

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 ID</u> AVQ	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 12	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> MARANA	<u>STATE</u> AZ
<u>AIRPORT ELEVATION</u> 2032	<u>TDZE</u> 2022	<u>SUPERSEDED</u> RNAV (GPS) RWY 12	<u>ORIGINAL/AMENDMENT</u> 1C	<u>DATED</u> 09/09/2021
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 2 OCTOBER 2025	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 12E
				<u>EPOCH YEAR</u> 2000
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
PICLI	IAF	CITUT		TF	FB	1.00	085.07	11.05	4900
CITUT	IF	SECBO		TF	FB	1.00	168.43	6.20	4100
SECBO		PAPBI		TF	FB	1.00	168.43	4.07	3300
PAPBI	FAF	ZIBAR	MAP	TF	FO	0.30	138.43	3.12	
ZIBAR	MAP	2600 MSL		CA			138.43		2600
2600 MSL		PICLI		DF	FO				6500

MISSED APPROACH

MAP:

LP: ZIBAR
LNAV: ZIBAR

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2600 THEN CLIMBING LEFT TURN TO 6500 DIRECT PICLI AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6500.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT CITUT
- FAC: 138.43 FAF: PAPBI DIST FAF TO MAP: 3.12 DIST FAF TO THLD: 3.61
- MIN ALT: CITUT 4900, SECBO 4100, PAPBI 3300
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: MM: IM:
- MIN GP INCPT: GP ALT AT FAF:
- GP ANGLE: 34:1 IS NOT CLEAR 20:1 IS CLEAR TCH:
- MSA FROM: ZIBAR 10400



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PICLI ON V16 NORTHWEST BOUND.

ADDITIONAL FLIGHT DATA:

CHART VDP: 0.63 NM TO ZIBAR
HOLD NW, RT, 128.06 INBOUND.
CHART FAS OBST: 2080 POLE (04-034878) 322502N/1111345W.
FAS OBST: 2139 AAO 322721N/1111624W.
WAAS CHANNEL # 58324
REFERENCE PATH ID: W12A
FAC CROSSES RWY C/L EXTENDED 3000 FT FROM THLD.
PAPBI TO RW12: 3.24/45.
CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 14.98 DEGREES.
FTP HAE: 583.2 M

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
LP MDA	2420	1	398	2420	1	398	2420	1 1/8	398		NA				
LNAV MDA	2440	1	418	2440	1	418	2640	1 3/4	618		NA				
CIRCLING	2440	1	408	2540	1	508	2680	1 3/4	648		NA				

CHANGES - REASONS

1. INCORPORATED ALL CHANGES FROM P-NOTAM 1C.
2. TERMINAL ROUTES: RNP VALUE FROM 0.50 TO 1.0 IN THE INTERMEDIATE SEGMENT - IAW 8260.58C, TABLE 1-2-1.
3. TERMINAL ROUTES: DECREASED CITUT TO SECBO DISTANCE FROM 8.20 TO 6.20 - IAW 8260.3F, 2-5-3 (D); SECBO MOVED 2 NM NORTH TO REMAIN WITHIN MAXIMUM ALLOWABLE DESCENT GRADIENT TO PAPBI FROM SECBO.
4. TERMINAL ROUTES: RAISED SECBO MINIMUM ALTITUDE FROM 3700 TO 4100 - TO MITIGATE AIRSPACE CONTAINMENT OBSTACLE.
5. TERMINAL ROUTES: INCREASED SECBO TO PAPBI DISTANCE FROM 2.07 TO 4.07 - IAW 8260.3F, 2-5-3 (D); SECBO MOVED 2 NM NORTH TO REMAIN WITHIN MAXIMUM ALLOWABLE DESCENT GRADIENT TO PAPBI FROM SECBO.
6. TERMINAL ROUTES: RAISED PAPBI ALTITUDE FROM 3200 TO 3300 - IAW 8260.3F, 2-6-2; TO MAINTAIN THE PFAF IN ITS CURRENT LOCATION WHILE KEEPING VDA WITHIN THE ALLOWABLE LIMITS PER THE CRITERIA.
7. TERMINAL ROUTES: RAISED MISSED APPROACH CLIMB-TO-ALTITUDE (CA) FROM 2420 TO 2600 - TO MITIGATE OBSTACLES ON CLIMB-OUT TO MISSED APPROACH POINT (MAP).
8. TERMINAL ROUTES: ADDED COURSE-TO-ALTITUDE (CA) LEG ALTITUDE 2600 - IAW 8260.58C, 3-5-2 (A).
9. MISSED APPROACH: CHANGED FROM "CLIMBING RIGHT TURN TO 6500 DIRECT PICLI AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6500" TO "CLIMB TO 2600 THEN CLIMBING LEFT TURN TO 6500 DIRECT PICLI AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6500" - CLIMBING TURN DIRECTION CHANGED TO AVOID OVERFLIGHT OVER PINAL AIRPORT.
10. PROFILE LINE 3: UPDATED DIST FAF TO THLD FROM 3.60 TO 3.61 - REVISED TARGETS CALCULATION.
11. PROFILE LINE 4: UPDATED MIN ALT AT SECBO AND PAPBI FROM 3200 TO 3300 - FOR AIRSPACE OBSTACLE MITIGATION AND TO REMAIN WITHIN MAXIMUM ALLOWABLE VDA RESPECTIVELY.
12. PROFILE LINE 7: ADDED "20:1: IS CLEAR" - IAW 8260.19J, 8-6-7 (G) (3).
13. PBN REQUIREMENTS NOTES: DELETED "CHART NOTE: DME/DME RNP-0.3 NA" AND ADDED "RNP APCH – GPS" - IAW 8260.19J, 8-6-8 (D) (2).
14. NOTES: UPDATED, RELOCATED BACKUP ALTIMETER, AND ASSOCIATED NOTES TO 8260-9 IN GENERAL REMARKS - FOR CONTINGENCY PURPOSES IAW 8260.19J, 8-6-9 (E) (2) (B).
15. NOTES: DELETED "CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA" AND ADDED "HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED"- IAW 8260.19J, 8-6-12, (K) (2).
16. NOTES: DELETED "CHART NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 12 PROCEDURE NA AT NIGHT" - NOT REQUIRED DUE TO NO 20:1 PENETRATION.
17. ADDITIONAL FLIGHT DATA: ADDED "CHART FAS OBST: 2080 POLE (04-034878) 22502N/1111345W" - IAW 8260.19J, 8-6-11 (C).
18. ADDITIONAL FLIGHT DATA: UPDATED FAS OBSTACLE FROM "2169 AAO 322819N/1111415W" TO "FAS OBST: 2139 AAO 322721N/1111624W" - NEW CONTROLLING FAS OBSTACLE; HENCE, ANNOTATED IAW 8260.19J, 8-6-11 (C).
19. ADDITIONAL FLIGHT DATA: ADDED "CHART VDP: 0.63 NM TO ZIBAR" - IAW 8260.19J, 8-6-11 (M) (2).
20. ADDITIONAL FLIGHT DATA: ADDED "CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 14.98 DEGREES" - IAW 8260.19J, 8-6-11 (G) (1).
21. MINIMUMS: LOWERED ALL CATS LP HAT FROM 409 TO 398 - INCORPORATED P-NOTAM 1C.
22. MINIMUMS: LOWERED CATS A/B LNAV HAT FROM 429 TO 418 - INCORPORATED P-NOTAM 1C.
23. MINIMUMS: RAISED CAT C LNAV MDA/HAT FROM 2440/429 TO 2640/618 - TO MITIGATE SLOPING MISSED APPROACH PENETRATION.
24. MINIMUMS: INCREASED CAT C LNAV VIS FROM "1 1/4" TO "1 3/4" - DUE TO CAT C MDA INCREASE FROM 2440 TO 2640.
25. MINIMUMS: LOWERED CATS A/B LNAV HAT FROM 429 TO 418 - INCORPORATED P-NOTAM 1C.
26. MINIMUMS: LOWERED CAT A CIRCLING HAA FROM 409 TO 408 - INCORPORATED P-NOTAM 1C.
27. MINIMUMS: RAISED CAT B CIRCLING MDA/HAA FROM 2500/469 TO 2540/508 - INCORPORATED P-NOTAM 1C.
28. MINIMUMS: RAISED CAT C CIRCLING MDA/HAA FROM 2580/549 TO 2680/648 - INCORPORATED P-NOTAM 1C.
29. FAS DATA: CRC REMAINDER CHANGED FROM "FEE46C3F" TO "E8E89944" - TCH AND GPA CHANGED FROM 44/3.0 TO 45/3.24;
30. FAS DATA: LTP/FTP LAT/LONG CHANGED FROM 32259.8300N/1111342.2300W TO 322458.9490N/1111341.6420W; FPAP LAT/LONG CHANGED FROM 22342.1700N/1111250.3000W TO 322341.2810N/1111249.7390W - TCH AND GPA CHANGED FROM 44/3.0 TO 45/3.24.

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZAB, TUS APP CON, AMGR

FLIGHT CHECKED BY

THOMAS E MOLOKIE

Digitally signed by

CASEY D HILL

May 20, 2025

OFFICE

AJF

DATE

05/14/2025

DEVELOPED BY

PARNELL PRASSADA

Digitally signed by

PARNELL R PRASSADA

Apr 21, 2025

OFFICE

AJV-A431

DATE

02/05/2025

APPROVED BY

ROBERT G HAMILTON

Digitally signed by

CASEY D HILL

May 20, 2025

OFFICE

AJV-A431

DATE

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KAVQ
RUNWAY	RW12
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W12A
LTP/FTP LATITUDE	322458.9490N
LTP/FTP LONGITUDE	1111341.6420W
LTP/FTP ELLIPSOIDAL HEIGHT	+05832
FPAP LATITUDE	322341.2810N
FPAP LONGITUDE	1111249.7390W
THRESHOLD CROSSING HEIGHT (TCH)	00045.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.24
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0000
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	00.0
CRC REMAINDER	E8E89944

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K2
LTP ORTHOMETRIC HEIGHT	+06128
FPAP ORTHOMETRIC HEIGHT	+06128

