

**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> 1K4	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 31	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> GOLDSBY	<u>STATE</u> OK
<u>AIRPORT ELEVATION</u> 1169	<u>TDZE</u> 1167	<u>SUPERSEDED</u> RNAV (GPS) RWY 31	<u>DATED</u> 02/24/2022	<u>MAG VAR</u> 3E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2025
		<u>ACTUAL EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	

TAA

FROM	FIX TYPE	TO	FIX TYPE	ALTITUDE
1. 224/30 CW 044/30	NOPT	224/15 CW 044/15		3000
2. 224/15 CW 044/15		HAKAR	IF/IAF	2800
3. 044/30 CW 134/30		044/10 CW 134/10		3100
4. 044/10 CW 134/10		FEPLO	IAF	2800
5. 134/30 CW 224/30		134/10 CW 224/10		3800
6. 134/10 CW 224/10		ERADE	IAF	2800

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
ERADE	IAF	HAKAR	NOPT	TF	FB	1.00	224.05	5.00	2800
FEPLO	IAF	HAKAR	NOPT	TF	FB	1.00	043.97	5.00	2800
HAKAR	IF/IAF	GOLGY		TF	FB	1.00	313.99	4.94	2800
GOLGY	FAF	RW31	MAP	TF	FO	0.30	313.99	5.03	
RW31	MAP	1569 MSL		CA			313.99		
1569 MSL		CAPLI		DF	FO	1.00			3100

MISSED APPROACH

MAP:

LNAV: RW31

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3100 DIRECT CAPLI AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3100.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
35
CHECKED

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	HOLD SE HAKAR, RT, 313.99 INBOUND, 2800 FT. IN LIEU OF PT (IAF), MAX 6000.					
3.	FAC: 313.99	FAF: GOLGY	DIST FAF TO MAP: 5.03	DIST FAF TO THLD: 5.03		
4.	MIN ALT: HAKAR 2800, GOLGY 2800					
5.	DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:	
6.	MIN GP INCPT:	GP ALT AT FAF:			OM:	MM: IM:
7.	GP ANGLE:	34:1: IS NOT CLEAR	20:1: IS NOT CLEAR	TCH:		
8.	MSA FROM:					

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 31 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART NOTE: PROCEDURE NA AT NIGHT.
CHART NOTE: USE OKC ALTIMETER SETTING.
CHART SPEED ICON IN PLANVIEW AT ERADE: MAX 200 KIAS.
CHART SPEED ICON IN PLANVIEW AT FEPLO: MAX 200 KIAS.

ADDITIONAL FLIGHT DATA:

CHART OKC ASOS.
GOLGY TO RW31: 3.00/40

HOLD NW, RT, 133.93 INBOUND.
FAS OBST: 1368 AAO 350542N/0972509W.

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
LNAV MDA	1680	1	513	1680	1	513	1680	1 3/8	513		NA				
CIRCLING	1700	1	531	1840	1	671	1920	2 1/4	751		NA				

CHANGES - REASONS

1. AIRPORT MAG VAR UPDATED FROM 6E TO 3E – UPDATED TO 2025 TABLES.
2. TAA: ALL SECTOR BEARINGS CHANGED BY 3 DEGREES – MAG VAR UPDATED FROM 6E TO 3E.
3. TAA: 224/30 CW 044/30 TO 224/15 CW 044/15 SECTOR ALTITUDE CHANGED FROM 2900 TO 3000 – UPDATED OBSTACLE EVALUATION.
4. TERMINAL ROUTES: ERADE TO HAKAR COURSE CHANGED FROM “221.05” TO “224.05” – MAG VAR UPDATE.
5. TERMINAL ROUTES: FEPLO TO HAKAR COURSE CHANGED FROM “040.97” TO “043.97” – MAG VAR UPDATE.
6. TERMINAL ROUTES: HAKAR TO GOLGY COURSE CHANGED FROM “311.01” TO “313.99 – MAG VAR UPDATE AND GOLGY POSITION MOVED 424 FT SE.
7. TERMINAL ROUTES: GOLGY TO RWY 31 COURSE CHANGED FROM “310.97” TO “313.99” – MAG VAR UPDATE AND GOLGY POSITION MOVED 424 FT SE.
8. TERMINAL ROUTES: HAKAR TO GOLGY DISTANCE CHANGED FROM “5.00” TO “4.94” – GOLGY POSITION MOVED 424 FT SE.
9. TERMINAL ROUTES: GOLGY TO RWY 31 DISTANCE CHANGED FROM “5.00” TO “5.03” – GOLGY POSITION MOVED 424 FT SE.
10. MAP: DELETED “LNAV/VNAV: DA” – LINE OF MINIMUM REMOVED FROM APPROACH DUE TO UNMITIGATED VGS PENETRATIONS.
11. MISSED APPROACH INSTRUCTIONS: CHANGED FROM “CLIMB TO 3100 VIA 310.93 TO CAPLI AND HOLD.” TO “CLIMB TO 3100 DIRECT CAPLI AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3100.” – NEW OBSTACLE EVALUATION AND IAW 8260.19J, 8-6-6.D. AND G.
12. PROFILE: LINE 2 UPDATED COURSE FROM “311.01 INBOUND” TO “313.99 INBOUND” – MAG VAR UPDATE AND ALIGNED WITH INTERMEDIATE COURSE.
13. PROFILE: LINE 2 ADDED “MAX 6000” – IAW 8260.19J, 8-6-7.B. (2).
14. PROFILE: LINE 3 UPDATED FAC: FROM “310.97” TO “313.99” – MAG VAR UPDATE AND GOLGY POSITION MOVED 424 FT SE.
15. PROFILE: LINE 3 ADDED DIST FAF TO MAP “5.03” AND UPDATED DIS FAF TO THLD FROM “4.96” TO “5.03” – GOLGY POSITION MOVED 424 FT SE, IAW 8260.19J, 8-6-7.C.
16. PROFILE: LINE 6 REMOVED “2800” – IAW 8260.19J, 8-6-7.F.
17. PROFILE: LINE 7 REMOVED GP ANGLE: 3.00 AND TCH: 40.0 – VERTICAL LINE OF MINIMUM REMOVED.
18. PROFILE: LINE 7 CHANGED FROM “34:1 IS CLEAR” TO “34:1 IS NOT CLEAR” – 34:1 PENETRATIONS DOCUMENTED.
19. PROFILE: LINE 7 ADDED 20:1 IS NOT CLEAR. – 20:1 PENETRATIONS DOCUMENTED.
20. DELETED CHART NOTES “GPS OR RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.” AND ADDED PBN REQUIREMENTS NOTE “RNP APCH – GPS.” – IAW 8260.19J PARA 8-6-8.B (2).
21. NOTES: REMOVED “BARO-VNAV NA” – LNAV/VNAV LINE OF MINIMUM REMOVED.
22. NOTES: UPDATED CHART NOTE FROM “RWY 13, 17, 31, 35 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.” TO “RWY 31 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED” – UPDATED RUNWAY NUMBERING DUE TO MAG VAR.
23. NOTES: ADDED “CHART SPEED ICON IN PLANVIEW AT ERADE: MAX 200 KIAS” - IAW 8260.19J, 4-6-10.G., SPEED RESTRICTION DUE TO SEGMENT LENGTH.
24. NOTES: ADDED “CHART SPEED ICON IN PLANVIEW AT FEPLO: MAX 200 KIAS” - IAW 8260.19J, 4-6-10.G., SPEED RESTRICTION DUE TO SEGMENT LENGTH.
25. ADDITIONAL FLIGHT DATA: ADDED “CHART OKC ASOS” – IAW 8260.19J 8-2-4.B.(3).
26. ADDITIONAL FLIGHT DATA: ADDED “GOLGY TO RW31: 3.00/40” – IAW 8260.19J, 8-6-11.O.
27. ADDITIONAL FLIGHT DATA: CHANGED HOLDING FROM “HOLD NW, RT, 130.93 INBOUND.” TO “HOLD NW, RT, 133.93 INBOUND.” – MAG VAR UPDATE.
28. ADDITIONAL FLIGHT DATA: CHANGED CHART FAS OBST FROM “CHART FAS OBST: 1260 SIGN 350847N/0972836W, 1209 50 FT TREE 350900N/0972721W.” TO “FAS OBST: 1368 AAO 350542N/0972509W.” – NEW CONTROLLING OBSTACLE.
29. ADDITIONAL FLIGHT DATA: REMOVED “DISTANCE FROM THLD FROM HAT: 1.08 NM” – LNAV/VNAV LINE OF MINIMUM REMOVED.
30. ADDITIONAL FLIGHT DATA: REMOVED “FINAL SEGMENT (TF)” – NO LONGER REQUIRED.
31. MINIMUMS: REMOVED LNAV/VNAV DA LINES OF MINIMUMS – DUE TO UNMITIGATED VGS PENETRATIONS.
32. MINIMUMS: INCREASED LNAV MDA/HAT ALL CATS FROM “1580/413” TO “1680/513” AND CAT C VISIBILITY FROM “1 1/8” TO “1 3/8” – NEW OBSTACLE EVALUATION AND IAW 8260.3E TABLE 3-3-1.
33. MINIMUMS: INCREASED CIRCLING MDA/HAA CAT A FROM “1660/491” TO “1700/531” AND CAT B FROM “1820/651” TO “1840/671”, CAT A, B VISIBILITIES INCREASED FROM 1 SM TO 1 1/4 – NEW OBSTACLE EVALUATION AND 8260.3E TABLE 3-3-7.

COORDINATED WITH:

A4A

ALPA

☒

AOPA

☒

APA

HAI

NBAA

☒

OTHER: OKC APP CON, APT MGR

FLIGHT CHECKED BY

ALEX KRAUSE

Digitally signed by

JOSEPH L ZEDER

Aug 12, 2024

OFFICE

FPO

DATE

08/09/2024

DEVELOPED BY

CASIMIR L. TABAKA (CHRISTOPHER D. WILKINSON)

Digitally signed by

JOSEPH L ZEDER

Aug 12, 2024

OFFICE

AJV-A432

DATE

04/12/2024

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

JOSEPH L ZEDER

Aug 12, 2024

OFFICE

AJV-A432

DATE

TITLE

MANAGER



<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMD'T NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
1K4	RNAV (GPS) RWY 31	1	GOLDSBY	OK	1169	RNAV

[illegible]

<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>
------------	-------------	-------------	------------	-------------	-----------	-----------	------------	----------------------	-------------	----------------	-------------------------------

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1	1	1	1	1	1
2	2	2	2	2	2
3	3	3	3	3	3
4	4	4	4	4	4
5	5	5	5	5	5
6	6	6	6	6	6
7	7	7	7	7	7
8	8	8	8	8	8
9	9	9	9	9	9
10	10	10	10	10	10
11	11	11	11	11	11
12	12	12	12	12	12
13	13	13	13	13	13
14	14	14	14	14	14
15	15	15	15	15	15
16	16	16	16	16	16
17	17	17	17	17	17
18	18	18	18	18	18
19	19	19	19	19	19
20	20	20	20	20	20
21	21	21	21	21	21
22	22	22	22	22	22
23	23	23	23	23	23
24	24	24	24	24	24
25	25	25	25	25	25
26	26	26	26	26	26
27	27	27	27	27	27
28	28	28	28	28	28
29	29	29	29	29	29
30	30	30	30	30	30
31	31	31	31	31	31
32	32	32	32	32	32
33	33	33	33	33	33
34	34	34	34	34	34
35	35	35	35	35	35
36	36	36	36	36	36
37	37	37	37	37	37
38	38	38	38	38	38
39	39	39	39	39	39
40	40	40	40	40	40
41	41	41	41	41	41
42	42	42	42	42	42
43	43	43	43	43	43
44	44	44	44	44	44
45	45	45	45	45	45
46	46	46	46	46	46
47	47	47	47	47	47
48	48	48	48	48	48
49	49	49	49	49	49
50	50	50	50	50	50
51	51	51	51	51	51
52	52	52	52	52	52
53	53	53	53	53	53
54	54	54	54	54	54
55	55	55	55	55	55
56	56	56	56	56	56
57	57	57	57	57	57
58	58	58	58	58	58
59	59	59	59	59	59
60	60	60	60	60	60
61	61	61	61	61	61
62	62	62	62	62	62
63	63	63	63	63	63
64	64	64	64	64	64
65	65	65	65	65	65
66	66	66	66	66	66
67	67	67	67	67	67
68	68	68	68	68	68
69	69	69	69	69	69
70	70	70	70	70	70
71	71	71	71	71	71
72	72	72	72	72	72
73	73	73	73	73	73
74	74	74	74	74	

[illegible]

<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>
------------	-------------	-------------	------------	-------------	-----------	-----------	------------	----------------------	-------------	----------------	-------------------------------

SEGMENT REMARKS:

LEFT BASE AREA

FROM

044/30 CW 134/30

TO

044/10 CW 134/10

<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 (40-001846)	351128.20N/0973549.00W	2049	500	50	5D	1000					3100
TERRAIN	344954.00N/0975636.00W	1473 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

LEFT BASE AREA

FROM

044/10 CW 134/10

TO

FEPLO

<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 (40-000941)	345359.00N/0973357.00W	1690	50	50	2D	1000					2700
TERRAIN	350136.00N/0973057.00W	1269 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



RIGHT BASE AREA

FROM

134/30 CW 224/30

TO

134/10 CW 224/10

<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 (40-000590)	353406.00N/0972921.00W	2758	250	50	4D	1000					3800
TERRAIN	352351.00N/0972757.00W	1450 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

RIGHT BASE AREA

FROM

134/10 CW 224/10

TO

ERADE

<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 (40-001939)	350348.03N/0972343.37W	1571	50	20	2C	1000					2600
TERRAIN	350715.00N/0971503.00W	1266 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

ERADE

TO

HAKAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	5.00										
<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	350636.00N/0971512.00W	1457	215	8	4B	1000				AT343	2800
TERRAIN	350548.00N/0971621.00W	1230 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

FEPLO

TO

HAKAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	5.00										
<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 (40-002014)	350241.00N/0972247.00W	1505	50	20	2C	1000				AT295	2800
TERRAIN	350127.00N/0972139.00W	1194 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

HAKAR (IF/IAF)

TO

GOLGY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	4.94										
<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 (40-001939)	350348.03N/0972343.37W	1571	50	20	2C	500				AT729	2800
TERRAIN	350406.00N/0972333.00W	1236 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

GOLGY

TO

RW31

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	5.03		RW31		513						
<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	350542.00N/0972509.00W	1368	215	8	4B	250				RA54	1680

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
HAKAR

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>
TOWER (40-001114)	350052.00N/0971116.00W	1616	500	50	5D	1000				AT184	2800
TERRAIN	350406.00N/0972333.00W	1236 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM
RW31

TO
CAPLI

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1526			
<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				3100
TOWER (40-001457)	351207.23N/0973519.13W	1822	250	50	4D	1000				SA-273	2600
TERRAIN	351230.00N/0973451.00W	1256 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

1K4

PROCEDURE NAME

RNAV (GPS) RWY 31

AMDT NO.

1

CITY

GOLDSBY

STATE

OK

AIRPORT ELEVATION

1169

FACILITY

RNAV

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	350845.00N/0972945.00W	1.31	531	1337	215	8	4B	300		RA54	1700
CATEGORY B											
AAO	350836.00N/0973009.00W	1.85	671	1467	215	8	4B	300		RA54	1840
CATEGORY C											
TOWER (40-020360)	350657.95N/0972957.61W	2.91	751	1553	20	3	1A	300		RA54	1920

CIRCLING REMARKS:

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

OKC APP CON, MLC FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
ASOS	OKC	24	OKC	15.65	Y	54
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME.
1K4 1169, OKC 1295
RA=53.7
BACKUP ALTIMETER NOT NEEDED, REDUNDANT SOURCES AVAILABLE.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW13 - MIRL (PCL)		BSC-G	
RW18		BSC-G	
RW36		BSC-G	
RW31 - MIRL (PCL)		NPI-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
------------------	--------------------	-----	-----------------	-------------------	------------	-----

FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
--------------	---------------	-----	---------

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 13		
20:1			
1235 TREE (40-060340) 350935.79N/0972837.68W (13.91)		1216 TREE (40-060244) 350938.58N/0972831.88W (1.05)	
1227 TREE (40-060119) 350937.32N/0972837.47W (0.86)		QUALITY 35	
FINAL TYPE	CIRCLING RWY 18		



AIRPORT ID 1K4	PROCEDURE NAME RNAV (GPS) RWY 31	AMDT NO. 1	CITY GOLDSBY	STATE OK	AIRPORT ELEVATION 1169	FACILITY RNAV
20:1						
1219 TREE (40-060250) 350937.47N/0972814.96W (17.39)						
FINAL TYPE	CIRCLING RWY 31					
20:1						
1192 TREE (40-060403) 350859.10N/0972756.76W (8.18)						
FINAL TYPE	LNAV					
20:1						
1192 TREE (40-060403) 350859.10N/0972756.76W (8.18)						
FINAL TYPE	LNAV					
34:1						
1192 TREE (40-060403) 350859.10N/0972756.76W (19.39)			1189 TREE (40-068066) 350900.77N/0972751.51W (11.26)			
1196 TREE (40-060366) 350859.08N/0972749.00W (10.41)			1196 TREE (40-068064) 350858.98N/0972747.74W (8.09)			
1194 TREE (40-060331) 350855.87N/0972748.74W (1)						
PENETRATIONS REMARKS:						
No survey to RWY 36, 20:1 penetrations are assumed.						

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.

100 FT VEGETATION USED PER FPT.

VDP NOT ESTABLISHED - REMOTE ALTIMETER SETTING AND 20:1 PENETRATIONS.

LNAV/VNAV LINE OF MINIMUM REMOVED PER FPT, VGS PENETRATIONS NOT MITIGATED.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1385 AAO 350512.00N/0972424.00W.

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	3.03
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	316.99
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1200
DISTANCE FROM	THLD	TO 1500FT POINT	4.83
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	316.99
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1200

THRESHOLD COORDINATES (IF STR-IN)350906.23N/0972800.60W

ARP COORDINATES350918.24N/0972813.42W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

FAF COORDINATES350525.06N/0972349.31W

FIX NAME COORDINATES

REMARKS

TAA: FEPLO (IAF) 345823.28N/0972410.18W; ERADE (IAF) 350513.06N/0971515.75W; HAKAR (IF/IAF) 350148.25N/0971943.15W RADIUS: 30 NM

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CASIMIR L. TABAKA (CHRISTOPHER D. WILKINSON)	AJV-A432	04/12/2024	AERONAUTICAL INFORMATION SPECIALIST