

U.S. Department of Transportation
Federal Aviation Administration

RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR 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	LNAV: MIKSY											
RADOM (40E)	SOQSY (TF) (FB) (40E) (43A)	178.92/8.22	7500	CLIMB TO 6000 DIRECT CEBEM AND VIA 314.13 TRACK TO HEVRO, AND RIGHT TURN VIA 072.17 TRACK TO BANYO AND HOLD.											
SOQSY (IAF) (40E) (43A)	JAFBY (TF) (FB) (40E) (42S)	178.89/4.00	5800												
JAFBY (40E)	KNOBB (TF) (FB) (40E) (41E)	178.89/6.00	4600												
KNOBB (IF) (40E) (43I)	JERGI (TF) (FB) (40E) (43F)	253.66/6.00	3100												
MIKSY (MAP) (40E) (41Y) (43M)	1878 MSL (CA) (42M)	253.59													
1878 MSL	CEBEM (DF) (FB) (40E)			ADDITIONAL FLIGHT DATA: HOLD SE, LT, 336.00 INBOUND CHART FAS OBST: 2107 ANTENNA 334049N/1120240W ROUTE TYPE DESCRIPTION: A, R APPROACH ROUTE QUALIFIER 2: C JERGI TO RW25L: 6.80/40											
CEBEM (40E)	HEVRO (TF) (FB) (40E)	314.13/10.07													
HEVRO (40E)	BANYO (TF) (FO) (40E) (41E) (43H)	072.17/16.99	6000												
1. PT NA SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)				MAG VAR: 12E EPOCH YEAR: 00											
2. PROFILE STARTS AT KNOBB															
3. FAC: 253.59 FAF: JERGI DIST FAF TO MAP: 2.03 THLD:															
4. MIN. ALT: KNOBB 4600, JERGI 3100															
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 100 HAT: GS ANT:															
6. MIN GS INCPT: GS ALT AT: OM: MM: IM:															
7. GS ANGLE: TCH:															
8. MSA FROM: MIKSY 7400															
MINIMUMS															
TAKEOFF:	STANDARD	X	SEE FAA FORM 8260-15A	FOR THIS AIRPORT	ALTERNATE: N A	#									
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
CIRCLING	2400	1 1/4	922	2420	1 1/4	942	2420	2 3/4	942		NA				
NOTES: CHART NOTES: DME/DME RNP-0.3 NA. CHART NOTES: WHEN VGSI INOP, CIRCLING TO RWY 25R NA AT NIGHT. CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE PHOENIX SKY HARBOR INTL ALTIMETER SETTING AND INCREASE ALL MDAs 100 FEET. CIRCLING NA AT NIGHT N OR RWY 7R-25L.															
CITY AND STATE				ELEVATION: 1478 TDZE:		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP:			
PHOENIX, AZ				AIRPORT NAME:		RNAV		AUG 30 2007 RNAV (GPS)-B, ORIG-A				AMDT: ORIG			
				PHOENIX DEER VALLEY								DATE MAY 12 2005			

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TERMINAL ROUTES				MISSED APPROACH											
FROM	T O	COURSE AND DISTANCE	ALTITUDE												
RADOM (40E)	SOQSY (TF) (FB) (40E) (41E) (43A)	178.92/8.22	7500	LNAV: MIKSY											
SOQSY (IAF) (40E) (43A)	JAFBY/6.00 NM TO KNOBB (TF) (FB) (40E) (42S)	178.89/4.00	5800												
JAFBY (40E)	KNOBB (TF) (FB) (40E) (41E) (43B)	178.89/6.00	4600	CLIMB TO 5000 DIRECT CEBEM AND VIA 314.13 TRACK TO HEVRO, AND RIGHT TURN VIA 072.17 TRACK TO BANYO AND HOLD.											
KNOBB (IF) (40E) (43I)	JERGI (TF) (FB) (40E) (43F)	253.66/6.00	3100												
MIKSY (MAP) (40E) (41Y) (43M)	1878 MSL (CA) (42M)	253.59		ADDITIONAL FLIGHT DATA: HOLD SE, LT, 336.00 INBOUND FAS OBST: 2107 ANTENNA 334049N/1120240W ROUTE TYPE DESCRIPTION: A, P APPROACH ROUTE QUALIFIER 2: C JERGI TO RW25L: 6.80/40.											
1878 MSL	CEBEM (DF) (FB) (40E) (41E)														
CEBEM (40E)	HEVRO (TF) (FB) (40E)	314.13/10.07													
HEVRO (40E)	BANYO (TF) (FO) (40E) (43H)	072.17/16.99	5000												
1. PT <u>NA</u> SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. PROFILE STARTS AT KNOBB 3. FAC: <u>253.59</u> FAF: <u>JERGI</u> DIST FAF TO MAP: <u>2.03</u> THLD: _____ 4. MIN. ALT: KNOBB 4600, JERGI 3100 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: _____ GS ALT AT: _____ OM: _____ MM: _____ IM: _____ 7. GS ANGLE: _____ TCH: _____ 8. MSA FROM: MIKSY 7400															
				MAG VAR: 12E EPOCH YEAR: 00											
MINIMUMS															
TAKEOFF:	STANDARD	☒	SEE FAA FORM 8260-15A FOR THIS AIRPORT	ALTERNATE: N A				#							
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
CIRCLING	2400	1 1/4	922	2420	1 1/4	942	2420	2 3/4	942		NA				
NOTES: CHART NOTES: DME/DME RNP-0.3 NA. CIRCLING NA AT NIGHT N OF RWY 7R-25L.															
CITY AND STATE				ELEVATION: 1478 TDZE:		FACILITY IDENTIFIER:		PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:				SUP:			
PHOENIX, AZ				PHOENIX DEER VALLEY		RNAV		MAY 12 2005 RNAV (GPS)-B, ORIG				AMDT: NONE			
												DATED			

ALL AFFECTED PROCEDURES REVIEWED?		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
☒ YES ☐ NO				*C	
COORDINATED WITH:					
ATA ☐	AAT ☐	ALPA ☐	APA ☐	AOPA ☒	NBAA ☒ OTHER (specify) ☒ PHX TRACON, DVT ATCT, DVT AIRPORT MANAGER
FLIGHT CHECKED BY					
NAME: PENDING			FIFO		DATE:
DEVELOPED BY					
NAME: TONY R. LAWSON			FIFO AVN-130		DATE: 11/23/2004
APPROVED BY					
NAME: DANNY E. HAMILTON			FIFO AVN-130		DATE: FEB 15 2005
CHANGES: 1. THIS REPLACES KDVT GPS-A, ORIG-B 2. FINAL APPROACH FIX MOVED 1 NM TOWARDS AIRPORT 3. DECREASED FAF ALTITUDE FROM 3200 TO 3100 4. INCREASED CAT A CMDA FROM 2380 TO 2400 AND CAT B/C CMDA FROM 2400 TO 2420 5. INCREASED INITIAL STEPDOWN SEGMENT ALTITUDE FROM 4500 TO 4600 6. INCREASED INITIAL ALTITUDE FROM 5000 TO 5800 7. INCREASED FEEDER ALTITUDE FROM 7000 TO 7500 8. DECREASED MSA ALTITUDE FROM 7700 TO 7400 9. ALLOWED ALTERNATE MINIMUMS 10. AMENDED MISSED APPROACH ROUTING TO BANYO 11. AIRPORT ELEVATION CHANGED FROM 1476 TO 1478					
REASONS: 1. SKY HARBOR INTERNATIONAL HAS A VOR/DME-A PROCEDURE 2. CORRECTED INTERMEDIATE MINIMUM SEGMENT LENGTH 3. DESCENT GRADIENT 4. UPDATED OBSTACLE INFORMATION 5. AIRSPACE IN INITIAL SEGMENT 6. UPDATED OBSTACLE INFORMATION 7. UPDATED OBSTACLE INFORMATION 8. UPDATED OBSTACLE INFORMATION 9. ALLOWED BY 8260.19 10. BANYO ROUTING DID NOT MEET CURRENT CRITERIA 11. NGS SURVEY DATED 8/10/1998 * EFFECTIVE CONCURRENT WITH KDVT, RNAV (GPS)-C, ORIG					