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|---|------------------------------|---|-------------------------------------|---|--|
| Flight Procedures Cover Page | Task Action: FLIGHT CHECK | Task Type: IAP | Estimated Chart Date: 12/26/2024 | APWS Task ID: E5D314D143374788B5B4BBFE6CABE5DA | APWS Project ID: D7148E9ADC9245A78D1ABA144831516E |
| Procedure: RNAV (GPS) Y RWY 22 ORIG | | Enroute: NO | Specialist: Swinson, Robert | | Agreement Number: |
| Airport ID: 3W7 | | | Airport City: ELECTRIC CITY | | State: WA |
| Facility ID: | Facility Type: | Flight Inspection Remark Type: New FC Slot | | | |
| <div>Procedure Comments:</div> <div>ACTIVE AIRNAV DATA USED FOR K3W7 AIRPORT.</div> <div>PENDING AIRNAV DATA USED FOR RUNWAYS.</div> <div>ORIGINAL PROCEDURE.</div> <div>CONTACT CASIMIR TABAKA, AJV-A432, 405-202-7857.</div> <div><div>05/09/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/15/2023.</div><div>1. CHANGED CIRCLING CAT B VISIBILITY FROM 1 1/2 TO 2 1/4 - PER FLIGHT CHECK.</div><div>2. UPDATED ALTERNATE MINS CAT B FROM 1300-2 TO 1300-2 1/4.</div></div> | | | | | |



[illegible]

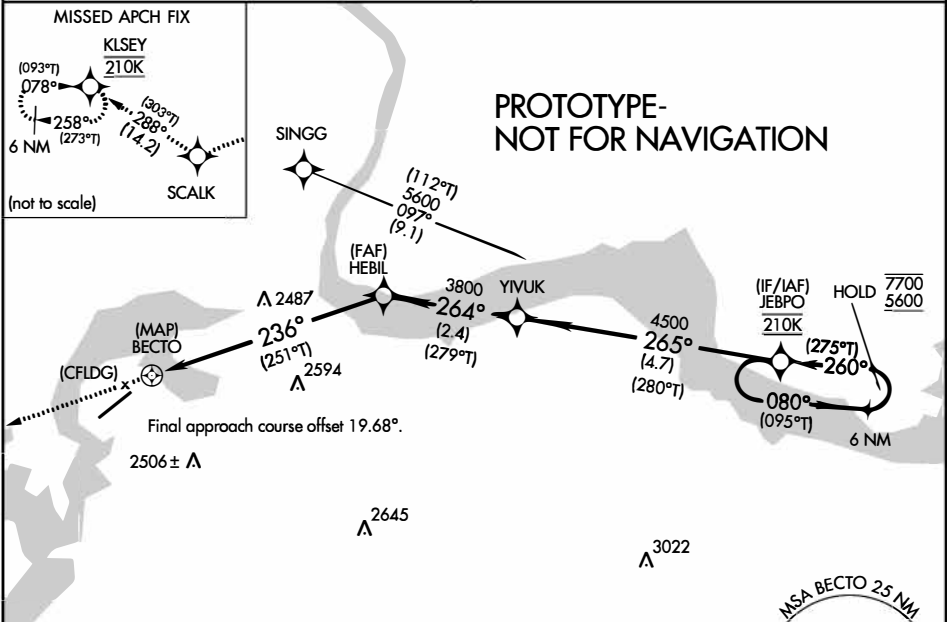
| FIPC BASIC FORM | | | | | | |
|--|---|----------------------------------|--|---|--|--|
| PROCEDURE: RNAV (GPS) Y RWY 22 ORIG | | | AIRPORT NAME: GRAND COULEE DAM | | AIRPORT ID: K3W7 | SPECIAL CONTROL NO: SG-09-293-24 |
| FAC ID: K3W722Y | | CITY: ELECTRIC CITY | | | ST: WA | ORIG CHART DATE: 02/20/2025 |
| DFL TYPE: PROC/G | THIRD PARTY: <input type="checkbox"/> YES | EST. TIME ON SITE: 0.5 | REIMB. NUMBER: | PTS TASK ID: E5D314D143374788B5B4BBFE6CABE5DA | | |
| PREFLIGHT NOTES | | | | | | |
| REVIEWER: | | | | | DATE: | |
| COMMENTS: | | | | | CHECK ONE: | |
| | | | | | <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT | |
| | | | | | <div style="display: flex; justify-content: space-between;"> YES NO </div> | |
| | | | | | CPV COMPLETE? | |
| | | | | | X | |
| PROCEDURE RESULTS | | | | | | |
| INSPECTION DATE: 10/08/2024 | CREW #: VN569 | N #: N75 | INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT | | ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT | |
| FLIGHT INSPECTOR SIGNATURE: wendi s gima @ 01/15/2025 12:43 | | | PRINTED NAME: GIMA, WENDI SUEMI | | | NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |
| FLIGHT INSPECTOR REMARKS: GRAND COULEE DAM (3W7) ELECTRIC CITY, WASHINGTON, RNAV (GPS) Y RWY 22 Commission UNSAT. Flyability was unsat. Unable to get PAPIs in sight due to positioning of PAPIs and the extreme offset of the final approach leg (19.68 degrees). See comments below on UNSAT PAPIs: High steep terrain on 2.3NM final prevented us from conducting the runs needed to measure the angle. We made multiple attempts to position the aircraft on final but were never able to get the PAPIs in sight for a long enough time to measure the PAPI angle. The RNAV approaches that were on the schedule for commission today have a final leg that is offset 19.68 degrees to the right of the runway. We tried flying the final approach segment to see if that would allow a better view of the PAPIs, but it did not. We were never able to see the PAPIs until we were about 2.5NM, when we got them in sight it was only for a moment and then the left PAPI box would not be visible and then as we got closer neither would be visible. It seemed to me that the left PAPI box was obstructed by terrain on the left. Advise relocating PAPIs to right side of runway; Crew decided to terminate inspection. | | | | | | |
| IN-FLIGHT OBSTACLE REPORT | | | | | | |
| OBSTRUCTION ID #: | COORDINATES OR LOCATION: | GNSS ALTITUDE (MSL): | BAROMETRIC ALTITUDE (MSL): | HEIGHT ABOVE GROUND LEVEL: | | |

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 4203 |
| 236° | TDZE | 1593 |
| | Apt Elev | 1593 |

RNAV (GPS) Y RWY 22
GRAND COULEE DAM (3W7)

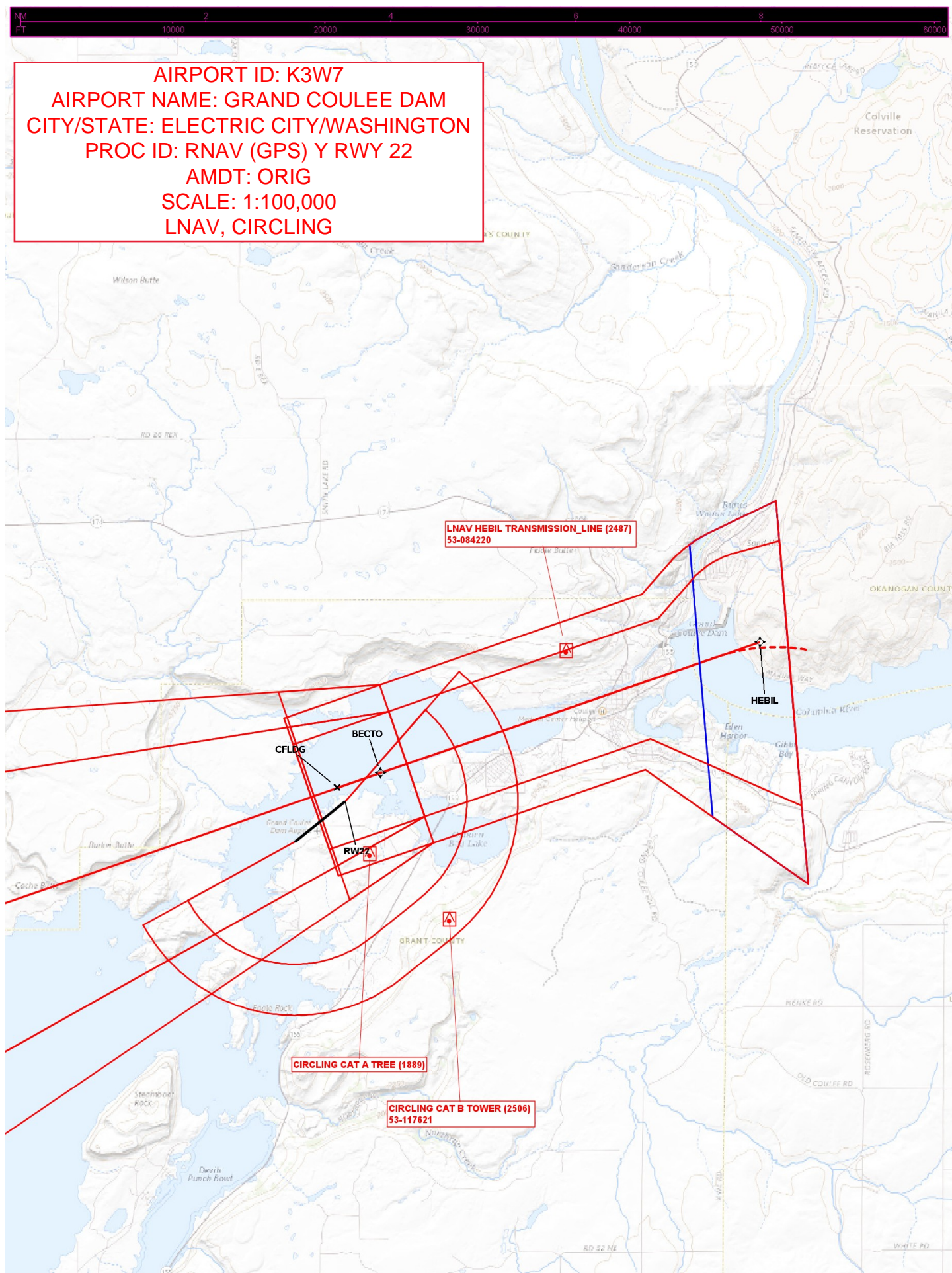
| | |
|---|--|
| RNP APCH - GPS. | MISSED APPROACH: Climb to 7700 direct SCALK and on track 288° to KLSEY and hold, continue climb-in-hold to 7700. |
| <p>Rwy 22 helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use 258 altimeter setting and increase all MDAs 120 feet. Circling NA northwest of Rwy 4-22.</p> | |

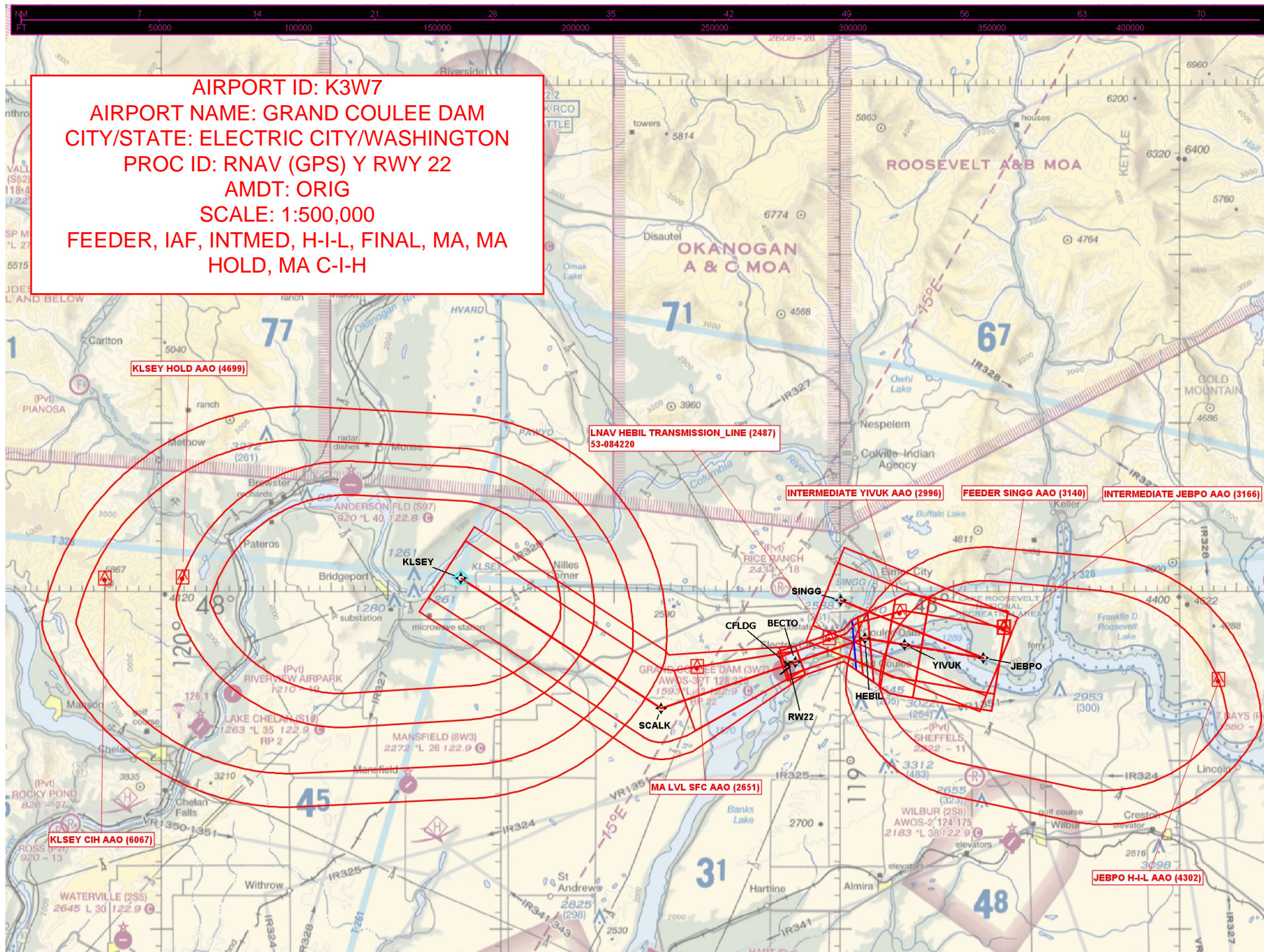
| | |
|---------------------|-----------------|
| AWOS-3PT 128.325 | CTAF 122.9 0 |
|---------------------|-----------------|



| | |
|-----------|-----------|
| ELEV 1593 | TDZE 1593 |
|-----------|-----------|

| | | | | | | | | |
|-----------------|---------------------------|---------------------------|----|----------------|---------|--------|----------------------|--------|
| MIRL Rwy 4-22 0 | | 7700 | | SKALK | tr 288° | KLSEY | 6 NM Holding Pattern | |
| | | | | BECTO | | HEBIL | YVUK | JEBPO |
| | | | | ≤ 4.20° TCH 53 | | 264° | 265° | 080° |
| | | | | 236° | | 264° | 4500 | 260° |
| | | | | 251° | | 279° | 280° | 275° |
| | | | | 0.5 | | 4.3 NM | 2.4 NM | 4.7 NM |
| CATEGORY | A | B | C | D | | | | |
| LNAV MDA | 2840-1¼ 1247 (1300-1¼) | 2840-1½ 1247 (1300-1½) | NA | | | | | |
| CIRCLING | 2840-1¼ 1247 (1300-1¼) | 2860-1½ 1267 (1300-1½) | NA | | | | | |





AIRPORT ID: K3W7

AIRPORT NAME: GRAND COULEE DAM

CITY/STATE: ELECTRIC CITY/WASHINGTON

PROC ID: RNAV (GPS) Y RWY 22

AMDT: ORIG

SCALE: 1:500,000

FEEDER, IAF, INTMED, H-I-L, FINAL, MA, MA

HOLD, MA C-I-H