

**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> KSDY	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 19	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> SIDNEY	<u>STATE</u> MT	
<u>AIRPORT ELEVATION</u> 1985	<u>TDZE</u> 1981	<u>SUPERSEDED</u> RNAV (GPS) RWY 19	<u>ORIGINAL/AMENDMENT</u> 2	<u>DATED</u> 08/17/2017	<u>MAG VAR</u> 9E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 24 MARCH 2022	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 2010

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
LAMBE		HAKET		TF	FO	1.00	046.96	13.21	4600
GINBE	IAF	HAKET	NOPT	TF	FB	1.00	212.82	10.11	4600
HAKET	IF/IAF	FANIX		TF	FB	1.00	194.81	6.08	3700
FANIX	FAF	OKAGE/2.50 NM TO RW19		TF	FB	0.30	194.77	2.72	
OKAGE/2.50 NM TO RW19		RW19	MAP	TF	FO	0.30	194.77	2.50	
RW19	MAP	2234 MSL		CA			194.77		
2234 MSL		CATUM		DF	FO	1.00			4600

MISSED APPROACH

MAP:

LPV: DA
 LNAV/VNAV: DA
 LNAV: RW19

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4600 DIRECT CATUM AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

- 1. PT **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
- 2. HOLD N HAKET, RT, 194.81 INBOUND, 4600 FT. IN LIEU OF PT (IAF), MAX 6000.
- 3. **FAC:** 194.77 **FAF:** FANIX **DIST FAF TO MAP:** 5.22 **DIST FAF TO THLD:** 5.22
- 4. **MIN ALT:** HAKET 4600, FANIX 3700, OKAGE/2.50 NM TO RW19 2800
- 5. **DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **253 HAT:** 0.62 **GS ANT:**
- 6. **MIN GP INCPT:** 3700 **GP ALT AT PFAF :** FANIX 3700 **OM:** **MM:** **IM:**
- 7. **GP ANGLE:** 3.00 **34:1:** IS NOT CLEAR **20:1:** IS CLEAR **TCH:** 57.0
- 8. **MSA FROM:** RW19 4300

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 19 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
 CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -18°C OR ABOVE 54°C.
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT LAMBE ON V465 SOUTHWEST BOUND AND ARRIVALS AT GINBE ON V545 NORTHBOUND..
 CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
 CHART NOTE: CIRCLING RWY 11 AND RWY 29 NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

HOLD S, RT, 014.64 INBOUND.
 CHART FAS OBST: 2235 TRANSMISSION_LINE (30-037989) 474414N/1041125W.
 CHART VDP AT 1.50 NM TO RW19.
 WAAS CHANNEL # 86818
 REFERENCE PATH ID: W19A
 CHART CIRCLING ICON.
 LTP HAE: 586.4 M

MINIMUMS:

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

ALTERNATE: NA STANDARD - CAT D 900-2 3/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA									
LPV DA	2234	1	253	2234	1	253	2234	1	253	2234	1	253			
LNAV/VNAV DA	2543	1 5/8	562	2543	1 5/8	562	2543	1 5/8	562	2543	1 5/8	562			
LNAV MDA	2500	1	519	2500	1	519	2500	1 3/8	519	2500	1 3/8	519			
CIRCLING	2540	1	555	2620	1	635	2700	2	715	2840	2 3/4	855			



CHANGES - REASONS

1. CHANGED FEEDER SEGMENT (LAMBE TO HAKET) RNP VALUE FROM 2.00 TO 1.00 - IAW 8260.58, 1-2-4.
2. INCREASED HAKET (IAF) TO FANIX (FAF) DISTANCE FROM 6.03 TO 6.08 - NEW AIRPORT SURVEY MOVED FAF LOCATION 0.05NM SW OF ITS ORIGINAL LOCATION.
3. DECREASED FANIX (FAF) TO OKAGE/2.50 NM TO RW19) (STEPDOWN FIX) FROM 2.77 TO 2.72 - NEW AIRPORT SURVEY MOVED FAF LOCATION 0.05NM SW OF ITS ORIGINAL LOCATION.
4. CHANGED STEP-DOWN FIX ALTITUDE FROM 2820 TO 2800 - PER ATC REQUEST.
5. DECREASED COURSE-TO-ALTITUDE (CA) LEG ALTITUDE FROM 2360 MSL TO 2234 MSL - DUE TO MINIMUMS RESULTING FROM NEW RNAV PROCEDURES ADDED TO RWY 19 APPROACH.
6. DELETED LP AND ADDED LPV AND LNAV/VNAV TO MISSED APPROACH - AIRPORT MANAGEMENT REMOVED VGS PENETRATIONS TO ALLOW ADDITION OF LPV AND LNAV/VNAV MINIMUMS.
7. DECREASED FAF TO MAP AND THRESHOLD DISTANCE FROM 5.27 TO 5.22 - NEW AIRPORT SURVEY MOVED FAF LOCATION 0.05NM SW OF ITS ORIGINAL LOCATION.
8. ADDED 0.62 NM DISTANCE FROM THLD TO 253 HAT TO LINE 5 - IAW 8260.19, 8-6-7.
9. ADDED 3700 TO MINIMUM GLIDESLOPE/GLIDEPATH (GS/GP) INTERCEPT ALTITUDE IN LINE 6 - IAW 8260.19, 8-6-7.
10. ADDED FANIX 3700 TO GLIDEPATH ALTITUDE AT FAF - IAW 8260.19, 8-6-7.
11. ADDED 3.00 TO GP ANGLE AND 57.0 TO TCH IN LINE 7 AND DELETED VDA "FANIX TO RW19: 3.00/41" FROM ADDITIONAL FLIGHT DATA - LPV AND LNAV/VNAV MINIMUMS ADDED TO PROCEDURE DUE TO REMOVAL OF VGS PENETRATIONS.
12. REMOVED CHART NOTE "DME/DME RNP-0.3 NA" AND ADDED PBN REQUIREMENTS NOTE "RNP APCH - GPS" - UPDATED IAW 8260.19I, 8-6-8.B (1).
13. CHANGED CIRCLING CHART NOTE FROM "CIRCLING RWY 11, 19, 29 NA AT NIGHT" TO "CIRCLING RWY 11 AND RWY 29 NA AT NIGHT" - PER NEW SURVEY, THERE ARE NO 20:1 OBSTACLE PENETRATIONS ON RWY 19.
14. CHANGED CHART NOTE FROM "RWY 19 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED" TO "RWY 19 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" - 20:1 NOT PENETRATED; IAW 8260.19I, 8-6-11.
15. ADDED CHART NOTE "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -18°C OR ABOVE 54°C" - LNAV/VNAV MINIMUMS ADDED TO PROCEDURE; IAW 8260.19I, 8-6-9.
16. ADDED CHART PROFILE NOTE "VGS AND RNAV GLIDEPATH NOT COINCIDENT (VGS ANGLE {ANGLE}/TCH {FEET})" - IAW 8260.19I, 8-6-9; TCH USED FOR PROCEDURE DESIGN WAS CHANGED FROM 41 FEET, WHICH IS COINCIDENT WITH THE VGS, TO 57 FEET TO ELIMINATE VGS PENETRATIONS.
17. DELETED "2108 CRANE 474353N/1041029W" FROM CHART FAS OBST - LP MINIMUMS REMOVED FROM PROCEDURE, ALONG WITH REQUIREMENT TO IDENTIFY LP FAS OBSTACLE.
18. ADDED "CHART VDP AT 1.50 NM TO RW19" - NO 20:1 OBSTACLE PENETRATION; IAW 8260.19I, 8-6-10.
19. ADDED "NA WHEN LOCAL WEATHER NOT AVAILABLE." TO ALTERNATE MINIMUMS - IAW IFP MEMO 276, ATTACHMENT 4, PARA 5B.
20. DECREASED CIRCLING CAT A MDA/HAA FROM 2580/595 TO 2540/555 - DUE TO NEW CONTROLLING OBSTACLE.
21. DECREASED CIRCLING CAT B MDA/HAA FROM 2660/675 TO 2620/635 - DUE TO NEW CONTROLLING OBSTACLE.
22. ADDED 50 TO VERTICAL ALERT LIMIT (VAL) - LPV MINIMUMS WITH 253 HAT ADDED TO PROCEDURE.
23. CRC REMAINDER CHANGED FROM 4CDB89C3 TO B67A238A - FPAP LATITUDE/LONGITUDE CHANGED FROM N474121.4985/W1041223.4795 TO N474121.4980/W1041223.4790 (NEW AIRPORT SURVEY RESULTED IN FPAP MOVING 0.05NM (305.29 FEET) SW).
24. ADDED MAX HOLD IN LIEU ALTITUDE OF 6000 TO PROFILE LINE 2 - IAW 8260.19I, PARA 8-6-7B(2).
25. ADDED "20:1 IS CLEAR" TO PROFILE LINE 7 - IAW 8260.19I, PARA 8-6-7G(3)(A).
26. DELETED NOTE "RWY 19 STRAIGHT-IN MINIMUMS NA AT NIGHT" - RWY 19 20:1 VISUAL SURFACE IS CLEAR.

COORDINATED WITH:

A4A **ALPA** **AOPA** **APA** **HAI** **NBAA** **OTHER:** ZLC, MT AERO, AMGR

FLIGHT CHECKED BY

SCOTT AXELSON

Digitally signed by

DONALD H LANIER

Dec 22, 2021

OFFICE

FPO

DATE

12/20/2021

DEVELOPED BY

DONALD H. LANIER (PARNELL PRASSADA)

Digitally signed by

DONALD H LANIER

OFFICE

AJV-A431

DATE

01/27/2022

APPROVED BY

LONNIE EVERHART

Dec 22, 2021

Digitally signed by

DONALD H LANIER

Dec 22, 2021

OFFICE

AJV-A430

DATE

TITLE
MANAGER



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KSDY
RUNWAY	RW19
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W19A
LTP/FTP LATITUDE	474243.0210N
LTP/FTP LONGITUDE	1041130.4065W
LTP/FTP ELLIPSOIDAL HEIGHT	+05864
FPAP LATITUDE	474121.4980N
FPAP LONGITUDE	1041223.4790W
THRESHOLD CROSSING HEIGHT (TCH)	00057.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1008
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	B67A238A

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K1
LTP ORTHOMETRIC HEIGHT	+06037
FPAP ORTHOMETRIC HEIGHT	+06037

