

**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>	
VJI	RNAV (GPS) RWY 24	3	ABINGDON	VA	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
2087	2087	RNAV (GPS) RWY 24	10/12/2017	5W	1995
<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>
STOVE		ZOLUB		TF	FB	1.00	272.08	13.89	6600
HORAL		HOWER		TF	FB	1.00	039.23	16.36	6700
HOWER		KURRU		TF	FO	1.00	039.05	10.00	5100
MIFJU	IAF	KURRU	NOPT	TF	FB	1.00	200.94	5.00	5100
ZOLUB	IAF	KURRU	NOPT	TF	FB	1.00	305.06	6.00	5100
KURRU	IF/IAF	AKQON		TF	FB	1.00	241.14	6.48	4000
AKQON	FAF	VIMIW/2.83 NM TO RW24		TF	FB	0.30	241.10	2.56	
VIMIW/2.83 NM TO RW24		RW24	MAP	TF	FO	0.30	241.10	2.83	
RW24	MAP	2900 MSL		CA			241.10		2900
2900 MSL		KURRU		DF	FO	1.00			7300

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW24

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2900 THEN CLIMBING LEFT TURN TO 7300 DIRECT KURRU AND HOLD, CONTINUE CLIMB-IN-HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD E KURRU, LT, 265.00 INBOUND, 5100 FT. IN LIEU OF PT (IAF), MAX 7300.														
3.	FAC:	241.10	FAF:	AKQON	DIST FAF TO MAP:	5.48	DIST FAF TO THLD:	5.48							
4.	MIN ALT:	KURRU 5100, AKQON 4000, VIMIW/2.83 NM TO RW24 3100													
5.	DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		364 HAT:	0.92	GS ANT:				
6.	MIN GP INCPT:	4000	GP ALT AT PFAF:	AKQON 4000					OM:		MM:			IM:	
7.	GP ANGLE:	3.25	34:1:	IS NOT CLEAR	20:1:	IS CLEAR	TCH:	51.0							
8.	MSA FROM:	RW24 7000													

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -19°C OR ABOVE 54°C.
CHART NOTE: RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV.
PROCEDURE NA FOR ARRIVALS AT HORAL ON T423 SOUTH BOUND.
PROCEDURE NA FOR ARRIVALS AT HORAL ON T215 SOUTHEAST BOUND
PROCEDURE NA FOR ARRIVALS AT STOVE ON V133 SOUTHEAST BOUND.
PROCEDURE NA FOR ARRIVALS AT MIFJU ON V466 NORTHEAST BOUND.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV CAT A/B VISIBILITY TO 1 3/4 SM.

ADDITIONAL FLIGHT DATA:

CHART FAS OBST: 2472 TREE (51-087134) 364326N/0815918W.
2687 AAO 364442N/0815700W.
CHART VDP AT 1.87 NM TO RW24.
WAAS CHANNEL # 77827
REFERENCE PATH ID: W24A
CHART CIRCLING ICON.
LTP HAE: 605.3 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT C 800-2 1/4, CAT D 1000-3, 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	2451	1	364	2451	1	364	2451	1	364	2451	1	364			
LNAV/VNAV DA	2682	1 5/8	595	2682	1 5/8	595	2682	1 5/8	595	2682	1 5/8	595			
LNAV MDA	2760	3/4	673	2760	3/4	673	2760	1 3/4	673	2760	1 3/4	673			
CIRCLING	2860	1	773	2860	1	773	2860	2 1/4	773	3080	3	993			



CHANGES - REASONS

1. FDC NOTAM 2/9348 AND P-NOTAM INCORPORATED INTO AMENDMENT 3.
2. TERMINAL ROUTES: FEEDER FROM HMV VORTAC TO KURRU REPLACED WITH HORAL TO STEP DOWN FIX HOWER TO KURRU - MHV VORTAC REMOVED DUE TO DECOMMISSION IN FUTURE, FPT/AIRPORT REQUEST.
3. TERMINAL ROUTES: KURRU TO AKQON COURSE CHANGED FROM 241.15 TO 241.14, AKQON TO VIMIW/2.83 NM TO RW24 COURSE/DISTANCE CHANGED FROM 241.09/2.82 TO 241.10/2.24, VIMIW/2.83 NM TO RW24 TO RW 24 AND CA LEG COURSE CHANGED FROM 241.09 TO 241.10 - FAF AKQON MOVED FOR ALIGNMENT PER FPT.
4. TERMINAL ROUTES: FAF TO SDF SEGMENT CHANGED FROM "AKQON" TO "VIMIW/3.00 NM TO RW24" TO "AKQON" TO "VIMIW/2.83 NM TO RW24," AKQON TO VIMIW/2.83 NM TO RW24 DISTANCE CHANGED FROM "2.24" TO "2.65," AND VIMIW/2.83 NM TO RW24 TO RW24 DISTANCE CHANGED FROM "3.00" TO "2.83" – VIMIW MOVED TO ALIGN VAA WITH FAC.
5. MISSED APPROACH INSTRUCTIONS: UPDATED FORM "CLIMB TO 2900 THEN CLIMBING LEFT TURN TO 5100 DIRECT KURRU AND HOLD" TO "CLIMB TO 2900 THEN CLIMBING LEFT TURN TO 7300 DIRECT KURRU AND HOLD, CONTINUE CLIMB-IN-HOLD" – NEW OBSTACLE EVALUATION REQUIRING CLIMB-IN-HOLD.
6. PROFILE LINE 3: FAC CHANGED FROM 241.09 TO 241.10 - FAF AKQON MOVED FOR ALIGNMENT PER FPT.
7. PROFILE LINE 4: UPDATED MIN ALT FROM "VIMIW/3.00 NM TO RW24" TO "VIMIW/2.83 NM TO RW24" REMOVED ASTERISK – VIMIW MOVED TO ALIGN VAA, ASTERISK NO LONGER REQUIRED PER CRITERIA.
8. PROFILE LINE 7: CHANGED 34:1 IS CLEAR TO IS NOT CLEAR AND ADDED 20:1 IS CLEAR - NEW OBSTACLE EVALUATION AND IAW 8260.19I 8-6-7.
9. PROFILE LINE 7: CJAMGED GP ANGLE AND TCH FROM "3.00/58.0" TO "3.20/51.0" – FAF MOVED FOR ALIGNMENT PER FPT REQUEST.
10. PBN REQUIREMENTS NOTE: ADDED RNP APCH - GPS - IAW 8260.19I 8-6-8.
11. NOTES: REMOVED DME/DME RNP-0.3 NA - NO LONGER REQUIRED IAW 8260.19I 8-6-8.
12. NOTES: UPDATED CHART NOTE: FROM "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -19C (-2F) OR ABOVE 53C (127F)" TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -19°C OR ABOVE 54°C" – IAW 8260.19I 8-6-9.
13. NOTES: UPDATED CHART PLANVIEW NOTE FROM "PROCEDURE NA FOR ARRIVALS ON HMV VORTAC AIRWAY RADIALS 321 CW 108, AND ARRIVALS AT MIFJU ON V466 NORTHEAST BOUND, AND ARRIVALS AT STOVE ON V133 SOUTHEAST BOUND" TO "PROCEDURE NA FOR ARRIVALS AT HORAL ON T423 SOUTH BOUND," "PROCEDURE NA FOR ARRIVALS AT HORAL ON T215 SOUTHEAST BOUND," "PROCEDURE NA FOR ARRIVALS AT STOVE ON V133 SOUTHEAST BOUND," AND "PROCEDURE NA FOR ARRIVALS AT MIFJU ON V466 NORTHEAST BOUND." - UPDATED AIRWAYS, SEPARATED NOTES IAW 8260.19J AND MEMO #290 ATTACHMENT 4.
14. NOTES: ADDED RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED - CLEARS PART OF FDC NOTAM 2/9348, IAW 8260.19I 8-6-11.
15. ADDITIONAL FLIGHT DATA: CHART FAS OBST CHANGED FROM "2499 TREE 364325N/0815918W" TO "2472 TREE (51-087134) 364326N/0815918W" - NEW OBSTACLE EVALUATION WITH UPDATED AIRPORT SURVEY, IAW 8260.19I 8-6-10.
16. ADDITIONAL FLIGHT DATA: UPDATED CHART VDP AT: FROM "1.18 NM TO RW24*" TO "1.87 NM TO RW24" – ASTERISK NO LONGER REQUIRED, UPDATED VGSI.
17. MINIMUMS: ADDED NA WHEN LOCAL WEATHER NOT AVAILABLE TO ALTERNATE MINIMUMS - IAW 8260.19I 8-6-11 AND MEMO ATTACHMENT 4.
18. MINIMUMS: LPV DA/HAT CHANGED FROM 2337/250 TO 2451/364 - NEW OBSTACLE EVALUATION WITH UPDATED SURVEY IDENTIFIED NEW FINAL CONTROLLING OBSTACLE.
19. MINIMUMS: LNAV/VNAV DA/HAT CHANGED FROM 2525/438 TO 2682/595 AND VISIBILITY INCREASED FROM 1 1/4 TO 1 5/8 - NEW OBSTACLE EVALUATION WITH UPDATED SURVEY, NEW CONTROLLING OBSTACLE.
20. FAS DATA: FPAP LAT/LONG CHANGED FROM 364036.0600N/0820309.0800W TO 364036.0665N/0820309.0870W, LENGTH OFFSET CHANGED FROM 1384 TO 1072, TCH/GPA CHANGED FROM "3.00/51.0" TO "3.25/51.0" AND CRC REMAINDER CHANGED FROM 4948E2E2 TO 5D62D910 - UPDATED AIRNAV DATA WITH NEW SURVEY.
21. NOTES: ADDED "CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV CAT A/B VISIBILITY TO 1 3/4 SM" – IAW 8260.3E TABLE 3-3-1 AND THE INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE.
22. NOTES: ADDED "CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV" – IAW 8260.3E TABLE 3-3-1 AND THE INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE.

8/19/24: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 3/28/24.

1. UPDATED PROFILE LINE 2 FROM: "HOLD E KURRU, LT, 265.00 INBOUND, 5100 FT. IN LIEU OF PT (IAF), MAX 6000" TO "HOLD E KURRU, LT, 265.00 INBOUND, 5100 FT. IN LIEU OF PT (IAF), MAX 7300."

9/24/2024: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 8/20/2024.

1. TERMINAL ROUTES: UPDATED KURRU TO AKQON DISTANCE FROM "6.39" TO "6.48."
2. TERMINAL ROUTES: UPDATED AKQON TO VIMIW DISTANCE FROM "2.65" TO "2.56."
3. TERMINAL ROUTES: UPDATED ROUTE FROM "VIMIW/3.00 NM TO RW24" TO "VIMIW/2.83 NM TO RW24."



COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER:

ZTL, TRI APCH CNTRL, AMGR

FLIGHT CHECKED BY JEREMY RYAN VIRT	Digitally signed by ERIC N SUSKI Sep 24, 2024	OFFICE FIOG	DATE 08/14/2024	
DEVELOPED BY ERIC N SUSKI (JUDITH TUTTLE)	Digitally signed by ERIC N SUSKI Sep 24, 2024	OFFICE AJV-A431	DATE 03/28/2024	
APPROVED BY ERIC N SUSKI	Digitally signed by ERIC N SUSKI Sep 24, 2024	OFFICE AJV-A431	DATE	TITLE MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KVJI
RUNWAY	RW24
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W24A
LTP/FTP LATITUDE	364125.9170N
LTP/FTP LONGITUDE	0820137.2190W
LTP/FTP ELLIPSOIDAL HEIGHT	+06053
FPAP LATITUDE	364036.0665N
FPAP LONGITUDE	0820309.0870W
THRESHOLD CROSSING HEIGHT (TCH)	00051.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.25
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1072
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	5D62D910

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+06362
FPAP ORTHOMETRIC HEIGHT	+06362



**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>
VJI	RNAV (GPS) RWY 24	3	ABINGDON	VA	2087	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM STOVE **TO** ZOLUB

RNP 1.00 **DISTANCE** 13.89 **PAT** **MAP** **HAT** **HMAS**

<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	364354.00N/0812421.00W	4380	215	8	4B	2000				AT220	6600
TERRAIN	364409.00N/0812836.00W	4045 (4000)								AS1500	5500

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM HORAL **TO** HOWER

RNP 1.00 **DISTANCE** 16.36 **PAT** **MAP** **HAT** **HMAS**

<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 (47-002282)	362658.20N/0820628.70W	4632	50	20	2C	2000					6700
TERRAIN	364748.00N/0814909.00W	2650 (2700)								AS1500	4200

COMPUTATIONS

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

SEGMENT REMARKS:



FEEDER

FROM

HOWER

TO

KURRU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	10.00										
<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	364812.00N/0814845.00W	2999	215	8	4B	2000				AT101	5100
TERRAIN	364748.00N/0814909.00W	2650 (2700)								AS1500	4200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

MIFJU

TO

KURRU

<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	365418.00N/0814924.00W	3724	215	8	4B	1000				PR190 AT186	5100
TERRAIN	365303.00N/0814830.00W	2814 (2800)								AS1500	4300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

ZOLUB

TO

KURRU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	6.00										
<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	364812.00N/0814845.00W	2999	215	8	4B	1000				AT1101	5100
TERRAIN	364812.00N/0814845.00W	2798 (2800)								AS1500	4300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

KURRU (IF/IAF)

TO

AKQON

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	6.48										
<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	364812.00N/0814845.00W	2999	215	8	4B	500				AT501	4000
TERRAIN	364748.00N/0814909.00W	2650 (2700)								AS1000	3700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

AKQON

TO

RW24

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.48		DA				364				
<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 (51-086835)	364149.22N/0820102.68W	2212	20	3	1A		31.88:1			MA113	2451

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

AKQON

TO

RW24

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.48		DA				595				
<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 (51-085309)	364248.60N/0820022.55W	2368	20	3	1A		21.96:1			DG314	2682

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LNAV

FROM

AKQON

TO

VIMIW/2.83 NM TO RW24

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	2.56										
<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	364439.00N/0815709.00W	2641	215	8	4B	250				RA120 DG89	3100

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

VIMIW/2.83 NM TO RW24

TO

RW24

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.83		RW24		673						
<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 (51-087134)	364325.89N/0815917.76W	2472	20	3	1A	250				SA-10 DG48	2760

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

KURRU

TO

P-6

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
		P-6									
<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	365618.00N/0814557.00W	4525	215	8	4B	1000				SA-859 PR190 AT244	5100
TERRAIN	365245.00N/0813621.00W	3330 (3300)								AS1500	4800

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

KURRU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30							2209				
<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				5100
AAO	363442.00N/0815536.00W	3675	215	8	4B	1000				PR90	4800
TERRAIN	363442.00N/0815536.00W	3474 (3500)								AS1500	5000

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

KURRU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30							2521				
<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				5100
AAO	363442.00N/0815536.00W	3675	215	8	4B	1000				PR90	4800
TERRAIN	363442.00N/0815536.00W	3474 (3500)								AS1500	5000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LNAV

FROM

RW24

TO

KURRU

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 2660				
<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				5100
AAO	363442.00N/0815536.00W	3675	215	8	4B	1000				PR90	4800
TERRAIN	363442.00N/0815536.00W	3474 (3500)								AS1500	5000

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 (51-086358)	364209.80N/0820258.20W	1.33	773	2554	20	10	1B	300			2860
CATEGORY B											
TREE (51-086358)	364209.80N/0820258.20W	1.88	773	2554	20	10	1B	300			2860
CATEGORY C											
TREE (51-086358)	364209.80N/0820258.20W	2.96	773	2554	20	10	1B	300			2860
CATEGORY D											
AAO	364454.00N/0820024.00W	3.88	993	2756	215	8	4B	300		DG24	3080

CIRCLING REMARKS:

MSA

CENTER

RW24

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	363936.00N/0813242.00W	099	23.3	5928	215	8	4B	1000			7000

MSA REMARKS:

QUALITY
39
CHECKED

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZTL ARTCC, TRI-CITY APP CON, DCA FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3	VJI	24	VJI	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	TRI	24	TRI	22.01	Y	120

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KJVI 2087, KTRI 1597
RA = 119.3.

<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>
RW06 - REIL (PCL), MIRL (PCL)		NPI-F	
RW24 - ODALS (PCL), REIL (PCL), MIRL (PCL), PAPI-2L (PCL)		NPI-F	

<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>	<u>TCH</u>
3.25	2087.4	51.0			3.25	23.2

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>
-19C	+54C	-19C	+10.87C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 1049 HIGH TEMP 1297.

"VISUAL PORTION OF FINAL" PENETRATIONS

<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:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100 FT VEGETATION USED PER FPT.

TAA NOT DEVELOPED PER ATC.

BACKUP ALTIMETER NOTE: CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TRI ALTIMETER SETTING AND INCREASE LPV DA TO 2571 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE LNAV/VNAV DA TO 2802 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE ALL MDAS 120 FEET AND LNAV VISIBILITY CAT B/C/D 1/4 SM, AND CIRCLING VISIBILITY CAT A/B/C 1/2 SM.

CHART NOTE: FOR INOPERATIVE ALS WHEN USING TRI ALTIMETER SETTING, INCREASE LPV CAT A/B VISIBILITY TO 1 3/8 SM, LNAV/VNAV TO 2 SM AND LNAV CAT C/D TO 2 1/2 SM.

CHART NOTE: BARO-VNAV AND VDP NA WHEN USING TRI ALTIMETER SETTING.

ORDER 8260.3 CHAPTER 2 APPLIED TO 2687 AAO 364442.00N/0815700.00W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #NOT REQUIRED.

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	4.01
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	236.10
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2500
DISTANCE FROM	THLD	TO 1500FT POINT	5.48
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.13
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	236.10
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	2500

THRESHOLD COORDINATES (IF STR-IN)	364125.92N/0820137.22W
ARP COORDINATES	364110.73N/0820205.22W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 6 DISTANCE 0.45 NM
FAF COORDINATES	364426.85N/0815603.20W
FIX NAME COORDINATES	IF/IAF KURRU 364803.76N/0814921.78W

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ERIC N SUSKI (JUDITH TUTTLE)	AJV-A431	03/28/2024	AERONAUTICAL INFORMATION SPECIALIST



AIRPORT ID
VJI

PROCEDURE NAME
RNAV (GPS) RWY 24

AMDT NO.
3

CITY
ABINGDON

STATE
VA

AIRPORT ELEVATION
2087

FACILITY
RNAV

