

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks 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 feet RVR.

<u>AIRPORT ID</u> BBD	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 17	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> BRADY	<u>STATE</u> TX
<u>AIRPORT ELEVATION</u> 1827	<u>TDZE</u> 1827	<u>SUPERSEDED</u> RNAV (GPS) RWY 17	<u>ORIGINAL/AMENDMENT</u> 1C	<u>DATED</u> 11/07/2019
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 7E
				<u>EPOCH YEAR</u> 1995
				<u>CANCEL/SUSPEND</u>

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 083/30 CW 263/30	NOPT	ELAME	IF/IAF	4000
2. 263/30 CW 353/30		HUDLE	IAF	4000
3. 353/30 CW 083/30		353/25 CW 083/25		4300
4. 353/25 CW 083/25		IPOCO	IAF	4000

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
HUDLE	IAF	ELAME	NOPT	TF	FB	1.00	263.21	7.00	4000
IPOCO	IAF	ELAME	NOPT	TF	FB	1.00	083.07	7.00	4000
ELAME	IF/IAF	EYEDU		TF	FB	1.00	173.14	6.03	3500
EYEDU	FAF	RAVLE/2.12 NM TO RW17		TF	FB	0.30	173.14	3.01	
RAVLE/2.12 NM TO RW17		RW17	MAP	TF	FO	0.30	173.14	2.12	
RW17	MAP	2027 MSL		CA			173.14		
2027 MSL		JENEV		DF	FO	1.00			4000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW17

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4000 DIRECT JENEV AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD N ELAME, RT, 173.14 INBOUND, 4000 FT. IN LIEU OF PT (IAF), MAX 6000.														
3.	FAC:	173.14	FAF:	EYEDU	DIST FAF TO MAP:	5.13	DIST FAF TO THLD:	5.13							
4.	MIN ALT:	ELAME 4000, EYEDU 3500, RAVLE/2.12 NM TO RW17 2540													
5.	DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		200 HAT:	0.50	GS ANT:				
6.	MIN GP INCPT:	3500	GP ALT AT PFAF:	EYEDU 3500					OM:		MM:			IM:	
7.	GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	40.0							
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -18°C OR ABOVE 54°C.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING JCT ALTIMETER SETTING.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE JCT ALTIMETER SETTING: INCREASE LPV DA TO 2144 FEET; INCREASE LNAV/VNAV DA TO 2194 FEET; INCREASE ALL MDAS 120 FEET AND LNAV VISIBILITY CAT C 3/8 SM.

ADDITIONAL FLIGHT DATA:

HOLD S, RT, 353.14 INBOUND.
CHART FAS OBST: 1907 TREE 311300N/0991848W.
2153 AAO 311542N/0992027W.
CHART VDP AT 0.92 NM TO RW17.
WAAS CHANNEL # 53608
REFERENCE PATH ID: W17A
LTP HAE: 533 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	2027	1	200	2027	1	200	2027	1	200		NA				
LNAV/VNAV DA	2077	1	250	2077	1	250	2077	1	250		NA				
LNAV MDA	2160	1	333	2160	1	333	2160	1	333		NA				

CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED LLO VORTAC FEEDER AND BREDY FEEDERS FROM PROCEDURE - LLO VOR MON.
2. TERMINAL ROUTES: ADDED TAA – ATC REQUEST TO REPLACE FEEDERS, ADDITION OF TAA INCORPORATES FDC NOTAM 4/7702.
3. TERMINAL ROUTES: CHANGED HUDLE TO ELAME LEG FROM 263.19/5.00 TO 263.21/7.00 – LEG LENGTH INCREASED TO MEET MINIMUM LEG REQUIREMENTS IAW 8260.58C, 1-2-5.B(1). FIX NAME RETAINED AT ATC REQUEST.
4. TERMINAL ROUTES: CHANGED IPOCO TO ELAME LEG FROM 083.09/5.00 TO 083.07/7.00 – LEG LENGTH INCREASED TO MEET MINIMUM LEG REQUIREMENTS IAW 8260.58C, 1-2-5.B(1). FIX NAME RETAINED AT ATC REQUEST.
5. TERMINAL ROUTES: UPDATED ELAME TO EYEDU DISTANCE FROM 6.10 TO 6.03 – PFAF RELOCATED BASED ON GPA/TCH.
6. TERMINAL ROUTES: ADDED STEPDOWN SEGMENT “EYEDU” TO “RAVLE/2.12 NM TO RWY 17” COURSE/DISTANCE “173.14/3.01” – SDF ADDED FOR LOWER LNAV MINS.
7. TERMINAL ROUTES: ADDED SEGMENT “RAVLE/2.12 NM TO RWY 17” TO “RWY 17” COURSE/DISTANCE “173.14/2.12” - SDF ADDED FOR LOWER LNAV MINS.
8. TERMINAL ROUTES: UPDATED CA LEG FROM “2077 MSL” TO “2027 MSL” – IAW 8260.58C, 3-5-2.B.
9. TERMINAL ROUTES: UPDATED FROM “2077 MSL TO CEGOS” AND “CEGOS TO BREDY 228.25/6.68/4000” TO “2027 MSL TO JENEV 4000” – MISSED APPROACH UPDATED.
10. MISSED APPROACH: CHANGED FROM “CLIMB TO 4000 DIRECT CEGOS AND ON TRACK 228.24 TO BREDY AND HOLD” TO “CLIMB TO 4000 DIRECT JENEV AND HOLD” – NEW MISSED APPROACH DEVELOPED, LLO VOR MON.
11. PROFILE LINE 2: CHANGED FROM “PROFILE STARTS AT ELAME” TO “HOLD N ELAME, RT, 173.14 INBOUND, 4000 FT. IN LIEU OF PT (IAF), MAX 6000” – HOLD-IN-LIEU-OF-PROCEDURE TURN ESTABLISHED.
12. PROFILE LINE 3: CHANGED DIST FAF TO MAP AND DIST FAF TO THLD FROM “5.06” TO “5.13” - FAF RELOCATED BASED ON GPA/TCH.
13. PROFILE LINE 4: ADDED “RAVLE/2.12 NM TO RWY17 2540” – STEPDOWN FIX ADDED.
14. PROFILE LINE 5: UPDATED DIST TO THLD FROM “250 HAT: 0.66 NM” TO “200 HAT: 0.50 NM” – RELOCATED FROM ADDITIONAL FLIGHT DATA, LPV MINS LOWERED.
15. PROFILE LINE 7: ADDED 20:1 IS CLEAR – IAW 8260.19J, 8-6-7.G(3)(A).
16. PROFILE LINE 8: MSA REMOVED – TAA ADDED.
17. PBN REQUIREMENT NOTE: CHANGED FROM “RNP APCH” TO “RNP APCH – GPS” – IAW 8260.19J, 8-6-8B.
18. NOTES: REMOVED FAHRENHEIT TEMPS ON BARO-VNAV NA NOTE - IAW 8260.19J, 8-6-10.R.
19. NOTES: REMOVED “CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT LLO VORTAC ON V161-568 SOUTHBOUND” – REMOVED FEEDER LEG, LLO VOR MON.
20. NOTES: UPDATED “CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE JUNCTION ALTIMETER SETTING AND INCREASE ALL DA/MDA 120 FEET, INCREASE LPV ALL CATS VISIBILITY 1/4 MILE, LNAV/VNAV ALL CATS VISIBILITY 1/2 MILE, AND LNAV CAT C VISIBILITY 1/2 MILE” TO ““WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE JCT ALTIMETER SETTING: INCREASE LPV DA TO 2144 FEET; INCREASE LNAV/VNAV DA TO 2194 FEET; INCREASE ALL MDAS 120 FEET AND LNAV VISIBILITY CAT C 3/8 SM.” – IAW 8260.19J, 8-6-10.F(4).
21. NOTES: UPDATED “VDP AND BARO-VNAV NA WHEN USING JUNCTION ALTIMETER SETTING” TO “BARO-VNAV AND VDP NA WHEN USING JCT ALTIMETER SETTING” – IAW 8260.19J, 8-6-10.E(8), 8-6-10.E(9).
22. ADDITIONAL FLIGHT DATA: REMOVED “*LNAV ONLY” – NOT REQUIRED.
23. ADDITIONAL FLIGHT DATA: UPDATED FAS OBSTACLE FROM “CHART FAS OBST: 1899 TREE 311157N/0991847W, FAS OBST: 2169 AAO 311506N/0991836W” TO “CHART FAS OBST: 1907 TREE 311300N/0991848W” – NEW OBSTACLE EVALUATION.
24. ADDITIONAL FLIGHT DATA: ADDED NEW 7:1 OBSTACLE 2153 AAO 311542N/0992027W – NEW OBSTACLE EVALUATION.
25. ADDITIONAL FLIGHT DATA: UPDATED VDP FROM “CHART VDP AT 1.74 MILES TO RW17” TO “CHART VDP AT 0.92 NM TO RW17” – * REMOVED NOT REQUIRED, LNAV MINS LOWERED.
26. ADDITIONAL FLIGHT DATA: UPDATED MISSED APPROACH HOLDING FROM “HOLD E, RT, 285.39 INBOUND.” TO “HOLD S, RT, 353.14 INBOUND” – NEW MISSED APPROACH HOLDING.
27. MINIMUMS: LOWERED LPV DA/HAT FROM 2077/250 TO 2027/200 – 200 HAT BASED ON NO APPROACH SURFACE PENETARTIONS.
28. MINIMUMS: LOWERED LNAV/VNAV DA/HAT FROM 2191/364 TO 2077/250 AND VISIBILITY FROM 1 ¼ SM TO 1 SM – APPROACH SURFACE NOW CLEAR AND IAW 8260.3E, TABLE 3-3-1.
29. MINIMUMS: LOWERED LNAV MDA/HAT FROM 2420/593 TO 2160/333 AND LOWERED CAT C VISIBILITY FROM 1 1/2 SM TO 1 SM – NEW OBSTACLE EVALUATION AND 8260.3E, TABLE 3-3-1.
30. FAS DATA: UPDATED CRC REMAINDER FROM “00DD71A9” TO “7D25E14A” – FPAP LAT/LONG CHANGED FROM 310937.7800N/0991928.8600W TO 310937.7780N/0991928.8710W, VAL CHANGED FROM 50 TO 35.

COORDINATED WITH:

A4A

ALPA

☒

AOPA

☒

APA

HAI

NBAA

☒

OTHER: ZHU, ZFW, AMGR

FLIGHT CHECKED BY

BRIAN HARRELSON

Digitally signed by

DAVID DANNER

Jul 01, 2024

OFFICE

FPO

DATE

06/25/2024

DEVELOPED BY

DAVID DANNER (MICHAEL DARDEN)

Digitally signed by

DAVID DANNER

Jul 01, 2024

OFFICE

AJV-A421

DATE

04/10/2024

APPROVED BY

DAVID DANNER

Digitally signed by

DAVID DANNER

Jul 01, 2024

OFFICE

AJV-A421

DATE

09/05/2024

TITLE

MANAGER



AIRPORT ID
BBD

PROCEDURE NAME
RNAV (GPS) RWY 17

ORIGINAL/AMENDMENT
2

CITY
BRADY

STATE
TX

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KBBB
RUNWAY	RW17
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W17A
LTP/FTP LATITUDE	311107.0765N
LTP/FTP LONGITUDE	0991928.6065W
LTP/FTP ELLIPSOIDAL HEIGHT	+05330
FPAP LATITUDE	310937.7780N
FPAP LONGITUDE	0991928.8710W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1344
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0

CRC REMAINDER	7D25E14A
---------------	----------

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K4
LTP ORTHOMETRIC HEIGHT	+05566
FPAP ORTHOMETRIC HEIGHT	+05566

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
BBD	RNAV (GPS) RWY 17	2	BRADY	TX	1827	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 083/30 CW 263/30 **TO** ELAME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
WINDMILL (48-171432)	311857.78N/0995358.41W	2693	250	50	4D	1000				AT307	4000
TERRAIN	314751.00N/0993751.00W	2119 (2100)								AS1500	3600

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

LEFT BASE AREA

FROM 263/30 CW 353/30 **TO** HUDLE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
WINDMILL (48-170953)	311528.01N/0992406.84W	2431	50	20	2C	1000				AT569	4000
TERRAIN	305221.00N/0991339.00W	2007 (2000)								AS1500	3500

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



RIGHT BASE AREA

FROM

353/30 CW 083/30

TO

353/25 CW 083/25

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (48-004098)	312202.00N/1000249.00W	3283	500	50	5D	1000					4300
TERRAIN	310509.00N/0995621.00W	2335 (2300)								AS1500	3800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

RIGHT BASE AREA

FROM

353/25 CW 083/25

TO

IPOCO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
WINDMILL (48-171344)	311546.97N/0995420.27W	2777	250	50	4D	1000				AT223	4000
TERRAIN	310403.00N/0994654.00W	2253 (2300)								AS1500	3800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

HUDLE

TO

ELAME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
1.00	7.00										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	311918.00N/0991548.00W	1903	215	8	4B	1000				AT1097	4000
TERRAIN	311912.00N/0991551.00W	1702 (1700)								AS1500	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

IPOCO

TO

ELAME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	7.00										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (48-184373)	311931.03N/0992226.43W	1923	20	3	1A	1000				AT1077	4000
TERRAIN	311912.00N/0992306.00W	1578 (1600)								AS1500	3100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

ELAME (IF/IAF)

TO

EYEDU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
1.00	6.03										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	311603.00N/0992030.00W	2149	215	8	4B	500				AT851	3500
TERRAIN	311627.00N/0992100.00W	1758 (1800)								AS1500	3300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

EYEDU

TO

RW17

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.13		DA				200				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2027

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

EYEDU

TO

RW17

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.13		DA				250				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2077

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

EYEDU

TO

RAVLE/2.12 NM TO RW17

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	3.01										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	311533.00N/0992018.00W	2139	215	8	4B	250				RA120 DG31	2540

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

RAVLE/2.12 NM TO RW17

TO

RW17

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	2.12		RW17				333				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	311300.00N/0991848.00W	1907	215	8	4B	250					2160

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

ELAME

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (48-184373)	311931.03N/0992226.43W	1923	20	3	1A	1000				AT1077	4000
TERRAIN	311930.00N/0991612.00W	1686 (1700)								AS1500	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

JENEV

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1861			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4000
AAO	310409.00N/0992042.00W	2126	215	8	4B	1000					3200
TERRAIN	310409.00N/0992042.00W	1925 (1900)								AS1500	3400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LNAV/VNAV

FROM

DA

TO

JENEV

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 1927				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4000
AAO	310409.00N/0992042.00W	2126	215	8	4B	1000					3200
TERRAIN	310409.00N/0992042.00W	1925 (1900)								AS1500	3400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LNAV

FROM

RW17

TO

JENEV

<u>RNP</u> 0.30	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 2060				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4000
AAO	310409.00N/0992042.00W	2126	215	8	4B	1000					3200
TERRAIN	310409.00N/0992042.00W	1925 (1900)								AS1500	3400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZHU ARTCC, SJT FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3	BBD	24	BBD	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	JCT	24	JCT	46.06	Y	117

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KBBD 1827 , KJCT 1754
RA = 116.1.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>	
RW08			
RW26			
RW17 - MIRL (PCL), PAPI-2L	NPI-G		
RW35 - MIRL (PCL), PAPI-2L	NPI-G		

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	1826.2	40.0			3.00	40.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
-18C	+54C	-18C	+11.38C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 839 HIGH TEMP 1193.

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
VEGETATION HEIGHT: 30 FT.
ORDER 8260.3 CHAPTER 2 APPLIED TO 2153 AAO 311542.00N/0992027.00W.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.56
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	180.14
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2000
DISTANCE FROM	THLD	TO 1500FT POINT	5.13
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.13
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	180.14
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	2000

THRESHOLD COORDINATES (IF STR-IN)	311107.08N/0991928.61W
ARP COORDINATES	311045.40N/0991926.10W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 35 DISTANCE 0.40 NM
FAF COORDINATES	311615.56N/0991927.73W
FIX NAME COORDINATES	

REMARKS

TAA:
IAF HUDLE 312216.61N 0991116.13W 30 NM RADIUS
IAF IPOCO 312218.66N 0992737.30W 30 NM RADIUS
IF/IAF ELAME 312217.89N 0991926.71W 30 NM RADIUS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
DAVID DANNER (MICHAEL DARDEN)	AJV-A421	04/10/2024	AERONAUTICAL INFORMATION SPECIALIST

