

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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
AVQ	RNAV (GPS) RWY 12	2	MARANA	AZ		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
2032	2022	RNAV (GPS) RWY 12	1C	09/09/2021	12E	2000
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
RNAV			ROUTINE			

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>
PICLI	IAF	CITUT		TF	FB	1.00	085.07	11.05	4900
CITUT	IF	SECBO		TF	FB	1.00	168.43	6.20	4100
SECBO		PAPBI		TF	FB	1.00	168.43	4.07	3300
PAPBI	FAF	ZIBAR	MAP	TF	FO	0.30	138.43	3.12	
ZIBAR	MAP	2600 MSL		CA			138.43		2600
2600 MSL		PICLI		DF	FO				6500

MISSED APPROACH

MAP:

LP: ZIBAR
LNAV: ZIBAR

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2600 THEN CLIMBING LEFT TURN TO 6500 DIRECT PICLI AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6500.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT CITUT
- FAC: 138.43 FAF: PAPBI DIST FAF TO MAP: 3.12 DIST FAF TO THLD: 3.61
- MIN ALT: CITUT 4900, SECBO 4100, PAPBI 3300
- 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 CLEAR TCH:
- MSA FROM: ZIBAR 10400

QUALITY
37
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PICLI ON V16 NORTHWEST BOUND.

ADDITIONAL FLIGHT DATA:

CHART VDP: 0.63 NM TO ZIBAR
HOLD NW, RT, 128.06 INBOUND.
CHART FAS OBST: 2080 POLE (04-034878) 322502N/1111345W.
FAS OBST: 2139 AAO 322721N/1111624W.
WAAS CHANNEL # 58324
REFERENCE PATH ID: W12A
FAC CROSSES RWY C/L EXTENDED 3000 FT FROM THLD.
PAPBI TO RW12: 3.24/45.
CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 14.98 DEGREES.
FTP HAE: 583.2 M

MINIMUMS:

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

ALTERNATE: NA ☒

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	2420	1	398	2420	1	398	2420	1 1/8	398		NA				
LNAV MDA	2440	1	418	2440	1	418	2640	1 3/4	618		NA				
CIRCLING	2440	1	408	2540	1	508	2680	1 3/4	648		NA				



CHANGES - REASONS

1. INCORPORATED ALL CHANGES FROM P-NOTAM 1C.
2. TERMINAL ROUTES: RNP VALUE FROM 0.50 TO 1.0 IN THE INTERMEDIATE SEGMENT - IAW 8260.58C, TABLE 1-2-1.
3. TERMINAL ROUTES: DECREASED CITUT TO SECBO DISTANCE FROM 8.20 TO 6.20 - IAW 8260.3F, 2-5-3 (D); SECBO MOVED 2 NM NORTH TO REMAIN WITHIN MAXIMUM ALLOWABLE DESCENT GRADIENT TO PAPBI FROM SECBO.
4. TERMINAL ROUTES: RAISED SECBO MINIMUM ALTITUDE FROM 3700 TO 4100 - TO MITIGATE AIRSPACE CONTAINMENT OBSTACLE.
5. TERMINAL ROUTES: INCREASED SECBO TO PAPBI DISTANCE FROM 2.07 TO 4.07 - IAW 8260.3F, 2-5-3 (D); SECBO MOVED 2 NM NORTH TO REMAIN WITHIN MAXIMUM ALLOWABLE DESCENT GRADIENT TO PAPBI FROM SECBO.
6. TERMINAL ROUTES: RAISED PAPBI ALTITUDE FROM 3200 TO 3300 - IAW 8260.3F, 2-6-2; TO MAINTAIN THE PFAF IN ITS CURRENT LOCATION WHILE KEEPING VDA WITHIN THE ALLOWABLE LIMITS PER THE CRITERIA.
7. TERMINAL ROUTES: RAISED MISSED APPROACH CLIMB-TO-ALTITUDE (CA) FROM 2420 TO 2600 - TO MITIGATE OBSTACLES ON CLIMB-OUT TO MISSED APPROACH POINT (MAP).
8. TERMINAL ROUTES: ADDED COURSE-TO-ALTITUDE (CA) LEG ALTITUDE 2600 - IAW 8260.58C, 3-5-2 (A).
9. MISSED APPROACH: CHANGED FROM "CLIMBING RIGHT TURN TO 6500 DIRECT PICLI AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6500" TO "CLIMB TO 2600 THEN CLIMBING LEFT TURN TO 6500 DIRECT PICLI AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6500" - CLIMBING TURN DIRECTION CHANGED TO AVOID OVERFLIGHT OVER PINAL AIRPORT.
10. PROFILE LINE 3: UPDATED DIST FAF TO THLD FROM 3.60 TO 3.61 - REVISED TARGETS CALCULATION.
11. PROFILE LINE 4: UPDATED MIN ALT AT SECBO AND PAPBI FROM 3200 TO 3300 - FOR AIRSPACE OBSTACLE MITIGATION AND TO REMAIN WITHIN MAXIMUM ALLOWABLE VDA RESPECTIVELY.
12. PROFILE LINE 7: ADDED "20:1: IS CLEAR" - IAW 8260.19J, 8-6-7 (G) (3).
13. PBN REQUIREMENTS NOTES: DELETED "CHART NOTE: DME/DME RNP-0.3 NA" AND ADDED "RNP APCH – GPS" - IAW 8260.19J, 8-6-8 (D) (2).
14. NOTES: UPDATED, RELOCATED BACKUP ALTIMETER, AND ASSOCIATED NOTES TO 8260-9 IN GENERAL REMARKS - FOR CONTINGENCY PURPOSES IAW 8260.19J, 8-6-9 (E) (2) (B).
15. NOTES: DELETED "CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA" AND ADDED "HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED"- IAW 8260.19J, 8-6-12, (K) (2).
16. NOTES: DELETED "CHART NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 12 PROCEDURE NA AT NIGHT" - NOT REQUIRED DUE TO NO 20:1 PENETRATION.
17. ADDITIONAL FLIGHT DATA: ADDED "CHART FAS OBST: 2080 POLE (04-034878) 22502N/1111345W" - IAW 8260.19J, 8-6-11 (C).
18. ADDITIONAL FLIGHT DATA: UPDATED FAS OBSTACLE FROM "2169 AAO 322819N/1111415W" TO "FAS OBST: 2139 AAO 322721N/1111624W" - NEW CONTROLLING FAS OBSTACLE; HENCE, ANNOTATED IAW 8260.19J, 8-6-11 (C).
19. ADDITIONAL FLIGHT DATA: ADDED "CHART VDP: 0.63 NM TO ZIBAR" - IAW 8260.19J, 8-6-11 (M) (2).
20. ADDITIONAL FLIGHT DATA: ADDED "CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 14.98 DEGREES" - IAW 8260.19J, 8-6-11 (G) (1).
21. MINIMUMS: LOWERED ALL CATS LP HAT FROM 409 TO 398 - INCORPORATED P-NOTAM 1C.
22. MINIMUMS: LOWERED CATS A/B LNAV HAT FROM 429 TO 418 - INCORPORATED P-NOTAM 1C.
23. MINIMUMS: RAISED CAT C LNAV MDA/HAT FROM 2440/429 TO 2640/618 - TO MITIGATE SLOPING MISSED APPROACH PENETRATION.
24. MINIMUMS: INCREASED CAT C LNAV VIS FROM "1 1/4" TO "1 3/4" - DUE TO CAT C MDA INCREASE FROM 2440 TO 2640.
25. MINIMUMS: LOWERED CATS A/B LNAV HAT FROM 429 TO 418 - INCORPORATED P-NOTAM 1C.
26. MINIMUMS: LOWERED CAT A CIRCLING HAA FROM 409 TO 408 - INCORPORATED P-NOTAM 1C.
27. MINIMUMS: RAISED CAT B CIRCLING MDA/HAA FROM 2500/469 TO 2540/508 - INCORPORATED P-NOTAM 1C.
28. MINIMUMS: RAISED CAT C CIRCLING MDA/HAA FROM 2580/549 TO 2680/648 - INCORPORATED P-NOTAM 1C.
29. FAS DATA: CRC REMAINDER CHANGED FROM "FEE46C3F" TO "E8E89944" - TCH AND GPA CHANGED FROM 44/3.0 TO 45/3.24;
30. FAS DATA: LTP/FTP LAT/LONG CHANGED FROM 32259.8300N/1111342.2300W TO 322458.9490N/1111341.6420W; FPAP LAT/LONG CHANGED FROM 22342.1700N/1111250.3000W TO 322341.2810N/1111249.7390W - TCH AND GPA CHANGED FROM 44/3.0 TO 45/3.24.

COORDINATED WITH:

A4A

ALPA

☒

AOPA

☒

APA

HAI

NBAA

☒

OTHER: ZAB, TUS APP CON, AMGR

FLIGHT CHECKED BY

THOMAS E MOLOKIE

Digitally signed by

CASEY D HILL

May 20, 2025

OFFICE

AJF

DATE

05/14/2025

DEVELOPED BY

PARNELL PRASSADA

Digitally signed by

PARNELL R PRASSADA

Apr 21, 2025

OFFICE

AJV-A431

DATE

02/05/2025

APPROVED BY

ROBERT G HAMILTON

Digitally signed by

CASEY D HILL

May 20, 2025

OFFICE

AJV-A431

DATE

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KAVQ
RUNWAY	RW12
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W12A
LTP/FTP LATITUDE	322458.9490N
LTP/FTP LONGITUDE	1111341.6420W
LTP/FTP ELLIPSOIDAL HEIGHT	+05832
FPAP LATITUDE	322341.2810N
FPAP LONGITUDE	1111249.7390W
THRESHOLD CROSSING HEIGHT (TCH)	00045.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.24
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0000
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	00.0
CRC REMAINDER	E8E89944

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K2
LTP ORTHOMETRIC HEIGHT	+06128
FPAP ORTHOMETRIC HEIGHT	+06128



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>
AVQ	RNAV (GPS) RWY 12	2	MARANA	AZ	2032	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM TO
PICLI CITUT

RNP DISTANCE PAT MAP HAT HMAS
1.00 11.05

<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	323806.00N/1112403.00W	3554	215	8	4B	1000					4600
TERRAIN	323806.00N/1112403.00W	3353 (3400)								AS1500	4900

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM TO
CITUT SECBO

RNP DISTANCE PAT MAP HAT HMAS
1.00 6.20

<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	323554.00N/1111448.00W	2809	215	8	4B	500					3400
TERRAIN	323542.00N/1111448.00W	2608 (2600)								AS1500	4100

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
37
CHECKED

INTERMEDIATE: STEPDOWN

FROM

SECBO

TO

PAPBI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	4.07										
<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	323306.00N/1111324.00W	2395	215	8	4B	500				AT405	3300
TERRAIN	323209.00N/1111324.00W	2178 (2200)								AS1000	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LP

FROM

PAPBI

TO

ZIBAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	3.12		ZIBAR				398				
<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>
POLE (04-034878)	322502.19N/1111344.92W	2080	20	3	1A	250				XP90	2420

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP90: TO RETAIN CURRENT MINIMUMS.

FINAL: LNAV

FROM

PAPBI

TO

ZIBAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
0.30	3.12		ZIBAR	418(AB), 618(C)							
<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>
CAT A: AAO	322721.00N/1111624.00W	2139	215	8	4B	250				XP51	2440
CAT B: AAO	322721.00N/1111624.00W	2139	215	8	4B	250				XP51	2440
CAT C: AAO	322721.00N/1111624.00W	2139	215	8	4B	250				MA251	2640

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MINIMUMS WERE ENTERED INDIVIDUALLY BECAUSE CAT C HAS A DIFFERENT MINIMUM. LINES OF MINIMA WILL BE DOCUMENTED IN THE NORMAL FORMAT ON THE APPROACH PLATE.
XP51: TO RETAIN CURRENT MINIMUMS.

MISSED APPROACH: LP

FROM

ZIBAR

TO

PICLI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30											2320
<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				6500
AAO	323806.00N/1112403.00W	3554	215	8	4B	1000					4600
TERRAIN	323806.00N/1112403.00W	3353 (3400)								AS1500	4900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

ZIBAR

TO

PICLI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30											2540
<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	322936.00N/1110806.00W	3357	215	8	4B		ASC				6500
AAO	323806.00N/1112403.00W	3554	215	8	4B	1000					4600
TERRAIN	323806.00N/1112403.00W	3353 (3400)								AS1500	4900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

SLOPING SURFACE OBSTACLE ADJUSTMENT SOLELY APPLIES TO LNAV CAT C MINIMUMS.

LNAV CAT C HAS A DIFFERENT HMAS BECAUSE OF THE MISSED APPROACH PENETRATION.
LNAV CAT A/B HMAS: 2340
LNAV CAT C HMAS: 2540

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											
ELEVATOR (04-034839)	322459.27N/1111352.36W	1.32	408	2121	20	3	1A	300			2440
CATEGORY B											
TREE (04-034922)	322252.45N/1111132.55W	1.88	508	2240	20	3	1A	300			2540
CATEGORY C											
TREE	322121.00N/1111203.00W	2.96	648	2328	215	8	4B	300		XP52	2680

CIRCLING REMARKS:

XP52: TO RETAIN CURRENT MINIMUMS.

MSA

CENTER

ZIBAR

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	322633.00N/1104721.00W	075	22.6	9363	215	8	4B	1000			10400

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAB ARTCC, TUS APP CON, PRC FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3	AVQ	24	AVQ	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3	RYN	24	RYN	16.20	Y	89

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KAVQ 2032, KRYN 2398
RA = 88.5.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW03 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		BSC-G	
RW21 - REIL (PCL), MIRL (PCL), PAPI-2L (PCL)		BSC-G	
RW12 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-G	
RW30 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)		NPI-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.24	2010.6	45.0			3.06	45.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☐	3000FT 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	LP, LNAV
34:1	
2042 TREE (04-034843) 322514.7900N/1111339.6500W (4.24)	

PENETRATIONS REMARKS:

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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:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

18 FT VEGETATION USED PER FPT.

TAA NOT DEVELOPED PER ATC REQUEST.

HILPT NOT DEVELOPED PER ATC REQUEST.

FINAL APPROACH SEGMENT DESIGNED PER ATC REQUEST TO AVOID OVERFLIGHT OF PINAL AIRPORT.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE RYN ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT C 1/4 SM. AND LP VISIBILITY CAT C 1/4 SM, AND CIRCLING VISIBILITY CAT C 1/2 SM.

ORDER 8260.3 CHAPTER 2 APPLIED TO 2162 AAO 322830.00N/1111406.00W.

ORDER 8260.3 CHAPTER 2 APPLIED TO 2166 AAO 322827.00N/1111400.00W.

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	MAP	TO 1000FT POINT	2.61
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	150.43
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2000
DISTANCE FROM	MAP	TO 1500FT POINT	6.88
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	180.43
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	2200

THRESHOLD COORDINATES (IF STR-IN)

322503.61N/1111334.36W

ARP COORDINATES

322434.40N/1111306.20W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 12 DISTANCE 0.63 NM

FAF COORDINATES

322807.92N/1111548.02W

FIX NAME COORDINATES

REMARKS

FTP COORDINATES (CFLTK): 322458.95N/1111341.64W

FINAL APPROACH COURSE OFFSET ANGLE: 14.98 DEGREES LEFT.



<u>AIRPORT ID</u> AVQ	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 12	<u>AMDT NO.</u> 2	<u>CITY</u> MARANA	<u>STATE</u> AZ	<u>AIRPORT ELEVATION</u> 2032	<u>FACILITY</u> RNAV
PART E: PREPARED BY						
<u>NAME</u> PARNELL PRASSADA			<u>OFFICE</u> AJV-A431	<u>DATE</u> 02/05/2025	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST	