

**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> CNW	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 17L	<u>ORIGINAL/AMENDMENT</u> 2A	<u>CITY</u> WACO	<u>STATE</u> TX
<u>AIRPORT ELEVATION</u> 470	<u>TDZE</u> 470	<u>SUPERSEDED</u> RNAV (GPS) RWY 17L	<u>ORIGINAL/AMENDMENT</u> 2	<u>DATED</u> 12/05/2019
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 4E
				<u>EPOCH YEAR</u> 2015
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
ACT VORTAC		CUKAV		TF	FO	1.00	034.32	15.22	2400
CQY VORTAC		TOURS		TF	FB	1.00	247.96	46.73	2400
TOURS	IAF	CUKAV	NOPT	TF	FB	1.00	173.54	4.77	2400
CUKAV	IF/IAF	ZIRVI		TF	FB	1.00	173.54	7.00	2300
ZIRVI	FAF	WIPLU/2.00 NM TO RW17L		TF	FB	0.30	173.55	3.58	
WIPLU/2.00 NM TO RW17L		RW17L	MAP	TF	FO	0.30	173.55	2.00	
RW17L	MAP	670 MSL		CA			173.55		
670 MSL		OMOB		DF	FO	1.00			2300

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW17L

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2300 DIRECT OMOB AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD N CUKAV, LT, 173.54 INBOUND, 2400 IN LIEU OF PT (IAF), MAX 6000.					
3. FAC: 173.55	FAF: ZIRVI		DIST FAF TO MAP: 5.58	DIST FAF TO THLD: 5.58	
4. MIN ALT: CUKAV 2400, ZIRVI 2300, WIPLU/2.00 NM TO RW17L 1140					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	200 HAT: 0.47	GS ANT:
6. MIN GP INCPT: 2300	GP ALT AT PFAF: ZIRVI 2300			OM:	MM:
7. GP ANGLE: 3.00	34:1: IS CLEAR	20:1: IS CLEAR	TCH: 51.7		IM:
8. MSA FROM: RW17L 3600					



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON ACT VORTAC AIRWAY RADIALS 305 CW 050.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON CQY VORTAC AIRWAY RADIALS 163 CW 263.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISBLITY TO 3/4 SM AND LNAV CATS C/D VISIBILITY TO 1 SM.

ADDITIONAL FLIGHT DATA:

CHART 1034 TOWER 314452N/0970624W
HOLD S, RT, 353.56 INBOUND.
CHART FAS OBST: 582 TRANSMISSION_LINE (48-091165) 314044N/0970404W.
CHART VDP AT 1.00 NM TO RW17L.
WAAS CHANNEL # 73020
REFERENCE PATH ID: W17A
CHART: ASR.
LTP HAE: 116.4 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
LPV DA	670	1/2	200	670	1/2	200	670	1/2	200	670	1/2	200			
LNAV/VNAV DA	720	1/2	250	720	1/2	250	720	1/2	250	720	1/2	250			
LNAV MDA	840	1/2	370	840	1/2	370	840	5/8	370	840	5/8	370			
CIRCLING	940	1	470	1040	1	570	1040	1 1/2	570	1120	2	650			

CHANGES - REASONS

1. TERMINAL ROUTES: ALTITUDE FROM ACT VORTAC TO CUKAV, CQY VORTAC TO TOURS, AND TOURS TO CUKAV CHANGED FROM 2300 TO 2400 - NEW CONTROLLING OBSTACLE RAISES THE HOLD-IN-LIEU AT CUKAV TO 2400; CLEARS T-NOTAM 5/6400.
2. LINE 2: CHANGED FROM "2300 IN LIEU OF PT (IAF)" TO "2400 IN LIEU OF PT (IAF)" - NEW CONTROLLING OBSTACLE RAISES THE HOLD-IN-LIEU AT CUKAV TO 2400; CLEARS T-NOTAM 5/6400.
3. LINE 4: ALTITUDE AT CUKAV CHANGED FROM 2300 TO 2400 AND REMOVED ASTERISK FROM WIPLU/2.00 NM TO RW17L 1140 - NEW CONTROLLING OBSTACLE RAISES THE HOLD-IN-LIEU AT CUKAV TO 2400; CLEARS T-NOTAM 5/6400; NO LONGER CRITERIA.
4. LINE 5: 200 HAT CHANGED FROM "0.46" TO "0.47" - UPDATED TARGETS EVAL.
5. CHANGED PBN REQUIREMENTS NOTE FROM "RNP APCH" TO "RNP APCH - GPS" - 8260.19K 8-6-8.
6. ADDITIONAL FLIGHT DATA: REMOVED CHART CIRCLING ICON - NO LONGER REQUIRED.
7. ADDITIONAL FLIGHT DATA: REMOVED ASTERISK FROM "CHART VDP AT 1.00 NM TO RW17L" - NO LONGER CRITERIA.
8. ADDITIONAL FLIGHT DATA: REMOVED "*LNAV ONLY" - NO LONGER CRITERIA.
9. CRC REMAINDER CHANGED FROM "7905A644" TO "DE646B91" - FPAP LONGITUDE CHANGED FROM "0970421.2620W" TO "0970421.2560W".



COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZFW, WACO APP CON, AMGR

FLIGHT CHECKED BY

CARLOS A BALDERAS

Digitally signed by

CASEY D HILL

Jul 02, 2026

OFFICE

AJF

DATE

06/29/2026

DEVELOPED BY

TIMOTHY JOHNSON

Digitally signed by

CASEY D HILL

Jul 02, 2026

OFFICE

AJV-A431

DATE

04/07/2026

APPROVED BY

CASEY HILL

Digitally signed by

CASEY D HILL

Jul 02, 2026

OFFICE

AJV-A431

DATE

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KCNW
RUNWAY	RW17L
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W17A
LTP/FTP LATITUDE	313905.7475N
LTP/FTP LONGITUDE	0970425.7230W
LTP/FTP ELLIPSOIDAL HEIGHT	+01164
FPAP LATITUDE	313736.5375N
FPAP LONGITUDE	0970421.2560W
THRESHOLD CROSSING HEIGHT (TCH)	00051.7
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0128
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	DE646B91

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K4
LTP ORTHOMETRIC HEIGHT	+01432
FPAP ORTHOMETRIC HEIGHT	+01432



**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>
CNW	RNAV (GPS) RWY 17L	2A	WACO	TX	470	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM ACT VORTAC **TO** CUKAV

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	15.22				

<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 (48-004669)	314929.86N/0970933.24W	1057	50	50	2D	1000				XP343	2400
TERRAIN	315106.00N/0970509.00W	669 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:

TO MATCH HOLD-IN-LIEU ALTITUDE AT CUKAV

FEEDER

FROM CQY VORTAC **TO** TOURS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	46.73				

<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	315808.74N/0970332.04W	1349	250	50	4D	1000					2400
TERRAIN	315839.00N/0970436.00W	800 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

TOURS

TO

CUKAV

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	4.77										
<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 (48-008200)	315612.57N/0970634.76W	967	50	20	2C	1000				XP433	2400
TERRAIN	315321.00N/0970436.00W	728 (700)								AS1500	2200

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

TO MATCH HOLD-IN-LIEU ALTITUDE AT CUKAV

INTERMEDIATE

FROM

CUKAV (IF//AF)

TO

ZIRVI

<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>
TOWER (48-008807)	314703.00N/0970629.00W	1015	500	50	5D	500				AT785	2300
TERRAIN	315139.00N/0970412.00W	672 (700)								AS1500	2200

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

ZIRVI

TO

RW17L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
0.30	5.59		DA	200							
<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				670

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

ZIRVI

TO

RW17L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
0.30	5.59		DA	250							
<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				720

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

ZIRVI

TO

WIPLU/2.00 NM TO RW17L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	3.58										
<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	314357.00N/0970439.00W	762	215	8	4B	250				RA40 DG88	1140

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

WIPLU/2.00 NM TO RW17L

TO

RW17L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	2.00		RW17L	370	

<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 (48-091165)	314044.42N/0970403.89W	582	20	3	1A	250					840

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

CUKAV

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
		P-5			

<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	315808.74N/0970332.04W	1349	250	50	4D	1000					2400
TERRAIN	320109.00N/0970351.00W	820 (800)								AS1500	2300

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

OMOBE

RNP 0.30-1.00	DISTANCE	PAT	MAP		HAT		HMAS 504				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2300
TOWER (48-031613)	313215.30N/0970532.90W	811	50	20	2C	1000					1900
TERRAIN	312503.00N/0970603.00W	498 (500)								AS1500	2000

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

OMOBE

RNP 0.30-1.00	DISTANCE	PAT	MAP		HAT		HMAS 559				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2300
TOWER (48-031613)	313215.30N/0970532.90W	811	50	20	2C	1000					1900
TERRAIN	312503.00N/0970603.00W	498 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LNAV

FROM

RW17L

TO

OMOBE

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 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				2300
TOWER (48-031613)	313215.30N/0970532.90W	811	50	20	2C	1000					1900
TERRAIN	312503.00N/0970603.00W	498 (500)								AS1500	2000

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 (48-005290)	313816.00N/0970459.00W	1.30	470	633	20	10	1B	300			940
CATEGORY B											
TOWER (48-005648)	313903.00N/0970623.00W	1.82	570	680	500	50	5D	300		AC50	1040
CATEGORY C											
TOWER (48-028051)	314014.15N/0970621.57W	2.86	570	682	20	3	1A	300		XP58	1040
CATEGORY D											
TOWER (48-010483)	314139.00N/0970628.00W	3.74	650	816	50	20	2C	300			1120

CIRCLING REMARKS:

XP58: CAT C CANNOT BE LOWER THAN CAT B

MSA

CENTER

RW17L

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (48-003981)	311625.00N/0971315.00W	194	23.9	2550	500	50	5D	1000			3600

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZFW ARTCC, CNW TOWER

<u>WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> CNW	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> CNW	<u>DISTANCE</u>	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> ACT	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> ACT	<u>DISTANCE</u> 8.13	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 26

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
CNW 470, ACT 516
RA = 25.2

<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>	
RW17R	NPI-F		
RW35L	NPI-F		
RW17L - MALSR (PCL), MIRL (PCL), PAPI-4R (PCL)	PIR-G		
RW35R - MIRL (PCL), PAPI-4L (PCL)	PIR-G		

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 469.8	<u>TCH</u> 51.7	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 51.7
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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> -15C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -15C	<u>APT ISA</u> +14.07C
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CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 961 HIGH TEMP 1268.

"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:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VEGETATION HEIGHT 55 FEET PER FPT.

TAA NOT DEVELOPED PER FPT.

FOR CONTINGENCY PURPOSES;
BARO-VNAV AND VDP NA WHEN USING ACT ALTIMETER SETTING.
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ACT ALTIMETER SETTING AND INCREASE LPV DA TO 696 FEET; INCREASE
LNAV/VNAV DA TO 746 FEET; INCREASE ALL MDAS 40 FEET AND LNAV VISIBILITY CAT C/D 1/8 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1034 TOWER 314452N/0970624W.

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	3.39
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	177.55
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	600
DISTANCE FROM	THLD	TO 1500FT POINT	5.18
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.76
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	177.55
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	600

THRESHOLD COORDINATES (IF STR-IN)	313905.75N/0970425.72W
ARP COORDINATES	313816.10N/0970426.90W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 17L DISTANCE 0.83 NM
FAF COORDINATES	314441.25N/0970442.52W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
TIMOTHY JOHNSON	AJV-A431	04/07/2026	AERONAUTICAL INFORMATION SPECIALIST

