

**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> KPQN	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 36	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> PIPESTONE	<u>STATE</u> MN		
<u>AIRPORT ELEVATION</u> 1737	<u>TDZE</u> 1734	<u>SUPERSEDED</u> RNAV (GPS) RWY 36	<u>ORIGINAL/AMENDMENT</u> 1C	<u>DATED</u> 02/25/2021	<u>MAG VAR</u> 3E	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 27 JANUARY 2022	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TAA

FROM	FIX TYPE	TO	FIX TYPE	ALTITUDE
1. 271/30 CW 091/30	NOPT	271/16 CW 091/16		4500
2. 271/16 CW 091/16		HEVBA	IF/IAF	3400
3. 091/30 CW 181/30		091/15 CW 181/15		3600
4. 091/15 CW 181/15		NIKKE	IAF	3400
5. 181/30 CW 271/30		181/8 CW 271/8		3900
6. 181/8 CW 271/8		WAKON	IAF	3400

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
NIKKE	IAF	HEVBA	NOPT	TF	FB	1.00	090.54	7.00	3400
WAKON	IAF	HEVBA	NOPT	TF	FB	1.00	270.77	7.00	3400
HEVBA	IF/IAF	CEPKA		TF	FB	1.00	000.65	6.16	3300
CEPKA	FAF	WATKU/1.83 NM TO RW36		TF	FB	0.30	000.67	3.01	
WATKU/1.83 NM TO RW36		RW36	MAP	TF	FO	0.30	000.67	1.83	
RW36	MAP	1934 MSL		CA			000.67		
1934 MSL		SAKNE		DF	FO	1.00			3800

QUALITY
2
CHECKED

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW36

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3800 DIRECT SAKNE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD S HEVBA, RT, 000.66 INBOUND, 3400 FT. IN LIEU OF PT (IAF), MAX 6000.					
3. FAC:	000.67	FAF: CEPKA	DIST FAF TO MAP: 4.84		DIST FAF TO THLD: 4.84
4. MIN ALT: HEVBA 3400, CEPKA 3300, WATKU/1.83 NM TO RW36 2340					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	200 HAT: 0.55	GS ANT:
6. MIN GP INCPT: 3300	GP ALT AT PFAF : CEPKA 3300		OM:	MM:	IM:
7. GP ANGLE: 3.00	34:1: IS CLEAR	20:1: IS CLEAR	TCH: 30.2		
8. MSA FROM:					

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA TO RWYS 9 AND 27.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -18°C OR ABOVE 54°C.

ADDITIONAL FLIGHT DATA:

HOLD N, RT, 180.68 INBOUND.
CHART FAS OBST: 1817 TREE (27-039434) 435716N/0961825W.
CHART VDP AT 1.01 NM TO RW36.
WAAS CHANNEL # 69332
REFERENCE PATH ID: W36A
CHART CIRCLING ICON.
LTP HAE: 500.6 M



MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - 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	1934	1	200	1934	1	200	1934	1	200		NA				
LNAV/VNAV DA	1984	1	250	1984	1	250	1984	1	250		NA				
LNAV MDA	2080	1	346	2080	1	346	2080	1	346		NA				
CIRCLING	2200	1	463	2280	1	543	2280	1 1/2	543		NA				

CHANGES - REASONS

1. INCORPORATED CHANGES FROM AMDT 1A, 1B AND 1C -- IAW 8260.19I PARA 8-3-4(B).
2. ADDED 30 MILE TAA CENTERED ON HEVBA (STRAIGHT-IN), NIKKE (LEFT-BASE) AND WAKON (RIGHT-BASE) - FPT REQUEST.
3. REMOVED FEEDER SEGMENT FROM ASTOE - APPROACH SEGMENT CONFIGURATION TO "BASIC T" DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
4. REMOVED INITIAL SEGMENT FROM OTG VOR/DME - OTG VOR/DME BEING DECOMMISSIONED AND INITIAL APPROACH SEGMENT CONFIGURATION BEING UPDATED TO "BASIC T" DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
5. REMOVED INITIAL SEGMENT FROM FSD VORTAC - UPDATED INITIAL APPROACH SEGMENT CONFIGURATION TO "BASIC T" DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
6. REMOVED INITIAL SEGMENT FROM CATID - UPDATED INITIAL APPROACH SEGMENT CONFIGURATION TO "BASIC T" DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
7. CREATED NEW INITIAL APPROACH SEGMENT FROM NIKKE -- UPDATED INITIAL APPROACH SEGMENT CONFIGURATION TO "BASIC T" DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
8. CREATED NEW NEW INITIAL APPROACH SEGMENT FROM WAKON -- UPDATED INITIAL APPROACH SEGMENT CONFIGURATION TO "BASIC T" DESIGN PER FPT REQUEST IAW 8260.58B 1-3-1(D)1.
9. CHANGED PROFILE LINE 5, DISTANCE FROM THLD FROM 200 HAT, FROM 0.50 TO 0.55 - TCH CHANGED.
10. CAT B CIRCLING CMDA CHANGED FROM 2200 TO 2280 - BASED ON NEW CONTROLLING OBSTACLE 1926 MSL WINDMILL (27-001307).
11. CHANGED PBN EQUIPMENT NOTE FROM RNP APCH" TO "RNP APCH - GPS" - IAW 8260.19I 8-6-8(B).
12. REMOVED CHART NOTE "PROCEDURE NA FOR ARRIVAL ON FSD VORTAC AIRWAY RADIALS 340 CW 110" - INITIAL SEGMENT FROM FSD VORTAC REMOVED.
13. REMOVED CHART NOTE "PROCEDURE NA FOR ARRIVAL ON OTG VOR/DME AIRWAY RADIALS 195 CW 263" - INITIAL SEGMENT FROM OTG VOR/DME REMOVED.
14. CHANGED ADDITIONAL FLIGHT DATA NOTE FROM "CHART VDP AT 1.01 NM TO RW36*" TO "CHART VDP AT 1.01 NM TO RW36" AND REMOVED "LNAV ONLY" -- NOTES UPDATED IAW 8260.19I 8-6-7(D) AND 8-6-10(M).
15. INTERMEDIATE SEGMENT COURSE CHANGED FROM 0.66 TO 0.65 DEGREES -- PFAF LOCATION CHANGED DUE TO NEW TCH.
16. INTERMEDIATE SEGMENT DISTANCE CHANGED FROM 6.19 NM TO 6.16 NM -- PFAF LOCATION CHANGED DUE TO NEW TCH.
17. FINAL APPROACH COURSE CHANGED FROM 0.66 TO 0.67 -- PFAF LOCATION CHANGED DUE TO NEW TCH.
18. FINAL SEGMENT, FAF TO MAP AND FAF TO THLD DISTANCE CHANGED FROM 4.81 NM TO 4.84 NM -- PFAF LOCATION CHANGED DUE TO NEW TCH.
19. PFAF CEPKA MOVED 186.64 FEET SOUTH -- LOCATION MOVED TO ACCOMMODATE NEW TCH.
20. TCH CHANGED FROM 40.0 TO 30.2 -- TCH CHANGED TO MATCH VGSI TCH.
21. WATKU MOVED 184.12 FEET SOUTH -- LOCATION CHANGED DUE TO NEW TCH.
22. DISTANCE FROM WATKU TO THLD CHANGED FROM 1.8 NM TO 1.83 NM -- LOCATION CHANGED DUE TO NEW TCH.
23. FPAP LOCATION CHANGED FROM 435959.3400N/0961754.3600 TO 435959.3427N/0961754.3482W -- BASED ON CURRENT EVALUATION.
24. CRC REMAINDER CODE CHANGED FROM 368FB462 TO 187829B4 -- DUE TO UPDATED FPAP.
25. REMOVED CHART NOTE "VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" -- TCH CHANGED TO BE COINCIDENT WITH VGSI.

AIRPORT ID
KPQN

PROCEDURE NAME
RNAV (GPS) RWY 36

ORIGINAL/AMENDMENT
2

CITY
PIPESTONE

STATE
MN

COORDINATED WITH:

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

FLIGHT CHECKED BY

MICHAEL A GREENWOOD

Digitally signed by

JON DENTON

OFFICE

FPO

DATE

11/18/2021

DEVELOPED BY

JON DENTON (KARLIE BUNTIN)

Digitally signed by

JON DENTON

Nov 24, 2021

Nov 24, 2021

OFFICE

AJV-A432

DATE

09/15/2021

APPROVED BY

LONNIE EVERHART

Digitally signed by

JON DENTON

Nov 24, 2021

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	KPQN
RUNWAY	RW36
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W36A
LTP/FTP LATITUDE	435830.4200N
LTP/FTP LONGITUDE	0961802.2630W
LTP/FTP ELLIPSOIDAL HEIGHT	+05006
FPAP LATITUDE	435959.3425N
FPAP LONGITUDE	0961754.3480W
THRESHOLD CROSSING HEIGHT (TCH)	00030.2
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)	35.0
CRC REMAINDER	187829B4

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+05266
FPAP ORTHOMETRIC HEIGHT	+05266

