

**RNAV - STANDARD  
INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.33**

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**TERMINAL ROUTES**

**MISSED APPROACH**

FROM	TO	COURSE AND DISTANCE	ALTITUDE
LOPES	AXONE (FB)	256.09 / 7.89	8000
GRAPE	AXONE (FB)	020.61 / 4.82	8000
AXONE (IAF)	FASTO (FB)	346.00 / 14.40	3500
FASTO (IF)	JUPEX (FB)	301.43 / 7.26	2500
JUPEX (FAF)	HOYMI/2.10 NM TO RW30R (FB)	301.37 / 4.08	
HOYMI/2.10 NM TO RW30R (SEE FORM 8260-10)	RW30R (MAP) (FO)	301.37 / 2.10	

LPV: DA  
LNAV/VNAV: DA  
LNAV: RW30R

CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3000 DIRECT STEBN AND HOLD.

ADDITIONAL FLIGHT DATA:  
HOLD SE, LT, 322.45 INBOUND.  
CHART FAS OBST: 642 TRMSN TWR 352629N/1190250W  
DISTANCE TO THLD FROM 205 HATH: 0.48 NM.  
CHART VDP AT 1.05 MILES TO RW30R\*  
\*LNAV ONLY.  
WAAS CHANNEL # 58118  
REFERENCE PATH ID: W30A  
CHART CIRCLING ICON.  
LTP HAE: 113.7 M

MAG VAR: 14E      EPOCH YEAR: 1985

1. PT        SIDE OF COURSE        OUTBOUND        FT WITHIN        MILES OF        (IAF)
2. PROFILE STARTS AT FASTO
3. FAC: 301.37 FAF: JUPEX DIST FAF TO MAP: 6.18 THLD: 6.18
4. MIN. ALT: FASTO 3500, JUPEX 2500, HOYMI/2.10 NM TO RW30R 1200\*
5. DIST TO THLD FROM OM:        MM:        IM:        150 HAT:        100 HAT:        GS ANT:
6. MIN GS INCPT: 2500 GS ALT AT: JUPEX 2500 OM:        MM:        IM:
7. GS ANGLE: 3.00 TCH: 50.7 34:1 IS CLEAR
8. MSA FROM: RW30R 8800

**MINIMUMS**

TAKEOFF:	SEE FAA FORM 8260-15A FOR THIS AIRPORT						ALTERNATE: N A			STANDARD @					
CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
LPV DA	698	2400	205	698	2400	205	698	2400	205	698	2400	205			
LNAV/VNAV DA	898	4500	405	898	4500	405	898	4500	405	898	4500	405			
LNAV MDA	880	2400	387	880	2400	387	880	3500	387	880	3500	387			
CIRCLING	960	1	450	960	1	450	960	1 1/2	450	1060	2	550			

NOTES:  
 CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW 0C (32F) OR ABOVE 54C (130F).      @ NA WHEN LOCAL WEATHER NOT AVAILABLE.  
 CHART NOTE: CIRCLING NA NE OF RWY 12L-30R.  
 CHART NOTE: DME/DME RNP-0.3 NA.  
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT GRAPE ON V23 SOUTHEAST BOUND.  
 (CONTINUED ON PAGE 2)



CITY AND STATE BAKERSFIELD, CA	ELEVATION: 510      TDZE: 493 AIRPORT NAME: MEADOWS FIELD	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 30R, AMDT 2 10 DECEMBER 2015	SUP: AMDT: 1A DATED 01/13/2011
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**US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION**  
**RNAV - STANDARD**  
**INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33**

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**TERMINAL ROUTES, (CONT.):**

<u>FROM</u>	<u>TO</u>	<u>COURSE AND DISTANCE</u>	<u>ALTITUDE</u>
RW30R (MAP)	1000 MSL	301.37	1000
1000 MSL	STEBN (FO)		3000

**NOTES, (CONT.):**

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PORTERVILLE ALTIMETER SETTING: INCREASE LPV DA TO 790, LNAV/VNAV DA TO 990. INCREASE LNAV/VNAV ALL CATS VISIBILITIES TO 1 1/4 MILE; INCREASE ALL MDA 100 FEET AND LNAV VISIBILITY CATS C AND D TO RVR 5000.  
 CHART NOTE: VDP AND BARO-VNAV NA WHEN USING PORTERVILLE ALTIMETER SETTING.  
 CHART PROFILE NOTE: VGS1 AND RNAV GLIDEPATH NOT COINCIDENT (VGS1 ANGLE {ANGLE}/TCH {FEET}).  
 CHART NOTE: FOR INOPERATIVE MALSR WHEN USING PORTERVILLE ALTIMETER SETTING, INCREASE LPV ALL CATS VISIBILITY TO RVR 5000 AND LNAV CAT C AND D VISIBILITY TO 1 3/8 MILE.



CITY AND STATE <b>BAKERSFIELD, CA</b>	ELEVATION: 510 AIRPORT NAME: <b>MEADOWS FIELD</b>	TDZE: 493	FACILITY IDENTIFIER: <b>RNAV</b>	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: <b>RNAV (GPS) RWY 30R, AMDT 2</b>  10 DECEMBER 2015	SUP:
					AMDT: <b>1A</b>
					DATED: <b>01/13/2011</b>

**RNAV STANDARD INSTRUMENT APPROACH PROCEDURE  
FLIGHT STANDARDS SERVICE - FAR PART 97.33**

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FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KBFL
RUNWAY	RW30R
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W30A
LTP/FTP LATITUDE	352554.5810N
LTP/FTP LONGITUDE	1190313.4430W
LTP/FTP ELLIPSOIDAL HEIGHT	+01137
FPAP LATITUDE	352658.0260N
FPAP LONGITUDE	1190430.1260W
THRESHOLD CROSSING HEIGHT (TCH)	00050.7
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0488
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0

CRC REMAINDER 1FEDA3C9

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K2
LTP ORTHOMETRIC HEIGHT	+01469
FPAP ORTHOMETRIC HEIGHT	+01469



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	AIRPORT NAME: MEADOWS FIELD				AMDT: 1A
					DATED: 01/13/2011

**U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION**  
**RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE**  
**FLIGHT STANDARDS SERVICES - TITLE 14 CFR PART 97.33**

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ARINC SUMMARY - KBFL

ROUTES

TRANSITION	WPT SEQ	WPT NAME	LEG TYPE	FB/FO	RNP	MAG CRS	REC NAV	ANGLE	TURN DIR	CENTER FIX	TURN RADIUS	ALTITUDE DESCRIPTION & VALUE	SPEED LIMIT DESCRIPTION & VALUE	WPT DESCRIPTION CODE
GRAPE	010	GRAPE	IF	FB										E
GRAPE	020	AXONE	TF	FB	2.0	020.6						AA 08000		E A
GRAPE	030	FASTO	TF	FB	1.0	346.0						AA 03500		EE B
LOPES	010	LOPES	IF	FB										E
LOPES	020	AXONE	TF	FB	2.0	256.1						AA 08000		E A
LOPES	030	FASTO	TF	FB	1.0	346.0						AA 03500		EE B
	010	FASTO	IF	FB								AA 03500		E I
	020	JUPEX	TF	FB	0.5	301.4				RW30R		AA 02500		E F
	021	HOYMI	TF	FB	0.3	301.4		3.00				AA 01200 GS 01201		E S
	030	RW30R	TF	FO	0.3	301.4		3.00				AT 00533		GY M
	040		CA	FB		301.4						AA 01000		M
	050	STEBN	DF	FO					R			AA 03000		EY
	060	STEBN	HM	FO		322.5			L			AA 03000		EE

POINTS

POINT NAME	LATITUDE	LONGITUDE
AXONE	N350154.90	W1185141.27
FASTO	N351619.98	W1185141.21
GRAPE	N345756.49	W1185501.36
HOYMI	N352424.84	W1190125.06
JUPEX	N352130.47	W1185754.76
LOPES	N350154.53	W1184205.05
STEBN	N353451.27	W1190855.97

RUNWAYS

RUNWAY	THRESHOLD LATITUDE	THRESHOLD LONGITUDE	THRESHOLD ELEVATION	PROCEDURE TCH
RW30R	N352554.58	W1190313.44	00482	51



CITY AND STATE <b>BAKERSFIELD, CA</b>	ELEVATION: <b>510</b> TDZE: <b>493</b>	FACILITY IDENTIFIER:  <b>RNAV</b>	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: <b>RNAV (GPS) RWY 30R, AMDT 2</b> 10 DECEMBER 2015	SUP:
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