

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		LP: UPEFI LNAV: UPEFI						
GASHE		ZUDMI (TF) (FB) (RNP 2.00)		125.92 / 50.13				8300		CLIMB TO 3800 THEN CLIMBING LEFT TURN TO 7100 DIRECT DSD VORTAC AND HOLD.						
ROAMS		ZUDMI (TF) (FB) (RNP 2.00)		169.63 / 28.69				8500								
IMB VOR/DME		ZUDMI (TF) (FB) (RNP 2.00)		225.11 / 37.65				9000								
ZUDMI (IAF)		IKZIV (TF) (FB) (RNP 1.00)		194.59 / 11.50				8000								
NAXZY (IAF)		IKZIV (TF) (FB) (RNP 1.00)		326.49 / 7.57				8000		ADDITIONAL FLIGHT DATA: HOLD W, LT, 085.50 INBOUND. CHART FAS OBST: 3389 TRANS TWR 441630N/1205308W, 3338 TRANS TWR 441640N/1205248W. 4919 AAO 441434N/1204204W. 4679 AAO 441413N/1204353W. 4499 AAO 441442N/1204634W. 4439 AAO 441439N/1204700W. 3779 AAO 441432N/1204859W. 3679 AAO 441444N/1204917W. WAAS CHANNEL # 56235 REFERENCE PATH ID: W28A CHART CIRCLING ICON. UHUFY TO RW28: 3.10/40.5. LTP HAE: 965.7 M						
(SEE FORM 8260-10)																
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)										MAG VAR: 15E EPOCH YEAR: 2015						
2. PROFILE STARTS AT IKZIV																
3. FAC: 284.41 FAF: UHUFY DIST FAF TO MAP: 7.27 THLD: 8.27																
4. MIN. ALT: IKZIV 8000, UHUFY 6000, JOYXE/4.42 NM TO UPEFI 5060, OGEYU/2.96 NM TO UPEFI 4580, (SEE FORM 8260-10)																
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: UPEFI 8100																
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	
LP MDA	3600	1 1/4	361	3600	1 1/4	361	3600	1 1/4	361	3600	1 1/4	361				
LNAV MDA	3680	1 1/4	441	3680	1 1/4	441	3680	1 3/8	441	3680	1 3/8	441				
CIRCLING	4040	1 1/4	789	4060	1 1/4	809	4060	2 1/4	809	4060	2 1/2	809				
NOTES: CHART NOTE: CIRCLING NA FOR CAT D SW OF RWY 10-28. @ CAT B 900-2, CAT C 900-2 1/4, CAT D 900-2 1/2 CHART NOTE: DME/DME RNP-0.3 NA. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT GASHE ON V25 NORTHBOUND. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ROAMS ON V536 NORTHEAST BOUND. (CONTINUED ON PAGE 2)																
CITY AND STATE PRINEVILLE, OR		ELEVATION: 3251 TDZE: 3239 AIRPORT NAME: PRINEVILLE				FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 28, AMDT 2				SUP: AMDT: 1 DATED 02/06/2014				



ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
ROUTINE					
COORDINATED WITH:					
ATA <div></div>		AAT <div></div>		ALPA <div>X</div>	
APA <div></div>		AOPA <div>X</div>		NBAA <div>X</div>	
OTHER (specify) <div>ZSE, AMGR</div>					
FLIGHT CHECKED BY					
NAME:		KENNETH E JACK		Digitally signed by STEVEN A VARGAS Nov 28, 2017	
				FIFO FICO	
				DATE: 11/21/17	
DEVELOPED BY					
NAME:		STEVEN A. VARGAS (DARREN HOOPER)		Digitally signed by STEVEN A VARGAS Oct 18, 2017	
				FIFO AJV-5421	
				DATE:	
APPROVED BY					
NAME:		JULIE A. MORGAN		Digitally signed by STEVEN A VARGAS Oct 18, 2017	
				MANAGER	
				FIFO AJV-5420	
				DATE:	
CHANGES:					
<p>1. CHANGED TERMINAL ROUTES SEGMENT IKZIV TO UHUFY: CHANGED COURSE DISTANCE FROM 6.30 TO 6.31.</p> <p>2. CHANGED TERMINAL ROUTES SEGMENT UHUFY TO JOYXE: CHANGED FROM "JOYXE/4.80 NM TO UPEFI" TO "JOYXE/4.42 NM TO UPEFI"; CHANGED COURSE DISTANCE FROM 2.48 TO 2.86.</p> <p>3. CHANGED TERMINAL ROUTES SEGMENT JOYXE TO OGEYU: CHANGED FROM "JOYXE/4.80 NM TO UPEFI" TO "JOYXE/4.42 NM TO UPEFI"; CHANGED FROM "OGEYU/3.10NM TO UPEFI" TO "OGEYU/2.96 NM TO UPEFI"; CHANGED COURSE DISTANCE FROM 1.70 TO 1.46.</p> <p>4. CHANGED TERMINAL ROUTES SEGMENT OGEYU TO CUSVA: CHANGED FROM "OGEYU/3.10 NM TO UPEFI" TO "OGEYU/2.96 NM TO UPEFI"; CHANGED FROM "CUSVA/1.10 NM TO UPEFI" TO "CUSVA/1.02 NM TO UPEFI"; CHANGED COURSE DISTANCE FROM 2.00 TO 1.94.</p> <p>5. CHANGED TERMINAL ROUTES SEGMENT CUSVA TO UPEFI: CHANGED FROM "CUSVA/1.10 NM TO UPEFI" TO "CUSVA/1.02 NM TO UPEFI"; CHANGED COURSE DISTANCE FROM 1.10 TO 1.02.</p> <p>6. CHANGED DISTANCE FAF TO MAP FROM 7.28 TO 7.27 AND CHANGED DIST TO THLD FROM 8.28 TO 8.27.</p> <p>7. CHANGED MIN ALT: CHANGED FROM "JOYXE/4.80 NM TO UPEFI 5180" TO "JOYXE/4.42 NM TO UPEFI 5060"; CHANGED FROM "OGEYU/3.10 NM TO UPEFI 4620" TO "OGEYU/2.96 NM TO UPEFI 4580"; CHANGED FROM "CUSVA/1.10 NM TO UPEFI 3960" TO "CUSVA/1.02 NM TO UPEFI 3940".</p> <p>8. CHANGED MSA ALTITUDE FROM 8200 FEET TO 8100 FEET.</p> <p>9. CHANGED LP MINIMUMS: CHANGED ALL CATS MDA FROM 3640 FEET TO 3600 FEET; CHANGED ALL CATS HAT FROM 404 FEET TO 361 FEET.</p> <p>(SEE FORM 8260-10)</p>					
REASONS:					
<p>1. UHUFY FIX MOVED 9.5 FT NORTHWEST.</p> <p>2. UHUFY FIX MOVED 9.5 FT NORTHWEST AND JOYXE FIX MOVED 2320 FT NORTHWEST.</p> <p>3. JOYXE FIX MOVED 2320 FT NORTHWEST AND OGEYU FIX MOVED 851 FT NORTHWEST.</p> <p>4. OGEYU FIX MOVED 851 FT NORTHWEST AND CUSVA FIX MOVED 514 FT NORTHWEST.</p> <p>5. CUSVA FIX MOVED 514 FT NORTHWEST AND UPEFI FIX MOVED 0.5 FT NORTHEAST.</p> <p>6. DISTANCE CHANGED DUE TO MOVEMENT OF UHUFY FIX 9.5 FT NORTHWEST.</p> <p>7. DISTANCES CHANGED TO MOVEMENT OF FIXES AND ALTITUDES CHANGED DUE TO ADDITION OF LOCAL ALTIMETER SOURCE ON AIRPORT AS WELL AS MAINTAIN CDA OF 3.10 THROUGH FINAL SEGMENT.</p> <p>8. NEW CONTROLLING OBSTRUCTION.</p> <p>9-12. NEW AWOS EQUIPMENT INSTALLED ON AIRPORT; REMOVAL OF REMOTE ALTIMETER ADJUSTMENT; NEW CONTROLLING OBSTRUCITONS; NEW IFP VIS CHECK TOOL USED.</p> <p>13. PER IFP GROUP POLICY EMAIL FROM BRAD RUSH SUBJECT: WMSCR BACKUP ALTIMETER DATED 2-15-2017. DATA PLACED ON THE BACK OF THE -9 FOR NOTAM CONTINGENCY.</p> <p>14. NOTE AMENDED TO ADD "RWY 28" PER 8260.19H 8-6-11 K(3).</p> <p>15. TCH OF 40.5 USED TO EVALUATE PROCEDURE. PUBLISHED PROCEDURE DESCENT ANGLE/TCH 3.10/41 MATCH VGSI DATA.</p> <p>16-22. NEW CONTROLLING OBSTACLES FOR ALL STEPDOWN SEGMENTS.</p> <p>23. TCH OF 40.5 USED TO DEVELOP PROCEDURE TO MATCH VGSI DATA.</p> <p>(SEE FORM 8260-10)</p>					



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RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

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LINE 4, (CONT.):

CUSVA/1.02 NM TO UPEFI 3940

TERMINAL ROUTES, (CONT.):

FROM	TO	COURSE AND DISTANCE	ALTITUDE
IKZIV (IF)	UHUFY (TF) (FB) (RNP 1.00)	284.50 / 6.31	6000
UHUFY (FAF)	JOYXE/4.42 NM TO UPEFI (TF) (FB) (RNP 0.30)	284.41 / 2.86	
JOYXE/4.42 NM TO UPEFI	OGEYU/2.96 NM TO UPEFI (TF) (FB) (RNP 0.30)	284.41 / 1.46	
OGEYU/2.96 NM TO UPEFI	CUSVA/1.02 NM TO UPEFI (TF) (FB) (RNP 0.30)	284.41 / 1.94	
CUSVA/1.02 NM TO UPEFI	UPEFI (MAP) (TF) (FO) (RNP 0.30)	284.41 / 1.02	
UPEFI (MAP)	3800 MSL (CA)		3800
3800 MSL	DSD VORTAC (DF) (FO) (RNP 1.00)		7100

NOTES, (CONT.):

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT NAXZY ON V269 EASTBOUND.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON IMB VOR/DME AIRWAY RADIALS 231 CW 298.

CHART NOTE: RWY 28 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

QUALITY
33
CHECKED

CITY AND STATE PRINEVILLE, OR	ELEVATION: 3251 AIRPORT NAME: PRINEVILLE	TDZE: 3239 FACILITY IDENTIFIER: RNAV	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 28, AMDT 2	SUP:
				AMDT: 1
				DATED: 02/06/2014

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH: <div>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>NBAA<div><input type="checkbox"/></div>OTHER (specify)<div><input type="checkbox"/></div><div></div></div>					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
<div>CHANGES:</div> <div>CHANGES CONT.</div> <div>10. CHANGED LNAV MINIMUMS: CHANGED ALL CATS MDA FROM 3700 FEET TO 3680 FEET; CHANGED ALL CATS HAT FROM 464 FEET TO 441 FEET.</div> <div>11. CHANGED CIRCLING MINIMUMS: CHANGED CAT A CMDA FROM 4000 FEET TO 4040 FEET AND HAT FROM 749 TO 789; CHANGE CATS B/C/D CMDA FROM 4100 FEET TO 4060 FEET AND HAT FROM 849 TO 809; CHANGE CAT A/B VISIBILITIES FROM 1 1/4 SM TO 1 SM; CHANGE CAT C VISIBILITY FROM 2 1/2 SM TO 2 1/4 SM; CHANGE CAT D VISIBILITY FROM 2 3/4 SM TO 2 1/2 SM.</div> <div>12. ADDED ALTERNATE MINIMUMS: @ CAT B 900-2, CAT C 900-2 1/4, CAT D 2 1/2.</div> <div>13. REMOVED NOTE: "CHART NOTE: USE REDMOND ALTIMETER SETTING; WHEN NOT RECEIVED, USE BEND ALTIMETER SETTING AND INCREASE ALL MDA 20FT".</div> <div>14. CHANGED NOTE: FROM "CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" TO READ "CHART NOTE: RWY 28 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED".</div> <div>15. REMOVED NOTE: "CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT".</div> <div>16. CHANGED ADDITIONAL FLIGHT DATA OBSTACLE 4879 AAO 441434N/1204204W FROM 4879 MSL TO 4919 MSL.</div> <div>17. DELETED ADDITIONAL FLIGHT DATA OBSTACLE: 3659 AAO 441458N/1204907W.</div> <div>18. DELETED ADDITIONAL FLIGHT DATA OBSTACLE: 4519 AAO 441433N/1204616W.</div> <div>(SEE FORM 8260-10)</div>					
<div>REASONS:</div> <div>REASONS CONT.</div> <div>24-27. NEW SURVEY DATA.</div> <div>PDF EDITS:</div> <div>1. CIRCLING MINIMUMS HAD TO BE CORRECTED DUE TO SIAP DRAWING IN THE HIGHEST STEP DOWN FIX MDA OF 4580. CIRCLING MINIMUMS CORRECTED ON THE -3 TO DEPICT: CAT A CMDA 4040 FT/VIS 1 SM/HAA 789; CAT B CMDA 4060 FT/VIS 1 SM/HAA 809; CAT C CMDA 4060 FT/VIS 2 1/4 SM/HAA 809; CAT D CMDA 4060 FT/VIS 2 1/2 SM/HAA 809.</div> <div>2. CIRCLING MINIMUMS CORRECTED ON THE -9 TO DEPICT: CAT A HAA 789, MIN ALT 4040 AND SI ADJUSTMENT DELETED; CAT B, C, D HAA 809, MIN ALT 4060 AND SI ADJUSTMENT DELETED.</div> <div>3. ALTERNATE MINIMUMS CORRECTED TO DEPICT: @ CAT B 900-2, CAT C 900-2 1/4, CAT D 900-2 1/2.</div> <div>12/07/18: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 10/18/18.</div> <div>1. CHANGED CHART PLANVIEW NOTE FROM "PROCEDURE NA FOR ARRIVALS ON IMB VORTAC AIRWAY RADIALS 231 CW 298" TO "PROCEDURE NA FOR ARRIVALS ON IMB VOR/DME AIRWAY RADIALS 231 CW 298".</div>					

QUALITY
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CHECKED

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INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

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QUALITY
16
CHECKED

CITY AND STATE

PRINEVILLE, OR

ELEVATION: 3251

TDZE: 3239

AIRPORT NAME:

PRINEVILLE

FACILITY
IDENTIFIER:
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
RNAV (GPS) RWY 28, AMDT 2

SUP:

AMDT: 1

DATED: 02/06/2014

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>		NBAA <div><input type="checkbox"/></div>	
OTHER (specify)		<div><input type="checkbox"/></div>		<div><input type="checkbox"/></div>	
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES: CHANGES CONT. 19. ADDED ADDITIONAL FLIGHT DATA OBSTACLE: 4499 AAO 441442N/1204634W. 20. ADDED ADDITIONAL FLIGHT DATA OBSTACLE: 4439 AAO 441439N/1204700W. 21. ADDED ADDITIONAL FLIGHT DATA OBSTACLE: 3779 AAO 441432N/1204859W. 22. ADDED ADDITIONAL FLIGHT DATA OBSTACLE: 3679 AAO 441444N/1204917W. 23. CHANGED ADDITIONAL FLIGHT DATA NOTE: UHUFY TO RWY28: FROM 3.10/40 TO 3.10/40.5. 24. CHANGED FAS DATA FPAP LATITUDE FROM 441751.9370N TO 441751.9420N. 25. CHANGED FAS DATA FPAP LONGITUDE FROM 1205532.5125W TO 1205532.5090W. 26. CHANGED FAS DATA THRESHOLD CROSSING HEIGHT (TCH) FROM 00040.0 TO 00041.0. 27. CHANGED FAS DATA CRC REMAINDER FROM A66AA8FE TO EEBFB787.					
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	S39
RUNWAY	RW28
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W28A
LTP/FTP LATITUDE	441708.3650N
LTP/FTP LONGITUDE	1205344.3060W
LTP/FTP ELLIPSOIDAL HEIGHT	+09657
FPAP LATITUDE	441751.9420N
FPAP LONGITUDE	1205532.5090W
THRESHOLD CROSSING HEIGHT (TCH)	00041.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.10
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1000
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	0.0

CRC REMAINDER

EEBFB787

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K1
LTP ORTHOMETRIC HEIGHT	+09864
FPAP ORTHOMETRIC HEIGHT	+09864

QUALITY
16
CHECKED

CITY AND STATE PRINEVILLE, OR	ELEVATION: 3251 AIRPORT NAME: PRINEVILLE	TDZE: 3239 RNAV	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 28, AMDT 2	SUP:
				AMDT: 1
				DATED: 02/06/2014

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.
FEEDER	GASHE	ZUDMI	1. AAO	442545.00N/1203257.00W	6198 (3E)	2000	AT100	8300
			2. TERRAIN	442545.00N/1203257.00W	5998 (6000)		AS1500	7500
FEEDER	ROAMS	ZUDMI	3. AAO	442936.00N/1202730.00W	6437 (3E)	2000		8500
			4. TERRAIN	442936.00N/1202730.00W	6237 (6200)		AS1500	7700
FEEDER	IMB VOR/DME	ZUDMI	5. AAO	442003.00N/1202233.00W	6946 (3E)	2000		9000
			6. TERRAIN	442003.00N/1202233.00W	6746 (6700)		AS1500	8200
INITIAL	ZUDMI	IKZIV	7. AAO	441300.00N/1203424.00W	5791 (3E)	1000	PR230 AT900	8000
			8. TERRAIN	441300.00N/1203424.00W	5591 (5600)		AS1500	7100
INITIAL	NAXZY	IKZIV	9. AAO	440212.00N/1203139.00W	6142 (3E)	1000	PR210 AT648	8000
			10. TERRAIN	440342.00N/1203524.00W	5627 (5600)		AS1500	7100
INTERMEDIATE	IKZIV	UHUFY	11. AAO	441330.91N/1204016.54W	5171 (2C)	500	PR130	5900
			12. TERRAIN	441230.91N/1204016.54W	4971 (5000)		AS1000	6000
FINAL: LP	UHUFY	JOYXE/4.42 NM TO	13. AAO	441431.67N/1204456.36W	4599 (2C)	250	XL114 RA49 DG48	5060
		UPEFI						
2. PROCEDURE TURN								
3. MISSED APPROACH	MAP: UPEFI / UPEFI	DSD VORTAC	21. AAO	441645.76N/1205625.09W	3742 (2C)	ASC		7100
	ELEV: 3500/3580		22. AAO	441515.00N/1211812.00W	4285 (3A)	1000		5300
			23. TERRAIN	441515.00N/1211812.00W	4085 (4100)		AS1500	5600
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.						
CATEGORY A	1.3 NM	REQUIRED 350	789	24. PWR LINE	441651.61N/1205625.74W	3739 (2C)	300	4040
CATEGORY B	1.5 NM	450	809	21. PWR LINE	441645.77N/1205625.09W	3742 (2C)	300	4060
CATEGORY C	1.7 NM	450	809	21. PWR LINE	441645.77N/1205625.09W	3742 (2C)	300	4060
CATEGORY D	2.3 NM	550	809	25. AAO	441447.90N/1204918.31W	3659 (2C)	300	XP100
CATEGORY E	4.5 NM	550						
5. MINIMUM SAFE ALTITUDES								
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)
360-360	AAO	082/21.9	7090 (4E)	8100				
CITY AND STATE	ELEVATION: 3251	FACILITY	PROCEDURE AND AMENDMENT NO:	REGION				
PRINEVILLE, OR	AIRPORT NAME: PRINEVILLE	RNAV	RNAV (GPS) RWY 28, AMDT 2	ANM				

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: PRECIPITOUS TERRAIN EVALUATION COMPLETED. ORDER 8260.3 CHAPTER 2 APPLIED TO: 4679 AAO 441413N/1204353W 4919 AAO 441434N/1204204W 4499 AAO 441442N/1204634W 4439 AAO 441439N/1204700W 3779 AAO 441432N/1204859W 3679 AAO 441444N/1204917W ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.35NM CAT B: 1.92NM CAT C: 3.04NM CAT D: 3.98NM SEE ATTACHED AIRSPACE LETTER. LPV NOT DEVELOPED DUE TO REQUIRED 2117' HATH/6 NM DA TO CLEAR OBS. (FPT CONCURS) LNAV/VNAV NOT DEVELOPED PER FPT/ATC REQUEST TO NOT HAVE A MISSED APPROACH CLIMB IN HOLD. THE ADDITION OF VNAV WOULD CAUSE THE LNAV MAP TO BE AT RWY THLD CAUSING A CLIMB IN HOLD. VDP NOT ESTABLISHED - VDP LOCATED WITHIN 0.5 NM OF UPEFI. EXTENDED FINAL REQUIRED TO OBTAIN DG CRITERIA FOR SI MINIMUMS. VGSI DATA: 3.00/TCH 40.5. 3.10 ANGLE USED DUE TO TERRAIN ON FINAL AND PROCEDURE BUILT WITH 40.5 TCH TO MATCH VGSI. RASS PRESSURE PATTERNS SAME KS39 3251, KRDM 3080 RA = 48.7 CONTINGENCY NOTES FOR B/U ALTIMETER SETTING: CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE REDMOND ALTIMETER SETTING: INCREASE ALL MDAS 60 FEET AND INCREASE CIRCLING CATS C/D VISIBILITY 1/4 SM. 30FT VEGETATION HEIGHT USED PER IFP REQUEST CHECKLIST. 34:1 PENETRATIONS: 3265 RD (N) (41-041939) 441700.50N/1205332.57W (1.32) XP: RAISED TO MEET CAT C MINIMUM		
1. COMMUNICATIONS WITH: ZSE ARTCC			2. WEATHER SERVICE			3. ALTIMETER SETTING						
SATISFACTORY ON:				N W S	OTHER: AWOS-3PT		SOURCE: KS39 / KRDM					
				F A A			DISTANCE: 0 / 10.75					
				A / C			HOURS REMOTE OPERATION: 0/YES / 24/YES					
X	V H F	X	U H F		H F	LOCATION: KS39			ADJUSTMENT: 0 / 49			
4. MONITOR STATUS		PRIMARY NAVAID:									ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.35NM CAT B: 1.92NM CAT C: 3.04NM CAT D: 3.98NM	
		MONITOR POINT:										
		HRS	CAT 1									
		OPTN:	CAT 3									
5. APPROACH & RUNWAY LIGHTING			ALS								SEE ATTACHED AIRSPACE LETTER. LPV NOT DEVELOPED DUE TO REQUIRED 2117' HATH/6 NM DA TO CLEAR OBS. (FPT CONCURS) LNAV/VNAV NOT DEVELOPED PER FPT/ATC REQUEST TO NOT HAVE A MISSED APPROACH CLIMB IN HOLD. THE ADDITION OF VNAV WOULD CAUSE THE LNAV MAP TO BE AT RWY THLD CAUSING A CLIMB IN HOLD. VDP NOT ESTABLISHED - VDP LOCATED WITHIN 0.5 NM OF UPEFI. EXTENDED FINAL REQUIRED TO OBTAIN DG CRITERIA FOR SI MINIMUMS. VGSI DATA: 3.00/TCH 40.5. 3.10 ANGLE USED DUE TO TERRAIN ON FINAL AND PROCEDURE BUILT WITH 40.5 TCH TO MATCH VGSI. RASS PRESSURE PATTERNS SAME KS39 3251, KRDM 3080 RA = 48.7 CONTINGENCY NOTES FOR B/U ALTIMETER SETTING: CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE REDMOND ALTIMETER SETTING: INCREASE ALL MDAS 60 FEET AND INCREASE CIRCLING CATS C/D VISIBILITY 1/4 SM. 30FT VEGETATION HEIGHT USED PER IFP REQUEST CHECKLIST. 34:1 PENETRATIONS: 3265 RD (N) (41-041939) 441700.50N/1205332.57W (1.32) XP: RAISED TO MEET CAT C MINIMUM	
			(S) SALS									
			MALS									
			HIRL									
		X	MIRL 10 (PCL), 28 (PCL)									
			REIL									
			TDZ									
			C/LINE									
	X	OTHER (SPECIFY) LIRL 15 (PCL), 33 (PCL) PAPI-4L 28 (PCL)										
6. RUNWAY MARKINGS		BASIC BSC-G 15, 33								3.10 ANGLE USED DUE TO TERRAIN ON FINAL AND PROCEDURE BUILT WITH 40.5 TCH TO MATCH VGSI. RASS PRESSURE PATTERNS SAME KS39 3251, KRDM 3080 RA = 48.7 CONTINGENCY NOTES FOR B/U ALTIMETER SETTING: CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE REDMOND ALTIMETER SETTING: INCREASE ALL MDAS 60 FEET AND INCREASE CIRCLING CATS C/D VISIBILITY 1/4 SM. 30FT VEGETATION HEIGHT USED PER IFP REQUEST CHECKLIST. 34:1 PENETRATIONS: 3265 RD (N) (41-041939) 441700.50N/1205332.57W (1.32) XP: RAISED TO MEET CAT C MINIMUM		
		ALL WEATHER										
		INSTRUMENT NPI-G 10, 28										
7. RUNWAY VISUAL RANGE		APPROACH								3.10 ANGLE USED DUE TO TERRAIN ON FINAL AND PROCEDURE BUILT WITH 40.5 TCH TO MATCH VGSI. RASS PRESSURE PATTERNS SAME KS39 3251, KRDM 3080 RA = 48.7 CONTINGENCY NOTES FOR B/U ALTIMETER SETTING: CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE REDMOND ALTIMETER SETTING: INCREASE ALL MDAS 60 FEET AND INCREASE CIRCLING CATS C/D VISIBILITY 1/4 SM. 30FT VEGETATION HEIGHT USED PER IFP REQUEST CHECKLIST. 34:1 PENETRATIONS: 3265 RD (N) (41-041939) 441700.50N/1205332.57W (1.32) XP: RAISED TO MEET CAT C MINIMUM		
		MIDFIELD										
		ROLL OUT										
8. GLIDE PATH		GP ANGLE:				ELEV RWY THRESHOLD:				3.10 ANGLE USED DUE TO TERRAIN ON FINAL AND PROCEDURE BUILT WITH 40.5 TCH TO MATCH VGSI. RASS PRESSURE PATTERNS SAME KS39 3251, KRDM 3080 RA = 48.7 CONTINGENCY NOTES FOR B/U ALTIMETER SETTING: CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE REDMOND ALTIMETER SETTING: INCREASE ALL MDAS 60 FEET AND INCREASE CIRCLING CATS C/D VISIBILITY 1/4 SM. 30FT VEGETATION HEIGHT USED PER IFP REQUEST CHECKLIST. 34:1 PENETRATIONS: 3265 RD (N) (41-041939) 441700.50N/1205332.57W (1.32) XP: RAISED TO MEET CAT C MINIMUM		
		DISTANCE FROM RWY:				ELEV GP ANTENNA:						
						THRESHOLD CROSSING HEIGHT:						
9. FINAL APPROACH COURSE AIMING			X	RUNWAY THRESHOLD					FT. FROM THRESHOLD			
			X	ON CENTERLINE					FT. FROM CENTERLINE			
10. WAIVERS: NONE												
PART D - PREPARED BY: STEVEN A. VARGAS (DARREN HOOPER)						DATE:				QUALITY 16 CHECKED		
TITLE: AERONAUTICAL INFORMATION SPECIALIST						OFFICE: AJV-5421						

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT		FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
FINAL: LP STEPDOWN		JOYXE/4.42 NM TO	OGEYU/2.96 NM TO	14. AAO	441427.85N/1204845.35W	3839 (2C)	250	RA49 DG442	4580
		UPEFI	UPEFI						
FINAL: LP STEPDOWN		OGEYU/2.96 NM TO	CUSVA/1.02 NM TO	15. POLE (41-022716)	441542.43N/1205024.00W	3330 (1A)	250	RA49 DG311	3940
		UPEFI	UPEFI						
FINAL: LP STEPDOWN		CUSVA/1.02 NM TO	UPEFI	16. TRANS TWR (41-022715)	441640.01N/1205247.64W	3338 (1A)	250		3600
		UPEFI							
FINAL: LNAV		UHUFY	JOYXE/4.42 NM TO	17. AAO	441412.16N/1204356.89W	4639 (2C)	250	XL114 RA49	5060
			UPEFI						
FINAL: LNAV STEPDOWN		JOYXE/4.42 NM TO	OGEYU/2.96 NM TO	18. AAO	441419.09N/1204756.43W	4279 (2C)	250	RA49	4580
		UPEFI	UPEFI						
FINAL: LNAV STEPDOWN		OGEYU/2.96 NM TO	CUSVA/1.02 NM TO	19. AAO	441456.09N/1204958.36W	3619 (2C)	250	RA49 DG20	3940
		UPEFI	UPEFI						
FINAL: LNAV STEPDOWN		CUSVA/1.02 NM TO	UPEFI	20. TRANS TWR (41-022713)	441630.14N/1205308.40W	3389 (1A)	250	MA40	3680
		UPEFI							
3. MISSED APPROACH		MAP:							
		ELEV:							
4. CIRCLING AREA		DISTANCE	HT. ABV. ARPT.						
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL					
CATEGORY B	1.5 NM		450						
CATEGORY C	1.7 NM		450						
CATEGORY D	2.3 NM		550						
CATEGORY E	4.5 NM		550						
5. MINIMUM SAFE ALTITUDES					PRIMARY NAVAID:				
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
CITY AND STATE		ELEVATION: 3251		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION	
PRINEVILLE, OR		AIRPORT NAME: PRINEVILLE		RNAV		RNAV (GPS) RWY 28, AMDT 2		ANM	

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:	
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		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:	