

**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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
IND	RNAV (RNP) Z RWY 23L	3	INDIANAPOLIS	IN		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
796	790	RNAV (RNP) Z RWY 23L	2A	03/26/2020	5W	2015
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
RNAV			01/25/2024			

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>
LLARY	IAF	BBIRD		TF	FB	1.00	229.69	3.14	4000
BBIRD	IF	PACRR	PFAF	TF	FB	1.00	229.67	4.40	2600
KNIGT	IF	STEWR		TF	FB	1.00	048.38	5.26	4800
STEWR		GOBGE		RF	FB	1.00	(2.29 NM RADIUS CCW (CFWVM))	2.11	4200
MIILR	IF	GOBGE		TF	FB	1.00	355.77	4.90	4200
GOBGE		PACRR	PFAF	RF	FB	1.00	(2.29 NM RADIUS CCW (CFWVN))	5.04	2600
TRAAK	IF	PUKAE		TF	FB	1.00	103.32	5.34	4400
PUKAE		PACRR	PFAF	RF	FB	1.00	(2.57 NM RADIUS CW (CFWTM))	5.66	2600
PACRR	PFAF	RW23L	MAP	TF	FO	0.30	229.62	5.52	
RW23L	MAP	1500 MSL		CA			229.62		1500
1500 MSL		OZMOE		DF	FO	1.00			3000

MISSED APPROACH

MAP:

RNP: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500, THEN CLIMBING LEFT TURN TO 3000 DIRECT OZMOE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	PROFILE STARTS AT PACRR														
3.	FAC:	229.62	PFAF:	PACRR	DIST PFAF TO MAP:	DIST PFAF TO THLD:									
4.	MIN ALT:	PACRR 2600													
5.	DIST TO THLD FROM PFAF:	5.52	MM:	IM:	150 HAT:	385 HAT:	1.04	GS ANT:							
6.	MIN GP INCPT:	2600	GP ALT AT PFAF:	PACRR 2600		OM:		MM:		IM:					
7.	GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	55.0							
8.	MSA FROM:	RW23L 3100													

PBN REQUIREMENTS NOTE:

RNP AR APCH - GPS.

NOTES:

CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -20°C OR ABOVE 54°C.
CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS.
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED FOR ARRIVALS FROM LLARY ONLY.
CHART PLANVIEW NOTE AT KNIGT: RADAR REQUIRED FOR PROCEDURE ENTRY AT KNIGT.
CHART PLANVIEW NOTE AT MIILR: RADAR REQUIRED FOR PROCEDURE ENTRY AT MIILR.
CHART PLANVIEW NOTE AT TRAAK: RADAR REQUIRED FOR PROCEDURE ENTRY AT TRAAK.
CHART SPEED ICON IN PLANVIEW AT LLARY: MAX 210 KIAS.

CHART SPEED ICON IN PLANVIEW AT KNIGT: MAX 210 KIAS.

CHART SPEED ICON IN PLANVIEW AT STEWR: MAX 195 KIAS.

CHART SPEED ICON IN PLANVIEW AT MIILR: MAX 210 KIAS.

CHART SPEED ICON IN PLANVIEW AT GOBGE: MAX 200 KIAS.

CHART SPEED ICON IN PLANVIEW AT TRAAK: MAX 210 KIAS.

CHART SPEED ICON IN PLANVIEW AT PUKAE: MAX 200 KIAS.

ADDITIONAL FLIGHT DATA:

CHART MANDATORY 5000 AT LLARY
CHART MANDATORY 6000 AT KNIGT
CHART MANDATORY 5000 AT MIILR
CHART MANDATORY 6000 AT TRAAK
HOLD SE, RT, 319.69 INBOUND.

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 0.30 DA	1175	3500	385	1175	3500	385	1175	3500	385	1175	3500	385			

CHANGES - REASONS

1. TERMINAL ROUTE FROM LLARY TO BBIRD COURSE CHANGED FROM "229.70" TO "229.69" - BBIRD FIX RELOCATED 8.49 FEET NORTHEAST.
2. TERMINAL ROUTE FROM BBIRD TO PACRR COURSE CHANGED FROM "229.66" TO "229.67" - BBIRD FIX RELOCATED 8.49 FEET NORTHEAST AND PACRR RELOCATED 34.36 FEET NORTHEAST.
3. TERMINAL ROUTE FROM KNIGT TO STEWR COURSE/DISTANCE CHANGED FROM "049.60/4.97" TO "048.38/5.26" AND ALTITUDE FROM "4500" TO "4800" - STEWR FIX RELOCATED 1854.05 FEET NORTH AND ATC REQUEST.
4. TERMINAL ROUTE FROM STEWR TO GOBGE CHANGED FROM "2.57 NM RADIUS/2.42" TO "2.29 NM RADIUS/2.11" AND ALTITUDE FROM "3800" TO "4200" - STEWR FIX MOVED 1854 FEET NORTH AND GOBGE MOVED 60.96 FEET NORTH.
5. TERMINAL ROUTE FROM MIILR TO GOBGE COURSE/DISTANCE CHANGED FROM "355.66/4.91" TO "355.77/4.90" AND ALTITUDE FROM "3800" TO "4200" - GOBGE FIX MOVED 60.96 FEET NORTH AND ATC REQUEST.
6. TERMINAL ROUTE FROM GOBGE TO PACRR DISTANCE CHANGED FROM "5.03" TO "5.04" - GOBGE MOVED 60.96 FEET NORTH AND PACRR RELOCATED 34.36 FEET NORTHEAST.
7. TERMINAL ROUTE FROM TRAAK TO PUKAE COURSE/DISTANCE CHANGED FROM "103.55/5.36" TO "103.32/5.34" AND ALTITUDE FROM "3600" TO "4400" - FIX PUKAE RELOCATED 160.45 FEET NORTH AND ATC REQUEST.
8. TERMINAL ROUTE FROM PUKAE TO PACRR CHANGED FROM "2.56 NM RADIUS/5.63" TO "2.57 NM RADIUS/5.66" - PUKAE MOVED 160.45 FEET NORTH AND PACRR MOVED 34.36 FEET NORTHEAST.
9. TERMINAL ROUTE FROM PACRR TO RW23L DISTANCE CHANGED FROM "5.51" TO "5.52" - PACRR MOVED 34.36 FEET NORTHEAST.
10. UPDATED LINE 5 FROM "DISTANCE TO THLD FROM OM: 5.51" TO "DIST TO THLD FROM PFAF: 5.52" PACRR RELOCATED AND IAW 8260.19, PARA 8-6-7 E.
11. ADDED 20:1 CLEAR TO LINE 7 - IAW 8260.19, PARA 8-6-7 G (3).
12. TCH CHANGED FROM "56.8" TO "55.0" - UPDATED ILS AIRNAV DATA.
13. DELETED FROM ADDITIONAL FLIGHT DATA ROUTE TYPE QUALIFIERS, ROUTE TYPE AND #TCH 844.4 MSL (DO NOT CHART) - NOT REQUIRED.
14. DISTANCE THLD TO HAT CHANGED FROM "364 HAT: 0.97 NM" TO "385 HAT: 1.04" - HAT INCREASED FROM 364 TO 385 DUE TO NEW CONTROLLING OBSTACLE.
15. CHANGED ADDITIONAL FLIGHT DATA NOTE FROM "MINIMUM 5000 AT LLARY" AND "MANDATORY 6000 AT MIILR" TO "MANDATORY 5000 AT LLARY" AND "MANDATORY 5000 AT MIILR" - ATC OPERATIONAL REQUEST TO ENSURE VERTICAL SEPARATION BETWEEN AIRCRAFT.
16. UPDATED CHART NOTE FROM "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -18C OR ABOVE 54C" TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -20°C OR ABOVE 54°C" - UPDATED HISTORICAL WEATHER AND IAW 8260.19, PARA 8-6-9 R.
17. DELETED CHART NOTE GPS REQUIRED AND ADDED PBN REQUIREMENTS NOTE RNP AR APCH - GPS - IAW 8260.19, PARA 8-6-8.
18. CHANGED CHART NOTE FROM "CHART SPEED ICON IN PLANVIEW AT LLARY: 210 KIAS" TO "CHART SPEED ICON IN PLANVIEW AT LLARY: MAX 210 KIAS" - ATC REQUEST.
19. ADDED CHART SPEED ICON IN PLANVIEW AT STEWR: MAX 195 KIAS - ATC REQUEST AND TO REDUCE RF TURN RADIUS.
20. UPDATED RNP 0.30 DA/HAT FROM "1163/373" ALL CATS TO "1175/385" ALL CATS AND VISIBILITY FROM "RVR 4000" TO "RVR 3500" ALL CATS - NEW CONTROLLING OBSTACLE AND IAW 8260.3, TABLE 3-3-1.
21. DELETED PLANVIEW NOTES ADJACENT TO KNIGT, MIILR, AND TRAAK: RF REQUIRED - ADDED PBN REQUIREMENTS NOTE AND IAW 8260.19, PARA 8-6-8.

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZID, IND ATCT, IND APP CON, AMGR

FLIGHT CHECKED BY

PENDING

Digitally signed by

ERIC N SUSKI

Oct 27, 2023

OFFICE

DATE

DEVELOPED BY

FRANK JACKSON JR

Digitally signed by

FRANK JACKSON

Oct 19, 2023

OFFICE

AJV-A431

DATE

09/25/2023

APPROVED BY

JOHNNIE BAKER III

Digitally signed by

ERIC N SUSKI

Oct 27, 2023

OFFICE

AJV-A430

DATE

TITLE

MANAGER



**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>
IND	RNAV (RNP) Z RWY 23L	3	INDIANAPOLIS	IN	796	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM **TO**
LLARY BBIRD

RNP DISTANCE PAT MAP HAT HMAS
1.00 3.14

<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 (18-000117)	395155.00N/0860346.00W	1178	250	50	4D	1000				AC50 AT1772	4000
TERRAIN	395103.00N/0860309.00W	853 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM **TO**
BBIRD PACRR

RNP DISTANCE PAT MAP HAT HMAS
1.00 4.40

<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>
BUILDING (18-001020)	394611.00N/0860926.00W	1546	500	50	5D	500				AC50 AT504	2600
TERRAIN	394912.00N/0861039.00W	836 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM

KNIGT

TO

STEWR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	5.26										
<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>
STACK (18-000406)	394234.00N/0861148.00W	1249	500	50	5D	500				AC50 AT3001	4800
TERRAIN	394151.00N/0861257.00W	839 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

STEWR

TO

GOBGE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	2.11										
<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 (18-002422)	394559.30N/0860745.88W	1264	500	50	5D	500				AC50 AT2386	4200
TERRAIN	394339.00N/0860445.00W	853 (900)								AS1500	2400

COMPUTATIONS

RF SEGMENT

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

STEWR-GOBGE

4800

195

215

4003.8

54.85

2.29

24.86

0

(CFWVM)/2.11 NM

SEGMENT REMARKS:



INTERMEDIATE

FROM

MIILR

TO

GOBGE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	4.90				

<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>
BUILDING (18-001020)	394611.00N/0860926.00W	1546	500	50	5D	500				AC50 AT2104	4200
TERRAIN	394242.00N/0860327.00W	875 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

GOBGE

TO

PACRR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	5.04				

<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>
BUILDING (18-001020)	394611.00N/0860926.00W	1546	500	50	5D	500				AC50 AT504	2600
TERRAIN	394912.00N/0861039.00W	836 (800)								AS1500	2300

COMPUTATIONS

RF SEGMENT

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

GOBGE-PACRR

4200

195

213.04

3403.8

41.76

2.29

22.45

0

(CFWVN)/5.04

SEGMENT REMARKS:



INTERMEDIATE

FROM

TRAAK

TO

PUKAE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	5.34										
<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 (18-001444)	395325.00N/0861220.00W	1866	500	50	5D	500				AC50 AT1984	4400
TERRAIN	395409.00N/0862006.00W	915 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

PUKAE

TO

PACRR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	5.66										
<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>
BUILDING (18-001020)	394611.00N/0860926.00W	1546	500	50	5D	500				AC50 AT504	2600
TERRAIN	395324.00N/0861315.00W	836 (800)								AS1500	2300

COMPUTATIONS

RF SEGMENT

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

PUKAE-PACRR

4400

200

219.17

3603.8

42.64

2.57

21.24

(CFWTM)/5.66 NM

SEGMENT REMARKS:



FINAL

FROM

PACRR

TO

RW23L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.52		DA				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>
BUILDING (18-063398)	394353.97N/0861604.76W	846	250	50	4D		22.09:1			AC50	1175

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LEVEL SURFACE

FROM

DA

TO

OZMOE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00											1014
<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
TOWER (18-001197)	393835.00N/0861434.00W	1136	500	50	5D	1000					2200
TERRAIN	393636.00N/0860527.00W	866 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MSA

CENTER

RW23L

RADIUS

25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
360-360	TWR (18-000148)	392427.00N/0860852.00W	167	19.7	2002	250	50	4D	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

IND TOWER, IND APP CON, ZID ARTCC

<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>
ASOS	IND	24	IND	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>

WX REMARKS:

NO BACKUP ALTIMETER SETTING REQUIRED. REDUNDANT SOURCES ON AIRPORT.

<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>
RW05L - ALSF-2, TDZ, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW05R - ALSF-2, HIRL, TDZ, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW14 - MALSR, HIRL, PAPI-4L		PIR-G	APPROACH, ROLL OUT
RW23L - MALSR, C/LINE, HIRL, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW23R - MALSR, C/LINE, HIRL, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW32 - MALSR, HIRL, PAPI-4R		PIR-G	APPROACH, ROLL OUT

<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	787.6	55.0			3.00	70.9

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>
-20C	+54C	-20C	+13.42C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2018-2022).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 966 HIGH TEMP 1274.



"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:

VDP NOT ESTABLISHED - RNP PROCEDURE.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

APPROVAL LETTER: FAAO 8260.58C VOL 6 TABLE 1-2-2 NOTE 2 AVOID CONSECUTIVE RESTRICTIONS REQUIRING SPEED CHANGES OF LESS THAN 20 KIAS IN THE SAME OR ADJOINING SEGMENTS.

APPROVAL LETTER: FOR MANDATORY ALTITUDE RESTRICTIONS ON INTERMEDIATE SEGMENTS.

100' VEGETATION HEIGHT PER FPT.

MULTIPLE INTERMEDIATE SEGMENTS AND INTERMEDIATE AIRSPEED RESTRICTIONS TO REDUCE TURN RADIUS AND BANK ANGLE IAW 8260.58 ATC/LEAD CARRIER REQUEST.

MISSED APPROACH: FAAO 8260.58, VOL 6 RNAV. PER ATC REQUEST TO FACILITATE SIMULTANEOUS OPERATIONS WITH RWY 23R.

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	3.01
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	224.62
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	800
DISTANCE FROM	THLD	TO 1500FT POINT	4.58
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	224.62
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	800

THRESHOLD COORDINATES (IF STR-IN)

394311.29N/0861646.12W

ARP COORDINATES

394302.30N/0861740.70W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 5L DISTANCE 1.38 NM

FAF COORDINATES

394707.25N/0861144.71W

FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

NAME

FRANK JACKSON JR

OFFICE

AJV-A431

DATE

09/25/2023

TITLE

AERONAUTICAL INFORMATION SPECIALIST