

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/31/2024	APWS Task ID: 8E49C3C31675408B890600B7B207870A	APWS Project ID: CD24F7A5A0954CE7A0A6F17098D5BBB1
Procedure: VOR-A AMDT 5		Enroute: NO	Specialist: Campbell, Colin		Agreement Number:
Airport ID: KIPL			Airport City: IMPERIAL		State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>SUMMARY OF CHANGES: GPS SPLIT OUT INTO NEW PROCEDURE. PROCEDURE ADJUSTED TO BE CIRCLING ALIGNED. MISSED APPROACH REDESIGNED TO MITIGATE CIH REQUIREMENT.  ACTIVE AIRPORT DATA USED  ACTIVE IPL VTAC DATA USED  CONTACT: ALLAN WILL, AJV-A423, (405) 954-6103  4/10/24: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/15/23.  FORM 8260-5: 1. PROFILE LINE 8: UPDATED MSA FROM "IPL VORTAC 130-315 6700, 315-130 2300" TO "IPL VORTAC 130-315 6800, 315-130 2400".  7/15/24: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/15/23.  FORM 8260-2: 1. REMOVED IMPERIAL VORTAC -2 FROM 8260-2 FILE AND MOVED TO 8260-2_NON NFDC FILE.  9/13/24: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/17/23.  FORM 8260-2: FIX ARGUS: 1. REMOVED KIPL RNAV (GPS)-B FROM FIX USE. 2. REMOVED PAT 1 WITH ASSOCIATED CONTROLLING OBSTRUCTION, RESTRICTION, AND REMARK. 3. HOLDING TYPE OF ACTION CHANGED FROM "ESTABLISH" TO "NO CHANGE". FIX MAJGY: 1. REMOVED KIPL RNAV (GPS)-B FROM FIX USE. 2. REMOVED "WP" FORM FIX TYPE.</div>					



<b>FIPC BASIC FORM</b>							
<b>PROCEDURE:</b> VOR-A AMDT 5			<b>AIRPORT NAME:</b> IMPERIAL COUNTY		<b>AIRPORT ID:</b> KIPL	<b>SPECIAL CONTROL NO:</b> SP-05-204-24	
<b>FAC ID:</b> IPL		<b>CITY:</b> IMPERIAL			<b>ST:</b> CA	<b>ORIG CHART DATE:</b> 09/05/2024	
<b>DFL TYPE:</b> PROC/A	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>		<b>PTS TASK ID:</b> 8E49C3C31675408B890600B7B207870A		
<b>PREFLIGHT NOTES</b>							
<b>REVIEWER:</b>					<b>DATE:</b>		
<b>COMMENTS:</b>					<b>CHECK ONE:</b>		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							<b>YES</b>
					<b>CPV COMPLETE?</b>		<b>X</b>
<b>PROCEDURE RESULTS</b>							
<b>INSPECTION DATE:</b> 06/27/2024		<b>CREW #:</b> VN327	<b>N #:</b> N83	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> jeffrey eckman @ 06/27/2024 20:34			<b>PRINTED NAME:</b> ECKMAN, JEFFREY ALAN				<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> Procedure is SAT as proposed.							
<b>IN-FLIGHT OBSTACLE REPORT</b>							
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>		<b>GNSS ALTITUDE (MSL):</b>		<b>BAROMETRIC ALTITUDE (MSL):</b>		<b>HEIGHT ABOVE GROUND LEVEL:</b>

**1. FLIGHT PROCEDURE IDENTIFICATION:**

IMPERIAL, CALIFORNIA  
IMPERIAL COUNTY (KIPL)  
VOR-A

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

Turn from the intermediate segment to the final segment is 56.93 degrees, which exceeds the maximum allowed turn of 30 degrees. Applicable standard is FAA Order 8260.3E, paragraph 2-5-3(a).

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

A turn of 30 degrees or less at the NAVAID would take aircraft into Mexico airspace. After discussion with responsible ATC controlling agency, communication lines between Los Angeles Center Sector 9 and MXL have frequent outages and are at times unusable. Additionally, for proper procedure alignment, sector 9 would require a non-block down to acceptable altitude. This would require aircraft utilizing this procedure to enter Mexico airspace. Los Angeles Center Sector 9 does not display Minimum IFR Altitude (MIAs) beyond the US/Mexico border. Additionally, an update to the LOA between MXL and Los Angeles Center Sector 9 would be required. Sector 9 also advised that they are unsure as to what effect this would have to MMML Mexicali Airport.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

This procedure is a replacement for an existing VOR or GPS procedure that has existed at this location for many years. Containing the procedure in US airspace greatly reduces complexity for both the pilot and controller/ATC facilities. The greater than standard turn at the NAVAID is required to keep the procedure within US Airspace.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

1. Restricting the turn to 30 degrees or less would cause the procedure to enter Mexico Airspace and may disrupt ATC operations into MMML airport.
2. Approach procedures are unable to be constructed from other directions of arrival due to large areas of Restricted Airspace. Procedure build in any other direction would bring aircraft in restricted airspace to the north and northeast (R-2512 and R-2510 A&B. To the west would encroach EI Centro NAF.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

AFS  
SOCAL TRACON  
ZLA CENTER

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
	AJV-A423	MANAGER

**SIGNATURE**

*Digitally signed by*  
**ALLAN WILL**  
Mar 13, 2024

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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**1. FLIGHT PROCEDURE IDENTIFICATION:**

IMPERIAL, CALIFORNIA  
IMPERIAL COUNTY (KIPL)  
VOR-A

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

Turn from the Hold-In-Lieu and Missed Approach Holding Pattern to the final segment is 56.93 degrees which exceeds the maximum allowable turn of 30 degrees. Applicable standard is FAA Order 8260.3E, paragraph 16-9-2.

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

A turn of 30 degrees or less at the NAVAID would take aircraft into Mexico airspace. After discussion with responsible ATC controlling agency, communication lines between Los Angeles Center Sector 9 and MXL have frequent outages and are at times unusable. Additionally, for proper procedure alignment, sector 9 would require a non-block down to acceptable altitude. This would require aircraft utilizing this procedure to enter Mexico airspace. Los Angeles Center Sector 9 does not display Minimum IFR Altitude (MIAs) beyond the US/Mexico border. Additionally, an update to the LOA between MXL and Los Angeles Center Sector 9 would be required. Sector 9 also advised that they are unsure as to what effect this would have to MMML Mexicali Airport.

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**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

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2. Approach procedures are unable to be constructed from other directions of arrival due to large areas of Restricted Airspace. Procedure build in any other direction would bring aircraft in restricted airspace to the north and northeast (R-2512 and R-2510 A&B. To the west would encroach EI Centro NAF.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

AFS  
SOCAL TRACON  
ZLA CENTER

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
	AJV-A423	MGR

**SIGNATURE**

*Digitally signed by*  
**ALLAN WILL**  
Sep 16, 2024

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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IMPERIAL, CALIFORNIA

AL-790 (FAA)

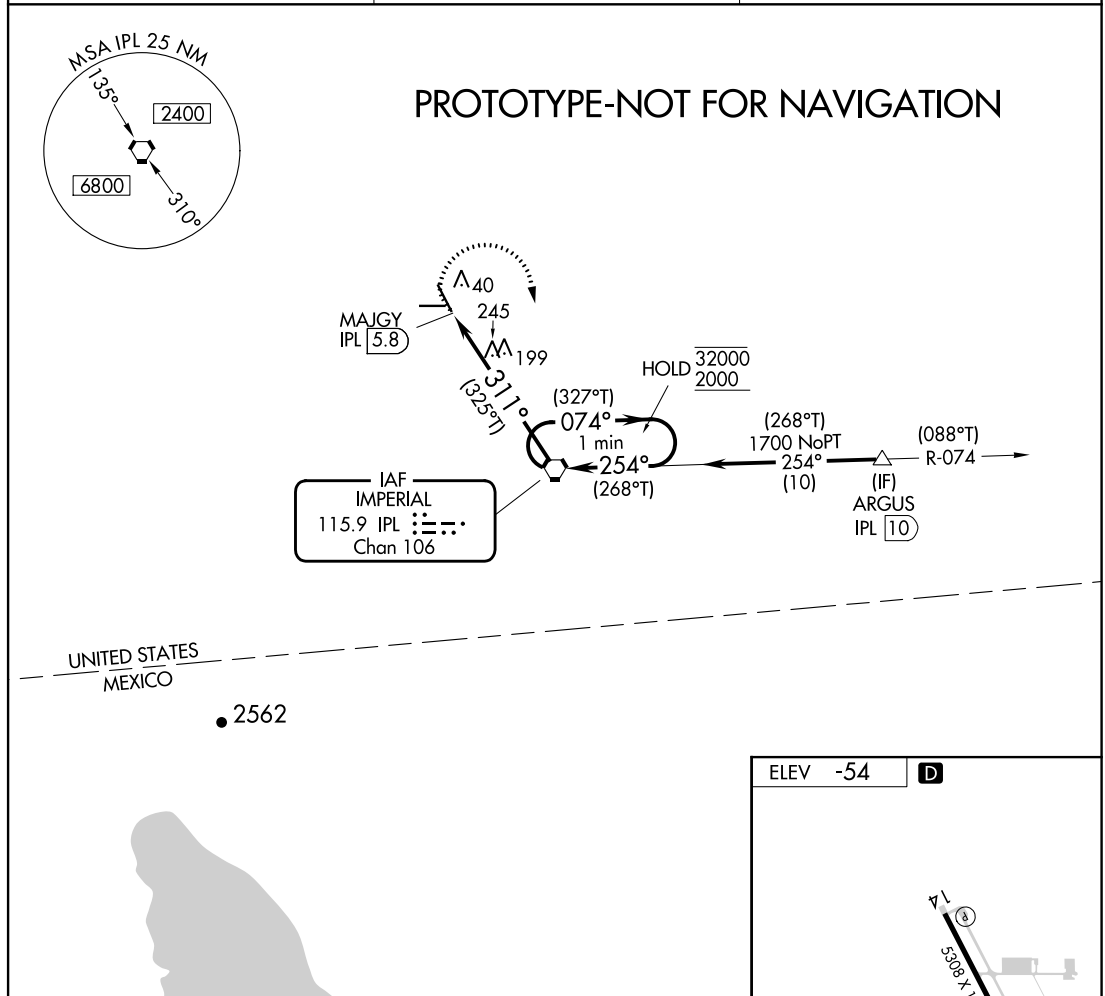
FIG

VORTAC IPL <b>115.9</b> Chan <b>106</b>	APP CRS <b>311°</b>	Rwy Idg TDZE Apt Elev <b>-54</b>	<b>N/A</b> <b>N/A</b>
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**VOR-A**  
IMPERIAL COUNTY (IPL)

DME required for procedure entry at ARGUS.	MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct IPL VORTAC and hold.
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ASOS <b>132.175</b>	YUMA CERAP <b>128.55 292.2</b>	UNICOM <b>122.7 (CTAF) 0</b>
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1100	2000	IPL	ELEV -54	D
↑	↻	⬡		
<p>MAJGY IPL 5.8</p> <p>(325°T) 311°</p> <p>1700</p> <p>5.7 NM</p>			<p>IPL VORTAC</p> <p>One Minute Holding Pattern</p> <p>(088°T) 074° → 32000 2000</p> <p>← 254° (268°T)</p>	
CATEGORY	A	B	C	D
CIRCLING	500-1 554 (600-1)		560-1¾ 614 (700-1¾)	560-2 614 (700-2)
FAF to MAP 5.8 NM				
Knots	60	90	120	150
Min:Sec	5:48	3:52	2:54	2:19

IMPERIAL, CALIFORNIA  
Amdt 5 FIG

32°50'N-115°35'W

IMPERIAL COUNTY (IPL)  
**VOR-A**

AUTOMATED AL-790 VOR-A

SW-3  
03/09/24  
COMPILER: JUN  
REVIEWER:  
DBL CHKR:  
EFF: FIG

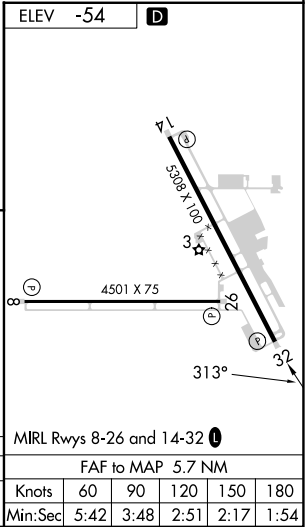
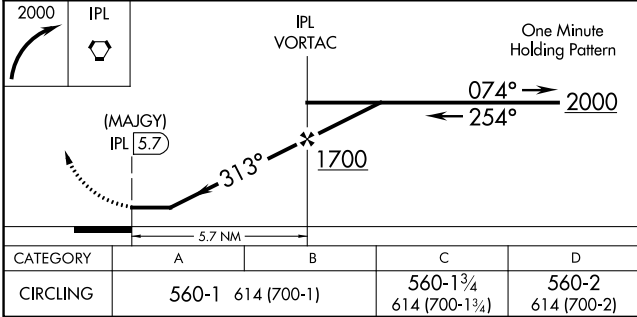
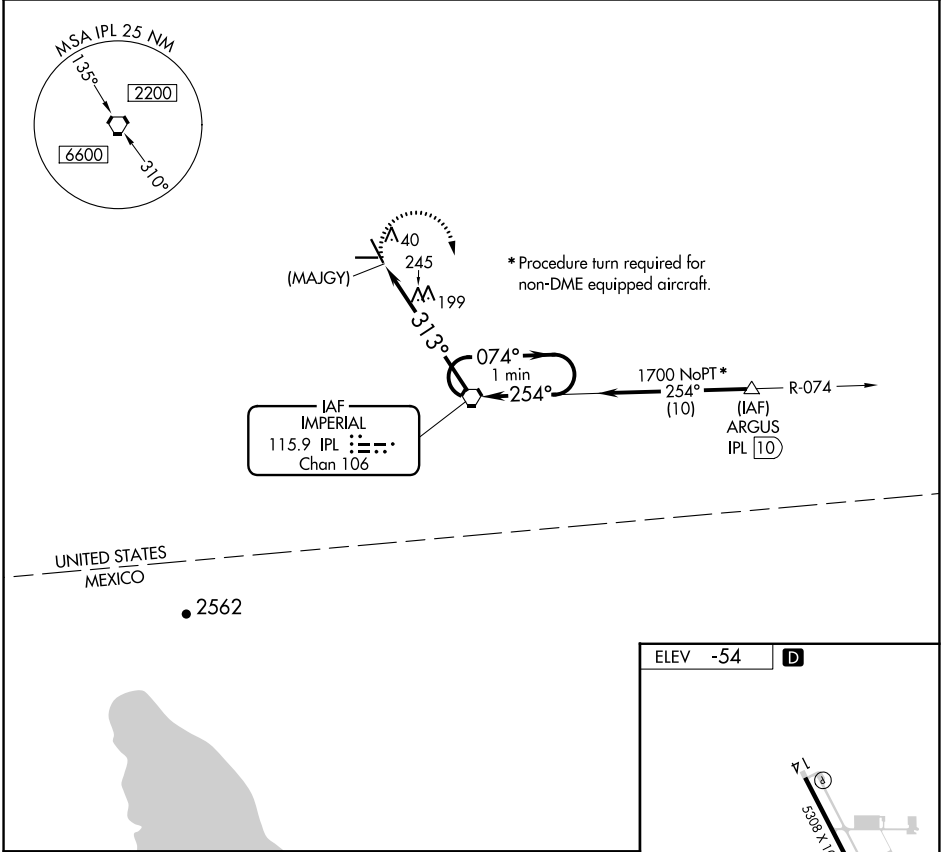
OLD

VORTAC IPL <b>115.9</b> Chan <b>106</b>	APP CRS <b>313°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>-54</b>
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VOR or GPS-A  
IMPERIAL COUNTY (IPL)

 Circling Rwy 32 NA at night.	MISSED APPROACH: Climbing right turn to 2000 direct IPL VORTAC and hold.
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ASOS <b>132.175</b>	LOS ANGELES CENTER <b>128.6 291.7</b>	UNICOM <b>122.7 (CTAF) 0</b>
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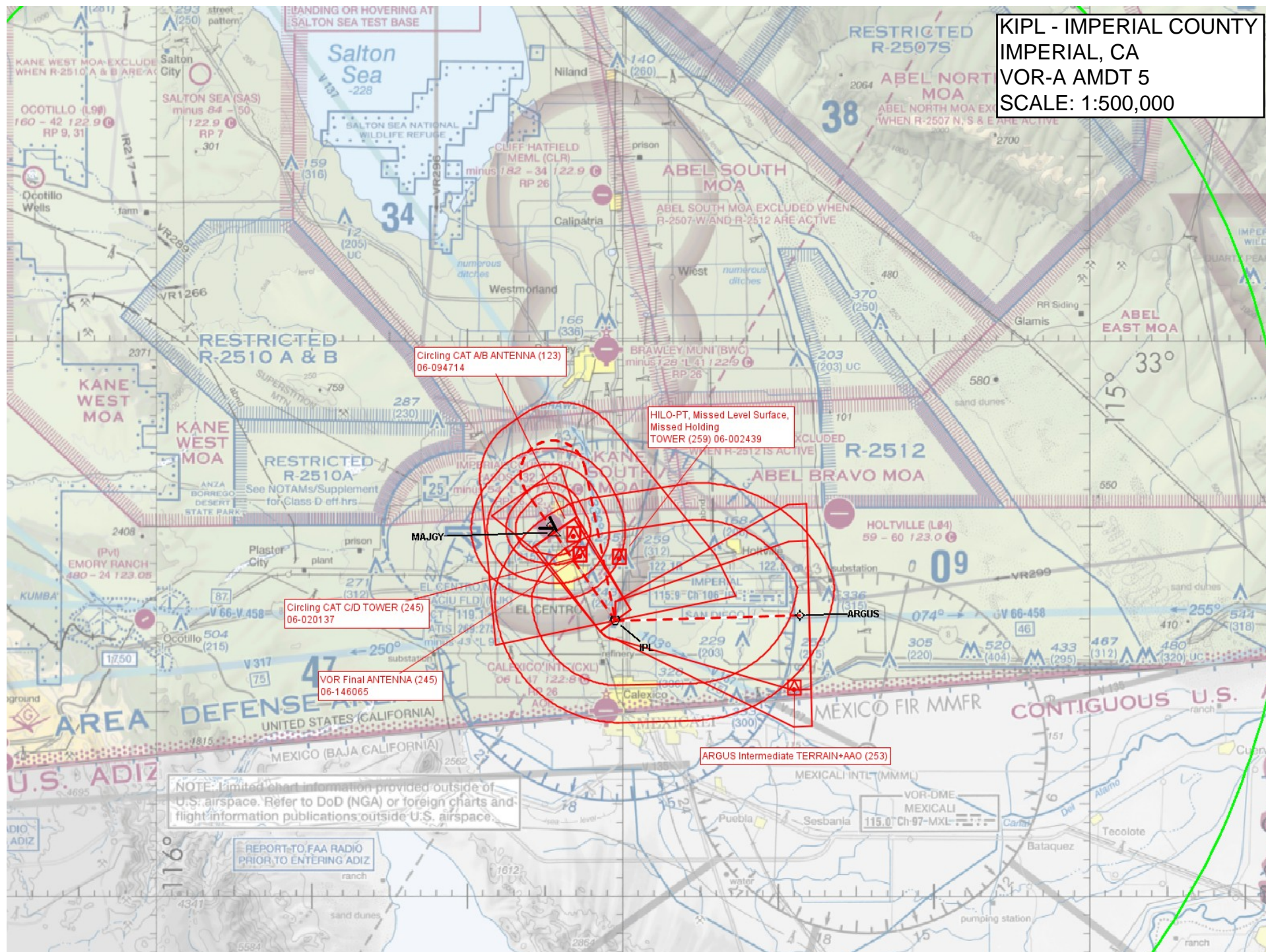
OLD

SW-3, 13 JUL 2023 to 10 AUG 2023

SW-3, 13 JUL 2023 to 10 AUG 2023



KIPL - IMPERIAL COUNTY  
IMPERIAL, CA  
VOR-A AMDT 5  
SCALE: 1:500,000





KIPL - IMPERIAL COUNTY  
IMPERIAL, CA  
VOR-A AMDT 5  
VOR FINAL + CIRCLING  
SCALE: 1:100,000

