

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> KPAH | <u>PROCEDURE NAME</u> RNAV (GPS) RWY 23 | <u>ORIGINAL/AMENDMENT</u> ORIG-E | <u>CITY</u> PADUCAH | <u>STATE</u> KY | | |
| <u>AIRPORT ELEVATION</u> 411 | <u>TDZE</u> 402 | <u>SUPERSEDED</u> RNAV (GPS) RWY 22 | <u>ORIGINAL/AMENDMENT</u> ORIG-D | <u>DATED</u> 09/18/2014 | <u>MAG VAR</u> 1W | <u>EPOCH YEAR</u> 2005 |
| <u>FACILITY</u> RNAV | <u>COORDINATES OF FACILITIES</u> | <u>ACTUAL EFFECTIVE DATE</u> 25 FEBRUARY 2021 | <u>REQUIRED EFFECTIVE DATE</u> ROUTINE | <u>CANCEL/SUSPEND</u> | | |

TAA

| FROM | FIX TYPE | TO | FIX TYPE | ALTITUDE |
|---------------------|----------|-------|----------|----------|
| 1. 135/30 CW 315/30 | NOPT | HILAM | IF/IAF | 3000 |
| 2. 315/30 CW 045/30 | | JARUG | IAF | 3000 |
| 3. 045/30 CW 135/30 | | CICAB | IAF | 3000 |

TERMINAL ROUTES THIS IS A CORRECTED COPY OF A PROCEDURE ORIGINALLY PUBLISHED IN TL 21-03.

| FROM | FIX TYPE | TO | FIX TYPE | LEG TYPE | FO/FB | RNP | COURSE | DISTANCE | ALTITUDE |
|---------|----------|---------|----------|----------|-------|------|--------|----------|----------|
| JARUG | IAF | HILAM | NOPT | TF | FB | 1.00 | 314.85 | 5.00 | 3000 |
| CICAB | IAF | HILAM | NOPT | TF | FB | 1.00 | 134.75 | 5.00 | 3000 |
| HILAM | IF/IAF | BEFOG | | TF | FB | 1.00 | 224.80 | 6.24 | 2000 |
| BEFOG | FAF | RW23 | MAP | TF | FO | 0.30 | 224.74 | 4.86 | |
| RW23 | MAP | 678 MSL | | CA | | | 224.74 | | |
| 678 MSL | | ACEDI | | DF | FO | 1.00 | | | 3000 |

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW23

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT ACEDI AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. HOLD NE HILAM, RT, 224.80 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000.

3. FAF: 224.74FAF: BEFOGDIST FAF TO MAP: 4.86DIST FAF TO THLD: 4.86

4. MIN ALT: HILAM 3000, BEFOG 2000

5. DIST TO THLD FROM OM:MM:IM:150 HAT:276 HAT: 0.76GS ANT:

6. MIN GP INCPT: 2000GP ALT AT FAF : BEFOGOM:MM:IM:

7. GP ANGLE: 3.0034:1: IS NOT CLEAR20:1: IS CLEARTCH: 50.0

8. MSA FROM:

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: RWY 23 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C.

ADDITIONAL FLIGHT DATA:

CHART APT EL 411.
HOLD SW, RT, 044.59 INBOUND.
CHART FAS OBST: 526 TOWER 370406N/0884619W.
CHART VDP AT 1.22 NM TO RW23*
*LNAV ONLY.
WAAS CHANNEL # 78243
REFERENCE PATH ID: W23A
CHART CIRCLING ICON.
LTP HAE: 87.8 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/4, 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 |
| LPV DA | 678 | 1 | 276 | 678 | 1 | 276 | 678 | 1 | 276 | 678 | 1 | 276 | | | |
| LNAV/VNAV DA | 790 | 1 1/2 | 388 | 790 | 1 1/2 | 388 | 790 | 1 1/2 | 388 | 790 | 1 1/2 | 388 | | | |
| LNAV MDA | 820 | 1 | 418 | 820 | 1 | 418 | 820 | 1 1/4 | 418 | 820 | 1 1/4 | 418 | | | |
| CIRCLING | 900 | 1 | 489 | 900 | 1 | 489 | 920 | 1 1/2 | 509 | 1100 | 2 1/4 | 689 | | | |



CHANGES - REASONS

1. REMOVED CHART NOTE: DME/DME RNP-0.3 NA AND ADDED PBN REQUIREMENTS NOTE: RNP APCH - IAW 8260.19H, 8-6-8B(1).
2. CHANGED CHART NOTE: FROM "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C (5°F) OR ABOVE 54°C (130°F)" TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C" - (F) VALUES NO LONGER DOCUMENTED IAW 8260.19H PARA 8-6-9S.
3. UPDATED CHART NOTE AND MOVED TO BACK OF -9 AS CONTINGENCY NOTE: FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MAYFIELD ALTIMETER SETTING AND INCREASE LPV DA TO 739, LNAV/VNAV DA TO 851, AND ALL MDA 80 FEET, AND INCREASE LPV ALL CATS VISIBILITY TO 1 1/4 LNAV/VNAV ALL CATS VISIBILITY TO 1 3/4, LNAV CAT C VISIBILITY TO 1 1/4, CAT D VISIBILITY TO 1 1/2" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MAYFIELD ALTIMETER SETTING; INCREASE LPV DA TO 739 FEET, LNAV/VNAV DA TO 851 FEET, INCREASE ALL MDA 80 FEET, AND INCREASE LNAV CATS C/D VISIBILITY 1/8 SM AND CIRCLING CAT D VISIBILITY 1/4 SM" - FPT REQUESTED IAW 8260.19H 8-6-9, F(3).
4. UPDATED CHART NOTE AND MOVED TO BACK OF -9 AS CONTINGENCY NOTE: FROM "VDP NA WITH MAYFIELD ALTIMETER SETTING" TO "BARO-VNAV AND VDP NA WHEN USING MAYFIELD ALTIMETER SETTING" - FPT REQUESTED IAW 8260.19H 8-6-9, F(3).
5. CHANGED ADDITIONAL FLIGHT DATA: FROM CHART VDP AT 1.16 TO RW22* TO CHART VDP AT 1.22 TO RW23* - RUNWAY RENUMBERING AND MDA CHANGED AFTER AMENDMENT ORIG-B FROM 800 TO 820 ON ORIG-C.
6. CHANGED PROCEDURE NAME FROM RNAV (GPS) RWY 22 TO RNAV (GPS) RWY 23 - RUNWAY RENUMBERING.
7. ADDED NEW CIRCLING/CHART CIRCLING ICON - IAW 8260.3D, PARA 2-7-1 AND 8260.19H, PARA 8-6-10.T.
8. AIRPORT ELEVATION CHANGED FROM 410 TO 411, ADDED CHART APT EL 411 IN ADDITIONAL FLIGHT DATA - AIRPORT ELEVATION UPDATED IN AIRNAV.
9. CHANGED CIRCLING MDA/HAA CAT A/B FROM 900/490 TO 900/489, RAISED CAT C FROM 900/490 TO 920/509, CAT D FROM 960/550 TO 1100/689 - NEW CIRCLING RADII ADDED TO MATCH OTHER PROCEDURES AT KPAH WITH NEW OBSTACLE EVALUATION/AIRPORT ELEVATION UPDATED IN AIRNAV FROM 410 TO 411.
10. CHANGED CHART NOTE: FROM VISIBILITY REDUCTION BY HELICOPTERS NA TO RWY 23 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 NOT AUTHORIZED - IAW 8260.19H PARA 8-6-11K(3).
11. ADDED 20:1 IS CLEAR TO LINE 7 - NEW 8260-3 FORM/20:1 PENETRATIONS DID NOT EXIST PREVIOUSLY.
12. REMOVED CHART NOTE: CIRCLING TO RWY 14 NA AT NIGHT - MATCHED TO OTHER CIRCLING PROCEDURES AT KPAH, NO 20:1 PENETRATIONS IN OBSTACLE EVALUATION.
13. REMOVED CHART NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}) - ANGLES AND TCH WITHIN COINCIDENT TOLERANCE IAW 8260.19H PARA 8-6-9M.
14. CHANGED CHART FAS OBSTACLE IN ADDITIONAL FLIGHT DATA; FROM 550 TOWER 370547N/0884235W TO 526 TOWER 370406N/884619W - NEW OBSTACLE EVALUATION.
15. CRC REMAINDER CHANGED FROM FF13EDF5 TO FE67CB9D - LTP/FTP LAT/LONG UPDATED FROM 370358.9865N/0884557.9310W TO 370358.9913N/0884557.9280W AND UPDATED FPAP LAT/LONG FROM 370254.4800N/0884714.8300W TO 370254.4861N/0884714.8234W.
16. CHANGED ALTERNATE MINIMA FROM STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE TO STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE - CAT D VISIBILITY HIGHER THAN STANDARD 800-2.
17. RAISED CIRCLING CAT D VISIBILITY FROM 2 TO 2 1/2 - NEW CIRCLING CRITERIA TO MATCH OTHER PROCEDURES AT KMDH WITH UPDATED VISCHECK PER 8260.3D TABLE 3-3-7.
18. UPDATED WAAS CHANNEL FROM #49001 TO #78243 AND REFERENCE PATH ID: FROM W22A TO W23A - NEW IFP SIAP DOCUMENTATION.

1/11/2021: THIS A CORRECTED COPY OF THE FORM APPROVED ON: 11/17/2020:

1. CHANGED "CHART NOTE: RWY 23 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 NOT AUTHORIZED" TO "CHART NOTE: RWY 23 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED."

1/15/21: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 11/17/20

1. CHANGED LTP/FTP COORDINATES FROM 370358.9913N/0884557.9280W TO 370358.9910N/0884557.9280W
2. CHANGED FPAP COORDINATES FROM 370254.4861N/0884714.8234W TO 370254.4860N/0884714.8230W

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZMP, AMGR, PAH ATCT, ATL FPT

FLIGHT CHECKED BY

GEORGE EDWARD SEARLES

Digitally signed by

JON DENTON

Jan 15, 2021

OFFICE

FIOG

DATE

11/10/2020

DEVELOPED BY

WARDELL HENNING

Digitally signed by

JON DENTON

Jan 15, 2021

OFFICE

AJV-A432

DATE

03/05/2020

APPROVED BY

GEORGE DAVIS

Digitally signed by

JON DENTON

Jan 15, 2021

OFFICE

AJV-A430

DATE

TITLE
MANAGER



FAS DATA BLOCK INFORMATION

| <u>DATA FIELD</u> | <u>DATA</u> |
|--|---------------|
| OPERATION TYPE | 0 |
| SBAS SERVICE PROVIDER IDENTIFIER | 0 |
| AIRPORT IDENTIFIER | KPAH |
| RUNWAY | RW23 |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W23A |
| LTP/FTP LATITUDE | 370358.9910N |
| LTP/FTP LONGITUDE | 0884557.9280W |
| LTP/FTP ELLIPSOIDAL HEIGHT | +00878 |
| FPAP LATITUDE | 370254.4860N |
| FPAP LONGITUDE | 0884714.8230W |
| THRESHOLD CROSSING HEIGHT (TCH) | 00050.0 |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F |
| GLIDEPATH ANGLE (GPA) | 03.00 |
| COURSE WIDTH AT THRESHOLD | 106.75 |
| LENGTH OFFSET | 0768 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 50.0 |
| CRC REMAINDER | FE67CB9D |

ADDITIONAL PATH POINT RECORD INFORMATION

| | |
|-------------------------|--------|
| ICAO CODE | K5 |
| LTP ORTHOMETRIC HEIGHT | +01163 |
| FPAP ORTHOMETRIC HEIGHT | +01163 |

