

U.S. Department of Transportation
Federal Aviation Administration

RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33

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TERMINAL ROUTES				MISSED APPROACH
FROM	TO	COURSE AND DISTANCE	ALTITUDE	LPV: DA LNAV/VNAV: DA LNAV: RW04 CLIMB TO 5000 DIRECT UCEPE AND HOLD. ADDITIONAL FLIGHT DATA: HOLD NE, RT 221.82 INBOUND CHART FAS OBST: 3485 TOWER 340901N/1014323W, 3585 TOWER 340628N/1014602W CHART VDP AT 0.88 MILES TO RW04* *LNAV ONLY DISTANCE TO THLD FROM 250 HAT: 0.65 NM ROUTE TYPE: A, R ROUTE TYPE QUALIFIER 1: J ROUTE TYPE QUALIFIER 2: S WAAS CHANNEL #53302 REFERENCE PATH ID: W04A MAG VAR: 9E EPOCH YEAR: 2000
PVW VOR/DME (40V)	JEKUT (TF) (FB) (40E) (43C)	235.92/6.12	5100	
HURIK (IAF) (40E) (43A)	JEKUT (NoPT) (TF) (FB)(40E) (41E)	129.33/12.07	5100	
PIBCI (IAF) (40E) (43A)	JEKUT (NoPT) (TF) (FB)(40E) (41E)	328.47/7.64	5100	
JEKUT (IF/IAF) (40E) (43I)	CADUH (TF) (FB) (40E) (43F)	041.62/6.10	5100	
CADUH (FAF) (40E) (43F)	RW04 (TF) (FO) (40G) (41Y) (43M)	041.67/5.20		
RW04 (MAP) (40G) (41Y) (43M)	3624 MSL (CA) (42M)	041.67		
3624 MSL	UCEPE (DF) (FO) (40E) (41E) (43H)		5000	

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD SW JEKUT, RT, 041.62 INBOUND, 5100 FT. IN LIEU OF PT (IAF) (HF) (40E) (43C)
3. FAC: 041.67 FAF: CADUH DIST FAF TO MAP: 5.20 THLD: 5.20
4. MIN. ALT: JEKUT 5100, CADUH 5100
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 100 HAT: GS ANT:
6. MIN GS INCPT: 5100 GS ALT AT: OM: MM: IM:
7. GS ANGLE: 3.00 TCH: 45.0 34:1 IS NOT CLEAR
8. MSA FROM: RW04 5300

MINIMUMS

TAKEOFF:		STANDARD	X	SEE FAA FORM 8260-15A	FOR THIS AIRPORT	ALTERNATE: N A		STANDARD@								
CATEGORY =====>		A			B			C			D			E		
		DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA
LPV	DA	3624	1	250	3624	1	250	3624	1	250	3624	1	250			
LNAV/VNAV	DA	3730	1 1/4	356	3730	1 1/4	356	3730	1 1/4	356	3730	1 1/4	356			
LNAV	MDA	3760	1	386	3760	1	386	3760	1	386	3760	1 1/4	386			
CIRLCING		3920	1 1/4	546	3940	1 1/4	566	3940	1 1/2	566	3940	2	566			

NOTES: CHART NOTES: DME/DME RNP -0.3 NA.

FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -21C (-5F) OR ABOVE 42C (108F).

VISIBILITY REDUCTION BY HELICOPTERS NA. IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE LUBBOCK ALTIMETER

SETTING AND INCREASE ALL DAs/MDAs 100 FEET. VDP AND BARO-VNAV NA WHEN USING LUBBOCK ALTIMETER SETTING.

CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.

@NA WHEN LOCAL WEATHER NOT AVAILABLE.

CITY AND STATE PLAINVIEW, TX	ELEVATION: 3374 TDZE: 3374 AIRPORT NAME: HALE COUNTY	FACILITY IDENTIFIER: RNAV	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: RNAV (GPS) RWY 4, ORIG	SUP:
				AMDT: NONE
				DATE

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE <div style="text-align: right;">ROUTINE</div>
COORDINATED WITH:		
<div style="display: flex; justify-content: space-between;"> <div> ATA <input type="checkbox"/> AAT <input type="checkbox"/> ALPA <input checked="" type="checkbox"/> APA <input type="checkbox"/> AOPA <input checked="" type="checkbox"/> NBAA <input checked="" type="checkbox"/> OTHER (specify) <input checked="" type="checkbox"/> </div> <div> LBB APP CON, AMGR, ST AV. DIR </div> </div>		
FLIGHT CHECKED BY		
NAME: <i>Larry Ingram</i>	DEVELOPED BY: <i>John Bickerstaff</i>	<div style="display: flex; justify-content: space-between;"> <div> FIFO SAC </div> <div> DATE: 7-7-06 </div> </div>
APPROVED BY		
NAME: CHARLES E. CORRELL	MANAGER: <i>John Bickerstaff</i>	<div style="display: flex; justify-content: space-between;"> <div> FIFO AVN-120 </div> <div> DATE: 03/20/2006 </div> </div>
CHANGES:		
<ol style="list-style-type: none"> 1. MOVED FAF FIX CADUH TO ACHIEVE 3° GLIDEPATH. 2. MOVED HILPT FROM FAF TO IF. 3. ADDED LPV AND LNAV/VNAV MINIMUM. 4. CHANGED GLIDESLOPE FROM 2.95° to 3.00°. 5. ADDED 2 INITIAL APPROACH FIXES (PIBCI AND HURIK) INTERMEDIATE FIX (JEKUT), AND MISSED APPROACH FIX (UCEPE) 6. LOWERED MDA FROM 3800 TO 3760. 7. RAISED CIRCLING MINIMA FOR CAT A. 8. RAISED MSA FROM 5100 TO 5300. 9. ADDED SEVERAL NOTES. 		
REASONS:		
<ol style="list-style-type: none"> 1. TO MEET LPV CRITERIA. 2. CRITERIA. 3. FPO REQUEST. 4. LPV CRITERIA. 5. CRITERIA REQUIREMENTS. 6. NEW OBSTACLE DATA. 7. NEW OBSTACLE DATA. 8. NEW OBSTACLE DATA. 9. CRITERIA REQUIREMENTS. 		



U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

RNAV

STANDARD INSTRUMENT APPROACH PROCEDURE

FLIGHT STANDARDS SERVICES TITLE 14 CFR PART 97.33

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FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KPVW
RUNWAY NUMBER	RW04
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W04A
LTP/FTP LATITUDE	340944.6400N
LTP/FTP LONGITUDE	1014333.3200W
LTP/FTP ELLIPSOIDAL HEIGHT	+10018
FPAP LATITUDE	341041.1400N
FPAP LONGITUDE	1014210.1900W
THRESHOLD CROSSING HEIGHT (TCH)	00045.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0920
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	44DE8276

ADDITIONAL PATH POINT RECORD INFORMATION

CAO CODE	K4
LTP ORTHOMETRIC HEIGHT	+10280
FPAP ORTHOMETRIC HEIGHT	+10280

CITY AND STATE PLAINVIEW, TX	ELEVATION: 3374 TDZE: 3374 AIRPORT NAME: HALE COUNTY	FACILITY IDENTIFIER: RNAV	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: RNAV (GPS) RWY 4, ORIG	SUP:
				AMDT: NONE
				DATED:

PART - A OBSTRUCTION DATA

FAA Form 8260 - 9 / December 2002 (Computer Generated)

NOTES / EXPLANATIONS FROM OPPOSITE SIDE OF FORM:

5. AIRSPACE DATA: SEE ATTACHED AIRSPACE LETTER
TAA SEGMENTS NA PER FTW FPO AND ATC
VGSI DATA 3.50/62 TCH

WAYPOINTS:

PVW VOR/DME 3405.172N/10147.411W
HURIK 3411.609N/10203.740W
PIBCI 3355.503N/10150.560W
JEKUT 3402.570N/10154.081W
CADUH 3406.442N/10148.406W
RW04 3409.744N/10143.555W
UCEPE 3417.285N/10132.435W

LPV LNAV/VNAV
INNER SLOPE -27.03:1 INNER SLOPE - 23.4:1
OUTER SLOPE 34:1 OUTER SLOPE 34:1

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
BACKUP REMOTE ALTIMETER ROUNDED UP TO 100 FT. AND
PUBLISHED AS NOTE.

EDA (PRESSURE PATTERNS - SAME)

KPVW 3374 MSL
KLBB 3282 MSL
LNAV MISSED OBST DATA: ELEV (44-4579) 340924.00N/1014234.00W,
3518' MSL, AC 2B.
LNAV FINAL: 3585' MSL TOWER LOCATED 2310' FROM INNER EDGE
OF SECONDARY AREA.

%REQUEST FLIGHT CHECK EVALUATION: CAT A - CIRCLING AREA.

3558' MSL TWR 341105N/1014208W

34:1 PENETRATIONS:

250 HAT:

KPVWA008, POLE, 340940.36N/1014345.92W, 3399' MSL, .13' PENT
KPVWA006, ANT, 340939.48N/1014347.70W, 3404' MSL, .07' PENT
KPVWA005, TREE, 340939.27N/1014347.15W, 3407' MSL, 3.73' PENT
KPVWA004, ANT, 340939.11N/1014346.82W, 3405' MSL, 2.06' PENT
44-1585, POLE, 340940.00N/1014346.00W, 3404' MSL, 4.30' PENT
3760 MDA:

KPVWA008, POLE, 340940.36N/1014345.92W, 3399' MSL, .13' PENT
KPVWA006, ANT, 340939.48N/1014347.70W, 3404' MSL, .07' PENT
KPVWA005, TREE, 340939.27N/1014347.15W, 3407' MSL, 3.73' PENT
KPVWA004, ANT, 340939.11N/1014346.82W, 3405' MSL, 2.06' PENT
44-1585, POLE, 340940.00N/1014346.00W, 3404' MSL, 4.30' PENT
3730 DA:

KPVWA008, POLE, 340940.36N/1014345.92W, 3399' MSL, .13' PENT
KPVWA006, ANT, 340939.48N/1014347.70W, 3404' MSL, .07' PENT
KPVWA005, TREE, 340939.27N/1014347.15W, 3407' MSL, 3.73' PENT
KPVWA004, ANT, 340939.11N/1014346.82W, 3405' MSL, 2.06' PENT
44-1585, POLE, 340940.00N/1014346.00W, 3404' MSL, 4.30' PENT

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:		2. WEATHER SERVICE		3. ALTIMETER SETTING	
ZFW		N W S	OTHER:	SOURCE: KPVW/KLBB	
LBB APP CON		F A A	AWOS-3		
FTW FSS		A / C		DISTANCE: 30.67	
SATISFACTORY ON:		LOCATION:		HOURS REMOTE OPERATION: 24	
<input checked="" type="checkbox"/> VHF <input checked="" type="checkbox"/> UHF <input type="checkbox"/> HF		ON AIRPORT			
		HRS OPTN: 24		ADJUSTMENT: 83.43	
4. MONITOR STATUS	PRIMARY			SECONDARY	
	NAVAID:			NAVAID:	
	MONITOR POINT:			MONITOR POINT:	
	HRS	CAT 1		HRS	CAT 1
	OPTN:	CAT 3		OPTN:	CAT 3
5. AIRSPACE		FLOOR OF CONTROLLED AIRSPACE UNDER FAC			CONTROL AREA
		CONTROL ZONE:			HOURS OPTN
					TRANSITION AREA
6. APPROACH & RUNWAY LIGHTING	ALS			<input checked="" type="checkbox"/>	REIL 4-22
	(S) SALS				TDZ
	MALS				C/LINE
	HIRL			<input checked="" type="checkbox"/>	OTHER (Specify) VAS 4-22 (PCL)
	MIRL				LIRL 4-22, 13-31 (PCL)
7. RUNWAY MARKINGS			8. RUNWAY VISUAL RANGE		
ALL WEATHER			APPROACH		
INSTRUMENT NPI-G 4-22, 13-31			ROLL OUT		
9. GLIDE SLOPE	G S ANGLE: 3.00			ELEV RWY THRESHOLD: 3372.6	
	DISTANCE FROM RWY:			ELEV GS ANTENNA:	
				THRESHOLD CROSSING HEIGHT: 45.0	
10. FINAL APPROACH		<input checked="" type="checkbox"/>	RUNWAY THRESHOLD		F T. FROM THRESHOLD
COURSE AIMING		<input checked="" type="checkbox"/>	ON CENTERLINE		F T. FROM CENTERLINE
11. WAIVERS OF STANDARDS			NUMBER OF WAIVERS ON FILE		DATES OF APPROVAL
			NONE		

PART C - REMARKS:

AWOS-3 ON SERVICE A.
ISA DEVIATION VALUE: -30

PART D - PREPARED BY:

CHARLES E. CORRELL

TITLE:

AERONAUTICAL PROCEDURE SPECIALIST

DATE:

03/20/2006

OFFICE:

AVN-120

