

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 ID</u> GSH	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 27	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> GOSHEN	<u>STATE</u> IN
<u>AIRPORT ELEVATION</u> 826	<u>TDZE</u> 826	<u>SUPERSEDED</u> RNAV (GPS) RWY 27	<u>DATED</u> 05/20/2021	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 12 JUNE 2025	<u>REQUIRED EFFECTIVE DATE</u> 06/12/2025	<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>
SEWTO		IBUDE		TF	FB	1.00	186.31	8.21	2500
IBUDE	IAF	ETUVE	NOPT	TF	FB	1.00	204.20	5.35	2500
RABBT	IAF	ETUVE	NOPT	TF	FB	1.00	351.74	7.60	2500
ETUVE	IF/IAF	BALLA		TF	FB	1.00	273.44	4.99	2500
BALLA	FAF	LADIC/1.71 NM TO RW27		TF	FB	0.30	273.37	3.40	
LADIC/1.71 NM TO RW27		RW27	MAP	TF	FO	0.30	273.37	1.70	
RW27	MAP	1212 MSL		CA			273.37		
1212 MSL		JANUG		DF	FB	1.00			
JANUG		CPONE		TF	FO	1.00	274.14	9.13	2500

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW27

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2500 DIRECT JANUG AND ON 274.14 TRACK TO CPONE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. **PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
2. HOLD E ETUVE, RT, 273.47 INBOUND, 2500 FT. IN LIEU OF PT (IAF), MAX 14000.
3. **FAC:** 273.37 **FAF:** BALLA **DIST FAF TO MAP:** 5.10 **DIST FAF TO THLD:** 5.10
4. **MIN ALT:** ETUVE 2500, BALLA 2500, LADIC/1.71 NM TO RW27 1400
5. **DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **386 HAT:** 1.05 **GS ANT:**
6. **MIN GP INCPT:** 2500 **GP ALT AT PFAF:** BALLA 2500 **OM:** **MM:** **IM:**
7. **GP ANGLE:** 3.00 **34:1:** IS NOT CLEAR **20:1:** IS CLEAR **TCH:** 49.0
8. **MSA FROM:** RW27 3000



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: BARO-VNAV AND VDP NA WHEN USING ASW ALTIMETER SETTING.

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.

CHART NOTE: CIRCLING NA TO RWYS 5 AND 23.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT RABBT ON V277 SOUTHEAST BOUND.

CHART NOTE: RWY 27 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ASW ALTIMETER SETTING AND INCREASE LPV DA TO 1251 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE LNAV/VNAV DA TO 1346 FEET. INCREASE ALL MDAS 40 FEET AND LNAV VISIBILITY CAT C/D 1/8 SM, AND CIRCLING VISIBILITY CAT D 1/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD W, RT, 090.00 INBOUND.

CHART FAS OBST: 1003 TREE (18-022754) 413111N/0854459W.

CHART VDP AT 1.20 NM TO RW27.

WAAS CHANNEL # 97606

REFERENCE PATH ID: W27A

LTP HAE: 218.4 M

MINIMUMS:**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☐ STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
LPV DA	1212	1 1/8	386	1212	1 1/8	386	1212	1 1/8	386	1212	1 1/8	386			
LNAV/VNAV DA	1307	1 3/8	481	1307	1 3/8	481	1307	1 3/8	481	1307	1 3/8	481			
LNAV MDA	1260	1	434	1260	1	434	1260	1 1/4	434	1260	1 1/2	434			
CIRCLING	1300	1	474	1320	1	494	1500	2	674	1560	2 1/4	734			



CHANGES - REASONS

1. AIRPORT ELEVATION/TDZE CHANGED FROM "827" TO "826" – UPDATED AIRPORT SURVEY.
2. TERMINAL ROUTES: REMOVED FEEDER "GSH VORTAC TO ETUVE, TF, FB, 2.00, 093.47, 23.00, 2500." – GSH VORTAC VORMON.
3. TERMINAL ROUTES: CHANGED IAF IBUDE TO ETUVE FROM "183.47, 5.00" TO "204.20, 5.35" – FIX ETUVE MOVED AT ATC REQUEST.
4. TERMINAL ROUTES: CHANGED IAF RABBT TO ETUVE FROM "006.14, 7.45" TO "351.74, 7.60" – FIX ETUVE MOVED AT ATC REQUEST.
5. TERMINAL ROUTES: CHANGED IF ETUVE TO BALLA FROM "273.47, 6.97" TO "273.44, 4.99" – FIX ETUVE MOVED AT ATC REQUEST AND FIX BALLA MOVED FOR ILS OR LOC RWY 27.
6. TERMINAL ROUTES: CHANGED FAF BALLA TO LADIC DISTANCE FROM "3.31" TO "3.40" – FIX BALLA MOVED FOR ILS OR LOC RWY 27.
7. TERMINAL ROUTES: CHANGED FAF LADIC TO RW27 DISTANCE FROM "1.70" TO "1.71" – NEW AIRPORT SURVEY.
8. TERMINAL ROUTES: CHANGED MISSED APPROACH FIX FROM "GSH VORTAC" TO "CPONE" – GSH VORTAC VORMON.
9. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 2500 DIRECT JANUG AND ON 274.13 TRACK TO GSH VORTAC AND HOLD." TO "CLIMB TO 2500 DIRECT JANUG AND ON 274.14 TRACK TO CPONE AND HOLD." – GSH VORTAC VORMON.
10. PROFILE LINE 3: CHANGED DIST FAF TO MAP AND DIST FAF TO THLD FROM "5.01" TO "5.11" – FIX BALLA MOVED.
11. PROFILE LINE 4: CHANGED MIN ALT: FROM "ETUVE 2500, BALLA 2500, LADIC/1.70 NM TO RW27 1400*" TO "ETUVE 2500, BALLA 2500, LADIC/1.71 NM TO RW27 1400" – NEW AIRPORT SURVEY.
12. PROFILE LINE 5: UPDATED DIST TO THLD HAT FROM "293 HAT: 0.75" TO "386 HAT: 1.05" – NEW MINIMUM DUE TO MISSED APPROACH OBSTACLE.
13. PROFILE LINE 7: CHANGED TCH FROM "55.5" TO "49.0" – CHANGED TO MATCH ILS OR LOC RWY 27.
14. PBN REQUIREMENT NOTE: ADDED "RNP APCH – GPS" – IAW FAAO 8260.19J.
15. NOTES: DELETED: "PBN REQUIREMENTS NOTE: RNP APCH." AND "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON GSH VORTAC AIRWAY RADIALS 038 CW 130." – NO LONGER NEEDED ON APPROACH.
16. NOTES: CHANGED FROM "CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA." TO "CHART NOTE: RWY 27 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED." – IAW FAAO 8260.19J.
17. NOTES: DELETED "CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT." – VGSI NOW COINCIDENT.
18. NOTES: UPDATED NOTE FROM "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C (4°F) OR ABOVE 47°C (116°F)." TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C." – FAHRENHEIT NO LONGER REQUIRED.
19. NOTES: REMOVED "LNAV ONLY." – NO LONGER REQUIRED.
20. NOTES: UPDATED NOTE FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE WARSAW ALTIMETER SETTING: INCREASE LPV DA TO 1160 FEET, LNAV/VNAV DA TO 1347 FEET, AND ALL MDAS 40 FEET; INCREASE LPV VISIBILITY ALL CATS 1/8 SM, LNAV VISIBILITY CATS C/D 1/8 SM AND CIRCLING VISIBILITY CAT D 1/4 SM." TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ASW ALTIMETER SETTING AND INCREASE LPV DA TO 1251 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE LNAV/VNAV DA TO 1346 FEET, INCREASE ALL MDAS 40 FEET AND LNAV VISIBILITY CAT C/D 1/8 SM, AND CIRCLING VISIBILITY CAT D 1/4 SM." - NEW DAS/VISIBILITY TABLES.
21. ADDITIONAL FLIGHT DATA NOTES: CHANGED CHART FAS FROM "994 TREE 413126N/0854524W." TO "1003 TREE (18-022754) 413111N/0854459W." – NEW CONTROLLING OBSTACLES.
22. ADDITIONAL FLIGHT DATA NOTES: ADDED "CHART VDP AT 1.20 NM TO RW27." – VDP CAN NOW BE USED.
23. MINIMUMS: LPV INCREASED DA/HAT AND VISIBILITIES ALL CATS FROM "1120/293, 1 SM" TO "1212/386, 1 1/8 SM" – NEW AIRPORT SURVEY AND TARGET EVALUATION.
24. MINIMUMS: CIRCLING CAT A HAA INCREASED FROM "473" TO "474", CAT B HAA INCREASED FROM "493" TO "494", CAT C HAA INCREASED FROM "673" TO "674" AND CAT D HAA INCREASED FROM "713" TO "734" – NEW SURVEY DATA AND EVALUATION SINCE LAST AMENDMENT.
25. MINIMUMS: CIRCLING CAT D CMDA INCREASED FROM "1540" TO "1560" – NEW CONTROLLING OBSTACLE.
26. FAS DATA BLOCK INFORMATION: CRC REMAINDER CHANGED FROM "AD93236F" TO "ACEB17E4" – LTP/FTP LAT/LONG CHANGED FROM "413131.5400N/0854700.3900W" TO "413131.5330N/0854700.9540W", FPAP LAT/LONG CHANGED FROM "413130.8000N/0854820.2500W" TO "413130.4210N/0854859.5680W", TCH FROM "55.5" TO "49.0", COURSE WIDTH AT THRESHOLD FROM "106.5" TO "106.75", LENGTH OFFSET FROM "0008" TO "0920", LTP FTP ELIPSOIDAL HEIGHT CHANGED FROM "+02185" TO "+02184", AND LTP AND FPAP ORTHOMETRIC HEIGHT CHANGED FROM "+02520" TO "+02519."
27. NOTES: CHANGED FROM "PROCEDURE NA FOR ARRIVALS AT RABBT VIA V277 SOUTHEASTBOUND" TO "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT RABBT ON V277 SOUTHEAST BOUND" - NEW FORMAT IAW 8260.19J.
28. MINIMUMS: LNAV/VNAV HAT CHANGED FROM 480 TO 481 - TDZE CHANGED FROM 826.4 TO 826.6.

04/16/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/15/2024.

1. FAS DATA: RWY LAT/LONG CHANGED FROM 413131.5330N/0854700.9540W TO 413131.5380N/0854700.4020W.
FPAP LAT/LONG CHANGED FROM 413130.4210N/0854859.5680W TO 413130.4270N/0854859.0165W.
CRC REMAINDER CHANGED FROM "ACEB17E4" TO "3697C09C".
2. DISTANCE FAF TO MAP: FROM 5.11 TO 5.10.
3. DISTANCE FAF TO THLD: FROM 5.11 TO 5.10.
4. TERMINAL ROUTES: LADIC TO RW27 DISTANCE CHANGED FROM 1.71 TO 1.70.
5. PROCEDURE CHANGED FORM ROUTINE TO HARD DATE 06/12/2025.



COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER:

ZAU, SBN APP CON, AMGR

FLIGHT CHECKED BY
PENDING

Digitally signed by
CASIMIR L TABAKA
Apr 24, 2025

OFFICE

DATE

DEVELOPED BY
JOSEPH L. ZEDER

Digitally signed by
CASIMIR L TABAKA
Apr 24, 2025

OFFICE
AJV-A432

DATE
11/15/2024

APPROVED BY
CASIMIR L. TABAKA

Digitally signed by
CASIMIR L TABAKA
Apr 24, 2025

OFFICE
AJV-A432

DATE
06/12/2025

TITLE
MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD
OPERATION TYPE
SBAS SERVICE PROVIDER IDENTIFIER
AIRPORT IDENTIFIER
RUNWAY
APPROACH PERFORMANCE DESIGNATOR
ROUTE INDICATOR
REFERENCE PATH DATA SELECTOR
REFERENCE PATH IDENTIFIER (APPROACH ID)
LTP/FTP LATITUDE
LTP/FTP LONGITUDE
LTP/FTP ELLIPSOIDAL HEIGHT
FPAP LATITUDE
FPAP LONGITUDE
THRESHOLD CROSSING HEIGHT (TCH)
TCH UNITS SELECTOR (METERS OR FEET USED)
GLIDEPATH ANGLE (GPA)
COURSE WIDTH AT THRESHOLD
LENGTH OFFSET
HORIZONTAL ALERT LIMIT (HAL)
VERTICAL ALERT LIMIT (VAL)

DATA
0
0
KGSB
RW27
0
0
W27A
413131.5380N
0854700.4020W
+02184
413130.4270N
0854859.0165W
00049.0
F
03.00
106.75
0920
40.0
50.0

CRC REMAINDER 3697C09C

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K5
+02519
+02519

