

**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> KRRL | <u>PROCEDURE NAME</u> RNAV (GPS) RWY 25 | <u>ORIGINAL/AMENDMENT</u> 1C | <u>CITY</u> MERRILL | <u>STATE</u> WI | | |
| <u>AIRPORT ELEVATION</u> 1318 | <u>TDZE</u> 1311 | <u>SUPERSEDED</u> RNAV (GPS) RWY 25 | <u>ORIGINAL/AMENDMENT</u> 1B | <u>DATED</u> 01/27/2022 | <u>MAG VAR</u> 1W | <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> |
|-----------------------|------------------------|-----------------------|------------------------|------------------------|---------------------|-------------------|----------------------|------------------------|------------------------|
| SIPKE | IAF | FOROG | NOPT | TF | FB | 1.00 | 339.80 | 5.00 | 3500 |
| YANUT | IAF | FOROG | NOPT | TF | FB | 1.00 | 155.31 | 5.01 | 3500 |
| FOROG | IF/IAF | SUTOY | | TF | FB | 1.00 | 249.77 | 3.50 | 3500 |
| SUTOY | | CEYDA | | TF | FB | 1.00 | 249.72 | 2.88 | 3000 |
| CEYDA | FAF | PERIC/2.30 NM TO RW25 | | TF | FB | 0.30 | 249.67 | 2.82 | |
| PERIC/2.30 NM TO RW25 | | RW25 | MAP | TF | FO | 0.30 | 249.67 | 2.30 | |
| RW25 | MAP | 1640 MSL | | CA | | | 249.67 | | |
| 1640 MSL | | JELUR | | DF | FO | 1.00 | | | 3500 |

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW25

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3500 DIRECT JELUR AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. HOLD E FOROG, RT, 249.77 INBOUND, 3500 FT. IN LIEU OF PT (IAF), MAX 6000.

3. FAC: 249.67FAF: CEYDADIST FAF TO MAP: 5.12DIST FAF TO THLD: 5.12

4. MIN ALT: FOROG 3500, SUTOY 3500, CEYDA 3000, PERIC/2.30 NM TO RW25 2060

5. DIST TO THLD FROM OM:MM:IM:150 HAT:329 HAT: 0.92GS ANT:

6. MIN GP INCPT: 3000GP ALT AT PFAF : CEYDA 3000OM:MM:IM:

7. GP ANGLE: 3.0034:1: IS NOT CLEAR20:1: IS CLEARTCH: 40.0

8. MSA FROM: RW25 3600

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING RWY 16, 34 NA AT NIGHT.
CHART NOTE: RWY 25 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C OR ABOVE 54°C.

ADDITIONAL FLIGHT DATA:

CHART CIRLCING ICON.
HOLD W, RT, 069.40 INBOUND.
CHART FAS OBST: 1449 TREE 451149N/0894159W.
CHART VDP AT 1.11 NM TO RW25.
WAAS CHANNEL # 49104
REFERENCE PATH ID: W25A
LTP HAE: 364.9 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 | 1640 | 1 | 329 | 1640 | 1 | 329 | 1640 | 1 | 329 | | NA | | | | |
| LNAV/VNAV DA | 1719 | 1 1/8 | 408 | 1719 | 1 1/8 | 408 | 1719 | 1 1/8 | 408 | | NA | | | | |
| LNAV MDA | 1700 | 1 | 389 | 1700 | 1 | 389 | 1700 | 1 1/8 | 389 | | NA | | | | |
| CIRCLING | 1760 | 1 | 442 | 1780 | 1 | 462 | 1920 | 1 3/4 | 602 | | NA | | | | |



CHANGES - REASONS

1. INCORPORATED CHANGES FROM P-NOTAM FOR AMDT 1B INTO FORM - IAW 8260.19I, 8-3-4C(2).
2. TERMINAL ROUTES: REMOVED FEEDER ROUTE FROM AUW VOR. - AUW VOR/DME TO BE DECOMMISSIONED.
3. PROFILE LINE 4: REMOVED ASTERISK (*) FROM MIN ALT: "RWY25 2060*" IN PROFILE LINE 4 AND FROM "CHART VDP AT 1.11 NM TO RWY 25*" IN ADDITIONAL FLIGHT DATA - NO LONGER REQUIRED IAW 8260.19I 8-6-10.
4. PBN REQUIREMENTS NOTE: CHANGED "RNP APCH" TO "RNP APCH - GPS" - IAW 8260.19I, 8-6-8B(2).
5. REMOVED ""RNAV ONLY " FROM ADDITIONAL FIGHT DATA - NO LONGER REQUIRED IAW 8260.19I 8-6-10.
6. ADDED CHART CIRCLING ICON TO ADDITIONAL FLIGHT DATA - IAW 8260.19I, 8-6-10S.
7. MINIMUMS: LOWERED LPV VISIBILITY ALL CATS FROM 1 1/4 SM TO 1 SM. - IAW 8260.3E TABLE 3-3-1.
8. MINIMUMS: LOWERED RNAV/VNAV VISIBILITY ALL CATS FROM 1 1/2 SM TO 1 SM. - IAW 8260.3E, TABLE 3-3-1.
9. MINIMUMS: RAISED RNAV VISIBILITY CAT C FROM 1 SM TO 1 1/8 SM. - IAW 8260.3E TABLE, 3-3-1.

COORDINATED WITH:

A4A ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** AIRPORT MANAGER, ZMP ARTCC

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE**DATE**

Digitally signed by
CASIMIR L TABAKA
Aug 02, 2022

DEVELOPED BY

CASIMIR L. TABAKA (SILVIA YOUNG)

Digitally signed by
CASIMIR L TABAKA

Aug 02, 2022

OFFICE

AJV-A432

DATE

07/27/2022

APPROVED BY

JOHNNIE BAKER

Digitally signed by
CASIMIR L TABAKA
Aug 02, 2022

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 | KRRL |
| RUNWAY | RW25 |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W25A |
| LTP/FTP LATITUDE | 451203.0680N |
| LTP/FTP LONGITUDE | 0894224.3125W |
| LTP/FTP ELLIPSOIDAL HEIGHT | +03649 |
| FPAP LATITUDE | 451130.5300N |
| FPAP LONGITUDE | 0894421.6100W |
| 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 | 1192 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 50.0 |
| CRC REMAINDER | 0E1B0911 |

ADDITIONAL PATH POINT RECORD INFORMATION

| | |
|-------------------------|--------|
| ICAO CODE | K5 |
| LTP ORTHOMETRIC HEIGHT | +03981 |
| FPAP ORTHOMETRIC HEIGHT | +03981 |



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

| | | | | | | |
|---------------------------|--|-----------------------|------------------------|--------------------|----------------------------------|-------------------------|
| <u>AIRPORT ID</u> KRRL | <u>PROCEDURE NAME</u> RNAV (GPS) RWY 25 | <u>AMDT NO.</u> 1C | <u>CITY</u> MERRILL | <u>STATE</u> WI | <u>AIRPORT ELEVATION</u> 1318 | <u>FACILITY</u> RNAV |
|---------------------------|--|-----------------------|------------------------|--------------------|----------------------------------|-------------------------|

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
SIPKE

TO
FOROG

| <u>RNP</u> | <u>DISTANCE</u> 5.00 | <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> |
|------------|-------------------------|------------|------------|------------|-------------|--|--|--|--|--|--|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| | | | | | | | | | | | | AAO | 451318.00N/0891939.00W | 1825 | 164 | 98 | 4E | 1000 | | | | AT675 | 3500 |
| | | | | | | | | | | | | TERRAIN | 451318.00N/0891939.00W | 1625 (1600) | | | | | | | | AS1500 | 3100 |

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM
YANUT

TO
FOROG

| <u>RNP</u> | <u>DISTANCE</u> 5.01 | <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> |
|------------|-------------------------|------------|------------|------------|-------------|--|--|--|--|--|--|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| | | | | | | | | | | | | AAO | 452151.00N/0892848.00W | 1949 | 164 | 98 | 4E | 1000 | | | | AT551 | 3500 |
| | | | | | | | | | | | | TERRAIN | 451945.00N/0892500.00W | 1621 (1600) | | | | | | | | AS1500 | 3100 |

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM
FOROG (IF/IAF)

TO
SUTOY

| RNP | DISTANCE 3.50 | PAT | MAP | HAT | | | HMAS | | | | | |
|-------------|------------------------|-----|-------------|------|------|----|------|-----|----|------|--------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| AAO | 451542.00N/0892827.00W | | 1815 | 164 | 98 | 4E | 500 | | | | AC125 AT1060 | 3500 |
| TERRAIN | 451542.00N/0892827.00W | | 1615 (1600) | | | | | | | | AS1500 | 3100 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM
SUTOY

TO
CEYDA

| RNP | DISTANCE 2.88 | PAT | MAP | HAT | | | HMAS | | | | | |
|-----------------|------------------------|-----|-------------|------|------|----|------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| TOWER (50-1651) | 451300.00N/0893251.00W | | 1773 | 50 | 20 | 2C | 500 | | | | | 2300 |
| TERRAIN | 451524.00N/0893245.00W | | 1533 (1500) | | | | | | | | AS1500 | 3000 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

AC 2C FROM 2002-AGL-1238-OE



FINAL: LPV

FROM
CEYDA

TO
RW25

| <u>RNP</u> | <u>DISTANCE</u> 5.12 | <u>PAT</u> | <u>MAP</u> DA | <u>HAT</u> 329 | | | <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> |
| TREE (55-029306) | 451215.68N/0894142.13W | | 1401 | 20 | 10 | 1B | | 27.03:1 | | | AC10 | 1640 |

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM
CEYDA

TO
RW25

| <u>RNP</u> | <u>DISTANCE</u> 5.12 | <u>PAT</u> | <u>MAP</u> DA | <u>HAT</u> 408 | | | <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> |
| TREE | 451148.50N/0894158.50W | | 1449 | 50 | 20 | 2C | | PDA | | | AC20 | 1719 |

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LNAV

FROM

CEYDA

TO

PERIC/2.30 NM TO RW25

| <u>RNP</u> | <u>DISTANCE</u> 2.82 | <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> |
| AAO | 451321.12N/0893559.23W | | 1679 | 50 | 20 | 2C | 250 | | | | DG71 RA60 | 2060 |

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

PERIC/2.30 NM TO RW25

TO

RW25

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | | | <u>HMAS</u> | | | | | |
|--------------------|------------------------|------------|-----------------|-------------|-------------|-----------|-------------|------------|-----------|-------------|--------------------|----------------|
| | 2.30 | | RW25 | 389 | | | | | | | | |
| <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 | 451148.50N/0894158.50W | | 1449 | 50 | 20 | 2C | 250 | | | | | 1700 |

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

FOROG

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 |
| AAO | 452239.00N/0891733.00W | | 2051 | 164 | 98 | 4E | 1000 | | | | AT449 | 3500 |
| TERRAIN | 452239.00N/0891733.00W | | 1851 (1900) | | | | | | | | AS1500 | 3400 |

| 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

JELUR

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | | | <u>HMAS</u> 1411 | | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|---------------------|-----------|-------------|--------------------|----------------|
| <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 | | | | 3500 |
| TOWER (50-1600) | 450905.00N/0895557.00W | 1849 | 50 | 20 | 2C | 1000 | | | | | 2900 |
| TERRAIN | 450618.00N/0895151.00W | 1526 (1500) | | | | | | | | AS1500 | 3000 |

| 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

JELUR

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS 1439 | | | | | |
|-----------------|------------------------|-----|-------------|------|------|----|--------------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | | ASC | | | | 3500 |
| TOWER (50-1600) | 450905.00N/0895557.00W | | 1849 | 50 | 20 | 2C | 1000 | | | | | 2900 |
| TERRAIN | 450618.00N/0895151.00W | | 1526 (1500) | | | | | | | | AS1500 | 3000 |

COMPUTATIONS

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

SEGMENT REMARKS:

MISSED APPROACH : LNAV

FROM

RW25

TO

JELUR

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS 1450 | | | | | |
|-----------------|------------------------|-----|-------------|------|------|----|--------------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | | ASC | | | | 3500 |
| TOWER (50-1600) | 450905.00N/0895557.00W | | 1849 | 50 | 20 | 2C | 1000 | | | | | 2900 |
| TERRAIN | 450618.00N/0895151.00W | | 1526 (1500) | | | | | | | | AS1500 | 3000 |

COMPUTATIONS

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

SEGMENT REMARKS:



AIRPORT ID

KRRL

PROCEDURE NAME

RNAV (GPS) RWY 25

AMDT NO.

1C

CITY

MERRILL

STATE

WI

AIRPORT ELEVATION

1318

FACILITY

RNAV

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 | 451148.50N/0894158.50W | 1.31 | 442 | 1449 | 50 | 20 | 2C | 300 | | | 1760 |
| CATEGORY B | | | | | | | | | | | |
| TREE | 451404.00N/0894233.00W | 1.85 | 462 | 1459 | 50 | 20 | 2C | 300 | | HAA | 1780 |
| CATEGORY C | | | | | | | | | | | |
| TOWER (55-095304) | 451429.02N/0894022.24W | 2.91 | 602 | 1607 | 20 | 3 | 1A | 300 | | | 1920 |

CIRCLING REMARKS:

MSA

CENTER

RW25

RADIUS

25

CIRCLING REMARKS:

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZMP ARTCC, GREEN BAY FSS

| | | | | | | |
|-----------------------------------|-------------------------|----------------------------|---------------------------------|--------------------------|-----------------------|--------------------------|
| <u>WX SERVICE</u> AWOS-3 | <u>LOCATION</u> KRRL | <u>HRS OPERATION</u> 24 | <u>ALTIMETER SOURCE</u> KRRL | <u>DISTANCE</u> 0 | <u>SERVICE-A</u> Y | <u>ADJUSTMENTS</u> 0 |
| <u>BACK-UP WX SERVICE</u> ASOS | <u>LOCATION</u> KAUW | <u>HRS OPERATION</u> 24 | <u>ALTIMETER SOURCE</u> KAUW | <u>DISTANCE</u> 16.77 | <u>SERVICE-A</u> Y | <u>ADJUSTMENTS</u> 55 |

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KRRL 1318, KAUW 1201
RA = 55.

| | | | |
|--|----------------------|------------------------|----------------------------|
| <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> |
| RW16 - MIRL (PCL) | | BSC-G | |
| RW34 - MIRL (PCL) | | BSC-G | |
| RW07 - MIRL (PCL), REIL (PCL), PAPI-2L | | NPI-F | |
| RW25 - MIRL (PCL), REIL (PCL), PAPI-2L | | NPI-F | |

| | | | | | | |
|---------------------------------|-------------------------------------|--------------------|------------------------|--------------------------|---------------------------|--------------------|
| <u>GLIDESLOPE ANGLE</u> 3.00 | <u>ELEV RWY THRESHOLD</u> 1306.2 | <u>TCH</u> 40.0 | <u>ELEV GS ANTENNA</u> | <u>DISTANCE FROM RWY</u> | <u>VGSI ANGLE</u> 3.00 | <u>TCH</u> 40.0 |
|---------------------------------|-------------------------------------|--------------------|------------------------|--------------------------|---------------------------|--------------------|

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> +12.39C |
|-----------------------------|------------------------------|--------------------|---------------------------|

CRITICAL TEMPERATURE REMARKS:
AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.

"VISUAL PORTION OF FINAL" PENETRATIONS

| | | | |
|---|------------------------------|--|--|
| Final Type | LPV, LNAV/VNAV & LNAV RWY 25 | | |
| 34:1 | | | |
| 1401 TREE (KRRLL039) 451213.06N-0894139.18W (1.37) | | 1401 TREE (KRRLL038) 451215.68N-0894142.13W (4.31) | |
| 1385 TREE (KRRLL035) 451217.31N-0894151.43W (4.77) | | 1385 TREE (KRRLL034) 451216.59N-0894152.85W (8.33) | |
| 1386 TREE (KRRLL031) 451213.57N-0894207.57W (23.46) | | | |

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 PER FPT.

LPV, LNAV/VNAV, LNAV INTERMEDIATE OBST SAME.

FOR CONTINGENCY PURPOSES:
NOTE: USE WAUSAU ALTIMETER SETTING: INCREASE LPV DA TO 1695 FEET AND ALL VISIBILITIES 1/8 SM, LNAV/VNAV DA TO 1774 FEET AND ALL VISIBILITIES 1/4 SM, INCREASE ALL MDAS 60 FEET AND LNAV VISIBILITY CAT C 1/4 SM.
NOTE:BARO-VNAV AND VDP NA WHEN USING WAUSAU ALTIMETER SETTING.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

| | | | | | | |
|---------------------------------------|--|-----------------------------------|------------------------------------|--------------------------------|--|-------------------------------------|
| <div>AIRPORT ID</div> <div>KRRL</div> | <div>PROCEDURE NAME</div> <div>RNAV (GPS) RWY 25</div> | <div>AMDT NO.</div> <div>1C</div> | <div>CITY</div> <div>MERRILL</div> | <div>STATE</div> <div>WI</div> | <div>AIRPORT ELEVATION</div> <div>1318</div> | <div>FACILITY</div> <div>RNAV</div> |
|---------------------------------------|--|-----------------------------------|------------------------------------|--------------------------------|--|-------------------------------------|

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 | 3.33 |
| WIDTH OF | FINAL | SEGMENT AT 1000FT POINT | 1.73 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1000FT POINT | 248.67 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 1500 |
| DISTANCE FROM | THLD | TO 1500FT POINT | 5.00 |
| WIDTH OF | FINAL | SEGMENT AT 1500FT POINT | 2.00 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1500FT POINT | 248.67 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1500FT POINT | 1500 |

THRESHOLD COORDINATES (IF STR-IN)

451203.07N/0894224.31W

ARP COORDINATES

451156.10N/0894246.30W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 7 DISTANCE 0.56 NM

FAF COORDINATES

451354.93N/0893539.86W

FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

QUALITY
20
CHECKED

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

Electronic Version

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PART E: PREPARED BY

| | | | |
|---|---------------------------|---------------------------|---|
| <u>NAME</u> CASIMIR L. TABAKA (SILVIA YOUNG) | <u>OFFICE</u> AJV-A432 | <u>DATE</u> 07/27/2022 | <u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST |
|---|---------------------------|---------------------------|---|

