

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> KAXQ	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 24	<u>ORIGINAL/AMENDMENT</u> 1C	<u>CITY</u> CLARION	<u>STATE</u> PA		
<u>AIRPORT ELEVATION</u> 1458	<u>TDZE</u> 1458	<u>SUPERSEDED</u> RNAV (GPS) RWY 24	<u>ORIGINAL/AMENDMENT</u> 1B	<u>DATED</u> 06/25/2015	<u>MAG VAR</u> 10W	<u>EPOCH YEAR</u> 2005
<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>
PUNCO	IF/IAF	WAMSO		TF	FB	1.00	234.82	6.05	3200
WAMSO	FAF	RW24	MAP	TF	FO	0.30	234.76	5.27	
RW24	MAP	1858 MSL		CA			234.76		
1858 MSL		LOCPI		DF	FO	1.00			3100

**MISSED APPROACH**

**MAP:**  
LNAV: RW24

**MISSED APPROACH INSTRUCTIONS:**  
CLIMB TO 3100 DIRECT LOCPI AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

- PT      SIDE OF COURSE      OUTBOUND      FT WITHIN      MILES OF      (IAF)
- HOLD NE PUNCO, RT, 234.82 INBOUND, 3500 FT. IN LIEU OF PT (IAF), MAX 6000.
- FAC: 234.76      FAF: WAMSO      DIST FAF TO MAP: 5.27      DIST FAF TO THLD: 5.27
- MIN ALT: PUNCO 3500, WAMSO 3200
- DIST TO THLD FROM OM:      MM:      IM:      150 HAT:      GS ANT:      MM:      IM:
- MIN GP INCPT:      GP ALT AT FAF :      OM:      MM:      IM:
- GP ANGLE:      34:1: IS NOT CLEAR      20:1: IS CLEAR      TCH:
- MSA FROM: RW24 3400

QUALITY  
8  
CHECKED

**PBN REQUIREMENTS NOTE:**

RNP APCH.

**NOTES:**

CHART NOTE: RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

CHART NOTE: VDP NA WHEN USING DUBOIS ALTIMETER SETTING.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DUBOIS ALTIMETER SETTING AND INCREASE ALL MDAS 120 FEET AND LNAV AND CIRCLING VISIBILITY CATS B, C, AND D 5/8 SM.

**ADDITIONAL FLIGHT DATA:**

HOLD SW, RT, 054.59 INBOUND.

FAS OBST: 1678 TANK 411512N/0792427W.

CHART 1739 TREE 411742N/0792245W.

CHART VDP AT 1.88 NM TO RW24.

WAMSO TO RW24: 3.04/40.

**MINIMUMS:**

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

**ALTERNATE:** NA ☒

<b>CATEGORY:</b>	<b>A</b>			<b>B</b>			<b>C</b>			<b>D</b>			<b>E</b>		
<b>FINAL TYPE</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>
LNAV MDA	2100	1	642	2100	1	642	2100	1 7/8	642	2100	2	642			
CIRCLING	2100	1	642	2100	1	642	2100	1 7/8	642	2100	2	642			

**CHANGES - REASONS**

1. REMOVED FEEDER FROM CIP VOR/DME TO LOCPI - CIP PART OF VORMON, FPT REQUEST.
2. REMOVED CHART NOTE "NIGHT LANDING. RWY 24 NA" - 20:1 IS CLEAR
3. AMEND CHART NOTE FROM "HELICOPTER VISIBILITY REDUCTION BELOW 1 SM" TO "RWY 6 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED." - 34:1 PENETRATIONS, IAW 8260.19H 8-6-11.
4. PROFILE SECTION LINE 2, ADDED MAX HOLDING ALTITUDE 6000 - CURRENT DOCUMENTATION POLICY.
5. REMOVED PLANVIEW NOTE "PROCEDURE NA FOR ARRIVALS AT CIP VOR/DME VIA V118 SOUTHWEST BOUND" - CIP PART OF VORMON, FPT REQUEST.
6. LINE 7 ADDED "20:1 IS CLEAR" - IAW 8260.19H 8-6-7G NO 20:1 PENETRATIONS.
7. DELETED CHART NOTE: DME/DME RNP-0.3 NA AND ADDED WITH PBN REQUIREMENTS NOTE: RNP APCH - PER 8260.19H.
8. REMOVED FAHRENHEIT VALUES FROM UNCOMPENSATED BARO-VNAV NOTE - NO LONGER REQUIRED.
9. ADDED CHART VDP AT 1.88 NM TO RW24 - NO OBSTACLES PENETRATE THE 20:1 SURFACE.
10. ADDED VDP NA NOTE WHEN USING REMOTE DUBOIS ALTIMETER SETTING - USE OF VDP ISN'T ALLOWED WITH A BACKUP ALTIMETER PER IAW 8260.19H, 8-6-9E(9).
11. UPDATED CHART FAS OBST FROM "1862 TOWER 411735N/0792257W" TO "1678 TANK 411512N/07992427W" - NEW CONTROLLING OBSTACLE.
12. UPDATED LNAV VISIBILITY CAT C FROM "1 3/4" TO "1 7/8" - FAAO 8260.3D , TABLE 3-3-1.
13. UPDATED CIRCLING VISIBILITY CAT C FROM "1 3/4" TO "1 7/8" - FAAO 8260.3D, 3-3-3D.
14. UPDATED BACKUP ALTIMETER FROM "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DUBOIS ALTIMETER SETTING AND INCREASE ALL MDAS 120 FEET AND INCREASE LNAV AND CIRCLING CAT B VISIBILITY 1/4 MILE, CATS C/D VISIBILITY 1/2 MILE" TO "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DUBOIS ALTIMETER SETTING AND INCREASE ALL MDAS 120 FEET AND LNAV AND CIRCLING VISIBILITY CATS B, C, AND D 5/8 SM." - UPDATED BASED ON NEW VISCHECK.



AIRPORT ID  
KAXQ

PROCEDURE NAME  
RNAV (GPS) RWY 24

ORIGINAL/AMENDMENT  
1C

CITY  
CLARION

STATE  
PA

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZOB, AMGR

FLIGHT CHECKED BY

PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJF-1000) MEMO, DATED JUNE 4, 2020, SUBJECT: FLIGHT INSPECTION OF NEW CONTROLLING OBSTACLES.

OFFICE

*Digitally signed by*

**JOHN BORDY**

DATE

Oct 20, 2020

DEVELOPED BY

ANA VEGA

*Digitally signed by*

**JOHN BORDY**

OFFICE

AJV-A422

DATE

07/20/2020

APPROVED BY

MARLON ROBINSON

*Digitally signed by*

**JOHN BORDY**

Oct 20, 2020

OFFICE

AJV-A420

DATE

TITLE  
MANAGER



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

<u>AIRPORT ID</u> KAXQ	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 24	<u>AMDT NO.</u> 1C	<u>CITY</u> CLARION	<u>STATE</u> PA	<u>AIRPORT ELEVATION</u> 1458	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM PUNCO (IF/IAF) TO WAMSO

<u>RNP</u>	<u>DISTANCE</u> 6.05	<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 (42-002619)	412123.96N/0791941.67W		1920	50	10	2B	500					2500
2.TERRAIN	412154.00N/0791851.00W		1707 (1700)								AS1500	3200

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LNAV

FROM WAMSO TO RW24

<u>RNP</u>	<u>DISTANCE</u> 5.27	<u>PAT</u>	<u>MAP</u> RW24	<u>HAT</u> 642	<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.TANK (42-022191)	411512.10N/0792426.78W		1678	20	3	1A	250				XP172	2100

COMPUTATIONS

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

SEGMENT REMARKS:

XP: TO KEEP PREVIOUS MINIMUMS



HOLD-IN-LIEU OF PT

FROM  
PUNCO

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
4.TOWER (42-001984)	412847.00N/0790716.00W		2185	50	20	2C	1000				AT315	3500
5.TERRAIN	412954.00N/0790912.00W		1844 (1800)								AS1500	3300

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:  
THE HOLD IN LIEU OF PT WAS REQUIRED DUE TO THE FEEDER SEGMENT THAT IS BEING REMOVED. THE FPT REQUESTED TO RETAIN THE HIL.  
MISSED APPROACH : LNAV

FROM  
RW24

TO  
LOCPI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 2000					
<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				3100
6.TOWER (42-002645)	411058.00N/0793239.00W		1786	50	3	2A	1000					2800
7.TERRAIN	410403.00N/0793427.00W		1549 (1500)								AS1500	3000

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



AIRPORT ID  
KAXQ

PROCEDURE NAME  
RNAV (GPS) RWY 24

AMDT NO.  
1C

CITY  
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PA

AIRPORT ELEVATION  
1458

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											
8.TREE	441218.81N/0792617.72W	1.30	642	1679	50	20	2C	300		SI	2100
CATEGORY B											
8.TREE	441218.81N/0792617.72W	1.50	642	1679	50	20	2C	300		SI	2100
CATEGORY C											
8.TREE	441218.81N/0792617.72W	1.70	642	1679	50	20	2C	300		SI	2100
CATEGORY D											
9.TOWER (42-000549)	411246.00N/0792345.00W	2.30	642	1687	250	50	4D	300		SI	2100

CIRCLING REMARKS:

MSA

CENTER  
RW24

RADIUS  
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	411933.00N/0784839.00W	088	28.9	2399	164	98	4E	1000			3400

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

QUALITY  
8  
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PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
ZOB ARTCC, AOO FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS	KAXQ	24	KAXQ	0	N	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	KDUJ	24	KDUJ	24.71	Y	108

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KAXQ 1458, KDUJ 1817  
RA = 107.3.

<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>
RW06 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NPI-G	
RW24 - 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>
					3.00	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>	<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	34:1
34:1	
1512 TREE (42-028704) 411354.84N/0792553.74W (20.82)	

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' TREE HEIGHT PER FPO

PER FPT REQUEST: DO NOT PUBLISH VISIBILITIES BELOW: CAT A/B 1SM, CAT C 1 3/4 SM, AND CAT D 2 SM.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.





<div>AIRPORT ID KAXQ</div>	<div>PROCEDURE NAME RNAV (GPS) RWY 24</div>	<div>AMDT NO. 1C</div>	<div>CITY CLARION</div>	<div>STATE PA</div>	<div>AIRPORT ELEVATION 1458</div>	<div>FACILITY RNAV</div>
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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	3.27
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	224.76
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1600
DISTANCE FROM	THLD	TO 1500FT POINT	5.07
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	224.76
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1600

THRESHOLD  
COORDINATES  
(IF STR-IN)

411347.32N/0792608.76W

ARP COORDINATES

411329.80N/0792631.80W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 6 DISTANCE 0.41 NM

FAF  
COORDINATES

411732.02N/0792113.69W

FIX NAME  
COORDINATES

REMARKS

QUALITY  
48  
CHECKED

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PART E: PREPARED BY

<u>NAME</u> ANA VEGA	<u>OFFICE</u> AJV-A422	<u>DATE</u> 07/20/2020	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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