

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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
5A6	RNAV (GPS) RWY 21	1C	WINONA	MS	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
364	364	RNAV (GPS) RWY 21	10/07/2021	1W	2010
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
RNAV			ROUTINE		

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 120/30 CW 300/30	NOPT	120/25 CW 300/25		3200
2. 120/25 CW 300/25		GUNKE	IF/IAF	2400
3. 300/30 CW 120/30		300/14 CW 120/14		2800
4. 300/14 CW 120/14		GUNKE	IF/IAF	2400

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>
GUNKE	IF/IAF	FEDIX		TF	FB	1.00	209.75	6.00	2100
FEDIX	FAF	YANUV/2.20 NM TO RW21		TF	FB	0.30	209.72	3.16	
YANUV/2.20 NM TO RW21		RW21	MAP	TF	FO	0.30	209.72	2.20	
RW21	MAP	764 MSL		CA			209.72		
764 MSL		GUCEY		DF	FO	1.00			2500

MISSED APPROACH

MAP:

LP: RW21
LNAV: RW21

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2500 DIRECT GUCEY AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
34
CHECKED

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	HOLD NE GUNKE, RT, 209.75 INBOUND, 2400 FT. IN LIEU OF PT (IAF), MAX 3000.					
3.	FAC: 209.72	FAF: FEDIX	DIST FAF TO MAP: 5.36	DIST FAF TO THLD: 5.36		
4.	MIN ALT: GUNKE 2400, FEDIX 2100, YANUV/2.20 NM TO RW21 1080					
5.	DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:	
6.	MIN GP INCPT:	GP ALT AT FAF:		OM:	MM:	IM:
7.	GP ANGLE:	34:1: IS NOT CLEAR	20:1: IS NOT CLEAR	TCH:		
8.	MSA FROM:					

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 21 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART NOTE: PROCEDURE NA AT NIGHT.
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: CIRCLING NA NW OF RWY 3-21.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GNF ALTIMETER SETTING.

ADDITIONAL FLIGHT DATA:

HOLD SW, RT, 029.62 INBOUND.
CHART FAS OBST: 559 TREE 332844N/0894356W, 529 TREE 332928N/0894300W.
WAAS CHANNEL # 53431
REFERENCE PATH ID: W21A
FEDIX TO RW21: 3.00/30.
LTP HAE: 84 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☒

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
LP MDA	860	1	496	860	1	496	860	1 3/8	496		NA				
LNAV MDA	900	1	536	900	1	536	900	1 1/2	536		NA				
CIRCLING	960	1	596	960	1	596	1100	2	736		NA				



CHANGES - REASONS

1. INCORPORATED PREVIOUS A1A AND A1B P-NOTAMS INTO FORM.
2. PROFILE LINE 2: ADDED "MAX 3000" – IAW 8260.19J 8-6-7B(2).
3. PROFILE LINE 7: ADDED "20:1 IS NOT CLEAR" – NO SURVEY, ASSUMED PENETRATIONS.
4. PBN REQUIREMENTS: DELETED "DME/DME RNP-0.3", ADDED "RNP APCH – GPS" – IAW 8260.19J 8-6-8D(5).
5. CHANGED "CHART NOTE: USE GRENADA ALTIMETER SETTING; WHEN NOT RECEIVED, USE GREENWOOD ALTIMETER SETTING" TO "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GNF ALTIMETER SETTING" – LOCAL ALTIMETER ESTABLISHED.
6. CHANGED "CHART NOTE: RWY 3, 21 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED" TO "CHART NOTE: RWY 21 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED" – IAW 8260.19J 8-6-12K(2).
7. 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 8260.19J 8-6-10M(2).
8. ADDITIONAL FLIGHT DATA: REMOVED "CHART GRENADA AWOS" – LOCAL ALTIMETER ESTABLISHED.
9. ADDITIONAL FLIGHT DATA: CHANGED "YANUV TO RW21: 3.00/30" TO "FEDIX TO RW21: 3.00/30" – VDA CALCULATED FROM FAF.

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER:

ZME, AMGR

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

Digitally signed by

CASIMIR L TABAKA

Oct 21, 2024

OFFICE

AJV-A432

DATE

05/16/2024

DEVELOPED BY

JOSEPH L. ZEDER (ROBERT A. SWINSON)

Digitally signed by

CASIMIR L TABAKA

Oct 21, 2024

OFFICE

AJV-A432

DATE

TITLE
MANAGER

APPROVED BY

JOSEPH L. ZEDER

Digitally signed by

CASIMIR L TABAKA

Oct 21, 2024



AIRPORT ID
5A6

PROCEDURE NAME
RNAV (GPS) RWY 21

ORIGINAL/AMENDMENT
1C

CITY
WINONA

STATE
MS

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	5A6
RUNWAY	RW21
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W21A
LTP/FTP LATITUDE	332811.3140N
LTP/FTP LONGITUDE	0894337.4510W
LTP/FTP ELLIPSOIDAL HEIGHT	+00840
FPAP LATITUDE	332653.0040N
FPAP LONGITUDE	0894428.5715W
THRESHOLD CROSSING HEIGHT (TCH)	00030.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1536
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	00.0

CRC REMAINDER	1DD99E97
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ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+01109
FPAP ORTHOMETRIC HEIGHT	+01109

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>
5A6	RNAV (GPS) RWY 21	1C	WINONA	MS	364	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 120/30 CW 300/30 **TO** 120/25 CW 300/25

<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 (28-000442)	334740.42N/0890516.23W	2140	500	50	5D	1000				AT60	3200
TERRAIN	332303.00N/0891057.00W	667 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:

STRAIGHT-IN AREA

FROM 120/25 CW 300/25 **TO** GUNKE

<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 (28-020305)	332818.49N/0892534.70W	1025	20	3	1A	1000				AT375	2400
TERRAIN	332303.00N/0891057.00W	667 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
34
CHECKED

STRAIGHT-IN AREA

FROM

300/30 CW 120/30

TO

300/14 CW 120/14

<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 (28-000402)	332114.00N/0890900.00W	1759	250	50	4D	1000					2800
TERRAIN	332303.00N/0891057.00W	667 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

STRAIGHT-IN AREA

FROM

300/14 CW 120/14

TO

GUNKE

<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 (28-020305)	332818.49N/0892534.70W	1025	20	3	1A	1000				AT375	2400
TERRAIN	333715.00N/0892618.00W	581 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

GUNKE (IF/IAF)

TO

FEDIX

RNP

1.00

DISTANCE

6.00

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	333332.72N/0893739.69W	759	50	20	2C	500					1300
TERRAIN	333332.72N/0893739.69W	559 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LP

FROM

FEDIX

TO

YANUV/2.20 NM TO RW21

RNP

0.30

DISTANCE

3.16

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	333206.38N/0894125.00W	739	50	20	2C	250				RA74	1080

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LP STEPDOWN

FROM

YANUV/2.20 NM TO RW21

TO

RW21

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
0.30	2.00		RW21			496					
<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	332927.75N/0894259.60W	529	50	20	2C	250				RA74	860

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

RETAINED RA ADJUSTMENT, SHOULD BE REMOVED NEXT FULL AMENDMENT.

FINAL: LNAV

FROM

FEDIX

TO

YANUV/2.20 NM TO RW21

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
0.30	3.16										
<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	333206.38N/0894125.00W	739	50	20	2C	250				RA74	1080

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

YANUV/2.20 NM TO RW21

TO

RW21

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	2.20		RW21	536	

<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	332844.31N/0894356.28W	559	50	20	2C	250				RA74	900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

RETAINED RA ADJUSTMENT, SHOULD BE REMOVED NEXT FULL AMENDMENT.

HOLD-IN-LIEU OF PT

FROM

GUNKE

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 (28-002634)	334458.74N/0893841.19W	740	50	20	2C	1000				AT660	2400
TERRAIN	333430.00N/0893606.00W	519 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LP

FROM

RW21

TO

GUCEY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30											686
<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
AAO	331757.00N/0895200.00W	719	50	20	2C	1000					1800
TERRAIN	331757.00N/0895200.00W	519 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW21

TO

GUCEY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00											726
<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
AAO	331757.00N/0895200.00W	719	50	20	2C	1000					1800
TERRAIN	331757.00N/0895200.00W	519 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

5A6

PROCEDURE NAME

RNAV (GPS) RWY 21

AMDT NO.

1C

CITY

WINONA

STATE

MS

AIRPORT ELEVATION

364

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											
TREE	332738.45N/0894216.59W	1.30	596	579	50	20	2C	300		RA74	960
CATEGORY B											
TANK (28-023516)	332717.00N/0894217.00W	1.82	596	580	50	20	2C	300		RA74	960
CATEGORY C											
TOWER (28-002051)	332822.00N/0894120.00W	2.86	736	713	50	20	2C	300		RA74	1100

CIRCLING REMARKS:
RETAINED RA ADJUSTMENT, SHOULD BE REMOVED NEXT FULL AMENDMENT.

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZME ARTCC, GWO FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3PT	5A6	24	5A6	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3PT	GNF	24	GNF	22.27	Y	74

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
K5A6 364, KGNF 208
RA = 73.1.

<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>	
RW03 - MIRL (PCL), PAPI-2L (PCL)	BSC-F		
RW21 - MIRL (PCL), PAPI-2L (PCL)	BSC-F		

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	363.8	30.0			4.00	30.0

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>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

<u>PENETRATIONS REMARKS:</u>	QUALITY 34 CHECKED

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VDP NOT ESTABLISHED - ASSUMED 20:1 PENETRATIONS..

100 FT VEGETATION USED PER FPT.

PROCEDURE N/A AT NIGHT - NO SURVEY, 20:1/34:1 ASSUMED PENTRATED.

CIRCLING IS RESTRICTED NW OF RUNWAYS TO AVOID
840' (5D) TOWER 332921.00N-0894429.00W.

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	3.36
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	208.72
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	500
DISTANCE FROM	THLD	TO 1500FT POINT	5.16
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	208.72
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	500

THRESHOLD COORDINATES (IF STR-IN)	332811.31N/0894337.45W
ARP COORDINATES	332753.96N/0894348.78W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 21 DISTANCE 0.33 NM
FAF COORDINATES	333253.80N/0894032.80W
FIX NAME COORDINATES	IF/IAF GUNKE 333810.05N/0893705.62W

REMARKS

TAA 120 CW 300 3200 (30 NM), STEP-DOWN 2400 (25 NM).

TAA 300 CW 120 2800 (30 NM), STEP-DOWN 2400 (14 NM).

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JOSEPH L. ZEDER (ROBERT A. SWINSON)	AJV-A432	05/16/2024	AERONAUTICAL INFORMATION SPECIALIST

