U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

VOR/DME 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

FROM	TO	COURSE AND DISTANCE	ALTITUDE
CEC VORTAC	PICON/5.00 DME	160.75 / 5.00	3000
ZIKNO/15.00 DME (IAF)	CHIDE/11.00 DME (NOPT)	340.75 / 4.00 (CEC R-161)	2200
CHIDE/11.00 DME (IF)	PICON/5.00 DME	340.75 / 6.00 (CEC R-161)	1600

MISSED APPROACH

MAP: YOGRU/ 0.37 DME FIX

CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 3000 DIRECT CEC VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

ADDITIONAL FLIGHT DATA:

HOLD S, LT, 340.75 INBOUND.
CHART FAS OBST: 238 GRND
414540N/1241502W
CHART W-93 SOUTH.
PICON TO RW35: 3.04/58.
CHART: MAX 6000 AT PICON
FAC CROSSES RWY C/L EXTENDED 602 FROM THLD.

1. PT L SIDE OF COURSE 160.75 OUTBOUND 2900 FT WITHIN 10 MILES OF PICON (IAF)
2.
3. FAC 340.75 FAF PICON/5.00 DME DIST FAF TO MAP THLD 4.63
4. MIN. ALT PICON 1600
8. MSA FROM: CEC VORTAC 360-090 8600, 090-180 7200, 180-270 1400, 270-360 5900

MAG VAR: 19E EPOCH YEAR:1975

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-35	500	1	449	500	1	449	500	1 3/8	449	500	1 3/8	449			
CIRCLING	540	1	479	540	1	479	540	1 1/2	479	640	2	579			

NOTES:

CHART NOTE: CIRCLING TO RWY 17 NA AT NIGHT.
CHART NOTE: WHEN VGSI INOP, CIRCLING RWY 29 NA AT NIGHT.
CHART NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 35 PROCEDURE NA AT NIGHT.
CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.
(SEE FORM 8260-10)

@ NA WHEN LOCAL WEATHER NOT AVAILABLE.

QUALITY CHECKED 2

CITY AND STATE	ELEVATION: 61 THRE: 51	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP
CRESCENT CITY, CA	AIRPORT NAME: JACK MC NAMARA FIELD	CEC	VOR/DME RWY 35, AMDT 11	AMDT 10A
				DATE 04/16/2004

FAA FORM 8260-5 / April 2006 (computer generated)

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
[ ] YES [X] NO		**ROUTINE**

COORDINATED WITH:

ATA	AAT	ALPA	APA	AOPA	NBAA	OTHER (specify)
[X]	[ ]	[X]	[ ]	[X]	[X]	[X] **ZSE, AMGR.**

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:

DEVELOPED BY		
NAME: **ADOLFO URRUTIA (KYLE THOMPSON)**	FIFO **AJV-354**	DATE: **09/20/2011**

APPROVED BY		
NAME: **DEZ SILAGYI** **MANAGER**	FIFO **AJV-354**	DATE:

CHANGES:

1) CHANGED TDZE 56 TO THRE 51.
2) ADDED BACKUP ALTIMETER SETTING AND ASSOCIATED NOTES.
3) ADDED MAX 6000 AT PICON.
4) ADDED W93S CHARTING.
5) CHANGED PT DIRECTION FROM RIGHT TO LEFT.
6) RAISED PT ALTITUDE FROM 2200 TO 2900.
7) ADDED CHART NOTES FOR RESTRICTION TO NIGHT OPERATIONS.
8) ADDED NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.
9) INCREASED MSA SECTOR ALTITUDES TO: 090-180, 5900; 180-270, 8600; 270-360, 7200.
10) INCREASED TCH FROM 48 TO 57.6.
11) CHANGED VDA FROM 3.06 TO 3.04
12) INCREASED INTERMEDIATE LENGTH TO 6NM AND COLLOCATED IF WITH FIX CHIDE.
13) NAMED MAP (YOGRU) AND IAF (ZIKNU).
14) ADDED C-I-H TO THE MISSED APPROACH.

REASONS:

1) PUBLISHING HATH VS HAT.
2) IAW 8260.19D PARA 855F.
3) SMALLEST PATTERN USED TO AVOID OBSTACLES.
4) IAW 8260.19D PARA 857J.
5) TO AVOID W93S AIRSPACE
6) CHANGED PT DIRECTION/NEW OBSTACLES.
7-8) VISUAL SURFACE PENETRATIONS.
9) CHANGE IN MSA ROUNDING CRITERIA
10) MATCHING VGSI TCH.
11) INCREASED TCH.
12) MINIMUM LENGTH OF SEGMENT AND IAW 8260.19D PARA 264.
13) IAW 8260.19D PARA 264.
14) IAW 8260.3B PARA 293B.

QUALITY 2 CHECKED

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

VOR/DME 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 aiport elevation. Distances are in nautical miles unless otherwise indica except visibilities which are in statute miles or in feet RVR.

NOTES, (CONT.):

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BROOKINGS ALTIMETER SETTING AND INCREASE ALL MDA 100 FT; INCREASE S-35 CAT C/D AND CIRCLING CAT D VISIBILITIES 1/4 MILE AND CIRCLING CAT C VISIBILITY 1/8 MILE.

QUALITY 2 CHECKED

CITY AND STATE	ELEVATION: 61 THRE: 51	FACILITY IDENTIFIER:	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:	SUP:
CRESCENT CITY, CA	AIRPORT NAME: JACK MC NAMARA FIELD	CEC	VOR/DME RWY 35, AMDT 11	AMDT: 10A
				DATED: 04/16/2004

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
☐ YES ☐ NO		

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	FIFO	DATE:
APPROVED BY		
NAME:	FIFO	DATE:

CHANGES:

REASONS:

QUALITY 2 CHECKED

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
FEEDER	CEC VORTAC	PICON/5.00 DME	1. AAO	414251.00N/1240730.00W	1352 (4E)	2000	SA-797 AT445	3000
			2. TERRAIN	414542.00N/1241457.00W	178 (200)		AS1500	1700
INITIAL	ZIKNO/15.00 DME	CHIDE/11.00 DME	3. SHIP	413238.00N/1241322.00W	208 (6C)	1000	AT992	2200
			4. WATER	413238.00N/1241322.00W	0 (0)		AS1500	1500
INTERMEDIATE	CHIDE/11.00 DME	PICON/5.00 DME	5. SHIP	414000.00N/1241600.00W	208 (4E)	500	AT892	1600
			6. WATER	414000.00N/1241600.00W	0 (0)		AS1500	1500
INTERMEDIATE: PT	10 NM	PICON/5.00 DME	3. SHIP	413238.00N/1241322.00W	208 (6C)	500	AT892	1600
			4. WATER	413238.00N/1241322.00W	0 (0)		AS1500	1500
FINAL	PICON/5.00 DME	YOGRU/ 0.37 DME	7. GRND (KCEC0007)	414539.99N/1241502.22W	238 (1B)	250		500
		FIX						
2. PROCEDURE TURN	PICON	10 NM	8. AAO	414115.00N/1240636.00W	1552 (4E)	1000		2600
			9. TERRAIN	414115.00N/1240636.00W	1352 (1400)		AS1500	2900
3. MISSED APPROACH — MAP:	YOGRU/ 0.37 DME	CEC VORTAC				ASC		3000
	FIX		7. GRND (KCEC0007)	414539.99N/1241502.22W	238 (1B)	1000		1300
ELEV:	250		10. TERRAIN	414539.99N/1241502.22W	238 (200)		AS1500	1700

4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT. REQUIRED	HT. ABV. ARPT. ACTUAL							
CATEGORY A	1.3 NM	350	479	7. GRND (KCEC0007)	414539.99N/1241502.22W	238 (1B)	300		540
CATEGORY B	1.5 NM	450	479	7. GRND (KCEC0007)	414539.99N/1241502.22W	238 (1B)	300		540
CATEGORY C	1.7 NM	450	479	7. GRND (KCEC0007)	414539.99N/1241502.22W	238 (1B)	300		540
CATEGORY D	2.3 NM	550	579	11. TWR (KCEC0016)	414534.03N/1241131.83W	326 (2A)	300		640
CATEGORY E	4.5 NM	550							

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID: CEC VORTAC

SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
360-090	AAO	065/ 28.5	7509 (6C)	8600	180-270	RADIO TOWER	100/ 02.5	326 (2A)	1400
090-180	AAO	087/ 26.1	6162 (6C)	7200	270-360	AAO	007/ 26.6	4880 (6C)	5900

CITY AND STATE	ELEVATION: 61 / AIRPORT NAME:	FACILITY	PROCEDURE AND AMENDMENT NO:	REGION
CRESCENT CITY, CA	JACK MC NAMARA FIELD	CEC VORTAC	VOR/DME RWY 35, AMDT 11	AWP

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:	2. WEATHER SERVICE			3. ALTIMETER SETTING
ZSE ARTCC OAK FSS		N W S	OTHER: ASOS	SOURCE: KCEC / KBOK
		F A A		DISTANCE: 0 / 17.82
		A / C		HOURS REMOTE OPERATION:
SATISFACTORY ON:				
X V H F X U H F H F	LOCATION:			ADJUSTMENT: 0 / 97

4. MONITOR STATUS	PRIMARY NAVAID:	CEC VORTAC
	MONITOR POINT:	POCC
	HRS OPTN: CAT 1	24
	HRS OPTN: CAT 3	

5. APPROACH & RUNWAY LIGHTING		ALS
		(S) SALS
	X	MALSR 11 (PCL)
	X	HIRL 11 (PCL), 29 (PCL)
	X	MIRL 17 (PCL), 35 (PCL)
	X	REIL 17 (PCL), 29 (PCL), 35 (PCL)
		TDZ
		C/LINE
	X	OTHER (SPECIFY) VASI-4L 29, 35

6. RUNWAY MARKINGS	BASIC	
	ALL WEATHER	PIR-G 11, 29
	INSTRUMENT	NPI-G 17, 35
7. RUNWAY VISUAL RANGE	APPROACH	
	MIDFIELD	
	ROLL OUT	
8. GLIDE PATH	GP ANGLE:	ELEV RWY THRESHOLD:
	DISTANCE FROM RWY:	ELEV GP ANTENNA:
		THRESHOLD CROSSING HEIGHT:

9. FINAL APPROACH COURSE AIMING		RUNWAY THRESHOLD 602	FT. FROM THRESHOLD
	X	ON CENTERLINE	FT. FROM CENTERLINE

10. WAIVERS: NONE

PART D - PREPARED BY: ADOLFO URRUTIA (KYLE THOMPSON)	DATE: 09/20/2011
TITLE: AERONAUTICAL INFORMATION SPECIALIST	OFFICE: AJV-354

PART C - REMARKS:

VDP NOT ESTABLISHED - 20:1 PENETRATIONS.

PARA 251, 20:1 PENETRATION.

PARA 251, 34:1 PENETRATION.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

RASS PRESSURE PATTERNS SAME
KCEC 60.90, KBOK 459
RA = 96.73.
SEE ATTACHED AIRSPACE LETTER.

KCEC AND KBOK ON SERVICE A.

38' SHIP HEIGHT USED IN FINAL, CIRCLING AND MA W/IN 5NM PER FPT/AMGR.
208' SHIP HEIGHT USED IN ALL OTHER SEGMENTS PER PREVIOUS REVISION.
75' VEGETATION USED W/IN 5NM PER FPT/AMGR.

34:1 PENETRATIONS:
KCEC0018 ROAD (N) 414620.66N-1241426.01W 56.00 (0.76)

20:1 PENETRATIONS
R17 KCEC0070 BUSH 414714.33N-1241407.58W 68 (4.72)
R17 KCEC0073 BUSH 414714.47N-1241409.98W 68 (6.10)
R17 KCECT0086 TREE 414716.03N-1241405.89W 75 (1.88)
R17 KCECT0091 TREE 414721.93N-1241409.42W 107 (7.87)
R17 KCECT0094 TREE 414723.15N-1241409.67W 135 (30.08)
R17 KCECT0095 TREE 414723.48N-1241407.64W 136 (27.7)
R17 KCECT0103 TREE 414725.64N-1241407.27W 147 (27.74)
R17 KCECT0121 TREE 414733.36N-1241409.17W 172 (16.36)
R17 KCECT0123 TREE 414732.22N-1241408.41W 156 (5.32)
R17 KCECT0125 TREE 414734.47N-1241408.75W 172 10.53)
R17 KCECT0144 TREE 414738.71N-1241354.04W 206 (10.93)
R17 KCECT0184 TREE 414733.46N-1241407.38W 171 (13.32)
R29 KCEC0038 TREE 414623.47N-1241324.49W 136 (16.13)
R29 KCEC0047 TREE 414619.71N-1241326.05W 136 (7.41)
R29 KCECT0030 TREE 414612.95N-1241321.51W 165 (0.47)
R29 KCECT0031 TREE 414612.00N-1241321.14W 169 (0.16)
R29 KCECT0035 TREE 414620.34N-1241327.77W 149 (27.34)
R29 KCECT0036 TREE 414618.69N-1241326.37W 134 (2.77)
R29 KCECT0037 TREE 414620.27N-1241325.21W 161 (32.03)
R29 KCECT0048 TREE 414622.06N-1241319.15W 152 (12.5)
R29 KCECT0049 TREE 414623.11N-1241321.92W 135 (6.79)
R29 KCECT0052 TREE 414623.29N-1241325.50W 128 (10.29)
R29 KCECT0053 TREE 414623.44N-1241324.96W 134 (15.32)
R29 KCECT0054 TREE 414622.87N-1241324.17W 148 (25.17)
R29 KCECT0055 TREE 414624.45N-1241325.76W 135 (22.03)
R29 KCECT0056 TREE 414624.91N-1241324.25W 126 (10.45)
R29 KCECT0058 TREE 414625.59N-1241327.87W 120 (16.8)
R35 KCEC0068 BUSH 414621.65N-1241427.86W 56 (0.86)
R35 KCECT0191 BLDG 414621.78N-1241428.33W 56 (1.10)
R35 KCECT0192 RD (N) 414620.47N-1241425.38W 60 (1.19)

QUALITY 2 CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: CHIDE **STATE:** CA **COUNTRY:** US

LATITUDE/LONGITUDE: 413546.17N/1241423.23W **TYPE:** WP, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	CRESCENT CITY	CEC	VORTAC	L	160.75	179.75	11.00	11.00		3000	17500

HOLDING: **HOLDING TYPE OF ACTION:** MODIFY

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	LEG LENGTH DME	HOLDING ALTITUDES MIN	HOLDING ALTITUDES MAX	TEMPLATES MIN	TEMPLATES MAX
1	N		WP	343.75	163.75	R		4	3000	6000	5	6

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	AAO	414112.00N/1240642.00W	1552	4E
1	310	AAO	414112.00N/1240642.00W	1552	4E

HOLDING RESTRICTIONS:
HOLDING LIMITED TO ESTABLISHED PATTERN.

PROCEDURES REQUIRING CLIMB-IN-HOLD:

PAT	PROCEDURE TITLE	AIRPORT IDENT	CITY	STATE
1	RNAV (GPS) RWY 11	KCEC	CRESCENT CITY	CA (US)

REMARKS:
CRESCENT CITY (FAC 1) USED TO ESTABLISH FIX COORDINATES
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
EN ROUTE	V27	1				(US)
IAP	ILS OR LOC/DME RWY 11	1		KCEC	CRESCENT CITY	CA (US)
IAP	RNAV (GPS) RWY 11		1	KCEC	CRESCENT CITY	CA (US)
IAP	VOR/DME RWY 11	1		KCEC	CRESCENT CITY	CA (US)
IAP	VOR/DME RWY 35	1		KCEC	CRESCENT CITY	CA (US)

REQUIRED CHARTING: IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 1 **DATE OF REVISION:** 02/09/2012

REASON FOR REVISION:
MOVED FIX 7.45 FT SW TO MATCH AIRWAY RADIAL; UPDATED COORDINATES.
UPDATED FIX TYPE.
ADDED DIST TO FAC TO FAC 1.
REMOVED FAC 2.
MOVED REMARK: HOLDING LIMITED TO ESTABLISHED PATTERN, TO HOLDING RESTRICTIONS.
ADDED REMARK: PRECIPITOUS TERRAIN EVALUATION COMPLETED.
ADDED REMARK: CRESCENT CITY (FAC 1) USED TO ESTABLISH FIX COORDINATES.
CHANGED PAT 1 CRS INBOUND TO 163.75.
CHANGED PAT 1 DIRECTION OF TURNS AND REMOVED REASON FOR NON-STANDARD HOLDING.
CHANGED PAT 1 200 AND 310 KIAS CONTROLLING OBSTACLES.
UPDATED FIX USE.

DEVELOPED BY: **DATE:** 09/19/2011 **OFFICE:** AJV-354 **NAME:** ADOLFO URRUTIA (KYLE THOMPSON)

APPROVED BY: **DATE:** **OFFICE:** AJV-354 **NAME:** DEZ SILAGYI

SIGNATURE:

DISTRIBUTION: **NFDC**
FPO: WST
ARTCC: ZSE
ATC FACILITY:
OTHER:

QUALITY 2 CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: CRESCENT CITY VORTAC **STATE:** CA **COUNTRY:** US

LATITUDE/LONGITUDE: 414646.48N/1241427.04W **TYPE:**

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	CRESCENT CITY	CEC	VORTAC	L							17500

HOLDING: **HOLDING TYPE OF ACTION:** MODIFY

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	LEG LENGTH DME	HOLDING ALTITUDES MIN	HOLDING ALTITUDES MAX	TEMPLATES MIN	TEMPLATES MAX
1	S	CEC	VORTAC	160.75	340.75	L	1-1 1/2		3000	17500	4	16

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	AAO	414028.60N/1240750.50W	1419	2C

REASON FOR NONSTANDARD HOLDING:
PAT 1 TERRAIN

HOLDING RESTRICTIONS:
HOLDING LIMITED TO ESTABLISHED PATTERNS.

REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
DP	HOCUT			KACV	ARCATA/EUREKA	CA (US)
DP	TAKE-OFF MINIMUMS			KCEC	CRESCENT CITY	CA (US)
EN ROUTE	V-122					(US)
EN ROUTE	V-27					(US)
EN ROUTE	V-494					(US)
IAP	ILS OR LOC/DME RWY 11		1	KCEC	CRESCENT CITY	CA (US)
IAP	RNAV (GPS) RWY 11			KCEC	CRESCENT CITY	CA (US)
IAP	RNAV (GPS) RWY 35			KCEC	CRESCENT CITY	CA (US)
IAP	VOR RWY 11		1	KCEC	CRESCENT CITY	CA (US)
IAP	VOR/DME RWY 11		1	KCEC	CRESCENT CITY	CA (US)
IAP	VOR/DME RWY 35		1	KCEC	CRESCENT CITY	CA (US)

REQUIRED CHARTING: MILITARY IAP, MILITARY DP, IAP, CONTROLLER, EN ROUTE LOW, EN ROUTE HIGH

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 11 **DATE OF REVISION:** 02/09/2012

REASON FOR REVISION:
- MOVED REMARK: HOLDING LIMITED TO ESTABLISHED PATTERNS, TO HOLDING RESTRICTIONS.
- ADDED REMARK: PRECIPITOUS TERRAIN EVALUATION COMPLETED.
- CORRECTED PATTERN NUMBER FROM 2 TO 1.
- UPDATED PAT 1 HOLDING OBSTACLE.
- UPDATED FIX USE.
- UPDATED REQUIRED CHARTING.

DEVELOPED BY: **DATE:** 09/27/2011 **OFFICE:** AJV-354 **NAME:** ADOLFO URRUTIA (KYLE THOMPSON)

APPROVED BY: **DATE:** **OFFICE:** AJV-354 **NAME:** DEZ SILAGYI

SIGNATURE:

DISTRIBUTION: **NFDC**
FPO: WST
ARTCC: ZSE
ATC FACILITY:
OTHER:

QUALITY 2 CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: PICON **STATE:** CA **COUNTRY:** US

LATITUDE/LONGITUDE: 414146.35N/1241425.31W **TYPE:** DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	CRESCENT CITY	CEC	VORTAC	L	160.75	179.75	5.00	5.00	30380	1600	17500

HOLDING: **HOLDING TYPE OF ACTION:** CANCEL

REMARKS:
CRESCENT CITY (FAC 1) USED TO ESTABLISH FIX COORDINATES

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	VOR/DME RWY 35	1		KCEC	CRESCENT CITY	CA (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 1 **DATE OF REVISION:** 02/09/2012

REASON FOR REVISION:
1) MOVED FIX 8.65 FT SW TO MATCH ON AIRWAY RADIAL; UPDATED COORDINATES.
2) ADDED DIST FROM FAC TO FAC 1 IN NM AND FT.
3) CHANGED FAC 1 MRA FROM 1200 TO 1600.
4) DELETED PAT 1 AND ASSOCIATED OBSTACLES, REASONS FOR NONSTANDARD HOLDING, AND REMARKS.
5) ADDED REMARK: CRESCENT CITY (FAC1) USED TO ESTABLISH FIX COORDINATES.
6) DELETED NAD 83 REMARK.
7) UPDATED FIX USE.

DEVELOPED BY: **DATE:** 09/19/2011 **OFFICE:** AJV-354 **NAME:** ADOLFO URRUTIA (KYLE THOMPSON)

APPROVED BY: **DATE:** **OFFICE:** AJV-354 **NAME:** DEZ SILAGYI

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: WST
ARTCC: ZSE
ATC FACILITY:
OTHER:

QUALITY 2 CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: YOGRU **STATE:** CA **COUNTRY:** US

LATITUDE/LONGITUDE: 414624.08N/1241426.91W **TYPE:** DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** ESTABLISH

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	CRESCENT CITY	CEC	VORTAC	L	160.75	179.75	0.37	0.37		400	17500

REMARKS:
CRESCENT CITY (FAC 1) USED TO ESTABLISH FIX COORDINATES

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	VOR/DME RWY 35	1		KCEC	CRESCENT CITY	CA (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG **DATE OF REVISION:** 02/09/2012

DEVELOPED BY: **DATE:** 09/19/2011 **OFFICE:** AJV-354 **NAME:** ADOLFO URRUTIA (KYLE THOMPSON)

APPROVED BY: **DATE:** **OFFICE:** AJV-354 **NAME:** DEZ SILAGYI

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: WST
ARTCC: ZSE
ATC FACILITY:
OTHER:

QUALITY 2 CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: ZIKNO **STATE:** CA **COUNTRY:** US

LATITUDE/LONGITUDE: 413146.05N/1241421.85W **TYPE:** DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** ESTABLISH

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	FEET	MRA	MAA
1	CRESCENT CITY	CEC	VORTAC	L	160.75	179.75	15.00	15.00		3000	17500

REMARKS:
CRESCENT CITY (FAC 1) USED TO ESTABLISH FIX COORDINATES

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
EN ROUTE	V27	1				(US)
IAP	VOR/DME RWY 35	1		KCEC	CRESCENT CITY	CA (US)

REQUIRED CHARTING: MILITARY IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG **DATE OF REVISION:** 02/09/2012

DEVELOPED BY: **DATE:** 09/16/2011 **OFFICE:** AJV-354 **NAME:** ADOLFO URRUTIA (KYLE THOMPSON)

APPROVED BY: **DATE:** **OFFICE:** AJV-354 **NAME:** DEZ SILAGYI

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: WST
ARTCC: ZSE
ATC FACILITY:
OTHER:

QUALITY 2 CHECKED

TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **CRESCENT CITY** STATE: **CA**

AIRPORT NAME: **JACK MC NAMARA FIELD** ID: **KCEC**

PROCEDURE: **VOR/DME RWY 35** AMDT: **11**

DOCKET # :
(96-AXX-X/Required/Not Required)

ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.

1. Distance from **THLD** to 1000' point **3.30**
   (Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of **FINAL** segment at 1000' point **2.37**
   (Enter appropriate segment , final, intermediate, etc.)
3. True Course of **FINAL** segment containing 1000' point **359.75**
4. High Terrain in **FINAL** segment containing 1000' point **238**
5. Distance from **THLD** to 1500' point **4.63**
   (If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of **FINAL** segment at 1500' point **2.50**
7. True Course of **FINAL** segment containing 1500' point **359.75**
8. High Terrain in **FINAL** segment containing 1500' point **238**
9. Threshold Coordinates (if straight-in) ... **414624.09N** / **1241425.06W**
10. ARP Coordinates ..... **414648.60N** / **1241411.50W**
11. Runway Approach End and distance furthest from ARP.....RWY **29**
    Distance **.46** NM
12. FAF Coordinates ..... **414146.34N** / **1241425.31W**
    (Click to Select)

REMARKS: Approach/Drawing attached.