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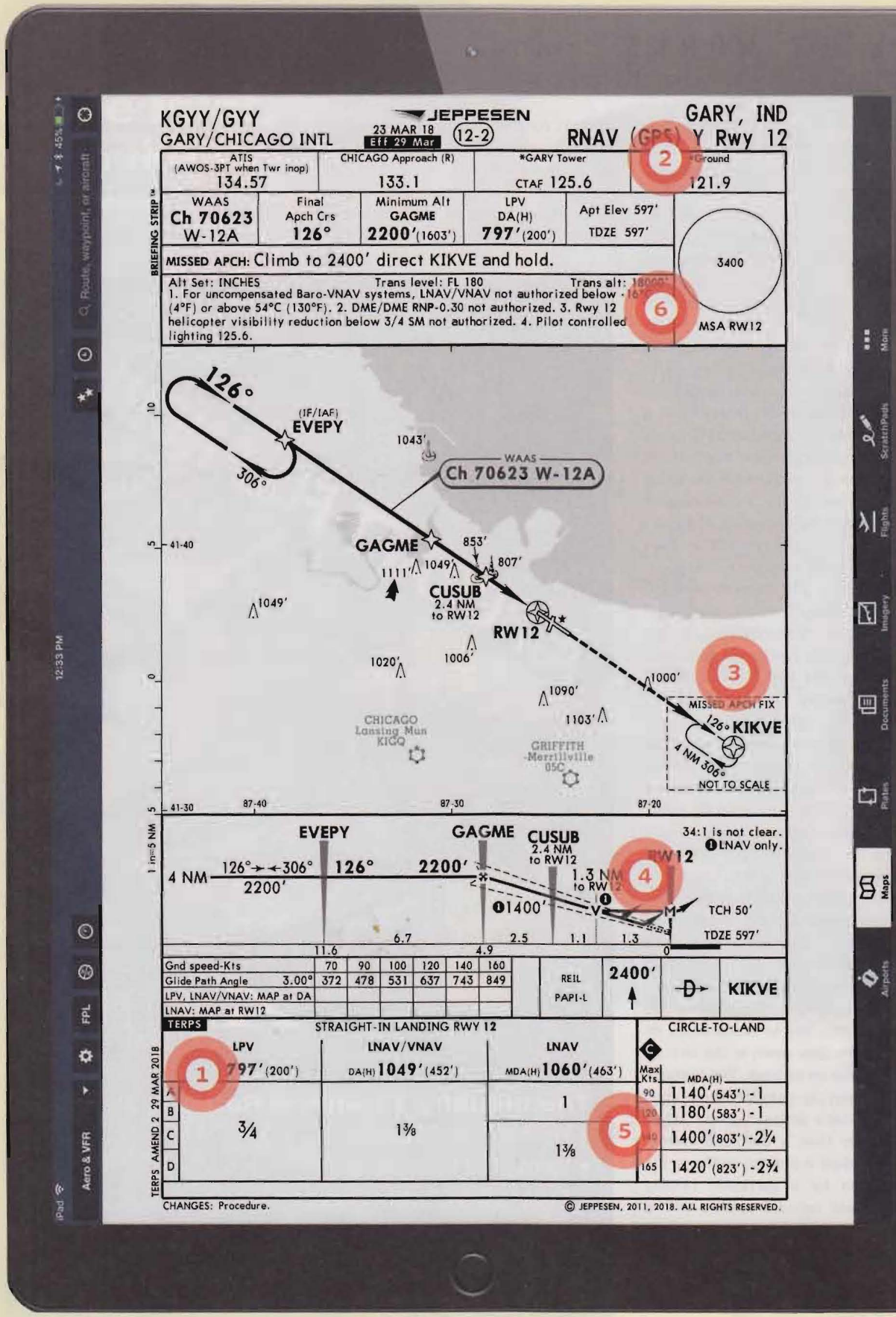

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GARY, INDIANA, GPS Y, RUNWAY 12

WHICH FIGURES APPLY TO YOU?

By Rob Mark & Jason Blair

Like the late stand-up comic Rodney Dangerfield, who never seemed to get enough respect, the people at the Gary airport (GYY) feel as if they've been missing the love for many years. Sitting 20 miles south of Chicago, along the shore of Lake Michigan, the Gary airport has certainly seen its share of failed airline startups, including Southeast Airlines, SkyValue Airlines, Skybus Airlines, Hooters Air (yes, that Hooters) and one reincarnation of the famous Pan Am brand.

The airport began a bit of a revival after the city of Chicago adopted Gary as the city's third airport, not to mention the changes since former Chicago Mayor Richard M. Daley abruptly closed Meigs Field in 2003. Recently, the airport's longest runway was extended to nearly 8,900 feet. Another draw to GYY are fuel prices as much as $3 a gallon less than some nearby airports.

1. MINIMUMS VS. EQUIPMENT

The GPS Y Runway 12 is a straightforward RNAV approach, assuming the aircraft is equipped with an IFR-certified GPS navigator. Loading the approach into the GPS or an FMS should allow a pilot to select either an IAF or "vectors to final" to establish themselves on the final approach. The approach also includes LPV, LNAV and VNAV minimums with labeled decision heights or minimum descent altitudes, as well as an LNAV with an MDA.

2. WHY THE "Y"?

A letter inserted into the approach name typically indicates one or more approaches exist to the same runway or that the procedure is not considered a straight-in. At KGYY, there are two GPS-based approaches to Runway 12. The other RNAV, the GPS Z 12, is more of a circling path to the final approach fix that allows traffic to approach from the north and northeast rather than the northwest, most likely to avoid the serious numbers of aircraft operating at nearby Chicago Midway and Chicago O'Hare International airports.

3. MISSED APPROACH

Unlike traditional procedures, the holding pattern demanded following a miss is labeled with 4 nm (not four-minute) legs, both on the inbound and outbound portions. Winds aloft will, of course, affect the pilot's navigation of the holding pattern. Since this is a GPS-based hold, the pilot will see the distance traveled to or from the holding fix at KIKVE, and it will reset for another circuit around the holding pattern. Most GPS systems and autopilots will do this for the pilot with no need to "time the hold."

4. STEPPING DOWN

Be on the lookout for what could be a slightly confusing step-down fix inside CUSUB intersection due to three different approach minimums that apply depending upon the GPS equipment in the aircraft. For pilots who are not operating with a WAAS GPS capable of flying the LNAV/VNAV minimums, the LNAV approach minimums apply. In most cases, an LNAV approach becomes a nonprecision approach that allows the pilot to descend to the MDA after passing the final approach fix, assuming they're not planning on circling.

5. MULTIPLE MDAS

Circling minimums are often the same for aircraft of all approach speeds. Not on this approach. On the Gary GPS Y Runway 12, the faster the aircraft's speed on final approach, the higher the circling minimums become.

6. FINAL DETAILS

Of note on this approach are details such as the obstacles near the final approach rising between 400 and 500 feet above the ground. If the GPS equipment's baro-VNAV is not compensated, the approach is not authorized when the OAT drops below 4°F.