


Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 07/15/2015	Task #: 2015041514281701002	Request #: 20150415142817
Procedure: RNAV (GPS) RWY 34 ORIG				Airport ID: KO32	Airport: REEDLEY MUNI	Reimbursable #: NO
City: REEDLEY	ST: CA	GPS #:	Estimated Chart Date: 03/29/2018		FICO #:	
Fac ID: N/A		Fac. Type:			Specialist: RUSSELL ROSLEWSKI	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	10/06/2017					
QA:						
Liaison:						
Procedure Comments:			ENROUTE-NON	Remark Type: INFORMATION		
PROCEDURE DEVELOPED USING PENDING AIRPORT DATA EFFECTIVE 3/29/18 CONTACT DION LANCIA, 405-954-1267						

FIPC BASIC FORM						
PROCEDURE: RNAV (GPS) RWY 34 ORIG			AIRPORT NAME: REEDLEY MUNI		AIRPORT ID: KO32	SPECIAL CONTROL NO: SG-03-048-18
FAC ID: KO3234		CITY: REEDLEY			ST: CA	ORIG CHART DATE: 05/24/2018
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER: AC0598	PTS TASK ID: 2015041514281701002		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
					YES	NO
					CPV COMPLETE?	
PROCEDURE RESULTS						
INSPECTION DATE: 03/21/2018	CREW #: VN167	N #: N56	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: scott a thompson @ 03/22/2018 15:47			PRINTED NAME: THOMPSON, SCOTT ANDREW			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: <p>The runway is currently marked as RWY 33; as per AMGR, the runway is going to be renumbered as RWY 34 in November 2018. If publication of this SIAP occurs prior to the runway being renumbered, a NOTAM will be necessary in the interrim.</p> <p>The runway is marked as a visual runway. As per Roy Turner, these markings are sufficient to support LPV minimums with 3/4 sm visibility to this runway.</p>						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 34 ORIG			AIRPORT NAME: REEDLEY MUNI		AIRPORT ID: KO32	SPECIAL CONTROL NO: SG-01-065-18	
FAC ID: KO3234		CITY: REEDLEY			ST: CA	ORIG CHART DATE: 03/29/2018	
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER: AC0598		PTS TASK ID: 2015041514281701002		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 01/12/2018		CREW #: VN888	N #:	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: elizabeth whaley @ 01/12/2018 15:50			PRINTED NAME: AVN, CREWMEMBER 2				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Mismatch between ARI/CSV file and 8260-3 for altitude between DIECE and WILPU. Procedure has 2100' and ARI file has 1900'. FIG depiction agrees with 8260-3. 8260-9 has both altitudes. 8260-2 does not contain an altitude for the WP. Could not verify coords of FRA. Incomplete package, FRA 8260-2 not included.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

REEDLEY, CALIFORNIA

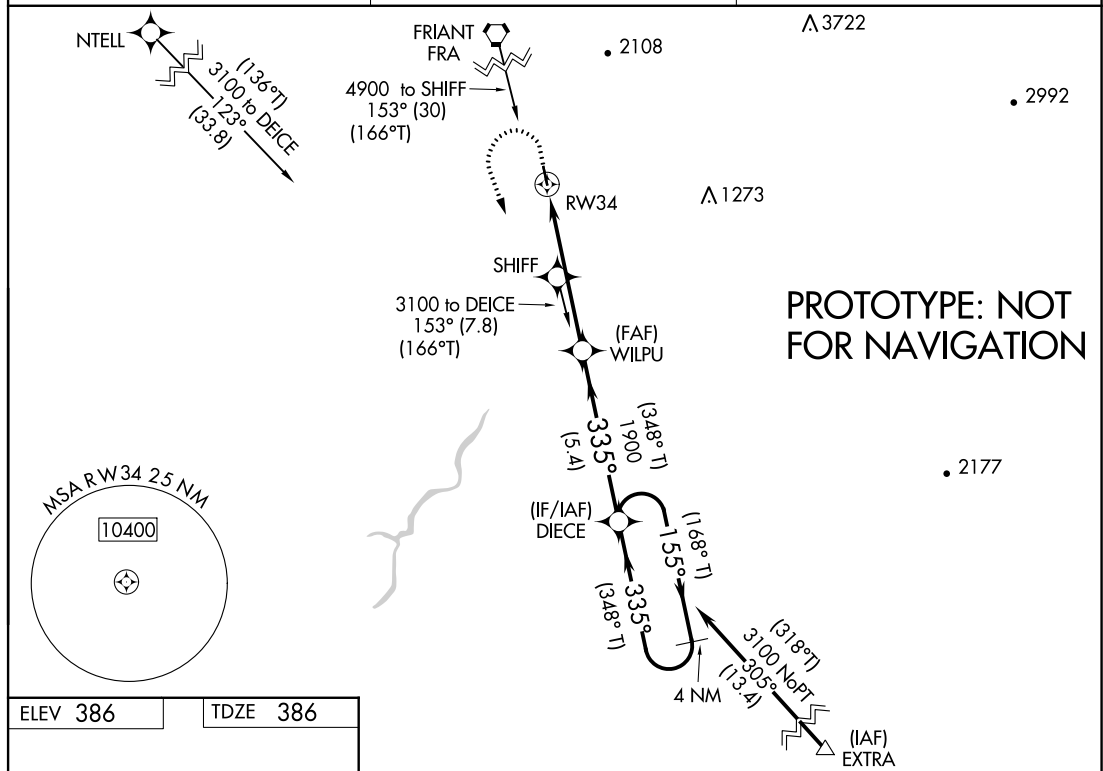
AL-9965 (FAA)

WAAS CH 99641 W34A	APP CRS 335°	Rwy Idg 3300 TDZE 386 Apt Elev 386
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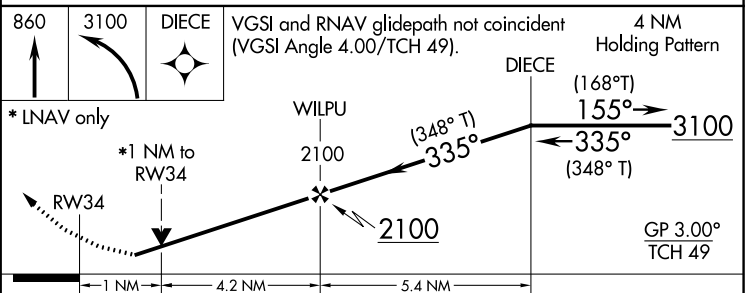
RNAV (GPS) RWY 34 REEDLEY MUNI (O32)

<p>NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA east of Rwy 16-34. Baro-VNAV and VDP NA when using Fresno Yosemite Intl altimeter setting. Rwy 34 helicopter visibility reduction below 3/4 SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fresno Yosemite Intl altimeter setting: increase all DAs 41 feet and all visibilities 1/8 SM, increase all MDAs 60 feet.</p>	<p>MISSED APPROACH: Climb to 860 then climbing left turn to 3100 direct DIECE and hold, continue climb-in-hold to 3100.</p>
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AWOS-3PT 120.175	XXXXX XXX.X XXX.X	UNICOM 122.7 (CTAF) 0
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ELEV 386	TDZE 386
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CATEGORY	A	B	C	D
LPV DA	636-3/4	250 (300-3/4)	NA	NA
LNAV/VNAV DA	740-1	354 (400-1)	NA	NA
LNAV MDA	860-1	474 (500-1)	NA	NA
CIRCLING	860-1	474 (500-1)	NA	NA

MIRL Rwy 2-20
REIL Rwy 2 and 20

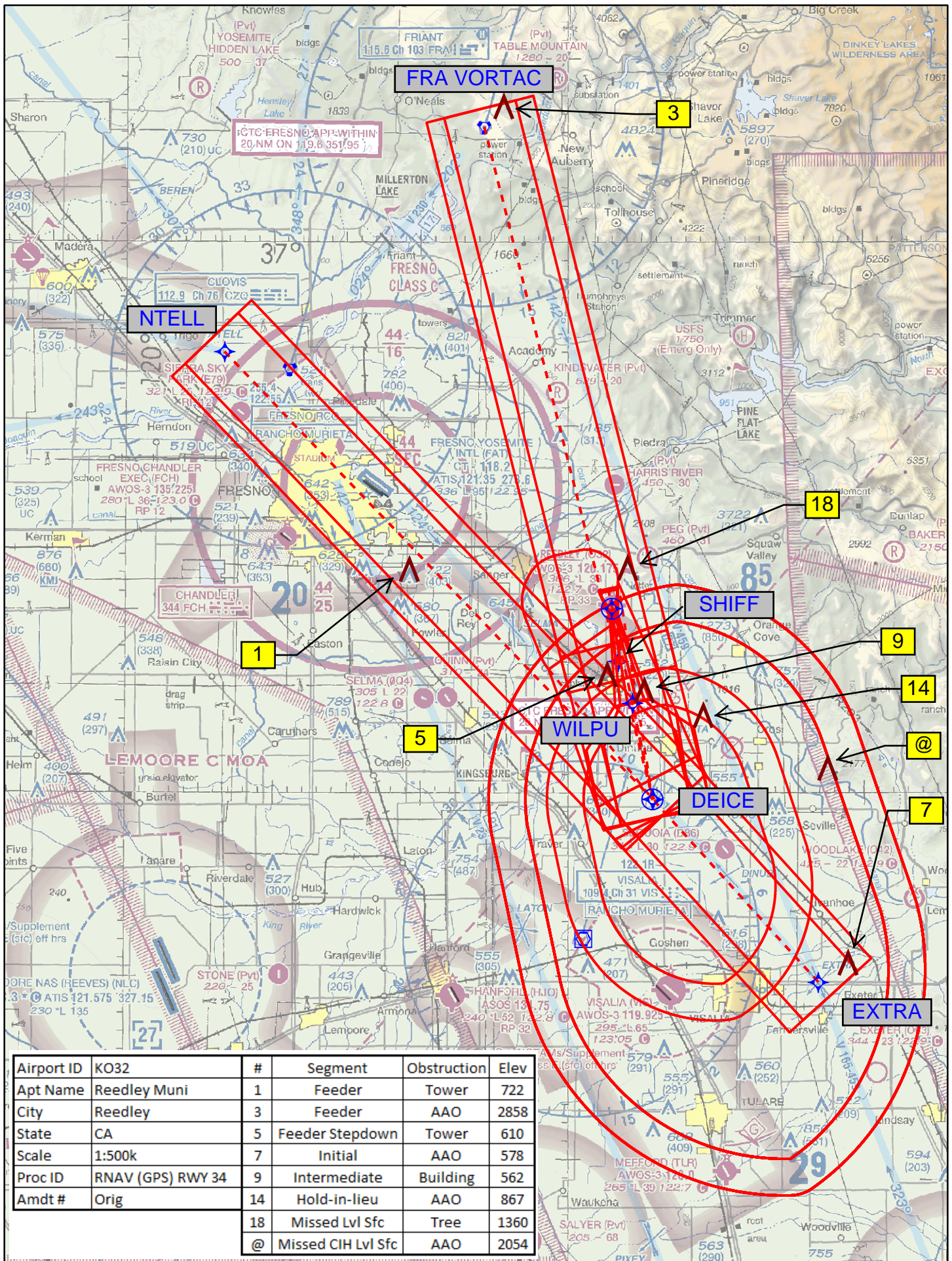
REEDLEY, CALIFORNIA
Orig FIG

36°40'N-119°27'W

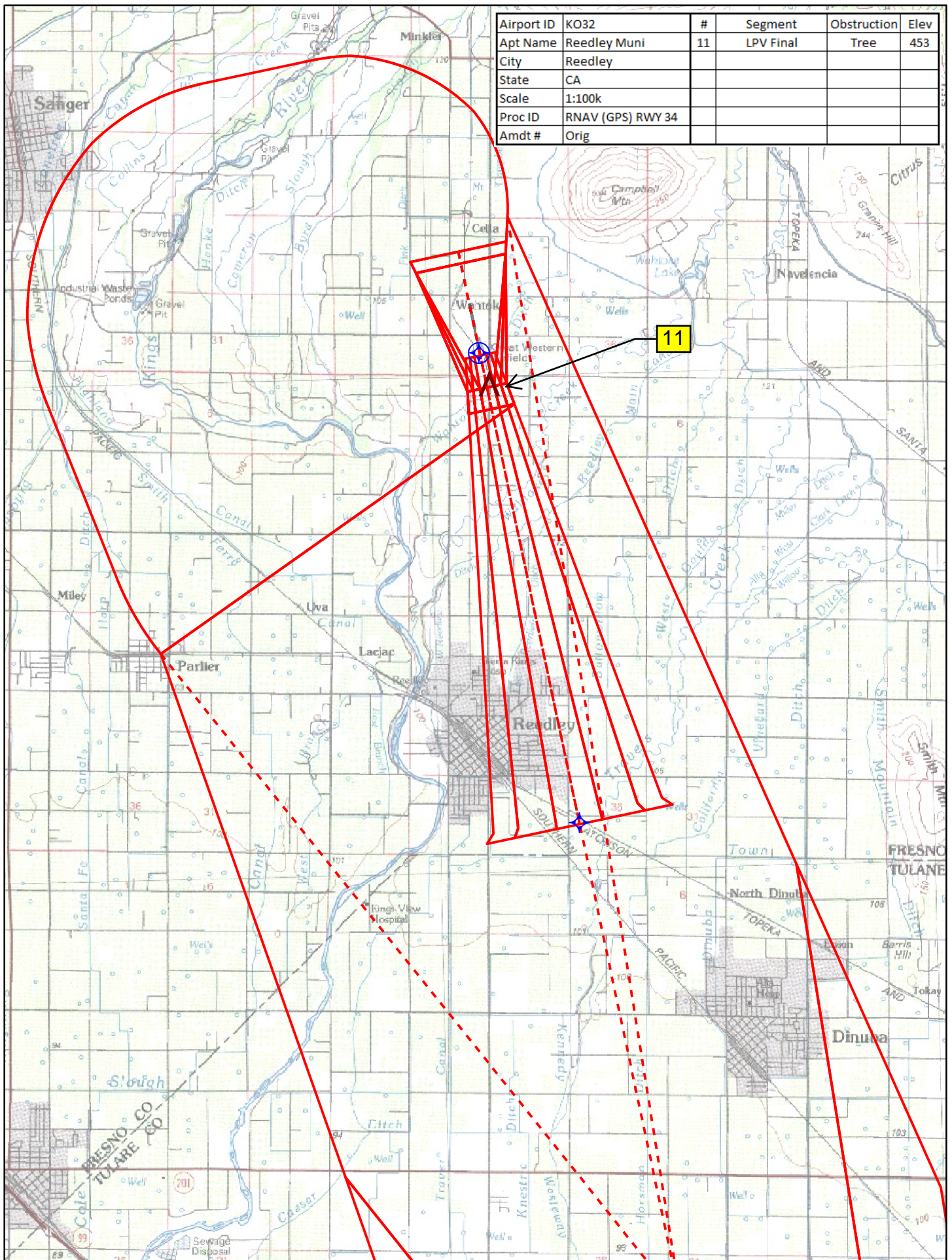
RNAV (GPS) RWY 34 REEDLEY MUNI (O32)

AUTOMATED AL-9965 RNAV (GPS) RWY 34

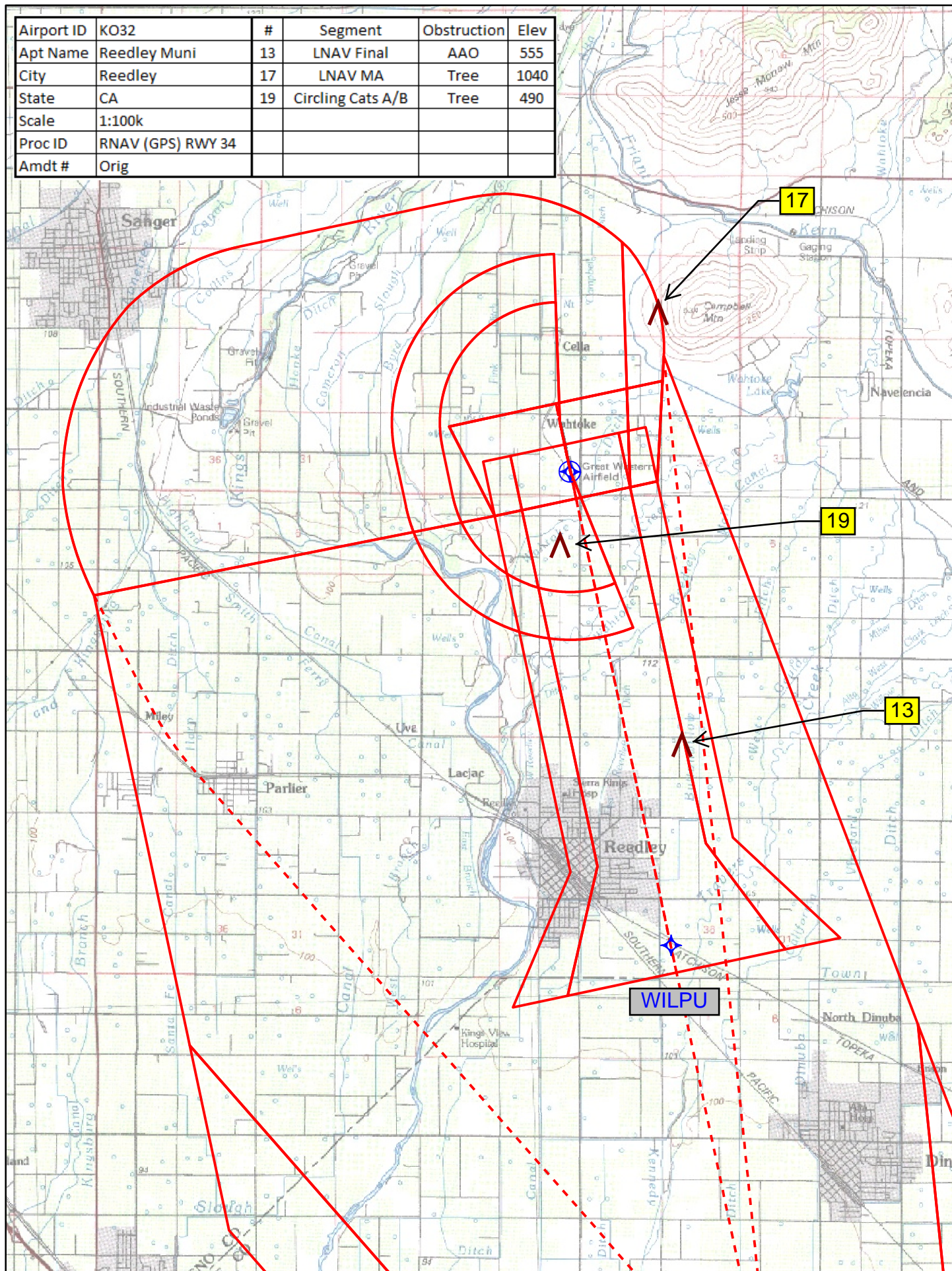
SW-2
27 DEC 2017
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF: FIG



Airport ID	KO32	#	Segment	Obstruction	Elev
Apt Name	Reedley Muni	11	LPV Final	Tree	453
City	Reedley				
State	CA				
Scale	1:100k				
Proc ID	RNAV (GPS) RWY 34				
Amdt #	Orig				



Airport ID	KO32	#	Segment	Obstruction	Elev
Apt Name	Reedley Muni	13	LNAV Final	AAO	555
City	Reedley	17	LNAV MA	Tree	1040
State	CA	19	Circling Cats A/B	Tree	490
Scale	1:100k				
Proc ID	RNAV (GPS) RWY 34				
Amdt #	Orig				



TERMINAL AIRSPACE DATA REQUIREMENTS

City: REEDLEY Airport Name: REEDLEY MUNI Procedure: RNAV (GPS) RWY 34 Docket #: 17-AWP-23	State: CA ID: KO32 Amendment: ORIG
ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.	
1. Distance from 2. Width of 3. True Course of 4. High Terrain in 5. Distance from 6. Width of 7. True Course of 8. High Terrain in 9. Threshold Coordinates (if straight-in) 10. ARP Coordinates 11. Runway Approach End and distance furthest from ARP: Runway 16 Distance 0.27 NM 12. FAF Coordinates	THLD to 1000' point FINAL segment at 1000' point FINAL segment containing 1000' point FINAL segment containing 1000' point THLD to 1500' point FINAL segment at 1500' point FINAL segment containing 1500' point FINAL segment containing 1500' point 36 39 59.65 N / 119 26 59.45 W 36 40 15.60 N / 119 27 03.70 W 36 34 52.04 N / 119 25 38.38 W
Remarks: IF DEICE: 36 29 36.73 N / 119 24 15.48 W	