

**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> D95	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>ORIGINAL/AMENDMENT</u> ORIG-C	<u>CITY</u> LAPEER	<u>STATE</u> MI		
<u>AIRPORT ELEVATION</u> 835	<u>TDZE</u> 835	<u>SUPERSEDED</u> RNAV (GPS) RWY 18	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>DATED</u> 06/23/2016	<u>MAG VAR</u> 7W	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 094/30 CW 274/30	NOPT	094/15 CW 274/15		3100
2. 094/15 CW 274/15		WIVGU	IF/IAF	3000
3. 274/30 CW 094/30		WIVGU	IF/IAF	3100

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>
WIVGU	IF/IAF	ZIKBI		TF	FB	1.00	184.48	7.00	2400
ZIKBI	FAF	YIYUB/2.00 NM TO RW18		TF	FB	0.30	184.49	2.79	
YIYUB/2.00 NM TO RW18		RW18	MAP	TF	FO	0.30	184.49	2.00	
RW18	MAP	1180 MSL		CA			184.49		
1180 MSL		ZUSDI		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LP: RW18
LNAV: RW18

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT ZUSDI AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	HOLD N WIVGU, RT, 184.48 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000.					
3.	FAC:	184.49	FAF:	ZIKBI	DIST FAF TO MAP:	4.79
4.	MIN ALT:	WIVGU 3000, ZIKBI 2400, YIYUB/2.00 NM TO RW18 1500				
5.	DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:	
6.	MIN GP INCPT:	GP ALT AT FAF:		OM:	MM:	IM:
7.	GP ANGLE:	34:1:	IS NOT CLEAR	20:1:	IS NOT CLEAR	TCH:
8.	MSA FROM:					

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART NOTE: CIRCLING NA TO RWYS 9 AND 27.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FNT ALTIMETER SETTING AND INCREASE ALL MDAS 60 FT AND INCREASE LP CAT C VISIBILITY 1/8 SM, LNAV CAT C AND CIRCLING CAT C VISIBILITY 1/4 SM.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.
HOLD S, RT, 004.50 INBOUND.
CHART FAS OBST: 978 TREE (KD95T0577) 430621N/0831615W, 926 TREE (KD95T0561) 430452N/0831633W.
CHART 978 TREE (KD95T0577) 430621N/0831615W.
WAAS CHANNEL # 56234
REFERENCE PATH ID: W18A
CHART PROFILE NOTE: VISUAL SEGMENT - OBSTACLES.
LTP HAE: 219.9 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
LP MDA	1180	1	345	1180	1	345	1180	1	345		NA				
LNAV MDA	1240	1	405	1240	1	405	1240	1 1/8	405		NA				
CIRCLING	1300	1	465	1380	1	545	1460	1 3/4	625		NA				



CHANGES - REASONS

1. INCORPORATED CHANGES FROM P-NOTAM FOR AMENDMENT ORIG-B INTO FORM – IAW 8260.19J PARA 8-3-4.C (3).
2. PROFILE: LINE 7 ADDED 20:1 IS NOT CLEAR. – 20:1 PENETRATION DOCUMENTED PER FULL PERIODIC REVIEW DATED 09-07-23 AND EMAIL.
3. NOTES: DELETED “DME/DME RNP-0.3 NA” AND ADDED PBN REQUIREMENTS NOTE: “RNP APCH – GPS.” – IAW 8260.19J, 8-6-8.B (2).
4. NOTES: CHANGED CHART NOTE FROM “HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NA.” TO “RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED” – IAW 8260.19J, 8-6-12.K.(2).
5. CHART NOTE: CHANGED FROM “WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FLINT ALTIMETER SETTING AND INCREASE ALL MDAS 60 FT AND INCREASE LP CAT C VISIBILITY 1/8 MILE, LNAV CAT C AND CIRCLING CAT C VISIBILITY 1/4 MILE.” TO “WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FNT ALTIMETER SETTING AND INCREASE ALL MDAS 60 FT AND INCREASE LP CAT C VISIBILITY 1/8 SM, LNAV CAT C AND CIRCLING CAT C VISIBILITY 1/4 SM.” – UPDATED TO NASR ID IAW 8260.19J, 8-6-12.N.(1)(A)1.
6. NOTES: CHANGED FROM “CHART PROFILE NOTE: DESCENT ANGLE NA.” TO “CHART PROFILE NOTE: VISUAL SEGMENT – OBSTACLES.” – FLIGHT CHECK DETERMINATION.

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER:

ZOB, KFNT ATCT

FLIGHT CHECKED BY

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

Digitally signed by
CASIMIR L TABAKA

OFFICE

DATE

DEVELOPED BY

CASIMIR L. TABAKA (CHRISTOPHER D. WILKINSON)

Digitally signed by
CASIMIR L TABAKA
Mar 25, 2025

OFFICE

AJV-A432

DATE

12/12/2024

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by
CASIMIR L TABAKA
Mar 25, 2025

OFFICE

AJV-A432

DATE

TITLE

MANAGER



AIRPORT ID
D95

PROCEDURE NAME
RNAV (GPS) RWY 18

ORIGINAL/AMENDMENT
ORIG-C

CITY
LAPEER

STATE
MI

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	D95
RUNWAY	RW18
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W18A
LTP/FTP LATITUDE	430420.1580N
LTP/FTP LONGITUDE	0831621.0705W
LTP/FTP ELLIPSOIDAL HEIGHT	+02199
FPAP LATITUDE	430251.1230N
FPAP LONGITUDE	0831615.7490W
THRESHOLD CROSSING HEIGHT (TCH)	00000.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	00.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1592
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	00.0

CRC REMAINDER	4F269753
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ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K5
LTP ORTHOMETRIC HEIGHT	+02544
FPAP ORTHOMETRIC HEIGHT	+02544



**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>
D95	RNAV (GPS) RWY 18	ORIG-C	LAPEER	MI	835	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 094/30 CW 274/30 **TO** 094/15 CW 274/15

<u>RNP</u>	<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>
1. TOWER (26-000558)	431301.00N/0834317.00W	2013	250	50	4D	1000					3100
2. TERRAIN	433848.00N/0824630.00W	886 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:

STRAIGHT-IN AREA

FROM 094/15 CW 274/15 **TO** WIVGU

<u>RNP</u>	<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>
3. TOWER (26-002245)	431922.00N/0832236.00W	1333	500	50	5D	1000				AT667	3000
4. TERRAIN	431948.00N/0832218.00W	998 (1000)								AS1500	2500

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
10
CHECKED

STRAIGHT-IN AREA

FROM

274/30 CW 094/30

TO

WIVGU

<u>RNP</u>	<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>
1. TOWER (26-000558)	431301.00N/0834317.00W	2013	250	50	4D	1000					3100
5. TERRAIN	424845.00N/0831212.00W	1244 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

WIVGU (IF/IAF)

TO

ZIKBI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.50	7.00										
<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>
6. TOWER (26-001923)	431202.00N/0831830.00W	1288	500	50	5D	500					1800
7. TERRAIN	430851.00N/0831606.00W	890 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LP

FROM

ZIKBI

TO

YIYUB/2.00 NM TO RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.79										
<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>
8. AAO	430748.64N/0831649.25W	1179	50	20	2C	250				RA58	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LP STEPDOWN

FROM

YIYUB/2.00 NM TO RW18

TO

RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.00		RW18		345						
<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>
9. TREE (KD95T0561)	430451.82N/0831632.98W	926	20	3	1A	250					1180

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

ZIKBI

TO

YIYUB/2.00 NM TO RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.79										
<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>
8. AAO	430748.64N/0831649.25W	1179	50	20	2C	250				RA58	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

YIYUB/2.00 NM TO RW18

TO

RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	2.00		RW18	405	

<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. TREE (KD95T0577)	430621.26N/0831614.83W	978	20	3	1A	250					1240

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

WIVGU

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
		P-5			

<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>
11. TOWER (26-002245)	431922.00N/0832236.00W	1333	500	50	5D	1000				AT667	3000
12. TERRAIN	431948.00N/0832218.00W	998 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LP

FROM

RW18

TO

ZUSDI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30								1080			
<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				3000
13. TOWER (26-021032)	425638.05N/0831707.79W	1449	50	20	2C	1000					2500
14. TERRAIN	455045.00N/0831412.00W	1168 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW18

TO

ZUSDI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30-1.00								1140			
<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				3000
13. TOWER (26-021032)	425638.05N/0831707.79W	1449	50	20	2C	1000					2500
14. TERRAIN	455045.00N/0831412.00W	1168 (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											
15. TREE (KD95T0690)	430343.78N/0831430.54W	1.30	465	989	50	20	2C	300			1300
CATEGORY B											
ANTENNA (KD95T001131)	430415.60N/0831850.71W	1.50	545	1061	20	3	1A	300			1380
CATEGORY C											
17. TOWER (26-002949)	430116.39N/0831738.37W	1.70	625	1160	20	3	1A	300			1460

CIRCLING REMARKS:

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZOB ARTCC, LAN FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3P	D95	24	D95	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	FNT	24	FNT	21.65	Y	58

WX REMARKS:

RASS PRESSURE PATTERNS SAME
KD95 835, KFNT 782
RA=57.11.

<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>	
RW27			
RW09			
RW18 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)	NPI-G		
RW36 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)	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>	<u>TCH</u>
					4.00	36.0

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>	<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	RWY 18: LP, LNAV.
20:1	
857 TRAVERSE_WAY (26-070649) 430426.19N/0831624.17W (1.49)	
FINAL TYPE	RWY 18: LP, LNAV.
34:1	

<u>AIRPORT ID</u> D95	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>AMDT NO.</u> ORIG-C	<u>CITY</u> LAPEER	<u>STATE</u> MI	<u>AIRPORT ELEVATION</u> 835	<u>FACILITY</u> RNAV
917 TREE (KD95T0517) 430439.75N/0831626.01W (29.63)			917 TREE (KD95T0519) 430439.77N/0831626.01W (29.57)			
918 TREE (KD95T0521) 430440.21N/0831622.95W (29.55)			916 TREE (KD95T0518) 430439.77N/0831626.04W (28.56)			
920 TREE (KD95T0525) 430441.74N/0831626.77W (26.63)			918 TREE (KD95T0526) 430442.00N/0831623.92W (24.13)			
921 TREE (KD95T0536) 430443.03N/0831625.37W (23.93)			915 TREE (KD95T0527) 430442.04N/0831624.14W (20.99)			
895 TREE (KD95T0508) 430435.83N/0831628.47W (19.05)			907 TREE (KD95T0522) 430440.35N/0831623.43W (18.09)			
905 TREE (KD95T0520) 430440.11N/0831621.72W (16.96)			911 TREE (KD95T0529) 430442.27N/0831621.10W (16.60)			
911 TREE (KD95T0530) 430442.32N/0831621.11W (16.45)			901 TREE (KD95T0512) 430438.87N/0831628.34W (16.02)			
910 TREE (KD95T0533) 430442.47N/0831628.82W (14.26)			878 TREE (KD95T0506) 430432.74N/0831628.45W (11.25)			
913 TREE (KD95T0547) 430445.37N/0831618.37W (9.64)			910 TREE (KD95T0542) 430444.45N/0831618.21W (9.39)			
904 TREE (KD95T0531) 430442.38N/0831624.73W (8.92)			911 TREE (KD95T0544) 430445.03N/0831620.08W (8.48)			
856 TREE (KD95T0476) 430426.60N/0831622.04W (8.13)			856 TREE (KD95T0478) 430426.60N/0831622.07W (8.12)			
855 RD(N) (KD95T0466) 430426.22N/0831623.44W (8.12)			856 TREE (KD95T0479) 430426.61N/0831622.08W (8.09)			
854 RD(N) (KD95T0462) 430426.18N/0831623.33W (7.25)			855 TREE (KD95T0477) 430426.61N/0831621.64W (7.13)			
855 TREE (KD95T0475) 430426.60N/0831622.08W (7.12)			903 TREE (KD95T0534) 430442.70N/0831627.30W (6.73)			
852 TREE (KD95T0454) 430425.82N/0831624.47W (6.21)			907 TREE (KD95T0543) 430444.29N/0831625.80W (6.14)			
910 TREE (KD95T0548) 430445.60N/0831617.19W (6.07)			903 TREE (KD95T0537) 430443.27N/0831620.14W (5.71)			
902 TREE (KD95T0535) 430442.62N/0831631.69W (5.54)			852 RD(N) (KD95T0463) 430426.24N/0831622.60W (5.14)			
883 TREE (KD95T0509) 430436.61N/0831627.15W (4.86)			900 TREE (KD95T0532) 430442.63N/0831621.76W (4.46)			
851 RD(N) (KD95T0460) 430426.20N/0831622.58W (4.26)			845 RD(N) (KD95T0439) 430424.58N/0831619.25W (3.40)			
926 TREE (KD95T0561) 430451.82N/0831632.98W (2.05)			924 TREE (KD95T0558) 430451.27N/0831630.25W (1.95)			
918 TREE (KD95T0556) 430449.32N/0831630.49W (1.73)			840 GRD (KD95T0431) 430423.45N/0831623.70W (1.34)			
848 RD(N) (KD95T0459) 430426.23N/0831621.76W (1.25)			848 RD(N) (KD95T0464) 430426.27N/0831621.65W (1.14)			
848 TREE (KD95T0469) 430426.64N/0831619.20W (0.28)						
PENETRATIONS REMARKS:						
20:1 OBSTACLE IS LIGHTED.						

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:

VDP NOT ESTABLISHED - VISUAL SURFACE PENETRATIONS.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FLIGHT INSPECTION RESULTS DO NOT WARRANT A VDA.

LPV AND LNAV/VNAV NOT DEVELOPED PER FPT.

100 FT VEGETATION HEIGHT USED.

ORDER 8260.3 CHAPTER 2 APPLIED TO 978 TREE (KD95T0577) 430621.26N/0831614.83W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

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	3.46
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	177.49
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1000
DISTANCE FROM	THLD	TO 1500FT POINT	10.59
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	177.48
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN)	430420.16N/0831621.07W
ARP COORDINATES	430359.30N/0831617.60W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 18 DISTANCE 0.35 NM
FAF COORDINATES	430907.36N/0831638.27W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CASIMIR L. TABAKA (CHRISTOPHER D. WILKINSON)	AJV-A432	12/12/2024	AERONAUTICAL INFORMATION SPECIALIST

