

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (RNP) 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> KGYG	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 30	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> GARY	<u>STATE</u> IN		
<u>AIRPORT ELEVATION</u> 597	<u>TDZE</u> 591	<u>SUPERSEDED</u> RNAV (RNP) Z RWY 30	<u>ORIGINAL/AMENDMENT</u> 1	<u>DATED</u> 08/20/2015	<u>MAG VAR</u> 2W	<u>EPOCH YEAR</u> 1990
<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>
HTDOG	IAF	EBGIN		TF	FB	1.00	027.98	8.08	2300
FEBAG	IAF	EBGIN		TF	FB	0.80	216.35	9.54	2300
EBGIN	IF	WASTU		TF	FB	0.80	306.28	6.12	2000
WASTU	PFAF	RW30	MAP	TF	FB	0.30	306.22	4.25	
RW30	MAP	HOSEN		TF	FB	0.30	306.17	1.00	
HOSEN		DANGE		RF	FB	1.00	(4.75 NM RADIUS CW (CFCFH))	6.76	
DANGE		KEGLE		TF	FO	1.00	027.66	3.76	2100

MISSED APPROACH

MAP:
RNP: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2100 ON TRACK 306.17 TO HOSEN, RIGHT TURN TO DANGE, THEN TRACK 027.66 TO KEGLE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. PROFILE STARTS AT EBGIN

3. FAC: 306.22

PFAF: WASTU

DIST PFAF TO MAP:

DIST PFAF TO THLD:

4. MIN ALT: EBGIN 2300, WASTU 2000

5. DIST TO THLD FROM PFAF: 4.25

MM:

IM:

150 HAT:

385 HAT: 1.04

GS ANT:

6. MIN GP INCPT: 2000

GP ALT AT PFAF : WASTU 2000

OM:

MM:

IM:

7. GP ANGLE: 3.00

34:1: IS CLEAR

20:1: IS CLEAR

TCH: 56.8

8. MSA FROM: RW30 3400

PBN REQUIREMENTS NOTE:

RNP AR APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -16°C OR ABOVE 54°C.
CHART PLANVIEW NOTE AT FEBAG: (RNP 0.80).
CHART PLANVIEW NOTE AT EBGIN: (RNP 0.80).
CHART NOTE: MISSED APPROACH REQUIRES RNP LESS THAN 1.0.
FOR INOPERATIVE ALS, INCREASE RNP 0.30 ALL CATS VISIBILITY TO 1 3/8 SM.

ADDITIONAL FLIGHT DATA:

HOLD NE, LT, 220.01 INBOUND.
CHART MANDATORY 4000 AT HTDOG.

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
AUTHORIZATION REQUIRED															
RNP 0.13 DA	976	3500	385	976	3500	385	976	3500	385	976	3500	385			
RNP 0.30 DA	1098	5500	507	1098	5500	507	1098	5500	507	1098	5500	507			



CHANGES - REASONS

1. REPLACE INITIAL SEGMENT "ALIME TO EBGIN" WITH "HTDOG TO EBGIN" IN TERMINAL ROUTES -- FPT REQUEST TO CONNECT TO LUCIT STAR.
2. CHANGED RNP VALUES IN SEGMENT FEBAG TO EBGIN FROM "0.30" TO "0.80" AND SEGMENT EBGIN TO WASTU FROM "0.13" TO "0.80" IN TERMINAL ROUTES -- FPT REQUEST.
3. CHANGED COURSE FROM RW30 TO HOSEN FROM "306.18" TO "306.17" AND CHANGED RNP VALUE FROM "0.15" TO "0.30" -- RECALCULATED COURSE IN TARGETS AND NEW RNP 0.30 MINIMA.
4. ADDED "PFAF: WASTU" TO PROFILE LINE 3 -- UPDATED IAW 8260.19I, 8-6-6.C(2).
5. CHANGED DISTANCE TO THLD FROM "OM" TO "PFAF" IN PROFILE LINE 5 -- UPDATED IAW 8260.19I, 8-6-7.E.
6. REMOVED "#" FROM TCH VALUE IN PROFILE LINE 7 AND ASSOCIATED NOTE "#TCH 646.0 MSL (DO NOT CHART)" FROM ADDITIONAL FLIGHT DATA -- NO LONGER REQUIRED IAW CURRENT CRITERIA.
7. ADDED "20:1 IS CLEAR" TO PROFILE LINE 7 -- CONFIRMED CLEAR BY TARGETS EVALUATION; 8260.19I, 8-6-7.G(3)(A).
8. REMOVED "CHART NOTE: RF AND GPS REQUIRED" AND ADDED "RNP AR APCH - GPS" TO PBN REQUIREMENTS NOTES -- UPDATED IAW 8260.19I, 8-6-8.B(1).
9. REMOVED FAHRENHEIT TEMPERATURES FROM UNCOMPENSATED BARO-VNAV NOTE -- UPDATED IAW 8260.19I, 8-6-9.R.
10. REMOVED "CHART PLANVIEW NOTE AT ALIME IAF: (RNP 0.13)", CHANGED NOTE AT FEBAG FROM "RNP 0.13" TO "RNP 0.80", AND ADDED "CHART PLANVIEW NOTE AT EBGIN: (RNP0.80) -- ALIME TO EBGIN REPLACED WITH HTDOG TO EBGIN (RNP 1.0) AND SEGMENTS FEBAG TO EBGIN AND EBGIN TO WASTU BUILT AT RNP 0.80 PER FPT; 8260.19I, 4-6-10.F.
11. ADDED CHART NOTE "FOR INOPERATIVE ALS, INCREASE RNP 0.30 ALL CATS VISIBILITY TO 1 3/8 SM" -- INSUFFICIENT INCREASE FROM INOPERATIVE TABLE; 8260-19I, 8-6-11.O(3)(D).
12. REMOVED "CHART PLANVIEW NOTE: RADAR REQUIRED" -- RADAR NOT REQUIRED FOR PROCEDURE.
13. REMOVED "APPROACH TYPE" AND "ROUTE TYPE" NOTES IN ADDITIONAL FLIGHT DATA -- NO LONGER REQUIRED IAW CURRENT CRITERIA.
14. RAISED RNP 0.13 DA/HAT FROM "942/351" TO "976/385" AND CHANGED VISIBILITY ALL CATS FROM "5/8" TO "3500" -- NEW CONTROLLING OBSTACLE AND 8260.3D, TABLE 3-3-1.
15. ADDED RNP 0.30 LINE OF MINIMA -- FPT REQUEST.

3/26/2021: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 1/4/2021.

1. CHANGED HOSEN TO DANGE RNP VALUE FROM "0.30" TO "1.00" IN TERMINAL ROUTES.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZAU, CHICAGO APP CON, GYY ATCT, AMGR

FLIGHT CHECKED BY

PATRICK MURRAY

Digitally signed by

JASON KRETSCHMER

Apr 09, 2021

OFFICE

FICO

DATE

04/07/2021

DEVELOPED BY

JASON KRETSCHMER (DANIEL C JOHNSEN)

Digitally signed by

JASON KRETSCHMER

Mar 26, 2021

OFFICE

AJV-A421

DATE

01/04/2021

APPROVED BY

MARLON ROBINSON

Digitally signed by

JASON KRETSCHMER

Mar 26, 2021

OFFICE

AJV-A420

DATE

TITLE
MANAGER

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

<u>AIRPORT ID</u> KGYG	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 30	<u>AMDT NO.</u> 2	<u>CITY</u> GARY	<u>STATE</u> IN	<u>AIRPORT ELEVATION</u> 597	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
HTDOG

TO
EBGIN

RNP
1.00

DISTANCE
8.08

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 (18-000879)	413148.57N/0871252.49W	1131	100	20	3C	1000				AC20	2200
TERRAIN	412442.00N/0871357.00W	780 (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
FEBAG

TO
EBGIN

RNP
0.80

DISTANCE
9.54

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 (18-000879)	413148.57N/0871252.49W	1131	100	20	3C	1000				AC20 AT149	2300
TERRAIN	413854.00N/0870615.00W	705 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM
EBGIN

TO
WASTU

<u>RNP</u> 0.80	<u>DISTANCE</u> 6.12	<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 (18-000879)	413148.57N/0871252.49W	1131	100	20	3C	500				AC20 AT349	2000
TERRAIN	412918.00N/0871248.00W	675 (700)								AS1000	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL

FROM
WASTU

TO
RW30

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
0.13	4.25		RW30	385								
<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>
SIGN (18-025449)	413617.00N/0872315.00W		635	500	50	5D		21.71:1			AC50 MA48	976

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL

FROM
WASTU

TO
RW30

<u>RNP</u> 0.30	<u>DISTANCE</u> 4.25	<u>PAT</u>	<u>MAP</u> RW30	<u>HAT</u> 507			<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 (18-025325)	413607.90N/0872245.30W		717	500	50	5D		21.68:1			AC50 MA36	1098

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
DA

TO
RW30

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 767					
<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 (18-025325)	413607.90N/0872245.30W		717	500	50	5D		ASC			AC50	1098

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

RW30

TO

HOSEN

<u>RNP</u> 0.30	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 767				
<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				

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

HOSEN

TO

DANGE

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<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>
							ASC				

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
RF SEGMENT	2100	265	280.46	1503.2	30	4.75	16.46	0	0			(CFCFH)/6.76 NM
HOSEN-DANGE												

SEGMENT REMARKS:



MISSED APPROACH

FROM
DANGE

TO
KEGLE

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<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>
							ASC				

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH

FROM
DA

TO
RW30

<u>RNP</u> 0.13-0.30	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 717					
<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>
ANTENNA (18-041557)	413550.90N/0872336.40W		718	20	3	1A		ASC			AC3	976

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH

FROM
RW30

TO
HOSEN

RNP 0.13-1.00	DISTANCE	PAT	MAP	HAT			HMAS 717			CGTA	ADJUSTMENTS	MIN ALT
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				

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
HOSEN

TO
DANGE

RNP 0.13-1.00	DISTANCE	PAT	MAP	HAT			HMAS			CGTA	ADJUSTMENTS	MIN ALT
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				

COMPUTATIONS

RF SEGMENT	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
HOSEN-DANGE	2100	265	280.46	1503.2	30	4.75	16.46	0	0			(CFCFH)/6.76 NM

SEGMENT REMARKS:



MISSED APPROACH

FROM
DANGE

TO
KEGLE

RNP 0.13-1.00		DISTANCE	PAT	MAP	HAT			HMAS				
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				

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: LEVEL SURFACE

FROM
DA

TO
KEGLE

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<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>
RIG (18-025328)	413948.00N/0872823.00W		942	500	50	5D	1000				AC50	2000
TERRAIN	414018.00N/0872636.00W		643 (600)								AS1500	2100

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: LEVEL SURFACE

FROM

DA

TO

KEGLE

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
0.13-1.00												
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
RIG (18-025328)	413948.00N/0872823.00W	942	500	50	5D	1000				AC50	2000	
TERRAIN	414018.00N/0872636.00W	643 (600)								AS1500	2100	

COMPUTATIONS

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

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED

MSA

CENTER

RW30

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	BLDG (17-000687)	415244.00N/0873809.00W	329	19.1	2325	50	50	2D	1000			3400

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

100 FT VEGETATION HEIGHT.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZAU ARTCC, ORD APP CON, GYY TOWER

<u>WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> KGYY	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KGYY	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KMDW	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KMDW	<u>DISTANCE</u> 18.248	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 46

WX REMARKS:

<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>
RW02 - MIRL (PCL), REIL (PCL), PAPI-2L		NPI-F	
RW20 - MIRL (PCL), REIL (PCL), PAPI-2L		NPI-F	
RW12 - HIRL (PCL), REIL (PCL), C/LINE, PAPI-4L		PIR-G	ROLL OUT
RW30 - MALSR (PCL), HIRL (PCL), C/LINE, PAPI-4L		PIR-G	APPROACH

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 589.2	<u>TCH</u> 56.8	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 57.0
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	900
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -16C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -16C	<u>APT ISA</u> +13.82C
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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 963 HIGH TEMP 1270.

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS



AIRPORT ID
KGYG

PROCEDURE NAME
RNAV (RNP) Z RWY 30

AMDT NO.
2

CITY
GARY

STATE
IN

AIRPORT ELEVATION
597

FACILITY
RNAV

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:
VDP NOT ESTABLISHED - RNP PROCEDURE.
THRESHOLD DISPLACED 900 FT.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.



AIRPORT ID KGYG	PROCEDURE NAME RNAV (RNP) Z RWY 30	AMDT NO. 2	CITY GARY	STATE IN	AIRPORT ELEVATION 597	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	304.22
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	600
DISTANCE FROM	THLD	TO 1500FT POINT	10.17
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	3.20
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	304.28
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	700
THRESHOLD COORDINATES (IF STR-IN)	413642.98N/0872411.66W		
ARP COORDINATES	413702.10N/0872452.30W		
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 30 DISTANCE 0.75 NM		
FAF COORDINATES	413419.55N/0871930.45W		
FIX NAME COORDINATES			
REMARKS	THLD DISPLACED 900FT, ACTUAL COORDINATES: 413638.00N/0872401.85W.		

QUALITY
22
CHECKED

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PART E: PREPARED BY

<u>NAME</u> JASON KRETSCHMER (DANIEL C JOHNSEN)	<u>OFFICE</u> AJV-A421	<u>DATE</u> 01/04/2021	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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