

**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</u> CEDAR CITY RGNL	<u>AIRPORT ID</u> KCDC	<u>PROCEDURE NAME</u> VOR RWY 20	<u>ORIGINAL/AMENDMENT</u> 8	<u>CITY</u> CEDAR CITY	<u>STATE</u> UT	
<u>AIRPORT ELEVATION</u> 5622	<u>TDZE</u> 5605	<u>SUPERSEDED</u> VOR RWY 20	<u>ORIGINAL/AMENDMENT</u> 7	<u>DATED</u> 01/05/2017	<u>MAG VAR</u> 16E	<u>EPOCH YEAR</u> 1965
<u>FACILITY</u> EHK	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 09/10/2020	<u>CANCEL/SUSPEND</u>		

**TERMINAL ROUTES**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
MLF VORTAC	IAF	RUSBE/EHK 10.00 DME	NOPT				168.36	24.44	10000
RUSBE/EHK 10.00 DME	IF	EHK VOR/DME					168.32	10.00	7200

**MISSED APPROACH**

**MAP:**

4.75 NM AFTER EHK VOR/DME OR AT EHK VOR/DME 4.75 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMBING RIGHT TURN TO 11500 ON HEADING 322.00 AND ON EHK VOR/DME R-278 TO BERYL INT/EHK 16.53 DME AND HOLD, CONTINUE CLIMB IN HOLD TO 11500.

\*MISSED APPROACH REQUIRES MINIMUM CLIMB OF 247 FEET PER NM TO 7500.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT	L	SIDE OF COURSE	348.36	OUTBOUND	8700	FT WITHIN	10	MILES OF	EHK VOR/DME (IAF)
2.									
3. FAC:	177.20	FAF: EHK VOR/DME		DIST FAF TO MAP: 4.75			DIST FAF TO THLD: 4.75		
4. MIN ALT:	EHK VOR/DME 7200								
8. MSA FROM:	EHK VOR/DME 010-230 12600, 230-010 9400								

**EQUIPMENT REQUIREMENTS NOTES:**

**NOTES:**

CHART NOTE: CIRCLING NA SE OF RWY 2-20.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT MLF VORTAC ON V21 NORTHBOUND.  
FOR INOPERATIVE ALS S-20\*, INCREASE CAT C/D VISIBILITY TO 1 1/8 SM.



**ADDITIONAL FLIGHT DATA:**

CHART 10800 PRIOR TO EHK VOR/DME IN PROFILE.  
CHART IN PLANVIEW: MLF 24.4 DME AT RUSBE.  
HOLD E, RT, 278.22 INBOUND.  
CHART FAS OBST: 5714 TREE 374336N/1130341W.  
CHART VDP AT 3.60 DME  
DISTANCE VDP TO THLD 1.14 NM.  
CHART CIRCLING ICON.  
EHK VOR/DME TO RW20: 3.07/50.

**MINIMUMS:**

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

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

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-20*	6020	1/2	415	6020	1/2	415	6020	3/4	415	6020	3/4	415			
S-20	6300	1/2	695	6300	1/2	695	6300	1 1/2	695	6300	1 1/2	695			
CIRCLING	6300	1	678	6300	1	678	6300	2	678	6300	2 1/4	678			

**CHANGES - REASONS**

1. CHANGED MISSED APPROACH INSTRUCTIONS FROM CLIMBING RIGHT TURN TO 9500 ON HEADING 322.00 AND EHK VOR/DME R-278 TO BERYL INT/EHK 16.53 DME AND HOLD TO CLIMBING RIGHT TURN TO 11500 ON HEADING 322.00 AND ON EHK VOR/DME R-278 TO BERYL INT/EHK 16.53 DME AND HOLD, CONTINUE CLIMB IN HOLD TO 11500.- PER FPT CHECKLIST/ TARGETS EVALUATION.
2. ADDITIONAL FLIGHT DATA NOTE CHANGED FROM CHART 10700 PRIOR TO EHK VOR/DME IN PROFILE TO CHART 10800 PRIOR TO EHK VOR/DME IN PROFILE- NEW TARGETS EVALUATION.
3. ADDITIONAL FLIGHT DATA CHANGED FAS OBSTACLE FROM 5809 AAO 374528N/1130317W TO 5714 TREE 374336N/1130341W- NEW TARGETS EVALUATION.
4. ADDITIONAL FLIGHT DATA UPDATED CHART VDP FROM 3.16 DME TO 3.60 DME AND DISTANCE VDP TO THRESHOLD FROM 1.58 TO 1.14NM- UPDATED AIRNAV DATA AND NEW TARGETS EVALUATION.
5. ADDITIONAL FLIGHT DATA UPDATED EHK VOR/DME TO RW20: 3.07/53 TO EHK VOR/DME TO RW20: 3.07/50- UPDATED VGSI TCH.
6. ADDED SECOND LINE OF S-20\* MINIMA FOR MISSED APPROACH CG REQUIRING A MINIMUM CLIMB GRADIENT OF 247 FEET PER NM TO 7500- PER FPT REQUEST.
7. UPDATED S-20 LINE OF MINIMA FROM 6160 MDA/560 HAT TO 6300 MDA/695 HAT- PER FPT CL AND UPDATED TARGETS DATA.
8. UPDATED S-20 VISIBILITIES FROM CAT A,B-1, CAT C,D- 1 5/8 TO CAT A,B- 1/2, CAT C,D- 1 1/2- UPDATED VISCHECK RESULTS.
9. AIRPORT TDZE CHANGED FROM 5600 TO 5605- AIRPORT CONSTRUCTION PROJECT AND UPDATED AIRNAV DATA.
10. REMOVED CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY- UPDATED VIS CHECK DATA.
11. UPDATED ALTERNATE MINIMUMS FROM STANDARD TO STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.- NEW PROCEDURE VIS CHECK CALCULATION.
12. UPDATED CIRCLING MINIMUMS FROM 6160 MDA/ HAA 538 ALL CATS, VIS CAT A,B 1, CAT C 1 5/8, CAT D 2 TO 6300 MDA/HAA 678 ALL CATS, VIS CAT A,B 1, CAT C 2, CAT D 2 1/4- NEW TARGETS EVALUATION.
13. ADDED FOR INOPERATIVE ALS S-20\*, INCREASE CAT C/D VISIBILITY TO 1 1/8 SM. UNDER NOTES SECTION- VIS CHECK DATA FOR NEW S-20\* LINE OF MINIMA PER FPT CHECKLIST.
14. ADDITIONAL FLIGHT DATA: ADDED CHART IN PLANVIEW NOTE: MLF 24.4 DME AT RUSBE- RUSBE IDENTIFIED BY 2 SOURCES, EHK AND MLF. TO ASSIST PILOTS TRANSITIONING FROM MLF TO EHK.



**COORDINATED WITH:**

A4A ☒ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZLC, AMGR

**FLIGHT CHECKED BY**

PENDING

**DEVELOPED BY**

MICHAEL W HARRIS

**APPROVED BY**

MARLON ROBINSON

*Digitally signed by*

**ALLAN WILL**

Jul 23, 2020

*Digitally signed by*

**ALLAN WILL**

Jul 23, 2020

*Digitally signed by*

**ALLAN WILL**

Jul 23, 2020

**OFFICE**

**OFFICE**

AJV-A423

**OFFICE**

AJV-A420

**DATE**

**DATE**

05/04/2020

**DATE**

**TITLE**

MANAGER



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

AIRPORT	AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
CEDAR CITY RGNL	KCDC	VOR RWY 20	8	CEDAR CITY	UT	5622	EHK

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM  
MLF VORTAC

TO  
RUSBE/EHK 10.00 DME

RNP	DISTANCE 24.44	PAT	MAP	HAT	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.AAO	381915.00N/1125324.00W		8898	164	98	4E	1000				PR250 AT847 SA-995	10000
2.TERRAIN	380618.00N/1125948.00W		7565 (7600)								AS1500	9100

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

SEGMENT REMARKS:

INTERMEDIATE

FROM  
RUSBE/EHK 10.00 DME

TO  
EHK VOR/DME

RNP	DISTANCE 10.00	PAT	MAP	HAT	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
3.AAO	375251.00N/1130000.00W		6349	164	98	4E	500				AC98 AT253	7200
4.TERRAIN	375251.00N/1130000.00W		6148 (6100)								AS1000	7100

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

SEGMENT REMARKS:

168.32 T COURSE ESTABLISHED AND MAINTAINED FROM PREVIOUS AMDT.



INTERMEDIATE: PT

FROM  
10 NM

TO  
EHK VOR/DME

RNP	DISTANCE 10.00	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.AAO	375214.33N/1130020.53W		6230	50	20	2C	500				SA-390 AT860	7200
6.TERRAIN	375712.00N/1130430.00W		5875 (5900)								AS1000	6900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

168.36 T COURSE ESTABLISHED AND MAINTAINED FROM PREVIOUS AMDT.

FINAL

FROM  
EHK VOR/DME

TO  
4.75 NM AFTER EHK VOR/DME OR AT EHK VOR/DME 4.75 DME

<u>RNP</u>	<u>DISTANCE</u> 4.75	<u>PAT</u>	<u>MAP</u> 4.75 NM AFTER EHK VOR/DME OR AT EHK VOR/DME 4.75 DME	<u>HAT</u> 695			<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>
7.TREE (49-035881)	374335.63N/1130341.42W		5714	20	3	1A	250				MA56 XP280	6300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP ADDED FOR NO CG MIN ALT.



FINAL

FROM

EHK VOR/DME

TO

4.75 NM AFTER EHK VOR/DME OR AT EHK VOR/DME 4.75 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	4.75		4.75 NM AFTER EHK VOR/DME OR AT EHK VOR/DME 4.75 DME	415	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
7.TREE (49-035881)	374335.63N/1130341.42W	5714	20	3	1A	250				MA56	6020

COMPUTATIONS

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

SEGMENT REMARKS:

ENTRY ZONE

FROM

EHK VOR/DME

TO

10 NM

RNP	DISTANCE	PAT	MAP	HAT	HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
8.AAO	374252.61N/1125843.49W	9415	50	20	2C	1000				PR380	10800

COMPUTATIONS

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

SEGMENT REMARKS:



PROCEDURE TURN

FROM  
EHK VOR/DME

TO  
10 NM

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
9.AAO	380144.13N/1130259.74W		7320	50	20	2C	1000				PR170 AT210	8700
10.TERRAIN	380233.00N/1130230.00W		7106 (7100)								AS1500	8600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH

FROM  
4.75 NM AFTER EHK VOR/DME OR AT EHK VOR/DME 4.75 DME

TO  
BERYL INT/EHK 16.53 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 6050					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
11.AAO	374307.50N/1131434.53W		6939	50	20	2C		ASC				11500
11.AAO	374307.50N/1131434.53W		6939	50	20	2C	1000					8000
12.TERRAIN	374307.50N/1131434.53W		6739 (6700)								AS1500	8200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH

FROM  
4.75 NM AFTER EHK VOR/DME OR AT EHK VOR/DME 4.75 DME

TO  
BERYL INT/EHK 16.53 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 6050					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
11.AAO	374307.50N/1131434.53W		6939	50	20	2C		ASC				11500
11.AAO	374307.50N/1131434.53W		6939	50	20	2C	1000					8000
12.TERRAIN	374307.50N/1131434.53W		6739 (6700)								AS1500	8200

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											
13.TREE (49-029827)	374301.84N/1130500.28W	1.41	678	5659	20	3	1A	300		SI	6300
CATEGORY B											
13.TREE (49-029827)	374301.84N/1130500.28W	2.02	678	5659	20	3	1A	300		SI	6300
CATEGORY C											
13.TREE (49-029827)	374301.84N/1130500.28W	3.2	678	5659	20	3	1A	300		SI	6300
CATEGORY D											
14.AAO	374517.82N/1130951.56W	4.2	678	5860	50	20	2C	300		SI	6300

CIRCLING REMARKS:





<u>AIRPORT</u> CEDAR CITY RGNL	<u>AIRPORT ID</u> KCDC	<u>PROCEDURE NAME</u> VOR RWY 20	<u>AMDT NO.</u> 8	<u>CITY</u> CEDAR CITY	<u>STATE</u> UT	<u>AIRPORT ELEVATION</u> 5622	<u>FACILITY</u> EHK
-----------------------------------	---------------------------	-------------------------------------	----------------------	---------------------------	--------------------	----------------------------------	------------------------

MSA

CENTER  
EHK 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>
010-230	AAO	374054.00N/1124951.00W	103	13.0	11519	164	98	4E	1000			12600
230-010	AAO	380512.00N/1124836.00W	018	21.7	8353	164	98	4E	1000			9400

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
ZLC ARTCC, CDC FSS

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

WX REMARKS:  
SUITABLE BACK-UP ALTIMETER SOURCE NOT AVAILABLE.

<u>PRIMARY NAVAID</u> EHK VOR/DME	<u>MONITOR POINT</u> POCC	<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>
RW08 - MIRL (PCL), REIL (PCL), PAPI-4L	BSC-G	
RW26 - MIRL (PCL), REIL (PCL)	BSC-G	
RW02 - HIRL (PCL), REIL (PCL), PAPI-4L	NPI-G	
RW20 - MALSR (PCL), HIRL (PCL), PAPI-4L	PIR-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> 50.0
-------------------------	---------------------------	------------	------------------------	--------------------------	---------------------------	--------------------

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
---------------------	----------------------	------------	----------------

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS



<u>AIRPORT</u> CEDAR CITY RGNL	<u>AIRPORT ID</u> KCDC	<u>PROCEDURE NAME</u> VOR RWY 20	<u>AMDT NO.</u> 8	<u>CITY</u> CEDAR CITY	<u>STATE</u> UT	<u>AIRPORT ELEVATION</u> 5622	<u>FACILITY</u> EHK
-----------------------------------	---------------------------	-------------------------------------	----------------------	---------------------------	--------------------	----------------------------------	------------------------

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

BACKUP ALTIMETER CONTINGENCY NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.  
AFS MEMO GUIDANCE FOR HANDLING PENETRATIONS TO THE 20:1 VISUAL AREA SURFACE, DATED 5/22/15, USED TO EVALUATE VISUAL SURFACES. THE FOLLOWING OBSTACLE PENETRATES:  
CIRCLING RWY 26  
5626 GRD (KCDCT000282) 374201.95N/1130519.68W (1.71)  
NO EFFECT ON NIGHT OPERATIONS. RWY 26 LIES IN RESTRICTED AREA FOR CIRCLING.  
CIRCLING NOT AUTHORIZED SOUTHEAST OF RWY 2-20 TO AVOID HIGH TERRAIN AND ACHIEVE BEST MINIMUMS.  
5 FOOT TREES USED WITHIN 20,000 FEET OF AIRPORT PER WESTERN FPT IFP CHECKLIST.

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

QUALITY  
24  
CHECKED

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

Electronic Version

Page 8 of 10

<u>AIRPORT</u> CEDAR CITY RGNL	<u>AIRPORT ID</u> KCDC	<u>PROCEDURE NAME</u> VOR RWY 20	<u>AMDT NO.</u> 8	<u>CITY</u> CEDAR CITY	<u>STATE</u> UT	<u>AIRPORT ELEVATION</u> 5622	<u>FACILITY</u> EHK
-----------------------------------	---------------------------	-------------------------------------	----------------------	---------------------------	--------------------	----------------------------------	------------------------

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	3.08
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	2.64
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	193.20
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	5700
DISTANCE FROM	FAF	TO 1500FT POINT	7.00
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	5.66
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	184.36
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	6300

THRESHOLD  
COORDINATES  
(IF STR-IN)

374236.88N/1130527.55W

ARP COORDINATES

374203.49N/1130555.86W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 2 DISTANCE 0.75 NM

FAF  
COORDINATES

FIX NAME  
COORDINATES

REMARKS

FAF COORDINATES (EHK) 374714.399N/1130405.650W.  
PROCEDURE HAS 2 INTERMEDIATES. SECOND INTERMED- STRAIGHT INTERMEDIATE FROM RUSBE TO EHK VOR/DME;  
DIST TO FAF FROM 1500 FT POINT 7.00NM  
WIDTH OF INTERMEDIATE AT 1500FT POINT 5.66 NM  
TRUE COURSE 184.32  
HIGH TERRAIN 6300

QUALITY  
24  
CHECKED

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

Electronic Version

Page 9 of 10

<u>AIRPORT</u> CEDAR CITY RGNL	<u>AIRPORT ID</u> KCDC	<u>PROCEDURE NAME</u> VOR RWY 20	<u>AMDT NO.</u> 8	<u>CITY</u> CEDAR CITY	<u>STATE</u> UT	<u>AIRPORT ELEVATION</u> 5622	<u>FACILITY</u> EHK
PART E: PREPARED BY							
<u>NAME</u> MICHAEL W HARRIS	<u>OFFICE</u> AJV-A423			<u>DATE</u> 05/04/2020	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST		

QUALITY

24

CHECKED

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

Electronic Version

Page 10 of 10