

**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> KGLD	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 23	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> GOODLAND	<u>STATE</u> KS		
<u>AIRPORT ELEVATION</u> 3658	<u>TDZE</u> 3652	<u>SUPERSEDED</u> RNAV (GPS) RWY 23	<u>ORIGINAL/AMENDMENT</u> 1D	<u>DATED</u> 02/25/2021	<u>MAG VAR</u> 9E	<u>EPOCH YEAR</u> 1985
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 11/03/2022	<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>
GLD VORTAC		HEGOR		TF	FO	1.00	057.59	12.44	5600
MCJEF		GEREY		TF	FB	1.00	134.45	38.49	5600
DEPAY	IAF	HEGOR	NOPT	TF	FB	1.00	317.02	8.00	5600
GEREY	IAF	HEGOR	NOPT	TF	FB	1.00	144.19	6.70	5600
HEGOR	IF/IAF	PUMKE		TF	FB	1.00	234.24	7.72	5300
PUMKE	FAF	GOGHS/1.71 NM TO RW23		TF	FB	0.30	234.12	3.39	
GOGHS/1.71 NM TO RW23		RW23	MAP	TF	FO	0.30	234.12	1.71	
RW23	MAP	4200 MSL		CA			234.12		4200
4200 MSL		HEGOR		DF	FO	1.00			5600

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW23

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4200 THEN CLIMBING LEFT TURN TO 5600 DIRECT HEGOR AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)

2. HOLD NE HEGOR, RT, 234.24 INBOUND, 5600 FT. IN LIEU OF PT (IAF), MAX 14000.

3. FAF: 234.12 FAF: PUMKE DIST FAF TO MAP: 5.10 DIST FAF TO THLD: 5.10

4. MIN ALT: HEGOR 5600, PUMKE 5300, GOGHS/1.71 NM TO RW23 4220

5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 250 HAT: 0.71 GS ANT:

6. MIN GP INCPT: 5300 GP ALT AT PFAF : PUMKE 5300 OM: MM: IM:

7. GP ANGLE: 3.00 34:1: IS CLEAR 20:1: IS CLEAR TCH: 42.2

8. MSA FROM: RW23 5700

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA TO RWYS 17 AND 35.
CHART NOTE: CIRCLING NA S OF RWYS 5 AND 30.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -21°C OR ABOVE 54°C.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON GLD VORTAC AIRWAY RADIALS 084 CW 140.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT MCJEF ON V220 WESTBOUND AND V148 SOUTHWEST BOUND.
CHART NOTE: CIRCLING RWY 5 NA AT NIGHT.
CHART SPEED ICON IN PLANVIEW AT GEREY: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

CHART FAS OBST: 3691 TOWER (20-022671) 392202N/1014135W.
CHART VDP AT 1.14 NM TO RW23.
WAAS CHANNEL # 70644
REFERENCE PATH ID: W23A
CHART CIRCLING ICON.
CHART DENVER CENTER FREQUENCY.
LTP HAE: 1084 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	3902	1	250	3902	1	250	3902	1	250		NA				
LNAV/VNAV DA	3939	1	287	3939	1	287	3939	1	287		NA				
LNAV MDA	4040	1	388	4040	1	388	4040	1 1/8	388		NA				
CIRCLING	4080	1	422	4120	1	462	4120	1 1/2	462		NA				



CHANGES - REASONS

1. ADDED LPV AND LNAV/VNAV LINES OF MINIMA AND ALL ASSOCIATED DATA AND NOTES - FPT REQUEST DUE TO NEW SURVEY.
2. CHANGED LNAV CAT A/B MDA/HAT FROM 4080/425 TO 4040/388 AND ADDED LNAV FINAL STEPDOWN FIX GOGHS - TO GAIN THE BEST POSSIBLE MINIMA, PER FPT REQUEST AND TDZE CHANGE.
3. FINAL APPROACH COURSE AND CA LEG COURSE CHANGED FROM 234.13 TO 234.12, AND INTERMEDIATE COURSE AND HOLD IN LIEU COURSE FROM 234.23 TO 234.24 - COURSE ALIGNMENTS CHANGED DUE TO PFAF RELOCATION.
4. CHANGED VDP FROM 1.26 NM TO 1.14 NM TO RW23 - NEW CALCULATED DISTANCE.
5. PROCEDURAL TCH CHANGED FROM 38.6 TO 42.2 - TO MATCH THE VGSI DATA.
6. REMOVED VDA - VERTICAL LINES OF MINIMA ADDED.
7. CHANGED THE MISSED CA LEG ALTITUDE FROM 4056 TO 4200, ADDED CLIMB TO ALTITUDE OF 4200, AND CHANGED THE APPROACH INSTRUCTIONS FROM "CLIMBING LEFT TURN TO 5600 DIRECT HEGOR AND HOLD", TO READ "CLIMB TO 4200 THEN CLIMBING LEFT TURN TO 5600 DIRECT HEGOR AND HOLD." - IAW 8260.58 PARA 3-5-2A(2).
8. AIRPORT AND TDZE CHANGED FROM 3657/3655 TO 3658/3652 - UPDATED AIRNAV DATA.
9. INTERMEDIATE LENGTH CHANGED FROM 7.8 NM TO 7.72 NM - RELOCATION OF PFAF DUE TO RWY EXTENSION.
10. ADDED CHART DENVER CENTER FREQUENCY NOTE - IAW 8260.19 PARA 8-2-4B(1).
11. CHANGED FAS OBS FROM 3838 TOWER (20-053788) 392430N/1013801W TO 3691 TOWER (20-022671) 392202N/1014135W - IAW 826.19 PARA 8-6-10C.
12. ADDED CHART NOTE CIRCLING RWY 5 NA AT NIGHT - VISUAL PENETRATIONS.
13. LNAV MDA/HAT AND VISIBILITY CAT C CHANGED FROM 4080/425 VIS 1 1/4 TO 4040/388 VIS 1 1/8 - MDA LOWERED DUE TO ADDITION OF LNAV STEPDOWN FIX AND TDZE CHANGE.
14. CIRCLING CAT A HAA CHANGED FROM 423 TO 422 AND CAT B/C HAA FROM 463 TO 462 - NEW AIRPORT ELEVATION.
15. ADDED CHART SPEED ICON IN PLANVIEW AT GEREY: MAX 210 KIAS - LEG DOES NOT MEET MINIMUM LENGTH AT STANDARD SPEED WHEN USING 90 DEGREE ATC VECTORS EVALUATION.
16. CHANGED PBN REQUIREMENTS NOTE FROM RNP APCH TO RNP APCH-GPS - IAW 8260.19I PARA 8-6-8B(2).

09/12/22: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/16/22.

1. CHANGED REQUIRED EFFECTIVE DATE FROM ROUTINE TO 11/03/22.

COORDINATED WITH:

A4A ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBA** ☒ **OTHER:** ZDV, ZKC, AMGR, KS STATE AERO

FLIGHT CHECKED BY
PENDING

Digitally signed by
JASON KRETSCHMER
Aug 04, 2022

OFFICE**DATE****DEVELOPED BY**
JOHN LINDSEY

Digitally signed by
JASON KRETSCHMER

OFFICE
AJV-A421

DATE
05/16/2022

APPROVED BY
MARLON ROBINSON

Digitally signed by
JASON KRETSCHMER
Aug 04, 2022

OFFICE
AJV-A420

DATE
09/08/2022

TITLE
MANAGER



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KGLD
RUNWAY	RW23
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W23A
LTP/FTP LATITUDE	392224.5785N
LTP/FTP LONGITUDE	1014133.1855W
LTP/FTP ELLIPSOIDAL HEIGHT	+10840
FPAP LATITUDE	392144.1655N
FPAP LONGITUDE	1014315.6010W
THRESHOLD CROSSING HEIGHT (TCH)	00042.2
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	BFAEEF50

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+11079
FPAP ORTHOMETRIC HEIGHT	+11079

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

<u>AIRPORT ID</u> KGLD	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 23	<u>AMDT NO.</u> 2	<u>CITY</u> GOODLAND	<u>STATE</u> KS	<u>AIRPORT ELEVATION</u> 3658	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
GLD VORTAC

TO
HEGOR

<u>RNP</u>	<u>DISTANCE</u> 12.44	<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 (20-000741)	392810.00N/1013321.00W		4450	500	50	5D	1000				AT150	5600
TERRAIN	392318.00N/1014133.00W		3652 (3700)								AS1500	5200

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM
MCJEF

TO
GEREY

<u>RNP</u>	<u>DISTANCE</u> 38.49	<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 (20-001459)	394402.43N/1014023.67W		3983	50	20	2C	1000				AT617	5600
TERRAIN	395727.00N/1015642.00W		3665 (3700)								AS1500	5200

COMPUTATIONS

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

SEGMENT REMARKS:



FACILITY
RNAV

Page 2 of 12

INTERMEDIATE

FROM
HEGOR (IF/IAF)

TO
PUMKE

RNP	DISTANCE 7.72	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (20-000741)	392810.00N/1013321.00W		4450	500	50	5D	500				AT350	5300
TERRAIN	392442.00N/1013512.00W		3580 (3600)								AS1500	5100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM
PUMKE

TO
DA

RNP	DISTANCE 5.10	PAT	MAP DA	HAT 250			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (20-061362)	392224.32N/1014127.07W		3647	20	3	1A		34:1				3902

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM
PUMKE

TO
DA

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	5.10		DA		287							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC			MA37	3939

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM
PUMKE

TO
GOGHS/1.71 NM TO RW23

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	3.39											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (20-053788)	392430.44N/1013800.67W		3838	50	20	2C	250				SA-21 RA140	4220

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM
GOGHS/1.71 NM TO RW23

TO
RW23

<u>RNP</u>	<u>DISTANCE</u> 1.71	<u>PAT</u>	<u>MAP</u> RW23	<u>HAT</u> 388			<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 (20-022671)	392201.79N/1014135.17W		3691	20	3	1A	250				MA80	4040

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
HEGOR

TO
P-6

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-6	<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 (20-000741)	392810.00N/1013321.00W	4450	500	50	5D	1000				AT150	5600
TERRAIN	392812.00N/1013427.00W	3560 (3600)								AS1500	5100

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
HEGOR

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				5600
TOWER (20-000741)	392810.00N/1013321.00W		4450	500	50	5D	1000					5500
TERRAIN	392124.00N/1014633.00W		3736								AS1500	5200

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/VNAV

FROM
DA

TO
HEGOR

RNP	DISTANCE	PAT	MAP	HAT			HMAS 3789					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (20-000661)	392022.81N/1014404.67W		4072	20	3	1A		ASC				5600
TOWER (20-000741)	392810.00N/1013321.00W		4450	500	50	5D	1000					5500
TERRAIN	392124.00N/1014633.00W		3736								AS1500	5200

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
RW23

TO
HEGOR

RNP	DISTANCE	PAT	MAP	HAT			HMAS 3940					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (20-000661)	392022.81N/1014404.67W		4072	20	3	1A		ASC				5600
TOWER (20-000741)	392810.00N/1013321.00W		4450	500	50	5D	1000					5500
TERRAIN	392124.00N/1014633.00W		3736								AS1500	5200

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											
TREE	392255.82N/1014334.86W	1.36	422	3779	50	20	2C	300			4080
CATEGORY B											
TREE	392232.63N/1014427.74W	1.94	462	3799	50	20	2C	300		HAA	4120
CATEGORY C											
TREE	392232.63N/1014427.74W	3.07	462	3799	50	20	2C	300		HAA	4120

CIRCLING REMARKS:



MSA

CENTER
RW23

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (20-002605)	391431.00N/1012140.00W	108	17.3	4693	250	50	4D	1000			5700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

TAA NOT DEVELOPED PER AT REQUEST.

ALL VEGITATION ASSUMED 75 FEET, UPDATED VALUE FROM PREVIOUS REVISION PER FPT.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZDV ARTCC, ICT FSS

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KGLD	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KGLD	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KITR	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KITR	<u>DISTANCE</u> 28.31	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 140

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KGLD 3657, KITR 4193
RA = 140.00.

<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>
RW05 - MIRL (PCL), PAPI-4L (PCL)		NPI-G	
RW23 - MIRL (PCL), PAPI-4L (PCL)		NPI-G	
RW12 - MIRL (PCL), REIL (PCL)		PIR-G	
RW30 - MALSR (PCL), MIRL (PCL)		PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 3634.7	<u>TCH</u> 42.2	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 42.2
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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> -21C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -21C	<u>APT ISA</u> +7.76C
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CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2017-2021).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 862 HIGH TEMP 1224.

"VISUAL PORTION OF FINAL" PENETRATIONS

PENETRATIONS REMARKS:

20:1
RWY 5: 3681 TRAVERSE_WAY (20-072051) 392205.88N/1014227.36W (0.93)
3682 TRAVERSE_WAY (20-048790) 392205.07N/1014227.37W (0.04)

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FOR CONTINGENCY PURPOSES NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BURLINGTON ALTIMETER SETTING: INCREASE LPV DA TO 4042 FEET AND VISIBILITY 1/8 SM, LNAV/VNAV DA TO 4079 FEET AND VISIBILITY 1/4 SM; INCREASE ALL MDAS 140 FEET AND VISIBILITY LNAV CAT C 3/8 SM, AND CIRCLING CAT C 1/4 SM.

NOTE: BARO-VNAV AND VDP NA WHEN USING BURLINGTON ALTIMETER SETTING.

RWY 23 20:1/34:1 PENETRATION OBS, 3647 TREE (20-061670) 392224.93N/1014127.60W (20:1 - 1.94, 34:1 - 6.21) IS REMOVED PER FPT E-MAIL DATED 5/18/22

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	3.21
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	243.12
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	3700
DISTANCE FROM	THLD	TO 1500FT POINT	4.90
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.69
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	243.12
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	3700

THRESHOLD
COORDINATES
(IF STR-IN) 392224.58N/1014133.19W

ARP COORDINATES 392214.67N/1014155.44W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP RUNWAY 30 DISTANCE 0.53 NM

FAF
COORDINATES 392443.07N/1013541.48W

FIX NAME
COORDINATES

REMARKS
NO ADDITIONAL AIRSPACE REQUIRED



PART E: PREPARED BY

<u>NAME</u> JOHN LINDSEY	<u>OFFICE</u> AJV-A421	<u>DATE</u> 05/16/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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