

Flight Procedures Cover Page	Task Action: New	Task Type: IAP	Estimated Chart Date: 04/20/2023	APWS Task ID: 3F8549C2124940CD93739336896EC4E5	APWS Project ID: 5B3219BF3F6D4AEB84ECD9678A90B8D5
Procedure: RNAV (GPS) RWY 26, ORIG		Enroute: NO	Specialist:		Agreement Number:
Airport ID: KDXR			Airport City: DANBURY		State: CT
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
<div>Procedure Comments: HUGHES MAINTAINED PUBLIC PROCEDURE. POC BRIAN BERUBEE 405-779-7021</div>					

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

1. DATE <u>12/25/2022</u>	2. ORGANIZATION <u>HUGHES AEROSPACE CORPORATION</u>	
3. AIRPORT <u>KDXR</u>	4. PROCEDURE <u>RNAV (GPS) RWY 26</u>	5. AMEND # <u>ORIG</u>
6. AIRCRAFT TYPE <u>TBM850</u>	7. FMS / SOFTWARE <u>GTN 750 Version 20.20 8.2</u>	
8. PIC NAME / PHONE <u>CHRIS BAUR 281-655-3330</u>	9. EVALUATOR NAME / PHONE <u>CHRIS BAUR 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			
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> TRANS <u>NOBBI</u> </div> <div style="width: 45%;"></div> </div> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 45%;"> 34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED </div> <div style="width: 45%;"> <u>YES</u> </div> </div>			
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> TRANS <u>ARTEY</u> </div> <div style="width: 45%;"></div> </div> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 45%;"> 34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED </div> <div style="width: 45%;"> <u>YES</u> </div> </div>			
FINAL <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 45%;"> 34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED </div> <div style="width: 45%;"> <u>YES</u> </div> </div>			
MISSED APPROACH <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 45%;"> 34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED </div> <div style="width: 45%;"> <u>YES</u> </div> </div>			
HOLDING <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 45%;"> 34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED </div> <div style="width: 45%;"> <u>YES</u> </div> </div>			

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

IAP VISUAL SEGMENT	
VISUAL SEGMENT OR COPTER PROCEED VISUALLY/VFR AREA	
36. VERIFIED CLEAR	<div style="display: flex; justify-content: space-between;"> NO 37. APPROPRIATE MITIGATIONS IN PLACE IF NOT CLEAR </div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> _____ _____ </div>
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
_____	_____
COMMON ROUTE	
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	35. CONTROLLING OBSTACLE MOST ADVERSE
_____	_____

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

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 _____
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51. EVALUATOR NOTES

53. PROCEDURE SAT _____

54. EVALUATOR SIGNATURE Chris Baur

Digitally signed by Chris Baur
Date: 2023.01.11 09:58:27 -06'00'

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

1. DATE 12/25/2022	2. ORGANIZATION HUGHES AEROSPACE CORPORATION	
3. AIRPORT KDXR	4. PROCEDURE RNAV (GPS) RWY 26	5. AMEND # ORIG
6. AIRCRAFT TYPE TBM850	7. FMS / SOFTWARE GTN 750 Version 20.20 8.2	
8. PIC NAME / PHONE CHRIS BAUR 281-655-3330	9. EVALUATOR NAME / PHONE CHRIS BAUR 281-655-3330	

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	YES
17. RNP < 1.0 IN MISSED APPROACH NOTED	NO	21. AIRCRAFT SIZE NOTED	YES
18. NON-STANDARD SPEED / CLIMB NOTED	YES	22. CHART MATCHES FLIGHT TRACK	YES
19. RF LEGS NOTED	NO		

IAP SEGMENT CHECKS					
TRANS NOBBI					
24. COURSES	P	25. DISTANCES	P	27. TAWS	P
28. CONSTRAINTS MET	YES	29. WIND COMP	290@ 19 KTS	30. RF BANK ANGLE	NA

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

TRANS ARTEY

24. COURSES P _____	25. DISTANCES P _____	27. TAWS P _____
28. CONSTRAINTS MET YES _____	29. WIND COMP 280@ 18 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 240@ 14 KTS _____	30. RF BANK ANGLE NA _____	

MISSED APPROACH

24. COURSES P _____	25. DISTANCES P _____	27. TAWS P _____
28. CONSTRAINTS MET YES _____	29. WIND COMP 270@ 21 KTS _____	30. RF BANK ANGLE NA _____

HOLDING

24. COURSES P _____	25. DISTANCES P _____	27. TAWS P _____
28. CONSTRAINTS MET YES _____	29. WIND COMP 290@ 28 KTS _____	30. RF BANK ANGLE NA _____

49. VISUAL SEGMENT NA _____	50. NIGHT EVALUATION NA _____
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STAR SEGMENT CHECKS

EN ROUTE 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 _____

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

+			
-			
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			
SPECIAL TRAINING RECOMMENDATION FROM DEVELOPER			

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
FLIGHT VALIDATION CHECKLIST

53. PROCEDURE SAT

54. EVALUATOR SIGNATURE **Chris Baur**

Digitally signed by Chris Baur
Date: 2023.01.16 14:16:52 -05'00'

PROTOTYPE - NOT FOR NAVIGATION

DANBURY, CONNECTICUT

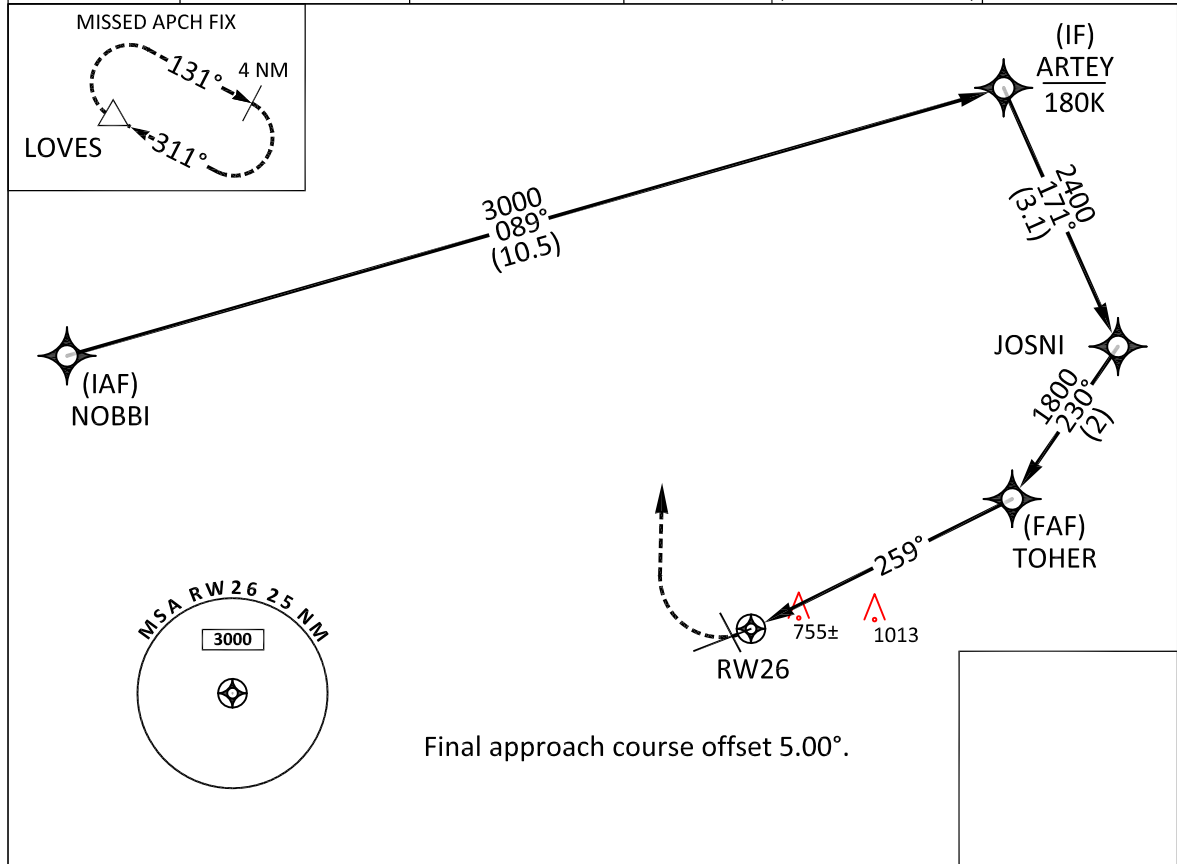
RNAV (GPS) RWY 26

DANBURY MUNI
(DXR)

WAAS CH 93275 W26A	APP CRS 259°	Rwy Idg TDZE 456 Apt Elev 457
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RNP APCH - GPS	When local altimeter setting not received, use White Plains altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat A ¼ SM and LP visibility Cat C ½ SM and Circling visibility Cat C ¼ SM. Procedure NA at night. Helicopter visibility reduction below 1 SM not authorized. Circling NA south of Rwy 8-26.	MISSED APPROACH: Climb to 1300 then Climbing right turn to 3000 direct LOVES and hold.
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ATIS 127.75	NEW YORK APP CON 126.4 257.65	DANBURY TOWER★ 119.4 (CTAF)	GND CON 121.6	CLNC DEL 128.6 (When tower closed)	UNICOM 122.95
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ELEV 457	TDZE 456	1300	3000	LOVES
CATEGORY	A	B	C	
LP MDA	1020 - 1	564 (600 - 1)	1020 - 1 5/8	564 (600 - 1 5/8)
LNAV MDA	1280 - 1	1280 - 1 1/4	1280 - 2 1/2	824 (900 - 1 1/4)
CIRCLING	1280 - 1 1/4	823 (900 - 1 1/4)	1300 - 2 1/2	843 (900 - 2 1/2)

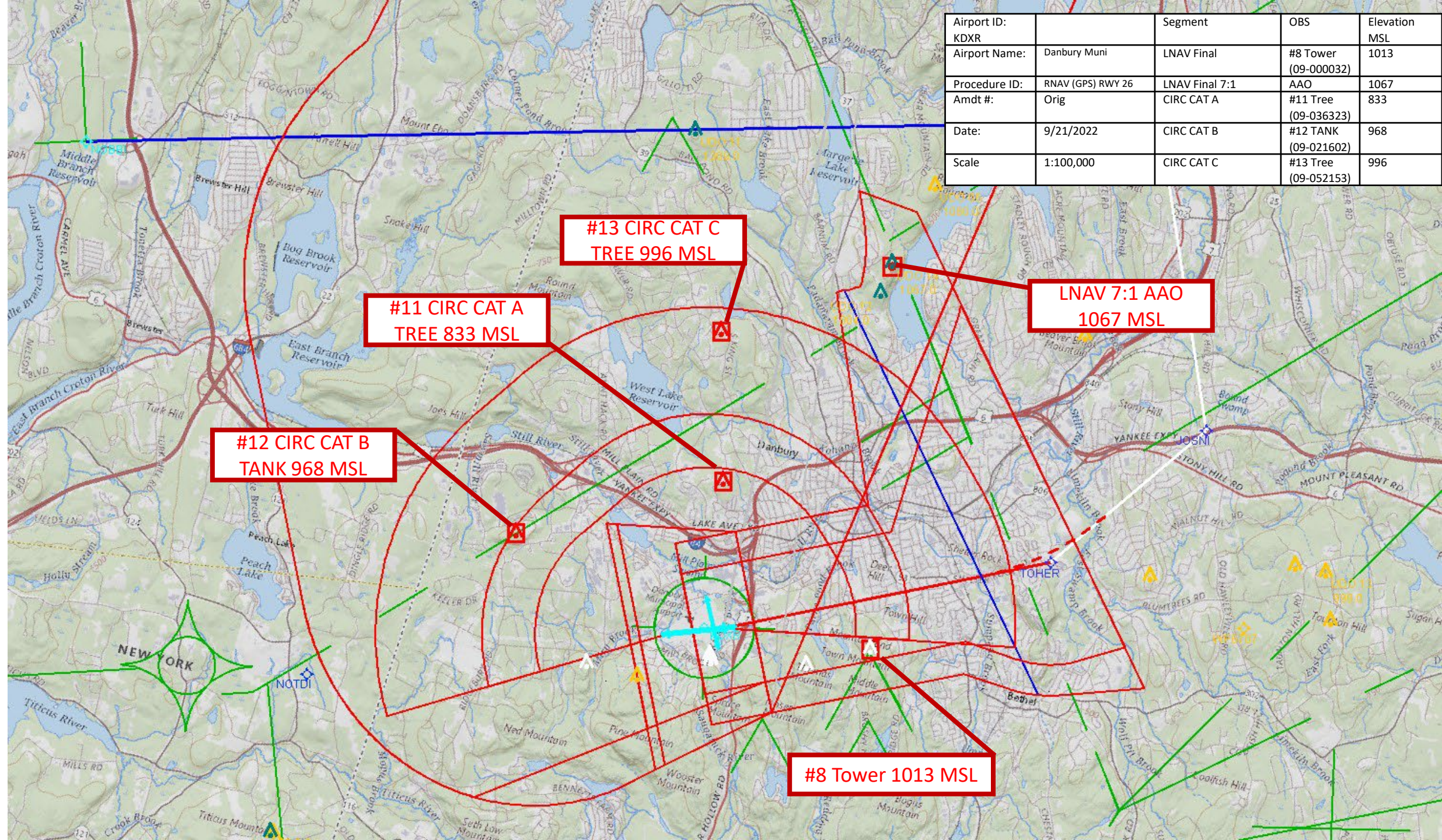
DANBURY, CONNECTICUT

41°22'N-073°29'W

DANBURY MUNI
(DXR)

RNAV (GPS) RWY 26

Airport ID:		Segment	OBS	Elevation MSL
KDXR				
Airport Name:	Danbury Muni	LNAV Final	#8 Tower (09-000032)	1013
Procedure ID:	RNAV (GPS) RWY 26	LNAV Final 7:1	AAO	1067
Amdt #:	Orig	CIRC CAT A	#11 Tree (09-036323)	833
Date:	9/21/2022	CIRC CAT B	#12 TANK (09-021602)	968
Scale	1:100,000	CIRC CAT C	#13 Tree (09-052153)	996



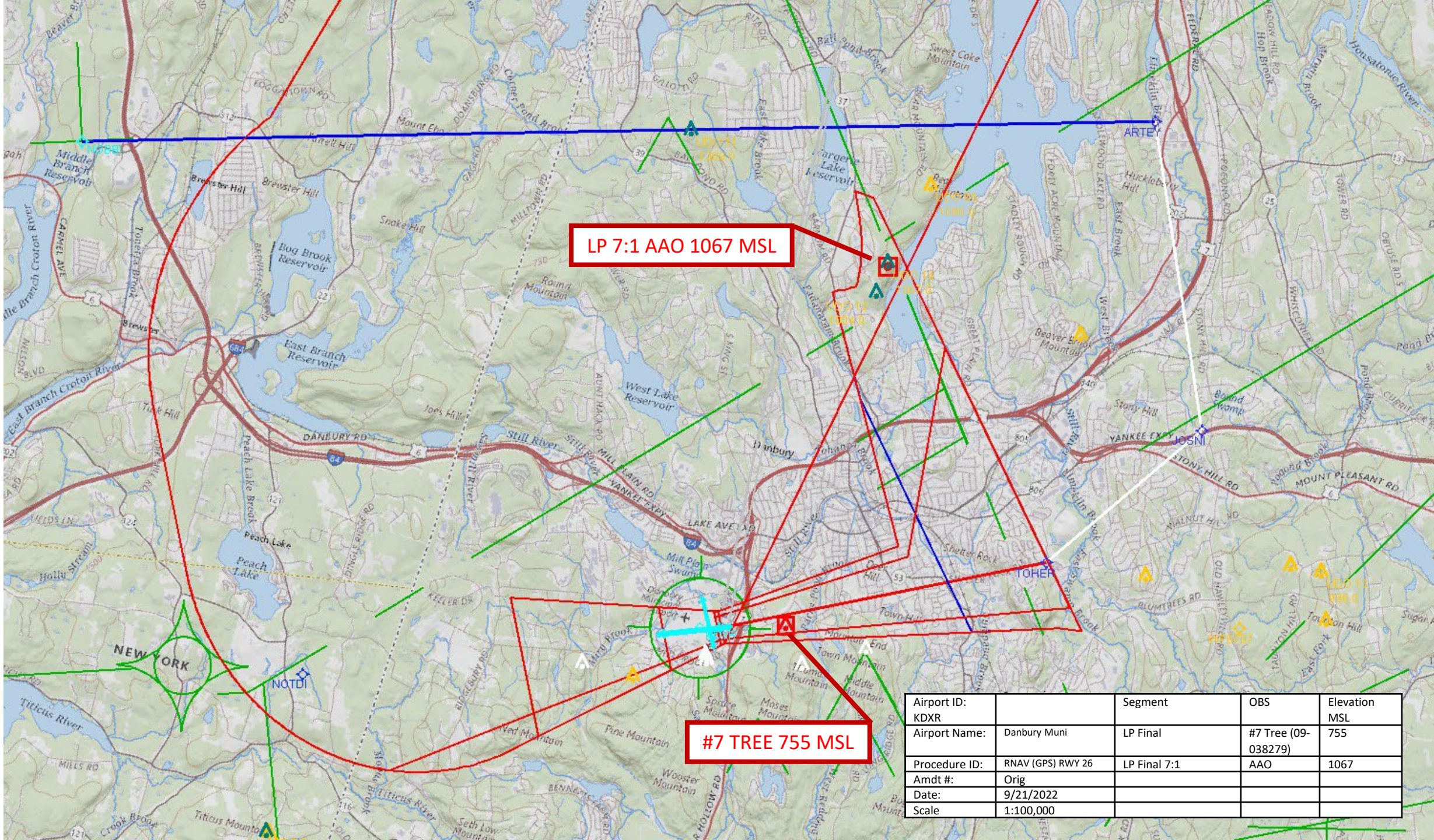
#13 CIRC CAT C
TREE 996 MSL

#11 CIRC CAT A
TREE 833 MSL

#12 CIRC CAT B
TANK 968 MSL

LNAV 7:1 AAO
1067 MSL

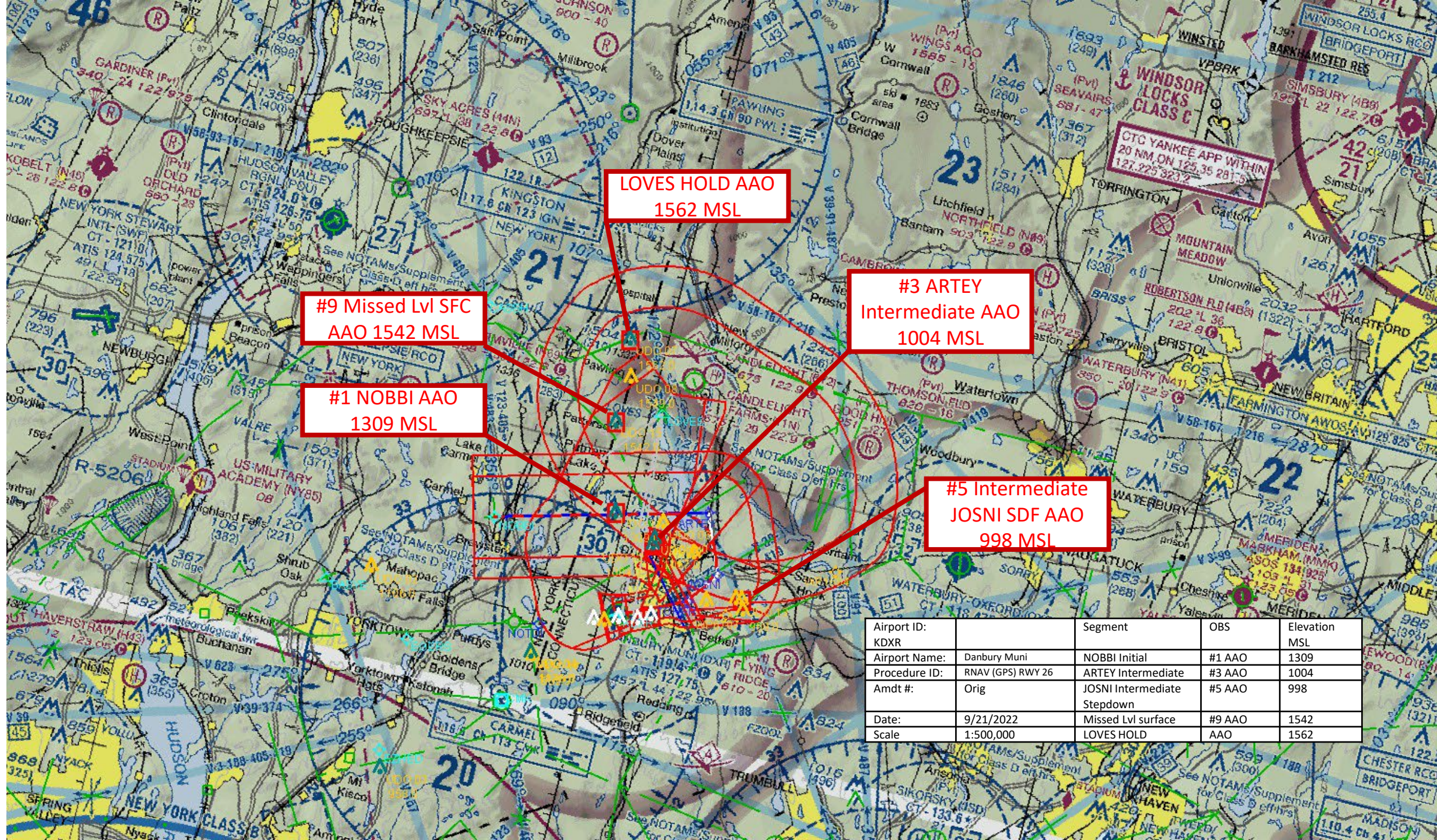
#8 Tower 1013 MSL



LP 7:1 AAO 1067 MSL

#7 TREE 755 MSL

Airport ID:	KDXR	Segment	OBS	Elevation MSL
Airport Name:	Danbury Muni	LP Final	#7 Tree (09-038279)	755
Procedure ID:	RNAV (GPS) RWY 26	LP Final 7:1	AAO	1067
Amdt #:	Orig			
Date:	9/21/2022			
Scale	1:100,000			



LOVES HOLD AAO
1562 MSL

#9 Missed Lvl SFC
AAO 1542 MSL

#1 NOBBI AAO
1309 MSL

#3 ARTEY
Intermediate AAO
1004 MSL

#5 Intermediate
JOSNI SDF AAO
998 MSL

Airport ID:	KDXR	Segment	NOBBI Initial	OBS	#1 AAO	Elevation	MSL
Airport Name:	Danbury Muni	NOBBI Initial	#1 AAO				
Procedure ID:	RNAV (GPS) RWY 26	ARTEY Intermediate	#3 AAO				
Amdt #:	Orig	JOSNI Intermediate	#5 AAO				
Date:	9/21/2022	Missed Lvl surface	#9 AAO				
Scale	1:500,000	LOVES HOLD	AAO				

NOTE: ALL HEADINGS ARE MAGNETIC UNLESS IDENTIFIED AS TRUE

KDXR RNAV (GPS) RWY 26 - 12/28/2023

CHECK CURRENT AIRPORT/FACILITY NOTAMS

PROCEDURE INFORMATION	AIRPORT NAME: DANBURY MUNI		AIRPORT ID: KDXR	CITY: DANBURY	STATE: CT	AIRPORT ELEVATION: 457	TDZE: 456	MAGVAR: 14W	EPOCH YEAR: 1995	FACILITY: RNAV	CONTROL TOWER: YES		
FIX NAME (FROM)	COORDINATES	SEGMENT/ FIX TYPE	FIX NAME (TO)	COORDINATES	LEG TYPE	FO/FB	RNP	Magnetic (True) Course or RADIUS/Turn Direction/RF Center Point	DISTANCE	START ALTITUDE/VAA	END ALTITUDE/VAA	SPEED RESTRICTION	PRECIPITOUS EVAL/AMT
NOBBI	412526.340N/0733816.090W	IAF	ARTEY	412809.395N/0732446.863W	TF	FB	1.00	088.93 (074.93° T)	10.50	3000	3000	180.0	YES/0
ARTEY	412809.395N/0732446.863W	IF	JOSNI	412520.707N/0732312.666W	TF	FB	1.00	171.20 (157.20° T)	3.05	3000	2400	180.0	YES/0
JOSNI	412520.707N/0732312.666W		TOHER	412343.355N/0732446.003W	TF	FB	1.00	229.83 (215.83° T)	2.00	2400	1800	180.0	YES/0
TOHER	412343.355N/0732446.003W	FAF	RW26	412219.914N/0732841.355W	TF	FO	0.30	258.81 (244.81° T)	3.26	1800			YES
RW26	412219.914N/0732841.355W	MAP	1300 MSL		CA			258.81 (244.81° T)			1300		YES/0
1300 MSL			LOVES	413219.640N/0732917.140W	DF	FO	1.00				3000		YES/0

MISSED APPROACH POINT	LNAV/LP: RW26				PBN REQUIREMENTS NOTE: RNP APCH - GPS				RNP RADIUS TURN CNF COORDINATES			

HIL										
ARRIVAL HOLDING										
MISSED HOLDING	LOVES 413219.640N/0732917.140W	WP RAD/CRS/BRG 130.68	HOLD SE, RT, 310.68 INBOUND	MIN/MAX ALTITUDE: 3000/6000	MIN/MAX PATTERN: 5/6	DME: 4	SPEED OF MIN PATTERN: 200	PRECIPITOUS EVAL: YES PRECIPITOUS AMT: 0.0000	PRECIPITOUS TERRAIN EVALUATION COMPLETED HOLDING LIMITED TO ESTABLISHED PATTERN(S)	
CIH		CLEARANCE LIMIT OCS ALT (FT): 2556.4775		CLEARANCE LIMIT AC ALT (FT): 3111.0805			MISSED HOLD ALTITUDE: 3000.0000		CIH REQUIRED: NO	

PROFILE	LINE 2: PROFILE STARTS AT ARTEY	FAC: 258.81	FAF: TOHER	DISTANCE FAF TO MAP: 3.26	DISTANCE FAF TO THLD: 3.26	MIN ALT: ARTEY 3000, JOSNI 2400, TOHER 1800,	HAT DIST: NA	34:1 IS NOT CLEAR	20:1 IS NOT CLEAR	MSA FROM: RW26 3000
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ADDL FLIGHT DATA/ NOTES	CIRCLING 20:1 RESTRICTIONS: YES: KDXR:RW17 YES: KDXR:RW35 YES: KDXR:RW08 YES: KDXR:RW26		RUNWAYS NOT AUTHORIZED: NONE		CRITICAL LOW TEMP: NA		CRITICAL HIGH TEMP: NA		FINAL OFFSET ANGLE: 5.00 RIGHT		LTP DISTANCE TO FAC INTERCEPT (FT): 0		VDP: NA - SEE REMARKS		(LNAV/LP ONLY) VDA: TOHER to RW26 3.7700/40 (FOR ST-IN ALIGNED NPA SIAPS W/O PA OR APV MINIMUMS)		MANDATORY ALTITUDES: NO					
	CHART NOTE: RWY 26 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED			VGSI: NA			CIRCLING CAT/DIRECTION RESTRICTIONS: YES CIRCLING NA S OF RWY 26-08				VGS: NA FOR NPA LINES OF MINIMA				CHART CIRCLING ICON. (DOCUMENT AS REQUIRED)		FINAL, CIRCLING 20:1 SURFACE IS PENETRATED, VERIFY IF OBSTACLES ARE LIT/OR CAN BE DISREGARDED FROM EVALUATION				FICTITIOUS THRESHOLD POINT (CFXXX) DO NOT CHART	
	AIRSPEED RESTRICTIONS: YES 180 AT ARTEY 180 AT JOSNI 180 AT TOHER		HOLD SE, RT, 310.68 INBOUND		CHART FAS OBST: 1013 TOWER (09-000032) 412227N/0732646W CHART FAS OBST: 755 TREE (09-038279) 412229N/0732751W						7:1 AT TOHER: YES (LP) 7:1 AT TOHER: YES (LNAV)				7:1 OBSTACLE(S) 1067 AAO 412609N/0732742W 1067 AAO 412609N/0732742W				CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 5.00 DEGREES			

ALTERNATE	NA		CAT A, B 900-2, CAT C 900-2 1/2- NA WHEN LOCAL WEATHER NOT AVAILABLE							
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NOTE: ALL HEADINGS ARE MAGNETIC UNLESS IDENTIFIED AS TRUE				KDXR RNAV (GPS) RWY 26 - 12/28/2023							CHECK CURRENT AIRPORT/FACILITY NOTAMS						
MINIMUMS (PRIMARY) KDXR	CATEGORY (CIRCLING RADIO)	CAT A (1.30)			CAT B (1.82)			CAT C (2.86)			CAT D (0)			CAT E (0)			
	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	HMAS
	LP MDA	1020	1	564	1020	1	564	1020	1 5/8	564		NA					920
	LNAV MDA	1280	1	824	1280	1 1/4	824	1280	2 1/2	824		NA					1180
	CIRCLING	1280	1 1/4	823	1280	1 1/4	823	1300	2 1/2	843		NA					
MINIMUMS (SECONDARY) KHPN	CATEGORY (CIRCLING RADIO)	CAT A (1.30)			CAT B (1.82)			CAT C (2.86)			CAT D (0)			CAT E (0)			
	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	
	LP MDA	1080	1	624	1080	1	624	1080	1 3/4	624		NA					920
	LNAV MDA	1340	1 1/4	884	1340	1 1/4	884	1340	2 1/2	884		NA					1180
	CIRCLING	1340	1 1/4	883	1340	1 1/4	883	1360	2 3/4	903		NA					

BACKUP ALTIMETER NOTE:

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE WHITE PLAINS ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET AND LNAV VISIBILITY CAT A 1/4 SM. AND LP VISIBILITY CAT C 1/8 SM, AND CIRCLING VISIBILITY CAT C 1/4 SM.

VISIBILITY DATA	APP LIGHTS: NONE	PHYSICAL RWY LENGTH: 4421	SURVEY TYPE: VG		RWY SURFACE: Asphalt/Concrete (ASPH)		RWY MARKINGS: NONPRECISION	RWY EDGE LIGHTS: MIRL	RVR: TD/MID/ROLL NO/NO/NO	TDZE AND C/L: No	ALS extends to displaced runway threshold: N/A	At least one other runway has edge lights: Yes
	HIGHEST CAT: C	GPA: NA	TCH: 40.0		THRE: 453.3		DISTANCE MAP TO THLD (FT): 0	34:1 IS NOT CLEAR 20:1 IS NOT CLEAR				
LINE OF MINIMA		34:1			20:1			VGS			WHEN A SURFACE IS PENETRATED ONLY ONE OBSTACLE WILL BE DISPLAYED IN THIS TABLE, THAT WILL BE THE OBSTACLE WITH THE HIGHEST PENETRATION VALUE. SEE TARGETS FOR ADDITIONAL OBSTACLE DATA AS REQUIRED.	
Circling KDXR:RW08 VISUAL AREA		NA			PENETRATED: TREE (09-054924) (21.24) LIGHTED: NO			NA				
Circling KDXR:RW17 VISUAL AREA		NA			PENETRATED: TREE (09-020813) (18.73) LIGHTED: NO			NA				
Circling KDXR:RW26 VISUAL AREA		NA			PENETRATED: POLE (09-020841) (120.16) LIGHTED: NO			NA				
Circling KDXR:RW35 VISUAL AREA		NA			PENETRATED: TREE (09-033163) (214.87) LIGHTED: NO			NA				
NPA VISUAL AREA		PENETRATED: TREE (09-020824) (203.30) LIGHTED: NO			PENETRATED: TREE (09-020824) (147.72) LIGHTED: NO			NA				
PRECISION APPROACH (PA)	ILS	PAR	GLS	MMLS								
APPROACH WITH VERTICAL GUIDANCE (APV)	LPV	LNAV/VNAV	RNP	LDA WITH GLIDE SLOPE								
NON PRECISION APPROACH (NPA)	LP	LNAV	LOCALIZER	LOC BC	LDA	VOR	NDB	ASR	TACAN	CIRCLING		

NOTE: ALL HEADINGS ARE MAGNETIC UNLESS IDENTIFIED AS TRUE

KDXR RNAV (GPS) RWY 26 - 12/28/2023

CHECK CURRENT AIRPORT/FACILITY NOTAMS

FAS DATA: LPV /LP or GLS PROCEDURE TYPES ONLY	APT ID: KDXR	LTP/FTP COORDINATES: 412219.9135N/ 0732841.3545W	ELLIPSOIDAL HEIGHT (M):	FPAP COORDINATES: 412141.9005N/ 0733028.3925W	*TCH: 00040.0	*GPA: 03.77	COURSE WIDTH AT THLD: 106.7500	LENGTH OFFSET: 0000	HAL: 40.0	VAL: 0.0
Raw data with the ten thousandth's digits of 1 through 4 are rounded to 0. Raw data with the ten thousandth's digits of 5 through 9 are rounded to 5.			*FOR VDA REMOVAL - CHANGE THRESHOLD CROSSING HEIGHT (TCH) TO 00000.0 AND GLIDEPATH (GPA) TO 00.00							

MSA FROM: RW26 (RADIUS 25 NM)	SECTOR: 360-360 (M)	OBSTRUCTION: TERRAIN+AAO N414918.00/W0731748.00	BEARING (M): 031	DISTANCE: 28.2	ELEV MSL: 1906	HORZ: 164	VERT: 98	AC: 4E	ROC: 1000	MIN ALT: 3000

WX/ALTIMETER SOURCE	TYPE	WX SERVICE	WX LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
	PRIMARY ALTIMETER - LOCAL	ASOS	KDXR	24	KDXR	0	Y	0
	SECONDARY ALTIMETER - REMOTE	ASOS	KHPN	24	KHPN	21.10 NM	Y	60

WX REMARKS	RASS PRESSURE PATTERNS THE SAME	KDXR 457	KHPN 375	RA = 60.0
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GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
					NA	NA

FINAL APPROACH COURSE AIMING					
RUNWAY THRESHOLD	X		FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	734
ON CENTERLINE	X		FT FROM CENTERLINE		

CRITICAL TEMPS		CRITICAL LOW:		CRITICAL HIGH:		ACT:	APT ISA:	DESCENT RATE (FPM): STANDARD TEMP			DESCENT RATE (FPM): HIGH TEMP	
REMARKS	PRECIPITOUS TERRAIN EVALUATION COMPLETED: YES	VDP PUBLISHED: NO: The VDP is not publishable due to: 20:1 penetrations.	VEGETATION HEIGHT: 0 FT	AIRSPACE	FINAL: 1800 3.26 NM	HIGH TERRAIN IN FINAL: 974 (1000)	FINAL COURSE (TRUE): 244.81	INTERMEDIATE SEGMENT 157.2012T 1200/300 774 (800) 215.8303T 700/300 797 (800)				
	Order 8260.3, Chapter 2, New Circling Criteria Applied. (Document ONLY when new radii applied)	ORDER 8260.3 CHAPTER 2 APPLIED TO 1067 AAO 412609N/0732742W 1067 AAO 412609N/0732742W		RUNWAY APCH END AND DIST FURTHEST FROM ARP: RUNWAY 08 DISTANCE 0.42 NM		RWY THLD COORDINATES: N412219.91 W0732841.35	ARP COORDINATES: N412217.52 W0732855.88	PFAF COORDINATES: N412343.35 W0732446.00				
							GPA: NA	TCH: 40.0	THRE: 453.3			

CONTROLLING OBSTACLES																	
SEGMENT	ADJ AREA	START POINT	END POINT	OBSTACLE TYPE	COORDINATES	HT AMSL	(H/V) AC	APPL'D AC	ADJ EFF HT AMSL	MT	PRI ROC/ SLOPE	RA	XL	ADJ SA	ADJ PRI EQUIV HT AMSL	PR	ADJ MIN OBS ALT AMSL
Initial from NOBBI	Primary	NOBBI	ARTEY	AAO (UDO 11)	412657.00N/0733036.00W	1309	(+164/+98) Cust	0	1309		1000				1309	0	2400
Intermediate from ARTEY	Primary	ARTEY	JOSNI	AAO (UDO 12)	412551.00N/0732745.00W	1004	(+164/+98) Cust	98	1102		500	0			1102	0	1700
Intermediate from ARTEY	Primary	JOSNI	TOHER	AAO (UDO 13)	412415.00N/0732115.00W	998	(+164/+98) Cust	98	1096		500	0			1096	0	1600
Final LP TOHER to KDXR:RW26:AER	Primary	TOHER	KDXR:RW26	TREE (09-038279)	412228.83N/0732751.10W	755	(+20/+3) 1A	0	755		250	0	0		755	0	1020
Final LNAV TOHER to KDXR:RW26:AER	Primary	TOHER	KDXR:RW26	TOWER (09-000032)	412227.00N/0732646.08W	1013	(+50/+20) 2C	0	1013		250	0	0		1013	0	1280
Missed LP A-C HAT/CG/CGTA				ASC													
Missed LNAV A-C HAT/CG/CGTA				ASC													
Missed Level Surface	Primary			AAO (UDO 15)	413115.00N/0733203.00W	1542	(+164/+98) Cust	0	1542		1000				1542	0	2600
MSA	MSA			TERRAIN+AAO	414918.00N/0731748.00W	1907	(+164/+98) 4E	0	1907		1000					NA	3000
Holding LOVES (200KTS)	T5:Primary	LOVES	LOVES	AAO (UDO 07)	413518.00N/0733224.00W	1562	(+164/+98) Cust	0	1562		1000				1562	0	2600
7:1 Excluded Obs Final LP TOHER to KDXR:RW26:AER	Secondary			AAO (UDO 14)	412609.00N/0732742.00W	1067	(+164/+98) Cust	0	1067								
7:1 Excluded Obs Final LNAV TOHER to KDXR:RW26:AER	Secondary			AAO (UDO 14)	412609.00N/0732742.00W	1067	(+164/+98) Cust	0	1067								

CIRCLING CONTROLLING OBSTACLES										
SEGMENT	ADJ AREA	OBSTACLE TYPE	COORDINATES	HT AMSL	(H/V) AC	APPL'D AC	ADJ EFF HT AMSL	PRI ROC/ SLOPE	RA	OBSTACLE REQ CMDA/HAA
Circling CAT A	A	TREE (09-036323)	412341.72N/0732908.79W	833	(+20/+3) 1A	0	833	300	0	1140/683
Circling CAT B	B	TANK (09-021602)	412242.75N/0733136.00W	968	(+20/+3) 1A	0	968	300	0	1280/823
Circling CAT C	C	TREE (09-052153)	412506.32N/0732938.19W	996	(+20/+10) 1B	0	996	300	0	1300/843
AIRPORT ELEVATION: 457		CIRCLING CATEGORY		DISTANCE (RADII)		REQUIRED HAA		PUBLISHED CIRCLING HAA(S)		
		CATEGORY A		1.30		350		1280/823		
		CATEGORY B		1.82		450		1280/823		
		CATEGORY C		2.86		450		1300/843		
		CATEGORY D				550				
		CATEGORY E				550				

AIRSPACE ALTITUDES						
SEGMENT	START POINT	END POINT	COORDINATES	ELEVATION	AIRSPACE FLOOR/BUFFER	MIN AIRSPACE ALT
Initial from NOBBI	NOBBI	ARTEY	412445.00N/0733151.00W	1118 (1100)	AS1500 1200/300	2600
Intermediate from ARTEY	ARTEY	JOSNI	412736.00N/0732221.00W	774 (800)	AS1500 1200/300	2300
Intermediate from ARTEY	JOSNI	TOHER	412412.00N/0732115.00W	797 (800)	AS1000 700/300	1800
Final	TOHER	KDXR:RW26:AER	412206.00N/0732730.00W	974 (1000)		
Missed	Missed	LOVES	413115.00N/0733206.00W	1341 (1300)	AS1500 1200/300	2800
Holding	LOVES_1		413518.00N/0733224.00W	1361 (1400)	AS1500 1200/300	2900

TF SEGMENT	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHG	DVEB	VEB OCS	RF CENTER/DISTANCE
ARTEY	3162	180	193.58	2705.39	53.26 (DEFAULT)	1.86	25.49	1.62	82.12			
ARTEY (90° ATC VECTOR)	3300	180	193.98	2843.30	53.53 (DEFAULT)	1.87	25.49	1.87	90.00			
JOSNI	2400	180	191.36	1943.30	30.00 (DEFAULT)	1.50	25.49	0.84	58.61			
NOBBI	5788	250	279.86	5330.96	58.46 (DEFAULT)	0.00	0.00	0.00	0.00			
NOBBI (90° ATC VECTOR)	5788	250	279.86	5330.96	58.46 (DEFAULT)	3.50	25.49	3.50	90.00			
TOHER	1800	180	189.64	1343.30	30.00 (DEFAULT)	2.72	14.50	0.70	29.00			

Note: If alt - aptelev <= 2000, VKTW = 30

OTHER RUNWAYS AT AIRPORT				
RWY #	SURVEY	SURFACE	LIGHTING	VGSI
17	VG	ASPH	NONE	NO
35	VG	ASPH	NONE	NO
08	VG	ASPH	MIRL	NO

VG/NVG SURVEY EQUIVALENTS	
VG	ANAPC/LPV, PIR
NVG	(NO SURVEY), D, AV, BV, ANP, C, SUPLC, ADAMS