

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> CKV	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 35	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> CLARKSVILLE	<u>STATE</u> TN
<u>AIRPORT ELEVATION</u> 550	<u>TDZE</u> 550	<u>SUPERSEDED</u> RNAV (GPS) RWY 35	<u>ORIGINAL/AMENDMENT</u> 1B	<u>DATED</u> 05/16/2024
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 1W
				<u>EPOCH YEAR</u> 1990
				<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>
VALER	IAF	HIVNA	NOPT	TF	FB	1.00	013.49	9.50	3800
HIVNA	IF/IAF	SNUFF		TF	FB	1.00	347.17	6.01	2300
SNUFF	FAF	YORUK/2.44 NM TO RW35		TF	FB	0.30	347.16	2.89	
YORUK/2.44 NM TO RW35		RW35	MAP	TF	FO	0.30	347.16	2.44	
RW35	MAP	1100 MSL		CA			347.16		1100
1100 MSL		GICEB		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW35

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 3000 DIRECT GICEB AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD S HIVNA, RT, 347.17 INBOUND, 3800 IN LIEU OF PT (IAF), MAX 6000.					
3. FAC: 347.16	FAF: SNUFF		DIST FAF TO MAP: 5.33	DIST FAF TO THLD: 5.33	
4. MIN ALT: HIVNA 3800, SNUFF 2300, YORUK/2.44 NM TO RW35 1380					
5. DIST TO THLD FROM OM: MM: IM:			150 HAT:	258 HAT: 0.64	GS ANT:
6. MIN GP INCPT: 2300	GP ALT AT PFAF: SNUFF 2300			OM:	MM: IM:
7. GP ANGLE: 3.00	34:1: IS NOT CLEAR	20:1: IS CLEAR	TCH: 53.5		
8. MSA FROM: RW35 2700					



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA W OF RWY 17-35.
CHART NOTE: CIRCLING RWY 17 NA AT NIGHT.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HOP ALTIMETER SETTING.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING HOP ALTIMETER SETTING.
CHART NOTE: RWY 35 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -12°C OR ABOVE 54°C.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV ALL CATS.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 7/8 SM.

ADDITIONAL FLIGHT DATA:

HOLD E, RT, 280.11 INBOUND.
CHART FAS OBST: 677 ANTENNA (47-072723) 363640N/0872416W.
CHART CAMPBELL 1 MOA, CAMPBELL 2 MOA.
CHART R-3701A, R-3702A-B.
CHART VDP AT 1.06 NM TO RW35.
WAAS CHANNEL # 58300
REFERENCE PATH ID: W35A
LTP HAE: 137.7 M

MINIMUMS:**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☐ STANDARD - 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	808	3/4	258	808	3/4	258	808	3/4	258	808	3/4	258			
LNAV/VNAV DA	838	3/4	288	838	3/4	288	838	3/4	288	838	3/4	288			
LNAV MDA	940	3/4	390	940	3/4	390	940	7/8	390	940	7/8	390			
CIRCLING	1000	1	450	1020	1	470	1020	1 1/2	470	1200	2	650			

CHANGES - REASONS

1. CHANGED ALL INSTANCES OF FAF ZEPLI TO SNUFF - FAF ZEPLI WAS MOVED TO ALIGN WITH VGSI, WHICH CO-LOCATED IT WITH NEW FAF SNUFF ON THE LOC RWY 35, SO ZEPLI WAS CANCELLED AND REPLACED BY SNUFF.
2. CHANGED ALL INSTANCES OF YORUK FIX DESCRIPTION FROM “2.50 NM TO RW35” TO “2.44 NM TO RW35” - YORUK MOVED TO OPTIMUM LOCATION FOR 1380 ALTITUDE.
3. TERMINAL ROUTES, HIVNA TO SNUFF: CHANGED DISTANCE FROM 6.00 TO 6.01 - FAF SNUFF MOVED DUE TO CHANGES IN TCH AND CRITICAL LOW TEMPERATURE.
4. TERMINAL ROUTES, SNUFF TO YORUK: CHANGED DISTANCE FROM 2.84 TO 2.89 - MOVEMENT OF FAF SNUFF AND SDF YORUK.
5. TERMINAL ROUTES, YORUK TO RW35: CHANGED DISTANCE FROM 2.50 TO 2.44 - MOVEMENT OF YORUK.
6. TERMINAL ROUTES, MISSED APPROACH SEGMENTS: CHANGED ALL INSTANCES OF 1000 MSL TO 1100 MSL - MISSED APPROACH CLIMB-TO ALTITUDE INCREASED TO MEET LPV SECTION 2 START ALTITUDE, 8260.58D PARA 3-5-2.A.(2).
7. MISSED APPROACH INSTRUCTIONS: CHANGED FROM “CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3000 DIRECT GICEB AND HOLD” TO “CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 3000 DIRECT GICEB AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000” - CLIMB-TO ALTITUDE INCREASED TO 1100 TO MEET LPV SECTION 2 START ALTITUDE AND CLIMB-IN-HOLD ADDED BECAUSE AIRCRAFT DID NOT REACH 3000 PRIOR TO GICEB.
8. PROFILE LINE 3: CHANGED “DIST FAF TO MAP” AND “DIST FAF TO THLD” FROM 5.34 TO 5.33 - MOVEMENT OF FAF SNUFF.
9. PROFILE LINE 5: CHANGED “DIST TO THLD FROM 250 HAT: 0.63” TO “DIST TO THLD FROM 258 HAT: 0.64” - INCREASE IN LPV HAT.
10. PROFILE LINE 7: ADDED 20:1 IS CLEAR - 8260.19K PARA 8-6-7.G.(3).
11. PROFILE LINE 7: CHANGED TCH FROM 50.0 TO 53.5 - TO MATCH VGSI.
12. NOTES: CHANGED “CHART NOTE: CIRCLING RWY 5, 17, 23 NA AT NIGHT” TO “CHART NOTE: CIRCLING RWY 17 NA AT NIGHT” - RWY 5/23 DECOMMISSIONED.
13. NOTES: CHANGED “CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CAMPBELL AAF (FORT CAMPBELL) ALTIMETER SETTING” TO “CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HOP ALTIMETER SETTING” - AIRPORT NAME REPLACED WITH LOCATION ID.
14. NOTES: CHANGED “CHART NOTE: BARO-VNAV AND VDP NA WHEN USING CAMPBELL AAF (FORT CAMPBELL) ALTIMETER SETTING” TO “CHART NOTE: BARO-VNAV AND VDP NA WHEN USING HOP ALTIMETER SETTING” - AIRPORT NAME REPLACED WITH LOCATION ID.
15. NOTES, UNCOMPENSATED BARO-VNAV NOTE: CHANGED CRITICAL LOW TEMPERATURE FROM -13C TO -12C - NEW CALCULATION BASED ON 3-YEAR HISTORY 2020-2022.
16. ADDITIONAL FLIGHT DATA: ADDED OBSTACLE ID “(47-072723)” TO CHART FAS OBST - 8260.19K PARA 8-6-11.C.
17. ADDITIONAL FLIGHT DATA: REORGANIZED “CHART CAMPBELL 2 MOA” AND “CHART R-3701A, 3702A-B, CAMPBELL 1 MOA” TO “CHART CAMPBELL 1 MOA, CAMPBELL 2 MOA” AND “CHART R-3701A, R-3702A-B” - GROUPED TYPES OF AIRSPACE FOR CLARITY.
18. ADDITIONAL FLIGHT DATA: CHANGED “CHART VDP AT 1.07 NM TO RW35” TO “CHART VDP AT 1.06 NM TO RW35” - NEW CALCULATION DUE TO NEW TCH.
19. ADDITIONAL FLIGHT DATA: DELETED “CHART CIRCLING ICON” - NO LONGER REQUIRED.
20. ADDITIONAL FLIGHT DATA: DELETED “CHART: 722 TOWER 363214N/0872229W” - 7:1 NO LONGER APPLIED.
21. ADDITIONAL FLIGHT DATA: DELETED “ CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE 3.00/TCH 54)” - VGSI AND RNAV GLIDEPATH ARE NOW COINCIDENT.
22. MINIMUMS: INCREASED LPV ALL CATS DA/HAT FROM 805/255 TO 808/258 - NEW OBSTACLE EVAL AND HIGHER MISSED APPROACH PENETRATION.
23. FAS DATA BLOCK INFORMATION: CHANGED LTP/FTP LAT/LONG FROM 363648.4825N/0872445.6710W TO 363648.4845N/0872445.6745W - CHANGE IN AIRNAV RUNWAY DATA FROM LATEST 2021 SURVEY.
24. FAS DATA BLOCK INFORMATION: CHANGED FPAP LAT/LONG FROM 363815.1040N/0872512.1890W TO 363815.1065N/0872512.1910W - CHANGE IN AIRNAV RUNWAY COORDINATES AND MOVEMENT OF PFAF SNUFF.
25. FAS DATA BLOCK INFORMATION: CHANGED THRESHOLD CROSSING HEIGHT (TCH) FROM 00050.0 TO 00053.5 - TO MATCH VGSI TCH.
26. FAS DATA BLOCK INFORMATION: CHANGED CRC REMAINDER FROM 0ACE8D39 TO 42108605 - CHANGES TO INPUT FAS DATA INFORMATION.
27. ADDITIONAL PATH POINT RECORD INFORMATION: CHANGED LTP AND FPAP ORTHOMETRIC HEIGHTS FROM +01674 TO +01673 - CHANGE IN AIRNAV RUNWAY DATA, DECREASE IN THRESHOLD ELEVATION FROM 549.1 TO 549.0 IN LATEST 2021 SURVEY.

COORDINATED WITH:

A4A

ALPA

☒

AOPA

☒

APA

HAI

NBAA

☒

OTHER: ZME, CAMPBELL APP CON, ARPT MGR

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

RICHARD BRUCE

OFFICE

AJV-A422

DATE

07/17/2026

APPROVED BY

BEV L BORDY

OFFICE

AJV-A420

DATE

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KCKV
RUNWAY	RW35
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W35A
LTP/FTP LATITUDE	363648.4845N
LTP/FTP LONGITUDE	0872445.6745W
LTP/FTP ELLIPSOIDAL HEIGHT	+01377
FPAP LATITUDE	363815.1065N
FPAP LONGITUDE	0872512.1910W
THRESHOLD CROSSING HEIGHT (TCH)	00053.5
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0920
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	42108605

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+01673
FPAP ORTHOMETRIC HEIGHT	+01673



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
CKV	RNAV (GPS) RWY 35	2	CLARKSVILLE	TN	550	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM VALER **TO** HIVNA

RNP 1.00 **DISTANCE** 9.50 **PAT** **MAP** **HAT** **HMAS**

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (47-002248)	362313.08N/0872305.56W	1154	20	3	1A	1000				AT1646	3800
TERRAIN	361654.00N/0872603.00W	823 (800)								AS1500	2300

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

INTERMEDIATE

FROM HIVNA (IF/IAF) **TO** SNUFF

RNP 1.00 **DISTANCE** 6.01 **PAT** **MAP** **HAT** **HMAS**

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (47-001717)	362601.00N/0872044.00W	1099	500	125	5E	500				AC125 AT576	2300
TERRAIN	362521.00N/0872336.00W	682 (700)								AS1500	2200

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

QUALITY
37
CHECKED

FINAL: LPV

FROM

SNUFF

TO

RW35

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.33		DA				258				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (47-071575)	363626.68N/0872440.46W	622	20	3	1A		34.00:1			MA8	808

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

SNUFF

TO

RW35

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.33		DA				288				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
ANTENNA (47-072723)	363639.78N/0872416.14W	677	20	3	1A	161					838

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

SNUFF

TO

YORUK/2.44 NM TO RW35

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	2.89										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	363327.00N/0872403.00W	817	215	8	4B	250				DG313	1380

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

YORUK/2.44 NM TO RW35

TO

RW35

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.44		RW35		390						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
ANTENNA (47-072723)	363639.78N/0872416.14W	677	20	3	1A	250					940

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

HIVNA

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
		P-5									
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (47-001329)	361736.00N/0871820.40W	1637	250	50	4D	1000				AT1163	3800
TERRAIN	362112.00N/0872400.00W	793 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

GICEB

RNP 0.30-1.00	DISTANCE	PAT	MAP		HAT		HMAS 615				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (47-071575)	363626.68N/0872440.46W	622	20	3	1A		ASC				3000
AAO	364233.00N/0871118.00W	837	215	8	4B	1000					1900
TERRAIN	364303.00N/0871421.00W	626 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

GICEB

RNP 0.30-1.00	DISTANCE	PAT	MAP		HAT		HMAS 677				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
AAO	364233.00N/0871118.00W	837	215	8	4B	1000					1900
TERRAIN	364303.00N/0871421.00W	626 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LNAV

FROM

RW35

TO

GICEB

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00											840
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
AAO	364233.00N/0871118.00W	837	215	8	4B	1000					1900
TERRAIN	364303.00N/0871421.00W	626 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TRANSMISSION_LINE (21-001017)	363837.00N/0872449.00W	1.30	450	698	20	3	1A	300			1000
CATEGORY B											
TREE (47-051671)	363843.70N/0872315.08W	1.82	470	714	20	10	1B	300			1020
CATEGORY C											
TREE (47-051671)	363843.70N/0872315.08W	2.87	470	714	20	10	1B	300			1020
CATEGORY D											
TOWER (47-002326)	363526.90N/0872048.20W	3.75	650	899	50	20	2C	300			1200

CIRCLING REMARKS:

MSA

CENTER

RW35

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (47-001329)	361736.00N/0871820.40W	166	19.9	1637	250	50	4D	1000			2700

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZME ARTCC, CAMPBELL APP CON, MKL FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	CKV	24	CKV		Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ATIS	HOP	24	HOP	4.82	Y	0

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
CKV 550, HOP 571
RA = 0.0.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW17 - MIRL, REIL (PCL), PAPI-2L		NPI-G	
RW35 - MALS (PCL), MIRL, PAPI-2L		NPI-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	549.0	53.5			3.00	53.5

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	X	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
-12C	+54C	-12C	+13.91C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 3-YEAR HISTORY (2020-2022).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 962 HIGH TEMP 1269.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 17:
20:1	
625 TREE (47-067746) 363801.93N/0872513.15W (9.56)	
FINAL TYPE	LPV, LNAV/VNAV, AND LNAV:
34:1	



<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
CKV	RNAV (GPS) RWY 35	2	CLARKSVILLE	TN	550	RNAV
621 TREE (47-068022) 363627.14N/0872443.92W (15.24)			622 TREE (47-071575) 363626.68N/0872440.46W (12.92)			
598 TREE (47-051702) 363632.87N/0872443.90W (8.77)			571 POLE (47-020894) 363641.75N/0872440.95W (5.72)			
611 TREE (47-067581) 363626.31N/0872443.05W (2.34)			608 TREE (47-071750) 363626.98N/0872443.39W (1.47)			
<u>PENETRATIONS REMARKS:</u>						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VEGETATION HEIGHT: 100 FT.

TAA NOT DEVELOPED PER ATC REQUEST, TO AVOID HOP AIRSPACE AND RESTRICTED AREAS.

MISSED APPROACH DESIGN PER ATC REQUEST, TO AVOID HOP AIRSPACE AND RESTRICTED AREAS.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.13
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	346.16
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	600
DISTANCE FROM	THLD	TO 1500FT POINT	4.93
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.76
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	346.16
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	600

THRESHOLD COORDINATES (IF STR-IN) 363648.48N/0872445.67W

ARP COORDINATES 363717.28N/0872454.49W

RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 17 DISTANCE 0.49 NM

FAF COORDINATES 363137.54N/0872310.63W

FIX NAME COORDINATES

REMARKS



<u>AIRPORT ID</u> CKV	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 35	<u>AMDT NO.</u> 2	<u>CITY</u> CLARKSVILLE	<u>STATE</u> TN	<u>AIRPORT ELEVATION</u> 550	<u>FACILITY</u> RNAV
PART E: PREPARED BY						
<u>NAME</u> RICHARD BRUCE			<u>OFFICE</u> AJV-A422	<u>DATE</u> 07/17/2026	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST	