

**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> PDC	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 14	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> PRAIRIE DU CHIEN	<u>STATE</u> WI
<u>AIRPORT ELEVATION</u> 660	<u>TDZE</u> 655	<u>SUPERSEDED</u> RNAV (GPS) RWY 14	<u>DATED</u> 04/21/2022	<u>MAG VAR</u> 0E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<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. 050/30 CW 230/30	NOPT	BASPE	IF/IAF	3000
2. 230/30 CW 320/30		TIGBE	IAF	3000
3. 320/30 CW 050/30		320/25 CW 050/25		3200
4. 320/25 CW 050/25		CALPI	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>
TIGBE	IAF	BASPE	NOPT	TF	FB	1.00	230.01	9.00	3000
CALPI	IAF	BASPE	NOPT	TF	FB	1.00	049.79	9.00	3000
BASPE	IF/IAF	ANAGE		TF	FB	1.00	139.90	5.00	2300
ANAGE	FAF	CELRI/2.90 NM TO RW14		TF	FB	0.30	139.95	2.14	
CELRI/2.90 NM TO RW14		RW14	MAP	TF	FO	0.30	139.95	2.90	
RW14	MAP	983 MSL		CA			139.95		
983 MSL		TEVEE		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW14

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT TEVEE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
34
CHECKED

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD NW BASPE, RT, 139.90 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 10000.														
3.	FAC:	139.95	FAF:	ANAGE	DIST FAF TO MAP:	5.04	DIST FAF TO THLD:	5.04							
4.	MIN ALT:	BASPE 3000, ANAGE 2300, CELRI/2.90 NM TO RW14 1620													
5.	DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		328 HAT:	0.90	GS ANT:				
6.	MIN GP INCPT:	2300	GP ALT AT PFAF:	ANAGE 2300					OM:		MM:			IM:	
7.	GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	45.0							
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PROFILE NOTE: VGSi AND RNAV GLIDEPATH NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.
CHART NOTE: CIRCLING RWY 32 NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

HOLD SE, RT, 320.10 INBOUND.
CHART FAS OBST: 1026 TREE 430306N/0911048W.
CHART 1100 TREE 430331N/0911057W.
CHART VDP AT 1.88 NM TO RW14.
WAAS CHANNEL # 48947
REFERENCE PATH ID: W14A
LTP HAE: 166.7 M

MINIMUMS:

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

ALTERNATE: NA ☐ CAT A 1000-2, CAT B 1100-2, CAT C, D 1100-3, 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	983	1	328	983	1	328	983	1	328	983	1	328			
LNAV/VNAV DA	1111	1 3/8	456	1111	1 3/8	456	1111	1 3/8	456	1111	1 3/8	456			
LNAV MDA	1280	1	625	1280	1	625	1280	1 3/4	625	1280	1 3/4	625			
CIRCLING	1580	1 1/4	920	1760	1 1/2	1100	1760	3	1100	1760	3	1100			



CHANGES - REASONS

1. TAA: ADDED STEP DOWN SECTOR “320/30 CW 050/30 TO 320/25 CW 050/25 3200” – NEW CONTROLLING OBSTACLE.
2. TERMINAL ROUTES: TIGBE TO BASPE, CHANGED COURSE/DISTANCE FROM “229.96/5.00” TO “230.01/9.00” – ACCOMMODATE RADAR VECTORS.
3. TERMINAL ROUTES: CALPI TO BASPE, CHANGED COURSE/DISTANCE FROM “049.84/5.00” TO “049.79/9.00” – ACCOMMODATE RADAR VECTORS.
4. TERMINAL ROUTES: ANAGE TO CELRI, CHANGED FROM “CELRI/3.93 NM TO RW14” TO “CELRI/2.90 NM TO RW14” AND DISTANCE FROM “1.05” TO “2.14” – ACHIEVE LOWER MINIMUMS.
5. TERMINAL ROUTES: CELRI TO RW14, CHANGED FROM “CELRI/3.93 NM TO RW14” TO “CELRI/2.90 NM TO RW14” AND COURSE/DISTANCE FROM “139.96/3.93” TO “139.95/2.90” – FIX CELRI MOVED IAW IFP REQUEST FORM.
6. MISSED APPROACH: MAP, ADDED LPV: DA AND LNAV/VNAV: DA – LINES OF MINIMUM ADDED IAW IFP REQUEST FORM.
7. PROFILE LINE 2: ADDED “MAX 10000” - IAW 8260.19, 8-6-7.B.(2)
8. PROFILE LINE 3: CHANGED DIST FAF TO MAP AND DAST FAF TO THLD FROM “4.98” TO “5.04” – FIX ANAGE MOVED IAW IFP REQUEST FORM.
9. PROFILE LINE 4: CHANGED FROM “BASPE 3000, ANAGE 2300, CELRI/3.93 NM TO RW14 1960” TO “BASPE 3000, ANAGE 2300, CELRI/3.93 NM TO RW14 1620” – NEW EVALUATION.
10. PROFILE LINE 5: ADDED “DIST TO THLD FROM 328 HAT: 0.90” - IAW 8260.19J 8-6-7 E.
11. PROFILE LINE 6: ADDED “MIN GP INCPT: 2300 GP ALT AT PFAF: ANAGE 2300” - IAW 8260.19J, 8-6-7.F
12. PROFILE LINE 7: CHANGED 20:1 FROM “IS NOT CLEAR” TO “IS CLEAR”, ADDED “GP ANGLE: 3.00 AND TCH: 45” – NO 20:1 PENETRATION EXISTS AND ESTABLISHING APV MINIMUMS
13. PBN REQUIREMENTS NOTE: ADDED “RNP APCH – GPS” – IAW 8260.19J 8-6-8
14. NOTES: REMOVED CHART NOTE “DME/DME RNP-0.3 NA.” – NO LONGER REQUIRED.
15. NOTES: CHANGED CHART PROFILE NOTE FROM “VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).” TO “VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).” – UPDATED IN IAW 8260.19J 8-6-10 M (1)
16. NOTES: ADDED CHART NOTE “FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.” – ADDED LNAV/VNAV LINE OF MINIMUM.
17. NOTES: ADDED CHART NOTE “CIRCLING RWY 32 NA AT NIGHT” – RWY 32 20:1 SURFACE PENETRATED.
18. NOTES: REMOVED CHART NOTE “HELICOPTER VISIBILITY REDUCTION BELOW ¾ SM NOT AUTHORIZED.” – 34:1 IS CLEAR.
19. ADDITIONAL FLIGHT DATA: FAS OBST CHANGED FROM “1098 TREE 430341N/0911101W” TO “1026 TREE 430306N/0911048W” – NEW CONTROLLING OBSTACLE.
20. ADDITIONAL FLIGHT DATA: CHANGED 7:1 OBSTACLE FROM “1226 100 FT TREE 430400N/0911209W.” TO “1100 TREE 430331N/0911057W.” – NEW EVALUATION.
21. ADDITIONAL FLIGHT DATA: CHANGED VDP FROM “CHART VDP AT 2.01 NM TO RW14.” TO “CHART VDP AT 1.88 NM TO RW14.” – IAW 8260.3E, FORMULA 2-6-5.
22. ADDITIONAL FLIGHT DATA: ADDED “WAAS CHANNEL # 48947”, “REFERENCE PATH ID: W14A”, AND “LTP HAE:166.7 M” – APV MINIMUMS ADDED.
23. ADDITIONAL FLIGHT DATA: REMOVED “ANAGE TO RW14: 3.03/45” - ADDED APV MINIMUMS.
24. ALTERNATE: CHANGED CAT C, D FROM “1200-3” TO “1100-3” AND ADDED “NA WHEN LOCAL WEATHER NOT AVAILABLE.” - IAW 8260.19J, 8-6-12
25. ADDED LPV AND LNAV/VNAV LINES OF MINS - APV MINIMUMS ADDED.
26. MINIMUMS: LNAV LOWERED MDA/HAT ALL CATS FROM “1360/705” TO “1280/625” – NEW CONTROLLING OBSTACLE AND IAW IFP REQUEST FORM.
27. MINIMUMS: LNAV LOWERED VISIBILITIES FROM “CAT C AND D 2 1/2 SM” TO “CAT C AND D 1 3/4 SM.”– IAW 8260.3E TABLE 3-3-1
28. MINIMUMS: CIRCLING, DECREASED CAT C AND D CMDA/HAA FROM “1800/1140” TO “1760/1100” – LOWERED IAW IFP REQUEST FORM AND NEW EVALUATION.
29. ADDED FAS DATA BLOCK INFORMATION - LPV MINIMUMS ADDED

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZAU, APT MGR

FLIGHT CHECKED BY
SCOTT WIEBE

Digitally signed by
CASIMIR L TABAKA
Mar 27, 2025

OFFICE

AJF

DATE

03/26/2025

DEVELOPED BY
CHRISTOPHER SCHONES

Digitally signed by
CHRISTOPHER SCHONES
Sep 16, 2024

OFFICE

AJV-A432

DATE

08/07/2024

APPROVED BY
JOSEPH L. ZEDER

Digitally signed by
CASIMIR L TABAKA
Mar 27, 2025

OFFICE

AJV-A432

DATE

12/26/2024

TITLE

MANAGER



AIRPORT ID
PDC

PROCEDURE NAME
RNAV (GPS) RWY 14

ORIGINAL/AMENDMENT
1

CITY
PRAIRIE DU CHIEN

STATE
WI

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KPDC
RUNWAY	RW14
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W14A
LTP/FTP LATITUDE	430121.0130N
LTP/FTP LONGITUDE	0910744.5035W
LTP/FTP ELLIPSOIDAL HEIGHT	+01667
FPAP LATITUDE	430012.7305N
FPAP LONGITUDE	0910626.4585W
THRESHOLD CROSSING HEIGHT (TCH)	00045.0
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 61CCE589

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K5
LTP ORTHOMETRIC HEIGHT	+01983
FPAP ORTHOMETRIC HEIGHT	+01983

QUALITY
34
CHECKED

**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>
PDC	RNAV (GPS) RWY 14	1	PRAIRIE DU CHIEN	WI	660	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 050/30 CW 230/30 **TO** BASPE

<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 (19-001764)	431712.89N/0915303.57W	1714	500	125	5E	1000				AT286	3000
TERRAIN	432909.00N/0914648.00W	1351 (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 230/30 CW 320/30 **TO** TIGBE

<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 (55-099749)	425835.73N/0903117.74W	1719	250	50	4D	1000				AT281	3000
TERRAIN	433012.00N/0903203.00W	1309 (1300)								AS1500	2800

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
34
CHECKED

RIGHT BASE AREA

FROM

320/30 CW 050/30

TO

320/25 CW 050/25

<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 (19-000866)	424056.72N/0915250.68W	2119	100	20	3C	1000					3200
TERRAIN	424142.00N/0912615.00W	1272 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

RIGHT BASE AREA

FROM

320/25 CW 050/25

TO

CALPI

<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 (19-001143)	424605.00N/0913625.00W	1710	500	125	5E	1000				AT290	3000
TERRAIN	424142.00N/0912615.00W	1272 (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

TIGBE

TO

BASPE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	9.00										
<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 (19-000814)	431432.00N/0911018.00W	1399	500	125	5E	1000				AT601	3000
TERRAIN	430912.00N/0911621.00W	1161 (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

CALPI

TO

BASPE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	9.00										
<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 (19-001781)	430320.00N/0912251.00W	1526	250	50	4D	1000				AT474	3000
TERRAIN	430339.00N/0912406.00W	1227 (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

BASPE (IF/IAF)

TO

ANAGE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	5.00										
<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>
AAO	430912.00N/0911621.00W	1362	215	8	4B	500				AT438	2300
TERRAIN	430912.00N/0911621.00W	1161 (1200)								AS1000	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

ANAGE

TO

RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	5.04		DA		328						
<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>
POLE (55-024290)	430137.99N/0910807.40W	714	20	3	1A		34.00:1			MA78	983

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM

ANAGE

TO

RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	5.04		DA		456						
<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	430230.00N/0910803.00W	750	215	8	4B		23.41:1			AC8 MA74	1111

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

ANAGE

TO

CELRI/2.90 NM TO RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.14										
<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	430406.00N/0911206.00W	1309	215	8	4B	250				RA60	1620

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

CELRI/2.90 NM TO RW14

TO

RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.90		RW14		625						
<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	430306.00N/0911048.00W	1026	215	8	4B	250					1280

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

BASPE

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<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 (19-052083)	431141.14N/0912053.29W	1512	20	3	1A	1000				AT488	3000
TERRAIN	431609.00N/0912457.00W	1295 (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

TEVEE

<u>RNP</u> 0.30	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 760			
<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 (55-037868)	425937.36N/0910701.85W	1197	50	20	2C		ASC				3000
TOWER (55-000669)	425408.70N/0905647.55W	1390	50	20	2C	1000					2400
TERRAIN	425936.00N/0910712.00W	1151 (1200)								AS1500	2700

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

TEVEE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30							950				
<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 (55-037684)	430214.31N/0910650.52W	1140	50	20	2C		ASC				3000
TOWER (55-000669)	425408.70N/0905647.55W	1390	50	20	2C	1000					2400
TERRAIN	425936.00N/0910712.00W	1151 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW14

TO

TEVEE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30-1.00								1180			
<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 (55-000669)	425408.70N/0905647.55W	1390	50	20	2C	1000					2400
TERRAIN	425936.00N/0910712.00W	1151 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

PDC

PROCEDURE NAME

RNAV (GPS) RWY 14

AMDT NO.

1

CITY

PRAIRIE DU CHIEN

STATE

WI

AIRPORT ELEVATION

660

FACILITY

RNAV

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											
TREE (55-080808)	425927.73N/0910700.40W	1.30	920	1232	50	20	2C	300		XP48	1580
CATEGORY B											
TOWER (55-038882)	430249.60N/0910701.53W	1.83	1100	1441	50	20	2C	300			1760
CATEGORY C											
TOWER (55-000607)	430334.72N/0910601.76W	2.88	1100	1449	50	20	2C	300			1760
CATEGORY D											
TOWER (55-000607)	430334.72N/0910601.76W	3.77	1100	1449	50	20	2C	300			1760

CIRCLING REMARKS:
XP=46 TO MAINTAIN CURRENT MINIMUMS.

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:
100' VEGETATION HEIGHT PER FPT.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAU ARTCC

<u>WX SERVICE</u> AWOS-3	<u>LOCATION</u> PDC	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> PDC	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> OVS	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> OVS	<u>DISTANCE</u> 21.48	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 52

WX REMARKS:

RASS PRESSURE PATTERNS NOT THE SAME
HIGH TERRAIN 660, LOW TERRAIN 673
RA = 51.3.

<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>	
RW11 - MIRL (PCL)	NPI-G		
RW14 - REIL (PCL), MIRL (PCL), PAPI-2L (PCL)	NPI-G		
RW29 - MIRL (PCL)	NPI-G		
RW32 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)	NPI-G		

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 650.5	<u>TCH</u> 45.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 27.7
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FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -16C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -16C	<u>APT ISA</u> +13.69C
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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 963 HIGH TEMP 1271.

"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.

CONTINGENCY BACK UP WEATHER NOTES:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE OVS ALTIMETER SETTING AND INCREASE LPV DA TO 1035 FEET; INCREASE LNAV/VNAV DA TO 1163 FEET; INCREASE ALL MDAS 60 FEET AND LNAV VISIBILITY CAT C/D 1/4 SM.

BARO-VNAV AND VDP NA WHEN USING OVS ALTIMETER SETTING.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1100 TREE 430330.55N/0911056.98W.

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	4.41
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.55
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	139.95
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1100
DISTANCE FROM	THLD	TO 1500FT POINT	9.38
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	139.90
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1200

THRESHOLD COORDINATES (IF STR-IN) 430121.01N/0910744.50W

ARP COORDINATES 430109.43N/0910725.44W

RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 32 DISTANCE 0.53 NM

FAF COORDINATES 430512.56N/0911209.68W

FIX NAME COORDINATES IF BASPE 430859.49N/0911630.30W

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CHRISTOPHER SCHONES	AJV-A432	08/07/2024	AERONAUTICAL INFORMATION SPECIALIST

