---|
| NAME: | FIFO | DATE: |
| **DEVELOPED BY** | | |
| NAME: | NFPG | DATE: |
| **APPROVED BY** | | |
| NAME: | NFPG | DATE: |

CHANGES:

REASONS:

**U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION**

# RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE

FLIGHT STANDARDS SERVICES - **FAR PART 97.33**

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.

ARINC SUMMARY - 424-18 - RNAV (GPS)

| ROUTES | TRANSITION | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG(TRUE) | DISTANCE | ALTITUDE | SPEED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GAKDE | GAKDE | 010 | IAF | IF | | FB | | | | | |
| | GAKDE | WUBOG | 020 | | TF | | FB | 1.0 | 339.3(329.3T) | 009.3 | AA 04900 | |
| | JANDU | JANDU | 010 | IAF | IF | | FB | | | | | |
| | JANDU | WUBOG | 020 | | TF | | FB | 1.0 | 119.1(109.1T) | 009.3 | AA 04900 | |
| | WUBOG | WUBOG | 010 | IAF | HF | R | FO | | 049.2(039.2T) | 005.0 | AA 04900 | |
| | | WUBOG | 010 | FACF | IF | | FB | | | | AA 04900 | |
| | | BOTSE | 020 | FAF | TF | | FB | 0.5 | 049.2(039.2T) | 007.2 | AA 03900 | |
| | | RW05 | 030 | MAP | TF | | FO | 0.3 | 049.3(039.3T) | 005.0 | AT 02309 | |

| MISSED APPROACH | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG(TRUE) | DISTANCE | ALTITUDE | SPEED |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 040 | | CA | | FB | | 049.3(039.3T) | | AA 02520 | |
| | REPTE | 050 | | DF | | FO | | | | AA 04900 | |
| | REPTE | 060 | | HM | R | FO | | 229.5(219.5T) | 005.0 | AA 04900 | |

| POINT DATA | WAYPOINT | LAT IN SECS | LONG IN SECS | LAT IN MINS | LONG IN MINS |
|---|---|---|---|---|---|
| | BOTSE | N401445.47 | W0785429.77 | N4014.758 | W07854.496 |
| | GAKDE | N400110.50 | W0785415.48 | N4001.175 | W07854.258 |
| | JANDU | N401213.98 | W0791154.56 | N4012.233 | W07911.909 |
| | REPTE | N402836.87 | W0783937.39 | N4028.615 | W07839.623 |
| | WUBOG | N400910.53 | W0790026.95 | N4009.176 | W07900.449 |
| | RW05 | N401837.43 | W0785021.64 | N4018.624 | W07850.361 |

| RUNWAY DATA | RWY | THRESHOLD ELEVATION | TCH |
|---|---|---|---|
| | RW05 | 02270 | 39 |

QUALITY CHECKED

| CITY AND STATE | ELEVATION: 2284 THRE: 2270 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| **JOHNSTOWN, PA** | AIRPORT NAME: **JOHN MURTHA JOHNSTOWN-CAMBRIA** | **RNAV** | **RNAV (GPS) RWY 5, AMDT 2** | AMDT: **1** |
| | | | | DATED: **08/27/2009** |

| ALL AFFECTED PROCEDURES REVIEWED? | COORDINATES OF FACILITIES | REQUIRED EFFECTIVE DATE |
|---|---|---|
| ☐ YES ☐ NO | | |

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

| FLIGHT CHECKED BY | | |
|---|---|---|
| NAME: | FIFO | DATE: |
| **DEVELOPED BY** | | |
| NAME: | NFPG | DATE: |
| **APPROVED BY** | | |
| NAME: | NFPG | DATE: |

CHANGES:

REASONS:

# STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

| 1. APP SEGMENT | FROM | TO | OBSTRUCTION | COORDINATES | ELEV. MSL | ROC | ALT. ADJUSTMENTS | MIN. ALT. |
|---|---|---|---|---|---|---|---|---|
| STRAIGHT-IN AREA | 339/30 CW 119/30 | WUBOG | 1. TOWER (24-001000) | 394053.64N/0791543.41W | 3348 (1A) | 2000 | MT-448 | 4900 |
| | | | 2. TERRAIN | 394703.00N/0791039.00W | 3239 (3200) | | AS1500 | 4700 |
| LEFT BASE AREA | 119/30 CW 229/30 | JANDU | 3. TOWER (42-001122) | 401052.00N/0790906.00W | 3199 (5E) | 2000 | MT-299 | 4900 |
| | | | 4. TERRAIN | 401357.00N/0790606.00W | 2930 (2900) | | AS1500 | 4400 |
| RIGHT BASE AREA | 229/30 CW 339/30 | GAKDE | 5. W/MILL (42-020547) | 400126.08N/0784745.02W | 3328 (5E) | 2000 | MT-428 | 4900 |
| | | | 6. TERRAIN | 401721.00N/0783348.00W | 3127 (3100) | | AS1500 | 4600 |
| INITIAL | JANDU | WUBOG | 3. TOWER (42-001122) | 401052.00N/0790906.00W | 3199 (5E) | 1000 | AT701 | 4900 |
| | | | 7. TERRAIN | 401048.00N/0790912.00W | 2927 (2900) | | AS1500 | 4400 |
| INITIAL | GAKDE | WUBOG | 8. W/MILL (42-003051) | 400200.19N/0785751.21W | 2878 (5E) | 1000 | AT1022 | 4900 |
| | | | 9. TERRAIN | 400333.00N/0785312.00W | 2563 (2600) | | AS1500 | 4100 |
| INTERMEDIATE | WUBOG (IF/IAF) | BOTSE | 10. TOWER (42-002172) | 400750.90N/0790029.30W | 2516 (2C) | 500 | AT884 | 3900 |
| | | | 11. TERRAIN | 400930.16N/0785737.97W | 2184 (2200) | | AS1500 | 3700 |
| FINAL: LPV | BOTSE | RW05 | 12. TREE (KJST0005) | 401827.02N/0785027.06W | 2319 (1A) | 34:1 | | 2520/250 |
| FINAL: LNAV/VNAV | BOTSE | RW05 | 13. TREE | 401827.80N/0785021.98W | 2379 (2C) | 23.44:1 | AC20 | 2560/290 |
| 2. HOLD-IN-LIEU-OF-PT | WUBOG | P-6 | 14. W/MILL (42-003281) | 400054.70N/0785841.35W | 2944 (5E) | 1000 | AT956 | 4900 |
| | | | 15. TERRAIN | 400036.00N/0790109.00W | 2566 (2600) | | AS1500 | 4100 |
| 3. MISSED APPROACH — MAP: | DA / DA / RW05 | REPTE | | | | ASC | | 4900 |
| | | | 16. TOWER (42-000839) | 402441.00N/0784629.00W | 2565 (2C) | 1000 | | 3600 |
| ELEV: | 2333/2399/2540 | | 17. TERRAIN | 402451.00N/0784624.00W | 2330 (2300) | | AS1500 | 3800 |
| 18. TREE | 401930.63N/0785022.84W | 2399 (2C) | 300 | | 2700 | | | |
| 19. TREE | 402054.57N/0785031.73W | 2402 (2C) | 300 | HAA | 2740 | | | |
| 20. TOWER (42-001945) | 401656.00N/0785024.00W | 2519 (4D) | 300 | AC50 | 2880 | | | |
| 20. TOWER (42-001945) | 401656.00N/0785024.00W | 2519 (4D) | 300 | AC50 | 2880 | | | |

| 4. CIRCLING AREA | DISTANCE | HT. ABV. ARPT. REQUIRED | HT. ABV. ARPT. ACTUAL |
|---|---|---|---|
| CATEGORY A | 1.3 NM | 350 | 416 |
| CATEGORY B | 1.5 NM | 450 | 456 |
| CATEGORY C | 1.7 NM | 450 | 596 |
| CATEGORY D | 2.3 NM | 550 | 596 |
| CATEGORY E | 4.5 NM | 550 | |

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID:

| SECTOR | OBSTRUCTION | BRG/DIST | ELEVATION (MSL) | M S A | SECTOR | OBSTRUCTION | BRG/DIST | ELEVATION (MSL) | M S A |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| | | | | | | | | | |

INITIAL 2 CHECKED

| CITY AND STATE | ELEVATION: 2284 / AIRPORT NAME: | FACILITY | PROCEDURE AND AMENDMENT NO: | REGION |
|---|---|---|---|---|
| JOHNSTOWN, PA | JOHN MURTHA JOHNSTOWN-CAMBRIA CO | RNAV | RNAV (GPS) RWY 5, AMDT 2 | AEA |

## PART B - SUPPLEMENTAL DATA

| 1. COMMUNICATIONS WITH: | 2. WEATHER SERVICE | 3. ALTIMETER SETTING |
|---|---|---|
| ZOB ARTCC<br>JST TOWER | NWS / FAA / A/C — OTHER: ASOS | SOURCE: KJST<br>DISTANCE:<br>HOURS REMOTE OPERATION: 24 |
| SATISFACTORY ON: X VHF X UHF HF | LOCATION: KJST | ADJUSTMENT: 0 |

**4. MONITOR STATUS**

PRIMARY NAVAID:

MONITOR POINT:

HRS OPTN: CAT 1 / CAT 3

**5. APPROACH & RUNWAY LIGHTING**

| | |
|---|---|
| | ALS |
| | (S) SALS |
| X | MALSR 33 (PCL) |
| X | HIRL 33 (PCL), 15 (PCL) |
| X | MIRL 05, 23 |
| X | REIL 05, 33, 23 |
| | TDZ |
| | C/LINE |
| X | OTHER (SPECIFY)<br>PAPI-4R 33 (PCL) PAPI-4L 05 VASI-4L 23, 15 |

**6. RUNWAY MARKINGS**

BASIC

ALL WEATHER PIR-G 33, 15

INSTRUMENT NPI-G 05, 23

**7. RUNWAY VISUAL RANGE**

APPROACH

MIDFIELD

ROLL OUT

**8. GLIDE PATH**

GP ANGLE: 3.00 — ELEV RWY THRESHOLD: 2270.4

DISTANCE FROM RWY: — ELEV GP ANTENNA:

THRESHOLD CROSSING HEIGHT: 39.0

**9. FINAL APPROACH COURSE AIMING**

X RUNWAY THRESHOLD — FT. FROM THRESHOLD

X ON CENTERLINE — FT. FROM CENTERLINE

10. WAIVERS: NONE

PART D - PREPARED BY: DONALD E. SMITH (DAVID E. JENNER) — DATE: 02/01/2012

TITLE: AERONAUTICAL INFORMATION SPECIALIST — OFFICE: AJV-352

## PART C - REMARKS:

VDP NOT ESTABLISHED - OBSTACLES PENETRATE 20:1.

PARA 251, 20:1 PENETRATION.

PARA 251, 34:1 PENETRATION.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VGSI DATA: 3.00/39

KJST ASOS IS ON SERVICE A.

SEE ATTACHED AIRSPACE LETTER.

ALL INTERMEDIATE SEGMENTS HAVE DIFFERENT CONTROLLING OBSTACLES. HIGHEST CONTROLLING OBSTACLE, COMING FROM JANDU IAF, DOCUMENTED ON 8260-9.

FC REQUEST 4D AC FOR OBST #20, 401656.00N-0785024.00W.

A SUITABLE BACK-UP ALTIMETER SETTING SOURCE IS NOT AVAILABLE.

ISA DEVIATIONS: -30
HISTORICAL WEATHER DATA NOT AVAILABLE.

OBST. 1, 3, 5: MOUNTAINOUS TERRAIN REDUCTION APPLIED IAW 8260.3B, PARA 1720(B)(2).

100' VEGETATION AND 200' AAO USED IN PROCEDURE.

AVNIS DATA: ANALPV SURVEY 09/16/2009

TERPS VOLUME 1, "VISUAL PORTION OF FINAL" PENETRATIONS:

FPO ADVISED.

20:1
RW05 2332 TREE (KJST0071) 401824.61N-0785027.12W (8.00)

RW05 2298 TREE (KJST0061) 401837.69N-0785026.44W (26.83)
RW05 2319 TREE (KJST0005) 401827.02N-0785027.06W (4.58)

RW05 2289 TREE (KJST0003) 401836.63N-0785026.80W (12.80)

34:1
RW05 2321 TREE (KJST0006) 401825.35N-0785028.55W (18.71)

QUALITY 2 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. |
|---|---|---|---|---|---|---|---|---|
| FINAL: LNAV | BOTSE | RW05 | 13. TREE | 401827.80N/0785021.98W | 2379 (2C) | 250 | | 2640 |

| 3. MISSED APPROACH | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | MAP: | | | | | | | | | |
| | | | | | | | | | | |
| | ELEV: | | | | | | | | | |

| 4. CIRCLING AREA | DISTANCE | HT. ABV. ARPT. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY A | 1.3 NM | REQUIRED | 350 | ACTUAL | | | | | | |
| CATEGORY B | 1.5 NM | | 450 | | | | | | | |
| CATEGORY C | 1.7 NM | | 450 | | | | | | | |
| CATEGORY D | 2.3 NM | | 550 | | | | | | | |
| CATEGORY E | 4.5 NM | | 550 | | | | | | | |

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID:

| SECTOR | OBSTRUCTION | BRG/DIST | ELEVATION (MSL) | M S A | SECTOR | OBSTRUCTION | BRG/DIST | ELEVATION (MSL) | M S A |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| | | | | | | | | | |

QUALITY CHECKED 2

| CITY AND STATE | ELEVATION: 2284 | FACILITY | PROCEDURE AND AMENDMENT NO: | REGION |
|---|---|---|---|---|
| JOHNSTOWN, PA | AIRPORT NAME: JOHN MURTHA JOHNSTOWN-CAMBRIA CO | RNAV | RNAV (GPS) RWY 5, AMDT 2 | AEA |

## PART B - SUPPLEMENTAL DATA

| 1. COMMUNICATIONS WITH: | 2. WEATHER SERVICE | | | 3. ALTIMETER SETTING |
|---|---|---|---|---|
| SATISFACTORY ON: | | N W S | OTHER: | SOURCE: |
| | | F A A | | DISTANCE: |
| | | A / C | | HOURS REMOTE OPERATION: |
| V H F / U H F / H F | LOCATION: | | | ADJUSTMENT: |

| | | |
|---|---|---|
| 4. MONITOR STATUS | PRIMARY NAVAID: | |
| | MONITOR POINT: | |
| | HRS OPTN: CAT 1 | |
| | HRS OPTN: CAT 3 | |
| 5. APPROACH & RUNWAY LIGHTING | | **ALS** |
| | | **(S) SALS** |
| | | **MALS** |
| | | **HIRL** |
| | | **MIRL** |
| | | **REIL** |
| | | **TDZ** |
| | | **C/LINE** |
| | | **OTHER (SPECIFY)** |
| 6. RUNWAY MARKINGS | BASIC | |
| | ALL WEATHER | |
| | INSTRUMENT | |
| 7. RUNWAY VISUAL RANGE | APPROACH | |
| | MIDFIELD | |
| | ROLL OUT | |
| 8. GLIDE PATH | GP ANGLE: | ELEV RWY THRESHOLD: |
| | DISTANCE FROM RWY: | ELEV GP ANTENNA: |
| | | THRESHOLD CROSSING HEIGHT: |
| 9. FINAL APPROACH COURSE AIMING | RUNWAY THRESHOLD | FT. FROM THRESHOLD |
| | ON CENTERLINE | FT. FROM CENTERLINE |

10. WAIVERS:

| | |
|---|---|
| PART D - PREPARED BY: | DATE: |
| TITLE: | OFFICE: |

PART C - REMARKS:

QUALITY 2 CHECKED

# RADIO FIX AND HOLDING DATA RECORD

**NAME:** BOTSE **STATE:** PA **COUNTRY:** US

**LATITUDE/LONGITUDE:** 401445.47N/0785429.77W **TYPE:** WP

**AIRSPACE DOCKET:** **FIX TYPE OF ACTION:** MODIFY

**HOLDING:** **HOLDING TYPE OF ACTION:** NO CHANGE

**REMARKS:**
USED 8260-54A FORMULA TO ESTABLISH FIX COORDINATES.

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|---|---|
| IAP | RNAV (GPS) RWY 05 | | | KJST | JOHNSTOWN | PA (US) |

**REQUIRED CHARTING:** IAP

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 2 **DATE OF REVISION:** 07/26/2012

**REASON FOR REVISION:**
UPDATED FIX COORDINATES;FIX MOVED 406.60 FEET SOUTHWEST.
UPDATED FIX COORDINATES NOTE IN REMARKS.

**DEVELOPED BY:** **DATE:** 01/30/2012 **OFFICE:** AJV-352 **NAME:** DONALD SMITH (DAVID JENNER)

**APPROVED BY:** **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

**SIGNATURE:**

**DISTRIBUTION:**
**NFDC**
**FPO:** EST
**ARTCC:** ZOB
**ATC FACILITY:** JST ATCT
**OTHER:**

QUALITY 2 CHECKED

# RADIO FIX AND HOLDING DATA RECORD

**NAME:** GAKDE **STATE:** PA **COUNTRY:** US

**LATITUDE/LONGITUDE:** 400110.50N/0785415.48W **TYPE:** WP

**AIRSPACE DOCKET:** **FIX TYPE OF ACTION:** MODIFY

**HOLDING:** **HOLDING TYPE OF ACTION:** NO CHANGE

**REMARKS:**
FIX NAME CHANGED FROM EMAGE TO GAKDE.

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|---|---|
| IAP | RNAV (GPS) RWY 05 | | | KJST | JOHNSTOWN | PA (US) |

**REQUIRED CHARTING:** IAP

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 2 **DATE OF REVISION:** 07/26/2012

**REASON FOR REVISION:**
UPDATED FIX COORDINATES;FIX MOVED 5.80 NM SOUTHEAST.
FIX NAME CHANGED FROM EMAGE TO GAKDE DUE TO MOVING FIX MORE THAN 1 NM.

**DEVELOPED BY:** **DATE:** 01/27/2012 **OFFICE:** AJV-352 **NAME:** DONALD SMITH (DAVID JENNER)

**APPROVED BY:** **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

**SIGNATURE:**

**DISTRIBUTION:**
**NFDC**
**FPO:** EST
**ARTCC:** ZOB
**ATC FACILITY:** JST ATCT
**OTHER:**

QUALITY 2 CHECKED

# RADIO FIX AND HOLDING DATA RECORD

**NAME:** JANDU **STATE:** PA **COUNTRY:** US

**LATITUDE/LONGITUDE:** 401213.98N/0791154.56W **TYPE:** WP

**AIRSPACE DOCKET:** **FIX TYPE OF ACTION:** MODIFY

**HOLDING:** **HOLDING TYPE OF ACTION:** NO CHANGE

**REMARKS:**
FIX NAME CHANGED FROM DELRE TO JANDU.

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|---|---|
| IAP | RNAV (GPS) RWY 05 | | | KJST | JOHNSTOWN | PA (US) |

**REQUIRED CHARTING:** IAP

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 2 **DATE OF REVISION:** 07/26/2012

**REASON FOR REVISION:**
FIX NAME CHANGED FROM DELRE TO JANDU DUE TO MOVING FIX MORE THAN 1 NM.
UPDATED FIX COORDINATES; FIX MOVED 5.80 NM SOUTHWEST.

**DEVELOPED BY:** **DATE:** 01/27/2012 **OFFICE:** AJV-352 **NAME:** DONALD SMITH (DAVID JENNER)

**APPROVED BY:** **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

**SIGNATURE:**

**DISTRIBUTION:**
**NFDC**
**FPO:** EST
**ARTCC:** ZOB
**ATC FACILITY:** JST ATCT
**OTHER:**

QUALITY 2 CHECKED

# RADIO FIX AND HOLDING DATA RECORD

**NAME:** REPTE **STATE:** PA **COUNTRY:** US

**LATITUDE/LONGITUDE:** 402836.87N/0783937.39W **TYPE:** WP

**AIRSPACE DOCKET:** **FIX TYPE OF ACTION:** MODIFY

**HOLDING:** **HOLDING TYPE OF ACTION:** MODIFY

**PATTERNS:**

| PAT | DIR | IDENT | TYPE | RAD/CRS/BRG | CRS INBOUND | TURN (L OR R) | LEG LENGTH TIME | LEG LENGTH DME | HOLDING ALTITUDES MIN | HOLDING ALTITUDES MAX | TEMPLATES MIN | TEMPLATES MAX |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | NE | | WP | 049.47 | 229.47 | R | | 5 | 4900 | 6000 | 6 | 6 |

**CONTROLLING OBSTRUCTIONS:**

| PAT | AIRSPEED | OBSTRUCTION | COORDINATES | ELEVATION | ACCURACY CODE |
|---|---|---|---|---|---|
| 1 | 200 | TOWER (42-002353) | 402922.88N/0783248.33W | 2704 | 2C |

**HOLDING RESTRICTIONS:**
HOLDING LIMITED TO ESTABLISHED PATTERN.

**REMARKS:**
FIX NAME CHANGED FROM IDINE TO REPTE.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|---|---|
| IAP | RNAV (GPS) RWY 05 | | 1 | KJST | JOHNSTOWN | PA (US) |
| IAP | RNAV (GPS) RWY 23 | | 1 | KJST | JOHNSTOWN | PA (US) |

**REQUIRED CHARTING:** IAP

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 2 **DATE OF REVISION:** 07/26/2012

**REASON FOR REVISION:**
UPDATED FIX COORDINATES; FIX MOVED 1.30 NM NORTHEAST.
FIX NAMED CHANGED FROM IDINE TO REPTE DUE TO FIX MOVING MORE THAN 1 NM.
HOLDING PATTERN 1 RAD/CRS/BRG CHANGED FROM 049.46 TO 049.47.
HOLDING PATTERN 1 CRS INBOUND CHANGED FROM 229.46 TO 229.47.
MIN HOLDING ALTITUDE CHANGED FROM 4800 TO 4900.

**DEVELOPED BY:** **DATE:** 01/30/2012 **OFFICE:** AJV-352 **NAME:** DONALD SMITH (DAVID JENNER)

**APPROVED BY:** **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

**SIGNATURE:**

**DISTRIBUTION:**
**NFDC**
**FPO:** EST
**ARTCC:** ZOB
**ATC FACILITY:** JST ATCT
**OTHER:**

QUALITY 2 CHECKED

# RADIO FIX AND HOLDING DATA RECORD

**NAME:** WUBOG **STATE:** PA **COUNTRY:** US

**LATITUDE/LONGITUDE:** 400910.53N/0790026.95W **TYPE:** WP

**AIRSPACE DOCKET:** **FIX TYPE OF ACTION:** MODIFY

**HOLDING:** **HOLDING TYPE OF ACTION:** MODIFY

**PATTERNS:**

| PAT | DIR | IDENT | TYPE | RAD/CRS/BRG | CRS INBOUND | TURN (L OR R) | LEG LENGTH TIME | LEG LENGTH DME | HOLDING ALTITUDES MIN | HOLDING ALTITUDES MAX | TEMPLATES MIN | TEMPLATES MAX |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | SW | | WP | 229.24 | 049.24 | R | | 5 | 4900 | 6000 | 6 | 6 |

**CONTROLLING OBSTRUCTIONS:**

| PAT | AIRSPEED | OBSTRUCTION | COORDINATES | ELEVATION | ACCURACY CODE |
|---|---|---|---|---|---|
| 1 | 200 | WINDMILL (42-003281) | 400054.70N/0785841.35W | 2944 | 5E |

**HOLDING RESTRICTIONS:**
HOLDING LIMITED TO ESTABLISHED PATTERN.

**REMARKS:**
NAME CHANGED FROM CASON TO WUBOG.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|---|---|
| IAP | RNAV (GPS) RWY 05 | | 1 | KJST | JOHNSTOWN | PA (US) |
| IAP | RNAV (GPS) RWY 23 | | 1 | KJST | JOHNSTOWN | PA (US) |

**REQUIRED CHARTING:** IAP

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 2 **DATE OF REVISION:** 07/26/2012

**REASON FOR REVISION:**
FIX COORDINATES UPDATED, FIX MOVED 1.25 NM SOUTHWEST.
FIX NAME CHANGED DUE TO MOVING FIX MORE THAN 1 NM.
HOLDING COURSE INBOUND CHANGED FROM 049.25 TO 049.24.
MIN HOLDING ALTITUDE CHANGED FROM 4700 TO 4900.

**DEVELOPED BY:** **DATE:** 01/27/2012 **OFFICE:** AJV-352 **NAME:** DONALD SMITH (DAVID JENNER)

**APPROVED BY:** **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

**SIGNATURE:**

**DISTRIBUTION:**
**NFDC**
**FPO:** EST
**ARTCC:** ZOB
**ATC FACILITY:** JST ATCT
**OTHER:**

QUALITY 2 CHECKED

# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **JOHNSTOWN** STATE: **PA**

AIRPORT NAME: **JOHN MURTHA JOHNSTOWN-CAMBRIA CO** ID: **KJST**

PROCEDURE: **RNAV (GPS) RWY 5** AMDT: **2**

DOCKET # :
(96-AXX-X/Required/Not Required)

**ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.**

1. Distance from **THLD** to 1000' point **3.07**
   (Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of **FINAL** segment at 1000' point **1.20**
   (Enter appropriate segment , final, intermediate, etc.)
3. True Course of **FINAL** segment containing 1000' point **039.31**
4. High Terrain in **FINAL** segment containing 1000' point **2281**
5. Distance from **THLD`** to 1500' point **4.79**
   (If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of **FINAL** segment at 1500' point **1.95**
7. True Course of **FINAL** segment containing 1500' point **039.31**
8. High Terrain in **FINAL** segment containing 1500' point **2281**
9. Threshold Coordinates (if straight-in) ... **401837.43N** / **0785021.64W**
10. ARP Coordinates ..... **401856.00N** / **0785004.78W**
11. Runway Approach End and distance furthest from ARP.....RWY **15**
    Distance **0.60** NM
12. FAF Coordinates ..... **401445.47N** / **0785429.77W**
    (Click to Select)

**REMARKS: Approach/Drawing attached.** GAKDE 400110.50N-0785415.48W
JANDU 401213.98N-0791154.56W
WUBOG 400910.53N-0790026.95W