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 |
|---|---|---|---|
| CHOPS | ORLOE (FB) | 084.78 / 13.91 | 2000 |
| DONIL (IAF) | PEKME (FB) | 249.49 / 18.67 | 2000 |
| LAFLN (IAF) | PEKME (FB) | 331.64 / 9.27 | 2000 |
| ORLOE (IAF) | PEKME (FB) | 031.32 / 5.00 | 2000 |
| PEKME (IF) | TELNE (FB) | 301.33 / 6.05 | 1700 |
| TELNE (FAF) | RW30 (MAP) (FO) | 301.27 / 4.95 | |
| RW30 (MAP) | 464 MSL | 301.27 | |
| 464 MSL | DAKEY (FO) | | 2000 |

## MISSED APPROACH

LNAV: RW30

CLIMB TO 2000 DIRECT DAKEY AND HOLD.

**ADDITIONAL FLIGHT DATA:**
HOLD NW, RT, 121.07 INBOUND.
CHART FAS OBST: 310 PWR POLE 385740N/0754736W
TELNE TO RW30: 3.04/40.
CHART EASTON AWOS-3

1. PT ____ SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. PROFILE STARTS AT PEKME
3. FAC: 301.27 FAF: TELNE DIST FAF TO MAP: 4.95 THLD: 4.95
4. MIN. ALT: PEKME 2000, TELNE 1700
5. DIST TO THLD FROM OM: ____ MM: ____ IM: ____ 150 HAT: ____ 100 HAT: ____ GS ANT: ____
6. MIN GS INCPT: ____ GS ALT AT: ____ OM: ____ MM: ____ IM: ____
7. GS ANGLE: ____ TCH: 34:1 IS CLEAR
8. MSA FROM: RW30 2100

MAG VAR: 12W EPOCH YEAR: 2005

## MINIMUMS

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

ALTERNATE: N A | X |

| 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 |
| LNAV MDA | 660 | 1 | 596 | 660 | 1 | 596 | | NA | | | NA | | | | |
| CIRCLING | 660 | 1 | 596 | 660 | 1 | 596 | | NA | | | NA | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

NOTES:
CHART NOTE: DME/DME RNP-0.3 NA.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL AT CHOPS ON V16-157-213 SOUTHWEST BOUND, V308 WESTBOUND.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL AT DONIL ON V229 NORTHEAST BOUND, V44 EASTBOUND.
(SEE FORM 8260-10)

QUALITY 4 CHECKED

| CITY AND STATE | ELEVATION: 64 THRE: 64 AIRPORT NAME: | FACILITY IDENTIFIER: | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| RIDGELY, MD | RIDGELY AIRPARK | RNAV | RNAV (GPS) RWY 30, ORIG-A | AMDT: ORIG |
| | | | | DATED 08/02/2007 |

| 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] **ZDC, DCA ATCT, BWI ATCT, DOV ATCT, AMGR** |

FLIGHT CHECKED BY

| NAME: | FIFO | DATE: |
|---|---|---|
| | | |

DEVELOPED BY

| NAME: | FIFO | DATE: |
|---|---|---|
| **DONALD E. SMITH (ROSE BOONE)** | **AJV-352** | **01/17/2012** |

APPROVED BY

| NAME: | | FIFO | DATE: |
|---|---|---|---|
| **DARRYEL ADAMS** | **MANAGER** | **AJV-352** | |

CHANGES:

**1. CHANGED TDZE TO THRE.**
**2. REMOVED VDP.**
**3. REMOVED LOCAL ALTIMETER NOTE.**
**4. CHANGED CRS/DISTANCE FROM PEKME TO TELNE FROM 301.34/6.06 TO 301.33/6.05.**
**5. CHANGED FINAL CRS/DISTANCE FROM 301.26/4.94 TO 301.27/4.95.**
**6. CHANGED LNAV MDA/HAT AND CIRCLING MDA/HAA FROM 620/556 TO 660/596.**
**7. DELETED GPS OR RNP 0.3 REQUIRED NOTE.**
**8. ADDED NOTE: USE EASTON ALTIMETER SOURCE..**

REASONS:

**1. PER 8260.3B CHANGE 20 3.2 NOTE 1**
**2, 3, 6. PRIMARY REMOTE ALTIMETER IN USE.**
**4, 5. FAF ESTABLISHED IAW 8260.54A.**
**7,8. IAW 8260.19D.**

**PDF EDITS:**
**ADDED (FAF) TO TELNE LINE**
**REMOVED NA FROM PT LINE**
**ADDED COURSE TO CA LINE**

QUALITY A CHECKED

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**NOTES, (CONT.):**
**CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL AT LAFLN ON V29 SOUTHBOUND, V308 EASTBOUND.**
**CHART NOTE: PROCEDURE NA AT NIGHT.**
**CHART NOTE: USE EASTON ALTIMETER SOURCE. WHEN NOT RECEIVED, PROCEDURE NA.**

QUALITY 4 CHECKED

| CITY AND STATE | ELEVATION: 64 THRE: 64 AIRPORT NAME: | FACILITY IDENTIFIER: | PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| **RIDGELY, MD** | **RIDGELY AIRPARK** | **RNAV** | **RNAV (GPS) RWY 30, ORIG-A** | AMDT: **ORIG** |
| | | | | DATED: **08/02/2007** |

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

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:

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 PACKET - 424-18 - RNAV (GPS)

```
                1         2         3         4         5         6         7         8         9         0         1         2         3
WP      123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAEAENRT   CHOPS K60    R   L N38454181W075573618                    W0114     NAR          CHOPS
        SUSAEAENRT   DAKEY K60    W     N39015627W076054567                    W0114     NAR          DAKEY
        SUSAEAENRT   DONIL K60    C   L N39043544W075181892                    W0119     NAR          DONIL
        SUSAEAENRT   LAFLN K60    C   L N38472740W075304772                    W0117     NAR          LAFLN
        SUSAEAENRT   ORLOE K60    W     N38494784W075403604                    W0116     NAR          ORLOE
        SUSAEAENRT   PEKME K60    W     N38543120W075382890                    W0117     NAR          PEKME
        SUSAEAENRT   TELNE K60    W     N38563131W075454815                    W0116     NAR          TELNE

                1         2         3         4         5         6         7         8         9         0         1         2         3
AIRPORT 123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KRJDK6ARJD     0     032YHN38581241W075515877W012000064        1800018000C    MNAR    RIDGELY AIRPARK

                1         2         3         4         5         6         7         8         9         0         1         2         3
SEGMENT 123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KRJDK6FR30   ACHOPS 010CHOPSK6EA0E       IF                                                18000                B JS
        SUSAP KRJDK6FR30   ACHOPS 020ORLOEK6EA0E  A 020TF                    08480139    + 02000                                B JS
        SUSAP KRJDK6FR30   ACHOPS 030PEKMEK6EA0EE B 010TF                    03130050    + 02000                                B JS
        SUSAP KRJDK6FR30   ADONIL 010DONILK6EA0E  A    IF                                                18000                B JS
        SUSAP KRJDK6FR30   ADONIL 020PEKMEK6EA0EE B 010TF                    24950187    + 02000                                B JS
        SUSAP KRJDK6FR30   ALAFLN 010LAFLNK6EA0E  A    IF                                                18000                B JS
        SUSAP KRJDK6FR30   ALAFLN 020PEKMEK6EA0EE B 010TF                    33160093    + 02000                                B JS
        SUSAP KRJDK6FR30   R      010PEKMEK6EA0E  I    IF                                + 02000     18000                B JS
        SUSAP KRJDK6FR30   R      020TELNEK6EA1E  F 051TF                    30130061    + 01700                  RW30  K6PGB JS
        SUSAP KRJDK6FR30   R      020TELNEK6EA2WN          N          ALNAV                                                     JS
        SUSAP KRJDK6FR30   R      030RW30 K6PG0GY M 031TF                    30130050      00104             -304           B JS
        SUSAP KRJDK6FR30   R      040         0  M     CA                    3013        + 00464                                B JS
        SUSAP KRJDK6FR30   R      050DAKEYK6EA0EY      DF                                + 02000                                B JS
        SUSAP KRJDK6FR30   R      060DAKEYK6EA0EE  R   HM                    12110040    + 02000                                B JS

                1         2         3         4         5         6         7         8         9         0         1         2         3
RUNWAY  123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KRJDK6GRW30    0032143012 N38580922W075514740+0000    -0015400064000040050R

                1         2         3         4         5         6         7         8         9         0         1         2         3
MSA     123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KRJDK6SRW30 K6PG                0   18018002125                                                                    M
```

QUALITY 4 CHECKED

| CITY AND STATE | ELEVATION: 64 THRE: 64 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| **RIDGELY, MD** | AIRPORT NAME: **RIDGELY AIRPARK** | **RNAV** | **RNAV (GPS) RWY 30, ORIG-A** | AMDT: **ORIG** |
| | | | | DATED: **08/02/2007** |

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

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CHOPS | CHOPS | 010 | | IF | | FB | | | | | |
| | CHOPS | ORLOE | 020 | IAF | TF | | FB | 2.0 | 084.8(072.8T) | 013.9 | AA 02000 | |
| | CHOPS | PEKME | 030 | | TF | | FB | 1.0 | 031.3(019.3T) | 005.0 | AA 02000 | |
| | DONIL | DONIL | 010 | IAF | IF | | FB | | | | | |
| | DONIL | PEKME | 020 | | TF | | FB | 1.0 | 249.5(237.5T) | 018.7 | AA 02000 | |
| | LAFLN | LAFLN | 010 | IAF | IF | | FB | | | | | |
| | LAFLN | PEKME | 020 | | TF | | FB | 1.0 | 331.6(319.6T) | 009.3 | AA 02000 | |
| | | PEKME | 010 | FACF | IF | | FB | | | | AA 02000 | |
| | | TELNE | 020 | FAF | TF | | FB | 0.5 | 301.3(289.3T) | 006.1 | AA 01700 | |
| | | RW30 | 030 | MAP | TF | | FO | 0.3 | 301.3(289.3T) | 005.0 | AT 00104 | |

| MISSED APPROACH | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG(TRUE) | DISTANCE | ALTITUDE | SPEED |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 040 | | CA | | FB | | 301.3(289.3T) | | AA 00464 | |
| | DAKEY | 050 | | DF | | FO | | | | AA 02000 | |
| | DAKEY | 060 | | HM | R | FO | | 121.1(109.1T) | 004.0 | AA 02000 | |

| POINT DATA | WAYPOINT | LAT IN SECS | LONG IN SECS | LAT IN MINS | LONG IN MINS |
|---|---|---|---|---|---|
| | CHOPS | N384541.81 | W0755736.18 | N3845.697 | W07557.603 |
| | DAKEY | N390156.27 | W0760545.67 | N3901.938 | W07605.761 |
| | DONIL | N390435.44 | W0751818.92 | N3904.591 | W07518.315 |
| | LAFLN | N384727.40 | W0753047.72 | N3847.457 | W07530.795 |
| | ORLOE | N384947.84 | W0754036.04 | N3849.797 | W07540.601 |
| | PEKME | N385431.20 | W0753828.90 | N3854.520 | W07538.482 |
| | TELNE | N385631.31 | W0754548.15 | N3856.522 | W07545.803 |
| | RW30 | N385809.22 | W0755147.40 | N3858.154 | W07551.790 |

| RUNWAY DATA | RWY | THRESHOLD ELEVATION | TCH |
|---|---|---|---|
| | RW30 | 00064 | 40 |

| CITY AND STATE | ELEVATION: 64 THRE: 64 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| **RIDGELY, MD** | AIRPORT NAME: **RIDGELY AIRPARK** | **RNAV** | **RNAV (GPS) RWY 30, ORIG-A** | AMDT: **ORIG** |
| | | | | DATED: **08/02/2007** |

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

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. |
|---|---|---|---|---|---|---|---|---|
| FEEDER | CHOPS | ORLOE | 1. TOWER (24-000222) | 384602.00N/0754446.00W | 440 (5D) | 1000 | AT560 | 2000 |
| | | | 2. TERRAIN | 384909.00N/0760048.00W | 76 (100) | | AS1500 | 1600 |
| INITIAL | DONIL | PEKME | TOWER (10-000146) | 385905.00N/0753314.00W | 519 (2C) | 1000 | AT481 | 2000 |
| | | | 4. TERRAIN | 385257.00N/0754327.00W | 60 (100) | | AS1500 | 1600 |
| INITIAL | LAFLN | PEKME | 5. TOWER (10-000009) | 385330.00N/0753448.00W | 424 (5D) | 1000 | AT576 | 2000 |
| | | | 6. TERRAIN | 385245.00N/0753415.00W | 63 (100) | | AS1500 | 1600 |
| INITIAL | ORLOE | PEKME | 7. TOWER (10-000100) | 384852.00N/0753909.00W | 409 (5D) | 1000 | AT591 | 2000 |
| | | | 8. TERRAIN | 385257.00N/0754327.00W | 63 (100) | | AS1500 | 1600 |
| INTERMEDIATE | PEKME | TELNE | 9. PWR POLE | 385417.00N/0754133.00W | 269 (2C) | 500 | DG931 | 1700 |
| | | | 10. TERRAIN | 385703.00N/0754427.00W | 69 (100) | | AS1500 | 1600 |
| FINAL: LNAV | TELNE | RW30 | 11. PWR POLE | 385740.00N/0754736.00W | 310 (4D) | 250 | AC50 RA40 | 660 |
| 2. PROCEDURE TURN | NA | | | | | | | |
| 3. MISSED APPROACH MAP: | RW30 | DAKEY | | | | ASC | | 2000 |
| | | | 13. TOWER (24-000650) | 390143.00N/0760630.00W | 393 (5E) | 1000 | | 1400 |
| ELEV: | 320 | | 14. TERRAIN | 390000.00N/0760000.00W | 83 (100) | | AS1500 | 1600 |

| 4. CIRCLING AREA | DISTANCE | HT. ABV. ARPT. REQUIRED | ACTUAL | | OBSTRUCTION | COORDINATES | ELEV. MSL | ROC | ALT. ADJUSTMENTS | MIN. ALT. |
|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY A | 1.3 NM | 350 | 596 | | 12. TREE | 385831.84N/0755254.57W | 179 (2C) | 300 | SI | 660 |
| CATEGORY B | 1.5 NM | 450 | 596 | | 12. TREE | 385831.84N/0755254.57W | 179 (2C) | 300 | SI | 660 |
| CATEGORY C | 1.7 NM | 450 | | | | | | | | |
| CATEGORY D | 2.3 NM | 550 | | | | | | | | |
| CATEGORY E | 4.5 NM | 550 | | | | | | | | |

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID: RW30

| SECTOR | OBSTRUCTION | BRG/DIST | ELEVATION (MSL) | M S A | SECTOR | OBSTRUCTION | BRG/DIST | ELEVATION (MSL) | M S A |
|---|---|---|---|---|---|---|---|---|---|
| 360-360 | TOWER (24- | 180/ 28.7 | 1049 (5D) | 2100 | | | | | 4 |
| | | | | | | | | | |

CHECKED

| CITY AND STATE | ELEVATION: 64 / AIRPORT NAME: | FACILITY | PROCEDURE AND AMENDMENT NO: | REGION |
|---|---|---|---|---|
| RIDGELY, MD | RIDGELY AIRPARK | RNAV | RNAV (GPS) RWY 30, ORIG-A | AEA |

## PART B - SUPPLEMENTAL DATA

| 1. COMMUNICATIONS WITH: | 2. WEATHER SERVICE | | 3. ALTIMETER SETTING |
|---|---|---|---|
| **BWI TOWER**<br>**ZDC ARTCC** | N W S | OTHER: **AWOS-NULL** | SOURCE: **KESN** |
| | F A A | | DISTANCE: **13.75** |
| SATISFACTORY ON: | A / C | | HOURS REMOTE OPERATION: |
| X V H F  X U H F  H F | LOCATION: **KESN** | | ADJUSTMENT: **40** |

| | | |
|---|---|---|
| 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** |
| | X | **OTHER (SPECIFY)**<br>**LIRL 12, 30** |

| | | |
|---|---|---|
| 6. RUNWAY MARKINGS | BASIC | |
| | ALL WEATHER | |
| | INSTRUMENT **NPI-G 12, 30** | |
| 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 | | | |
|---|---|---|---|
| | X | RUNWAY THRESHOLD | FT. FROM THRESHOLD |
| | X | ON CENTERLINE | FT. FROM CENTERLINE |

10. WAIVERS: **1**

**ORDER 8260.3B, PARAGRAPH 122; REQUIRED RUNWAY WIDTH 60 FEET.**

| PART D - PREPARED BY: | DATE: |
|---|---|
| **DONALD E. SMITH (ROSE BOONE)** | **01/17/2012** |
| TITLE: **AERONAUTICAL INFORMATION SPECIALIST** | OFFICE: **AJV-352** |

## PART C - REMARKS:

**PRECIPITOUS TERRAIN EVALUATION COMPLETED.**

**BLOCK 3: ALTIMETER SETTING**
**SOURCE: KESN**
**DISTANCE: 13.75NM**
**HOURS REMOTE OPERATION: 24**
**ADJUSTMENT: 32.78FT**
**BLOCK 2: AWOS-3 ON SERVICE "A"**
**BLOCK 6: RWY 12-30 REIL OTS - INDEF.**
**PROCEDURE NA AT NIGHT. DUE TO RUNWAY SURVEY DATA - ALL RUNWAYS A(V) PER FAA FORM 5010-1.**
**LNAV/VNAV NOT DEVELOPED DUE TO INSUFFICIENT SURVEY DATA.**

**WAIVER: FAAO 8260.3B PARA 122 REQUIRED RUNWAY WIDTH 60 FEET.**

**SEE ATTACHED AIRSPACE LETTER.**

**ALL TREES ASSUMED TO BE 100' AGL.**
**NO - 20:1 OR 34:1 PENETRATIONS KNOWN. THE PROCEDURE IS NA AT NIGHT DUE TO TYPE AND LACK OF PROPER SURVEY DATA. (AIRPORT "NIGHT EVAL" NOT REQUIRED - DUE TO NIGHT RESTRICTIONS.)**
**TAA - NOT USED DUE TO RESTRICTED AIRSPACE.**
**LNAV/VNAV, LPV NOT ESTABLISHED DUE TO LACK OF SURVEY.**

QUALITY 4 CHECKED

# RADIO FIX AND HOLDING DATA RECORD

**NAME:** DAKEY **STATE:** MD **COUNTRY:** US

**LATITUDE/LONGITUDE:** 390156.27N/0760545.67W **TYPE:** WP

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

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

**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 | NW | | WP | 301.07 | 121.07 | R | | 4 | 2000 | 4000 | 4 | 5 |

**CONTROLLING OBSTRUCTIONS:**

| PAT | AIRSPEED | OBSTRUCTION | COORDINATES | ELEVATION | ACCURACY CODE |
|---|---|---|---|---|---|
| 1 | 200 | TOWER (24-000630) | 385717.84N/0760533.75W | 526 | 5E |

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

**REMARKS:**
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|---|---|
| IAP | RNAV (GPS) RWY 12 | | | KRJD | RIDGELY | MD (US) |
| IAP | RNAV (GPS) RWY 30 | | 1 | KRJD | RIDGELY | MD (US) |

**REQUIRED CHARTING:** IAP

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 1 **DATE OF REVISION:** 05/31/2012

**REASON FOR REVISION:**
UPDATED FIX USE
DELETED FAC 1
MOVED HOLDING NOTE TO HOLDING RESTRICTIONS
ADDED PRECIPITOUS TERRAIN NOTE
UPDATED CONTROLLING OBSTACLE

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

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

**SIGNATURE:**

**DISTRIBUTION:**
**NFDC**
**FPO:** EST
**ARTCC:** ZDC
**ATC FACILITY:** BWI/DOV
**OTHER:**

# RADIO FIX AND HOLDING DATA RECORD

**NAME:** TELNE **STATE:** MD **COUNTRY:** US

**LATITUDE/LONGITUDE:** 385631.31N/0754548.15W **TYPE:** WP

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

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

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|---|---|
| IAP | RNAV (GPS) RWY 30 | | | KRJD | RIDGELY | MD (US) |

**REQUIRED CHARTING:** IAP

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 1 **DATE OF REVISION:** 05/31/2012

**REASON FOR REVISION:**
DELETED FAC 1
MOVED FIX 43 FEET WEST
UPDATED FIX USE

**DEVELOPED BY:** **DATE:** 01/18/2012 **OFFICE:** AJV-352 **NAME:** DONALD SMITH (ROSE BOONE)

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

**SIGNATURE:**

**DISTRIBUTION:**
**NFDC**
**FPO:** EST
**ARTCC:** ZDC
**ATC FACILITY:** BWI
**OTHER:**

QUALITY 4 CHECKED

# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **RIDGELY** STATE: **MD**

AIRPORT NAME: **RIDGELY AIRPARK** ID: **KRJD**

PROCEDURE: **RNAV (GPS) RWY 30** AMDT: **ORIG-A**

DOCKET#: **NOT REQUIRED**
(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 **1.95**
   (Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of **FINAL** segment at 1000' point **1.45**
   (Enter appropriate segment, final, intermediate, etc.)
3. True Course of **FINAL** segment containing 1000' point **289.27**
4. High Terrain in **FINAL** segment containing 1000' point **60**
5. Distance from **THLD** to 1500' point **4.15**
   (If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of **FINAL** segment at 1500' point **1.90**
7. True Course of **FINAL** segment containing 1500' point **289.27**
8. High Terrain in **FINAL** segment containing 1500' point **60**
9. Threshold Coordinates (if straight-in) ... **385809.22N** / **0755147.40W**
10. ARP Coordinates ..... **384812.00N** / **0755158.00W**
11. Runway Approach End and distance furthest from ARP ..... RWY **12**
    Distance **0.38** NM
12. FAF Coordinates ..... **385631.31N** / **0754548.15W**

**REMARKS: Approach/Drawing attached.**

INFO ONLY

US Department of Transportation
Federal Aviation Administration

# FLIGHT PROCEDURES STANDARDS WAIVER

DATE: JAN 07 2003

1. Flight Procedure Identification:
RIDGELY, MD, RIDGELY AIRPARK, RNAV (GPS) RWY 30

2. Waiver Required and Applicable Standard:
REQUIRED RUNWAY WIDTH 60 FEET. FAA ORDER 8260.3B, PARAGRAPH 122.

3. Reason for Waiver *(Justification for nonstandard treatment)*:

TO ALLOW DEVELOPMENT OF A NONPRECISION INSTRUMENT APPROACH PROCEDURE TO A RUNWAY THAT IS 50 FEET WIDE.

4. Equivalent Level of Safety Provided:
THE RUNWAY IS LOCATED IN A FAIRLY FLAT AREA THAT IS CLEARLY VISIBLE FROM THE AIR. IT IS 3200 FEET IN LENGTH, WITH SHOULDERS THAT ARE CLEAR OF TREES, BUSHES AND HIGH GRASS.

THE RUNWAY HAS GOOD MARKINGS AND LOW INTENSITY EDGE LIGHTING.

THE CEILING FOR THIS APPROACH WILL BE 400 FEET AND THE VISIBILITY 1 MILE.

THE APPROACH WILL BE LIMITED TO CATEGORY A AND B AIRCRAFT ONLY.

THE ONLY BASED AIRCRAFT AT THIS AIRPORT ARE SINGLE ENGINE AIRCRAFT (15).

ITINERANT AIRCRAFT TRAFFIC COUNT IS OVER 20,000 PER YEAR, WITH ALL BEING OF THE SMALLER VARIETY.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:
EXPANDING THE WIDTH OF THE RUNWAY IS NOT COST EFFECTIVE.

6. Coordination With User Organizations *(Specify)*:
AVN-140
AVN-110
AVN-160

7. SUBMITTED BY

| Office Identification: | Title: | Signature: |
|---|---|---|
| AVN-100 | Manager, National Flight Procedures Office | Russell D. Jones |

FAA FORM 8260 - 1 / February 1995 (computer generated)