

**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> KFDY	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 7	<u>ORIGINAL/AMENDMENT</u> ORIG-C	<u>CITY</u> FINDLAY	<u>STATE</u> OH		
<u>AIRPORT ELEVATION</u> 813	<u>TDZE</u> 810	<u>SUPERSEDED</u> RNAV (GPS) RWY 7	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>DATED</u> 05/24/2018	<u>MAG VAR</u> 5W	<u>EPOCH YEAR</u> 1985
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<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>
JINAK	IAF	PURIC	NOPT	TF	FB	1.00	099.26	15.54	2500
KINDE	IAF	PURIC	NOPT	TF	FB	1.00	347.14	10.43	2500
PURIC	IF/IAF	NOBIC		TF	FB	1.00	073.51	6.00	2400
NOBIC	FAF	RW7	MAP	TF	FO	0.30	073.59	4.85	
RW7	MAP	1213 MSL		CA			073.59		
1213 MSL		DOYET		DF	FO	1.00			2500

MISSED APPROACH

MAP:

LNAV/VNAV: DA

LNAV: RW7

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2500 DIRECT DOYET AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
16
CHECKED

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. HOLD W PURIC, RT, 073.51 INBOUND, 2500 FT. IN LIEU OF PT (IAF), MAX 6000.

3. FAC: 073.59FAF: NOBICDIST FAF TO MAP: 4.85DIST FAF TO THLD: 4.85

4. MIN ALT: PURIC 2500, NOBIC 2400

5. DIST TO THLD FROM OM:MM:IM:150 HAT:501 HAT: 1.48GS ANT:

6. MIN GP INCPT: 2400GP ALT AT PFAF : NOBIC 2400OM:MM:IM:

7. GP ANGLE: 3.0034:1: IS NOT CLEAR20:1: IS CLEARTCH: 39.0

8. MSA FROM: RW07 2900

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: BARO-VNAV AND VDP NA WHEN USING LIMA ALLEN COUNTY ALTIMETER SETTING.
CHART NOTE: RWY 7 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LIMA ALTIMETER SETTING AND INCREASE LNAV/VNAV DA TO 1391 FEET AND ALL VISIBILITIES 3/8 SM. INCREASE ALL MDAS 80 FEET AND LNAV VISIBILITY CAT C/D 1/8 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT KINDE ON V47 SOUTHBOUND.
CHART NOTE: STRAIGHT-IN RWY 7 NA AT NIGHT, CIRCLING RWY 7 NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

HOLD E, RT, 253.83 INBOUND.
CHART FAS OBST: 1000 ELEVATOR (39-030657) 410023N/0834234W.
CHART VDP AT 1.38 NM TO RW07.
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/4, 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
LNAV/VNAV DA	1311	1 3/4	501	1311	1 3/4	501	1311	1 3/4	501	1311	1 3/4	501			
LNAV MDA	1260	1	450	1260	1	450	1260	1 3/8	450	1260	1 3/8	450			
CIRCLING	1440	1	627	1440	1	627	1440	1 3/4	627	1540	2 1/4	727			



CHANGES - REASONS

1. PBN REQUIREMENTS NOTE UPDATED FROM RNP APCH TO RNP APCH-GPS TO MEET CURRENT 8260.19 GUIDANCE.
2. LNAV/VNAV DA/HAT RAISED FROM 1297/487 TO 1311/501 DUE TO NEW OBSTRUCTION FOUND IN FINAL EVALUATION.
3. CIRCLING CAT D MDA/HAA/VIS RAISED FROM 1440/627/2 TO 1540/727/2 1/4 DUE TO NEW EXPANDED CIRCLING RADII APPLIED AND NEW CAT D OBSTACLE FOUND.
4. REMOTE ALTIMETER NOTE UPDATED DUE TO RNAV/VNAV AND CIRCLING CAT D MINIMUM RAISES.
5. ALTERNATE MINIMUMS NOTE UPDATED FROM STANDARD, NA WHEN WEATHER NOT AVAILABLE TO STANDARD - CAT D 800-2 1/4, NA WHEN WEATHER NOT AVAILABLE DUE TO VISIBILITY RAISE IN CIRCLING CAT D OF 2 1/4.
6. FAS OBSTACLE UPDATED IN ADDITIONAL DATA TO REFLECT NEW LNAV OBSTACLE.
7. CHARTED CIRCLING ICON.
8. REMOVED LNAV ONLY NOTE.
9. UPDATED DIST TO HAT FROM 487/1.45 TO 501/1.48.
10. ADDED CHART NOTE: STRAIGHT-IN RWY 7 NA AT NIGHT, CIRCLING RWY 7 NA AT NIGHT - 20:1PENETRATIONS IDENTIFIED ON VOR RWY 7 PROCEDURE.

COORDINATED WITH:

A4A ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZOB, TOL APP CON, AIRPORT MANAGER

FLIGHT CHECKED BY

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

DEVELOPED BY

RALPH P. MILLER

Digitally signed by

PHILLIP MILLER

Mar 02, 2022

APPROVED BY

MARLON ROBINSON

Digitally signed by

JASON KRETSCHMER

Apr 04, 2022

OFFICE

Digitally signed by

JASON KRETSCHMER

OFFICE

AJV-A421

Apr 04, 2022

OFFICE

AJV-A420

DATE

DATE
10/13/2021

DATE

TITLE
MANAGER

QUALITY
16
CHECKED

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

<u>AIRPORT ID</u> KFDY	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 7	<u>AMDT NO.</u> ORIG-C	<u>CITY</u> FINDLAY	<u>STATE</u> OH	<u>AIRPORT ELEVATION</u> 813	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM JINAK TO PURIC

<u>RNP</u>	<u>DISTANCE</u> 15.54	<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>
1.TOWER (36-1607)	405721.00N/0825442.00W		1272	500	50	5D	1000				AT228	2500
2.TERRAIN	405451.00N/0835442.00W		834 (800)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM KINDE TO PURIC

<u>RNP</u>	<u>DISTANCE</u> 10.43	<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>
1.TOWER (36-1607)	405721.00N/0835442.00W		1272	500	50	5D	1000				AT228	2500
3.TERRAIN	404824.00N/0835133.00W		975 (1000)								AS1500	2500

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM
PURIC (IF/IAF)

TO
NOBIC

RNP	DISTANCE 6.00	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.TOWER (36-1607)	405721.00N/0835442.00W		1272	500	50	5D	500				AT628	2400
4.TERRAIN	405324.00N/0835251.00W		857 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM
NOBIC

TO
RW7

RNP	DISTANCE 4.85	PAT	MAP DA	HAT 501			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.ELEVATOR (39-030657)	410022.80N/0834233.96W		1000	20	3	1A		23.07				1311

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM
NOBIC

TO
RW7

<u>RNP</u>	<u>DISTANCE</u> 4.85	<u>PAT</u>	<u>MAP</u> RW7	<u>HAT</u> 450			<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>
5.ELEVATOR (39-030657)	410022.80N/0834233.96W		1000	20	3	1A	250					1260

COMPUTATIONS

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

HOLD-IN-LIEU OF PT

FROM
PURIC

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>
1.TOWER (36-1607)	405721.00N/0835442.00W	1272	500	50	5D	1000				AT228	2500
7.TERRAIN	405030.00N/0835533.00W	893 (900)								AS1500	2400

COMPUTATIONS

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



MISSED APPROACH : LNAV/VNAV

FROM
DA

TO
DOYET

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1150					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2500
10.TOWER (39-003817)	410404.00N/0833204.00W		1140	250	50	4D	1000					2200
11.TERRAIN	410245.00N/0832748.00W		872 (900)								AS1500	2400

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

MISSED APPROACH : LNAV

FROM
RW7

TO
DOYET

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1160					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2500
10.TOWER (39-003817)	410404.00N/0833204.00W		1140	250	50	4D	1000					2200
11.TERRAIN	410245.00N/0832748.00W		872 (900)								AS1500	2400

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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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											
8.BUILDING (39-001027)	410209.00N/0833859.00W	1.30	627	994	500	50	5D	300		AC50 XP96	1440
CATEGORY B											
9.TOWER (39-000072)	410031.00N/0833807.00W	1.83	627	1072	250	50	4D	300		AC50	1440
CATEGORY C											
10.TOWER (39-004246)	405858.16N/0833712.03W	2.88	627	1139	20	3	1A	300			1440
CATEGORY D											
11.TOWER (39-020159)	410410.00N/0833738.00W	3.77	727	1234	50	10	2B	300			1540

CIRCLING REMARKS:
XP=MATCH CURRENT MINS

MSA

CENTER	RADIUS
RW07	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (36-0616)	410812.00N/0835424.40W	311	12.7	1817	500	50	5D	1000			2900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
TOL APP CON, CLE FSS

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KFDY	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KFDY	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KAOH	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KAOH	<u>DISTANCE</u> 24.49	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 80

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KFDY 812.8, KAOH 975.3
RA = 79.26.

<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>
RW7 - HIRL (PCL), REIL (PCL), PAPI-4L		NPI-G	
RW18 - HIRL (PCL), PAPI-4L		NPI-G	
RW25 - HIRL (PCL), REIL (PCL), PAPI-4L		NPI-G	
RW36 - HIRL (PCL), REIL (PCL), PAPI-4L		NPI-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 795	<u>TCH</u> 39.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 23.6
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	324
ON CENTERLINE	☒	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -16C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -16C	<u>APT ISA</u> +13.39C
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CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 979 HIGH TEMP 1274.



"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	LNAV/VNAV, LNAV
34:1	
807 TRAVERSE_WAY (39-051679) 410041.72N/0834054.46W (4.43)	

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:
TAA NOT APPLIED AT THE REQUEST OF AT.
NO ADDITIONAL AIRSPACE REQUIRED.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> KFDY	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 7	<u>AMDT NO.</u> ORIG-C	<u>CITY</u> FINDLAY	<u>STATE</u> OH	<u>AIRPORT ELEVATION</u> 813	<u>FACILITY</u> RNAV
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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	2.99
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	068.59
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	820
DISTANCE FROM	THLD	TO 1500FT POINT	4.65
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	068.59
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	820

THRESHOLD
COORDINATES
(IF STR-IN)

410042.24N/0834048.32W

ARP COORDINATES

410043.30N/0834007.00W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 36 DISTANCE 0.67 NM

FAF
COORDINATES

405856.13N/0834646.19W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED
THLD DISPLACED 324FT, ACTUAL COORDINATES: 410041.08N/0834052.26W.

QUALITY
16
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> RALPH P. MILLER	<u>OFFICE</u> AJV-A421	<u>DATE</u> 10/13/2021	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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