

V1 IS BEING RETURNED PRE-PRB FOR THE FOLLOWING:

1) THE PACKAGE INCLUDES AN APPROVAL REQUEST TO USE VGSI TO MITIGATE VISUAL SURFACE PENETRATIONS, HOWEVER, AND ADDITIONAL APPROVAL REQUEST IS REQUIRED BECAUSE THE VGSI AND APPROACH SLOPE ARE NOT COINCIDENT.

8260.19I, 8-6-9 M. VGSI AND IAP GLIDEPATH ANGLES/VERTICAL DESCENT ANGLES SHOULD BE COINCIDENTAL (ANGLES WITHIN 0.20 DEGREES AND TCH VALUES WITHIN THREE FEET). SEE ORDER 8260.3, SECTION 2-6, FOR CONDITIONS THAT REQUIRE APPROVAL FROM THE FLIGHT TECHNOLOGIES AND PROCEDURES DIVISION. WHENEVER A PUBLISHED GLIDEPATH/DESCENT ANGLE OR TCH IS NOT COINCIDENT WITH THE VGSI ANGLE FOR A RUNWAY, USE THE APPLICABLE NOTE BELOW.

2) MISSING 20:1 OBSTACLE MITIGATION REQUEST CHECKLIST.

All items corrected.

Eric N. Suski,
Manager, AJV-A431



Federal Aviation Administration

Memorandum

To: Christopher J Hope, Manager, Flight Technologies and Procedures Division
THRU: Romana Wolf, Acting Manager, Flight Procedures and Airspace Group.

From: Bev Bordy, Manager, Instrument Flight Procedures (IFP) Coordination Team, AJV-A45

Subject: Approval Request: Delphi Muni, Delphi, IN (K1I9)

Digitally signed by

ANDI LAU

Dec 16, 2022

Delphi Muni, Delphi, IN (K1I9) RNAV (GPS) RWY 18, RNAV (GPS) RWY 36

UTILIZE VGSI TO MITIGATE VISUAL SURFACE PENETRATIONS, 8260-19I PARA 8-6-11o(2)(h) and 8260.3, PARA 3.3.2c(4)(b)1.

RWY 18 has obstacles which penetrate the 20:1 surface (listed on 8260-9).
Delphi Muni in-process of installation of lighting to mitigate 20:1 Unlit Penetrations.

686 TRAVERSE WAY (18-056563) 403249.84N/0864055.65W (9.16)
685 TRAVERSE WAY (18-056553) 403249.85N/0864051.51W (8.24)
685 TRAVERSE WAY (18-056620) 403249.86N/0864052.41W (8.16)
685 TRAVERSE WAY (18-056638) 403249.85N/0864054.61W (8.14)
685 TRAVERSE WAY (18-056617) 403249.86N/0864053.64W (8.12)

RNAV (GPS) RWY 18

Request to Chart Note: Straight-in RWY 18 at night, Circling RWY 18 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

RNAV (GPS) RWY 36

Request to Chart Note: When Circling to RWY 18 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 06/15/2023	APWS Task ID: 02D60A798A8A4771B15834966542A74E	APWS Project ID: 73A7A6A7575B4B9D9275217D9AFBE7A3
Procedure: RNAV (GPS) RWY 18 ORIG		Enroute: NO	Specialist: Christensen, Richard		Agreement Number:
Airport ID: 119			Airport City: DELPHI		State: IN
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
VFR TO IFR AIRPORT

PENDING DATA USED FOR AIRPORT.

AIRPORT MAGVAR UPDATE:
K119: OLD 2W - NEW 5W.

CONTACTS:
ERIC SUSKI (AJV-A431), 405.954.7331
JOHNNIE BAKER (AJV-A430), 405.954.5148

J ZEDER 12/02/2022



04/19/23: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 09/13/22.
1. REMOVED "CHART NOTE: STRAIGHT-IN RWY 18 AT NIGHT, CIRCLING RWY 18 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD."
2. ADDED "CHART NOTE: PROCEDURE NA AT NIGHT."



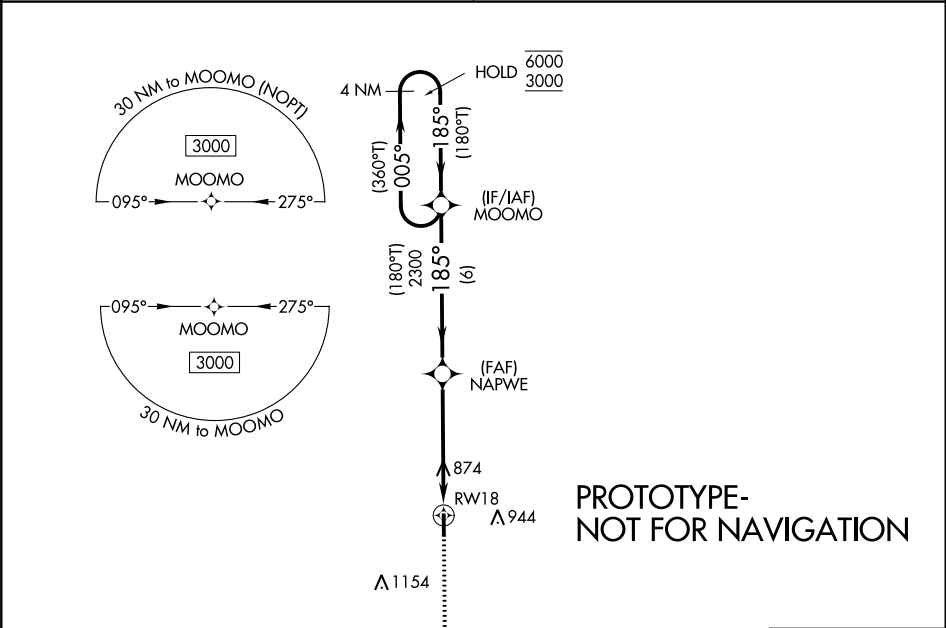
FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 18 ORIG			AIRPORT NAME: DELPHI MUNI		AIRPORT ID: K119	SPECIAL CONTROL NO: BG-02-224-23	
FAC ID: K11918		CITY: DELPHI			ST: IN	ORIG CHART DATE: 06/15/2023	
DFL TYPE: PROC/G	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:		PTS TASK ID: 02D60A798A8A4771B15834966542A74E		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					☐ FLT CK REQ ☐ NFCR ☐ REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 04/12/2023		CREW #: VN285	N #: N68	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: michael a greenwood @ 04/12/2023 17:23			PRINTED NAME: GREENWOOD, MICHAEL AARON			NOTAM INITIATED? ☐ YES ☒ NO	
FLIGHT INSPECTOR REMARKS: SAT as Proposed.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

APP CRS	Rwy Idg	4001
185°	TDZE	671
	Apt Elev	671

RNAV (GPS) RWY 18

DELPHI MUNI (1I19)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct OCUPA and hold.
⚠ NA Rwy 18 helicopter visibility reduction below 1 SM NA. Use Monticello altimeter setting. Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night, operational VGSI required, remain on or above VGSI glidepath until threshold.	
MCX AWOS-3P 124.05	CTAF 122.9 0



ELEV 671

TDZE 671

185°

MIRL Rwy 18-36 0

REIL Rws 18 and 36 0

MISSED APCH FIX

OCUPA

360°T

005°

185°

180°T

4 NM

3000

OCUPA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

4 NM Holding Pattern

NAPWE

MOOMO

360°T

005°

185°

180°T

6000

3000

RW18

3.00°

TCH 30

2300

5 NM

6 NM

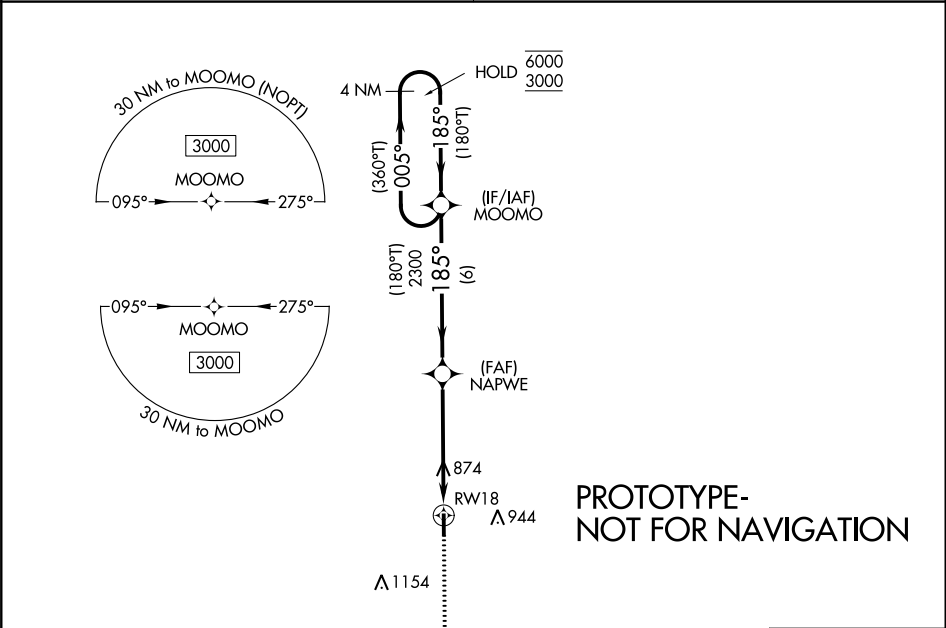
CATEGORY	A	B	C	D
LNAV MDA	1160-1	489 (500-1)	NA	
CIRCLING	1160-1	1220-1	NA	
	489 (500-1)	549 (600-1)		

APP CRS	Rwy Idg	4001
185°	TDZE	671
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MCX AWOS-3P 124.05	CTAF 122.9



ELEV 671

TDZE 671

185°

MIRL Rwy 18-36

REIL Rws 18 and 36

MISSED APCH FIX

OCUPA

4 NM Holding Pattern

3000

OCUPA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

4 NM Holding Pattern

NAPWE

MOOMO

2300

5 NM

6 NM

CATEGORY	A	B	C	D
LNAV MDA	1160-1	489 (500-1)	NA	NA
CIRCLING	1160-1	1220-1	549 (600-1)	NA

