

# 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> GYB	<u><b>PROCEDURE NAME</b></u> RNAV (GPS) RWY 17	<u><b>ORIGINAL/AMENDMENT</b></u> 1	<u><b>CITY</b></u> GIDDINGS	<u><b>STATE</b></u> TX
<u><b>AIRPORT ELEVATION</b></u> 484	<u><b>TDZE</b></u> 484	<u><b>SUPERSEDED</b></u> RNAV (GPS) RWY 17	<u><b>DATED</b></u> 01/27/2022	<u><b>MAG VAR</b></u> 6E
<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>
		<u><b>ORIGINAL/AMENDMENT</b></u> ORIG-B		<u><b>EPOCH YEAR</b></u> 2000

## TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
MNURE		JAYJO		TF	FB	1.00	321.91	24.33	2500
JAYJO		JOMBU		TF	FB	1.00	288.74	4.09	2300
HOOKK	IAF	PPENS	NOPT	TF	FB	1.00	085.34	10.46	2300
JOMBU	IAF	PPENS	NOPT	TF	FB	1.00	258.32	6.00	2300
PPENS	IF/IAF	HARQE		TF	FB	1.00	168.26	6.93	2100
HARQE	FAF	RICIE/2.45 NM TO RW17		TF	FB	0.30	168.27	1.51	
RICIE/2.45 NM TO RW17		RW17	MAP	TF	FO	0.30	168.27	2.45	
RW17	MAP	820 MSL		CA			168.27		
820 MSL		RAMOS		DF	FO	1.00			2500

## MISSED APPROACH

### MAP:

LNAV: RW17

### MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2500 DIRECT RAMOS AND HOLD.

### ALTERNATE MISSED APPROACH INSTRUCTIONS:

### PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD N PPENS, RT, 168.26 INBOUND, 2300 FT. IN LIEU OF PT (IAF), MAX 9000.
3. FAC: 168.27 FAF: HARQE DIST FAF TO MAP: 3.96 DIST FAF TO THLD: 3.96
4. MIN ALT: PPENS 2300, HARQE 2100, RICIE/2.45 NM TO RW17 1500
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: MM: IM:
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: RW17 2600

QUALITY  
34  
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: PROCEDURE NA AT NIGHT.  
CHART PROFILE NOTE: VGSi AND DESCENT ANGLES NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET}).  
CHART NOTE: RWY 17 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT JAYJO ON V306 EASTBOUND.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT HOOKK ON V306 WESTBOUND.  
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AUS ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C 1/4 SM, AND CIRCLING VISIBILITY CAT C 1/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD S, RT, 348.28 INBOUND.  
CHART FAS OBST: 564 TREE (48-073587) 301117N/0965904W.  
HARQE TO RW17: 3.75/40.

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT C 800-2 1/4, 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
LNAV MDA	820	1	336	820	1	336	820	1	336		NA				
CIRCLING	880	1	396	1160	1	676	1240	2 1/4	756		NA				



CHANGES - REASONS

1. TERMINAL ROUTES: DELETED FEEDER FROM IDU VORTAC AND REPLACED WITH FEEDER FROM MNURE – IDU VORMON.
2. TERMINAL ROUTES: CHANGED COURSE/DISTANCE ON INITIAL SEGMENT JAYJO TO JOMBU FROM 282.91/4.98 TO 288.74/4.09 – IAF JOMBU MOVED TO MEET CURRENT CRITERIA REQUIREMENTS.
3. TERMINAL ROUTES: DELETED INITIAL SEGMENT ILEXY TO PPENS AND REPLACED WITH INITIAL SEGMENT HOOKK TO PPENS – TO MEET CURRENT LEG LENGTH REQUIREMENTS.
4. TERMINAL ROUTES: CHANGED COURSE/DISTANCE ON INITIAL SEGMENT JOMBU TO PPENS FROM 258.31/5.00 TO 258.32/6.00 – IAF JOMBU MOVED TO MEET CURRENT LEG LENGTH REQUIREMENTS.
5. TERMINAL ROUTES: CHANGED DISTANCE ON INTERMEDIATE SEGMENT PPENS TO HARQE FROM 6.01 TO 6.93 – VDA CHANGED FROM 3.04 TO 3.75 TO MATCH VGSI.
6. TERMINAL ROUTES: ADDED FINAL SEGMENT "HARQE" TO "RICIE/2.45 NM TO RW17"; RNP: 0.3/COURSE: 168.27/DISTANCE: 1.51 TO TERMINAL ROUTES – CURRENT CRITERIA REQUIREMENT/ ADDITION OF SDF RICIE.
7. TERMINAL ROUTES: ADDED FINAL STEPDOWN SEGMENT "RICIE/2.45 NM TO RW17" TO "RWY 17"; RNP: 0.3/COURSE: 168.27/DISTANCE: 2.45 TO TERMINAL ROUTES - CURRENT CRITERIA REQUIREMENT/ ADDITION OF SDF RICIE.
8. TERMINAL ROUTES: ADDED CA LEG 820 MSL – IAW 8260.58C 3-5-2B.
9. PROFILE LINE 2: ADDED “MAX 9000” – IAW 8260.19J 8-6-7 B(2).
10. PROFILE LINE 3: CHANGED DIST FAF TO MAP AND DIST FAF TO THLD FROM 4.88 TO 3.96 – NEW FAF LOCATION.
11. PROFILE LINE 4: ADDED "RICIE/2.45 NM TO RW17 1500" TO MIN ALT - STEPDOWN FIX RICIE ADDED TO PROCEDURE; IAW 8260.19J 8-6-7 D(3).
12. PROFILE LINE 7: ADDED "20:1 IS NOT CLEAR" - IAW 8260.19J 8-6-7 G(3)A.
13. DELETED “CHART NOTE: DME/DME RNP-0.3” FROM NOTES AND ADDED “RNP APCH – GPS” TO PBN REQUIREMENTS NOTES – IAW 8260.19J 8-6-8 D(5)A(1).
14. NOTES: CHANGED BACKUP ALTIMETER CHART NOTE FROM “WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AUSTIN-BERGSTROM INTL ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET; INCREASE VISIBILITY CAT C 1/4 SM” TO “WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AUS ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C 1/4 SM, AND CIRCLING VISIBILITY CAT C 1/4 SM” - APPLICATION OF LOCATION ID IAW 8260.19J AND VISIBILITIES IAW 8260.3F.
15. NOTES: CHANGED CHART PROFILE NOTE FROM “VGSI AND DESCENT ANGLES NOT COINCIDENT” TO “VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}) – IAW 8260.19J 8-6-10 M(2).
16. NOTES: CHANGED CHART NOTE FROM "HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED" TO "RWY 17 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED" - IAW 8260.19J 8-6-12 K(2).
17. NOTES: ADDED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT JAYJO ON V306 EASTBOUND, AND ARRIVALS AT HOOKK ON V306 WESTBOUND" - IAW 8260.19J 8-2-5 E(2).
18. ADDITIONAL FLIGHT DATA: CHANGED FAS OBST FROM "679 AAO 301348N/0965816W" TO CHART FAS OBST "564 TREE (48-073587) 301117N/0965904W" - NEW CONTROLLING OBSTACLE.
19. ADDITIONAL FLIGHT DATA: DELETED "CHART 696 TOWER 301458N/0965947W" - NEW EVALUATION.
20. ADDITIONAL FLIGHT DATA: CHANGED NOTE FROM "HARQE TO RW17: 3.04/40" TO “HARQE TO RW17: 3.75/40” – VDA CHANGED FROM 3.04 TO 3.75 TO MATCH VGSI.
21. MINIMUMS: LOWERED LNAV MDA/HAT ALL CATS FROM 940/455 TO 820/336 - ADDED SDF RICIE TO REDUCE LNAV MINIMUMS; FPT APPROVED.
22. MINIMUMS: LOWERED LNAV CAT C VISIBILITY FROM “1 1/4” TO "1" - IAW 8260.3F TABLE 3-3-1.

COORDINATED WITH:

A4A

ALPA

☒

AOPA

☒

APA

HAI

NBAA

☒

OTHER: ZHU ARTCC, AUS APP CON, AMGR, ST AVIATION DIR

FLIGHT CHECKED BY

RUSSELL ROSLEWSKI

Digitally signed by

CASIMIR L TABAKA

Dec 02, 2024

OFFICE

AJF

DATE

11/22/2024

DEVELOPED BY

JOSEPH L. ZEDER (HOPE N. DENTON)

Digitally signed by

CASIMIR L TABAKA

Dec 02, 2024

OFFICE

AJV-A432

DATE

09/09/2024

APPROVED BY

JOSEPH L. ZEDER

Digitally signed by

CASIMIR L TABAKA

Dec 02, 2024

OFFICE

AJV-A432

DATE

TITLE

MANAGER



**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>
GYB	RNAV (GPS) RWY 17	1	GIDDINGS	TX	484	RNAV

**PART A: OBSTRUCTION DATA SEGMENTS**

**FEEDER**

**FROM** MNURE **TO** JAYJO

RNP 1.00 DISTANCE 24.33 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>
TOWER (48-010223)	295851.96N/0963548.48W	855	500	50	5D	1000				AT645	2500
TERRAIN	300757.00N/0964009.00W	534 (500)								AS1500	2000

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

**FEEDER**

**FROM** JAYJO **TO** JOMBU

RNP 1.00 DISTANCE 4.09 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>
TOWER (48-012980)	302226.13N/0965221.49W	728	20	3	1A	1000				AT572	2300
TERRAIN	302257.00N/0965245.00W	452 (500)								AS1500	2000

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

QUALITY  
34  
CHECKED

INITIAL

FROM

HOOKK

TO

PPENS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	10.46										
<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	302036.00N/0971130.00W	955	215	8	4B	1000					2000
TERRAIN	302036.00N/0971130.00W	754 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

JOMBU

TO

PPENS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	6.00										
<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 (48-012980)	302226.13N/0965221.49W	728	20	3	1A	1000				AT572	2300
TERRAIN	302303.00N/0965721.00W	482 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

PPENS (IF/IAF)

TO

HARQE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	6.93										
<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	301524.00N/0970106.00W	725	215	8	4B	500				AT875	2100
TERRAIN	301521.00N/0970109.00W	524 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

HARQE

TO

RICIE/2.45 NM TO RW17

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	1.51										
<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	301409.00N/0965812.00W	683	215	8	4B	250				RA100 DG467	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

RICIE/2.45 NM TO RW17

TO

RW17

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.45		RW17		336						
<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 (48-073587)	301116.84N/0965904.17W	564	20	3	1A	250					820

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

PPENS

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 (48-010258)	302536.47N/0970102.05W	917	20	3	1A	1000				AT383	2300
TERRAIN	302739.00N/0970345.00W	616 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW17

TO

RAMOS

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 720				
<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 (48-014749)	300155.35N/0965945.51W	758	50	20	2C	1000					1800
TERRAIN	300945.00N/0965936.00W	501 (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											
TREE	301057.00N/0965730.00W	1.30	396	569	215	8	4B	300			880
CATEGORY B											
TOWER (48-136604)	301105.61N/0970047.99W	1.82	676	843	20	3	1A	300			1160
CATEGORY C											
TOWER (48-020376)	300958.75N/0965639.34W	2.86	756	932	20	10	1B	300			1240

CIRCLING REMARKS:

MSA

CENTER

RW17

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (48-008828)	295702.15N/0972213.49W	231	24.3	1524	250	50	4D	1000			2600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:





PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

AUS APP CON, ZHU ARTCC

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
AWOS-3	GYB	24	GYB	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
ASOS	AUS	24	AUS	35.84	Y	91

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME  
GYB 484, AUS 532  
RA = 90.7.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW17 - MIRL, PAPI-2L		NPI-G	
RW35 - MIRL, PAPI-2L		NPI-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
					3.75	33.6

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
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 35
20:1	
491 TREE (48-080319) 300939.7400N/0965847.2800W (12.17)	476 TREE (48-121124) 300942.4600N/0965847.1400W (10.78)
463 TREE (48-121125) 300944.4600N/0965847.9800W (8.2)	479 TREE (48-090868) 300940.8500N/0965847.8900W (6.02)
495 TREE (48-073370) 300937.6000N/0965845.8800W (4.8)	469 TREE (48-077145) 300942.3800N/0965845.6100W (2.71)
472 TREE (48-073462) 300941.6400N/0965844.7600W (1.61)	476 TREE (48-061464) 300940.5500N/0965845.8000W (0.59)
FINAL TYPE	LNAV



AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
GYB	RNAV (GPS) RWY 17	1	GIDDINGS	TX	484	RNAV
34:1						
530 TREE (48-069331) 301041.9300N/0965849.9000W (13.84)			531 TREE (48-121123) 301042.5700N/0965851.2900W (12.59)			
528 TREE (48-061388) 301041.5500N/0965851.7400W (12.49)			534 TREE (48-058232) 301043.8400N/0965851.1800W (11.86)			
505 TRAVERSE_WAY (48-060981) 301035.1300N/0965852.2700W (8.33)			530 TREE (48-093548) 301044.0500N/0965849.8600W (7.58)			
534 TREE (48-090692) 301045.6000N/0965849.8800W (7)			526 TREE (48-116621) 301042.5000N/0965854.8600W (6.88)			
505 TRAVERSE_WAY (48-083540) 301035.9000N/0965851.4400W (6.27)			505 TRAVERSE_WAY (48-061024) 301036.6300N/0965850.6500W (4.32)			
529 TREE (48-058234) 301045.0200N/0965848.4300W (4.08)			516 TREE (48-093633) 301040.7900N/0965849.2600W (3.38)			
505 TRAVERSE_WAY (48-061608) 301037.3800N/0965849.8500W (2.31)			524 TREE (48-058233) 301044.2600N/0965852.3800W (0.31)			
FINAL TYPE	LNAV, CIRCLING RWY 17					
20:1						
527 TREE (48-080657) 301036.4400N/0965848.3400W (16.68)			530 TREE (48-093354) 301038.0100N/0965848.7400W (11.61)			
490 TRAVERSE_WAY (48-086288) 301031.2800N/0965848.4200W (5.58)			506 TRAVERSE_WAY (48-086188) 301034.4100N/0965853.0600W (3.81)			
529 TREE (48-080747) 301039.5300N/0965848.2800W (3.17)						
PENETRATIONS REMARKS:						

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or

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

<b>PENETRATIONS REMARKS:</b>

**PART C: GENERAL REMARKS:**

PRECIPITOUS TERRAIN EVALUATION COMPLETED.  
50 FT VEGETATION HEIGHT USED PER FPT REQUEST.  
VDP NOT ESTABLISHED - OBSTACLES PENETRATE 20:1 SURFACE.  
TAA NOT DEVELOPED PER FPT REQUEST.  
LPV AND LNAV/VNAV NOT DEVELOPED DUE TO LACK OF SURVEY DATA.  
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> GYB	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 17	<u>AMDT NO.</u> 1	<u>CITY</u> GIDDINGS	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 484	<u>FACILITY</u> 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	1.96
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	174.27
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	500
DISTANCE FROM	THLD	TO 1500FT POINT	3.76
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	174.27
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	500

THRESHOLD COORDINATES (IF STR-IN)

301029.06N/0965850.34W

ARP COORDINATES

301009.40N/0965848.10W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 35 DISTANCE 0.33 NM

FAF COORDINATES

301425.84N/0965917.70W

FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
JOSEPH L. ZEDER (HOPE N. DENTON)	AJV-A432	09/09/2024	AERONAUTICAL INFORMATION SPECIALIST

