

**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.

AIRPORT ID LGD	PROCEDURE NAME RNAV (GPS) RWY 17	ORIGINAL/AMENDMENT 2	CITY LA GRANDE	STATE OR
AIRPORT ELEVATION 2718	TDZE 2714	SUPERSEDED RNAV (GPS) RWY 17	DATED 10/07/2021	EPOCH YEAR 2020
FACILITY RNAV	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE	REQUIRED EFFECTIVE DATE ROUTINE	MAG VAR 14E CANCEL/SUSPEND

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>
TOLGA	IAF	ZALKU	NOPT	TF	FB	1.00	134.40	10.00	7500
ZALKU		USOWE		TF	FB	1.00	134.77	7.42	7500
ATOKE	IAF	USOWE	NOPT	TF	FB	1.00	223.36	25.83	7500
USOWE	IF/IAF	EGHEB		TF	FB	1.00	169.02	4.00	6400
EGHEB		CEPIP		TF	FB	1.00	169.03	7.06	5200
CEPIP		LIPMY		TF	FB	1.00	169.02	2.00	5100
LIPMY	FAF	RW17	MAP	TF	FO	0.30	166.02	7.38	
RW17	MAP	4600 MSL		CA			166.02		4600
4600 MSL		NUDEQ		DF	FO	1.00			9000

MISSED APPROACH

MAP:

LPV: DA
LNAV: RW17

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4600 THEN CLIMBING LEFT TURN TO 9000 DIRECT NUDEQ AND HOLD, CONTINUE CLIMB-IN-HOLD TO 9000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT**
- SIDE OF COURSE**
- OUTBOUND**
- FT WITHIN**
- MILES OF (IAF)**
- HOLD N USOWE, RT, 169.02 INBOUND, 7500 FT. IN LIEU OF PT (IAF), MAX 10000.**
- FAC:** 166.02 **FAF:** LIPMY **DIST FAF TO MAP:** 7.38 **DIST FAF TO THLD:** 7.38
- MIN ALT:** USOWE 7500, EGHEB 6400, CEPIP 5200, LIPMY 5100
- DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **1443 HAT:** 4.37 **GS ANT:**
- MIN GP INCPT:** 5100 **GP ALT AT PFAF:** LIPMY 5100 **OM:** **MM:** **IM:**
- GP ANGLE:** 3.00 **34:1:** IS CLEAR **20:1:** IS CLEAR **TCH:** 35.0
- MSA FROM:** RW17 10900

QUALITY
8
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA FOR CATS C AND D SW OF RWY 12-30.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT TOLGA ON V357 NORTHWEST BOUND.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ATOKE ON V182 NORTHEAST BOUND.
CHART PLANVIEW AND PROFILE NOTES: *FOR LPV FLY VISUAL TO AIRPORT, 166 DEGREES-4.37 NM.
CHART NOTE: FLY VISUAL TO AIRPORT AUTHORIZED DURING DAY ONLY.
CHART NOTE: *DAY VISIBILITY MINIMUMS 3 SM.

ADDITIONAL FLIGHT DATA:

HOLD SE, RT, 325.95 INBOUND.
FAS OBST: 3002 AAO 452512N/1175951W.
CHART VDP AT 5.54 NM TO RW17.
WAAS CHANNEL # 66000
REFERENCE PATH ID: W17A
CHART CIRCLING ICON.
LTP HAE: 809.4 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ CAT A, B, C, D 1900-6

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
LPV DA*	4157	6	1443	4157	6	1443	4157	6	1443	4157	6	1443			
LNAV MDA	4540	1 1/4	1826	4540	1 1/2	1826	4560	3	1846	4580	3	1866			
CIRCLING	4540	1 1/4	1822	4540	1 1/2	1822	4560	3	1842	4580	3	1862			



CHANGES - REASONS

1. TERMINAL ROUTES: TOLGA TO ZALKU, ADDED FIX TYPE "NOPT", UPDATED ALTITUDE FROM "7100" TO "7500" - ADDITION OF HIL, INCREASED IF ALTITUDE, PER FPT CHECKLIST.
2. TERMINAL ROUTES: ZALKU TO USOWE, UPDATED ALTITUDE FROM "7100" TO "7500" - INCREASED ALTITUDE FOR HIL, PER FPT CHECKLIST.
3. TERMINAL ROUTES: ATOKE TO USOWE, ADDED FIX TYPE "NOPT", UPDATED ALTITUDE FROM "7100" TO "7500" - ADDITION OF HIL, INCREASED IF ALTITUDE, PER FPT CHECKLIST.
4. TERMINAL ROUTES: USOWE TO EGHEB, UPDATED FIX TYPE FROM "IF" TO "IF/IAF" - ADDITION OF HIL AT USOWE, PER FPT CHECKLIST.
5. PROFILE LINE 2: UPDATED FROM "PROFILE STARTS AT USOWE" TO "HOLD N USOWE, RT, 169.02 INBOUND, 7500 FT. IN LIEU OF PT (IAF), MAX 10000" - ADDITION OF HIL.
6. PROFILE LINE 4: UPDATED FROM "USOWE 7100, EGHEB 6400, CEPIP 5200, LIPMY 5100" TO "USOWE 7500, EGHEB 6400, CEPIP 5200, LIPMY 5100" - INCREASED ALTITUDE AT USOWE FOR HIL.
7. PROFILE LINE 5: UPDATED FROM "1398 HAT: 4.23" TO "1443 HAT: 4.37" - IAW 8260.19J 8-6-7 E, NEW CONTROLLING OBSTACLE.
8. PROFILE LINE 8: UPDATED FROM "MSA FROM: RW17 10800" TO "MSA FROM: RW17 10900" - NEW CONTROLLING OBSTACLE.
9. NOTES: UPDATED FROM "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT TOLGA ON V357 NORTHWEST, AND ARRIVALS AT ATOKE ON V182 NORTHEAST BOUND" TO "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT TOLGA ON V357 NORTHWEST BOUND" AND "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ATOKE ON V182 NORTHEAST BOUND" - SEPARATED NOTES, MISSING "BOUND".
10. NOTES: UPDATED FROM "CHART PLANVIEW AND PROFILE NOTES: *FOR LPV FLY VISUAL TO AIRPORT, 166 DEGREES-4.23 NM" TO "CHART PLANVIEW AND PROFILE NOTES: *FOR LPV FLY VISUAL TO AIRPORT, 166 DEGREES-4.37 NM" - INCREASED HAT INCREASES DISTANCE TO THRESHOLD.
11. ADDITIONAL FLIGHT DATA: UPDATED FROM "FAS OBST: 2970 AAO 452323N/1180014W" TO "FAS OBST: 3002 AAO 452512N/1175951W" - UPDATED FINAL NON-PRECISION CONTROLLING OBSTACLE, IAW 8260.19J 8-6-11 C.
12. ADDITIONAL FLIGHT DATA: UPDATED FROM "CHART VDP AT 5.48 NM TO RW17" TO "CHART VDP AT 5.54 NM TO RW17" - IAW 8260.3F 2-6-5 B, FORMULA 2-6-5.
13. ADDITIONAL FLIGHT DATA: UPDATED FROM "LTP HAE: 809.5 M" TO "LTP HAE: 809.4 M" - RUNWAY ELLIPSOID ELEVATION CHANGED FROM 2655.8 TO 2655.6 IN AIRNAV.
14. MINIMUMS ALTERNATE: UPDATED FROM "NA" TO "CAT A, B, C, D 1900-6" - IAW 8260.19J 8-6-12 B.
15. MINIMUMS: LPV ALL CATS DA / VIS / HAT UPDATED FROM "4112 / 5 / 1398" TO "4157 / 6 / 1443" - NEW MISSED PENETRATION CONTROLLING OBSTACLE.
16. MINIMUMS: LNAV MDA / HAT UPDATED FROM CATS C/D "4540 / 1826" TO "CAT C 4560 / 1846, AND CAT D 4580 / 1866" - NEW MISSED PENETRATION CONTROLLING OBSTACLE.
17. MINIMUMS: CIRCLING MDA / HAA UPDATED FROM CATS C/D "4540 / 1826" TO "CAT C 4560 / 1846, AND CAT D 4580 / 1866" - NEW CONTROLLING OBSTACLE FOR STRAIGHT IN.
18. FAS DATA: CRC REMAINDER CHANGE FROM "5DE166A3" TO "62E2A5A9" - LTP/FTP LAT/LONG FROM "451734.8390N/1180040.3025W" TO "451734.8240N/1180040.3025W", LTP/FTP ELLIPSOIDAL HEIGHT FROM "+08095" TO "+08094", FPAP LAT/LONG FROM "451605.7530N/1180040.3345W" TO "451605.7380N/1180040.3360W".

COORDINATED WITH:

A4A

ALPA

☒

AOPA

☒

APA

HAI

NBAA

☒

OTHER: ZSE, ZLC, AMGR

FLIGHT CHECKED BY

WENDI S GIMA

Digitally signed by

RAKE MCGRAW

Mar 28, 2025

OFFICE

AJF

DATE

03/25/2025

DEVELOPED BY

DANIEL WESTON

Digitally signed by

DANIEL L WESTON

Feb 13, 2025

OFFICE

AJV-A422

DATE

10/25/2024

APPROVED BY

RAKE MCGRAW

Digitally signed by

RAKE MCGRAW

Mar 28, 2025

OFFICE

AJV-A422

DATE

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KLGD
RUNWAY	RW17
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W17A
LTP/FTP LATITUDE	451734.8240N
LTP/FTP LONGITUDE	1180040.3025W
LTP/FTP ELLIPSOIDAL HEIGHT	+08094
FPAP LATITUDE	451605.7380N
FPAP LONGITUDE	1180040.3360W
THRESHOLD CROSSING HEIGHT (TCH)	00035.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1712
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	62E2A5A9

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K1
LTP ORTHOMETRIC HEIGHT	+08272
FPAP ORTHOMETRIC HEIGHT	+08272



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>
LGD	RNAV (GPS) RWY 17	2	LA GRANDE	OR	2718	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM TOLGA **TO** ZALKU

RNP 1.00 **DISTANCE** 10.00 **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>
TOWER (41-022616)	454451.10N/1180218.60W	5735	500	125	5E	1000				PR360 AT405	7500
TERRAIN	454527.00N/1180236.00W	5429 (5400)								AS1500	6900

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM ZALKU **TO** USOWE

RNP 1.00 **DISTANCE** 7.42 **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>
TOWER (41-022616)	454451.10N/1180218.60W	5735	500	125	5E	1000				PR310 AT455	7500
TERRAIN	454448.00N/1180215.00W	5511 (5500)								AS1500	7000

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

ATOKE

TO

USOWE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	25.83										
<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	453848.00N/1180218.00W	5128	215	8	4B	1000				PR340 AT1032	7500
TERRAIN	453900.00N/1180209.00W	4730 (4700)								AS1500	6200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

USOWE (IF/IAF)

TO

EGHEB

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	4.00										
<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	453906.00N/1180227.00W	5151	215	8	4B	500				PR160	5900
TERRAIN	453848.00N/1180218.00W	4927 (4900)								AS1500	6400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE: STEPDOWN

FROM

EGHEB

TO

CEPIP

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	7.06										
<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	453457.00N/1175836.00W	4141	215	8	4B	500				PR300	5000
TERRAIN	453157.00N/1175721.00W	3704 (3700)								AS1500	5200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

CEPIP

TO

LIPMY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	2.00										
<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	452718.00N/1180445.00W	4439	215	8	4B	500				PR320 SA-496 DG337	5100
TERRAIN	452703.00N/1180318.00W	2965 (3000)								AS1500	4500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

LIPMY

TO

RW17

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	7.38		DA	1443	

<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>
LIGHTING (41-042601)	451739.74N/1180040.86W	2715	20	3	1A		34.00:1			MA1193	4157

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LNAV

FROM

LIPMY

TO

RW17

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	7.38		RW17	1826(AB), 1846(C), 1866(D)	

<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>
CAT A: AAO	452512.00N/1175951.00W	3002	215	8	4B	250				XL70 PR100 MA1100	4540
CAT B: AAO	452512.00N/1175951.00W	3002	215	8	4B	250				XL70 PR100 MA1100	4540
CAT C: AAO	452512.00N/1175951.00W	3002	215	8	4B	250				XL70 PR100 MA1120	4560
CAT D: AAO	452512.00N/1175951.00W	3002	215	8	4B	250				XL70 PR100 MA1140	4580

COMPUTATIONS

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

SEGMENT REMARKS:

ATC REQUEST TO KEEP LNAV MINIMUMS AS LOW AS POSSIBLE. DIFFERENT MDAS FOR CAT A/B, C, AND D APPLIED BASED ON MISSED APPROACH PENETRATION.



HOLD-IN-LIEU OF PT

FROM

USOWE

TO

P-9

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-9	<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	455239.00N/1175651.00W	6080	215	8	4B	1000				PR340	7500
TERRAIN	455239.00N/1175651.00W	5879 (5900)								AS1500	7400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

NUDEQ

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 3451			
<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	451121.00N/1175530.00W	5181	215	8	4B		ASC				9000
AAO	451100.00N/1175512.00W	5194	215	8	4B	1000				PR260	6500
TERRAIN	451100.00N/1175512.00W	4993 (5000)								AS1500	6500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW17

TO

NUDEQ

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30-1.00											4270
<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	451121.00N/1175530.00W	5181	215	8	4B		ASC				9000
AAO	451100.00N/1175512.00W	5194	215	8	4B	1000				PR260	6500
TERRAIN	451100.00N/1175512.00W	4993 (5000)								AS1500	6500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HMAS BASED ON CAT A MDA.

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
WINDMILL (41-032101)	451836.93N/1175949.94W	1.36	1822	2821	20	3	1A	300		SI	4540
CATEGORY B											
TERRAIN (41-042592)	451643.51N/1180322.12W	1.94	1822	3251	20	10	1B	300		SI	4540
CATEGORY C											
TOWER (41-021552)	451936.00N/1180352.50W	3.06	1842	2915	250	50	4D	300		SI/AC50	4560
CATEGORY D											
TOWER (41-000029)	451930.00N/1180419.00W	4.01	1862	2968	500	125	5E	300		SI/AC125	4580

CIRCLING REMARKS:

CIRCLING NA FOR CAT C/D SW OF RWY 12-30 DUE TO HIGH TERRAIN.



MSA

CENTER

RW17

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	451815.00N/1172039.00W	074	28.3	9810	215	8	4B	1000			10900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

13.06 NM INTERMEDIATE USED FOR DESCENT GRADIENT
INTERMEDIATE SEGMENT OFFSET 3 DEGREES FOR TERRAIN AVOIDANCE.
LNAV/VNAV NA DUE TO MISSED PENETRATIONS



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZSE ARTCC, MMV FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3PT	LGD	24	LGD	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS

WX REMARKS:

NO SUITABLE ALTERNATE ALTIMETER AVAILABLE.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
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APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW12 - MIRL (PCL), PAPI-2L	NPI-G	
RW17 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)	NPI-G	
RW30 - REIL, MIRL (PCL), PAPI-2L	NPI-G	
RW35 - REIL (PCL), MIRL (PCL)	NPI-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	2713.8	35.0			3.00	35.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT 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

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.

100 FT VEGETATION PER FPT.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

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

DISTANCE FROM	THLD	TO 1000FT POINT	3.30
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	180.02
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2800
DISTANCE FROM	THLD	TO 1500FT POINT	5.78
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	180.02
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	2800

THRESHOLD COORDINATES (IF STR-IN)	451734.82N/1180040.30W
ARP COORDINATES	451720.68N/1180022.05W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 30 DISTANCE 0.59 NM
FAF COORDINATES	452457.68N/1180040.14W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
DANIEL WESTON	AJV-A422	10/25/2024	AERONAUTICAL INFORMATION SPECIALIST

