

U.S. Department
of Transportation

800 Independence Ave., S.W.
Washington, D.C. 20591

**Federal Aviation
Administration**

Transmittal Letter 14-05

January 17, 2014

**PREPARED BY THE PRODUCT SUPPORT GROUP, AJV-34
(AVAILABLE ON THE WEB AT [HTTP://NFDC.FAA.GOV](http://NFDC.FAA.GOV))**

**The enclosed Standard Instrument Approach Procedures, Departure
Procedures/Takeoff Minimums and Fix Actions are effective as indicated.**

**The following procedure, previously published in TL 14-03 on December 20, 2013, with an
effective date of 6 February 2014, has been rescinded in its entirety.**

Santa Monica, CA, Santa Monica Muni, VOR-A, Amdt 11

[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. [30941](#); Amdt. No. [3575](#)

Standard Instrument Approach Procedures, and Takeoff Minimums
and Obstacle Departure Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final Rule.

SUMMARY: This rule establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: This rule is effective [INSERT DATE OF PUBLICATION IN THE FEDERAL REGISTER]. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the

Federal Register as of [INSERT DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination-

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;
2. The FAA Regional Office of the region in which the affected airport is located;
3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,
4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:
http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Availability- All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit <http://www.nfdc.faa.gov> to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or
2. The FAA Regional Office of the region in which the affected airport is located.

FOR FURTHER INFORMATION CONTACT: Richard A. Dunham III, Flight Procedure Standards Branch (AFS-420), Flight Technologies and Programs Divisions, Flight Standards Service, Federal Aviation

Administration, Mike Monroney Aeronautical Center, 6500 South
MacArthur Blvd. Oklahoma City, OK. 73169 (Mail Address: P.O.
Box 25082, Oklahoma City, OK 73125) Telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This rule amends Title 14 of the Code of Federal Regulations, Part 97 (14 CFR part 97), by establishing, amending, suspending, or revoking SIAPS, Takeoff Minimums and/or ODPS. The complete regulators description of each SIAP and its associated Takeoff Minimums or ODP for an identified airport is listed on FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR part 97.20. The applicable FAA Forms are FAA Forms 8260-3, 8260-4, 8260-5, 8260-15A, and 8260-15B when required by an entry on 8260-15A.

The large number of SIAPs, Takeoff Minimums and ODPs, in addition to their complex nature and the need for a special format make publication in the Federal Register expensive and impractical. Furthermore, airmen do not use the regulatory text of the SIAPs, Takeoff Minimums or ODPs, but instead refer to their depiction on charts printed by publishers of aeronautical materials. The advantages of incorporation by reference are realized and publication of the complete description of each SIAP, Takeoff Minimums and ODP listed on FAA forms is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAPs and the effective dates of the, associated Takeoff Minimums and ODPs. This amendment also identifies the airport and its location, the procedure, and the amendment number.

THE RULE

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP, Takeoff Minimums and ODP as contained in the transmittal. Some SIAP and Takeoff Minimums and textual ODP amendments may have been issued previously by the FAA in a Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP and Takeoff Minimums and ODP amendments may require making them effective in less than 30 days. For the remaining SIAPS and Takeoff Minimums and ODPS, an effective date at least 30 days after publication is provided.

Further, the SIAPs and Takeoff Minimums and ODPS contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPS and Takeoff Minimums and ODPS, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs, Takeoff Minimums and ODPS, and safety in air commerce, I find that notice and public procedures before adopting these SIAPS, Takeoff Minimums and ODPS are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPS effective in less than 30 days.

CONCLUSION

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore--(1) is not a "significant regulatory action" under Executive Order 12866;(2) is not a "significant rule " under DOT Regulatory Policies and Procedures (44 FR 11034; February 26,1979) ; and (3)does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR part 97:

Air Traffic Control, Airports, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC on [JANUARY 17, 2014](#).



John Duncan
Director, Flight Standards Service

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures and/or Takeoff Minimums and/or Obstacle Departure Procedures effective at 0902 UTC on the dates specified, as follows:

Part 97—Standard Instrument Approach Procedures

1. The authority citation for part 97 continues to read as follows:

AUTHORITY: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721-44722.

2. Part 97 is amended to read as follows:

Effective 6 MARCH 2014

Bishop, CA, Eastern Sierra Rgnl, RNAV (GPS) Y RWY 12, Orig-A
Bishop, CA, Eastern Sierra Rgnl, RNAV (GPS) Z RWY 12, Orig-A
Riverside, CA, Riverside Muni, VOR-B, ORIG-A, CANCELED
Reno, NV, Reno/Tahoe Intl, RNAV (RNP) Y RWY 16R, Amdt 1A
Carlisle, PA, Carlisle, Takeoff Minimums and Obstacle DP, Amdt 2
Albany, TX, Albany Muni, RNAV (GPS) RWY 17, Amdt 1
Albany, TX, Albany Muni, RNAV (GPS) RWY 35, Amdt 1

Effective 3 APRIL 2014

Klawock, AK, Klawock, RNAV (GPS) RWY 2, Orig-B
Murrieta/Temecula, CA, French Valley, RNAV (GPS) RWY 18, Amdt 2
Plains, GA, Peterson Field, VOR/DME OR GPS-B, Amdt 1A, CANCELED
Estherville, IA, Estherville Muni, VOR RWY 16, Amdt 4B, CANCELED
Estherville, IA, Estherville Muni, VOR RWY 34, Amdt 6B, CANCELED
Washington, IA, Washington Muni, VOR/DME RWY 36, Amdt 1
Chicago/Rockford, IL, Chicago/Rockford Intl, RNAV (GPS) RWY 19, Amdt 2
Springfield, IL, Abraham Lincoln Capital, VOR/DME RWY 31, Amdt 1
Sidney, NY, Sidney Muni, RNAV (GPS) RWY 7, Orig-C

**US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

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

Bearings, headings, courses, 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 in feet RVR.

| TERMINAL ROUTES | | | | MISSED APPROACH |
|-----------------------------------|------------------|---------------------|----------|---|
| FROM | TO | COURSE AND DISTANCE | ALTITUDE | LNAV: HOSUM |
| RBRTS (IAF) | CORUB (FB) | 115.27 / 6.49 | 12700 | (DO NOT EXCEED 250 KIAS UNTIL NEBSE) CLIMB TO 13000 DIRECT KUPLE AND ON TRACK 159.79 TO ROCOS AND ON TRACK 114.80 TO PULIE AND ON TRACK 051.40 TO WEBAT AND ON TRACK 341.46 TO TEVOC AND ON TRACK 321.99 TO NEBSE AND ON TRACK 264.38 TO BIH VOR/DME AND HOLD. |
| CORUB | HEGIT (FB) | 115.32 / 12.00 | 9700 | |
| NIKOL (IAF) | FAVEK (FB) | 156.94 / 18.01 | 12700 | |
| FAVEK | HEGIT (FB) | 156.97 / 6.70 | 9700 | |
| HEGIT (IF) | MUBOE (FB) | 115.47 / 3.46 | 8700 | |
| MUBOE | JAAKE (FB) | 115.51 / 2.60 | 7900 | |
| JAAKE (FAF) (SEE FORM 8260-10) | HOSUM (MAP) (FO) | 120.40 / 8.54 | | |

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. PROFILE STARTS AT HEGIT
3. FAC: 120.40 FAF: JAAKE DIST FAF TO MAP: 8.54 THLD: 9.54
4. MIN. ALT: HEGIT 9700, MUBOE 8700, JAAKE 7900
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 100 HAT: GS ANT:
6. MIN GS INCPT: GS ALT AT: OM: MM: IM:
7. GS ANGLE: TCH: 34:1 IS CLEAR
8. MSA FROM: HOSUM 15500

MAG VAR: 15E EPOCH YEAR: 1985

| MINIMUMS | | | | | | | | | | | | | | | |
|-----------------|--|-------|---------|--------|-------|---------|--------|-----|---------|----------------|-----|---------|--------|-----|---------|
| TAKEOFF: | SEE FAA FORM 8260-15A FOR THIS AIRPORT | | | | | | | | | ALTERNATE: N A | | | @ | | |
| 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 |
| LNAV MDA | 6600 | 1 1/4 | 2477 | 6600 | 1 1/2 | 2477 | 6600 | 3 | 2477 | | NA | | | | |
| CIRCLING | 6600 | 1 1/4 | 2476 | 6600 | 1 1/2 | 2476 | 6600 | 3 | 2476 | | NA | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

NOTES:
 CHART NOTE: DME/DME RNP-0.3 NA. @ CAT A, B 2500-2, CAT C 2500-3
 CHART PLANVIEW NOTE AT NEBSE: MAX 250 KIAS
 CHART PROFILE NOTE: DESCENT ANGLE NA.
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT NIKOL ON V244 WESTBOUND AND ON V381 NORTHWEST BOUND.

| | | | | |
|------------------------------|--|------------------------------|---|--|
| CITY AND STATE BISHOP, CA | ELEVATION: 4124 TDZE: 4123 AIRPORT NAME: EASTERN SIERRA RGNL | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) Y RWY 12, ORIG-A 6 MARCH 2014 | SUP: AMDT: ORIG DATED 03/13/2008 |
|------------------------------|--|------------------------------|---|--|

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

Bearings, headings, courses, 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 in feet RVR.

TERMINAL ROUTES, (CONT.):

| FROM | TO | COURSE AND DISTANCE | ALTITUDE |
|-------------|------------------|---------------------|----------|
| HOSUM (MAP) | 4524 MSL | 120.40 | |
| 4524 MSL | KUPLE (FB) | | |
| KUPLE | ROCOS (FB) | 159.79/7.34 | |
| ROCOS | PULIE (FB) | 114.80/9.00 | |
| PULIE | WEBAT (FB) | 051.40/6.80 | |
| WEBAT | TEVOC (FB) | 341.46/5.00 | |
| TEVOC | NEBSE (FB) | 321.99/5.20 | |
| NEBSE | BIH VOR/DME (FO) | 264.38/13.10 | 13000 |

CITY AND STATE
BISHOP, CA

ELEVATION: 4124 TDZE: 4123
AIRPORT NAME:
EASTERN SIERRA RGNL

FACILITY IDENTIFIER:
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
RNAV (GPS) Y RWY 12, ORIG-A
6 MARCH 2014

SUP:
AMDT: ORIG
DATED: 03/13/2008

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

Bearings, headings, courses, 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 in feet RVR.

ARINC SUMMARY - 424-18 - RNAV (GPS)

| ROUTES | TRANSITION | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG(TRUE) | DISTANCE | ALTITUDE | SPEED |
|--------|------------|-------|-----|------|------|------|-------|-----|----------------|----------|----------|-------|
| | NIKOL | NIKOL | 010 | IAF | IF | | FB | | | | | |
| | NIKOL | FAVEK | 020 | | TF | | FB | 1.0 | 156.9 (171.9T) | 018.0 | AA 12700 | |
| | NIKOL | HEGIT | 030 | | TF | | FB | 1.0 | 157.0 (172.0T) | 006.7 | AA 09700 | |
| | RBRTS | RBRTS | 010 | IAF | IF | | FB | | | | | |
| | RBRTS | CORUB | 020 | | TF | | FB | 1.0 | 115.3 (130.3T) | 006.5 | AA 12700 | |
| | RBRTS | HEGIT | 030 | | TF | | FB | 1.0 | 115.3 (130.3T) | 012.0 | AA 09700 | |
| | | HEGIT | 010 | FACF | IF | | FB | | | | AA 09700 | |
| | | MUBOE | 011 | SDF | TF | | FB | 0.5 | 115.5 (130.5T) | 003.5 | AA 08700 | |
| | | JAAKE | 020 | FAF | TF | | FB | 0.5 | 115.5 (130.5T) | 002.6 | AA 07900 | |
| | | HOSUM | 030 | MAP | TF | | FO | 0.3 | 120.4 (135.4T) | 008.5 | AT 06600 | |

| MISSED APPROACH | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG(TRUE) | DISTANCE | ALTITUDE | SPEED |
|-----------------|-------|-----|-----|------|------|-------|-----|----------------|----------|----------|--------|
| | | 040 | | CA | | FB | | 120.4 (135.4T) | | AA 04524 | |
| | KUPLE | 050 | | DF | | FB | | | | | |
| | ROCOS | 060 | | TF | | FB | 1.0 | 159.8 (174.8T) | | | |
| | PULIE | 070 | | TF | | FB | 1.0 | 114.8 (129.8T) | | | |
| | WEBAT | 080 | | TF | | FB | 1.0 | 051.4 (066.4T) | | | |
| | TEVOC | 090 | | TF | | FB | 1.0 | 341.5 (356.5T) | | | |
| | NEBSE | 100 | | TF | | FB | 1.0 | 322.0 (337.0T) | | | AB 250 |
| | BIH | 110 | | TF | | FO | 1.0 | 264.4 (279.4T) | | AA 13000 | |
| | BIH | 120 | | HM | R | FO | | 326.0 (341.0T) | 008.0 | AA 13000 | |

| POINT DATA | WAYPOINT | LAT IN SECS | LONG IN SECS | LAT IN MINS | LONG IN MINS |
|------------|----------|-------------|--------------|-------------|--------------|
| | BIH | N372237.02 | W1182159.50 | N3722.617 | W11821.992 |
| | CORUB | N374120.38 | W1184806.10 | N3741.340 | W11848.102 |
| | FAVEK | N374011.89 | W1183746.37 | N3740.198 | W11837.773 |
| | HEGIT | N373333.36 | W1183635.73 | N3733.556 | W11836.596 |
| | HOSUM | N372331.35 | W1182316.79 | N3723.523 | W11823.280 |
| | JAAKE | N372937.09 | W1183048.46 | N3729.618 | W11830.808 |
| | KUPLE | N372058.39 | W1182008.44 | N3720.973 | W11820.141 |
| | MUBOE | N373118.58 | W1183317.48 | N3731.310 | W11833.291 |
| | NEBSE | N372023.45 | W1180547.87 | N3720.391 | W11805.798 |
| | NIKOL | N375802.88 | W1184057.19 | N3758.048 | W11840.953 |
| | PULIE | N370752.86 | W1181039.56 | N3707.881 | W11810.659 |
| | RBRTS | N374532.46 | W1185420.35 | N3745.541 | W11854.339 |
| | ROCOS | N371339.27 | W1181918.37 | N3713.655 | W11819.306 |
| | TEVOC | N371535.95 | W1180314.94 | N3715.599 | W11803.249 |
| | WEBAT | N371036.15 | W1180251.74 | N3710.603 | W11802.862 |
| | RW12 | N372248.51 | W1182224.02 | N3722.809 | W11822.400 |

| | | | | | |
|-------------------------------------|---|-------------------|----------------------|--|--------------------------|
| CITY AND STATE BISHOP, CA | ELEVATION: 4124 | TDZE: 4123 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
| | AIRPORT NAME: EASTERN SIERRA RGNL | | RNAV | RNAV (GPS) Y RWY 12, ORIG-A | AMDT: ORIG |
| | | | | 6 MARCH 2014 | DATED: 03/13/2008 |

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

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| RUNWAY DATA | RWY | THRESHOLD ELEVATION | TCH |
|-------------|------|------------------------|-----|
| | RW12 | 04123 | 00 |

| | | | | | |
|------------------------------|--------------------------------------|------------|-------------------------------------|---|-------------------|
| CITY AND STATE BISHOP, CA | ELEVATION: 4124 | TDZE: 4123 | FACILITY IDENTIFIER: RNAV | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: RNAV (GPS) Y RWY 12, ORIG-A 6 MARCH 2014 | SUP: |
| | AIRPORT NAME: EASTERN SIERRA RGNL | | | | AMDT: ORIG |
| | | | | | DATED: 03/13/2008 |

US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

**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 | LNAV: HOSUM |
| RBRTS (IAF) | CORUB (FB) | 115.27 / 6.49 | 12700 | (DO NOT EXCEED 250 KIAS UNTIL NEBSE) CLIMB TO 13000 DIRECT KUPLE AND ON TRACK 159.79 TO ROCOS AND ON TRACK 114.80 TO PULIE AND ON TRACK 051.40 TO WEBAT AND ON TRACK 341.46 TO TEVOC AND ON TRACK 321.99 TO NEBSE AND ON TRACK 264.38 TO BIH VOR/DME AND HOLD. |
| CORUB | HEGIT (FB) | 115.32 / 12.00 | 9700 | |
| NIKOL (IAF) | FAVEK (FB) | 156.94 / 18.01 | 12700 | |
| FAVEK | HEGIT (FB) | 156.97 / 6.70 | 9700 | |
| HEGIT (IF) | MUBOE (FB) | 115.47 / 3.46 | 8700 | |
| MUBOE | JAAKE (FB) | 115.51 / 2.60 | 7900 | |
| JAAKE (FAF) | CIMOS/4.00 NM TO HOSUM (FB) | 120.40 / 4.54 | | |
| (SEE FORM 8260-10) | | | | ADDITIONAL FLIGHT DATA: HOLD SE, RT, 326.00 INBOUND. CHART FAS OBST: 4323 TREE 372429N/1182537W CHART: 8959 TERRAIN 371217N/1180625W CHART BISHOP MOA. |

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. PROFILE STARTS AT HEGIT
3. FAC: 120.40 FAF: JAAKE DIST FAF TO MAP: 8.54 THLD: 9.54
4. MIN. ALT: HEGIT 9700, MUBOE 8700, JAAKE 7900, CIMOS/4.00 NM TO HOSUM 6200, FOLMA/1.70 NM TO HOSUM 5200
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 100 HAT: GS ANT:
6. MIN GS INCPT: GS ALT AT: OM: MM: IM:
7. GS ANGLE: TCH: 34:1 IS CLEAR
8. MSA FROM: HOSUM 15500

MAG VAR: 15E EPOCH YEAR: 1985

| MINIMUMS | | | | | | | | | | | | | | | | |
|-----------------|--|-------|---------|--------|-------|---------|--------|-------|---------|--------|----------------|---------|--------|-----|---------|--|
| TAKEOFF: | SEE FAA FORM 8260-15A FOR THIS AIRPORT | | | | | | | | | | ALTERNATE: N A | | @ | | | |
| 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 | |
| LNAV MDA | 4580 | 1 1/4 | 457 | 4580 | 1 1/4 | 457 | 4580 | 1 1/4 | 457 | | | | | | | |
| CIRCLING | 6420 | 1 1/4 | 2296 | 6420 | 1 1/2 | 2296 | 6420 | 3 | 2296 | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

NOTES:
 CHART NOTE: DME/DME RNP-0.3 NA. @ CAT A, B 2300-2, CAT C 2300-3
 CHART NOTE: MISSED APPROACH REQUIRES MINIMUM CLIMB OF 325 FEET PER NM TO 11000; IF UNABLE, SEE
 RNAV (GPS) Y RWY 12.
 CHART PLANVIEW NOTE AT NEBSE: MAX 250 KIAS.
 (SEE FORM 8260-10)

| | | | | |
|------------------------------|--|------------------------------|---|--|
| CITY AND STATE BISHOP, CA | ELEVATION: 4124 TDZE: 4123 AIRPORT NAME: EASTERN SIERRA RGNL | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) Z RWY 12, ORIG-A 6 MARCH 2014 | SUP: AMDT: ORIG DATED 03/13/2008 |
|------------------------------|--|------------------------------|---|--|

**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> |
|------------------------|-----------------------------|----------------------------|-----------------|
| CIMOS/4.00 NM TO HOSUM | FOLMA/1.70 NM TO HOSUM (FB) | 120.40 / 2.30 | |
| FOLMA/1.70 NM TO HOSUM | HOSUM (MAP) (FO) | 120.40 / 1.70 | |
| HOSUM (MAP) | 4524 MSL | 120.40 | |
| 4524 MSL | KUPLE (FB) | | |
| KUPLE | ROCOS (FB) | 159.79/7.34 | |
| ROCOS | PULIE (FB) | 114.80/9.00 | |
| PULIE | WEBAT (FB) | 051.40/6.80 | |
| WEBAT | TEVOC (FB) | 341.46/5.00 | |
| TEVOC | NEBSE (FB) | 321.99/5.20 | |
| NEBSE | BIH VOR/DME (FO) | 264.38/3.10 | 13000 |

NOTES, (CONT.):

CHART PROFILE NOTE: DESCENT ANGLE NA.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT NIKOL ON V244 WESTBOUND AND ON V381 NORTHWEST BOUND.

CITY AND STATE

BISHOP, CA

ELEVATION: 4124

TDZE: 4123

AIRPORT NAME:

EASTERN SIERRA RGNL

FACILITY IDENTIFIER:

RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

RNAV (GPS) Z RWY 12, ORIG-A

6 MARCH 2014

SUP:

AMDT: ORIG

DATED: 03/13/2008

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

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ARINC PACKET - 424-18 - RNAV (GPS)

| NAVAID | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 |
|--------|-----|----------------------------------|---|---|---|---------------------|---|-------------|---|-----------|---|---|---|
| SUSAD | BIH | K2010960VDTWNN37223702W118215950 | | | | N37223702W118215950 | | E0150041170 | | NARBISHOP | | | |

| WP | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 |
|------------|-----------|-----|---------------------|---|---|---|---|-------|-----|-------|---|---|---|
| SUSAEAENRT | CIMOS K20 | W | N37262263W118264808 | | | | | E0132 | NAR | CIMOS | | | |
| SUSAEAENRT | CORUB K20 | W | N37412038W118480610 | | | | | E0133 | NAR | CORUB | | | |
| SUSAEAENRT | FAVEK K20 | W | N37401189W118374637 | | | | | E0133 | NAR | FAVEK | | | |
| SUSAEAENRT | FOLMA K20 | W | N37244415W118244656 | | | | | E0132 | NAR | FOLMA | | | |
| SUSAEAENRT | HEGIT K20 | W | N37333336W118363573 | | | | | E0133 | NAR | HEGIT | | | |
| SUSAEAENRT | HOSUM K20 | W | N37233135W118231679 | | | | | E0132 | NAR | HOSUM | | | |
| SUSAEAENRT | JAAKE K20 | W | N37293709W118304846 | | | | | E0132 | NAR | JAAKE | | | |
| SUSAEAENRT | KUPLE K20 | W | N37205839W118200844 | | | | | E0131 | NAR | KUPLE | | | |
| SUSAEAENRT | MUBOE K20 | W | N37311858W11831748 | | | | | E0132 | NAR | MUBOE | | | |
| SUSAEAENRT | NEBSE K20 | W | N37202345W118054787 | | | | | E0131 | NAR | NEBSE | | | |
| SUSAEAENRT | NIKOL K20 | C L | N37580288W118405719 | | | | | E0134 | NAR | NIKOL | | | |
| SUSAEAENRT | PULIE K20 | W | N37075286W118103956 | | | | | E0131 | NAR | PULIE | | | |
| SUSAEAENRT | RBRTS K20 | C L | N37453246W118542035 | | | | | E0134 | NAR | RBRTS | | | |
| SUSAEAENRT | ROCOS K20 | W | N37133927W118191837 | | | | | E0131 | NAR | ROCOS | | | |
| SUSAEAENRT | TEVOC K20 | W | N37153595W118031494 | | | | | E0131 | NAR | TEVOC | | | |
| SUSAEAENRT | WEBAT K20 | W | N37103615W118025174 | | | | | E0130 | NAR | WEBAT | | | |

| AIRPORT | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 |
|---------|------------|---|------------------------------------|---|---|---|---|-------------|------|---------------------|---|---|---|
| SUSAP | KBIHK2ABIH | 0 | 074YHN37222320W118214900E015004124 | | | | | 1800018000C | MNAR | EASTERN SIERRA RGNL | | | |

| SEGMENT | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 |
|---------|---------------------|-----------------|---|-------|---|-------|----------|---|---------|-------|-------------|------|---|
| SUSAP | KBIHK2FR12-Z ANIKOL | 010NIKOLK2EA0E | A | IF | | | | | | 18000 | | B JS | |
| SUSAP | KBIHK2FR12-Z ANIKOL | 020FAVEKK2EA0E | | 010TF | | | 15690180 | | + 12700 | | | B JS | |
| SUSAP | KBIHK2FR12-Z ANIKOL | 030HEGITK2EA0EE | B | 010TF | | | 15700067 | | + 09700 | | | B JS | |
| SUSAP | KBIHK2FR12-Z ARBRTS | 010ARBRTSK2EA0E | A | IF | | | | | | 18000 | | B JS | |
| SUSAP | KBIHK2FR12-Z ARBRTS | 020CORUBK2EA0E | | 010TF | | | 11530065 | | + 12700 | | | B JS | |
| SUSAP | KBIHK2FR12-Z ARBRTS | 030HEGITK2EA0EE | B | 010TF | | | 11530120 | | + 09700 | | | B JS | |
| SUSAP | KBIHK2FR12-Z R | 010HEGITK2EA0E | I | IF | | | | | + 09700 | 18000 | | B JS | |
| SUSAP | KBIHK2FR12-Z R | 011MUBOEK2EA0E | S | 051TF | | | 11550035 | | + 08700 | | | B JS | |
| SUSAP | KBIHK2FR12-Z R | 020JAAKEK2EA1E | F | 051TF | | | 11550026 | | + 07900 | | HOSUM K2EAB | JS | |
| SUSAP | KBIHK2FR12-Z R | 020JAAKEK2EA2WN | | | N | ALNAV | | | | | | JS | |
| SUSAP | KBIHK2FR12-Z R | 021CIMOSK2EA0E | S | 031TF | | | 12040045 | | + 06200 | | | B JS | |



| | | | | | |
|-------------------------------------|---|-------------------|----------------------|--|--------------------------|
| CITY AND STATE BISHOP, CA | ELEVATION: 4124 | TDZE: 4123 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
| | AIRPORT NAME: EASTERN SIERRA RGNL | | RNAV | RNAV (GPS) Z RWY 12, ORIG-A | AMDT: ORIG |
| | | | | 6 MARCH 2014 | DATED: 03/13/2008 |

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

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ARINC SUMMARY - 424-18 - RNAV (GPS)

| ROUTES | TRANSITION | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG(TRUE) | DISTANCE | ALTITUDE | SPEED |
|--------|------------|-------|-----|------|------|------|-------|-----|----------------|----------|----------|-------|
| | NIKOL | NIKOL | 010 | IAF | IF | | FB | | | | | |
| | NIKOL | FAVEK | 020 | | TF | | FB | 1.0 | 156.9 (171.9T) | 018.0 | AA 12700 | |
| | NIKOL | HEGIT | 030 | | TF | | FB | 1.0 | 157.0 (172.0T) | 006.7 | AA 09700 | |
| | RBRTS | RBRTS | 010 | IAF | IF | | FB | | | | | |
| | RBRTS | CORUB | 020 | | TF | | FB | 1.0 | 115.3 (130.3T) | 006.5 | AA 12700 | |
| | RBRTS | HEGIT | 030 | | TF | | FB | 1.0 | 115.3 (130.3T) | 012.0 | AA 09700 | |
| | | HEGIT | 010 | FACF | IF | | FB | | | | AA 09700 | |
| | | MUBOE | 011 | SDF | TF | | FB | 0.5 | 115.5 (130.5T) | 003.5 | AA 08700 | |
| | | JAAKE | 020 | FAF | TF | | FB | 0.5 | 115.5 (130.5T) | 002.6 | AA 07900 | |
| | | CIMOS | 021 | SDF | TF | | FB | 0.3 | 120.4 (135.4T) | 004.5 | AA 06200 | |
| | | FOLMA | 022 | SDF | TF | | FB | 0.3 | 120.4 (135.4T) | 002.3 | AA 05200 | |
| | | HOSUM | 030 | MAP | TF | | FO | 0.3 | 120.4 (135.4T) | 001.7 | AT 04580 | |

| MISSED APPROACH | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG(TRUE) | DISTANCE | ALTITUDE | SPEED |
|-----------------|-------|-----|-----|------|------|-------|-----|----------------|----------|----------|--------|
| | | 040 | | CA | | FB | | 120.4 (135.4T) | | AA 04524 | |
| | KUPLE | 050 | | DF | | FB | | | | | |
| | ROCOS | 060 | | TF | | FB | 1.0 | 159.8 (174.8T) | | | |
| | PULIE | 070 | | TF | | FB | 1.0 | 114.8 (129.8T) | | | |
| | WEBAT | 080 | | TF | | FB | 1.0 | 051.4 (066.4T) | | | |
| | TEVOC | 090 | | TF | | FB | 1.0 | 341.5 (356.5T) | | | |
| | NEBSE | 100 | | TF | | FB | 1.0 | 322.0 (337.0T) | | | AB 250 |
| | BIH | 110 | | TF | | FO | 1.0 | 264.4 (279.4T) | | AA 13000 | |
| | BIH | 120 | | HM | R | FO | | 326.0 (341.0T) | 008.0 | AA 13000 | |

| POINT DATA | WAYPOINT | LAT IN SECS | LONG IN SECS | LAT IN MINS | LONG IN MINS |
|------------|----------|-------------|--------------|-------------|--------------|
| | BIH | N372237.02 | W1182159.50 | N3722.617 | W11821.992 |
| | CIMOS | N372622.63 | W1182648.08 | N3726.377 | W11826.801 |
| | CORUB | N374120.38 | W1184806.10 | N3741.340 | W11848.102 |
| | FAVEK | N374011.89 | W1183746.37 | N3740.198 | W11837.773 |
| | FOLMA | N372444.15 | W1182446.56 | N3724.736 | W11824.776 |
| | HEGIT | N373333.36 | W1183635.73 | N3733.556 | W11836.596 |
| | HOSUM | N372331.35 | W1182316.79 | N3723.523 | W11823.280 |
| | JAAKE | N372937.09 | W1183048.46 | N3729.618 | W11830.808 |
| | KUPLE | N372058.39 | W1182008.44 | N3720.973 | W11820.141 |
| | MUBOE | N373118.58 | W1183317.48 | N3731.310 | W11833.291 |
| | NEBSE | N372023.45 | W1180547.87 | N3720.391 | W11805.798 |
| | NIKOL | N375802.88 | W1184057.19 | N3758.048 | W11840.953 |
| | PULIE | N370752.86 | W1181039.56 | N3707.881 | W11810.659 |
| | RBRTS | N374532.46 | W1185420.35 | N3745.541 | W11854.339 |
| | ROCOS | N371339.27 | W1181918.37 | N3713.655 | W11819.306 |



| | | | | |
|-------------------------------------|---|----------------------|--|--------------------------|
| CITY AND STATE BISHOP, CA | ELEVATION: 4124 TDZE: 4123 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
| | AIRPORT NAME: EASTERN SIERRA RGNL | RNAV | RNAV (GPS) Z RWY 12, ORIG-A | AMDT: ORIG |
| | | | 6 MARCH 2014 | DATED: 03/13/2008 |

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE

FLIGHT STANDARDS SERVICES - FAR PART 97.33

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| | | | | |
|-------|------------|-------------|-----------|------------|
| TEVOC | N371535.95 | W1180314.94 | N3715.599 | W11803.249 |
| WEBAT | N371036.15 | W1180251.74 | N3710.603 | W11802.862 |
| RW12 | N372248.51 | W1182224.02 | N3722.809 | W11822.400 |

RUNWAY DATA

| RWY | THRESHOLD ELEVATION | TCH |
|------|------------------------|-----|
| RW12 | 04123 | 48 |



| | | | | |
|-------------------------------------|---|-------------------------------------|---|--------------------------|
| CITY AND STATE BISHOP, CA | ELEVATION: 4124 TDZE: 4123 AIRPORT NAME: EASTERN SIERRA RGNL | FACILITY IDENTIFIER: RNAV | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: RNAV (GPS) Z RWY 12, ORIG-A 6 MARCH 2014 | SUP: |
| | | | | AMDT: ORIG |
| | | | | DATED: 03/13/2008 |

**U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
VOR STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.23**

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| TERMINAL ROUTES | | | | MISSED APPROACH |
|-----------------|----|---------------------|----------|-------------------------|
| FROM | TO | COURSE AND DISTANCE | ALTITUDE | |
| | | | | |
| | | | | ADDITIONAL FLIGHT DATA: |

1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)

2. _____

3. FAC _____ FAF _____ DIST FAF TO MAP _____ THLD _____

4. MIN. ALT _____

8. MSA FROM: _____

MAG VAR: _____ EPOCH YEAR: _____

| TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT | | | | | | | | | | ALTERNATE: N A | | | | | |
|---|-----|-----|---------|-----|-----|---------|-----|-----|---------|----------------|-----|---------|-----|-----|---------|
| CATEGORY ==> | A | | | B | | | C | | | D | | | E | | |
| | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

NOTES:

PROCEDURE CANCELED EFFECTIVE 6 MARCH 2014

| | | | | | |
|---------------------------------|---|-------|-----------------------------|---|--------------------------------|
| CITY AND STATE RIVERSIDE, CA | ELEVATION: 819 AIRPORT NAME: RIVERSIDE MUNI | TDZE: | FACILITY IDENTIFIER: RAL | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: VOR-B, ORIG-A, 05/07/2009 | SUP AMDT DATE 03/12/2009 |
|---------------------------------|---|-------|-----------------------------|---|--------------------------------|

US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

**RNAV (RNP) - STANDARD,
INSTRUMENT APPROACH PROCEDURE,
TITLE 14 CFR PART 97.33**

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| TERMINAL ROUTES | | | | MISSED APPROACH |
|-----------------------------|----------------------------|-----------------------------------|----------|--|
| FROM | TO | COURSE AND DISTANCE | ALTITUDE | RNP: DA |
| VIKES (IAF) | CANYA (TF) (FB) (RNP 1.00) | 335.67 / 11.97 | 9500 | CLIMB TO 13000 ON TRACK 164.12 TO ZAKBI AND ON TRACK 179.59 TO USINE AND ON TRACK 124.37 TO YARKU AND HOLD, CONTINUE CLIMB-IN-HOLD TO 13000. ADDITIONAL FLIGHT DATA: HOLD S, RT, 346.76 INBOUND. DISTANCE TO THLD FROM 402 HATH: 1.03 NM. ROUTE TYPE QUALIFIER 1: F ROUTE TYPE QUALIFIER 2: S ROUTE TYPE: A, H #TCH 4477.9 MSL (DO NOT CHART) CHART MANDATORY 10,000 AT KLOCK. |
| CANYA (IF) | GOYET (TF) (FB) (RNP 1.00) | 335.64 / 5.00 | 8000 | |
| GOYET | HOMES (RF) (FB) (RNP 0.70) | (2.90 NM RADIUS CCW (CFFKL))/1.40 | 7700 | |
| KLOCK (IF) | ICEYA (TF) (FB) (RNP 1.00) | 308.03 / 3.16 | 9000 | |
| ICEYA (SEE FORM 8260-10) | HOMES (TF) (FB) (RNP 1.00) | 307.99 / 4.14 | 7700 | |

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT HOMES
- FAC: % FAF: DIST FAF TO MAP: THLD:
- MIN. ALT: HOMES 7700, ZENDO 7000, MASTR 6400
- DIST TO THLD FROM OM: 5.84 MM: IM: 150 HAT: 100 HAT: GS ANT:
- MIN GS INCP: 6400 GS ALT AT: MASTR 6400, OKITE 5465 OM: MM: IM:
- GS ANGLE: 3.10 TCH: 63.0 # 34:1 IS NOT CLEAR
- MSA FROM: RW16R 12000

MAG VAR: 16E EPOCH YEAR: 1985

| MINIMUMS | | | | | | | | | | | | | | | |
|---|--------|-----|---------|--------|-----|---------|--------|----------------|---------|--------|-----|---------|--------|-----|---------|
| TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT | | | | | | | | ALTERNATE: N A | | @ | | | | | |
| 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 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

| AUTHORIZATION REQUIRED | | | | | | | | | | | | | | | |
|------------------------|------|-------|-----|------|-------|-----|------|-------|-----|------|-------|-----|--|--|--|
| *RNP 0.17 DA | 4817 | 4000 | 402 | 4817 | 4000 | 402 | 4817 | 4000 | 402 | 4817 | 4000 | 402 | | | |
| RNP 0.30 DA | 5132 | 1 7/8 | 717 | 5132 | 1 7/8 | 717 | 5132 | 1 7/8 | 717 | 5132 | 1 7/8 | 717 | | | |

NOTES:
 CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -14C (7F) OR ABOVE 36C (98F). @ CAT A, B, C, D 800-2 1/2
 CHART NOTE: FOR INOPERATIVE MALSR, INCREASE RNP 0.17 ALL CATS VISIBILITY TO 1 1/4 AND RNP 0.30 ALL CATS VISIBILITY TO 2 1/2.
 CHART NOTE: *MISSED APPROACH REQUIRES A MINIMUM CLIMB OF 260 FEET PER NM TO 7000.
 (SEE FORM 8260-10)

| | | | | |
|----------------------------|--|------------------------------|---|-------------------------------------|
| CITY AND STATE RENO, NV | ELEVATION: 4415 THRE: 4415 AIRPORT NAME: RENO/TAHOE INTL | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (RNP) Y RWY 16R, AMDT 1A 6 MARCH 2014 | SUP: AMDT: 1 DATED 11/14/2013 |
|----------------------------|--|------------------------------|---|-------------------------------------|

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
**RNAV (RNP) - STANDARD,
 INSTRUMENT APPROACH PROCEDURE, - TITLE 14 CFR PART 97.33**

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TERMINAL ROUTES, (CONT.):

| FROM | TO | COURSE AND DISTANCE | ALTITUDE |
|-------------|----------------------------|-----------------------------------|----------|
| HOMES | ZENDO (RF) (FB) (RNP 0.70) | (2.85 NM RADIUS CCW (CFFKQ))/2.54 | 7000 |
| ZENDO | MASTR (RF) (FB) (RNP 0.70) | (3.04 NM RADIUS CCW (CFFKN))/2.09 | 6400 |
| MASTR (FAF) | %OKITE (RF) (FB) | (3.05 NM RADIUS CCW (CFFKM))/2.84 | |
| OKITE | %RW16R (MAP) (TF) (FO) | 164.12 / 3.00 | |
| RW16R (MAP) | ZAKBI (TF) (FB) (RNP 1.00) | 164.12 / 8.61 | |
| ZAKBI | USINE (TF) (FB) (RNP 1.00) | 179.59 / 6.69 | |
| USINE | YARKU (TF) (FO) (RNP 1.00) | 124.37 / 9.36 | 13000 |

NOTES, (CONT.):

CHART NOTE: RF REQUIRED.
 CHART NOTE: GPS REQUIRED.
 CHART PLANVIEW NOTE AT HOMES : MAX 210 KIAS.
 CHART PLANVIEW NOTE AT GOYET : MAX 210 KIAS.
 CHART PLANVIEW NOTE AT KLOCK : MAX 210 KIAS.
 CHART PLANVIEW NOTE AT VIKES: (RNP 0.70).
 CHART PLANVIEW NOTE AT KLOCK: (RNP 0.70).
 CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.
 CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS.
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT VIKES ON V494 SOUTHWEST BOUND.

| | | | | |
|----------------------------|----------------------------------|------------------------------|--|-------------------|
| CITY AND STATE RENO, NV | ELEVATION: 4415 THRE: 4415 | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: | SUP: |
| | AIRPORT NAME: RENO/TAHOE INTL | | RNAV (RNP) Y RWY 16R, AMDT 1A | AMDT: 1 |
| | | | 6 MARCH 2014 | DATED: 11/14/2013 |

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
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| RWY | ELEVATION | TCH |
|-------|-----------|-----|
| RW16R | 04415 | 63 |

| | | | | |
|-----------------------------------|--|---|--|--------------------------|
| CITY AND STATE RENO, NV | ELEVATION: 4415 THRE: 4415 | FACILITY IDENTIFIER: RNAV | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: RNAV (RNP) Y RWY 16R, AMDT 1A 6 MARCH 2014 | SUP: |
| | AIRPORT NAME: RENO/TAHOE INTL | | | AMDT: 1 |
| | | | | DATED: 11/14/2013 |

U.S. DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION
TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP)

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| City, State | Airport | Effective Date | Amdt. No. |
|--------------|----------|----------------|-----------|
| CARLISLE, PA | CARLISLE | 6 MARCH 2014 | 2 |

TAKEOFF MINIMUMS:

RWY 10, 28 STANDARD

TEXTUAL DEPARTURE PROCEDURES:

RWY 10 – CLIMB HEADING 101.70 TO 1400 BEFORE TURNING RIGHT.

RWY 28 – CLIMB HEADING 281.72 TO 1900 BEFORE PROCEEDING ON COURSE.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 10, VEHICLES ON ROAD, BEGINNING 14 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 15 FT AGL/534 FT MSL. POLES BEGINNING 196 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 30 FT AGL/550 FT MSL. BUILDING 351 FT FROM DER, 121 FT LEFT OF CENTERLINE, 25 FT AGL/535 FT MSL.

NOTE: RWY 28, VEHICLES ON ROAD, ABEAM DER, 336 FT RIGHT OF CENTERLINE, UP TO 15 FT AGL/524 FT MSL. TREES 322 FT FROM DER, 96 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/609 FT MSL. TREES 2484 FT FROM DER, 439 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/609 FT MSL.

CONTROLLING OBSTACLES:

OBSTACLES MANDATING ODP ROUTE DEVELOPMENT: RWY 10 – 1527 FT MSL TOWER 400721.00N/0770413.00W
RWY 28 – 1952 FT MSL AAO 401621.79N/0771932.35W, 1704 FT MSL AAO 400552.50N/0771210.20W.



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Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

| City, State | Airport | Effective Date | Amdt. No. |
|--------------|----------|----------------|-----------|
| CARLISLE, PA | CARLISLE | 6 MARCH 2014 | 2 |

REMARKS:

FLIGHT INSPECTED BY:

Robert S. Pressler *[Signature]*

12/31/13

REQUIRED EFFECTIVE DATE:

ROUTINE

DEVELOPED BY:

DONALD SMITH *[Signature]*
(ALLISON FOSTER) AVJ-353

2/10/ 2013

APPROVED BY:

SUE CRUMB *[Signature]* AVJ-353

JAN 10 2014

COORDINATED WITH:

ALPA, AOPA, NBAA, ZNY, HARRISBURG APP CON, AMGR

CHANGES:

1. RWY 10 DEPARTURE PROCEDURE FROM CLIMB HEADING 101.70 TO 1400 BEFORE PROCEEDING ON COURSE TO CLIMB HEADING 101.70 TO 1400 BEFORE TURNING RIGHT.
2. ADDED LOW CLOSE IN OBSTACLES FOR RWY 10 AND RWY 28

REASONS:

- 1-2. NEW OBSTACLE STUDY.



| TERMINAL ROUTES | | | | MISSED APPROACH |
|--------------------|----------------------------|---------------------|----------|---|
| FROM | TO | COURSE AND DISTANCE | ALTITUDE | |
| BEKLE | OPGUE (FB) | 064.33 / 23.99 | 3500 | LPV: DA LNAV/VNAV: DA LNAV: RW17 |
| CIYAL | YEKCA (FB) | 252.27 / 18.72 | 3500 | |
| WAPEV | JAMKU (FO) | 317.10 / 23.57 | 3500 | CLIMB TO 3500 DIRECT HAVPU AND HOLD. |
| OPGUE (IAF) | JAMKU (NOPT) (FB) | 113.31 / 6.50 | 3500 | |
| YEKCA (IAF) | JAMKU (NOPT) (FB) | 233.43 / 6.50 | 3500 | |
| JAMKU (IF/IAF) | CEVEB (FB) | 173.37 / 5.96 | 3000 | |
| CEVEB (FAF) | FEGTI/2.50 NM TO RW17 (FB) | 173.35 / 2.44 | | ADDITIONAL FLIGHT DATA: HOLD S, RT, 353.36 INBOUND. CHART FAS OBST: 1544 TREE 324603N/0991652W DISTANCE TO THLD FROM 313 HATH: 0.86 NM. WAAS CHANNEL # 90435 REFERENCE PATH ID: W17A CHART CIRCLING ICON. CHART BRECKENRIDGE AWOS-3. LTP HAE: 393.3 M |
| (SEE FORM 8260-10) | | | | |

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD N JAMKU, RT, 173.37 INBOUND, 3500 FT. IN LIEU OF PT (IAF)
3. FAC: 173.35 FAF: CEVEB DIST FAF TO MAP: 4.94 THLD: 4.94
4. MIN. ALT: JAMKU 3500, CEVEB 3000, FEGTI/2.50 NM TO RW17 2220*
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 100 HAT: GS ANT:
6. MIN GS INCPT: 3000 GS ALT AT: CEVEB 3000 OM: MM: IM:
7. GS ANGLE: 3.00 TCH: 40.0 34:1 IS NOT CLEAR
8. MSA FROM: RW17 3500

MAG VAR: 5E EPOCH YEAR: 2015

MINIMUMS

| TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT | | | | | | | ALTERNATE: N A X | | | | | | | | |
|---|--------|-------|---------|--------|-------|---------|------------------|-------|---------|--------|-----|---------|--------|-----|---------|
| 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 | 1699 | 1 | 313 | 1699 | 1 | 313 | 1699 | 1 | 313 | | | NA | | | |
| LNAV/VNAV DA | 1844 | 1 5/8 | 458 | 1844 | 1 5/8 | 458 | 1844 | 1 5/8 | 458 | | | NA | | | |
| LNAV MDA | 1860 | 1 | 474 | 1860 | 1 | 474 | 1860 | 1 3/8 | 474 | | | NA | | | |
| CIRCLING | 2000 | 1 | 585 | 2000 | 1 | 585 | 2360 | 2 3/4 | 945 | | | NA | | | |

NOTES:
 CHART NOTE: BARO-VNAV NA.
 CHART NOTE: DME/DME RNP-0.3 NA.
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT BEKLE ON V18 WESTBOUND.
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CIYAL ON V16 NORTHEAST BOUND.
 (SEE FORM 8260-10)

| | | | | |
|------------------------------|---|------------------------------|---|--|
| CITY AND STATE ALBANY, TX | ELEVATION: 1415 THRE: 1386 AIRPORT NAME: ALBANY MUNI | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 17, AMDT 1 6 MARCH 2014 | SUP: AMDT: ORIG DATED 04/08/2010 |
|------------------------------|---|------------------------------|---|--|

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

Bearings, headings, courses, 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 in feet RVR.

TERMINAL ROUTES, (CONT.):

| FROM | TO | COURSE AND DISTANCE | ALTITUDE |
|-----------------------|-----------------|---------------------|----------|
| FEGTI/2.50 NM TO RW17 | RW17 (MAP) (FO) | 173.35 / 2.50 | |
| RW17 (MAP) | 1699 MSL | 173.35 | |
| 1699 MSL | HAVPU (FO) | | 3500 |

NOTES, (CONT.):

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT WAPEV ON V66 EASTBOUND.

*LNAV ONLY

CHART NOTE: USE BRECKENRIDGE ALTIMETER SETTING; WHEN NOT RECEIVED, USE ABILENE ALTIMETER SETTING AND INCREASE ALL DA 55 FEET AND ALL VISIBILITIES 1/4 MILE; INCREASE ALL MDA 60 FEET AND ALL CAT C VISIBILITIES 1/4 MILE.

CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED.

CHART NOTE: RWY 17 STRAIGHT-IN AND CIRCLING MINIMUMS NA AT NIGHT.

| | | | | | |
|------------------------------|------------------------------|------------|------------------------------|---|-------------------|
| CITY AND STATE ALBANY, TX | ELEVATION: 1415 | THRE: 1386 | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 17, AMDT 1 6 MARCH 2014 | SUP: |
| | AIRPORT NAME: ALBANY MUNI | | | | AMDT: ORIG |
| | | | | | DATED: 04/08/2010 |

**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 | T23 |
| RUNWAY | RW17 |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W17A |
| LTP/FTP LATITUDE | 324341.6920N |
| LTP/FTP LONGITUDE | 0991604.1345W |
| LTP/FTP ELLIPSOIDAL HEIGHT | +03933 |
| FPAP LATITUDE | 324212.4520N |
| FPAP LONGITUDE | 0991601.0935W |
| THRESHOLD CROSSING HEIGHT (TCH) | 00040.0 |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F |
| GLIDEPATH ANGLE (GPA) | 03.00 |
| COURSE WIDTH AT THRESHOLD | 106.75 |
| LENGTH OFFSET | 1224 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 50.0 |

CRC REMAINDER BDB9C12C

ADDITIONAL PATH POINT RECORD INFORMATION

| | |
|-------------------------|--------|
| ICAO CODE | K4 |
| LTP ORTHOMETRIC HEIGHT | +04225 |
| FPAP ORTHOMETRIC HEIGHT | +04225 |

| | | | | |
|------------------------------|-------------------------------|------------------------------|---|----------------------|
| CITY AND STATE ALBANY, TX | ELEVATION: 1415 THRE: 1386 | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 17, AMDT 1 6 MARCH 2014 | SUP: |
| | AIRPORT NAME: ALBANY MUNI | | | AMDT: ORIG |
| | | | | DATED: 04/08/2010 |

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

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ARINC SUMMARY - 424-18 - RNAV (GPS)

| ROUTES | TRANSITION | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG (TRUE) | DISTANCE | ALTITUDE | SPEED |
|--------|------------|-------|-----|------|------|------|-------|-----|----------------|----------|-------------------|-------|
| | BEKLE | BEKLE | 010 | | IF | | FB | | | | | |
| | BEKLE | OPGUE | 020 | IAF | TF | | FB | 2.0 | 064.3 (069.3T) | 024.0 | AA 03500 | |
| | BEKLE | JAMKU | 030 | | TF | | FB | 1.0 | 113.3 (118.3T) | 006.5 | AA 03500 | |
| | CIYAL | CIYAL | 010 | | IF | | FB | | | | | |
| | CIYAL | YEKCA | 020 | IAF | TF | | FB | 2.0 | 252.3 (257.3T) | 018.7 | AA 03500 | |
| | CIYAL | JAMKU | 030 | | TF | | FB | 1.0 | 233.4 (238.4T) | 006.5 | AA 03500 | |
| | WAPEV | WAPEV | 010 | | IF | | FB | | | | | |
| | WAPEV | JAMKU | 020 | | TF | | FO | 2.0 | 317.1 (322.1T) | 023.6 | AA 03500 | |
| | WAPEV | JAMKU | 030 | IAF | HF | R | FO | | 173.4 (178.4T) | 004.0 | AA 03500 | |
| | | JAMKU | 010 | FACF | IF | | FB | | | | AA 03500 | |
| | | CEVEB | 020 | FAP | TF | | FB | 0.5 | 173.4 (178.4T) | 006.0 | AA 03000 | |
| | | FEGTI | 021 | SDF | TF | | FB | 0.3 | 173.4 (178.4T) | 002.4 | AA 02220 GS 02222 | |
| | | RW17 | 030 | MAP | TF | | FO | 0.3 | 173.4 (178.4T) | 002.5 | AT 01426 | |

| MISSED APPROACH | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG (TRUE) | DISTANCE | ALTITUDE | SPEED |
|-----------------|-------|-----|-----|------|------|-------|-----|----------------|----------|----------|-------|
| | | 040 | | CA | | FB | | 173.4 (178.4T) | | AA 01699 | |
| | HAVPU | 050 | | DF | | FO | | | | AA 03500 | |
| | HAVPU | 060 | | HM | R | FO | | 353.4 (358.4T) | 004.0 | AA 03500 | |

| POINT DATA | WAYPOINT | LAT IN SECS | LONG IN SECS | LAT IN MINS | LONG IN MINS |
|------------|----------|-------------|--------------|-------------|--------------|
| | BEKLE | N324915.91 | W0994955.21 | N3249.265 | W09949.920 |
| | CEVEB | N324838.70 | W0991614.27 | N3248.645 | W09916.238 |
| | CIYAL | N330211.37 | W0984809.74 | N3302.190 | W09848.162 |
| | FEGTI | N324611.93 | W0991609.26 | N3246.199 | W09916.154 |
| | HAVPU | N323202.01 | W0991540.47 | N3232.034 | W09915.675 |
| | JAMKU | N325436.72 | W0991626.36 | N3254.612 | W09916.439 |
| | OPGUE | N325742.21 | W0992314.22 | N3257.704 | W09923.237 |
| | WAPEV | N323559.66 | W0985914.48 | N3235.994 | W09859.241 |
| | YEKCA | N325801.47 | W0990951.66 | N3258.025 | W09909.861 |
| | RW17 | N324341.69 | W0991604.13 | N3243.695 | W09916.069 |

| RUNWAY DATA | RWY | THRESHOLD ELEVATION | TCH |
|-------------|------|---------------------|-----|
| | RW17 | 01386 | 40 |



| | | | | |
|-------------------------------------|--|-------------------------------------|--|--------------------------|
| CITY AND STATE ALBANY, TX | ELEVATION: 1415 THRE: 1386 | FACILITY IDENTIFIER: RNAV | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
| | AIRPORT NAME: ALBANY MUNI | | RNAV (GPS) RWY 17, AMDT 1 | AMDT: ORIG |
| | | | 6 MARCH 2014 | DATED: 04/08/2010 |

| TERMINAL ROUTES | | | | MISSED APPROACH |
|--------------------|----------------------------|---------------------|----------|--|
| FROM | TO | COURSE AND DISTANCE | ALTITUDE | |
| BEKLE | UTOSY (FB) | 126.31 / 29.90 | 3500 | LPV: DA LNAV/VNAV: DA LNAV: RW35 |
| CIYAL | ZURER (FB) | 202.25 / 36.31 | 3500 | |
| WAPEV | HAVPU (FO) | 249.19 / 14.44 | 3500 | CLIMB TO 3500 DIRECT JAMKU AND HOLD. |
| UTOSY (IAF) | HAVPU (NOPT) (FB) | 063.29 / 7.00 | 3500 | |
| ZURER (IAF) | HAVPU (NOPT) (FB) | 283.43 / 7.00 | 3500 | |
| HAVPU (IF/IAF) | ANQIJ (FB) | 353.36 / 5.96 | 3000 | ADDITIONAL FLIGHT DATA: HOLD N, RT, 173.37 INBOUND. CHART FAS OBST: 1484 TREE 324306N/0991633W CHART: 1504 TREE 324047N/0991516W OBST: 1669 AAO 323802N/0991618W DISTANCE TO THLD FROM 313 HATH: 0.85 NM. WAAS CHANNEL # 65935 REFERENCE PATH ID: W35A CHART CIRCLING ICON. CHART BRECKENRIDGE AWOS-3. LTP HAE: 401.4 M |
| ANQIJ (FAF) | GIHYO/1.80 NM TO RW35 (FB) | 353.36 / 3.06 | | |
| (SEE FORM 8260-10) | | | | |

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD S HAVPU, RT, 353.36 INBOUND, 3500 FT. IN LIEU OF PT (IAF)
3. FAC: 353.36 FAF: ANQIJ DIST FAF TO MAP: 4.86 THLD: 4.86
4. MIN. ALT: HAVPU 3500, ANQIJ 3000, GIHYO/1.80 NM TO RW35 2020*
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 100 HAT: GS ANT:
6. MIN GS INCPT: 3000 GS ALT AT: ANQIJ 3000 OM: MM: IM:
7. GS ANGLE: 3.00 TCH: 40.0 34:1 IS NOT CLEAR
8. MSA FROM: RW35 3500

MAG VAR: 5E EPOCH YEAR: 2015

MINIMUMS

| TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT | | | | | | | ALTERNATE: N A X | | | | | | | | |
|---|--------|-----|---------|--------|-----|---------|------------------|-------|---------|--------|-----|---------|--------|-----|---------|
| 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 | 1725 | 1 | 313 | 1725 | 1 | 313 | 1725 | 1 | 313 | | NA | | | | |
| LNAV/VNAV DA | 1725 | 1 | 313 | 1725 | 1 | 313 | 1725 | 1 | 313 | | NA | | | | |
| LNAV MDA | 1800 | 1 | 388 | 1800 | 1 | 388 | 1800 | 1 1/8 | 388 | | NA | | | | |
| CIRCLING | 2000 | 1 | 585 | 2000 | 1 | 585 | 2360 | 2 3/4 | 945 | | NA | | | | |
| | | | | | | | | | | | | | | | |

NOTES:
 CHART NOTE: BARO-VNAV NA.
 CHART NOTE: DME/DME RNP-0.3 NA.
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT BEKLE ON V18 WESTBOUND.
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CIYAL ON V16 NORTHEAST BOUND.
 (SEE FORM 8260-10)

| | | | | |
|----------------|---------------------------------|---------------------------|--|------------------|
| CITY AND STATE | ELEVATION: 1415 THRE: 1412 | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 35, AMDT 1 | SUP: |
| ALBANY, TX | AIRPORT NAME: ALBANY MUNI | | 6 MARCH 2014 | AMDT: ORIG |
| | | | | DATED 04/08/2010 |

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.):

| FROM | TO | COURSE AND DISTANCE | ALTITUDE |
|-----------------------|-----------------|---------------------|----------|
| GIHYO/1.80 NM TO RW35 | RW35 (MAP) (FO) | 353.36 / 1.80 | |
| RW35 (MAP) | 1725 MSL | 353.36 | |
| 1725 MSL | JAMKU (FO) | | 3500 |

NOTES, (CONT.):

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT WAPEV ON V66 EASTBOUND.

*LNAV ONLY

CHART NOTE: USE BRECKENRIDGE ALTIMETER SETTING; WHEN NOT RECEIVED, USE ABILENE ALTIMETER SETTING AND INCREASE ALL DA 55 FEET AND ALL VISIBILITIES 1/4 MILE; INCREASE ALL MDA 60 FEET AND ALL CAT C VISIBILITIES 1/4 MILE.

CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED.

CHART NOTE: RWY 35 STRAIGHT-IN AND CIRCLING MINIMUMS NA AT NIGHT.

| | | | | | |
|------------------------------|------------------------------|------------|------------------------------|--|-------------------|
| CITY AND STATE ALBANY, TX | ELEVATION: 1415 | THRE: 1412 | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 35, AMDT 1 6 MARCH 2014 | SUP: |
| | AIRPORT NAME: ALBANY MUNI | | | | AMDT: ORIG |
| | | | | | DATED: 04/08/2010 |

**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 | T23 |
| RUNWAY | RW35 |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W35A |
| LTP/FTP LATITUDE | 324252.2405N |
| LTP/FTP LONGITUDE | 0991602.4475W |
| LTP/FTP ELLIPSOIDAL HEIGHT | +04014 |
| FPAP LATITUDE | 324421.4805N |
| FPAP LONGITUDE | 0991605.4700W |
| THRESHOLD CROSSING HEIGHT (TCH) | 00040.0 |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F |
| GLIDEPATH ANGLE (GPA) | 03.00 |
| COURSE WIDTH AT THRESHOLD | 106.75 |
| LENGTH OFFSET | 1224 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 50.0 |

CRC REMAINDER 9AFB7EAB

ADDITIONAL PATH POINT RECORD INFORMATION

| | |
|-------------------------|--------|
| ICAO CODE | K4 |
| LTP ORTHOMETRIC HEIGHT | +04305 |
| FPAP ORTHOMETRIC HEIGHT | +04305 |

| | | | | |
|------------------------------|---------------------------------|------------------------------|---|------------------------|
| CITY AND STATE ALBANY, TX | ELEVATION: 1415 THRE: 1412 | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 35, AMDT 1 6 MARCH 2014 | SUP: |
| | AIRPORT NAME: ALBANY MUNI | | | AMDT: ORIG |
| | | | | DATED: 04/08/2010 |

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

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ARINC SUMMARY - 424-18 - RNAV (GPS)

| ROUTES | TRANSITION | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG (TRUE) | DISTANCE | ALTITUDE | SPEED |
|--------|------------|-------|-----|------|------|------|-------|-----|----------------|----------|----------|----------|
| | BEKLE | BEKLE | 010 | | IF | | FB | | | | | |
| | BEKLE | UTOSY | 020 | IAF | TF | | FB | 2.0 | 126.3 (131.3T) | 029.9 | AA 03500 | |
| | BEKLE | HAVPU | 030 | | TF | | FB | 1.0 | 063.3 (068.3T) | 007.0 | AA 03500 | |
| | CIYAL | CIYAL | 010 | | IF | | FB | | | | | |
| | CIYAL | ZURER | 020 | IAF | TF | | FB | 2.0 | 202.3 (207.3T) | 036.3 | AA 03500 | |
| | CIYAL | HAVPU | 030 | | TF | | FB | 1.0 | 283.4 (288.4T) | 007.0 | AA 03500 | |
| | WAPEV | WAPEV | 010 | | IF | | FB | | | | | |
| | WAPEV | HAVPU | 020 | | TF | | FO | 2.0 | 249.2 (254.2T) | 014.4 | AA 03500 | |
| | WAPEV | HAVPU | 030 | IAF | HF | R | FO | | 353.4 (358.4T) | 004.0 | AA 03500 | |
| | | HAVPU | 010 | FACF | IF | | FB | | | | AA 03500 | |
| | | ANQIJ | 020 | FAF | TF | | FB | 0.5 | 353.4 (358.4T) | 006.0 | AA 03000 | |
| | | GIHYO | 021 | SDF | TF | | FB | 0.3 | 353.4 (358.4T) | 003.1 | AA 02020 | GS 02026 |
| | | RW35 | 030 | MAP | TF | | FO | 0.3 | 353.4 (358.4T) | 001.8 | AT 01452 | |

| MISSED APPROACH | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG (TRUE) | DISTANCE | ALTITUDE | SPEED |
|-----------------|-------|-----|-----|------|------|-------|-----|----------------|----------|----------|-------|
| | | 040 | | CA | | FB | | 353.4 (358.4T) | | AA 01725 | |
| | JAMKU | 050 | | DF | | FO | | | | AA 03500 | |
| | JAMKU | 060 | | HM | R | FO | | 173.4 (178.4T) | 004.0 | AA 03500 | |

| POINT DATA | WAYPOINT | LAT IN SECS | LONG IN SECS | LAT IN MINS | LONG IN MINS |
|------------|----------|-------------|--------------|-------------|--------------|
| | ANQIJ | N323800.21 | W0991552.57 | N3238.004 | W09915.876 |
| | BEKLE | N324915.91 | W0994955.21 | N3249.265 | W09949.920 |
| | CIYAL | N330211.37 | W0984809.74 | N3302.190 | W09848.162 |
| | GIHYO | N324104.07 | W0991558.79 | N3241.068 | W09915.980 |
| | HAVPU | N323202.01 | W0991540.47 | N3232.034 | W09915.675 |
| | JAMKU | N325436.72 | W0991626.36 | N3254.612 | W09916.439 |
| | UTOSY | N322926.58 | W0992322.04 | N3229.443 | W09923.367 |
| | WAPEV | N323559.66 | W0985914.48 | N3235.994 | W09859.241 |
| | ZURER | N322949.20 | W0990749.15 | N3229.820 | W09907.819 |
| | RW35 | N324252.24 | W0991602.45 | N3242.871 | W09916.041 |

| RUNWAY DATA | RWY | THRESHOLD ELEVATION | TCH |
|-------------|------|---------------------|-----|
| | RW35 | 01412 | 40 |



| | | | | | |
|-------------------------------------|------------------------|--------------------|----------------------|--|--------------------------|
| CITY AND STATE ALBANY, TX | ELEVATION: 1415 | THRE: 1412 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
| | AIRPORT NAME: | | RNAV | RNAV (GPS) RWY 35, AMDT 1 | AMDT: ORIG |
| | | ALBANY MUNI | | 6 MARCH 2014 | DATED: 04/08/2010 |

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

Bearings, headings, courses, 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 in feet RVR.

NOTES, (CONT.):
 CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED PROCEDURE NA.
 CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.



| | | | | |
|-------------------------------|---|----------------------------------|--|------------------------|
| CITY AND STATE Klawock, AK | ELEVATION: 80 THRE: 39 AIRPORT NAME: Klawock | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 2, ORIG-B 3 APRIL 2014 | SUP: |
| | | | | AMDT: ORIG-A |
| | | | | DATED: 02/06/2014 |

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

Bearings, headings, courses, 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 in feet RVR.

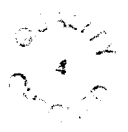
FAS DATA BLOCK INFORMATION

| <u>DATA FIELD</u> | <u>DATA</u> |
|--|---------------|
| OPERATION TYPE | 0 |
| SBAS SERVICE PROVIDER IDENTIFIER | 0 |
| AIRPORT IDENTIFIER | PAKW |
| RUNWAY | RW02 |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W02A |
| FTP LATITUDE | 553426.1200N |
| FTP LONGITUDE | 1330501.0400W |
| LTP/FTP ELLIPSOIDAL HEIGHT | +00083 |
| FPAP LATITUDE | 553530.0790N |
| FPAP LONGITUDE | 1330311.9615W |
| THRESHOLD CROSSING HEIGHT (TCH) | 00034.2 |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F |
| GLIDEPATH ANGLE (GPA) | 03.70 |
| COURSE WIDTH AT THRESHOLD | 106.75 |
| LENGTH OFFSET | 0000 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 0.0 |

CRC REMAINDER 1CFF894E

ADDITIONAL PATH POINT RECORD INFORMATION

| | |
|-------------------------|--------|
| ICAO CODE | PA |
| LTP ORTHOMETRIC HEIGHT | +00119 |
| FPAP ORTHOMETRIC HEIGHT | +00119 |



| | | | | |
|-------------------------------|-----------------------------|------------------------------|--|------------------------|
| CITY AND STATE KLAUOCK, AK | ELEVATION: 80 THRE: 39 | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 2, ORIG-B 3 APRIL 2014 | SUP: |
| | AIRPORT NAME: KLAUOCK | | | AMDT: ORIG-A |
| | | | | DATED: 02/06/2014 |

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

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SCANP PAKWPASEXOFYPAEA

0 18018005225

M



CITY AND STATE
KLAWOCK, AK

ELEVATION: **80** **THRE: 39**
 AIRPORT NAME:
KLAWOCK

FACILITY IDENTIFIER:
RNAV

PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:
RNAV (GPS) RWY 2, ORIG-B
 3 APRIL 2014

SUP:
 AMDT: **ORIG-A**
 DATED: **02/06/2014**

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

Bearings, headings, courses, 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 in feet RVR.

ARINC SUMMARY - 424-18 - RNAV (GPS)

| ROUTES | TRANSITION | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG (TRUE) | DISTANCE | ALTITUDE | SPEED |
|--------|------------|-------|-----|------|------|------|-------|-----|----------------|----------|----------|----------|
| | UDENE | UDENE | 010 | | IF | | FB | | | | | |
| | UDENE | EXOFY | 020 | | TF | | FB | 2.0 | 201.8 (221.8T) | 010.7 | AA 04800 | |
| | UDENE | BOHBI | 030 | | TF | | FO | 2.0 | 204.0 (224.0T) | 011.8 | AA 04500 | |
| | UDENE | BOHBI | 040 | IAF | HF | R | FO | | 023.8 (043.8T) | 004.0 | AA 03800 | AB 210 |
| | | BOHBI | 010 | FACF | IF | | FB | | | | AA 03800 | |
| | | SYGGR | 020 | FAF | TF | | FB | 0.5 | 023.8 (043.8T) | 004.8 | AA 03300 | |
| | | ZIDHI | 021 | SDF | TF | | FB | 0.3 | 023.9 (043.9T) | 003.3 | AA 01980 | GS 01999 |
| | | EXOFY | 030 | MAP | TF | | FO | 0.3 | 023.9 (043.9T) | 003.7 | AT 00544 | |

| MISSED APPROACH | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG (TRUE) | DISTANCE | ALTITUDE | SPEED |
|-----------------|-------|-----|-----|------|------|-------|-----|----------------|----------|----------|--------|
| | | 040 | | CA | | FB | | 023.9 (043.9T) | | AA 00480 | |
| | BOHBI | 050 | | DF | L | FO | | | | AA 04200 | AB 210 |
| | BOHBI | 060 | | HM | R | FO | | 023.8 (043.8T) | 004.0 | AA 04200 | |

| POINT DATA | WAYPOINT | LAT IN SECS | LONG IN SECS | LAT IN MINS | LONG IN MINS |
|------------|----------|-------------|--------------|-------------|--------------|
| | BOHBI | N552505.08 | W1332051.80 | N5525.085 | W13320.863 |
| | EXOFY | N553334.42 | W1330629.12 | N5533.574 | W13306.485 |
| | SYGGR | N552832.47 | W1331501.62 | N5528.541 | W13315.027 |
| | UDENE | N554130.61 | W1325358.42 | N5541.510 | W13253.974 |
| | ZIDHI | N553054.89 | W1331100.28 | N5530.915 | W13311.005 |
| | RW02 | N553426.12 | W1330501.04 | N5534.435 | W13305.017 |

| RUNWAY DATA | RWY | THRESHOLD ELEVATION | TCH |
|-------------|------|---------------------|-----|
| | RW02 | 00039 | 00 |



| | | | | | |
|--------------------------------------|----------------------|-----------------|----------------------|--|--------------------------|
| CITY AND STATE KLAWOCK, AK | ELEVATION: 80 | THRE: 39 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
| | AIRPORT NAME: | KLAWOCK | RNAV | RNAV (GPS) RWY 2, ORIG-B | AMDT: ORIG-A |
| | | | | 3 APRIL 2014 | DATED: 02/06/2014 |

US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Bearings, headings, courses, 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 in feet RVR.

| TERMINAL ROUTES | | | | MISSED APPROACH |
|--------------------|-------------------|---------------------|----------|---|
| FROM | TO | COURSE AND DISTANCE | ALTITUDE | |
| CIVET | JESEX (FB) | 134.54 / 13.61 | 6800 | LPV: DA LNAV/VNAV: DA LNAV: RW18 |
| GAREY | KELTE (FB) | 128.07 / 14.58 | 9000 | |
| JESEX | TIQMU (FO) | 089.49 / 9.10 | 4600 | CLIMB TO 5000 DIRECT FARGA AND ON TRACK 158.43 TO WUGIG AND HOLD. |
| TANNR | TIQMU (FO) | 000.39 / 20.56 | 4600 | |
| KELTE (IAF) | TIQMU (NOPT) (FB) | 172.01 / 10.00 | 4600 | |
| TIQMU (IF/IAF) | ECULU (FB) | 179.45 / 5.13 | 3800 | ADDITIONAL FLIGHT DATA: HOLD NW, RT, 157.00 INBOUND. CHART FAS OBST: 1524 TREE 333649N/1170741W DISTANCE TO THLD FROM 250 HATH: 0.66 NM. CHART VDP AT 1.22 MILES TO RW18* *LNAV ONLY. WAAS CHANNEL # 78135 REFERENCE PATH ID: W18A 1875 AAO 334117N/1170456W CHART CIRCLING ICON CHART R-2503 B AND C LTP HAE: 378.7 M |
| ECULU | DANNN (FB) | 179.45 / 2.24 | 3500 | |
| (SEE FORM 8260-10) | | | | |

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD N TIQMU, RT, 179.45 INBOUND, 4600 FT. IN LIEU OF PT (IAF)
3. FAC: 179.44 FAF: DANNN DIST FAF TO MAP: 6.63 THLD: 6.63
4. MIN. ALT: TIQMU 4600, ECULU 3800, DANNN 3500, DISEY/2.20 NM TO RW18 2080*
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 100 HAT: GS ANT:
6. MIN GS INCPT: 3500 GS ALT AT: DANNN 3500 OM: MM: IM:
7. GS ANGLE: 3.00 TCH: 40.0 34:1 IS NOT CLEAR
8. MSA FROM: RW18 12100

MAG VAR: 13E EPOCH YEAR: 1995

| MINIMUMS | | | | | | | | | | | | | | | |
|-----------------|--|-------|---------|--------|-------|---------|--------|-------|---------|--------|----------------|---------|--------|-----|---------|
| TAKEOFF: | SEE FAA FORM 8260-15A FOR THIS AIRPORT | | | | | | | | | | ALTERNATE: N A | | X | | |
| 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 | 1600 | 7/8 | 250 | 1600 | 7/8 | 250 | 1600 | 7/8 | 250 | | NA | | | | |
| LNAV/VNAV DA | 1674 | 1 1/8 | 324 | 1674 | 1 1/8 | 324 | 1674 | 1 1/8 | 324 | | NA | | | | |
| LNAV MDA | 1780 | 1 | 430 | 1780 | 1 | 430 | 1780 | 1 1/4 | 430 | | NA | | | | |
| CIRCLING | 2020 | 1 | 670 | 2020 | 1 | 670 | 2060 | 2 | 710 | | NA | | | | |

NOTES:
CHART NOTE: DME/DME RNP-0.3 NA.
CHART NOTE: BARO-VNAV AND VDP NA WITH RAMONA ALTIMETER SETTING.
CHART NOTE: CIRCLING NA W OF RWY 18-36.

(SEE FORM 8260-10)

| | | | | |
|---|--|------------------------------|---|-------------------------------------|
| CITY AND STATE MURRIETA/TEMECULA, CA | ELEVATION: 1350 THRE: 1350 AIRPORT NAME: FRENCH VALLEY | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 18, AMDT 2 3 APRIL 2014 | SUP: AMDT: 1 DATED 12/20/2007 |
|---|--|------------------------------|---|-------------------------------------|

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.):

| FROM | TO | COURSE AND DISTANCE | ALTITUDE |
|-----------------------|----------------------------|---------------------|----------|
| DANNN (FAF) | DISEY/2.20 NM TO RW18 (FB) | 179.44 / 4.43 | |
| DISEY/2.20 NM TO RW18 | RW18 (MAP) (FO) | 179.44 / 2.20 | |
| RW18 (MAP) | 1600 MSL | 179.44 | |
| 1600 MSL | FARGA (FB) | | |
| FARGA | WUGIG (FO) | 158.43 / 27.53 | 5000 |

NOTES, (CONT.):

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C (2°F) OR ABOVE 54°C (130°F).

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED USE RAMONA ALTIMETER SETTING: INCREASE ALL DA 85 FT AND ALL VISIBILITIES 1/4 MILE; INCREASE ALL MDA 100FT AND LNAV VISIBILITY CAT C 1/8 MILE, CIRCLING CAT C VISIBILITY 1/4 MILE.

CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CIVET AND GAREY VIA V8-21 NORTHEAST BOUND.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT TANNR VIA V186 SOUTHBOUND.



| | | | | |
|---|---|------------------------------|--|-------------------|
| CITY AND STATE MURRIETA/TEMECULA, CA | ELEVATION: 1350 THRE: 1350 AIRPORT NAME: FRENCH VALLEY | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 18, AMDT 2 3 APRIL 2014 | SUP: |
| | | | | AMDT: 1 |
| | | | | DATED: 12/20/2007 |

**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 | F70 |
| RUNWAY | RW18 |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W18A |
| LTP/FTP LATITUDE | 333456.0285N |
| LTP/FTP LONGITUDE | 1170734.8765W |
| LTP/FTP ELLIPSOIDAL HEIGHT | +03787 |
| FPAP LATITUDE | 333328.8525N |
| FPAP LONGITUDE | 1170757.8080W |
| THRESHOLD CROSSING HEIGHT (TCH) | 00040.0 |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F |
| GLIDEPATH ANGLE (GPA) | 03.00 |
| COURSE WIDTH AT THRESHOLD | 106.75 |
| LENGTH OFFSET | 0920 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 50.0 |

CRC REMAINDER 8833BFB0

ADDITIONAL PATH POINT RECORD INFORMATION

| | |
|-------------------------|--------|
| ICAO CODE | K2 |
| LTP ORTHOMETRIC HEIGHT | +04113 |
| FPAP ORTHOMETRIC HEIGHT | +04113 |



| | | | | |
|---|---|------------------------------|--|-------------------|
| CITY AND STATE MURRIETA/TEMECULA, CA | ELEVATION: 1350 THRE: 1350 AIRPORT NAME: FRENCH VALLEY | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 18, AMDT 2 3 APRIL 2014 | SUP: |
| | | | | AMDT: 1 |
| | | | | DATED: 12/20/2007 |

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

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ARINC SUMMARY - 424-18 - RNAV (GPS)

| ROUTES | TRANSITION | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG(TRUE) | DISTANCE | ALTITUDE | SPEED |
|--------|------------|-------|-----|------|------|------|-------|-----|----------------|----------|----------|----------|
| | CIVET | CIVET | 010 | | IF | | FB | | | | | |
| | CIVET | JESEX | 020 | | TF | | FB | 2.0 | 134.5 (147.5T) | 013.6 | AA 06800 | |
| | CIVET | TIQMU | 030 | | TF | | FO | 2.0 | 089.5 (102.5T) | 009.1 | AA 04600 | |
| | CIVET | TIQMU | 040 | IAF | HF | R | FO | | 179.5 (192.5T) | 005.0 | AA 04600 | |
| | GAREY | GAREY | 010 | | IF | | FB | | | | | |
| | GAREY | KELTE | 020 | IAF | TF | | FB | 2.0 | 128.1 (141.1T) | 014.6 | AA 09000 | |
| | GAREY | TIQMU | 030 | | TF | | FB | 1.0 | 172.0 (185.0T) | 010.0 | AA 04600 | |
| | TANNR | TANNR | 010 | | IF | | FB | | | | | |
| | TANNR | TIQMU | 020 | | TF | | FO | 2.0 | 000.4 (013.4T) | 020.6 | AA 04600 | |
| | TANNR | TIQMU | 030 | IAF | HF | R | FO | | 179.5 (192.5T) | 005.0 | AA 04600 | |
| | | TIQMU | 010 | FACF | IF | | FB | | | | AA 04600 | |
| | | ECULU | 011 | SDF | TF | | FB | 0.5 | 179.5 (192.5T) | 005.1 | AA 03800 | |
| | | DANNN | 020 | FAF | TF | | FB | 0.5 | 179.5 (192.5T) | 002.2 | AA 03500 | |
| | | DISEY | 021 | SDF | TF | | FB | 0.3 | 179.4 (192.4T) | 004.4 | AA 02080 | GS 02090 |
| | | RW18 | 030 | MAP | TF | | FO | 0.3 | 179.4 (192.4T) | 002.2 | AT 01390 | |

| MISSED APPROACH | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG(TRUE) | DISTANCE | ALTITUDE | SPEED |
|-----------------|-------|-----|-----|------|------|-------|-----|----------------|----------|----------|-------|
| | | 040 | | CA | | FB | | 179.4 (192.4T) | | AA 01600 | |
| | FARGA | 050 | | DF | | FB | | | | | |
| | WUGIG | 060 | | TF | | FO | 1.0 | 158.4 (171.4T) | | AA 05000 | |
| | WUGIG | 070 | | HM | R | FO | | 157.0 (170.0T) | 005.0 | AA 05000 | |

| POINT DATA | WAYPOINT | LAT IN SECS | LONG IN SECS | LAT IN MINS | LONG IN MINS |
|------------|----------|-------------|--------------|-------------|--------------|
| | CIVET | N340206.96 | W1172323.78 | N3402.116 | W11723.396 |
| | DANNN | N334125.04 | W1170552.39 | N3341.417 | W11705.873 |
| | DISEY | N333705.18 | W1170700.88 | N3337.086 | W11707.015 |
| | ECULU | N334336.72 | W1170517.64 | N3343.612 | W11705.294 |
| | FARGA | N332933.15 | W1170859.75 | N3329.553 | W11708.996 |
| | GAREY | N340958.79 | W1171356.04 | N3409.980 | W11713.934 |
| | JESEX | N335036.60 | W1171437.82 | N3350.610 | W11714.630 |
| | KELTE | N335836.60 | W1170255.18 | N3358.610 | W11702.920 |
| | TANNR | N332835.90 | W1170940.93 | N3328.598 | W11709.682 |
| | TIQMU | N334837.82 | W1170358.06 | N3348.630 | W11703.968 |
| | WUGIG | N330216.43 | W1170406.93 | N3302.274 | W11704.116 |
| | RW18 | N333456.03 | W1170734.88 | N3334.934 | W11707.581 |

| RUNWAY DATA | RWY | THRESHOLD ELEVATION | TCH |
|-------------|------|---------------------|-----|
| | RW18 | 01350 | 40 |

| | | | | | |
|--|------------------------|----------------------|----------------------|--|--------------------------|
| CITY AND STATE MURRIETA/TEMECULA, CA | ELEVATION: 1350 | THRE: 1350 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
| | AIRPORT NAME: | FRENCH VALLEY | RNAV | RNAV (GPS) RWY 18, AMDT 2 | AMDT: 1 |
| | | | | 3 APRIL 2014 | DATED: 12/20/2007 |

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
 VOR STANDARD INSTRUMENT APPROACH PROCEDURE
 FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.23

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| TERMINAL ROUTES | | | | MISSED APPROACH |
|-----------------|----|---------------------|----------|-------------------------|
| FROM | TO | COURSE AND DISTANCE | ALTITUDE | |
| | | | | |
| | | | | ADDITIONAL FLIGHT DATA: |

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)

2.

3. FAC FAF DIST FAF TO MAP THLD

4. MIN. ALT

8. MSA FROM:

MAG VAR: EPOCH YEAR:

| TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT | | | | | | | ALTERNATE: N A | | | | | | | | |
|---|-----|-----|---------|-----|-----|---------|----------------|-----|---------|-----|-----|---------|-----|-----|---------|
| CATEGORY =====> | A | | | B | | | C | | | D | | | E | | |
| | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

NOTES:

PROCEDURE CANCELED EFFECTIVE 3 APRIL 2014

QUALITY CHECKED

| | | | | |
|-----------------------------------|---|-----------------------------|---|-----------------------------------|
| CITY AND STATE ESTHERVILLE, IA | ELEVATION: 1319 TDZE: 1319 AIRPORT NAME: ESTHERVILLE MUNI | FACILITY IDENTIFIER: EST | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: VOR RWY 16, AMDT 4B, 03/05/1999 | SUP AMDT 4A DATE 03/05/1992 |
|-----------------------------------|---|-----------------------------|---|-----------------------------------|

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
 VOR STANDARD INSTRUMENT APPROACH PROCEDURE
 FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.23

Bearings, headings, courses, 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 in feet RVR.

| TERMINAL ROUTES | | | | MISSED APPROACH |
|-----------------|----|---------------------|----------|-------------------------|
| FROM | TO | COURSE AND DISTANCE | ALTITUDE | |
| | | | | |
| | | | | |
| | | | | ADDITIONAL FLIGHT DATA: |

1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)
 2. _____
 3. FAC _____ FAF _____ DIST FAF TO MAP _____ THLD _____
 4. MIN. ALT _____
 8. MSA FROM: _____

MAG VAR: _____ EPOCH YEAR: _____

| | | | | | | | | | | | | | | | | |
|-----------------|--|-----|---------|-----|-----|---------|----------------|-----|---------|-----|-----|---------|-----|-----|---------|--|
| TAKEOFF: | SEE FAA FORM 8260-15A FOR THIS AIRPORT | | | | | | ALTERNATE: N A | | | | | | | | | |
| CATEGORY =====> | A | | | B | | | C | | | D | | | E | | | |
| | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

NOTES:
 PROCEDURE CANCELED EFFECTIVE 3 APRIL 2014

5/14/14
 7
 CHECKED

| | | | | |
|-----------------------------------|---|-----------------------------|---|-----------------------------------|
| CITY AND STATE ESTHERVILLE, IA | ELEVATION: 1319 TDZE: 1319 AIRPORT NAME: ESTHERVILLE MUNI | FACILITY IDENTIFIER: EST | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: VOR RWY 34, AMDT 6B, 03/05/1999 | SUP AMDT 6A DATE 03/05/1992 |
|-----------------------------------|---|-----------------------------|---|-----------------------------------|

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.23

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TERMINAL ROUTES

MISSED APPROACH

| FROM | TO | COURSE AND DISTANCE | ALTITUDE |
|-------------------------------|----------------------------|---------------------------|----------|
| IOW VORTAC | SHIRN/IOW 21.00 DME | 185.88 / 21.00 | 2600 |
| UTXIH/IOW 27.00 DME CW (IAF) | ZEGRI/IOW 27.00 DME (NOPT) | 27.00 DME ARC | 2600 |
| YABUY/IOW 27.00 DME CCW (IAF) | UZSIJ/IOW 27.00 DME (NOPT) | 27.00 DME ARC | 3000 |
| UZSIJ/IOW 27.00 DME CCW | ZEGRI/IOW 27.00 DME | 27.00 DME ARC | 2600 |
| ZEGRI/IOW 27.00 DME (IF) | SHIRN/IOW 21.00 DME | 005.88 / 6.00 (IOW R-186) | 2600 |

MAP: OWYOS/IOW 15.29 DME

CLIMB TO 2600 THEN RIGHT TURN ON IOW VORTAC R-186 TO SHIRN/21.00 DME AND HOLD.

ADDITIONAL FLIGHT DATA:
 HOLD S, RT, 005.88 INBOUND.
 FAS OBST: 989 AAO 411330N/0913906W
 CHART IOW R-142 AT UTXIH.
 CHART IOW R-223 AT YABUY.
 CHART IOW R-208 AT UZSIJ.
 SHIRN TO RW36: 3.00/40
 CHART CIRCLING ICON.

- PT L SIDE OF COURSE 185.88 OUTBOUND 2600 FT WITHIN 10 MILES OF SHIRN (IAF)
-
- FAC 005.88 FAF SHIRN/IOW 21.00 DME DIST FAF TO MAP _____ THLD 5.71
- MIN. ALT SHIRN 2600
- MSA FROM: IOW VORTAC 3300

MAG VAR: 5E EPOCH YEAR: 1965

MINIMUMS

| | |
|---|---|
| TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT | ALTERNATE: N A X |
| CATEGORY =====> | A B C D E |
| | MDA VIS HAT/HAA MDA VIS HAT/HAA MDA VIS HAT/HAA MDA VIS HAT/HAA MDA VIS HAT/HAA |
| S-36 | 1240 1 489 1240 1 489 1240 1 3/8 489 NA NA NA NA NA |
| CIRCLING | 1240 1 487 1240 1 487 1500 2 1/4 747 NA NA NA NA NA |
| | |
| | |

NOTES:
 CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CEDAR RAPIDS ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET AND INCREASE S-36 AND CIRCLING CAT C VISIBILITY 1/4 MILE.
 CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.
 CHART NOTE: CIRCLING TO RWY 31 NA AT NIGHT.

| | | | | |
|----------------------------------|--|-----------------------------|--|---------------------------------------|
| CITY AND STATE WASHINGTON, IA | ELEVATION: 753 THRE: 751 AIRPORT NAME: WASHINGTON MUNI | FACILITY IDENTIFIER: IOW | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: VOR/DME RWY 36, AMDT 1 3 APRIL 2014 | SUP AMDT ORIG-A DATE 11/23/2006 |
|----------------------------------|--|-----------------------------|--|---------------------------------------|

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

**VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - - TITLE 14 CFR PART 97.23**

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| | | | | |
|---|--|------------------------------------|--|--------------------------|
| CITY AND STATE WASHINGTON, IA | ELEVATION: 753 THRE: 751 AIRPORT NAME: WASHINGTON MUNI | FACILITY IDENTIFIER: IOW | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: VOR/DME RWY 36, AMDT 1 3 APRIL 2014 | SUP: |
| | | | | AMDT: ORIG-A |
| | | | | DATED: 11/23/2006 |

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

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TERMINAL ROUTES, (CONT.):

| FROM | TO | COURSE AND DISTANCE | ALTITUDE |
|-----------------------|-----------------|---------------------|----------|
| JUNUP/1.60 NM TO RW19 | RW19 (MAP) (FO) | 185.44 / 1.60 | |
| RW19 (MAP) | 936 MSL | 185.44 | |
| 936 MSL | CONAN (FO) | | 2500 |

NOTES, (CONT.):

CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL AT BULLZ ON T265 NORTHBOUND.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON RDF VOR/DME AIRWAY RADIALS 301 CW 073.



CITY AND STATE

CHICAGO/ROCKFORD, IL

ELEVATION: 742

THRE: 736

AIRPORT NAME:

CHICAGO/ROCKFORD INTL

FACILITY IDENTIFIER:

RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

RNAV (GPS) RWY 19, AMDT 2

3 APRIL 2014

SUP:

AMDT: 1

DATED: 01/13/2011

**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 | KRFD |
| RUNWAY | RW19 |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W19A |
| LTP/FTP LATITUDE | 421221.1225N |
| LTP/FTP LONGITUDE | 0890518.7910W |
| LTP/FTP ELLIPSOIDAL HEIGHT | +01910 |
| FPAP LATITUDE | 421052.3885N |
| FPAP LONGITUDE | 0890530.1320W |
| THRESHOLD CROSSING HEIGHT (TCH) | 00050.0 |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F |
| GLIDEPATH ANGLE (GPA) | 03.00 |
| COURSE WIDTH AT THRESHOLD | 106.75 |
| LENGTH OFFSET | 0248 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 50.0 |

CRC REMAINDER BFBEE355

ADDITIONAL PATH POINT RECORD INFORMATION

| | |
|-------------------------|--------|
| ICAO CODE | K5 |
| LTP ORTHOMETRIC HEIGHT | +02243 |
| FPAP ORTHOMETRIC HEIGHT | +02243 |



| | | | | |
|--|--|------------------------------|---|-------------------|
| CITY AND STATE CHICAGO/ROCKFORD, IL | ELEVATION: 742 THRE: 736 | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 19, AMDT 2 3 APRIL 2014 | SUP: |
| | AIRPORT NAME: CHICAGO/ROCKFORD INTL | | | AMDT: 1 |
| | | | | DATED: 01/13/2011 |

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

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ARINC SUMMARY - 424-18 - RNAV (GPS)

| ROUTES | TRANSITION | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG (TRUE) | DISTANCE | ALTITUDE | SPEED |
|--------|------------|-------|-----|------|------|------|-------|-----|----------------|----------|----------|----------|
| | BULLZ | BULLZ | 010 | | IF | | FB | | | | | |
| | BULLZ | JORMO | 020 | IAF | TF | | FB | 2.0 | 260.0 (260.0T) | 007.2 | AA 02500 | |
| | BULLZ | WAGET | 030 | | TF | | FB | 1.0 | 255.5 (255.5T) | 006.0 | AA 02500 | |
| | JVL | JVL | 010 | IAF | IF | | FB | | | | | |
| | JVL | WAGET | 020 | | TF | | FB | 1.0 | 167.7 (167.7T) | 009.0 | AA 02500 | |
| | PAPOW | PAPOW | 010 | IAF | IF | | FB | | | | | |
| | PAPOW | WAGET | 020 | | TF | | FB | 1.0 | 106.3 (106.3T) | 012.0 | AA 02500 | |
| | RFD | RFD | 010 | | IF | | FB | | | | | |
| | RFD | WAGET | 020 | | TF | | FO | 2.0 | 028.7 (028.7T) | 012.7 | AA 02600 | |
| | RFD | WAGET | 030 | IAF | HF | R | FO | | 185.5 (185.5T) | 004.0 | AA 02500 | |
| | | WAGET | 010 | FACF | IF | | FB | | | | AA 02500 | |
| | | CAGRA | 020 | FACF | TF | | FB | 0.5 | 185.5 (185.5T) | 007.0 | AA 02500 | |
| | | JUNUP | 021 | SDF | TF | | FB | 0.3 | 185.4 (185.4T) | 003.8 | AA 01280 | GS 01295 |
| | | RW19 | 030 | MAP | TF | | FO | 0.3 | 185.4 (185.4T) | 001.6 | AT 00786 | |

| MISSED APPROACH | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG (TRUE) | DISTANCE | ALTITUDE | SPEED |
|-----------------|-------|-----|-----|------|------|-------|-----|----------------|----------|----------|-------|
| | | 040 | | CA | | FB | | 185.4 (185.4T) | | AA 00936 | |
| | CONAN | 050 | | DF | | FO | | | | AA 02500 | |
| | CONAN | 060 | | HM | R | FO | | 005.4 (005.4T) | 004.0 | AA 02500 | |

| POINT DATA | WAYPOINT | LAT IN SECS | LONG IN SECS | LAT IN MINS | LONG IN MINS |
|------------|----------|-------------|--------------|-------------|--------------|
| | JVL | N423328.83 | W0890618.93 | N4233.481 | W08906.316 |
| | RFD | N421332.08 | W0891157.38 | N4213.535 | W08911.956 |
| | BULLZ | N422727.26 | W0884616.67 | N4227.454 | W08846.278 |
| | CAGRA | N421742.75 | W0890437.61 | N4217.713 | W08904.627 |
| | CONAN | N415835.50 | W0890703.98 | N4158.592 | W08907.066 |
| | JORMO | N422611.18 | W0885553.36 | N4226.186 | W08855.889 |
| | JUNUP | N421356.73 | W0890506.56 | N4213.946 | W08905.109 |
| | PAPOW | N422803.16 | W0891914.46 | N4228.053 | W08919.241 |
| | WAGET | N422440.99 | W0890343.86 | N4224.683 | W08903.731 |
| | RW19 | N421221.12 | W0890518.79 | N4212.352 | W08905.313 |

| RUNWAY DATA | RWY | THRESHOLD ELEVATION | TCH |
|-------------|------|---------------------|-----|
| | RW19 | 00736 | 50 |



| | | | | | |
|---|---|------------------|----------------------|--|--------------------------|
| CITY AND STATE CHICAGO/ROCKFORD, IL | ELEVATION: 742 | THRE: 736 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
| | AIRPORT NAME: CHICAGO/ROCKFORD INTL | | RNAV | RNAV (GPS) RWY 19, AMDT 2 | AMDT: 1 |
| | | | | 3 APRIL 2014 | DATED: 01/13/2011 |

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
 VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE
 FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.23

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| TERMINAL ROUTES | | | | MISSED APPROACH |
|-------------------------------|----------------------------|---|----------|---|
| FROM | TO | COURSE AND DISTANCE | ALTITUDE | MAP: PUBHY/0.47 DME FIX |
| SPI VORTAC | PUWGO/SPI 11.50 DME | 116.00 / 11.50 | 3100 | CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 2500 ON SPI VORTAC R-314 TO ULAXY/11.60 DME AND HOLD. |
| LATHA INT/AXC 16.54 DME (IAF) | PUWGO/SPI 11.50 DME (NOPT) | 246.00 / 7.94 (HDG) & 296.00 / 4.47 (SPI R-116) | 3100 | |
| PUWGO/SPI 11.50 DME (IF/IAF) | RIMTE/7.70 DME | 296.00 / 3.80 (SPI R-116) | 2600 | |
| RIMTE/7.70 DME | SATPY/5.40 DME | 296.00 / 2.30 (SPI R-116) | 2300 | |

ADDITIONAL FLIGHT DATA:
 HOLD NW, RT, 134.15 INBOUND.
 CHART FAS OBST: 890 TOWER 394830N/0893730W
 CHART: 1080 TOWER 394654N/0893430W.
 CHART VDP AT 2.23 DME
 DISTANCE VDP TO THLD 1.77 MILES.
 CHART (CFBVH) AT INTERSECTION OF LATHA DR LEG AND INTERMEDIATE COURSE.
 SATPY TO RW31: 3.18/54.
 FAC CROSSES RWY C/L EXTENDED 3180 FROM THLD.
 CHART: ASR
 CHART CIRCLING ICON

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD SE PUWGO, RT, 296.00 INBOUND, 3100 FT. IN LIEU OF PT (IAF)
3. FAC 296.00 FAF SATPY/5.40 DME DIST FAF TO MAP THLD 4.93
4. MIN. ALT PUWGO 3100, RIMTE 2600, SATPY 2300, UDCOF/2.80 DME 1420
8. MSA FROM: SPI VORTAC 180-360 2700, 360-180 3100

MAG VAR: 1W EPOCH YEAR:2005

MINIMUMS

| TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT | | | | | | | ALTERNATE: N A | | | STANDARD @ | | | | | |
|---|------|-----|---------|------|-----|---------|----------------|-------|---------|------------|-------|---------|-----|-----|---------|
| CATEGORY ==> | A | | | B | | | C | | | D | | | E | | |
| | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA |
| S-31 | 1200 | 1/2 | 617 | 1200 | 1/2 | 617 | 1200 | 1 3/8 | 617 | 1200 | 1 3/8 | 617 | | | |
| CIRCLING | 1200 | 1 | 602 | 1200 | 1 | 602 | 1360 | 2 1/4 | 762 | 1380 | 2 1/2 | 782 | | | |

NOTES:
 CHART NOTE: CIRCLING TO RWY 18/36 NA AT NIGHT.
 CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LINCOLN ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET; INCREASE S-31 CAT C/D VISIBILITY 1/8 MILE AND CIRCLING CAT C/D VISIBILITY 1/4 MILE.
 (SEE FORM 8260-10)

@ CAT C 800-2 1/4, CAT D 800-2 1/2
 @ NA WHEN LOCAL WEATHER NOT AVAILABLE.



| | | | | |
|-----------------------------------|---|-----------------------------|--|--------------------------------|
| CITY AND STATE SPRINGFIELD, IL | ELEVATION: 598 THRE: 583 | FACILITY IDENTIFIER: SPI | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: VOR/DME RWY 31, AMDT 1 3 APRIL 2014 | SUP |
| | AIRPORT NAME: ABRAHAM LINCOLN CAPITAL | | | AMDT ORIG |
| | DATE 06/03/2010 | | | |

**VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - - TITLE 14 CFR PART 97.23**

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NOTES, (CONT.):

CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-31 CAT C/D VISIBILITY TO 1 3/4 MILE. WHEN USING

LINCOLN ALTIMETER SETTING INCREASE S-31 CAT C/D VISIBILITY TO 1 7/8 MILE.

CHART NOTE: VDP NA WITH LINCOLN ALTIMETER SETTING.



| | | | | |
|-----------------------------------|---|-----------------------------|--|-------------------|
| CITY AND STATE SPRINGFIELD, IL | ELEVATION: 598 THRE: 583 AIRPORT NAME: ABRAHAM LINCOLN CAPITAL | FACILITY IDENTIFIER: SPI | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: VOR/DME RWY 31, AMDT 1 3 APRIL 2014 | SUP: |
| | | | | AMDT: ORIG |
| | | | | DATED: 06/03/2010 |

US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

**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 | |
| HNK VOR/DME | OTHID (FB) | 305.13 / 11.25 | 3900 | LNAV: RW07 |
| OTHID (IAF) | INADY (FB) | 340.77 / 5.40 | 3600 | CLIMB TO 3700 DIRECT ODEBY AND HOLD. |
| GROWS (IAF) | INADY (FB) | 160.56 / 7.08 | 3600 | |
| INADY (IF) | LOTMY (FB) | 070.67 / 5.00 | 2700 | ADDITIONAL FLIGHT DATA: HOLD E, RT, 250.96 INBOUND. FAS OBST: 1809 AAO 421607N/0753048W LOTMY TO RW07: 3.02/40 CHART CIRCLING ICON. |
| LOTMY (FAF) | RW07 (MAP) (FO) | 070.73 / 5.10 | | |
| RW07 (MAP) | 1427 MSL | 070.73 | | |
| 1427 MSL | ODEBY (FO) | | 3700 | |

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT INADY
- FAC: 070.73 FAF: LOTMY DIST FAF TO MAP: 5.10 THLD: 5.10
- MIN. ALT: INADY 3600, LOTMY 2700
- DIST TO THLD FROM OM: MM: IM: 150 HAT: 100 HAT: GS ANT:
- MIN GS INCPT: GS ALT AT: OM: MM: IM:
- GS ANGLE: TCH: 34:1 IS NOT CLEAR
- MSA FROM: RW07 4100

MAG VAR: 13W EPOCH YEAR: 2000

MINIMUMS

| TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT | | | | | | | ALTERNATE: N A X | | | | | | | | |
|---|--------|-------|---------|--------|-------|---------|------------------|-----|---------|--------|-----|---------|--------|-----|---------|
| 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 |
| LNAV MDA | 2140 | 1 1/4 | 1115 | 2140 | 1 1/2 | 1115 | 2140 | 3 | 1115 | | NA | | | | |
| CIRCLING | 2180 | 1 1/4 | 1153 | 2240 | 1 1/2 | 1213 | 2460 | 3 | 1433 | | NA | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

NOTES:
CHART NOTE: DME/DME RNP-0.3 NA.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BINGHAMTON ALTIMETER SETTING AND INCREASE ALL MDA 160 FEET.

(SEE FORM 8260-10)

| | | | | |
|------------------------------|--|------------------------------|--|--|
| CITY AND STATE SIDNEY, NY | ELEVATION: 1027 THRE: 1025 AIRPORT NAME: SIDNEY MUNI | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 7, ORIG-C 3 APRIL 2014 | SUP: AMDT: ORIG-B DATED 12/15/2011 |
|------------------------------|--|------------------------------|--|--|



US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

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NOTES, (CONT.):

CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.

CHART NOTE: RWY 7 STRAIGHT-IN AND CIRCLING MINIMUMS NA AT NIGHT.



| | | | | |
|------------------------------|---|------------------------------|--|------------------------|
| CITY AND STATE SIDNEY, NY | ELEVATION: 1027 THRE: 1025 AIRPORT NAME: SIDNEY MUNI | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 7, ORIG-C 3 APRIL 2014 | SUP: |
| | | | | AMDT: ORIG-B |
| | | | | DATED: 12/15/2011 |

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

Bearings, headings, courses, 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 in feet RVR.

ARINC SUMMARY - 424-18 - RNAV (GPS)

| ROUTES | TRANSITION | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG(TRUE) | DISTANCE | ALTITUDE | SPEED |
|--------|------------|-------|-----|------|------|------|-------|-----|----------------|----------|----------|-------|
| | GROWS | GROWS | 010 | IAF | IF | | FB | | | | | |
| | GROWS | INADY | 020 | | TF | | FB | 1.0 | 160.6 (147.6T) | 007.1 | AA 03600 | |
| | HNK | HNK | 010 | | IF | | FB | | | | | |
| | HNK | OTHID | 020 | IAF | TF | | FB | 2.0 | 305.1 (292.1T) | 011.3 | AA 03900 | |
| | HNK | INADY | 030 | | TF | | FB | 1.0 | 340.8 (327.8T) | 005.4 | AA 03600 | |
| | | INADY | 010 | FACF | IF | | FB | | | | AA 03600 | |
| | | LOTMY | 020 | FAF | TF | | FB | 0.5 | 070.7 (057.7T) | 005.0 | AA 02700 | |
| | | RW07 | 030 | MAP | TF | | FO | 0.3 | 070.7 (057.7T) | 005.1 | AT 01065 | |

| MISSED APPROACH | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG(TRUE) | DISTANCE | ALTITUDE | SPEED |
|-----------------|-------|-----|-----|------|------|-------|-----|----------------|----------|----------|-------|
| | | 040 | | CA | | FB | | 070.7 (057.7T) | | AA 01427 | |
| | ODEBY | 050 | | DF | | FO | | | | AA 03700 | |
| | ODEBY | 060 | | HM | R | FO | | 251.0 (238.0T) | 004.0 | AA 03700 | |

| POINT DATA | WAYPOINT | LAT IN SECS | LONG IN SECS | LAT IN MINS | LONG IN MINS |
|------------|----------|-------------|--------------|-------------|--------------|
| | HNK | N420347.01 | W0751858.62 | N4203.784 | W07518.977 |
| | GROWS | N421833.21 | W0754157.58 | N4218.554 | W07541.960 |
| | INADY | N421234.59 | W0753651.13 | N4212.577 | W07536.852 |
| | LOTMY | N421514.94 | W0753109.78 | N4215.249 | W07531.163 |
| | ODEBY | N422428.75 | W0751122.14 | N4224.479 | W07511.369 |
| | OTHID | N420800.46 | W0753258.63 | N4208.008 | W07532.977 |
| | RW07 | N421758.21 | W0752521.10 | N4217.970 | W07525.352 |

| RUNWAY DATA | RWY | THRESHOLD ELEVATION | TCH |
|-------------|------|---------------------|-----|
| | RW07 | 01025 | 40 |



| | | | | | |
|-------------------------------------|-------------------------------------|-------------------|----------------------|--|--------------------------|
| CITY AND STATE SIDNEY, NY | ELEVATION: 1027 | THRE: 1025 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
| | AIRPORT NAME: SIDNEY MUNI | | RNAV | RNAV (GPS) RWY 7, ORIG-C | AMDT: ORIG-B |
| | | | | 3 APRIL 2014 | DATED: 12/15/2011 |

[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. [30942](#); Amdt. No. [3576](#)]

Standard Instrument Approach Procedures, and Takeoff Minimums and
Obstacle Departure Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final Rule.

SUMMARY: This rule amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: This rule is effective [INSERT DATE OF PUBLICATION IN THE FEDERAL REGISTER]. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal

Register as of [INSERT DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES: Availability of matter incorporated by reference in the amendment is as follows:

For Examination -

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW, Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located;

3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Availability - All SIAPs are available online free of charge.

Visit nfdc.faa.gov to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

FOR FURTHER INFORMATION CONTACT: Richard A. Dunham III, Flight Procedure Standards Branch (AFS-420) Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South

MacArthur Blvd., Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK. 73125) telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This rule amends Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) by amending the referenced SIAPs. The complete regulatory description of each SIAP is listed on the appropriate FAA Form 8260, as modified by the National Flight Data Center (FDC)/Permanent Notice to Airmen (P-NOTAM), and is incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and §97.20 of Title 14 of the Code of Federal Regulations.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the Federal Register expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAP and the corresponding effective dates. This amendment also identifies the airport and its location, the procedure and the amendment number.

THE RULE

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP as amended in the transmittal. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained for each SIAP as modified by FDC/P-NOTAMs.

The SIAPs, as modified by FDC P-NOTAM, and contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these changes to SIAPs, the TERPS criteria were applied only to specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the FAA in a FDC NOTAM as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for all these SIAP amendments requires making them effective in less than 30 days.

Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making these SIAPs effective in less than 30 days.

CONCLUSION

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore--(1) is not a "significant regulatory action" under Executive Order 12866;(2) is not a "significant rule " under DOT Regulatory Policies and Procedures (44 FR 11034; February 26,1979) ; and (3)does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR part 97:

Air Traffic Control, Airports, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC on [JANUARY 17, 2014](#).



John Duncan
Director, Flight Standards Service

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal regulations, Part 97, 14 CFR part 97, is amended by amending Standard Instrument Approach Procedures, effective at 0901 UTC on the dates specified, as follows:

Part 97 - Standard Instrument Approach Procedures

1. The authority citation for part 97 continues to read as follows:

AUTHORITY: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721-44722.

2. Part 97 is amended to read as follows:

By amending: §97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; §97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; §97.27 NDB, NDB/DME; §97.29 ILS, ILS/DME, MLS, MLS/DME, MLS/RNAV; §97.31 RADAR SIAPs; §97.33 RNAV SIAPs; and §97.35 COPTER SIAPs, Identified as follows:

.....EFFECTIVE UPON PUBLICATION

| AIRAC DATE | STATE | CITY | AIRPORT | FDC NUMBER | FDC DATE | SUBJECT |
|------------|-------|---------------|--------------------------|------------|----------|--|
| 3/6/2014 | OK | Tulsa | Tulsa Intl | 3/0440 | 01/14/14 | ILS OR LOC RWY 36R, Amdt 29C |
| 3/6/2014 | IL | Chicago | Chicago O'Hare Intl | 3/0892 | 01/14/14 | ILS OR LOC RWY 9L, ILS RWY 9L (SA CAT I), ILS RWY 9L (CAT II), ILS RWY 9L (CAT III), Amdt 2A |
| 3/6/2014 | OH | Youngstown | Youngstown Elser Metro | 3/0947 | 01/14/14 | RNAV (GPS) RWY 10, Orig |
| 3/6/2014 | OH | Youngstown | Youngstown Elser Metro | 3/0948 | 01/14/14 | RNAV (GPS) RWY 28, Orig |
| 3/6/2014 | OH | Youngstown | Youngstown Elser Metro | 3/0956 | 01/14/14 | VOR C, Amdt 2 |
| 3/6/2014 | NE | Scribner | Scribner State | 3/5321 | 01/14/14 | VOR RWY 35, Amdt 2A |
| 3/6/2014 | IN | Angola | Tri-State Steuben County | 3/6067 | 01/14/14 | RNAV (GPS) RWY 23, Orig |
| 3/6/2014 | MI | Traverse City | Cherry Capital | 3/6068 | 01/14/14 | ILS OR LOC RWY 28, Amdt 14 |
| 3/6/2014 | UT | Blanding | Blanding Muni | 3/6365 | 01/14/14 | RNAV (GPS) RWY 35, Amdt 2 |
| 3/6/2014 | SD | Martin | Martin Muni | 3/8803 | 01/14/14 | GPS RWY 32, Orig-A |

AIRAC Date: 6 MARCH 2014

FDC **3/0440** TUL IAP TULSA INTL, TULSA, OK. ILS OR LOC RWY 36R, AMDT 29C... CIRCLING CAT A/B HAA 622. THIS IS ILS OR LOC RWY 36R, AMDT 29D. 1402060901-PERM

FDC **3/0892** ORD IAP CHICAGO O'HARE INTL, CHICAGO, IL. ILS OR LOC RWY 9L, AMDT 2A... ILS RWY 9L (SA CAT I) AMDT 2A... ILS RWY 9L (CAT II) AMDT 2A... ILS RWY 9L (CAT III) AMDT 2A... CIRCLING CAT D MDA 1760/HAA 1088, VISIBILITY 3. OSGIE FIX MINIMUMS: CIRCLING CAT D MDA 1460/HAA 788, VISIBILITY 2 1/2. ALTERNATE MINIMUMS: ILS/LOC: CAT A/B 1100-2, CAT C/D 1100-3. THIS IS ILS OR LOC RWY 9L, AMDT 2B, ILS RWY 9L (SA CAT I, CAT II, CAT III) AMDT 2B.. 1312131900-PERM

FDC **3/0947** 4G4 IAP YOUNGSTOWN ELSENER METRO, YOUNGSTOWN, OH. RNAV (GPS) RWY 10, ORIG... LNAV MDA 1660/HAA 609 ALL CATS. CIRCLING MDA 1660/ HAA 590 ALL CATS. CHART FAS OBST: 1352 TRANSMISSION TOWER 405802N/0804414W. THIS IS RNAV (GPS) RWY 10, ORIG-A. 1312131930-PERM

FDC **3/0948** 4G4 IAP YOUNGSTOWN ELSENER METRO, YOUNGSTOWN, OH. RNAV (GPS) RWY 28, ORIG... CIRCLING MDA 1660/HAA 590 ALL CATS. THIS IS RNAV (GPS) RWY 28, ORIG-A. 1312131930-PERM

FDC **3/0956** 4G4 IAP YOUNGSTOWN ELSENER METRO, YOUNGSTOWN, OH. VOR C, AMDT 2... HEREV FIX MINIMUMS CIRCLING MDA 1660/HAA 590 ALL CATS. THIS IS VOR C, AMDT 2A. 1312131930-PERM

FDC **3/5321** SCB IAP SCRIBNER STATE, SCRIBNER, NE. VOR RWY 35, AMDT 2A... DELETE: FAROD FIX MINIMUMS. S-35: MDA 1800/HAA 481 VISIBILITY CATS A/B 1. CIRCLING: MDA 1900/HAA 575 VISIBILITY CATS A/B 1. DELETE: TQE R-234. CHANGE FAROD INT TO FAROD/SCB 1.70 DME. CHART FREMONT AWOS-3. THIS IS VOR/DME RWY 35, AMDT 2B. 1312271406-PERM

FDC **3/6067** ANQ IAP TRI-STATE STEUBEN COUNTY, ANGOLA, IN. RNAV (GPS) RWY 23, ORIG... DELETE LNAV/VNAV MINIMUMS. DELETE VDP. CIRCLING CAT A,B VISIBILITY 1. CHART NOTE: PROCEDURE NA AT NIGHT. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DELETE NOTE GPS OR RNP-0.3 NA. DELETE NOTE BARO-VNAV NA BELOW-17C (1F). DELETE PROFILE NOTE *LNAV ONLY. THIS IS RNAV (GPS) RWY 23, ORIG-A. 1312311817-PERM

FDC **3/6068** TVC IAP CHERRY CAPITAL, TRAVERSE CITY, MI. ILS OR LOC RWY 28, AMDT 14... AYATA FIX MINIMUMS: CIRCLING CATS A/B MDA 1360/HAA 736. THIS IS ILS OR LOC RWY 28, AMDT 14A. 1312311815-PERM

FDC **3/6365** BDG IAP BLANDING MUNI, BLANDING, UT. RNAV (GPS) RWY 35, AMDT 2 CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NA. CHANGE BARO-VNAV NA NOTE TO READ: BARO-VNAV AND VDP NA WHEN USING CORTEZ ALTIMETER SETTING. THIS IS RNAV (GPS) RWY 35 AMDT 2A. 1310151200-PERM

FDC **3/8803** 9V6 IAP MARTIN MUNI, MARTIN, SD. GPS RWY 32, ORIG-A... CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. CHART NOTE: RWY 32 STRAIGHT-IN AND CIRCLING MINIMUMS NA AT NIGHT. CHART PINE RIDGE ASOS. THIS IS GPS RWY 32, ORIG-B. 1312101335-PERM