

**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> | <u>PROCEDURE NAME</u> | <u>ORIGINAL/AMENDMENT</u> | <u>CITY</u> | <u>STATE</u> | |
|--------------------------|----------------------------------|------------------------------|--------------------------------|-----------------------|-------------------|
| OCF | RNAV (GPS) RWY 18 | 2C | OCALA | FL | |
| <u>AIRPORT ELEVATION</u> | <u>TDZE</u> | <u>SUPERSEDED</u> | <u>DATED</u> | <u>MAG VAR</u> | <u>EPOCH YEAR</u> |
| 90 | 80 | RNAV (GPS) RWY 18 | 05/20/2021 | 4W | 2000 |
| <u>FACILITY</u> | <u>COORDINATES OF FACILITIES</u> | <u>ACTUAL EFFECTIVE DATE</u> | <u>REQUIRED EFFECTIVE DATE</u> | <u>CANCEL/SUSPEND</u> | |
| RNAV | | | ROUTINE | | |

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 | CUFJO | IF/IAF | 2100 |
| 2. 274/30 CW 004/30 | | SOWMU | IAF | 2500 |
| 3. 004/30 CW 094/30 | | NAKYA | IAF | 2500 |

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> |
|-----------------------|-----------------|-----------------------|-----------------|-----------------|--------------|------------|---------------|-----------------|-----------------|
| SOWMU | IAF | CUFJO | NOPT | TF | FB | 1.00 | 273.98 | 5.00 | 2100 |
| NAKYA | IAF | CUFJO | NOPT | TF | FB | 1.00 | 093.88 | 5.00 | 2100 |
| CUFJO | IF/IAF | LUGGY | | TF | FB | 1.00 | 183.93 | 6.10 | 1700 |
| LUGGY | FAF | CUMIB/1.80 NM TO RW18 | | TF | FB | 0.30 | 183.93 | 3.06 | |
| CUMIB/1.80 NM TO RW18 | | RW18 | MAP | TF | FO | 0.30 | 183.93 | 1.80 | |
| RW18 | MAP | 280 MSL | | CA | | | | | |
| 280 MSL | | TALZA | | DF | FO | 1.00 | | | 2000 |

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW18

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 DIRECT TALZA AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

| | | | | | | | | | | | | | | | |
|----|---|---|-----------------|------------|------------------|----------|-------------------|------|----------|------|---------|--|--|-----|--|
| 1. | PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) | | | | | | | | | |
| 2. | HOLD N CUFJO, LT, 183.93 INBOUND, 2100 FT. IN LIEU OF PT (IAF), MAX 6000. | | | | | | | | | | | | | | |
| 3. | FAC: | 183.93 | FAF: | LUGGY | DIST FAF TO MAP: | 4.86 | DIST FAF TO THLD: | 4.86 | | | | | | | |
| 4. | MIN ALT: | CUFJO 2100, LUGGY 1700, CUMIB/1.80 NM TO RW18 700 | | | | | | | | | | | | | |
| 5. | DIST TO THLD FROM OM: | | MM: | | IM: | | 150 HAT: | | 200 HAT: | 0.46 | GS ANT: | | | | |
| 6. | MIN GP INCPT: | 1700 | GP ALT AT PFAF: | LUGGY 1700 | | | | | OM: | | MM: | | | IM: | |
| 7. | GP ANGLE: | 3.00 | 34:1: | IS CLEAR | 20:1: | IS CLEAR | TCH: | 52.0 | | | | | | | |
| 8. | MSA FROM: | | | | | | | | | | | | | | |

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -5°C OR ABOVE 54°C.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GNV ALTIMETER SETTING AND INCREASE LPV DA TO 361 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE LNAV/VNAV DA TO 595 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CATS C AND D 1/4 SM AND CIRCLING VISIBILITY CATS C AND D 1/2 SM.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING GNV ALTIMETER SETTING.

ADDITIONAL FLIGHT DATA:

HOLD S, RT, 003.93 INBOUND.
CHART FAS OBST: 237 TOWER (12-142864) 291131N/0821346W.
CHART PALATKA 1 MOA, 2 MOA.
CHART R-2906, R-2907A/B, R-2910.
CHART VDP AT 1.30 NM TO RW18.
WAAS CHANNEL # 90319
REFERENCE PATH ID: W18A
LTP HAE: -3.3 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 900-2 3/4, 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 | 280 | 3/4 | 200 | 280 | 3/4 | 200 | 280 | 3/4 | 200 | 280 | 3/4 | 200 | | | |
| LNAV/VNAV DA | 514 | 1 1/4 | 434 | 514 | 1 1/4 | 434 | 514 | 1 1/4 | 434 | 514 | 1 1/4 | 434 | | | |
| LNAV MDA | 540 | 1 | 460 | 540 | 1 | 460 | 540 | 1 3/8 | 460 | 540 | 1 3/8 | 460 | | | |
| CIRCLING | 600 | 1 | 510 | 600 | 1 | 510 | 760 | 1 3/4 | 670 | 920 | 2 3/4 | 830 | | | |



CHANGES - REASONS

1. INCORPORATED CHANGES FROM P-NOTAM 3/9114 FOR AMDT 2B INTO FORM - IAW 8260.19J PARA 8-3-4.C(3).
2. TERMINAL ROUTES: ADDED CA LEG "RW18 TO 280 MSL" - IAW 8260.58C PARA 3-5-2.
3. PROFILE LINE 4: REMOVED ASTERISK FROM "CUMIB/1.80 NM TO RW18 700" - NO LONGER REQUIRED.
4. PROFILE LINE 7: ADDED "20:1: IS CLEAR" - NO PENETRATIONS EXIST.
5. CHART PROFILE NOTE: UPDATED FROM "VGSI AND RNAV GLIDEPATH NOT COINCIDENT" TO "VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" - IAW 8260.19J PARA 8-6-9(M)(1).
6. ADDITIONAL FLIGHT DATA: REMOVED "CHART TDZE 80 FT" - NO LONGER REQUIRED.
7. ADDITIONAL FLIGHT DATA: REMOVED "CHART AIRPORT ELEVATION 90 FT" - NO LONGER REQUIRED.
8. ADDITIONAL FLIGHT DATA: CHART FAS OBST CHANGED FROM "230 TOWER 291129N/0821358W" TO "237 TOWER (12-142864) 291131N/0821346W" - NEW CONTROLLING OBSTACLE.
9. ADDITIONAL FLIGHT DATA: UPDATED CHART NOTE FROM "CHART PALATKA 1 MOA, PALATKA 2 MOA" TO "CHART PALATKA 1 MOA, 2 MOA" - IAW 8260.19J PARA 8-6-11(I).
10. CHART NOTE: REMOVED "LNAV ONLY" - NO LONGER REQUIRED.
11. CHART NOTE: CHANGED FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GAINESVILLE ALTIMETER SETTING AND INCREASE LPV DA TO 361 FEET, INCREASE LNAV/VNAV DA TO 595 FEET AND ALL MDA 100 FEET; INCREASE LPV AND LNAV/VNAV ALL CATS AND LNAV CATS C/D VISIBILITY 1/4 SM; INCREASE CIRCLING CAT C VISIBILITY 1/2 SM, CAT D 1/4 SM." TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GNV ALTIMETER SETTING AND INCREASE LPV DA TO 361 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE LNAV/VNAV DA TO 595 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CATS C AND D 1/4 SM AND CIRCLING VISIBILITY CATS C AND D 1/2 SM" - IAW 8260.19J PARA 8-6-10(F)(4).
12. CHART NOTE: CHANGED FROM "BARO-VNAV AND VDP NA WHEN USING GAINESVILLE ALTIMETER SETTING" TO "BARO-VNAV AND VDP NA WHEN USING GNV ALTIMETER SETTING" - IAW 8260.19J PARA 8-6-10(E)(8).
13. ALTERNATE MINIMUMS: CHANGED FROM "CAT D 800-2 3/4" TO "CAT D 900-2 3/4" - NEW CONTROLLING OBSTACLE.

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZJX, JAX APP CON, AMGR

FLIGHT CHECKED BY

Digitally signed by

ROBERT G HAMILTON

Feb 18, 2025

OFFICE

AJF

DATE

02/13/2025

DEVELOPED BY

ROBERT G HAMILTON (PHILLIP T. HILL)

Digitally signed by

ROBERT G HAMILTON

Feb 18, 2025

OFFICE

AJV-A433

DATE

06/18/2024

APPROVED BY

ROBERT G HAMILTON

Digitally signed by

ROBERT G HAMILTON

Feb 18, 2025

OFFICE

AJV-A433

DATE

TITLE

MANAGER



AIRPORT ID
OCF

PROCEDURE NAME
RNAV (GPS) RWY 18

ORIGINAL/AMENDMENT
2C

CITY
OCALA

STATE
FL

FAS DATA BLOCK INFORMATION

| <u>DATA FIELD</u> | <u>DATA</u> |
|--|---------------|
| OPERATION TYPE | 0 |
| SBAS SERVICE PROVIDER IDENTIFIER | 0 |
| AIRPORT IDENTIFIER | KOCF |
| RUNWAY | RW18 |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W18A |
| LTP/FTP LATITUDE | 291042.1780N |
| LTP/FTP LONGITUDE | 0821323.0170W |
| LTP/FTP ELLIPSOIDAL HEIGHT | -00033 |
| FPAP LATITUDE | 290912.8500N |
| FPAP LONGITUDE | 0821322.9000W |
| THRESHOLD CROSSING HEIGHT (TCH) | 00052.0 |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F |
| GLIDEPATH ANGLE (GPA) | 03.00 |
| COURSE WIDTH AT THRESHOLD | 106.75 |
| LENGTH OFFSET | 0520 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 35.0 |

| | |
|---------------|----------|
| CRC REMAINDER | 161FAFDB |
|---------------|----------|

ADDITIONAL PATH POINT RECORD INFORMATION

| | |
|-------------------------|--------|
| ICAO CODE | K7 |
| LTP ORTHOMETRIC HEIGHT | +00244 |
| FPAP ORTHOMETRIC HEIGHT | +00244 |



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> |
|-------------------|-----------------------|-----------------|-------------|--------------|--------------------------|-----------------|
| OCF | RNAV (GPS) RWY 18 | 2C | OCALA | FL | 90 | RNAV |

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM
094/30 CW 274/30

TO
CUFJO

| <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> |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| TOWER (12-001966) | 292133.00N/0821942.00W | 1049 | 100 | 20 | 3C | 1000 | | | | | 2100 |
| TERRAIN | 294048.00N/0822736.00W | 270 (300) | | | | | | | | AS1500 | 1800 |

COMPUTATIONS

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

SEGMENT REMARKS:

LEFT BASE AREA

FROM
274/30 CW 004/30

TO
SOWMU

| <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> |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| TOWER (12-002347) | 291607.00N/0820450.00W | 1449 | 500 | 50 | 5D | 1000 | | | | | 2500 |
| TERRAIN | 292739.00N/0821624.00W | 230 (200) | | | | | | | | AS1500 | 1700 |

COMPUTATIONS

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

SEGMENT REMARKS:



RIGHT BASE AREA

FROM

004/30 CW 094/30

TO

NAKYA

| <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> |
| TOWER (12-002158) | 291533.00N/0823402.00W | 1440 | 500 | 50 | 5D | 1000 | | | | | 2500 |
| TERRAIN | 292739.00N/0821624.00W | 253 (300) | | | | | | | | AS1500 | 1800 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

SOWMU

TO

CUFJO

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | <u>HAT</u> | | | <u>HMAS</u> | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| 1.00 | 5.00 | | | | | | | | | | |
| <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> |
| AAO | 292218.00N/0821427.00W | 463 | 164 | 98 | 4E | 1000 | | | | AT637 | 2100 |
| TERRAIN | 292218.00N/0821427.00W | 263 (300) | | | | | | | | AS1500 | 1800 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

NAKYA

TO

CUFJO

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | <u>HMAS</u> |
|------------|-----------------|------------|------------|------------|-------------|
| 1.00 | 5.00 | | | | |

| <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> |
|----------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| 1. TOWER (12-001966) | 292133.00N/0821942.00W | 1049 | 100 | 20 | 3C | 1000 | | | | | 2100 |
| TERRAIN | 292218.00N/0821427.00W | 263 (300) | | | | | | | | AS1500 | 1800 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

CUFJO (IF/IAF)

TO

LUGGY

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | <u>HMAS</u> |
|------------|-----------------|------------|------------|------------|-------------|
| 1.00 | 6.10 | | | | |

| <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 (12-001966) | 292133.00N/0821942.00W | 1049 | 100 | 20 | 3C | 500 | | | | | 1600 |
| TERRAIN | 292045.00N/0821554.00W | 209 (200) | | | | | | | | AS1500 | 1700 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

LUGGY

TO

RW18

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|--------------------|--------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 0.30 | 4.86 | | DA | | | | 200 | | | | |
| <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 | | | | 280 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

LUGGY

TO

RW18

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 0.30 | 4.86 | | DA | | | | 434 | | | | |
| <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 (12-142864) | 291130.68N/0821345.53W | 237 | 250 | 50 | 4D | 161 | | | | AC50 XP66 | 514 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP66 - MAINTAIN PUBLISHED MINIMUMS



FINAL: LNAV

FROM

LUGGY

TO

CUMIB/1.80 NM TO RW18

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | <u>HAT</u> | | <u>HMAS</u> | | | | |
|--------------------|------------------------|-----------------|-------------|-------------|------------|------------|-------------|-----------|-------------|--------------------|----------------|
| 0.30 | 3.06 | | | | | | | | | | |
| <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 | 291441.54N/0821439.48W | 379 | 50 | 20 | 2C | 250 | | | | RA100 SA-44 | 700 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

CUMIB/1.80 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 | 1.80 | | RW18 | | 460 | | | | | | |
| <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 (12-142864) | 291130.68N/0821345.53W | 237 | 250 | 50 | 4D | 250 | | | | AC50 | 540 |

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

CUFJO

TO

| <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> |
| TOWER (12-002968) | 291833.00N/0821129.00W | 567 | 100 | 20 | 3C | 1000 | | | | AT533 | 2100 |
| TERRAIN | 292739.00N/0821624.00W | 266 (300) | | | | | | | | AS1500 | 1800 |

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

TALZA

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | <u>HAT</u> | | <u>HMAS</u> | | | | |
|--------------------|------------------------|-----------------|-------------|-------------|------------|------------|-------------|-----------|-------------|--------------------|----------------|
| 0.30-1.00 | | | | | | | | | | 113 | |
| <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 | | | | 2000 |
| AAO | 290318.00N/0821527.00W | 351 | 164 | 98 | 4E | 1000 | | | | | 1400 |
| TERRAIN | 290706.00N/0821057.00W | 168 (200) | | | | | | | | AS1500 | 1700 |

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

TALZA

| <u>RNP</u> 0.30-1.00 | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | <u>HAT</u> | | <u>HMAS</u> 353 | | | | |
|-------------------------|------------------------|-----------------|-------------|-------------|------------|------------|--------------------|-----------|-------------|--------------------|----------------|
| <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 | | | | 2000 |
| AAO | 290318.00N/0821527.00W | 351 | 164 | 98 | 4E | 1000 | | | | | 1400 |
| TERRAIN | 290706.00N/0821057.00W | 168 (200) | | | | | | | | AS1500 | 1700 |

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

TALZA

| <u>RNP</u> 0.30-1.00 | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | <u>HAT</u> | | <u>HMAS</u> 440 | | | | |
|-------------------------|------------------------|-----------------|-------------|-------------|------------|------------|--------------------|-----------|-------------|--------------------|----------------|
| <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 | | | | 2000 |
| AAO | 290318.00N/0821527.00W | 351 | 164 | 98 | 4E | 1000 | | | | | 1400 |
| TERRAIN | 290706.00N/0821057.00W | 168 (200) | | | | | | | | AS1500 | 1700 |

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 | | | | | | | | | | | |
| TOWER (12-142864) | 291130.68N/0821345.53W | 1.30 | 510 | 237 | 250 | 50 | 4D | 300 | | AC50 | 600 |
| CATEGORY B | | | | | | | | | | | |
| TOWER (12-020051) | 290923.72N/0821455.51W | 1.81 | 510 | 276 | 20 | 3 | 1A | 300 | | | 600 |
| CATEGORY C | | | | | | | | | | | |
| TOWER (12-003224) | 291131.00N/0821016.00W | 2.84 | 670 | 399 | 500 | 50 | 5D | 300 | | AC50 | 760 |
| CATEGORY D | | | | | | | | | | | |
| TOWER (12-001086) | 291040.00N/0820933.00W | 3.71 | 830 | 564 | 250 | 50 | 4D | 300 | | AC50 | 920 |

CIRCLING REMARKS:

MSA/ESA

CENTERRADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

JAX APP CON, ZJX ARTCC, GNV 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-3PT | OCF | 24 | OCF | 0 | Y | 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 | GNV | 24 | GNV | 31.21 | Y | 81 |

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KOCF 90, KGNV 151
RA = 80.2.

| | | | |
|---|------------------------|----------------------------|------------|
| <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> | |
| RW08 | BSC-F | | |
| RW26 | BSC-F | | |
| RW18 - HIRL (PCL), PAPI-4L (PCL) | PIR-F | | |
| RW36 - MALSR (PCL), HIRL (PCL), PAPI-4L (PCL) | PIR-F | | |

| | | | | | | |
|-------------------------|---------------------------|------------|------------------------|--------------------------|-------------------|------------|
| <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 | 80.2 | 52.0 | | | 3.00 | 45.0 |

FINAL APPROACH COURSE AIMING

| | | | | |
|------------------|-------------------------------------|--------------------|------------------------------|-----|
| RUNWAY THRESHOLD | <input checked="" type="checkbox"/> | FT FROM THRESHOLD | DISPLACED THRESHOLD DISTANCE | 160 |
| 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> |
| -5C | +54C | -5C | +14.82C |

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 3-YEAR HISTORY (2020-2022).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 968 HIGH TEMP 1261.

"VISUAL PORTION OF FINAL" PENETRATIONS

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.
80 FT VEGETATION USED IN VICINITY OF AIRPORT.
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 | 3.35 |
| WIDTH OF | FINAL | SEGMENT AT 1000FT POINT | 1.75 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1000FT POINT | 179.93 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 200 |
| DISTANCE FROM | THLD | TO 1500FT POINT | 10.96 |
| WIDTH OF | INTERMEDIATE | SEGMENT AT 1500FT POINT | 8.00 |
| TRUE COURSE OF | INTERMEDIATE | SEGMENT CONTAINING 1500FT POINT | 179.93 |
| HIGH TERRAIN IN | INTERMEDIATE | SEGMENT CONTAINING 1500FT POINT | 200 |

| | |
|--|---|
| THRESHOLD COORDINATES (IF STR-IN) | 291042.18N/0821323.02W |
| ARP COORDINATES | 291018.76N/0821326.81W |
| RUNWAY APCH END AND DIST FURTHEST FROM ARP | RUNWAY 36 DISTANCE 0.82 NM |
| FAF COORDINATES | 291534.37N/0821323.43W |
| FIX NAME COORDINATES | IF/IAF CUFJO 292141.44N/0821323.94W, IAF NAKYA 292140.95N/0821907.26W, IAF SOWMU 292141.68N/0820740.62W |

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.
THLD DISPLACED 160FT, ACTUAL COORDINATES: 291043.76N/0821323.02W

PART E: PREPARED BY

| | | | |
|-------------------------------------|----------|------------|-------------------------------------|
| NAME | OFFICE | DATE | TITLE |
| ROBERT G HAMILTON (PHILLIP T. HILL) | AJV-A433 | 06/18/2024 | AERONAUTICAL INFORMATION SPECIALIST |

