

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										MISSED APPROACH					
FROM		TO		COURSE AND DISTANCE				ALTITUDE		LNAV: RW27					
AJAYS		OJHED (TF) (FB) (RNP 2.00)		015.91 / 11.26				3000		CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 2600 DIRECT IDXOH AND HOLD.					
OJHED (IAF)		MIHWI (TF) (FB) (RNP 1.00)		005.35 / 5.00				3000							
MIHWI (IF)		OQAKY (TF) (FB) (RNP 1.00)		275.35 / 5.00				2300							
OQAKY (FAF)		RW27 (MAP) (TF) (FO) (RNP 0.30)		275.28 / 4.54											
RW27 (MAP)		1700 MSL		275.28				1700		ADDITIONAL FLIGHT DATA: HOLD NE, LT, 226.65 INBOUND. CHART FAS OBST: 923 TREE 405126N/0852517W CHART CIRCLING ICON. OQAKY TO RW27: 3.04/45.					
1700 MSL		IDXOH (DF) (FO) (RNP 1.00)						2600							
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)															
2. PROFILE STARTS AT MIHWI															
3. FAC: 275.28 FAF: OQAKY DIST FAF TO MAP: 4.54 THLD: 4.54															
4. MIN. ALT: MIHWI 3000, OQAKY 2300															
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 NOT CLEAR															
8. MSA FROM: RW27 2700										MAG VAR: 3W			EPOCH YEAR: 1990		
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
LNAV MDA	1200	1	394	1200	1	394	1200	1 1/8	394	1200	1 1/4	394			
CIRCLING	1300	1	494	1300	1	494	1460	1 3/4	654	1540	2 1/4	734			
NOTES: CHART NOTE: DME/DME RNP-0.3 NA. @ CAT D 800-2 1/4 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT AJAYS ON V221 SOUTHBOUND. CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). CHART NOTE: STRAIGHT-IN RWY 27 NA AT NIGHT, CIRCLING RWY 27 NA AT NIGHT.															
CITY AND STATE HUNTINGTON, IN		ELEVATION: 806 TDZE: 806 AIRPORT NAME: HUNTINGTON MUNI		FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 27, ORIG-A, 04/27/2017						SUP: AMDT: ORIG DATED 03/15/2007			



ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE <div>04/27/2017</div>	
COORDINATED WITH:					
ATA <div></div>		AAT <div></div>		ALPA <div>X</div>	
APA <div></div>		AOPA <div>X</div>		NBAA <div>X</div>	
OTHER (specify) <div>ZAU, FWA APP CON, ARPT MGR</div>					
FLIGHT CHECKED BY					
NAME: <div>PENDING</div>		Digitally signed by DANIEL D OLSON Jan 09, 2017		FIFO <div></div>	
DATE:					
DEVELOPED BY					
NAME: <div>JAMES ROGERS</div>		Digitally signed by JAMES ROGERS Jan 03, 2017		FIFO AJV-5421	
DATE:		12/12/2016			
APPROVED BY					
NAME: <div>JULIE A. MORGAN</div>		Digitally signed by DANIEL D OLSON Jan 09, 2017		FIFO AJV-5420	
DATE:		MANAGER			
CHANGES:					
<div>1. TERMINAL ROUTES: CHANGED AJAYS FROM AN INT TO A WP.</div> <div>2. TERMINAL ROUTES: ADDED CA LEG.</div> <div>3. LINE 7: CHANGED 34:1 FROM CLEAR TO NOT CLEAR.</div> <div>4. ADDITIONAL FLIGHT DATA: CHANGED FAS OBST FROM 909 TREE TO 923 TREE.</div> <div>5. ADDITIONAL FLIGHT DATA: DELETED CHART PROFILE NOTE FOR DESCENT ANGLE.</div> <div>6. UPDATED PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).</div> <div>7. ADDITIONAL FLIGHT DATA: DELETED FINAL SEGMENT (TF).</div> <div>8. ADDITIONAL FLIGHT DATA: ADDED CHART CIRCLING ICON.</div> <div>9. LNAV HAT CHANGED FROM 396 TO 394.</div> <div>10. CIRCLING MDA/HAA CAT A/B CHANGED FROM 1320/514 TO 1300/494; MDA/VIS/HAA CAT C CHANGED FROM 1320/1 1/2/514 TO 1460/1 3/4/654; CAT D CHANGED FROM 1360/2/554 TO 1540/2 1/4/734.</div> <div>11. DELETED CHART NOTE: USER FORT WAYNE ALTIMETER SETTING.</div> <div>12. DELETED CHART NOTE: GPS OR RNP-0.3 REQUIRED.</div> <div>13. ADDED CHART NOTE: STRAIGHT-IN RWY 27 NA AT NIGHT, CIRCLING RWY 27 NA AT NIGHT.</div> <div>(SEE FORM 8260-10)</div>					
REASONS:					
<div>1-2, 7. PROCEDURE UPDATE.</div> <div>3-4. NEW OBSTACLE EVALUATION. 34:1 PENETRATIONS EXIST.</div> <div>5-6. CRITERIA: 8260.19G, PARA 8-6-6 N(1). MOVED FROM ADDITIONAL FLIGHT DATA TO NOTES SECTION.</div> <div>8. CRITERIA: 8260.19G, PARA 8-6-8 W.</div> <div>9. NEW AIRPORT DATA, TDZE CHANGED FROM 804 TO 806.</div> <div>10. UPDATED CIRCLING TO ALIGN WITH VOR-A, AMDT 2 CIRCLING AREA.</div> <div>11. NO LONGER REQUIRED, CONTINGENCY ON BACK OF -9.</div> <div>12. NO LONGER REQUIRED BY CRITERIA.</div> <div>13. 20:1 PENETRATIONS EXIST.</div> <div>14. ALTERNATE MINIMUMS AUTHORIZED: CAT D 2 1/4.</div> <div>15. CRITERIA: 8260.19G, PARA 8-2-5 E.</div>					



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INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

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QUALITY
24
CHECKED

CITY AND STATE
HUNTINGTON, IN

ELEVATION: 806 TDZE: 806
AIRPORT NAME:
HUNTINGTON MUNI

FACILITY
IDENTIFIER:
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
RNAV (GPS) RWY 27, ORIG-A, 04/27/2017

SUP:
AMDT: ORIG
DATED: 03/15/2007

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>		ALPA <div><input type="checkbox"/></div>	
APA <div><input type="checkbox"/></div>		AOPA <div><input type="checkbox"/></div>		NBAA <div><input type="checkbox"/></div>	
OTHER (specify)		<div><input type="checkbox"/></div>		<div><input type="checkbox"/></div>	
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
<div>CHANGES:</div> <div>CHANGES CONT.</div> <div>14. AUTHORIZED ALTERNATE MINIMUMS, WITH NOTE: @ CAT D 800-2 1/4.</div> <div>15. ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT AJAYS ON V221 SOUTHBOUND.</div> <div>THIS CANCELS FDC NOTAM 6/1010.</div>					
REASONS:					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD	
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:																					
1. COMMUNICATIONS WITH:					2. WEATHER SERVICE					3. ALTIMETER SETTING					VDP NOT ESTABLISHED - 20:1 PENETRATIONS.																
FWA APP CON							N W S		OTHER: AWOS-3PT			SOURCE:KHHG / KFWA					PRECIPITOUS TERRAIN EVALUATION COMPLETED.														
							F A A					DISTANCE: 0 / 14.09																			
							A / C					HOURS REMOTE OPERATION: 0/YES / 24/YES																			
SATISFACTORY ON:					LOCATION: KHHG					ADJUSTMENT: 0 / 34					ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.83NM CAT C: 2.88NM CAT D: 3.77NM SEE ATTACHED AIRSPACE LETTER. RASS PRESSURE PATTERNS SAME KHHG 806, KFWA 815 RA = 34. VGSI DATA: 3.00/49.10. MISSED APPROACH POINT AND HOLDING COORDINATED WITH DAVE VIE AT FWA ATCT DUE TO AIRSPACE LIMITATION. RECEIVED APPROVAL 17 OCT 2001. ORDER 8260.3, VOLUME 1, "VISUAL PORTION OF FINAL" PENETRATIONS: 20:1 843 TREE (KHHGT0031) 405109.97N/0852642.72W (9.77) 848 TREE (KHHGT0024) 405109.05N/0852641.36W (9.37) 838 TREE (KHHGT0033) 405107.11N/0852643.32W (6.51) 844 TREE (KHHGT0018) 405110.68N/0852640.63W (2.89) 841 TREE (KHHGT0023) 405110.00N/0852641.30W (2.33) 847 TREE (KHHGT0013) 405111.05N/0852641.30W (2.20) 838 TREE (KHHGT0025) 405109.21N/0852641.90W (1.48) 837 TREE (KHHGT0027) 405111.76N/0852641.97W (1.24) 34:1 865 TREE (KHHGT0150) 405108.55N/0852630.49W (15.93) 834 TREE (KHHGT0029) 405110.22N/0852642.20W (11.57) 837 TREE (KHHGT0019) 405111.07N/0852640.67W (11.21) 836 TREE (KHHGT0017) 405106.93N/0852640.70W (9.80) 834 TREE (KHHGT0021) 405110.93N/0852641.06W (9.07) 830 TREE (KHHGT0032) 405109.36N/0852642.77W (8.75) 831 TREE (KHHGT0028) 405108.63N/0852642.23W (8.45) 833 TREE (KHHGT0015) 405107.07N/0852640.30W (5.91) 825 TREE (KHHGT0030) 405108.67N/0852642.71W (3.54) 848 TREE (KHHGT0147) 405108.06N/0852632.40W (3.18) 842 TREE (KHHGT0002) 405107.92N/0852634.44W (1.78)																
X		V H F		X		U H F				H F																					
4. MONITOR STATUS		PRIMARY NAVAID:																													
		MONITOR POINT:																													
		HRS OPTN:		CAT 1				CAT 3																							
5. APPROACH & RUNWAY LIGHTING				ALS																											
				(S) SALS																											
				MALS																											
				HIRL																											
		X		MIRL 09 (PCL), 27 (PCL)																											
		X		REIL 09 (PCL), 27 (PCL)																											
				TDZ																											
				C/LINE																											
		X		OTHER (SPECIFY) PAPI-2L 09, 27																											
6. RUNWAY MARKINGS		BASIC																													
		ALL WEATHER																													
		INSTRUMENT NPI-G 09, 27																													
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				XP 27 TO RETAIN CURRENT PUBLISHED MDA, UNABLE TO LOWER FOR ABBREVIATED AMENDMENT. XP 77: RETAIN CURRENT CIRCLING MDA. XP 76: RETAIN CURRENT CIRCLING MDA.																	
				X		ON CENTERLINE				FT. FROM CENTERLINE																					
10. WAIVERS: NONE																															
PART D - PREPARED BY: JAMES ROGERS										DATE: 12/12/2016																					
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5421																					

QUALITY
24
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