

**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> KMBY	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 13	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> MOBERLY	<u>STATE</u> MO		
<u>AIRPORT ELEVATION</u> 868	<u>TDZE</u> 868	<u>SUPERSEDED</u> RNAV (GPS) RWY 13	<u>ORIGINAL/AMENDMENT</u> ORIG-C	<u>DATED</u> 10/07/2021	<u>MAG VAR</u> 1E	<u>EPOCH YEAR</u> 2010
<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

FROM	FIX TYPE	TO	FIX TYPE	ALTITUDE
1. 039/30 CW 219/30	NOPT	HIDOG	IF/IAF	3000
2. 219/30 CW 309/30		ROMSE	IAF	3100
3. 309/30 CW 039/30		SALIE	IAF	3100

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
SALIE	IAF	HIDOG	NOPT	TF	FB	1.00	038.54	7.00	3000
ROMSE	IAF	HIDOG	NOPT	TF	FB	1.00	218.66	7.00	3000
HIDOG	IF/IAF	EFAHA		TF	FB	1.00	128.60	6.00	2500
EFAHA	FAF	PEBOY/1.66 NM TO RW13		TF	FB	0.30	128.66	3.33	
PEBOY/1.66 NM TO RW13		RW13	MAP	TF	FO	0.30	128.66	1.66	
RW13	MAP	1118 MSL		CA			128.66		
1118 MSL		VETTS		DF	FO	1.00			3100

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW13

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3100 DIRECT VETTS AND HOLD

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
10
CHECKED

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. HOLD NW HIDOG, RT, 128.60 INBOUND, 3000 FT. IN LIEU OF PT (IF/IAF), MAX 6000.

3. FAF: 128.66FAF: EFAHA

DIST FAF TO MAP: 4.99DIST FAF TO THLD: 4.99

4. MIN ALT: HIDOG 3000, EFAHA 2500, PEBOY/1.66 NM TO RW13 1400

5. DIST TO THLD FROM OM:MM:IM:150 HAT:250 HAT: 0.65GS ANT:

6. MIN GP INCPT: 2500GP ALT AT FAF : EFAHA 2500OM:MM:IM:

7. GP ANGLE: 3.0034:1: IS CLEAR20:1: IS CLEARTCH: 42.4

8. MSA FROM:

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING TO RWY 5, 23, 31 NA AT NIGHT.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.

ADDITIONAL FLIGHT DATA:

HOLD SE, RT, 308.84 INBOUND.
CHART FAS OBST: 969 TREE 392752N/0922536W.
CHART VDP AT 0.97 NM TO RW13.
WAAS CHANNEL # 56621
REFERENCE PATH ID: W13A
CHART CIRCLING ICON.
LTP HAE: 232.3 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
LPV DA	1118	3/4	250	1118	3/4	250	1118	3/4	250		NA				
LNAV/VNAV DA	1139	7/8	271	1139	7/8	271	1139	7/8	271		NA				
LNAV MDA	1220	1	352	1220	1	352	1220	1	352		NA				
CIRCLING	1380	1	512	1440	1	572	1520	1 3/4	652		NA				



CHANGES - REASONS

1. ADDED 30 MILE TAA CENTERED ON HIDOG (STRAIGHT-IN), ROMES (LEFT-BASE) AND SALIE (RIGHT-BASE) - FPT REQUEST
2. REMOVED IAF WOGOL AND ATTACHED INITIAL APPROACH SEGMENT - UPDATED INITIAL APPROACH SEGMENT CONFIGURATION TO "BASIC T" DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
3. REMOVED IAF POYOL AND ATTACHED INITIAL APPROACH SEGMENT - UPDATED INITIAL APPROACH SEGMENT CONFIGURATION TO "BASIC T" DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
4. CREATED NEW IAF SALIE AND NEW INITIAL APPROACH SEGMENT FROM SALIE - UPDATED INITIAL APPROACH SEGMENT CONFIGURATION TO "BASIC T" DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
5. CREATED NEW IAF ROMSE AND NEW INITIAL APPROACH SEGMENT FROM ROMSE - UPDATED INITIAL APPROACH SEGMENT CONFIGURATION TO "BASIC T" DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
6. REMOVED IF/IAF DRADE - UPDATED INITIAL APPROACH SEGMENT CONFIGURATION TO "BASIC T" DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
7. CREATED NEW IF/IAF HIDOG - UPDATED INITIAL APPROACH SEGMENT CONFIGURATION TO "BASIC T" DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
8. NEW LPV DA OF 1118 - CONTROLLING OBSTACLE CHANGED FROM 937 TREE (29-029775) TO 939 TREE (29-049091).
9. TCH CHANGED FROM 40.4 TO 42.4 - TCH CHANGED TO CORRESPOND WITH VGSI TCH.
10. MOVED (PFAF) EFAHA 88.35 FEET SOUTHEAST -- UPDATED TCH.
11. 8260-3 LINE 3 FAF TO MAP DISTANCE CHANGED FROM 5.01 TO 4.99 - PFAF LOCATION CHANGED TO ACCOMMODATE NEW TCH.
12. 8260-3 LINE 3 FAF TO THLD DISTANCE CHANGED FROM 5.01 TO 4.99 - PFAF LOCATION CHANGED TO ACCOMMODATE NEW TCH.
13. FINAL APPROACH COURSE CHANGED FROM 128.67 TO 128.66 - CHANGED FOR OPTIMUM ALIGNMENT.
14. MOVED (STEPDOWN FIX) PEBOY 186.86 FEET SOUTHEAST -- UPDATED TCH.
15. 8260-3 LINE 5 DIST TO THLD FROM 250 HAT FROM 0.67 TO 0.65 - PFAF LOCATION CHANGED TO ACCOMMODATE NEW TCH.
16. DISTANCE FROM PEBOY TO RWY 13 LTP CHANGED FROM 1.7 TO 1.66 - PEBOY MOVED FOR PLACEMENT ON NEW FAC AND BASED ON NEW EVALUATION.
17. DISTANCE FROM EFAFA TO PEBOY CHANGED FROM 3.31 TO 3.33 - BOTH FIXES MOVED BASED ON NEW FAC, NEW TCH AND NEW EVALUATION.
18. THRESHOLD ELEVATION AND TDZE CHANGED FROM 867 TO 868 - NEW PENDING AIRNAV DATA
19. VDP DIST CHANGED FROM .99 TO .97 -- UPDATED TCH.
20. CIRCLING CAT A CMDA CHANGED FROM 1420 TO 1380 - BASED ON CURRENT EVALUATION.
21. MISSED APPROACH CLEARANCE LIMIT ALTITUDE CHANGED FROM 3200 TO 3100 - BASED ON FPT REQUEST.
22. CHANGED MISSED APPROACH CA LEG ALTITUDE FROM 1117 TO 1118 - CHANGED DUE TO CHANGE IN LPV DA.
23. CHANGED MISSED APPROACH COURSE FROM 128.67 TO 128.66 - CHANGED TO MATCH FAC.
24. CRC REMAINDER CODE CHANGED FROM B70F0F60 TO 2EB3BFDD - UPDATED RUNWAY SURVEY, DISPLACED THRESHOLD REMOVED.
25. LTP/FTP LATITUDE/LONGITUDE CHANGED FROM 392758.8960N/0922553.1585W TO 392759.4055N/0922553.1520W - BASED ON CURRENT EVALUATION.
26. LTP/FTP ELLIPSOIDAL HEIGHT CHANGED FROM +02311 TO +02323 - BASED ON CURRENT EVALUATION.
27. FPAP LATITUDE/LONGITUDE CHANGED FROM 392701.9045N/0922424.6780W TO 392702.4135N/0922424.6725W - BASED ON CURRENT EVALUATION.
28. LTP ORTHOMETRIC HEIGHT/FPAP ORTHOMETRIC HEIGHT CHANGED FROM +02632 TO +02644 - BASED ON CURRENT EVALUATION.
29. LNAV/VNAV DA CHANGED FROM 1142 TO 1139 -- BASED ON CURRENT EVALUATION.
30. AIRPORT ELEVATION CHANGED FROM 867 TO 868 -- NEW AIRNAV DATA.
31. MOVED MISSED APPROACH CLEARANCE LIMIT VETTS 68.29 FEET SOUTHEAST - UPDATED INITIAL APPROACH SEGMENT FOR OPPOSITE RUNWAY (RWY 31) CONFIGURATION TO "BASIC T" DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
32. CHANGED CHART NOTE "CIRCLING TO RWY 5, 23 NA AT NIGHT" TO "CIRCLING TO RWY 5, 23, 31 NA AT NIGHT" - RWY 5, 23 NO SURVEY, 20:1 PENETRATIONS ASSUMED. RWY 31 20:1 PENETRATIONS.
33. INCORPORATED CHANGES FROM NOTAM 1/6717 INTO FORM - IAW 8260.19I 8-3-4.

COORDINATED WITH:

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

FLIGHT CHECKED BY

MICHAEL S MILLER

Digitally signed by

JON DENTON

Oct 25, 2021

OFFICE

FPO

DATE

10/22/2021

DEVELOPED BY

LONNIE EVERHART (KARLIE BUNTIN)

Digitally signed by

JON DENTON

Oct 25, 2021

OFFICE

AJV-A432

DATE

09/01/2021

APPROVED BY

LONNIE EVERHART

Digitally signed by

JON DENTON

Oct 25, 2021

OFFICE

AJV-A430

DATE**TITLE**
MANAGERQUALITY
10
CHECKED

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KMBY
RUNWAY	RW13
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W13A
LTP/FTP LATITUDE	392759.4055N
LTP/FTP LONGITUDE	0922553.1520W
LTP/FTP ELLIPSOIDAL HEIGHT	+02323
FPAP LATITUDE	392702.4135N
FPAP LONGITUDE	0922424.6725W
THRESHOLD CROSSING HEIGHT (TCH)	00042.4
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1320
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	2EB3BFDD

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+02644
FPAP ORTHOMETRIC HEIGHT	+02644



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

<u>AIRPORT ID</u> KMBY	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 13	<u>AMDT NO.</u> 1	<u>CITY</u> MOBERLY	<u>STATE</u> MO	<u>AIRPORT ELEVATION</u> 868	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM
039/30 CW 219/30

TO
HIDOG

<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 (29-001503)	395723.10N/0925827.40W		1919	500	50	5D	1000					3000
2.TERRAIN	400051.00N/0924857.00W		1026 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

LEFT BASE AREA

FROM
219/30 CW 309/30

TO
ROMSE

<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 (29-002111)	391549.00N/0920807.00W		2043	500	50	5D	1000					3100
4.TERRAIN	393912.00N/0922909.00W		869 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



RIGHT BASE AREA

FROM

309/30 CW 039/30

TO

SALIE

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
3.TOWER (29-002111)	391549.00N/0920807.00W		2043	500	50	5D	1000					3100
5.TERRAIN	391057.00N/0924536.00W		895 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

SALIE

TO

HIDOG

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
7.00												
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
6.STACK (29-000777)	393311.00N/0923822.00W		1353	500	50	5D	1000				AT647	3000
8.TERRAIN	393212.00N/0924057.00W		820 (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
ROMSE

TO
HIDOG

RNP	DISTANCE 7.00	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
9.TOWER (29-002040)	393602.16N/0923427.41W		1250	20	3	1A	1000				AT750	3000
10.TERRAIN	393954.00N/0923251.00W		866 (900)								AS1500	2400

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

INTERMEDIATE

FROM
HIDOG (IF/IAF)

TO
EFAHA

RNP	DISTANCE 6.00	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
6.STACK (29-000777)	393311.00N/0923822.00W		1353	500	50	5D	500				AT647	2500
11.TERRAIN	393518.00N/0923351.00W		853 (900)								AS1500	2400

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: LPV

FROM
EFAHA

TO
RW13

<u>RNP</u>	<u>DISTANCE</u> 4.99	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 250			<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>
12.TREE (29-049091)	392806.00N/0922555.45W		939	20	3	1A		34:1				1118

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/VNAV

FROM
EFAHA

TO
RW13

<u>RNP</u>	<u>DISTANCE</u> 4.99	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 271			<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>
13.TREE	392752.31N/0922536.30W		969	50	20	2C	150				AC20	1139

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

EFAHA

TO

PEBOY/1.66 NM TO RW13

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	3.33											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
14.AAO	393029.88N/0922842.31W		1050	50	20	2C	250				RA95	1400

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

PEBOY/1.66 NM TO RW13

TO

RW13

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	1.66		RW13	352								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
13.TREE	392752.31N/0922536.30W		969	50	20	2C	250					1220

COMPUTATIONS

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



HOLD-IN-LIEU OF PT

FROM
HIDOG

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
6.STACK (29-000777)	393311.00N/0923822.00W		1353	500	50	5D	1000				AT647	3000
7.TERRAIN	393548.00N/0923339.00W		860 (900)								AS1500	2400

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 : LPV

FROM
DA

TO
VETTS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 931					
<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
18.TOWER (29-051511)	392104.23N/0921211.78W		1084	50	20	2C	1000					2100
19.TERRAIN	392748.00N/0922609.00W		869 (900)								AS1500	2400

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

VETTS

RNP	DISTANCE	PAT	MAP	HAT			HMAS 989					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3100
18.TOWER (29-051511)	392104.23N/0921211.78W		1084	50	20	2C	1000					2100
19.TERRAIN	392748.00N/0922609.00W		869 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : LNAV

FROM

RW13

TO

VETTS

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1120					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3100
18.TOWER (29-051511)	392104.23N/0921211.78W		1084	50	20	2C	1000					2100
19.TERRAIN	392748.00N/0922609.00W		869 (900)								AS1500	2400

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.TOWER (29-003089)	392625.33N/0922603.02W	1.30	512	1068	50	20	2C	300			1380
CATEGORY B											
16.TOWER (29-001507)	392554.87N/0922602.10W	1.84	572	1127	50	20	2C	300			1440
CATEGORY C											
17.TOWER (29-000663)	392543.62N/0922630.93W	2.89	652	1213	50	20	2C	300			1520

CIRCLING REMARKS:

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZKC ARTCC, COU FSS

<u>WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> KMBY	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KMBY	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KCOU	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KCOU	<u>DISTANCE</u> 39.92	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 95

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KMBY 868, KCOU 889
RA = 94.7.

<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>
RW5 - MIRL (PCL)		BSC-G	
RW23 - MIRL (PCL)		BSC-G	
RW13 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-F	
RW31 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-F	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 867.5	<u>TCH</u> 42.4	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 42.4
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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

<u>CRITICAL LOW</u> -16C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -16C	<u>APT ISA</u> +13.28C
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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 828 HIGH TEMP 1177.



"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	CIRCLING RWY 31		
20:1			
929 TREE 29-028749 392721.30N/0922446.43W 3.57		929 TREE 29-075689 392721.09N/0922446.25W 2.35	
914 TREE 29-028745 392417.23N/0922454.69W 0.32			

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

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

PENETRATIONS REMARKS:
RWY 5/23 ASSUMED 20:1 OBSTACLES. NO SURVEY.

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VEGETATION HEIGHT: 100 FT

CONTINGENCY NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE COLUMBIA ALTIMETER SETTING AND INCREASE LPV DA TO 1213 AND ALL VISIBILITY 1/4 SM. INCREASE LNAV/VNAV DA TO 1234 AND ALL VISIBILITY 1/8 SM. INCREASE ALL MDAS 100 FEET AND LNAV CAT C VISIBILITY 3/8 SM AND CIRCLING CAT C VISIBILITY 1/2 SM.

CONTINGENCY NOTE: BARO-VNAV AND VDP NA WHEN USING COLUMBIA ALTIMETER SETTING.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> KMBY	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 13	<u>AMDT NO.</u> 1	<u>CITY</u> MOBERLY	<u>STATE</u> MO	<u>AIRPORT ELEVATION</u> 868	<u>FACILITY</u> 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	3.11
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	129.66
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	4.79
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	129.66
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD
COORDINATES
(IF STR-IN)

392759.41N/0922553.15W

ARP COORDINATES

392747.41N/0922533.20W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 31 DISTANCE 0.50 NM

FAF
COORDINATES

393110.89N/0923050.95W

FIX NAME
COORDINATES

IAF ROMSE: 394024.45N/0923102.67W, IF/IAF HIDOG: 395500.71N/0923649.40W, IAF SALIE: 392936.68N/0924235.23W

REMARKS

QUALITY
10
CHECKED

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PART E: PREPARED BY

<u>NAME</u> LONNIE EVERHART (KARLIE BUNTIN)	<u>OFFICE</u> AJV-A432	<u>DATE</u> 09/01/2021	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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