

**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> AXA	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 31	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> ALGONA	<u>STATE</u> IA
<u>AIRPORT ELEVATION</u> 1216	<u>TDZE</u> 1213	<u>SUPERSEDED</u> RNAV (GPS) RWY 30	<u>ORIGINAL/AMENDMENT</u> 1D	<u>DATED</u> 11/07/2019
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 3E
				<u>EPOCH YEAR</u> 2000
				<u>CANCEL/SUSPEND</u>

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 219/30 CW 039/30	NOPT	IFOLA	IF/IAF	3000
2. 039/30 CW 129/30		039/5 CW 129/5		3400
3. 039/5 CW 129/5		UKLIQ	IAF	3000
4. 129/30 CW 219/30		EWHIF	IAF	3000

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>
EWHIF	IAF	IFOLA	NOPT	TF	FB	1.00	218.87	10.00	3000
UKLIQ	IAF	IFOLA	NOPT	TF	FB	1.00	038.66	10.00	3000
IFOLA	IF/IAF	LULUS		TF	FB	1.00	308.77	4.96	2900
LULUS	FAF	BREMR/2.69 NM TO RW31		TF	FB	0.30	308.71	2.51	
BREMR/2.69 NM TO RW31	FAF	RW31	MAP	TF	FO	0.30	308.71	2.69	
RW31	MAP	1463 MSL		CA			308.71		
1463 MSL		HIGMU		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW31

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT HIGMU AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD SE IFOLA, RT, 308.77 INBOUND, 3000 IN LIEU OF PT (IAF), MAX 6000.														
3.	FAC:	308.71	FAF:	LULUS	DIST FAF TO MAP:	5.20	DIST FAF TO THLD:	5.20							
4.	MIN ALT:	IFOLA 3000, LULUS 2900, BREMR/2.69 NM TO RW31 2100													
5.	DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		250 HAT:	0.69	GS ANT:				
6.	MIN GP INCPT:	2900	GP ALT AT PFAF:	LULUS 2900			OM:				MM:			IM:	
7.	GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	40.0							
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA TO RWYS 18 AND 36.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSi AND RNAV GLIDEPATH NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING FXY ALTIMETER SETTING.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FXY ALTIMETER SETTING AND INCREASE LPV DA TO 1534 FEET; INCREASE LNAV/VNAV DA TO 1671 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE ALL MDAS 80 FEET.

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 128.52 INBOUND.
CHART FAS OBST: 1364 ANTENNA (19-040838) 430413N/0941423W.
CHART 1751 WINDMILL (19-064803) 430144N/0940914W.
CHART VDP AT 1.13 NM TO RW31.
WAAS CHANNEL # 40347
REFERENCE PATH ID: W31A
LTP HAE: 337.9 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	1463	1	250	1463	1	250		NA			NA				
LNAV/VNAV DA	1600	1 1/8	387	1600	1 1/8	387		NA			NA				
LNAV MDA	1600	1	387	1600	1	387		NA			NA				
CIRCLING	1740	1	524	1800	1	584		NA			NA				



CHANGES - REASONS

1. CHANGED ALL INSTANCES OF RWY 30 TO RWY 31 - PER FPT AIRPORT MAGVAR 1E/2025, RUNWAY WILL BE REPAINTED TO 13/31.
2. TAA: ADDED LEFT STEPDOWN FROM '039/5 CW 129/5' TO 'UKLIQ' ALTITUDE 3000 - PER FPT.
3. TERMINAL ROUTES: IAF EWHIF-IFOLA CHANGED COURSE FROM 218.86 TO 218.87 - PER FPT EWHIF MOVED 19.01 FT SW.
4. TERMINAL ROUTES: IAF UKLIQ-IFOLA CHANGED COURSE FROM 038.66 TO 038.66 - PER FPT UKLIQ MOVED 11.07 FT SW.
5. TERMINAL ROUTES: IF/IAF IFOLA-LULUS CHANGED COURSE FROM 308.76 TO 308.77 - PER FPT LULUS MOVED 257.12 FT.
6. TERMINAL ROUTES: FAF LULUS-MAP COURSE CHANGED FROM 308.70 TO 308.71 - PER FPT LULUS MOVED 257.12 FT.
7. TERMINAL ROUTES: ADDED FINAL LNAV STEPDOWN FROM 'LULUS' TO 'BREMR/2.69 NM TO RW31' - PER FPT.
8. TERMINAL ROUTES: MAP CA LEG MSL CHANGED TO 1463 MSL - IAW 8260.58C 3-5-2.B, LPV DA IS LOWEST ELEVATION.
9. MISSED APPROACH: ADDED MAP LPV: DA, LNAV/VNAV: DA - PER FPT ADDED LPV AND LNAV/VNAV LINES OF MINIMA.
10. PROFILE LINE 2: CHANGED HOLD SE IFOLA INBOUND FROM 308.76 TO 308.77 - IF/IAF IFOLA-LULUS CHANGED.
11. PROFILE LINE 3: CHANGED FAC FROM 308.70 TO 308.71 - PER FPT LULUS MOVED 257.12 FT.
12. PROFILE LINE 4: ADDED 'BREMR/2.69 NM TO RW31 2100' - PER FPT.
13. PROFILE LINE 5: ADDED '250 HAT: 0.69' - PER FPT ADDED LPV.
14. PROFILE LINE 6: ADDED 'MIN GP INCPT: 2900', 'GP ALT AT PFAF: LULUS 2900' - PER FPT ADDED LPV AND LNAV/VNAV LINES OF MINIMA.
15. PROFILE LINE 7: ADDED 'GP ANGLE: 3.00', 'TCH: 40.0' AND CHANGED 34:1 FROM 'IS NOT CLEAR' TO 'IS CLEAR' - PER FPT ADDED LPV, NO VISUAL PENETRATIONS IN 34:1 AREA.
16. NOTES: DELETED CHART NOTE 'RWY 30 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED' - 34:1 IS CLEAR.
17. NOTES: ADDED CHART NOTE 'CIRCLING NA TO RWYS 18 AND 36' - PER FPT ENVIRONMENTAL (TURF), ADDED CIRCLING MINIMUMS.
18. NOTES: ADDED CHART PROFILE NOTE: 'VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})' - IAW 8260.19J PARA 8-6-10 M(1).
19. NOTES: ADDED CHART NOTE: 'WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FXY ALTIMETER SETTING AND INCREASE LPV DA TO 1534 FEET; INCREASE LNAV/VNAV DA TO 1671 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE ALL MDAS 80 FEET.' - PER FPT MOVED FROM -9 IAW 8260.19J 8-6-10.
20. NOTES: ADDED CHART NOTE: 'BARO-VNAV AND VDP NA WHEN USING FXY ALTIMETER SETTING' - PER FPT MOVED FROM -9 IAW 8260.19J 8-6-10.
21. ADDITIONAL FLIGHT DATA: CHART VDP AT CHANGED FROM '1.11 NM TO RW30' TO '1.13 TO RWY31' - UPDATED TARGETS CALCULATION.
22. ADDITIONAL FLIGHT DATA: DELETED 'LULUS TO RW30: 3.00/40' - REDUNDANT INFORMATION IN PROFILE LINE 7.
23. ADDITIONAL FLIGHT DATA: ADDED 'CHART 1751 WINDMILL (19-064803) 430144N/0940914W' - 7:1 OBSTACLE.
24. ADDITIONAL FLIGHT DATA: ADDED 'WAAS CHANNEL # 40347', 'REFERENCE PATH ID: W31A', 'LTP HAE: 337.9 M' - PER FPT ADDED LPV AND LNAV/VNAV LINES OF MINIMA.
25. ALTERNATE MINIMUMS: CHANGED FROM 'STANDARD' TO 'STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE' - IAW 8260.19J PARA 8-6-12 B(4).
26. MINIMUMS: ADDED LPV, LNAV/VNAV, CIRCLING - PER FPT.
27. ADDED FAS DATA BLOCK INFORMATION - PER FPT ADDED LPV AND LNAV/VNAV LINES OF MINIMA.

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZMP, AMGR

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

RAFAEL A MARTINEZ

Digitally signed by

RAFAEL A MARTINEZ

May 05, 2025

OFFICE

DATE

AJV-A433

02/10/2025

APPROVED BY

BEV L BORDY

OFFICE

DATE

TITLE

AJV-A430

MANAGER



AIRPORT ID
AXA

PROCEDURE NAME
RNAV (GPS) RWY 31

ORIGINAL/AMENDMENT
2

CITY
ALGONA

STATE
IA

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KAXA
RUNWAY	RW31
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W31A
LTP/FTP LATITUDE	430425.9720N
LTP/FTP LONGITUDE	0941559.8795W
LTP/FTP ELLIPSOIDAL HEIGHT	+03379
FPAP LATITUDE	430525.1895N
FPAP LONGITUDE	0941730.7405W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1472
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER	4879967B
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ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+03668
FPAP ORTHOMETRIC HEIGHT	+03668



**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>
AXA	RNAV (GPS) RWY 31	2	ALGONA	IA	1216	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 219/30 CW 039/30 **TO** IFOLA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</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>
WINDMILL (19-020489)	431557.67N/0934533.27W	1799	250	50	4D	1000				AT201	3000
TERRAIN	431509.00N/0933312.00W	1446 (1400)								AS1500	2900

COMPUTATIONS

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

SEGMENT REMARKS:

LEFT BASE AREA

FROM 039/30 CW 129/30 **TO** 039/5 CW 129/5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</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>
TOWER (19-028113)	424902.71N/0942441.95W	2368	250	50	4D	1000					3400
TERRAIN	425509.00N/0945457.00W	1394 (1400)								AS1500	2900

COMPUTATIONS

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

SEGMENT REMARKS:



LEFT BASE AREA

FROM

039/5 CW 129/5

TO

UKLIQ

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</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>
TOWER (19-020085)	425153.20N/0941249.90W	1410	250	50	4D	1000				AT590	3000
TERRAIN	424803.00N/0942003.00W	1171 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

RIGHT BASE AREA

FROM

129/30 CW 219/30

TO

EWHIF

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</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>
WINDMILL (19-060982)	430716.93N/0942753.38W	1810	250	50	4D	1000				AT190	3000
TERRAIN	431924.00N/0934630.00W	1374 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

EWHIF

TO

IFOLA

<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>
WINDMILL (19-066022)	430137.91N/0940710.72W	1726	250	50	4D	1000				AT274	3000
TERRAIN	430439.00N/0935833.00W	1286 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

UKLIQ

TO

IFOLA

<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>
WINDMILL (19-060025)	425819.97N/0940913.31W	1659	250	50	4D	1000				AT341	3000
TERRAIN	425524.00N/0940715.00W	1177 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

IFOLA (IF/IAF)

TO

LULUS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	4.96										
<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 (19-064803)	430144.23N/0940914.44W	1751	250	50	4D	500				DG649	2900
TERRAIN	430154.00N/0940918.00W	1256 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

LULUS

TO

RW31

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	5.20		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>
TREE (19-066374)	430424.70N/0941550.42W	1265	20	3	1A		34.00:1				1463

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM

LULUS

TO

RW31

RNP

0.30

DISTANCE

5.51

PAT

MAP

DA

HAT

387

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (19-066049)	430405.00N/0941419.10W	1328	50	20	2C		23.40:1			AC20	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CONTROLLING OBS IN SLOPING SURFACE, MINS MATCH LNAV MINS PER 8260.58C 3-3-5.

FINAL: LNAV

FROM

LULUS

TO

BREMR/2.69 NM TO RW31

RNP

0.30

DISTANCE

2.51

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	430157.00N/0941048.00W	1434	215	8	4B	250				RA80 DG336	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

BREMR/2.69 NM TO RW31

TO

RW31

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.69		RW31		387						
<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>
ANTENNA (19-040838)	430412.62N/0941422.83W	1364	50	20	2C	250				SA-18	1600

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

IFOLA

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 (19-064792)	430204.06N/0940701.80W	1765	250	50	4D	1000				AT235	3000
TERRAIN	430218.00N/0940818.00W	1276 (1300)								AS1500	2800

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

HIGMU

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 1272				
<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
WINDMILL (19-061534)	431021.91N/0942904.02W	1790	250	50	4D	1000					2800
TERRAIN	431003.00N/0942845.00W	1302 (1300)								AS1500	2800

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

HIGMU

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 1499				
<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
WINDMILL (19-061534)	431021.91N/0942904.02W	1790	250	50	4D	1000					2800
TERRAIN	431003.00N/0942845.00W	1302 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LNAV

FROM

RW31

TO

HIGMU

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1940			
<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
WINDMILL (19-061534)	431021.91N/0942904.02W	1790	250	50	4D	1000					2800
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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											
ELEVATOR (19-001293)	430417.00N/0941701.00W	1.31	524	1430	50	20	2C	300			1740
CATEGORY B											
TOWER (19-000903)	430515.00N/0941419.00W	1.85	584	1444	500	50	5D	300		AC50	1800

CIRCLING REMARKS:

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZMP ARTCC, FOD 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	AXA	24	AXA	0	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>
AWOS-3	FXY	24	FXY	29.90	Y	71

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KAXA 1216, KFXY 1229
RA = 70.8.

<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>
RW18			
RW36			
RW13 - REIL (PCL), MIRL (PCL), PAPI-2L (PCL)		NPI-F	
RW31 - 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>
3.00	1203.4	40.0			3.00	34.3

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>
-17C	+54C	-17C	+12.59C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 721 HIGH TEMP 1142.

"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.

100' TREE HEIGHT APPLIED PER FPT.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1751 WINDMILL (19-064803) 430144.23N/0940914.44W.

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	3.32
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	311.71
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1300
DISTANCE FROM	THLD	TO 1500FT POINT	5.00
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	311.71
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1300

THRESHOLD COORDINATES (IF STR-IN)	430425.97N/0941559.88W
ARP COORDINATES	430440.07N/0941618.39W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 13 DISTANCE 0.37 NM
FAF COORDINATES	430058.38N/0941041.99W
FIX NAME COORDINATES	IF/IAF IFOLA 425740.21N/0940539.42W

REMARKS

NO ADDITIONAL AIRSPACE NEEDED.

TAA: IFOLA 219/30 CW 039/30, EWHIF 129/30 CW 219/30, UKLIQ 039/30 CW 129/30.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
RAFAEL A MARTINEZ	AJV-A433	02/10/2025	AERONAUTICAL INFORMATION SPECIALIST

