

**FEDERAL AVIATION ADMINISTRATION**  
**FLIGHT STANDARDS SERVICE**  
**RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE**  
**TITLE 14 CFR PART 97.33**

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> LITTLE RIVER	<u>AIRPORT ID</u> KLLR	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 29	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> LITTLE RIVER	<u>STATE</u> CA	
<u>AIRPORT ELEVATION</u> 574	<u>TDZE</u> 574	<u>SUPERSEDED</u> RNAV (GPS) RWY 29	<u>ORIGINAL/AMENDMENT</u> 1A	<u>DATED</u> 05/28/2015	<u>MAG VAR</u> 15E	<u>EPOCH YEAR</u> 2010
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 10 OCTOBER 2019	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TERMINAL ROUTES**

<u><b>FROM</b></u>	<u><b>FIX TYPE</b></u>	<u><b>TO</b></u>	<u><b>FIX TYPE</b></u>	<u><b>LEG TYPE</b></u>	<u><b>FO/FB</b></u>	<u><b>RNP</b></u>	<u><b>COURSE</b></u>	<u><b>DISTANCE</b></u>	<u><b>ALTITUDE</b></u>
ENI VORTAC	IAF	SAVJO	NOPT	TF	FB	1.00	269.00	9.56	5200
WIMUK	IAF	SAVJO	NOPT	TF	FB	1.00	318.00	9.00	5200
SAVJO	IF/IAF	MEMVE		TF	FB	1.00	293.03	9.53	3100
MEMVE	FAF	RAKPE/3.32 NM TO RW29		TF	FB	0.30	292.93	3.33	
RAKPE/3.32 NM TO RW29		RW29	MAP	TF	FO	0.30	292.93	3.32	
RW29	MAP	974 MSL		CA			292.93		
974 MSL		AMAKR		DF	FO	1.00			6000

**MISSED APPROACH**

**MAP:**

LP: RW29  
 LNAV: RW29

**MISSED APPROACH INSTRUCTIONS:**

CLIMBING LEFT TURN TO 6000 DIRECT AMAKR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6000

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)

2. HOLD SE SAVJO, LT, 293.03 INBOUND, 5200 FT. IN LIEU OF PT (IAF), MAX 6000.

3. FAC: 292.93FAF: MEMVEDIST FAF TO MAP: 6.65DIST FAF TO THLD: 6.65

4. MIN ALT: SAVJO 5200, MEMVE 3100, RAKPE/3.32 NM TO RW29 1860

5. DIST TO THLD FROM OM:MM:IM:150 HAT:GS ANT:MM:IM:

6. MIN GP INCPT:GP ALT AT FAF :OM:

7. GP ANGLE:34:1: IS NOT CLEAR20:1: IS NOT CLEARTCH:

8. MSA FROM: RW29 5500

PBN REQUIREMENTS NOTE:

RNP APCH

NOTES:

CHART NOTE: CIRCLING NA NORTHEAST OF RWY 11-29.  
CHART NOTE: PROCEDURE NA AT NIGHT.  
CHART NOTE: RWY 29 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.  
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART PLAINVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ENI VORTAC ON AIRWAY RADIALS 305 CW 330

ADDITIONAL FLIGHT DATA:

MEMVE TO RWY 29: 3.50/55  
OBST: 969 TREE 391343N/1234107W, 1446 TREE 391213N/1233812W.  
CHART CIRCLING ICON.  
WAAS CHANNEL #77829  
REFERENCE PATH ID: W29A  
CHART FAS OBST: 724 TREE 391452N/1234351W, 747 TREE 391549N/1234420W.  
HOLD W, RT, 072.56 INBOUND  
LTP HAE: 143.6 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 900-2 3/4

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
LP MDA	980	1	406	980	1	406	980	1 1/8	406	980	1 1/8	406			
LNAV MDA	1000	1	426	1000	1	426	1000	1 1/4	426	1000	1 1/4	426			
CIRCLING	1040	1	466	1040	1	466	1080	1 1/2	506	1400	2 3/4	826			



CHANGES - REASONS

01. CHANGED LP MDA FROM 1160/586 HAT TO 980/406 HAT. CHANGED LNAV MDA FROM 1420/846 HAT TO 1000/426 HAT- NEW OBSTACLE EVALUATION, LOCAL ALTIMETER SETTING AVAILABLE.
02. CHANGED CIRCLING MDA ALL CATS FROM 1420/846 HAA TO CATS A/B1040/466, CAT C 1080/506 HAA, CAT D 1400/826 HAA- NEW LOCAL ALTIMETER SOURCE AND NEW CIRCLING CRITERIA.
03. REMOVED CHART NOTE: USE UKIAH ALTIMETER SETTING; WHEN NOT RECEIVED, PROCEDURE NA- NEW LOCAL ALTIMETER SOURCE.
04. CHANGED LNAV FINAL STEPDOWN AND MISSED APPROACH CA LEG COURSES FROM 292.90 TO 292.93- TO MEET CURENT CRITERIA.
05. STRAIGHT IN RWY 29 LP MDA CAT C/D VISIBILITY REDUCED FROM 1 3/4 TO 1 1/8. LNAV CAT B REDUCED FROM 1 1/4 TO 1, CIRCLING CAT A/B DECREASED FROM 1 1/4 TO 1, CAT C DECREASED FROM 2 1/2 TO 1 1/2 SM - CHANGED FROM REMOTE PRIMARY ALTIMETER TO LOCAL PRIMARY ALTIMETER, NEW VISCHECK.
06. ADDED ALTERNATE MINS- LOCAL ALTIMETER SOURCE AVAILABLE.
07. REMOVED NOTE: RADAR REQUIRED FOR PROCEDURE ENTRY FROM WIMUK - NO LONGER REQUIRED FOR WAYPOINTS NOT ON AIRWAYS PER AJV GUIDANCE.
08. CHANGED DESCENT ANGLE AND TCH FROM 3.00/55 TCH TO 3.50/55TCH- TO MATCH VGSI, 55 TCH FOR OBSTACLE CLEARANCE PER FPT.
09. MOVED MEMVE 1.11NM NORTHWEST - PFAF MOVED TO MATCH PUBLISHED VGSI VDA
10. FINAL LEG DISTANCE FROM MEMVE TO RAKPE CHANGED FROM 3.9NM TO 3.33NM - FIX MOVED TO MAINTAIN PUBLISHED ALTITUDE WITH VDA CHANGING TO MATCH VGSI.
11. MOVED RAKPE 0.59NM NORTHWEST - TO MAINTAIN SDF ALTITUDE WITH VDA INCREASE.
12. FINAL DISTANCE FROM REKPE TO MAP CHANGED FROM 3.9NM TO 3.32NM - FIX MOVED DUE TO VDA INCREASE TO RETAIN PUBLISHED ALTITUDE.
13. ADDED: 20:1 IS NOT CLEAR TO LINE 7- CURRENT CRITERIA.
14. UPDATED AIRSPACE LETTER - NEW EVALUATION BASED ON NEW PFAF LOCATION
15. INTERMEDIATE LEG DISTANCE FROM MEMVE TO SAVJO CHANGED FROM 8.4NM TO 9.53NM - PFAF MOVED TO MATCH PUBLISHED VGSI VDA.
16. REMOVED NOTE: USE UKIAH ALTIMETER SETTING; WHEN NOT RECEIVED; PROCEDURE NA AND ADDED THE FOLLOWING CONTINGENCY NOTE FOR THE BACKUP ALTIMETER TO THE REMARKS SECTION OF THE -9 PER THE FPT: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE UKIAH ALTIMETER SETTING AND INCREASE MDA 80 FEET, INCREASE VISIBILITY S-29 LP CAT C/D 1/4 SM, INCREASE LNAV CAT C/D 1/8 SM INCREASE CIRCLING CAT D 1/4 SM - NEW VIS CHECK AND IAW 8260.19 PARA 8-6-9.
17. CRC REMAINDER CHANGED FROM 8D40D012 TO EE374AE0: UPDATED FPAP LAT/LONG, GPA CHANGED FROM 3.00 TO 3.50.
18. FAS OBSTACLES CHANGED FROM 839 TREE, 1089 TREE TO 724 TREE, 747 TREE - NEW OBSTACLE EVALUATION.
- 19.CHANGED HELICOPTER VISIBILITY NOTE FROM VISIBILITY REDUCTION BY HELICOPTERS NA TO: RWY 29 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED - RUNWAY NUMBER SPECIFIED PER CURRENT CRITERIA.
20. CHANGED LNAV MDA/HAT FROM 1460/886 TO 1000/426 - UPDATED OBSTACLE EVALUATION.

COORDINATED WITH:

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

FLIGHT CHECKED BY

THOMAS MOLOKIE

Digitally signed by

WARDELL HENNING

Jul 03, 2019

OFFICE

FICO

DATE

6/25/2019

DEVELOPED BY

WARDELL HENNING (JANTZEN TAYLOR)

Digitally signed by

WARDELL HENNING

Jul 03, 2019

OFFICE

AJV-5430

DATE

08/28/2018

APPROVED BY

PATRICK MULQUEEN

Digitally signed by

WARDELL HENNING

Jul 03, 2019

OFFICE

AJV-5430

DATE

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KLLR
RUNWAY	RW29
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W29A
LTP/FTP LATITUDE	391527.4350N
LTP/FTP LONGITUDE	1234447.2230W
LTP/FTP ELLIPSOIDAL HEIGHT	+01436
FPAP LATITUDE	391622.1555N
FPAP LONGITUDE	1234617.8085W
THRESHOLD CROSSING HEIGHT (TCH)	00055.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.50
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1152
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	0.0
CRC REMAINDER	EE374AE0

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K2
LTP ORTHOMETRIC HEIGHT	+01749
FPAP ORTHOMETRIC HEIGHT	+01749

