

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
COPTER RNAV (GPS) SPECIAL INSTRUMENT APPROACH PROCEDURE
SPECIFICATION -- NOT FOR COCKPIT USE**

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.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be conducted in accordance with a charted instrument approach procedure predicted on the specifications contained herein, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Minimum altitudes shall correspond with those established for enroute operations in the particular area or as set forth below.

| <u>HELIPORT ID</u> | <u>PROCEDURE NAME</u> | <u>ORIGINAL/AMENDMENT</u> | <u>CITY</u> | <u>STATE</u> | |
|--------------------------|----------------------------------|------------------------------|--------------------------------|-----------------------|-------------------|
| 4OH6 | AIRSHIP RNAV (GPS) 263 | ORIG-A | AKRON SUFFIELD | OH | |
| <u>AIRPORT ELEVATION</u> | <u>TDZE</u> | <u>SUPERSEDED</u> | <u>DATED</u> | <u>MAG VAR</u> | <u>EPOCH YEAR</u> |
| 1164 | | AIRSHIP RNAV (GPS) 263 | 12/28/2007 | 8W | 2005 |
| <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> |
|-------------|-----------------|-------------|-----------------|-----------------|--------------|------------|---------------|-----------------|-----------------|
| ACO VOR/DME | IAF | ARSHP | | TF | FB | 1.00 | 204.68 | 4.54 | 2800 |
| WNGFT | IAF | ARSHP | | TF | FB | 1.00 | 350.92 | 4.02 | 2800 |
| ARSHP | IF | YYEAR | | TF | FB | 1.00 | 263.08 | 3.00 | 2800 |
| YYEAR | FAF | GOODD | MAP | TF | FO | 0.30 | 263.04 | 2.62 | |
| GOODD | MAP | 1564 MSL | | CA | | | 263.04 | | |
| 1564 MSL | | ACO VOR/DME | | DF | FO | 1.00 | | | 3000 |

MISSED APPROACH

MAP:

LNAV: GOODD

MISSED APPROACH INSTRUCTIONS:

CLIMBING RIGHT TURN TO 3000 DIRECT ACO VOR/DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT ARSHP
- FAC: 263.04 FAF: YYEAR DIST FAF TO MAP: 2.62 DIST FAF TO THLD:
- MIN ALT: ARSHP 2800, YYEAR 2800
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT:
- MIN GP INCPT: GP ALT AT FAF: OM: MM: IM:
- GP ANGLE: 34:1 20:1 TCH:
- MSA FROM: GOODD 3100



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PLANVIEW NOTE: PROCEED VISUALLY FROM GOODD OR CONDUCT THE SPECIFIED MISSED APPROACH.
USE CAK ALTIMETER SETTING; WHEN NOT RECEIVED, USE AKR ALTIMETER SETTING AND INCREASE MDA 20 FEET.
NOT FOR COCKPIT USE, SPECIFICATION ONLY.
SPECIAL AIRCREW TRAINING AND CERTIFICATION REQUIRED.

ADDITIONAL FLIGHT DATA:

GOODD TO MOORING PAD 13.54/20 HOVER.
YYEAR TO MOORING PAD: 5.80/20 HOVER.
YYEAR TO GOODD 3.81 DEGREES.
CHART CAK ASOS-3.
HOLD E, RT, 272.00 INBOUND.
FAS OBST: 1454 TOWER 410103N/0812045W.
4OH6, 1164.0, 263.04/0.38

MINIMUMS:

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

ALTERNATE: NA ☒

| CATEGORY: | COPTER | | | | | | | | | | | | | | |
|------------|--------|-----|-----|--------|-----|-----|--------|-----|-----|--------|-----|-----|--------|-----|-----|
| FINAL TYPE | DA/MDA | VIS | HAS | DA/MDA | VIS | HAS | DA/MDA | VIS | HAS | DA/MDA | VIS | HAS | DA/MDA | VIS | HAS |
| LNAV MDA | 1740 | 1 | 576 | | NA | | | NA | | | NA | | | | |

CHANGES - REASONS

1. PBN REQUIREMENTS NOTES: ADDED "RNP APCH - GPS" AND DELETED FORM NOTES "DME/DME RNP -0.3 NA" - IAW 6260.19J 8-6-8D(5).
2. NOTES: DELETED "PROCEDURE NA FOR ARRIVAL AT ACO VOR/DME AIRWAY RADIAL 237" - NO ENROUTE SEGMENTS ON RADIAL.
3. NOTES: UPDATED NOTE FROM "USE AKRON- CANTON REGIONAL ALTIMETER SETTING; IF NOT RECEIVED, USE AKRON FULTON INTL. ALTIMETER SETTING AND INCREASE MDA 20 FEET" TO "USE CAK ALTIMETER SETTING; WHEN NOT RECEIVED, USE AKR ALTIMETER SETTING AND INCREASE MDA 20 FEET" - IAW 8260.19J 8-6-10 F.(6).
4. ADDITIONAL FLIGHT DATA: ADDED "CHART CAK ASOS-3" - IAW 8260.19J 8-2-4 B.(3).

06/06/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 01/22/25.
1. PROCEDURE NAME CORRECTED FROM "AIRSHIP RNAV (GPS) RWY 263" TO "AIRSHIP RNAV (GPS) 263".



| | | | | |
|---|---|---|-------------------------------|-------------------------|
| <u>HELIPORT ID</u> 4OH6 | <u>PROCEDURE NAME</u> AIRSHIP RNAV (GPS) 263 | <u>ORIGINAL/AMENDMENT</u> ORIG-A | <u>CITY</u> AKRON SUFFIELD | <u>STATE</u> OH |
| <hr/> | | | | |
| <u>SUBMITTED BY</u> | | <u>OFFICE</u> | <u>DATE</u> | |
| | | | | |
| <u>FLIGHT CHECKED BY</u> PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION | | <i>Digitally signed by</i> <u>OFFICE</u> RAKE MCGRAW Jun 06, 2025 | <u>DATE</u> | |
| <u>DEVELOPED BY</u> DANIEL WESTON | | <i>Digitally signed by</i> <u>OFFICE</u> RAKE MCGRAW Jun 06, 2025 | <u>DATE</u> 01/22/2025 | |
| <u>RECOMMENDED BY</u> | | <u>OFFICE</u> | <u>DATE</u> | <u>TITLE</u> |
| | | | | |
| <u>APPROVED BY</u> RAKE MCGRAW | | <i>Digitally signed by</i> <u>OFFICE</u> RAKE MCGRAW Jun 06, 2025 | <u>DATE</u> | <u>TITLE</u> MANAGER |



FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

| <u>HELIPORT ID</u> | <u>PROCEDURE NAME</u> | <u>AMDT NO.</u> | <u>CITY</u> | <u>STATE</u> | <u>AIRPORT ELEVATION</u> | <u>FACILITY</u> |
|--------------------|------------------------|-----------------|----------------|--------------|--------------------------|-----------------|
| 4OH6 | AIRSHIP RNAV (GPS) 263 | ORIG-A | AKRON SUFFIELD | OH | 1164 | RNAV |

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM ACO VOR/DME **TO** ARSHP

RNP 1.00 **DISTANCE** 4.54 **PAT** **MAP** **HAS** **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(36-1734) | 410558.00N/0810842.00W | 1479 | 500 | 50 | 5D | 1000 | | | | AT321 | 2800 |
| TERRAIN | 410212.00N/0811212.00W | 1218 (1200) | | | | | | | | AS1500 | 2700 |

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM WNGFT **TO** ARSHP

RNP 1.00 **DISTANCE** 4.02 **PAT** **MAP** **HAS** **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(36-1759) | 405747.00N/0811016.00W | 1458 | 500 | 50 | 5D | 1000 | | | | AT342 | 2800 |
| TERRAIN | 405948.00N/0811348.00W | 1224 (1200) | | | | | | | | AS1500 | 2700 |

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

ARSHP

TO

YYEAR

RNP

1.00

DISTANCE

3.00

PAT

MAP

HAS

HMAS

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|----------------|------------------------|-------------|------|------|----|-----|-----|----|------|-------------|---------|
| TOWER(36-2408) | 410125.00N/0811330.00W | 1451 | 500 | 50 | 5D | 500 | | | | | 2000 |
| TERRAIN | 410222.00N/0811716.00W | 1269 (1300) | | | | | | | | AS1500 | 2800 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

YYEAR

TO

GOODD

RNP

0.30

DISTANCE

2.62

PAT

MAP

GOODD

HAS

576

HMAS

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|-------------|------------------------|----------|------|------|----|-----|-----|----|------|-------------|---------|
| TOWER | 410103.17N/0812044.69W | 1454 | 50 | 20 | 2C | 250 | | | | RA25 | 1740 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

GOODD

TO

ACO VOR/DME

| <u>RNP</u> 0.30-1.00 | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | <u>HAS</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> |
| | | | | | | | ASC | | | | 3000 |
| TOWER(36-2351) | 410633.00N/0812010.00W | 1623 | 20 | 3 | 1A | 1000 | | | | | 2700 |
| TERRAIN | 410222.00N/0811716.00W | 1269 (1300) | | | | | | | | AS1500 | 2800 |

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

CENTER

GOODD

RADIUS

25

| SECTOR | OBSTRUCTION | COORDINATES | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|---------|--------------|------------------------|---------|----------|----------|------|------|----|------|-----|-------------|---------|
| 360-360 | TWR(36-0676) | 410352.70N/0813458.30W | 295 | 11.0 | 2049 | 250 | 50 | 4D | 1000 | | | 3100 |

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

VDP NOT ESTABLISHED, REMOTE ALTIMETER IN USE.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

TAA NOT USED, ATC REQUEST.

PROCEDURE DEVELOPED USING MODIFIED FAAO 8260.42 CRITERIA PER AFS-420. SEE ATTACHED LETTERS FOR CRITERIA MODIFICATIONS.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZOB ARTCC, CAK APP CON

| WX SERVICE | LOCATION | HRS OPERATION | ALTIMETER SOURCE | DISTANCE | WMSCR | ADJUSTMENTS |
|--------------------|----------|---------------|------------------|----------|-------|-------------|
| ASOS | CAK | 24 | CAK | 6.88 | Y | 24.55 |
| BACK-UP WX SERVICE | LOCATION | HRS OPERATION | ALTIMETER SOURCE | DISTANCE | WMSCR | ADJUSTMENTS |
| ASOS | AKR | 24 | AKR | 5.22 | Y | 25.6 |

WX REMARKS:

PRIMARY ALTIMETER SOURCE (PRESSURE PATTERN SAME)
KCAK 1228 MSL
K40H6 1164 MSL
RA = 24.6

ALTERNATE ALTIMETER SOURCE (PRESSURE PATTERN SAME)
KAKR 1067 MSL
K40H6 1164 MSL
RA=25.6

APPROACH & RUNWAY LIGHTING - NSTD%

| PRIMARY NAVAID | MONITOR POINT | HRS OPERATION | CAT |
|-------------------------------------|---------------|-----------------|---------------------|
| APPROACH AND RUNWAY LIGHTING SYSTEM | | RUNWAY MARKINGS | RUNWAY VISUAL RANGE |
| 01H | | | |

| GLIDESLOPE ANGLE | ELEV RWY THRESHOLD | TCH | ELEV GS ANTENNA | DISTANCE FROM RWY | VGSI ANGLE | TCH |
|------------------|--------------------|-----|-----------------|-------------------|------------|-----|
|------------------|--------------------|-----|-----------------|-------------------|------------|-----|

FINAL APPROACH COURSE AIMING

| | | | |
|------------------|--------------------------|--------------------|------------------------------|
| RUNWAY THRESHOLD | <input type="checkbox"/> | FT FROM THRESHOLD | DISPLACED THRESHOLD DISTANCE |
| ON CENTERLINE | <input type="checkbox"/> | FT FROM CENTERLINE | |

CRITICAL TEMPERATURES

| CRITICAL LOW | CRITICAL HIGH | ACT | APT ISA |
|--------------|---------------|-----|---------|
|--------------|---------------|-----|---------|

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:

% AREA LIGHTED BY MOORING CREW WITH HAND HELD ALIGNMENT LIGHTS AND AIRSHIP HANGER LIGHTS.
& APPROACH AIMING POINT TO MOORING PAD COORDINATES.
WAIVER REQUIRED FOR DESCENT ANGLE FROM MISSED APPROACH POINT TO MOORING PAD EXCEEDING 10.2 DEGREES.
FOR USE BY GOODYEAR TIRE AND RUBBER COMPANY AIRSHIP OPERATIONS ONLY.
ORIG-A TRANSCRIBED FORM ORIG PROCEDURE.

PART E: PREPARED BY

| <u>NAME</u> | <u>OFFICE</u> | <u>DATE</u> | <u>TITLE</u> |
|---------------|---------------|-------------|-------------------------------------|
| DANIEL WESTON | AJV-A422 | 01/22/2025 | AERONAUTICAL INFORMATION SPECIALIST |

