

**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> 4V9	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 19	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> NELIGH	<u>STATE</u> NE
<u>AIRPORT ELEVATION</u> 1774	<u>TDZE</u> 1762	<u>SUPERSEDED</u> RNAV (GPS) RWY 19	<u>DATED</u> 09/08/2022	<u>MAG VAR</u> 5E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2010
				<u>CANCEL/SUSPEND</u>

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 098/30 CW 278/30	NOPT	MODPY	IF/IAF	4400
2. 278/30 CW 008/30		ENEYA	IAF	4400
3. 008/30 CW 098/30		PIVEE	IAF	4400

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>
ENEYA	IAF	MODPY	NOPT	TF	FB	1.00	277.66	5.00	4400
PIVEE	IAF	MODPY	NOPT	TF	FB	1.00	097.51	5.00	4400
MODPY	IF/IAF	AMDIZ		TF	FB	1.00	187.59	6.38	3600
AMDIZ	FAF	BIMPY/1.96 NM TO RW19		TF	FB	0.30	187.57	2.96	
BIMPY/1.96 NM TO RW19		RW19	MAP	TF	FO	0.30	187.57	1.96	
RW19	MAP	2174 MSL		CA			187.57		
2174 MSL		HEMED		DF	FO	1.00			4400

MISSED APPROACH

MAP:

LNAV: RW19

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4400 DIRECT HEMED AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
10
CHECKED

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD N MODPY, RT, 187.59 INBOUND, 4400 FT. IN LIEU OF PT (IAF), MAX 6000.														
3.	FAC:	187.57	FAF:	AMDIZ	DIST FAF TO MAP:	4.92	DIST FAF TO THLD:	4.92							
4.	MIN ALT:	MODPY 4400, AMDIZ 3600, BIMPY/1.96 NM TO RW19 2500													
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 CLEAR	TCH:								
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING TO RWY 13, 31 NA AT NIGHT.
CHART NOTE: RWY 19 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BVN ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET.

ADDITIONAL FLIGHT DATA:

CHART O'NEILL MOA
HOLD S, RT, 007.51 INBOUND.
CHART FAS OBST: 2070 TOWER (31-021132) 420821N/0980156W.
CHART 2532 WINDMILL (31-039706) 421135N/0975931W.
CHART PROFILE NOTE: VISUAL SEGMENT - OBSTACLES.

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
LNAV MDA	2320	1	558	2320	1	558		NA			NA				
CIRCLING	2320	1	546	2380	1	606		NA			NA				



CHANGES - REASONS

1. TERMINAL ROUTES: LINE 2 COURSE CHANGED FROM 097.52 TO 097.51 – FIX FOR REALIGNMENT.
2. TERMINAL ROUTES: LINE 3 DISTANCE CHANGED FROM 6.26 TO 6.38 – PFAF WAS RELOCATED FOR ALTITUDE INCREASE AND VGSI COINCIDENCE.
3. TERMINAL ROUTES: LINE 3 ALTITUDE CHANGED FROM 3400 TO 3600 – PFAF ALTITUDE INCREASED TO COMPENSATE FOR INTERMEDIATE SEGMENT AIRSPACE TERRAIN.
4. TERMINAL ROUTES: ADDED LINE 4 DISTANCE 2.96 - STEPDOWN FIX WAS ADDED BY FPT REQUEST TO LOWER MDAS.
5. TERMINAL ROUTES: ADDED LINE 5 BIMPY/1.96 NM TO RW19 – STEPDOWN FIX WAS ADDED BY FPT REQUEST TO LOWER MDAS.
6. TERMINAL ROUTES: ADDED LINE 6 CA ALTITUDE 2174 MSL – IAW 8260.58C 3-5-2B.
7. PROFILE: LINE 3, BOTH DISTANCE FAF TO MAP AND DISTANCE FAF TO THLD CHANGED FROM “5.04” TO “4.92” – NEW PFAF LOCATION.
8. PROFILE: LINE 4 MIN ALT AT AMDIZ CHANGED FROM 3400 TO 3600- INTERMEDIATE AIRSPACE TERRAIN.
9. PROFILE: LINE 4 MIN ALT ADDED BIMPY/1.96 NM TO RW19 2500 – STEPDOWN ADDED.
10. PROFILE: LINE 7 ADDED 20:1 IS CLEAR – BASED ON EVALUATION OF VISUAL AREAS.
11. NOTES: CHART NOTE CHANGED FROM “VISIBILITY REDUCTION BY HELICOPTERS NA.” TO “RWY 19 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.” – 34:1 PENETRATIONS EXIST.
12. NOTES: BACKUP ALTIMETER NOTE CHANGED FROM “CHART NOTE: USE ALBION ALTIMETER SETTING; WHEN NOT RECEIVED, USE NORFOLK ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET.” TO “CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BVN ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET.” – ON-SITE AWOS MADE ALBION THE BACKUP SOURCE.
13. NOTES: ADDED NOTE “CHART NOTE: CIRCLING TO RWY 13, 31 NA AT NIGHT.” – RWY 13, 31 IS NOT SURVEYED AND 20:1 PENETRATIONS ARE ASSUMED.
14. ADDITIONAL FLIGHT DATA: FAS OBST CHANGED FROM “CHART FAS OBST: 2071 TOWER 420820N/0980159W.” TO “CHART FAS OBST: 2070 TOWER (31-021132) 420821N/0980156W.” – MOVING FAF AND ADDING STEP-DOWN FIX RESULTED IN NEW CONTROLLING OBSTACLES.
15. ADDITIONAL FLIGHT DATA: 7:1 OBSTACLE CHANGED FROM “CHART 2119 TREE 421133N/0975933W.” TO “CHART 2532 WINDMILL (31-039706) 421135N/0975931W.” – MOVING STEP-DOWN FIX RESULTED IN NEW 7:1 OBSTACLE.
16. ALTERNATE MINIMUMS: CHANGED FROM “NA” TO “STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.” – LOCAL WEATHER SOURCE ADDED.
17. MINIMUMS: LNAV CAT A/B CHANGED FROM “MDA 2380, HAT 618” TO “MDA 2320, HAT 558” - LOCAL WEATHER SOURCE AND NEW CONTROLLING OB.
18. MINIMUMS: CIRCLING CAT A CHANGED FROM “MDA 2380, HAA 606” TO “MDA 2320, HAA 546” - LOCAL WEATHER SOURCE AND NEW CONTROLLING OB.
19. MINIMUMS: CIRCLING CAT B CHANGED FROM “MDA 2440, HAA 666” TO “MDA 2380, HAA 606” - LOCAL WEATHER SOURCE AND NEW CONTROLLING OB.

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZMP, OMA APP CON, AMGR

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

DUSTIN HARDISON

OFFICE

DATE

AJV-A422

02/04/2025

APPROVED BY

RAKE MCGRAW

OFFICE

DATE

TITLE

AJV-A422

08/07/2025

MANAGER



**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>
4V9	RNAV (GPS) RWY 19	1	NELIGH	NE	1774	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 098/30 CW 278/30 **TO** MODPY

<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 (31-001197)	421415.00N/0971642.00W	2799	50	20	2C	1000				AT601	4400
TERRAIN	422524.00N/0982603.00W	2053 (2100)								AS1500	3600

COMPUTATIONS

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

SEGMENT REMARKS:

LEFT BASE AREA

FROM 278/30 CW 008/30 **TO** ENEYA

<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 (31-001197)	421415.00N/0971642.00W	2799	50	20	2C	1000				AT601	4400
TERRAIN	415233.00N/0980309.00W	2103 (2100)								AS1500	3600

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
10
CHECKED

RIGHT BASE AREA

FROM

008/30 CW 098/30

TO

PIVEE

<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>
WINDMILL (31-043736)	415753.07N/0981708.56W	2633	250	50	4D	1000				AT767	4400
TERRAIN	415342.00N/0982609.00W	2201 (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

ENEYA

TO

MODPY

<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	421739.00N/0975936.00W	2139	215	8	4B	1000				AT1261	4400
TERRAIN	421730.00N/0975630.00W	1932 (1900)								AS1500	3400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

PIVEE

TO

MODPY

<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	421624.00N/0980133.00W	2199	215	8	4B	1000				AT1201	4400
TERRAIN	421657.00N/0980503.00W	1984 (2000)								AS1500	3500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

MODPY (IF/IAF)

TO

AMDIZ

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	6.38										
<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 (31-039706)	421134.81N/0975931.37W	2532	250	50	4D	500					3100
TERRAIN	421136.00N/0975927.00W	2057 (2100)								AS1500	3600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM

AMDIZ

TO

BIMPY/1.96 NM TO RW19

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.96										
<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	421100.00N/0980103.00W	2179	215	8	4B	250				RA60	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

BIMPY/1.96 NM TO RW19

TO

RW19

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	1.96		RW19		558						
<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 (31-021132)	420821.33N/0980156.40W	2070	50	20	2C	250					2320

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
MODPY

TO
P-6

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-6	<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>
WINDMILL (31-039697)	421405.01N/0980326.86W	2423	250	50	4D	1000				AT977	4400
TERRAIN	421630.00N/0980557.00W	2004 (2000)								AS1500	3500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM
RW19

TO
HEMED

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 2220			
<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				4400
WINDMILL (31-023491)	415502.71N/0980819.77W	2560	500	50	5D	1000					3600
TERRAIN	415539.00N/0980715.00W	2119 (2100)								AS1500	3600

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											
TREE	420800.00N/0980121.00W	1.32	546	1957	215	8	4B	300		SI	2320
CATEGORY B											
TOWER (31-021132)	420821.33N/0980156.40W	1.87	606	2070	50	20	2C	300			2380

CIRCLING REMARKS:

MSA/ESA

CENTERRADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

OMA APP CON, OLU FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3PT	4V9	24	4V9	0.10	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3	BVN	24	BVN	23.02	N	58

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
K4V9 1774, KBVN 1806
RA = 57.5.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW13 - MIRL (PCL)		BSC-G	
RW31 - MIRL (PCL)		BSC-G	
RW01 - MIRL (PCL), PAPI-2L (PCL)		NPI-G	
RW19 - MIRL (PCL), PAPI-2L (PCL)		NPI-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
					3.50	40.6

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
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LNAV
34:1	
2065 TOWER (31-001081) 420820.00N/0980200.00W (82.58)	2070 TOWER (31-021132) 420821.33N/0980156.40W (81.98)
2055 TOWER (31-021133) 420817.23N/0980154.64W (78.05)	2057 TOWER (31-021102) 420819.19N/0980157.46W (75.71)
2029 TOWER (31-001349) 420821.00N/0980156.00W (41.75)	1814 TREE (31-025489) 420714.06N/0980215.54W (30.70)



<u>AIRPORT ID</u> 4V9	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 19	<u>AMDT NO.</u> 1	<u>CITY</u> NELIGH	<u>STATE</u> NE	<u>AIRPORT ELEVATION</u> 1774	<u>FACILITY</u> RNAV
1812 TREE (31-025490) 420713.53N/0980214.77W (29.87)				1811 TREE (31-025442) 420713.24N/0980214.14W (29.41)		
1807 TREE (31-025443) 420710.95N/0980207.93W (29.07)				1808 TREE (31-025412) 420713.90N/0980204.17W (19.68)		
1801 TREE (31-025413) 420713.52N/0980215.66W (19.32)				1807 TREE (31-036162) 420714.84N/0980207.93W (17.76)		
1794 TREE (31-027741) 420711.36N/0980208.82W (15.31)				1806 TREE (31-025430) 420716.59N/0980215.28W (15.22)		
1798 TREE (31-036163) 420714.59N/0980209.94W (10.46)				1791 TREE (31-025437) 420711.50N/0980204.92W (10.02)		
1801 TREE (31-025438) 420717.14N/0980215.62W (08.78)				1798 TREE (31-025439) 420714.97N/0980208.48W (08.65)		
1792 TREE (31-027742) 420714.70N/0980213.44W (05.83)				1780 TREE (31-025446) 420710.45N/0980207.40W (03.27)		
1780 BUILDING (31-025447) 420711.04N/0980210.93W (03.25)				1787 TREE (31-025448) 420712.60N/0980205.38W (03.05)		
1779 TRANSMISSION LINE (31-021134) 420710.83N/0980211.19W (02.99)				1795 TREE (31-025366) 420716.52N/0980212.12W (02.90)		
<u>PENETRATIONS REMARKS:</u>						

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 - VDP IS LOCATED WITHIN 0.5 NM FROM FINAL FIX.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
VEGETATION 60' PER FPT. .
LPV AND LNAV/VNAV NOT DEVELOPED PER FPT REQUEST.
PROCEDURE REDESIGN INCORPORATED VDA/TCH - 3.50/40.6.

ORDER 8260.3 CHAPTER 2 APPLIED TO 2532 WINDMILL (31-039706) 421134.81N/0975931.37W.
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	2.92
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	192.57
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2000
DISTANCE FROM	THLD	TO 1500FT POINT	4.58
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.80
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	192.57
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	2000

THRESHOLD COORDINATES (IF STR-IN)	420654.24N/0980216.12W
ARP COORDINATES	420644.10N/0980223.20W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 1 DISTANCE 0.43 NM
FAF COORDINATES	421142.40N/0980049.85W
FIX NAME COORDINATES	IAF ENEYA 421650.66N/0975223.17W, IAF PIVEE 421901.46N/0980532.26W, IF/IAF MODPY 421756.25N/0975857.60W

REMARKS

TAA 30NM.
IAF ENEYA: 421650.66N/0975223.17W, IAF PIVEE: 421901.46N/0980532.26W, IF/IAF MODPY: 421756.25N/0975857.60W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
DUSTIN HARDISON	AJV-A422	02/04/2025	AERONAUTICAL INFORMATION SPECIALIST

