

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: 67017DDAB1E6410AB9AE76D6E1572F58	APWS Project ID: 57BF7E49DA214FB4BC657A95CE7B6330
Procedure: RNAV (GPS) RWY 36 AMDT 4		Enroute: NO	Specialist: Purnell, Troy		Agreement Number:
Airport ID: KFSO			Airport City: HIGHGATE		State: VT
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

**Procedure Comments:**

PENDING AIRNAV DATA 3/19/2026 USED FOR KFSO.

**APPROVAL ON REQUEST:**

DIFFERENCE BETWEEN GPA AND VGSI EXCEEDS 0.2 DEGREES.

**KMZ FILES:**

KFSO\_RNAV\_(GPS)\_RWY\_36\_AMDT\_4\_1 IS MISSED APPROACH PENETRATION.

KFSO\_RNAV\_(GPS)\_RWY\_36\_AMDT\_4\_2 IS ADJUSTED BUILD.

CANCELS FDC NOTAM #3/6678 - PROCEDURE NA.

**ASSIGNED MAG/VAR:**

KFSO: OLD 16W - NEW 14W.

**ASSIGNED RUNWAY RENUMBERING:**

KFSO: OLD RWY 1 - NEW RWY 36.

CONTACT ROBERT G. HAMILTON, AJV-A33 405-954-4608.

02/10/2026: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 02/05/2026.

JUTKO 8260-2:

1. HOLDING: PAT 1 RAD/CRS BRG CHANGED FROM "273.35" TO "275.35" AND CRS INBOUND CHANGED FROM "093.35" TO "095.35".
2. HOLDING: PAT 1 CONTROLLING OBSTRUCTION ELEV CHANGED FROM "1195" TO "1152" AND ACCURACY CODE CHANGED FROM "4B" TO "4E".
3. ADDED PAT 3 HOLDING AND PAT 3 CONTROLLING OBSTRUCTION FOR KFSO - MAG VAR CHANGED FROM "16W" TO "14W".
4. FIX USE: ADDED FAC 1 FOR IAP ILS OR LOC RWY 35 (ALT MISS).





## FIPC BASIC FORM

<b>PROCEDURE:</b> RNAV (GPS) RWY 36 AMDT 4		<b>AIRPORT NAME:</b> FRANKLIN COUNTY STATE		<b>AIRPORT ID:</b> KFSO	<b>SPECIAL CONTROL NO:</b> YG-11-040-25
<b>FAC ID:</b> KFSO36.04		<b>CITY:</b> HIGHGATE		<b>ST:</b> VT	<b>ORIG CHART DATE:</b> 03/19/2026
<b>DFL TYPE:</b> PROC/S	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> 67017DDAB1E6410AB9AE76D6E1572F58	

### PREFLIGHT NOTES

<b>REVIEWER:</b>	<b>DATE:</b>
<b>COMMENTS:</b>	<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	<b>YES</b> <b>NO</b>
	<b>CPV COMPLETE?</b> <input checked="" type="checkbox"/> X <input type="checkbox"/>

### PROCEDURE RESULTS

<b>INSPECTION DATE:</b> 12/16/2025	<b>CREW #:</b> VN453	<b>N #:</b> N70	<b>INSTRUMENT PROCEDURE STATUS:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT	<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input checked="" type="checkbox"/> UNSAT
<b>FLIGHT INSPECTOR SIGNATURE:</b> galen w collins @ 12/16/2025 14:58		<b>PRINTED NAME:</b> COLLINS, GALEN WESLEY		<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

**FLIGHT INSPECTOR REMARKS:**  
 FAS data in the procedure and the ARINC data use different data. Procedure needs rejected.  
 Data issues

- S file states "PENDING AIRNAV DATA 03/19/2026 USED FOR KFSO"
- The AIRNC data is using the 02/18/2027 data
- The procedure FAS data uses the 03/19/2026 data.
- The length offset is incorrect
- o Procedure package length offset = 1528
- o AIRNC data length offset = 1832
- Either the procedure needs updated to use 02/18/2027 data or the ARINC data needs updated to us 02/18/2027 data

### IN-FLIGHT OBSTACLE REPORT

<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>
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# Federal Aviation Administration

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## Memorandum

To: Manager, Flight Procedure Implementation and Oversight Branch

From: Beverly Bordy, Manager, Instrument Flight Procedures (IFP)  
Coordination Team, AJV-A43

Subject: Approval Request: FRANKLIN COUNTY STATE, HIGHGATE,  
VT, (FSO) RNAV (GPS) RWY 36

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FAAO 8260.3G, para 2-6-2a. Glidepath Angle (GPA) and Vertical Descent Angle (VDA). Flight Standards approval is required to establish a GPA or VDA (of a procedure where the FAC is straight-in aligned) that is more than 0.20 degrees greater than the glidepath angle of a visual glide slope indicator (VGSI) installed to the same runway.

The runway 36 VGSI has a glidepath angle of 3.00. Using a GPA of 3.20 would result in VGS penetrations and a loss of APV minimums. FAAO 8260.3G Table 2-6-1 allows for a maximum angle for CAT B at 4.20.

Request approval to adjust to a GPA of 3.96.

OLD

HIGHGATE, VERMONT

AL-6141 (FAA)

23222

WAAS CH <b>48900</b> <b>W01A</b>	APP CRS <b>005°</b>	Rwy Idg <b>3001</b> TDZE <b>228</b> Apt Elev <b>228</b>
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# RNAV (GPS) RWY 1

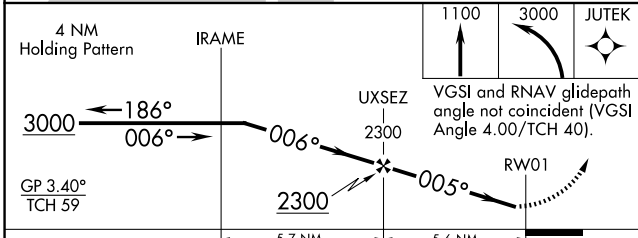
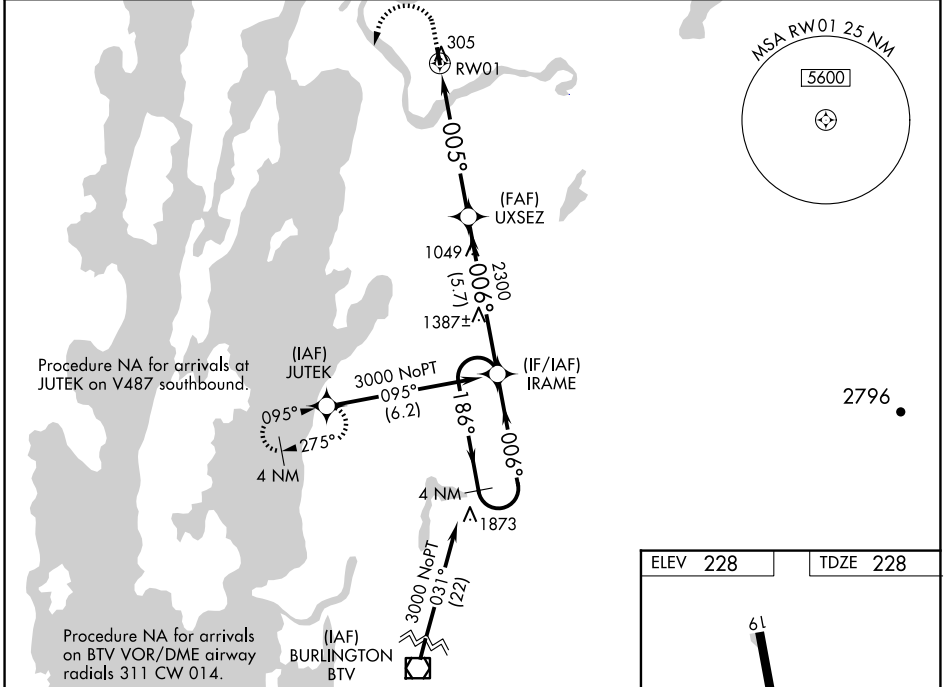
FRANKLIN COUNTY STATE (F'SO)

RNP APCH-GPS.

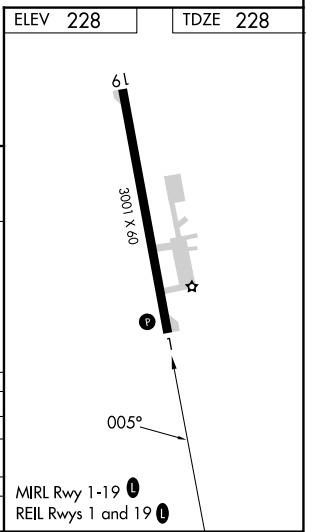
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C.  
▲ Rwy 1 helicopter visibility reduction below 1 SM NA.  
Procedure NA at night.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct JUTEK and hold.

AWOS-3 <b>119.025</b>	BURLINGTON APP CON★ (EAST) <b>278.8</b> (WEST) <b>360.8</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LPV DA	512-1	284 (300-1)		NA
LNAV/VNAV DA	1024-2½	796 (800-2½)		NA
LNAV MDA	920-1	692 (700-1)		NA
CIRCLING	920-1	960-1		
	692 (700-1)	732 (800-1)		NA



HIGHGATE, VERMONT  
Amdt 3C 14JUL22

44°56'N-73°06'W

FRANKLIN COUNTY STATE (F'SO)  
**RNAV (GPS) RWY 1**

NE-1, 02 OCT 2025 to 30 OCT 2025

NE-1, 02 OCT 2025 to 30 OCT 2025