

RNAV - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.33				Bearings, headings, courses, 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 in feet RVR.								
TERMINAL ROUTES				MISSED APPROACH								
FROM	TO	COURSE AND DISTANCE	ALTITUDE	LPV: DA LNAV/VNAV: DA LNAV: RW24 CLIMB TO 2000 DIRECT IBUGE AND HOLD. ADDITIONAL FLIGHT DATA: HOLD SW, RT, 065.02 INBOUND. CHART FAS OBST: 899 TREE 330725N/1171330W 1300 AAO 330932N/1171028W DISTANCE TO THLD FROM 202 HAT: 0.44 NM. CHART VDP AT 1.82 NM TO RW24* *LNAV ONLY. WAAS CHANNEL # 45831 REFERENCE PATH ID: W24B CHART CIRCLING ICON. LTP HAE: 65.1 M								
OCN VORTAC	VISTA (FB)	083.92 / 9.31	5300									
VISTA (IAF)	JIDOV (FB)	048.59 / 10.26	5300									
JIDOV	FEHPY (FB)	(4.00 NM RADIUS CW (CFFVQ))/9.88	5300									
FEHPY	KANEC (FB)	(4.00 NM RADIUS CW (CFFVQ))/3.84	4300									
KANEC (IF)	JABAL (FB)	245.29 / 5.84	3100									
JABAL (FAF)	GUGEC/4.90 NM TO RW24 (FB)	245.23 / 3.11										
(SEE FORM 8260-10)												
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. PROFILE STARTS AT KANEC 3. FAC: 245.23 FAF: JABAL DIST FAF TO MAP: 8.01 THLD: 8.01 4. MIN. ALT: KANEC 4300, JABAL 3100, GUGEC/4.90 NM TO RW24 2040*, ZUXAX/2.50 NM TO RW24 1220* 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: 3100 GS ALT AT: JABAL 3100 OM: _____ MM: _____ IM: _____ 7. GS ANGLE: 3.20 TCH: 53.9 34:1 IS NOT CLEAR 8. MSA FROM: RW24 7400												
				MAG VAR: 14E EPOCH YEAR: 1980								
MINIMUMS												
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT				ALTERNATE: N A								
CATEGORY =====>				STANDARD @								
	A		B		C		D		E			
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
LPV DA	528	4000	202	528	4000	202	576	4000	250		NA	
LNAV/VNAV DA	927	1 1/2	601	927	1 1/2	601	927	1 1/2	601		NA	
LNAV MDA	1000	4000	674	1000	4000	674	1000	1 1/2	674		NA	
CIRCLING	1000	1	669	1020	1	689	1260	2 3/4	929		NA	
NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -4C (25F) OR ABOVE 54C (130F). @ CAT C 1000-2 3/4 CHART NOTE: DME/DME RNP-0.3 NA. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON OCN VORTAC AIRWAY RADIALS 145 CW 162. CHART NOTE: RF REQUIRED. (CONTINUED ON PAGE 2)												
CITY AND STATE		ELEVATION: 331 TDZE: 326		FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:			SUP:			
CARLSBAD, CA		AIRPORT NAME:				RNAV (GPS) X RWY 24, ORIG-C			AMDT: ORIG-B			
		MC CLELLAN-PALOMAR				10 NOVEMBER 2016			DATED 10/16/2014			

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

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TERMINAL ROUTES, (CONT.): FROM	TO	COURSE AND DISTANCE	ALTITUDE
GUGEC/4.90 NM TO RW24	ZUXAX/2.50 NM TO RW24 (FB)	245.23 / 2.40	
ZUXAX/2.50 NM TO RW24	RW24 (MAP) (FO)	245.23 / 2.50	
RW24 (MAP)	528 MSL	245.23	
528 MSL	IBUGE (FO)		2000

NOTES, (CONT.):

CHART NOTE: RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 7/8 SM. INCREASE LNAV CATS A/B VISIBILITY TO RVR 5500, CAT C TO 1 7/8 SM.

CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV.

CITY AND STATE
CARLSBAD, CA

ELEVATION: 331 TDZE: 326
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MC CLELLAN-PALOMAR

FACILITY
IDENTIFIER:
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
RNAV (GPS) X RWY 24, ORIG-C
10 NOVEMBER 2016

SUP: **QUALITY
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CHECKED**
AMDT: ORIG-B
DATED: 10/16/2014

**RNAV STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - FAR PART 97.33**

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FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KCRQ
RUNWAY	RW24
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	X
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W24B
LTP/FTP LATITUDE	330746.2870N
LTP/FTP LONGITUDE	1171619.9780W
LTP/FTP ELLIPSOIDAL HEIGHT	+00651
FPAP LATITUDE	330729.4600N
FPAP LONGITUDE	1171804.1700W
THRESHOLD CROSSING HEIGHT (TCH)	00053.9
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.20
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1256
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

<u>CRC REMAINDER</u>	A05AC113
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ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K2
LTP ORTHOMETRIC HEIGHT	+00995
FPAP ORTHOMETRIC HEIGHT	+00995

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ARINC SUMMARY - KCRQ ROUTES <table style="width:100%; border-collapse: collapse; font-family: monospace; font-size: small;"> <thead> <tr> <th style="text-align: left;">TRANSITION</th> <th style="text-align: left;">WPT SEQ</th> <th style="text-align: left;">WPT NAME</th> <th style="text-align: left;">LEG TYPE</th> <th style="text-align: left;">FB/FO</th> <th style="text-align: left;">RNP</th> <th style="text-align: left;">MAG CRS</th> <th style="text-align: left;">REC NAV</th> <th style="text-align: left;">ANGLE</th> <th style="text-align: left;">TURN DIR</th> <th style="text-align: left;">CENTER FIX</th> <th style="text-align: left;">TURN RADIUS</th> <th style="text-align: left;">ALTITUDE DESCRIPTION & VALUE</th> <th style="text-align: left;">SPEED LIMIT DESCRIPTION & VALUE</th> <th style="text-align: left;">WPT DESCRIPTION CODE</th> </tr> </thead> <tbody> <tr><td>OCN</td><td>010</td><td>OCN</td><td>IF</td><td>FB</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>V</td></tr> <tr><td>OCN</td><td>020</td><td>VISTA</td><td>TF</td><td>FB</td><td>2.0</td><td>083.9</td><td></td><td></td><td></td><td></td><td></td><td>AA 05300</td><td></td><td>E A</td></tr> <tr><td>OCN</td><td>030</td><td>JIDOV</td><td>TF</td><td>FB</td><td>1.0</td><td>048.6</td><td></td><td></td><td></td><td></td><td></td><td>AA 05300</td><td></td><td>E</td></tr> <tr><td>OCN</td><td>040</td><td>FEHPY</td><td>RF</td><td>FB</td><td>1.0</td><td></td><td></td><td></td><td>R</td><td>CFFVQ</td><td>04.00</td><td>AA 05300</td><td></td><td>E</td></tr> <tr><td>OCN</td><td>050</td><td>KANEC</td><td>RF</td><td>FB</td><td>1.0</td><td></td><td></td><td></td><td>R</td><td>CFFVQ</td><td>04.00</td><td>AA 04300</td><td></td><td>EE B</td></tr> <tr><td></td><td>010</td><td>KANEC</td><td>IF</td><td>FB</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>AA 04300</td><td></td><td>E I</td></tr> <tr><td></td><td>020</td><td>JABAL</td><td>TF</td><td>FB</td><td>1.0</td><td>245.3</td><td></td><td></td><td></td><td>RW24</td><td></td><td>AA 03100</td><td></td><td>E F</td></tr> <tr><td></td><td>021</td><td>GUGEC</td><td>TF</td><td>FB</td><td>0.3</td><td>245.2</td><td></td><td>3.20</td><td></td><td></td><td></td><td>AA 02040 GS 02045</td><td></td><td>E S</td></tr> <tr><td></td><td>022</td><td>ZUXAX</td><td>TF</td><td>FB</td><td>0.3</td><td>245.2</td><td></td><td>3.20</td><td></td><td></td><td></td><td>AA 01220 GS 01230</td><td></td><td>E S</td></tr> <tr><td></td><td>030</td><td>RW24</td><td>TF</td><td>FO</td><td>0.3</td><td>245.2</td><td></td><td>3.20</td><td></td><td></td><td></td><td>AT 00380</td><td></td><td>GY M</td></tr> <tr><td></td><td>040</td><td></td><td>CA</td><td>FB</td><td></td><td>245.2</td><td></td><td></td><td></td><td></td><td></td><td>AA 00527</td><td></td><td>M</td></tr> <tr><td></td><td>050</td><td>IBUGE</td><td>DF</td><td>FO</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>AA 02000</td><td></td><td>EY</td></tr> <tr><td></td><td>060</td><td>IBUGE</td><td>HM</td><td>FO</td><td></td><td>065.0</td><td></td><td></td><td>R</td><td></td><td></td><td>AA 02000</td><td></td><td>EE</td></tr> </tbody> </table> POINTS <table style="width:100%; 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