

**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> RICHLAND	<u>AIRPORT ID</u> 93C	<u>PROCEDURE NAME</u> RNAV (GPS)-A	<u>ORIGINAL/AMENDMENT</u> 5	<u>CITY</u> RICHLAND CENTER	<u>STATE</u> WI	
<u>AIRPORT ELEVATION</u> 742	<u>TDZE</u>	<u>SUPERSEDED</u> VOR OR GPS-A	<u>ORIGINAL/AMENDMENT</u> 4A	<u>DATED</u> 11/01/2001	<u>MAG VAR</u> 2E	<u>EPOCH YEAR</u> 1980
<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>
DLL VORTAC		WURVI		TF	FB	1.00	214.85	16.13	3500
WURVI	IAF	JIRIX		TF	FB	1.00	230.11	3.57	3000
JIRIX	IF	JIVOT	PFAF	TF	FB	1.00	263.19	4.00	3000
JIVOT	FAF	MAHPU	MAP	TF	FB	0.30	263.13	6.95	
MAHPU	MAP	1142 MSL		CA			263.13		
1142 MSL		JIRIX		DF	FO	1.00			3000

MISSED APPROACH

MAP:
MAHPU

MISSED APPROACH INSTRUCTIONS:

CLIMBING RIGHT TURN TO 3000 DIRECT JIRIX AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
10
CHECKED

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)

2. PROFILE STARTS AT JIRIX

3. FAC: 263.13

PFAF: JIVOT

DIST PFAF TO MAP: 6.95

DIST PFAF TO THLD:

4. MIN ALT: JIRIX 3000, JIVOT 3000

5. DIST TO THLD FROM OM:

MM:

IM:

150 HAT:

GS ANT:

6. MIN GP INCPT:

GP ALT AT PFAF :

OM:

MM:

IM:

7. GP ANGLE:

34:1:

20:1:

TCH:

8. MSA FROM: MAHPU 3000

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: CIRCLING NA TO RWYS 9 AND 27.
CHART NOTE: PROCEDURE NA AT NIGHT.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON DLL VORTAC AIRWAY RADIALS 140 CW 284.
CHART NOTE: USE LONE ROCK ALTIMETER SETTING.

ADDITIONAL FLIGHT DATA:

FAC CROSSES MIDPOINT OF RWY 17-35.
CHART: LONE ROCK ASOS.
CHART CIRCLING ICON.
FAS OBST: 1360 AAO 431725N/0900920W.
1380 AAO 431739N/0900802W.
HOLD E, RT, 263.19 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
CIRCLING	1680	1 1/4	938	1700	1 1/2	958		NA			NA				



CHANGES - REASONS

1. PROCEDURE NAME CHANGED FROM VOR OR GPS-A TO RNAV (GPS)-A - LONE ROCK VORTAC DECOMMISSIONING (VOR MON).
2. FINAL APPROACH COURSE CHANGED FROM 264.00 TO 263.13 - TO ALIGN WITH CENTER OF LANDING AREA IAW 8260.58A 3-2-2 B.
3. LENGTH OF FINAL SEGMENT CHANGED FROM 7.3 NM TO 6.95 NM - TO OBTAIN 3.00 DEGREE GLIDE SLOPE.
4. ADDED "CHART NOTE: PROCEDURE NA AT NIGHT" - NO RUNWAY SURVEY. UNABLE TO VERIFY 20:1 VISUAL SURFACE CLEAR.
5. MISSED APPROACH CHANGED FROM "CLIMB TO 3000 THEN RIGHT TURN DIRECT LNR VORTAC AND HOLD" TO "CLIMBING RIGHT TURN TO 3000 DIRECT JIRIX AND HOLD" - LNR VORTAC BEING DECOMMISSIONED.
6. MINIMUM SAFE ALTITUDE CHANGED FROM 3300 TO 3000 - NEW CONTROLLING OBSTACLE.
7. MINIMUM SAFE ALTITUDE CENTER CHANGED FROM LNR VORTAC TO MAHPU (MAP) - LNR VORTAC DECOMMISSIONING (VOR MON) AND IAW 8260.19H 8-6-7 H (1).
8. DELETED COURSE REVERSAL (PROCEDURE TURN) FROM PROCEDURE - PER FPT REQUEST.
9. DELETED MADISON ALTIMETER LINE OF MINIMA - BACK-UP ALTIMETER ADJUSTMENT LISTED IN CONTINGENCY NOTE ON -9.
10. CIRCLING MDA/HAA CHANGED FROM 1620/878 ALL CATS TO 1680/938 CAT A, 1700/958 CAT B. VISIBILITY CHANGED FROM CAT A 1 TO 1 1/4, CAT B 1 1/4 TO 1 1/2 - IAW 8260.3D, NEW CIRCLING CRITERIA AND AJVA-VIS CHK CALCULATOR.
11. ADDED INITIAL AND FEEDER SEGMENTS TO PROCEDURE - PER FPT REQUEST.
12. ADDED CHART NOTE: CHART CIRCLING ICON - IAW 8260.19H 8-6-10 T.
13. ADDED CHART NOTE: CIRCLING NA TO RWYS 9 AND 27 - IAW SOP UNPAVED RUNWAYS DATED 4 JAN 2018, AND ADVISORY CIRCULAR 150/5300-13 AIRPORT DESIGN.
14. ADDED "CHART LONE ROCK ASOS" IN ADDITIONAL FLIGHT DATA - PRIMARY ALTIMETER IS OBTAINED FROM A REMOTE SOURCE.
15. ADDED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON DLL VORTAC AIRWAY RADIALS 140 CW 284" - TURNS EXCEED 90 DEGREES.
16. CHANGED "FAC CROSSES MIDFIELD" TO "FAC CROSSES MIDPOINT OF RWY 17-35" IN ADDITIONAL FLIGHT DATA - PER .19H PARA 8-6-10G (3).
17. FAS OBST CHANGED FROM 1279 TREES TO 1360 AAO - NEW OBSTACLE STUDY.
18. ADDED 7:1 OBSTACLE IN ADDITIONAL FLIGHT DATA - NEW OBSTACLE STUDY.

COORDINATED WITH:

A4A ☐ **ALPA** ☒ **AOPA** ☐ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZAU ARTCC, AMGR

FLIGHT CHECKED BY**OFFICE****DATE****DEVELOPED BY**

ROBERT GRIM

*Digitally signed by***ROBERT GRIM**

Aug 05, 2019

OFFICE

AJV-A431

DATE

07/16/2019

APPROVED BY

LONNIE EVERHART

OFFICE

AJV-A430

DATE**TITLE**
MANAGERQUALITY
10
CHECKED

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

AIRPORT	AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
RICHLAND	93C	RNAV (GPS)-A	5	RICHLAND CENTER	WI	742	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
DLL VORTAC

TO
WURVI

<u>RNP</u>	<u>DISTANCE</u> 16.13	<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 (55-000277)	432340.00N/0895220.00W		1780	250	50	4D	1000				AT720	3500
2.TERRAIN	432412.00N/0895133.00W		1482 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM
WURVI

TO
JIRIX

<u>RNP</u>	<u>DISTANCE</u> 3.57	<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.AAO	431945.00N/0900100.00W		1404	164	98	4E	1000				AT596	3000
4.TERRAIN	431945.00N/0900100.00W		1204 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

JIRIX

TO

JIVOT

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	4.00											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.AAO	431557.00N/0900548.00W		1387	50	20	2C	500				DG1113	3000
6.TERRAIN	431557.00N/0900548.00W		1187 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

JIVOT

TO

MAHPU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	6.95		MAHPU									
<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>
7.AAO	431724.89N/0900919.85W		1360	50	20	2C	250				RA19 XL48	1680

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH : LNAV

FROM

MAHPU

TO

JIRIX

RNP	DISTANCE	PAT	MAP	HAT			HMAS				
							1627				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
8.TOWER (55-020016)	431855.41N/0902535.01W	1466	20	3	1A	1000				SA-16	2500
9.TERRAIN	431809.00N/0902815.00W	1207 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

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											
10.TREE	431615.49N/0901615.07W	1.30	938	1203	50	20	2C	300		SI	1680
CATEGORY B											
11.AAO	431805.30N/0901555.52W	1.83	958	1380	50	20	2C	300		RA19	1700

CIRCLING REMARKS:

CIRCLING NA TO RWYS 9 AND 27. TURF RUNWAY.

MSA

CENTER

MAHPU

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	430142.00N/0895112.00W	126	24.8	1916	164	98	4E	1000			3000

MSA REMARKS:

QUALITY
10
CHECKED

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KLNK	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KLNK	<u>DISTANCE</u> 6.73	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 19
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KMSN	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KMSN	<u>DISTANCE</u> 42.92	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 120

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME K93C 742, KLNK 717, KMSN 887 RA = 19.0 RA = 119.3

<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>
RW17 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NPI-G	
RW35 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NPI-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 type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE			
ON CENTERLINE	<input 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

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

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



PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED. CIRCLING ONLY PROCEDURE.
PROCEDURE NA AT NIGHT - NO RUNWAY SURVEY. UNABLE TO VERIFY 20:1 VISUAL SURFACE CLEAR.
BACKUP ALTIMETER CONTINGENCY NOTE:
USE MADISON ALTIMETER SETTING AND INCREASE ALL MDA 120 FEET.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1380 AAO 431738.81N/0900802.02W.

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



<u>AIRPORT</u> RICHLAND	<u>AIRPORT ID</u> 93C	<u>PROCEDURE NAME</u> RNAV (GPS)-A	<u>AMDT NO.</u> 5	<u>CITY</u> RICHLAND CENTER	<u>STATE</u> WI	<u>AIRPORT ELEVATION</u> 742	<u>FACILITY</u> RNAV
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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	4.28
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	265.13
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1200
DISTANCE FROM	THLD	TO 1500FT POINT	6.35
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.57
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	265.13
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1200

THRESHOLD
COORDINATES
(IF STR-IN)

ARP COORDINATES431700.09N/0901753.82W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 17 DISTANCE 0.31 NM

FAF
COORDINATES431736.04N/0900823.03W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

QUALITY
10
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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AIRPORT
RICHLAND

AIRPORT ID
93C

PROCEDURE NAME
RNAV (GPS)-A

AMDT NO.
5

CITY
RICHLAND CENTER

STATE
WI

AIRPORT ELEVATION
742

FACILITY
RNAV

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
ROBERT GRIM	AJV-A431	07/16/2019	AERONAUTICAL INFORMATION SPECIALIST

