

**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</u> MOJAVE AIR AND SPACE PORT	<u>AIRPORT ID</u> KMHV	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 22	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> MOJAVE	<u>STATE</u> CA
<u>AIRPORT ELEVATION</u> 2801	<u>TDZE</u> 2780	<u>SUPERSEDED</u> GPS RWY 22	<u>ORIGINAL/AMENDMENT</u> ORIG-A	<u>DATED</u> 09/24/2009	<u>MAG VAR</u> 14E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 26 MARCH 2020	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>	

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
ARVIN		KEYRO		TF	FB	1.00	076.21	13.76	9100
AMONT		KEYRO		TF	FB	1.00	043.19	10.17	9100
KEYRO		PUSLE		TF	FB	1.00	076.36	24.55	9000
PUSLE		ENAMY		TF	FO	1.00	076.63	6.30	7200
JERID		UGONE		TF	FB	1.00	024.70	10.01	8000
UGONE		ENAMY		TF	FO	1.00	028.37	21.73	7200
ENAMY	IF/IAF	MHILL		TF	FB	1.00	197.13	9.96	4700
MHILL	FAF	RW22	MAP	TF	FO	0.30	217.84	5.87	
RW22	MAP	3200 MSL		CA			217.84		
3200 MSL		UGONE		DF	FB	1.00			
UGONE		JERID		TF	FO	1.00	204.77	10.01	6000

MISSED APPROACH

MAP:

LNAV: RW22

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 6000 DIRECT UGONE AND ON TRACK 204.77 TO JERID AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

- 1. PT **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF (IAF)**
- 2. HOLD N ENAMY, RT, 197.13 INBOUND, 6800 FT. IN LIEU OF PT (IAF), MAX 12000.
- 3. **FAC:** 217.84 **FAF:** MHILL **DIST FAF TO MAP:** 5.87 **DIST FAF TO THLD:** 5.87
- 4. **MIN ALT:** ENAMY 6800, MHILL 4700
- 5. **DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:**
- 6. **MIN GP INCPT:** **GP ALT AT FAF :** **OM:** **MM:** **IM:**
- 7. **GP ANGLE:** **34:1:** IS CLEAR **20:1:** IS CLEAR **TCH:**
- 8. **MSA FROM:** RW22 9700

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: CIRCLING NA SE OF RWY 4 AND S OF RWY 26.
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT AMONT ON V459 SOUTHEAST BOUND.
 CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.
 MHILL TO RW22: 3.00/50.
 CHART R2515, ISABELLA MOA, BAKERSFIELD MOA, BUCKHORN MOA
 CHART VDP AT 1.19 NM TO RW22
 FAS OBST: 2950 AAO 350633N/1180627W.
 HOLD SW, RT, 029.00 INBOUND

MINIMUMS:

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

ALTERNATE: NA STANDARD - CAT C 1400-3, CAT D 1700-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
	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
LNAV MDA	3200	1	420	3200	1	420	3200	1 1/8	420	3200	1 1/8	420			
CIRCLING	3300	1	499	3480	1	679	4140	3	1339	4500	3	1699			



CHANGES - REASONS

1. CHANGED PROCEDURE NAME FROM GPS RWY 22 TO RNAV (GPS) RWY 22 - PROCEDURE REDESIGNED USING 6260.58A CRITERIA
2. INCORPORATED CHANGES FROM P-NOTAM 9/1138 - 8260.19H 8-34.C(1)
3. TDZE CHANGED FROM 2779 TO 2780 - CURRENT AIRNAV DATA
4. AIRPORT ELEVATION CHANGED FROM 2791 TO 2801 - CURRENT AIRNAV DATA
5. CHANGED FAF NAME FROM NADIA TO MHILL - MOJAVE AIR TRAFFIC REQUEST
6. HOLDING COURSE ON LINE 2 CHANGED FROM 197.15 TO 197.13 - TO ALIGN SO THERE ARE NO TURNS ON FINAL COURSE
7. HOLDING ALTITUDE ON LINE 2 CHANGED FROM 6700 TO 6800 - NEW CONTROLLING OBSTACLE IN HOLD IN LIEU SEGMENT AND PRECIPITOUS TERRAIN ADJUSTMENT
8. AMONT TO KEYRO COURSE DISTANCE CHANGED FROM 043.16/10.20 TO 043.19/10.17 - TARGETS EVALUATION
9. CHANGED AMONT TO KEYRO ALTITUDE FROM 9000 TO 9100 - PRECIPITOUS TERRAIN IN SEGMENT, UNABLE ROC REDUCTION
10. CHANGED ARVIN TO KEYRO COURSE/DISTANCE FROM 076.19/13.75 TO 076.21/13.76 - TARGETS EVALUATION
11. CHANGED ARVIN TO KEYRO COURSE/DISTANCE FROM 076.19/13.75 TO 076.21/13.76 - TARGETS EVALUATION
12. CHANGED PULSE TO ENEMY COURSE FROM 076.64 TO 076.63 - TARGETS EVALUATION
13. CHANGED PULSE TO EMANY ALTITUDE FROM 6700 TO 7200 - PRECIPITOUS TERRAIN PRESENT IN SEGMENT DOES NOT ALL ROC REDUCTION
14. CHANGED ENEMY TO MHILL COURSE/DISTANCE FROM 197.15/9.98 TO 197.13/9.96 - MHILL MOVED 103 FT NE DUE TO CURRENT PFAF LOCATION CRITERIA
15. CHANGED FAC ON LINE 3 FROM 217.85 TO 217.84 - STRAIGHT-IN ALIGNED BASED ON CURRENT RUNWAY DATA IN AIRNAV
16. CHANGED DIST FAF TO THLD ON LINE 3 FROM 6.00 TO 5.87 - CURRENT PFAF LOCATION
17. ADDED CATEGORY D MINS FOR STRAIGHT-IN AND CIRCLING - ALLOW MORE USERS AT AIRPORT
18. ADDED MAX 12000 TO LINE 2 - CURRENT DOCUMENTATION CRITERIA
19. REMOVED "CHART NOTE: USE EDWARDS AFB ALTIMETER SETTING" - KMHV HAS AWOS 3 ON WMSCR
20. CHANGED CIRCLING RESTRICTION FROM SE OF RWYS4-22 TO SE OF RWY 4 AND S OF RWY 26 - ALLOW MORE ROOM FOR CIRCLING, DOES NOT ENTER EDWARDS AFB RESTRICTED AREA
21. REMOVED "CHART NOTE: PROCEDURE NA AT NIGHT" - RWY NOW HAS SURVEY. NO 20:1 PENETRATIONS FOUND
22. ADDED ALTERNATE MINIMUMS - PROCEDURE NOW BASED ON LOCAL ALTIMETER SETTING
23. CHANGED FAS OBSTACLE IN ADDITIONAL FLIGHT DATA FROM 3009 WATERTANK TO 2950 AAO - NEW CONTROLLING OBSTACLE BASED ON LNAV TRAP
24. REWORDED MISSED APPROACH INSTRUCTIONS AND LOWERED HOLDING ALTITUDE FROM 8600 TO 6000 - CURRENT DOCUMENTATION CRITERIA AND MATCHING OF MISSED APPROACH WITH THE RNAV (GPS) RWY 26
25. CHANGED MHILL TO RWY 22: 2.94/50 TO 3.00/50 IN ADDITIONAL FLIGHT DATA - APPROACH REDESIGNED WITH 3.00 DEGREE VDA
26. REMOVED " HIRL RWY 12-30 (PCL), MIRL RWY 8-26 (PCL), PAPI (P2L) RWY 26" FROM ADDITIONAL FLIGHT DATA - NOT REQUIRED PER CURRENT DOCUMENTATION CRITERIA
27. CHANGED S-22 MDA/HAT ALL CATS FROM 3820/1041 TO LNAV 3200/420 - CURRENT CONTROLLING OBSTACLE IN LNAV TRAP
28. CIRCLING CAT A CMDA/HAA CHANGED FROM 3820/1029 TO 3300/499, CAT B CMDA/HAA CHANGED FROM 3820/1029 TO 3500/699, AND CAT C CMDA/HAA CHANGED FROM 3820/1029 TO 4140/1339 - CURRENT OBSTACLE EVALUATION UNDER EXPANDED CIRCLING CRITERIA
29. ADDED "CHART CIRCLING ICON" TO ADDITIONAL FLIGHT DATA - APPLICATION OF EXPANDED CIRCLING RADII
30. ADDED "CHART VDP AT 1.19 NM TO RW22" TO ADDITIONAL FLIGHT DATA - APPROACH DEVELOPED WITH LOCAL ALTIMETER SETTING
31. ADDED "CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" - VGSI TCH 39.7 FT, PROCEDURE TCH 50 FT
32. CHANGED S-22 CAT A VISIBILITY FROM 1 1/4 SM TO LNAV 1 SM, CAT B VISIBILITY FROM 1 1/2 SM TO LNAV 1 SM, AND CAT C VISIBILITY FROM 3 SM TO LNAV 1 1/8 SM - MDA LOWERED FROM 3820 TO 3200
33. CIRCLING CAT A VISIBILITY CHANGED FROM 1 1/4 SM TO 1 SM AND CAT B VISIBILITY FROM 1 1/2 SM TO 1 SM
34. ADDED 5.87 TO DIST FAF TO MAP ON LINE 3 - REQUIRED FOR RNAV APPROACHES PER CURRENT DOCUMENTATION CRITERIA
35. CHANGED MSA ALTITUDE ON LINE 8 FROM 9800 TO 9700 - NEW CONTROLLING OBSTACLE
36. ADDED "CHART PROFILE NOTE: PROCEDURE NA FOR ARRIVALS AT AMONT ON V459 SOUTHEAST BOUND" - TURN FROM AIRWAY TO FEEDER ROUTE GREATER THAN 90 DEGREES
37. ADDED BUCKHORN MOA FOR CHARTING IN ADDITIONAL FLIGHT DATA - PROCEDURE IS IN CLOSE PROXIMITY TO MOA

COORDINATED WITH:

~~AAA~~ ALPA AOPA APA HAI NBAA OTHER: ZLA, JOSHUA APP CON, MHV ATCT, AMGR, CA AERO

Digitally signed by

ALLAN WILL

Jan 16, 2020

FLIGHT CHECKED BY

DANIEL C FAVORITE

OFFICE

FICO

DATE

11/26/19

DEVELOPED BY

KELLIE R. BARNES

Digitally signed by

Kellie R Barnes

Oct 29, 2019

OFFICE

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DATE

09/18/2019

Digitally signed by

ALLAN WILL

Jan 16, 2020

APPROVED BY

MARLON ROBINSON

OFFICE

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DATE

TITLE

MANAGER

