

**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><b>AIRPORT ID</b></u> KRHI	<u><b>PROCEDURE NAME</b></u> RNAV (GPS) RWY 15	<u><b>ORIGINAL/AMENDMENT</b></u> 1E	<u><b>CITY</b></u> RHINELANDER	<u><b>STATE</b></u> WI		
<u><b>AIRPORT ELEVATION</b></u> 1623	<u><b>TDZE</b></u> 1600	<u><b>SUPERSEDED</b></u> RNAV (GPS) RWY 15	<u><b>ORIGINAL/AMENDMENT</b></u> 1D	<u><b>DATED</b></u> 10/07/2021	<u><b>MAG VAR</b></u> 3W	<u><b>EPOCH YEAR</b></u> 2010
<u><b>FACILITY</b></u> RNAV	<u><b>COORDINATES OF FACILITIES</b></u>	<u><b>ACTUAL EFFECTIVE DATE</b></u> 8 SEPTEMBER 2022	<u><b>REQUIRED EFFECTIVE DATE</b></u> ROUTINE	<u><b>CANCEL/SUSPEND</b></u>		

**TERMINAL ROUTES**

<u><b>FROM</b></u>	<u><b>FIX TYPE</b></u>	<u><b>TO</b></u>	<u><b>FIX TYPE</b></u>	<u><b>LEG TYPE</b></u>	<u><b>FO/FB</b></u>	<u><b>RNP</b></u>	<u><b>COURSE</b></u>	<u><b>DISTANCE</b></u>	<u><b>ALTITUDE</b></u>
RHI VOR/DME		DECET		TF	FO	1.00	330.04	12.31	4000
CESSI	IAF	DECET	NOPT	TF	FB	1.00	164.06	8.64	4000
GOLYE	IAF	DECET	NOPT	TF	FB	1.00	098.81	11.50	4000
DECET	IF/IAF	CIDEB		TF	FB	1.00	150.33	6.59	3400
CIDEB	FAF	OZAMI/2.00 NM TO RW15		TF	FB	0.30	150.35	3.42	
OZAMI/2.00 NM TO RW15		RW15	MAP	TF	FO	0.30	150.35	2.00	
RW15	MAP	2000 MSL		CA			150.35		
2000 MSL		CIREN		DF	FO	1.00			3500

**MISSED APPROACH**

**MAP:**

LNAV: RW15

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 3500 DIRECT CIREN AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**





**CHANGES - REASONS**

INCORPORATED CHANGES FROM FDC NOTAMS 1/1663 AND 2/1916 ONTO FORM - CIRCLING MINIMUMS INCREASED, AMENDED NOTES, AND LNAV MINIMUMS INCREASED

AIRPORT ELEVATION AMENDED FROM "1624" TO "1623" - UPDATED AIRNAV SURVEY DATA

AMENDED TERMINAL ROUTE SEGMENT RHI VOR/DME TO DECET RNP VALUE FROM "2.00" TO "1.00" - 8260.19I 4-6-3 A(1) AND 8260.58B 1-2-4 TABLE 1-2-1 NOTE 2

AMENDED TERMINAL ROUTE MISSED APPROACH SEGMENT FROM "RW15 (MAP) TO 1980 MSL" TO "RW15 (MAP) TO 2000 MSL" - 8260.58B 3-5-2 A(1)

AMENDED TERMINAL ROUTE MISSED APPROACH SEGMENT FROM "1980 MSL TO CIREN" TO "2000 MSL TO CIREN" - 8260.58B 3-5-2 A(1)

AMENDED PROFILE LINE 2 TO ADD "MAX 6000" - 8260.19I 8-6-7 B(2) (A)

AMENDED PROFILE LINE 5 TO ADD "DIST TO THLD FROM FAF: 5.41" - 8260.19I 8-6-7 E

AMENDED PROFILE LINE 7 TO ADD "20:1: IS CLEAR" - 8260.19I G(3)(A)

DELETED "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TOMAHAWK ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET, INCREASE LNAV AND CIRCLING VISIBILITY CATS C/D 1/4 MILE" FROM NOTES - RELOCATED TO FORM 8260-9 FOR CONTINGENCY PURPOSES

AMENDED ADDITIONAL FLIGHT DATA FROM "CHART VDP AT 0.83 NM TO RW15" TO "CHART VDP AT 0.88 NM TO RW15" - 8260.19I 8-6-10 M

AMENDED ADDITIONAL FLIGHT DATA FROM "CHART FAS OBST: 1709 TREE 453843N/0892808W." TO "CHART FAS OBST: 1747 POLE (55-107004) 454001N/0892914W" - NEW LNAV FINAL CONTROLLING OBSTACLE

AMENDED ADDITIONAL FLIGHT DATA TO ADD "CHART CIRCLING ICON" - 8260.19I 8-6-10 S

AMENDED LNAV CAT C/D VISIBILITY FROM "1" AND "1 1/4" BOTH TO "1 1/8" - 8260.3E TABLE 3-3-1

AMENDED CIRCLING CAT A HAA FROM "476" TO "477", CAT B/C HAA FROM "636" TO "637", AND CAT D HAA FROM "656" TO "657" - UPDATED APT ELEV AIRNAV DATA AND 8260.3E 3-2-1 D

**COORDINATED WITH:**

**A4A** ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZMP, AMGR

**FLIGHT CHECKED BY**

SCOTT WIEBE

*Digitally signed by*

**MARK D ADAMS**

Jul 12, 2022

**OFFICE**

FPO

**DATE**

07/01/2022

**DEVELOPED BY**

KELLY CARLSON

*Digitally signed by*

**MARK D ADAMS**

Jun 14, 2022

**OFFICE**

AJV-A412

**DATE**

02/28/2022

**APPROVED BY**

MARK ADAMS

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**MARK D ADAMS**

Jun 14, 2022

**OFFICE**

AJV-A412

**DATE**

**TITLE**  
MANAGER

