

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> KSPK	<u>PROCEDURE NAME</u> RNAV (GPS)-A	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> SPANISH FORK	<u>STATE</u> UT		
<u>AIRPORT ELEVATION</u> 4530	<u>TDZE</u>	<u>SUPERSEDED</u> RNAV (GPS)-A	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>DATED</u> 01/03/2019	<u>MAG VAR</u> 11E	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
VERNE	IAF	UKROY	NOPT	TF	FB	1.00	083.22	19.32	9600
FRNZY	IAF	UKROY	NOPT	TF	FB	1.00	013.21	12.68	9600
UKROY	IF/IAF	ZAMUX		TF	FB	1.00	083.49	5.49	7800
ZAMUX		NEVME		TF	FB	1.00	083.55	4.29	6800
NEVME	FAF	OGXIB	MAP	TF	FO	0.30	083.62	5.00	
OGXIB	MAP	4930 MSL		CA			083.62		
4930 MSL		VERNE		DF	FO	1.00			11500

MISSED APPROACH

MAP:
OGXIB

MISSED APPROACH INSTRUCTIONS:

(DO NOT EXCEED 185 KIAS UNTIL TURN COMPLETION) CLIMBING RIGHT TURN TO 11500 DIRECT VERNE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. HOLD W UKROY, RT, 083.49 INBOUND, 9600 FT. IN LIEU OF PT (IF/IAF), MAX 17500.

3. FAC: 083.62FAF: NEVMEDIST FAF TO MAP: 5.00DIST FAF TO THLD:

4. MIN ALT: UKROY 9600, ZAMUX 7800, NEVME 6800

5. DIST TO THLD FROM OM:MM:IM:150 HAT:GS ANT:

6. MIN GP INCPT:GP ALT AT FAF :OM:MM:IM:

7. GP ANGLE:34:1:20:1:TCH:

8. MSA FROM: OGXIB 13100

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT FRNZY ON V21-235 SOUTHBOUND.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PROVO ALTIMETER SETTING AND INCREASE ALL MDAS 20 FEET.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT VERNE ON V257 SOUTHBOUND.
CHART R6412.
CHART SEVIER MOA.

ADDITIONAL FLIGHT DATA:

FAC CROSSES MIDPOINT OF RWY 12/30.
HOLD S, RT, 342.02 INBOUND.
CHART FAS OBST: 4612 TREE (49-042871) 400845N/1114051W.
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☒

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
CIRCLING	6200	1 1/4	1670	6200	1 1/2	1670	6200	3	1670	6200	3	1670			

CHANGES - REASONS

1. INCORPORATED NOTAM 1/5711
2. PROFILE LINE 8: CHANGED MSA ALTITUDE FROM 13200 TO 13100 - NEW TERRAIN WITH TARGETS EVAL
3. PBN REQUIREMENTS NOTE: CHANGED FROM RNP APCH TO RNP APCH - GPS - IAW 8260.19I, 8-6-8. B. (2)
4. NOTES: CHANGED CHART NOTE FROM “ USE PROVO ALTIMETER SETTING. WHEN NOT RECEIVED USE NEPHI ALTIMETER SETTING: INCREASE ALL MDAS 120 FT. “ TO “WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PROVO ALTIMETER SETTING AND INCREASE ALL MDAS 20 FEET” - NEW PRIMARY LOCAL ALTIMETER
5. ADDITIONAL FLIGHT DATA: REMOVED CHART PROVO MUNI AWOS-3 - PRIMARY ALTIMETER IS NO LONGER REMOTE
6. ADDITIONAL FLIGHT DATA: CHANGED FAS OBSTACLE. CHANGED FROM “FAS OBST: 4699 AAO 400830N/1114500W” TO “CHART FAS OBST: 4612 TREE (49-042871) 400845N/1114051W” - NEW OBSTACLE WITH TARGETS EVAL
7. MINIMUMS: CATS A, B, AND C MDA/HAA CHANGED FROM 6360/1830 TO 6200/1670, AND CAT D CHANGED FROM NA TO 6200/3/1670 - NEW PRIMARY LOCAL ALTIMETER AND CONTROLLING OBSTACLES WITH TARGETS EVAL

QUALITY
10
CHECKED

AIRPORT ID
KSPK

PROCEDURE NAME
RNAV (GPS)-A

ORIGINAL/AMENDMENT
1

CITY
SPANISH FORK

STATE
UT

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZLC, SLC APP CON, AMGR

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY
APRIL SARMENTO

Digitally signed by
APRIL T SARMENTO
Apr 14, 2022

OFFICE
AJV-A432

DATE
03/31/2022

APPROVED BY
CASIMIR TABAKA

Digitally signed by
CASIMIR L TABAKA
Apr 26, 2022

OFFICE
AJV-A430

DATE

TITLE
MANAGER

QUALITY
10
CHECKED

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u> KSPK	<u>PROCEDURE NAME</u> RNAV (GPS)-A	<u>AMDT NO.</u> 1	<u>CITY</u> SPANISH FORK	<u>STATE</u> UT	<u>AIRPORT ELEVATION</u> 4530	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
VERNE

TO
UKROY

<u>RNP</u>	<u>DISTANCE</u> 19.32	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
												AAO	400739.00N/1122254.00W	6388	164	98	4E	1000				AT2212	9600
												TERRAIN	400739.00N/1122257.00W	6187 (6200)								AS1500	7700

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM
FRNZY

TO
UKROY

<u>RNP</u>	<u>DISTANCE</u> 12.68	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
												AAO	395954.00N/1120900.00W	8245	164	98	4E	1000				PR260	9600
												TERRAIN	395951.00N/1120903.00W	8044 (8000)								AS1500	9500

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM
UKROY (IF/IAF)

TO
ZAMUX

RNP	DISTANCE 5.49	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	401212.00N/1115603.00W		6464	164	98	4E	500				AC98 SA-396 PR130 AT1000	7800
TERRAIN	401133.00N/1115618.00W		5734 (5700)								AS1500	7200

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	IR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM
ZAMUX

TO
NEVME

<u>RNP</u>	<u>DISTANCE</u> 4.29	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	400700.00N/1114948.00W		5935	164	98	4E	500				AC98 SA-316 PR170 AT413	6800
TERRAIN	400733.00N/1114936.00W		5006 (5000)								AS1500	6500

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	IR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



FINAL: LNAV

FROM
NEVME

TO
OGXIB

<u>RNP</u>	<u>DISTANCE</u> 5.00	<u>PAT</u>	<u>MAP</u> OGXIB	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (49-042871)	400845.39N/1114051.31W		4612	20	3	1A	250				MA1338	6200

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM
UKROY

TO
P-10

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-10	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	400203.00N/1120757.00W		7773	100	125	3E	1000				PR320 AT497	9600
TERRAIN	400203.00N/1120757.00W		7573 (7600)								AS1500	9100

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



MISSED APPROACH : LNAV

FROM
OGXIB

TO
VERNE

RNP	DISTANCE	PAT	MAP	HAT			HMAS 6100					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (49-000031)	400521.00N/1114920.80W		7000	500	50	5D		ASC				11500
AAO	400319.43N/1114945.59W		7100	50	20	2C	1000				PR160	8300
TERRAIN	400324.00N/1114951.00W		6893 (6900)								AS1500	8400

COMPUTATIONS	N/A	ALT	KIAS 185	KTAS	HAA	VKTW	TR	BA 20	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH SPEED RESTRICTION OF 185 KIAS UNTIL OUT OF TURN NECESSARY TO REDUCE CLIMB GRADIENT FOR OBSTACLE AVOIDANCE. MISSED APPROACH HOLDING NOT ALIGNED WITH AIRWAY TO KEEP PRIMARY AREA OF HOLDING, OUT OF SEVIER MOA.

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
POLE (49-042189)	400721.49N/1113931.23W	1.41	1670	4690	20	10	1B	300		SI	6200
CATEGORY B											
POLE (49-042298)	400738.87N/1113712.80W	2.00	1670	4809	20	10	1B	300		SI	6200
CATEGORY C											
POLE (49-041789)	400628.57N/1113623.61W	3.17	1670	4884	20	3	1A	300		SI	6200
CATEGORY D											
TOWER (49-020199)	400603.75N/1113502.93W	4.16	1670	5042	500	125	5E	300		SI/AC125	6200

CIRCLING REMARKS:



MSA

CENTER

OGXIB

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	394918.00N/1114533.00W	181	19.8	12057	164	98	4E	1000			13100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZLC ARTCC, SLC APP CON

<u>WX SERVICE</u> AWOS-2	<u>LOCATION</u> KSPK	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KSPK	<u>DISTANCE</u> 0	<u>SERVICE-A</u> N	<u>ADJUSTMENTS</u> 17
<u>BACK-UP WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> KPVU	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KPVU	<u>DISTANCE</u> 5.43	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 130

WX REMARKS:

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW12 - MIRL (PCL), REIL		NPI-P	
RW30 - MIRL (PCL), REIL		NPI-P	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
<u>FINAL APPROACH COURSE AIMING</u>						
RUNWAY THRESHOLD	<input type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE			
ON CENTERLINE	<input type="checkbox"/>	FT FROM CENTERLINE				

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS



PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - FINAL IS CIRCLING ONLY.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

71 FT VEGETATION HEIGHT USED PER FPT.

TAA NOT DEVELOPED PER ATC REQUEST.

FINAL APPROACH COURSE AIMING COORDINATES 400836.35N/1114036.46W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT ID KSPK</div>	<div>PROCEDURE NAME RNAV (GPS)-A</div>	<div>AMDT NO. 1</div>	<div>CITY SPANISH FORK</div>	<div>STATE UT</div>	<div>AIRPORT ELEVATION 4530</div>	<div>FACILITY RNAV</div>
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	MAP	TO 1000FT POINT	0.68
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	094.62
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	4500
DISTANCE FROM	MAP	TO 1500FT POINT	3.40
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	094.62
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	4500

THRESHOLD
COORDINATES
(IF STR-IN)

ARP COORDINATES400842.10N/1114003.70W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 30 DISTANCE 0.53 NM

FAF
COORDINATES400902.77N/1114739.33W

FIX NAME
COORDINATES

MAP OGXIB: 400838.42N/1114109.40W

REMARKS

MAP (OGXIB) COORDINATES 400838.42N / 1114109.40W.

QUALITY
10
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> APRIL SARMENTO	<u>OFFICE</u> AJV-A432	<u>DATE</u> 03/31/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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