

**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.

AIRPORT ID 1K4	PROCEDURE NAME RNAV (GPS) RWY 31	ORIGINAL/AMENDMENT 1	CITY GOLDSBY	STATE OK
AIRPORT ELEVATION 1169	TDZE 1167	SUPERSEDED RNAV (GPS) RWY 31	DATED 02/24/2022	MAG VAR 3E
FACILITY RNAV	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE 31 OCTOBER 2024	REQUIRED EFFECTIVE DATE ROUTINE	EPOCH YEAR 2025
		ORIG-B	CANCEL/SUSPEND	

TAA

FROM	FIX TYPE	TO	FIX TYPE	ALTITUDE
1. 224/30 CW 044/30	NOPT	224/15 CW 044/15		3000
2. 224/15 CW 044/15		HAKAR	IF/IAF	2800
3. 044/30 CW 134/30		044/10 CW 134/10		3100
4. 044/10 CW 134/10		FEPLO	IAF	2800
5. 134/30 CW 224/30		134/10 CW 224/10		3800
6. 134/10 CW 224/10		ERADE	IAF	2800

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
ERADE	IAF	HAKAR	NOPT	TF	FB	1.00	224.05	5.00	2800
FEPLO	IAF	HAKAR	NOPT	TF	FB	1.00	043.97	5.00	2800
HAKAR	IF/IAF	GOLGY		TF	FB	1.00	313.99	4.94	2800
GOLGY	FAF	RW31	MAP	TF	FO	0.30	313.99	5.03	
RW31	MAP	1569 MSL		CA			313.99		
1569 MSL		CAPLI		DF	FO	1.00			3100

MISSED APPROACH

MAP:

LNAV: RW31

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3100 DIRECT CAPLI AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3100.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

- 1. **PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
- 2. HOLD SE HAKAR, RT, 313.99 INBOUND, 2800 FT. IN LIEU OF PT (IAF), MAX 6000.
- 3. **FAC:** 313.99 **FAF:** GOLGY **DIST FAF TO MAP:** 5.03 **DIST FAF TO THLD:** 5.03
- 4. **MIN ALT:** HAKAR 2800, GOLGY 2800
- 5. **DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:**
- 6. **MIN GP INCPT:** **GP ALT AT FAF:**
- 7. **GP ANGLE:** **34:1:** IS NOT CLEAR **20:1:** IS NOT CLEAR **TCH:** **OM:** **MM:** **IM:**
- 8. **MSA FROM:**

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 31 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
 CHART NOTE: PROCEDURE NA AT NIGHT.
 CHART NOTE: USE OKC ALTIMETER SETTING.
 CHART SPEED ICON IN PLANVIEW AT ERADE: MAX 200 KIAS.
 CHART SPEED ICON IN PLANVIEW AT FEPL0: MAX 200 KIAS.

ADDITIONAL FLIGHT DATA:

CHART OKC ASOS.
 GOLGY TO RW31: 3.00/40

HOLD NW, RT, 133.93 INBOUND.
 FAS OBST: 1368 AAO 350542N/0972509W.

MINIMUMS:

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

ALTERNATE: NA

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
LNAV MDA	1680	1	513	1680	1	513	1680	1 3/8	513		NA					
CIRCLING	1700	1	531	1840	1	671	1920	2 1/4	751		NA					



CHANGES - REASONS

1. AIRPORT MAG VAR UPDATED FROM 6E TO 3E – UPDATED TO 2025 TABLES.
2. TAA: ALL SECTOR BEARINGS CHANGED BY 3 DEGREES – MAG VAR UPDATED FROM 6E TO 3E.
3. TAA: 224/30 CW 044/30 TO 224/15 CW 044/15 SECTOR ALTITUDE CHANGED FROM 2900 TO 3000 – UPDATED OBSTACLE EVALUATION.
4. TERMINAL ROUTES: ERADE TO HAKAR COURSE CHANGED FROM "221.05" TO "224.05" – MAG VAR UPDATE.
5. TERMINAL ROUTES: FEPL0 TO HAKAR COURSE CHANGED FROM "040.97" TO "043.97" – MAG VAR UPDATE.
6. TERMINAL ROUTES: HAKAR TO GOLGY COURSE CHANGED FROM "311.01" TO "313.99 – MAG VAR UPDATE AND GOLGY POSITION MOVED 424 FT SE.
7. TERMINAL ROUTES: GOLGY TO RWY 31 COURSE CHANGED FROM "310.97" TO "313.99" – MAG VAR UPDATE AND GOLGY POSITION MOVED 424 FT SE.
8. TERMINAL ROUTES: HAKAR TO GOLGY DISTANCE CHANGED FROM "5.00" TO "4.94" – GOLGY POSITION MOVED 424 FT SE.
9. TERMINAL ROUTES: GOLGY TO RWY 31 DISTANCE CHANGED FROM "5.00" TO "5.03" – GOLGY POSITION MOVED 424 FT SE.
10. MAP: DELETED "LNAV/VNAV: DA" – LINE OF MINIMUM REMOVED FROM APPROACH DUE TO UNMITIGATED VGS PENETRATIONS.
11. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 3100 VIA 310.93 TO CAPLI AND HOLD." TO "CLIMB TO 3100 DIRECT CAPLI AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3100." – NEW OBSTACLE EVALUATION AND IAW 8260.19J, 8-6-6.D. AND G.
12. PROFILE: LINE 2 UPDATED COURSE FROM "311.01 INBOUND" TO "313.99 INBOUND" – MAG VAR UPDATE AND ALIGNED WITH INTERMEDIATE COURSE.
13. PROFILE: LINE 2 ADDED "MAX 6000" – IAW 8260.19J, 8-6-7.B. (2).
14. PROFILE: LINE 3 UPDATED FAC: FROM "310.97" TO "313.99" – MAG VAR UPDATE AND GOLGY POSITION MOVED 424 FT SE.
15. PROFILE: LINE 3 ADDED DIST FAF TO MAP "5.03" AND UPDATED DIS FAF TO THLD FROM "4.96" TO "5.03" – GOLGY POSITION MOVED 424 FT SE, IAW 8260.19J, 8-6-7.C.
16. PROFILE: LINE 6 REMOVED "2800" – IAW 8260.19J, 8-6-7.F.
17. PROFILE: LINE 7 REMOVED GP ANGLE: 3.00 AND TCH: 40.0 – VERTICAL LINE OF MINIMUM REMOVED.
18. PROFILE: LINE 7 CHANGED FROM "34:1 IS CLEAR" TO "34:1 IS NOT CLEAR" – 34:1 PENETRATIONS DOCUMENTED.
19. PROFILE: LINE 7 ADDED 20:1 IS NOT CLEAR. – 20:1 PENETRATIONS DOCUMENTED.
20. DELETED CHART NOTES "GPS OR RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA." AND ADDED PBN REQUIREMENTS NOTE "RNP APCH – GPS." – IAW 8260.19J PARA 8-6-8.B (2).
21. NOTES: REMOVED "BARO-VNAV NA" – LNAV/VNAV LINE OF MINIMUM REMOVED.
22. NOTES: UPDATED CHART NOTE FROM "RWY 13, 17, 31, 35 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED." TO "RWY 31 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED" – UPDATED RUNWAY NUMBERING DUE TO MAG VAR.
23. NOTES: ADDED "CHART SPEED ICON IN PLANVIEW AT ERADE: MAX 200 KIAS" - IAW 8260.19J, 4-6-10.G., SPEED RESTRICTION DUE TO SEGMENT LENGTH.
24. NOTES: ADDED "CHART SPEED ICON IN PLANVIEW AT FEPL0: MAX 200 KIAS" - IAW 8260.19J, 4-6-10.G., SPEED RESTRICTION DUE TO SEGMENT LENGTH.
25. ADDITIONAL FLIGHT DATA: ADDED "CHART OKC ASOS" – IAW 8260.19J 8-2-4.B.(3).
26. ADDITIONAL FLIGHT DATA: ADDED "GOLGY TO RW31: 3.00/40" – IAW 8260.19J, 8-6-11.O.
27. ADDITIONAL FLIGHT DATA: CHANGED HOLDING FROM "HOLD NW, RT, 130.93 INBOUND." TO "HOLD NW, RT, 133.93 INBOUND." – MAG VAR UPDATE.
28. ADDITIONAL FLIGHT DATA: CHANGED CHART FAS OBST FROM "CHART FAS OBST: 1260 SIGN 350847N/0972836W, 1209 50 FT TREE 350900N/0972721W." TO "FAS OBST: 1368 AAO 350542N/0972509W." – NEW CONTROLLING OBSTACLE.
29. ADDITIONAL FLIGHT DATA: REMOVED "DISTANCE FROM THLD FROM HAT: 1.08 NM" – LNAV/VNAV LINE OF MINIMUM REMOVED.
30. ADDITIONAL FLIGHT DATA: REMOVED "FINAL SEGMENT (TF) – NO LONGER REQUIRED.
31. MINIMUMS: REMOVED LNAV/VNAV DA LINES OF MINIMUMS – DUE TO UNMITIGATED VGS PENETRATIONS.
32. MINIMUMS: INCREASED LNAV MDA/HAT ALL CATS FROM "1580/413" TO "1680/513" AND CAT C VISIBILITY FROM "1 1/8" TO "1 3/8" – NEW OBSTACLE EVALUATION AND IAW 8260.3E TABLE 3-3-1.
33. MINIMUMS: INCREASED CIRCLING MDA/HAA CAT A FROM "1660/491" TO "1700/531" AND CAT B FROM "1820/651" TO "1840/671", CAT A, B VISIBILITIES INCREASED FROM 1 SM TO 1 1/4 – NEW OBSTACLE EVALUATION AND 8260.3E TABLE 3-3-7.

COORDINATED WITH:

A4A
 ALPA
 AOPA
 APA
 HAI
 NBAA
 OTHER: OKC APP CON, APT MGR

FLIGHT CHECKED BY

ALEX KRAUSE *Digitally signed by*
JOSEPH L ZEDER
 Aug 12, 2024

OFFICE

FPO

DATE

08/09/2024

DEVELOPED BY

CASIMIR L. TABAKA (CHRISTOPHER D. WILKINSON) *Digitally signed by*
JOSEPH L ZEDER
 Aug 12, 2024

OFFICE

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DATE

04/12/2024

APPROVED BY

CASIMIR L. TABAKA *Digitally signed by*
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 Aug 12, 2024

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DATE

TITLE
MANAGER

