

**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> CORTLAND COUNTY-CHASE FIELD	<u>AIRPORT ID</u> N03	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 24	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> CORTLAND	<u>STATE</u> NY	
<u>AIRPORT ELEVATION</u> 1197	<u>TDZE</u> 1192	<u>SUPERSEDED</u> GPS RWY 24	<u>ORIGINAL/AMENDMENT</u> 1	<u>DATED</u> 05/21/1998	<u>MAG VAR</u> 13W	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 10 SEPTEMBER 2020	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TAA

FROM	FIX TYPE	TO	FIX TYPE	ALTITUDE
1. 149/30 CW 329/30	NOPT	149/9 CW 329/9		3800
2. 149/9 CW 329/9		NORRI	IF/IAF	3700
3. 329/30 CW 059/30		CKRIS	IAF	3800
4. 059/30 CW 149/30		WYYIT	IAF	3700

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
CKRIS	IAF	NORRI	NOPT	TF	FB	1.00	329.47	7.20	3700
WYYIT	IAF	NORRI	NOPT	TF	FB	1.00	149.32	7.20	3700
NORRI	IF/IAF	BAIBE		TF	FB	1.00	239.40	6.00	3500
BAIBE	FAF	GONOF/2.89 NM TO RW24		TF	FB	0.30	239.40	3.65	
GONOF/2.89 NM TO RW24		RW24	MAP	TF	FO	0.30	239.40	2.89	
RW24	MAP	1597 MSL		CA			239.40		
1597 MSL		NORRI		DF	FO	1.00			3700

QUALITY
20
CHECKED

MISSED APPROACH

MAP:
LNAV: RW24

MISSED APPROACH INSTRUCTIONS:
CLIMBING RIGHT TURN TO 3700 DIRECT NORRI AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF (IAF)	
2.	HOLD NE NORRI, RT, 239.40 INBOUND, 3700 FT. IN LIEU OF PT (IAF), MAX 6000.				
3. FAC:	239.40	FAF: BAIBE	DIST FAF TO MAP: 6.54	DIST FAF TO THLD: 6.54	
4. MIN ALT:	NORRI 3700, BAIBE 3500, GONOF/2.89 NM TO RW24 2220				
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 NOT CLEAR	20:1: IS CLEAR	TCH:		
8. MSA FROM:					

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

ADDITIONAL FLIGHT DATA:

GONOF TO RWY 24: 3.30/45
FAS OBST: 2040 TREE 424120N/0760731W
CHART CIRCLING ICON.
CHART VDP AT 1.56 NM TO RW24
CHART FAS OBST: 1624 TOWER 423711N/0761023W.

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

ALTERNATE: NA ☐ STANDARD - CAT C 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
LNAV MDA	1880	1	688	1880	1	688	1880	2	688		NA				
CIRCLING	1940	1	743	1980	1	783	2240	3	1043		NA				

CHANGES - REASONS

1. CHANGED PROCEDURE NAME FROM GPS RWY 24 TO RNAV (GPS) RWY 24 - AIRPORT REQUEST.
2. REDESIGNED APPROACH TO INCLUDE RNAV STANDARD T DESIGN AND ADDED TAA - AIRPORT REQUEST.
3. REMOVED GGT IAF AND ASSOCIATED INITIAL APPROACH SEGMENT - NAVAID DECOMMISSIONED (VORMON).
4. ADDED FIX CKRIS AS LEFT BASE IAF AND ADDED MINIMUM 3800 MSL ALTITUDE - PROCEDURE REDESIGN AND MINIMUM OBSTACLE ALTITUDE FOR TAA LEFT BASE.
5. ADDED FIX WYYIT AS RIGHT BASE IAF AND ADDED MINIMUM 3700 MSL ALTITUDE - PROCEDURE REDESIGN AND MINIMUM OBSTACLE ALTITUDE FOR TAA RIGHT BASE.
6. REPLACED IF UDDEL WITH IF/IAF NORRI AND CHANGED LOCATION OF INTERMEDIATE FIX FROM 424239.20N/0760248.56W TO 424424.43N/0760019.10W - INTERMEDIATE SEGMENT LENGTH INCREASED FROM 5 NM TO 6 NM.
7. CHANGED INTERMEDIATE COURSE FROM 239.43 TO 239.40 - PROCEDURE REDESIGN.
8. RAISED ALTITUDE AT INTERMEDIATE FIX FROM 3600 MSL TO 3700 MSL - MATCHED MINIMUM OBSTACLE ALTITUDE FOR TAA STRAIGHT-IN STEP-DOWN AREA.
9. ADDED HOLD-IN-LIEU OF PROCEDURE TURN AT 3700 MSL ALTITUDE AT IF/IAF - PROCEDURE REDESIGN AND MATCH REQUIRED IF/IAF ALTITUDE.
10. ELIMINATED INTERMEDIATE SEGMENT STEP DOWN FIX - PROCEDURE REDESIGN.
11. REPLACED FAF TUHSY WITH FAF BAIBE - PROCEDURE REDESIGN.
12. CHANGED LOCATION OF FINAL APPROACH FIX FROM 423912.27N/0760743.12W TO 424015.92N/0760612.47W - FINAL APPROACH SEGMENT LENGTH INCREASED FROM 5 NM TO 6.54 NM.
13. INCREASED ALTITUDE AT FAF BAIBE FROM 2900 TO 3500 - CURRENT OBSTACLES.
14. REPLACED UNNAMED ATD FINAL STEP-DOWN FIX WITH NAMED ATD FIX GONOF - PROCEDURE REDESIGN.
15. CHANGED FINAL APPROACH SEGMENT STEP-DOWN FIX POSITION FROM "3 NM TO RWY 24" TO 423744.67N/0760947.49W - PROCEDURE REDESIGN.
16. CHANGED MISSED APPROACH INSTRUCTIONS FROM "CLIMBING RIGHT TURN TO 3600 DIRECT UDDEL WP AND HOLD" TO "CLIMBING RIGHT TURN TO 3700 DIRECT NORRI" - PROCEDURE REDESIGN.
17. CHANGED LINE 2 FROM HOLD NE UDDEL WP, RT, 239.42 INBOUND, 3600 FT IN LIEU OF PT (IAF) TO HOLD NE NORRI, RT, 239.40 INBOUND, 3700 FT. IN LIEU OF PT (IAF), MAX 6000 - PROCEDURE REDESIGN.
18. CHANGED LINE 3 FAC 239.38 TO 239.40 - IAW 8260.19H, PARA 8-6-7.C.(1).
19. CHANGED LINE 3 FAF FROM TUHSY WP TO BAIBE - IAW 8260.19H, PARA 8-6-7.C.(2).
20. ADDED LINE 3 DIST FAF TO MAP 6.54 - IAW 8260.19H, PARA 8-6-7.C.(3).
21. CHANGED LINE 3 DIST FAF TO THLD FROM 5.00 TO 6.54 - IAW 8260.19H, PARA 8-6-7.C.(4).
22. CHANGED LINE 4 MIN ALT FROM "UDDEL WP 3600, 2.00 ATD TO TUHSY WP 3500, TUHSY WP 2900, 3.00 ATD TO RW24 2200" TO "NORRI 3700, BAIBE 3500, GONOF/2.89 NM TO RW24 2220" - IAW 8260.19H, PARA 8-6-7.D.
23. ADDED LINE 7 34:1 IS NOT CLEAR - IAW 8260.19H, PARA 8-6-7.G.
24. ADDED LINE 7 20:1 IS CLEAR - IAW 8260.19H, PARA 8-6-7.G.
25. ADDED PBN REQUIREMENTS NOTE RNP APCH - IAW 8260.19H, PARA. 8-6-8.B.
26. ADDED CHART NOTE: RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED - INCORPORATED T-NOTAM 9/6265.
27. ADDED CHART PROFILE NOTE: VGS1 AND DESCENT GRADIENT ANGLES NOT COINCIDENT (VSG1 ANGLE {ANGLE}/TCH {FEET}) - VGS1 4.00 DEGREES AND DESCENT GRADIENT 3.30 DEGREES IAW 8260.19H, PARA 8-6-9.M.(2).
28. ADDED NOTE "GONOF TO RWY 24: 3.30/45" TO ADDITIONAL FLIGHT DATA - IAW FAAO 8260.19H, PARA. 8-6-10.P.
29. CHANGED ADDITIONAL FLIGHT DATA NOTE "CHART: 1879 TREES 423820/760940" TO "FAS OBSTACLE: 2040 AAO 424120N/0760731W" - IAW 8260.19H, PARA 8-6-10.E.(2).
30. ADDED NOTE "CHART CIRCLING ICON" TO ADDITIONAL FLIGHT DATA - IAW FAAO 8260.19H, PARA. 8-6-10.T
31. ADDED TO ADDITIONAL FLIGHT DATA CHART VDP AT 1.56 NM TO RW 24 - IAW 8260.19H, PARA. 8-6-10.N.
32. CHANGED ADDITIONAL FLIGHT DATA NOTE "FAS OBSTACLE: 1620 TOWER 423712N/0761024W" TO "CHART FAS OBST: 1624 TOWER 423711N/0761023W" - IAW 8260.19H, PARA 8-6-10.C.
33. ADDED ALTERNATE MINS "STANDARD - CAT C 1100-3, NA WHEN LOCAL WEATHER NOT AVAILABLE." - PROCEDURE REDESIGN.
34. CHANGED CIRCLING MINS CAT A FROM 742 HAA/1940 MDA TO 743 HAA/1940 MDA, CAT B FROM 742 HAA/1940 MDA TO 783 HAA/1980 MDA, CAT C FROM 782 HAA/1980 MDA TO 1043 HAA/2240 MDA, CIRCLING VISIBILITY CAT B FROM 1 1/4 SM TO 1 SM, AND CIRCLING VIS CAT C FROM 2 1/4 SM TO 3 SM - APPLIED NEW CIRCLING CRITERIA AND CURRENT OBSTACLES.

COORDINATED WITH:

A4A

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ALPA

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AOPA

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APA

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HA1

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NBAA

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OTHER:

AMGR, ZBW, ZNY, SYR APP CON, SYR ATCT, BGM APP CON, BGM ATCT

<div>FLIGHT CHECKED BY</div> <div>DANIEL KIRBY</div>	<div>Digitally signed by</div> <div>DAVID DANNER</div> <div>Jun 24, 2020</div>	<div>OFFICE</div> <div>FICO</div>	<div>DATE</div> <div>6/17/2020</div>	
<div>DEVELOPED BY</div> <div>DAVID DANNER (DALE SICKELS)</div>	<div>Digitally signed by</div> <div>DAVID DANNER</div> <div>Jun 24, 2020</div>	<div>OFFICE</div> <div>AJV-A421</div>	<div>DATE</div> <div>12/19/2019</div>	
<div>APPROVED BY</div> <div>MARLON ROBINSON</div>	<div>Digitally signed by</div> <div>DAVID DANNER</div> <div>Jun 24, 2020</div>	<div>OFFICE</div> <div>AJV-A420</div>	<div>DATE</div> <div></div>	<div>TITLE</div> <div>MANAGER</div>

