

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
LOC STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.25**

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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
RLD	LOC RWY 19	10	RICHLAND	WA	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
394	390	LOC RWY 19	09/08/2022	17E	2005
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
I-RLD			ROUTINE		

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		BAKCA INT/I-RLD 13.70 DME					290.91 (I-RLD) (PSC VOR/DME LR-344)	44.16	4000
BAKCA INT/I-RLD 13.70 DME	IF/IAF	FIXOV INT/I-RLD 5.97 DME					188.60 (I-RLD)	7.72	2100

MISSED APPROACH

MAP:

4.95 NM AFTER FIXOV INT/I-RLD 5.97 DME OR AT JUDUB/I-RLD 1.02 DME

MISSED APPROACH INSTRUCTIONS:

CLIMBING RIGHT TURN TO 4000 ON HEADING 045 AND ON PSC VOR/DME R-337 TO BAKCA INT/I-RLD 13.70 DME AND HOLD, CONTINUE CLIMB-IN-HOLD 4000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD N BAKCA INT/I-RLD 13.70 DME, RT, 188.60 INBOUND, 4000 FT. IN LIEU OF PT (IAF), MAX 4000.					
3. FAC: 188.60	FAF: FIXOV INT/I-RLD 5.97 DME	DIST FAF TO MAP: 4.95	DIST FAF TO THLD: 5.25		
4. MIN ALT: BAKCA INT/I-RLD 13.70 DME 4000, FIXOV INT/I-RLD 5.97 DME 2100, HOTUX INT/I-RLD 3.65 DME 1360	8. MSA FROM: PSC VOR/DME 200-290 4800, 290-200 3500				



NOTES:

CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: VDP NA WHEN USING PSC ALTIMETER SETTING.
CHART PLANVIEW NOTE: NOPT FOR ARRIVAL AT BAKCA ON V281 SOUTHEAST BOUND.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-19 CATS C AND D VISIBILITY TO 3 SM.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PSC ALTIMETER SETTING AND INCREASE ALL MDAS 20 FEET AND INCREASE HOTUX FIX MINIMUMS S-LOC 19 VISIBILITY CAT C/D 1/8 SM, AND CIRCLING VISIBILITY CAT C 1/4 SM.
CHART NOTE: HOTUX FIX MINIMUMS: FOR INOPERATIVE ALS, INCREASE S-19 CATS C AND D VISIBILITY TO 1 3/8 SM.

ADDITIONAL FLIGHT DATA:

CHART FAS OBST: 567 CRANE (53-020709) 462014N/1191709W.
CHART VDP AT 2.17 DME.
DISTANCE VDP TO THLD 1.44 NM.
FIXOV TO RW19: 3.00/40.
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☒

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-19	1360	1	970	1360	1 1/4	970	1360	2 1/2	970	1360	2 1/2	970			
CIRCLING	1360	1 1/4	966	1360	1 1/2	966	1360	3	966	1960	3	1566			
HOTUX FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)															
S-19	880	7/8	490	880	7/8	490	880	1 1/8	490	880	1 1/8	490			
CIRCLING	880	1	486	1000	1	606	1200	2 1/4	806	1960	3	1566			

CHANGES - REASONS

- ADDED LEAD RADIAL (PSC R-344) TO ALW-BAKCA SEGMENT - ROUTE DEVELOPED AS INITIAL SEGMENT IAW 8260.3F 2-4-3.A.(1)
- CHANGED HOTUX DME FROM 3.62 TO 3.65 IN PROFILE LINE 4 - NEW HOTUX COORDINATES BASED ON 3.0 GPA AND 1360 ALTITUDE
- COMBINED 3500 AND 3300 MSA SECTORS; CHANGED PROFILE LINE 8 FROM 'PSC VOR/DME 100-190 3500, 190-290 4800, 290-100 3300' TO 'PSC VOR/DME 200-290 4800, 290-200 3500' - 8260.3F 2-3-2.C.
- REMOVED HELICOPTER VISIBILITY REDUCTION CHART NOTE - 34:1 IS CLEAR
- REMOVED CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-19 CAT C - REPLACED WITH NEW INOPERATIVE ALS NOTE
- CHANGED INOPERATIVE ALS CHART NOTE FROM 'FOR INOPERATIVE ALS INCREASE HOTUX FIX MINIMUMS S-19 CAT D VISIBILITY 1/4 SM' TO 'FOR INOPERATIVE ALS, INCREASE S-19 CATS C AND D VISIBILITY TO 3 SM - REQUIRED VISIBILITY ADJUSTMENT GREATER THAN 1/4 SM
- CHANGED ADDITIONAL FLIGHT DATA NOTE FROM 'FIXOV TO RW19: 3.02/40' TO 'FIXOV TO RW19: 3.00/40' - PROCEDURE DEVELOPED WITH 3.00 GPA
- INCREASED S-19 MDA/HAT ALL CATS FROM 1300/910 TO 1360/970. CHANGED S-19 CAT B VIS FROM 1 TO 1 1/4 - NEW CONTROLLING OBSTACLE
- INCREASED CIRCLING CATS A, B, C MDA/HAA FROM 1300/906 TO 1360/966 AND CAT D MDA FROM 1940/1546 TO 1960/1566 - NEW CONTROLLING OBSTACLES
- INCREASED CIRCLING CAT B VISIBILITY FROM 1 1/4 TO 1 1/2 AND CAT C VISIBILITY FROM 2 3/4 TO 3 - 8260.3F TABLE 3-3-7
- INCREASED HOTUX FIX MINIMUMS S-19 VISIBILITY CATS A, B FROM 3/4 TO 7/8 - TO MITIGATE PART 77 PRIMARY SURFACE PENETRATION
- DECREASED HOTUX FIX MINIMUMS CIRCLING MDA/HAA FROM 920/526 TO 880/486 - NEW CONTROLLING OBSTACLE BASED ON 3DEP TERRAIN DATA
- ADDED CHART NOTE: HOTUX FIX MINIMUMS: FOR INOPERATIVE ALS, INCREASE S-19 CATS C AND D VISIBILITY TO 1 3/8 SM - PER CURRENT TARGETS RESULTS
- ADDED CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PSC ALTIMETER SETTING AND INCREASE ALL MDAS 20 FEET AND INCREASE HOTUX FIX MINIMUMS S-LOC 19 VISIBILITY CAT C/D 1/8 SM, AND CIRCLING VISIBILITY CAT C 1/4 SM - BACK-UP ALTIMETER NOTE ADDED



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZSE, GEG APP CON, PSC ATCT, AMGR

FLIGHT CHECKED BY

CHRISTOPHER R VANDEVEER

Digitally signed by

ROBERT G HAMILTON

Jun 02, 2025

OFFICE

AJF

DATE

05/28/2025

DEVELOPED BY

KWEKU DONKOR

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AJV-A433

DATE

04/08/2025

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Jun 02, 2025

OFFICE

AJV-A430

DATE

TITLE

MANAGER



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

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
RLD	LOC RWY 19	10	RICHLAND	WA	394	I-RLD

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
ALW VOR/DME

TO
BAKCA INT/I-RLD 13.70 DME

<u>RNP</u>	<u>DISTANCE</u> 44.16	<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	460830.00N/1181418.00W	1710	215	8	4B	1000				AT1290	4000
TERRAIN	460830.00N/1181418.00W	1509 (1500)								AS1500	3000

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM
BAKCA INT/I-RLD 13.70 DME (IF/IAF)

TO
FIXOV INT/I-RLD 5.97 DME

<u>RNP</u>	<u>DISTANCE</u> 7.72	<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	463051.00N/1190618.00W	1175	215	8	4B	500				AT425	2100
TERRAIN	462806.00N/1190842.00W	935 (900)								AS1000	1900

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL

FROM

FIXOV/I-RLD 5.97 DME

TO

HOTUX/I-RLD 3.65 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	2.32						970				
<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	462257.00N/1191430.00W	1076	215	8	4B	250				RA20	1360

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: STEPDOWN

FROM

HOTUX INT/I-RLD 3.65 DME

TO

4.95 NM AFTER FIXOV INT/I-RLD 5.97 DME OR AT JUDUB/I-RLD 1.02 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	2.63		4.95 NM AFTER FIXOV INT/I-RLD 5.97 DME OR AT JUDUB/I-RLD 1.02 DME				490				
<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>
CRANE (53-020709)	462013.88N/1191709.22W	567	3	50	9D	250				AC50	880

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

BAKCA INT/I-RLD 13.70 DME

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<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	463903.00N/1191306.00W	1254	215	8	4B	1000				AT1746	4000
TERRAIN	463903.00N/1191306.00W	1053 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH

FROM

BAKCA INT/I-RLD 13.70 DME

TO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1110			
<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				4000
AAO	462806.00N/1190842.00W	1136	215	8	4B	1000					2200
TERRAIN	462806.00N/1190842.00W	935 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH

FROM

4.95 NM AFTER FIXOV INT/I-RLD 5.97 DME OR AT JUDUB/I-RLD 1.02 DME

TO

BAKCA INT/I-RLD 13.70 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
							630				
<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				4000
AAO	462806.00N/1190842.00W	1136	215	8	4B	1000					2200
TERRAIN	462806.00N/1190842.00W	935 (900)								AS1500	2400

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

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</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>
CATEGORY A											
TREE	461712.00N/1191957.00W	1.30	966/486	514	215	8	4B	300		SI/SI	1360/880
CATEGORY B											
SPIRE (53-121740)	461711.06N/1192049.69W	1.82	966/606	689	20	10	1B	300		SI	1360/1000
CATEGORY C											
TOWER (53-001325)	461758.33N/1192127.38W	2.86	966/806	837	250	50	4D	300		SI/AC50	1360/1200
CATEGORY D											
AAO	461418.00N/1191936.00W	3.78	1566/1566	1654	215	8	4B	300			1960/1960

CIRCLING REMARKS:

MSA

CENTER

PSC VOR/DME

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>
200-290	AAO	462457.00N/1193748.00W	277	23.0	3776	215	8	4B	1000			4800
290-200	TOWER (53-000976)	460557.96N/1190744.92W	168	10.3	2483	20	3	1A	1000			3500

MSA REMARKS:

QUALITY
25
CHECKED

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

SEA FSS, GEG APP CON, ZSE ARTCC

<u>WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> RLD	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> RLD	<u>DISTANCE</u> 0	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> PSC	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> PSC	<u>DISTANCE</u> 8.07	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 20

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KRLD 394, KPSC 402
RA = 19.5

<u>PRIMARY NAVAID</u> I-RLD	<u>MONITOR POINT</u>	<u>HRS OPERATION</u> 24	<u>CAT</u> 3
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>	
RW01 - REIL (PCL), MIRL (PCL), PAPI-2L	NPI-G		
RW08 - MIRL (PCL), PAPI-2L	NPI-G		
RW19 - MALS (PCL), REIL (PCL), MIRL (PCL), PAPI-2L	NPI-G		
RW26 - MIRL (PCL), VASI-4L	NPI-G		

<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> 3.00	<u>TCH</u> 30.0
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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>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

PENETRATIONS REMARKS:

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.

25 FT VEGETATION USED PER FPT.

VISIBILITY MINIMUM 7/8 SM TO MITIGATE PART 77 PRIMARY SURFACE PENETRATION - PER FPT CHECKLIST

ORDER 8260.3 CHAPTER 2 APPLIED TO 1093 AAO 462348.00N/1191518.00W.

ORDER 8260.3 CHAPTER 2 APPLIED TO 650 AAO 462127.00N/1191521.00W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

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	4.58
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.21
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	205.60
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	9.77
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	5.24
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	205.60
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN)	461835.55N/1191805.75W
ARP COORDINATES	461820.30N/1191815.08W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 1 DISTANCE 0.38 NM
FAF COORDINATES	462319.35N/1191449.30W
FIX NAME COORDINATES	IF/IAF BAKCA 463016.84N/1190958.82W

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
KWEKU DONKOR	AJV-A433	04/08/2025	AERONAUTICAL INFORMATION SPECIALIST

