

**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 ID</u> I63 | <u>PROCEDURE NAME</u> RNAV (GPS) RWY 18 | <u>ORIGINAL/AMENDMENT</u> 1 | <u>CITY</u> MOUNT STERLING | <u>STATE</u> IL |
| <u>AIRPORT ELEVATION</u> 734 | <u>TDZE</u> 734 | <u>SUPERSEDED</u> RNAV (GPS) RWY 18 | <u>DATED</u> 12/02/2021 | <u>MAG VAR</u> 1E |
| <u>FACILITY</u> RNAV | <u>COORDINATES OF FACILITIES</u> | <u>ACTUAL EFFECTIVE DATE</u> | <u>REQUIRED EFFECTIVE DATE</u> ROUTINE | <u>EPOCH YEAR</u> 1995 |
| | | | | <u>CANCEL/SUSPEND</u> |

TAA

| <u>FROM</u> | <u>FIX TYPE</u> | <u>TO</u> | <u>FIX TYPE</u> | <u>ALTITUDE</u> |
|---------------------|-----------------|-----------|-----------------|-----------------|
| 1. 090/30 CW 270/30 | NOPT | HAGDO | IF/IAF | 2700 |
| 2. 270/30 CW 360/30 | | AABLE | IAF | 2700 |
| 3. 360/30 CW 090/30 | | BADLY | IAF | 2700 |

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> |
|-----------------------|-----------------|-----------------------|-----------------|-----------------|--------------|------------|---------------|-----------------|-----------------|
| AABLE | IAF | HAGDO | NOPT | TF | FB | 1.00 | 270.02 | 6.50 | 2700 |
| BADLY | IAF | HAGDO | NOPT | TF | FB | 1.00 | 089.84 | 6.50 | 2700 |
| HAGDO | IF/IAF | IBOZI | | TF | FB | 1.00 | 179.93 | 5.97 | 2300 |
| IBOZI | FAF | GACOP/1.57 NM TO RW18 | | TF | FB | 0.30 | 179.93 | 3.22 | |
| GACOP/1.57 NM TO RW18 | | RW18 | MAP | TF | FO | 0.30 | 179.93 | 1.57 | |
| RW18 | MAP | 1041 MSL | | CA | | | 179.93 | | |
| 1041 MSL | | BEWOH | | DF | FO | 1.00 | | | 2700 |

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW18

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2700 DIRECT BEWOH AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
34
CHECKED

PROFILE:

| | | | | | | | | | | | | | | | |
|----|---|--|-----------------|------------|------------------|----------|-------------------|------|----------|------|---------|--|--|-----|--|
| 1. | PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) | | | | | | | | | |
| 2. | HOLD N HAGDO, RT, 179.93 INBOUND, 2700 FT. IN LIEU OF PT (IAF), MAX 6000. | | | | | | | | | | | | | | |
| 3. | FAC: | 179.93 | FAF: | IBOZI | DIST FAF TO MAP: | 4.78 | DIST FAF TO THLD: | 4.78 | | | | | | | |
| 4. | MIN ALT: | HAGDO 2700, IBOZI 2300, GACOP/1.57 NM TO RW18 1260 | | | | | | | | | | | | | |
| 5. | DIST TO THLD FROM OM: | | MM: | | IM: | | 150 HAT: | | 307 HAT: | 0.83 | GS ANT: | | | | |
| 6. | MIN GP INCPT: | 2300 | GP ALT AT PFAF: | IBOZI 2300 | | | | | OM: | | MM: | | | IM: | |
| 7. | GP ANGLE: | 3.00 | 34:1: | IS CLEAR | 20:1: | IS CLEAR | TCH: | 42.8 | | | | | | | |
| 8. | MSA FROM: | | | | | | | | | | | | | | |

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING UIN ALTIMETER SETTING.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE UIN ALTIMETER SETTING AND INCREASE LPV DA TO 1087 FEET; INCREASE LNAV/VNAV DA TO 1146 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 60 FEET AND LNAV VISIBILITY CAT C/D 1/4 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD S, RT, 359.93 INBOUND.
CHART FAS OBST: 842 TREE 400021N/0904754W.
CHART PRUITT A MOA.
CHART VDP AT 1.01 NM TO RW18.
WAAS CHANNEL # 45912
REFERENCE PATH ID: W18A
LTP HAE: 190.8 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 | 1041 | 1 | 307 | 1041 | 1 | 307 | 1041 | 1 | 307 | 1041 | 1 | 307 | | | |
| LNAV/VNAV DA | 1100 | 1 | 366 | 1100 | 1 | 366 | 1100 | 1 | 366 | 1100 | 1 | 366 | | | |
| LNAV MDA | 1100 | 1 | 366 | 1100 | 1 | 366 | 1100 | 1 | 366 | 1100 | 1 | 366 | | | |
| CIRCLING | 1160 | 1 | 426 | 1200 | 1 | 466 | 1360 | 1 3/4 | 626 | 1360 | 2 | 626 | | | |



CHANGES - REASONS

1. TAA: IAF NAME CHANGED FROM "EBGIF" TO "AABLE" - FIX MOVED MORE THAN 1 MILE; NEW FIX NAMES REQUESTED BY FPT.
2. TAA: IAF NAME CHANGED FROM "FANOS" TO "BADLY" - FIX MOVED MORE THAN 1 MILE; NEW FIX NAMES REQUESTED BY FPT.
3. TERMINAL ROUTES: "EBGIF TO HADGO" CHANGED TO "AABLE TO HAGDO", COURSE CHANGED FROM "270.00" TO "270.02", AND DISTANCE CHANGED FROM "5.00" TO "6.50" - DISTANCE CHANGED DUE TO CURRENT CRITERIA; UPDATED TARGETS EVAL; FIX MOVED MORE THAN 1 MILE; NEW FIX NAMES REQUESTED BY FPT.
4. TERMINAL ROUTES: "FANOS TO HADGO" CHANGED TO "BADLY TO HAGDO", COURSE CHANGED FROM "089.86" TO "089.84", AND DISTANCE CHANGED FROM "5.00" TO "6.50" - DISTANCE CHANGED DUE TO CURRENT CRITERIA; UPDATED TARGETS EVAL; FIX MOVED MORE THAN 1 MILE; NEW FIX NAMES REQUESTED BY FPT.
5. TERMINAL ROUTES: HAGDO TO IBOZI DISTANCE CHANGED FROM "6.02" TO "5.97" - FAF MOVED TO ALIGN WITH VGSI.
6. TERMINAL ROUTES: ADDED FINAL AND MISSED SEGMENTS - 8260.19J 8-6-4.
7. LINE 2: ADDED "MAX 6000" - 8260.19J 8-6-7.B(2).
8. LINE 3: DIST FAF TO MAP AND DIST FAF TO THLD CHANGED FROM "4.73" TO "4.78" - FAF MOVED TO ALIGN WITH VGSI.
9. LINE 4: CHANGED "GACOP/1.60 NM TO RW18 1280*" TO "GACOP/1.57 NM TO RW18 1260" - UPDATED TARGETS EVAL; ASTERISK NO LONGER REQUIRED BY CRITERIA.
10. LINE 5: ADDED "307 HAT: 0.83" - 8260.19J 8-6-7.E(3).
11. LINE 6: CHANGED FROM "GS ALT AT: IBOZI" TO "GP ALT AT PFAF: IBOZI 2300" - 8260.19J 8-6-7.F.
12. LINE 7: TCH CHANGED FROM ""40.0" TO "42.8" - FAF MOVED 0.05 NM TO ALIGN WITH VGSI.
13. LINE 7: ADDED "20:1: IS CLEAR" - UPDATED TARGETS EVAL; 8260.19J 8-6-7.G(3).
14. LINE 7: CHANGED FROM "34:1 IS NOT CLEAR" TO "34:1: IS CLEAR" - UPDATED TARGETS EVAL.
15. MINIMUMS: LPV DA/HAT CHANGED FROM "1066/332" TO "1041/307" AND VIS CHANGED FROM "1 1/4" TO "1" - UPDATED TARGETS EVAL; ALTIMETER SOURCE IS LOCAL; 8260.3F TABLE 3-3-1.
16. MINIMUMS: LNAV/VNAV DA/HAT CHANGED FROM "1191/457" TO "1100/366" AND VIS CHANGED FROM "1 3/4" TO "1" - UPDATED TARGETS EVAL; ALTIMETER SOURCE IS LOCAL; 8260.3F TABLE 3-3-1.
17. MINIMUMS: LNAV MDA/HAT CHANGED FROM "1160/426" TO "1100/366" AND CAT C/D VIS CHANGED FROM "1 1/4" TO "1" - UPDATED TARGETS EVAL; ALTIMETER SOURCE IS LOCAL; 8260.3F TABLE 3-3-1.
18. MINIMUMS: CIRCLING CAT A MDA/HAA CHANGED FROM "1200/466" TO "1160/426" - UPDATED TARGETS EVAL; ALTIMETER SOURCE IS LOCAL.
19. CHANGED PBN REQUIREMENTS NOTE FROM "RNP APCH" TO "RNP APCH - GPS" - 8260.19J 8-6-8.
20. CHART NOTE: CHANGED FROM "BARO-VNAV NA" TO "BARO-VNAV AND VDP NA WHEN USING UIN ALTIMETER SETTING" - LOCAL ALTIMETER SETTING NOW AVAILABLE; 8260.19J 8-6-10.E.(8).
21. CHART NOTE: REMOVED "RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NA" - UPDATED TARGETS EVAL; 34:1 IS CLEAR; CANCELS T-NOTAM 4/9434.
22. NOTES: REMOVED: "**LNAV ONLY" - NO LONGER REQUIRED BY CRITERIA.
23. NOTES: ADDED "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C" - 8260.19J 8-6-10.R.
24. NOTES: CHANGED FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE QUINCY ALTIMETER SETTING: INCREASE CIRCLING CAT C AND D MDA 60 FEET AND VISIBILITY CIRCLING CAT C AND D 1/4 SM" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE UIN ALTIMETER SETTING AND INCREASE LPV DA TO 1087 FEET; INCREASE LNAV/VNAV DA TO 1146 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 60 FEET AND LNAV VISIBILITY CAT C/D 1/4 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM. - ALTIMETER SOURCE IS LOCAL AND ON WMSCR; ADDED LPV, LNAV/VNAV, AND LNAV INCREASES; RETAIN NOTE ON CHART PER ZKC; 8260.19J 8-6-10.F.(3) AND (4); CLEARS T-NOTAM 4/9434.
25. ADDITIONAL FLIGHT DATA: CHANGED CHART FAS OBST FROM "844 TREE 400019N/0904748W" TO "842 TREE 400021N/0904754W" - UPDATED TARGETS EVAL.
26. ADDITIONAL FLIGHT DATA: ADDED "CHART VDP AT 1.01 NM TO RW18" - 8260.19J 8-6-11.M.(2); UPDATED TARGETS EVAL.
27. ADDITIONAL FLIGHT DATA: REMOVED "DISTANCE TO THLD FROM 332 HAT: 0.92 NM" - NO LONGER REQUIRED BY CRITERIA.
28. ADDITIONAL FLIGHT DATA: REMOVED "CHART QUINCY ASOS 121.425" - ALTIMETER SOURCE IS LOCAL AND ON WMSCR; 8260.19J 8-2-4.B.(3).
29. ADDITIONAL FLIGHT DATA: ADDED "LTP HAE: 190.8 M" - 8260.19J 8-6-11.J.(3) AND 2-11-6.B.
30. CRC REMAINDER CHANGED FROM "2959309B" TO "62602E3B" - TCH CHANGED FROM "00040.0" TO "00042.8" AND FPAP LONGITUDE CHANGED FROM "0904816.1700W" TO "0904816.1705W".

COORDINATED WITH:

A4A

ALPA

☒

AOPA

☒

APA

HAI

NBAA

☒

OTHER: ZKC, AMGR

FLIGHT CHECKED BY

ROBERT T PERKINS

Digitally signed by

CASEY D HILL

May 23, 2025

OFFICE

AJF

DATE

05/20/2025

DEVELOPED BY

TIMOTHY JOHNSON

Digitally signed by

Timothy Johnson

Apr 02, 2025

OFFICE

AJV-A421

DATE

12/06/2024

APPROVED BY

DAVID DANNER

Digitally signed by

CASEY D HILL

May 23, 2025

OFFICE

AJV-A421

DATE

TITLE

MANAGER



AIRPORT ID
I63

PROCEDURE NAME
RNAV (GPS) RWY 18

ORIGINAL/AMENDMENT
1

CITY
MOUNT STERLING

STATE
IL

FAS DATA BLOCK INFORMATION

| <u>DATA FIELD</u> | <u>DATA</u> |
|--|---------------|
| OPERATION TYPE | 0 |
| SBAS SERVICE PROVIDER IDENTIFIER | 0 |
| AIRPORT IDENTIFIER | I63 |
| RUNWAY | RW18 |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W18A |
| LTP/FTP LATITUDE | 395936.5865N |
| LTP/FTP LONGITUDE | 0904814.2860W |
| LTP/FTP ELLIPSOIDAL HEIGHT | +01908 |
| FPAP LATITUDE | 395807.4300N |
| FPAP LONGITUDE | 0904816.1705W |
| THRESHOLD CROSSING HEIGHT (TCH) | 00042.8 |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F |
| GLIDEPATH ANGLE (GPA) | 03.00 |
| COURSE WIDTH AT THRESHOLD | 106.75 |
| LENGTH OFFSET | 0952 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 50.0 |

| | |
|---------------|----------|
| CRC REMAINDER | 62602E3B |
|---------------|----------|

ADDITIONAL PATH POINT RECORD INFORMATION

| | |
|-------------------------|--------|
| ICAO CODE | K5 |
| LTP ORTHOMETRIC HEIGHT | +02236 |
| FPAP ORTHOMETRIC HEIGHT | +02236 |

QUALITY
34
CHECKED

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

| <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> |
|-------------------|-----------------------|-----------------|----------------|--------------|--------------------------|-----------------|
| I63 | RNAV (GPS) RWY 18 | 1 | MOUNT STERLING | IL | 734 | RNAV |

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM
090/30 CW 270/30

TO
HAGDO

| <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> |
| WINDMILL (17-072589) | 403759.08N/0904545.61W | 1300 | 250 | 50 | 4D | 1000 | | | | AT400 | 2700 |
| TERRAIN | 403818.00N/0904439.00W | 807 (800) | | | | | | | | AS1500 | 2300 |

COMPUTATIONS

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

SEGMENT REMARKS:

LEFT BASE AREA

FROM
270/30 CW 360/30

TO
AABLE

| <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> |
| TOWER (17-002177) | 394309.00N/0904836.00W | 1098 | 50 | 20 | 2C | 1000 | | | | AT602 | 2700 |
| TERRAIN | 394136.00N/0904836.00W | 803 (800) | | | | | | | | AS1500 | 2300 |

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
34
CHECKED

RIGHT BASE AREA

FROM

360/30 CW 090/30

TO

BADLY

| <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> |
| TOWER (17-001519) | 395819.30N/0911940.40W | 1643 | 50 | 20 | 2C | 1000 | | | | | 2700 |
| TERRAIN | 394333.00N/0905427.00W | 882 (900) | | | | | | | | AS1500 | 2400 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

AABLE

TO

HAGDO

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | <u>HAT</u> | | | <u>HMAS</u> | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| 1.00 | 6.50 | | | | | | | | | | |
| <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> |
| TOWER (17-001574) | 400820.00N/0903926.00W | 923 | 500 | 50 | 5D | 1000 | | | | AT777 | 2700 |
| TERRAIN | 401145.00N/0904118.00W | 685 (700) | | | | | | | | AS1500 | 2200 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

BADLY

TO

HAGDO

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 1.00 | 6.50 | | | | | | | | | | |
| <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> |
| AAO | 400845.00N/0905739.00W | 906 | 215 | 8 | 4B | 1000 | | | | AT794 | 2700 |
| TERRAIN | 400800.00N/0905324.00W | 702 (700) | | | | | | | | AS1500 | 2200 |

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

HAGDO (IF/IAF)

TO

IBOZI

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | <u>HAT</u> | | | <u>HMAS</u> | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| 1.00 | 5.97 | | | | | | | | | | |
| <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> |
| AAO | 400518.00N/0905003.00W | 909 | 215 | 8 | 4B | 500 | | | | AT891 | 2300 |
| TERRAIN | 400515.00N/0905021.00W | 708 (700) | | | | | | | | AS1500 | 2200 |

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

IBOZI

TO

RW18

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 0.30 | 4.79 | | DA | | | | 307 | | | | |
| <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> |
| TREE | 395939.00N/0904815.00W | 835 | 215 | 8 | 4B | | 34.00:1 | | | AC8 MA52 | 1041 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

IBOZI

TO

RW18

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 0.30 | 4.79 | | DA | | | | 366 | | | | |
| <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> |
| TREE | 400039.00N/0904839.00W | 842 | 215 | 8 | 4B | | 23.39:1 | | | AC8 | 1100 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

IBOZI

TO

GACOP/1.57 NM TO RW18

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 0.30 | 3.22 | | | | | | | | | | |
| <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> |
| AAO | 400251.00N/0904727.00W | 912 | 215 | 8 | 4B | 250 | | | | RA60 | 1260 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

GACOP/1.57 NM TO RW18

TO

RW18

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | <u>HAT</u> | | <u>HMAS</u> | | | | |
|--------------------|------------------------|-----------------|-------------|-------------|------------|------------|-------------|-----------|-------------|--------------------|----------------|
| 0.30 | 1.57 | | RW18 | | 366 | | | | | | |
| <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> |
| TREE | 400021.00N/0904754.00W | 842 | 215 | 8 | 4B | 250 | | | | | 1100 |

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

HAGDO

TO

P-5

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | <u>HAT</u> | | <u>HMAS</u> | | | | |
|--------------------|------------------------|-----------------|-------------|-------------|------------|------------|-------------|-----------|-------------|--------------------|----------------|
| | | P-5 | | | | | | | | | |
| <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> |
| TOWER (17-000397) | 401333.00N/0905358.00W | 1059 | 250 | 50 | 4D | 1000 | | | | AT641 | 2700 |
| TERRAIN | 400530.00N/0905018.00W | 708 (700) | | | | | | | | AS1500 | 2200 |

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

BEWOH

| <u>RNP</u> 0.30-1.00 | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | <u>HAT</u> | | <u>HMAS</u> 829 | | | | |
|-------------------------|------------------------|-----------------|-------------|-------------|------------|------------|--------------------|-----------|-------------|--------------------|----------------|
| <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> |
| TREE | 400012.00N/0904818.00W | 829 | 250 | 10 | 4B | | ASC | | | | 2700 |
| AAO | 394745.00N/0905100.00W | 949 | 215 | 8 | 4B | 1000 | | | | | 2000 |
| TERRAIN | 400021.00N/0904754.00W | 741 (700) | | | | | | | | AS1500 | 2200 |

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

BEWOH

| <div>RNP</div> <div>0.30-1.00</div> | DISTANCE | PAT | MAP | | HAT | | HMAS | | | | |
|-------------------------------------|------------------------|-----------|------|------|-----|------|------|----|------|-------------|---------|
| | | | | | | | | | | 939 | |
| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | ASC | | | | 2700 |
| AAO | 394745.00N/0905100.00W | 949 | 215 | 8 | 4B | 1000 | | | | | 2000 |
| TERRAIN | 400021.00N/0904754.00W | 741 (700) | | | | | | | | AS1500 | 2200 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW18

TO

BEWOH

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 0.30-1.00 | | | | | | | | | | | 1000 |
| <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 | | | | 2700 |
| AAO | 394745.00N/0905100.00W | 949 | 215 | 8 | 4B | 1000 | | | | | 2000 |
| TERRAIN | 400021.00N/0904754.00W | 741 (700) | | | | | | | | AS1500 | 2200 |

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 | | | | | | | | | | | |
| TREE | 400015.00N/0904739.00W | 1.30 | 426 | 842 | 215 | 8 | 4B | 300 | | | 1160 |
| CATEGORY B | | | | | | | | | | | |
| TREE | 395942.00N/0905018.00W | 1.83 | 466 | 849 | 215 | 8 | 4B | 300 | | HAA | 1200 |
| CATEGORY C | | | | | | | | | | | |
| TOWER (17-001846) | 395752.00N/0904521.00W | 2.88 | 626 | 1005 | 500 | 50 | 5D | 300 | | AC50 | 1360 |
| CATEGORY D | | | | | | | | | | | |
| TOWER (17-001846) | 395752.00N/0904521.00W | 3.76 | 626 | 1005 | 500 | 50 | 5D | 300 | | AC50 | 1360 |

CIRCLING REMARKS:

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZKC ARTCC, STL FSS

| WX SERVICE | LOCATION | HRS OPERATION | ALTIMETER SOURCE | DISTANCE | WMSCR | ADJUSTMENTS |
|--------------------|----------|---------------|------------------|----------|-------|-------------|
| AWOS-3PT | I63 | 24 | I63 | 0.19 | Y | 0 |
| BACK-UP WX SERVICE | LOCATION | HRS OPERATION | ALTIMETER SOURCE | DISTANCE | WMSCR | ADJUSTMENTS |
| ASOS | UIN | 24 | UIN | 18.19 | Y | 46 |

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
I63 734, UIN 759
RA = 45.7

| PRIMARY NAVAID | MONITOR POINT | HRS OPERATION | CAT |
|-------------------------------------|---------------|-----------------|---------------------|
| APPROACH AND RUNWAY LIGHTING SYSTEM | | RUNWAY MARKINGS | RUNWAY VISUAL RANGE |
| RW18 - MIRL (PCL), PAPI-4L (PCL) | | NPI-F | |
| RW36 - MIRL (PCL), PAPI-4L (PCL) | | NPI-F | |

| GLIDESLOPE ANGLE | ELEV RWY THRESHOLD | TCH | ELEV GS ANTENNA | DISTANCE FROM RWY | VGSI ANGLE | TCH |
|------------------|--------------------|------|-----------------|-------------------|------------|------|
| 3.00 | 733.7 | 42.8 | | | 3.00 | 42.8 |

FINAL APPROACH COURSE AIMING

| | | | |
|------------------|--------------|--------------------|------------------------------|
| RUNWAY THRESHOLD | <div>X</div> | FT FROM THRESHOLD | DISPLACED THRESHOLD DISTANCE |
| ON CENTERLINE | <div>X</div> | FT FROM CENTERLINE | |

CRITICAL TEMPERATURES

| CRITICAL LOW | CRITICAL HIGH | ACT | APT ISA |
|--------------|---------------|------|---------|
| -16C | +54C | -16C | +13.55C |

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 965 HIGH TEMP 1272.

"VISUAL PORTION OF FINAL" PENETRATIONS

PENETRATIONS REMARKS:

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

RETAIN CONTINGENCY NOTE ON CHART PER ZKC.
100' VEGETATION USED.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

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 | 2.90 |
| WIDTH OF | FINAL | SEGMENT AT 1000FT POINT | 1.20 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1000FT POINT | 180.93 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 700 |
| DISTANCE FROM | THLD | TO 1500FT POINT | 4.58 |
| WIDTH OF | FINAL | SEGMENT AT 1500FT POINT | 1.95 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1500FT POINT | 180.93 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1500FT POINT | 700 |

| | |
|--|----------------------------|
| THRESHOLD COORDINATES (IF STR-IN) | 395936.59N/0904814.29W |
| ARP COORDINATES | 395907.40N/0904814.90W |
| RUNWAY APCH END AND DIST FURTHEST FROM ARP | RUNWAY 18 DISTANCE 0.49 NM |
| FAF COORDINATES | 400423.81N/0904808.20W |
| FIX NAME COORDINATES | |

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.
TAA: BADLY (IAF) 401028.019N/0905629.353W; AABLE (IAF) 401015.340N/0903931.933W; HAGDO (IF/IAF) 401021.990N/0904800.630W. RADIUS: 30 NM.

PART E: PREPARED BY

| | | | |
|-----------------|----------|------------|-------------------------------------|
| NAME | OFFICE | DATE | TITLE |
| TIMOTHY JOHNSON | AJV-A421 | 12/06/2024 | AERONAUTICAL INFORMATION SPECIALIST |

