

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
VOR STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.23**

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>	
EDN	VOR RWY 5	5	ENTERPRISE	AL	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
361	360	VOR RWY 5	12/30/2021	3W	2005
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
EDN			ROUTINE		

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>
RRS VORTAC		EDN VOR					269.79	24.25	2000

MISSED APPROACH

MAP:

EDN VOR

MISSED APPROACH INSTRUCTIONS:

CLIMBING LEFT TURN TO 2500 IN EDN VOR HOLDING PATTERN, CONTINUE CLIMB-IN-HOLD TO 2500.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT L SIDE OF COURSE 240.49 OUTBOUND 1800 FT WITHIN 10 MILES OF EDN VOR (IAF)
- 2.
3. FAC: 060.49 DIST FAF TO MAP: DIST FAF TO THLD:
4. MIN ALT: CESVA INT/RADAR 1600
8. MSA FROM: EDN VOR 3100



EQUIPMENT REQUIREMENTS NOTES:

DUAL VOR RECEIVERS OR RADAR REQUIRED.

NOTES:

CHART NOTE: CIRCLING RWY 23 NA AT NIGHT.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT RRS VORTAC ON V241 NORTHEAST BOUND.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE OZR ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET.

ADDITIONAL FLIGHT DATA:

CESVA TO RW05: 3.00/50

CHART MAXIMUM 6000 AT EDN VOR.

HOLD SW, LT, 060.49 INBOUND.

FAS OBST: 571 AAO 311636N/0855906W.

CHART R-2103.

FAC CROSSES RWY C/L EXTENDED 3000 FT FROM THLD.

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
S-05	840	1	480	840	1	480	840	1 3/8	480		NA				
CIRCLING	900	1	539	900	1	539	1060	2	699		NA				

CHANGES - REASONS

1. TERMINAL ROUTES: DELETED FEEDER ROUTE BVG NDB TO EDN VOR. - BVG NDB DECOMMISSIONING.
2. MISSED APPROACH INSTRUCTIONS: ADDED "CONTINUE CLIMB-IN-HOLD TO 2500." - IAW 8260.3G 16-7-1.
3. PROFILE LINE 1: OUTBOUND HEADING CHANGED FROM 245.00 TO 240.49 - FAC CHANGED FROM 065.0 TO 060.49.
4. PROFILE LINE 3: FAC CHANGED FROM 065.00 TO 060.49. - REQUESTED BY FPT.
5. PROFILE LINE 4: MIN ALT CHANGED FROM "CESVA INT/RADAR 1540" TO "CESVA INT/RADAR 1600." - INCREASE VDA.
6. EQUIPMENT REQUIREMENTS NOTES: ADDED "DUAL VOR RECEIVERS OR RADAR REQUIRED." - REQUIRED TO MAKE-UP FIX CESVA INT/RADAR.
7. NOTES: DELETED CHART NOTE: ADF OR RADAR REQUIRED. - CESVA INT FIX MAKE-UP CHANGED FROM BVG NDB TO OZR VOR/DME.
8. NOTES: BACKUP ALTIMETER NOTE CHANGED FROM "OBTAIN LOCAL ALTIMETER SETTING ON CTAF." TO " WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE OZR ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET." - IAW 8260.19J 8-6-10 F.
9. NOTES: ADDED CHART NOTE: CIRCLING RWY 23 NA AT NIGHT. - NO SURVEY FOR RWY 23. ASSUMED UNLIT 20:1 PENETRATIONS.
10. NOTES: ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT RRS VORTAC ON V241 NORTHEAST BOUND - TURN IS GREATER THAN 120 DEGREES.
11. ADDITIONAL FLIGHT DATA: CHANGED FROM "CHART: MAX 6000 TO EDN VOR" TO "CHART MAXIMUM 6000 AT EDN VOR" - IAW 8260.19J.
12. ADDITIONAL FLIGHT DATA: HOLDING CHANGED FROM "HOLD SW, LT, 065.00 INBOUND." TO " HOLD SW, LT, 060.49 INBOUND." - FAC CHANGED FROM 065.0 TO 060.49.
13. ADDITIONAL FLIGHT DATA: DESCENT ANGLE CHANGED FROM 2.85/50 TO 3.00/50. - CESVA ALT CHANGED FROM 1540 TO 1600.
14. ADDITIONAL FLIGHT DATA: FAS OBST CHANGED FROM "459 TREE 311703N/0855657W" TO "571 AAO 311636N/0855906W." - UPDATED OBSTACLE EVALUATION.
15. ADDITIONAL FLIGHT DATA: FAC CROSSES RWY C/L EXTENDED CHANGED FROM 1128 FROM THLD TO 3000 FT FROM THLD. - FAC CHANGED FROM 065.0 TO 060.49.
16. MINIMUMS: DELETED CESVA INT/RADAR MINIMUMS. - CESVA INT FIX MAKE-UP CHANGED FROM BVG NDB TO OZR VOR/DME.
17. MINIMUMS: S-05 DA/HAT CHANGED FROM 1540/1180 TO 840/480 ALL CATS; VISIBILITY CAT A CHANGED FROM 1 1/4 TO 1, VISIBILITY CAT B CHANGED FROM 1 1/2 TO 1; VISIBILITY CAT C CHANGED FROM 3 TO 1 3/8. - REMOVED CESVA DUAL MINIMUMS AND CONTROLLING OBSTACLE CHANGED FROM "459 TREE 311703N/0855657W" TO "571 AAO 311636N/0855906W."
18. MINIMUMS: CIRCLING CMDA/HAA CAT A/B CHANGED FROM 1540/1179 TO 900/539; CAT C CMDA/HAA CHANGED FROM 1540/1179 TO 1060/699; VISIBILITY CAT A CHANGED FROM 1 1/4 TO 1; VISIBILITY CAT B CHANGED FROM 1 1/2 TO 1; VISIBILITY CAT C CHANGED FROM 3 TO 2. - IAW 8260.3G SECTION 3-3.



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZJX, CAIRNS APP CON, AMGR

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY
BRITNEY ARMENTROUT

Digitally signed by
BRITNEY ARMENTROUT
May 13, 2025

OFFICE

DATE

AJV-A422

05/12/2025

APPROVED BY
RAKE MCGRAW

OFFICE

DATE

AJV-A422

TITLE

MANAGER



**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>
EDN	VOR RWY 5	5	ENTERPRISE	AL	361	EDN

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM RRS VORTAC **TO** EDN VOR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	24.25				

<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 (01-022170)	311802.30N/0853504.30W	1000	500	50	5D	1000					2000
TERRAIN	312145.00N/0855336.00W	433 (400)								AS1500	1900

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: PT

FROM 10 NM **TO** CESVA INT/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	6.02				

<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	311636.00N/0855906.00W	571	215	8	4B	300				RA40 DG689	1600

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: STEPDOWN

FROM

CESVA INT/RADAR

TO

EDN VOR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	3.98		EDN VOR				480				
<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	311636.00N/0855906.00W	571	215	8	4B	250					840

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

PROCEDURE TURN

FROM

EDN VOR

TO

10 NM

<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 (01-049212)	311052.54N/0855355.06W	649	20	3	1A	1000				AT151	1800
TERRAIN	312039.00N/0855624.00W	423 (400)								AS1000	1400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

1000 AIRSPACE ALSO TAKEN IN ENTRY ZONE.



MISSSED APPROACH

FROM

EDN VOR

TO

EDN VOR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 590			
<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				2500
TOWER (01-002719)	312026.53N/0855202.40W	710	50	50	2D	1000					1800
TERRAIN	212215.00N/0855603.00W	456 (500)								AS1500	2000

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											
TOWER (01-054865)	311912.30N/0855346.69W	1.30	539	537	250	50	4D	300		AC50	900
CATEGORY B											
TOWER (01-054865)	311912.30N/0855346.69W	1.82	539	537	250	50	4D	300		AC50	900
CATEGORY C											
TOWER (01-002719)	312026.53N/0855202.40W	2.86	699	710	50	50	2D	300		AC50	1060

CIRCLING REMARKS:

MSA

CENTER

EDN VOR

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (12-001288)	305511.60N/0854429.33W	163	24.0	2025	250	50	4D	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

CAIRNS APP CON, ZJX ARTCC, ANB 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-3PT	EDN	24	EDN	0	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>
AWOS-3PT	OZR	24	OZR	9.63	Y	27

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KEDN 361, KOZR 327
RA = 26.9.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
EDN VOR	AOCC	24	3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW23 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)	NPI-F	
RW05 - REIL (PCL), MIRL (PCL), PAPI-2L (PCL)	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	49.9

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☐	3000FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

PENETRATIONS REMARKS:



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - FINAL DOES NOT HAVE DME.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VEGETATION 100 FT PER FPT.

HIGHER PROCEDURE TURN NOT USED DUE TO OBSTACLE AND TO MEET DESCENT GRADIENT.

CESVA ESTABLISHED AT ATC AND APT MGR REQUEST.

RWY 23 DOES NOT HAVE AN OIS SURVEY. 20:1 OBSTACLES ARE ASSUMED FOR CIRCLING RESTRICTIONS TO RWY 23.

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	FACILITY	TO 1000FT POINT	7
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	4.80
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	057.49
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	400
DISTANCE FROM	FACILITY	TO 1500FT POINT	7
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.80
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	057.49
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	400

THRESHOLD COORDINATES (IF STR-IN)	311743.47N/0855422.48W
ARP COORDINATES	311759.00N/0855359.40W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 5 DISTANCE 0.42 NM
FAF COORDINATES	
FIX NAME COORDINATES	MAP EDN VOR 311746.94N/0855409.85W

REMARKS

1500-FT POINT IS IN THE PT MANEUVERING AREA. PT DISTANCE 10 NM.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
BRITNEY ARMENTROUT	AJV-A422	05/12/2025	AERONAUTICAL INFORMATION SPECIALIST

