

**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> KPRO	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 32	<u>ORIGINAL/AMENDMENT</u> 1B	<u>CITY</u> PERRY	<u>STATE</u> IA		
<u>AIRPORT ELEVATION</u> 1013	<u>TDZE</u> 1012	<u>SUPERSEDED</u> RNAV (GPS) RWY 32	<u>ORIGINAL/AMENDMENT</u> 1A	<u>DATED</u> 05/29/2014	<u>MAG VAR</u> 2E	<u>EPOCH YEAR</u> 2010
<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>
GUMBO	IAF	EXPOW	NOPT	TF	FB	1.00	264.62	9.99	3500
ILODE	IAF	EXPOW	NOPT	TF	FB	1.00	031.39	7.10	3500
EXPOW	IF/IAF	CUNKU		TF	FB	1.00	318.77	5.00	2600
CUNKU	FAF	PEVIY/2.20 NM TO RW32		TF	FB	0.30	318.72	2.68	
PEVIY/2.20 NM TO RW32		RW32	MAP	TF	FO	0.30	318.72	2.20	
RW32	MAP	1500 MSL		CA			318.72		1500
1500 MSL		LINDE		DF	FO	1.00			3500

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW32

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 3500 DIRECT LINDE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)

2. HOLD SE EXPOW, RT, 318.77 INBOUND, 3500 FT. IN LIEU OF PT (IAF), MAX 6000.

3. FAF: 318.72 FAF: CUNKU DIST FAF TO MAP: 4.88 DIST FAF TO THLD: 4.88

4. MIN ALT: EXPOW 3500, CUNKU 2600, PEVIY/2.20 NM TO RW32 1740

5. DIST TO THLD FROM FAF: 4.88 MM: IM: 150 HAT: 200 HAT: 0.53 GS ANT:

6. MIN GP INCPT: 2600 GP ALT AT FAF : CUNKU 2600 OM: MM: IM:

7. GP ANGLE: 3.00 34:1: IS CLEAR 20:1: IS CLEAR TCH: 40.0

8. MSA FROM: RW32 4000

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA TO RWYS 4 AND 22.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT GUMBO ON V172 EASTBOUND AND V505 SOUTHEAST BOUND.

ADDITIONAL FLIGHT DATA:

HOLD SE, RT, 336.37 INBOUND.
FAS OBST: 1129 TREE 414913N/0940934W.
CHART VDP AT 1.09 NM TO RW32
WAAS CHANNEL # 90508
REFERENCE PATH ID: W32A
CHART CIRCLING ICON.
LTP HAE: 277.7 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	1212	1	200	1212	1	200		NA			NA				
LNAV/VNAV DA	1299	1	287	1299	1	287		NA			NA				
LNAV MDA	1380	1	368	1380	1	368		NA			NA				
CIRCLING	1460	1	447	1480	1	467		NA			NA				

QUALITY
22
CHECKED

CHANGES - REASONS

1. CHANGES FROM P-NOTAM 1A INCORPORATED INTO THIS AMENDMENT. - IAW 8260.19I,8-3-4 C(3).
2. MOVED ALL NOTES AND REFERENCES TO BOONE ALTIMETER SETTING TO 8260-9 FOR CONTINGENCY PURPOSES - LOCAL AND SECONDARY ON WMSCR.
3. REMOVED CHART NOTE: DME/DME RNP-0.3 NA AND ADDED PBN REQUIREMENTS NOTE: RNP APCH - GPS. -IAW 8260.19I,8-6-8.B (3)(B).
4. REMOVED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ILODE ON V175 WESTBOUND. - PER FPT REQUEST/V175 REMOVED.
5. ADDED CHART NOTE: CIRCLING NA TO RWYS 4 AND 22 - RUNWAYS 4 AND 22 ARE TURF RUNWAYS.
6. ADDED NEW CIRCLING/CHART CIRCLING ICON - PER FPT REQUEST/ 8260.19I, 8-6-10.
7. UPDATED VGSI NON COINCIDENT NOTE - CURRENT CRITERIA VERBIAGE.
8. ADDED "MAX 6000" TO PROFILE LINE 2 - IAW 8260.19I, 8-6-7.B (2).
9. ADDED "20:1: IS CLEAR" TO PROFILE LINE 7 - NO 20:1 PENETRATIONS EXIST.
10. CHANGED DISTANCE TO THLD FROM 200 HATH: 0.50 NM TO DISTANCE TO THLD FROM 200 HAT: 0.53 AND RELOCATED IT FROM ADDITIONAL FLIGHT DATA TO PROFILE LINE 5 - NEW TARGETS EVALUATION/8260.19I, 8-6-7.E (3).
11. CHANGED LPV CAT A AND B VISIBILITY FROM 3/4 TO 1 - UPDATED VISCHECK RESULTS.
12. CHANGED LNAV/VNAV CAT A AND B VISIBILITY FROM 7/8 TO 1- UPDATED VISCHECK RESULTS.
13. CHANGED CRC REMAINDER FROM C7E17BE1 TO 477C0868 - FPAP COORDINATES UPDATED.

COORDINATED WITH:

A4A ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZMP, DSM APP CON, AMGR

FLIGHT CHECKED BY

LAEX KRAUSE

Digitally signed by
DAVID TEFFETELLER

May 06, 2021

OFFICE
FICO

DATE
05/04/2021

DEVELOPED BY

JON DENTON (KATHERINE EUBANKS)

Digitally signed by
DAVID TEFFETELLER
May 06, 2021

OFFICE
AJV-A432

DATE
01/29/2021

APPROVED BY

LONNIE EVERHART

Digitally signed by
DAVID TEFFETELLER
May 06, 2021

OFFICE
AJV-A430

DATE

TITLE
MANAGER

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KPRO
RUNWAY	RW32
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W32A
LTP/FTP LATITUDE	414926.3430N
LTP/FTP LONGITUDE	0940921.4220W
LTP/FTP ELLIPSOIDAL HEIGHT	+02777
FPAP LATITUDE	415035.2920N
FPAP LONGITUDE	0941036.9655W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1528
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	477C0868

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+03061
FPAP ORTHOMETRIC HEIGHT	+03061

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

<u>AIRPORT ID</u> KPRO	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 32	<u>AMDT NO.</u> 1B	<u>CITY</u> PERRY	<u>STATE</u> IA	<u>AIRPORT ELEVATION</u> 1013	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
GUMBO

TO
EXPOW

<u>RNP</u>	<u>DISTANCE</u> 9.99	<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 (19-020235)	414334.70N/0935138.40W		1510	250	50	4D	1000				AT990	3500
2.TERRAIN	414109.00N/0935757.00W		1073 (1100)								AS1500	2600

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM
ILODE

TO
EXPOW

<u>RNP</u>	<u>DISTANCE</u> 7.10	<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 (19-000997)	413512.00N/0940418.00W		1423	500	125	5E	1000				AT1077	3500
4.TERRAIN	413918.00N/0940418.00W		1080 (1100)								AS1500	2600

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM
EXPOW (IF/IAF)

TO
CUNKU

RNP	DISTANCE 5.00	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.TOWER (19-001020)	414042.00N/0940221.00W		1400	500	50	5D	500					1900
6.TERRAIN	414336.00N/0940506.00W		1080 (1100)								AS1500	2600

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: LPV

FROM
CUNKU

TO
RW32

RNP	DISTANCE 4.88	PAT	MAP DA	HAT 200			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				1212

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
CUNKU

TO
RW32

RNP	DISTANCE 4.88	PAT	MAP DA	HAT 287			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
7.TREE	414913.00N/0940934.00W		1129	50	20	2C	142				AC20 XP8	1299

COMPUTATIONS

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

XP: 8 TO MAINTAIN CURRENT ALTITUDE
FINAL: LNAV

FROM
CUNKU

TO
PEVIY/2.20 NM TO RW32

RNP	DISTANCE 2.68	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
8.AAO	414612.95N/0940345.78W		1279	50	20	2C	250				DG145 RA66	1740

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
PEVIY/2.20 NM TO RW32

TO
RW32

<u>RNP</u>	<u>DISTANCE</u> 2.20	<u>PAT</u>	<u>MAP</u> RW32	<u>HAT</u> 368			<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.TREE	414913.00N/0940934.00W		1129	50	20	2C	250					1380

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
EXPOW

TO
P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<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>
10.TOWER (19-001566)	413512.00N/0935553.00W	1415	250	50	4D	1000				AT1085	3500
11.TERRAIN	413900.00N/0935624.00W	1086 (1100)								AS1500	2600

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 : LPV

FROM

DA

TO

LINDE

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1043					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3500
9.ELEVATOR (19-001271)	415030.00N/0941315.00W		1238	500	50	5D	1000				AT1200	3500
12.TERRAIN	414009.00N/0941721.00W		1174 (1200)								AS1500	2700

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/VNAV

FROM

DA

TO

LINDE

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
1157												
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3500
9.ELEVATOR (19-001271)	415030.00N/0941315.00W		1238	500	50	5D	1000				AT1200	3500
12.TERRAIN	414009.00N/0941721.00W		1174 (1200)								AS1500	2700

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

RW32

TO

LINDE

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1280					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3500
9.ELEVATOR (19-001271)	415030.00N/0941315.00W		1238	500	50	5D	1000				AT1200	3500
12.TERRAIN	414009.00N/0941721.00W		1174 (1200)								AS1500	2700

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											
13.TREE	414831.82N/0941047.28W	1.30	447	1159	50	20	2C	300			1460
CATEGORY B											
13.TREE	414831.82N/0941047.28W	1.84	467	1159	50	20	2C	300		HAA	1480

CIRCLING REMARKS:

MSA

CENTER

RW32

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (19-001431)	414948.00N/0933654.60W	087	24.3	2996	50	10	2B	1000			4000

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZMP ARTCC, DSM TOWER

<u>WX SERVICE</u> AWOS-3	<u>LOCATION</u> KPRO	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KPRO	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> AWOS-3	<u>LOCATION</u> KBNW	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KBNW	<u>DISTANCE</u> 19.27	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 66

WX REMARKS:
RASS PRESSURE PATTERNS ARE THE SAME
KPRO 1013, KBNW 1160
RA = 65.1

<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>
RW14 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NPI-G	
RW32 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NPI-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 1004.4	<u>TCH</u> 40.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 28.0
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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> -17C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -17C	<u>APT ISA</u> +12.99C
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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 719 HIGH TEMP 1139.

"VISUAL PORTION OF FINAL" PENETRATIONS

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.

TAA NOT DEVELOPED AS PER FPT.
OBSTACLE #1 ACCURACY VERIFIED 4D, BY OEAAA CASE STUDY # 2005-ACE-2336-OE.
OBSTACLE #9 ACCURACY VERIFIED 4D, BY OEAAA CASE STUDY # 1999-ACE-1550-OE.

FOR CONTINGENCY PURPOSES:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BOONE ALTIMETER SETTING; INCREASE ALL DA 66 FEET AND ALL MDA 80 FEET.
BARO-VNAV AND VDP NA WHEN USING BOONE ALTIMETER SETTING.

100' VEGETATION USED.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



AIRPORT ID KPRO	PROCEDURE NAME RNAV (GPS) RWY 32	AMDT NO. 1B	CITY PERRY	STATE IA	AIRPORT ELEVATION 1013	FACILITY 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	3.00
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	320.72
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1000
DISTANCE FROM	THLD	TO 1500FT POINT	4.68
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	320.72
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1000

THRESHOLD
COORDINATES
(IF STR-IN)

414926.34N/0940921.42W

ARP COORDINATES

414940.80N/0940935.40W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 14 DISTANCE 0.36 NM

FAF
COORDINATES

414539.46N/0940513.22W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

QUALITY
22
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> JON DENTON (KATHERINE EUBANKS)	<u>OFFICE</u> AJV-A432	<u>DATE</u> 01/29/2021	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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