

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 06/12/2025	APWS Task ID: 592948CFD7EC4B00BC8DB2F729FF913D	APWS Project ID: 94BF1FDB3BB54065B945A6DEC43D62C8
Procedure: RNAV (GPS) RWY 9 AMDT 1		Enroute: NO	Specialist: Schones, Christopher		Agreement Number:
Airport ID: KGSH			Airport City: GOSHEN		State: IN
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>Pending airport and runway data used for KGSH.</div> <div>POC: Tabaka, Casimir 405-954-7931</div> <div>THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/08/2024.</div> <div>1. CPONE TO CUCZI COURSE CHANGED FROM 094.73 TO 094.52 DISTANCE 4.99 TO 5.72 - CHANGED GLIDEPATH ANGLE TO 3.50</div> <div>2. CUCZI TO ANWEY COURSE CHANGED FROM 093.22 TP 093.21 DISTANCE 3.24 TO 2.51 - CHANGED GLIDEPATH ANGLE TO 3.50</div> <div>3. DESCENT ANGLE CHANGED FROM 3.00 TO 3.5 AND TCH FROM 45 TO 40 - ANGLE AND TCH CHANAGED TO BE COINCIDENT WITH VGSI.</div> <div>4. DISTANCE FAF TO MAP /FAF TO THLD CHANGED FROM 5.14 TO 4.40 - FAF RELOCATED 4385 FT EAST</div> <div>5. ANWEY/1.90 NM TO RWY 9 ALT CHANGED FROM 1460 TO 1560 - TO MAINTAIN 3.5 DESENT ANGLE</div> <div>6. VDA CHANGED FROM 3.00/45 TO 3.50/40 - COINCIDENT WITH VGSI</div> <div>7. DELETED NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}) - UPDATED ANGLE/TCH</div> <div>8. CRC REMAINDER CHANGED FROM FB195BDE TO 47D82890 - FAS DATA: TCH UPDATED TO 40, GPA TO 3.50, THRESHOLD TO 413130.7965N/0854819.9330W.</div> <div>9. CHANGED REQUIRED EFFECTIVE DATE FROM ROUTINE TO 06/12/2025.</div> <div>8260-2 CUZCI</div> <div>THIS IS A UPDATED COPY OF THE FORM DEVELOPED ON 06/12/25.</div> <div>FIX CUCZI COORDINATES UPDATED FROM 413126.73N/0855510.16W, FIX MOVED 4385 FT EAST 3.5 DECENT ANGLE.</div>					



FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 9 AMDT 1			AIRPORT NAME: GOSHEN MUNI		AIRPORT ID: KGSH	SPECIAL CONTROL NO: BG-03-307-25	
FAC ID: KGSH09.01		CITY: GOSHEN			ST: IN	ORIG CHART DATE: 06/12/2025	
DFL TYPE: PROC/W	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER: AC0721		PTS TASK ID: 592948CFD7EC4B00BC8DB2F729FF913D		
PREFLIGHT NOTES							
REVIEWER: marc webber					DATE: 04/15/2025		
COMMENTS:					CHECK ONE:		
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 04/13/2025		CREW #: VN424	N #: N83	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: marc webber @ 04/15/2025 12:08			PRINTED NAME: WEBBER, MARC RAYMOND			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
FLIGHT INSPECTOR REMARKS: Procedure/RWY Survey results UNSAT - LNAV and Circling Mins Only.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:



Federal Aviation Administration

Memorandum

Date:

To: Bruce DeCleene, Manager, Flight Technologies and Procedures Division
THRU: Jim Rose, Manager, Flight Procedure Implementation & Oversight Branch

From: Beverly Bordy, Manager, Instrument Flight Procedures (IFP), AJV-A43

Subject: **ACTION:** Approval Request

RNAV (GPS) RWY 9, Goshen Muni, Goshen, IN (KGSH)

FAAO 8260.3F, PARA 2-6-2. Glidepath Angle (GPA) and Vertical Descent Angle (VDA). b. Flight Standards approval is required to establish a VDA (of a procedure where the FAC is straight-in aligned) that is less than the angle of a VGSI installed to the same runway. c. VDAs must not exceed the values specified in table 2-6-1.

2-6-4. VDA. Determine a VDA for all NPA procedures except those published in conjunction with vertically-guided minimums or no-FAF procedures that do not contain a stepdown fix in the final segment. Optimum VDA is 3.00 degrees.

The RNAV (GPS) RWY 9 procedure is a Cat A-D non-precision straight-in aligned approach with a VDA of 3.00 and TCH of 45. The TCH meets the minimum glidepath-to-wheel height for height group 2. The VGSI for Rwy 9 is aimed at 3.50 degrees and TCH of 39.8. Increasing the procedure VDA to match the VGSI angle of 4.00 degrees would meet the requirements of Table 2-6-2 but would be well above the optimum VDA of 3.00 degrees as defined in paragraph 2-6-4. With the procedure design at 3.00 degrees, pilots can make an optimum angle, stabilized descent to the MDA and the visually acquire the runway environment and VGSI and then transition to the VGSI angle during the visual approach if necessary during night or low visibility operations. The procedure will be published with the following chart note: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE} TCH {FEET}). Request approval to use a 3.00 degree VDA for the RNAV (GPS) RWY 9 procedure.

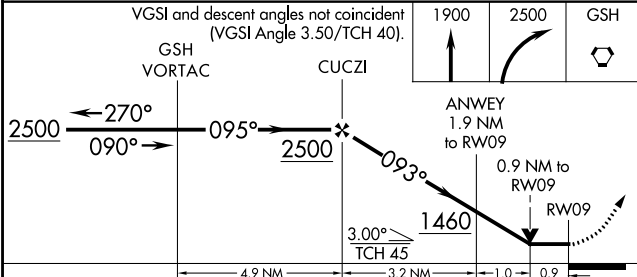
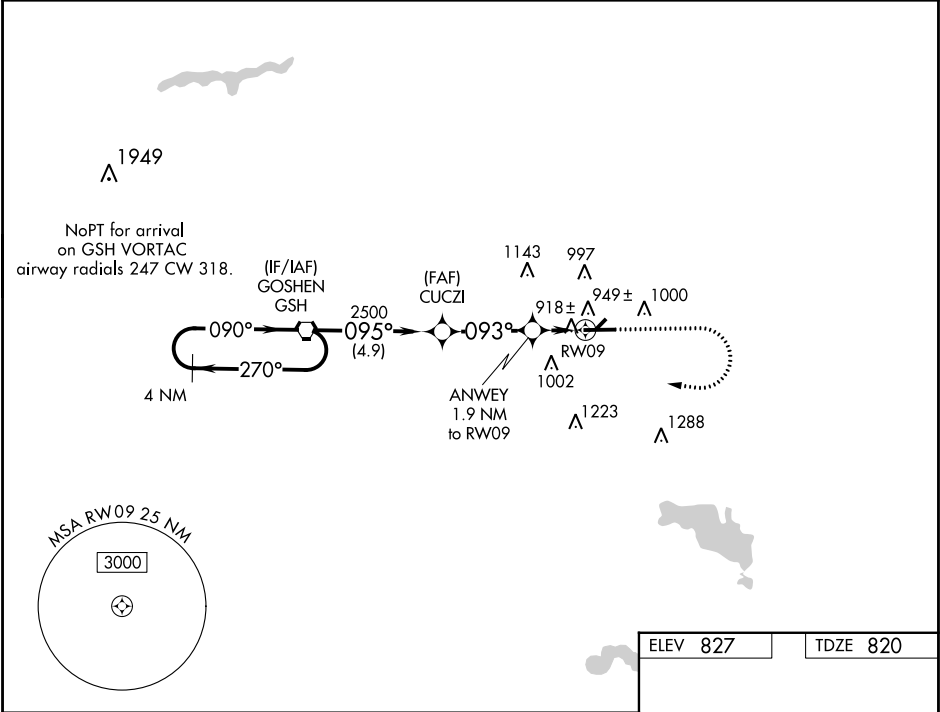
WAAS CH 69325 W09A	APP CRS 093°	Rwy Idg 6050 TDZE 820 Apt Elev 827
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OLD

RNAV (GPS) RWY 9
GOSHEN MUNI (GSH)

<p>▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Warsaw altimeter setting. Circling to Rwy 5/23 NA. When local altimeter setting not received, use Warsaw altimeter setting and increase all MDAs 40 feet; increase LP and LNAV Cats C/D visibility ½ SM, and Circling Cat D visibility ¼ SM.</p> <p>▲</p>	MISSED APPROACH: Climb to 1900 then climbing right turn to 2500 direct GSH VORTAC and hold.
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ASOS 121.45	SOUTH BEND APP CON * 132.05 257.8	CLNC DEL 125.25	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1180-1	360 (400-1)		
LNAV MDA	1200-1	380 (400-1)		
CIRCLING	1300-1 473 (500-1)	1320-1 493 (500-1)	1500-2 673 (700-2)	1540-2¼ 713 (800-2¼)

ELEV 827	TDZE 820
<p>HIRL Rwy 9-27 0 REIL Rwy 9 and 27 0</p>	

KGSH
GOSHEN, IN
GOSHEN MUNI
RNAV (GPS) RWY 9 AMDT 1
LNAV
1:500K

MICHIANA CLASS C
See NOTAMS/Supplement
for Class C eff hrs

CTC SOUTH BEND APP WITHIN
20 NM ON 132.05 125.78

CTC FORT WAYNE APP WITHIN
20 NM ON ATIS 121.25 FOR
CLASS C INFORMATION

