

**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</u> CAIRO RGNL	<u>AIRPORT ID</u> KCIR	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 14	<u>ORIGINAL/AMENDMENT</u> ORIG-C	<u>CITY</u> CAIRO	<u>STATE</u> IL	
<u>AIRPORT ELEVATION</u> 322	<u>TDZE</u> 322	<u>SUPERSEDED</u> RNAV (GPS) RWY 14	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>DATED</u> 08/17/2017	<u>MAG VAR</u> 0E	<u>EPOCH YEAR</u> 1995
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

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>
TAMMS		ZIDPA		TF	FO	1.00	264.40	7.20	3000
ALING	IAF	ZIDPA	NOPT	TF	FB	1.00	148.81	12.07	3000
ZIDPA	IF/IAF	OYAKA		TF	FB	1.00	141.32	6.00	2300
OYAKA	FAF	HISRU/2.00 NM TO RW14		TF	FB	0.30	141.36	4.11	
HISRU/2.00 NM TO RW14		RW14	MAP	TF	FO	0.30	141.36	2.00	
RW14	MAP	680 MSL		CA			141.36		
680 MSL		WIGNI		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LP: RW14
LNAV: RW14

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT WIGNI AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD NW ZIDPA, RT, 141.32 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000.
3. FAC: 141.36 FAF: OYAKA DIST FAF TO MAP: 6.11 DIST FAF TO THLD: 6.11
4. MIN ALT: ZIDPA 3000, OYAKA 2300, HISRU/2.00 NM TO RW14 980
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: RW14 3500

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: PROCEDURE NA AT NIGHT.
CHART NOTE: RWY 14 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.
HOLD SE, RT, 321.51 INBOUND.
CHART FAS OBST: 462 TREE 370527N/0891540W, 429 TREE 370457N/0891358W.
WAAS CHANNEL # 77932
REFERENCE PATH ID: W14A
CHART PROFILE NOTE: VISUAL SEGMENT - OBSTACLES.
LTP HAE: 67.4 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
LP MDA	680	1	358	680	1	358	680	1	358		NA				
LNAV MDA	720	1	398	720	1	398	720	1 1/8	398		NA				
CIRCLING	780	1	458	900	1	578	1020	2	698		NA				



CHANGES - REASONS

1. ADDED "MAX 6000" TO PROFILE, LINE 2 - 8260.19H, 8-6-7, B(2).
2. DELETED BACKUP ALTIMETER NOTE - NOTE MOVED TO -9 FOR CONTINGENCY PURPOSES. IAW 8260.19H 8-6-9 F(3).
3. REMOVED CGI VOR/DME FEEDER FROM TERMINAL ROUTES - CGI DECOMMISSIONED FOR VORMON.
4. REMOVED "CHART NOTE: DME/DME RNP-0.3 NA" - 8260.19H, CH 8, 8-6-8, N.
5. ADDED "RNP APCH" TO PBN EQUIPMENT REQUIREMENT NOTES - 8260.19H, CH 8, 8-6-8, B(1).
6. CHANGED HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NA NOTE TO RWY 14 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED - 8260.19H, 8-6-11, K(3).
7. CHANGES FROM P-NOTAM FOR AMDT ORIG-A AND ORIG-B INCORPORATED INTO FORM - REQUIRED IAW 8260.19H PAR A8-3-4C(3).
8. ADDED "20:1: IS NOT CLEAR" TO PROFILE LINE 7 - 8260.19H, 8-6-7, G(3).
9. DELETED PLANVIEW NOTE: PROCEDURE: NA FOR ARRIVAL ON CGI VORIDME AIRWAY RADIALS 039 CW 109 - CGI DEMOMMISSIONED FOR VOR MON.
10. DELETED CHART NOTES: RWY 14 STRAIGHT-IN AND CIRCLING MINIMUMS NA AT NIGHT AND CIRCLING TO RWY 20 AND RWY 32 NA AT NIGHT - NEW OBSTACLE EVALUATION AND IAW 8260.19H 8-6-11.O.2.
11. ADDED CHART NOTE: PROCEDURE NA AT NIGHT - NEW OBSTACLE EVALUATION AND IAW 8260.19H 8-6-11.O.2.

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZME ARTCC, AMGR

FLIGHT CHECKED BY

PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJF-10) MEMO, APRIL 29, 2020, SUBJECT:
FLIGHT INSPECTION REVIEW NOT REQUIRED

OFFICE

DATE

Digitally signed by

ALLAN WILL

May 11, 2020

DEVELOPED BY

ALLAN WILL (ALEX BALLESTER MARTINEZ)

OFFICE

AJV-A423

DATE

01/31/2020 May 11, 2020

Digitally signed by

APPROVED BY

MARLON ROBINSON

OFFICE

AJV-A420

DATE

Digitally signed by

ALLAN WILL

May 11, 2020

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KCIR
RUNWAY	RW14
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W14A
LTP/FTP LATITUDE	370407.6560N
LTP/FTP LONGITUDE	0891332.4790W
LTP/FTP ELLIPSOIDAL HEIGHT	+00674
FPAP LATITUDE	370257.9200N
FPAP LONGITUDE	0891223.0600W
THRESHOLD CROSSING HEIGHT (TCH)	00000.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	00.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1528
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	0.0
CRC REMAINDER	96A8E90D

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K5
LTP ORTHOMETRIC HEIGHT	+00956
FPAP ORTHOMETRIC HEIGHT	+00956



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

<u>AIRPORT</u> CAIRO RGNL	<u>AIRPORT ID</u> KCIR	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 14	<u>AMDT NO.</u> ORIG-C	<u>CITY</u> CAIRO	<u>STATE</u> IL	<u>AIRPORT ELEVATION</u> 322	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
TAMMS

TO
ZIDPA

<u>RNP</u>	<u>DISTANCE</u> 7.20	<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.AAO	371530.00N/0892254.00W		939	164	98	4E	1000				AT1061	3000
2.TERRAIN	371530.00N/0892254.00W		739 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM
ALING

TO
ZIDPA

<u>RNP</u>	<u>DISTANCE</u> 12.07	<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>
3.TOWER (29-001188)	372145.01N/0893119.41W		1478	50	20	2C	1000				AT522	3000
4.TERRAIN	371533.00N/0892257.00W		738								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM
ZIDPA (IF/IAF)

TO
OYAKA

RNP	DISTANCE 6.00	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.AAO	371530.00N/0892254.00W		939	164	98	4E	500				AC125 AT736	2300
5.TERRAIN	371518.00N/0892145.00W		673 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM
ZIDPA (IF/IAF)

TO
OYAKA

RNP	DISTANCE 6.00	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
6.AAO	371451.00N/0892254.00W		926	164	98	4E	500				AC125 AT749	2300
7.TERRAIN	371310.00N/0892156.00W		640 (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
OYAKA

TO
HISRU/2.00 NM TO RW14

<u>RNP</u>	<u>DISTANCE</u> 4.11	<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>
8.AAO	370720.62N/0891556.07W		639	50	20	2C	250				XL6 RA48 DG37	980

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: LP STEPDOWN

FROM
HISRU/2.00 NM TO RW14

TO
RW14

<u>RNP</u>	<u>DISTANCE</u> 2.00	<u>PAT</u>	<u>MAP</u> RW14	<u>HAT</u> 358			<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>
9.TREE	370456.82N/0891357.62W		429	50	20	2C	250					680

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
OYAKA

TO
HISRU/2.00 NM TO RW14

RNP	DISTANCE 4.11	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
10.AAO	370725.11N/0891553.07W		654	50	20	2C	250				RA48 XL6 AT22	980

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
HISRU/2.00 NM TO RW14

TO
RW14

RNP	DISTANCE 2.00	PAT	MAP RW14	HAT 398			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
11.TREE (17-034700)	370526.96N/0891539.93W		462	20	3	1A	250					720

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
ZIDPA

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.AAO	371733.00N/0892106.00W		945	164	98	4E	1000				AT1055	3000
13.TERRAIN	371333.00N/0892106.00W		745								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : LP

FROM
RW14

TO
WIGNI

RNP	DISTANCE	PAT	MAP	HAT			HMAS 580					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
14.TOWER (21-001309)	365435.00N/0890402.00W		759	20	3	1A	1000				AT1241	3000
15.TERRAIN	365242.00N/0890345.00W		509 (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
RW14

TO
WIGNI

RNP	DISTANCE	PAT	MAP	HAT			HMAS 620					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
14.TOWER (21-001309)	365435.00N/0890402.00W		759	20	3	1A	1000				AT1241	3000
15.TERRAIN	365242.00N/0890345.00W		509 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

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											
16.TREE (17-034835)	370317.51N/0891405.97W	1.3	458	469	20	3	1A	300			780
CATEGORY B											
17.TOWER (17-002760)	370502.92N/0891101.01W	1.82	578	515	50	20	2C	300		XP85	900
CATEGORY C											
18.T-L TWR (17-001203)	370433.00N/0891004.00W	2.85	698	656	250	50	4D	300		AC50	1020

CIRCLING REMARKS:

XP 85 TO PRESERVE PREVIOUS MINIMUMS.



MSA

CENTER
RW14

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (29-000221)	372544.00N/0893014.00W	328	25.4	2487	250	50	4D	1000			3500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
STL FSS, MEM ARTCC

<u>WX SERVICE</u> AWOS	<u>LOCATION</u> KCIR	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KCIR	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KCGI	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KCGI	<u>DISTANCE</u> 19.4	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 48

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KCIR 322.0, KCGI 341.6
RA = 47.41FT.

<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>
RW02 - MIRL		BSC-F	
RW20 - MIRL		BSC-F	
RW14 - MIRL (PCL), REIL, PAPI-4L		NPI-F	
RW32 - MIRL (PCL)		NPI-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> 3.00	<u>TCH</u> 25.9
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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>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	CIRCLING RWY 20
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20:1		
336 BUSH (KCIRT0156) 370406.05N/0891251.33W (12.60)		332 BUSH (KCIRT0158) 370407.20N/0891254.08W (7.25)
331 BUSH (KCIRT0159) 370406.74N/0891252.32W (5.81)		354 TREE (KCIRT0185) 370412.65N/0891251.75W (0.15)
Final Type	CIRCLING RWY 32	
20:1		
350 TREE (KCIRT0071) 370335.10N/0891257.11W (22.55)		348 TREE (KCIRT0074) 370333.61N/0891257.00W (14.38)
349 TREE (KCIRT0075) 370332.59N/0891257.18W (11.81)		350 TREE (KCIRT0338) 370330.84N/0891257.29W (6.17)
Final Type	LP, LNAV	
20:1		
389 TREE (KCIRT0276) 370411.85N/0891344.37W (38.80)		352 TREE (KCIRT0261) 370412.70N/0891331.63W (30.64)
370 TREE (KCIRT0270) 370410.84N/0891343.21W (26.72)		345 TREE (KCIRT0262) 370412.69N/0891332.95W (20.34)
354 TREE (KCIRT0267) 370412.76N/0891339.45W (12.64)		357 TREE (KCIRT0272) 370412.70N/0891341.76W (10.04)
338 TREE (KCIRT0263) 370412.70N/0891334.85W (8.50)		339 TREE (KCIRT0264) 370412.67N/0891336.25W (6.08)
355 TREE (KCIRT0277) 370412.73N/0891343.26W (4.13)		337 TREE (KCIRT0266) 370412.75N/0891337.74W (0.00)
420 TREE (KCIRT0310) 370429.80N/0891357.62W (23.46)		408 TREE (KCIRT0302) 370428.39N/0891354.87W (18.83)
412 TREE (KCIRT0306) 370429.22N/0891356.61W (18.31)		413 TREE (KCIRT0312) 370430.84N/0891356.65W (15.49)
403 TREE (KCIRT0301) 370427.48N/0891355.90W (14.41)		404 TREE (KCIRT0305) 370429.58N/0891355.25W (11.50)
396 TREE (KCIRT0297) 370426.55N/0891355.33W (10.42)		401 TREE (KCIRT0304) 370427.70N/0891357.41W (9.65)
404 TREE (KCIRT0308) 370430.73N/0891355.27W (8.79)		400 TREE (KCIRT0303) 370425.49N/0891400.86W (8.66)
401 TREE (KCIRT0307) 370425.57N/0891402.38W (7.22)		392 TREE (KCIRT0298) 370425.61N/0891357.20W (5.82)
387 TREE (KCIRT0296) 370425.50N/0891354.68W (4.82)		407 TREE (KCIRT0320) 370429.94N/0891401.98W (3.66)
390 TREE (KCIRT0300) 370425.40N/0891358.93W (1.74)		
Final Type	LP, LNAV	
34:1		
389 TREE (KCIRT0276) 370411.85N/0891344.37W (38.80)		352 TREE (KCIRT0261) 370412.70N/0891331.63W (30.64)
370 TREE (KCIRT0270) 370410.84N/0891343.21W (26.72)		345 TREE (KCIRT0262) 370412.69N/0891332.95W (20.34)
354 TREE (KCIRT0267) 370412.76N/0891339.45W (12.64)		357 TREE (KCIRT0272) 370412.70N/0891341.76W (10.04)
338 TREE (KCIRT0263) 370412.70N/0891334.85W (8.50)		339 TREE (KCIRT0264) 370412.67N/0891336.25W (6.08)
355 TREE (KCIRT0277) 370412.73N/0891343.26W (4.13)		337 TREE (KCIRT0266) 370412.75N/0891337.74W (0.00)



AIRPORT CAIRO RGNL	AIRPORT ID KCIR	PROCEDURE NAME RNAV (GPS) RWY 14	AMDT NO. ORIG-C	CITY CAIRO	STATE IL	AIRPORT ELEVATION 322	FACILITY RNAV
420 TREE (KCIRT0310) 370429.80N/0891357.62W (23.46)	408 TREE (KCIRT0302) 370428.39N/0891354.87W (18.83)						
412 TREE (KCIRT0306) 370429.22N/0891356.61W (18.31)	413 TREE (KCIRT0312) 370430.84N/0891356.65W (15.49)						
403 TREE (KCIRT0301) 370427.48N/0891355.90W (14.41)	404 TREE (KCIRT0305) 370429.58N/0891355.25W (11.50)						
396 TREE (KCIRT0297) 370426.55N/0891355.33W (10.42)	401 TREE (KCIRT0304) 370427.70N/0891357.41W (9.65)						
404 TREE (KCIRT0308) 370430.73N/0891355.27W (8.79)	400 TREE (KCIRT0303) 370425.49N/0891400.86W (8.66)						
401 TREE (KCIRT0307) 370425.57N/0891402.38W (7.22)	392 TREE (KCIRT0298) 370425.61N/0891357.20W (5.82)						
387 TREE (KCIRT0296) 370425.50N/0891354.68W (4.82)	407 TREE (KCIRT0320) 370429.94N/0891401.98W (3.66)						
390 TREE (KCIRT0300) 370425.40N/0891358.93W (1.74)							

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.

 100' VEGETATION USED FOR EVALUATION.

 TAA NOT DEVELOPED PER FPT.

 VDP NA - OBSTACLES PENETRATE VISUAL SURFACE.

 FLIGHT INSPECTION RESULTS DO NOT WARRANT A VDA.

 FOR CONTINGENCY PURPOSES:
 CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CAPE GIRARDEAU ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET. INCREASE LNAV CAT C AND CIRCLING CAT C VISIBILITY 1/4 SM.

 ORDER 8260.3, VOLUME 1, 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	3.78
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	141.36
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	700
DISTANCE FROM	THLD	TO 1500FT POINT	5.71
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.76
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	141.36
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	700

THRESHOLD
COORDINATES
(IF STR-IN)370407.66N/0891332.48W

ARP COORDINATES370350.90N/0891310.30W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 14 DISTANCE 0.41 NM

FAF
COORDINATES370854.56N/0891818.59W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.



PART E: PREPARED BY

<u>NAME</u> ALLAN WILL (ALEX BALLESTER MARTINEZ)	<u>OFFICE</u> AJV-A423	<u>DATE</u> 01/31/2020	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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