

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) 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</u> BEAR LAKE COUNTY	<u>AIRPORT ID</u> K1U7	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 10	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>CITY</u> PARIS	<u>STATE</u> ID	
<u>AIRPORT ELEVATION</u> 5933	<u>TDZE</u> 5931	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u> 11E	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> CONCURRENT WITH AIRSPACE DOCKET 17-ANM-30	<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>
MLD VOR/DME		LEANT		TF	FO	2.00	055.27	39.63	11700
LUNDI	IAF	LEANT	NOPT	TF	FB	1.00	131.67	17.20	11300
LEANT	IF/IAF	KOSCH		TF	FB	1.00	123.84	5.88	10300
KOSCH		HAXEN		TF	FB	1.00	123.90	2.21	9600
HAXEN	FAF	JUVON/4.12 NM TO GLUTS		TF	FB	0.30	123.92	5.16	
JUVON/4.12 NM TO GLUTS		ISELE/1.05 NM TO GLUTS		TF	FB	0.30	123.92	3.07	
ISELE/1.05 NM TO GLUTS		GLUTS	MAP	TF	FO	0.30	123.92	1.05	
GLUTS	MAP	6340 MSL		CA			123.92		6340
6340 MSL		FIROS		DF	FO	1.00			11000

MISSED APPROACH

MAP:

LP: GLUTS
 LNAV: GLUTS

MISSED APPROACH INSTRUCTIONS:

(DO NOT EXCEED 185 KIAS UNTIL FIROS) CLIMB TO 6340 THEN CLIMBING RIGHT TURN TO 11000 DIRECT FIROS AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)

2. HOLD NW LEANT, RT, 123.84 INBOUND, 11300 FT. IN LIEU OF PT (IAF), MAX 14000.

3. FAC:

123.92

FAF: HAXEN

DIST FAF TO MAP: 9.29

DIST FAF TO THLD: 9.75

4. MIN ALT: LEANT 11300, KOSCH 10300, HAXEN 9600, JUVON/4.12 NM TO GLUTS 7680, ISELE/1.05 NM TO GLUTS 6540

5. DIST TO THLD FROM OM:

MM:

IM:

150 HAT:

GS ANT:

6. MIN GP INCPT:

GP ALT AT FAF :

OM:

MM:

IM:

7. GP ANGLE:

34:1: IS CLEAR

20:1: IS CLEAR

TCH:

8. MSA FROM: GLUTS 11200

PBN REQUIREMENTS NOTE:

RNP APCH

NOTES:

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON MLD VOR/DME AIRWAY RADIALS 331 CW 101.

ADDITIONAL FLIGHT DATA:

CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 19.93 DEGREES.
CHART CIRCLING ICON.
HAXIN TO RW10: 3.50/45.
FICTITIOUS THRESHOLD POINT (CFDVT) DO NOT CHART.
WAAS CHANNEL #65742
REFERENCE PATH ID: W10A
CHART FAS OBST: 5977 POLE 421535N/1112123W.
7779 AAO 422112N/1113103W, 6520 AAO 421849N/1112453W, 8218 AAO 422104N/1113156W, 6560 AAO 421858N/1112502W.
FAC CROSSES RWY C/L EXTENDED 3001 FT FROM THLD.
HOLD E, RT, 288.11 INBOUND
FTP HAE: 1794 M

MINIMUMS:

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

ALTERNATE: NA ☒

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
LP MDA	6240	1	309	6240	1	309	6240	1	309	6240	1	309			
LNAV MDA	6260	1	329	6260	1	329	6260	1	329	6260	1	329			
CIRCLING	6320	1	387	6400	1	467	6720	2 1/4	787	7140	3	1207			



CHANGES - REASONS

NEW PROCEDURE.

07/17/18: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/01/18.
1. CONVERTED INITIAL SEGMENT MLD VOR/DME TO IF LEANT TO A FEEDER SEGMENT CONNECTED TO IAF LEANT - PER FLIGHT CHECK DUE TO INABILITY TO RECEIVE K1U7 ASOS AT MLD UP TO 14,500 FT.
2. REMOVED NOPT FROM NEW FEEDER SEGMENT AND CHANGED LEANT FROM FB TO FO - FEEDER MUST CONNECT TO AN INITIAL SEGMENT OR HOLD-IN-LIEU OF PROCEDURE TURN.
3. INCREASED FEEDER SEGMENT ALTITUDE FROM 11300 TO 11700 - REQUIRED OBSTACLE CLEARANCE INCREASED FROM 1000 TO 2000. UNABLE ROC REDUCTION DUE TO PRECIPITOUS TERRAIN.



COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZLC ARTCC, APRT MGR

FLIGHT CHECKED BY

GREGORY RAYMOND BAUR

Digitally signed by
ROBERT G HAMILTON
Jul 19, 2018

OFFICE

FIOG

DATE

07/13/2018

DEVELOPED BY

RALPH DUMAR

Digitally signed by
RALPH DUMAR
Jul 17, 2018

OFFICE

AJV-5422

DATE

05/01/2018

APPROVED BY

JULIE MORGAN

Digitally signed by
ROBERT G HAMILTON
Jul 19, 2018

OFFICE

AJV-5420

DATE

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	1U7
RUNWAY	RW10
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W10A
LTP/FTP LATITUDE	421509.9390N
LTP/FTP LONGITUDE	1112101.5040W
LTP/FTP ELLIPSOIDAL HEIGHT	+01794
FPAP LATITUDE	421406.8720N
FPAP LONGITUDE	1111936.7335W
THRESHOLD CROSSING HEIGHT (TCH)	00045.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.50
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0000
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	0.0
CRC REMAINDER	F8A3B3BC
<u>ADDITIONAL PATH POINT RECORD INFORMATION</u>	
ICAO CODE	K1
LTP ORTHOMETRIC HEIGHT	+18074
FPAP ORTHOMETRIC HEIGHT	+18074



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

<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
BEAR LAKE COUNTY	K1U7	RNAV (GPS) RWY 10	ORIG	PARIS	ID	5933	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM MLD VOR/DME TO LEANT

RNP DISTANCE PAT MAP HAT HMAS
39.63

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.AAO	421606.00N/1120551.00W	9643	250	125	4E	2000					11700
2.TERRAIN	421606.00N/1120551.00W	9443 (9400)								AS1500	10900

COMPUTATIONS

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

SEGMENT
REMARKS:

INITIAL

FROM LUNDI TO LEANT

RNP DISTANCE PAT MAP HAT HMAS
17.20

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
3.AAO	423057.00N/1113806.00W	8360	250	125	4E	1000				PR360 AT1580	11300
4.TERRAIN	423057.00N/1113806.00W	8160 (8200)								AS1500	9700

COMPUTATIONS

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

SEGMENT
REMARKS:



FINAL: LNAV STEPDOWN

FROM
JUVON/4.12 NM TO GLUTS

TO
ISELE/1.05 NM TO GLUTS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>				<u>HMAS</u>				
	3.07											
<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>
13.AAO	421803.00N/1112431.00W		6280	50	20	2C	250					6540

COMPUTATIONS

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

FINAL: LNAV STEPDOWN

FROM
ISELE/1.05 NM TO GLUTS

TO
GLUTS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>				<u>HMAS</u>				
	1.05		GLUTS	329								
<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>
11.POLE (16-024297)	421534.75N/1112123.35W		5977	20	3	2C	250				MA20	6260

COMPUTATIONS

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



HOLD-IN-LIEU OF PT

FROM

LEANT

TO

P-10

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
		P-10										
<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>	
14.AAO	422754.00N/1113254.00W	9849	250	125	4E	1000				PR370	11300	
15.TERRAIN	422754.00N/1113254.00W	9649 (9600)								AS1500	11100	

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:

MISSED APPROACH : LP

FROM

GLUTS

TO

FIROS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
							6140				
<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>
							ASC				11000
16.AAO	414245.00N/1112254.00W	8173	250	125	4E	1000					9200
17.TERRAIN	414245.00N/1112254.00W	7973 (8000)								AS1500	9500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:



MISSED APPROACH : LNAV

FROM
GLUTS

TO
FIROS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
							6160				
<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>
							ASC				11000
16.AAO	414245.00N/1112254.00W	8173	250	125	4E	1000					9200
17.TERRAIN	414245.00N/1112254.00W	7973 (8000)								AS1500	9500

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

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
18.TREE	421532.00N/1111828.00W	1.42	387	6014	50	20	2C	300			6320
CATEGORY B											
19.TREE	421518.00N/1111706.00W	2.03	467	6024	50	20	2C	300		HAA	6400
CATEGORY C											
20.TREE	421600.00N/1111539.50W	3.23	787	6414	50	20	2C	300			6720
CATEGORY D											
21.AAO	421252.00N/1112558.50W	4.25	1207	6840	50	20	2C	300			7140

CIRCLING REMARKS:



MSA

CENTER

GLUTS

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	415442.00N/1114030.00W	203	25.2	10148	250	125	4E	1000			11200

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA
COMMUNICATIONS WITH

ZLC ARTCC, BOI FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
AWOS-2	K1U7	24	K1U7	0	N	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS

WX REMARKS:

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW16		BSC-G	
RW34		BSC-G	
RW10 - MIRL (PCL)		NPI-G	
RW28 - MIRL (PCL), PAPI-2L (PCL)		NPI-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD

☐

3001

FT FROM THRESHOLD

DISPLACED THRESHOLD DISTANCE

ON CENTERLINE

☒

FT FROM CENTERLINE



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
BEAR LAKE COUNTY	K1U7	RNAV (GPS) RWY 10	ORIG	PARIS	ID	5933	RNAV

CRITICAL TEMPERATURES

CRITICAL LOW **CRITICAL HIGH** **ACT** **APT ISA**

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

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

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - TOO CLOSE TO MAP.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
NO VGSI AVAILABLE FOR RWY 10.

CIRCLING RWY 16/34 NA AT NIGHT DUE TO NO RUNWAY LIGHTING INSTALLED.

75 FT VEGETATION USED PER FPT.

LPV AND LNAV/VNAV NOT DEVELOPED DUE TO EXCESSIVE OFFSET FINAL.

ORDER 8260.3 CHAPTER 2 APPLIED TO 7779 AAO 422112N/1113103W (LP), 6520 AAO 421849N/1112453W (LP), 8218 AAO 422104N/1113156W (LNAV), AND 6560 AAO 421858N/1112502W (LNAV).

NO SUITABLE BACK-UP ALTIMETER SOURCE AVAILABLE DUE TO INTERVENING TERRAIN; FPT NOTIFIED.

25 DEGREE BANK ANGLE AND 185 KIAS USED TO BUILD MISSED APPROACH FIRST TURN.

FEEDER SEGMENT MLD VOR/DME TO LEANT TERRAIN IDENTIFIED AS PRECIPITOUS; ROC REDUCTIONS NOT AUTHORIZED/2000-FOOT ROC REQUIRED.
ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



PART D: AIRSPACE

DOCKET # 17-ANM-30

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	8.75
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	2.00
TRUE COURSE OF	FINAL*	SEGMENT CONTAINING 1000FT POINT	134.92
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	7579
DISTANCE FROM	THLD	TO 1500FT POINT	16.64
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	134.84
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	9212

THRESHOLD
COORDINATES
(IF STR-IN) 421517.08N/1112051.88W

ARP COORDINATES 421459.10N/1112029.90W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP RUNWAY 28 DISTANCE 0.59 NM

FAF
COORDINATES 422203.57N/1113019.24W

FIX NAME
COORDINATES CFDVT: 421509.94N/1112101.50W

REMARKS
FINAL APPROACH COURSE OFFSET 19.93 DEGREES, INTERMEDIATE COURSE IS AN EXTENSION OF THE FINAL COURSE.



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
BEAR LAKE COUNTY	K1U7	RNAV (GPS) RWY 10	ORIG	PARIS	ID	5933	RNAV

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
RALPH DUMAR	AJV-5422	05/01/2018	AERONAUTICAL INFORMATION SPECIALIST

