



To: Flight Procedures & Airspace Group (AFS-420)

Sept 9, 2024

LUBBOCK EXEC AIRPARK (F82) LUBBOCK, TX RNAV (GPS) RWY 17, ORIG is submitted for processing and submission to AMC-AJV-IFP-ProdCoordTeam@faa.gov and 9-AMC-AJW-TL@faa.gov for publication. Request publication in the {OCT 31, 2024} Terminal Procedures Publication.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tony Lawson', written in a cursive style.

Tony Lawson
Chief Designer
Hughes Aerospace Corporation
Mobile: 405.642.9740
Tony.lawson@hughesaerospace.com

Enclosures:

TX_F82_RNAV (GPS) RWY 17_ORIG_F
TX_F82_RNAV (GPS) RWY 17_ORIG_S
TX_F82_RNAV (GPS) RWY 17_ORIG_AFS
TX_F82_RNAV (GPS) RWY 17_ORIG_8260-2
ARI CODING FILE

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Waiver 1 of 1

1. FLIGHT PROCEDURE IDENTIFICATION:

Lubbock, TX
F82
RNAV (GPS) RWY 17

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Waiver request to not apply FAAO 8260.3G para 3-3-2 c (4)(b), evaluating straight-in visual area for 20:1 OIS.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

A new VG survey identified terrain as a 1.19' penetration in the 20:1 visual area. This terrain is located on active farm land. Land is located 199.59 ft from the approach course centerline. The terrain is inconsequential due to the small amount of surface penetration. Will prevent night operations to the airport prevailing wind runway.

Obstacle ID	MSL	20:1 surface height	20:1 amount of penetration
48-205839	3177	3175.82 ft	1.19 ft

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

- RNAV (GPS) RWY 17 is LNAV only minimums with a VDA of 3.00 angle and 55' TCH. VDA results in a projected aircraft height of 66 ft above the penetrating terrain, which is 199.59 ft right of the approach centerline.
- Maximum crop height expected in this area is 3 ft AGL.
- Airport management will monitor operations in this area for agriculture equipment and crop processing and will notify the service provider for further evaluation and NOTAM action as required.
- Equipment usage in this area is expected to be minimal for planting in the spring and harvesting in late summer to fall.
- Procedure visibility 1 SM or greater.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

- Displacing the runway THLD was considered but deemed not possible due to reducing landing distance to unacceptable distances.
- Lighting terrain not possible
- VGSI mitigation not possible due to no VGSI equipment
- grading terrain to a lower elevation not permitted by land owner

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Coordinated with Lubbock Exec. Airpark (F82) Manager

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
08/08/24	HAC	Chief Designer

SIGNATURE

Tony
Lawson

Digitally signed by
Tony Lawson
Date: 2024.08.08
12:32:42 -04'00'

8. FLIGHT STANDARDS ACTIONS:

☒ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

Approved Based on the Equivalent Level of Safety in Block 4.

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DATE

ROUTING SYMBOL

SIGNATURE

Waiver 1 of 1

Jim Rose
Signed By: Jim Rose Mon
Sep 9 2024 12:18:11 GMT-
05:00:00 (Central Standard
Time)

PROTOTYPE - NOT FOR NAVIGATION

LUBBOCK, TEXAS

RNAV (GPS) RWY 17

LUBBOCK EXEC AIRPARK
(F82)

APP CRS	Rwy Idg	5085
175°	TDZE	3176
	Apt Elev	3176

RNP APCH - GPS

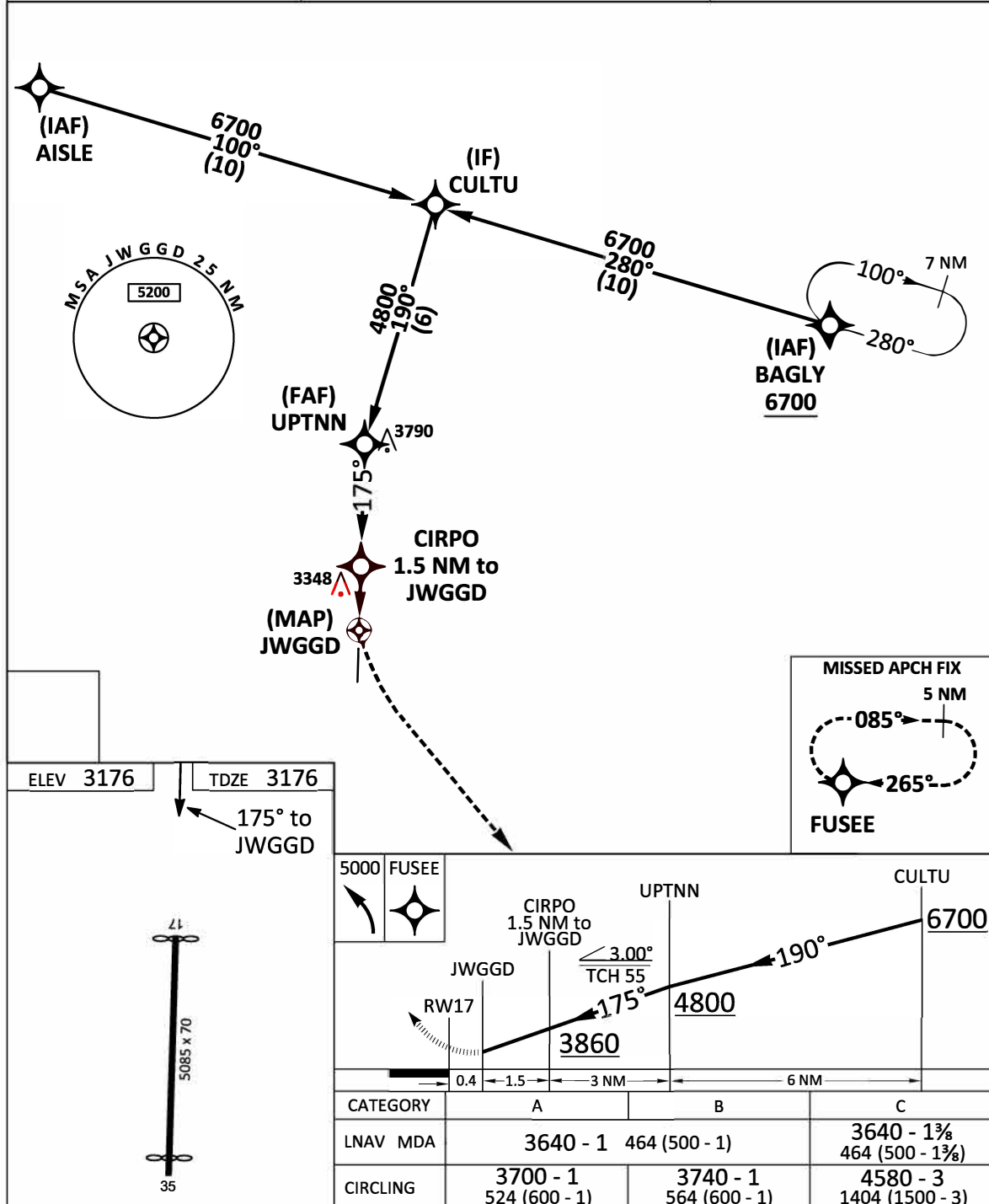
▼ Use LBB altimeter setting. Circling NA east of Rwy 17-35.
 ▲ NA RWY 17 helicopter visibility reduction below 1SM not authorized. Procedure NA at night

MISSED APPROACH:
Climbing left turn to 5000
direct FUSEE and hold.

LUBBOCK APP CON
119.2 351.8

CLNC DEL (FORT WORTH CENTER)
817-858-7584

UNICOM
122.8



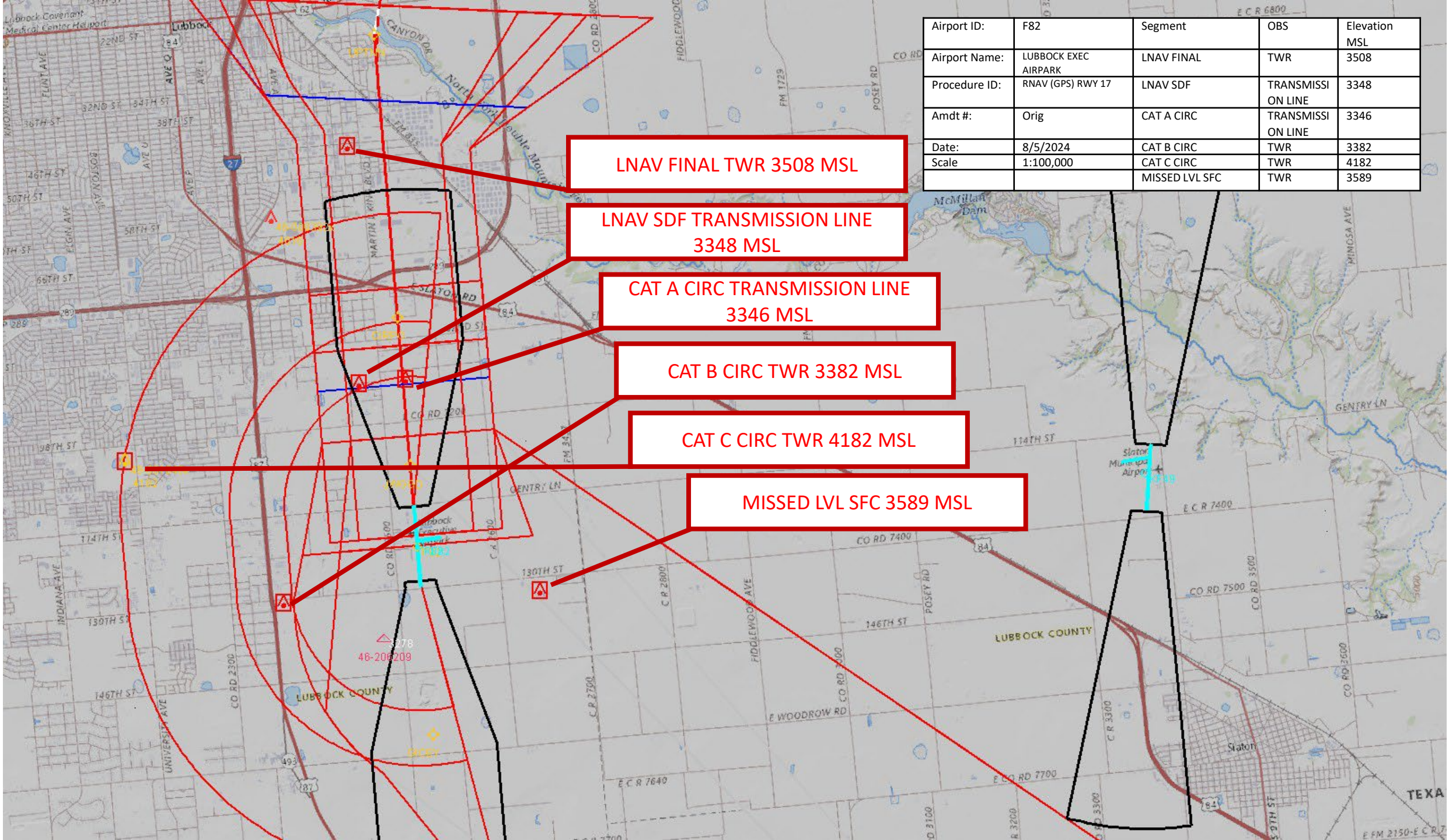
LUBBOCK, TEXAS

33°29'N-101°49'W

LUBBOCK EXEC AIRPARK
(F82)

Orig FIG

RNAV (GPS) RWY 17



Airport ID:	F82	Segment	OBS	Elevation MSL
Airport Name:	LUBBOCK EXEC AIRPARK	LNAV FINAL	TWR	3508
Procedure ID:	RNAV (GPS) RWY 17	LNAV SDF	TRANSMISSION LINE	3348
Amdt #:	Orig	CAT A CIRC	TRANSMISSION LINE	3346
Date:	8/5/2024	CAT B CIRC	TWR	3382
Scale	1:100,000	CAT C CIRC	TWR	4182
		MISSED LVL SFC	TWR	3589

LNAV FINAL TWR 3508 MSL

LNAV SDF TRANSMISSION LINE
3348 MSL

CAT A CIRC TRANSMISSION LINE
3346 MSL

CAT B CIRC TWR 3382 MSL

CAT C CIRC TWR 4182 MSL

MISSED LVL SFC 3589 MSL

AISE INITIAL AAO 3547 MSL

BAGLY HOLD WINDMILL 3662 MSL

INTERMEDIATE TWR 3790 MSL

MISSED LVL SFC TWR 3589 MSL

FUSEE HOLD WINDMILL 3577 MSL

BAGLY INITIAL TWR 3650 MSL

Airport ID:	F82	Segment	OBS	Elevation MSL
Airport Name:	LUBBOCK EXEC AIRPARK	BAGLY INITIAL	TWR	3650
Procedure ID:	RNAV (GPS) RWY 17	BAGLY HOLD	WINDMILL	3662
Amdt #:	Orig	AISE INITIAL	AAO	3547
Date:	8/5/2024	INTERMEDIATE	TWR	3790
Scale	1:500,000	MISSED LVL SFC	TWR	3589
		FUSEE HOLD	WINDMILL	3577

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
OBSTACLE ASSESSMENT CHECKLIST**

1. DATE <u>7/1/2024</u>	2. ORGANIZATION <u>HUGHES AEROSPACE CORPORATION</u>	
3. AIRPORT <u>F82</u>	4. PROCEDURE <u>RNAV (GPS) RWY 17</u>	5. AMEND # <u>ORIG</u>
6. AIRCRAFT TYPE <u>TBM850</u>	7. FMS / SOFTWARE <u>GTN 750 Version 6.5.2</u>	
8. PIC NAME / PHONE <u>BEN ANDERSON 281-655-3330</u>	9. EVALUATOR NAME / PHONE <u>BEN ANDERSON 281-655-3330</u>	

TERPS BIENNIAL REVIEW			
31. BIENNIAL	<u>NA</u>	32. DATE BIENNIAL COMPLETE	<u>NA</u>
OBSTACLE ASSESSMENT TASKS			
33 EQUIPMENT ACCURACY VERIFIED	<u>YES</u>		
IAP SEGMENT CHECKS			
TRANS <u>BAGLY</u>			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	<u>YES</u>	35. CONTROLLING OBSTACLE MOST ADVERSE	<u>YES</u>
TRANS <u>AISSLE</u>			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	<u>YES</u>	35. CONTROLLING OBSTACLE MOST ADVERSE	<u>YES</u>
TRANS <u>CULTU</u>			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	<u>YES</u>	35. CONTROLLING OBSTACLE MOST ADVERSE	<u>YES</u>
FINAL			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	<u>YES</u>	35. CONTROLLING OBSTACLE MOST ADVERSE	<u>YES</u>
MISSED APPROACH			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	<u>YES</u>	35. CONTROLLING OBSTACLE MOST ADVERSE	<u>YES</u>

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
OBSTACLE ASSESSMENT CHECKLIST**

HOLDING			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES	35. CONTROLLING OBSTACLE MOST ADVERSE	YES
_____		_____	
IAP VISUAL SEGMENT			
VISUAL SEGMENT OR COPTER PROCEED VISUALLY/VFR AREA			
36. VERIFIED CLEAR	YES	37. APPROPRIATE MITIGATIONS IN PLACE IF NOT CLEAR	NA
_____		_____	
STAR SEGMENT CHECKS			
EN ROUTE TRANS _____			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED		35. CONTROLLING OBSTACLE MOST ADVERSE	
_____		_____	
COMMON ROUTE			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED		35. CONTROLLING OBSTACLE MOST ADVERSE	
_____		_____	
RWY TRANS _____			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED		35. CONTROLLING OBSTACLE MOST ADVERSE	
_____		_____	
DEPARTURE SEGMENT CHECKS			
ICA OR COPTER PROCEED VISUALLY			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED		36. VERIFIED CLEAR	
_____		_____	
35. CONTROLLING OBSTACLE MOST ADVERSE		37. APPROPRIATE MITIGATIONS IN PLACE IF NOT CLEAR	
_____		_____	
RWY TRANS _____			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED		36. VERIFIED CLEAR	
_____		_____	
35. CONTROLLING OBSTACLE MOST ADVERSE		37. APPROPRIATE MITIGATIONS IN PLACE IF NOT CLEAR	
_____		_____	

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
OBSTACLE ASSESSMENT CHECKLIST**

COMMON ROUTE

34. DOCUMENTED CONTROLLING OBSTACLE
VERIFIED _____

35. CONTROLLING OBSTACLE MOST ADVERSE

TRANS _____

34. DOCUMENTED CONTROLLING OBSTACLE
VERIFIED _____

35. CONTROLLING OBSTACLE MOST ADVERSE

OBSTRUCTION DISCREPENCIES

38. OBSTACLE IN DATABASE DOES NOT EXIST

OBSTACLE ID _____

HEIGHT MSL/AGL _____

COORDINATES _____

SUPPORTING DOC _____

39. OBSTACLE NOT IN DATABASE

OBSTACLE ID _____

HEIGHT MSL/AGL _____

COORDINATES _____

SUPPORTING DOC _____

40. OBSTACLE DATA INCORRECT

OBSTACLE ID _____

HEIGHT MSL/AGL _____

COORDINATES _____

SUPPORTING DOC _____

OBSTRUCTION NOTIFICATION

41. OBSTACLE DATA DISCREPENCIES SENT TO NFDC _____

42. DATE SENT _____

51. EVALUATOR NOTES

53. PROCEDURE SAT _____

54. EVALUATOR SIGNATURE

Ben Anderson Digitally signed by Ben Anderson
Date: 2024.07.03 10:48:20 -05'00'

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
FLIGHT VALIDATION CHECKLIST**

1. DATE <u>07/01/2024</u>	2. ORGANIZATION <u>HUGHES AEROSPACE CORPORATION</u>	
3. AIRPORT <u>F82</u>	4. PROCEDURE <u>RNAV (GPS) RWY 17</u>	5. AMEND # <u>ORIG</u>
6. AIRCRAFT TYPE <u>TBM850</u>	7. FMS / SOFTWARE <u>GTN 750 Version 6.52</u>	
8. PIC NAME / PHONE <u>BEN ANDERSON 281-655-3330</u>	9. EVALUATOR NAME / PHONE <u>BEN ANDERSON 281-655-3330</u>	

FLIGHT VALIDATION TASKS			
10. FMS NAV DATA AND SOURCE COMPARISON SAT	YES	43. SIMULATOR AND OBSTACLE NOTES REVIEWED	YES
11. IAP ASSESSED TO DA / MDA	YES	44. AIR / GROUND COMMUNICATIONS SATISFACTORY	YES
12. DP / MISSED APPROACH ASSESSED AT MINIMUM CLIMB GRADIENTS	YES	45. RADAR COVERAGE ADEQUATE	YES
15. FLYABILITY SATISFACTORY	YES	46. ADEQUATE NAVIGATION PERFORMANCE ACHIEVED	YES
33. EQUIPMENT ACCURACY VERIFIED	YES	47. RUNWAY MARKINGS / FEATURES VERIFIED	YES
35. DOCUMENTED CONTROLLING OBSTACLE MOST ADVERSE	YES	48. FAS DATA BLOCK SATISFACTORY	YES

CHARTING CHECKLIST			
16. CHART DETAIL SATISFACTORY	YES	20. TEMPERATURE LIMIT NOTED	NO
17. RNP < 1.0 IN MISSED APPROACH NOTED	NO	21. AIRCRAFT SIZE NOTED	NO
18. NON-STANDARD SPEED / CLIMB NOTED	NO	22. CHART MATCHES FLIGHT TRACK	YES
19. RF LEGS NOTED	NO		

IAP SEGMENT CHECKS					
<div style="display: flex; justify-content: space-between;"> TRANS <u> </u> AISLE <u> </u> </div>					
24. COURSES <u>P</u>	25. DISTANCES <u>P</u>	27. TAWS <u>P</u>			
28. CONSTRAINTS MET <u>YES</u>	29. WIND COMP <u>190@41 KTS</u>	30. RF BANK ANGLE <u>NA</u>			

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
FLIGHT VALIDATION CHECKLIST**

TRANS BAGLY

24. COURSES P _____ 25. DISTANCES P _____ 27. TAWS P _____
28. CONSTRAINTS MET YES _____ 29. WIND COMP 190@38 KTS _____ 30. RF BANK ANGLE NA _____

TRANS CULTU

24. COURSES P _____ 25. DISTANCES P _____ 27. TAWS P _____
28. CONSTRAINTS MET YES _____ 29. WIND COMP 170@20 KTS _____ 30. RF BANK ANGLE NA _____

FINAL

24. COURSES P _____ 25. DISTANCES P _____ 26. FPA P _____ 27. TAWS P _____
28. CONSTRAINTS MET YES _____ 29. WIND COMP 170@30KTS _____ 30. RF BANK ANGLE NA _____

MISSED APPROACH

24. COURSES P _____ 25. DISTANCES P _____ 27. TAWS P _____
28. CONSTRAINTS MET YES _____ 29. WIND COMP 160@26 KTS _____ 30. RF BANK ANGLE NA _____

HOLDING

24. COURSES P _____ 25. DISTANCES P _____ 27. TAWS P _____
28. CONSTRAINTS MET YES _____ 29. WIND COMP 160@25 KTS _____ 30. RF BANK ANGLE NA _____

49. VISUAL SEGMENT SAT _____ 50. NIGHT EVALUATION SAT _____

STAR SEGMENT CHECKS

EN ROUTE TRANS

24. COURSES _____ 25. DISTANCES _____ 27. TAWS _____
28. CONSTRAINTS MET _____ 29. WIND COMP _____ 30. RF BANK ANGLE _____

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
FLIGHT VALIDATION CHECKLIST**

COMMON ROUTE

24. COURSES _____ 25. DISTANCES _____ 27. TAWS _____
28. CONSTRAINTS MET _____ 29. WIND COMP _____ 30. RF BANK ANGLE _____

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RWY TRANS

24. COURSES _____ 25. DISTANCES _____ 27. TAWS _____
28. CONSTRAINTS MET _____ 29. WIND COMP _____ 30. RF BANK ANGLE _____

DEPARTURE SEGMENT CHECKS

ICA OR COPTER PROCEED VISUALLY

24. COURSES _____ 25. DISTANCES _____ 27. TAWS _____
28. CONSTRAINTS MET _____ 29. WIND COMP _____ 30. RF BANK ANGLE _____

RWY TRANS

24. COURSES _____ 25. DISTANCES _____ 27. TAWS _____
28. CONSTRAINTS MET _____ 29. WIND COMP _____ 30. RF BANK ANGLE _____

COMMON ROUTE

24. COURSES _____ 25. DISTANCES _____ 27. TAWS _____
28. CONSTRAINTS MET _____ 29. WIND COMP _____ 30. RF BANK ANGLE _____

TRANS

24. COURSES _____ 25. DISTANCES _____ 27. TAWS _____
28. CONSTRAINTS MET _____ 29. WIND COMP _____ 30. RF BANK ANGLE _____

51. EVALUATOR NOTES

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
FLIGHT VALIDATION CHECKLIST

SPECIAL TRAINING RECOMMENDATION FROM DEVELOPER

53. PROCEDURE SAT

54. EVALUATOR SIGNATURE Ben Anderson

Digitally signed by Ben Anderson
Date: 2024.07.23 11:20:09 -05'00'