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|---|------|---|---------|---|-------|---------------------------------|------|--|---------|--|-----|-----------------|-----|------------------|---------|
| U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.23 | | | | | | | | 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 | | MAP: BAGKA/BQU 4.04 DME | | | | | |
| MUNGO/BQU 10.00 DME CW (IAF) | | PEPIY/10.00 DME (NOPT) | | 10.00 DME ARC | | | | 12000 | | CLIMBING LEFT TURN TO 10000 DIRECT BQU VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 10000. ADDITIONAL FLIGHT DATA: HOLD S, LT, 340.00 INBOUND. CHART FAS OBST: 5878 TREE 404719N/1154559W CHART (CFCDG) AT INTERSECTION OF DUCAY DR LEG AND INTERMEDIATE COURSE. CHART BQU R-040 AT MUNGO. CHART BQU R-115 AT PEPIY. CHART BQU R-241 AT OLGAA. FAC CROSSES MID POINT OF RWY 6-24. CHART CIRCLING ICON. CHART BQU R-137 AT SIKEE | | | | | |
| PEPIY/BQU 10.00 DME CW | | BUTTA/BQU 10.00 DME | | 10.00 DME ARC | | | | 9500 | | | | | | | |
| SIKEE/BQU 25.00 DME (IAF) | | DUCAY/BQU 17.00 DME (NOPT) | | 317.00 / 8.00 (BQU R-137) | | | | 13000 | | | | | | | |
| DUCAY/BQU 17.00 DME | | BUTTA/BQU 10.00 DME | | 279.00 / 4.89 (HDG) & 330.00 / 3.49 (BQU R-150) | | | | 9500 | | | | | | | |
| OLGAA/BQU 10.00 DME CCW (IAF) | | BUTTA/BQU 10.00 DME (NOPT) | | 10.00 DME ARC | | | | 9500 | | | | | | | |
| BUTTA/BQU 10.00 DME (IF) | | BQU VOR/DME | | 330.00 / 10.00 (BQU R-150) | | | | 7500 | | | | | | | |
| 1. PT <u> R </u> SIDE OF COURSE <u> 150.00 </u> OUTBOUND <u> 9500 </u> FT WITHIN <u> 10 </u> MILES OF <u> BQU VOR/DME </u> (IAF) 2. _____ 3. FAC <u> 324.02 </u> FAF <u> BQU VOR/DME </u> DIST FAF TO MAP _____ THLD _____ 4. MIN. ALT <u> BQU VOR/DME 7500, ATAC/2.00 DME 6920 </u> 8. MSA FROM: <u> BQU VOR/DME 360-180 12600, 180-360 10000 </u> | | | | | | | | | | MAG VAR: 17E | | | | EPOCH YEAR: 1975 | |
| MINIMUMS | | | | | | | | | | | | | | | |
| TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT | | | | | | | | ALTERNATE: N A | | @ | | | | | |
| CATEGORY =====> | | A | | B | | C | | D | | E | | | | | |
| | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA | MDA | VIS | HAT/HAA |
| CIRCLING | 6400 | 1 1/4 | 1260 | 6400 | 1 1/2 | 1260 | 6400 | 3 | 1260 | 6400 | 3 | 1260 | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| NOTES: CHART NOTE: NIGHT LANDING: RWY 12 NA. @ CAT A, B 1300-2, CAT C, D 1300-3 CHART PLANVIEW NOTE: DESCEND IN BQU VOR/DME HOLDING PATTERN TO 11000 BEFORE COMMENCING PROCEDURE TURN. CHART NOTE: CIRCLING NA FOR CATS C AND D SE OF RWY 6-24. | | | | | | | | | | | | | | | |
| CITY AND STATE ELKO, NV | | ELEVATION: 5140 AIRPORT NAME: ELKO RGNL | | TDZE: | | FACILITY IDENTIFIER: BQU | | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: VOR/DME-B, AMDT 5 | | | | SUP | | | |
| | | | | | | | | | | | | AMDT 4 | | | |
| | | | | | | | | | | | | DATE 05/10/2007 | | | |

| | | | | | |
|--|--|---|--|--|---------------------|
| ALL AFFECTED PROCEDURES REVIEWED? <div><input checked="" type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div> | | COORDINATES OF FACILITIES | | REQUIRED EFFECTIVE DATE | |
| ROUTINE | | | | | |
| COORDINATED WITH: | | | | | |
| ATA <div><input checked="" type="checkbox"/></div> | | AAT <div><input type="checkbox"/></div> | | ALPA <div><input checked="" type="checkbox"/></div> | |
| APA <div><input type="checkbox"/></div> | | AOPA <div><input checked="" type="checkbox"/></div> | | NBAA <div><input checked="" type="checkbox"/></div> | |
| OTHER (specify) | | <div><input checked="" type="checkbox"/> ZLC, EKO ATCT, NV AERO, AMGR</div> | | | |
| FLIGHT CHECKED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| DEVELOPED BY | | | | | |
| NAME: <div>FRANK JACKSON JR</div> <div><small>Digitally signed by FRANK JACKSON Jan 11, 2016</small></div> | | | | FIFO AJV-5432 | DATE: 12/01/2015 |
| APPROVED BY | | | | | |
| NAME: <div>LONNIE EVERHART</div> <div>MANAGER</div> | | | | FIFO AJV-5430 | DATE: |
| CHANGES: | | | | | |
| <div>1. DUCAY TO BUTTA COURSE/DISTANCE CHANGED FROM 288/3.53 (HDG) & 324/4.02 TO 279/4.89 (HDG) & 330/3.49.</div> <div>2. MISSED APPROACH POINT CHANGED FROM BAGKA/4.03 DME TO BAGKA/4.04 DME.</div> <div>3. ADDED CONTINUE CLIMB-IN-HOLD TO 10,000 TO MISSED APPROACH INSTRUCTIONS.</div> <div>4. UPDATED FAS OBSTACLE FROM 5919 TREE TO 5878 TREE.</div> <div>5. ADDED TO ADDITIONAL FLIGHT DATA FAC CROSSES MID POINT OF RWY 6-24.</div> <div>6. ADDED CHART CIRCLING ICON TO ADDITIONAL FLIGHT DATA.</div> <div>7. CHANGED PT COURSE FROM 143.80 TO 150.</div> <div>8. FINAL APPROACH COURSE CHANGED FROM 323.80 TO 324.02.</div> <div>9. STEPDOWN FIX ALTITUDE AT ATACI CHANGED FROM 6860 TO 6920.</div> <div>10. CIRCLING MINIMUMS CHANGED FROM CMDA/HAA 6260/1120 ALL CATS TO 6400/1260 ALL CATS.</div> <div>11. ADDED CHART NOTE: NIGHT LANDING: RWY 12 NA.</div> <div>12. ADDED ALTERNATE MINIMUMS.</div> <div>13. BUTTA TO BQU VOR/DME COURSE CHANGED FROM 324.00 TO 330.00.</div> <div>14. PT COURSE CHANGED FROM 143.80 TO 150.00.</div> <div>(SEE FORM 8260-10)</div> | | | | | |
| REASONS: | | | | | |
| <div>1. RECALULATED DR SEGMENT AND ALIGNMENT WITH PT COURSE.</div> <div>2. NEW SURVEY DATA AND RECALCULATED DISTANCE.</div> <div>3. IAW FAAO 8260.3 PARA 274 C.</div> <div>4. PER FPT 40 FOOT MAXIMUM VEGETATION HEIGHT.</div> <div>5. IAW FAAO 8260.19E PARA 8-57 (H).</div> <div>6. IAW MEMORANDUM DATED 11/20/2012, SUBJECT: IMPLEMENTATION OF FAA ORDER 8260.3B CHANGE 21-25.</div> <div>7. OFFSET PT DUE TO HIGH TERRAIN SOUTHEAST OF AIRPORT.</div> <div>8. OPTIMUM COURSE ALIGNMENT.</div> <div>9,10. IAW FAAO 8260.19E PARA 2-74.</div> <div>11. FAAO 8260.19F PARA 8-6-5 (M)(2G).</div> <div>12. IAW FAAO 8260.19E PARA 8-53 (B).</div> <div>13,14. ALIGNED INTERMEDIATE AND PT COURSE DUE TO HIGH TERRAIN SE OF AIRPORT.</div> <div>15. HIGH TERRAIN SE OF KEKO AND TO LOWER MINIMUMS.</div> | | | | | |



**VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - - TITLE 14 CFR PART 97.23**

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.

QUALITY
6
CHECKED

CITY AND STATE

ELKO, NV

ELEVATION: 5140

TDZE:

AIRPORT NAME:

ELKO RGNL

FACILITY
IDENTIFIER:

BQU

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

VOR/DME-B, AMDT 5

SUP:

AMDT: 4

DATED: 05/10/2007

| | | | | | |
|---|--|--|---|--|---|
| 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> | | | |
| FLIGHT CHECKED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| DEVELOPED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| APPROVED BY | | | | | |
| NAME: | | | | FIFO | DATE: |
| CHANGES: CHANGES CONT. 15. ADDED CHART NOTE: CIRCLING NA FOR CATS C AND D SE OF RWY 6-24. | | | | | |
| 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: ARC | | MUNGO/BQU 10.00 | | PEPIY/10.00 DME | | 1. AAO | | 403724.88N/1152750.36W | | 11600 (6C) | | 1000 | | SA-959 AT359 | | 12000 | | | |
| | | DME CW | | | | 2. TERRAIN | | 403755.87N/1153022.54W | | 10280 | | | | AS1500 | | 11800 | | | |
| | | | | | | | | | | (10300) | | | | | | | | | |
| INITIAL: ARC STEPDOWN | | PEPIY/BQU 10.00 | | BUTTA/BQU 10.00 | | 3. AAO | | 403700.00N/1153130.00W | | 8422 (4E) | | 1000 | | | | 9500 | | | |
| | | DME CW | | DME | | 4. TERRAIN | | 403612.00N/1153203.00W | | 7035 (7000) | | | | AS1500 | | 8500 | | | |
| INITIAL | | SIKEE/BQU 25.00 | | DUCAY/BQU 17.00 | | 5. AAO | | 402535.24N/1152838.09W | | 11141 (6C) | | 1000 | | AT859 | | 13000 | | | |
| | | DME | | DME | | 6. TERRAIN | | 402535.24N/1152838.09W | | 10941 | | | | AS1500 | | 12400 | | | |
| | | | | | | | | | | (10900) | | | | | | | | | |
| INITIAL: STEPDOWN | | DUCAY/BQU 17.00 | | BUTTA/BQU 10.00 | | 7. AAO | | 402921.00N/1154845.00W | | 7304 (4E) | | 1000 | | AT1196 | | 9500 | | | |
| | | DME | | DME | | 8. TERRAIN | | 402921.00N/1154845.00W | | 7104 (7100) | | | | AS1500 | | 8600 | | | |
| INITIAL: ARC | | OLGAA/BQU 10.00 | | BUTTA/BQU 10.00 | | 9. AAO | | 404157.70N/1155408.40W | | 7577 (6C) | | 1000 | | AT923 | | 9500 | | | |
| | | DME CCW | | DME | | 10. TERRAIN | | 404157.70N/1155408.40W | | 7377 (7400) | | | | AS1500 | | 8900 | | | |
| INTERMEDIATE | | BUTTA/BQU 10.00 | | BQU VOR/DME | | 11. AAO | | 404534.72N/1154541.36W | | 6663 (2C) | | 500 | | | | 7200 | | | |
| | | DME | | | | 12. TERRAIN | | 404534.72N/1154541.36W | | 6463 (6500) | | | | AS1000 | | 7500 | | | |
| FINAL | | BQU VOR/DME | | ATACI/2.00 DME | | 11. AAO | | 404534.72N/1154541.36W | | 6663 (2C) | | 250 | | | | 6920 | | | |
| 2. PROCEDURE TURN | | BQU VOR/DME | | 10 NM | | 9. AAO | | 404157.70N/1155408.40W | | 7577 (6C) | | 1000 | | AT923 | | 9500 | | | |
| | | | | | | 10. TERRAIN | | 404157.70N/1155408.40W | | 7377 (7400) | | | | AS1500 | | 8900 | | | |
| 3. MISSED APPROACH | MAP: | | BAGKA/BQU 4.04 | | BQU VOR/DME | | 13. AAO | | 404950.79N/1155417.24W | | 6755 (4E) | | ASC | | | | 10000 | | |
| | | | DME | | | | 13. AAO | | 404950.79N/1155417.24W | | 6755 (4E) | | 1000 | | | | 7800 | | |
| | ELEV: | | 6150 | | | | 14. TERRAIN | | 404950.79N/1155417.24W | | 6555 (6600) | | | | AS1500 | | 8100 | | |
| 4. CIRCLING AREA | | DISTANCE | | HT. ABV. ARPT. | | | | | | | | | | | | | | | |
| CATEGORY A | | 1.3 NM | | REQUIRED | 350 | ACTUAL | 1260 | 15. TREE (KEKO0053) | | 404808.36N/1154645.35W | | 5607 (1B) | | 300 | | SI 6400 | | | |
| CATEGORY B | | 1.5 NM | | | 450 | | 1260 | 16. TREE | | 404756.61N/1154528.31W | | 5799 (2C) | | 300 | | SI 6400 | | | |
| CATEGORY C | | 1.7 NM | | | 450 | | 1260 | 17. TREE | | 405154.37N/1155043.92W | | 5900 (2C) | | 300 | | SI 6400 | | | |
| CATEGORY D | | 2.3 NM | | | 550 | | 1260 | 17. TREE | | 405154.37N/1155043.92W | | 5900 (2C) | | 300 | | SI 6400 | | | |
| CATEGORY E | | 4.5 NM | | | 550 | | | | | | | | | | | | | | |
| 5. MINIMUM SAFE ALTITUDES | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| PRIMARY NAVAIID: BQU VOR/DME | | | | | | | | | | | | | | | | | | | |
| SECTOR | | OBSTRUCTION | | BRG/DIST | | ELEVATION (MSL) | | M S A | | SECTOR | | OBSTRUCTION | | BRG/DIST | | ELEVATION (MSL) M S A | | | |
| 360-180 | | AAO | | 104/15.8 | | 11600 (6C) | | 12600 | | | | | | | | | | | |
| 180-360 | | AAO | | 319/24.2 | | 8980 (6C) | | 10000 | | | | | | | | | | | |
| CITY AND STATE | | | | ELEVATION: 5140 | | | | FACILITY | | | | PROCEDURE AND AMENDMENT NO: | | | | REGION | | | |
| ELKO, NV | | | | AIRPORT NAME: | | | | BQU VOR/DME | | | | VOR/DME-B, AMDT 5 | | | | AWP | | | |
| | | | | ELKO RGNL | | | | | | | | | | | | | | | |

QUALITY
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|---|--|-----------------------------|--|-----------------------------------|--------------------|----------------------------|-------|--|----------------|---|--|---|--|--|---|--|---|--|--|----------------------------------|--|--|--|--|--|--|--|--|--|
| PART B - SUPPLEMENTAL DATA | | | | | | | | | | PART C - REMARKS: | | | | | | | | | | | | | | | | | | | |
| 1. COMMUNICATIONS WITH: | | | | | 2. WEATHER SERVICE | | | | | 3. ALTIMETER SETTING | | | | | VDP NOT ESTABLISHED - CIRCLING ONLY APPROACH. | | | | | | | | | | | | | | |
| RNO FSS EKO TOWER | | | | | | | N W S | | OTHER: ASOS | | | SOURCE:KEKO | | | | | PRECIPITOUS TERRAIN EVALUATION COMPLETED. | | | | | | | | | | | | |
| | | | | | | | F A A | | | | | DISTANCE: | | | | | ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.40NM CAT B: 2.00NM CAT C: 3.17NM CAT D: 4.16NM | | | | | | | | | | | | |
| | | | | | | | A / C | | | | | HOURS REMOTE OPERATION: | | | | | | | | | | | | | | | | | |
| SATISFACTORY ON: | | | | | | | | | | LOCATION: KEKO/KEKO | | | | | ADJUSTMENT: 0 | | | | | NO ADDITIONAL AIRSPACE REQUIRED. | | | | | | | | | |
| X V H F | | X U H F | | | | H F | | | | | | | | | | | | | | | | | | | | | | | |
| 4. MONITOR STATUS | | PRIMARY NAVAID: BQU VOR/DME | | | | | | | | DESCENT IN BQU VOR/DME HOLDING PATTERN TO 11,000 PRIOR TO BEGINNING PROCEDURE TURN TO PROVIDE OPTIMUM DESCENT GRADIENT. | | | | | | | | | | | | | | | | | | | |
| | | MONITOR POINT: POCC | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | HRS OPTN: | | CAT 1 | | 24 | | | | | | | | | | | | | | CAT 3 | | | | | | | | | |
| 5. APPROACH & RUNWAY LIGHTING | | | | ALS | | | | | | | | SECONDARY WEATHER SOURCE NOT AVAILABLE WITHIN 75 MILES. | | | | | | | | | | | | | | | | | |
| | | | | (S) SALS | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | X | | MALSR 24 (PCL) | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | HIRL | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | X | | MIRL 06 (PCL), 24 (PCL) | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | REIL | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | TDZ | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | C/LINE | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | X | | OTHER (SPECIFY) PAPI-4L 06, 24 | | | | | | | | MAXIMUM VEGETATION HEIGHT 40 FEET PER FPT. CHANGED FROM PRIOR PROCEDURES 100' VEGETATION. OBSTACLES 11, 12, 16 AND 17 VERIFIED ON QUAD CHART (2C ACCURACY CODE APPLIED). OBSTACLES 1, 5, AND 9 VERIFIED SPOT ELEVATION/MOUNTAIN PEAK ON SECTIONAL CHART (6C ACCURACY CODE APPLIED). KEKO ASOS-3 IS ON SERVICE-A. | | | | | | | | | | | | | | | | | |
| 6. RUNWAY MARKINGS | | BASIC BSC-G 12, 30 | | | | | | | | ORDER 8260.3, VOLUME 1, "VISUAL PORTION OF FINAL" PENETRATIONS: RWY 12 20:1 5190 BLDG (32-020163) 405006.53N-1154739.54W (3.05) 5150 FENCE (32-020855) 405002.86N-1154729.00W (5.01) 5181 POLE (32-020864) 405006.78N-1154733.17W (10.70) 5195 POLE (32-020865) 405008.11N-1154734.87W (15.33) 5175 POLE (32-020868) 405004.54N-1154729.55W (22.57) 5148 GROUND (KEKO0024) 405000.45N-1154730.30W (7.94) 5150 FENCE (KEKO0025) 405002.86N-1154729.00W (5.01) 5181 ELEC SYSTEM (KEKO0026) 405006.78N-1154733.17W (10.70) 5195 LIGHT (KEKO0027) 405008.11N-1154734.87W (15.33) 5205 LT POLE (KEKO0028) 405007.82N-1154739.84W (12.67) 5175 LT POLE (KEKO0038) 405004.54N-1154729.55W (22.57) 5485 TREE (KEKO0054) 405052.15N-1154823.02W (17.42) | | | | | | | | | | | | | | | | | | | |
| | | ALL WEATHER | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INSTRUMENT NPI-G 06, 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7. RUNWAY VISUAL RANGE | | APPROACH | | | | | | | | INTERMEDIATE AND PROCEDURE TURN SEGMENT OFFSET DUE TO HIGH TERRAIN SOUTHEAST OF AIRPORT. | | | | | | | | | | | | | | | | | | | |
| | | 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: NONE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PART D - PREPARED BY: FRANK JACKSON JR | | | | | | | | | | DATE: 12/01/2015 | | | | | | | | | | | | | | | | | | | |
| TITLE: AERONAUTICAL INFORMATION SPECIALIST | | | | | | | | | | OFFICE: AJV-5432 | | | | | | | | | | | | | | | | | | | |

QUALITY
6
CHECKED

| | | |
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| STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD | | |
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PART - A OBSTRUCTION DATA

[illegible]

| | | | | | | | | | | | |
|--|-------|--------------------|----------|--------------------|-------|----------------------------|----------------------|-------------------------|---------------------|-------------------|--|
| 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: | |