

**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> CTY	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 31	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> CROSS CITY	<u>STATE</u> FL
<u>AIRPORT ELEVATION</u> 42	<u>TDZE</u> 42	<u>SUPERSEDED</u> RNAV (GPS) RWY 31	<u>DATED</u> 09/12/2019	<u>MAG VAR</u> 5W
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 17 APRIL 2025	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2010
			<u>CANCEL/SUSPEND</u>	

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 229/30 CW 049/30	NOPT	229/15 CW 049/15		2500
2. 229/15 CW 049/15		OKBIE	IF/IAF	2000
3. 049/30 CW 139/30		WASET	IAF	2000
4. 139/30 CW 229/30		SNTFE	IAF	2000

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>
WASET	IAF	OKBIE	NOPT	TF	FB	1.00	048.65	7.00	2000
SNTFE	IAF	OKBIE	NOPT	TF	FB	1.00	228.74	7.00	2000
OKBIE	IF/IAF	HAMVU		TF	FB	1.00	318.69	6.04	1600
HAMVU	FAF	RW31	MAP	TF	FO	0.30	318.65	4.71	
RW31	MAP	292 MSL		CA			318.65		
292 MSL		GRSSO		DF	FO	1.00			2000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW31

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 DIRECT GRSSO AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
10
CHECKED

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD SE OKBIE, RT, 318.69 INBOUND, 2000 FT. IN LIEU OF PT (IAF), MAX 6000.														
3.	FAC:	318.65	FAF:	HAMVU	DIST FAF TO MAP:	4.71	DIST FAF TO THLD:	4.71							
4.	MIN ALT:	OKBIE 2000, HAMVU 1600													
5.	DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		250 HAT:	0.60	GS ANT:				
6.	MIN GP INCPT:	1600	GP ALT AT PFAF:	HAMVU 1600					OM:		MM:			IM:	
7.	GP ANGLE:	3.00	34:1:	IS NOT CLEAR	20:1:	IS NOT CLEAR	TCH:	59.0							
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 31 HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: BARO-VNAV NA WHEN USING X60 ALTIMETER SETTING.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW 15°C OR ABOVE 54°C.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE X60 ALTIMETER SETTING AND INCREASE LPV DA TO 383 FEET; INCREASE LNAV/VNAV DA TO 514 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CATS C AND D 1/4 SM, AND CIRCLING VISIBILITY CATS C AND D 1/4 SM.
CHART NOTE: STRAIGHT-IN RWY 31 NA AT NIGHT, CIRCLING RWY 4, 13, 31 NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

FAS OBST: 240 AAO 293442N/0830254W
HOLD SE, RT, 318.55 INBOUND.
WAAS CHANNEL # 45620
REFERENCE PATH ID: W31A
CHART CIRCLING ICON.
LTP HAE: -15.3 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	292	1	250	292	1	250	292	1	250	292	1	250			
LNAV/VNAV DA	423	1 1/8	381	423	1 1/8	381	423	1 1/8	381	423	1 1/8	381			
LNAV MDA	500	1	458	500	1	458	500	1 3/8	458	500	1 3/8	458			
CIRCLING	500	1	458	520	1	478	660	1 3/4	618	660	2	618			



CHANGES - REASONS

1. ADDED TAA – PER FPT REQUEST.
2. TERMINAL ROUTES: REMOVED FEEDER SEGMENT FROM CTY VORTAC TO OKBIE WP – CTY VOR MON.
3. TERMINAL ROUTES: REMOVED INITIAL SEGMENT FROM ORATE WP TO OKBIE WP – REPLACED BY TAA.
4. TERMINAL ROUTES: ADDED NEW INITIAL SEGMENT FROM WASET WP TO OKBIE WP – NEW TAA.
5. TERMINAL ROUTES: ADDED NEW INITIAL SEGMENT FROM SNTFE WP TO OKBIE WP – NEW TAA.
6. TERMINAL ROUTES: REDUCED INTERMEDIATE SEGMENT LENGTH FROM 6.10 NM TO 6.04 NM – PFAF HAMVU MOVED 364.75 FEET SOUTHEAST TO MATCH DESIGN ANGLE/TCH.
7. TERMINAL ROUTES: INCREASED FINAL SEGMENT DISTANCE FROM 4.65 NM TO 4.71 NM – PFAF HAMVU MOVED.
8. TERMINAL ROUTES: LOWERED MISSED SEGMENT CA LEG ALTITUDE FROM 383 MSL TO 292 MSL – LOWER LPV DA/HAT PER TARGETS RESULTS.
9. TERMINAL ROUTES: REMOVED MISSED APPROACH SEGMENT FROM CA ALTITUDE TO WATKI WP – MISSED APPROACH REDESIGN PER FPT.
10. TERMINAL ROUTES: REMOVED MISSED APPROACH SEGMENT FROM WATKI WP TO ZEVEL WP – MISSED APPROACH REDESIGN PER FPT.
11. TERMINAL ROUTES: REMOVED MISSED APPROACH SEGMENT FROM ZEVEL WP TO JUVIX WP – MISSED APPROACH REDESIGN PER FPT.
12. TERMINAL ROUTES: REMOVED MISSED APPROACH SEGMENT FROM JUVIX WP TO OKBIE WP – MISSED APPROACH REDESIGN PER FPT.
13. TERMINAL ROUTES: ADDED NEW MISSED APPROACH SEGMENT FROM CA ALTITUDE TO GRSSO WP – NEW MISSED APPROACH AND HOLDING PER FPT.
14. MISSED APPROACH INSTRUCTIONS: CHANGED FROM “CLIMB TO 2000 DIRECT WATKI AND RIGHT TURN ON TRACK 049 TO ZEVEL AND ON TRACK 139 TO JUVIX AND RIGHT TURN ON TRACK 229 TO OKBIE AND HOLD” TO “CLIMB TO 2000 DIRECT GRSSO AND HOLD” – MISSED APPROACH REDESIGN PER FPT.
15. PROFILE LINE 3: CHANGED “DIST FAF TO MAP” AND “DIST FAF TO THLD” FROM 4.65 TO 4.71 – FAF HAMVU MOVED 364.75 FEET SOUTHEAST AND IAW 8260.19J PARA 8-6-7.C(3) AND (4).
16. PROFILE LINE 5: CHANGED “DIST TO THLD FROM 341 HAT: 0.89” TO “DIST TO THLD FROM 250 HAT: 0.60” – IAW 8260.19J PARA 8-6-7.E(3) AND LPV HAT LOWERED FROM 341 TO 250 PER NEW TARGETS RESULTS.
17. PROFILE LINE 8: REMOVED MSA DATA – MSA REPLACED BY TAA.
18. NOTES: CHANGED BARO-VNAV NOTE FROM “BARO-VNAV NA” TO “BARO-VNAV NA WHEN USING X60 ALTIMETER SETTING” – IAW 8260.19J PARA 8-6-10.E(8).
19. NOTES: CHANGED REMOTE ALTIMETER SETTING NOTE FROM “CHART NOTE: USE WILLISTON ALTIMETER SETTING; WHEN NOT RECEIVED, USE GAINESVILLE ALTIMETER SETTING AND INCREASE ALL DA 25 FEET AND ALL MDA 40 FEET” TO “CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE X60 ALTIMETER SETTING AND INCREASE LPV DA TO 383 FEET; INCREASE LNAV/VNAV DA TO 514 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C/D 1/4 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM” - IAW 8260.19J PARA 8-6-10.F(4).
20. NOTES: REMOVED “CHART NOTE: PROCEDURE NA AT NIGHT” AND ADDED “CHART NOTE: STRAIGHT-IN RWY 31 NA AT NIGHT, CIRCLING RWY 4, 13, 31 NA AT NIGHT.” – OBSTACLES PENETRATE 20:1 SURFACE AND NEW CIRCLING MINIMUMS ADDED.
21. NOTES: ADDED “CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C OR ABOVE 54C” - CRITICAL TEMPS ADDED AND BASED ON STANDARD -30C ISA DEVIATION IAW 8260.19J PARA 8-6-10 R.
22. ADDITIONAL FLIGHT DATA: REMOVED “CHART WILLISTON MUNI AWOS” – NOT REQUIRED, PRIMARY UPGRADED TO AWOS 3PT..
23. ADDITIONAL FLIGHT DATA: CHANGED FAS OBST NOTE FROM “FAS OBST: 239 AAO 293438N/0830344W” TO “FAS OBST: 240 AAO 293442N/0830254W” – NEW TARGETS RESULTS.
24. ADDITIONAL FLIGHT DATA: ADDED “HOLD SE, RT, 318.55 INBOUND” - NEW MISSED APPROACH HOLDING AT GRSSO.
25. ALTERNATE MINIMUMS: CHANGED FROM “NA” TO “STANDARD – NA WHEN LOCAL WEATHER NOT AVAILABLE” – IAW 8260.19J PARA 8-6-12.B(4).
26. MINIMUMS: LOWERED LPV HAT/DA ALL CATS FROM 383/341 TO 292/250 AND VISIBILITY ALL CATS FROM 1 ¼ TO 1 – NEW OBSTACLE EVALUATION.
27. MINIMUMS: LOWERED LNAV/VNAV HAT/DA ALL CATS FROM 546/504 TO 423/381 AND VISIBILITY ALL CATS FROM 1 ¾ TO 1 1/8 – NEW TARGETS RESULTS AND IAW 8260.3F TABLE 3-3-1.
28. MINIMUMS: LOWERED LNAV MDA/HAT ALL CATS FROM 580/538 TO 500/458 AND VISIBILITY CAT C FROM 1 ½ TO 1 3/8 AND VISIBILITY CAT D FROM 1 ¾ TO 1 3/8 – NEW TARGETS RESULTS AND IAW 8260.3F TABLE 3-3-1.
29. MINIMUMS: ADDED CIRCLING MINIMUMS FOR ALL CATS – PER FPT REQUEST.
30. CRC REMAINDER CHANGED FROM “5BBB80B3” TO “CA1423B3” – FPAP LAT/ON CHANGED FROM “293839.8000N/ 0830718.8700W” TO “293839.7995N/ 0830718.8815W”.

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZJX, ARPT MGR

FLIGHT CHECKED BY

WILLIAM M YINGLING

Digitally signed by

DAVID DANNER

Mar 03, 2025

OFFICE

AJF

DATE

02/26/2025

DEVELOPED BY

DAVID DANNER (GEORGE H. TYLER)

Digitally signed by

DAVID DANNER

Mar 03, 2025

OFFICE

AJV-A421

DATE

11/22/2024

APPROVED BY

DAVID DANNER

Digitally signed by

DAVID DANNER

Mar 03, 2025

OFFICE

AJV-A421

DATE

04/17/2025

TITLE

MANAGER

QUALITY
10
CHECKED

AIRPORT ID
CTY

PROCEDURE NAME
RNAV (GPS) RWY 31

ORIGINAL/AMENDMENT
2

CITY
CROSS CITY

STATE
FL

FAS DATA BLOCK INFORMATION

DATA FIELD

DATA

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)

0
0
KCTY
RW31
0
0
W31A
293738.1915N
0830604.8535W
-00153
293839.7995N
0830718.8815W
00059.0
F
03.00
106.75
1224
40.0
50.0

CRC REMAINDER

CA1423B3

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K7
+00124
+00124

