

**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> WWR	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> WOODWARD	<u>STATE</u> OK
<u>AIRPORT ELEVATION</u> 2189	<u>TDZE</u> 2173	<u>SUPERSEDED</u> RNAV (GPS) RWY 17	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>DATED</u> 10/07/2021
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 09/03/2026	<u>MAG VAR</u> 4E
				<u>EPOCH YEAR</u> 2030
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
CAMAR		DEANA		TF	FO	1.00	336.48	34.21	5000
TUZYX	IAF	DEANA	NOPT	TF	FB	1.00	261.82	12.55	4000
RICBU	IAF	DEANA	NOPT	TF	FB	1.00	092.53	9.04	4000
DEANA	IF/IAF	RUNSY		TF	FB	1.00	176.46	5.95	3800
RUNSY	FAF	FANIE/2.20 NM TO RW18		TF	FB	0.30	176.46	2.83	
FANIE/2.20 NM TO RW18		RW18	MAP	TF	FO	0.30	176.46	2.20	
RW18	MAP	2373 MSL		CA			176.46		
2373 MSL		TISSY		DF	FO	1.00			5000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW18

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 5000 DIRECT TISSY AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|--|----------------------------|----------------|-----------------------|------------------------|---------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. HOLD N DEANA, RT, 176.46 INBOUND, 4000 IN LIEU OF PT (IAF), MAX 7000. | | | | | |
| 3. FAC: 176.46 | FAF: RUNSY | | DIST FAF TO MAP: 5.03 | DIST FAF TO THLD: 5.03 | |
| 4. MIN ALT: DEANA 4000, RUNSY 3800, FANIE/2.20 NM TO RW18 2900 | | | | | |
| 5. DIST TO THLD FROM OM: | MM: | IM: | 150 HAT: | 200 HAT: 0.55 | GS ANT: |
| 6. MIN GP INCPT: 3800 | GP ALT AT PFAF: RUNSY 3800 | | | OM: | MM: |
| 7. GP ANGLE: 3.00 | 34:1: IS CLEAR | 20:1: IS CLEAR | TCH: 40.0 | | IM: |
| 8. MSA FROM: RW18 4500 | | | | | |



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: BARO-VNAV AND VDP NA WHEN USING GAG ALTIMETER SETTING.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -19°C OR ABOVE 54°C.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT RICBU ON V280 SOUTHBOUND.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT TUZXY ON V190 NORTHEAST BOUND.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CAMAR ON V17 EASTBOUND.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GAG ALTIMETER SETTING AND INCREASE LPV DA TO 2413 FEET AND LNAV/VNAV DA TO 2478 FEET; INCREASE ALL MDAS 40 FEET AND CIRCLING VISIBILITY CAT D 1/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD S, RT, 356.46 INBOUND.
CHART FAS OBST: 2269 TREE 362636N/0993136W.
CHART VANCE 1C MOA.
CHART VDP AT 1.01 NM TO RW18.
WAAS CHANNEL # 70614
REFERENCE PATH ID: W18A
LTP HAE: 630 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT C 800-2 1/4, CAT D 800-2 1/2, 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	2373	1	200	2373	1	200	2373	1	200	2373	1	200			
LNAV/VNAV DA	2438	1	265	2438	1	265	2438	1	265	2438	1	265			
LNAV MDA	2520	1	347	2520	1	347	2520	1	347	2520	1	347			
CIRCLING	2660	1	471	2840	1	651	2940	2 1/4	751	2960	2 1/2	771			

CHANGES - REASONS

1. INCREASED ALL PROCEDURE TRACKS 4 DEGREES - AIRPORT MAGNETIC VARIATION CHANGED FROM E08/1985 TO E04/2030.
2. PROCEDURE NAME CHANGED FROM RNAV (GPS) RWY 17 TO RNAV (GPS) RWY 18 - RUNWAY RENUMBERED AS A RESULT OF AIRPORT MAGVAR CHANGE.
3. RUNWAY LENGTHENED 500 FT NORTH FROM 5502 FT TO 6002 FT, RUNWAY THRESHOLD AND MISSED APPROACH POINT RELOCATED FROM 362639.32N/0993115.33W TO 362644.27N/099311.28W, AND THRE/TDZE CHANGED FROM 2161.1/2176.0 TO 2159.6/2173.1 - PER AIRNAV AIRPORT DATA AND UPDATED AIRPORT SURVEY.
4. CHANGED FEEDER SEGMENT FROM CAMAR-TUZXY TO CAMAR-DEANA, TRACK FROM 353.88 TO 336.48, DISTANCE FROM 33.18 TO 34.21, AND RNP VALUE FROM 2.00 TO 1.00 IN TERMINAL ROUTES - ORIGINAL TURN AT TUZXY EXCEEDED 90 DEGREES PER 8260.58 PARA. 1-2-5A(3) AND RNP VALUE PER 8260.58D TABLE 1-2-1.
5. CHANGED IF/IAF FIX NAME FROM OHFEB TO DEANA, INTERMEDIATE SEGMENT DISTANCE FROM 6.10 TO 5.95 AND RNP VALUE FROM 0.50 TO 1.00 - NAME CHANGE REQUESTED BY ATC/FPT, LENGTH IS DUE TO FAF RELOCATION AND RNP VALUE PER 8260.58D TABLE 1-2-1.
6. MOVED WP RUNSY 925 FT / 0.15 NM NORTH TO NEW FAF LOCATION - DUE TO RUNWAY THRESHOLD RELOCATION AND UPDATED FORMULA CALCULATION.
7. ADDED FINAL STEPDOWN FIX FANIE/2.20 TO RW18 AT 2900 FT - TO ACHIEVE A LOWER MDA/HAT.
8. MISSED APPROACH INSTRUCTIONS CHANGED FROM "CLIMB TO 4500 DIRECT TISSY AND HOLD" TO "CLIMB TO 5000 DIRECT TISSY AND HOLD" - TO IMPROVE RADIO COMMUNICATIONS WITH KANSAS CITY ARTCC.
9. PROFILE LINE 2: RAISED MAXIMUM HOLDING AT IF/IAF FROM 6000 TO 7000 - TO IMPROVE RADIO COMMUNICATIONS WITH KANSAS CITY ARTCC.
10. PROFILE LINE 3: CHANGED FINAL APPROACH COURSE FROM 172.46 TO 176.46 AND DIST FAF TO MAP/THLD FROM 4.96 NM TO 5.03 NM - RESULT OF MAGVAR CHANGE, FAF RELOCATION AND LENGTHENING OF RUNWAY.
11. PROFILE LINE 4: CHANGED OHFEB 4000 TO DEANA 4000 AND ADDED FANIE 2900 - REFLECTS CHANGES LISTED ABOVE.
12. PROFILE LINE 5: CHANGED FROM DIST TO THLD FROM 250 HAT 0.71 NM TO DIST TO THLD FROM 200 HAT 0.55 NM - LPV DA/HAT LOWERED FROM 2426/250 TO 2373/200 DUE TO TDZE CHANGE AND FPT REQUEST TO LOWER MINIMUMS.
13. PROFILE LINE 7: CHANGED TCH FROM 39.1 TO 40.0 - REQUESTED BY FPT.
14. PROFILE LINE 8: CHANGED MSA ORIGIN FROM RW17 TO RW18 - DUE TO RUNWAY RENUMBERING.
15. CHANGED PBN REQUIREMENTS NOTE FROM "RNP APCH" TO "RNP APCH - GPS" - PER 8260.19J PARA. 8-6-8D(5)(A)1.
16. CHANGED NOTE FROM "BARO-VNAV AND VDP NA WHEN USING GAGE ALTIMETER SETTING" TO "BARO-VNAV AND VDP NA WHEN USING GAG ALTIMETER SETTING" - PER PER 8260.19J 8-6-10E(8)(9).
17. CHANGED NOTE "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GAGE ALTIMETER SETTING AND INCREASE ALL DA/MDA 40 FEET" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GAG ALTIMETER SETTING AND INCREASE LPV DA TO 2413 FEET AND LNAV/VNAV DA TO 2478 FEET; INCREASE ALL MDAS 40 FEET AND CIRCLING VISIBILITY CAT D 1/4 SM" - PER 8260.19J 8-6-10F EXAMPLES AND CHANGES TO MINIMUMS.
18. REMOVED NOTE "CIRCLING RWY 5, 23 NA AT NIGHT" - 20:1 PENETRATIONS REMOVED.
19. ADDED PLANVIEW NOTES "PROCEDURE NA FOR ARRIVALS AT RICBU ON V280 SOUTHBOUND," "PROCEDURE NA FOR ARRIVALS AT TUZXY ON V190 NORTHEAST BOUND," AND "PROCEDURE NA FOR ARRIVALS AT CAMAR ON V17 EASTBOUND" - PER 8260.19K PARA. 8-2-5.
20. REMOVED PROFILE NOTE *LNAV ONLY AND ASSOCIATED ASTERISK FROM VDP AT 1.56 NM TO RW17* IN ADDITIONAL FLIGHT DATA - NO LONGER REQUIRED BY CRITERIA.
21. CHANGED FAS OBST FROM 2217 TREE (KWWRT003) 362643N/0993123W TO 2269 TREE 362636N/0993136W - NEW TARGETS SOFTWARE ASSESSMENT.
22. CHANGED VDP LOCATION FROM "1.56 NM TO RW17" TO "1.01 NM TO RW18" IN ADDITIONAL FLIGHT DATA - RUNWAY RENUMBERING, LOWERING OF MDA/HAT, AND THRE AND VGSI TCH CHANGES.
23. REFERENCE PATH ID CHANGED FROM W17A TO W18A IN ADDITIONAL FLIGHT DATA AND FAS DATA - DUE TO RUNWAY RENUMBERING.
24. LTP HEIGHT ABOVE ELLIPSOID CHANGED FROM 630.4 M TO 630.0 IN ADDITIONAL FLIGHT DATA - RESULT OF NEW RUNWAY SURVEY AND DATA PULL FROM AIRNAV.
25. LOWERED LPV DA/HAT FROM 2426/250 TO 2373/200, LNAV/VNAV DA/HAT FROM 2572/396 TO 2438/265 AND LNAV MDA/HAT FROM 2700/524 TO 2520/347 - REQUESTED BY FPT, NEW CONTROLLING OBSTACLES, INCLUSION OF A STEPDOWN FIX, AND RESULT OF 3 FT CHANGE IN TDZE. OE-AAA OBSTACLE ASSESSMENT PERFORMED IN TARGETS PER THE LOWERING PROCEDURE MINIMUMS SOP DATED 1/22/2026.
26. REDUCED LNAV/VNAV AND LNAV CAT C VISIBILITIES FROM 1 1/2 SM TO 1 SM AND LNAV CAT D VISIBILITY FROM 1 3/4 SM TO 1 SM - RESULT OF LOWERED MINIMUMS AND PER 8260.3G TABLE 3-3-1.
27. FAS DATA: LTP/FTP LAT/LONG CHANGED FROM 362639.3240N/0993115.3300W TO 362644.2700N/0993115.2800W - RUNWAY LENGTHENED AND NEW RUNWAY SURVEY.
28. FAS DATA: LTP/FTP ELLIPSOIDAL HEIGHT CHANGED FROM +06304 TO +06300 - RUNWAY LENGTHENED AND NEW RUNWAY SURVEY.
29. FAS DATA: FPAP LAT/LONG CHANGED FROM 362510.1000N/0993116.2200W TO 362515.0500N/0993116.1735W - RESULT OF NEW LTP/FTP LAT/LONG.
30. FAS DATA: TCH CHANGED FROM 00039.1 TO 00040.0 - REQUESTED BY FPT.
31. FAS DATA: LENGTH OFFSET CHANGED FROM 1072 TO 0920 - NEW FPAP LOCATION.
32. FAS DATA: LOWERED VERTICAL ALERT LIMIT (VAL) FROM 50 TO 35 - RESULT OF LOWERED LPV HAT FROM 250 TO 200 PER 8260.19K APPENDIX K.
33. FAS DATA: CRC REMAINDER CHANGED FROM 36630178 TO 6F8BDF7E - RESULT OF ABOVE LISTED CHANGES.
34. FAS DATA: LTP/FPAP ORTHOMETRIC HEIGHT CHANGED FROM +06587 TO +06582 - RESULT OF LTP ELEVATION CHANGE.

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: AMR, ZKC, VANCE APP CON, ST AV DIR.

FLIGHT CHECKED BY
PENDING

Digitally signed by

RAKE MCGRAW

Feb 05, 2026

OFFICE

DATE

DEVELOPED BY
RALPH DUMAR

Digitally signed by

RAKE MCGRAW

Feb 05, 2026

OFFICE

DATE

AJV-A422

11/13/2025

APPROVED BY
BEV L BORDY

Digitally signed by

RAKE MCGRAW

Feb 05, 2026

OFFICE

DATE

TITLE

AJV-A420

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KWWR
RUNWAY	RW18
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W18A
LTP/FTP LATITUDE	362644.2700N
LTP/FTP LONGITUDE	0993115.2800W
LTP/FTP ELLIPSOIDAL HEIGHT	+06300
FPAP LATITUDE	362515.0500N
FPAP LONGITUDE	0993116.1735W
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	0920
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	6F8BDF7E

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K4
LTP ORTHOMETRIC HEIGHT	+06582
FPAP ORTHOMETRIC HEIGHT	+06582



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>
WWR	RNAV (GPS) RWY 18	1	WOODWARD	OK	2189	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM CAMAR TO DEANA

RNP 1.00 DISTANCE 34.21 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>
WINDMILL (40-078233)	360857.78N/0992057.15W	2774	250	50	4D	1000				AT1226	5000
TERRAIN	361012.00N/0992115.00W	2316 (2300)								AS1500	3800

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM TUZXY TO DEANA

RNP 1.00 DISTANCE 12.55 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>
WDMILL (40-003436)	363807.60N/0992859.40W	2591	500	125	5E	1000				AT409	4000
TERRAIN	363809.00N/0992900.00W	2181 (2200)								AS1500	3700

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

RICBU

TO

DEANA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	9.04										
<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 (40-003276)	363820.14N/0993345.08W	2594	500	125	5E	1000				AT406	4000
TERRAIN	364042.00N/0994148.00W	2273 (2300)								AS1500	3800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

DEANA (IF/IAF)

TO

RUNSY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	5.95										
<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 (40-003436)	363807.60N/0992859.40W	2591	500	125	5E	500				AT709	3800
TERRAIN	363809.00N/0993333.00W	2211 (2200)								AS1500	3700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

RUNSY

TO

RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.03		DA				200				
<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				2373

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

RUNSY

TO

RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.03		DA				265				
<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	362636.00N/0993136.00W	2269	250	10	4B	161				AC8	2438

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

RUNSY

TO

FANIE/2.20 NM TO RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	2.83										
<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 (40-000250)	363031.30N/0993037.70W	2383	250	50	4D	250				AC50 RA40 DG177	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

FANIE/2.20 NM TO RW18

TO

RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.20		RW18		347						
<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	362636.00N/0993136.00W	2269	250	10	4B	250					2520

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

DEANA

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>
WINDMILL (40-003276)	363820.14N/0993345.08W	2594	500	125	5E	1000				AT406	4000
TERRAIN	363815.00N/0993345.00W	2214 (2200)								AS1500	3700

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

TISSY

RNP 0.30-1.00	DISTANCE	PAT	MAP			HAT	HMAS 2202				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				5000
WINDMILL (40-029754)	361140.00N/0993345.64W	2916	250	50	4D	1000					4000
TERRAIN	361142.00N/0993351.00W	2463 (2500)								AS1500	4000

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

TISSY

RNP 0.30-1.00	DISTANCE	PAT	MAP			HAT	HMAS 2277				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				5000
WINDMILL (40-029754)	361140.00N/0993345.64W	2916	250	50	4D	1000					4000
TERRAIN	361142.00N/0993351.00W	2463 (2500)								AS1500	4000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LNAV

FROM

RW18

TO

TISSY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										2420	
<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				5000
WINDMILL (40-029754)	361140.00N/0993345.64W	2916	250	50	4D	1000					4000
TERRAIN	361142.00N/0993351.00W	2463 (2500)								AS1500	4000

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											
TANK (40-000675)	362603.33N/0993058.36W	1.33	471	2352	20	3	1A	300			2660
CATEGORY B											
TOWER (40-000283)	362451.90N/0993252.60W	1.88	651	2486	250	50	4D	300		AC50	2840
CATEGORY C											
TOWER (40-000215)	362408.00N/0992845.00W	2.97	751	2581	250	50	4D	300		AC50	2940
CATEGORY D											
TOWER (40-000404)	362314.00N/0992835.00W	3.88	771	2601	500	50	5D	300		AC50	2960

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 (40-001062)	361622.80N/0992646.10W	157	11.0	3461	500	50	5D	1000			4500

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

VEGETATION 100 FT PER FPT.

TAA NOT DEVELOPED PER ATC/FPT.

TCH 40 REQUESTED BY FPT IN LIEU OF VGSI TCH 39.2.

RWY 18/36 DOES NOT HAVE A FULL-LENGTH TAXIWAY. PER 8260.3G TABLE 3-3-6 ALL VISIBILITIES LIMITED TO MINIMUM 1 SM.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZKC ARTCC, MLC FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3	WWR	24	WWR		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	GAG	24	GAG	14.96	Y	40

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KWWR 2189, KGAG 2223
RA = 39.3.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW06 - MIRL (PCL)		BSC-P	
RW24 - MIRL (PCL)		BSC-P	
RW18 - ODALS (PCL), MIRL (PCL), PAPI-4L		NPI-G	
RW36 - MIRL (PCL), REIL (PCL), PAPI-4L		NPI-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	2159.6	40.0			3.00	39.2

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
-19C	+54C	-19C	+10.67C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 984 HIGH TEMP 1299.



"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:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

APPLIED WAIVER TO ORDER 8260.58 U.S. STANDARD FOR PERFORMANCE BASED NAVIGATION (PBN) INSTRUMENT PROCEDURE DESIGN, APPENDIX D PBN TRANSITION TO ILS/GLS/LPV FINAL, PARA. 2A(1) ESTABLISH A CAPTURE FIX.

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	3.14
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	180.46
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2200
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	180.46
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	2200

THRESHOLD COORDINATES (IF STR-IN)	362644.27N/0993115.28W
ARP COORDINATES	362618.26N/0993121.27W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 36 DISTANCE 0.56 NM
FAF COORDINATES	363146.18N/0993112.25W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
RALPH DUMAR	AJV-A422	11/13/2025	AERONAUTICAL INFORMATION SPECIALIST

