

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (RNP) 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> KRNO	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 35L	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> RENO	<u>STATE</u> NV		
<u>AIRPORT ELEVATION</u> 4415	<u>TDZE</u> 4410	<u>SUPERSEDED</u> RNAV (RNP) Z RWY 34L	<u>ORIGINAL/AMENDMENT</u> ORIG-A	<u>DATED</u> 02/09/2012	<u>MAG VAR</u> 13E	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 11/03/2022	<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>
TARVR	IAF	SPOON		TF	FB	1.00	347.09	17.49	11000
SPOON	IAF	MASUE		TF	FB	1.00	347.15	5.72	8200
MASUE	IF	LANBE		TF	FB	0.30	347.10	7.70	7000
LANBE		GUKCE	PFAF	TF	FB	0.30	347.14	2.80	6900
GUKCE	PFAF	RW35L	MAP	TF	FO	0.30	347.11	6.50	
RW35L	MAP	TAKLE		TF	FO	1.00	347.12	12.63	11000

MISSED APPROACH

MAP:
RNP: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 11000 ON TRACK 347.12 TO TAKLE AND HOLD, CONTINUE CLIMB-IN-HOLD TO 11000.
*MISSED APPROACH REQUIRES MINIMUM CLIMB OF 300 FEET PER NM TO 7140.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. PROFILE STARTS AT MASUE

3. FAC: 347.11

PFAF: GUKCE

DIST PFAF TO MAP:

DIST PFAF TO THLD:

4. MIN ALT: MASUE 8200, LANBE 7000, GUKCE 6900

5. DIST TO THLD FROM PFAF: 6.50

MM:

IM:

150 HAT:

326 HAT: 0.68

GS ANT:

6. MIN GP INCPT: 6900

GP ALT AT PFAF : GUKCE 6900

OM:

MM:

IM:

7. GP ANGLE: 3.50

34:1: IS CLEAR

20:1: IS CLEAR

TCH: 72.2

8. MSA FROM: RW35L 12000

PBN REQUIREMENTS NOTE:

RNP AR APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW - 9°C OR ABOVE 35°C.
CHART PLANVIEW NOTE AT TARVR: (RNP 0.30).
CHART PLANVIEW NOTE AT SPOON: (RNP 0.30).
CHART SPEED ICON IN PLANVIEW AT SPOON: MAX 230 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD N, RT, 167.12 INBOUND.
CHART MANDATORY 14000 AT TARVR.

MINIMUMS:

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

ALTERNATE: NA ☐ CAT A, B, C, D 1000-2 1/2

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
AUTHORIZATION REQUIRED															
RNP 0.10 DA*	4736	1/2	326	4736	1/2	326	4736	1/2	326	4736	1/2	326			
RNP 0.30 DA	5349	2	939	5349	2	939	5349	2	939	5349	2	939			



CHANGES - REASONS

1. PROCEDURE NAME CHANGED FROM RNAV (RNP) Z RWY 34L TO RWY 35L - MAGVAR UPDATE.
2. ALL REFERENCE TO RWY 34L CHANGED TO RWY 35L - MAGVAR UPDATE
3. TERMINAL ROUTES: REMOVED INITIAL SEGMENT FMG TO TIPYO, TIPYO TO JOPKO, COLOM TO JOPKO, JOPKO TO JIVOR, SPOOK TO JIVOR, JIVOR TO SPOON - PER FPT/ATC REQUEST.
4. TERMINAL ROUTES: ADDED INITIAL SEGMENT TARVR TO SPOON - PER FPT/ATC REQUEST.
5. TERMINAL ROUTES: SPOON TO MASUE COURSE CHANGED FROM 344.15 TO 347.15 AND ALTITUDE CHANGED FROM 8100 TO 8200 - DUE TO MAGVAR UPDATE AND FPT/ACT REQUEST.
6. TERMINAL ROUTES: CHANGED INTERMEDIATE SEGMENT COURSE MASUE TO LANBE FROM 344.09 TO 347.10 AND DISTANCE FROM 7.43 TO 7.70 AND ALTITUDE FROM 7400 TO 7000 AND RNP VALUE CHANGED FROM 0.50 TO 0.30 - MAGVAR UPDATE AND PER ATC/FPT REQUEST.
7. TERMINAL ROUTES: CHANGED INTERMEDIATE SEGMENT COURSE LANBE TO GUKCE FROM 344.12 TO 347.14, CHANGED DISTANCE FROM 2.35 TO 2.80 AND CHANGED ALTITUDE FROM 6800 TO 6900 - MAGVAR UPDATE AND PER ATC/FPT REQUEST.
8. TERMINAL ROUTES: CHANGED FINAL SEGMENT GUKCE TO RW35L COURSE/DISTANCE FROM 344.12/7.22 TO 347.11/6.50 - MAGVAR UPDATE/MOVED FIX GUCKE PER ATC/FPT REQUEST.
9. TERMINAL ROUTES: CHANGED RW35L TO TAKLE COURSE FROM 344.11 TO 347.12 AND ALTITUDE CHANGED FROM 10000 TO 11000 - MAGVAR UPDATE AND PER FPT/ACT REQUEST.
10. MISSED APPROACH INSTRUCTIONS CHANGED FROM CLIMB TO 10000 VIA 344.11 TRACK TO TAKLE AND HOLD, CONTINUE CLIMB-IN-HOLD TO 10000 TO CLIMB TO 11000 ON TRACK 347.12 TO TAKLE AND HOLD, CONTINUE CLIMB-IN-HOLD TO 11000 - PER MAGVAR UPDATE AND ATC/FPT REQUEST.
11. MISSED APPROACH INSTRUCTIONS: CHANGED MISSED APPROACH REQUIRES MINIMUM CLIMB OF 243 FEET PER NM TO 7200 TO MISSED APPROACH REQUIRES MINIMUM CLIMB OF 300 FEET PER NM TO 7140 - PER ATC/FPT REQUEST TO PROVIDE LOWER LINE OF MINIMUMS ON RNP VALUE OF 0.10
12. PROFILE LINE 3: FAC CHANGED FROM 344.12 TO 347.11 AND ADDED PFAF: GUKCE - MAGVAR UPDATE.
13. PROFILE LINE 4: MASUE ALTITUDE CHANGED FROM 8100 TO 8200, LANBE ALTITUDE CHANGED FROM 7400 TO 7000 AND ADDED GUKCE AT 6900 - PER ATC/FPT UPDATES AND CURRENT CRITERIA.
14. PROFILE LINE 5: CHANGED DIST TO THLD FROM 7.22 TO 6.50 AND HAT/DISTANCE CHANGED FROM 361 HAT/0.99 NM TO 326 HAT/0.68 NM - NEW RNP 0.11 WITH HAT OF 326.
15. PROFILE LINE 6: MIN INCPT ALT CHANGED FROM 6800 TO 6900 AND ALT AT GUKCE CHANGED FROM 6800 TO 6900 - PER ATC/FPT REQUEST.
16. PROFILE LINE 7: ANGLE/TCH CHANGED FROM 3.00/44.8# TO 3.50/72.2 - MATCH VGSI AT ATC/FPT REQUEST AND # NO LONGER REQUIRED.
17. PROFILE LINE 7: 34:1 IS NOT CLEAR CHANGED TO IS CLEAR AND ADDED 20:1 IS CLEAR - NO 34:1'S OR 20:1'S.
18. PBN REQUIREMENT NOTES: REMOVED GPS REQUIRED AND ADDED RNP AR APCH- GPS - PER CURRENT CRITERIA.
19. NOTES: CHANGED FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -13C (8F) OR ABOVE 40C (104F). TO CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -9°C OR ABOVE 35°C - NEW 5 YEAR CRITICAL LOW DATA AND UPDATED TO CURRENT CRITERIA.
20. NOTES: DELETED FOR INOPERATIVE MALSR INCREASE VISIBILITY RNP 0.12 TO 1 1/4 MILE AND RNP 0.30 TO 4 MILES - PER UPDATED MINIMUMS AND CURRENT CRITERIA.
21. NOTES: REMOVED PROCEDURE NA FOR ARRIVALS AT COLOM VIA V6 SOUTHWEST BOUND AND V332 NORTHWEST BOUND. PROCEDURE NA FOR ARRIVALS ON FMG VORTAC AIRWAY RADIALS 167 CW 241 - COLOM AND FMG REMOVED FROM PROCEDURE.
22. NOTES: REMOVED CHART PLANVIEW NOTE AT FMG VORTAC, COLOM AND SPOOK RF REQUIRED - FMG, COLOM AND SPOOK REMOVED FROM PROCEDURE.
23. NOTES: REMOVED CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT - VGSI IS NOW COINCIDENT.
24. NOTES: REMOVED VISIBILITY REDUCTION BY HELICOPTERS NA - 34:1'S CLEAR.
25. REMOVED RNP 0.12 LINE OF MIN AND ADDED RNP 0.10 LINE OF MIN - PER ATC/FPT REQUEST.
26. RNP 0.30 LINE OF MIN DA/HAT CHANGED FROM 5342/932 TO 5349/939 AND VIS CHANGED FROM 2 3/4 SM TO 2 SM - NEW CONTROLLING OBSTACLE ON FINAL/UPDATE TO CURRENT CRITERIA.
27. ADDITIONAL FLIGHT DATA: HOLDING COURSE CHANGED FROM 164.12 TO 167.12 - MAGVAR UPDATE.
28. CHART FAS OBSTACLES REMOVED - APV FINALS DO NOT REQUIRE FAS OBSTACLES.
29. ADDED CHART MANDATORY 14000 AT TARVR - PER ATC/FPT REQUEST.
30. ADDED PLANVIEW NOTE AT TARVR: (RNP 0.30) AND PLANVIEW NOTE AT SPOON: (RNP 0.30) - PER CURRENT CRITERIA.
31. ADDED CHART SPEED ICON IN PLANVIEW AT SPOON; MAX 230- KIAS - PER ATC/FPT REQUEST.
32. ALTERNATE MINIMUMS CHANGED FROM NA TO CAT A, B, C, D 1000-2 1/2 - PER CURRENT CRITERIA.
33. ADDITIONAL FLIGHT DATA: REMOVED ROUTE TYPE: A, R AND ROUTE TYPE QUALIFIER 1: P AND ROUTE TYPE QUALIFIER 2: S AND #TCH 4455.1 MSL (DO NOT CHART) ENTRIES- NO LONGER REQUIRED.
34. APT MAG VAR CHANGED FROM 16E/1985 TO 13E/2020 - MAG VAR UPDATED.

9/23/2022: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 9/7/2022
REMOVED DUPLICATE TERMINAL ROUTE ENTRY FROM SPOON TO MASUE.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HA1** ☐ **NBAA** ☒ **OTHER:** ZOA, RNO APP CON, ATCT, AMGR

Digitally signed by
CASIMIR L TABAKA

FLIGHT CHECKED BY
PENDING

OFFICE

DATE

Sep 07, 2022

DEVELOPED BY
TARA MARTINELLI

Digitally signed by
TYLER D MITCHELL
Aug 18, 2022

OFFICE
AJV-A431

DATE
08/01/2022

APPROVED BY
JOHNNIE BAKER

Digitally signed by
CASIMIR L TABAKA
Sep 07, 2022

OFFICE
AJV-A430

DATE

TITLE
MANAGER



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

<u>AIRPORT ID</u> KRNO	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 35L	<u>AMDT NO.</u> 1	<u>CITY</u> RENO	<u>STATE</u> NV	<u>AIRPORT ELEVATION</u> 4415	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
TARVR

TO
SPOON

RNP 1.00 DISTANCE 17.49 PAT MAP HAT HMAS

<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	385009.00N/1194848.00W	7143	164	98	4E	1000				AC98 PR380 AT2379	11000
TERRAIN	385009.00N/1194848.00W	6942 (6900)								AS1500	8400

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM
SPOON

TO
MASUE

RNP 1.00 DISTANCE 5.72 PAT MAP HAT HMAS

<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	390757.00N/1194845.00W	6647	164	98	4E	1000				AC98 PR340 AT115	8200
TERRAIN	390757.00N/1194845.00W	6446 (6400)								AS1500	7900

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

SPOON

TO

MASUE

<u>RNP</u> 1.00	<u>DISTANCE</u> 5.72	<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	390757.00N/1194845.00W	6647	164	98	4E	1000				AC98 PR340 AT115	8200
TERRAIN	390757.00N/1194845.00W	6446 (6400)								AS1500	7900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

IR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

MASUE

TO

LANBE

<u>RNP</u> 0.30	<u>DISTANCE</u> 7.70	<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	391915.00N/1194530.00W	6211	164	98	4E	500				AC98 PR160	7000
TERRAIN	391915.00N/1194530.00W	6010 (6000)								AS1000	7000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

IR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

LESS THAN STANDARD RNP 1.00 REQUIRED TO REDUCE INTERMEDIATE SEGMENT WIDTH REFERENCE TERRAIN.

INTERMEDIATE: STEPDOWN

FROM

LANBE

TO

GUKCE

<u>RNP</u> 0.30	<u>DISTANCE</u> 2.80	<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	392206.00N/1192206.00W		6119	164	98	4E	500				AC98 PR110	6900
TERRAIN	392206.00N/1194654.00W		5918 (5900)								AS1000	6900

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

SEGMENT REMARKS:

LESS THAN STANDARD RNP 1.00 REQUIRED TO REDUCE INTERMEDIATE SEGMENT WIDTH REFERENCE TERRAIN AND 6278 MSL TOWER (32-000183) + 3 (AC) + 500 (ROC) + 120 (PR) = 6901.

FINAL

FROM

GUKCE

TO

RW35L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
0.10	6.50		RW35L	326								
<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 (32-024716)	392839.73N/1194601.19W		4478	20	3	1A		17.44:1			AC3 MA53 XP2	4736

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

SEGMENT REMARKS:

XP AJDUSTMENT OF 2 FT FOR C-I-H SLOPPED OBSTACLE - AAO 8409 393524.00N/1195539.00W

FINAL

FROM
GUKCE

TO
RW35L

<u>RNP</u> 0.30	<u>DISTANCE</u> 6.50	<u>PAT</u>	<u>MAP</u> RW35L	<u>HAT</u> 939			<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>
ANTENNA (32-056230)	392820.56N/1194529.71W		5030	20	3	1A		17.41:1			AC3	5349

COMPUTATIONS

TF

TURN

FIX

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LEVEL SURFACE

FROM
DA

TO
TAKLE

<u>RNP</u> 0.10-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 4485				
<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>
TOWER (32-078311)	392853.72N/1194549.68W	4482	250	50	4D	ASC		300	7140	AC50	11000
TERRAIN (32-024765)	393903.04N/1194608.74W	6165	50	20	2C	1000				AC20	7200
TERRAIN	393900.00N/1194606.00W	6135 (6100)								AS1500	7600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LEVEL SURFACE

FROM

DA

TO

TAKLE

RNP	DISTANCE	PAT	MAP	HAT			HMAS				
0.30-1.00								4986			
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
						ASC					11000
TERRAIN (32-024765)	393903.04N/1194608.74W	6165	50	20	2C	1000				AC20	7200
TERRAIN	393900.00N/1194606.00W	6135 (6100)								AS1500	7600

COMPUTATIONS

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

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED

MSA

CENTER

RW35L

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	392036.00N/1195457.00W	206	11.0	10942	164	98	4E	1000			12000

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZOA ARTCC, RNO TOWER, NORCAL APP CON

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KRNO	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KRNO	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:
BACK-UP WX SERVICE NOT REQUIRED DUE TO REDUNDANT ON-AIRPORT WX SOURCES.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW08 - MIRL, REIL, PAPI-4L	NPI-G	
RW17L - HIRL, REIL, C/LINE, PAPI-4L	NPI-G	
RW26 - MIRL, REIL, PAPI-4L	NPI-G	
RW35R - HIRL, REIL, C/LINE, PAPI-4L	NPI-G	
RW17R - MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH
RW35L - MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	ROLL OUT

<u>GLIDESLOPE ANGLE</u> 3.50	<u>ELEV RWY THRESHOLD</u> 4410.2	<u>TCH</u> 72.2	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.54	<u>TCH</u> 72.2
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	990
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -9C	<u>CRITICAL HIGH</u> +35C	<u>ACT</u> -9C	<u>APT ISA</u> +6.26C
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CRITICAL TEMPERATURE REMARKS:
AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2017-2021).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 1186 HIGH TEMP 1341.

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

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

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
VDP NOT ESTABLISHED - RNP PROCEDURE.
80 FOOT VEG USED PER FPT REQUEST.

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	THLD	TO 1000FT POINT	6.03
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	000.11
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	5500
DISTANCE FROM	THLD	TO 1500FT POINT	15.60
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	000.10
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	6000

THRESHOLD
COORDINATES
(IF STR-IN) 392910.91N/1194609.45W

ARP COORDINATES 392956.80N/1194605.20W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP RUNWAY 35L DISTANCE 0.93 NM

FAF
COORDINATES 392240.36N/1194610.44W

FIX NAME
COORDINATES

REMARKS
NO ADDITIONAL AIRSPACE REQUIRED
THLD DISPLACED 990FT, ACTUAL COORDINATES: 392901.13N/1194609.48W.



PART E: PREPARED BY

<u>NAME</u> TARA MARTINELLI	<u>OFFICE</u> AJV-A431	<u>DATE</u> 08/01/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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