

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> FAIRMONT MUNI-FRANKMAN FIELD	<u>AIRPORT ID</u> 4G7	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 23	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> FAIRMONT	<u>STATE</u> WV	
<u>AIRPORT ELEVATION</u> 1032	<u>TDZE</u> 1032	<u>SUPERSEDED</u> RNAV (GPS) RWY 23	<u>ORIGINAL/AMENDMENT</u> 1B	<u>DATED</u> 08/17/2017	<u>MAG VAR</u> 9W	<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

<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>
TEDDS		LEFSO		TF	FB	1.00	081.83	8.70	4200
LEFSO	IAF	RUBIC		TF	FB	1.00	152.45	6.12	3900
MGW VOR/DME	IAF	RUBIC		TF	FB	1.00	298.26	7.74	3900
RUBIC	IF	NOPPO		TF	FB	1.00	226.42	4.20	3000
NOPPO		BICKE		TF	FB	1.00	226.39	1.90	2700
BICKE	FAF	RW23	MAP	TF	FO	0.30	226.37	5.10	
RW23	MAP	1432 MSL		CA			226.37		
1432 MSL		TEDDS		DF	FO	1.00			4000

MISSED APPROACH

MAP:

LNAV: RW23

MISSED APPROACH INSTRUCTIONS:

CLIMBING RIGHT TURN TO 4000 DIRECT TEDDS AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)

2. PROFILE STARTS AT RUBIC

3. FAC: 226.37

FAF: BICKE

DIST FAF TO MAP: 5.10

DIST FAF TO THLD: 5.10

4. MIN ALT: RUBIC 3900, NOPPO 3000, BICKE 2700

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 NOT CLEAR

20:1: IS NOT CLEAR

TCH:

8. MSA FROM: RW23 4500

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: PROCEDURE NA AT NIGHT.
CHART NOTE: RWY 23 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON MGW VORTAC AIRWAY RADIALS 231 CW 015.

ADDITIONAL FLIGHT DATA:

CHART CLARKSBURG ASOS-3
CHART CIRCLING ICON.
CHART PROFILE NOTE: VISUAL SEGMENT - OBSTACLES.
CHART FAS OBST: 1477 TOWER 392820N/0800825W.
HOLD NW, LT, 113.41 INBOUND

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
LNAV MDA	1840	1	808	1840	1 1/4	808	1840	2 1/2	808		NA				
CIRCLING	1840	1	808	1840	1 1/4	808	2020	3	988		NA				



CHANGES - REASONS

- 1. ALL REFERENCES TO MGW VORTAC CHANGED TO MGW VOR/DME - PER MGW TACAN CONVERSION TO DME.
- 2. TERMINAL ROUTES, TEDDS TO LEFSO: COURSE AND DISTANCE CHANGED FROM 089.74/9.26 TO 081.83/8.70. RNP VALUE CHANGED FROM 2.0 TO 1.0. - INITIAL FROM LEFSO TOO SHORT PER TERPS CRITERIA. RNP VALUE CORRECTED FOR FEEDER SEGMENT PER UPDATED TERPS CRITERIA.
- 3. TERMINAL ROUTES, LEFSO TO RUBIC: DISTANCE CHANGED FROM 4.78 TO 6.12 - LEG LENGTH TOO SHORT PER TERPS CRITERIA.
- 4. TERMINAL ROUTES, RUBIC TO NOPPO: ALTITUDE CHANGED FROM 2900 TO 3000 - NEW CONTROLLING OBSTACLE.
- 5. PROFILE LINE 4, NOPPO 2900 CHANGED TO 3000 - NEW CONTROLLING OBSTACLE.
- 6. PROFILE LINE 7, 20:1 IS NOT CLEAR ADDED - IAW 8260.19H PARA 8-6-7G(3).
- 7. CIRCLING MINIMA CAT C CHANGED FROM 1840 MDA/808 HAA/2 1/2 SM TO 2020 MDA/988 HAA/3 SM - NEW CONTROLLING OBSTACLE. NEW VISIBILITY TABLE APPLIED.
- 8. ADDITIONAL FLIGHT DATA, FAS OBST: 1539 AAO 393004N/0800705W CHANGED TO 1477 TOWER 392820N/0800825W - NEW CONTROLLING OBSTACLE WITH NEW EVALUATION.
- 9. ADDITIONAL FLIGHT DATA, NOTE ADDED: CHART CIRCLING ICON - NEW CIRCLING CRITERIA APPLIED.
- 10. NOTE DELETED: DME/DME RNP-0.3 NA - NOTE REPLACED WITH NEW PBN EQUIPMENT REQUIREMENT NOTE
- 11. PBN REQUIREMENTS NOTE ADDED: RNP APCH - PER MEMO 257.
- 12. PLANVIEW NOTE DELETED: PROCEDURE NA FOR ARRIVALS AT TEDDS ON V37 SOUTHBOUND - WITH REMOVAL OF CKB VOR/DME TO SUPPORT VOR MON.
- 13. PLANVIEW NOTE DELETED: PROCEDURE NA FOR ARRIVALS AT MGW VOR/DME ON V469 SOUTHBOUND - NOTE NOT NEEDED.
- 14. PLANVIEW NOTE CHANGED FROM 'PROCEDURE NA FOR ARRIVAL ON MGW VOR/DME AIRWAY RADIALS 231 CW 270' TO 'PROCEDURE NA FOR ARRIVAL ON MGW VOR/DME AIRWAY RADIALS 231 CW 015' - UPDATED PROCEDURE ENTRY RESTRICTION NOTE FOR MGW VOR/DME.
- 15. NOTE DELETED: USE CLARKSBURG ALTIMETER SETTING; WHEN NOT RECEIVED, USE MORGANTOWN ALTIMETER SETTING AND INCREASE ALL MDA 20 FEET - PRIMARY AND BACKUP ALTIMETER SOURCE BOTH ON WMSCR.

COORDINATED WITH:

A4A ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZOB, CKB APCH, EST FPT, ARPT MGR.

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY *Digitally signed by*
ANDREA CHANEY **ANDREA J CHANEY**
Jan 31, 2019

OFFICE
AJV-A433 **DATE**
12/19/2018

APPROVED BY
PATRICK MULQUEEN

OFFICE
AJV-A43

DATE

TITLE



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

<u>AIRPORT</u> FAIRMONT MUNI-FRANKMAN FIELD	<u>AIRPORT ID</u> 4G7	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 23	<u>AMDT NO.</u> 2	<u>CITY</u> FAIRMONT	<u>STATE</u> WV	<u>AIRPORT ELEVATION</u> 1032	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM TO
TEDDS LEFSO

<u>RNP</u>	<u>DISTANCE</u> 8.70	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<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 (54-001167)	393804.16N/0801330.88W		2122	50	20	2C	2000					4200
2.TERRAIN	393757.00N/0801345.00W		1693 (1700)								AS1500	3200

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM TO
LEFSO RUBIC

<u>RNP</u>	<u>DISTANCE</u> 6.12	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<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.TOWER (54-001096)	393630.30N/0795916.28W		1866	50	20	2C	1000				AT1034	3900
4.TERRAIN	393757.00N/0800415.00W		1598 (1600)								AS1500	3100

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

MGW VOR/DME

TO

RUBIC

<u>RNP</u>	<u>DISTANCE</u> 7.74	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<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>
5.AAO	393324.00N/0795139.00W		2530	164	98	4E	1000				AT370	3900
6.TERRAIN	393324.00N/0795139.00W		2330 (2300)								AS1500	3800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

RUBIC

TO

NOPPO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
	4.20										
<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.TOWER (54-001096)	393630.30N/0795916.28W	1866	50	20	2C	500					2400
7.TERRAIN	393648.00N/0800521.00W	1463 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE: STEPDOWN

FROM
NOPPO

TO
BICKE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
	1.90										
<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>
8.TOWER (54-000721)	393149.53N/0800132.83W	1859	20	3	1A	500				SA-110 AT451	2700
9.TERRAIN	393354.00N/0800618.00W	1401 (1400)								AS1000	2400

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

FINAL: LNAV

FROM
BICKE

TO
RW23

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>				<u>HMAS</u>			
	5.10		RW23	808							
<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 (54-045042)	392819.68N/0800824.73W	1477	20	3	1A	250				RA49 DG64	1840
<u>COMPUTATIONS</u>											

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



MISSED APPROACH : LNAV

FROM
RW23

TO
TEDDS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 1627				
<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				4000
1.TOWER (54-001167)	393804.16N/0801330.88W	2122	50	20	2C	1000					3200
2.TERRAIN	393757.00N/0801345.00W	1693 (1700)								AS1500	3200

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											
11.TREE (54-043343)	392637.55N/0801128.79W	1.30	808	1420	20	3	1A	300		SI	1840
CATEGORY B											
10.TOWER (54-045042)	392819.68N/0800824.73W	1.84	808	1477	20	3	1A	300		RA49	1840
CATEGORY C											
12.TOWER (54-000006)	392803.00N/0801218.00W	2.90	988	1619	250	50	4D	300		AC50/RA49	2020

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

MSA

CENTER
RW23

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	WINDMILL (54-020803)	390211.47N/0795223.88W	160	28.3	3486	500	125	5E	1000			4500

MSA REMARKS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZOB ARTCC, CKB APP CON

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KCKB	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KCKB	<u>DISTANCE</u> 9.44	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 49
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KMGW	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KMGW	<u>DISTANCE</u> 16.5	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 68

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
K4G7 1032.4, KCKB 1223.5, KMGW 1243.7
RA = 49.39/67.58.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW05 - MIRL (PCL)		NSTD-G	
RW23 - MIRL (PCL), REIL (PCL)		NSTD-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
<u>FINAL APPROACH COURSE AIMING</u>						
RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE			
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE				

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	CIRCLING RW05		
20:1			
1080 TREE (54-044356) 392644.63N/0801012.92W (52.51)		1122 TREE (54-045660) 392637.95N/0801021.33W (47.64)	
1100 TREE (54-046937) 392640.01N/0801018.63W (40.34)		1102 TREE (54-045330) 392639.45N/0801018.85W (39.57)	
1081 TREE (54-046820) 392642.17N/0801016.28W (35.62)		1079 TREE (54-044296) 392641.85N/0801015.94W (33.14)	



<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>
FAIRMONT MUNI-FRANKMAN FIELD		4G7	RNAV (GPS) RWY 23	2	FAIRMONT	WV	1032	RNAV
1083 TREE (54-044291) 392640.84N/0801017.15W (30.2)				1110 TREE (54-044823) 392632.74N/0801015.92W (27.54)				
1120 TREE (54-044687) 392631.04N/0801018.36W (24.9)				1078 TREE (54-046935) 392640.21N/0801018.02W (20.6)				
1107 TREE (54-044820) 392631.96N/0801016.66W (19.64)				1089 POLE (54-043719) 392638.39N/0801020.00W (19.57)				
1098 TREE (54-043228) 392633.07N/0801016.09W (16.46)				1110 TREE (54-044686) 392630.84N/0801018.01W (14.93)				
1086 TREE (54-046710) 392634.64N/0801014.51W (14.54)				1090 TREE (54-045361) 392634.93N/0801016.71W (14.47)				
1079 TREE (54-043874) 392639.42N/0801019.69W (14.45)				1080 POLE (54-043868) 392638.95N/0801019.47W (14.08)				
1074 TREE (54-045329) 392639.74N/0801019.43W (11.36)				1104 TREE (54-044689) 392631.08N/0801017.52W (11.06)				
1072 TREE (54-044091) 392636.48N/0801013.63W (10.03)				1084 TREE (54-045363) 392634.55N/0801015.65W (9.46)				
1080 TREE (54-045366) 392635.14N/0801015.83W (7.41)				1082 TREE (54-045364) 392634.73N/0801016.05W (7.24)				
1071 POLE (54-046939) 392639.23N/0801019.18W (6.9)				1107 TREE (54-046938) 392630.65N/0801020.26W (5.81)				
1086 TREE (54-043229) 392633.43N/0801016.25W (5.53)				1075 POLE (54-043718) 392638.07N/0801019.57W (5.3)				
1079 TREE (54-043934) 392634.32N/0801015.08W (4.89)				1076 TREE (54-043713) 392637.73N/0801020.00W (3.91)				
1066 TREE (54-043947) 392636.96N/0801014.55W (3.78)				1065 SIGN (54-044092) 392636.87N/0801014.06W (3.58)				
1083 TREE (54-045469) 392636.35N/0801021.14W (2.65)				1070 SIGN (54-045539) 392636.28N/0801015.76W (2.16)				
1274 TREE (54-043517) 392600.15N/0801040.49W (1.99)				1076 POLE (54-045658) 392637.66N/0801020.71W (1.94)				
1113 TREE (54-045593) 392632.81N/0801028.49W (0.93)				1063 FENCE (54-043946) 392636.99N/0801014.71W (0.52)				
1095 TREE (54-044688) 392630.66N/0801017.48W (0.46)								
Final Type		LNAV						
20:1								
1045 TREE (54-043753) 392704.86N/0800947.04W (22.23)				1048 TREE (54-044240) 392705.96N/0800945.50W (17.14)				
1049 TREE (54-044243) 392706.44N/0800945.06W (15.16)				1039 TREE (54-044104) 392705.32N/0800946.63W (13.4)				
1032 TREE (54-045331) 392706.45N/0800951.48W (13.39)				1040 TREE (54-044105) 392705.81N/0800946.47W (12.05)				
1037 TREE (54-046289) 392706.20N/0800946.60W (7.79)				1043 TREE (54-045602) 392707.02N/0800944.48W (5.45)				
1018 TREE (54-043677) 392703.80N/0800949.46W (5.25)				1037 TREE (54-044241) 392706.53N/0800945.93W (4.87)				
1031 TREE (54-044103) 392705.76N/0800947.09W (4.73)				1019 TREE (54-043678) 392704.38N/0800949.39W (3.75)				
1045 TREE (54-044496) 392707.66N/0800943.39W (2.28)				1038 TREE (54-045597) 392706.50N/0800944.22W (1.93)				
1034 TREE (54-044242) 392706.05N/0800944.76W (1.02)								
Final Type		LNAV						
34:1								
1477 TOWER (54-045042) 392819.68N/0800824.73W (166.23)				1465 TOWER (54-000029) 392819.00N/0800826.00W (157.61)				

QUALITY
41
CHECKED



<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>
FAIRMONT MUNI-FRANKMAN FIELD	4G7	RNAV (GPS) RWY 23	2	FAIRMONT	WV	1032	RNAV
1387 TOWER (54-045041) 392804.14N/0800827.90W (117.43)			1207 TREE (54-044838) 392740.92N/0800902.62W (40.95)				
1193 TREE (54-044731) 392739.87N/0800905.94W (34.07)			1195 TREE (54-044836) 392740.19N/0800903.37W (31.72)				
1299 TREE (54-047005) 392803.76N/0800828.89W (31.71)			1179 TREE (54-044730) 392737.16N/0800909.30W (31.19)				
1188 TREE (54-044732) 392740.39N/0800905.95W (27.86)			1187 TREE (54-044834) 392739.53N/0800904.71W (27.16)				
1191 TREE (54-044837) 392741.29N/0800904.44W (26.62)			1185 TREE (54-044733) 392740.96N/0800906.03W (23.62)				
1178 TREE (54-044835) 392739.47N/0800904.09W (17.43)			1179 TREE (54-044734) 392741.25N/0800906.07W (16.99)				
1178 TREE (54-047013) 392741.68N/0800904.81W (13.21)			1177 TREE (54-044735) 392741.91N/0800904.86W (11.74)				
1044 TREE (54-045811) 392707.98N/0800942.11W (11.14)			1038 TREE (54-044494) 392707.20N/0800943.81W (9.36)				
1040 TREE (54-044507) 392707.99N/0800942.58W (7.77)			1019 TREE (54-045332) 392706.49N/0800950.68W (1.65)				
1027 TREE (54-045600) 392707.15N/0800946.00W (1.54)							

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

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

PART C: GENERAL REMARKS:
VDP NOT ESTABLISHED - 20:1 PENETRATIONS, PRIMARY REMOTE ALTIMETER SOURCE.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
LPV AND LNAV/VNAV NOT DEVELOPED PER FPT.
K4G7 RWY 23 HAS A NON- VERTICALLY GUIDED SURVEY AND NON STANDARD (BASIC) RWY MARKINGS.
TAA NOT DEVELOPED, AIR TRAFFIC REQUEST
"COMPUTED DESCENT ANGLE 3.04/TCH 40", REMOVED PER FLIGHT INSPECTION.
USE CLARKSBURG ALTIMETER SETTING; WHEN NOT RECEIVED, USE MORGANTOWN ALTIMETER SETTING AND INCREASE ALL MDA 20 FEET AND CIRCLING CAT A VISIBILITY TO 1 1/4 SM.



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	3.77
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	217.37
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1302
DISTANCE FROM	THLD	TO 1500FT POINT	9.40
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	217.42
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1463
THRESHOLD COORDINATES (IF STR-IN)	392702.80N/0800952.03W		
ARP COORDINATES	392651.15N/0801003.48W		
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 23 DISTANCE 0.24 NM		
FAF COORDINATES	393106.20N/0800552.29W		
FIX NAME COORDINATES			
REMARKS			



<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>
FAIRMONT MUNI-FRANKMAN FIELD	4G7	RNAV (GPS) RWY 23	2	FAIRMONT	WV	1032	RNAV

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
ANDREA CHANEY	AJV-A433	12/19/2018	AERONAUTICAL INFORMATION SPECIALIST

