

**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> GZS	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 34	<u>ORIGINAL/AMENDMENT</u> 2C	<u>CITY</u> PULASKI	<u>STATE</u> TN
<u>AIRPORT ELEVATION</u> 689	<u>TDZE</u> 665	<u>SUPERSEDED</u> RNAV (GPS) RWY 34	<u>ORIGINAL/AMENDMENT</u> 2B	<u>DATED</u> 09/08/2022
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 2W
				<u>EPOCH YEAR</u> 2000
				<u>CANCEL/SUSPEND</u>

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 245/30 CW 325/30	NOPT	245/20 CW 325/20		4100
2. 245/20 CW 325/20		ZEWGU	IF/IAF	3000
3. 325/30 CW 065/30	NOPT	ZEWGU	IF/IAF	3000
4. 065/30 CW 245/30		ZEWGU	IF/IAF	3200

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>
ZEWGU	IF/IAF	VIDJO		TF	FB	1.00	335.00	6.79	2600
VIDJO	FAF	HESIG/2.70 NM TO RW34		TF	FB	0.30	334.96	3.31	
HESIG/2.70 NM TO RW34		RW34	MAP	TF	FO	0.30	334.96	2.70	
RW34	MAP	915 MSL		CA			334.96		
915 MSL		WOZYE		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW34

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT WOZYE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD SE ZEWGU, RT, 335.00 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000.														
3.	FAC:	334.96	FAF:	VIDJO	DIST FAF TO MAP:	6.01	DIST FAF TO THLD:	6.01							
4.	MIN ALT:	ZEWGU 3000, VIDJO 2600, HESIG/2.70 NM TO RW34 1540													
5.	DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		250 HAT:	0.71	GS ANT:				
6.	MIN GP INCPT:	2600	GP ALT AT PFAF:	VIDJO 2600					OM:		MM:			IM:	
7.	GP ANGLE:	3.00	34:1:	IS NOT CLEAR	20:1:	IS CLEAR	TCH:	40.0							
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: BARO-VNAV NA WHEN USING MDQ ALTIMETER SETTING.
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: RWY 34 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART PLANVIEW NOTE: CAUTION: R-2104 A, C, D AND E APPROXIMATELY 21 NM SOUTHEAST OF ZEWGU WP.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MDQ ALTIMETER SETTING: INCREASE LPV DA TO 996 FEET; INCREASE LNAV/VNAV DA TO 1524 FEET AND ALL VISIBILITIES 1 1/2 SM; INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT B 1/4 SM, CATS C AND D 1/8 SM, AND CIRCLING VISIBILITY CATS A AND B 1/4 SM AND CAT C 1/2 SM.

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 154.86 INBOUND.
CHART FAS OBST: 1057 TREE (47-038411) 350722N/0870304W.
CHART VDP AT 2.01 NM TO RW34.
WAAS CHANNEL # 99725
REFERENCE PATH ID: W34A
LTP HAE: 169.6 M

MINIMUMS:

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

ALTERNATE: NA ☒

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	915	1	250	915	1	250	915	1	250	915	1	250			
LNAV/VNAV DA	1443	2 1/2	778	1443	2 1/2	778	1443	2 1/2	778	1443	2 1/2	778			
LNAV MDA	1320	1	655	1320	1	655	1320	1 7/8	655	1320	1 7/8	655			
CIRCLING	1420	1	731	1480	1	791	1480	2 1/4	791	1640	3	951			



CHANGES - REASONS

1. PREVIOUS P-NOTAMS INCORPORATED INTO AMDT 2C
2. TERMINAL ROUTES FINAL SDF HESIG TO RWY 34 MAG COURSE CHANGED FROM 334.94 TO 334.96 – GROUND TRACK REMAINS SAME, UPDATED DATA WITH TARGETS CALCULATION
3. TERMINAL ROUTES MISSED CA LEG ALTITUDE CHANGED FROM 897 MSL TO 915 MSL – IAW 8260.58C 3-5-2, NO CHANGE IN GROUND TRACK MISSED CA LEG MUST MATCH LOWEST DA ALTITUDE
4. TERMINAL ROUTES MISSED CA LEG MAGNETIC COURSE CHANGED FROM 334.94 TO 334.96 – DA UPDATED ON AMDT 2A, DOCUMENTED IAW 8260.58C 3-5-2A(2)
5. PROFILE LINE 4 CHANGED FROM "ZEWGU 3000, VIDJO 2600, HESIG/2.70 NM TO RW34 1540*" TO "ZEWGU 3000, VIDJO 2600, HESIG/2.70 NM TO RW34 1540" – REMOVED ASTERISK, NO LONGER REQUIRED
6. PROFILE LINE 5 ADDED "250 HAT: 0.71" – IAW 8260.19J 8-6-7
7. PROFILE LINE 7 ADDED "20:1 IS CLEAR" – IAW 8260.19J 8-6-7
8. NOTES CHANGED FROM "CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT" TO "VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})." – IAW 8260.19J 8-6-10
9. NOTES REMOVED "NIGHT LANDING: RWY 16 NA" – NO LONGER REQUIRED
10. NOTES REMOVED "LNAV ONLY*" – NO LONGER REQUIRED
11. NOTES CHANGED FROM "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C (4°F) OR ABOVE 39°C (102°F)." TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C." – IAW 8260.19J 8-6-10 UPDATED TEMPERATURES TO ISA30 NO ON-FIELD TEMPERATURE STUDY AVAILABLE
12. NOTES CHANGED FROM "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HUNTSVILLE EXEC TOM SHARP JR FLD ALTIMETER SETTING: INCREASE LPV DA TO 996 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE LNAV/VNAV DA TO 1524 FEET AND ALL VISIBILITIES 1/4 SM; INCREASE ALL MDA 100 FEET AND VISIBILITY LNAV CATS C/D 1/8 SM AND CIRCLING CATS A/B 1/4 SM AND CAT C 1/2 SM." TO "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BDQ ALTIMETER SETTING: INCREASE LPV DA TO 996 FEET; INCREASE LNAV/VNAV DA TO 1524 FEET AND ALL VISIBILITIES 1 1/2 SM; INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT B 1/4 SM, CATS C AND D 1/8 SM, AND CIRCLING VISIBILITY CATS A AND B 1/4 SM AND CAT C 1/2 SM." – IAW 8260.19J 8-6-12
13. NOTES CHANGED FROM "HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED" TO "HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" – IAW 8260.19J 8-6-12
14. ADDITIONAL FLIGHT DATA FAS OBST; ADDED (47-038411) - OBSTACLE NUMBER ADDED IAW 8260.19J 8-6-11C
15. ADDITIONAL FLIGHT DATA VDP CHANGED FROM "CHART VDP AT 2.03 MILES TO RW34*" TO "CHART VDP AT 2.01 NM TO RW34" - VDP VERIFIED 2.01 WITH FINAL EVALUATION AND REMOVED ASTERISK, NO LONGER REQUIRED BY CRITERIA.
16. MINIMUMS LNAV/VNAV VISIBILITIES ALL CATS CHANGED FROM 2 ¾ SM TO 2 ½ SM – IAW 8260.3F TABLE 3-3-1

04/23/2025: THIS IS A CORRECTED COPY OF THE FORM APPROAVED ON 04/03/2025.
ALTIMETER SETTING NOTE: CHANGEUSE BDQ ALTIMETER SETTING ... TO ...USE MDQ ALTIMETER SETTING...

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZME, AMGR

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE
FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE

DATE

Digitally signed by
ROBERT G HAMILTON
Apr 03, 2025

DEVELOPED BY

CHARLES HIRST

Digitally signed by
ROBERT G HAMILTON
Apr 03, 2025

OFFICE

AJV-A431

DATE

11/06/2024

APPROVED BY

ERIC N SUSKI

Digitally signed by
ROBERT G HAMILTON
Apr 03, 2025

OFFICE

AJV-A431

DATE

TITLE
MANAGER



AIRPORT ID
GZS

PROCEDURE NAME
RNAV (GPS) RWY 34

ORIGINAL/AMENDMENT
2C

CITY
PULASKI

STATE
TN

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KGZS
RUNWAY	RW34
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W34A
LTP/FTP LATITUDE	350853.9735N
LTP/FTP LONGITUDE	0870312.5145W
LTP/FTP ELLIPSOIDAL HEIGHT	+01696
FPAP LATITUDE	351013.4300N
FPAP LONGITUDE	0870401.9700W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
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	C2E529C2
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ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+01972
FPAP ORTHOMETRIC HEIGHT	+01972



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

<u>AIRPORT ID</u> GZS	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 34	<u>AMDT NO.</u> 2C	<u>CITY</u> PULASKI	<u>STATE</u> TN	<u>AIRPORT ELEVATION</u> 689	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 245/30 CW 325/30 **TO** 245/20 CW 325/20

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<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	345833.00N/0861845.00W	2061	215	8	4B	2000					4100
TERRAIN	345833.00N/0861845.00W	1897 (1900)								AS1500	3400

COMPUTATIONS

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

SEGMENT REMARKS:

STRAIGHT-IN AREA

FROM 245/20 CW 325/20 **TO** ZEWGU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<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 (01-000040)	344905.95N/0864417.22W	1946	20	3	1A	1000					3000
TERRAIN	344900.00N/0863700.00W	1539 (1500)								AS1500	3000

COMPUTATIONS

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

SEGMENT REMARKS:



STRAIGHT-IN AREA

FROM

325/30 CW 065/30

TO

ZEWGU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<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 (01-000040)	344905.95N/0864417.22W	1946	20	3	1A	1000					3000
TERRAIN	344900.00N/0863700.00W	1539 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

STRAIGHT-IN AREA

FROM

065/30 CW 245/30

TO

ZEWGU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<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 (47-001832)	350009.00N/0870809.00W	2187	500	125	5E	1000					3200
TERRAIN	352133.00N/0863224.00W	1279 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

ZEWGU (IF/IAF)

TO

VIDJO

RNP

1.00

DISTANCE

6.79

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	350340.75N/0865905.36W	1160	50	20	2C	500				DG940	2600
TERRAIN	350340.75N/0865905.36W	960 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

VIDJO

TO

RW34

RNP

0.30

DISTANCE

6.01

PAT

MAP

DA

HAT

250

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
POLE (47-021259)	350837.98N/0870304.70W	705	20	3	1A		34.00:1				915

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM

VIDJO

TO

RW34

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	6.01		DA				778				
<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 (47-038411)	350721.68N/0870303.55W	1057	50	20	2C		23.40:1			AC20	1443

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

VIDJO

TO

HESIG/2.70 NM TO RW34

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	3.31										
<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	350421.00N/0865948.00W	1178	215	8	4B	250				RA100 XL1 DG11	1540

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

HESIG/2.70 NM TO RW34

TO

RW34

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	2.70		RW34				655				
<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 (47-038411)	350721.68N/0870303.55W	1057	50	20	2C	250					1320

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

ZEWGU

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<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>
12. TOWER (47-002235)	350131.00N/0865236.00W	1247	20	3	1A	1000				AT753	3000
13. TERRAIN	345933.00N/0865433.00W	988 (1000)								AS1500	2500

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

WOZYE

<u>RNP</u> 0.30	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u> 754		
<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
TOWER (47-002510)	351656.00N/0870618.00W	1455	500	125	5E	1000					2500
TERRAIN	351851.00N/0870730.00W	1082 (1100)								AS1500	2600

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

WOZYE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30							1282				
<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
TOWER (47-002510)	351656.00N/0870618.00W	1455	500	125	5E	1000					2500
TERRAIN	351851.00N/0870730.00W	1082 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW34

TO

WOZYE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30-1.00							1220				
<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
TOWER (47-002510)	351656.00N/0870618.00W	1455	500	125	5E	1000					2500
TERRAIN	351851.00N/0870730.00W	1082 (1100)								AS1500	2600

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											
TREE (47-029082)	350920.93N/0870459.80W	1.30	731	1096	50	20	2C	300		XP24	1420
CATEGORY B											
TOWER (47-021277)	350847.30N/0870533.37W	1.83	791	1174	50	20	2C	300			1480
CATEGORY C											
TOWER (47-021277)	350847.30N/0870533.37W	2.88	791	1174	50	20	2C	300			1480
CATEGORY D											
TOWER (47-000151)	351108.00N/0870022.00W	3.76	951	1283	250	50	4D	300		AC50	1640

CIRCLING REMARKS:

XP 24: RETAIN CURRENT MINIMA, RETAIN CURRENT CAT A MINIMA

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



ZME ARTCC, 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>
AWOS-3	GZS	24	GZS	0	N	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>
AWOS-3PT	MDO	24	MDO	30.20	Y	80.2

RASS PRESSURE PATTERNS THE SAME
GSZ 689, MDQ 763
RA = 80.2.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW16 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)	NPI-G	
RW34 - MIRL (PCL), REIL (PCL), 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	647.0	40.0			3.00	27.9

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	300
ON CENTERLINE	☒	FT FROM CENTERLINE		

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
-16C	+54C	-16C	+13.64C

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 964 HIGH TEMP 1271.

FINAL TYPE	LPV, LNAV/VNAV, LNAV
34:1	
705 POLE (47-021259) 350837.9800N/0870304.7000W (12.85)	705 POLE (47-021259) 350837.9800N/0870304.7000W (12.85)
694 POLE (47-021251) 350840.3000N/0870307.5900W (11.2)	694 POLE (47-021251) 350840.3000N/0870307.5900W (11.2)
691 POLE (47-021252) 350841.3000N/0870306.5400W (9.68)	691 POLE (47-021252) 350841.3000N/0870306.5400W (9.68)
667 TREE (47-023822) 350848.3600N/0870306.0900W (3.88)	667 TREE (47-023822) 350848.3600N/0870306.0900W (3.88)

<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>
GZS	RNAV (GPS) RWY 34	2C	PULASKI	TN	689	RNAV
692 CRANE (47-021274) 350838.6200N/0870306.5200W (3.56)			692 CRANE (47-021274) 350838.6200N/0870306.5200W (3.56)			
688 CRANE (47-021273) 350839.5800N/0870306.4300W (2.01)			688 CRANE (47-021273) 350839.5800N/0870306.4300W (2.01)			
<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.
PER EASTERN FPT TREE HEIGHT 80 FT.
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	4.12
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	332.96
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1000
DISTANCE FROM	THLD	TO 1500FT POINT	5.81
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	332.96
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1000

THRESHOLD COORDINATES (IF STR-IN)	350853.97N/0870312.51W
ARP COORDINATES	350914.70N/0870325.40W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 16 DISTANCE 0.44 NM
FAF COORDINATES	350332.48N/0865952.72W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.
THLD DISPLACED 300FT, ACTUAL COORDINATES: 350851.33N/0870310.87W

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
CHARLES HIRST	AJV-A431	11/06/2024	AERONAUTICAL INFORMATION SPECIALIST

