


Flight Procedure Tracking Form		Action: NEW	Task Type: DVA	Date Open: 09/12/2016	Task #: 2014112510483301001	Request #: 20141125104833
Procedure: PANAMA CITY (DVA) FL KECP ORIG			Airport ID: KECP	Airport: NORTHWEST FLORIDA BEACHES INTL		Reimbursable #: NO
City: PANAMA CITY	ST: FL	GPS #:	Estimated Chart Date: 08/17/2017		FICO #:	
Fac ID: N/A		Fac. Type:			Specialist: CHRISTINE BAYSE	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	09/27/2016					
QA:						
Liaison:						
Procedure Comments:			ENROUTE-NON	Remark Type: INFORMATION		
<p>PROCEDURE DEVELOPED USING ACTIVE AIRPORT DATA</p> <p>CONTACT: PAT MULQUEEN 405-954-4073 OR BEV BORDY 405-954-8293</p>						

PLEASE RETAIN WITH PACKAGE

NORTHWEST FLORIDA BEACHES INTL (KECP) DVA ORIG

ATC Requested a DVA that has no restrictions and allows them to vector below the MVA when departing from runway 16/34 with aircraft that are assigned a normal climb to the MVA.

Results:

RWY 16 DVA was established using MOSAIC radar to accommodate the possibility of their single source primary radar (TYN) going out and still being able to use the DVA with no difference in the results from the 3 mile buffer to a 5 mile buffer. There were no penetrations to the DVA surface out to 25 NM and the aircraft reaches the MVA on a 200 ft/nm climb at 12 NM.

RWY 34 DVA was established using MOSAIC radar to accommodate the possibility of their single source primary radar (TYN) going out and still being able to use the DVA with no differences in the results from the 3 mile buffer to a 5 mile buffer. There were no penetrations to the DVA surface out to 25 NM and the aircraft reaches the MVA on a 200 ft/nm climb at 12 NM.

Remarks:

The DVA is currently overlying a restricted area for EGLIN to the west of KECP and the TYNDALL RAPCON said that they want the DVA to overlap this area but when in use the controllers will maintain separation from the area. Also to the east of KECP there is the TYNDALL MOA that is controlled by TYNDALL and they requested that the DVA overlap this area but when the area is active they will keep aircraft separated from the area.

RADAR FACILITY AND MAG VAR INFORMATION:

Procedure is built to TYN GPN-30 which is the equivalent to an ASR-11. TYN is the facilities primary radar source but there are 5 backup radar sources that are put together if TYN goes out. The procedure was built to TYN MOSAIC to give the airport access to the procedure if their primary radar was to go out. Magnetic courses are based on the airport Mag Var 03W: EPOCH YR 2010.

Contact Information:

RAPCON Facility Manager, CMSgt Charles R Nichols JR, (805) 283-3815, Charles.nichols.4@us.af.mil
Operations Support Manager, Capt Jose L Rivera, jose.rivera.43@us.af.mil
TERPS Specialist, Gregory L Roberts MAJCOM HQ (757) 764-0771, gregory.roberts.7@us.af.mil

NM
FT

16

100000

32

200000

48

Airport ID: KPCP

Apt Name: Northwest Florida Beaches Intl

City: Panama City

State: FL

Proc ID: RWY 34 DVA

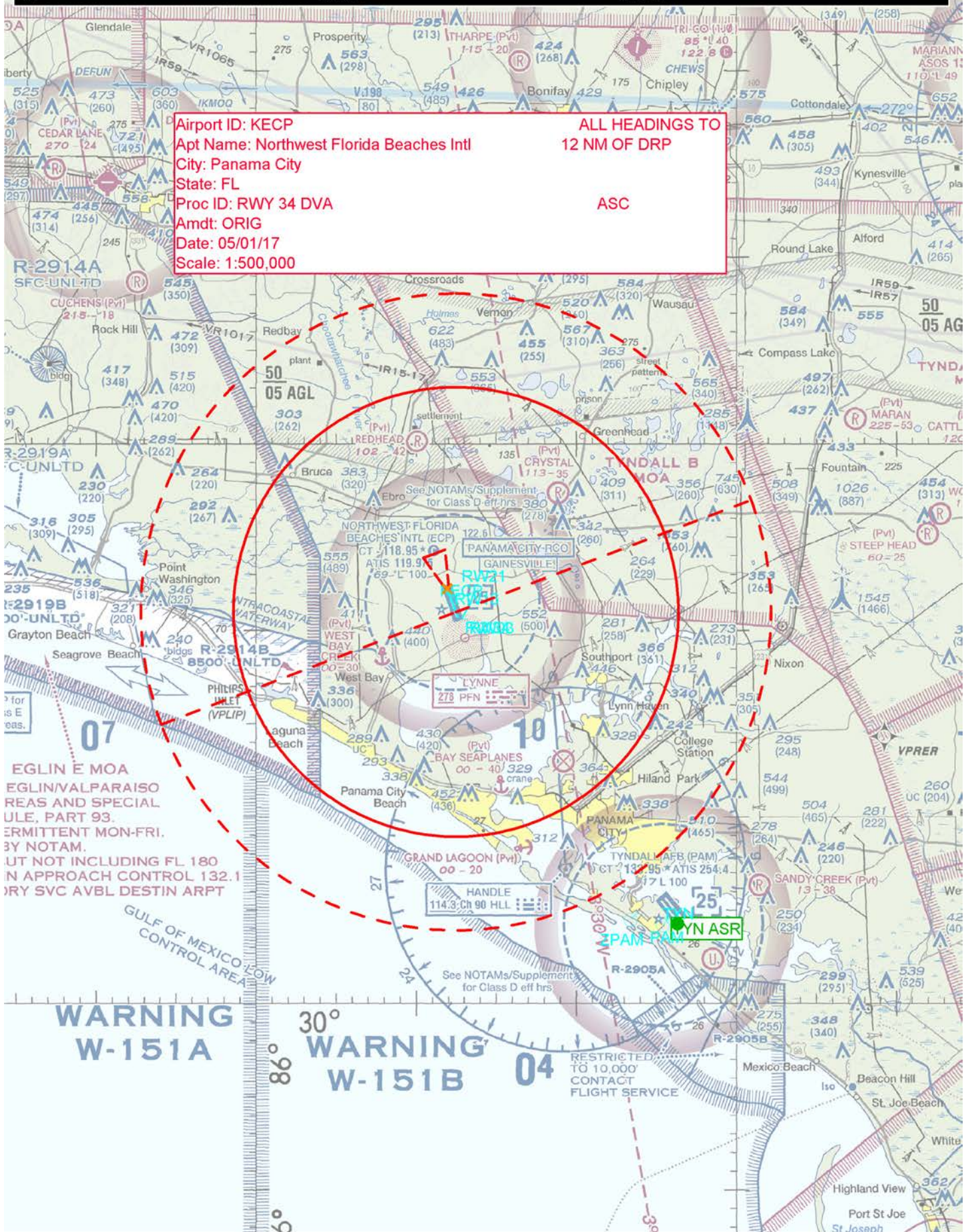
Amdt: ORIG

Date: 05/01/17

Scale: 1:500,000

ALL HEADINGS TO
12 NM OF DRP

ASC



EGLIN E MOA
EGLIN/VALPARAISO
REAS AND SPECIAL
ULE, PART 93.
ERMITTANT MON-FRI.
BY NOTAM.
UT NOT INCLUDING FL 180
N APPROACH CONTROL 132.1
RY SVC AVBL DESTIN ARPT

WARNING
W-151A

30°
WARNING
W-151B

04

RESTRICTED
TO 10,000'
CONTACT
FLIGHT SERVICE