

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
GRAPHIC DEPARTURE PROCEDURES (DP)**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

<u>DP NAME</u>	<u>NUMBER</u>	<u>DP COMPUTER CODE</u>	<u>SUPERSEDED NUMBER</u>	<u>DATED</u>	<u>ACTUAL EFFECTIVE DATE</u>
TIPPN	FOUR	TIPPN4.TIPPN	THREE	06/25/2015	

<u>TYPE:</u>	<u>OBSTACLE</u>	<u>COPTER</u>	<u>SID</u>	<u>SPECIAL</u>	<u>RNAV</u>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DP ROUTE DESCRIPTION:

TAKEOFF RWY 2C: CLIMB ON HEADING 020.98 TO INTERCEPT COURSE 051.72 TO CROSS SHWIT AT OR ABOVE 4000, THEN ON TRACK 109.93 TO CROSS KKAYS BETWEEN 5000 AND 7000, THEN ON TRACK 185.16 TO CROSS TBUGG AT OR ABOVE 10000, THEN ON TRACK 185.15 TO CROSS RORRY AT OR ABOVE 12000, THENCE...

TAKEOFF RWY 2L: CLIMB ON HEADING 020.65 TO INTERCEPT COURSE 056.48 TO CROSS SHWIT AT OR ABOVE 4000, THEN ON TRACK 109.93 TO CROSS KKAYS BETWEEN 5000 AND 7000, THEN ON TRACK 185.16 TO CROSS TBUGG AT OR ABOVE 10000, THEN ON TRACK 185.15 TO CROSS RORRY AT OR ABOVE 12000, THENCE...

TAKEOFF RWY 2R: CLIMB ON HEADING 020.99 TO INTERCEPT COURSE 050.02 TO CROSS SHWIT AT OR ABOVE 4000, THEN ON TRACK 109.93 TO CROSS KKAYS BETWEEN 5000 AND 7000, THEN ON TRACK 185.16 TO CROSS TBUGG AT OR ABOVE 10000, THEN ON TRACK 185.15 TO CROSS RORRY AT OR ABOVE 12000, THENCE...

TAKEOFF RWY 13: CLIMB ON HEADING 136.30 TO 2500, THEN ON HEADING 136.30 OR AS ASSIGNED BY ATC FOR RADAR VECTORS TO CROSS RORRY AT OR ABOVE 12000, THENCE...

TAKEOFF RWY 20C: CLIMB ON HEADING 200.99 TO 1099, THEN DIRECT TO CROSS DIXII AT OR ABOVE 5000, THEN ON TRACK 149.14 TO CROSS RORRY AT OR ABOVE 12000, THENCE...

TAKEOFF RWY 20L: CLIMB ON HEADING 200.99 TO 1099, THEN DIRECT TO CROSS DIXII AT OR ABOVE 5000, THEN ON TRACK 149.14 TO CROSS RORRY AT OR ABOVE 12000, THENCE...

TAKEOFF RWY 20R: CLIMB ON HEADING 200.65 TO 1099, THEN DIRECT TO CROSS DIXII AT OR ABOVE 5000, THEN ON TRACK 149.14 TO CROSS RORRY AT OR ABOVE 12000, THENCE...

TAKEOFF RWY 31: CLIMB ON HEADING 316.31 TO 3000, THEN ON HEADING 316.31 OR AS ASSIGNED BY ATC FOR RADAR VECTORS TO CROSS RORRY AT OR ABOVE 12000, THENCE...

...ON TRACK 168.42 TO TIPPN. MAINTAIN 15000. EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.

TRANSITION ROUTES (GRAPHIC DEPICTION ONLY):

<u>TRANSITION NAME</u>	<u>TRANSITION COMPUTER CODE</u>	<u>FROM FIX/NAVAID</u>	<u>TO FIX/NAVAID</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>MEA</u>	<u>MOCA</u>	<u>CROSSING ALTITUDE/FIXES</u>
DENST	TIPPN4.DENST	TIPPN	DENST	TRACK 141.36	49.06	14900	4200	

PBN REQUIREMENT NOTES:

RNAV 1 - DME/DME/IRU OR GPS.

EQUIPMENT REQUIREMENT NOTES:

RADAR REQUIRED.

PROCEDURAL DATA NOTES:

NOTE: JET AIRCRAFT ONLY.

TAKEOFF MINIMUMS:

RWY 13: STANDARD.

RWY 2C, 2L, 2R, 20C, 20L, 20R: STANDARD WITH MINIMUM CLIMB OF 500 FT/NM TO 1099.

RWY 31: STANDARD WITH MINIMUM CLIMB OF 250 FT/NM TO 3000.

TAKEOFF OBSTACLES NOTES:

SEE FORM 8260-15A, TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP).

CONTROLLING OBSTACLES:

RWY 31: 2049 FT MSL TOWER (47-000685) 361550.00N/0864739.00W.

MSA:

BNA, 3100.



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LOST COMMUNICATIONS PROCEDURES:

ADDITIONAL FLIGHT DATA:

DME/DME ASSESSMENT: SAT (RNP 2.0)

AIRPORT MV: BNA 3W/2010

CHART: TOP ALTITUDE: 15000

AIRPORTS SERVED:

<u>AIRPORT ID</u>	<u>CITY</u>	<u>STATE</u>
BNA	NASHVILLE	TN

COMMUNICATIONS:

CHART: ATIS, CLNC DEL, GND CON, TOWER, CPDLC.

FIXES AND/OR NAVAIDS:

REMARKS:

1. 100 FT MAXIMUM VEGETATION HEIGHT UTILIZED PER FPT.
2. MSA CONTROLLING OBSTACLE: 2049 FT MSL TOWER (47-002263) 360250.42N/0864948.93W; BEARING 241.04/ DISTANCE 8.72 NM.
3. BLANKET WAIVER ON FILE: AFS-420 MEMO DATED 01/31/2023, SUBJECT: WAIVER TO FAA ORDER 8260.58C PARAGRAPH 1-2-5.C.(3), MAXIMUM BANK ANGLE.
4. LNAV ENGAGEMENT CLIMB GRADIENTS UTILIZED FOR EARLY TURNS FOR OPERATIONAL EFFICIENCY AND SAFETY; BNA IS A HIGH IMPACT AIRPORT.
5. BNA TRACON CONFIRMED THEY DO NOT VECTOR AIRCRAFT BELOW THE MVA; RWY 13/31 DEPARTURES EVALUATED WITHIN INITIAL CLIMBS TO THE MVA; RWY 13 MVA 2500; RWY 31 MVA 3000.
6. RWY 31 OBSTACLE CG IS 234 FT/NM TO 2600; 250 FT/NM TO 3000 UTILIZED TO GET AIRCRAFT TO THE MVA 3000 WITHIN 10 NM OF THE RWY 31 DER.
7. MEA BASED ON LOWEST DME/DME COVERAGE.
8. ALL CLIMB GRADIENTS TO MEET ATC CROSSING ALTITUDE RESTRICTIONS ARE LESS THAN 500 FT/NM.
9. ENVIRONMENTAL REVIEW UNDER ORDER 1050.1 (LATEST EDITION) REQUIREMENTS WORKSHEET AND THE NOISE SCREENING HAVE BEEN ACCOMPLISHED.

<u>FLIGHT INSPECTED BY</u>	<u>SIGNATURE</u>	<u>OFFICE</u>	<u>DATE</u>	
<u>DEVELOPED BY</u>	<u>SIGNATURE</u>	<u>OFFICE</u>	<u>DATE</u>	
MICHAEL MCCARTNEY	<i>Digitally signed by</i> MICHAEL A MCCARTNEY Jun 23, 2025	AJV-A431	06/06/2025	
<u>APPROVED BY</u>	<i>Digitally signed by</i> CASEY D HILL Jun 27, 2025	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
CASEY HILL		AJV-A431		MANAGER

REQUIRED EFFECTIVE DATE

ROUTINE

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZME, ZTL, BNA APP CON, BNA ATCT, AMGR

CHANGES - REASONS:

1. SID REDESIGN, RWY 2C, 2L, 2R, 20C, 20L, 20R CHANGED FROM RADAR VECTORS TO RUNWAY ROUTED DEPARTURES. - ATC REQUESTED REDESIGN FOR EFFICIENCY AND SAFETY.
2. DP ROUTE DESCRIPTION TAKEOFF RWY 2C, CHANGED FROM "CLIMB HEADING 021.00 OR ASSIGNED ATC HEADING, THENCE..." TO "CLIMB ON HEADING 020.98 TO INTERCEPT COURSE 051.72 TO CROSS SHWIT AT OR ABOVE 4000, THEN ON TRACK 109.93 TO CROSS KKAYS BETWEEN 5000 AND 7000, THEN ON TRACK 185.16 TO CROSS TBUGG AT OR ABOVE 10000, THEN ON TRACK 185.15 TO CROSS RORRY AT OR ABOVE 12000, THENCE..." - UPDATED INITIAL CLIMB HEADING TO USE RUNWAY HEADING, AND ATC REQUESTED CHANGE FROM RADAR VECTORS TO A ROUTED DEPARTURE.



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TIPPN	FOUR	TIPPN4.TIPPN	THREE	06/25/2015	
3. DP ROUTE DESCRIPTION TAKEOFF RWY 2L, CHANGED FROM "CLIMB HEADING 021.00 OR ASSIGNED ATC HEADING, THENCE..." TO "CLIMB ON HEADING 020.65 TO INTERCEPT COURSE 056.48 TO CROSS SHWIT AT OR ABOVE 4000, THEN ON TRACK 109.93 TO CROSS KKAYS BETWEEN 5000 AND 7000, THEN ON TRACK 185.16 TO CROSS TBUGG AT OR ABOVE 10000, THEN ON TRACK 185.15 TO CROSS RORRY AT OR ABOVE 12000, THENCE..." - UPDATED INITIAL CLIMB HEADING TO USE RUNWAY HEADING, AND ATC REQUESTED CHANGE FROM RADAR VECTORS TO A ROUTED DEPARTURE.					
4. DP ROUTE DESCRIPTION TAKEOFF RWY 2R, CHANGED FROM "CLIMB HEADING 021.00 OR ASSIGNED ATC HEADING, THENCE..." TO "CLIMB ON HEADING 020.99 TO INTERCEPT COURSE 050.02 TO CROSS SHWIT AT OR ABOVE 4000, THEN ON TRACK 109.93 TO CROSS KKAYS BETWEEN 5000 AND 7000, THEN ON TRACK 185.16 TO CROSS TBUGG AT OR ABOVE 10000, THEN ON TRACK 185.15 TO CROSS RORRY AT OR ABOVE 12000, THENCE..." - UPDATED INITIAL CLIMB HEADING TO USE RUNWAY HEADING, AND ATC REQUESTED CHANGE FROM RADAR VECTORS TO A ROUTED DEPARTURE.					
5. DP ROUTE DESCRIPTION TAKEOFF RWY 13, CHANGED FROM "CLIMB HEADING 136.00 OR ASSIGNED ATC HEADING, THENCE..." TO "CLIMB ON HEADING 136.30 TO 2500, THEN ON HEADING 136.30 OR AS ASSIGNED BY ATC, FOR RADAR VECTORS TO CROSS RORRY AT OR ABOVE 12000, THENCE..." - UPDATED VERBIAGE IAW FAAO 8260.46J APPENDIX E.SECTION 1.2.C.					
6. DP ROUTE DESCRIPTION TAKEOFF RWY 20C, CHANGED FROM "CLIMB HEADING 201.00 OR ASSIGNED ATC HEADING, THENCE..." TO "CLIMB ON HEADING 200.99 TO 1099, THEN DIRECT TO CROSS DIXII AT OR ABOVE 5000, THEN ON TRACK 149.14 TO CROSS RORRY AT OR ABOVE 12000, THENCE..." -					
7. DP ROUTE DESCRIPTION TAKEOFF RWY 20L, CHANGED FROM "CLIMB HEADING 201.00 OR ASSIGNED ATC HEADING, THENCE..." TO "CLIMB ON HEADING 200.99 TO 1099, THEN DIRECT TO CROSS DIXII AT OR ABOVE 5000, THEN ON TRACK 149.14 TO CROSS RORRY AT OR ABOVE 12000, THENCE..." -					
8. DP ROUTE DESCRIPTION TAKEOFF RWY 20R, CHANGED FROM "CLIMB HEADING 201.00 OR ASSIGNED ATC HEADING, THENCE..." TO "CLIMB ON HEADING 200.65 TO 1099, THEN DIRECT TO CROSS DIXII AT OR ABOVE 5000, THEN ON TRACK 149.14 TO CROSS RORRY AT OR ABOVE 12000, THENCE..." -					
9. DP ROUTE DESCRIPTION TAKEOFF RWY 31 CHANGED FROM "CLIMB HEADING 316.00 OR ASSIGNED ATC HEADING, THENCE..." TO "CLIMB ON HEADING 316.31 TO 3000, THEN ON HEADING 316.31 OR AS ASSIGNED BY ATC, FOR RADAR VECTORS TO CROSS RORRY AT OR ABOVE 12000, THENCE..." - UPDATED INITIAL CLIMB HEADING TO USE RUNWAY HEADING, ADDED LNAV ENGAGEMENT ALTITUDE, AND UPDATED VERBIAGE IAW FAAO 8260.46K APPENDIX E.SECTION 1.2.C.					
10. DP ROUTE DESCRIPTION COMMON ROUTE DELETED "EXPECT RADAR VECTORS TO RORRY, THEN", CHANGED ON TRACK TO TIPPN FROM 173.44 TO 141.36, INCREASED TOP ALTITUDE FROM MAINTAIN 4000 TO 15000, AND CHANGED EXPECTED CLEARANCE TIME FROM FIVE (5) MINUTES TO 10 MINUTES. - FIX RORRY NOW PART OF RUNWAY TRANSITION DUE TO COMBINATION OF RADAR VECTORS AND ROUTED DEPARTURES, FIX RORRY MOVED 7.3 NM SOUTH TO ACCOMMODATE UPCOMING CLASS B AIRSPACE, INCREASED TOP ALTITUDE PER ATC REQUEST, AND INCREASED CLEARANCE TIME PER ATC REQUEST.					
11. TRANSITION ROUTES DELETED BRXTN TRANSITION AND ADDED DENST TRANSITION. - ATC REQUESTED.					
12. PROCEDURAL DATA NOTES MOVED DME/DME/IRU OR GPS REQUIRED AND RNAV 1 TO PBN REQUIREMENT NOTES AND COMBINED TO READ RNAV 1 - GPS OR DME/DME/IRU REQUIRED. - UPDATED FORMS AND NAVSPEC/SENSOR FORMAT IAW FAAO 8260.46K PARA 2-1-5.I.					
13. PROCEDURAL DATA NOTES MOVED RADAR REQUIRED TO EQUIPMENT REQUIREMENT NOTES. - UPDATED FORM AND IAW FAAO 8260.46K PARA 2-1-5.J.(3).					
14. PROCEDURAL DATA NOTES UPDATED AIRCRAFT RESTRICTION NOTE VERBIAGE FROM "FOR TURBOJET AIRCRAFT ONLY" TO "JET AIRCRAFT ONLY". - ATC REQUESTED VERBIAGE CHANGE.					
15. PROCEDURAL DATA NOTES DELETED "TRANSPONDER CODE WILL BE ISSUED VIA PDC OR NASHVILLE CLEARANCE DELIVERY". - ATC REQUESTED.					
16. TAKEOFF MINIMUMS CHANGED RWY 13 FROM "500 FT PER NM TO 1100" TO "STANDARD". - CLIMB GRADIENT CHANGED FROM LNAV ENGAGEMENT TO OBSTACLE BASED FOR A STRAIGHT DEPARTURE TO THE MVA 2500.					
17. TAKEOFF MINIMUMS CHANGED RWY 2C, 2L, 2R, 20C, 20L, 20R CLIMB GRADIENTS FROM "500 FT PER NM TO 1100" TO "500 FT/NM TO 1099". - ATC REQUESTED NO LONGER ROUNDING LNAV ENGAGEMENT ALTITUDE FOR PROCEDURE REDESIGN, AND CLIMB GRADIENT FORMAT IAW FAAO 8260.46K.					
18. TAKEOFF MINIMUMS CHANGED RWY 31 FROM "500 FT PER NM 1100" TO "250 FT/NM TO 3000". - CLIMB GRADIENT CHANGED FROM LNAV ENGAGEMENT TO AN OBSTACLE BASED STRAIGHT DEPARTURE AND TO GET AIRCRAFT TO THE MVA 3000 WITHIN 10 NM FROM THE RWY 31 DEPARTURE END OF RUNWAY.					
19. TAKEOFF OBSTACLE NOTES DELETED TAKEOFF OBSTACLES AND REPLACED WITH STATEMENT "SEE FORM 8260-15A, TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP)". - TAKEOFF OBSTACLES MOVED TO OBSTACLE DEPARTURE PROCEDURE IAW FAAO 8260.46K APPENDIX E.SECTION 1.2.I.					
20. CONTROLLING OBSTACLES RWY 31 CHANGED FROM 2049 FT MSL TOWER (KJWNT0151) 360827.45N/0865156.48W TO 2049 FT MSL TOWER (47-000685) 361550.00N/0864739.00W. - OBSTACLE EVALUATION AREA CHANGED FROM A DIVERSE EVALUATION TO A SINGLE HEADING EVALUATION TO THE MVA 3000 FOR RADAR VECTORS.					
21. CONTROLLING OBSTACLES DELETED RWY 20C, 20L, 20R. - RWY 20C, 20L, 20R CLIMB GRADIENTS ARE NOT OBSTACLE BASED DUE TO CHANGE FROM RADAR VECTORS TO ROUTED DEPARTURES.					
22. ADDED MSA. - REQUIRED IAW FAAO 8260.46K PARA 3-1-2.					
23. ADDITIONAL FLIGHT DATA MAGNETIC VARIATION FORMAT UPDATED FROM "REFERENCE MAG VAR: KBNA 3W EPOCH YEAR: 2010" TO "AIRPORT MV: BNA 3W/2010". - IAW FAAO 8260.46K APPENDIX E.SECTION 1.2.M.(6).					
24. ADDITIONAL FLIGHT DATA INCREASED TOP ALTITUDE FROM 4000 TO 15000. - ATC REQUESTED PROCEDURE REDESIGN.					
25. ADDITIONAL FLIGHT DATA DELETED CHART: MEA/MOCA FROM RORRY TO TIPPN, 10000/3000. - MEA/MOCA IS ONLY ON TRANSITIONS IAW FAAO 8260.46K PARA 3-1-1.J.					
26. ADDITIONAL FLIGHT DATA DELETED PILOT NAVIGATION AREA INFORMATION. - NOT REQUIRED IAW FAAO 8260.46K.					
27. AIRPORTS SERVED REPLACED AIRPORT NAME WITH AIRPORT ID AS DERIVED FROM NASR. - IAW FAAO 8260.46K PARA 2-1-1.J.					
28. COMMUNICATIONS DELETED DEPARTURE CONTROL FREQUENCIES AND ADDED CPLDC. - DEP CON CHARTED AUTOMATICALLY IAW FAAO 8260.46K APPENDIX E.SECTION 1.2.O AND AIRPORT HAS CPDLC IN NASR.					
29. REMARKS DELETED REFERENCE TO 8260-15A AMDT 8 RWY 20R, AND ADDED NEW REMARKS FOR PROCEDURE REDESIGN. - THE 8260-15A REFERENCE IS FOR RWY 31 AND NOT NEEDED.					
30. PROCEDURAL DATA NOTES DELETED NOTE: IF UNABLE TO ACCEPT CLIMB RATES, ADVISE ATC ON INITIAL CONTACT. - NOTE NOT ALLOWED IAW FAAO 8260.46K.					



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
DEPARTURE (DATA RECORD)**

DP NAME						NUMBER	DP COMPUTER CODE	SUPERSEDED NUMBER		DATED	ACTUAL EFFECTIVE DATE
TIPPN						FOUR	TIPPN4.TIPPN	THREE		06/25/2015	
FIX/NAVAID	LAT/LONG	C	FO/FB	LEG TYPE	TC	DIST (NM)	ALTITUDE	SPEED	REMARKS		
RW02C (AER)	360611.99N/0864116.66W	N	-	-	-	-			CG 500 FT PER NM TO 1099		
-	360827.49N/0864022.43W	-	-	VI	017.98	2.37					
SHWIT	361337.67N/0863307.08W	Y	FB	CF	048.72	7.82	AT/ABOVE 4000				
KKAYS	361149.32N/0862548.81W	Y	FB	TF	106.93	6.18	5000B7000				
TBUGG	355431.16N/0862636.99W	Y	FB	TF	182.16	17.29	AT/ABOVE 10000				
RORRY	353535.11N/0862729.31W	Y	FB	TF	182.15	18.92	AT/ABOVE 12000				
RW02L (AER)	360703.63N/0864111.31W	N	-	-	-	-			CG 500 FT PER NM TO 1099		
-	360918.45N/0864018.41W	-	-	VI	017.65	2.35					
SHWIT	361337.67N/0863307.08W	Y	FB	CF	053.48	7.24	AT/ABOVE 4000				
KKAYS	361149.32N/0862548.81W	Y	FB	TF	106.93	6.18	5000B7000				
TBUGG	355431.16N/0862636.99W	Y	FB	TF	182.16	17.29	AT/ABOVE 10000				
RORRY	353535.11N/0862729.31W	Y	FB	TF	182.15	18.92	AT/ABOVE 12000				
RW02R (AER)	360645.77N/0864003.51W		-	-	-	-			CG 500 FT PER NM TO 1099		
-	360904.90N/0863907.81W	-	-	VI	017.99	2.43					
SHWIT	361337.67N/0863307.08W	Y	FB	CF	047.02	6.66	AT/ABOVE 4000				
KKAYS	361149.32N/0862548.81W	Y	FB	TF	106.93	6.18	5000B7000				
TBUGG	355431.16N/0862636.99W	Y	FB	TF	182.16	17.29	AT/ABOVE 10000				
RORRY	353535.11N/0862729.31W	Y	FB	TF	182.15	18.92	AT/ABOVE 12000				

QUALITY
20
CHECKED

DP NAME		NUMBER		DP COMPUTER CODE		SUPERSEDED NUMBER		DATED	ACTUAL EFFECTIVE DATE
TIPPN		FOUR		TIPPN4.TIPPN		THREE		06/25/2015	
FIX/NAVAID	LAT/LONG	C	FO/FB	LEG TYPE	TC	DIST (NM)	ALTITUDE	SPEED	REMARKS
RWY13 (AER)*	360823.17N/0864136.18W	N	-	-	-	-			*DISPL THLD (800 FT)
2500 MSL	-	-	-	VA	133.30	-	AT/ABOVE 2500		
-	-	-	-	VM	133.30	-			
RW20C (AER)	360727.24N/0864046.55W	N	-	-	-	-			CG 500 FT PER NM TO 1099
1099 MSL	-	-	-	VA	197.99	-			
DIXII	355644.40N/0864450.83W	Y	FB	DF	-	-	AT/ABOVE 5000		
RORRY	353535.11N/0862729.31W	Y	FB	TF	146.14	25.41	AT/ABOVE 12000		
RW20L (AER)	360801.01N/0863933.40W	N	-	-	-	-			CG 500 FT PER NM TO 1099
1099 MSL	-	-	-	VA	197.99	-			
DIXII	355644.40N/0864450.83W	Y	FB	DF	-	-	AT/ABOVE 5000		
RORRY	353535.11N/0862729.31W	Y	FB	TF	146.14	25.41	AT/ABOVE 12000		
RW20R (AER)	360816.23N/0864042.83W	N	-	-	-	-			CG 500 FT PER NM TO 1099
1099 MSL	-	-	-	VA	197.65	-			
DIXII	355644.40N/0864450.83W	Y	FB	DF	-	-	AT/ABOVE 5000		
RORRY	353535.11N/0862729.31W	Y	FB	TF	146.14	25.41	AT/ABOVE 12000		
RW31 (AER)*	360718.81N/0864012.01W	N	-	-	-	-			*DISPL THLD (741 FT)
3000 MSL	-	-	-	VA	313.31	-	AT/ABOVE 3000		CG 250 FT PER NM TO 3000
-	-	-	-	VM	313.31	-			



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TIPPN		FOUR		TIPPN4.TIPPN		THREE		06/25/2015	
<u>FIX/NAVAID</u>	<u>LAT/LONG</u>	<u>C</u>	<u>FO/FB</u>	<u>LEG TYPE</u>	<u>TC</u>	<u>DIST (NM)</u>	<u>ALTITUDE</u>	<u>SPEED</u>	<u>REMARKS</u>
RORRY	353535.11N/0862729.31W	Y	-	IF	-	-	AT/ABOVE 12000		
TIPPN	352308.28N/0862332.15W	Y	FB	TF	165.42	12.84			
TIPPN	352308.28N/0862332.15W	Y	-	IF	-	-			TIPPN4.DENST
DENST	344618.34N/0854358.13W	Y	FB	TF	138.36	49.06			

