

**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>	
S50	RNAV (GPS)-A	2	AUBURN	WA	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
63		RNAV (GPS)-A	11/03/2022	15E	2005
<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>
CIDUG	IAF	ORTIN	NOPT	TF	FB	1.00	035.83	11.20	3000
ORTIN	IF/IAF	JISTA		TF	FB	1.00	334.12	7.42	2100
JISTA	FAF	CAXAM/1.92 NM TO UGUYE		TF	FB	0.30	332.90	2.26	
CAXAM/1.92 NM TO UGUYE		UGUYE	MAP	TF	FO	0.30	332.90	1.92	
UGUYE	MAP	463 MSL		CA			332.90		
463 MSL		ORTIN		DF	FO	1.00			3000

MISSED APPROACH

MAP:
UGUYE

MISSED APPROACH INSTRUCTIONS:

CLIMBING RIGHT TURN TO 3000 DIRECT ORTIN AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
- HOLD SW ORTIN, LT, 032.83 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000.
- FAC:** 332.90 **FAF:** JISTA **DIST FAF TO MAP:** 4.18 **DIST FAF TO THLD:**
- MIN ALT:** ORTIN 3000, JISTA 2100, CAXAM/1.92 NM TO UGUYE 1140
- DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:**
- MIN GP INCPT:** **GP ALT AT FAF:** **OM:** **MM:** **IM:**
- GP ANGLE:** **34:1:** **20:1:** **TCH:**
- MSA FROM:** ARP S50 7800

QUALITY
35
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA W OF RWY 17-35.
CHART NOTE: RWY 17 AND 35 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CIDUG ON V495 SOUTHBOUND.
CHART NOTE: WHEN CIRCLING TO RWY 17, 35 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD.
CHART NOTE: USE SEATTLE-TACOMA INTL ALTIMETER SETTING.
CHART NOTE: PROCEDURE NA AT NIGHT WHEN VGSI INOPERATIVE.

ADDITIONAL FLIGHT DATA:

CHART SEATTLE-TACOMA INTL ASOS.
CHART FAS OBST: 406 TREE (53-073651) 471725N/1221217W.
857 AAO 471500N/1221221W.
FAC CROSSES RWY C/L EXTENDED 3000 FT FROM THLD.
CHART CIRCLING ICON.
JISTA TO RW35: 4.00/53.

MINIMUMS:

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

ALTERNATE: NA ☒

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
CIRCLING	920	1 1/4	857	1040	1 1/2	977		NA			NA				

CHANGES - REASONS

- AIRPORT MAG VAR CHANGED FROM "18E" TO "15E".
- CHANGED COURSE IN INITIAL SEGMENT CIDUG TO ORTN FROM "032.83" TO "035.83" IN TERMINAL ROUTES -- AIRPORT MAG VAR CHANGED.
- CHANGED COURSE IN INTERMEDIATE SEGMENT ORTN TO JISTA FROM "331.12" TO "334.12" IN TERMINAL ROUTES -- AIRPORT MAG VAR CHANGED.
- CHANGED COURSE IN FINAL AND MA SEGMENTS FROM "331.13" TO "332.90" IN TERMINAL ROUTES -- REALIGNED FAC TO 3000 FOOT INTERCEPT POINT.
- CHANGED FAC FROM "331.13" TO "332.90" AND DISTANCE FAF TO MAP FROM "4.17" TO "4.18" IN PROFILE LINE 3 -- REALIGNED FAC AND FIX JISTA RELOCATED.
- CHANGED ALL INSTANCES OF "RWY 16/34" TO "RWY 17/35" -- RUNWAYS RENUMBERED.
- DELETED "FAS OBST:" FROM 7:1 EXCLUDED AAO -- UPDATED IAW 8260.19I, 8-6-10.E(2) MEMO.
- CHANGED DISTANCE IN INITIAL SEGMENT ORTN TO JISTA FROM "7.41" TO "7.42" IN TERMINAL ROUTES -- FIX JISTA RELOCATED.
- CHANGED "CAXAM/1.91 NM TO UGUYE" TO "CAXAM/1.92 NM TO UGUYE" IN TERMINAL ROUTES AND PROFILE LINE 4 -- FIXES CAXAM AND UGUYE RELOCATED.
- CHANGED DISTANCE IN FINAL STEPDOWN SEGMENT CAXAM TO UGUYE FROM "1.91" TO "1.92" IN TERMINAL ROUTES -- FIXES CAXAM AND UGUYE RELOCATED.
- CHANGED MSA FROM "UGUYE 7700" TO "ARP S50 7800" IN PROFILE LINE 8 -- NEW CONTROLLING OBSTACLE; UPDATED IAW 8260.3E, 2-3-2.B(2).
- CHANGED FAC CROSSES RWY C/L EXTENDED FROM "3037" TO "3000" IN ADDITIONAL FLIGHT DATA -- FPT REQUEST.
- DELETED "CHART PLANVIEW NOTE: RADAR REQUIRED" IN ADDITIONAL FLIGHT DATA -- NOT REQUIRED ON RNAV APPROACHES.



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER:

ZOA, SEA APP CON, AMGR.

FLIGHT CHECKED BY

TROY E DEVINE

Digitally signed by

ALLAN WILL

Feb 08, 2024

OFFICE

FPO

DATE

02/07/2024

DEVELOPED BY

MICHAEL R. GARRITY JR. (DANIEL C JOHNSEN)

Digitally signed by

ALLAN WILL

Feb 08, 2024

OFFICE

AJV-A423

DATE

08/25/2023

APPROVED BY

MICHAEL R. GARRITY JR.

Digitally signed by

ALLAN WILL

Feb 08, 2024

OFFICE

AJV-A423

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>
S50	RNAV (GPS)-A	2	AUBURN	WA	63	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM CIDUG **TO** ORTIN

RNP 1.00 **DISTANCE** 11.20 **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	470148.00N/1221757.00W	1152	215	8	4B	1000				AT848	3000
TERRAIN	470145.00N/1221757.00W	951 (1000)								AS1500	2500

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM ORTIN **TO** JISTA

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>
AAO	470803.00N/1221015.00W	1086	215	8	4B	500				AT514	2100
TERRAIN	470803.00N/1221015.00W	885 (900)								AS1000	1900

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LNAV

FROM

JISTA

TO

CAXAM/1.92 NM TO UGUYE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.26										
<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	471530.00N/1221248.00W	781	215	8	4B	250				RA71 DG38	1140

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

CAXAM/1.92 NM TO UGUYE

TO

UGUYE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	1.92		UGUYE								
<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 (53-073651)	471724.74N/1221216.84W	406	20	10	1B	250				RA71	740

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
ORTIN

TO
P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<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	470300.00N/1220918.00W	1710	215	8	4B	1000					2800
TERRAIN	470300.00N/1220918.00W	1509 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM
UGUYE

TO
ORTIN

<u>RNP</u> 0.30	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 749			
<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				3000
AAO	470806.00N/1221015.00W	1086	250	10	4B	1000					2100
TERRAIN	470803.00N/1221015.00W	885 (900)								AS1500	2400

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 (53-071553)	471906.59N/1221145.47W	1.30	857	540	20	3	1A	300		RA71	920
CATEGORY B											
TOWER (53-020379)	472117.90N/1221153.70W	1.81	977	609	250	50	4D	300		RA71 AC50	1040

CIRCLING REMARKS:

MSA

CENTER

ARP S50

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	465618.00N/1215033.00W	131	28.2	6735	215	8	4B	1000			7800

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

VEGETATION HEIGHT 100 FEET.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

SEA APP CON, SEA FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
ASOS	SEA	24	SEA	8.11	Y	71
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KS50 63, KSEA 433
RA = 70.5.
SECONDARY ALTIMETER NOT REQUIRED DUE TO REDUNDANT SOURCES AT KSEA.

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

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
					4.00	53.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☐	3000FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	241
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

FINAL TYPE	CIRCLING RWY 17		
20:1			
92 TREE (53-128384) 472002.5700N/1221339.4400W (14.43)		88 TREE (53-128414) 472003.1400N/1221335.0600W (7.65)	
83 BUILDING (53-075848) 472003.1000N/1221333.1900W (2.9)		76 POLE (53-071217) 472001.8200N/1221339.1900W (2.24)	
87 TREE (53-128482) 472004.0200N/1221335.0700W (2.19)		84 BUILDING (53-076193) 472003.4300N/1221337.4500W (2.12)	
77 POLE (53-074192) 472002.1700N/1221334.5300W (1.58)		76 POLE (53-073128) 472002.1400N/1221336.4200W (0.68)	
91 POLE (53-072353) 472005.2100N/1221335.1900W (0.16)			
FINAL TYPE	CIRCLING RWY 35		
20:1			
91 POLE (53-072629) 471916.8900N/1221332.9200W (7.83)		84 POLE (53-074393) 471918.0500N/1221338.8200W (6.85)	
81 BUILDING (53-073889) 471918.6600N/1221332.7600W (6.79)		76 TREE (53-128411) 471919.3500N/1221338.3600W (5.42)	
92 POLE (53-072465) 471916.1500N/1221332.9100W (5.08)		85 POLE (53-073135) 471917.4400N/1221338.8000W (4.76)	
88 POLE (53-072371) 471916.8200N/1221338.8600W (4.62)		72 FENCE (53-128203) 471919.9400N/1221333.4600W (4.29)	
78 POLE (53-128212) 471918.6300N/1221333.0100W (3.64)		122 BUILDING (53-074399) 471909.8000N/1221338.1200W (3.04)	
98 POLE (53-073254) 471914.5000N/1221338.2400W (2.85)		76 BUILDING (53-128415) 471918.8400N/1221333.9000W (2.73)	
106 TREE (53-127850) 471912.8600N/1221339.9100W (2.59)		70 FENCE (53-071960) 471919.9400N/1221332.9000W (2.28)	
82 POLE (53-071202) 471917.4500N/1221338.1700W (1.79)		100 TREE (53-127750) 471913.8800N/1221334.0400W (1.61)	
71 FENCE (53-074471) 471919.5500N/1221338.0000W (1.43)		69 FENCE (53-074896) 471919.9300N/1221338.4600W (1.37)	
78 POLE (53-070584) 471918.0500N/1221338.1600W (0.83)		84 POLE (53-075266) 471916.8300N/1221338.1600W (0.65)	
87 POLE (53-076341) 471916.2200N/1221336.5800W (0.52)			
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:

VDP NOT ESTABLISHED - REMOTE ALTIMETER AND CIRCLING ONLY.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

DOES NOT SUPPORT CAT C/D OPERATIONS.

LPV AND LNAV/VNAV NOT DEVELOPED PER SEA ATC.

PROCEDURE IS STRAIGHT-IN ALIGNED TO RWY 35, FINAL APPROACH COURSE OFFSET 11.70 DEGREES.

TAA NOT DEVELOPED, AND RADAR REQUIRED PER SEA ATC.

HOLD-IN-LIEU AND MISSED APPROACH HOLDING NOT ALIGNED WITH FINAL TO AVOID TERRAIN.

CHART NOTE: WHEN CIRCLING TO RWY 17/35 AT NIGHT, OPERATIONAL VGSI REQUIRED. REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD AND CHART NOTE: PROCEDURE NA AT NIGHT WHEN VGSI INOPERATIVE WERE REQUESTED BY FLIGHT CHECK DUE TO: RWY 17 HAS POWER LINES ON SHORT FINAL THAT ARE NOT VISIBLE AT NIGHT. THE TOWERS SUPPORTING THE POWER LINES LEFT AND RIGHT OF CENTERLINE ARE LIT, BUT IF THOSE LIGHTS ARE INOPERATIVE, OR IF THE RWY 17 VASI ARE INOPERATIVE, THERE ARE NO VISUAL CUES TO IDENTIFY THE OBSTACLES.

ORDER 8260.3 CHAPTER 2 APPLIED TO 857 AAO 471500.00N/1221221.00W.

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	3.00
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	349.13
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	600
DISTANCE FROM	MAP	TO 1500FT POINT	11.58
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	349.12
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN)	471922.87N/1221335.78W
ARP COORDINATES	471939.45N/1221335.96W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 17 DISTANCE 0.32 NM
FAF COORDINATES	471448.41N/1221218.24W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

MAP: UGUYE 471853.26N/1221335.46W.

CIRCLING PROCEDURE FINAL OFFSET 11.70 DEGREES TO RWY 35 THLD.

ORTIN 470731.57N/1221014.92W.

THLD DISPLACED 241FT, ACTUAL COORDINATES: 471920.49N/1221335.75W.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
MICHAEL R. GARRITY JR. (DANIEL C JOHNSEN)	AJV-A423	08/25/2023	AERONAUTICAL INFORMATION SPECIALIST

