

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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
LGU	RNAV (GPS) RWY 17	2A	LOGAN	UT	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
4457	4457	RNAV (GPS) RWY 17	03/31/2016	11E	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
RNAV			ROUTINE		

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>
CORIN		FILOB		TF	FO	1.00	010.67	35.63	10400
ORNEY		FILOB		TF	FO	1.00	338.43	8.27	10400
HODNI		FILOB		TF	FO	1.00	271.71	10.00	10400
TINRE	IAF	FILOB	NOPT	TF	FB	1.00	091.42	10.00	10400
FILOB	IF/IAF	ORNEY		TF	FB	1.00	158.41	8.27	7900
ORNEY		ACACO		TF	FB	1.00	144.07	5.21	6300
ACACO	FAF	RW17	MAP	TF	FO	0.30	171.72	5.63	
RW17	MAP	4857 MSL		CA			171.72		
4857 MSL		PIMIE		DF	FO	1.00			10000

MISSED APPROACH

MAP:

LNAV: RW17

MISSED APPROACH INSTRUCTIONS:

CLIMBING RIGHT TURN TO 10000 DIRECT PIMIE AND HOLD, CONTINUE CLIMB-IN-HOLD TO 10000.

*MISSED APPROACH REQUIRES MINIMUM CLIMB OF 310 FEET PER NM TO 7700.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	HOLD N FILOB, LT, 158.41 INBOUND, 10400 IN LIEU OF PT (IAF), MAX 12000.				
3.	FAC: 171.72	FAF: ACACO	DIST FAF TO MAP: 5.63	DIST FAF TO THLD: 5.63	
4.	MIN ALT: FILOB 10400, ORNEY 7900, ACACO 6300				
5.	DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:
6.	MIN GP INCPT:	GP ALT AT FAF:		OM:	MM:
7.	GP ANGLE:	34:1: IS NOT CLEAR	20:1: IS CLEAR	TCH:	IM:
8.	MSA FROM: RW17 11200				

QUALITY
39
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: RWY 17 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: USE LGU ALTIMETER SETTING; WHEN NOT RECEIVED, PROCEDURE NA.
CHART NOTE: CIRCLING RWY 10, 28 NA AT NIGHT.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LNAV CATS C AND D.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ORNEY ON V142 SOUTHEAST BOUND.
CHART NOTE: CIRCLING NA E OF RWY 17-35.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CORIN ON V21 SOUTHEAST BOUND AND V288 WESTBOUND.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV* CATS A AND B VISIBILITY TO 1 SM.

ADDITIONAL FLIGHT DATA:

ACACO TO RW17: 3.00/49.6
HOLD NW, RT, 153.72 INBOUND.
FAS OBST: 5080 AAO 415129N/1114928W.
CHART VDP AT 1.87 NM TO RW17.

MINIMUMS:

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

ALTERNATE: NA ☐ CAT A, B 1400-2, CAT C, D 1400-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

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*	5100	3/4	643	5100	3/4	643	5100	1 3/8	643	5100	1 3/8	643			
LNAV MDA	5800	3/4	1343	5800	1	1343	5800	3	1343	5800	3	1343			
CIRCLING	5800	1 1/4	1343	5800	1 1/2	1343	5800	3	1343	5800	3	1343			

CHANGES - REASONS

1. MISSED APPROACH: MOVED “MISSED APPROACH REQUIRES MINIMUM OF 310 FEET PER NM TO 7700” FROM CHART NOTE TO MISSED APPROACH – IAW 8260.19K 8-6-6 F.
2. PROFILE LINE 2: ADDED “MAX 12000” – IAW 8260.19K 8-6-7 B.(2).
3. PROFILE LINE 7: 34:1 CHANGED FROM “IS CLEAR” TO “IS NOT CLEAR” – 34:1 PENETRATIONS EXIST.
4. PROFILE LINE 7: 20:1 CHANGED FROM “BLANK” TO “IS CLEAR” – IAW 8260.19K 8-6-7 G.
5. PBN REQUIREMENTS NOTE: ADDED “RNP APCH – GPS”, REMOVED CHART NOTE “DME/DME RNP 0.3 NA” – IAW 8260.19K 8-6-8 D.(5).
6. NOTES: ADDED CHART NOTE “RWY 17 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED” – IAW 8260.19K 8-6-12 K.(2).
7. NOTES: ADDED "CHART NOTE: USE LGU ALTIMETER SETTING; WHEN NOT RECIEVED, PROCEDURE NA" - SECONDARY ALT NOT AVAILABLE DUE TO HIGH TERRAIN.
8. NOTES: ADDED "CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV* CATS A AND B VISIBILITY TO 1 SM" AND "CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LNAV CATS C AND D" - IAW 8260.19K 8-6-12.O.
9. ADDITIONAL FLIGHT DATA: REMOVED “CHART CIRCLING ICON” – NO LONGER REQUIRED.
10. ADDITIONAL FLIGHT DATA: CHANGED “CHART VDP AT 1.88 NM TO RW17” TO “CHART VDP AT 1.87 NM TO RW17” – DISTANCE RECALCULATED.
11. MINIMUMS: ALTERNATE: ADDED “NA WHEN LOCAL WEATHER NOT AVAILABLE” – IAW 8260.19K 8-6-12 B.(4).
12. MINIMUMS: LNAV MDA* VISIBILITY CATS A & B CHANGED FROM 1/2 TO 3/4 – IAW 8260.3 G TABLE 3-3-1.
13. MINIMUMS: LNAV MDA VISIBILITY CAT B CHANGED FROM 1 TO 3/4 - IAW 8260.3 G TABLE 3-3-1.



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZLC, AMGR

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE
FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE

DATE

Digitally signed by

ROBERT G HAMILTON

Jun 09, 2026

DEVELOPED BY

ROBERT G HAMILTON (DANIEL R. JOHNSON)

OFFICE

DATE

Digitally signed by

ROBERT G HAMILTON

Jun 09, 2026

APPROVED BY

ROBERT G HAMILTON

OFFICE

DATE

TITLE

Digitally signed by

ROBERT G HAMILTON

Jun 09, 2026

MANAGER



**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>
LGU	RNAV (GPS) RWY 17	2A	LOGAN	UT	4457	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM CORIN **TO** FILOB

RNP 1.00 **DISTANCE** 35.63 **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	415418.00N/1120503.00W	6621	215	8	4B	2000				AT1779	10400
TERRAIN	415418.00N/1120503.00W	6420 (6400)								AS1500	7900

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM ORNEY **TO** FILOB

RNP 1.00 **DISTANCE** 8.27 **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 (16-059328)	420536.44N/1115242.76W	4861	20	10	1B	2000				AT3539	10400
TERRAIN	420630.00N/1115636.00W	4747 (4700)								AS1500	6200

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
39
CHECKED

FEEDER

FROM

HODNI

TO

FILOB

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	10.00										
<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	420230.00N/1114142.00W	7687	215	8	4B	2000				AT713	10400
TERRAIN	420330.00N/1114245.00W	6276 (6300)								AS1500	7800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

TINRE

TO

FILOB

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	10.00										
<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	420857.00N/1120436.00W	8550	215	8	4B	1000				PR320 AT530	10400
TERRAIN	420857.00N/1120436.00W	8349 (8300)								AS1500	9800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

FILOB (IF/IAF)

TO

ORNEY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	8.27										
<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	420433.00N/1120033.00W	5870	215	8	4B	500				SA-332 AT1862	7900
TERRAIN	420812.00N/1115333.00W	4773 (4800)								AS1500	6300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

ORNEY

TO

ACACO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	5.21										
<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	415521.00N/1114912.00W	4784	215	8	4B	500				PR80 AT936	6300
TERRAIN	415521.00N/1114912.00W	4583 (4600)								AS1500	6100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM

ACACO

TO

RW17

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	5.63		RW17		643						
<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	415129.25N/1114927.90W	5080	50	20	2C	250				SA-242	5100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

ACACO

TO

RW17

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	5.63		RW17		1343						
<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	415129.25N/1114927.90W	5080	50	20	2C	250				SA-242 MA700	5800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM

FILOB

TO

P-10

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-10	<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	421412.00N/1120430.00W	8937	215	8	4B	1000				PR350 XP113	10400
TERRAIN	421412.00N/1120430.00W	8736 (8700)								AS1500	10200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

TO MAINTAIN CURRENT MINIMA.

MISSED APPROACH: LNAV

FROM

RW17

TO

PIMIE

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u> 5000		
<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	310	7700		10000
AAO	414230.00N/1120303.00W	7769	215	8	4B	1000				SA-505 PR290	8600
TERRAIN	414706.00N/1121400.00W	6873 (6900)								AS1500	8400

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

PIMIE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30							5700				
<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	414230.00N/1120245.00W	7720	215	8	4B		ASC			SA-453	10000
AAO	414230.00N/1120303.00W	7769	215	8	4B	1000				SA-505 PR290	8600
TERRAIN	414706.00N/1121400.00W	6873 (6900)								AS1500	8400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

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											
TREE (49-062804)	414903.30N/1115113.39W	1.39	1343	4559	20	3	1A	300		SI	5800
CATEGORY B											
TREE (49-063116)	415007.56N/1115025.46W	1.99	1343	4652	20	3	1A	300		SI	5800
CATEGORY C											
BUILDING (49-067658)	415022.20N/1115109.36W	3.14	1343	4717	250	50	4D	300		SI	5800
CATEGORY D											
AAO	415154.00N/1114948.00W	4.12	1343	4817	215	8	4B	300		SI	5800

CIRCLING REMARKS:

MSA

CENTER

RW17

RADIUS

25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</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>
360-360	AAO	415442.00N/1114033.00W	039	10.0	10168	215	8	4B	1000			11200

MSA REMARKS:

QUALITY
39
CHECKED

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZLC ARTCC, CDC FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	LGU	24	LGU		Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

SECONDARY ALTIMETER NOT AVAILABLE DUE TO HIGH TERRAIN.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW10		BSC-P	
RW28		BSC-P	
RW17 - MALSR (PCL), HIRL (PCL), PAPI-2L		PIR-G	
RW35 - HIRL (PCL), REIL (PCL), PAPI-2L		PIR-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
					3.00	44.7

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	X	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LNAV		
34:1			
4556 TREE (49-063619) 414855.7300N/1115053.3600W (2.13)		4556 TREE (49-061983) 414855.8700N/1115053.5500W (1.73)	
4556 TREE (49-062712) 414856.0400N/1115053.3800W (1.21)		4556 TREE (49-061811) 414856.1300N/1115053.8400W (0.99)	
4556 TREE (49-062706) 414856.4000N/1115053.4600W (0.15)		4556 TREE (49-062737) 414856.4200N/1115053.5900W (0.1)	
4556 TREE (49-062510) 414856.4900N/1115055.0700W (0.05)			

QUALITY
39
CHECKED



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.

35 FT VEGETATION USED PER FPT.
LPV AND LNAV/VNAV NOT DEVELOPED DUE TO OFFSET INTERMEDIATE EXCEEDING 15 DEGREES.
INTERMEDIATE OFFSET TO THE RIGHT OF FINAL COURSE TO AVOID TERRAIN EAST OF THE AIRPORT.
INTERMEDIATE LENGTH GREATER THAN 10 NM FOR DESCENT GRADIENT.
TAA NOT DEVELOPED PER ATC REQUEST.
CIRCLING NA AT NIGHT TO RWY 10-28 DUE TO SURVEY TYPE.
LP NOT ADDED DUE TO NO GAIN IN MDA.
PROCEDURAL TCH 49.58 UTILIZED TO MATCH ILS RWY 17 PROCEDURE.
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	3.43
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	182.72
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	4600
DISTANCE FROM	THLD	TO 1500FT POINT	5.23
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.73
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	182.72
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	4600

THRESHOLD COORDINATES (IF STR-IN) 414821.04N/1115051.50W
ARP COORDINATES 414730.37N/1115105.93W
RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 17 DISTANCE 0.86 NM
FAF COORDINATES 415358.64N/1115030.04W
FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

NAME

ROBERT G HAMILTON (DANIEL R. JOHNSON)

OFFICE

AJV-A433

DATE

03/02/2026

TITLE

AERONAUTICAL INFORMATION SPECIALIST



AIRPORT ID
LGU

PROCEDURE NAME
RNAV (GPS) RWY 17

AMDT NO.
2A

CITY
LOGAN

STATE
UT

AIRPORT ELEVATION
4457

FACILITY
RNAV

