

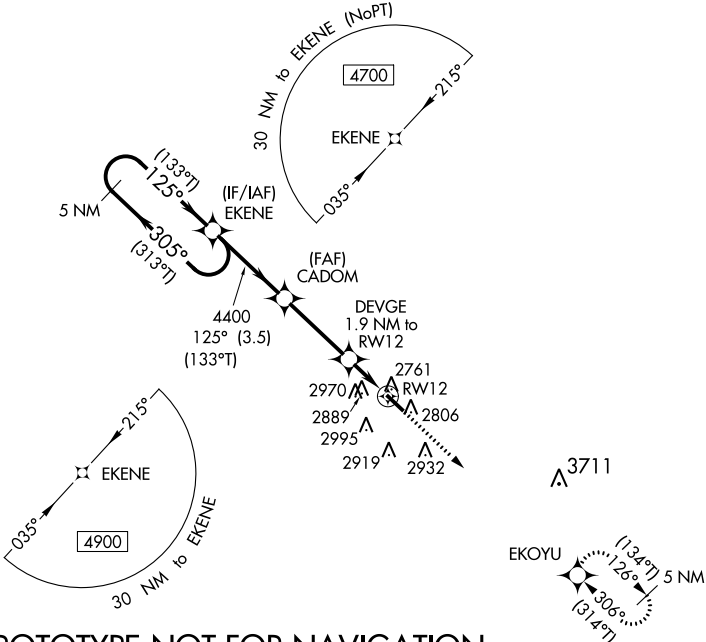
<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 03/12/2014	<b>Task #:</b> 2014031230185401001	<b>Request #:</b> 20140312301854
<b>Procedure:</b> RNAV (GPS) RWY 12 ORIG			<b>Airport ID:</b> K20U	<b>Airport:</b> BEACH		<b>Reimbursable #:</b> NO
<b>City:</b> BEACH	<b>ST:</b> ND	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 05/26/2016		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b> STEVE NELSON	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	11/09/2015					
<b>QA:</b>				CWS 2/8/2016		
<b>Liaison:</b>						
<b>Procedure Comments:</b>			ENROUTE-NON	<b>Remark Type:</b> INFORMATION		
ASSIGNED MAG VAR, K20U: OLD 12E-NEW 8E. CONTACT: JACOB POWERS, AJV-542 SUBTEAM MANAGER, 405.954.8702.						

WAAS CH <b>61338</b> <b>W12A</b>	APP CRS <b>125°</b>	Rwy Idg TDZE Apt Elev	<b>4200</b> <b>2756</b> <b>2756</b>
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RNAV (GPS) RWY 12

BEACH (20U)

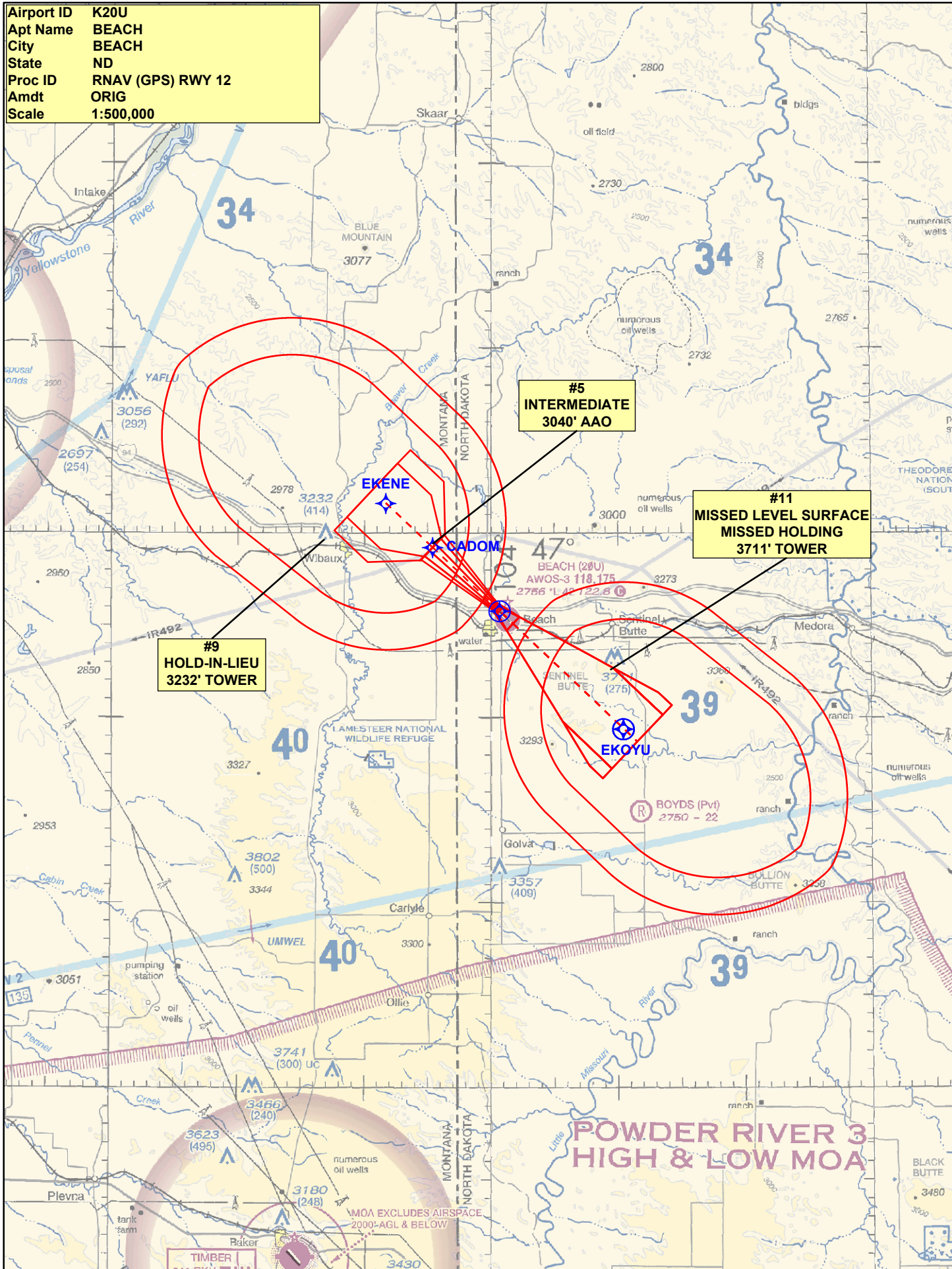
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).		MISSED APPROACH: Climb to 5000 direct EKOYU and hold.
AWOS-3 <b>118.175</b>		UNICOM <b>122.8</b> (CTAF) <b>0</b>



PROTOTYPE-NOT FOR NAVIGATION

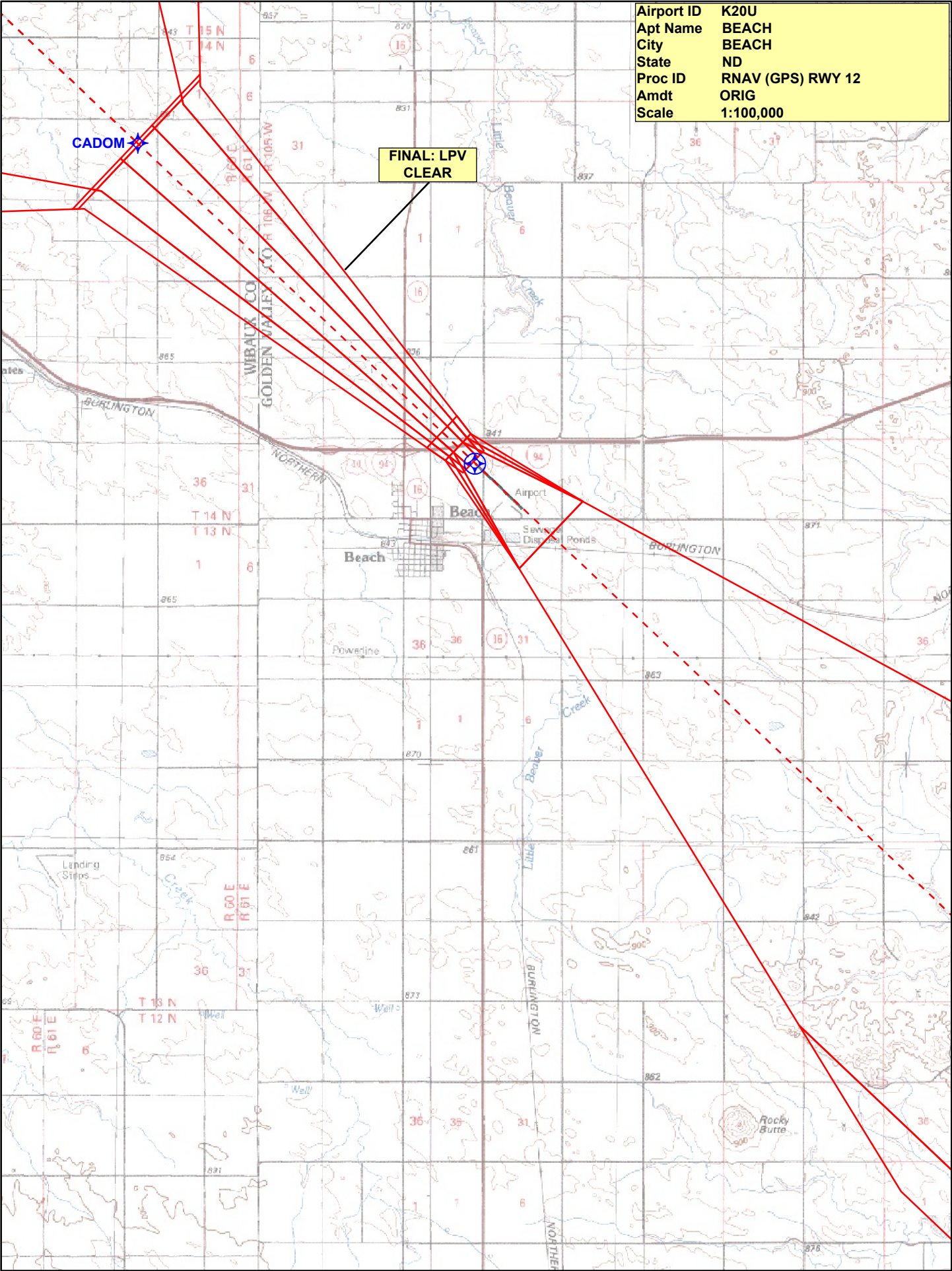
5 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).		5000 ↑		EKOYU 		ELEV 2756	TDZE 2756
4700		EKEKE		CADOM		DEVGE		125° to RW12	
(313°T)		(125°)		4400		1.9 NM to RW12			
← 305°		↘ 125°		✖		*1.1 NM to RW12			
125° (133°T)				*3400		RW12			
GP 3.00°									
TCH 40									
		3.5 NM		3.1 NM		0.8 NM		1.1 NM	
CATEGORY	A	B	C	D					
LPV DA	3006-1	250 (300-1)	NA						
LNAV/VNAV DA	3051-1	295 (300-1)	NA						
LNAV MDA	3140-1	384 (400-1)	NA						
CIRCLING	3280-1 524 (600-1)	3300-1 544 (600-1)	NA		MIRL Rwy 12-30 0				

Airport ID K20U  
Apt Name BEACH  
City BEACH  
State ND  
Proc ID RNAV (GPS) RWY 12  
Amdt ORIG  
Scale 1:500,000



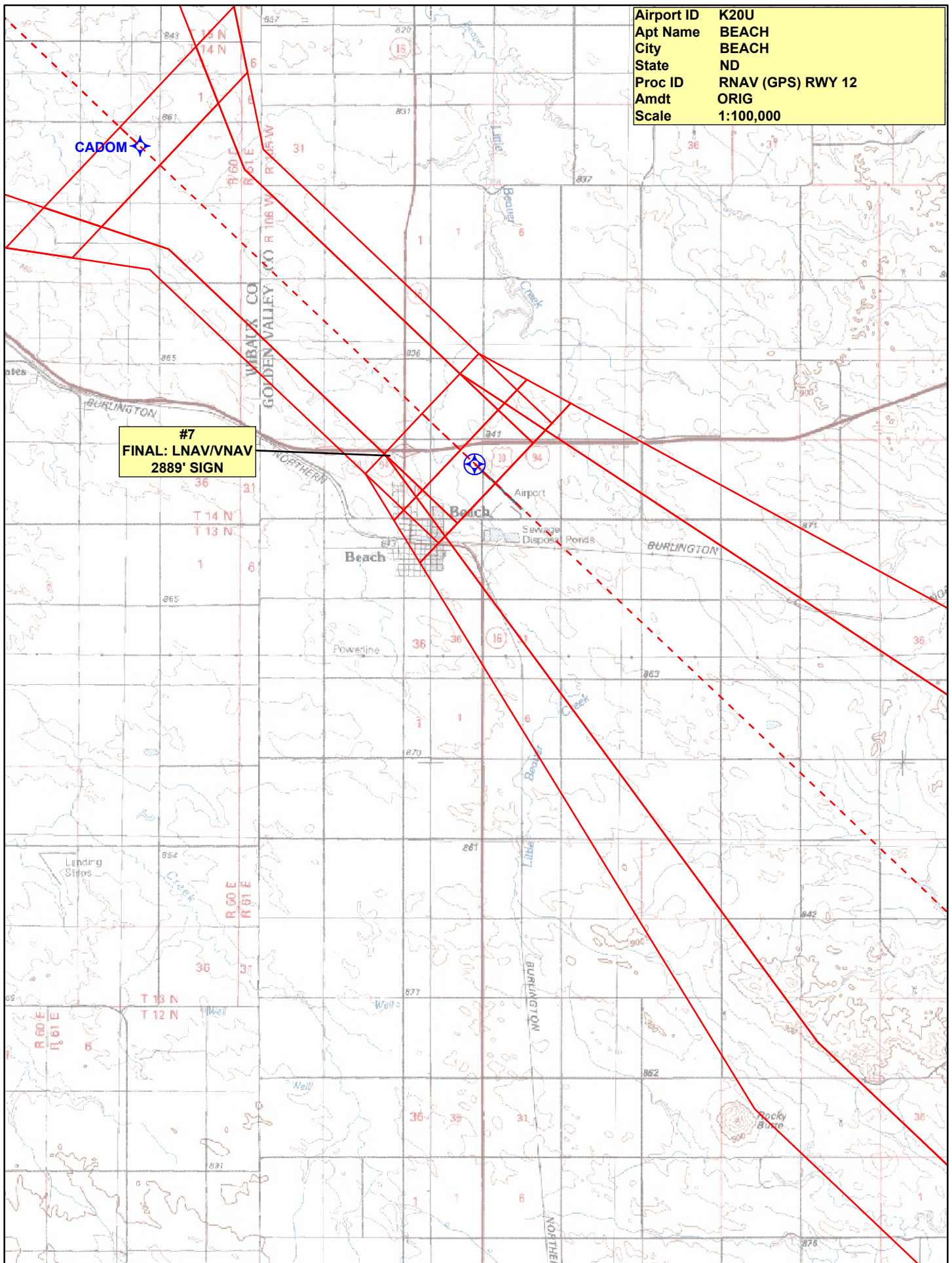


Airport ID	K20U
Apt Name	BEACH
City	BEACH
State	ND
Proc ID	RNAV (GPS) RWY 12
Amdt	ORIG
Scale	1:100,000





Airport ID	K20U
Apt Name	BEACH
City	BEACH
State	ND
Proc ID	RNAV (GPS) RWY 12
Amdt	ORIG
Scale	1:100,000

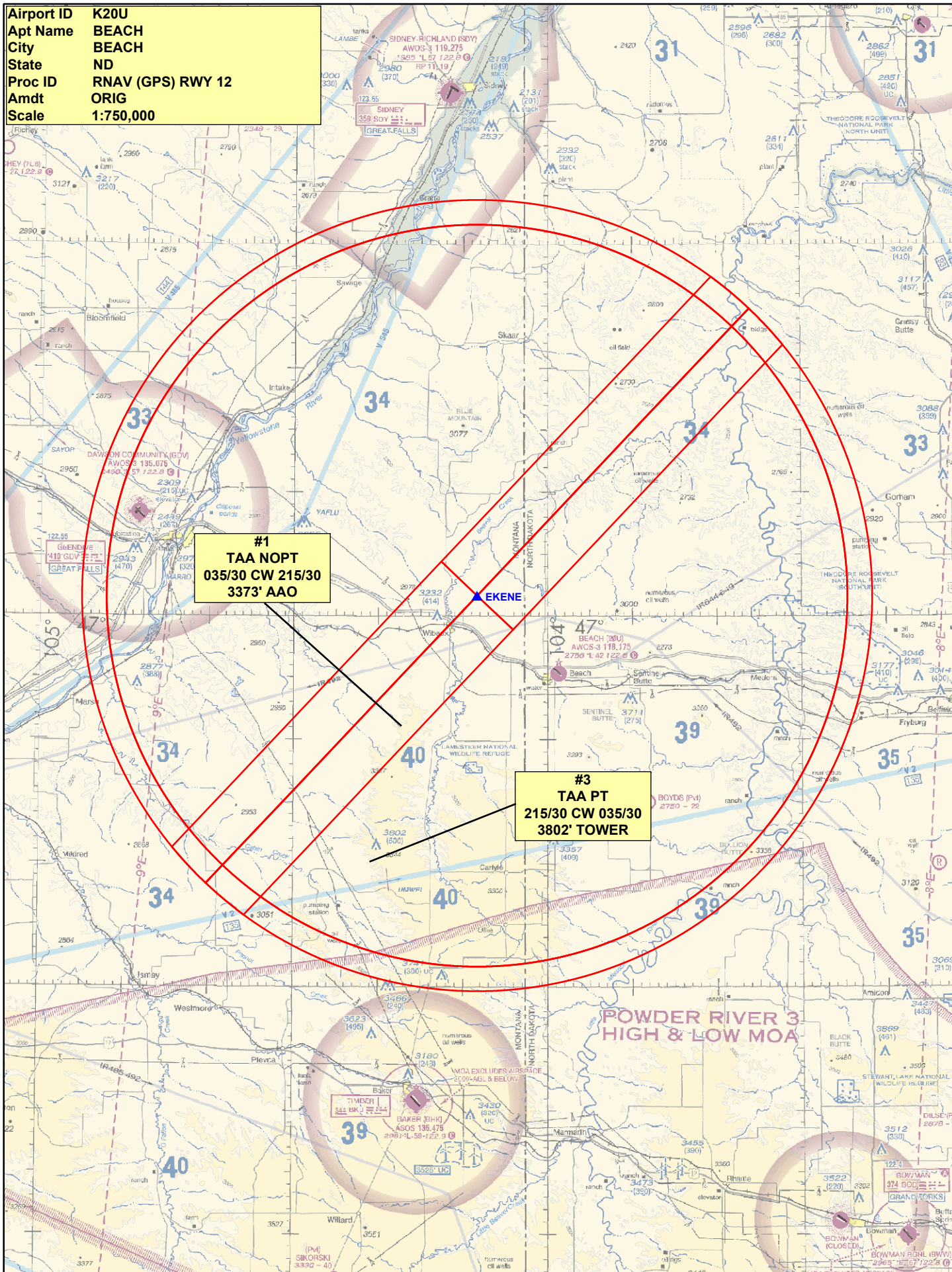








Airport ID	K20U
Apt Name	BEACH
City	BEACH
State	ND
Proc ID	RNAV (GPS) RWY 12
Amdt	ORIG
Scale	1:750,000



# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **BEACH**

STATE: **ND**

AIRPORT NAME: **BEACH**

ID: **K20U**

PROCEDURE: **RNAV (GPS) RWY 12**

AMDT: **ORIG**

DOCKET#: **15-AGL-18**  
(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   | <u>THLD</u>                     | to 1000' point                 | <u>3.15</u>   |
| (Enter THLD, FAF, ARP, FACILITY, as appropriate)                           |                                 |                                |               |
| 2. Width of  | <u>FINAL</u>                    | segment at 1000' point         | <u>1.20</u>   |
| (Enter appropriate segment, final, intermediate, etc.)                     |                                 |                                |               |
| 3. True Course of  | <u>FINAL</u>                    | segment containing 1000' point | <u>133.36</u> |
| 4. High Terrain in   | <u>FINAL</u>                    | segment containing 1000' point | <u>2822</u>   |
| 5. Distance from   | <u>THLD</u>                     | to 1500' point                 | <u>4.84</u>   |
| (If 1500' point in PT maneuvering area or holding pattern note in remarks) |                                 |                                |               |
| 6. Width of  | <u>FINAL</u>                    | segment at 1500' point         | <u>1.95</u>   |
| 7. True Course of  | <u>FINAL</u>                    | segment containing 1500' point | <u>133.36</u> |
| 8. High Terrain in   | <u>FINAL</u>                    | segment containing 1500' point | <u>2822</u>   |
| 9. Threshold Coordinates (if straight-in) ...                              | <u>465544.83N / 1035917.38W</u> |                                |               |
| 10. ARP Coordinates .....  | <u>465530.60N / 1035855.40W</u> |                                |               |
| 11. Runway Approach End and distance furthest from ARP .....               | RWY                             | <u>30</u>                      |               |
|  | Distance                        | <u>0.35</u>                    | NM            |
| 12. FAF Coordinates .....  | <u>465912.36N / 1040437.94W</u> |                                |               |

**REMARKS: Approach/Drawing attached.**

**TAA 30NM EKENE 470136.43N/1040821.11W.**





# Federal Aviation Administration

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## Memorandum

Date: January 14, 2016

To: FILE

From: George Gonzalez, Manager, Instrument Flight Procedures Team 2, AJV-5420

*Digitally signed by*  
**JACOB POWERS**  
Jan 14, 2016

Subject: ACTION: Documentation of a Categorical Exclusion Under Order 1050.1

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- A. Proposed Action: Established a instrument approach procedure (IAP) titled RNAV (GPS) RWY 12, ORIG and RNAV (GPS) RWY 30, ORIG. Beach Airport (K2OU), Beach, ND.
- B. This action qualifies for consideration as a categorically excluded action as it falls under the following specific categorical exclusion provision: Publishing of Instrument Procedures conducted over noise sensitive areas; modifications to currently approved instrument procedures conducted below 3,000 feet AGL that do not increase minimum altitudes and landing minima.
- C. Other supporting information:  
ASO-220 Memorandum dated April 5, 1989  
AFS-1 Memorandum dated September 21, 1994  
AVN-100 Memorandum dated July 23, 1996
- D. Review and analysis by the FAA does not indicate that any extraordinary circumstances listed in Order 1050.1 or other reasons exist that would cause undersigned to believe that the proposed action might have the potential for causing significant environmental impacts upon its implementation. The proposed action does not individually or cumulatively have a significant effort on the human environment and, therefore, is determined to be categorically excluded from further environmental documentation according to Order 1050.1.

Date: 11-25-2015



# Federal Aviation Administration

## Initial Development Notification for AIRNAV Pending Records

To: Janet Myers, National Flight Data Center, Sub Team B, AJV-5332

From: Jose Alfonso, Manager IFP Coordination Team, AJV-531

Subject: **ACTION:** Request for Pending Records **K20U\_20U\_\_BEACH, BEACH, ND US**

The Magnetic Variation (MV) data for the airport(s) and/or facility(s) listed will be revised effective concurrent with the publication of the procedure(s) listed below. Estimated Chart Date: 5/26/2016

Old Magnetic Variance (MV) E 12 1985 New MV E 8 2020

ECD	Airport ID		Procedure Name	AMDT #	Task Report Type Selections
5/26/2016	K20U	20U	BEACH ND K20U ORIG	/A	ENROUTE-NON, MAGVAR
5/26/2016	K20U	20U	RNAV (GPS) RWY 12 ORIG	/A	ENROUTE-NON, MAGVAR, NAPT, WAAS
5/26/2016	K20U	20U	RNAV (GPS) RWY 30 ORIG	/A	ENROUTE-NON, MAGVAR, NAPT, WAAS

Airport undergoing VFR to IFR conversion. Mag Var submitted as new assignment vs change per FPT. Airport will not be updating runway numbering at this time.

IF you have any questions please notify: [george.gonzalez@faa.gov](mailto:george.gonzalez@faa.gov)

(405) 954-2884