

**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> MAHNOMEN COUNTY	<u>AIRPORT ID</u> 3N8	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 17	<u>ORIGINAL/AMENDMENT</u> 1A	<u>CITY</u> MAHNOMEN	<u>STATE</u> MN	
<u>AIRPORT ELEVATION</u> 1246	<u>TDZE</u> 1246	<u>SUPERSEDED</u> RNAV (GPS) RWY 17	<u>ORIGINAL/AMENDMENT</u> 1	<u>DATED</u> 08/20/2015	<u>MAG VAR</u> 2E	<u>EPOCH YEAR</u> 2015
<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>
BETRA	IAF	ZUMIM	NOPT	TF	FB	1.00	117.49	16.91	3500
BLUOX	IAF	ZUMIM	NOPT	TF	FB	1.00	253.03	40.00	3500
ZUMIM	IF/IAF	UQUVE		TF	FB	1.00	166.15	3.55	2800
UQUVE	FAF	EGKUP/1.70 NM TO RW17		TF	FB	0.30	166.16	3.07	
EGKUP/1.70 NM TO RW17		RW17	MAP	TF	FO	0.30	166.16	1.70	
RW17	MAP	1496 MSL		CA			166.16		
1496 MSL		IXRUG		DF	FO	1.00			3500

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW17

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3500 DIRECT IXRUG AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD N ZUMIM, RT, 166.15 INBOUND, 3500 FT. IN LIEU OF PT (IAF), MAX 6000.
3. FAC: 166.16 FAF: UQUVE DIST FAF TO MAP: 4.77 DIST FAF TO THLD: 4.77
4. MIN ALT: ZUMIM 3500, UQUVE 2800, EGKUP/1.70 NM TO RW17 1820*
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 250 HAT: 0.66 GS ANT: MM: IM:
6. MIN GP INCPT: 2800 GP ALT AT FAF : UQUVE 2800 OM: MM: IM:
7. GP ANGLE: 3.00 34:1: IS CLEAR 20:1: IS CLEAR TCH: 40.0
8. MSA FROM: RW17 3200

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: CIRCLING NA TO RWYS 9 AND 27.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING FOSSTON 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 FOSSTON ALTIMETER SETTING AND INCREASE ALL DA TO 1549 FEET; INCREASE ALL MDA 60 FEET.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.
CHART VDP AT 0.98 NM TO RW17*
*LNAV ONLY
WAAS CHANNEL #45832
REFERENCE PATH ID: W17A
CHART FAS OBST: 1327 TREE 471703N/0955520W.
HOLD S, RT, 346.21 INBOUND
LTP HAE: 351.3 M

MINIMUMS:

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	1496	1	250	1496	1	250		NA			NA				
LNAV/VNAV DA	1496	1	250	1496	1	250		NA			NA				
LNAV MDA	1580	1	334	1580	1	334		NA			NA				
CIRCLING	1640	1	394	1700	1	454		NA			NA				



CHANGES - REASONS

1. PROFILE LINE 2 ADDED MAX 6000 - HOLDING PATTERN AT ZUMIM HAS A MAXIMUM HOLD OF 6000.
2. PROFILE LINE 7 ADDED 20:1 IS CLEAR - RWY 17 20:1 VISUAL AREA IS CLEAR.
3. REMOVED CHART NOTE: DME/DME RNP-0.3 NA AND ADDED PBN EQUIPMENT REQUIREMENTS NOTE: RNP APCH - 8260.19H 8-6-8 B
4. CHANGED CHART NOTE FROM FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17C (2F) OR ABOVE 54C (130F) TO FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C OR ABOVE 54°C - 8260.19H 8-6-9
5. REMOVED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT BETRA ON V55 NORTHWEST BOUND AND PROCEDURE NA FOR ARRIVALS AT BLUOX ON V175 NORTHBOUND, V430 SOUTHEAST BOUND, V175 SOUTHEAST BOUND - BDE AND PKD VORMON DECOMMISSIONING.
6. REMOVED CHART NOTE: NIGHT LANDING: RWY 9, 27 NA AND ADDED CHART NOTE: CIRCLING NA TO RWYS 9 AND 27 - RWY 9 AND 27 ARE TURF AND NO RAPT CONSENSUS FOR A TURF RUNWAY.
7. CHANGED CHART NOTE FROM: CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FOSSTON ALTIMETER SETTING AND INCREASE ALL DA 53 FEET AND ALL MDA 60 FEET, AND INCREASE LNAV CAT C/D VISIBILITY 1/8 MILE TO CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FOSSTON ALTIMETER SETTING AND INCREASE ALL DA TO 1549 FEET; INCREASE ALL MDA 60 FEET, AND INCREASE LNAV CAT C/D VISIBILITY 1/8 SM. - IAW 8260.19H SM IS USED TO DESCRIBE VISIBILITY VICE MILE.

4/13/2020: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 2/20/2020.

1. CHANGED CHART NOTE FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FOSSTON ALTIMETER SETTING AND INCREASE ALL DA TO 1549 FEET; INCREASE ALL MDA 60 FEET, AND INCREASE LNAV CAT C/D VISIBILITY 1/8 SM." TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FOSSTON ALTIMETER SETTING AND INCREASE ALL DA TO 1549 FEET; INCREASE ALL MDA 60 FEET."

COORDINATED WITH:

A4A ☐

ALPA ☒

AOPA ☒

APA ☐

HAI ☐

NBAA ☒

OTHER: ZMP, AMGR

FLIGHT CHECKED BY

PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, OCTOBER 3, 2018, SUBJECT: FLIGHT INSPECTION REVIEW NOT REQUIRED

DEVELOPED BY

WARDELL HENNING (TYLER MITCHELL)

APPROVED BY

GEORGE DAVIS

Digitally signed by

WARDELL HENNING

Apr 13, 2020

OFFICE

Digitally signed by

DATE

WARDELL HENNING

Apr 13, 2020

OFFICE

AJV-A432

DATE

11/22/2019

OFFICE

AJV-A430

DATE

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	3N8
RUNWAY	RW17
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W17A
LTP/FTP LATITUDE	471551.5045N
LTP/FTP LONGITUDE	0955551.4335W
LTP/FTP ELLIPSOIDAL HEIGHT	+03513
FPAP LATITUDE	471424.3370N
FPAP LONGITUDE	0955524.6485W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1712
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	DB45EF6D

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+03783
FPAP ORTHOMETRIC HEIGHT	+03783

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

AIRPORT	AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
MAHNOMEN COUNTY	3N8	RNAV (GPS) RWY 17	1A	MAHNOMEN	MN	1246	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
BETRA

TO
ZUMIM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
	16.91										
<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 (27-020042)	473121.21N/0961539.02W	1472	250	50	4D	1000				AT1028	3500
2.TERRAIN	472824.00N/0960539.00W	1270 (1300)								AS1500	2800

COMPUTATIONS

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

INITIAL

FROM
BLUOX

TO
ZUMIM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	40.00											
<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 (27-021035)	473147.50N/0951327.60W		1921	500	50	5D	1000				AT579	3500
4.TERRAIN	472939.00N/0952757.00W		1677 (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:



INTERMEDIATE

FROM

ZUMIM (IF/IAF)

TO

UQUVE

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	3.55											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.TOWER (27-001349)	472205.00N/0955831.60W		1599	50	20	2C	500					2100
6.TERRAIN	472248.00N/0955300.00W		1260 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

UQUVE

TO

RW17

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	4.77		DA	250								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
7.POLE (K3N8T0243)	471602.28N/0955601.42W		1273	20	3	1A		34:1				1496

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FACILITY
RNAV

QUALITY
18
CHECKED

FINAL: LNAV STEPDOWN

FROM

EGKUP/1.70 NM TO RW17

TO

RW17

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	1.70		RW17	334								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
9.TREE (K3N8T0290)	471703.34N/0955519.79W		1327	20	3	1A	250					1580

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

HOLD-IN-LIEU OF PT

FROM

ZUMIM

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
5.TOWER (27-001349)	472205.00N/0955831.60W		1599	50	20	2C	1000				AT901	3500
10.TERRAIN	473039.00N/0960309.00W		1286 (1300)								AS1500	2800

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 : LPV

FROM

DA

TO

IXRUG

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1304					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3500
11.TOWER (27-024315)	470846.16N/0955209.01W		1767	500	50	5D	1000					2800
12.TERRAIN	470642.00N/0955051.00W		1529 (1500)								AS1500	3000

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

IXRUG

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1349					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3500
11.TOWER (27-024315)	470846.16N/0955209.01W		1767	500	50	5D	1000					2800
12.TERRAIN	470642.00N/0955051.00W		1529 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH : LNAV

FROM
RW17

TO
IXRUG

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1480					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3500
11.TOWER (27-024315)	470846.16N/0955209.01W		1767	500	50	5D	1000					2800
12.TERRAIN	470642.00N/0955051.00W		1529 (1500)								AS1500	3000

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											
9.TREE (K3N8T0290)	471703.34N/0955519.79W	1.31	394	1327	20	3	1A	300			1640
CATEGORY B											
9.TREE (K3N8T0290)	471703.34N/0955519.79W	1.85	454	1327	20	3	1A	300		HAA	1700

CIRCLING REMARKS:

MSA

CENTER
RW17

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	471500.00N/0952912.00W	091	18.2	2182				1000			3200

MSA REMARKS:



MAHNOMEN COUNTY

3N8

RNAV (GPS) RWY 17

1A

MAHNOMEN

MN

1246

RNAV

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

QUALITY
18
CHECKED

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZMP ARTCC, PNM FSS

<u>WX SERVICE</u> AWOS	<u>LOCATION</u> K3N8	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> K3N8	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> AWOS	<u>LOCATION</u> KFSE	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KFSE	<u>DISTANCE</u> 20.92	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 52.8

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
3N8 1246, KFSE 1279
RA = 52.8.

<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> 3.00	<u>ELEV RWY THRESHOLD</u> 1241.2	<u>TCH</u> 40.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 25.2
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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> +12.53C
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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 720 HIGH TEMP 1139.

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS



AIRPORT	AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
MAHNOMEN COUNTY	3N8	RNAV (GPS) RWY 17	1A	MAHNOMEN	MN	1246	RNAV
<div>and/or</div> <div>5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS</div>							
<div>PART C: GENERAL REMARKS:</div> <div>PRECIPITOUS TERRAIN EVALUATION COMPLETED.</div> <div>PER FPT CHECKLIST: TAA NOT DEVELOPED.</div> <div>PER FPT CHECKLIST: 50' VEGETATION USED.</div> <div>LPV SLOPE: 34:1</div> <div>LNAV/VNAV SLOPE : 23.39:1</div> <div>MSA IPDS PROVIDED ACCURACIES USED.</div> <div>TURF RUNWAYS DO NOT HAVE RAPT APPROVAL; IFR PROCEDURES TO TURF RUNWAY NA AT THIS TIME.</div> <div>ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.</div>							
<div> <div>QUALITY</div> <div>18</div> <div>CHECKED</div> </div>							
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<u>AIRPORT</u> MAHNOMEN COUNTY	<u>AIRPORT ID</u> 3N8	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 17	<u>AMDT NO.</u> 1A	<u>CITY</u> MAHNOMEN	<u>STATE</u> MN	<u>AIRPORT ELEVATION</u> 1246	<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	168.16
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1200
DISTANCE FROM	THLD	TO 1500FT POINT	4.57
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	168.16
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1200

THRESHOLD
COORDINATES
(IF STR-IN)

471551.50N/0955551.43W

ARP COORDINATES

471537.82N/0955541.11W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 35 DISTANCE 0.32 NM

FAF
COORDINATES

472031.43N/0955717.62W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

QUALITY
18
CHECKED

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Electronic Version

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AIRPORT

AIRPORT ID

PROCEDURE NAME

AMDT NO.

CITY

STATE

AIRPORT ELEVATIONFACILITY

PART E: PREPARED BY

NAME
WARDELL HENNING (TYLER MITCHELL)

OFFICE
AJV-A432

DATE
11/22/2019

TITLE
AERONAUTICAL INFORMATION SPECIALIST

