

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</u> HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY	<u>AIRPORT ID</u> KHEZ	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 13	<u>ORIGINAL/AMENDMENT</u> 1B	<u>CITY</u> NATCHEZ	<u>STATE</u> MS	
<u>AIRPORT ELEVATION</u> 272	<u>TDZE</u> 266	<u>SUPERSEDED</u> RNAV (GPS) RWY 13	<u>ORIGINAL/AMENDMENT</u> 1A	<u>DATED</u> 06/23/2016	<u>MAG VAR</u> 0E	<u>EPOCH YEAR</u> 2015
<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. 066/30 CW 206/30	NOPT	CASDU	IF/IAF	2800
2. 206/30 CW 066/30		CASDU	IF/IAF	2800

**TERMINAL ROUTES**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
CASDU	IF/IAF	ZUTKI		TF	FB	1.00	136.24	6.10	1900
ZUTKI	FAF	YISUS/2.50 NM TO RW13		TF	FB	0.30	136.28	2.47	
YISUS/2.50 NM TO RW13		RW13	MAP	TF	FO	0.30	136.28	2.50	
RW13	MAP	466 MSL		CA			136.28		
466 MSL		WEGRA		DF	FO	1.00			2800

**MISSED APPROACH**

**MAP:**

LPV: DA  
LNAV/VNAV: DA  
LNAV: RW13

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 2800 DIRECT WEGRA AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

QUALITY  
10  
CHECKED



CHANGES - REASONS

- 1. 20:1 IS CLEAR ADDED - DOCUMENTATION REQUIREMENT.
- 2. REMOVED CHART NOTE "DME/DME RNP-0.3 NA" - 8260.19H 4-6-10.E.
- 3. ADDED "PBN REQUIREMENTS NOTE: RNP APCH" - 8260.19H 8-6-8.
- 4. REMOVED "BARO-VNAV AND VDP NA WHEN USING VICKSBURG TALLULAH RGNL ALTIMETER SETTING." AND "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE VICKSBURG TALLULAH RGNL ALTIMETER SETTING: INCREASE ALL DA 133 FT, ALL MDA 140 FT, INCREASE LPV VISIBILITIES ALL CATS 1/8 MILE, LNAV/VNAV ALL CATS AND LNAV CATS C/D VISIBILITIES 3/8 MILE AND CIRCLING CATS C/D 1/4 MILE. CHART NOTE: FOR INOPERATTIVE MALSR, WHEN USING VICKSBURG TALLULAH RGNL ALTIMETER SETTING, INCREASE LPV ALL CATS VISIBILITY TO 1 1/8 AND LNAV/VNAV ALL CATS VISIBILITY TO 1 1/4.."- KHEZ IS ON WMSCR, KVTR IS CONTINGENCY ALTIMETER.
- 5. CHANGED FAS OBSTACLE FROM 419 TREE 313906N/0912028W TO 373 TREE 313652N/0911824W - NEW OBSTACLE EVALUATION.
- 6. CHART CIRCLING ICON ADDED - NEW CIRCLING RADII USED.
- 7. CIRCLING CAT C MDA/HAA CHANGED FROM 800/528 TO 1020/748, VISIBILITY FROM 1 1/2 TO 2 1/4 SM, CAT D FROM 840/568 TO 1220/948, VISIBILITY FROM 2 TO 3 SM - NEW CIRCLING RADII USED.
- 8. MAX 6000 ADDED TO HOLD-IN-LIEU - DOCUMENTATION REQUIREMENT.
- 9. ADDED CIRCLING TO RWY 36 NA AT NIGHT NOTE - CLEARS NOTAM 9/6131. RWY 36 HAS A 20:1 PENETRATION TO THE CIRCLING AREA.
- 10. CHANGED CA LEG FROM 462 MSL TO 466 MSL - HAT BASED OFF TDZE VICE THRE.
- 11. REMOVED FAHRENHEIT VALUES FROM UNCOMPENSATED BARO-VNAV NOTE - NO LONGER REQUIRED.
- 12. CHANGED "CHART NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 7/8 AND LNAV CATS C AND D VISIBILITY TO 1 1/8" TO "CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 7/8 SM AND LNAV CAT C AND D VISIBILITY TO 1 1/8 SM" - PER VISCHECK TOOL.
- 13. CRC REMAINDER CHANGED FROM C23C8D1D TO 98EA7B10 - LTP/FTP LATITUDE/LONGITUDE CHANGED FROM 313114.0830N/OTH821.2360W TO 313714.0825N/0911821.2335W.

COORDINATED WITH:

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

FLIGHT CHECKED BY

WILLIAM R GEISER

DEVELOPED BY

FRANK MOORE

APPROVED BY

GEORGE DAVIS

Digitally signed by

FRANK MOORE

Dec 20, 2019

Digitally signed by

DAVID TEFFETELLER

Mar 17, 2020

OFFICE

FICO

OFFICE

AJV-A433

OFFICE

AJV-A430

DATE

3/12/2020

DATE

11/12/2019

DATE

Digitally signed by

DAVID TEFFETELLER

Mar 17, 2020

TITLE

MANAGER



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY	KHEZ	RNAV (GPS) RWY 13	1B	NATCHEZ	MS

# FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KHEZ
RUNWAY	RW13
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W13A
LTP/FTP LATITUDE	313714.0825N
LTP/FTP LONGITUDE	0911821.2335W
LTP/FTP ELLIPSOIDAL HEIGHT	+00535
FPAP LATITUDE	313609.5000N
FPAP LONGITUDE	0911709.1900W
THRESHOLD CROSSING HEIGHT (TCH)	00054.3
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0768
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	98EA7B10

# ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+00797
FPAP ORTHOMETRIC HEIGHT	+00797



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

<u>AIRPORT</u> HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY	<u>AIRPORT ID</u> KHEZ	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 13	<u>AMDT NO.</u> 1B	<u>CITY</u> NATCHEZ	<u>STATE</u> MS	<u>AIRPORT ELEVATION</u> 272	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM  
066/30 CW 206/30

TO  
CASDU

<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 (22-002342)	314004.00N/0914126.00W	1103	50	20	3C	1000				AT697	2800
2.TERRAIN	315442.00N/0920036.00W	322 (300)								AS1500	1800

COMPUTATIONS

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

STRAIGHT-IN AREA

FROM  
206/30 CW 066/30

TO  
CASDU

<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 (22-002342)	314004.00N/0914126.00W	1103	50	20	3C	1000				AT697	2800
3.TERRAIN	313936.00N/0905109.00W	519 (500)								AS1500	2000

COMPUTATIONS

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



INTERMEDIATE

FROM

CASDU (IF/IAF)

TO

ZUTKI

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	6.10											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
4.AAO	314115.00N/0912124.00W		296	164	98	4E	500				AC98 DG1006	1900
5.TERRAIN	314115.00N/0912124.00W		96 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

ZUTKI

TO

RW13

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	4.97		DA									
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				466

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

ZUTKI

TO

RW13

<u>RNP</u>	<u>DISTANCE</u> 4.97	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 268			<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>
6.TREE (28-042975)	313652.00N/0911824.11W		373	20	3			1:23.38				534

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

ZUTKI

TO

YISUS/2.50 NM TO RW13

<u>RNP</u>	<u>DISTANCE</u> 2.47	<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>
7.AAO	313954.39N/0912037.75W		499	50	20	2C	250				RA133 DG215	1100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

YISUS/2.50 NM TO RW13

TO

RW13

<u>RNP</u>	<u>DISTANCE</u> 2.50	<u>PAT</u>	<u>MAP</u> RW13	<u>HAT</u> 414			<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>
6.TREE (28-042975)	313652.00N/0911824.11W		373	20	3	1A	250				XP57	680

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

XP: MATCH PREVIOUS AMDT.

HOLD-IN-LIEU OF PT

FROM

CASDU

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<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>
8.TOWER (22-020082)	314932.50N/0913538.40W	410	250	50	4D	1000				AT1390	2800
9.TERRAIN	314709.00N/0913343.53W	63 (100)								AS1500	1600

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

WEGRA

RNP	DISTANCE	PAT	MAP	HAT			HMAS 296					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2800
10.TOWER (28-000025)	313244.34N/0911239.45W		751	50	20	2C	1000					1800
11.TERRAIN	313333.00N/0911403.00W		397 (400)								AS1500	1900

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

WEGRA

RNP	DISTANCE	PAT	MAP	HAT			HMAS 373					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2800
10.TOWER (28-000025)	313244.34N/0911239.45W		751	50	20	2C	1000					1800
11.TERRAIN	313333.00N/0911403.00W		397 (400)								AS1500	1900

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

FROM

RW13

TO

WEGRA

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
							580					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2800
10.TOWER (28-000025)	313244.34N/0911239.45W		751	50	20	2C	1000					1800
11.TERRAIN	313333.00N/0911403.00W		397 (400)								AS1500	1900

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											
12.TOWER (28-023519)	313531.16N/0911712.00W	1.30	468	423	50	20	2C	300			740
CATEGORY B											
13.TREE (28-023956)	313531.28N/0911541.49W	1.81	528	494	20	20	1C	300			800
CATEGORY C											
14.TOWER (28-002581)	313351.96N/0911640.34W	2.85	748	590	500	125	5E	300		AC125	1020
CATEGORY D											
15.TOWER (28-001385)	313832.00N/0911354.00W	3.72	948	852	250	50	4D	300		AC50	1220

CIRCLING REMARKS:





<u>AIRPORT</u> HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY	<u>AIRPORT ID</u> KHEZ	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 13	<u>AMDT NO.</u> 1B	<u>CITY</u> NATCHEZ	<u>STATE</u> MS	<u>AIRPORT ELEVATION</u> 272	<u>FACILITY</u> RNAV
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PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
ZHU ARTCC, GWO FSS

<u>WX SERVICE</u> AWOS	<u>LOCATION</u> KHEZ	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KHEZ	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KTVR	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KTVR	<u>DISTANCE</u> 46.39	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 133

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KHEZ 272.2, KTVR 85.6  
RA = 132.57.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW31 - HIRL, PAPI-4L (PCL)	NPI-F	
RW18 - MIRL (PCL), VASI-4L (PCL)	NPI-P	
RW36 - MIRL (PCL)	NPI-P	
RW13 - MALSR (PCL), HIRL, PAPI-4R (PCL)	PIR-F	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 261.5	<u>TCH</u> 54.3	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 54.3
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FINAL APPROACH COURSE AIMING  
RUNWAY THRESHOLD ☒  
ON CENTERLINE ☒

FT FROM THRESHOLD

FT FROM CENTERLINE

DISPLACED THRESHOLD DISTANCE

CRITICAL TEMPERATURES  

<u>CRITICAL LOW</u> -15C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -15C	<u>APT ISA</u> -29.46C
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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 959 HIGH TEMP 1265.

QUALITY  
10  
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	CIRCLING RWY 36
20:1	
322 TREE (28-042788) 313610.42N/0911747.95W (11.52)	

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

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

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

BARO-VNAV AND VDP NA WHEN USING VICKSBURG TALLULAH RGNL ALTIMETER SETTING.

WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE VICKSBURG TALLULAH RGNL ALTIMETER SETTING: INCREASE LPV DA TO 599 FT, LNAV/VNAV DA TO 667 FT AND, ALL MDA 140 FT, INCREASE LNAV/VNAV ALL CATS VISIBILITY 1/4 SM, AND LNAV CATS C/D VISIBILITIES 3/8 SM AND CIRCLING CATS C 1/2 SM.

FOR INOPERATTIVE ALS, WHEN USING VICKSBURG TALLULAH RGNL ALTIMETER SETTING, INCREASE LPV ALL CATS VISIBILITY TO 1 SM AND LNAV/VNAV ALL CATS VISIBILITY TO 1 1/8 SM.

ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT</div> <div>HARDY-ANDERS FIELD</div> <div>NATCHEZ-ADAMS COUNTY</div>	<div>AIRPORT ID</div> <div>KHEZ</div>	<div>PROCEDURE NAME</div> <div>RNAV (GPS) RWY 13</div>	<div>AMDT NO.</div> <div>1B</div>	<div>CITY</div> <div>NATCHEZ</div>	<div>STATE</div> <div>MS</div>	<div>AIRPORT ELEVATION</div> <div>272</div>	<div>FACILITY</div> <div>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	2.93
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	136.28
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	300
DISTANCE FROM	THLD	TO 1500FT POINT	4.47
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.65
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	136.28
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	300

THRESHOLD COORDINATES (IF STR-IN)

313714.08N/0911821.23W

ARP COORDINATES

313649.20N/0911750.40W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 13 DISTANCE 0.60 NM

FAF COORDINATES

314050.32N/0912222.79W

FIX NAME COORDINATES

IF/IAF CASDU: 314515.15N/0912719.24W

REMARKS

30 NM TAA FROM CASDU.

QUALITY

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<u>AIRPORT</u> HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY	<u>AIRPORT ID</u> KHEZ	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 13	<u>AMDT NO.</u> 1B	<u>CITY</u> NATCHEZ	<u>STATE</u> MS	<u>AIRPORT ELEVATION</u> 272	<u>FACILITY</u> RNAV
PART E: PREPARED BY							
<u>NAME</u> FRANK MOORE	<u>OFFICE</u> AJV-A433			<u>DATE</u> 11/12/2019	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST		

QUALITY  
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