

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		LPV: DA LNAV/VNAV: DA LNAV: RW19 (DO NOT EXCEED 165 KIAS UNTIL LIQED) CLIMB TO 2200 THEN CLIMBING RIGHT TURN TO 5600 DIRECT LIQED AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5600. MISSED APPROACH REQUIRES MINIMUM CLIMB OF 325 FEET PER NM TO 3000; IF UNABLE TO MEET CLIMB GRADIENT, SEE RNAV (GPS) Y RWY 19. ADDITIONAL FLIGHT DATA: FAS OBST: 1224 AAO 443947N/0723808W 1972 AAO 444048N/0723819W DISTANCE TO THLD FROM 537 HAT: 1.36 NM. CHART VDP AT 2.67 NM TO RW19* *LNAV ONLY. WAAS CHANNEL # 97531 REFERENCE PATH ID: W19B CHART CIRCLING ICON. LTP HAE: 195.5 M						
MEQDI (IAF)		LIQED (NOPT) (TF) (FB) (RNP 1.00)			104.24 / 7.36			5600								
KUKVE (IAF)		LIQED (NOPT) (TF) (FB) (RNP 1.00)			284.48 / 7.36			5600								
LIQED (IF/IAF)		UCOKE (TF) (FB) (RNP 1.00)			194.36 / 5.67			3800								
UCOKE (FAF)		RW19 (MAP) (TF) (FO) (RNP 0.30)			194.36 / 8.17											
RW19 (MAP)		2200 MSL (CA)			194.36			2200								
2200 MSL		LIQED (DF) (FO) (RNP 1.00)						5600								
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. HOLD N LIQED, RT, 194.36 INBOUND, 5600 FT. IN LIEU OF PT (IAF) 3. FAC: 194.36 FAF: UCOKE DIST FAF TO MAP: 8.17 THLD: 8.17 4. MIN. ALT: LIQED 5600, UCOKE 3800 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: 3800 GS ALT AT: UCOKE 3800 OM: _____ MM: _____ IM: _____ 7. GS ANGLE: 3.50 TCH: 31.1 34:1 IS NOT CLEAR 8. MSA FROM: _____										MAG VAR: 16W		EPOCH YEAR: 1995				
MINIMUMS																
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A									
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	
LPV DA	1270	1 5/8	537	1270	1 5/8	537	1270	1 5/8	537		NA					
LNAV/VNAV DA	1580	3	847	1580	3	847	1580	3	847		NA					
LNAV MDA	1760	1 1/4	1027	1760	1 1/2	1027	1760	3	1027		NA					
CIRCLING	1760	1 1/4	1027	1780	1 1/2	1047	1980	3	1247		NA					
NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -28C (-18F) OR ABOVE 54C (130F). CHART NOTE: CIRCLING NA FOR CAT C E OF RWY 1-19. CHART NOTE: BARO-VNAV AND VDP NA WHEN USING BURLINGTON ALTIMETER SETTING. CHART NOTE: RWY 19 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. (CONTINUED ON PAGE 2)																
CITY AND STATE		ELEVATION: 733 TDZE: 733			FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:					SUP:				
MORRISVILLE, VT		AIRPORT NAME:					RNAV (GPS) Z RWY 19, AMDT 2					AMDT: 1A				
		MORRISVILLE-STOWE STATE										DATED 02/05/2015				



ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE ROUTINE
COORDINATED WITH: <div style="display: flex; justify-content: space-between;"> <div>ATA <input type="checkbox"/></div> <div>AAT <input type="checkbox"/></div> <div>ALPA <input checked="" type="checkbox"/></div> <div>APA <input type="checkbox"/></div> <div>AOPA <input checked="" type="checkbox"/></div> <div>NBAA <input checked="" type="checkbox"/></div> <div>OTHER (specify) <input checked="" type="checkbox"/> <u>ZBW ARTCC, APT MGR</u></div> </div>		
FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME: <div style="text-align: center;"> <i>Digitally signed by</i> JEFFREY ROBINSON <i>JEFFREY ROBINSON</i> Mar 27, 2017 </div>	FIFO AJV-5421	DATE: 03/16/2017
APPROVED BY		
NAME:	FIFO	DATE:
JULIE A. MORGAN MANAGER	AJV-5420	
CHANGES: 1. MEQDI TO LIQED COURSE/DISTANCE CHANGED FROM 104.22/6.00 TO 104.24/7.36. 2. KUKVE TO LIQED COURSE/DISTANCE CHANGED FROM 284.42/6.00 TO 284.48/7.36. 3. LIQED TO UCOKE COURSE/DISTANCE CHANGED FROM 194.32/5.76 TO 194.36/5.67. 4. UCOKE TO RW19 (MAP) COURSE/DISTANCE CHANGED FROM 194.33/7.92 TO 194.36/8.17. 5. CHANGED MISSED APPROACH CA LEG ALTITUDE/COURSE FROM 1900/194.33 TO 2200/194.36. 6. CHANGED HOLD-IN-LIEU INBOUND COURSE FROM 194.32 TO 194.36. 7. CHANGED FAC FROM 194.33 TO 194.36. 8. CHANGED DIST FAF TO MAP/THLD FROM 7.92 TO 8.17. 9. ADDED MIN GS INCPT 3800, GS ALT AT UCOKE 3800, GS ANGLE 3.50, TCH 31.1. 10. REPLACED LP MINIMA WITH LPV AND LNAV/VNAV MINIMA. 11. ADDED CAT C LANDING MINIMA. 12. CHANGED CIRCLING CAT B MDA/HAA FROM 1860/1127 TO 1780/1047. 13. CHANGED CAT B NON-STD ALT MINS FROM 1200-2 TO 1100-2; ADDED CAT C NON-STD ALT MINS. 14. ADDED CRITICAL TEMP NOTE FOR BARO-VNAV. (SEE FORM 8260-10)		
REASONS: 1, 2, 3. ADJUSTED FIXES TO COMPLY WITH PBN MINIMUM LEG LENGTHS. 4, 18, 28, 29. UPDATED VDA AND TCH TO MATCH VGSI. 5, 25. HIGHER ALTITUDE TO ACCOMMODATE VERTICALLY GUIDED/CAT C MISSED APPROACH SURFACES. COURSE PER NEW FAC. 6, 7, 8. REMEASURED BASED ON NEW PFAF LOCATION/NEW VDA AND TCH. 9, 22. REQUIRED FOR VERTICALLY GUIDED FINALS. 10, 11. PER IFP CHECKLIST, AIRPORT REQUEST. 12. REEVALUATED CIRCLING OEA; CONTROLLING OBSTACLE CHANGED FROM 1543 FT MSL ADVERSE VEGETATION TO 1446 SURVEYED TREE. 13. ADJUSTED BASED ON NEW CIRCLING MINIMA. 14. NEW BARO-VNAV FINAL. 15. MITIGATE TOWER ON HIGH TERRAIN EAST OF AIRPORT AND PRECLUDE EXCESSIVELY HIGH CAT C MDA. 16. REQUIRED DUE TO NEWLY PUBLISHED BARO-VNAV MINIMA AND VDP. 17. ADJUSTED BASED ON NEW LINES OF MINIMA. 18. SPEED RESTRICTION NEEDED TO ACCOMMODATE CAT C MINIMA. 19. HIGHER CGTA NEEDED TO ACCOMMODATE VERTICALLY GUIDED/CAT C MISSED APPROACH SURFACES. (SEE FORM 8260-10)		

**RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33**

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NOTES, (CONT.):

CHART NOTE: DME/DME RNP-0.3 NA.

WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BURLINGTON ALTIMETER SETTING: INCREASE LPV DA TO 1380 FEET AND ALL VISIBILITIES 3/8 SM; INCREASE LNAV/VNAV DA TO 1690 FEET; INCREASE ALL MDAS 120 FEET.

TAA

	FROM	TO	ALT
1.	104/30 CW 284/30 (NOPT)	104/5 CW 284/5	6000
2.	104/5 CW 284/5	LIQED (IF/IAF) (FB)	5600
3.	284/30 CW 014/30	KUKVE (IAF) (FB)	5900
4.	014/30 CW 104/30	014/10 CW 104/10	6600
5.	014/10 CW 104/10	MEQDI (IAF) (FB)	5900

QUALITY
16
CHECKED

CITY AND STATE

MORRISVILLE, VT

ELEVATION: 733

TDZE: 733

AIRPORT NAME:

MORRISVILLE-STOWE STATE

FACILITY
IDENTIFIER:

RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

RNAV (GPS) Z RWY 19, AMDT 2

SUP:

AMDT: 1A

DATED: 02/05/2015

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:
CHANGES:					
CHANGES CONT.					
15. ADDED CHART NOTE: CIRCLING NA FOR CAT C E OF RWY 1-19.					
16. ADDED CHART NOTE: BARO-VNAV AND VDP NA WHEN USING BURLINGTON ALTIMETER SETTING.					
17. CHANGED BACKUP ALTIMETER SETTING NOTE FROM "...INCREASE ALL MDA 120 FT, AND INCREASE LP CAT A/B VISIBILITY 1/4 MILE" TO "...INCREASE LPV DA TO 1380 FEET AND ALL VISIBILITIES 3/8 SM; INCREASE LNAV/VNAV DA TO 1690 FEET; INCREASE ALL MDAS 120 FEET."					
18. ADDED SPEED RESTRICTION TO BEGINNING OF MISSED APPROACH INSTRUCTIONS: "(DO NOT EXCEED 165 KIAS UNTIL LIQED)"					
19. INCREASED MISSED APPROACH CLIMB GRADIENT TERMINATION ALTITUDE FROM 2900 TO 3000; MOVED CHART NOTE INFORMATION TO END OF MISSED APPROACH INSTRUCTIONS: MISSED APPROACH REQUIRED MINIMUM CLIMB OF 325 FT PER NM TO 3000; IF UNABLE TO MEET CLIMB GRADIENT, SEE RNAV (GPS) Y RWY 19.					
20. REMOVED FAS OBST DATA 1204 AAO.					
21. REPLACED 7:1 EXEMPTION OBSTACLES 1913 AAO AND 1601 AAO WITH 1972 AAO.					
22. ADDED DIST TO THLD FROM 537 HAT: 1.36 NM					
23. ADDED VDP DATA TO ADD'L FLIGHT DATA.					
24. REMOVED VDA FROM ADD'L FLIGHT DATA.					
(SEE FORM 8260-10)					
REASONS:					
REASONS CONT.					
20. NO LONGER NEEDED WITH ONLY ONE LINE OF NPA MINIMA.					
21. UPDATED BASED ON CURRENT MAP STUDY.					
23. MET CRITERIA TO PUBLISH VDP; 20:1 SURFACE IS CLEAR.					
24. NO LONGER REQUIRED DUE TO VERTICALLY GUIDED MINIMA.					
26. PER CURRENT AIRNAV DATA.					
27. RECALCULATED PER CURRENT AIRNAV/FINAL SEGMENT DATA.					
30. DUE TO ADDED LPV MINIMA.					
31. RECALCULATED BASED ON NEW FAS DATA.					



US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

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QUALITY
16
CHECKED

CITY AND STATE
MORRISVILLE, VT

ELEVATION: 733 TDZE: 733
AIRPORT NAME:
MORRISVILLE-STOWE STATE

FACILITY
IDENTIFIER:
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
RNAV (GPS) Z RWY 19, AMDT 2

SUP:
AMDT: 1A
DATED: 02/05/2015

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>			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
<div>CHANGES:</div> <div>CHANGES CONT.</div> <div>25. CHANGED MISSED APPROACH INITIAL CLIMB ALTITUDE FROM 1900 TO 2200.</div> <div>26. CHANGED FAS DATA LTP/FTP LONGITUDE FROM 0723651.0985W TO 0723651.0980W.</div> <div>27. CHANGED FAS DATA FPAP LAT/LONG FROM 443052.8785N/0723647.4650W TO 443052.8770N/0723647.5475W.</div> <div>28. CHANGED FAS DATA TCH FROM 00040.0 TO 00031.1.</div> <div>29. CHANGED FAS DATA GPA FROM 03.60 TO 03.50.</div> <div>30. CHANGED FAS DATA VAL FROM 0.0 TO 50.0.</div> <div>31. CHANGED FAS DATA CRC REMAINDER FROM 642AC904 TO D346887.</div>					
REASONS:					

**RNAV STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - FAR PART 97.33**

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FAS DATA BLOCK INFORMATION**DATA FIELD****DATA**

OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KMVL
RUNWAY	RW19
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	Z
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W19B
LTP/FTP LATITUDE	443221.9380N
LTP/FTP LONGITUDE	0723651.0980W
LTP/FTP ELLIPSOIDAL HEIGHT	+01955
FPAP LATITUDE	443052.8770N
FPAP LONGITUDE	0723647.5475W
THRESHOLD CROSSING HEIGHT (TCH)	00031.1
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.50
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1624
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER

D3464887

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+02231
FPAP ORTHOMETRIC HEIGHT	+02231

QUALITY
16
CHECKED

CITY AND STATE MORRISVILLE, VT	ELEVATION: 733 AIRPORT NAME: MORRISVILLE-STOWE STATE	TDZE: 733	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: RNAV (GPS) Z RWY 19, AMDT 2	SUP:
					AMDT: 1A
					DATED: 02/05/2015

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>			
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.
STRAIGHT-IN AREA	104/30 CW 284/30	104/5 CW 284/5	1. AAO	445527.00N/0723133.00W	3993 (3F)	2000		6000
			2. TERRAIN	445527.00N/0723133.00W	3793 (3800)		AS1500	5300
STRAIGHT-IN AREA	104/5 CW 284/5	LIQED	3. AAO	444715.00N/0724124.00W	3560 (3F)	2000		5600
			4. TERRAIN	444715.00N/0724124.00W	3360 (3400)		AS1500	4900
LEFT BASE AREA	284/30 CW 014/30	KUKVE	5. AAO	442406.00N/0723836.00W	3803 (3F)	2000		5900
			6. TERRAIN	442406.00N/0723836.00W	3603 (3600)		AS1500	5100
RIGHT BASE AREA	014/30 CW 104/30	014/10 CW 104/10	7. AAO	443236.00N/0724854.00W	4567 (3F)	2000		6600
			8. TERRAIN	443236.00N/0724854.00W	4367 (4400)		AS1500	5900
RIGHT BASE AREA	014/10 CW 104/10	MEQDI	9. AAO	443454.00N/0724421.00W	3898 (3F)	2000		5900
			10. TERRAIN	443454.00N/0724421.00W	3698 (3700)		AS1500	5200
INITIAL	MEQDI	LIQED	3. AAO	444715.00N/0724124.00W	3560 (3E)	1000	PR190 AT850	5600
			4. TERRAIN	444715.00N/0724124.00W	3360 (3400)			4900
INITIAL	KUKVE	LIQED	11. AAO	444624.00N/0723306.00W	3521 (3E)	1000	PR180 AT899	5600
			12. TERRAIN	444624.00N/0723306.00W	3321 (3300)		AS1500	4800
2. HOLD-IN-LIEU-OF-PT	LIQED	P-6	3. AAO	444715.00N/0724124.00W	3560	1000	AT820 PR220	5600
			4. TERRAIN	444715.00N/0724124.00W	3360 (3400)		AS1500	4900
3. MISSED APPROACH	MAP: DA / DA / RW19	LIQED	3. AAO	444715.00N/0724121.00W	3560 (3E)	1000		4600
	ELEV: 944/1429/1481		18. AAO	442732.63N/0723524.67W	2928 (2C)	CG/25:1		5600
			19. AAO	442902.83N/0723337.00W	2500 (2C)	CG/25:1		5600
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.						
CATEGORY A	1.3 NM	REQUIRED 350	ACTUAL 1027	21. TREE (KMVLT2359)	443238.72N/0723835.56W	1309 (1B)	300	SI 1760
CATEGORY B	1.5 NM	REQUIRED 450	ACTUAL 1047	22. TREE (KMVLT1591)	443149.34N/0723914.06W	1466 (1B)	300	1780
CATEGORY C	1.7 NM	REQUIRED 450	ACTUAL 1247	23. TREE (KMVLT1963)	443235.07N/0724020.64W	1664 (1B)	300	1980
CATEGORY D	2.3 NM	REQUIRED 550						
CATEGORY E	4.5 NM	REQUIRED 550						
5. MINIMUM SAFE ALTITUDES	PRIMARY NAVAID:							
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)
CITY AND STATE	ELEVATION: 733			FACILITY	PROCEDURE AND AMENDMENT NO:			REGION
MORRISVILLE, VT	AIRPORT NAME: MORRISVILLE-STOWE STATE			RNAV	RNAV (GPS) Z RWY 19, AMDT 2			ANE

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:																										
1. COMMUNICATIONS WITH:					2. WEATHER SERVICE					3. ALTIMETER SETTING					PRECIPITOUS TERRAIN EVALUATION COMPLETED.																					
BGR FSS ZBW ARTCC							N W S		OTHER: ASOS			SOURCE:KMWL / KBTV					ORDER 8260.3 CHAPTER 2 APPLIED TO 1972 AAO 444048N/0723819W CRITICAL TEMPERATURES: CRITICAL LOW :-28C (-18F) CRITICAL HIGH :+54C (+130F) ACT :-28C APT ISA :+13.55C																			
							F A A					DISTANCE: 0 / 23.40																								
							A / C					HOURS REMOTE OPERATION: 0/NO / 24/YES																								
SATISFACTORY ON:					X		V H F		X		U H F				H F		LOCATION: KMWL					ADJUSTMENT: 0 / 110					CRITICAL TEMPERATURE REMARKS AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2012-2016). CRITICAL LOW TEMPERATURE BASED ON ACT. DESCENT RATE (FPM): STANDARD TEMP 963 HIGH TEMP 1119. ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.84NM CAT C: 2.97NM SEE ATTACHED AIRSPACE LETTER. RASS PRESSURE PATTERNS SAME KMWL 733, KBTV 331 RA = 109.99. CAT D MINIMUMS NOT DEVELOPED PER IFP CHECKLIST; HIGH TERRAIN IN MISSED APPROACH SEGMENT PRECLUDES CAT D. 25-DEGREE BANK ANGLE USED TO DEVELOP TAA AND MISSED APPROACH. 165 KIAS MAXIMUM SPEED REQUIRED IN MISSED APPROACH TO MITIGATE HIGH TERRAIN SOUTH AND WEST OF THE AIRPORT. VDA 3.50/31.1 USED TO MATCH VGSI AND TO MITIGATE HIGH TERRAIN IN INTERMEDIATE SEGMENT AND KEEP FINAL LENGTH FROM EXCEEDING 10 NM. LPV SLOPE: 29.14:1 LNAV/VNAV SLOPE: 21.23:1 VGSI DATA: 3.50/31.1 100 FT MAXIMUM ADVERSE VEGETATION HEIGHT PER FPT. "VISUAL PORTION OF FINAL" PENETRATIONS: LPV, LNAV/VNAV, LNAV: 34:1 785 TREE (KMWLT0110) 443236.81N/0723647.75W (14.91) 790 TREE (KMWLT0070) 443241.99N/0723648.41W (4.44) 772 TREE (KMWLT0119) 443235.98N/0723649.47W (4.27) NO OIS SURVEY FOR RWY 1; STATE OF VERMONT CERTIFIES VISUAL SURFACE IS CLEAR. MISSED APPROACH OBSTACLES CONT. PRIMARY: 20. AAO 442906.00N/0723403.00W 2060 (2C) CG/25:1 5600 14. TERRAIN 444154.00N/0724006.00W 2701 (2700) AS1500 4200									
4. MONITOR STATUS					PRIMARY NAVAID:																															
					MONITOR POINT:																															
					HRS OPTN:		CAT 1																													
							CAT 3																													
5. APPROACH & RUNWAY LIGHTING							ALS																													
							(S) SALS																													
							MAL S																													
					X		HIRL 01 (PCL), 19 (PCL)																													
							MIRL																													
					X		REIL 01 (PCL), 19 (PCL)																													
							TDZ																													
							C/LINE																													
					X		OTHER (SPECIFY) PAPI-2L 19 (PCL)																													
6. RUNWAY MARKINGS					BASIC																															
					ALL WEATHER																															
					INSTRUMENT NPI-F 01, 19																															
7. RUNWAY VISUAL RANGE					APPROACH																															
					MIDFIELD																															
					ROLL OUT																															
8. GLIDE PATH					GP ANGLE: 3.50					ELEV RWY THRESHOLD:731.9																										
					DISTANCE FROM RWY:					ELEV GP ANTENNA:																										
										THRESHOLD CROSSING HEIGHT:31.1																										
9. FINAL APPROACH COURSE AIMING					X		RUNWAY THRESHOLD					FT. FROM THRESHOLD																								
					X		ON CENTERLINE					FT. FROM CENTERLINE																								
10. WAIVERS: NONE																																				
PART D - PREPARED BY:										DATE:																										
JEFFREY ROBINSON										03/16/2017																										
TITLE:										OFFICE:																										
AERONAUTICAL INFORMATION SPECIALIST										AJV-5421																										



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD	
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	PART - A OBSTRUCTION DATA
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[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:	
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING				
SATISFACTORY ON:					N W S	OTHER:		SOURCE:			
					F A A			DISTANCE:			
					A / C			HOURS REMOTE OPERATION:			
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:		
4. MONITOR STATUS		PRIMARY NAVAID:									
		MONITOR POINT:									
		HRS	CAT 1								
		OPTN:	CAT 3								
5. APPROACH & RUNWAY LIGHTING			ALS								
			(S) SALS								
			MALS								
			HIRL								
			MIRL								
			REIL								
			TDZ								
			C/LINE								
6. RUNWAY MARKINGS		BASIC									
		ALL WEATHER									
		INSTRUMENT									
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				RUNWAY THRESHOLD					FT. FROM THRESHOLD		
				ON CENTERLINE					FT. FROM CENTERLINE		
10. WAIVERS:											
PART D - PREPARED BY:										DATE:	
TITLE:										OFFICE:	