

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) 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> AURORA STATE | <u>AIRPORT ID</u> KUAO | <u>PROCEDURE NAME</u> RNAV (GPS) RWY 17 | <u>ORIGINAL/AMENDMENT</u> 1B | <u>CITY</u> AURORA | <u>STATE</u> OR | |
| <u>AIRPORT ELEVATION</u> 200 | <u>TDZE</u> 200 | <u>SUPERSEDED</u> RNAV (GPS) RWY 17 | <u>ORIGINAL/AMENDMENT</u> 1A | <u>DATED</u> 10/11/2018 | <u>MAG VAR</u> 15E | <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>FROM</u> | <u>FIX TYPE</u> | <u>TO</u> | <u>FIX TYPE</u> | <u>LEG TYPE</u> | <u>FO/FB</u> | <u>RNP</u> | <u>COURSE</u> | <u>DISTANCE</u> | <u>ALTITUDE</u> |
|-----------------------|-----------------|-----------------------|-----------------|-----------------|--------------|------------|---------------|-----------------|-----------------|
| UBG VOR/DME | | MOKIY | | TF | FO | 1.00 | 040.99 | 12.63 | 4000 |
| MOKIY | IF/IAF | LUTZZ | | TF | FB | 1.00 | 172.15 | 6.01 | 2500 |
| LUTZZ | FAF | FIDOV/2.60 NM TO RW17 | | TF | FB | 0.30 | 172.15 | 4.50 | |
| FIDOV/2.60 NM TO RW17 | | RW17 | MAP | TF | FO | 0.30 | 172.15 | 2.60 | |
| RW17 | MAP | 511 MSL | | CA | | | 172.15 | | |
| 511 MSL | | DUBMY | | DF | FO | 1.00 | | | 3900 |

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW17

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3900 DIRECT DUBMY AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3900.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)

2. HOLD N MOKIY, LT, 172.15 INBOUND, 4000 FT. IN LIEU OF PT (IAF), MAX 6000.

3. FAC: 172.15 FAF: LUTZZ DIST FAF TO MAP: 7.10 DIST FAF TO THLD: 7.10

4. MIN ALT: MOKIY 4000, LUTZZ 2500, FIDOV/2.60 NM TO RW17 1060*

5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 311 HAT: 0.85 GS ANT: MM: IM:

6. MIN GP INCPT: 2500 GP ALT AT FAF : LUTZZ 2500 OM: MM: IM:

7. GP ANGLE: 3.00 34:1: IS NOT CLEAR 20:1: IS CLEAR TCH: 40.0

8. MSA FROM: RW17 6200

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: RWY 17 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -6°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON UBG VOR/DME AIRWAY RADIALS 334 CW 111.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV CAT A/B AND LNAV CAT C/D VISIBILITY TO 1 3/8 SM.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV AND LNAV CAT A/B.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.
CHART VDP AT 1.13 NM TO RW17*
*LNAV ONLY
WAAS CHANNEL #70308
REFERENCE PATH ID: W17A
CHART FAS OBST: 397 TREE 451613N/1224630W.
HOLD S, RT, 352.12 INBOUND
LTP HAE: 37.8 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

| 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 |
| LPV DA | 511 | 7/8 | 311 | 511 | 7/8 | 311 | 511 | 7/8 | 311 | 511 | 7/8 | 311 | | | |
| LNAV/VNAV DA | 661 | 1 1/4 | 461 | 661 | 1 1/4 | 461 | 661 | 1 1/4 | 461 | 661 | 1 1/4 | 461 | | | |
| LNAV MDA | 660 | 1 | 460 | 660 | 1 | 460 | 660 | 1 1/8 | 460 | 660 | 1 1/8 | 460 | | | |
| CIRCLING | 700 | 1 | 500 | 700 | 1 | 500 | 700 | 1 1/2 | 500 | 940 | 2 1/4 | 740 | | | |



CHANGES - REASONS

1. LNAV/VNAV DA/HAT ALL CATS CHANGED FROM 642/442 TO 661/461 - NEW CONTROLLING OBSTACLE, CANCEL NOTAM FDC 9/1508.
2. CHANGED ADDITIONAL FLIGHT DATA: FROM "CHART VDP AT 0.92 NM TO RWY 17" TO "CHART VDP AT 1.13 NM TO RWY 17" - CANCEL NOTAM FDC 9/3521, LNAV MDA RAISED PER AMDT 1A, NEW CONTROLLING OBSTACLE.
3. ADDED: PROFILE: LINE 7: 20:1 IS CLEAR - IAW 8260.19H 8-6-7.
4. CHANGED CHART NOTE: "FOR INOPERATIVE ALS, INCREASE LNAV/VNAV AND LNAV CAT C/D VISIBILITY TO 1 3/8" TO "FOR INOPERATIVE ALS, INCREASE LNAV/VNAV CAT A/B AND LNAV CAT C/D VISIBILITY TO 1 3/8 SM" - CANCEL NOTAM FDC 9/1508, NEW CONTROLLING OBSTACLE, VISCHECK CALCULATIONS.
5. CHANGED CHART NOTE FROM "INOPERATIVE TABLE DOES NOT APPLY TO LPV ALL CATS" TO "CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV AND LNAV CAT A/B." - NEW INOP TABLE APPLICABLE, NEW VISCHECKS.
6. CRC REMAINDER CHANGED FROM 9A20C72C TO 090805A1 - FPAP LATITUDE/LONGITUDE CHANGED FROM 451345.7710N/1224623.4985W TO 451345.7670N/1224623.4915W.
7. INCREASED CA ALTITUDE FROM 472 TO 511 MSL - CORRESPONDING TO LOWEST DA ALTITUDE.
8. UPDATED DISTANCE TO THRESHOLD FROM 311 FEET HAT FROM "0.73" TO "0.85" - TARGETS EVALUATION.
9. CHANGES FROM P-NOTAM FOR AMDT 1A INCORPORATED INTO FORM - REQUIRED IAW 8260.19H PAR A8-3-4C(3).
10. ADDED MAX HOLDING AT FIX (MOKIY) "6000" TO LINE 2 - NEW REPORTS FORMAT INCLUDES MAXIMUM HOLDING ALTITUDES AT HOLD-IN-LIEU FIXES - 8260.19H, 8-6-7B(2).

COORDINATED WITH:

A4A☒ALPA☒AOPA☒APA☒HAI☐NBAA☒OTHER: ZSE, AMGR, PDX APP CON

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

WARDELL HENNING (GORDON LEMON)

OFFICE

DATE

AJV-A43208/27/2019

APPROVED BY

LONNIE EVERHART

OFFICE

DATE

TITLE

AJV-A430MANAGER



FAS DATA BLOCK INFORMATION

| <u>DATA FIELD</u> | <u>DATA</u> |
|--|---------------|
| OPERATION TYPE | 0 |
| SBAS SERVICE PROVIDER IDENTIFIER | 0 |
| AIRPORT IDENTIFIER | KUAO |
| RUNWAY | RW17 |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W17A |
| LTP/FTP LATITUDE | 451514.1630N |
| LTP/FTP LONGITUDE | 1224607.8225W |
| LTP/FTP ELLIPSOIDAL HEIGHT | +00378 |
| FPAP LATITUDE | 451345.7670N |
| FPAP LONGITUDE | 1224623.4915W |
| THRESHOLD CROSSING HEIGHT (TCH) | 00040.0 |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F |
| GLIDEPATH ANGLE (GPA) | 03.00 |
| COURSE WIDTH AT THRESHOLD | 106.75 |
| LENGTH OFFSET | 1224 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 50.0 |
| CRC REMAINDER | 090805A1 |

ADDITIONAL PATH POINT RECORD INFORMATION

| | |
|-------------------------|--------|
| ICAO CODE | K1 |
| LTP ORTHOMETRIC HEIGHT | +00609 |
| FPAP ORTHOMETRIC HEIGHT | +00609 |



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

| AIRPORT | AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|--------------|------------|-------------------|----------|--------|-------|-------------------|----------|
| AURORA STATE | KUAO | RNAV (GPS) RWY 17 | 1B | AURORA | OR | 200 | RNAV |

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
UBG VOR/DME

TO
MOKIY

| <u>RNP</u> | <u>DISTANCE</u> 12.63 | <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> |
| 1.AAO | 452112.00N/1225839.00W | | 1805 | 100 | 250 | 3F | 2000 | | | | AT128 | 4000 |
| 2.TERRAIN | 452112.00N/1225839.00W | | 1605 (1600) | | | | | | | | AS1500 | 3100 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM
MOKIY (IF/IAF)

TO
LUTZZ

| <u>RNP</u> | <u>DISTANCE</u> 6.01 | <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> |
| 3.AAO | 452617.99N/1224348.82W | | 1179 | 50 | 20 | 2C | 500 | | | | | 1700 |
| 4.TERRAIN | 452617.99N/1224348.82W | | 979 (1000) | | | | | | | | AS1500 | 2500 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

LUTZZ

TO

RW17

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS | | | | | |
|-------------------|------------------------|-----|----------|------|------|----|------|------|----|------|-------------|---------|
| | 7.10 | | DA | | 311 | | | | | | | |
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| 5.TREE (KUAOA014) | 451546.82N/1224604.34W | | 311 | 20 | 3 | 1A | | 34:1 | | | MA52 | 511 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

LUTZZ

TO

RW17

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS | | | | | |
|--------------------|------------------------|-----|----------|------|------|----|------|---------|----|------|-------------|---------|
| | 7.10 | | DA | | 461 | | | | | | | |
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| 6.TREE (41-044305) | 451616.26N/1224628.24W | | 379 | 20 | 3 | 1A | | 22.46:1 | | | | 661 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM

LUTZZ

TO

FIDOV/2.60 NM TO RW17

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS | | | | | |
|-------------|------------------------|-----|----------|------|------|----|------|-----|----|------|----------------|---------|
| | 4.50 | | | | | | | | | | | |
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| 7.AAO | 452051.91N/1224416.45W | | 689 | 50 | 20 | 2C | 250 | | | | DG24 RA42 XL55 | 1060 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

FIDOV/2.60 NM TO RW17

TO

RW17

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS | | | | | |
|--------------------|------------------------|-----|----------|------|------|----|------|-----|----|------|-------------|---------|
| | 2.60 | | RW17 | 460 | | | | | | | | |
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| 8.TREE (41-044293) | 451612.92N/1224630.14W | | 397 | 20 | 3 | 1A | 250 | | | | | 660 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM
MOKIY

TO
P-5

| RNP | DISTANCE | PAT P-5 | MAP | HAT | | | HMAS | | | | | |
|---------------------|------------------------|------------|-------------|------|------|----|------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| 9.TOWER (41-000040) | 453120.52N/1224449.47W | | 2083 | 50 | 20 | 2C | 1000 | | | | AT917 | 4000 |
| 10.TERRAIN | 453136.00N/1224506.00W | | 1355 (1400) | | | | | | | | AS1500 | 2900 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : LPV

FROM
DA

TO
DUBMY

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS 297 | | | | | |
|-------------------|------------------------|-----|-----------|------|------|----|-------------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| 5.TREE (KUAOA014) | 451546.82N/1224604.34W | | 311 | 20 | 3 | 1A | | ASC | | | | 3900 |
| 11.AAO | 450045.09N/1224551.52W | | 539 | 50 | 20 | 2C | 1000 | | | | | 1600 |
| 12.TERRAIN | 450045.09N/1224551.52W | | 339 (300) | | | | | | | | AS1500 | 1800 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH : LNAV/VNAV

FROM

DA

TO

DUBMY

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS 500 | | | | | |
|-------------|------------------------|-----|-----------|------|------|----|-------------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | | ASC | | | | 3900 |
| 11.AAO | 450045.09N/1224551.52W | | 539 | 50 | 20 | 2C | 1000 | | | | | 1600 |
| 12.TERRAIN | 450045.09N/1224551.52W | | 339 (300) | | | | | | | | AS1500 | 1800 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : LNAV

FROM

RW17

TO

DUBMY

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | | | <u>HMAS</u> 560 | | | | | |
|--------------------|------------------------|------------|-----------------|-------------|-------------|-----------|--------------------|------------|-----------|-------------|--------------------|----------------|
| <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 | | | | 3900 |
| 11.AAO | 450045.09N/1224551.52W | | 539 | 50 | 20 | 2C | 1000 | | | | | 1600 |
| 12.TERRAIN | 450045.09N/1224551.52W | | 339 (300) | | | | | | | | AS1500 | 1800 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT

AURORA STATE

AIRPORT ID

KUAO

PROCEDURE NAME

RNAV (GPS) RWY 17

AMDT NO.

1B

CITY

AURORA

STATE

OR

AIRPORT ELEVATION

200

FACILITY

RNAV

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

| OBSTRUCTION | COORDINATES | RADIUS | HAA | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|--------------------|------------------------|--------|-----|----------|------|------|----|-----|-----|-------------|---------|
| CATEGORY A | | | | | | | | | | | |
| 8.TREE (41-044293) | 451612.92N/1224630.14W | 1.30 | 500 | 397 | 20 | 3 | 1A | 300 | | | 700 |
| CATEGORY B | | | | | | | | | | | |
| 8.TREE (41-044293) | 451612.92N/1224630.14W | 1.81 | 500 | 397 | 20 | 3 | 1A | 300 | | | 700 |
| CATEGORY C | | | | | | | | | | | |
| 8.TREE (41-044293) | 451612.92N/1224630.14W | 2.85 | 500 | 397 | 20 | 3 | 1A | 300 | | | 700 |
| CATEGORY D | | | | | | | | | | | |
| 13.AAO | 451512.79N/1225107.59W | 3.72 | 740 | 639 | 50 | 20 | 2C | 300 | | | 940 |

CIRCLING REMARKS:

MSA

CENTER

RW17

RADIUS

25

| SECTOR | OBSTRUCTION | COORDINATES | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|---------|-------------|------------------------|---------|----------|----------|------|------|----|------|-----|-------------|---------|
| 360-360 | AAO | 450816.84N/1220720.27W | 104 | 28.3 | 5185 | 50 | 3 | 2A | 1000 | | | 6200 |

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

TAA NOT DEVELOPED, ATC REQUEST

100 FT VEGETATION PER IFP CHECKLIST

QUALITY
24
CHECKED

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

Electronic Version

Page 6 of 10

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZSE ARTCC, PDX APP CON, MMV FSS

| | | | | | | |
|--|--------------------------------|-----------------------------------|--|---------------------------------|------------------------------|---------------------------------|
| <u>WX SERVICE</u> ASOS | <u>LOCATION</u> KUAO | <u>HRS OPERATION</u> 24 | <u>ALTIMETER SOURCE</u> KUAO | <u>DISTANCE</u> 0 | <u>SERVICE-A</u> Y | <u>ADJUSTMENTS</u> 0 |
| <u>BACK-UP WX SERVICE</u> ASOS | <u>LOCATION</u> KMMV | <u>HRS OPERATION</u> 24 | <u>ALTIMETER SOURCE</u> KMMV | <u>DISTANCE</u> 15.73 | <u>SERVICE-A</u> Y | <u>ADJUSTMENTS</u> 42 |

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME KUAO 200, KMMV 163 RA = 41.6.

PRIMARY NAVAID **MONITOR POINT** **HRS OPERATION** **CAT**

| <u>APPROACH AND RUNWAY LIGHTING SYSTEM</u> | <u>RUNWAY MARKINGS</u> | <u>RUNWAY VISUAL RANGE</u> |
|---|-------------------------------|-----------------------------------|
| RW17 - MIRL (PCL), ODALS (PCL), VASI-4R (PCL) | PIR-G | |
| RW35 - MIRL (PCL), VASI-4L (PCL) | PIR-G | |

| | | | | | | |
|--|---|---------------------------|-------------------------------|---------------------------------|----------------------------------|---------------------------|
| <u>GLIDESLOPE ANGLE</u> 3.00 | <u>ELEV RWY THRESHOLD</u> 199.7 | <u>TCH</u> 40.0 | <u>ELEV GS ANTENNA</u> | <u>DISTANCE FROM RWY</u> | <u>VGSI ANGLE</u> 3.50 | <u>TCH</u> 38.3 |
|--|---|---------------------------|-------------------------------|---------------------------------|----------------------------------|---------------------------|

FINAL APPROACH COURSE AIMING

| | | | |
|------------------|--------------|--------------------|------------------------------|
| RUNWAY THRESHOLD | <div>X</div> | FT FROM THRESHOLD | DISPLACED THRESHOLD DISTANCE |
| ON CENTERLINE | <div>X</div> | FT FROM CENTERLINE | |

CRITICAL TEMPERATURES

| | | | |
|-----------------------------------|-------------------------------------|--------------------------|---------------------------------|
| <u>CRITICAL LOW</u> -6C | <u>CRITICAL HIGH</u> +54C | <u>ACT</u> -6C | <u>APT ISA</u> +14.6C |
|-----------------------------------|-------------------------------------|--------------------------|---------------------------------|

CRITICAL TEMPERATURE REMARKS:
AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2011-2015). CRITICAL LOW TEMPERATURE BASED ON ACT. DESCENT RATE (FPM): STANDARD TEMP 958 HIGH TEMP 1263.



"VISUAL PORTION OF FINAL" PENETRATIONS

| | | | |
|---|----------------------|---|--|
| Final Type | LPV, LNAV/VNAV, LNAV | | |
| 34:1 | | | |
| 311 TREE (41-042175) 451546.82N/1224604.34W (19.74) | | 242 TREE (41-023467) 451524.81N/1224609.71W (17.21) | |
| 296 TREE (41-044419) 451543.85N/1224556.53W (11.48) | | 295 TREE (41-044483) 451543.79N/1224557.96W (11.03) | |
| 288 TREE (41-044335) 451544.62N/1224606.92W (3.92) | | 288 TREE (41-044576) 451545.73N/1224606.78W (0.60) | |

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PART C: GENERAL REMARKS:

FOR CONTINGENCY PURPOSES - WHEN USING MC MINNVILLE ALTIMETER SETTING, INCREASE LPV DA TO 553, LNAV/VNAV DA TO 703 AND ALL MDAS 60 FEET, INCREASE LPV ALL CATS, LNAV/VNAV ALL CATS AND LNAV CAT C/D VISIBILITIES 1/4 SM AND INCREASE CIRCLING CAT D 1/4 SM.
VDP AND BARO-VNAV NA WHEN USING MC MINNVILLE ALTIMETER SETTING.
WHEN USING MC MINNVILLE ALTIMETER SETTING, WHEN USING MC MINNVILLE ALTIMETER SETTING, INOPERATIVE TABLE DOES NOT APPLY TO LNAV/VNAV AND LNAV ALL CATS.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



| | | | | | | | |
|---|----------------------------|--|-----------------------|-----------------------|--------------------|---------------------------------|-------------------------|
| <u>AIRPORT</u> AURORA STATE | <u>AIRPORT ID</u> KUAO | <u>PROCEDURE NAME</u> RNAV (GPS) RWY 17 | <u>AMDT NO.</u> 1B | <u>CITY</u> AURORA | <u>STATE</u> OR | <u>AIRPORT ELEVATION</u> 200 | <u>FACILITY</u> RNAV |
| 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 | THLD | TO 1000FT POINT | 4.27 | | | | |
| WIDTH OF | FINAL | SEGMENT AT 1000FT POINT | 1.20 | | | | |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1000FT POINT | 187.15 | | | | |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 646 | | | | |
| DISTANCE FROM | THLD | TO 1500FT POINT | 6.30 | | | | |
| WIDTH OF | FINAL | SEGMENT AT 1500FT POINT | 1.39 | | | | |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1500FT POINT | 187.15 | | | | |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1500FT POINT | 646 | | | | |
| THRESHOLD COORDINATES (IF STR-IN) | 451514.16N/1224607.82W | | | | | | |
| ARP COORDINATES | 451449.70N/1224612.20W | | | | | | |
| RUNWAY APCH END AND DIST FURTHEST FROM ARP | RUNWAY 17 DISTANCE 0.41 NM | | | | | | |
| FAF COORDINATES | 452216.69N/1224452.74W | | | | | | |
| FIX NAME COORDINATES | | | | | | | |
| REMARKS | | | | | | | |
| NO ADDITIONAL AIRSPACE REQUIRED | | | | | | | |

QUALITY
24
CHECKED

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

Electronic Version

Page 9 of 10

PART E: PREPARED BY

| | | | |
|---|---------------------------|---------------------------|---|
| <u>NAME</u> WARDELL HENNING (GORDON LEMON) | <u>OFFICE</u> AJV-A432 | <u>DATE</u> 08/27/2019 | <u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST |
|---|---------------------------|---------------------------|---|

