

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> KMXA	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 36	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> MANILA	<u>STATE</u> AR		
<u>AIRPORT ELEVATION</u> 243	<u>TDZE</u> 243	<u>SUPERSEDED</u> RNAV (GPS) RWY 36	<u>ORIGINAL/AMENDMENT</u> ORIG-A	<u>DATED</u> 12/11/2014	<u>MAG VAR</u> 1W	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 5 OCTOBER 2023	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TAA**

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 271/30 CW 091/30	NOPT	DUNLE	IF/IAF	2600
2. 091/30 CW 271/30		DUNLE	IF/IAF	2600

**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>
DUNLE	IF/IAF	JISEP		TF	FB	1.00	001.30	5.26	2300
JISEP	FAF	JAPAB/1.45 NM TO RW36		TF	FB	0.30	001.29	3.29	
JAPAB/1.45 NM TO RW36		RW36	MAP	TF	FO	0.30	001.29	1.45	
RW36	MAP	552 MSL		CA			001.29		
552 MSL		BLITH		DF	FO	1.00			2800

**MISSED APPROACH**

**MAP:**

LPV: DA  
LNAV/VNAV: DA  
LNAV: RW36

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 2800 DIRECT BLITH AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2800.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

QUALITY  
34  
CHECKED

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. HOLD S DUNLE, RT, 001.28 INBOUND, 2600 FT. IN LIEU OF PT (IAF), MAX 6000.

3. FAF: 001.29FAF: JISEPDIST FAF TO MAP: 4.75DIST FAF TO THLD: 4.75

4. MIN ALT: DUNLE 2600, JISEP 2300, JAPAB/1.45 NM TO RW36 900

5. DIST TO THLD FROM OM:MM:IM:150 HAT:309 HAT: 0.63GS ANT:

6. MIN GP INCPT: 2300GP ALT AT PFAF : JISEP 2300OM:MM:IM:

7. GP ANGLE: 4.0034:1: IS NOT CLEAR20:1: IS CLEARTCH: 40.0

8. MSA FROM:

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING RWY 18 NA AT NIGHT.  
CHART NOTE: RWY 36 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.  
CHART NOTE: BARO-VNAV NA.  
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART NOTE: USE BLYTHEVILLE MUNI ALTIMETER SETTING; WHEN NOT RECEIVED, USE JONESBORO ALTIMETER SETTING AND INCREASE ALL DAS/MDAS 20 FEET, AND ALL LNAV/VNAV VISIBILITIES 1/8 SM.

ADDITIONAL FLIGHT DATA:

CHART: BLYTHEVILLE MUNI ASOS  
HOLD N, RT, 181.29 INBOUND.  
CHART FAS OBST: 389 TANK (05-026144) 355245N/0901003W.  
WAAS CHANNEL # 90533  
REFERENCE PATH ID: W36A  
CHART CIRCLING ICON.  
LTP HAE: 45.9 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	592	1	349	592	1	349		NA			NA				
LNAV/VNAV DA	552	7/8	309	552	7/8	309		NA			NA				
LNAV MDA	660	1	417	660	1	417		NA			NA				
CIRCLING	740	1	497	740	1	497		NA			NA				



CHANGES - REASONS

1. INCORPORATED CHANGES FROM P-NOTAM FOR AMDT ORIG-A INTO FORM - 8260.19I, 8-3-4.C (3).
2. INCREASED RW36 TDZE FROM 242 TO 243 - NEW AIRPORT AND RUNWAY SURVEY.
3. RELOCATED TAA SEGMENT DESCRIPTIONS FROM FORM 8260-10 TO 8260-3, BEFORE TERMINAL ROUTES - 8260.19I, 8-6-3.A.
4. TERMINAL ROUTES: DUNLE TO JISEP COURSE CHANGED FROM 001.28 TO 001.30 AND DISTANCE INCREASED FROM 5.24 TO 5.26 - JISEP (FAF) MOVED 110.87 FEET NORTH DUE TO CHANGE IN GP ANGLE AND TO MORE ACCURATELY ALIGN WITH RUNWAY.
5. TERMINAL ROUTES: JISEP TO JAPAB COURSE CHANGED FROM 001.30 TO 001.29 AND DISTANCE INCREASED FROM 3.27 TO 3.29 - JISEP (FAF) MOVED 110.87 FEET NORTH DUE TO CHANGE IN GP ANGLE AND JAPAB (SDF) MOVED 286.13 FEET NORTH TO MAINTAIN STABLE DESCENT ANGLE, AND TO MORE ACCURATELY ALIGN WITH RUNWAY.
6. TERMINAL ROUTES: JAPAB TO RW36 COURSE CHANGED FROM 001.30 TO 001.29 AND DISTANCE DECREASED FROM 1.50 TO 1.45 - JAPAB MOVED 286.13 FEET NORTH TO MAINTAIN STABLE DESCENT ANGLE, AND FAC REALIGNMENT WITH RUNWAY.
7. TERMINAL ROUTES: ALTITUDE ENDING RW36 CA LEG CHANGED FROM 531 MSL TO 552 MSL - LOWEST DA INCREASED FROM 531 TO 552.
8. TERMINAL ROUTES: ALTITUDE STARTING BLITH DF LEG CHANGED FROM 531 MSL TO 552 MSL - LOWEST DA INCREASED FROM 531 TO 552.
9. MISSED APPROACH INSTRUCTIONS: ADDED CLIMB-IN-HOLD INSTRUCTION - NEW EVALUATION SHOWED AIRCRAFT ON MISSED APPROACH DID NOT REACH PUBLISHED 2800 ALTITUDE BY BLITH.
10. PROFILE LINE 2: ADDED MAX ALTITUDE 6000 TO HOLD IN LIEU OF PT INSTRUCTION - 8260.19I, 8-6-7.B.(2).
11. PROFILE LINE 3: FAC CHANGED FROM 001.30 TO 001.29 - FAF JISEP MOVED 110.87 FEET NORTH DUE TO INCREASE IN GP ANGLE AND TO MORE ACCURATELY ALIGN WITH RUNWAY.
12. PROFILE LINE 3: "DIST FAF TO MAP" AND "DIST FAF TO THLD" DECREASED FROM 4.77 TO 4.75 - FAF JISEP MOVED 110.87 FEET NORTH DUE TO INCREASE IN GP ANGLE.
13. PROFILE LINE 4: MIN ALT AT JISEP INCREASED FROM 1800 TO 2300 - DUE TO GP ANGLE INCREASE.
14. PROFILE LINE 4: MIN ALT AT JAPAB INCREASED FROM 760 TO 900 - PROVIDES STABLE DESCENT ON LNAV DUE TO INCREASED FAF ALTITUDE AND GP ANGLE.
15. PROFILE LINE 5: MOVED "DIST TO THLD FROM 289 HAT: 0.63 NM" FROM ADDITIONAL FLIGHT DATA TO PROFILE LINE 5, UPDATED HAT FROM 289 TO 309, AND UPDATED DIST FROM 0.78 NM TO 0.63 NM - LOWEST HAT CHANGED, AND 8260.19I, 8-6-7.E.(3).
16. PROFILE LINE 6: "MIN GP INCPT" AND "GP ALT AT PFAF" INCREASED FROM 1800 TO 2300 - DUE TO GP ANGLE INCREASE.
17. PROFILE LINE 7: GP ANGLE INCREASED FROM 3.00 TO 4.00 - TO CLEAR VGS PENETRATIONS AND MATCH VGSI ANGLE.
18. PROFILE LINE 7: ADDED 20:1 IS CLEAR - NEW EVALUATION SHOWS RW36 NO LONGER HAS 20:1 PENETRATIONS, AND 8260.19I, 8-6-7.G.(3)(A).
19. PBN REQUIREMENTS NOTE: ADDED "RNP APCH - GPS" - 8260.19I, 8-6-8.B.
20. NOTES: REPLACED "CHART NOTE: PROCEDURE NA AT NIGHT" WITH "CHART NOTE: CIRCLING RWY 18 NA AT NIGHT" - NEW EVALUATION SHOWS RW36 NO LONGER HAS 20:1 PENETRATIONS, WHILE RW18 DOES HAVE 20:1 PENETRATIONS.
21. NOTES: REFORMATTED HELICOPTER VISIBILITY NOTE AND CHANGED THE VISIBILITY MINIMUM FROM 1 SM TO 3/4 SM - NEW EVALUATION SHOWS RW36 NO LONGER HAS 20:1 PENETRATIONS, BUT DOES HAVE 34:1 PENETRATIONS, AND 8260.19I, 8-6-11.K.(3).
22. NOTES: REFORMATTED ALTIMETER NOTE - 8260.19I, 8-6-11.N.(1)(A)1.
23. NOTES: DELETED "CHART NOTE: DME/DME RNP-0.3 NA" - NO LONGER REQUIRED, 8260.19I, 8-6-8.B.
24. ADDITIONAL FLIGHT DATA: REFORMATTED "CHART FAS OBST" NOTE TO CHANGE OBSTACLE DESCRIPTION FROM "WATER TWR" TO "TANK" AND ADD OBSTACLE ID (05-026144) - OBSTACLE UPDATED IN DATABASE AND 8260.19I, 8-6-10.C.
25. ADDITIONAL FLIGHT DATA: UPDATED LTP HAE FROM 45.8 M TO 45.9 M - NEW AIRPORT AND RUNWAY SURVEY.
26. MINIMUMS: INCREASED LPV DA/HAT FROM 531/289 TO 592/349 - NEW MISSED APPROACH PENETRATION.
27. MINIMUMS: DECREASED LNAV/VNAV VISIBLTY ALL CATS FROM 1 TO 7/8 SM - 8260.3E, TABLE 3-3-1.
28. MINIMUMS: DECREASED LNAV/VNAV HAT FROM 310 TO 309 - NEW AIRPORT AND RUNWAY SURVEY.
29. MINIMUMS: DECREASED LNAV HAT FROM 418 TO 417 - NEW AIRPORT AND RUNWAY SURVEY.
30. FAS DATA BLOCK INFORMATION: UPDATED LTP/FTP LATITUDE FROM 355319.8235N TO 355319.8300N, LTP/FTP LONGITUDE FROM 0900916.5875W TO 0900916.5805W, LTP/FTP ELLIPSOIDAL HEIGHT FROM +00458 TO +00459, FPAP LATITUDE FROM 355449.0500N TO 355449.0595N, FPAP LONGITUDE FROM 0900916.0200W TO 0900916.0325W - NEW AIRPORT AND RUNWAY SURVEY.
31. FAS DATA BLOCK INFORMATION: UPDATED GLIDEPATH ANGLE (GPA) FROM 03.00 TO 04.00 - GPA RAISED TO CLEAR VGS PENETRATIONS AND TO MATCH VGSI GPA.
32. FAS DATA BLOCK INFORMATION: CHANGED CRC REMAINDER FROM 4BF4BC06 TO 531EB75E - NEW FAS DATA CALCULATION.

COORDINATED WITH:

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

FLIGHT CHECKED BY

MICHAEL S MILLER

Digitally signed by

JOHN BORDY

Aug 10, 2023

OFFICE

FPO

DATE

08/08/2023

DEVELOPED BY

DALE SICKELS (RICHARD BRUCE)

Digitally signed by

JOHN BORDY

Aug 10, 2023

OFFICE

AJV-A421

DATE

03/16/2023

APPROVED BY

JOHN BORDY

Digitally signed by

JOHN BORDY

Aug 10, 2023

OFFICE

AJV-A33

DATE

TITLE  
MANAGER

QUALITY  
34  
CHECKED

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KMXA
RUNWAY	RW36
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W36A
LTP/FTP LATITUDE	355319.8300N
LTP/FTP LONGITUDE	0900916.5805W
LTP/FTP ELLIPSOIDAL HEIGHT	+00459
FPAP LATITUDE	355449.0595N
FPAP LONGITUDE	0900916.0325W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	04.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1488
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	531EB75E

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K4
LTP ORTHOMETRIC HEIGHT	+00739
FPAP ORTHOMETRIC HEIGHT	+00739