

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - FAR PART 97. 23										Bearings, headings, courses, 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 in feet RVR.						
TERMINAL ROUTES										MISSED APPROACH						
FROM		TO		COURSE AND DISTANCE				ALTITUDE		MAP: PER R189/21.95 DME CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 DIRECT PER VORTAC AND HOLD. ADDITIONAL FLIGHT DATA: HOLD S, RT, 009 INBOUND FAS OBST: 1107 TREE 362421/971821 CASUP TO RWY 17: 2.99/40						
PER VORTAC (IAF)		ANARE/7.00 DME		188.98/7.00				3000								
ANARE		CASUP/16.00 DME		188.98/9.00 (PER R-189)				2900								
1. PT <u>NA</u> SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. PROFILE STARTS AT ANARE 3. FAC <u>188.98</u> FAF <u>CASUP</u> _____ DIST FAF TO MAP _____ - THLD <u>5.95</u> 4. MIN. ALT <u>ANARE 3000, CASUP 2900</u> 8. MSA FROM: PER VORTAC 2800										MAG VAR: 6E EPOCH YEAR: 95						
MINIMUMS																
TAKEOFF: <input checked="" type="checkbox"/> STANDARD		SEE FAA FORM 8260-15 FOR THIS AIRPORT				ALTERNATE: <input type="checkbox"/> NA <input checked="" type="checkbox"/> X										
CATEGORY		A			B			C			D			E		
		MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA
S-17		1420	1	427	1420	1 1/4	427	1420	1 1/2	427		NA				
CIRCLING		1480	1	478	1480	1 1/4	478	1480	1 1/2	478		NA				
PONCA CITY ALTIMETER SETTING MINIMUMS																
S-17		1460	1	467	1460	1 1/4	467	1460	1 1/2	467		NA				
CIRCLING		1520	1	518	1520	1 1/4	518	1520	1 1/2	518		NA				
NOTES: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE PONCA CITY ALTIMETER SETTING.																
CITY AND STATE		ELEVATION: 1002 TDZE: 993		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP						
PERRY, OK		PERRY MUNI		PER		VOR/DME RWY 17, AMDT 3				AMDT 2						
										DATED 13 DEC 94						

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE ROUTINE
COORDINATED WITH: <div style="display: flex; justify-content: space-between; padding: 5px;"> <div>ATA <input type="checkbox"/></div> <div>AAT <input type="checkbox"/></div> <div>ALPA <input type="checkbox"/></div> <div>APA <input type="checkbox"/></div> <div>AOPA <input checked="" type="checkbox"/></div> <div>NBAA <input checked="" type="checkbox"/></div> <div>OTHER (specify) <input checked="" type="checkbox"/> ZKC, ST. AV. DIR., AIRPORT MANAGER</div> </div>		
FLIGHT CHECKED BY		
NAME: <div style="text-align: center;">STEVE LECKRONE</div>	FIFO OKC	DATE: 01/12/00
DEVELOPED BY		
NAME: <div style="text-align: center;">GEORGE GONZALEZ</div>	FIFO AVN-130	DATE: OCT 23 2000
APPROVED BY		
NAME: <div style="text-align: center;">RICK A. WEBB</div>	FIFO AVN-130 MANAGER	DATE: 10/29/00
CHANGES: 1. VDA AND TCH ADDED. 2. FAF ALTITUDE LOWERED FROM 3000 TO 2900. 3. S-17 MDA RAISED FROM 1380 TO 1420; PONCA CITY MINIMUMS RAISED FROM 1440 TO 1460. 4. CIRCLING MDA RAISED FROM 1440/1460 TO 1480; PONCA CITY MINIMUMS RAISED FROM 1500 TO 1520. 5. DME FIXES NAMED. 6. MISSED APPROACH INSTRUCTIONS CHANGED FROM ROUTE TO DIRECT.		
REASONS: 1. AFS-420 DIRECTED, MEMORANDUM DATED 10/18/00. 2. NEW OBSTACLE DATA. 3. NEW OBSTACLE DATA. 4. NEW OBSTACLE DATA. 5. AS PER 8260.19 6. SHORTEN MISSED APPROACH.		

PART - A OBSTRUCTION DATA

FAA Form 8260 - 9 / February 1995 (Computer Generated)

NOTES / EXPLANATIONS FROM OPPOSITE SIDE OF FORM:
SEE ATTACHED AIRSPACE DATA SHEET.

*ADVERSE ASSUMPTION OBSTACLES 200' AGL.

RASS ADJUSTMENT COMPUTATIONS:

DISTANCE BETWEEN ARP's = 22.38

$22.38 \times 2.30 = 51.47$

HIGHEST TERRAIN = 1007 FT

LOWEST TERRAIN = 1002 FT

$1007 - 1002 = 5 \text{ FT}$

$5 \times .14 = 0.7$

$51.47 + 0.7 = 52.17 = 53 \text{ FT}$

PART B - SUPPLEMENTAL DATA									
1. COMMUNICATIONS WITH :			2. WEATHER SERVICE			3. ALTIMETER SETTING			
ZKC CTAF			N W S		OTHER:		SOURCE:		
			X F A A				KF22/KPNC		
			A / C		DISTANCE: 0/22.38				
SATISFACTORY ON:			LOCATION:			HOURS REMOTE OPERATION:			
<input checked="" type="checkbox"/> V H F <input checked="" type="checkbox"/> U H F <input type="checkbox"/> H F			MLC FSS			24			
			HRS OPTN: 24			ADJUSTMENT: 52.17			
4. MONITOR STATUS		PRIMARY					SECONDARY		
		NAVAID: PER VORTAC					NAVAID:		
		MONITOR POINT: MLC FSS					MONITOR POINT:		
		HRS	CAT 1	24			HRS	CAT 1	
		OPTN:	CAT 3				OPTN:	CAT 3	
5. AIRSPACE		FLOOR OF CONTROLLED AIRSPACE UNDER FAC					CONTROL AREA		
		CONTROL ZONE:					HOURS OPTN	X	TRANSITION AREA
6. APPROACH & RUNWAY LIGHTING		ALS					X	REIL 17, 35	
		(S) SALS						TDZ	
		MALS						C/LINE	
		HIRL							
		X	MIRL 17-35 (PCL)				X	OTHER (Specify) PVASI (PSIL) 17, 35	
7. RUNWAY MARKINGS BSC-G 35					8. RUNWAY VISUAL RANGE				
ALL WEATHER					APPROACH				
INSTRUMENT NPI-G 17					ROLL OUT				
9. GLIDE SLOPE		G S ANGLE:			ELEV RWY THRESHOLD:				
		DISTANCE FROM RWY:			ELEV GS ANTENNA:				
					THRESHOLD CROSSING HEIGHT:				
10. FINAL APPROACH		X	RUNWAY THRESHOLD					F T. FROM THRESHOLD	
COURSE AIMING		X	ON CENTERLINE 784.32					F T. FROM CENTERLINE	
11. WAIVERS OF STANDARDS			NUMBER OF WAIVERS ON FILE			DATES OF APPROVAL			
			NONE						
PART C - REMARKS:									
VDP NOT ESTABLISHED DUE TO FIX ERROR.									
PART D - PREPARED BY:							DATE:		
GEORGE GONZALEZ							09/27/00		
TITLE:							OFFICE:		
AERONAUTICAL INFORMATION SPECIALIST							AVN-130		