

**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><b>AIRPORT ID</b></u> KMBY	<u><b>PROCEDURE NAME</b></u> RNAV (GPS) RWY 31	<u><b>ORIGINAL/AMENDMENT</b></u> 1	<u><b>CITY</b></u> MOBERLY	<u><b>STATE</b></u> MO		
<u><b>AIRPORT ELEVATION</b></u> 868	<u><b>TDZE</b></u> 868	<u><b>SUPERSEDED</b></u> RNAV (GPS) RWY 31	<u><b>ORIGINAL/AMENDMENT</b></u> ORIG-C	<u><b>DATED</b></u> 09/09/2021	<u><b>MAG VAR</b></u> 1E	<u><b>EPOCH YEAR</b></u> 2010
<u><b>FACILITY</b></u> RNAV	<u><b>COORDINATES OF FACILITIES</b></u>	<u><b>ACTUAL EFFECTIVE DATE</b></u>	<u><b>REQUIRED EFFECTIVE DATE</b></u> ROUTINE	<u><b>CANCEL/SUSPEND</b></u>		

**TAA**

<b>FROM</b>	<b>FIX TYPE</b>	<b>TO</b>	<b>FIX TYPE</b>	<b>ALTITUDE</b>
1. 219/30 CW 039/30	NOPT	VETTS	IF/IAF	3100
2. 039/30 CW 129/30		GEEZE	IAF	3100
3. 129/30 CW 219/30		HEKIN	IAF	3100

**TERMINAL ROUTES**

<b>FROM</b>	<b>FIX TYPE</b>	<b>TO</b>	<b>FIX TYPE</b>	<b>LEG TYPE</b>	<b>FO/FB</b>	<b>RNP</b>	<b>COURSE</b>	<b>DISTANCE</b>	<b>ALTITUDE</b>
HEKIN	IAF	VETTS	NOPT	TF	FB	1.00	218.90	7.00	3100
GEEZE	IAF	VETTS	NOPT	TF	FB	1.00	038.78	7.00	3100
VETTS	IF/IAF	REWAK		TF	FB	1.00	308.84	6.00	2500
REWAK	FAF	CASAS/1.62 NM TO RW31		TF	FB	0.30	308.78	3.39	
CASAS/1.62 NM TO RW31		RW31	MAP	TF	FO	0.30	308.78	1.62	
RW31	MAP	1125 MSL		CA			308.78		
1125 MSL		HIDOG		DF	FO	1.00			3100

**MISSED APPROACH**

**MAP:**

LPV: DA  
LNAV/VNAV: DA  
LNAV: RW31

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 3100 DIRECT HIDOG AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. HOLD SE VETTS, RT, 308.84 INBOUND, 3100 FT. IN LIEU OF PT (IF/IAF), MAX 6000.

3. FAC: 308.78FAF: REWAKDIST FAF TO MAP: 5.01DIST FAF TO THLD: 5.01

4. MIN ALT: VETTS 3100, REWAK 2500, CASAS/1.62 NM TO RW31 1420

5. DIST TO THLD FROM OM:MM:IM:150 HAT:257 HAT: 0.70GS ANT:

6. MIN GP INCPT: 2500GP ALT AT PFAF : REWAK 2500OM:MM:IM:

7. GP ANGLE: 3.0034:1: IS NOT CLEAR20:1: IS NOT CLEARTCH: 42.2

8. MSA FROM:

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING RWY 5, 23, 31 NA AT NIGHT.  
CHART NOTE: RWY 31 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.  
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.  
CHART NOTE: STRAIGHT-IN MINIMUMS NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 128.60 INBOUND.  
CHART FAS OBST: 1013 TOWER (29-025043) 392649N/0922450W.  
WAAS CHANNEL # 61321  
REFERENCE PATH ID: W31A  
CHART CIRCLING ICON.  
LTP HAE: 230.3 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	1125	1	257	1125	1	257	1125	1	257		NA				
LNAV/VNAV DA	1183	1	315	1183	1	315	1183	1	315		NA				
LNAV MDA	1280	1	412	1280	1	412	1280	1 1/8	412		NA				
CIRCLING	1380	1	512	1440	1	572	1520	1 3/4	652		NA				



**CHANGES - REASONS**

1. AIRPORT ELEVATION CHANGED FROM 867 TO 868 -- NEW AIRNAV DATA.
2. ADDED 30 MILE TAA CENTERED ON VETTS (STRAIGHT-IN), GEEZE (LEFT-BASE) AND HEKIN (RIGHT-BASE) - FPT REQUEST
3. REMOVED IAF ALHAH AND ATTACHED INITIAL APPROACH SEGMENT - UPDATED INITIAL APPROACH SEGMENT CONFIGURATION TO "BASIC T" DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
4. REMOVED IAF HLV VORTAC AND ATTACHED INITIAL APPROACH SEGMENT - UPDATED INITIAL APPROACH SEGMENT CONFIGURATION TO "BASIC T" DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
5. CREATED NEW IAF GEEZE AND NEW INITIAL APPROACH SEGMENT FROM GEEZE - UPDATED INITIAL APPROACH SEGMENT CONFIGURATION TO "BASIC T" DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
6. CREATED NEW IAF HEKIN AND NEW INITIAL APPROACH SEGMENT FROM HEKIN - UPDATED INITIAL APPROACH SEGMENT CONFIGURATION TO "BASIC T" DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
7. VETTS TO REWAK DISTANCE CHANGED FROM 6.02 TO 6.00 - VETTS MOVED 86.29 FEET SOUTHEAST FOR INITIAL APPROACH SEGMENT DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
8. CHANGED MISSED APPROACH CLEARANCE LIMIT FROM DRADE TO HIDOG AND INCREASED CLEARANCE LIMIT ALTITUDE FROM 2900 TO 3100 - UPDATED INITIAL APPROACH SEGMENT FOR OPPOSITE RUNWAY (RWY 13) CONFIGURATION TO "BASIC T" DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
9. REWAK (PFAF) MOVED 184.13 FEET SOUTHEAST - MOVED TO ACCOMMODATE NEW TCH.
10. TCH CHANGED FROM 37 TO 42.4 - TCH CHANGED TO CORRESPOND WITH VGSI TCH.
11. FINAL APPROACH COURSE CHANGED FROM 308.77 TO 308.78 - CHANGED FOR OPTIMUM ALIGNMENT.
12. CASAS (STEPDOWN FIX) MOVED 195.59 FEET NORTHWEST - MOVED TO ACCOMMODATE NEW TCH.
13. CHANGED LPV DA FROM 1117 TO 1125 DUE TO NEW CONTROLLING OBSTACLE 935 TREE (29-075544) - NEW EVALUATION.
14. CIRCLING CAT A CMDA CHANGED FROM 1420 TO 1380 - BASED ON CURRENT EVALUATION: REMOVED 40 FT XP ADJUSTMENT.
15. 8260-3 LINE 3 FAF TO MAP DISTANCE CHANGED FROM 5.03 TO 5.01 - PFAF LOCATION CHANGED TO ACCOMMODATE NEW TCH.
16. 8260-3 LINE 3 FAF TO THLD DISTANCE CHANGED FROM 5.03 TO 5.01 - PFAF LOCATION CHANGED TO ACCOMMODATE NEW TCH.
17. 8260-3 LINE 5 DIST TO THLD FROM 257 HAT FROM 0.69 TO 0.70 - PFAF LOCATION CHANGED TO ACCOMMODATE NEW TCH.
18. CHANGED MISSED APPROACH CA LEG ALTITUDE FROM 1117 TO 1125 - CHANGED TO MATCH NEW LPV DA.
19. REMOVED CHART NOTE "BARO-VNAV NA WHEN USING COLUMBIA ALTIMETER SETTING" -- INFORMATION MOVED TO REMARKS SECTION OF 8260-9 FORM IAW 8260.19I 8-6-9(F).
20. CASAS TO RWY 31 LTP DISTANCE CHANGED FROM 1.70 TO 1.62 -- BASED ON NEW FAC, NEW TCH AND NEW EVALUATION.
21. CHANGED CHART NOTE "RNP APCH" TO "RNP APCH - GPS" -- IAW 8260.19I 8-6-8(B)2.
22. REMOVED BACKUP ALTIMETER SETTING AND ASSOCIATED NOTE - MOVED REMOTE ALTIMETER INFORMATION TO 8260-9 AS A CONTINGENCY NOTE IAW 8260.19I 8-6-9(F).
23. CRC REMAINDER CODE CHANGED FROM 4728F485 TO A2204F0F - BASED ON CURRENT EVALUATION, UPDATED AIRPORT SURVEY AND RUNWAY DISPLACED THRESHOLD REMOVED.
24. LTP/FTP LATITUDE/LONGITUDE CHANGED FROM 392729.2725N/0922507.1590W TO 392727.8244N/0922504.1141W - BASED ON CURRENT EVALUATION.
25. FPAP LATITUDE/LONGITUDE CHANGED FROM 392826.2500N/0922635.6600W TO 392824.8080N/0922632.6115W - BASED ON CURRENT EVALUATION.
26. LTP ORTHOMETRIC HEIGHT/FPAP ORTHOMETRIC HEIGHT CHANGED FROM +02625 TO +02624 - BASED ON CURRENT EVALUATION.
27. REPLACED CHART NOTE "RWY 31 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" WITH CHART NOTE "RWY 31 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED" - 20:1 PENETRATIONS PRESENT IN ADDITION TO 34:1 PENETRATIONS.
28. LPV VISIBILITY INCREASED FROM 3/4 SM TO 1 SM - 20:1 PENETRATIONS.
29. LNAV/VNAV VISIBILITY INCREASED FROM 7/8 SM TO 1 SM - 20:1 PENETRATIONS.
30. ADDED "20:1 IS NOT CLEAR" TO 8260-3 PROFILE LINE 7 DUE TO 20:1 PENETRATIONS - IAW 8260-19I 8-6-7(G)3.
31. REMOVED CHART NOTE "VDP NA WHEN USING COLUMBIA ALTIMETER SETTING" - VDP NOT PUBLISHED DUE TO 20:1 PENETRATIONS.
32. REMOVED CHART NOTE "CIRCLING TO RWY 5, 23 NA AT NIGHT" AND ADDED NOTES "CIRCLING TO RWY 5, 23, 31 NA AT NIGHT" AND "STRAIGHT-IN MINIMUMS NA AT NIGHT" - RWY 31 20:1 PENETRATIONS; NO SURVEY RWY 5 AND 23, 20:1 PENETRATIONS ASSUMED.
33. INCORPORATED CHANGES FROM NOTAM 1/6716 INTO FORM - IAW 8260.19I 8-3-4.
34. CHANGED ALTERNATE MINIMUMS FROM "NA" TO "STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE" - IAW 8260.3E 3-4-1.

**COORDINATED WITH:**A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZKC, AMGR**FLIGHT CHECKED BY**

MICHAEL S MILLER

Digitally signed by

JON DENTON

Oct 25, 2021

**OFFICE**

FPO

**DATE**

10/22/2021

**DEVELOPED BY**

LONNIE EVERHART (KARLIE BUNTIN)

Digitally signed by

JON DENTON

Oct 25, 2021

**OFFICE**

AJV-A432

**DATE**

09/02/2021

**APPROVED BY**

LONNIE EVERHART

Digitally signed by

JON DENTON

Oct 25, 2021

**OFFICE**

AJV-A430

**DATE**TITLE  
MANAGERQUALITY  
10  
CHECKED

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KMBY
RUNWAY	RW31
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W31A
LTP/FTP LATITUDE	392727.8240N
LTP/FTP LONGITUDE	0922504.1140W
LTP/FTP ELLIPSOIDAL HEIGHT	+02303
FPAP LATITUDE	392824.8080N
FPAP LONGITUDE	0922632.6115W
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	1224
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	A2204F0F

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+02624
FPAP ORTHOMETRIC HEIGHT	+02624



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

<u>AIRPORT ID</u> KMBY	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 31	<u>AMDT NO.</u> 1	<u>CITY</u> MOBERLY	<u>STATE</u> MO	<u>AIRPORT ELEVATION</u> 868	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM  
219/30 CW 039/30

TO  
VETTS

<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>
12.TOWER (29-002111)	391549.00N/0920807.00W		2043	500	50	5D	1000				AT57	3100
TERRAIN	390254.00N/0920545.00W		964 (1000)								AS1500	2500

COMPUTATIONS

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

SEGMENT REMARKS:

LEFT BASE AREA

FROM  
039/30 CW 129/30

TO  
GEEZE

<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>
18.TOWER (29-001029)	392735.00N/0924208.00W		1789	500	50	5D	1000				AT311	3100
TERRAIN	391057.00N/0924536.00W		895 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY  
10  
CHECKED

RIGHT BASE AREA

FROM

129/30 CW 219/30

TO

HEKIN

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
19.TOWER (29-001885)	394021.42N/0915835.28W		1611	50	20	2C	1000				AT489	3100
TERRAIN	394912.00N/0922915.00W		902 (900)								AS1500	2400

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

SEGMENT REMARKS:

INITIAL

FROM

HEKIN

TO

VETTS

<u>RNP</u>	<u>DISTANCE</u> 7.00	<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>
1.TOWER (29-020485)	392645.35N/0921011.03W		1276	20	3	1A	1000				AT824	3100
2.TERRAIN	391827.00N/0921345.00W		856 (900)								AS1500	2400

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

SEGMENT REMARKS:



INITIAL

FROM

GEEZE

TO

VETTS

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	7.00											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
3.TOWER (29-051511)	392104.23N/0921211.78W		1084	50	20	2C	1000				AT1016	3100
4.TERRAIN	391615.00N/0922136.00W		869 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

VETTS (IF/IAF)

TO

REWAK

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	6.00											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
3.TOWER (29-051511)	392104.23N/0921211.78W		1084	50	20	2C	500				AT916	2500
5.TERRAIN	392321.00N/0922051.00W		869 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM  
REWAK

TO  
RW31

<u>RNP</u>	<u>DISTANCE</u> 5.01	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 257			<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>
6.TREE (29-075544)	392709.19N/0922439.63W		935	20	3	1A		34:1			MA7	1125

COMPUTATIONS

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

FINAL: LNAV/VNAV

FROM  
REWAK

TO  
RW31

<u>RNP</u>	<u>DISTANCE</u> 5.01	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 315			<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>
7.TOWER (29-025043)	392648.58N/0922450.42W		1013	50	20	2C	150				AC20	1183

COMPUTATIONS

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





FINAL: LNAV

FROM  
REWAK

TO  
CASAS/1.62 NM TO RW31

RNP	DISTANCE 3.39	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
8.AAO	392452.08N/0922114.25W		1060	50	20	2C	250				RA95	1420

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

FINAL: LNAV STEPDOWN

FROM  
CASAS/1.62 NM TO RW31

TO  
RW31

RNP	DISTANCE 1.62	PAT	MAP RW31	HAT 412			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
7.TOWER (29-025043)	392648.58N/0922450.42W		1013	50	20	2C	250					1280

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  
VETTS

TO  
P-5

RNP	DISTANCE	PAT P-5	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
12.TOWER (29-002111)	391549.00N/0920807.00W		2043	500	50	5D	1000				AT57	3100
13.TERRAIN	391339.00N/0921033.00W		869 (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 : LPV

FROM  
DA

TO  
HIDOG

RNP	DISTANCE	PAT	MAP	HAT			HMAS 932					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
6.TREE (29-075544)	392709.19N/0922439.63W		935	20	3	1A		ASC				3100
20.STACK (29-000777)	393311.00N/0923822.00W		1353	500	50	5D	1000					2400
21.TERRAIN	392748.00N/0922609.00W		869 (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 : LNAV/VNAV

FROM  
DA

TO  
HIDOG

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1033					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3100
20.STACK (29-000777)	393311.00N/0923822.00W		1353	500	50	5D	1000					2400
21.TERRAIN	392748.00N/0922609.00W		869 (900)								AS1500	2400

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  
RW31

TO  
HIDOG

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1180					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3100
20.STACK (29-000777)	393311.00N/0923822.00W		1353	500	50	5D	1000					2400
21.TERRAIN	392748.00N/0922609.00W		869 (900)								AS1500	2400

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



AIRPORT ID KMBY	PROCEDURE NAME RNAV (GPS) RWY 31	AMDT NO. 1	CITY MOBERLY	STATE MO	AIRPORT ELEVATION 868	FACILITY RNAV
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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											
9.TOWER (29-003089)	392625.33N/0922603.02W	1.30	512	1068	50	20	2C	300			1380
CATEGORY B											
10.TOWER (29-001507)	392554.87N/0922602.10W	1.84	572	1127	50	20	2C	300			1440
CATEGORY C											
11.TOWER (29-000663)	392543.62N/0922630.93W	2.89	652	1213	50	20	2C	300			1520

CIRCLING REMARKS:

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

QUALITY  
10  
CHECKED

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PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
COU FSS, ZKC ARTCC

<u>WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> KMBY	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KMBY	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KCOU	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KCOU	<u>DISTANCE</u> 39.92	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 95

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KMBY 868, KCOU 889  
RA = 94.7

<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>
RW5 - MIRL (PCL)		BSC-G	
RW23 - MIRL (PCL)		BSC-G	
RW13 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-F	
RW31 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-F	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 861	<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> -16C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -16C	<u>APT ISA</u> +13.28C
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CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 828 HIGH TEMP 1177.



"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	LPV, LNAV/VNAV, LPV		
20:1			
929 TREE 29-028749 392721.30N/0922446.43W 3.57		929 TREE 29-075689 392721.09N/0922446.25W 2.35	
914 TREE 29-028745 392417.23N/0922454.69W 0.32			
Final Type	LPV, LNAV/VNAV, LPV		
34:1			
929 TREE 29-028749 392721.30N/0922446.43W 30.1		929 TREE 29-075689 392721.09N/0922446.25W 29.38	
914 TREE 29-028745 392717.23N/0922454.69W 22.01		908 TREE 29-029595 392717.02N/0922453.71W 13.87	
908 TREE 29-029561 392716.80N/0922453.25W 12.64		905 TREE 29-028746 392717.10N/0922454.24W 11.97	
897 TREE 29-029591 392718.17N/0922455.27W 7.83		899 TREE 29-075613 392717.92N/0922451.87W 3.32	
896 TREE 29-075706 392718.15N/0922452.60W 2.05		902 TREE 29-075710 392716.22N/0922450.82W 1.22	
902 TREE 29-075688 392716.81N/0922450.10W 1.07		935 TREE 29-075544 392709.19N/0922439.63W 1	
901 TREE 29-075497 392716.31N/0922451.15W 0.98		933 TREE 29-075512 392709.90N/0922439.65W 0.38	
902 TREE 29-075548 392716.40N/0922450.13W 0.34		902 TREE 29-075709 392716.02N/0922450.39W 0.08	

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.

RWY 5/23 NA AT NIGHT DUE TO LACK OF SURVEY.

VDP NOT ESTABLISHED - OBSTACLES PENETRATE 20:1 SURFACE.

CONTINGENCY NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE COLUMBIA ALTIMETER SETTING AND INCREASE LPV DA TO 1220 FEET; INCREASE LNAV/VNAV DA TO 1278 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C 1/4 SM, AND CIRCLING VISIBILITY CAT C 1/2 SM.

CONTINGENCY NOTE: BARO-VNAV NA WHEN USING COLUMBIA ALTIMETER SETTING.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

<b>AIRPORT ID</b> KMBY	<b>PROCEDURE NAME</b> RNAV (GPS) RWY 31	<b>AMDT NO.</b> 1	<b>CITY</b> MOBERLY	<b>STATE</b> MO	<b>AIRPORT ELEVATION</b> 868	<b>FACILITY</b> RNAV
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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	3.13
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	309.78
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	4.81
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	309.78
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD  
COORDINATES  
(IF STR-IN)

392727.82N/0922504.11W

ARP COORDINATES

392747.41N/0922533.20W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 31 DISTANCE 0.50 NM

FAF  
COORDINATES

392415.28N/0922005.60W

FIX NAME  
COORDINATES

IF/IAF VETTS: 392024.59N/0921408.98W, IAF GEEZE: 361501.67N/0921955.36W, IAF HEKIN: 392547.22N/0920821.72W

REMARKS

QUALITY  
10  
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PART E: PREPARED BY

<u>NAME</u> LONNIE EVERHART (KARLIE BUNTIN)	<u>OFFICE</u> AJV-A432	<u>DATE</u> 09/02/2021	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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