

**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> | <u>PROCEDURE NAME</u> | <u>ORIGINAL/AMENDMENT</u> | <u>CITY</u> | <u>STATE</u> | | |
| 8G2 | RNAV (GPS) RWY 32 | 1B | CORRY | PA | | |
| <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SUPERSEDED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> |
| 1766 | 1766 | RNAV (GPS) RWY 32 | 1A | 11/07/2019 | 10W | 2005 |
| <u>FACILITY</u> | <u>COORDINATES OF FACILITIES</u> | <u>ACTUAL EFFECTIVE DATE</u> | <u>REQUIRED EFFECTIVE DATE</u> | <u>CANCEL/SUSPEND</u> | | |
| RNAV | | | ROUTINE | | | |

TAA

| <u>FROM</u> | <u>FIX TYPE</u> | <u>TO</u> | <u>FIX TYPE</u> | <u>ALTITUDE</u> |
|---------------------|-----------------|-----------|-----------------|-----------------|
| 1. 233/30 CW 053/30 | NOPT | CUXOM | IF/IAF | 4000 |
| 2. 053/30 CW 143/30 | | FABAM | IAF | 4000 |
| 3. 143/30 CW 233/30 | | DECAB | IAF | 4100 |

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> |
|-------------|-----------------|-----------|-----------------|-----------------|--------------|------------|---------------|-----------------|-----------------|
| FABAM | IAF | CUXOM | NOPT | TF | FB | 1.00 | 052.75 | 5.00 | 3600 |
| DECAB | IAF | CUXOM | NOPT | TF | FB | 1.00 | 232.85 | 5.00 | 3600 |
| CUXOM | IF/IAF | ACAVU | | TF | FB | 1.00 | 322.80 | 6.10 | 3400 |
| ACAVU | FAF | RW32 | MAP | TF | FO | 0.30 | 322.73 | 4.94 | |
| RW32 | MAP | 2078 MSL | | CA | | | | | |
| 2078 MSL | | EKOYE | | DF | FO | 1.00 | | | 3600 |

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW32

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3600 DIRECT EKOYE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

| | | | | | | | | | | | | | | | |
|----|--|------------------------|-----------------|--------------|------------------|--------------|-------------------|------|----------|------|---------|--|--|-----|--|
| 1. | PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) | | | | | | | | | |
| 2. | HOLD SE CUXOM, RT, 322.80 INBOUND, 3600 FT. IN LIEU OF PT (IAF), MAX 6000. | | | | | | | | | | | | | | |
| 3. | FAC: | 322.73 | FAF: | ACAVU | DIST FAF TO MAP: | 4.94 | DIST FAF TO THLD: | 4.94 | | | | | | | |
| 4. | MIN ALT: | CUXOM 3600, ACAVU 3400 | | | | | | | | | | | | | |
| 5. | DIST TO THLD FROM OM: | | MM: | | IM: | | 150 HAT: | | 312 HAT: | 0.85 | GS ANT: | | | | |
| 6. | MIN GP INCPT: | 3400 | GP ALT AT PFAF: | ACAVU 3400 | | | | | OM: | | MM: | | | IM: | |
| 7. | GP ANGLE: | 3.00 | 34:1: | IS NOT CLEAR | 20:1: | IS NOT CLEAR | TCH: | 40.0 | | | | | | | |
| 8. | MSA FROM: | | | | | | | | | | | | | | |

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 32 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART NOTE: BARO-VNAV NA.
CHART NOTE: USE JHW ALTIMETER SETTING; WHEN NOT RECEIVED, USE GKJ ALTIMETER SETTING AND INCREASE LPV DA TO 2140 FEET; INCREASE LNAV/VNAV DA TO 2386 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE ALL MDAS 80 FEET AND LNAV VISIBILITY CAT C 1/4 SM.
CHART NOTE: PROCEDURE NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

CHART JAMESTOWN AWOS-3
HOLD NW, LT, 142.55 INBOUND.
CHART FAS OBST: 2010 TOWER (42-025784) 415249N/0793725W.
WAAS CHANNEL # 70719
REFERENCE PATH ID: W32A
LTP HAE: 504.6 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☒

| 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 | 2078 | 1 | 312 | 2078 | 1 | 312 | 2078 | 1 | 312 | | NA | | | | |
| LNAV/VNAV DA | 2324 | 1 5/8 | 558 | 2324 | 1 5/8 | 558 | 2324 | 1 5/8 | 558 | | NA | | | | |
| LNAV MDA | 2340 | 1 | 574 | 2340 | 1 | 574 | 2340 | 1 5/8 | 574 | | NA | | | | |



CHANGES - REASONS

1. TAA: ADDED NOPT STRAIGHT IN 233/30 CW 053/30 SECTOR – PT NOT REQUIRED FOR ARRIVAL IN STRAIGHT IN SECTOR.
2. PBN REQUIRMENTS NOTES: CHANGED NOTE FROM “RNP APCH TO “RNP APCH – GPS” – CURRENT DOCUMENTATION STANDARDS.
3. NOTES: CHANGED BACK UP ALTIMETER NOTE FROM “USE JAMESTOWN NY ALTIMETER SETTING; WHEN NOT RECEIVED, USE MEADVILLE ALTIMETER SETTING AND INCREASE ALL DA 65 FEET AND ALL MDA 80 FEET; INCREASE LPV ALL CATS, LNAV/VNAV ALL CATS AND LNAV CAT C VISIBILITY 1/4 SM.” TO “CHART NOTE: USE JHW ALTIMETER SETTING; WHEN NOT RECEIVED, USE GKJ ALTIMETER SETTING AND INCREASE LPV DA TO 2140 FEET; INCREASE LNAV/VNAV DA TO 2386 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE ALL MDAS 80 FEET AND LNAV VISIBILITY CAT C 1/4 SM.SM.” – CURRENT DOCUMENTATION STANDARDS, INCREASED LPV MINS, VISIBILITY TABLES.
4. NOTES: CHANGES NOTE 20:1 IS CLEAR TO 20:1 IS NOT CLEAR – OBSTACLE EVALUATION.
5. NOTES: CHANGES HELICOPTER VISIBILITY REDUCTION NOTE VISIBILITY DISTANCE FROM 3/4 SM TO 1 SM – 20:1 IS NOT CLEAR.
6. ADDITIONAL FLIGHT DATA: REMOVED 2019 FAS OBS – NO LONGER VALID.
7. TERMINAL ROUTES: REMOVED 1.00 RNP FROM MISSED APPROACH CA LEG – NOT REQUIRED.
8. TERMINAL ROUTES: CHANGED THE RNP VALUE FOR THE INTERMEDIATE SEGMENT FROM EKOYE TO BUSYAFROM 0.50 RNP TO 1.00 RNP – 8260.58C 3-1-4.
9. MINIMUMS: RAISED LPV DA/HAT FROM 2074/308 HAT TO 2078/312 HAT – NEW CONTROLLING OBSTACLE.
10. MINIMUMS: CHANGED LNAV/VNAV VISIBILITY FROM 2SM ALL CATS TO 1 5/8 SM ALL CATS – TARGET VISIBILITY EVAL/VISIBILITY TABLES.
11. MINIMUMS: CHANGED LNAV CAT C VISIBILITY FROM 1 1/2 SM TO 1 5/8 SM - TARGET VISIBILITY EVAL/VISIBILITY TABLES.
12. FAS DATA: CRC REMAINDER CHANGED FROM 4F47013E TO 065CE570 – FPAP LAT/LONG CHANGED FROM “415513.9000N/ 0793935.5800W” TO “415513.8975N/ 0793935.5780W”
13. TERMINAL ROUTES: CHANGED CA LEG ALTITUDE FROM 2074 TO 2078 - CA LEG IS LOWER OF THE LOWEST DA/MDA OR APT ELEVATION PLUS 400FT.

03/25/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/05/24.
ADD CHART NOTE: PROCEDURE NA AT NIGHT– 20:1 SURFACE IS NOT CLEAR.

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZOB, ERI APCH, AMGR

FLIGHT CHECKED BY
DAVIN CHRISTOPHER OBRIEN

Digitally signed by

RAKE MCGRAW
Mar 28, 2025

OFFICE
FIOG

DATE
03/21/2025

DEVELOPED BY
JANTZEN TAYLOR

Digitally signed by
JANTZEN L TAYLOR
Mar 25, 2025

OFFICE
AJV-A422

DATE
11/05/2024

APPROVED BY
RAKE MCGRAW

Digitally signed by

RAKE MCGRAW
Mar 28, 2025

OFFICE
AJV-A422

DATE
05/08/2025

TITLE
MANAGER



AIRPORT ID
8G2

PROCEDURE NAME
RNAV (GPS) RWY 32

ORIGINAL/AMENDMENT
1B

CITY
CORY

STATE
PA

FAS DATA BLOCK INFORMATION

| <u>DATA FIELD</u> | <u>DATA</u> |
|--|---------------|
| OPERATION TYPE | 0 |
| SBAS SERVICE PROVIDER IDENTIFIER | 0 |
| AIRPORT IDENTIFIER | 8G2 |
| RUNWAY | RW32 |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W32A |
| LTP/FTP LATITUDE | 415413.4760N |
| LTP/FTP LONGITUDE | 0793807.8405W |
| LTP/FTP ELLIPSOIDAL HEIGHT | +05046 |
| FPAP LATITUDE | 415513.8975N |
| FPAP LONGITUDE | 0793935.5780W |
| THRESHOLD CROSSING HEIGHT (TCH) | 00040.0 |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F |
| GLIDEPATH ANGLE (GPA) | 03.00 |
| COURSE WIDTH AT THRESHOLD | 106.75 |
| LENGTH OFFSET | 1504 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 50.0 |

| | |
|---------------|----------|
| CRC REMAINDER | 065CE570 |
|---------------|----------|

ADDITIONAL PATH POINT RECORD INFORMATION

| | |
|-------------------------|--------|
| ICAO CODE | K6 |
| LTP ORTHOMETRIC HEIGHT | +05382 |
| FPAP ORTHOMETRIC HEIGHT | +05382 |

QUALITY
13
CHECKED

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> |
|-------------------|-----------------------|-----------------|-------------|--------------|--------------------------|-----------------|
| 8G2 | RNAV (GPS) RWY 32 | 1B | CORRY | PA | 1766 | RNAV |

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM
233/30 CW 053/30

TO
CUXOM

| <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> |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| TREE | 420315.00N/0785045.00W | 2423 | 164 | 98 | 4E | 2000 | | | | MT-423 | 4000 |
| TERRAIN | 420315.00N/0785045.00W | 2323 (2300) | | | | | | | | AS1500 | 3800 |

COMPUTATIONS

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

SEGMENT REMARKS:

LEFT BASE AREA

FROM
053/30 CW 143/30

TO
FABAM

| <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> |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| TREE | 414726.46N/0792154.04W | 2049 | 50 | 20 | 2C | 2000 | | | | MT-49 | 4000 |
| TERRAIN | 414726.46N/0792154.04W | 1949 (1900) | | | | | | | | AS1500 | 3400 |

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
13
CHECKED

RIGHT BASE AREA

FROM

143/30 CW 233/30

TO

DECAB

| <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> |
| TREE | 421115.00N/0785048.00W | 2568 | 164 | 98 | 4E | 2000 | | | | MT-500 | 4100 |
| TERRAIN | 421115.00N/0785048.00W | 2468 (2500) | | | | | | | | AS1500 | 4000 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

FABAM

TO

CUXOM

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 1.00 | 5.00 | | | | | | | | | | |
| <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> |
| AAO | 414627.00N/0792609.00W | 2120 | 164 | 98 | 4E | 1000 | | | | AT480 | 3600 |
| TERRAIN | 414627.00N/0792609.00W | 1920 (1900) | | | | | | | | AS1500 | 3400 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

DECAB

TO

CUXOM

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 1.00 | 5.00 | | | | | | | | | | |
| <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 (42-001974) | 414732.21N/0792617.68W | 2295 | 250 | 50 | 4D | 1000 | | | | AT305 | 3600 |
| TERRAIN | 414735.20N/0792142.00W | 1945 (1900) | | | | | | | | AS1500 | 3400 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

CUXOM (IF/IAF)

TO

ACAVU

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 1.00 | 6.10 | | | | | | | | | | |
| <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 (42-001974) | 414732.21N/0792617.68W | 2295 | 250 | 50 | 4D | 500 | | | | | 2800 |
| TERRAIN | 415030.00N/0793033.00W | 1943 (1900) | | | | | | | | AS1500 | 3400 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

ACAVU

TO

RW32

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 0.30 | 4.94 | | DA | | | | 312 | | | | |
| <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> |
| TANK (42-030336) | 415409.02N/0793752.21W | 1822 | 50 | 20 | 2C | | ASC | | | RA62 AC20 | 2078 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

ACAVU

TO

RW32

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| 0.30 | 4.94 | | DA | | | | 558 | | | | |
| <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> |
| AAO | 415308.97N/0793747.90W | 1950 | 50 | 20 | 2C | 150 | | | | RA62 SA-11 | 2324 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM

ACAVU

TO

RW32

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | <u>HMAS</u> |
|------------|-----------------|------------|------------|------------|-------------|
| 0.30 | 4.94 | | RW32 | 574 | |

| <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 (42-025784) | 415248.75N/0793725.23W | 2010 | 20 | 3 | 1A | 250 | | | | RA62 SA-65 XP83 | 2340 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

TO MAINTAIN PUBLISHED MINS.

HOLD-IN-LIEU OF PT

FROM

CUXOM

TO

P-5

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | <u>HMAS</u> |
|------------|-----------------|------------|------------|------------|-------------|
| | | P-5 | | | |

| <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 (42-000921) | 414409.00N/0791510.00W | 2309 | 100 | 20 | 3C | 1000 | | | | AT291 | 3600 |
| TERRAIN | 414735.20N/0792142.00W | 1945 (1900) | | | | | | | | AS1500 | 3400 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LPV

FROM

DA

TO

EKOYE

| <div><div>RNP</div><div>0.30-1.00</div></div> | <div>DISTANCE</div> | <div>PAT</div> | <div>MAP</div> | | <div>HAT</div> | | <div>HMAS</div> <div>1829</div> | | | | |
|---|------------------------|----------------|----------------|------|----------------|------|---------------------------------|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | ASC | | | | 3600 |
| TOWER (36-000418) | 420303.00N/0794519.00W | 2178 | 250 | 50 | 4D | 1000 | | | | | 3200 |
| TERRAIN | 415824.00N/1794145.00W | 1876 (1900) | | | | | | | | AS1500 | 3400 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

EKOYE

| <div><div>RNP</div><div>0.30-1.00</div></div> | <div>DISTANCE</div> | <div>PAT</div> | <div>MAP</div> | | <div>HAT</div> | | <div>HMAS</div> <div>2112</div> | | | | |
|---|------------------------|----------------|----------------|------|----------------|------|---------------------------------|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | ASC | | | | 3600 |
| TOWER (36-000418) | 420303.00N/0794519.00W | 2178 | 250 | 50 | 4D | 1000 | | | | | 3200 |
| TERRAIN | 415824.00N/1794145.00W | 1876 (1900) | | | | | | | | AS1500 | 3400 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW32

TO

EKOYE

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | <u>HMAS</u> |
|------------|-----------------|------------|------------|------------|-------------|
| 0.30-1.00 | | | | | 2178 |

| <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 | | | | 3600 |
| TOWER (36-000418) | 420303.00N/0794519.00W | 2178 | 250 | 50 | 4D | 1000 | | | | | 3200 |
| TERRAIN | 415824.00N/1794145.00W | 1876 (1900) | | | | | | | | AS1500 | 3400 |

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

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZOB ARTCC, ERI APP CON

| | | | | | | |
|-----------------------------------|------------------------|----------------------------|--------------------------------|--------------------------|-------------------|---------------------------|
| <u>WX SERVICE</u> AWOS-3PT | <u>LOCATION</u> JHW | <u>HRS OPERATION</u> 24 | <u>ALTIMETER SOURCE</u> JHW | <u>DISTANCE</u> 22.58 | <u>WMSCR</u> Y | <u>ADJUSTMENTS</u> 62 |
| <u>BACK-UP WX SERVICE</u> ASOS | <u>LOCATION</u> GKJ | <u>HRS OPERATION</u> 24 | <u>ALTIMETER SOURCE</u> GKJ | <u>DISTANCE</u> 30.73 | <u>WMSCR</u> Y | <u>ADJUSTMENTS</u> 123 |

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME:
K8G2 1766
KJHW: 1703: RA = 61.1
KGKJ: 1399: RA = 122.1
122.1 - 61.1 = 61.0 (61)

| <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> | |
| RW14 - REIL (PCL), MIRL (PCL) | NPI-G | | |
| RW32 - MIRL (PCL), REIL (PCL) | NPI-G | | |

| | | | | | | |
|---------------------------------|-------------------------------------|--------------------|------------------------|--------------------------|-------------------|------------|
| <u>GLIDESLOPE ANGLE</u> 3.00 | <u>ELEV RWY THRESHOLD</u> 1765.6 | <u>TCH</u> 40.0 | <u>ELEV GS ANTENNA</u> | <u>DISTANCE FROM RWY</u> | <u>VGSI ANGLE</u> | <u>TCH</u> |
|---------------------------------|-------------------------------------|--------------------|------------------------|--------------------------|-------------------|------------|

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> -18C | <u>CRITICAL HIGH</u> +54C | <u>ACT</u> -18C | <u>APT ISA</u> +11.5C |
|-----------------------------|------------------------------|--------------------|--------------------------|

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 838 HIGH TEMP 1192.

"VISUAL PORTION OF FINAL" PENETRATIONS

| | |
|--|--|
| FINAL TYPE | LPV, LNAV/VNAV, LNAV |
| 20:1 | |
| 1865.0919 TERRAIN+VEG (VATP1) 415412.0000N/0793806.0000W (99.31) | 1865.0919 TERRAIN+VEG (VATP3) 415412.0000N/0793803.0000W (90.97) |
| 1845.4068 TERRAIN+VEG (VATP2) 415409.0000N/0793803.0000W (60.99) | 1845.4068 TERRAIN+VEG (VATP5) 415409.0000N/0793800.0000W (52.66) |
| 1851.9685 TERRAIN+VEG (VATP8) 415409.0000N/0793757.0000W (50.88) | 1829.0026 TERRAIN+VEG (VATP4) 415406.0000N/0793800.0000W (25.96) |



| <u>AIRPORT ID</u> 8G2 | | <u>PROCEDURE NAME</u> RNAV (GPS) RWY 32 | <u>AMDT NO.</u> 1B | <u>CITY</u> CORY | <u>STATE</u> PA | <u>AIRPORT ELEVATION</u> 1766 | <u>FACILITY</u> RNAV |
|---|----------------------|--|-----------------------|---|--------------------|----------------------------------|-------------------------|
| 1825.7218 TERRAIN+VEG (VATP7) 415406.0000N/0793757.0000W (14.34) | | | | 1832.2835 TERRAIN+VEG (VATP11) 415406.0000N/0793754.0000W (12.56) | | | |
| 1838.8451 TERRAIN+VEG (VATP15) 415406.0000N/0793751.0000W (10.78) | | | | | | | |
| FINAL TYPE | LPV, LNAV/VNAV, LNAV | | | | | | |
| 34:1 | | | | | | | |
| 1832.2835 TERRAIN+VEG (VATP24) 415403.0000N/0793745.0000W (14.08) | | | | 1812.5984 TERRAIN+VEG (VATP6) 415403.0000N/0793757.0000W (14.01) | | | |
| 1825.7218 TERRAIN+VEG (VATP19) 415403.0000N/0793748.0000W (12.42) | | | | 1819.1601 TERRAIN+VEG (VATP14) 415403.0000N/0793751.0000W (10.76) | | | |
| 1812.5984 TERRAIN+VEG (VATP10) 415403.0000N/0793754.0000W (9.11) | | | | 1812.5984 TERRAIN+VEG (VATP9) 415400.0000N/0793754.0000W (3.05) | | | |
| <u>PENETRATIONS REMARKS:</u> | | | | | | | |
| | | | | | | | |

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

| |
|------------------------------|
| <u>PENETRATIONS REMARKS:</u> |
| |

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VDP NA: 20:1 PENETRATIONS, REMOTE PRIMARY ALTIMETER.
BARO-VNAV NA: PRIMARY ALTIMETER SETTING BECAUSE IT IS REMOTE.
BLOCK 3:
ALTIMETER SOURCE: KJHW/KGKJ
DISTANCE: 22.60NM/30.78NM
ADJUSTMENT: 61.00/123
HRS OPTN: 24 HRS
KJHW AWOS ON SERVICE A
KGKJ ASOS ON SERVICE A
VGSI DATA: NONE

100' VEGETATION HEIGHT USED PER PREVIOUS PROCEDURES.
NO ADDITIONAL AIRSPACE REQUIRED.



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 | 3.44 |
| WIDTH OF | FINAL | SEGMENT AT 1000FT POINT | 1.76 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1000FT POINT | 312.73 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 1900 |
| DISTANCE FROM | THLD | TO 1500FT POINT | 4.94 |
| WIDTH OF | FINAL | SEGMENT AT 1500FT POINT | 2.00 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1500FT POINT | 312.73 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1500FT POINT | 1900 |

THRESHOLD COORDINATES (IF STR-IN)415413.48N/0793807.84W

ARP COORDINATES415427.20N/0793827.80W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

FAF COORDINATESRUNWAY 32 DISTANCE 0.34 NM

FIX NAME COORDINATES415052.40N/0793316.35W

REMARKS

PART E: PREPARED BY

| | | | |
|----------------|---------------|-------------|-------------------------------------|
| <u>NAME</u> | <u>OFFICE</u> | <u>DATE</u> | <u>TITLE</u> |
| JANTZEN TAYLOR | AJV-A422 | 11/05/2024 | AERONAUTICAL INFORMATION SPECIALIST |

