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|---|------------------------------|---|-------------------------------------|---|--|
| Flight Procedures Cover Page | Task Action: FLIGHT CHECK | Task Type: IAP | Estimated Chart Date: 03/24/2022 | APWS Task ID: 91BB45603F2D4F7CA0579D0A4343752A | APWS Project ID: A567BFE2830B4B5E89D544ACDECEC90C |
| Procedure: RNAV (GPS) RWY 34 AMDT 1 | | Enroute: NO | Specialist: Saenz, Joshua | | Agreement Number: |
| Airport ID: KRNT | | | Airport City: RENTON | | State: WA |
| Facility ID: | Facility Type: | Flight Inspection Remark Type: New FC Slot | | | |
| <p>Procedure Comments: ACTIVE DATA USED FOR KRNT.</p> <p>CONTACT ALLAN WILL, AJV-A423, 405-954-6103.</p> <p style="text-align: right;">J ZEDER 12/13/2021</p> <div style="text-align: right;">  </div> <div style="text-align: right;">  </div> | | | | | |

| FIPC BASIC FORM | | | | | | | |
|---|---|----------------------------------|---|--|--|--|--|
| PROCEDURE: RNAV (GPS) RWY 34 AMDT 1 | | | AIRPORT NAME: RENTON MUNI | | AIRPORT ID: KRNT | SPECIAL CONTROL NO: SG-12-149-21 | |
| FAC ID: KRNT34.01 | | CITY: RENTON | | | ST: WA | ORIG CHART DATE: 03/24/2022 | |
| DFL TYPE: PROC/G | THIRD PARTY: <input type="checkbox"/> YES | EST. TIME ON SITE: 0.5 | REIMB. NUMBER: | | PTS TASK ID: | | |
| PREFLIGHT NOTES | | | | | | | |
| REVIEWER: jordan rolih | | | | | DATE: 01/20/2022 | | |
| COMMENTS: | | | | | CHECK ONE: | | |
| | | | | | <input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT | | |
| | | | | | | | YES |
| | | | | | CPV COMPLETE? | | X |
| PROCEDURE RESULTS | | | | | | | |
| INSPECTION DATE: 01/19/2022 | | CREW #: VN408 | N #: N59 | INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT | | ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT | |
| FLIGHT INSPECTOR SIGNATURE: jordan rolih @ 01/20/2022 09:06 | | | PRINTED NAME: ROLIH, JORDAN ALEXANDER | | | | NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |
| FLIGHT INSPECTOR REMARKS: | | | | | | | |
| IN-FLIGHT OBSTACLE REPORT | | | | | | | |
| OBSTRUCTION ID #: | COORDINATES OR LOCATION: | | GNSS ALTITUDE (MSL): | | BAROMETRIC ALTITUDE (MSL): | | HEIGHT ABOVE GROUND LEVEL: |

RENTON, WASHINGTON

AL-5396 (FAA)

FIG

| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 337° | Rwy Idg TDZE Apt Elev | 4742 30 32 |
|------------------------|-----------------------------|---------------------------------------|

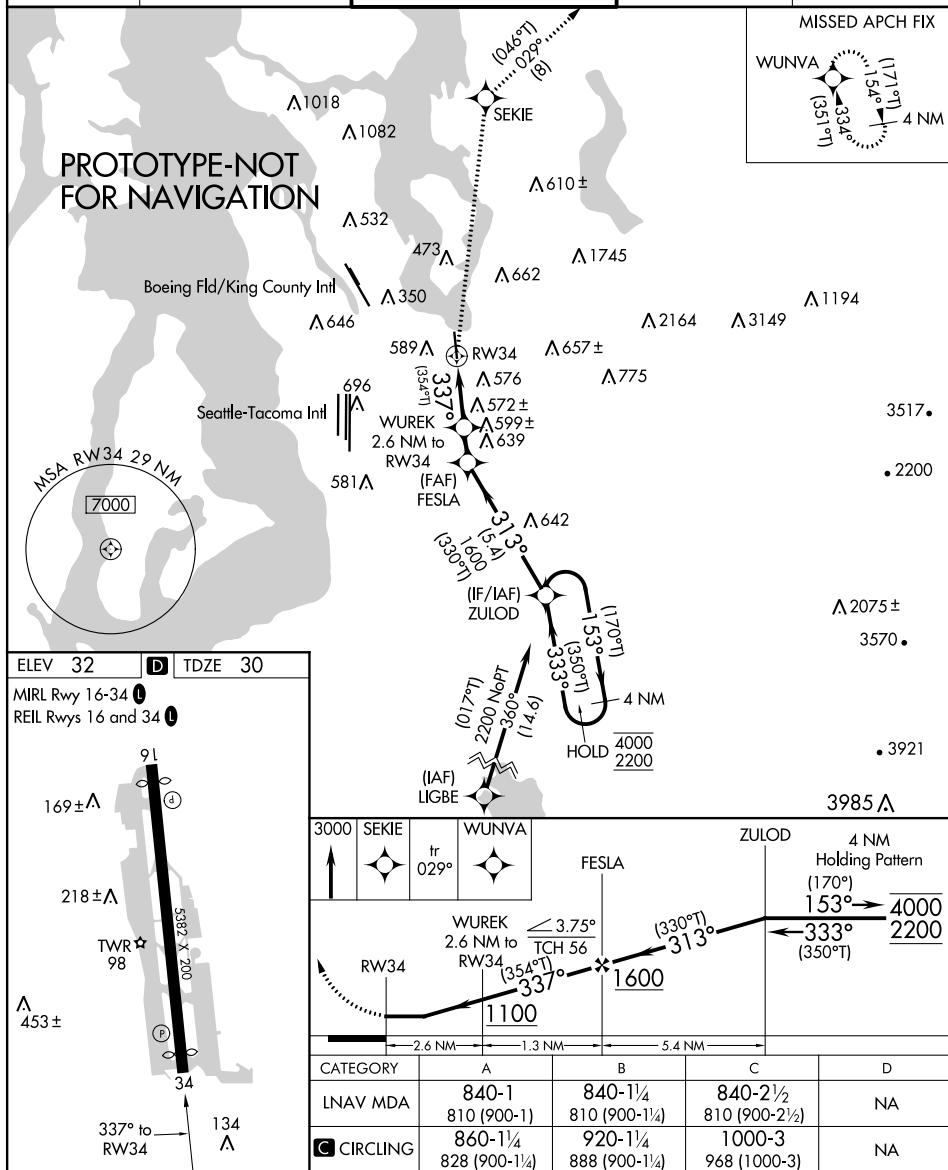
RNAV (GPS) RWY 34
RENTON MUNI (RNT)

RNP APCH - GPS.

- T** Circling NA west of Rwy 16-34. Rwy 34 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 34 at night, Circling Rwy 34 at night, operational VGSJ required, remain on or above VGSJ glidepath until threshold.

MISSED APPROACH: Climb to 3000 direct
SEKIE and on track 029° to WUNVA
and hold.

| | | | | |
|----------------|--------------------------------|---------------------------------------|------------------------|------------------|
| ATIS 126.95 | SEATTLE APP CON 119.2 284.7 | RENTON TOWER★ 124.7 (CTAF) 0 256.9 | GND CON 121.6 256.9 | UNICOM 122.95 |
|----------------|--------------------------------|---------------------------------------|------------------------|------------------|



RENTON, WASHINGTON

Amdt 1 FIG

47°30'N-122°13'W

RENTON MUNI (RNT)

RNAV (GPS) RWY 34

RENTON, WASHINGTON

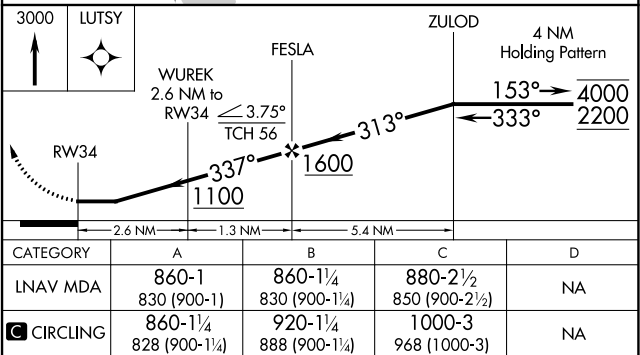
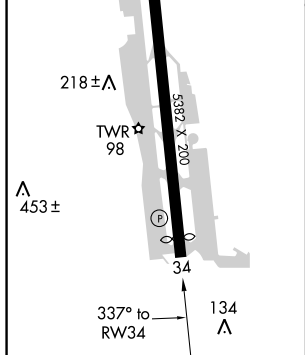
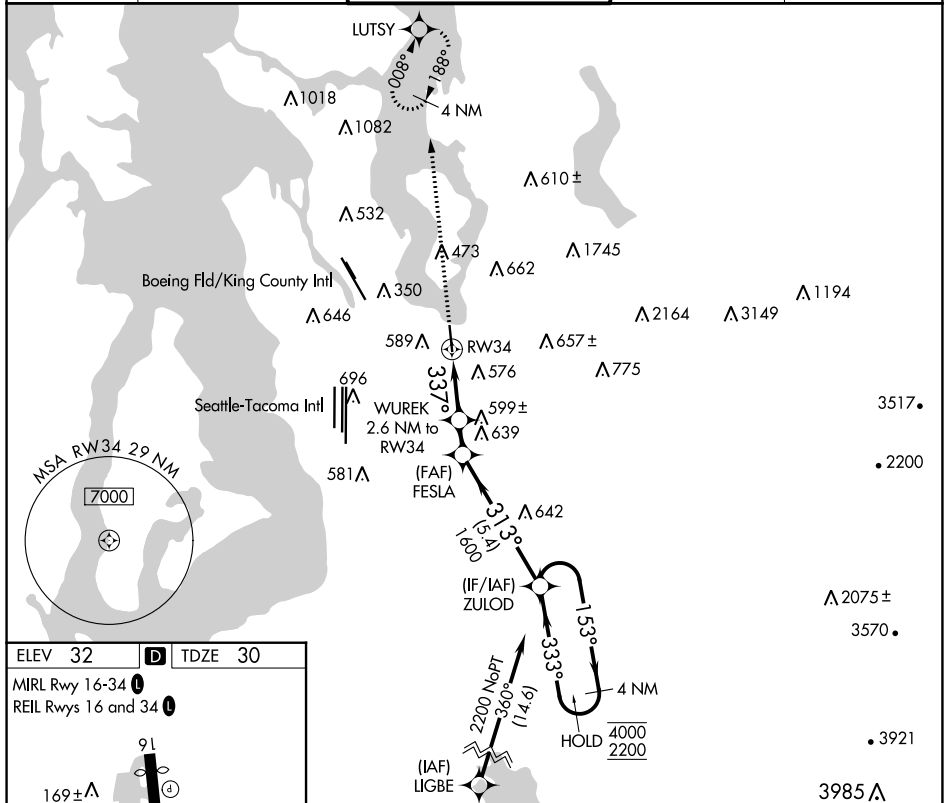
AL-5396 (FAA)

21112

| | |
|------------------------|------------------------|
| APP CRS 337° | Rwy Idg 4742 |
| TDZE 30 | Apt Elev 32 |

RNAV (GPS) RWY 34 RENTON MUNI (RNT)

| | | | |
|---|---|--|---|
| RNP APCH. | | MISSED APPROACH: Climb to 3000 direct LUTSY and hold. | |
| <div> <div></div> <div> Circling NA west of Rwy 16-34. Rwy 34 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 34 at night, Circling Rwy 34 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. </div> </div> | <div> <div></div> <div> </div> </div> | <div> <div></div> <div> </div> </div> | <div> <div></div> <div> </div> </div> |
| <div> <div></div> <div> ATIS 126.95 </div> </div> | <div> <div></div> <div> SEATTLE APP CON 119.2 284.7 </div> </div> | <div> <div></div> <div> RENTON TOWER★ 124.7 (CTAF) 0 256.9 </div> </div> | <div> <div></div> <div> GND CON 121.6 256.9 </div> </div> |
| | | <div> <div></div> <div> UNICOM 122.95 </div> </div> | |



RENTON, WASHINGTON

Orig 05DEC19

47°30'N-122°13'W

RENTON MUNI (RNT)

RNAV (GPS) RWY 34

NW-1, 04 NOV 2021 to 02 DEC 2021

NW-1, 04 NOV 2021 to 02 DEC 2021

AIRPORT ID: KRNT

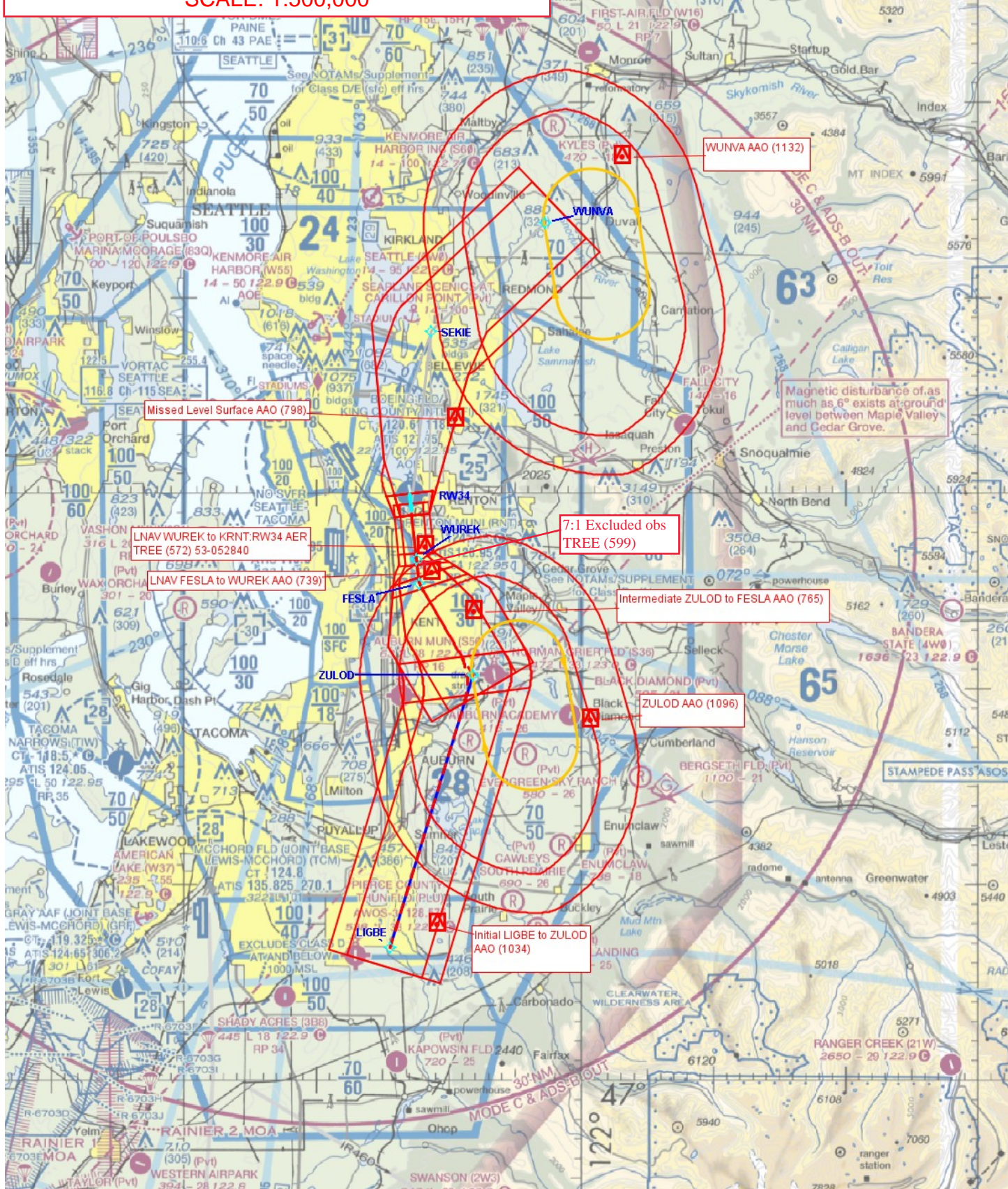
AIRPORT NAME: RENTON MUNICIPAL AIRPORT

CITY/STATE: RENTON/WASHINGTON

PROC ID: RNAV (GPS) RWY 34

AMDT: 1

SCALE: 1:500,000



AIRPORT ID: KRNT

AIRPORT NAME: RENTON MUNICIPAL AIRPORT

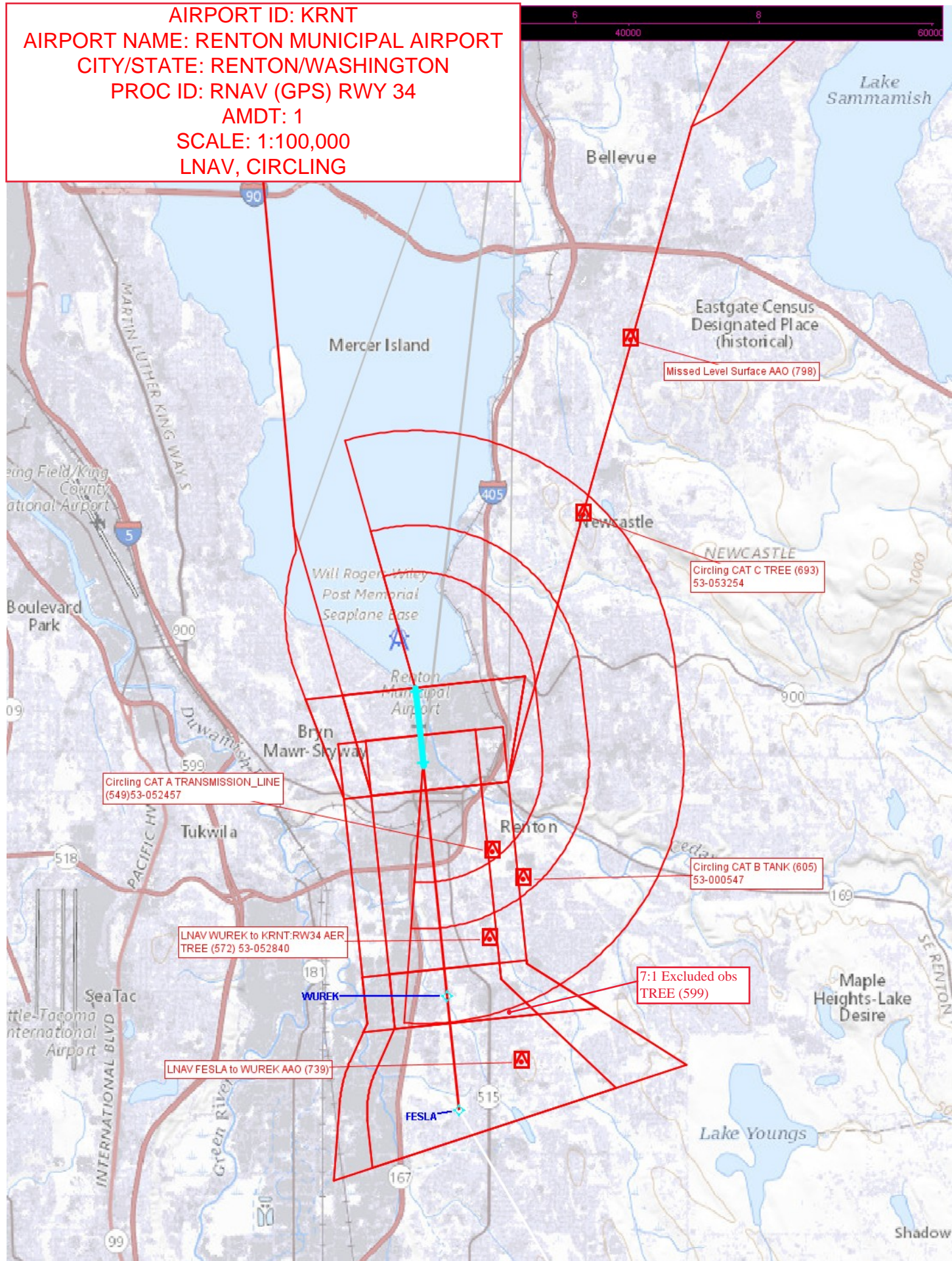
CITY/STATE: RENTON/WASHINGTON

PROC ID: RNAV (GPS) RWY 34

AMDT: 1

SCALE: 1:100,000

LNAV, CIRCLING



Federal Aviation Administration Categorical Exclusion Declaration

Date: 08/19/21

IFP: Parker, Dave (david.g.parker@faa.gov)

Airport Contact: -

Request ID: KRNT_21819

Single or Multiple Procedure: Single

Procedure Name(s): RNAV (GPS) RWY 34

Procedure Request Description:

Procedure Description:

The Federal Aviation Administration is proposing to change missed approach routing from LUTSY waypoint to WUNVA waypoint for RNAV (GPS) RWY 34 approach. Missed approach would be changed from "Climb to 3000 direct LUTSY and hold" to "Climb to 3000 to [WP1] and on 013° track to WUNVA and hold." Missed approach holding would move from LUTSY to WUNVA, Hold East, RT, 351 inbound.

Moving the missed approach will deconflict Renton (RNT) and Seattle (SEA) traffic. No changes are anticipated to the RNAV (GPS) RWY 34 approach course.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

5-6.5.k: Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: **VIKAS**
UBEROI Digitally signed by VIKAS
UBEROI Date: 2021.08.19
15:44:13 -07'00' Date: _____

Title: Environmental Protection Specialist - AJV W250

Approved By: **LONNIE DEL**
COVALT Digitally signed by
LONNIE DEL COVALT Date: 2021.08.19
15:54:02 -07'00' Date: _____

Title: Environmental Protection Specialist - AJV W250



FAA

Aviation Safety

Memorandum

Date:

To: Manager, Instrument Flight Procedures Coordination Team

From: Manager, Flight Technologies and Procedures Division

Prepared by: Flight Procedures & Airspace Group

Subject: Approval Request; Memorandum Dated 09/23/2019

Wade Terrell
Signed By: Wade Terrell Wed Oct 16
2019 09:04:03 GMT-05:00:00
(Central Standard Time)

Your request to use the Visual Glide Slope Indicator in lieu of obstruction lighting for 20:1 penetrations per FAA Order 8260.3D, paragraph 3-3-2c(4)(b)1 on the "RNAV (GPS) RWY 34, ORIG" at Renton Muni, Renton, WA was discussed at the Flight Standards Procedure Review Board on 09/05/2019 and is approved.

Please direct all inquiries to Thomas J. Nichols, Section S Manager, Flight Procedures and Airspace Group, at (405) 954-4164.

Attachments



Federal Aviation Administration

Memorandum

To: Mark Steinbicker, Manager, Flight Technologies and Procedures Division
THRU: Wade Terrell, Manager, Flight Procedures and Airspace Group

From: Julie Morgan, Manager, Instrument Flight Procedures (IFP) Coordination
Team, AJV-A410

Subject: Approval Request: Renton Muni, Renton, WA (KRNT)

Digitally signed by
TRACEY STILES
Sep 23, 2019

KRNT RNAV (GPS) RWY 34

FAAO 8260.3D, PARA 3-3-2c(4)(b)1. Approval is required to allow night operations when unlit 20:1 penetrations exist. Request approval to utilize a VGSI in lieu of obstruction lighting.

The following supporting information is provided for Rwy 34:

VG survey date - 4/20/2015

VGSI commissioning date - 4/5/2006

VGSI angle/tch - 3.75/58.8

VGSI Angle required to clear all penetrations - 3.72

The following unlit obstacles penetrate the Rwy 34 straight-in and circling 20:1 visual surface:

- 101 MSL Tree (53-054421) 34.34 ft penetration
- 59 MSL Tree (53-053623) 5.92 ft penetration
- 49 MSL Veh on Road (53-051591) 5.19 ft penetration
- 65 MSL Pole (53-051622) 4.66 ft penetration
- 48 MSL Veh on Road (53-054849) 4.39 ft penetration
- 56 MSL Pole (53-053619) 3.27 ft penetration
- 57 MSL Pole (53-052385) 2.84 ft penetration
- 56 MSL Pole (53-053624) 2.70 ft penetration
- 64 MSL Pole (53-064790) 1.92 ft penetration
- 55 MSL Tree (53-053625) 1.58 ft penetration
- 56 MSL Pole (53-063486) 1.20 ft penetration
- 45 MSL Wall (53-051590) 1.07 ft penetration
- 62 MSL Pole (53-051627) 0.97 ft penetration

The following lit obstacle penetrates the Rwy 34 straight-in and circling 20:1 visual surface:

49 MSL Gen Utility (53-022389) 2.32 ft penetration

If approved, the following note will be charted in order to retain night operations:

**STRAIGHT-IN RWY 34 AT NIGHT, CIRCLING RWY 34 AT NIGHT, OPERATIONAL
VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD.**