

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 2500 ON TRACK 337.49 TO IFPIG AND HOLD. ADDITIONAL FLIGHT DATA: HOLD NW, LT, 157.37 INBOUND. DISTANCE TO THLD FROM 317 HAT: 0.83 NM. CHART MINIMUM 3000 AT TRKEY AND BAIRR. CHART MANDATORY 4000 AT DUCKS. ROUTE TYPE: A, H ROUTE TYPE QUALIFIER 1: F ROUTE TYPE QUALIFIER 2: S CHART MINIMUM 2500 AT HAGLI.											
DUCXS (IAF)			VARMT (TF) (FB) (RNP 1.00)			116.32 / 13.15			3500														
VARMT (IF)			RUTLD (TF) (FB) (RNP 1.00)			117.39 / 3.12			2800														
HAGLI (IF)			IDONE (TF) (FB) (RNP 1.00)			337.48 / 4.25			2000														
TRKEY (IF)			YEVUS (TF) (FB) (RNP 1.00)			236.93 / 3.01			2400														
BAIRR (IF)			MANDM (TF) (FB) (RNP 1.00)			045.26 / 3.91			2000														
(SEE FORM 8260-10)																							
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. PROFILE STARTS AT WOWSR 3. FAC: <u>337.49</u> FAF: _____ DIST FAF TO MAP: _____ THLD: _____ 4. MIN. ALT: WOWSR 1300 5. DIST TO THLD FROM OM: <u>3.41</u> MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: <u>1300</u> GS ALT AT: WOWSR 1300 OM: _____ MM: _____ IM: _____ 7. GS ANGLE: <u>3.00</u> TCH: <u>54.4</u> 20:1 IS CLEAR 34:1 IS CLEAR 8. MSA FROM: RW34 2600																		MAG VAR: 10W EPOCH YEAR: 2020					
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 0.11 DA	478	2600	317	478	2600	317	478	2600	317	478	2600	317											
RNP 0.30 DA	592	4900	431	592	4900	431	592	4900	431	592	4900	431											
NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -11C (13F) OR ABOVE 54C (130F). CHART SPEED ICON IN PLANVIEW AT TRKEY : MAX 210 KIAS. CHART SPEED ICON IN PLANVIEW AT VARMT : MAX 210 KIAS. CHART SPEED ICON IN PLANVIEW AT IDONE : MAX 210 KIAS. (CONTINUED ON PAGE 2)																							
CITY AND STATE				ELEVATION: 168 TDZE: 161				FACILITY IDENTIFIER:				PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:							
RICHMOND, VA				AIRPORT NAME:				RNAV				RNAV (RNP) Y RWY 34, ORIG-C				AMDT: ORIG-B							
				RICHMOND INTL												DATED 05/28/2015							

QUALITY
 25
 CHECKED

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE <div style="text-align: center;">ROUTINE</div>
COORDINATED WITH: <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;">A4A <input checked="" type="checkbox"/></div> <div style="text-align: center;">ALPA <input checked="" type="checkbox"/></div> <div style="text-align: center;">AOPA <input checked="" type="checkbox"/></div> <div style="text-align: center;">APA <input checked="" type="checkbox"/></div> <div style="text-align: center;">HAI <input type="checkbox"/></div> <div style="text-align: center;">NBAA <input checked="" type="checkbox"/></div> <div style="text-align: center;">OTHER (specify) <input checked="" type="checkbox"/> <u>ZDC, POTOMAC TRACON, RIC AMGR, RIC ATCT</u></div> </div>		
<div style="display: flex; justify-content: space-between;"> <div> NAME: FLIGHT INSPECTION REVIEW NOT REQUIRED - PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-333) MEMO, <i>Digitally signed by</i> ALLAN WILL May 01, 2018 </div> <div> FLIGHT CHECKED BY 7. FIFO </div> <div> DATE: </div> </div>		
<div style="display: flex; justify-content: space-between;"> <div> NAME: MIKE MELSSEN MIKE MELSSEN Feb 22, 2018 </div> <div> DEVELOPED BY MIKE MELSSEN Feb 22, 2018 </div> <div> DATE: 10/30/2017 </div> </div>		
<div style="display: flex; justify-content: space-between;"> <div> NAME: GEORGE E. DAVIS </div> <div> APPROVED BY <i>Digitally signed by</i> ALLAN WILL May 01, 2018 MANAGER </div> <div> DATE: 10/30/2017 </div> </div>		
CHANGES: <ol style="list-style-type: none"> 1. INCREASED ALL MAGNETIC COURSES 1 DEGREE. 2. ADDED 20:1 IS CLEAR TO LINE 7 UNDER PROFILE. 3. CHANGED FROM: "CHART NOTE: FOR INOPERATIVE ALSF, INCREASE RNP 0.11 ALL CATS VISIBILITY TO RVR 5000 AND RNP 0.30 ALL CATS VISIBILITY TO 1 3/8 MILE." TO: "CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.11 ALL CATS VISIBILITY TO RVR 4500 AND RNP 0.30 ALL CATS VISIBILITY TO 1 1/4 SM. 4. CHANGED FROM "DISTANCE TO THLD FROM 313 HATH: 0.81 NM" TO: "DISTANCE TO THLD FROM 317 HAT: 0.83 NM". 5. REMOVED #TCH 214 MSL (DO NOT CHART) FROM ADDITIONAL FLIGHT DATA. 6. CHANGED FROM "CHART AT OR ABOVE 3000 AT TRKEY AND BAIRR" TO "CHART MINIMUM 3000 AT TRKEY AND BAIRR" IN ADDITIONAL FLIGHT DATA. 7. CHANGED FROM "CHART AT OR ABOVE 2500 AT HAGLI" TO "CHART MINIMUM 2500 AT HAGLI" IN ADDITIONAL FLIGHT DATA. 8. ADDED DIST TO THLD FROM OM: 3.41 TO LINE 5. 9. REMOVED CHART NOTE: DME/DME RNP-0.3 NA. 10. ADDED PBN REQUIREMENTS NOTE: RNP AR APCH. 11. REMOVED CHART PLANVIEW NOTE ADJACENT TO TRKEY: RADAR REQUIRED FOR ARRIVALS AT TRKEY; CHART PLANVIEW NOTE ADJACENT TO BAIRR: RADAR REQUIRED FOR ARRIVALS AT BAIRR.; CHART PLANVIEW NOTE ADJACENT TO HAGLI: RADAR REQUIRED FOR ARRIVALS AT HAGLI. <p>(SEE FORM 8260-10)</p>		
REASONS: <ol style="list-style-type: none"> 1. KRIC MAG VAR PREVIOUSLY UPDATED FROM 9W/1985 TO 10W/2020. 2. NOTE REQUIRED IAW 8260.19H CRITERIA. 3. USE OF "ALS" VICE "ALSF"; USE OF "SM" VICE "MILE" IAW 8260.19H CRITERIA. 4. PREVIOUSLY UPDATED PROCEDURE FROM THRE TO TDZE. 5. NOTE NOT REQUIRED. 6, 7. UPDATED VERBIAGE. 8. VALUE REQUIRED. 9, 10. IAW MEMORANDUM 257 DATED 9/12/17 IMPLEMENTATION OF FAA ORDER 8260.19H FLIGHT PROCEDURES AND AIRSPACE. 11. NOTES NOT REQUIRED. <p>PDF EDIT: CHANGED RNP 03.0 VISIBILITY FROM RVR 5000 TO RVR 4900.</p>		

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	
RUTLD	MANDM (RF) (FB) (RNP 1.00)		(2.50 NM RADIUS CCW (CFBND))/3.15	2000	
YEVUS	WOWSR (RF) (FB) (RNP 1.00)		(2.50 NM RADIUS CW (CFBNF))/4.39	1300	
IDONE	WOWSR (TF) (FB) (RNP 1.00)		337.61 / 3.01	1300	
MANDM	WOWSR (RF) (FB) (RNP 1.00)		(2.50 NM RADIUS CCW (CFBND))/2.96	1300	
WOWSR (FAF)	RW34 (MAP) (TF) (FO) (RNP 0.30)		337.49 / 3.41		
RW34 (MAP)	IFPIG (TF) (FO) (RNP 1.00)		337.49 / 14.65	2500	
NOTES, (CONT.):					
CHART SPEED ICON IN PLANVIEW AT BAIRR : MAX 210 KIAS.					
CHART PLANVIEW NOTE ADJACENT TO DUCXS IAF: RF REQUIRED.					
CHART PLANVIEW NOTE ADJACENT TO BAIRR: RF REQUIRED.					
CHART PLANVIEW NOTE ADJACENT TO TRKEY: RF REQUIRED.					
CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.11 ALL CATS VISIBILITY TO RVR 4500 AND RNP 0.30 ALL CATS VISIBILITY TO 1 1/4 SM.					
CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS.					
QUALITY 25 CHECKED					
CITY AND STATE		ELEVATION: 168	TDZE: 161	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:	
RICHMOND, VA		AIRPORT NAME:		RNAV (RNP) Y RWY 34, ORIG-C	
		RICHMOND INTL		FACILITY IDENTIFIER: RNAV	
				SUP:	
				AMDT: ORIG-B	
				DATED: 05/28/2015	

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH: A4A ALPA APA AOPA HAI NBAA OTHER (specify) <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> _____					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES: CHANGES CONT. INCLUDED ALL PREVIOUS P-NOTAMS INTO THIS AMENDMENT.					
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		DUCXS		VARMT		7. TOWER (51-000757)		372801.00N/0773859.00W		490 (8H)	1000	AC1000 DG1010		3500					
						8. TERRAIN		372900.00N/0773939.00W		375 (400)		AS1500		1900					
INTERMEDIATE: RNP 1.00		VARMT		RUTLD		9. TOWER (51-000017)		372417.00N/0771853.00W		505 (4D)	500	AC50 DG1745		2800					
						10. TERRAIN		372221.00N/0772454.00W		151 (200)		AS1500		1700					
INTERMEDIATE: RNP 1.00		HAGLI		IDONE		11. TOWER (51-001514)		372544.43N/0771255.91W		632 (4D)	500	AC50 DG818		2000					
						12. TERRAIN		372530.00N/0771239.00W		151 (200)		AS1500		1700					
INTERMEDIATE: RNP 1.00		TRKEY		YEVUS		13. TOWER (51-001586)		372559.00N/0771137.00W		468 (4D)	500	AC50 DG1382		2400					
						14. TERRAIN		272648.00N/0771133.00W		171 (200)		AS1500		1700					
INTERMEDIATE: RNP 1.00		BAIRR		MANDM		15. TOWER (51-001594)		372030.32N/0771756.45W		543 (5D)	500	AC50 DG907		2000					
						16. TERRAIN		372124.00N/0772136.00W		142 (100)		AS1500		1600					
INTERMEDIATE: STEPDOWN RNP 1.00		RUTLD		MANDM		9. TOWER (51-000017)		372417.00N/0771853.00W		505 (4D)	500	AC50 DG945		2000					
						17. TERRAIN		372124.00N/0772045.00W		138 (100)		AS1500		1600					
INTERMEDIATE: STEPDOWN RNP 1.00		YEVUS		WOWSR		11. TOWER (51-001514)		372544.43N/0771255.91W		632 (4D)	500	AC50 DG118		1300					
						18. TERRAIN		372706.00N/0771115.00W		171 (200)		AS1000		1200					
2. PROCEDURE TURN																			
3. MISSED APPROACH	MAP:		DA / DA		IFPIG						ASC			2500					
							23. TOWER (51-000384)		373141.00N/0772247.00W		371 (5D)	1000	AC50	1500					
	ELEV:		236/279				24. TERRAIN		373351.00N/0772200.00W		191 (200)		AS1500	1700					
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: RW34						
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A	
360-360		TWR (51-002454)		283/14.1		1587 (1A)		2600											
CITY AND STATE				ELEVATION: 168				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION			
RICHMOND, VA				AIRPORT NAME: RICHMOND INTL				RNAV				RNAV (RNP) Y RWY 34, ORIG-C				AEA			

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:																
1. COMMUNICATIONS WITH:					2. WEATHER SERVICE					3. ALTIMETER SETTING					VDP NOT ESTABLISHED - RNP PROCEDURE.											
POTOMAC APP CON RIC TOWER							N W S		OTHER: ASOS			SOURCE:KRIC					PRECIPITOUS TERRAIN EVALUATION COMPLETED. RF TURN RADIUS/BANK ANGLE COMPUTATIONS: RF SEGMENT ALT KIAS KTAS HAA VKTW TR BA MANDM-WOWSR 2040 210 222.1 1872.9 30.0 2.50 20.32 RUTLD-MANDM 2800 210 224.7 2633 52.6 2.50 24.13 YEVUS-WOWSR 2400 210 223.3 2232.9 51.8 2.50 23.80									
							F A A					DISTANCE:														
							A / C					HOURS REMOTE OPERATION: 0/YES														
SATISFACTORY ON:					LOCATION: KRIC					ADJUSTMENT: 0					TF TURN FIX ALT KIAS KTAS HAA VKTW TR BA VARMT 3579 210 227.3 3412 54.2 3.55 18.00											
4. MONITOR STATUS		PRIMARY NAVAID:								CRITICAL TEMPERATURES: CRITICAL LOW :-11C (+13F) CRITICAL HIGH :+54C (+130F) ACT :-11C APT ISA :+14.67C																
		MONITOR POINT:																								
		HRS OPTN:		CAT 1								CRITICAL TEMPERATURE REMARKS AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2008-2012). CRITICAL LOW TEMPERATURE BASED ON ACT. DESCENT RATE (FPM): STANDARD TEMP 966 HIGH TEMP 1116.														
				CAT 3																						
5. APPROACH & RUNWAY LIGHTING		X		ALSF-2 34								NO ADDITIONAL AIRSPACE REQUIRED. BACKUP ALTIMETER NOT PUBLISHED, REDUNDANT WEATHER SOURCES AVAILABLE. 100' VEGETATION USED PER FPT. OBSTACLE #5 & #7 USES 8H IPDS DERIVED ACCURACY. OBSTACLES SUBMITTED TO TODS TEAM WITH NO UPDATED ACCURACY RECEIVED IN TIME FOR APPLICATION TO THIS PROCEDURE. AVERAGE LOW TEMP HISTORY -11C (13F) UTILIZED FROM THE FOLLOWING TEMPERATURES: 2008: 12F 2009: 4F 2010: 15F 2011: 11F 2012: 17F 8260.54A, 2-3B TAILWIND CALCULATOR APPLIED TO ALL SEGMENTS, WITH THE EXCEPTION OF IGANE - HAGLI SEGMENT; 41.3 TAILWIND APPLIED FROM 99% WINDS. FINAL DOES NOT MATCH RNAV (GPS) Z RWY 34 DUE TO ATC/INDUSTRY REQUEST TO KEEP THE PROCEDURE SHORT. THE PROCEDURE DOES MIRROR THE RNAV (GPS) RWY Z RWY 34 FROM FAK VORTAC - HAGLI AND HOPEWELL VORTAC - HAGLI SEGMENTS PER ATC/FPT REQUEST. PROCEDURE DESIGNED PER ATC AND PBN OFFICE TO CONNECT WITH STAR DEVELOPMENT. MAX SPEED VARMT TO RUTLD - 210 KIAS MAX SPEED RUTLD TO MANDM - 210 KIAS MAX SPEED YEVUS TO WOWSR - 210 KIAS MAX SPEED MANDM TO WOWSR - 210 KIAS														
				(S) SALS																						
		X		MALSR 02, 16																						
		X		HIRL 02, 07, 16, 20, 25, 34																						
				MIRL																						
		X		REIL 20																						
		X		TDZ 34																						
		X		C/L 16, 34																						
X		OTHER (SPECIFY) PAPI-4L 02, 16, 20, 34																								
6. RUNWAY MARKINGS		BASIC								AVERAGE LOW TEMP HISTORY -11C (13F) UTILIZED FROM THE FOLLOWING TEMPERATURES: 2008: 12F 2009: 4F 2010: 15F 2011: 11F 2012: 17F 8260.54A, 2-3B TAILWIND CALCULATOR APPLIED TO ALL SEGMENTS, WITH THE EXCEPTION OF IGANE - HAGLI SEGMENT; 41.3 TAILWIND APPLIED FROM 99% WINDS. FINAL DOES NOT MATCH RNAV (GPS) Z RWY 34 DUE TO ATC/INDUSTRY REQUEST TO KEEP THE PROCEDURE SHORT. THE PROCEDURE DOES MIRROR THE RNAV (GPS) RWY Z RWY 34 FROM FAK VORTAC - HAGLI AND HOPEWELL VORTAC - HAGLI SEGMENTS PER ATC/FPT REQUEST. PROCEDURE DESIGNED PER ATC AND PBN OFFICE TO CONNECT WITH STAR DEVELOPMENT. MAX SPEED VARMT TO RUTLD - 210 KIAS MAX SPEED RUTLD TO MANDM - 210 KIAS MAX SPEED YEVUS TO WOWSR - 210 KIAS MAX SPEED MANDM TO WOWSR - 210 KIAS																
		ALL WEATHER PIR-G 02, 16, 20, 34																								
		INSTRUMENT NPI-G 07, 25																								
7. RUNWAY VISUAL RANGE		APPROACH 16, 25, 34								AVERAGE LOW TEMP HISTORY -11C (13F) UTILIZED FROM THE FOLLOWING TEMPERATURES: 2008: 12F 2009: 4F 2010: 15F 2011: 11F 2012: 17F 8260.54A, 2-3B TAILWIND CALCULATOR APPLIED TO ALL SEGMENTS, WITH THE EXCEPTION OF IGANE - HAGLI SEGMENT; 41.3 TAILWIND APPLIED FROM 99% WINDS. FINAL DOES NOT MATCH RNAV (GPS) Z RWY 34 DUE TO ATC/INDUSTRY REQUEST TO KEEP THE PROCEDURE SHORT. THE PROCEDURE DOES MIRROR THE RNAV (GPS) RWY Z RWY 34 FROM FAK VORTAC - HAGLI AND HOPEWELL VORTAC - HAGLI SEGMENTS PER ATC/FPT REQUEST. PROCEDURE DESIGNED PER ATC AND PBN OFFICE TO CONNECT WITH STAR DEVELOPMENT. MAX SPEED VARMT TO RUTLD - 210 KIAS MAX SPEED RUTLD TO MANDM - 210 KIAS MAX SPEED YEVUS TO WOWSR - 210 KIAS MAX SPEED MANDM TO WOWSR - 210 KIAS																
		MIDFIELD 16, 34																								
		ROLL OUT 07, 16, 34																								
8. GLIDE PATH		GP ANGLE: 3.00						ELEV RWY THRESHOLD:160.5						AVERAGE LOW TEMP HISTORY -11C (13F) UTILIZED FROM THE FOLLOWING TEMPERATURES: 2008: 12F 2009: 4F 2010: 15F 2011: 11F 2012: 17F 8260.54A, 2-3B TAILWIND CALCULATOR APPLIED TO ALL SEGMENTS, WITH THE EXCEPTION OF IGANE - HAGLI SEGMENT; 41.3 TAILWIND APPLIED FROM 99% WINDS. FINAL DOES NOT MATCH RNAV (GPS) Z RWY 34 DUE TO ATC/INDUSTRY REQUEST TO KEEP THE PROCEDURE SHORT. THE PROCEDURE DOES MIRROR THE RNAV (GPS) RWY Z RWY 34 FROM FAK VORTAC - HAGLI AND HOPEWELL VORTAC - HAGLI SEGMENTS PER ATC/FPT REQUEST. PROCEDURE DESIGNED PER ATC AND PBN OFFICE TO CONNECT WITH STAR DEVELOPMENT. MAX SPEED VARMT TO RUTLD - 210 KIAS MAX SPEED RUTLD TO MANDM - 210 KIAS MAX SPEED YEVUS TO WOWSR - 210 KIAS MAX SPEED MANDM TO WOWSR - 210 KIAS												
		DISTANCE FROM RWY:						ELEV GP ANTENNA:																		
								THRESHOLD CROSSING HEIGHT:54.4																		
9. FINAL APPROACH COURSE AIMING				X		RUNWAY THRESHOLD				FT. FROM THRESHOLD						AVERAGE LOW TEMP HISTORY -11C (13F) UTILIZED FROM THE FOLLOWING TEMPERATURES: 2008: 12F 2009: 4F 2010: 15F 2011: 11F 2012: 17F 8260.54A, 2-3B TAILWIND CALCULATOR APPLIED TO ALL SEGMENTS, WITH THE EXCEPTION OF IGANE - HAGLI SEGMENT; 41.3 TAILWIND APPLIED FROM 99% WINDS. FINAL DOES NOT MATCH RNAV (GPS) Z RWY 34 DUE TO ATC/INDUSTRY REQUEST TO KEEP THE PROCEDURE SHORT. THE PROCEDURE DOES MIRROR THE RNAV (GPS) RWY Z RWY 34 FROM FAK VORTAC - HAGLI AND HOPEWELL VORTAC - HAGLI SEGMENTS PER ATC/FPT REQUEST. PROCEDURE DESIGNED PER ATC AND PBN OFFICE TO CONNECT WITH STAR DEVELOPMENT. MAX SPEED VARMT TO RUTLD - 210 KIAS MAX SPEED RUTLD TO MANDM - 210 KIAS MAX SPEED YEVUS TO WOWSR - 210 KIAS MAX SPEED MANDM TO WOWSR - 210 KIAS										
				X		ON CENTERLINE				FT. FROM CENTERLINE																
10. WAIVERS: NONE										AVERAGE LOW TEMP HISTORY -11C (13F) UTILIZED FROM THE FOLLOWING TEMPERATURES: 2008: 12F 2009: 4F 2010: 15F 2011: 11F 2012: 17F 8260.54A, 2-3B TAILWIND CALCULATOR APPLIED TO ALL SEGMENTS, WITH THE EXCEPTION OF IGANE - HAGLI SEGMENT; 41.3 TAILWIND APPLIED FROM 99% WINDS. FINAL DOES NOT MATCH RNAV (GPS) Z RWY 34 DUE TO ATC/INDUSTRY REQUEST TO KEEP THE PROCEDURE SHORT. THE PROCEDURE DOES MIRROR THE RNAV (GPS) RWY Z RWY 34 FROM FAK VORTAC - HAGLI AND HOPEWELL VORTAC - HAGLI SEGMENTS PER ATC/FPT REQUEST. PROCEDURE DESIGNED PER ATC AND PBN OFFICE TO CONNECT WITH STAR DEVELOPMENT. MAX SPEED VARMT TO RUTLD - 210 KIAS MAX SPEED RUTLD TO MANDM - 210 KIAS MAX SPEED YEVUS TO WOWSR - 210 KIAS MAX SPEED MANDM TO WOWSR - 210 KIAS																
PART D - PREPARED BY: MIKE MELSSEN								DATE: 10/30/2017								AVERAGE LOW TEMP HISTORY -11C (13F) UTILIZED FROM THE FOLLOWING TEMPERATURES: 2008: 12F 2009: 4F 2010: 15F 2011: 11F 2012: 17F 8260.54A, 2-3B TAILWIND CALCULATOR APPLIED TO ALL SEGMENTS, WITH THE EXCEPTION OF IGANE - HAGLI SEGMENT; 41.3 TAILWIND APPLIED FROM 99% WINDS. FINAL DOES NOT MATCH RNAV (GPS) Z RWY 34 DUE TO ATC/INDUSTRY REQUEST TO KEEP THE PROCEDURE SHORT. THE PROCEDURE DOES MIRROR THE RNAV (GPS) RWY Z RWY 34 FROM FAK VORTAC - HAGLI AND HOPEWELL VORTAC - HAGLI SEGMENTS PER ATC/FPT REQUEST. PROCEDURE DESIGNED PER ATC AND PBN OFFICE TO CONNECT WITH STAR DEVELOPMENT. MAX SPEED VARMT TO RUTLD - 210 KIAS MAX SPEED RUTLD TO MANDM - 210 KIAS MAX SPEED YEVUS TO WOWSR - 210 KIAS MAX SPEED MANDM TO WOWSR - 210 KIAS										
TITLE: AERONAUTICAL INFORMATION SPECIALIST								OFFICE: AJV-5412																		



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[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:	