

**FEDERAL AVIATION ADMINISTRATION**  
**FLIGHT STANDARDS SERVICE**  
**RNAV (RNP) 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> SPOKANE INTL	<u>AIRPORT ID</u> KGEK	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 3	<u>ORIGINAL/AMENDMENT</u> 1B	<u>CITY</u> SPOKANE	<u>STATE</u> WA	
<u>AIRPORT ELEVATION</u> 2385	<u>TDZE</u> 2385	<u>SUPERSEDED</u> RNAV (RNP) Z RWY 3	<u>ORIGINAL/AMENDMENT</u> 1A	<u>DATED</u> 04/25/2019	<u>MAG VAR</u> 14E	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TERMINAL ROUTES**

<u><b>FROM</b></u>	<u><b>FIX TYPE</b></u>	<u><b>TO</b></u>	<u><b>FIX TYPE</b></u>	<u><b>LEG TYPE</b></u>	<u><b>FO/FB</b></u>	<u><b>RNP</b></u>	<u><b>COURSE</b></u>	<u><b>DISTANCE</b></u>	<u><b>ALTITUDE</b></u>
ROPES	IAF	CUMOG		TF	FB	1.00	243.84	13.85	6500
CUMOG	IF	WIPRO		TF	FB	1.00	243.58	4.82	5200
WIPRO		WEJPE		RF	FB	1.00	(2.60 NM RADIUS CW (CFDWC))	3.32	4500
ATOXE	IAF	IRLUC		TF	FB	1.00	316.84	9.52	4500
IRLUC	IF	WEJPE		TF	FB	1.00	316.71	1.53	4500
WEJPE		OTEPE		RF	FB	1.00	(2.60 NM RADIUS CW (CFDWC))	3.39	4100
JOMRU	IAF	HODIX		TF	FB	1.00	204.08	24.46	4600
HODIX	IF	JEVPI		TF	FB	1.00	203.80	1.90	4100
JEVPI		OTEPE		RF	FB	1.00	(2.60 NM RADIUS CCW (CFDWL))	7.82	4100
ZOOMR	IAF	GANGS		TF	FB	1.00	058.97	16.00	4400
GANGS	IF	ZIBOB		TF	FB	1.00	068.21	10.58	4400
HUNUN	IAF	ZIBOB		TF	FB	1.00	031.34	3.58	4400
ZIBOB	IF	OTEPE		TF	FB	1.00	031.40	1.85	4100
OTEPE		ZORIL	PFAF	TF	FB	0.30	031.42	1.97	3500
ZORIL	PFAF	RW03	MAP	TF	FO	0.30	031.45	3.33	
RW03	MAP	HUPRA		TF	FB	1.00	031.49	7.60	
HUPRA		JOMRU		TF	FO	1.00	357.71	15.52	7000



MISSED APPROACH

MAP:  
RNP: DA

MISSED APPROACH INSTRUCTIONS:  
CLIMB TO 7000 ON TRACK 031.49 TO HUPRA AND ON TRACK 357.71 TO JOMRU AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF (IAF)					
2. PROFILE STARTS AT ZORIL									
3. FAC: 031.45		PFAF:		DIST PFAF TO MAP:		DIST PFAF TO THLD:			
4. MIN ALT: ZORIL 3500									
5. DIST TO THLD FROM PFAF: 3.33		MM:		IM:		150 HAT:		331 HAT: 0.87	
6. MIN GP INCPT: 3500		GP ALT AT PFAF : ZORIL 3500				OM:		MM:	
7. GP ANGLE: 3.00		34:1: IS CLEAR		20:1: IS CLEAR		TCH: 55.0			
8. MSA FROM: RW03 7100									

PBN REQUIREMENTS NOTE:

RNP AR APCH

NOTES:

CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS.  
CHART PLANVIEW NOTE AT ZOOMR, JOMRU, ROPES, HUNUN AND ATOXE: (RNP 0.30).  
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 ATOXE ON V253 SOUTHEAST BOUND.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ROPES ON V2 EASTBOUND.  
CHART PLANVIEW NOTE ADJACENT TO JOMRU, ATOXE, ROPES, IAF: RF REQUIRED.  
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -18C OR ABOVE 53C.  
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART SPEED ICON IN PLANVIEW AT WIPRO: MAX 210 KIAS UNTIL OTEPE.  
CHART SPEED ICON IN PLANVIEW AT WEJPE: MAX 210 KIAS UNTIL OTEPE.  
CHART SPEED ICON IN PLANVIEW AT JEVPI: MAX 210 KIAS UNTIL OTEPE.

ADDITIONAL FLIGHT DATA:

CHART OBST: 2507 TREE 473605N/1173423W  
HOLD N, RT, 192.60 INBOUND



**MINIMUMS:**

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

ALTERNATE: NA ☐ STANDARD

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
AUTHORIZATION REQUIRED															
RNP 0.11 DA	2716	2600	331	2716	2600	331	2716	2600	331	2716	2600	331			
RNP 0.30 DA	2842	4500	457	2842	4500	457	2842	4500	457	2842	4500	457			

**CHANGES - REASONS**

1. CHANGED ALTITUDE FROM "WEJPE" INTERMEDIATE FIX TO "OTEPE" INTERMEDIATE STEPDOWN FIX FROM "3500" TO "4100" - ALTITUDE RAISED TO MATCH OTHER INBOUND ROUTES.
2. CHANGED TERMINAL ROUTE SEGMENT RW03 TO HURPA LEG TYPE FROM CA TO TF - REVISED CRITERIA

5/7/19: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 4/23/19

CHANGED NOTE CHART SPEED ICON IN PLANVIEW AT WIPRO: MAX 210 KIAS TO READ CHART SPEED ICON IN PLANVIEW AT WIPRO: MAX 210 KIAS UNTIL OTEPE.

CHANGED NOTE CHART SPEED ICON IN PLANVIEW AT WEJPE: MAX 210 KIAS TO READ CHART SPEED ICON IN PLANVIEW AT WEJPE: MAX 210 KIAS UNTIL OTEPE.

CHANGED NOTE CHART SPEED ICON IN PLANVIEW AT JEVPI: MAX 210 KIAS TO READ CHART SPEED ICON IN PLANVIEW AT JEVPI: MAX 210 KIAS UNTIL OTEPE

ADDED ALTERNATE MINIMUMS STANDARD

**COORDINATED WITH:**A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: AMGR, SPOKANE APP CON, ZSE**FLIGHT CHECKED BY**PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, OCTOBER 3, 2018, SUBJECT:  
FLIGHT INSPECTION REVIEW NOT REQUIRED**DEVELOPED BY**

JAMES LAFFERTY

**APPROVED BY**

LONNIE EVERHART

Digitally signed by

DAVID TEFFETELLER

May 07, 2019

**OFFICE**

Digitally signed by

**DATE**

DAVID TEFFETELLER

May 07, 2019

**OFFICE**

AJV-A433

**DATE**

04/10/2019

**OFFICE**

AJV-A430

**DATE****TITLE**

MANAGER

QUALITY  
50  
CHECKED

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

<u>AIRPORT</u> SPOKANE INTL	<u>AIRPORT ID</u> KGEK	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 3	<u>AMDT NO.</u> 1B	<u>CITY</u> SPOKANE	<u>STATE</u> WA	<u>AIRPORT ELEVATION</u> 2385	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM  
ROPES

TO  
CUMOG

RNP 1.00      DISTANCE 13.85      PAT      MAP      HAT      HMAS

<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>
1.AAO	473303.00N/1170851.00W	4049	164	98	4E	1000				PR80 AC98 AT1273	6500
2.TERRAIN	473303.00N/1170851.00W	3866 (3900)								AS1500	5400

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM  
ATOXE

TO  
IRLUC

RNP 1.00      DISTANCE 9.52      PAT      MAP      HAT      HMAS

<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>
7.AAO	472030.00N/1172957.00W	2792	164	98	4E	1000				AC98 AT610	4500
8.TERRAIN	472030.00N/1172957.00W	2592 (2600)								AS1500	4100

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

JOMRU

TO

HODIX

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
1.00	24.46										
<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	474848.00N/1173033.00W	3264	164	98	4E	1000				AC98 AT38	4400
14.TERRAIN	474848.00N/1173033.00W	3064 (3100)								AS1500	4600

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

SEGMENT REMARKS:

INITIAL

FROM

ZOOMR

TO

GANGS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
1.00	16.00											
<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>
19.AAO	473206.00N/1175636.00W		2960	164	98	4E	1000				AC98 AT342	4400
20.TERRAIN	473206.00N/1175636.00W		2760 (2800)								AS1500	4300

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

SEGMENT REMARKS:



INITIAL

FROM  
HUNUN

TO  
ZIBOB

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
1.00	3.58										
<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>
23.AAO	473118.00N/1174124.00W	2658	164	98	4E	1000				AC98 AT644	4400
24.TERRAIN	473118.00N/1174124.00W	2468 (2500)								AS1500	4000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM  
CUMOG

TO  
WIPRO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
1.00	4.82										
<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>
3.AAO	473015.00N/1173657.00W	2769	164	98	4E	500				AC98 DG1833	5200
4.TERRAIN	473015.00N/1173657.00W	2569 (2600)								AS1500	4100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE: STEPDOWN

FROM

WIPRO

TO

WEJPE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
1.00	3.32											
<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>
5.AAO		473057.00N/1173712.00W	2832	164	98	4E	500				XP1070 AC98	4500
6.TERRAIN		473057.00N/1173712.00W	2632 (2600)								AS1500	4100

<u>COMPUTATIONS</u>												
<u>RF SEGMENT</u>	<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>
WIPRO-WEJPE	5779	210	235	3394	27	2.60	21		73.19			(CFDWC)/3.32 NM

SEGMENT REMARKS:  
XP: TURNBULL NATIONAL WILDLIFE REFUGE REQUIRES MINIMUM OVERFLIGHT ALTITUDE OF 4500 MSL.

INTERMEDIATE

FROM

IRLUC

TO

WEJPE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
1.00	1.53											
<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>
9.AAO		473133.00N/1173721.00W	2881	164	98	4E	500				AC98 AT1021	4500
10.TERRAIN		473133.00N/1173721.00W	2681 (2700)								AS1500	4200

<u>COMPUTATIONS</u>												
	<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>

SEGMENT REMARKS:



INTERMEDIATE: STEPDOWN

FROM

WEJPE

TO

OTEPE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
1.00	3.39											
<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.AAO	473355.05N/1173735.42W		2959	50	20	2C	500				AC20 AT621	4100
12.TERRAIN	473355.05N/1173735.42W		2759 (2800)								AS1000	3800

<u>COMPUTATIONS</u>													
<u>RF SEGMENT</u>	<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>	
WEJPE-OTEPE	4948	210	232	2563	44.24	2.60	23		74.73			(CFDWC)/3.39 NM	

SEGMENT REMARKS:

INTERMEDIATE

FROM

HODIX

TO

JEVPI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
1.00	1.90											
<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>
15.AAO	473436.00N/1174324.00W		3081	164	98	4E	500				AT421 AC98	4100
16.TERRAIN	473436.00N/1174324.00W		2881 (2900)								AS1000	3900

<u>COMPUTATIONS</u>													
<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>		

SEGMENT REMARKS:





INTERMEDIATE: STEPDOWN

FROM

JEVPI

TO

OTEPE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
1.00	7.82											
<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>
17.AAO	473309.00N/1174342.00W		3140	164	98	4E	500				AC125 AT335	4100
18.TERRAIN	473309.00N/1174342.00W		2940 (2900)								AS1000	3900

COMPUTATIONS												
RF SEGMENT	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
JEVPI-OTEPE	6057	210	236	3672	44.5	2.60	24		187.6			(CFDWL)/7.82 NM

SEGMENT REMARKS:

USERS REQUESTED RF INTERMEDIATE SEGMENTS CONNECT DIRECT TO PFAF. TERRAIN CONSIDERATIONS RESULTED IN THE NEED TO CONSTRUCT A TF INTERMEDIATE SEGMENT WITH A REDUCED RNP VALUE (0.30) CONNECTING TO THE PFAF. RF INTERMEDIATES CONNECT TO 2.00NM TF SEGMENT. DESIGN APPROVED BY USERS.

ALL INTERMEDIATE RF LEGS MAX SPEED INCREASED FROM 180KIAS TO 210 KIAS PER REQUEST FROM SW AIRLINES.

INTERMEDIATE

FROM

GANGS

TO

ZIBOB

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
1.00	10.58											
<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>
21.AAO	473309.00N/1174339.00W		3140	164	98	4E					AC98 AT1162	4400
22.TERRAIN	473309.00N/1174339.00W		2940 (2900)								AS1000	3900

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

SEGMENT REMARKS:



INTERMEDIATE

FROM

ZIBOB

TO

OTEPE

<u>RNP</u> 1.00	<u>DISTANCE</u> 1.85	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<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>
25.AAO	473257.00N/1173639.00W		3022	164	98	4E	500				AC98 AT480	4100
26.TERRAIN	473257.00N/1173639.00W		2822 (2800)								AS1000	3800

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

SEGMENT REMARKS:

INTERMEDIATE

FROM

OTEPE

TO

ZORIL

<u>RNP</u> 0.30	<u>DISTANCE</u> 1.97	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<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.AAO	473355.05N/1173735.42W		2959	50	20	2C	500				AC20 AT21	3500
12.TERRAIN	473355.05N/1173735.42W		2759 (2800)								AS0	2800

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

SEGMENT REMARKS:

RNP LEVEL REDUCED TO AVOID TERRAIN.



FINAL

FROM

ZORIL

TO

RW03

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
0.11	3.33		RW03	331								
<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>
27.TREE (53-024910)	473619.87N/1173350.91W		2475	20	3	1A		21.57:1			AC3 MA31	2716

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL

FROM

ZORIL

TO

RW03

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
0.30	3.33		RW03	457								
<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>
28.TREE (53-034230)	473625.13N/1173432.18W		2535	20	3	1A		21.54:1			AC3 MA23	2842

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH

FROM

DA

TO

RW03

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
0.11-1.00								2462			
<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				

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH

FROM

RW03

TO

HUPRA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
0.11-1.00											
<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>
27.TREE (53-029910)	471437.04N/1230738.95W	371	20	3	1A		ASC			AC3	

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH

FROM

DA

TO

RW03

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
0.30-1.00								2514			
<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>
29.TREE (53-024911)	473604.77N/1173422.87W	2507	20	3	1A		ASC			AC3	

COMPUTATIONS

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

SEGMENT REMARKS:

MISSED APPROACH

FROM

RW03

TO

HUPRA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
0.30-1.00											
<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>
30.TREE (53-035295)	473623.48N/1173436.64W	2537	20	3	1A		ASC			AC3	

COMPUTATIONS

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



MISSED APPROACH

FROM  
HUPRA

TO  
JOMRU

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
<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				

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LEVEL SURFACE

FROM  
DA

TO  
JOMRU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>		<u>HMAS</u>					
<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					7000
31.AAO	475732.08N/1172706.00W	2877	50	3	2A					AC3	3900
32.TERRAIN	474457.00N/1172706.00W	2438 (2400)								AS1500	3900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED



MSA

CENTER  
RW03

RADIUS  
25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
360-360	AAO	475521.90N/1170635.90W	029	25.8	6083	1000	20	6C	1000			7100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
ZSE ARTCC, SPO APP CON, GEG TOWER

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KGEG	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KGEG	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u> YES	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:  
BACKUP ALTIMETER SOURCE NOT USED, REDUNDANT BACKUP WX ON FIELD.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW08 - MIRL, REIL, PAPI-4R	NPI-G	
RW26 - MIRL, REIL, PAPI-4L	NPI-G	
RW03 - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW21 - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 2385	<u>TCH</u> 55.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 68.6
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -18C	<u>CRITICAL HIGH</u> +53C	<u>ACT</u> -18C	<u>APT ISA</u> +10.28C
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CRITICAL TEMPERATURE REMARKS:  
AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2013-2017).  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 986 HIGH TEMP 1152.

"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:**

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

PDF EDIT: LINE 3 REMOVED ZORIL FROM PFAF.



<u>AIRPORT</u> SPOKANE INTL	<u>AIRPORT ID</u> KGEK	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 3	<u>AMDT NO.</u> 1B	<u>CITY</u> SPOKANE	<u>STATE</u> WA	<u>AIRPORT ELEVATION</u> 2385	<u>FACILITY</u> RNAV
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	FAF	TO 1000FT POINT	1.37
WIDTH OF	INTERMEDIATE	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	045.42
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	2759
DISTANCE FROM	FAF	TO 1500FT POINT	11.29
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	217.80
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	2881

THRESHOLD COORDINATES (IF STR-IN)473636.29N/1173300.29W

ARP COORDINATES473708.50N/1173206.80W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 21 DISTANCE 1.00 NM

FAF COORDINATES473416.32N/1173630.60W

FIX NAME COORDINATES

REMARKS

MULTIPLE INTERMEDIATES: JOMRU TRANSITION. (PAGE 1 OF 5).

QUALITY  
29  
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

Page 15 of 20

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	FAF	TO 1000FT POINT	1.37
WIDTH OF	INTERMEDIATE	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	045.42
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	2759
DISTANCE FROM	FAF	TO 1500FT POINT	5.56
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	*
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	2730

THRESHOLD  
COORDINATES  
(IF STR-IN)473636.29N/1173300.29W

ARP COORDINATES473708.50N/1173206.80W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 21 DISTANCE 1.00 NM

FAF  
COORDINATES473416.32N/1173630.60W

FIX NAME  
COORDINATES

REMARKS

MULTIPLE INTERMEDIATES: ATOXE TRANSITION. (PAGE 2 OF 5). \*1500 POINT IN RF SEGMENT FROM WEJPE CW OTEPE 2.60 NM RADIUS (CFDWL).



DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	FAF	TO 1000FT POINT	1.37
WIDTH OF	INTERMEDIATE	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	045.42
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	2759
DISTANCE FROM	FAF	TO 1500FT POINT	5.56
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	*
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	2730

THRESHOLD  
COORDINATES  
(IF STR-IN)473636.29N/1173300.29W

ARP COORDINATES473708.50N/1173206.80W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 21 DISTANCE 1.00 NM

FAF  
COORDINATES473416.32N/1173630.60W

FIX NAME  
COORDINATES

REMARKS

MULTIPLE INTERMEDIATES: ROPES TRANSITION. (PAGE 3 OF 5). \*1500 POINT IN RF SEGMENT FROM WEJPE CW OTEPE 2.60 NM RADIUS (CFDWL).



DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	FAF	TO 1000FT POINT	1.37
WIDTH OF	INTERMEDIATE	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	045.42
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	2759
DISTANCE FROM	FAF	TO 1500FT POINT	3.97
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	045.40
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	2888

THRESHOLD  
COORDINATES  
(IF STR-IN)

473636.29N/1173300.29W

ARP COORDINATES

473708.50N/1173206.80W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 21 DISTANCE 1.00 NM

FAF  
COORDINATES

473416.32N/1173630.60W

FIX NAME  
COORDINATES

REMARKS

ZOOMR TRANSITION. (PAGE 4 OF 5). RNP PROCEDURE WITH CONSTANT WIDTH.



DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	FAF	TO 1000FT POINT	1.37
WIDTH OF	INTERMEDIATE	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	045.42
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	2759
DISTANCE FROM	FAF	TO 1500FT POINT	3.97
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	045.40
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	2888

THRESHOLD  
COORDINATES  
(IF STR-IN)473636.29N/1173300.29W

ARP COORDINATES473708.50N/1173206.80W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 21 DISTANCE 1.00 NM

FAF  
COORDINATES473416.32N/1173630.60W

FIX NAME  
COORDINATES

REMARKS

HUNUN TRANSITION (PAGE 5 OF 5). RNP PROCEDURE WITH CONSTANT WIDTH.



PART E: PREPARED BY

<u>NAME</u> JAMES LAFFERTY	<u>OFFICE</u> AJV-A433	<u>DATE</u> 04/10/2019	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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