

**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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
PDC	RNAV (GPS) RWY 14	1	PRAIRIE DU CHIEN	WI		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
660	655	RNAV (GPS) RWY 14	ORIG-D	04/21/2022	0E	2000
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
RNAV		12 JUNE 2025	ROUTINE			

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 050/30 CW 230/30	NOPT	BASPE	IF/IAF	3000
2. 230/30 CW 320/30		TIGBE	IAF	3000
3. 320/30 CW 050/30		320/25 CW 050/25		3200
4. 320/25 CW 050/25		CALPI	IAF	3000

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>
TIGBE	IAF	BASPE	NOPT	TF	FB	1.00	230.01	9.00	3000
CALPI	IAF	BASPE	NOPT	TF	FB	1.00	049.79	9.00	3000
BASPE	IF/IAF	ANAGE		TF	FB	1.00	139.90	5.00	2300
ANAGE	FAF	CELRI/2.90 NM TO RW14		TF	FB	0.30	139.95	2.14	
CELRI/2.90 NM TO RW14		RW14	MAP	TF	FO	0.30	139.95	2.90	
RW14	MAP	983 MSL		CA			139.95		
983 MSL		TEVEE		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW14

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT TEVEE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
34
CHECKED

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD NW BASPE, RT, 139.90 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 10000.														
3.	FAC:	139.95	FAF:	ANAGE	DIST FAF TO MAP:	5.04	DIST FAF TO THLD:	5.04							
4.	MIN ALT:	BASPE 3000, ANAGE 2300, CELRI/2.90 NM TO RW14 1620													
5.	DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		328 HAT:	0.90	GS ANT:				
6.	MIN GP INCPT:	2300	GP ALT AT PFAF:	ANAGE 2300			OM:		MM:		IM:				
7.	GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	45.0							
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.
CHART NOTE: CIRCLING RWY 32 NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

HOLD SE, RT, 320.10 INBOUND.
CHART FAS OBST: 1026 TREE 430306N/0911048W.
CHART 1100 TREE 430331N/0911057W.
CHART VDP AT 1.88 NM TO RW14.
WAAS CHANNEL # 48947
REFERENCE PATH ID: W14A
LTP HAE: 166.7 M

MINIMUMS:

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

ALTERNATE: NA ☐ CAT A 1000-2, CAT B 1100-2, CAT C, D 1100-3, 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	983	1	328	983	1	328	983	1	328	983	1	328			
LNAV/VNAV DA	1111	1 3/8	456	1111	1 3/8	456	1111	1 3/8	456	1111	1 3/8	456			
LNAV MDA	1280	1	625	1280	1	625	1280	1 3/4	625	1280	1 3/4	625			
CIRCLING	1580	1 1/4	920	1760	1 1/2	1100	1760	3	1100	1760	3	1100			



CHANGES - REASONS

1. TAA: ADDED STEP DOWN SECTOR “320/30 CW 050/30 TO 320/25 CW 050/25 3200” – NEW CONTROLLING OBSTACLE.
2. TERMINAL ROUTES: TIGBE TO BASPE, CHANGED COURSE/DISTANCE FROM “229.96/5.00” TO “230.01/9.00” – ACCOMMODATE RADAR VECTORS.
3. TERMINAL ROUTES: CALPI TO BASPE, CHANGED COURSE/DISTANCE FROM “049.84/5.00” TO “049.79/9.00” – ACCOMMODATE RADAR VECTORS.
4. TERMINAL ROUTES: ANAGE TO CELRI, CHANGED FROM “CELRI/3.93 NM TO RW14” TO “CELRI/2.90 NM TO RW14” AND DISTANCE FROM “1.05” TO “2.14” – ACHIEVE LOWER MINIMUMS.
5. TERMINAL ROUTES: CELRI TO RW14, CHANGED FROM “CELRI/3.93 NM TO RW14” TO “CELRI/2.90 NM TO RW14” AND COURSE/DISTANCE FROM “139.96/3.93” TO “139.95/2.90” – FIX CELRI MOVED IAW IFP REQUEST FORM.
6. MISSED APPROACH: MAP, ADDED LPV: DA AND LNVA/VNAV: DA – LINES OF MINIMUM ADDED IAW IFP REQUEST FORM.
7. PROFILE LINE 2: ADDED “MAX 10000” - IAW 8260.19, 8-6-7.B.(2)
8. PROFILE LINE 3: CHANGED DIST FAF TO MAP AND DAST FAF TO THLD FROM “4.98” TO “5.04” – FIX ANAGE MOVED IAW IFP REQUEST FORM.
9. PROFILE LINE 4: CHANGED FROM “BASPE 3000, ANAGE 2300, CELRI/3.93 NM TO RW14 1960” TO “BASPE 3000, ANAGE 2300, CELRI/3.93 NM TO RW14 1620” – NEW EVALUATION.
10. PROFILE LINE 5: ADDED “DIST TO THLD FROM 328 HAT: 0.90” - IAW 8260.19J 8-6-7 E.
11. PROFILE LINE 6: ADDED “MIN GP INCPT: 2300 GP ALT AT PFAF: ANAGE 2300” - IAW 8260.19J, 8-6-7.F
12. PROFILE LINE 7: CHANGED 20:1 FROM “IS NOT CLEAR” TO “IS CLEAR”, ADDED “GP ANGLE: 3.00 AND TCH: 45” – NO 20:1 PENETRATION EXISTS AND ESTABLISHING APV MINIMUMS
13. PBN REQUIREMENTS NOTE: ADDED “RNP APCH – GPS” – IAW 8260.19J 8-6-8
14. NOTES: REMOVED CHART NOTE “DME/DME RNP-0.3 NA.” – NO LONGER REQUIRED.
15. NOTES: CHANGED CHART PROFILE NOTE FROM “VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).” TO “VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).” – UPDATED IN IAW 8260.19J 8-6-10 M (1)
16. NOTES: ADDED CHART NOTE “FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.” – ADDED LNAV/VNAV LINE OF MINIMUM.
17. NOTES: ADDED CHART NOTE “CIRCLING RWY 32 NA AT NIGHT” – RWY 32 20:1 SURFACE PENETRATED.
18. NOTES: REMOVED CHART NOTE “HELICOPTER VISIBILITY REDUCTION BELOW ¾ SM NOT AUTHORIZED.” – 34:1 IS CLEAR.
19. ADDITIONAL FLIGHT DATA: FAS OBST CHANGED FROM “1098 TREE 430341N/0911101W” TO “1026 TREE 430306N/0911048W” – NEW CONTROLLING OBSTACLE.
20. ADDITIONAL FLIGHT DATA: CHANGED 7:1 OBSTACLE FROM “1226 100 FT TREE 430400N/0911209W.” TO “1100 TREE 430331N/0911057W.” – NEW EVALUATION.
21. ADDITIONAL FLIGHT DATA: CHANGED VDP FROM “CHART VDP AT 2.01 NM TO RW14.” TO “CHART VDP AT 1.88 NM TO RW14.” – IAW 8260.3E, FORMULA 2-6-5.
22. ADDITIONAL FLIGHT DATA: ADDED “WAAS CHANNEL # 48947”, “REFERENCE PATH ID: W14A”, AND “LTP HAE:166.7 M” – APV MINIMUMS ADDED.
23. ADDITIONAL FLIGHT DATA: REMOVED "ANAGE TO RW14: 3.03/45" - ADDED APV MINIMUMS.
24. ALTERNATE: CHANGED CAT C, D FROM “1200-3” TO “1100-3” AND ADDED “NA WHEN LOCAL WEATHER NOT AVAILABLE.” - IAW 8260.19J, 8-6-12
25. ADDED LPV AND LNAV/VNAV LINES OF MINS - APV MINIMUMS ADDED.
26. MINIMUMS: LNAV LOWERED MDA/HAT ALL CATS FROM “1360/705” TO “1280/625” – NEW CONTROLLING OBSTACLE AND IAW IFP REQUEST FORM.
27. MINIMUMS: LNAV LOWERED VISIBILITIES FROM “CAT C AND D 2 1/2 SM” TO “CAT C AND D 1 3/4 SM.”– IAW 8260.3E TABLE 3-3-1
28. MINIMUMS: CIRCLING, DECREASED CAT C AND D CMDA/HAA FROM “1800/1140” TO “1760/1100” – LOWERED IAW IFP REQUEST FORM AND NEW EVALUATION.
29. ADDED FAS DATA BLOCK INFORMATION - LPV MINIMUMS ADDED

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZAU, APT MGR

FLIGHT CHECKED BY

SCOTT WIEBE

Digitally signed by

CASIMIR L TABAKA

Mar 27, 2025

OFFICE

AJF

DATE

03/26/2025

DEVELOPED BY

CHRISTOPHER SCHONES

Digitally signed by

CHRISTOPHER SCHONES

Sep 16, 2024

OFFICE

AJV-A432

DATE

08/07/2024

APPROVED BY

JOSEPH L. ZEDER

Digitally signed by

CASIMIR L TABAKA

Mar 27, 2025

OFFICE

AJV-A432

DATE

12/26/2024

TITLE

MANAGER



AIRPORT ID
PDC

PROCEDURE NAME
RNAV (GPS) RWY 14

ORIGINAL/AMENDMENT
1

CITY
PRAIRIE DU CHIEN

STATE
WI

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KPDC
RUNWAY	RW14
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W14A
LTP/FTP LATITUDE	430121.0130N
LTP/FTP LONGITUDE	0910744.5035W
LTP/FTP ELLIPSOIDAL HEIGHT	+01667
FPAP LATITUDE	430012.7305N
FPAP LONGITUDE	0910626.4585W
THRESHOLD CROSSING HEIGHT (TCH)	00045.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1224
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER	61CCE589
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ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K5
LTP ORTHOMETRIC HEIGHT	+01983
FPAP ORTHOMETRIC HEIGHT	+01983

QUALITY
34
CHECKED