

| | | | | | | | | | | | | | | | | |
|---|--------|------------------------------|---------|--|-----|---------------------------|--------|--|---------|--|-------|------------------|------------------|-----|---------|--|
| 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: RW35 CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3700 DIRECT DERAY AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3700. ADDITIONAL FLIGHT DATA: CHART FAS OBST: 380 TOWER 442829N/1231818W 600 AAO 442401N/1231858W. DISTANCE TO THLD FROM 250 HAT: 0.63 NM. CHART VDP AT 1.06 NM TO RW35* *LNAV ONLY. WAAS CHANNEL # 69517 REFERENCE PATH ID: W35A CHART CIRCLING ICON. LTP HAE: 53.5 M | | | | | | |
| CVO VOR/DME | | DERAY (FO) | | 171.56 / 11.76 | | | | 3700 | | | | | | | | |
| EUG VORTAC (IAF) | | DERAY (NOPT) (FB) | | 323.30 / 11.89 | | | | 3700 | | | | | | | | |
| DERAY (IF/IAF) | | WENKA (FB) | | 351.94 / 3.90 | | | | 2500 | | | | | | | | |
| WENKA | | ACOTY (FB) | | 351.95 / 2.11 | | | | 1900 | | | | | | | | |
| ACOTY (FAF) | | CESDO/2.52 NM TO RW35 (FB) | | 351.95 / 2.50 | | | | | | | | | | | | |
| CESDO/2.52 NM TO RW35 | | RW35 (MAP) (FO) | | 351.95 / 2.52 | | | | | | | | | | | | |
| (SEE FORM 8260-10) | | | | | | | | | | | | | | | | |
| 1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. HOLD S DERAY, RT, 351.94 INBOUND, 3700 FT. IN LIEU OF PT (IAF) 3. FAC: 351.95 FAF: ACOTY DIST FAF TO MAP: 5.02 THLD: 5.02 4. MIN. ALT: DERAY 3700, WENKA 2500, ACOTY 1900, CESDO/2.52 NM TO RW35 1100* 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: 1900 GS ALT AT: ACOTY 1900 OM: _____ MM: _____ IM: _____ 7. GS ANGLE: 3.00 TCH: 51.0 34:1 IS CLEAR 8. MSA FROM: RW35 5300 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | MAG VAR: 15E | | | EPOCH YEAR: 2020 | | | |
| MINIMUMS | | | | | | | | | | | | | | | | |
| TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT | | | | | | | | ALTERNATE: N A | | X | | | | | | |
| 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 | 500 | 3/4 | 250 | 500 | 3/4 | 250 | 500 | 3/4 | 250 | 500 | 3/4 | 250 | | | | |
| LNAV/VNAV DA | 551 | 1 | 301 | 551 | 1 | 301 | 551 | 1 | 301 | 551 | 1 | 301 | | | | |
| LNAV MDA | 640 | 1 | 390 | 640 | 1 | 390 | 640 | 1 1/8 | 390 | 640 | 1 1/8 | 390 | | | | |
| | | | | | | | | | | | | | | | | |
| CIRCLING | 720 | 1 | 470 | 740 | 1 | 490 | 920 | 1 3/4 | 670 | 1080 | 2 3/4 | 830 | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 54C (130F). CHART NOTE: DME/DME RNP-0.3 NA. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON CVO VOR/DME AIRWAY RADIALS 081 CW 217. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON EUG VORTAC AIRWAY RADIALS 287 CW 010. | | | | | | | | | | | | | | | | |
| CITY AND STATE | | ELEVATION: 250 TDZE: 250 | | | | FACILITY IDENTIFIER: RNAV | | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: | | | | SUP: | | | | |
| CORVALLIS, OR | | AIRPORT NAME: CORVALLIS MUNI | | | | | | RNAV (GPS) RWY 35, AMDT 2 | | | | AMDT: 1 | | | | |
| | | | | | | | | | | | | DATED 09/23/2010 | | | | |

 QUALITY
4

CHECKED

| | | | | | |
|---|--|---------------------------|---|---|---------------------|
| ALL AFFECTED PROCEDURES REVIEWED? <div><input checked="" type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div> | | COORDINATES OF FACILITIES | | REQUIRED EFFECTIVE DATE <div>ROUTINE</div> | |
| COORDINATED WITH: <div><div>ATA<input type="checkbox"/></div><div>AAT<input type="checkbox"/></div><div>ALPA<input checked="" type="checkbox"/></div><div>APA<input type="checkbox"/></div><div>AOPA<input checked="" type="checkbox"/></div><div>NBAA<input checked="" type="checkbox"/></div><div>OTHER (specify) <div>CASCADE APCH, ZSE, AMGR, OREGON AERO.</div></div></div> | | | | | |
| FLIGHT CHECKED BY | | | | | |
| NAME: | | | FIFO | DATE: | |
| DEVELOPED BY | | | | | |
| NAME: <div>VICTOR BOONE</div> | | | <div>Digitally signed by VICTOR C BOONE</div> | FIFO AJV-5432 | DATE: 05/13/2016 |
| APPROVED BY Jun 27, 2016 | | | | | |
| NAME: <div>LONNIE EVERHART</div> | | | MANAGER | FIFO AJV-5430 | DATE: |
| CHANGES: <div>1. CHANGED FAC LENGTH FROM 4.95 TO 5.02 NM. 2. MOVED VDP FROM 1.07 TO 1.06 NM. 3. CHANGED MAGVAR FROM 18E TO 15E AND ADDED 3.00 DEGREES TO ALL COURSES 4. CHANGED MISSED APPROACH FROM "CLIMB TO 3000 DIRECT CEXOV AND ON TRACK 061.78 TO FIKOP AND ON TRACK 143.84 TO SHEDD AND HOLD" TO "CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3700 DIRECT DERAY AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3700. 5. REMOVED BACKUP ALTIMETER NOTE. 6. RAISED HOLD IN LIEU FROM 3400 TO 3700. 7. RAISED EUG VORTAC INITIAL FROM 3400 TO 3700. 8. RAISED CVO VOR/DME FEEDER FROM 3400 TO 3700. 9. RAISED WENKA SDF ALTITUDE FROM 2400 TO 2500 AND MOVED WENKA 1098 FT SOUTH. 10. RAISED LPV ALL CATS DA/HAT FROM 450/200 TO 500/250. 11. LOWERED LNAV/VNAV ALL CATS DA/HAT FROM 665/415 TO 551/301 AND LOWERED ALL CATS VIS FROM 1 1/2 TO 1. 12. RAISED CIRC CAT C MDA/HAA FROM 720/470 TO 920/670 AND RAISED VIS FROM 1 1/2 TO 1 3/4. 13. RAISED CIRC CAT D MDA/HAA FROM 900/650 TO 1060/810 AND RAISED VIS FROM 2 TO 2 1/2. (SEE FORM 8260-10)</div> | | | | | |
| REASONS: <div>1, 2. MOVED PFAF 414.19 FT SOUTH. 3. EPOCH YEAR 2020 USED. 4. 8260.54 CRITERIA WOULDN'T ALLOW THE OLD MISSED APPROACH. 5. NO SUITABLE BACKUP ALTIMETER AVAILABLE AND PER FPT REQUEST. 6-8. MISSED HOLDING CLIMB IN HOLD RAISED PATTERN ALTITUDE, RAISED OTHER SEGMENTS TO MATCH 3700FT. 9. RAISED IF ALTITUDE FROM 3400 TO 3700 MADE SDF DG TOO STEEP; RAISED ALTITUDE AT WENKA TO 2500 TO STABILIZE DG. 10. LPV 250 HAT FOR NPI RUNWAY MARKINGS. 11. NEW OBSTACLE DATA PROVIDED LOWER DA/HAT. 12-15. ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. 16. NEW OBSTACLE DATA. 17. LPV HAT RAISED FROM 200 TO 250 AND MOVED PFAF 414.19 FT SOUTH.</div> <div>06/26/16: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/13/16: (SEE FORM 8260-10)</div> | | | | | |



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, (CONT.):

| FROM | TO | COURSE AND DISTANCE | ALTITUDE |
|------------|------------|---------------------|----------|
| RW35 (MAP) | 1000 MSL | 351.95 | 1000 |
| 1000 MSL | DERAY (FO) | | 3700 |

QUALITY
4

| | | | | | |
|---------------------------------|---|-----------|------------------------------|---|-------------------|
| CITY AND STATE CORVALLIS, OR | ELEVATION: 250 AIRPORT NAME: CORVALLIS MUNI | TDZE: 250 | FACILITY IDENTIFIER: RNAV | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 35, AMDT 2 | SUP: |
| | | | | | AMDT: 1 |
| | | | | | DATED: 09/23/2010 |

| | | | | | |
|---|--|---------------------------------|----------------------------------|---------------------------------|----------------------------------|
| 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) _____ |
| FLIGHT CHECKED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| DEVELOPED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| APPROVED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| CHANGES: CHANGES CONT. 14. RAISED CIRC CAT B MDA/HAA FROM 720/470 TO 740/490. 15. ADDED "CHART CIRCLING ICON" TO ADDITIONAL FLIGHT DATA. 16. LNAV CONTROLLING OBSTACLE CHANGED FROM 376 ANT TO 380 TOWER. NO CHANGE IN MINIMUMS. 17. FAS DATA VAL CHANGED FROM 35 TO 50 FT. 18. CRC REMAINDER CHANGED FROM 22030E21TO 2C6274F5 | | | | | |
| REASONS: REASONS CONT. 1. LOWERED CVO VOR/DME FEEDER ALTITUDE FROM 3800 TO 3700. 2. LOWERED EUG VORTAC FEEER ALTITUDE FROM 3800 TO 3700. 3. RAISED INT SDF ALTITUDE AT WENKA FROM 2400 TO 2500. 4. LOWERED HIL ALTITUDE AT DERAY FROM 3800 TO 3700. 5. LOWERED MISSED APPROACH HOLDING ALTITUDE AT DERAY FROM 3800 TO 3700. 6. UPDATED CHANGES AND REASONS TO REFLECT. | | | | | |
| 7/26/2016: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/13/2016 RESEQUENCED ARINC CODE. | | | | | |



**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

| <u>DATA FIELD</u> | <u>DATA</u> |
|--|---------------|
| OPERATION TYPE | 0 |
| SBAS SERVICE PROVIDER IDENTIFIER | 0 |
| AIRPORT IDENTIFIER | KCVO |
| RUNWAY | RW35 |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W35A |
| LTP/FTP LATITUDE | 442914.5950N |
| LTP/FTP LONGITUDE | 1231737.7200W |
| LTP/FTP ELLIPSOIDAL HEIGHT | +00535 |
| FPAP LATITUDE | 443043.0365N |
| FPAP LONGITUDE | 1231722.6320W |
| THRESHOLD CROSSING HEIGHT (TCH) | 00051.0 |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F |
| GLIDEPATH ANGLE (GPA) | 03.00 |
| COURSE WIDTH AT THRESHOLD | 106.75 |
| LENGTH OFFSET | 0952 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 50.0 |
| <u>CRC REMAINDER</u> | 2C6274F5 |

ADDITIONAL PATH POINT RECORD INFORMATION

| | |
|-------------------------|--------|
| ICAO CODE | K1 |
| LTP ORTHOMETRIC HEIGHT | +00761 |
| FPAP ORTHOMETRIC HEIGHT | +00761 |

CITY AND STATE
CORVALLIS, OR

ELEVATION: 250 TDZE: 250
AIRPORT NAME:
CORVALLIS MUNI

FACILITY
IDENTIFIER:
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
RNAV (GPS) RWY 35, AMDT 2

SUP: **QUALITY
4
CHECKED**
AMDT: 1
DATED: 09/23/2010

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

| | | | | | |
|----------------|-----------------------------|-------|-------------------------|--|--------|
| CITY AND STATE | ELEVATION: AIRPORT NAME: | TDZE: | FACILITY IDENTIFIER: | PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: | SUP: |
| | | | | | AMDT: |
| | | | | | DATED: |

QUALITY
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CHECKED

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|---|--|---------------------------|--|-------------------------|-------|
| 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 | | CVO VOR/DME | | DERAY | | 1. AAO | | 442509.00N/1232112.00W | | 1145 (3E) | 2000 | AT555 | 3700 | | | | | | |
| | | | | | | 2. TERRAIN | | 442509.00N/1232112.00W | | 945 (900) | | AS1500 | 2400 | | | | | | |
| INITIAL | | EUG VORTAC | | DERAY | | 3. AAO | | 441621.00N/1232109.00W | | 1588 (3E) | 1000 | AT1112 | 3700 | | | | | | |
| | | | | | | 4. TERRAIN | | 441621.00N/1232109.00W | | 1388 (1400) | | AS1500 | 2900 | | | | | | |
| INTERMEDIATE | | DERAY (IF/IAF) | | WENKA | | 5. AAO | | 441712.00N/1232030.00W | | 1060 (3E) | 500 | AC112 AT828 | 2500 | | | | | | |
| | | | | | | 6. TERRAIN | | 441909.00N/1231924.00W | | 745 (700) | | AS1500 | 2200 | | | | | | |
| INTERMEDIATE: | | WENKA | | ACOTY | | 7. AAO | | 442200.00N/1232039.00W | | 762 (3E) | 500 | AC112 DG526 | 1900 | | | | | | |
| STEPDOWN | | | | | | 8. TERRAIN | | 442324.00N/1232048.00W | | 476 (500) | | AS1000 | 1500 | | | | | | |
| FINAL: LPV | | ACOTY | | DA | | | | | | | ASC | | 500/250 | | | | | | |
| FINAL: LNAV/VNAV | | ACOTY | | DA | | 9. TOWER (41-000264) | | 442829.00N/1231817.63W | | 380 (1B) | 161 | AC10 | 551/301 | | | | | | |
| FINAL: LNAV | | ACOTY | | CESDO/2.52 NM TO RW35 | | 10. AAO | | 442530.00N/1231745.00W | | 455 (2C) | 250 | DG395 | 1100 | | | | | | |
| FINAL: LNAV STEPDOWN | | CESDO/2.52 NM TO RW35 | | RW35 | | 9. TOWER (41-000264) | | 442829.00N/1231817.63W | | 380 (1B) | 250 | | 640 | | | | | | |
| 2. HOLD-IN-LIEU-OF-PT | | DERAY | | P-5 | | 11. AAO | | 441406.00N/1232530.00W | | 1913 (3E) | 1000 | AT787 | 3700 | | | | | | |
| | | | | | | 12. TERRAIN | | 441406.00N/1232530.00W | | 1713 (1700) | | AS1500 | 3200 | | | | | | |
| 3. MISSED APPROACH | MAP: | | RW35 | | DERAY | | | | | | ASC | | 3700 | | | | | | |
| | ELEV: | | 313/390/540 | | | | 13. AAO | | 442509.00N/1232124.00W | | 1227 (3E) | 1000 | 2300 | | | | | | |
| | | | | | | 14. TERRAIN | | 442509.00N/1232124.00W | | 1027 (1000) | | AS1500 | 2500 | | | | | | |
| 4. CIRCLING AREA | | DISTANCE | | HT. ABV. ARPT. | | | | | | | | | | | | | | | |
| CATEGORY A | | 1.3 NM | | REQUIRED | 350 | ACTUAL | 470 | 15. TREE (KCVO0023) | | 443036.41N/1231544.55W | | 406 (1B) | 300 | | 720 | | | | |
| CATEGORY B | | 1.5 NM | | | 450 | | 490 | 16. TREE | | 442948.00N/1232003.00W | | 439 (2C) | 300 | | 740 | | | | |
| CATEGORY C | | 1.7 NM | | | 450 | | 670 | 17. TREE (KCVO0025) | | 443233.22N/1231731.34W | | 607 (1A) | 300 | | 920 | | | | |
| CATEGORY D | | 2.3 NM | | | 550 | | 830 | 18. AAO | | 442921.00N/1232227.00W | | 771 (2C) | 300 | | 1080 | | | | |
| CATEGORY E | | 4.5 NM | | | 550 | | | | | | | | | | | | | | |
| 5. MINIMUM SAFE ALTITUDES | | | | | | | | | | | | PRIMARY NAVAID: RW35 | | | | | | | |
| SECTOR | | OBSTRUCTION | | BRG/DIST | | ELEVATION (MSL) | | M S A | | SECTOR | | OBSTRUCTION | | BRG/DIST | | ELEVATION (MSL) | | M S A | |
| 360-360 | | AAO | | 261/11.2 | | 4219 (3E) | | 5300 | | | | | | | | | | | |
| CITY AND STATE | | | | ELEVATION: 250 | | | | FACILITY | | | | PROCEDURE AND AMENDMENT NO: | | | | REGION | | | |
| CORVALLIS, OR | | | | AIRPORT NAME: CORVALLIS MUNI | | | | RNAV | | | | RNAV (GPS) RWY 35, AMDT 2 | | | | ANM | | | |

QUALITY
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CHECKED

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|--|--|---|--|--|--|------------------|--|--|--|--|--|---------------------|--|--|--|--|--|--|--|-------------------------|--|--|--|--|--|--|--|--|--|
| PART B - SUPPLEMENTAL DATA | | | | | | | | | | PART C - REMARKS: PRECIPITOUS TERRAIN EVALUATION COMPLETED. 100 FT TREES USED WITHIN 20,000 FT OF ALL RUNWAY SURFACES. VGSI DATA: 3.00/51 ORDER 8260.3 CHAPTER 2 APPLIED TO 600 AAO 442401N/1231858W. NO SUITABLE BACKUP ALTIMETER AVAILABLE. TAA NOT DEVELOPED PER FPT AND ATC REQUEST. KCVO AWOS-3 IS NOT ON SERVICE A. LPV SLOPE: 34:1 LNAV/VNAV SLOPE: 23.39:1 LPV 250 HAT FOR NPI RUNWAY MARKINGS CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA. CRITICAL TEMPERATURES: CRITICAL LOW :-15C (-5F) CRITICAL HIGH :+54C (+130F) ACT :-15C APT ISA :+14.51C CRITICAL TEMPERATURE REMARKS AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION CRITICAL LOW TEMPERATURE BASED ON ACT. DESCENT RATE (FPM): STANDARD TEMP 957 HIGH TEMP 1117. ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.81NM CAT C: 2.85NM CAT D: 3.72NM SEE ATTACHED AIRSPACE LETTER. | | | | | | | | | | | | | | | | | | | |
| 1. COMMUNICATIONS WITH: | | | | 2. WEATHER SERVICE | | | | 3. ALTIMETER SETTING | | | | | | | | | | | | | | | | | | | | | |
| ZSE ARTCC CASCADE APP CON MMV FSS | | | | | | N W S | | OTHER: AWOS-3 | | | | | | | | | | | | SOURCE: KCVO | | | | | | | | | |
| | | | | | | F A A | | | | | | | | | | | | | | DISTANCE: | | | | | | | | | |
| | | | | | | A / C | | | | | | | | | | | | | | HOURS REMOTE OPERATION: | | | | | | | | | |
| SATISFACTORY ON: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input checked="" type="checkbox"/> V H F | | <input checked="" type="checkbox"/> U H F | | | | H F | | LOCATION: KCVO | | | | | | | | | | | | ADJUSTMENT: 0 | | | | | | | | | |
| 4. MONITOR STATUS | | PRIMARY NAVAID: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MONITOR POINT: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | HRS OPTN: | | CAT 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | CAT 3 | | | | | | | | | | | | | | | | | | | | | | | |
| 5. APPROACH & RUNWAY LIGHTING | | | | ALS | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | (S) SALS | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <input checked="" type="checkbox"/> | | MALSR 17 (PCL) | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | HIRL | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <input checked="" type="checkbox"/> | | MIRL 09 (PCL), 17 (PCL), 27 (PCL), 35 (PCL) | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <input checked="" type="checkbox"/> | | REIL 35 (PCL) | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | TDZ | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | C/LINE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <input checked="" type="checkbox"/> | | OTHER (SPECIFY) PAPI-4L 27 VASI-4L 17, 35 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6. RUNWAY MARKINGS | | BASIC BSC-G 09, 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ALL WEATHER PIR-F 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INSTRUMENT NPI-F 35 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7. RUNWAY VISUAL RANGE | | APPROACH | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MIDFIELD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ROLL OUT | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8. GLIDE PATH | | GP ANGLE: 3.00 | | | | | | ELEV RWY THRESHOLD: 249.8 | | | | | | | | | | | | | | | | | | | | | |
| | | DISTANCE FROM RWY: | | | | | | ELEV GP ANTENNA: | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | THRESHOLD CROSSING HEIGHT: 51.0 | | | | | | | | | | | | | | | | | | | | | |
| 9. FINAL APPROACH COURSE AIMING | | | | <input checked="" type="checkbox"/> | | RUNWAY THRESHOLD | | | | | | FT. FROM THRESHOLD | | | | | | | | | | | | | | | | | |
| | | | | <input checked="" type="checkbox"/> | | ON CENTERLINE | | | | | | FT. FROM CENTERLINE | | | | | | | | | | | | | | | | | |
| 10. WAIVERS: NONE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PART D - PREPARED BY: VICTOR BOONE | | | | | | | | | | DATE: 05/13/2016 | | | | | | | | | | | | | | | | | | | |
| TITLE: AERONAUTICAL INFORMATION SPECIALIST | | | | | | | | | | OFFICE: AJV-5432 | | | | | | | | | | | | | | | | | | | |

