

**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> GSH	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 9	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> GOSHEN	<u>STATE</u> IN
<u>AIRPORT ELEVATION</u> 826	<u>TDZE</u> 820	<u>SUPERSEDED</u> RNAV (GPS) RWY 9	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>DATED</u> 05/20/2021
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 06/12/2025	<u>MAG VAR</u> 4W
				<u>EPOCH YEAR</u> 2000
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
CPONE	IF/IAF	CUCZI		TF	FB	1.00	094.52	5.72	2500
CUCZI	FAF	ANWEY/1.90 NM TO RW09		TF	FB	0.30	093.22	2.51	
ANWEY/1.90 NM TO RW09		RW09	MAP	TF	FO	0.30	093.22	1.90	
RW09	MAP	1900 MSL		CA			093.21		1900
1900 MSL		CPONE		DF	FO	1.00			2500

MISSED APPROACH

MAP:

LP: RW09
LNAV: RW09

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1900 THEN CLIMBING RIGHT TURN TO 2500 DIRECT CPONE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD W CPONE, RT, 090.00 INBOUND, 2500 FT. IN LIEU OF PT (IAF), MAX 14000.					
3. FAC: 093.22	FAF: CUCZI		DIST FAF TO MAP: 4.40	DIST FAF TO THLD: 4.40	
4. MIN ALT: CPONE 2500, CUCZI 2500, ANWEY/1.90 NM TO RW09 1560					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:	
6. MIN GP INCPT:	GP ALT AT FAF:			OM:	MM:
7. GP ANGLE:	34:1: IS NOT CLEAR	20:1: IS CLEAR	TCH:		IM:
8. MSA FROM: RW09 3000					

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA TO RWYS 5 AND 23.

CHART NOTE: RWY 9 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

CHART NOTE: VDP NA WHEN USING ASW ALTIMETER SETTING.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ASW ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET; INCREASE LP AND LNAV VISIBILITY CAT C/D 1/8 SM. AND CIRCLING VISIBILITY CAT D 1/4 SM.

ADDITIONAL FLIGHT DATA:

CHART FAS OBST: 928 TREE (18-030487) 413114N/0854909W, 925 TREE (18-077704) 413128N/0854900W.

CHART VDP AT 0.86 NM TO RW09.

WAAS CHANNEL # 69325

REFERENCE PATH ID: W09A

CUCZI TO RW09: 3.50/40.

LTP HAE: 216.2 M

MINIMUMS:**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☐ STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
LP MDA	1180	1	360	1180	1	360	1180	1	360	1180	1	360			
LNAV MDA	1200	1	380	1200	1	380	1200	1	380	1200	1	380			
CIRCLING	1300	1	474	1320	1	494	1500	2	674	1560	2 1/4	734			

CHANGES - REASONS

1. AIRPORT ELEVATION CHANGED FROM "827" TO "826" – UPDATED AIRPORT SURVEY.
2. TERMINAL ROUTES: CHANGED IF/IAF FROM "GSH VORTAC, RNP 0.50, COURSE 094.71, DISTANCE 4.89" TO "CPONE, RNP 1.00, COURSE 094.73, DISTANCE 4.99." – GSH VORTAC VORMON
3. TERMINAL ROUTES: CHANGED FAC FROM "093.20 AND 093.25" TO "093.21". – NEW TARGETS EVALUATION.
4. TERMINAL ROUTES: CHANGED MISSED APPROACH FIX FROM "GSH VORTAC" TO "CPONE" – GSH VORTAC VORMON.
5. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 1900 THEN CLIMBING RIGHT TURN TO 2500 DIRECT GSH VORTAC AND HOLD." TO "CLIMB TO 1900 THEN CLIMBING RIGHT TURN TO 2500 DIRECT CPONE AND HOLD." – GSH VORTAC VORMON.
6. PROFILE LINE 2: CHANGED FROM "HOLD W GOSHEN VORTAC, RT, 090.00 INBOUND, 2500 FT. IN LIEU OF PT (IAF)." TO "HOLD W CPONE, RT, 090.00 INBOUND, 2500 FT. IN LIEU OF PT (IAF), MAX 14000." – NEW HOLDING DUE TO GSH VORTAC VORMON.
7. PROFILE LINE 3: CHANGED FAC FROM "093.20" TO "093.21" – NEW TARGETS EVALUATION.
8. PROFILE LINE 4: CHANGED IF/IAF FROM "GSH VORTAC" TO "CPONE" – GSH VORTAC VORMON.
9. PROFILE LINE 7: ADDED "20:1 IS CLEAR" – IAW FAAO 8260.19J.
10. PBN REQUIREMENT NOTE: ADDED "RNP APCH – GPS" – IAW FAAO 8260.19J.
11. NOTES: DELETED: "CHART NOTE: DME/DME RNP-0.3 NA." AND "CHART PLANVIEW NOTES: NOPT FOR ARRIVAL ON GSH VORTAC AIRWAY RADIALS 247 CW 318." – NO LONGER NEEDED ON APPROACH.
12. NOTES: CHANGED "CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT." TO "CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})." – IAW FAAO 8260.19J.
13. NOTES: CHANGED FROM "CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA." TO "CHART NOTE: RWY 9 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED." – IAW FAAO 8260.19J.
14. NOTES: CHANGED FROM "CHART NOTE: VDP NA WITH WARSAW ALTIMETER SETTING." TO "CHART NOTE: VDP NA WHEN USING ASW ALTIMETER SETTING." – IAW FAAO 8260.19J.
15. NOTES: CHANGED FROM "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE WARSAW ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET AND LP AND LNAV CATS C AND D VISIBILITY 1/8 MILE." TO "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ASW ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET; INCREASE LP AND LNAV VISIBILITY CAT C/D 1/8 SM AND CIRCLING VISIBILITY CAT D 1/4 SM." – UPDATED FOR CIRCLING VISIBILITY.
16. NOTES: CHANGED FROM "CHART NOTE: CIRCLING TO RWYS 5/23 NA." TO "CHART NOTE: CIRCLING NA TO RWYS 5 AND 23." – IAW FAAO 8260.19J.
17. ADDITIONAL FLIGHT DATA NOTES: CHANGED CHART FAS FROM "949 TREE 413206N/0854812W, 918 TREE 413128N/0854900W." TO "928 TREE (18-030487) 413114N/0854909W, 925 TREE (18-077704) 413128N/0854900W." – NEW CONTROLLING OBSTACLES.
18. ADDITIONAL FLIGHT DATA NOTES: CHANGED LTP HAE FROM "216.3" TO "216.2" – UPDATED SURVEY DATA SINCE LAST AMENDMENT.
19. MINIMUMS: CIRCLING CAT A HAA INCREASED FROM "473" TO "474", CAT B HAA INCREASED FROM "493" TO "494", CAT C HAA INCREASED FROM "673" TO "674" AND CAT D HAA INCREASED FROM "713" TO "734" – AIRPORT ELEVATION CHANGED FROM 827 TO 826 FOR CATS A-C AND NEW CONTROLLING OBSTACLE FOR CAT D.
20. MINIMUMS: CIRCLING CAT D CMDA INCREASED FROM "1540" TO "1560" – NEW CONTROLLING OBSTACLE.
21. FAS DATA BLOCK INFORMATION: CRC REMAINDER CHANGED FROM "E9997A0F" TO "FB195BDE" – LTP/FTP LAT/LONG CHANGED FROM "413130.7965N/0854819.9330W" TO "413130.7960N/0854819.9325W", LTP/FTP ELLIPSOIDAL HEIGHT CHANGED FROM "+02163" TO "+02162", FPAP LAT/LONG CHANGED FROM "413131.9000N/0854621.3200W" TO "413131.8970N/0854621.3180W."

THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/08/2024.

1. CPONE TO CUCZI COURSE CHANGED FROM 094.73 TO 094.52 DISTANCE 4.99 TO 5.72.
2. CUCZI TO ANWEY COURSE CHANGED FROM 093.22 TP 093.21 DISTANCE 3.24 TO 2.51.
3. DESCENT ANGLE CGANGED FROM 3.00 TO 3.5 AND TCH FROM 45 TO 40.
4. DISTANCE FAF TO MAP /FAF TO THLD CHANGED FROM 5.14 TO 4.40.
5. ANWEY/1.90 NM TO RWY 9 ALT CHANGED FROM 1460 TO 1560.
6. VDA CHANGED FROM 3.00/45 TO 3.50/40.
7. DELETED NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
8. CRC REMAINDER CHANGED FROM FB195BDE TO 47D82890.
9. FAS DATA: TCH UPDATED TO 40, GPA TO 3.50, THRESHOLD TO 413130.7965N/0854819.9330W.
10. CHANGED REQUIRED EFFECTIVE DATE FROM ROUTINE TO 06/12/2025.

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZAU, SBN APP CON, AMGR

FLIGHT CHECKED BY

MARC RAYMOND WEBBER

Digitally signed by

CASIMIR L TABAKA

Apr 24, 2025

OFFICE

FIOG

DATE

04/13/2025

DEVELOPED BY

CHRISTOPHER SCHONES

Digitally signed by

CASIMIR L TABAKA

Apr 24, 2025

OFFICE

AJV-A432

DATE

11/08/2024

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

CASIMIR L TABAKA

Apr 24, 2025

OFFICE

AJV-A432

DATE

06/12/2025

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KGSH
RUNWAY	RW09
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W09A
LTP/FTP LATITUDE	413130.7965N
LTP/FTP LONGITUDE	0854819.9330W
LTP/FTP ELLIPSOIDAL HEIGHT	+02162
FPAP LATITUDE	413131.8970N
FPAP LONGITUDE	0854621.3180W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.50
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0920
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	00.0
CRC REMAINDER	47D82890

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K5
LTP ORTHOMETRIC HEIGHT	+02498
FPAP ORTHOMETRIC HEIGHT	+02498

**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>
GSH	RNAV (GPS) RWY 9	1	GOSHEN	IN	826	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM CPONE (IF/IAF) **TO** CUCZI

RNP 1.00 DISTANCE 5.72 PAT MAP HAT HMAS

<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	413209.00N/0855515.00W	1152	215	8	4B	500				AT848	2500
TERRAIN	413224.00N/0855521.00W	951 (1000)								AS1500	2500

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LP

FROM CUCZI **TO** ANWEY/1.90 NM TO RW09

RNP 0.30 DISTANCE 2.51 PAT MAP HAT HMAS

<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	413154.00N/0855412.00W	1054	215	8	4B	250				RA40 DG200	1560

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LP STEPDOWN

FROM

ANWEY/1.90 NM TO RW09

TO

RW09

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	1.90		RW09	360	

<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 (18-077704)	413128.14N/0854900.03W	925	20	3	1A	250					1180

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

CUCZI

TO

ANWEY/1.90 NM TO RW09

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	2.51				

<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	413151.00N/085531500W	1070	215	8	4B	250				RA40 DG200	1560

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

ANWEY/1.90 NM TO RW09

TO

RW09

RNP	DISTANCE	PAT	MAP	HAT	HMAS
0.30	1.90		RW09	380	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (18-030487)	413113.67N/0854908.96W	928	20	3	1A	250				XP22	1200

COMPUTATIONS

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

SEGMENT REMARKS:

XP = 22 TO RETAIN CURRENT MINIMUMS.

HOLD-IN-LIEU OF PT

FROM

CPONE

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
TOWER (18-002450)	412658.17N/0860430.00W	1349	500	50	5D	1000				AT151	2500
TERRAIN	412824.00N/0855657.00W	931 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:



MISSED APPROACH: LP

FROM

RW09

TO

CPONE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30											1080
<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				2500
TOWER (18-002270)	412731.90N/0854443.10W	1288	250	50	4D	1000					2300
TERRAIN	412754.00N/0854912.00W	1046 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW09

TO

CPONE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00											1100
<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				2500
TOWER (18-002270)	412731.90N/0854443.10W	1288	250	50	4D	1000					2300
TERRAIN	412754.00N/0854912.00W	1046 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

GSH

PROCEDURE NAME

RNAV (GPS) RWY 9

AMDT NO.

1

CITY

GOSHEN

STATE

IN

AIRPORT ELEVATION

826

FACILITY

RNAV

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											
TOWER (18-065931)	413205.47N/0854530.63W	1.30	474	1000	20	3	1A	300			1300
CATEGORY B											
TREE (18-022754)	413110.64N/0854459.06W	1.83	494	1003	20	3	1A	300			1320
CATEGORY C											
TOWER (18-001641)	413329.00N/0855106.00W	2.88	674	1143	500	50	5D	300		AC50	1500
CATEGORY D											
AAO	412754.00N/0854912.00W	3.77	734	1247	215	8	4B	300			1560

CIRCLING REMARKS:

MSA

CENTER	RADIUS
RW09	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (18-002311)	413655.00N/0861107.00W	292	17.9	1949	500	50	5D	1000			3000

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAU ARTCC, SBN APP CON, HUF FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	GSH	24	GSH	0.32	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3	ASW	24	ASW	15.24	Y	39

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KGSB 826, KASW 850
RA = 38.3.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW05			
RW23			
RW09 - REIL (PCL), HIRL (PCL), PAPI-2L (PCL)		NPI-F	
RW27 - HIRL (PCL), REIL (PCL), PAPI-4L (PCL)		PIR-F	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.50	819.4	40.0			3.50	39.8

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

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
--------------	---------------	-----	---------

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LP/LNAV
34:1	
925 TREE (18-077704) 413128.1400N/0854900.0300W (21.68)	923 TREE (18-022677) 413128.1600N/0854859.7600W (20.29)
917 TREE (18-022675) 413127.4500N/0854857.3900W (19.56)	916 TREE (18-022658) 413132.7100N/0854900.8000W (11.13)
909 TREE (18-022668) 413129.3800N/0854858.2600W (9.69)	897 TREE (18-076367) 413127.8600N/0854853.1200W (9.13)



<u>AIRPORT ID</u> GSH	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 9	<u>AMDT NO.</u> 1	<u>CITY</u> GOSHEN	<u>STATE</u> IN	<u>AIRPORT ELEVATION</u> 826	<u>FACILITY</u> RNAV
912 TREE (18-076419) 413129.4300N/0854900.0700W (8.64)			914 TREE (18-022678) 413126.0200N/0854901.0000W (8.43)			
897 TREE (18-076328) 413125.2600N/0854853.4200W (8.36)			915 TREE (18-030751) 413132.6100N/0854901.7400W (8.03)			
923 TREE (18-077524) 413136.5400N/0854905.7600W (7.18)			914 TREE (18-077621) 413133.4400N/0854902.0600W (6.34)			
909 TREE (18-077359) 413129.7100N/0854859.8800W (6.08)			913 TREE (18-022659) 413133.2200N/0854901.9600W (5.56)			
906 TREE (18-030789) 413129.3900N/0854858.7900W (5.51)			909 TREE (18-030797) 413132.8300N/0854900.5300W (4.74)			
914 TREE (18-022660) 413131.7500N/0854902.9800W (4.22)			912 TREE (18-077494) 413133.3400N/0854902.3900W (3.6)			
899 TREE (18-030824) 413128.1100N/0854856.4900W (3.6)			906 TREE (18-030794) 413129.3600N/0854859.6700W (3.54)			
901 TREE (18-022683) 413125.4300N/0854857.9000W (2.35)			902 TREE (18-076593) 413126.8300N/0854858.6200W (1.79)			
917 TREE (18-030724) 413136.9000N/0854905.7300W (1.26)			910 TREE (18-076862) 413132.2600N/0854902.7100W (0.84)			
895 TREE (18-022694) 413124.7400N/0854855.9600W (0.66)			909 TREE (18-077616) 413133.4800N/0854902.5900W (0.16)			
<u>PENETRATIONS REMARKS:</u>						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
ORDER 8260.3 CHAPTER 2 APPLIED TO 1093 AAO 413200.00N/0855409.00W.
ORDER 8260.3 CHAPTER 2 APPLIED TO 1132 AAO 413227.00N/0855415.00W.

TAA NOT DEVELOPED PER ATC REQUEST.

100' VEGETATION USED PER FPT.

RWYS 5/23 VFR USE ONLY: CIRCLING NA, TURF/NO RUNWAY MARKINGS.

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	3.14
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	089.21
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	4.94
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	089.21
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN)413130.80N/0854819.93W

ARP COORDINATES413134.09N/0854739.57W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

FAF COORDINATESRUNWAY 9 DISTANCE 0.51 NM

FIX NAME COORDINATES413127.33N/0855412.52W

REMARKS

PART E: PREPARED BY

NAME

CHRISTOPHER SCHONES

OFFICE

AJV-A432

DATE

11/08/2024

TITLE

AERONAUTICAL INFORMATION SPECIALIST

