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| Flight Procedures Cover Page | Task Action: FLIGHT CHECK | Task Type: IAP | Estimated Chart Date: 09/05/2024 | APWS Task ID: 31809C17DE5B4902B48B6E408AA8FEDA | APWS Project ID: 19ED3B9B5FA54B809443748FE802E7B4 |
| Procedure: RNAV (GPS) RWY 2 ORIG | | Enroute: YES | Specialist: Christensen, Richard | | Agreement Number: |
| Airport ID: O43 | | | Airport City: YERINGTON | | State: NV |
| Facility ID: | Facility Type: | Flight Inspection Remark Type: New FC Slot | | | |
| <p>Procedure Comments: VFR TO IFR AIRPORT.</p> <p>PROCEDURE FLIGHT CHECKED DAYTIME ONLY 2/23/2024 SAT WITH CHANGES: ADDED SPZ, RNO, OAK CENTER FREQUENCIES TO FORMS PER FI REMARKS. AFS REWORK TO UPDATE CONTROLLING OBSTACLE TO 3ARCSEC AAO'S/TREES IN FINAL, CIRCLING AND MISSED APPROACH. RAISES MDA 100 FT.</p> <p>PENDING DATA USED FOR AIRPORT.</p> <p>1 EA APPROVAL LETTER ATTACHED FOR VDA GREATER THAN 0.2 DEGREES THAN VGSI GPA.</p> <p>AIRPORT MAGVAR UPDATE: KO43: OLD 16E - NEW 13E.</p> <p>CONTACTS: ERIC SUSKI (AJV-A431), 405.954.7331 BEVERLY L. BORDY (AJV-A430), 405.954.8293</p> <p>4/8/24: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/26/23.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>7. FAS OBST CHANGED FROM 4640 AAO 385654N/1191129W TO 4630 AAO 385606N/1191130W - AFS NOTED 3ARCSEC CONTROLLING OBSTACLE IN PRIMARY.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>12. FIX GLDEN 8260-2: CHANGED WORDING IN REMARKS FROM "V564" TO "V105-564".</p> <p>13. FIX HOBBY 8260-2: ADDED PATTERN 1, ASSOCIATED CONTROLLING OBSTACLE, PRECIPITOUS TERRAIN ADDITION, AND ASSOCIATED HOLDING RESTRICTIONS AND REMARKS.</p> <div><div>Digitally signed by ERIC N SUSKI Apr 18, 2024</div><div>QUALITY 33 CHECKED</div><div>QUALITY 19 CHECKED</div></div> | | | | | |

| FIPC BASIC FORM | | | | | | |
|---|---|----------------------------------|--|---|--|--|
| PROCEDURE: RNAV (GPS) RWY 2 ORIG | | | AIRPORT NAME: YERINGTON MUNI | | AIRPORT ID: KO43 | SPECIAL CONTROL NO: SG-05-154-24 |
| FAC ID: KO4302 | | CITY: YERINGTON | | | ST: NV | ORIG CHART DATE: 09/05/2024 |
| DFL TYPE: PROC/G | THIRD PARTY: <input type="checkbox"/> YES | EST. TIME ON SITE: 0.5 | REIMB. NUMBER: | PTS TASK ID: 31809C17DE5B4902B48B6E408AA8FEDA | | |
| PREFLIGHT NOTES | | | | | | |
| REVIEWER: | | | | | DATE: | |
| COMMENTS: | | | | | CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT | |
| | | | | | YES | NO |
| | | | | | CPV COMPLETE? <input checked="" type="checkbox"/> X <input type="checkbox"/> | |
| PROCEDURE RESULTS | | | | | | |
| INSPECTION DATE: 07/02/2024 | CREW #: VN570 | N #: N72 | INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT | | ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT | |
| FLIGHT INSPECTOR SIGNATURE: kevin y cheng @ 07/02/2024 18:05 | | | PRINTED NAME: CHENG, KEVIN YI | | | NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |
| FLIGHT INSPECTOR REMARKS: Yerington Muni, Yerington, NV, RNAV (GPS) RWY 2 Orig flown SAT. SIAP verified IAW Order 8200.1, USSFIM, Chapter 6. Periodic requirements met. Runway survey SAT. Recommended changes to the -S (figure): 1. Planview: Missed approach depiction from GLDEN to HOBBY true course should be an eastbound heading. 2. Airport Diagram/Airport Sketch: Complete (currently missing). Add REIL (PCL activated) for Rwy 2 as well. 3. Planview: Add depiction of RANCH HIGH & LOW MOA. | | | | | | |
| IN-FLIGHT OBSTACLE REPORT | | | | | | |
| OBSTRUCTION ID #: | COORDINATES OR LOCATION: | GNSS ALTITUDE (MSL): | BAROMETRIC ALTITUDE (MSL): | HEIGHT ABOVE GROUND LEVEL: | | |

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".
- 4. VDA EXCEEDING 0.2 DEGREES GREATER THAN GPA OF VGSI APPROVAL LETTER: ADDED "THE AIRPORT HAS NO FUTURE PLANS TO ELIMINATE THE NON-COINCIDENT CONDITION OF THE VGSI AND APPROACH. IF THE AIRPORT WERE TO RAISE THE VGSI ANGLE TO BE WITHIN THE 0.2°, THEN THIS WOULD EXCEED THE CAT D MAXIMUM VDA (3.5°) AND POSSIBLY PREVENT CAT D OPERATORS FROM FLYING INTO THE AIRPORT. WITH THE VGSI'S AT 3.5°, THE APPROVAL LETTER WOULD STILL BE NEEDED AS THE DESCENT ANGLE (3.77°) WOULD STILL BE 0.2° GREATER THAN THE VGSI."

Digitally signed by
ERIC N SUSKI
May 10, 2024

J ZEDER 05/08/2024





Federal Aviation Administration

Memorandum

Date:

To: Bruce DeCleene, Manager, Flight Technologies and Procedures Division
THRU: Jim Rose, Manager, Flight Procedure Implementation & Oversight
Branch

From: Bev L. Bordy, Manager, IFP Coordination Team, AJV-A430

Subject: **ACTION:** Approval Request

RNAV (GPS) RWY 2, Yerington Muni, Yerington, NV (O43)

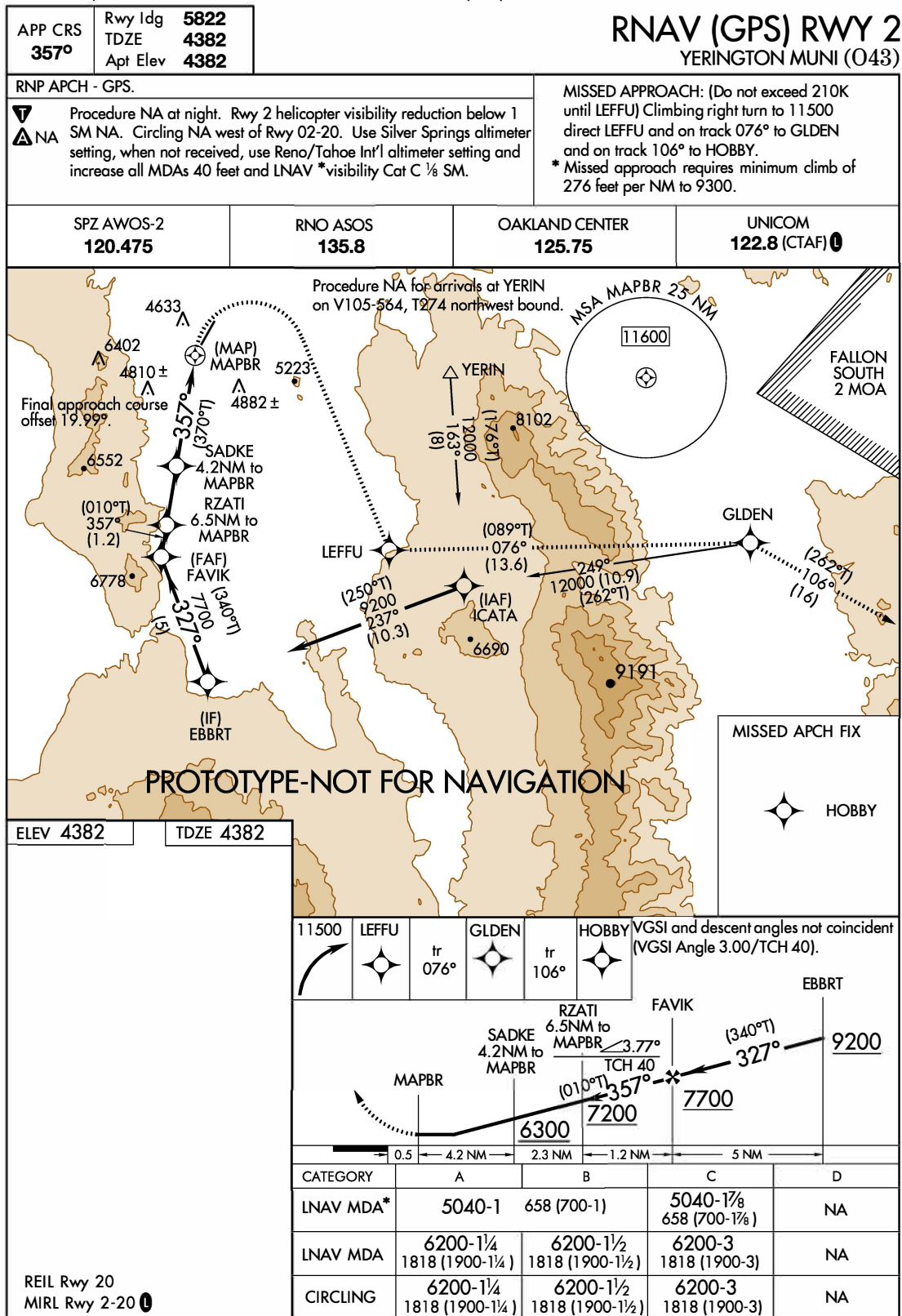
Request approval to establish a vertical decent angle (VDA) exceeding 0.2° greater than the glide path angle (GPA) of the visual glideslope indicator (VGSI) installed for the runway (FAAO 8260.3F Para 2-6-2a). The final VDA of 3.77° is required to clear high terrain south of the airfield while the VGSI angle is set at 3.00° . The purpose of establishing this approach is especially critical for medical evacuation (medivac) operations that currently have very limited access to the airport during inclement weather. O43 is currently only accessible to aircraft operating under visual flight rules (VFR), this greatly limits the use of O43 when the weather is inclement. The approach to RWY 2 will have aircraft categories A-C with lateral navigation (LNAV) and circling only. The proposed VDA of 3.77° is the maximum VDA for aircraft category C (FAAO 8260.3F Table 2-6-1).

The airport has no future plans to eliminate the non-coincident condition of the VGSI and approach. If the airport were to raise the VGSI angle to be within the 0.2° , then this would exceed the CAT D maximum VDA (3.5°) and possibly prevent CAT D operators from flying into the airport. With the VGSI's at 3.5° , the approval letter would still be needed as the descent angle (3.77°) would still be 0.2° greater than the VGSI.

YERINGTON, NEVADA

AL-9912 (FAA)

FIG



AUTOMATED AL-9912 RNAV (GPS) RWY 2

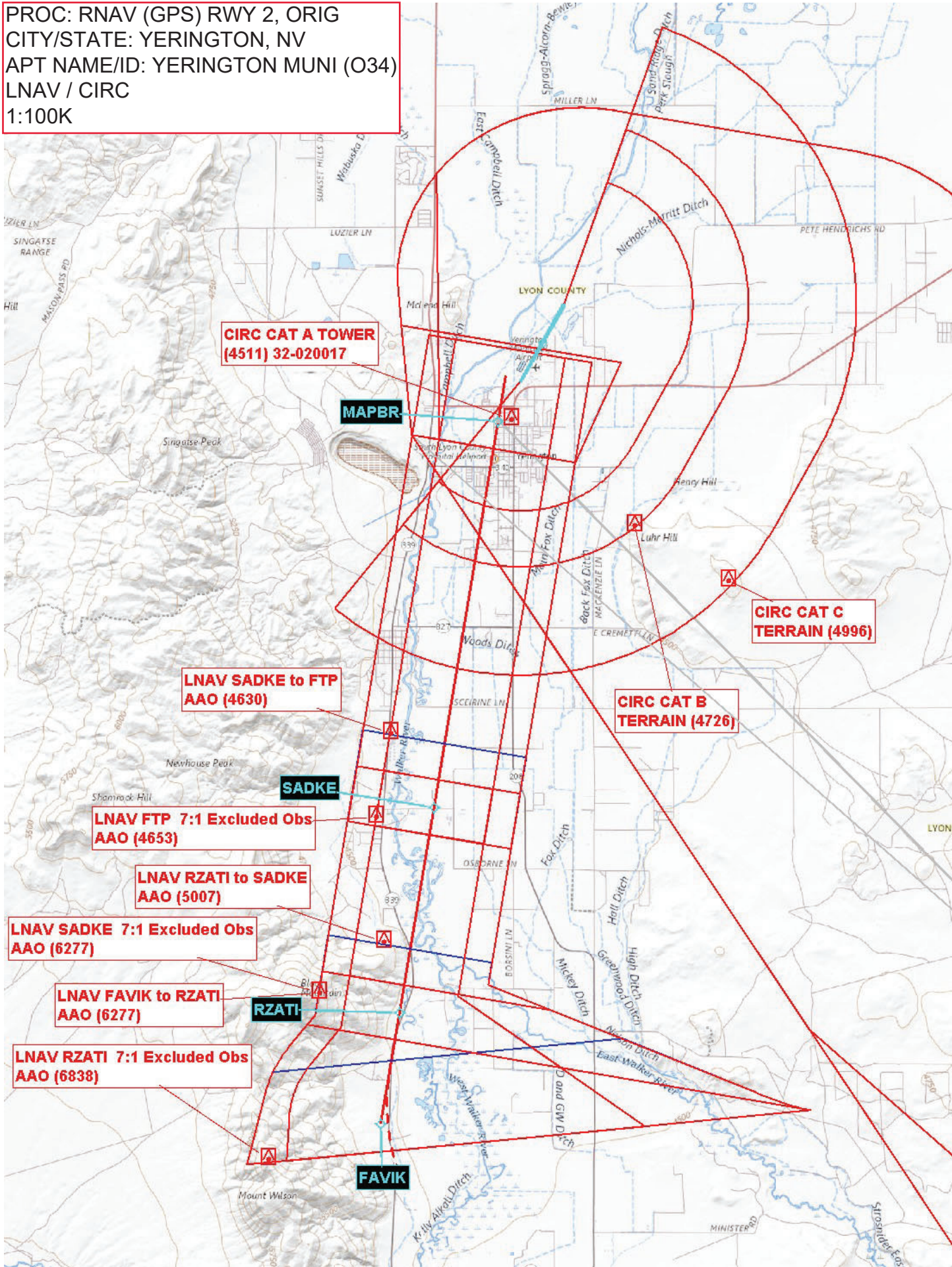
 SW-4
 4-9-24
 COMPILER: JUN
 REVIEWER:
 DBL CHKR:
 EFF: FIG

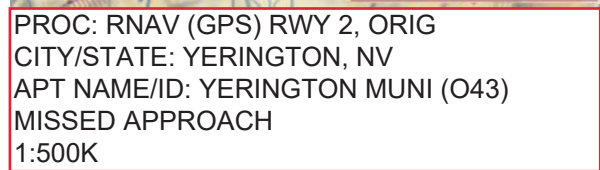
 YERINGTON, NEVADA
 Orig FIG

39°00'N-119°09'W

 YERINGTON MUNI (O43)
RNAV (GPS) RWY 2

PROC: RNAV (GPS) RWY 2, ORIG
CITY/STATE: YERINGTON, NV
APT NAME/ID: YERINGTON MUNI (O34)
LNAV / CIRC
1:100K







Subject: **ACTION:** Request for Pending Records **KO43__YERINGTON MUNI,, NV US**

| | | | | | |
|---------------------|------|------|--------|------|------|
| Current/Assigned MV | E 16 | 1985 | New MV | E 13 | 2025 |
|---------------------|------|------|--------|------|------|

Processed Wednesday, October 18, 2023