

**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> MILLEN	<u>AIRPORT ID</u> 2J5	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 35	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> MILLEN	<u>STATE</u> GA	
<u>AIRPORT ELEVATION</u> 240	<u>TDZE</u> 226	<u>SUPERSEDED</u> RNAV (GPS) RWY 35	<u>ORIGINAL/AMENDMENT</u> 1B	<u>DATED</u> 10/15/2015	<u>MAG VAR</u> 5W	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TAA**

<u><b>FROM</b></u>	<u><b>FIX TYPE</b></u>	<u><b>TO</b></u>	<u><b>FIX TYPE</b></u>	<u><b>ALTITUDE</b></u>
1. 263/30 CW 083/30	NOPT	MOHON	IF/IAF	3000
2. 083/30 CW 173/30		ZOGIV	IAF	3000
3. 173/30 CW 263/30		JEXEX	IAF	3000

**TERMINAL ROUTES**

<u><b>FROM</b></u>	<u><b>FIX TYPE</b></u>	<u><b>TO</b></u>	<u><b>FIX TYPE</b></u>	<u><b>LEG TYPE</b></u>	<u><b>FO/FB</b></u>	<u><b>RNP</b></u>	<u><b>COURSE</b></u>	<u><b>DISTANCE</b></u>	<u><b>ALTITUDE</b></u>
ZOGIV	IAF	MOHON	NOPT	TF	FB	1.00	082.52	7.70	3000
JEXEX	IAF	MOHON	NOPT	TF	FB	1.00	262.67	7.70	3000
MOHON	IF/IAF	OKJEJ		TF	FB	1.00	352.60	5.83	1900
OKJEJ	FAF	KEPIA/2.57 NM TO RW35		TF	FB	0.30	352.58	2.57	
KEPIA/2.57 NM TO RW35		RW35	MAP	TF	FO	0.30	352.58	2.57	
RW35	MAP	476 MSL		CA			352.58		
476 MSL		TORRO		DF	FO	1.00			3000

**MISSED APPROACH**

**MAP:**

LPV: DA  
LNAV/VNAV: DA  
LNAV: RW35

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 3000 DIRECT TORRO AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)
2. HOLD S MOHON, RT, 352.60 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000.
3. FAC: 352.58 FAF: OKJEJ DIST FAF TO MAP: 5.14 DIST FAF TO THLD: 5.14
4. MIN ALT: MOHON 3000, OKJEJ 1900, KEPIA/2.57 NM TO RW35 1080\*
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 250 HAT: 0.67 GS ANT:
6. MIN GP INCPT: 1900 GP ALT AT FAF : OKJEJ 1900 OM: MM: IM:
7. GP ANGLE: 3.00 34:1: IS NOT CLEAR 20:1: IS CLEAR TCH: 41.4
8. MSA FROM:

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: CIRCLING NA E OF RWY 17-35.  
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C.  
CHART NOTE: RWY 35 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.  
CHART NOTE: CIRCLING RWY 17 NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

CHART VDP AT 1.06 NM TO RW35\*  
CHART CIRCLING ICON.  
\*LNAV ONLY.  
CHART BULLDOG MOA  
WAAS CHANNEL #53718  
REFERENCE PATH ID: W35A  
CHART FAS OBST: 331 TREE 325255N/0815733W.  
HOLD N, RT, 172.55 INBOUND  
LTP HAE: 37.5 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/2

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	476	1	250	476	1	250	476	1	250	476	1	250			
LNAV/VNAV DA	633	1 1/8	407	633	1 1/8	407	633	1 1/8	407	633	1 1/8	407			
LNAV MDA	600	1	374	600	1	374	600	1	374	600	1	374			
CIRCLING	680	1	440	700	1	460	700	1 1/2	460	1040	2 1/2	800			

QUALITY  
24  
CHECKED

**CHANGES - REASONS**

1. CHANGED INTERMEDIATE SEGMENT RNP VALUE FROM .50 TO 1.0 AND ADDED MISSED APPROACH SEGMENT RNP VALUES OF 1.0 - IAW FAAO 8260.58A, TABLE 1-2-1.
2. REMOVED DME/DME RNP-0.3 NA NOTE AND ADDED RNP APPROACH TO PBN REQUIREMENTS NOTE. - FAAO 8260.19H PARAGRAPH 1-1-5 F (14).
3. REMOVED BACK UP ALTIMETER DATA FROM CHART NOTES AND INCORPORATED T-NOTAM 06/603 - MOVED BACK UP ALTIMETER DATA TO 8260-9 REMARKS SECTION 8260.19H PARA 8-3-4 C, PRIMARY ALTIMETER SOURCE LOCAL, ON-AIRPORT AND ON WMSCR.
4. CHANGED HELICOPTER VIS REDUCTION NOTE FROM BELOW 1 SM NA TO BELOW 3/4 SM NA, ADDED RWY 35 TO THE NOTE AND ADDED 20:1 IS CLEAR TO LINE 7- NEW OBSTACLE EVALUATION.
5. ADDED BARO-VNAV TEMPERATURE LIMITS - PRIMARY ALTIMETER SOURCE LOCAL, ON-AIRPORT AND ON WMSCR.
6. REMOVED "CHART AUGUSTA (KAGS) ASOS." FROM ADDITIONAL FLIGHT DATA - LOCAL WEATHER NOW AVAILABLE.
7. REMOVED CHART NOTE: BARO-VNAV NA - PRIMARY ALTIMETER SOURCE LOCAL, ON-AIRPORT AND ON WMSCR.
8. ADDED VDP - NO 20:1 PENETRATIONS FOR RWY 35 AND LOCAL WEATHER NOW AVAILABLE.
9. CHANGED "PROCEDURE NA AT NIGHT." TO "CIRCLING RWY 17 NA AT NIGHT." - NEW OBSTACLE EVALUATION WITH 20:1 PENETRATIONS TO RWY 17 ONLY.
10. UPDATED ALTERNATE MINIMUMS FROM "NA" TO "STANDARD - CAT D 800- 2 1/2" - LOCAL ALTIMETER NOW AVAILABLE 8260.19H, 8-6-11 AND 8260. 3, 3-4-1.
11. LPV STRAIGHT IN MINIMUMS ALL CATS CHANGED FROM 556 DA/330 HAT AND 1 1/8 SM VISIBILITY TO 476 DA/250 HAT AND 1 SM VISIBILITY. - NEW TARGETS BUILD WITH PRIMARY ALTIMETER SOURCE LOCAL, ON-AIRPORT AND ON WMSCR.
12. LNAV/VNAV STRAIGHT IN MINIMUMS ALL CATS CHANGED FROM 577 DA/351 HAT AND 1 1/4 SM VISIBILITY TO 633 DA/407 HAT AND 1 1/8 SM VISIBILITY. - NEW TARGETS BUILD WITH PRIMARY ALTIMETER SOURCE LOCAL, ON-AIRPORT AND ON WMSCR.
13. LNAV STRAIGHT IN MINIMUMS ALL CATS CHANGED FROM 680 MDA/454 HAT TO 600 MDA/374 HAT. - NEW TARGETS BUILD WITH PRIMARY ALTIMETER SOURCE LOCAL, ON-AIRPORT AND ON WMSCR.
14. CIRCLING MINIMUMS CHANGED FROM CAT A 760 MDA/520 HAA, CAT B/C 780 MDA/540 HAA, CAT D 1120 MDA/880 HAA AND VISIBILITY OF 2 3/4 SM TO CAT A 680 MDA/440 HAA, CAT B/C 700 MDA/460 HAA, CAT D 1040 MDA/800 HAA AND VISIBILITY OF 2 1/2 SM. - NEW TARGETS BUILD WITH PRIMARY ALTIMETER SOURCE LOCAL, ON-AIRPORT AND ON WMSCR.
15. CRC REMAINDER CHANGED FROM 73596EBE TO 3F37B13F. - FPAP COORDINATES CHANGED FROM 325437.8840N/0815811.2505W TO 325437.8835N/0815811.2540W.
16. ADDED MAX HOLDING 6000 AT MOHON. - IAW 8260.19H PARA 8-6-7B(2)(A).
17. UPDATED DIST TO THLD FROM "330 HAT: 0.92" TO "250 HAT: 0.67". - NEW TARGETS EVALUATION WITH NEW LPV CONTROLLING OBSTACLE.
18. CHANGED ATD AT KEPIA FROM 2.60 NM TO 2.57 NM. - KEPIA MOVED 201.26FT NORTH.

**COORDINATED WITH:**

**A4A** ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZTL, AGS APP CON, AMGR

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

ROBERT G HAMILTON (STEVEN WINNER)

**OFFICE**

AJV-A422

**DATE**

12/13/2018

**APPROVED BY**

JULIE MORGAN

**OFFICE**

AJV-A42

**DATE****TITLE**  
MANAGER

**FAS DATA BLOCK INFORMATION**

<b><u>DATA FIELD</u></b>	<b><u>DATA</u></b>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	2J5
RUNWAY	RW35
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W35A
LTP/FTP LATITUDE	325310.7030N
LTP/FTP LONGITUDE	0815748.4690W
LTP/FTP ELLIPSOIDAL HEIGHT	+00375
FPAP LATITUDE	325437.8835N
FPAP LONGITUDE	0815811.2540W
THRESHOLD CROSSING HEIGHT (TCH)	00041.4
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1224
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	3F37B13F

**ADDITIONAL PATH POINT RECORD INFORMATION**

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+00674
FPAP ORTHOMETRIC HEIGHT	+00674



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

<u>AIRPORT</u> MILLEN	<u>AIRPORT ID</u> 2J5	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 35	<u>AMDT NO.</u> 2	<u>CITY</u> MILLEN	<u>STATE</u> GA	<u>AIRPORT ELEVATION</u> 240	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

<u>FROM</u> 263/30 CW 083/30	<u>TO</u> MOHON
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<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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 (13-001583)	324554.67N/0813857.55W	821	500	50	5D	1000				AT1179	3000
2.TERRAIN	323933.00N/0821018.00W	368 (400)								AS1500	1900

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:

LEFT BASE AREA

<u>FROM</u> 083/30 CW 173/30	<u>TO</u> ZOGIV
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<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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 (13-001910)	324043.00N/0823325.00W	1384	500	50	5D	1000				AT616	3000
4.TERRAIN	324709.00N/0823821.00W	443 (400)								AS1500	1900

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:



RIGHT BASE AREA

FROM

173/30 CW 263/30

TO

JEXEX

<u>RNP</u>	<u>DISTANCE</u>	<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.TOWER (45-001553)	331506.00N/0813839.00W		928	500	50	5D	1000				AT1072	3000
6.TERRAIN	325736.00N/0815545.00W		378 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

ZOGIV

TO

MOHON

<u>RNP</u>	<u>DISTANCE</u> 7.70	<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>
7.AAO	323930.00N/0820303.00W		538	164	98	4E	1000				AT1462	3000
8.TERRAIN	323930.00N/0820303.00W		338 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

JEXEX

TO

MOHON

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	7.70											
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
9.TOWER (13-001601)	324351.50N/0815140.48W	655	20	3	1A	1000				AT1345	3000	
10.TERRAIN	324600.00N/0814645.00W	299 (300)								AS1500	1800	

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

MOHON (IF/IAF)

TO

OKJEJ

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	5.83											
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
11.AAO	324548.00N/0815439.00W	476	164	98	4E	500				AC98 AT826	1900	
12.TERRAIN	324548.00N/0815439.00W	276 (300)								AS1500	1800	

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

OKJEJ

TO

RW35

<u>RNP</u>	<u>DISTANCE</u> 5.16	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 250			<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>
13.TREE (13-100588)	325307.91N/0815744.37W		300	20	3	1A		34:1				476

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

OKJEJ

TO

DA

<u>RNP</u>	<u>DISTANCE</u> 5.16	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 407			<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>
14.TREE	325217.53N/0815653.17W		329	50	20	2C		23.39:1			AC20	633

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:





FINAL: LNAV

FROM

OKJEJ

TO

KEPIA/2.57 NM TO RW35

<u>RNP</u>	<u>DISTANCE</u> 2.57	<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>
15.TOWER (13-002094)	325004.58N/0815653.41W		690	500	50	5D	250				RA80 DG10 AC50	1080

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

KEPIA/2.57 NM TO RW35

TO

RW35

<u>RNP</u>	<u>DISTANCE</u> 2.57	<u>PAT</u>	<u>MAP</u> RW35	<u>HAT</u> 374			<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>
16.TREE (13-081093)	325254.63N/0815733.33W		331	20	3	1A	250					600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM

MOHON

TO

P-5

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
P-5												
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
9.TOWER (13-001601)	324351.50N/0815140.48W	655	20	3	1A	1000				AT1345	3000	
17.TERRAIN	323639.00N/0815651.00W	338 (300)								AS1500	1800	

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : LPV

FROM

DA

TO

TORRO

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
					287							
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
							ASC				3000	
18.TOWER (13-000619)	330516.50N/0820215.30W	694	50	20	2C	1000					1700	
19.TERRAIN	330254.00N/0815954.00W	335 (300)								AS1500	1800	

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

TORRO

RNP	DISTANCE	PAT	MAP	HAT			HMAS				
							472				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
18.TOWER (13-000619)	330516.50N/0820215.30W	694	50	20	2C	1000					1700
19.TERRAIN	330254.00N/0815954.00W	335 (300)								AS1500	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:

MISSED APPROACH : LNAV

FROM

RW35

TO

TORRO

RNP	DISTANCE	PAT	MAP	HAT			HMAS				
							500				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
18.TOWER (13-000619)	330516.50N/0820215.30W	694	50	20	2C	1000					1700
19.TERRAIN	330254.00N/0815954.00W	335 (300)								AS1500	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											
20.TREE (13-083074)	325454.15N/0815812.68W	1.30	440	364	20	3	1A	300			680
CATEGORY B											
20.TREE (13-083074)	325454.15N/0815812.68W	1.81	460	364	20	3	1A	300		HAA	700
CATEGORY C											
20.TREE (13-083074)	325454.15N/0815812.68W	2.85	460	364	20	3	1A	300		HAA	700
CATEGORY D											
15.TOWER (13-002094)	325004.58N/0815653.41W	3.72	800	690	500	50	5D	300		AC50	1040

CIRCLING REMARKS:

CENTER

RADIUS

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

**COMMUNICATIONS WITH**  
AGS APP CON, ZTL ARTCC, MCN FSS

<u>WX SERVICE</u> AWOS	<u>LOCATION</u> K2J5	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> K2J5	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KAGS	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KAGS	<u>DISTANCE</u> 28.56	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 80

**WX REMARKS:**  
RASS PRESSURE PATTERNS THE SAME  
K2J5 240.4, KAGS 145.7  
RA = 79.16.

<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-2R (PCL)		NPI-G	
RW35 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NPI-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 221.2	<u>TCH</u> 41.4	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 41.4
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<b>FINAL APPROACH COURSE AIMING</b>			
RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

<b>CRITICAL TEMPERATURES</b>			
<u>CRITICAL LOW</u> -15C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -15C	<u>APT ISA</u> +14.524C

**CRITICAL TEMPERATURE REMARKS:**  
AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 958 HIGH TEMP 1264.



<u>AIRPORT</u> MILLEN	<u>AIRPORT ID</u> 2J5	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 35	<u>AMDT NO.</u> 2	<u>CITY</u> MILLEN	<u>STATE</u> GA	<u>AIRPORT ELEVATION</u> 240	<u>FACILITY</u> RNAV
<b><u>"VISUAL PORTION OF FINAL" PENETRATIONS</u></b>							
Final Type	LPV, LNAV/VNAV, LNAV						
34:1							
266.0 TREE (13-081266) 325300.34N/0815742.45W (17.35)							
Final Type	RWY 17 CIRCLING						
20:1							
308.0 TREE (13-083192) 325412.95N/0815800.95W (9.08)				300.0 TREE (13-083188) 325412.59N/0815802.54W (1.4)			

**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.

100 FT TREE HEIGHT USED PER PREVIOUS PROCEDURES.

BACK UP NOTE BY NOTAM: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AUGUSTA REGIONAL AT BUSH FIELD ALTIMETER SETTING AND INCREASE ALL DAS/MDAS 80 FEET, INCREASE LNAV/VNAV ALL CATS AND CIRCLING CAT D VISIBILITY 1/4 SM, INCREASE LNAV CATS C/D VISIBILITY 3/8 SM.

BACK UP NOTE BY NOTAM: BARO-VNAV AND VDP NA WHEN USING AUGUSTA REGIONAL AT BUSH FIELD ALTIMETER SETTING.

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



<u>AIRPORT</u> MILLEN	<u>AIRPORT ID</u> 2J5	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 35	<u>AMDT NO.</u> 2	<u>CITY</u> MILLEN	<u>STATE</u> GA	<u>AIRPORT ELEVATION</u> 240	<u>FACILITY</u> RNAV
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	2.94				
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20				
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	347.58				
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	240				
DISTANCE FROM	THLD	TO 1500FT POINT	4.74				
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.76				
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	347.58				
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	240				
THRESHOLD COORDINATES (IF STR-IN)	325310.70N/0815748.47W						
ARP COORDINATES	325334.90N/0815754.80W						
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 17 DISTANCE 0.41 NM						
FAF COORDINATES	324808.83N/0815629.67W						
FIX NAME COORDINATES							
REMARKS							
IAFS USED WITH TAA. MOHON: 324226.35N/0815500.50W, 30NM RADIUS. ZOGIV: 324046.59N/0820355.10W, 30 NM RADIUS. JEXEX: 324405.48N/0814605.59W, 30NM RADIUS.							

QUALITY  
24  
CHECKED

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Electronic Version

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PART E: PREPARED BY

<u>NAME</u> ROBERT G HAMILTON (STEVEN WINNER)	<u>OFFICE</u> AJV-A422	<u>DATE</u> 12/13/2018	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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