


Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 06/05/2017	Task #: 201704183114440G017	Request #: 20170418311444
Procedure: RNAV (GPS) RWY 30 AMDT 1C			Airport ID: KMCW	Airport: MASON CITY MUNI		Reimbursable #: NO
City: MASON CITY	ST: IA	GPS #:	Estimated Chart Date: 08/15/2019		FICO #: 1221840	
Fac ID: N/A		Fac. Type:			Specialist: MICHAEL HARRIS	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	09/05/2018	12/03/2018	KISSY MAXFIELD			
QA:	12/03/2018	12/03/2018	KISSY MAXFIELD			
Liaison:	12/03/2018	12/04/2018	MARY MCDONALD			
Procedure Comments:			ENROUTE-NON	Remark Type: INFORMATION		
<p>AIRPORT MAG VAR CHANGE: 5E/1980, 0E/2020. CONTACT WARDELL HENNING, 405.954.9954.</p> <p>04/09/2019: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON: 10/22/2018: 1. CHANGE HOLDING INBOUND COURSE AT ZUTIG FROM 051 TO 056 ON THE FIG.</p>						

FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 30 1C			AIRPORT NAME: MASON CITY MUNI		AIRPORT ID: KMCW	SPECIAL CONTROL NO: BG-12-029-18	
FAC ID: KMCW30.01		CITY: MASON CITY			ST: IA	ORIG CHART DATE: 02/28/2019	
DFL TYPE: PROC/W	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID: 201704183114440G017		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS: The 8260-3 has the MAP Holding at ZUTIG to be 056.07° course. The AIRINC coding and the FIG have it at 051.1° course. The -3 may need to be corrected if the course is 051.1°.					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 01/08/2019		CREW #: VN071	N #: N78	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input checked="" type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: jeffrey w haring @ 01/09/2019 07:57			PRINTED NAME: HARING, JEFFREY WAYNE				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Mason City Muni, Mason City IA, RNAV (GPS) RWY 30 Amdt 1C unsat for data. The pseudo ident data did not have glidepath indications for the VDP on the LP approach.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

WAAS CH 40122 W30A	APP CRS 305°	Rwy Idg 5501 TDZE 1195 Apt Elev 1213
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RNAV (GPS) RWY 30
MASON CITY MUNI (MCW)

RNP APCH.

T Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Charles City altimeter setting. When local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet and increase LP and LNAV Cat C and D visibility $\frac{3}{8}$ SM and Circling Cat C and visibility $\frac{1}{4}$ SM.

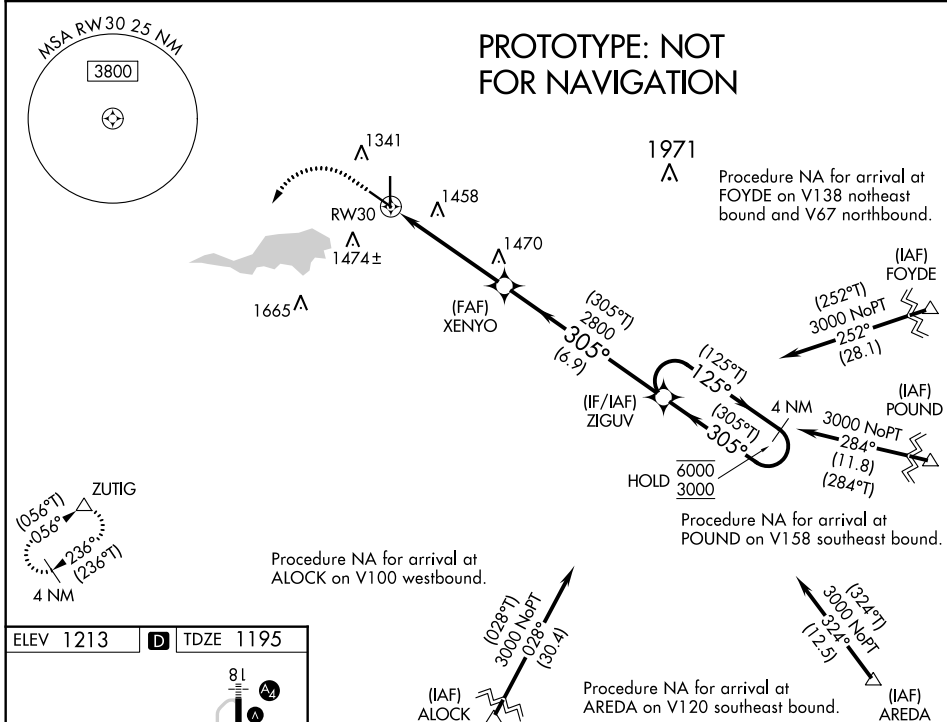
MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct ZUTIG and hold.

ASOS
120.3

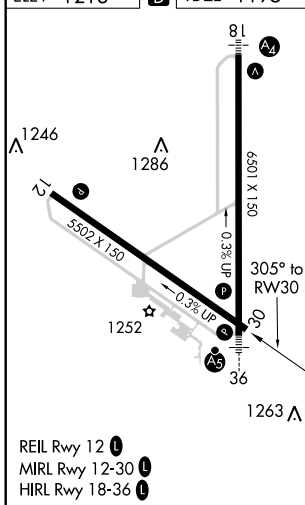
MINNEAPOLIS CENTER
127.3 380.2

UNICOM
123.0 (CTAF) **L**

PROTOTYPE: NOT
FOR NAVIGATION



ELEV 1213	D	TDZE 1195
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2500 ↑	3000 ↘	ZUTIG △	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 32).		4 NM Holding Pattern
CATEGORY	A		B	C	D
LP MDA	1 680-1	485 (500-1)		1 680-1 $\frac{3}{8}$	485 (500-1 $\frac{3}{8}$)
LNAV MDA	1 680-1	485 (500-1)		1 680-1 $\frac{3}{8}$	485 (500-1 $\frac{3}{8}$)
CIRCLING	1 680-1	467 (500-1)		1 760-1 $\frac{1}{2}$ 547 (600-1 $\frac{1}{2}$)	1 780-2 567 (600-2)