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

| FROM | TO | COURSE AND DISTANCE | ALTITUDE |
|---|---|---|---|
| NIALS | BAKCA (FO) | 092.27 / 14.36 | 4000 |
| SMITT (IAF) | BAKCA (NOPT) (FB) | 255.98 / 11.86 | 4000 |
| BAKCA (IF/IAF) | FIXOV (FB) | 188.70 / 7.72 | 2100 |
| FIXOV (FAF) | RW19 (MAP) (FO) | 188.64 / 5.25 | |
| RW19 (MAP) | 794 MSL | 188.64 | |
| 794 MSL | BAKCA (FO) | | 4000 |

## MISSED APPROACH

LNAV/VNAV: DA
LNAV: RW19

CLIMBING RIGHT TURN TO 4000 DIRECT BAKCA AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.

ADDITIONAL FLIGHT DATA:
FAS OBST: 849 AAO 462228N/1191436W
1089 AAO 462319N/1191511W
CHART VDP AT 2.70 MILES TO RW19*
*LNAV ONLY.
DISTANCE TO THLD FROM 452 HATH: 1.29NM

1. PT ____ SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. HOLD N BAKCA, RT, 188.70 INBOUND, 4000 FT. IN LIEU OF PT (IAF)
3. FAC: 188.64 FAF: FIXOV DIST FAF TO MAP: 5.25 THLD: 5.25
4. MIN. ALT: BAKCA 4000, FIXOV 2100
5. DIST TO THLD FROM OM: ____ MM: ____ IM: ____ 150 HAT: ____ 100 HAT: ____ GS ANT: ____
6. MIN GS INCPT: 2100 GS ALT AT: FIXOV 2100 OM: ____ MM: ____ IM: ____
7. GS ANGLE: 3.00 TCH: 40.0 34:1 IS NOT CLEAR
8. MSA FROM: RW19 4900

MAG VAR: 17E EPOCH YEAR: 2005

## 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/VNAV DA | 841 | 1 1/4 | 452 | 841 | 1 1/4 | 452 | 841 | 1 1/4 | 452 | 841 | 1 1/4 | 452 | | | |
| LNAV MDA | 1280 | 1 | 891 | 1280 | 1 | 891 | 1280 | 2 1/2 | 891 | 1280 | 2 1/2 | 891 | | | |
| CIRCLING | 1280 | 1 1/4 | 886 | 1280 | 1 1/4 | 886 | 1280 | 2 1/2 | 886 | 1280 | 2 3/4 | 886 | | | |

NOTES:
CHART NOTE: WHEN VGSI INOP, CIRCLING RWY 8 NA AT NIGHT.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 41C (105F).
CHART NOTE: DME/DME RNP-0.3 NA.
CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.
(SEE FORM 8260-10)

QUALITY CHECKED

| CITY AND STATE | ELEVATION: 394 THRE: 389 | FACILITY IDENTIFIER: | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: | SUP: RNAV (GPS) RWY 19 |
|---|---|---|---|---|
| RICHLAND, WA | AIRPORT NAME: RICHLAND | RNAV | RNAV (GPS) Y RWY 19, AMDT 1 | AMDT: ORIG-B |
| | | | | DATED 08/27/2009 |

| 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] **ZSE, CHINOOK APP CON, APT MGR** |

| FLIGHT CHECKED BY | | |
|---|---|---|
| NAME: **SCOTT ANDREW THOMPSON** | FIFO **FIOG** | DATE: **05/16/2012** |
| **DEVELOPED BY** | | |
| NAME: **ADOLFO URRUTIA (HEIDI SNIDER)** | FIFO **AJV-354** | DATE: **01/27/2012** |
| **APPROVED BY** | | |
| NAME: **DEZ SILAGYI** **MANAGER** | FIFO **AJV-354** | DATE: |

CHANGES:

**1. PROCEDURE CHANGED FROM RNAV (GPS) RWY 19 TO RNAV (GPS) Y RWY 19.**
**2. NIALS CHANGED FROM IAF TO FEEDER FIX; MINIMUM SEGMENT ALTITUDE CHANGED FROM 3000 TO 4000.**
**3. SMITT INITIAL SEGMENT COURSE CHANGED FROM 255.99 TO 255.98; MINIMUM SEGMENT ALTITUDE CHANGED FROM 3000 TO 4000.**
**4. INTERMEDIATE SEGMENT COURSE/DISTANCE CHANGED FROM 188.71/7.82 TO 188.70/7.72.**
**5. FINAL LENGTH CHANGED FROM 5.15 TO 5.25.**
**6. HOLD-IN-LIEU COURSE INBOUND CHANGED FROM 188.71 TO 188.70; MINIMUM ALTITUDE CHANGED FROM 3000 TO 4000.**
**7. 34:1 SURFACE CHANGED FROM CLEAR TO NOT CLEAR.**
**8. MISSED APPROACH CLEARANCE LIMIT ALTITUDE CHANGED FROM 3000 TO 4000.**
**9. REPLACED VDA WITH GS/TCH DATA.**
**10. PROCEDURAL TCH CHANGED FROM 45 TO 40 FEET.**
**11. ADDED VDP.**
**12. ADDED LPV AND LNAV/VNAV LINES OF MINIMA.**
**13. PROCEDURAL ELEVATION CHANGED FROM TDZE 390 TO THRE 389.**
**14. LNAV MDA/HAT CHANGED FROM 1000/610 TO 1280/891.**
**SEE 8260-10**

REASONS:

**1. PROCEDURE SPLIT DUE TO MISSED APPROACH PENETRATIONS; ADDED RNAV (GPS) Z RWY 19.**
**2, 8, 12. FPT REQUEST.**
**3, 6. RECALCULATION OF SEGMENT COURSE; ALTITUDE CHANGE PER FPT REQUEST.**
**4, 5. PFAF MOVED TO 8260.54A FORMULA 2-16B PFAF LOCATION.**
**7. VISUAL SURFACES NO LONGER CLEAR.**
**9. IAW 8260.19D PARA 852G.**
**10. OPTIMUM WHG IAW 8260.54A PARA 2.11.**
**11. IAW 8260.19D PARA 857R.**
**13. IAW 8260.3B CHG 20 PARA 3.1.**
**14, 16. MISSED APPROACH OCS SURFACE PENETRATION ADJUSTMENT.**
**15, 17. RECALCULATED IAW 8260.3B CHG 20 CHAPTER 3; HIGHER MDA/HAT.**
**18. IAW 8260.3B CHG 20 PARA 3.3.2.D.(2)(D); VISUAL SURFACE PENETRATIONS.**
**19. IAW 8260.19D PARA 855E(8).**
**20. IAW 8260.19D PARA 497.**
**SEE 8260-10**

QUALITY CHECKED

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NOTES, (CONT.):
CHART PLANVIEW NOTE: NOPT FOR ARRIVAL AT BAKCA ON V281 SOUTHEAST BOUND.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT NIALS ON V187 NORTHWEST BOUND AND AT SMITT ON V204 NORTHBOUND.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.
CHART NOTE: VDP NA WITH PASCO ALTIMETER SETTING.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PASCO ALTIMETER SETTING AND INCREASE ALL DA 21 FEET AND ALL MDA 40 FEET; INCREASE LNAV/VNAV ALL CATS VISIBILITY 1/8 MILE AND LNAV CAT A VISIBILITY 1/4 MILE AND CIRCLING CATS C AND D VISIBILITY 1/4 MILE.
CHART NOTE: FOR INOPERATIVE MALS INCREASE LNAV/VNAV CAT D VISIBILITY 1 1/2 MILE. WHEN USING PASCO ALTIMETER SETTING INCREASE, LNAV/VNAV ALL CATS VISIBILITY TO 1 5/8 MILE.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LNAV CAT C.
CHART NOTE: BARO-VNAV NA WHEN USING PASCO ALTIMETER SETTING.

QUALITY CHECKED

| CITY AND STATE | ELEVATION: 394 THRE: 389 | FACILITY IDENTIFIER: | PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: | SUP: RNAV (GPS) RWY 19 |
|---|---|---|---|---|
| RICHLAND, WA | AIRPORT NAME: RICHLAND | RNAV | RNAV (GPS) Y RWY 19, AMDT 1 | AMDT: ORIG-B |
| | | | | DATED: 08/27/2009 |

| 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:

**CHANGES CONT.**
**15. LNAV CAT B VISIBILITY CHANGED FROM 3/4 TO 1 MILE; CAT C CHANGED FROM 1 3/4 TO 2 1/2 MILE. 16. CIRCLING CATS A/B/C MDA/HAA CHANGED FROM 1000/606 TO 1260/866; CAT D CHANGED FROM 1180/786 TO 1260/866. 17. CIRCLING CATS A/B VISIBILITY CHANGED FROM 1 TO 1 1/4 MILE; CAT C CHANGED FROM 1 3/4 TO 2 1/2 MILE; CAT D CHANGED FROM 2 1/2 TO 2 3/4 MILE. 18. ADDED NOTE "WHEN VGSI INOP, CIRCLING RWY 8 NA AT NIGHT." 19. ADDED RESTRICTION FOR BARO-VNAV WHEN USING PASCO ALTIMETER SETTING. 20. ADDED BARO-VNAV TEMPERATURE RESTRICTION. 21. ADDED NOTE "VISIBILITY REDUCTION BY HELICOPTERS NA." 22. ADDED PLANVIEW NOTE "NOPT FOR ARRIVAL AT BACKA ON V281 SOUTHBOUND." 23. CHANGED PROFILE NOTE FROM "VGSI AND DESCENT ANGLES NOT COINCIDENT" TO "VGSI AND RNAV GLIDEPATH NOT COINCIDENT." 24. ADDED VDP RESTRICTION WITH PASCO ALTIMETER SETTING. 25. ADDED B/U ALSTG SOURCE AND MINIMA ADJUSTMENT NOTE. 26. ADDED INOPERATIVE LIGHT VISIBILITY ADJUSTMENT NOTE. 27. REMOVED CHART NOTE "INOPERATIVE TABLE DOES NOT APPLY TO CAT C." 28. ADDED INOPERATIVE LIGHT NOTE WHEN USING B/U ALSTG.**

REASONS:

**REASONS CONT.**
**22. IAW 8260.19D PARA 854I(3).**
**23. IAW 8260.19D PARA 855N(1).**
**24. IAW 8260.19D PARA 855E(9).**
**25. BACKUP ALTIMETER REQUIRED FOR ALL APPROACHES.**
**26, 27, 28. RECALCULATION OF INOP LIGHT ADJUSTMENTS IAW 8260.3B CHG 20 CHAPTER 3 WITH UPDATED MDA/HAT.**

**06/22/12: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 01/27/12.**
**1. REMOVED LPV LINE OF MINIMUMS**
**2. UPDATED CHART NOTE DUE TO REMOVAL OF LPV MINIMUMS CHANGED FROM "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PASCO ALTIMETER SETTING AND INCREASE ALL DA 21 FEET AND ALL MDA 40 FEET; INCREASE LPV AND LNAV/VNAV ALL CATS VISIBILITY 1/8 MILE AND LNAV CAT A VISIBILITY 1/4 MILE AND CIRCLING CATS C AND D VISIBILITY 1/4 MILE" TO "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PASCO ALTIMETER SETTING AND INCREASE ALL DA 21 FEET AND ALL MDA 40 FEET; INCREASE LNAV/VNAV ALL CATS VISIBILITY 1/8 MILE AND LNAV CAT A VISIBILITY 1/4 MILE AND CIRCLING CATS C AND D VISIBILITY 1/4 MILE."**
**3. UPDATED CHART NOTE FROM "CHART NOTE: FOR INOPERATIVE MALS INCREASE LPV ALL CATS VISIBILITY TO 1 5/8 MILE AND LNAV/VNAV CAT D VISIBILITY 1 1/2 MILE. WHEN USING PASCO ALTIMETER SETTING INCREASE LPV ALL CATS VISIBILITY TO 1 3/4 MILE, LNAV/VNAV ALL CATS VISIBILITY TO 1 5/8 MILE" TO "CHART NOTE: FOR INOPERATIVE MALS INCREASE LNAV/VNAV CAT D VISIBILITY 1 1/2 MILE. WHEN USING PASCO ALTIMETER SETTING INCREASE, LNAV/VNAV ALL CATS VISIBILITY TO 1 5/8 MILE"**

**SEE 8260-10**

QUALITY 9 CHECKED

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QUALITY CHECKED

| CITY AND STATE | ELEVATION: 394 THRE: 389 | FACILITY IDENTIFIER: | PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: | SUP: RNAV (GPS) RWY 19 |
|---|---|---|---|---|
| RICHLAND, WA | AIRPORT NAME: RICHLAND | RNAV | RNAV (GPS) Y RWY 19, AMDT 1 | AMDT: ORIG-B |
| | | | | DATED: 08/27/2009 |

| 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:

**REASONS CONT.**

**4. DELETED WAAS CHANNEL #, REFERENCE PATH ID AND LTP HAE**

QUALITY CHECKED

**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)

```
                 1         2         3         4         5         6         7         8         9         0         1         2         3
WP      123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        --------------------------------------------------------------------------------------------------------------------------------
        SUSAEAENRT   BAKCA K10    C   L N46301690W119095887                      E0155     NAR           BAKCA
        SUSAEAENRT   FIXOV K10    C     N46231933W119144924                      E0155     NAR           FIXOV
        SUSAEAENRT   NIALS K10    C   L N46350291W119293649                      E0156     NAR           NIALS
        SUSAEAENRT   SMITT K10    C   L N46294117W118524972                      E0154     NAR           SMITT

                 1         2         3         4         5         6         7         8         9         0         1         2         3
AIRPORT 123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        --------------------------------------------------------------------------------------------------------------------------------
        SUSAP KRLDK1ARLD     0     040YHN46182030W119181510E017000394         1800018000C    MNAR    RICHLAND

                 1         2         3         4         5         6         7         8         9         0         1         2         3
SEGMENT 123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        --------------------------------------------------------------------------------------------------------------------------------
        SUSAP KRLDK1FR19-Y ANIALS 010NIALSK1EA0E       IF                                          18000                 A JS
        SUSAP KRLDK1FR19-Y ANIALS 020BAKCAK1EA0EY   020TF                     09230144    + 04000                        A JS
        SUSAP KRLDK1FR19-Y ANIALS 030BAKCAK1EA0EE AR   HF                     18870040    + 04000                        A JS
        SUSAP KRLDK1FR19-Y ASMITT 010SMITTK1EA0E  A    IF                                          18000                 A JS
        SUSAP KRLDK1FR19-Y ASMITT 020BAKCAK1EA0EE B 010TF                     25600119    + 04000                        A JS
        SUSAP KRLDK1FR19-Y R      010BAKCAK1EA0E  I    IF                                 + 04000     18000                 A JS
        SUSAP KRLDK1FR19-Y R      020FIXOVK1EA1E  F 051TF                     18870077    + 02100                 RW19  K1PGA JS
        SUSAP KRLDK1FR19-Y R      020FIXOVK1EA2WN          ALNAV/VNAV ALNAV                                                JS
        SUSAP KRLDK1FR19-Y R      030RW19 K1PG0GY M 031TF                     18860053      00429             -300         A JS
        SUSAP KRLDK1FR19-Y R      040         0  M     CA                     1886        + 00794                        A JS
        SUSAP KRLDK1FR19-Y R      050BAKCAK1EA0EY  R   DF                                 + 04000                        A JS
        SUSAP KRLDK1FR19-Y R      060BAKCAK1EA0EE  R   HM                     18870040    + 04000                        A JS

                 1         2         3         4         5         6         7         8         9         0         1         2         3
RUNWAY  123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        --------------------------------------------------------------------------------------------------------------------------------
        SUSAP KRLDK1GRW19    0040091886 N46183554W119180576+0100    +0097000389000040075R

                 1         2         3         4         5         6         7         8         9         0         1         2         3
MSA     123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        --------------------------------------------------------------------------------------------------------------------------------
        SUSAP KRLDK1SRW19 K1PG                0   18018004925                                                                       M
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QUALITY CHECKED 9

| CITY AND STATE | ELEVATION: 394 THRE: 389 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: RNAV (GPS) RWY 19 |
|---|---|---|---|---|
| RICHLAND, WA | AIRPORT NAME: RICHLAND | RNAV | RNAV (GPS) Y RWY 19, AMDT 1 | AMDT: ORIG-B |
| | | | | DATED: 08/27/2009 |

| 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: | NFPG | DATE: |
| **APPROVED BY** | | |
| NAME: | NFPG | DATE: |

CHANGES:

REASONS:

QUALITY CHECKED

**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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NIALS | NIALS | 010 | | IF | | FB | | | | | |
| | NIALS | BAKCA | 020 | | TF | | FO | 2.0 | 092.3(109.3T) | 014.4 | AA 04000 | |
| | NIALS | BAKCA | 030 | IAF | HF | R | FO | | 188.7(205.7T) | 004.0 | AA 04000 | |
| | SMITT | SMITT | 010 | IAF | IF | | FB | | | | | |
| | SMITT | BAKCA | 020 | | TF | | FB | 1.0 | 256.0(273.0T) | 011.9 | AA 04000 | |
| | | BAKCA | 010 | FACF | IF | | FB | | | | AA 04000 | |
| | | FIXOV | 020 | FAF | TF | | FB | 0.5 | 188.7(205.7T) | 007.7 | AA 02100 | |
| | | RW19 | 030 | MAP | TF | | FO | 0.3 | 188.6(205.6T) | 005.3 | AT 00429 | |

| MISSED APPROACH | FIX | SEQ | USE | PATH | TURN | FO/FB | RNP | MAG(TRUE) | DISTANCE | ALTITUDE | SPEED |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 040 | | CA | | FB | | 188.6(205.6T) | | AA 00794 | |
| | BAKCA | 050 | | DF | R | FO | | | | AA 04000 | |
| | BAKCA | 060 | | HM | R | FO | | 188.7(205.7T) | 004.0 | AA 04000 | |

| POINT DATA | WAYPOINT | LAT IN SECS | LONG IN SECS | LAT IN MINS | LONG IN MINS |
|---|---|---|---|---|---|
| | BAKCA | N463016.90 | W1190958.87 | N4630.282 | W11909.981 |
| | FIXOV | N462319.33 | W1191449.24 | N4623.322 | W11914.821 |
| | NIALS | N463502.91 | W1192936.49 | N4635.049 | W11929.608 |
| | SMITT | N462941.17 | W1185249.72 | N4629.686 | W11852.829 |
| | RW19 | N461835.54 | W1191805.76 | N4618.592 | W11918.096 |

| RUNWAY DATA | RWY | THRESHOLD ELEVATION | TCH |
|---|---|---|---|
| | RW19 | 00389 | 40 |

QUALITY CHECKED

| CITY AND STATE | ELEVATION: 394 THRE: 389 | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: RNAV (GPS) RWY 19 |
|---|---|---|---|---|
| RICHLAND, WA | AIRPORT NAME: RICHLAND | RNAV | RNAV (GPS) Y RWY 19, AMDT 1 | AMDT: ORIG-B |
| | | | | DATED: 08/27/2009 |

| 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: | NFPG | DATE: |
| **APPROVED BY** | | |
| NAME: | NFPG | DATE: |

CHANGES:

REASONS:

QUALITY 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 | NIALS | BAKCA | 1. AAO | 463552.85N/1192739.60W | 1289 (2C) | 2000 | AT711 | 4000 |
| | | | 2. TERRAIN | 463552.85N/1192739.60W | 1089 (1100) | | AS1500 | 2600 |
| INITIAL | SMITT | BAKCA | 3. AAO | 463127.00N/1185318.00W | 1358 (4E) | 1000 | AT1642 | 4000 |
| | | | 4. TERRAIN | 463133.00N/1185321.00W | 1158 (1200) | | AS1500 | 2700 |
| INTERMEDIATE | BAKCA (IF/IAF) | FIXOV | 5. AAO | 462911.16N/1191031.62W | 1139 (2C) | 500 | AT461 | 2100 |
| | | | 6. TERRAIN | 462911.16N/1191031.62W | 939 (900) | | AS1000 | 1900 |
| FINAL: LNAV/VNAV | FIXOV | RW19 | 7. THRESHOLD | 461835.54N/1191805.76W | 389 (1A) | 23.4:1 | MA202 | 841/452 |
| FINAL: LNAV | FIXOV | RW19 | 8. AAO | 462227.85N/1191436.10W | 849 (2C) | 250 | MA161 | 1280 |
| 2. HOLD-IN-LIEU-OF-PT | BAKCA | P-5 | 9. AAO | 463724.00N/1191157.00W | 1241 (4E) | 1000 | AT1759 | 4000 |
| | | | 10. TERRAIN | 463724.00N/1191157.00W | 1041 (1000) | | AS1500 | 2500 |
| 3. MISSED APPROACH — MAP: | DA / RW19 | BAKCA | 11. AAO | 461533.00N/1192154.00W | 1565 (2D) | ASC | AC37 | 4000 |
| | | | 11. AAO | 461533.00N/1192154.00W | 1565 (2D) | 1000 | | 2600 |
| ELEV: | 680/1160 | | 12. TERRAIN | 461533.00N/1192154.00W | 1365 (1400) | | AS1500 | 2900 |

| 4. CIRCLING AREA | DISTANCE | HT. ABV. ARPT. REQUIRED | HT. ABV. ARPT. ACTUAL |
|---|---|---|---|
| CATEGORY A | 1.3 NM | 350 | 886 |
| CATEGORY B | 1.5 NM | 450 | 886 |
| CATEGORY C | 1.7 NM | 450 | 886 |
| CATEGORY D | 2.3 NM | 550 | 886 |
| CATEGORY E | 4.5 NM | 550 | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 13. TREE | 461700.00N/1191942.00W | 584 (2C) | 300 | SI | 1280 |
| 14. TREE (KRLDT076) | 461700.53N/1191958.63W | 682 (1B) | 300 | SI | 1280 |
| 14. TREE (KRLDT076) | 461700.53N/1191958.63W | 628 (1B) | 300 | SI | 1280 |
| 15. TOWER (53-001325) | 461758.33N/1192127.38W | 837 (2C) | 300 | SI | 1280 |

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID: RW19

| SECTOR | OBSTRUCTION | BRG/DIST | ELEVATION (MSL) | M S A | SECTOR | OBSTRUCTION | BRG/DIST | ELEVATION (MSL) | M S A |
|---|---|---|---|---|---|---|---|---|---|
| 360-360 | AAO | 274/ 23.9 | 3842 (4E) | 4900 | | | | | |

QUALITY CHECKED

| CITY AND STATE | ELEVATION: 394 / AIRPORT NAME: | FACILITY | PROCEDURE AND AMENDMENT NO: | REGION |
|---|---|---|---|---|
| RICHLAND, WA | RICHLAND | RNAV | RNAV (GPS) Y RWY 19, AMDT 1 | ANM |

## PART B - SUPPLEMENTAL DATA

| 1. COMMUNICATIONS WITH: | 2. WEATHER SERVICE | | | 3. ALTIMETER SETTING |
|---|---|---|---|---|
| CHINOOK APP CON<br>ZSE ARTCC<br>SEA FSS | | N W S | OTHER:<br>AWOS-3 | SOURCE: KRLD / KPSC |
| | | F A A | | DISTANCE: 0 / 8.09 |
| SATISFACTORY ON: | | A / C | | HOURS REMOTE OPERATION:<br>BACKUP |
| X V H F X U H F H F | LOCATION: KRLD | | | ADJUSTMENT: 0 / 0 |

| | | |
|---|---|---|
| 4. MONITOR STATUS | PRIMARY NAVAID: | |
| | MONITOR POINT: | |
| | HRS OPTN: CAT 1 | |
| | HRS OPTN: CAT 3 | |
| 5. APPROACH & RUNWAY LIGHTING | | ALS |
| | | (S) SALS |
| | X | MALS 19 (PCL) |
| | | HIRL |
| | X | MIRL 01 (PCL), 08, 19 (PCL), 26 |
| | X | REIL 01 (PCL), 19 (PCL) |
| | | TDZ |
| | | C/LINE |
| | X | OTHER (SPECIFY)<br>ODALS 08 (PCL) PAPI-2L 01, 08, 19 VASI-4L 26 |
| 6. RUNWAY MARKINGS | BASIC | |
| | ALL WEATHER | |
| | INSTRUMENT | NPI-G 01, 08, 19, 26 |
| 7. RUNWAY VISUAL RANGE | APPROACH | |
| | MIDFIELD | |
| | ROLL OUT | |
| 8. GLIDE PATH | GP ANGLE: 3.00 | ELEV RWY THRESHOLD: 389.0 |
| | DISTANCE FROM RWY: | ELEV GP ANTENNA: |
| | | THRESHOLD CROSSING HEIGHT: 40.0 |
| 9. FINAL APPROACH COURSE AIMING | X | RUNWAY THRESHOLD FT. FROM THRESHOLD |
| | X | ON CENTERLINE FT. FROM CENTERLINE |

10. WAIVERS: NONE

| | |
|---|---|
| PART D - PREPARED BY:<br>ADOLFO URRUTIA (HEIDI SNIDER) | DATE:<br>01/27/2012 |
| TITLE:<br>AERONAUTICAL INFORMATION SPECIALIST | OFFICE:<br>AJV-354 |

## PART C - REMARKS:

ISA DEVIATION USED: -30C (-54F)

PARA 251, 34:1 PENETRATION.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

LVNAV/VNAV SLOPE: 23.44:1
AVERAGE COLD TEMPERATURE DATA NOT AVAILABLE FOR AIRPORT, USED STANDARD ISA DEVIATION.
TERPS, VOLUME 1, "VISUAL PORTION OF FINAL"
PENETRATIONS:
20:1
R8 411 TREE (KRLDT022) 461823.04N-1191845.83W (8.32)
34:1
416 TRMSN POLE (KRLDT050) 461840.74N-1191755.12W (9.43)

395 RD(N) (KRLDT051) 461840.61N-1191808.59W (.79)

RASS PRESSURE PATTERNS SAME
KRLD 394.4, KPSC 410.2
RA = 21.00.
SEE ATTACHED AIRSPACE LETTER.

AIRSPACE REQUIRED

ALL TREES ASSUMED TO BE 5' AGL PER AIRPORT MANAGER.

SERVICE A: KRLD: NO/ KPSC: YES

OE/AAA DATA CASE ASN#2006-ANM-900-OE USED TO DETERMINE OBSTACLE 53-001325 2C ACCURACY CODE.

TERPS PARAGRAPH 289 APPLIED TO 1089 AAO 462319N/1191511W.

UTILIZED A 25 DEGREE BANK ANGLE IN MISSED APPROACH DESIGN TO ALLOW DF SEGMENT LENGTH TO FPT REQUESTED MISSED APPROACH TERMINATION FIX.

QUALITY CHECKED 9

# RADIO FIX AND HOLDING DATA RECORD

**NAME:** BAKCA **STATE:** WA **COUNTRY:** US

**LATITUDE/LONGITUDE:** 463016.90N/1190958.87W **TYPE:** WP, INT, DME

**AIRSPACE DOCKET:** **FIX TYPE OF ACTION:** NO CHANGE

**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 | RICHLAND | I-RLD | LOC/DME | | 008.60 | 025.60 | 13.70 | 13.70 | | 4000 | 4800 |
| 2 | PASCO | PSC | VOR/DME | L | 331.77 | 351.77 | 14.66 | 14.66 | | 4000 | 17500 |
| 3 | WALLA WALLA | ALW | VOR/DME | L | 284.91 | 304.91 | | 44.16 | | 4000 | 17500 |

**EXPANDED SERVICE VOLUME (ESV):**

| FAC IDENT | FAC TYPE | RADIAL/BEARING | DISTANCE | MIN ALTITUDE | MAX ALTITUDE |
|---|---|---|---|---|---|
| ALW | VOR/DME | R-285 | 45 | 4000 | 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 | NW | PSC | VOR/DME | 331.77 | 151.77 | R | 1 | | 4000 | 17500 | 6 | 18 |
| 2 | N | | WP | 008.70 | 188.70 | R | | 4 | 4000 | 17500 | 5 | 17 |
| 3 | N | I-RLD | LOC/DME | 008.60 | 188.60 | R | 1 | | 4000 | 4000 | 6 | 6 |

**CONTROLLING OBSTRUCTIONS:**

| PAT | AIRSPEED | OBSTRUCTION | COORDINATES | ELEVATION | ACCURACY CODE |
|---|---|---|---|---|---|
| 1 | 200 | AAO | 464048.00N/1191339.00W | 1303 | 4E |
| 2 | 200 | AAO | 463724.00N/1191157.00W | 1241 | 4E |
| 2 | 310 | AAO | 463724.00N/1191157.00W | 1241 | 4E |
| 3 | 200 | AAO | 463848.00N/1191245.00W | 1263 | 4E |
| 3 | 310 | AAO | 464600.00N/1191718.00W | 1664 | 4E |

**HOLDING RESTRICTIONS:**
HOLDING LIMITED TO ESTABLISHED PATTERNS.
HOLDING PAT 1 FOR ATC USE.

**PROCEDURES REQUIRING CLIMB-IN-HOLD:**

| PAT | PROCEDURE TITLE | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|
| 2 | RNAV (GPS) Y RWY 19 | KRLD | RICHLAND | WA (US) |
| 2 | RNAV (GPS) Z RWY19 | KRLD | RICHLAND | WA (US) |
| 3 | LOC RWY 19 | KRLD | RICHLAND | WA (US) |

**REMARKS:**
RLD LOC DME ANTENNA COORDINATES: 461754.69N-1191828.07W
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|---|---|
| EN ROUTE | V281 | 1, 2, 3 | | | | (US) |
| IAP | RNAV (GPS) RWY 12 | | | KPSC | PASCO | WA (US) |
| IAP | LOC RWY 19 | 1, 2, 3 | 3 | KRLD | RICHLAND | WA (US) |
| IAP | RNAV (GPS) Y RWY 19 | | 2 | KRLD | RICHLAND | WA (US) |
| IAP | RNAV (GPS) Z RWY19 | | 2 | KRLD | RICHLAND | WA (US) |

**REQUIRED CHARTING:** IAP, CONTROLLER, EN ROUTE LOW

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 10 **DATE OF REVISION:** 07/26/2012

**REASON FOR REVISION:**
PATTERN 2 CHANGED FROM 5 TO 4 DME.
ADDED CLIMB-IN-HOLD TO PATTERN 2.
ADDED 310 CONTROLLING OBSTACLE FOR PATTERN 2.
UPDATED I-RLD MAA FROM 6000 TO 4800.
UPDATED FIX USE.

**DEVELOPED BY:** **DATE:** 01/24/2012 **OFFICE:** AJV-354 **NAME:** DEZ SILAGYI (HEIDI SNIDER)

**APPROVED BY:** **DATE:** **OFFICE:** AJV-354 **NAME:** ADOLFO URRUTIA

**SIGNATURE:**

QUALITY CHECKED

**DISTRIBUTION:**

**NFDC**
**FPO:** WST
**ARTCC:** ZSE
**ATC FACILITY:** PSC APP CON/ PSC ATCT
**OTHER:**

QUALITY CHECKED

# RADIO FIX AND HOLDING DATA RECORD

**NAME:** FIXOV **STATE:** WA **COUNTRY:** US

**LATITUDE/LONGITUDE:** 462319.33N/1191449.24W **TYPE:** WP, INT, 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 | RICHLAND | I-RLD | LOC/DME | | 008.60 | 025.60 | 5.97 | 5.97 | 36278 | 2100 | 4800 |
| 2 | PASCO | PSC | VOR/DME | L | 304.16 | 324.16 | | 9.31 | | 2100 | 4800 |

**HOLDING:** **HOLDING TYPE OF ACTION:** NO CHANGE

**REMARKS:**
RLD LOC DME COORDINATES: 461754.69N-1191828.07W

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE |
|---|---|---|---|---|---|---|
| IAP | LOC RWY 19 | 1, 2 | | KRLD | RICHLAND | WA (US) |
| IAP | RNAV (GPS) Y RWY 19 | | | KRLD | RICHLAND | WA (US) |
| IAP | RNAV (GPS) Z RWY 19 | | | KRLD | RICHLAND | WA (US) |

**REQUIRED CHARTING:** IAP

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 2 **DATE OF REVISION:** 07/26/2012

**REASON FOR REVISION:**
MOVED FIX L/L FROM 462314.26N/1191452.75W TO 462319.33N/1191449.24W. FIX MOVED 569.51 FT NORTH TO PFAF LOCATION.
UPDATED FIX USE.
DELETED FIX MAKE-UP FACILITY 3.

**DEVELOPED BY:** **DATE:** 01/20/2012 **OFFICE:** AJV-354 **NAME:** ADOLFO URRUTIA (HEIDI SNIDER)

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

**SIGNATURE:**

**DISTRIBUTION:**
**NFDC**
**FPO:** WST
**ARTCC:** ZSE
**ATC FACILITY:** CHINOOK APP CON
**OTHER:**

QUALITY CHECKED

# RADIO FIX AND HOLDING DATA RECORD

INFO ONLY

**NAME:** NIALS **STATE:** WA **COUNTRY:** US

**LATITUDE/LONGITUDE:** 463502.91N/1192936.49W **TYPE:** WP, INT, 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 | PASCO | PSC | VOR/DME | L | 301.01 | 321.01 | 24.85 | 24.85 | | 3500 | 17500 |
| 2 | MOSES LAKE | MWH | VOR/DME | H | 173.00 | 191.00 | | 38.32 | | 3500 | 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 | SE | PSC | VOR/DME | 301.01 | 301.01 | R | 1 | | 3500 | 14000 | 6 | 12 |
| 2 | SE | | WP | 124.01 | 304.01 | R | | 4 | 3500 | 14000 | 5 | 11 |

**CONTROLLING OBSTRUCTIONS:**

| PAT | AIRSPEED | OBSTRUCTION | COORDINATES | ELEVATION | ACCURACY CODE |
|---|---|---|---|---|---|
| 1 | 200 | AAO | 463612.00N/1193057.00W | 1290 | 4E |
| 2 | 200 | AAO | 463612.00N/1193057.00W | 1290 | 4E |

**HOLDING RESTRICTIONS:**
HOLDING LIMITED TO ESTABLISHED PATTERNS

**REMARKS:**
HOLDING PAT 1 FOR ATC USE.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 5/24/10
REMOVED DME LENGTH FROM PAT 1 HOLDING.

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE (US) |
|---|---|---|---|---|---|---|
| EN ROUTE | V187 | 1, 2 | | | | |
| IAP | RNAV (GPS) Y RWY 12 | | | KPSC | PASCO | WA (US) |
| IAP | RNAV (RNP) Z RWY 12 | | | KPSC | PASCO | WA (US) |
| IAP | RNAV (RNP) Z RWY 21R | | | KPSC | PASCO | WA (US) |
| IAP | RNAV (RNP) Z RWY 3L | | | KPSC | PASCO | WA (US) |
| IAP | RNAV (GPS) RWY 26 | | 2 | KRLD | RICHLAND | WA (US) |
| IAP | RNAV (GPS) Y RWY 19 | | | KRLD | RICHLAND | WA (US) |
| IAP | RNAV (GPS) Z RWY 19 | | | KRLD | RICHLAND | WA (US) |

**REQUIRED CHARTING:** IAP, CONTROLLER, EN ROUTE LOW

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 4 **DATE OF REVISION:** 11/18/2010

**REASON FOR REVISION:**
MOVED "HOLDING LIMITED TO ESTABLISHED PATTERNS" REMARK TO RESTRICTIONS.
UPDATED FIX USE.
UPDATED HOLD PAT OBSTACLE DESCRIPTION.
ADDED DISTANCE FROM FACILITY TO FACS 1 AND 2.
DELETED FAC 3.
ADDED PRECIPITOUS TERRAIN EVALUATION COMPLETED REMARK.
CHANGED HOLD PAT 2 LEG LENGTH FROM 5 TO 4 MILES.

**DEVELOPED BY:** **DATE:** 10/05/2010 **OFFICE:** AVN-130 **NAME:** ADOLFO URRUTIA (JOHN LINDSEY)

**APPROVED BY:** **DATE:** 10/06/2010 **OFFICE:** AVN-130 **NAME:** DEZ SILAGYI

**SIGNATURE:**

**DISTRIBUTION:** **NFDC**
**FPO:** WST
**ARTCC:** ZSE
**ATC FACILITY:** CHINOOK APP CON
**OTHER:**

QUALITY CHECKED

# RADIO FIX AND HOLDING DATA RECORD

**NAME:** SMITT **STATE:** WA **COUNTRY:** US

**LATITUDE/LONGITUDE:** 462941.17N/1185249.72W **TYPE:** WP, INT, DME

INFO ONLY

**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 | PASCO | PSC | VOR/DME | L | 015.00 | 035.00 | 17.00 | 17.00 | | 3500 | 17500 |
| 2 | WALLA WALLA | ALW | VOR/DME | L | 295.23 | 315.23 | | 34.60 | | 3500 | 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 | PSC | VOR/DME | 015.00 | 195.00 | R | 1 | | 3500 | 14000 | 6 | 12 |

**CONTROLLING OBSTRUCTIONS:**

| PAT | AIRSPEED | OBSTRUCTION | COORDINATES | ELEVATION | ACCURACY CODE |
|---|---|---|---|---|---|
| 1 | 200 | AAO | 463203.00N/1184345.00W | 1634 | 4E |

**HOLDING RESTRICTIONS:**
HOLDING LIMITED TO ESTABLISHED PATTERN.

**REMARKS:**
HOLDING PAT 1 FOR ATC USE
PRECIPITOUS TERRAIN EVALUATION COMPLETED

**FIX USE:**

| USE TYPE | USE TITLE | FAC | PAT | AIRPORT IDENT | CITY | STATE (US) |
|---|---|---|---|---|---|---|
| EN ROUTE | V204 | 1, 2 | | | | |
| IAP | ILS OR LOC/DME RWY 21R | 1, 2 | | KPSC | PASCO | WA (US) |
| IAP | VOR/DME RWY 21R | 1, 2 | | KPSC | PASCO | WA (US) |
| IAP | RNAV (GPS) RWY 26 | | | KRLD | RICHLAND | WA (US) |
| IAP | RNAV (GPS) Y RWY 19 | | | KRLD | RICHLAND | WA (US) |
| IAP | RNAV (GPS) Z RWY 19 | | | KRLD | RICHLAND | WA (US) |

**REQUIRED CHARTING:** IAP, CONTROLLER, EN ROUTE LOW

**COMPULSORY REPORTING POINT:** NO

**RECORD REVISION NUMBER:** 8 **DATE OF REVISION:** 11/18/2010

**REASON FOR REVISION:**
MOVED "HOLDING LIMITED TO ESTABLISHED PATTERN" REMARK TO RESTRICTIONS.
UPDATED FIX USE.
UPDATED HOLDING PATTERN OBSTACLE DESCRIPTION.
MOVED PRECIPITOUS TERRAIN EVALUATION COMPLETED NOTE FROM FIX USE TO REMARKS.
REMOVED FAC 3.
ADDED DISTANCE FROM FACILITY TO FAC 1 AND 2.

**DEVELOPED BY:** **DATE:** 05/24/2010 **OFFICE:** AVN-130 **NAME:** ADOLFO URRUTIA (JOHN LINDSEY)

**APPROVED BY:** **DATE:** 10/06/2010 **OFFICE:** AVN-130 **NAME:** DEZ SILAGYI

**SIGNATURE:**

**DISTRIBUTION:**
**NFDC**
**FPO:** WST
**ARTCC:** ZSE
**ATC FACILITY:** PSC APP CON
**OTHER:** PSC ATCT

QUALITY CHECKED

# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **RICHLAND** STATE: **WA**

AIRPORT NAME: **RICHLAND** ID: **KRLD**

PROCEDURE: **RNAV (GPS) Y RWY 19** AMDT: **1**

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 **4.62**
   (Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of **FINAL** segment at 1000' point **1.54**
   (Enter appropriate segment , final, intermediate, etc.)
3. True Course of **FINAL** segment containing 1000' point **205.64**
4. High Terrain in **FINAL** segment containing 1000' point **890**
5. Distance from **THLD** to 1500' point **9.77**
   (If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of **INTERMEDIATE** segment at 1500' point **4.00**
7. True Course of **INTERMEDIATE** segment containing 1500' point **205.70**
8. High Terrain in **INTERMEDIATE** segment containing 1500' point **939**
9. Threshold Coordinates (if straight-in) ... **461835.54N** / **1191805.76W**
10. ARP Coordinates ..... **461820.30N** / **1191815.10W**
11. Runway Approach End and distance furthest from ARP.....RWY **01**
    Distance **0.38** NM
12. FAF Coordinates ..... **462319.33N** / **1191449.24W**
    (Click to Select)

**REMARKS: Approach/Drawing attached.**