

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> 51R | <u>PROCEDURE NAME</u> RNAV (GPS) RWY 19 | <u>ORIGINAL/AMENDMENT</u> 1 | <u>CITY</u> MADISONVILLE | <u>STATE</u> TX |
| <u>AIRPORT ELEVATION</u> 287 | <u>TDZE</u> 287 | <u>SUPERSEDED</u> RNAV (GPS) RWY 18 | <u>ORIGINAL/AMENDMENT</u> ORIG-C | <u>DATED</u> 11/07/2019 |
| <u>FACILITY</u> RNAV | <u>COORDINATES OF FACILITIES</u> | <u>ACTUAL EFFECTIVE DATE</u> 26 DECEMBER 2024 | <u>REQUIRED EFFECTIVE DATE</u> ROUTINE | <u>MAG VAR</u> 2E |
| | | | | <u>EPOCH YEAR</u> 2025 |
| | | | | <u>CANCEL/SUSPEND</u> |

TERMINAL ROUTES

| FROM | FIX TYPE | TO | FIX TYPE | LEG TYPE | FO/FB | RNP | COURSE | DISTANCE | ALTITUDE |
|-----------------------|----------|-----------------------|----------|----------|-------|------|--------|----------|----------|
| STYCK | IAF | HESST | | TF | FB | 1.00 | 136.62 | 3.87 | 2000 |
| HESST | IF | NALSY | | TF | FB | 1.00 | 188.12 | 5.00 | 1800 |
| NALSY | FAF | PAGME/2.50 NM TO RW19 | | TF | FB | 0.30 | 188.09 | 2.13 | |
| PAGME/2.50 NM TO RW19 | | RW19 | MAP | TF | FO | 0.30 | 188.09 | 2.50 | |
| RW19 | MAP | 1500 MSL | | CA | | | 188.09 | | 1500 |
| 1500 MSL | | STYCK | | DF | FO | 1.00 | | | 2100 |

MISSED APPROACH

MAP:

LNAV: RW19

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 2100 DIRECT STYCK AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF
- (IAF)
2. PROFILE STARTS AT HESST
3. FAC: 188.09
- FAF: NALSY
- DIST FAF TO MAP: 4.63
- DIST FAF TO THLD: 4.63
4. MIN ALT: HESST 2000, NALSY 1800, PAGME/2.50 NM TO RW19 1120
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 NOT CLEAR
- TCH:
8. MSA FROM: RW19 3000



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: PROCEDURE NA AT NIGHT.
CHART NOTE: RWY 19 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART NOTR: USE UTS ALTIMETER SETTING.

ADDITIONAL FLIGHT DATA:

CHART UTS ASOS.
HOLD NW, RT, 136.62 INBOUND.
CHART FAS OBST: 410 TOWER (48-192301) 305558N/0955658W.
NASLY TO RW19: 3.00/40.

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 | 720 | 1 | 433 | 720 | 1 | 433 | | NA | | | NA | | | | |

CHANGES - REASONS

1. RUNWAY NUMBER CHANGED FROM RWY 18 TO RWY 19 - UPDATED MAGVAR FROM 7E/1980 TO 2E/2025.
2. TERMINAL ROUTES: CHANGED "LOA VORTAC" TO "STYCK" – CO-LOCATED WP, PER ACT REQUEST/FPT CHECKLIST.
3. TERMINAL ROUTES: CHANGED ALL INBOUND COURSES BY 5 DEGREES, HESST TO NALSY SEGMENT "183.11" TO 188.12" – UPDATED MAGVAR FROM 7E/1980 TO 2E/2025, FAF MOVED S 22.02 FEET.
4. TERMINAL ROUTES: ADDED PAGME STEPDOWN SEGMENT – MITIGATED HIGHER CONTROLLING OBSTACLE, LOWERED MDA TO CURRENTLY PUBLISHED.
5. TERMINAL ROUTES: ADDED CA SEGMENT TO 1500 MSL – CURRENT DOCUMENTATION STANDARDS.
6. MISSED APPROACH: CHANGED "CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 2100 DIRECT LOA VORTAC AND HOLD" TO "CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 2100 DIRECT STYCK AND HOLD" - CO-LOCATED WP, PER ACT REQUEST/FPT CHECKLIST.
7. PROFILE LINE 3: ADDED "DIST FAF TO MAP: 4.63" - IAW 8260.19J 8-6-7(C)3.
8. PROFILE LINE 4: ADDED "PAGME/2.50 NM TO RW19 1120" – LOWERED MDA TO CURRENTLY PUBLISHED.
9. PROFILE LINE 7: ADDED "34:1/20:1 IS NOT CLEAR" – NO SURVEY, ASSUMED PENETRATIONS.
10. PROFILE LINE 8: CHANGED MSA FROM "RW18 3100" TO RW19 3000" – RUNWAY NUMBER CHANGED, NEW CONTROLLING OBSTACLE.
11. PBN REQUIREMENTS: CHANGED "RNP APCH" TO "RNP APCH – GPS" – IAW 8260.19J 8-6-8 D.
12. CHANGED "CHART NOTE: RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED" TO "CHART NOTE: RWY 19 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED" – UPDATED MAGVAR FROM 7E/1980 TO 2E/2025.
13. CHANGED "USE HUNTSVILLE MUNI ALTIMETER SETTING" TO "CHART NOTE: USE UTS ALTIMETER SETTING" – IAW 8260.19J 8-6-10E(8).
14. ADDITIONAL FLIGHT DATA: CHANGED "CHART HUNTSVILLE ASOS 119.426" TO "CHART UTS ASOS" – PRIMARY ALTIMETER IS REMOTE.
15. ADDITIONAL FLIGHT DATA: CHANGED "FAS OBST: 399 TREE 305509/955636" TO "CHART FAS OBST: 410 TOWER (48-192301) 305558N/0955658W" – NEW CONTROLLING OBSTACLE.
16. ADDITIONAL FLIGHT DATA: REMOVED "CHART: 442 TREE 305954/955621" – CURRENT DOCUMENTATION STANDARDS.
17. ADDITIONAL FLIGHT DATA: REMOVED "FINAL SEGMENT: TF" – NO LONGER REQUIRED.
18. ADDITIONAL FLIGHT DATA: CHANGED "NALSY WP TO RW18: 3.00/40" TO "NALSY TO RW19: 3.00/40" – UPDATED MAGVAR, RUNWAY NUMBER.



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: AMGR, ST AV DIR, ZHU

FLIGHT CHECKED BY

NICHOLAS A VARNER

Digitally signed by
JOSEPH L ZEDER
Sep 10, 2024

OFFICE

FPO

DATE

08/29/2024

DEVELOPED BY

CASIMIR L. TABAKA (ROBERT A. SWINSON)

Digitally signed by
JOSEPH L ZEDER
Sep 10, 2024

OFFICE

AJV-A432

DATE

06/25/2024

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by
JOSEPH L ZEDER
Sep 10, 2024

OFFICE

AJV-A432

DATE

TITLE
MANAGER

