

US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				RNAV (RNP) - 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		RNP: DA CLIMB TO 1300 THEN CLIMBING RIGHT TURN TO 3000 DIRECT GEP VORTAC AND HOLD. ADDITIONAL FLIGHT DATA: HOLD NW, LT, 117.00 INBOUND. DISTANCE TO THLD FROM 275 HAT: 0.70 NM. ROUTE TYPE: A,H ROUTE TYPE QUALIFIER 1: F ROUTE TYPE QUALIFIER 2: S #TCH 874.6 MSL (DO NOT CHART) CHART MANDATORY 8000 AT OSMOH CHART MANDATORY 7000 AT TRTEL CHART MINIMUM 7000 AT GROVZ								
GROVZ (IAF)		WULAM (TF) (FB) (RNP 1.00)		301.62 / 3.14			6000										
WULAM		BONNA (TF) (FB) (RNP 1.00)		301.58 / 3.14			5000										
BONNA		SAMMZ (TF) (FB) (RNP 1.00)		301.53 / 3.14			4000										
GEEQU (IAF)		SAMMZ (TF) (FB) (RNP 1.00)		278.46 / 10.50			4000										
TRTEL (IAF)		SOGGY (TF) (FB) (RNP 1.00)		224.12 / 5.97			5000										
(SEE FORM 8260-10)																	
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. PROFILE STARTS AT JACKO 3. FAC: <u>301.44</u> FAF: _____ DIST FAF TO MAP: _____ THLD: _____ 4. MIN. ALT: JACKO 3000 5. DIST TO THLD FROM OM: <u>6.67</u> MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: <u>3000</u> GS ALT AT: JACKO 3000 OM: _____ MM: _____ IM: _____ 7. GS ANGLE: <u>3.00</u> TCH: <u>54.8</u> # <u>34:1</u> IS CLEAR 8. MSA FROM: RW30R 3500														MAG VAR: 0E		EPOCH YEAR: 2015	
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		
AUTHORIZATION REQUIRED																	
RNP 0.15 DA	1097	4000	275	1097	4000	275	1097	4000	275	1097	4000	275					
RNP 0.30 DA	1298	1 3/8	476	1298	1 3/8	476	1298	1 3/8	476	1298	1 3/8	476					
NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -19C (-2F) OR ABOVE 54C (130F). CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 30L AND ILS V RWY 35 [CONVERGING]. CHART NOTE: GPS REQUIRED. (CONTINUED ON PAGE 2)																	
CITY AND STATE MINNEAPOLIS, MN		ELEVATION: 842 TDZE: 822 AIRPORT NAME: MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN		FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (RNP) Y RWY 30R, AMDT 1				SUP: AMDT: ORIG DATED 04/30/2015		QUALITY 22 CHECKED					

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
ROUTINE					
COORDINATED WITH:					
ATA <div><input checked="" type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>		ALPA <div><input checked="" type="checkbox"/></div>	
APA <div><input checked="" type="checkbox"/></div>		AOPA <div><input checked="" type="checkbox"/></div>		NBAA <div><input checked="" type="checkbox"/></div>	
OTHER (specify) <div><input checked="" type="checkbox"/></div>		ZMP, MSP APP CON, MSP ATCT, AMGR			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME: <div>James Rogers</div> <div>Digitally signed by JAMES ROGERS Oct 18, 2016</div>				FIFO AJV-5421	DATE: 09/02/2016
APPROVED BY					
NAME: <div>Tony R Lawson</div> <div>MANAGER</div>				FIFO AJV-5420	DATE:
CHANGES:					
<div>1. CHANGED OSMOH FROM AN IAF TO IF.</div> <div>2. DELETED TERMINAL ROUTE FROM OSMOH TO BAYZL AND BAYZL TO HIGHA.</div> <div>3. ADDED TERMINAL ROUTE FROM OSMOH TO HIGHA, 121.62/6.16, 6000.</div> <div>4. CHANGED NON-COINCIDENT PROFILE NOTE FROM VGSI AND RNAV GLIDEPATH NOT COINCIDENT TO VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH (FEET)).</div> <div>5. TCH CHANGED FROM 54.9 TO 54.8.</div> <div>6. CHANGED THE SIMULTANEOUS APPROACH CHART NOTE FROM SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 30L TO SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 30L AND ILS V RWY 35 [CONVERGING].</div> <div>7. RNP 0.30 DA/HAT ALL CATS CHANGED FROM 1305/483 TO 1298/476.</div> <div>8. DISTANCE TO THLD FROM 275 HAT CHANGED FROM 0.69 NM TO 0.70 NM.</div> <div>9. #TCH 874.7 CHANGED TO #TCH 874.6.</div> <div>10. INOPERATIVE MALSFS CHANGED TO INOPERATIVE ALS.</div> <div>11. CHANGED GEEQU FROM AN IF TO AN IAF.</div>					
REASONS:					
<div>1. CHANGED OSMOH FROM AN IAF TO AN IF PER ATC REQUEST.</div> <div>2-3, 6. PER ATC REQUEST.</div> <div>4. CRITERIA: 8260.19G, PARA 8-6-6 (N).</div> <div>5. NEW ILS DATA.</div> <div>7. NEW OBSTACLE EVALUATION.</div> <div>8. NEW PROCEDURE EVALUATION.</div> <div>9. DISPLACED THLD ELEVATION 819.8.</div> <div>10. CRITERIA: 8260.19G PARA 8-6-5 M3D.</div> <div>11. ATC REQUEST.</div>					



US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION				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.	
RNAV (RNP) - STANDARD, INSTRUMENT APPROACH PROCEDURE, - TITLE 14 CFR PART 97.33					
TERMINAL ROUTES, (CONT.):					
FROM		TO	COURSE AND DISTANCE	ALTITUDE	
SOGGY		SAMMZ (TF) (FB) (RNP 1.00)	271.06 / 5.95	4000	
OSMOH (IF)		HIGHA (TF) (FB) (RNP 1.00)	121.62 / 6.16	6000	
HIGHA		COTTG (RF) (FB) (RNP 1.00)	(3.04 NM RADIUS CW (CFMDJ))/4.71	4500	
COTTG		RVERR (RF) (FB) (RNP 1.00)	(3.04 NM RADIUS CW (CFMDJ))/3.27	3500	
RVERR		JACKO (RF) (FB) (RNP 1.00)	(3.04 NM RADIUS CW (CFMDJ))/1.57	3000	
SAMMZ (IF)		JACKO (TF) (FB) (RNP 1.00)	301.49 / 3.14	3000	
JACKO (FAF)		RW30R (MAP) (TF) (FO)	301.44 / 6.67		
RW30R (MAP)		1300 MSL (CA)		1300	
1300 MSL		GEP VORTAC (DF) (FO) (RNP 1.00)		3000	
NOTES, (CONT.): CHART SPEED ICON IN PLANVIEW AT TRTEL : MAX 210 KIAS. CHART SPEED ICON IN PLANVIEW AT OSMOH : MAX 210 KIAS. CHART SPEED ICON IN PLANVIEW AT GEEQU : MAX 210 KIAS. CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS. CHART PLANVIEW NOTE ADJACENT TO OSMOH IF: RF REQUIRED. CHART PLANVIEW NOTE AT GROVZ: RADAR REQUIRED FOR PROCEDURE ENTRY AT GROVZ. CHART PLANVIEW NOTE AT OSMOH: RADAR REQUIRED FOR PROCEDURE ENTRY AT OSMOH. CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.15 ALL CATS VISIBILITY TO RVR 4500 AND RNP 0.30 CAT D VISIBILITY TO 1 5/8 SM.					
CITY AND STATE MINNEAPOLIS, MN		ELEVATION: 842 AIRPORT NAME: MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN	TDZE: 822	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: RNAV (RNP) Y RWY 30R, AMDT 1
				SUP:	22
				AMDT:	ORIG
				DATED:	04/30/2015

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <input type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input type="checkbox"/>	APA <input type="checkbox"/>	AOPA <input type="checkbox"/>	NBAA <input type="checkbox"/>
OTHER (specify) <input type="checkbox"/> _____					
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.
INITIAL: RNP 1.00	GROVZ	WULAM	1. AAO	444254.00N/0924818.00W	1162 (3E)	1000	AT3778 AC60	6000
			2. TERRAIN	444254.00N/0924818.00W	962 (1000)		AS1500	2500
INITIAL: STEPDOWN	WULAM	BONNA	3. AAO	444421.00N/0925418.00W	1178 (3E)	1000	AC60 AT2762	5000
RNP 1.00			4. TERRAIN	444421.00N/0925418.00W	978 (1000)		AS1500	2500
INITIAL: STEPDOWN	BONNA	SAMMZ	5. AAO	444648.00N/0930221.00W	1178 (3E)	1000	AT1739 AC83	4000
RNP 1.00			6. TERRAIN	444648.00N/0930221.00W	978 (1000)		AS1500	2500
INITIAL: RNP 1.00	GEEQU	SAMMZ	7. AAO	444721.00N/0924451.00W	1313 (3E)	1000	AT1627 AC60	4000
			8. TERRAIN	444721.00N/0924451.00W	1113 (1100)		AS1500	2600
INITIAL: RNP 1.00	TRTEL	SOGGY	9. AAO	445106.00N/0924321.00W	1263 (3E)	1000	AC60 AT2677	5000
			10. TERRAIN	445106.00N/0924321.00W	1063 (1100)		AS1500	2600
INITIAL: STEPDOWN	SOGGY	SAMMZ	11. AAO	444721.00N/0925054.00W	1241 (3E)	1000	AT1699 AC60	4000
RNP 1.00			12. TERRAIN	444721.00N/0925054.00W	1041 (1000)		AS1500	2500
INTERMEDIATE: RNP 1.00	OSMOH	HIGHA	13. AAO	445536.00N/0925751.00W	1323 (3E)	500	AT4117 AC60	6000
			14. TERRAIN	445536.00N/0925751.00W	1123 (1100)		AS1500	2600
2. PROCEDURE TURN								
3. MISSED APPROACH	MAP:							
	ELEV:	936/1137						
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.						
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL				
CATEGORY B	1.5 NM		450					
CATEGORY C	1.7 NM		450					
CATEGORY D	2.3 NM		550					
CATEGORY E	4.5 NM		550					
5. MINIMUM SAFE ALTITUDES				PRIMARY NAVAIID: RW30R				
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)
360-360	TWR (27-000499)	012/11.1	2438 (1D)	3500				
CITY AND STATE		ELEVATION: 842		FACILITY	PROCEDURE AND AMENDMENT NO:		REGION	
MINNEAPOLIS, MN		AIRPORT NAME:		RNAV	RNAV (RNP) Y RWY 30R, AMDT 1		22	
		MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN					AGL	

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: VDP NOT ESTABLISHED - RNP PROCEDURE. THRESHOLD DISPLACED 200FT. PRECIPITOUS TERRAIN EVALUATION COMPLETED. VGSI DATA: 3.00/71.3 KMSP ASOS ON WMSCR. CRITICAL TEMPERATURES: CRITICAL LOW :-19C (-2F) CRITICAL HIGH :+54C (+130F) ACT :-25C APT ISA :+13.33C CRITICAL TEMPERATURE REMARKS AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2011-2015). CRITICAL LOW TEMPERATURE BASED ON EFFECTIVE GPA. DESCENT RATE (FPM): STANDARD TEMP 965 HIGH TEMP 1126. SEE ATTACHED AIRSPACE LETTER. AUTHORIZATION REQUIRED (AR). FAAO 8260.58 CRITERIA USED: IPDS USED FOR ALL SEGMENTS. NO STAR TIE-IN TO GROVZ TRANSITION PER AIR TRAFFIC/LEAD CARRIER REQUEST. STAR ENDS WITH RADAR VECTORS ON OSMOH TRANSITION. RADAR REQUIRED FOR PROCEDURE ENTRY AT GROVZ AND OSMOH. 210 KIAS MAX USED BEGINNING AT OSMOH, TRTEL, AND GEEQU PER FPT/LEAD CARRIER REQUEST FOR STAR TIE-IN (AND TO REDUCE TURN RADIUS AND BANK ANGLE IAW 8260.58 HIGHA TO JACKO). 100' VEGETATION USED PER FPT. MISSED APPROACH: FAAO 8260.58 (RNAV MA). THE FOLLOWING OBSTACLES CONTAINED 0/0 ACCURACY CODES, AFFECTED MULTIPLE SEGMENTS IN WORK AREA, MADE 5/E FOR PROCEDURE DEVELOPMENT, AND COORDINATED FOR VERIFICATION (27-000712 IS THE CONTROLLING OBSTACLE FOR MISSED SECTION 2 AND LVL SFC; 27-000640 IS THE CONTROLLING OBSTACLE FOR MISSED HOLDING): 27-000640, 27-000652, 27-000712/713/715, 27-000986, 27-006024, 27-006026, 27-006027, 27-006028/6029, 27-006032/33, 27-006087, 27-006090, 27-001564, 27-001537. TCH VALUE (54.80) USED IN PROCEDURE DEVELOPMENT. MAX SPEED HIGHA TO COTTG 210 KIAS. MAX SPEED COTTG TO RVERR 210 KIAS. MAX SPEED RVERR TO JACKO 210 KIAS. SIMULTANEOUS NOTE PER ATC REQUEST.																
1. COMMUNICATIONS WITH:					2. WEATHER SERVICE															3. ALTIMETER SETTING						
MSP APP CON ZMP ARTCC MSP TOWER							N W S		OTHER: ASOS																	
							F A A																			
							A / C																			
SATISFACTORY ON:					LOCATION: KMSP															ADJUSTMENT: 0						
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		X		ALSF-2 12L, 12R, 30L, 35																						
				(S) SALS																						
		X		MALSF 30R MALSR 04, 22																						
		X		HIRL 04, 12L, 12R, 17, 22, 30L, 30R, 35																						
				MIRL																						
		X		REIL 17																						
		X		TDZ 12L, 12R, 30L, 35																						
		X		C/L 12L, 12R, 17, 30L, 30R, 35																						
		X		OTHER (SPECIFY) PAPI-4R 17 PAPI-4L 04, 12L, 12R, 22, 30L, 30R, 35																						
6. RUNWAY MARKINGS		BASIC																								
		ALL WEATHER		PIR-G 04, 12L, 12R, 22, 30L, 30R, 35																						
		INSTRUMENT		NPI-G 17																						
7. RUNWAY VISUAL RANGE		APPROACH		04, 12L, 12R, 17, 22, 30L, 30R, 35																						
		MIDFIELD		12L, 12R, 17, 30L, 30R, 35																						
		ROLL OUT		04, 12L, 12R, 17, 22, 30L, 30R, 35																						
8. GLIDE PATH		GP ANGLE: 3.00					ELEV RWY THRESHOLD: 819.8																			
		DISTANCE FROM RWY:					ELEV GP ANTENNA:																			
							THRESHOLD CROSSING HEIGHT: 54.8																			
9. FINAL APPROACH COURSE AIMING				X		RUNWAY THRESHOLD					FT. FROM THRESHOLD															
				X		ON CENTERLINE					FT. FROM CENTERLINE															
10. WAIVERS: 2																										
ORDER 8260.3C, PARAGRAPH 2-5-3B(1); MAXIMUM INTERMEDIATE LENGTH.																										
ORDER 8260.3C, PARAGRAPH 2-5-3D; DESCENT GRADIENT.																										
PART D - PREPARED BY: JAMES ROGERS										DATE: 09/02/2016																
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5421																



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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	PART - A OBSTRUCTION DATA
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1. APP SEGMENT		FROM		TO		OBSTRUCTION		COORDINATES		ELEV. MSL		ROC		ALT. ADJUSTMENTS		MIN. ALT.			
INTERMEDIATE: STEPDOWN		HIGA		COTTG		15. AAO		445457.00N/0925645.00W		1339 (3E)		500		AT2601 AC60		4500			
RNP 1.00						16. TERRAIN		445457.00N/0925645.00W		1139 (1100)				AS1500		2600			
INTERMEDIATE: STEPDOWN		COTTG		RVERR		17. AAO		445103.00N/0925600.00W		1218 (5D)		500		AT1722 AC60		3500			
RNP 1.00						18. TERRAIN		445103.00N/0925600.00W		1018 (1000)				AS1500		2500			
INTERMEDIATE: STEPDOWN		RVERR		JACKO		19. AAO		444700.00N/0930151.00W		1172 (3E)		500		AT1245 AC83		3000			
RNP 1.00						20. TERRAIN		444700.00N/0930151.00W		972 (1000)				AS1500		2500			
INTERMEDIATE: RNP 1.00		SAMMZ		JACKO		21. AAO		444645.00N/0930136.00W		1175 (3E)		500		AT1242 AC83		3000			
						22. TERRAIN		444645.00N/0930136.00W		975 (1000)				AS1500		2500			
FINAL: RNP 0.15		JACKO		RW30R								ASC		MA25		1097/275			
FINAL: RNP 0.30		JACKO		RW30R		23. TREE		445243.77N/0931004.99W		1004 (1A)		21.97:1		AC3		1298/476			
MISSED APPROACH		DA		RW30R								ASC							
(RNP 0.15-1.00)				(40:1)															
MISSED APPROACH		DA		RW30R								ASC							
(RNP 0.30-1.00)				(40:1)															
3. MISSED APPROACH		MAP:																	
		ELEV:																	
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.															
CATEGORY A		1.3 NM		REQUIRED	350	ACTUAL													
CATEGORY B		1.5 NM			450														
CATEGORY C		1.7 NM			450														
CATEGORY D		2.3 NM			550														
CATEGORY E		4.5 NM			550														
5. MINIMUM SAFE ALTITUDES																			
PRIMARY NAVAID:																			
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A	
																		QUALITY	
																		22	
CITY AND STATE				ELEVATION: 842				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION			
MINNEAPOLIS, MN				AIRPORT NAME:				RNAV				RNAV (RNP) Y RWY 30R, AMDT 1				AGL			
				MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN												CHECKED			

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: CONTINUED. TERMINAL ROUTE TURN COMPUTATIONS: RF TURN DATA: TURN FIX : HIGHA-COTTG ALT : 6000 KIAS : 210 KTAS : 236 HAA : 5158 VKTW : 47.6 TR : 3.04 BA : 21 DTA : COURSE CHANGE : DVEB : VEBOCS : RF CENTER FIX/DISTANCE : (CFMDJ) RF TURN DATA: TURN FIX : COTTG-RVERR ALT : 4500 KIAS : 210 KTAS : 230 HAA : 3658 VKTW : 49.7 TR : 3.04 BA : 21 DTA : COURSE CHANGE : DVEB : VEBOCS : RF CENTER FIX/DISTANCE : (CFMDJ) RF TURN DATA: TURN FIX : RVERR-JACKO ALT : 3500 KIAS : 210 KTAS : 227 HAA : 2658 VKTW : 49.8 TR : 3.04 BA : 20 DTA : COURSE CHANGE : DVEB : VEBOCS : RF CENTER FIX/DISTANCE : (CFMDJ)		
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		
										OTHER (SPECIFY)		
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:				CONT.		

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: CONTINUED. TERMINAL ROUTE TURN COMPUTATIONS: TF TURN DATA: TURN FIX : SOGGY-SAMMZ ALT : 5488 KIAS : 210 KTAS : 233 HAA : 4646 VKTW : 57 TR : 3.82 BA : 18 DTA : 1.66 COURSE CHANGE : 46.9 DVEB : VEBOCS : RF CENTER FIX/DISTANCE : TF TURN DATA: TURN FIX : SAMMZ-JACKO ALT : 4000 KIAS : 210 KTAS : 229 HAA : 3158 VKTW : 55 TR : 3.62 BA : 18 DTA : 0.98 COURSE CHANGE : 30.4 DVEB : VEBOCS : RF CENTER FIX/DISTANCE :		
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		
										OTHER (SPECIFY)		
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:						

