

**FEDERAL AVIATION ADMINISTRATION**  
**FLIGHT STANDARDS SERVICE**  
**VOR STANDARD INSTRUMENT APPROACH PROCEDURE**  
**TITLE 14 CFR PART 97.23**

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> POTTSTOWN MUNI	<u>AIRPORT ID</u> KN47	<u>PROCEDURE NAME</u> VOR-B	<u>ORIGINAL/AMENDMENT</u> 5A	<u>CITY</u> POTTSTOWN	<u>STATE</u> PA
<u>AIRPORT ELEVATION</u> 256	<u>TDZE</u>	<u>SUPERSEDED</u> VOR-B	<u>ORIGINAL/AMENDMENT</u> 5	<u>DATED</u> 07/31/2008	<u>MAG VAR</u> 9W
<u>FACILITY</u> PTW	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 1965

**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>

**MISSED APPROACH**

**MAP:**

5.42 NM AFTER PTW VORTAC OR AT MAJEH/5.42 DME FIX

**MISSED APPROACH INSTRUCTIONS:**

CLIMBING LEFT TURN TO 2100 DIRECT PTW VORTAC AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT      **SIDE OF COURSE**      **OUTBOUND**      **FT WITHIN**      **MILES OF (IAF)**
2. HOLD SE PTW VORTAC, RT, 303.27 INBOUND, 2100 FT. IN LIEU OF PT (IAF), MAX 6000.
3. **FAC:** 303.27      **FAF:** PTW VORTAC      **DIST FAF TO MAP:** 5.42      **DIST FAF TO THLD:**
4. **MIN ALT:** PTW VORTAC 2100, HYDRA/PTW 3.60 DME 1100
8. **MSA FROM:** PTW VORTAC 150-240 2200, 240-150 2900

**EQUIPMENT REQUIREMENTS NOTES:**

**NOTES:**

CHART NOTE: USE HERITAGE FIELD ALTIMETER SETTING.  
CHART NOTE: PROCEDURE NA AT NIGHT.  
CHART NOTE: RW 26 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.

**ADDITIONAL FLIGHT DATA:**

CHART HERITAGE FIELD ASOS, 119.425  
FAC CROSSES MIDPOINT OF RWY 8/26.  
CHART FAS OBST: 769 COOL TWR 401336N/0753514W.  
FAS OBST: 699 AAO 401636N/0753902W.



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	1100	1 1/4	844	1100	1 1/4	844	1100	2 1/2	844		NA				
HYDRA FIX MINIMUMS															
CIRCLING	1020	1	764	1020	1 1/4	764	1080	2 1/2	824		NA				

CHANGES - REASONS  
1. ADDED CHART NOTE: PROCEDURE NA AT NIGHT. - BOTH RUNWAYS HAVE 20:1 PENETRATIONS.  
2. ADDED CHART NOTE: RWY 26 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. - BOTH RUNWAYS HAVE 20:1 PENETRATIONS.  
3. MOVED BACKUP ALTIMETER DATA TO GENERAL REMARKS ON THE 8260-9. - FOR CONTINGENCY PURPOSES.  
4. RAISED CIRCLING CAT A VISIBILITY FROM 1 TO 1 1/4 SM AND CIRCLING, HYDRA FIX CAT C VISIBILITY FROM 2 1/4 TO 2 1/2 SM. - 8260.3D CHAPTER 3.

COORDINATED WITH:  
A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZNY, PHL APP CON, AMGR

FLIGHT CHECKED BY		OFFICE	DATE
PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, OCTOBER 3, 2018, SUBJECT: FLIGHT INSPECTION REVIEW NOT REQUIRED.			
DEVELOPED BY		OFFICE	DATE
LIAM DONAHUE	Digitally signed by LIAM DONAHUE Oct 29, 2018	AJV-5431	09/11/2018
APPROVED BY	Digitally signed by DONALD H LANIER Nov 01, 2018	OFFICE	DATE
PATRICK MULQUEEN		AJV-5430	
			TITLE
			MANAGER



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

<u>AIRPORT</u> POTTSTOWN MUNI	<u>AIRPORT ID</u> KN47	<u>PROCEDURE NAME</u> VOR-B	<u>AMDT NO.</u> 5A	<u>CITY</u> POTTSTOWN	<u>STATE</u> PA	<u>AIRPORT ELEVATION</u> 256	<u>FACILITY</u> PTW
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PART A: OBSTRUCTION DATA SEGMENTS

FINAL

<u>FROM</u> PTW VORTAC	<u>TO</u> HYDRA/PTW 3.60 DME
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<u>RNP</u>	<u>DISTANCE</u> 5.42	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.COOL TWR (42-000566)	401336.00N/0753514.00W	769	500	50	5D	250				RA20 AC50	1100

COMPUTATIONS

<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:

FINAL: STEPDOWN

<u>FROM</u> HYDRA/PTW 3.60 DME	<u>TO</u> 5.42 NM AFTER PTW VORTAC OR AT MAJEH/5.42 DME FIX
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<u>RNP</u>	<u>DISTANCE</u> 1.82	<u>PAT</u>	<u>MAP</u> 5.42 NM AFTER PTW VORTAC OR AT MAJEH/5.42 DME FIX	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
2.AAO	401635.75N/0753902.00W	699	50	20	2C	250				RA20	980

COMPUTATIONS

<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

POTTSTOWN VORTAC

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<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 (42-000214)	400928.00N/0752504.00W	775	500	50	5D	1000					1800
4.TERRAIN	401615.50N/0753257.50W	579 (600)	50	20	2C					AS1500	2100

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

FROM

5.42 NM AFTER PTW VORTAC OR AT MAJEH/5.42 DME FIX

TO

PTW VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
							750				
<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				2100
5.TOWER (42-001220)	401118.00N/0754056.00W	1045	500	50	5D	1000					2100
6.TERRAIN	401122.50N/0754107.50W	819 (800)								AS1000	1800

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											
2.AAO	401635.75N/0753902.00W	1.30	844/764	699	50	20	2C	300		SI/RA20	1100/1020
CATEGORY B											
2.AAO	401635.75N/0753902.00W	1.50	844/764	699	50	20	2C	300		SI/RA20	1100/1020
CATEGORY C											
7.AAO	101643.30N/0753815.55W	1.70	844/824	759	50	20	2C	300		SI/RA20	1100/1080

CIRCLING REMARKS:

MSA

CENTER	RADIUS
PTW VORTAC	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
150-240	TWR (42-002723)	400516.00N/0752852.00W	165	08.9	1180	250	50	4D	1000			2200
240-150	AAO	403648.00N/0755507.90W	334	28.6	1835	1000	3	6A	1000			2900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

5D ACCURACY CODE APPLIED 769' TOWER (42-000566)

4D ACCURACY CODE APPLIED TO MSA OBSTACLE TOWER 42-002723 BASED ON OEAAA STUDY 2000-AEA-48-OE

200' AAO USED WITHIN 10,000' ARC RADIUS OF ARP.

#6 EXISTING AIRSPACE USED.

VDP NA - ALTIMETER ADJUSTMENT IN USE.

VDA NA - APPROACH IS CIRCLING ONLY.





"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	CIRCLING RWY 26		
20:1			
295 TREE (42-094386) 401526.07N/0754040.96W (3.25)			
Final Type	CIRCLING RWY 8		
20:1			
336 TREE (42-089246) 401526.07N/0754040.96W (24.23)		275 TREE (42-079428) 401534.15N/0754030.48W (16.54)	
273 TREE (42-079613) 401533.78N/0754032.14W (7.88)		278 TREE (42-079541) 401533.25N/0754033.28W (7.77)	
329 TREE (42-094600) 401525.80N/0754043.48W (7.7)		328 TREE (42-094382) 401527.61N/0754044.47W (6.73)	
306 TREE (42-088202) 401527.73N/0754040.01W (0.89)		304 TREE (42-094445) 401531.12N/0754041.33W (0.84)	

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

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

PART C: GENERAL REMARKS:  
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

CONTINGENCY NOTE: USE HERITAGE FIELD ALTIMETER SETTING, WHEN NOT RECEIVED, USE READING ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET AND CIRCLING CAT C VISIBILITY 1/4 MILE. MINIMUM ALTITUDE AT HYDRA/PTW 3.0 DME 1140 WHEN USING READING ALTIMETER SETTING.

AIMING POINT - MID POINT RWY 8-26.  
NO ADDITIONAL AIRSPACE REQUIRED.



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	MAP	TO 1000FT POINT	3.42
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	2.74
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	294.27
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	480
DISTANCE FROM	MAP	TO 1500FT POINT	5.22
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.56
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	294.27
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	480

THRESHOLD  
COORDINATES  
(IF STR-IN)

ARP COORDINATES            401537.50N/0754015.00W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP            RUNWAY 26 DISTANCE 0.22 NM

FAF  
COORDINATES            401320.03N/0753336.90W

FIX NAME  
COORDINATES

REMARKS





