U.S. DEPARTMENT OF TRANSPORTATION -- FEDERAL AVIATION ADMINISTRATION
RADAR -- STANDARD INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE -- TITLE 14 CFR PART 97.31

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.

Initial approach minimum altitude(s) shall correspond with those established for enroute operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when; (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach.

Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when; (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES ***(Sectors and distances measured from radar antenna)***

FROM	TO	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE
AS ESTABLISHED BY THE CURRENT MIDLAND, TX MINIMUM VECTORING ALTITUDE CHART											

MISSED APPROACH

MAP: **RWY 4, 10, 16R, 22, 28, 34L: THLD**

RWY 4: CLIMB TO 3400 THEN CLIMBING RIGHT TURN TO 4500 HEADING 090 AND MAF VORTAC R-102 TO JOKES INT/MAF 18.93 DME AND HOLD

RWY 10: CLIMBING LEFT TURN TO 4500 HEADING 090 AND MAF VORTAC R-102 TO JOKES INT/ MAF 18.83 DME AND HOLD

MINIMUMS

TAKEOFF: | | STANDARD | X | 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	V I S	HAT/HAA	DH/MDA	V I S	HAT/HAA	DH/MDA	V I S	HAT/HAA	DH/MDA	V I S	HAT/HAA
ASR-4	3360	1	509	3360	1	509	3360	1 3/8	509	3360	1 3/8	509	3360	1 3/8	509
ASR-10	3480	2400	611	3480	2400	611	3480	1 3/8	611	3480	1 3/8	611	3480	1 3/8	611
ASR-16R	3400	1	528	3400	1	528	3400	1 1/2	528	3400	1 1/2	528	3400	1 1/2	528
ASR-22	3540	1	685	3540	1	685	3540	2	685	3540	2	685	3540	2	685
ASR-28	3280	3/4	425	3280	3/4	425	3280	1	425	3280	1	425	3280	1	425
ASR-34L	3320	1	469	3320	1	469	3320	1 3/8	469	3320	1 3/8	469	3320	1 3/8	469
CIRCLING	3540	1	668	3540	1	668	3540	2	668	3540	2	668	3600	2 1/2	728

NOTES:
RWY4: FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 4500, FINAL APPROACH COURSE 044.62
RECOMMENDED ALTITUDES, 4 MILES 4180, 3 MILES 3860, 2 MILES 3540
RWY10: FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 4500, FINAL APPROACH COURSE 104.53
RECOMMENDED ALTITUDES: 4 MILES, 4180, 3 MILES 3860, 2 MILES 3540
RWY16R: FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 4500, FINAL APPROACH COURSE 166.03
RECOMMENDED ALTITUDES, 4 MILES 4180, 3 MILES 3860, 2 MILES 3540
RWY22: FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 4500, FINAL APPROACH COURSE 224.70
RECOMMENDED ALTITUDES, 4 MILES 4180, 3 MILES 3860,
CONT. 8260-10

LOST COMMUNICATIONS (ALL RWYS):**AS DIRECTED BY ATC ON INITIAL CONTACT**

ADDITIONAL FLIGHT DATA

THRE **2851**	RWY: **4**	THRE **2869**	RWY: **10**
THRE **2872**	RWY: **16R**	THRE **2855**	RWY: **22**
THRE: 2855	**RWY: 28**	**THRE: 2851**	**RWY: 34L**

RWY4 FAS: 3098 AAO 315409N/1021804W
RWY10 FAS: 3163 RIG315813N/1021448W
RWY16R FAS: 3078 RIG 315840N/1021335W
RWY 22 FAS: 3234 TOWER 315803N/1020707W
RWY 28 FAS: 2963 ROD 315636N/1021121W
RWY34L FAS: 3054 AAO 315244N/1021335W

MAG VAR: **9E** EPOCH YEAR: **1985**

CITY AND STATE	ELEVATION: / AIRPORT NAME:	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP
MIDLAND, TX	**2872** / **MIDLAND INTL**	**MAF ASR**	**RADAR-1, AMDT 6**	AMDT: **5** DATED: **05/20/99**

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

COORDINATED WITH:

ATA	AAT	ALPA	APA	AOPA	NBAA	OTHER (specify)
[X]	[ ]	[X]	[X]	[X]	[X]	[X] **ZFW, MAF APP CON, CEN FPT, AMGR**

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:

DEVELOPED BY		
NAME: **JILL OLSON (BRIAN BERUBEE)**	FIFO **AJV-353**	DATE: **03/19/2012**

APPROVED BY		
NAME: **LARRY STROUT** MANAGER	FIFO **AJV-353**	DATE:

CHANGES:

1. RAISED ALL MINIMUM FAF ALTITUDES FROM 4400 TO 4500
2. CHANGED RWY 10 FINAL COURSE FROM 104.68 TO 104.53
3. CHANGED RWY 22 FINAL COURSE FROM 224.77 TO 224.70
4. RAISED RWY 4 MDA FROM 3300 TO 3360
5. RAISED RWY 10 MDA FROM 3260 TO 3480
6. RAISED RWY 16R MDA FROM 3280 TO 3400
7. RAISED RWY 34L MDA FROM 3260 TO 3320
8. UPDATED ALL RECOMMENDED ALTITUDE VALUES BASED ON 4500 MINIMUM ALTITUDE
9. ADDED RUNWAYS SPECIFIC MISSED APPROACH INSTRUCTIONS
10. CHANGED TDZE TO THRE

REASONS:

1. MVAC
2/3. OPTIMIZATION
4/5/6/7. OBSTACLE STUDY
8. 8260.3, PARA 10.1.4
9. CRITERIA
10. USING THRE IN LIEU OF TDZE

07/11/2012. THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 03/19/2012.
FIX NAME GOMPO CHANGED TO CUPVA.

QUALITY CHECKED 1

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.

8260-4 NOTES CONT.

#CAT D 800-2 1/4, CAT E 800-2 1/2

RWY 28: FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 4500, 2.5 NM MINIMUM ALTITUDE 3700, FINAL APPROACH COURSE 284.64
RECOMMENDED ALTITUDES, 4 MILES 4180, 3 MILES 3860, 2.5 MILES 3700, 2 MILES 3540

RWY 34L: FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 4500, FINAL APPROACH COURSE 346.04
RECOMMENDED ALTITUDES, 4 MILES 4180, 3 MILES 3860, 2 MILES 3540

CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-10 CAT C/D/E VISIBILITY TO 1 3/4 MILE.
CHART NOTE: FOR INOPERATIVE MALS, INCREASE S-28 CAT E VISIBILITY TO 1 1/4 MILE.
CHART NOTE: CIRCLING TO RWY 16L NA AT NIGHT

8260-4 MISSED APPROACH CONT.

RW16R: CLIMBING LEFT TURN TO 4500 HEADING 090 AND MAF VORTAC R-102 TO JOKES INT/MAF 18.93 DME AND HOLD.

RWY22: CLIMB TO 5000 ON MAF VORTAC R-202 TO CUPVA/15.00 DME AND HOLD, DME REQUIRED.

RWY28: CLIMBING RIGHT TURN TO 4800 ON HEADING 030 AND MAF VORTAC R-357 TO MERGE INT/MAF 16.66 DME AND HOLD.

RWY34L: CLIMBING RIGHT TURN TO 4800 ON HEADING 030 AND MAF VORTAC R-357 TO MERGE INT/MAF 16.66 DME AND HOLD.

QUALITY CHECKED 1

CITY AND STATE	ELEVATION: 2872 TDZE: AIRPORT NAME:	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP:
MIDLAND, TX	MIDLAND INTL	MAF ASR	RADAR-1, AMDT 6	AMDT: 5
				DATED: 05/20/99

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:

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
	RW22	CUPVA				ASC		5000
			12. TOWER (48-002721)	314953.00N/1022053.00W	3408 (3C)	1000		4500
			13. TERRAIN	315151.00N/1022118.00W	2934 (2900)		AS1000	3900
	RW28	MERGE INT				ASC		4800
			14. TOWER (48-008997)	320405.00N/1021353.00W	3549 (2C)	1000		4600
			15. TERRAIN	321821.00N/1021539.00W	3006 (3000)		AS1000	4000
2. PROCEDURE TURN								
3. MISSED APPROACH MAP:	RW34L	MERGE INT				ASC		4800
			14.		3549 (2C)	1000		4600
ELEV:	3350/3030/3070		16. TERRAIN	321727.00N/1021551.00W	3006 (3000)		AS1000	4000

4. CIRCLING	DISTANCE	HT. ABV. ARPT. REQUIRED	HT. ABV. ARPT. ACTUAL
CATEGORY A	1.3 NM	350	
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

CITY AND STATE	AIRPORT & ELEVATION	FACILITY	PROCEDURE AND AMENDMENT NO:	REGION
MIDLAND, TX	MIDLAND INTL 2872	MAF ASR	RADAR-1, AMDT 6	ASW

FAA Form 8260 - 9 / Apr 2006 (Computer Generated)

NOTES / EXPLANATIONS FROM OPPOSITE SIDE OF FORM:

PRECIPITOUS TERRAIN EVALUATION COMPLETED

NO ADDITIONAL AIRSPACE REQUIRED

100' VEGETATION APPLIED UNLESS OTHERWISE NOTED

OBST #5 REQUIRES F/C VERIFICATION FOR 4D AC

ASOS ON SVC A, REDUNDANT WX SOURCES ON APT

RW14 VGSI DATA: 3.00/50

RW32 VGSI DATA: 3.00/49.6

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH :	2. WEATHER SERVICE	3. ALTIMETER SETTING
ZHU ARTCC **MOB APP CON** **MOB TWR**	[ ] N W S [ ] F A A [ ] A / C OTHER: **ASOS**	SOURCE: **KMOB** DISTANCE:
SATISFACTORY ON: [X] V H F [X] U H F [ ] H F	LOCATION: **KMOB** HRS OPTN: **24**	HOURS REMOTE OPERATION: ADJUSTMENT: **0**

4. MONITOR STATUS	PRIMARY		SECONDARY	
	NAVAID:		NAVAID:	
	MONITOR POINT:		MONITOR POINT:	
	HRS OPTN: CAT 1		HRS OPTN: CAT 1	
	CAT 3		CAT 3	

5. AIRSPACE				
	FLOOR OF CONTROLLED AIRSPACE UNDER FAC			CONTROL AREA
		CONTROL ZONE:	HOURS OPTN	TRANSITION AREA

6. APPROACH & RUNWAY LIGHTING				
		ALS		REIL
		(S) SALS		TDZ
	X	MALSR 14 (PCL) 32 (PCL)		C/LINE
	X	HIRL 14 32	X	OTHER (Specify) VASI-2L 18, 36 PAPI-4L 14, 32 (PCL)
	X	MIRL 18 36		

7. RUNWAY MARKINGS		8. RUNWAY VISUAL RANGE	
ALL WEATHER	**PIR-G 14, 32**	APPROACH	**14, 32**
INSTRUMENT	**NPI-G 36; -P 18**	ROLL OUT	

9. GLIDE SLOPE		
G S ANGLE:		ELEV RWY THRESHOLD:
DISTANCE FROM RWY:		ELEV GS ANTENNA:
		THRESHOLD CROSSING HEIGHT:

10. FINAL APPROACH COURSE AIMING			
	X	RUNWAY THRESHOLD	F T. FROM THRESHOLD
	X	ON CENTERLINE	F T. FROM CENTERLINE

11. WAIVERS OF STANDARDS	NUMBER OF WAIVERS ON FILE	DATES OF APPROVAL
	NONE	

PART C - REMARKS:

QUALITY CHECKED

PART D - PREPARED BY:	DATE:
JILL OLSON (BRIAN BERUBEE)	**11/23/2011**
TITLE: **AERONAUTICAL INFORMATION SPECIALIST**	OFFICE: **AJV-352**

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 RW04	5 NM	RW04	1. AAO	315409.03N/1021803.69W	3098 (2C)	250		3360
FINAL RW10	5NM	RW10	2. DRILLING RIG	315812.53N/1021447.92W	3163 (4D)	250	AC50	3480
FINAL RW16R	5NM	RW16R	3. DRILLING RIG	315839.59N/1021335.15W	3078 (4D)	250	AC50	3400
FINAL RW22	5NM	RW22	4. TOWER (48-002518)	315803.00N/1020707.00W	3234 (5D)	250	AC50	3540
FINAL RW28	5 NM	2.5 NM	5. AAO	315352.71N/1020848.87W	3054 (2C)	250	DG396	3700
STEPDOWN	2.5NM	RW28	6. ROD (KMAFL032)	315636.28N/1021121.23W	2963 (1B)	250	XP67	3280
FINAL RWY 34L	5NM	RW34L	7. AAO	315243.47N/1021335.38W	3054 (2C)	250		3320
MISSED APPROACH	RW04	JOKES INT				ASC		4500
			8. TOWER (48-005854)	315453.00N/1015750.00W	3460 (5D)	1000		4500
			9. TERRAIN	315727.00N/1021206.00W	2875 (2900)		AS1000	3900
	RW10	JOKES INT				ASC		4500
			8.		3460 (5D)	1000		4500
			10. TERRAIN	315739.00N/1021230.00W	2881 (2900)		AS1000	3900
2. PROCEDURE TURN								
3. MISSED APPROACH MAP:	RW16R	JOKES INT				ASC		4500
			8.		3460 (5D)	1000		4500
ELEV:	3110/3230/3150		11. TERRAIN	315724.00N/1021342.00W	2894 (2900)		AS1000	3900
			17. DRILLING RIG	315830.43N/1021316.38W	3071 (4D)	300	SI	3540
			17.		3071 (4D)	300	SI	3540
			3.		3078 (4D)	300	SI	3540
			2. DRILLING RIG		3163 (4D)	300	SI	3540
			4.		3234 (5D)	300	AC50	3600

4. CIRCLING	DISTANCE	HT. ABV. ARPT. REQUIRED	HT. ABV. ARPT. ACTUAL
CATEGORY A	1.3 NM	350	668
CATEGORY B	1.5 NM	450	668
CATEGORY C	1.7 NM	450	668
CATEGORY D	2.3 NM	550	668
CATEGORY E	4.5 NM	550	728

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 CHECK

CITY AND STATE	AIRPORT & ELEVATION	FACILITY	PROCEDURE AND AMENDMENT NO:	REGION
MIDLAND, TX	MIDLAND INTL 2872	MAF ASR	RADAR-1, AMDT 6	ASW

FAA Form 8260 - 9 / Apr 2006 (Computer Generated)

NOTES / EXPLANATIONS FROM OPPOSITE SIDE OF FORM:

PRECIPITOUS TERRAIN EVALUATION COMPLETED

NO ADDITIONAL AIRSPACE REQUIRED

40' VEGETATION APPLIED PER FPT

ASOS ON SVC A, REDUNDANT WX SOURCES ON APT

RW04 VGSI DATA: NONE
RW10 VGSI DATA: 3.00/54.4
RW16R VGSI DATA: 3.00/49.8
RW22 VGSI DATA: NONE
RW28 VGSI DATA:3.00/52.8
RW34L VGSI DATA: 3.00/50.1

TERPS VOL 1, VISUAL PORTION ON FINAL PENETRATIONS
RW04 34:1
2941 ANT (KMAFL009) 315542.58N/1021247.25W (6.37)
RW16R 34:1
3020 DRILLING RIG 315805.03N/1021232.00W (58.86)
RW16L 20:1
2875 TREE (KMAF0047) 315649.00N/1021150.70W (7.70)
2880 ROAD (KMAF0035) 315650.86N/1021151.00W (3.12)
RW22 34:1
2890 ROD (KMAFL017) 315633.10N/1021121.29W (1.20)

FPT NOTIFIED OF PENETRATIONS

XP67 - TO MAINTAIN CURRENT MDA

QUALITY CHECK

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH :	2. WEATHER SERVICE		3. ALTIMETER SETTING
ZFW ARTCC **MAF APP CON** **MAF TWR**	[ ] N W S [ ] F A A [ ] A / C	OTHER: **ASOS**	SOURCE: **KMAF**
			DISTANCE:
SATISFACTORY ON: [X] V H F [X] U H F [ ] H F	LOCATION: **KMAF**		HOURS REMOTE OPERATION:
	HRS OPTN: **24**		ADJUSTMENT: **0**

4. MONITOR STATUS	PRIMARY		SECONDARY	
	NAVAID: **MAF ASR**		NAVAID:	
	MONITOR POINT:		MONITOR POINT:	
	HRS OPTN:	CAT 1	HRS OPTN:	CAT 1
		CAT 3		CAT 3

5. AIRSPACE				
	FLOOR OF CONTROLLED AIRSPACE UNDER FAC			CONTROL AREA
	CONTROL ZONE:		HOURS OPTN	TRANSITION AREA

6. APPROACH & RUNWAY LIGHTING				
		ALS		REIL
		(S) SALS		TDZ
	X	MALS 28 (PCL) MALSR 10 (PCL)		C/LINE
	X	HIRL 10 28 34L 16R	X	OTHER (Specify) PAPI-4L 34L, 16R VASI-4L 10, 28
	X	MIRL 22 16L 04 34R		

7. RUNWAY MARKINGS **BSC-G 16L, 34R**	8. RUNWAY VISUAL RANGE
ALL WEATHER **PIR-G 10, 28, 34L, 16R**	APPROACH **10**
INSTRUMENT **NPI-G 22, 04**	ROLL OUT

9. GLIDE SLOPE		
	G S ANGLE:	ELEV RWY THRESHOLD:
	DISTANCE FROM RWY:	ELEV GS ANTENNA:
		THRESHOLD CROSSING HEIGHT:

10. FINAL APPROACH COURSE AIMING			
	X	RUNWAY THRESHOLD	F T. FROM THRESHOLD
	X	ON CENTERLINE	F T. FROM CENTERLINE

11. WAIVERS OF STANDARDS	NUMBER OF WAIVERS ON FILE	DATES OF APPROVAL
	NONE	

PART C - REMARKS:

PART D - PREPARED BY:	DATE:
JILL OLSON (BRIAN BERUBEE)	**03/19/2012**
TITLE: **AERONAUTICAL INFORMATION SPECIALIST**	OFFICE: **AJV-353**

RADIO FIX AND HOLDING DATA RECORD

NAME: CUPVA **STATE:** TX **COUNTRY:** US

LATITUDE/LONGITUDE: 314754.20N/1022055.71W **TYPE:** DME

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

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	MIDLAND	MAF	VORTAC	L	201.69	212.69	15.00	15.00		4500	17500

HOLDING: **HOLDING TYPE OF ACTION:** ESTABLISH

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	S	MAF	VORTAC	201.69	021.69	R		8	5000	14000	9	14

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	265	TOWER (48-001046)	314707.00N/1022826.00W	3559	3D

HOLDING RESTRICTIONS:
PATTERN LIMITED TO ESTABLISHED PATTERN

REMARKS:
MIDLAND (FAC 1) USED TO ESTABLISH FIX COORDINATES
PRECIPITOUS TERRAIN EVALUATION COMPLETE

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
EN ROUTE	V81	1				(US)
IAP	RADAR-1		1	KMAF	MIDLAND	TX (US)

REQUIRED CHARTING: IAP, AREA, CONTROLLER

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG **DATE OF REVISION:** 09/20/2012

REASON FOR REVISION:
07/11/2012. THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 03/09/2012.
FIX NAME CHANGED FROM GOMPO TO CUPVA.

DEVELOPED BY: **DATE:** 03/09/2012 **OFFICE:** AJV-353 **NAME:** JILL OLSON (BRIAN BERUBEE)

APPROVED BY: **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: CEN
ARTCC: ZFW
ATC FACILITY: MAF APP CON/ATCT
OTHER:

RADIO FIX AND HOLDING DATA RECORD

NAME: JOKES **STATE:** TX **COUNTRY:** US

LATITUDE/LONGITUDE: 315312.94N/1015054.63W **TYPE:** WP, INT, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** NO CHANGE

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	MIDLAND	MAF	VORTAC	L	101.69	112.69	18.93	18.93		4500	14000
2	BIG SPRING	BGS	VORTAC	L	201.00	212.00	35.17	35.17		4500	14000

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	E	MAF	VORTAC	101.69	281.69	R	1		4500	14000	7	12
2	E	MAF	VORTAC	101.69	281.69	R		8	4500	14000	11	15

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
UPN	200	TOWER (48-005854)	315453.00N/1015750.00W	3460	5D
1	200	TOWER (48-007895)	315119.00N/1014733.00W	3159	5D
2	265	TOWER (48-005854)	315453.00N/1015750.00W	3460	5D

HOLDING RESTRICTIONS:
UNPLANNED HOLDING AUTHORIZED 4500-14000.

REMARKS:
BIG SPRING (FAC 2) AND MIDLAND (FAC 1) USED TO ESTABLISH FIX COORDINATES
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
UNPLANNED HOLDING AND PAT 1 PER ATC REQUEST.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
EN ROUTE	V68	1, 2				(US)
IAP	RADAR-1		2	KMAF	MIDLAND	TX (US)
IAP	RNAV (GPS) RWY 29			KODO	ODESSA	TX (US)

REQUIRED CHARTING: IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 4 **DATE OF REVISION:** 08/23/2012

REASON FOR REVISION:
ADDED HOLDING PATTERN 2 AND ASSOCIATED DATA
UPDATED FIX USE

DEVELOPED BY: **DATE:** 03/09/2012 **OFFICE:** AJV-353 **NAME:** JILL OLSON (BRIAN BERUBEE)

APPROVED BY: **DATE:** **OFFICE:** AJV-353 **NAME:** LARRY STROUT

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: CEN
ARTCC: ZFW
ATC FACILITY: MAF APP CON/ATCT
OTHER:

QUALITY CHECKED

RADIO FIX AND HOLDING DATA RECORD

INFO ONLY

NAME: MERGE **STATE:** TX **COUNTRY:** US

LATITUDE/LONGITUDE: 321706.22N/1020846.50W **TYPE:** WP, INT, DME

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

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	MIDLAND	MAF	VORTAC	L	356.74	007.74	16.66	16.66		4400	17500
2	BIG SPRING	BGS	VORTAC	L	249.04	260.04		34.22		4400	17500

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	N	MAF	VORTAC	356.74	176.74	L	1		4500	6000	7	7
2	N	MAF	VORTAC	356.74	176.74	L	1-1 1/2		4800	17500	15	22

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	TOWER (48-013424)	321741.81N/1021007.13W	3320	2C
2	310	TOWER (48-004448)	322347.00N/1015726.00W	3635	5D

REASON FOR NONSTANDARD HOLDING:
PAT 1 ATC REQUEST
PAT 2 ATC REQUEST

HOLDING RESTRICTIONS:
HOLDING LIMITED TO ESTABLISHED PATTERNS.

REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
HOLDING PAT 1 USED FOR CAT A-D PROCEDURES, PAT 2 USED FOR PROCEDURES WITH CAT E.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
EN ROUTE	V16	1, 2				(US)
EN ROUTE	V81	1, 2	1			(US)
IAP	RNAV (GPS) RWY 34			K2F5	LAMESA	TX (US)
IAP	HI-VOR/DME OR TACAN RWY 34L	1, 2	2	KMAF	MIDLAND	TX (US)
IAP	RADAR-1	1, 2	2	KMAF	MIDLAND	TX (US)
IAP	VOR/DME OR TACAN RWY 34L	1, 2	2	KMAF	MIDLAND	TX (US)
IAP	VOR -A	1, 2	1	KMDD	MIDLAND	TX (US)
IAP	VOR/DME RWY 25	1, 2	1	KMDD	MIDLAND	TX (US)
IAP	RNAV (GPS) RWY 20			KODO	ODESSA	TX (US)

REQUIRED CHARTING: IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 9 **DATE OF REVISION:** 07/29/2010

REASON FOR REVISION:
1. DELETED FAC 3 BREWE.
2. RAISED FAC 1 AND 2 MRA FROM 4000 TO 4400.
3. ADDED FAC 1 AND 2 DIST FROM FAC IN NM.
4. ADDED REMARK, PRECIPITOUS TERRAIN EVALUATION COMPLETED.
5. MOVED REMARK, HOLDING LIMITED TO ESTABLISHED PATTERNS, TO HOLDING RESTRICTIONS.
6. SPLIT PAT 1 INTO PAT 1 200K HOLDING AND PAT 2 310K HOLDING, ALTITUDES, TEMPLATES, AND OBSTACLES CHANGED.
7. DELETED REMARK,ALL AIRSPEEDS EVALUATED, BUT 310 KTS IDENTIFIED DUE TO TYPE OF AIRCRAFT WHICH MAY USE THE HOLDING FIX.
8. ADDED REMARK, HOLDING PAT 1 USED FOR CAT A-D PROCEDURES, PAT 2 USED FOR PROCEDURES WITH CAT E.

DEVELOPED BY: **DATE:** 01/11/2010 **OFFICE:** AVN-120 **NAME:** JOSE ALFONSO (DAVID SAUER)

APPROVED BY: **DATE:** 04/27/2010 **OFFICE:** AVN-120 **NAME:** SUE CRUMB

SIGNATURE:

DISTRIBUTION: **NFDC**
FPO: CEN
ARTCC: ZFW
ATC FACILITY: MAF APP CON
OTHER:

QUALITY CHECK

RADIO FIX AND HOLDING DATA RECORD

INFO ONLY

NAME: MIDLAND VORTAC **STATE:** TX **COUNTRY:** US

LATITUDE/LONGITUDE: 320033.64N/1021125.40W **TYPE:**

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** NO CHANGE

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	MIDLAND	MAF	VORTAC	L						4000	17500

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	MAF	VORTAC	051.14	231.14	L	1		5000	6000	5	5

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
UPN	310	TOWER (48-004478)	315755.00N/1024612.00W	4240	3C
1	200	TOWER (48-000685)	315730.00N/1020401.00W	3287	4D

REASON FOR NONSTANDARD HOLDING:
PAT 1 ATC REQUEST

HOLDING RESTRICTIONS:
UNPLANNED HOLDING AUTHORIZED AT OR ABOVE 5300.

REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
DP	MIDLAND			KMAF	MIDLAND	TX (US)
EN ROUTE	V546					(US)
EN ROUTE	V66					(US)
EN ROUTE	V68					(US)
EN ROUTE	V81					(US)
EN ROUTE	V94					(US)
IAP	HI-VOR/DME OR TACAN RWY 16R			KMAF	MIDLAND	TX (US)
IAP	HI-VOR/DME OR TACAN RWY 34L			KMAF	MIDLAND	TX (US)
IAP	ILS OR LOC RWY 10			KMAF	MIDLAND	TX (US)
IAP	LOC BC RWY 28			KMAF	MIDLAND	TX (US)
IAP	VOR OR TACAN RWY 16R			KMAF	MIDLAND	TX (US)
IAP	VOR/DME OR TACAN RWY 34L			KMAF	MIDLAND	TX (US)
IAP	VOR-A			KMDD	MIDLAND	TX (US)
IAP	VOR/DME RWY 25			KMDD	MIDLAND	TX (US)
IAP	NDB RWY 20			KODO	ODESSA	TX (US)
IAP	VOR-A		1	KODO	ODESSA	TX (US)
IAP	NDB RWY 35			KGNC	SEMINOLE	TX (US)

REQUIRED CHARTING: MILITARY IAP, IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: LOW

RECORD REVISION NUMBER: 8 **DATE OF REVISION:** 07/29/2010

REASON FOR REVISION:
1. ADDED PAT 1.
2. DELETED REMARK, HOLDING EVALUATED FOR GPS HOLDING.
3. DELETED REMARK, UNPLANNED HOLDING AUTHORIZED AT OR ABOVE 5000.
4. ADDED HOLDING RESTRICTION, UNPLANNED HOLDING AUTHORIZED AT OR ABOVE 5300.
5. ADDED REMARK, PRECIPITOUS TERRAIN EVALUATION COMPLETED.
6. DELETED UNPLANNED HOLDING 230K AND 265K CONTROLLING OBSTACLE.
7. CHANGED UNPLANNED HOLDING 310K OBSTACLE DESCRIPTION NUMBER.

DEVELOPED BY: **DATE:** 01/13/2010 **OFFICE:** AVN-120 **NAME:** JOSE ALFONSO (DAVID SAUER)

APPROVED BY: **DATE:** 04/26/2010 **OFFICE:** AVN-120 **NAME:** SUE CRUMB

SIGNATURE:

QUALITY CHECKED

DISTRIBUTION:

NFDC
FPO: CEN
ARTCC: ZFW
ATC FACILITY: MAF APP CON
OTHER:

QUALITY CHECK