

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
VOR STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.23**

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> PSC	<u>PROCEDURE NAME</u> VOR RWY 30	<u>ORIGINAL/AMENDMENT</u> 6	<u>CITY</u> PASCO	<u>STATE</u> WA		
<u>AIRPORT ELEVATION</u> 410	<u>TDZE</u> 405	<u>SUPERSEDED</u> VOR RWY 30	<u>ORIGINAL/AMENDMENT</u> 5C	<u>DATED</u> 09/08/2022	<u>MAG VAR</u> 15E	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> PSC	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 10/2/2025	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
ALW VOR/DME	IAF	USENY/PSC 14.00 DME					256.29	25.73	3300
OYREX/PSC 14.00 DME CW	IAF	USENY/PSC 14.00 DME					14.00 DME ARC		3300
GAWWY/PSC 14.00 DME CCW	IAF	USENY/PSC 14.00 DME					14.00 DME ARC		3300
USENY/PSC 14.00 DME	IF	WARNU/PSC 10.20 DME					306.52 (PSC R-127)	3.80	2700
WARNU/PSC 10.20 DME		MOJUY/PSC 6.40 DME					306.52 (PSC R-127)	3.80	2200

MISSED APPROACH

MAP:

JKSU/PSC 0.78 DME

MISSED APPROACH INSTRUCTIONS:

CLIMBING RIGHT TURN TO 3200 ON HEADING 105 AND PSC VOR/DME R-092 TO CITYS/PSC 14.00 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT USENY/PSC 14.00 DME
- FAC: 306.52 FAF: MOJUY/PSC 6.40 DME DIST FAF TO MAP: DIST FAF TO THLD: 5.62
- MIN ALT: USENY/PSC 14.00 DME 3300, WARNU/PSC 10.20 DME 2700, MOJUY/PSC 6.40 DME 2200, WOZER/PSC 3.37 DME 1260
- MSA FROM: PSC VOR/DME 100-190 3500, 190-300 4800, 300-100 2900



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: VDP NA WHEN USING HRI ALTIMETER SETTING.
CHART NOTE: RWY 30 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON ALW VOR/DME AIRWAY RADIALS 216 CW 314.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-30 CATS C AND D VISIBILITY TO 1 1/8 SM.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HRI ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET, INCREASE S-30 VISIBILITY CATS C AND D AND CIRCLING VISIBILITY CATS C AND D 1/4 SM.
CHART NOTE: FOR INOPERATIVE ALS WHEN USING HRI ALTIMETER, INCREASE S-30 CATS C AND D VISIBILITY TO 1 3/8 SM.

ADDITIONAL FLIGHT DATA:

HOLD E, RT, 272.44 INBOUND.
CHART FAS OBST: 554 TWR (53-001039) 461518N/1190440W.
CHART 639 TOWER (53-023355) 461351N/1190234W.
CHART VDP AT 1.91 DME.
DISTANCE VDP TO THLD 1.14 NM.
CHART PSC R-070 AT OYREX.
CHART PSC R-153 AT GAWWY.
FAC 344 FT R OF RWY C/L EXTENDED 3000 FT FROM THLD.
MOJUY TO RW30: 2.92/54.3.

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/4, 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
S-30	820	3/4	415	820	3/4	415	820	1	415	820	1	415			
CIRCLING	900	1	490	940	1	530	1040	1 3/4	630	1100	2 1/4	690			

CHANGES - REASONS

- INCREASED CIRCLING CAT A MDA/HAT FROM 880/470 TO 900/490. – NEW CONTROLLING OBSTACLE.
- LINE 3: UPDATED DIST FAF TO THLD FROM 5.60 TO 5.62. – RWY 12/30 SHIFTED 350 FEET NW.
- LINE 4: UPDATED MIN ALT AT VOR STEPDOWN FIX FROM “WOZER/PSC 3.40 DME 1260” TO “WOZER/PSC 3.37 DME 1260.” – FIX WOZER MOVED IN LINE WITH VDA.
- UPDATED CHART NOTE: VDP NA WHEN USING HERMISTON ALTIMETER SETTING TO WHEN USING HRI ALTIMETER SETTING. - IAW 8260.19J 8-6-10 E(8).
- UPDATED CHART NOTE: WHEN LOCAL ATIMETER SETTING NOT RECEIVED, FROM “USE HERMISTON ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET, INCREASE S-30 VISIBILITY CAT C/D 3/8 SM AND CIRCLING CAT C/D VISIBILITY 1/4 SM” TO “USE HRI ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET, INCREASE S-30 VISIBILITY CATS C AND D AND CIRCLING VISIBILITY CATS C AND D 1/4 SM.” - NEW EVALUATION COMPLETED; IAW 8260.19J 8-6-10F(4).
- UPDATED CHART NOTE: FOR INOPERATIVE ALS, FROM “INCREASE S-30 CAT C/D VISIBILITY TO 1 1/8 SM” TO “INCREASE S-30 CATS C AND D VISIBILITY TO 1 1/8 SM.” – IAW 8260.19J.
- ADDITIONAL FLIGHT DATA: UPDATED CHART VDP AT 1.93 DME TO CHART VDP AT 1.91 DME. - RWY 12/30 SHIFTED 350 FEET NW.
- ADDITIONAL FLIGHT DATA: UPDATED FROM “FAC CROSSES RWY C/L EXTENDED 6243 FT FROM THLD” TO “FAC 344 FT R OF RWY C/L EXTENDED 3000 FT FROM THLD.” - UPDATED TO MAINTAIN FINAL APPROACH COURSE; MAP MOVED.
- ADDITIONAL FLIGHT DATA: UPDATED MOJUY TO RW30: FROM 2.93/54 TO 2.92/54.3. – TCH UPDATED TO MATCH VGSI; THLD MOVED.
- REMOVED CHART CIRCLING ICON. - NO LONGER REQUIRED.
- ADDED CHART 639 TOWER (53-023355) 461351N/1190234W. - 7:1 OBSTACLE.
- ADDED CHART NOTE: FOR INOPERATIVE ALS WHEN USING HRI ALTIMETER, INCREASE S-30 CATS C AND D VISIBILITY TO 1 3/8 SM. - IAW 8260.19J 8-6-12 0(3).

8/8/25: THIS IS AN UPDATE COPY OF THE FORM DEVELOPED ON 5/7/2025:
ADDED 10/2/2025 TO REQUIRED EFFECTIVE DATE.



COORDINATED WITH:

A4A

X

ALPA

X

AOPA

X

APA

X

HAI

NBAA

X

OTHER: ZSE, PSC ATCT, CHINOOK APP CON, AMGR

FLIGHT CHECKED BY

JEFFREY ECKMAN

Digitally signed by

CASIMIR L TABAKA

Aug 08, 2025

OFFICE

AJF

DATE

07/17/2025

DEVELOPED BY

CASIMIR L. TABAKA (BARBARA GORMAN)

Digitally signed by

CASIMIR L TABAKA

Aug 08, 2025

OFFICE

AJV-A432

DATE

05/07/2025

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

CASIMIR L TABAKA

Aug 08, 2025

OFFICE

AJV-A430

DATE

TITLE

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>
PSC	VOR RWY 30	6	PASCO	WA	410	PSC

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM ALW VOR/DME **TO** USENY/PSC 14.00 DME

<u>RNP</u>	<u>DISTANCE</u> 25.73	<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>
WINDMILL (53-000961)	460127.25N/1185128.73W	2014	250	50	4D	1000					3100
TERRAIN	461033.00N/1185203.00W	1765 (1800)								AS1500	3300

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: ARC

FROM OYREX/PSC 14.00 DME CW **TO** USENY/PSC 14.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<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>
WINDMILL (53-020585)	460142.94N/1185152.34W	1977	500	125	5E	1000					3000
TERRAIN	460139.00N/1185203.00W	1755 (1800)								AS1500	3300

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL: ARC

FROM

GAWWY/PSC 14.00 DME CCW

TO

USENY/PSC 14.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<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>
WINDMILL (53-020801)	460140.65N/1185148.90W	1995	500	125	5E	1000					3000
TERRAIN	460133.00N/1185203.00W	1765 (1800)								AS1500	3300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

USENY/PSC 14.00 DME

TO

WARNU/PSC 10.20 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	3.80										
<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	460309.00N/1185903.00W	1424	215	8	4B	500				DG776	2700
TERRAIN	460309.00N/1185903.00W	1223 (1200)								AS1000	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE: STEPDOWN

FROM

WARNU/PSC 10.20 DME

TO

MOJUY/PSC 6.40 DME

<u>RNP</u>	<u>DISTANCE</u> 3.80	<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>
TOWER (53-000900)	460654.60N/1190135.13W	1389	250	50	4D	500				SA-134 DG445	2200
TERRAIN	460654.00N/1190109.00W	872 (900)								AS1000	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL

FROM

MOJUY/PSC 6.40 DME

TO

WOZER/PSC 3.37 DME

<u>RNP</u>	<u>DISTANCE</u> 3.03	<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>
TRANSMISSION_LINE (53-020418)	461140.37N/1190317.97W	758	20	50	1D	250				RA100 AC50 DG102	1260

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: STEPDOWN

FROM

WOZER/PSC 3.37 DME

TO

JKSU/PSC 0.78 DME

RNP	DISTANCE	PAT	MAP		HAT	HMAS					
	2.59		JKSU/PSC 0.78 DME		415						
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TWR (53-001039)	461518.16N/1190440.03W	554	20	10	1B	250					820

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH

FROM

JKSU/PSC 0.78 DME

TO

CITYS/PSC 14.00 DME

RNP	DISTANCE	PAT	MAP		HAT	HMAS					
						570					
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3200
AAO	461421.00N/1184612.00W	1208	215	8	4B	1000					2300
TERRAIN	461421.00N/1184612.00W	1007 (1000)								AS1500	2500

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

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TREE (53-133152)	461604.80N/1190905.06W	1.30	490	589	20	10	1B	300			900
CATEGORY B											
POLE (53-022254)	461604.84N/1191024.67W	1.82	530	632	20	3	1A	300			940
CATEGORY C											
TWR (53-000108)	461433.54N/1191045.07W	2.86	630	724	20	3	1A	300			1040
CATEGORY D											
AAO	461936.00N/1190436.00W	3.73	690	794	215	8	4B	300			1100

CIRCLING REMARKS:

MSA

CENTER		RADIUS
PSC VOR/DME		25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
100-190	TOWER (53-000976)	460557.96N/1190744.92W	168	10.3	2483	20	3	1A	1000			3500
190-300	AAO	462457.00N/1193748.00W	277	23.0	3777	215	8	4B	1000			4800
300-100	AAO	462830.00N/1182921.00W	050	28.8	1818	215	8	4B	1000			2900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZSE ARTCC, PSC TOWER, CHINOOK APP CON

<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	PSC	24	PSC		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>
ASOS	HRI	24	HRI	26.85	Y	95

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KPSC 410, KHRI 644
RA = 94.5.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
PSC VOR/DME	POCC	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW03R	BSC-G	
RW21L	BSC-G	
RW03L - REIL, HIRL (PCL), PAPI-4L	NPI-G	ROLL OUT
RW12 - REIL, MIRL (PCL), VASI-4L	NPI-G	
RW30 - MALSF, MIRL (PCL), PAPI-4L	NPI-G	
RW21R - MALSR (PCL), HIRL (PCL), PAPI-4L	PIR-G	APPROACH

<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	54.3

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☐	3000FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☐	344FT R OF 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	VOR		
34:1			
462 TREE (53-133461) 461517.7500N/1190612.6800W (12.78)	461 TREE (53-024810) 461513.9500N/1190611.2200W (1.57)		



<u>AIRPORT ID</u> PSC	<u>PROCEDURE NAME</u> VOR RWY 30	<u>AMDT NO.</u> 6	<u>CITY</u> PASCO	<u>STATE</u> WA	<u>AIRPORT ELEVATION</u> 410	<u>FACILITY</u> PSC
453 TREE (53-025188) 461516.4400N/1190612.7200W (1.04)						
<u>PENETRATIONS REMARKS:</u>						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
VEGETATION HEIGHT 23 FT PER FPT.
ORDER 8260.3 CHAPTER 2 APPLIED TO 639 TOWER (53-023355) 461351.00N/1190234.00W.
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	MAP	TO 1000FT POINT	3.29
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	2.41
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	321.52
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	500
DISTANCE FROM	MAP	TO 1500FT POINT	12.02
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	7.15
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	321.52
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1300

THRESHOLD COORDINATES (IF STR-IN)	461532.52N/1190627.64W
ARP COORDINATES	461553.81N/1190709.84W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 3L DISTANCE 0.80 NM
FAF COORDINATES	461112.31N/1190118.35W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

PART E: PREPARED BY

<u>NAME</u> CASIMIR L. TABAKA (BARBARA GORMAN)	<u>OFFICE</u> AJV-A432	<u>DATE</u> 05/07/2025	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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