

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> PAGE FIELD	<u>AIRPORT ID</u> KFMY	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 13	<u>ORIGINAL/AMENDMENT</u> 1F	<u>CITY</u> FORT MYERS	<u>STATE</u> FL	
<u>AIRPORT ELEVATION</u> 17	<u>TDZE</u> 15	<u>SUPERSEDED</u> RNAV (GPS) RWY 13	<u>ORIGINAL/AMENDMENT</u> 1E	<u>DATED</u> 11/08/2018	<u>MAG VAR</u> 3W	<u>EPOCH YEAR</u> 1990
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 12 SEPTEMBER 2019	<u>REQUIRED EFFECTIVE DATE</u> CONCURRENT WITH KFMY RNAV (GPS) RWY 5, AMDT 1	<u>CANCEL/SUSPEND</u>		

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>
RSW VORTAC		QUZSY		TF	FO	1.00	312.15	17.02	2000
PINTS	IAF	QUZSY	NOPT	TF	FB	1.00	135.30	8.32	2000
ERRIN	IAF	QUZSY	NOPT	TF	FB	1.00	202.54	6.27	2000
QUZSY	IF/IAF	IJERE		TF	FB	1.00	133.42	6.03	1600
IJERE	FAF	BESCA/2.00 NM TO RW13		TF	FB	0.30	133.46	2.89	
BESCA/2.00 NM TO RW13		RW13	MAP	TF	FO	0.30	133.46	2.00	
RW13	MAP	500 MSL		CA			133.46		500
500 MSL		SERFS		DF	FO	1.00			2600

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW13

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 500 THEN CLIMBING LEFT TURN TO 2600 DIRECT SERFS AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)

2. HOLD NW QUZSY, RT, 133.42 INBOUND, 2000 FT. IN LIEU OF PT (IAF), MAX 6000.

3. FAC: 133.46FAF: IJERE

DIST FAF TO MAP: 4.89

DIST FAF TO THLD: 4.89

4. MIN ALT: QUZSY 2000, IJERE 1600, BESCA/2.00 NM TO RW13 680*

5. DIST TO THLD FROM OM:

MM:

IM:

150 HAT:

250 HAT: 0.69

GS ANT:

6. MIN GP INCPT: 1600

GP ALT AT FAF : IJERE 1600

OM:

MM:

IM:

7. GP ANGLE: 3.00

34:1: IS CLEAR

20:1: IS CLEAR

TCH: 30.0

8. MSA FROM: RW13 2600

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: WHEN CIRCLING TO RWY 31 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON RSW VORTAC AIRWAY RADIALS 312 CW 016.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.
CHART VDP AT 1.36 NM TO RW13*
*LNAV ONLY
WAAS CHANNEL #73024
REFERENCE PATH ID: W13A
CHART FAS OBST: 170 TOWER 263550N/0815314W.
HOLD N, RT, 173.74 INBOUND
LTP HAE: -19.8 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	265	1	250	265	1	250	265	1	250	265	1	250			
LNAV/VNAV DA	480	1 5/8	465	480	1 5/8	465	480	1 5/8	465	480	1 5/8	465			
LNAV MDA	480	1	465	480	1	465	480	1 3/8	465	480	1 3/8	465			
CIRCLING	540	1	523	540	1	523	600	1 1/2	583	680	2	663			



CHANGES - REASONS

1. ADDED CIRCLING ICON - IAW 8260.19H PARA 8-6-10(T).
2. REMOVED CIRCLING RWY 31 NA AT NIGHT NOTE; ADDED NOTE: WHEN CIRCLING TO RWY 31 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD - IAW 8260.19H PARA 8-6-11O(2)(H); AIRPORT REQUESTING AFS APPROVAL TO USE VGSI TO MITIGATE THE 20:1 PENETRATION.
3. CIRCLING CAT C MDA/HAA CHANGED FROM 540/523 TO 600/583; CAT D MDA/HAA FROM 600/583 TO 680/663 - APPLIED CIRCLING ICON; UPDATED OBSTACLES.
4. CHANGED FOR UNCOMPENSATED BARO-VNAV NOTE FROM: "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 54C (130F)" TO: "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C - REMOVAL OF FAHRENHEIT TEMPERATURES IAW 8260.19H PARA 8-6-9(S).
5. CHANGED FROM "CHART FAS OBST: 169 TOWER 263550N/0815314W" TO "CHART FAS OBST: 170 TOWER 263550N/0815314W" - OBSTACLE MSL CHANGED FROM 169 TO 170.
6. CRC REMAINDER CHANGED FROM DEA6FB1A TO 5D9B174A - FPAP LATITUDE/LONGITUDE CHANGED FROM 263428.9000N/0815044.8100W TO 263428.8995N/0815044.8125W PER FPAP CALCULATION.
7. ADDED MAX HOLD-IN-LIEU ALTITUDE OF 6000 - CURRENT DOCUMENTATION POLICY.
8. INCORPORATED PREVIOUS P-NOTAMS:
AMDT 1E:
CHART NOTE: CIRCLING RWY 31 NA AT NIGHT.
PBN REQUIREMENTS NOTE: RNP APCH.
DELETE NOTE: DME/DME RNP-0.3 NA.
CHART VDP AT 1.36 NM TO RW13*.
REASON: RWY 31 20:1 PENETRATION: 40 TRAVERSE_WAY (2-104940) 263457.47N/0815118.06W (7.15). CIRCLING NA TO RWY 31 AT NIGHT. ADDED PBN REQUIREMENTS NOTE: RNP APCH; DELETED NOTE: DME/DME RNP-0.3 NA NOTE IAW MEMO 257 IMPLEMENTATION OF FAAO 8260.19H FLIGHT PROCEDURES AND AIRSPACE. ADDED VDP DUE TO NO 20:1 PENETRATIONS.
AMDT 1D:
DELETE NOTE: NIGHT LANDING: RWY 31 NA.
DELETE NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NA.
REASON: NEW 20:1 EVALUATION.
AMDT 1C:
LPV DA 265.
LNAV/VNAV DA 480.
LNAV HAT 465.
DELETE NOTE: NIGHT LANDING RWY 13, 31 NA
CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE NIGHT LANDING: RWY 31 NA
CHART TDZE 15 DELETE THRE 14.
REASON: RWY 13 20:1 OBSTACLES REMOVED.
AMDT 1B:
CHART NOTE: NIGHT LANDING: RWY 13, 31 NA.
DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.
CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHANGE BARO-VNAV NOTE TO READ: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 54C (130F).
REASON: RWY 13 STRAIGHT-IN 20:1 PENETRATIONS: 86 TREE (KFMYL024) 263529.44N/0815211.00W (37.16) AND KFMYL025 AND 12-024665. RWY 23 STRAIGHT-IN 20:1 PENETRATION: 40 RR (KFMYL005) 263529.28N/0815118.53W (1.27). RWY 31 CIRCLING 20:1 PENETRATIONS: 24 FENCE (12-024659) 263458.78N/0815121.38W (6.94) AND KFMYL0050.
AMDT 1A:
LNAV MDA 480 / HATH 466 ALL CATS. VISIBILITY CAT C/D 1 3/8.
REASON: ANTENNA 170 MSL 263550.38 N/0815313.67 W (12-004752. 2C AC) HEIGHT CORRECTED PER OE CASE 2011 -AS0-4286-0E, ACCURACY CODE ADJUSTED FROM 2C TO ,4D PER SAME CASE DATA.

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZMA, FMY APP CON, AIRPORT MANAGER, FMY ATCT.

FLIGHT CHECKED BY

MARC J HINCK

DEVELOPED BY
MIKE MELSEN

Digitally signed by
MIKE MELSEN
Apr 15, 2019

APPROVED BY
PATRICK MULQUEEN

Digitally signed by
WARDELL HENNING
Jun 04, 2019

Digitally signed by
WARDELL HENNING
Jun 04, 2019

OFFICE
FICO

DATE
5/15/19

OFFICE
AJV-A432

DATE
11/15/2018

OFFICE
AJV-A430

DATE

TITLE
MANAGER

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KFMY
RUNWAY	RW13
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W13A
LTP/FTP LATITUDE	263526.9270N
LTP/FTP LONGITUDE	0815200.3930W
LTP/FTP ELLIPSOIDAL HEIGHT	-00198
FPAP LATITUDE	263428.8995N
FPAP LONGITUDE	0815044.8125W
THRESHOLD CROSSING HEIGHT (TCH)	00030.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1440
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	5D9B174A

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+00043
FPAP ORTHOMETRIC HEIGHT	+00043