

**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> 2R9	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 34	<u>ORIGINAL/AMENDMENT</u> ORIG-E	<u>CITY</u> KENEDY	<u>STATE</u> TX
<u>AIRPORT ELEVATION</u> 289	<u>TDZE</u> 288	<u>SUPERSEDED</u> RNAV (GPS) RWY 34	<u>ORIGINAL/AMENDMENT</u> ORIG-D	<u>DATED</u> 04/22/2021
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 5E
				<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. 254/30 CW 074/30	NOPT	FORLU	IF/IAF	2200
2. 074/30 CW 254/30		FORLU	IF/IAF	2200

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>
FORLU	IF/IAF	JOPGU		TF	FB	1.00	344.33	4.00	2000
JOPGU	FAF	CIKDA/2.50 NM TO RW34		TF	FB	0.30	344.32	2.80	
CIKDA/2.50 NM TO RW34		RW34	MAP	TF	FO	0.30	344.32	2.50	
RW34	MAP	689 MSL		CA			344.32		
689 MSL		WONIX		DF	FO	1.00			2000

MISSED APPROACH

MAP:

LP: RW34
LNAV: RW34

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 DIRECT WONIX AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF (IAF)
- HOLD S FORLU, RT, 344.33 INBOUND, 2200 IN LIEU OF PT (IAF), MAX 6000.
- FAC: 344.32 FAF: JOPGU DIST FAF TO MAP: 5.30 DIST FAF TO THLD: 5.30
- MIN ALT: FORLU 2200, JOPGU 2000, CIKDA/2.50 NM TO RW34 1100
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: MM: IM:
- MIN GP INCPT: GP ALT AT FAF:
- GP ANGLE: 34:1: IS NOT CLEAR 20:1: IS NOT CLEAR TCH:
- MSA FROM:



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: PROCEDURE NA AT NIGHT.
CHART NOTE: RWY 34 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PEZ ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET.

ADDITIONAL FLIGHT DATA:

HOLD N, RT, 164.29 INBOUND.
CHART FAS OBST: 573 TOWER (48-004082) 284820N/0975056W, 484 TREE 284702N/0975148W.
WAAS CHANNEL # 93925
REFERENCE PATH ID: W34A
CHART PROFILE NOTE: VISUAL SEGMENT - OBSTACLES.
LTP HAE: 56.5 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
LP MDA	840	1	552	840	1	552		NA			NA				
LNAV MDA	900	1	612	900	1	612		NA			NA				

CHANGES - REASONS

- TAA: 254/30 CW 074/30 ALTITUDE CHANGED FROM "2000" TO "2200" - NEW CONTROLLING OBSTACLE; CLEARS T-NOTAM 5/7647.
- TAA: 074/30 CW 254/30 ALTITUDE CHANGED FROM "2100" TO "2200" - NEW CONTROLLING OBSTACLE; CLEARS T-NOTAM 5/7647.
- LINE 2: CHANGED FROM "2000 FT. IN LIEU OF PT (IAF)" TO "2200 IN LIEU OF PT (IAF)" - MATCH STRAIGHT IN (NOPT) TAA ALTITUDE.
- LINE 4: CHANGED FROM "FORLU 2000" TO "FORLU 2200" - MATCH STRAIGHT IN (NOPT) TAA ALTITUDE.
- PBN REQUIREMENTS NOTE: CHANGED FROM "RNP APCH" TO "RNP APCH - GPS" - 8260.19J 8-6-8.
- NOTES: CHANGED FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PLEASANTON ALTIMETER SETTING" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PEZ ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET" - 8260.19J 8-6-12.N.
- ADDITIONAL FLIGHT DATA: ADDED OBSTACLE ID "(48-004082)" TO CHART FAS OBST 573 TOWER - 8260.19J 8-6-11.E.



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZHU, AMGR

FLIGHT CHECKED BY

DUSTIN D HANSON

Digitally signed by

CASEY D HILL

Jul 30, 2025

OFFICE

AJF

DATE

07/18/2025

DEVELOPED BY

TIMOTHY JOHNSON

Digitally signed by

CASEY D HILL

Jul 30, 2025

OFFICE

AJV-A421

DATE

06/04/2025

APPROVED BY

CASEY HILL

Digitally signed by

CASEY D HILL

Jul 30, 2025

OFFICE

AJV-A431

DATE

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD

OPERATION TYPE
SBAS SERVICE PROVIDER IDENTIFIER
AIRPORT IDENTIFIER
RUNWAY
APPROACH PERFORMANCE DESIGNATOR
ROUTE INDICATOR
REFERENCE PATH DATA SELECTOR
REFERENCE PATH IDENTIFIER (APPROACH ID)
LTP/FTP LATITUDE
LTP/FTP LONGITUDE
LTP/FTP ELLIPSOIDAL HEIGHT
FPAP LATITUDE
FPAP LONGITUDE
THRESHOLD CROSSING HEIGHT (TCH)
TCH UNITS SELECTOR (METERS OR FEET USED)
GLIDEPATH ANGLE (GPA)
COURSE WIDTH AT THRESHOLD
LENGTH OFFSET
HORIZONTAL ALERT LIMIT (HAL)
VERTICAL ALERT LIMIT (VAL)

DATA

0
0
2R9
RW34
0
0
W34A
284914.2950N
0975152.6880W
+00565
285042.0725N
0975211.5210W
00000.0
F
00.00
106.75
1768
40.0
00.0

CRC REMAINDER

5B565223

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K4
+00830
+00830



**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>
2R9	RNAV (GPS) RWY 34	ORIG-E	KENEDY	TX	289	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 254/30 CW 074/30 **TO** FORLU

<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 (48-187038)	284039.50N/0975548.01W	1104	250	50	4D	1000					2200
TERRAIN	283545.00N/0975654.00W	521 (500)								AS1500	2000

COMPUTATIONS

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

SEGMENT REMARKS:

STRAIGHT-IN AREA

FROM 074/30 CW 254/30 **TO** FORLU

<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 (48-187038)	284039.50N/0975548.01W	1104	250	50	4D	1000					2200
TERRAIN	290639.00N/0973824.00W	597 (600)								AS1500	2100

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
10
CHECKED

INTERMEDIATE

FROM

FORLU (IF/IAF)

TO

JOPGU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	4.00										
<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>
TOWER (48-184324)	284303.40N/0975023.99W	802	250	50	4D	500					1400
TERRAIN	284336.00N/0975200.00W	482 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LP

FROM

JOPGU

TO

CIKDA/2.50 NM TO RW34

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30	2.80										
<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	284450.10N/0975129.40W	700	50	20	2C	250				RA100 XP50	1100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MAINTAIN CURRENT MINS



FINAL: LP STEPDOWN

FROM

CIKDA/2.50 NM TO RW34

TO

RW34

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.50		RW34		552						
<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	284702.19N/0975147.84W	484	50	20	2C	250				XP106	840

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MAINTAIN CURRENT MINS

FINAL: LNAV

FROM

JOPGU

TO

CIKDA/2.50 NM TO RW34

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.80										
<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	284450.10N/0975129.40W	700	50	20	2C	250				RA100 XP50	1100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MAINTAIN CURRENT MINS



FINAL: LNAV STEPDOWN

FROM

CIKDA/2.50 NM TO RW34

TO

RW34

RNP	DISTANCE	PAT	MAP	HAT	HMAS
0.30	2.50		RW34	612	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (48-004082)	284820.00N/0975056.00W	573	100	20	3C	250				SA-26 XP103	900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MAINTAIN CURRENT MINS

HOLD-IN-LIEU OF PT

FROM

FORLU

TO

P-4

RNP	DISTANCE	PAT	MAP	HAT	HMAS
		P-4			

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (48-002107)	284058.00N/0974539.00W	823	500	50	5D	1000				XP377	2200
TERRAIN	284303.00N/0975239.00W	492 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MATCH THE STRAIGHT NOPT SEGMENT



MISSED APPROACH: LP

FROM

RW34

TO

WONIX

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30											740
<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				2000
TOWER (48-003128)	285356.48N/0975218.78W	863	20	3	1A	1000					1900
TERRAIN	285142.00N/0975318.00W	446 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW34

TO

WONIX

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 800			
<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				2000
TOWER (48-003128)	285356.48N/0975218.78W	863	20	3	1A	1000					1900
TERRAIN	285142.00N/0975318.00W	446 (400)								AS1500	1900

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

MSA/ESA

CENTER

RADIUS

REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

SJT FSS, ZHU ARTCC

<u>WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> 2R9	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> 2R9	<u>DISTANCE</u>	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> AWOS-3	<u>LOCATION</u> PEZ	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> PEZ	<u>DISTANCE</u> 35.32	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 99

WX REMARKS:

RASS PRESSURE PATTERNS SAME
2R9 289, PEZ 411
RA = 98.3

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>	
RW16 - REIL, MIRL (PCL), PAPI-2L	NPI-G		
RW34 - MIRL (PCL), PAPI-2L	NPI-G		

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.60	<u>TCH</u> 47.5
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FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS



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 - RUNWAYS HAVE NO SURVEYS; 20:1 ASSUMED.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FLIGHT INSPECTOR RESULTS DO NOT WARRANT A VDA. COMPUTED PROCEDURE VDA/TCH: 3.00/40, REMOVED PER FLIGHT INSPECTION. UNABLE TO VERIFY IF 20:1 SURFACE'S ARE CLEAR DUE TO NO SURVEY; PROCEDURE NA AT NIGHT.

VEGETATION WITH 5NM OF AIRPORT = 35 FEET AS PER FTW FPT.

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	3.63
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	349.32
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	500
DISTANCE FROM	THLD	TO 1500FT POINT	5.30
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.13
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	349.32
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	500

THRESHOLD COORDINATES (IF STR-IN)	284914.30N/0975152.69W
ARP COORDINATES	284929.95N/0975156.05W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 34 DISTANCE 0.26 NM
FAF COORDINATES	284401.01N/0975045.59W
FIX NAME COORDINATES	IF/IAF FORLU 284004.54N/0974955.03W

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
TIMOTHY JOHNSON	AJV-A421	06/04/2025	AERONAUTICAL INFORMATION SPECIALIST

