

**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> PLANTATION AIRPARK	<u>AIRPORT ID</u> KJYL	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 5	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> SYLVANIA	<u>STATE</u> GA
<u>AIRPORT ELEVATION</u> 190	<u>TDZE</u> 178	<u>SUPERSEDED</u> RNAV (GPS) RWY 5	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>DATED</u> 08/30/2007	<u>MAG VAR</u> 7W
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 30 JANUARY 2020	<u>REQUIRED EFFECTIVE DATE</u> 01/30/2020	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 2020

TAA THIS IS A CORRECTED COPY OF A PROCEDURE ORIGINALLY PUBLISHED IN TL 20-01.

FROM	FIX TYPE	TO	FIX TYPE	ALTITUDE
1. 324/30 CW 144/30	NOPT	324/15 CW 144/15		2600
2. 324/15 CW 144/15		TIKIE	IF/IAF	2500
3. 144/30 CW 324/30		TIKIE	IF/IAF	2500

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
TIKIE	IF/IAF	LIPSE		TF	FB	1.00	054.38	7.00	1900
LIPSE	FAF	CESOR/3.11 NM TO RW05		TF	FB	0.30	054.43	2.20	
CESOR/3.11 NM TO RW05		RW05	MAP	TF	FO	0.30	054.43	3.11	
RW05	MAP	428 MSL		CA			054.43		
428 MSL		HOB0B		DF	FO	1.00			2000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW05

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 DIRECT HOB0B AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD SW TIKIE, RT, 054.38 INBOUND, 2500 FT. IN LIEU OF PT (IF/IAF), MAX 6000.
3. FAC: 054.43 FAF: LIPSE DIST FAF TO MAP: 5.31 DIST FAF TO THLD: 5.31
4. MIN ALT: TIKIE 2500, LIPSE 1900, CESOR/3.11 NM TO RW05 1200*
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 250 HAT: 0.68 GS ANT: MM: IM:
6. MIN GP INCPT: 1900 GP ALT AT FAF : LIPSE OM: MM: IM:
7. GP ANGLE: 3.00 34:1: IS NOT CLEAR 20:1: IS CLEAR TCH: 40.0
8. MSA FROM:

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: RWY 5 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.
CHART VDP AT 1.12 NM TO RW05*
*LNAV ONLY
WAAS CHANNEL #93605
REFERENCE PATH ID: W05A
CHART FAS OBST: 309 TREE 323722N/0813632W.
391 AAO 323608N/0813857W.
HOLD NE, RT, 234.58 INBOUND
LTP HAE: 21.2 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 900-2 3/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

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	428	3/4	250	428	3/4	250	428	3/4	250	428	3/4	250			
LNAV/VNAV DA	591	1 1/8	413	591	1 1/8	413	591	1 1/8	413	591	1 1/8	413			
LNAV MDA	560	1	382	560	1	382	560	1 1/8	382	560	1 1/8	382			
CIRCLING	640	1	450	660	1	470	840 ←	1 3/4 ←	650 ←	1040	2 3/4	850			



CHANGES - REASONS

1. FEEDER FROM DOVER AND INITIAL FROM LOTTS REMOVED - TAA DEVELOPED
2. TERMINAL ROUTE FROM TIKIE COURSE AND DISTANCE CHANGED FROM 51.39/6.11 TO 54.38/7.00 - TIKIE PLACED ON STRAIGHT COURSE WITH FINAL AND MAGVAR UPDATED.
3. LINE 2 CHANGED FROM 051.39 INBOUND TO 054.38 INBOUND AND ADDED MAX 6000 - MAGVAR UPDATE AND MAX HOLDING AT FIX IS 6000.
4. LINE 3 CHANGED FROM FAC: 051.44 TO 054.43 - MAGVAR UPDATED.
5. DIST TO THLD CHANGED FROM 300 HAT: 0.80 NM TO 250 HAT: 0.68 NM. - NEW CONTROLLING OBSTACLE IN FINAL ALLOW LOWER HAT
6. LINE 7 CHANGED FROM TCH OF 54 TO 40 AND ADDED 20:1 CLEAR - PREVIOUS 20:1 PENETRATORS REMOVED.
7. LINE 8 REMOVED - TAA DEVELOPED
8. CHANGED CHART NOTE FROM FOR UNCOMPENSATED BARO VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 48C (118F) TO FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C - 8260.19H 8-6-9
9. CHANGED CHART NOTE FROM VISIBILITY REDUCTION BY HELICOPTERS NA TO RWY 5 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED - 20:1 IS CLEAR, 34:1 IS NOT CLEAR.
10. REMOVED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT DOVER VIA V185 NORTH BOUND - FEEDER DOVER REMOVED AND TAA DEVELOPED.
11. CHANGED CHART PROFILE NOTE VGSI AND RNAV GLIDEPATH NOT COINCIDENT TO VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}) - 8260.19H 8-6-9
12. REMOVED CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE SAVANNAH ALTIMETER SETTING AND INCREASE LPV DA TO 583 FEET; LNAV/VNAV DA TO 604 FEET; INCREASE ALL MDAS 120 FEET - PRIMARY ALTIMETER IS ON WMSCR.
13. ADDITIONAL FLIGHT DATA NOTE CHANGED FROM HOLD N, RT, 178.82 INBOUND TO HOLD NE, RT, 234.58 INBOUND - MISSED HOLDING NOW AT HOB0B.
14. REMOVED ALL FAS OBSTACLES AND REPLACED WITH CHART FAS OBST: 309 TREE 323722N/0813632W. - NEW LNAV CONTROLLING OBSTACLE.
15. REMOVED ADDITIONAL FLIGHT DATA DISTANCE TO THLD FROM 300 HAT: 0.80 NM - NOW DOCUMENTED IN LINE 5 AS 250 HAT: 0.68.
16. ADDED 391 AAO 323608N/0813857W TO ADDITIONAL FLIGHT DATA - CESOR 7:1 OBSTACLE.
17. ALTERNATE MINS CHANGED FROM STANDARD @ TO STANDARD - CAT D 900-2 3/4, NA WHEN LOCAL WEATHER NOT AVAILABLE. - 8260.3D 3-4-1
18. LPV MINS CHANGED FROM A DA/HAT OF 478/300 TO 428/250 AND VIS CHANGED FROM 1 SM TO 3/4 SM - NEW CONTROLLING OBSTACLE IDENTIFIED.
19. LNAV/VNAV MINS CHANGED FROM A DA/HAT OF 499/321 TO 591/413 AND VISIBILITY CHANGED FROM 1 SM TO 1 1/8 SM - NEW CONTROLLING OBSTACLE IDENTIFIED
20. LNAV MINS CHANGED FROM A MDA/HAT OF 500/322 TO 560/382 AND CAT C&D VIS CHANGED FROM 1 SM TO 1 1/8 SM - NEW CONTROLLING OBSTACLE IDENTIFIED.
21. CIRCLING MINS CHANGED FROM A CMDA/HAA OF; CAT A 640/452 TO 640 450; CAT B 640/452 TO 660/470; CAT C 640/452 TO 700/510; CAT D 740/552 TO 1120/930 AND VIS FROM 2 SM TO 2 3/4 SM - EXPANDED CIRCLING APPLIED.
22. CRC REMAINDER CHANGED FROM 8DEBC9D8 TO B13A2CF1 - THRESHOLD CROSSING HEIGHT AND LENGTH OFFSET CHANGED.
23. ADDED CHART CIRCLING ICON TO ADDITIONAL FLIGHT DATA - EXPANDED CIRCLING APPLIED.

11/26/2019: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 10/04/2019.

1. IN TERMINAL ROUTES, CHANGED ROUTE FROM CESOR TO SHOW FROM CESOR/3.11 NM TO RW05.

12/16/19: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 10/4/19.

1. CAT C CIRCLING MDA/HAA CHANGED FROM 700/510 TO 840/650 AND VISIBILITY FROM 1 1/2 SM TO 1 3/4 SM.

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZJX, ARPT MNGR

FLIGHT CHECKED BY

JAMES WILLIAM HERRINGTON

Digitally signed by

WARDELL HENNING

Dec 19, 2019

OFFICE

FIOG

DATE

12/11/2019

DEVELOPED BY

WARDELL HENNING (TYLER MITCHELL)

Digitally signed by

WARDELL HENNING

Dec 19, 2019

OFFICE

AJV-A432

DATE

07/29/2019

APPROVED BY

GEORGE DAVIS

Digitally signed by

WARDELL HENNING

Dec 19, 2019

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	KJYL
RUNWAY	RW05
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W05A
LTP/FTP LATITUDE	323823.8965N
LTP/FTP LONGITUDE	0813602.2840W
LTP/FTP ELLIPSOIDAL HEIGHT	+00212
FPAP LATITUDE	323924.2335N
FPAP LONGITUDE	0813444.5040W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1072
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	B13A2CF1

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+00517
FPAP ORTHOMETRIC HEIGHT	+00517

