

**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> O43	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 2	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>CITY</u> YERINGTON	<u>STATE</u> NV
<u>AIRPORT ELEVATION</u> 4382	<u>TDZE</u> 4382	<u>ORIGINAL/AMENDMENT</u> NONE	<u>DATED</u> 13E	<u>EPOCH YEAR</u> 2025
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> CONCURRENT WITH 23-AWP-20	<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
YERIN		ICATA		TF	FB	1.00	163.38	8.01	12000
GLDEN		ICATA		TF	FB	1.00	248.77	10.89	12000
ICATA	IAF	EBBRT		TF	FB	1.00	236.68	10.30	9200
EBBRT	IF	FAVIK		TF	FB	1.00	326.55	5.00	7700
FAVIK	FAF	RZATI/6.47 NM TO MAPBR		TF	FB	0.30	356.52	1.22	
RZATI/6.47 NM TO MAPBR		SADKE/4.23 NM TO MAPBR		TF	FB	0.30	356.52	2.25	
SADKE/4.23 NM TO MAPBR		MAPBR	MAP	TF	FO	0.30	356.52	4.23	
MAPBR	MAP	4782 MSL		CA			356.52		
4782 MSL		LEFFU		DF	FB	1.00			
LEFFU		GLDEN		TF	FB	1.00	075.95	13.59	
GLDEN		HOBBY		TF	FO	1.00	106.47	15.90	11500

MISSED APPROACH

MAP:

LNAV: MAPBR

MISSED APPROACH INSTRUCTIONS:

(DO NOT EXCEED 210 KIAS UNTIL LEFFU) CLIMBING RIGHT TURN TO 11500 DIRECT LEFFU AND ON TRACK 075.95 TO GLDEN AND ON TRACK 106.47 TO HOBBY.**MISSED APPROACH REQUIRES MINIMUM CLIMB OF 276 FEET PER NM TO 9300.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	PROFILE STARTS AT EBBRT														
3.	FAC:	356.52	FAF:	FAVIK	DIST FAF TO MAP:	7.70	DIST FAF TO THLD:	8.19							
4.	MIN ALT: EBBRT 9200, FAVIK 7700, RZATI/6.47 NM TO MAPBR 7200, SADKE/4.23 NM TO MAPBR 6300														
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:	MAPBR 11600													

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: PROCEDURE NA AT NIGHT.
CHART NOTE: RWY 2 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART PROFILE NOTE: VGSi AND DESCENT ANGLES NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: CIRCLING NA W OF RWY 02-20.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT YERIN ON V105-564, T274 NORTHWEST BOUND.
CHART NOTE: USE SPZ ALTIMETER SETTING, WHEN NOT RECEIVED, USE RNO ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET AND LNAV** VISIBILITY CAT C 1/8 SM.
CHART FALLON SOUTH 2 MOA.

ADDITIONAL FLIGHT DATA:

CHART SPZ AWOS-2.

HOLD W, RT, 106.66 INBOUND (DO NOT CHART).
FAS OBST: 4630 AAO 385606N/1191130W.
6838 AAO 385130N/1191312W, 6277 AAO 385318N/1191230W, 4653 AAO 385512N/1191142W.
FAC CROSSES RWY C/L EXTENDED 3001 FT FROM THLD.
FAVIK TO RW02: 3.77/40.
CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 19.99 DEGREES.

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**	5040	1	658	5040	1	658	5040	1 7/8	658		NA				
LNAV MDA	6200	1 1/4	1818	6200	1 1/2	1818	6200	3	1818		NA				
CIRCLING	6200	1 1/4	1818	6200	1 1/2	1818	6200	3	1818		NA				

CHANGES - REASONS

ORIGINAL PROCEDURE, VFR TO IFR AIRPORT.

4/8/24: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/26/23.

1. REMOVED CHARTED ALTITUDE OF 7200 FROM FAVIK TO RZATI, AND REMOVED CHARTED ALTITUDE OF 6300 FROM RZATI TO SADKE - SIAP ISSUE, TERM ROUTES ALTITUDES NOT REQUIRED INSIDE FAF FOR STEPDOWN FIXES.

2. TERMINAL ROUTES CA ALTITUDE CHANGED FROM 5000 TO 4782 AND REMOVED 5000 CHARTED ALTITUDE - CA NOT REQUIRED IAW 8260.58C 3-5-2, LOWEST OF MDA/AIRPORT ALTITUDE PLUS 400 FT.

3. MISSED APPROACH INSTRUCTIONS CHANGED FROM "(DO NOT EXCEED 210 KIAS UNTIL LEFFU) CLIMB TO 5000 THEN CLIMBING RIGHT TURN TO 11500 DIRECT LEFFU AND ON TRACK 075.95 TO GLDEN AND ON TRACK 106.47 TO HOBBY.**MISSED APPROACH REQUIRES MINIMUM CLIMB OF 283 FEET PER NM TO 9500" TO "(DO NOT EXCEED 210 KIAS UNTIL LEFFU) CLIMBING RIGHT TURN TO 11500 DIRECT LEFFU AND ON TRACK 075.95 TO GLDEN AND ON TRACK 106.47 TO HOBBY AND HOLD.**MISSED APPROACH REQUIRES MINIMUM CLIMB OF 276 FEET PER NM TO 9300" - CA ALTITUDE NOT REQUIRED, CG CHANGED DUE TO CONTROLLING 3ARCSEC OBSTACLE.

4. ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT YERIN ON V105-564, T274 NORTHWEST BOUND TO NOTES - IAW 8260.58C 1-2-5A(3).

5. ADDED CHART NOTE: MISSED APPROACH HOLDING AT HOBBY REQUIRES ATC APPROVAL - HOLDING NOT CHARTED PER ATC, HOLDING PATTERN FALLS IN FALLON SOUTH 2 MOA.

6. ADDED HOLD W, RT, 106.66 INBOUND (DO NOT CHART) TO ADDITIONAL FLIGHT DATA - HOLDING AT HOBBY, ATC REQUESTED NOT TO CHART DUE TO CLOSE PROXIMITY OF MOA.

7. FAS OBST CHANGED FROM 4640 AAO 385654N/1191129W TO 4630 AAO 385606N/1191130W - AFS NOTED 3ARCSEC CONTROLLING OBSTACLE IN PRIMARY.

8. 7:1 OBSTACLES CHANGED FROM 6240 AAO 385317N/1191230W, 4680 AAO 385550N/1191148W TO 6838 AAO 385130N/1191312W, 6277 AAO 385318N/1191230W, 4653 AAO 385512N/1191142W - UPDATED 3ARCSEC DATA UTILIZED IN EVALUATION.

9. ADDED CHART: SPZ AWOS-2 FREQUENCY - 120.475, RNO ATIS FREQUENCY - 135.8, OAKLAND CENTER FREQUENCY - 125.75 TO ADDITIONAL FLIGHT DATA PER FLIGHT CHECK REQUEST.

10. LNAV MDA** LINE OF MINIMA ALL CATS CHANGED FROM: MDA/HAT 4940/558 TO MDA/HAT 5040/658, CAT C VISIBILITY CHANGED FROM 1 5/8 TO 1 7/8 - 3ARCSEC DATA UTILIZED IN OBSTACLE EVALUATION.

11. LNAV MDA AND CIRCLING ALL CATS LINES OF MINIMA CHANGED FROM: MDA/HAT/HAA 6180/1798 TO MDA/HAT/HAA 6200/1818 - 3ARCSEC DATA UTILIZED IN OBSTACLE EVALUATION.

5/8/24: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/26/23.

1. MISSED APPROACH INSTRUCTIONS: REMOVED "AND HOLD".
2. NOTES: REMOVED "CHART NOTE: MISSED APPROACH HOLDING AT HOBBY REQUIRES ATC APPROVAL".
3. -9 CHANGE FOR MISSED APPROACH CG/CGTA 276 FT/NM TO 9300 SLOPED SURFACE OBSTACLE: CHANGED OSC FROM "ASC" TO "26.65:1".

07/24/24: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 04/18/24.

1. NOTES: REMOVED "CHART SILVER SPRINGS AWOS-2".
2. NOTES: CHART NOTE CHANGED FROM "USE SILVER SPRINGS ALTIMETER SETTING, WHEN NOT RECEIVED, USE RENO/TAHOE INTL ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET AND LNAV** VISIBILITY CAT C 1/8 SM" TO "USE SPZ ALTIMETER SETTING, WHEN NOT RECEIVED, USE RNO ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET AND LNAV** VISIBILITY CAT C 1/8 SM".
3. ADDITIONAL FLIGHT DATA: REMOVED "CHART: SPZ AWOS-2 FREQUENCY - 120.475, RNO ATIS FREQUENCY - 135.8, OAKLAND CENTER FREQUENCY - 125.75" AND MOVED TO -9 PG 7 PER FLIGHT CHECK REQUEST.
4. ADDITIONAL FLIGHT DATA: ADDED "CHART SPZ AWOS-2".

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZOA, AMGR

FLIGHT CHECKED BY

KEVIN Y CHENG

Digitally signed by

ERIC N SUSKI

Apr 18, 2024

OFFICE

FPO

DATE

07/02/2024

Digitally signed by

ERIC N SUSKI

May 10, 2024

DEVELOPED BY

RICHARD CHRISTENSEN

Digitally signed by

RICHARD E. CHRISTENSEN

Apr 08, 2024

OFFICE

AJV-A431

DATE

12/26/2023

APPROVED BY

ERIC N SUSKI

Digitally signed by

ERIC N SUSKI

Apr 18, 2024

OFFICE

AJV-A431

DATE

TITLE

MANAGER

16

CHECKED

QUALITY

19

CHECKED

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
O43	RNAV (GPS) RWY 2	ORIG	YERINGTON	NV	4382	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM YERIN **TO** ICATA

RNP 1.00 **DISTANCE** 8.01 **PAT** **MAP** **HAT** **HMAS**

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	385633.00N/1185457.00W	8094	215	8	4B	2000				AT1906	12000
TERRAIN	385633.00N/1185457.00W	7893 (7900)								AS1500	9400

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

FEEDER

FROM GLDEN **TO** ICATA

RNP 1.00 **DISTANCE** 10.89 **PAT** **MAP** **HAT** **HMAS**

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	385312.00N/1185103.00W	8235	215	8	4B	2000				AT1765	12000
TERRAIN	385312.00N/1185106.00W	8034 (8000)								AS1500	9500

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:



INITIAL

<u>FROM</u> ICATA	<u>TO</u> EBBRT
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<u>RNP</u> 1.00	<u>DISTANCE</u> 10.30	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	384845.00N/1185654.00W	6893	215	8	4B	1000				PR220 AT1087	9200
TERRAIN	384845.00N/1185654.00W	6692 (6700)								AS1500	8200

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

INTERMEDIATE

<u>FROM</u> EBBRT	<u>TO</u> FAVIK
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<u>RNP</u> 1.00	<u>DISTANCE</u> 5.00	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	385112.00N/1191257.00W	6907	215	8	4B	500				PR160	7600
TERRAIN	385112.00N/1191257.00W	6706 (6700)								AS1000	7700

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:



FINAL: LNAV

FROM

FAVIK

TO

RZATI/6.47 NM TO MAPBR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	1.22										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	385318.00N/1191230.00W	6277	215	8	4B	250				RA119 XL85 PR120 DG349	7200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

RZATI/6.47 NM TO MAPBR

TO

SADKE/4.23 NM TO MAPBR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.25										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	385351.00N/1191136.00W	5007	215	8	4B	250				RA119 XL24 PR120 DG780	6300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

SADKE/4.23 NM TO MAPBR

TO

MAPBR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	4.23		MAPBR		1818						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	385606.00N/1191130.00W	4630	215	8	4B	250				RA79 PR80 MA1161	6200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

SADKE/4.23 NM TO MAPBR

TO

MAPBR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	4.23		MAPBR		658						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	385606.00N/1191130.00W	4630	215	8	4B	250				RA79 PR80	5040

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CLIMB GRADIENT: 276 FT/NM TO 9300, ALLOWS FOR 1160 FT LOWER MDA.



MISSED APPROACH: LNAV

FROM

MAPBR

TO

HOBBY

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 5941				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				11500
AAO	385312.00N/1185106.00W	8235	215	8	4B	1000				PR360	9600
TERRAIN	385312.00N/1185106.00W	8034 (8000)								AS1500	9500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

MAPBR

TO

HOBBY

<u>RNP</u> 0.30**-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u> 4781		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	385312.00N/1185115.00W	8216	215	8	4B		26.65:1	276	9300		11500
AAO	385312.00N/1185106.00W	8235	215	8	4B	1000				PR360	9600
TERRAIN	385312.00N/1185106.00W	8034 (8000)								AS1500	9500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

O43

PROCEDURE NAME

RNAV (GPS) RWY 2

AMDT NO.

ORIG

CITY

YERINGTON

STATE

NV

AIRPORT ELEVATION

4382

FACILITY

RNAV

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☐ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TOWER (32-020017)	385929.51N/1190949.36W	1.40	1818	4511	20	3	1A	300		SI/RA79	6200
CATEGORY B											
TREE	385821.00N/1190806.00W	2.00	1818	4726	250	10	4B	300		SI/RA79	6200
CATEGORY C											
TREE	385745.00N/1190648.00W	3.17	1818	4996	250	10	4B	300		SI/RA79	6200

CIRCLING REMARKS:

3 ARCSEC DATA USED FOR CATS B/C, PREVIOUS EVAL UTILIZED PLANTED VEGETATION VIA MAP STUDY. USED 3 ARCSEC DATA FOR CIRCLING OBSTACLES TO MATCH AAO'S TO KEEP PROCEDURE CONSISTENT.

MSA

CENTER	RADIUS
MAPBR	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	383124.00N/1191724.00W	179	28.6	10588	215	8	4B	1000			11600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZOA ARTCC

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
AWOS-2	SPZ	24	SPZ	24.30	N	79
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
ASOS	RNO	24	RNO	41.47	Y	101

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KO43 4382, KSPZ 4218
RA = 78.9

RASS PRESSURE PATTERNS THE SAME
KO43 4382, KRNO 4420
RA = 100.8

100.8 - 78.9 = 21.9 (22)

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW02 - REIL (PCL), MIRL (PCL), PAPI-2L		NPI-G	
RW20 - MIRL (PCL), REIL (PCL), PAPI-2L		NPI-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
					3.00	40.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☐	3001FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 2		
20:1			
4396 TRAVERSE_WAY (32-026576) 385952.7400N/1190945.9000W (10.19)		4389 FENCE (32-021747) 385953.5500N/1190945.2100W (8.1)	
4396 TRAVERSE_WAY (32-026577) 385952.1900N/1190945.9800W (7.62)		4396 TRAVERSE_WAY (32-065404) 385951.6300N/1190946.0600W (4.99)	



<u>AIRPORT ID</u> O43		<u>PROCEDURE NAME</u> RNAV (GPS) RWY 2	<u>AMDT NO.</u> ORIG	<u>CITY</u> YERINGTON	<u>STATE</u> NV	<u>AIRPORT ELEVATION</u> 4382	<u>FACILITY</u> RNAV
4387 FENCE (32-085421) 385953.3200N/1190945.2900W (4.93)				4396 TRAVERSE_WAY (32-026581) 385951.3800N/1190946.0700W (3.87)			
4389 FENCE (32-021742) 385952.4400N/1190945.5200W (2.61)				4396 TRAVERSE_WAY (32-065405) 385951.0400N/1190946.1400W (2.24)			
4396 TRAVERSE_WAY (32-026570) 385951.3700N/1190947.0800W (1.87)				4396 TRAVERSE_WAY (32-026526) 385951.0200N/1190947.0600W (0.36)			
FINAL TYPE	CIRCLING RWY 20						
20:1							
4388 TRAVERSE_WAY (32-026480) 390047.1000N/1190905.8300W (12.83)				4388 TRAVERSE_WAY (32-065223) 390047.5700N/1190905.4800W (10.08)			
4385 NAVAID (32-021620) 390045.5600N/1190901.6900W (8.55)				4387 TRAVERSE_WAY (32-026565) 390048.0500N/1190905.3400W (6.7)			
4387 TRAVERSE_WAY (32-026564) 390048.3800N/1190905.3800W (5.32)							
FINAL TYPE	LNAV						
20:1							
4464 ANTENNA (32-085963) 385940.2400N/1190944.6400W (25.63)				4461 TOWER (32-021676) 385940.2500N/1190944.6600W (22.63)			
4511 TOWER (32-020017) 385929.5100N/1190949.3600W (16.21)				4508 ANTENNA (32-085451) 385929.4600N/1190948.8400W (14.01)			
4430 TREE (32-026704) 385943.9900N/1190943.3300W (10.68)				4396 TRAVERSE_WAY (32-026576) 385952.7400N/1190945.9000W (10.19)			
4389 FENCE (32-021747) 385953.5500N/1190945.2100W (8.1)				4396 TRAVERSE_WAY (32-026577) 385952.1900N/1190945.9800W (7.62)			
4408 TREE (32-085691) 385947.2400N/1190941.4700W (6.6)				4396 TRAVERSE_WAY (32-065404) 385951.6300N/1190946.0600W (4.99)			
4387 FENCE (32-085421) 385953.3200N/1190945.2900W (4.93)				4396 TRAVERSE_WAY (32-026581) 385951.3800N/1190946.0700W (3.87)			
4407 POLE (32-085740) 385946.8600N/1190941.7600W (3.37)				4389 FENCE (32-021742) 385952.4400N/1190945.5200W (2.61)			
4396 TRAVERSE_WAY (32-065405) 385951.0400N/1190946.1400W (2.24)				4396 TRAVERSE_WAY (32-026570) 385951.3700N/1190947.0800W (1.87)			
4460 ANTENNA (32-085747) 385935.1500N/1190943.9000W (0.66)				4396 TRAVERSE_WAY (32-026526) 385951.0200N/1190947.0600W (0.36)			
FINAL TYPE	LNAV						
34:1							
4499 TOWER (32-086053) 385928.4700N/1190949.6700W (48.31)				4453 TREE (32-064365) 385935.5800N/1190945.7200W (25.24)			
4456 TREE (32-026569) 385933.4400N/1190949.7400W (18.1)				4454 TREE (32-026568) 385934.4000N/1190951.7600W (16.27)			
4429 POLE (32-085535) 385940.8700N/1190945.0400W (15.71)				4488 TREE (32-026523) 385923.4500N/1190958.6500W (14.03)			
4460 TREE (32-064413) 385932.3700N/1190956.7000W (11.36)				4409 POLE (32-085669) 385945.4400N/1190942.0400W (10.98)			
4406 POLE (32-085452) 385946.3700N/1190942.5300W (9.82)				4437 TREE (32-085787) 385935.7800N/1190946.6500W (8.69)			
4414 POLE (32-085867) 385943.9200N/1190945.3200W (8.29)				4406 TREE (32-026558) 385945.4900N/1190942.1200W (8.02)			
4420 BUILDING (32-026651) 385944.6200N/1190952.4900W (7.89)				4421 BUILDING (32-021732) 385944.3600N/1190952.8100W (7.85)			
4421 BUILDING (32-026606) 385944.2800N/1190952.7000W (7.77)				4417 TREE (32-085586) 385943.2600N/1190946.9200W (7.75)			
4399 TRAVERSE_WAY (32-026533) 385947.6300N/1190941.8200W (6.9)				4452 TREE (32-085508) 385933.4400N/1190956.4700W (6.39)			
4396 TRAVERSE_WAY (32-065406) 385950.4200N/1190946.2400W (6.06)				4418 POLE (32-021609) 385943.6600N/1190950.4600W (5.73)			
4396 TRAVERSE_WAY (32-026531) 385950.5800N/1190946.9800W (5.63)				4413 POLE (32-021643) 385944.5700N/1190948.2800W (5.58)			
4455 TREE (32-026504) 385933.3000N/1190959.7900W (5.23)				4431 TREE (32-026687) 385936.7300N/1190946.8200W (4.96)			
4456 TREE (32-026505) 385933.0700N/1191000.4700W (4.86)				4477 TREE (32-085730) 385923.5900N/1190957.4100W (4.81)			
4396 TRAVERSE_WAY (32-026532) 385949.9200N/1190946.3200W (4.68)				4414 POLE (32-021644) 385944.5600N/1190949.9200W (4.68)			

QUALITY
19
CHECKED



<u>AIRPORT ID</u> O43	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 2	<u>AMDT NO.</u> ORIG	<u>CITY</u> YERINGTON	<u>STATE</u> NV	<u>AIRPORT ELEVATION</u> 4382	<u>FACILITY</u> RNAV
4403 POLE (32-085370) 385945.5600N/1190942.7900W (4.43)			4403 TREE (32-026527) 385946.2300N/1190944.3600W (4.37)			
4470 TREE (32-026519) 385922.4900N/1190949.2700W (4.28)			4405 TREE (32-026701) 385947.9000N/1190950.0000W (4.24)			
4396 TRAVERSE_WAY (32-065407) 385949.6300N/1190946.3600W (3.88)			4415 POLE (32-021646) 385943.1300N/1190948.2600W (3.88)			
4415 POLE (32-021608) 385944.5200N/1190951.5100W (3.76)			4390 FENCE (32-021748) 385951.8600N/1190946.3200W (3.7)			
4496 TOWER (32-078256) 385912.7000N/1190950.5000W (3.53)			4426 TREE (32-026683) 385936.7300N/1190943.7500W (3.47)			
4396 TRAVERSE_WAY (32-026536) 385949.4300N/1190946.4000W (3.32)			4390 FENCE (32-021749) 385951.8600N/1190946.8200W (3.13)			
4390 FENCE (32-021752) 385951.3600N/1190945.8200W (2.98)			4396 TRAVERSE_WAY (32-026537) 385949.4400N/1190946.7700W (2.92)			
4428 TREE (32-026686) 385938.4200N/1190949.9400W (2.76)			4390 FENCE (32-021753) 385951.3600N/1190946.1900W (2.55)			
4403 BUILDING (32-021726) 385944.4800N/1190941.9900W (2.55)			4399 TREE (32-085833) 385946.7800N/1190943.7500W (2.49)			
4390 FENCE (32-021754) 385951.3700N/1190946.3500W (2.4)			4390 BUILDING (32-026582) 385951.3700N/1190946.3500W (2.4)			
4426 POLE (32-021581) 385938.2800N/1190948.3300W (2.24)			4396 TRAVERSE_WAY (32-026538) 385949.0800N/1190946.6800W (2.09)			
4455 TREE (32-085483) 385927.9700N/1190950.6000W (1.95)			4396 TRAVERSE_WAY (32-026539) 385948.9200N/1190946.4800W (1.91)			
4390 FENCE (32-021750) 385951.3700N/1190946.8100W (1.87)			4409 POLE (32-021642) 385942.0900N/1190942.4900W (1.79)			
4415 POLE (32-021647) 385942.8300N/1190949.4200W (1.77)			4394 TRAVERSE_WAY (32-026535) 385950.3200N/1190948.1100W (1.66)			
4402 POLE (32-085785) 385945.0100N/1190943.2200W (1.51)			4417 POLE (32-021610) 385942.8200N/1190951.5100W (1.36)			
4408 POLE (32-021641) 385942.9200N/1190943.9400W (1.28)			4396 TRAVERSE_WAY (32-026540) 385948.6300N/1190946.5500W (1.07)			
4411 POLE (32-021645) 385942.0700N/1190945.1500W (0.69)			4388 SIGN (32-085580) 385951.3400N/1190946.2800W (0.4)			
4414 POLE (32-085919) 385941.3800N/1190946.5900W (0.26)			4415 POLE (32-021649) 385943.6400N/1190952.6300W (0.2)			
4422 POLE (32-021611) 385938.2700N/1190946.7200W (0.06)						

PENETRATIONS REMARKS:

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:



PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VDP NOT ESTABLISHED - 20:1 PENETRATIONS, REMOTE PRIMARY ALTIMETER.

100 FT VEGETATION USED PER FPT.

MISSED APPROACH HOLDING AT HOBBY ENTERS FALLON SOUTH MOA 2, PRIOR COORDINATION REQUIRED WITH CONTROLLING AGENCY FOR HOLDING OVER HOBBY. ATC REQUESTED THAT MISSED APPROACH HOLDING NOT BE CHARTED AT HOBBY.

CAT A-C ONLY, HIGH TERRAIN, MAX VDA CANNOT SUPPORT CAT D AIRCRAFT.

FLIGHT CHECK 2/23/2024 RESULTS, SAT WITH CHANGES:
REQUESTED TO ADD FREQUENCIES TO FORM.

AFS REWORK TO UPDATE FINAL AAO CONTROLLING OBSTACLE, DRIVING MDA UP 100 FT.
FLIGHT CHECK SAT WITH PREVIOUS PLANTED FINAL AAO'S (4940** AND 6180 MDA'S), CIRCLING CATS B/C TREES (VEGETATION), AND MISSED APPROACH LEVEL SURFACE, CG/CGTA 2C AAO OBSTACLES. EVALUATION AND FORMS UPDATED WITH 3 ARCSEC 4B FINAL AAO'S, CIRCLING CATS B/C TREES (VEGETATION), AND MISSED APPROACH LEVEL SURFACE, CG/CGTA AAO OBSTACLES.

ORDER 8260.3 CHAPTER 2 APPLIED TO 6838 AAO 385130.00N/1191312.00W.

ORDER	8260.3	CHAPTER	2	APPLIED	TO	6277	AAO	385318.00N/1191230.00W.
ORDER	8260.3	CHAPTER	2	APPLIED	TO	4653	AAO	385512.00N/1191142.00W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #23-AWP-20

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	FAF	TO 1000FT POINT	2.00
WIDTH OF	INTERMEDIATE	SEGMENT AT 1000FT POINT	5.40
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	339.55
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	6700
DISTANCE FROM	FAF	TO 1500FT POINT	3.00
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	5.63
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	339.55
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	6700

THRESHOLD COORDINATES (IF STR-IN)	385954.42N/1190941.73W
ARP COORDINATES	390019.45N/1190923.55W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 2 DISTANCE 0.48 NM
FAF COORDINATES	385152.84N/1191138.43W
FIX NAME COORDINATES	IF EBBRT 384711.52N/1190924.22W

REMARKS

1000/1500 FT POINT IN INTERMEDIATE DUE TO RISING TERRAIN IN INTERMEDIATE. 1000 FT AIRSPACE USED IN INTERMEDIATE.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
RICHARD CHRISTENSEN	AJV-A431	12/26/2023	AERONAUTICAL INFORMATION SPECIALIST

