

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> 1L7	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 31	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> ESCALANTE	<u>STATE</u> UT
<u>AIRPORT ELEVATION</u> 5737	<u>TDZE</u> 5723	<u>SUPERSEDED</u> RNAV (GPS) RWY 31	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>DATED</u> 01/25/2024
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 10E
				<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
HASSL	IAF	UVCEH	NOPT	TF	FB	1.00	262.45	25.54	9500
RASCO	IAF	UVCEH	NOPT	TF	FB	1.00	001.26	25.38	9500
UVCEH	IF/IAF	IKPUC		TF	FB	1.00	309.24	6.06	7700
IKPUC	FAF	RW31	MAP	TF	FO	0.30	309.24	6.11	
RW31	MAP	7600 MSL		CA			309.24		7600
7600 MSL		UVCEH		DF	FO	1.00			9500

MISSED APPROACH

MAP:

LNAV/VNAV: DA
LNAV: RW31

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 7600 THEN CLIMBING LEFT TURN TO 9500 DIRECT UVCEH AND HOLD, CONTINUE CLIMB-IN-HOLD TO 9500.

* MISSED APPROACH REQUIRES MINIMUM CLIMB OF 328 FEET PER NM TO 8000.

MISSED APPROACH REQUIRES MINIMUM CLIMB OF 320 FEET PER NM TO 8020.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD SE UVCEH, RT, 309.24 INBOUND, 9500 FT. IN LIEU OF PT (IAF), MAX 12000.					
3. FAC: 309.24	FAF: IKPUC		DIST FAF TO MAP: 6.11	DIST FAF TO THLD: 6.11	
4. MIN ALT: UVCEH 9500, IKPUC 7700					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	811 HAT: 2.44	GS ANT:
6. MIN GP INCPT: 7700	GP ALT AT PFAF: IKPUC 7700			OM:	MM:
7. GP ANGLE: 3.00	34:1: IS NOT CLEAR	20:1: IS CLEAR	TCH: 36.4		IM:
8. MSA FROM: RW31 12600					



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: BARO-VNAV NA.
CHART NOTE: RWY 31 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: CIRCLING NA NE OF RWY 13-31.
CHART NOTE: PROCEDURE NA AT NIGHT.
CHART NOTE: USE PGA ALTIMETER SETTING.

ADDITIONAL FLIGHT DATA:

CHART SALT LAKE CITY 133.6.
CHART PGA ASOS.
CHART FAS OBST: 6052 TREE (49-039868) 374459N/1113327W.

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
LNAV/VNAV DA*	6534	2 1/2	811	6534	2 1/2	811		NA			NA				
LNAV MDA#	6840	1 1/4	1117	6840	1 1/2	1117		NA			NA				
LNAV/VNAV DA	7169	6	1446	7169	6	1446		NA			NA				
LNAV MDA	7280	1 1/4	1557	7280	1 1/2	1557		NA			NA				
CIRCLING	7280	1 1/4	1543	7280	1 1/2	1543		NA			NA				



CHANGES - REASONS

- MAGVAR AND EPOCH YEAR CHANGED FROM 14E 1985 TO 10E 2025.
- TERMINAL ROUTES - HASSL TO UVCEH CHANGED FROM FEEDER TO INITIAL AND COURSE CHANGED FROM 258.45 TO 262.45 - IAW 8260.3F 2-3-1.A(3) AND MAGVAR UPDATE.
- TERMINAL ROUTES - RASCO TO UVCEH CHANGED FROM FEEDER TO INITIAL AND ALTITUDE CHANGED FROM 10000 TO 9500 - IAW 8260.3F 2-3-1.A(3).
- TERMINAL ROUTES - RASCO TO UVCEH, COURSE CHANGED FROM 357.26 TO 001.26 - MAGVAR UPDATE.
- TERMINAL ROUTES - UVCEH TO IKPUC, COURSE CHANGED FROM 305.24 TO 309.24 - MAGVAR UPDATE.
- TERMINAL ROUTES - FINAL IKPUK TO RWY 31 COURSE CHANGED FROM 305.24 TO 309.24 - MAGVAR UPDATE.
- PROFILE - LINE 2 CHANGED FROM HOLD SE UVCEH, RT, 305.24 INBOUND, 9500 FT. IN LIEU OF PT (IF/IAF), MAX 12000 TO HOLD SE UVCEH, RT, 309.24 INBOUND, 9500 FT, IN LIEU OF PT (IAF), MAX 12000 - MAGVAR UPDATE AND IAW 8260.46J.
- PROFILE - LINE 3 CHANGED FROM 305.24 TO 309.24 - MAGVAR UPDATE.
- PROFILE - LINE 5 HAT CHANGED FROM 637 AND 1.90 TO 811 AND 2.44 - 637 AND 1.90 APPLIED INCORRECTLY ON PREVIOUS AMDT.
- MINIMUMS - LNAV WITH CG CAT A/B CHANGED FROM "MDA 6720 HAT 997" TO "MDA 6840 HAT 1117" AND CG CHANGED FROM "306FT/NM TO 7900" TO "320FT/NM TO 8020", LNAV CAT A/B CHANGED FROM MDA 6960 HAT 1237 TO MDA 7280 HAT 1557, CIRCLING CAT A/B CHANGED FROM MDA 6960 HAA1223 TO MDA 7280 HAA 1543 - NEW CONTROLLING OBSTACLE BASED ON MITRE 3DEP EVAL.
- CHART NOTES - CHANGED CHART NOTE FROM "USE PAGE ALTIMETER SETTING" TO "USE PGA ALTIMETER SETTING" -IAW 8260.19 8-6-10.
- ADDITIONAL FLIGHT DATA - REMOVED HOLD SE, RT, 305.24 INBOUND - IAW 8260.19J, 8-6-6 G.
- ADDITIONAL FLIGHT DATA - CHANGED CHART NOTE FROM "CHART PAGE MUNI ASOS" TO "CHART PGA ASOS" - IAW 8260.19 8-2-4 B.(3).

04/15/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/27/24.
1. ADDED FIX TYPE (IAF) TO HASSL AND RASCO.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: AIRPORT MANAGER

FLIGHT CHECKED BY
TROY ELLEN DEVINE

Digitally signed by
ROBERT G HAMILTON
Apr 15, 2025

OFFICE
FIOG
DATE
04/08/2025

DEVELOPED BY
JOHN BORDY (JOHN BRUNO)

Digitally signed by
ROBERT G HAMILTON
Apr 15, 2025

OFFICE
AJV-A433
DATE
08/27/2024

APPROVED BY
JOHN BORDY

Digitally signed by
ROBERT G HAMILTON
Apr 15, 2025

OFFICE
AJV-33
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>
1L7	RNAV (GPS) RWY 31	1	ESCALANTE	UT	5737	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
HASSL

TO
UVCEH

RNP
1.00

DISTANCE
25.54

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	373742.00N/1105757.00W	7021	215	8	4B	1000				PR260 AT1219	9500
TERRAIN	373742.00N/1105757.00W	6820 (6800)								AS1500	8300

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM
RASCO

TO
UVCEH

RNP
1.00

DISTANCE
25.38

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	373024.00N/1112336.00W	7484	215	8	4B	1000				PR270 AT746	9500
TERRAIN	373024.00N/1112336.00W	7283 (7300)								AS1500	8800

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM

UVCEH (IF/IAF)

TO

IKPUC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
1.00	6.06										
<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	373527.00N/1112906.00W	7464	215	8	4B	500				SA-637 PR150 DG223	7700
TERRAIN	373900.00N/1112951.00W	6056 (6100)								AS1500	7600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

IKPUC

TO

RW31

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
0.30	6.11		DA	811							
<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 (49-039868)	374458.81N/1113326.97W	6052	20	3	1A	142				RA317 PR45 SA-22	6534

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH REQUIRES MINIMUM CLIMB OF 328 FEET PER NM TO 8000.



FINAL: LNAV/VNAV

FROM

IKPUC

TO

RW31

RNP

0.30

DISTANCE

6.11

PAT

MAP

DA

HAT

1446

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (49-039868)	374458.81N/1113326.97W	6052	20	3	1A	142				RA317 SA-22 PR45 MA635	7169

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

IKPUC

TO

RW31

RNP

0.30

DISTANCE

6.11

PAT

MAP

RW31

HAT

1117

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (49-039868)	374458.81N/1113326.97W	6052	20	3	1A	250				RA317 XL6 SA-27 PR60 MA180	6840

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH REQUIRES MINIMUM CLIMB OF 320 FEET PER NM TO 8020.



FINAL: LNAV

FROM

IKPUC

TO

RW31

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	6.11		RW31	1557	

<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 (49-039868)	374458.81N/1113326.97W	6052	20	3	1A	250				RA317 XL6 SA-27 PR60 MA620	7280

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

UVCEH

TO

P-10

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
		P-10			

<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	373539.00N/1112936.00W	7678	215	8	4B	1000				PR250 AT572	9500
TERRAIN	373539.00N/1112936.00W	7477 (7500)								AS1500	9000

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

UVCEH

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00								6030			
<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>
TERRAIN (49-040277)	374324.24N/1113648.62W	7142	20	10	1B		ASC				9500
AAO	373539.00N/1112936.00W	7678	215	8	4B	1000				PR180	8900
TERRAIN	373539.00N/1112936.00W	7477 (7500)									7600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH REQUIRES MINIMUM CLIMB OF 328 FEET PER NM TO 8000.

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

UVCEH

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30											6633
<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>
TERRAIN (49-040277)	374324.24N/1113648.62W	7142	20	10	1B		ASC				9500
AAO	373539.00N/1112936.00W	7678	215	8	4B	1000				PR180	8900
TERRAIN	373539.00N/1112936.00W	7477 (7500)									7600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LNAV

FROM

RW31

TO

UVCEH

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30											6318
<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	374512.00N/1113957.00W	7346	215	8	4B		ASC				9500
AAO	373539.00N/1112936.00W	7678	215	8	4B	1000				PR180	8900
TERRAIN	373539.00N/1112936.00W	7477 (7500)									7600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH REQUIRES MINIMUM CLIMB OF 320 FEET PER NM TO 8020.

MISSED APPROACH: LNAV

FROM

RW31

TO

UVCEH

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30											6798
<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	374512.00N/1113957.00W	7346	215	8	4B		ASC				9500
AAO	373539.00N/1112936.00W	7678	215	8	4B	1000				PR180	8900
TERRAIN	373539.00N/1112936.00W	7477 (7500)									7600

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 (49-039577)	374515.36N/1113618.45W	1.43	1543	5939	20	10	1B	300		SI/RA317	7280
CATEGORY B											
TREE (49-039189)	374355.05N/1113641.80W	2.05	1543	6118	20	10	1B	300		SI/RA317	7280

CIRCLING REMARKS:

MSA

CENTER

RW31

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	380933.00N/1113003.00W	357	25.3	11526	215	8	4B	1000			12600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> PGA	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> PGA	<u>DISTANCE</u> 49.73	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 316.6
<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:

RASS PRESSURE PATTERNS THE SAME
K1L7 5737, KPGA 4293
RA = 316.6.

<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>	
RW13 - REIL, MIRL (PCL), PAPI-2L	BSC-F		
RW31 - REIL, MIRL (PCL), PAPI-2L	BSC-F		

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 5718.1	<u>TCH</u> 36.4	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 36.4
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	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	CIRCLING RWY 13
20:1	
5793 TREE (49-045142) 374511.15N/1113438.33W (17.83)	5856 TREE (49-039131) 374522.16N/1113449.69W (8.87)
5783 TREE (49-039168) 374510.82N/1113438.45W (8.78)	5868 TREE (49-040616) 374525.53N/1113449.47W (8.55)
5748 VEGETATION (49-045138) 374505.27N/1113435.05W (3.94)	5751 VEGETATION (49-040556) 374506.46N/1113434.55W (3.7)
5741 VEGETATION (49-040518) 374503.95N/1113434.42W (3.65)	5742 VEGETATION (49-040526) 374503.08N/1113436.39W (2.81)
5741 TERRAIN (49-040524) 374504.81N/1113433.63W (2.43)	5745 VEGETATION (49-040544) 374504.14N/1113436.79W (0.7)
FINAL TYPE	RWY 31
34:1	



<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>
1L7	RNAV (GPS) RWY 31	1	ESCALANTE	UT	5737	RNAV
5775 TRANSMISSION_LINE (49-039743) 374414.31N/1113334.61W (12.81)			5755 TRAVERSE_WAY (49-039530) 374416.61N/1113339.40W (5.39)			
5739 TREE (49-039620) 374420.75N/1113343.56W (5.13)			5733 TREE (49-039459) 374421.43N/1113345.03W (2.93)			
5752 TRAVERSE_WAY (49-039527) 374416.03N/1113340.36W (2.56)						
<u>PENETRATIONS REMARKS:</u>						

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.
BARO-VNAV NA - REMOTE PRIMARY ALTIMETER AND PRECIPITOUS TERRAIN IN LNAV/VNAV FINAL .
VDP NOT ESTABLISHED - REMOTE PRIMARY ALTIMETER
LPV NOT DEVELOPED DUE TO VERY HIGH MINIMA..
CIRCLING NA NE OF RWY 13/31 DUE TO TERRAIN.
VEGETATION HEIGHT USED FOR PROCEDURE DEVELOPMENT: 50 FT BASED ON FPT CHECKLIST AND PREVIOUS AMDT.
PROCEDURE NA AT NIGHT - PER FLIGHT INSPECTION.
ORDER 8260.3 CHAPTER 2 APPLIED TO 6254 AAO 373903.00N/1112951.00W.

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	THLD	TO 1000FT POINT	3.91
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	319.24
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	6000
DISTANCE FROM	THLD	TO 1500FT POINT	5.71
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.76
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	319.24
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	6000

THRESHOLD COORDINATES (IF STR-IN)	374424.46N/1113352.17W
ARP COORDINATES	374443.30N/1113412.60W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 13 DISTANCE 0.41 NM
FAF COORDINATES	373946.69N/1112850.51W
FIX NAME COORDINATES	

REMARKS



<u>AIRPORT ID</u> 1L7	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 31	<u>AMDT NO.</u> 1	<u>CITY</u> ESCALANTE	<u>STATE</u> UT	<u>AIRPORT ELEVATION</u> 5737	<u>FACILITY</u> RNAV
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PART E: PREPARED BY

<u>NAME</u> JOHN BORDY (JOHN BRUNO)	<u>OFFICE</u> AJV-A433	<u>DATE</u> 08/27/2024	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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