

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										MISSED APPROACH										
FROM			TO			COURSE AND DISTANCE			ALTITUDE		LNAV: BADKE									
GEG VORTAC			CABGO (FO)			004.63 / 36.72			5700		CLIMB TO 3500 THEN CLIMBING LEFT TURN TO 5700 DIRECT CABGO AND HOLD.									
DIANN (IAF)			CABGO (NOPT) (FB)			236.26 / 5.37			5700											
CABGO (IF/IAF)			FANGI (FB)			205.44 / 2.42			5000											
FANGI			APODS (FB)			200.13 / 3.13			4300											
APODS (FAF)			BADKE (MAP) (FO)			182.94 / 5.05			3500		ADDITIONAL FLIGHT DATA: CHART VDP AT 1.05 MILES TO BADKE. CHART CIRCLING ICON. BADKE TO RWY 16: 3.50/38. CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 19.11 DEGREES. FAC CROSSES RWY C/L EXTENDED 3000 FT FROM THLD.									
BADKE (MAP)			3500 MSL			182.94			3500											
3500 MSL			CABGO (FO)						5700											
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)																				
2. HOLD NE CABGO, LT, 205.44 INBOUND, 5700 FT. IN LIEU OF PT (IAF)																				
3. FAC: 182.94 FAF: APODS DIST FAF TO MAP: 5.05 THLD: 5.52																				
4. MIN. ALT: CABGO 5700, FANGI 5000, APODS 4300																				
5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____																				
6. MIN GS INCPT: _____ GS ALT AT: _____ OM: _____ MM: _____ IM: _____																				
7. GS ANGLE: _____ TCH: 34:1 IS NOT CLEAR																				
8. MSA FROM: BADKE 8100																				
MAG VAR: 16E EPOCH YEAR: 2010																				
MINIMUMS																				
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A		STANDARD											
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 MDA	2640	1	429	2640	1	429	2640	1 1/4	429	2640	1 1/4	429								
CIRCLING	2700	1	489	2700	1	489	2700	1 1/2	489	2860	2	649								
NOTES: CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA. CHART NOTE: DME/DME RNP-0.3 NA. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. CHART PLANVIEW NOTE: LIMIT MISSED APPROACH TO 185 KIAS. CHART NOTE: CIRCLING NA W OF RWY 16-34																				
CITY AND STATE DEER PARK, WA			ELEVATION: 2211 TDZE: 2211 AIRPORT NAME: DEER PARK				FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 16, ORIG					SUP: AMDT: NONE DATED:						

ALL AFFECTED PROCEDURES REVIEWED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE  ROUTINE	
COORDINATED WITH: ATA      AAT      ALPA      APA      AOPA      NBAA      OTHER (specify) <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <u>ZSE, SPOKANE APP CON, AMGR</u>					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:  A. J. FIELDS				FIFO AJV-5431	DATE: 01/12/2016
APPROVED BY					
NAME:  LONNIE EVERHART      MANAGER				FIFO AJV-5430	DATE:
CHANGES:					
REASONS:					

QUALITY  
4  
CHECKED

<b>U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION</b> <b>RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE</b> <b>FLIGHT STANDARDS SERVICES - TITLE 14 CFR PART 97.33</b>												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.		
ARINC SUMMARY - KDEW  ROUTES														
TRANSITION	WPT SEQ	WPT NAME	LEG TYPE	FB/FO	RNP	MAG CRS	REC NAV	ANGLE	TURN DIR	CENTER FIX	TURN RADIUS	ALTITUDE DESCRIPTION & VALUE	SPEED LIMIT DESCRIPTION & VALUE	WPT DESCRIPTION CODE
DIANN	010	DIANN	IF	FB										E A
DIANN	020	CABGO	TF	FB	1.0	236.3						AA 05700		EE B
GEG	010	GEG	IF	FB										V
GEG	020	CABGO	TF	FO	2.0	004.6						AA 05700		EY
GEG	030	CABGO	HF	FO		205.4			L			AA 05700		EE A
	010	CABGO	IF	FB								AA 05700		E I
	011	FANGI	TF	FB	1.0	205.4						AA 05000		E
	020	APODS	TF	FB	1.0	200.1				BADKE		AA 04300		E F
	030	BADKE	TF	FO	0.3	182.9		3.50				AT 02432		EY M
	040		CA	FB		182.9						AA 03500		M
	050	CABGO	DF	FO					L			AA 05700		EY
	060	CABGO	HM	FO		205.4			L			AA 05700		EE
POINTS														
POINT NAME			LATITUDE			LONGITUDE								
GEG			N473353.81			W1173736.79								
APODS			N480352.94			W1172326.08								
BADKE			N475906.50			W1172552.50								
CABGO			N480812.99			W1171818.06								
DIANN			N480951.41			W1171039.51								
FANGI			N480624.37			W1172041.21								
RUNWAYS														
RUNWAY		THRESHOLD LATITUDE		THRESHOLD LONGITUDE		THRESHOLD ELEVATION		PROCEDURE TCH						
RW16		N475836.90		W1172552.35		02211		38						

CITY AND STATE  
**DEER PARK, WA**

ELEVATION: **2211**      **TDZE: 2211**  
 AIRPORT NAME:  
**DEER PARK**

FACILITY  
 IDENTIFIER:  
  
**RNAV**

PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:  
**RNAV (GPS) RWY 16, ORIG**

SUP: 4  
 AMDT: NONE  
 DATED:

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH: <div>ATA<input type="checkbox"/>    AAT<input type="checkbox"/>    ALPA<input type="checkbox"/>    APA<input type="checkbox"/>    AOPA<input type="checkbox"/>    NBAA<input type="checkbox"/>    OTHER (specify) <input type="checkbox"/> _____</div>					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				NFPG	DATE:
APPROVED BY					
NAME:				NFPG	DATE:
CHANGES:					
REASONS:					

## 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		GEG VORTAC		CABGO		1. AAO		480712.51N/1171847.20W		3717 (2C)		2000		MT-17		5700			
						2. TERRAIN		480712.51N/1171847.20W		3517 (3500)				AS1500		5000			
INITIAL		DIANN		CABGO		1. AAO		480712.51N/1171847.20W		3717 (2C)		1000		AT983		5700			
						2. TERRAIN		480712.51N/1171847.20W		3517 (3500)				AS1500		5000			
INTERMEDIATE		CABGO (IF/IAF)		FANGI		1. AAO		480712.51N/1171847.20W		3717 (2C)		500		PR80 AT703		5000			
						2. TERRAIN		480712.51N/1171847.20W		3517 (3500)				AS1000		4500			
INTERMEDIATE:		FANGI		APODS		5. AAO		480615.00N/1171936.00W		3186 (4D)		500		PR80 AT534		4300			
STEPDOWN						6. TERRAIN		480615.00N/1171936.00W		2986 (3000)				AS1000		4000			
FINAL: LNAV		APODS		BADKE		7. TREE		475937.96N/1172527.18W		2382 (2C)		250				2640			
2. HOLD-IN-LIEU-OF-PT		CABGO		P-6		3. AAO		481130.00N/1172551.00W		5397 (5E)		500		SA-962 AT765		5700			
						4. TERRAIN		481012.00N/1172551.00W		4190 (4200)				AS1500		5700			
3. MISSED APPROACH	MAP:		BADKE		CABGO						ASC				5700				
	ELEV:		2540				1. AAO		480712.51N/1171847.20W		3717 (2C)		1000		4800				
						2. TERRAIN		480712.51N/1171847.20W		3517 (3500)				AS1500		5000			
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.															
CATEGORY A		1.3 NM		REQUIRED	350	ACTUAL	489	7. TREE		475937.96N/1172527.18W		2382 (2C)		300		2700			
CATEGORY B		1.5 NM			450		489	7. TREE		475937.96N/1172527.18W		2382 (2C)		300		2700			
CATEGORY C		1.7 NM			450		489	7. TREE		475937.96N/1172527.18W		2382 (2C)		300		2700			
CATEGORY D		2.3 NM			550		649	8. AAO		480218.00N/1172603.00W		2556 (2C)		300		2860			
CATEGORY E		4.5 NM			550														
5. MINIMUM SAFE ALTITUDES																			
PRIMARY NAVAID: BADKE																			
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A	
360-360		AAO		338/27.7		7025 (5E)		8100											
CITY AND STATE				ELEVATION: 2211				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION			
DEER PARK, WA				AIRPORT NAME: DEER PARK				RNAV				RNAV (GPS) RWY 16, ORIG				4 CHANGED			

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:																			
1. COMMUNICATIONS WITH:					2. WEATHER SERVICE					3. ALTIMETER SETTING					PRECIPITOUS TERRAIN EVALUATION COMPLETED.														
ZSE ARTCC SEA FSS SPO APP CON							N W S		OTHER: ASOS			SOURCE:KDEW / KGEG					DUE TO HIGH TERRAIN NORTH OF THE HOLDING FIX IT WAS IMPOSSIBLE TO CLEAR AN OBSTACLE WHEN USING A BACKUP ALTIMETER ON THE PROCEDURE. ELIMINATING THE BACKUP ALTIMETER ALLOWED THE AIRCRAFT TO BE WITHIN 1000 FT OF THE HOLDING ALTITUDE AND MITIGATE THE NEED FOR A CLIMB-IN-HOLD EVALUATION. WE DISCUSSED USING A 200 KNOT PATTERN AND CHARTING A 175 KNOT AIRSPEED BUT THAT WAS RULED OUT BY THE FPT/ATC. MOVING OR CHANGING THE DIRECTION OF TURNS DID NOT ALLEVIATE THE PROBLEM EITHER. PER THE FPT EMAIL THIS PROCEDURE WILL NOT USE A BACKUP ALTIMETER.												
							F A A					DISTANCE: 0 / 21.33																	
							A / C					HOURS REMOTE OPERATION:																	
SATISFACTORY ON:										LOCATION: KDEW					ADJUSTMENT: 0					ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.33NM CAT B: 1.89NM CAT C: 2.97NM CAT D: 3.89NM  SEE ATTACHED AIRSPACE LETTER.									
4. MONITOR STATUS				PRIMARY NAVAID:																									
				MONITOR POINT:																									
		HRS OPTN:		CAT 1										ORDER 8260.3, VOLUME 1, "VISUAL PORTION OF FINAL" PENETRATIONS: 34:1 2303 TREE (KDEWT031) 475902.17N/1172542.46W (22.93) 2293 TREE (KDEWT020) 475858.82N/1172544.78W (22.90) 2307 TREE (KDEWT023) 475903.58N/1172602.02W (22.59) 2307 TREE (KDEWT030) 475903.77N/1172541.25W (22.17) 2308 TREE (KDEWT029) 475904.35N/1172540.94W (21.45) 2316 TREE (KDEWT014) 475907.27N/1172553.22W (20.66) 2295 TREE (KDEWT019) 475901.53N/1172545.31W (16.82) 2322 TREE (KDEWT017) 475910.67N/1172552.80W (16.53) 2301 TREE (KDEWT015) 475903.99N/1172547.79W (15.47) 2289 TREE (KDEWT016) 475900.36N/1172546.15W (14.30) 2303 TREE (KDEWT018) 475905.68N/1172545.87W (12.45) 2294 TREE (KDEWT022) 475903.77N/1172559.42W (9.05) 2301 TREE (KDEWT027) 475906.31N/1172602.58W (8.45)  100 FOOT VEGETATION USED.  KDEW ON SERVICE A  VGSI DATA: 3.50/38  NOTES: OBSTACLE #2 IPDS IS PICKING OUT LOWER TERRAIN NEXT TO A SPOT ELEVATION (OBSTACLE #1) AND TRYING TO USES 3481 FOR AIRSPACE, OBSTACLE #1 IS AAO ON TERRAIN OF 3517.  OBSTACLE 3 H-I-L AND MISSED APPROACH HOLDING CONTROLLING OBSTACLE LOCATED 9024 FT INTO SECONDARY PRIMARY EQUIVALENT ALTITUDE IS 4435.															
				CAT 3																									
5. APPROACH & RUNWAY LIGHTING				ALS																									
				(S) SALS																									
				MAL S																									
				HIRL																									
		X		MIRL 16 (PCL), 34 (PCL)																									
		X		REIL 16 (PCL), 34 (PCL)																									
				TDZ																									
				C/LINE																									
		X		OTHER (SPECIFY) PAPI-4L 16 PAPI-4R 34																									
6. RUNWAY MARKINGS			BASIC BSC-F 05, 23																										
			ALL WEATHER																										
			INSTRUMENT NPI-G 16, 34																										
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 3000				FT. FROM THRESHOLD																			
				X		ON CENTERLINE				FT. FROM CENTERLINE																			
10. WAIVERS: NONE										QUALITY 4 CHECKED																			
PART D - PREPARED BY: A. J. FIELDS							DATE: 01/12/2016																						
TITLE: AERONAUTICAL INFORMATION SPECIALIST							OFFICE: AJV-5431																						