

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33

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.

<u>AIRPORT</u> CLARK RGNL	<u>AIRPORT ID</u> KJVV	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> JEFFERSONVILLE	<u>STATE</u> IN
<u>AIRPORT ELEVATION</u> 476	<u>TDZE</u> 476	<u>SUPERSEDED</u> RNAV (GPS) RWY 18	<u>ORIGINAL/AMENDMENT</u> ORIG-A	<u>DATED</u> 12/11/2014	<u>MAG VAR</u> 2W
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 09/13/2018	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 1990

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
STREP	IAF	EATTN	NOPT	TF	FB	1.00	133.26	17.25	3100
MOSEY	IAF	EATTN	NOPT	TF	FB	1.00	248.12	18.64	3100
EATTN	IF/IAF	OREOH		TF	FB	1.00	181.98	6.19	2500
OREOH	FAF	ZUBGU/1.90 NM TO RW18		TF	FB	0.30	181.98	4.30	
ZUBGU/1.90 NM TO RW18		RW18	MAP	TF	FO	0.30	181.98	1.90	
RW18	MAP	900 MSL		CA			181.98		900
900 MSL		EATTN		DF	FO	1.00			3100

MISSED APPROACH

MAP:

LPV: DA
 LNAV/VNAV: DA
 LNAV: RW18

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 900 THEN CLIMBING LEFT TURN TO 3100 DIRECT EATTN AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)

2. HOLD N EATTN, RT, 181.98 INBOUND, 3100 FT. IN LIEU OF PT (IAF), MAX 6000.

3. FAC: 181.98 FAF: OREOH DIST FAF TO MAP: 6.20 DIST FAF TO THLD: 6.20

4. MIN ALT: EATTN 3100, OREOH 2500, ZUBGU/1.90 NM TO RW18 1120*

5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 200 HAT: 0.47 GS ANT: MM: IM:

6. MIN GP INCPT: 2500 GP ALT AT FAF : OREOH 2500 OM: MM: IM:

7. GP ANGLE: 3.00 34:1: IS CLEAR 20:1: IS CLEAR TCH: 51.0

8. MSA FROM: RW18 3600

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: CIRCLING NA FOR CAT D SW OF RWYS 14 AND 36.
CHART NOTE: CIRCLING RWY 14, 32 NA AT NIGHT.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING LOUISVILLE INTL-STANDIFORD FIELD ALTIMETER SETTING.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C OR ABOVE 54C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
*LNAV ONLY
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT STREP ON V53 NORTHWEST BOUND.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV VISIBILITY TO 1 SM.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LOUISVILLE INTL-STANDIFORD FIELD ALTIMETER SETTING: INCREASE ALL DAS 30 FEET AND LNAV/VNAV VISIBILITY 1/8 SM; INCREASE ALL MDAS 40 FEET, LNAV VISIBILITY CATS C AND D 1/8 SM AND CIRCLING VISIBILITY CAT C 1/4 SM.
CHART NOTE: FOR INOPERATIVE ALS WHEN USING LOUISVILLE INTL-STANDIFORD FIELD ALTIMETER SETTING, INCREASE LNAV/VNAV VISIBILITY TO 1 1/8 SM.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.
CHART VDP AT 1.12 NM TO RW18*
*LNAV ONLY
WAAS CHANNEL #82426
REFERENCE PATH ID: W18A
CHART FAS OBST: 609 TREE 382305N/0854349W.
LTP HAE: 111.7 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

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
LPV DA	676	1/2	200	676	1/2	200	676	1/2	200	676	1/2	200			
LNAV/VNAV DA	850	5/8	374	850	5/8	374	850	5/8	374	850	5/8	374			
LNAV MDA	860	1/2	384	860	1/2	384	860	5/8	384	860	5/8	384			
CIRCLING	1000	1	524	1040	1	564	1060	1 1/2	584	1100	2	624			



CHANGES - REASONS

1. CHANGED AIRPORT ELEVATION AND TDZE FROM 474 TO 476 - RUNWAY CONSTRUCTION AND UPDATED SURVEY.
2. TERMINAL ROUTE STREP TO EATTN DISTANCE CHANGED FROM 17.26 TO 17.25 - REPOSITIONING OF EATTN.
3. TERMINAL ROUTE MOSEY TO EATTN COURSE CHANGED FROM 248.11 TO 248.12 - REPOSITIONING OF EATTN.
4. TERMINAL ROUTE EATTN TO OROEH DISTANCE CHANGED FROM 6.10 TO 6.19 - REPOSITIONING OF EATTN AND OROEH.
5. TERMINAL ROUTE EATTN TO OROEH ALTITUDE CHANGED FROM 2600 TO 2500 - PFAF ALTITUDE TO MATCH ILS.
6. TERMINAL ROUTE OROEH TO ZUBGU DISTANCE CHANGED FROM 4.63 TO 4.30 - PFAF ALTITUDE LOWERED 100 FEET.
7. PROFILE SECTION, LINE 2, ADDED MAX HOLDING ALTITUDE - 8260.19H REQUIREMENT.
8. PROFILE SECTION, LINE 3, DISTANCES CHANGED FROM 6.53 TO 6.20 - PFAF ALTITUDE LOWERED.
9. PROFILE SECTION, LINE 4, ALTITUDE AT OROEH CHANGED FROM 2600 TO 2500 - PFAF ALTITUDE LOWERED.
10. PROFILE SECTION, LINE 5, DIST TO THLD FROM 200 HAT CHANGED FROM 0.48 TO 0.47 - RECALCULATION.
11. PROFILE SECTION, LINE 6, CHANGED ALTITUDES FROM 2600 TO 2500 - PFAF ALTITUDE LOWERED.
12. PROFILE SECTION, LINE 7, TCH CHANGED FROM 45.4 TO 51.0 - COINCIDENT WITH ILS RWY 18 TCH.
13. PROFILE SECTION, LINE 7, ADDED "20:1 IS CLEAR" - CURRENT DOCUMENTATION POLICY.
14. REPLACED CHART NOTE: DME/DME RNP-0.3 NA WITH PBN REQUIREMENTS NOTE - CURRENT DOCUMENTATION POLICY.
15. REWORDED NIGHT CIRCLING RESTRICTION NOTE - CURRENT DOCUMENTATION POLICY.
16. ADDED CHART NOTE: VDP NA WHEN USING BACKUP ALTIMETER SETTING - NOT ALLOWED WITH BACKUP ALTIMETERS.
17. REMOVED CHART PROFILE NOTE REGARDING V47 AT MOSEY - V47 NO LONGER EXISTS.
18. UPDATED ALL INOPERATIVE ALS AND BACKUP ALTIMETER NOTES - RECALCULATION WITH NEW HAT/HAA AND VISIBILITIES.
19. ADDED CIRCLING ICON - USED CURRENT CIRCLING AREAS.
20. ADDED VDP - VGS1 TCH IS NOW KNOWN.
21. LPV DA INCREASED FROM 674 TO 676 - NEW TDZE.
22. LNAV/VNAV DA/HAT INCREASED FROM 730/256 TO 850/374 AND VISIBILITIES INCREASED FROM 1/2 TO 5/8 - NEW CONTROLLING OBSTACLE.
23. LNAV MDA/HAT INCREASED FROM 820/346 TO 860/384 - NEW CONTROLLING OBSTACLE.
24. CIRCLING MDA CAT A DECREASED FROM 1040 TO 1000, CAT C INCREASED FROM 1040 TO 1060, CAT D INCREASED FROM 1040 TO 1100 AND ALL HAAS UPDATED - CURRENT CIRCLING AREAS AND OBSTACLE DATA.
25. INCREASED BARO-VNAV NA HIGH TEMPERATURE FROM 40 C TO 54 C AND REMOVED FAHRENHEIT VALUES - RECALCULATION AND CURRENT POLICY.
26. ADDED CIRCLING RESTRICTION FOR CAT D - MATCH OTHER PROCEDURES AND ALLOW LOWER MDA.



<u>AIRPORT</u> CLARK RGNL	<u>AIRPORT ID</u> KJVY	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> JEFFERSONVILLE	<u>STATE</u> IN
<u>COORDINATED WITH:</u>					
A4A <input type="checkbox"/> ALPA <input checked="" type="checkbox"/> AOPA <input checked="" type="checkbox"/> APA <input type="checkbox"/> HAI <input type="checkbox"/> NBAA <input checked="" type="checkbox"/> <u>OTHER:</u> ZID, SDF APP CON, AIRPORT MANAGER					
<u>FLIGHT CHECKED BY</u>		<u>OFFICE</u>	<u>DATE</u>		
<u>DEVELOPED BY</u>		<u>OFFICE</u>	<u>DATE</u>		
RUSS ROSLEWSKI		AJV-5421	05/22/2018		
<u>APPROVED BY</u>		<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>	
JULIE MORGAN		AJV-5420		MANAGER	



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

<u>AIRPORT</u> CLARK RGNL	<u>AIRPORT ID</u> KJVV	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>AMDT NO.</u> 1	<u>CITY</u> JEFFERSONVILLE	<u>STATE</u> IN	<u>AIRPORT ELEVATION</u> 476	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM STREP TO EATTN

RNP DISTANCE PAT MAP HAT HMAS
17.25

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.AAO	383833.00N/0855309.00W	1178	250	125		1000				AT922	3100
2.TERRAIN	383833.00N/0855309.00W	978 (1000)								AS1500	2500

COMPUTATIONS

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

SEGMENT
REMARKS:

INITIAL

FROM MOSEY TO EATTN

RNP DISTANCE PAT MAP HAT HMAS
18.64

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
3.AAO	384118.00N/0852042.00W	1149	250	125		1000				AT951	3100
4.TERRAIN	384139.00N/0852212.00W	939 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT
REMARKS:



FINAL: LNAV STEPDOWN

FROM

ZUBGU/1.90 NM TO RW18

TO

RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	1.90		RW18	384								
<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>
9.TREE (18-043804)	382305.32N/0854348.83W		609	20	3	1A	250					860

<u>COMPUTATIONS</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT
REMARKS:

HOLD-IN-LIEU OF PT

FROM

EATTN

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
		P-5										
<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>
10.TOWER (18-000780)	383353.00N/0854919.00W		1339	500	50	5D	1000				AT761	3100
11.TERRAIN	383351.00N/0854900.00W		1221 (1200)								AS1500	2700

<u>COMPUTATIONS</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT
REMARKS:



MISSED APPROACH : LPV

FROM

DA

TO

EATTN

RNP

DISTANCE

PAT

MAP

HAT

HMAS

511

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3100
12.TOWER (21-020108)	381928.19N/0853300.05W	1195	20	3	1A	1000					2200
13.TERRAIN	382118.00N/0852800.00W	821 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:

MISSED APPROACH : LNAV/VNAV

FROM

DA

TO

EATTN

RNP

DISTANCE

PAT

MAP

HAT

HMAS

689

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3100
12.TOWER (21-020108)	381928.19N/0853300.05W	1195	20	3	1A	1000					2200
13.TERRAIN	382118.00N/0852800.00W	821 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:



MISSED APPROACH : LNAV

FROM

RW18

TO

EATTN

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
							760				
<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				3100
12.TOWER (21-020108)	381928.19N/0853300.05W	1195	20	3	1A	1000					2200
13.TERRAIN	382118.00N/0852800.00W	821 (800)								AS1500	2300

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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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											
14.TOWER (18-020001)	382230.01N/0854603.65W	1.30	524	690	20	10	1B	300			1000
CATEGORY B											
15.ANTENNA (18-043843)	382044.85N/0854230.06W	1.82	564	730	20	3	1A	300			1040
CATEGORY C											
16.TOWER (18-043677)	381902.15N/0854442.94W	2.86	584	749	20	3	1A	300			1060
CATEGORY D											
17.AAO	382421.58N/0854006.74W	3.74	624	800	50	20	2C	300			1100

CIRCLING REMARKS:



MSA

CENTER	RADIUS
RW18	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (21-001039)	382723.00N/0852528.00W	074	15.5	2548	500	50	5D	1000			3600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

SDF APP CON, TERRE HAUTE FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
AWOS-3	KJVY	24	KJVY	0	N	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
ASOS	KSDF	24	KSDF	11.49	Y	30

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KJVY 476.4, KSDF 500.8
RA = 29.96

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW14 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		BSC-F	
RW32 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		BSC-F	
RW18 - MALSR (PCL), MIRL (PCL), REIL (PCL), VASI-2L (PCL)		PIR-F	APPROACH
RW36 - MIRL (PCL), REIL (PCL), VASI-2L (PCL)		PIR-F	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	476.4	51.0			3.00	27.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	X	FT FROM CENTERLINE	



CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
-15C	+54C	-15C	+14.06C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 960 HIGH TEMP 1121.

"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	CIRCLING RWY 14:
20:1	
569 TREE (18-023036) 382229.70N/0854452.77W (7.57)	487 TREE (18-043022) 382216.48N/0854441.26W (5.93)
523 TREE (18-043550) 382222.28N/0854446.71W (5.60)	505 TREE (18-043788) 382221.69N/0854441.06W (4.88)
497 TREE (18-043746) 382220.15N/0854441.89W (0.46)	516 TREE (18-047873) 382223.74N/0854443.99W (0.37)
Final Type	CIRCLING RWY 32:
20:1	
529 TREE (18-023053) 382143.56N/0854356.81W (53.22)	517 TREE (18-023055) 382140.35N/0854359.06W (35.15)
506 TREE (18-043235) 382141.45N/0854401.26W (34.15)	503 TREE (18-043421) 382142.08N/0854400.82W (32.35)
506 TREE (18-043274) 382143.48N/0854356.66W (29.52)	499 TREE (18-043232) 382142.17N/0854400.37W (27.48)
503 TREE (18-043281) 382141.19N/0854359.70W (26.02)	580 CATENARY (18-043297) 382133.23N/0854340.45W (21.79)
491 TREE (18-043384) 382142.36N/0854400.89W (21.59)	485 TREE (18-043414) 382142.88N/0854359.98W (15.11)
483 TREE (18-043417) 382142.89N/0854359.70W (12.40)	487 TREE (18-043275) 382142.13N/0854358.51W (10.38)
569 TRANSMISSION_LINE (18-023054) 382132.22N/0854341.44W (9.63)	481 TREE (18-047735) 382143.23N/0854358.89W (9.52)
583 CATENARY (18-043795) 382130.80N/0854337.69W (8.30)	468 TREE (18-043041) 382143.39N/0854402.56W (6.91)
470 TREE (18-043372) 382143.06N/0854402.23W (6.79)	565 TRANSMISSION_LINE (18-042971) 382132.16N/0854341.09W (4.47)
481 TREE (18-043278) 382142.71N/0854357.55W (4.00)	538 TREE (18-023058) 382135.84N/0854345.76W (3.75)
473 TREE (18-043416) 382144.13N/0854358.02W (2.59)	562 CATENARY (18-042973) 382132.11N/0854341.10W (1.31)

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
CLARK RGNL	KJVY	RNAV (GPS) RWY 18	1	JEFFERSONVILLE	IN	476	RNAV

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
100 FT VEGETATION USED AS ADVISED BY FPT.

PDF EDITS:
TERMINAL ROUTES, REMOVED AC FROM OBSTACLES 1, 3, 5 AND 8 DUE TO 8260.19H PARA 8-7 B (11).
CRITICAL TEMPERATURE REMARKS, CHANGED 14C TO -30C.

ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



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	3.37
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	179.98
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	564
DISTANCE FROM	THLD	TO 1500FT POINT	5.40
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.39
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	179.98
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	564

THRESHOLD
COORDINATES
(IF STR-IN)382234.11N/0854416.39W

ARP COORDINATES382159.80N/0854417.30W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP RUNWAY 36 DISTANCE 0.58 NM

FAF
COORDINATES382846.34N/0854416.58W

FIX NAME
COORDINATESIF EATTN: 383458.27N/0854416.77W

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
CLARK RGNL	KJVY	RNAV (GPS) RWY 18	1	JEFFERSONVILLE	IN	476	RNAV

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
RUSS ROSLEWSKI	AJV-5421	05/22/2018	AERONAUTICAL INFORMATION SPECIALIST

