

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> PLYMOUTH MUNI	<u>AIRPORT ID</u> KPYM	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 24	<u>ORIGINAL/AMENDMENT</u> ORIG-C	<u>CITY</u> PLYMOUTH	<u>STATE</u> MA
<u>AIRPORT ELEVATION</u> 148	<u>TDZE</u> 148	<u>SUPERSEDED</u> RNAV (GPS) RWY 24	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>DATED</u> 06/25/2015	<u>MAG VAR</u> 16W
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 19 JULY 2018	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL SUSPEND</u>	<u>EPOCH YEAR</u> 1995

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>
INNDY		GAILS		TF	FB	2.00	095.22	31.79	3000
GAILS		WIREG		TF	FB	2.00	010.05	7.51	2000
WIREG	IAF	JEKDI	NOPT	TF	FB	1.00	325.77	7.50	2000
LFV VOR/DME	IAF	JEKDI	NOPT	TF	FB	1.00	294.59	23.11	2000
KYLES	IAF	JEKDI	NOPT	TF	FB	1.00	164.54	13.28	2000
JEKDI	IF/IAF	BURRK		TF	FB	1.00	235.68	7.50	2000
BURRK	FAF	SMITY/1.60 NM TO RW24		TF	FB	0.30	235.61	3.37	
SMITY/1.60 NM TO RW24		RW24	MAP	TF	FO	0.30	235.61	1.60	
RW24	MAP	640 MSL		CA			235.61		640
640 MSL		GAILS		DF	FO	1.00			2000

MISSED APPROACH

MAP:

LPV: DA
 LNAV/VNAV: DA
 LNAV: RW24

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 640 THEN CLIMBING LEFT TURN TO 2000 DIRECT GAILS AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)

2. HOLD NE JEKDI, RT, 235.68 INBOUND, 2000 FT. IN LIEU OF PT (IAF), MAX 6000.

3. FAC: 235.61 FAF: BURRK DIST FAF TO MAP: 4.97 DIST FAF TO THLD: 4.97

4. MIN ALT: JEKDI 2000, BURRK 2000, SMITY/1.60 NM TO RW24 780*

5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 297 HAT: 0.66

6. MIN GP INCPT: 2000 GP ALT AT FAF : BURRK 2000 OM: MM: IM:

7. GP ANGLE: 3.40 34:1: IS NOT CLEAR 20:1: IS CLEAR TCH: 60.0

8. MSA FROM: RW24 2200

PBN EQUIPMENT REQUIREMENTS NOTES

RNP APCH

NOTES:

CHART NOTE: CIRCLING RWY 15 NA AT NIGHT.
CHART NOTE: RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17C (2F) OR ABOVE 54C (130F).
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT GAILS ON V141 SOUTHEAST BOUND.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON LfV VOR/DME AIRWAY RADIALS 228 CW 002.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.
CHART VDP AT 0.96 NM TO RW24*
*LNAV ONLY
WAAS CHANNEL #42922
REFERENCE PATH ID: W24A
CHART FAS OBST: 328 POLE 415621N/0704249W.
HOLD S, RT, 350.23 INBOUND
LTP HAE: 16.3 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD

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	446	1	298	446	1	298	446	1	298		NA				
LNAV/VNAV DA	445	1	297	445	1	297	445	1	297		NA				
LNAV MDA	580	1	432	580	1	432	580	1 1/4	432		NA				
CIRCLING	620	1	472	640	1	492	740	1 1/2	592		NA				



CHANGES - REASONS

1. TERMINAL ROUTES, SMITY TO RW24 AND RW24 TO 640 MSL COURSE CHANGED FROM 235.57 TO 235.61 - MATCH FINAL COURSE.
2. LINE 7, ADDED 20:1 IS CLEAR - REEVALUATED VISUAL SURFACES BASED ON NEW SURVEY DATA; RWY 24 20:1 SURFACE IS CLEAR.
3. THRE 147 CHANGED TO TDZE 148 - ORIG-A P-NOTAM.
4. LPV ALL CATS DA CHANGED FROM 445 TO 446 - CONVERSION FROM THRE TO TDZE; ORIG A P-NOTAM.
5. LNAV/VNAV ALL CATS DA CHANGED FROM 444 TO 445 - CONVERSION FROM THRE TO TDZE; ORIG-A P-NOTAM.
6. LNAV ALL CATS 433 HATH CHANGED TO 432 HAT - CONVERSION FROM THRE TO TDZE; ORIG-A P-NOTAM.
7. CIRCLING CAT B MDA/HAA CHANGED FROM 620/472 TO 640/492, CAT C MDA/HAA CHANGED FROM 640/492 TO 740/592 - APPLIED CURRENT CIRCLING RADII AND REEVALUATED OEAS.
8. BARO-VNAV COLD TEMP LIMIT CHANGED FROM -15C (5F) TO -17C (2F), HIGH TEMP LIMIT CHANGED FROM 51C (123F) TO 54C (130F) - RECALCULATED BASED ON 5-YR TEMPERATURE HISTORY.
9. NIGHT LANDING RESTRICTION CHART NOTE CHANGED TO READ CIRCLING RWY 15 NA AT NIGHT - REEVALUATED VISUAL SURFACES BASED ON NEW SURVEY DATA AND CRITERIA; RWY 6, 24, 33 20:1 SURFACES CLEAR; APPLIED CURRENT DOCUMENTATION CRITERIA FOR NOTE FORMAT.
10. REMOVED CHART NOTE: WHEN VGSI INOP, CIRCLING RWY 33 NA AT NIGHT - REEVALUATED VISUAL SURFACES BASED ON NEW SURVEY DATA AND CRITERIA; NO LONGER APPLICABLE.
11. REMOVED CHART NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 24 PROCEDURE NA AT NIGHT - REEVALUATED VISUAL SURFACES BASED ON NEW SURVEY DATA AND CRITERIA; NO LONGER APPLICABLE.
12. REPLACED CHART NOTE: DME/DME RNP-0.3 NA WITH PBN REQUIREMENTS NOTE: RNP APCH - PER 8260.19H DOCUMENTATION CRITERIA.
13. HELICOPTER VISIBILITY REDUCTION NOTE CHANGED TO READ "RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" - CURRENT DOCUMENTATION CRITERIA; RWY 24 34:1 IS NOT CLEAR.
14. REMOVED BACK-UP ALTIMETER SETTING CHART NOTES AND ALTERNATE MINIMUMS REMARK @NA WHEN LOCAL WEATHER NOT AVAILABLE - PRIMARY ALTIMETER SOURCE TRANSMITTED ON WMSCR; PER FPT APPROVAL, BACK-UP ALTIMETER SETTING NOTES NOT REQUIRED; CONTINGENCY NOTES DOCUMENTED ON BACK OF 8260-9.
15. REMOVED CHART PROFILE NOTE: RADAR REQUIRED FOR PROCEDURE ENTRY AT LFV VORTAC - NO LONGER REQUIRED FOR RNAV PROCEDURES.
16. REMOVED CHART FAS OBST 274 TREE - NOT REQUIRED FOR LNAV/VNAV FINAL.
17. CHANGED CHART FAS OBST 327 T-L TWR TO 328 POLE - LNAV FINAL CONTROLLING OBSTACLE DATA CHANGED.
18. ADDED VDP DATA PER ORIG-B P-NOTAM; UPDATED DIST TO RW24 FROM 0.92 TO 0.96 - RECALCULATED BASED ON CURRENT VGSI DATA.
19. ADDED CHART CIRCLING ICON - APPLIED CURRENT CIRCLING CRITERIA.
20. FAS DATA LTP LAT/LONG CHANGED FROM 415448.3795N/0704334.8355W TO 415448.3805N/0704334.8325W - CURRENT AIRNAV DATA.
21. FAS DATA FPAP LONGITUDE CHANGED FROM 0704450.8200W TO 0704450.8135W - RECALCULATED.
22. FAS DATA CRC REMAINDER CHANGED FROM 59C6B91A TO DBF00EE7 - RECALCULATED.
23. LTP/FPAP ORTHO HEIGHT CHANGED FROM +00446 TO +00447 - CURRENT AIRNAV DATA.



COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZBW, BOS APP CON, APT MGR

FLIGHT CHECKED BY

DURLEY J FELDER

Digitally signed by

DEZ SILAGYI

Jun 04, 2018

OFFICE

FICO

DATE

5/30/18

DEVELOPED BY

JEFFREY ROBINSON

Digitally signed by

JEFFREY ROBINSON

Mar 18, 2018

OFFICE

AJV-5421

DATE

02/22/2018

APPROVED BY

JULIE MORGAN

Digitally signed by

DEZ SILAGYI

Jun 04, 2018

OFFICE

AJV-5420

DATE

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KPYM
RUNWAY	RW24
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W24A
LTP/FTP LATITUDE	415448.3805N
LTP/FTP LONGITUDE	0704334.8325W
LTP/FTP ELLIPSOIDAL HEIGHT	+00163
FPAP LATITUDE	415339.6500N
FPAP LONGITUDE	0704450.8135W
THRESHOLD CROSSING HEIGHT (TCH)	00060.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.40
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1424
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	DBF00EE7
ADDITIONAL PATH POINT RECORD INFORMATION	
ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+00447
FPAP ORTHOMETRIC HEIGHT	+00447

