

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> D50	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 31	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> CROSBY	<u>STATE</u> ND
<u>AIRPORT ELEVATION</u> 1953	<u>TDZE</u> 1951	<u>SUPERSEDED</u> RNAV (GPS) RWY 30	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>DATED</u> 05/21/2020
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 7E
				<u>EPOCH YEAR</u> 2025
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
ISN VOR/DME		JOXNI		TF	FB	1.00	030.66	35.22	4500
FONIA		JOXNI		TF	FB	1.00	350.36	27.46	4500
JOXNI	IAF	FATRE	NOPT	TF	FB	1.00	038.05	6.50	4500
FATRE	IF/IAF	BUVFY		TF	FB	1.00	308.14	6.50	3500
BUVFY	FAF	MINTE/1.91 NM TO RW31		TF	FB	0.30	308.05	2.83	
MINTE/1.91 NM TO RW31		RW31	MAP	TF	FO	0.30	308.05	1.91	
RW31	MAP	2500 MSL		CA			308.05		2500
2500 MSL		FATRE		DF	FO	1.00			4500

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW31

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2500 THEN CLIMBING LEFT TURN TO 4500 DIRECT FATRE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)
2. HOLD SE FATRE, RT, 308.14 INBOUND, 4500 FT. IN LIEU OF PT (IAF), MAX 10000.
3. FAC: 308.05

FAC: BUVFY

DIST FAF TO MAP: 4.74

DIST FAF TO THLD: 4.74
4. MIN ALT: FATRE 4500, BUVFY 3500, MINTE/1.91 NM TO RW31 2600
5. DIST TO THLD FROM OM:

MM:

IM:

150 HAT:

250 HAT: 0.66

GS ANT:
6. MIN GP INCPT: 3500

GP ALT AT PFAF: BUVFY 3500

OM:

MM:

IM:
7. GP ANGLE: 3.00

34:1: IS CLEAR

20:1: IS CLEAR

TCH: 45.0
8. MSA FROM: RW31 4100

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA TO RWYS 3 AND 21.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -18°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON ISN VOR/DME AIRWAY RADIALS 081 CW 116.

ADDITIONAL FLIGHT DATA:

CHART FAS OBST: 2122 WATER TOWER (38-043264) 485500N/1031803W.
CHART U.S. AND CANADIAN BORDER.
CHART VDP AT 1.25 NM TO RW31.
WAAS CHANNEL # 63047
REFERENCE PATH ID: W31A
LTP HAE: 574.3 M

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
LPV DA	2201	1	250	2201	1	250	2201	1	250	2201	1	250			
LNAV/VNAV DA	2365	1 1/8	414	2365	1 1/8	414	2365	1 1/8	414	2365	1 1/8	414			
LNAV MDA	2380	1	429	2380	1	429	2380	1 1/4	429	2380	1 1/4	429			
CIRCLING	2440	1	487	2540	1	587	2540	1 1/2	587	2640	2 1/4	687			



CHANGES - REASONS

1. AIRPORT MAGVAR UPDATE FROM 11E TO 7E. – MAGVAR OUT OF TOLERANCE.
2. AIRPORT ELEVATION CHANGED FROM 1950 TO 1953. - NEW SURVEY.
3. TDZE CHANGED FROM 1948 TO 1951. - NEW SURVEY.
4. RUNWAY NUMBER CHANGED FOR RWY 30 TO RWY 31. – MAGVAR UPDATE AND CLEARS NOTAM 4/2420.
5. TERMINAL ROUTES: ISN VOR/DME TO JOXNI CRS/DIST CHANGED FROM 026.55/36.74 TO 030.66/35.22. – FIX JOXNI MOVE FOR FAF ALIGNMENT.
6. TERMINAL ROUTES: FONIA TO JOXNI CRS/DIST CHANGED FROM 348.23/28.67 TO 350.36/27.46. – FIX JOXNI MOVE FOR FAF ALIGNMENT.
7. TERMINAL ROUTES: JOXNI TO FATRE CRS/DIST CHANGED FROM 034.08/5 TO 038.08/6.5. - MAGVAR UPDATE/FATRE MOVE FOR FAF ALIGNMENT.
8. TERMINAL ROUTES: FATRE TO BUVFY CRS/DIST CHANGED FROM 304.15/6.30 TO 308.05/6.50. – MAGVAR UPDATE/FATRE AND BUVRY MOVE.
9. TERMINAL ROUTES: BUVFY TO RW30 CHANGED CRS/DIST FROM 304.06/4.68 TO BUVRY TO MINTE/1.91 NM TO RW31 308.05/2.83. – STEPDOWN FIX ADDED PER FPT TO LOWER LNAV MINIMUMS AND MAGVAR UPDATE.
10. TERMINAL ROUTES: ADDED MINTE/1.91 TO RW31 TO RW31 308.05/1.91. – STEPDOWN FIX ADDED TO LOWER LNAV MINIMUMS/MAGVAR UPDATE.
11. TERMINAL ROUTES: RW30 TO 2350 MSL CA LEG CHANGED TO RW31 TO 2500 MSL CRS 305.05, ALTITUDE 2500. – CLIMB TO LEG ALLOWS MISSED APPROACH TO REMAIN IN UNITED STATES AIRSPACE.
12. TERMINAL ROUTES: 2350 TO FATRE CHANGED TO 2500 TO FATRE. – ALTITUDE CHANGE IN CA LEG TO REMAIN IN UNITED STATES AIRSPACE.
13. MAP: LNAV: RW30 CHANGED TO LNAV RW31. – RUNWAY RENUMBERED DUE TO MAGVAR UPDATE.
14. MAP: ADDED LNAV/VNAV: DA. – NEW VERTICALLY GUIDED SURVEY/DIRECTION FROM FPT.
15. MAP: ADDED LPV: DA. – NEW VERTICALLY GUIDED SURVEY/DIRECTION FROM FPT.
16. MISSED APPROACH INSTRUCTIONS: CHANGED FROM CLIMBING LEFT TURN TO 4500 DIRECT FATRE AND HOLD TO CLIMB TO 2500 THEN CLIMBING LEFT TURN TO 4500 DIRECT FATRE AND HOLD. – CHANGED TO KEEP MISSED APPROACH IN UNITED STATES AIRSPACE.
17. PROFILE LINE 2 CHANGED INBOUND COURSE FROM 304.15 TO 308.14. – MAGVAR UPDATE/FATRE MOVE.
18. PROFILE LINE 3 CHANGED FAC/DIST FAF TO MAP/DIST FAF TO THLD FROM 304.06/4.68/4.68 TO 308.05/4.74/4.74. – MAGVAR UPDATE/BUVFY MOVEMENT TO ALIGN FOR VERTICAL GLIDEPATH 3.00/45.
19. PROFILE: LINE 4 ADDED MINTE/1.91 NM TO RW31 2600. – STEPDOWN FIX ADDED TO ACCOMMODATE LOWER LNAV MINIMUMS.
20. PROFILE: LINE 5 ADDED 250 HAT: 0.66. – VERTICALLY GUIDED MINIMUMS ADDED.
21. PROFILE: LINE 6 ADDED MIN GP INCPT: 3500 AND GP ALT AT PFAF: BUVFY 3500. – VERTICALLY GUIDED MINIMUMS ADDED.
22. PROFILE: LINE 7 ADDED GP ANGLE: 3.00 AND TCH: 45. – VERTICALLY GUIDED MINIMUMS.
23. PROFILE: LINE 7 CHANGED 34:1 AND 20:1 FROM NOT CLEAR TO CLEAR. – ESTABLISHMENT OF VERTICALLY GUIDED SURVEY.
24. PROFILE: LINE 8 MSA FROM: CHANGED RW30 4100 TO RW31 4100. – MAGVAR UPDATE AND RUNWAY RENUMBERED.
25. PBN REQUIREMENTS NOTE: CHANGED FROM RNP APCH TO RNP APCH-GPS. – IAW 8260.19J 8-6-8D(5)(A)1.
26. NOTES: REMOVED NOTE CIRCLING RWY 12 NA AT NIGHT. – ESTABLISHMENT OF VERTICALLY GUIDED SURVEY AND NO 20:1 OBSTACLES IDENTIFIED.
27. NOTES: REMOVED RWY 30 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. – NO VISUAL OBSTACLES IDENTIFIED.
28. NOTES: CHANGED PLANVIEW NOTE FROM PROCEDURE NA FOR ARRIVALS AT ISN VOR/DME ON V71 NORTHWEST BOUND. TO PROCEDURE NA FOR ARRIVAL ON ISN VOR/DME AIRWAY RADIALS 081 CW 116. - 9260.19J COMPLIANCE/JOXNI MOVE/MAGVAR UPDATE.
29. ADDITIONAL FLIGHT DATA: REMOVED BUVFY TO RW30: 3.04/45. - PROCEDURE HAS ADDED VERTICALLY GUIDED MINIMUMS AND IS NO LONGER REQUIRED PER 8260.19J.
30. ADDITIONAL FLIGHT DATA: ADDED CHART VDP AT 1.25NM TO RW31. – NEWLY ESTABLISHED SURVEY/MAGVAR UPDATE.
31. ADDITIONAL FLIGHT DATA: ADDED WAS CHANNEL #63047. – VERTICALLY GUIDED MINIMUMS ESTABLISHED.
32. ADDITIONAL FLIGHT DATA: ADDED REFERENCE PATH ID: W31A. – VERTICALLY GUIDED MINIMUMS ESTABLISHED.
33. ADDITIONAL FLIGHT DATA: ADDED LTP HAE: 574.3. – VERTICALLY GUIDED MINIMUMS ESTABLISHED.
34. ADDITIONAL FLIGHT DATA: CHANGED FAS OBST FROM 2205 AAO 485109M/1031351W TO 2122 WATER TOWER (38-043264) 485500N/1031803W. – NEW OBSTACLE EVALUATION AND NEW ANGLE IDENTIFIED NEW OBSTACLE.
35. ADDITIONAL FLIGHT DATA: REMOVED CHART CIRCLING ICON. - ALL APPROACHES AT THE AIRFIELD ARE BEING AMENDED AND CHARTING THE ICON IS NO LONGER REQUIRED.
36. MINIMUMS: LPV MINIMUMS ADDED. – FPT REQUEST/VERTICALLY GUIDED SURVEY ESTABLISHED.
37. MINIMUMS: LNAV/VNAV MINIMUMS ADDED. – FPT REQUEST/VERTICALLY GUIDED SURVEY ESTABLISHED.
38. MINIMUMS: LNAV CHANGED FROM CATS A/B MDA/VIS/HAT 2560/1/612, CAT C 2560/1 3/4/612, CAT D 2560/2/316 TO CATS A/B 2380/1/429, CAT C/D 2380/1 1/4/429. – NEW SURVEY/LOWER MINIMUMS PER FPT/TDZE CHANGE.
39. MINIMUMS: CIRCLING CHANGED FROM MDA/VIS/HAA CATS A/B 2560/1/610, CAT C 2560/1 3/4/610, CAT D 2640/2 1/4/690 TO CAT A 2440/1/487, CAT B 2540/1/587, CAT C 2540/1 1/2/587, CAT D 2640/2 1/4/687. – NEW SURVEY/AIRPORT ELEVATION CHANGE/NEW EVAL.
40. FAS DATA BLOCK INFORMATION ADDED. - VERTICALLY GUIDED MINIMUMS ESTABLISHED.

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: AMGR, ZLC

FLIGHT CHECKED BY

HANNAH WIESNESKI

Digitally signed by
CASIMIR L TABAKA
May 28, 2025

OFFICE

AJF

DATE

05/22/2025

DEVELOPED BY

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DATE

01/17/2025

APPROVED BY

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May 28, 2025

OFFICE

AJV-A430

DATE

TITLE
MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	D50
RUNWAY	RW31
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W31A
LTP/FTP LATITUDE	485531.5530N
LTP/FTP LONGITUDE	1031735.9850W
LTP/FTP ELLIPSOIDAL HEIGHT	+05743
FPAP LATITUDE	485634.4925N
FPAP LONGITUDE	1031911.5565W
THRESHOLD CROSSING HEIGHT (TCH)	00045.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1592
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	EC94C1CA

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+05933
FPAP ORTHOMETRIC HEIGHT	+05933

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

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
D50	RNAV (GPS) RWY 31	1	CROSBY	ND	1953	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
ISN VOR/DME

TO
JOXNI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	35.22										
<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	481748.00N/1034839.00W	2605	215	8	4B	1000				AT895	4500
TERRAIN	481748.00N/1034839.00W	2404 (2400)								AS1500	3900

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM
FONIA

TO
JOXNI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	27.46										
<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 (38-037961)	483303.59N/1031103.01W	3083	250	50	4D	1000				AT417	4500
TERRAIN	481818.00N/1031542.00W	2483 (2500)								AS1500	4000

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

JOXNI

TO

FATRE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	6.50										
<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 (38-020653)	484640.42N/1031203.79W	2684	50	20	2C	1000				AT816	4500
TERRAIN	484718.00N/1030557.00W	2437 (2400)								AS1500	3900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

FATRE (IF/IAF)

TO

BUVFY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	6.50										
<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 (38-020653)	484640.42N/1031203.79W	2684	50	20	2C	500				AT316	3500
TERRAIN	484721.00N/1030600.00W	2434 (2400)								AS1000	3400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

BUV FY

TO

RW31

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.74		DA				250				
<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>
TRAVERSE_WAY (38-043591)	485524.15N/1031729.92W	1964	20	3	1A		34.00:1				2201

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

BUV FY

TO

RW31

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.74		DA				414				
<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>
TREE	485424.00N/1031657.00W	2072	215	8	4B	250	23.35:1			AC8	2365

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LNAV

FROM

BUV FY

TO

MINTE/1.91 NM TO RW31

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	2.83										
<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	485254.00N/1031430.00W	2182	215	8	4B	250				RA160	2600

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

MINTE/1.91 NM TO RW31

TO

RW31

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	1.91		RW31				429				
<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>
WATER_TOWER (38-043264)	485500.15N/1031802.87W	2122	20	3	1A	250					2380

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

FATRE

TO

P-6

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-6	<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 (38-038691)	484653.61N/1025555.03W	2915	250	50	4D	1000				AT585	4500
TERRAIN	484418.00N/1025651.00W	2473 (2500)								AS1500	4000

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

FATRE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30											2012
<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				4500
TOWER (38-020653)	484640.42N/1031203.79W	2684	50	20	2C	1000					3700
TERRAIN	484718.00N/1030557.00W	2437 (2400)								AS1500	3900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

FATRE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30											2204
<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				4500
TOWER (38-020653)	484640.42N/1031203.79W	2684	50	20	2C	1000					3700
TERRAIN	484718.00N/1030557.00W	2437 (2400)								AS1500	3900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW31

TO

FATRE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30-1.00											2280
<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				4500
TOWER (38-020653)	484640.42N/1031203.79W	2684	50	20	2C	1000					3700
TERRAIN	484718.00N/1030557.00W	2437 (2400)								AS1500	3900

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											
WATER_TOWER (38-043264)	485500.15N/1031802.87W	1.32	487	2122	20	3	1A	300			2440
CATEGORY B											
TOWER (38-020526)	485341.03N/1031710.67W	1.88	587	2222	50	20	2C	300			2540
CATEGORY C											
TOWER (38-020526)	485341.03N/1031710.67W	2.95	587	2222	50	20	2C	300			2540
CATEGORY D											
AAO	485433.00N/1032342.00W	3.86	687	2336	215	8	4B	300			2640

CIRCLING REMARKS:

MSA

CENTER

RW31

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	WINDMILL (38-037866)	483027.31N/1030552.23W	156	26.3	3097	250	50	4D	1000			4100

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZLC ARTCC

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3	D50	24	D50	0.10	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	XWA	24	XWA	44.01	Y	156

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KD50 1953, KXWA 2337
RA = 155.7.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW03		NPI-G	
RW13 - MIRL (PCL), PAPI-2L (PCL)		NPI-G	
RW21		NPI-G	
RW31 - MIRL (PCL), PAPI-2L (PCL)		NPI-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	1946.4	45.0			3.00	32.6

FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
-18C	+54C	-18C	+11.13C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 981 HIGH TEMP 1295.

"VISUAL PORTION OF FINAL" PENETRATIONS

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:

100 FOOT VEGETATION USED PER FPT.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

ALTIMETER CONTINGENCY NOTES:
BARO-VNAV AND VDP NA WHEN USING XWA ALTIMETER SETTING.

WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE XWA ALTIMETER SETTING: INCREASE LPV DA TO 2357 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE LNAV/VNAV DA TO 2521 FEET AND ALL VISIBILITIES 1/2 SM. INCREASE ALL MDAS 160 FEET AND LNAV VISIBILITY CAT C AND D 1/2 SM, AND CIRCLING VISIBILITY CAT C AND D 3/4 SM.

ORDER 8260.3 CHAPTER 2 APPLIED TO 2202 AAO 485118N/1031345W.
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	3.17
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	315.05
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2000
DISTANCE FROM	THLD	TO 1500FT POINT	10.04
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	315.14
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	2400

THRESHOLD COORDINATES (IF STR-IN)	485531.55N/1031735.99W
ARP COORDINATES	485541.88N/1031751.29W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 13 DISTANCE 0.38 NM
FAF COORDINATES	485210.66N/1031231.53W
FIX NAME COORDINATES	IF/IAF FATRE 484734.66N/1030534.87W

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JOHN KEEFER	AJV-A432	01/17/2025	AERONAUTICAL INFORMATION SPECIALIST

