

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>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
MORRIS MUNI - CHARLIE SCHMIDT FLD	KMOX	RNAV (GPS) RWY 32	1C	MORRIS	MN	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
1136	1131	RNAV (GPS) RWY 32	1B	08/16/2018	2E	2015
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
RNAV			ROUTINE			

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 232/30 CW 052/30	NOPT	232/15 CW 052/15		3600
2. 232/15 CW 052/15		EXJUP	IF/IAF	3500
3. 052/30 CW 232/30		EXJUP	IAF	3600

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>
EXJUP	IF/IAF	WIVKA		TF	FB	1.00	322.13	8.00	3000
WIVKA	FAF	SISOE/3.00 NM TO RW32		TF	FB	0.30	322.05	2.74	
SISOE/3.00 NM TO RW32		RW32	MAP	TF	FO	0.30	322.05	3.00	
RW32	MAP	1381 MSL		CA			322.05		
1381 MSL		ZITOG		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW32

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT ZITOG AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF (IAF)	
2. HOLD SE EXJUP, RT, 322.13 INBOUND, 3500 FT. IN LIEU OF PT (IAF), MAX 6000.					
3. FAC:	322.05	FAF: WIVKA	DIST FAF TO MAP: 5.74		DIST FAF TO THLD: 5.74
4. MIN ALT: EXJUP 3500, WIVKA 3000, SISOE/3.00 NM TO RW32 2120*					
5. DIST TO THLD FROM OM:		MM:	IM:	150 HAT:	250 HAT: 0.63
6. MIN GP INCPT: 3000		GP ALT AT FAF : WIVKA 3000			OM:
7. GP ANGLE:	3.00	34:1: IS CLEAR	20:1: IS CLEAR	TCH: 48.0	
8. MSA FROM:					

RNP APCH.

CHART NOTE: CIRCLING NA TO RWYS 04 AND 22.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING BENSON ALTIMETER SETTING.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSi AND RNAV GLIDEPATH NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BENSON ALTIMETER SETTING AND INCREASE LPV DA TO 1440 FEET, LNAV/VNAV DA TO 1594 FEET AND ALL MDA 60 FEET AND INCREASE LNAV AND CIRCLING CAT C VISIBILITY 1/4 SM.

CHART CIRCLING ICON.
CHART VDP AT 1.17 NM TO RW32*
*LNAV ONLY
WAAS CHANNEL #93732
REFERENCE PATH ID: W32A
CHART FAS OBST: 1239 TREE 453351N/0955717W.
1359 AAO 452934N/0955250W.
HOLD NW, RT, 141.84 INBOUND
LTP HAE: 316.2 M

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	1381	1	250	1381	1	250	1381	1	250		NA				
LNAV/VNAV DA	1535	1 3/8	404	1535	1 3/8	404	1535	1 3/8	404		NA				
LNAV MDA	1540	1	409	1540	1	409	1540	1 1/8	409		NA				
CIRCLING	1560	1	424	1600	1	464	1860	2	724		NA				

CHANGES - REASONS

1. REMOVED CHART NOTE DME/DME RNP-0.3 NA AND ADDED PBN REQUIREMENTS NOTE RNP APCH - PER 8260.19H
2. ADDED PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}) - INCORPORATES P NOTAM 8/0577
3. UPDATED LPV DA FROM 1378 TO 1381, LNAV/VNAV DA FROM 1528 TO 1535 LNAV HAT ALL CATS FROM 416 TO 409. - CHANGING THRESHOLD ELEVATION TO TOUCHDOWN ZONE ELEVATION INCORPORATES P NOTAM 4/0561.
4. CHANGED CHART NOTE FROM CIRCLING TO RWY 04,22 NA AT NIGHT TO CIRCLING NA TO RWYS 04 AND 22. - IAW UNPAVED RUNWAY SOP.
5. CHANGED "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17C (1F) OR ABOVE 47C (117F)" TO "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17C OR ABOVE 54C" - IAW 8260.19H, PARA 8-6-9S.
6. CHANGED "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BENSON ALTIMETER SETTING AND INCREASE ALL DA 59 FEET AND ALL MDA 60 FEET AND INCREASE LNAV/VNAV ALL CATS VISIBILITY 1/4 MILE, LNAV CAT C VISIBILITY 1/8 MILE AND CIRCLING CAT C VISIBILITY 1/4 MILE" TO "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BENSON ALTIMETER SETTING AND INCREASE LPV DA TO 1440 FEET, LNAV/VNAV DA TO 1594 FEET AND ALL MDA 60 FEET AND INCREASE LNAV AND CIRCLING CAT C VISIBILITY 1/4 SM." - PER VIS CHECK TOOL.
7. ADDED "MAX 6000" ON LINE 2 - PER .19H PARA 8-6-7B (2).
8. ADDED "20:1 IS CLEAR" ON LINE 7 - PER .19H PARA 8-6-7G (3).
9. CRC REMAINDER CHANGED FROM "A6E18DFC" TO "7CA1EE84" - CHANGED TO TDZE.
10. LTP/FTP LATITUDE CHANGED FROM 453336.4935N TO 453336.5300N - CHANGED TO TDZE.
11. LTP/FTP LONGITUDE CHANED FROM 0955741.2340W TO 0955741.2520W - CHANGED TO TDZE.
12. LTP/FTP ELLIPSOIDAL HEIGHT CHANGED FROM +03163 TO +03162 - CHANGED TO TDZE.
13. LTP ORTHOMETRIC HEIGHT CHANGED FROM +03425 TO +03424 - CHANGED TO TDZE.
14. FPAP ORTHOMETRIC HEIGHT CHANGED FROM +03425 TO +03424 - CHANGED TO TDZE.
15. CHANGED ADDITIONAL FLIGHT DATA CHART VDP AT 1.15 NM TO RW32 TO CHART VDP AT 1.17 NM TO RW32 - VGSI TCH CHANGE.

COORDINATED WITH:

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

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

ROBERT G HAMILTON (JOSHUA DUGAN)

OFFICE

AJV-A422

DATE

01/07/2019

APPROVED BY

JULIE MORGAN

OFFICE

AJV-A42

DATE

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KMOX
RUNWAY	RW32
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W32A
LTP/FTP LATITUDE	453336.5300N
LTP/FTP LONGITUDE	0955741.2520W
LTP/FTP ELLIPSOIDAL HEIGHT	+03162
FPAP LATITUDE	453448.5465N
FPAP LONGITUDE	0955855.8160W
THRESHOLD CROSSING HEIGHT (TCH)	00048.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1528
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER	7CA1EE84
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ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+03424
FPAP ORTHOMETRIC HEIGHT	+03424



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

<u>AIRPORT</u> MORRIS MUNI - CHARLIE SCHMIDT FLD	<u>AIRPORT ID</u> KMOX	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 32	<u>AMDT NO.</u> 1C	<u>CITY</u> MORRIS	<u>STATE</u> MN	<u>AIRPORT ELEVATION</u> 1136	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM
232/30 CW 052/30

TO
232/15 CW 052/15

<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>
1.TOWER (27-001046)	454159.00N/0951037.00W		2544	500	50	5D	1000					3600
2.TERRAIN	452427.00N/0951133.00W		1428 (1400)								AS1500	2900

<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:

STRAIGHT-IN AREA

FROM
232/15 CW 052/15

TO
EXJUP

<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>
3.TOWER (27-000920)	451003.00N/0960002.00W	2318	500	50	5D	1000				AT182	3500
4.TERRAIN	452827.00N/0953148.00W	1392 (1400)								AS1500	2900

<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:



HMAS

RF CENTER FIX/DISTANCE

HMAS

RF CENTER FIX/DISTANCE

<u>AIRPORT</u> MORRIS MUNI - CHARLIE SCHMIDT FLD	<u>AIRPORT ID</u> KMOX	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 32	<u>AMDT NO.</u> 1C	<u>CITY</u> MORRIS	<u>STATE</u> MN	<u>AIRPORT ELEVATION</u> 1136	<u>FACILITY</u> RNAV
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FINAL: LPV

<u>FROM</u> WIVKA	<u>TO</u> RW32
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<u>RNP</u>	<u>DISTANCE</u> 5.74	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 250	<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>
							ASC				1381

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: LNAV/VNAV

<u>FROM</u> WIVKA	<u>TO</u> RW32
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<u>RNP</u>	<u>DISTANCE</u> 5.74	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 404	<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>
8.TREE	453236.49N/0955716.24W	1229	50	20	2C		23.41:1			AC20	1535

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:



<u>AIRPORT</u> MORRIS MUNI - CHARLIE SCHMIDT FLD	<u>AIRPORT ID</u> KMOX	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 32	<u>AMDT NO.</u> 1C	<u>CITY</u> MORRIS	<u>STATE</u> MN	<u>AIRPORT ELEVATION</u> 1136	<u>FACILITY</u> RNAV					
FINAL: LNAV												
<u>FROM</u> WIVKA				<u>TO</u> SISOE/3.00 NM TO RW32								
<u>RNP</u>	<u>DISTANCE</u> 2.74	<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>
9.AAO	453016.11N/0955359.30W		1339	50	20	2C	250				RA59 DG472	2120
<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>

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

SISOE/3.00 NM TO RW32

TO

RW32

RNP

DISTANCE

3.00

PAT

MAP

RW32

HAT

409

HMAS

OBSTRUCTION

COORDINATES

ELEV MSL

HORZ

VERT

AC

ROC

OCS

CG

CGTA

ADJUSTMENTS

MIN ALT

10.TREE

453350.70N/0955717.32W

1239

50

20

2C

250

XP40

1540

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP - RETAIN PRIOR MINS



FACILITY
RNAV

HMAS

RF CENTER FIX/DISTANCE

HMAS
1187

RF CENTER FIX/DISTANCE

QUALITY
10
CHECKED

FACILITY
RNAV

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											
15.TREE	453244.10N/0955907.09W	1.30	424	1249	50	20	2C	300			1560
CATEGORY B											
14.TREE	453231.57N/0955904.71W	1.85	464	1259	50	20	2C	300		HAA	1600
CATEGORY C											
17.TOWER (27-002882)	453555.30N/0955529.05W	2.90	724	1495	500	50	5D	300		AC50	1860

CIRCLING REMARKS:

CENTER

RADIUS

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



<u>AIRPORT</u> MORRIS MUNI - CHARLIE SCHMIDT FLD	<u>AIRPORT ID</u> KMOX	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 32	<u>AMDT NO.</u> 1C	<u>CITY</u> MORRIS	<u>STATE</u> MN	<u>AIRPORT ELEVATION</u> 1136	<u>FACILITY</u> RNAV
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PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZMP ARTCC, PNM FSS

<u>WX SERVICE</u> AWOS	<u>LOCATION</u> KMOX	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KMOX	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> AWOS	<u>LOCATION</u> KBBB	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KBBB	<u>DISTANCE</u> 19.37	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 59

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KMOX 1135.9, KBBB 1039.3
RA = 58.1.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW14 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)	NPI-P	
RW32 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)	NPI-P	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 1123.5	<u>TCH</u> 48.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 42.1
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FINAL APPROACH COURSE AIMING

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> -17C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -17C	<u>APT ISA</u> +12.75C
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CRITICAL TEMPERATURE REMARKS:
AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 830 HIGH TEMP 1125.

"VISUAL PORTION OF FINAL" PENETRATIONS

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>
MORRIS MUNI - CHARLIE SCHMIDT FLD	KMOX	RNAV (GPS) RWY 32	1C	MORRIS	MN	1136	RNAV

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VEGETATION HEIGHT 100' PER FPT.

CIRCLING NA TO RWYS 04 AND 22 - CIRCLING NOT AUTHORIZED IAW UNPAVED RUNWAY SOP.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1359 AAO 452934.45N/0955249.58W.

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



<u>AIRPORT</u> MORRIS MUNI - CHARLIE SCHMIDT FLD	<u>AIRPORT ID</u> KMOX	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 32	<u>AMDT NO.</u> 1C	<u>CITY</u> MORRIS	<u>STATE</u> MN	<u>AIRPORT ELEVATION</u> 1136	<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	2.89
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	324.05
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1139
DISTANCE FROM	THLD	TO 1500FT POINT	4.94
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.39
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	324.05
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1139

THRESHOLD
COORDINATES
(IF STR-IN)

453336.53N/0955741.25W

ARP COORDINATES

453357.58N/0955801.90W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 32 DISTANCE 0.43 NM

FAF
COORDINATES

452857.81N/0955253.40W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.



