

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> KRNO	<u>PROCEDURE NAME</u> RNAV (GPS) X RWY 35R	<u>ORIGINAL/AMENDMENT</u> 3A	<u>CITY</u> RENO	<u>STATE</u> NV		
<u>AIRPORT ELEVATION</u> 4415	<u>TDZE</u> 4408	<u>SUPERSEDED</u> RNAV (GPS) X RWY 35R	<u>ORIGINAL/AMENDMENT</u> 3	<u>DATED</u> 11/03/2022	<u>MAG VAR</u> 13E	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 7 SEPTEMBER 2023	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<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>
SWR VOR/DME		ZAPTU		TF	FB	1.00	091.21	16.79	11800
ZAPTU		PIDIC		TF	FB	1.00	077.02	7.04	11500
RICHY		PIDIC		TF	FB	1.00	046.70	13.46	11500
VIKES		NIPME		TF	FB	1.00	179.30	6.76	11000
PIDIC	IAF	ROYDO		TF	FB	1.00	348.68	4.37	9900
NIPME	IAF	ROYDO		TF	FB	1.00	258.60	6.88	9900
RAMRE	IAF	ROYDO		TF	FB	1.00	324.10	9.92	9900
TARVR	IAF	SPOON		TF	FB	1.00	347.09	17.49	12000
SPOON	IAF	ROYDO		TF	FB	1.00	348.61	4.58	9900
ROYDO	IF	PUNTE		TF	FB	1.00	347.11	5.63	8600
PUNTE		SUTEE		TF	FB	1.00	347.11	2.74	8100
SUTEE	FAF	FAXEM/5.99 NM TO RW35R		TF	FB	0.30	347.11	3.95	
FAXEM/5.99 NM TO RW35R		RW35R	MAP	TF	FO	0.30	347.11	5.99	
RW35R	MAP	4815 MSL		CA			347.11		
4815 MSL		FOBAX		DF	FB	1.00			
FOBAX		TAKLE		TF	FO	1.00	345.97	5.68	11000

QUALITY
10
CHECKED

MISSED APPROACH

MAP:

LNAV/VNAV: DA
LNAV: RW35R

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 11000 DIRECT FOBAX AND ON TRACK 345.97 TO TAKLE AND HOLD, CONTINUE CLIMB-IN-HOLD TO 11000.
**MISSED APPROACH REQUIRES MINIMUM CLIMB OF 250 FEET PER NM TO 5600.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. PROFILE STARTS AT ROYDO					
3. FAC: 347.11	FAF: SUTEE		DIST FAF TO MAP: 9.94		DIST FAF TO THLD: 9.94
4. MIN ALT:	ROYDO 9900, PUNTE 8600, SUTEE 8100, FAXEM/5.99 NM TO RW35R 6660				
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	1063 HAT: 2.72	GS ANT:
6. MIN GP INCPT: 8100	GP ALT AT PFAF : SUTEE 8100		OM:	MM:	IM:
7. GP ANGLE: 3.42	34:1: IS NOT CLEAR	20:1: IS CLEAR	TCH: 75.0		
8. MSA FROM:	RW35R 12000				

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING RWY 8 NA AT NIGHT.
CHART NOTE: RWY 35R HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: BARO-VNAV NA.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT RICHY ON V28-113 SOUTHWEST BOUND.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT RAMRE ON V165 SOUTHBOUND.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT SWR VOR/DME ON AIRWAY RADIALS 005 CW 062.
CHART SPEED ICON IN PLANVIEW AT PIDIC: MAX 250 KIAS.
CHART SPEED ICON IN PLANVIEW AT NIPME: MAX 250 KIAS.
CHART SPEED ICON IN PLANVIEW AT SPOON: MAX 250 KIAS.
CHART SPEED ICON IN PLANVIEW AT ROYDO: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

CHART MANDATORY 14000 AT TARVR.
HOLD N, RT, 167.12 INBOUND.
FAS OBST: 5120 AAO 392406N/1194647W.
CHART VDP AT 2.50 NM TO RW35R.
CHART CIRCLING ICON.



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

ALTERNATE: NA ☐ CAT A, B 1100-4, CAT C, D 2100-4

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	5471	4	1063	5471	4	1063	5471	4	1063	5471	4	1063			
LNAV MDA**	5380	1 1/4	972	5380	1 1/2	972	5380	3	972	5380	3	972			
LNAV MDA	5500	1 1/4	1092	5500	1 1/2	1092	5500	3	1092	5500	3	1092			
CIRCLING	5500	1 1/4	1085	5500	1 1/2	1085	6460	3	2045	6460	3	2045			

CHANGES - REASONS

1. ADDED SPOON AS AN IAF PER AIR TRAFFIC REQUEST. INITIAL SEGMENT FROM TARVR (IAF) TO SPOON (SDF) TO ROYDO (IF) EXISTS AND PREVIOUSLY FLIGHT CHECKED. ADDING SPOON INITIAL SEGMENT HAS THE SAME OBSTACLE EVALUATION AREA AS EXISTING SEGMENT.
2. ADDED SPEED RESTRICTION (250K) AT SPOON DUE TO SEGMENT LEG LENGTH FROM SPOON TO ROYDO TO ALLOW ATC VECTORING, AND IAW 8260.58B TABLE 1-2-2.
3. IN ADDITIONAL FLIGHT DATA, REMOVED CHART 5215 POLE 392333N/1194706W - 7:1 NOT REQUIRED. OBSTACLE IN SECONDARY AREA WITH PRIMARY EQUIVALENT HEIGHT OF 5017 (LOWER THAN 5120 CONTROLLING OBSTACLE).

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZOA, RNO APP CON, RNO ATCT, AMGR, NV AERO

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE *Digitally signed by* **DATE**
JOHN BORDY
Jul 10, 2023

DEVELOPED BY

STEVEN M. BARNETT (JOHN BRUNO)

Digitally signed by
JOHN BORDY
Jul 10, 2023

Digitally signed by
JOHN BORDY
Jul 10, 2023

OFFICE **DATE**
AJV-A443 05/15/2023

APPROVED BY

DAVID TEFFETELLER

OFFICE **DATE**
AJV-A433

TITLE
MANAGER

