

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
LOC STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.25

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> KVTA	<u>PROCEDURE NAME</u> LOC RWY 9	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>CITY</u> NEWARK	<u>STATE</u> OH		
<u>AIRPORT ELEVATION</u> 884	<u>TDZE</u> 884	<u>SUPERSEDED</u> LOC RWY 9	<u>ORIGINAL/AMENDMENT</u> ORIG-A	<u>DATED</u> 06/20/2019	<u>MAG VAR</u> 6W	<u>EPOCH YEAR</u> 1990
<u>FACILITY</u> I-RXK	<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>
APE VORTAC		PIRIC INT					186.38	7.87 (I-RXK)	2900

**MISSED APPROACH**

**MAP:**

5.58 NM AFTER PIRIC INT

**MISSED APPROACH INSTRUCTIONS:**

CLIMBING LEFT TURN TO 2900 DIRECT APE VORTAC AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT R SIDE OF COURSE 273.08 OUTBOUND 2900 FT WITHIN 10 MILES OF PIRIC INT (IAF)  
2.  
3. FAC: 093.08 FAF: PIRIC INT DIST FAF TO MAP: 5.58 DIST FAF TO THLD: 5.58  
4. MIN ALT: PIRIC INT 2700  
8. MSA FROM: APE VORTAC 3100

**EQUIPMENT REQUIREMENTS NOTES:**

**NOTES:**

CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART NOTE: RWY 9 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.  
CHART NOTE: STRAIGHT-IN AND CIRCLING RWY 9 NA AT NIGHT.



ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW: (CFFBX) AT 400052.13N/0824309.86W  
CHART: LOC/AZIMUTH OFFSET 0.13 DEGREES.  
HOLD NW, LT, 148.00 INBOUND.  
CHART FAS OBST: 1169 TREE 400212N/0823102W.  
CHART 1289 TREE 400056N/0823527W.  
CHART CIRCLING ICON.  
PIRIC TO RW09: 3.00/40.

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
S-09	1420	1	536	1420	1	536	1420	1 1/2	536	1420	1 1/2	536			
CIRCLING	1480	1	596	1480	1	596	1760	2 1/2	876	1760	2 3/4	876			

CHANGES - REASONS

1. AMENDMENT INCORPORATES FDC 0/8367 WHICH ADDS TIME/DISTANCE TABLE. - TABLE INADVERTENTLY LEFT OFF OF PREVIOUS AMENDMENT.  
2. CHANGED MAP FROM "RW09" TO "5.58NM AFTER PIRIC INT". - TIMING IS USED TO IDENTIFY MAP, 8260.19H, 8-6-6.C (2).  
3. RELOCATED BACKUP ALTIMETER NOTES FROM THIS FORM TO THE 8260-9 FOR CONTINGENCY PURPOSES - 8260.19H, 8-6-9.F (3).  
4. LOWERED S-09 CAT D VISIBILITY FROM 1 3/4 SM TO 1 1/2 SM. - NEW VISCHECK RESULTS USING CURRENT CRITERIA RESULTED IN LOWER VISIBILITY REQUIREMENT.  
5. DELETED ALTERNATE MINIMUMS - LOCALIZER IS PART-TIME MONITORED, 8260.19H, 8-6-11.B (1).

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZID, CMH APP CON, 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  
Oct 01, 2020

DEVELOPED BY  
ALLAN WILL (STEVEN WINNER)

OFFICE

AJV-A423

DATE

07/31/2020

Digitally signed by  
ALLAN WILL  
Oct 01, 2020

APPROVED BY  
MARLON ROBINSON

OFFICE

AJV-A420

DATE

Digitally signed by  
ALLAN WILL  
Oct 01, 2020

TITLE  
MANAGER



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

<u>AIRPORT ID</u> KVTA	<u>PROCEDURE NAME</u> LOC RWY 9	<u>AMDT NO.</u> ORIG-B	<u>CITY</u> NEWARK	<u>STATE</u> OH	<u>AIRPORT ELEVATION</u> 884	<u>FACILITY</u> I-RXK
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM  
APE VORTAC

TO  
PIRIC INT

<u>RNP</u>	<u>DISTANCE</u> 7.87	<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	400903.00N/0823527.00W		1552	50	20	2C	1000					2600
2.TERRAIN	400903.00N/0823527.00W		1352 (1400)								AS1500	2900

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE: PT

FROM  
10 NM

TO  
PIRIC INT

<u>RNP</u>	<u>DISTANCE</u> 10.00	<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>
3.TOWER (39-001219)	400334.00N/0824213.00W		1548	500	50	5D	500					2100
4.TERRAIN	400321.00N/0824139.00W		1239 (1200)								AS1500	2700

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL

FROM

PIRIC INT

TO

5.58 NM AFTER PIRIC INT

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	5.58		5.58 NM AFTER PIRIC INT	536								
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
5.TREE	400212.02N/0823101.97W	1169	50	20	2C	250					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:

PROCEDURE TURN

FROM

PIRIC

TO

10 NM

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
6.TOWER (39-000448)	400920.44N/0823650.45W	1568	20	50	1D	1000					2600	
7.TERRAIN	400903.00N/0823527.00W	1352 (1400)								AS1500	2900	

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

FROM

5.58 NM AFTER PIRIC INT

TO

APE VORTAC

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2900
8.TOWER (39-001987)	400638.00N/0822813.00W		1533	20	3	1A	1000					2600
9.TERRAIN	400900.00N/0823518.00W		1352 (1400)								AS1500	2900

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											
10.TREE	400217.00N/0822925.00W	1.30	596	1149	50	20	2C	300		XP20	1480
CATEGORY B											
11.TREE (39-045428)	400130.40N/0822505.17W	1.84	596	1179	20	3	1A	300			1480
CATEGORY C											
12.TOWER (39-000102)	400201.00N/0822407.00W	2.89	876	1396	20	50	1D	300		AC50	1760
CATEGORY D											
13.TOWER (39-000658)	400052.64N/0822240.15W	3.77	876	1448	20	3	1A	300			1760

CIRCLING REMARKS:

XP-MATCH CURRENT PUBLISHED CAT A MDA



MSA

CENTER

APE VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (39-000604)	400933.00N/0825523.00W	278	15.4	2046	500	50	5D	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
CMH TOWER, ZID ARTCC

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KVTA	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KVTA	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KCMH	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KCMH	<u>DISTANCE</u> 19.252	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 55

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KTVA 884, KCMH 811  
RA = 54.5.

<u>PRIMARY NAVAID</u> I-RXK	<u>MONITOR POINT</u> POLICE DEP	<u>HRS OPERATION</u> PART-TIME	<u>CAT</u> 1
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW09 - MIRL (PCL), REIL (PCL), PAPI-4L	NPI-G	
RW27 - MIRL (PCL), REIL (PCL), PAPI-4R	NPI-G	

<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> 3.25	<u>TCH</u> 28.2
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	457.059
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	S-9
20:1	
898 TRAVERSE WAY (39-038072) 400125.29N/0822812.02W (2.48)	
Final Type	S-9
34:1	
976 TREE (39-043149) 400129.73N/0822833.70W (36.64)	979 TREE (39-042497) 400129.80N/0822835.06W (36.54)
985 TREE (39-037643) 400129.14N/0822838.29W (35.06)	971 TREE (39-069620) 400126.82N/0822832.06W (34.93)
961 TREE (39-043155) 400124.26N/0822829.24W (30.96)	980 TREE (39-037645) 400130.34N/0822839.24W (28.08)
981 TREE (39-037648) 400131.08N/0822840.69W (25.88)	959 TREE (39-037668) 400125.59N/0822831.09W (24.95)
964 TREE (39-037639) 400124.58N/0822834.58W (21.81)	948 TREE (39-037666) 400124.39N/0822830.67W (14.72)
938 TREE (39-038014) 400124.54N/0822827.30W (12.44)	950 TREE (39-037635) 400124.34N/0822832.57W (12.37)
970 TREE (39-044319) 400124.83N/0822841.41W (12.25)	960 TREE (39-042498) 400131.24N/0822838.36W (10.23)
957 TREE (39-045670) 400130.62N/0822837.30W (9.56)	919 POLE (39-044640) 400128.56N/0822821.42W (7.51)
948 TREE (39-037637) 400128.53N/0822834.24W (7.22)	926 POLE (39-043376) 400130.13N/0822825.06W (6.44)
900 TRAVERSE WAY (39-038079) 400125.53N/0822813.37W (6.42)	920 POLE (39-044306) 400129.17N/0822822.73W (5.62)
902 TRAVERSE WAY (39-037566) 400125.62N/0822815.13W (4.42)	901 TRAVERSE WAY (39-038042) 400125.70N/0822814.71W (4.39)
960 TREE (39-043390) 400131.89N/0822842.37W (1.17)	963 TREE (39-037652) 400130.65N/0822843.63W (1.1)
925 TREE (39-038010) 400127.07N/0822826.84W (0.89)	970 TREE (39-046164) 400131.57N/0822846.92W (0.73)
913 TREE (39-069471) 400124.10N/0822821.71W (0.14)	

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or  
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:





**PART C: GENERAL REMARKS:**

VEGETATION HEIGHT: 100 FT PER FPT.  
VDP NOT PUBLISHABLE, DME NOT AVAILABLE.  
AIR TRAFFIC REQUESTED MISSED APPROACH HOLDING AT APE VORTAC.  
FOR CONTINGENCY PURPOSES: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE JOHN GLENN COLUMBUS INTL ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET AND INCREASE ALL CAT C/D VISIBILITY 1/4 SM.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1289 TREE 400056.00N/0823527.00W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> KVTA	<u>PROCEDURE NAME</u> LOC RWY 9	<u>AMDT NO.</u> ORIG-B	<u>CITY</u> NEWARK	<u>STATE</u> OH	<u>AIRPORT ELEVATION</u> 884	<u>FACILITY</u> I-RXK
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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	3.92
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.51
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	087.08
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1200
DISTANCE FROM	FAF	TO 1500FT POINT	7.00
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	6.78
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	087.08
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1200

THRESHOLD  
COORDINATES  
(IF STR-IN)

400127.79N/0822806.50W

ARP COORDINATES

400128.80N/0822742.50W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 9 DISTANCE 0.38 NM

FAF  
COORDINATES

400111.02N/0823521.95W

FIX NAME  
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.  
THLD DISPLACED 457.059FT, ACTUAL COORDINATES: 400127.55N/0822812.37W.

QUALITY  
10  
CHECKED

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

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> ALLAN WILL (STEVEN WINNER)	<u>OFFICE</u> AJV-A423	<u>DATE</u> 07/31/2020	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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