

<b>US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>						<b>RNAV (RNP) - STANDARD, INSTRUMENT APPROACH PROCEDURE, TITLE 14 CFR PART 97.33</b>						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			<b>RNP: DA</b>  CLIMB TO 5000 ON TRACK 211.51 TO IRUHO AND TRACK 252.07 TO GANGS AND HOLD.  * MISSED APPROACH REQUIRES MINIMUM CLIMB OF 310 FEET PER NM TO 3000  ADDITIONAL FLIGHT DATA: HOLD SW, RT, 056.48 INBOUND. CHART: 2362 POLE 473834N/1173003W DISTANCE TO THLD FROM 250 HAT: 0.69 NM. ROUTE TYPE: A, R ROUTE TYPE QUALIFIER 1: F ROUTE TYPE QUALIFIER 2: S					
ZOOMR (IAF)			WEGNE (TF) (FB) (RNP 1.00)			044.86 / 29.41			4500								
WEGNE (IF)			JIVBO (TF) (FB) (RNP 1.00)			045.27 / 7.02			4000								
JIVBO			OXOJO (RF) (FB) (RNP 1.00)			(2.60 NM RADIUS CW (CFDVZ))/4.19			3500								
OXOJO			WAVIX (RF) (FB) (RNP 1.00)			(2.60 NM RADIUS CW (CFDVZ))/3.35			3400								
JOMRU (IAF)			CEBUS (TF) (FB) (RNP 1.00)			158.80 / 10.85			5000								
(SEE FORM 8260-10)																	
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. <b>PROFILE STARTS AT WAVIX</b> 3. FAC: <u>211.55</u> FAF: _____ DIST FAF TO MAP: _____ THLD: _____ 4. MIN. ALT: _____ 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: <u>3400</u> GS ALT AT: <u>WAVIX</u> OM: _____ MM: _____ IM: _____ 7. GS ANGLE: <u>3.00</u> TCH: <u>54.9</u> <b>20:1 IS CLEAR 34:1 IS CLEAR</b> 8. MSA FROM: <b>RW21 7200</b>																	
												MAG VAR: <b>14E</b>			EPOCH YEAR: <b>2020</b>		
<b>MINIMUMS</b>																	
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT										ALTERNATE: N A		<b>STANDARD</b>					
CATEGORY ==>		<b>A</b>			<b>B</b>			<b>C</b>			<b>D</b>			<b>E</b>			
		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	
<b>AUTHORIZATION REQUIRED</b>																	
RNP 0.11 DA*	2596	2400	250	2596	2400	250	2596	2400	250	2596	2400	250					
RNP 0.15 DA	2699	3000	353	2699	3000	353	2699	3000	353	2699	3000	353					
RNP 0.30 DA	2752	4500	406	2752	4500	406	2752	4500	406	2752	4500	406					
NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -19°C OR ABOVE 43°C. CHART SPEED ICON IN PLANVIEW AT JIVBO : MAX 210 KIAS. CHART SPEED ICON IN PLANVIEW AT ZUDSI : MAX 210 KIAS. CHART SPEED ICON IN PLANVIEW AT OPTIY : MAX 210 KIAS. (CONTINUED ON PAGE 2)																	
CITY AND STATE <b>SPOKANE, WA</b>				ELEVATION: 2385 TDZE: 2346 AIRPORT NAME: <b>SPOKANE INTL</b>				FACILITY IDENTIFIER: <b>RNAV</b>		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: <b>RNAV (RNP) Z RWY 21, AMDT 1B</b>				SUP: AMDT: <b>1A</b> DATED <b>07/24/2014</b>			



ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE  <div style="text-align: center;"><b>ROUTINE</b></div>
COORDINATED WITH: <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div>A4A <input checked="" type="checkbox"/></div> <div>ALPA <input checked="" type="checkbox"/></div> <div>AOPA <input checked="" type="checkbox"/></div> <div>APA <input checked="" type="checkbox"/></div> <div>HAI <input type="checkbox"/></div> <div>NBAA <input checked="" type="checkbox"/></div> <div>OTHER (specify) <input checked="" type="checkbox"/> <u>ZSE, GEG APP CON, AMGR</u></div> </div>		
FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY <i>Digitally signed by</i>		
NAME:	FIFO	DATE:
<b>JAMES LAFFERTY</b>	<b>AJV-5433</b>	<b>09/13/2018</b>
APPROVED BY		
NAME:	FIFO	DATE:
<b>PATRICK MULQUEEN</b>	<b>AJV-5430</b>	
CHANGES: <div style="margin-top: 10px;">           1. ADJUSTED ALL TERMINAL ROUTE HEADINGS AND MA TRACKS BY 4 DEGREES.            2. DELETED CHART NOTE: GPS REQUIRED.            3. ADDED 20:1 IS CLEAR TO LINE 7 OF 8260-3.            4. CHANGED CHART NOTE FROM: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -19C (-3F) OR ABOVE 43C (109F) TO FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -19C OR ABOVE 43C .            5. CHANGED MAX KIAS AT JIVBO, OPTIY, AND ZUDSI FROM "180" TO "210".            6. ADDED PBN REQUIREMENTS NOTE "RNP AR APCH".            7. DELETED FAS OBSTACLE "2398 TREE 473821N/1173012W".            8. CHANGED CHART OBST FROM "2391 TREE 473822N/1172953W" TO "2362 POLE 473834N/1173003W".            9. CHANGED INOPERATIVE LIGHT NOTE FROM "FOR INOPERATIVE ALSF-2 INCREASE RNP 0.11 VISIBILITY ALL CATS TO 3/4, RNP 0.15 VISIBILITY ALL CATS TO 1 1/8, AND RNO 0.30 VISIBILITY ALL CATS TO 1 3/8" TO "FOR INOPERATIVE ALS, INCREASE RNP 0.11 VISIBILITY ALL CATS TO 3/4, RNP 0.15 VISIBILITY ALL CATS TO 1 1/8 AND RNP 0.30 VISIBILITY ALL CATS TO 1 3/8".         </div>		
REASONS: <div style="margin-top: 10px;">           1. ARPT MAG VAR CHANGED FROM 18E/2000 TO 14E/2020.            2. ADDED CHART PBN REQUIREMENTS NOTE: RNP AR APCH. - PER 8260.19H 8-6-8 B.(1).            3. VERIFIED NO VISUAL SFC PENETRATIONS AND IAW WITH CURRENT DOCUMENTATION CRITERIA.            4. IAW CURRENT DOCUMENTATION REQUIREMENTS IN 8260.19H 8-6-9S.            5. ATC REQUESTED AIRSPEED UPDATE.            6. IAW 8260.19H 8-6-8 (B(1)) PBN NAVSPEC.            7. FAS OBST ARE ONLY SHOWN FOR NON-PRECISION APPROACHES.            8. NEW CONTROLLING OBSTACLE ON FINAL.            9. WORDING UPDATED IAW 8260.19H, PARA 8-6-11O(3)(D).            NOTAM IFDC 8/7867 INCORPORATED INTO THIS AMENDMENT.         </div> <div style="margin-top: 20px;">           PDF EDIT 9/17/18: JAMES LAFFERTY, ADDED "MISSED APPROACH (RNP 0.11-1.00) DA RW21 (40:1)" TO PAGE 3 OF 4 OF THE -9.            PDF EDIT 9/17/18: JAMES LAFFERTY, ADDED "MISSED APPROACH (RNP 0.15-1.00) DA RW21 (40:1)" TO PAGE 3 OF 4 OF THE -9.            (SEE FORM 8260-10)         </div>		

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION			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.	
RNAV (RNP) - STANDARD, INSTRUMENT APPROACH PROCEDURE, - TITLE 14 CFR PART 97.33				
TERMINAL ROUTES, (CONT.):				
FROM	TO	COURSE AND DISTANCE	ALTITUDE	
CEBUS (IF)	JIXEG (TF) (FB) (RNP 1.00)	211.67 / 6.83	3700	
JIXEG	WAVIX (TF) (FB) (RNP 1.00)	211.58 / 2.08	3400	
ROPES (IAF)	CUFYE (TF) (FB) (RNP 1.00)	213.72 / 5.06	6700	
CUFYE	CUMUR (TF) (FB) (RNP 1.00)	294.65 / 2.00	5900	
CUMUR (IF)	INVUW (TF) (FB) (RNP 1.00)	294.62 / 2.00	5600	
INVUW	OPTIY (TF) (FB) (RNP 1.00)	294.59 / 3.46	4500	
ATOXE (IAF)	CAHLA (TF) (FB) (RNP 1.00)	004.84 / 12.41	4600	
CAHLA (IF)	ZUDSI (TF) (FB) (RNP 1.00)	012.14 / 5.86	4600	
ZUDSI	OPTIY (RF) (FB) (RNP 1.00)	(2.60 NM RADIUS CCW (CFDWW))/3.52	4500	
OPTIY	WAVIX (RF) (FB) (RNP 1.00)	(2.60 NM RADIUS CCW (CFDWW))/3.76	3400	
WAVIX (FAF)	RW21 (MAP) (TF) (FO) (RNP 0.30)	211.55 / 3.21		
RW21 (MAP)	IRUHO (TF) (RNP 1.00)	211.51 / 10.00		
IRUHO	GANGS (TF) (FO) (RNP 1.00)	252.07 / 9.77	5000	
NOTES, (CONT.): CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ZOOMR ON V2-448 SOUTHWEST BOUND. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT JOMRU ON V112 NORTHBOUND. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ROPES ON V2 EASTBOUND. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ATOXE ON V253 SOUTHEAST BOUND. CHART PLANVIEW NOTE ADJACENT TO ZOOMR IAF: RF REQUIRED. CHART PLANVIEW NOTE ADJACENT TO ATOXE IAF: RF REQUIRED. CHART PLANVIEW NOTE ADJACENT TO ROPES: RF REQUIRED. CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS.				
CITY AND STATE	ELEVATION: 2385 TDZE: 2346	FACILITY IDENTIFIER:	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:	SUP:
SPOKANE, WA	AIRPORT NAME:	RNAV	RNAV (RNP) Z RWY 21, AMDT 1B	AMDT: 1A
	SPOKANE INTL			DATED: 07/24/2014



ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
A4A <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>	HAI <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:					
REASONS:					
<p><b>REASONS CONT.</b></p> <p>PDF EDIT 9/17/18: JAMES LAFFERTY, ADDED "MISSED APPROACH (RNP 0.30-1.00) DA RW21 (40:1)" TO PAGE 3 OF 4 OF THE -9.</p> <p>PDF EDIT 9/17/18: JAMES LAFFERTY, ADDED "MISSED APPROACH (RNP 0.11-1.00) RW21 IRUHO (40:1)" TO PAGE 3 OF 4 OF THE -9.</p> <p>PDF EDIT 9/17/18: JAMES LAFFERTY, ADDED "MISSED APPROACH (RNP 0.15-1.00) RW21 IRUHO (40:1)" TO PAGE 3 OF 4 OF THE -9.</p> <p>PDF EDIT 9/17/18: JAMES LAFFERTY, ADDED "MISSED APPROACH (RNP 0.30-1.00) RW21 IRUHO (40:1)" TO PAGE 3 OF 4 OF THE -9.</p> <p>PDF EDIT 9/17/18: JAMES LAFFERTY, ADDED "MISSED APPROACH (RNP 1.00) IRUHO GANGS (40:1)" TO PAGE 4 OF 4 OF THE -9.</p> <p>PDF EDIT 9/17/18: JAMES LAFFERTY, MOVED "MISSED APPROACH (RNP 0.30-1.00) DA GANGS/LEVEL SURFACE/AIRSPACE" FROM PAGE 1 OF 3 TO PAGE 4 OF 4 OF THE -9.</p> <p>PDF EDIT 9/17/18: JAMES LAFFERTY, CHANGED PAGE 1 OF 3 PAGES, 2 OF 3 PAGES, AND 3 OF 3 PAGES ON THE -9 TO PAGE 1 OF 4 PAGES, 2 OF 4 PAGES, 3 OF 4 PAGES, AND 4 OF 4 PAGES.</p> <p>PDF EDIT 9/17/18: JAMES LAFFERTY, MOVED MISSED APPROACH "ELEV" (2596/2663/2735) FROM PAGE 1 OF 3 TO PAGE 4 OF 4 OF THE -9.</p> <p>PDF EDIT 9/17/18: JAMES LAFFERTY, ADDED (*) TO END OF "RNP 0.11 DA" IN MINIMA SECTION OF -3.</p> <p>PDF EDIT 9/24/18: JAMES LAFFERTY, ADDED "MISSED APPROACH REQUIRES MINIMUM CLIMB OF 310 FEET PER NM TO 3000" TO MISSED APPROACH INSTRUCTION SECTION.</p>					
<div>QUALITY 24 CHECKED</div>					

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION RNAV (RNP) - 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.	
CHART NOTE: FOR INOPERATIVE ALS INCREASE RNP 0.11 VISIBILITY ALL CATS TO 3/4, RNP 0.15 VISIBILITY ALL CATS TO 1 1/8 AND RNP 0.30 VISIBILITY ALL CATS TO 1 3/8. CHART PBN REQUIREMENTS NOTE: RNP AR APCH				
<div>QUALITY 24 CHECKED</div>				
CITY AND STATE SPOKANE, WA	ELEVATION: 2385 AIRPORT NAME: SPOKANE INTL	TDZE: 2346	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: RNAV (RNP) Z RWY 21, AMDT 1B
				SUP:
				AMDT: 1A
				DATED: 07/24/2014

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
A4A <input type="checkbox"/>	ALPA <input type="checkbox"/>	APA <input type="checkbox"/>	AOPA <input type="checkbox"/>	HAI <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.	
INITIAL: RNP 1.00	ZOOMR	WEGNE	1. AAO	473515.00N/1175330.00W	3209 (4E)	1000	AC98	4400	
			2. TERRAIN	473515.00N/1175330.00W	3009 (3000)		AS1500	4500	
INTERMEDIATE: RNP 1.00	WEGNE	JIVBO	3. AAO	474151.00N/1174406.00W	2730 (4E)	500	AC98	3400	
			4. TERRAIN	474239.00N/1174203.00W	2497 (2500)		AS1500	4000	
INTERMEDIATE: STEPDOWN RNP 1.00	JIVBO	OXOJO	5. AAO	474518.00N/1172803.00W	2664 (4E)	500	AC98	3300	
			6. TERRAIN	474518.00N/1172803.00W	2464 (2500)		AS1000	3500	
INTERMEDIATE: STEPDOWN RNP 1.00	OXOJO	WAVIX	7. AAO	474451.00N/1172627.00W	2628 (4E)	500	AC98 VEB57 AT117	3400	
			8. TERRAIN	474330.00N/1172612.00W	2307 (2300)		AS1000	3300	
INITIAL: RNP 1.00	JOMRU	CEBUS	9. AAO	475733.00N/1171821.00W	2822 (4E)	1000	AC98 AT1080	5000	
			10. TERRAIN	475645.00N/1171712.00W	2441 (2400)		AS1500	3900	
INTERMEDIATE: RNP 1.00	CEBUS	JIXEG	11. AAO	474227.00N/1171954.00W	2825 (4E)	500	AC98 AT277	3700	
			12. TERRAIN	474227.00N/1171954.00W	2625 (2600)		AS1000	3600	
INTERMEDIATE: STEPDOWN RNP 1.00	JIXEG	WAVIX	13. AAO	474339.00N/1172639.00W	2546 (4E)	500	AC98 AT256	3400	
			14. TERRAIN	473851.00N/1172521.00W	2163 (2200)		AS1000	3200	
2. PROCEDURE TURN									
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: RW21					
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
360-360	TWR (53-000103)	044/23.9	6061 (5E)	7200					
CITY AND STATE		ELEVATION: 2385		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION	
SPOKANE, WA		AIRPORT NAME: SPOKANE INTL		RNAV		RNAV (RNP) Z RWY 21, AMDT 1B		ANM	

QUALITY  
24  
CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:  MAX SPEED JIVBO TO OXOJO- 210 KIAS.  MAX SPEED ZUDSI TO OPTIY- 210 KIAS.  MAX SPEED OPTIY TO WAVIX- 210 KIAS.  PRECIPITOUS TERRAIN EVALUATION COMPLETED.  1000' AIRSPACE USED IN INTERMEDIATE CEBUS-JIXEG, AND INTERMEDIATE S/D'S JIXEG-WAVIX, OPTIY-WAVIX, JIVBO-OXOJO, OXOJO-WAVIX.  MISSED APPROACH: FAA08260.52, PARA 4.2 (STANDARD RNP MA)  WEGNE WP LOCATED AT LEAST 3NM NE OF R-260M FROM RWY03 THLD FOR ATC DEPARTURE COORDINATION, ATC REQUEST.  MISSED APPROACH HOLDING ALTITUDE AT MEA FOR V2-448 TO AVOID C-I-H PATTERN WHICH WOULD EXTEND BEYOND GEG ATC AIRSPACE.  99% (MITER) WIND DATA USED FOR RF TURN BANK ANGLE CALCULATIONS.  TERMINAL ROUTE TURN COMPUTATIONS: RF TURN DATA: TURN FIX : JIVBO-OXOJO ALT : 5285 KIAS : 210 KTAS : 233.27 HAA : 2900.13 VKTW : 43.48 TR : 2.6 BA : 23.23 DTA : COURSE CHANGE : DVEB : VEBOCS : RF CENTER FIX/DISTANCE : (CFDVZ)/4.19 NM RF TURN DATA: TURN FIX : OXOJO-WAVIX ALT : 4237 KIAS : 210 KTAS : 229.55 HAA : 1851.86 VKTW : 25.36 TR : 2.6 BA : 20.01 DTA : COURSE CHANGE : DVEB : VEBOCS : RF CENTER FIX/DISTANCE : (CFDVZ)/3.35 NM TF TURN DATA: TURN FIX : CEBUS-JIXEG ALT : 5627 KIAS : 250 KTAS : 279 HAA : 3242.63 VKTW : 23.72 TR : 2.86 BA : 25 DTA : 1.42 COURSE CHANGE : 52.84 DVEB : CONT.			
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE			3. ALTIMETER SETTING							
ZSE ARTCC GEG TOWER				N W S	OTHER: ASOS		SOURCE:KGE G						
				F A A			DISTANCE:						
				A / C			HOURS REMOTE OPERATION:  24						
SATISFACTORY ON:			X	V H F	X	U H F		H F	LOCATION: KGE G		ADJUSTMENT: 0		
4. MONITOR STATUS		PRIMARY NAVAID:											
		MONITOR POINT:											
		HRS OPTN:	CAT 1		CAT 3								
5. APPROACH & RUNWAY LIGHTING		X	ALSF-2 03, 21										
			(S) SALS										
			MAL S										
		X	HIRL 03, 21										
		X	MIRL 08, 26										
		X	REIL 08, 26										
		X	TDZ 03, 21										
		X	C/L 03, 21										
		X	OTHER (SPECIFY) PAPI-4R 08 PAPI-4L 03, 21, 26										
6. RUNWAY MARKINGS		BASIC											
		ALL WEATHER PIR-G 03, 21											
		INSTRUMENT NPI-G 08, 26											
7. RUNWAY VISUAL RANGE		APPROACH 03, 21											
		MIDFIELD 03, 21											
		ROLL OUT 03, 21											
8. GLIDE PATH		GP ANGLE: 3.00					ELEV RWY THRESHOLD:2322.4						
		DISTANCE FROM RWY:					ELEV GP ANTENNA:						
							THRESHOLD CROSSING HEIGHT:54.9						
9. FINAL APPROACH COURSE AIMING			X	RUNWAY THRESHOLD							FT. FROM THRESHOLD		
			X	ON CENTERLINE							FT. FROM CENTERLINE		
10. WAIVERS: NONE													
PART D - PREPARED BY: JAMES LAFFERTY								DATE: 09/13/2018					
TITLE: AERONAUTICAL INFORMATION SPECIALIST								OFFICE: AJV-5433					





## 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: RNP 1.00		ROPES	CUFYE	15. AAO	473415.00N/1170530.00W	4981 (4E)	1000	AC98 AT621	6700
				16. TERRAIN	473300.00N/1170854.00W	3849 (3800)		AS1500	5300
INITIAL: STEPDOWN		CUFYE	CUMUR	17. TOWER (53-000126)	473541.00N/1171757.00W	4548 (1D)	1000	AC50 AT302	5900
RNP 1.00				18. TERRAIN	473535.00N/1171750.00W	3620 (3600)		AS1500	5100
INTERMEDIATE: RNP 1.00		CUMUR	INVUW	17. TOWER (53-000126)	473541.00N/1171757.00W	4548 (1D)	500	AC50 AT502	5600
				18. TERRAIN	473535.00N/1171750.00W	3620 (3600)		AS1500	5100
INTERMEDIATE: STEPDOWN		INVUW	OPTIY	19. AAO	473600.00N/1171918.00W	3232 (4E)	500	AT670 AC98	4500
RNP 1.00				20. TERRAIN	473754.00N/1171854.00W	2688 (2700)		AS1500	4200
INITIAL: RNP 1.00		ATOXE	CAHLA	21. AAO	473121.00N/1172406.00W	2910 (4E)	1000	AC98 AT592	4600
				22. TERRAIN	473121.00N/1172412.00W	2710 (2700)		AS1500	4200
INTERMEDIATE: RNP 1.00		CAHLA	ZUDSI	23. AAO	473606.00N/1171951.00W	3275 (4E)	500	AC98	3900
				24. TERRAIN	473606.00N/1171951.00W	3075 (3100)		AS1500	4600
INTERMEDIATE: STEPDOWN		ZUDSI	OPTIY	23. AAO	473606.00N/1171948.00W	3275 (4E)	500	AC98 AT627	4500
RNP 1.00				25. TERRAIN	473715.00N/1171821.00W	2907 (2900)		AS1500	4400
INTERMEDIATE: STEPDOWN		OPTIY	WAVIX	26. AAO	474133.00N/1172012.00W	2691 (4E)	500	AC98 VEB50	3400
RNP 1.00				27. TERRAIN	473848.00N/1172521.00W	2179 (2200)		AS1000	3200
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: 2385		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION	
SPOKANE, WA		AIRPORT NAME: SPOKANE INTL		RNAV		RNAV (RNP) Z RWY 21, AMDT 1B		ANM	

QUALITY  
24  
CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:  <b>CONTINUED.</b> <b>VEBOCS :</b> <b>RF CENTER FIX/DISTANCE :</b> <b>TF TURN DATA:</b> <b>TURN FIX : CAHLA-ZUDSI</b> <b>ALT : 6846</b> <b>KIAS : 250</b> <b>KTAS : 284</b> <b>HAA : 4461.22</b> <b>VKTW : 23.72</b> <b>TR : 2.96</b> <b>BA : 5</b> <b>DTA : 1.47</b> <b>COURSE CHANGE : 7.32</b> <b>DVEB :</b> <b>VEBOCS :</b> <b>RF CENTER FIX/DISTANCE :</b> <b>RF TURN DATA:</b> <b>TURN FIX : ZUDSI-OPTIY</b> <b>ALT : 5381</b> <b>KIAS : 210</b> <b>KTAS : 233.61</b> <b>HAA : 2996.24</b> <b>VKTW : 42.44</b> <b>TR : 2.6</b> <b>BA : 23.13</b> <b>DTA :</b> <b>COURSE CHANGE :</b> <b>DVEB :</b> <b>VEBOCS :</b> <b>RF CENTER FIX/DISTANCE : (CFDWW)/3.52 NM</b> <b>RF TURN DATA:</b> <b>TURN FIX : OPTIY-WAVIX</b> <b>ALT : 4500</b> <b>KIAS : 210</b> <b>KTAS : 230.48</b> <b>HAA : 2115</b> <b>VKTW : 28.05</b> <b>TR : 2.6</b> <b>BA : 20.54</b> <b>DTA :</b> <b>COURSE CHANGE :</b> <b>DVEB :</b> <b>VEBOCS :</b> <b>RF CENTER FIX/DISTANCE : (CFDWW)/3.76 NM</b>  <b>MISSED APPROACH TURN COMPUTATIONS:</b> <b>TF TURN DATA:</b> <b>TURN FIX : IRUHO-GANGS</b> <b>ALT : 5000</b> <b>KIAS : 265</b> <b>KTAS : 293</b> <b>HAA : 2615</b> <b>VKTW : 28.31</b> <b>TR : 4.06</b> <b>BA : 20.35</b> <b>DTA : 1.49</b> <b>COURSE CHANGE : 40.46</b> <b>DVEB :</b> <b>VEBOCS :</b> <b>RF CENTER FIX/DISTANCE :</b>  <b>NO ADDITIONAL AIRSPACE REQUIRED.</b>  <b>XP: FINAL 0.15 TO MAINTAIN PREVIOUS MINIMUMS.</b>  <b>XP: FINAL 0.30 TO MAINTAIN PREVIOUS MINIMUMS</b> <b>CONT.</b>
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 OPTN:	CAT 1								
		CAT 3								
5. APPROACH & RUNWAY LIGHTING	ALS									
	(S) SALS									
	MALS									
	HIRL									
	MIRL									
	REIL									
	TDZ									
	C/LINE									
	OTHER (SPECIFY)									
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:				



# 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: RNP 0.11		WAVIX	RW21				ASC		2596/250
FINAL: RNP 0.15		WAVIX	RW21				ASC	MA72 XP31	2699/353
FINAL: RNP 0.30		WAVIX	RW21	28. POLE (53-069317)	473834.37N/1173002.91W	2362 (4D)	23.36:1	AC50 MA50 XP17	2752/406
MISSED APPROACH (RNP 0.11-1.00)		DA	RW21 (40:1)				ASC		
MISSED APPROACH (RNP 0.15-1.00)		DA	RW21 (40:1)				ASC		
MISSED APPROACH (RNP 0.30-1.00)		DA	RW21 (40:1)	28. POLE (53-069317)	473834.37N/1173002.91W	2362 (4D)	ASC	AC 50	
MISSED APPROACH (RNP 0.11-1.00)		RW21	IRUHO	29. TWR (53-021567)	473649.09N/1173137.59W	2651 (1B)	ASC	AC 10	
MISSED APPROACH (RNP 0.15-1.00)		RW21	IRUHO	29. TWR (53-021567)	473649.09N/1173137.59W	2651 (1B)	ASC	AC 10	
MISSED APPROACH (RNP 0.30-1.00)		RW21	IRUHO				ASC		
3. MISSED APPROACH	MAP:	DA / SEE ABOVE							
		2596/2699/2752							
	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: 2385		FACILITY	PROCEDURE AND AMENDMENT NO:			REGION	
SPOKANE, WA		AIRPORT NAME: SPOKANE INTL		RNAV	RNAV (RNP) Z RWY 21, AMDT 1B			ANM	

QUALITY  
24  
CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: <b>CONTINUED.</b>	
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										OTHER (SPECIFY)	
		BASIC									
		ALL WEATHER									
7. RUNWAY VISUAL RANGE		INSTRUMENT									
		APPROACH									
		MIDFIELD									
8. GLIDE PATH		ROLL OUT									
		GP ANGLE:				ELEV RWY THRESHOLD:					
		DISTANCE FROM RWY:				ELEV GP ANTENNA:					
9. FINAL APPROACH COURSE AIMING						THRESHOLD CROSSING HEIGHT:					
		RUNWAY THRESHOLD				FT. FROM THRESHOLD					
		ON CENTERLINE				FT. FROM CENTERLINE					
10. WAIVERS:											
PART D - PREPARED BY:										DATE:	
TITLE:										OFFICE:	



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:	

