

**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> WWR	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 36	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> WOODWARD	<u>STATE</u> OK
<u>AIRPORT ELEVATION</u> 2189	<u>TDZE</u> 2189	<u>SUPERSEDED</u> RNAV (GPS) RWY 35	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>DATED</u> 10/07/2021
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 09/03/2026	<u>MAG VAR</u> 4E
				<u>EPOCH YEAR</u> 2030
				<u>CANCEL/SUSPEND</u>

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>
TUZYX		JANEY		TF	FB	1.00	188.09	27.69	5000
PUMKN	IAF	TISSY	NOPT	TF	FB	1.00	086.37	7.00	5000
JANEY	IAF	TISSY	NOPT	TF	FB	1.00	266.54	7.00	5000
TISSY	IF/IAF	TAPLY		TF	FB	1.00	356.45	8.56	4000
TAPLY	FAF	HAVOR/2.10 NM TO RW36		TF	FB	0.30	356.46	3.45	
HAVOR/2.10 NM TO RW36		RW36	MAP	TF	FO	0.30	356.46	2.10	
RW36	MAP	2395 MSL		CA			356.46		
2395 MSL		DEANA		DF	FO	1.00			4000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW36

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4000 DIRECT DEANA AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD S TISSY, RT, 356.46 INBOUND, 5000 IN LIEU OF PT (IAF), MAX 7000.					
3. FAC: 356.46	FAF: TAPLY		DIST FAF TO MAP: 5.56	DIST FAF TO THLD: 5.56	
4. MIN ALT: TISSY 5000, TAPLY 4000, HAVOR/2.10 NM TO RW36 2900					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	206 HAT: 0.52	GS ANT:
6. MIN GP INCPT: 4000	GP ALT AT PFAF: TAPLY 4000			OM:	MM:
7. GP ANGLE: 3.00	34:1: IS CLEAR	20:1: IS CLEAR	TCH: 41.0		IM:
8. MSA FROM: RW36 4500					

QUALITY
8
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -19°C OR ABOVE 54°C.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING GAG ALTIMETER SETTING.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT TUZXY ON V190 NORTHEAST BOUND.
CHART PLANVIEW NOTE: NOPT FOR ARRIVAL AT TISSY ON V17 WESTBOUND.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GAG ALTIMETER SETTING AND INCREASE LPV DA TO 2435 FEET AND LNAV/VNAV DA TO 2510 FEET; INCREASE ALL MDAS 40 FEET AND LNAV VISIBILITY CAT C/D 1/8 SM, AND CIRCLING VISIBILITY CAT D 1/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD N, RT, 176.46 INBOUND.
CHART FAS OBST: 2403 TRANSMISSION LINE (40-069315) 362340N/0993053W.
CHART 2734 WINDMILL (40-020399) 361955N/0993038W.
CHART VANCE 1C MOA.
CHART VDP AT 1.53 NM TO RW36.
WAAS CHANNEL # 40314
REFERENCE PATH ID: W36A
LTP HAE: 638.9 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT C 800-2 1/4, CAT D 800-2 1/2, 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	2395	1	206	2395	1	206	2395	1	206	2395	1	206			
LNAV/VNAV DA	2470	1	281	2470	1	281	2470	1	281	2470	1	281			
LNAV MDA	2720	1	531	2720	1	531	2720	1 1/2	531	2720	1 1/2	531			
CIRCLING	2720	1	531	2840	1	651	2940	2 1/4	751	2960	2 1/2	771			



CHANGES - REASONS

1. INCREASED ALL PROCEDURE TRACKS 4 DEGREES - AIRPORT MAGNETIC VARIATION CHANGED FROM E08/1985 TO E04/2030.
2. PROCEDURE NAME CHANGED FROM RNAV (GPS) RWY 35 TO RNAV (GPS) RWY 36 - RUNWAY RENUMBERED AS A RESULT OF AIRPORT MAGVAR CHANGE.
3. RUNWAY LENGTHENED 500 FT NORTH FROM 5502 FT TO 6002 - PER AIRNAV AIRPORT DATA AND UPDATED AIRPORT SURVEY.
4. CHANGED IAF FEGAW FIX NAME TO JANEY AND MOVED FIX 2 NM EAST - FIX NAME REQUESTED BY ATC/FPT AND SEGMENT LENGTHENED TO ACCOMODATE 90 DEGREE TURN AT IF TISSY.
5. CHANGED FEEDER SEGMENT TRACK FROM 188.08 TO 188.09, DISTANCE FROM 28.16 TO 27.69, SEGMENT ALTITUDE FROM 4500 TO 5000 AND RNP VALUE FROM 2.00 TO 1.00 IN TERMINAL ROUTES - TRACK AND DISTANCE DUE TO IAF JANEY RELOCATION, ALTITUDE PER ATC/FPT REQUEST, AND RNP VALUE PER 8260.58D TABLE 1-2-1.
6. ADDED INITIAL SEGMENT FROM NEW IAF PUMKN TO TISSY, DISTANCE 7 NM, ALTITUDE 5000, RNP 1.00 - REQUESTED BY ATC/FPT TO PERMIT ENTRY FROM THE WEST.
7. CHANGED IF/IAF ALTITUDE FROM 4500 TO 5000, INTERMEDIATE SEGMENT DISTANCE FROM 8.64 TO 8.56 AND RNP VALUE FROM 0.50 TO 1.00 - ALTITUDE RAISED TO IMPROVE RADIO COMMUNICATIONS WITH KANSAS CITY ARTCC, LENGTH IS DUE TO FAF RELOCATION AND RNP VALUE PER 8260.58D TABLE 1-2-1.
8. MOVED WP TAPLY 475 FT / 0.08 NM SOUTH TO NEW FAF LOCATION - UPDATED FORMULA CALCULATION.
9. MOVED FINAL STEPDOWN FIX HAVOR 1242 FT / 0.20 NM SOUTH AND INCREASED ALTITUDE FROM 2820 FT TO 2900 FT - REQUESTED BY ATC/FPT AND TO ALLOW ENOUGH DISTANCE FOR A VDP.
10. CHANGED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 4000 DIRECT OHFEB AND HOLD" TO "CLIMB TO 4000 DIRECT DEANA AND HOLD" - CLEARANCE LIMIT NAME CHANGE REQUESTED BY ATC/FPT.
11. PROFILE LINE 2: CHANGED HOLD-IN-LIEU FROM "HOLD S TISSY, RT, 352.46 INBOUND, 4500 IN LIEU OF PT (IAF), MAX 6000" TO "HOLD S TISSY, RT, 356.46 INBOUND, 5000 IN LIEU OF PT (IAF), MAX 7000" - ALTITUDE RAISED TO IMPROVE RADIO COMMUNICATIONS WITH KANSAS CITY ARTCC.
12. PROFILE LINE 3: CHANGED FINAL APPROACH COURSE FROM 352.46 TO 356.46 AND DIST FAF TO MAP/THLD FROM 5.48 NM TO 5.56 NM - RESULT OF MAGVAR CHANGE AND FAF RELOCATION.
13. PROFILE LINE 4: CHANGED TISSY 4500 TO TISSY 5000 AND HAVOR 2820 TO HAVOR 2900 - REFLECTS CHANGES LISTED ABOVE.
14. PROFILE LINE 6: ADDED 4000 TO GP ALT AT PFAF: TAPLY - PREVIOUSLY OMITTED.
15. PROFILE LINE 7: CHANGED TCH FROM 39.1 TO 41.0 - TO ALIGN WITH VGSI TCH.
16. PROFILE LINE 8: CHANGED MSA ORIGIN FROM RW35 TO RW36 - DUE TO RUNWAY RENUMBERING.
17. CHANGED PBN REQUIREMENTS NOTE FROM "RNP APCH" TO "RNP APCH - GPS" - PER 8260.19J PARA. 8-6-8D(5)(A)1.
18. CHANGED NOTE FROM "BARO-VNAV NA WHEN USING GAGE ALTIMETER SETTING" TO "BARO-VNAV AND VDP NA WHEN USING GAG ALTIMETER SETTING" - VDP ADDED AND FORMAT PER 8260.19J 8-6-10E(8)(9).
19. CHANGED BACK-UP ALTIMETER NOTE FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GAGE ALTIMETER SETTING AND INCREASE ALL DA/MDA 40 FEET AND INCREASE LNAV CAT C AND D VISIBILITY TO 1 5/8 SM" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GAG ALTIMETER SETTING AND INCREASE LPV DA TO 2435 FEET AND LNAV/VNAV DA TO 2510 FEET; INCREASE ALL MDAS 40 FEET AND LNAV VISIBILITY CAT C/D 1/8 SM, AND CIRCLING VISIBILITY CAT D 1/4 SM" - PER 8260.19J 8-6-10F EXAMPLES AND CHANGES TO MINIMUMS.
20. ADDED PLANVIEW NOTES "PROCEDURE NA FOR ARRIVALS AT TUZXY ON V190 NORTHEAST BOUND," AND "NOPT FOR ARRIVAL AT TISSY ON V17 WESTBOUND" - PER 8260.19K PARA. 8-2-5.
21. REMOVED NOTE "CIRCLING RWY 5, 23 NA AT NIGHT" - 20:1 PENETRATIONS REMOVED.
22. REMOVED PROFILE NOTE *LNAV ONLY AND ASSOCIATED ASTERISK FROM HAVOR/1.90 NM TO RW35 2820* IN ADDITIONAL FLIGHT DATA - NO LONGER REQUIRED BY CRITERIA.
23. CHANGED FAS OBST FROM 2379 TREE 362340N/0993130W, 2236 ANT (KWWRT017) 362518N/0993116W TO 2403 TRANSMISSION LINE (40-069315) 362340N/0993053W - NEW TARGETS SOFTWARE ASSESSMENT.
24. ADDED 7:1 OBSTACLE 2734 WINDMILL (40-020399) 361955N/0993038W TO ADDITIONAL FLIGHT DATA - IDENTIFIED IN NEW TARGETS SOFTWARE ASSESSMENT.
25. ADDED VDP LOCATION AT 1.53 NM TO RW36 IN ADDITIONAL FLIGHT DATA - PREVIOUSLY NOT FEASABLE DUE TO BEING LOCATED WITHIN 0.5 NM FROM SDF.
26. REFERENCE PATH ID CHANGED FROM W35A TO W36A IN ADDITIONAL FLIGHT DATA AND FAS DATA - DUE TO RUNWAY RENUMBERING.
27. ADDED LTP HEIGHT ABOVE ELLIPSOID 638.9 M TO ADDITIONAL FLIGHT DATA - PER 8260.19K PARA. 8-6-11J(3).
28. LOWERED LPV DA/HAT FROM 2470/281 TO 2395/206 AND LNAV/VNAV DA/HAT FROM 2506/317 TO 2470/281 - REQUESTED BY FPT AND NEW CONTROLLING OBSTACLES. OE-AAA OBSTACLE ASSESSMENT PERFORMED IN TARGETS PER THE LOWERING PROCEDURE MINIMUMS SOP DATED 1/22/2026.
29. REDUCED LNAV/VNAV ALL CATS VISIBILITY FROM 1 1/4 SM TO 1 SM - RESULT OF LOWERED MINIMUMS AND PER 8260.3G TABLE 3-3-1.
30. RAISED LNAV MDA/HAT AND CIRCLING CAT A MDA/HAA FROM 2700/511 TO 2720/531 - NEW CONTROLLING OBSTACLE.
31. FAS DATA: LTP/FTP LAT/LONG CHANGED FROM 362544.9235N/0993115.8725W TO 362544.9250N/0993115.8740W - NEW RUNWAY SURVEY.
32. FAS DATA: FPAP LAT/LONG CHANGED FROM 362714.1400N/0993114.9800W TO 362714.1445N/0993114.9805W - RESULT OF CHANGE TO LTP/FTP LAT/LONG.
33. FAS DATA: TCH CHANGED FROM 00039.5 TO 00041.0 - TO ALIGN WITH VGSI TCH.
34. FAS DATA: LENGTH OFFSET CHANGED FROM 1072 TO 0920 - NEW FPAP LOCATION.
35. FAS DATA: LOWERED VERTICAL ALERT LIMIT (VAL) FROM 50 TO 35 - RESULT OF LOWERED LPV HAT FROM 281 TO 206 PER 8260.19K APPENDIX K.
36. FAS DATA: CRC REMAINDER CHANGED FROM F3A76CBA TO E5DF7B54 - RESULT OF ABOVE LISTED CHANGES.

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZKC, VANCE APP CON, AMGR, ST AV DIR.

FLIGHT CHECKED BY

PENDING

Digitally signed by

RAKE MCGRAW

OFFICE

DATE

Feb 05, 2026

Digitally signed by

RAKE MCGRAW

OFFICE

DATE

Feb 05, 2026

AJV-A422

11/14/2025

Digitally signed by

RAKE MCGRAW

OFFICE

DATE

Feb 05, 2026

AJV-A420

TITLE

MANAGER

APPROVED BY

BEV L BORDY

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
KWWR
RW36
0
0
W36A
362544.9250N
0993115.8740W
+06389
362714.1445N
0993114.9805W
00041.0
F
03.00
106.75
0920
40.0
35.0

CRC REMAINDER

E5DF7B54

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K4
+06671
+06671



**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>
WWR	RNAV (GPS) RWY 36	1	WOODWARD	OK	2189	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM TUZXY **TO** JANEY

RNP 1.00 **DISTANCE** 27.69 **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>
WINDMILL (40-078117)	361041.62N/0992247.29W	2789	250	50	4D	1000				AT1211	5000
TERRAIN	361012.00N/0992115.00W	2316 (2300)								AS1500	3800

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM PUMKN **TO** TISSY

RNP 1.00 **DISTANCE** 7.00 **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>
WINDMILL (40-029749)	361127.80N/0993521.02W	2988	250	50	4D	1000				AT1012	5000
TERRAIN	361024.00N/0993418.00W	2545 (2500)								AS1500	4000

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

JANEY

TO

TISSY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	7.00										
<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>
WINDMILL (40-029488)	361005.81N/0992910.17W	2858	500	50	5D	1000				AT1142	5000
TERRAIN	360951.00N/0993233.00W	2440 (2400)								AS1500	3900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

TISSY (IF/IAF)

TO

TAPLY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	8.56										
<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>
WINDMILL (40-029754)	361140.00N/0993345.64W	2916	250	50	4D	500					3500
TERRAIN	361039.00N/0993333.00W	2500 (2500)								AS1500	4000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

TAPLY

TO

RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.56		DA				206				
<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			MA6	2395

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

TAPLY

TO

RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.56		DA				281				
<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			MA31	2470

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

TAPLY

TO

HAVOR/2.10 NM TO RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	3.45										
<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	362148.00N/0993045.00W	2513	215	8	4B	250				RA40 DG97	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

HAVOR/2.10 NM TO RW36

TO

RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.10		RW36		531						
<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>
TRANSMISSION_LINE (40-069315)	362340.17N/0993052.91W	2403	250	50	4D	250				AC50	2720

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

TISSY

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>
WINDMILL (40-029710)	360850.19N/0993625.80W	2992	500	50	5D	1000				AT1008	5000
TERRAIN	361024.00N/0993418.00W	2545 (2500)								AS1500	4000

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

DEANA

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 2227				
<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>
TANK (40-000675)	362603.33N/0993058.36W	2352	20	3	1A		ASC				4000
WINDMILL (40-003436)	363807.60N/0992859.40W	2591	500	125	5E	1000					3600
TERRAIN	362454.00N/0993145.00W	2227 (2200)								AS1500	3700

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

DEANA

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 2309				
<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>
TANK (40-000675)	362603.33N/0993058.36W	2352	20	3	1A		ASC				4000
WINDMILL (40-003436)	363807.60N/0992859.40W	2591	500	125	5E	1000					3600
TERRAIN	362454.00N/0993145.00W	2227 (2200)								AS1500	3700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LNAV

FROM

RW36

TO

DEANA

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 2620				
<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				4000
WINDMILL (40-003436)	363807.60N/0992859.40W	2591	500	125	5E	1000					3600
TERRAIN	362454.00N/0993145.00W	2227 (2200)								AS1500	3700

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											
TANK (40-000675)	362603.33N/0993058.36W	1.33	531	2352	20	3	1A	300		SI	2720
CATEGORY B											
TOWER (40-000283)	362451.90N/0993252.60W	1.88	651	2486	250	50	4D	300		AC50	2840
CATEGORY C											
TOWER (40-000215)	362408.00N/0992845.00W	2.97	751	2581	250	50	4D	300		AC50	2940
CATEGORY D											
TOWER (40-000404)	362314.00N/0992835.00W	3.88	771	2601	500	50	5D	300		AC50	2960

CIRCLING REMARKS:

MSA

CENTER

RW36

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (40-001062)	361622.80N/0992646.10W	155	10.0	3461	500	50	5D	1000			4500

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

VEGETATION 100 FT PER FPT.

TAA NOT DEVELOPED PER ATC/FPT.

RWY 18/36 DOES NOT HAVE A FULL-LENGTH TAXIWAY. PER 8260.3G TABLE 3-3-6 ALL VISIBILITIES LIMITED TO MINIMUM 1 SM.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZKC ARTCC, MLC FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3	WWR	24	WWR		Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	GAG	24	GAG	14.96	Y	40

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KWWR 2189, KGAG 2223
RA = 39.3.

<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 - MIRL (PCL)		BSC-P	
RW24 - MIRL (PCL)		BSC-P	
RW18 - ODALS (PCL), MIRL (PCL), PAPI-4L		NPI-G	
RW36 - REIL (PCL), MIRL (PCL), PAPI-4L		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>	<u>TCH</u>
3.00	2188.8	41.0			3.00	41.0

FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
-19C	+54C	-19C	+10.67C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 985 HIGH TEMP 1299.



"VISUAL PORTION OF FINAL" PENETRATIONS

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:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

APPLIED WAIVER TO ORDER 8260.58 U.S. STANDARD FOR PERFORMANCE BASED NAVIGATION (PBN) INSTRUMENT PROCEDURE DESIGN, APPENDIX D PBN TRANSITION TO ILS/GLS/LPV FINAL, PARA. 2A(1) ESTABLISH A CAPTURE FIX.

ORDER 8260.3 CHAPTER 2 APPLIED TO 2734 WINDMILL (40-020399) 361954.90N/0993038.40W.

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	3.36
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	000.46
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2300
DISTANCE FROM	THLD	TO 1500FT POINT	5.16
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.76
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	000.46
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	2300

THRESHOLD COORDINATES (IF STR-IN) 362544.93N/0993115.87W

ARP COORDINATES 362618.26N/0993121.27W

RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 36 DISTANCE 0.56 NM

FAF COORDINATES 362010.98N/0993119.22W

FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

NAME

RALPH DUMAR

OFFICE

AJV-A422

DATE

11/14/2025

TITLE

AERONAUTICAL INFORMATION SPECIALIST

