

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 08/10/2023	APWS Task ID: F5B990F414AD43BC8E7A3648B68A68C4	APWS Project ID: 815360CA1A9A4667BC31FE1838EA33CA
Procedure: RNAV (GPS) RWY 36 AMDT 1		Enroute: NO	Specialist: Campbell, Richard		Agreement Number:
Airport ID: KGPM			Airport City: GRAND PRAIRIE		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>ACTIVE DATA (03/24/2022) USED.FOR KGPM</div> <div>ADDED CIRCLING MINIMA</div> <div>AFS APPROVAL LETTER: PUBLISHING VDA LESS THAN VGSI (8260.3E, PAR 2-6-2b).</div> <div>CONTACT ALLAN WILL 405-954-6103</div> <div>QUALITY 9 CHECKED</div> <div>QUALITY 35 CHECKED</div>					

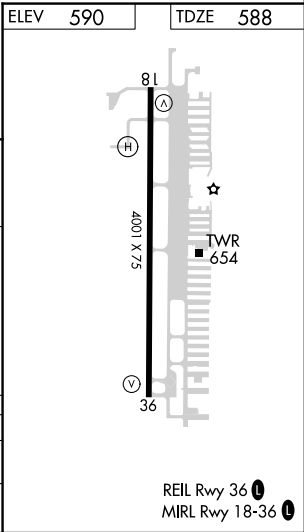
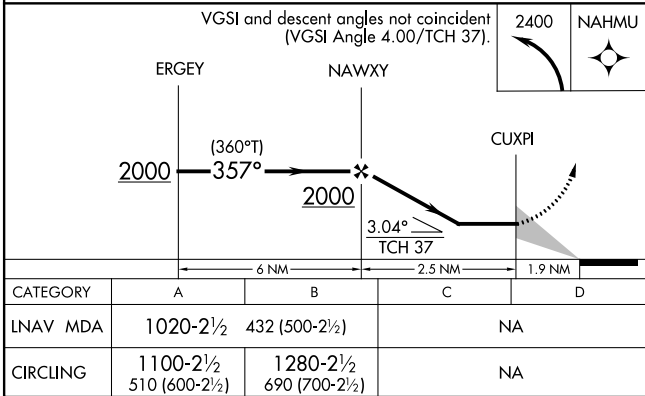
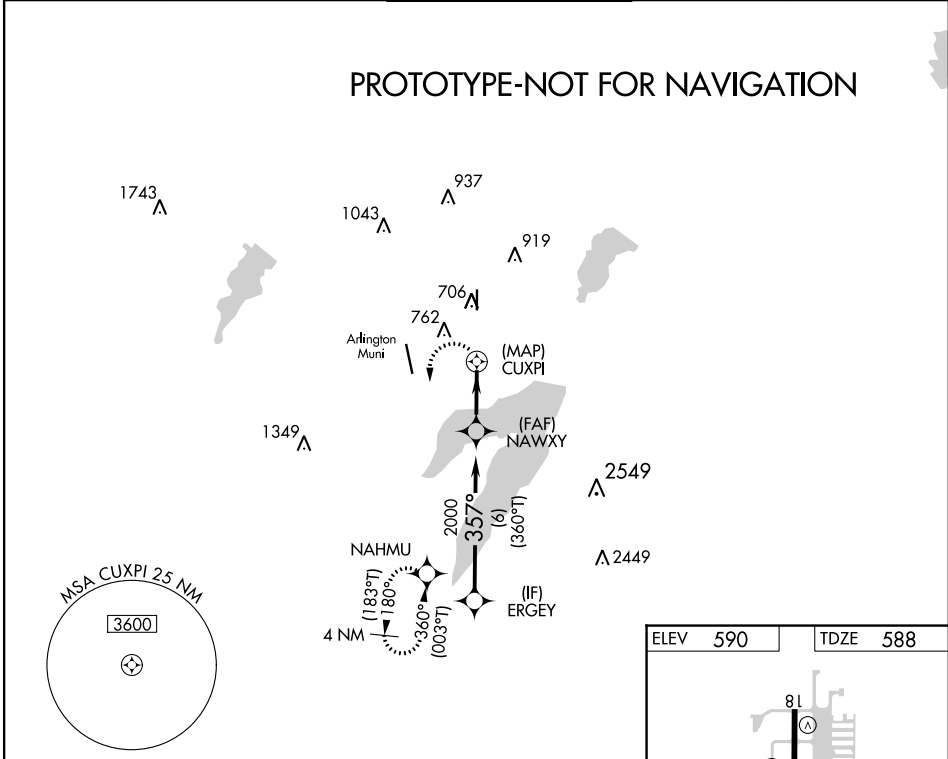
FIPC BASIC FORM						
PROCEDURE: RNAV (GPS) RWY 36 AMDT 1			AIRPORT NAME: GRAND PRAIRIE MUNI		AIRPORT ID: KGPM	SPECIAL CONTROL NO: OG-05-079-23
FAC ID: KGPM36.01		CITY: GRAND PRAIRIE			ST: TX	ORIG CHART DATE: 08/10/2023
DFL TYPE: PROC/G	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:	PTS TASK ID: F5B990F414AD43BC8E7A3648B68A68C4		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
					YES	NO
					CPV COMPLETE? <input checked="" type="checkbox"/> X <input type="checkbox"/>	
PROCEDURE RESULTS						
INSPECTION DATE: 07/21/2023	CREW #: VN354	N #: N85	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: alex krause @ 07/24/2023 06:50			PRINTED NAME: KRAUSE, ALEX EDWARD			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

APP CRS	Rwy Idg	4001
357°	TDZE	588
	Apt Elev	590

AL-9209 (FAA)

RNAV (GPS) RWY 36
GRAND PRAIRIE MUNI (GPM)

RADAR required. RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 2400 direct NAHMU and hold.		
	Circling Rwy 18 NA at night.			
AWOS-3P 118.475	REGIONAL APP CON 135.975 379.9	GRAND PRAIRIE TOWER ★ 128.55 (CTAF)	GND CON 121.15	UNICOM 123.075



OLD

GRAND PRAIRIE, TEXAS

22083

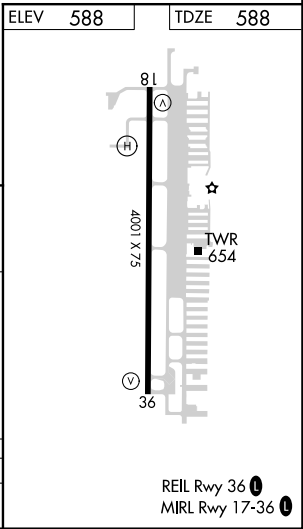
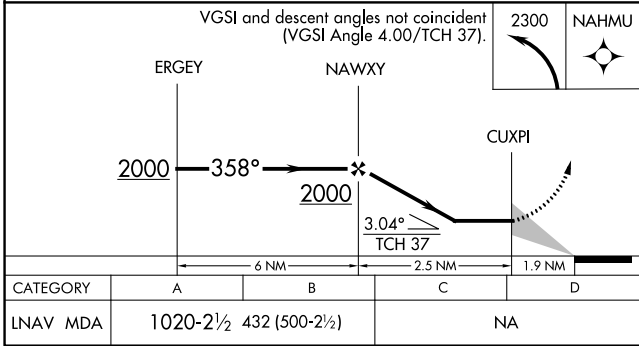
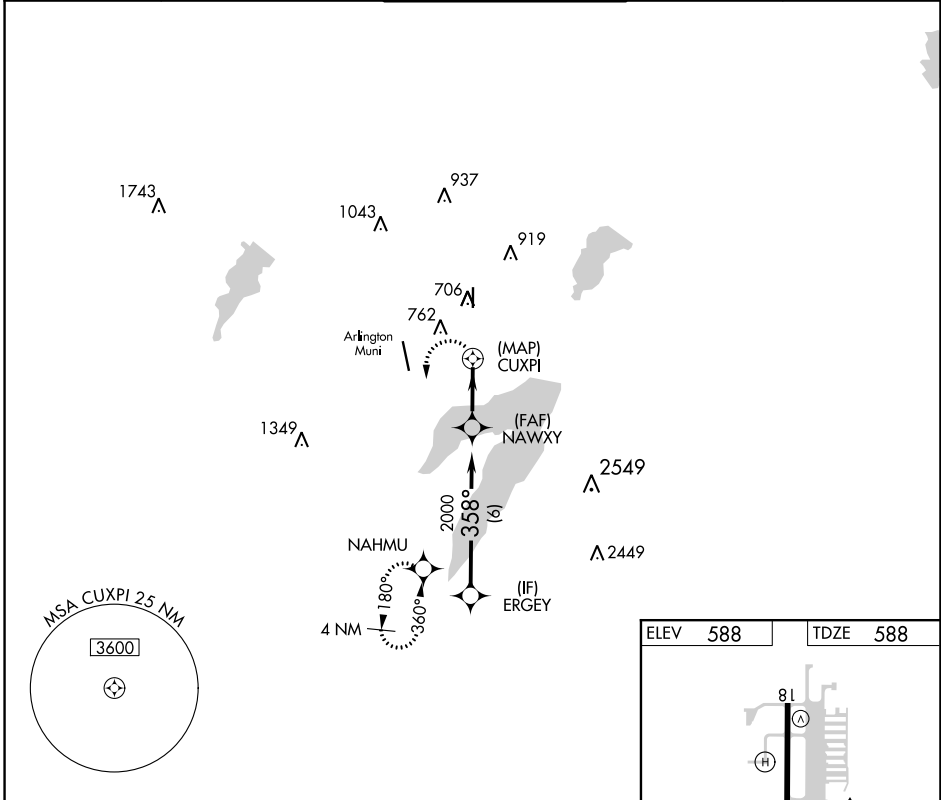
APP CRS	Rwy Idg	4001
358°	TDZE	588
	Apt Elev	588

AL-9209 (FAA)

RNAV (GPS) RWY 36
GRAND PRAIRIE MUNI (GPM)

RADAR required. RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 2300 direct NAHMU and hold.
<div>▼</div> <div>▲</div>	

AWOS-3P 118.475	REGIONAL APP CON 135.975 379.9	GRAND PRAIRIE TOWER ★ 128.55 (CTAF) 0	GND CON 121.15	UNICOM 123.075
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GRAND PRAIRIE, TEXAS
Orig-B 17JUN21

32°42'N-97°03'W

GRAND PRAIRIE MUNI (GPM)
RNAV (GPS) RWY 36

SC-2, 01 DEC 2022 to 29 DEC 2022

SC-2, 01 DEC 2022 to 29 DEC 2022

Date: 04/20/2023

To: Manager, Flight Procedures and Airspace Group, AFS-420 THRU: Manager, Flight Procedures Team, FAA, ATO Central Service Center, Operations Support Group, AJV-W24

From: Manager, Instrument Flight Procedures Coordination Team, AJV-A45

Subject: Approval Request: Grand Prairie Muni, Grand Prairie, TX (GPM)

VOR RWY 36 and RNAV (GPS) RWY 36, Grand Prairie Muni, Grand Prairie, TX (GPM)

FAAO 8260.3E, Section 2-6 Final Approach, Para. 2-6-2. Glidepath Angle (GPA) and Vertical Descent Angle (VDA).

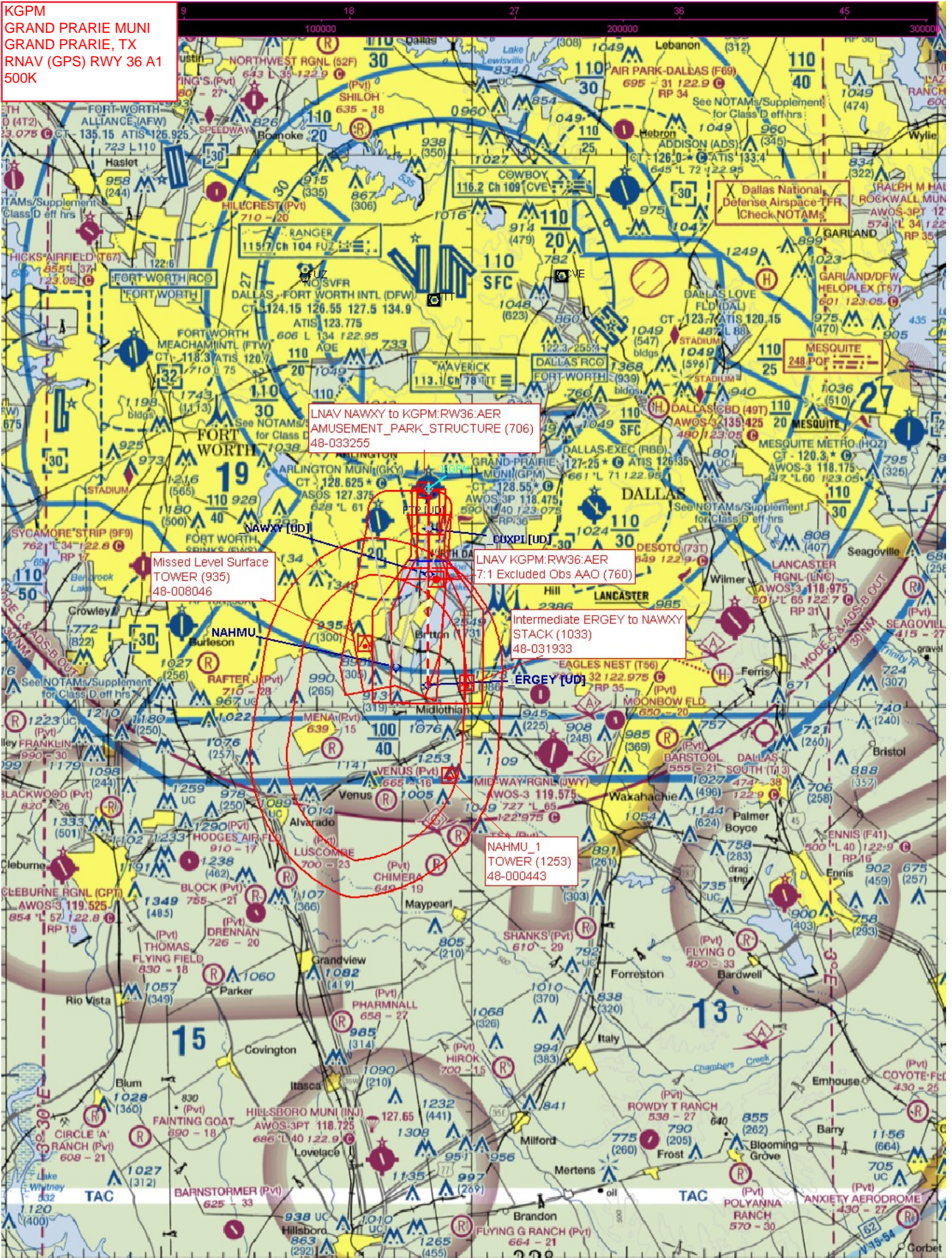
- b. Flight Standards approval is required to establish a VDA (of a procedure where the FAC is straight-in aligned) that is less than the angle of a VGSI installed to the same runway.
- c. VDAs must not exceed the values specified in table 2-6-1.

The VOR RWY 36 and RNAV (GPS) RWY 36 are non-precision straight-in aligned approaches with CAT A-B minima. The VOR procedure VDA is 3.00° and TCH is 37 ft. The RNAV procedure VDA is 3.04° and the TCH is 37 ft. The VGSI for rwy 36 is aimed at 4.00° and TCH of 37 ft. The TCH for both procedures meets the minimum glidepath-to-wheel height for height group 1.

According to recent flight inspection results, increasing the procedure VDA to match the VGSI angle of 4.00° creates an excessive descent rate from the FAF to the missed approach point. Moving the missed approach point closer to the landing threshold is not preferred by D10 approach control because the missed approach procedure would conflict with over-the-top north bound arrivals into Dallas-Fort Worth Intl (DFW). In addition, Tech Ops has allotted for a VGSI upgrade in FY25.

The procedures are published with the chart note “VGSI and descent angles not coincident (VGSI angle 4.00 / TCH 37)”. Request approval to use a 3.00° VDA for the VOR 36 procedure and a 3.04° VDA for the RNAV 36 procedure until such a time the new rwy VGSI system is upgraded in FY25.

KGPM
GRAND PRARIE MUNI
GRAND PRARIE, TX
RNAV (GPS) RWY 36 A1
500K



KGPM
GRAND PRARIE MUNI
GRAND PRARIE, TX
RNAV (GPS) RWY 36 A1
100K

