

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> RLD	<u>PROCEDURE NAME</u> RNAV (GPS) Z RWY 19	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> RICHLAND	<u>STATE</u> WA
<u>AIRPORT ELEVATION</u> 394	<u>TDZE</u> 390	<u>SUPERSEDED</u> RNAV (GPS) Z RWY 19	<u>ORIGINAL/AMENDMENT</u> 1	<u>DATED</u> 11/13/2014
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 7 AUGUST 2025	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 17E
				<u>EPOCH YEAR</u> 2005
				<u>CANCEL/SUSPEND</u>

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>
NIALS		BAKCA		TF	FO	1.00	092.67	14.31	4000
SMITT	IAF	BAKCA	NOPT	TF	FB	1.00	255.45	11.70	4000
BAKCA	IF/IAF	FIXOV		TF	FB	1.00	188.71	7.72	2100
FIXOV	FAF	AYABE/2.17 NM TO RW19		TF	FB	0.30	188.63	3.08	
AYABE/2.17 NM TO RW19		RW19	MAP	TF	FO	0.30	188.63	2.17	
RW19	MAP	900 MSL		CA			188.63		900
900 MSL		BAKCA		DF	FO	1.00			4000

MISSED APPROACH

MAP:

LNAV/VNAV: DA
LNAV: RW19

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 900 THEN CLIMBING RIGHT TURN TO 4000 DIRECT BAKCA AND HOLD.
*MISSED APPROACH REQUIRES MINIMUM CLIMB OF 340 FEET PER NM TO 2000; IF UNABLE TO MEET CLIMB GRADIENT, SEE RNAV (GPS) Y RWY 19.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD N BAKCA, RT, 188.71 INBOUND, 4000 FT. IN LIEU OF PT (IAF), MAX 17500.					
3. FAC: 188.63	FAF: FIXOV		DIST FAF TO MAP: 5.25	DIST FAF TO THLD: 5.25	
4. MIN ALT: BAKCA 4000, FIXOV 2100, AYABE/2.17 NM TO RW19 1120					
5. DIST TO THLD FROM OM: MM: IM:			150 HAT:	261 HAT: 0.70	GS ANT:
6. MIN GP INCPT: 2100	GP ALT AT PFAF: FIXOV 2100			OM:	MM: IM:
7. GP ANGLE: 3.00	34:1: IS CLEAR	20:1: IS CLEAR	TCH: 40.0		
8. MSA FROM: RW19 4900					

QUALITY
25
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -12°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING PSC ALTIMETER SETTING.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT NIALS ON V187 NORTHWEST BOUND.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT SMITT ON V204 NORTHEAST BOUND.
CHART PLANVIEW NOTE: NOPT FOR ARRIVAL AT BAKCA ON V281 SOUTHEAST BOUND.
CHART NOTE: FOR INOPERATIVE ALS WHEN USING PSC ALTIMETER SETTING, INCREASE LNAV CATS C AND D VISIBILITY TO 1 3/8 SM.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PSC ALTIMETER SETTING AND INCREASE LNAV/VNAV DA TO 671 FEET; INCREASE ALL MDAS 20 FEET AND LNAV VISIBILITY CATS C AND D 1/8 SM, AND CIRCLING VISIBILITY CAT C 1/4 SM.

ADDITIONAL FLIGHT DATA:

CHART FAS OBST: 645 CRANE (53-122286) 462007N/1191809W.
CHART VDP AT 1.32 NM TO RW19.
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT C 900-2 1/4, CAT D 1600-3

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*	651	7/8	261	651	7/8	261	651	7/8	261	651	7/8	261			
LNAV MDA*	840	7/8	450	840	7/8	450	840	1	450	840	1	450			
CIRCLING	840	1	446	1000	1	606	1200	2 1/4	806	1960	3	1566			



CHANGES - REASONS

1. CHANGED FIXOV-AYABE COURSE FROM 188.64 TO 188.63, DISTANCE FROM 3.05 TO 3.08; AYABE-RW19 COURSE FROM 188.64 TO 188.63, DISTANCE FROM 2.20 TO 2.17; CA LEG COURSE FROM 188.64 TO 188.63 – NEW AYABE AND FIXOV COORDINATES
2. REMOVED CLIMB-IN-HOLD FROM MISSED APPROACH INSTRUCTIONS – NOT REQUIRED BASED ON CALCULATED VALUES
3. MOVED MISSED APPROACH REQUIRED CLIMB GRADIENT INFORMATION FROM CHART NOTES TO MISSED APPROACH INSTRUCTIONS – 8260.19J 8-6-6.F.
4. ADDED MAX HOLDING ALTITUDE TO PROFILE LINE 2 – 8260.19J 8-6-7.B.
5. CHANGED PROFILE LINE 3 FAC FROM 188.64 TO 188.63 – NEW FIXOV COORDINATES
6. ADDED 261 HAT: 0.70 TO PROFILE LINE 6 – 8260.19J 8-6-7.F.
7. CHANGED PROFILE LINE 7 34:1 FROM IS NOT CLEAR TO IS CLEAR AND ADDED 20:1: IS CLEAR – UPDATED RUNWAY SURVEY DATED 2020
8. ADDED PBN REQUIREMENTS NOTE: RNP APCH – GPS – 8260.19J 8-6-9
9. CHANGED UNCOMPENSATED BARO-VNAV CHART NOTE LOW TEMP FROM -15C TO -12C, HIGH TEMP FROM 41C TO 54C, AND REMOVED FARENHEIT VALUES – 5-YEAR TEMPERATURE STUDY RESULTS/8260.19J 8-6-10.R.
10. REMOVED CHART NOTE: DME/DME RNP-0.3 NA – NOT REQUIRED IN CURRENT CRITERIA
11. UPDATED REMOTE ALTIMETER CHART NOTE TO CURRENT FORMAT SPECIFIED BY CRITERIA; REDUCED LNAV/VNAV REMOTE ALTIMETER ADJUSTMENT FROM 21 FEET TO 20 FEET; REDUCED LNAV/CIRCLING REMOTE ALTIMETER ADJUSTMENT FROM 40 FEET TO 20 FEET – 8260.19J 8-6-10.F./PSC AIRPORT ELEVATION CHANGE
12. UPDATED INOPERATIVE ALS CHART NOTE TO CURRENT FORMAT SPECIFIED BY CRITERIA; REMOVED LNAV/VNAV VISIBILITY ADJUSTMENT – NEW LNAV/VNAV VISIBILITY MINIMUM 1 SM
13. REMOVED HELICOPTER VISIBILITY REDUCTION CHART NOTE – 34:1 SURFACE IS CLEAR
14. CHANGED FAS OBSTACLE FROM 587 CRANE 462014N/1191709W TO 645 CRANE (53-122286) 462007N/1191809W – UPDATED RUNWAY SURVEY DATED 2020
15. REMOVED ASTERISK FROM VDP ADDITIONAL FLIGHT DATA NOTE – NOT REQUIRED IN CURRENT CRITERIA
16. CHANGED VDP DISTANCE FROM 1.44 NM TO 1.32 NM - NEW LNAV MDA
17. ADDED ALTERNATE MINIMUMS STANDARD – CAT C 900-2 1/4, CAT D 1600-3; NA WHEN LOCAL WEATHER NOT AVAILABLE – 8260.3F 3-4-1/8260.19J 8-6-12.B.
18. INCREASED LNAV/VNAV DA/HAT FROM 640/250 TO 651/261 AND VISIBILITY FROM 3/4 TO 7/8 – NEW CONTROLLING OBSTACLE/ TO MITIGATE PART 77 PRIMARY SURFACE PENETRATION
19. INCREASED LNAV VISIBILITY CATS A AND B FROM 3/4 TO 7/8 AND DECREASED VISIBILITY CATS C AND D FROM 1 1/8 TO 1 – TO MITIGATE PART 77 PRIMARY SURFACE PENETRATION/8260.3F TABLE 3-3-1
20. DECREASED CIRCLING MDA/HAA CAT A FROM 920/526 TO 840/446 - NEW CONTROLLING OBSTACLE
21. INCREASED CIRCLING CAT D MDA/HAA FROM 1940/1546 TO 1960/1566 – NEW CONTROLLING OBSTACLE
22. CHANGED COORDINATED WITH FROM TRI-CITIES/CHINOOK APP CON TO CHINOOK APP CON – CONSISTENCY WITH OTHER PPROCEDURES

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZSE, GEG APP CON, AMGR, PSC ATCT

FLIGHT CHECKED BY

CHRISTOPHER R VANDEVEER

Digitally signed by

ROBERT G HAMILTON

Jun 02, 2025

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TITLE

MANAGER

