

**FEDERAL AVIATION ADMINISTRATION**  
**FLIGHT STANDARDS SERVICE**  
**RNAV (GPS) SPECIAL INSTRUMENT APPROACH PROCEDURE**  
**SPECIFICATION -- NOT FOR COCKPIT USE**

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.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be conducted in accordance with a charted instrument approach procedure predicted on the specifications contained herein, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Minimum altitudes shall correspond with those established for enroute operations in the particular area or as set forth below.

<u>AIRPORT</u> 74 RANCH	<u>AIRPORT ID</u> 0XA5	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 14	<u>ORIGINAL/AMENDMENT</u> ORIG-A	<u>CITY</u> CAMPBELLTON	<u>STATE</u> TX	
<u>AIRPORT ELEVATION</u> 317	<u>TDZE</u> 317	<u>SUPERSEDED</u> RNAV (GPS) RWY 14	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>DATED</u> 10/20/2011	<u>MAG VAR</u> 5E	<u>EPOCH YEAR</u> 2010
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TERMINAL ROUTES**

<b><u>FROM</u></b>	<b><u>FIX TYPE</u></b>	<b><u>TO</u></b>	<b><u>FIX TYPE</u></b>	<b><u>LEG TYPE</u></b>	<b><u>FO/FB</u></b>	<b><u>RNP</u></b>	<b><u>COURSE</u></b>	<b><u>DISTANCE</u></b>	<b><u>ALTITUDE</u></b>
MILET		YEVUK		TF	FB	1.00	059.09	9.46	4000
YEVUK	IAF	OZKUJ	NOPT	TF	FB	1.00	059.30	7.00	3000
LEMIG	IAF	OZKUJ	NOPT	TF	FB	1.00	181.28	7.65	3000
OZKUJ	IF/IAF	WAVRI		TF	FB	0.50	139.39	6.95	1900
WAVRI	FAF	JIMUX/1.70 NM TO RW14		TF	FB	0.30	139.43	3.15	
JIMUX/1.70 NM TO RW14		RW14	MAP	TF	FO	0.30	139.44	1.70	
RW14	MAP	600 MSL		CA			139.44		
600 MSL		ZIVAL		DF	FO	1.00			3000

**MISSED APPROACH**

**MAP:**

LP: RW14

LNAV: RW14

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 3000 DIRECT ZIVAL AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

QUALITY  
41  
CHECKED



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)

2. HOLD NW OZKUJ, RT, 139.39 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000.

3. FAC: 139.42

FAF: WAVRI

DIST FAF TO MAP: 4.85

DIST FAF TO THLD: 4.85

4. MIN ALT: OZKUJ 3000, WAVRI 1900, JIMUX/1.70 NM TO RW14 880

5. DIST TO THLD FROM OM:

MM:

IM:

150 HAT:

GS ANT:

6. MIN GP INCPT:

GP ALT AT FAF :

OM:

MM:

IM:

7. GP ANGLE:

34:1: IS CLEAR

20:1: IS NOT CLEAR

TCH:

8. MSA FROM: RW14 2600

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: PROCEDURE NA AT NIGHT.  
CHART NOTE: RWY 14 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.  
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART NOTE: USE OF 74 RANCH REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT MILET ON V17 SOUTHBOUND.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT LEMIG ON V161-568 NORTHWEST BOUND.  
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PLEASANTON ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET.  
CHART NOTE: ACTIVATE MIRL RWY 14-32 - 122.90.

ADDITIONAL FLIGHT DATA:

WAVRI TO RW14: 3.00/40.  
WAAS CHANNEL #69221  
REFERENCE PATH ID: W14A  
CHART FAS OBST: 345 TREE 284119N/0982317W, 355 TREE 284118N/0982321W.  
HOLD SE, RT, 319.51 INBOUND  
LTP HAE: 70.7 M

MINIMUMS:

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

ALTERNATE: NA ☒

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
LP MDA	600	1	283	600	1	283		NA			NA				
LNAV MDA	620	1	303	620	1	303		NA			NA				
CIRCLING	700	1	383	780	1	463		NA			NA				





**CHANGES - REASONS**

1. ADDED PROCEDURE NA AT NIGHT. - NO RUNWAY SURVEY ASSUMING 20:1 PENETRATIONS EXIST.
2. REMOVED DME/DME RNP-0.3 NA NOTE WITH PBN REQUIREMENTS NOTE RNP APCH. - IAW 8260.19H 8-6-8B(1).
3. ADDED NOTE "RWY 14 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED". - NO RUNWAY SURVEY ASSUMING 20:1 PENETRATIONS EXIST.
4. ADDED 20:1 IS NOT CLEAR TO LINE 7 IN PROFILE. - NO RUNWAY SURVEY ASSUMING 20:1 PENETRATIONS EXIST.
5. REMOVED NOTE "VDP NA WITH PLEASANTON ALTIMETER SETTING".- NO RUNWAY SURVEY ASSUMING 20:1 PENETRATIONS EXIST.
6. REMOVED ADDITIONAL FLIGHT DATA "CHART VDP AT 0.83 NM TO RW14". - NO RUNWAY SURVEY ASSUMING 20:1 PENETRATIONS EXIST.
7. CHANGED THRE 317 TO TDZE 317.

**SUBMITTED BY**

**OFFICE**

**DATE**

**FLIGHT CHECKED BY**

PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, OCTOBER 3, 2018, SUBJECT:  
FLIGHT INSPECTION REVIEW NOT REQUIRED  
*Digitally signed by*

**OFFICE**

*Digitally signed by*

**DATE**

**WARDELL HENNING**

Mar 04, 2019

**DEVELOPED BY**

CHRISTINE BAYSE

**CHRISTINE BAYSE**

Feb 28, 2019

**OFFICE**

AJV-A432

**DATE**

02/01/2019

**RECOMMENDED BY**

PATRICK MULQUEEN

*Digitally signed by*

**WARDELL HENNING**

Mar 04, 2019

**OFFICE**

AJV-A43

**DATE**

**TITLE**  
MANAGER

**APPROVED BY**

**OFFICE**

**DATE**

**TITLE**

QUALITY  
41  
CHECKED



**FAS DATA BLOCK INFORMATION**

<b><u>DATA FIELD</u></b>	<b><u>DATA</u></b>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	0XA5
RUNWAY	RW14
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W14A
LTP/FTP LATITUDE	284123.0390N
LTP/FTP LONGITUDE	0982311.9130W
LTP/FTP ELLIPSOIDAL HEIGHT	+00707
FPAP LATITUDE	284010.3500N
FPAP LONGITUDE	0982213.0200W
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	1568
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	0.0
CRC REMAINDER	B3C9EA1D

**ADDITIONAL PATH POINT RECORD INFORMATION**

ICAO CODE	K4
LTP ORTHOMETRIC HEIGHT	+00965
FPAP ORTHOMETRIC HEIGHT	+00965

QUALITY  
41  
CHECKED



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

<u>AIRPORT</u> 74 RANCH	<u>AIRPORT ID</u> 0XA5	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 14	<u>AMDT NO.</u> ORIG-A	<u>CITY</u> CAMPBELLTON	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 317	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM  
MILET

TO  
YEVUK

RNP                      DISTANCE                      PAT                      MAP                      HAT                      HMAS  
   9.46

<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>
1.TOWER (48-012717)	284317.00N/0984544.00W	1470	250	50	4D	1000				AT1500	4000
2.TERRAIN	284600.00N/0984609.00W	561 (600)								AS1500	2100

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM  
YEVUK

TO  
OZKUJ

RNP                      DISTANCE                      PAT                      MAP                      HAT                      HMAS  
   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>
3.AAO	284857.00N/0983957.00W	729	164	98	4E	1000				AT1271	3000
4.TERRAIN	284857.00N/0983957.00W	529 (500)								AS1500	2000

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY  
41  
CHECKED



INITIAL

FROM  
LEMIG

TO  
OZKUJ

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	7.65											
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
5.TOWER (48-003264)	285827.14N/0982758.00W	720	20	3	1A	1000				AT1280	3000	
6.TERRAIN	285503.00N/0983212.00W	495 (500)								AS1500	2000	

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM  
OZKUJ (IF/IAF)

TO  
WAVRI

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	6.95											
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
7.AAO	285230.00N/0982942.00W	693	164	98	4E	500				AC98 AT609	1900	
8.TERRAIN	285230.00N/0982942.00W	493 (500)								AS1000	1500	

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:









**FACILITY**  
RNAV

TO  
JIMUX/1.70 NM TO RW14

**HMAS**

## COMPUTATIONS

RF CENTER FIX/DISTANCE

## FINAL: LNAV STEPDOWN

TO  
RW14

HMAS

## COMPUTATIONS

RF CENTER FIX/DISTANCE**SEGMENT REMARKS:**



**FACILITY**  
RNAV

TO  
P-5

**HMAS**

[illegible]

## COMPUTATIONS

RF CENTER FIX/DISTANCE

**SEGMENT REMARKS:**

**MISSED APPROACH : LP**

TO  
ZIVAL

**HMAS**  
500

[illegible]

## COMPUTATIONS

RF CENTER FIX/DISTANCE

**SEGMENT REMARKS:**



MISSED APPROACH : LNAV

FROM

RW14

TO

ZIVAL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 520				
<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				3000
15.AAO	283712.00N/0982142.00W	597	164	98	4E	1000					1600
16.TERRAIN	283712.00N/0982142.00W	397 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
17.TREE	284047.72N/0982430.53W	1.30	383	385	50	20	2C	300			700
CATEGORY B											
18.TREE	284042.26N/0982437.07W	1.50	463	395	50	20	2C	300		HAA	780

CIRCLING REMARKS:

MSA

CENTER

RW14

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (48-014504)	285458.30N/0983940.00W	308	19.8	1545	250	50	4D	1000			2600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



INTERMEDIATE SEGMENT FOLLOWING LEMIG TO OZKUJ CONTROLLING OBSTACLE 657 MSL AAO 285221.00N-0982939.00W.

VEGETATION 26' USED PER FPT/SURVEY.

FEEDERS DEVELOPED PER FPT.













<u>AIRPORT</u> 74 RANCH	<u>AIRPORT ID</u> 0XA5	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 14	<u>AMDT NO.</u> ORIG-A	<u>CITY</u> CAMPBELLTON	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 317	<u>FACILITY</u> RNAV
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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	2.85
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	144.42
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	339
DISTANCE FROM	THLD	TO 1500FT POINT	9.80
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	3.66
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	144.39
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	492

THRESHOLD  
COORDINATES  
(IF STR-IN)

284123.04N/0982311.91W

ARP COORDINATES

284107.38N/0982259.22W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 14 DISTANCE 0.32 NM

FAF  
COORDINATES

284520.21N/0982624.27W

FIX NAME  
COORDINATES

IF OZKUJ: 285100.35N/0983100.67W

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

QUALITY

41

CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

NAME  
CHRISTINE BAYSE

OFFICE  
AJV-A432

DATE  
02/01/2019

TITLE  
AERONAUTICAL INFORMATION SPECIALIST

