



## FMS Guided Visuals Chart Effectivity

As of: January 23, 2025

Status	Procedure Chart	Release Date	Effective Date (if different)
Existing	KAPC RNAV H Rwy 24 Rev 0	8 Nov 2024	-
Existing	KBUR RNAV H Rwy 15 Rev 0	5 Jul 2024	-
Existing	KBUR RNAV H Rwy 33 Rev 0	5 Jul 2024	-
Existing	KHCR RNAV H Rwy 4 Rev 0	22 Nov 2024	-
Existing	KHCR RNAV H Rwy 22 Rev 0	22 Nov 2024	-
Existing	KHND RNAV H Rwy 17R Rev 0	16 Feb 2024	-
Existing	KHND RNAV H Rwy 35L Rev 0	16 Feb 2024	-
* New *	<b>KHPN RNAV H Rwy 34 Rev 0</b>	17 Jan 2025	-
Existing	KPDK RNAV H Rwy 3R Rev 0	29 Mar 2024	-
Existing	KPWK RNAV H Rwy 34 Rev 1	15 Sep 2023	-
Existing	KSDL RNAV H Rwy 21 Rev 2	27 Oct 2023	<b>EFF 2 Nov 2023</b>
Existing	KSFO RNAV H Rwy 28R Rev 0	5 Jul 2024	-
Existing	KTEB RNAV H Rwy 1 Rev 3	2 Aug 2024	<b>EFF 8 Aug 2024</b>
* New *	<b>KTRK RNAV H Rwy 11 Rev 0</b>	31 Jan 2025	-
Existing	KTRK RNAV H Rwy 29 Rev 0	13 Sep 2024	-
Existing	KTRM RNAV H Rwy 35 Rev 1	15 Sep 2023	-
* Updated *	<b>KVNY RNAV H Rwy 34L Rev 2</b>	17 Jan 2025	<b>EFF 23 Jan 2025</b>
Existing	MMSL RNAV H Rwy 11 Rev 0	24 May 2024	-
Existing	WSSL RNAV H Rwy 3 Rev 0	8 Nov 2024	-
Existing	WSSL RNAV H Rwy 21 Rev 0	8 Nov 2024	-

KAPC/APC  
NAPA CO

Private

8 NOV 24

19-7

NAPA, CALIF  
RNAV H Rwy 24

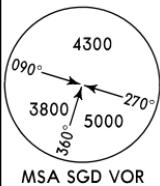
ATIS (ASOS when Twr Inop) 124.05	OAKLAND Center (R) 127.8	*NAPA Tower CTAF 118.7	*Ground 121.7
RNAV Final Apch Crs <b>242°</b>	PC001 <b>640' (604')</b>	Weather Minimums See Below	Apt Elev 36' TDZE 36'

Go-Around: Contact ATC for go-around instructions or advise intentions on CTAF.

GPS and RF Required | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

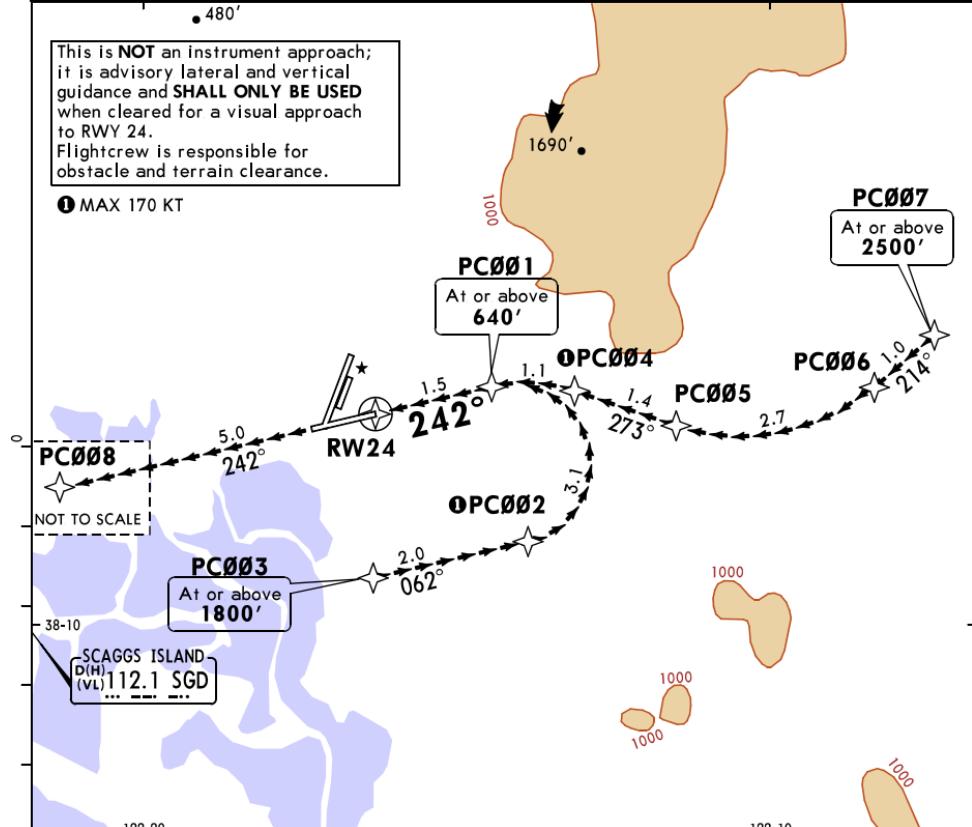
1. FMS advisory guidance only.  
2. Aircraft should be fully configured for landing by PC004/PC002.  
3. Pilot controlled lighting 118.7.

• 480'

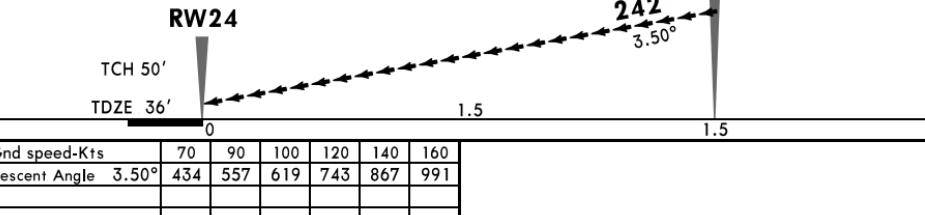


This is NOT an instrument approach; it is advisory lateral and vertical guidance and SHALL ONLY BE USED when cleared for a visual approach to RWY 24. Flightcrew is responsible for obstacle and terrain clearance.

① MAX 170 KT



ADVISORY GUIDANCE ONLY



#### WEATHER MINIMUMS

This is NOT an instrument approach; it is advisory lateral and vertical guidance and SHALL ONLY BE USED when cleared for the Visual Approach RWY 24. Basic VFR Weather Minimums apply

## KAPC RNAV H RUNWAY 24 BRIEFING SHEET

This procedure provides lateral and vertical guidance to accomplish a visual approach to KAPC RWY 24. It is NOT an instrument approach and must only be used in visual conditions. ATC will have no knowledge of this procedure or any of the waypoints that make up the procedure. Prior to using the guidance, the crew must review this briefing sheet.

**Do not request or expect an ATC clearance for the RNAV H RWY 24**

### General

- This procedure may ONLY be used when conducting a visual approach for RWY 24
- The procedure must be loaded by name (RNAV H) from the FMS navigation database. Building the procedure by loading each waypoint individually is not authorized.
- Flight crew is responsible for obstacle and terrain clearance
- The procedure utilizes Radius to Fix (RF) Legs. Direct-To any waypoints anchoring the start of an RF leg is not recommended with large intercept angles.
- Recommend being fully configured for landing by PC004 (arriving from the East) or PC002 (arriving from the West)
- Do not exceed charted speed restrictions.
- Autopilot may be used for the entirety of the visual approach but shall be disconnected by the autopilot minimum use height.
- A missed approach consisting of a straight leg to PC008 on runway heading has been appended to this approach. It is advisory only. If a go-around is executed contact ATC for instructions or advise intentions on CTAF.

**Advisory Lateral and Vertical Guidance ONLY - NOT  
an Instrument Approach**

KBUR/BUR

5 JUL 24

Private

19-2

BURBANK, CALIF  
RNAV H Rwy 15

BOB HOPE

(FOUR STACKS VISUAL APPROACH)

BRIEFING STRIP™

D-ATIS  
Arrival via FIM/PMD VOR only

SOCAL Approach (R)

BURBANK Tower

Ground

Helicopter

134.5

135.125

134.2

118.7

123.9

132.325

RNAV

Final  
Apch Crs

155°

BU010

2300'(1532')

CEIL-VIS

5500-5

Apt Elev 778'

TDZE 768'

Go-Around: Contact ATC for go-around instructions or advise intention on CTAF.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

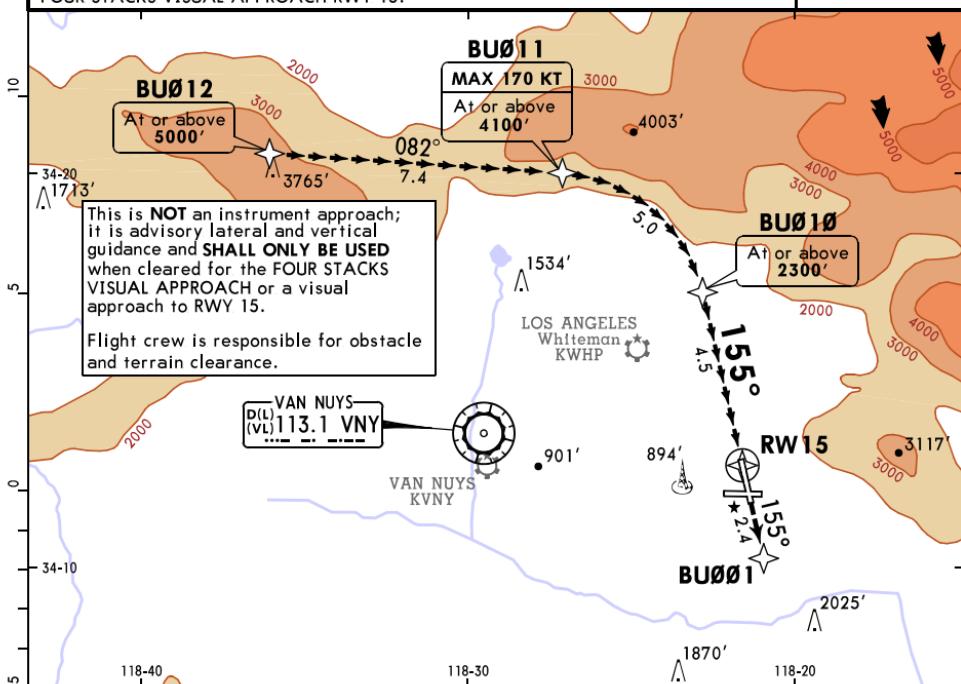
1. GPS and RF required.

2. FMS Advisory guidance only.

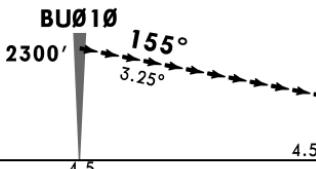
3. This is FMS advisory guidance only, overlaying the lateral path for the FOUR STACKS VISUAL APPROACH RWY 15.



MSA VNY VOR



ADVISORY GUIDANCE ONLY



RW15

TCH 50'

TDZE 768'

Gnd speed-Kts	70	90	100	120	140	160		REIL
Descent Angle	3.25°	403	518	575	690	805	920	VASI-L

## WEATHER MINIMUMS

Ceiling 5500 - Vis 5

This is NOT an instrument approach; it is advisory lateral and vertical guidance and SHALL ONLY BE USED when cleared for the FOUR STACKS VISUAL APPROACH RWY 15.

## **KBUR RNAV H RUNWAY 15 BRIEFING SHEET**

This procedure provides lateral and vertical guidance overlaying the KBUR FOUR STACKS VISUAL APPROACH Rwy 15. It is NOT an instrument approach and must only be used in visual conditions. Prior to using the guidance the crew must review this briefing sheet.

**Do not request or expect an ATC clearance for the RNAV H Rwy 15**

### General

- This procedure may ONLY be used when conducting the FOUR STACKS VISUAL APPROACH or a visual approach to Rwy 15.
- The procedure must be loaded by name (RNAV H) from the FMS navigation database. Building the procedure by loading each waypoint individually is not authorized.
- Flight crew is responsible for obstacle and terrain clearance.
- The procedure utilizes Radius to Fix (RF) Legs. Direct-To any waypoints anchoring an RF leg is not authorized.
- Do not exceed charted speed restrictions.
- Autopilot may be used for the entirety of the visual approach but shall be disconnected by the autopilot minimum use height.
- A missed approach consisting of a straight leg to BU001 on runway heading has been appended to this approach. It is advisory only. If a go-around is executed contact ATC for instructions.

**Advisory Lateral and Vertical Guidance ONLY - NOT  
an Instrument Approach**

KBUR/BUR

Private

5 JUL 24

19-3

BOB HOPE

BURBANK, CALIF  
RNAV H Rwy 33

BRIEFING STRIP™

D-ATIS Arrival via FIM/PMD VOR only		SOCAL Approach (R)	BURBANK Tower	Ground	Helicopter
134.5	135.125	134.2	118.7	123.9	132.325
RNAV	Final Apch Crs <b>335°</b>	<b>BU001</b> <b>1200' (464')</b>	Minimuns See Below	Apt Elev 778' TDZE 736'	

Go-Around: Contact ATC for go-around instructions or advise intention on CTAF.

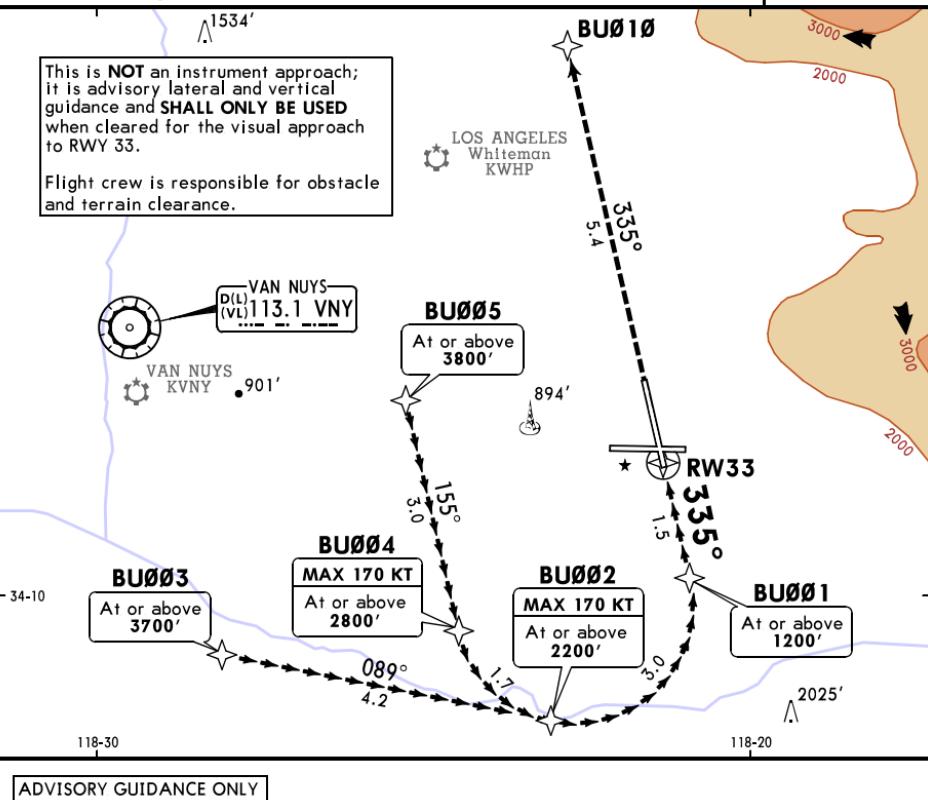
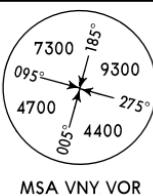
Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. GPS and RF required.

2. FMS Advisory guidance only.



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L
Descent Angle 3.20°	396	510	566	679	793	906	

### WEATHER MINIMUMS

This is NOT an instrument approach; it is advisory lateral and vertical guidance and SHALL ONLY BE USED when cleared for the Visual Approach RWY 33.

Basic VFR Weather Minimums apply

## **KBUR RNAV H RUNWAY 33 BRIEFING SHEET**

This procedure provides lateral and vertical guidance to accomplish a visual approach to KBUR Rwy 33. It is NOT an instrument approach and must only be used in visual conditions. ATC will have no knowledge of this procedure or any of the waypoints that make up the procedure. Prior to using the guidance the crew must review this briefing sheet.

**Do not request or expect an ATC clearance for the RNAV H Rwy 33**

### General

- This procedure may ONLY be used when conducting a visual approach for Rwy 33.
- The procedure must be loaded by name (RNAV H) from the FMS navigation database. Building the procedure by loading each waypoint individually is not authorized.
- Flight crew is responsible for obstacle and terrain clearance.
- The procedure utilizes Radius to Fix (RF) Legs. Direct-To any waypoints anchoring an RF leg is not authorized.
- Recommend being fully configured for landing by BU004/BU002.
- Do not exceed charted speed restrictions.
- Autopilot may be used for the entirety of the visual approach but shall be disconnected by the autopilot minimum use height.
- A missed approach consisting of a straight leg to BU010 on runway heading has been appended to this approach. It is advisory only. If a go-around is executed contact ATC for instructions.

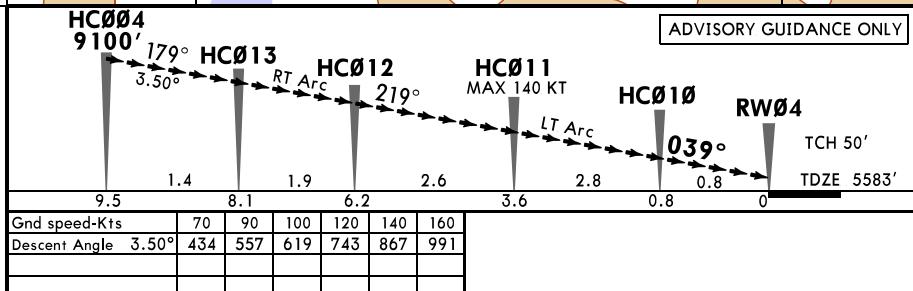
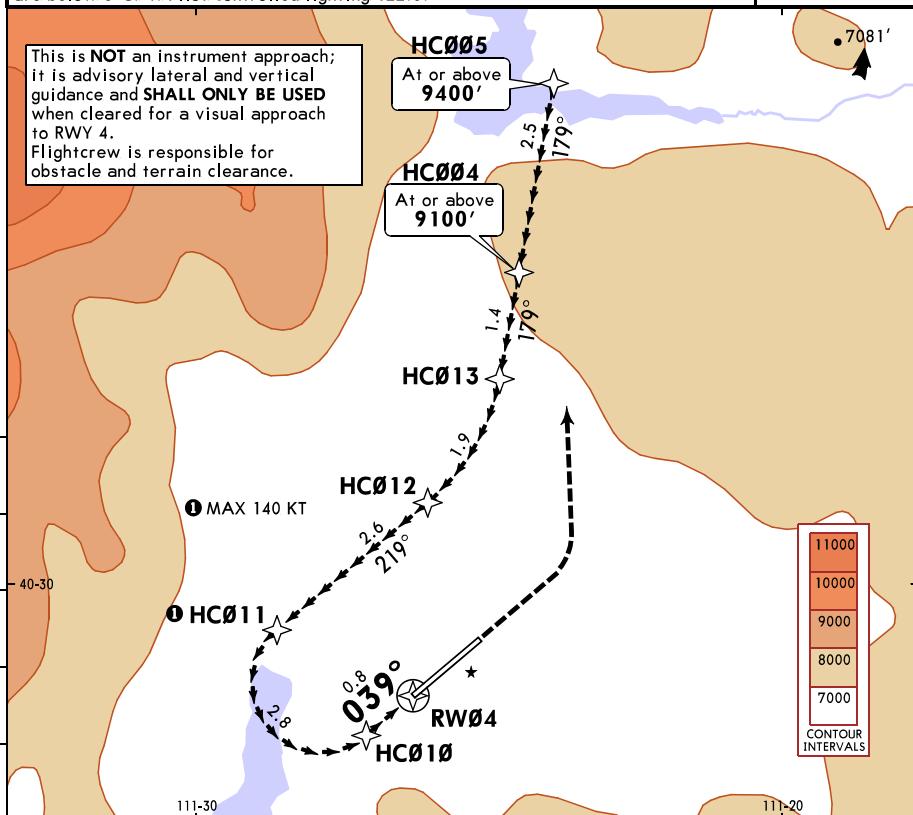
**Advisory Lateral and Vertical Guidance ONLY - NOT  
an Instrument Approach**

AWOS-3PT 124.825		SALT LAKE CITY Approach (R) 119.95		HEBER VALLEY UNICOM CTAF 122.8	
RNAV	Final Apch Crs <b>039°</b>	HC004 <b>9100'</b> (3517')	Weather Minimums See Below	Apt Elev 5637' TDZE 5583'	13,200 MSA RW22

**Go-Around: See Briefing Sheet.**

GPS and RF Required Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. FMS advisory guidance only.
2. Aircraft should be fully configured for landing by HC011.
3. To maintain adequate terrain clearance consider using Temp. Comp. when temps are below 3°C.
4. Pilot controlled lighting 122.8.

**WEATHER MINIMUMS**

This is NOT an instrument approach; it is advisory lateral and vertical guidance and SHALL ONLY BE USED when cleared for the Visual Approach RWY 4. Basic VFR Weather Minimums apply

## KHCR RNAV H RUNWAY 4 BRIEFING SHEET

This procedure provides lateral and vertical guidance to accomplish a visual approach to KHCR Rwy 4. It is NOT an instrument approach and must only be used in visual conditions. ATC will have no knowledge of this procedure or any of the waypoints that make up the procedure. Prior to using the guidance, the crew must review this briefing sheet.

**Do not request or expect an ATC clearance for the RNAV H Rwy 4**

### General

- This procedure may ONLY be used when conducting a visual approach for Rwy 4.
- The procedure must be loaded by name (RNAV H) from the FMS navigation database. Building the procedure by loading each waypoint individually is not authorized.
- Flight crew is responsible for obstacle and terrain clearance.
- The procedure utilizes Radius to Fix (RF) Legs. Direct-To any waypoints anchoring the start of an RF leg is not recommended with large intercept angles.
- Recommend being fully configured for landing by HC011.
- Do not exceed charted speed restrictions (see ball notes on chart).
- Autopilot may be used for the entirety of the visual approach but shall be disconnected by the autopilot minimum use height.
- A missed approach consisting of a climb to 6100', then left turn direct to HC005 while continuing to climb has been appended to this approach. It is advisory only. If a go-around is executed advise intentions on CTAF.

**Advisory Lateral and Vertical Guidance ONLY - NOT  
an Instrument Approach**

AWOS-3PT 124.825	SALT LAKE CITY Approach (R) 119.95	HEBER VALLEY UNICOM CTAF 122.8
RNAV	Final Apch Crs <b>219°</b>	HC005 <b>9400'</b> (3763')
Weather Minimums See Below		
Apt Elev 5637' TDZE 5637'		
13,200 MSA RW22		

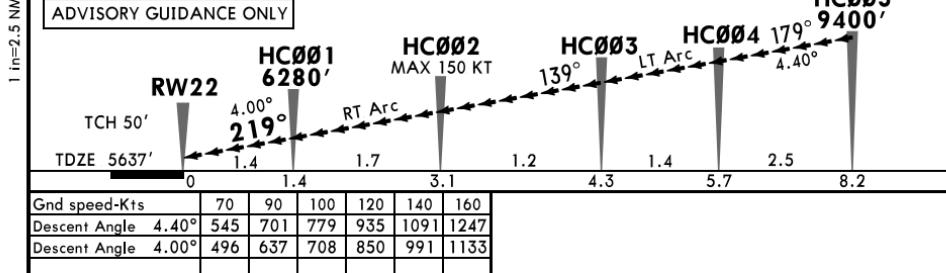
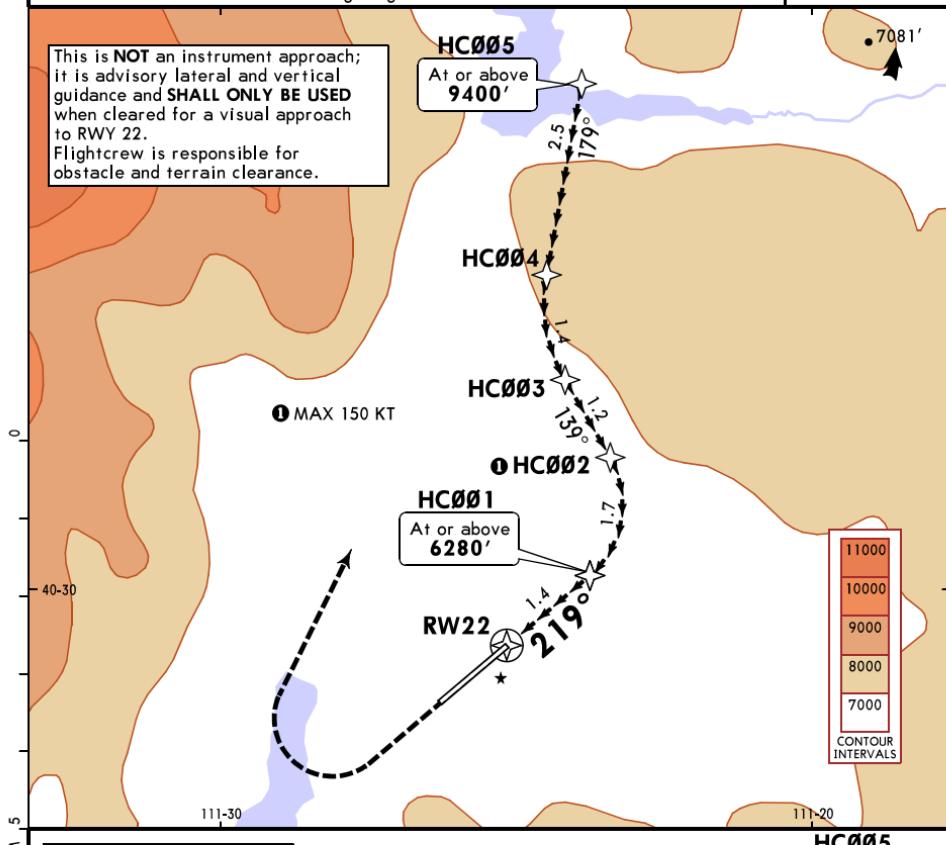
Go-Around: See Briefing Sheet.

GPS and RF Required Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. FMS advisory guidance only.

2. Aircraft should be fully configured for landing by HC005.

3. To maintain adequate terrain clearance consider using Temp. Comp. when temps are below 3°C. 4. Pilot controlled lighting 122.8.



## WEATHER MINIMUMS

This is NOT an instrument approach; it is advisory lateral and vertical guidance and SHALL ONLY BE USED when cleared for the Visual Approach RWY 22. Basic VFR Weather Minimums apply

**KHCR RNAV H RUNWAY 22 BRIEFING SHEET**

This procedure provides lateral and vertical guidance to accomplish a visual approach to KHCR Rwy 22. It is NOT an instrument approach and must only be used in visual conditions. ATC will have no knowledge of this procedure or any of the waypoints that make up the procedure. Prior to using the guidance, the crew must review this briefing sheet.

**Do not request or expect an ATC clearance for the RNAV H Rwy 22**

**General**

- This procedure may ONLY be used when conducting a visual approach for Rwy 22.
- The procedure must be loaded by name (RNAV H) from the FMS navigation database. Building the procedure by loading each waypoint individually is not authorized.
- Flight crew is responsible for obstacle and terrain clearance.
- The procedure utilizes Radius to Fix (RF) Legs. Direct-To any waypoints anchoring the start of an RF leg is not recommended with large intercept angles.
- Recommend being fully configured for landing by HC002.
- Do not exceed charted speed restrictions (see ball notes on chart).
- Autopilot may be used for the entirety of the visual approach but shall be disconnected by the autopilot minimum use height.
- A missed approach consisting of a climb to 6100', then right turn direct to HC005 while continuing to climb has been appended to this approach. It is advisory only. If a go-around is executed advise intentions on CTAF.

**Advisory Lateral and Vertical Guidance ONLY - NOT  
an Instrument Approach**

**KHND/HSH**  
HENDERSON EXECUTIVE

Private  
16 FEB 24 49-7

LAS VEGAS, NEV  
RNAV H Rwy 17R

BRIEFING STRIP™

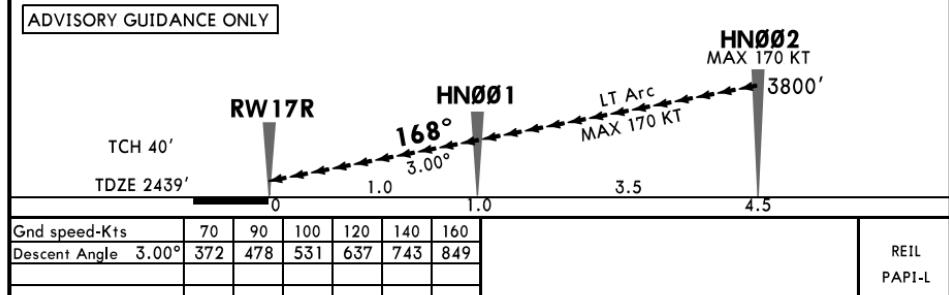
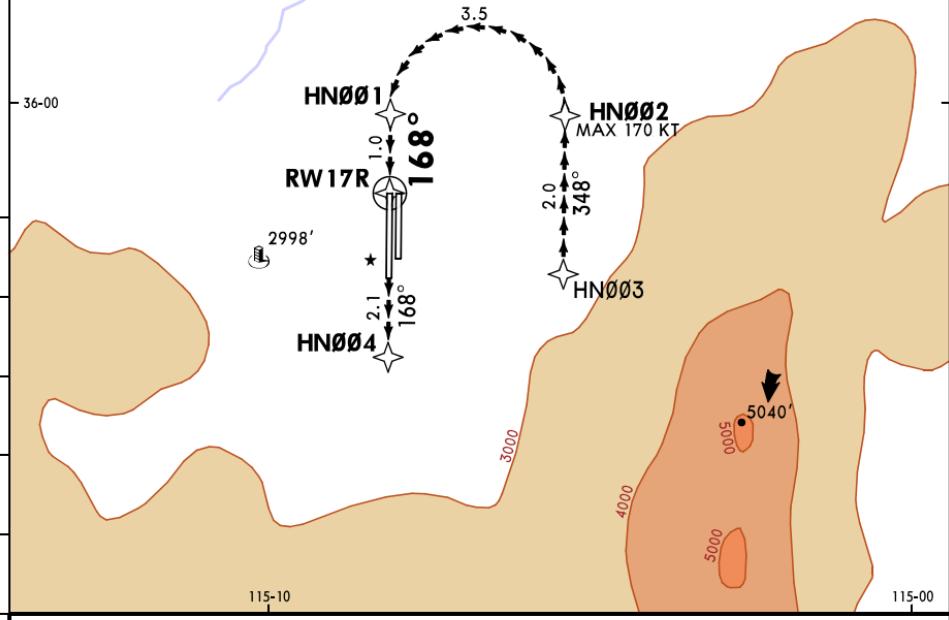
ATIS (AWOS-3PT when Twr inop) <b>120.775</b>		LAS VEGAS Approach (R) <b>125.475</b>	*HENDERSON Tower CTAF 125.1	*Ground <b>127.8</b>
RNAV	Final Apch Crs <b>168°</b>	HN002 <b>3800'(1361')</b>	Minims See Below	Apt Elev 2491' TDZE 2439'
<b>Go Around: Contact ATC for go-around instructions or advise intention on CTAF.</b>				
Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
1. GPS and RF required. 2. FMS Advisory guidance only. 3. Aircraft should be fully configured for landing by HN002. 4. Pilot controlled lighting 125.1.				

12,300

MSA RW17R

This is **NOT** an instrument approach; it is advisory lateral and vertical guidance and **SHALL ONLY BE USED** when cleared for a visual approach to RWY 17R.

Flight crew is responsible for obstacle and terrain clearance.



#### WEATHER MINIMUMS

This is **NOT** an instrument approach; it is advisory lateral and vertical guidance and **SHALL ONLY BE USED** when cleared for the Visual Approach RWY 17R.

Basic VFR Weather Minimums apply

## KHND RNAV H RUNWAY 17R BRIEFING SHEET

This procedure provides lateral and vertical guidance to accomplish a visual approach to KHND Rwy 17R. It is NOT an instrument approach and must only be used in visual conditions. ATC will have no knowledge of this procedure or any of the waypoints that make up the procedure. Prior to using the guidance the crew must review this briefing sheet.

### General

- This procedure may ONLY be used when conducting a visual approach for Rwy 17R.
- The procedure must be loaded by name (RNAV H) from the FMS navigation database. Building the procedure by loading each waypoint individually is not authorized.
- Flight crew is responsible for obstacle and terrain clearance.
- Do not request or expect an ATC clearance for the RNAV H Rwy 17R.
- The procedure utilizes Radius to Fix (RF) Legs. Direct-To any waypoints anchoring an RF leg is not authorized.
- Recommend being fully configured for landing by HN002.
- Do not exceed 170 KT inside of HN002.
- Autopilot may be used for the entirety of the visual approach but shall be disconnected by the autopilot minimum use height.
- A missed approach consisting of a straight leg to HN004 on runway heading has been appended to this approach. It is advisory only. If a go-around is executed contact ATC for instructions.

**Advisory Lateral and Vertical Guidance ONLY - NOT  
an Instrument Approach**

ATIS (AWOS-3PT when TWR inop) <b>120.775</b>	LAS VEGAS Approach (R) <b>125.475</b>	*HENDERSON Tower CTAF <b>125.1</b>	*Ground <b>127.8</b>
----------------------------------------------------	------------------------------------------	---------------------------------------	-------------------------

RNAV      Final Apch Crs **348°**  
**3000'** (509')

Minims  
See Below

Apt Elev 2491'  
TDZE 2491'

\*Ground  
**127.8**

Go Around: Contact ATC for go-around instructions or advise intention on CTAF.

Alt Set: INCHES

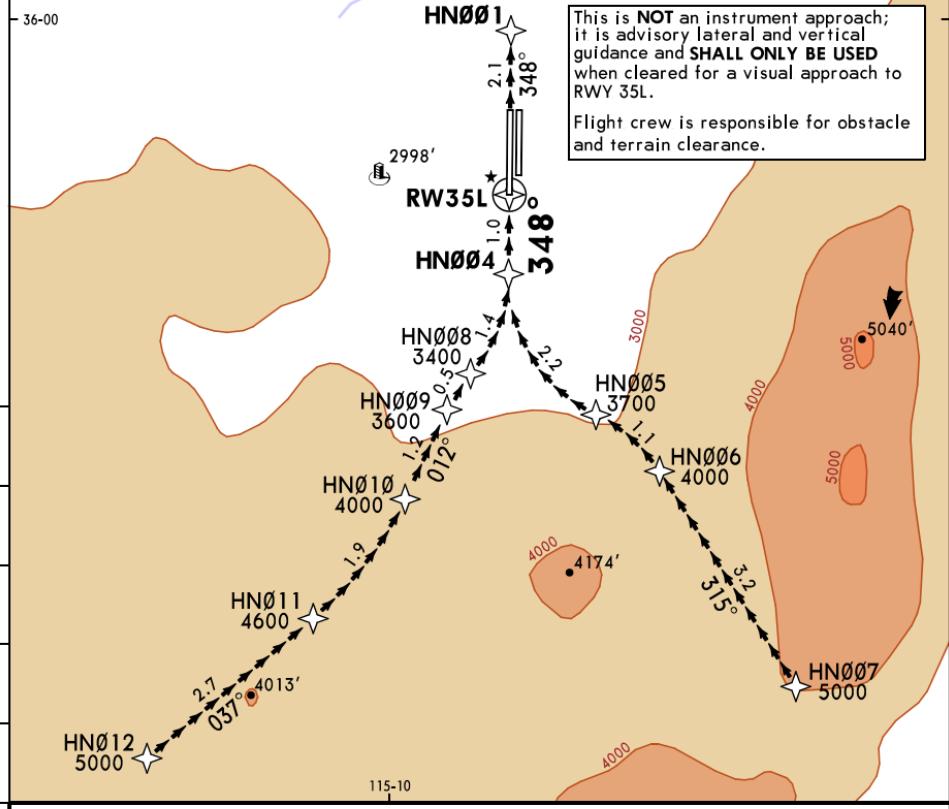
Trans level: FL 180

Trans alt: 18000'

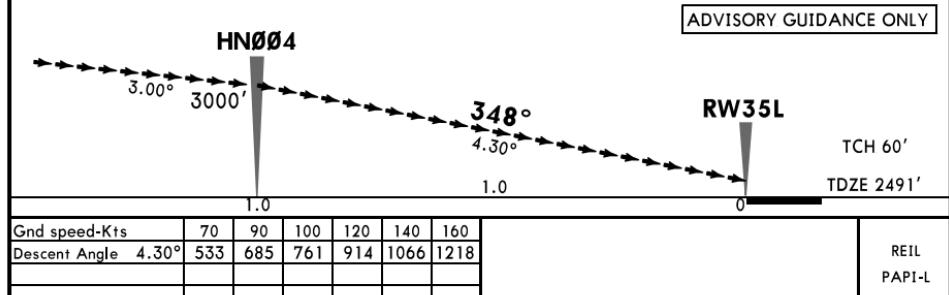
1. GPS and RF required.
2. FMS Advisory guidance only.
3. Aircraft should be fully configured for landing by HN005/HN009.
4. Pilot controlled lighting 125.1

**11,300**

MSA RW35L



ADVISORY GUIDANCE ONLY



#### WEATHER MINIMUMS

This is NOT an instrument approach; it is advisory lateral and vertical guidance and SHALL ONLY BE USED when cleared for the Visual Approach RWY 35L.

Basic VFR Weather Minimums apply

## KHND RNAV H RUNWAY 35L BRIEFING SHEET

This procedure provides lateral and vertical guidance to accomplish a visual approach to KHND Rwy 35L. It is NOT an instrument approach and must only be used in visual conditions. ATC will have no knowledge of this procedure or any of the waypoints that make up the procedure. Prior to using the guidance the crew must review this briefing sheet.

### General

- This procedure may ONLY be used when conducting a visual approach for Rwy 35L.
- The procedure must be loaded by name (RNAV H) from the FMS navigation database. Building the procedure by loading each waypoint individually is not authorized.
- Flight crew is responsible for obstacle and terrain clearance.
- Do not request or expect an ATC clearance for the RNAV H Rwy 35L.
- The procedure utilizes Radius to Fix (RF) Legs. Direct-To any waypoints anchoring an RF leg is not authorized.
- Recommend being fully configured for landing by HN005/HN009.
- Autopilot may be used for the entirety of the visual approach but shall be disconnected by the autopilot minimum use height.
- A missed approach consisting of a straight leg to HN001 on runway heading has been appended to this approach. It is advisory only. If a go-around is executed contact ATC for instructions.

**Advisory Lateral and Vertical Guidance ONLY - NOT  
an Instrument Approach**

KHPN/HPN

Private

17 JAN 25

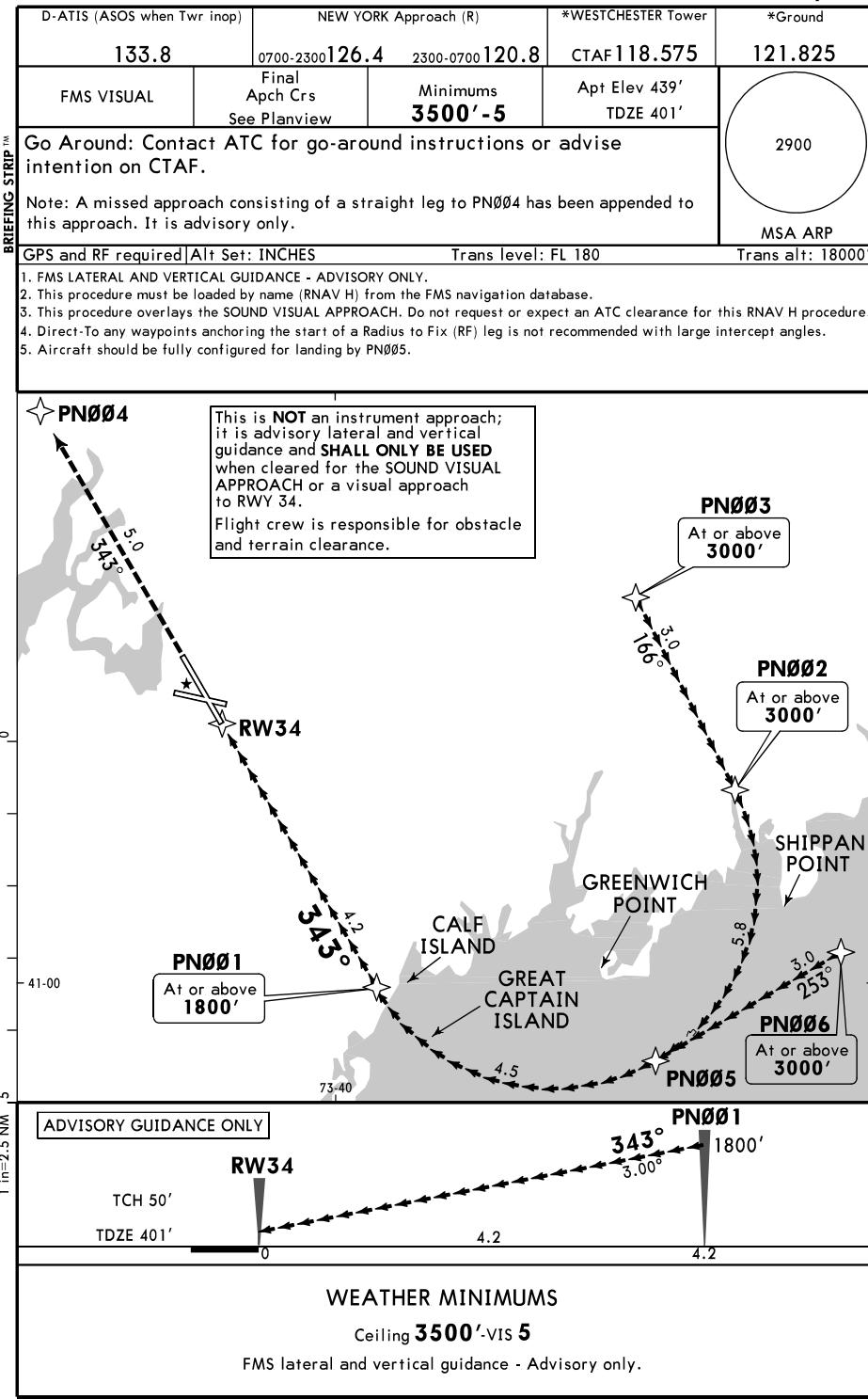
19-7

WHITE PLAINS, NY

RNAV H

WESTCHESTER CO

SOUND VISUAL Rwy 34



KPDK/PDK  
DEKALB-PEACHTREE

Private  
29 MAR 24 (59-1)

ATLANTA, GA  
RNAV H Rwy 3R

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 128.4		ATLANTA Approach (R) 126.975		*PEACHTREE Tower CTAF 120.9	*Ground 121.6
RNAV	Final Apch Crs <b>025°</b>	PD001 <b>1500'</b> (504')	Minimums See Below	Apt Elev 998' TDZE 996'	3700 MSA ARP

Go-Around: Contact ATC for go-around instructions or advise intention on CTAF.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

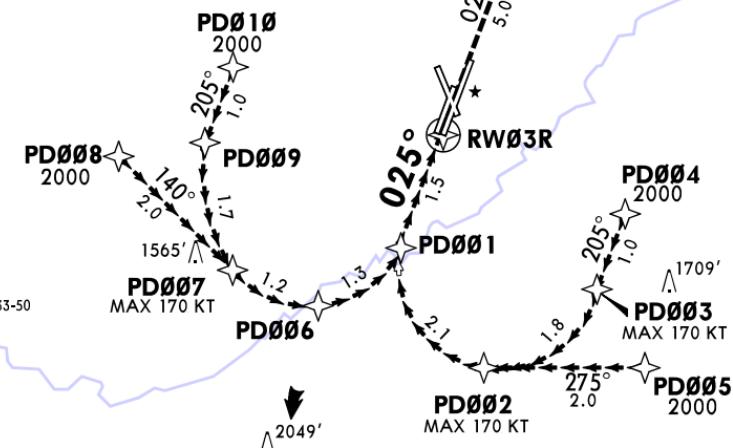
1. GPS and RF required.
2. FMS Advisory guidance only.
3. Do not request or expect an ATC clearance for the RNAV H Rwy 3R.
4. Aircraft should be fully configured for landing by PD007 (using west transition) or PD002 (east transition).
5. Pilot controlled lighting 120.0.

This is NOT an instrument approach; it is advisory lateral and vertical guidance and SHALL ONLY BE USED when cleared for a visual approach to RWY 3R.  
Flight crew is responsible for obstacle and terrain clearance

**PD011**

NOT TO SCALE

1590'



PD002  
MAX 170 KT

PD004

2000

PD003  
MAX 170 KT

1709'

PD005

2000

1565'

1.5

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

2.0

1.4

## KPDK RNAV H RUNWAY 3R BRIEFING SHEET

This procedure provides lateral and vertical guidance to accomplish a visual approach to KPDK Rwy 3R. It is NOT an instrument approach and shall only be used in visual conditions. ATC will have no knowledge of this procedure or any of the waypoints that make up the procedure. Prior to using the guidance the crew must review this briefing sheet.

**Do not request or expect an ATC clearance for the RNAV H Rwy 3R**

### General

- This procedure shall ONLY be used when conducting a visual approach to Rwy 3R.
- The procedure must be loaded by name (RNAV H) from the FMS navigation database. Building the procedure by loading each waypoint individually is not authorized.
- Flight crew is responsible for terrain and obstacle clearance.
- The procedure utilizes Radius to Fix (RF) Legs. Direct-To any waypoints anchoring an RF leg is not authorized.
- Do not exceed charted speed restrictions.
- Autopilot may be used for the entirety of the visual approach but shall be disconnected by the autopilot minimum use height.
- A missed approach consisting of a straight leg to PD011 on runway heading has been appended to this approach. It is advisory only. If a go around is executed contact ATC for instructions.

Advisory Lateral and Vertical Guidance ONLY - NOT  
an Instrument Approach

KPWK/PWK

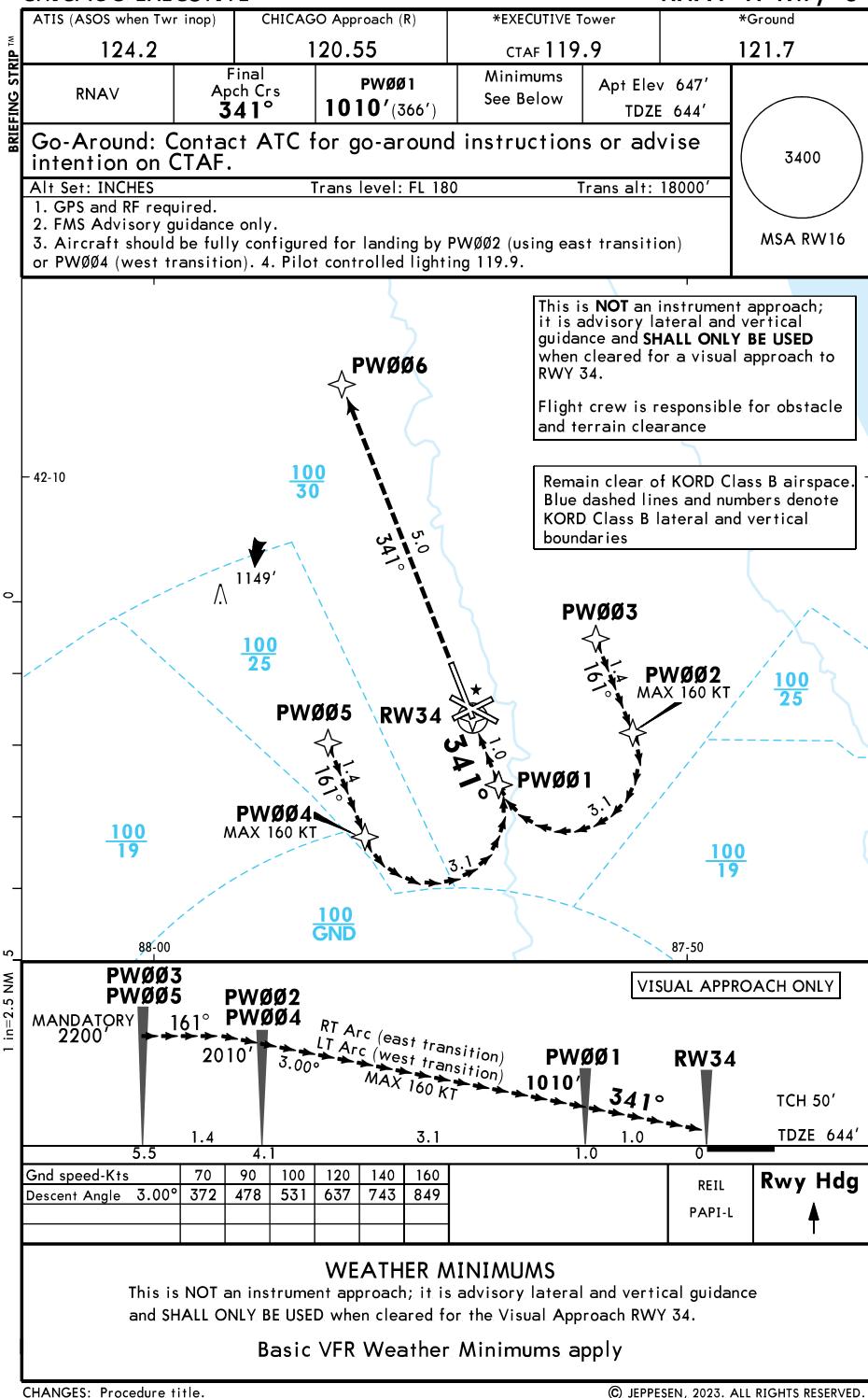
Private

15 SEP 23

49-1

CHICAGO/PROSPECT HEIGHTS/  
WHEELING, ILL  
RNAV H Rwy 34

## CHICAGO EXECUTIVE



**KPWK RNAV H RUNWAY 34 BRIEFING SHEET**

This procedure provides lateral and vertical guidance to accomplish a visual approach to KPWK Rwy 34. It is NOT an instrument approach and shall only be used in visual conditions. ATC will have no knowledge of this procedure or any of the waypoints that make up the procedure. Prior to using the guidance the crew must review this briefing sheet.

**General**

- This procedure shall ONLY be used when conducting a visual approach for Rwy 34.
- Flight crew is responsible for terrain and obstacle clearance.
- Do not expect or request clearance for this procedure from ATC.
- Close adherence to the lateral track is mandatory to remain outside of KORD Class B airspace.
- Transitions for maneuvering on both the east side (PW003) and the west side (PW005) of the airport are provided.
- The procedure utilizes Radius to Fix (RF) Legs. Proceeding Direct-To the initial fix of an RF leg or intercepting an RF leg is not authorized.
- Recommend being fully configured for landing by PW002 (east transition) or PW004 (west transition). Do not exceed 160 KIAS on the Radius to Fix (RF) legs.
- Autopilot may be used for the entirety of the visual approach but shall be disconnected by the autopilot minimum use height.
- A missed approach consisting of a straight leg on runway heading has been appended to this approach. It is advisory only. If a go around is executed contact ATC for instructions.

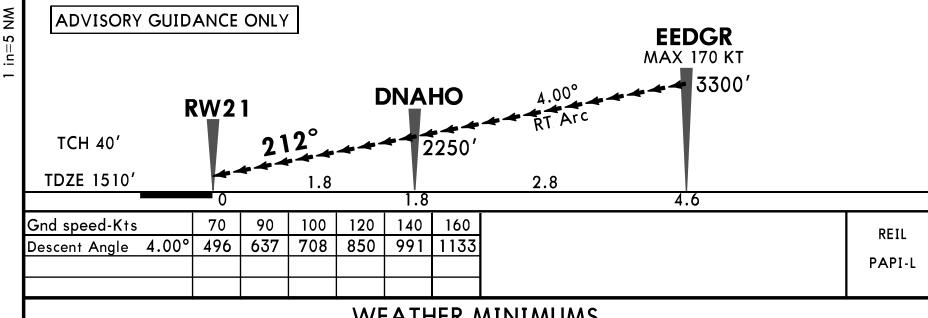
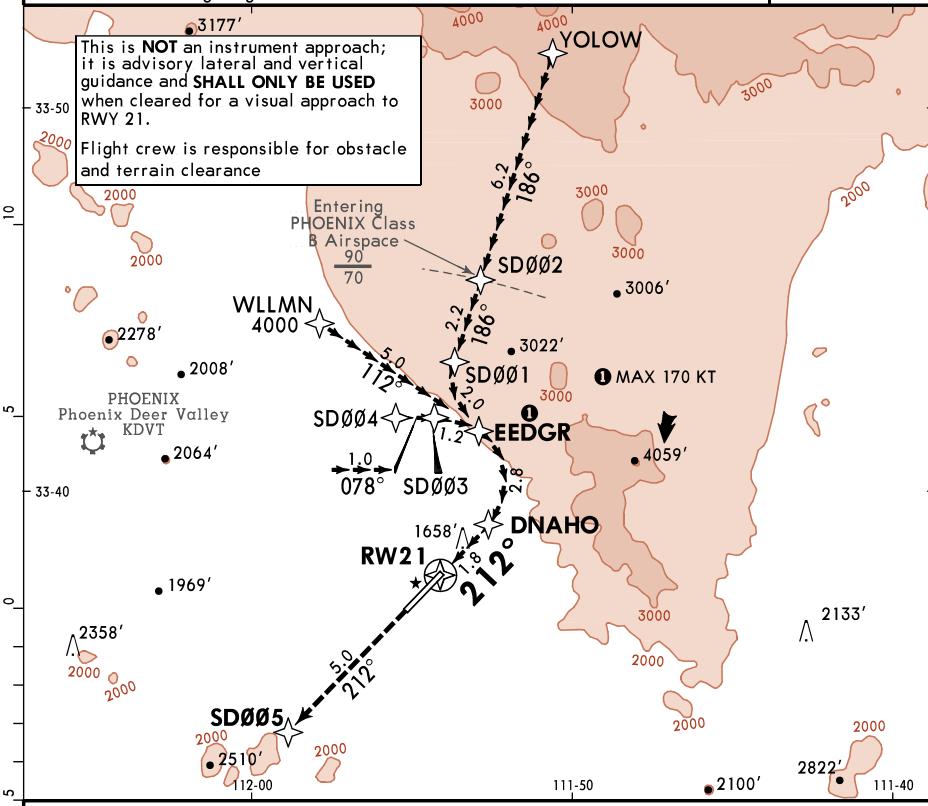
Advisory Lateral and Vertical Guidance ONLY - NOT  
an Instrument Approach

KSDL/SCF  
SCOTTSDALE

Private  
19-1  
27 OCT 23  
Eff 2 Nov

SCOTTSDALE, ARIZ  
RNAV H Rwy 21

ATIS 118.6	PHOENIX Approach (R) 120.7	*SCOTTSDALE Tower CTAF 119.9	*Ground 121.6	*Helicopter 125.5
RNAV	Final Apch Crs <b>212°</b>	EEDGR <b>3300' (1790')</b>	Minimums See Below	Apt Elev 1510' TDZE 1510'
				8800 MSA RW21



#### WEATHER MINIMUMS

This is NOT an instrument approach; it is advisory lateral and vertical guidance and SHALL ONLY BE USED when cleared for the Visual Approach RWY 21.

Basic VFR Weather Minimums apply

## KSDL RNAV H RUNWAY 21 BRIEFING SHEET

This procedure provides lateral and vertical guidance to accomplish a visual approach to KSDL Rwy 21. It is NOT an instrument approach and must only be used in visual conditions. ATC will have no knowledge of this procedure or any of the waypoints that make up the procedure. Prior to using the guidance the crew must review this briefing sheet.

### General

- This procedure may ONLY be used when conducting a visual approach for Rwy 21.
- Flight crew is responsible for obstacle and terrain clearance.
- Do not request or expect an ATC clearance for the RNAV H Rwy 21.
- The procedure utilizes Radius to Fix (RF) Legs. Direct-To any waypoints anchoring an RF leg is not authorized.
- Recommend being fully configured by EEDGR.
- Do not exceed 170 KT inside of EEDGR.
- Autopilot may be used for the entirety of the visual approach but shall be disconnected by the autopilot minimum use height.
- A missed approach consisting of a straight leg on runway heading has been appended to this approach. It is advisory only. If a go-around is executed contact ATC for instructions.

Advisory Lateral and Vertical Guidance ONLY - NOT  
an Instrument Approach

**KSFO/SFO**

Private

5 JUL 24

19-2

## SAN FRANCISCO, CALIF

RNAV H

## QUIET BRIDGE VISUAL Rwy 28R

## SAN FRANCISCO INTL

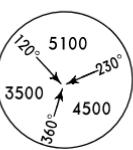
D-ATIS		NORCAL Approach (R)	SAN FRANCISCO Tower		Ground
113.7	115.8	118.85	134.5	120.5	121.8
NAVAIDS- Refer to Planview	Final Apch Crs Rwy 28R <b>284°</b>	No FAF	Refer to Minimums	Apt Elev 13'	5100

MISSED APCH: See below.

Alt Set: INCHES

Trans level: El. 180

Trans alt: 18000



MSA SFO VOR

1. Radar required. 2. Closely spaced parallel visual approaches may be in progress to Rwy 28L utilizing ISFO. 3. Visual guidance and navaid angle: LOC 1GWW (GS 3.00°).

ILS DME 28R SAN MATEO BRIDGE

**284° 111.7 IGWQ SAN MATEO BRIDGE (SE0003)**

(SF03) (D6.0 SFO)

The RNAV H provides advisory lateral and vertical guidance and **SHALL ONLY BE USED** when cleared for the Quiet Bridge Visual to RWY 28R.

Flight crew is responsible for obstacle and terrain clearance.

QUIET BRIDGE VISUAL APPROACH RWY 28R

**From the South:** After SIDBY, fly 330° hdg to intercept SFO R-095 inbound.  
**From the East:** After ARCHI, fly 255° hdg to intercept SFO R-095 inbound.

In the event of a go-around:

Runway 28R, fly heading 280°, climb and maintain 3000' or as directed by Air Traffic Control.

#### **WEATHER MINIMUMS**

SFO Ceiling 2500'- VIS 5

-OR-

SFO Ceiling 1000' - VIS 3 With VIS 5 in Eastern Quadrant ( $030^{\circ}$  clockwise  $120^{\circ}$ )

and San Mateo AWOS Ceiling 2400' - VIS 5

[If San Mateo AWOS inop., use San Carlos (KSQSL) Ceiling of 2400'-VIS 5; San Carlos ATIS on 125.9.]

KSFO/SFO

5 JUL 24

Private

19-2A

SAN FRANCISCO INTL

SAN FRANCISCO, CALIF

RNAV H

QUIET BRIDGE VISUAL Rwy 28R

## KSFO RNAV H RUNWAY 28R BRIEFING SHEET

This procedure provides lateral and vertical guidance overlaying the KSFO Quiet Bridge Visual Rwy 28R. ATC will have no knowledge of this procedure or any of the waypoints that make up the procedure. Prior to using the guidance the crew must review this briefing sheet.

**Do not request or expect ATC clearance for the "RNAV H Rwy 28R"**

### General

- This procedure may ONLY be used when cleared for the Quiet Bridge Visual Rwy 28R.
- The procedure must be loaded by name (RNAV H) from the FMS navigation database. Building the procedure by loading each waypoint individually is not authorized.
- Flight crew is responsible for obstacle and terrain clearance.
- The procedure utilizes Radius to Fix (RF) Legs between SF003-SF001. Direct-To any waypoints anchoring an RF leg is not authorized.
- Autopilot may be used for the entirety of the visual approach but shall be disconnected by the autopilot minimum use height.

### **• NOTE:**

The SFO VOR declination and Airport magnetic variation differ by 3°. Therefore, the FMS course will differ from the charted course by 3°. Regardless of this difference, the resulting ground track of the RNAV H procedure is correct.

**Advisory Lateral and Vertical Guidance ONLY - NOT  
an Instrument Approach**

KTEB/TEB  
TEREBORO

Private  
2 AUG 24 (19-1) Eff 8 Aug

TEREBORO, NJ  
RNAV H Rwy 1

BRIEFING STRIP™

D-ATIS

114.2 132.85

NEW YORK Approach (R)

127.6

TEREBORO Tower

119.5

Ground

121.9

RNAV

Final  
Apch Crs  
**015°**

**TORBY**  
**1300'**(1292')

MDA(H)  
Refer to  
Minimums

Apt Elev 8'  
TDZE 8'

2900

**MISSSED APCH:** Climb to 1000', then climbing LEFT turn to 2000' direct TEBLE, cross TEBLE at or below 2000', then climb to 3000' on track 272° to UBUCK and hold.

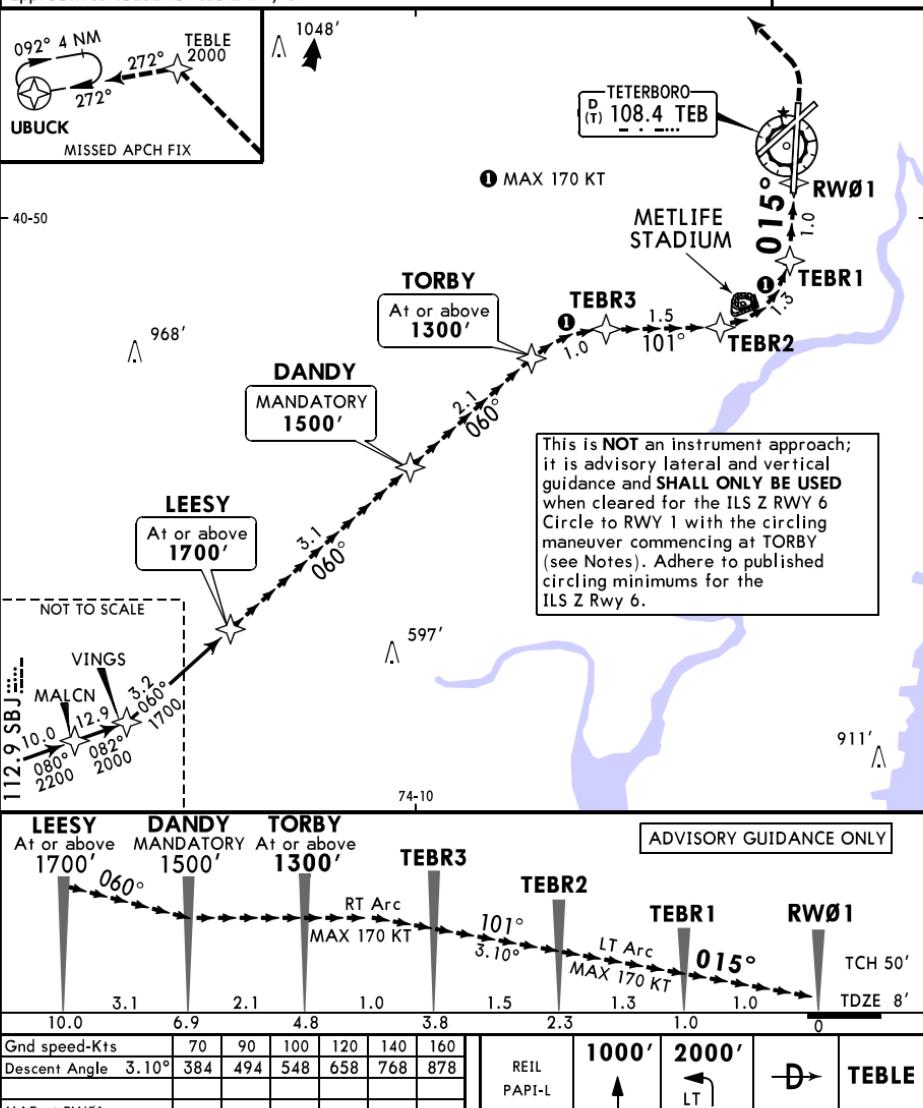
Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. GPS and RF required. 2. FMS Advisory Guidance Only. 3. Recommend being fully configured for landing by TORBY. 4. PF will load RNAV H Rwy 1 (PF must NOT display/preview ILS). 5. PM must display and monitor ILS Z Rwy 6 (Freq 111.75/Course 060°). 6. Arm approach prior to TORBY. 7. Direct-To after DANDY N/A. 8. Missed approach is coded for ILS Z Rwy 6.

MSA TEB VOR  
25 NM



#### WEATHER MINIMUMS

Adhere to published circling minimums for the ILS Z Rwy 6 (Jepp Chart 11-1)

## KTEB RNAV H RUNWAY 1 BRIEFING SHEET

This briefing sheet outlines procedures for using Honeywell's RNAV H to accomplish the Teterboro ILS Z Rwy 6 Circle to Rwy 1. This procedure provides lateral and vertical guidance to accomplish the circling portion of the maneuver beginning at TORBY and including the missed approach for the ILS Z Rwy 6 should it be necessary. This is NOT an instrument approach and should only be used in visual conditions. Prior to using the guidance the crew must review this briefing sheet.

### General

- Flight crew is responsible for terrain and obstacle clearance.
- Do not expect or request a clearance for the RNAV H Rwy 1 from ATC.
- This procedure may ONLY be used when the approach clearance is for the ILS Z Rwy 6, Circle Rwy 1. Adhere to published circling minimums for the ILS Z Rwy 6.
- The procedure utilizes Radius to Fix (RF) Legs. Direct-To any waypoints after DANDY is not authorized.
- Do not exceed 170 KT from TORBY inbound.
- Autopilot may be used for the entirety of the circle but shall be disconnected by the autopilot minimum use height.

### Pilot Flying (PF)

- Load the RNAV H Rwy 1. Do NOT load the ILS Z Rwy 6. Ensure Flight Guidance Controller is selected to the PF. This procedure contains all of the waypoints for the ILS Z 6 beginning at Solberg (SBJ), continuing to the missed approach holding fix at UBUCK. All mandatory altitudes are coded, including the mandatory altitude (1500') at DANDY.
  - Note: the PF must not display/preview the ILS. If the approach is armed with the ILS displayed/previewed, the system automation will switch to short range navigation resulting in the ILS being tracked to runway 6 instead of the circle to runway 1.
- The PF will perform this procedure with Long Range Navigation data displayed throughout the procedure. Arm the approach mode prior to TORBY to capture LNAV and VGP. Vertical path information will be available through touchdown.
- Using the Vectors to Final transition will result in the mandatory altitude at DANDY being removed. The pilot will have to ensure compliance with the constraint manually.

### Pilot Monitoring (PM)

- The PM will monitor the ILS in raw data during the initial approach segment to TORBY. The PM will tune the ILS frequency (111.75) and manually set the inbound course (060°).
- Once VGP is captured, the Altitude Preselect can be set to the missed approach altitude.

Advisory Lateral and Vertical Guidance ONLY - NOT an Instrument Approach

KTRK/TKF  
TRUCKEE-TAHOE

Private

31 JAN 25

19-7

TRUCKEE, CALIF  
RNAV H Rwy 11

D-ATIS  
118.0

OAKLAND Center (R)  
127.95

\*TRUCKEE Tower  
CTAF 120.575

\*Ground  
118.3

FMS VISUAL

Final  
Apch Crs  
See Planview

Visual Approach  
Weather Minimums  
Apply

Apt. Elev. 5904'  
TDZE 5901'

12,000

Go Around: Contact ATC for go-around instructions or advise intention on CTAF.

Note: A missed approach consisting of a climb to 6300', then LEFT turn direct to RK010 while continuing to climb has been appended to this approach. It is advisory only.

MSA KTRK

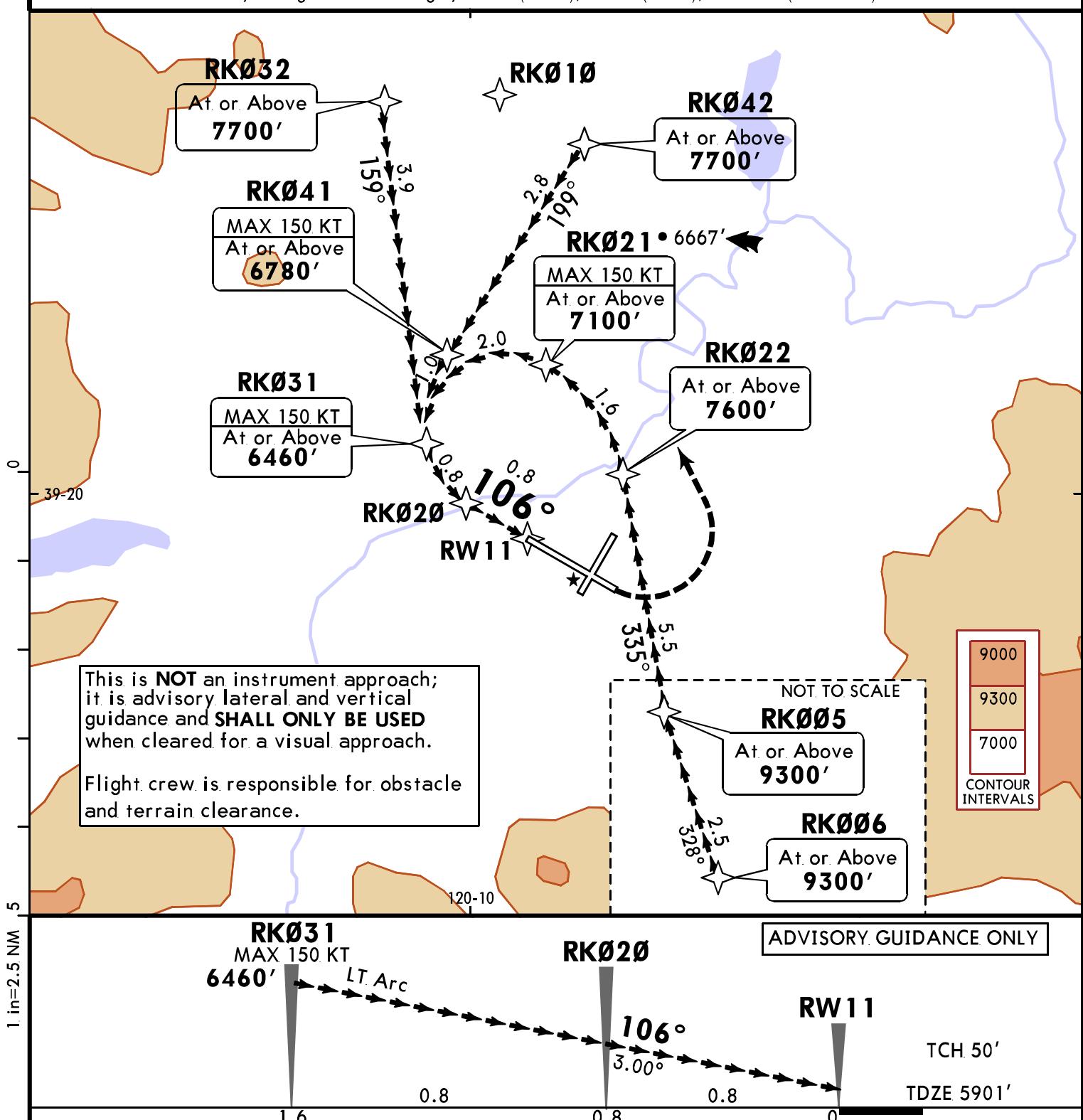
GPS and RF required Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. FMS LATERAL AND VERTICAL GUIDANCE - ADVISORY ONLY.
2. This procedure must be loaded by name (RNAV H) from the FMS navigation database.
3. To maintain designed terrain clearance, use TEMP. COMP. when airport OAT reported below 3°C.
4. Do not request or expect an ATC clearance for this procedure.
5. Direct-To any waypoints anchoring the start of a Radius to Fix (RF) leg is not recommended with large intercept angles.
6. Aircraft should be fully configured for landing by RK022 (south), RK032 (north), or RK042 (northeast).

BRIEFING STRIP™



WEATHER MINIMUMS - Visual Approach Weather Minimums apply

FMS lateral and vertical guidance - Advisory only.

KTRK/TKF  
TRUCKEE-TAHOE

Private  
13 SEP 24 [19-1]

TRUCKEE, CALIF  
RNAV H Rwy 29

D-ATIS 118.0	OAKLAND Center (R) 127.95	*TRUCKEE Tower CTAF 120.575	*Ground 118.3
RNAV	Final Apch Crs <b>286°</b>	RK005 <b>8200' (2307')</b>	Minimums See Below

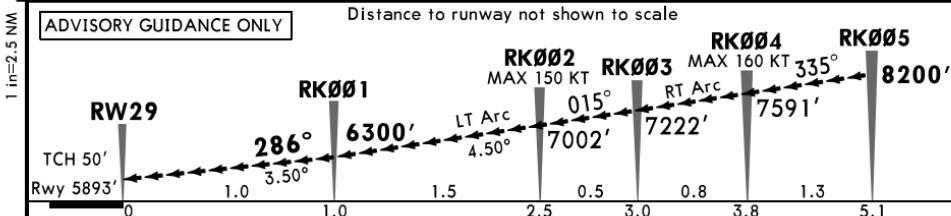
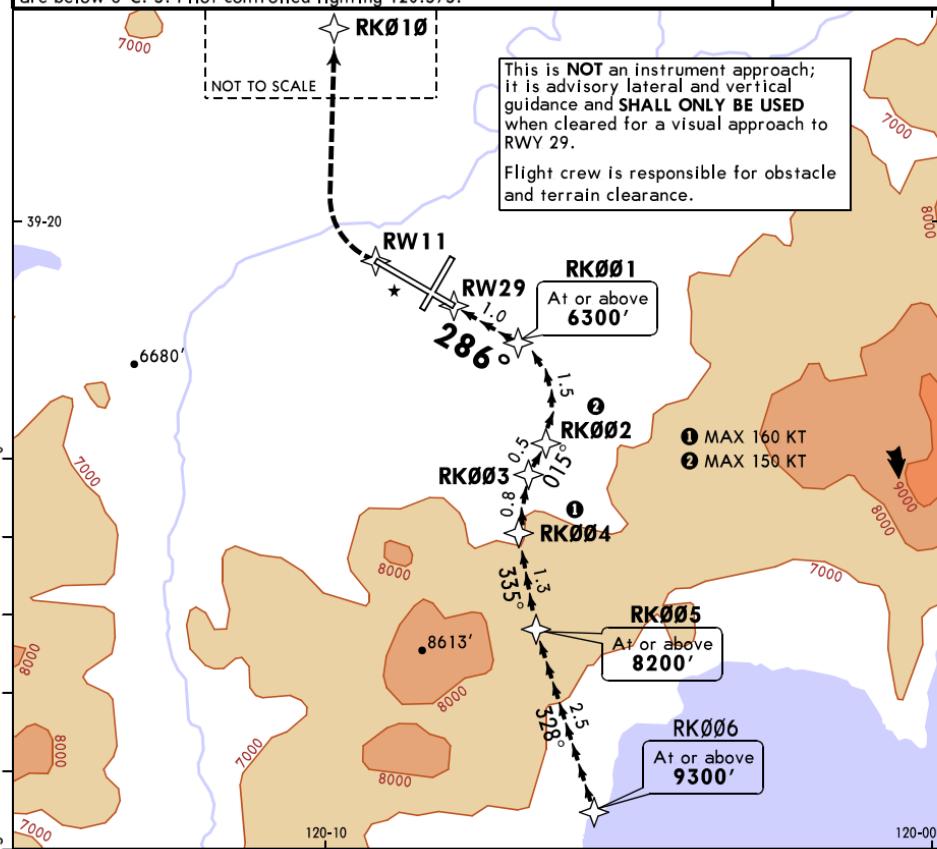
BRIEFING STRIP™  
Go Around: See briefing notes.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. GPS and RF required.
2. FMS Advisory guidance only.
3. Aircraft should be fully configured for landing by RK004.
4. To maintain adequate terrain clearance consider using Temp Comp when temps are below 3°C. 5. Pilot controlled lighting 120.575.

12,000

MSA ARP



#### WEATHER MINIMUMS

This is NOT an instrument approach; it is advisory lateral and vertical guidance and SHALL ONLY BE USED when cleared for the Visual Approach RWY 29.

Basic VFR Weather Minimums apply

## KTRK RNAV H RUNWAY 29 BRIEFING SHEET

This procedure provides lateral and vertical guidance to accomplish a visual approach to KTRK Rwy 29. It is NOT an instrument approach and must only be used in visual conditions. ATC will have no knowledge of this procedure or any of the waypoints that make up the procedure. Prior to using the guidance, the crew must review this briefing sheet.

**Do not request or expect ATC clearance for the RNAV H Rwy 29**

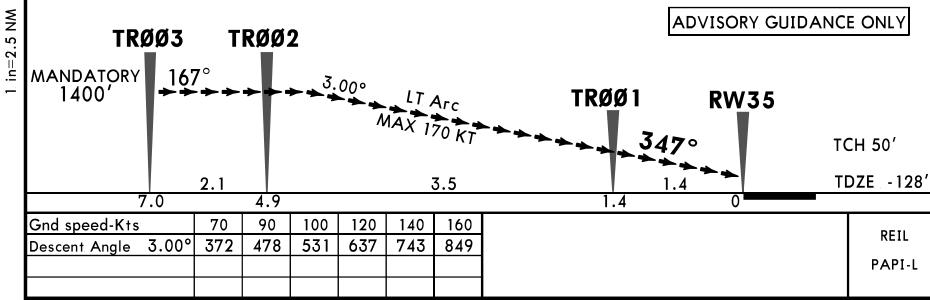
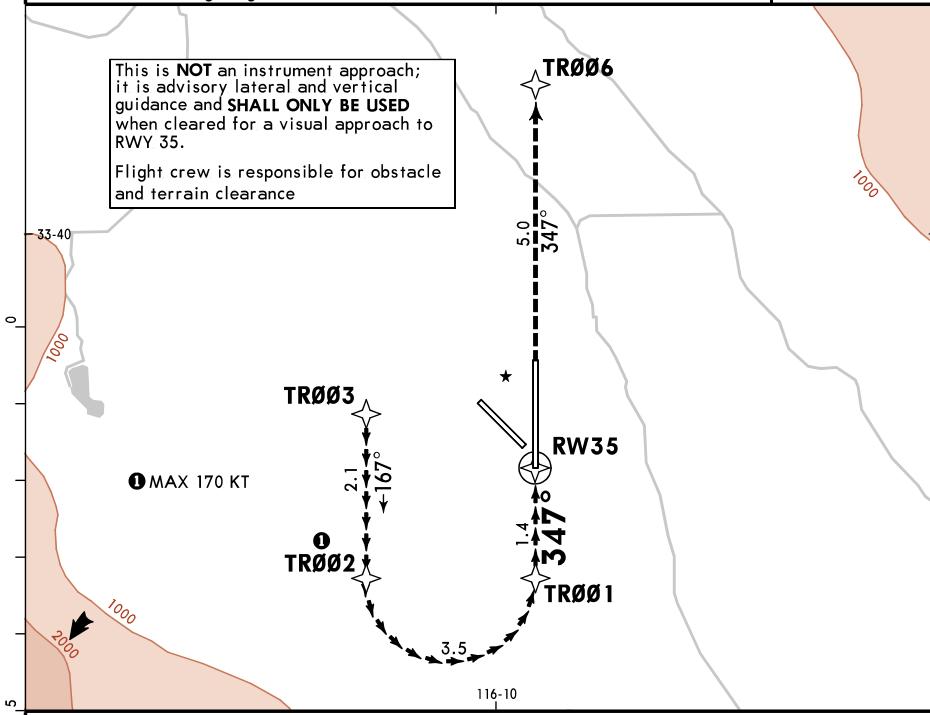
### General

- This procedure may ONLY be used when conducting a visual approach to Rwy 29.
- The procedure must be loaded by name (RNAV H) from the FMS navigation database. Building the procedure by loading each waypoint individually is not authorized.
- Flight crew is responsible for obstacle and terrain clearance. Since vertical guidance is based on Baro VNAV, consider using temperature compensation when temperatures are less than ISA (3°C).
- The procedure utilizes Radius to Fix (RF) Legs. Direct-To any waypoints anchoring an RF leg is not authorized.
- Recommend being fully configured for landing by RK004.
- Do not exceed charted speed restrictions (see ball notes on chart).
- Autopilot may be used for the entirety of the visual approach but shall be disconnected by the autopilot minimum use height.
- A missed approach consisting of a straight leg on runway heading to 400' AGL followed by a right turn direct to RK010 has been appended to this approach. It is advisory only. If a go-around is executed contact ATC for instructions or advise intentions on CTAF.

**Advisory Lateral and Vertical Guidance ONLY - NOT  
an Instrument Approach**

KTRM/TRM  
COCHRAN REGLPrivate  
15 SEP 23 (49-1)PALM SPRINGS, CALIF  
RNAV H Rwy 35

ASOS 118.325		SOCAL Approach (R) 120.225		COCHRAN REGL UNICOM CTAF 123.0	
RNAV	Final Apch Crs <b>347°</b>	TR002 <b>1400'</b> (1528')	Minimums See Below	Apt Elev -114' (Below sea level) TDZE -128'	11,800  MSA RW30
Go Around: Contact ATC for go-around instructions or advise intention on CTAF.					
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'		
1. GPS and RF required. 2. FMS Advisory guidance only. 3. Aircraft should be fully configured for landing by TR002. 4. Pilot controlled lighting 123.0.					



## WEATHER MINIMUMS

This is NOT an instrument approach; it is advisory lateral and vertical guidance and SHALL ONLY BE USED when cleared for the Visual Approach RWY 35.

Basic VFR Weather Minimums apply

**KTRM RNAV H RUNWAY 35 BRIEFING SHEET**

This procedure provides lateral and vertical guidance to accomplish a visual approach to KTRM Rwy 35. It is NOT an instrument approach and must only be used in visual conditions. ATC will have no knowledge of this procedure or any of the waypoints that make up the procedure. Prior to using the guidance the crew must review this briefing sheet.

**General**

- This procedure may ONLY be used when conducting a visual approach for Rwy 35.
- Flight crew is responsible for obstacle and terrain clearance.
- Do not request or expect an ATC clearance for the RNAV H Rwy 35.
- The procedure utilizes Radius to Fix (RF) Legs. Direct-To any waypoints anchoring an RF leg is not authorized.
- Recommend being fully configured by TR002.
- Do not exceed 170 KT on the RF leg (see ball note on chart).
- Autopilot may be used for the entirety of the visual approach but shall be disconnected by the autopilot minimum use height.
- A go-around consisting of a straight leg to TR006 on runway heading has been appended to this approach in the navigation database. It is advisory only.
- Note for Gulfstream G650 (ASC 902) operators: if flying the SIZLR STAR, the 9000 altitude constraint at DEZ15 will cause a large descent angle to TR003. To avoid this, delete the altitude constraint at DEZ15.

**Advisory Lateral and Vertical Guidance ONLY - NOT  
an Instrument Approach**

KVNY/VNY

Private

17 JAN 25

19-1 Eff 23 Jan

VAN NUYS

VAN NUYS, CALIF  
RNAV H Rwy 34L

BRIEFING STRIP™

ATIS 127.55	SOCAL Approach (R) 120.4	*VAN NUYS Tower Rwy 16R-34L CTAF 119.3	Rwy 16L-34R 120.2	*Ground 121.7	*Helicopter 119.0
FMS VISUAL	Final Apch Crs See Planview	Visual Approach Weather Minimums Apply	Apt Elev 802' TDZE 767'		

Go Around: Contact ATC for go-around instructions or advise intention on CTAF.

Note: A missed approach consisting of a straight leg to VN011 on runway heading has been appended to this approach. It is advisory only.

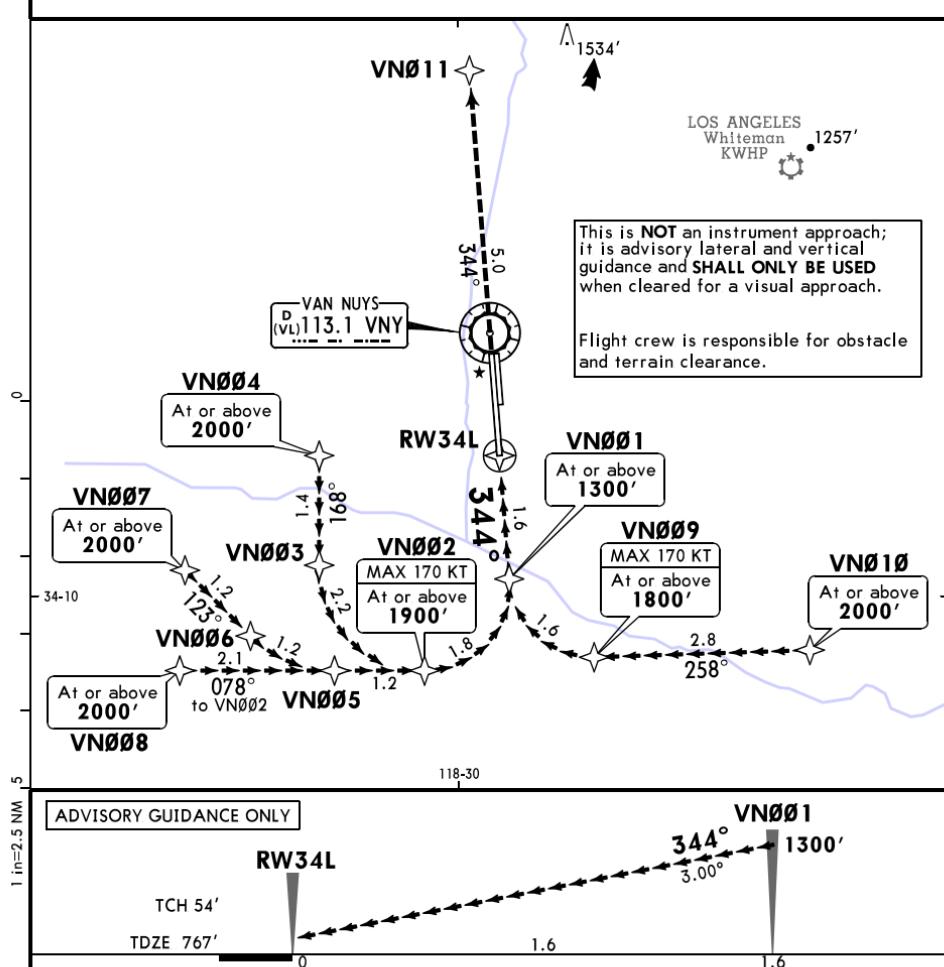


GPS and RF required | Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. FMS LATERAL AND VERTICAL GUIDANCE - ADVISORY ONLY.
2. This procedure must be loaded by name (RNAV H) from the FMS navigation database.
3. To maintain designed terrain clearance, use TEMP COMP when airport OAT reported below 14°C.
4. Do not request or expect an ATC clearance for this procedure.
5. Direct-To any waypoints anchoring the start of a Radius to Fix (RF) leg is not recommended with large intercept angles.
6. Aircraft should be fully configured for landing by VN002 (transitioning from west) and VN009 (transitioning from east).



WEATHER MINIMUMS - Visual Approach Weather Minimums apply

FMS lateral and vertical guidance - Advisory only.

MMSL

CABO SAN LUCAS INTL

24 MAY 24

19-1

CABO SAN LUCAS, MEXICO

RNAV H Rwy 11

BRIEFING STRIP™

\*ATIS

127.0

\*SAN JOSE Approach

120.9

\*CABO SAN LUCAS Tower

118.75

RNAV

Final

Apch Crs

111°

SL002

2200'(1508')

Minimums  
See Below

Apt Elev 692'

Rwy 692'

7500

240°

5000

Go-Around: Contact ATC for go-around instructions or advise intentions on CTAF.

Alt Set: IN (MB on req)

Trans level: FL 195

Trans alt: 18500'

1. GPS and RF required.

2. FMS Advisory guidance only.

3. Aircraft should be fully configured for landing by SL002.

MSA CSL VOR

① MAX 170 KT

1664'

SL001

① SL002

1.3

2.0

291°

3.8

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

1.3

**MMSL RNAV H RUNWAY 11 BRIEFING SHEET**

This procedure provides lateral and vertical guidance to accomplish a visual approach to MMSL Rwy 11. It is NOT an instrument approach and must only be used in visual conditions. Prior to using the guidance the crew must review this briefing sheet.

**Do not request or expect an ATC clearance  
for the RNAV H Rwy 11**General

- This procedure may ONLY be used when conducting a visual approach to Rwy 11.
- Procedure must be loaded from the FMS navigation database. Building the procedure by entering individual waypoints is not authorized.
- Flight crew is responsible for obstacle and terrain clearance.
- The procedure utilizes Radius to Fix (RF) Legs. Direct-To any waypoints anchoring an RF leg is not authorized.
- Recommend being fully configured for landing by SL002.
- Do not exceed 170 KT on the RF leg SL002-SL001 (see ball note on chart).
- Autopilot may be used for the entirety of the visual approach but shall be disconnected by the autopilot minimum use height.
- A missed approach consisting of a straight leg to SL004 (departure end of Rwy 11) followed by a leg tracking to SL005 has been appended to this approach. It is advisory only. If a go-around is executed contact ATC for instructions.

**Advisory Lateral and Vertical Guidance ONLY - NOT  
an Instrument Approach**

WSSL/XSP  
SELETARPrivate  
8 NOV 24 (39-7)SINGAPORE, SINGAPORE  
RNAV H Rwy 3

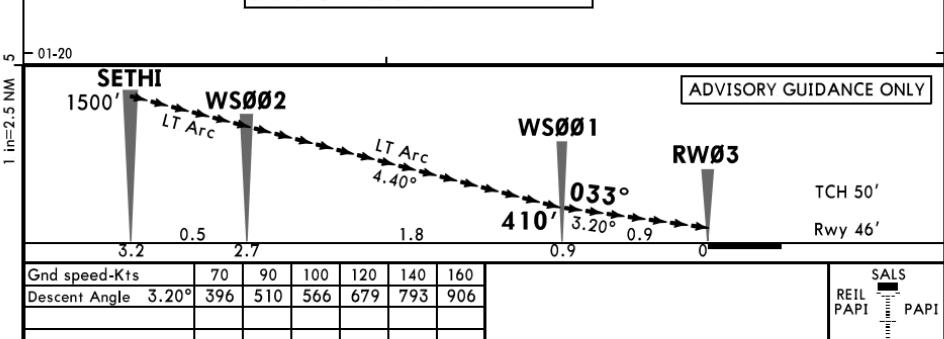
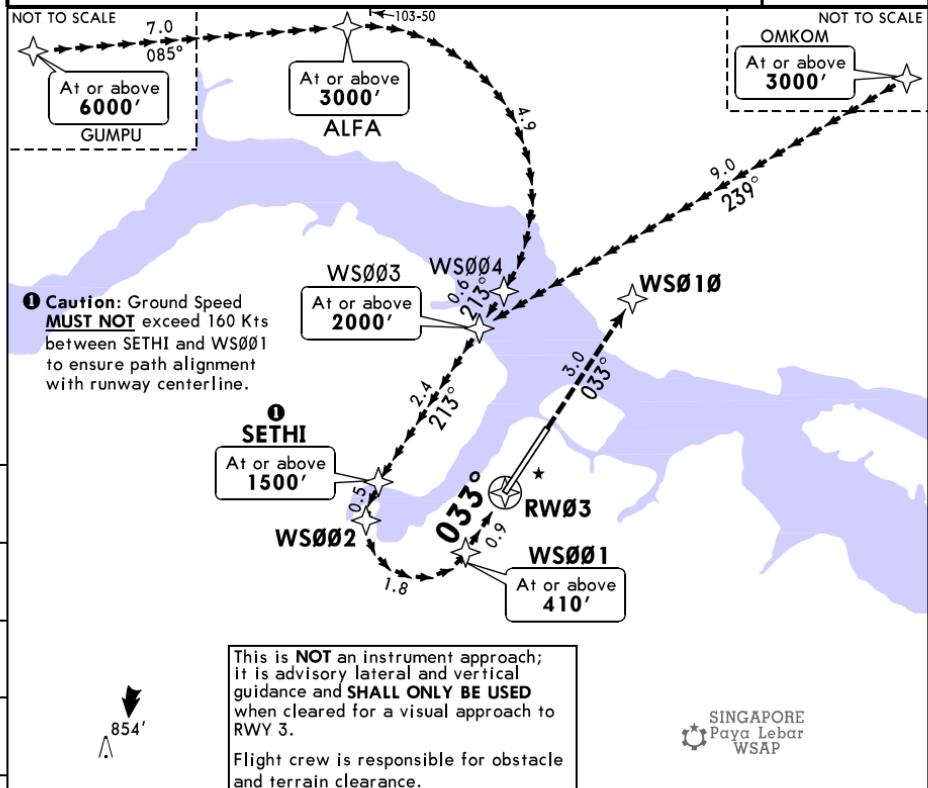
BRIEFING STRIP™

ATIS		SINGAPORE Approach (R)	*SELETAR Approach	SELETAR Tower	Ground
128.425		124.05	126.025	118.45	121.6
RNAV	Final Apch Crs <b>033°</b>	WS001 <b>410'</b> (364')	Minimums See Below	Apt Elev 46' Rwy 46'	No MSA published

Go Around: Contact ATC for go-around instructions or advise intention on CTAF.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 130 Trans alt: 11000'

1. GPS and RF required.
2. FMS Advisory guidance only.
3. Aircraft should be fully configured for landing by WS003.



This is **NOT** an instrument approach; it is advisory lateral and vertical guidance and **SHALL ONLY BE USED** when cleared for the Visual Approach RWY 3.

Basic VFR Weather Minimums apply

## WSSL RNAV H RUNWAY 3 BRIEFING SHEET

This procedure provides lateral and vertical guidance overlaying the prescribed tracks for a visual approach to WSSL Rwy 3. It is NOT an instrument approach and must only be used in visual conditions. ATC will have no knowledge of the RNAV H procedure or the "WS0XX" waypoints included in the procedure. Prior to using the guidance the crew must review this briefing sheet.

**Do not request or expect an ATC clearance for the RNAV H Rwy 3**

### **CAUTION**

**Ground speed MUST NOT exceed 160 kts between SETHI and WS001 to ensure alignment wth the runway centerline coming out of the turn. Excessive ground speeds will result in overshooting the runway centerline.**

#### General

- This procedure may ONLY be used when conducting a visual approach for Rwy 3.
- The procedure must be loaded by name (RNAV H) from the FMS navigation database. Building the procedure by loading each waypoint individually is not authorized.
- The flight crew is responsible for obstacle and terrain clearance.
- Use of INAV airspace/Special Use Airspace overlay recommended.
- The procedure utilizes Radius to Fix (RF) Legs. Direct-To any waypoints anchoring the start of an RF leg is not recommended with large intercept angles.
- Aircraft should be fully configured for landing by WS003.
- Autopilot may be used for the entirety of the visual approach but shall be disconnected by the autopilot minimum use height.
- A missed approach, consisting of a straight leg on runway heading to WS010 at 1500', has been appended to this approach. It is advisory only. If a go-around is executed contact ATC for instructions.

**Advisory Lateral and Vertical Guidance ONLY - NOT an Instrument Approach**

WSSL/XSP  
SELETAR

8 NOV 24

Private  
39-8SINGAPORE, SINGAPORE  
RNAV H Rwy 21

BRIEFING STRIP™

ATIS 128.425	SINGAPORE Approach (R) 124.05	*SELETAR Approach 126.025	SELETAR Tower 118.45	Ground 121.6
-----------------	----------------------------------	------------------------------	-------------------------	-----------------

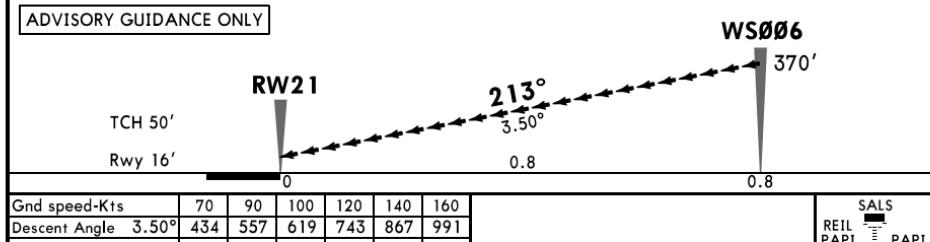
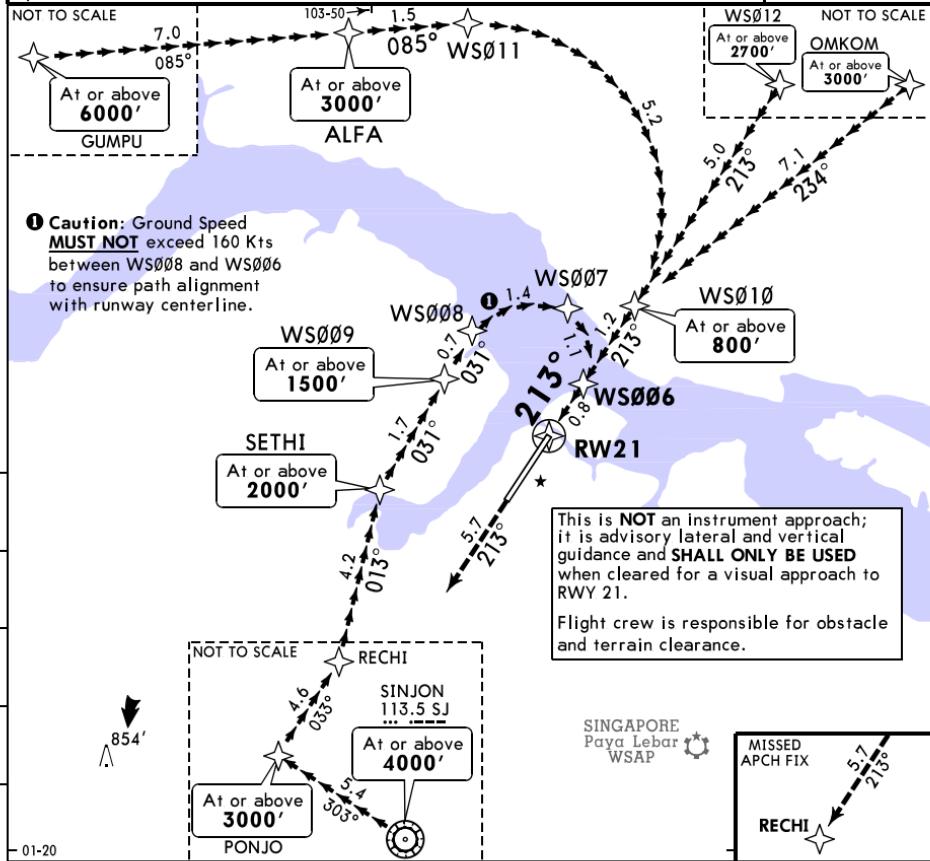
RNAV	Final Apch Crs <b>213°</b>	WS006 <b>370' (354')</b>	Minimums See Below	Apt Elev 46' Rwy 16'
------	-------------------------------	-----------------------------	-----------------------	-------------------------

Go Around: Contact ATC for go-around instructions or advise intention on CTAF.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'

1. GPS and RF required.
2. FMS Advisory guidance only.
3. If arriving from the southwest, aircraft should be fully configured for landing by SETHI.

No MSA published



#### WEATHER MINIMUMS

This is NOT an instrument approach; it is advisory lateral and vertical guidance and SHALL ONLY BE USED when cleared for the Visual Approach RWY 21.

Basic VFR Weather Minimums apply

## WSSL RNAV H RUNWAY 21 BRIEFING SHEET

This procedure provides lateral and vertical guidance overlaying the prescribed tracks for a visual approach to WSSL Rwy 21. It is NOT an instrument approach and must only be used in visual conditions. ATC will have no knowledge of the RNAV H procedure or the "WS0XX" waypoints included in the procedure. Prior to using the guidance the crew must review this briefing sheet.

**Do not request or expect an ATC clearance for the RNAV H Rwy 21**

### **CAUTION**

**Ground speed MUST NOT exceed 160 kts between WS008 and WS006 to ensure alignment wth the runway centerline coming out of the turn. Excessive ground speeds will result In overshootIng the runway centerline.**

#### **General**

- This procedure may ONLY be used when conducting a visual approach for Rwy 21.
- The procedure must be loaded by name (RNAV H) from the FMS navigation database. Building the procedure by loading each waypoint individually is not authorized.
- The flight crew is responsible for obstacle and terrain clearance.
- Use of INAV airspace/Special Use Airspace overlay recommended.
- The procedure utilizes Radius to Fix (RF) Legs. Direct-To any waypoints anchoring the start of an RF leg is not recommended with large intercept angles.
- Aircraft arriving from the southwest should be fully configured for landing by SETHI.
- Autopilot may be used for the entirety of the visual approach but shall be disconnected by the autopilot minimum use height.
- A missed approach, consisting of a straight leg on runway heading to RECHI at 1500', has been appended to this approach. It is advisory only. If a go-around is executed contact ATC for instructions.

**Advisory Lateral and Vertical Guidance ONLY - NOT an Instrument Approach**