

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
VOR STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.23

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 ID</u> KALW	<u>PROCEDURE NAME</u> VOR RWY 2	<u>ORIGINAL/AMENDMENT</u> ORIG-D	<u>CITY</u> WALLA WALLA	<u>STATE</u> WA		
<u>AIRPORT ELEVATION</u> 1194	<u>TDZE</u> 1175	<u>SUPERSEDED</u> VOR/DME RWY 2	<u>ORIGINAL/AMENDMENT</u> ORIG-C	<u>DATED</u> 04/23/2020	<u>MAG VAR</u> 14E	<u>EPOCH YEAR</u> 2025
<u>FACILITY</u> ALW	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 09/08/2022	<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>
ALW VOR/DME		ORAHU/5.02 DME	FAF/IAF				201.18	5.02	6000

**MISSED APPROACH**

**MAP:**

ALW VOR/DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMBING LEFT TURN TO 4900 ON ALW VOR/DME R-201 WITHIN 10.00 DME THEN RIGHT TURN DIRECT ALW VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4900

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT R SIDE OF COURSE 201.19 OUTBOUND 4800 FT WITHIN 10 MILES OF ORAHU/5.02 DME (IAF)  
2.  
3. FAC: 021.18 FAF: ORAHU/5.02 DME DIST FAF TO MAP: DIST FAF TO THLD: 4.96  
4. MIN ALT: CUCAB/8.00 DME 3500, ORAHU/5.02 DME 2800  
8. MSA FROM: ALW VOR/DME 001-181 7600, 181-271 5000, 271-001 3500

**EQUIPMENT REQUIREMENTS NOTES:**

DME REQUIRED.

**NOTES:**

CHART NOTE: RWY 2 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.



ADDITIONAL FLIGHT DATA:

HOLD S, LT, 020.91 INBOUND.  
CHART FAS OBST: 1319 TREE 460400N/1181658W.  
CHART VDP AT 1.25 DME  
DISTANCE VDP TO THLD 1.19 NM.  
FAC 474 FT L OF RWY C/L EXTENDED 3000 FT FROM THLD.  
CHART CIRCLING ICON.  
ORAHU TO RW02: 3.05/45.

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

ALTERNATE: NA ☐ STANDARD - CAT C 1000-2 3/4, CAT D 1200-3, 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
S-02	1580	1	405	1580	1	405	1580	1 1/8	405	1580	1 1/8	405			
CIRCLING	1760	1	566	1820	1	626	2120	2 3/4	926	2300	3	1106			

CHANGES - REASONS

- INCORPORATED CHANGES FROM FDC NOTAMS 6/1851, 9/1675, 0/5097 AND ONTO THE FORMS
- AMENDED MAGVAR FROM "20E" TO "14E" AND EPOCH YEAR FROM "1980" TO "2025" - ALW VORTAC MAGVAR UPDATED TO 14E AND 8260.19 8-6-2 K (MAGVAR) AND L (EPOCH YEAR)
- AMENDED PROCEDURE NAME FROM "VOR/DME RWY 2" TO "VOR RWY 2" - REMOVED 'DME' IAW 8260.3D 1-6-2 A
- AMENDED TERMINAL ROUTE FEEDER SEGMENT ALW VOR/DME ORAHU COURSE FROM "195.19" TO "201.18" - ALW VOR/DME MAGVAR UPDATED TO 14E AND CORRECTING A PREVIOUS DOCUMENTATION ERROR (FIXES NOT MOVED)
- AMENDED MISSED APPROACH INSTRUCTIONS FROM "CLIMBING LEFT TURN TO 3300 VIA ALW VOR/DME R-195 WITHIN 10 DME THEN RIGHT TURN DIRECT ALW VOR/DME AND HOLD" TO "CLIMBING LEFT TURN TO 4900 VIA ALW VOR/DME R-195 WITHIN 10 DME THEN RIGHT TURN DIRECT ALW VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4900" - NEW HOLDING LEVEL SURFACE CONTROLLING OBSTACLE IDENTIFIED
- AMENDED PROFILE LINE 1 FROM HEADING "195.19 OUTBOUND" TO "201.19 OUTBOUND" - ALW MAGVAR UPDATED TO 14E AND 8260.19I 8-6-7 A
- AMENDED PROFILE LINE 3 FROM "FAC: 015.19" TO "FAC: 021.18" - ALW VOR/DME MAGVAR UPDATED TO 14E AND 8260.19I 8-6-7 C(1)(C) AND CORRECTING A PREVIOUS DOCUMENTATION ERROR (FIXES NOT MOVED)
- AMENDED PROFILE LINE 8 FROM "ALW VOR/DME 175-265 5000, 265-355 3500, 355-175 7600" TO "ALW VOR/DME 001-181 7600, 181-271 5000, 271-001 3500" - ALW VOR/DME MAGVAR UPDATED TO 14E
- AMENDED EQUIPMENT REQUIREMENTS NOTES TO ADD "DME REQUIRED" - AMENDED AND RELOCATED IAW 8260.19I 8-6-8 A(1)(C) AND ATTACHMENT 4 - CRITERIA CLARIFICATION, #2(B) OF THE IMPLEMENTATION MEMO FOR FAA ORDER 8260.19I - FLIGHT PROCEDURES AND AIRSPACE DATED JUNE 29, 2020
- AMENDED NOTES TO ADD "CHART NOTE: RWY 2 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" - 34:1 PENETRATIONS AND NOTED IAW 8260.19I 8-6-11 K(3)
- AMENDED ADDITIONAL FLIGHT DATA FROM "CHART FAS OBST: 1319 100' AAO 460400N/1181658W" TO "CHART FAS OBST: 1319 TREE 460400N/1181658W" - PREVIOUSLY NAMED 100 FT AAO WAS ACTUALLY A 100 FT TREE SINCE THE OBSTACLE IS IN THE AAO EXEMPT AREA
- AMENDED ADDITIONAL FLIGHT DATA FROM "HOLD S, LT, 014.91 INBOUND" TO "HOLD S, LT, 020.91 INBOUND" - ALW VOR/DME MAGVAR UPDATED TO 14E AND 8260.19I 8-6-10 B(1)
- AMENDED ADDITIONAL FLIGHT DATA FROM "CHART VDP AT 1.27 DME" AND "DISTANCE VDP TO THLD 1.21 NM" TO "CHART VDP AT 1.25 DME" AND "DISTANCE VDP TO THLD 1.19 NM" - RECALCULATED VALUES AND 8260.19I 8-6-10 M AND ATTACHMENT 3 - ORDER DEFECTS, #4 OF THE IMPLEMENTATION MEMO FOR FAA ORDER 8260.19I - FLIGHT PROCEDURES AND AIRSPACE DATED JUNE 29, 2020
- AMENDED ADDITIONAL FLIGHT DATA FROM "FAC 472 FT L OF RWY C/L EXTENDED 3000 FT FROM THLD" TO "FAC 474 FT L OF RWY C/L EXTENDED 3000 FT FROM THLD" - RECALCULATED VALUE AND 8260.19I 8-6-10 G(2)
- AMENDED ALTERNATE MINIMUMS FROM "STANDARD #" AND "#CAT D 800-2 1/2" TO "STANDARD - CAT C 1000-2 3/4, CAT D 1200-3, NA WHEN LOCAL WEATHER NOT AVAILABLE" - 8260.19I 8-6-11 B (6) AND ATTACHMENT 4 - CRITERIA CLARIFICATION, 5(B)(1) OF THE IMPLEMENTATION MEMO FOR FAA ORDER 8260.19I - FLIGHT PROCEDURES AND AIRSPACE DATED JUNE 29, 2020
- AMENDED CIRCLING CAT A FROM "MDA 1720/HAA 526" TO "MDA 1760/HAA 566", CAT C FROM "MDA 2080/HAA 886" TO "MDA 2120/HAA 926", AND CAT D FROM "MDA 2240/HAA 1046" TO "MDA 2300/HAA 1106" - NEW CONTROLLING OBSTACLES IDENTIFIED TO MATCH OTHER SIAPS
- AMENDED S-2 CATS C/D VISIBILITY FROM "1 1/4" TO "1 1/8" - IAW 8260.3E TABLE 3-3-1 FOR NALS WITH HAT 405



COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZSE, CHINOOK APP CON, ALW ATCT, AMGR

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE  
FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION  
*Digitally signed by*

OFFICE

DATE

DEVELOPED BY

KELLY CARLSON  
*KELLY J CARLSON*  
Jul 05, 2022

MARK D ADAMS

Jul 25, 2022

OFFICE

AJV-A412

DATE

04/11/2022

APPROVED BY

MARK ADAMS  
*Digitally signed by*  
*MARK D ADAMS*  
Jul 25, 2022

OFFICE

AJV-A412

DATE

TITLE  
MANAGER



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

<u>AIRPORT ID</u> KALW	<u>PROCEDURE NAME</u> VOR RWY 2	<u>AMDT NO.</u> ORIG-D	<u>CITY</u> WALLA WALLA	<u>STATE</u> WA	<u>AIRPORT ELEVATION</u> 1194	<u>FACILITY</u> ALW
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PART A: OBSTRUCTION DATA SEGMENTS

**FEEDER**

FROM  
ALW VOR/DME

TO  
ORAHU/5.02 DME

<u>RNP</u>	<u>DISTANCE</u> 5.02	<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>
												AAO	460312.00N/1181333.00W	1897	164	98	4E	2000				DG2103	6000
												TERRAIN	460312.00N/1181333.00W	1697 (1700)								AS1500	3200

COMPUTATIONS

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

SEGMENT REMARKS:

**INTERMEDIATE: PT**

FROM  
10 NM

TO  
CUCAB/8.00 DME

<u>RNP</u>	<u>DISTANCE</u> 10.00	<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>
												AAO	455511.00N/1183353.00W	2299	50	20	2C	500				AT701	3500
												TERRAIN	455511.00N/1183353.00W	2099 (2100)								AS1000	3100

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE: PT STEPDOWN

FROM  
CUCAB/8.00 DME

TO  
ORAHU/5.02 DME

RNP	DISTANCE 2.98	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	455703.00N/1182203.00W		1079	50	20	2C	500				AT1221	2800
TERRAIN	455703.00N/1182203.00W		879 (900)								AS1000	1900

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

FINAL

FROM  
ORAHU/5.02 DME

TO  
ALW VOR/DME

RNP	DISTANCE 5.02	PAT	MAP ALW VOR/DME	HAT 405			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE	460359.67N/1181658.46W		1319	50	20	2C	250					1580

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



PROCEDURE TURN

FROM  
ORAHU/5.02 DME

TO  
10 NM

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	455919.00N/1181034.00W		3919	50	20	2C	1000				SA-974 AT855	4800
TERRAIN	454848.00N/1182342.00W		2573 (2600)								AS1500	4100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH

FROM  
ALW VOR/DME

TO  
ALW VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 1330					
<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				4900
AAO	461033.00N/1180533.00W		2573	164	98	4E	1000					3600
TERRAIN	461033.00N/1180533.00W		2372 (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

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TREE	460432.00N/1181551.00W	1.31	566	1459	50	20	2C	300			1760
CATEGORY B											
TREE	460436.00N/1181458.00W	1.85	626	1519	50	20	2C	300			1820
CATEGORY C											
TREE	460351.00N/1181340.00W	2.91	926	1819	50	20	2C	300			2120
CATEGORY D											
AAO	460403.00N/1181154.00W	3.81	1106	1985	50	20	2C	300			2300

CIRCLING REMARKS:

MSA

CENTER  
ALW VOR/DME

RADIUS  
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
001-181	VERTICAL_STRUCTURE (53-060361)	460639.00N/1174048.00W	073	25.6	6562	250	125	4E	1000			7600
181-271	AAO	453721.00N/1182651.00W	179	28.6	3977	250	50	4D	1000			5000
271-001	AAO	462427.00N/1181027.00W	360	19.9	2461	250	50	4D	1000			3500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

VEGETATION HEIGHT 100 FT PER FPT



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
ZSE ARTCC, ALW TOWER, CHINOOK APP CON

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KALW	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KALW	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KPDT	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KPDT	<u>DISTANCE</u> 33.30	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 120

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KALW 1194, KPDT 1497  
RA = 119.2.

<u>PRIMARY NAVAID</u> ALW VOR/DME	<u>MONITOR POINT</u> OCC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW02 - HIRL (PCL), REIL (PCL), PAPI-4L		NPI-G	ROLL OUT
RW20 - MALSR (PCL), HIRL (PCL), PAPI-4L		PIR-G	APPROACH

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
					3.00	45.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input type="checkbox"/>	3000	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input type="checkbox"/>	474	FT L OF CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:





"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	S-02		
34:1			
1167 TRAVERSE_WAY (53-082234) 460502.12N/1181731.47W (5.11)		1166 TRAVERSE_WAY (53-082766) 460501.97N/1181731.81W (3.34)	
1166 TRAVERSE_WAY (53-082406) 460501.85N/1181732.08W (2.72)		1166 TRAVERSE_WAY (53-082797) 460501.67N/1181732.36W (1.94)	
1166 TRAVERSE_WAY (53-082633) 460501.52N/1181732.59W (1.3)			

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PENDLETON ALTIMETER SETTING AND INCREASE ALL MDAS 120 FEET AND S-02 VISIBILITY CATS C/D 3/8 SM, AND CIRCLING VISIBILITY CAT C 1/4 SM

VDP NA WHEN USING PENDLETON ALTIMETER SETTING

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

<div>AIRPORT ID KALW</div>	<div>PROCEDURE NAME VOR RWY 2</div>	<div>AMDT NO. ORIG-D</div>	<div>CITY WALLA WALLA</div>	<div>STATE WA</div>	<div>AIRPORT ELEVATION 1194</div>	<div>FACILITY ALW</div>
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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	THLD	TO 1000FT POINT	2.96
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	2.31
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	035.18
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1200
DISTANCE FROM	THLD	TO 1500FT POINT	4.76
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.49
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	035.18
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1200

THRESHOLD  
COORDINATES  
(IF STR-IN)

460507.16N/1181730.03W

ARP COORDINATES

460533.15N/1181702.70W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 20 DISTANCE 0.54 NM

FAF  
COORDINATES

460106.97N/1182142.10W

FIX NAME  
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

QUALITY  
8  
CHECKED

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

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> KELLY CARLSON	<u>OFFICE</u> AJV-A412	<u>DATE</u> 04/11/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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