

**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> 15J	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 5	<u>ORIGINAL/AMENDMENT</u> 2A	<u>CITY</u> ADEL	<u>STATE</u> GA
<u>AIRPORT ELEVATION</u> 235	<u>TDZE</u> 235	<u>SUPERSEDED</u> RNAV (GPS) RWY 5	<u>ORIGINAL/AMENDMENT</u> 2	<u>DATED</u> 10/05/2023
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 4W
				<u>EPOCH YEAR</u> 2000
				<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>
ARGYL	IF/IAF	UBEDY		TF	FB	1.00	051.28	6.04	2000
UBEDY	FAF	RW05	MAP	TF	FO	0.30	051.28	5.41	
RW05	MAP	534 MSL		CA			051.28		
534 MSL		WUMOM		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW05

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT WUMOM AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- HOLD SW ARGYL, RT, 051.28 INBOUND, 2000 FT. IN LIEU OF PT (IAF), MAX 6000.
- FAC: 051.28 FAF: UBEDY DIST FAF TO MAP: 5.41 DIST FAF TO THLD: 5.41
- MIN ALT: ARGYL 2000, UBEDY 2000
- DIST TO THLD FROM OM: MM: IM: 150 HAT: 299 HAT: 0.80 GS ANT: IM:
- MIN GP INCPT: 2000 GP ALT AT PFAF: UBEDY 2000 OM: MM:
- GP ANGLE: 3.00 34:1: IS NOT CLEAR 20:1: IS NOT CLEAR TCH: 45.1
- MSA FROM: RW05 2500



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: PROCEDURE NA AT NIGHT.
CHART NOTE: RWY 5 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C.

ADDITIONAL FLIGHT DATA:

HOLD NE, RT, 231.46 INBOUND.
FAS OBST: 447 AAO 310433N/0833048W.
WAAS CHANNEL # 42506
REFERENCE PATH ID: W05A
LTP HAE: 43.6 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	534	1	299	534	1	299	534	1	299	534	1	299			
LNAV/VNAV DA	622	1 1/8	387	622	1 1/8	387	622	1 1/8	387	622	1 1/8	387			
LNAV MDA	740	1	505	740	1	505	740	1 3/8	505	740	1 3/8	505			

CHANGES - REASONS

1. CHANGED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 3000 DIRECT WUMOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000" TO "CLIMB TO 3000 DIRECT WUMOM AND HOLD" – MISSED APPROACH BASE DA/MDA CALCULATION VALUES LOWERED DUE TO REMOVAL OF RA ADJUSTMENTS
2. REMOVED CHART NOTE: BARO-VNAV NA – PRIMARY ALTIMETER SOURCE NO LONGER REMOTE
3. REMOVED CHART NOTE: USE MOULTRIE ALTIMETER SETTING – PRIMARY ALTIMETER SOURCE NO LONGER REMOTE
4. ADDED CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15° C OR ABOVE 54° C – CRITICAL TEMPS BASED ON STANDARD -30C ISA DEVIATION
5. ADDED CHART NOTE: BARO-VNAV NA WHEN USING VLD ALTIMETER SETTING – 8260.19J 8-6-10.E.(8).
6. REMOVED ADDITIONAL FLIGHT DATA CHART MOULTRIE AWOS-3 PT - 15J AWOS IS PRIMARY ALTIMETER SOURCE
7. CHANGED FAS OBST MSL ALT FROM 440 TO 447 – MITRE 3DEP TERRAIN DATA
8. CHANGED ALTERNATE MINIMUMS FROM "NA" TO "STANDARD – NA WHEN LOCAL WEATHER NOT AVAILABLE" - PRIMARY ALTIMETER SOURCE NO LONGER REMOTE
9. INCREASED LNAV/VNAV DA/MDA FROM 595/360 TO 622/387, VISIBILITY FROM 1 SM TO 1 1/8 SM – CONTROLLING OBSTACLE CHANGED

11/19/2024: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 10/10/2024.
NOTES: DELETED CHART NOTE: BARO-VNAV NA WHEN USING VLD ALTIMETER SETTING AND MOVED TO -9.



COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER:

ZJX, VLD APP CON, AMGR

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE

FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

Digitally signed by

CASIMIR L TABAKA

Oct 21, 2024

OFFICE

DATE

DEVELOPED BY

JON NEIDIGH

Digitally signed by

JON M NEIDIGH

Oct 10, 2024

OFFICE

AJV-A432

DATE

05/14/2024

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

CASIMIR L TABAKA

Oct 21, 2024

OFFICE

AJV-A432

DATE

TITLE
MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD

	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	15J
RUNWAY	RW05
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W05A
LTP/FTP LATITUDE	310750.5780N
LTP/FTP LONGITUDE	0832739.1250W
LTP/FTP ELLIPSOIDAL HEIGHT	+00436
FPAP LATITUDE	310851.1080N
FPAP LONGITUDE	0832622.7955W
THRESHOLD CROSSING HEIGHT (TCH)	00045.1
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1224
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER

3DF0F77F

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+00710
FPAP ORTHOMETRIC HEIGHT	+00710



**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>
15J	RNAV (GPS) RWY 5	2A	ADEL	GA	235	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM ARGYL (IF/IAF) **TO** UBEDY

RNP 1.00 DISTANCE 6.04 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 (13-003749)	310035.02N/0833446.91W	517	50	20	2C	500				AT983	2000
TERRAIN	310127.00N/0833233.00W	282 (300)								AS1500	1800

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LPV

FROM UBEDY **TO** RW05

RNP 0.30 DISTANCE 5.41 PAT MAP DA HAT 299 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>
TREE (13-123024)	310739.97N/0832758.61W	294	20	3	1A		34:1			XP49	534

COMPUTATIONS

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

SEGMENT REMARKS:

XP49 TO RETAIN PREVIOUS MINS



FINAL: LNAV/VNAV

FROM

UBEDY

TO

RW05

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	5.41		DA	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>
TREE	310645.00N/0832806.00W	337	215	8	4B		23.39:1			AC8	622

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

UBEDY

TO

RW05

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	5.41		RW05	505	

<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	310433.00N/0833048.00W	447	215	8	4B	250				XP43	740

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP43 TO RETAIN PREVIOUS MINS



HOLD-IN-LIEU OF PT

FROM

ARGYL

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<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 (13-004214)	305757.15N/0834444.21W	569	500	50	5D	1000				AT431	2000
TERRAIN	305818.00N/0834036.00W	314 (300)								AS1500	1800

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

WUMOM

<u>RNP</u> 0.30	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 324			
<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 (13-000976)	311018.69N/0832156.57W	1182	500	50	5D	1000					2200
TERRAIN	311309.00N/0832403.00W	282 (300)								AS1500	1800

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

WUMOM

<u>RNP</u> 0.30	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 461				
<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 (13-000976)	311018.69N/0832156.57W	1182	500	50	5D	1000					2200
TERRAIN	311309.00N/0832403.00W	282 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW05

TO

WUMOM

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 640				
<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 (13-000976)	311018.69N/0832156.57W	1182	500	50	5D	1000					2200
TERRAIN	311309.00N/0832403.00W	282 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MSA

CENTER

RW05

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (13-001222)	312552.00N/0834510.00W	324	23.4	1418	500	50	5D	1000			2500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZJX ARTCC, MCN FSS, VLD APP CON

<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-3PT	15J	24	15J	0.08	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	VLD	24	VLD	23.50	Y	60

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
K15J 235, KVLD 199
RA = 59.2

<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>	
RW15	BSC-G		
RW33	BSC-G		
RW05 - MIRL (PCL), PAPI-2L (PCL)	NPI-G		
RW23 - MIRL (PCL), PAPI-2L (PCL)	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	233.0	45.1			3.00	45.1

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	500
ON CENTERLINE	☒	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
-15C	+54C	-15C	+14.53C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 958 HIGH TEMP 1264.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LPV, LNAV/VNAV, AND LNAV
20:1	
248 TREE (13-122824) 310746.51N/0832742.20W (1.24)	
FINAL TYPE	LPV, LNAV/VNAV, AND LNAV



<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>
15J	RNAV (GPS) RWY 5	2A	ADEL	GA	235	RNAV
34:1						
294 TREE (13-123024) 310739.97N/0832758.61W (8.89)			253 TREE (13-122728) 310744.64N/0832742.26W (8.03)			
245 TREE (13-122518) 310745.93N/0832741.15W (4.71)						
<u>PENETRATIONS REMARKS:</u>						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - 20:1 PENETRATIONS.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

CIRCLING MINS REMOVED ON AMDT 1B DUE TO FAA INITIATIVE TO REDUCE/REMOVE CIRCLING LINES OF MINIMA. SEE FEDERAL REGISTER DOCKET FAA-2017-0879.

FOR CONTINGENCY PURPOSES: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE VLD ALTIMETER SETTING AND INCREASE LPV DA TO 594 FEET; INCREASE LNAV/VNAV DA TO 682 FEET AND ALL VISIBILITIES 1/4 SM; INCREASE ALL MDAS 60 FEET AND LNAV VISIBILITY CATS C AND D 1/4 SM. TAA NA, PER FPT/ATC REQUEST. CHART NOTE: BARO-VNAV NA WHEN USING VLD ALTIMETER SETTING.

100' VEGETATION HEIGHT USED.

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	3.21
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	047.28
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	300
DISTANCE FROM	THLD	TO 1500FT POINT	5.01
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.76
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	047.28
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	300

THRESHOLD COORDINATES (IF STR-IN)	310750.58N/0832739.13W
ARP COORDINATES	310812.33N/0832715.20W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 5 DISTANCE 0.58 NM
FAF COORDINATES	310410.07N/0833216.83W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

THLD DISPLACED 500FT, ACTUAL COORDINATES: 310747.22N/0832743.36W



<u>AIRPORT ID</u> 15J	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 5	<u>AMDT NO.</u> 2A	<u>CITY</u> ADEL	<u>STATE</u> GA	<u>AIRPORT ELEVATION</u> 235	<u>FACILITY</u> RNAV
PART E: PREPARED BY						
<u>NAME</u> JON NEIDIGH			<u>OFFICE</u> AJV-A432	<u>DATE</u> 05/14/2024	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST	

