

**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> KVPZ	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> VALPARAISO	<u>STATE</u> IN		
<u>AIRPORT ELEVATION</u> 770	<u>TDZE</u> 770	<u>SUPERSEDED</u> RNAV (GPS) RWY 18	<u>ORIGINAL/AMENDMENT</u> ORIG-A	<u>DATED</u> 10/15/2015	<u>MAG VAR</u> 2W	<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>
CHETT	IAF	RODLE	NOPT	TF	FB	1.00	164.68	7.57	2600
RODLE	IF/IAF	SIPTE		TF	FB	1.00	181.62	5.96	2600
SIPTE	FAF	LABSE/2.67 NM TO RW18		TF	FB	0.30	181.62	2.95	
LABSE/2.67 NM TO RW18		RW18	MAP	TF	FO	0.30	181.62	2.67	
RW18	MAP	1059 MSL		CA			181.62		
1059 MSL		CUKIK		DF	FB	1.00			
CUKIK		KLROY		TF	FO	1.00	105.60	16.61	2400

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW18

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2400 DIRECT CUKIK AND ON TRACK 105.60 TO KLROY AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. HOLD N RODLE, RT, 181.62 INBOUND, 2600 FT. IN LIEU OF PT (IAF), MAX 6000.

3. FAC: 181.62FAF: SIPTEDIST FAF TO MAP: 5.62DIST FAF TO THLD: 5.62

4. MIN ALT: RODLE 2600, SIPTTE 2600, LABSE/2.67 NM TO RW18 1660

5. DIST TO THLD FROM OM:MM:IM:150 HAT:289 HAT: 0.78GS ANT:

6. MIN GP INCPT: 2600GP ALT AT PFAF : SIPTTE 2600OM:MM:IM:

7. GP ANGLE: 3.0034:1: IS NOT CLEAR20:1: IS CLEARTCH: 40.0

8. MSA FROM: RW18 2800

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -21°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CHETT ON V6-10 WESTBOUND.

ADDITIONAL FLIGHT DATA:

HOLD SE, RT, 321.08 INBOUND.
CHART FAS OBST: 940 WINDMILL (18-040391) 413028N/0865948W.
CHART VDP AT 1.27 NM TO RW18.
WAAS CHANNEL # 82406
REFERENCE PATH ID: W18A
LTP HAE: 201 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - 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
LPV DA	1059	7/8	289	1059	7/8	289		NA			NA				
LNAV/VNAV DA	1200	1 1/4	430	1200	1 1/4	430		NA			NA				
LNAV MDA	1200	1	430	1200	1	430		NA			NA				
CIRCLING	1260	1	490	1300	1	530		NA			NA				



CHANGES - REASONS

1. DECREASED LPV DA/HAT FROM 1120/350 TO 1059/289; VISIBILITY ALL CATS FROM 1 1/4 TO 7/8. - NEW LPV FINAL CONTROLLER.
2. DECREASED LNAV/VNAV DAT/HAT FROM 1233/463 TO 1200/430, VISIBILITY ALL CATS FROM 1 3/4 TO 1 1/4. - NEW EVALUATION COMPLETED.
3. REMOVED FEEDER FROM OXI VOR/DME - RODLE. - OXI VOR/DME DECOMMISSIONING.
4. UPDATED INTERMEDIATE RODLE-SIPTE DISTANCE FROM 6.05 TO 5.96; FINAL SIPTE-LAPSE FROM 2.83 TO 2.95; FINAL STEPDOWN LAPSE-RW18 FROM 2.70 TO 2.67. - PFAF SIPTE AND STEPDOWN LAPSE MOVED TO ACCOMMODATE 3.00/40.0 GPA/TCH AND VAA ALTITUDE.
5. DECREASED CA LEG ALTITUDE FROM 1120 TO 1059. - LOWEST DA.
6. UPDATED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 2600 DIRECT CUKIK AND ON TRACK 106.51 TO OXI VOR/DME AND HOLD" TO "CLIMB TO 2400 DIRECT CUKIK AND ON TRACK 106.50 TO KLROY AND HOLD." - ATC REQUEST; OXI VOR/DME DECOMMISSIONING.
7. LINE 3: UPDATED DIST FAF TO MAP/THLD FROM 5.53 TO 5.62. - PFAF SIPTE MOVED TO ACCOMMODATE 3.00/40.0 GPA/TCH.
8. LINE 5: ADDED DIST TO THLD FROM 289 HAT: 0.78. - IAW 8260.19I 8-6-7 E.
9. LINE 4: REMOVED *, AND *LNAV ONLY FROM ADDITIONAL FLIGHT DATA - NO LONGER REQUIRED.
10. LINE 7: ADDED 20:1 IS CLEAR. - NO 20:1 PENETRATIONS PRESENT.
11. REMOVED CHART NOTE: DME/DME RNP-0.3 NA; ADDED PBN REQUIREMENTS NOTE: RNP APCH - GPS. - IAW 8260.58B TABLE 1-2-1.
12. UPDATED CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS LOW AND HIGH TEMPERATURES, FROM "-16C (4F) OR ABOVE 54C (130F)" TO "-21C OR ABOVE 54C." - UPDATED WEATHER STUDY (2017-2019) USED FOR SLOPE CALCULATIONS AND TO DETERMINE UPPER/LOWER TEMPERATURE LIMITS FOR UNCOMPENSATED BARO-VNAV SYSTEMS; FAHRENHEIT REMOVED IAW 8260.19I.
13. UPDATED CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH TO CURRENT FORMAT. - IAW 8260.19I 8-6-9 M(1).
14. CHART NOTE: MOVED ALTERNATE ALTIMETER AND BARO-VNAV AND VDP NA NOTES TO 8260-9 PART C - REMARKS. - IAW 8260.19I 8-6-9 F.
15. REMOVED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT OXI VOR/DME ON AIRWAY RADIALS 238 CW 029. - FEEDER REMOVED; NO LONGER REQUIRED.
16. UPDATED CHART NOTE "HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" TO "RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED." - IAW 8260.19I 8-6-11 K(3).
17. UPDATED ADDITIONAL FLIGHT DATA: CHART FAS OBST FROM "939 TREE 413003N/0870109W, 905 WATER TANK 412843N/0870000W" TO "940 WINDMILL (18-040391) 413028N/0865948W." - NEW LNAV CONTROLLING OBSTACLE.
18. REMOVED ADDITIONAL FLIGHT DATA: DISTANCE TO THLD FROM 350 HAT: 0.97 NM. - INFORMATION DISPLAYED IN PROFILE LINE 5.
19. FAS DATA: UPDATED FPAP LATITUDE AND LONGITUDE FROM 412614.8000N 0870024.5000W TO 412614.7925N 0870024.5005W. - NEW AIRNAV DATA INCOPRPORATED.
20. FAS DATA: UPDATED CRC REMAINDER FROM F474CE18 TO FA190075. - UPDATED FPAP LAT/LONG.
21. ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CHETT ON V6-10 WESTBOUND. - IAW 8260.19I 8-2-5 G.

03/28/2023: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 01/18/2023.
CHANGED 8260-3 FORM HEADING FROM "UNITED STATES COAST GUARD" TO "FEDERAL AVIATION ADMINISTRATION".

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZUA, SOUTH BEND APP CON, AMGR

FLIGHT CHECKED BY

JAMES MICHAEL HAWLEY

Digitally signed by

CASIMIR L TABAKA

Mar 28, 2023

OFFICE

FIOG

DATE

02/28/2023

DEVELOPED BY

CASIMIR L. TABAKA (BARBARA GORMAN)

Digitally signed by

CASIMIR L TABAKA

Mar 28, 2023

OFFICE

AJV-A432

DATE

11/21/2022

APPROVED BY

CASIMIR TABAKA

Digitally signed by

CASIMIR L TABAKA

Mar 28, 2023

OFFICE

AJV-A430

DATE**TITLE**

MANAGER



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KVPZ
RUNWAY	RW18
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W18A
LTP/FTP LATITUDE	412743.9360N
LTP/FTP LONGITUDE	0870025.2940W
LTP/FTP ELLIPSOIDAL HEIGHT	+02010
FPAP LATITUDE	412614.7925N
FPAP LONGITUDE	0870024.5005W
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	1528
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	FA190075

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K5
LTP ORTHOMETRIC HEIGHT	+02348
FPAP ORTHOMETRIC HEIGHT	+02348

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

<u>AIRPORT ID</u> KVPZ	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>AMDT NO.</u> 1	<u>CITY</u> VALPARAISO	<u>STATE</u> IN	<u>AIRPORT ELEVATION</u> 770	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
CHETT

TO
RODLE

<u>RNP</u>	<u>DISTANCE</u> 7.57	<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 (18-020402)	413805.70N/0870259.30W		1270	500	50	5D	1000				AT330	2600
TERRAIN	413945.00N/0870324.00W		728 (700)								AS1500	2200

COMPUTATIONS

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

INTERMEDIATE

FROM
RODLE (IF/IAF)

TO
SIPTE

<u>RNP</u>	<u>DISTANCE</u> 5.96	<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 (18-020402)	413805.70N/0870259.30W		1270	500	50	5D	500				AT830	2600
TERRAIN	413324.00N/0865909.00W		853 (900)								AS1500	2400

COMPUTATIONS

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



FINAL: LPV

FROM
SIPTÉ

TO
RW18

<u>RNP</u>	<u>DISTANCE</u> 5.62	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 289			<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>
TREE (18-046513)	412813.46N/0870026.48W		865	20	3	1A		34.00:1			MA39	1059

COMPUTATIONS

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

FINAL: LNAV/VNAV

FROM
SIPTÉ

TO
RW18

<u>RNP</u>	<u>DISTANCE</u> 5.62	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 430			<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>
TRANSMISSION_LINE (18-049741)	412848.51N/0870023.29W		885	250	50	4D		23.94:1			AC50	1200

COMPUTATIONS

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



FINAL: LNAV

FROM
SIPTE

TO
LABSE/2.67 NM TO RW18

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	2.95											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (18-000788)	413125.00N/0870105.10W		1258	50	20	2C	250				RA80 DG72	1660

COMPUTATIONS

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

FINAL: LNAV STEPDOWN

FROM
LABSE/2.67 NM TO RW18

TO
RW18

<u>RNP</u>	<u>DISTANCE</u> 2.67	<u>PAT</u>	<u>MAP</u> RW18	<u>HAT</u> 430			<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>
WINDMILL (18-040391)	413028.42N/0865948.04W		940	20	3	1A	250					1200

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

RODLE

TO

P-5

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
P-5												
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
TOWER (18-020402)	413805.70N/0870259.30W	1270	500	50	5D	1000				AT330	2600	
TERRAIN	413945.00N/0870324.00W	728 (700)								AS1500	2200	

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 : LPV

FROM

DA

TO

KLROY

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
					855							
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
TREE (18-046513)	412813.46N/0870026.48W	865	20	3	1A		ASC				2400	
TOWER (18-002457)	412234.10N/0870135.00W	1022	500	50	5D	1000					2100	
TERRAIN	412827.00N/0870121.00W	807 (800)								AS1500	2300	

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
KLROY

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1058					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2400
TOWER (18-002457)	412234.10N/0870135.00W		1022	500	50	5D	1000					2100
TERRAIN	412827.00N/0870121.00W		807 (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 : LNAV

FROM
RW18

TO
KLROY

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1100					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2400
TOWER (18-002457)	412234.10N/0870135.00W		1022	500	50	5D	1000					2100
TERRAIN	412827.00N/0870121.00W		807 (800)								AS1500	2300

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 (18-024666)	412746.32N/0870232.89W	1.30	490	942	20	3	1A	300			1260
CATEGORY B											
TOWER (18-000317)	412633.98N/0870250.96W	1.83	530	995	20	3	1A	300			1300

CIRCLING REMARKS:

MSA

CENTER
RW18

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (18-000994)	412059.34N/0872358.09W	251	19.0	1731	250	50	4D	1000			2800

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

100' TREE HEIGHT USED PER FPT.

TAA NOT DEVELOPED AT ATC REQUEST.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZAU ARTCC, SBN APP CON, HUF FSS

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KVPZ	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KVPZ	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> KIGQ	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KIGQ	<u>DISTANCE</u> 24.05	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 77

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KVPZ 770, KIGQ 620
RA = 76.5.

<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>
RW09 - HIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-G	
RW18 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NPI-G	
RW36 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NPI-G	
RW27 - MALSR (PCL), HIRL (PCL), PAPI-4L (PCL)		PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 770.3	<u>TCH</u> 40.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 24.0
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FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -21C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -24C	<u>APT ISA</u> +13.47C
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CRITICAL TEMPERATURE REMARKS:
AVERAGE COLD TEMPERATURE DERIVED FROM 3-YEAR HISTORY (2017-2019).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 716 HIGH TEMP 1135.



AIRPORT ID KVPZ	PROCEDURE NAME RNAV (GPS) RWY 18	AMDT NO. 1	CITY VALPARAISO	STATE IN	AIRPORT ELEVATION 770	FACILITY RNAV
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"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	LPV, LNAV/VNAV, AND LNAV				
34:1					
865 TREE (18-046513) 412813.46N/0870026.48W (12.68)			857 TREE (18-036652) 412812.68N/0870027.82W (6.98)		
854 TREE (18-024675) 412812.21N/0870023.82W (5.44)			850 TREE (18-040600) 412811.64N/0870025.46W (3.11)		
853 TREE (18-040538) 412812.66N/0870025.30W (3.07)			850 TREE (18-036651) 412811.69N/0870030.94W (2.88)		
857 TREE (18-040601) 412814.81N/0870026.57W (0.66)					

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

CONTINGENCY NOTES:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LANSING MUNI ALTIMETER SETTING AND INCREASE LPV DA TO 1136 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE LNAV/VNAV DA TO 1277 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE ALL MDAS 80 FEET.
BARO-VNAV AND VDP NA WHEN USING LANSING MUNI ALTIMETER SETTING.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

AIRPORT ID KVPZ	PROCEDURE NAME RNAV (GPS) RWY 18	AMDT NO. 1	CITY VALPARAISO	STATE IN	AIRPORT ELEVATION 770	FACILITY 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	3.42
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	179.62
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	5.22
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.76
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	179.62
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD
COORDINATES
(IF STR-IN)

412743.94N/0870025.29W

ARP COORDINATES

412714.30N/0870025.50W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 9 DISTANCE 0.59 NM

FAF
COORDINATES

413321.29N/0870028.27W

FIX NAME
COORDINATES

REMARKS

QUALITY
34
CHECKED

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Electronic Version

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PART E: PREPARED BY

<u>NAME</u> CASIMIR L. TABAKA (BARBARA GORMAN)	<u>OFFICE</u> AJV-A432	<u>DATE</u> 11/21/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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