

US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

RNAV (GPS) - STANDARD
INSTRUMENT APPROACH PROCEDURE
FAR 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		
AVOVE (IAF)	MUMXU (NOPT) (FB)	247.91 / 5.00	3100	LPV: DA LNAV: RW16	
OYAXO (IAF)	MUMXU (NOPT) (FB)	067.79 / 5.00	3100	CLIMB TO 3100 DIRECT HODAM AND HOLD.	
MUMXU (IF/AF)	UDBUW (FB)	157.85 / 6.00	2700	ADDITIONAL FLIGHT DATA: HOLD S, RT, 337.92 INBOUND. CHART FAS OBST: 1139 TREE 355117N/0972430W DISTANCE TO THLD FROM 250 HAT: 0.70 NM. CHART VDP AT 1.02 MILES TO RW16* *LNAV ONLY. WAAS CHANNEL # 56308 REFERENCE PATH ID: W16A CHART AIRPORT ELEVATION 1069 CHART TOUCHDOWN ZONE ELEVATION 1069	

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)

2. HOLD N MUMXU, RT, 157.85 INBOUND, 3100 FT. IN LIEU OF PT (IAF)

3. FAC: 157.85 FAF: UDBUW DIST FAF TO MAP: 4.97 THLD: 4.97

4. MIN. ALT: MUMXU 3100, UDBUW 2700

5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 100 HAT: GS ANT:

6. MIN GS INCPT: 2700 GS ALT AT: UDBUW OM: MM: IM:

7. GS ANGLE: 3.00 TCH: 45.4 34:1 IS CLEAR

8. MSA FROM: MAG VAR: 7E EPOCH YEAR: 1985

MINIMUMS															
TAKEOFF:	STANDARD	X	SEE FAA FORM 8260-15A FOR THIS AIRPORT	ALTERNATE: N A	#	STANDARD									
CATEGORY	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	DH/MDA	VIS	HAT/HAA
LPV DA	1319	1	250	1319	1	250		NA			NA				
LNAV MDA	1420	1	351	1420	1	351		NA			NA				
CIRCLING	1540	1	471	1540	1	471		NA			NA				

NOTES:
CHART NOTE: DME/DME RNP-0.3 NA.
CHART NOTE: VDP NA WHEN USING WILL ROGERS WORLD ALTIMETER SETTING
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE WILL ROGERS WORLD ALTIMETER SETTING AND INCREASE DAMDA 100 FEET AND LPV ALL CATS VISIBILITY 1/4 MILE

NA WHEN LOCAL WEATHER NOT AVAILABLE.

CITY AND STATE GUTHRIE, OK	ELEVATION: 1069 TDZE: 1069 AIRPORT NAME: GUTHRIE-EDMOND RGNL	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 16, AMDT 1 31 JUL 2008	SUP: AMDT: ORIG DATED 07/05/2007
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7208-15

QUALITY
2
CHECKED

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 QUALITY
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ALL AFFECTED PROCEDURES REVIEWED? ☐ YES ☒ NO		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE ROUTINE	
COORDINATED WITH:					
ATA ☐	AAT ☐	ALPA ☒	APA ☐	AOPA ☒	NBAA ☒
OTHER (specify) <u>ZFW, OKC APP CON, ST. AV. DIR., AMGR</u>					
FLIGHT CHECKED BY					
NAME: Christopher Lenckus <i>John Bickerstaff</i>				AVN	FIFO DATE: 6-2-08
DEVELOPED BY					
NAME: DOUGLAS J. SORVIG <i>Doug J. Sorvig</i>				FIFO AVN-120	DATE: 03/28/2008
APPROVED BY					
NAME: JOHN BICKERSTAFF <i>John Bickerstaff</i> MANAGER				FIFO AVN-120	DATE: JUN 05 2008
CHANGES:					
1. DECREASE TAA STRAIGHT-IN SECTOR STEPDOWN RADIUS FROM 10 NM TO MUMXU TO 9 NM TO MUMXU 2. RAISE TAA RIGHT BASE SECTOR MINIMUM ALTITUDE FROM 3700 TO 3800 3. CHANGE COURSES EQUAL TO OR LESS THAN 0.02 DEGREES IN EACH OF THE INITIAL, INTERMEDIATE AND FINAL SEGMENTS 4. EXTEND INTERMEDIATE SEGMENT FROM 5 TO 6 NM 5. ADD LPV MINIMUMS TO INCLUDE WAAS CHANNEL AND REFERENCE PATH ID 6. CHANGE TCH FROM 40.0 FEET TO 45.4 FEET AND VDP DISTANCE TO THRESHOLD FROM 1.07 TO 1.02 7. REMOVE TERPS 289 OBSTACLE FROM CHARTING 8. CHANGE AIRPORT AND TOUCHDOWN ZONE ELEVATION 9. ADD BACKUP ALTIMETER SETTING MINIMUMS AND NOTES AND REMOVE NOTE GPS OR RNP-0.3 REQUIRED 10. IDENTIFY NEW CONTROLLING OBSTACLES/AIRSPACE CONTROLLING TERRAIN 11. RAISE CATEGORY A CIRCLING MDA FROM 1500 TO 1540					
REASONS:					
1. ONE MILE INCREASE TO THE INTERMEDIATE SEGMENT REQUIRED A ONE MILE DECREASE TO THE STEPDOWN ARC RADIUS TO MAINTAIN THE SAME CONTROLLING OBSTACLE/MINIMUMS ALTITUDES 2. TO ENSURE NOT LESS THAN THE MINIMUM REQUIRED OBSTACLE CLEARANCE IS PROVIDED, ROUNDING WAS NOT USED AS ON PREVIOUS AMENDMENTS 3. RUNWAY EXTENSION, ADJUSTMENT TO RNAV PFAF LOCATION, AND EXTENSION OF INTERMEDIATE SEGMENT 4. PREPARATION FOR POSSIBLE SERVICE TO CATEGORY C AIRCRAFT 5. CENTRAL SERVICES AREA REQUEST 6. NEW VGSI AND THRESHOLD DATA 7. OBSTACLE NO LONGER FALLS WITHIN THE 7:1 EVALUATION AREA AFTER RELOCATION OF THE RNAV PFAF 8. NEW AIRPORT DATA 9. UTILIZE AVAILABLE SERVICES/CRITERIA 10. ADJUSTED WAYPOINT LOCATIONS AND MODIFIED TRAPEZOIDS 11. NEW OBSTACLE DATA					

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