

**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> MHE	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 13	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>CITY</u> MITCHELL	<u>STATE</u> SD
<u>AIRPORT ELEVATION</u> 1304	<u>TDZE</u> 1301	<u>SUPERSEDED</u> RNAV (GPS) RWY 13	<u>DATED</u> 12/10/2015	<u>MAG VAR</u> 4E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2020
			<u>CANCEL/SUSPEND</u>	

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
MHE VOR/DME		NUSCI		TF	FO	1.00	309.23	12.35	3500
KAATS	IAF	NUSCI	NOPT	TF	FB	1.00	092.10	15.53	3500
WELEK	IAF	NUSCI	NOPT	TF	FB	1.00	221.67	7.05	3500
NUSCI	IF/IAF	CUDGA		TF	FB	1.00	130.28	6.01	3200
CUDGA	FAF	RW13	MAP	TF	FO	0.30	130.35	5.74	
RW13	MAP	1575 MSL		CA	FO		130.35		
1575 MSL		JUTUB		DF	FO	1.00			3200

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW13

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3200 DIRECT JUTUB AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|---|-----------------------|----------------|-----------------------|------------------------|---------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. HOLD NW NUSCI, RT, 130.28 INBOUND, 3500 FT. IN LIEU OF PT (IAF), MAX 6000. | | | | | |
| 3. FAC: 130.35 | FAF: CUDGA | | DIST FAF TO MAP: 5.74 | DIST FAF TO THLD: 5.74 | |
| 4. MIN ALT: NUSCI 3500, CUDGA 3200 | | | | | |
| 5. DIST TO THLD FROM OM: | MM: | IM: | 150 HAT: | 274 HAT: 0.72 | GS ANT: |
| 6. MIN GP INCPT: 3200 | GP ALT AT PFAF: CUDGA | | | OM: | MM: |
| 7. GP ANGLE: 3.00 | 34:1: IS CLEAR | 20:1: IS CLEAR | TCH: 45.7 | | IM: |
| 8. MSA FROM: RW13 3600 | | | | | |

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: BARO-VNAV AND VDP NA WHEN USING HON ALTIMETER SETTING.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C OR ABOVE 54°C.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HON ALTIMETER SETTING AND INCREASE LPV DA TO 1664 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE LNAV/VNAV DA TO 1776 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C/D 1/4 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD SE, RT, 310.55 INBOUND.
FAS OBST: 1513 TREE 435018N/0980803W.
CHART VDP AT 1.37 NM TO RW13.
WAAS CHANNEL # 77900
REFERENCE PATH ID: W13A
LTP HAE: 369 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	1575	1	274	1575	1	274	1575	1	274	1575	1	274			
LNAV/VNAV DA	1687	1 1/4	386	1687	1 1/4	386	1687	1 1/4	386	1687	1 1/4	386			
LNAV MDA	1780	1	479	1780	1	479	1780	1 3/8	479	1780	1 3/8	479			
CIRCLING	1780	1 1/4	476	1780	1 1/4	476	1820	1 1/2	516	1880	2	576			



CHANGES - REASONS

1. TERMINAL ROUTES: CHANGED FEEDER ROUTE MHE VOR/DME TO NUSCI RNP VALUES FROM "2.00" TO "1.00" - PER 8260.58C TABLE 1-2-1.
2. TERMINAL ROUTES: CHANGED INTERMEDIATE ROUTE NUSCI TO CUDGA RNP VALUES FROM "0.50" TO "1.00" - PER 8260.58C TABLE 1-2-1.
3. TERMINAL ROUTES: LINE 5 CHANGED COURSE HEADING FROM "130.34" TO "130.35" - PER NEW AIR NAV DATA.
4. PROFILE: FAC CHANGED FROM "130.34" TO "130.35" - PER NEW AIR NAV DATA.
5. PROFILE: 274 HAT DISTANCE CHANGED FROM "0.73" TO "0.72" - PER NEW AIR NAV DATA.
6. PROFILE: ADDED 20:1 IS CLEAR - PER CRITERIA 8260.19J 8-6-7 (G) (3).
7. PBN REQUIREMENT NOTE: ADDED "RNP APCH - GPS" - PER CRITERIA 8260.19J 8-6-8 (D) (5) (A) (1).
8. NOTES: REMOVED "DME/DME RNP-0.3 NA" - NO LONGER REQUIRED.
9. NOTES: UPDATED CHART NOTE FROM "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C (4°F) OR ABOVE 54°C (130°F)" TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C OR ABOVE 54°C" - REMOVED FAHRENHEIT VALUES PER CRITERIA 8260.19J 8-6-10 (R).
10. NOTES: UPDATED CHART NOTE "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HURON REGIONAL ALTIMETER SETTING AND INCREASE ALL DA 89 FEET AND ALL MDA 100 FEET. INCREASE LPV ALL CATS VISIBILITY 1/4 MILE, LNAV/VNAV ALL CATS AND LNAV CATS C/D VISIBILITY 1/8 MILE AND CIRCLING CAT C VISIBILITY 1/4 MILE" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HON ALTIMETER SETTING AND INCREASE LPV DA TO 1664 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE LNAV/VNAV DA TO 1776 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C/D 1/4 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM" - PER 8260.19J 8-6-10 E. (2) (A).
11. ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLE ICON" - NO LONGER REQUIRED.
12. ADDITIONAL FLIGHT DATA: FAS OBST CHANGED FROM "1364 TREE (KHMEA001) 434642N/0980308W, 1362 TREE (KMHEA006) 434713N/0980334W" TO "FAS OBST: 1513 TREE 435018N/0980803W" - NEW NON-PRECISION CONTROLLING OBSTACLE.
13. ADDITIONAL FLIGHT DATA: CHANGED VDP LOCATION FROM "0.8 NM TO RWY13" TO "1.37 NM TO RW13" - VDP DISTANCE CHANGED DUE TO LNAV MDA ATLITUDE RAISED BASED OFF NEW CONTROLLING OBST.
14. MINIMUMS: LNAV/VNAV MDA/HAT ALL CATS CHANGED FROM "1627 MDA/326 HAT" TO "1687 MDA/386 HAT" - NEW OBSTACLE EVALUATION USING MITRE 3DEP TERRAIN.
15. MINIMUMS: LNAV MDA/HAT ALL CATS CHANGED FROM "1620 MDA/319 HAT" TO "1780 MDA/479 HAT" - NEW OBSTACLE EVALUATION USING MITRE 3DEP TERRAIN.
16. MINIMUMS: LNAV VISIBILTY CATS C/D CHANGED FROM "1 SM" TO "1 3/8 SM" - PER CRITERIA 8260.3F 3-3-3.
17. MINIMUMS: CIRCLING MDA/HAA CAT A CHANGED FROM "1740 MDA/436 HAA" TO "1780 MDA/476 HAA" - TO MATCH LNAV MDA.
18. MINIMUMS: CIRCLING MDA/HAA CAT B CHANGED FROM "1760 MDA/456 HAA" TO "1780 MDA/476 HAA" - TO MATCH LNAV MDA.
19. MINIMUMS: CIRCLING MDA/HAA CAT D CHANGED FROM "1860 MDA/556 HAA" TO "1880 MDA/576 HAA" - NEW OBSTACLE EVALUATION USING MITRE 3DEP TERRAIN.
20. FAS DATA BLOCK INFO: ADDITIONAL PATH POINT LTP/FPAP ORTHOMETRIC HEIGHT CHANGED FROM "+03950" TO "+03951" - ELEVATION CHANGED DUE TO NEW AIR NAV DATA.

COORDINATED WITH:

A4A

ALPA

AOPA

X

APA

HAI

NBAA

X

OTHER: ZMP, HON FSS, AMGR.

FLIGHT CHECKED BY
DOUGLAS REED MILLER

OFFICE
FIOG

DATE
11/05/2015

DEVELOPED BY
TRAVIS BRISTOW

Digitally signed by
TRAVIS D BRISTOW
Feb 26, 2025

OFFICE
AJV-A421

DATE
12/17/2024

APPROVED BY
DAVID DANNER

OFFICE
AJV-A421

DATE

TITLE
MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KMHE
RUNWAY	RW13
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W13A
LTP/FTP LATITUDE	434651.4100N
LTP/FTP LONGITUDE	0980305.4500W
LTP/FTP ELLIPSOIDAL HEIGHT	+03690
FPAP LATITUDE	434549.0400N
FPAP LONGITUDE	0980137.6200W
THRESHOLD CROSSING HEIGHT (TCH)	00045.7
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0712
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	75B283ED

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+03951
FPAP ORTHOMETRIC HEIGHT	+03951



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>
MHE	RNAV (GPS) RWY 13	ORIG-B	MITCHELL	SD	1304	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM MHE VOR/DME **TO** NUSCI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	12.35				

<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	434833.00N/0975918.00W	1598				1000				AT902	3500
TERRAIN	435236.00N/0981739.00W	1352 (1400)								AS1500	2900

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM KAATS **TO** NUSCI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	15.53				

<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	440039.00N/0983551.00W	2189				1000					3200
TERRAIN	440030.00N/0983509.00W	1979 (2000)								AS1500	3500

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
13
CHECKED

INITIAL

FROM

WELEK

TO

NUSCI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	7.05										
<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	435621.00N/0980730.00W	1516				1000				AT984	3500
TERRAIN	435621.00N/0980730.00W	1316 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

NUSCI (IF/IAF)

TO

CUDGA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	6.01										
<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	435521.00N/0981324.00W	1529	215	8	4B	500				AC8 AT1163	3200
TERRAIN	435548.00N/0981327.00W	1328 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

CUDGA

TO

RW13

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.74		DA				274				
<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							ASC				1575

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

CUDGA

TO

RW13

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.74		DA				386				
<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	434712.00N/0980436.00W	1400	215	8	4B		22.99:1			AC8	1687

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

CUDGA

TO

RW13

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.74		RW13				479				
<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	435018.00N/0980803.00W	1513	215	8	4B	250					1780

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

NUSCI

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<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>
AAO	435809.00N/0982624.00W	1624	215	8	4B	1000				AT876	3500
TERRAIN	440024.00N/0982700.00W	1423 (1400)								AS1500	2900

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

JUTUB

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1362			
<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				3200
TOWER (46-000615)	434121.00N/0975245.00W	1668	250	50	4D	1000					2700
TERRAIN	433412.00N/0973809.00W	1400 (1400)								AS1500	2900

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

JUTUB

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1363			
<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				3200
TOWER (46-000615)	434121.00N/0975245.00W	1668	250	50	4D	1000					2700
TERRAIN	433412.00N/0973809.00W	1400 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW13

TO

JUTUB

RNP 0.30-1.00	DISTANCE	PAT	MAP				HAT	HMAS 1520			
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3200
TOWER (46-000615)	434121.00N/0975245.00W	1668	250	50	4D	1000					2700
TERRAIN	433412.00N/0973809.00W	1400 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

MHE

PROCEDURE NAME

RNAV (GPS) RWY 13

AMDT NO.

ORIG-B

CITY

MITCHELL

STATE

SD

AIRPORT ELEVATION

1304

FACILITY

RNAV

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 (46-022024)	434602.50N/0980233.62W	1.31	476	1426	20	3	1A	300		SI	1780
CATEGORY B											
TANK (46-022024)	434602.50N/0980233.62W	1.85	476	1426	20	3	1A	300		SI	1780
CATEGORY C											
TANK (46-022046)	434320.35N/0980258.73W	2.91	516	1506	50	20	2C	300			1820
CATEGORY D											
AAO	434339.00N/0980551.00W	3.81	576	1562	215	8	4B	300			1880

CIRCLING REMARKS:

MSA

CENTER	RADIUS
RW13	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (46-000515)	434533.00N/0982445.00W	261	15.8	2514	500	50	5D	1000			3600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

TAA NOT APPLIED IAW ATC REQUEST



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

HON FSS, ZMP ARTCC

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	MHE	24	MHE	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	HON	24	HON	37.53	Y	89

WX REMARKS:

KMHE 1304 + KHON 1289 = RA 89

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW18 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-F	
RW36 - MIRL (PCL), PAPI-4L (PCL)		NPI-F	
RW13 - HIRL (PCL), REIL (PCL), PAPI-4L (PCL)		PIR-G	
RW31 - MALSR (PCL), HIRL (PCL), PAPI-4L (PCL)		PIR-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	1296.1	45.7			3.00	45.1

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	X	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
+16C (+4F)	+54C (+130F)		-16.2C

CRITICAL TEMPERATURE REMARKS:

DESCENT RATE (FPM): STANDARD TEMP 971 HIGH TEMP 1134.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 31
20:1	
1307 LIGHTING (46-022026) 434603.7000N/0980158.2600W (3.28)	
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:

VEGETATION HEIGHT: 100 FT USED.

CIRCLE RWY 31: LIGHTED VISUAL PENETRATION "1307 LIGHTING (46-022026) 434603.7000N/0980158.2600W (3.28)".

ORDER 8260.3 CHAPTER 2 APPLIED TO 1519 TERRAIN+AAO 435015N/0980821W.

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	3.01
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	134.35
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1300
DISTANCE FROM	THLD	TO 1500FT POINT	4.94
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.39
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	134.35
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1300

THRESHOLD COORDINATES (IF STR-IN)	434651.41N/0980305.45W
ARP COORDINATES	434629.36N/0980219.02W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 13 DISTANCE 5.74 NM
FAF COORDINATES	435052.27N/0980845.38W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
TRAVIS BRISTOW	AJV-A421	12/17/2024	AERONAUTICAL INFORMATION SPECIALIST

