

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> OXV	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 15	<u>ORIGINAL/AMENDMENT</u> ORIG-A	<u>CITY</u> KNOXVILLE	<u>STATE</u> IA
<u>AIRPORT ELEVATION</u> 928	<u>TDZE</u> 928	<u>SUPERSEDED</u> RNAV (GPS) RWY 15	<u>DATED</u> 04/08/2010	<u>MAG VAR</u> 2E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2000
			<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>
LACON		RUDEH		TF	FB	1.00	010.09	18.26	3000
TNU VOR/DME		PUPCE		TF	FB	1.00	178.99	16.69	3000
MIXIN	IAF	JOEBB	NOPT	TF	FB	1.00	139.01	11.13	3000
RUDEH	IAF	JOEBB	NOPT	TF	FB	1.00	063.71	5.00	3000
PUPCE	IAF	JOEBB	NOPT	TF	FB	1.00	243.85	5.00	3000
JOEBB	IF/IAF	UKRIC		TF	FB	1.00	153.78	6.24	2500
UKRIC	FAF	RW15	MAP	TF	FO	0.30	153.82	4.76	
RW15	MAP	1242 MSL		CA			153.82		
1242 MSL		LEGWU		DF	FO	1.00			2700

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW15

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2700 DIRECT LEGWU AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD NW JOEBB, RT, 153.78 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000.
3. FAC: 153.82 FAF: UKRIC DIST FAF TO MAP: 4.76 DIST FAF TO THLD: 4.76
4. MIN ALT: JOEBB 3000, UKRIC 2500
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 314 HAT: 0.87 GS ANT: MM: IM:
6. MIN GP INCPT: 2500 GP ALT AT PFAF: UKRIC 2500 OM:
7. GP ANGLE: 3.00 34:1: IS CLEAR 20:1: IS CLEAR TCH: 40.0
8. MSA FROM: RW15 3100

QUALITY
13
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

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: BARO-VNAV AND VDP NA WHEN USING PEA ALTIMETER SETTING.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PEA ALTIMETER SETTING: INCREASE LPV DA TO 1271 FEET; INCREASE LNAV/VNAV DA TO 1389 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 40 FEET.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT NEWTON VOR/DME ON V172 EASTBOUND.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT LACON ON V175-T397 SOUTHEAST BOUND.

ADDITIONAL FLIGHT DATA:

HOLD SE, RT, 333.92 INBOUND.
FAS OBST: 1109 AAO 412147N/0930923W.
CHART VDP AT 1.26 NM TO RW15.
WAAS CHANNEL # 40116
REFERENCE PATH ID: W15A
LTP HAE: 249.8 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	1242	1	314	1242	1	314		NA			NA				
LNAV/VNAV DA	1360	1 1/4	432	1360	1 1/4	432		NA			NA				
LNAV MDA	1360	1	432	1360	1	432		NA			NA				
CIRCLING	1480	1	552	1480	1	552		NA			NA				



CHANGES - REASONS

1. TERMINAL ROUTES: ADDED CA LEG – IAW 8260.58C, 3-5-2.
2. PROFILE LINE 2: ADDED “, MAX 6000” – IAW 8260.19J 8-6-7.B(2).
3. PROFILE LINE 7: ADDED “20:1 IS CLEAR” – IAW 8260.19J 8-6-7.G(3).
4. PBN REQUIREMENTS NOTE: ADDED “RNP APCH-GPS” AND REMOVED “DME/DME RNP-0.3 NA” FROM CHART NOTE” - IAW 8260.19J, 8-6-8.D(5)(A)1.
5. NOTES: CHANGED “FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16C (4F) OR ABOVE 54C (130F)” TO “CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C” – IAW 8260.19J 8-6-10(R).
6. NOTES: CHANGED “BARO-VNAV AND VDP NA WHEN USING PELLA ALTIMETER SETTING” TO “CHART NOTE: BARO-VNAV AND VDP NA WHEN USING PEA ALTIMETER SETTING” – IAW 8260.19J 8-6-10.E(8).
7. NOTES: UPDATED “CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT LACON ON V175-T397 SOUTHEAST BOUND” – IAW 8260.19J, 8-2-5, E(2).
8. NOTES: CHANGED FROM “WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PELLA ALTIMETER SETTING AND INCREASE ALL DA 29 FEET, ALL MDA 40 FEET AND LNAV/VNAV ALL CATS VISIBILITY 1/4 MILE” TO “WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PEA ALTIMETER SETTING: INCREASE LPV DA TO 1271 FEET; INCREASE LNAV/VNAV DA TO 1389 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 40 FEET” - IAW 8260.19J 8-6-10.F(4).
9. NOTES: ADDED “CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT NEWTON VOR/DME ON V172 EASTBOUND” - IAW 8260.19J, 8-2-5, E(2).
10. ADDITIONAL FLIGHT DATA: REMOVED “CHART FAS OBST: 1028 TREE 411821N/0930655W” – IAW 8260.19J, 8-6-11.C.
11. ADDITIONAL FLIGHT DATA: UPDATED “CHART VDP AT 1.28 MILES TO RW15* "LNAV ONLY" TO “CHART VDP AT 1.26 NM TO RW15” – IAW 8260.19J, 8-6-11.M(2).
12. ADDITIONAL FLIGHT DATA: ADDED “LTP HAE: 249.8M” - PER 8260.19J, PARA 8-6-11.J(3).
13. MINIMUMS: REDUCED LPV CAT A/B VIS FROM “1 1/4 SM” TO “1 SM” – PER FPT EMAIL COORDINATION, IAW 8260.3E.1 TABLES 3-3-1.
14. MINIMUMS: INCREASED LNAV/VNAV CAT A/B DA, VIS, HAT FROM “1299, 1 1/4 SM, 371” TO “1360, 1 1/4, 432” – IAW 8260.58C, 3-3-5, NEW CONTROLLING OBSTACLE.
15. FAS DATA: CRC REMAINDER CHANGED FROM “D506B0AA” TO “7B269839” - UPDATED FPAP LATITUDE LONGITUDE FROM “411653.4400N/ 0930611.8500W” TO “411653.4360N/0930611.8545W”.

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER:

DSM APP CON, AMGR, ZAU

FLIGHT CHECKED BY

JOEL F HAWKLEY

Digitally signed by

JOSEPH L ZEDER

Oct 02, 2024

OFFICE

FPO

DATE

09/26/2024

DEVELOPED BY

CASIMIR L. TABAKA (RONALD K. STROBACH)

Digitally signed by

JOSEPH L ZEDER

Oct 07, 2024

OFFICE

AJV-A432

DATE

07/17/2024

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

JOSEPH L ZEDER

Oct 02, 2024

OFFICE

AJV-A432

DATE

12/26/2024

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KOXV
RUNWAY	RW15
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W15A
LTP/FTP LATITUDE	411814.7880N
LTP/FTP LONGITUDE	0930700.1955W
LTP/FTP ELLIPSOIDAL HEIGHT	+02498
FPAP LATITUDE	411653.4360N
FPAP LONGITUDE	0930611.8545W
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	7B269839

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+02816
FPAP ORTHOMETRIC HEIGHT	+02816



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>
OXV	RNAV (GPS) RWY 15	ORIG-A	KNOXVILLE	IA	928	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM LACON **TO** RUDEH

RNP 1.00 DISTANCE 18.26 PAT MAP HAT HMAS

<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 (19-001061)	411819.00N/0932621.00W	1300	500	50	5D	1000				AT700	3000
TERRAIN	411524.00N/0932439.00W	1057 (1100)								AS1500	2600

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM TNU VOR/DME **TO** PUPCE

RNP 1.00 DISTANCE 16.69 PAT MAP HAT HMAS

<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 (19-001520)	414129.46N/0930912.30W	1262	50	20	2C	1000				AT738	3000
TERRAIN	414551.00N/0930254.00W	1001 (1000)								AS1500	2500

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

MIXIN

TO

JOEBB

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	11.13										
<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 (19-000791)	413217.00N/0931757.00W	1642	100	20	3C	1000				AT358	3000
TERRAIN	413225.40N/0931914.10W	981 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

RUDEH

TO

JOEBB

<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	412439.00N/0931718.00W	1172	164	98	4E	1000				AT828	3000
TERRAIN	412439.00N/0931718.00W	972 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

PUPCE

TO

JOEBB

<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 (19-001860)	413145.00N/0930829.00W	1257	50	20	2C	1000				AT743	3000
TERRAIN	413321.00N/0930918.00W	929 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

JOEBB (IF/IAF)

TO

UKRIC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	6.24										
<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	412509.00N/0931606.00W	1136	164	98	4E	500				AC98 AT766	2500
TERRAIN	412509.00N/0931606.00W	936 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

UKRIC

TO

RW15

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	4.76		DA	314	

<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	411820.92N/0930655.00W	1029	50	20	2C		33.55:1			AC20 XP64 SA-39	1242

COMPUTATIONS

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

SEGMENT REMARKS:

XP 64 UTILIZED TO MAINTAIN CURRENTLY PUBLISHED MINIMUMS.

FINAL: LNAV/VNAV

FROM

UKRIC

TO

RW15

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	4.76		DA	432	

<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>
TANK (19-053119)	411929.24N/0930656.64W	1057	250	50	4D		23.04:1			AC50	1360

COMPUTATIONS

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

SEGMENT REMARKS:

UTILIZED 8260.58C 3-3-5 TO ATTAIN FINAL DA.



FINAL: LNAV

FROM

UKRIC

TO

RW15

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	4.76		RW15		432						
<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	412147.00N/0930923.00W	1109	50	20	2C	250					1360

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

JOEBB

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
		P-5									
<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 (19-000791)	413217.00N/0931757.00W	1642	100	20	3C	1000				AT358	3000
TERRAIN	413225.40N/0931914.10W	981 (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

LEGWU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30-1.00											1024
<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				2700
TOWER (19-000154)	411518.20N/0930737.10W	1258	250	50	4D	1000					2300
TERRAIN	411554.00N/0930230.00W	998 (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: LNAV/VNAV

FROM

DA

TO

LEGWU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										1218	
<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				2700
TOWER (19-000154)	411518.20N/0930737.10W	1258	250	50	4D	1000					2300
TERRAIN	411554.00N/0930230.00W	998 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW15

TO

LEGWU

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 1260				
<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				2700
TOWER (19-000154)	411518.20N/0930737.10W	1258	250	50	4D	1000					2300
TERRAIN	411554.00N/0930230.00W	998 (1000)								AS1500	2500

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 (19-066014)	411930.60N/0930638.50W	1.30	552	1078	250	50	4D	300		AC50 XP40	1480
CATEGORY B											
TOWER (19-066014)	411930.60N/0930638.50W	1.84	552	1078	250	50	4D	300		AC50 XP40	1480

CIRCLING REMARKS:

CAT A AND B XP 40 UTILIZED TO MAINTAIN PUBLISHED CIRCLING CMDA.

MSA

CENTER

RW15

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (19-000741)	413755.00N/0932727.00W	320	25.0	2004	500	50	5D	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

DSM APP CON, FORT DODGE FSS, ZAU ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3	OXV	24	OXV	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3	PEA	24	PEA	9.74	Y	29

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KOXV 928, KPEA 885
RA = 28.6.

<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>	
RW15 - REIL (PCL), MIRL (PCL), PAPI-2L (PCL)	NPI-G		
RW33 - 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	923.9	40.0			3.00	32.3

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT 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>
-16C	+54C	-16C	+13.16C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 727 HIGH TEMP 1137.

"VISUAL PORTION OF FINAL" PENETRATIONS



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 PER FPT.

TAA NOT DEVELOPED PER FPT.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1109 AAO 412147N/0930923W.

LPV VIS REDUCTION TO 1 SM DERIVED FROM OEAAA NASR RUNWAY END SUPPLEMENTAL DATA FOR DESIGN SURFACES.
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	2.94
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.68
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	155.82
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	4.56
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.00
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	155.82
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN)	411814.79N/0930700.20W
ARP COORDINATES	411756.75N/0930649.47W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 15 DISTANCE 0.33 NM
FAF COORDINATES	412235.54N/0930935.43W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
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