

**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> 84R	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 35	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>CITY</u> SMITHVILLE	<u>STATE</u> TX		
<u>AIRPORT ELEVATION</u> 323	<u>TDZE</u> 323	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u> NONE	<u>DATED</u>	<u>MAG VAR</u> 3E	<u>EPOCH YEAR</u> 2025
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> CONCURRENT WITH 22-ASW-24	<u>CANCEL/SUSPEND</u>		

TAA

FROM	FIX TYPE	TO	FIX TYPE	ALTITUDE
1. 259/30 CW 079/30	NOPT	TTUSH	IF/IAF	2600
2. 079/30 CW 259/30		TTUSH	IF/IAF	2600

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
TTUSH	IF/IAF	EMUUU		TF	FB	1.00	348.93	6.00	2100
EMUUU	FAF	RW35	MAP	TF	FO	0.30	348.92	4.31	
RW35	MAP	648 MSL		CA			348.92		
648 MSL		GNGRR		DF	FO	1.00			2600

MISSED APPROACH

MAP:

LPV: DA
 LNAV/VNAV: DA
 LNAV: RW35

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2600 DIRECT GNGRR AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)

2. HOLD S TTUSH, RT, 348.93 INBOUND, 2600 FT. IN LIEU OF PT (IF/IAF), MAX 6000.

3. FAC: 348.92 FAF: EMUUU DIST FAF TO MAP: 4.31 DIST FAF TO THLD: 4.31

4. MIN ALT: TTUSH 2600, EMUUU 2100

5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 325 HAT: 0.71 GS ANT:

6. MIN GP INCPT: 2100 GP ALT AT PFAF: EMUUU 2100 OM: MM: IM:

7. GP ANGLE: 3.80 34:1: IS NOT CLEAR 20:1: IS NOT CLEAR TCH: 40.0

8. MSA FROM:

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING RWY 17 NA AT NIGHT.

CHART NOTE: RWY 35 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.

CHART NOTE: BARO-VNAV NA.

CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

ADDITIONAL FLIGHT DATA:

CHART GIDDINGS AWOS-3
 HOLD N, RT, 168.91 INBOUND.
 CHART FAS OBST: 736 TOWER (48-008737) 295750N/0970931W.
 CHART 750 TOWER 295721N/0971024W.
 WAAS CHANNEL # 99744
 REFERENCE PATH ID: W35A
 LTP HAE: 71.9 M

MINIMUMS:

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

ALTERNATE: NA

QUALITY
34
CHECKED

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	648	1	325	648	1	325		NA			NA					
LNAV/VNAV DA	827	1 3/8	504	827	1 3/8	504		NA			NA					
LNAV MDA	1040	1	717	1040	1	717		NA			NA					
CIRCLING	1040	1	717	1040	1	717		NA			NA					

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ORIGINAL/AMENDMENT
ORIG

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CHANGES - REASONS

ORIGINAL PROCEDURE.

COORDINATED WITH:

A4A **ALPA** **AOPA** **APA** **HAI** **NBAA** **OTHER:** ZHU ARTCC, AUS APP CON, ARPT MGR, ST AVIATION DIR

FLIGHT CHECKED BY

JOEL F HAWKLEY

OFFICE

FPO

DATE

04/12/2023

Digitally signed by

ERIC N SUSKI

Apr 14, 2023

DEVELOPED BY

PARNELL PRASSADA

OFFICE

AJV-A431

DATE

10/21/2022

Digitally signed by

ERIC N SUSKI

Apr 14, 2023

APPROVED BY

ERIC N SUSKI

OFFICE

AJV-A431

DATE

ERIC N SUSKI

Apr 14, 2023

TITLE
MANAGER



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	84R
RUNWAY	RW35
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W35A
LTP/FTP LATITUDE	300121.9475N
LTP/FTP LONGITUDE	0970958.1415W
LTP/FTP ELLIPSOIDAL HEIGHT	+00719
FPAP LATITUDE	300250.3740N
FPAP LONGITUDE	0971012.5780W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.80
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1528
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	F803CE7F

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K4
LTP ORTHOMETRIC HEIGHT	+00981
FPAP ORTHOMETRIC HEIGHT	+00981



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

<u>AIRPORT ID</u> 84R	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 35	<u>AMDT NO.</u> ORIG	<u>CITY</u> SMITHVILLE	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 323	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 259/30 CW 079/30 **TO** TTUSH

RNP DISTANCE 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 (48-000899)	292801.98N/0971420.64W	992	50	20	2C	1000				AT608	2600
TERRAIN	294554.00N/0972930.00W	692 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:

STRAIGHT-IN AREA

FROM 079/30 CW 259/30 **TO** TTUSH

RNP DISTANCE 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 (48-008828)	295702.15N/0972213.49W	1524	250	76	4E	1000					2600
TERRAIN	301939.00N/0971136.00W	741 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:



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RNAV

INTERMEDIATE

FROM
TTUSH (IF/IAF)

TO
EMUUU

<u>RNP</u>	<u>DISTANCE</u> 6.00	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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 (48-010403)	295343.00N/0971024.00W	670	50	20	2C	500				AT930	2100
TERRAIN	295515.00N/0970812.00W	456 (500)								AS1500	2000

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
EMUUU

TO
RW35

<u>RNP</u>	<u>DISTANCE</u> 4.31	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 325	<u>HMAS</u>
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<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 (48-010300)	300108.00N/0970958.00W	383	500	50	5D		26.84:1			RA49 AC50	648

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:



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FINAL: LNAV/VNAV

FROM
EMUUU

TO
DA

RNP

DISTANCE
4.31

PAT

MAP
DA

HAT
504

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>
WATER_TOWER (48-182646)	300029.89N/0970948.81W	489	20	3	1A		18.44:1			RA49	827

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LNAV

FROM
EMUUU

TO
RW35

RNP

DISTANCE
4.31

PAT

MAP
RW35

HAT
717

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 (48-008737)	295750.18N/0970931.01W	736	20	3	1A	250				RA49	1040

COMPUTATIONS

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

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HOLD-IN-LIEU OF PT

FROM TTUSH **TO** P-5

RNP	DISTANCE	PAT P-5	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (48-009829)	294154.22N/0970517.30W		973	20	3	1A	1000				AT627	2600
TERRAIN	294212.00N/0970427.00W		495 (500)								AS1500	2000

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** GNGRR

RNP	DISTANCE	PAT	MAP	HAT			HMAS 379					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2600
TOWER (48-008282)	300900.00N/0971316.00W		969	20	3	1A	1000					2000
TERRAIN	301106.00N/0971351.00W		643 (600)								AS1500	2100

COMPUTATIONS

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

SEGMENT REMARKS:



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FACILITY
RNAV

MISSED APPROACH : LNAV/VNAV

FROM
DA **TO**
GNGRR

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
636

<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				2600
TOWER (48-008282)	300900.00N/0971316.00W	969	20	3	1A	1000					2000
TERRAIN	301106.00N/0971351.00W	643 (600)								AS1500	2100

COMPUTATIONS

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

SEGMENT REMARKS:

MISSED APPROACH : LNAV

FROM
RW35 **TO**
GNGRR

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
891

<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				2600
TOWER (48-008282)	300900.00N/0971316.00W	969	20	3	1A	1000					2000
TERRAIN	301106.00N/0971351.00W	643 (600)								AS1500	2100

COMPUTATIONS

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

SEGMENT REMARKS:



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CIRCLING ALL CATS CAT A CAT B CAT C CAT D CAT E NOT AUTHORIZED

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
TOWER (48-182629)	300027.82N/0971042.71W	1.30	717	597	20	10	1B	300		SI	1040
CATEGORY B											
TOWER (48-182629)	300027.82N/0971042.71W	1.82	717	597	20	10	1B	300		SI	1040

CIRCLING REMARKS:

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



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PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZHU ARTCC, AUS APP CON

<u>WX SERVICE</u> AWOS-3	<u>LOCATION</u> KGYB	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KGYB	<u>DISTANCE</u> 13.03	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 49
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<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KAUS	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KAUS	<u>DISTANCE</u> 28.85	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 96
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WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
K84R 323 KGYB 458 RA = 48.8
K84R 323 KAUS 532 RA = 95.6

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW17 - MIRL (PCL), PAPI-2L	NPI-G	
RW35 - MIRL (PCL), PAPI-2L	NPI-G	

<u>GLIDESLOPE ANGLE</u> 3.80	<u>ELEV RWY THRESHOLD</u> 322	<u>TCH</u> 40.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 40.0
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -15C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -15C	<u>APT ISA</u> +14.36C
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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 902 HIGH TEMP 1128.



"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type CIRCLING RWY 17

20:1	
436 TREE (48-041422) 300222.9300N/0971007.8300W (11.8383)	403 TREE (48-045871) 300217.2300N/0971002.6100W (10.5709)
410 TREE (48-182616) 300219.1800N/0971003.2900W (7.3985)	461 TREE (48-041471) 300229.8200N/0971004.2700W (4.5815)
405 TREE (48-041468) 300218.5600N/0971006.0200W (3.8118)	405 TREE (48-041475) 300218.9900N/0971003.1300W (3.4476)
443 TREE (48-042254) 300226.6100N/0971003.1700W (3.3148)	393 TREE (48-181397) 300216.4400N/0971005.3600W (2.822)
361 TREE (48-042001) 300209.9600N/0971006.7300W (2.382)	441 TREE (48-042006) 300225.9000N/0971008.3000W (1.6947)
467 TREE (48-042003) 300230.4700N/0971014.1100W (1.2483)	465 TREE (48-041469) 300230.8700N/0971007.8100W (1.1423)
362 TREE (48-117803) 300210.2300N/0971008.6800W (0.8263)	460 TREE (48-117509) 300230.2100N/0971005.7800W (0.6978)
340 TREE (48-042138) 300206.1700N/0971006.1600W (0.6883)	409 TREE (48-041307) 300220.1100N/0971005.7000W (0.2579)

Final Type LPV, LNAV/VNAV, AND LNAV

20:1	
383 TRANSMISSION_LINE (48-010300) 300108.0000N/0970958.0000W (1.1582) (MITIGATED)	

Final Type LPV, LNAV/VNAV, AND LNAV

34:1	
477 WATER_TOWER (48-181964) 300042.2800N/0970942.8000W (38.6092)	474 TANK (48-027180) 300042.3100N/0970942.7900W (35.6938)
369 POLE (48-027182) 300108.7100N/0970953.1200W (12.1132)	355 TREE (48-181546) 300113.1900N/0970955.3300W (12.096)
369 TOWER (48-182672) 300108.2400N/0970956.3100W (11.8905)	369 POLE (48-027185) 300107.6700N/0970959.5300W (11.3845)
367 CATENARY (48-182540) 300108.2000N/0970956.8700W (9.9764)	367 CATENARY (48-181588) 300108.5800N/0970953.6100W (9.909)
346 TREE (48-182887) 300115.4700N/0970955.3700W (9.8179)	367 CATENARY (48-178838) 300107.8900N/0970958.9400W (9.8171)
367 CATENARY (48-180522) 300108.2600N/0970955.7900W (9.7602)	351 TREE (48-041730) 300113.7000N/0970955.4200W (9.6291)
348 TREE (48-181696) 300114.5000N/0970955.4100W (8.9789)	358 TREE (48-180167) 300111.1600N/0970953.4900W (8.4552)
349 TREE (48-182277) 300113.9300N/0970955.3600W (8.2839)	345 TREE (48-179211) 300115.1500N/0970955.3400W (7.8656)
343 TREE (48-041698) 300115.8200N/0970955.3000W (7.8221)	348 TREE (48-041732) 300113.3100N/0970957.9600W (6.4053)
343 TREE (48-041699) 300115.0600N/0970956.9300W (6.179)	371 TREE (48-041704) 300103.9600N/0970959.9100W (2.6086)
339 TREE (48-181358) 300114.9400N/0970955.3400W (1.2478)	340 TREE (48-179877) 300114.2300N/0970955.3500W (0.1628)



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FACILITY
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HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - 20:1 PENETRATIONS, REMOTE PRIMARY ALTIMETER.

100 FT VEGETATION PER FPT.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

OBSTACLE, TRANSMISSION LINE (48-010300), IS LIGHTED AND THEREFORE MITIGATED. OBSTACLE IMPACT TEAM (OIT) HAS PLANS ON FILE FOR RNAV (GPS) RWY35.

CONTINGENCY NOTE: CHART NOTE: USE KGYB ALTIMETER SETTING, WHEN NOT RECEIVED, USE AUSTIN-BERGSTROM INTL ALTIMETER SETTING AND INCREASE LPV DA TO 695 FEET; INCREASE LNAV/VNAV DA TO 874 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE ALL MDAS 60 FEET AND LNAV VISIBILITY CAT B 1/4 SM, AND CIRCLING VISIBILITY CAT B 1/4 SM.

AFS APPROVAL REQUEST SUBMITTED FOR 3.80° GLIDE PATH ANGLE (GPA) FOR RWY35. GPA WAS RAISED TO 3.80° TO MITIGATE VERTICAL GUIDANCE SURFACE (VGS) OBSTACLE PENETRATION.

ORDER 8260.3 CHAPTER 2 APPLIED TO 750 TOWER (48-010100) 295721.00N/0971024.00W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



AIRPORT ID
84R

PROCEDURE NAME
RNAV (GPS) RWY 35

AMDT NO.
ORIG

CITY
SMITHVILLE

STATE
TX

AIRPORT ELEVATION
323

FACILITY
RNAV

PART D: AIRSPACE

DOCKET # 22-ASW-24

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	3.67
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	351.92
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	400
DISTANCE FROM	THLD	TO 1500FT POINT	5.60
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.76
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	351.92
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	400

THRESHOLD
COORDINATES (IF STR-IN) 300121.95N/0970958.14W

ARP COORDINATES 300141.55N/0971001.34W

RUNWAY APCH END
AND DIST FURTHEST FROM ARP RUNWAY 17 DISTANCE 0.33 NM

FAF
COORDINATES 295705.52N/0970916.32W

FIX NAME
COORDINATES

REMARKS
TAA: (IF/IAF) TTUSH: 295108.225N/0970818.129W, 30NM.



AIRPORT ID
84R

PROCEDURE NAME
RNAV (GPS) RWY 35

AMDT NO.
ORIG

CITY
SMITHVILLE

STATE
TX

AIRPORT ELEVATION
323

FACILITY
RNAV

PART E: PREPARED BY

NAME
PARNELL PRASSADA

OFFICE
AJV-A431

DATE
10/21/2022

TITLE
AERONAUTICAL INFORMATION SPECIALIST

