

**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> KMCI	<u>PROCEDURE NAME</u> RNAV (GPS) Y RWY 1R	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> KANSAS CITY	<u>STATE</u> MO		
<u>AIRPORT ELEVATION</u> 1027	<u>TDZE</u> 1017	<u>SUPERSEDED</u> RNAV (GPS) Y RWY 1R	<u>ORIGINAL/AMENDMENT</u> 2C	<u>DATED</u> 12/03/2020	<u>MAG VAR</u> 2E	<u>EPOCH YEAR</u> 2015
<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>
SPICY	IAF	BARBQ		TF	FB	1.00	010.90	3.14	5000
BARBQ		TERKY		TF	FB	1.00	010.91	3.14	4000
TERKY	IF	RIBBS		TF	FB	1.00	010.92	3.45	2900
RIBBS	FAF	HOTBI/2.00 NM TO RW1R		TF	FB	0.30	010.93	3.73	
HOTBI/2.00 NM TO RW1R		RW1R	MAP	TF	FO	0.30	010.93	2.00	
RW1R	MAP	1500 MSL		CA			010.93		1500
1500 MSL		ANX VORTAC		DF	FO	1.00			4000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW1R

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 4000 DIRECT ANX VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. PROFILE STARTS AT SPICY

3. FAF:

010.93

FAF: RIBBS

DIST FAF TO MAP: 5.73

DIST FAF TO THLD: 5.73

4. MIN ALT: SPICY 6000, BARBQ 5000, TERKY 4000, RIBBS 2900, HOTBI/2.00 NM TO RW1R 1700

5. DIST TO THLD FROM OM:

MM:

IM:

150 HAT:

200 HAT: 0.44

GS ANT:

6. MIN GP INCPT:

2900

GP ALT AT PFAF :

RIBBS 2900

OM:

MM:

IM:

7. GP ANGLE:

3.00

34:1:

IS CLEAR

20:1:

IS CLEAR

TCH:

59.1

8. MSA FROM: RW01R 3100

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS.
CHART NOTE: USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -19°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 4500 AND LNAV CATS C/D VISIBILITY TO RVR 5500.
CHART SPEED ICON IN PLANVIEW AT SPICY: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD E, RT, 273.00 INBOUND.
CHART FAS OBST: 1119 TOWER (29-081230) 391512N/0944235W.
CHART VDP AT 0.90 NM TO RW01R.
WAAS CHANNEL # 58208
REFERENCE PATH ID: W01A
CHART CIRCLING ICON.
LTP HAE: 277.6 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD

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	1217	1800	200	1217	1800	200	1217	1800	200	1217	1800	200			
LNAV/VNAV DA	1311	2400	294	1311	2400	294	1311	2400	294	1311	2400	294			
LNAV MDA	1380	2400	363	1380	2400	363	1380	3500	363	1380	3500	363			
CIRCLING	1540	1	513	1540	1	513	1540	1 1/2	513	1580	2	553			

CHANGES - REASONS

1. DELETED TERMINAL ROUTE FROM BUM VTAC TO SPICY - ATC AND FPT DIRECTED.
2. TERMINAL ROUTE FROM SPICY TO BARBQ COURSE CHANGED FROM 010.89 TO 010.90 - TARGETS CALCULATION AFTE FIXES MOVED.
3. TERMINAL ROUTE FROM BARBQ TO TERKY COURSE CHANGED FROM 010.90 TO 010.91 - TARGETS CALCULATION AFTER FIXES MOVED.
4. TERMINAL ROUTE FROM TERKY TO SMOKE CHANGED TO PROCEEDING FROM TERKY TO RIBBS; COURSE CHANGED FROM 010.91 TO 010.92, DIST CHANGED FROM 3.14 TO 3.45, AND ALT CHANGED FROM 3000 TO 2900 - SMOKE DELETED FROM PROCEDURE.
5. TERMINAL ROUTE FROM RIBBS TO HOTBI DISTANCE CHANGED FROM 2.79 TO 3.73 - RIBBS MOVED.
6. FAF/PFAF ALT, GP INCPT ALT, AND MIN ALT AT RIBBS CHANGED FROM 2600 TO 2900 - RIBBS MOVED ON GLIDEPATH TO 2900 PER FPT DIRECTIVE.
7. DIST FAF TO MAP / THLD CHANGED FROM 4.79 TO 5.73 - FAF (RIBBS) MOVED.
8. ADDED 20:1 IS CLEAR - NEW CRITERIA REQUIREMENT.
9. LNAV/VNAV ALL CATS DA LOWERED FROM 1326 TO 1311 - OBSTACLE EVAL, REMOVED PERVIOUS XP ADJUSTMENT OF 5 FT.
10. RAISED LNAV ALL CATS MDA FROM 1360 TO 1380 - OBSTACLE EVAL.
11. RAISED LNAV CATS C/D VISIBILITY FROM RVR 3000 TO RVR 3500 - PER 8260.3 VISIBILITY TABLE.
12. REMOVED ALL CAT E MINIMUMS - FPT AND ATC REQUESTED DUE TO SPEED RESTRICTION APPLIED IN INITIAL AND INTERMEDIATE.
13. UPDATED UNCOMPENSATED BARO-VNAV NOTE BY CHANGING BELOW -18C TO -19C AND REMOVING FAHRENHEIT VALUES - UPDATED WEATHER HISTORY.
14. CHARTED RNP APCH-GPS PBN REQUIREMENT NOTE - NEW REQUIREMENT BY CRITERIA.
15. DELETED DME/DME RNP-0.3 NA NOTE - REPLACED BY PBN REQUIRMENT NOTE.
16. CHANGED ALS INOP NOTE FROM "FOR INOPERATIVE ALSF, INCREASE LPV CAT E VISIBILITY TO RVR 4000, LNAV/VNAV CAT E VISIBILITY TO RVR 5000 AND LNAV CAT C/D/E VISIBILITY TO RVR 5000" TO "FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 4500 AND LNAV CATS C/D VISIBILITY TO RVR 5500" - APPLY NO LIGHTS VISIBILITY ADJUSTMENT TO LNAV/VNAV MINS.
17. APPLIED 210 MAX AIRSPEED RESTRICTION AT SPICY - ALLOW FOR INITIAL AND INTERMEDIATE SEGMENT LEG LENGTHS.
18. DELETED PROCEDURE NA NOTE FOR ARRIVALS AT BUM VTAC - TERMINAL ROUTE DELETED.
19. VDP DISTANCE CHANGED FROM 0.85 TO 0.90 - TARGETS CALCULATION.
20. REMOVED "WITH RWL 1L" FROM SIMULTANEOUS APPROACH NOTE - NO LONGER NEEDED.
21. CRC REMAINDER CHANGED FROM D3438458 TO 4750F9DE - UPDATED LTP AND FPAP LATITUDE/LONGITUDE AND ORTHOMETRIC HEIGHTS.
22. REMOVED LOC RWY 1L CHARTING - REFERENCE NO LONGER REQUIRED.
23. REMOVED RNAV TRACK GUIDANCE REQUIRMENT FROM FD OR AP SIMULTANEOUS NOTE - NO LONGER REQUIRED.
24. INCORPORATED P-NOTAM INTO PROCEDURE - CAPTURE CIRCLING MINIMUMS.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** KMCI APP CON, KMCI ATCT, ARPT MGR..

FLIGHT CHECKED BY**OFFICE****DATE**

DEVELOPED BY
KELLY DEAN

Digitally signed by
KELLY D DEAN

Feb 22, 2022

OFFICE
AJV-A431

DATE
01/20/2022

APPROVED BY
LONNIE EVERHART

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	KMCI
RUNWAY	RW01R
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	Y
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W01A
LTP/FTP LATITUDE	391653.2340N
LTP/FTP LONGITUDE	0944232.3935W
LTP/FTP ELLIPSOIDAL HEIGHT	+02776
FPAP LATITUDE	391824.7405N
FPAP LONGITUDE	0944205.3210W
THRESHOLD CROSSING HEIGHT (TCH)	00059.1
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0000
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	4750F9DE

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+03100
FPAP ORTHOMETRIC HEIGHT	+03100

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>
KMCI	RNAV (GPS) Y RWY 1R	3	KANSAS CITY	MO	1027	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
SPICY

TO
BARBQ

<u>RNP</u>	<u>DISTANCE</u> 3.14	<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>
												TOWER (20-020067)	390130.13N/0944700.14W	1315	500	50	5D	1000				AT2685	5000
												TERRAIN	390230.00N/0944427.00W	1049 (1000)								AS1500	2500

COMPUTATIONS

<u>TF TURN FIX</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
SPICY-BARBQ	6000	210	235.85	4973.1	50.87	0.00	0	0	0			

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM
BARBQ

TO
TERKY

<u>RNP</u>	<u>DISTANCE</u> 3.14	<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>
												TOWER (20-001948)	390632.00N/0944702.00W	1446	500	50	5D	1000				AT1554	4000
												TERRAIN	390715.00N/0944718.00W	1026 (1000)								AS1500	2500

COMPUTATIONS

<u>TF TURN FIX</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
BARBQ-TERKY	5000	210	232.25	3973.1	48.4	0.00	0	0				

SEGMENT REMARKS:

INTERMEDIATE

FROM

TERKY

TO

RIBBS

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	3.45											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (20-029512)	390840.00N/0944525.00W		1270	500	50	5D	500				AT1130	2900
TERRAIN	390903.00N/0944351.00W		1049 (1000)								AS1500	2500

COMPUTATIONS												
TF TURN FIX	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
TERKY-RIBBS	4000	210	228.73	2973.1	50.59	0.00	0	0	0			

SEGMENT REMARKS:

FINAL: LPV

FROM

RIBBS

TO

RW1R

<u>RNP</u>	<u>DISTANCE</u> 5.73	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200			<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>
								ASC				1217

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

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

RIBBS

TO

RW1R

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	5.73		DA	294								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC			MA44	1311

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

RIBBS

TO

HOTBI/2.00 NM TO RW1R

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	3.73											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	391255.91N/0944417.27W		1200	50	20	2C	250				DG250	1700

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

HOTBI/2.00 NM TO RW1R

TO

RW1R

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	2.00		RW1R	363								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (29-081230)	391512.14N/0944234.75W		1119	20	3	1A	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:

OBSTACLE DATA OBTAINED FROM OEAAA GROUP FOLLOWING OBSTACLE REVIEW. OBSTACLE SENT TO FPT TO BE ADDED TO DATA BASE.

MISSED APPROACH : LPV

FROM

DA

TO

ANX VORTAC

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
					1047							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				4000
TOWER (29-000029)	391908.00N/0942949.00W		1397	250	50	4D	1000					2400
TERRAIN	391524.00N/0943918.00W		1082 (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 : LNAV/VNAV

FROM

DA

TO

ANX VORTAC

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1150					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE	391612.54N/0944130.96W		1130	50	20	2C		ASC			AC20	4000
TOWER (29-000029)	391908.00N/0942949.00W		1397	250	50	4D	1000					2400
TERRAIN	391524.00N/0943918.00W		1082 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : LNAV

FROM

RW1R

TO

ANX VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 1280					
<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				4000
TOWER (29-000029)	391908.00N/0942949.00W		1397	250	50	4D	1000					2400
TERRAIN	391524.00N/0943918.00W		1082 (1100)								AS1500	2600

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											
CONTROL_TOWER (29-000411)	391751.00N/0944255.00W	1.30	513	1233	20	3	1A	300			1540
CATEGORY B											
CONTROL_TOWER (29-000411)	391751.00N/0944255.00W	1.84	513	1233	20	3	1A	300			1540
CATEGORY C											
CONTROL_TOWER (29-000411)	391751.00N/0944255.00W	2.90	513	1233	20	3	1A	300			1540
CATEGORY D											
AAO	391536.25N/0943745.28W	3.78	553	1270	50	20	2C	300			1580

CIRCLING REMARKS:

MSA

CENTER

RW01R

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (29-000027)	390421.18N/0943546.31W	155	13.6	2049	20	3	1A	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
KMCI TOWER, ZKC ARTCC, MCI APP CON

WX SERVICE ASOS	LOCATION KMCI	HRS OPERATION 24	ALTIMETER SOURCE KMCI	DISTANCE 0	SERVICE-A Y	ADJUSTMENTS 0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS

WX REMARKS:
BACKUP ALTIMETER NOT REQUIRED - REDUNDANT SOURCES ON AFLD.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW1L - TDZ, MALSR, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW1R - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4R		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW9 - MALSR, HIRL		PIR-G	APPROACH, ROLL OUT
RW19L - TDZ, MALSR, HIRL, C/LINE		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW19R - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4R		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW27 - MALSR, HIRL, PAPI-4L		PIR-G	APPROACH, ROLL OUT

GLIDESLOPE ANGLE 3.00	ELEV RWY THRESHOLD 1017.2	TCH 59.1	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE 3.00	TCH 74.0
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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

CRITICAL LOW -19C	CRITICAL HIGH +54C	ACT -21C	APT ISA +12.97C
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CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2017-2021).
CRITICAL LOW TEMPERATURE BASED ON EFFECTIVE GPA.
DESCENT RATE (FPM): STANDARD TEMP 969 HIGH TEMP 1278.

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

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

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

TAA NOT DEVELOPED PER CENTRAL FPT.

VEGETATION HEIGH 100 FT PER FPT.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

REMARKS

PART E: PREPARED BY

<u>NAME</u> KELLY DEAN	<u>OFFICE</u> AJV-A431	<u>DATE</u> 01/20/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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