

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> BAM	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 4	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> BATTLE MOUNTAIN	<u>STATE</u> NV
<u>AIRPORT ELEVATION</u> 4536	<u>TDZE</u> 4536	<u>SUPERSEDED</u> RNAV (GPS) RWY 4	<u>DATED</u> 11/08/2018	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 31 OCTOBER 2024	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 13E
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
BAM VORTAC		DIYLA		TF	FO	1.00	210.11	10.86	8900
RAJKO	IAF	DIYLA	NOPT	TF	FB	1.00	087.94	10.25	8900
DIYLA	IF/IAF	EBREQ		TF	FB	1.00	026.96	7.22	6600
EBREQ	FAF	ZOLPI/1.87 NM TO SIHEJ		TF	FB	0.30	036.02	3.35	
ZOLPI/1.87 NM TO SIHEJ		SIHEJ	MAP	TF	FO	0.30	036.02	1.87	
SIHEJ	MAP	5400 MSL		CA			036.02		
5400 MSL		MAJAM		DF	FB	1.00			
MAJAM		HUNEK		TF	FB	1.00	251.50	3.29	5400
HUNEK		DIYLA		TF	FO	1.00	183.07	15.93	8900

MISSED APPROACH

MAP:

LP: SIHEJ  
LNAV: SIHEJ

MISSED APPROACH INSTRUCTIONS:

(DO NOT EXCEED 175 KIAS UNTIL DIYLA) CLIMB TO 5400 THEN CLIMBING LEFT TURN TO 8900 DIRECT MAJAM AND ON TRACK 251.5 TO HUNEK AND ON TRACK 183.07 DIRECT DIYLA AND HOLD.\*MISSED APPROACH REQUIRES MINIMUM CLIMB OF 222 FEET PER NM TO 6480; IF UNABLE TO MEET CLIMB GRADIENT, SEE LP MINIMUMS.  
\*\*MISSED APPROACH REQUIRES MINIMUM CLIMB OF 218 FEET PER NM TO 7520; IF UNABLE TO MEET CLIMB GRADIENT, SEE LNAV MINIMUMS.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)
2. HOLD SW DIYLA, LT, 049.00 INBOUND, 8900 FT. IN LIEU OF PT (IAF), MAX 14000.
3. FAC: 036.02

FAC: EBREQ

DIST FAF TO MAP: 5.23

DIST FAF TO THLD: 5.93
4. MIN ALT: DIYLA 8900, EBREQ 6600, ZOLPI/1.87 NM TO SIHEJ 5460
5. DIST TO THLD FROM OM:

MM:

IM:

150 HAT:

GS ANT:
6. MIN GP INCPT:

GP ALT AT FAF:

MM:

IM:
7. GP ANGLE:

34:1: IS CLEAR

20:1: IS CLEAR

TCH:
8. MSA FROM: SIHEJ 10900

QUALITY  
10  
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT BAM VORTAC ON V32 EASTBOUND.

ADDITIONAL FLIGHT DATA:

CHART FALLON NORTH MOAS.

CHART FAS OBST: 4661 WINDMILL (32-052982) 403451N/1165322W, 4605 TREE (32-025557) 403506N/1165335W.  
WAAS CHANNEL # 90143  
REFERENCE PATH ID: W04A  
EBREQ TO RW04: 3.20/50.  
CHART CIRCLING ICON.  
LTP HAE: 1361.8 M

MINIMUMS:

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

ALTERNATE: NA ☐ CAT A, B 1000-2, CAT C 1000-2 3/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

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
LP MDA*	4860	1	324	4860	1	324	4860	1	324		NA				
LNAV MDA**	5020	1	484	5020	1	484	5020	1 3/8	484		NA				
LP MDA	5240	1	704	5240	1	704	5240	2	704		NA				
LNAV MDA	5460	1 1/4	924	5460	1 1/4	924	5460	2 1/2	924		NA				
CIRCLING	5460	1 1/4	924	5460	1 1/4	924	5460	2 3/4	924		NA				



CHANGES - REASONS

1. TERMINAL ROUTES: FROM BAM VORTAC TO DIYLA, RNP VALUE CHANGED FROM “2.00” TO “1.00” - PER FAAO 8260.58C, TABLE 1-2-1.
2. TERMINAL ROUTES: FROM DIYLA TO EBREQ, ALTITUDE CHANGED FROM 6500 TO 6600 - FPT DESIGN REQUEST.
3. TERMINAL ROUTES: CHANGED FROM “EBREQ TO ZOLPI/1.70 NM TO SIHEJ, DISTANCE 3.53” TO “DIYLA TO ZOLPI/1.87 NM TO SIHEJ, DISTANCE 3.35” - STEP-DOWN FIX ALTITUDE INCREASED TO MATCH LOWEST MDA WITHOUT CLIMB GRADIENT.
4. TERMINAL ROUTES: CHANGED FROM “ZOLPI/1.70 NM TO SIHEJ TO SIHEJ, DISTANCE 1.70” TO “ZOLPI/1.87 NM TO SIHEJ TO SIHEJ, DISTANCE 1.87” - STEP-DOWN FIX ALTITUDE INCREASED FROM 5400 TO 5460 TO MATCH LOWEST MDA WITHOUT CLIMB GRADIENT.
5. TERMINAL ROUTES: CHANGED FROM “SIHEJ TO 5500 MSL” TO “SIHEJ TO 5400 MSL” - FPT REDESIGN TO AVOID TERRAIN FROM ADDING CAT C MINIMA PER AIRPORT REQUEST.
6. ADDED TERMINAL ROUTES: FROM 5400 MSL TO MAJAM - FPT REDESIGN TO AVOID TERRAIN FROM ADDING CAT C MINIMA PER AIRPORT REQUEST.
7. ADDED TERMINAL ROUTES: FROM MAJAM TO HUNEK - FPT REDESIGN TO AVOID TERRAIN FROM ADDING CAT C MINIMA PER AIRPORT REQUEST.
8. TERMINAL ROUTES: CHANGED FROM “5500 MSL TO DIYLA” TO “HUNEK TO DIYLA” - FPT REDESIGN TO AVOID TERRAIN FROM ADDING CAT C MINIMA PER AIRPORT REQUEST.
9. MISSED APPROACH INSTRUCTIONS: CHANGED FROM “(DO NOT EXCEED 175K UNTIL DIYLA) CLIMB TO 5500 THEN CLIMBING LEFT TURN TO 8900 DIRECT DIYLA AND HOLD, DO NOT EXCEED 230K WHEN CONTINUING CLIMB-IN-HOLD TO 8900.” TO “(DO NOT EXCEED 175 KIAS UNTIL DIYLA) CLIMB TO 5400 THEN CLIMBING LEFT TURN TO 8900 DIRECT MAJAM AND ON TRACK 251.50 TO HUNEK AND ON TRACK 183.07 DIRECT DIYLA AND HOLD. \*MISSED APPROACH REQUIRES MINIMUM CLIMB OF 222 FEET PER NM TO 6480; IF UNABLE TO MEET CLIMB GRADIENT, SEE LP MINIMUMS. \*\*MISSED APPROACH REQUIRES MINIMUM CLIMB OF 218 FEET PER NM TO 7520; IF UNABLE TO MEET CLIMB GRADIENT, SEE LNAV MINIMUMS.” - WPS ADDED TO MISSED APPROACH PER AIRPORT REQUEST TO ADD CAT C MINIMA, CLIMB GRADIENTS ADDED FOR OBSTACLE AVOIDANCE FROM ADDING CAT C MINIMA PER FAAO 8260.58C, SECTION 3-7, PARA 3-7-1. C. REMOVED CLIMB-IN-HOLD - NO LONGER REQUIRED DUE TO MISSED APPROACH ROUTING FROM ADDING NEW WPS.
10. PROFILE: LINE 4 MIN ALT: CHANGED FROM “DIYLA 8900, EBREQ 6600, ZOLPI/1.70 NM TO SIHEJ 5400” TO “DIYLA 8900, EBREQ 6600, ZOLPI/1.87 NM TO SIHEJ 5460” - RAISED DUE TO MISSED APPROACH PENETRATION ADJUSTMENTS TO FINAL SEGMENT FROM ADDING CAT C MINIMA WITH NEW MISSED APPROACH ROUTING, MISSED APPROACH TRAPEZOID CHANGED.
11. PBN REQUIREMENTS NOTE: CHANGED FROM “RNP APCH” TO “RNP APCH-GPS” - PER FAAO 8260.19J, PARA 8-6-8. D, ADDED GPS SENSOR.
12. ADDITIONAL FLIGHT DATA: REMOVED “CHART PLANVIEW NOTE: 175 KIAS (MISSED APPROACH ONLY) ICON.” - NO LONGER REQUIRED.
13. ADDITIONAL FLIGHT DATA: CHANGE FROM “EBREQ TO RW04: 3.2/50” TO “EBREQ TO RW04: 3.20/50” – PER FAAO 8260.19J, PARA 8-6-11. O.
14. ALTERNATE MINS: CHANGED FROM “STANDARD” TO “CAT A, B 1000-2, CAT C 1000-2 3/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.” - PER FAAO 8260.19J, CHAPTER 8.
15. MINIMUMS: ADDED “CATS A/B/C \*LP MDA 4860/HAT 324, CATS A/B/C VIS 1” - ADDED CAT C LINES OF MINIMA PER AIRPORT REQUEST, ASTERISK ADDED DUE TO CLIMB GRADIENT REQUIRED FOR OBSTACLE AVOIDANCE IN MISSED APPROACH SEGMENT.
16. MINIMUMS: ADDED “CATS A/B/C \*\*LNAV MDA 5020/HAT 484, CATS A/B VIS 1, CAT C VIS 1 3/8” - ADDED CAT C LINES OF MINIMA PER AIRPORT REQUEST, DOUBLE ASTERISK ADDED DUE TO CLIMB GRADIENT REQUIRED FOR OBSTACLE AVOIDANCE IN MISSED APPROACH SEGMENT.
17. MINIMUMS: CHANGED “CATS A/B LP MDA 4860/HAT 324, VIS 1” TO “CATS A/B/C LP MDA 5260/HAT 724, CATS A/B VIS 1, CAT C VIS 2” - ADDED CAT C LINES OF MINIMA - PER AIRPORT REQUEST, INCREASED ALTITUDES AND VISIBILITIES DUE TO MISSED APPROACH SEGMENT PENETRATIONS.
18. MINIMUMS: CHANGED “CATS A/B LNAV MDA 5020/HAT 484, VIS 1” TO “CATS A/B/C LNAV MDA 5460/HAT 924, CATS A/B VIS 1 1/4, CAT C VIS 2 1/2” - ADDED CAT C LINES OF MINIMA PER AIRPORT REQUEST, INCREASED ALTITUDES AND VISIBILITIES DUE TO MISSED APPROACH SEGMENT PENETRATIONS.
19. MINIMUMS: CHANGED “CATS A/B CIRCLING MDA 5020/HAA 484, VIS 1” TO “CATS A/B/C CIRCLING MDA 5460/HAA 924, CATS A/B VIS 1 1/4, CAT C VIS 2 3/4” - ADDED CAT C LINES OF MINIMA PER AIRPORT REQUEST, INCREASED ALTITUDES AND VISIBILITIES DUE TO MISSED APPROACH PENETRATIONS ADJUSTMENTS PER FAAO 8260.19J. PARA 8-6-6. F. (3).
20. FAS DATA BLOCK: FPAP LATITUDE/LONGITUDE CHANGED FROM 403636.2015N/1165137.5065W TO 403636.2020N/1165137.5070W - CURRENT DATA BASE.
21. CRC REMAINDER CHANGED FROM 31DD2F96 TO 3C513443 - CURRENT SIAP CALCULATION.

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZLC, AMGR

FLIGHT CHECKED BY

THOMAS E MOLOKIE

Digitally signed by

JOSEPH L ZEDER

Aug 27, 2024

OFFICE

FPO

DATE

08/23/2024

DEVELOPED BY

WILLIAM HANBY

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Jul 02, 2024

OFFICE

AJV-A432

DATE

06/27/2024

APPROVED BY

BEV L BORDY

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JOSEPH L ZEDER

Aug 27, 2024

OFFICE

AJV-A430

DATE

10/31/2024

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KBAM
RUNWAY	RW04
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W04A
LTP/FTP LATITUDE	403537.8115N
LTP/FTP LONGITUDE	1165305.9075W
LTP/FTP ELLIPSOIDAL HEIGHT	+13618
FPAP LATITUDE	403636.2020N
FPAP LONGITUDE	1165137.5070W
THRESHOLD CROSSING HEIGHT (TCH)	00050.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.20
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0528
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	00.0
CRC REMAINDER	3C513443

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K2
LTP ORTHOMETRIC HEIGHT	+13825
FPAP ORTHOMETRIC HEIGHT	+13825

