

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	LPV: DA LNAV/VNAV: DA LNAV: RW13 CLIMB TO 3800 THEN CLIMBING LEFT TURN TO 11000 DIRECT CAKPU AND ON TRACK 054.24 TO GOYEK AND HOLD, CONTINUE CLIMB-IN-HOLD TO 11000. #MISSED APPROACH REQUIRES MINIMUM CLIMB OF 266 FEET PER NM TO 4580. ADDITIONAL FLIGHT DATA: HOLD E, RT, 253.32 INBOUND. CHART FAS OBST: 3454 TREE 445143N/1175010W DISTANCE TO THLD FROM 251 HATH: 0.63 NM. CHART VDP AT 2.43 NM TO RW13* *LNAV ONLY. WAAS CHANNEL # 90133 REFERENCE PATH ID: W13A CHART CIRCLING ICON. LTP HAE: 1008.9 M											
JELTI (IAF)	SITOC (TF) (FB) (RNP 1.00)	044.71 / 12.46	8800												
WOLIP (IAF)	SITOC (TF) (FB) (RNP 1.00)	197.07 / 10.57	8800												
LACED (IAF)	SITOC (TF) (FB) (RNP 1.00)	116.82 / 17.29	8800												
SITOC (IF)	TEGTE (TF) (FB) (RNP 1.00)	125.32 / 7.13	7100												
TEGTE	ZASKA (TF) (FB) (RNP 1.00)	125.39 / 4.80	5800												
(SEE FORM 8260-10)															
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. PROFILE STARTS AT SITOC _____ 3. FAC: 125.44 FAF: ZASKA DIST FAF TO MAP: 7.47 THLD: 7.47 4. MIN. ALT: SITOC 8800, TEGTE 7100, ZASKA 5800, SOKNE/3.20 NM TO RW13 4420* 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: 5800 GS ALT AT: ZASKA 5800 OM: _____ MM: _____ IM: _____ 7. GS ANGLE: 3.00 TCH: 55.0 34:1 IS NOT CLEAR 8. MSA FROM: RW13 10800															
				MAG VAR: 16E EPOCH YEAR: 2005											
MINIMUMS															
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT				ALTERNATE: N A @											
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
LPV DA#	3621	3/4	251	3621	3/4	251	3621	3/4	251	3621	3/4	251			
LPV DA	3833	1 1/2	463	3833	1 1/2	463	3833	1 1/2	463	3833	1 1/2	463			
LNAV/VNAV DA	3916	1 7/8	546	3916	1 7/8	546	3916	1 7/8	546	3916	1 7/8	546			
LNAV MDA	4200	1	830	4200	1 1/4	830	4200	2 1/2	830	4200	2 1/2	830			
CIRCLING	4200	1 1/4	827	4200	1 1/4	827	4560	3	1187	4720	3	1347			
NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -22C (-7F) OR ABOVE 51C (124F). @ CAT A, B 900-2, CAT C 1200-3, CAT D 1400-3 CHART NOTE: RWY 13 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. CHART NOTE: DME/DME RNP-0.3 NA. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT JELTI ON V182 NORTHWEST BOUND. (CONTINUED ON PAGE 2)															
CITY AND STATE		ELEVATION: 3373 TDZE: 3370		FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:					
BAKER CITY, OR		AIRPORT NAME:		BAKER CITY MUNI		RNAV (GPS) RWY 13, AMDT 2				AMDT: 1C					
										DATED 12/11/2014					

QUALITY
 32
 CHECKED

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE <div style="text-align: center;">ROUTINE</div>
COORDINATED WITH: <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> ATA <input checked="" type="checkbox"/> </div> <div> AAT <input type="checkbox"/> </div> <div> ALPA <input checked="" type="checkbox"/> </div> <div> APA <input checked="" type="checkbox"/> </div> <div> AOPA <input checked="" type="checkbox"/> </div> <div> NBAA <input checked="" type="checkbox"/> </div> <div> OTHER (specify) <input checked="" type="checkbox"/> <u>ZLC, AIRPORT MANAGER</u> </div> </div>		
FLIGHT CHECKED BY		
NAME: <i>Digitally signed by</i> DION E LANCIA CHARLES DAVID CUNNINGHAM Aug 09, 2017		FIFO FICO DATE: 07/13/2017
DEVELOPED BY		
NAME: <i>Digitally signed by</i> DION E LANCIA DION E. LANCIA (LEO PALMER) Aug 09, 2017		FIFO AJV-5423 DATE: 04/05/2017
APPROVED BY		
NAME: <i>Digitally signed by</i> DION E LANCIA JULIE A. MORGAN Aug 09, 2017		FIFO AJV-5420 DATE:
CHANGES: Aug 09, 2017 1. ADDED LPV MINIMUMS WITH 266' FT/NM CG TO 4580, TO ALLOW FOR 251' HAT WITH CLIMB GRADIENT MISSED APPROACH REQUIREMENTS. 2. CHANGED INITIAL SEGMENT ALTITUDE OVER SITOC FROM 8700 TO 8800 3. CHANGED LPV DA FROM 3800 TO 3833 4. CHANGED CIRCLING MINIMUMS: CAT A FROM 4080-1 1/4 TO 4200-1, CAT B FROM 4080-1 TO 4200- 1 1/4, CAT C FROM 4080-2 TO 4560-3, CAT D FROM 4220-2 3/4 TO 4720-3. 5. CHANGED ALTERNATE MINIMUMS FROM @ CATD 900-2 3/4 TO @ CAT A, B 900-2, CAT C 1200-3, CAT D 1400-3. 6. CHANGED DIST TO THLD FROM 434 HATH: 1.19 NM TO 251 HAT: 0.63 NM 7. CHANGED MISSED APPROACH FROM: CLIMBING LEFT TURN TO 11000 DIRECT GOYEK AND HOLD, CONTINUE CLIMB-IN-HOLD TO 11000 TO CLIMB TO 3800 THEN CLIMBING LEFT TURN TO 11000 DIRECT CAKPU AND ON TRACK 054.24 TO GOYEK AND HOLD, CONTINUE CLIMB-IN-HOLD TO 11000. 8. CHANGED LTP HAE FROM 1008.8 M TO 1008.9M 9. CHANGED FAS DATA FROM: LTP/FTP LONGITUDE 1174848.1980W, ELLIPSOID HEIGHT +10088, LENGTH OFFSET 1208 TO LTP/FTP LONGITUDE 1174848.1955W, ELLIPSOID HEIGHT +10089. ALSO CHANGED THE FPAP COORDINATES AND THE CRC REMANDER FROM 8C545FAA TO 17594F42. 10. ADDED: CHART CIRCLE ICON TO ADDITIONAL FLIGHT DATA. 11. CHANGED LNAV/VNAV MDA FROM 3900-1 3/4 TO 3916-1 7/8, AND HAT FROM 553 TO 546. (SEE FORM 8260-10)		
REASONS: 1, IAW 8260.54 PARA 6.5 2, 3, 5, 11. NEW CONTROLLING OBSTACLE. 4, 10. NEW CIRCLING CRITERIA APPLIED FROM 8260.3B CHG 26 AND 8260.19G. 6. ADDED A LOWER DA WITH A CLIMB GRADIENT. 7. DOGLEG ADDED DUE TO OBSTACLES EAST OF THE FIELD. ALLOWING FOR A LOWER HAT WITH HIGHER CLIMB GRADIENT ON MISSED APPROACH. CLIMB TO 3800 ADDED SO AIRCRAFT IS 400 FEET ABOVE AIRPORT BEFORE TURNING. 8, 9. UPDATED RUNWAY DATA AND CALCULATIONS. 12. VISUAL SEGMENT EVALUATED UNDER CURRENT CRITERIA. PREVIOUS 20:1 OBSTACLES ARE NO LONGER A FACTOR. 13. IAW MEMO DATED 02/21/2014, SUBJECT IMPLEMENTATION OF AFS -400 MEMORANDUM, PUBLISH TOUCHDOWN ZONE ELEVATION ON INSTRUMENT APPROACH CHARTS, DATED JANUARY 8, 2014 08/04/17: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 7/25/17. 1. SHOWING THE MINIMA WITH THE LOWEST HAT FIRST.		

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

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TERMINAL ROUTES, (CONT.):

FROM	TO	COURSE AND DISTANCE	ALTITUDE
ZASKA (FAF)	SOKNE/3.20 NM TO RW13 (TF) (FB) (RNP 0.30)	125.44 / 4.27	
SOKNE/3.20 NM TO RW13	RW13 (MAP) (TF) (FO) (RNP 0.30)	125.44 / 3.20	
RW13 (MAP)	3800 MSL (CA)		3800
3800 MSL	CAKPU (DF) (FB) (RNP 1.00)		11000
CAKPU	GOYEK (TF) (FO) (RNP 1.00)	054.24	

NOTES, (CONT.):

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT WOLIP ON V182-357 NORTHWEST BOUND.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT LACED ON V4 NORTHWEST BOUND.

*LNAV ONLY

CHART NOTE: CIRCLING RWY 8, 17, 26, AND 35 NA AT NIGHT.

QUALITY
22
CHECKED

CITY AND STATE

BAKER CITY, OR

ELEVATION: 3373

TDZE: 3370

AIRPORT NAME:

BAKER CITY MUNI

FACILITY
IDENTIFIER:
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
RNAV (GPS) RWY 13, AMDT 2

SUP:

AMDT: 1C

DATED: 12/11/2014

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>
NBA <div><input type="checkbox"/></div>		NBA <div><input type="checkbox"/></div>	NBA <div><input type="checkbox"/></div>	NBA <div><input type="checkbox"/></div>	OTHER (specify) <div><input type="checkbox"/></div>
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES: CHANGES CONT. 12. UPDATED HELECOPTER VISIBILITY REDUCTION CHART NOTE: RWY 13 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 13. THRE UPDATED TO TDZE.					
REASONS:					



**RNAV STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - FAR 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.

FAS DATA BLOCK INFORMATION**DATA FIELD****DATA**

OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KBKE
RUNWAY	RW13
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W13A
LTP/FTP LATITUDE	445032.0930N
LTP/FTP LONGITUDE	1174848.1955W
LTP/FTP ELLIPSOIDAL HEIGHT	+10089
FPAP LATITUDE	444922.3420N
FPAP LONGITUDE	1174730.3000W
THRESHOLD CROSSING HEIGHT (TCH)	00055.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1200
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER

17594F42

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K1
LTP ORTHOMETRIC HEIGHT	+10260
FPAP ORTHOMETRIC HEIGHT	+10260

QUALITY
22
CHECKED

CITY AND STATE BAKER CITY, OR	ELEVATION: 3373 TDZE: 3370 AIRPORT NAME: BAKER CITY MUNI	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 13, AMDT 2	SUP:
				AMDT: 1C
				DATED: 12/11/2014

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
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"/> _____					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	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.					
INITIAL	JELTI	SITOC	1. AAO	445825.98N/1181826.37W	7402 (2A)	1000	PR340	8800					
			2. TERRAIN	445825.98N/1181826.37W	7202 (7200)		AS1500	8700					
INITIAL	WOLIP	SITOC	3. AAO	450636.00N/1180821.00W	6000 (2C)	1000	PR330 AT1470	8800					
			4. TERRAIN	450636.00N/1180821.00W	5800 (5800)		AS1500	7300					
INITIAL	LACED	SITOC	5. AAO	450915.00N/1181648.00W	6326 (3E)	1000	PR270 AT1204	8800					
			6. TERRAIN	450915.00N/1181648.00W	6126 (6100)		AS1500	7600					
INTERMEDIATE	SITOC	TEGTE	7. AAO	450030.74N/1180820.70W	6360 (2C)	500	PR170 AT524 SA-454	7100					
			8. TERRAIN	450657.00N/1180539.00W	5289 (5300)		AS1500	6800					
INTERMEDIATE	SITOC	TEGTE	9. AAO	450636.00N/1180827.00W	6020 (2C)	500	PR170 AT445 SA-35	7100					
			10. TERRAIN	450527.00N/1180836.00W	5473 (5500)		AS1500	7000					
INTERMEDIATE	SITOC	TEGTE	11. AAO	450506.35N/1180848.63W	5760 (2C)	500	AT670 PR170	7100					
			12. TERRAIN	450433.00N/1180648.00W	5299 (5300)		AS1500	6800					
INTERMEDIATE:	TEGTE	ZASKA	13. AAO	445833.00N/1180315.00W	4544 (3E)	500	SA-497 AT1160 AC92	5800					
STEPDOWN			14. TERRAIN	445845.00N/1175718.00W	3665 (3700)		AS1500	5200					
FINAL: LPV	ZASKA	RW13	15. TREE	445049.26N/1174908.07W	3427 (1A)	34:1	MA1	3621/251					
2. PROCEDURE TURN													
3. MISSED APPROACH	MAP:	DA / DA / DA /	GOYEK	15. TREE	445049.26N/1174908.07W	3427 (1A)	ASC	11000					
		RW13		19. AAO	445004.82N/1174322.24W	4340 (2C)	ASC	11000					
	ELEV:	3427/3548/3755/4100		20. AAO	444620.29N/1174338.13W	4800 (2C)	1000	5800					
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.											
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL	827	22. TREE	444849.68N/1174859.30W	3496 (1A)	300	SI	4200		
CATEGORY B	1.5 NM		450		827	22. TREE	444849.68N/1174859.30W	3496 (1A)	300	SI	4200		
CATEGORY C	1.7 NM		450		1187	23. 100' TREE	445015.00N/1174348.00W	4260 (2C)	300		4560		
CATEGORY D	2.3 NM		550		1347	24. AAO	444642.00N/1174436.00W	4420 (2C)	300		4720		
CATEGORY E	4.5 NM		550										
5. MINIMUM SAFE ALTITUDES													
PRIMARY NAVAIID: RW13													
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A				
360-360	AAO	045/27.7	9800 (6A)	10800									
CITY AND STATE			ELEVATION: 3373		FACILITY		PROCEDURE AND AMENDMENT NO:			REGION			
BAKER CITY, OR			AIRPORT NAME:		RNAV		RNAV (GPS) RWY 13, AMDT 2			ANM			
			BAKER CITY MUNI										

QUALITY
22
CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: PRECIPITOUS TERRAIN EVALUATION COMPLETED. OBST #15 3427 TREE- PENETRATES THE LPV AND LNAV/VNAV MISSED APPROACH AT THE START OF THE SEGMENT WHERE THE CLIMB GRADIENT HAD NO EFFECT RAISING BOTH MINIMUM HAT'S TO 251. OBST #19 4340 AAO- LPV CLIMB GRADIENT OBSTACLE AND RAISED THE DA FOR THE STANDARD CLIMB GRADIENT LPV AND LNAV/VNAV. OBST #20 4800 AAO- LNAV MISSED APPROACH PENETRATION AND LEVEL SURFACE OBSTACLE. CRITICAL TEMPERATURES: CRITICAL LOW :-22C (-7F) CRITICAL HIGH :+51C (+124F) ACT :-22C APT ISA :+8.32C CRITICAL TEMPERATURE REMARKS AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2012-2016). CRITICAL LOW TEMPERATURE BASED ON ACT. DESCENT RATE (FPM): STANDARD TEMP 1000 HIGH TEMP 1168. ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.35NM CAT B: 1.93NM CAT C: 3.06NM CAT D: 4.03NM NO ADDITIONAL AIRSPACE REQUIRED. NO HOLD IN LIEU OF PROCEDURE TURN WAS CREATED DUE TO ALTITUDE REQUIREMENTS DERIVED FROM FLOOR OF CONTROLLED AIRSPACE IN THE INTERMEDIATE SEGMENT. THE ALTITUDE WOULD HAVE REQUIRED THE APPROACH TO BECOME A CIRCLING ONLY APPROACH. OBST #15 TREE (KBKET000115) OBST #18 TREE (KBKET000126) OBST #22 TREE (KBKET000267) KBKE ASOS IS ON WMSCR. NO FPT FEEDBACK ON SUITABLE SECONDARY. TAA NOT DEVELOPED, ATC REQUEST. 100 FT VEGETATION AND 200 FT AAO USED IN PROCEDURE. LPV: SURFACE: 34:1 LNAV/VNAV: SURFACE: 23.48:1 VISUAL PORTION OF FINAL 34:1 3427 TREE (KBKET000115) 445049.26N/1174908.07W (0.65) CIRC:20:1 RWY8: 3384 BUSH (KBKE0011) 445014.66N/1174854.48W (12.20) 3386 RD (N) (KBKET000223) 445013.03N/1174855.60W (11.16) 3389 RD (I) (KBKET000224) 445013.36N/1174857.40W (7.53) 3377 BUSH (KBKE0012) 445012.64N/1174854.45W (6.51) 3387 ROAD (N) (KBKE0007) 445013.36N/1174857.29W (5.92) CONT.		
1. COMMUNICATIONS WITH: ZLC ARTCC			2. WEATHER SERVICE			3. ALTIMETER SETTING						
SATISFACTORY ON:				N W S	OTHER: ASOS		SOURCE:KBKE					
				F A A			DISTANCE:					
				A / C			HOURS REMOTE OPERATION: 24/YES					
X	V H F	X	U H F		H F	LOCATION: KBKE			ADJUSTMENT: 0			
4. MONITOR STATUS		PRIMARY NAVAID:										
		MONITOR POINT:										
		HRS OPTN:	CAT 1		CAT 3							
5. APPROACH & RUNWAY LIGHTING			ALS									
			(S) SALS									
			MALS									
			HIRL									
		X	MIRL 13 (PCL), 31 (PCL)									
			REIL									
			TDZ									
			C/LINE									
6. RUNWAY MARKINGS			BASIC BSC-F 17, 31, 35									
			ALL WEATHER									
			INSTRUMENT NPI-F 13									
7. RUNWAY VISUAL RANGE			APPROACH									
			MIDFIELD									
			ROLL OUT									
8. GLIDE PATH		GP ANGLE: 3.00				ELEV RWY THRESHOLD:3366.0						
		DISTANCE FROM RWY:				ELEV GP ANTENNA:						
						THRESHOLD CROSSING HEIGHT:55.0						
9. FINAL APPROACH COURSE AIMING			X	RUNWAY THRESHOLD						FT. FROM THRESHOLD		
			X	ON CENTERLINE						FT. FROM CENTERLINE		
10. WAIVERS: NONE												
PART D - PREPARED BY: DION E. LANCIA (LEO PALMER)						DATE: 04/05/2017						
TITLE: AERONAUTICAL INFORMATION SPECIALIST						OFFICE: AJV-5423						



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: CONTINUED. RWY17: 3403 TREE (KBKET000233) 445048.01N/1174843.41W (13.21) 3401 TREE (KBKET000104) 445047.97N/1174844.93W (11.53) RWY26: 3380 ROAD (N) (KBKE0003) 445008.23N/1174756.41W (4.75) RWY35: 3401 TREE (KBKE0020) 444956.80N/1174849.45W (11.15) 3391 BUSH (KBKET000183) 444957.67N/1174848.87W (5.60) MISSED APPROACH OBSTACLES CONT. PRIMARY: 21. TERRAIN 444620.29N/1174338.13W 4600 (4600) AS1500 6100				
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE			3. ALTIMETER SETTING								
SATISFACTORY ON:				N W S	OTHER:		SOURCE:							
				F A A			DISTANCE:							
				A / C			HOURS REMOTE OPERATION:							
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:					
4. MONITOR STATUS		PRIMARY NAVAID:												
		MONITOR POINT:												
		HRS	CAT 1											
	OPTN:		CAT 3											
5. APPROACH & RUNWAY LIGHTING			ALS											
			(S) SALS											
			MALS											
			HIRL											
			MIRL											
			REIL											
			TDZ											
			C/LINE											
6. RUNWAY MARKINGS			OTHER (SPECIFY)											
			BASIC											
			ALL WEATHER											
			INSTRUMENT											
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						FT. FROM THRESHOLD				
				ON CENTERLINE						FT. FROM CENTERLINE				
10. WAIVERS:														
PART D - PREPARED BY:											DATE:			
TITLE:											OFFICE:			

