U.S. Terminal Procedures Publication
Northwest (NW) Vol 1 of 1

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05 SEP 2024

Consult the Change Notice (CN) effective 08 AUG 2024 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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<td>Back Cover</td>
</tr>
</tbody>
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**CORRECTIONS, COMMENTS AND/OR PROCUREMENT**

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services  
1305 East-West Highway  
SSMC 4, Room 4531  
Silver Spring, MD 20910-3281  
Telephone: 1-800-638-8972  
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

For inquiries regarding military charts, please contact aerohelp@nga.mil

FOR PROCUREMENT:
For digital products, visit our website at: https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/

For a list of approved FAA Print Providers, visit our website at:
https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

Frequently asked questions (FAQ) are answered on our website at: https://www.faa.gov/go/ais
See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4
INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE  
(For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ALS types (except ODALS)</td>
<td>1/4 mile</td>
</tr>
</tbody>
</table>

(2) ILS, LPV, GLS with visibility minima of RVR 1800\(^*\)/2000\(^*\)/2200\(*\)

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>To RVR 4000(^*)</td>
</tr>
<tr>
<td></td>
<td>To RVR 4500(*)</td>
</tr>
<tr>
<td>TDZL or RCLS</td>
<td>To RVR 2400#</td>
</tr>
<tr>
<td>RVR</td>
<td>To 1/2 mile</td>
</tr>
</tbody>
</table>

#For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA.

(3) All Approach Types and all lines of minima other than (1) & (2) above

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>1/2 mile</td>
</tr>
<tr>
<td>MALSF, MALS, SSALF, SSALS, SALSF, SALS</td>
<td>1/4 mile</td>
</tr>
</tbody>
</table>

(4) Sidestep minima (CAT C-D)

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>1/2 mile</td>
</tr>
</tbody>
</table>

(5) All Approach Types, All lines of minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS (CAT A-B)</td>
<td>1/4 mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>1/8 mile</td>
</tr>
</tbody>
</table>
### IFR Landing Minima

#### LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1352/24</td>
<td>200</td>
<td>(200-1/2)</td>
<td></td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>(300-1/2)</td>
<td>1440/50</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1640-1</td>
<td>1640-1 1/2</td>
<td>1740-2</td>
</tr>
<tr>
<td></td>
<td>361 (400-1)</td>
<td>461 (500-1)</td>
<td>461 (500-1 1/2)</td>
<td>561 (600-2)</td>
</tr>
</tbody>
</table>

#### COPTER MINIMA ONLY

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>COPTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-176°</td>
<td>680-1/2</td>
</tr>
</tbody>
</table>

No circling minimums are provided.

### Cold Temperature Airports

**NOTE:** The **W** symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the **W** will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

### Aerial Approach Categories

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certified landing weight. VREF, VSO, and the maximum certified landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima.

For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

<table>
<thead>
<tr>
<th>MANEUVERING TABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approach Category</td>
</tr>
<tr>
<td>Speed (Knots)</td>
</tr>
</tbody>
</table>

### Additional Information

See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page:

http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

See also Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page:

http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/
TERMS/LANDING MINIMA DATA 19339

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the tables below. The resultant arcs are then connected tangentially to define the protected area.

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>All Altitudes</td>
<td>1.3</td>
</tr>
</tbody>
</table>

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>1000 or less</td>
<td>1.3</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
</tr>
</tbody>
</table>

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>½</td>
<td>2400</td>
<td>½</td>
<td>3500</td>
<td>½</td>
<td>5500</td>
<td>1</td>
</tr>
<tr>
<td>1800</td>
<td>½</td>
<td>2600</td>
<td>½</td>
<td>4000</td>
<td>½</td>
<td>6000</td>
<td>1½</td>
</tr>
<tr>
<td>2000</td>
<td>½</td>
<td>3000</td>
<td>¾</td>
<td>4500</td>
<td>¾</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2200</td>
<td>½</td>
<td>3200</td>
<td>¾</td>
<td>5000</td>
<td>1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

RADAR MINIMA

<table>
<thead>
<tr>
<th>RWY GP/TCH/RPI</th>
<th>DA/ MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/ MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>ABCDE</td>
<td>100</td>
<td>(100-¾)</td>
<td></td>
<td>ABCDE</td>
<td>100</td>
<td>(100-¾)</td>
</tr>
<tr>
<td></td>
<td>10 2.5°/42/1000</td>
<td></td>
<td></td>
<td></td>
<td>28 2.5°/48/1068</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ASR</td>
<td>ABC</td>
<td>463</td>
<td>(500-¾)</td>
<td>DE</td>
<td>560/50</td>
<td>463</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td>10 560/40</td>
<td>513</td>
<td>(600-1)</td>
<td>CDE</td>
<td>560/50</td>
<td>513</td>
<td>(600-1¾)</td>
</tr>
<tr>
<td></td>
<td>28 560/1½</td>
<td>503</td>
<td>(600-1¾)</td>
<td>CDE</td>
<td>560/1½</td>
<td>503</td>
<td>(600-1½)</td>
</tr>
<tr>
<td>CIR</td>
<td>AB</td>
<td>463</td>
<td>(500-1)</td>
<td></td>
<td>560/50</td>
<td>463</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td>10 560/1½</td>
<td>503</td>
<td>(600-1)</td>
<td></td>
<td>560/50</td>
<td>503</td>
<td>(600-1½)</td>
</tr>
<tr>
<td></td>
<td>28 560/1½</td>
<td>503</td>
<td>(600-1½)</td>
<td></td>
<td>560/1½</td>
<td>503</td>
<td>(600-1½)</td>
</tr>
</tbody>
</table>

Visibility in Statute Miles

Radar Minima:
1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown—not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows:
- (E) VHF and UHF emergency frequencies monitored
- (V) VHF emergency frequency (121.5) monitored
- (U) Unmonitored frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations. Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting services. Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.
GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPS, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPS with the (FAA-O) designation have been developed by an authorized non-FAA service provider. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contain information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

FAA Procedure Amendment Number Orig 31DEC09 Procedure Amendment Effective Date Amdt 2B12MAR09

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minimums, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

MISCELLANEOUS

* Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.
GENERAL INFO

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans online. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6); FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARs and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure’s navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure’s PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box

PBN Requirements Box

Equipment Requirements Box

Standard Procedure Notes Box

From WINRZ, UBJGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU. DME required for LOC only. Circling to Rwy 25 NA at night. #For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box

Equipment Requirements Box

RNAV 1 - DME/DME/IRU or GPS

RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Reference the Chart Supplement for detailed information on pilot controlled lighting (PCL) systems.

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g., ☐, ☑.

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative "☐" symbol beside the name to indicate pilot controlled lighting.

To activate lights, use frequency indicated in the communications section of the chart with a ☐

KEY MIKE

FUNCTION

7 times within 5 seconds

Highest intensity available

5 times within 5 seconds

Medium or lower intensity (Lower REIL or REIL-off)

3 times within 5 seconds

Lowest intensity available (Lower REIL or REIL-off)
### ABBREVIATIONS

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAUP</td>
<td>Attention All Users Page</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>ADIZ</td>
<td>Air Defense Identification Zone</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
</tr>
<tr>
<td>ALSF</td>
<td>Approach Light System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>AOB</td>
<td>At or Below</td>
</tr>
<tr>
<td>AP</td>
<td>Autopilot System</td>
</tr>
<tr>
<td>APCH</td>
<td>Approach</td>
</tr>
<tr>
<td>APP CON</td>
<td>Approach Control</td>
</tr>
<tr>
<td>AR</td>
<td>Authorization Required</td>
</tr>
<tr>
<td>ASOS</td>
<td>Automated Surface Observing System</td>
</tr>
<tr>
<td>ASR/PAR</td>
<td>Published Radar Minimums at this Airport</td>
</tr>
<tr>
<td>ASSC</td>
<td>Airport Surface Surveillance Systems</td>
</tr>
<tr>
<td>ATIS</td>
<td>Automated Terminal Information Service</td>
</tr>
<tr>
<td>AUNICOM</td>
<td>Automated UNICOM</td>
</tr>
<tr>
<td>AWOS</td>
<td>Automated Weather Observing System</td>
</tr>
<tr>
<td>AZ</td>
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<td>C</td>
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<td>CCW</td>
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<td>CIP</td>
<td>Coded Instrument Flight Procedures</td>
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<td>Clearance Delivery</td>
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<td>CNF</td>
<td>Computer Navigation Fix</td>
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<tr>
<td>CPDLC</td>
<td>Controller Pilot Data Link Communication</td>
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<td>Common Traffic Advisory Frequency</td>
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<td>D-ATIS</td>
<td>Digital-Automated Terminal Information Service</td>
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<td>DA</td>
<td>Decision Altitude</td>
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<td>DER</td>
<td>Departure End of Runway</td>
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<td>DH</td>
<td>Decision Height</td>
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<td>Distance Measuring Equipment</td>
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<td>FAF</td>
<td>Final Approach Fix</td>
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<td>Flight Director System</td>
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<td>Ground Based Augmentation System</td>
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<td>Ground Based Augmentation System Landing System</td>
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<td>GP</td>
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<td>Ground Point of Intersection</td>
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<td>GS</td>
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<td>HAA</td>
<td>Height above Airport</td>
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<td>Height above Landing</td>
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<td>Height above Touchdown</td>
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<td>Height above Threshold</td>
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<td>Heliport Crossing Height</td>
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<td>Heads-up Guidance System</td>
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<td>HUD</td>
<td>Head-up Display</td>
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<td>IAF</td>
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<td>Knots Indicated Airspeed</td>
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<td>LP</td>
<td>Localizer Performance</td>
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<tr>
<td>LPV</td>
<td>Localizer Performance with Vertical Guidance</td>
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<tr>
<td>LR</td>
<td>Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.</td>
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<td>Maximum Authorized Altitude</td>
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<td>Medium Intensity Approach Light System</td>
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<td>MALS</td>
<td>Medium Intensity Approach System with Sequenced Flashers</td>
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<td>MALSf</td>
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<td>Medium Intensity Approach System with Sequenced Flashers</td>
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<td>Minimum Intensity Runway Lights</td>
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<td>MM</td>
<td>Minimum Reception Altitude</td>
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<td>Non-directional Radio Beacon</td>
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<td>Nautical Mile</td>
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<td>NoPT</td>
<td>No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)</td>
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<td>Description</td>
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<td>Omnidirectional Approach Light System</td>
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<td>Obstacle Departure Procedure</td>
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<td>Pre-Departure Clearance</td>
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<td>PRM</td>
<td>Precision Runway Monitor</td>
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<td>R</td>
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<td>Runway Alignment Indicator Lights</td>
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<td>RCLS</td>
<td>Runway Centerline Light System</td>
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<td>REIL</td>
<td>Runway End Identifier Lights</td>
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<td>Radius-to-Fix</td>
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<td>Runway Lead-in Light System</td>
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<td>RNAV</td>
<td>Area Navigation</td>
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<td>Required Performance Navigation</td>
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<td>RPI</td>
<td>Runway Point of Intercept(ion)</td>
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<td>RRL</td>
<td>Runway Remaining Lights</td>
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<td>Runway</td>
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<td>SALS</td>
<td>Short Approach Light System</td>
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<td>SALSF</td>
<td>Short Approach Lighting System with Sequenced Flashing Lights</td>
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<tr>
<td>SSALF</td>
<td>Simplified Short Approach Lighting System with Sequenced Flashers</td>
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<td>Simplified Short Approach Light System with RAIL</td>
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<td>SDF</td>
<td>Simplified Directional Facility</td>
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<td>SM</td>
<td>Statute Mile</td>
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<td>SOIA</td>
<td>Simultaneous Offset Instrument Approach</td>
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<td>SR-SS</td>
<td>Sunrise-Sunset</td>
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<td>Terminal Arrival Area</td>
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<td>TAC</td>
<td>TACAN</td>
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<tr>
<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
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<td>TDZ</td>
<td>Touchdown Zone</td>
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<tr>
<td>TDZE</td>
<td>Touchdown Zone Elevation</td>
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<td>TDZL/CL</td>
<td>Touchdown Zone and Runway Centerline Lighting</td>
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<td>TDLZL</td>
<td>Touchdown Zone Lights</td>
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<td>THR</td>
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<td>TDOA</td>
<td>Takeoff Distance Available</td>
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<tr>
<td>TORA</td>
<td>Takeoff Run Available</td>
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<td>TR</td>
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<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
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<tr>
<td>VCOA</td>
<td>Visual Climb over Airport</td>
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<td>VDA</td>
<td>Vertical Descent Angle</td>
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<td>VDP</td>
<td>Visual Descent Point</td>
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<td>VGSI</td>
<td>Visual Glide Slope Indicator</td>
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<td>Vertical Navigation</td>
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<td>WAAS</td>
<td>Wide Area Augmentation System</td>
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<tr>
<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
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</tbody>
</table>
**LEGEND** 23334

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PLANVIEW SYMBOLS**

**ROUTES**
- Procedure Track
- Feeder Route
- Missed Approach
- Visual Flight Path
- Procedure Turn (Type degree and point of turn optional)
- Minimum Route Altitude
- 3100 NoPT to LOM
- Mileage (14.2)

**HOLDING PATTERNS**
- Hold-in-lieu of Procedure Turn
- 090° (IAS) 270°
- 090° 1 min 270°
- 090° 270°

**ALTITUDES**
- 5500 Mandatory Altitude
- 2500 Minimum Altitude
- 4300 Maximum Altitude
- 3000 Recommended Altitude
- 5000 Mandatory Block
- 3000 Altitude

**INDICATED AIRSPEED**
- 175K Mandatory Airspeed
- 120K Minimum Airspeed
- 250K Maximum Airspeed
- 180K Recommended Airspeed

**RADIO AIDS TO NAVIGATION**
- Underline indicates No Voice transmitted on this frequency
- VOR
- VORTAC
- TACAN
- VOR/DME
- DME
- NDB
- NDB/DME
- LOM (Compass locator at Outer Marker)
- Marker Beacons

**FIXES/ATC REPORTING REQUIREMENTS**
- Reporting Point
- Waypoint
- MAP WP (Flyby)
- MAP WP (Flyover)
- Flyover Point
- Computer Navigation Fix (CNF)-No ATC Function
- GLGHR INT intersection
- MYLES 1-LVF 14.9 (Distance From Facility)
- DME

**Primary NAV/AID**
- LIMA
- 114.5 LIM
- Channel 92

**Secondary NAV/AID**
- LOM
- AKRON
- 362 AK

**TACAN or DME NAV/AID**
- SCOTT
- Channel 59
- SKE
- (112.2)
- VHF Paired Frequency
INSTRUMENT APPROACH PROCEDURES (CHARTS)

LEGEND

PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)

MISCELLANEOUS

SPECIAL USE AIRSPACE

AIRPORTS

OBSTACLES

DISTANCE

LEGEND

23110
LEGEND 22251

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00° TCH 55.
2. "GP" on ILS, RNP, and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. ILS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00° TCH 50.
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: VDA 3.00° TCH 55.

On Copter procedures this is depicted in the following format: VDA 3.00° TCH 55.

ILS or LOC APPROACH

RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE

Non-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY

RNP APPROACH WITH TF AND RF SEGMENTS

ALTIMETRY

PROFILE SYMBOLS

Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.
**LEGEND**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**AIRPORT DIAGRAM/AIRPORT SKETCH**

- **Runways**
  - Hard Surface
  - Other Than Hard Surface
  - Stopways, Taxiways, Parking Areas
  - Metal Surface
- **Surface**
  - Hard Surface
  - Other Than Surface
  - Metal
- **Closed Runway**
- **Non-Movement Under Construction**
- **Water Runway**

**ARRESTING GEAR:**
Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

**REFERENCE FEATURES**
- Displaced Threshold
- Hot Spot
- Runway Holding Position Markings
- Buildings
- Self-Serve Fuel ##
- Tanks
- Obstructions
- Airport Beacon #
- Runway Radar Reflectors
- Bridges
- Control Tower #
- Wind Cone
- Landing Tee
- Tetrahedron
- **Unlit**
- **Lit**

# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

## See appropriate Chart Supplement for distance information.

**Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120**

**NOTES:**
- Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.
- Runway TDZ elevation...TDZE 123
- Runway Slope...0.3% Down...0.8% UP (shown when rounded runway slope is ≥ 0.3%)

**NOTE:**
- Runway Slope measured to midpoint on runways 8000 feet or longer.

**D** U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram.

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ± 600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A **D** symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

**NOTE:**
- All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in DoD FLIP.
  - (Foreign Only)

The airport sketch box includes the final approach course or final approach course extended.

**SCOPE**

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., A, O, etc. A dot '*' portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system, e.g., A. Negative symbology, e.g., O, Q, indicates Pilot Controlled Lighting (PCL).

### APPROACH LIGHTING SYSTEM - UNITED STATES

**Approach Lighting System**

- **CATEGORY I APPROACH LIGHTING SYSTEM**
  - ALSF-1
    - RED
    - RED
    - GREEN
    - WHITE
    - SEQUENCED FLASHING LIGHTS
    - (High Intensity)
    - LENGTH 2400/3000 FEET

- **CATEGORY II APPROACH LIGHTING SYSTEM**
  - ALSF-2
    - RED
    - RED
    - GREEN
    - WHITE
    - SEQUENCED FLASHING LIGHTS
    - (High Intensity)
    - LENGTH 2400/3000 FEET

**Short Approach Lighting System**

- **ALS/SALS**
  - RED
  - GREEN
  - WHITE
  - SEQUENCED FLASHING LIGHTS FOR SALSF ONLY
  - (High Intensity)
  - LENGTH 1500 FEET

**Simplified Short Approach Lighting System**

- **SSALR**
  - GREEN
  - WHITE
  - SEQUENCED FLASHING LIGHTS
  - (High Intensity)
  - LENGTH 2400 FEET

**Medium Intensity Approach Lighting System**

- **MALS**
  - GREEN
  - WHITE
  - SEQUENCED FLASHING LIGHTS
  - LENGTH 1500 FEET

**Omnidirectional Approach Lighting System**

- **ODALS**
  - WHITE
  - OMNI-DIRECTIONAL FLASHING LIGHTS
  - LENGTH 1500 FEET

**Runway Touchdown Zone and Centerline Lighting Systems**

- **TDZ/CL**
  - GREEN
  - WHITE
  - SEQUENCED FLASHING LIGHTS FOR MALSF/SSALF ONLY
  - LENGTH 1400 FEET

**Legend**

- NW-1, 11 JUL 2024 to 05 SEP 2024

**Note** in Sketch e.g. "TDZ/CL Rwy 15"
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, \( \mathcal{A} \), \( \mathcal{O} \), etc. A dot \( \ast \) portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., \( \mathcal{A} \). Negative symbology, e.g., \( \mathcal{O} \), indicates Pilot Controlled Lighting (PCL).

**Precision Approach Path Indicator**

**PAPI**

\[ \begin{align*}
&\text{Too low} & \quad \text{Slightly low} \\
&\text{On correct} & \quad \text{approach path} \\
&\text{Slightly high} & \quad \text{Too high}
\end{align*} \]

Legend: \( \square \) White \( \bullet \) Red

**Pulsating Visual Approach Slope Indicator**

**PVASI**

\[ \begin{align*}
&\text{Above Glide Path} \\
&\text{On Glide Path} \\
&\text{Below Glide Path}
\end{align*} \]

CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

**Tri-Color Visual Approach Slope Indicator**

**TRCV**

\[ \begin{align*}
&\text{Above Glide Path} \\
&\text{On Glide Path} \\
&\text{Below Glide Path}
\end{align*} \]

CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

**Visualization of Elements Systems**

**APAP**

\[ \begin{align*}
&\text{Above glide path} \\
&\text{On Glide Path} \\
&\text{Below Glide Path}
\end{align*} \]

Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.
### FREQUENCY PAIRING TABLE

<table>
<thead>
<tr>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
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| **FORT BENTON, MT**           |      |         |
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| **FORT BRIDGER, WY**          |      |         |
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| **FORT LEWIS, WA**            |      |         |
| --SEE GRAY AAF (JOINT BASE LEWIS MCCORD) |      |         |

| **FRANK WILEY FLD**           |      |         |
| --SEE MILES CITY, MT         |      |         |

| **FRIDAY HARBOR, WA**         |      |         |
| FRIDAY HARBOR(FHR)            |      |         |
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| **FRIEDMAN MEML**             |      |         |
| --SEE HAILEY, ID              |      |         |

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### INDEX

24193

K19
ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or RADAR vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow RADAR vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

**AFTON, WY**

**AFTON MUNI (AFO)**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**AMDT 1  28SEP06  (06271)  (FAA)**

**DEPARTURE PROCEDURE:**

- Rwy 16, Use LUNDI DEPARTURE.
- Rwy 34, use AFTON DEPARTURE.

**ALBANY, OR**

**ALBANY MUNI (S12)**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**AMDT 2C  24MAR22  (22083)  (FAA)**

**DEPARTURE PROCEDURE:**

- Rwy 16, climbing right turn direct CVO VOR/DME, thence...
- Rwy 34, climbing left turn direct CVO VOR/DME, thence...

...continue climb in CVO VOR/DME holding pattern (hold east, right turns, 261° inbound) to cross CVO VOR/DME at or above 3400.

**TAKEOFF OBSTACLE NOTES:**

- Rwy 16, light 40' from DER, 101' left of centerline, 3' AGL/228' MSL.
- Trees, sign beginning 50' from DER, 189' right of centerline, up to 317' MSL.
- Tree 58' from DER, 453' left of centerline, 253' MSL.
- Tree 339' from DER, 465' left of centerline, 313' MSL.
- Trees, poles, sign, electrical system beginning 419' from DER, 5' left of centerline, up to 322' MSL.
- Trees, vehicles on road, lighting, poles, electrical system, sign beginning 576' from DER, 20' right of centerline, up to 323' MSL.

Trees, poles beginning 1676' from DER, 128' right of centerline, up to 331' MSL.

Trees, pole beginning 1865' from DER, 3' left of centerline, up to 336' MSL.

Trees beginning 1947' from DER, 148' right of centerline, up to 335' MSL.

Trees 3249' from DER, 1250' left of centerline, 347' MSL.

Rwy 34, building, vehicles on road beginning 58' from DER, 157' left of centerline, up to 26' AGL/250' MSL.

Building 63' from DER, 416' right of centerline, 31' AGL/258' MSL.

Tree 440' from DER, 503' right of centerline, 266' MSL.

Trees, building beginning 465' from DER, 280' right of centerline, up to 270' MSL.

Tree, pole beginning 684' from DER, 69' right of centerline, up to 271' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ALBANY, OR (CON’T)
ALBANY MUNI (S12) (CON’T)
Rwy 34 (CON’T), tree 776’ from DER, 233’ left of centerline, 254’ MSL.
Trees, poles beginning 904’ from DER, 21’ left of centerline, up to 38’ AGL/260’ MSL.
Trees, poles beginning 996’ from DER, 16’ left of centerline, up to 40’ AGL/262’ MSL.
Trees beginning 1155’ from DER, 74’ left of centerline, up to 306’ MSL.
Trees beginning 1167’ from DER, on centerline, up to 296’ MSL.

ANACONDA, MT
BOWMAN FLD (3U3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JUL07 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, std. w/min. climb of 417’ per NM to 9000, or 2800-3 for climb in visual conditions.
Rwy 17, std. w/min. climb of 321’ per NM to 10200, or 2800-3 for climb in visual conditions.
Rwy 22, NA - Obstacles.
Rwy 35, std. w/min. climb of 369’ per NM to 9100, or 2800-3 for climb in visual conditions.

ARCO, ID
ARCO-BUTTE COUNTY (AOC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JUN08 (08157) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, NA - Obstacles.
DEPARTURE PROCEDURE:
Use JATTS DEPARTURE.

ARLINGTON, WA
ARLINGTON MUNI (AWO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 25AUG11 (11237) (FAA)
TAKEOFF MINIMUMS:
Rwy 11, std. w/min. climb of 400’ per NM to 1000, or 1200-2½ for climb in visual conditions.
Rwy 16, std. w/min. climb of 300’ per NM to 1500, or 1200-2½ for climb in visual conditions.
Rwy 29, std. w/min. climb of 245’ per NM to 1400, or 1200-2½ for climb in visual conditions.
Rwy 34, std. w/min. climb of 260’ per NM to 800, or 1200-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 11, climbing right turn direct WATON LOM, or for climb in visual conditions, cross Arlington Muni at or above 1200 then proceed on 161° course to WATON LOM, thence...
Rwy 16, climbing direct WATON LOM, or for climb in visual conditions, cross Arlington Muni at or above 1200 then proceed on 161° course to WATON LOM, thence...
Rwy 29, climbing left turn on 113° course to WATON LOM, or for climb in visual conditions, cross Arlington Muni at or above 1200 then proceed on 161° course to WATON LOM, thence...
Rwy 34, climbing left turn on 134° course to WATON LOM, or for climb in visual conditions, cross Arlington Muni at or above 1200 then proceed on 161° course to WATON LOM, thence...

CON’T
ARLINGTON, WA (CON’T)
ARLINGTON MUNI (AWO) (CON’T)

TAKEOFF OBSTACLE NOTES:
Rwy 11, airport beacon 1116’ from DER, 699’ left of centerline, 58’ AGL/186’ MSL.
Trees 1443’ from DER, 803’ left of centerline, 108’ AGL/236’ MSL.
Tree 1819’ from DER, 688’ right of centerline, 46’ AGL/174’ MSL.
Trees beginning 1.2 NM from DER, left and right of centerline, up to 127’ AGL/486’ MSL.
Rwy 16, tree 1240’ from DER, 723’ left of centerline, 47’ AGL/174’ MSL.
Trees beginning 1289’ from DER, 713’ right of centerline, up to 87’ AGL/214’ MSL.
Rwy 29, trees beginning 897’ from DER, 546’ right of centerline, up to 97’ AGL/229’ MSL.
Rwy 34, trees beginning 1557’ from DER, left and right of centerline, up to 96’ AGL/236’ MSL.
Trees beginning 2379’ from DER, 196’ right of centerline, up to 84’ AGL/224’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 15SEP16 (16259) (FAA)
Rwy 16, heading as assigned by ATC.
Rwy 34, heading as assigned by ATC; requires min. climb of 260’ per NM to 1400.

ASTORIA, OR
ASTORIA RGNL (AST)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 19JUL18 (18200) (FAA)
DEPARTURE PROCEDURE:
See ASTORIA DEPARTURE.

TAKEOFF OBSTACLE NOTES:
Rwy 8, bush 57’ from DER, 120’ left of centerline, 14’ MSL.
Fence, bushes, trees beginning 65’ from DER, 102’ left of centerline, up to 17’ AGL/27’ MSL.
Fence, bush, trees, beginning 70’ from DER, 215’ right of centerline, up to 22’ MSL.
Trees, building beginning 151’ from DER, 76’ right of centerline, up to 36’ MSL.
Trees beginning 207’ right of centerline, up to 41’ MSL.
Trees beginning 510’ from DER, 79’ left of centerline, up to 34’ MSL.
Trees beginning 668’ from DER, 281’ right of centerline, up to 43’ MSL.
Trees beginning 815’ from DER, 336’ right of centerline, up to 52’ MSL.
Tree 1112’ from DER, 453’ right of centerline, 58’ MSL.
Trees beginning 3167’ from DER, 1145’ right of centerline, up to 119’ AGL/124’ MSL.
Rwy 14, pole 44’ from DER, 224’ left of centerline, 12’ AGL/25’ MSL.
Tree 354’ from DER, 381’ left of centerline, 67’ MSL.
Tree 524’ from DER, 316’ right of centerline, 33’ MSL.
Trees beginning 571’ from DER, 641’ left of centerline, up to 87’ MSL.
Tree 666’ from DER, 544’ right of centerline, 78’ MSL.
Trees beginning 1255’ from DER, 450’ right of centerline, up to 121’ MSL.
Tree 1792’ from DER, 104’ left of centerline, 89’ MSL.
Tree 2493’ from DER, 280’ left of centerline, 121’ MSL.
Tree 3291’ from DER, 312’ right of centerline, 154’ MSL.
Tree 1.3 NM from DER, 2289’ left of centerline, 100’ AGL/249’ MSL.
Tree 1.5 NM from DER, 2813’ left of centerline, 100’ AGL/299’ MSL.
Tree 1.5 NM from DER, 2950’ left of centerline, 100’ AGL/349’ MSL.
Tree 2.1 NM from DER, 3088’ left of centerline, 100’ AGL/399’ MSL.
Tree 2.3 NM from DER, 2635’ left of centerline, 100’ AGL/449’ MSL.
Tree 2.3 NM from DER, 2875’ left of centerline, up to 100’ AGL/499’ MSL.
Rwy 26, terrain 25’ from DER, 14’ left of centerline, 13’ MSL.
Bushes beginning 38’ from DER, 241’ left of centerline, up to 16’ MSL.
Trees and bush beginning 42’ from DER, 266’ right of centerline, up to 18’ AGL/27’ MSL.
Traverse way 226’ from DER, 439’ left of centerline, 24’ MSL.
Trees, bush beginning 247’ from DER, 372’ right of centerline, up to 30’ MSL.
Trees beginning 695’ from DER, 625’ left of centerline, up to 54’ MSL.
Tree 736’ from DER, 620’ right of centerline, 36’ MSL.
Tree 1380’ from DER, 720’ left of centerline, 58’ MSL.
Tree 1698’ from DER, 702’ left of centerline, 73’ MSL.
Trees beginning 1975’ from DER, 273’ left of centerline, up to 92’ MSL.
Sign 1982’ from DER, 1010’ right of centerline, 64’ MSL.
Tree 2137’ from DER, 490’ left of centerline, 93’ MSL.
Trees beginning 2239’ from DER, 64’ left of centerline, up to 102’ AGL/107’ MSL.
Tree 3051’ from DER, 1157’ left of centerline, 116’ MSL.
Tree 3089’ from DER, 849’ left of centerline, 122’ MSL.
Tree 3140’ from DER, 699’ left of centerline, 124’ MSL.
Trees beginning 3194’ from DER, 248’ left of centerline, up to 131’ AGL/139’ MSL.
Trees beginning 4022’ from DER, 879’ right of centerline, up to 130’ MSL.
Trees beginning 4103’ from DER, 273’ right of centerline, up to 145’ MSL.
Trees beginning 4206’ from DER, 150’ right of centerline, up to 141’ AGL/148’ MSL.
Trees beginning 4250’ from DER, 229’ left of centerline, up to 146’ MSL.
Trees beginning 4690’ from DER, 1267’ left of centerline, up to 149’ MSL.
Tree 4744’ from DER, 1488’ left of centerline, 150’ MSL.
Trees beginning 4821’ from DER, 218’ left of centerline, up to 164’ MSL.
CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ASTORIA, OR (CON’T)

ASTORIA RGNL (AST) (CON’T)

**Rwy 26 (CON’T),** tree 5241’ from DER, 1316’ left of centerline, 165’ MSL.

Trees beginning 5434’ from DER, 1603’ left of centerline, up to 171’ MSL.

Trees beginning 5893’ from DER, 1752’ left of centerline, 173’ MSL.

Trees beginning 6051’ from DER, 1803’ left of centerline, up to 174’ AGL/182’ MSL.

Antenna 1 NM from DER, 1558’ right of centerline, 164’ AGL/173’ MSL.

**Rwy 32,** vehicles, trees, fence beginning 2’ from DER, 231’ left of centerline, up to 46’ MSL.

AUBURN, WA

AUBURN MUNI (S50)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2  16MAY24 (24137)  (FAA)

TAKEOFF MINIMUMS:

Use VAMPS (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

**Rwy 17,** buildings, fences, trees, signs beginning 15’ from DER, on centerline, up to 36’ AGL/102’ MSL.

Fences beginning 57’ from DER, 175’ left of centerline, up to 48’ AGL/105’ MSL.

Poles, vegetation, building beginning 111’ from DER, 124’ left of centerline, up to 35’ AGL/102’ MSL.

Sign, antenna, buildings, poles, tree beginning 176’ from DER, 48’ left of centerline, up to 40’ AGL/108’ MSL.

Tree 232’ from DER, 319’ right of centerline, 39’ AGL/106’ MSL.

Trees, poles, signs, buildings, antenna beginning 237’ from DER, 5’ right of centerline, up to 60’ AGL/130’ MSL.

Trees, poles, buildings beginning 254’ from DER, 46’ left of centerline, up to 40’ AGL/109’ MSL.

Trees, poles, vegetation, buildings, signs beginning 440’ from DER, 43’ left of centerline, up to 44’ AGL/113’ MSL.

Buildings beginning 1353’ from DER, 167’ left of centerline, up to 46’ AGL/118’ MSL.

Buildings beginning 1533’ from DER, 161’ left of centerline, up to 53’ AGL/126’ MSL.

Trees beginning 1710’ from DER, 229’ right of centerline, up to 105’ AGL/173’ MSL.

Tree 1732’ from DER, 327’ left of centerline, 57’ AGL/130’ MSL.

Tree 2682’ from DER, 1176’ left of centerline, 90’ AGL/165’ MSL.

**Rwy 35,** buildings, trees beginning 6’ from DER, 262’ left of centerline, up to 45’ AGL/97’ MSL.

Buildings beginning 76’ from DER, 324’ right of centerline, up to 19’ AGL/73’ MSL.

Tree 321’ from DER, 561’ right of centerline, 43’ AGL/95’ MSL.

Trees, poles beginning 321’ from DER, 115’ right of centerline, up to 48’ AGL/102’ MSL.

Trees beginning 325’ from DER, 454’ left of centerline, up to 58’ AGL/113’ MSL.

Poles, trees, building beginning 329’ from DER, 14’ left of centerline, up to 61’ AGL/117’ MSL.

Buildings, trees, pole beginning 394’ from DER, 72’ right of centerline, up to 47’ AGL/103’ MSL.

Trees beginning 692’ from DER, 570’ right of centerline, up to 50’ AGL/107’ MSL.

Tree 887’ from DER, 557’ right of centerline, 54’ AGL/109’ MSL.

Vertical point 1440’ from DER, 318’ right of centerline, 77’ AGL/128’ MSL.

Transmission line 1450’ from DER, 487’ right of centerline, 105’ AGL/156’ MSL.

Transmission line beginning 1561’ from DER, 479’ right of centerline, up to 137’ AGL/192’ MSL.

Transmission line, vertical point, tree beginning 1578’ from DER, 368’ left of centerline, up to 122’ AGL/176’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1  10NOV16 (16315)  (FAA)

**Rwy 16,** heading as assigned by ATC; requires minimum climb of 270’ per NM to 1000.

**Rwy 34,** heading as assigned by ATC; requires minimum climb of 390’ per NM to 800.

AURORA, OR

AURORA STATE (UAO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3  15DEC11 (11349)  (FAA)

TAKEOFF MINIMUMS:

**Rwy 17,** std. w/min. climb of 292’per NM to 2100 or 1500-2½ for climb in visual conditions.

**Rwy 35,** std. w/min. climb of 312’per NM to 2100 or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 17,** climbing right turn, thence ... Or for climb in visual conditions cross Aurora State airport at or above 1500 thence ... Aircraft departing on V23 intercept BTG R-175 and climb on course. All others proceed direct UBG VOR/DME and Hold (hold South, left turns, 003° lnbound) continue climb in hold to cross UBG VOR/DME at or above MEA for direction of flight before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 17,** trees beginning 31’ from DER, 246’ right of centerline, up to 87’ AGL/316’ MSL.

Tree 2270’ from DER, 836’ left of centerline, 87’ AGL/303’ MSL.

Vehicle on road 254’ from DER, 349’ left of centerline, 16’ AGL/209’ MSL.

**Rwy 35,** trees beginning 30’ from DER, 163’ left of centerline, up to 65’ AGL/329’ MSL.

Vehicle on road 212’ from DER, 390’ left of centerline, 16’ AGL/212’ MSL.

Trees 973’ from DER, 281’ right of centerline, up to 65’ AGL/253’ MSL.
**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)**

**AURORA, OR (UAO) (CON’T)**

**DIVERSE VECTOR AREA (RADAR VECTORS)**

**ORIG 05MAR15 (15064) (FAA)**

- **Rwy 17**, heading as assigned by ATC; requires minimum climb of 375’ per NM to 2000.
- **Rwy 35**, heading as assigned by ATC; requires minimum climb of 350’ per NM to 2000.

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**BAKER, MT**

**BAKER MUNI (BHK)**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**AMDT 2 26MAR20 (20086) (FAA)**

**TAKEOFF OBSTACLE NOTES:**

- **Rwy 13**, building, terrain beginning 3’ from DER, 496’ right of centerline, up to 10’ AGL/2996’ MSL.
  - Building 199’ from DER, 399’ left of centerline, 10’ AGL/2998’ MSL.
  - Building 356’ from DER, 498’ right of centerline, 9’ AGL/2997’ MSL.
- **Rwy 31**, fence 168’ from DER, 498’ left of centerline, 2967’ MSL.
  - Building 1015’ from DER, 726’ left of centerline, 2998’ MSL.
  - Tower 3802’ from DER, 148’ left of centerline, 115’ AGL/3069’ MSL.
  - Antenna 3832’ from DER, 135’ left of centerline, 3073’ MSL.

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**BAKER CITY, OR**

**BAKER CITY MUNI (BKE)**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**AMDT 2 18NOV10 (10322) (FAA)**

**TAKEOFF OBSTACLE NOTES:**

- **Rwys 31,35,**
  - Trees beginning 1107’ from DER, 757’ left of centerline, up to 100’ AGL/3469’ MSL.
  - Vehicles on roadway 499’ from DER, 302’ left of centerline, up to 21’ AGL/3387’ MSL.
  - Sign 489’ from DER, 389’ left of centerline, 25’ AGL/3404’ MSL.
- **Rwy 17,**
  - Trees beginning 2617’ from DER, 108’ right of centerline, up to 100’ AGL/3441’ MSL.
  - Trees beginning 2547’ from DER, 742’ left of centerline, up to 100’ AGL/3469’ MSL.
  - Pole 1276’ from DER, 530’ left of centerline, 35’ AGL/3391’ MSL.
- **Rwy 26,**
  - Trees beginning 2.2 NM from DER, 4027’ left of centerline, up to 100’ AGL/3919’ MSL.
  - Bushes beginning 2.2 NM from DER, 4092’ left of centerline, up to 3’ AGL/3837’ MSL.
- **Rwy 13,**
  - Trees beginning 2.9 NM from DER, 2464’ left of centerline, up to 100’ AGL/3469’ MSL.
  - Bushes beginning 2.2 NM from DER, 4092’ left of centerline, up to 3’ AGL/3387’ MSL.
  - Trees beginning 2.2 NM from DER, 4027’ left of centerline, up to 100’ AGL/3919’ MSL.
  - Building 199’ from DER, 399’ left of centerline, 10’ AGL/2996’ MSL.
  - Tower 3802’ from DER, 148’ left of centerline, 115’ AGL/3069’ MSL.
  - Antenna 3832’ from DER, 135’ left of centerline, 3073’ MSL.
- **Rwy 8,**
  - Trees beginning 2.9 NM from DER, 2464’ left of centerline, up to 100’ AGL/3469’ MSL.
  - Bushes beginning 2.2 NM from DER, 4092’ left of centerline, up to 3’ AGL/3387’ MSL.
  - Trees beginning 2.2 NM from DER, 4027’ left of centerline, up to 100’ AGL/3919’ MSL.
  - Building 199’ from DER, 399’ left of centerline, 10’ AGL/2996’ MSL.
  - Tower 3802’ from DER, 148’ left of centerline, 115’ AGL/3069’ MSL.
  - Antenna 3832’ from DER, 135’ left of centerline, 3073’ MSL.
- **Rwy 35,**
  - Trees beginning 5.9 NM from DER, 724’ right of centerline, up to 100’ AGL/4779’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BELLINGHAM, WA
BELLINGHAM INTL (BLI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 04FEB16 (23082) (FAA)
DEPARTURE PROCEDURE:
Rwy 16, climb heading 164° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210K until established northbound.
Rwy 34, climb heading 344° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in HUH holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 16, tree and windsock beginning abeam DER, 258' right of centerline, up to 15' AGL/187' MSL.
Trees beginning 180' from DER, 534' right of centerline, up to 30' AGL/199' MSL.
Trees beginning 747' from DER, 404' right of centerline, up to 40' AGL/213' MSL.
Trees beginning 1128' from DER, 56' left of centerline, up to 75' AGL/249' MSL.
Rwy 34, windsock 92' from DER, 516' right of centerline, 19' AGL/169' MSL.
Trees beginning 1372' from DER, 698' right of centerline, up to 60' AGL/208' MSL.
Trees beginning 2682' from DER, 966' right of centerline, up to 100' AGL/246' MSL.
Trees beginning 3079' from DER, 619' right of centerline, up to 85' AGL/246' MSL.
DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 03MAR16 (16063) (FAA)
Rwy 16, heading as assigned by ATC; requires min. climb of 360' per NM to 2700.
Rwy 34, heading as assigned by ATC.

BEND, OR
BEND MUNI (BDN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 10AUG23 (23222) (FAA)
DEPARTURE PROCEDURE:
Use BEND DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 16, vehicles on road, light poles beginning 0' from DER, 17' left of centerline, up to 3466' MSL.
Light poles 9' from DER, 17' right of centerline, 1' AGL/3461' MSL.
Vehicles on road 17' from DER, 361' left of centerline, 3467' MSL.
Terrain 27' from DER, 197' right of centerline, 3463' MSL.
Terrain beginning 36' from DER, 484' right of centerline, up to 3469' MSL.
Tree 74' from DER, 456' left of centerline, 35' AGL/3487' MSL.
Trees beginning 196' from DER, 465' left of centerline, up to 45' AGL/3497' MSL.
Tree, catenary wires beginning 322' from DER, 328' left of centerline, up to 3503' MSL.
Fence 343' from DER, 586' right of centerline, 3' AGL/3471' MSL.
Trees beginning 1011' from DER, 5' right of centerline, up to 3500' MSL.
Trees beginning 1049' from DER, 773' right of centerline, up to 37' AGL/3503' MSL.
Poles, tree beginning 1214' from DER, 109' right of centerline, up to 38' AGL/3504' MSL.
Trees beginning 1733' from DER, 927' right of centerline, up to 54' AGL/3526' MSL.
Tree 2142' from DER, 876' right of centerline, 59' AGL/3528' MSL.
Tree 2688' from DER, 710' right of centerline, 3541' MSL.
Trees beginning 2765' from DER, 503' left of centerline, up to 3572' MSL.
Rwy 34, terrain, light poles beginning 0' from DER, 17' left of centerline, up to 3405' MSL.
Light poles 9' from DER, 17' right of centerline, 1' AGL/3404' MSL.
Terrain, vegetation beginning 41' from DER, 443' left of centerline, up to 3408' MSL.
Tree 52' from DER, 412' right of centerline, 3424' MSL.
Trees beginning 93' from DER, 252' right of centerline, up to 3427' MSL.
Tree 311' from DER, 531' left of centerline, 3434' MSL.
Trees, vehicles on road beginning 331' from DER, 298' left of centerline, up to 3435' MSL.
Trees beginning 733' from DER, 966' right of centerline, 37' AGL/3428' MSL.
Trees beginning 466' from DER, 236' right of centerline, up to 42' AGL/3429' MSL.
Trees beginning 694' from DER, 200' left of centerline, up to 100' AGL/3436' MSL.
Trees beginning 925' from DER, 175' left of centerline, up to 39' AGL/3442' MSL.

BIG PINEY, WY
MILEY MEML FL (BPI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15JUN23 (23166) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 26, NA-Environmental.
Rwy 31, std. w/min. climb of 214' per NM to 7700, or 4000-5 for VCOA.
DEPARTURE PROCEDURE:
Rwy 13, climb on a heading between 046° CW to 200° from DER.
Rwy 31, climb on a heading between 313° CW to 356° from DER.
VCOA:
Rwy 31, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Miley Meml Flld airport at or above 10800 before proceeding on course.

CON'T
**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)**

**BIG PINEY, WY (CON’T)**

**MILEY MEML FLD (BPI) (CON’T)**

**TAKEOFF OBSTACLE NOTES:**

- **Rwy 13**, building, lighting beginning 2’ from DER, 18’ left of centerline, up to 17’ AGL/6963’ MSL.
- Lighting 7’ from DER, 16’ right of centerline, 2’ AGL/6956’ MSL.
- Tower, building beginning 134’ from DER, 503’ left of centerline, up to 38’ AGL/6983’ MSL.
- Lighting 10’ from DER, 17’ left of centerline, 2’ AGL/6995’ MSL.
- Fence 93’ from DER, 449’ right of centerline, 10’ AGL/7003’ MSL.
- Fence 195’ from DER, 449’ right of centerline, 7005’ MSL.
- Terrain 24137’ from DER, 1254’ right of centerline, 7070’ MSL.

**BIG TIMBER, MT**

**BIG TIMBER AT HOWARD FLD (6S0)**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**ORIG 07DEC17 (22195) (FAA)**

**TAKEOFF MINIMUMS:**

- **Rwys 18, 36**, NA-Environmental.

**DEPARTURE PROCEDURE:**

- **Rwy 6**, climbing right turn heading 220° to intercept LVM VOR/DME R-070 to LVM VOR/DME before proceeding on course.
- **Rwy 24**, climbing left turn direct LVM VOR/DME, continue climb in LVM holding pattern (hold east, right turns, 250° inbound) to cross LVM VOR/DME at or above MEA/MCA for route of flight.

**TAKEOFF OBSTACLE NOTES:**

- **Rwy 6**, ground 7’ from DER, 34’ right of centerline, 4458 MSL.
- Lighting 9’ from DER, 28’ right of centerline, 1’ AGL/4458 MSL.
- Fence 29’ from DER, 447’ left of centerline, 7’ AGL/4461 MSL.
- **Rwy 24**, light 9’ from DER, 26’ left of centerline, 1’ AGL/4492’ MSL.
- Light 9’ from DER, 28’ right of centerline, 2’ AGL/4492’ MSL.
- Fence beginning 106’ from DER, beginning 432’ left of centerline, up to 7’ AGL/4500’ MSL.

**BILLINGS, MT**

**BILLINGS LOGAN INTL (BIL)**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**AMDT 7A 01FEB18 (18032) (FAA)**

**TAKEOFF MINIMUMS:**

- **Rwy 10R**, NA - environmental.

**DEPARTURE PROCEDURE:**

- **Rwy 10L**, climb heading 102° to 4600, then on assigned heading.

**TAKEOFF OBSTACLE NOTES:**

- **Rwy 7**, ground beginning 9’ from DER, 55’ right of centerline, up to 3498’ MSL.
- Fence 466’ from DER, 534’ right of centerline, 3511’ MSL.
- **Rwy 10L**, ground beginning 22’ from DER, 496’ right of centerline, up to 3505’ MSL.
- Vehicles on road beginning 622’ from DER, 426’ right of centerline, 15’ AGL/3524’ MSL.
- Fence 464’ from DER, 534’ right of centerline, 11’ AGL/3511’ MSL.
- **Rwy 25**, ground beginning 16’ from DER, 456’ left of centerline, up to 3642’ MSL.
- Ground beginning 52’ from DER, 366’ right of centerline, up to 3647’ MSL.
- Numerous poles, vertical structures, and fence beginning 189’ from centerline, 184’ left of centerline, up to 37’ AGL/3673’ MSL.
- Tree 4760’ from DER, 1545’ right of centerline, 30’ AGL/3769’ MSL.
- **Rwy 28L**, ground beginning 25’ from DER, 365’ left of centerline, up to 3660’ MSL.
- Building 1680’ from DER, 717’ left of centerline, 35’ AGL/3707’ MSL.
- Building 3523’ from DER, 708’ left of centerline, 3743’ MSL.
- Tree 3682’ from DER, 937’ left of centerline, 30’ AGL/3769’ MSL.

**DIVERSE VECTOR AREA (RADAR VECTORS)**

**AMDT 1 08NOV18 (18312) (FAA)**

- **Rwy 10L**, heading as assigned by ATC.

**BLACKFOOT, ID**

**MCCARLEY FLD (U02)**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**AMDT 1A 19JUL18 (21252) (FAA)**

**DEPARTURE PROCEDURE:**

- **Rwy 1**, climb to 7000 direct IDA VOR/DME, before proceeding on course.
- **Rwy 19**, climb to 7000 direct PIN VOR/DME, before proceeding on course.

**TAKEOFF OBSTACLE NOTES:**

- **Rwy 1**, tree 140’ from DER, 417’ left of centerline, 4549’ MSL.
- Tree 313’ from DER, 371’ left of centerline, 4554’ MSL.
- **Rwy 19**, traverse way 168’ from DER, 311’ left of centerline, 15’ AGL/4501’ MSL.
- Sign 3333’ from DER, 643’ right of centerline, 103’ AGL/4586’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BOISE, ID
BOISE AIR TRML/GOWEN FLD (BOI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 11FEB10 (21112) (FAA)
DEPARTURE PROCEDURE:
Use GOWEN DEPARTURE.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 2 25FEB21 (21056) (FAA)
Rwy 10L, heading as assigned by ATC; requires min. climb of 475' per NM to 6000.
Rwy 10R, heading as assigned by ATC; requires min. climb of 460' per NM to 6000.
Rwys 28L/R, heading as assigned by ATC; requires min. climb of 240' per NM to 6400.

BONNERS FERRY, ID
BORDER COUNTY (65S)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 11FEB10 (21112) (FAA)
DEPARTURE PROCEDURE:
Use GOWEN DEPARTURE.

BOZEMAN, MT
BOZEMAN YELLOWSTONE INTL (BZN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4B 24MAY18 (18144) (FAA)
TAKEOFF MINIMUMS:
Rwys 3, 11, 21, 29, NA - air traffic. 

DEPARTURE PROCEDURE:
Rwy 20, use BOZEMAN DEPARTURE.

TAKEOFF OBSTACLE NOTES:
Rwy 30, pole 641' from DER, 622' left of centerline, 35' AGL/4452' MSL.

BREMERTON, WA
BREMERTON NTL (PWT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 26MAR20 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, 300-1½ or std. w/min. climb of 407' per NM to 700.

DEPARTURE PROCEDURE:
Rwy 2, climbing right turn to 4000 on heading 220° and OLM VORTAC R-346 to CARRO INT/OLM 19.43 DME, thence ...
Rwy 20, climb on heading 197° to 4000 and OLM VORTAC R-346 to CARRO INT/OLM 19.43 DME, thence ...
... continue climb in hold (hold north, right turn, 166° inbound) to 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 2, poles beginning 3' from DER, 258' left of centerline, up to 2' AGL/442' MSL.
NAVAID 10' from DER, 64' right of centerline, 2' AGL/442' MSL.
Sign 38' from DER, 249' left of centerline, 3' AGL/444' MSL.
Vegetation 380' from DER, 521' left of centerline, 456' MSL.
Trees beginning 699' from DER, 709' right of centerline, up to 48' AGL/497' MSL.
Trees beginning 1125' from DER, 595' left of centerline, up to 78' AGL/518' MSL.
Trees beginning 1169' from DER, 695' right of centerline, up to 72' AGL/525' MSL.

NW-1, 11 JUL 2024 to 05 SEP 2024

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BREMERTON, WA (CON’T)

BREMERTON NTL (PWT) (CON’T)

Rwy 20 (CON’T), trees beginning 1754’ from DER, 700’ right of centerline, up to 51’ AGL/505’ MSL. Trees beginning 1904’ from DER, 767’ right of centerline, up to 56’ AGL/507’ MSL. Trees beginning 2070’ from DER, 750’ right of centerline, up to 66’ AGL/599’ MSL. Trees beginning 2159’ from DER, 750’ right of centerline, up to 60’ AGL/513’ MSL. Trees beginning 2274’ from DER, 69’ right of centerline, up to 108’ AGL/552’ MSL. Trees beginning 3135’ from DER, 70’ right of centerline, up to 114’ AGL/559’ MSL. Trees beginning 3266’ from DER, 2’ right of centerline, up to 120’ AGL/560’ MSL. Trees beginning 3411’ from DER, 30’ left of centerline, up to 95’ AGL/540’ MSL. Trees beginning 3431’ from DER, 22’ left of centerline, up to 112’ AGL/546’ MSL. Trees beginning 4030’ from DER, 578’ left of centerline, up to 127ft AGL/547’ MSL. Trees beginning 4435’ from DER, 843’ left of centerline, up to 122’ AGL/575’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 15SEP16 (16259) (FAA)

Rwy 2, heading as assigned by ATC; requires minimum climb of 410’ per NM to 1500.

Rwy 20, heading as assigned by ATC.

BROOKINGS, OR

BROOKINGS (BOK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, 700-3 or std w/min climb of 518’/NM to 2000, or 3400-3 for VCOA.

Rwy 30, 600-3 or std w/min climb of 427’/NM to 1100, or 3400-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 12, climb on heading 129° to intercept CEC VORTAC R-343 to CEC VORTAC.

Rwy 30, climbing left turn to heading 175° to intercept CEC VORTAC R-326 to CEC VORTAC.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Brookings airport at or above 3700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 43’ from DER, 172’ right of centerline, up to 80’ AGL/477’ MSL. Tree 43’ from DER, 352’ left of centerline, 75’ AGL/479’ MSL. Trees beginning 78’ from DER, 62’ left of centerline, up to 123’ AGL/488’ MSL. Tree 629’ from DER, 599’ left of centerline, 120’ AGL/489’ MSL. Trees beginning 657’ from DER, 318’ left of centerline, up to 136’ AGL/513’ MSL. Trees beginning 1014’ from DER, 252’ left of centerline, up to 140’ AGL/520’ MSL. Trees beginning 1439’ from DER, 196’ right of centerline, up to 114’ AGL/487’ MSL. Tree 2683’ from DER, 1197’ left of centerline, 75’ AGL/577’ MSL. Tree 2715’ from DER, 1199’ left of centerline, 70’ AGL/578’ MSL. Tree 2944’ from DER, 1240’ left of centerline, 93’ AGL/604’ MSL. Tree 3297’ from DER, 1151’ left of centerline, 76’ AGL/614’ MSL. Tree 3341’ from DER, 1152’ left of centerline, 88’ AGL/627’ MSL. Trees beginning 3372’ from DER, 1196’ left of centerline, up to 107’ AGL/654’ MSL. Tree 2.1 NM from DER, 4031’ left of centerline, 350’ AGL/1069’ MSL. Tree 2.4 NM from DER, 3885’ left of centerline, 100’ AGL/916’ MSL. Tree 3372’ from DER, 1196’ left of centerline, 654’ MSL.

Rwy 30, tree 21’ from DER, 339’ left of centerline, 100’ AGL/543’ MSL. Trees, vegetation beginning 25’ from DER, 6’ right of centerline, up to 104’ AGL/552’ MSL. Tree 44’ from DER, 406’ left of centerline, 117’ AGL/567’ MSL. Trees beginning 44’ from DER, 19’ left of centerline, up to 122’ AGL/569’ MSL. Trees beginning 583’ from DER, 379’ right of centerline, up to 110’ AGL/579’ MSL. Trees beginning 726’ from DER, 388’ right of centerline, up to 121’ AGL/599’ MSL. Trees beginning 1057’ from DER, 46’ right of centerline, up to 124’ AGL/604’ MSL. Trees beginning 3658’ from DER, 31’ right of centerline, up to 97’ AGL/645’ MSL. Tree 3820’ from DER, 34’ left of centerline, 70’ AGL/587’ MSL. Tree 5398’ from DER, 1172’ right of centerline, 113’ AGL/649’ MSL.

Trees beginning 5400’ from DER, 96’ right of centerline, up to 91’ AGL/664’ MSL. Trees beginning 5530’ from DER, 123’ right of centerline, up to 51’ AGL/682’ MSL. Trees beginning 5583’ from DER, 5’ left of centerline, up to 105’ AGL/638’ MSL. Trees beginning 5588’ from DER, 682’ right of centerline, up to 98’ AGL/708’ MSL. Trees beginning 5599’ from DER, 72’ right of centerline, up to 98’ AGL/722’ MSL. Trees beginning 5738’ from DER, 56’ right of centerline, up to 112’ AGL/766’ MSL. Trees beginning 5877’ from DER, 12’ left of centerline, up to 98’ AGL/658’ MSL. Trees beginning 5905’ from DER, 192’ right of centerline, up to 121’ AGL/777’ MSL. Trees beginning 1 NM from DER, 69’ right of centerline, up to 8’ AGL/790’ MSL. Trees beginning 1.1 NM from DER, 132’ left of centerline, up to 123’ AGL/673’ MSL. Trees beginning 1.2 NM from DER, 791’ right of centerline, up to 119’ AGL/801’ MSL. Trees beginning 1.3 NM from DER, 1387’ right of centerline, up to 125’ AGL/838’ MSL. Trees building beginning 1.8 NM from DER, 1397’ right of centerline, up to 123’ AGL/1018’ MSL. Tree 2.2 NM from DER, 1786’ left of centerline, 350’ AGL/829’ MSL.

CON’T

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
BURLEY, ID

BURLEY MUNI (BYI)

TAKEN MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 30MAY13 (13150) (FAA)

TAKEN MINIMUMS:

Rwy 2, 200-1½ or std. w/min. climb of 210’ per NM to 4400. Alternatively with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1300’ prior to DER.

Rwy 24, 300-1½ or std. w/min. climb of 438’ per NM to 4500.

DEPARTURE PROCEDURE:

Rwy 2, climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold NW, right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.

Rwys 20, 24, climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold NW, right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 2, tower 1.02 NM from DER, 862’ right of centerline, 155’ AGL/4304’ MSL.

Obstruction light on bridge 252’ from DER, 513’ left of centerline, 57’ AGL/4195’ MSL.

Trees beginning 866’ from DER, 201’ right of centerline, up to 35’ AGL/4184’ MSL.

Tree 694’ from DER, 375’ left of centerline, 29’ AGL/4178’ MSL.

Obstruction light on building 736’ from DER, 188’ left of centerline, 11’ AGL/4161’ MSL.

Tower 803’ from DER, 590’ left of centerline, 55’ AGL/4204’ MSL.

Vehicles on road beginning 857’ from DER, 1’ right of centerline, up to 17’ AGL/4169’ MSL.

Poles beginning 1226’ from DER, 549’ left of centerline up to 72’ AGL/4222’ MSL.

Building vent 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.

Rwy 2, trees beginning 46’ from DER, 172’ right of centerline, up to 14’ AGL/4163’ MSL.

Rising terrain beginning 49’ from DER, 326’ right of centerline, up to 4149’ MSL.

Bush 150’ from DER, 103’ right of centerline, 5’ AGL/4147’ MSL.

Antenna 586’ from DER, 398’ left of centerline, 15’ AGL/4165’ MSL.

Obstruction light on bridge 1061’ from DER, 80’ right of centerline, 39’ AGL/4179’ MSL.

Rwy 20, obstruction light pole 42’ from DER, 124’ left of centerline, 16’ AGL/4170’ MSL.

Railroad beginning 65’ from DER, 4’ left of centerline up to 23’ AGL/4177’ MSL.

Sign 181’ from DER, 121’ right of centerline, 18’ AGL/4172’ MSL.

Vehicles on road 162’ from DER, 2’ left of centerline, 17’ AGL/4169’ MSL.

Vehicles on road beginning 335’ from DER, 348’ right of centerline, up to 17’ AGL/4171’ MSL.

Pole 446’ from DER, 210’ right of centerline, 26’ AGL/4180’ MSL.

Antenna 523’ from DER, 337’ right of centerline, 63’ AGL/4217’ MSL.

Tree 586’ from DER, 213’ right of centerline, 28’ AGL/4182’ MSL.

Trees beginning 2014’ from DER, 339’ left of centerline, up to 96’ AGL/4251’ MSL.

Rwy 24, vehicles on road beginning 25’ from DER, 9’ left of centerline, up to 15’ AGL/4169’ MSL.

Fence 53’ from DER, 8’ left of centerline, 4’ AGL/4154’ MSL.

Rising terrain beginning 69’ from DER, 201’ right of centerline, up to 4154’ MSL.

Railroad 152’ from DER, 6’ left of centerline, 23’ AGL/4176’ MSL.

Trees beginning 427’ from DER, 101’ right of centerline, up to 69’ AGL/4223’ MSL.

Vehicles on road beginning 509’ from DER, 586’ right of centerline, up to 15’ AGL/4169’ MSL.

Railroad beginning 588’ from DER, 288’ right of centerline, up to 23’ AGL/4177’ MSL.

Pole 735’ from DER, 185’ left of centerline, 18’ AGL/4172’ MSL.

Light standard 824’ from DER, 58’ right of centerline, 23’ AGL/4177’ MSL.

Antenna 1630’ from DER, 112’ left of centerline, 58’ AGL/4212’ MSL.

Tower 2766’ from DER, 175’ left of centerline, 123’ AGL/4282’ MSL.

Tower 3570’ from DER, 158’ right of centerline, 157’ AGL/4312’ MSL.

Obstruction light on elevators beginning 3115’ from DER, 164’ left of centerline, up to 184’ AGL/4344’ MSL.

Building 5.12 NM from DER, 149’ left of centerline, 158’ AGL/4323’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BURLINGTON/MOUNT VERNON, WA
SKAGIT RGNL (BVS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 04FEB16 (16035) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 11, climbing right turn heading 245° to intercept CVV VOR/DME R-022 thence ...
Rwy 22, climbing heading 220° to 1500, then intercept CVV R-014, thence ...
Rwy 29, climbing heading 290° to 1000, then climbing left turn on heading 165° to intercept CVV R-015, thence ...
to CVV VOR/DME, climb in holding pattern (hold south, left turns, 346° inbound) to cross CVV VOR/DME at or above MEA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 11, fence 20’ from DER, 390’ left of centerline, 4’ AGL/105’ MSL.
Bush beginning 169’ from DER, 287’ right of centerline, 30’ AGL/120’ MSL.
Tree 509’ from DER, 525’ right of centerline, 30’ AGL/133’ MSL.
Tree 774’ from DER, 507’ left of centerline, 70’ AGL/141’ MSL.

BURLINGTON/MOUNT VERNON, WA
SKAGIT RGNL (BVS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 04FEB16 (16035) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 11, climbing right turn heading 245° to intercept CVV VOR/DME R-022 thence ...
Rwy 22, climbing heading 220° to 1500, then intercept CVV R-014, thence ...
Rwy 29, climbing heading 290° to 1000, then climbing left turn on heading 165° to intercept CVV R-015, thence ...
to CVV VOR/DME, climb in holding pattern (hold south, left turns, 346° inbound) to cross CVV VOR/DME at or above MEA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 11, fence 20’ from DER, 390’ left of centerline, 4’ AGL/105’ MSL.
Bush beginning 169’ from DER, 287’ right of centerline, 30’ AGL/120’ MSL.
Tree 509’ from DER, 525’ right of centerline, 30’ AGL/133’ MSL.
Tree 774’ from DER, 507’ left of centerline, 70’ AGL/141’ MSL.

BURNS, OR
BURNS MUNI (BNO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05AUG04 (04218) (FAA)
DEPARTURE PROCEDURE:
Rwy 3, climbing right turn, thence...
Rwy 12, climb to 4600 via heading 117°, thence...
Rwys 21, 30, climbing left turn, thence...
...All aircraft departing on ILR R-072 CW R-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000.
TAKEOFF OBSTACLE NOTES:
Rwy 21, pole 820’ from DER, 431’ right of centerline, 146’ MSL.
Rwys 40’ from DER, 485’ right of centerline, 140’ AGL/182’ MSL.
Trees 64’ from DER, 470’ left of centerline, 50’ AGL/189’ MSL.
Rwys 485’ from DER, 575’ right of centerline, up to 100’ AGL/240’ MSL.
Trees 1732’ from DER, 952’ left of centerline, up to 130’ AGL/247’ MSL.
Trees 4325’ from DER, 68’ right of centerline, 140’ AGL/272’ MSL.

BUTTE, MT
BERT MOONEY (BTM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 07DEC17 (17341) (FAA)
TAKEOFF MINIMUMS:
Rwy 12, N/A - obstacles.
Rwy 15, std. w/min. climb of 570’ per NM to 7800 or 3500-3 for VCOA.
Rwy 30, std. w/min. climb of 830’ per NM to 6700 or 3500-3 for VCOA.
Rwy 33, std. w/min. climb of 385’ per NM to 7000 or 3500-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 15, climbing right turn direct CPN VOR/DME, thence ...
Rwy 30, climbing heading 315° to intercept CPN VOR/DME R-082 to CPN VOR/DME, thence ...
...continue Climb in CPN VOR/DME holding pattern (hold N, left turn, 166° inbound) to cross CPN VOR/DME at or above 5000.
VCOA:
Rwys 15, 30, 33, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross MARRG westbound at or above 8900 then via CPN VOR/DME R-097 to CPN VOR/DME, continue climb in CPN VOR/DME holding pattern (hold N, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA/MCA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 15, nwy lights 9’ from DER, 55’ left and right of centerline, 1’ AGL/5551’ MSL.
Rwy 30, terrain 35’ from DER, 483’ left of centerline, 5524’ MSL.
REILs 43’ from DER, left and right of centerline, 5’ AGL/5524’ MSL.
Tree 370’ from DER, 587’ right of centerline, 5590’ MSL.
Poles beginning 509’ from DER, 140’ left of centerline, up to 16’ AGL/5536’ MSL.
Tree 733’ from DER, 590’ right of centerline, 5591’ MSL.
Pole 1012’ from DER, 132’ left of centerline, 33’ AGL/5550’ MSL.
BUTTE, MT (CON’T)

BERT MOONEY (BTM) (CON’T)

Rwy 30 (CON’T), communications tower 3928’ from DER, 164’ right of centerline, 106’ AGL/5619’ MSL.

Trees on rising terrain beginning 1 NM from DER, 1474’ left of centerline, up to 5770’ MSL.

Trees on rising terrain beginning 1.1 NM from DER, 997’ left of centerline, up to 5946’ MSL.

Building, terrain and trees beginning 1.2 NM from DER, 1007’ left of centerline, up to 6175’ MSL.

Trees on rising terrain beginning 1.3 NM from DER, 885’ left of centerline, up to 6241’ MSL.

Pole, terrain and trees beginning 1.4 NM from DER, 923’ left of centerline, up to 6251’ MSL.

Rwy 33, runway lights 5’ from DER, 14’ left and right of centerline, 2’ AGL/5508’ MSL.

Caldwell, ID

Caldwell Exec (EUL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 01SEP05 (22363) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, std. w/min. climb of 300’ per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 12, climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: cross Caldwell Exec airport at or above 4800 before proceeding on course.

Rwy 30, climb via heading 299° to 4400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, levee 198’ from DER, 281’ left of centerline, 0’ AGL/2451’ MSL.

Multiple trees 1462’ from DER, 877’ right of centerline, up to 100’ AGL/2505’ MSL.

Rwy 30, multiple poles 206’ from DER, 389’ right of centerline, up to 39’ AGL/2457’ MSL.

Rod 353’ from DER, 246’ right of centerline, 21’ AGL/2439’ MSL.

Casper, WY

Casper/Natrona County Intl (CPR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 20SEP12 (12264) (FAA)

DEPARTURE PROCEDURE:

Rwy 3, climbing left turn on DDY R-202, to DDY VOR/DME before proceeding on course.

Rwy 8, climbing left turn on DDY R-190, to DDY VOR/DME before proceeding on course.

Rwy 21, climbing right turn on DDY R-215, to DDY VOR/DME before proceeding on course.

Rwy 26, climbing right turn on DDY R-223, to DDY VOR/DME before proceeding on course.

Chehalis, WA

Chehalis-Centralia (CLS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26JUL12 (12208) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, std. w/min. climb of 400-2¾ or std. w/min. climb of 240’ per NM to 700.

Rwy 34, std. w/min. climb of 210’ per NM to 500.

DEPARTURE PROCEDURE:

Rwy 16, climbing heading 162° to 1000, then climbing left turn to 4000 heading 001° and OLM R-151 to OLM VORTAC then proceed on course.

Rwy 34, climbing to 4000 on OLM R-176 to OLM VORTAC then proceed on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, multiple buildings beginning 1560’ from DER, left and right of centerline, up to 500’ AGL/220’ MSL.

Pole 136’ from DER, 435’ left of centerline, 30’ AGL/233’ MSL.

Rwy 34, trees beginning 1679’ from DER, left and right of centerline, up to 100’ AGL/317’ MSL.

Building 7169’ from DER, 1968’ left of centerline, 30’ AGL/357’ MSL.

Cheyenne, WY

Cheyenne Rgnl/Jerry Olson Fld (CYS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 20SEP12 (21112) (FAA)

DEPARTURE PROCEDURE:

Rwy 31, climbing heading 306° to 6700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 13, fence beginning 30’ from DER, 246’ right of centerline, up to 9’ AGL/6126’ MSL.

Trees beginning 48’ from DER, left and right of centerline, up to 68’ AGL/6177’ MSL.

Multiple poles beginning 165’ from DER, left and right of centerline, up to 27’ AGL/6136’ MSL.

Light on localizer antenna, 408’ from DER, 48’ left of centerline, 38’ AGL/6156’ MSL.

Vehicles on road beginning 422’ from DER, 247’ left of centerline, up to 15’ AGL/6162’ MSL.

Trees beginning 514’ from DER, left and right of centerline, up to 65’ AGL/6224’ MSL.

Multiple poles beginning 741’ from DER, left and right of centerline, up to 60’ AGL/6203’ MSL.

CON’T
CHEYENNE, WY (CON’T)
CHEYENNE RGNL/JERRY OLSON FLD (CYS) (CON’T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NW-1, 11 JUL 2024 to 05 SEP 2024

Rwy 31, trees beginning 140’ from DER, left and right of centerline, up to 57’ AGL/6226’ MSL.
Vehicles on road beginning 193’ from DER, 248’ left of centerline, up to 15’ AGL/6179’ MSL.
Fence beginning 196’ from DER, 1’ left of centerline, 9’ AGL/6175’ MSL.
Sign 370’ from DER, 59’ left of centerline, 9’ AGL/6171’ MSL.
Multiple poles beginning 383’ from DER, left and right of centerline, up to 35’ AGL/6229’ MSL.
Sign 3248’ from DER, 600’ left of centerline, 56’ AGL/6244’ MSL.

CHATEAU, MT
CHATEAU (CII)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05DEC19 (19339) (FAA)

TAKEOFF MINIMUMS:
Rwy 15, std. w/min. climb of 230’ per NM to 10700 or 3000-3 for VCOA.
Rwy 23, std. w/min. climb of 310’ per NM to 10400 or 3000-3 for VCOA.
Rwy 33, std. w/min. climb of 260’ per NM to 10300 or 3000-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 5, climb on heading 085° to 5700 before turning west.
Rwy 15, climb on heading 148° to 5200 before turning right.
Rwy 33, climb on heading 328° to 5800 before turning left.
VCOA:
Rwys 15, 23, 33, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Choteau Airport at or above 6800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 5, fence beginning 19’ from DER, 226’ right of centerline, up to 10’ AGL/3948’ MSL.
Fence 35’ from DER, 212’ left of centerline, 12’ AGL/3947’ MSL.
Pole 909’ from DER, 537’ left of centerline, 35’ AGL/3967’ MSL.

Rwy 15, fence beginning 118’ from DER, 494’ left of centerline, up to 5’ AGL/3947’ MSL.
Antenna 1208’ from DER, 712’ right of centerline, 26’ AGL/3981’ MSL.
Tree 1468’ from DER, 688’ right of centerline, 4008’ MSL.
Tree 1589’ from DER, 718’ right of centerline, 4011’ MSL.
Tree 1997’ from DER, 461’ right of centerline, 4016’ MSL.
Tree 2417’ from DER, 400’ left of centerline, 4004’ MSL.

Rwy 23, fence, terrain beginning 71’ from DER, 218’ right of centerline, up to 7’ AGL/3952’ MSL.
Pole 359’ from DER, 588’ right of centerline, 34’ AGL/3964’ MSL.

Rwy 33, fence 11’ from DER, 394’ right of centerline, 5’ AGL/3942’ MSL.
Wind indicator 99’ from DER, 199’ left of centerline, 13’ AGL/3952’ MSL.

CHRISTMAS VALLEY, OR
CHRISTMAS VALLEY (62S)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20APR23 (23110) (FAA)

DEPARTURE PROCEDURE:
Rwy 7, climb on heading 076° to 5600 before proceeding on course.
Rwy 25, climb on heading 256° to 5500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 7, vehicles on road beginning 4’ from DER, 250’ right of centerline, up to 4330’ MSL.
Vehicles on road, bldg beginning 5’ from DER, 258’ right of centerline, up to 15’ AGL/4335’ MSL.
Bldg 146’ from DER, 351’ left of centerline, 15’ AGL/4335’ MSL.

Rwy 25, vehicles on road beginning 28’ from DER, 231’ left of centerline, up to 4328’ MSL.
Trees, power line, buildings, vehicle on roads beginning 76’ from DER, 389’ right of centerline, up to 50’ AGL/4370’ MSL.
Vehicles on road 247’ from DER, 237’ left of centerline, 15’ AGL/4335’ MSL.
Power lines beginning 372’ from DER, 439’ right of centerline, up to 70’ AGL/4390’ MSL.
Trees, bldg beginning 1044’ from DER, 136’ left of centerline, up to 50’ AGL/4370’ MSL.
Power line, tree beginning 1713’ from DER, 592’ right of centerline, up to 74’ AGL/4392’ MSL.
Trees, bldg beginning 1875’ from DER, 573’ left of centerline, up to 50’ AGL/4399’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CIRCLE, MT
CIRCLE TOWN COUNTY (4U6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 13JUL23 (23194) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 21, NA-Environmental.
Rwy 12, std w/min climb of 221' per NM to 2900, or 1000-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 12, for climb in visual conditions cross Circle Town County airport at or above 3400 MSL before proceeding on course.
When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
Rwy 12, fence 8332' from DER, 1042' left of centerline, 3' AGL/2672' MSL.
Fence 122' from DER, 210' right of centerline, 3' AGL/2445' MSL.
Ground 1797' from DER, 202' left of centerline, 15' AGL/2441' MSL.
Railroad 403' from DER, 121' right of centerline, 23' AGL/2446' MSL.
Pole 851' from DER, 455' right of centerline, 24' AGL/2450' MSL.

CODY, WY
YELLOWSTONE RGNL (COD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 26MAR20 (20086) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, std. w/min. climb of 400' per NM to 8000' or 4400-3 for VCOA.
Rwy 22, std. w/min. climb of 420' per NM to 7400' or 4400-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 4, climb on heading 041° to 5900, then climbing left turn to intercept COD R-171 to COD VOR/DME.
Rwy 22, climb on heading 221° to 6000, then climbing left turn to intercept COD R-180 to COD VOR/DME.
VCOA:
Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Yellowstone RGNL at or above 9400, then on COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 4, vehicle on road, pole and tree beginning at DER, 30' right of centerline, up to 5089' MSL.
Terrain 246' from DER, 531' right of centerline, 5090' MSL.
Trees beginning 696' from DER, 608' right of centerline, up to 5132' MSL.
Trees and terrain beginning 949' from DER, 261' right of centerline, up to 5138' MSL.
Terrain beginning 1747' from DER, 407' right of centerline, up to 5146' MSL.
Rwy 22, electrical system and pole beginning 9' from DER, 60' left of centerline, up to 17' AGL/5104' MSL.
Electrical system and pole beginning 9' from DER, 29' right of centerline, up to 17' AGL/5104' MSL.
Vehicle on road 189' from DER, 540' right of centerline, 5108' MSL.
Terrain beginning 251' from DER, 480' right of centerline, 5111' MSL.
Vehicle on road 330' from DER, 410' right of centerline, 5114' MSL.
Vehicle on road 419' from DER, 343' right of centerline, 5117' MSL.
Pole and building beginning 431' from DER, 504' right of centerline, up to 32' AGL/5119' MSL.
Terrain 4775' from DER, 1212' left of centerline, 5227' MSL.
Terrain beginning 4889' from DER, 1085' left of centerline, up to 5247' MSL.
Terrain beginning 5250' from DER, 1036' left of centerline, up to 5291' MSL.
Terrain 5440' from DER, 1763' left of centerline, 5304' MSL.
Terrain beginning 5562' from DER, 704' left of centerline, up to 5311' MSL.
Terrain beginning 5777' from DER, 1358' left of centerline, up to 5316' MSL.
Terrain beginning 5870' from DER, 692' left of centerline, up to 5339' MSL.
Terrain 5910' from DER, 107' left of centerline, 5266' MSL.
Terrain beginning 5923' from DER, 83' left of centerline, up to 5351' MSL.
Transmission line, pole and terrain beginning 6056' from DER, 175' right of centerline, up to 45' AGL/5276' MSL.
Terrain beginning 1 NM from DER, 7' left of centerline, up to 5371' MSL.
Transmission line and building beginning 1 NM from DER, 1428' right of centerline, up to 5286' MSL.
Transmission line and poles beginning 1 NM from DER, 1170' right of centerline, up to 46' AGL/5313' MSL.
Transmission line and pole beginning 1 NM from DER, 1017' right of centerline, up to 56' AGL/5322' MSL.
Pole and terrain beginning 1 NM from DER, 666' right of centerline, up to 5396' MSL.
Transmission line, pole and terrain beginning 1 NM from DER, 666' right of centerline, up to 5396' MSL.
Pole and terrain beginning 1 NM from DER, 666' right of centerline, up to 5396' MSL.
Pole and terrain beginning 1 NM from DER, 666' right of centerline, up to 5396' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

COEUR D’ALENE, ID
COEUR D’ALENE/PAPPY BOYINGTON FLD (COE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 9  11FEB10  (21336)  (FAA)
DEPARTURE PROCEDURE:
Use COEUR D’ALENE DEPARTURE.

COLSTRIPT, MT
COLSTRIPT (M46)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  05JUN08  (08157)  (FAA)
TAKEOFF MINIMUMS:
Rwy 6 use CISPU (RNAV) DEPARTURE.
Rwy 24, use CONUK (RNAV) DEPARTURE.

CONRAD, MT
CONRAD (S01)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  28FEB19  (19059)  (FAA)
TAKEOFF MINIMUMS:
Rwy 15, 33, NA-Environmental.
Rwy 24, std. w/min. climb of 256' per NM to 4400, or 1100-3 for VCOA.
VCOA:
Rwy 24, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Conrad Airport at or above 4500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, lighting 8' from DER, 17' right of centerline, 2' AGL/3530' MSL.
Lighting 38' from DER, 111' left of centerline, 3' AGL/3530' MSL.
Building 59' from DER, 472' left of centerline, 24' AGL/3550' MSL.
Tower 307' from DER, 512' left of centerline, 40' AGL/3585' MSL.
Tree 378' from DER, 432' left of centerline, 3594' MSL.
Trees beginning 1166' from DER, 48' left of centerline, up to 3604' MSL.
Tree 2481' from DER, 176' right of centerline, 3593' MSL.
Tree 2575' from DER, 164' right of centerline, 3594' MSL.

CORVALLIS, OR
CORVALLIS MUNI (CVO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7  02DEC21  (21336)  (FAA)
TAKEOFF MINIMUMS:
Rwy 10, std. w/min. climb gradient of 263' per NM to 2900 or 3400-3 for VCOA.
Rwy 17, std. w/min. climb gradient of 265' per NM to 2900 or 3400-3 for VCOA.
Rwy 28, std. w/min. climb gradient of 329' per NM to 3000 or 3400-3 for VCOA.
Rwy 35, std. w/min. climb gradient of 344' per NM to 3000 or 3400-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 10, climb heading 097° to 1200, then climbing left turn direct CVO VOR/DME, thence...
Rwy 17, climb heading 172° to 1300, then climbing left turn direct CVO VOR/DME, thence...
Rwy 28, climb heading 277° to 1600, then climbing right turn direct CVO VOR/DME, thence...
Rwy 35, climb heading 352° to 1600, then climbing right turn direct CVO VOR/DME, thence...
...climb in CVO VOR/DME holding pattern (hold east, right turns, 261° inbound) to cross CVO VOR/DME at or above 3500.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross CVO VOR/ DME at or above 3500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 10, terrain 10' from DER, 151' left of centerline, 247' MSL.
Tree, vehicle on road beginning 294' from DER, 111' left of centerline, up to 286' MSL.
Vehicle on road 426' from DER, 9' right of centerline, 268' MSL.
Vehicle on road beginning 457' from DER, 114' right of centerline, up to 269' MSL.
Trees beginning 542' from DER, 309' left of centerline, up to 308' MSL.
Vegetation 558' from DER, 380' right of centerline, 275' MSL.
Tree 1781' from DER, 691' left of centerline, 309' MSL.
Tree 1952' from DER, 774' left of centerline, 328' MSL.
Trees beginning 2125' from DER, 121' left of centerline, up to 341' MSL.
Tree 2927' from DER, 20' right of centerline, 325' MSL.
Tree 3187' from DER, 947' left of centerline, 383' MSL.
Tree 3471' from DER, 143' right of centerline, 335' MSL.
Tree 4376' from DER, 1132' right of centerline, 380' MSL.
CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CORVALLIS, OR (CON’T)

CORVALLIS MUNI (CVO) (CON’T)

Rwy 17, tree 41’ from DER, 77’ left of centerline, 250’ MSL.
Rwy 28, tree 42’ from DER, 188’ left of centerline, 247’ MSL.
Antenna 901’ from DER, 352’ left of centerline, 26’ AGL/269’ MSL.
Tower 906’ from DER, 326’ left of centerline, 32’ AGL/275’ MSL.
Tree 1608’ from DER, 850’ right of centerline, 289’ MSL.

Rwy 35, trees beginning 2’ from DER, 271’ left of centerline, up to 247’ MSL.
Trees beginning 473’ from DER, 549’ left of centerline, up to 278’ MSL.
Tree 507’ from DER, 558’ right of centerline, 261’ MSL.
Tree 1506’ from DER, 660’ left of centerline, 283’ MSL.
Trees beginning 2.3 NM from DER, 1696’ left of centerline, up to 615’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 10NOV16 (16315) (FAA)

Rwy 17, heading as assigned by ATC.
Rwy 35, heading as assigned by ATC; requires min. climb of 210’ per NM to 800.

COWLEY/LOVELL/BYRON, WY

NORTH BIG HORN COUNTY (U68)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 21MAR24 (24109) (FAA)

TAKEOFF MINIMUMS:

Rwys 16, 34, NA-Environmental.
Rwy 9, std w/min climb of 445’/NM to 10200, or 3900-3 for VCOA.
Rwy 27, std w/min climb of 480’/NM to 10100, or 3900-3 for VCOA.
VCOA:

Rwys 9, 27, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross North Big Horn County airport at or above 7800 before proceeding on course

TAKEOFF OBSTACLE NOTES:

Rwy 9, electrical system 8’ from DER, 17’ right of centerline, up to 4095’ MSL.
Fence 13’ from DER, 419’ right of centerline, 4’ AGL/4096’ MSL.
Vehicles on road 111’ from DER, 451’ left of centerline, up to 4098’ MSL.
Rwy 27, NAVPAID 39’ from DER, 77’ left of centerline, 4’ AGL/4085’ MSL.
NAVPAID 40’ from DER, 76’ right of centerline, 4’ AGL/4085’ MSL.
Terrain 13’ from DER, 512’ right of centerline, 4087’ MSL.

Fence, terrain beginning 181’ from DER, 367’ left of centerline, up to 11’ AGL/4090’ MSL.
Terrain 186’ from DER, 424’ right of centerline, 4088’ MSL.
Fence 298’ from DER, 323’ right of centerline, up to 4091’ MSL.
Fence 300’ from DER, 311’ left of centerline, up to 9’ AGL/4092’ MSL.
Vehicles on road 550’ from DER, crossing extended runway centerline, up to 4108’ MSL.
Transmission line 1557’ from DER, 793’ right of centerline, up to 29’ AGL/4128’ MSL.

CRESWELL, OR

HOBBY FLD (77S)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08NOV18 (21280) (FAA)

DEPARTURE PROCEDURE:
Use HOBBY DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 34, vegetation 79’ from DER, 268’ right of centerline, 548’ MSL.
Fence 197’ from DER, 278’ right of centerline, 8’ AGL/550’ MSL.
Tree 269’ from DER, 287’ right of centerline, 562’ MSL.
Traverse way beginning 438’ from DER, 593’ left of centerline, up to 557’ MSL.
Tree, transmission line beginning 879’ from DER, 434’ left of centerline, up to 573’ MSL.
Pole 1081’ from DER, 374’ right of centerline, up to 586’ MSL.
Pole 1122’ from DER, 172’ left of centerline, 36’ AGL/580’ MSL.
Pole, traverse way beginning 1134’ from DER, 334’ left of centerline, up to 61’ AGL/605’ MSL.
Pole, tree beginning 1214’ from DER, 322’ left of centerline, up to 616’ MSL.
Trees beginning 2367’ from DER, 960’ right of centerline, up to 629’ MSL.
Trees beginning 2448’ from DER, 473’ left of centerline, up to 643’ MSL.
Tree 3232’ from DER, 1009’ left of centerline, 657’ MSL.
Trees beginning 1.7 NM from DER, 2451’ right of centerline, up to 1000’ MSL.
Trees beginning 1.8 NM from DER, 2877’ right of centerline, up to 1040’ MSL.
Trees beginning 1.9 NM from DER, 1338’ right of centerline, up to 98’ AGL/1047’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CUT BANK, MT
CUT BANK INTL (CTB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 13NOV14 (14317) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, runway light 11’ from DER, 17’ left of centerline, 1’ AGL/3842’ MSL.
Rwy 14, runway light 9’ from DER, 48’ left of centerline, 2’ AGL/3843’ MSL.
REIL 12’ from DER, 114’ right of centerline, 3’ AGL/3844’ MSL.
Rwy 23, fence 4’ from DER, 239’ right of centerline, 6’ AGL/3857’ MSL.
Runway lights beginning 8’ from DER, left and right of centerline, up to 1’ AGL/3855’ MSL.
Fence 122’ from DER, 240’ right of centerline, 5’ AGL/3857’ MSL.

DEER LODGE, MT
DEER LODGE-CITY-COUNTY (38S)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10JAN13 (13010) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, std. w/min. climb of 275’ per NM to 5700 or 2300-3 for climb in visual conditions.
Rwy 31, std. w/min. climb of 370’ per NM to 7000 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwys 13, 31, climbing right turn heading 218° to 9700 to intercept CPN VOR/DME R-339 to CPN VOR/DME and hold, continue climb-in-hold (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA of intended route before proceeding on course, or for climb in visual conditions cross Deer Lodge-City-County airport at or above 6800 then proceed on CPN R-339 to CPN VOR/DME, continue climb-in-hold (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA of intended route before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:
Rwy 13, road beginning 3’ from DER, 321’ right of centerline, 4658’ MSL.
Light support structure 9’ from DER, 28’ left of centerline, 3’ AGL/4630’ MSL.
Terrain 27’ from DER, 160’ right of centerline, 4631’ MSL.
Fence 128’ from DER, 498’ right of centerline, 10’ AGL/4650’ MSL.
Rwy 31, road beginning at DER, 270’ left of centerline, 4757’ MSL.
Light support structure 10’ from DER, 27’ left of centerline, 3’ AGL/4695’ MSL.
Terrain beginning 155’ from DER, 93’ left of centerline, 4743’ MSL.
Terrain beginning 536’ from DER, 438’ right of centerline, 4715’ MSL.
Road beginning 1429’ from DER, extending 869’ left of centerline to 278’ right of centerline, 4769’ MSL.
Vertical structures 1677’ from DER, 523’ left of centerline, 5’ AGL/4754’ MSL.
Tree 2269’ from DER, 412’ left of centerline, 225’ AGL/4784’ MSL.
Terrain beginning 5102’ from DER, 1861’ left of centerline, 100’ AGL/2315’ MSL.
Tree 5606’ from DER, 1931’ left of centerline, 100’ AGL/2325’ MSL.

DEER PARK, WA
DEER PARK (DEW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 15JUN23 (23166) (FAA)
TAKEOFF MINIMUMS:
Rwy 34, 300-1½ or std. w/min. climb of 455’ per NM to 2500.

DEPARTURE PROCEDURE:
Rwy 5, climbing right turn heading 165° and GEG VORTAC R-013 to GEG VORTAC.
Rwy 16, climbing left turn heading 155° and GEG VORTAC R-013 to GEG VORTAC.
Rwy 23, climbing right turn heading 165° and GEG VORTAC R-013 to GEG VORTAC.

TAKEOFF OBSTACLE NOTES:
Rwy 5, tree 1672’ from DER, 493’ right of centerline, 2269’ MSL.
Trees, beginning 1808’ from DER, 413’ left of centerline, up to 2262’ MSL.
Trees, beginning 1865’ from DER, 373’ right of centerline, up to 2278’ MSL.
Tree 3433’ from DER, 386’ right of centerline, 2287’ MSL.
Tree 3816’ from DER, 701’ right of centerline, 2300’ MSL.
Tree 4038’ from DER, 615’ right of centerline, 2304’ MSL.
Tree 4216’ from DER, 495’ right of centerline, 2306’ MSL.
Trees, beginning 4273’ from DER, 484’ left of centerline, up to 100’ AGL/2312’ MSL.
Tree 5102’ from DER, 1861’ left of centerline, 100’ AGL/2315’ MSL.
Tree 5606’ from DER, 1931’ left of centerline, 100’ AGL/2325’ MSL.
Rwy 16, lighting 18’ from DER, 112’ right of centerline, 2’ AGL/2187’ MSL.
Tree 344’ from DER, 574’ left of centerline, 60’ AGL/2234’ MSL.
Trees, beginning 4688’ from DER, 582’ left of centerline, up to 102’ AGL/2274’ MSL.
Tree 2322’ from DER, 775’ right of centerline, 79’ AGL/2248’ MSL.
Trees, beginning 2460’ from DER, 621’ right of centerline, up to 95’ AGL/2263’ MSL.
Trees, beginning 2609’ from DER, 647’ right of centerline, up to 111’ AGL/2275’ MSL.
Tree 2979’ from DER, 632’ right of centerline, 114’ AGL/2276’ MSL.

CONT
DEER PARK, WA (CON’T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DEER PARK (DEW) (CON’T)

Rwy 23, AG equip 104’ from DER, 113’ right of centerline, 3’ AGL/2192’ MSL.
Building 920’ from DER, 739’ right of centerline, 19’ AGL/2213’ MSL.
Building 1096’ from DER, 637’ right of centerline, 24’ AGL/2217’ MSL.
Tree 1296’ from DER, 566’ right of centerline, 51’ AGL/2244’ MSL.
Trees, beginning 1460’ from DER, 211’ right of centerline, up to 2270’ MSL.

Rwy 34, lighting, terrain, sign, beginning 2’ from DER, 196’ left of centerline, up to 2’ AGL/2213’ MSL.
Fence 110’ from DER, 370’ right of centerline, 9’ AGL/2215’ MSL.
Trees, beginning 2126’ from DER, 566’ right of centerline, up to 55’ AGL/2275’ MSL.
Tree 2146’ from DER, 566’ right of centerline, 51’ AGL/2277’ MSL.
Tree 2186’ from DER, 870’ right of centerline, 55’ AGL/2278’ MSL.
Tree 2219’ from DER, 521’ right of centerline, 2293’ MSL.
Trees, beginning 2256’ from DER, 770’ right of centerline, up to 77’ AGL/2300’ MSL.
Trees, beginning 2336’ from DER, 259’ right of centerline, up to 90’ AGL/2315’ MSL.
Trees, beginning 2705’ from DER, 336’ left of centerline, up to 230’ MSL.
Trees, beginning 2756’ from DER, 52’ right of centerline, up to 96’ AGL/2323’ MSL.
Trees, beginning 3077’ from DER, 49’ left of centerline, up to 2316’ MSL.
Trees, beginning 3162’ from DER, 92’ left of centerline, up to 99’ AGL/2320’ MSL.
Trees, beginning 3393’ from DER, 19’ left of centerline, up to 99’ AGL/2323’ MSL.
Trees, beginning 3491’ from DER, 245’ right of centerline, up to 105’ AGL/2337’ MSL.
Trees, beginning 3764’ from DER, 27’ right of centerline, up to 110’ AGL/2346’ MSL.
Trees, beginning 3993’ from DER, 31’ right of centerline, up to 113’ AGL/2351’ MSL.
Tree 4328’ from DER, 64’ left of centerline, 2324’ MSL.
Trees, beginning 4338’ from DER, 623’ left of centerline, up to 105’ AGL/2328’ MSL.
Tree 4571’ from DER, 1574’ left of centerline, 113’ AGL/2334’ MSL.
Tree 4680’ from DER, 1564’ left of centerline, 113’ AGL/2335’ MSL.
Tree 4730’ from DER, 1653’ left of centerline, 117’ AGL/2342’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1  10SEP20  (20254)  (FAA)

Rwy 16, heading as assigned by ATC.
Rwy 26, heading as assigned by ATC, requires min. climb of 260’ per NM to 2500. Do not exceed 240K until on assigned heading.

DILLON, MT

DILLON (DLN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A  15OCT15  (15288)  (FAA)

TAKEOFF MINIMUMS:
Rwy 4, NA-Obstacles.
Rwy 35, DME required.
Rwy 17, std. w/min. climb of 219’ per NM to 6400 or 3700-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 17, climbing right turn heading 042° thence …
or for climb in visual conditions cross Dillon airport at or above 9000 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 22, for climb in visual conditions cross Dillon airport at or above 9000 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 35, climbing right thence …
.... climb to 8900 on DLN R-005 to YARUP/DLN 19 DME fix. Aircraft departing north on V21 continue climb to MEA and proceed on course. Aircraft departing south on V121 and V21-257, climbing left turn heading 140° to intercept DLN R-005 southbound, cross DLN VOR/DME at or above 10000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 17, light 7’ from DER, 27’ left of centerline, 3’ AGL/5247’ MSL.
Vehicles on roadway beginning 13’ from DER, left and right of centerline, up to 15’ AGL/5262’ MSL.
Pole 850’ from DER, 507’ left of centerline, 33’ AGL/5274’ MSL.
Rwy 22, light 1’ from DER, 20’ right of centerline, 2’ AGL/5223’ MSL.
Vehicles on roadway beginning 13’ from DER, left and right of centerline, up to 15’ AGL/5236’ MSL.
Rwy 35, vehicles on roadway beginning 6’ from DER, left and right of centerline, up to 15’ AGL/5170’ MSL.
Light 9’ from DER, 27’ left of centerline, 2’ AGL/5158’ MSL.

DIXON, WY

DIXON (DWX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG  12OCT17  (17285)  (FAA)

DEPARTURE PROCEDURE:
Rwy 6, use CARBON RNAV DEPARTURE.
Rwy 24, use DIXON RNAV DEPARTURE.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DOUGLAS, WY
CONVERSE COUNTY (DGW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A  30MAY13  (13150)  (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 300-2 or std. w/min. climb of 271' per NM to 5200.
Rwy 23, 1700-3 or std. with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE:
Rwy 5, climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME.
Rwy 11, climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME.
Rwy 23, climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME.
Rwy 29, climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME.

All aircraft departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125' inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CW R-252 8000.

TAKEOFF OBSTACLE NOTES:
Rwy 5, trees 1883' from DER, 549' right of centerline, 35' AGL / 5014' MSL.
Trees 3407' from DER, 209' right of centerline, 35' AGL / 5074' MSL.
Trees 5458' from DER, 1954' right of centerline, 35' AGL / 5132' MSL.
Terrain 5020' from DER, 1805' right of centerline, 5089' MSL.
Rwy 23, trees 2068' from DER, 1008' left of centerline, 35' AGL / 4994' MSL.
Trees 3130' from DER, 1215' left of centerline, 35' AGL / 5014' MSL.

DRIGGS, ID
DRIGGS/REED MEML (DIJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A  25FEB21  (23278)  (FAA)

DEPARTURE PROCEDURE:
Use LAMON (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:
Rwy 4, fence 35' from DER, 288' right of centerline, 5' AGL / 6238' MSL.
Tree 498' from DER, 266' right of centerline, 6246' MSL.
Tree 1029' from DER, 402' left of centerline, 6266' MSL.
Vehicle on road 1320' from DER, 17' left of centerline, 15' AGL / 6246' MSL.
Vehicle on road 1355' from DER, 264' right of centerline, 15' AGL / 6267' MSL.

EASTSOUND, WA
ORCAS ISLAND (ORS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4  04FEB16  (22083)  (FAA)

TAKEOFF MINIMUMS:
Rwy 16, 3200-3 for VCOA.
Rwy 34, 500-3 or std. w/min. climb of 224' per NM to 600.

DEPARTURE PROCEDURE:
Rwy 34, climbing right turn to intercept HUH VORTAC R-210 to HUH VORTAC, thence...
...climb in HUH holding pattern, hold south, left turns, 352° inbound, to cross HUH VORTAC at or above 3800 before proceeding on course.

VCOA:
Rwy 16, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Orcas Island airport at or above 3200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 16, terrain beginning 9' from DER, 125' right of centerline, 37' MSL.
Vehicles on road and tree beginning 15' from DER, 362' right of centerline, up to 15' AGL / 66' MSL.
Vehicles on road beginning 61' from DER, 301' left of centerline, 15' AGL / 51' MSL.
Tree 182' from DER, 393' right of centerline, up to 35' AGL / 89' MSL.
Trees beginning 194' from DER, 466' right of centerline, up to 95' AGL / 151' MSL.
Windsock, fence, and trees beginning 196' from DER, left and right of centerline, up to 65' AGL / 106' MSL.
Trees on rising terrain beginning 951' from DER, left and right of centerline, up to 80' AGL / 120' MSL.
Buildings and trees on rising terrain beginning 939' from DER, left and right of centerline, up to 100' AGL / 177' MSL.
Buildings and trees on rising terrain beginning 1096' from DER, left and right of centerline, up to 100' AGL / 182' MSL.
Pole, building, and trees beginning 1751' from DER, left and right of centerline, up to 100' AGL / 258' MSL.
Trees beginning 2059' from DER, left and right of centerline, up to 100' AGL / 258' MSL.
Treess beginning 2104' from DER, left and right of centerline, up to 100' AGL / 224' MSL.
Trees beginning 2244' from DER, left and right of centerline, up to 100' AGL / 225' MSL.
Trees beginning 2104' from DER, left and right of centerline, up to 100' AGL / 224' MSL.
Buildings and trees on rising terrain beginning 2519' from DER, left and right of centerline, up to 100' AGL / 245' MSL.
Trees beginning 2903' from DER, 884' right of centerline, up to 100' AGL / 325' MSL.
Trees beginning 2909' from DER, 243' left of centerline to 1169' right of centerline, up to 100' AGL / 327' MSL.
Tree 2972' from DER, 1074' right of centerline, 100' AGL / 344' MSL.
Trees beginning 2986' from DER, 14' right of centerline, up to 100' AGL / 366' MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

EASTSOUND, WA (CON’T)
ORCAS ISLAND (ORS) (CON’T)

Rwy 16 (CON’T), building and trees beginning 3092’ from DER, from 397’ left of centerline to 1133’ right of centerline, up to 100’ AGL/381’ MSL.

Trees beginning 3133’ from DER, 191’ left of centerline to 1336’ right of centerline, up to 100’ AGL/400’ MSL.

Building and trees on rising terrain beginning 3260’ from DER, 90’ right of centerline, up to 100’ AGL/410’ MSL.

Rwy 34, tree and vehicles on road beginning 3’ from DER, 106’ right of centerline, up to 15’ AGL/29’ MSL.

Tree, fence, and vehicles on road beginning 18’ from DER, 155’ left of centerline, up to 15’ AGL/22’ MSL.

Tree 192’ from DER, 427’ left of centerline, 35’ AGL/50’ MSL.

Trees beginning 201’ from DER, 266’ left of centerline, up to 40’ AGL/68’ MSL.

Building and trees beginning 275’ from DER, 366’ left of centerline, up to 45’ AGL/71’ MSL.

Vehicles on road beginning 321’ from DER, from 109’ left to 611’ right of centerline, up to 15’ AGL/30’ MSL.

Trees beginning 2.5 NM from DER, 82’ right of centerline up to 100’ AGL/339’ MSL.

ELLENSBURG, WA
BOWERS FLD (ELN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2C 28FEB19 (21196) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 4600-3 or std. w/min. climb of 290’ per NM to 7800.

Rwy 29, 4600-3 or std. w/min. climb of 320’ per NM to 7800.

DEPARTURE PROCEDURE:

Rwy 11, climbing left turn direct ELN VOR/DME.

Rwy 29, climbing right turn direct ELN VOR/DME.

All aircraft, continue climbing in the ELN VOR/DME holding pattern (West, right turns, 087° inbound) to MEA/MOCA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 11, tree 1794’ from DER, 676’ left of centerline, 75’ AGL/1822’ MSL.

Rwy 29, fence and tree 152’ from DER, 283’ left of centerline, up to 11’ AGL/1774’ MSL.

Trees 144’ from DER, 263’ right of centerline, up to 19’ AGL/1782’ MSL.

Tree 1974’ from DER, 463’ right of centerline, 61’ AGL/1824’ MSL.

ENNIS, MT
ENNIS BIG SKY (EKS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 17JUN21 (21168) (FAA)

DEPARTURE PROCEDURE:

Rwy 16, 34, Use ENNIS (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 16, fence, vegetation, ridges beginning 105’ from DER, 278’ left of centerline, up to 5’ AGL/5358’ MSL.

Fence, vegetation, terrain beginning 531’ from DER, 413’ right of centerline, up to 5471’ MSL.

Ridge, vegetation beginning 575’ from DER, 570’ left of centerline, 5362’ MSL.

Power lines, building beginning 678’ from DER, 463’ left of centerline, up to 29’ AGL/5393’ MSL.

Power lines, tree, vehicles on road beginning 971’ from DER, 458’ left of centerline, up to 33’ AGL/5396’ MSL.

Rwy 34, ridge 71’ from DER, 22’ left of centerline, 5439’ MSL.

Ridge 71’ from DER, 228’ right of centerline, 5450’ MSL.

Ridge 192’ from DER, 493’ right of centerline, 5463’ MSL.

Ridges, fence beginning 194’ from DER, 6’ left of centerline, up to 5442’ MSL.

Fence, ridges beginning 199’ from DER, 88’ right of centerline, up to 5’ AGL/5465’ MSL.

Fence beginning 200’ from DER, 27’ left of centerline, up to 5’ AGL/5447’ MSL.

Ridges, vegetation beginning 401’ from DER, 85’ right of centerline, up to 5467’ MSL.

Vegetation, terrain beginning 531’ from DER, 413’ right of centerline, up to 5471’ MSL.

Ridges, vegetation beginning 575’ from DER, 177’ right of centerline, up to 5472’ MSL.

Vegetation, terrain beginning 726’ from DER, 70’ right of centerline, up to 5474’ MSL.

Ridges, vegetation beginning 775’ from DER, 82’ right of centerline, up to 5479’ MSL.

Ridges, vegetation beginning 991’ from DER, 257’ right of centerline, up to 5482’ MSL.

Terrain, vegetation beginning 1177’ from DER, 257’ right of centerline, up to 5484’ MSL.

Vegetation, ridge line beginning 1331’ from DER, 267’ right of centerline, up to 5492’ MSL.

Ridges, vegetation beginning 1400’ from DER, 254’ right of centerline, up to 5496’ MSL.

Fence, ridges, vegetation beginning 1736’ from DER, 310’ right of centerline, up to 4’ AGL/5508’ MSL.

Ridges, vegetation beginning 2503’ from DER, 761’ right of centerline, up to 5510’ MSL.

Ridges beginning 2590’ from DER, 683’ right of centerline, up to 5519’ MSL.

Vegetation, ridges beginning 2740’ from DER, 756’ right of centerline, up to 5522’ MSL.

Vegetation, ridges beginning 2932’ from DER, 873’ right of centerline, up to 5524’ MSL.

Ridges, vegetation beginning 3097’ from DER, 970’ right of centerline, up to 5533’ MSL.

Ridges, vegetation beginning 3578’ from DER, 1045’ right of centerline, up to 5539’ MSL.

Ridges beginning 3736’ from DER, 1138’ right of centerline, up to 5543’ MSL.

Ridges beginning 3951’ from DER, 1280’ right of centerline, up to 5546’ MSL.

Ridges beginning 4064’ from DER, 1447’ right of centerline, up to 5548’ MSL.

Ridges beginning 4401’ from DER, 1461’ right of centerline, up to 5549’ MSL.

Ridges 4600’ from DER, 1621’ right of centerline, 5553’ MSL.

Vehicles on road, ridges beginning 4765’ from DER, 1620’ right of centerline, up to 5571’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ENNIS, MT (CON’T)
ENNIS BIG SKY (EKS) (CON’T)

Rwy 34 (CON’T), ridge 5538’ from DER, 1928’ right of centerline, 5572’ MSL.
Ridge 5734’ from DER, 2007’ right of centerline, 5578’ MSL.
Trees beginning 1.1 NM from DER, 2014’ right of centerline, up to 5628’ MSL.

EPRHATA, WA

EPRHATA MUNI (EPH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 07MAY09 (09127) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, NA-Obstacles.
DEPARTURE PROCEDURE:
Rwy 3, climb heading 027° to 2300 before proceeding on course.
Rwy 11, climb heading 112° to 2200 before proceeding on course.
Rwy 21, climb heading 207° to 2800 before proceeding on course.

EUGENE, OR

MAHLON SWEET FLD (EUG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7B 13SEP18 (21112) (FAA)
DEPARTURE PROCEDURE:
Rwy 16L, climb heading 164° to 1200 then climbing right turn...
Rwy 16R, climb heading 164° to 1200 then climbing right turn...
Rwy 34L, climb heading 344° to 1200 then climbing left turn...
Rwy 34R, climb heading 344° to 1200 then climbing left turn...
...all aircraft climb direct EUG VORTAC, then climb in hold in EUG VORTAC holding pattern (hold north, right turns 180° Inbound) to cross EUG VORTAC at or above MEA before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 16L, power poles beginning 1036’ from DER, 74’ right of centerline, up to 35’ AGL/408’ MSL.
Power poles beginning 1017’ from DER, 211’ left of centerline, up to 31’ AGL/404’ MSL.
Rwy 16R, tree 1991’ from DER, 83’ left of centerline, 54’ AGL/419’ MSL.
Trees beginning 1504’ from DER, 489’ right of centerline, up to 43’ AGL/408’ MSL.
Rwy 34L, tree 1597’ from DER, 842’ left of centerline, 50’ AGL/404’ MSL.
Rwy 34R, tree 2897’ from DER, 606’ right of centerline, 77’ AGL/440’ MSL.
Tree 2535’ from DER, 643’ left of centerline, 65’ AGL/428’ MSL.

EVANSTON, WY

EVANSTON-UNITA COUNTY BURNS FLD (EWV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 03NOV22 (22307) (FAA)
DEPARTURE PROCEDURE:
Use FORT BRIDGER DEPARTURE.

EVERETT, WA

SEATTLE PAINE FLD INTL (PAE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 10DEC15 (23278) (FAA)
DEPARTURE PROCEDURE:
Rwys 16L/R, climbing right turn, thence...
Rwys 34L/R, climbing left turn, thence...
...for aircraft departing on V287 westbound, climb on PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 16R, Rwy light 9’ from DER, 15’ right of centerline, 1’ AGL/579’ MSL.
Trees beginning 707’ from DER, left and right of centerline, up to 116’ AGL/625’ MSL.
Tree 2130’ from DER, 866’ left of centerline, 151’ AGL/660’ MSL.
Trees beginning 2789’ from DER, left and right of centerline, up to 163’ AGL/698’ MSL.
Trees beginning 3078’ from DER, 238’ left of centerline, up to 156’ AGL/704’ MSL.
Rwy 16L, poles, tower and tree beginning 107’ from DER, left and right of centerline, up to 42’ AGL/639’ MSL.
Trees beginning 900’ from DER, 477’ left of centerline, up to 137’ AGL/699’ MSL.
Trees beginning 1412’ from DER, left and right of centerline, up to 123’ AGL/668’ MSL.
Trees beginning 1785’ from DER, 535’ left of centerline, up to 155’ AGL/700’ MSL.
Tree 4646’ from DER, 912’ right of centerline, 178’ AGL/717’ MSL.
Rwy 34R, trees beginning 154’ from DER, left and right of centerline, up to 86’ AGL/648’ MSL.
Trees beginning 1384’ from DER, 229’ left of centerline, 97’ AGL/655’ MSL.
Trees beginning 2084’ from DER, 548’ right of centerline, up to 131’ AGL/699’ MSL.
Trees beginning 2720’ from DER, 114’ left of centerline, up to 135’ AGL/690’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1, 21JUL16 (16203)
Rwys 16L/R, 34L/R, heading as assigned by ATC.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
FAIRCHILD AFB (KSKA)
SPOKANE, WA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 03MAY12 (12124)
DEPARTURE PROCEDURE:
Rwy 5, climb on track 051° to intercept SKA R-048 to 5300, then on course.
Rwy 23, climb on track 244° to 3400, then on course.
TAKEOFF OBSTACLE NOTES:
Rwy 23, potential Aircraft 65' AGL/2518' MSL, 98' from DER, 437' right of centerline.
Terrain 2477' MSL, 513' to 511' from DER, 751' right of centerline.
Terrain 2472' MSL, 1018' from DER, 621' right of centerline.
Terrain 2467' MSL, 208' from DER, 405' right of centerline.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 23JUL15 (15204) (FAA)
Rwy 5, heading as assigned by ATC.
Rwy 23, heading as assigned by ATC; requires min. climb of 270' per NM to 3100.

FORTYFORTH, MT
TILLITT FLD (1S3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 26MAY16 (21336) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, light support structure 10' from DER, 27' right of centerline, 2729' MSL.
Terrain 64' from DER, 214' left of centerline, 2730' MSL.
Road beginning 196' from DER, 535' right of centerline, up to 2743' MSL.
Road 529' from DER, 608' left of centerline, 2747' MSL.
Road beginning 540' from DER, 19' left of centerline, up to 2748' MSL.
Rwy 27, fence and light support structure abeam DER, 28' right of centerline, up to 2731' MSL.
Terrain 26' from DER, 220' right of centerline, 2733' MSL.
Road and terrain beginning 141' from DER, 196' right of centerline, up to 2742' MSL.
Terrain, road, building, and trees beginning 270' from DER, 445' right of centerline, up to 2760' MSL.
Terrain 479' from DER, 474' right of centerline, 2763' MSL.
Trees, road, and terrain beginning 500' from DER, 19' left of centerline, up to 2771' MSL.

FORT BENTON, MT
FORT BENTON (FBR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10OCT19 (19283) (FAA)
TAKEOFF MINIMUMS:
Rwys 7, 25, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 4, climbing left turn direct FBR VOR/DME, thence...
Rwy 22, climbing right turn direct FBR VOR/DME, thence...
. . . .continue climb in FBR VOR/DME holding pattern (hold northeast, right turn, 215° inbound) to MEA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 4, sign 14' from DER, 126' left of centerline, up to 4' AGL/7010' MSL.
Terrain beginning 16' from DER, 306' left of centerline, up to 7009' MSL.
Electrical system, NAVAID beginning 41' from DER, 111' right of centerline, up to 6' AGL/7009' MSL.
Buildings, vegetation beginning 83' from DER, 436' left of centerline, up to 15' AGL/7024' MSL.
Buildings, vegetation, traverse way beginning 92' from DER, 194' left of centerline, up to 17' AGL/7026' MSL.
Rwy 22, fence 5' from DER, 389' right of centerline, 6' AGL/7042' MSL.
Electrical system 40' from DER, 113' left of centerline, 5' AGL/7040' MSL.
Traverse way beginning 102' from DER, 265' right of centerline, up to 7051' MSL.
Vegetation 127' from DER, 388' left of centerline, 4' AGL/7044' MSL.
Fence 161' from DER, 404' left of centerline, 7' AGL/7047' MSL.
Traverse way 168' from DER, 418' left of centerline, 7056' MSL.
Traverse way 316' from DER, 416' left of centerline, 7057' MSL.
Traverse way beginning 461' from DER, 415' left of centerline, up to 7058' MSL.
Traverse way beginning 655' from DER, 111' left of centerline, up to 7059' MSL.
FRIDAY HARBOR, WA
FRIDAY HARBOR (FHR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 28APR16 (16119) (FAA)
TAKEOFF MINIMUMS:
Rwy 34, 400-2.
DEPARTURE PROCEDURE:
Rwy 16, climb to 1000 on heading 161° then climbing left turn direct FHR NDB, thence ...
...continue climb-in-hold in FHR NDB holding pattern (Hold S, right turns, 339° inbound) to cross FHR NDB at or above 2300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 16, trees beginning 556' from DER, 20' left of centerline, up to 85' AGL/212' MSL.
Trees, fence, and road beginning 27' from DER, 67' right of centerline, up to 85' AGL/220' MSL.
Rwy 34, trees, beacon and pole beginning 385' from DER, 92' left of centerline, up to 85' AGL/348' MSL.
Trees, building and antenna beginning 808' from DER, 16' right of centerline, up to 85' AGL/504' MSL.

NORTHEAST WYOMING RGNL (GCC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 17JUN21 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, std. w/min. climb of 291’ per NM to 5300 or 1200-3 for VCOA.
Rwy 21, std. w/min. climb of 382’ per NM to 5400 or 1200-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 16, climb heading 161° to 5300 before proceeding on course.
Rwy 21, climb heading 209° to 5400 before proceeding on course.
VCOA:
Rwys 16, 21, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Northeast Wyoming Rgnl airport at or above 5400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, lighting 10’ from DER, 47’ left of centerline, 4318’ MSL.
Lighting 20’ from DER, 113’ right of centerline, 4319’ MSL.
Vehicle on road 414’ from DER, 589’ right of centerline, 4328’ MSL.
Wind indicator 1415’ from DER, 100’ left of centerline, 4366’ MSL.
Rwy 16, transmission line 1.6 NM from DER, 1353’ left of centerline, 56’ AGL/4677’ MSL.
Pole, tree beginning 1.7 NM from DER, 300’ right of centerline, up to 4643’ MSL.
Transmission line 1.7 NM from DER, 1263’ left of centerline, 30’ AGL/4685’ MSL.
Transmission line, pole beginning 1.9 NM from DER, 3335’ left of centerline, up to 13’ AGL/4696’ MSL.
Rwy 21, lighting 10’ from DER, 47’ left of centerline, 4344’ MSL.
Fence 328’ from DER, 268’ left of centerline, 4’ AGL/4352’ MSL.
Terrain 1241’ from DER, 594’ right of centerline, 4379’ MSL.
Building 1266’ from DER, 495’ right of centerline, 10’ AGL/4394’ MSL.
Terrain 1959’ from DER, 856’ right of centerline, 4399’ MSL.
Pole, transmission line beginning 3274’ from DER, 1309’ right of centerline, up to 4428’ MSL.
Transmission line, pole beginning 3324’ from DER, 960’ right of centerline, up to 42’ AGL/4429’ MSL.
Transmission line, pole beginning 3477’ from DER, 1111’ right of centerline, up to 4436’ MSL.
Pole, transmission line beginning 4800’ from DER, 30’ left of centerline, up to 4476’ MSL.
Terrain 1 NM from DER, 203’ left of centerline, 4513’ MSL.
Terrain beginning 1 NM from DER, 1779’ right of centerline, up to 4535’ MSL.
Terrain 1.1 NM from DER, 1761’ right of centerline, 4541’ MSL.
Terrain beginning 1.2 NM from DER, 1354’ right of centerline, up to 4576’ MSL.
Terrain 1.2 NM from DER, 1535’ right of centerline, 4583’ MSL.
Terrain beginning 1.2 NM from DER, 1993’ right of centerline, 4693’ MSL.
Pole, transmission line beginning 1.2 NM from DER, 1984’ right of centerline, up to 4’ AGL/4699’ MSL.
Transmission line, fence, terrain, pole, tree beginning 1.3 NM from DER, 318’ right of centerline, up to 51’ AGL/4738’ MSL.
Terrain 1.6 NM from DER, 3’ left of centerline, 4693’ MSL.
Terrain beginning 1.6 NM from DER, 370’ left of centerline, up to 4696’ MSL.
Transmission line, pole beginning 1.7 NM from DER, 1924’ right of centerline, up to 35’ AGL/4743’ MSL.
Transmission line, pole beginning 1.8 NM from DER, 1372’ right of centerline, up to 38’ AGL/4751’ MSL.
Transmission line 1.8 NM from DER, 273’ right of centerline, 57’ AGL/4788’ MSL.
Terrain beginning 1.8 NM from DER, 370’ left of centerline, up to 4755’ MSL.
Transmission line, terrain, pole, vehicle on road beginning 1.8 NM from DER, 126’ right of centerline, up to 50’ AGL/4791’ MSL.
Terrain, transmission line beginning 1.8 NM from DER, 91’ left of centerline, up to 4848’ MSL.
Transmission line 2.1 NM from DER, 3499’ left of centerline, 70’ AGL/4879’ MSL.
Transmission line, terrain, tower, pole, antenna beginning 2.1 NM from DER, 428’ left of centerline, up to 74’ AGL/4929’ MSL.
Rwy 34, fence 1236’ from DER, 723’ left of centerline, 2’ AGL/4380’ MSL.
Vehicle on road beginning 1608’ from DER, 419’ left of centerline, up to 4393’ MSL.
Vehicle on road 1610’ from DER, 716’ left of centerline, 4394’ MSL.
GLASGOW, MT
WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 15AUG19 (21112) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 8, terrain 10' from DER, 429' right of centerline, 2307' MSL.
Terrain beginning 10' from DER, 125' right of centerline, up to 2317' MSL.
Terrain 11' from DER, 178' left of centerline, 2307' MSL.
Terrain beginning 11' from DER, 177' left of centerline, up to 2313' MSL.
Terrain 215' from DER, 481' left of centerline, 2320' MSL.
Terrain beginning 418' from DER, 481' left of centerline, up to 2327' MSL.
Terrain 355' from DER, 9' left of centerline, 2297' MSL.

Rwy 12, terrain beginning 62' from DER, 131' right of centerline, up to 2313' MSL.

Terrain beginning 10' from DER, 125' right of centerline, up to 2317' MSL.
Terrain beginning 11' from DER, 178' left of centerline, 2307' MSL.
Terrain beginning 272' from DER, 115' left of centerline, up to 2336' MSL.
Terrain beginning 272' from DER, 115' left of centerline, up to 2327' MSL.
Terrain beginning 475' from DER, 114' left of centerline, up to 2333' MSL.
Terrain beginning 476' from DER, 114' left of centerline, up to 2333' MSL.
Terrain beginning 678' from DER, 189' right of centerline, up to 2364' MSL.
Terrain beginning 679' from DER, 114' left of centerline, up to 2327' MSL.
Terrain beginning 475' from DER, 114' left of centerline, up to 2336' MSL.
Terrain beginning 476' from DER, 114' left of centerline, up to 2333' MSL.
Terrain beginning 678' from DER, 189' right of centerline, up to 2364' MSL.
Terrain beginning 679' from DER, 114' left of centerline, up to 2327' MSL.
Terrain beginning 880' from DER, 335' right of centerline, 2340' MSL.
Terrain beginning 880' from DER, 112' left of centerline, up to 2340' MSL.
Terrain beginning 944' from DER, 53' right of centerline, up to 2343' MSL.
Terrain beginning 1319' from DER, 87' left of centerline, up to 2336' MSL.

GLENDIVE, MT
DAWSON COMMUNITY (GDV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25AUG11 (11237) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 12, light support structure beginning 8' from DER, left and right of centerline, up to 15' AGL/2456' MSL.
Vehicle on road 514' from DER, 555' left of centerline, 56' AGL/2468' MSL.
Windsock 6' from DER, 301' left of centerline, 29' AGL/2464' MSL.
Rwy 20, vehicle on road beginning 367' from DER, left and right of centerline, up to 26' AGL/2477' MSL.
Rwy 30, trees beginning 311' from DER, 511' left of centerline, up to 10' AGL/2460' MSL.
Fence beginning 193' from DER, left and right of centerline, up to 34' AGL/58' MSL.
Post 248' from DER, 241' left of centerline, 23' AGL/2474' MSL.

GOLD BEACH, OR
GOLD BEACH MUNI (4S1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02DEC21 (21336) (FAA)
DEPARTURE PROCEDURE:
Use NELLL DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 16, terrain 1' from DER, 198' left of centerline, 21' MSL.
Poles, sign beginning 12' from DER, 134' left of centerline, up to 34' AGL/58' MSL.
Pole, trees, building beginning 25' from DER, 222' left of centerline, up to 36' AGL/67' MSL.
Vegetation 34' from DER, 486' right of centerline, 2' AGL/25' MSL.
Tree 86' from DER, 290' right of centerline, 14' AGL/33' MSL.
Tree 229' from DER, 163' right of centerline, 19' AGL/36' MSL.
Tree 249' from DER, 260' right of centerline, 20' AGL/39' MSL.
Trees, terrain, pole, building, general utility beginning 355' from DER, 62' left of centerline, up to 69' AGL/98' MSL.
Tree 886' from DER, 16' right of centerline, 23' AGL/43' MSL.
Trees, building beginning 979' from DER, 183' left of centerline, up to 53' AGL/99' MSL.
Trees beginning 1275' from DER, 185' left of centerline, up to 62' AGL/111' MSL.
Trees beginning 2644' from DER, 199' left of centerline, up to 93' AGL/141' MSL.
Trees, building beginning 2763' from DER, 180' left of centerline, up to 98' AGL/145' MSL.
Tree 3148' from DER, 853' left of centerline, 89' AGL/173' MSL.
Trees beginning 3181' from DER, 883' left of centerline, up to 58' AGL/192' MSL.
Trees beginning 3296' from DER, 956' left of centerline, up to 68' AGL/243' MSL.
Trees beginning 3356' from DER, 900' left of centerline, up to 105' AGL/252' MSL.
CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GOLD BEACH, OR (CON’T)
GOLD BEACH MUNI (GNG) (CON’T)

Rwy 16, trees beginning 3556’ from DER, 760’ left of centerline, up to 50’ AGL/333’ MSL.
Tree 3686’ from DER, 1179’ left of centerline, 114’ AGL/347’ MSL.
Trees beginning 3698’ from DER, 275’ left of centerline, up to 87’ AGL/392’ MSL.
Trees beginning 4184’ from DER, 171’ left of centerline, up to 1144’ AGL/523’ MSL.
Pole, trees, terrain, vegetation, beginning 5445’ from DER, 23’ left of centerline, up to 109’ AGL/560’ MSL.
Terrain 1.9 NM from DER, 2’ right of centerline, 200’ AGL/328’ MSL.
Pole 2 NM from DER, 26’ right of centerline, 200’ AGL/342’ MSL.
Terrain 2.1 NM from DER, 76’ right of centerline, 200’ AGL/351’ MSL.
Terrain 2.2 NM from DER, 126’ right of centerline, 200’ AGL/365’ MSL.
Terrain 2.4 NM from DER, 0’ right of centerline, 200’ AGL/414’ MSL.
Terrain 2.5 NM from DER, 50’ right of centerline, 200’ AGL/430’ MSL.
Terrain, trees beginning 2.5 NM from DER, 149’ left of centerline, up to 578’ MSL.
Terrain, trees beginning 2.5 NM from DER 1046 left of centerline, up to 601’ MSL.
Rwy 17, trees beginning 7’ from DER, 157’ left of centerline, up to 8’ AGL/28’ MSL.
Pole 15’ from DER, 318’ right of centerline, 25’ AGL/44’ MSL.
Poles, building, vegetation beginning 149’ from DER, 17’ left of centerline, up to 15’ AGL/36’ MSL.
Building 2582’ from DER, 159’ right of centerline, 29’ AGL/91’ MSL.
Building 2775’ from DER, 139’ right of centerline, 30’ AGL/115’ MSL.
Trees beginning 2795’ from DER, 21’ right of centerline, up to 53’ AGL/119’ MSL.
Trees beginning 2836’ from DER, 65’ left of centerline, up to 48’ AGL/106’ MSL.
Tree 2900’ from DER, 201’ right of centerline, 50’ AGL/134’ MSL.
Trees beginning 2941’ from DER, 43’ right of centerline, up to 32’ AGL/136’ MSL.
Pole 2993’ from DER, 10’ left of centerline, 30’ AGL/125’ MSL.
Trees beginning 3003’ from DER, 2’ left of centerline, up to 50’ AGL/151’ MSL.
Pole, trees beginning 3163’ from DER, 139’ right of centerline, up to 40’ AGL/143’ MSL.
Trees beginning 3250’ from DER, 10’ right of centerline, 60’ AGL/157’ MSL.
Trees, terrain beginning 3265’ from DER, 112’ right of centerline, up to 42’ AGL/155’ MSL.
Trees beginning 3399’ from DER, 206’ right of centerline, up to 37’ AGL/171’ MSL.
Trees building beginning 3483’ from DER, 176’ right of centerline, up to 48’ AGL/194’ MSL.
Tree 3496’ from DER, 1’ left of centerline, 46’ AGL/175’ MSL.
Trees building beginning 3787’ from DER, 2’ left of centerline, up to 73’ AGL/204’ MSL.
Trees building beginning 3523’ from DER, 153’ right of centerline, up to 65’ AGL/229’ MSL.
Tree 3721’ from DER, 139’ right of centerline, 29’ AGL/238’ MSL.
Tree 3770’ from DER, 298’ right of centerline, 57’ AGL/242’ MSL.
Trees, pole, building beginning 3792’ from DER, 251’ right of centerline, up to 64’ AGL/282’ MSL.
Trees, building beginning 3920’ from DER, 194’ right of centerline, up to 108’ AGL/327’ MSL.
Tree 4067’ from DER, 882’ right of centerline, 85’ AGL/341’ MSL.
Trees beginning 4085’ from DER, 385’ right of centerline, up to 81’ AGL/342’ MSL.
Tree 4106’ from DER, 197’ right of centerline, 92’ AGL/354’ MSL.
Trees beginning 4188’ from DER, 180’ right of centerline, up to 101’ AGL/355’ MSL.
Trees beginning 4249’ from DER, 391’ right of centerline, up to 93’ AGL/361’ MSL.
Trees beginning 4294’ from DER, 157’ right of centerline, up to 134’ AGL/367’ MSL.
Trees beginning 4335’ from DER, 492’ right of centerline, up to 127’ AGL/379’ MSL.
Trees beginning 4403’ from DER, 177’ right of centerline, up to 138’ AGL/383’ MSL.
Trees, building, terrain beginning 4562’ from DER, 100’ right of centerline, up to 93’ AGL/401’ MSL.
Trees beginning 4972’ from DER, 381’ right of centerline, up to 112’ AGL/509’ MSL.
Trees beginning 5091’ from DER, 585’ right of centerline, up to 125’ AGL/534’ MSL.
Trees, terrain beginning 5114’ from DER, 146’ right of centerline, up to 118’ AGL/547’ MSL.
Tree 5342’ from DER, 1390’ right of centerline, 111’ AGL/573’ MSL.
Trees beginning 5378’ from DER, 794’ right of centerline, up to 124’ AGL/586’ MSL.
Trees beginning 5482’ from DER, 194’ right of centerline, up to 123’ AGL/588’ MSL.
Trees beginning 5543’ from DER, 183’ right of centerline, up to 114’ AGL/625’ MSL.
Trees, terrain, vegetation, beginning 5629’ from DER, 197’ right of centerline, up to 115’ AGL/628’ MSL.

GOODING, ID
GOODING MUNI (GNG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31DEC20 (20366) (FAA)

DEPARTURE PROCEDURE:
Rwy 17, climb on heading 071° to 5000 before turning left.
Rwy 25, climb on heading 236° to 5500 before turning right.

TAKEOFF OBSTACLE NOTES:
Rwy 7, lighting 10’ from DER, 17’ left of centerline, 2’ AGL/3734’ MSL.
Terrain 19’ from DER, 255’ right of centerline, 3740’ MSL.
Terrain, bushes, tree, beginning 59’ from DER, 178’ right of centerline, up to 100’ AGL/3754’ MSL.
Terrain beginning 58’ from DER, 100’ right of centerline, up to 3755’ MSL.
Terrain beginning 310’ from DER, 370’ right of centerline, up to 3756’ MSL.
Terrain 503’ from DER, 506’ right of centerline, 3774’ MSL.
Terrain, fences, bushes beginning 575’ from DER, 302’ right of centerline, up to 100’ AGL/3791’ MSL.
Terrain brushes beginning 853’ from DER, 419’ right of centerline, up to 100’ AGL/3794’ MSL.
Building 583’ from DER, 482’ right of centerline, up to 14’ AGL/3796’ MSL.
Terrain, bushes beginning 935’ from DER, 400’ right of centerline, up to 14’ AGL/3797’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GRANGEVILLE, ID
IDAHO COUNTY (GIC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10NOV16 (16315) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, NA - Obstacles.
DEPARTURE PROCEDURE:
Rwy 26, Use MELLR DEPARTURE.

GRANTS PASS, OR
GRANTS PASS (3S8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 26JUL12 (12208) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, NA - terrain.
DEPARTURE PROCEDURE:
Rwy 31, climb heading 320° and RBG R-169 to RBG VOR/DME before proceeding on course.

GRAYS AAF (JOINT BASE LEWIS MCCHORD) (KGRF)
FORT LEWIS, WA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 02DEC21 (21336) (USA)
TAKEOFF MINIMUMS:
Rwy 15, 9900-5 for VCOA.
Rwy 33, 9900-5 for VCOA.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Gray AAF (Joint Base Lewis McChord) at or above 10,100 before proceeding on course.

GREAT FALLS, MT
GREAT FALLS INTL (GTF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 07DEC17 (17341) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 3, rwy light 9' from DER, 55' left of centerline, 2' AGL/3660' MSL.
Rwy light 9' from DER, 54' right of centerline, 2' AGL/3661' MSL.
Rwy 17, ground 30' from DER, 410' left of centerline, 3670' MSL.
Ground 182' from DER, 410' left of centerline, 3673' MSL.
Rwy 21, rwy light 10' from DER, 4' right of centerline, 2' AGL/3681' MSL.
Rwy light 10' from DER, 5' left of centerline, 2' AGL/3681' MSL.
Pole 1555' from DER, 787' left of centerline, 36' AGL/3731' MSL.
Rwy 35, ground 5' from DER, 208' right of centerline, 3641' MSL.
Ground 182' from DER, 374' right of centerline, 3642' MSL.
Ground 9' from DER, 193' right of centerline, 3641' MSL.

GREYBULL, WY
SOUTH BIG HORN COUNTY (GEY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 21MAR24 (24081) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, std w/min climb of 450'/NM to 12400, or 4800-3 for VCOA.
Rwy 16, std w/min climb of 431'/NM to 12300, or 4800-3 for VCOA.
Rwy 26, std w/min climb of 414'/NM to 12300, or 4800-3 for VCOA.
Rwy 34, std w/min climb of 495'/NM to 11800, or 4800-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 34, climb on heading 339° to 5500 before proceeding on course.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross South Big Horn County airport at or above 8600 before proceeding on course.
CON'T
GREYBULL, WY (CON’T)
SOUTH BIG HORN COUNTY (GEY) (CON’T)

TAKEOFF OBSTACLE NOTES:

**Rwy 8**, tree 0’ from DER, 313’ left of centerline, 3921’ MSL.

**Fence 15’ from DER, 438’ right of centerline, 6’ AGL/3925’ MSL.**

**Fences beginning 74’ from DER, 443’ right of centerline, up to 10’ AGL/3928’ MSL.**

**Buildings beginning 279’ from DER, 408’ right of centerline, up to 19’ AGL/3935’ MSL.**

**Vehicles on road beginning 337’ from DER, 379’ left of centerline, up to 3940’ MSL.**

**Rwy 16**, electrical system 9’ from DER, 54’ left of centerline, 10’ AGL/3917’ MSL.

**Pole 9’ from DER, 55’ right of centerline, 2’ AGL/3917’ MSL.**

**Rwy 26**, fences beginning 3’ from DER, 450’ left of centerline, up to 7’ AGL/3951’ MSL.

**Tree 171’ from DER, 298’ right of centerline, 14’ AGL/3954’ MSL.**

**Fence 304’ from DER, 439’ left of centerline, 7’ AGL/3953’ MSL.**

**Fence 411’ from DER, 439’ left of centerline, 7’ AGL/3954’ MSL.**

**Transmission lines, trees beginning 523’ from DER, 439’ left of centerline, up to 22’ AGL/3969’ MSL.**

**Pole 594’ from DER, 300’ right of centerline, 11’ AGL/3959’ MSL.**

**Trees beginning 2110’ from DER, 958’ left of centerline, up to 4028’ MSL.**

**Rwy 34**, electrical system 7’ from DER, 55’ left of centerline, 12’ AGL/3906’ MSL.

**Pole 7’ from DER, 54’ right of centerline, 2’ AGL/3906’ MSL.**

GUERNSEY, WY
CAMP GUERNSEY (GUR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

**Rwy 14**, 300-2½ or std. w/min. climb of 363’ per NM to 4800.

**Rwy 32**, std. w/min. climb of 410’ per NM to 6500 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 14**, climb heading 141° to 5800 before proceeding on course.

**Rwy 32**, climbing right turn heading 070° to 6500 before proceeding on course or for climb in visual conditions cross Camp Guernsey Airport at or above 6700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, vehicles on road 42’ from DER, 209’ right of centerline, up to 15’ AGL/4334’ MSL.

**Trees beginning 731’ from DER, 336’ right of centerline, up to 45’ AGL/4564’ MSL.**

**Rwy 32**, trees beginning 181’ from DER, 155’ left of centerline, up to 45’ AGL/4424’ MSL.

**Trees beginning 999’ from DER, 192’ right of centerline, up to 45’ AGL/4504’ MSL.**

HAILEY, ID
FRIEDMAN MEML (SUN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 21JUL16 (21112) (FAA)

TAKEOFF MINIMUMS:

**Rwy 31**, NA - Obstacles.

**Rwy 13**, 900-2½ w/min. climb of 390’ per NM to 7000, or std. w/min. climb of 605’ per NM to 7000, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 13**, climb heading 147° and on 162° course to HLE NDB.

VCOA:

Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Friedman Meml airport at or above 8800 on 155° course to HLE NDB.

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, fence abeam DER, 398’ right of centerline, 6’ AGL/5262’ MSL.

**Bushes beginning 24’ from DER, 447’ left of centerline, up to 4’ AGL/5275’ MSL.**

**Vehicle on road 200’ from DER, 373’ left of centerline, up to 17’ AGL/5279’ MSL.**

**Vehicle on road, multiple poles and trees beginning 234’ from DER, 373’ left of centerline, up to 5309’ MSL.**

**Tree 765’ from DER, 698’ right of centerline, 87’ AGL/5341’ MSL.**

**Trees beginning 1006’ from DER, 595’ right of centerline, up to 100’ AGL/5349’ MSL.**

**Trees beginning 1233’ from DER, 459’ right of centerline, up to 93’ AGL/5344’ MSL.**

**Trees beginning 1408’ from DER, 424’ right of centerline, up to 5325’ MSL.**

**Trees beginning 1656’ from DER, 116’ right of centerline, up to 88’ AGL/5339’ MSL.**

**Transmission tower 2079’ from DER, 509’ left of centerline, 66’ AGL/5317’ MSL.**

**Trees 2104’ from DER, 77’ left of centerline, up to 75’ AGL/5318’ MSL.**

**Trees 2351’ from DER, 2’ right of centerline, up to 91’ AGL/5334’ MSL.**
HAMILTON, MT
RAVALLI COUNTY (HRF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 07OCT21 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, NA-Obstacles.
DEPARTURE PROCEDURE:
Rwy 35, use HAMEY (RNAV) DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 35, tree 548' from DER, 220' left of centerline, 3700' MSL.
Tree 564' from DER, 93' right of centerline, 3708' MSL.
Trees beginning 566' from DER, 35' right of centerline, up to 3717' MSL.
Trees beginning 575' from DER, 132' right of centerline, up to 3718' MSL.
Trees beginning 576' from DER, 48' left of centerline, up to 3715' MSL.

HARDIN, MT
BIG HORN COUNTY (00U)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 16JUL20 (20198) (FAA)
TAKEOFF MINIMUMS:
Rwy 26, 200-1¼ or std. w/min. climb of 204' per NM to 3300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200 feet prior to DER.
DEPARTURE PROCEDURE:
Rwy 26, climb heading 088° to 6000 before proceeding on course.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Wheatland County at Harlowton airport at or above 7600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 26, lighting 10' from DER, 10' right of centerline, 2' AGL/4314' MSL.
Trees, building, fence, pole beginning 91' from DER, 34' left of centerline, up to 26' AGL/4333' MSL.

HARLOWTON, MT
WHEATLAND COUNTY AT HARLOWTON (HWQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30JAN20 (20030) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, std. w/min. climb of 240' per NM to 12000, or 3400-3 for VCOA.
Rwy 27, std. w/min. climb of 300 to 11000, or 3400-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 9, climb heading 088° to 6000 before proceeding on course.
Rwy 27, climb heading 268° to 6000 before proceeding on course.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Wheatland County at Harlowton airport at or above 7600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 9, lighting 10' from DER, 10' right of centerline, 2' AGL/4263' MSL.
Vegetation 52' from DER, 407' left of centerline, 4266' MSL.
Terrain beginning 3264' from DER, 473' left of centerline, up to 4350' MSL.
Rwy 27, lighting 10' from DER, 10' right of centerline, 2' AGL/4314' MSL.
Trees, building, fence, pole beginning 91' from DER, 34' left of centerline, up to 26' AGL/4333' MSL.

HAVRE, MT
HAVRE CITY-COUNTY (HVR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 17DEC09 (09351) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 300-1¾ or std. w/min. climb of 217' per NM to 3300.
DEPARTURE PROCEDURE:
Rwy 3, climb heading 032° to 3300 then climbing left turn to 8000 direct HVR VOR/DME thence...
Rwy 8, climb heading 077° to 3300 then climbing left turn to 8000 via HVR R-025 to HVR VOR/DME thence...
Rwy 21, climb heading 212° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence...
Rwy 26, climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence...
...continue climb in hold in HVR VOR/DME holding pattern (hold west, right turns, 094° inbound) to cross HVR VOR/DME at or above 8000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, pole 2682' from DER, 1044' left of centerline, 21' AGL/2680' MSL.
Rwy 8, obstruction light on windsock 59' from DER, 224' left of centerline, 9' AGL/2588' MSL.
Tree 1192' from DER, 752' left of centerline, 25' AGL/2610' MSL.
Tank 1.3 NM from DER, 2287' left of centerline, 57' AGL/2797' MSL.
Rwy 26, light on windsock, 50' from DER, 225' right of centerline, 9' AGL/2589' MSL.
Trees beginning 1617' from DER, 650' right of centerline, 25' AGL/2659' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HELENA, MT
HELENA RGNL (HLN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 10A 23FEB23 (23054) (FAA)
TAKEOFF MINIMUMS:
Rwys 10, 17, 23, 28, 35, NA-Environmental.
DEPARTURE PROCEDURE:
Rwys 5, 9, 27, use DIVIDE DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 5, terrain 14’ from DER, 373’ right of centerline, up to 3826’ MSL.
Terrain beginning 178’ from DER, 447’ right of centerline, up to 3827’ MSL.
Fence beginning 358’ from DER, 374’ right of centerline, up to 3833’ MSL.
Buildings beginning 1097’ from DER, 616’ right of centerline, up to 3854’ MSL.
Rwy 9, terrain 14’ from DER, 95’ right of centerline, 3846’ MSL.
Vehicle on road 1171’ from DER, 677’ right of centerline, 3876’ MSL.
Vehicle on road 1275’ from DER, 811’ right of centerline, 3880’ MSL.
Pole 1664’ from DER, 815’ right of centerline, 3887’ MSL.
Rwy 27, terrain 64’ from DER, 431’ left of centerline, 3870’ MSL.
Veichles on roads, terrain and pole beginning 84’ from DER, 118’ left of centerline, up to 3886’ MSL.
Veichles on roads beginning 949’ from DER, 625’ left of centerline, up to 3894’ MSL.
Pole 1474’ from DER, 790’ left of centerline, 3907’ MSL.
Trees and buildings beginning 1582’ from DER, 616’ left of centerline, up to 3917’ MSL.
Pole 2081’ from DER, 1024’ left of centerline, 3940’ MSL.
Pole 2611’ from DER, 1147’ left of centerline, 3944’ MSL.

HERMISTON, OR
HERMISTON MUNI (HRI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 10NOV16 (16315) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, tower 379’ left of DER, 50’ AGL/698’ MSL.
Rwy 23, light pole 456’ left of DER, 44’ AGL/684’ MSL.

HOQUIAM, WA
BOWERMAN (HQM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 01APR93 (93091) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, 600-2 or std. with a min. climb of 260’ per NM to 600.
DEPARTURE PROCEDURE:
Rwy 6, climbing right turn heading 110°:
Rwy 24, climb runway heading.
All aircraft, climb to 600 continue climb on course.

HULETT, WY
HULETT MUNI (W43)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20DEC07 (07354) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, std. w/ min. climb of 450’ per NM to 6300, or 500-2¼ w/ min. climb of 295’ per NM to 7700, or 2200-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 13, climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course.
Rwy 31, climbing right turn on a heading between 090° clockwise to 115° from DER to 7700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 13, road 398’ from DER, 37’ left of centerline, 15’ AGL/4296’ MSL.
Truck on road 1126’ from DER, 346’ right of centerline, 15’ AGL/4334’ MSL.
Trees beginning 4945’ from DER, across centerline, up to 100’ AGL/4657’ MSL.
Rwy 31, terrain 104’ from DER, 420’ left of centerline, 4200’ MSL.
Terrain 344’ from DER, 233’ left of centerline, 4207’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5  03JAN19  (19003)  (FAA)
TAKEOFF MINIMUMS:
Rwy 17, NA - Environmental.

DEPARTURE PROCEDURE:
Rwys 3, 35, all aircraft departing 210° CW 040° climb on course, all others climbing left turn direct IDA VOR/DME thence...
Rwy 21, all aircraft departing 210° CW 020° climb on course, all others climbing right turn direct IDA VOR/DME thence...
...Continue climb in IDA VOR/DME holding pattern (hold south, left turn, 019° inbound) to cross IDA VOR/DME at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:
Rwy 3, pole 1039’ from DER, 758’ left of centerline, 42’ AGL/4762’ MSL.
Rwy 35, vehicle on traverse way 410’ from DER, 581’ right of centerline, 4742’ MSL.
Trees beginning 882’ from DER, 503’ right of centerline, up to 48’ AGL/4769’ MSL.
Pole 1034’ from DER, 715’ left of centerline, 37’ AGL/4762’ MSL.

JACKSON, WY

JACKSON HOLE (JAC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6  10JUN04  (04162)  (FAA)

DEPARTURE PROCEDURE:
Rwy 1, use GEYSER DEPARTURE.
Rwy 19, use TETON DEPARTURE.

JEROME, ID

JEROME COUNTY (JER)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  30JAN20  (20030)  (FAA)

TAKEOFF MINIMUMS:
Rwy 9, 500-1/4 or std. w/min. climb of 450’ per NM to 4700.

DEPARTURE PROCEDURE:
Rwy 9, climb heading 086° to 5300 before proceeding on course.
Rwy 27, climb heading 266° to 4800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 9, vegetation 140’ from DER, 500’ left of centerline, 10’ AGL/4076’ MSL.
Transmission line 600’ from DER, 425’ right of centerline, 33’ AGL/4085’ MSL.
Poles beginning 1052’ from DER, 338’ right of centerline, up to 35’ AGL/4088’ MSL.
Pole 1260’ from DER, 298’ right of centerline, 34’ AGL/4090’ MSL.
Pole 1432’ from DER, 364’ left of centerline, 33’ AGL/4106’ MSL.
Sign 1473’ from DER, 548’ left of centerline, 40’ AGL/4119’ MSL.
Tree and building beginning 2084’ from DER, 174’ left of centerline, up to 41’ AGL/4133’ MSL.

Rwy 2442’ from DER, 101’ left of centerline, 44’ AGL/4137’ MSL.
Pole 3699’ from DER, 622’ left of centerline, 37’ AGL/4167’ MSL.
Pole 3804’ from DER, 33’ left of centerline, 33’ AGL/4169’ MSL.
Pole 3858’ from DER, 253’ right of centerline, 37’ AGL/4173’ MSL.
Irrigation system 4752’ from DER, 518’ left of centerline, 12’ AGL/4175’ MSL.

Trees beginning 1 NM from DER, 2159’ left of centerline, up to 50’ AGL/4257’ MSL.
Tree 1.1 NM from DER, 2277’ left of centerline, 50’ AGL/4260’ MSL.
Tree 1.1 NM from DER, 2316’ left of centerline, 50’ AGL/4263’ MSL.
Tree 1.2 NM from DER, 2356’ left of centerline, 50’ AGL/4266’ MSL.
Tree 1.2 NM from DER, 2395’ left of centerline, 50’ AGL/4273’ MSL.
Tree 1.2 NM from DER, 2434’ left of centerline, 50’ AGL/4279’ MSL.
Tree 1.3 NM from DER, 2474’ left of centerline, 50’ AGL/4286’ MSL.

Rwy 27, fence beginning abeam DER, 440’ left of centerline, up to 4’ AGL/3969’ MSL.
JOSEPH, OR
JOSEPH STATE (JSY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20APR23 (23110) (FAA)
TAKEOFF MINIMUMS:
Rwy 15, NA-Terrain.
DEPARTURE PROCEDURE:
Rwy 33, climb on a heading between 318° CW 022° from DER to 12000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 33, fence 16' from DER, 334' left of centerline, 4' AGL/4069' MSL.
Trees beginning 81' from DER, 115' right of centerline, up to 108' AGL/4165' MSL.
Electrical system 176' from DER, 326' left of centerline, 35' AGL/4097' MSL.
Trees beginning 311' from DER, 394' left of centerline, up to 81' AGL/4135' MSL.
Tree 477' from DER, 507' left of centerline, 88' AGL/4147' MSL.
Trees, poles, electrical systems beginning 499' from DER, 63' left of centerline, up to 92' AGL/4148' MSL.

JOHN DAY, OR
GRANT COUNTY RGNL/OGILVIE FLD (GCD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 15SEP16 (21140) (FAA)
TAKEOFF MINIMUMS:
Rwys 9, 17, 35, NA-Terrain.
DEPARTURE PROCEDURE:
Rwy 27, climbing left turn to 12000 heading 270° and IMB R-100 to IMB VOR/DME, climb in IMB VOR/DME holding pattern (E, right turns, 280° inbound) to cross IMB VOR/DME at or above MEA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 27, fence beginning 195' from DER, 50' right of centerline, up to 16' AGL/3665' MSL.
Bush 389' from DER, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT
GLACIER PARK INTL (GPI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 03AUG06 (06215) (FAA)
DEPARTURE PROCEDURE:
Use SKOTT DEPARTURE.

KELSO, WA
SOUTHWEST WASHINGTON RGNL (KLS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 30JAN20 (20030) (FAA)
TAKEOFF MINIMUMS:
Rwy 12, NA-Terrain.
Rwy 30, poles 21' from DER, 299' right of centerline, 31' AGL/49' MSL.
Trees 92' from DER, 389' right of centerline, 59' MSL.
Poles beginning 190' from DER, 348' left of centerline, up to 29' AGL/49' MSL.
Trees, pole beginning 213' from DER, 43' right of centerline, up to 155' MSL.
Vehicles on road 387' from DER, 596' left of centerline, 57' MSL.
Towers 501' from DER, 425' left of centerline, 49' AGL/70' MSL.
Trees beginning 531' from DER, 201' left of centerline, up to 91' MSL.
Transmission lines beginning 1648' from DER, 644' left of centerline, up to 79' AGL/100' MSL.
Trees, transmission line beginning 1737' from DER, 17' left of centerline, up to 131' MSL.
Trees beginning 2155' from DER, 35' right of centerline, up to 157' MSL.
Trees, transmission line beginning 2235' from DER, 110' left of centerline, up to 146' MSL.
Trees 4956' from DER, 112' left of centerline, 164' MSL.
Trees beginning 1.9 NM from DER, 2281' right of centerline, up to 342' MSL.
Trees beginning 2 NM from DER, 980' right of centerline, up to 407' MSL.
Trees beginning 2.1 NM from DER, 364' right of centerline, up to 433' MSL.
Trees beginning 2.2 NM from DER, 2680' right of centerline, up to 477' MSL.
Towers, trees beginning 2.3 NM from DER, 2369' right of centerline, up to 105' AGL/569' MSL.
Trees beginning 2.4 NM from DER, 2095' right of centerline, up to 584' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KEMMERER, WY

KEMMERER MUNI (EMM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 08JAN15 (15008) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, 10, 22, 28, NA - Rwy surfaces.
DEPARTURE PROCEDURE:
Rwy 16, climb heading 163° to 9100 then climbing left turn to intercept FBR VOR/DME R-330 to FBR VOR/DME before proceeding on course.
Rwy 34, climb heading 343° to 8200 then climbing right turn on heading 135° and FBR VOR/DME R-345 to FBR VOR/DME before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 16, fence 17’ from DER, 320’ left of centerline, 8’ AGL/7279’ MSL.
Fence 150’ from DER, 250’ right of centerline, 9’ AGL/7286’ MSL.
Rwy 34, fence 73’ from DER, 253’ left of centerline, 7’ AGL/7295’ MSL.

KLAMATH FALLS, OR
CRATER LAKE/KLAMATH RGNL (LMT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5A 26MAY16 (22111) (FAA)
TAKEOFF MINIMUMS:
Rwy 7, NA-Terrain.
Rwy 14, std. w/min. climb of 300’ per NM to 7100, or 3100-3 for VCOA.
Rwy 25, std. w/min. climb of 400’ per NM to 7100, or 3100-3 for VCOA.
Rwy 32, std. w/min. climb of 350’ per NM to 7100, or 3100-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 14, climb on heading 141° to 6500 then climbing right turn to intercept LMT R-181 to LMT VORTAC, thence...
Rwy 25, climb on heading 253° to 6000 then climbing right turn to intercept LMT R-306 to LMT VORTAC, thence...
Rwy 32, climb on heading 321° to 6700 then climbing left turn to intercept LMT R-277 to LMT VORTAC, thence...
... continue climb in LMT VORTAC holding pattern (hold W, RT, 070° inbound)0 to cross LMT VORTAC at or above MEA for route of flight before proceeding on course.
VCOA:
Rwys 14, 25, 32, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Crater Lake/Klamath Rgnl airport at or above 7000 then climb direct LMT VORTAC, continue climb in LMT VORTAC holding pattern (hold W, right turns, 070° inbound) to cross LMT VORTAC at or above MEA for route of flight before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 14, tree 3108’ from DER, 1240’ left of centerline, 88’ AGL/4183’ MSL.
Rwy 25, vehicle on road and railroad beginning 254’ from DER, 127’ left of centerline, up to 23’ AGL/4113’ MSL.
Tree 597’ from DER, 419’ left of centerline, 18’ AGL/4122’ MSL.
Tree and terrain beginning 8254’ from DER, 2238’ left of centerline, up to 100’ AGL/4499’ MSL.
Rwy 32, vehicles on road beginning 2625’ from DER, 742’ left of centerline, up to 100’ AGL/4191’ MSL.

LA GRANDE, OR
LA GRANDE/UNION COUNTY (LGD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 07OCT21 (21280) (FAA)
DEPARTURE PROCEDURE:
Use LA GRANDE DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 12, fence 8’ from DER, 407’ left of centerline, 4’ AGL/2712’ MSL.
Pole 144’ from DER, 451’ right of centerline, 10’ AGL/2715’ MSL.
Vehicle on road 208’ from DER, 444’ right of centerline, 2716’ MSL.
Rwy 17, pole 105’ from DER, 445’ right of centerline, 30’ AGL/2736’ MSL.
Building 182’ from DER, 493’ left of centerline, 23’ AGL/2733’ MSL.
Tree 597’ from DER, 419’ left of centerline, 18’ AGL/2741’ MSL.
Tree and terrain beginning 8254’ from DER, 2238’ left of centerline, up to 100’ AGL/4499’ MSL.
Rwy 30, vehicles beginning 2625’ from DER, 742’ left of centerline, up to 100’ AGL/4191’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LAKEVIEW, OR
LAKE COUNTY (LKV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 22AUG13 (22139) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, std. w/min. climb of 210’ per NM to 6900, or 2600-3 for climb in visual conditions.
Rwy 35, std. w/min. climb of 270’ per NM to 7600, or 2600-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 17, climbing right turn heading 310° to intercept LKV VORTAC R-158 to LKV VORTAC. Do not exceed 240 KIAS until established on the LKV VORTAC R-158, or for climb in visual conditions, cross Lake County airport at or above 7200, then proceed on LKV VORTAC R-147 to LKV VORTAC. When executing VCOA, notify ATC prior to departure, thence....
Rwy 35, climbing right heading 351° to intercept LKV VORTAC R-130 to LKV VORTAC, or for climb in visual conditions, cross Lake County airport at or above 7200, then proceed on LKV VORTAC R-147 to LKV VORTAC. When executing VCOA, notify ATC prior to departure, thence... . . . continue climb in holding pattern (hold NW, right turns, 148° inbound) to cross LKV VORTAC at or above 9700.
TAKEOFF OBSTACLE NOTES:
Rwy 17, runway end identifier lights beginning 35’ from DER, left and right of centerline, up to 2’ AGL/4726’ MSL.

LANDER, WY
HUNT FLD (LND)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05DEC19 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 22, std. w/min. climb of 495' per NM to 8500, or 6200-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 4, climb on heading between 320° CW to 130° from DER to 6000 before proceeding on course.
Rwy 22, climbing right turn to intercept RIW VOR R-220 to 8500 before proceeding on course. Do not exceed 240K until established direct RIW VOR.
VCOA:
Rwy 22, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hunt Fld at or above 11600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 22, pole 5’ from DER, 62’ right of centerline, 5590’ MSL.
Fence and vegetation beginning 22’ from DER, 403’ right of centerline, up to 8’ AGL/5601’ MSL.
Fence 80’ from DER, 426’ right of centerline, 14’ AGL/5602’ MSL.
NAVAID, wind indicator and fence beginning 100’ from DER, 324’ right of centerline, up to 19’ AGL/5606’ MSL.
Trees 149’ from DER, 30’ left of centerline, 5594’ MSL.
Trees 157’ from DER, 555’ right of centerline, 35’ AGL/5645’ MSL.
Trees 2659’ from DER, 307’ right of centerline, 5656’ MSL.
Trees 3415’ from DER, 393’ left of centerline, 33’ AGL/5675’ MSL.
Trees beginning 3425’ from DER, 309’ left of centerline, up to 37’ AGL/5682’ MSL.
Trees 3429’ from DER, 135’ left of centerline, 5684’ MSL.
Trees beginning 3432’ from DER, 322’ left of centerline, up to 19’ AGL/5703’ MSL.
Trees, terrain and vegetation beginning 4029’ from DER, 547’ left of centerline, up to 34’ AGL/5733’ MSL.

LARAMIE, WY
LARAMIE RGNL (LAR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05APR12 (12096) (FAA)
DEPARTURE PROCEDURE:
Rwys 3, 12, 21, 30, use Laramie Departure.

LAUREL, MT
LAUREL MUNI (6S8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 12DEC13 (13346) (FAA)
TAKEOFF MINIMUMS:
Rwys 9, 14, 27, 32, NA.
DEPARTURE PROCEDURE:
Rwy 4, climbing left turn direct BIL VORTAC, thence...
Rwy 22, climbing left turn direct BIL VORTAC, thence...
...if required, continue climb in BIL VORTAC holding pattern (hold W, right turns, 072° inbound) to cross BIL VORTAC at or above MEA/MCA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 4, ground beginning 47’ from DER, 397’ left of centerline, up to 3480’ MSL.
Multiple trees beginning 309’ from DER, 260’ right of centerline, up to 68’ AGL/3522’ MSL.
Fence beginning 64’ from DER, 281’ left of centerline, up to 15’ AGL/3469’ MSL.
Rwy 22, ground beginning 34’ from DER, 264’ right of centerline, up to 3498’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
LEWISTON, ID
LEWISTON/NEZ PERCE COUNTY (LWS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 05JAN17 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, std. w/min. climb of 310’ per NM to 3000 or 2500-3 for VCOA.
Rwy 12, std. w/min. climb of 280’ per NM to 3000 or 2500-3 for VCOA.
Rwy 26, std. w/min. climb of 265’ per NM to 3000 or 2500-3 for VCOA.
Rwy 30, std. w/min. climb of 260’ per NM to 3000 or 2500-3 for VCOA.
DEPARTURE PROCEDURE:
Rwys 8, 12, 26, 30, climbing left turn direct MQG VOR/DME, continue climb in MQG holding pattern (hold SW, left turns, 066° inbound) to cross MQG VOR/DME at or above MEA/MCA for route of flight.
VCOA:
Rwys 8, 12, 26, 30, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Lewiston/Nez Perce County airport at or above 3800 before proceeding on course.

LEWISTOWN, MT
LEWISTOWN MUNI (LWT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 15JUN23 (23166) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, std. w/min. climb of 281’ per NM to 6500.
Rwy 8, std. w/min. climb of 218’ per NM to 5700, or 1700-3 for VCOA.
Rwy 13, std. w/min. climb of 257’ per NM to 5300, or 1700-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 3, climbing left turn on heading 270° to intercept LWT R-032 to LWT VOR/DME.
Rwy 8, climb on heading 079° to 5700, then climbing right turn direct LWT VOR/DME.
Rwy 13, climb on heading 129° to 5300, then climbing right turn to intercept LWT R-122 to LWT VOR/DME.
Rwy 21, climb on heading 207° to 4600, then climbing right turn to intercept LWT R-136 to LWT VOR/DME.
Rwy 26, climb direct LWT VOR/DME.
Rwy 31, climb on heading 310° to intercept LWT R-025 to LWT VOR/DME.
All aircraft, continue climb in LWT holding pattern (hold west, right turns, 094° inbound) to cross LWT VOR/DME at or above MEA for route of flight.
VCOA:
Rwys 8, 13, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Lewiston Muni airport direct LWT VOR/DME at or above 5900 before proceeding on course.

LEXINGTON, OR
LEXINGTON (9S9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 02DEC21 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, std. w/min. climb of 450’ per NM to 4500, or 2100-3 for VCOA.
Rwy 26, std. w/min. climb of 300’ per NM to 5000, or 2100-3 for VCOA.
VCOA:
Rwys 8, 26, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Lexington airport at or above 3600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8, terrain beginning 12’ from DER, 485’ left of centerline, up to 1639’ MSL.
NAV AID, vehicles on road beginning105’ from DER, 192’ right of centerline, up to 7’ AGL/1643’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LIBBY, MT
LIBBY (S59)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 03NOV22 (22307) (FAA)
TAKEOFF MINIMUMS:
Rwy 33, NA-Obstacles.
DEPARTURE PROCEDURE:
Rwy 15, use EYESE DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 15, tree 19' from DER, 333' left of centerline, 2618' MSL.
   Tree, lighting beginning 21' from DER, 77' left of centerline, up to 2668' MSL.
   Trees beginning 93' from DER, 300' right of centerline, up to 2640' MSL.
   Trees, vehicle on road beginning 132' from DER, 193' left of centerline, up to 66' AGL/2673' MSL.
   Trees beginning 318' from DER, 438' right of centerline, up to 2653' MSL.
   Trees beginning 420' from DER, 99' right of centerline, up to 2663' MSL.
   Trees beginning 460' from DER, 259' left of centerline, up to 2675' MSL.
   Trees beginning 580' from DER, 153' left of centerline, up to 2699' MSL.
   Trees beginning 588' from DER, 4' right of centerline, up to 2667' MSL.
   Trees beginning 749' from DER, 13' left of centerline, up to 2700' MSL.
   Trees beginning 1324' from DER, 63' left of centerline, up to 2691' MSL.
   Trees beginning 1477' from DER, 299' left of centerline, up to 2705' MSL.
   Trees beginning 1550' from DER, 116' left of centerline, up to 2707' MSL.
   Trees beginning 2337' from DER, 47' right of centerline, up to 2693' MSL.
   Trees beginning 2581' from DER, 204' left of centerline, up to 2711' MSL.
   Trees beginning 2778' from DER, 111' left of centerline, up to 2713' MSL.
   Trees beginning 2973' from DER, 172' left of centerline, up to 2722' MSL.
   Trees beginning 3049' from DER, 53' left of centerline, up to 105' AGL/2725' MSL.
   Tree 3453' from DER, 102' right of centerline, 103' AGL/2704' MSL.
   Trees beginning 3532' from DER, 176' right of centerline, up to 110' AGL/2712' MSL.
   Tree 1.1 NM from DER, 2303' left of centerline, 2784' MSL.
   Tree 1.1 NM from DER, 2206' left of centerline, 2799' MSL.
   Trees beginning 1.1 NM from DER, 2132' left of centerline, up to 2818' MSL.
   Trees beginning 1.2 NM from DER, 2092' left of centerline, up to 2823' MSL.
   Trees beginning 1.2 NM from DER, 1639' left of centerline, up to 2828' MSL.
   Trees beginning 1.3 NM from DER, 2024' left of centerline, up to 2834' MSL.
   Trees beginning 1.3 NM from DER, 1817' left of centerline, up to 2836' MSL.
   Trees beginning 1.3 NM from DER, 1759' left of centerline, up to 2849' MSL.
   Trees beginning 1.3 NM from DER, 1665' left of centerline, up to 2866' MSL.
   Trees beginning 1.4 NM from DER, 1619' left of centerline, up to 2883' MSL.
   Trees beginning 1.4 NM from DER, 1669' left of centerline, up to 2888' MSL.
   Trees beginning 1.4 NM from DER, 1776' left of centerline, up to 2890' MSL.
   Tree 1.4 NM from DER, 2651' left of centerline, 2892' MSL.
   Trees beginning 1.6 NM from DER, 1655' left of centerline, up to 2899' MSL.
   Trees beginning 1.4 NM from DER, 1490' left of centerline, up to 2916' MSL.
   Trees beginning 1.4 NM from DER, 1390' left of centerline, up to 2929' MSL.
   Trees beginning 1.4 NM from DER, 2110' left of centerline, up to 2941' MSL.
   Trees beginning 1.4 NM from DER, 1488' left of centerline, up to 2942' MSL.
   Trees beginning 1.5 NM from DER, 1350' left of centerline, up to 2943' MSL.
   Trees beginning 1.5 NM from DER, 1482' left of centerline, up to 2953' MSL.
   Trees beginning 1.5 NM from DER, 1374' left of centerline, up to 2965' MSL.
   Tree 1.5 NM from DER, 2935' right of centerline, 2846' MSL.
   Trees beginning 1.5 NM from DER, 1185' left of centerline, up to 2975' MSL.
   Tree 1.5 NM from DER, 2756' right of centerline, 2858' MSL.
   Trees beginning 1.6 NM from DER, 2586' right of centerline, up to 63' AGL/2873' MSL.
   Trees beginning 1.6 NM from DER, 929' left of centerline, up to 2979' MSL.
   Trees beginning 1.7 NM from DER, 2361' left of centerline, up to 3007' MSL.
   Trees beginning 1.9 NM from DER, 2782' left of centerline, up to 3154' MSL.
   Trees beginning 2.2 NM from DER, 2154' left of centerline, up to 3325' MSL.
   Trees beginning 2.4 NM from DER, 2511' left of centerline, up to 3340' MSL.

LIVINGSTON, MT
MISSION FLD (LVM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 12MAR09 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwys 8, 13, 26, 31, NA - Environmental.
DEPARTURE PROCEDURE:
Rwys 4, 22, use LIVINGSTON DEPARTURE.
MADRAS, OR
MADRAS MUNI (S33)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B 10AUG23 (23222) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, std w/min climb of 298'/NM to 3900 or 1300-3 for VCOA.
Rwy 22, std w/min climb of 298'/NM to 3900, or 1300-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 4, climbing left turn on heading 210° to intercept DSD VORTAC R-348 to DSD VORTAC, continue climb-in-hold (hold north, right turns, 168° inbound) to cross DSD VORTAC at or above MEA/MCA for route of flight.
Rwy 16, climbing right turn on heading 210° to intercept DSD VORTAC R-348 to DSD VORTAC, continue climb-in-hold (hold north, right turns, 168° inbound) to cross DSD VORTAC at or above MEA/MCA for route of flight.
Rwy 22, climbing left turn on heading 216° to intercept DSD VORTAC R-348 to DSD VORTAC, continue climb-in-hold (hold north, right turns, 168° inbound) to cross DSD VORTAC at or above MEA/MCA for route of flight.
Rwy 34, climbing left turn on heading 210° to intercept DSD VORTAC R-348 to DSD VORTAC, continue climb-in-hold (hold north, right turns, 168° inbound) to cross DSD VORTAC at or above MEA/MCA for route of flight.
VCOA:
Rwys 16, 22, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Madras Muni airport at or above 3600, then proceed on DSD VORTAC R-356 to DSD VORTAC. Continue climb in DSD holding pattern (hold north, right turns, 168° inbound) to cross DSD VORTAC at or above MEA/MCA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 4, tree 116' from DER, 479' right of centerline, 8' AGL/2434' MSL.
Vehicles on road 197' from DER, 260' left of centerline, 2432' MSL.
Vehicles on road 365' from DER, 145' left of centerline, 2436' MSL.
Trees beginning 382' from DER, 345' right of centerline, up to 2439' MSL.
Tree 593' from DER, 204' right of centerline, 13' AGL/2444' MSL.
Vehicles on road 742' from DER, 113' right of centerline, 2447' MSL.
Tree 1388' from DER, 21' left of centerline, 38' AGL/2474' MSL.
Tree, sign beginning 1448' from DER, 72' right of centerline, up to 42' AGL/2478' MSL.
Building, trees beginning 1574' from DER, 71' left of centerline, up to 50' AGL/2485' MSL.
Tree 2717' from DER, 1214' right of centerline, 47' AGL/2504' MSL.
Rwy 16, light poles 10' from DER, 17' right of centerline, 1' AGL/2438' MSL.
Tree 132' from DER, 501' left of centerline, 4' AGL/2442' MSL.
Tree 195' from DER, 152' left of centerline, 2444' MSL.
Pole 870' from DER, 702' right of centerline, 25' AGL/2460' MSL.
Rwy 22, trees beginning 3' from DER, 77' left of centerline, up to 3' AGL/2421' MSL.
Tree 32' from DER, 101' right of centerline, 3' AGL/2420' MSL.
Rwy 34, tree 68' from DER, 293' left of centerline, 6' AGL/2432' MSL.
Tree 72' from DER, 496' right of centerline, 3' AGL/2435' MSL.
Tree 91' from DER, 133' right of centerline, 2437' MSL.
MALTA, MT
MALTA (M75)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15DEC11 (11349) (FAA)
DEPARTURE PROCEDURE:
Rwy 26, climb heading 257° to 3000 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 8, wind sock 37' from DER, 433' left of centerline, 12' AGL/2273' MSL.
Rwy 26, vehicle on roadway 348' from DER, 507' left of centerline, 15' AGL/2265' MSL.
MC CALL, ID
MC CALL MUNI (MYL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 20OCT11 (11293) (FAA)
TAKEOFF MINIMUMS:
Rwy 34, NA-Obstacles.
DEPARTURE PROCEDURE:
Rwy 16, use PEPUC (RNAV) DEPARTURE.
MCCORD FLD (JOINT BASE LEWIS-MCHORD) (KTCM)
TACO, WA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
17JUN21 (21168) (USAF)
DEPARTURE PROCEDURE:
Rwy 16, track hdg 160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER). Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight.
Rwy 34, track hdg 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 16, grove of trees 4892' from DER, 1353' left of cntrln, 143' AGL/454' MSL.
Grove of trees 2395' from DER, 1028' right of cntrln, 143' AGL/447' MSL.
Trees 2867' from DER, 1261' left of cntrln, 136' AGL/447' MSL.
Trees 2594' from DER, 1113' left of cntrln, 120' AGL/430' MSL.
Trees 2310' from DER, 957' left of cntrln, 85' AGL/394' MSL.
Trees 2006' from DER, 959' left of cntrln, 83' AGL/392' MSL.
Trees 1758' from DER, 971' left of cntrln, 87' AGL/389' MSL.
Rwy 34, tree 2307' from DER, 1038' left of cntrln, 106' AGL/348' MSL.
Tree 3190' from DER, 526' right of cntrln, 121' AGL/370' MSL.
Aircraft 186' from DER, 407' left of cntrln, 65' AGL/317' MSL.
Tree 2260' from DER, 1036' left of cntrln, 64' AGL/343' MSL.
Bldg 1668' from DER, 810' left of cntrln, 40' AGL/321' MSL.

MC MINNVILLE, OR
MC MINNVILLE MUNI (MMV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 25FEB21 (21056) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, 300-1¼ or std. w/ min. climb of 275' per NM to 500, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2200' prior to DER.
Rwy 17, std. w/ min. climb of 303' per NM to 800, or 1900-3 for VCOA.
Rwy 22, std. w/ min. climb of 303' per NM to 1400, or 1900-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 4, climb on heading 038° to intercept UBG R-170 to UBG VOR/DME, thence...
Rwys 17, 22, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence...
Rwy 35, climbing on heading 347° to intercept UBG R-221 to UBG VOR/DME, thence...
...continue climb in UBG VOR/DME holding pattern (hold south, left turns, 003° inbound) to cross UBG VOR/DME at or above MEA for route of flight.
VCOA:
Rwys 17, 22, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mc Minnville Muni at or above 1900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, lighting 5' from DER, 5' right of centerline, 2' AGL/162' MSL.
Trees beginning 2041' from DER, 208' right of centerline, up to 266' MSL.
Tree 2373' from DER, 1077' left of centerline, 239' MSL.
Trees beginning 2511' from DER, 1017' left of centerline, up to 241' MSL.
Trees beginning 2706' from DER, 1132' left of centerline, up to 248' MSL.
Tree 2848' from DER, 1193' right of centerline, 269' MSL.
Trees beginning 2909' from DER, 935' left of centerline, up to 268' MSL.
Trees beginning 3048' from DER, 205' left of centerline, up to 270' MSL.
Trees beginning 3333' from DER, 851' left of centerline, up to 274' MSL.
Tree 3376' from DER, 998' left of centerline, 275' MSL.
Trees beginning 3462' from DER, 1152' left of centerline, up to 290' MSL.
Tree 5016' from DER, 1520' left of centerline, 313' MSL.
Trees beginning 5167' from DER, 1279' left of centerline, up to 336' MSL.
Trees beginning 5384' from DER, 1242' left of centerline, up to 344' MSL.
Trees beginning 5783' from DER, 1155' left of centerline, up to 356' MSL.
Tree 5949' from DER, 1449' left of centerline, 357' MSL.
Rwy 17, vehicles on road beginning 191' from DER, 431' left of centerline, up to 176' MSL.
Vehicles on road beginning 279' from DER, 263' right of centerline, up to 171' MSL.
Tree 1920' from DER, 457' right of centerline, 231' MSL.
Tree 1961' from DER, 825' left of centerline, 257' MSL.
Tree 1.7 NM from DER, 3214' left of centerline, 527' MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MC MINNVILLE, OR (CON’T)

MC MINNVILLE MUNI (MMV) (CON’T)

Rwy 22, tree, lighting beginning 1’ from DER, 124’ right of centerline, up to 191’ MSL.
Lighting 42’ from DER, 125’ left of centerline, 3’ AGL/162’ MSL.
Tree 283’ from DER, 563’ left of centerline, 229’ MSL.
Trees beginning 314’ from DER, 5’ left of centerline, up to 255’ MSL.
Tree 1285’ from DER, 415’ right of centerline, 197’ MSL.
Tree 1342’ from DER, 544’ right of centerline, 202’ MSL.
Trees beginning 1356’ from DER, 40’ right of centerline, up to 229’ MSL.
Tree 1885’ from DER, 973’ right of centerline, 235’ MSL.
Tree 1943’ from DER, 655’ right of centerline, 243’ MSL.
Trees beginning 2010’ from DER, 127’ right of centerline, up to 245’ MSL.
Trees beginning 2602’ from DER, 486’ right of centerline, up to 254’ MSL.
Tree 4047’ from DER, 1318’ left of centerline, 284’ MSL.
Tree 4662’ from DER, 1708’ right of centerline, 292’ MSL.
Tree 4939’ from DER, 482’ left of centerline, 293’ MSL.

Rwy 35, tree 1687’ from DER, 228’ right of centerline, 205’ MSL.
Trees beginning 1827’ from DER, 217’ right of centerline, up to 240’ MSL.
Tree 3343’ from DER, 1087’ right of centerline, 248’ MSL.
Tree 3858’ from DER, 1445’ right of centerline, 268’ MSL.
Trees beginning 3904’ from DER, 289’ right of centerline, up to 300’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 05MAR15 (15064) (FAA)
Rwys 4, 17, 22, 35, heading as assigned by ATC; requires min. climb of 350’ per NM to 4300.

MEDFORD, OR

ROGUE VALLEY INTL-MEDFORD (MFR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10A  28APR16 (16119) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, std. w/ min. climb of 435’ per NM to 4500, or 2900-3 for climb in visual conditions.

Rwy 32, std. w/ min. climb of 260’ per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 14, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl-Medford airport at or above 4100 before proceeding direct OED VORTAC. When executing VCOA, notify ATC prior to departure. Thence ...

Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl-Medford airport at or above 4100 before proceeding direct OED VORTAC. When executing VCOA, notify ATC prior to departure. Thence ...

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above MEA or MCA for direction of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 14, building 1585’ from DER, 846’ left of centerline, 40’ AGL/1385’ MSL.

MILES CITY, MT

FRANK WILEY FLD (MLS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2  27JAN22 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, vehicles on road, lighting beginning 2’ from DER, 89’ left of centerline, up to 2636’ MSL.
Lighting beginning 40’ from DER, 90’ right of centerline, up to 4’ AGL/2627’ MSL.

Rwy 31, vehicles on road, tree, lighting, pole beginning 4’ from DER, 89’ right of centerline, up to 2640’ MSL.
Vehicles on road, lighting beginning 15’ from DER, 89’ left of centerline, up to 2638’ MSL.
Tree, vehicles on road beginning 71’ from DER, 395’ right of centerline, up to 2647’ MSL.
Tree 299’ from DER, 453’ left of centerline, 60’ AGL/2659’ MSL.

MISSOULA, MT

MISSOULA MONTANA (MSO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9  24MAY18 (21366) (FAA)

TAKEOFF MINIMUMS:

Rwys 8, 26, NA-Obstacles.

DEPARTURE PROCEDURE:

Rwys 12, 30, use GRZLY DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 12, fence beginning 22’ from DER, 487’ right of centerline, up to 9’ AGL/3215’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MOSES LAKE, WA
GRANT COUNTY INTL (MWH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 20SEP12 (12264) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 14R, antenna 390' from DER, 828' right of centerline, 98' AGL/1268' MSL.
Rwy 18L, pole 405' from DER, 334' right of centerline, 30' AGL/1209' MSL.
Windsock 496' from DER, 371' left of centerline, 16' AGL/1195' MSL.
Rwy 32L, antenna 660' from DER, 401' left of centerline, 11' AGL/1191' MSL.
Pole 1317' from DER, 369' left of centerline, 22' AGL/1202' MSL.

MOUNTAIN HOME AFB (KMUO)
MOUNTAIN HOME, ID
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05APR12 (12096)
Rwy 12, 30, 6700-3*
* Or standard with minimum climb of 270/NM to 9100.
TAKEOFF OBSTACLE NOTES:
Rwy 12, terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline.
Terrain 0' AGL/3035' MSL, 828' from DER, 688' right of centerline.
Terrain 0' AGL/3032' MSL, 378' from DER, 600' right of centerline.
Rwy 30, terrain 0' AGL/2995' MSL, 16' from DER, 500' left of centerline.
Terrain 0' AGL/2995' MSL, 81' from DER, 500' left of centerline.
Terrain 0' AGL/2995' MSL, 296' from DER, 579' left of centerline.
Terrain 0' AGL/2995' MSL, 427' from DER, 614' left of centerline.
Terrain 0' AGL/2995' MSL, 445' from DER, 619' left of centerline.
Terrain 0' AGL/2998' MSL, 253' from DER, 568' right of centerline.
Terrain 0' AGL/3000' MSL, 378' from DER, 500' right of centerline.
Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline.
Terrain 0' AGL/3002' MSL, 737' from DER, 625' right of centerline.
Road/Vehicle 35' AGL/3018' MSL, 949' from DER, 772' left of centerline.

MOUNTAIN HOME, ID
MOUNTAIN HOME MUNI (U76)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 19MAY22 (22139) (FAA)
DEPARTURE PROCEDURE:
Use ALKAL (RNAV) DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 10, lighting 9' from DER, 28' left of centerline, 1' AGL/3159' MSL.
Vegetation 17' from DER, 208' left of centerline, 3' AGL/3160' MSL.
Vegetation beginning 37' from DER, 193' left of centerline, up to 5' AGL/3162' MSL.
Terrain beginning 39' from DER, 379' right of centerline, up to 3159' MSL.
Vehicles on road beginning 381' from DER, 487' right of centerline, up to 3174' MSL.
Buildings beginning 574' from DER, 555' right of centerline, up to 41' AGL/3197' MSL.
Transmission lines, catenary beginning 1106' from DER, 461' left of centerline, up to 46' AGL/3196' MSL.
Catenaries, pole, transmission lines beginning 1243' from DER, 65' left of centerline, up to 52' AGL/3198' MSL.
Transmission lines, pole beginning 1483' from DER, 49' right of centerline, up to 52' AGL/3201' MSL.
Tower 3249' from DER, 889' right of centerline, 126' AGL/3273' MSL.
Rwy 28, fence 32' from DER, 494' right of centerline, 9' AGL/3175' MSL.
Fence 150' from DER, 494' right of centerline, 9' AGL/3178' MSL.
Fence 274' from DER, 493' right of centerline, 9' AGL/3180' MSL.
Fence 366' from DER, 494' right of centerline, 9' AGL/3181' MSL.
Fence 566' from DER, 494' right of centerline, 9' AGL/3183' MSL.
Vehicles on road beginning 898' from DER, 268' right of centerline, up to 3196' MSL.

NAMPA, ID
NAMPA MUNI (MAN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 12OCT17 (17285) (FAA)
DEPARTURE PROCEDURE:
Rwy 11, use ADEXE (RNAV) DEPARTURE.
Rwy 29, use CADKI (RNAV) DEPARTURE.
NEWCASTLE, WY
MONDELL FLD (ECS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 21AUG14 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 32, 200-1½ or std. w/min. climb of 265' per NM to 4500.
DEPARTURE PROCEDURE:
Rwy 14, climb heading 136° and ECS VOR R-143, until reaching 5500, thence...
Rwy 32, climbing left turn direct ECS VOR, then on ECS VOR R-143 to 5500, thence...
...Climbing right turn to 7500 direct ECS VOR, continue climb-in-holding to 7500 (hold SE, left turns, 323° inbound) before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 14, obstruction light on antenna 1442' from DER, 880' left of centerline, 93' AGL/4244' MSL.
Terrain 2826' from DER, 1242' right of centerline 4292' MSL.
Rwy 32, ground beginning 59' from DER, 393' right of centerline up to 4182' MSL.
Railroad 212' from DER, 284' right of centerline up to 23' AGL/4205' MSL.
Fence 247' from DER, 314' right of centerline 12' AGL/4175' MSL.
Multiple poles beginning 294' from DER 236' right of centerline up to 26' AGL/4203' MSL.
Transmission line tower 294' from DER, 436' right of centerline 26' AGL/4203' MSL.
Road beginning 426' from DER, 238' right of course up to 15' AGL/4194' MSL.
...Climbing right turn to 7500 direct ECS VOR, continue climb-in-holding to 7500 (hold SE, left turns, 323° inbound) before proceeding on course.

NEWPORT, OR
NEWPORT MUNI (ONP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 21JUL16 (16203) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, NA-Obstacles.
DEPARTURE PROCEDURE:
Rwys 16, 20, 34, use NEWPORT DEPARTURE.

NORTH BEND, OR
SOUTHWEST OREGON RGNL (OTH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 26MAR20 (20086) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 900-3 w/min. climb of 300' per NM to 1500 or std. w/min. climb of 475' per NM to 1200 or 1600-3 for VCOA.
Rwy 13, 400-2½ w/min. climb of 250' per NM to 2500 or 1600-3 for VCOA.
Rwy 31, 300-1½ or std. w/min. climb of 280' per NM to 300.
DEPARTURE PROCEDURE:
Rwy 5, climb on heading 046° to intercept OTH VOR/DME R-340 northwest bound to 1800 before proceeding on course.
Rwy 13, climb on heading 135° to 1300 before proceeding on course.
Rwy 23, climb on heading 226° to 700 before proceeding on course.
Rwy 31, climb on heading 315° to 800 before proceeding on course.
VCOA:
Rwys 5, 13, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Southwest Oregon RGNL airport at or above 1500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, tower 383' from DER, 207' right of centerline, 23' AGL/35' MSL.
Ship 1000' from DER, on centerline, up to 140 MSL.
Bridge beginning 1886' from DER, 628' left of centerline, up to 89' AGL/93' MSL.
Transmission line 4259' from DER, 1563' right of centerline, 215' AGL/228' MSL.
Bridge, transmission line beginning 4741' from DER, 579' right of centerline, up to 265' AGL/268' MSL.
Tree 1.2 NM from DER, 410' left of centerline, 211' MSL.
Tree 1.3 NM from DER, 1380' left of centerline, 428' MSL.
Trees beginning 1.4 NM from DER, 704' left of centerline, up to 435' MSL.
Tree 1.5 NM from DER, 984' left of centerline, 463' MSL.
Tree 1.5 NM from DER, 946' left of centerline, 467' MSL.
Trees, buildings beginning 1.6 NM from DER, 777' left of centerline, up to 513' MSL.
Tree 1.6 NM from DER, 2832' right of centerline, 348' MSL.
Tree 1.6 NM from DER, 1768' right of centerline, 367' MSL.
Tree 2.1 NM from DER, 38' left of centerline, 515' MSL.
Tree 2.3 NM from DER, 2038' right of centerline, 648' MSL.
Trees beginning 2.5 NM from DER, 894' right of centerline, up to 767' MSL.
CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NORTH BEND, OR (CON’T)
SOUTHWEST OREGON RGNL (OTH) (CON’T)

**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)**

**TAKEOFF MINIMUMS:**

- **Rwy 13,** vegetation, vehicle on road beginning 37’ from DER, 174’ left of centerline, up to 33’ MSL.
- Vegetation 192’ from DER, 145’ right of centerline, 37’ MSL.
- Tree 345’ from DER, 509’ right of centerline, 62’ MSL.
- Trees, buildings, transmission lines, poles beginning 412’ from DER, 14’ right of centerline, up to 76’ MSL.
- Tree 627’ from DER, 52’ left of centerline, 38’ MSL.
- Tree 2536’ from DER, 648’ right of centerline, 94’ MSL.
- Tree 2644’ from DER, 529’ right of centerline, 98’ MSL.
- Tree 3012’ from DER, 1101’ left of centerline, 214’ MSL.
- Tree, building beginning 3059’ from DER, 299’ right of centerline, up to 108’ MSL.
- Trees, spire beginning 3066’ from DER, 68’ left of centerline, up to 243’ MSL.
- Pole 3418’ from DER, 512’ right of centerline, 77’ AGL/114’ MSL.
- Trees beginning 3578’ from DER, 9’ left of centerline, up to 291’ MSL.
- Trees, pole beginning 3876’ from DER, 14’ left of centerline, up to 238’ MSL.
- Pole 1.3 NM from DER, 977’ right of centerline, 75’ AGL/247’ MSL.

**DEPARTURE PROCEDURE:**

- **Rwy 23,** climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course.
- **Rwy 31,** climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

**TAKEOFF OBSTACLE NOTES:**

- **Rwy 7,** multiple trees beginning 1167’ from DER, 212’ left of centerline, up to 80’ AGL/319’ MSL.
- Multiple trees beginning 664’ from DER, 208’ right of centerline, up to 80’ AGL/299’ MSL.
- Fence 612’ from DER, right and left of centerline, 10’ AGL/229’ MSL.
- Multiple bushes beginning 240’ from DER, 64’ left of centerline, up to 8’ AGL/227’ MSL.
- **Rwy 25,** cars on road 87’ from DER, left and right of centerline, up to 15’ AGL/174’ MSL.
- Multiple trees beginning 2271’ from DER, right and left of centerline, up to 80’ AGL/279’ MSL.

OAK HARBOR, WA
DELAURENTIS (OKH)

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**ORIG-A 12MAR09 (23278) (FAA)**

**TAKEOFF MINIMUMS:**

- **Rwy 7,** 300-1.
- **Rwy 25,** 300-1.

**DEPARTURE PROCEDURE:**

- **Rwy 7,** climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course.
- **Rwy 25,** climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

**TAKEOFF OBSTACLE NOTES:**

- **Rwy 7,** multiple trees beginning 1167’ from DER, 212’ left of centerline, up to 80’ AGL/319’ MSL.
- Multiple trees beginning 664’ from DER, 208’ right of centerline, up to 80’ AGL/299’ MSL.
- Fence 612’ from DER, right and left of centerline, 10’ AGL/229’ MSL.
- Multiple bushes beginning 240’ from DER, 64’ left of centerline, up to 8’ AGL/227’ MSL.
- **Rwy 25,** cars on road 87’ from DER, left and right of centerline, up to 15’ AGL/174’ MSL.
- Multiple trees beginning 2271’ from DER, right and left of centerline, up to 80’ AGL/279’ MSL.

OLYMPIA, WA
OLYMPIA RGNL (OLM)

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**AMDT 6 24MAY18 (18144) (FAA)**

**TAKEOFF MINIMUMS:**

- **Rwy 17,** 300-2 or std. w/ min. climb of 720’ per NM to 500.

**DEPARTURE PROCEDURE:**

- **Rwy 8,** climb heading 089° to 1000, then climbing left turn direct OLM VORTAC, thence . . .
- **Rwy 17,** climb heading 176° to 1200, then climbing right turn direct OLM VORTAC, thence . . .
- **Rwy 26,** climbing left turn direct OLM VORTAC, thence . . .
- **Rwy 35,** climbing right turn direct OLM VORTAC, thence . . .
- . . .continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

**TAKEOFF OBSTACLE NOTES:**

- **Rwy 8,** pole 879’ from DER, 348’ left of centerline, 31’ AGL/236’ MSL.
- Trees beginning 970’ from DER, 213’ left of centerline, up to 267’ MSL.
- Tree 1635’ from DER, 434’ right of centerline, 267’ MSL.
- Tree 1743’ from DER, 539’ right of centerline, 291’ MSL.
- Tree 2270’ from DER, 341’ left of centerline, 275’ MSL.
- Tree, tower beginning 2931’ from DER, 130’ right of centerline, up to 320’ MSL.
- Trees beginning 3168’ from DER, 569’ left of centerline, up to 343’ MSL.

**CON’T**
OLYMPIA, WA (CON’T)
OLYMPIA RGNL (OLM) (CON’T)

Rwy 17, trees beginning 751’ from DER, 658’ right of centerline, up to 281’ MSL.
Trees beginning 1005’ from DER, 634’ left of centerline, up to 293’ MSL.
Trees beginning 1160’ from DER, 719’ right of centerline, up to 306’ MSL.
Trees beginning 1203’ from DER, 664’ left of centerline, up to 298’ MSL.
Trees beginning 1293’ from DER, 681’ right of centerline, up to 331’ MSL.
Trees beginning 1418’ from DER, 70’ right of centerline, up to 340’ MSL.
Trees beginning 1758’ from DER, 221’ left of centerline, up to 337’ MSL.
Trees beginning 1820’ from DER, 112’ left of centerline, up to 366’ MSL.
Trees beginning 3873’ from DER, 437’ left of centerline, up to 377’ MSL.
Trees beginning 3953’ from DER, 27’ right of centerline, up to 388’ MSL.
Tree 1.5 nm from DER, 2745’ left of centerline, 490’ MSL.

Rwy 26, tree 338’ from DER, 339’ right of centerline, 220’ MSL.
Building 475’ from DER, 594’ left of centerline, 28’ AGL/224’ MSL.
Tree 496’ from DER, 555’ right of centerline, 237’ MSL.
Trees beginning 2171’ from DER, 623’ right of centerline, up to 309’ MSL.
Trees beginning 4173’ from DER, 680’ left of centerline, up to 330’ MSL.

Rwy 35, building 692’ from DER, 620’ right of centerline, 32’ AGL/226’ MSL.
Trees beginning 961’ from DER, 652’ right of centerline, up to 266’ MSL.
Tree 1664’ from DER, 912’ right of centerline, 267’ MSL.
Trees beginning 1714’ from DER, 634’ right of centerline, up to 283’ MSL.
Trees beginning 1940’ from DER, 895’ right of centerline, up to 287’ MSL.
Trees beginning 2175’ from DER, 859’ left of centerline, up to 275’ MSL.
Trees beginning 2358’ from DER, 834’ right of centerline, up to 288’ MSL.
Trees beginning 2851’ from DER, 1033’ right of centerline, up to 299’ MSL.
Trees beginning 3025’ from DER, 1046’ right of centerline, up to 315’ MSL.
Tree 3878’ from DER, 702’ left of centerline, 298’ MSL.
Trees beginning 4015’ from DER, 198’ left of centerline, up to 313’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 2 24MAY18 (18144) (FAA)

Rwy 8, heading as assigned by ATC; requires min. climb of 220 feet per NM to 1500.
Rwy 26, heading as assigned by ATC.
Rwy 35, heading as assigned by ATC; requires min. climb of 230 feet per NM to 1100.

OMAK, WA
OMAK (OMK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:
Rwy 35, NA-Obstacles.

DEPARTURE PROCEDURE:
Rwy 17, use EPHRATA DEPARTURE.

TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicles on road, vegetation beginning 5’ from DER, 452’ left of centerline, up to 10’ AGL/1306’ MSL.
Lighting 40’ from DER, 78’ right of centerline, 1’ AGL/1301’ MSL.
Vegetation beginning 50’ from DER, 172’ right of centerline, up to 1305’ MSL.
Vegetation 305’ from DER, 499’ right of centerline, 5’ AGL/1308’ MSL.
Vegetation 311’ from DER, 529’ right of centerline, 9’ AGL/1311’ MSL.
Pole 1621’ from DER, 737’ left of centerline, 56’ AGL/1339’ MSL.
Tree 1972’ from DER, 28’ left of centerline, 66’ AGL/1350’ MSL.
Tree 2080’ from DER, 78’ right of centerline, 68’ AGL/1352’ MSL.

ONTARIO, OR
ONTARIO MUNI (ONO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 07DEC17 (17341) (FAA)

TAKEOFF MINIMUMS:
Rwy 33, 300-2 or std. w/ min. climb of 240’ per NM to 3800, or 1300-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 33, climb on a heading between 033° CW 145° from DER, or min. climb of 270’ per NM to 3600 for all other courses.
VCOA:
Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ontario Airport at or above 3300 before proceeding on course.

CON’T
ONTARIO, OR (CON’T)
ONTARIO MUNI (ONO) (CON’T)

TAKEOFF OBSTACLE NOTES:
Rwy 15, fence beginning 5’ from DER, 340’ left of centerline, up to 4’ AGL/2191’ MSL.
Lighting 9’ from DER, 39’ right of centerline, 2’ AGL/2190’ MSL.
Fence 19’ from DER, 337’ left of centerline, 9’ AGL/2194’ MSL.
Transmission line 582’ from DER, 478’ right of centerline, up to 53’ AGL/2214’ MSL.
Tree, transmission line, pole beginning 1095’ from DER, 175’ left of centerline, up to 2221’ MSL.
Transmission line 1122’ from DER, 386’ left of centerline, 42’ AGL/2227’ MSL.
Transmission line, pole beginning 1211’ from DER, 471’ left of centerline, up to 46’ AGL/2230’ MSL.
Tower 1249’ from DER, 463’ left of centerline, 56’ AGL/2240’ MSL.
Pole, transmission line, tree beginning 1253’ from DER, 425’ left of centerline, up to 70’ AGL/2255’ MSL.

PARIS, ID
BEAR LAKE COUNTY (1U7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:
Rwy 10, std w/min. climb of 365’ per NM to 10000 or 3600-3 for VCOA.
Rwy 16, std w/min. climb of 305’ per NM to 10500 or 3600-3 for VCOA.
Rwy 28, std w/min. climb of 500’ per NM to 11000 or 3600-3 for VCOA.
Rwy 34, std w/min. climb of 390’ per NM to 11300 or 3600-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 10, climb heading 104° to 9000 before proceeding on course.
Rwy 16, climb heading 164° to 8900 before proceeding on course.
Rwy 28, climb heading 284° to 8000 before proceeding on course.
Rwy 34, climb heading 344° to 9800 before proceeding on course.

VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Bear Lake County Airport at or above 9400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 16, tree 1127’ from DER, 689’ right of centerline, 5960’ MSL.

PASCO, WA
TRI-CITIES (PSC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 13NOV14 (14317) (FAA)

DEPARTURE PROCEDURE:
Rwys 3L, 3R, climb heading 031° to 1500, thence …
Rwys 21L, 21R, climb heading 211° to 1700, thence …

Rwy 12 turn left, all others turn right. Then climb direct PSC VOR/DME, climb in PSC VOR/DME holding pattern (hold East, right turns, 272° inbound) to MEA/MCA for route of flight before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 3L, bush 94’ from DER, 479’ left of centerline, up to 5’ AGL/405’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PASCO, WA (CON’T)

TRI-CITIES (PSC) (CON’T)

Rwy 3R (CON’T), lower 2460’ from DER, 111’ right of centerline, up to 56’ AGL/479’ MSL.
Tower 2514’ from DER, 277’ right of centerline, up to 64’ AGL/480’ MSL.
Trees 2580’ from DER, 871’ left of centerline, up to 75’ AGL/504’ MSL.

Rwy 12, vehicles on road beginning 407’ from DER, crossing centerline, up to 56’ AGL/479’ MSL.
Trees 657’ from DER, 618’ right of centerline, up to 75’ AGL/454’ MSL.
Pole 1092’ from DER, 588’ left of centerline, 25’ AGL/434’ MSL.
Pole 947’ from DER, 635’ left of centerline, up to 75’ AGL/454’ MSL.
Trees beginning 1195’ from DER, 602’ right of centerline, up to 61’ AGL/461’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 26MAY16 (16147) (FAA)

Rwy 3L, heading as assigned by ATC; requires min. climb of 240’ per NM to 3100.
Rwy 3R, heading as assigned by ATC; requires min. climb of 230’ per NM to 3200.
Rwy 12, heading as assigned by ATC; requires min. climb of 290’ per NM to 3200.

PENDLETON, OR

EASTERN OREGON RGNL AT PENDLETON (PDT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 05DEC19 (19339) (FAA)

DEPARTURE PROCEDURE:

Rwy 8, climbing left turn to intercept PDT VORTAC R-060 to PDT VORTAC, thence...
Rwy 11, climbing right turn to intercept PDT VORTAC R-120 to PDT VORTAC, thence...
Rwy 26, climbing direct PDT VORTAC, thence...
Rwy 29, climbing left turn direct PDT VORTAC, thence...
...continue climb in PDT VORTAC holding pattern (West, left turn, 079° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, terrain 0’ from DER, 76’ left of centerline, 1487’ MSL.
Terrain 2’ from DER, 101’ right of centerline, 1488’ MSL.
Rwy 11, terrain beginning 0’ from DER, on centerline, up to 1496’ MSL.
Terrain 0’ from DER, 51’ left of centerline, 1496’ MSL.
Vehicles on roadway 34’ from DER, 377’ left of centerline, up to 1499’ MSL.

Rwy 26, terrain 8’ from DER, 124’ left of centerline, 1487’ MSL.
Terrain 54’ from DER, 394’ left of centerline, 1492’ MSL.
Terrain beginning 197’ from DER, 390’ left of centerline, up to 1495’ MSL.
Terrain 479’ from DER, 596’ left of centerline, 1500’ MSL.
Terrain 654’ from DER, 591’ left of centerline, 1507’ MSL.
Terrain, building beginning 829’ from DER, 390’ left of centerline, up to 1512’ MSL.
Terrain 1074’ from DER, 581’ left of centerline, 1513’ MSL.
Terrain beginning 1219’ from DER, 786’ left of centerline, up to 1523’ MSL.
Rwy 29, terrain 0’ from DER, 50’ left of centerline, 1486’ MSL.
Terrain 21’ from DER, 124’ left of centerline, 1489’ MSL.
Terrain beginning 74’ from DER, 84’ left of centerline, up to 1495’ MSL.
Terrain beginning 87’ from DER, 168’ left of centerline, up to 1496’ MSL.

PINEDALE, WY

RALPH WENZ FLD (PNA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 15JUN23 (23166) (FAA)

TAKEOFF MINIMUMS:

Rwy 29, std. w/min. climb of 336’ per NM to 8300, or 5000-5 for VCOA.

DEPARTURE PROCEDURE:

Rwy 11, climbing right turn to 10000 on heading 190° and BPI VOR/DME R-046 to BPI VOR/DME before proceeding on course.
Rwy 29, climbing left turn to 10000 on heading 230° and BPI VOR/DME R-026 to BPI VOR/DME before proceeding on course.

VCOA:

Rwy 29, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ralph Wenz Fld airport at or above 11900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, sign, NAVAID beginning 25’ from DER, 127’ left of centerline, up to 3’ AGL/7071’ MSL.
NAVAID 39’ from DER, 126’ right of centerline, 2’ AGL/7070’ MSL.
Fence, vertical point beginning 115’ from DER, 400’ right of centerline, up to 7’ AGL/7075’ MSL.
Vehicle on road 170’ from DER, 520’ right of centerline, 7083’ MSL.
Vehicles on roads beginning 306’ from DER, 414’ right of centerline, up to 7084’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PINDEALE, WY (CON’T)
RALPH WENZ FLD (PNA) (CON’T)

Rwy 29, fence 30’ from DER, 410’ left of centerline, 7’ AGL/7097’ MSL.
NAVAID 39’ from DER, 89’ right of centerline, 5’ AGL/7099’ MSL.
NAVAID 39’ from DER, 91’ left of centerline, 7’ AGL/7099’ MSL.

Vehicle on roads beginning 236’ from DER, 535’ left of centerline, up to 7109’ MSL.
Vehicle on road 520’ from DER, 537’ left of centerline, 7110’ MSL.

PLENITYWOOD, MT
SHER-WOOD (PWD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15MAR07 (07074) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 12, multiple bushes beginning 47’ from DER, 71’ left of centerline, up to 12’ AGL/2251’ MSL.
Multiple bushes and road beginning 68’ from DER, 75’ right of centerline, up to 12’ AGL/2303’ MSL.

Rwy 30, multiple bushes beginning 217’ from DER, 60’ left of centerline, up to 12’ AGL/2296’ MSL.

POCATELLO, ID
POCATELLO RGNL (PIH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 05MAR14 (14065) (FAA)

TAKEOFF MINIMUMS:
Rwy 18, NA - Obstacles.

DEPARTURE PROCEDURE:
Use KNURL ONE DEPARTURE.

POLSON, MT
POLSON (8S1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 06MAR14 (14065) (FAA)

TAKEOFF MINIMUMS:
Rwy 18, NA - Obstacles.

DEPARTURE PROCEDURE:
Rwy 36, use ANGIL DEPARTURE.

POPLAR, MT
POPLAR MUNI (PO1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 10JAN13 (13010) (FAA)

TAKEOFF MINIMUMS:
Rwys 2, 20 NA - ATC.

TAKEOFF OBSTACLE NOTES:
Rwy 9, light support structure 10’ from DER, 18’ right of centerline, 2’ AGL/2038’ MSL.
Fence 24’ from DER, 344’ left of centerline, 10’ AGL/2046’ MSL.
Terrain 26’ from DER, 492’ left of centerline, 2037’ MSL.
Tree 504’ from DER, 483’ left of centerline, 40’ AGL/2080’ MSL.
Pole 1175’ from DER, 756’ right of centerline, 31’ AGL/2067’ MSL.
Pole 1233’ from DER, 619’ left of centerline, 32’ AGL/2068’ MSL.
Pole 1423’ from DER, 60’ right of centerline, 38’ AGL/2074’ MSL.
Pole 1742’ from DER, 593’ right of centerline, 45’ AGL/2074’ MSL.

Rwy 27, light support structure 10’ from DER, 17’ left of centerline, 2’ AGL/2027’ MSL.
Fence 65’ from DER, 341’ right of centerline, 4’ AGL/2029’ MSL.
Tree 248’ from DER, 497’ right of centerline, 21’ AGL/2047’ MSL.

PORT ANGELES, WA
PORT ANGELES CGAS (NOW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 08JAN15 (15008) (FAA)

DEPARTURE PROCEDURE:
Rwy 8, climbing left turn heading 010° to intercept CVV VOR/DME R-247 to 5400 ...
Rwy 26, climbing right turn heading 010° to intercept CVV VOR/DME R-247 to 5400 ...
... All aircraft proceed on CVV R-247 to JIGEB INT/ CVV 12.1 DME; cross JIGEB at or above MEA/MCA for route of flight.

TAKEOFF OBSTACLE NOTES:
Rwy 8, ships on waterway 1792’ from DER, across centerline, up to 80’ MSL.
Rwy 26, vehicles on roadway beginning 309’ from DER, across centerline, up to 15’ AGL/24’ MSL.
Ships on waterway 590’ from DER, 316’ left of centerline, 80’ MSL.
Ships on waterway 632’ from DER, 350’ right of centerline, 80’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PORT ANGELES, WA (CON’T)
WILLIAM R FAIRCHILD INTL (CLM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3B 25JAN24 (24025) (FAA)
TAKEOFF MINIMUMS:
Rwys 13, NA-Obstacles.
DEPARTURE PROCEDURE:
Rwys 9, 27, 31, use WATTR DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 9, sign 46’ from DER, 198’ right of centerline, 4’ AGL/295’ MSL.
Terrain 54’ from DER, 449’ right of centerline, 296’ MSL.
Sign 79’ from DER, 352’ right of centerline, 4’ AGL/299’ MSL.
Building, terrain, NAVAID beginning 99’ from DER, 1’ right of centerline, up to 17’ AGL/314’ MSL.
Fence 102’ from DER, 526’ left of centerline, 7’ AGL/299’ MSL.
Fence 270’ from DER, 526’ left of centerline, 7’ AGL/300’ MSL.
Building 298’ from DER, 258’ left of centerline, 20’ AGL/311’ MSL.
Tree, pole beginning 575’ from DER, 69’ left of centerline, up to 37’ MSL.
Pole, vehicle on traverse way beginning 677’ from DER, 630’ right of centerline, up to 32’ AGL/338’ MSL.
Transmission line 922’ from DER, 630’ right of centerline, 51’ AGL/355’ MSL.
Tree, transmission line, pole beginning 927’ from DER, 136’ right of centerline, up to 385’ MSL.
Trees beginning 1107’ from DER, 391’ right of centerline, up to 420’ MSL.
Trees beginning 1312’ from DER, 169’ right of centerline, up to 464’ MSL.
Tree 1412’ from DER, 689’ left of centerline, 396’ MSL.
Tree 1454’ from DER, 811’ left of centerline, 424’ MSL.
Trees beginning 1523’ from DER, 191’ right of centerline, up to 466’ MSL.
Tree 1613’ from DER, 790’ left of centerline, 439’ MSL.
Trees beginning 1740’ from DER, 35’ right of centerline, up to 469’ MSL.
Trees beginning 1826’ from DER, 166’ left of centerline, up to 454’ MSL.
Trees beginning 2421’ from DER, 670’ left of centerline, up to 455’ MSL.
Trees beginning 2922’ from DER, 9’ left of centerline, up to 457’ MSL.
Trees beginning 3272’ from DER, 406’ right of centerline, up to 473’ MSL.
Trees beginning 3375’ from DER, 105’ right of centerline, up to 481’ MSL.
Tree, pole beginning 3453’ from DER, 105’ right of centerline, up to 490’ MSL.
Trees beginning 3801’ from DER, 28’ left of centerline, up to 460’ MSL.
Trees beginning 3746’ from DER, 32’ left of centerline, up to 461’ MSL.
Trees beginning 4375’ from DER, 622’ right of centerline, up to 498’ MSL.
Trees beginning 4460’ from DER, 137’ right of centerline, up to 502’ MSL.
Trees beginning 4985’ from DER, 717’ right of centerline, up to 465’ MSL.
Rwy 27, lighting 10’ from DER, 54’ right of centerline, 3’ AGL/287’ MSL.
Lighting 10’ from DER, 55’ left of centerline, 3’ AGL/286’ MSL.
Trees beginning 2709’ from DER, 130’ left of centerline, up to 406’ MSL.
Trees beginning 3951’ from DER, 530’ right of centerline, up to 393’ MSL.
Trees beginning 4446’ from DER, 1173’ left of centerline, up to 421’ MSL.
Rwy 31, tree, pole beginning 1’ from DER, 222’ right of centerline, up to 315’ MSL.
Trees beginning 8’ from DER, 4’ left of centerline, up to 321’ MSL.
Tree 338’ from DER, 524’ right of centerline, 316’ MSL.
Trees beginning 431’ from DER, 121’ right of centerline, up to 320’ MSL.
Trees beginning 505’ from DER, 39’ left of centerline, up to 324’ MSL.
Trees beginning 638’ from DER, 8’ right of centerline, up to 323’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PORTLAND, OR
PORTLAND INTL (PDX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 20SEP12 (12264) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 500-3 or std. w/ min. climb of 355’ per NM to 700.
Rwy 10L, std. w/ min. climb of 280’ per NM to 2900.
Rwy 10R, std. w/ min. climb of 265’ per NM to 2900.
Rwy 21, std. w/ min. climb of 290’ per NM to 1800.

DEPARTURE PROCEDURE:
Rwy 3, climb heading 029° to 700, then climbing left turn direct BTG VORTAC, thence …
Rwys 10L, 10R, climb heading 103° to 500, then climbing left turn direct BTG VORTAC, thence ...
Rwy 21, climb heading 209° to 500, then climbing right turn direct BTG VORTAC, thence ...
Rwys 28L, 28R, climb heading 283° to 500, then climbing right turn direct BTG VORTAC, thence ...
… continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 3, sign 1’ from DER, 133’ left of centerline, 5’ AGL/28’ MSL.
Vehicle on road 1363’ from DER, 15’ AGL/76’ MSL.
Vehicle on road 1675’ from DER, 5’ right of centerline, 85’ AGL/413’ MSL.
Multiple trees, towers beginning 1.2 NM from DER, 278’ left of centerline, up to 85’ AGL/463’ MSL.
Multiple trees, building, electrical system and pole beginning 1.3 NM from DER, 63’ right of centerline, up to 85’ AGL/430’ MSL.
Tree 1.7 NM from DER, 8’ right of centerline, 85’ AGL/413’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 05NOV20 (20310) (FAA)
Rwy 3, heading as assigned by ATC; requires min. climb of 378’ per NM to 4500.
Rwys 10L, heading as assigned by ATC; requires min. climb of 367’ per NM to 4700.
Rwy 10R, heading as assigned by ATC; requires min. climb of 440’ per NM to 3600.
Rwy 21, heading as assigned by ATC; requires min. climb of 430’ per NM to 3000.
Rwys 28L, 28R, heading as assigned by ATC; requires min. climb of 374’ per NM to 3800.
Rwy 28R, heading as assigned by ATC; requires min. climb of 340’ per NM to 5200.

PORTLAND-HILLSBORO (HIO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7A 01FEB18 (18032) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, std. w/ min. climb of 215’ per NM to 1900 or 600-2½ for climb in visual conditions.
Rwy 13R, 200-1½ or std. w/min. climb of 233’ per NM to 400 or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1800’ prior to DER.
Rwy 31L, std. w/ min. climb of 242’ per NM to 2700 or 600-2½ for climb in visual conditions.
Rwy 31R, std. w/ min. climb of 230’ per NM to 2700 or 600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwys 13L/R, climbing right turn direct UBG VOR/DME thence …
Rwys 2, 20, 31L/R, climbing left turn direct UBG VOR/DME thence …
…continue climb in UBG VOR/DME holding pattern (hold W, right turns, 108° inbound) to cross UBG VOR/DME at or above MEA for direction of flight before proceeding on course.

VCOA:
Rwys 2, 31L/R, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Portland-Hillsboro Airport at or above 700 then proceed direct UBG VOR/DME…
…continue climb in UBG VOR/DME holding pattern (hold W, right turns, 108° inbound) to cross UBG VOR/DME at or above MEA for direction of flight before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 2, fence 35’ from DER, 498’ left of centerline, 4’ AGL/212’ MSL.
Fence 70’ from DER, 378’ right of centerline, 8’ AGL/214’ MSL.
Fence 163’ from DER, 333’ left of centerline, 11’ AGL/219’ MSL.
Vegetation on road 246’ from DER, 252’ right of centerline, 218’ MSL.
Vegetation on road 452’ from DER, 1’ right of centerline, 220’ MSL.
Tree 1793’ from DER, 608’ right of centerline, 270’ MSL.
Tree and building beginning 2423’ from DER, 896’ left of centerline, up to 60’ AGL/274’ MSL.
Building 2668’ from DER, 798’ left of centerline, 67’ AGL/279’ MSL.
CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PORTLAND, OR (CON’T)

PORTLAND-HILLSBORO (HIO) (CON’T)

Rwy 13L, NAVAID 10’ from DER, 20’ right of centerline, 1’ AGL/207’ MSL. Sign 60’ from DER, 202’ left of centerline, 2’ AGL/208’ MSL. Trees beginning 2518’ from DER, 270’ left of centerline, up to 302’ MSL. Tree 2741’ from DER, 523’ left of centerline, 323’ MSL. Trees beginning 2776’ from DER, 264’ left of centerline, up to 329’ MSL. Trees beginning 3303’ from DER, 259’ left of centerline, up to 330’ MSL. Tree 3385’ from DER, 360’ left of centerline, 337’ MSL. Tower 4794’ from DER, 781’ left of centerline, 160’ AGL/350’ MSL.

Rwy 13R, pole 38’ from DER, 150’ left of centerline, 4’ AGL/200’ MSL. Sign 72’ from DER, 299’ right of centerline, 5’ AGL/201’ MSL. Tree 1030’ from DER, 754’ right of centerline, 260’ MSL. Tree 1103’ from DER, 613’ left of centerline, 234’ MSL. Trees beginning 1835’ from DER, 172’ left of centerline, up to 307’ MSL. Tree 3388’ from DER, 124’ right of centerline, 320’ MSL. Tree 3417’ from DER, 154’ right of centerline, 321’ MSL. Tree 3490’ from DER, 578’ right of centerline, 322’ MSL. Trees beginning 3529’ from DER, 28’ right of centerline, up to 326’ MSL. Tree 3625’ from DER, 218’ left of centerline, 308’ MSL. Trees beginning 3736’ from DER, 12’ left of centerline, up to 328’ MSL. Trees beginning 3844’ from DER, 8’ right of centerline, up to 342’ MSL. Tree 5186’ from DER, 639’ right of centerline, 343’ MSL. Tree 5264’ from DER, 348’ left of centerline, 348’ MSL.

Rwy 20, poles and fence beginning 14’ from DER, 261’ right of centerline, up to 27’ AGL/229’ MSL. Pole, tree, and buildings beginning 215’ from DER, 418’ left of centerline, up to 34’ AGL/236’ MSL. Trees beginning 767’ from DER, 611’ left of centerline, up to 290’ MSL. Trees beginning 772’ from DER, 417’ right of centerline, up to 52’ AGL/250’ MSL. Trees and pole beginning 823’ from DER, 411’ right of centerline, up to 53’ AGL/253’ MSL. Trees and pole beginning 1139’ from DER, 454’ left of centerline, up to 294’ MSL. Tree 2430’ from DER, 671’ right of centerline, 280’ MSL. Trees beginning 2514’ from DER, 31’ left of centerline, up to 311’ MSL. Tree 4822’ from DER, 337’ left of centerline, 327’ MSL.

Rwy 31L, trees beginning 1663’ from DER, 625’ right of centerline, up to 271’ MSL. Rwy 31R, NAVAID 10’ from DER, 20’ left of centerline, 4’ AGL/201’ MSL. Sign 20’ from DER, 162’ right of centerline, 5’ AGL/202’ MSL. Bush 116’ from DER, 193’ left of centerline, 205’ MSL. Trees, pole, and tower beginning 1259’ from DER, 138’ right of centerline, up to 272’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 30APR15 (15120) (FAA)

Rwy 2, heading as assigned by ATC; requires min. climb of 290’ per NM to 2700.
Rwy 13L, heading as assigned by ATC; requires min. climb of 290’ per NM to 2800.
Rwy 13R, heading as assigned by ATC; requires min. climb of 300’ per NM to 2800.
Rwy 20, heading as assigned by ATC; requires min. climb of 260’ per NM to 4900.
Rwy 31L, heading as assigned by ATC; requires min. climb of 270’ per NM to 4900.
Rwy 31R, heading as assigned by ATC; requires min. climb of 260’ per NM to 4900.

PORTLAND-TROUTDALE (TTD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 19JUL18 (18200) (FAA)

TAKEOFF MINIMUMS

Rwy 7, std. w/min. climb of 325’ per NM to 2800 or 1400-3 for VCOA.
Rwy 13L, std. w/min. climb of 380’ per NM to 1300 or 1400-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 7, climbing left turn to intercept BTG R-125 to BTG VORTAC. Continue climb on BTG R-329 within 10NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000. All others 2500.
Rwy 25, climbing right turn to intercept BTG R-125 to BTG VORTAC. Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000. All others 2500.
VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Portland-Troudtale Airport northwest bound at or above 1300, then climb on BTG R-125 to BTG VORTAC. Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000. All others 2500.

TAKEOFF OBSTACLE NOTES:

Rwy 7, building 25’ from DER, 410’ left of centerline, 19’ AGL/58’ MSL. Pole beginning 123’ from DER, 458’ left of centerline, up to 30’ AGL/70’ MSL. Pole 169’ from DER, 169’ right of centerline, 6’ AGL/45’ MSL. Electrical system 298’ from DER, 302’ right of centerline, 30’ AGL/69’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PORTLAND, OR (CON’T)
PORTLAND-TROUTDALE (TTD) (CON’T)

Rwy 7 (CON’T), tree, traverse way beginning 450’ from DER, 1’ right of centerline, up to 80’ MSL.
Tree 564’ from DER, 592’ left of centerline, 72’ MSL.
Trees beginning 783’ from DER, 43’ left of centerline, up to 114’ MSL.
Tree 944’ from DER, 215’ right of centerline, 92’ MSL.
Tree 1734’ from DER, 525’ right of centerline, 114’ MSL.
Tree 1843’ from DER, 509’ left of centerline, 116’ MSL.
Tree 1868’ from DER, 138’ right of centerline, 120’ MSL.
Tree 1887’ from DER, 598’ left of centerline, 121’ MSL.
Trees beginning 1889’ from DER, 37’ left of centerline, up to 134’ MSL.

Tree 1939’ from DER, 255’ left of centerline, 137’ MSL.
Trees beginning 1942’ from DER, 148’ right of centerline, up to 142’ MSL.

Tree 3280’ from DER, 1899’ left of centerline, 210 AGL/240’ MSL.
Other 1.8 NM from DER, 3553’ right of centerline, 100’ AGL/379’ MSL.
Other 1.9 NM from DER, 3742’ right of centerline, 100’ AGL/419’ MSL.

Rwy 25, tree 195’ from DER, 385’ left of centerline, 50’ MSL.
Trees beginning 352’ from DER, 361’ left of centerline, up to 92’ MSL.
Trees beginning 759’ from DER, 635’ right of centerline, up to 103’ MSL.
Tree, building beginning 1180’ from DER, 509’ left of centerline, up to 111’ MSL.
Trees beginning 1544’ from DER, 64’ left of centerline, up to 151’ MSL.
Trees beginning 1635’ from DER, 222’ right of centerline, up to 108’ MSL.
Trees beginning 2563’ from DER, 430’ right of centerline, up to 111’ MSL.
Trees beginning 2612’ from DER, 84’ right of centerline, up to 117’ MSL.
Tree 2739’ from DER, 733’ right of centerline, 125’ MSL.
Tree 3442’ from DER, 508’ right of centerline, 135’ MSL.
Trees beginning 3499’ from DER, 236’ right of centerline, up to 140’ MSL.
Trees beginning 3622’ from DER, 526’ right of centerline, up to 177’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 02APR15 (15092) (FAA)

Rwy 7, heading as assigned by ATC; requires minimum climb of 330’ per NM to 2900.
Rwy 25, heading as assigned by ATC; requires minimum climb of 360’ per NM to 4300.

PORT TOWNSEND, WA
JEFFERSON COUNTY INTL (0S9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22AUG13 (13234) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 300-1
Rwy 27, 300-1 with a min. climb of 445’ per NM to 900, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 9, climb on heading 088° to intercept CVV VOR/DME R-166 to CVV VOR/DME, thence ...
Rwy 27, climbing right turn heading 090° to intercept CVV VOR/DME R-166 to CVV VOR/DME, or for climb in visual conditions cross Jefferson County Intl airport at or above 1000 then climb on CVV R-178 to CVV VOR/DME. When executing VCOA, notify ATC prior to departure. Thence...
...

TAKEOFF OBSTACLE NOTES:

Rwy 9, bushes beginning 21’ from DER, left and right of centerline, up to 5’ AGL/123’ MSL.
Terrain beginning 148’ from DER, 313’ right of centerline, up to 126’ MSL.
Trees beginning 661’ from DER, left and right of centerline, up to 90’ AGL/284’ MSL.

Rwy 27, trees beginning 105’ from DER, left and right of centerline, up to 90’ AGL/260’ MSL.
Poles beginning 105’ from DER, 298’ left of centerline, up to 53’ AGL/159’ MSL.

POWELL, WY
POWELL MUNI (POY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 19SEP13 (13262) (FAA)

TAKEOFF MINIMUMS:

Rwys 3,17,21,35, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 13, turn right, thence...
Rwy 31, turn left, thence...
...

TAKEOFF OBSTACLE NOTES:

Rwy 13, pole 13’ from DER, 288’ right of centerline, 8’ AGL/5107’ MSL.
Windsock 13’ from DER, 287’ right of centerline, 5’ AGL/5104’ MSL.
Pole 110’ from DER, 407’ right of centerline, 4’ AGL/5104’ MSL.

CON’T

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

POWELL, WY (CON’T)
POWELL MUNI (POY) (CON’T)

Rwy 13 (CON’T), terrain 148’ from DER, 526’ left of centerline, 0’ AGL/5100’ MSL.
Vehicles on road beginning 414’ from DER, beginning 53’ right of centerline, up to 15’ AGL/5115’ MSL.

Rwy 31, windsock 9’ from DER, 297’ right of centerline, 3’ AGL/5002’ MSL.
Pole 10’ from DER, 296’ right of centerline, 6’ AGL/5005’ MSL.

PRINEVILLE, OR
PRINEVILLE (S39)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, std. w/min. climb of 290’ per NM to 6000, or 2600-3 for VCOA.
Rwy 15, std. w/min. climb of 325’ per NM to 6000, or 2600-3 for VCOA.
Rwy 29, std. w/min. climb of 415’ per NM to 6600, or 2600-3 for VCOA.
Rwy 33, std. w/min. climb of 380’ per NM to 6700, or 2600-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 11, climb on heading 105° to 5700 before proceeding on course.
Rwy 15, climb on heading 157° to 6000 before proceeding on course.
Rwy 29, climb on heading 285° to 6600 before proceeding on course.
Rwy 33, climb on heading 337° to 6700 before proceeding on course.

VCOA:

Rwys 11, 15, 29, 33, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Prineville airport at or above 5700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, vegetation 45’ from DER, 353’ left of centerline, 3240’ MSL.
Building 304’ from DER, 574’ right of centerline, 23’ AGL/3262’ MSL.
Pole 414’ from DER, 248’ left of centerline, 22’ AGL/3258’ MSL.
Tree 879’ from DER, 567’ right of centerline, 3281’ MSL.
Tree 1412’ from DER, 758’ right of centerline, 3292’ MSL.
Tree 1788’ from DER, 901’ right of centerline, 3291’ MSL.
Pole 2080’ from DER, 959’ right of centerline, 47’ AGL/3307’ MSL.
Building 2980’ from DER, 1251’ right of centerline, 39’ AGL/3314’ MSL.
Building 3193’ from DER, 1264’ right of centerline, 44’ AGL/3318’ MSL.

Rwy 15, building, tree beginning 36’ from DER, 125’ left of centerline, up to 27’ AGL/3277’ MSL.
Tree 100’ from DER, 151’ right of centerline, 11’ AGL/3258’ MSL.

Trees beginning 123’ from DER, 182’ right of centerline, up to 20’ AGL/3266’ MSL.
Tree 350’ from DER, 560’ left of centerline, 37’ AGL/3290’ MSL.

Rwy 29, tree 17’ from DER, 479’ left of centerline, 3277’ MSL.
Trees, vegetation beginning 662’ from DER, 24’ left of centerline, up to 37’ AGL/3297’ MSL.

Rwy 33, trees, terrain, vegetation beginning 8’ from DER, 72’ right of centerline, up to 3261’ MSL.

Terrain 62’ from DER, 152’ left of centerline, 3241’ MSL.
Vegetation, terrain beginning 121’ from DER, 80’ left of centerline, up to 3246’ MSL.

Trees, vegetation beginning 246’ from DER, 325’ right of centerline, up to 3278’ MSL.
Vegetation 288’ from DER, 78’ left of centerline, 3247’ MSL.

Vegetation 309’ from DER, 284’ left of centerline, 3248’ MSL.

Trees beginning 365’ from DER, 49’ right of centerline, up to 3290’ MSL.
Vegetation 400’ from DER, 495’ left of centerline, 3254’ MSL.
Tree 486’ from DER, 139’ right of centerline, 3258’ MSL.

Trees beginning 569’ from DER, 363’ left of centerline, up to 23’ AGL/3265’ MSL.

Trees beginning 704’ from DER, 293’ right of centerline, up to 3293’ MSL.

Terrain 860’ from DER, 394’ left of centerline, 23’ AGL/3266’ MSL.

Terrain beginning 938’ from DER, 512’ left of centerline, up to 27’ AGL/3272’ MSL.

Tree 1020’ from DER, 649’ left of centerline, 3278’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PULLMAN/MOSCOW, WA
PULLMAN/MOSCOW RGNL (PUW)

AMDT 5  10OCT19 (19283) (FAA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

TAKEOFF MINIMUMS:

Rwy 5, 300-1 1/2 w/min. climb of 276' per NM to 3600 or std. w/min. climb of 405' per NM to 3100 or 4600-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 050° to 3100 then climbing left turn direct PUW VOR/DME, continue climb in PUW VOR/DME holding pattern (southwest, left turns, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

Rwy 23, climbing left turn to intercept PUW VOR/DME R-018 to PUW VOR/DME, continue climb in PUW VOR/DME holding pattern (southwest, left turns, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

VCOA:

Rwy 5, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Pullman/Moscow Rgnl airport at or above 4500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, terrain, vegetation beginning 185' from DER, 135' right of centerline, up to 2624' MSL.

Terrain beginning 185' from DER, 610' left of centerline, up to 40' AGL/2590' MSL.

Terrain 1077' from DER, 383' right of centerline, 2625' MSL.

Terrain, electrical system beginning 1137' from DER, 17' right of centerline, up to 2626' MSL.

Terrain 1264' from DER, 408' right of centerline, 2634' MSL.

Terrain, traverse way beginning 1301' from DER, 285' right of centerline, up to 2633' MSL.

Terrain, vertical point, traverse way beginning 1036' from DER, 9' right of centerline, up to 2639' MSL.

Terrain 1687' from DER, 179' left of centerline, 2601' MSL.

Terrain beginning 1713' from DER, 114' left of centerline, up to 2602' MSL.

Terrain 1803' from DER, 103' left of centerline, 2611' MSL.

Terrain beginning 1807' from DER, 42' left of centerline, up to 2613' MSL.

Terrain, pole beginning 1900' from DER, 99' left of centerline, up to 2621' MSL.

Terrain 1968' from DER, 57' left of centerline, 2622' MSL.

Terrain beginning 2008' from DER, 161' left of centerline, up to 2624' MSL.

Terrain beginning 2057' from DER, 83' left of centerline, up to 2628' MSL.

Terrain, pole beginning 2111' from DER, 8' left of centerline, up to 20' AGL/2634' MSL.

Terrain beginning 2140' from DER, 55' right of centerline, up to 2641' MSL.

Terrain beginning 2203' from DER, 90' right of centerline, up to 2651' MSL.

Terrain 2339' from DER, 393' right of centerline, 2657' MSL.

Terrain beginning 2321' from DER, 298' right of centerline, up to 2658' MSL.

Terrain beginning 2467' from DER, 436' right of centerline, up to 2665' MSL.

Terrain beginning 2493' from DER, 22' right of centerline, up to 2673' MSL.

Terrain beginning 2614' from DER, 82' left of centerline, up to 2637' MSL.

Terrain 2622' from DER, 489' right of centerline, 2679' MSL.

Terrain beginning 2665' from DER, 91' right of centerline, up to 2690' MSL.

Terrain beginning 2720' from DER, 85' left of centerline, up to 2649' MSL.

Terrain 2788' from DER, 136' left of centerline, 2650' MSL.

Terrain, traverse way beginning 2825' from DER, 20' left of centerline, up to 2652' MSL.

Terrain beginning 2828' from DER, 52' right of centerline, up to 2700' MSL.

Terrain beginning 3148' from DER, 53' right of centerline, up to 2711' MSL.

Terrain, traverse way, fence, buildings, trees beginning 3264' from DER, 20' left of centerline, up to 2712' MSL.

Terrain beginning 3594' from DER, 1283' left of centerline, up to 2663' MSL.

Terrain beginning 3767' from DER, 1280' left of centerline, up to 2667' MSL.

Trees 4073' from DER, 483' left of centerline, 2672' MSL.

Trees, terrain beginning 4151' from DER, 394' left of centerline, up to 2682' MSL.

Trees, terrain beginning 4253' from DER, 62' left of centerline, up to 2692' MSL.

Terrain beginning 4889' from DER, 730' right of centerline, up to 2718' MSL.

Terrain beginning 4974' from DER, 494' right of centerline, up to 2719' MSL.

Terrain beginning 5114' from DER, 611' right of centerline, up to 2720' MSL.

Terrain beginning 5325' from DER, 430' right of centerline, up to 2724' MSL.

Terrain beginning 5533' from DER, 360' right of centerline, up to 2727' MSL.

Terrain beginning 5720' from DER, 320' right of centerline, up to 2730' MSL.

Terrain beginning 5794' from DER, 372' right of centerline, up to 2732' MSL.

Terrain beginning 5867' from DER, 440' right of centerline, up to 2733' MSL.

Terrain 1 NM from DER, 903' left of centerline, 2709' MSL.

Terrain beginning 1 NM from DER, 714' left of centerline, up to 2714' MSL.

Terrain 1 NM from DER, 604' left of centerline, 2716' MSL.

Rwy 23, terrain 364' from DER, 483' left of centerline, 2581' MSL.

Terrain beginning 566' from DER, 548' left of centerline, up to 2595' MSL.

Terrain beginning 711' from DER, 652' left of centerline, up to 2610' MSL.

Buildings, terrain, trees beginning 952' from DER, 646' left of centerline, up to 13' AGL/2649' MSL.

Trees 4300' from DER, 1559' right of centerline, 2675' MSL.

Trees 4455' from DER, 1524' right of centerline, 2687' MSL.

Trees, buildings beginning 4465' from DER, 1595' right of centerline, up to 2703' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PUYALLUP, WA
PIERCE COUNTY-THUN FIELD (PLU)
AMDT 4 27JAN22 (20227) (FAA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

TAKEOFF MINIMUMS:

Rwy 17, 300-1½ or std. w/min. climb of 220' per NM to 900.
Rwy 35, 300-1½ w/min. climb of 270' per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 17, climb on heading 185° to intercept SEA R-168 to ALDER INT/SEA 37.09 DME and hold. Continue climb-in-holding pattern (hold north, right turn, 168° inbound) to cross ALDER at or above the MEA for direction of flight. Do not exceed 175K when climb-in-hold.

NW-1, 11 JUL 2024 to 05 SEP 2024

TAKEOFF OBSTACLE NOTES:

Rwy 17, sign 9' from DER, 70' left of centerline, 2' AGL/537' MSL.
Sign 10' from DER, 69' right of centerline, 2' AGL/537' MSL.
Fence 51' from DER, 250' left of centerline, 6' AGL/540' MSL.
Pole 69' from DER, 312' left of centerline, 18' AGL/552' MSL.
Pole, traverse way beginning 86' from DER, 454' left of centerline, up to 33' AGL/567' MSL.
Buildings, traverse way beginning 130' from DER, 41' left of centerline, up to 41' AGL/575' MSL.

Rwy 17, when climb-in-hold.

Trees beginning 2974' from DER, 150' right of centerline, up to 545' MSL.

NW-1, 11 JUL 2024 to 05 SEP 2024

Tree 409' from DER, 605' right of centerline, 29' AGL/547' MSL.
Pole 511' from DER, 566' right of centerline, 40' AGL/552' MSL.

Tree 624' from DER, 429' right of centerline, 36' AGL/563' MSL.

Trees beginning 1.2 NM from DER, 770' left of centerline, up to 149' AGL/738' MSL.

Tank 1.1 NM from DER, 2325' left of centerline, 106' AGL/711' MSL.

Tree 6037' from DER, 809' left of centerline, 106' AGL/692' MSL.

Trees beginning 1.6 NM from DER, 770' left of centerline, up to 149' AGL/738' MSL.

Trees beginning 4723' from DER, 158' left of centerline, up to 118' AGL/683' MSL.

Trees beginning 5332' from DER, 865' left of centerline, up to 123' AGL/684' MSL.

Trees beginning 5911' from DER, 791' left of centerline, up to 107' AGL/691' MSL.

Trees beginning 6361' from DER, 74' right of centerline, up to 647' MSL.

Trees beginning 5389' from DER, 81' right of centerline, up to 107' AGL/654' MSL.

Trees beginning 3572' from DER, 156' right of centerline, up to 655' MSL.

Trees beginning 3925' from DER, 758' left of centerline, up to 672' MSL.

Trees beginning 4030' from DER, 23' left of centerline, up to 674' MSL.

Trees beginning 4103' from DER, 62' left of centerline, up to 680' MSL.

Trees beginning 4139' from DER, 162' right of centerline, 110' AGL/667' MSL.

Trees beginning 4253' from DER, 119' right of centerline, up to 116' AGL/668' MSL.

Trees beginning 4295' from DER, 115' left of centerline, up to 118' AGL/681' MSL.

Trees beginning 4723' from DER, 158' left of centerline, up to 118' AGL/683' MSL.

Trees beginning 5332' from DER, 865' left of centerline, up to 123' AGL/684' MSL.

Trees beginning 5911' from DER, 791' left of centerline, up to 107' AGL/691' MSL.

Trees beginning 6361' from DER, 74' right of centerline, up to 647' MSL.

Trees beginning 5389' from DER, 81' right of centerline, up to 107' AGL/654' MSL.

Trees beginning 3572' from DER, 156' right of centerline, up to 655' MSL.

Trees beginning 3925' from DER, 758' left of centerline, up to 672' MSL.

Trees beginning 4030' from DER, 23' left of centerline, up to 674' MSL.

Trees beginning 4103' from DER, 62' left of centerline, up to 680' MSL.

Tree 4139' from DER, 162' right of centerline, 110' AGL/667' MSL.

Trees beginning 4253' from DER, 119' right of centerline, up to 116' AGL/668' MSL.

Trees beginning 4295' from DER, 115' left of centerline, up to 118' AGL/681' MSL.

Trees beginning 4723' from DER, 158' left of centerline, up to 118' AGL/683' MSL.

Trees beginning 5332' from DER, 865' left of centerline, up to 123' AGL/684' MSL.

Trees beginning 5911' from DER, 791' left of centerline, up to 107' AGL/691' MSL.

Trees beginning 6361' from DER, 74' right of centerline, up to 647' MSL.

Trees beginning 5389' from DER, 81' right of centerline, up to 107' AGL/654' MSL.

Trees beginning 3572' from DER, 156' right of centerline, up to 655' MSL.

Trees beginning 3925' from DER, 758' left of centerline, up to 672' MSL.

Trees beginning 4030' from DER, 23' left of centerline, up to 674' MSL.

Trees beginning 4103' from DER, 62' left of centerline, up to 680' MSL.

Tree 4139' from DER, 162' right of centerline, 110' AGL/667' MSL.
PUYALLUP, WA (CON’T)
PIERCE COUNTY-THUN FIELD (PLU) (CON’T)
DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 2  27JAN22  (22027)  (FAA)
Rwy 17, heading as assigned by ATC; requires min. climb of 230’ per NM to 2100.
Rwy 35, heading as assigned by ATC; requires min. climb of 555’ per NM to 800.

RAWLINS, WY
RAWLINS MUNI/HARVEY FLD (RWL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6  15AUG19 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwys 11, 29, NA-Environmental.
Rwy 4, 500-3 or std. w/min. climb of 270’ per NM to 7500.
Rwy 22, 600-3 w/min. climb of 255’ per NM to 7900, or std. w/min. climb of 350’ per NM to 7500, or 1500-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 4, climbing right turn to 10000 on heading 170° to intercept CKW VOR/DME R-080 to CKW VOR/DME, then proceed on course.
Rwy 22, climb to 10000 on heading 224° to intercept CKW VOR/DME R-085 to CKW VOR/DME, then proceed on course.
VCOA:
Rwy 22, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Rawlings Mun/ Harvey Fld at or above 8200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, terrain, NAVAID beginning 12’ from DER, 123’ left of centerline, 6826’ MSL.
Terrain 29’ from DER, 360’ left of centerline, 6835’ MSL.
Terrain, tree beginning 88’ from DER, 149’ right of centerline, up to 6828’ MSL.
Terrain 170’ from DER, 389’ left of centerline, 6836’ MSL.
Road, terrain beginning 193’ from DER, 419’ right of centerline, up to 6844’ MSL.
Utility, vertical point beginning 204’ from DER, 426’ left of centerline, up to 4’ AGL/6842’ MSL.
Road, terrain beginning 239’ from DER, 362’ right of centerline, up to 6846’ MSL.
Road, terrain beginning 347’ from DER, 478’ left of centerline, up to 6859’ MSL.
Road 628’ from DER, 580’ left of centerline, 6866’ MSL.
Road 705’ from DER, 581’ right of centerline, 6852’ MSL.
Road, fence, terrain beginning 814’ from DER, 55’ right of centerline, up to 6856’ MSL.
Road, terrain, fence beginning 873’ from DER, 418’ left of centerline, up to 6877’ MSL.
Road 1007’ from DER, 581’ left of centerline, 6881’ MSL.
Road, terrain beginning 1109’ from DER, 559’ left of centerline, up to 6884’ MSL.
Road, terrain, fence beginning 1217’ from DER, 313’ left of centerline, up to 6886’ MSL.
Fence, terrain beginning 1941’ from DER, 797’ left of centerline, up to 10’ AGL/6890’ MSL.
Terrain beginning 3568’ from DER, 1223’ left of centerline, up to 6911’ MSL.
Roads beginning 3761’ from DER, 358’ left of centerline, 6928’ MSL.
Road, terrain, vegetation beginning 3885’ from DER, 789’ left of centerline, up to 6931’ MSL.
Rwy 22, road at DER, 184’ left of centerline, 6758’ MSL.
Roads beginning 24’ from DER, 4’ right of centerline, 6759’ MSL.
Road, building beginning 39’ from DER, 235’ right of centerline, up to 6760’ MSL.
Pole, building beginning 206’ from DER, 317’ right of centerline, up to 24’ AGL/6768’ MSL.
Transmission line, pole, sink beginning 340’ from DER, 324’ right of centerline, up to 32’ AGL/6774’ MSL.
Road, vegetation beginning 1.8 NM from DER, 3580’ left of centerline, 7118’ MSL.
Vegetation, roads beginning 1.9 NM from DER, 3380’ left of centerline, up to 60’ AGL/7118’ MSL.
Tower, vegetation, transmission line beginning 2 NM from DER, 2979’ left of centerline, up to 60’ AGL/7266’ MSL.

REDMOND, OR
ROBERTS FLD (RDM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6  20AUG15 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, std. w/min. climb of 280’ per NM to 5000.
Rwy 23, std. w/min. climb of 235’ per NM to 4500.
Rwy 29, std. w/min. climb of 240’ per NM to 4500.
DEPARTURE PROCEDURE:
Rwy 5, Climbing left turn on heading 269° and DSD R-047 to DSD VORTAC, thence…
Rwy 11, Climbing right turn on heading 224° and DSD R-090 to DSD VORTAC, thence…
Rwy 23, Climb heading 226° and DSD R-090 to DSD VORTAC, thence…
Rwy 29, Climbing left turn on heading 279° and DSD R-045 to DSD VORTAC, thence…
...climb in DSD VORTAC holding pattern (hold north, right turn,168° inbound) to cross DSD VORTAC at or above MEA/MCA for route of flight before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 29, trees beginning 12’ from DER, 421’ right of centerline, up to 12’ AGL/3079’ MSL.
Tree 364’ from DER, 449’ left of centerline, 15’ AGL/3054’ MSL.
RENTON, WA
RENTON MUNI (RNT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8A 13SEP18 (18256) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, std. w/min. climb of 405' per NM to 2000.
Rwy 34, std. w/min. climb of 330' per NM to 2700.
DEPARTURE PROCEDURE:
Rwy 16, climb heading 157° to 3000 then climbing right turn to intercept SEA R-180 to SEA VORTAC, thence . . .
Rwy 34, climb heading 337° to 3000 then climbing left turn to intercept SEA R-340 to SEA VORTAC, thence . . .
. . . continue climb in SEA holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 16, building, vehicles on roads, walls, general utility, poles beginning 8' from DER, 3' left of centerline, up to 26' AGL/59' MSL.
Sign, vehicles on roads, wall beginning 40' from DER, 116' right of centerline, up to 19' AGL/49' MSL.
Poles, vehicles on road, buildings, vegetation, trees beginning 287' from DER, 10' left of centerline, up to 39' AGL/71' MSL.
Trees, poles beginning 585' from DER, 39' right of centerline, up to 101' MSL.
Trees, building beginning 716' from DER, 5' right of centerline, up to 106' MSL.
Trees 941' from DER, 383' right of centerline, 120' MSL.
Trees beginning 998' from DER, 9' right of centerline, up to 146' MSL.
Trees beginning 1626' from DER, 3' left of centerline, up to 82' MSL.
Trees beginning 1638' from DER, 70' left of centerline, up to 119' MSL.
Transmission line 1.4 NM from DER, 2562' left of centerline, 121' AGL/453' MSL.
Trees 1.9 NM from DER, 3214' left of centerline, 572' MSL.
Rwy 34, vehicles on road 2' from DER, 242' right of centerline, 10' AGL/29' MSL.
Lighting 6' from DER, 80' left of centerline, 2' AGL/25' MSL.
Fence 17' from DER, 329' left of centerline, 8' AGL/29' MSL.

REXBURG, ID
REXBURG-MADISON COUNTY (RXE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 06DEC18 (18340) (FAA)
DEPARTURE PROCEDURE:
Rwy 17, climbing right turn on heading 215° and IDA VOR/DME R-015 to RIGBY INT to MEA for route of flight, if not at MEA continue climb in RIGBY INT holding pattern (hold north, right turn, 195° inbound) to cross RIGBY INT at or above MEA before proceeding on course.
Rwy 35, climbing left turn on heading 165° and IDA VOR/DME R-015 to RIGBY INT to MEA for route of flight before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, It support structure 7' from DER, 6' right of centerline, 4860' MSL.
Building, REIL, NAVAID, and vehicle on road beginning 22' from DER, 113' right of centerline, up to 23' AGL/4880' MSL.
Tree and fence beginning 27' from DER, 135' left of centerline, up to 23' AGL/4882' MSL.
Pole, building and trees beginning 104' from DER, 51' left of centerline, up to 4913' MSL.
Pole 237' from DER, 515' right of centerline, 39' AGL/4896' MSL.
Trees beginning 281' from DER, 291' right of centerline, up to 4901' MSL.
Trees, pole and vehicle on road beginning 296' from DER, 311' right of centerline, up to 4906' MSL.
Trees beginning 1732' from DER, 481' right of centerline, up to 4920' MSL.
Trees beginning 1968' from DER, 403' right of centerline, up to 4928' MSL.
Rwy 35, tree 18' from DER, 367' right of centerline, 46' AGL/4896' MSL.
Trees and vehicle on road beginning 23' from DER, 41' right of centerline, up to 4937' MSL.
Tree 27' from DER, 125' left of centerline, 4861' MSL.
Tree 57' from DER, 449' left of centerline, 4866' MSL.
Tree 188' from DER, 424' left of centerline, 4872' MSL.
Trees beginning 204' from DER, 470' left of centerline, up to 4898' MSL.
Trees beginning 240' from DER, 26' left of centerline, up to 4924' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

RICHLAND, WA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 8, std. w/min. climb of 310’ per NM to 5000, or 4600-3 for climb in visual conditions.

Rwy 19, std. w/min. climb of 480’ per NM to 5000, or 4600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 1, 8, climbing left turn heading 220° to intercept PSC VOR/DME R-273 to 6000 to PAPPS INT /PSC 32.51 DME before proceeding on course.

Rwy 19, climbing right turn heading 310° to intercept PSC VOR/DME R-273 to 6000 to PAPPS INT/PSC 32.51 DME before proceeding on course.

Rwy 26, climbing right turn heading 290° to intercept PSC VOR/DME R-273 to 6000 to PAPPS INT/PSC 32.51 DME before proceeding on course.

VCOA

All runways, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Richland Airport at or above 4800 then on PSC VOR/DME R-273 to PAPPS INT/PSC 32.51 DME before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree and terrain beginning 34’ from DER, 35’ left of centerline, up to 27’ AGL/407’ MSL.

Terrain 125’ from DER, 154’ right of centerline, 394’ MSL.

Pole and transmission pole beginning 752’ from DER, 446’ right of centerline, up to 41’ AGL/416’ MSL.

Rwy 8, sign 22’ from DER, 122’ right of centerline, 3’ AGL/391’ MSL.

Terrain beginning 91’ from DER, left and right of centerline, 394’ MSL.

Railroad cars beginning 204’ from DER, left and right of centerline, up to 27’ AGL/410’ MSL.

Multiple trees beginning 1510’ from DER, 12’ right of centerline, up to 25’ AGL/438’ MSL.

Multiple trees beginning 2240’ from DER, 94’ left of centerline, up to 25’ AGL/456’ MSL.

Rwy 19, bush 22’ from DER, 493’ left of centerline, 11’ AGL/401’ MSL.

Terrain 64’ from DER, 169’ right of centerline, 394’ MSL.

Bush 204’ from DER, 297’ left of centerline, 4’ AGL/399’ MSL.

Multiple trees beginning 323’ from DER, 478’ right of centerline, up to 25’ AGL/424’ MSL.

Multiple trees beginning 665’ from DER, 399’ left of centerline, up to 25’ AGL/472’ MSL.

Rwy 26, terrain and multiple trees beginning 72’ from DER, left and right of centerline, up to 17’ AGL/407’ MSL.

Antenna 304’ from DER, 445’ right of centerline, 5’ AGL/408’ MSL.

Pole 392’ from DER, 255’ right of centerline, 1’ AGL/409’ MSL.

Fence 450’ from DER, left and right of centerline, up to 5’ AGL/425’ MSL.

Bush, terrain and multiple trees beginning 729’ from DER, 231’ right of centerline, up to 17’ AGL/427’ MSL.

Multiple trees beginning 1742’ from DER, 869’ left of centerline, up to 25’ AGL/457’ MSL.

RIVERTON, WY

CENTRAL WYOMING RGNL (RIW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10DEC15 (20310) (FAA)

TAKEOFF MINIMUMS:

Rwy 28, 200-1/4 or std. w/min. climb of 235’ per NM to 5800, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1800’ prior to DER.

DEPARTURE PROCEDURE:

Rwy 1, 10, 19, 26, climbing right turn direct RIW VOR/DME, continue climb in RIW VOR/DME holding pattern (hold se, rt, 293° inbound) to cross RIW VOR/DME at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 1, It support structure 10’ from DER, 17’ left of centerline, 3’ AGL/5481’ MSL.

Vehicles on road, terrain, and fence beginning 17’ from DER, 92’ right of centerline, up to 15’ AGL/5497’ MSL.

Rwy 10, vehicles on road beginning 1’ from DER, 92’ right of centerline, up to 15’ AGL/5496’ MSL.

Airfield It 11’ from DER, 4’ right of centerline, 2’ AGL/5444’ MSL.

Airfield It 11’ from DER, 6’ left of centerline, 2’ AGL/5444’ MSL.

Vehicles on road beginning 90’ from DER, 21’ right of centerline, up to 15’ AGL/5455’ MSL.

Rwy 19, It support structure 10’ from DER, 17’ right of centerline, 2’ AGL/5465’ MSL.

Vehicles on road and fence beginning 13’ from DER, 255’ right of centerline, up to 15’ AGL/5473’ MSL.

T-l tower 936’ from DER, 682’ right of centerline, 31’ AGL/5490’ MSL.

Rwy 28, vehicles on road and terrain beginning 18’ from DER, 305’ left of centerline, up to 15’ AGL/5552’ MSL.

Vehicles on road beginning 32’ from DER, 281’ right of centerline, up to 15’ AGL/5538’ MSL.

Building 956’ from DER, 287’ right of centerline, 4’ AGL/5545’ MSL.

NAVAID 1002’ from DER, 2’ left of centerline, 7’ AGL/5546’ MSL.

Vehicle on road 1074’ from DER, 5’ right of centerline, up to 15’ AGL/5555’ MSL.

Vehicles on road and terrain beginning 1300’ from DER, 111’ right of centerline, up to 15’ AGL/5580’ MSL.

Terrain beginning 1796’ from DER, crossing centerline, up to 5571’ MSL.

Vehicles on road and fence beginning 2497’ from DER, crossing centerline, up to 15’ AGL/5594’ MSL.

Vehicles on road beginning 2067’ from DER, 754’ left of centerline, up to 15’ AGL/5597’ MSL.

Pole 392’ from DER, 255’ left of centerline, up to 28’ AGL/5611’ MSL.

T-l towers and catenaries beginning 3401’ from DER, crossing centerline, up to 72’ AGL/5656’ MSL.

Antenna and pole beginning 5656’ from DER, 1594’ right of centerline, up to 50’ AGL/5682’ MSL.

Tower 5972’ from DER, 1848’ left of centerline, 64’ AGL/5679’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

24137

L55

NW-1, 11 JUL 2024 to 05 SEP 2024

24137

L55

NW-1, 11 JUL 2024 to 05 SEP 2024
ROSEBURG, OR
ROSEBURG RGNL (RBG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7A 03NOV22 (22307) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, 800-2 w/min. climb of 500' per NM to 4500 or 2700-3 for VCOA.
Rwy 34, 900-2½ w/min. climb of 250' per NM to 9900 or 6100-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 16, climb direct RBG VOR/DME, continue climb in RBG VOR/DME holding pattern (hold N, right turn, 163° inbound) to cross RBG VOR/DME at or above MEA/MCA for route of flight.
Rwy 34, climb on heading 346° to 2900 before proceeding on course.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Roseburg Rgnl airport southbound at or above 3100 then direct RBG VOR/DME, continue climb in RBG VOR/DME holding pattern (hold N, right turn, 163° inbound) to cross RBG VOR/DME at or above MEA/MCA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 16, poles beginning 12' from DER, 298' left of centerline, up to 26' AGL/526' MSL.
Rwy 16, poles beginning 1.3 NM from DER, 876' right of centerline, up to 1.6 NM from DER, 1.6 right of centerline, up to 1.0 NM from DER, 1.0 right of centerline, up to 0.5 NM from DER, 0.5 right of centerline, up to 0.1 NM from DER, 0.1 right of centerline.
Rwy 16, poles, buildings beginning 748' from DER, 7' right of centerline, up to 89' AGL/616' MSL.
Rwy 34, pole beginning 1400' from DER, on centerline, up to 98' AGL/626' MSL.
Rwy 34, trees beginning 1332' from DER, 1108' left of centerline, up to 100' AGL/645' MSL.
Rwy 16, poles beginning 1.1 NM from DER, 227' right of centerline, up to 100' AGL/839' MSL tower, trees beginning 1.2 NM from DER, 408' right of centerline, up to 100' AGL/898' MSL.
Rwy 34, trees, poles beginning 1.3 NM from DER, 876' right of centerline, up to 1.6 NM from DER, 1.6 right of centerline, up to 1.0 NM from DER, 1.0 right of centerline, up to 0.5 NM from DER, 0.5 right of centerline, up to 0.1 NM from DER, 0.1 right of centerline.
Rwy 34, poles beginning 1.4 NM from DER, 1118' right of centerline, up to 100' AGL/1157' MSL.
Rwy 16, trees, poles, buildings beginning 2398' from DER, 2398' right of centerline, up to 93' AGL/1236' MSL.
Rwy 34, trees, poles beginning 1.7 NM from DER, 2878' left of centerline, up to 100' AGL/894' MSL.
Rwy 16, trees, poles, buildings beginning 2932' left of centerline, up to 100' AGL/1049' MSL.
Antenna, pole, trees beginning 2.1 NM from DER, 206' left of centerline, up to 105' AGL/1130' MSL.
CON’T
ROSEBURG, OR (CON’T)
ROSEBURG RGNL (RBG) (CON’T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

Rwy 34, lighting, pole beginning 41’ from DER, 362’ left of centerline, up to 41’ AGL/557’ MSL.
T

Terrain 91’ from DER, 362’ right of centerline, 552’ MSL.
T

Trees, buildings beginning 170’ from DER, 8’ right of centerline, up to 100’ AGL/655’ MSL.
T

Trees, pole, sign beginning 171’ from DER, 213’ left of centerline, up to 100’ AGL/632’ MSL.
T

Trees, buildings, vehicle on road beginning 474’ from DER, 8’ right of centerline, up to 100’ AGL/665’ MSL.
T

Trees, poles, buildings, sign beginning 475’ from DER, 50’ left of centerline, up to 100’ AGL/639’ MSL.
T

Trees, vehicle on road, buildings beginning 778’ from DER, 8’ right of centerline, up to 100’ AGL/675’ MSL.
T

Trees, buildings beginning 1081’ from DER, 9’ right of centerline, up to 100’ AGL/698’ MSL.
T

Trees beginning 1689’ from DER, 9’ right of centerline, up to 100’ AGL/714’ MSL.
T

Trees, buildings beginning 1690’ from DER, 212’ left of centerline, up to 100’ AGL/645’ MSL.
T

Trees beginning 1993’ from DER, 211’ left of centerline, up to 100’ AGL/662’ MSL.
T

Trees beginning 2298’ from DER, 655’ left of centerline, up to 100’ AGL/662’ MSL.
T

Trees beginning 2905’ from DER, 211’ left of centerline, up to 100’ AGL/675’ MSL.
T

Trees beginning 3207’ from DER, 11’ right of centerline, up to 100’ AGL/747’ MSL.
T

Trees beginning 3208’ from DER, 210’ left of centerline, up to 100’ AGL/694’ MSL.
T

Tree 3398’ from DER, 647’ left of centerline, 53’ AGL/701’ MSL.
T

Tree beginning 3413’ from DER, 210’ left of centerline, 65’ AGL/708’ MSL.
T

Trees beginning 3514’ from DER, 1320’ left of centerline, up to 100’ AGL/711’ MSL.
T

Trees beginning 3597’ from DER, 192’ left of centerline, up to 70’ AGL/775’ MSL.
T

Tree 3609’ from DER, 384’ left of centerline, 42’ AGL/764’ MSL.
T

Tree 3615’ from DER, 603’ left of centerline, 42’ AGL/775’ MSL.
T

Trees beginning 3736’ from DER, 465’ left of centerline, up to 42’ AGL/793’ MSL.
T

Trees beginning 3784’ from DER, 12’ right of centerline, up to 50’ AGL/771’ MSL.
T

Trees beginning 3785’ from DER, 161’ left of centerline, up to 51’ AGL/812’ MSL.
T

Poles, pole beginning 3984’ from DER, 12’ right of centerline, up to 45’ AGL/809’ MSL.
T

Trees beginning 3984’ from DER, 104’ left of centerline, up to 40’ AGL/854’ MSL.
T

Trees beginning 4207’ from DER, 137’ left of centerline, up to 42’ AGL/859’ MSL.
T

Trees beginning 4221’ from DER, 64’ left of centerline, up to 65’ AGL/880’ MSL.
T

Pole 4388’ from DER, 24’ right of centerline, 45’ AGL/862’ MSL.
T

Trees, vehicles beginning 4400’ from DER, 9’ right of centerline, up to 43’ AGL/868’ MSL.
T

Poles, pole, antenna beginning 4411’ from DER, 47’ left of centerline, up to 47’ AGL/953’ MSL.
T

Trees, vehicles beginning 4598’ from DER, 407’ left of centerline, up to 42’ AGL/875’ MSL.
T

Trees beginning 4681’ from DER, 31’ left of centerline, up to 55’ AGL/984’ MSL.
T

Trees beginning 4811’ from DER, 54’ left of centerline, up to 73’ AGL/994’ MSL.
T

Trees beginning 5816’ from DER, 207’ left of centerline, up to 73’ AGL/997’ MSL.
T

Trees beginning 6004’ from DER, 137’ left of centerline, up to 57’ AGL/1078’ MSL.
T

Trees beginning 1.0 NM from DER, 206’ left of centerline, up to 102’ AGL/1191’ MSL.
T

Trees, vehicle on road beginning 1.2 NM from DER, 1092’ left of centerline, up to 100’ AGL/1226’ MSL.
T

Trees, vehicle on road beginning 1.3 NM from DER, 646’ left of centerline, up to 100’ AGL/1308’ MSL.
T

Trees beginning 1.6 NM from DER, 644’ left of centerline, up to 67’ AGL/1308’ MSL.
T

Trees beginning 1.7 NM from DER, 3127’ right of centerline, up to 100’ AGL/917’ MSL.
T

Trees beginning 1.9 NM from DER, 644’ left of centerline, up to 104’ AGL/1136’ MSL.
T

ROUNDUP, MT
ROUNDUP (RPX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20SEP12 (12264) (FAA)
DEPARTURE PROCEDURE:

Rwy 25, climb heading 247° to 4500 before turning right.
T

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees and terrain beginning 13’ from DER, 360’ right of centerline, up to 45’ AGL/3445’ MSL.
T

Poles beginning 502’ from DER, 590’ right of centerline, up to 45’ AGL/3446’ MSL.
T

Poles 85’ from DER, 458’ right of centerline, up to 16’ AGL/3439’ MSL.
T

Rwy 25, trees and terrain beginning 12’ from DER, 8’ left of centerline, up to 45’ AGL/3523’ MSL.
T

Poles 313’ from DER, 192’ right of centerline, up to 16’ AGL/3500’ MSL.
T

Trees beginning 343’ from DER, 204’ right of centerline, up to 45’ AGL/3502’ MSL.
T

Vehicles on roadway 535’ from DER, across centerline, up to 15’ AGL/3519’ MSL.
T

Trees and terrain beginning 676’ from DER, 2’ left of centerline, up to 45’ AGL/3528’ MSL.
T

Trees and terrain beginning 729’ from DER, 1’ right of centerline, up to 45’ AGL/3519’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND
DIVERSE VECTOR AREA (RADAR VECTORS)

SALEM, OR
MCNARY FLD (SLE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 10 15JUN23 (23166) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-1¼ w/min. climb of 265' per NM to 4000, or std. w/min. climb of 328' per NM to 2600, or 2400-3 for VCOA.

Rwy 16, 400-1½ w/min. climb of 302' per NM to 1200, or std. w/min. climb of 606' per NM to 1500, or 2400-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 13, climb on heading 133° to 2500 before proceeding on course.

Rwy 16, climb on heading 133° to 2500 before proceeding on course.

Rwy 31, climb on heading 313° to 2500 before turning left.

Rwy 34, climb on heading 344° to 2500 before turning right.

VCOA:

Rwys 13, 16, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross McNary Fld airport at or above 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, light poles 10' from DER, 55' right of centerline, 1' AGL/214' MSL.

Light poles 10' from DER, 54' left of centerline, 1' AGL/214' MSL.

Tree 1515' from DER, 737' left of centerline, 262' MSL.

Tree 1733' from DER, 937' left of centerline, 72' AGL/294' MSL.

Trees beginning 1837' from DER, 747' left of centerline, up to 93' AGL/315' MSL.

Trees beginning 3562' from DER, 837' right of centerline, up to 101' AGL/323' MSL.

Trees and poles beginning 3766' from DER, 776' right of centerline, 124' AGL/362' MSL.

Trees and poles beginning 3823' from DER, 964' right of centerline, up to 91' AGL/370' MSL.

Tree 4152' from DER, 409' left of centerline, 95' AGL/318' MSL.

Tree 4162' from DER, 591' left of centerline, 320' MSL.

Trees beginning 4564' from DER, 1121' right of centerline, up to 81' AGL/373' MSL.

Trees beginning 4566' from DER, 1267' right of centerline, up to 87' AGL/376' MSL.

Trees beginning 4922' from DER, 1295' right of centerline, up to 97' AGL/381' MSL.

Tree 5127' from DER, 1850' right of centerline, 70' AGL/386' MSL.

Trees beginning 5173' from DER, 1458' right of centerline, up to 107' AGL/405' MSL.

Tree 5787' from DER, 1476' right of centerline, 118' AGL/408' MSL.

Tree 16 182' from DER, 408' right of centerline, 20' AGL/231' MSL.

Tree 360' from DER, 433' right of centerline, 52' AGL/262' MSL.

Trees, vehicles on road, poles, buildings and towers beginning 553' from DER, 67' right of centerline, up to 279' MSL.

Vehicles on road beginning 578' from DER, 407' left of centerline, up to 15' AGL/232' MSL.

Tree 1201' from DER, 301' left of centerline, 252' MSL.

Building 1202' from DER, 65' left of centerline, 39' AGL/255' MSL.

Trees and buildings beginning 1228' from DER, 154' left of centerline, up to 45' AGL/257' MSL.

Trees and buildings beginning 1529' from DER, 108' right of centerline, up to 70' AGL/282' MSL.

Trees and buildings beginning 1578' from DER, 62' left of centerline, up to 83' AGL/299' MSL.

Trees and poles beginning 1819' from DER, 70' left of centerline, up to 305' MSL.

Trees beginning 1950' from DER, 250' right of centerline, up to 285' MSL.

Tree 2691' from DER, 1096' right of centerline, 59' AGL/288' MSL.

Tree 2782' from DER, 1151' right of centerline, 146' AGL/394' MSL.

Trees beginning 2866' from DER, 787' right of centerline, up to 173' AGL/419' MSL.

Trees beginning 2932' from DER, 761' right of centerline, up to 172' AGL/424' MSL.

Trees beginning 3028' from DER, 671' right of centerline, up to 170' AGL/440' MSL.

Trees beginning 3055' from DER, 982' left of centerline, up to 99' AGL/318' MSL.

Trees, buildings, poles, vegetation and vehicles on road beginning 3065' from DER, 62' right of centerline, up to 170' AGL/443' MSL.

Tree 3374' from DER, 986' left of centerline, 114' AGL/340' MSL.

Tree 3389' from DER, 1024' left of centerline, 117' AGL/342' MSL.

Trees beginning 3522' from DER, 158' left of centerline, up to 120' AGL/351' MSL.

Trees and buildings beginning 1228' from DER, 12' left of centerline, 124' AGL/400' MSL.

Tree 4250' from DER, 52' left of centerline, 113' AGL/409' MSL.

Tree 4364' from DER, 280' left of centerline, 150' AGL/426' MSL.

Trees beginning 4531' from DER, 275' left of centerline, up to 142' AGL/433' MSL.

Trees beginning 4619' from DER, 117' left of centerline, up to 151' AGL/448' MSL.

Trees, terrain and buildings beginning 4840' from DER, 33' right of centerline, up to 123' AGL/461' MSL.

Trees and buildings beginning 5226' from DER, 1083' right of centerline, up to 480' MSL.

Trees, buildings, terrain and fences beginning 5247' from DER, 266' right of centerline, up to 70' AGL/499' MSL.

Tree 1 NM from DER, 369' left of centerline, 117' AGL/458' MSL.

Trees beginning 1 NM from DER, 218' left of centerline, up to 495' MSL.

Trees beginning 1.1 NM from DER, 1867' right of centerline, up to 125' AGL/502' MSL.

Trees beginning 1.1 NM from DER, 350' right of centerline, up to 131' AGL/504' MSL.

Tree 1.2 NM from DER, 1018' left of centerline, 98' AGL/507' MSL.

Trees beginning 1.2 NM from DER, 12' left of centerline, up to 534' MSL.

Tree 1.2 NM from DER, 2154' right of centerline, 126' AGL/512' MSL.

Trees beginning 1.2 NM from DER, 1959' right of centerline, up to 138' AGL/521' MSL.

Tree 1.3 NM from DER, 2530' right of centerline, 129' AGL/522' MSL.

Trees beginning 1.3 NM from DER, 2293' right of centerline, up to 134' AGL/532' MSL.

Tree 1.3 NM from DER, 2374' right of centerline, 136' AGL/538' MSL.

Trees beginning 1.3 NM from DER, 377' right of centerline, up to 557' MSL.

Trees beginning 1.3 NM from DER, 169' right of centerline, up to 569' MSL.

CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SALEM, OR (CON’T)

MCNARY FLD (SLE) (CON’T)

Rwy 16 (CON’T), tree 1.5 NM from DER, 1192’ right of centerline, 110’ AGL/564’ MSL.

Rwy 31, utility building 1’ from DER, 176’ right of centerline, 5’ AGL/197’ MSL.

Trees beginning 499’ from DER, 26’ left of centerline, up to 25’ AGL/216’ MSL.

Trees beginning 1221’ from DER, 29’ left of centerline, up to 247’ MSL.

Pole 1543’ from DER, 794’ right of centerline, 45’ AGL/234’ MSL.

Trees beginning 1633’ from DER, 482’ left of centerline, up to 63’ AGL/253’ MSL.

Trees beginning 2046’ from DER, 802’ left of centerline, up to 268’ MSL.

Tree 2162’ from DER, 795’ left of centerline, 119’ AGL/292’ MSL.

Trees beginning 3157’ from DER, 769’ right of centerline, up to 122’ AGL/301’ MSL.

Rwy 34, fence 104’ from DER, 490’ right of centerline, 7’ AGL/205’ MSL.

Vehicles on road 340’ from DER, 374’ right of centerline, 213’ MSL.

Poles, vehicles on road and trees beginning 413’ from DER, 73’ right of centerline, up to 36’ AGL/233’ MSL.

Pole 871’ from DER, 95’ left of centerline, 27’ AGL/221’ MSL.

Trees beginning 1044’ from DER, 118’ right of centerline, up to 58’ AGL/254’ MSL.

Poles and signs beginning 1070’ from DER, 63’ left of centerline, up to 37’ AGL/230’ MSL.

Light poles 1385’ from DER, 132’ left of centerline, 42’ AGL/235’ MSL.

Power line 230’ from DER, 498’ left of centerline, 30’ AGL/4060’ MSL.

Power line, fence, buildings, vehicles beginning 466’ from DER, 394’ right of centerline, up to 30’ AGL/4104’ MSL.

Power line 814’ from DER, 562’ right of centerline, 30’ AGL/4107’ MSL.

Rising terrain beginning 4198’ from DER, 1373’ right of centerline, up to 4187’ MSL.

Rising terrain beginning 4859’ from DER, 1717’ right of centerline, up to 4220’ MSL.

Rising terrain beginning 5189’ from DER, 1889’ right of centerline, up to 4262’ MSL.

SALMON, ID

LEMHI COUNTY (SMN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31MAR16 (16091) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, NA - Obstacles.

Rwy 35, std. w/min. climb of 500’ per NM to 10700, or 5900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 35, climb on heading 355° to 9000, then climbing left turn to 12000 direct LKT VOR/DME before proceeding on course.

VCOA:

Rwy 35, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Lemhi County airport southwest bound at or above 9800, then continue climb on LKT R-042 to cross LKT VOR/DME at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 35, tree 104’ from DER, 222’ left of centerline, 13’ AGL/4046’ MSL.

Power line 230’ from DER, 498’ left of centerline, 30’ AGL/4060’ MSL.

Power line, fence, buildings, vehicles beginning 466’ from DER, 394’ right of centerline, up to 30’ AGL/4104’ MSL.

Power line 814’ from DER, 562’ right of centerline, 30’ AGL/4107’ MSL.

Rising terrain beginning 4198’ from DER, 1373’ right of centerline, up to 4187’ MSL.

Rising terrain beginning 4859’ from DER, 1717’ right of centerline, up to 4220’ MSL.

Rising terrain beginning 5189’ from DER, 1889’ right of centerline, up to 4262’ MSL.

SANDPOINT, ID

SANDPOINT (SZT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 21JUL16 (16203) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, std. w/min. climb of 520’ per NM to 5800, or 3000-3 for climb in visual conditions.

Rwy 20, std. w/min. climb of 480’ per NM to 4800, or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 2, climbing right turn heading 204° and on COE R-360 to cross COE VOR/DME at or above 9000.

Rwy 20, climbing left turn heading 184° and on COE R-360 to cross COE VOR/DME at or above 9000.

VCOA:

Rwys 2, 20, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Sandpoint airport at or above 5000, then on heading 184° and COE R-360 to cross COE VOR/DME at or above 9000. CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SANDPOINT, ID (CON’T)
SANDPOINT (SZT) (CON’T)

TAKEOFF OBSTACLE NOTES:
Rwy 2, building 11’ from DER, 448’ right of centerline, 37’ AGL/2166’ MSL.

Vegetation on road beginning 36’ from DER, 328’ right of centerline, up to 15’ AGL/2135’ MSL.

Trees beginning 59’ from DER, 241’ right of centerline, up to 82’ AGL/2206’ MSL.

Tree beginning 150’ from DER, 235’ right of centerline, up to 108’ AGL/2223’ MSL.

Trees beginning 540’ from DER, left and right of centerline, up to 114’ AGL/2243’ MSL.

Trees beginning 3334’ from DER, left and right of centerline, up to 142’ AGL/2270’ MSL.

Building 3655’ from DER, 686’ left of centerline, 36’ AGL/2159’ MSL.

Rwy 20, trees beginning 621’ from DER, 174’ left of centerline, up to 100’ AGL/2259’ MSL.

Trees beginning 5971’ from DER, 2047’ right of centerline, up to 100’ AGL/2319’ MSL.

SARATOGA, WY
SHIVELY FLD (SAA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 20APR23 (23110) (FAA)

DEPARTURE PROCEDURE:

Rwy 5, 23, use TRUMA (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 5, vehicles on road beginning 82’ from DER, 507’ left of centerline, up to 6865’ MSL.

Pole 130’ from DER, 506’ right of centerline, 22’ AGL/6880’ MSL.

Vehicles on road beginning 205’ from DER, 244’ left of centerline, up to 6867’ MSL.

Rwy 23, terrain 46’ from DER, 496’ left of centerline, 7019’ MSL.

Terrain beginning 113’ from DER, 495’ left of centerline, up to 7022’ MSL.

Terrain beginning 176’ from DER, 477’ left of centerline, up to 7023’ MSL.

Terrain beginning 214’ from DER, 465’ left of centerline, up to 7024’ MSL.

Terrain beginning 299’ from DER, 448’ left of centerline, up to 7026’ MSL.

Terrain beginning 342’ from DER, 452’ left of centerline, up to 7027’ MSL.

Terrain 383’ from DER, 494’ left of centerline, 7029’ MSL.

Terrain beginning 415’ from DER, 461’ left of centerline, up to 7030’ MSL.

Terrain beginning 438’ from DER, 458’ left of centerline, up to 7031’ MSL.

Terrain beginning 485’ from DER, 508’ left of centerline, up to 7032’ MSL.

Terrain beginning 546’ from DER, 476’ left of centerline, up to 7034’ MSL.

Terrain beginning 585’ from DER, 457’ left of centerline, up to 7036’ MSL.

Terrain beginning 627’ from DER, 468’ left of centerline, up to 7037’ MSL.

Terrain beginning 651’ from DER, 462’ left of centerline, up to 7038’ MSL.

Terrain 703’ from DER, 504’ left of centerline, 7039’ MSL.

Terrain beginning 744’ from DER, 478’ left of centerline, up to 7040’ MSL.

Terrain beginning 781’ from DER, 465’ left of centerline, up to 7041’ MSL.

Vehicles on road, terrain beginning 956’ from DER, 653’ left of centerline, up to 7055’ MSL.

Vehicles on road, terrain beginning 1021’ from DER, 692’ left of centerline, up to 7058’ MSL.

Vehicles on road, fence beginning 1137’ from DER, 739’ left of centerline, up to 7059’ MSL.

Vehicles on road, fence beginning 1191’ from DER, 739’ left of centerline, up to 7060’ MSL.

Vehicles on road, fence beginning 1260’ from DER, 736’ left of centerline, up to 7062’ MSL.

Vehicles on road, fence beginning 1307’ from DER, 722’ left of centerline, up to 7064’ MSL.

Vehicles on road, fence beginning 1345’ from DER, 736’ left of centerline, up to 7066’ MSL.

Vehicles on road, terrain, fence beginning 1377’ from DER, 460’ left of centerline, up to 7067’ MSL.

Vehicles on road 1483’ from DER, 707’ left of centerline, 7069’ MSL.

Vehicles on road 1497’ from DER, 757’ left of centerline, 7072’ MSL.

Vehicles on road, terrain beginning 1522’ from DER, 792’ left of centerline, up to 7078’ MSL.

Vehicles on road 1532’ from DER, 865’ left of centerline, 7081’ MSL.

Vehicles on road, terrain beginning 1542’ from DER, 754’ left of centerline, up to 7084’ MSL.

SCAPPOOSE, OR
SCAPPOOSE (SPB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 10NOV16 (21168) (FAA)

DEPARTURE PROCEDURE:

Rwy 15, climbing left turn direct BTG VORTAC.

Rwy 33, climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for direction of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 15, tree 469’ from DER, 499’ right of centerline, 131’ MSL.

Tree 619’ from DER, 441’ right of centerline, 94’ MSL.

Rwy 33, tree 55’ from DER, 428’ left of centerline 171’ MSL.

Trees beginning 210’ from DER, 404’ left of centerline, up to 100’ MSL.

Vehicle on road 346’ from DER, 291’ left of centerline, 75’ MSL.

Tree 480’ from DER, 285’ left of centerline, 97’ MSL.

Tree 559’ from DER, 579’ right of centerline, 133’ MSL.

CONT
SCAPPOOSE, OR (CON’T)

SCAPPOOSE (SPB) (CON’T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG  28MAY15  (15148)  (FAA)

Rwy 30, light 9’ from DER, 27’ left of centerline, 2’ AGL/2392’ MSL.

Trees beginning 219’ from DER, 166’ left of centerline, up to 16’ AGL/2406’ MSL.

Trees beginning 2931’ from DER, 1162’ left of centerline, 201’ MSL.

Trees beginning 2967’ from DER, 619’ left of centerline, up to 226’ MSL.

Trees beginning 3060’ from DER, 914’ left of centerline, up to 226’ MSL.

Trees beginning 3259’ from DER, 906’ left of centerline, up to 277’ MSL.

Trees beginning 3332’ from DER, 732’ left of centerline, up to 302’ MSL.

Trees, transmission towers and buildings beginning 3675’ from DER, 384’ left of centerline, up to 116’ AGL/342’ MSL.

Trees, transmission towers and buildings beginning 4032’ from DER, 296’ left of centerline, up to 103’ AGL/356’ MSL.

CON’T

SEATTLE, WA

BOEING FLD/KING COUNTY INTL (BFI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8  14SEP17  (21112)

TAKEOFF MINIMUMS:

Rwy 14L, 500-2½ w/min. climb of 270’ per NM to 700 or std. w/min. climb of 278’ per NM to 500 or 1000-2½ for VCOA.

Rwy 14R, 500-2 w/min. climb of 315’ per NM to 700 or std. w/min. climb of 500’ per NM to 600 or 1000-2½ for VCOA.

Rwy 32L, 400-1½ w/min. climb of 235’ per NM to 800 or std. w/min. climb of 425’ per NM to 500 or 1000-2½ for VCOA.

Rwy 32R, 400-2 w/min. climb of 230’ per NM to 800 or std. w/min. climb of 345’ per NM to 500 or 1000-2½ for VCOA.

DEPARTURE PROCEDURE:

...all aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000 before proceeding on course.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Boeing Fld/ King County Intl airport at or above 900, then climb to 3000 via SEA R-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 14L, sign 76’ from DER, 135’ left of centerline, 3’ AGL/20’ MSL.

Building 403’ from DER, 411’ left of centerline, 14’ AGL/32’ MSL.

Building 403’ from DER, 491’ left of centerline, 35’ MSL.

Building 622’ from DER, 526’ left of centerline, 34’ AGL/51’ MSL.

Buildings beginning 647’ from DER, 473’ left of centerline, up to 54’ MSL.

Tree 1052’ from DER, 688’ left of centerline, 56’ MSL.

Transmission towers and buildings beginning 1147’ from DER, 426’ left of centerline, up to 63’ MSL.

Tower and transmission tower beginning 1545’ from DER, 658’ left of centerline, up to 50’ AGL/72’ MSL.

Poles, tower and trees beginning 1784’ from DER, 714’ left of centerline, up to 103’ MSL.

Tree 2591’ from DER, 1156’ left of centerline, 141’ MSL.

Tree 2701’ from DER, 1134’ left of centerline, 143’ MSL.

Tree 2730’ from DER, 1030’ left of centerline, 157’ MSL.

Trees beginning 2820’ from DER, 646’ left of centerline, up to 192’ MSL.

Tree 2931’ from DER, 1162’ left of centerline, 201’ MSL.

Trees beginning 2967’ from DER, 619’ left of centerline, up to 226’ MSL.

Trees beginning 3060’ from DER, 914’ left of centerline, up to 235’ MSL.

Trees beginning 3100’ from DER, 553’ left of centerline, up to 266’ MSL.

Trees beginning 3259’ from DER, 906’ left of centerline, up to 277’ MSL.

Trees beginning 3332’ from DER, 732’ left of centerline, up to 302’ MSL.

Trees, transmission towers and buildings beginning 3675’ from DER, 384’ left of centerline, up to 116’ AGL/342’ MSL.

Trees, transmission towers and buildings beginning 4032’ from DER, 296’ left of centerline, up to 103’ AGL/356’ MSL.

CON’T
SEATTLE, WA (CON’T)

BOEING FLD/KING COUNTY INTL (BFI) (CON’T)

Rwy 14L (CON’T), trees, buildings, transmission towers, ground and roads beginning 4538’ from DER, 380’ left of centerline, up to 110’ AGL/365’ MSL.

Transmission tower and trees beginning 1.6 NM from DER, 1787’ left of centerline, up to 135’ AGL/382’ MSL.

Trees, transmission lines and buildings beginning 1.7 NM from DER, 936’ left of centerline, up to 438’ MSL.

Transmission towers, buildings, electric transmission line, roads and ground beginning 1.9 NM from DER, 888’ left of centerline, up to 478’ MSL.

Trees, buildings, towers, fences, roads, ground, parking lots, electric transmission lines and poles beginning 2 NM from DER, 638’ left of centerline, up to 531’ MSL.

Rwy 14R, railroad 50’ from DER, 453’ left of centerline, 46’ MSL.

Railroad, tree and road beginning 128’ from DER, 277’ left of centerline, up to 47’ MSL.

Lt pole 202’ from DER, 539’ right of centerline, 64’ MSL.

Trees, beginning 24137’ from DER, 263’ left of centerline, up to 98’ MSL.

Poles, OL DME, NAVAID and trees beginning 411’ from DER, 283’ right of centerline, up to 66’ MSL.

Transmission tower and trees beginning 2401’ from DER, 240’ left of centerline, up to 61’ AGL/116’ MSL.

Trees, roads, railroads, poles, sign, electric system, towers and electric transmission lines beginning 891’ from DER, 142’ left of centerline, up to 113’ AGL/129’ MSL.

Trees, building and poles beginning 1123’ from DER, 2’ right of centerline, up to 87’ MSL.

Transmission towers beginning 2880’ from DER, 90’ right of centerline, up to 74’ AGL/94’ MSL.

Transmission tower 3138’ from DER, 1305’ right of centerline, 100’ MSL.

Transmission tower beginning 3181’ from DER, 344’ right of centerline, up to 91’ AGL/106’ MSL.

Pole 3278’ from DER, 1292’ right of centerline, 111’ MSL.

Electric transmission line 3363’ from DER, 1389’ right of centerline, 121’ MSL.

Electric transmission lines and trees beginning 3373’ from DER, 597’ right of centerline, up to 124’ MSL.

Electric transmission line and trees beginning 3511’ from DER, 278’ right of centerline, up to 125’ MSL.

Trees beginning 3574’ from DER, 710’ right of centerline, up to 132’ MSL.

Tree 3658’ from DER, 486’ right of centerline, 139’ MSL.

Trees beginning 3680’ from DER, 724’ right of centerline, up to 146’ MSL.

Trees and transmission tower beginning 3710’ from DER, 270’ right of centerline, up to 155’ MSL.

Trees and poles beginning 3894’ from DER, 773’ right of centerline, up to 183’ MSL.

Trees, electric transmission line, antenna and towers beginning 4017’ from DER, 16’ right of centerline, up to 88’ AGL/195’ MSL.

Trees beginning 4142’ from DER, 11’ left of centerline, up to 137’ MSL.

Trees beginning 4229’ from DER, 4’ left of centerline, up to 130’ AGL/149’ MSL.

Tree 4671’ from DER, 31’ left of centerline, 130’ AGL/153’ MSL.

Trees beginning 4694’ from DER, 1172’ left of centerline, up to 167’ MSL.

Trees beginning 4807’ from DER, 1051’ left of centerline, up to 193’ MSL.

Trees beginning 4978’ from DER, 828’ left of centerline, up to 202’ MSL.

Trees beginning 5257’ from DER, 825’ left of centerline, up to 212’ MSL.

Trees beginning 5405’ from DER, 773’ left of centerline, up to 222’ MSL.

Trees beginning 5519’ from DER, 684’ left of centerline, up to 229’ MSL.

Trees and electric transmission line beginning 5636’ from DER, 75’ left of centerline, up to 234’ MSL.

Trees, towers and electric transmission lines beginning 5685’ from DER, 168’ left of centerline, up to 247’ MSL.

Trees beginning 5697’ from DER, 477’ right of centerline, up to 95’ AGL/217’ MSL.

Electric transmission lines, trees and towers beginning 5832’ from DER, 421’ left of centerline, up to 360’ MSL.

Trees and transmission tower beginning 1 NM from DER, 719’ left of centerline, up to 399’ MSL.

Trees, ground, buildings, electric transmission line, transmission towers, roads and fence beginning 1.1 NM from DER, 970’ left of centerline, up to 437’ MSL.

Trees, transmission towers, roads, buildings, fences, ground, parking lots, electric transmission line, poles and antenna beginning 1.3 NM from DER, 948’ left of centerline, up to 116’ AGL/506’ MSL.

Trees beginning 2 NM from DER, 2647’ left of centerline, up to 523’ MSL.

Trees beginning 2.1 NM from DER, 2225’ left of centerline, up to 542’ MSL.

Trees beginning 2863’ from DER, 283’ left of centerline, up to 533’ MSL.

Rwy 32L, fence 249’ from DER, 452’ left of centerline, 26’ MSL.

Building 1022’ from DER, 728’ left of centerline, 50’ MSL.

Light pole 1111’ from DER, 683’ right of centerline, 50’ MSL.

Trees and light pole beginning 1166’ from DER, 768’ right of centerline, up to 60’ MSL.

Poles, buildings and buildings beginning 1216’ from DER, 571’ left of centerline, up to 101’ MSL.

Transmission towers beginning 1598’ from DER, 790’ right of centerline, up to 68’ MSL.

Tree 2192’ from DER, 403’ right of centerline, 54’ AGL/81’ MSL.

Building and tree beginning 2286’ from DER, 385’ right of centerline, up to 85’ MSL.

Trees beginning 2407’ from DER, 261’ left of centerline, up to 91’ AGL/113’ MSL.

Transmission tower and tree beginning 2413’ from DER, 350’ right of centerline, up to 97’ MSL.

Trees and poles beginning 2486’ from DER, 440’ right of centerline, up to 114’ MSL.

Tree 2640’ from DER, 1143’ right of centerline, 127’ MSL.

Trees and poles beginning 2717’ from DER, 875’ right of centerline, up to 129’ MSL.

Trees, towers and light poles beginning 3080’ from DER, 431’ right of centerline, up to 140’ MSL.

Tree 3316’ from DER, 1366’ right of centerline, 148’ MSL.

Trees beginning 3358’ from DER, 821’ right of centerline, up to 157’ MSL.

Trees and poles beginning 3449’ from DER, 894’ right of centerline, up to 158’ MSL.

Trees beginning 3606’ from DER, 787’ right of centerline, up to 180’ MSL.

Buildings, trees, poles and stacks beginning 3711’ from DER, 543’ right of centerline, up to 196’ MSL.

Buildings, trees and light pole beginning 3979’ from DER, 883’ right of centerline, up to 216’ MSL.

CON’T
TREES BEGINNING 4804' FROM DER, 1069' RIGHT OF CENTERLINE, UP TO 506' MSL.

TREES BEGINNING 4784' FROM DER, 961' RIGHT OF CENTERLINE, 503' MSL.

Rwy 32L (CON’T), trees, buildings, light poles, transmission towers, antenna, parking lot and ground beginning 4213' from DER, 706' right of centerline, up to 241' MSL.

trees, buildings, transmission towers and light poles beginning 5403' from DER, 764' right of centerline, up to 248' MSL.

trees, buildings, transmission towers, light poles and ground beginning 1 NM from DER, 851' right of centerline, up to 260' MSL.

trees, ground, transmission tower and poles beginning 1.1 NM from DER, 1141' right of centerline, up to 282' MSL.

trees, light pole, buildings, transmission towers, electric transmission lines and roads beginning 1.2 NM from DER, 1307' right of centerline, up to 345' MSL.

Rwy 32R, ground 14' from DER, 29' right of centerline, 18' MSL.

BUILDINGS BEGINNING 160' FROM DER, 488' RIGHT OF CENTERLINE, UP TO 37' AGL/56' MSL.

pole 214' FROM DER, 126' LEFT OF CENTERLINE, 12' AGL/28' MSL.

pole, AWOS, RVR, GS and tower beginning 461' FROM DER, 68' LEFT OF CENTERLINE, UP TO 34' AGL/51' MSL.

BUILDINGS BEGINNING 719' FROM DER, 459' RIGHT OF CENTERLINE, UP TO 61' MSL.

trees, buildings, transmission towers, light pole and railroad beginning 808' FROM DER, 404' RIGHT OF CENTERLINE, UP TO 73' MSL.

BUILDINGS AND TRANSMISSION TOWERS BEGINNING 1425' FROM DER, 513' RIGHT OF CENTERLINE, UP TO 61' AGL/81' MSL.

ANTENNA, TRANSMISSION TOWERS AND TREE BEGINNING 1831' FROM DER, 557' RIGHT OF CENTERLINE, UP TO 108' MSL.

trees, buildings and tree beginning 2493' FROM DER, 948' LEFT OF CENTERLINE, UP TO 101' MSL.

light pole 3032' FROM DER, 1207' RIGHT OF CENTERLINE, 114' MSL.

trees and light pole beginning 3323' FROM DER, 1118' RIGHT OF CENTERLINE, UP TO 155' MSL.

trees, buildings, transmission towers and light poles beginning 3352' FROM DER, 585' RIGHT OF CENTERLINE, UP TO 168' MSL.

tree 3684' FROM DER, 947' LEFT OF CENTERLINE, 91' AGL/113' MSL.

trees, transmission towers, buildings and poles beginning 4585' FROM DER, 835' RIGHT OF CENTERLINE, UP TO 202' MSL.

trees, light pole, buildings and transmission towers beginning 5166' FROM DER, 919' RIGHT OF CENTERLINE, UP TO 229' MSL.

trees, buildings and transmission towers beginning 5480' FROM DER, 1039' RIGHT OF CENTERLINE, UP TO 241' MSL.

trees, buildings, transmission towers and fence beginning 1 NM FROM DER, 738' RIGHT OF CENTERLINE, UP TO 263' MSL.

trees, buildings, transmission towers and ground beginning 1.1 NM FROM DER, 795' RIGHT OF CENTERLINE, UP TO 300' MSL.

trees, buildings and transmission towers beginning 1.2 NM FROM DER, 1042' RIGHT OF CENTERLINE, UP TO 320' MSL.

trees, buildings, trees, electric transmission lines, light pole beginning 1.3 NM FROM DER, 1027' RIGHT OF CENTERLINE, UP TO 376' MSL.

trees, buildings, trees, light poles, transmission towers, antenna, parking lot and ground beginning 4213' from DER, 706' right of centerline, up to 241' MSL.

trees, buildings, transmission towers and light poles beginning 5403' from DER, 764' right of centerline, up to 248' MSL.

trees, buildings, transmission towers, light poles and ground beginning 1 NM FROM DER, 851' RIGHT OF CENTERLINE, UP TO 260' MSL.

trees, ground, transmission tower and poles beginning 1.1 NM FROM DER, 1141' RIGHT OF CENTERLINE, UP TO 282' MSL.

trees, light pole, buildings, transmission towers, electric transmission lines and roads beginning 1.2 NM FROM DER, 1307' RIGHT OF CENTERLINE, UP TO 345' MSL.

Rwy 16R, trees beginning 4838' FROM DER, 445' RIGHT OF CENTERLINE, UP TO 509' MSL.

tree 4657' FROM DER, 1183' RIGHT OF CENTERLINE, 483' MSL.

trees beginning 2880' FROM DER, 1022' RIGHT OF CENTERLINE, UP TO 481' MSL.

trees beginning 2806' FROM DER, 1003' RIGHT OF CENTERLINE, UP TO 472' MSL.

trees beginning 2806' FROM DER, 1022' RIGHT OF CENTERLINE, UP TO 481' MSL.

trees beginning 2880' FROM DER, 1038' RIGHT OF CENTERLINE, UP TO 499' MSL.

Rwy 16C, vertical point 132' FROM DER, 255' LEFT OF CENTERLINE, 6' AGL/368' MSL.

tree 4477' FROM DER, 550' RIGHT OF CENTERLINE, 476' MSL.

tree 4508' FROM DER, 415' RIGHT OF CENTERLINE, 478' MSL.

tree 4657' FROM DER, 1183' RIGHT OF CENTERLINE, 483' MSL.

tree 4714' FROM DER, 1250' RIGHT OF CENTERLINE, 488' MSL.

tree 4784' FROM DER, 961' RIGHT OF CENTERLINE, 503' MSL.

trees beginning 4804' FROM DER, 1069' RIGHT OF CENTERLINE, UP TO 506' MSL.

trees beginning 4838' FROM DER, 445' RIGHT OF CENTERLINE, UP TO 509' MSL.

Rwy 16R, tree 8' FROM DER, 497' RIGHT OF CENTERLINE, 369' MSL.

lighting 10' FROM DER, 5' LEFT OF CENTERLINE, 1' AGL/357' MSL.

sign 62' FROM DER, 286' LEFT OF CENTERLINE, 3' AGL/359' MSL.

building 488' FROM DER, 604' LEFT OF CENTERLINE, 24' AGL/384' MSL.

tree 1137' FROM DER, 586' RIGHT OF CENTERLINE, 398' MSL.

tree 1271' FROM DER, 689' RIGHT OF CENTERLINE, 414' MSL.

tree 1634' FROM DER, 932' RIGHT OF CENTERLINE, 427' MSL.

tree, transmission line beginning 3124' FROM DER, 718' RIGHT OF CENTERLINE, UP TO 468' MSL.

tree 5709' FROM DER, 738' LEFT OF CENTERLINE, 503' MSL.

trees beginning 5729' FROM DER, 487' LEFT OF CENTERLINE, UP TO 506' MSL.

trees beginning 5763' FROM DER, 440' LEFT OF CENTERLINE, UP TO 509' MSL.

Rwy 34L, lighting 10' FROM DER, 5' RIGHT OF CENTERLINE, 1' AGL/416' MSL.

tree 4009' FROM DER, 1367' LEFT OF CENTERLINE, 521' MSL.

CON’T
SEATTLE, WA (CON'T)
SEATTLE-TACOMA INTL (SEA) (CON'T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NW-1, 11 JUL 2024 to 05 SEP 2024

Rwy 34L (CON'T), trees beginning 4129' from DER, 857' left of centerline, up to 528' MSL.
Tree 4315' from DER, 899' left of centerline, 537' MSL.
Pole 129' from DER, 282' right of centerline, 6' AGL/434' MSL.

Rwy 34R, lighting 9' from DER, 4' left of centerline, 1' AGL/434' MSL.
Lighting 53' from DER, 139' right of centerline, 4' AGL/436' MSL.
Sign 92' from DER, 277' right of centerline, 4' AGL/434' MSL.

Rwy 16L, heading as assigned by ATC; requires min. climb of 425' per NM to 600.
Rwy 16R, heading as assigned by ATC; requires min. climb of 215' per NM to 600.

SHELBY, MT
SHELBY (SBX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15MAR07 (07074) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 200-1¾ or std. w/min. climb of 212' per NM to 3700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE:

Rwy 5, climbing right turn to intercept R-109 to SHR VOR/DME, thence…

Rwy 23, climbing right turn heading 326° to intercept SHR R-109 to SHR VOR/DME, thence…

...continue climb in SHR VOR/DME holding pattern (hold northwest, left turns, 136° inbound) to cross SHR VOR/DME at or above MEA for direction of flight before proceeding on course.

CON'T

SHERIDAN, WY
SHERIDAN COUNTY (SHR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/min. climb of 270' per NM to 5000 or 1400-3 for VCOA.

Rwy 15, std. w/min. climb of 265' per NM to 5100 or 1400-3 for VCOA.

Rwy 24, std. w/min. climb of 370' per NM to 5200 or 1400-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 6, climbing left turn to intercept SHR R-109 to SHR VOR/DME, thence…

Rwy 15, climbing left turn heading 330° to intercept SHR R-109 to SHR VOR/DME, thence…

Rwy 24, climbing right turn to intercept SHR R-156 to SHR VOR/DME, thence…

Rwy 33, climbing heading 326° to intercept SHR R-109 to SHR VOR/DME, thence…

...continue climb in SHR VOR/DME holding pattern (hold northwest, left turns, 136° inbound) to cross SHR VOR/DME at or above MEA for direction of flight before proceeding on course.

CON'T

SANDERSON FLD (SHN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 28SEP06 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std. w/min. climb of 312' per NM to 4000, or 1500-2½ for a climb in visual conditions.

Rwy 23, std. w/min. climb of 414' per NM to 4000, or 1500-2½ for a climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 5, climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: cross Sanderson Fld northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000. Rwy 23, climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: cross Sanderson Fld northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000.

TAKEOFF OBSTACLE NOTES:

Rwy 5, multiple trees beginning 550' from DER, 107' left of centerline, up to 94' AGL/366' MSL.
Multiple trees beginning 130' from DER, 70' right of centerline, up to 80' AGL/352' MSL.

Rwy 23, multiple trees beginning 52' from DER, 149' left of centerline, up to 72' AGL/330' MSL.
Multiple trees beginning 886' from DER, 153' left of centerline, up to 155' AGL/486' MSL.

SHERIDAN FLD (SHN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/min. climb of 270' per NM to 5000 or 1400-3 for VCOA.

Rwy 15, std. w/min. climb of 265' per NM to 5100 or 1400-3 for VCOA.

Rwy 24, std. w/min. climb of 370' per NM to 5200 or 1400-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 6, climbing left turn to intercept SHR R-109 to SHR VOR/DME, thence…

Rwy 15, climbing left turn heading 330° to intercept SHR R-109 to SHR VOR/DME, thence…

Rwy 24, climbing right turn to intercept SHR R-156 to SHR VOR/DME, thence…

Rwy 33, climbing heading 326° to intercept SHR R-109 to SHR VOR/DME, thence…

...continue climb in SHR VOR/DME holding pattern (hold northwest, left turns, 136° inbound) to cross SHR VOR/DME at or above MEA for direction of flight before proceeding on course.

CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SHERIDAN, WY (CON’T)
SHERIDAN COUNTY (SHR) (CON’T)

VCOA:

Rwys 6, 15, 24, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Sheridan County airport at or above 5300', then proceed on SHR R-132 to SHR VOR/DME. Continue climb in SHR VOR/DME holding pattern (hold northwest, left turns, 130° inbound) to cross SHR VOR/DME at or above MEA for direction of flight before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, 10' from DER, 17' left of centerline, 6' AGL/3941 MSL.

Rwy 15, 10' from DER, 5' right of centerline, 1' AGL/3976 MSL.

Rwy 15, 10' from DER, 5' right of centerline, 1' AGL/3976 MSL.

Rwy 24, 10' from DER, 5' left of centerline, 1' AGL/3976 MSL.

TAKEOFF OBSTACLE NOTES:

Rwy 29, 300-2½ or std. w/min. climb of 330' per NM to 2300.

DEPARTURE PROCEDURE:

Rwy 11, climb heading 108° to 2700 before turning right.

Rwy 29, climb heading 288° to 2800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 1, Rwy light, NAVAID beginning 9' from DER, 39' right of centerline, up to 1983' MSL.

Tree 86' from DER, 358' left of centerline, 2004' MSL.

Tree 145' from DER, 376' right of centerline, 2039' MSL.

Tree 171' from DER, 538' left of centerline, 2019' MSL.

Trees beginning 188' from DER, 90' right of centerline, up to 2040' MSL.

Tree 193' from DER, 470' left of centerline, 2026' MSL.

Tree, vehicle on road beginning 304' from DER, 99' left of centerline, up to 2037' MSL.

Tree 640' from DER, 585' left of centerline, 2038' MSL.

Tree, ground beginning 763' from DER, 123' left of centerline, up to 2049' MSL.

Trees beginning 1094' from DER, 137' right of centerline, up to 2041' MSL.

Trees beginning 1218' from DER, 269' right of centerline, up to 2044' MSL.

Trees beginning 1313' from DER, 270' right of centerline, up to 2052' MSL.

Trees beginning 1341' from DER, 1' right of centerline, up to 2053' MSL.

Trees beginning 1410' from DER, 10' left of centerline, up to 2051' MSL.

Trees beginning 1708' from DER, 11' left of centerline, up to 2080' MSL.

Rwy 11, terrain+vegetation, vehicle on road, tree beginning 50' from DER, 38' right of centerline, up to 40' AGL/1996' MSL.

Tree 86' from DER, 310' left of centerline, 1977' MSL.

Terrain+vegetation, vehicle on road beginning 94' from DER, 19' left of centerline, up to 40' AGL/1996' MSL.

Tree 18' from DER, 336' right of centerline, 1997' MSL.

Terrain+vegetation, vehicle on road beginning 809' from DER, 123' right of centerline, up to 2020' MSL.

Trees beginning 2102' from DER, 161' right of centerline, up to 2035' MSL.

Trees beginning 1410' from DER, 10' left of centerline, up to 2051' MSL.

Trees beginning 1708' from DER, 11' left of centerline, up to 2080' MSL.

Rwy 19, NAVAID 18' from DER, 125' right of centerline, 2' AGL/1984' MSL.

Vehicle on road 19' from DER, 336' right of centerline, 1997' MSL.

Rwy 29, NAVAID beginning 7' from DER, 41' left of centerline, up to 1983' MSL.

Fence, NAVAID beginning 26' from DER, 124' right of centerline, up to 7' AGL/1984' MSL.

Trees beginning 55' from DER, 195' right of centerline, up to 1997' MSL.

Tree, fence, bush beginning 146' from DER, 178' right of centerline, up to 1912' MSL.

Ground beginning 155' from DER, 400' left of centerline, up to 1909' MSL.

Tree, vehicle on road beginning 193' from DER, 9' right of centerline, up to 2023' MSL.

Trees beginning 400' from DER, 26' left of centerline, up to 1998' MSL.

Tree, vehicle on road beginning 516' from DER, 6' left of centerline, up to 2000' MSL.

Trees beginning 590' from DER, 8' right of centerline, up to 2026' MSL.

Tree 611' from DER, 91' left of centerline, 2001' MSL.

Trees beginning 651' from DER, 36' left of centerline, up to 2006' MSL.

Trees beginning 677' from DER, 2' right of centerline, up to 2039' MSL.

Trees beginning 891' from DER, 60' left of centerline, up to 2007' MSL.

Ground, tree beginning 942' from DER, 0' of centerline, up to 2052' MSL.

Tree 953' from DER, 76' left of centerline, 2008' MSL.

Tree 999' from DER, 120' left of centerline, 2010' MSL.

Trees beginning 1076' from DER, 122' left of centerline, up to 2012' MSL.

Pole, tree beginning 1166' from DER, 12' left of centerline, up to 30' AGL/2021' MSL.

Ground, tree beginning 1184' from DER, 4' right of centerline, up to 2054' MSL.

Ground 1389' from DER, 847' right of centerline, 2067' MSL.

Ground 1396' from DER, 814' left of centerline, 2023' MSL.

Oil pump 1438' from DER, 211' left of centerline, 36' AGL/2027' MSL.

CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SIDNEY, MT (CON’T)

SIDNEY-RICHLAND RGNL (SDY) (CON’T)

Rwy 29 (CON’T), pole, tree beginning 1517’ from DER, 710’ right of centerline, up to 34’ AGL/2104’ MSL.

Ground beginning 1540’ from DER, 603’ left of centerline, up to 19’ AGL/2104’ MSL.

Pole, ground, pole, catenary, fence beginning 1865’ from DER, 39’ right of centerline, up to 2120’ MSL.

Ground beginning 1919’ from DER, 858’ left of centerline, up to 2107’ MSL.

Tree, ground, pole, catenary, fence beginning 1517’ from DER, 18’ left of centerline, up to 2108’ MSL.

Transmission tower, ground, pole beginning 3107’ from DER, 1037’ left of centerline, up to 43’ AGL/2132’ MSL.

Pole, ground, pole, catenary, fence beginning 4435’ from DER, 494’ right of centerline, up to 30’ AGL/2133’ MSL.

Ground, pole, ground, pole, catenary, fence beginning 5121’ from DER, 1720’ right of centerline, up to 33’ AGL/2159’ MSL.

Ground, pole, ground, pole, catenary, fence beginning 5227’ from DER, 1469’ right of centerline, up to 55’ AGL/2180’ MSL.

Pole, ground, pole, catenary, fence beginning 5280’ from DER, 1205’ right of centerline, up to 60’ AGL/2186’ MSL.

Ground beginning 5280’ from DER, 1255’ left of centerline, up to 2135’ MSL.

Ground beginning 5544’ from DER, 1382’ left of centerline, up to 2142’ MSL.

Ground beginning 1.1 NM from DER, 2019’ left of centerline, up to 2158’ MSL.

Tree 1.1 NM from DER, 1644’ left of centerline, 2163’ MSL.

Ground, pole, ground, pole, catenary, fence beginning 1.1 NM from DER, 1176’ left of centerline, up to 2162’ MSL.

Tree 1.2 NM from DER, 1747’ left of centerline, 2166’ MSL.

Ground 1.2 NM from DER, 2280’ left of centerline, 2171’ MSL.

Ground, pole, ground, pole, catenary, fence beginning 1.3 NM from DER, 2458’ left of centerline, 2184’ MSL.

Ground, pole, ground, pole, catenary, fence beginning 1.3 NM from DER, 2355’ left of centerline, up to 2197’ MSL.

Ground, pole, ground, pole, catenary, fence beginning 1.4 NM from DER, 2126’ left of centerline, up to 2204’ MSL.

Ground beginning 1.4 NM from DER, 2625’ left of centerline, up to 2206’ MSL.

Ground 1.5 NM from DER, 2775’ left of centerline, 2212’ MSL.

Ground 1.5 NM from DER, 2909’ left of centerline, 2216’ MSL.

Fence 1.8 NM from DER, 3160’ left of centerline, 3’ AGL/2263’ MSL.

Ground 1.8 NM from DER, 3123’ left of centerline, 2261’ MSL.

SNOHOMISH, WA

HARVEY FLD (S43)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 02MAY13 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwys 15R, 33L, NA-Obstacles.

Rwys 15L, std. w/min. climb of 355’ per NM to 1100, or 1200-2½ for climb in visual conditions.

Rwys 33R, std. w/min. climb of 480’ per NM to 800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 15L, climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Fld at or above 1100 then proceed on 332° course to WATON LOM, thence ...

Rwy 33R, climb on 332° course to WATON LOM, or for climb in visual conditions, cross Harvey Fld at or above 1100 then proceed on 332° course to WATON LOM, thence ...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 342” inbound) to cross WATON LOM at or above 4500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15L, fence 37’ from DER, left and right of centerline, 10’ AGL/32’ MSL.

Vehicles on roadway 44’ from DER, left and right of centerline, 15’ AGL/37’ MSL.

Tree 81’ from DER, 177’ right of centerline, 83’ AGL/106’ MSL.

Trees 685’ from DER, left and right of centerline, up to 48’ AGL/70’ MSL.

Rwy 33R, power line beginning 32’ from DER, left and right of centerline, 22’ AGL/38’ MSL.

Power line 5708’ from DER, 1956’ right of centerline, 207’ AGL/63’ MSL.

Tower 7570’ from DER, 1956’ right of centerline, 207’ AGL/301’ MSL.

Tower 1 NM from DER, 2033’ right of centerline, 212’ AGL/264’ MSL.

SPokane, WA

FELTS FLD (SFF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 15JUN23 (23166) (FAA)

DEPARTURE PROCEDURE:

Use MANITO DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 4L, light poles beginning 10’ from DER, 77’ right of centerline, up to 2’ AGL/1959’ MSL.

Sign 33’ from DER, 168’ left of centerline, 5’ AGL/1962’ MSL.

Building 1152’ from DER, 757’ right of centerline, 33’ AGL/1987’ MSL.

Tree 1568’ from DER, 802’ right of centerline, 62’ AGL/2016’ MSL.

Trees 1732’ from DER, 862’ right of centerline, 72’ AGL/2026’ MSL.

Trees beginning 1844’ from DER, 866’ right of centerline, up to 91’ AGL/2045’ MSL.

Trees beginning 2290’ from DER, 373’ right of centerline, up to 113’ AGL/2064’ MSL.

Tree 3763’ from DER, 1368’ left of centerline, 92’ AGL/2061’ MSL.

Trees beginning 4128’ from DER, 1137’ left of centerline, up to 106’ AGL/2108’ MSL.

Tree 4726’ from DER, 1558’ left of centerline, 136’ AGL/2133’ MSL.

CON’T

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
**SPOKANE, WA (CON’T)**

**FELTS FLD (SFF) (CON’T)**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**Rwy 4L (CON’T)**
- Trees beginning 4728’ from DER, 384’ left of centerline, up to 129’ AGL/2143’ MSL.
- Trees beginning 5282’ from DER, 607’ left of centerline, up to 117’ AGL/2171’ MSL.
- Trees, building beginning 1 NM from DER, 1177’ left of centerline, up to 65’ AGL/2193’ MSL.
- Trees building beginning 1.1 NM from DER, 970’ left of centerline, up to 94’ AGL/2292’ MSL.
- Trees beginning 1.2 NM from DER, 899’ left of centerline, up to 116’ AGL/2236’ MSL.
- Trees beginning 1.3 NM from DER, 927’ left of centerline, up to 120’ AGL/2234’ MSL.
- Trees beginning 1.4 NM from DER, 899’ left of centerline, up to 96’ AGL/2353’ MSL.
- Trees beginning 1.5 NM from DER, 508’ left of centerline, up to 85’ AGL/2390’ MSL.
- Buildings, trees beginning 1.6 NM from DER, 851’ left of centerline, up to 40’ AGL/2461’ MSL.
- Trees, buildings, terrain beginning 1.7 NM from DER, 706’ left of centerline, up to 59’ AGL/2509’ MSL.
- Trees, buildings, transmission lines, poles, terrain beginning 2 NM from DER, 14’ left of centerline, up to 77’ AGL/2522’ MSL.
- Trees beginning 2.3 NM from DER, 37’ right of centerline, up to 2344’ MSL.
- Trees beginning 2.4 NM from DER, 12’ right of centerline, up to 102’ AGL/2432’ MSL.
- Trees, transmission lines, poles, terrain beginning 2.5 NM from DER, 83’ right of centerline, up to 125’ AGL/2494’ MSL.

**Rwy 4R (CON’T)**
- Light poles beginning 20’ from DER, 389’ left of centerline, up to 2’ AGL/1959’ MSL.
- Buildings, utility building beginning 85’ from DER, 341’ right of centerline, up to 19’ AGL/1971’ MSL.
- Buildings, beginning 203’ from DER, 284’ right of centerline, up to 21’ AGL/1974’ MSL.
- Buildings, beginning 303’ from DER, 274’ right of centerline, up to 22’ AGL/1975’ MSL.
- Buildings, beginning 622’ from DER, 276’ right of centerline, up to 27’ AGL/1981’ MSL.
- NAVAID, building beginning 920’ from DER, 270’ right of centerline, up to 33’ AGL/1987’ MSL.
- Trees, poles, pole beginning 931’ from DER, 257’ right of centerline, up to 82’ AGL/2036’ MSL.
- Trees beginning 1854’ from DER, 169’ right of centerline, up to 91’ AGL/2045’ MSL.
- Trees beginning 1941’ from DER, 96’ right of centerline, up to 105’ AGL/2059’ MSL.
- Trees beginning 2300’ from DER, 253’ right of centerline, up to 113’ AGL/2064’ MSL.
- Trees beginning 2827’ from DER, 584’ right of centerline, up to 115’ AGL/2065’ MSL.
- Tree 3621’ from DER, 127’ left of centerline, 105’ AGL/2053’ MSL.
- Tree 4580’ from DER, 1638’ left of centerline, 112’ AGL/2076’ MSL.
- Trees beginning 4730’ from DER, 843’ left of centerline, up to 92’ AGL/2087’ MSL.
- Tree 4883’ from DER, 946’ left of centerline, 2089’ MSL.
- Trees beginning 4900’ from DER, 885’ left of centerline, up to 105’ AGL/2099’ MSL.
- Trees beginning 5012’ from DER, 870’ left of centerline, up to 92’ AGL/2109’ MSL.
- Trees beginning 5282’ from DER, 1108’ left of centerline, up to 112’ AGL/2121’ MSL.
- Trees beginning 5401’ from DER, 1268’ left of centerline, up to 125’ AGL/2134’ MSL.
- Trees beginning 5500’ from DER, 1720’ left of centerline, up to 125’ AGL/2139’ MSL.
- Trees beginning 5620’ from DER, 1266’ left of centerline, up to 112’ AGL/2146’ MSL.
- Trees beginning 5967’ from DER, 1866’ left of centerline, up to 125’ AGL/2154’ MSL.
- Trees beginning 1.1 NM from DER, 1471’ left of centerline, up to 94’ AGL/2292’ MSL.
- Trees beginning 1.2 NM from DER, 1401’ left of centerline, up to 106’ AGL/2321’ MSL.
- Trees, building, beginning 1.3 NM from DER, 1019’ left of centerline, up to 101’ AGL/2332’ MSL.
- Trees, buildings, terrain beginning 1.5 NM from DER, 1019’ left of centerline, up to 101’ AGL/2332’ MSL.
- Trees, buildings, beginning 1.6 NM from DER, 1646’ left of centerline, up to 73’ AGL/2372’ MSL.
- Buildings, trees, terrain beginning 1.7 NM from DER, 1694’ left of centerline, up to 27’ AGL/2377’ MSL.
- Trees, buildings, terrain beginning 1.8 NM from DER, 2010’ left of centerline, up to 57’ AGL/2451’ MSL.
- Buildings, trees, terrain beginning 1.9 NM from DER, 2005’ left of centerline, up to 55’ AGL/2470’ MSL.
- Trees, buildings, transmission lines, poles, terrain, vegetation beginning 2 NM from DER, 34’ left of centerline, up to 94’ AGL/2522’ MSL.

**Trees 2.4 NM from DER, 13’ right of centerline, 102’ AGL/2432’ MSL.**

**Trees, transmission lines, poles, terrain beginning 2.5 NM from DER, 103’ right of centerline, up to 125’ AGL/2494’ MSL.**

**Rwy 22L (CON’T)**
- Signs beginning 41’ from DER, 75’ left of centerline, up to 3’ AGL/1954’ MSL.
- Sign 98’ from DER, 73’ right of centerline, 2’ AGL/1953’ MSL.
- Sign 114’ from DER, 236’ left of centerline, 2’ AGL/1955’ MSL.
- Pole, building beginning 123’ from DER, 473’ left of centerline, up to 27’ AGL/1979’ MSL.
- Buildings beginning 450’ from DER, 458’ left of centerline, up to 43’ AGL/1996’ MSL.
- Building 539’ from DER, 432’ left of centerline, 44’ AGL/1997’ MSL.
- Building 605’ from DER, 433’ left of centerline, 45’ AGL/1998’ MSL.
- Trees, buildings, vehicles on the road, light poles, poles beginning 658’ from DER, 291’ left of centerline, up to 2008’ MSL.
- Trees beginning 1126’ from DER, 488’ left of centerline, up to 59’ AGL/2012’ MSL.
- Trees, poles, transmission line, building beginning 1215’ from DER, 172’ left of centerline, up to 71’ AGL/2024’ MSL.
- Trees, pole beginning 2078’ from DER, 206’ left of centerline, up to 92’ AGL/2043’ MSL.
- Building, elevators beginning 4882’ from DER, 574’ left of centerline, up to 134’ AGL/2470’ MSL.

**Rwy 22R (CON’T)**
- Fence, vehicles on road, NAVAID beginning 1’ from DER, 121’ right of centerline, up to 6’ AGL/1949’ MSL.
- Signs, NAVAID beginning 36’ from DER, 117’ left of centerline, up to 3’ AGL/1953’ MSL.
- Vehicles on road 187’ from DER, 446’ right of centerline, 1954’ MSL.
- Trees beginning 191’ from DER, 500’ right of centerline, up to 1975’ MSL.
- Building 202’ from DER, 496’ left of centerline, 18’ AGL/1989’ MSL.
- Building 212’ from DER, 501’ left of centerline, 22’ AGL/1973’ MSL.
- Buildings beginning 267’ from DER, 507’ left of centerline, up to 23’ AGL/1974’ MSL.
- Trees, transmission lines, poles beginning 500’ from DER, 64’ right of centerline, up to 63’ AGL/1995’ MSL.
- Pole, vehicles on road, buildings beginning 651’ from DER, 229’ left of centerline, up to 38’ AGL/1987’ MSL.
- Trees, vehicles on road beginning 1020’ from DER, 471’ left of centerline, up to 40’ AGL/1989’ MSL.
- Tower 1178’ from DER, 439’ left of centerline, 40’ AGL/1997’ MSL.

**CONT**
SPOKANE, WA (CON’T)

FELTS FLD (SFF) (CON’T)

Rwy 22R (CON’T), tree, poles, transmission line beginning 1260’ from DER, 3’ left of centerline, up to 51’ AGL/2000’ MSL.
Trees, poles, transmission line beginning 1493’ from DER, 191’ left of centerline, up to 70’ AGL/2018’ MSL.
Building, elevators, tower beginning 2643’ from DER, 1072’ left of centerline, up to 134’ AGL/2084’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 23JUL15  (15204)  (FAA)
Rwy 22L, heading as assigned by ATC; requires min. climb of 360’ per NM to 3700.
Rwy 22R, heading as assigned by ATC; requires min. climb of 370’ per NM to 3600.

SPOKANE INTL (GEG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 15JUN23  (23166)  (FAA)
DEPARTURE PROCEDURE:
Rwy 3, climbing right turn direct GEG VORTAC, thence...
Rwy 21, climbing right turn direct GEG VORTAC, thence...
...continue climb in GEG VORTAC holding pattern (hold southwest, right turns, 035° inbound) to cross GEG VORTAC at or above MEA/MCA for route of flight.

TAKEOFF OBSTACLE NOTES:
Rwy 3, tree 1089’ from DER, 789’ left of centerline, 2367’ MSL.
Trees beginning 1315’ from DER, 667’ left of centerline, up to 2370’ MSL.
Rwy 21, tree 2152’ from DER, 1000’ right of centerline, 2439’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 3 10SEP20  (20254)  (FAA)
Rwys 3, 8, 26, heading as assigned by ATC.
Rwy 21, heading as assigned by ATC; requires min. climb of 290’ per NM to 3200.

STEVENSVILLE, MT

STEVENSVILLE (32S)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 17MAR05  (05076)  (FAA)
DEPARTURE PROCEDURE:
Rwy 12, climbing right turn via heading 335° and MSO R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000’ before proceeding on course.
Rwy 30, climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000’ before proceeding on course.

VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sunriver airport at or above 8700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 18, tree, sign beginning 11’ from DER, 115’ right of centerline, up to 4175’ MSL.
Tree 39’ from DER, 145’ left of centerline, 4181’ MSL.
Trees beginning 176’ from DER, 273’ left of centerline, up to 4207’ MSL.
Tree 419’ from DER, 269’ right of centerline, 4187’ MSL.
Trees, buildings beginning 487’ from DER, 557’ right of centerline, up to 4206’ MSL.
Tree 1947’ from DER, 404’ left of centerline, 4226’ MSL.
Tree 2069’ from DER, 167’ right of centerline, 4239’ MSL.
Tree 2100’ from DER, 7’ right of centerline, 4240’ MSL.
Tree 2154’ from DER, 317’ right of centerline, 4244’ MSL.
Trees beginning 2334’ from DER, 459’ right of centerline, up to 4266’ MSL.
Tree 2397’ from DER, 920’ right of centerline, 4272’ MSL.
Tree 2784’ from DER, 807’ right of centerline, 4278’ MSL.

SUNRIVER, OR

SUNRIVER (S21)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 30NOV23  (23334)  (FAA)
DEPARTURE PROCEDURE:
Rwy 18, std w/min climb of 360’/NM to 6100, or 4700-3 for VCOA.
Rwy 36, std w/min climb of 240’/NM to 4900, or 4700-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 18, climb on heading 182° to 7000 before turning left direct DSD VORTAC, to cross DSD VORTAC at or above MEA for route of flight.
Rwy 36, climb direct DSD VORTAC, to cross DSD VORTAC at or above MEA for route of flight.

VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sunriver airport at or above 8700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 18, tree, sign beginning 11’ from DER, 115’ right of centerline, up to 4175’ MSL.
Tree 39’ from DER, 145’ left of centerline, 4181’ MSL.
Trees beginning 176’ from DER, 273’ left of centerline, up to 4207’ MSL.
Tree 419’ from DER, 269’ right of centerline, 4187’ MSL.
Trees, buildings beginning 487’ from DER, 557’ right of centerline, up to 4206’ MSL.
Tree 1947’ from DER, 404’ left of centerline, 4226’ MSL.
Tree 2069’ from DER, 167’ right of centerline, 4239’ MSL.
Tree 2100’ from DER, 7’ right of centerline, 4240’ MSL.
Tree 2154’ from DER, 317’ right of centerline, 4244’ MSL.
Trees beginning 2334’ from DER, 459’ right of centerline, up to 4266’ MSL.
Tree 2397’ from DER, 920’ right of centerline, 4272’ MSL.
Tree 2784’ from DER, 807’ right of centerline, 4278’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
SUNRIVER, OR (CON’T)
SUNRIVER (S21) (CON’T)

Rwy 18 (CON’T), tree 4824’ from DER, 462’ left of centerline, 4286’ MSL.
Rwy 36, fence 4’ from DER, 202’ right of centerline, 4’ AGL/4161’ MSL.
Trees, vegetation beginning 27’ from DER, 8’ right of centerline, up to 4187’ MSL.
Tree 337’ from DER, 174’ left of centerline, 4183’ MSL.
Trees beginning 432’ from DER, 85’ left of centerline, up to 4204’ MSL.
Tree 739’ from DER, 39’ right of centerline, 4198’ MSL.
Trees beginning 743’ from DER, 137’ right of centerline, up to 4211’ MSL.
Tree 1468’ from DER, 856’ right of centerline, 4233’ MSL.
Trees beginning 1633’ from DER, 857’ right of centerline, up to 4245’ MSL.  CON’T

TACOMA, WA
TACOMA NARROWS (TIW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  06SEP01  (01249)  (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 400-1 or std. with a min. climb of 210’ per NM to 400’.
DEPARTURE PROCEDURE:
Rwy 17, turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC.
Rwy 35, turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

THE DALLES, OR
COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  12DEC13  (13346)  (FAA)
DEPARTURE PROCEDURE:
Use DALLES DEPARTURE.

THERMOPOLIS, WY
HOT SPRINGS COUNTY (HSG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A  28FEB19  (19059)  (FAA)
TAKEOFF MINIMUMS:
Rwy 23, std. w/min. climb of 270’ per NM to 6300 or 1600-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 5, climb on RLY VOR/DME R-222 to RLY VOR/DME, climb in RLY holding pattern (hold North, right turn, 159° inbound) to cross RLY VOR/ DME at or above MEA for route of flight.
Rwy 23, climbing left turn heading 060° and RLY VOR/DME R-207 to RLY VOR/DME, climb in RLY holding pattern (hold North, right turn, 159° inbound) to cross RLY VOR/DME at or above MEA for route of flight.
VCOA:
Rwy 23, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hot Springs County airport at or above 6300, then on RLY VOR/DME R-219 to RLY VOR/DME. Climb in RLY holding pattern (hold North, right turn, 159° inbound) to cross RLY VOR/DME at or above MEA for route of flight.

TILLAMOOK, OR
TILLAMOOK (TMK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  30JUN11  (11181)  (FAA)
TAKEOFF MINIMUMS:
Rwys 1, 13, 19, NA-ATC.
DEPARTURE PROCEDURE:
Rwy 31, use FETUJ RNAV DEPARTURE.

TOLEDO, WA
ED CARLSON MEML FLD/SOUTH LEWIS COUNTY (TDO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  18NOV10  (23278)  (FAA)
DEPARTURE PROCEDURE:
Use ATASY DEPARTURE.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TORRINGTON, WY
TORRINGTON MUNI (TOR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A  29DEC22 (22363)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, pole 1857' from DER, 285' left of centerline, 46' AGL/4250' MSL.
Rwy 10, light poles 39' from DER, 113' right of centerline, 2' AGL/4198' MSL.
Tree 103' from DER, 505' right of centerline, 14' AGL/4205' MSL.
Fence 104' from DER, 360' right of centerline, 8' AGL/4208' MSL.
Trees beginning 113' from DER, 379' right of centerline, up to 21' AGL/4220' MSL.
Tree, fence beginning 238' from DER, 402' right of centerline, up to 18' AGL/4221' MSL.
Rwy 28, terrain 5' from DER, 17' left of centerline, 4201' MSL.
Terrain 5' from DER, 31' right of centerline, 4201' MSL.

TWIN BRIDGES, MT
RUBY VALLEY FLD (RVF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A  31DEC20 (21336)  (FAA)
TAKEOFF MINIMUMS:
Rwys 7, 25, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 17, use DILLON (RNAV) DEPARTURE.
Rwy 35, use BRIDGES (RNAV) DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 17, grade, airfield it beginning 5' from DER, 9' left of centerline, up to 4767' MSL.
Airfield It 9' from DER, 10' right of centerline, 2' AGL/4762' MSL.
Rwy 35, airfield it 10' from DER, 9' right of centerline, 2' AGL/4791' MSL.
Airfield It 10' from DER, 10' left of centerline, 2' AGL/4791' MSL.
Fence beginning 188' from DER, 296' right of centerline, up to 3' AGL/4807' MSL.
Pole 499' from DER, 607' left of centerline, 34' AGL/4808' MSL.
Vehicle on secondary rd beginning 643' from DER, 492' right of centerline, 4817' MSL.
Pole 1319' from DER, 612' right of centerline, 34' AGL/4849' MSL.
Pole 1431' from DER, 754' right of centerline, 30' AGL/4851' MSL.

TWIN FALLS, ID
JOSLIN FLD/MAGIC VALLEY RGNL (TWF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  17OCT13 (21336)  (FAA)
TAKEOFF MINIMUMS:
Rwy 12, NA-Obstacles.
DEPARTURE PROCEDURE:
Rwy 26, aircraft departing on TWF VORTAC R-240 CW 080° climb on course. All others climb heading 258° to 6000 then climbing right turn direct TWF VORTAC. Climb in holding pattern (hold NW, right turns, 113° inbound) to MCA or MEA for direction of flight.
Rwy 28, aircraft departing on TWF VORTAC R-260 CW 080° climb on course. All others climb heading 078° to 6000 then climbing right turn direct TWF VORTAC. Climb in holding pattern (hold NW, right turns, 113° inbound) to MCA or MEA for direction of flight.
Rwy 30, aircraft departing on TWF VORTAC R-240 CW 080° climb on course. All others climb heading 303° to 6000 then climbing right turn direct TWF VORTAC. Climb in holding pattern (hold NW, right turns, 113° inbound) to MCA or MEA for direction of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 30, tree 1184' from DER, 751' right of centerline, 71' AGL/4149' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

VANCOUVER, WA
PEARSON FLD (VUO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 08NOV18 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 500-3 or std. w/min. climb of 440’ per NM to 600.
Rwy 26, 600-3
DEPARTURE PROCEDURE:
Rwy 8, climb heading 082° to 600, then climbing left turn direct BTG VORTAC, thence...
Rwy 26, climb heading 262° to 700, then climbing right turn direct BTG VORTAC, thence...
...continue climb in BTG VORTAC holding pattern (hold northwest, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 8, building 365’ from DER, 62’ left of centerline, 24’ AGL/54’ MSL.
Sign 1079’ from DER, 163’ right of centerline, 30’ AGL/58’ MSL.
Building, antenna beginning 1408’ from DER, 276’ left of centerline, up to 44’ AGL/73’ MSL.
Trees beginning 4121’ from DER, 1854’ left of centerline, 85’ AGL/225’ MSL.
Trees beginning 5751’ from DER, 2009’ left of centerline, 85’ AGL/235’ MSL.
Trees beginning 1 NM from DER, 2167’ left of centerline, 85’ AGL/325’ MSL.
Trees beginning 1.1 NM from DER, 2119’ left of centerline, 85’ AGL/355’ MSL.
Tree, tower beginning 1.2 NM from DER, 645’ left of centerline, up to 435’ MSL.
Tree 2.5 NM from DER, 833’ left of centerline, 415’ MSL.
Rwy 26, pole and tower beginning 1617’ from DER, 37’ left of centerline, up to 30’ AGL/86’ MSL.
Building 2467’ from DER, 127’ left of centerline, 84’ AGL/117’ MSL.
Bridge 2704’ from DER, 586’ left of centerline, 243’ AGL/248’ MSL.
Building 3526’ from DER, 1136’ right of centerline, 107’ AGL/147’ MSL.
Building and crane beginning 1.3 NM from DER, 2564’ right of centerline, up to 339’ AGL/376’ MSL.
Transmission line 2.4 NM from DER, 2038’ right of centerline, 516’ AGL/537’ MSL.

WALLA WALLA, WA
WALLA WALLA RGNL (ALW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 08SEP22 (22251) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, 300-1½ w/min. climb of 236’ per NM to 2000 or std. w/min. climb of 374’ per NM to 1500 or 2900-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 2, climbing left turn to 2500 on ALW VOR/DME R-201, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.
Rwy 20, climb on ALW VOR/DME R-201 to 2500, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.
VCOA:
Rwy 2, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Walla Walla Rgnl airport at or above 2500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 2, ridgeline 61’ from DER, 186’ right of centerline, 1197’ MSL.
Ridgelines beginning 72’ from DER, 164’ right of centerline, up to 1198’ MSL.
Vehicles on road beginning 345’ from DER, 115’ left of centerline, up to 1207’ MSL.
Vertical structure 5515’ from DER, 1784’ right of centerline, 1405’ MSL.
Vertical structure 1.2 NM from DER, 1982’ right of centerline, 1448’ MSL.
Rwy 20, ridgelines beginning 13’ from DER, 189’ left of centerline, up to 1156’ MSL.
Ridgeline 77’ from DER, 383’ left of centerline, 1157’ MSL.
Sign 142’ from DER, 444’ left of centerline, 4’ AGL/1160’ MSL.
Vehicle on road 471’ from DER, 219’ left of centerline, 1167’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WEISER, ID
WEISER MUNI (S87)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 07OCT21 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 12, std. w/min. climb of 310’ per NM to 4300 or 2900-3 for VCOA.
Rwy 30, std. w/min. climb of 360’ per NM to 7500 or 2900-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 12, climb on heading 121° to 4300 before proceeding on course.
Rwy 30, climb on heading 301° to 7500 before proceeding on course.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Weiser Muni airport at or above 4900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 12, NAVAID 40’ from DER, 70’ right of centerline, 3’ AGL/2124’ MSL.
NAVAID 40’ from DER, 70’ left of centerline, 4’ AGL/2124’ MSL.
Vehicle on road, beginning 183’ from DER, 213’ right of centerline, up to 2134’ MSL.
Tree 442’ from DER, 597’ left of centerline, 2124’ MSL.
Poles, building beginning 477’ from DER, 481’ left of centerline, up to 35’ AGL/2154’ MSL.
Trees, elevator beginning 532’ from DER, 553’ left of centerline, up to 2165’ MSL.
Tree 4067’ from DER, 1199’ left of centerline, 2124’ MSL.
Rwy 30, NAVAID 40’ from DER, 70’ left of centerline, 7’ AGL/2115’ MSL.
Vehicle on road, beginning 75’ from DER, 199’ right of centerline, up to 2117’ MSL.
Fence 129’ from DER, 295’ left of centerline, 10’ AGL/2118’ MSL.
Vehicle on road, beginning 139’ from DER, 483’ left of centerline, up to 2127’ MSL.
Vehicle on road 205’ from DER, 456’ right of centerline, 2123’ MSL.
Tree 444’ from DER, 593’ right of centerline, 2153’ MSL.
Tree 735’ from DER, 304’ left of centerline, 2170’ MSL.
Tree 1468’ from DER, 1199’ left of centerline, 2180’ MSL.

WENATCHEE, WA
PANGBORN MEML (EAT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 10NOV16 (21112) (FAA)
DEPARTURE PROCEDURE:
Use WENATCHEE DEPARTURE.

WEST YELLOWSTONE, MT
YELLOWSTONE (WYS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 09FEB12 (12040) (FAA)
DEPARTURE PROCEDURE:
Use TARGY DEPARTURE.

WHEATLAND, WY
PHIFER AIRFIELD (EAN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 30JAN20 (20030) (FAA)
DEPARTURE PROCEDURE:
Use SLATR (RNAV) departure.
TAKEOFF OBSTACLE NOTES:
Rwy 26, vehicles on road 7’ from DER, 153’ right of centerline, 4781’ MSL.
Buildings, pole, fence, vertical point beginning 18’ from DER, 186’ left of centerline, up to 17’ AGL/4796’ MSL.
Vehicles on road 60’ from DER, 150’ right of centerline, 4786’ MSL.
Trees, vehicles on road beginning 61’ from DER, 151’ right of centerline, up to 4814’ MSL.
Pole, fence, terrain, tank, vehicles on road, tree beginning 149’ from DER, 137’ left of centerline, up to 25’ AGL/4804’ MSL.
Trees, poles beginning 365’ from DER, 7’ right of centerline, up to 4823’ MSL.
Poles beginning 562’ from DER, 353’ left of centerline, up to 4823’ MSL.
Poles, buildings, transmission lines beginning 779’ from DER, 38’ left of centerline, up to 4825’ MSL.
Trees, transmission lines, poles beginning 1121’ from DER, 18’ left of centerline, up to 4838’ MSL.
Trees, pole, transmission line beginning 1192’ from DER, 26’ right of centerline, up to 4827’ MSL.
Trees beginning 1328’ from DER, 51’ right of centerline, up to 4834’ MSL.
Trees beginning 1552’ from DER, 55’ right of centerline, up to 4837’ MSL.
Tree 1627’ from DER, 73’ left of centerline, 4842’ MSL.

"NW-1, 11 JUL 2024 to 05 SEP 2024"
TAKING MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WHIDBEY ISLAND NAS (AULT FIELD) (KNUW)

OAK HARBOR, WA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  21MAY20  (20142)

DEPARTURE PROCEDURE:

Rwy 7, diverse departure NA.
Rwy 14, diverse departure authorized 135° to 310° CW, requires CG 228 to 800.
Rwy 25, diverse departure authorized 120° to 330° CW.
Rwy 32, diverse departure NA.

All Rwys, use NASWI TWO (OBSTACLE) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 7, terrain 1901' from DER, 1009' right of cntrln, 75' MSL.
Terrain 1983' from DER, 1004' right of cntrln, 75' MSL.
Terrain 1903' from DER, 999' right of cntrln, 75' MSL.

Rwy 14, terrain 1238' from DER, 1007' left of cntrln, 82' MSL.
Terrain 1172' from DER, 1000' left of cntrln, 82' MSL.
Terrain 1153' from DER, 1005' left of cntrln, 82' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG  21MAY20  (20142)  (FAA)

Rwy 14, headings as assigned by ATC; requires min. climb of 247 FT/NM to 5800.
Rwy 25, headings as assigned by ATC; requires min. climb of 242 FT/NM to 5200.

WILBUR, WA

WILBUR (2S8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG  07MAR13  (13066)  (FAA)

DEPARTURE PROCEDURE:

Rwys 2, 20, use WIPES (RNAV) DEPARTURE.

WORLAND, WY

WORLAND MUNI (WRL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2  20SEP12  (12264)  (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 10, 22, 28, NA-Environmental.
Rwy 16, 300-1/2 or std. w/min. climb of 212' per NM to 4500.

DEPARTURE PROCEDURE:

Rwy 16, climb heading 156° to 5000, then climbing right turn direct RLY VOR/DME. Thence ...
Rwy 34, climb heading 336° to 5000, then climbing left turn direct RLY VOR/DME. Thence ...
... Continue climb in RLY VOR/DME holding pattern, (hold N, right turns, 159° inbound) to cross RLY VOR/DME at or above the MEA For route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 16, road beginning 267' from DER, 17' right and 51' left of centerline, up to 4348' MSL.
 Pole 661' from DER, 397' right of centerline, 15' AGL/4287' MSL.
Pole 183' from DER, 197' right of centerline, 5' AGL/4273' MSL.
Poles beginning 634' from DER, left and right of centerline, 48' AGL/4421' MSL.
Light 10' from DER, 30' left of centerline, 2' AGL/4253' MSL.
REIL 40' from DER, 90' right of centerline, 2' AGL/4263' MSL.
Rwy 34, sign 16' from DER, 200' right of centerline, 1' AGL/4175' MSL.
Road 63' from DER, 486' left of centerline, 4182' MSL.
Road 86' from DER, 509' left of centerline, 4183' MSL.
Tower 288' from DER, 540' right of centerline, 37' AGL/4211' MSL.
Antenna on RTR tower 318' from DER, 550' right of centerline, 52' AGL/4226' MSL.
Rod on DF antenna 327' from DER, 505' left of centerline, 15' AGL/4189' MSL.
Pole 483' from DER, 535' right of centerline, 44' AGL/4218' MSL.
Trees beginning 700' from DER, 648' right of centerline, up to 64' AGL/4238' MSL.

YAKIMA, WA

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5  13JAN11  (21112)  (FAA)

DEPARTURE PROCEDURE:

Use ZILLA DEPARTURE.

REIL 40' from DER, 90' right of centerline, 2' AGL/4224' MSL.
Tower 288' from DER, 540' right of centerline, 37' AGL/4211' MSL.
Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. A designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the A designation are not listed in this section. A designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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<td>BAKER MUNI (BHK) ...................</td>
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<td>VOR Rwy 8¹</td>
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<td>VOR/DME Rwy 13 1⁴</td>
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<td>¹NA when local weather not available.</td>
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<td>¹Categories A, B, 900-2; Category C, 1200-3; Category D, 1400-3.</td>
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<td>²Category C, 1100-3; Category D, 1200-3.</td>
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<td>³Categories A, B, 900-2; Category C, D, 1900-3.</td>
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<td>³NA when control zone not in effect.</td>
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<td>⁴Category D, 900-2¾.</td>
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<td>¹LOC, Category D, 1000-3.</td>
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Note: For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).
<table>
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<th>NAME</th>
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<td>BEND MUNI (BDN)</td>
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<td><strong>Casper, WY</strong></td>
<td><strong>Casper/Natrona County Intl (CPR)</strong>...ILS or LOC Rwy 3</td>
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<td>RNAV (GPS) Rwy 3</td>
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<td>RNAV (GPS) Rwy 21</td>
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<td>VOR/DME Rwy 21</td>
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<td>NA when local weather not available.</td>
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<td>1NA when control tower closed.</td>
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<tr>
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<td>2LOC, Categories A, B, 900-2;</td>
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<td></td>
<td>Category C, 900-2½; Category D, 900-2¾.</td>
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<tr>
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<td>3Category D, 900-2¾.</td>
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<tr>
<td><strong>Chehalis, WA</strong></td>
<td><strong>Chehalis-Centralia (CLS)</strong>...RNAV (GPS) Rwy 16</td>
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<td>NA when local weather not available.</td>
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<tr>
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<td>Category B, 1000-2; Category C 1100-3;</td>
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<td></td>
<td>Category D 1200-3.</td>
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<td><strong>Cheyenne, WY</strong></td>
<td><strong>Cheyenne Rgnl/Jerry Olson Fld (CYS)</strong>...ILS or LOC Rwy 27</td>
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<td>RNAV (GPS) Rwy 8</td>
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<td>VOR or TACAN-A</td>
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<td>** Cody, WY**</td>
<td><strong>Yellowstone Rgnl/Cod.</strong>...RNAV (GPS) Rwy 4</td>
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<td>RNAV (GPS) Rwy 22</td>
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<td>RNAV (GPS)-B</td>
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<td>VOR-A</td>
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<td>2LOC, Categories A, B, 900-2;</td>
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<td>3Category D, 900-2¾.</td>
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<td><strong>Coeur D’Alene, ID</strong></td>
<td><strong>Coeur D’Alene/Pappy Boyington Fld (COE)</strong>...ILS or LOC Rwy 6</td>
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<td><strong>Corvallis Muni (CVO)</strong>...ILS or LOC Rwy 17</td>
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<td>RNAV (GPS) Rwy 35</td>
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<td>1LOC, Category D, 900-2¾.</td>
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<td>4Categories A, B, 1200-2; Categories C, D, 1200-3.</td>
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<td><strong>Cut Bank Intl (CTB)</strong>...RNAV (GPS) Rwy 5</td>
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<td>RNAV (GPS) Rwy 32</td>
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<td><strong>Deer Park, WA</strong></td>
<td><strong>Deer Park (DEW)</strong>...RNAV (GPS) Rwy 34</td>
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<td><strong>Dillon (DLN)</strong>...RNAV (GPS) Rwy 17</td>
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<td>RNAV (GPS) Rwy 35</td>
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<td>VOR A</td>
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<td></td>
<td>VOR/DME-B</td>
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<td>2Category D, 1100-3.</td>
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<td><strong>Dixon, WY</strong></td>
<td><strong>Dixon (DWX)</strong>...RNAV (GPS) Rwy 24</td>
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<td><strong>Douglas, WA</strong></td>
<td><strong>Converse County (DGW)</strong>...RNAV (GPS) Rwy 29</td>
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<td>2Categories A, B, 1100-2; Categories C, D, 1100-3.</td>
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<td><strong>Driggs, ID</strong></td>
<td><strong>Driggs/Reed Meml (DIU)</strong>...RNAV (GPS) Rwy 4</td>
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<td>ALTERNATE MINIMUMS</td>
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<td>EASTSOUND, WA</td>
<td>RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34</td>
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<td>ELLENSBURG, WA</td>
<td>RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34</td>
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<td>ENNIS, MT</td>
<td>RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34</td>
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<td>EUGENE, OR</td>
<td>ILS or LOC Rwy 16</td>
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<td>EVANSTON, WY</td>
<td>RNAV (GPS) Y Rwy 16</td>
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<td>EVERETT, WA</td>
<td>RNAV (GPS) Rwy 23</td>
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<td>FRIDAY HARBOR, WA</td>
<td>RNAV (GPS) Rwy 34</td>
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<td>GILLETTE, WY</td>
<td>RNAV (GPS) Rwy 16</td>
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<td>GLASGOW, MT</td>
<td>RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30</td>
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<td>GLENDIVE, MT</td>
<td>RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30</td>
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<tr>
<td>GOLD BEACH, OR</td>
<td>RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25</td>
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<td>GOODING, ID</td>
<td>RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 26</td>
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<td>GRANGEVILLE, ID</td>
<td>RNAV (GPS) Rwy 13</td>
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<td>GRANTS PASS, OR</td>
<td>RNAV (GPS) Rwy 13</td>
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<tr>
<td>FORT BENTON, MT</td>
<td>RNAV (GPS) Rwy 23</td>
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<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
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<tr>
<td><strong>GRAY AAF (JOINT BASE LEWIS MCHORD) (KGRF)</strong></td>
<td>FORT LEWIS, WA.................ILS or LOC Rwy 15 NA when control tower closed.</td>
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<tr>
<td><strong>GREAT FALLS, MT</strong></td>
<td>GREAT FALLS INTL (GTF).........................ILS or LOC Rwy 3(^1) RNAV (GPS) Rwy 17(^2) RNAV (GPS) Rwy 35(^2) RNAV (GPS) Y Rwy 3(^2) RNAV (GPS) Y Rwy 21(^2) VOR Rwy 21(^2) 1ILS, Category C, 700-2; Category D, 800-2½; LOC, Category D, 800-2½. 2Categories A, B, 2100-2; Category C, 2300-3; Category D, 2700-3.</td>
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<tr>
<td><strong>GREYBULL, WY</strong></td>
<td>SOUTH BIG HORN COUNTY (GEY)..................RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 34 NA when local weather not available. Category C, 1400-3; Category D, 1600-3.</td>
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<tr>
<td><strong>HAILEY, ID</strong></td>
<td>FRIEDMAN MEML (SUN).........................RNAV (GPS) X Rwy 31(^1) RNAV (GPS) Y Rwy 31(^2) 1Categories A, B, 1700-2; Categories C, D, 1700-3. 2Categories A, B, 2100-2; Category C, 2300-3; Category D, 2700-3.</td>
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<tr>
<td><strong>HAMILTON, MT</strong></td>
<td>RAVALLI COUNTY (HRF).....RNAV (GPS) Rwy 17 NA when local weather not available.</td>
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<td><strong>HARDIN, MT</strong></td>
<td>BIG HORN COUNTY (00U).....................RNAV (GPS) Rwy 26 NA when local weather not available.</td>
</tr>
<tr>
<td><strong>HAVRE, MT</strong></td>
<td>HAVRE CITY-COUNTY (HVR).................RNAV (GPS) Rwy 8(^1) RNAV (GPS) Rwy 26(^1) VOR Rwy 8(^1) VOR Rwy 26(^2) 1Category C, 800-2½; Category D, 1200-3. 2Categories A, B, 900-2; Category C, 900-2½; Category D, 1200-3.</td>
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<td><strong>HELENA, MT</strong></td>
<td>HELENA RGNL (HLN)........................IILS Y or LOC Y Rwy 27(^12) ILS Z or LOC Z Rwy 27(^13) LOC BC-C(^14) RNAV (GPS) X Rwy 27(^3) RNAV (GPS) Y Rwy 9(^6) RNAV (RNP) Z Rwy 27(^7) VOR-A(^8) VOR-B(^9) 1NA when control tower closed. 2LOC, Categories A, B, 1800-2; Categories C, D, E, 2200-3. 3LOC, Categories A, B, 1800-2; Categories C, D, E, 2100-3. 4Categories A, B, 1300-2; Category C, 2200-3. 5Categories A, B, 1100-2½; Categories C, D, 2200-3. 6Categories A, B, 1400-2; Categories C, D, 2200-3. 7Categories A, B, C, D, 1000-4. 8Categories A, B, 3400-2; Categories C, D, 3400-3. 9Category A, 900-2; Category B, 1000-2; Categories C, D, 2200-3.</td>
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<tr>
<td><strong>HERMISTON, OR</strong></td>
<td>HERMISTON MUNI (HRI)......................VOR-A NA when local weather not available.</td>
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<td><strong>HOQUIAM, WA</strong></td>
<td>BOWERMAN (HQM).........................ILS or LOC Rwy 24(^1) RNAV (GPS) Rwy 6(^2) RNAV (GPS) Rwy 24(^3) VOR Rwy 6(^2) 1LOC, Category C, 800-2½. 2Category C, 800-2½; Category D, 900-2½. 3Category C, 800-2½.</td>
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<tr>
<td><strong>HULETT, WY</strong></td>
<td>HULETT MUNI (W43).........................RNAV (GPS)-A RNAV (GPS) Rwy 13(^1) NA when local weather not available. 1Categories A, B, 900-2; Category C, 900-2½; Category D, 1200-3.</td>
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<tr>
<td><strong>IDAHO FALLS, ID</strong></td>
<td>IDAHO FALLS RGNL (IDA)......................ILS or LOC Rwy 21(^14) LOC BC Rwy 3(^12) RNAV (GPS) Y Rwy 3(^3) RNAV (GPS) Y Rwy 21(^3) RNAV (RNP) Z Rwy 3(^1) RNAV (RNP) Z Rwy 21(^1) VOR Rwy 3(^3) VOR Rwy 21(^1) 1LOC, Category D, 800-2½; Category E, 800-2½. 2NA when control tower closed. 3Category D, 800-2½. 4NA when local weather not available.</td>
</tr>
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</table>
## ALTERNATE MINIMUMS

### JACKSON, WY

**NAME:** JACKSON

**ALTERNATE MINIMUMS:**
- ILS Y or LOC Y Rwy 19
- ILS Z or LOC Z Rwy 19
- RNAV (GPS) X Rwy 1
- RNAV (GPS) Z Rwy 19
- RNAV (RNP) Y Rwy 1, 1000-4
- VOR Rwy 1
- VOR Rwy 19

### KEMMERER, WY

**NAME:** KEMMERER

**ALTERNATE MINIMUMS:**
- RNAV (GPS) Rwy 16
- RNAV (GPS) Rwy 34

### KLAMATH FALLS, OR

**NAME:** CRATER LAKE/KLAMATH

**ALTERNATE MINIMUMS:**
- RNAV (GPS) Rwy 32
- RNAV (GPS) Rwy 14
- RNAV (GPS) Rwy 32

### LAKEVIEW, OR

**NAME:** LAKE COUNTY (LKV)

**ALTERNATE MINIMUMS:**
- RNAV (GPS) Rwy 17
- RNAV (GPS) Rwy 35

### LANDER, WY

**NAME:** HUNT FLD (LND)

**ALTERNATE MINIMUMS:**
- RNAV (GPS) Rwy 22

### LARAMIE, WY

**NAME:** LARAMIE RGNL (LAR)

**ALTERNATE MINIMUMS:**
- RNAV (GPS) Rwy 3
- RNAV (GPS) Rwy 21

### LAUREL, MT

**NAME:** LAUREL

**ALTERNATE MINIMUMS:**
- RNAV (GPS) Rwy 4
- RNAV (GPS) Rwy 22

### LEWISTON, ID

**NAME:** LEWISTON/NEZ PERCE

**ALTERNATE MINIMUMS:**
- RNAV (GPS) Rwy 8
- RNAV (GPS) Z Rwy 26
- RNAV (RNP) Z Rwy 26

---

### NAME | ALTERNATE MINIMUMS
---|---
JACKSON, WY | JACKSON
HOLE (JAC) | ILS Y or LOC Y Rwy 19
| ILS Z or LOC Z Rwy 19
| RNAV (GPS) X Rwy 1
| RNAV (GPS) Z Rwy 19
| RNAV (RNP) Y Rwy 1, 1000-4
| VOR Rwy 1
| VOR Rwy 19
KEMMERER, WY | KEMMERER
MUNI (EMM) | RNAV (GPS) Rwy 16
| RNAV (GPS) Rwy 34
KLAMATH FALLS, OR | RNAV (GPS) Rwy 32
| RNAV (GPS) Rwy 14
| RNAV (GPS) Rwy 32
LAKEVIEW, OR | LAKE COUNTY (LKV)
| RNAV (GPS) Rwy 17
| RNAV (GPS) Rwy 35
LANDER, WY | HUNT FLD (LND)
| RNAV (GPS) Rwy 22
LARAMIE, WY | LARAMIE RGNL (LAR)
| RNAV (GPS) Rwy 3
| RNAV (GPS) Rwy 21
LAUREL, MT | LAUREL
MUNI (6S8) | RNAV (GPS) Rwy 4
| RNAV (GPS) Rwy 22
LEWISTON, ID | LEWISTON/NEZ PERCE
COUNTY (LWS) | ILS Rwy 26
| RNAV (GPS) Y Rwy 8
| RNAV (GPS) Y Rwy 26
| RNAV (RNP) Z Rwy 8
| RNAV (RNP) Z Rwy 26
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<tr>
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<td>RNAV (GPS) Rwy 26</td>
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<td>VOR Rwy 8</td>
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<td>Category C, 900-2¼; Category D, 1100-3.</td>
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<td><strong>LIVINGSTON, MT</strong></td>
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<td>²Categories A, B, 900-2; Category C, 900-2¼.</td>
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<td><strong>MADRAS, OR</strong></td>
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<tr>
<td></td>
<td>NAME: MADRAS MUNI (S33)</td>
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<td>RNAV (GPS) Rwy 34</td>
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<td><strong>MC CALL, ID</strong></td>
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<td>NAME: MC CALL MUNI (MYL)</td>
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<td>RNAV (GPS) Rwy 16</td>
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<td>RNAV (GPS) Rwy 34</td>
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<td>¹Categories A, B, 1000-2; Category C, 1200-3.</td>
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<td>²Category B, 900-2; Category C, 1200-3;</td>
</tr>
<tr>
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<td>³Category D, 1700-3.</td>
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<td><strong>MC MINNVILLE, OR</strong></td>
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<td>NAME: MC MINNVILLE</td>
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<td>MUNI (MMV): ILS or LOC Rwy 22</td>
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<td>¹LOC, Category C, 800-2¼; Category D, 1200-3.</td>
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<tr>
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<td>²Category D, 800-2¼; Category D, 1200-3.</td>
</tr>
<tr>
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<td>³NA when local weather not available.</td>
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<td>²NA when control tower closed.</td>
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<td>⁴Categories A, B, 1300-2; Category C, 2000-3;</td>
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<td>⁵Category D, 2200-3.</td>
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<td>⁶Categories A, B, 1400-2; Category C, D, 1400-3.</td>
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<td><strong>MILES CITY, MT</strong></td>
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<td>NAME: FRANK WILEY</td>
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<td>FLD (MLS): RNAV (GPS) Rwy 4</td>
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<tr>
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<tr>
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<td>VOR-A²</td>
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<tr>
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<td>VOR-B²</td>
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<tr>
<td></td>
<td>¹NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>²Category A, 1100-2; Category B, 1500-2;</td>
</tr>
<tr>
<td></td>
<td>³Category C, 1500-3; Category D, 2000-3.</td>
</tr>
<tr>
<td></td>
<td>⁴Category A, 1400-2; Category B, 1500-2;</td>
</tr>
<tr>
<td></td>
<td>⁵Category C, 1500-3; Category D, 2000-3.</td>
</tr>
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<td>⁶NA when local weather not available.</td>
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<td>MUNI (MWH): ILS or LOC Rwy 32R</td>
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<td>¹Categories A, B, 900-2; Category C, 900-2½;</td>
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<td>Category D, 900-2¾.</td>
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<tr>
<td></td>
<td>²Category C, 800-2¼; Category D, 900-2¾.</td>
</tr>
<tr>
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<td>³Category D, 900-2¾.</td>
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<td>NEWPORT, OR</td>
<td>NEWPORT MUNI (ONP)…..RNAN (GPS) Rwy 16¹²</td>
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<td>RNAN (GPS) Rwy 34²</td>
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<td>¹NA when local weather not available.</td>
</tr>
<tr>
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<td>²Category B, 900-2; Category C, 1300-3;</td>
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<tr>
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<td>Category D, 1500-3.</td>
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<tr>
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<td>³Categories A, B, 900-2; Category C, 1300-3;</td>
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<td>NORTH BEND, OR</td>
<td>SOUTHWEST OREGON RGNL (OTH)……………………RNAN (GPS) Rwy 5¹</td>
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<td>DELAURENTIS (OKH)…………RNAN (GPS) Rwy 7</td>
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<td>OLYMPIA RGNL (OLM)……………………RNAN (GPS) Rwy 17¹²</td>
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<td>VOR Rwy 35³</td>
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<td>²ILS, Category B, 700-2; Category C, 900-2½;</td>
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<tr>
<td></td>
<td>³Category C, 900-2½; Category D, 900-2¾.</td>
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<td>ONTARIO MUNI (ONO)………RNAN (GPS) Rwy 15</td>
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<td>BEAR LAKE COUNTY (1U7)……………………RNAN (GPS) Rwy 10</td>
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<td>RNAN (GPS) Rwy 28</td>
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<td>TRI-CITIES (PSC)…………RNAN or LOC Rwy 21R¹²</td>
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<td>RNAN (GPS) Y Rwy 3L³</td>
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<td>RNAN (GPS) Y Rwy 12¹²</td>
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<td>RNAN (GPS) Y Rwy 30¹</td>
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<td>VOR Rwy 30¹</td>
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<tr>
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<td>¹NA when control tower closed.</td>
</tr>
<tr>
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<td>²LOC, Category D, 800-2¼.</td>
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<td>³Category D, 800-2¼.</td>
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<td>PENDLETON, OR</td>
<td>EASTERN OREGON RGNL AT PENDLETON (PDT)………………RNAN or LOC Rwy 26¹²</td>
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<td>¹NA when control tower closed.</td>
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<tr>
<td></td>
<td>²LOC, Category D, 800-2¼.</td>
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<tr>
<td></td>
<td>³Category D, 800-2¼.</td>
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<td>PINETWOOD, MT</td>
<td>SHER-WOOD (PWD)………RNAN (GPS) Rwy 12</td>
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<td>POCATELLO, ID</td>
<td>POCATELLO RGNL (PIH)…………RNAN or LOC Rwy 21¹²</td>
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<td>RNAN (GPS) Rwy 21</td>
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<td>¹NA when control tower closed.</td>
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<td>²LOC, Category E, 800-2¼.</td>
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<td>PORT ANGELES, WA</td>
<td>PORT ANGELES CGAS (NOW)………COPTER RNAN (GPS) Rwy 26</td>
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<td>WILLIAM R FAIRCHILD INTL (CLM)…………RNAN (GPS) Rwy 9</td>
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<td>RNAN (GPS) Rwy 27</td>
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<td>Category D, 800-2¼.</td>
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<td>NA when local weather not available.</td>
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NW-1, 11 JUL 2024 to 05 SEP 2024
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<tr>
<th>NAME</th>
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<tr>
<td>PORT TOWNSEND, WA</td>
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<td>JEFFERSON COUNTY INTL (OS9)</td>
<td>RNAV (GPS)-A NA when local weather not available. Categories A, B, 900-2.</td>
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<td>RNAV (GPS) Rwy 10L</td>
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<td>HILLSBORO (HIO)</td>
<td>TACAN Rwy 28L</td>
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<td>VOR-A</td>
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1. LOC, Categories C, D, 1100-3; Category E, 1200-3. 2. LOC, Categories A, B, 900-2; Categories C, D, 1100-3; Category E, 1200-3. 3. LOC, Category A, 700-2; Category B, 800-2; Categories C, D, 1100-3; Category E, 1200-3. 4. LOC, Categories C, D, 1100-3; Category E, 1200-3. 5. LOC, Categories C, D, 1100-3; Category E, 1200-3. 6. LOC, Categories A, B, 1000-2; Categories C, D, 1100-3.

PORTLAND- | RNAV (GPS) Rwy 13R | RNAV (GPS) Rwy 31L |
| TROUTDALE (TTD) | RNAV (GPS) Rwy 13R |
| Category A, 1000-2; Category B, 1100-2; Categories C, D, 1300-3. NA when local weather not available. |

PRINEVILLE, OR | RNAV (GPS) Rwy 11 | RNAV (GPS) Rwy 29 |
| PRINEVILLE (S39) | RNAV (GPS) Rwy 11 |
| NA when local weather not available. Category C, 800-2½; Category D, 800-2½. |

PULLMAN/MOSCOW, WA | RNAV (GPS) Y Rwy 23 |
| PULLMAN/MOSCOW RNGL (PUW) | RNAV (GPS) Y Rwy 23 |
| NA when local weather not available. 1. LOC, Category D, 900-2½. 2. Category D, 900-2½. |

RAWLINS, WY | RNAV (GPS) Y Rwy 22 |
| RAWLINS MUNI/HARVEY FLD (RWL) | RNAV (GPS) Y Rwy 22 |
| Category C, 900-2½; Category D, 1100-3. NA when local weather not available. |

REDMOND, OR | RNAV (GPS) Z Rwy 29 |
| ROBERTS FLD (RDM) | RNAV (GPS) Z Rwy 29 |
| 1. NA when local weather not available. 2. Category D, 800-2½. 3. LOC, Category E, 800-2½. |

RENTON, WA | RNAV (GPS) Y Rwy 16 |
| RENTON MUNI (RNT) | RNAV (GPS) Y Rwy 16 |
| NA when local weather not available. Categories A, B, 900-2; Category C, 1000-3. |

REXBURG, ID | RNAV (GPS) Z Rwy 29 |
| REXBURG-MADISON COUNTY (RXE) | RNAV (GPS) Z Rwy 29 |
| 1. NA when local weather not available. 2. Category D, 900-2½; Category D, 900-3. 3. Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3. |

RIVERTON, WY | RNAV (GPS) Z Rwy 29 |
| CENTRAL WYOMING RNGL (RIW) | RNAV (GPS) Z Rwy 29 |
| NA when local weather not available. |

ROCK SPRINGS, WY | RNAV (GPS) Rwy 27 |
<p>| SOUTHWEST WYOMING RNGL (RKS) | RNAV (GPS) Rwy 27 |
| 1. LOC, Category D, 800-2½. 2. Category D, 800-2½. |</p>
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<td>SALEM, OR</td>
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<td>MCNARY FLD (SLE)</td>
<td>ILS or LOC Z Rwy 31(^{12})</td>
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<td>LOC BC Rwy 13(^{13})</td>
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<td>RNAV (GPS) Rwy 31(^{14})</td>
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| 1\(^{1}\)NA when local weather not available.  
2LOC, Categories A, B, 900-2; Category C, 900-2\(1/2\); Category D, 1100-3.  
3Category C, 900-2\(1/2\); Category D, 1100-3.  
4Category C, 800-2\(1/4\); Category D, 1100-3. |
|                     |                    |
| SANDPOINT, ID       | RNAV (GPS) Y Rwy 2\(^{12}\) |
|                     | RNAV (GPS) Y Rwy 20\(^{13}\) |
|                     | RNAV (GPS) Z Rwy 2\(^{1}\) |
|                     | RNAV (GPS) Z Rwy 20\(^{1}\) |
| 1\(^{1}\)NA when local weather not available.  
2Categories A, B, 1500-2; Category C, 1500-3.  
3Categories A, B, 1300-2; Category C, 1300-3.  
4Categories A, B, 1000-2; Category C, 1000-3.  
5Categories A, B, 1500-2; Category C, 1500-3; Category D, 2100-3. |
|                     |                    |
| SARATOGA, WY        | RNAV (GPS) Rwy 5
                     | RNAV (GPS) Rwy 23 |
| SHIVELY FLD (SAA)   |                    |
| RNAV (GPS) Rwy 5    |                    |
| RNAV (GPS) Rwy 23   |                    |
| NA when local weather not available. Category D, 900-2\(1/4\). |
|                     |                    |
| SCAPPOOSE, OR       | LOC/DME Rwy 15
                     | RNAV (GPS) Rwy 15
                     | VOR/DME-A |
| SCAPPOOSE INDUSTRIAL AIRPARK (SPB) |                    |
| LOC/DME Rwy 15     | RNAV (GPS) Rwy 15
                     | VOR/DME-A |
| NA when local weather not available. Category D, 900-2\(1/4\). |
|                     |                    |
| SEATTLE, WA         | RNAV (GPS) Rwy 14R\(^{1}\)
                     | RNAV (GPS) Rwy 14R\(^{2}\)
                     | RNAV (GPS) Rwy 32L\(^{3}\)
                     | RNAV (GPS) Rwy 32L\(^{4}\) |
| BOEING FLD/KING COUNTY INTL (BFI) | RNAV (GPS) Rwy 14R\(^{1}\)
                     | RNAV (GPS) Rwy 14R\(^{2}\)
                     | RNAV (GPS) Rwy 32L\(^{3}\)
                     | RNAV (GPS) Rwy 32L\(^{4}\) |
| 1\(^{1}\)LOC, Category C, 800-2\(1/4\); Category C, 1000-2\(1/4\); Category D, 1000-3.  
2Category B, 900-2; Category C, 1000-2\(1/4\); Category D, 1000-3.  
3Categories A, B, 900-2\(1/2\); Category C, 1000-2\(1/4\); Category D, 1000-3.  
4Categories A, B, C, D, 900-2\(1/2\). |
|                     |                    |
| SHELBY, MT          | RNAV (GPS) Rwy 5
                     | RNAV (GPS) Rwy 23 |
| SHELBY (SBX)        | RNAV (GPS) Rwy 5
                     | RNAV (GPS) Rwy 23 |
| NA when local weather not available. Category D, 800-\(1/2\). |
|                     |                    |
| SHERIDAN, WY        | RNAV (GPS) Rwy 1
                     | RNAV (GPS) Rwy 19\(^{1}\) |
| SHERIDAN COUNTY (SHR) | RNAV (GPS) Rwy 1
                     | RNAV (GPS) Rwy 19\(^{1}\) |
| 1\(^{1}\)ILS, Category B, 700-2; Category C, 900-2\(1/2\); Category D, 1200-3; LOC, Category C, 900-2\(1/2\); Category D, 1200-3.  
2\(^{2}\)Category C, 900-2\(1/2\); Category D, 1200-3. |
|                     |                    |
| SIDNEY, MT          | RNAV (GPS) Rwy 1
                     | RNAV (GPS) Rwy 19\(^{1}\) |
| SIDNEY-RICHLAND RNGL (SDY) | RNAV (GPS) Rwy 1
                     | RNAV (GPS) Rwy 19\(^{1}\) |
| 1\(^{1}\)Category D, 900-2\(1/4\).  
\(^{2}\)NA when local weather not available. |
|                     |                    |
| SPOKANE, WA         | RNAV (GPS) Rwy 22R\(^{1}\)
                     | RNAV (GPS) Rwy 4L\(^{2}\)
                     | RNAV (GPS) Rwy 4L\(^{3}\) |
| FELTS FLD (SFF)     | RNAV (GPS) Rwy 22R\(^{1}\)
                     | RNAV (GPS) Rwy 4L\(^{2}\)
                     | RNAV (GPS) Rwy 4L\(^{3}\) |
| NA when local weather not available.  
\(^{1}\)LOC, Categories A, B, 900-2; Category C, 1200-3.  
\(^{2}\)Categories A, B, 900-2\(1/2\); Category C, 1200-3; Category D, 1500-3.  
\(^{3}\)Categories A, B, 1100-2; Categories C, 1200-3; Category D, 1500-3. |
|                     |                    |
| SPOKANE INTL (GEG)  | RNAV (GPS) Rwy 3\(^{1}\)
                     | RNAV (GPS) Rwy 21\(^{1}\)
                     | RNAV (GPS) Y Rwy 26\(^{3}\) |
| ILS or LOC Rwy 3\(^{1}\)
                     | ILS or LOC Rwy 21\(^{1}\)
                     | RNAV (GPS) Y Rwy 26\(^{3}\) |
| 1\(^{1}\)LOC, Category C, 800-2\(1/4\); Category D, 1000-3.  
2\(^{2}\)Category C, 1000-2\(1/2\); Category D, 1100-3.  
3\(^{3}\)Category C, 800-2\(1/4\); Categories D, E, 1100-3.  
4\(^{4}\)Category C, 800-2\(1/4\); Category D, 1000-3. |
|                     |                    |
| SUNRIVER, OR        | RNAV (GPS) Rwy 18 |
| SUNRIVER (S21)      | RNAV (GPS) Rwy 18 |
| Category B, 1000-2; Categories C, D, 1500-3.  
\(^{1}\)NA when local weather not available. |
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<td>RNAV (GPS) Rwy 35</td>
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1NA when control tower closed.
2Category D, 800-2½.
3NA when local weather not available.

| **THERMOPOLIS, WY** |                    |
| **THE DALLES, OR**  |                    |
| **THE DALLES MUNI (DLS)** | RNAV (GPS)-A |
| **WALLA WALLA, WA**   |                    |
| **WALLA WALLA RGNL (ALW)** | ILS or LOC Rwy 20 |

1NA when control tower closed.
2NA when local weather not available.

| **Twin BRIDGES, MT** |                    |
| **TWIN FALLS, ID**   |                    |
| **WENATCHEE, WA**    |                    |
| **WHEATLAND, WY**    |                    |
| **WILBUR, WA**       |                    |
| **WORLAND, WY**      |                    |

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>VANCOUVER, WA</strong></td>
<td></td>
</tr>
<tr>
<td>PEARSON FLD (VUO)</td>
<td>RNAV (GPS)-B</td>
</tr>
</tbody>
</table>
| NA when local weather not available.

| **WALLA WALLA, WA** |                    |
| **WALLA WALLA RGNL (ALW)** | RNAV (GPS) Rwy 2 |
|                           | RNAV (GPS) Rwy 20 |

1NA when local weather not available.
2NA when control tower closed.
3NA when control tower closed.

| **TWIN BRIDGES, MT** |                    |
| **TWIN FALLS, ID**   |                    |
| **WENATCHEE, WA**    |                    |
| **WHEATLAND, WY**    |                    |
| **WILBUR, WA**       |                    |
| **WORLAND, WY**      |                    |

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TACOMA, WA</strong></td>
<td></td>
</tr>
<tr>
<td>TACOMA</td>
<td></td>
</tr>
<tr>
<td>NARROWS (TIW)</td>
<td>ILS or LOC Rwy 17</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 17</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 35</td>
</tr>
</tbody>
</table>

1NA when control tower closed.
2Category D, 800-2½.
3NA when local weather not available.
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>YAKIMA, WA</td>
<td>YAKIMA AIR TRML/MCALLISTER</td>
</tr>
<tr>
<td>FLD (YKM)</td>
<td>ILS or LOC Rwy 27&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>LOC/DME BC-B&lt;sup&gt;23&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) X Rwy 27&lt;sup&gt;4&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP) Rwy 9&lt;sup&gt;5&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>VOR/DME or TACAN Rwy 27&lt;sup&gt;26&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>VOR-A&lt;sup&gt;23&lt;/sup&gt;</td>
</tr>
</tbody>
</table>

<sup>1</sup> ILS, Categories A, B, C, D, 700-2; LOC, Category C, 900-2½; Category D, 1200-3.
<sup>2</sup> NA when local weather not available.
<sup>3</sup> Category C, 900-2½; Category D, 1200-3.
<sup>4</sup> Category C, 800-2¼; Category D, 1200-3.
<sup>5</sup> Categories A, B, C, 900-2½.
<sup>6</sup> Categories A, B, 1100-2;
Category C, 1100-3; Category D, 1200-3.
CHEYENNE, WY
Amendment 2, 29MAR18 (21112) (FAA)
CHEYENNE RGNL/JERRY OLSON FLD (CYS)
RADAR-1 124.55 263.075 NA

<table>
<thead>
<tr>
<th></th>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>27</td>
<td>3.0°/55/918</td>
<td>ABCDE</td>
<td>6321/24</td>
<td>200</td>
<td>(200-½)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ASR</td>
<td>27</td>
<td>AB</td>
<td>6560/24</td>
<td>439</td>
<td>(500-½)</td>
<td>CDE 6560/40</td>
<td>439</td>
<td>(500-¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIR</td>
<td>ALL RWAY</td>
<td>AB</td>
<td>6640-1</td>
<td>480</td>
<td>(500-1)</td>
<td>C 6900-2</td>
<td>740</td>
<td>(800-2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>D</td>
<td>6940-2½</td>
<td>780</td>
<td></td>
<td>(800-2½)</td>
<td>E 6980-3</td>
<td>820</td>
<td>(900-3)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

For inoperative ALS, increase PAR 27 Cat E visibility to RVR 4000 and ASR 27 Cat E visibility to 1¼ SM. PAR not available when ASR out of service.

GRAY AAF (JOINT BASE LEWIS MCCHORD) (KGRF),
Fort Lewis, WA Amendment 1 10AUG23 (23222) (USA) RADAR - (E) 128.2 239.0

<table>
<thead>
<tr>
<th></th>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR¹</td>
<td>15</td>
<td>3.0°/55/947</td>
<td>ABCD</td>
<td>500/24</td>
<td>200</td>
<td>(200-½)</td>
</tr>
<tr>
<td></td>
<td>33</td>
<td>3.0°/39/730</td>
<td>ABCD</td>
<td>550-½</td>
<td>250</td>
<td>(300-½)</td>
</tr>
</tbody>
</table>

¹No-NOTAM MP 1400-1600Z++ Fri. POC DSN 677-3883 or C253-477-3883. Svc incl PAR and apch mnt of ILS and NDB.

OPS 138.6
Contact Seattle approach for vectors to Final on 120.1 290.9.
## WHIDBEY ISLAND NAS (AULT FLD) (KNUW), Oak Harbor, WA

Amdt 3, 21MAY20 (20170) (USN)

**ELEV 47**

### RADAR INSTRUMENT APPROACH MINIMUMS

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR¹</td>
<td>14²</td>
<td>3.0°/48/947</td>
<td>ABCDE</td>
<td>147-¾</td>
<td>108 (100-¾)</td>
</tr>
<tr>
<td></td>
<td>7</td>
<td>3.0°/49/959</td>
<td>ABCDE</td>
<td>132-½</td>
<td>107 (100-½)</td>
</tr>
<tr>
<td></td>
<td>25</td>
<td>3.0°/40/716</td>
<td>ABCDE</td>
<td>228-½</td>
<td>200 (200-½)</td>
</tr>
<tr>
<td></td>
<td>32¹¹</td>
<td>3.0°/34/790</td>
<td>ABCDE</td>
<td>297-½</td>
<td>250 (300-½)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR W/O GS¹</td>
<td>14⁵</td>
<td></td>
<td>ABCDE</td>
<td>360-¾</td>
<td>321 (400-¾)</td>
</tr>
<tr>
<td></td>
<td>7</td>
<td></td>
<td>ABCDE</td>
<td>360-1</td>
<td>335 (400-1)</td>
</tr>
<tr>
<td></td>
<td>25⁸</td>
<td></td>
<td>AB</td>
<td>580-³⁄₄</td>
<td>552 (600-³⁄₄)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CDE</td>
<td>580-1³⁄₄</td>
<td>552 (600-1³⁄₄)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>AB</td>
<td>560-³⁄₄</td>
<td>513 (600-³⁄₄)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CDE</td>
<td>560-1</td>
<td>513 (600-1)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASR</td>
<td>7</td>
<td></td>
<td>ABCDE</td>
<td>400-1³⁄₄</td>
<td>375 (400-1³⁄₄)</td>
</tr>
<tr>
<td></td>
<td>14⁸</td>
<td></td>
<td>AB</td>
<td>520-³⁄₄</td>
<td>481 (500-³⁄₄)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CDE</td>
<td>520-1</td>
<td>481 (500-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>AB</td>
<td>740-³⁄₄</td>
<td>712 (700-³⁄₄)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CDE</td>
<td>740-1³⁄₄</td>
<td>712 (700-1³⁄₄)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>AB</td>
<td>740-³⁄₄</td>
<td>693 (700-³⁄₄)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CDE</td>
<td>740-1</td>
<td>693 (700-1)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>A</td>
<td></td>
<td>760-1³⁄₄</td>
<td>713 (800-1³⁄₄)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B</td>
<td></td>
<td>800-1³⁄₄</td>
<td>753 (800-1³⁄₄)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>C</td>
<td></td>
<td>900-2³⁄₄</td>
<td>853 (900-2³⁄₄)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>D</td>
<td></td>
<td>900-2³⁄₄</td>
<td>853 (900-2³⁄₄)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>E</td>
<td></td>
<td>1200-3</td>
<td>1153 (1200-3)</td>
<td></td>
</tr>
</tbody>
</table>

¹No-NOTAM MP: PAR 1600-0800Z++ Mon.
²When ALS inop, increase vis CAT ABCDE to ½ mile.
³When ALS inop, increase vis CAT ABCDE to ¾ mile.
⁴When ALS inop, increase vis CAT ABCDE to ¾ mile.
⁵When ALS inop, increase vis CAT ABCDE to 1¼ miles.
⁶When ALS inop, increase vis CAT ABCDE to 1¼ miles.
⁷When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1½ miles.
⁸When ALS inop, increase vis CAT AB to 1¼ miles, CAT CDE to 2 miles.
⁹When ALS inop, increase vis CAT AB to 1½ miles, CAT CDE to 2 miles.
¹⁰When ALS inop, increase vis CAT AB to 1¾ miles, CAT CDE to 2½ miles.
¹¹CAUTION: WCH group 2, 3, 4 less than 20 ft.
¹²CAUTION: WCH group 4 less than 20 ft.
**LAND AND HOLD-SHORT OPERATIONS (LAHSO)**

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>LDG RWY</th>
<th>HOLD-SHORT POINT</th>
<th>AVBL LDG DIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>BOZEMAN, MT</td>
<td>12</td>
<td>03-21</td>
<td>6,841 feet</td>
</tr>
<tr>
<td>BOZEMAN YELLOWSTONE INTL (BZN)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MOSSES LAKE, WA</td>
<td>04</td>
<td>14L-32R</td>
<td>4,700 feet</td>
</tr>
<tr>
<td>GRANT COUNTY INTL (MWH)</td>
<td>14L</td>
<td>04-22</td>
<td>7,550 feet</td>
</tr>
<tr>
<td></td>
<td>22</td>
<td>14L-32R</td>
<td>4,650 feet</td>
</tr>
<tr>
<td></td>
<td>32R</td>
<td>04-22</td>
<td>5,050 feet</td>
</tr>
<tr>
<td>PORTLAND, OR</td>
<td>13R</td>
<td>02-20</td>
<td>4,922 feet</td>
</tr>
<tr>
<td>PORTLAND-HILLSBORO (HIO)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SALEM, OR</td>
<td>31</td>
<td>16-34</td>
<td>3,150 feet</td>
</tr>
<tr>
<td>MCNARY FLD (SLE)</td>
<td>34</td>
<td>13-31</td>
<td>3,050 feet</td>
</tr>
<tr>
<td>TWIN FALLS, ID</td>
<td>08</td>
<td>12-30</td>
<td>4,500 feet</td>
</tr>
<tr>
<td>JOSLIN FLD/MAGIC VALLEY RGNL (TWF)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>12</td>
<td>08-26</td>
<td>2,750 feet</td>
</tr>
<tr>
<td></td>
<td>26</td>
<td>12-30</td>
<td>3,600 feet</td>
</tr>
</tbody>
</table>
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>AURORA, OR</td>
<td>HS 1</td>
<td>Rwy 17 at Twy A1.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 17 at Twy A4.</td>
</tr>
<tr>
<td>BELLINGHAM, WA</td>
<td>HS 1</td>
<td>Confusing twy int for pilots exiting/taxiing Rwy 16-34 via Twy D.</td>
</tr>
<tr>
<td>BILLINGS, MT</td>
<td>HS 1</td>
<td>Complex int of Twy A, Twy C, ramp, and Rwy 10L-28R.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Multiple hold lines visible, left turn at Twy W for departure on Rwy 10L.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Hold position at Twy A and Rwy 03-21.</td>
</tr>
<tr>
<td>BUTTE, MT</td>
<td>HS 1</td>
<td>Restricted visibility between Rwy 33 and Rwy 30.</td>
</tr>
<tr>
<td>CASPER, WY</td>
<td>HS 1</td>
<td>Twy A5 has ramp to rwy access.</td>
</tr>
<tr>
<td>HAILEY, ID</td>
<td>HS 1</td>
<td>Twy B on east edge of ramp.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Twy B on east edge of ramp.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy B on east edge of ramp.</td>
</tr>
<tr>
<td>JACKSON, WY</td>
<td>HS 1</td>
<td>Aircraft sometimes miss Twy A1 and enter the blast pad.</td>
</tr>
</tbody>
</table>

(SEE CONTINUATION PAGE FOR MORE LISTINGS)
### CITY/AIRPORT HOT SPOT DESCRIPTION

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOSES LAKE, WA GRANT COUNTY INTL (MWH)</td>
<td>HS 1</td>
<td>Twy C and the Rwy 18 THR.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 09-27 closed except for military operations.</td>
</tr>
<tr>
<td>NORTH BEND, OR SOUTHWEST OREGON RGNL (OTH)</td>
<td>HS 1</td>
<td>Twy A crosses the north end of Rwy 13-31.</td>
</tr>
<tr>
<td>OLYMPIA, WA OLYMPIA RGNL (OLM)</td>
<td>HS 1</td>
<td>Rwy 8-26 intersects Rwy 17-35.</td>
</tr>
<tr>
<td>PASCO, WA TRI-CITIES (PSC)</td>
<td>HS 1</td>
<td>Pilots sometimes exit Rwy 30 onto wrong rwy.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Short twy distance from ramp to Rwy 21L.</td>
</tr>
<tr>
<td>PORTLAND, OR PORTLAND-HILLSBORO (HIO)</td>
<td>HS 1</td>
<td>Aircraft exiting Rwy 13R-31L at Twy A6 have only 90’ of clearance between Twy A centerline and holding position markings.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Twy A8 and Rwy 31L.</td>
</tr>
<tr>
<td>PORTLAND, OR PORTLAND INTL (PDX)</td>
<td>HS 1</td>
<td>Limited wing-tip clearance at twy convergence point.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 03-21 hold line is on Twy K, hold short unless authorized to cross Rwy 03-21.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Int of Rwy 10L-28R and Twy A3.</td>
</tr>
<tr>
<td>REDMOND, OR ROBERTS FLD (RDM)</td>
<td>HS 1</td>
<td>Twy B and Twy A int in close proximity of Rwy 05-23.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Twy C and Twy A int in close proximity of Rwy 05-23.</td>
</tr>
<tr>
<td>SEATTLE, WA BOEING FLD/ KING COUNTY INTL (BFI)</td>
<td>HS 1</td>
<td>Twy Z restricted access area.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 14R-32L and Twy A9. Wrong rwy departure risk.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Extensive helicopter operations in the vicinity of Twy B5.</td>
</tr>
<tr>
<td>SEATTLE, WA SEATTLE-TACOMA INTL (SEA)</td>
<td>HS 1</td>
<td>Rwy 34R in close proximity to ramp, pilots sometimes cross Rwy 34R at Twy Q without authorization.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Aircraft crossing/exiting Rwy 16C-34C at Twy J sometimes cross Rwy 16L-34R hold line on Twy H without authorization. Hold line immediately after joining Twy H.</td>
</tr>
<tr>
<td>TWIN FALLS, ID JOSLIN FLD/MAGIC VALLEY RGNL (TWF)</td>
<td>HS 1</td>
<td>Twy K in close proximity to ramp, rwy incursion risk.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Twy A at Twy A3 – ATCT clearance required to cross movement-non movement boundary marking.</td>
</tr>
<tr>
<td>YAKIMA, WA YAKIMA AIR TRML/ MCALLISTER FLD (YKM)</td>
<td>HS 1</td>
<td>Hold lines unusual distance from rwy edge, rwy markings not easily visible from hold line.</td>
</tr>
</tbody>
</table>

*See appropriate Chart Supplement HOT SPOT table for additional information.
NOTE: Turbojet aircraft descend via mach number until intercepting 280K. Maintain 280K until 10000.
ARRIVAL ROUTE DESCRIPTION

PENDLETON TRANSITION (PDT.ADYMS3)
SUNED TRANSITION (SUNED.ADYMS3)

From ADYMS on track 280° to cross WHYTE at or above 14000, then on track 280° to cross WEBIM between 9000 and 11000, then on track 280° to cross WRKHS at or above 7500.

LANDING RUNWAY 16: From WRKHS on track 279° to cross MUIRE at or above 6200, then on track 280° to ROCCI, then on track 279° to cross ALDER at or above 5000, then on track 346° to HUNAM, then on track 346° to cross ELBBE at 4000 and at 210K, then on track 346°. Expect RADAR vectors to final approach course or visual approach.

LANDING RUNWAY 34: From WRKHS on track 279° to cross MUIRE at or above 6200, then on track 280° to ROCCI, then on track 279° to cross ALDER at or above 5000, then on track 324° to cross ZOTAN at or above 4400, then on track 324° to cross RIMOE at/above 4000. Expect ILS or visual approach.

LOST COMMUNICATIONS

RUNWAY 34: At ALDER, execute approach, if unable, proceed direct CUBIT and hold as published, maintain 4000, squawk appropriate beacon code.

RUNWAY 16: At ELBEE, turn left direct STEIL and execute approach, if unable hold as published, maintain 4000, squawk appropriate beacon code.
ARRIE EIGHT ARRIVAL

NOTE: Chart not to scale.

NOTE: DME required.
NOTE: RADAR required.
NOTE: DOD use only.

ARRIVAL ROUTE DESCRIPTION

TATOOSH TRANSITION (TOU, ARRIE8): From over TOU VORTAC on TOU R-096 to ARRIE. Thence, . . .

VICTORIA TRANSITION (YYJ, ARRIE8): From over YYJ VOR/DME on YYJ R-163 to ARRIE. Thence, . . .

. . . .From over ARRIE on OLM R-318 and TCM R-267 to CUBIT, expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: Proceed direct to TCM TACAN.
ARRIVAL ROUTE DESCRIPTION

COLL TRANSITION (COLL.BEWTE4)

MAXMS TRANSITION (MAXMS.BEWTE4)

SUMOQ TRANSITION (SUMOQ.BEWTE4)

From BEWTE on track 156° to cross CHRIE at or above 8100.

LANDING RUNWAYS 10L/R: From CHRIE on track 156° to cross LIBYY at 7000 and at 210K. Expect RNP approach or RADAR vectors to final approach course.

LANDING RUNWAYS 28L/R: From CHRIE on track 156° to cross CAMML at 8000 and at 210K, then on track 102° to DYYLN, then on track 102°. Expect RNP approach or RADAR vectors to final approach course.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

CUSGA TRANSITION (CUSGA.BGHRN3)

From BGHRN on track 311° to cross LITTLE at or above 13500, then on track 311° to cross KROWE at or above 9000 and at or below 250K.

LANDING RUNWAY 10L: From KROWE on track 296° to cross IZUFE at or above 8000 and at or below 220K, then on track 282° to cross DEHLR at 6200 and at 210K, then on heading 280° or as assigned by ATC. Expect assigned approach or RADAR vectors to final approach course.

LANDING RUNWAY 28R: From KROWE on track 336° to cross HRDIN at 6700 and at or below 230K, then on heading 308° or as assigned by ATC. Expect assigned approach or RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

KARTS TRANSITION (KARTS.BGMAN1)

LANDING RUNWAY 12: From BGMAN on track 046° to cross ALNYT at or above 13000, then on track 047° to cross JAZMN at or above 12000, then on track 047°. Expect RNAV (RNP) RWY 12 approach or RADAR vectors to final approach course.

LANDING RUNWAY 30: From BGMAN on track 066° to cross USEET at or above 13000, then on track 066° to cross FARVE at or above 12000, then on track 066°. Expect RNAV (RNP) RWY 30 approach or RADAR vectors to final approach course.
NOTE: Chart not to scale.

YAKIMA
116.0 YKM
Chan 107

Chan 107

Landing South: 12000
Maintain 12000.

HUMPP
TURBOJET:

Landing South: 15000

RADDY
PROP/TURBOPROP:

12000 250K
Maintain 12000.

TURBOJET:

Landing North: 12000 250K
Maintain 12000.

Landing South: 16000 270K

Landing BFI Rwys 32L/R: 11000 250K
Maintain 11000.

Landing Renton Muni: 11000

NOTE: DME and RADAR required.
NOTE: Landing north/landing south restrictions are issued per the KSEA flow.

SEATTLE, WASHINGTON

118.0

116.8

Chan 115

SEATTLE

BORING FLD/
KING COUNTY INTL

SEATTLE-TACOMA
INTL

RENTON MUNI

SEATTLE PAINE FLD INTL

NOTE: Landing north/landing south restrictions are issued per the KSEA flow.

*CHINS FIVE ARRIVAL
CHINS,FIVE ARRIVAL

08SEP22

NW-1, 11 JUL 2024 to 05 SEP 2024

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

PENDLETON TRANSITION (PDT.CHINS5): From over PDT VORTAC on PDT R-296 to BRUKK, then on PDT R-296 to SUNED, then on YKM R-108 to YKM VORTAC, then on YKM R-284 to CHINS, thence . . . .
SUNED TRANSITION (SUNED.CHINS5): From SUNED on YKM R-108 to YKM VORTAC, then on YKM R-284 to CHINS, thence . . . .
YAKIMA TRANSITION (YKM.CHINS5): From over YKM VORTAC on YKM R-284 to CHINS, thence . . . .

. . . . from CHINS on YKM R-284 and SEA R-104 to RADDY, then on SEA R-104 to HUMPP, then on SEA R-104 to AUBRN, thence . . . .

LANDING NORTH: Heading 250° for vectors to final approach course.
LANDING SOUTH: Heading 343° for vectors to final approach course.
LANDING RENTON MUNI: Heading 343° for vectors to final approach course.
LANDING SEATTLE PAINE FLD INTL: Heading 343° for vectors to final approach course.

LOST COMMUNICATIONS: After AUBRN proceed direct SEA VORTAC.
ARRIVAL ROUTE DESCRIPTION

BYRCH TRANSITION (BYRCH.CRAZI4)
EDYTH TRANSITION (EDYTH.CRAZI4)
LOKOW TRANSITION (LOKOW.CRAZI4)

LANDING RUNWAY 10L: From CRAZI on track 105° to cross LRSUN at 8000 and at 230K. Expect assigned approach or RADAR vectors to final approach course.

LANDING RUNWAY 28R: From CRAZI on track 098° to cross BBCAT at 8000 and at 210K, then on heading 102° or as assigned by ATC. Expect assigned approach or RADAR vectors to final approach course.

NOTE: GPS required.
From KYCKR on track 241° to cross DEVYN at or above 7100. Thence . . . .

LANDING RUNWAY 16R: From DEVYN on track 254° to cross STILA at 5000 and at 210K, then on track 254° to LIFTR, then on track 343° to cross BOJET at 5000 and at 210K, then on heading 343° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING RUNWAY 34L: From DEVYN on track 205° to cross PAJUM between 5000 and 6000, then on track 205° to cross KIRKL at 3000, then on track 254° to cross RARYO at 3000. Expect RNAV (GPS) RWY 34L approach.
ARRIVAL ROUTE DESCRIPTION

DOXIE TRANSITION (DOXIE.EATZZ1)

JIROS TRANSITION (JIROS.EATZZ1)

LANDING RUNWAY 12: From EATZZ on track 082° to cross VECTR at or above 12000, then on track 083° to cross THESE at or above 9000, then on track 042°. Expect RNAV (RNP) RWY 12 approach or RADAR vectors to final approach course.

LANDING RUNWAY 30: From EATZZ on track 102° to cross BEARY at 12000, then on track 110°. Expect RNAV (RNP) RWY 30 approach or RADAR vectors to final approach course.

NOTE: GPS required.

NOTE: Chart not to scale.
ELLensburg Transition (ELN.ELN4)

Landing Runway 16: From KPOWW on track 275° to cross WAALP between 4700 and 5700, then on heading 330° or as assigned by ATC. Expect RADAR vectors to final approach course.

Landing Runway 34: From KPOWW on track 210° to cross OWSIN at or above 5600, then on track 259° to TUNNR, then on track 316° to cross JETEM at or above 3200. Expect ILS or visual approach.

Lost Communications

Runway 16: At WAALP, proceed direct STEIL and execute approach, if unable hold as published, maintain 4000, squawk appropriate beacon code.

Runway 34: At JETEM, execute approach, if unable, proceed direct CUBIT and hold as published, maintain 4000, squawk appropriate beacon code.

Note: Chart not to scale.

Note: Turbojet aircraft descend via mach number until intercepting 280K, maintain 280K until 10000.
NOTE: Landing north/landing south restrictions are issued per the KSEA flow.

(Continued on following page)
ARRIVAL ROUTE DESCRIPTION

CRANBROOK TRANSITION (YXC.GLASR3): From over YXC VOR/DME on YXC R-192 and GEG R-013 to GEG VORTAC, then on GEG R-264 to WITRO, then on PAE R-075 to GLASR. Thence. . . .

MULLAN PASS TRANSITION (MLP.GLASR3): From over MLP VOR/DME on MLP R-260 and GEG R-080 to GEG VORTAC, then on GEG R-264 to WITRO, then on PAE R-075 to GLASR. Thence. . . .

SPOKANE TRANSITION (GEG.GLASR3): From over GEG VORTAC on GEG R-264 to WITRO, then on PAE R-075 to GLASR. Thence. . . .

TEMPL TRANSITION (TEMPL.GLASR3): From over TEMPL on GEG R-264 to WITRO, then on PAE R-075 to GLASR. Thence. . . .

. . . . from GLASR on PAE R-075 to JAKSN, then on SEA R-023 to WOODI, then on SEA R-023 to HETHR. Thence. . . .

LANDING NORTH: Heading 163° for vectors to final approach course.

LANDING SOUTH: Heading 250° for vectors to final approach course.

LANDING MCCHORD FLD: From over HETHR, proceed direct to SEA VORTAC.

LANDING RENTON MUNI: From over HETHR, proceed direct to SEA VORTAC.

LOST COMMUNICATIONS: From HETHR, proceed direct SEA VORTAC.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft descend via mach number until intercepting 280K. Maintain 280K until slowed by the STAR.
NOTE: For non-RNP aircraft landing Rwys 16L/C/R, expect RADAR vectors to final approach course prior to VASHN.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

From HAWKZ on track 023° to LIINE.

LANDING RUNWAYS 16L/C/R: From LIINE on track 022° to cross PIKEZ between 12000 and 15000 and at 250K, then on track 001° to COFAY, then on track 351° to cross BREVE between 10000 and 11000 and at 250K, then on track 350° to cross NETTZ at or above 8000 and at 230K, then on track 344° to cross KWEST at or above 7000, then on track 344° to cross VASHN at 6000 and at 210K, then on track 344°. Expect RADAR vectors to RNAV (RNP)/ILS/VISUAL approach as assigned by ATC.

LANDING RUNWAYS 34L/C/R: From LIINE on track 027° to cross FOOTT between 10000 and 12000 and at 250K, then on track 030° to cross GOALZ at or above 8000, then on track 014° to cross SONDR at 6000 and at 230K. Expect RNAV (RNP)/ILS/VISUAL approach as assigned by ATC.

LOST COMMUNICATIONS

LANDING RUNWAY 16: At VASHN, proceed to GRIFY and execute the ILS RWY 16R approach.

LANDING RUNWAY 34: At SONDR, execute the ILS RWY 34L approach.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft descend via mach number until intercepting 280K. Maintain 280K until slowed by the STAR.
NOTE: For non-RNP aircraft landing Rwys 16L/C/R, expect RADAR vectors to final approach course prior to VASHN.
ARRIVAL ROUTE DESCRIPTION

BUWZO TRANSITION (BUWZO.HELNS6): From over BUWZO via SEA R-161 to HELNS. Thence. . . .

SEATTLE TRANSITION (SEA.HELNS6): From over SEA VORTAC via SEA R-161 to HELNS. Thence. . . .

. . . from over HELNS on BTG VORTAC R-360 to cross KRATR at or above 10000, then as depicted to cross BTG VORTAC at or above 7000.

LANDING EAST: From BTG VORTAC heading 280°, expect RADAR vectors to final approach course.

LANDING WEST: From BTG VORTAC heading 110°, expect RADAR vectors to final approach course.
NOTE: Chart not to scale.

**Transition Routes**

- **BAYYR TRANSITION (BAYYR.HHOOD4)
- **DUFUR TRANSITION (DUFUR.HHOOD4)
- **JKNOX TRANSITION (JKNOX.HHOOD4)
- **JORAD TRANSITION (JORAD.HHOOD4)
- **JOTBA TRANSITION (JOTBA.HHOOD4)
- **RABBI TRANSITION (RABBI.HHOOD4)
- **YENTL TRANSITION (YENTL.HHOOD4)

**NOTE:** Turbojet aircraft descend via mach number until intercepting 280K. Maintain 280K until slowed by the STAR.

**NOTE:** RADAR/NAV/IRU or GPS required.

**NOTE:** RNAV 1.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

From HHOOD on track 257° to BLRUN, thence . . .

LANDING RUNWAYS 10L/R: From BLRUN on track 271° to cross SSDEE between 9000 and 11000, then on track 270° to cross THEID between 8000 and 10000, then on track 270° to cross EMZEY between 7000 and 8000 and at 230K, then on track 281° to cross CIZZL at or above 5000 and at 210K, then on track 281° to cross YORKY at 5000, then on track 281° to NNUUTT, then on track 278°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 21: From BLRUN on track 279° to cross SOOZN at 8000 and at 210K, then on track 279°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 28L/R: From BLRUN on track 259° to cross SHAFR at 6700 and at 210K. Expect RNAV (RNP)/ILS/VISUAL approach as assigned by ATC.

LOST COMMUNICATIONS

LANDING RUNWAY 10: At NNUUTT, turn left direct to BUXOM and execute ILS RWY 10L approach.

LANDING RUNWAY 21: At SOOZN turn right direct to CREAK and execute LOC/DME RWY 21 approach.

LANDING RUNWAY 28: At SHAFR, turn left direct to REEDI and execute ILS RWY 28R approach.
ARRIVAL ROUTE DESCRIPTION

MULLAN PASS TRANSITION (MLP.HILIE3): From over MLP VOR/DME on MLP R-260 to HILIE. Thence . . .

. . . From over HILIE on SPOKANE VORTAC (GEG) R-080 to ROPES. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

After ROPES:

LANDING SPOKANE INTL or FELTS FLD: Proceed to GEG VORTAC on GEG R-080, maintain last assigned altitude to GEG.

LANDING FAIRCHILD AFB: Proceed to KNOCK direct, maintain last assigned altitude to KNOCK.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.
JAWBN SIX ARRIVAL

ARRIVAL ROUTE DESCRIPTION

TATOOSH TRANSITION (TOU.JAWBN6): From over TOU VORTAC on TOU R-080 to JAWBN. Thence . . .

VANCOUVER TRANSITION (YVR.JAWBN6): From over YVR VOR/DME on YVR R-152 to JAWBN. Thence . . .

VICTORIA TRANSITION (YYJ.JAWBN6): From over YYJ VOR/DME on YYJ R-152 to JAWBN. Thence . . .

. . . from over JAWBN on SEA R-310 to DIGGN then on SEA R-310 to ALKIA thence . . .

LANDING SOUTH: depart ALKIA heading 070° for vectors to final approach course.

LANDING NORTH: depart ALKIA heading 163° for vectors to final approach course.

LANDING MCCHORD FLD: depart ALKIA proceed direct SEA VORTAC.

LOST COMMUNICATIONS: After ALKIA, proceed direct SEA VORTAC.
ARRIVAL ROUTE DESCRIPTION

DERSO TRANSITION (DERSO.KOURT4)

From KOURT on track 271° to cross BOLLS at or above 9900, then on track 271° to cross EREXE at or above 9600 and at 250K.

LANDING RUNWAYS 10L/R: From EREXE on track 281° to cross GRZZY at or above 8900, then on track 281° to LEAFS, then on track 281° to cross ROWBI at or above 8100, then on track 282° to cross KOLKE at 8000 and at 210K, then on track 282°. Expect assigned approach or RADAR vectors to final approach course.

LANDING RUNWAYS 28L/R: From EREXE on track 261° to cross LIITL at or above 9000 and at 250K. Expect assigned approach or RADAR vectors to final approach course.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft descend via Mach number until intercepting 280K.
Maintain 280K until slowed by the STAR.
NOTE: HELNS TRANSITION
ATC assigned only.
ARRIVAL ROUTE DESCRIPTION

BUWZO TRANSITION (BUWZO.KRATR2)

HELNS TRANSITION (HELNS.KRATR2):

From KRATR on track 185° to cross HYKER between 7000 and 9000. Thence...

LANDING RUNWAYS 10L/R: From HYKER on track 206° to cross VOODU at 5000 and at 210K, then on track 214° to DOUHH, then on track 278° to NNUTT, then on track 278°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 21: From HYKER on track 186° to cross BATYL at 7000 and at 210K, then on track 160°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 28L/R: From HYKER on track 151° to cross LIQWD at 6000, then on track 151° to cross SSSUN at 210K, then on track 109° to SHYNE, then on track 108°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

LANDING RUNWAYS 10L/R: At NNUTT, turn left direct to BUXOM and execute ILS RWY 10L approach.

LANDING RUNWAY 21: At BATYL turn left direct to CREAK and execute LOC/DME RWY 21 approach.

LANDING RUNWAYS 28L/R: At SHYNE, turn right direct to NACIY and execute ILS RWY 28R approach.
ARRIVAL ROUTE DESCRIPTION

CONUK TRANSITION (CONUK.KUSTR3)

From FSYTH on track 243° to cross KUSTR at or above 10000 and at or below 250K.

LANDING RUNWAY 10L: From KUSTR on track 247° to cross HYTES at 8000 and at or below 230K, then on heading 280° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING RUNWAY 28R: From KUSTR on track 207° to YUTUR, then on track 207° to cross PILLR at 6300 and at 230K, then on heading 254° or as assigned by ATC. Expect assigned approach or RADAR vectors to final approach course.
**ARRIVAL ROUTE DESCRIPTION**

**DEVLE TRANSITION (DEVLE.KYAAN4)**

**LANDING RUNWAYS 10L/R:** From KYAAN on track 132° to cross JIMMI at or above 6000 and at 210K. Expect assigned approach or RADAR vectors to final approach course.

**LANDING RUNWAYS 28L/R:** From KYAAN on track 111° to cross CAMML at 8000 and at 210K, then on track 102°. Expect assigned approach or RADAR vectors to final approach course.

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**NOTE:** Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

SABAT TRANSITION (SABAT.LOSST1)

TOCUD TRANSITION (TOCUD.LOSST1)

LANDING RUNWAY 12: From LOSST on track 334° to cross KIYLE at or above 13000, then on track 334° to cross HERAH at or above 12000, then on track 303°. Expect RNAV (RNP) RWY 12 approach or RADAR vectors to final approach course.

LANDING RUNWAY 30: From LOSST on track 314° to cross DREAA at or above 13000, then on track 314° to cross GARNT at or above 13000 at 230K, then on track 314°. Expect RNAV (RNP) RWY 30 approach or RADAR vectors to final approach course.

NOTE: GPS required.
NOTE: Chart not to scale.
MADEE FIVE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

PAINE TRANSITION (PAE, MADEE5)

LANDING BLI RUNWAY 16: From MADEE on track 333° to cross GERRD between 5000 and 7000, then on track 307° to cross UCAKI at or above 4000, then on track 344° to cross YAANO at or above 2000, then on track 344°. Expect RADAR vectors to final approach course.

LANDING BLI RUNWAY 34: From MADEE on track 322° to cross TUBTY at or above 3000 and at 210K, then on track 344°. Expect RNAV (RNP/GPS) RWY 34 approach or RADAR vectors to final approach course.

LANDING CZBB/CYXX: From MADEE on track 333° to cross GERRD between 5000 and 7000, then on track 307° to cross UCAKI at or above 4000, then on track 344° to cross YAANO at or above 2000, then on track 344°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING BLI RUNWAY 16: After UCAKI conduct RNAV (RNP) Z RWY 16 approach; If unable, proceed to YAANO maintain 2000 and proceed to TECUV and hold.

LANDING CYXX and CZBB: After YAANO maintain 2000 and proceed to TECUV and hold.
for Arrival Routes.

See following page

NOTE: Chart not to scale.

(Continued on following page)

NOTE: Non-RNP AR aircraft landing Rwy 34L/R, until slowed by the STAR.

NOTE: Turbojet aircraft descend via mach number

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: Prior to EMSS.

Expect RADAR vectors to final approach course

NOTE: Non-RNP AR aircraft landing Rwy 34L/C/R,

until intercepting 280K. Maintain 280K

NOTE: Transition routes designed via mach number

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: Transition Routes

prior to EMMSS.
**ARRIVAL ROUTE DESCRIPTION**

**LANDING RUNWAYS 16L/C/R:** From MARNR on track 107° to cross BOANE at or above 11000 and at 250K, then on track 094° to cross NEHOS at or above 8000 and at 230K, then on track 147° to cross GRIFY at 6000 and at 210K. Expect assigned instrument approach prior to GRIFY.

**LANDING RUNWAYS 34L/C/R:** From MARNR on track 133° to cross PNELA at or above 12000 and at 270K, then on track 133° to cross VEGGN between 11000 and 15000 and at 250K, then on track 139° to cross UNITT at or above 10000 and at 230K, then on track 164° to cross WUBET at or above 8000, then on track 164° to cross SHIPZ at 7000 and at 210K, then on track 164° to EMMSS, then on track 164°.

**LOST COMMUNICATIONS:**

**LANDING RUNWAY 16:** At GRIFY, execute the ILS RWY 16R approach.

**LANDING RUNWAY 34:** At EMMSS, proceed direct to SONDR and execute the ILS RWY 34L approach.
ARRIVAL ROUTE DESCRIPTION

KLAMATH FALLS TRANSITION (LMT.OCITY3): From over LMT VORTAC on LMT R-323 to MOXEE, then on BTG R-163 to OCITY. Thence...

MOXEE TRANSITION (MOXEE.OCITY3): From over MOXEE on BTG R-163 to OCITY. Thence...

ROGUE VALLEY TRANSITION (OED.OCITY3): From over OED VORTAC on OED R-345 to MOXEE, then on BTG R-163 to OCITY. Thence...

PORTL TRANSITION (PORTL.OCITY3): From over PORTL on BTG R-163 to OCITY. Thence...

VANTZ TRANSITION (VANTZ.OCITY3): From over VANTZ on BTG R-163 to OCITY. Thence...

LANDING EAST: From OCITY heading 280°, expect RADAR vectors to final approach course.

LANDING WEST: From OCITY heading 100°, expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: After OCITY, proceed direct BTG VORTAC and hold.

NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: PORTL, VANTZ Transitions ATC assigned only - do not file.

CAUTION: Intermittent parajumping activity 38 DME south of BTG VORTAC, at and below 14500’ MSL.
OLYMPIA TWO ARRIVAL

SEATTLE, WASHINGTON

NOTE: Chart not to scale.

NOTE: Landing north/landing south restrictions are issued per KSEA flow.

NOTE: RADAR and DME required.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

BATTLE GROUND TRANSITION (BTG.OLM2): From over BTG VORTAC on BTG R-329 to COUGA, then on BTG R-329 and OLM R-151 to OLM VORTAC. Thence . . .

NEWBERG TRANSITION (UBG.OLM2): From over UBG VOR/DME on UBG R-341 and OLM R-163 to OLM VORTAC. Thence . . .

. . . from over OLM VORTAC on OLM R-022 to LACEE, then on OLM R-022 to ARVAD, then on OLM R-022 to FOURT, thence . . .

. . . LANDING NORTH SEA/BFI: Depart FOURT heading 070° for vectors to final approach course.
. . . LANDING SOUTH SEA/BFI: Depart FOURT heading 343° for vectors to final approach course.
. . . LANDING SEATTLE PAINE FLD INTL: Depart FOURT heading 343° for vectors to final approach course.
. . . LANDING RENTON MUNI: Depart FOURT heading 343° for vectors to final approach course.

LOST COMMUNICATIONS: From over FOURT, proceed direct SEA VORTAC.
ARRIVAL ROUTE DESCRIPTION

From CREKK on track 254° to cross POWDA at 17000 and at or below 250K, then on track 262° to cross JOLIE at or above 14000, then on track 262° to cross RUFSS at or above 11000, then on track 261° to cross CEDEX at or above 10000 and at 220K, then on track 303°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

NEER0 TRANSITION (NEER0.SADYL4)

PRNCS TRANSITION (PRNCS.SADYL4)

From PELYT on track 038° to cross SADYL at or above 14000, then on track 038° to cross MRFEE at or above 10100 and at 250K.

LANDING RUNWAYS 10L/R: From MRFEE on track 003° to cross SWAAHN at or above 7000, then on track 003° to cross APISE at 6000 and at 210K. Expect RNP approach or RADAR vectors to final approach course.

LANDING RUNWAYS 28L/R: From MRFEE on track 035° to PRISN, then on track 035° to cross DIKAC at 7000 and at 210K, then on heading 102° or as assigned by ATC. Expect RNP approach or RADAR vectors to final approach course.

NOTE: Chart not to scale.

NOTE: GPS required.

NOTE: RADAR required.

NOTE: RNAV 1.

HIGHY APP CON

119.6 269.4 (SOUTH)

126.9 351.85 (NORTH)

MOUNTAIN HOME APP CON *

124.8 259.1

D-AVIS

123.9 290.4

BOISE TOWER

118.1 257.8

GND CON

121.7 348.6

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

EPHRATA TRANSITION (EPH.SKYKO1): From over EPH VORTAC on EPH R-266 and PAE R-085 to SKYKO. Thence . . . .

ODESS TRANSITION (ODESS.SKYKO1): From over ODESS on EPH R-082 to EPH VORTAC, then on EPH R-266 and PAE R-085 to SKYKO. Thence . . . .

. . . . . . From SKYKO on PAINE VOR/DME (PAE) R-085 to cross HUVUS between 10000 and 13000, then on SEATTLE VORTAC (SEA) SEA R-023 to cross HETHR between 10000 and 13000, thence . . . .

LANDING NORTH: Fly heading 163°. Expect RADAR vectors to final approach course.

LANDING SOUTH: Fly heading 250°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: Maintain last assigned altitude. From over HETHR, proceed direct SEA VORTAC and hold.
ARRIVAL ROUTE DESCRIPTION

BROPH TRANSITION (BROPH.SPUUD4)
ORYDA TRANSITION (ORYDA.SPUUD4)

LANDING RUNWAYS 10L/R: From SPUUD on track 284° to cross FALDI at or above 8000, then on track 284° to ELUMY, then on track 282° to cross EKEME at 7000 and at 210K, then on track 282°. Expect assigned approach or RADAR vectors to final approach course.

LANDING RUNWAYS 28L/R: From SPUUD on track 304° to cross CELOR at or above 8000 and at 230K. Expect assigned approach or RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

From BIL VORTAC on track 253° to cross SUBKY at 17000 and at or below 250K, then on track 252° to cross LVM VOR/DME at 13000, then on track 252°. Expect RADAR vectors to final approach course.
PORTLAND, OREGON

PORTLAND INTL (PDX)

TMBRS TWO ARRIVAL (RNAV) Transition Routes

(TMBRS.TMBRS2) 17173

See following page for Arrival Routes.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR.
NOTE: For non-GPS equipped aircraft landing Rwy 10L/R; UBG DME must be operational.
NOTE: CITYY to TMBRS TRANSITION ATC assigned only.

(TMBS.TMBRS2) 25JUN15

PORTLAND, OREGON

PORTLAND INTL (PDX)

NOTE: Chart not to scale.
CAUTION: Intermittent parajumping activity 6NM SSE of FLOWR in the vicinity of Skydive, OR (OL05) airport, at and below 14,500'.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR.
NOTE: For non-GPS equipped aircraft landing Rwy 10L/R; UBG DME must be operational.
NOTE: CITYY to TMBRS TRANSITION ATC assigned only.
ARRIVAL ROUTE DESCRIPTION

From TMBRS on track 348° to cross VANTZ between 11000 and 15000 and at 250K, then on track 348° to cross FLOWR between 7000 and 9000. Thence . . . .

LANDING RUNWAYS 10L/R: From FLOWR on track 323° to cross FFULL between 7000 and 9000, then on track 323° to cross SSAIL between 6000 and 8000, then on track 323° to cross MYCRO at 5000 and at 210K, then on track 323° to BBREW, then on track 286° to PUBBB, then on track 305°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 21: From FLOWR on track 016° to cross HHOPZ at 7000 and at 210K, then on track 029°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 28L/R: From FLOWR on track 016° to cross WIDMR at 5000 and at 210K, then on track 016° to ROAGE, then on track 102° to cross ICEAX, then on track 103°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

LANDING RUNWAY 10: At PUBBB, turn right direct to BUXOM and execute ILS RWY 10L approach.

LANDING RUNWAY 21: At HHOPZ turn left direct to CREAK and execute LOC/DME RWY 21 approach.

LANDING RUNWAY 28: At ICEAX, turn left direct to NACIY and execute ILS RWY 28R approach.
WHYTE SEVEN ARRIVAL

PENDLETON TRANSITION (PDT.WHYTE7): From over PDT VORTAC on PDT R-282 and OLM R-095 to WHYTE. Thence.

YAKIMA TRANSITION (YKM.WHYTE7): From over YKM VORTAC on YKM R-250 to WHYTE. Thence.

. . . From over WHYTE on OLM R-095 to WEBIM, then on OLM R-095 to ALDER. Thence.

RUNWAY 34: Expect ILS or LOC RWY 34 or ILS RWY 34 (CAT II) approach.

RUNWAY 16: On OLM R-095 to OLM VORTAC, then on OLM R-015 to STEIL, expect ILS or LOC Z RWY 16 or TACAN RWY 16 approach.

NOTE: DME required.

NOTE: RADAR required.

NOTE: DOD use only.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

JEKUG TRANSITION (JEKUG.YLSTN3)

From YLSTN on track 017° to cross GRYNT at or above 11000 and at or below 250K.

LANDING RUNWAY 10L: From GRYNT on track 348° to cross BEARE at 8000 and at or below 210K. Expect assigned approach or RADAR vectors to final approach course.

LANDING RUNWAY 28R: From GRYNT on track 058° to cross GRYZZ at 9000 and at or below 220K, then on heading 044°. Expect assigned approach or RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

EPHRATA TRANSITION (EPH.ZOOMR2): From over EPH VORTAC on EPH R-065 to ZOOMR. Thence... . . .

MOSES LAKE TRANSITION (MWH.ZOOMR2): From over MWH VOR/DME on MWH R-054 to ZOOMR. Thence... . . .

. . . . From over ZOOMR on SPOKANE VORTAC (GEG) R-239 to GANGS. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

After GANGS:

LANDING SPOKANE INTL or FELTS FLD: Proceed to GEG VORTAC on GEG R-239, maintain last assigned altitude to GEG.

LANDING FAIRCHILD AFB: Proceed to KNOCK DME fix direct, maintain last assigned altitude to KNOCK.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.
RNAV (GPS) RWY 34
AFTON MUNI (AF0)

**ATON, WYOMING**

**APP CRS 346°**
- Rwy Idg 7025
- TDZE 6221
- Apt Elev 6221

**RNAV (GPS) RWY 34**

**AFTON MUNI (AF0)**

---

**Category A**
- 7520-1/2
- 7520-1/2
- 7520-3

**Category B**
- 7899 (1300-1/2)
- 7899 (1300-1/2)
- 7899 (1300-3)

**Category C**
- 1579 (1600-1/2)
- 1579 (1600-1/2)
- 1579 (1600-3)

**Category D**
- 7800-3
- 7800-3
- 7800-3

**RNAV MDA**
- 7520-1/4
- 7520-1/4
- 7520-1/4

**LNAV MDA**
- 1579 (1600-1/4)
- 1579 (1600-1/4)
- 1579 (1600-1/4)

**CIRCLING**
- 7800-1/4
- 7800-1/4
- 7800-1/4

---

**NA**
- Circling NA east of Rwy 16-34. Procedure NA at night.
- Rwy 34 helicopter visibility reduction below 1 SM NA.
- When Afton altimeter setting not received, procedure NA.

**-22°C**
- Missed approach requires minimum climb of 364 feet per NM to 8900.

**AWOS-3P** 119.025

**SALT LAKE CENTER** 128.35 239.25

**UNICOM** 122.8 (CTAF)

---

**Procedure NA for arrival on MLD VOR/DME airway radials 024 CW 101**

**RNAV (GPS) RWY 34**

---

**Circling NA east of Rwy 16-34. Procedure NA at night.**

**When Afton altimeter setting not received, procedure NA.**

---

**RNAV (GPS) RWY 34**

---

**AWOS-3P** 119.025

**SALT LAKE CENTER** 128.35 239.25

**UNICOM** 122.8 (CTAF)

---
NOTE: Chart not to scale.

AFTON, WYOMING

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34: Climb direct WOLEN, then on depicted route to GIGSE, maintain 16000 or ATC assigned altitude; expect clearance to filed altitude five minutes after departure.
LUNDI TWO DEPARTURE (OBSTACLE) (RNAV)

TAKEOFF MINIMUMS
Rwy 16: Standard with minimum climb of 515' per NM to 10400.
Rwy 34: NA- obstacles.

TAKEOFF OBSTACLE NOTES
Rwy 16: Tree 1807' from DER, 298' right of centerline, 40' AGL/6277' MSL.

NOTE: GPS required.
NOTE: RNAV 1

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb to 15000 direct HIPOX and right turn via 257° track to LUNDI.
One Minute Holding Pattern

14000' - 212° - 3600' - 032° - 2500'

MISSED APPROACH: Climb to 1300 then climbing left turn to 3600 on CVO VOR/DME R-032 to CVO VOR/DME and hold.

NoPT for arrival on CVO VOR/DME airway radials R-154 and R-177.

Local altimeter setting not received, use Corvallis altimeter setting.

Rwy 16 and 34 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Corvallis altimeter setting.

VOR/DME CVO 115.4

APP CRS 032°

Rwy Idg TDZE

N/A Apt Elev

N/A

DME required.

AWOS-3PT

119.925

CASCADE APP CON

127.5 348.7

UNICOM

122.725 (CTAF)

MISSING APPROACH: Climb to 1300 then climbing left turn to 3600 on CVO VOR/DME R-032 to CVO VOR/DME and hold.

NoPT for arrival on CVO VOR/DME airway radials R-154 and R-177.

Local altimeter setting not received, use Corvallis altimeter setting.

Rwy 16 and 34 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Corvallis altimeter setting.
RNAV (GPS)-B

BOWMAN FLD (3U3)

When local altimeter setting not received, use Butte altimeter setting and increase all MDAs 120 feet. Circling NA for Cats C and D west of Rwy 17-35.

MISSED APPROACH: Climbing right turn to 9200 direct GLUES and hold.

AWOS-AV 122.8
SALT LAKE CENTER 132.4 338.3
UNICOM 122.8 (CTAF)
### ANACONDA, MONTANA

**VOR-DMC CPN**

<table>
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<tr>
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**DME required.**

**NA**

- When local altimeter settings not received, use Butte altimeter setting and increase all MDAs 120 feet.

**25°C**

- Circling NA for Cats C and D west of Rwy 17-35.

---

**AWOS-AV**

| 122.8 |

**SALT LAKE CENTER**

| 132.4 | 338.3 |

**UNICOM**

| 122.8 (CTAF) |

**GLUES CPN 24.1**

- 116.05 CPN Chan 107(Y)

**CIRCLING**

- 166° CPN 3.5
- 8400
- 279°

**MISSED APCH FIX**

- GLUES
- CPN 24.1
- R-346
- 116.05 CPN Chan 107(Y)

**ELEV 5034**

- MIRL Rwys 4-22 and 17-35

**MISSING APPROACH:** Climbing right turn to 9200 on heading 030° and on CPN VOR/DMC R-346 to GLUES/CPN 24.1 DME and hold.
Circling NA for Cats C and D northwest of Rwy 6-24. When local altimeter setting not received, use Pocatello Rgnl altimeter setting and increase all MDAs 600 feet. Increase Cat A/B visibility to 1½ SM and Cat C visibility to 3 SM.

MISSING APPROACH: Climbing left turn to 8900 direct RINIJ and hold, continue climb in hold to 8900.

Setting not received, use Pocatello Rgnl altimeter setting and increase all MDAs 600 feet. Increase Cat A/B visibility to 1½ SM and Cat C visibility to 3 SM.

Circling for Cats C and D northwest of Rwy 6-24. When local altimeter setting not received, use Pocatello Rgnl altimeter setting and increase all MDAs 600 feet. Increase Cat A/B visibility to 1½ SM and Cat C visibility to 3 SM.

MISSING APPROACH: Climbing left turn to 8900 direct RINIJ and hold, continue climb in hold to 8900.

Circling for Cats C and D northwest of Rwy 6-24. When local altimeter setting not received, use Pocatello Rgnl altimeter setting and increase all MDAs 600 feet. Increase Cat A/B visibility to 1½ SM and Cat C visibility to 3 SM.

MISSING APPROACH: Climbing left turn to 8900 direct RINIJ and hold, continue climb in hold to 8900.

Circling for Cats C and D northwest of Rwy 6-24. When local altimeter setting not received, use Pocatello Rgnl altimeter setting and increase all MDAs 600 feet. Increase Cat A/B visibility to 1½ SM and Cat C visibility to 3 SM.

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MISSING APPROACH: Climbing left turn to 8900 direct RINIJ and hold, continue climb in hold to 8900.

Circling for Cats C and D northwest of Rwy 6-24. When local altimeter setting not received, use Pocatello Rgnl altimeter setting and increase all MDAs 600 feet. Increase Cat A/B visibility to 1½ SM and Cat C visibility to 3 SM.

MISSING APPROACH: Climbing left turn to 8900 direct RINIJ and hold, continue climb in hold to 8900.

Circling for Cats C and D northwest of Rwy 6-24. When local altimeter setting not received, use Pocatello Rgnl altimeter setting and increase all MDAs 600 feet. Increase Cat A/B visibility to 1½ SM and Cat C visibility to 3 SM.

MISSING APPROACH: Climbing left turn to 8900 direct RINIJ and hold, continue climb in hold to 8900.

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MISSING APPROACH: Climbing left turn to 8900 direct RINIJ and hold, continue climb in hold to 8900.

Circling for Cats C and D northwest of Rwy 6-24. When local altimeter setting not received, use Pocatello Rgnl altimeter setting and increase all MDAs 600 feet. Increase Cat A/B visibility to 1½ SM and Cat C visibility to 3 SM.

MISSING APPROACH: Climbing left turn to 8900 direct RINIJ and hold, continue climb in hold to 8900.

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MISSING APPROACH: Climbing left turn to 8900 direct RINIJ and hold, continue climb in hold to 8900.

Circling for Cats C and D northwest of Rwy 6-24. When local altimeter setting not received, use Pocatello Rgnl altimeter setting and increase all MDAs 600 feet. Increase Cat A/B visibility to 1½ SM and Cat C visibility to 3 SM.

MISSING APPROACH: Climbing left turn to 8900 direct RINIJ and hold, continue climb in hold to 8900.

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MISSING APPROACH: Climbing left turn to 8900 direct RINIJ and hold, continue climb in hold to 8900.

Circling for Cats C and D northwest of Rwy 6-24. When local altimeter setting not received, use Pocatello Rgnl altimeter setting and increase all MDAs 600 feet. Increase Cat A/B visibility to 1½ SM and Cat C visibility to 3 SM.

MISSING APPROACH: Climbing left turn to 8900 direct RINIJ and hold, continue climb in hold to 8900.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 24:** Climb heading 235° to 5900 then climbing left turn direct JOBRO, then via 089° track to JATTS before proceeding on course.

**TAKEOFF MINIMUMS**
- Rwy 6: NA - Obstacles.
- Rwy 24: Standard.

**TAKEOFF OBSTACLE NOTE**
- Rwy 24: Numerous vehicles beginning 641' from DER, 629' right of centerline, 17' AGL/5355' MSL.

**NOTE:** GPS required.

**NOTE:** RNAV 1

**NOTE:** Chart not to scale.
ADF REQUIRED

**AWOS-3PT** 135.625
**SEATTLE APP CON** 128.5 306.9
**CLNC DEL** 121.725
**CTAF** 122.725

**AWOS-3PT**

**SEATTLE APP CON**

**CLNC DEL**

**CTAF**

**LOC I-AWO** 111.5

**APP CRS** 342°

**Rwy Idg** 5332

**TDZE** 135

**Apt Elev** 142

**MALS** -

**MISS APPROACH:** Climb to 1000 then climbing left turn to 2000 direct WATON LOM and hold.

**LOCALIZER 111.5**

**I-AWO**

**LOM/IAF**

**WATON**

**382**

**AW:**

**LOCALIZER**

**PAIN**

**ELEV 110.6**

**PAE**

**Chan 43**

**Remain within 10 NM**

**AW LOM**

**1000**

**2000**

**AW**

**6000**

**TCH 46**

**3.05°**

**1700**

**4.7 NM**

**TDZE** 135

**ELEV 142**

**MIRL Rwy 16-34**

**REIL Rwy 16**

**REIL Rwy 11 and 29**

**CATEGORY**

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<tr>
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<td>840-1 698 (700-1)</td>
<td>900-1 758 (800-1)</td>
<td>1000-1 858 (900-2½)</td>
<td>1040-3 898 (900-3)</td>
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**KNOTS**

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**AWOS-3PT** 135.625

**SEATTLE APP CON** 128.5 306.9

**CLNC DEL** 121.725

**CTAF** 122.725

**LOC I-AWO** 111.5

**APP CRS** 342°

**Rwy Idg** 5332

**TDZE** 135

**Apt Elev** 142

**MALS** -

**MISS APPROACH:** Climb to 1000 then climbing left turn to 2000 direct WATON LOM and hold.

**LOCALIZER 111.5**

**I-AWO**

**LOM/IAF**

**WATON**

**382**

**AW:**

**LOCALIZER**

**PAIN**

**ELEV 110.6**

**PAE**

**Chan 43**

**Remain within 10 NM**

**AW LOM**

**1000**

**2000**

**AW**

**6000**

**TCH 46**

**3.05°**

**1700**

**4.7 NM**

**TDZE** 135

**ELEV 142**

**MIRL Rwy 16-34**

**REIL Rwy 16**

**REIL Rwy 11 and 29**

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When local altimeter setting not received, use Whidbey Island NAS (Ault Field) altimeter setting: increase all MDA 80 feet and visibility S-34 Cats B, C, and D and Circling Cats B and C 1/2 SM. For inop MALS when using Whidbey Island NAS (Ault Field) altimeter setting, increase S-34 Cats C and D visibility to 2 1/2.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct AW LOM and hold.

AWOS-3PT 135.625
SEATTLE APP CON 128.5 306.9
CLNC DEL 121.725
CTAF 122.725
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 162° to 1000, then climbing right turn heading 250° to 2000, thence . . . .

TAKEOFF RUNWAY 34: Climb heading 342° to 800, then climbing left turn heading 250° to 2000, thence . . . .

. . . . expect RADAR vectors to assigned route, expect clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for 3 minutes after departure, climb to filed altitude direct PAE VOR/DME, thence via assigned route.
DME required for procedure entry.

\[ \text{Rwy 26 helicopter visibility reduction below } \frac{3}{4} \text{ SM NA.} \]

Inoperative table does not apply.

---

**ILS RWY 26**

**ASTORIA RGNL (AST)**

**ASOS**

135.375

**SEATTLE CENTER**

124.2 317.6

**UNICOM**

122.8 (CTAF)

---

**LOCALIZER 109.5**

**I-AST**

**APM CRS 261°**

**Rwy Ldg TDZE 14**

**Apt Elev 15**

**4780**

**MALS R**

**MISSING APPROACH** CDE 1500 then climbing right turn to 2900 direct AST VOR/DME and hold.

---

**ASOS 135.375**

**SEATTLE CENTER 124.2 317.6**

**UNICOM 122.8 (CTAF)**

---

**ELEV 15**

**TDZE 14**

---

**ASTORIA, OREGON**

**AMDR 3C 11 JUL 24**

**46°09'N-123°53'W**

---

**REIL Rwy 8**

**REIL Rwy 14**

**MIRL Rwys 8:26 and 14:32**

---

**CATEGORY**

A  B  C  D

**S-ILS 26**

264-1 250 (300-1)
RNAV (GPS) RWY 8
ASTORIA RGNL (AST)

MISSED APPROACH: (Do not exceed 225K until SEAME) Climb to 500, then climbing right turn to 2000 direct SEAME and hold.

Procedure NA for arrivals at ILWAC on V112 westbound and on T257 northbound.

ASOS
135.375

SEATTLE CENTER
124.2 317.6

UNICOM
122.8 (CTAF)

Rwy 8 helicopter visibility reduction below ¾ SM NA.

Amdt 1A 08NOV18
**VOR RWY 8**

**ASTORIA RGNL (AST)**

**MISSED APPROACH:** Climb to 1300 then climbing left turn to 4800 in AST VOR/DME holding pattern, continue climb-in-hold to 4800.

- **ASOS:** 135.375
- **SEATTLE CENTER:** 124.2 317.6
- **UNICOM:** 122.8 (CTAF)

- **Rwy 8 helicopter visibility reduction below 1/2 SM NA.**

- **ELEV:** 14
- **TDZE:** 14

- **REIL Rwy 8**
- **REIL Rwy 14**
- **MIRL Rwy 8-26 and 14-32**

**ASTORIA, OREGON**

**Amdt 12C 15JUN23**

**46°09'N-123°53'W**
TAKEOFF MINIMUMS

Rwy 32: Standard.
Rwy 8: Standard with a minimum climb of 218’ per NM to 800, or 2300-3 for climb in visual conditions.
Rwy 14: 600-3 with a minimum climb gradient of 239’ per NM to 800, or standard with a minimum climb of 285’ per NM to 600 or 2300-3 for climb in visual conditions.
Rwy 26: 300-1¼ or standard with a minimum climb of 234’ per NM to 300 or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1800’ prior to DER or 2300-3 for climb in visual conditions.

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 080° to 1000 then climbing left turn, thence . . . .
TAKEOFF RUNWAY 14: Climb heading 139° to 600 then climbing right turn, thence . . . .
TAKEOFF RUNWAY 26: Climbing right turn, thence . . . .
TAKEOFF RUNWAY 32: Climbing left turn, thence . . . .

. . . . intercept the AST VOR/DME R-294 westbound, aircraft northwest bound intercept V112 and continue climb on course. All other aircraft climb to 2000 or above then turn left direct AST VOR/DME and continue climbing on course.

VCOA RUNWAYS 8, 14, 26: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Astoria Rgnl airport at or above 2300 before proceeding on course.
TAKEOFF OBSTACLE NOTES

Rwy 8: Bush 57' from DER, 120' left of centerline, 14' MSL.
Fence, bushes, trees, beginning 65' from DER, 102' left of centerline, up to 17' AGL/27' MSL.
Fence, bush, trees beginning 70' from DER, 215' right of centerline, up to 22' MSL.
Trees, building beginning 151' from DER, 76' right of centerline, up to 36' MSL.
Trees beginning 207' right of centerline, up to 41' MSL.
Trees beginning 510' from DER, 79' left of centerline, up to 34' MSL.
Trees beginning 668' from DER, 281' right of centerline, up to 43' MSL.
Trees beginning 815' from DER, 336' right of centerline, up to 52' MSL.
Tree 1112' from DER, 453' right of centerline, 58' MSL.
Trees beginning 3167' from DER, 1145' right of centerline, up to 119' AGL/124' MSL.

Rwy 14: Pole 44' from DER, 224' left of centerline, 12' AGL/25' MSL.
Tree 354' from DER, 381' left of centerline, 67' MSL.
Tree 524' from DER, 316' right of centerline, 33' MSL.
Trees beginning 571' from DER, 641' left of centerline, up to 87' MSL.
Tree 666' from DER, 544' right of centerline, 78' MSL.
Trees beginning 1255' from DER, 450' right of centerline, up to 121' MSL.
Tree 1792' from DER, 104' left of centerline, 89' MSL.
Tree 2493' from DER, 280' left of centerline, 121' MSL.
Tree 3291' from DER, 312' right of centerline, 154' MSL.
Tree 1.3 NM from DER, 2289' left of centerline, 100' AGL/249' MSL.
Tree 1.5 NM from DER, 2813' left of centerline, 100' AGL/299' MSL.
Tree 1.5 NM from DER, 2950' left of centerline, 100' AGL/349' MSL.
Tree 2.1 NM from DER, 3088' left of centerline, 100' AGL/399' MSL.
Tree 2.3 NM from DER, 2635' left of centerline, 100' AGL/449' MSL.
Tree 2.3 NM from DER, 2875' left of centerline, up to 100' AGL/499' MSL.

Rwy 26: Terrain 25' from DER, 14' left of centerline, 13' MSL.
Bushes beginning 38' from DER, 241' left of centerline, up to 16' MSL.
Trees and bush beginning 42' from DER, 266' right of centerline, up to 18' AGL/27' MSL.
Traverse way 226' from DER, 439' left of centerline, 24' MSL.
Trees, bush beginning 247' from DER, 372' right of centerline, up to 30' MSL.
Trees, beginning 695' from DER, 625' left of centerline, up to 54' MSL.
Tree 736' from DER, 620' right of centerline, 36' MSL.
Tree 1380' from DER, 720' left of centerline, 58' MSL.
Tree 1698' from DER, 702' left of centerline, 73' MSL.
Trees beginning 1975' from DER, 273' left of centerline, up to 92' MSL.
Sign 1982' from DER, 1010' right of centerline, 64' MSL.
Tree 2137' from DER, 490' left of centerline, 93' MSL.
Trees beginning 2239' from DER, 64' left of centerline, up to 102' AGL/107' MSL.
Tree 3051' from DER, 1157' left of centerline, 116' MSL.
Tree 3089' from DER, 849' left of centerline, 122' MSL.
Tree 3140' from DER, 699' left of centerline, 124' MSL.
Trees beginning 3194' from DER, 248' left of centerline, up to 131' AGL/139' MSL.
Trees beginning 4022' from DER, 879' right of centerline, up to 130' MSL.
Trees beginning 4103' from DER, 273' right of centerline, up to 145' MSL.
Trees beginning 4206' from DER, 150' right of centerline, up to 141' AGL/148' MSL.
Trees beginning 4250' from DER, 229' left of centerline, up to 146' MSL.
Trees beginning 4690' from DER, 1267' left of centerline, up to 149' MSL.
Tree 4744' from DER, 1488' left of centerline, 150' MSL.
Trees beginning 4821' from DER, 218' left of centerline, up to 164' MSL.
Tree 5241' from DER, 1316' left of centerline, 165' MSL.
Trees beginning 5434' from DER, 1603' left of centerline, up to 171' MSL.
Tree 5893' from DER, 1752' left of centerline, 173' MSL.
Trees beginning 6051' from DER, 1803' left of centerline, up to 174' AGL/182' MSL.
Antenna 1 NM from DER, 1558' right of centerline, 164' AGL/173' MSL.

Rwy 32: Vehicles, trees, fence beginning 2' from DER, 231' left of centerline, up to 46' MSL.
RNAV (GPS) RWY 35
AUBURN MUNI (S50)

Circling NA west of Rwy 17-35. Baro-VNAV NA. Rwy 35 helicopter visibility reduction below 1 SM NA. Circling Rwy 17 NA at night. Use Seattle-Tacoma Intl altimeter setting.

Procedure NA for arrivals at CIDUG on V495 southbound.

Missed Approach: Climb to 700 then climbing right turn to 4400 direct CMNDR and hold, continue climb-in-hold to 4400.

RNAV APCH - GPS.

Category

LPV DA 459-1/8 396 (400-1/8) NA
LNAV/VNAV DA 702-1/8 639 (700-1/8) NA
LNAV MDA 740-1 677 (700-1) NA
CIRCLING 920-1/8 1040-1/2 857 (900-1/8) 977 (1000-1/2) NA
Circling NA west of Rwy 17-35. Rwy 17 and 35 helicopter visibility reduction below 1 SM NA. When Circling to Rwy 17, 35 at night, operational VGSI required, remain on or above VGSI glidespath until threshold. Use Seattle-Tacoma Intl altimeter setting. Procedure NA at night when VGSI inoperative.

MISSED APPROACH: Climbing right turn to 3000 direct ORTIN and hold.

Procedure NA for arrivals at CIDUG on V495 southbound.

SEA ASOS
118.0
SEATTLE APP CON
123.85
CLNC DEL
123.85
UNICOM
122.975 (CTAF)
**TAKEOFF MINIMUMS**

Rwy 17: Standard with minimum climb of 260' per NM to 1000.
Rwy 35: Standard with minimum climb of 380' per NM to 800.

**TAKEOFF-obstacle NOTES**

Rwy 17: Buildings, fences, trees, signs beginning 15' from DER, on centerline, up to 36' AGL/102' MSL. Fences beginning 57' from DER, 157' left of centerline, up to 7' AGL/72' MSL. Building 88' from DER, 342' left of centerline, 25' AGL/90' MSL. Poles, vegetation, building beginning 111' from DER, 124' left of centerline, up to 35' AGL/102' MSL. Sign, antenna, buildings, poles, tree beginning 176' from DER, 48' left of centerline, up to 40' AGL/108' MSL. Tree 232' from DER, 319' right of centerline 39' AGL/106' MSL. Trees, poles, signs, buildings, antenna beginning 237' from DER, 5' right of centerline, up to 60' AGL/130' MSL. Poles, trees, buildings beginning 254' from DER, 46' left of centerline, up to 40' AGL/109' MSL. Trees, poles, vegetation, buildings, signs beginning 440' from DER, 43' left of centerline, up to 44' AGL/113' MSL. Building 1353' from DER, 167' left of centerline, 46' AGL/118' MSL. Buildings beginning 1353' from DER, 161' right of centerline, up to 53' AGL/126' MSL. Trees beginning 1710' from DER, 229' right of centerline, up to 105' AGL/173' MSL. Tree 1732' from DER, 327' left of centerline, 57' AGL/130' MSL. Tree 2682' from DER, 1176' left of centerline, 90' AGL/165' MSL. Rwy 35: Buildings, trees beginning 6' from DER, 262' left of centerline, up to 45' AGL/97' MSL. Buildings beginning 76' from DER, 324' right of centerline, up to 19' AGL/73' MSL. Tree 321' from DER, 561' right of centerline, 43' AGL/95' MSL. Trees beginning 321' from DER, 115' right of centerline, up to 48' AGL/102' MSL. Trees beginning 325' from DER, 454' left of centerline, up to 58' AGL/113' MSL. Trees, poles beginning 329' from DER, 14' left of centerline, up to 61' AGL/117' MSL. Buildings, trees, pole beginning 394' from DER, 72' right of centerline, up to 47' AGL/103' MSL. Trees beginning 692' from DER, 570' right of centerline, up to 50' AGL/107' MSL. Tree 887' from DER, 557' right of centerline, 54' AGL/109' MSL. Vertical point 1440' from DER, 318' right of centerline, 77' AGL/128' MSL. Transmission line 1450' from DER, 487' right of centerline, 105' AGL/156' MSL. Transmission line 1458' from DER, 518' left of centerline, 102' AGL/154' MSL. Transmission line beginning 1561' from DER, 479' right of centerline, up to 137' AGL/192' MSL. Transmission line, vertical point, tree beginning 1578' from DER, 368' left of centerline, up to 122' AGL/176' MSL.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 17:** Climb on heading 165° to 563, then climbing left turn direct VAMPS at or above 5500.

**TAKEOFF RUNWAY 35:** Climb on heading 345° to 563, then climbing right turn direct VAMPS at or above 5500.
RNAV (GPS) RWY 17

AURORA, OREGON

WAAS
CH 70308
W17A

APP CRS 172°
Rwy Idg
TDZE 200
Apt Elev
200

Rwy 17 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C or above 54°C. For inop ALS, increase LNAV/VNAV Cat A/B and LNAV Cat C/D visibility to 1 1/2 SM. Inop table does not apply to LPV and LNAV Cat A/B.

ATIS 118.525
PORTLAND APP CON 126.0 269.175
AURORA TOWER 120.35 (CTAF)
GND CON 119.15
CLNC DEL 119.15
PORTLAND CLNC DEL 119.95 (When tower closed)

ATIS *
PORTLAND APP CON 126.0 269.175
AURORA TOWER * 120.35 (CTAF)

Procedure NA for arrival on UBG VOR/DME airway radials 334 CW 111.

MISSED APPROACH: Climb to 3900 direct DUBMY and hold, continue climb-in-hold to 3900.

ELEV 200 TDZE 200

LGND
1060
3900
DUBMY
VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 38).

* LNAV only

1.1 NM to RW17

FIDOV

2.6 NM to RW17

LUTZZ

4 NM

352°

3900

DUBMY

MOKIY

4 NM Holding Pattern

GP 3.00°

TCH 40

LNAV/VNAV DA

661-1 461 (500-1) 660-1 460 (500-1)

LNAV MDA

660-1 460 (500-1) 700-1 500 (500-1)

CIRCLING 700-1 500 (500-1)

DA 511-7/6 311 (400-3/4)

LNAV DA

661-1 461 (500-1) 660-1 460 (500-1)

Amdt 1B 26MAR20

NW-1, 11 JUL 2024 to 05 SEP 2024

NW-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 35
AURORA STATE (UAO)

**RNAV (GPS) RWY 35**

**AURORA STATE (UAO)**

**ATIS**

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**Procedure NA for arrival on UBG VOR/DME airway radials 085 CW 204.**

**Procedure NA for arrivals at EMADE on V23 southwest bound.**

**3700 NoPT 020° (7.9) 1700**

**LNAV only**

**RNAV and VNAV glidepath not coincident (VGSI Angle 3.25 /TCH 51).**

**4 NM Holding Pattern**

**VNAV and LNAV visibility reduction below ¾ SM NA.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. Rwy 35 helicopter visibility reduction below ¾ SM NA.**

**ATIS**

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**Procedure NA for arrival on UBG VOR/DME airway radials 085 CW 204.**

**Procedure NA for arrivals at EMADE on V23 southwest bound.**

**3700 NoPT 020° (7.9) 1700**

**LNAV only**

**RNAV and VNAV glidepath not coincident (VGSI Angle 3.25 /TCH 51).**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READINGBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

GLARA TWO DEPARTURE (RNAV)

TAKEOFF MINIMUMS
Rwy 17: Standard with minimum climb of 375’ per NM to 1000.
Rwy 35: Standard with minimum climb of 350’ per NM to 700.

NOTE: GPS required.

TAKEOFF RUNWAY 17: Climb heading 172° to 1000, then climbing left turn direct GLARA. Thence . . . .

TAKEOFF RUNWAY 35: Climb heading 352° to 700, then climbing right turn direct GLARA. Thence . . . .

. . . . . continue climb in GLARA holding pattern to cross GLARA at or above 4000 before proceeding on course.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 172° to 1000, then climbing right turn direct GNNET. Thence . . . .

TAKEOFF RUNWAY 35: Climb heading 352° to 700, then climbing left turn direct GNNET. Thence . . . .

. . . . . continue climb in GNNET holding pattern to cross GNNET at or above 5000 before proceeding on course.
NEWBERG TWO DEPARTURE (RNAV)

TAKEOFF MINIMUMS
Rwy 17: Standard with minimum climb of 375’ per NM to 2100.
Rwy 35: Standard with minimum climb of 350’ per NM to 2100.

TAKEOFF RUNWAY 17: Climb heading 172° to 1000, then climbing right turn direct
UBG VOR/DME. Thence . . . .

TAKEOFF RUNWAY 35: Climb heading 352° to 700, then climbing left turn direct
UBG VOR/DME. Thence . . . .

. . . . continue climb in hold UBG VOR/DME holding pattern to cross UBG VOR/DME
at or above 4000 before proceeding on course.
RNAV (GPS) RWY 13
BAKER MUNI (BHK)

DME/DME RNP 0.3 NA. Helicopter visibility reduction below ¾ SM NA.

ASOS
135.475

SALT LAKE CENTER
126.85 305.2

CTAF
122.9

MISSED APPROACH: Climb to 3500 then climbing right turn to 6000 direct KIXCO and hold.

NoPT for arrivals at KIXCO on V2 eastbound.

Baker, Montana
Orig 15SEP16

46°21'N-104°15'W
RNAV (GPS) RWY 31
BAKER MUNI (BHK)

**ASOS**
135.475

**SALT LAKE CENTER**
126.85 305.2

**CTAF**
122.9

**MISSED APPROACH**: Climb to 3500 then climbing right turn 6000 direct KIXCO and hold.

**Procedure NA for arrivals at DIXLE on V491 southbound and on V120 eastbound.**

Category

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<th>B</th>
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<tr>
<td>LPV DA</td>
<td>3231-7/8</td>
<td>250 (300-5/8)</td>
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<td>LNAV/VNAV DA</td>
<td>3267-1</td>
<td>286 (300-1)</td>
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<td>LNAV MDA</td>
<td>3360-1</td>
<td>379 (400-1)</td>
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</tbody>
</table>

**CIRCLING**

| 3540-1 | 559 (600-1) | 3620-13/4 | 639 (700-13/4) | 3820-23/4 | 839 (900-23/4) |

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 34°C. When local altimeter setting not received, procedure NA.**
VOR/DME RWY 13
BAKER CITY MUNI (BKE)

ASOS
134.275

SALT LAKE CENTER
128.05 306.95

UNICOM
123.0 (CTAF)

BAKER CITY, OREGON

23°C

Circling to Rwy 8/17/26/35 NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 then climbing left turn to 10500 via BKE R-325 to WOLIP and hold.

Helicopter visibility reduction below 1 SM NA.

Circling to Rwy 8/17/26/35 NA at night.

VGSI and descent angles not coincident (VGSI 3.00/TCH 47).

Uncoordinated left turn to 10500 via BKE R-325 to WOLIP and hold.

Helicopter visibility reduction below 1 SM NA.

Circling to Rwy 8/17/26/35 NA at night.

VGSI and descent angles not coincident (VGSI 3.00/TCH 47).
Circling to Rwy 8/17/26/35 NA at night. Helicopter visibility reduction below 1 SM NA.

ASOS 134.275
SALT LAKE CENTER 128.05 306.95
UNICOM 123.0 (CTAF)

MISSING APPROACH: Climbing right turn to 6900 in BKE VOR/DME holding pattern.

BAKER CITY, OREGON
Amdt 1C 30JAN20

44°50'N-117°49'W
For inop ALS, increase S-LOC Cat C/D visibility to RVR 6000 and CEPUM fix minimums S-LOC 16 Cat C/D to RVR 5500. # RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 on heading 275° and on YVR VOR/DME R-135 to TECUV INT/YVR 15.3 DME and hold.

One Minute Holding Pattern

SECORG I-BLU 12.9

WUGUT INT I-BLU 6.9

CEPUM I-BLU 2.5

I-BLU 2.5

TECUV I-BLU 1.3

* LOC only

REIL Rwy 34 HIRL Rwy 16 34 NW-1, 11 JUL 2024 to 05 SEP 2024

CEPUM FIX MINIMUMS (DME REQUIRED)

S-LOC 16 520/24 357 (400-½)

640-1 469 (500-1)

CECIRCLING

S-LOC 16 520/30 357 (400-½)

640-1 469 (500-1)

CECIRCLING

* RVR 1800 authorized with use of FD or AP or HUD to DA.
RNAV (RNP) Z RWY 16

For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. For inop ALS, increase RNP 0.27 all Cats visibility to RVR 4500, increase RNP 0.30 all Cats visibility to RVR 6000.

Procedure NA for arrivals at TECUV on V495 southwest bound.

See planview for multiple IF locations.

Authorization Required

Amdt 1A    15AUG19
RNAV (RNP) Z RWY 34

Bellington INTL (BLI)

**ATIS**: 134.45  **VICTORIA TERMINAL APP CON**: 132.7  **290.8**

**BEELLINGHAM TOWER** 124.9  **(CTAF)** 379.3

**GND CON**: 127.4  379.3  **UNICOM**: 122.95

**APP CRS 344°**  **Rwy Idg 6700**  **TDZE 171**  **Apt Elev 171**

RNAV (RNP) Z RWY 34
**BELLINGHAM INTL (BLI)**

For uncompensated Baro-VNAV systems, procedure NA below.

-7°C or above 54°C.

**ATIS**: 134.45  **VICTORIA TERMINAL APP CON**: 132.7  **290.8**

**BEELLINGHAM TOWER** 124.9  **(CTAF)** 379.3

**GND CON**: 127.4  379.3  **UNICOM**: 122.95

**APP CRS 344°**  **Rwy Idg 6700**  **TDZE 171**  **Apt Elev 171**

RNAV (RNP) Z RWY 34
**BELLINGHAM INTL (BLI)**

For uncompensated Baro-VNAV systems, procedure NA below.

-7°C or above 54°C.

**ATIS**: 134.45  **VICTORIA TERMINAL APP CON**: 132.7  **290.8**

**BEELLINGHAM TOWER** 124.9  **(CTAF)** 379.3

**GND CON**: 127.4  379.3  **UNICOM**: 122.95

**APP CRS 344°**  **Rwy Idg 6700**  **TDZE 171**  **Apt Elev 171**

RNAV (RNP) Z RWY 34
**BELLINGHAM INTL (BLI)**

For uncompensated Baro-VNAV systems, procedure NA below.

-7°C or above 54°C.

**ATIS**: 134.45  **VICTORIA TERMINAL APP CON**: 132.7  **290.8**

**BEELLINGHAM TOWER** 124.9  **(CTAF)** 379.3

**GND CON**: 127.4  379.3  **UNICOM**: 122.95

**APP CRS 344°**  **Rwy Idg 6700**  **TDZE 171**  **Apt Elev 171**

RNAV (RNP) Z RWY 34
**BELLINGHAM INTL (BLI)**

For uncompensated Baro-VNAV systems, procedure NA below.

-7°C or above 54°C.
RNAV (GPS) Y RWY 16

**WASHINGTON**

**TECUV**

**BELLINGHAM, WASHINGTON**

**WAAS**

**CH** 45999

**W16A**

**APP CRS** 164°

**Rwy Idg** 6700

**TDZE** 163

**Apt Elev** 171

**RNPA**

**MALSR**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. #RVR 1800 authorized with use of FD or AP or HUD to DA.**

**MISSING APPROACH:**

Climb to 700 then climbing right turn to 2000 direct TECUV and hold.

**ATIS**

134.45

**VICTORIA TERMINAL APP CON**

132.7 290.8

**BELLINGHAM TOWER**

124.9 (CTAF) 379.3

**GND CON**

127.4 379.3

**UNICOM**

122.95

**LPV DA #**

363/24 200 (200-½)

**LNAV/ VNAV DA**

491/30 328 (400-½)

**LNAV MDA**

560/24 397 (400-½) 560/35 397 (400-½)

**CIRCLING**

640-1 469 (500-1) 900-2 729 (800-2) 1160-3 989 (1000-3)

**CATEGORY**

A  B  C  D

**MW**

**REIL Rwy 34**

**HIRL Rwy 16-34**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**48°48'N-122°32'W**

**RNPA**

**MALSR**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. #RVR 1800 authorized with use of FD or AP or HUD to DA.**

**MISSING APPROACH:**

Climb to 700 then climbing right turn to 2000 direct TECUV and hold.
RNAV (GPS) Y RWY 34
BELLINGHAM INTL (BLI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. Baro-VNAV and VDP NA when using Friday Harbor altimeter setting. When local altimeter setting not received, use Friday Harbor altimeter setting and increase all DAs 67 feet and all MDA 80 feet; increase LPV all Cats visibility, LNAV/VNAV all Cats visibility, LNAV Cats C/D and Circling Cat C¹/₂ mile. Rwy 34 helicopter visibility reduction below ¾ SM NA.

Procedure NA for arrivals at BUICK on V495 southwest bound.

Procedure NA for arrivals at IWANY on V23 southeast bound.

**ATIS**
134.45

**VICTORIA TERMINAL APP CON**
132.7 290.8

**BELLINGHAM TOWER**
124.9 (CTAF) 379.3

**GND CON**
127.4 379.3

**UNICOM**
122.95

**AL-45 (FAA)**
22363

**WAAS**
CH 86223
W34A
APP CRS 344°
Rwy 1dg
TDZE
Apt Elev

**NW-1, 11 JUL 2024 to 05 SEP 2024**

BELLINGHAM, WASHINGTON
Amdt 2A 06OCT22

**48°48’N-122°32’W**

RNAV (GPS) Y RWY 34
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

NOTE: THIS AREA NOT VISIBLE FROM TOWER

FIELD ELEV 171

ELEV 163

RWY 16-34
PCN 57 F/A/W/T
S-75, D-160, 2D-250

COMMERCIAL AIRCRAFT PARKING

COMMERCIAL TERMINAL US CUSTOMS

FBO/GENERAL AVIATION TERMINAL

TRANSIENT PARKING

GENERAL AVIATION HANGARS

NOTE: THIS AREA NOT VISIBLE FROM TOWER

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 164° to 600, then climbing right turn to intercept HUH R-160 to KIENO, thence. . . .

TAKEOFF RUNWAY 34: Climb on heading 344° to 700, then climbing left turn to intercept HUH R-160 to KIENO, thence. . . .

. . . . maintain ATC assigned altitude, expect requested altitude within 10 minutes.

DNHRT TRANSITION (KIENO6.DNHRT): From over KIENO on CVV R-354 to DNHRT.

PENN COVE TRANSITION (KIENO6.CVV): From over KIENO on CVV R-354 to CVV VOR/DME.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 164° to 671, then right turn direct KIENO, then on track 177° to cross DNHRT at or above 3000, thence . . .

TAKEOFF RUNWAY 34: Climb on heading 344° to 671, then on heading 255° or as assigned by ATC, for vectors to cross DNHRT at or above 3000, thence . . .

. . . on track 177° to KLSHN, then on (transition). Maintain ATC assigned altitude. Expect filed altitude within 5 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for 2 minutes after departure, proceed direct DNHRT, then on last routing cleared.

PENN COVE TRANSITION (KLSHN1.CVV)
**RNAV (GPS) RWY 34**

**BEND MUNI (BDN)**

**App CRS**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>331°</td>
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</tbody>
</table>

**Missed Approach Fix**

- 5 NM

**SEATTLE CENTER**

- 134.425
- 269.475

**UNICOM**

- 123.0 (CTAF)

**AWOS-3**

- 134.425

**TDZE**

- 3459

**ELEV**

- 3459

**Rwy Idg**

- 5201

**Apt Elev**

- 3459

**MISSED APPROACH: Climb to 6000 direct CELVA and on track 319° to DSD VORTAC and hold.**

**RNAV (GPS) RWY 34**

**BEND MUNI (BDN)**

**Amdt 1 10AUG23**

**Circling Category**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>4180-1 721 (800-1)</td>
<td>4180-2 721 (800-2)</td>
<td>4180-3 721 (800-3)</td>
<td>4640-3 1181 (1200-3)</td>
</tr>
</tbody>
</table>

**Final approach course offset 15.00°.**

- 8000 to HARBU
- 144° (26.7)

**CIRCLING**

- Final approach course offset 15.00°.

- 8000 NoPT
- 338° (8.5)

- 6000 direct CELVA and on track 319° to DSD VORTAC and hold.

- 6000 to HARBU
- 319°

- 5850

- 6509

- 3507

- 3459

- 3459

- 6162

- 3511

- 3664

- 4570

- 3813

- 8000 NoPT
- 338° (8.5)

- 6509

- 230K

- 8000

- 17500

- 7 NM

- 136°

- 319°

- 5100

- 6700

- 316°

- 17500

- 8000

- 316°
RNAV (GPS) Y RWY 16
BEND MUNI (BDN)

RNP APCH - GPS

**MISSED APPROACH:** Climb to 7400 direct HITUP and on track 064° to REMTE and hold, continue climb-in-hold to 7400.

**Final approach course offset 12.69°.**

**VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 38).**

**CATEGORY**
- A
- B
- C
- D

**LP**
- MDA: 3820-1, 388 (400-1)
- LNAV MDA: 3820-1 388 (400-1)
- **CIRCLING**
  - 129°
  - 129°

**Apt Elev**
- 5335 A
- 11600

**ELEV**
- 3459

**HOLD**
- 10000
- 6000

**HITUP**
- 0.6 NM to VORTAC
- 328° (15)

**VFSD**
- 4900 (2)

**HITUP**
- 064° (10.5)

**REIL**
- Rwy 16 and 34
- MIRL Rwy 16-34

**AWOS-3**
- 134.425

**SEATTLE CENTER**
- 126.15
- 269.475

**UNICOM**
- 123.0 (CTAF)

**EA**
- 200°

**WAAS CH 90137 W16B**
- **APP CRS 153°**
- **Rwy Idg 5201**
- **TDZE 3432**
- **Apt Elev 3459**

**BEND, OREGON**

**BEND MUNI (BDN)**

**RNAV (GPS) Y RWY 16**

**BEND, OREGON**

Amdt 3 10AUG23

NW-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) Z RWY 16

**BEND MUNI (BDN)**

**RNAV (GPS) Z RWY 16**

**Amdt 1 10AUG23**

- **ELEV 3459**
- **TDZE 3432**
- **AWOS-3 134.425**
- **SEATTLE CENTER 126.15 269.475**
- **UNICOM 123.0 (CTAF)**

**Procedure NA for arrival on DSD VORTAC airway radials 348 CW 092.**

**RNAV (GPS) Z RWY 16**

- **LNAV/VNAV NA below -21°C or above 54°C.**
- **When local altimeter setting not received, increase LPV DA to 3763 feet and all visibilities 1/4 SM; increase LNAV/VNAV DA to 3821 feet and all visibilities 1/4 SM; increase all MDAs 100 feet and LNAV visibility Cats C and D 1/4 SM, and Circling visibility Cat C 1/2 SM.**

**Delta VNAV and VDP NA when using Redmond altimeter setting.**

**Rwy 16 helicopeter visibility reduction below 1/4 SM NA.**

**For uncompensated Baro-VNAV systems, increase LNAV visibility 1/4 SM.**

**When local altimeter setting not received, use Redmond altimeter setting:**

- Increase LPV DA to 3763 feet and all visibilities 1/4 SM;
- Increase LNAV/VNAV DA to 3821 feet and all visibilities 1/4 SM;
- Increase all MDAs 100 feet and LNAV visibility Cats C and D 1/4 SM, and Circling visibility Cat C 1/2 SM.

**MISSED APPROACH: Climb to 7400 direct JOGON and on track 087° to MIKKO and on track 038° to REMTE and hold, continue climb-in-hold to 7400.**

**LPV**: 3559

**VNAV**: 5335

**Category A**: 250 (300-1/3)

**Category B**: 308 (300-3/8)

**Category C**: 388 (400-1/8)

**Category D**: 4640-3

**LPV**: 3682-3/4

**VNAV**: 3740-7/8

**LNAV MDA**: 3820-1

**LNAV/VNAV MDA**: 388 (400-1/8)

**Rwy Idg**: 521 (600-1)

**Apt Elev**: 3432

**MISSED APPROACH FIX**: 7 NM

**7400 direct JOGON and on track 087° to MIKKO and on track 038° to REMTE and hold, continue climb-in-hold to 7400.**

**MISSED APPROACH**: Climb to 7400 direct JOGON and on track 087° to MIKKO and on track 038° to REMTE and hold, continue climb-in-hold to 7400.
Rwy 16 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Redmond altimeter setting and increase all MDAs 100 feet and increase S-16 visibility Cats C and D ½ SM, and Circling visibility Cat C ½ SM.

**AWOS-3**

- **134.425**

**SEATTLE CENTER**

- **126.15**
- **269.475**

**UNICOM**

- **123.0 (CTAF)**

---

**AL-5579 (FAA)**

**VOR RWY 16**

**BEND MUNI (BDN)**

- **5174 A**

**MISSING APPROACH:** Climb to 4700 then climbing right turn to 7000 direct DSD VORTAC and hold, continue climb-in-hold to 7000.

**Rwy Idg**
- **5201** (5)
- **3432** (10)
- **3459** (10)

**Apt Elev**
- **3459**

**TDZE**
- **3432**

**ELEV**
- **3459**

**VGSI and descent angles not coincident**

**CATEGORY within 10 NM**

- S-16: 3880-1, 448 (500-1)
- 3880-1½, 448 (500-1½)

**CIRCLING**

- 3960-1, 501 (600-1)
- 3980-1, 521 (600-1)
- 4120-1¾, 661 (700-1¾)
- 4640-3, 1181 (1200-3)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climbing right turn heading 310° to intercept DSD R-160 to DSD VORTAC, thence. . . .

TAKEOFF RUNWAY 34: Climbing left turn heading 300° to intercept DSD R-160 to DSD VORTAC, thence. . . .

. . . . . Climbing in DSD VORTAC holding pattern to cross DSD VORTAC at or above MEA/MCA for route of flight.

VCOA RUNWAY 16: Obtain ATC approval for VCOA when requesting IFR clearance. Climbing in visual conditions to cross Bend Muni Airport at or above 7900 before proceeding on course.
## RNAV (GPS) RWY 31
### MILEY MEML FLD (BPI)

#### NM 1, 11 JUL 2024 to 05 SEP 2024

**App Crs**
- 318°
- RWY Idg: 6803
- TDZE: 6969
- Apt Elev: 6994

### RNP APCH - GPS

<table>
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<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>7460-1</td>
<td>491 (500-1)</td>
<td>7460-13 3/8</td>
<td>491 (500-1%)</td>
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<tr>
<td>Circling</td>
<td>7460-1</td>
<td>7560-1</td>
<td>7800-2 1/4</td>
<td>7820-2 3/4</td>
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<tr>
<td></td>
<td>466 (500-1)</td>
<td>566 (600-1)</td>
<td>806 (900-2 1/4)</td>
<td>826 (900-2 3/4)</td>
</tr>
</tbody>
</table>

### NOTES
- **Circle** NA to Rwy 8 and 26.
- **ASOS**
  - 135.225
- **SALT LAKE CENTER**
  - 128.35
  - 239.25
- **UNICOM**
  - 122.8 (CTAF)
  - 122.7

**Circling NA to Rwy 8 and 26.**

**ASOS**
- 135.225

**SALT LAKE CENTER**
- 128.35
- 239.25

**UNICOM**
- 122.8 (CTAF)
- 122.7

**MISSED APPROACH:** Climbing right turn to 9000 direct JITJU and hold.

**ASOS**
- 135.225

**SALT LAKE CENTER**
- 128.35
- 239.25

**UNICOM**
- 122.8 (CTAF)
- 122.7

**Misled Approach:** Climbing right turn to 9000 direct JITJU and hold.
**BIG PINEY, WYOMING**

**AL-5790 (FAA)**

**VOR RWY 31**

**MILEY MEML FLD (BPI)**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-31</td>
<td>7680-1</td>
<td>711 (700-1)</td>
<td>7680-2</td>
<td>711 (700-2)</td>
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<tr>
<td>CIRCLING</td>
<td>7680-1</td>
<td>686 (700-1)</td>
<td>7800-2½</td>
<td>806 (900-2½)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>7820-2¾</td>
<td>826 (900-2¾)</td>
</tr>
</tbody>
</table>

- **ASOS** 135.225
- **SALT LAKE CENTER** 128.35 239.25
- **UNICOM** 122.8 (CTAF) 122.7

**MISSED APPROACH:** Climbing right turn to 10000 in BPI VOR/DME holding pattern.

**Circling NA to Rwy 8 and 26.**

**BIG PINEY, WYOMING (BPI)**

**VOR/DME** 116.5 BPI

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>TDZE</th>
<th>Apt Elev</th>
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</thead>
<tbody>
<tr>
<td>304°</td>
<td>6969</td>
<td>6994</td>
</tr>
</tbody>
</table>

**MIRL Rwy 13-31**

**REIL Rwy 13 and 31**

**TDZE** 6969

**ELEV** 6994

**IAP** 7680-2

- 806 (900-2½)
- 826 (900-2¾)

**VOR/DME holding pattern.**

**REIL Rwy 13 and 31**

**-124°**

**-304°**

**REM. 7108**

**9005**

**10315**

**8600**

**7694**

**6969**

**6994**

**8800**

**10000**

**BPI**

**12600**

**256°**

**8900**

**256°**

**122°**

**304°**

**8700**

** Remain within 10 NM**

**NW-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 24
BIG TIMBER AT HOWARD FLD (6S)

MISSED APPROACH: Climb to 4900 then climbing right turn to 9500 direct WETIG and hold, continue climb-in-hold to 9500.

AWOS-3
132.05

SALT LAKE CENTER
127.75 351.9

UNICOM
122.8 (CTAF)

Circling Rwy 18, 36 NA at night.
DME/DME RNP- 0.3 NA.

WAAS
CH 70640
APP CRS
243°
Rwy Idg 5285
TDZE 4477
Apt Elev 4494

BIG TIMBER, MONTANA
AL-10488 (FAA)

55
RNAN (RNP) Z RWY 28R
BILLINGS LOGAN INTL (BIL)

For uncompensated Baro-VNAV systems, procedure NA below -24°C or above 50°C.

ATIS
126.3

BILLINGS APP CON
120.5 284.6

BILLINGS TOWER
127.2 257.8

GND CON
121.9

CLNC DEL
121.9

MISSED APPROACH: Climb to 5900 on track 282° to WIBON and hold.

APP CRS
282°

ELEV 3662

TDZE 3517

BILLINGS, MONTANA

AL-48 (FAA)

RNP AR APCH-GPS

Amdt 1A 17JUN21

45°48'N-108°33'W

RNP 0.30 DA
3903-1½ 386 (300-1½)

BILLINGS, MONTANA

NW-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 7
BILLINGS LOGAN INTL (BIL)

MISSED APPROACH: Climb to 6000 direct MUMEE and hold.

Procedure NA for arrival on BIL VORTAC airway radials 178 CW 333.

Panel with diagram of RNAV (GPS) RWY 7 approach.

WAAS CH 87127
W07A
Rwy Idg TDZE Apt Elev 5501 3636 3662

ATIS 126.3
BILLINGS APP CON 120.5 284.6
BILLINGS TOWER 127.2 257.8
GND CON 121.9
CLNC DEL 121.9

Amdt 2B 14JUL22

NW-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 25
BILLINGS LOGAN INTL (BIL)

For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -25°C or above 54°C.

MISSED APPROACH: Climb to 6000 direct OLOLE and on track 300° to OXIVY and hold.

Procedure NA for arrival on BIL VORTAC airway radials 045 CW 160.

For uncompensated Baro-VNAV systems, LNAV/VNAV track 300° to OXIVY and hold.

SAFETY: Climb to 6000 direct OLOLE and on track 300° to OXIVY and hold.

MISSED APPROACH: Climb to 6000 direct OLOLE and on track 300° to OXIVY and hold.

CIRCLING 4160-1 498 (500-1) 4180-1½ 518 (600-1½) 4580-3 918 (1000-3)
RNAV (GPS) Y RWY 28R
BILLINGS LOGAN INTL (BIL)

ATIS 126.3
BILLINGS APP CON 120.5 284.6
BILLINGS TOWER 127.2 257.8
GND CON 121.9
CLNC DEL 121.9

MISSED APPROACH: Climb to 5900 direct WIBON and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 50°C.

RNAV APCH - GPS.

MISSED APPROACH: Climb to 5900 direct WIBON and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 50°C.
MISSED APPROACH: Climb to 6000 direct BIL VORTAC and hold, continue climb-in-hold to 6000.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7, 25, 28L/R: Climb on assigned heading for vectors to assigned fix/route, thence. . . .

TAKEOFF RUNWAY 10L: Climb heading 102° to 4600, then on assigned heading for vectors to assigned fix/route, thence. . . .

. . . . maintain 15000 or assigned lower altitude. Expect clearance to filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for 1 minute after departure, fly last assigned heading until reaching 7000. Proceed direct BIL VORTAC, then on last routing cleared and climb to filed altitude.
**RNAV (GPS)-A**

**MCCARLEY FLD (U02)**

**AL-9351 (FAA)**

**BLACKFOOT, IDAHO**

**APP CRS**

| 189° |

**Rwy Idg**

| N/A |

**TDZE**

| N/A |

**Apt Elev**

| 4492 |

---

**RNP APCH.**

**SALT LAKE CITY CENTER**

| 128.35 | 239.25 |

**UNICOM**

| 122.8 (CTAF) |

**Holding not required for arrivals at IDA VOR/DME via V21-365 southbound.**

---

**MISSED APPROACH FIX**

**POCATELLO**

**PIH**

**NARBE**

**199° tr**

**AMXOJ**

**Visual Segment - Obstacles.**

**7 NM**

**5.2 NM**

**6.2 NM**

| CATEGORY | A | B | C | D |

| 5340-1¼ | 848 (900-1¼) | 5380-2¼ | 888 (900-2¼) | 5900-3 | 1408 (1500-3) |

---

**RNAV (GPS)-A**

**MCCARLEY FLD (U02)**

**BLACKFOOT, IDAHO**

**Orig-C 09SEP21**

| 43°13’N-112°21’W |
**RNAV (GPS)-B**

**MCCARLEY FLD (U02)**

**Use Pocatello altimeter setting, when not received use Idaho Falls altimeter setting. Helicopter visibility reduction below 1 SM NA.**

**HOLD 8500**

**Procedure Turn NA**

**VGSI and descent angle not coincident (VGSI Angle 3.00/TCH 39).**

**Holding not required for arrivals at PIH VOR/DME via V21-257 northbound.**

**MISSAP APPROACH: Climb to 7000 direct JASKI and on 020° track to IDA VOR/DME and hold.**

**MISSED APPROACH: Climb to 7000 to IDA.**

---

**BLACKFOOT, IDAHO**

**APP CRS N/A**

**Rwy Idg N/A**

**TDZE N/A**

**Apt Elev 4492**

---

**SALT LAKE CITY CENTER**

**128.35 239.25**

---

**UNICOM**

**122.8 (CTAF)**

---

**HOLD 8500**

---

**7000**

**JASKI**

**020° tr**

---

**IDAH0 FALLS**

**6.9 NM**

**PIH**

**6.399**

---

**POCATELLO**

**6429**

---

**BLACKFOOT, IDAHO**

**Orig-C 09SEP21**

**43°13'N-112°21'W**

---

**RNAV (GPS)-B**

**MCCARLEY FLD (U02)**

---

**43°13'N-112°21'W**

---

**67**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 009° to 5000, continue climb to 7000 direct IDA VOR/DME.

TAKEOFF MINIMUMS
Rwy 1: Standard
Rwy 19: NA- obstacles.

NOTE: GPS required.
NOTE: RNAV-1.

NOTE: Chart not to scale.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 19:** Climb heading 189° to 5000, continue climb to 7000 direct PIH VOR/DME.

**NOTE:** Chart not to scale.

**TAKEOFF MINIMUMS**
- Rwy 1: NA- obstacles.
- Rwy 19: Standard.

**NOTE:** GPS required.

**NOTE:** RNAV 1.
Circling NA north of Rwy 10L-28R.
DME required.

MISSED APPROACH: Climb to 6000 on BOI VORTAC R-279 to ATTOL/BOI 13.4 DME and hold.

**RADAR and DME REQUIRED**

- **ATTOL**
  - **BOI** 13.4
  - Chan 38(Y)

- **LOCALIZER** 110.15
  - Chan 38(Y)

**BOISE AIR TRML/GOWEN FLD (BOI)**

**ILS or LOC RWY 28R**

**APP CRS**
- **282°**

**LOC/DME I-AAD**
- **110.15**
  - Chan 38(Y)

**Rwy Idg**
- **2871**

**TDZE**
- **2871**

**Apt Elev**
- **2871**

**LGPS**
- **BOI**
  - **25 NM**
  - **2.5 NM**

**ELEV**
- **2871**

**BOISE, IDAHO**

**Orig-B** 29MAR18
DOW 0.3% 0.5% UP 0.5% UP

TWR V A 5
AV P

10000 X 150
9763 X 150

LOCALIZER 111.1 I-BOI Chan 48

D-ATIS

NoPT at JIMMI for arrival on KYAAN (RNAV) ARRIVAL.

DME required. RNAV 1 - GPS. From SALLA and RENOL.

For inop ALS, increase S-LOC 10R Cats C/D visibility to RVR 5500. Circling NA north of Rwy 10L-28R.

MISSED APPROACH: Climb to 3300 then climbing right turn to 7300 on BOI VORTAC R-113 to CANEK/BOI VORTAC 22 DME and hold.

NoPT at JIMMI for arrival on KYAAN (RNAV) ARRIVAL.

MISSED APCH FIX

S-ILS 10R

S-LOC 10R

SIDESTEP 10L

CIRCLING

FLYML GSG (BOI)
SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
Boise, Idaho

Al-57 (Faa) 23278

ILS Y RWY 10R (CAT II & III)
Boise Air Trml/Gowen Fld (Boi)

DME Required. Rnav 1 - GPS. From Salla and Renol.

Cat II: RVR 1000 Authorized with Specific Opspec, Mspec, or Loa Approval and Use of Autoland or Hud to Touchdown.

Missed Approach: Climb to 3300 Then Climbing Right Turn to 7300 on Boi Vortac R-113 to Canek/Boi Vortac 22 Dme and Hold.

Nopt at Jimmi for Arrival on Kyaan (Rnav) Arrival.

Procedure NA for Arrival on Boi Vortac Airway Radials 255 CW 028.

Category II & III ILS - Special Aircrew & Aircraft Certification Required.
RNAV (RNP) X RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)

MISSED APPROACH: Climb to 6000 on track 282° to JIMMI and hold, continue climb-in-hold to 6000.

For uncompensated Baro-VNAV systems, procedure NA below -1.4°C or above 54°C.

MISSED APCH FIX

D-ATIS 123.9 290.4
BIG SKY APP CON 119.6 269.4
BOISE TOWER 118.1 257.8
GND CON 121.7 348.6
CLNC DEL 125.9 323.2

ELEV 2872 TDZE 2858

RNAV (RNP) X RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) X RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) X RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) X RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) X RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) X RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) X RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) X RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) X RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) X RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) X RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) X RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) X RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) X RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) X RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) X RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)
RNAV (RNP) X RWY 28R
BOISE AIR TRML/GOWEN FLD (BOI)

MISSED APPROACH: Climb to 6000 on track 282° to ATTOL and hold.

For uncompensated Baro-VNAV systems, procedure NA below -14°C (5°F) or above 52°C (126°F). RF required. GPS required.

D-ATIS
123.9 290.4
BIG SKY APP CON
119.6 269.4
BOISE TOWER
118.1 257.8
GND CON
121.7 348.6
CLNC DEL
125.9 323.2

MISSING APCH FIX
ATTOL
5 NM

ELEV 2871 TDZE 2871

RNAV (RNP) X RWY 28R
BOISE AIR TRML/GOWEN FLD (BOI)

AUTHORIZATION REQUIRED

RNAV (RNP) X RWY 28R
BOISE AIR TRML/GOWEN FLD (BOI)

FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -14°C (5°F) OR ABOVE 52°C (126°F). RF REQUIRED. GPS REQUIRED.
RNAV (RNP) Z RWY 10L
BOISE AIR TRML/GOWEN FLD (BOI)

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.

**RNAV (RNP) Z RWY 10L**
BOISE AIR TRML/GOWEN FLD (BOI)

**MISSED APPROACH:** Climb to 7300 on track 102° to FEBES and on track 125° to CANEK and hold.

**D-ATIS**
123.9 290.4

**BIG SKY APP CON**
119.6 269.4

**BOISE TOWER**
118.1 257.8

**GND CON**
121.7 348.6

**CLNC DEL**
125.9 323.2

**ELEVATION**
2872

**TDZE**
2844

**GPS**

**REIL RWys 10L and 28L**
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

**MISSED APCH FIX**
CANEK

See planview for multiple IF locations.

**AUTHORIZATION REQUIRED**

BOISE, IDAHO
Amdt 2 14JUL22

43°34′N-116°13′W

RNAV (RNP) Z RWY 10L
BOISE AIR TRML/GOWEN FLD (BOI)
RNAV (RNP) Z RWY 10R
BOISE AIR TRML/GOWEN FLD (BOI)

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.

MISSED APPROACH: Climb to 7300 on track 102° to AYDOK and on track 124° to CANEK and hold.

MISSING APCH FIX: Climb to 7300 on track 102°.

See planview for multiple IF locations.
RNAV (RNP) Z RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 5500.

D-ATIS
123.9 290.4

BIG SKY APP CON
119.6 269.4

BOISE TOWER
118.1 257.8

GND CON
121.7 348.6

CLNC DEL
125.9 323.2

ANZI 282°
MISSED APPROACH: Climb to 6000 on track 282° to JIMMI and hold, continue climb-in-hold to 6000.

ELEV 2872
TDZE 2858

EXPLANATION:
For uncompensated Boro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5500.

See planview for multiple IF locations.
RNAV (GPS) Y RWY 10L
BOISE AIR TRML/GOWEN FLD (BOI)

Radar required for procedure entry. RNP APCH - GPS.

Circling NA north of RWY 10L-28R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

**D-ATIS**

| 123.9  | 290.4 |

**BIG SKY APP CON**

| 119.6  | 269.4 |

**BOISE TOWER**

| 118.1  | 257.8 |

**GND CON**

| 121.7  | 348.6 |

**CLNC DEL**

| 125.9  | 323.2 |

**TWR**

| 2872 |

**TDZE**

| 2844 |

**RNAV (GPS) Y RWY 10L**

**Amdt 4  14JUL22**

systems, LNAV/VNAV NA below -14°C or above 54°C.

**MISSING APPROACH**: Climb to 7300 direct

FEBES then on track 125° to CANEK and hold.

**MISSED APPROACH FIX**

Circling NA north of RWY 10L-28R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

**REIL Rwy 10L**

**TDZ/CL Rwys 10R and 28L**

**HIRL Rwys 10L-28R and 10R-28L**

**FEBES then on track 125° to CANEK and hold.**
RNAV (GPS) Y RWY 10R
BOISE AIR TRML/GOWEN FLD (BOI)

Radar required for procedure entry. RNP APCH - GPS.

Missed Approach: Climb to 7300 direct AYDOK and on track 124° to CANEK and hold.

Category GP 3.00°

Boise, ID

Almd 3 14 Jul 22

RNAV (GPS) Y RWY 10R
BOISE AIR TRML/GOWEN FLD (BOI)

43°34'N-116°13'W

23278
Circling NA north of Rwy 10L-28R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500, and LNAV/VNAV all Cats visibility to RVR 6000.

Procedure NA for arrivals at CANEK on V4-253-330 southeast bound.

Missed Approach: Climb to 6000 direct JIMMI and hold, continue climb-in-hold to 6000.
RNAV (GPS) Y RWY 28R
BOISE AIR TRML/GOWEN FLD (BOI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 52°C (126°F). Circling NA north of Rwy 10L-28R. DME/DME RNP-0.3 NA.

MISSING APCH FIX: Climb to 6000 direct ATTOL and hold, continue climb-in-hold to 6000.

MISSING APPROACH: Climb to 6000 direct ATTOL and hold, continue climb-in-hold to 6000.

Procedure NA for arrivals at CANEK on V4-253-330 southeast bound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 70).
VOR or TACAN RWY 10L
BOISE AIR TRML/GOWEN FLD (BOI)

MISSED APPROACH: Climb to 3400 then climbing right turn to 7300 on BOI VOR TAC R-113 to CANEK/BOI VOR TAC 22 DME and hold.

Circling NA north of Rwy 10L-28R.

Procedure NA for arrivals at EMETT on V4-444 northwest bound.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
BOISE, IDAHO

GOWEN FOUR DEPARTURE (OBSTACLE)

NOTE: Chart not to scale.

BIG SKY DEP CON
126.9  351.85 (279°-097°)
119.6  269.4 (098°-278°)

D-ATIS
123.9  290.4
CLNC DEL
125.9  323.2
GND CON
121.7  348.6
BOISE TOWER
118.1  257.8

NOTE: DME required.

TAKEOFF MINIMUMS
Rwy 28L/R: Standard.
Rwy 10L: Standard with a minimum climb of 208’
per NM to 4300, or 5500-3 for VCOA.
Rwy 10R: Standard with a minimum climb of 205’
per NM to 4300, or 5500-3 for VCOA.

TAKEOFF OBSTACLE NOTES
Rwy 10L: Navaid 5’ from DER, 415’ right of centerline, 16’ AGL/2880’ MSL.
Building and general utility beginning 270’ from DER, 444’ left of centerline, up to
15’ AGL/2888’ MSL.
Rwy 10R: Vehicles on taxiway beginning at DER, 455’ right of centerline, up to 10’ AGL/2869’ MSL.
Rwy 28L: Tree 2048’ from DER, 508’ left of centerline, 100’ AGL/2880’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L/R: Climb heading 102° to 3600 then climbing right turn
heading 262°, thence . . . .
TAKEOFF RUNWAYS 28L/R: Climbing left turn heading 172°, thence . . . .

. . . . . intercept and climb on BOI R-216 outbound to cross FIMGU/BOI 11 DME
fix at or above 5300 then on BOI R-216 inbound to cross BOI VORTAC at or above
MEA/MCA for assigned route of flight.

VCOA RUNWAYS 10L/R: Obtain ATC approval for VCOA when requesting IFR clearance.
Climb in visual conditions to cross Boise Air Trml/Gowen Fld at or above BOI VORTAC
MEA/MCA before proceeding on assigned route of flight.

GOWEN FOUR DEPARTURE (OBSTACLE)

BOISE AIR TRML/GOWEN FLD (BOI)
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 10L/R:** Climb to 16000 or lower assigned altitude on BOI VORTAC R-098, thence . . .

**TAKEOFF RUNWAY 28L/R:** Climb to 16000 or lower assigned altitude on BOI VORTAC R-278, thence . . .

. . . .Expect RADAR vectors to assigned route, expect filed altitude 10 minutes after departure.

**LOST COMMUNICATIONS:** If not in contact with Boise Departure Control at 10000 or assigned altitude if lower, continue climb to assigned altitude and thence on assigned route.
RNAV (GPS) RWY 2
BOUNDARY COUNTY (65S)

**APP CRS 008°**

- **Rwy Idg 4002**
- **TDZE 2316**
- **Apt Elev 2337**

**AWOS-3PT**
- **132.575**

**UNICOM**
- **123.0 (CTAF)**

**SEATTLE CENTER**
- **123.95 290.55**

### Missed Approach
- Climbing left turn to 8600 direct WEBDA and on track 158° to HITRU, continue climb-in-hold to 8600.

**When local altimeter setting not received, procedure NA.**

**Helicopter visibility reduction below 3/4 SM NA.**

- Missed approach requires minimum climb of 400 feet per NM to 6600.
- Missed approach requires minimum climb of 300 feet per NM to 6400.

**LNAV MDA**

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**MISSED APPROACH**: Climbing left turn to 8600 direct WEBDA and on track 158° to HITRU, continue climb-in-hold to 8600.

**Visual Segment - Obstacles**

* Missed approach requires minimum climb of 400 feet per NM to 6600.
* Missed approach requires minimum climb of 300 feet per NM to 6400.

**AWOS-3PT**
- **132.575**

**SEATTLE CENTER**
- **123.95 290.55**

**UNICOM**
- **123.0 (CTAF)**

**BONNERS FERRY, IDAHO**

- **Orig F 10SEP20**

**Boundary County (65S)**

**RNAV (GPS) RWY 2**

**APP CRS 008°**

- **Rwy Idg 4002**
- **TDZE 2316**
- **Apt Elev 2337**

**AWOS-3PT**
- **132.575**

**UNICOM**
- **123.0 (CTAF)**

**SEATTLE CENTER**
- **123.95 290.55**

### Missed Approach
- Climbing left turn to 8600 direct WEBDA and on track 158° to HITRU, continue climb-in-hold to 8600.

**When local altimeter setting not received, procedure NA.**

**Helicopter visibility reduction below 3/4 SM NA.**

- Missed approach requires minimum climb of 400 feet per NM to 6600.
- Missed approach requires minimum climb of 300 feet per NM to 6400.

**LNAV MDA**

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**MISSED APPROACH**: Climbing left turn to 8600 direct WEBDA and on track 158° to HITRU, continue climb-in-hold to 8600.

**Visual Segment - Obstacles**

* Missed approach requires minimum climb of 400 feet per NM to 6600.
* Missed approach requires minimum climb of 300 feet per NM to 6400.

**AWOS-3PT**
- **132.575**

**SEATTLE CENTER**
- **123.95 290.55**

**UNICOM**
- **123.0 (CTAF)**

**BONNERS FERRY, IDAHO**

- **Orig F 10SEP20**

**Boundary County (65S)**

**RNAV (GPS) RWY 2**

**APP CRS 008°**

- **Rwy Idg 4002**
- **TDZE 2316**
- **Apt Elev 2337**

**AWOS-3PT**
- **132.575**

**UNICOM**
- **123.0 (CTAF)**

**SEATTLE CENTER**
- **123.95 290.55**

### Missed Approach
- Climbing left turn to 8600 direct WEBDA and on track 158° to HITRU, continue climb-in-hold to 8600.

**When local altimeter setting not received, procedure NA.**

**Helicopter visibility reduction below 3/4 SM NA.**

- Missed approach requires minimum climb of 400 feet per NM to 6600.
- Missed approach requires minimum climb of 300 feet per NM to 6400.

**LNAV MDA**

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<td>4480-1 494 (2200-2 4)</td>
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**MISSED APPROACH**: Climbing left turn to 8600 direct WEBDA and on track 158° to HITRU, continue climb-in-hold to 8600.

**Visual Segment - Obstacles**

* Missed approach requires minimum climb of 400 feet per NM to 6600.
* Missed approach requires minimum climb of 300 feet per NM to 6400.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 202° to 2840, then direct ZAKNI, then on depicted route to KARPS, cross KARPS at or above MEA for assigned route of flight.

NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 2: NA - Terrain.
Rwy 20: Standard with minimum climb of 245' per NM to 5500.

TAKEOFF OBSTACLE NOTES

Rwy 20: Trees and pole beginning 741' from DER, 684' left of centerline, up to 111' AGL/2417' MSL.
   Terrain 138' from DER, 357' right of centerline, 2324' MSL.
   Building 583' from DER, 523' right of centerline, 52' AGL/2362' MSL.
   Crane 855' from DER, 586' right of centerline, 61' AGL/2368' MSL.
   Crane 861' from DER, 713' right of centerline, 72' AGL/2377' MSL.
   Tree 931' from DER, 460' right of centerline, 92' AGL/2397' MSL.
   Tree 2024' from DER, 2' right of centerline, 107' AGL/2399' MSL.
   Tree 2175' from DER, 182' right of centerline, 113' AGL/2403' MSL.

NOTE: Chart not to scale.
RNAV (RNP) Z RWY 12

BOZEMAN YELLOWSTONE INTL (BZN)

For uncompensated Baro-VNAV systems, procedure NA below -29°C or above 54°C. When local altimeter setting not received, procedure NA. For inop ALS, increase RNP 0.10 visibility to ¾ SM and RNP 0.30 visibility to 1 SM.

**ATIS**
135.425

**BIG SKY APP CON**
118.975  226.675

**BOZEMAN TOWER**
118.2 (CTAF)

**GND CON**
121.8

**UNICOM**
122.95

**MALSR**
(IAF)
WOSAG 5600 123° (2.6)

**AMTD 1  11JUL24**

**MISSED APPROACH:** Climb to 10000 on track 123° to HETSI, and right turn to HAXAG, and on track 320° to THESE and hold.

Procedure NA for arrivals at THESE on V343 northwest bound.

**NW-1, 11 JUL 2024 to 05 SEP 2024**

See planview for multiple IF locations.
## RNAV (RNP) Z RWY 30

**BOZEMAN YELLOWSTONE INTL (BZN)**

### RNP AR APCH - GPS

- For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 54°C. When local altimeter setting not received, procedure NA.

### ATIS

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### BIG SKY APP CON

- 118.975
- 226.675
- 118.2 (CTAF)

### GND CON

- 121.8
- 122.95

### UNICOM

- 118.2

### Missed Approach

- Climb to 10000 on track 303° to HUXAN and on track 272° to THESE and hold, continue climb-in-hold to 10000.

### Authorization Required

- RNAV (RNP) Z RWY 30

---

**See planview for multiple IF locations.**
VOR RWY 12
BOZEMAN YELLOWSTONE INTL (BZN)

ATIS 135.425
BIG SKY APP CON* 118.975 226.675
BOZEMAN TOWER* 118.2 [CTAF] 6
GND CON 121.8
UNICOM 122.95

Circling NA to Rwys 3-21 and 11-29. Inop table does not apply.

VOR/DME BZN 112.4 Chan 71
APP CRS 104° Rdg 8994
TDZE 4443 Apt Elev 4473

MALSR 112.4 [CTAF]

MISSED APPROACH: Climb to 5500 then climbing right turn to 8000 on heading 250° and BZN VOR/DME R-223 to BRGR INT/15 DME and hold.

BOZEMAN, MONTANA
AL-59 (FAA)
23334

AMT 15C 03JAN19
Inop table does not apply.

Circling NA to Rwys 3-21 and 11-29.

Remain within 10 NM

ELEV 4473 D TDZE 4443

ELEV 5086

9650

9159

5888

6930

BOZEMAN, MONTANA
Am&d 15C 03JAN19

45°47'N-111°09'W

NW-1, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climbing right turn heading 255° to intercept BZN R-223 to BRIGR, then continue climbing right turn direct BZN VOR/DME, cross BZN VOR/DME at or above MCA or MEA for route of flight.

TAKEOFF RUNWAY 30: Climbing left turn heading 200° to intercept BZN R-223 to BRIGR, then continue climbing right turn direct BZN VOR/DME, cross BZN VOR/DME at or above MCA or MEA for route of flight.

NOTE: Chart not to scale.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 12:** Climb on heading 123° to 4973, then right turn direct to cross BGSKY between 7700 and 9000 at or below 230K, thence.

...on assigned transition, maintain 16000, expect filed altitude 10 minutes after departure.

**DUBOIS TRANSITION (BGSKY1.DBS)**

**UPLOW TRANSITION (BGSKY1.ULOW)**

**WHITEHALL TRANSITION (BGSKY1.HIA)**

**TAKEOFF MINIMUMS**

Rwys 3, 11, 21, 29: NA - ATC.

Rwy 12: Minimum climb of 500' per NM to 4973.

**NOTE:** Chart not to scale.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 12:** Climb direct JAPER, then on track 085° to cross BOBKT at or above 9600. Thence, . . .

. . . . on assigned transition, maintain 16000. Expect filed altitude 10 minutes after departure.

**BILLINGS TRANSITION (BOBKT5.BIL)**

**BOYESN RESERVOIR TRANSITION (BOBKT5.BOY)**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 30: Climb direct MEADO, cross MEADO at or above 9200, thence . . . .

. . . .on assigned transition, maintain 16000, expect filed altitude 10 minutes after departure.

CREKK TRANSITION (MEADO1.CREKK)
DUBOIS TRANSITION (MEADO1.DBS)
TOOLS TRANSITION (MEADO1.TOOLS)
UPLLOW TRANSITION (MEADO1.UPLLOW)
WHITEHALL TRANSITION (MEADO1.HIA)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climbing right turn heading 255° to intercept BZN R-223 to BRIGR, then continue climbing on HIA R-094 to HIA VOR/DME, cross HIA VOR/DME at or above MCA or MEA for route of flight.

TAKEOFF RUNWAY 30: Climbing left turn heading 200° to intercept BZN R-223 to BRIGR, then continue climbing on HIA R-094 to HIA VOR/DME, cross HIA VOR/DME at or above MCA or MEA for route of flight.

TOP ALTITUDE:
16000
Circling NA for Cats C and D west of Rwy 2-20. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting and increase all DA 45 feet, all MDA 60 feet and increase S-LOC 20 Cat C and D visibility 1½ SM. Circling Cat A, C and D visibility ½ SM. For inop ALS, increase S-LOC 20 Cat C and D visibility to 2 SM. For inop ALS, when using Seattle-Tacoma Intl altimeter setting, increase S-LOC 20 Cat C and D visibility to 2½ SM.

**ILS or LOC RWY 20**

**BREMERTON NTL (PWT)**

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**AWOS-3PT**

| 121.2 |

**SEATTLE APP CON**

| 120.1 | 254.4 | 269.125 |

**CLNC DEL**

| 127.1 |

**UNICOM**

| 123.05 (CTAF) |

**LOCALIZER**

| 111.1 |

**ILS or LOC RWY 20**

**BREMERTON NTL (PWT)**

**MALSR**

**MISSING APPROACH:** Climb to 4000 on heading 197° and OLM VORTAC R-346 to CARRO INT/OLM 19.4 DME and hold, continue climb-in-hold to 4000.

**ALTERNATE MISSED APPROACH FIX**

**Procedure NA:** For arrivals at SEA VORTAC on V27 northeast bound and V4-493 southeast bound.

**LOCALIZER**

| 111.1 |

**ILS or LOC RWY 20**

**BREMERTON NTL (PWT)**

**Procedure NA** for arrivals at OLM VORTAC on V165-287 southeast bound.
Circling NA for Cats C and D west of Rwy 2-20. Rwy 2 helicopter visibility reduction below ¾ SM NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C above 54°C.

Procedure NA for arrivals at SANDR on V27 southwest bound.

Procedure NA for arrivals at OLM VORTAC on V165-287 southeast bound.

RNAV (GPS) RWY 2

BREMERTON NTL (PWT)

AWOS-3PT 121.2
SEATTLE APP CON 120.1 254.4 269.125
CLNC DEL 127.1
UNICOM 123.05 (CTAF)

CP 3000

HOLD 4000

LNAV/VNAV only

RNAV (GPS) RWY 2

BREMERTON NTL (PWT)

47°29’N-122°46’W

Amdt 2C 10AUG23

NW-1 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 20
BREMERTON NTL (PWT)

**AWOS-3PT**
121.2

**SEATTLE APP CON**
120.1 254.4 269.125

**CLNC DEL**
127.1

**UNICOM**
123.05 (CTAF)

- **Circling NA for Cats C and D west of Rwy 2-20.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Seattle-Tacoma Intl altimeter setting. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet; increase LNAV Cat A and increase Circling Cats C/D visibility 1/2 SM. Inop table does not apply to LNAV/VNAV all Cats.

**MISSED APPROACH:**
- Climb to 4000 direct CEBOD and on track 170° to CARRO and hold, continue climb-in-hold to 4000.

**VNAV**
- LNAV/F-NAV MDA 1396-4 954 (1000-4)
- LNAV MDA 1300-1/2 858 (900-1/2) 1300-3/4 858 (900-3/4) 1300-2 858 (900-2) 1300-2 1/2 856 (900-2 1/2) 1300-2 3/4 856 (900-2 3/4)

**LNAV only**
- 1096 DA

**CIRCLING**
- 1300-1/4 856 (900-1/4)

**AWOS-3PT**
121.2

**SEATTLE APP CON**
120.1 254.4 269.125

**CLNC DEL**
127.1

**UNICOM**
123.05 (CTAF)

- **Circling NA for Cats C and D west of Rwy 2-20.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Seattle-Tacoma Intl altimeter setting. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet; increase LNAV Cat A and increase Circling Cats C/D visibility 1/2 SM. Inop table does not apply to LNAV/VNAV all Cats.

**MISSED APPROACH:**
- Climb to 4000 direct CEBOD and on track 170° to CARRO and hold, continue climb-in-hold to 4000.

**VNAV**
- LNAV/F-NAV MDA 1396-4 954 (1000-4)
- LNAV MDA 1300-1/2 858 (900-1/2) 1300-3/4 858 (900-3/4) 1300-2 858 (900-2) 1300-2 1/2 856 (900-2 1/2) 1300-2 3/4 856 (900-2 3/4)

**LNAV only**
- 1096 DA

**CIRCLING**
- 1300-1/4 856 (900-1/4)
RNAV (GPS)-A  BROOKINGS (BOK)

**APP CRS** 126°  **Rwy Idg** N/A  **TDZE** N/A  **Apt Elev** 462

RNP APCH - GPS.

✈ Procedure NA at night. Circling NA northeast of Rwy 12-30. Rwy 12 and 30 helicopter visibility reduction below 1 SM NA.

溲 Procedure NA for arrival on CEC VORTAC airway radials 348 CW 040.

Final approach course offset 3.35°

<table>
<thead>
<tr>
<th>MSA BOK 25 NM</th>
<th>AWOS-3PT 132.025</th>
<th>SEATTLE CENTER 124.85 306.3</th>
<th>UNICOM 122.8 (CTAF)</th>
</tr>
</thead>
</table>

Mesh 42°04'N-124°17'W 2024-05-08

**ELEV 462**

**MIRL Rwy 12-30**

**CIRCLING**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CIRCLING</strong></td>
<td>1600-1¼</td>
<td>1600-1½</td>
<td>1138 (1200-1¼)</td>
<td>1138 (1200-1½)</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 31

BUFFALO, WYOMING
AL-5705 (FAA)

When Rwy 13 VGSi inop, Circling Rwy 13 NA at night. Baro-VNAV and VDP NA when using Sheridan altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 48°C (120°F). Circling NA southwest of Rwy 13-31. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sheridan altimeter setting and increase all DA/MDA 200 feet; increase all LPV, LNAV/VNAV, and all LNAV and Circling Cat C/D visibilities ¾ mile.

MISSED APPROACH: Climb to 6000, then climbing right turn to 7000 direct ONECI and hold.

 Procedure NA for arrivals at CZI VOR/DME on airway radials 256 CW 048.

VGI and RNAV glidepath not coincident. (VGI Angle 3.00/TCH 42)

* LNAV only

---

**(FAF) NICIG

(LIF/IAF) ONECI

7 NM

7000

ONECI

Holding Pattern

7000

---

6000

7000

ONECI

VGI and RNAV glidepath not coincident. (VGI Angle 3.00/TCH 42)

* LNAV only

---

** LNAV/VNAV

LNAV DA

380 (400-1)

5320-1

5320-1/2

LNAV MDA

5320-1

5320-1/3

5320-1/2

5320-1/3

CIRCLING

5440-1

5440-1/2

5440-1/3

5440-1/2

---

CATEGORY

A

B

C

D

LPV DA

250 (300-¾)

5190-3/4

5275-1/6

335 (400-11/6)

LNAV/VNAV DA

5320-1/3

5320-1/2

5320-1/3

5320-1/3

5320-1/3

5320-1/2

5320-1/3

5320-1/3

---

LNAV MDA

5320-1

5320-1/3

5320-1/2

5320-1/3

5320-1/2

5320-1/3

5320-1/2

5320-1/3

---

380 (400-1)

5320-1

5320-1/3

5320-1/2

5320-1/3

5320-1/2

5320-1/3

5320-1/2

---

CIRCLING

5440-1

5440-1/2

5440-1/3

5440-1/2

5440-1/3

5440-1/2

5440-1/3

5440-1/2

---

UNICOM

122.8 (CTAF)

---

ELEV 4970

TDZE 4940

---

ASOS

135.425

SALT LAKE CENTER

127.75 351.9

---

BUFFALO, WYOMING

Amdt 1A 24JUL14
Visibility reduction by helicopters NA. If local altimeter setting not received, use Sheridan altimeter setting and increase all MDAs 600 feet. When VGSI inoperative, procedure NA at night. Circling NA southwest of Rwy 13-31.

**MISSING APPROACH:** Climbing right turn to 7600 via heading 160° and CZI VOR/DME R-319 to MIZNR/14 DME and hold.

**ASOS**
- **135.425**

**SALT LAW CENTER**
- **127.75 351.9**

**UNICOM**
- **122.8 (CTAF)**

**BUFFALO, WYOMING (BYG)**

**JOHNSON COUNTY (BYG)**

**VOR/DME RWY 31**

**VOR/DME CZI**
- **117.3**
- **Chan 120**

**APP CRS**
- **319°**

**Rwy Idg**
- **6143**

**TDZE**
- **4940**

**Apt Elev**
- **4970**

**PROCEDURE NA**

**Arrivals at CZI VOR/DME via V247 southbound.**

**MIZNR/14 DME and hold.**

**VGSI Angle 3.00/TCH 42.**

**MDAs 600 feet. When VGSI inoperative, procedure NA at night.**

**Visibility reduction by helicopters NA. If local altimeter setting not received, use Sheridan altimeter setting and increase all MDAs 600 feet. When VGSI inoperative, procedure NA at night. Circling NA southwest of Rwy 13-31.**
Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at SHONE on V444 northwest bound.

Procedure NA for arrivals at MALTT on V101 southeast bound.
Circling Rwy 2, 20, 24 NA at night. Rwy 2, 20, 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Twin Falls altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

Procedure NA for arrival on TWF VORTAC airway radials 349 CW 097.

ASOS
135.575

TWIN FALLS APP CON
126.7 353.75

CTAF
122.9

MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct BYI VOR/DME and hold.

ELEV 4154

Remain within 10 NM

CATEGORY
A
B
C
D

Knots
60
90
120
150
180
Min:Sec
4:24
2:56
2:12
1:46
1:28

CIRCLING
4640-1
4660-1
4740-1/2
4780-2

486 (500-1)
506 (600-1)
586 (600-1/2)
626 (700-2)

AFD 5A 07DEC17

Amdt 5A 07DEC17
RNAV (GPS) RWY 11

RNAV (GPS) RWY 11
(SKAGIT RGNL (BVS))

**AWOS-3**
121.125

**WHIDBEY APP CON**
120.7 270.8

**UNICOM**
123.075 (CTAF)

**RNAV (GPS) RWY 11 (BVS)**
SKAGIT RGNL

**RNAV (GPS) RWY 11**
LNAV only

**Holding Pattern**
4 NM

**AWOS-3**
121.125

**WHIDBEY APP CON**
120.7 270.8

**UNICOM**
123.075 (CTAF)

**RNAV (GPS) RWY 11 (BVS)**
SKAGIT RGNL

**RNAV (GPS) RWY 11**
LNAV only

**Holding Pattern**
4 NM
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. Baro-VNAV and VDP NA when using Friday Harbor altimeter setting. When local altimeter setting not received use Friday Harbor altimeter setting; increase LPV DA to 438 feet, LNAV/VNAV DA to 536 feet and all Cats visibility 1/4 SM; increase all MDA 60 feet.

**RNAV (GPS) RWY 29**

**BURLINGTON/MOUNT VERNON, WASHINGTON**

**APP CRS** 291°

**Rwy Idg** 3000

**TDZE** 127

**Apt Elev** 145

**RNAV (GPS) RWY 29**

**BURLINGTON/MOUNT VERNON, WASHINGTON**

**MISSED APPROACH: Climb to 4000 direct SOCLO and hold, continue climb-in-hold to 4000.**
 Procedure NA for arrivals on ILR VOR/DME airway radial 123.

 Procedure NA for arrivals on ILR VOR/DME airway radial 123.

Procedure NA for arrivals on ILR VOR/DME airway radial 123.

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Procedure NA for arrivals on ILR VOR/DME airway radial 123.

Procedure NA for arrivals on ILR VOR/DME airway radial 123.

Procedure NA for arrivals on ILR VOR/DME airway radial 123.
**VOR RWY 30**
BURNS MUNI (BNO)

**ASOS**
- 135.575

**SALT LAKE CENTER**
- 128.05 306.95

**UNICOM**
- 122.8 (CTAF)

---

**Missed Approach:** Climbing right turn to 8000 in ILR VOR/DME holding pattern.

---

**Landing Data**
- **VOR/DME:** 114.55
- **ILR:** 304°
- **TDZE:** 4148
- **Apt Elev:** 4148

**Approach Course:** 304°

**ILR:**
- Chan 92(Y)

**IAF Wildhorse:**
- VOR RWY 30

**VOR/DME Holding Pattern:**
- Chan 92(Y)
- Remain within 10 NM

**Note:**
- NW-1, 11 JUL 2024 to 05 SEP 2024

---

**ELEV 4148**
**TDZE 4148**

**VOR/DME 43°36'N-118°57'W**

---

**Amdt 3C 23FEB23**

---

**Burns, Oregon**

---

**Burns, Oregon**
Amdt 3C 23FEB23
ILS or LOC RWY 15
BERT MOONEY (BTM)

Circling NA northeast of Rwy 15-33. DME required.
S-ILS 15 for inop ALS, increase all Cats visibility to 2/1 SM.
#S-ILS 15 for inop ALS, increase Cat C/D visibility to 1 SM.
#S-LOC 15 for inop ALS, increase Cat C/D visibility to 1 SM.

MISSED APPROACH: (Do not exceed 190K until 7100) Climb to 7100 then climbing right turn to 11000 direct CPN VOR/DME and hold, continue climb-in-hold to 11000.
#Missed approach requires minimum climb of 365 feet per NM to 8700.

DME REQUIRED
Procedure NA for arrivals at CPN VOR/DME on V257 southbound.

PROCEDURE NA for arrivals at HIA VOR/DME on V217 southbound.
Procedure NA for arrivals at CPN VOR/DME on V217 southbound.

INFORMATION

COPPERTOWN
116.05 CPN Chan 107(Y)

WHITEHALL
Chan 84

REIL Rwys 12 and 30
MIRL Rwys 12-30 and 15-33

MISSING APPROACH: (Do not exceed 190K until 7100) Climb to 7100 then climbing right turn to 11000 direct CPN VOR/DME and hold, continue climb-in-hold to 11000.
#Missed approach requires minimum climb of 365 feet per NM to 8700.

CIRCLING
45°57’N-112°30’W

ILE 13.9
LOC 15

REIL Rwys 12 and 30
MIRL Rwys 12-30 and 15-33

MISSED APPROACH: (Do not exceed 190K until 7100) Climb to 7100 then climbing right turn to 11000 direct CPN VOR/DME and hold, continue climb-in-hold to 11000.
#Missed approach requires minimum climb of 365 feet per NM to 8700.
**DME REQUIRED**

**ASOS**
135.175

**SALT LAKE CENTER**
132.4 338.3

**UNICOM**
123.0 (CTAF)

**NOTE:**
- DME required.
- Circling NA northeast of Rwy 15-33.
- MISSED APPROACH: Climbing right turn to 9300 direct CPN VOR/DME and hold.

**VOR/DME CPN**
- 116.05
- Chan 107(Y)

**APP CRS**
- Rwy Idg
- TDZE
- N/A
- N/A
- 5551

**ELEV**
5551

**IAP**
- COPPERTOWN
  - Chan 116.05 CPN 107(Y)
- MACXA
  - CPN 10

**MISSED APPROACH:**
- Climbing right turn to 9300 direct CPN VOR/DME and hold.

**CATALOGUE**
- CATEGORY A
  - 307°
  - 127°
  - 098°
  - 9300 CPN VOR/DME

**MTA**
- 127°
- 098°
- 9300 CPN VOR/DME

**DER**
- MIRL Rwys 12 and 30
- MIRL Rwys 12-30 and 15-33

**LAT/ Long**
45°57’N-112°30’W

**CONTACT**
- SALT LAKE CENTER 132.4 338.3
- UNICOM 123.0 (CTAF)

**REMARKS**
- 25°C
- 20°C
RNAV (GPS) RWY 12
Caldwell Exec (EUL)

**AWOS-3PT**
135.075

**BIG SKY APP CON**
119.6 269.4

**UNICOM**
123.0 (CTAF)

**Procedure NA** at night. Rwy 12 helicopter visibility reduction below 1 SM NA.

- Baro-VNAV NA when using Boise altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 44°C. When local altimeter setting not received, use Boise altimeter setting and increase all DA/MDA 120 feet and all visibilities 1/2 mile.

- **MISSED APPROACH:** Climb to 5000 direct ADEXE and hold.

---

**Procedure NA** for arrivals at DAGNE via V500 northwest bound.

- Procedure NA for arrivals at DAGNE via V500 northwest bound.

---

**Airport Diagram**

- **WAAS** CH 97707 W12A
- **APP CRS 119°**
- **Rwy Ldg 5500 TDZE 2431 Apt Elev 2432**
- **5 NM Holding Pattern**
- **REDVE**
- **CELUV**
- **MIRL Rwy 12-30**
- **119°**

**Category**

- **LPV**
- **DA**
- **2700-1 269 (300-1)**

- **LNAV**
- **VNAV**
- **DA**
- **2994-2 563 (600-2)**

- **LNAV MDA**
- **2840-1 409 (500-1)**
- **2840-1 409 (500-1 1/4)**

---

**AIR NAV AIDED APPROACH**

- **ADEXE**
- **2786**
- **RW12**
- **5000 ADEXE**
- **3351 ± 4**
- **5 NM**

**RNAV (GPS) RWY 12**
Caldwell Exec (EUL)

Amdt 1C 24MAR22

**CADKI**

**RAPDO**

**Cadwell, Idaho**

**Uncompensated Baro-VNAV NA** when using Boise altimeter setting. When local altimeter setting not received, use Boise altimeter setting and increase all DA/MDA 120 feet and all visibilities 1/2 mile.

**Baro-VNAV NA** when using Boise altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 44°C. When local altimeter setting not received, use Boise altimeter setting and increase all DA/MDA 120 feet and all visibilities 1/2 mile.

**MISSED APPROACH:** Climb to 5000 direct ADEXE and hold.

**Procedure NA** for arrivals at DAGNE via V500 northwest bound.

**RNAV (GPS) RWY 12**
Rwy 12 helicopter visibility reduction below 1 SM NA.

- **Baro-VNAV NA** when using Boise altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 44°C. When local altimeter setting not received, use Boise altimeter setting and increase all DA/MDA 120 feet and all visibilities 1/2 mile.

- **MISSED APPROACH:** Climb to 5000 direct ADEXE and hold.

---

**RNAV (GPS) RWY 12**
Caldwell Exec (EUL)

Amdt 1C 24MAR22

**Uncompensated Baro-VNAV NA** when using Boise altimeter setting. When local altimeter setting not received, use Boise altimeter setting and increase all DA/MDA 120 feet and all visibilities 1/2 mile.

**Baro-VNAV NA** when using Boise altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 44°C. When local altimeter setting not received, use Boise altimeter setting and increase all DA/MDA 120 feet and all visibilities 1/2 mile.

**MISSED APPROACH:** Climb to 5000 direct ADEXE and hold.

**Procedure NA** for arrivals at DAGNE via V500 northwest bound.

---

**AIR NAV AIDED APPROACH**

- **ADEXE**
- **2786**
- **RW12**
- **5000 ADEXE**
- **3351 ± 4**
- **5 NM**

**RNAV (GPS) RWY 12**
Rwy 12 helicopter visibility reduction below 1 SM NA.

- **Baro-VNAV NA** when using Boise altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 44°C. When local altimeter setting not received, use Boise altimeter setting and increase all DA/MDA 120 feet and all visibilities 1/2 mile.

- **MISSED APPROACH:** Climb to 5000 direct ADEXE and hold.

**Procedure NA** for arrivals at DAGNE via V500 northwest bound.
RNAV (GPS) RWY 30
Caldwell Exec (EUL)

Missed Approach: Climb to 5000 feet direct REDVE and hold.

Procedure NA for arrivals on BOI VORTAC airway radials 255 CW 278.

---

Amdt 1B 18JUL19

NW-1, 11 JUL 2024 to 05 SEP 2024

43°39'N-116°38'W

Caldwell, Idaho
Amdt 1B 18JUL19

43°39'N-116°38'W
RNAV (GPS) RWY 8
CASPER/NATRONA COUNTY INTL (CPR)

Procedures

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).

DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).

DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).

DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).

DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).

DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).

DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).

DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).

DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).

DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).

DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).

DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).

DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).

DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).

DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).

DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).

DME/DME RNP-0.3 NA.
RNAV (GPS) RWY 26
CASPER/NATRONA COUNTY INTL (CPR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).
DME/DME RNP-0.3 NA.

Procedure NA for arrivals on DDY VOR/DME airway radials 106 CW 159.

CASPER APP CON: 120.65 354.1
CASPER TOWER: 118.3 (CFAF) 257.8
GND CON: 121.9
CLNC DEL: 257.8
UNICOM: 122.95

ATIS: 126.15

CASPER, WYOMING

AL-72 (FAA)

22027

CASPER, WYOMING

Amdt 1B 25MAR21

NW-1, 11 JUL 2024 to 05 SEP 2024

42°54'N-106°28'W
CASPER, WYOMING

CASPER/NATRONA COUNTY INTL (CPR)

**VOR/DME RWY 21**

- **App CRS**: 10165
- **Rwy Idg**: 5330
- **Apt Elev**: 5344

---

**ATIS**

- **CASPER APP CON**: 120.65 354.1
- **CASPER TOWER**: 118.3 (CTAF) 257.8
- **GND CON**: 121.9
- **CLNC DEL**: 121.9 257.8
- **UNICOM**: 122.95

---

**NoPT for arrival on DDY VOR/DME airway radials 341 CW 137.**

---

**GND CON**

- **Weather**: Visibility Cats C/D   SM, Circling Cat C½ SM and Cat D½ SM.
- **Use**: Douglas altimeter setting, increase all MDAs 180 feet, increase S-21 VDP NA with Douglas altimeter setting.

---

**ATIS**

- **Frequency**: 126.15
- **Location**: CPR

---

**MISSED APPROACH**

- **Climbing right turn to 7600 direct DDY VOR/DME and hold.**

---

**DME**

- **DME**: 7600

---

**IF/IAF**

- **Chan**: 109

---

**DDY**

- **DDY**: 7600

---

**ATIS**

- **Frequency**: 120.65 354.1
- **Location**: CPR

---

**DDY**

- **DDY**: 7600

---

**ATIS**

- **Frequency**: 126.15
- **Location**: CPR

---

**DDY**

- **DDY**: 7600

---

**ATIS**

- **Frequency**: 126.15
- **Location**: CPR

---

**DDY**

- **DDY**: 7600

---

**ATIS**

- **Frequency**: 126.15
- **Location**: CPR

---

**DDY**

- **DDY**: 7600
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 3, 8, 26:  Turn left heading 168°, thence.

TAKEOFF RUNWAY 21:  Turn left, thence.

climb on DDY VOR/DME R-204 to cross ALCOS INT 22 DME at or above 7600, climb-in-hold to MEA for direction of flight, then via (transition) or (assigned route).

CHEROKEE TRANSITION (ALCOS6.CKW):  From over ALCOS on DDY R-204 and CKW R-020 to CKW VOR/DME.

MEDICINE BOW TRANSITION (ALCOS6.MBW):  From over ALCOS on MBW R-322 to MBW VOR/DME.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on a heading between 212° CW 094° from DER as assigned by ATC thence. . . .

TAKEOFF RUNWAY 8: Climb on a heading between 257° CW 094° from DER as assigned by ATC thence. . . .

TAKEOFF RUNWAY 21: Climb on a heading between 195° CW 032° from DER as assigned by ATC thence. . . .

TAKEOFF RUNWAY 26: Climb on a heading between 190° CW 077° from DER as assigned by ATC thence. . . .

... Maintain 14000’ or assigned lower altitude. Expect RADAR vectors to filed/assigned fix/route. Expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS

If no transmissions are received for one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DDY VOR/DME, then via assigned route. Runways 3 and 8 turn left to DDY VOR/DME, runways 21 and 26 turn right to DDY VOR/DME.
RNAV (GPS) RWY 16
CHEHALIS-CENTRALIA (CLS)

Category A

LPV DA
476-1 300 (300-1)

LNAV/VNAV DA
832-2½ 656 (700-2½)

LNAV MDA
900-1 724 (800-1)
900-2 724 (800-2)

CIRCLING
900-1 1080-1½ 1200-3 1300-3
723 (800-1) 903 (1000-1¼) 1023 (1100-3) 1123 (1200-3)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C (59°F) or above 54°C (130°F). Circling NA northeast of Rwy 16-34. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Olympia altimeter setting. When local altimeter setting not received, use Olympia altimeter setting: increase LPV DA to 522 feet, LNAV/VNAV DA to 878 feet and all MDA 60 feet; increase LPV all Cats visibility ¼ SM, LNAV Cat B ½ SM, LNAV Cats C/D ½ SM and Circling Cat B ¾ SM. Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 500 direct CETUV and hold, continue climb in hold to 5000.

Procedure NA for arrival on OLM VORTAC airway radials 151 CW 201.

Procedure NA for arrival at MCKEN on V23 northbound.

Procedure NA for arrival on OLM VORTAC airway radials 151 CW 201.
# RVR 1800 authorized with the use of FD or AP or HUD to DA.

**MISSING APPROACH:** Climb to 6800, then climbing right turn to 8000 direct CYS VORTAC and hold, continue climb-in-hold to 8000 (TACAN aircraft continue on CYS VORTAC R-016 to MARKL/CYS 10 DME and hold N, RT, 196° inbound).

<table>
<thead>
<tr>
<th>ATIS</th>
<th>CHEYENNE APP CON</th>
<th>CHEYENNE TOWER</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>134.425</td>
<td>278.3</td>
<td>118.7 (CTAF)</td>
<td>257.8</td>
<td>122.95</td>
</tr>
</tbody>
</table>

**NOTE:**
- **LOC only**
- Use I-CYS DME when on the localizer course.
- **HORSE INT**
- **COLLA INT** I-CYS
- **One Minute Holding Pattern**
- **GS 3.00°**
- **TCH 35**

### Category

**A**
- **S-ILS 27**
  - 6321/24
  - 200 (200-1½)

**B**
- **S-LOC 27**
  - 6560/24
  - 439 (400-1½)
  - 6560/40
  - 439 (400-½)

**C**
- **CIRCLING**
  - 6640-1
  - 480 (500-1)
  - 6900-2
  - 740 (800-2)
  - 6920-2½
  - 760 (800-2½)

**D**

**LOGAN**

**CHEYENNE, WYOMING**

**Amdt 36 24MAY18**
Procedure NA for arrival at BARGR on V4 southeast bound.

Procedure NA for arrival on CYS VORTAC airway radials 179 CW 317.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 36°C (96°F). DME/DME RNP-0.3 NA.

Rwy 9 helicopter visibility reduction below ¾ SM NA.

**MISSSED APPROACH:** Climb to 8500 direct CIVOS and on track 121° to HAMER and hold.

**ATIS**
134.425 278.3

**CHEYENNE APP CON**
124.55 263.075

**CHEYENNE TOWER**
118.7 (CTAF) 257.8

**GND CON**
121.9 254.275

**UNICOM**
122.95
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 45°C. Rwy 13 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 6600, then climbing left turn to 8500 direct HAMER and hold.
RNAP APCH:

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 45°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000.

# RVR 1800 authorized with use of FD or AP or HUD to DA.

ATIS: 134.425 278.3
CHEYENNE APP CON*: 124.55 263.075
CHEYENNE TOWER*: 118.7 (CTAF) 257.8
GND CON: 121.9 254.275
UNICOM: 122.95

ELEV 6160 D TDZE 6121

MALSR

MISSED APPROACH: Climb to 6600, then climbing right turn to 10400 direct SENSE and hold, continue climb-in-hold to 10400.

6600 10400 SENSE △ H ORSE COLL A 6 NM Holding Pattern

* LNAV only 1.3 NM to RW27

MISSING APPROACH: Climb to 6600, then climbing right turn to 10400 direct SENSE and hold, continue climb-in-hold to 10400.

MALSR

6321/24 200 (200-1/2)
6376/24 255 (300-1/2)
6560/24 439 (400-1/2)
6560/40 439 (400-3/4)
6640-1 480 (500-1)
6900-2 740 (800-2)
6920-2 760 (800-2/3)

Amdt 1A 28FEB19

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 45°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000.

# RVR 1800 authorized with use of FD or AP or HUD to DA.

CHEYENNE, WYOMING
Amrdt 1A 28FEB19
RNAV (GPS) RWY 31

CHEYENNE RGNL/JERRY OLSON FLD (CYS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 45°C.

MISSED APPROACH: Climb to 6600, then climbing left turn to 10400 direct SENSE and hold, continue climb-in-hold to 10400.

ATIS
CHEYENNE APP CON
CHEYENNE TOWER
GND CON
UNICOM
134.425  278.3
124.55  263.075
118.7[CTAF] 257.8
121.9  254.275
122.95

Procedure NA for arrivals on CYS VORTAC airway radials 081 CW 203.

SENSE and hold, continue climb-in-hold then climbing left turn to 10400 direct.

LNAV/VNAV NA below -24°C or above 45°C.

LPV DA
LNAV/VNAV DA
LNAV MDA
CIRCLING

NW-1, 11 JUL 2024 to 05 SEP 2024

CHEYENNE, WYOMING

Amdt 2A  28FEB19
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ANNUAL RATE OF CHANGE
JANUARY 2020

VAR  8.1°  E
0.1° W
0.4% DOW

HANGAR
OLD TERMINAL
HANGAR
FBO
GENERAL AVIATION APRON

HANGARS
NEW TERMINAL
HANGAR
HANGARS

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 15
CHOTEAU (CII)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22° C or above 54° C.

Misssed Approach: Climb to 6200 direct CALAD and hold.

AWOS-2                SALT LAKE CITY CENTER                UNICOM
119.275                133.4  285.4                122.8 (CTAF)

Altimeter setting: 29.925 in Hg.

Procedure NA for arrival on CTB VOR/DME airway radials 073 CW 155.

Procedure NA for arrival on GTF VORTAC airway radials 238 CW 315.

Circling

Orig 05DEC19

CTB

PORT MCINTYRE

RNAV (GPS) RWY 15
CHOTEAU (CII)

Category

LPV DA 4143-1 200 (200-1)
LNAV/ VNAV DA 4193-1 250 (300-1)
LNAV MDA 4420-1 477 (500-1) 4420-1½ 477 (500-1½)
Circling 4440-1 493 (500-1) 4600-1¼ 653 (700-1¼) 4900-3 953 (1000-3)

MIRL Rwys 5-23 and 15-33

5600
148°
7 NM

5600
148°
3.7 NM

3.7 NM
1.4 NM

148°
1.4 NM to RW15

148°
328°

148°
1.4 NM to RW15

148°
328°

148°
328°

148°
328°

148°
328°

148°
328°

148°
328°

148°
328°

148°
328°
RNAV (GPS) RWY 33
CHOTEAU (CII)

**CHOTEAU, MONTANA**

**APP CRS**
338°

**Rwy ldg**
5000

**TDZE**
3943

**Apt Elev**
3947

**MISSED APPROACH:** Climb to 6600 direct AMURE and hold.

**RNP APCH.**

- **RNAV (GPS) RWY 33**
- **CHOTEAU (CII)**

**AWOS-2**
119.275

**SALT LAKE CITY CENTER**
133.4 285.4

**UNICOM**
122.8 (CTAF)

---

**6600**
AMURE

**VGSI and descent angles not coincident**
(VGSI Angle 3.00/TCH 25).

**6600**
AMURE

**CHOTEAU**

**Holding Pattern**

---

**CATEGORY**
A B C D

**RNAV MDA**
4380-1 437 (500-1) 4380-1¼ 437 (500-1¼)

**CIRCLING**
4440-1 493 (500-1) 4600-1½ 4900-3
653 (700-1½) 953 (1000-3)

---

**CHOTE**, 2.9 NM to EMUTE

---

**Apt Elev**
3947

**TDZE**
3943

---

**Final approach course offset 10.00°.**

---

**NoPT for arrival at CHOTEA on V536 westbound.**

---

**CHOTEAU (CII)**

**Orig 05DEC19**

**47°50'N-112°10'W**

**RNNAV (GPS) RWY 33**
RNAV (GPS)-A
CHRISTMAS VALLEY (62S)

Rwy 25 helicopter visibility reduction below 1 SM NA. Circling Rwy 25 NA at night. Use Bend Munaltimeter setting.

Procedures NA for arrivals at POClT on T274, V163 northwest bound.

**BDN AWOS-3**
- **134.425**

**SEATTLE CENTER**
- **127.6 346.35**

**UNICOM**
- **122.8 (CTAF)**

**MISSED APPROACH:** Climbing right turn 7700 direct GAVLE and hold.

**App Crs**: 150°
- Rwy Idg: N/A
- TDZE: N/A
- Apt Elev: 4320

**APP CRS 150°**

**RNAV (GPS)-A**

**CHRISTMAS VALLEY, OREGON**

**Orig A 10AUG23**

**43°14’N-120°40’W**
RNAV (GPS) RWY 30
CIRCLE TOWN COUNTY (4U6)

MISSED APPROACH: Climb to 5000 direct JONOK and hold, continue climb-in-hold to 5000.

**AWOS-2**

- **119.025**

**SALT LAKE CENTER**

- **126.85**
- **305.2**

**UNICOM**

- **122.8 (CTAF)**

Procedure NA for arrivals at EXADE on T331 northeast bound.

**AWOS-2**

- **119.025**

**SALT LAKE CENTER**

- **126.85**
- **305.2**

**UNICOM**

- **122.8 (CTAF)**
Procedure NA for arrivals at TOCUD (IAF) 13600 051° (3.2)
Final approach course offset 3.00°.

Apt Elev 5102  

Yellowstone Rgnl (Cod)

LPV DA 5792-2 695 (700-2)
LNAV/VNAV DA 5891-2½ 794 (800-2¼)
LNAV MDA 5920-1 823 (900-1)  5920-1½ 823 (900-1½)  5920-2½ 823 (900-2½)
CIRCLING 5920-1½ 818 (900-1½)

AWOS-3PT 135.075
SALT LAKE CENTER 127.75 351.9
UNICOM 122.8 (CTAF)

Rwy 4 helicopter visibility reduction below 3/4 SM NA.
Baro-VNAV NA.

Gravel 4.1 NM to (CFFFG)
Final approach course offset 3.00°.

 AWOS-3PT 135.075  SALT LAKE CENTER 127.75 351.9  UNICOM 122.8 (CTAF)
RNAV (GPS) RWY 22
YELLOWSTONE RGNL (COD)
MISSED APPROACH: Climb to 6200 then climbing right turn to 8000 direct OLWOR and hold.

NoPT for arrivals at NICQE on VB5 northwest bound.

CIRCLING

\[ 5.6 \text{ NM} \]

CODY, WYOMING

App Crs 309°

TDZE N/A

Apt Elev 5102

Yellowstone Rgnl (COD)

RNAV (GPS)-B

Al-5243 (FAA)

Amdt 1 26MAR20

-10°C

AWOS-3PT

135.075

SALT LAKE CENTER

127.75 351.9

UNICOM

122.8 (CTAF)

Alan C. Odom
MISSED APPROACH: Climbing left turn to 8400 direct COD VOR/DME and on COD VOR/DME R-357 to SEZJI/COD 11.2 DME and hold.

AWOS-3PT 135.075
SALT LAKE CENTER 127.75 351.9
UNICOM 122.8 (CTAF)

CODY, WYOMING

VOR/111.8 COD
Chan 55
DME required.

-10°C

AMTD 9 26MAR20

NW-1, 11 JUL 2024 to 05 SEP 2024
### AWOS-3PT
- COEUR D'ALENE/PAPPY BOYINGTON FLD (COE)

<table>
<thead>
<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-ILS 6</td>
<td>2491-1/2</td>
<td>200 (200-1/2)</td>
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<tr>
<td>S-LOC 6</td>
<td>2860-1/2</td>
<td>569 (600-1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>2860-1</td>
<td>540 (600-1)</td>
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<tr>
<td></td>
<td>2880-1</td>
<td>560 (600-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Holding Pattern
- COE R-350 inbound to COE VOR/DME outbound then climbing left turn to 6500 on COE R-350.

### Localizer
- COEUR D'ALENE (COE) LOC I-COE 110.7
- Use COE DME when on the localizer course.

### Missed Approach
- Climb to 2900 then climbing left turn to 6000 on COE R-350 outbound then climbing left turn to 6500 on COE R-350 inbound to COE VOR/DME and hold.

### Procedure NA
- Arrival on GEG VORTAC localizer course.
- Use COE DME when on the localizer course.
- Use COE DME when on R-054.

### Holding Pattern
- COEUR D'ALENE, IDAHO
- Amdt 5G 15JUN23

### Diagram
- Localizer 110.7
- I-COE
- AWOS-3PT 135.075
- SPOKANE APP CON 132.1 263.0
- UNICOM 122.8 (CTAF)
- COEUR D'ALENE/PAPPY BOYINGTON FLD (COE)
- LOC I-COE 110.7
- APP CRS 051°
- Rdg 7400
- TPZE 2291
- Apt Elev 2320
- MALS R
- Missed Approach: Climb to 2900 then climbing left turn to 6000 on COE R-350 outbound then climbing left turn to 6500 on COE R-350 inbound to COE VOR/DME and hold.

### Diagram Notes
- Use COE DME when on the localizer course.
- One Minute Holding Pattern
- 6800 5600 231° 051°
- 2900 6000 6500 COE R-350 outbnd
- 5600 231° 051°
- S-ILS 6 2491-1/2 200 (200-1/2)
- S-LOC 6 2860-1/2 569 (600-1/2)
- CIRCLING 2860-1 540 (600-1)
- 2880-1 560 (600-1)
- 3020-2 700 (700-2)
- 3180-2 860 (900-2)
RNAV (GPS) RWY 2
COEUR D'ALENE/PAPPY BOYINGTON FLD (COE)

MISSED APPROACH: Climb to 7000 direct ZEXEL and hold, continue climb-in-hold to 7000.

Procedure NA for arrivals at ATOXE on V253 south bound.

Final approach course offset 19.35°.
RNAV (GPS) RWY 6

CIRCLING RWY 2 NA at night. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -21°C or above 53°C. Circling NA for Cat D southeast of Rwy 6-24.

MISSED APPROACH: Climb to 7000 direct CIMAL and on track 335° to CODSA and on track 269° to DIANN and hold.

AWOS-3PT 135.075
SPOKANE APP CON 132.1 263.0
UNICOM 122.8 (CTAF)
COEUR D'ALENE TWO DEPARTURE (OBSTACLE)  AL-527 (FAA)  COEUR D'ALENE, IDAHO

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climbing left turn to 5400 on COE R-005, then left or right turn direct
COE VOR/DME, then on COE R-107 to KARPS INT to MEA for route of flight.

TAKEOFF RUNWAY 6: Climbing left turn to 5400 on COE R-005, then left or right turn direct
COE VOR/DME, then on COE R-107 to KARPS INT to MEA for route of flight or climb in visual
conditions to cross Coeur D'Alene/Pappy Boyington Field Airport at or above 5300 before
proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF RUNWAY 20: Climbing right turn, thence . . . .

TAKEOFF RUNWAY 24: Climbing left turn, thence . . . .

. . . . climb on COE R-232 to 5300, then right direct COE VOR/DME, then on COE R-107 to
KARPS INT to MEA for route of flight.

NOTE: Chart not to scale.
When local altimeter not received use Miles City altimeter setting. Helicopter visibility reduction below ¾ SM NA.

**AWOS-AV**

- 122.7

**SALT LAKE CENTER**

- 126.85 305.2

**UNICOM**

- 122.7 (CTAF)

**MISSING APCH FIX**

**CHOCO**

- 3945

**BILLING**

- BIL

**JAILR**

- 6000

**LAWTN**

- 5800

**4800**

**3.5 NM to RW06**

**RW06**

- 3859 ±

- 3879 ±

**3.5 NM to RW06**

**5045 when using Miles City altimeter setting.**

**MISSED APPROACH:** Climb to 4500 then climbing left turn to 6000 direct CHOCO WP and hold.
When local altimeter not received use Miles City altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

**AWOS-AV**
| 122.7 |

**SALT LAKE CENTER**
| 126.85 305.2 |

**UNICOM**
| 122.7 (CTAF) |

---

**MISSED APPROACH:** Climb to 4500 then climbing right turn to 6000 direct CHOCO WP and hold.
TAKEOFF MINIMUMS
Rwy 6: Standard.
Rwy 24: NA - ATC.

TAKEOFF OBSTACLE NOTES
Rwy 6: Tree 1492’ from DER, 620’ right of centerline, 20’ AGL/3499’ MSL.
Tree 507’ from DER, 598’ left of centerline, 20’ AGL/3419’ MSL.

NOTE: GPS required.
NOTE: RNAV 1

TAKEOFF RUNWAY 6: Climb direct COLOK then via 089° track to CISPU, thence.

... Maintain 9000, expect filed altitude 10 minutes after departure.
CONUK ONE DEPARTURE (OBSTACLE) (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb direct SITOY then via 314° track to CONUK, thence . . .

. . . Maintain 6000, expect filed altitude 10 minutes after departure.

TAKEOFF MINIMUMS

Rwy 6: NA - ATC.
Rwy 24: 600-3 or standard with minimum climb of 365’ per NM to 4200.

TAKEOFF OBSTACLE NOTE

Rwy 24: Dragline 11510’ from DER, 3559’ right of centerline, 225’ AGL/3964’ MSL.

NOTE: GPS required.
NOTE: RNAV 1

NOTE: Chart not to scale.
RNAV (GPS) RWY 6
CONRAD (S01)

## RNP APCH.

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<thead>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>3915-1</td>
<td>367 (400-1)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>4266-2</td>
<td>718 (800-2)</td>
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<td>LNAV MDA</td>
<td>4220-1</td>
<td>672 (700-1)</td>
<td>4220-17/8</td>
<td>672 (700-1)%</td>
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<tr>
<td>CIRCLING</td>
<td>4220-1</td>
<td>672 (700-1)</td>
<td>4340-1</td>
<td>4460-2 3/4</td>
</tr>
</tbody>
</table>

### CTB ASOS

- **119.025**

### SALT LAKE CITY CENTER

- **133.4 285.4**

### AUNICOM

- **122.8 (CTAF)**

### Procedure NA for arrivals at PENRY on V365 southbound.

- **4645**
- **HOLD 10000 7000**
- **227°**
- **047°**
- **5300**
- **3854**
- **3565 ±**
- **3548**
- **3784**
- **WONVI**
- **5.0 NM to RW06**
- **2850**
- **3700**
- **3350**
- **2.5 NM to RW06**
- **2800**

**RNAV (GPS) RWY 6**

### Procedure NA for arrivals at JEBOB on V21 southeast bound.

- **4645**
- **HOLD 10000 7000**
- **227°**
- **047°**
- **5300**
- **3854**
- **3565 ±**
- **3548**
- **3784**
- **WONVI**
- **5.0 NM to RW06**
- **2850**
- **3700**
- **3350**
- **2.5 NM to RW06**
- **2800**

### MISSED APPROACH: Climb to 4500, then climbing right turn to 7000 direct PENRY and hold, continue climb in hold to 7000.

- **RNAV only.**

### CONRAD, MONTANA

- **Orig 28FEB19**

### RNAV (GPS) RWY 6

- **CONRAD (S01)**

### CONRAD, MONTANA

- **AL-6090 (FAA)**

### ELEV 3548 TDZE 3548

### Holding Pattern

- **7 NM PENRY**
- **10000 7000 227° 047°**
- **5300**
- **3854**
- **3565 ±**
- **3548**
- **3784**
- **WONVI**
- **5.0 NM to RW06**
- **2850**
- **3700**
- **3350**
- **2.5 NM to RW06**
- **2800**

### Holding Pattern

- **7 NM PENRY**
- **10000 7000 227° 047°**
- **5300**
- **3854**
- **3565 ±**
- **3548**
- **3784**
- **WONVI**
- **5.0 NM to RW06**
- **2850**
- **3700**
- **3350**
- **2.5 NM to RW06**
- **2800**

### Holding Pattern

- **7 NM PENRY**
- **10000 7000 227° 047°**
- **5300**
- **3854**
- **3565 ±**
- **3548**
- **3784**
- **WONVI**
- **5.0 NM to RW06**
- **2850**
- **3700**
- **3350**
- **2.5 NM to RW06**
- **2800**
**RNAV (GPS) RWY 24**

**CONRAD (SØ1)**

**CTB ASOS** 119.025

**SALT LAKE CITY CENTER** 133.4 285.4

**AUNICOM** 122.8 (CTAF)

---

**Circling NA to Rwys 15 and 33. RWy 24 helicopter**

visibility reduction below 3/4 SM NA. Baro-VNAV NA.
Use Cut Bank altimeter setting.

---

**Procedure NA for arrivals at WELUR** on V365 northbound.

---

**Procedure NA for arrivals at WEBVO** on V430 eastbound.

---

**The RW24 glidepath is not coincident with the VGS glidepath.** Use RW24 glidepath for arrivals.

---

**Extension to Holding Pattern**

---

**RNAV (GPS) RWY 24**

**CONRAD (SØ1)**

**Category** A B C D

**LPV DA** 3905-1 367 (400-1)

**LNAV/VNAV DA** 4018-1¾ 480 (500-1¾)

**LNAV MDA** 4120-1 582 (600-1) 4120-1¾ 582 (600-1¾)

**Circling**

**LNAV** 4140-1 592 (600-1) 4340-1 792 (800-1) 4462-2¾ 912 (1000-2¾) 4620-3 1072 (1100-3)

---

**CONRAD, MONTANA**

Orig-A 31DEC20

---

**NW-1, 11 JUL 2024 to 05 SEP 2024**
Circling Rwy 28 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, procedure NA. For inop ALS, increase LNAV Cat C/D visibility to 1 3/4 SM.

Procedure NA for arrivals at CRAAF on V287 northeast bound.

Procedure NA for arrivals at MAGOT on V23 northbound.

MISSED APPROACH: Climb to 1100 then climbing left to 3700 direct INNOP and hold, continue climb-in-hold to 3700.
Corvallis, Oregon

RNPA APCH - GPS.

Circling Rwy 28 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. When local altimeter setting not received, procedure NA.

AWOS-3PT
135.775

CASCADE APP CON
127.5 348.7

UNICOM
123.075 (CTAF)

4097

Procedure NA for arrival on CVO/DME airway radials 081 CW 217.

3640

Procedure NA for arrival on EUG VORTAC airway radials 292 CW 015.

2195

MISSED APPROACH: Climb to 1000 then climbing right turn to 4000 direct DERAY and hold, continue climb-in-hold to 4000.

AWOS-3PT 123.075

MIRL Rwys 10-28
HIRL 17-35
REIL Rwy 35

RNPA APCH - GPS.

Circling Rwy 28 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. When local altimeter setting not received, procedure NA.

AWOS-3PT
135.775

CASCADE APP CON
127.5 348.7

UNICOM
123.075 (CTAF)

4097

Procedure NA for arrival on CVO/DME airway radials 081 CW 217.

3640

Procedure NA for arrival on EUG VORTAC airway radials 292 CW 015.

2195

MISSED APPROACH: Climb to 1000 then climbing right turn to 4000 direct DERAY and hold, continue climb-in-hold to 4000.

AWOS-3PT 123.075

MIRL Rwys 10-28
HIRL 17-35
REIL Rwy 35
VOR RWY 17
CORVALLIS MUNI (CVO)

AWOS-3PT 135.775
CASCADE APP CON 127.5 348.7
UNICOM 123.075 (CTAF)

Circling RW 28 NA at night. When local altimeter setting not received, procedure NA. For inop ALS, increase S-17 Cat C/D visibility to 1¾ SM.

CVO VOR/DME R-081 to SHEDD INT/EUG 22.1 DME and hold, continue climb-in-hold to 3000.

MISSED APPROACH: Climbing left turn to 3000 on CVO VOR/DME R-081 to SHEDD INT/EUG 22.1 DME.
When local altimeter setting not received, procedure NA.
Circling Rwy 28 NA at night.

MISSED APPROACH: Climbing left turn to 3000 on CVO VOR/DME R-081 to SHEDD INT/EUG 22.1 DME and hold, continue climb-in-hold to 3000.

AWOS-3PT 135.775
CASCADE APP CON* 127.5 348.7
UNICOM 123.075 (CTAF)

2686

2096

380

3640

2717

1959

3110x75

3100x100

1000x150

5300

211° 3000

211° 3000

3640

CVO

R-081

SHEDD

EUG 22.1

5300

112.9 EU

11.2 EUG

122° 3000

1000

115.4 CVO

388

252°

252°

252°

252°

2900

072°
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 10:** Climbing left turn to 3000 on CVO R-081 to SHEDD INT, thence . . .

**TAKEOFF RUNWAY 17:** Climbing left turn to 3000 heading 020° and on CVO R-081 to SHEDD INT, thence . . .

**TAKEOFF RUNWAYS 28, 35:** Climbing right turn to 3000 heading 150° and on CVO R-081 to SHEDD INT, thence . . .

. . . . on assigned route of flight.

**LOST COMMUNICATIONS**

If not in contact with air traffic control upon reaching 3000, continue climb to assigned altitude direct CVO VOR/DME. Thence on assigned route of flight.
RNAV (GPS) RWY 9
NORTH BIG HORN COUNTY (U68)

Missed Approach: Climb to 4600 then climbing right turn to 8500 direct SEZJI and hold.

Baro-VNAV NA when using Greybull altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 49°C. When RW 9 VGSI inop, Straight-in and Circling minimums NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Greybull altimeter setting and increase all DA 87 feet and all LPV and LNAV/VNAV visibility ½ mile, increase all MDA 100 feet and LNAV Cats C/D visibility ½ mile and increase Circling Cat C visibility ½ mile. Circling NA to RWys 16 and 34.

AWOS-3 119.925  SALT LAKE CENTER 133.25 285.6  UNICOM 123.0 (CTAF)

RNAV (GPS) RWY 9

* LNAV only.
RNAV (GPS) RWY 16
HOBBY FLD (77S)

MISSING APCH FIX: Climbing right turn to 6000 direct CURTI and hold, continue climb-in-hold to 6000.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 34 NA at night. When local altimeter setting not received, use Eugene altimeter setting and increase LPV DA to 1102 feet and all LPV visibilities 1/4 SM, and increase LNAV/VNAV DA to 1474; increase all MDAs 80 feet. Baro-VNAV and VDP NA when using Eugene altimeter setting. Rwy 16 helicopter visibility reduction below 1/2 SM NA.

Procedure NA for arrivals at ALFOR on V23 northbound.

LPV DA 1041-1/3 500 (500-1/3)
LNAV/VNAV DA 1413-2 872 (900-2/3)
LNAV MDA 1820-1 1279 (1300-1)
1279 (1300-1)
1820-3 1279 (1300-3)
CIRCLING 1820-1/2 1820-1 1719 (1800-3) 2199 (2200-3)
1279 (1300-1/2) 1279 (1300-1/2)
NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwy 16: NA - Obstacles.
Rwy 34: 600-2½ with minimum climb of 220’ per NM to 1700, or standard with minimum climb of 365’ per NM to 1300; or 2300-3 for VCOA.

TAKEOFF OBSTACLE NOTES
Rwy 34: Vegetation 79’ from DER, 268’ right of centerline, 548’ MSL.
Fence 197’ from DER, 278’ right of centerline, 8’ AGL/550’ MSL.
Tree 269’ from DER, 287’ right of centerline, 562’ MSL.
Traverse way beginning 438’ from DER, 593’ left of centerline, up to 557’ MSL.
Tree, transmission line beginning 879’ from DER, 434’ left of centerline, up to 573’ MSL.
Pole 1061’ from DER, 374’ right of centerline, up to 586’ MSL.
Pole 1122’ from DER, 172’ left of centerline, 36’ AGL/580’ MSL.
Pole, traverse way beginning 1134’ from DER, 334’ left of centerline, up to 61’ AGL/605’ MSL.
Pole, tree beginning 1214’ from DER, 322’ left of centerline, up to 616’ MSL.
Trees beginning 2367’ from DER, 960’ right of centerline, up to 629’ MSL.
Trees beginning 2448’ from DER, 473’ left of centerline, up to 643’ MSL.
Trees 3232’ from DER, 1009’ left of centerline, 657’ MSL.
Trees beginning 1.7 NM from DER, 2451’ right of centerline, up to 1000’ MSL.
Trees beginning 1.8 NM from DER, 2877’ right of centerline, up to 1040’ MSL.
Trees beginning 1.9 NM from DER, 1338’ right of centerline, up to 98’ AGL/1047’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 34: Climb heading 339° to 1700, then climbing left turn to 4000 direct EUG VORTAC.
VCOA RUNWAY 34: Obtain ATC approval for VCOA when requesting IFR clearance. Cross Hobby Fld at or above 2700 before preceeding on course.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 51°C (124°F).

Procedure NA for arrivals at GAPAR on V536 eastbound.

**MISSING APCH FIX**
- 4440
- 9000
- PENRY

**LNAV only**

**CATEGORY**
- A
- B
- C
- D

**LPV DA**
- 4058-1
- 200 (200-1)

**LNAV/VNAV DA**
- 4108-1
- 250 (300-1)

**LNAV MDA**
- 4240-1
- 382 (400-1)
- 382 (400-1½)

**CIRCLING**
- 4280-1
- 422 (500-1)
- 4400-1½
- 462 (500-1)
- 542 (600-1½)
- 4620-2½

- 7 NM
- Holding Pattern
- JOVEN
- CIGUD

- 1.7 NM to RW14
- RW14

- 1.7 NM
- to RW14

- 0.7
- 1 NM

- 170
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 51°C (124°F).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 51°C (124°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4400 then climbing left turn to 9000 direct PENRY and hold.

Procedure NA for arrivals at CTB VOR/DME on V21 southeast bound.
RNAV (GPS) RWY 32
CUT BANK INTL (CTB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 51°C (124°F).

MISSED APPROACH: Climb to 4400 then climbing right turn to 11000 direct WEBVO and hold.

MISSED APCH FIX

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 42).

LNAV only

WEDAP 1.4 NM to RW32

MALCO

MALCO

EPILE

5400

5400

139°

139°

7 NM

7 NM

GS 3.00°
TCH 53

Holding Pattern

CATEGORY

LPV DA
LNAV/ VNAV DA
LNAV MDA
CIRCLING

A

4051-1
4101-1
4160-1
4280-1

B

200 (200-1)
250 (300-1)
309 (400-1)
422 (500-1)

C

4320-1
462 (500-1)
542 (600-1½)

D

4400-1½
542 (600-1½)
762 (800-2½)

48°37'N-112°23'W

172
MISSED APPROACH: Climb to 5400 then right turn direct CTB VOR/DME and hold.
NOTE: GPS required.
NOTE: Climb to 10000 in holding at PENRY if unable to meet crossing restriction.
NOTE: RNAV 1

TAKEOFF MINIMUMS
Rwy 5, 14, 23, 32: Standard with minimum climb of 500' per NM to 4360.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 051° to 4360, then right turn direct MRIAS.
Thence...

TAKEOFF RUNWAY 14: Climb heading 139° to 4360, then direct MRIAS. Thence...

TAKEOFF RUNWAY 23: Climb heading 231° to 4360, then left turn direct MRIAS.
Thence...

TAKEOFF RUNWAY 32: Climb heading 319° to 4360, then left turn direct MRIAS.
Thence...

... via transition.

BRADZ TRANSITION (MRIAS3.BRADZ)
PENRY TRANSITION (MRIAS3.PENRY)
Circling Rw 13 NA at night. DME/DME RNP-0.3 NA. Rw 13
helicopter visibility reduction below 1 SM NA. When local altimeter
setting not received use Anaconda altimeter setting and increase all
MDA 100 feet; increase Cat B visibility 1/4 SM.

MISSED APPROACH: Climb to 13000 direct
JOGUT and on track 277° to APICI and on
track 221° to WAKIX and hold, continue
climb-in-hold to 13000.

AWOS-AV
120.025

SALT LAKE CENTER
133.4 285.4

CTAF
122.9

DEER LODGE, MONTANA
Amdt 1 15SEP16
RNAV (GPS) RWY 16
DEER PARK (DEW)

When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 3/4 SM NA.
Circling NA west of Rwy 16-34.

MISSED APPROACH: Climb to 3500 then climbing left turn to 5700 direct CABGO and hold.

ASOS
135.175

SPOKANE APP CON
123.75 282.25

UNICOM
123.0 (CTAF)

**DEER PARK, WASHINGTON**

**AL-9102 (FAA)**

**RNAV (GPS) RWY 16**

DEER PARK (DEW)

Orig 26MAY16

47°58'N-117°26'W

**DEER PARK, WASHINGTON**

**AL-9102 (FAA)**

**RNAV (GPS) RWY 16**

DEER PARK (DEW)

Orig 26MAY16

47°58'N-117°26'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). When local altimeter setting not received, use Spokane Intl altimeter setting and increase all DA/MDA 80 feet and all visibilities ½ SM. Circling NA west of Rwy 16-34. DME/DME RNP: 0.3 NA. VDP and Baro-VNAV NA when using Spokane Intl altimeter setting.

MISSED APPROACH: Climb to 8100 direct WUSED and via 036° track to DIANN and hold, continue climb-in-hold to 8100.
RNAV (GPS) RWY 35

RNAV (GPS) RWY 35

When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 4, 22, 35 NA.

ASOS

SALT LAKE CENTER

UNICOM

135.225

132.4 338.3

122.8 (CTAF)

Final approach course offset 19.97°.

Procedure NA for arrivals at OSURE on V121 westbound.

Procedure NA for arrivals at UNEPE on V520 southeast bound.

Procedure NA for arrivals at PUFFS on V343 northeast bound.

Procedure NA for arrivals at BLENI and on track 011° to HIA VOR/DME and hold.

MISSED APPROACH: Climb to 11000 direct BLENI and on track 011° to HIA VOR/DME and hold.

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<thead>
<tr>
<th>CATEGORY</th>
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<th>D</th>
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<td>LNAV MDA</td>
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<td>375 (400-1)</td>
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<td>CIRCLING</td>
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<td>5860-1</td>
<td>5980-2</td>
<td>6300-3</td>
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<td>515 (600-1)</td>
<td>615 (700-1)</td>
<td>735 (800-1)</td>
<td>1055 (1100-3)</td>
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</table>

DILLON, MONTANA

AL-121 (FAA)

WAAS

CH 49227

W35A

APP CRS

006°

Rwy Idg

TDZE 5245

Apt Elev 5245

Unemployment

5279

W35A

006°

RNAV (GPS) RWY 35

DILLON (DLN)

RNW-1, 11 JUL 2024 to 05 SEP 2024

5249

5245

12100

283° (25.7)

12100

281° (19.2)

12100

283° (6.5)

12100

281° (12)

12100

283° (25.2)

12100

281° (11.8)

12000

035° (2.2)

12000

035° (3.8)

12000

035° (3.8)

12000


12000

035° (9.1)

11600

035° (2.2)

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035° (2.2)
When local altimeter setting not received, procedure NA.

Night Landing: Rwy 4, 22, 35 NA. Helicopter visibility reduction below 1 SM not authorized.

**MISSING APPROACH:** Climb on DLN VOR/DME R-185 to CAXOK / B.5 DME then climbing right turn to 9400 on heading 360° and on DLN VOR/DME R-235 to DLN VOR/DME and hold.

**ASOS**

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<td>C</td>
<td>5800-1</td>
<td>5860-1</td>
<td>5980-2</td>
<td>6300-3</td>
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<td>CIRCLING</td>
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<td>615 (700-1)</td>
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**SALT LAKE CENTER**

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<tr>
<th>UNICOM</th>
<th>122.8 (CTAF)</th>
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</table>

**DILLON (DLN)**

**VOR/DME-B**

- **App CRS**: 185°
- **TDZE**: N/A
- **Apt Elev**: N/A
- **Rwy Idg**: 5245

**ASOS**:

- 135.225

**SALT LAKE CENTER**:

- 132.4 338.3

**UNICOM**:

- 122.8 (CTAF)

**Procedures**:

- Procedure NA for arrivals at BUCAD on V21 northbound.

**Notes**:

- Night Landing: Rwy 4, 22, 35 NA
- Helicopter visibility reduction below 1 SM not authorized.

**MISSED APPROACH**:

- Climb on DLN VOR/DME R-185 to CAXOK / B.5 DME then climbing right turn to 9400 on heading 360° and on DLN VOR/DME R-235 to DLN VOR/DME and hold.
When local altimeter setting not received, procedure NA.

Night Landing: Rwy 4, 22, 35 NA. Helicopter visibility reduction below 1 SM not authorized.

MIssed Approach: Climb to 9000 on DLN VOR/DME R-185 then climbing right turn to 9600 on heading 360° and DLN VOR/DME R-235 to DLN VOR/DME and hold.

Amdt 8A 28APR16

Reduction below 1 SM not authorized.

Night Landing: Rwy 4, 22, 35 NA. Helicopter visibility reduction below 1 SM not authorized.

MIssed Approach: Climb to 9000 on DLN VOR/DME R-185 then climbing right turn to 9600 on heading 360° and DLN VOR/DME R-235 to DLN VOR/DME and hold.

Amdt 8A 28APR16

Reduction below 1 SM not authorized.

Night Landing: Rwy 4, 22, 35 NA. Helicopter visibility reduction below 1 SM not authorized.
RNAV (GPS) RWY 24

DIXON (DWX)

AWOS: 3PT
119.425

DENVER CENTER
120.475 235.975

CTAF
122.9 

Final approach course offset 18.57°.

0.7 3.4 NM 2.8 NM 2.8 NM 2.8 NM

CATEGORY A B C D

LP MDA 7400-1 7400-1 7400-2 851 (900-1) 7400-2 851 (900-2)

LNAV MDA 7420-1 7420-1 7420-2 871 (900-1) 7420-2 871 (900-2)

CIRCLING 7420-1 871 (900-1) 7440-2 891 (900-2) 7900-3 1351 (1400-3)

MISSED APPROACH: Climbing right turn to 9500 direct KHEDA and hold, continue climb-in-hold to 9500.

Straight-in RWY 24 NA at night, Circling RWY 24 NA at night.

RNAV (GPS) RWY 24

DIXON (DWX)

AWOS: 3PT
119.425

DENVER CENTER
120.475 235.975

CTAF
122.9 

Final approach course offset 18.57°.

0.7 3.4 NM 2.8 NM 2.8 NM 2.8 NM

CATEGORY A B C D

LP MDA 7400-1 7400-1 7400-2 851 (900-1) 7400-2 851 (900-2)

LNAV MDA 7420-1 7420-1 7420-2 871 (900-1) 7420-2 871 (900-2)

CIRCLING 7420-1 871 (900-1) 7440-2 891 (900-2) 7900-3 1351 (1400-3)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS
Rwy 6: 600-3 or standard with minimum climb of 490'/NM to 7600.

TAKEOFF OBSTACLE NOTES
Rwy 6: Fence, light poles, terrain beginning 47' from DER, 70' left of centerline, up to 12' AGL/6570' MSL.
Light poles 49' from DER, 77' right of centerline, 6553' MSL.
Traverse way, terrain, fence beginning 125' from DER, 2' right of centerline, up to 6570' MSL.
Traverse way beginning 339' from DER, 224' right of centerline, 6574' MSL.
Traverse way, terrain, fence beginning 414' from DER, 1' right of centerline, up to 6576' MSL.
Traverse way, terrain beginning 521' from DER, 107' left of centerline, up to 6575' MSL.
Traverse way, terrain beginning 547' from DER, 92' left of centerline, up to 6582' MSL.
Traverse way, terrain, vegetation beginning 697' from DER, 13' left of centerline, up to 6590' MSL.
Fence 861' from DER, 254' right of centerline, 6' AGL/6577' MSL.
Fence 913' from DER, 225' right of centerline, 8' AGL/6579' MSL.
Vegetation, terrain beginning 1356' from DER, 322' left of centerline, up to 6594' MSL.
Terrain beginning 1466' from DER, 558' left of centerline, up to 6597' MSL.
Vegetation, terrain beginning 1651' from DER, 439' left of centerline, up to 6598' MSL.
Terrain, fence, beginning 1710' from DER, 535' left of centerline, up to 6601' MSL.
Vegetation, terrain beginning 1823' from DER, 155' left of centerline, up to 6602' MSL.
Vegetation, terrain beginning 1908' from DER, 639' left of centerline, up to 6608' MSL.
Vegetation, terrain beginning 2056' from DER, 680' left of centerline, up to 6610' MSL.
Vegetation, terrain beginning 2280' from DER, 584' left of centerline, up to 6611' MSL.
Terrain beginning 2365' from DER, 815' left of centerline, up to 6614' MSL.
Vegetation beginning 2402' from DER, 935' left of centerline, up to 6618' MSL.

(NOTES CONTINUED ON FOLLOWING PAGE)

DEPARTURE RUNWAY 6: Climb on heading 062° to 7049, then climb direct to YEGUS, then on depicted route to NEDAE, thence... . . .

... expect filed altitude 10 minutes after departure.
TAKEOFF OBSTACLE NOTES

Rwy 6: Terrain, vegetation beginning 2571’ from DER, 959’ left of centerline, up to 6622’ MSL. Vegetation beginning 2854’ from DER, 539’ left of centerline, up to 6625’ MSL. Vegetation beginning 3034’ from DER, 772’ left of centerline, up to 6627’ MSL. Vegetation, terrain beginning 3114’ from DER, 598’ left of centerline, up to 6635’ MSL. Terrain, vegetation, beginning 3208’ from DER, 735’ left of centerline, up to 6641’ MSL. Vegetation 3261’ from DER, 1273’ left of centerline, 6643’ MSL. Vegetation beginning 3270’ from DER, 546’ left of centerline, up to 6646’ MSL. Vegetation, terrain, fence beginning 3380’ from DER, 316’ left of centerline, up to 6655’ MSL. Vegetation, terrain beginning 3517’ from DER, 430’ left of centerline, up to 6656’ MSL. Vegetation 3575’ from DER, 804’ left of centerline, 6657’ MSL. Vegetation, terrain, fence beginning 3598’ from DER, 48’ left of centerline, up to 6662’ MSL. Terrain 3613’ from DER, 360’ right of centerline, 6640’ MSL. Vegetation 3679’ from DER, 290’ right of centerline, 6642’ MSL. Vegetation 3723’ from DER, 573’ right of centerline, 6645’ MSL. Vegetation 3765’ from DER, 160’ right of centerline, 6646’ MSL. Vegetation, terrain beginning 3772’ from DER, 316’ right of centerline, up to 6649’ MSL. Vegetation, terrain, fence beginning 3793’ from DER, 399’ left of centerline, up to 6667’ MSL. Vegetation 3880’ from DER, 648’ right of centerline, 6653’ MSL. Vegetation, terrain beginning 3883’ from DER, 28’ left of centerline, up to 6669’ MSL. Vegetation, terrain beginning 3897’ from DER, 321’ right of centerline, up to 6654’ MSL. Vegetation 3959’ from DER, 465’ right of centerline, 6657’ MSL. Fence, vegetation, terrain beginning 3968’ from DER, 353’ left of centerline, up to 3’ AGL/6676’ MSL. Terrain, vegetation beginning 4026’ from DER, 27’ right of centerline, up to 6659’ MSL. Terrain, vegetation, tree beginning 4027’ from DER, 182’ left of centerline, up to 6680’ MSL. Vegetation, terrain beginning 4093’ from DER, 575’ right of centerline, up to 6664’ MSL. Vegetation 4135’ from DER, 1340’ left of centerline, 6682’ MSL. Fence, terrain, vegetation beginning 4141’ from DER, 10’ right of centerline, up to 4’ AGL/6690’ MSL. Vegetation 4147’ from DER, 311’ right of centerline, 6688’ MSL. Vegetation, terrain beginning 4187’ from DER, 88’ right of centerline, up to 6671’ MSL. Terrain, vegetation beginning 4253’ from DER, 326’ left of centerline, up to 6695’ MSL. Fence 4323’ from DER, 1107’ left of centerline, 3’ AGL/6701’ MSL. Vegetation, terrain beginning 4355’ from DER, 127’ left of centerline, up to 6710’ MSL. Terrain, vegetation beginning 4391’ from DER, 152’ left of centerline, up to 6712’ MSL. Vegetation 4414’ from DER, 489’ right of centerline, 6681’ MSL. Terrain, vegetation beginning 4445’ from DER, 434’ left of centerline, up to 6714’ MSL. Terrain 4452’ from DER, 305’ right of centerline, 6683’ MSL. Terrain, vegetation beginning 4461’ from DER, 182’ right of centerline, up to 6684’ MSL. Terrain 4495’ from DER, 535’ right of centerline, 6685’ MSL. Fence, vegetation, terrain beginning 4497’ from DER, 5’ left of centerline, up to 4’ AGL/6718’ MSL. Terrain, vegetation beginning 4508’ from DER, 79’ right of centerline, up to 6687’ MSL. Terrain, vegetation beginning 4537’ from DER, 159’ left of centerline, up to 6736’ MSL. Vegetation, terrain beginning 4615’ from DER, 504’ right of centerline, up to 6692’ MSL. Terrain, vegetation beginning 4627’ from DER, 252’ left of centerline, up to 6745’ MSL. Terrain 4676’ from DER, 275’ right of centerline, 6696’ MSL. Vegetation, fence beginning 4678’ from DER, 983’ left of centerline, up to 6750’ MSL. Terrain 4696’ from DER, 491’ right of centerline, 6697’ MSL. Vegetation, terrain beginning 4702’ from DER, 358’ right of centerline, up to 6699’ MSL. Vegetation, terrain beginning 4728’ from DER, 124’ right of centerline, up to 6701’ MSL. Terrain beginning 4734’ from DER, 360’ left of centerline, up to 6758’ MSL. Terrain, fence beginning 4741’ from DER, 25’ right of centerline, up to 6703’ MSL. Terrain, vegetation, fence beginning 4756’ from DER, 20’ left of centerline, up to 6762’ MSL. Vegetation, fence beginning 4822’ from DER, 507’ right of centerline, up to 6706’ MSL. Terrain 4883’ from DER, 355’ right of centerline, 6709’ MSL. Vegetation, terrain, fence beginning 4897’ from DER, 12’ right of centerline, up to 6716’ MSL. Vegetation, terrain, fence beginning 5044’ from DER, 132’ right of centerline, up to 6718’ MSL. Vegetation, terrain beginning 5082’ from DER, 528’ right of centerline, up to 6722’ MSL. Terrain, vegetation beginning 5108’ from DER, 425’ right of centerline, up to 6726’ MSL. Terrain 5141’ from DER, 70’ right of centerline, 6730’ MSL. Terrain, vegetation beginning 5149’ from DER, 206’ right of centerline, up to 6731’ MSL.

(Notes continued on following page)
TAKEOFF OBSTACLE NOTES

Rwy 6: Vegetation, terrain beginning 5184' from DER, 225' right of centerline, up to 6736' MSL.
Vegetation 5293' from DER, 635' right of centerline, 6740' MSL.
Vegetation, terrain beginning 5304' from DER, 341' right of centerline, up to 6745' MSL.
Terrain, vegetation beginning 5330' from DER, 139' left of centerline, up to 6770' MSL.
Terrain beginning 5332' from DER, 313' right of centerline, up to 6750' MSL.
Terrain, vegetation, traverse way beginning 5358' from DER, 93' right of centerline, up to 6754' MSL.
Vegetation, fence beginning 5417' from DER, 227' left of centerline, up to 6772' MSL.
Vegetation, fence beginning 5434' from DER, 169' right of centerline, up to 6761' MSL.
Vegetation, traverse way, fence beginning 5457' from DER, 426' right of centerline, up to 6765' MSL.
Terrain, vegetation beginning 5468' from DER, 253' left of centerline, up to 6792' MSL.
Terrain, vegetation, fence beginning 5546' from DER, 97' left of centerline, up to 6799' MSL.
Terrain 5546' from DER, 512' right of centerline, 6771' MSL.
Terrain, traverse way, vegetation, fence beginning 5553' from DER, 17' right of centerline, up to 6780' MSL.
Vegetation, traverse way, fence beginning 5628' from DER, 38' right of centerline, up to 6784' MSL.
Terrain, traverse way, fence, vegetation beginning 5679' from DER, 378' right of centerline, up to 6799' MSL.
Terrain, vegetation beginning 5684' from DER, 313' left of centerline, up to 6805' MSL.
Terrain, vegetation, fence beginning 5730' from DER, 12' left of centerline, up to 6814' MSL.
Terrain 5751' from DER, 158' right of centerline, 6819' MSL.
Vegetation, terrain, fence, traverse way beginning 5761' from DER, 245' right of centerline, up to 6828' MSL.
Traverse way, fence, vegetation, terrain beginning 5862' from DER, 106' right of centerline, up to 6830' MSL.
Terrain, vegetation beginning 5936' from DER, 41' left of centerline, up to 6825' MSL.
Terrain 5981' from DER, 451' left of centerline, 6826' MSL.
Terrain, fence, vegetation beginning 5981' from DER, 262' left of centerline, up to 6831' MSL.
Traverse way, vegetation beginning 5988' from DER, 231' right of centerline, up to 6832' MSL.
Terrain, fence, traverse way beginning 5994' from DER, 192' right of centerline, up to 6842' MSL.
Vegetation, terrain, traverse way, fence beginning 6007' from DER, 66' right of centerline, up to 6848' MSL.
Traverse way, terrain, fence, vegetation beginning 1 NM from DER, 64' left of centerline, up to 6915' MSL.
Terrain, vegetation beginning 1 NM from DER, 24' right of centerline, up to 6943' MSL.
Traverse way, vegetation, terrain beginning 1.1 NM from DER, 23' right of centerline, up to 6957' MSL.
Terrain, vegetation beginning 1.1 NM from DER, 11' left of centerline, up to 6944' MSL.
Terrain, vegetation beginning 1.2 NM from DER, 7' left of centerline, up to 6986' MSL.
Vegetation, terrain, traverse way, fence beginning 1.2 NM from DER, 13' right of centerline, up to 6988' MSL.
Fence, vegetation, terrain beginning 1.4 NM from DER, 58' left of centerline, up to 4' AGL/6997' MSL.
Fence, vegetation, terrain, tree beginning 1.5 NM from DER, 11' left of centerline, up to 7013' MSL.
Fence, trees, building beginning 1.5 NM from DER, 3' right of centerline, up to 7002' MSL.
Fence, trees, terrain, vegetation beginning 1.6 NM from DER, 14' left of centerline, up to 7022' MSL.
Terrain, vegetation, fence, tree beginning 1.7 NM from DER, 265' left of centerline, up to 7079' MSL.
Trees, terrain, building, vegetation, traverse way beginning 1.8 NM from DER, 195' left of centerline, up to 7097' MSL.
Vegetation, terrain, traverse way beginning 1.9 NM from DER, 240' left of centerline, up to 7098' MSL.
Traverse ways, terrain, vegetation, tree beginning 2 NM from DER, 23' left of centerline, up to 7117' MSL.
Terrain, vegetation, building, tree beginning 2.3 NM from DER, 1041' left of centerline, up to 7123' MSL.
Vegetation 2.5 NM from DER, 3077' left of centerline, 6952' MSL.
TAKEOFF MINIMUMS
Rwy 24: 300-1/4 or standard with minimum climb of 228'/NM to 6800, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient. Takeoff must occur no later than 1900' prior to DER.

TAKEOFF OBSTACLE NOTES
Rwy 24: Fence, light poles beginning 3' from DER, 113' right of centerline, up to 8' AGL/6475' MSL.
- Vehicle on road 10' from DER, 289' left of centerline, 6489' MSL.
- Building, light poles beginning 15' from DER, 113' left of centerline, up to 23' AGL/6493' MSL.
- Sign 62' from DER, 408' left of centerline, 32' AGL/6507' MSL.
- Vehicle on road beginning 76' from DER, 301' right of centerline, up to 6479' MSL.
- Antenna, buildings, fence, vehicle on road, poles, transmission lines beginning 77' from DER, 291' left of centerline, up to 46' AGL/6516' MSL.
- Vehicle on road, trees beginning 1.3 NM from DER, 2441' left of centerline, up to 6703' MSL.
- Tree 1.3 NM from DER, 2419' left of centerline, 6683' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 24: Climb on heading 242° to 7049, then right turn direct DYNES, thence. . . .

. . . . expect filed altitude 10 minutes after departure.
RNAV (GPS) RWY 11
CONVERSE COUNTY (DGW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F).

**RNAV APCH.**

- MISSED APPROACH: Climb to 8000 direct CINVI and hold.

**ASOS**  
135.225

**DENVER CENTER**  
135.6 363.025

**UNICOM**  
122.8 (CTAF)

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**ELEV** 4933  
**TDZE** 4921

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**REIL** Rwy 11 and 29  
**MIRL** Rwys 11-29 and 5-23

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**DOUGLAS, WYOMING**  
Orig-A 07NOV19
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 39°C.

MISSED APPROACH: Climb to 8000 direct CULIS and hold.

- **Category**
  - **A**
  - **B**
  - **C**
  - **D**

- **LPV DA**
  - 5133-3/4
  - 200 (200-3/4)

- **LNAV/VNAV DA**
  - 5369-1/2
  - 436 (500-1/4)

- **LNAV MDA**
  - 5440-1
  - 507 (600-1)
  - 5440-1/2
  - 507 (600-1/2)

- **CIRCLING**
  - 5520-1
  - 587 (600-1)
  - 5680-2
  - 1/4
  - 747 (800-2)
  - 1/4
  - 887 (900-3)

**RNAV (GPS) RWY 29**

**CONVERSE COUNTY (DGW)**

DOUGLAS, WYOMING

Amdt 1B 06OCT22

42°48'N-105°23'W
VOR Rwy 29
Converse County (DGW)

S-29 5960-1 1027 (1100-1½)
5960-1½ 1027 (1100-1½)
5960-3 1027 (1100-3)

Circling 5960-1 1027 (1100-1½)
5960-1½ 1027 (1100-1½)
5960-3 1027 (1100-3)

ONKEE Fix Minimums

S-29 5420-1 487 (500-1)
5420-1½ 487 (500-1½)
5420-1½ 487 (500-1½)
5420-1½ 487 (500-1½)
5420-3 5820-3
5820-3 887 (900-3)

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).

MISSED APPROACH: Climbing right turn to 8000 via heading 160° and IIP VOR/DME R-326 to IIP VOR/DME and hold, continue climb-in-hold to 8000.

FAF to MAP 9.4 NM

DOUGLAS, WYOMING
Amdt 1C 06OCT22

42°48'N-105°23'W
189
Procedure NA for arrivals at LAMON on V298 eastbound.

Final approach course offset 19.81°.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).

HOLD 14000 11100 019° (199°) 7 NM

Final approach course offset 19.81°.

Procedure NA for arrivals at OLNUE on V465 southeast bound.

Procedure NA for arrivals at OLNUE on V465 southwest bound.

7 NM Holding Pattern RUDTO VICT FNMOD 019° 9800 9000 016° 7020 10300 11100 NoPT 087° (31.4) 11100 11100 019° (2.9) 7 NM

Final approach course offset 19.81°.

Final approach course offset 19.81°.

RNP APCH.

Circling NA for Cats C and D southeast of Rwy 4-22.

MISSED APPROACH: Climb to 7000 then climbing left turn to 10300 direct LAMON and hold, continue climb-in-hold to 10300.

Procedure NA for arrivals at LAMON on V298 eastbound.

Final approach course offset 19.81°.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).

HOLD 14000 11100 019° (199°) 7 NM

Final approach course offset 19.81°.

Procedure NA for arrivals at OLNUE on V465 southeast bound.

Procedure NA for arrivals at OLNUE on V465 southwest bound.

7 NM Holding Pattern RUDTO VICT FNMOD 019° 9800 9000 016° 7020 10300 11100 NoPT 087° (31.4) 11100 11100 019° (2.9) 7 NM

Final approach course offset 19.81°.
RNAV (GPS)-A
DRIGGS/REED MEML (DIJ)

Circling NA for Cats C and D southeast of Rwy 4-22.

DME/DME RNP-0.3 NA.

Procedure NA for arrivals at SABAT on T331 southwest bound.

AWOS-3PT
120.775

SALT LAKE CENTER
128.35 239.25

UNICOM
122.7 (CTAF)

INDEX

Amdt 1A  01FEB18

RNAV (GPS)-A

CIRCLING
6900-1 669 (700-1)
6900-1¾ 669 (700-1¾)
7400-3 1169 (1200-3)

DRIGGS/REED MEML (DIJ)

43°45'N-111°06'W

191
LAMON THREE DEPARTURE (OBSTACLE) (RNAV)

TAKEOFF MINIMUMS
Rwy 4: Standard with a minimum climb of 245' per NM to 7700.
Rwy 22: Standard with a minimum climb of 253' per NM to 8800.

TAKEOFF OBSTACLE NOTES
Rwy 4: Fence 35' from DER, 288' right of centerline, 5' AGL/6238' MSL.
Tree 498' from DER, 266' right of centerline, 6246' MSL.
Tree 1029' from DER, 402' left of centerline, 6266' MSL.
Vehicle on road 1320' from DER, 17' left of centerline, 15' AGL/6246' MSL.
Vehicle on road 1355' from DER, 264' right of centerline, 15' AGL/6267' MSL.
Tree 1908' from DER, 409' right of centerline, 6282' MSL.
Rwy 22: Multiple buildings beginning 73' from DER, 463' right of centerline, up to 50' AGL/6167' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 036° to 6731, then climbing left turn direct LAMON. Thence . . .

TAKEOFF RUNWAY 22: Climb on heading 216° to 6731, then climbing right turn direct LAMON. Thence . . .

. . . continue climb in LAMON holding pattern to cross LAMON at or above 13000 before proceeding on course.
RNAV (GPS) RWY 16
ORCAS ISLAND (ORS)

Amdt 2 19JUL18
EASTSOUND, WASHINGTON

AWOS-3 135.425
WHIDBEY APP CON 118.2 285.65 (SOUTH)
VICTORIA APP CON 132.7 290.8 (NORTH)
CTAF 128.25 0

Circling to Rwy 34 NA at night. Rwy 16 helicopter visibility reduction below 1/2 SM NA. When local altimeter setting not received, use Friday Harbor altimeter setting and increase all MDA 40 feet.

# Missed approach requires minimum climb of 385 feet per NM to 980.

Final approach course offset 30.00°.
#### TAKEOFF MINIMUMS

Rwy 16: 400-1 with minimum climb of 500’ per NM to 1900 or standard with minimum climb of 901’ per NM to 600.

**NOTE:** Chart not to scale.

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**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 16:** Climb heading 163° to 1900 then direct FEGBA. Expect RADAR vectors on assigned route.
RNAV (GPS) RWY 29
BOWERS FLD (ELN)

Rwy 29 helicopter visibility reduction below \( \frac{3}{4} \) SM NA. When local altimeter setting not received, use Wenatchee altimeter setting and increase all MDA 140 feet and Cat A visibility \( \frac{1}{4} \) SM. VDP NA when using Wenatchee altimeter setting.

**MISSED APPROACH:** Climbing right turn to 5400 direct ELIYO and hold, continue climb-in hold to 5400.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>SEATTLE CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.375</td>
<td>132.6 269.35</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

Procedure NA for arrivals at BOVYA via V2 northeast bound.
RNAV (GPS) RWY 34
ENNIS BIG SKY (EKS)

Circling NA east of Rwy 16-34. Rwy 34 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA.

AWOS-3P 119.85

BIG SKY APP CON* 118.975 226.675

UNICOM 122.8 (CTAF)

Procedure NA for arrivals at WAIDE on V343 southbound.

Procedure NA for arrivals at WAIDE on V343 southbound.

Procedure NA for arrivals at WAIDE on V343 southbound.

Procedure NA for arrivals at WAIDE on V343 southbound.

Procedure NA for arrivals at WAIDE on V343 southbound.

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Procedure NA for arrivals at WAIDE on V343 southbound.

Procedure NA for arrivals at WAIDE on V343 southbound.

Procedure NA for arrivals at WAIDE on V343 southbound.
TAKEOFF OBSTACLE NOTES

Rwy 16: Fence, vegetation, ridges beginning 105' from DER, 278' left of centerline, up to 5' AGL/5508' MSL.
Fence, vegetation, ridges beginning 185' from DER, 278' left of centerline, up to 5' AGL/5508' MSL.
Ridge 458' from DER, 570' left of centerline, 5362' MSL.
Power lines, building beginning 678' from DER, 463' left of centerline, up to 29' AGL/5393' MSL.
Power lines, tree, vehicles on road beginning 971' from DER, 458' left of centerline, up to 33' AGL/5396' MSL.

Rwy 34: Ridge 71' from DER, 22' left of centerline, 5439' MSL.
Ridge 71' from DER, 228' right of centerline, 5450' MSL.
Ridge 192' from DER, 493' right of centerline, 5463' MSL.
Ridges, fence beginning 194' from DER, 6' left of centerline, up to 5442' MSL.
Ridges, vegetation beginning 401' from DER, 85' right of centerline, up to 5467' MSL.
Vegetation, terrain beginning 531' from DER, 413' right of centerline, up to 5471' MSL.
Ridges, vegetation beginning 575' from DER, 177' right of centerline, up to 5472' MSL.
Vegetation, terrain beginning 726' from DER, 70' right of centerline, up to 5474' MSL.
Ridges, vegetation beginning 773' from DER, 82' right of centerline, up to 5479' MSL.
Ridges, vegetation beginning 991' from DER, 257' right of centerline, up to 5482' MSL.
Terrain, vegetation beginning 1177' from DER, 257' right of centerline, up to 5484' MSL.
Vegetation, ridge line beginning 1331' from DER, 267' right of centerline, up to 5492' MSL.
Vegetation, vegetation beginning 1400' from DER, 254' right of centerline, up to 5496' MSL.
Fence, vegetation beginning 1736' from DER, 310' right of centerline, up to 4' AGL/5508' MSL.

Rwy 16: Standard with minimum climb of 500' per NM to 5933, then minimum climb of 288' per NM to 8800.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 165° to 5933, then climbing right turning to 8800 direct SPHNX, thence . . . .

TAKEOFF RUNWAY 34: Climb on heading 345° to 5933, then direct SPHNX, thence . . . .

. . . . then on track 345° to MDISN, then on track 293° to HIA VOR/DME, then on assigned route, expect clearance to filed altitude/flight level 10 minutes after departure.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet and LNAV Cat C and D visibility ¼ SM.

Procedure NA for arrivals on ELN VOR/DME airway radials 003 CW 086.
RNAV (GPS) RWY 21

EPHRATA MUNI (EPH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; increase visibility LPV all Cats, and LNAV Cats C and D ¼ SM.

RNAV (GPS) RWY 21

EPHRATA MUNI (EPH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; increase visibility LPV all Cats, and LNAV Cats C and D ¼ SM.

RNAV (GPS) RWY 21

EPHRATA MUNI (EPH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; increase visibility LPV all Cats, and LNAV Cats C and D ¼ SM.

RNAV (GPS) RWY 21

EPHRATA MUNI (EPH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; increase visibility LPV all Cats, and LNAV Cats C and D ¼ SM.

RNAV (GPS) RWY 21

EPHRATA MUNI (EPH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; increase visibility LPV all Cats, and LNAV Cats C and D ¼ SM.

RNAV (GPS) RWY 21

EPHRATA MUNI (EPH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; increase visibility LPV all Cats, and LNAV Cats C and D ¼ SM.

RNAV (GPS) RWY 21

EPHRATA MUNI (EPH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; increase visibility LPV all Cats, and LNAV Cats C and D ¼ SM.

RNAV (GPS) RWY 21

EPHRATA MUNI (EPH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; increase visibility LPV all Cats, and LNAV Cats C and D ¼ SM.

RNAV (GPS) RWY 21

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; increase visibility LPV all Cats, and LNAV Cats C and D ¼ SM.

RNAV (GPS) RWY 21

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; increase visibility LPV all Cats, and LNAV Cats C and D ¼ SM.

RNAV (GPS) RWY 21

EPHRATA MUNI (EPH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; increase visibility LPV all Cats, and LNAV Cats C and D ¼ SM.

RNAV (GPS) RWY 21

EPHRATA MUNI (EPH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; increase visibility LPV all Cats, and LNAV Cats C and D ¼ SM.

RNAV (GPS) RWY 21

EPHRATA MUNI (EPH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; increase visibility LPV all Cats, and LNAV Cats C and D ¼ SM.

RNAV (GPS) RWY 21

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; increase visibility LPV all Cats, and LNAV Cats C and D ¼ SM.

RNAV (GPS) RWY 21

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; increase visibility LPV all Cats, and LNAV Cats C and D ¼ SM.

RNAV (GPS) RWY 21

EPHRATA MUNI (EPH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; increase visibility LPV all Cats, and LNAV Cats C and D ¼ SM.

RNAV (GPS) RWY 21

EPHRATA MUNI (EPH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; increase visibility LPV all Cats, and LNAV Cats C and D ¼ SM.
When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all MDA 40 feet, increase S-21 Cat D visibility ¼ mile. VDP NA when using Moses Lake/Grant County Intl altimeter setting. Final approach from EPH VORTAC holding pattern not authorized. Procedure turn required. Circling NA for Cats B, C and D northwest of Rwy 03-21.

**MISSING APPROACH:** Climbing left turn to 4000 via EPH R-182 to PLUSS INT/EPH 13.3 DME and hold. Continue climb-in-hold to 4000.

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**ASOS**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<td>404 (500-1)</td>
<td>1680-1½</td>
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**UNICOM**

<table>
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<tr>
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<th>122.8 (CTAF)</th>
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</table>

**MOSSES LAKE**

115.0 MWH (IF)

Elev 1334

**EPHRATA**

112.6 EPH (IAF)

Elev 2882

**EPHRATA MUNI (EPH)**

VOR RWY 21

EPHRATA, WASHINGTON

Amdt 19A 27JAN22

NW-1, 11 JUL 2024 to 05 SEP 2024

NW-1, 11 JUL 2024 to 05 SEP 2024

NW-1, 11 JUL 2024 to 05 SEP 2024

NW-1, 11 JUL 2024 to 05 SEP 2024
ILS or LOC RWY 16R
MAHLON SWEET FLD (EUG)

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 on heading 230° and on EUG VORTAC R-210 to VAUGHN/EUG 14 DME and hold, continue climb-in-hold to 5000.

ATIS 125.225
CASCADE APP CON* 119.6 348.7

EUGENE TOWER* 118.9 (CTAF) 371.9 (Rwy 16R/34L)
Rwy Idg 124.15 371.9 (Rwy 16L/34R)
Apt Elev

GND CON 121.7 269.5
CLNC DEL 121.7 269.5
UNICOM 122.95

Procedure NA for arrivals on CVO VOR/DME airway radials 081 CW 177.

Use I-EUG DME when on localizer course.
Remain within 10 NM

**SIMULTANEOUS APPROACH AUTHORIZED.**
For uncompensated Baro-VNAV systems, procedure NA below 9°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to 1 SM.

**MISSED APPROACH:** Climb to 5500 on track 164° to COLOX and on track 158° to SAGIN and hold, continue climb-in-hold to 5500.

**Procedure NA for arrivals at VIDAS on V121 eastbound**

**Procedure NA for arrivals at VAUGN on V121 southwestbound, and V495 southbound**

For inop ALS, increase RNP 0.30 all Cats visibility to 1 SM. -9°C or above 54°C. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below 9°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to 1 SM.

**MISSED APPROACH:** Climb to 5500 on track 164° to COLOX and on track 158° to SAGIN and hold, continue climb-in-hold to 5500.

**Procedure NA for arrivals at VIDAS on V121 eastbound**

**Procedure NA for arrivals at VAUGN on V121 southwestbound, and V495 southbound**

For inop ALS, increase RNP 0.30 all Cats visibility to 1 SM. -9°C or above 54°C. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below 9°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to 1 SM.
RNAV (RNP) Z RWY 16R
MAHLON SWEET FLD (EUG)

For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.17 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 5500.

ATIS 125.225
CASCADE APP CON 119.6 348.7

EUGENE TOWER
118.9 (CTAF) 371.9 (Rwy 16R/34L)
124.15 371.9 (Rwy 16L/34R)

GND CON 121.7 269.5
CLNC DEL 121.7 269.5
UNICOM 122.95

Procedure NA for arrival on CVO VOR/DME airway radials 081 CW 217.
Procedure NA for arrivals at VAUGN on V495 southbound and V121.
Procedure NA for arrivals at VIDAS, and on track 209° to TIPIE, and on track 254° to VAUGN and hold, continue climb-in-hold to 5000.

MISSED APPROACH: Climb to 5000 direct TIPIE, and on track 209° to ROKBE, and track 254° to VAUGN and hold, continue climb-in-hold to 5000.

ELEV 374
TDZE 364

See planview for multiple IF locations.

AUTHORIZATION REQUIRED
RNAV (RNP) Z RWY 34L
MAHLON SWEET FLD (EUG)

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. For inop ALS, increase RNP 0.20 all Cats visibility to RVR 5500; increase RNP 0.30 Cats A, B visibility to RVR 6000.

Procedure NA for arrivals at SHEDD on V23 northbound and on V536 northwest bound.

Procedure NA for arrivals at VAUGN on V495 southbound and V121 southeast bound.

Procedure NA for arrivals at DRRAIN on V448 southbound.

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 direct VAUGN and hold.

See planview for multiple IF locations.

RNAV (RNP) Z RWY 34L
MAHLON SWEET FLD (EUG)
RNAV (RNP) Z RWY 34R
MAHLON SWEET FLD (EUG)

MISSED APPROACH: Climb to 3000 on track 344° to KIBKE and on track 007° to ALFOR and hold.

ATIS 125.225
CASCADE APP CON 119.6 348.7
EUGENE TOWER 118.9 (CTAF) 371.9 (Rwy 16R/34L)
GND CON 121.7 269.5
CLNC DEL 121.7 269.5
UNICOM 122.95

Procedure NA for arrivals at SHEDD on V536 westbound and on V23 northbound.

Procedure NA for arrivals at VAUGN on V495 southbound and V21 southwest bound.

Procedure NA for arrivals at SAGIN on V23 southbound.

See planview for multiple IF locations.

AUTHORIZATION REQUIRED

EUGENE, OREGON
AL-140 (FAA)
24025

EUGENE, OREGON
EUGENE, OREGON
EUGENE TOWER

MISSED APCH FIX
ALFOR

RW34R

344°

3698

5600

3331

2572

5000

218°(9.7)

2140

1935

1959

2112

015 X 008

120 K

5 NM

GP 3.00°

TCH 30°

5 NM

344°

NW-1, 11 JUL 2024 to 05 SEP 2024

NW-1, 11 JUL 2024 to 05 SEP 2024

NW-1, 11 JUL 2024 to 05 SEP 2024

NW-1, 11 JUL 2024 to 05 SEP 2024
**RNAV (GPS) Y RWY 16L**

**MAHLON SWEET FLD (EUG)**

**Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For Inop ALS, increase LNAV/VNAV all Cats visibility to 1 SM, increase LNAV Cat C/D visibility to 1 SM.**

<table>
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<tr>
<th>ATIS</th>
<th>CASCADE APP CON</th>
<th>EUGENE TOWER</th>
<th>GND CON</th>
<th>CINC DEL</th>
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<td>125.225</td>
<td>119.6 348.7</td>
<td>118.9 (CTAF)</td>
<td>126.1 269.5</td>
<td>121.7</td>
<td>122.95</td>
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</tbody>
</table>

**Procedure NA for arrivals at SHEDD on V23 northbound.**

**MAILSR**

**MISSING APPROACH: Climb to 5500 direct WELID and on track 160° to SAGIN and hold, continue climb-in-hold to 5500.**

**UNICOM**

**ATIS**

NW-11 JUL 2024 to 05 SEP 2024

**RNAV (GPS) Y RWY 16L**

**MAHLON SWEET FLD (EUG)**

**RNAV (GPS) Y RWY 16L**

**MAHLON SWEET FLD (EUG)**

**RNAV (GPS) Y RWY 16L**

**MAHLON SWEET FLD (EUG)**

**RNAV (GPS) Y RWY 16L**

**MAHLON SWEET FLD (EUG)**

**RNAV (GPS) Y RWY 16L**

**MAHLON SWEET FLD (EUG)**

**RNAV (GPS) Y RWY 16L**

**MAHLON SWEET FLD (EUG)**

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**RNAV (GPS) Y RWY 16L**

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**MAHLON SWEET FLD (EUG)**

**RNAV (GPS) Y RWY 16L**

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**MAHLON SWEET FLD (EUG)**

**RNAV (GPS) Y RWY 16L**

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**RNAV (GPS) Y RWY 16L**

**MAHLON SWEET FLD (EUG)**

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**MAHLON SWEET FLD (EUG)**

**RNAV (GPS) Y RWY 16L**

**MAHLON SWEET FLD (EUG)**

**RNAV (GPS) Y RWY 16L**

**MAHLON SWEET FLD (EUG)**

**RNAV (GPS) Y RWY 16L**

**MAHLON SWEET FLD (EUG)**

**RNAV (GPS) Y RWY 16L**

**MAHLON SWEET FLD (EUG)**
RNAV (GPS) Y RWY 16R
MAHLON SWEET FLD (EUG)

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, increase LNAV Cat C/D visibility to RVR 5500.

Procedure NA for arrival on CVO VOR/DME airway radials 081 CW 217 to HOCUM.

Procedure NA for arrivals at SHEDD on V23 northbound.

RNAV (GPS) Y RWY 16R
MAHLON SWEET FLD (EUG)
**RNAV (GPS) Y RWY 34L**

**MAHLON SWEET FLD (EUG)**

<table>
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<th>ATIS</th>
<th>CASCADE APP CON</th>
<th>EUGENE TOWER* (CTAF)</th>
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<th>CLNC DEL</th>
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**RNAV (GPS) Y RWY 34L**

**MAHLON SWEET FLD (EUG)**

**ATIS**

**CASCADE APP CON**

**EUGENE TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

**Altimeter**

**TDZE 368**

**ELEV 374**

**RNP APCH:**

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS increase LNAV/VNAV visibility Cats A-B to RVR 4500. Inop table does not apply to LPV minimums.

**ODALS:**

**MISSUED APPROACH:** Climb to 1500, then climbing left turn to 4000 direct VAUGN and hold.

**Category B, C, D**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>657/40</td>
<td>289 (300-3/4)</td>
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<tr>
<td>LNAV MDA</td>
<td>760/40</td>
<td>392 (400-3/4)</td>
<td>760/50</td>
<td>392 (400-1)</td>
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<tr>
<td>CIRCLING</td>
<td>446 (500-1)</td>
<td>840-1</td>
<td>626 (700-1/4)</td>
<td>766 (800-2/3)</td>
</tr>
</tbody>
</table>

**VNAV only**

**UNIYE**

**2.1 NM to RW34L**

**FEKOS**

**ZIMKE**

**UJOKU**

**ICACA**

**4 NM Holding Pattern**

<table>
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<td>840-1</td>
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<td>766 (800-2/3)</td>
</tr>
</tbody>
</table>

**MAHLON SWEET FLD (EUG)**
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Rwy 34R helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

**RNAV (GPS) Y RWY 34R**
MAHLON SWEET FLD (EUG)

**RNP APCH.**

ATIS | CASCADE APP CON | EUGENE TOWER | GND CON | CLNC DEL | UNICOM
---|---|---|---|---|---
125.225 | 119.6 348.7 | 118.9 (CTAF) 371.9 (Rwy 16R/34L) | 124.15 371.9 (Rwy 16l/34R) | 121.7 269.5 | 121.7 269.5 | 122.95

**MISSED APPROACH:** Climb to 3000 direct KIBKE then on track 007° to ALFOR and hold.

**RNAV (GPS) Y RWY 34R**
MAHLON SWEET FLD (EUG)

**RNAV (GPS) Y RWY 34R**
MAHLON SWEET FLD (EUG)

**RNAV (GPS) Y RWY 34R**
MAHLON SWEET FLD (EUG)

**RNAV (GPS) Y RWY 34R**
MAHLON SWEET FLD (EUG)

**RNAV (GPS) Y RWY 34R**
MAHLON SWEET FLD (EUG)

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MAHLON SWEET FLD (EUG)

**RNAV (GPS) Y RWY 34R**
MAHLON SWEET FLD (EUG)

**RNAV (GPS) Y RWY 34R**
MAHLON SWEET FLD (EUG)
NOTE: Chart not to scale.

TAKING OFF MINIMUMS
Rwy 16L/16R: Standard with minimum climb of 335' per NM to 4200.
Rwy 34L/34R: Standard with minimum climb of 380' per NM to 4400.

NOTE: Aircraft taxiing beyond Rwy 16R departure end, 500' left of centerline.

NOTE: RADAR required.

TAKEOFF RUNWAYS 16L/16R: Climb heading 164° (or ATC assigned heading) for vectors to assigned route/fix. . . .
TAKEOFF RUNWAYS 34L/34R: Climb heading 344° (or ATC assigned heading) for vectors to assigned route/fix. . . .

. . . maintain 9000 or assigned altitude, expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If not in contact with ATC after reaching 3000', continue climb to assigned altitude direct EUG VORTAC, climb in EUG VORTAC holding pattern to cross EUG VORTAC at or above MEA before proceeding enroute.

EUGENE ONE DEPARTURE
23SEP18
For inoperative MALSR, increase S-LOC 23. Cat D visibility to 1 mile. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7600 then climbing left turn to 12000 via EVW VOR/DME R-213 to COOLI/EVW VOR/DME 16.6 DME and hold, continue climb-in-hold to 12000.

For arrivals at FBR VOR/DME via airway radials 213 CW 285.

Procedure NA for arrivals at FBR VOR/DME via airway radials 213 CW 285.
RNAV (GPS) RWY 5
EVANSTON-UINTA COUNTY BURNS FLD (E/VW)

**RNAV APCH.**

- **If local altimeter setting not received, procedure NA.**
- For uncompensated Baro-VNAV systems, (LNAV/VNAV NA below -29°C (-20°F) or above 34°C (94°F).)

### ASOS
- **Evanston, Wyoming**
- 120.0

### SALT LAKE CENTER
- 127.7 354.125

### GCO
- 121.72

### UNICOM
- 123.0 (CTAF)

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**Amdt 2A**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**REIL Rwy 5**

**HIRL Rwy 5-23**

---

### Category

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td><strong>LPV DA</strong></td>
<td>7391-3/4</td>
<td>250 (300-3/4)</td>
<td></td>
</tr>
<tr>
<td><strong>LNAV/VNAV DA</strong></td>
<td>7643-1/4</td>
<td>502 (500-1/4)</td>
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<tr>
<td><strong>LNAV MDA</strong></td>
<td>7440-1</td>
<td>299 (300-1)</td>
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</table>

---

**EVANSTON-UINTA COUNTY BURNS FLD (E/VW)**

**RNAV (GPS) RWY 5**

**ELEV 7143**

**TDZE 7141**

---

**EVANSTON, WYOMING**

Amdt 2A  07NOV19

---

**41°16'N-111°02'W**

---

**223**
RNAV (GPS) RWY 23
EVANSTON-UINTA COUNTY BURNS FLD (EUVW)

For inoperative MALSR, increase LPV all Cat visibility to 1, LNAV/VNAV Cat D to 1. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C or above 34°C.

Procedure NA for arrivals at FBR VOR/DME via airway radials 213 CW 285.
If local altimeter setting not received, procedure NA.

**ASOS**
120.0

**SALT LAKE CENTER**
127.7 354.125

**GCO**
121.72

**UNICOM**
123.0 (CTAF)

---

**Evanston, Wyoming**

**EVANSTON-UINTA COUNTY BURNS FLD (EVW)**

**VOR/DME RWY 5**

**EVANSTON**
109.6 EVW
---

\*(VGSI Angle 3.00/TCH 45).\*

MISSED APPROACH: Climb to 7600, then climbing right turn to 10600 via heading 255° and EVW VOR/DME R-224 to NAGNE/11.1 DME and hold, continue climb-in-hold to 10600.

---

**NAGNE**
**EVW 11.1**

---

**NAGNE/11.1 DME and hold, continue climb-in-hold to 10600.**

---

**COOLI**
**R-224**

---

**EVAYI**
**Rwy 5**

---

**REIL Rwy 5**
**HIRL Rwy 5-23**

---

**If local altimeter setting not received, procedure NA.**

---

**Category**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-5</td>
<td>7560-1 419 (500-1)</td>
<td>7560-1 419 (500-1)</td>
<td>7800-1 657 (700-1)</td>
<td>8000-2 857 (900-2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>7680-1 537 (600-1)</td>
<td>7760-1 617 (700-1)</td>
<td>7800-1 657 (700-1)</td>
<td>8000-2 857 (900-2)</td>
</tr>
</tbody>
</table>

---

**Orig-A 11AUG22**

---

**EVANSTON-UINTA COUNTY BURNS FLD (EVW)**

---

**VOR/DME RWY 5**

---

**EVANSTON-UINTA COUNTY BURNS FLD (EVW)**

---

**EVANSTON, WYOMING**

---

**41°16'N-111°02'W**

---

**225**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

TAKEOFF RUNWAY 5: Climbing right turn on heading 080° and FBR VOR/DME, R-243 to FBR VOR/DME, continue climb in FBR holding pattern to MEA for direction of flight.

TAKEOFF RUNWAY 23: Climbing left turn on heading 030° and FBR VOR/DME R-243 to FBR VOR/DME, continue climb in FBR holding pattern to MEA for direction of flight.
**ILS Y or LOC Y RWY 16R**

**SEATTLE PAINE FLD INTL (PAE)**

**Circling Rwy 34R NA at night. DME required.**

**DME from PAE VOR/DME. Simultaneous reception of I-PAE and PAE DME required.**

---

### ATIS

<table>
<thead>
<tr>
<th>ATIS</th>
<th>SEATTLE APP CON</th>
<th>PAINE TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>128.65</td>
<td>128.5 306.9</td>
<td>132.95 (CTAF) 256.7</td>
<td>121.8 339.8</td>
<td>127.175</td>
<td>122.95</td>
</tr>
</tbody>
</table>

---

### Procedure NA for arrivals at PAE VOR/DME on V23 southeast bound.

- **CSW VOR/DME to 3000 on heading 163° and PAE.**
- **Circling Rwy 34R NA at night. DME required.**
- **Holding Pattern One Minute.**
- **VGS and ILS glidepath not coincident (VGS Angle 3.00°/TCH 74°).**

---

### Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-ILS 16R</td>
<td>770/18</td>
<td>200 (200-½)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>
Circling Rwy 34R NA at night. DME required. For inop ALS, increase S-LOC 16R Cats C/D visibility to RVR 5500. DME from PAE VOR/DME. Simultaneous reception of I-PAE and DME required.

Procedure NA for arrivals at PAE VOR/DME on V23 southeast bound.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).

One Minute Holding Pattern

WEVBE INT PAE 13.9

PAINE Tower 110.6 PAE 2

HITUT PAE 2

JUGBA PAE 7.6

LOCALIZER 109.3

I-PAE

PAE 13.9

WEBVE INT PAE 13.9

CVV 18.3

ILS Z or LOC Z RWY 16R

SEATTLE PAINE FLD INTL (PAE)

Amdt 1A 01FEB18

NW-1, 11 JUL 2024 to 05 SEP 2024
DME required. Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. DME from PAE VOR/DME. Simultaneous reception of I-PAE and PAE DME required. Procedure NA when control tower closed.

**SA CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**
Circling RWY 34R NA at night. RWY 34L helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct EYWOK and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>SEATTLE APP CON</th>
<th>PAINE TOWER*</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>128.65</td>
<td>128.5 306.9</td>
<td>132.95 (CTAF)</td>
<td>121.8</td>
<td>127.175</td>
<td>122.95</td>
</tr>
</tbody>
</table>

Procedure NA for arrivals at PAE VOR/DME on V287 northeast bound.

Procedure NA for arrival on SEA VORTAC airway radials 310 CW 072.

NoPT at RARYO on DEVYN ARRIVAL.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 75).

LNAV MDA

1020-½, 436 (500-½)

1120-½, 436 (500-½)

1160-2, 552 (600-2)

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1020-½</td>
<td>436 (500-½)</td>
<td>1020-½</td>
<td>436 (500-½)</td>
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<tr>
<td>CIRCLING</td>
<td>1100-1</td>
<td>492 (500-1)</td>
<td>1120-½</td>
<td>512 (600-½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1160-2</td>
<td>552 (600-2)</td>
</tr>
</tbody>
</table>

**Note:** Amdt 3 07DEC17
RNAV (GPS) Y RWY 16R
SEATTLE PAINE FLD INTL (PAE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). Circling Rwy 34R NA at night. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV Cats A/B visibility to RVR 5000.

ATIS 128.65  SEATTLE APP CON 128.5 306.9  PAINE TOWER* 132.95 (CTAF)  GND CON 121.8 339.8  CLNC DEL 127.175  UNICOM 122.95

Procedure NA for arrival at PAE VOR/DME on V287 southeast bound.

RNAV (GPS) Y RWY 16R
SEATTLE PAINE FLD INTL (PAE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). Circling Rwy 34R NA at night. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV Cats A/B visibility to RVR 5000.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). Circling Rwy 34R NA at night. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV Cats A/B visibility to RVR 5000.
RNAV (GPS) Z RWY 16R  
SEATTLE PAINE FLD INTL (PAE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). Circling Rwy 34R NA at night. DME/DME RNP-0.3 NA.

**ATIS**  
**SEATTLE APP CON**  
**PAINE TOWER**  
**GND CON**  
**CLNC DEL**  
**UNICOM**

128.65  
128.5  
306.9  
132.95 (CTAF)  
256.7  
121.8  
339.8  
127.175  
122.95

**MISSED APPROACH:** (Do not exceed 240K until ECEPO) Climb to 1100 then climbing right turn to 3000 direct ECEPO and hold, continue climb-in-hold to 3000.

**RNAV Glideslope Not Coincident**  
(VGSI Angle 3.00°/TCH 74°).

**LNAV and RNAV glidepath not coincident**

**Procedure NA for arrivals at PAE VOR/DME on V287 southeast bound.**

** категория**  
**LPV**  
**DA**  
**LNAV/ VNAV**  
**LNAV MDA**  
**CIRCLING**

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M  
N  
O  
P  
Q  
R  
S  
T  
U  
V  
W  
X  
Y  
Z

770/18  
200 (200-1/2)  
913/30  
343 (400-1/5)  
1000/24  
430 (400-1/5)  
1100-1  
492 (500-1)  
1120-1/2  
512 (600-1/2)  
1160-2  
552 (600-2)  
1.1 NM to RW 16R  
3000 to WEBVE  
1220

**RNAV (GPS) Z RWY 16R**

**SEATTLE PAINE FLD INTL (PAE)**

**ELEV 608 TDZE 570**
Circling Rwy 34R NA at night. DME required.

**VOR-DME PAE**

<table>
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<tr>
<th>APP CRS</th>
<th>PAE TOWER</th>
<th>CGA CON</th>
<th>GND CON</th>
<th>CIRCLING DEL</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>160°</td>
<td>132.95 (CTAF)</td>
<td>121.8</td>
<td>127.175</td>
<td>122.95</td>
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</table>

**GND CON**

- **PAE TOWER**
  - 132.95 (CTAF)
  - 121.8
  - 127.175
  - 122.95

**CIRCLING**

- **ATIS**
  - 128.65
- **SEATTLE APP CON**
  - 128.5
  - 306.9
- **PAINE TOWER**
  - 132.95 (CTAF)
- **GND CON**
  - 121.8
  - 339.8
- **CIRCLING DEL**
  - 127.175
- **UNICOM**
  - 122.95

**MISSING APPROACH**

- Climbing right turn to 2000 on heading 260° and PAE VOR/DME R-236 to ECEPO/PAE 9 DME and hold.

**Radar Required**

- For procedure entry at NICIT.
- For procedure entry at CEVLI.

**Category**

- **A**
  - 1100-1
  - 492 (500-1)
- **B**
  - 1120-1½
  - 512 (600-1½)
- **C**
  - 1160-2
  - 552 (600-2)
- **D**
  - 29 NM
  - 2.9 NM
  - 506°

**ELEV 608**

- 160°
- 2000
- 1500
- 340°
- 160°
- 29 NM
- 2.9 NM

**SEATTLE PAINE FLD INTL (PAE)**

**VOR-A**

**ASSA PAE 25 NM**

- 4800
- 7900
- 5700

**ASSA PAE 100 NM**

- 2371

**ASSA PAE 2371**

- 2371

**ASSA PAE 5700**

- 5700

**ASSA PAE 7900**

- 7900

**ASSA PAE 4800**

- 4800

**ASSA PAE 2371**

- 2371

**ASSA PAE 5700**

- 5700

**ASSA PAE 7900**

- 7900

**ASSA PAE 4800**

- 4800
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
PAINE SIX DEPARTURE

TOP ALTITUDE:
ASSIGNED BY ATC

WHIDBEY ISLAND
Chan 85
NUW 113.8

SEATTLE
116.8 SEA 
Chan 115

PAINE
110.6 PAE 
Chan 43

WENATCHEE
114.35 EAT 
Chan 90[Y]

ELENSBURG
117.9 ELN 
Chan 126

OLYMPIA
113.4 OLM 
Chan 81

HOQUIAM
117.7 HQM 
Chan 124

YAKIMA
116.0 YKM 
Chan 107

NOTE: Chart not to scale.

TAKEOFF MINIMUMS

NOTE: RADAR required.
NOTE: ATC may assign initial heading to be flown and vector departures in all quadrants within 10 miles of the Seattle Paine Fld Intl Airport provided no altitude restrictions imposed prior to reaching MVA.

NOTES:

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16L: Climb heading 164°.
TAKEOFF RUNWAY 16R: Climb heading 163°.
TAKEOFF RUNWAY 34L: Climb heading 343°.
TAKEOFF RUNWAY 34R: Climb heading 344°.

or as assigned for RADAR vectors to join assigned route. Maintain assigned altitude: expect filed altitude flight level five minutes after departure.

LOST COMMUNICATIONS: If not in contact with Seattle approach upon reaching 2000, continue climb to assigned altitude and proceed direct to PAE VOR/DME. Thence via assigned route.
**NW-1, 11 JUL 2024 to 05 SEP 2024**

**SPOKANE, WASHINGTON**

### LOC I-SKA

- **110.3** (APCH CRS 231°)
- **Rwy LGD 13,899**
- **TDZE 2423**
- **Arpt Elev 2462**

### ILS 23

- **FAIRCHILD AFB (KSKA)**

**DME or RADAR rqr for LOC. RADAR rqr for KNOCK holding.**

- **†** When ALS op, increase RVR to 40 and vis to ½ mile.
- **‡** When ALS op, increase RVR to 55 and vis to 1 mile.

**ATIS**

- **SPokane APP CON (208° - 208°)**
- **Tower (209° - 207°)**
- **GND CON (123.6 - 275.8)**

**MISSING APPROACH**: Climb to 7000 via SKA R-235. At CAGUM, turn right heading 005° to intcp SKA R-320 to KNOCK and hold, cont climb in hold to 7000.

- **LOCALIZER 110.3**
  - I-SKA

---

**EMERG SAFE ALT 100 NM 10,900**

- **SKA R-235**
- **SKA R-320**
- **MEDNE**
- **KNOCK R-320**

**TACAN**

- **OLMAE**
- **CIRCLING***
  - 2900-1
  - 2920-1
  - 3040-1½
  - 3040-2
  - 3600-3

**SPOKANE, WASHINGTON**

Amdt 4 03NOV22

---

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**FAIRCHILD AFB (KSKA)**

**ILS or LOC RWY 23**

---

**237**
**SPOKANE, WASHINGTON**

**LOC I-FRC**

110.3

**APCH CRS**

051°

**Rwy Idg**

13,899

**TDZE**

2462

**Arpt Elev**

2462

**AL-553 [USAF]**

FAIRCHILD AFB (KSKA)

**RADAR** required for KNOCK holding.

**ATIS**

257.625

**SPOKANE APP CON**

123.75 282.25 (208° - 028°)

133.35 263.0 (029° - 207°)

**TOWER**

120.35 233.7

**GND CON**

123.6 275.8

---

**CATEGORY II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

---

**LOCALIZER 110.3 I-FRC**

---

**EMERG SAFE ALT** 100 NM 10,900

---

**KNOCK**

7000

**CATET**

14

**PAIGE**

5.4 RADAR

**FANOT**

hdg 275°

**SKA**

R-320

---

**EMERG Safe Alt** 100 NM 10,900

---

**S-ILS 5**

RA 98/12

100

DA 2562

---

**FAIRCHILD AFB (KSKA)**

Amrd 2 03NOV22
RNAV (GPS) RWY 27
TILLITT FLD (1S3)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 53°C (128°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Miles City altimeter setting: increase LPV and LNAV/VNAV DA to 3066 and all visibilities ½ mile. Increase all MDA 100 feet and all Cat C and D visibilities ¼ mile. VDP and Baro-VNAV NA when using Miles City altimeter setting.

MISSED APPROACH: Climb to 6000 direct FREYA and on track 218° to CONUK and hold.

Procedure NA for arrivals at ASHLI on V2-465 northeast bound.

LVNAV and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 29).

* LNAV only

<table>
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<tr>
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<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>2978-1</td>
<td>250 (300-1)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>2978-1</td>
<td>250 (300-1)</td>
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<td></td>
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<tr>
<td>LNAV MDA</td>
<td>3040-1</td>
<td>312 (400-1)</td>
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<tr>
<td>CIRCLING</td>
<td>3160-1</td>
<td>3320-1</td>
<td>3340-1</td>
<td>3700-3</td>
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46°16'N-106°37'W

NW-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 23
FORT BENTON (79S)

**AWOS-3PT**
121.125

**SALT LAKE CENTER**
133.4 285.4

**UNICOM**
122.8 (CTAF)

---

**APP CRS**
228°

**Rwy Idg**
4300

**TDZE**
2864

**Apt Elev**
2869

---

**DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Great Falls altimeter setting and increase all MDAs 200 feet and LNAV visibility Cat C 1/2 SM, and Circling visibility Cat C 3/4 SM. Circling NA to Rwy 14-32.**

**MISSED APPROACH:** Climbing right turn to 5000 direct JOTUN and hold.

**ANEAL**
3.05°

**RNAV (GPS) RWY 23**

**KEVKE**
4.5 NM

**KEVKE**
3.0°

**KEVKE**
6.8°

---

**CATEGORY**

<table>
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<tr>
<th>LN</th>
<th>MDA</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LN</td>
<td>3340-1</td>
<td>476 (500-1)</td>
<td>3460-1/2 (591-600-1/2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3340-1</td>
<td>471 (500-1)</td>
<td>3460-1/2 (591-600-1/2)</td>
</tr>
</tbody>
</table>

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**NORTH AMERICAN NAVATION SYSTEM (NA) W1 11 JUL 2024 to 05 SEP 2024**

---

**FORT BENTON, MONTANA**

**Orig-A 27JAN22**

---

47°51'N-110°38'W
RNAV (GPS) RWY 22
FORT BRIDGER (FBR)

AWOS-3PT 118.8
SALT LAKE CENTER 124.35 353.5
UNICOM 122.8 (CTAF)

Category B visibility 1/2 SM, Cat D visibility 1/2 SM.

RNAV (GPS) RWY 22

Circling NA to Rwys 7 and 25. When local altimeter setting not received, use Evanston altimeter setting and increase all MDAs 100 feet, increase LNAV Cats C and D visibility 1/2 SM, Circling Cat C visibility 1/2 SM and Cat D visibility 1/2 SM.

MISSED APPROACH: Climb to 7500, then climbing right turn to 12000 direct EXILE and hold, continue climb-in-hold to 12000.

RNP APCH.

FORT BRIDGER, WYOMING
AL-148 (FAA)
20086
Circling NA to Rwys 7 and 25. When local altimeter setting not received, use Evanston altimeter setting and increase all MDAs 100 feet, increase S-22 Cats C and D and Circling Cat C visibility \( \frac{3}{2} \) SM, and Circling Cat D visibility \( \frac{1}{2} \) SM.

**MISSED APPROACH:**
Climbing right turn to 9000 in FBR VOR/DME holding pattern.

**Amdt 2A  10OCT19**

**AWOS-3PT**
118.8

**SALT LAKE CENTER**
124.35 353.5

**UNICOM**
122.8 (CTAF)

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-22</td>
<td>7440-1</td>
<td>422 (500-1)</td>
<td>7440-1½</td>
<td>422 (500-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>7480-1</td>
<td>7500-1</td>
<td>7660-1½</td>
<td>7680-2</td>
</tr>
</tbody>
</table>

**ELEV 7038**

**TDZE 7018**
**ILS or LOC RWY 34**

**NORTHEAST WYOMING RGNL (GCC)**

**LOC/DME I-LLT 110.1**

**APP CRS 341°**

**Rwy Idg 7500**

**TDZE 4365**

**Apt Elev 4365**

**MALSR**

**ADFR or DME required.**

- Circling Rwy 3 NA at night. For inop ALS when using GILYE FIX minimums, increase Cat C/D visibility to 1½ SM.

**MISSED APPROACH:** Climb to 5700 then climbing left turn to 7000 on heading 150° and on GCC VOR/DME R-293 to GCC VOR/DME and hold, continue climb-in-hold to 7000.

**ASOS 124.175**

**DENVER CENTER 135.6 363.025**

**UNICOM 122.95**

**CTAF 118.5**

**Procedure NA for arrivals at GCC VOR/DME on VS36 northwest bound.**
RNAV (GPS) RWY 16
NORTHEAST WYOMING RGNL (GCC)

MISSED APPROACH: Climb to 7000 direct IDIPE and on track 164° to JUGIP and hold.

HOLD 7000 to CACLA 341° (11.8) 7000 to CACLA 341° (11.8) 7000 to CACLA 341° (11.8) 7000 to CACLA 341° (11.8)

Circling Rwy 3 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.
RNAV (GPS) RWY 34
NORTHEAST WYOMING RGNL (GCC)

Circling Rw 3 NA at night. Inop table does not apply to LPV and LNAV/VNAV. For uncompensated Baro VNAV systems, LNAV/VNAV NA below 23°C or above 54°C. For inop ALS, increase LNAV Cat A visibility to 1 SM, and Cat C/D to 2 SM. Rw 34 helicopter visibility reduction below 1/2 SM NA.

ASOS
124.175

DENVER CENTER
135.6 363.025

UNICOM
122.95

CTAF
118.5

Procedures NA for arrivals at GCC VOR/DME on T288 westbound.

Procedure NA for arrivals at GCC VOR/DME on T288 westbound.
Circling Rwy 3 NA at night. Rwy 16 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climbing left turn to 7000 on heading 311° and GCC R-341 to ODECA/14.5 DME and hold.

ASOS 124.175
DENVER CENTER 135.6 363.025
UNICOM 122.95
CTAF 118.5
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. When local altimeter setting not received, use Wolf Point altimeter setting and increase LPV DA to 2685 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 2728 feet and visibility all Cats ½ SM; increase all MDAs 160 feet and LNAV Cats C/D and Circling Cat D visibility ½ SM, Circling Cat C ¼ SM. Baro-VNAV and VDP NA when using Wolf Point altimeter setting.

**MISSING APCH FIX:**
Climb to 6000 direct EZCUP and on track 077° to NEGA and hold.
GLASGOW, MONTANA
AL-5382 (FAA) 21196

RNAV (GPS) RWY 30
WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)

For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -14°C or above 54°C. When local altimeter setting not received, use Wolf Point altimeter setting and increase LPV DA to 2635 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 2728 feet and all visibilities ½ SM; increase all MDAs 160 feet and LNAV/ VNAV DA to 2728 feet and all visibilities ½ SM, Circling Cat D visibility ½ SM, Circling Cat C ¼ SM. Baro-VNAV and VDP NA when using Wolf Point altimeter setting.

ASOS
135.175

SALT LAKE CENTER
126.85 305.2

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 6500 direct CETAD and on track 261° to KEEVR and hold.

GLASGOW (GGW)

5000 x 75
2334
5000 x 100
2652
303° to RW30

CETAD

KEEVR

261° to KEEVR and on track CETAD and on track

Climb to 6500 direct

LPV DA
2494-34 200 (200-34)

LNAV/ VNAV DA
2587-1 293 (300-1)

LNAV MDA
2700-1 406 (500-1) 2780-1½ 406 (500-1½)

CIRCLING
2780-1 484 (500-1) 2900-2

48°13'N-106°37'W

WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)

RNAV (GPS) RWY 30

GLASGOW, MONTANA
Orig-C 15JUL21
**VOR RWY 12**

**WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)**

**VOR/DFM GGW**
113.9
Chan 86

**APP CRS**
133°

<table>
<thead>
<tr>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tbody>
<tr>
<td>5001</td>
<td>2294</td>
<td>2296</td>
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</table>

**Category**

- **S-12**
  - 3140-1
  - 3140-1/4
  - 3140-2/2
  - 3140-2/3

- **CIRCLING**
  - 3140-1/4
  - 844 (900-1/4)
  - 3140-2/2
  - 844 (900-2/2)
  - 844 (900-2/3)

**WOKAL FIX MINIMUMS**

- **S-12**
  - 2700-1
  - 2700-1/4
  - 2700-1/2
  - 2700-1/3
  - 2700-2

- **CIRCLING**
  - 2780-1
  - 2780-1/2
  - 2780-1/3
  - 2780-1/4
  - 484 (500-1)
  - 484 (500-1/2)
  - 484 (500-1/3)
  - 484 (500-1/4)
  - 604 (700-2)

**ASOS**
135.175

**SALT LAKE CENTER**
126.85 305.2

**UNICOM**
122.8 (CTAF)

**ELEV**
2296

**TDZE**
2294

**GLASGOW, MONTANA**

**Amdt 3C 15JUL21**
ZEVIL fix Straight-in minimums NA when using Wolf Point altimeter setting. When local altimeter setting not received, use Wolf Point altimeter setting and increase all MDA 160 feet and increase visibilities all Cats ½ SM.

When local altimeter setting not received, use Wolf Point altimeter setting and increase all MDA 160 feet and increase visibilities all Cats ½ SM.

**MISSING APPROACH:** Climb to 4000 in GGW VOR/DME holding pattern.

**ASOS**
135.175

**SALT LAKE CENTER**
126.85 305.2

**UNICOM**
122.8 (CTAF)
AIRPORT DIAGRAM

WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)

AL-5382 (FAA)

GLASGOW, MONTANA

ASOS
135.175
CTAF/UNICOM
122.8

FIELD
ELEV
2296

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

AIRPORT DIAGRAM

21112

NW-1, 11 JUL 2024 to 05 SEP 2024

259
RNAV (GPS) RWY 12
DAWSON COMMUNITY (GDV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 28°C. When local altimeter setting not received, procedure NA. Rw 12 helicopter visibility reduction below ¾ SM NA.

Procedure turn required for arrivals on V465.

Procedure NA for arrivals at YAFLU on V545 northeast bound.

AWOS-3PT 135.075
SALT LAKE CENTER 126.85 305.2
UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 12
DAWSON COMMUNITY (GDV)
RNAV (GPS) RWY 12
RNAV (GPS) RWY 30  
DAWSON COMMUNITY (GDV)
**GOLD BEACH, OREGON**

**AL-11017 (FAA)**

**RNAV (GPS)-A**

**GOLD BEACH MUNI (4S1)**

**APP CRS** 133°

**RNAV APCH-GPS.**

- **Circling NA east of Rwy 16-34.**
- **Procedure NA at night.**

**Awos-3** 118.15

**Seattle Center** 127.55 254.35

**Unicom** 122.8 (CTAF)

**Category** B

**Procedure NA at night.**

**Circling NA east of Rwy 16-34.**

**Missed Approach:** Climb to 2100 then climbing right turn to 4200 direct MUDDD and hold.

**A**

**B**

**C**

**D**

**Category A**

**Circling** 1740-2 1719 (1800-2½)

**Category B**

**Circling** 1740-3 1719 (1800-3)

**Category C**

**Category D**

NA

**Elev 21**

**L**

**133°**

**MID Rwy 16-34**

**Rel Rwy 16 and 34**

**GOLD BEACH, OREGON**

Orig 02DEC21

**42°25'N-124°26'W**

263
TAKEOFF OBSTACLE NOTES

Rwy 16: Terrain 1° from DER, 198' left of centerline, 21' MSL.
Poles, sign beginning 12' from DER, 134' left of centerline, up to 34' AGL/58' MSL.
Pole, trees, building beginning 25' from DER, 222' left of centerline, up to 36' AGL/67' MSL.
Vegetation 34' from DER, 486' right of centerline, 2' AGL/25' MSL.
Tree B6' from DER, 290' right of centerline, 14' AGL/33' MSL.
Tree 229' from DER, 163' right of centerline, 19' AGL/36' MSL.
Tree 249' from DER, 260' right of centerline, 20' AGL/39' MSL.
Trees, terrain, pole, building, general utility beginning 355' from DER, 62' left of centerline, up to 69' AGL/98' MSL.
Tree 886' from DER, 16' right of centerline, 23' AGL/43' MSL.
Trees, building beginning 979' from DER, 183' left of centerline, up to 53' AGL/99' MSL.
Trees beginning 1275' from DER, 185' left of centerline, up to 62' AGL/111' MSL.

TAKEOFF MINIMUMS

Rwy 16: 600-1 1/4 with minimum climb of 440' per NM to 1440.
Rwy 34: 700-1 1/4 with minimum climb of 320' per NM to 760.

TAKEOFF RUNWAY 16: Climb on heading 161° to 521, then climbing right turn direct PLASR, then right turn on track 359° to JAVIM, then on track 359° to NELLL, thence.

TAKEOFF RUNWAY 34: Climb on heading 341° to intercept course 297° to JAVIM, then climbing right turn on track 359° to NELLL, thence.

... on assigned route, expect clearance to filed altitude within 10 minutes after departure.
Rwy 34:
- Trees beginning 2644' from DER, 199' left of centerline, up to 93' AGL/141' MSL.
- Trees, building beginning 2763' from DER, 180' left of centerline, up to 98' AGL/145' MSL.
- Tree 3148' from DER, 853' left of centerline, 89' AGL/173' MSL.
- Trees beginning 3181' from DER, 883' left of centerline, up to 58' AGL/192' MSL.
- Trees beginning 3296' from DER, 956' left of centerline, up to 68' AGL/243' MSL.
- Trees beginning 3356' from DER, 900' left of centerline, up to 105' AGL/252' MSL.
- Trees beginning 3556' from DER, 760' left of centerline, up to 50' AGL/333' MSL.
- Tree 3686' from DER, 1179' left of centerline, 114' AGL/347' MSL.
- Trees, poles beginning 3698' from DER, 275' left of centerline, up to 87' AGL/392' MSL.
- Trees beginning 4184' from DER, 171' left of centerline, up to 1144' AGL/523' MSL.
- Pole, trees, terrain, vegetation beginning 5445' from DER, 23' left of centerline, up to 109' AGL/560' MSL.
- Terrain 1.9 NM from DER, 2' right of centerline, 200' AGL/328' MSL.
- Terrain 2 NM from DER, 26' right of centerline, 200' AGL/342' MSL.
- Terrain 2.1 NM from DER, 76' right of centerline, 200' AGL/351' MSL.
- Terrain 2.2 NM from DER, 126' right of centerline, 200' AGL/365' MSL.
- Terrain 2.4 NM from DER, on centerline, 200' AGL/414' MSL.
- Terrain 2.5 NM from DER, 50' right of centerline, 200' AGL/430' MSL.
- Terrain, trees beginning 2.5 NM from DER, 149' left of centerline, up to 578' MSL.
- Terrain, trees beginning 2.5 NM from DER, 1046' left of centerline, up to 601' MSL.

Rwy 16:
- Terrain, trees beginning 2.5 NM from DER, 1046' left of centerline, up to 601' MSL.
- Terrain, trees beginning 2.4 NM from DER, on centerline, 200' AGL/414' MSL.
- Terrain 2.3 NM from DER, 76' left of centerline, 200' AGL/365' MSL.
- Terrain 2.2 NM from DER, 126' left of centerline, 200' AGL/342' MSL.
- Terrain 2.1 NM from DER, 76' left of centerline, 200' AGL/351' MSL.
- Terrain 1.9 NM from DER, 2' right of centerline, 200' AGL/328' MSL.
- Trees beginning 3148' from DER, 1179' left of centerline, 114' AGL/347' MSL.
- Trees beginning 3698' from DER, 275' left of centerline, up to 87' AGL/392' MSL.
- Trees beginning 4184' from DER, 171' left of centerline, up to 1144' AGL/523' MSL.
- Trees beginning 4562' from DER, 100' right of centerline, up to 93' AGL/401' MSL.
- Trees beginning 4792' from DER, 194' right of centerline, up to 108' AGL/327' MSL.
- Tree 4067' from DER, 882' right of centerline, 85' AGL/341' MSL.
- Trees beginning 4085' from DER, 385' right of centerline, up to 81' AGL/342' MSL.
- Tree 4106' from DER, 197' right of centerline, 92' AGL/354' MSL.
- Trees beginning 4188' from DER, 180' right of centerline, up to 101' AGL/355' MSL.
- Trees beginning 4249' from DER, 391' right of centerline, up to 93' AGL/361' MSL.
- Trees beginning 4294' from DER, 157' right of centerline, up to 134' AGL/367' MSL.
- Trees beginning 4335' from DER, 492' right of centerline, up to 127' AGL/379' MSL.
- Trees beginning 4403' from DER, 177' right of centerline, up to 138' AGL/383' MSL.
- Trees, building, beginning 4562' from DER, 100' right of centerline, up to 93' AGL/401' MSL.
- Trees beginning 4792' from DER, 194' right of centerline, up to 108' AGL/327' MSL.
- Trees beginning 5091' from DER, 585' right of centerline, up to 125' AGL/534' MSL.
- Trees, terrain beginning 5114' from DER, 146' right of centerline, up to 118' AGL/547' MSL.
- Tree 5342' from DER, 1390' right of centerline, 111' AGL/573' MSL.
- Trees beginning 5378' from DER, 794' right of centerline, up to 124' AGL/586' MSL.
- Trees beginning 5482' from DER, 194' right of centerline, up to 123' AGL/588' MSL.
- Trees beginning 5543' from DER, 183' right of centerline, up to 114' AGL/625' MSL.
- Trees, terrain, vegetation beginning 5629' from DER, 197' right of centerline, up to 115' AGL/628' MSL.

TAKEOFF OBSTACLE NOTES (CONT.)

Rwy 34: Fence, poles beginning 7' from DER, 157' left of centerline, up to 8' AGL/28' MSL.
For uncompensated Baro-VNAV systems, procedure NA below -22°C or above 54°C.

Procedure NA for arrivals at ALKAL on V253 northwest bound and T470 westbound.

Procedure NA for arrivals at GOODE on northwest bound and T470 westbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 40).

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LPV</th>
<th>DA</th>
<th>LNAV</th>
<th>VNAV</th>
<th>LNAV MDA</th>
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<td>250 (300-3/4)</td>
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<td>D</td>
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</table>
RNAV (GPS) RWY 25
GOODING MUNI (GNG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 5900 direct FEVDO and hold.

Procedure NA for arrivals at KINZE on T470 eastbound and V444 northwest bound.

Procedure NA for arrivals at JEROT on V4 eastbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 5900 direct FEVDO and hold.

Procedure NA for arrivals at KINZE on T470 eastbound and V444 northwest bound.

Procedure NA for arrivals at JEROT on V4 eastbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 5900 direct FEVDO and hold.

Procedure NA for arrivals at KINZE on T470 eastbound and V444 northwest bound.

Procedure NA for arrivals at JEROT on V4 eastbound.
Circling NA south of Rwy 8-26. Rwy 8 Helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing left turn to 7300 direct ZATIP and hold.

<table>
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<tr>
<th>AWOS-3</th>
<th>SEATTLE CENTER</th>
<th>CTAF</th>
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<tbody>
<tr>
<td>118.175</td>
<td>123.95 290.55</td>
<td>122.8</td>
</tr>
</tbody>
</table>

Procedure NA for arrivals at ZATIP on V520 northwest bound.

ORIG 10NOV16

**RNAV (GPS) RWY 8**

**IDAHO COUNTY (GIC)**
Circling NA south of Rwy 8-26.

Procedure NA for arrivals at FERDI on V520 northwest bound.

Final approach course offset 15.51°

MISSED APPROACH: Climb to 7300 direct WEDMU and on track 299° to GEGYE and on track 338° to FERDI and hold, continue climb-in-hold to 7300.
**TAKEOFF ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 26:** Climb on heading 257° to 3700 then direct FIDIT, then on depicted route to MELLR, maintain 7400 or assigned altitude, aircraft southeast bound on V253 continue climb in MELLR holding pattern to MEA before proceeding enroute.

**TAKEOFF OBSTACLE NOTES**
Rwy 26: Pole 330' from DER, 546' right of centerline, 27' AGL/3398' MSL.

**TAKEOFF MINIMUMS**
Rwy 8: NA-Obstacles.
Rwy 26: Standard.

**NOTE:** Chart not to scale.

**NOTE:** GPS required.

**NOTE:** RNAV-1
RNAV (GPS) RWY 13
GRANTS PASS (3S8)

Circling NA northeast of RWY 13-31, RWY 13 helicopter visibility reduction below 1 SM NA. Straight-in RWY 13 NA at night, Circling RWY 13 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 8000 direct WIROG and track 166° to ZUNPA and track 219° to CEXUN and hold.

AWOS: 3PT
120.0

CASCADE APP CON
124.3 379.9

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at CAMAS on V28° northwest bound.
RNAV (GPS)-A
GRANTS PASS (3S8)

Circling NA northeast of Rwy 13-31.
Circling Rwy 13 NA at night.
Rwy 13 helicopter visibility restriction below 1 SM NA.

AWOS-3PT
120.0

CASCADE APP CON
124.3 379.9

UNICOM
122.8 (CTAF)

RW13 circle to 6600 direct WALVI and hold, continue climb-in-hold to 6600.

MISSED APPROACH: Climb to 3200 then climbing right turn to 6600 direct WALVI and hold, continue climb-in-hold to 6600.
**Circle not authorized W of Rwy 15-33**.

When local alimeter setting not received, use McChord AFB alimeter setting.

Procedure NA for arrival on OLM VORTAC airway radials 346 CW 012 and arrival on
SEA VORTAC airways 68 CW 230.

Procedure NA for arrival at OLM VORTAC for TACAN-only equipped aircraft.
When local altimeter setting not received, use McChord Fld altimeter setting.

Procedure NA for arrivals at CARRO on V165-287 northbound and for arrivals on OLM VORTAC airway R-012 CW R-095 and arrivals on SEA VORTAC airway R-168 CW R-178.
**LEWIS THREE DEPARTURE (GRAY3 • GRAY)**

**GRAY AAF (JOINT BASE LEWIS MCCHORD) (KGRF)**

<table>
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<tr>
<th>Rwy</th>
<th>Knots</th>
<th>60</th>
<th>120</th>
<th>180</th>
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<tr>
<td>33</td>
<td>V/V(FT/Min)</td>
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<td>2345</td>
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<td>15</td>
<td>V/V(FT/Min)</td>
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<td>800</td>
<td>1200</td>
<td>1600</td>
<td>2000</td>
<td>2400</td>
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* Minimum + ATC Climb Rate

- 33 to 600 (not for civil use)
- 15 to 700

**RAILWAY REQUIRED**

**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF Rwy 15:** Turn left as soon as practical (departing 700), thence . . .

**TAKE-OFF Rwy 33:** Climb heading 331° to 700, thence . . .

Turn left (unless otherwise directed by ATC) heading 270° for RADAR vectors to assigned route. Maintain altitude as assigned by ATC. Expect filed altitude within 5 min after departure.

**LOST COMMUNICATIONS:** If no transmissions are received within three minutes after departure, continue climb to assigned altitude, intercept and proceed via SEA VORTAC R-202 to the OLM VORTAC, then via assigned route.
ILS or LOC RWY 3
GREAT FALLS INTL (GTF)

DME required.

ATIS
126.6 269.0

GREAT FALLS APP CON
128.6 379.175

GREAT FALLS TOWER
118.7 282.2

GND CON
121.7 348.6

CLNC DEL
121.7 348.6

8300 to FRYMN
209° (13.4)

GTF I-SMR 16.9

8300 NoPT to FRYMN
322° (8.5) and 032° (4.5)

GS 3.00°
TCH 54

LOC/DME I-SMR
111.3

APP CRS
032°

Rwy Idg
TDZE
Apt Elev
3680
3680

GREAT FALLS MONTANA
AL-177 (FAA)

Amdt 5D 29DEC22

NW-1, 11 JUL 2024 to 05 SEP 2024

47°29'N-111°22'W
GREAT FALLS, MONTANA

LOC/DME I-SMR
111.3
Ch 60

APP CRS
032°

Rwy Idg
TDZE
3600

Apt Elev
3600

GREAT FALLS
GREAT FALLS INTL (GTF)

ATIS
126.6 269.0

GREAT FALLS APP CON
128.6 379.175

GREAT FALLS TOWER
118.7 282.2

GND CON
121.7 348.6

CLNC DEL
121.7 348.6

ALSF-2

MISSED APPROACH: Climb to 5000 then climbing right turn to 8300 direct GTF VORTAC then on GTF VORTAC R-209 to FRYMN/1-SMR 16.9 DME and hold.

Uses I-SMR DME when on the localizer course.

ILS RWY 3 (SA CAT I)

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

DME required.

SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

GREAT FALLS, MONTANA

Amdt 5D 29DEC22

ILS RWY 3 (SA CAT I)

47°29’N-111°22’W

279
ILS RWY 3 (CAT II & III)

GREAT FALLS INTL (GTF)

**ATIS**
126.6 269.0

**GREAT FALLS APP CON**
126.6 379.175

**GREAT FALLS TOWER**
118.7 282.2

**GND CON**
121.7 348.6

**CLNC DEL**
121.7 348.6

**DME REQUIRED**

**GREAT FALLS, MONTANA**

**GREAT FALLS INTL (GTF)**

**MSA GTF 25 NM**

- **6100**
- **8600**

**GREAT FALLS 115.1 GTF CHAN 98**

**6139**

**6142**

**FRYMN**

**R-209**

**I-SMR 16.9**

**6629**

**3629**

**DME REQUIRED**

**ELEV 3680**

**D TDZE 3680**

**ILS RWY 3 (CAT II & III)**

**GREAT FALLS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**LOC/DME I-SMR 111.3 CHAN 50**

**Rwy Idg 032°**

**10502**

**3680**

**G F T**

**G T F**

**S-ILS 3**

**CAT II RA 96/12 100 DA 3780**

**S-ILS 3**

**CAT III RVR 06**

**AMENDMENT**

- **Amdt 5D 29DEC22**

**NAVAIR**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**ILS RWY 3 (CAT II & III)**
RNAV (RNP) Z RWY 3
GREAT FALLS INTL (GTF)

AUTHORIZATION REQUIRED

Great Falls, Montana
Orig-D 01DEC22

GREAT FALLS, MONTANA
AL-177 (FAA)

See planview for multiple IF locations.

Procedure NA for arrivals at SHIMY on V120 westbound and V365 northbound.

Procedure NA for arrivals at KYELL on V21 northeast bound.

Procedure NA for arrivals at PSHKN on V257 northeast bound.

Procedure NA for arrivals at MSURY on V257 southbound.

Procedure NA for arrivals at JAYKE on V120 eastbound.

Procedure NA for arrivals at KYELL on V21 northeast bound.

Procedure NA for arrivals at PSHKN on V257 northeast bound.

See planview for multiple IF locations.
RNAV (RNP) Z RWY 21
GREAT FALLS, MONTANA

ATIS
126.6 269.0

GREAT FALLS APP CON
128.6 379.175

GREAT FALLS TOWER
118.7 282.2

GND CON
121.7 348.6

CLNC DEL
121.7 348.6

MISSED APPROACH: Climb to 8000 on track 212° to ZETNI, right turn to UPIGY and on track 271° to TUCKB and hold, continue climb-in-hold to 8000.

For uncompensated Baro-VNAV systems, procedure NA below -24°C or above 54°C.

ATIS
126.6 269.0

GREAT FALLS APP CON
128.6 379.175

GREAT FALLS TOWER
118.7 282.2

GND CON
121.7 348.6

CLNC DEL
121.7 348.6

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ATIS
126.6 269.0

GREAT FALLS APP CON
128.6 379.175

GREAT FALLS TOWER
118.7 282.2

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121.7 348.6

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121.7 348.6

MISSED APPROACH: Climb to 8000 on track 212° to ZETNI, right turn to UPIGY and on track 271° to TUCKB and hold, continue climb-in-hold to 8000.

For uncompensated Baro-VNAV systems, procedure NA below -24°C or above 54°C.

ATIS
126.6 269.0

GREAT FALLS APP CON
128.6 379.175

GREAT FALLS TOWER
118.7 282.2

GND CON
121.7 348.6

CLNC DEL
121.7 348.6

MISSED APPROACH: Climb to 8000 on track 212° to ZETNI, right turn to UPIGY and on track 271° to TUCKB and hold, continue climb-in-hold to 8000.

For uncompensated Baro-VNAV systems, procedure NA below -24°C or above 54°C.
**RNAV (GPS) RWY 17**

**GREAT FALLS INTL (GTF)**

**AL-177 (FAA)**

<table>
<thead>
<tr>
<th>RNP APCH - GPS</th>
<th>ATM</th>
<th>GREAT FALLS APP CON</th>
<th>GREAT FALLS TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
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<tbody>
<tr>
<td>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 52°C.</td>
<td>23334</td>
<td>128.6 379.175</td>
<td>118.7 282.2</td>
<td>121.7 348.6</td>
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**ATIS**

<table>
<thead>
<tr>
<th>ELEV</th>
<th>TDZE</th>
<th>GREAT FALLS, MONTANA</th>
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</thead>
<tbody>
<tr>
<td>3680</td>
<td>3660</td>
<td>47°29'N-111°22'W</td>
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**RNAV (GPS) RWY 17**

**GREAT FALLS INTL (GTF)**

**ELEV 3680 D TDZE 3660**

<table>
<thead>
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<tr>
<td>LPV DA</td>
<td>3910-3/4</td>
<td>250 (300-3/4)</td>
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<tr>
<td>LNAV/</td>
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<td>VNAV DA</td>
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<tr>
<td>LNAV MDA</td>
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<td>340 (400-1)</td>
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**TDZ/CL Rw 3**

**REIL Rw 21**

**HIRL Rw 3-21**

**MIIRL Rw 17-35**

**GREAT FALLS, MONTANA**

**Orig-A 01DEC22**

**283**
RNAV (GPS) RWY 35
GREAT FALLS INTL (GTF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 52°C. Rwy 35 helicopter visibility reduction below 0.5 SM NA.

Procedure NA for arrival on GTF VOR TAC airway radials 091 CW 238.

Procedure NA for arrival on GTF VORTAC airway radials 091 CW 238.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 52°C. Rwy 35 helicopter visibility reduction below 0.5 SM NA.

Procedure NA for arrival on GTF VORTAC airway radials 091 CW 238.

MISSED APPROACH: Climb to 6200 direct.

KNOWL and hold.

MISSED APPROACH: Climb to 6200 direct.

KNOWL and hold.

MISSED APPROACH: Climb to 6200 direct.

KNOWL and hold.

MISSED APPROACH: Climb to 6200 direct.

KNOWL and hold.
RNAV (GPS) Y RWY 21
GREAT FALLS INTL (GTF)

**GREAT FALLS, MONTANA**

**ATIS**
126.6 269.0

**GREAT FALLS APP CON**
128.6 379.175

**GREAT FALLS TOWER**
118.7 282.2

**GND CON**
121.7 348.6

**CLNC DEL**
121.7 348.6

---

**RNAV (GPS) Y RWY 21**

**GREAT FALLS INTL (GTF)**

**ELEV**

**TDZE** 3669

---

**EA - 177 (FAA)**

---

**RNAV (GPS) Y RWY 21**

**GREAT FALLS INTL (GTF)**

---

**ATIS**
126.6 269.0

**GREAT FALLS APP CON**
128.6 379.175

**GREAT FALLS TOWER**
118.7 282.2

**GND CON**
121.7 348.6

**CLNC DEL**
121.7 348.6

---

**RNAV (GPS) Y RWY 21**

**GREAT FALLS INTL (GTF)**

---

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**GREAT FALLS APP CON**
128.6 379.175

**GREAT FALLS TOWER**
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**GND CON**
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**CLNC DEL**
121.7 348.6

---

**RNAV (GPS) Y RWY 21**

**GREAT FALLS INTL (GTF)**

---

**ATIS**
126.6 269.0

**GREAT FALLS APP CON**
128.6 379.175

**GREAT FALLS TOWER**
118.7 282.2

**GND CON**
121.7 348.6

**CLNC DEL**
121.7 348.6

---

**RNAV (GPS) Y RWY 21**

**GREAT FALLS INTL (GTF)**

---
Amdt 17C 02DEC21

For inoperative ALS, increase Cat C visibility to RVR 5500.

VOR RWY 3
GREAT FALLS INTL (GTF')

ATIS
126.6 269.0

GREAT FALLS APP CON
128.6 379.175

GREAT FALLS TOWER
118.7 282.2

GND CON
121.7 348.6

CLNC DEL
121.7 348.6

App Elev
4060/24

400 - 134

GREAT FALLS, MONTANA

Amdt 17C 02DEC21

47°29'N-111°22'W

287
**VOR RWY 21**

**GREAT FALLS INTL (GTF)**

**ATIS**
- 126.6 269.0

**GREAT FALLS APP CON**
- 128.6 379.175

**GREAT FALLS TOWER**
- 118.7 282.2

**GND CON**
- 121.7 348.6

**CLNC DEL**
- 121.7 348.6

---

**DME or RADAR required.**

**MISSED APPROACH:** Climb to 8000 direct GTF VORTAC, continue climb-in-hold to 8000.

---

**GREAT FALLS**
- 115.1 GTF Chan 98

---

**GREAT FALLS, MONTANA**

---

**ELEV 3680**
- DZE 3669

---

**DME or RADAR REQUIRED**

---

**FAF to MAP 4 NM**

**Knots**
- 60 90 120 150 180

**Min:Sec**
- 4:00 2:40 2:00 1:36 1:20

**CATEGORY**
- A B C D

**S-21**
- 4000/55 331 (400-1)

---

**GREAT FALLS, MONTANA**

**Amdt 10A 01DEC22**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 8
SOUTH BIG HORN COUNTY (GEY)

ASOS
135.325
SALT LAKE CENTER
127.75 351.9
CTAF
122.9

---

**RNAV (GPS) RWY 8**

**Category**
- A
- B
- C
- D

**LPV DA**
- 4192-1
- 250 (300-1)

**LNAV/VNAV DA**
- 4567-2½
- 625 (700-2½)

**LNAV MDA**
- 4480-1
- 538 (600-1)

**MPA**
- 4680-1
- 738 (800-1)

**CIRCLING**
- 4680-1
- 4700-1

---

**MISSED APPROACH:** Climb to 4400 then climbing right turn to 9000 direct CRANY and hold, continue climb-in-hold to 9000.

---

**Lovell/Byron altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 51°C (124°F).**

---

**Lovell/Byron altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 51°C (124°F).**
Baro-VNAV NA when using Cowley/Lovell/Byron altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 28°C (82°F) or above 51°C (124°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cowley/Lovell/Byron altimeter setting and increase LPV DA to 4253 feet and LNAV/VNAV DA to 4327 feet. Increase LPV and LNAV/VNAV visibility all Cats 3/8 SM. Increase all MDAs 100 feet and LNAV visibility Cat B 3/8 SM, Cats C/D 1/2 SM and Circling Cat B 3/8 SM. VDP NA with Cowley/Lovell/Byron altimeter setting.

**ASOS**  
135.325

**SALT LAKE CENTER**  
127.75 351.9

**CTAF**  
122.9

Procedure NA for arrival at CRANY on V187 southbound.

Misssed Approach: Climb to 4400 then climbing left turn to 9000 direct CRANY and hold, continue climb-in-hold 9000.

**ELEV 3942**  
**TDZE 3916**
PECKK TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 076° to 4500, then climbing right turn to 11000

direct ZITKO, thence. . . .

TAKEOFF RUNWAY 16: Climb heading 159° to 4500, then climbing right turn to 11000

direct ZITKO, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 256° to 4500, then continue climb to 11000

direct ZITKO, thence. . . .

TAKEOFF RUNWAY 34: Climb heading 339° to 4500, then climbing left turn to 11000

direct ZITKO, thence. . . .

. . . .on track 255° to PECKK. Maintain ATC assigned altitude.

NOTE: Chart not to scale.
RNAV (GPS) RWY 32
CAMP GUERNSEY (GUR)

When R-7001 active, procedure NA.

When local altimeter setting not received, use Torrington altimeter setting and increase all MDAs 100 feet; increase LP and LNAV Cat C/D visibility 1/2 SM, and LP Cat B visibility and Circling Cat A visibility 1/2 SM. Helicopter visibility reduction below 1/2 SM NA. When Rwy 32 VGSI inop, Straight-In and Circling minimums NA at night. When Rwy 14 VGSI inop, Circling to Rwy 14 NA at night.

**MISSED APPROACH:**
Climb to 9000 direct KEDPE and on track 299° to POLDE and hold.

**ATIS**
119.825

**DENVER CENTER**
135.6 363.025

**GUERNSEY TOWER**
126.2 [CTAF] 233.3

**Missed Approach Fix**
7 NM

**Procedure NA for arrivals at KACTI on V247 southeast bound.**

**Procedure NA for arrivals at HO CXU on V547 southeast bound.**

**Visual Segment - Obstacles.**

**Category**

<table>
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<th>A</th>
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<tr>
<td>LP</td>
<td>MDA</td>
<td>5040-1</td>
<td>660 (700-1)</td>
<td>5040-2</td>
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<tr>
<td>LNAV MDA</td>
<td>5080-1</td>
<td>5080-1/4</td>
<td>700 (700-1/4)</td>
<td>5080-2</td>
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<tr>
<td>CIRCLING</td>
<td>5200-1</td>
<td>5240-1/4</td>
<td>838 (900-1/4)</td>
<td>5360-3</td>
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</tbody>
</table>

**Earliest Effective Date:**
NW-1, 11 JUL 2024 to 05 SEP 2024

**Earliest Expiration Date:**
NW-1, 11 JUL 2024 to 05 SEP 2024
NA Rwy 32 helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:** Climbing right turn to 7000 in GYZ NDB holding pattern.

**ATIS** 119.825

**DENVER CENTER** 135.6 363.025

**GUERNSEY TOWER** 126.2 (CTAF) 233.3

---

**ELEV** 4402

**TDZE** 4380

---

**CAI 36**

---

**TER 4433**

---

**TWR 4433**
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DME/DME RNP-0.3 NA. Rw 31 direct JOTBO and on track 231° to WOGAR and on track 147° to PRESN and hold. *Missed approach requires minimum climb of 420 feet per NM to 9500; if unable to meet climb gradient, see RNAV (GPS) Y RWY 31.

**ATIS**

- **SALT LAKE CENTER**
  - 128.225

- **HAILEY TOWER**
  - 125.6 (CTAF)

- **GND CON**
  - 121.7

- **UNICOM**
  - 122.95

**HAILEY, IDAHO**

**AL-6239 (FAA)**

**RNAV (GPS) X RWY 31**

**FRIEDMAN MEML (SUN)**

**Procedure NA for arrivals at SOLDE on V444 northwest bound V101 southwest bound.**

**Procedure NA for arrivals at PRESN on V500 westbound.**

**RNAV (GPS) X RWY 31**
RNAV (GPS) Y RWY 31
FRIEDMAN MEML (SUN)

ATIS
128.225
SALT LAKE CENTER
118.05 363.0
HAILEY TOWER*
125.6 (CAF)
GND CON
121.7
UNICOM
122.85

Procedure NA for arrivals at SOLDE on V444 northwest bound, V101 southwest bound.

Procedure NA for arrivals at PRESN on V500 westbound.

NoPT for arrivals at MENIN on V500 westbound, V231 northbound.

RN 11 JUL 2024 to 05 SEP 2024
Circling NA NE of Rwy 13-31. Visibility reduction by helicopters NA. When control tower closed, procedure not authorized. Occasional ADF needle swings away from the final approach course are to be expected north of missed approach point. Procedure NA at night.

**ATIS**
- **SALT LAKE CENTER**: 128.225
- **HAILEY TOWER**: 118.05 353.0
- **GND CON**: 125.6 (CTAF)
- **UNICOM**: 121.7

**NDB/DME-A**
- **FRIEDMAN MEML (SUN)**
  - **TWR**: 335°
  - **Rwy Idg**: 5320
  - **Apt Elev**: N/A

**HAILEY, IDAHO**
- **ATIS**: 128.225
- **SALT LAKE CENTER**: 118.05 353.0
- **HAILEY TOWER**: 125.6 (CTAF)
- **GND CON**: 121.7
- **UNICOM**: 122.95

**Weather**
- **-14°C**:

**Visibility**
- **HAILEY, IDAHO**: 43°30'N-114°18'W

**NDB/DME-A**
- **Chan**: 25 (108.8)
- **APP CRS**: 335°
- **Rwy Idg**: N/A
- **Apt Elev**: 5320

**Procedure**
- **CIRCLING**: 8040-5 2720 (2800-5)
- **NA**: 8000

**Missed Approach**
- Climbing left turn to 8800 direct HLE NDB and hold.

**Airport Elev**
- **ELEV 5320**: D

**IAF**
- **HAILEY**: 220 HLE
- **DME Chan 25 (108.8)**

**Runway**
- **HIRL Rwy 13-31**
- **TDZE**: N/A

**Notes**
- Amdt 1 06FEB14
- NW-1, 11 JUL 2024 to 05 SEP 2024

**Miscellaneous**
- **4 NM**: 8800
- **1 NM**: 8100
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE:  Chart not to scale.

SOLDE TRANSITION: ASSIGNED BY ATC
PRESN AND REAPS TRANSITIONS: 10000;
SOLDE TRANSITION: ASSIGNED BY ATC

TAKEOFF MINIMUMS:
Rwy 13: Standard with minimum climb of 420' per NM to 6200.
Rwy 31: NA - Obstacles.

NOTE: RNAV 1.
NOTE: GPS Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb direct AMOME, then climbing right turn direct SIRPE; cross SIRPE at or above 8400, thence. . . .

. . . .on (Transition).

PRESN TRANSITION (AUREL3.PRESN)
REAPS TRANSITION (AUREL3.REAPS)
SOLDE TRANSITION (AUREL3.SOLDE)
Circling Rwy 35 NA at night. For uncompensated Baro-VNAV systems, INAV/VNAV NA below -22°C or above 54°C.

Procedure NA for arrival on MSO/VOR/DME or way radials 088 CW 243 without holding at MSO VOR/DME. ATC clearance required.

MISSED APPROACH: (Do not exceed 130K until ACAFI)
Climb to 4100 on 168° then climbing left turn to 11200 directed ACAFI and track 354° to ILUGE and track 008° to MEXUE and track 332° to MISSOULA VOR/DME and hold.
**RNAV (GPS)-A**

**Circling to Rwy 35 NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA.**

**Procedure NA for arrivals at WEDAK on V231 southbound.**

**Unicom 122.8 (CTAF)**

**MISSED APPROACH:** Climbing left turn to 11200 direct ACAFI and on track 354° to ILUGE and track 008° to MEXUE and track 332° to MISSOULA VOR/DME and hold.

**AWOS-3P**

| 119.825 | 119.825 |

**SALT LAKE CENTER**

| 132.4 | 338.3 |

**UNICOM**

| 122.8 (CTAF) |

**Category**

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<tr>
<td>CIRCLING</td>
<td>4260-1</td>
<td>604 (700-1)</td>
<td>624 (700-1)</td>
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**APP CRS**

| 004° | N/A | N/A |

**Rwy Idg**

| N/A | 3636 |

**Apt Elev**

| 3636 |

**RNAV (GPS)-A RAVALLI COUNTY (HRF) MEXUE and track 332° to MISSOULA VOR/DME and hold.**
NOTE: GPS required.
NOTE: RNAV 1

TAKEOFF MINIMUMS
Rwy 17: NA - Obstacles.
Rwy 35: Standard with minimum climb of 250 feet per NM to 4200.

TAKEOFF OBSTACLE NOTES
Rwy 35: Tree 548’ from DER, 220’ left of centerline, 3700’ MSL.
   Tree 564’ from DER, 93’ right of centerline, 3708’ MSL.
   Trees beginning 566’ from DER, 35’ right of centerline, up to 3717’ MSL.
   Trees beginning 575’ from DER, 132’ right of centerline, up to 3718’ MSL.
   Trees beginning 576’ from DER, 48’ left of centerline, up to 3715’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 35: Climb to 9400 direct HAMEY and on depicted route to MSO VOR/DME, thence . . .

. . . . continue climb in MSO VOR/DME holding pattern to cross MSO VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.
RNAV (GPS) RWY 26
BIG HORN COUNTY (MMT)

AWOS-3
118.325

SALT LAKE CENTER
132.425 317.45

UNICOM
122.8 (CTAF)

Procedure NA for arrival at CONUK on V2-465 northeast bound.

MIRL Rwy 8-26

HOLD
10000
6500

RNAV (GPS) RWY 26

POWDER RIVER 1A MOA

POWDER RIVER 1C MOA

MISSED APPROACH: Climb to 3700 then climbing right turn to 6500 direct COGON and hold, continue climb-in-hold to 6500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.
RNAV (GPS) RWY 9

WHEATLAND COUNTY AT HARLOWTON (HWQ)

RNP APCH.

- NA
- Rwy 9 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA.
- Use Lewistown altimeter setting. Straight-in Rwy 9 NA at night, Circling Rwy 9 NA at night.
- MISSED APPROACH: Climb to 8000 direct FALKI and on track 114° to TASSE and hold.

<table>
<thead>
<tr>
<th>LWT ASOS</th>
<th>SALT LAKE CENTER</th>
<th>CTAF</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.375</td>
<td>127.75 351.9</td>
<td>122.9</td>
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</table>

Procedure NA for arrivals at TEKOE on V187 southeast bound.

Procedure NA for arrivals at BAXTA on V247 eastbound.

**CTAF**

**SALT LAKE CENTER**

**CTAF**

**LWT ASOS**

**CTAF**

**Category**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
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<tr>
<td>LPV DA</td>
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<td>361 (400-1)</td>
<td>NA</td>
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<td>LNAV/VNAV DA</td>
<td>4673-1</td>
<td>361 (400-1)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>4800-1</td>
<td>488 (500-1)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>4940-1</td>
<td>628 (700-1)</td>
<td>5000-1</td>
<td>688 (700-1)</td>
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RNAV (GPS) RWY 27
WHEATLAND COUNTY AT HARLOWTON (HWQ)

MISSED APPROACH: Climb to 9600 direct QOVCA and on track 352º to ZERZO and hold.
#Missed approach requires minimum climb of 220 feet per NM to 9200.

LWT ASOS 118.375
SALT LAKE CENTER 127.75 351.9
CTAF 122.9

SAFETY
Circling Rwy 9 NA at night. Baro-VNAV NA. Use Lewistown altimeter setting.

---

RNAV (GPS) RWY 27
WHEATLAND COUNTY AT HARLOWTON (HWQ)

MISSED APPROACH: Climb to 9600 direct QOVCA and on track 352º to ZERZO and hold.
#Missed approach requires minimum climb of 220 feet per NM to 9200.

LWT ASOS 118.375
SALT LAKE CENTER 127.75 351.9
CTAF 122.9

SAFETY
Circling Rwy 9 NA at night. Baro-VNAV NA. Use Lewistown altimeter setting.

---

RNAV (GPS) RWY 27
WHEATLAND COUNTY AT HARLOWTON (HWQ)

MISSED APPROACH: Climb to 9600 direct QOVCA and on track 352º to ZERZO and hold.
#Missed approach requires minimum climb of 220 feet per NM to 9200.

LWT ASOS 118.375
SALT LAKE CENTER 127.75 351.9
CTAF 122.9

SAFETY
Circling Rwy 9 NA at night. Baro-VNAV NA. Use Lewistown altimeter setting.

---

RNAV (GPS) RWY 27
WHEATLAND COUNTY AT HARLOWTON (HWQ)

MISSED APPROACH: Climb to 9600 direct QOVCA and on track 352º to ZERZO and hold.
#Missed approach requires minimum climb of 220 feet per NM to 9200.

LWT ASOS 118.375
SALT LAKE CENTER 127.75 351.9
CTAF 122.9

SAFETY
Circling Rwy 9 NA at night. Baro-VNAV NA. Use Lewistown altimeter setting.

---

RNAV (GPS) RWY 27
WHEATLAND COUNTY AT HARLOWTON (HWQ)

MISSED APPROACH: Climb to 9600 direct QOVCA and on track 352º to ZERZO and hold.
#Missed approach requires minimum climb of 220 feet per NM to 9200.

LWT ASOS 118.375
SALT LAKE CENTER 127.75 351.9
CTAF 122.9

SAFETY
Circling Rwy 9 NA at night. Baro-VNAV NA. Use Lewistown altimeter setting.
**RNAV (GPS) RWY 8**  
HAVRE CITY-COUNTY (HVR)

**ASOS**  
**135.225**

**SALT LAKE CENTER**  
**133.4 285.4**

**UNICOM**  
**122.8 (CTAF)**

---

**Procedure NA for arrivals at ETCHO on V430 westbound.**

- 4500 077°
- 4500 077° (8.9)
- 7 NM

**Procedure NA for arrivals at YOYNO on V257-611 southwest bound.**

- 4500 347°
- 4500 (11)
- (IAF) ETCHO
- 4500 077° (6.1)
- 257°

**Category**  
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<tr>
<td>8000</td>
<td>COSOG</td>
<td>ARHUF</td>
<td>FIKOB</td>
</tr>
<tr>
<td>fr  347°</td>
<td>fr  257°</td>
<td>fr  230°</td>
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**MISSED APPROACH:** Climb to 8000 direct COSOG and left on track 347° to ARHUF and left turn on track 257° to FIKOB and on track 230° to ETCHO and hold.

---

**Procedure**

1. **Turn NA**
2. **JINTO**
3. **GP 3.00°**
4. **TCH 40**
5. **RW08**

**LNAV/VNAV DA**
- **2906-1 435 (500-1)**
- **3020-1 435 (500-1)**
- **3020-1/4 3360-2 (400-1)**

**RNAV**
- **2835-1 250 (300-1)**
- **3020-1 435 (500-1)**

**CIRCLING**
- 3080-1 489 (500-1)
- 3120-1 529 (600-1)
- 3360-2 769 (800-2)
- 3740-3 1149 (1200-3)

---

**ELEV**  
**2591 D TDZE 2585**

---

**Havre, Montana**  
**Orig-C 070 OCT 21**
LNAV/VNAV NA below -20°C or above 54°C.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 8000 direct CIBMI and on track 258° to ETOHO and hold, continue climb-in-hold to 8000.
HAVRE, MONTANA  

VOR/DME HVR  
114.65  
Chan 93(Y)  

APP CRS  
094°  

Rwy Idg  
TDZE  
Apt Elev  
5205  
2585  
2591  

HAVRE, MONTANA  

VOR RWY 8  
HAVRE CITY-COUNTY (HVR)  

MIssed Approach: Climb to 3500 then climbing left turn to 8000 direct HVR VOR/DME and hold, continue climb-in-hold to 8000.

ASOS  
135.225  

SALT LAKE CENTER  
133.4 285.4  

UNICOM  
122.8 (CTAF)  

ELEV 2591  

TDZE 2585  

REIL Rwys 8 and 26  
MIRL Rwy 8-26  
MIRL Rwy 3-21  

HAVRE, MONTANA  

Amdt 7B 07OCT21  

Havre City-County (HVR)
HAVRE, MONTANA

<table>
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<tr>
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<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tr>
<td>114.65</td>
<td>244°</td>
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<td>5205</td>
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HAVRE CITY-COUNTY (HVR)

MISSED APPROACH: Climb to 4500 then climbing right turn to 8000 direct HVR VOR/DME and hold, continue climb-in-hold to 8000.

ASOS
135.225

SALT LAKE CENTER
133.4 285.4

UNICOM
122.8 (CTAF) 0

\[3.508\]

\[ELEV 2591 \quad TDZE 2586\]

VOR RWY 26

HAVRE, MONTANA

Amdt 9C 07OCT21

48°33'N-109°46'W
ADF or RADAR required for procedure entry. ADF or DME required.

Circling NA to Rwy 10 and 28. Circling Rwy 5, 23, 35 NA at night. Inop table does not apply to S-LOC 27 all Cats. For inop ALS, increase S-ILS 27 all Cats visibility to 1½ SM. ORYON fix minimums: S-LOC 27 Cat C/D/E visibility to 2 SM. Holding at HAU NDB authorized for Cat A and B aircraft only. Circling NA for Cats D and E south of Rwy 9-27.

* DME from HLN VORTAC. DME use requires simultaneous reception of I-ILS and HLN DME.

MISSING APPROACH: Climb to 4700 then climbing right turn to 9300 on heading 021° and on HLN VORTAC R 340 to WOKEN INT and hold, continue climb-in-hold to 9300.
RNAV (RNP) Z RWY 9
HELENA RGNL (HLN)

MISSED APPROACH: Clim to 12000 on track 091° to ATCOO and on track 091° to BOSCA and on track 005° to URELE and hold.

ATIS 120.4
HELENA APP CON 119.5 229.4
HELENA TOWER 118.3 (CTAF) 257.8
GND CON 121.9
UNICOM 122.95

Heleona, Montana

Amdt 2 25JAN24

Heleona RGNL (HLN)

Category

A
B
C
D

RNP 0.11 DA
4224-1  360 (400-1)

RNP 0.17 DA
4296-1½  432 (500-1¼)

RNP 0.30 DA
4489-1¾  625 (700-1¾)

Authorization Required

For uncompensated Baro-VNAV systems, procedure NA below -28°C or above 54°C.

Uncompensated Baro-VNAV way points.

Rwy Idg TDZE Apt Elev
9000 3864 3877

APP CRS 091°

TWR 3984

0.3% DOWN 1.2% UP 1.7% UP 0.3%

17°C

RNAV (RNP) AR APCH - GPS

-17°C
RNAV (RNP) Z RWY 27
HELENA RGNL (HLN)

**AUTHORIZATION REQUIRED**

<table>
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<th>D</th>
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<td>4172½</td>
<td>320 (300-½)</td>
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<td>4303-7½</td>
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<tr>
<td>RNP 0.30 DA</td>
<td>4866-4</td>
<td>1014 (1000-4)</td>
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</table>

**MISSING APPROACH:** Climb to 12000 on the RNAV missed approach route to PIXXI and hold, continue climb-in-hold to 12000.

*Missed approach requires minimum climb of 280 feet per NM to 7800.

#Missed approach requires minimum climb of 375 feet per NM to 6300.

**Procedure NA for arrivals at HLN VORTAC on V113 northeast bound.**

**Procedure NA for arrivals at SUZZY on V343 westbound.**

**Procedure NA for arrival on HIA VOR/DME airway radials 353 CW 078.**

**See planview for multiple IF locations.**

**Inop table does not apply to RNP 0.30 DA.**
For uncompensated Baro-VNAV systems, procedure NA below -28°C or above 54°C. For inop ALS, increase RNP 0.13 DA* visibility all Cats to ½ SM, RNP 0.30 DA* visibility all Cats to 1½ SM.

**REIL Rwys 9, 17, and 35**
**MIRL Rwys 5-23 and 17-35**
**HIRL Rwy 9-27**

**ELEV 3877** **TDZE 3852**

**AUTHORIZATION REQUIRED**

**46°36'N 111°59'W**

**RNAV (RNP) Z RWY 27**

**HELENA RGNL (HLN)**

**HELENA, MONTANA**

**AL-192 (FAA)**

**APP CRS 271°**
**Rwy Idg 9000**
**TDZE 3852**
**Apt Elev 3877**
RNAV (GPS) X RWY 27
HELENA RGNL (HLN)

Circling NA to Rwys 10 and 28. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C. Circling Rwys 5, 23, 35 NA at night. For inop ALS, increase LPV all Cats visibility to 1 SM. Circling NA for Cat D south of Rwy 9-27.

ATIS 120.4
HELENA APP CON 119.5 229.4
HELENA TOWER 118.3 (CTAF) 257.8
GND CON 121.9
UNICOM 122.95

RNAV (GPS) X RWY 27
HELENA RGNL (HLN)

RNAV (GPS) X RWY 27
HELENA RGNL (HLN)

RNAV (GPS) X RWY 27
HELENA RGNL (HLN)

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HELENA RGNL (HLN)

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HELENA RGNL (HLN)

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HELENA RGNL (HLN)

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HELENA RGNL (HLN)

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RNAV (GPS) X RWY 27
HELENA RGNL (HLN)

RNAV (GPS) X RWY 27
HELENA RGNL (HLN)
Circling NA to Rwys 10 and 28. Circling Rwy 5, 23, 35 NA at night. DME from HLN VORTAC. Simultaneous reception of I-HLN and HLN DME required. Rwy 5, 23, 35 helicopter visibility reduction below 1 SM NA.

**ATIS** 120.4  **HELENA APP CON** 119.5 229.4  **HELENA TOWER** 118.3 (CTAF)  257.8  **GND CON** 121.9  **UNICOM** 122.95

**MISSING APPROACH:** Climbing left turn to 9400 on HLN VORTAC R-340 to WOKEN INT/GTF 37.7 DME and hold, continue climb-in-hold to 9400.

<table>
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<td>CIRCLING</td>
<td>5140-1/4</td>
<td>1263 (1300-1 3/4)</td>
<td>1263 (1300-1 1/2)</td>
<td>2123 (2200-3)</td>
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<tr>
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<td>5140-1 1/2</td>
<td>1263 (1300-1 1/2)</td>
<td>2123 (2200-3)</td>
<td>NA</td>
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</tbody>
</table>

Disregard GS indications.
VOR-B
HELENA RGNL (HLN)

MISSED APPROACH: Climbing right turn to 9000 on HLN VOR TAC R-340 to WOKEN INT/GTF 37.7 DME and hold.

ATIS
120.4

HELENA APP CON
119.5 229.4

HELENA TOWER
118.3 (CTAF) 257.8

GND CON
121.9

UNICOM
122.95

HELENA, MONTANA
Amrd 8 23FEB23

46°36'N-111°59'W
321
**COPTER VOR 258°**

**HELENA RGNL (HLN)**

**ATIS**
- 120.4

**HELENA APP CON**
- 119.5
- 229.4

**HELENA TOWER**
- 118.3 (CTAF)
- 257.8

**GND CON**
- 121.9

**UNICOM**
- 122.95

---

**Limit final and missed approach to 70K. Increase to 90K upon reaching the holding fix.**

Designated landing area at WOSLA: intersection of Rwy 9-27 and Taxiway G.

**COPTER VOR 258°**

**HELENA RGNL (HLN)**

---

**Category**
- H-258

**FAF to MAP 1.4 NM**

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<th>Knots</th>
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<th>60</th>
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<td>1:52</td>
<td>1:24</td>
<td>1:07</td>
<td>0:56</td>
<td>0.48</td>
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**Notes:**
- When local altimeter setting not received, procedure NA.
- MISSED APPROACH: Climb to 4700 then climbing right turn to 8000 direct HLN VOR and hold, continue climb-in hold to 8000.
- Designated landing area at WOSLA: intersection of Rwy 9-27 and Taxiway G.
- HIRL Rwy 9-27
- MIRL Rwys 5-23 and 17-35
- REIL Rwys 9, 17, and 35
- Increase to 90K upon reaching the holding fix.
- 760 foot descent gradient may be required for PT outbound.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**DEPARTURE ROUTE DESCRIPTION**

**HELENA RGNL (HLN)**

HELENA, MONTANA

**NOTE:** Chart not to scale.

**TAKEOFF MINIMUMS**

Rwys 10, 17, 23, 28, 35: NA-Environmental.

Rwy 5: Standard with minimum climb of 250' per NM to 8100', or 3000-3 for climb in visual conditions.

Rwy 9: Standard with minimum climb of 240' per NM to 8100', or 3000-3 for climb in visual conditions.

Rwy 27: Standard with minimum climb of 390' per NM to 8100', or 3000-3 for climb in visual conditions.

**TAKEOFF OBSTACLE NOTES**

Rwy 5: Rising terrain beginning 4' from DER, 373' right of centerline, up to 3826' MSL. Terrain beginning 178' from DER, 447' right of centerline, up to 3827' MSL. Fence beginning 358' from DER, 374' right of centerline, up to 3833' MSL. Buildings beginning 1097' from DER, 616' left of centerline, up to 3854' MSL.

Rwy 9: Terrain 14' from DER, 95' right of centerline, 3846' MSL. Vehicle on road 1171' from DER, 677' right of centerline, 3876' MSL. Vehicle on road 1275' from DER, 811' right of centerline, 3880' MSL. Pole 1664' from DER, 815' right of centerline, 3887' MSL.

Rwy 27: Terrain 64' from DER, 431' left of centerline, 3870' MSL. Vehicles on roads, terrain and pole beginning 84' from DER, 118' left of centerline, up to 3886' MSL. Vehicles on roads beginning 949' from DER, 625' left of centerline, up to 3894' MSL. Pole 1474' from DER, 790' left of centerline, 3907' MSL. Trees and buildings beginning 1582' from DER, 616' left of centerline, up to 3917' MSL. Pole 2081' from DER, 1024' left of centerline, 3940' MSL. Pole 2611' from DER, 1147' left of centerline, 3944' MSL.

**TAKEOFF RUNWAY 5:** Climbing left turn to heading 274°, thence . . .

**TAKEOFF RUNWAY 9:** Climbing left turn to heading 274°, thence . . .

**TAKEOFF RUNWAY 27:** Climbing right turn to heading 024°, thence . . .

. . . Continue climb to intercept HLN R-322 northwest bound to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000 before proceeding on course.

**VCOA RUNWAYS 5, 9, 27:** Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Helena Rgnl Airport northbound at or above 6700, then continue climb and proceed on HLN R-340 to WOKEN INT before proceeding on course.

**DEPARTURE ROUTE DESCRIPTION**

**HELENA DEP CON**

119.5  229.4
SALT LAKE CENTER
133.4  285.4
ATIS
120.4
GND CON
121.9
HELENA TOWER
118.3  257.8

**TAKEOFF OBSTACLE NOTES**

DIVE TWO DEPARTURE (OBSTACLE)

(DIVD2.HLN)  23FEB23

HELENA, MONTANA

HELENA RGNL (HLN)
TAKING MINIMUMS
Rwy 5: Standard with minimum climb of 250’ per NM to 8100.
Rwy 9: Standard with minimum climb of 240’ per NM to 8100.
Rwy 17, 23: NA- Obstacles.
Rwy 27: Standard with minimum climb of 390’ per NM to 8100.
Rwy 35: NA- ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climbing left turn to heading 314°, thence . . . .
TAKEOFF RUNWAY 9: Climbing left turn to heading 311°, thence . . . .
TAKEOFF RUNWAY 27: Climbing right turn to heading 010°, thence . . . .

. . . . intercept HLN VORTAC R-340 to 8100, then climbing left turn to 9000 on HLN VORTAC R-340 to HLN VORTAC.
TAKEOFF MINIMUMS
Rwy 5: NA - ATC.
Rwys 10, 17, 23, 28, 35: NA - Environmental.
Rwy 9: Standard with minimum climb of 270’ per NM to 9000.
Rwy 27: Standard with minimum climb of 390’ per NM to 7200.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climbing left turn to heading 274°, thence . . .
TAKEOFF RUNWAY 27: Climbing right turn to heading 354°, thence . . .

. . . intercept HLN R-322 to SIEBE INT. Maintain ATC assigned altitude.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climbing left turn to intercept HLN R-091 to cross STAKK at or above 10200, thence . . .

TAKEOFF RUNWAY 27: Climb on heading 271° to 4500 then climbing right turn direct HLN VORTAC. Continue climb on HLN R-091 to cross STAKK at or above 10200, thence . . .

. . . . on transition. Maintain assigned altitude.

BOZEMAN TRANSITION (STAKK5.BZN): From over STAKK on 15 DME Arc to CUSRI INT, then on HLN R-107 to SWEDD INT, then on BZN R-320 to BZN VOR/DME.

CONNS TRANSITION (STAKK5.CONNS): From over STAKK on 15 DME Arc to CUSRI INT, then on HLN R-107 to SWEDD INT, then on HLN R-107 to CONNS INT.

GREAT FALLS TRANSITION (STAKK5.GTF): From over STAKK on 15 DME Arc to TICUS, then on HLN R-012 and GTF R-188 to GTF VORTAC.

LEWISTOWN TRANSITION (STAKK5.LWT): From over STAKK on 15 DME Arc to HONVI, then on HLN R-062 and LWT R-240 to LWT VOR/DME.

WAUTS TRANSITION (STAKK5.WAUTS): From over STAKK on 15 DME Arc to FAVOX, then on HLN R-077 to WAUTS INT.
### RNAV (GPS)-B

**Hermiston Muni (HRI)**

**Amdt 1** 13SEP18

#### ASOS

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#### Spokane APP CON

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#### UNICOM

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<td>(CTAF)</td>
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#### Holding Pattern

- **HOLD 14000 4000**

#### VOR/DME Information

- **M5A MLIPS 25 NM**
  - **4800**
  - **5100**
  - **3765**
  - **3611**

#### waypoints:

- **BAYKA**
- **HONUP**
- **MLIPS**

#### Airway Information

- **BAYKA**
- **HONUP**
- **MLIPS**

#### Holding Info

- **2 NM to HONUP**

#### Category

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<td>A</td>
<td>B</td>
<td>C</td>
<td>D</td>
</tr>
<tr>
<td>1140-1</td>
<td>496 (500-1)</td>
<td>1140-1½</td>
<td>1260-2</td>
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<td>496 (500-1½)</td>
<td>616 (700-2)</td>
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</table>

#### Missed Approach

- Climbing right turn to 4000 direct PDT VORTAC and hold.

#### Notes

- Circling Rwy 5 NA at night.
- NoPT for arrival on PDT VORTAC airway radial R-029.

#### Special Information

- **RNAV (GPS)-B**

---

**Hermiston, Oregon**

**45°50'N-119°16'W**

**NW-1, 11 JUL 2024 to 05 SEP 2024**
**VOR-A**

**HERMISTON MUNI (HRI)**

**DME Required.**

- **Circling Rwy 5 NA at night.**

**ASOS**

- **135.225**

**SPOKANE APP CON**

- **133.15 379.15**

**UNICOM**

- **122.8 (CTAF)**

---

**MISSED APPROACH:** Climbing right turn to 4000 on PDT VORTAC R-299 to PDT VORTAC and hold.

---

**ELEV 644**

---

**SPOKANE APP CON**

- **133.15 379.15**

**UNICOM**

- **122.8 (CTAF)**

---

**NoPT for arrival on PDT VORTAC airway radial R-035.**

---

**1140-1 496 (500-1)**

**1260-2**

**616 [700-2]**

---

**HERMISTON, OREGON**

**AL-6475 (FAA)**

**23334**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

---

**HERMISTON MUNI (HRI)**

**VOR-A**

**45°50'N-119°16'W**

**329**
HOQUIAM, WASHINGTON

APP CRS 241°

Rwy Idg 5000
TDZE 16
Apt Elev 18

ALT 117.7
HQM 21
Chan 124

WA

MISSED APPROACH: Climb to 2500 direct HQM VORTAC and hold.

- Circling NA northwest of Rwy 6-24. When local altimeter setting not received, procedure NA. For inop ALS, increase S-ILS 24 Cat C visibility to ½ and S-LOC 24 Cat C visibility to 1½ SM.

- Use I-HQM DME when on the localizer course.

- Remain within 10 NM.

- 900
- 2100
- 2300

LOCALIZER I-HQM 108.7
Chan 24

LOC/DME I-HQM 108.7
Chan 24

ASOS 135.775
SEATTLE CENTER 128.3 269.0
UNICOM 122.7 (CTAF)

ELEV 18
TDZE 16

Amdt 4D 23FEB23

NW-1, 11 JUL 2024 to 05 SEP 2024

AIR navigation facilities or NA.

- Amdt 4D 23FEB23

NW-1, 11 JUL 2024 to 05 SEP 2024

AIR navigation facilities or NA.

- Amdt 4D 23FEB23

NW-1, 11 JUL 2024 to 05 SEP 2024

AIR navigation facilities or NA.

- Amdt 4D 23FEB23

NW-1, 11 JUL 2024 to 05 SEP 2024

AIR navigation facilities or NA.

- Amdt 4D 23FEB23

NW-1, 11 JUL 2024 to 05 SEP 2024

AIR navigation facilities or NA.

- Amdt 4D 23FEB23

NW-1, 11 JUL 2024 to 05 SEP 2024

AIR navigation facilities or NA.

- Amdt 4D 23FEB23

NW-1, 11 JUL 2024 to 05 SEP 2024

AIR navigation facilities or NA.

- Amdt 4D 23FEB23

NW-1, 11 JUL 2024 to 05 SEP 2024

AIR navigation facilities or NA.

- Amdt 4D 23FEB23

NW-1, 11 JUL 2024 to 05 SEP 2024

AIR navigation facilities or NA.

- Amdt 4D 23FEB23

NW-1, 11 JUL 2024 to 05 SEP 2024

AIR navigation facilities or NA.

- Amdt 4D 23FEB23

NW-1, 11 JUL 2024 to 05 SEP 2024

AIR navigation facilities or NA.

- Amdt 4D 23FEB23

NW-1, 11 JUL 2024 to 05 SEP 2024

AIR navigation facilities or NA.

- Amdt 4D 23FEB23

NW-1, 11 JUL 2024 to 05 SEP 2024

AIR navigation facilities or NA.
RNAV (GPS) RWY 6
BOWERMAN (HQM)

Circling NA northwest of Rwy 6-24. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Rwy 6 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2900 direct LAMMB and hold.

ASOS
135.775

SEATTLE CENTER
128.3 269.0

UNICOM
122.7 (CTAF)

ELEV 18
TDZE 18

ANTLR RW06 25 NM

4 NM Holding Pattern

VGS I and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 40).

GP 3.00°
TCH 52

CATEGORY
A  B  C  D

LPV DA
308-1 290 (300-1)

LNAV/ VNAV DA
758-2 740 (800-2½)

LNAV MDA
620-1 602 (700-1)
620-1½ 602 (700-1¼)
620-2 602 (700-2)

CIRCLING
620-1 602 (700-1)
800-2½ 782 (800-2¼)
860-2¾ 842 (900-2½)

HOQUIAM, WASHINGTON

Amdt 1C 07OCT21

46°58'N-123°56'W

RNP APCH.

MISSED APPROACH: Climb to 2900 direct LAMMB and hold.
**RNAV (GPS) RWY 24**

**BOWERMAN (HQM)**

- **ASOS**: 135.775
- **SEATTLE CENTER**: 128.3 269.0
- **UNICOM**: 122.7 (CTAF)

**Procedure NA for arrivals at ULESS on V27 northeast bound.**

**Procedure NA for arrivals at SOUPY on V204 east bound.**

**Procedure NA for arrivals at PUGIC on V27 southeast bound.**

**Notes for uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 43°C (109°F). When local altimeter setting not received, procedure NA. Circling NA northwest of Rwy 6-24. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat C visibility to ¾ mile and LNAV Cat C visibility to 2½ miles.**

**MALSR**

**ZUNAD and hold.**

Climb to 2600 direct ZUNAD and hold.

**MALSR, increase LPV Cat C visibility to ¾ mile and LNAV Cat C visibility to 2½ miles.**

**RNAV (GPS) RWY 24**

**BOWERMAN (HQM)**

**APP CRS 241°**

**5000**

**Rwy Idg**

**TDZE**

**Apt Elev**

**16**

**18**

**MALSR**

**ZUNAD and hold.**

**Climb to 2600 direct ZUNAD and hold.**

**MALSR, increase LPV Cat C visibility to ¾ mile and LNAV Cat C visibility to 2½ miles.**

**RNAV (GPS) RWY 24**

**BOWERMAN (HQM)**

**APP CRS 241°**

**5000**

**Rwy Idg**

**TDZE**

**Apt Elev**

**16**

**18**

**MALSR**

**ZUNAD and hold.**

**Climb to 2600 direct ZUNAD and hold.**

**MALSR, increase LPV Cat C visibility to ¾ mile and LNAV Cat C visibility to 2½ miles.**
Circling NA northwest of Rwy 6-24. Rwy 6 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 6 NA at night, Circling Rwy 6 NA at night.

**MISSED APPROACH:** Climb to 800 then climbing right turn 2500 direct HQM VORTAC and hold, continue climb-in-hold to 2500.

**ASOS**
- 135.775

**SEATTLE CENTER**
- 128.3
- 269.0

**UNICOM**
- 122.7 (CTAF)

**VOR RWY 6**
- **BOWERMAN (HQM)**

**DME required.**
For uncompensated Baro-VNAV systems, procedure NA below -23°C or above 53°C. Procedure NA at night. Baro-VNAV and VDP NA when using Gillette altimeter setting. When local altimeter setting not received, use Gillette altimeter setting and increase LPV DA to 4662 feet; LNAV/VNAV DA to 4807 feet, and all visibilities 1/2 SM. Increase all MDA 120 feet and LNAV Cat C/D visibility 1/2 SM, Circling Cat A/B 1/2 SM, and Cat C 1/2 SM.
Procedure NA at night. When local altimeter setting is not received use Northeast Wyoming Rgnl altimeter setting and increase all MDA 120 feet and visibility Cat B 1/4 mile.

MISSED APPROACH: Climbing right turn to 15000 direct KOCE and hold, continue climb-in-hold to 15000.
TAKEOFF MINIMUMS
Rwy 13: Standard with minimum climb of 322’ per NM to 8100.
Rwy 31: Standard with minimum climb of 230’ per NM to 7600.

NOTE: Avoid flights within 3 NM of Devil’s Tower National Monument.
NOTE: Remain clear of POWDER RIVERS B MOA.
NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF RUNWAY 13: Climb heading 132° to 4780, then right turn direct LLADN, cross LLADN at/below 230K. Thence . . . .
TAKEOFF RUNWAY 31: Climb heading 312° to 4780, then left turn direct LLADN, cross LLADN at/below 230K. Thence . . . .
. . . . Expect further clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: Alternate frequency 135.6 / 363.025.

GILLETTE TRANSITION (LLADN1.GCC)
KARAS TRANSITION (LLADN1.KARAS)
KOCYE TRANSITION (LLADN1.KOCYE)
**ILS or LOC RWY 21**

**IDAHO FALLS RGNL (IDA)**

**MISSED APPROACH:** Climb to 7000 on IDA VOR/DME R-204 to VIPUC/12.8 DME and hold.

**LOCALIZER I-IDA 13.8**

Channel 85(Y)

- **IDAE FALLS IAP CRS**
  - 4761
  - 4735
  - 4744

**ATIS**

- **SALT LAKE CENTER**
  - 128.35
  - 239.25

**IDAHO FALLS TOWER**

- **GND CON**
  - 121.7

**CLNC DEL**

- **GCO**
  - 121.725

**UNICOM**

- **122.95**

**121.7**

**121.725**

**128.35**

**TWR**

**A**

**B**

**C**

**D**

**E**

**MISSED APCH FIX**

**VIPUC I-IDA 12.8**

**DME required.**

**Use IDA DME when on the localizer course.**

**Category**

- A
- B
- C
- D
- E

**CIRCLING**

**FAF to MAP 6 NM**

**Min:Sec**

- 6:00
- 4:00
- 3:00
- 2:24
- 2:00

**IDAE FALLS, IDAHO**

**Ammdt 12A 19MAY22**

**337°31'N-112°04'W**
RNAV (RNP) Z RWY 21
IDAHO FALLS RGNL (IDA)

For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 54°C. For inop ALS, increase RNP 0.11 visibility all cats to RVR 4500.

MISSED APPROACH: Climb to 7500 on track 206° to UGADE, right turn to STOPS, and on track 259° to ROCCA and hold.

Procedure NA for arrivals at SABAT on V365 northbound.

Procedure NA for arrivals at PIINE on V330 eastbound.

See planview for multiple IF locations.

AUTHORIZATION REQUIRED
MISSED APPROACH: Climb to 6000 then climbing left turn to 7000 direct IDA VOR/DME and hold.
For inop ALS increase S-21 Cats C/D visibility to 1½ SM.

ATIS  135.325  SALT LAKE CENTER  128.35  239.25  IDAHO FALLS TOWER  118.5 (CTAF)  257.8  GND CON  121.7  CLNC DEL  121.7  GCO  121.725  UNICOM  122.95

VOR/DME IDA  113.85
Chan 85 (Y)

APP CRS  192°
Rwy Idg  TDXE  9002  4735
Apt Elev  4744

MALS

MISSED APPROACH: Climb to 7000 then right turn direct IDA VOR/DME and hold.

- Category A
- Category B
- Category C
- Category D

S-21  5400-1/2  665 (700-1½)
CIRCLING  5400-1  656 (700-1)

IDAHO FALLS, IDAHO
Amdt 10B  03JAN19

IDAHO FALLS RGNL (IDA)

43°31'N-112°04'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
D-ATIS | SALT LAKE CENTER | JACKSON TOWER* | GND CON | UNICOM
120.625 | 133.25 | 285.6 | 118.075 (CTAF) | 124.55 | 122.95

MISSED APPROACH: Climb to 14000 on track 007° to QUIRT and track 088° to DNW VOR/DME and hold, continue climb-in-hold to 14000.

Inop table does not apply. For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 54°C.

RNAV (RNP) Y RWY 1
JACKSON HOLE (JAC)

Authorization Required

Delegate Authorization

TWR 6506

Amdt 1 13SEP18

RNP AR APCH.

APP CRS

<table>
<thead>
<tr>
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<th>B</th>
<th>C</th>
<th>D</th>
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<td>RNP 0.30 DA</td>
<td>7373-4</td>
<td>942 (1000 4)</td>
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</table>

43°36'N-110°44'W

RNAV (RNP) Y RWY 1
JACKSON HOLE (JAC)

UNICOM

122.95

SALT LAKE CENTER

133.25

JACKSON TOWER*

118.075 (CTAF)

GND CON

124.55

N

L

W

R

S

M

N

5

2

1

0

RNP 0.30 DA

7373-4

942 (1000 4)

43°36'N-110°44'W
MISSED APPROACH: Climb to 14000 on track 187° to ZEKUG and on track 194° to KICNE and hold, continue climb-in-hold to 14000.

*Missed approach requires minimum climb of 226 feet per NM to 11400.

#Missed approach requires minimum climb of 210 feet per NM to 11600.

For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM.

MALS

For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM.

MALS

**AUTHORIZATION REQUIRED**

RNP AR APCH-GPS.

**JACKSON HOLE (JAC)**

**RNAV (RNP) Y RWY 19**

**Category**

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<td>587</td>
<td>(600-1 3/4)</td>
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**AUTHORIZATION REQUIRED**
RNAV (GPS) X RWY 1
JACKSON HOLE (JAC)

D-AVIS
120.625
SALT LAKE CENTER
133.25 285.6
JACKSON TOWER
118.075 (CTAF)
GND CON
124.55
UNICOM
122.95

MISSING APCH FIX
QUIRT
O88° (12.2)
DUNOIR DNW
(not to scale)

Circling NA east of Rwy 1-19. Baro-VNAV NA.
Circling NA for Cat D. Inop table does not apply to LPV, LPV*, LNAV/VNAV, and LNAV Cat C/D.

Procedure NA for arrivals at JAC VOR/DME on V330 outbound.

* Misced approach requires minimum climb of 385 feet per NM to 7700.

TWR 6506

JACKSON, WYOMING
NW-1, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) X RWY 1
Circling NA for Cats A, B, and C east of Rwy 1-19. For inop ALS, increase LNAV Cats C and D visibility to 2 ½ SM. Inop table does not apply to LPV* all Cats.

MISSED APPROACH: Climb to 14000 direct ZIMNU and on track 193° to KICNE and hold, continue climb-in-hold to 14000.

*Missed approach requires minimum climb of 230 feet per NM to 9000.

Procedure NA for arrival on DNW VOR/DME airway radials 219 CW 267.
VOR RWY 1
JACKSON HOLE (JAC)

DME required.

Circling NA east of Rwy 1-19. Circling NA for Cat D. Inop table does not apply to S-1 Cats C/D.

Amdt 1 02DEC21

NW-1, 11 JUL 2024 to 05 SEP 2024

JACKSON, WYOMING

VOR/DME JAC
115.4 Chan 101

APP CRS 008° Rwy Idg TDZE Apt Elev 6300 6431 6451

MALS

Missed Approach: Climb to 14000 direct JAC VOR/DME and on JAC R-017 to NALSI INT/JAC 16.5 DME and right turn on DNW R-267 to DNW VOR/DME and hold, continue climb-in-hold to 14000.

D-ATIS 120.625
SALT LAKE CENTER 133.25 285.6
JACKSON TOWER* 118.075 (CTAF)
GND CON 124.55
UNICOM 122.95

Missed APCH Fix

Northwest-1, 11 JUL 2024 to 05 SEP 2024

Category
A
B
C
D

S-1 7800/55 1369 (1400-1)
7800-1¼ 1369 (1400-1¼)
7800-3 1369 (1400-3)

CIRCLING 7800-1¼ 1349 (1400-1¼)
7800-1½ 1349 (1400-1½)
7800-3 1349 (1400-3) NA

ELEV 6451 D TDZE 6431

JACKSON, WYOMING

Amdt 1 02DEC21
AIRPORT DIAGRAM

Jan, 2024 to Sep, 2024

JACKSON HOLE (JAC)
JACKSON, WYOMING

AIRPORT DIAGRAM

JACKSON, WYOMING

NW-1

NW-1, 11 JUL 2024 to 05 SEP 2024

NW-1, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS

Rwy 1: Standard with minimum climb of 234' per NM to 12400.
Rwy 19: NA - ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb to 12400 on JAC R-007 to GIYER/JAC 3 DME,
and right turn heading 037° to intercept JAC R-017 to NALSI INT/JAC 16 DME
then right turn to intercept DNW R-267 to DNW VOR/DME.
TETON THREE DEPARTURE (OBSTACLE)

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 19:** Climb to 14000 via JAC R-192 to KICNE INT/JAC 27 DME, then right turn via IDA R-096 to IDA VOR/DME; or for climb in visual conditions: cross JAC VOR/DME southbound at or above 10800, then climb to 14000 via JAC R-192 to KICNE INT/JAC 27 DME, then right turn via IDA R-096 to IDA VOR/DME.

**TAKEOFF MINIMUMS**
- Rwy 1: Standard with a minimum climb of 335’ per NM to 14000 or 4400-3 for climb in visual conditions.
- Rwy 1: Not authorized - ATC.

**TAKEOFF OBSTACLE NOTES**
- Rwy 19: Bush 485’ from DER, 513’ right of centerline, 6428’ MSL.

**SALT LAKE CENTER**
- 133.25 285.6
- CTAF
- 118.075
- UNICOM
- 122.95

**IDAHO FALLS**
- 113.85 IDA
  - Chan 85 (Y)

**JACKSON HOLE (JAC)**
- 115.4 JAC Chan 101

**TETON THREE DEPARTURE (OBSTACLE) (TETON3.KICNE)**
- 05JUN08

**JACKSON, WYOMING**

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 19:** Climb to 14000 via JAC R-192 to KICNE INT/JAC 27 DME, then right turn via IDA R-096 to IDA VOR/DME; or for climb in visual conditions: cross JAC VOR/DME southbound at or above 10800, then climb to 14000 via JAC R-192 to KICNE INT/JAC 27 DME, then right turn via IDA R-096 to IDA VOR/DME.

**TAKEOFF MINIMUMS**
- Rwy 1: Standard with a minimum climb of 335’ per NM to 14000 or 4400-3 for climb in visual conditions.
- Rwy 1: Not authorized - ATC.

**TAKEOFF OBSTACLE NOTES**
- Rwy 19: Bush 485’ from DER, 513’ right of centerline, 6428’ MSL.

**SALT LAKE CENTER**
- 133.25 285.6
- CTAF
- 118.075
- UNICOM
- 122.95

**IDAHO FALLS**
- 113.85 IDA
  - Chan 85 (Y)

**JACKSON HOLE (JAC)**
- 115.4 JAC Chan 101

**TETON THREE DEPARTURE (OBSTACLE) (TETON3.KICNE)**
- 05JUN08

**JACKSON, WYOMING**
TAKEOFF MINIMUMS
Rwy 1: NA - ATC.
Rwy 19: Standard with minimum climb of 335' per NM to 7900.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 19: Climb on heading 200° to intercept JAC VOR/DME R-192 to KICNE INT/JAC 27 DME, cross KICNE INT at or above 15000. Then proceed on assigned transition/route. Expect further clearance to filed altitude 10 minutes after departure.

BIG PINEY TRANSITION (ALPIN4.BPI): From over KICNE INT on BPI R-299 to BPI VOR/DME.

IDAHO FALLS TRANSITION (ALPIN4.IDA): From over KICNE INT on IDA R-096 to IDA VOR/DME.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 1:** Climb direct GIYER, then on track 047° to cross DIVYD at or above 12100, thence. . . .

. . . . (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

**BOYSEN RESERVOIR TRANSITION (DIVYD2.BOY)**

**DUNOIR TRANSITION (DIVYD2.DNW)**

**HUKET TRANSITION (DIVYD2.HUKET)**

**JEDHY TRANSITION (DIVYD2.JEDHY)**
RNAV (GPS) RWY 9

**JEROME, IDAHO**

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<th>WAAS CH</th>
<th>APP CRS</th>
<th>RWy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<td>90144</td>
<td>086°</td>
<td>5002</td>
<td>4019</td>
<td>4053</td>
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**RNP APCH.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA north of Rwy 9-27.

**ASOS** | **TWIN FALLS APP CON** | **UNICOM**
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<tr>
<td>135.225</td>
<td>126.7 353.75</td>
<td>122.8 (CTAF)</td>
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Procedure NA for arrivals at GOODE on V4 northwest bound and V293 northwest bound.

Procedure NA for arrivals at SECAR on V253 southeast bound.

**RNAV (GPS) RWY 9**

**JEROME COUNTY (JER)**

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<td>4820-2½</td>
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<td>767 (800-1)</td>
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<td>767 (800-2½)</td>
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RNAV only

**HOLD**

7 NM Holding Pattern

LG 3.00° TCH 45

**ELEV 4053**

TDZE 4019

**MIRL Rwy 9-27**

**ASOS** 135.225

**TWIN FALLS APP CON**

**UNICOM** 122.8 (CTAF)

**JEROME, IDAHO**

Amdt 1 30JAN20

42°44'N-114°27'W

361
RNAV (GPS) RWY 27
JEROME COUNTY (JER)

RNP APCH.

Circling NA north of Rwy 9 and 27.

Rwy 27 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 6500 direct LAHEW and hold.

ASOS 135.225 TWIN FALLS APP CON* 126.7 353.75 UNICOM 122.8 (CTAF)

**MISSING APCH FIX**

7 NM

726°

LAHEW

**Procedure NA for arrivals at BYI VOR/DME**

on V4 eastbound, V101 southeast bound, and V231 southbound.

**Procedure NA for arrivals at DRYAD**

on V484 southeast bound.

**CATEGORY**

A B C D

LPV DA 4403-1 350 (400-1) 1247 (1300-1½) 1247 (1300-1½) 1247 (1300-3) 1247 (1300-3)

LNAV MDA 5300-1¼ 5300-1½ 5300-3 1247 (1300-3)

C CIRCLING 5300-1¼ 5300-1½ 5300-3 1247 (1300-3)
Circling NA north of Rwy 9-27.

No PT for arrival on TWF VORTAC.

8000 direct TWF VORTAC and hold.

MISSED APPROACH: Climbing left turn to

continue climb-in-hold to 8000.

DME required.

ELEV 4053

AC-StAB

APR 26, 11 JUL 2024

NW-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) Y RWY 9

GRANT COUNTY RGNL/OGILVIE FLD (GCD)

When local altimeter setting not received, procedure NA.

Circling NA south of Rwy 9-27. DME/DME RNP-0.3 NA.

Helicopter visibility reduction below ¾ SM not authorized.

MISSED APPROACH: Climbing left turn to 12000 direct OXVEN and hold, continue climb-in-hold to 12000.
Circling NA southwest of Rwy 15-33. Procedure NA at night.
Rwy 15 and 33 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 8600 direct SLING and hold, continue climb-in-hold to 8600.

AWOS-3P 123.775
SEATTLE CENTER 123.95 290.55
UNICOM 122.8 (CTAF)

Final approach course offset 11.85°.
**RNAV (RNP) RWY 20**

**GLACIER PARK INTL (GPT)**

**MISSED APPROACH:** Climb to 10000 on track 200° to CAUGH, left turn to DOTRE, left turn to DEBRE, and on track 128° to ANGIL and hold, continue climb-in-hold to 10000. *Missed approach requires minimum climb of 230 feet per NM to 6800.

**ATIS**
- 132.625

**SALT LAKE CENTER**
- 127.075
- 244.875

**GLACIER TOWER**
- 124.55

**GND CON**
- 121.6

**UNICOM**
- 122.95

**诣**
- **AIR**

**MALP**
- **RWP 20**

** Nurses**
- **RWP 20**

**RNP 0.10 DA**
- 3346-1 369 (400-1)

**RNP 0.30 DA**
- 3418-1 441 (500-1½)

**RNP 0.30 DA**
- 3637-1 660 (700-1½)

**AUTHORIZATION REQUIRED**

**ELEV 2977**

**TDZE 2977**

**Procedure NA for arrivals at OLIBY on V448 southwest bound.**

**Procedure NA for arrivals at FIKAB on V536 southwest bound.**

**Procedure NA for arrivals at SKOTT on V231 southbound.**

**Procedure NA for arrivals at FIKAB on V536 southwest bound.**

**Procedure NA below -25°C or above 54°C.**

For uncompensated Baro-VNAV systems, procedure NA below -25°C or above 54°C.

**RAP**
- **GPS.**

**ATIS**
- 132.625

**SALT LAKE CENTER**
- 127.075
- 244.875

**GLACIER TOWER**
- 124.55

**GND CON**
- 121.6

**UNICOM**
- 122.95

**诣**
- **AIR**

**MALP**
- **RWP 20**

** Nurses**
- **RWP 20**

**RNP 0.10 DA**
- 3346-1 369 (400-1)

**RNP 0.30 DA**
- 3418-1 441 (500-1½)

**RNP 0.30 DA**
- 3637-1 660 (700-1½)

**AUTHORIZATION REQUIRED**

**ELEV 2977**

**TDZE 2977**

**Procedure NA for arrivals at OLIBY on V448 southwest bound.**

**Procedure NA for arrivals at FIKAB on V536 southwest bound.**

**Procedure NA for arrivals at SKOTT on V231 southbound.**

**Procedure NA below -25°C or above 54°C.**

For uncompensated Baro-VNAV systems, procedure NA below -25°C or above 54°C.
Rwy 30 helicopter visibility reduction below 3/4 SM NA.

ATIS  122.95  GLACIER TOWER  124.55 (CTAF)  GND CON  121.6  UNICOM  122.95

Rwy 30

MISSED APPROACH: Climb to 12000 direct CEPUN and left turn via track 182° to KILLY and hold, continue climb-in-hold to 12000.

VTOL Rwy 20
MIRL Rwy 12-30
HIRL Rwy 2-20

Reimbursement: Climb to 12000 direct CEPUN and hold add a left turn via track 182° to KILLY and hold, continue climb-in-hold to 12000.

CETL Rwy 20
MIRL Rwy 12-30
HIRL Rwy 2-20

Reimbursement: Climb to 12000 direct CEPUN and hold add a left turn via track 182° to KILLY and hold, continue climb-in-hold to 12000.

CETL Rwy 20
MIRL Rwy 12-30
HIRL Rwy 2-20

Reimbursement: Climb to 12000 direct CEPUN and hold add a left turn via track 182° to KILLY and hold, continue climb-in-hold to 12000.

CETL Rwy 20
MIRL Rwy 12-30
HIRL Rwy 2-20

Reimbursement: Climb to 12000 direct CEPUN and hold add a left turn via track 182° to KILLY and hold, continue climb-in-hold to 12000.
VOR/DME RWY 30
GLACIER PARK INTL (GPI)

AL-887 (FAA)

KALISPELL, MONTANA

ATIS
132.625

SALT LAKE CENTER
127.075 244.875

GLACIER TOWER*
124.55 (CTAF)

GND CON
121.6

UNICOM
122.95

VOR/DME FCA
113.2
Chan 79

APP CRS
316°

Rwy Idg
3510
TDZE
2974
Apt Elev
2977

Helicopter visibility reduction below 1 SM not authorized. When VGSI inoperative, straight-in minimums not authorized at night.

MISSED APPROACH: Climb to 4000 then climbing left turn to 9300 via heading 130° and FCA VOR/DME R-150 to ITONE/14.8 DME and hold, continue climb-in-hold to 9300.

At 15°C minimums not authorized at night.

6.5 NM Descent angles NA.

HDG
R-150

FCA
14.8

ITONE
7333

FCA
14.8

GUBKE
3640-1

603 (700-1)

5100

5100

7200

130°

900-1, 11 JUL 2024 to 05 SEP 2024

CIRCLING

6.5 NM

8 NM

6.8 NM

120°

270°

090°

360°

Category
A
B
C
D

S-30
3480-1
506 (600-1)
3480-1½ 506 (600-1½)

CIRCLING
3520-1
543 (600-1)
3580-1
603 (700-1)

3640-1¾
663 (700-1¾)

3760-2½
783 (800-2½)

KALISPELL, MONTANA

Amdt 10B  23APR20

48°19'N-114°15'W

VOR/DME RWY 30
GLACIER PARK INTL (GPI)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
SKOTT TWO DEPARTURE (OBSTACLE)

**NOTE:** Chart not to scale.

**TAKEOFF MINIMUMS**

- **Rwy 2:** Standard with minimum climb of 290' per NM to 7800, or 2700-3 for climb in visual conditions.
- **Rwy 12:** Standard with minimum climb of 250' per NM to 12000, or 2700-3 for climb in visual conditions.
- **Rwy 20:** Standard with minimum climb of 250' per NM to 12000, or 2700-3 for climb in visual conditions.
- **Rwy 30:** Standard with minimum climb of 260' per NM to 8900, or 2700-3 for climb in visual conditions.

**TAKEOFF OBSTACLE NOTES**

- **Rwy 2:** Trees 1469' from DER, 675' right of centerline, 100' AGL/3065' MSL.
- **Rwy 12:** Multiple vehicles on roadway, train on track, trees and a pole beginning 542' from DER, on centerline extending left and right of centerline, up to 129' AGL/3087' MSL.
- **Trees 2325' from DER, 226' left of centerline, 94' AGL/3063' MSL.**
- **Trees 3114' from DER, 420' right of centerline, 117' AGL/3082' MSL.**
- **Rwy 20:** Trees 2320' from DER, 1055' left of centerline, 107' AGL/3057' MSL.
- **Trees 1.1 NM from DER, 1679' right of centerline, 107' AGL/3154' MSL.**
- **Rwy 30:** Trees 721' from DER, 60' right of centerline, 104' AGL/3136' MSL.
- **Trees 383' from DER, 86' left of centerline, 104' AGL/3149' MSL.**

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 2:** Climbing left turn direct FCA VOR/DME, thence.... or, climb in visual conditions to cross Glacier Park Intl Airport southeast bound at or above 5600, then on FCA R-313 to FCA VOR/DME, thence. . . .

**TAKEOFF RUNWAY 12:** Climbing right turn direct FCA VOR/DME, thence.... or, climb in visual conditions to cross Glacier Park Intl Airport southeast bound at or above 5600, then on FCA R-313 to FCA VOR/DME, thence. . . .

**TAKEOFF RUNWAY 20:** Climbing left turn direct FCA VOR/DME, thence.... or, climb in visual conditions to cross Glacier Park Intl Airport southeast bound at or above 5600, then on FCA R-313 to FCA VOR/DME, thence. . . .

**TAKEOFF RUNWAY 30:** Climbing left turn direct FCA VOR/DME, thence.... or, climb in visual conditions to cross Glacier Park Intl Airport southeast bound at or above 5600, then on FCA R-313 to FCA VOR/DME, thence. . . .

. . . .continue climb to 12000 via FCA R-159 to SKOTT INT.

SKOTT TWO DEPARTURE (OBSTACLE)
KALISPELL ONE DEPARTURE (RNAV)

NOTE: Chart not to scale.

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 200° to 3480, then climb direct to cross HUCKL at or above 4200, then on track 144° to cross ANGIL at or above 10000, thence . . .

. . . on (transition). Maintain ATC assigned altitude. Expect filed altitude five minutes after departure.

CHOTE TRANSITION (GPI1.CHOTE)
SKOTT TRANSITION (GPI1.SKOTT)

TAKEOFF MINIMUMS
Rwys 2, 12, 30: NA - ATC.
Rwy 20: Standard with minimum climb of 500’ per NM to 3480.

NOTE: RNAV 1.
NOTE: GPS required.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 020° to intercept course 290° to cross KECEK at or above 7000, then on track 216° to cross EEVEL at or above 8000, then on track 167° to KNEVL, then on track 215° to cross RIDDG at 9000, thence. . . .

TAKEOFF RUNWAY 20: Climb on heading 200° to 3480, then right turn direct to cross DAACE at or above 6300, then on track 208° to cross PYGMY at or above 8300, then on track 236° to cross RIDDG at 9000, thence. . . .

. . . . . on filed transition. Maintain ATC assigned altitude. Expect clearance to filed altitude five minutes after departure.

MISSOULA TRANSITION (RIDDG1.MSO)
MULLAN PASS TRANSITION (RIDDG1.MLP)
SKOTT TRANSITION (RIDDG1.SKOTT)
RNAV (GPS) RWY 12
SOUTHWEST WASHINGTON RGNL (KLS)

Circling NA northeast of Rwy 12-30. Circling Rwy 30 NA at night. Rwy 12
helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV
systems, LNAV/VNAV NA below -6°C or above 54°C.

AWOS-3PT
135.075

SEATTLE CENTER
124.2 317.6

UNICOM
122.725 (CTAF)

Procedure NA for arrivals at
ONALS on V23 northbound.

Procedure NA for arrivals at
ONALS on V23 northbound.

Circling NA northeast of Rwy 12-30. Circling Rwy 30 NA at night. Rwy 12
helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV
systems, LNAV/VNAV NA below -6°C or above 54°C.

RNAV (GPS) RWY 12
SOUTHWEST WASHINGTON RGNL (KLS)

Circling NA northeast of Rwy 12-30. Circling Rwy 30 NA at night. Rwy 12
helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV
systems, LNAV/VNAV NA below -6°C or above 54°C.
TAKEOFF MINIMUMS

Rwy 12: NA - Terrain.
Rwy 30: 600-3 with minimum climb of 295' per NM to 1300 or standard with minimum climb of 310' per NM to 900.

TAKEOFF OBSTACLE NOTES

Rwy 30: Poles 21' from DER, 299' right of centerline, 31' AGL/49' MSL.
Trees 92' from DER, 439' right of centerline, 59' MSL.
Poles beginning 190' from DER, 348' left of centerline, up to 29' AGL/49' MSL.
Trees, pole beginning 213' from DER, 43' right of centerline, up to 155' MSL.
Vehicles on road 387' from DER, 596' left of centerline, 57' MSL.
Towers 501' from DER, 425' left of centerline, 49' AGL/70' MSL.
Trees beginning 531' from DER, 201' left of centerline, up to 91' MSL.
Transmission lines beginning 1648' from DER, 644' left of centerline, up to 79' AGL/100' MSL.
Trees, transmission line beginning 1737' from DER, 17' left of centerline, up to 131' MSL.
Trees beginning 2235' from DER, 35' right of centerline, up to 157' MSL.
Trees, transmission line beginning 2335' from DER, 110' left of centerline, up to 146' MSL.
Trees 4956' from DER, 112' left of centerline, 164' MSL.
Trees beginning 1.9 NM from DER, 2281' right of centerline, up to 342' MSL.
Trees beginning 2 NM from DER, 980' right of centerline, up to 407' MSL.
Trees beginning 2.1 NM from DER, 364' right of centerline, up to 433' MSL.
Trees beginning 2.2 NM from DER, 2680' right of centerline, up to 477' MSL.
Towers, trees beginning 2.3 NM from DER, 2369' right of centerline, up to 105' AGL/569' MSL.
Trees beginning 2.4 NM from DER, 2095' right of centerline, up to 584' MSL.

NOTE: Chart not to scale.
RNAV (GPS) RWY 16
KEMMERER MUNI (EMM)

MISSED APPROACH:
Climb to 10000 direct IMC and hold.

AWOS-3PT 119.675
SALT LAKE CITY CENTER 124.35 353.5
UNICOM 122.8 (CTAF)*

Baro-VNAV NA when using Evanston altimeter setting. For uncompensated Baro-VNAV systems, INAV/VNAV NA below -27°C (-16°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Evanston altimeter setting. Night landing: Rwy 4, 10, 22, 28 NA. When local altimeter setting not received, use Evanston altimeter setting: Increase all DA 111 feet and visibilities ¼ mile; increase all MDA 120 feet.

Increase all DA 111 feet and visibilities ¼ mile; increase all MDA 120 feet.
RNAV (GPS) RWY 34

KEMMERER MUNI (EMM)

AWOS-3PT
119.675

SALT LAKE CITY CENTER
124.35 353.5

UNICOM
122.8 (CTAF) *

Baro-VNAV and VDP NA when using Evanston altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-22°C (-16°F) or above 54°C (130°F).  DME/DME RNP-0.3 NA.
Night landing: Rwys 4, 10, 22, 28 NA.  When local altimeter setting
not received, use Evanston altimeter setting: increase all DA 111 feet
and visibilities 1/4 mile; increase all MDA 120 feet.

**Missed Approach:** Climb to 12000

direct ATOXY and on track 268°
direct GEGME and hold, continue
climb-in-hold to 12000.

AWOS-3PT
119.675

SALT LAKE CITY CENTER
124.35 353.5

UNICOM
122.8 (CTAF) *

Baro-VNAV and VDP NA when using Evanston altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-22°C (-16°F) or above 54°C (130°F).  DME/DME RNP-0.3 NA.
Night landing: Rwys 4, 10, 22, 28 NA.  When local altimeter setting
not received, use Evanston altimeter setting: increase all DA 111 feet
and visibilities 1/4 mile; increase all MDA 120 feet.

**Missed Approach:** Climb to 12000

direct ATOXY and on track 268°
direct GEGME and hold, continue
climb-in-hold to 12000.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 163° to at/above 7800, then climb direct to FBR VOR/DME, thence.

TAKEOFF RUNWAY 34: Climb heading 343° to at/above 8200, then climbing right turn direct to FBR VOR/DME, thence.

...via assigned route/fix. Maintain 12000 or assigned altitude, expect filed altitude 10 minutes after departure.
MISSED APPROACH: Climb to 4700 then climbing left turn to 10000 via heading 263° and LMT VORTAC R-293 to FNGRR/LMT VORTAC 10.6 DME then left turn direct LMT VORTAC and hold.

DME from LMT VORTAC. Simultaneous reception of I-LMT and LMT DME required. Circling NA for Cat D east of Rwy 14-32.

Missed approach requires minimum climb gradient of 217' per NM to 5600.

† RVR 1800 authorized with use of FD or AP or HUD to DA.

ATIS
126.5 263.0 KINGSLEY APP CON
123.675 270.8 KINGSLEY TOWER* (CTAF) 257.8
GND CON
121.9 348.6
UNICOM
122.95

** DME REQUIRED **

ILS or LOC/DME RWY 32
CRATER LAKE/KLAMATH RGNL (LMT)

KLAMATH FALLS, OREGON
Amdt 20B 21MAY20

ILS or LOC/DME RWY 32
CRATER LAKE/KLAMATH RGNL (LMT)

KLAMATH FALLS, OREGON
Amdt 20B 21MAY20
Circling NA for Cat D and E east of Rwy 14-32. Inop table does not apply to Cats B and C. Helicopter visibility reduction below 3/4 SM NA.

ATIS
126.5 263.0

KINGSLEY APP CON
123.675 270.8

KINGSLEY TOWER
133.975 (CTAF) 257.8

GND CON
121.9 348.6

UNICOM
122.95

VOR/DME or TACAN RWY 14
CRATER LAKE/KLAMATH RGNL (LMT)

MISSED APPROACH: Climb to 5000 then climbing right turn to 9400 via heading 180° and LMT VORTAC R-164 to MUREX/LMT 17 DME and hold, continue climb-in-hold to 9400.

Procedure NA for arrivals at LMT VORTAC via airway radials 314 CW 351.

HELICOPTER VISIBILITY REDUCED TO BELOW 3/4 SM NA.

Inop table does not apply to Cats B and C. Circling NA for Cat D and E east of Rwy 14-32.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
22027
KLAMATH FALLS, OREGON
CRATER LAKE/KLAMATH RGNL (LMT)
2027

AIRPORT DIAGRAM
22027
KLAMATH FALLS, OREGON
CRATER LAKE/KLAMATH RGNL (LMT)
KINGSLEY SIX DEPARTURE

NOTE: RADAR required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb heading 141° (or ATC assigned heading 140° CW 320°). Thence . . . .
TAKEOFF RUNWAY 25: Climb heading 253°. Thence . . . .
TAKEOFF RUNWAY 32: Climb heading 321°. Thence . . . .

. . . . all aircraft expect vectors to assigned route/fix. Maintain 10000 or assigned altitude. Expect clearance to filed altitude five minutes after departure.

LOST COMMUNICATIONS

If not in contact with Seattle Center/Kingsley Approach Control after passing 10000 or assigned altitude:

TAKEOFF RUNWAY 14: Climbing right turn direct LMT VORTAC. Thence . . . .
TAKEOFF RUNWAY 25: Climbing right turn direct LMT VORTAC. Thence . . . .
TAKEOFF RUNWAY 32: Climbing left turn direct LMT VORTAC. Thence . . . .

. . . . via assigned route.
RNAV (GPS) RWY 17
LA GRANDE/UNION COUNTY (LGD)

Procedure NA for arrivals at ATOKE on V182 northeast bound.

Procedure NA for arrivals at TOLGA on V357 northwest.

Circling NA for Cats C and D southwest of Rwy 12-30.
Fly visual to airport authorized during day only.
* Day visibility minimums 3 SM.

Missed Approach: Climb to 4600 then climbing left turn to 9000 direct NUDEQ and hold, continue climb-in-hold to 9000.

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**AWOS-3PT**
135.075

**SEATTLE CENTER**
132.6 269.35

**UNICOM**
122.8 (CTAF)

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**LA GRANDE, OREGON**

**APP CRS**
166°

**Rwy Idg**
3400

**TDZE**
2714

**Apt Elev**
2718

---

**WAAS CH 66000 W17A**

---

**ELEV 2718**

**TDZE 2714**

---

**MIRL Rwys 12-30 and 17-35**

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**LPV DA**
4112-5 1398 (1400-5)

**LNAV MDA**
4540-1¼ 4540-½ 4540-3 1826 (1900-1¼) 1826 (1900-½) 1826 (1900-3)

**CIRCLING**
4540-1¼ 4540-½ 4540-3 1822 (1900-1¼) 1822 (1900-½) 1822 (1900-3)

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**LA GRANDE/UNION COUNTY (LGD)**

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**45°17'N-118°00'W**

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**389**

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**NW-1, 11 JUL 2024 to 05 SEP 2024**
Circling NA for Cat C southwest of Rwy 12-30.

MISSED APPROACH: Climbing left turn to 6500 direct LGD NDB and on bearing 342° from LGD NDB, then climbing right turn to 7700 direct LGD NDB and hold.

 Procedure NA for arrival on BKE VOR/DME airway radials 272 CW 325.

Remain within 10 NM

CIRCLING

CATEGORY

<table>
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<th>A</th>
<th>B</th>
<th>C</th>
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LA GRANDE, OREGON

Amdt 2A 08SEP22

LA GRANDE/UNION COUNTY (LGD)

NDB-B

AWOS-3PT
135.075

SEATTLE CENTER
132.6 269.35

UNICOM
122.8 (CTAF)

ELEV 2718

PENDLETON
347° NDB 7700

LA GRANDE
196° LGD 6500

MIRL Rwy 30
MIRL Rwy 17 and 35
REIL Rwy 30
REIL Rwy 17 and 35

LA GRANDE/UNION COUNTY (LGD)

NDB-B

LA GRANDE, OREGON

AL-591 (FAA)
NOTE: ADF required.

TAKEOFF MINIMUMS
Rwy 30, 35: Standard.
Rwy 12: Standard with minimum climb of 320' per NM to 6400 or 4300-3 for VCOA.
Rwy 17: Standard with minimum climb of 651' per NM to 5400 or 4300-3 for VCOA.

TAKEOFF OBSTACLE NOTES
Rwy 12: Fence 8' from DER, 407' left of centerline, 4' AGL/2712' MSL.
   Pole 144' from DER, 451' right of centerline, 10' AGL/2715' MSL.
   Vehicle on road 208 from DER, 444' right of centerline, 2716' MSL.
Rwy 17: Pole 105' from DER, 445' right of centerline, 30' AGL/2736' MSL.
   Building 182' from DER, 493' left of centerline, 23' AGL/2733' MSL.
   Pole 209' from DER, 445' right of centerline, 33' AGL/2741' MSL.
   Tree 514' from DER, 527' right of centerline, 2753' MSL.
   Transmission line 1615' from DER, 303' right of centerline, 45' AGL/2754' MSL.
Rwy 30: Lighting 9' from DER, 29' right of centerline, 2' AGL/2719' MSL.
   Lighting 9' from DER, 29' left of centerline, 2' AGL/2719' MSL.
   Buildings beginning 12' from DER, 443' left of centerline, up to 24' AGL/2740' MSL.
   Vehicles on road beginning 62' from DER, 408' right of centerline, up to 2722' MSL.
Rwy 35: Building 600' from DER, 520' left of centerline, 22' AGL/2737' MSL.
   Building 612' from DER, 597' left of centerline, 25' AGL/2738' MSL.
   Building 620' from DER, 520' left of centerline, 24' AGL/2740' MSL.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 12, 17: Climbing left turn on course 312° to LGD NDB and on bearing 342° from LGD NDB to 7000, thence . . .
TAKEOFF RUNWAYS 30, 35: Climbing right turn heading 013° to intercept bearing 342° from LGD NDB to 7000, thence . . .
. . . continue climbing right turn to intercept course 192° to LGD NDB, then continue climb to MEA for route of flight.
VCOA RUNWAYS 12, 17: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross La Grande/Union County airport at or above 6900 before proceeding on course.
### RNAV (GPS) RWY 17

#### AWOS-3PT
135.525

#### SEATTLE CENTER
127.6 346.35

#### UNICOM
122.8 (CTAF)

---

**Circling NA east of RW 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 50°C.**

**Procedure NA for arrivals at LKV VORTAC on V122 southwest bound.**

---

**MISSED APPROACH:** Climb to 11000 directly EYIGO and on track 152° to CHOIR and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 50°C. Circling NA east of Rwy 17-35.

MISSED APPROACH: (Do not exceed 235K until NUSME) Climb to 5200 then climbing left turn to 11000 direct NUSME and on track 152° to CHOIR and hold.
RNAV (GPS) RWY 22
HUNT FLD (LND)

Missed Approach: (Do not exceed 165K until RW VOR/DME) Climb to 6280 then climbing right turn to 8200 direct RW VOR/DME and hold. Missed approach requires minimum climb of 355 feet per NM to 6700.

Procedure NA for arrival on RW VOR/DME airway radials 113 CW 170.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA at night. Rwy 22 helicopter visibility reduction below ½ SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA at night.

Category B

RNAV (GPS) RWY 22
LANDER, WYOMING

21336

WAAS
50343
W22A
APP CRS
220°
Rwy Idg
TDZE
Apt Elev
5000
5577
5589

ASOS
118.15
SALT LAKE CENTER
133.25 285.6
UNICOM
122.8 (CTAF)

Procedure NA for arrival on RW VOR/DME airway radials 113 CW 170.
**RNAV (GPS) RWY 3**

**LARAMIE RGNL (LAR)**

**DME/DME RNP-0.3 NA. Circling to Rwy 30**

**NA at night. Baro-VNAV NA. Helicopter visibility reduction below 1/4 SM NA.**

**MISSED APPROACH: Climb to 11000 direct FODIP and on track 054° to POVOH and hold, continue climb-in-hold to 11000.**

**ASOS**

| 135.475 |

**DENVER CENTER**

| 125.9 284.7 |

**UNICOM**

| 123.05 (CTAF) |

---

1. **LYMPS**: Procedure NA for arrival at LYMPS on V4 Westbound.

2. **WALRU**: Procedure NA for arrival at WALRU on V524 Southwest bound.

**VGSI and RNAV Glidepath not coincident (VGSI Angle 3.00°/TCH 32).**

**7 NM Holding Pattern**

**ZORIM**

**WOKEX 1.5 NM to RW03**

**WODIP**

**FODIP**

**POVOH**

**MISSING APCH FIX**

**7 NM**

**ELEV 7284**

**TDZE 7284**

**LARAMIE, WYOMING**

**AL-225 (FAA)**

---

**LARAME, WYOMING**

**Orig-B 15JUL21**

**41°19'N-105°41'W**

---

**RNAV (GPS) RWY 3**

**LARAMIE RGNL (LAR)**

---

**LVNS, 11 JUL 2024 to 05 SEP 2024**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C or above 34°C.

MISSED APPROACH: Climb to 10700 direct FEKEP and via 035° track to POVOH and hold.
Circling to Rwy 30 NA at night. Baro-VNAV NA.
DME/DME RNP-0.3 NA.

MISSSED APPROACH: Climbing right turn to 9400 direct YEKUS and hold.

ASOS
135.475

DENVER CENTER
125.9  284.7

UNICOM
123.05 [CTAF] 0

Procedure NA for arrivals at YEKUS on V138 westbound.

Procedure NA for arrivals at POVOH on V524 northeast bound.

MISSED APCH FIX
YEKUS

* LNAV only.

HIMEG 1.6 NM to RW21
ZEDOP
Fikeb
7 NM Holding Pattern

9400
YEKUS

9026
9053

9121
8936

7284
TDZE
7277

7820*
9700

GP 3.00°
TCH 53

0.9 NM to RW21
0.7 NM
5.9 NM
5.9 NM

ELEV
7284
LNAV (GPS) RWY 21
LARAMIE RGNL (LAR)

RNAV (GPS) RWY 21
LARAMIE RGNL (LAR)
RNAV (GPS) RWY 30
LARAMIE RGNL (LAR)

Inop table does not apply. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 35°C (95°F).

**Procedure NA for arrivals at LAR VORTAC via V575 northwest bound and via V85 northbound.**

**ASOS**

<table>
<thead>
<tr>
<th>ASOS</th>
<th>DENVER CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>135.475</td>
<td>125.9 284.7</td>
<td>123.05 (CTAF)</td>
</tr>
</tbody>
</table>

**Uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 35°C (95°F).**

**RNAV (GPS) RWY 30**

**LARAMIE RGNL (LAR)**

**category**

<table>
<thead>
<tr>
<th>category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>7528-1</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>7629-1½</td>
<td>351 (400-1½)</td>
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<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>7600-1</td>
<td>322 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>7660-1¼</td>
<td>7760-1¼</td>
<td>7880-1½</td>
<td>7920-2</td>
</tr>
</tbody>
</table>

**Note:**

- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 35°C (95°F).
- Inop table does not apply. DME/DME RNP-0.3 NA.
LARAMIE, WYOMING

ASOS
135.475

DENVER CENTER
125.9 284.7

UNICOM
123.05 (CTAF)

VOR/DME RWY 12
LARAMIE RGNL (LAR)

MISSED APPROACH: Climb to 7700 then climbing right turn to 9600 direct LAR VOR/DME and hold, continue climb-in-hold to 9600.

CATEGORIES
A
B
C
D

S-12
7580-1 305 (300-1)

CIRCLING
7660-1 376 (400-1)
7760-1 476 (500-1)
7880-1½ 596 (600-1½)
7920-2 636 (700-2)

CILDU LAR 1.3

VGS and descent angles not coincident
(VGS Angle 3.00/TCH 44).

Remain within 10 NM

CATEGORY
A
B
C
D

LAR
VOR/DME

7700
9600

LARR
1.3
2.1

8100

TCH 43
3.53°

1.3 NM
0.8 NM

7300

OCETE
LAR 10

9121
8936
9026±

9760-1

107°

8300

LAR 10 Arc

9600

9620

9753

LAR 10 IAF

7700

107° (1.3)

7366

7700

107° (8.7)

9600

9600

9700

107°

8300

8100

8100

TCH 43
3.53°

1.3 NM
0.8 NM

CILDU LAR 1.3

LARR
1.3
2.1

8100

107° (1.3)

7300

OCETE
LAR 10

9121
8936
9026±

9760-1

107°

8300

LAR 10 IAF

7700

107° (8.7)

9600

9600

9700

107°

8300

8100

8100

TCH 43
3.53°

1.3 NM
0.8 NM

CILDU LAR 1.3

LARR
1.3
2.1

8100

107° (1.3)

7300

OCETE
LAR 10

9121
8936
9026±

9760-1

107°

8300

LAR 10 IAF

7700
VOR/DME RWY 30
LARAMIE RGNL (LAR)

ASOS
135.475

DENVER CENTER
125.9 284.7

UNICOM
123.05 (CTAF)

MISSED APPROACH: Climb to 9600 direct LAR VOR/DME and hold, continue climb-in-hold to 9600.

Category
A 2 NM 5.2 NM 2.9 NM 3.9 NM D
S-30 7600-3/4 322 (400-3/4) 7600-1 322 (400-1)

CIRCLING
7660-1 376 (400-1) 7760-1 476 (500-1) 7880-1/2 596 (600-1/2) 7920-2 636 (700-2)

LARAMIE, WYOMING

 Chan 123

LARAMIE RGNL (LAR)

41°19’N-105°41’W

LARAMIE RGNL (LAR)
**LARAMIE ONE DEPARTURE (OBSTACLE)**

**TAKEOFF MINIMUMS**

Rwy 3, 12, 21, 30: Standard.

**TAKEOFF OBSTACLE NOTES**

Rwy 3: REILS 23’ from DER, 150’ left of centerline, 7273’ MSL.
   Vehicles on roadway beginning 882’ from DER, across centerline, up to 15’ AGL/7310’ MSL.

Rwy 12: Vehicles on roadway 1’ from DER, across centerline, 7290’ MSL.
   Vehicles on roadway beginning 844’ from DER, across centerline, up to 15’ AGL/7301’ MSL.

Rwy 21: Vehicles on roadway 142’ from DER, across centerline, up to 15’ AGL/7311’ MSL.
   Vehicles on roadway beginning 443’ from DER, across centerline, 7296’ MSL.

Rwy 30: Vehicles on roadway 63’ from DER, across centerline, 7287’ MSL.
   Vehicles on roadway beginning 464’ from DER, across centerline, up to 15’ AGL/7302’ MSL.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 3:** Climbing left turn direct LAR VOR/DME, thence.

**TAKEOFF RUNWAYS 12, 21:** Climbing right turn direct LAR VOR/DME, thence.

**TAKEOFF RUNWAY 30:** Climb direct LAR VOR/DME, thence.

...Climb in LAR VOR/DME holding pattern, hold NW, LT, 125° inbound, to cross LAR VOR/DME at or above MEA/MCA for route of flight.
RNAV (GPS) RWY 4
LAUREL MUNI (6S8)

MISSED APPROACH: Climb to 4300 then climbing right turn to 7000 direct JIBES and hold.

Procedure NA for arrivals at REEPO on V2-86 westbound.

Procedure NA for arrivals at HAKDI on V465 southbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Billings altimeter setting. Baro-VNAV and VDP NA when using Billings altimeter setting. Rw 4 helicopter visibility reduction below ¾ SM NA.

Amdt 1E 02JAN20

45°42’N-108°46’W

403
RNAV (GPS) RWY 22
LAUREL MUNI (6S8)

**AWOS-2**
135.05

**BILLINGS APP CON**
119.2 120.5 284.6

**AUNICOM**
123.05 (CTAF)

---

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 53°C. When local altimeter setting not received, use Billings altimeter setting. Baro-VNAV and VDP NA when using Billings altimeter setting. Rwy 22 helicopter visibility reduction below ½ SM NA.**

**MISSED APPROACH:** Climb to 7000 direct JIBES and hold, continue climb-in-hold to 7000.

**Procedure NA for arrivals on BIL VORTAC airway radials 333 CW 117.**

**CGS and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).**

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>3965-1½</td>
<td>493 (500-1½)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>3965-1½</td>
<td>493 (500-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>4000-158</td>
<td>528 (500-1½) 4000-158</td>
<td>528 (500-1½)</td>
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</tbody>
</table>

**45°42’N-108°46’W**

---

Amdt 1F 31DEC20

---

**Apt Elev**
TDZE 3472

---

**Rwy Idg**
5199

---

**Apt Elev**
3543
TOP ALTITUDE: 15000

TAKEOFF MINIMUMS
Rwys 9, 14, 27, 32: NA.
Rwys 4, 22: Standard.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on assigned heading for vectors to assigned fix/route, thence.

TAKEOFF RUNWAY 22: Climb heading 216° to 4600 before turning right, then on assigned heading for vectors to assigned fix/route, thence.

. . . maintain 15000 or assigned lower altitude. Expect clearance to filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for 1 minute after departure, fly last assigned heading until reaching 7000. Proceed direct BIL VORTAC, then on last routing cleared and climb to filed altitude.
When local altimeter setting not received, procedure NA. Autopilot coupled approach NA below 2500.

Procedure NA for arrival on MQG VOR/DME airway radials 054 CW 144.

VGSI and ILS glidepath not coincident continue climb-in-hold to 5300.

Remain within 10 NM

GS 3.00° TCH 48

CATEGORIES

A

B

C

D

S-ILS 26

1642-½ 200 (200-½)
RNAV (RNP) RWY 30
LEWISTON/NEZ PERCE COUNTY (LWS)

TWR A 5
APP CRS 297°
Rwy Idg
1439
Apt Elev
1442

RNP AR APCH-GPS.
For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C.
Missed approach requires RNP less than RNP 1.00.

MISSED APPROACH: Climb to 6000 on track 297° to HERAG then left turn to VESZY then left turn to ISEKE and track 020° to UHSIV and hold.

ASOS
135.575
SEATTLE CENTER
123.95
LEWISTON TOWER *
119.4 (CTAF) 318.8
GND CON
121.9
UNICOM
122.95

AUTHORIZATION REQUIRED

LEWISTON/IDAHO
Amdt 1 24MAR22
46°22’N-117°01’W

RNAV (RNP) RWY 30
LEWISTON/NEZ PERCE COUNTY (LWS)
Procedure NA for arrivals at SEVER via V187 westbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).
RNAV (RNP) Z RWY 26
LEWISTON/NEZ PERCE COUNTY (LWS)

MISSED APPROACH: Climb to 7000 on track 264° to CENEV and on track 246° to SEVER and hold, continue climb-in-hold to 7000.

Procedure NA for arrivals at OFINO on V187 northeast bound.

Procedure NA for arrivals at FERDI on V520 southwest bound.

VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 51).
### RNAV (GPS) Y RWY 12

#### LEWISTON/NEZ PERCE COUNTY (LWS)

**Amdt 2B  26JUN14**

**Abstract:**

When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1/2 SM NA.

**MISSED APPROACH:** Climb to 5700 direct DIPBA and on track 047° to PETEZ and hold, continue climb-in-hold to 5700.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>SEATTLE CENTER</th>
<th>LEWISTON TOWER*</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>135.575</td>
<td>123.95 290.55</td>
<td>119.4 (CTAF) 318.8</td>
<td>121.9</td>
<td>122.95</td>
</tr>
</tbody>
</table>

**Diagram:**

- **RSW12A**
- **Level 1442**
- **TDZE 1415**
- **5000 ft**
- **174°**
- **1732 ±**
- **3246 ft**
- **4000 ft**
- **5000 ft**
- **116°**
- **17°**

**MISSED APCH FIX:**

**PETEZ**

**5700 ft**

**DIPBA**

**tr 047°**

**PETEZ**

**5 NM**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 40).**

**Category:**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV</td>
<td>DA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1793-1</td>
<td>378 (400-1)</td>
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<td>NA</td>
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</tbody>
</table>

**Notes:**

- LEWISTON, IDAHO
- MIRL Rwy 12-30
- REIL Rwy 8
- REIL Rwy 12
- HIRL Rwy 8-26
- MIRL Rwy 12-30
- Amdt 2B 26JUN14

**46°22'N-117°01'W**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

 MISSED APPROACH: Climb to 7000 direct GYIES and on track 246° to SEVER and hold, continue climb-in-hold to 7000.

Procedure NA for arrivals at MQG VOR/DME on V253 northbound.

### RNAV (GPS) Y RWY 26

#### LEWISTON/NEZ PERCE COUNTY (LWS)

**Asos**
- 135.575

**Seattle center**
- 123.95 290.55

**Apt Elev**
- 119.4

**CTAF**
- 318.8

**Unicom**
- 121.9

**Unicom**
- 122.95

**Unicom**
- 121.9

**Unicom**
- 119.4

**VNAV LNAV/ LNAV MDA**
- RNAV (GPS) Y RWY 26

** petez (IAF)**
- 3662

**zatip (IAF)**
- 3600

** 4799 ±**
- 3600

** Holding Pattern**
- 5 NM

** MDA**
- 264° to HENVO

** Holding Pattern**
- 5 NM

** Holding Pattern**
- 5 NM

** Holding Pattern**
- 5 NM

** Holding Pattern**
- 5 NM

** LPV DA**
- 1642-1/2

** MDA**
- 1962-1 1/4

** MDA**
- 1940-1/2

** MDA**
- 2280-2 1/2

** MDA**
- 2500-3
Caution: Be alert to runway crossing clearances.

Readback of all runway holding instructions is required.

Airport Diagram

Lewiston, Idaho

Field Elev

Airport Diagram

2027

January 2020

Annual Rate of Change

0.1° W

Al-515 (FAA)

LEWISTON/NEZ PERCE COUNTY

117°01.5’W

117°01.0’W

117°00.5’W

46°22.0’N

46°22.0’N

46°23.0’N

46°22.0’N

NW-1, 11 JUL 2024 to 05 SEP 2024
NOTE: Departures may be restricted to cross POTOR INT at 5000.

NOTE: Minimum climb required: Rwys 26 and 30-300'/NM to 4700'
(750 FPM/150K, 1000 FPM/200K); Rwys 8 and 12-270'/NM to 4700'
(675 FPM/150K, 900 FPM/200K) or 4600' ceiling and three miles visibility.

NOTE: Chart not to scale.
RNAV (GPS) RWY 8
LEWISTOWN MUNI (LWT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 50°C (123°F).
DME/DME RNP: 0.3 NA.

MISSED APPROACH: Climb to 4600, then climbing right turn to 7700 direct CIWXU and hold, continue climb-in-hold to 7700.

Procedure NA for arrivals at LWT VOR/DME on V611 southeast bound.

LEWISTOWN, MONTANA
Amdt 2 05JAN17

RNAV (GPS) RWY 8
LEWISTOWN MUNI (LWT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 50°C (123°F).
DME/DME RNP: 0.3 NA.

MISSED APPROACH: Climb to 4600, then climbing right turn to 7700 direct CIWXU and hold, continue climb-in-hold to 7700.

Procedure NA for arrivals at LWT VOR/DME on V611 southeast bound.

LEWISTOWN, MONTANA
Amdt 2 05JAN17

RNAV (GPS) RWY 8
LEWISTOWN MUNI (LWT)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 50°C (123°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4600 then climbing right turn to 8400 direct UFXIT and hold, continue climb-in-hold to 8400.

**ASOS**

<table>
<thead>
<tr>
<th>LEWISTOWN, MONTANA</th>
<th>SALT LAKE CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.375</td>
<td>133.4 285.4</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

**ELEV** 4170 | **TDZE** 4124

**LNAV only**

1 NM to RW26

259° to RW26

2.7 NM to RW26

GAJMA

4600 8400 UFXIT

7 NM to ITEVE

10000

GAJMA 2.7 NM to RW26

IF/IAF ZUTOG

ITEVE

(IAF) ESTRO

5680

6360

10000

7200

GP 3.00°

TCH 30°

**CIRCLING**

4680-1 4820-1 4980-2 5240-3

510 (600-1) 650 (700-1) 810 (900-2) 1070 (1100-3)

**WAAS CH 50230**

**APP CRS Rwy Ldg 259°**

**6100 TDZE 4124**

**Apt Elev 4170**

LEWISTOWN MUNI (LWT)
LEWISTOWN, MONTANA

VOR/RWY 8
LEWISTOWN MUNI (LWT)

ASOS
118.375

SALT LAKE CENTER
133.4 285.4

UNICOM
123.0 (CTAF)

APP CRS
075°

Rwy Idg
6100

TDZE
4129

Apt Elev
4170

VOR/DME LWT
115.45

Apt Elev
4170

MISSED APPROACH: Climb to 6000 then climbing right turn to 6900 direct LWT VOR/DME and hold.

ASOS
118.375

SALT LAKE CENTER
133.4 285.4

UNICOM
123.0 (CTAF)

APP CRS
075°

Rwy Idg
6100

TDZE
4129

Apt Elev
4170

VOR/DME LWT
115.45

Apt Elev
4170

MISSED APPROACH: Climb to 6000 then climbing right turn to 6900 direct LWT VOR/DME and hold.

ASOS
118.375

SALT LAKE CENTER
133.4 285.4

UNICOM
123.0 (CTAF)

APP CRS
075°

Rwy Idg
6100

TDZE
4129

Apt Elev
4170

VOR/DME LWT
115.45

Apt Elev
4170

MISSED APPROACH: Climb to 6000 then climbing right turn to 6900 direct LWT VOR/DME and hold.
RNAV (GPS) RWY 8
LEXINGTON (9S9)

Missed Approach: Climbing left turn to 4400 direct CELIB and hold.

Procedure NA for arrival on LTJ VOR/DME airway radials 032 CW 116.

Procedure NA for arrival at LOAMS via V112 northeast bound.

Procedure NA for arrival at BREED via V182 east bound.

When local altimeter setting not received, use Hermiston altimeter setting and increase all MDAs 220 feet, increase LNAV Cat C visibility ½ SM and Circling Cat A/B visibility ¼ SM. Procedure NA at night.

DME/DME RNP: 0.3 NA. Helicopter visibility reduction below 1 SM NA.

RNAV (GPS) RWY 8
LEXINGTON (9S9)

AWOS-3
134.475

SEATTLE CENTER
132.6 269.35

CTAF
122.9

3562A

Lexington, Oregon
Orig-B 15JUL21

45°27'N-119°41'W
RNAV (GPS)-A
LEXINGTON (9S9)

When local altimeter setting not received, use Hermiston altimeter setting and increase all MDAs 220 feet and increase Cat A/B visibility ¼ SM. Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at ECHOD via V112 northeast bound.

Procedure NA for arrivals at ECHOD via V112 northeast bound.
### Procedure NA

Procedure NA at night. Rwy 15, 33 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA.

### MISSED APPROACH

MISSED APPROACH: Climb to 9600 on 148° course to EYESE and hold.

### Diagram

- **Current Time**: NW-1, 11 JUL 2024 to 05 SEP 2024
- **Location**: LIBBY, MONTANA
- **MISSED APCH FIX**: EYESE
- **ELEVATION**: 2605
- **One Minute Holding Pattern**
- **PACCE**
- **RELXU**
- **RW15**

### Category and Circling

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
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<tbody>
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<td>CIRCLING</td>
<td>5240-1½</td>
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### Notes

- AWOS-A 118.575
- SEATTLE CENTER 123.95 290.55
- UNICOM 122.8 (CTAF)

### Additional Information

- Procedure NA at night. Rwy 15, 33 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA.
- MISSED APPROACH: Climb to 9600 on 148° course to EYESE and hold.

### Other Details

- AWOS-A 118.575
- SEATTLE CENTER 123.95 290.55
- UNICOM 122.8 (CTAF)
NOTE: RNAV 1 - GPS.

TAKEOFF MINIMUMS.
Rwy 33: NA-Obstacles.
Rwy 15: Standard with a minimum climb of 582' per NM to 7100.

TAKEOFF RUNWAY 15: Climb on heading 148° to 7100, then direct EYESE. Continue climb in EYESE holding pattern to cross EYESE at or above MEA for route of flight.
TAKEOFF OBSTACLE NOTES

Rwy 15: Tree 19' from DER, 333' left of centerline, 2618' MSL.
Tree, lighting beginning 21' from DER, 77' left of centerline, up to 2668' MSL.
Lighting 40' from DER, 77' right of centerline, 3' AGL/2607' MSL.
Trees beginning 93' from DER, 300' right of centerline, up to 2640' MSL.
Trees, vehicle on road beginning 132' from DER, 193' left of centerline, up to 66' AGL/2673' MSL.
Trees beginning 318' from DER, 438' right of centerline, up to 2653' MSL.
Trees beginning 420' from DER, 99' right of centerline, up to 2663' MSL.
Trees beginning 460' from DER, 259' left of centerline, up to 2675' MSL.
Trees beginning 580' from DER, 153' left of centerline, up to 2699' MSL.
Trees beginning 588' from DER, 4' right of centerline, up to 2667' MSL.
Trees beginning 749' from DER, 13' left of centerline, up to 2700' MSL.
Trees beginning 1324' from DER, 63' right of centerline, up to 2691' MSL.
Trees beginning 1477' from DER, 299' left of centerline, up to 2705' MSL.
Trees beginning 1550' from DER, 116' left of centerline, up to 2707' MSL.
Trees beginning 2337' from DER, 47' right of centerline, up to 2693' MSL.
Trees beginning 2581' from DER, 204' left of centerline, up to 2711' MSL.
Trees beginning 2778' from DER, 111' left of centerline, up to 2713' MSL.
Trees beginning 2973' from DER, 172' left of centerline, up to 2722' MSL.
Trees beginning 3049' from DER, 53' left of centerline, up to 105' AGL/2725' MSL.
Tree 3453' from DER, 102' right of centerline, 103' AGL/2704' MSL.
Trees beginning 3532' from DER, 176' right of centerline, up to 110' AGL/2712' MSL.
Tree 1.1 NM from DER, 2303' left of centerline, 2784' MSL.
Tree 1.1 NM from DER, 2206' left of centerline, 2799' MSL.
Trees beginning 1.1 NM from DER, 2132' left of centerline, up to 2818' MSL.
Trees beginning 1.2 NM from DER, 2092' left of centerline, up to 2823' MSL.
Trees beginning 1.2 NM from DER, 1639' left of centerline, up to 2828' MSL.
Trees beginning 1.3 NM from DER, 2024' left of centerline, up to 2834' MSL.
Trees beginning 1.3 NM from DER, 1817' left of centerline, up to 2836' MSL.
Trees beginning 1.3 NM from DER, 1759' left of centerline, up to 2849' MSL.
Trees beginning 1.3 NM from DER, 1665' left of centerline, up to 2866' MSL.
Trees beginning 1.4 NM from DER, 1619' left of centerline, up to 2883' MSL.
Trees beginning 1.4 NM from DER, 1669' left of centerline, up to 2888' MSL.
Trees beginning 1.4 NM from DER, 1776' left of centerline, up to 2890' MSL.
Tree 1.4 NM from DER, 2651' left of centerline, 2892' MSL.
Trees beginning 1.4 NM from DER, 1655' left of centerline, up to 2899' MSL.
Trees beginning 1.4 NM from DER, 1490' left of centerline, up to 2916' MSL.
Trees beginning 1.4 NM from DER, 1390' left of centerline, up to 2929' MSL.
Trees beginning 1.4 NM from DER, 2110' left of centerline, up to 2941' MSL.
Trees beginning 1.4 NM from DER, 1488' left of centerline, up to 2942' MSL.
Trees beginning 1.5 NM from DER, 1350' left of centerline, up to 2943' MSL.
Trees beginning 1.5 NM from DER, 1482' left of centerline, up to 2953' MSL.
Trees beginning 1.5 NM from DER, 1374' left of centerline, up to 2965' MSL.
Tree 1.5 NM from DER, 2935' right of centerline, 2846' MSL.
Trees beginning 1.5 NM from DER, 1185' left of centerline, up to 2975' MSL.
Tree 1.5 NM from DER, 2756' right of centerline, 2858' MSL.
Trees beginning 1.6 NM from DER, 2586' right of centerline, up to 63' AGL/2873' MSL.
Trees beginning 1.6 NM from DER, 929' left of centerline, up to 2979' MSL.
Trees beginning 1.7 NM from DER, 2361' left of centerline, up to 3007' MSL.
Trees beginning 1.9 NM from DER, 2782' left of centerline, up to 3154' MSL.
Trees beginning 2.2 NM from DER, 2154' left of centerline up to 3325' MSL.
Trees beginning 2.4 NM from DER, 2511' left of centerline up to 3340' MSL.
**RNAV (GPS) RWY 22**  
**MISSION FLD (LVM)**

**MISSED APPROACH:** Climb to 5400 on course 228° then climbing right turn to 10000 direct ACAPE and on track 288° to NUKUW and hold.

**Final approach course offset by 8.61°.**

**Circling NA for Cats C and D southeast of Rwy 4-22.**

**Circling NA to Rwys 8-26 and 13-31.**

---

**Unicom**  
123.0 (CTAF)

---

**ASOS**  
135.275

**BIG SKY APP CON**  
119.55 235.775

---

**WHAAS**  
CH 48824  
W22A

**APP CRS**  
228°

**Rwy Idg**  
5701 4652

**Apt Elev**  
4659

---

**Category**  
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<td>608 (700-1)</td>
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<td>701 (800-1)</td>
<td>5400-2 1/4</td>
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</tbody>
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---

**NOMOF**

5400 1000 ACAPE | 228° | NUKUW

---

**WEPAP**

2.3 NM to NOMOF

---

**AGMEW**

5654 ± [MAP]

---

**NUKUW**

8600 to TUWMO 048° (13.3)

---

**Final approach course**

048° 8000

---

**Holding Pattern**

7 NM

---

**LIVINGSTON, MONTANA**

 Hữu ích

Procedure NA for arrivals at LVM VOR/DME on V-2 southeast bound.

MISSED APPROACH: Climbing left turn to 9900 via LVM VOR/DME R-070 to ZIDAN/14 DME and left turn direct LVM VOR/DME and hold.

Remain within 12 NM

Circling NA to Rwys 8-26 and 13-31.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF MINIMUMS**
- Rwys 8, 13, 26, 31: NA-Environmental.
- Rwy 4: Standard.
- Rwy 22: Standard with minimum climb of 300’ per NM to 7200 or 4500-3 for climb in visual conditions.

**TAKEOFF OBSTACLE NOTES**
- Rwy 4: Lighting 21’ from DER, 115’ right of centerline, 4650’ MSL. Lighting 23’ from DER, 78’ left of centerline, 4650’ MSL.
- Rwy 22: Terrain 4’ from DER, 7’ right of centerline, 4650’ MSL. Terrain beginning 3794’ from DER, 1371’ left of centerline, up to 4760’ MSL. Terrain 3975’ from DER, 1374’ left of centerline, 4769’ MSL. Terrain 3995’ from DER, 1407’ left of centerline, 4770’ MSL. Terrain beginning 4140’ from DER, 1373’ left of centerline, up to 4774’ MSL. Terrain 4265’ from DER, 1377’ left of centerline, 4775’ MSL. Terrain 4402’ from DER, 1427’ left of centerline, 4780’ MSL. Terrain 4532’ from DER, 1467’ left of centerline, 4781’ MSL. Pole, terrain beginning 4580’ from DER, 1473’ left of centerline, up to 4785’ MSL. Terrain beginning 4939’ from DER, 1568’ left of centerline, up to 4791’ MSL. Terrain beginning 5176’ from DER, 1717’ left of centerline, up to 4793’ MSL. Terrain beginning 5314’ from DER, 1690’ left of centerline, up to 4796’ MSL.

**NOTE:** Chart not to scale.

**TAKEOFF RUNWAY 4:** Climbing right turn heading 100° and LVM VOR/DME R-070 outbound; aircraft departing eastbound, climb via LVM R-070/V2-86 enroute. All others continue climb on LVM R-070 to 7800, then climbing left via heading 260° and LVM R-050 to cross LVM VOR/DME at or above 9000, then climb enroute.

**TAKEOFF RUNWAY 22:** Climbing right turn heading 270° and LVM VOR/DME R-246 outbound; aircraft departing eastbound, continue climb via LVM R-246 outbound to 6600, then climbing right turn direct LVM VOR/DME, then climb on LVM R-070/V2-86 enroute. All other aircraft continue climb via LVM VOR/DME R-246 and BZN VOR/DME R-110 to BZN. Obtain ATC approval for VCOA when requesting IFR clearance. For climb in visual conditions, cross LVM VOR/DME at or above 9000 before proceeding via filed airway route.
RNAV (GPS) RWY 16
MADRAS MUNI (S33)

Boro-VNAV NA when using Redmond altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below 19°C (2°F) or above 54°C (130°F). RWY 16 heliport visibility reduction below 1/2 SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Redmond altimeter setting and increase all DA and MDA 500 feet; increase LPV all Cats visibility 1/2 SM, LNAV/VNAV all Cats visibility 1/2 SM, LNAV and Circling Cat A visibility 1/4 SM, LNAV and Circling Cat B visibility 1/2 SM, and increase LNAV and Circling Cat C visibility 1/4 SM.

Procedure NA for arrivals at SUPOC on T261 northeast bound.

Procedure NA for arrivals at COVBO on V500 eastbound.

procedure NA for arrivals at ZEMAB on V536 northeast bound.

RNAV and Circling Cat B visibility 1/2 SM, and increase LNAV and Circling Cat C visibility 1/4 SM.

Category:
LPV DA 2783-11/8 350 (400-11/8) NA
LNAV/VNAV DA 2843-11/8 410 (500-11/8) NA
LNAV MDA 3040-1 607 (700-1) 3040-11/4 607 (700-1) 3040-11/4 603 (700-1) NA
Circling 3040-1 603 (700-1) 3040-11/4 603 (700-1) NA

MISSED APPROACH:
Climb to 7000 direct HUKRI and on track 074° to JOREM and on track 042° to ZEMAB and hold.

AWOS-3PT 132.425
SEATTLE CENTER 126.15 269.475
UNICOM 122.8 (CTAF)

MADRAS, OREGON
Amdt 1C 01FEB18
44°40'N-121°09'W

MADRAS, OREGON
AL-10307 (FAA) 20198
**RNPA PCH - GPS**

- **Circling Rwy 22 NA at night**: Baro-VNAV and VDP NA when using Redmond altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Redmond altimeter setting and increase LPV DA to 2832 feet and all visibilities ¾ SM. Increase LNAV/VNAV DA to 2846 feet and all visibilities ¼ SM. Increase all MDAs 160 feet and LNAV visibility Cat C ¾ SM, and Circling visibility Cat C ¾ SM.

**AWOS-3PT**: 132.425
**SEATTLE CENTER**: 126.15 269.475
**UNICOM**: 122.8 (CTAF)

**MISSING APCH FIX**

- **GASHE**: 7 NM

- **Circling Rwy 22 NA at night**

- **TUDTO**: 3.7 NM

- **GASHE**: 7 NM

- **337° to GASHE and hold, continue 7000 direct TUDTO and on track**

**Procedure NA for arrivals at MLLRR on T261 and V25 southbound.**

**Category**

- **A**
  - LPV DA: 2688-¾ 250 (300-¾)
- **B**
  - LNAV/VNAV DA: 2702-¾ 264 (300-¾)
- **C**
  - LNAV MDA: 3000-1 562 (600-1)
- **D**
  - Circling: 3000-1 562 (600-1)

**AWOS-3PT**

- **132.425**

**SEATTLE CENTER**

- **126.15 269.475**

**UNICOM**

- **122.8 (CTAF)**
MISSED APPROACH: Climb to 6500 direct BOWDN and hold, continue climb-in-hold to 6500.
RNAV (GPS) RWY 16
MC CALL MUNI (MYL)

ASOS
119.925

SALT LAKE CENTER
128.05 306.95

UNICOM
122.8 (CTAF)

Rwy 16 helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA.

-20°C Straight-in RWY 16 NA at night, Circling RWY 16 NA at night.

MISSED APPROACH: Climb to 11700 direct UDABE and on track 158° to PEPUC and hold, continue climb-in to 11700.

Procedure NA for arrival on DNJ VOR/DME airway radials 325 CW 083.

Final approach course offset 15.81°.

McCall, Idaho

Amdt 1 12OCT17

44°53'N-116°06'W

MC CALL, IDAHO

AL-6936 (FAA)
**RNAV (GPS) RWY 34**

**MC CALL MUNI (MYL)**

**UNICOM** 122.8 (CTAF)

**ASOS** 119.925

**SALT LAKE CENTER** 128.05 306.95

**MISSED APCH FIX**

**WADPO**

**SUMOQ**

**VACUA**

**PEPUC**

**DONELLY DNJ**

**340°**

**346°**

**7500**

**14000**

**10000**

**7 NM**

**Holding Pattern**

**CIRCLING**

**5600**

**12000**

**WADPO**

**SUMOQ**

**RP34**

**VNAV**

**LNAV**

**MDA**

**RNAV**

**GPS**

**MISSED APPROACH:** Climb to 5600, then climbing left turn to 12000 direct WADPO and on track 243° to SUMOQ and hold, continue climb-in-hold to 12000.

*Missed approach requires minimum climb of 265 feet per NM to 6380.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 40°C. When local altimeter setting not received, procedure NA. RW 34 helicopter visibility reduction below 1/2 SM NA. Circling RW 16 NA at night.

**SUMOQ**

**7 NM**

**WADPO**

**10600**

**5223**

**8166**

**8055**

**7422**

**5421**

**5129**

**5223±**

**MISSED APCH FIX**

**ELEV 5024**

**TDZE 5012**

**REIL Rwy 16 and 34**

**MIRL Rwy 16-34**

**MC CALL, IDAHO**

Amdt 1B 11AUG22

**MC CALL MUNI (MYL)**

**RNAV (GPS) RWY 34**

**MC CALL, IDAHO**

NW-1, 11 JUL 2024 to 05 SEP 2024

NW-1, 11 JUL 2024 to 05 SEP 2024

NW-1, 11 JUL 2024 to 05 SEP 2024

NW-1, 11 JUL 2024 to 05 SEP 2024

**44°53’N-116°06’W**

433
NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 16: 300-1, or standard with a minimum climb of 371’ per NM to 5300.
Rwy 34: NA - Obstacles.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb to 11700 direct TATIE and on depicted route to PEPUC, continue climb-in-hold at PEPUC to at/above 11700 before proceeding on course.
ILS or LOC RWY 22
MC MINNVILLE MUNI (MMV)

**DME Required**. When local altimeter setting not received, use Aurora State altimeter setting: increase all DA to 403 feet; increase all MDA 60 feet and S-LOC 22 all Cats and Circling Cat C visibility ¼ SM.

**Procedure NA** for arrivals on BTG VORTAC airway radials 160 CW 175.

**One Minute Holding Pattern**

- **VOR/DME R-204 to LUSEY/UBG VOR/DME 6 DME right turn to 3000 via heading 069° and UBG MISSED APPROACH: Climb to 900 then climbing NW-1, 11 JUL 2024 to 05 SEP 2024.

- **VOR/DME R-204 to LUSEY/UBG VOR/DME 6 DME right turn to 3000 via heading 069° and UBG**

**Localizer CAT C visibility SM.** feet; increase all MDA 60 feet and S-LOC 22 all Cats and use Aurora State altimeter setting: increase all DA to 403 DME required. When local altimeter setting not received, use Aurora State altimeter setting: increase all DA to 403 feet; increase all MDA 60 feet and S-LOC 22 all Cats and Circling Cat C visibility ¼ SM.

**Procedure NA** for arrivals on BTG VORTAC airway radials 160 CW 175.

**One Minute Holding Pattern**

- **VOR/DME R-204 to LUSEY/UBG VOR/DME 6 DME right turn to 3000 via heading 069° and UBG MISSED APPROACH: Climb to 900 then climbing NW-1, 11 JUL 2024 to 05 SEP 2024.

- **VOR/DME R-204 to LUSEY/UBG VOR/DME 6 DME right turn to 3000 via heading 069° and UBG**

**Localizer CAT C visibility SM.** feet; increase all MDA 60 feet and S-LOC 22 all Cats and use Aurora State altimeter setting: increase all DA to 403 DME required. When local altimeter setting not received, use Aurora State altimeter setting: increase all DA to 403 feet; increase all MDA 60 feet and S-LOC 22 all Cats and Circling Cat C visibility ¼ SM.

**Procedure NA** for arrivals on BTG VORTAC airway radials 160 CW 175.

**One Minute Holding Pattern**

- **VOR/DME R-204 to LUSEY/UBG VOR/DME 6 DME right turn to 3000 via heading 069° and UBG MISSED APPROACH: Climb to 900 then climbing NW-1, 11 JUL 2024 to 05 SEP 2024.

- **VOR/DME R-204 to LUSEY/UBG VOR/DME 6 DME right turn to 3000 via heading 069° and UBG**

**Localizer CAT C visibility SM.** feet; increase all MDA 60 feet and S-LOC 22 all Cats and use Aurora State altimeter setting: increase all DA to 403 DME required. When local altimeter setting not received, use Aurora State altimeter setting: increase all DA to 403 feet; increase all MDA 60 feet and S-LOC 22 all Cats and Circling Cat C visibility ¼ SM.

**Procedure NA** for arrivals on BTG VORTAC airway radials 160 CW 175.

**One Minute Holding Pattern**

- **VOR/DME R-204 to LUSEY/UBG VOR/DME 6 DME right turn to 3000 via heading 069° and UBG MISSED APPROACH: Climb to 900 then climbing NW-1, 11 JUL 2024 to 05 SEP 2024.

- **VOR/DME R-204 to LUSEY/UBG VOR/DME 6 DME right turn to 3000 via heading 069° and UBG**

**Localizer CAT C visibility SM.** feet; increase all MDA 60 feet and S-LOC 22 all Cats and use Aurora State altimeter setting: increase all DA to 403 DME required. When local altimeter setting not received, use Aurora State altimeter setting: increase all DA to 403 feet; increase all MDA 60 feet and S-LOC 22 all Cats and Circling Cat C visibility ¼ SM.

**Procedure NA** for arrivals on BTG VORTAC airway radials 160 CW 175.

**One Minute Holding Pattern**

- **VOR/DME R-204 to LUSEY/UBG VOR/DME 6 DME right turn to 3000 via heading 069° and UBG MISSED APPROACH: Climb to 900 then climbing NW-1, 11 JUL 2024 to 05 SEP 2024.

- **VOR/DME R-204 to LUSEY/UBG VOR/DME 6 DME right turn to 3000 via heading 069° and UBG**

**Localizer CAT C visibility SM.** feet; increase all MDA 60 feet and S-LOC 22 all Cats and use Aurora State altimeter setting: increase all DA to 403 DME required. When local altimeter setting not received, use Aurora State altimeter setting: increase all DA to 403 feet; increase all MDA 60 feet and S-LOC 22 all Cats and Circling Cat C visibility ¼ SM.
RNAV (GPS) RWY 4
MC MINNVILLE MUNI (MMV)

Procedure NA for arrivals at UBG VOR/DME on V495 northbound.

MISSED APPROACH: Climbing left turn to 4900 direct PUCIV and hold, continue climb-in-hold to 4900.

When local altimeter setting not received, use Aurora State altimeter setting and increase all MDA 60 feet and visibility Cats C/D to 1/2 SM NA.

**RNAV (GPS) RWY 4**

**MC MINNVILLE MUNI (MMV)**

**ASOS**
135.675

**PORTLAND APP CON**
126.0

**SEATTLE CENTER**
284.6

**CLNC DEL**
125.8

**UNICOM**
118.35

**PORTLAND APP CON**
123.0

**ASOS**

**PORTLAND APP CON**

**SEATTLE CENTER**

**CLNC DEL**

**UNICOM**

**RNAV (GPS) RWY 4**

**MC MINNVILLE MUNI (MMV)**

**ASOS**
135.675

**PORTLAND APP CON**
126.0

**SEATTLE CENTER**
284.6

**CLNC DEL**
125.8

**UNICOM**
118.35

**PORTLAND APP CON**
123.0

**RNAV (GPS) RWY 4**

**MC MINNVILLE MUNI (MMV)**

**ASOS**
135.675

**PORTLAND APP CON**
126.0

**SEATTLE CENTER**
284.6

**CLNC DEL**
125.8

**UNICOM**
118.35

**PORTLAND APP CON**
123.0

**RNAV (GPS) RWY 4**

**MC MINNVILLE MUNI (MMV)**

**ASOS**
135.675

**PORTLAND APP CON**
126.0

**SEATTLE CENTER**
284.6

**CLNC DEL**
125.8

**UNICOM**
118.35

**PORTLAND APP CON**
123.0

**RNAV (GPS) RWY 4**

**MC MINNVILLE MUNI (MMV)**

**ASOS**
135.675

**PORTLAND APP CON**
126.0

**SEATTLE CENTER**
284.6

**CLNC DEL**
125.8

**UNICOM**
118.35

**PORTLAND APP CON**
123.0
When local altimeter setting not received, use Aurora State altimeter setting: increase all MDA 60 feet and Circling Cat C visibility 3/4 SM.

MISSED APPROACH: Climbing left turn to 4800 via heading 180° and UBG VOR/DME R-204 to COGOK/UBG 23 DME and hold, continue climb-in-hold to 4800.

One Minute Holding Pattern

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MC MINNVILLE, OREGON

Amdt 6A 15JUL21

45°12’N-123°08’W

UNICOM 123.0 (CTAF)
**ILS or LOC RWY 34**

**MCCHORD FLD** (KTCM)

**LOC** - I-TCM

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**RADAR or DME required**
- *When ALS inop, increase RVR to 40, vis to ½ mile. When TDE/CL lights inop increase RVR to 24.*
- *When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to ½ miles.*

**ATIS**
- 135.825 270.1

**SEATTLE APP CON**
- 126.5 377.15

**TOWER**
- 124.8 259.3

**GND CON**
- 118.175 279.65

---

**EMERG SAFE ALT 100 NM 16,600**

- 4000 TCM R-345
- OYABO TCM 6
- TCM OLM 15.3

---

**HRL Rwy 16-34**

**TDZE 322**

---

**FAR/AIM 2024**

**NW-1.11 JUL 2024 to 05 SEP 2024**

**TACOMA, WASHINGTON**

Amdt 5 30NOV23

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**441**
**RNAV (GPS) RWY 16**

**ATIS** 135.825 270.1

**SEATTLE APP CON** 126.5 377.15

**TOWER** 124.8 259.3

**GND CON** 118.175 279.65

**DME/DME RNP-0.3 NA**

**EMERG SAFE ALT 100 NM 16,600**

**CATEGORY** | A | B | C | D | E
---|---|---|---|---|---
LNAV MDA | 780/24 494 (500-½) | 780/50 494 (500-1) | 940-1 618 (700-1) | 940-2 618 (700-2) | 1020-2 698 (700-2A)
CIRCLING | 940-1 618 (700-1) | 940-1 618 (700-1½) | 940-2 618 (700-2) | 940-2 618 (700-2½) | 1020-2 698 (700-2A)

**HRI L Rwy 16-34**

**TDZE 286**

**MCCHORD FLD (KTCM)**

**Amend 4 20APR23**

**23110**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**Tacoma, Washington**

**RNAV (GPS) RWY 16**

**APCH CRS**

|wyldg | 10,108 |

**TDZE** 286

**Arpt Elev** 322

**ALSF-1**

**When ALS inop, increase CAT AB to 1 mile, CAT CDE vis to 1½ miles.**

**Circling not authorized E of rwy 16-34.**

**ATTEND:**

**CLIMB TO 4000 GND CON HOLD.**

**TOWER:**

**CLIMB TO 4000 GND CON HOLD.**

**GND CON:**

**CLIMB TO 4000 GND CON HOLD.**

**ATIS:**

**CLIMB TO 4000 GND CON HOLD.**

**SEATTLE APP CON:**

**CLIMB TO 4000 GND CON HOLD.**

**TOWER:**

**CLIMB TO 4000 GND CON HOLD.**

**GND CON:**

**CLIMB TO 4000 GND CON HOLD.**

**ATIS:**

**CLIMB TO 4000 GND CON HOLD.**

**SEATTLE APP CON:**

**CLIMB TO 4000 GND CON HOLD.**

**TOWER:**

**CLIMB TO 4000 GND CON HOLD.**

**GND CON:**

**CLIMB TO 4000 GND CON HOLD.**

**ATIS:**

**CLIMB TO 4000 GND CON HOLD.**

**SEATTLE APP CON:**

**CLIMB TO 4000 GND CON HOLD.**

**TOWER:**

**CLIMB TO 4000 GND CON HOLD.**

**GND CON:**

**CLIMB TO 4000 GND CON HOLD.**

**ATIS:**

**CLIMB TO 4000 GND CON HOLD.**

**SEATTLE APP CON:**

**CLIMB TO 4000 GND CON HOLD.**

**TOWER:**

**CLIMB TO 4000 GND CON HOLD.**

**GND CON:**

**CLIMB TO 4000 GND CON HOLD.**

**ATIS:**

**CLIMB TO 4000 GND CON HOLD.**

**SEATTLE APP CON:**

**CLIMB TO 4000 GND CON HOLD.**

**TOWER:**

**CLIMB TO 4000 GND CON HOLD.**

**GND CON:**

**CLIMB TO 4000 GND CON HOLD.**

**ATIS:**

**CLIMB TO 4000 GND CON HOLD.**

**SEATTLE APP CON:**

**CLIMB TO 4000 GND CON HOLD.**

**TOWER:**

**CLIMB TO 4000 GND CON HOLD.**

**GND CON:**

**CLIMB TO 4000 GND CON HOLD.**

**ATIS:**

**CLIMB TO 4000 GND CON HOLD.**

**SEATTLE APP CON:**

**CLIMB TO 4000 GND CON HOLD.**

**TOWER:**

**CLIMB TO 4000 GND CON HOLD.**

**GND CON:**

**CLIMB TO 4000 GND CON HOLD.**

**ATIS:**

**CLIMB TO 4000 GND CON HOLD.**

**SEATTLE APP CON:**

**CLIMB TO 4000 GND CON HOLD.**

**TOWER:**

**CLIMB TO 4000 GND CON HOLD.**

**GND CON:**

**CLIMB TO 4000 GND CON HOLD.**

**ATIS:**

**CLIMB TO 4000 GND CON HOLD.**

**SEATTLE APP CON:**

**CLIMB TO 4000 GND CON HOLD.**

**TOWER:**

**CLIMB TO 4000 GND CON HOLD.**

**GND CON:**

**CLIMB TO 4000 GND CON HOLD.**

**ATIS:**

**CLIMB TO 4000 GND CON HOLD.**

**SEATTLE APP CON:**

**CLIMB TO 4000 GND CON HOLD.**

**TOWER:**

**CLIMB TO 4000 GND CON HOLD.**

**GND CON:**

**CLIMB TO 4000 GND CON HOLD.**
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 16:** Climb on track 165° to cross TCM TACAN 6.4 DME, at or above 3000. Then turn left to intercept TCM R-158 to cross ALDER at or above 5800.

**TAKEOFF RWY 34:** Climb on track 345° to cross TCM TACAN 4 DME at or above 3000. Then turn left heading 255° to intercept OLM VORTAC R-010 MIRYM then OLM. Then via V204 to cross ALDER at or above 5800.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 165° to 3000, then climbing left turn direct to cross ALDER at or above 5800 and at or below 9000, then on track 111° to MOCAA, thence . . . .

TAKEOFF RUNWAY 34: Climb on heading 345° to 3000, then climbing left turn direct NEECE, then on track 188° to cross NISQA at 4000, then on track 129° to cross KUSCE at or above 4000 and at or below 250K, then on track 086° to cross ALDER at or above 5800 and at or below 9000, then on track 111° to MOCAA, thence . . . .

. . . . (transition). Maintain 9000, expect filed altitude five minutes after departure.

BAKER CITY TRANSITION (MOCAA4.BKE)

JINMO TRANSITION (MOCAA4.JINMO)

KIMBERLY TRANSITION (MOCAA4.IMB)

NOTE: RNAV 1.

NOTE: GPS required.

NOTE: Chart not to scale.

TOP ALTITUDE:
BAKER CITY and JINMO Transitions: 9000
KIMBERLY Transition: 13100
RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climb on track of 165° to cross TCM TACAN 10 DME at or above 3000. Expect radar vectors within TCM 8 DME. Maintain ATC assigned altitude.

TAKEOFF RWY 34: Climb on track 345° to cross TCM TACAN 6 DME at 4000. Then turn left tracking 255° to expect radar vectors. Maintain ATC assigned altitude.
**PUGET-SIX DEPARTURE**

**ATIS**
135.825 270.1
GND CON
118.175 279.65
TOWER
124.8 259.3
SEATTLE DEP CON
126.5 377.15

If unable to make ATC charted crossing restriction advise ATC prior to departure.

**RADAR REQUIRED**

Maximum 250 KIAS

Radar vectors required within 10 NM after departure.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 16:** Climb on track 165° to cross TCM TACAN 10 DME at or above 3000. Then turn left tracking 025° to expect radar vectors. Maintain ATC assigned altitude.

**TAKEOFF RWY 34:** Climb on track 345° to 2000, then turn right tracking 145° to expect radar vectors. Maintain ATC assigned altitude.
**RNAV (RNP) Z RWY 14**

**ROGUE VALLEY INTL-MEDFORD (MFR)**

**MEDFORD, OREGON**

**AL-251 (FAA)**

**Amdt 1 03NOV22**

**RNP AR APCH-GPS.**

For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C.

For inop ALS, increase RNP 0.30 all Cats visibility to 2 SM.

**ATIS**

127.25

**CASCADE APP CON**

124.3  379.9

**MEDFORD TOWER**

119.4  (CTAF)

**GND CON**

121.8

**UNICOM**

122.95

**MALSR**

-3°C

**MISSED APPROACH:** Climb to 9000 on track 143° to WEMOM, left turn to CUDUB, right turn HUBUX, left turn HORUG, then on track 310° to CUTTR and hold.

*Missed approach requires minimum climb of 244 feet per NM to 5000.

**ELEV**

1335

**TDZE**

1303

**APP CRS**

143°

**Rwy Idg**

8800

**Apt Elev**

1335

**TDZE**

1303

**MALSR**

-3°C

**MISSED APCH FIX**

CUTTR

**WEMOM**

**CUDUB**

**HUBUX**

**HORUG**

**CUTTR**

For inop ALS, increase RNP 0.30 all Cats

**Visibility to 2 SM.**

**For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C.**

**ATIS**

**CASCADE APP CON**

**MEDFORD TOWER**

**GND CON**

**UNICOM**

**MALSR**

-3°C

**MISSED APPROACH:** Climb to 9000 on track 143° to WEMOM, left turn to CUDUB, right turn HUBUX, left turn HORUG, then on track 310° to CUTTR and hold.

*Missed approach requires minimum climb of 244 feet per NM to 5000.

**ELEV**

1335

**TDZE**

1303

**APP CRS**

143°

**Rwy Idg**

8800

**Apt Elev**

1335

**TDZE**

1303

**MALSR**

-3°C
RNAP AR APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C.

ATIS
127.25

CASCADE APP CON
124.3 379.9

MEDFORD TOWER
119.4 (CTAF) 257.8

GND CON
121.8

UNICOM
122.95

Missed Approach: Climb to 9000 on 323° to SUYRU, right turn to TULNE, then on track 027° to CUTTR and hold, continue climb-in-hold to 9000.

Procedure NA for arrivals at SAMIE on V121 southeast and on V495 northwest bound.

Procedure NA for arrivals at ZUNAS on V122 southeast.

Procedure NA for arrivals at ACLOB on V121 southwest bound.

Procedure NA for arrivals at BAYTS on V121 southwest bound and on V122 southeast bound.

Authorized:

RNAV (RNP) Z RWY 32

PROCEDEURE NA FOR ARRIVALS AT SAMIE ON V121 SOUTHEAST AND ON V495 NORTHWEST BOUND.

PROCEDEURE NA FOR ARRIVALS AT ZUNAS ON V122 SOUTHEAST.

PROCEDEURE NA FOR ARRIVALS AT BAYTS ON V121 SOUTHWEST BOUND AND ON V122 SOUTHEAST BOUND.

PROCEDEURE NA FOR ARRIVALS AT ACLOB ON V121 SOUTHWEST BOUND.

Missed Approach: Climb to 9000 on 323° to SUYRU, right turn to TULNE, then on track 027° to CUTTR and hold, continue climb-in-hold to 9000.

Medford, Oregon

Amdt 1 03NOV22

RNP AR APCH-GPS.

RNAP AR APCH-GPS.

RNAP AR APCH-GPS.

RNAP AR APCH-GPS.

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RNAP AR APCH-GPS.

RNAP AR APCH-GPS.
MEDFORD, OREGON

AL-251 (FAA)

RNAV (GPS) Y RWY 14
ROGUE VALLEY INTL-MEDFORD (MFR)

APP CRS 143°
Rwy Idg 8800
TDZE 1303
Apt Elev 1335

RNP APCH:
- When Medford alimeter setting not received, procedure NA.
- Inop table does not apply to Cats C and D.
- 3°C

ATIS 127.25
CASCADE APP CON * 124.3 379.9
MEDFORD TOWER * 119.4 (CTAF) 257.8
GND CON 121.8
UNICOM 122.95

ATIS:
- 127.25

CASCADE APP CON:
- 124.3
- 379.9

MEDFORD TOWER:
- 119.4 (CTAF)
- 257.8

GND CON:
- 121.8

UNICOM:
- 122.95

ATIS:
- 127.25

CASCADE APP CON:
- 124.3
- 379.9

MEDFORD TOWER:
- 119.4 (CTAF)
- 257.8

GND CON:
- 121.8

UNICOM:
- 122.95

- 127.25
- 124.3
- 379.9
- 119.4 (CTAF)
- 257.8
- 121.8
- 122.95

RNAV (GPS) Y RWY 14

LNAV MDA
- 2600/40 1297 (1300-4)
- 2600/55 1297 (1300-1)
- 2600-3 1297 (1300-3)
- 3300-3 2017 (2000-3)
- 3400-3 2157 (2200-3)

LNAV MDA*
- 2600/40 1297 (1300-4)
- 2600/55 1297 (1300-1)
- 2600-3 1297 (1300-3)
- 3300-3 2017 (2000-3)
- 3400-3 2157 (2200-3)

Inop table does not apply to Cats C and D.

When Medford alimeter setting not received, procedure NA.

*Missed approach requires minimum climb of 334 feet per NM to 4800.

METADATA:
- 2000
- 2000
- 2000
- 2000
- 2000
- 2000
- 2000
- 2000

MEDFORD, OREGON

Amdt 2A 07JUN19

NW-1 11 JUL 2024 to 05 SEP 2024

NW-1 11 JUL 2024 to 05 SEP 2024

NW-1 11 JUL 2024 to 05 SEP 2024

NW-1 11 JUL 2024 to 05 SEP 2024

NW-1 11 JUL 2024 to 05 SEP 2024

NW-1 11 JUL 2024 to 05 SEP 2024

NW-1 11 JUL 2024 to 05 SEP 2024

NW-1 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) Y RWY 32
ROGUE VALLEY INTL-MEDFORD (MFR)

ATIS 127.25
CASCADE APP CON 124.3 379.9
MEDFORD TOWER 119.4 (CTAF) 257.8
GND CON 121.8
UNICOM 122.95

PROCEDURE:
MISSED APPROACH: Climb to 1900 then climbing right turn to 10500 direct CUTTR and hold, continue climb-in-hold to 10500.

ATIS MEDFORD, OREGON 124.3 379.9

RNP APCH - GPS.
Baro-VNAV NA.

MEDFORD, OREGON
Orig 15JUN23

WAAS
CH 56544
W32A
APP CRS 323°
Rwy Idg 8800
TDZE 1335
Apt Elev 1335

1335
D

TWR 1427

1900
10500
CUTTR

323°
2700
6100
1.2 NM to RW32
2.5 NM to RW32
5908
6089
SPEED

306°
8100

7600
308°
7000
287° (1.8)

VGSi and RNAV glidepath not coincident
(VGSi Angle 3.00/TCH 50):

ZAKUV
HIVEG

FAF
IF
IAF

7600

CUTTR

GP 4.95°
TCH 50

CATEGORIES

CATEGORY A B C D
LPV DA 1610-3/6
275 (300-9/6) NA

LNAV/ VNAV DA 1768-1/4
433 (500-1/4) NA

LNAV MDA 1780-1
445 (500-1) NA

CIRCLING 2000-1
665 (700-1) NA

MISSED APCH FIX
7 NM

\( \Delta \)

FINAX
2.5 NM to RW32

5084
5195
7418

1427

44.94

4040

\( \Delta \)

1464
1527

1693
1711
1736
1991

\( \Delta \)

323°
287° (1.8)

5084
5195
7418

1427

44.94

4040

\( \Delta \)

1464
1527

1693
1711
1736
1991

\( \Delta \)

323°
287° (1.8)

5084
5195
7418

1427

44.94

4040

\( \Delta \)

1464
1527

1693
1711
1736
1991

\( \Delta \)

323°
287° (1.8)

5084
5195
7418

1427

44.94

4040

\( \Delta \)

1464
1527

1693
1711
1736
1991

\( \Delta \)

323°
287° (1.8)

5084
5195
7418

1427

44.94

4040
RNAV (GPS)-D
ROGUE VALLEY INTL-MEDFORD (MFR)

**ATIS**
127.25

**CASCADE APP CON**
124.3 379.9

**MEDFORD TOWER**
119.4 (CTAF) 257.8

**GND CON**
121.8

**UNICOM**
122.95

**Circling NA for Cats C and D northeast of Rwy 14-32.**

**Procedure NA for arrivals on OED VORTAC airway radials 098 CW to 216.**

**Procedure NA for arrivals on FJS VOR/DME airway radials 321 CW to 022.**

**Holding Pattern 7 NM**

**CATEGORY**

**A**
3600-1 2265 (2300-1 1/4)

**B**
3600-1/2 2265 (2300-1/2)

**C**
3600-3 2265 (2300-3)

**D**

**RNAV (GPS)-D**
ROGUE VALLEY INTL-MEDFORD (MFR)

**ELEV 1335**

**Amdt 1B 07OCT21**
Visibility reduction by helicopters NA. Circling NA for Cats C and D northeast of Rwy 14-32.

**MISSED APPROACH:** Climb to 7600 direct OED VORTAC and hold, continue climb-in-hold to 7600.

Disregard GS indications.

VSGI and descent angles not coincident (VSGI Angle 3.00/TCH 50).

One Minute Holding Pattern

Use I-MFR DME when on the localizer course.
Inop table does not apply to S-14 Cat A. For inop ALS increase S-14 Cat B visibility to 1/2 SM. Circling NA for Cats C and D northeast of Rwy 14-32.
Circling NA for Cats C and D northeast of Rwy 14-32.

MISSED APPROACH: Climb to 7600 direct OED VORTAC and hold, continue climb-in-hold to 7600.

One Minute Holding Pattern

Category A
CIRCLING 3600-1 3600-1 3600-3 2265 (2300-1 2265 (2300-1) 2265 (2300-3)

Category B

Category C

Category D

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 32:** Climb to 1700 on heading 323° then climbing right turn heading 015°, maintain 11000 or assigned altitude, expect RADAR vectors to assigned route; expect filed altitude/flight level five minutes after departure.

**LOST COMMUNICATIONS:** If no contact with ATC crossing the OED R-070, turn left, proceed direct OED VORTAC, continue climb in holding pattern to minimum crossing altitude/minimum enroute altitude before proceeding on course.
TREATMENT ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb on heading 143° to 1800, then climbing right turn heading 322° and OED VORTAC R-172 to OED VORTAC, then... ...

TAKEOFF RUNWAY 32: Climb on heading 323° to intercept the OED VORTAC R-153 to OED VORTAC, then... ...

... continue climb-in-hold in OED VORTAC holding pattern to cross OED VORTAC at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 14: Standard with a minimum climb of 435' per NM to 4700.
Rwy 32: Standard with a minimum climb of 300' per NM to 6800.
NOTE: For non-GPS aircraft, FJS DME must be operational.

TAKEOFF MINIMUMS
Rwy 14: Standard with minimum climb of 425’ per NM to 6400.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb direct BDONA, then on track 124° to JOWEL, then on track 112° to KRETS, then on track 075° to LMT VORTAC. Expect RADAR vectors on course. Maintain assigned altitude. Expect filed altitude five minutes after departure.
**ROGUE VALLEY INTL-MEDFORD (MFR)**

**MEDFORD, OREGON**

---

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 14:** Climb on heading 143° to intercept course 232° to cross BLAAZ at or above 6400, then on track 308° to SMKKY, then on track 308°. Expect RADAR vectors on course. Maintain assigned altitude. Expect filed altitude five minutes after departure.

---

**NOTE:** Chart not to scale.

---

**ATIS**
127.25

**GND CON**
121.8

**MEDFORD TOWER**
119.4 (CTAF) 257.8

**CASCADE DEP CON**
124.3 379.9

**SEATTLE CENTER**
124.85 306.3

---

**RNAV 1 - DME/DME/IRU or GPS.**

**TOP ALTITUDE:**

**ASSIGNED BY ATC**

---

**RNAV**

**DEP CON**

**MEDFORD, OREGON**

---

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF MINIMUMS**

Rwy 14: Standard with minimum climb of 500’ per NM to 1836, then minimum climb of 450’ per NM to 5200.

---

**NOTE:** Chart not to scale.
RNAV (GPS) RWY 4
FRANK WILEY FLD (MLS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. When local altimeter setting not received, use Glendale altimeter setting: increase LPV and LNAV/VNAV DA to 3051 and all visibilities ¼ SM. Increase all MDA 180 feet and LNAV Cat C and D visibilities ½ SM and Circling Cat C and D visibilities ¼ SM. Baro-VNAV and VDP NA when using Glendale altimeter setting.

MISSED APPROACH: Climb to 6000 direct AXUPE and hold, continue climb-in-hold to 6000.

AL-259 (FAA)
RNAV (GPS) RWY 13
FRANK WILEY FLD (MLS)

For uncompensated Baro-VNAV systems, procedure NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 6000 direct BOKDE and hold, continue climb-in-hold to 6000.

 mis  apch fix

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>2880-1</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>2880-1</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2980-1</td>
<td>350 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3060-1</td>
<td>626 (500-1)</td>
<td>526 (600-1½)</td>
<td>686 (700-2½)</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 22
FRANK WILEY FLD (MLS)

**ASOS**
135.575

**SALT LAKE CENTER**
126.85 305.2

**UNICOM**
123.0 (CTAF)

---

**MISSED APCH FIX**

**OPEJY**

**43°**

5 NM

---

**ELEV 2634 D TDZE 2630**

---

**RNP APCH-GPS.**

Baro-VNAV and VDP NA when using Glendive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. When local altimeter setting not received, use Glendive altimeter setting; increase LPV and LNAV/VNAV DA to 3047 and all visibilities ½ SM. Increase all MDA 180 feet and LNAV Cat C and D visibilities ½ SM and Circling Cat C and D visibilities ½ SM.

---

**Missed Approach: Climb to 6000 direct OPEJY and hold, continue climb-in-hold to 6000.**
MISSED APPROACH: Climb to 6000 direct EGITE and hold, continue climb-in-hold to 6000.

**ASOS**

- **EGITE**
  - 135.575

**SALT LAKE CENTER**

- 126.85 305.2

**UNICOM**

- 123.0 (CTAF)

**RNP APCH - GPS.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

**ELEV 2634 TDZE 2627**

**6000**

- **EGITE**
  - 2877-1 250 (300-1)

**CADUX 2 NM to RW31**

- 2681 2755

- 2681 2755

**AVUNE**

- 3300 4300

- 3300 4300

**BOKDE**

- Holding Pattern
  - 126° 6000
  - 306° 5500

**LNAV/VNAV DA**

- 2917-1 290 (300-1)

**LNAV MDA**

- 3020-1 393 (400-1)
- 3020-1 393 (400-1°)
- 3160-1 526 (600-1°)
- 3320-2 686 (700-2°)

**CIRCLING**

- 426 (500-1)
- 466 (500-1)
- 526 (600-1°)
- 686 (700-2°)
When local altimeter setting not received, use Glendive altimeter setting and increase all MDA 180 feet and all Cat C and D visibilities ½ SM.

**MISSED APPROACH:** Climb to 4800. Then climbing left turn to 6000 on heading 210° and MLS R-018 to MLS VOR/DME and hold. Continue climb-in-hold to 6000.

**ASOS**
135.575

**SALT LAKE CENTER**
126.85 305.2

**UNICOM**
123.0 (CTAF)

---

**MILES CITY, MONTANA**

**AL-259 (FAA)**

**VOR RWY 4**

**FRANK WILEY FLD (MLS)**

---

**CATEGORY**
A  B  C  D

**S-4**
3060-1  426 (500-1)  3060-1½  426 (500-1½)

**CIRCLING**
3060-1  3100-1  3160-1½  3320-2¼
426 (500-1)  466 (500-1)  526 (600-1½)  686 (700-2¼)
**VOR RWY 22**

**FRANK WILEY FLD (MLS)**

**DME required.**

When local altimeter setting not received, use Glendive altimeter setting and increase all MDA 180 feet and all Cat C and D visibilities ½ SM.

**ASOS**

135.575

**SALT LAKE CENTER**

126.85 305.2

**UNICOM**

123.0 (CTAF)

**MILES CITY, MONTANA**

Amdt 10 27JAN22

**VOR/DME MLS**

<table>
<thead>
<tr>
<th>112.1</th>
<th>APP CRS 217°</th>
<th>Rwy Idg 2630</th>
<th>Apt Elev 2634</th>
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</table>

**ELEV 2634**

**TDZE 2630**

**REMINDERS**

**MILS CITY**

112.1 MLS 2634 Chan 58

(MLS) 5.3

IF

(KINSY MLS 9.8)

(MLS 17 Arc)

(MLS 9.8)

(R-103)

(R-037)

(FW)

(MLS 17)

(035°)

(215°)

(4500)

(4600)

(4.5 NM)

(3.00°)

(TCH 4T)

(MS-22)

(3060-1 430 (500-1))

(3060-1 430 (500-1))

(CAT C)

(CAT D)

(CIRCLING)

3060-1 426 (500-1) 466 (500-1)

3160-1 526 (600-1) 686 (700-2)

**REIL Rwys 4, 13, 22 and 31**

**MIRL Rwys 4-22 and 13-31**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**46°26’N-105°53’W**

**472**

**VOR RWY 22**

**FRANK WILEY FLD (MLS)**
MISSOULA, MONTANA

MISSOULA MONTANA (MSO)

DME required.

ATIS 126.65
SPOKANE APP CON * 124.9 298.95
MISSOULA TOWER * 118.4 (CTAF) 377.175
GND CON 121.9
UNICOM 122.95

MISSOULA MONTANA

LOC I-MSO 109.3
APPR CRS 117°
Rwy Idg TDZE Apt Elev 9501 3200 3206

MISSED APPROACH: Climb to 3620 then climbing right turn to 10300 on MSO VOR/DME R-159 to JEPSN/MSO 26.5 DME and hold. Missed approach requires minimum climb of 410 feet per NM to 9800; if unable to meet climb gradient, see ILS Y RWY 12.

GS 3.00°
TCH 45

CATEGOR Y

A
B
C
D

S-ILS 12

3411/24 211 (300-1/2)

MISSOULA, MONTANA

Amdt 12E 15AUG19

MISSOULA MONTANA (MSO)

LOCALIZER 109.3
I-MSO 117°

MISSOULA MONTANA

COUNTY

MISSOULA MONTANA

ATIS 126.65
SPOKANE APP CON * 124.9 298.95
MISSOULA TOWER * 118.4 (CTAF) 377.175
GND CON 121.9
UNICOM 122.95

MISSOULA MONTANA

LOC I-MSO 109.3
APPR CRS 117°
Rwy Idg TDZE Apt Elev 9501 3200 3206

MISSED APPROACH: Climb to 3620 then climbing right turn to 10300 on MSO VOR/DME R-159 to JEPSN/MSO 26.5 DME and hold. Missed approach requires minimum climb of 410 feet per NM to 9800; if unable to meet climb gradient, see ILS Y RWY 12.

GS 3.00°
TCH 45

CATEGOR Y

A
B
C
D

S-ILS 12

3411/24 211 (300-1/2)

MISSOULA, MONTANA

Amdt 12E 15AUG19

MISSOULA MONTANA (MSO)

LOCALIZER 109.3
I-MSO 117°

MISSOULA MONTANA

MISSOULA MONTANA (MSO)

LOCALIZER 109.3
I-MSO 117°

MISSOULA MONTANA

MISSOULA MONTANA (MSO)

LOCALIZER 109.3
I-MSO 117°

MISSOULA MONTANA

MISSOULA MONTANA (MSO)

LOCALIZER 109.3
I-MSO 117°

MISSOULA MONTANA

MISSOULA MONTANA (MSO)

LOCALIZER 109.3
I-MSO 117°

MISSOULA MONTANA

MISSOULA MONTANA (MSO)

LOCALIZER 109.3
I-MSO 117°

MISSOULA MONTANA

MISSOULA MONTANA (MSO)

LOCALIZER 109.3
I-MSO 117°

MISSOULA MONTANA
RNAV (RNP) RWY 30
MISSOULA MONTANA (MSO)

**MISSOULA, MONTANA**

**APP CRS** 298°
Rwy Ldg 9501
TDZE 3206
Apt Elev 3206

**ATIS** 126.65
**SPOKANE APP CON** 124.9 298.95
**MISSOULA TOWER** 118.4 (CTAF) 377.175
**GND CON** 121.9
**UNICOM** 122.95

**MISSOULA, MONTANA**

**RNAV (RNP) RWY 30**

**MISSED APPROACH:** Climb to 11000 on track 297° to SUPPY and on track 292° to HEDVA and on track 297° to LOCIV, then right turn to NEYOC and on track 131° to ARLEE and hold. *Missed approach requires minimum climb of 215 feet per NM to 5000.**

**ELEV** 3206
**TDZE** 3206

**ATIS** 126.65
**SPOKANE APP CON** 124.9 298.95
**MISSOULA TOWER** 118.4 (CTAF) 377.175
**GND CON** 121.9
**UNICOM** 122.95

**MISSOULA, MONTANA**

**RNAV (RNP) RWY 30**

**MISSED APPROACH FIX**

**LOCI V**
**ARY**
**TUFFY**
**CEBED**
**FISIS**
**HEDVA**

**REIL** Rwy 30
**MIRL** Rwy 8-26
**HIRL** Rwy 12-30

**AUTHORIZATION REQUIRED**

**MISSOULA, MONTANA**

**Orig C 19JUL18**

**46°55'N-114°05'W**
RNAV (GPS) Y RWY 12
MISSOULA MONTANA (MSO)

ATIS 126.65
SPOKANE APP CON* 124.9 298.95
MISSOULA TOWER* 118.4 (CTAF) 377.175
GND CON 121.9
UNICOM 122.95

RNAV (GPS) Y RWY 12
MISSOULA MONTANA (MSO)

MALSR

Lost Approach: (Do not exceed 200K until CINON) Climb to 12000 cleared CINON and on track 179° to TUSEE and on track 168° to JENKI and hold, continue climb-in-hold to 12000. ## Missed approach requires minimum climb of 325 feet per NM to 7700.

Procedure NA for arrivals at RIVAL on V120 eastbound and JENKI on V231 northbound.

**Circling NA for Cats C and D northeast of Rwy 12-30. Inop table does not apply to LNAV # Cats C/D. Inop table does not apply to LPV # all Cats. **RVR 1800 authorized with use of FD or AP or HUD to DA.

**Circling NA for Cats C and D northeast of Rwy 12-30. Inop table does not apply to LNAV # Cats C/D. Inop table does not apply to LPV # all Cats. **RVR 1800 authorized with use of FD or AP or HUD to DA.

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**Circling NA for Cats C and D northeast of Rwy 12-30. Inop table does not apply to LNAV # Cats C/D. Inop table does not apply to LPV # all Cats. **RVR 1800 authorized with use of FD or AP or HUD to DA.

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**Circling NA for Cats C and D northeast of Rwy 12-30. Inop table does not apply to LNAV # Cats C/D. Inop table does not apply to LPV # all Cats. **RVR 1800 authorized with use of FD or AP or HUD to DA.
MISSOULA, MONTANA (MSO)

RNAV (GPS)-D

ATIS 126.65
SPOKANE APP CON ** 124.9 298.95
MISSOULA TOWER ** 118.4 (CTAF) 377.175
GND CON 121.9
UNICOM 122.95

MISSAP CHAP FIX

104° 284°

ELEV 3206

Circling NA for Cats C and D northeast of Rwy 12-30.

-12°C

Procedure NA for arrivals at UBIJO on V86 southeast bound.

Circling left turn to 9600 direct WENKE and on track 277° to LIBRE and hold, continue climb-in-hold to 9600.

MISSED APPROACH: Climbing left turn to 9600 direct WENKE and on track 277° to LIBRE and hold, continue climb-in-hold to 9600.
Missoula, Montana

VOR/A

Amdt 13 24MAY18

NW-1, 11 JUL 2024 to 05 SEP 2024

MISSOULA MONTANA (MSO)

Atis

SPOKANE APP CON

MISSOULA TOWER

GND CON

UNICOM

126.65

124.9

298.95

118.4 (CTAF) 377.175

122.9

122.95

121.9

Missed approach: Climb direct MSO VOR/DME then climbing right turn to 8500 on MSO VOR/DME R-1.56 outbound then climbing left turn to 9100 direct to MSO VOR/DME and hold.

DME required.

-12°C

NW-1, 11 JUL 2024 to 05 SEP 2024
ANNUAL RATE OF CHANGE
JANUARY 2020
VAR 13.2° E

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

MISSOULA, MONTANA

AIRPORT DIAGRAM

MISSOULA, MONTANA

AIRPORT DIAGRAM

MISSOULA TOWER
118.4377175
GND CON 121.9

MISSOULA MONTANA

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MISSIO
GRZLY THREE DEPARTURE (OBSTACLE)

TAKEOFF MINIMUMS
Rwys 8, 26: NA - Obstacles.
Rwy 12: Standard with minimum climb of 340’ per NM to 7800, or 2700-3 for climb in visual conditions.
Rwy 30: Standard with minimum climb of 275’ per NM to 7800, or 2700-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES
Rwy 12: Fence beginning 22’ from DER, 487’ right of centerline, up to 9’ AGL/3215’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climbing right turn heading 189° to intercept MSO R-159, southeast bound to 7800, thence . . . or, climb in visual conditions to cross MSO VOR/DME southeast bound at or above 5800, continue climb to 7800 on MSO VOR/DME R-159, thence . . .

TAKEOFF RUNWAY 30: Climb on MSO R-298 to 7800, then climbing left turn on MSO R-298 to MSO VOR/DME, climb in MSO VOR/DME holding pattern to MEA/MCA for route of flight or, climb in visual conditions to cross MSO VOR/DME southeast bound at or above 5800, continue climb to 7800 on MSO VOR/DME R-159, thence . . .

. . . climbing left turn on MSO VOR/DME R-159 to MSO VOR/DME, climb in MSO VOR/DME holding pattern to MEA/MCA for route of flight.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 30: Climb on MSO R-298 to cross DIDLY at or above 7800, thence on assigned transition or route.

KALISPELL TRANSITION (DIDLY5.FCA): From over DIDLY, left turn on MSO R-298 to MSO VOR/DME, then on MSO R-344 to JESSY, then on MSO R-344 and FCA R-159 to FCA VOR/DME.

MISSOULA TRANSITION (DIDLY5.MSO): From over DIDLY, left turn on MSO R-298 to MSO VOR/DME.

MULLAN PASS TRANSITION (DIDLY5.MLP): From over DIDLY on MSO R-298 to ORONE, then on MLP R-095 to MLP VOR/DME.

SALMON TRANSITION (DIDLY5.LKT): From over DIDLY left turn on MSO R-298 to MSO VOR/DME, then on MSO R-167 and LKT R-347 to LKT VOR/DME.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climbing right turn heading 189° to intercept and proceed on MSO R-159 to cross IPPUG at/above 7800. Thence on transition or assigned route.

KALISPELL TRANSITION (MZULA5.FCA): From over IPPUG, left turn on MSO R-159 to MSO VOR/DME, then on MSO R-344 to JESSY, then on MSO R-344 and FCA R-159 to FCA VOR/DME.

MISSOULA TRANSITION (MZULA5.MSO): From over IPPUG, left turn on MSO R-159 to MSO VOR/DME.

MULLAN PASS TRANSITION (MZULA5.MLP): From over IPPUG left turn on MSO R-159 to MSO VOR/DME, then on MSO R-298 to ORONE, then on MLP R-095 to MLP VOR/DME.

SALMON TRANSITION (MZULA5.LKT): From over IPPUG on MSO R-159 to VICTO, then on heading 195° to OCFOW, then on MSO R-167 and LKT R-347 to LKT VOR/DME.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 12:** Climb on heading 117° to intercept course 176° to cross QIANA at or above 7500 and at or below 230K, then on track 158° to cross VICTO at or above 10400, thence... . . . (Transition), maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

**HELENA TRANSITION (VICTO1.HLN)**

**MULLAN PASS TRANSITION (VICTO1.MLP)**

**SALMON TRANSITION (VICTO1.LKT)**

**SKOTT TRANSITION (VICTO1.SKOTT)**
RNAV (RNP) Z RWY 4
GRANT COUNTY INTL (MWH)

For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.

ATIS
119.05

GRANT COUNTY APP CON
126.4 379.95

GRANT COUNTY TOWER
118.25 (CTAF) 257.8 (EAST)
128.0 257.8 (WEST)

GND CON
121.9

UNICOM
122.95

MISSED APPROACH: Climb to 4000 on track 036° to YELUG and track 360° to WIPES and hold.

Procedure NA for arrivals at EDSEW on V2 westbound.

Procedure NA for arrivals at RUBEL on V448 southwest bound.

MOSES LAKE, WASHINGTON
AL-961 (FAA)

47°13'N-119°19'W

AUTHORIZATION REQUIRED
For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 47°C (116°F). RF required. GPS required.

**AUTHORIZATION REQUIRED**

**RNAV (RNP) Z RWY 14L**
GRANT COUNTY INTL (MWH)

**ATIS**
- **GRANT COUNTY APP CON**
  - 126.4 379.95

**GRANT COUNTY TOWER**
- 119.05 257.8 [EAST]
- 128.0 257.8 [WEST]

**GND CON**
- 121.9

**UNICOM**
- 122.95

**ELEV 1189**

**TDZE 1169**

**MIRL Rwys 4-22 and 18-36**

**HIRL Rwy 14L-32R**

**REIL Rwys 4-22 and 18-36**

**MOSES LAKE, WASHINGTON**
Orig-A 01MAY14

**AUTHORIZATION REQUIRED**

**RNP 0.10 DA**
- 1419-3/4 250 (300-3/4)

**RNP 0.30 DA**
- 1479-1 310 (300-1)

**CATEGORY**
- A
- B
- C
- D

**虻**

**ELEV 1189**

**TDZE 1169**

**MIRL Rwys 4-22 and 18-36**

**MOSES LAKE, WASHINGTON**
Orig-A 01MAY14

**AUTHORIZATION REQUIRED**

**RNP 0.10 DA**
- 1419-3/4 250 (300-3/4)

**RNP 0.30 DA**
- 1479-1 310 (300-1)

**CATEGORY**
- A
- B
- C
- D

**虻**

**ELEV 1189**

**TDZE 1169**

**MIRL Rwys 4-22 and 18-36**

**MOSES LAKE, WASHINGTON**
Orig-A 01MAY14

**AUTHORIZATION REQUIRED**

**RNP 0.10 DA**
- 1419-3/4 250 (300-3/4)

**RNP 0.30 DA**
- 1479-1 310 (300-1)

**CATEGORY**
- A
- B
- C
- D

**虻**

**ELEV 1189**

**TDZE 1169**

**MIRL Rwys 4-22 and 18-36**

**MOSES LAKE, WASHINGTON**
Orig-A 01MAY14

**AUTHORIZATION REQUIRED**
MOSES LAKE, WASHINGTON

MOSES LAKE, WASHINGTON

RNAV (GPS) Y RWY 4
GRANT COUNTY INTL (MWH)

Amdt 1D 24MAR22

RNAV (GPS) Y RWY 4
GRANT COUNTY INTL (MWH)

ATIS 119.05
GRANT COUNTY APP CON * 126.4 379.95

GRANT COUNTY TOWER * 118.25 (CTAF) 257.8 (EAST)
128.0 257.8 (WEST)

GND CON 121.9
UNICOM 122.95

MISSED APPROACH: Climb to 4000 direct YELUG and on track 360° to WIPES and hold.

RNP APCH-GPS.

Circling Rwy 9/27, 18/36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MOSES LAKE, WASHINGTON
GRANT COUNTY INTL (MWH)

RNAV (GPS) Y RWY 4
GRANT COUNTY INTL (MWH)

ATIS 119.05
GRANT COUNTY APP CON * 126.4 379.95

GRANT COUNTY TOWER * 118.25 (CTAF) 257.8 (EAST)
128.0 257.8 (WEST)

GND CON 121.9
UNICOM 122.95

MISSED APPROACH: Climb to 4000 direct YELUG and on track 360° to WIPES and hold.

RNP APCH-GPS.

Circling Rwy 9/27, 18/36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MOSES LAKE, WASHINGTON
GRANT COUNTY INTL (MWH)

RNAV (GPS) Y RWY 4
GRANT COUNTY INTL (MWH)

ATIS 119.05
GRANT COUNTY APP CON * 126.4 379.95

GRANT COUNTY TOWER * 118.25 (CTAF) 257.8 (EAST)
128.0 257.8 (WEST)

GND CON 121.9
UNICOM 122.95

MISSED APPROACH: Climb to 4000 direct YELUG and on track 360° to WIPES and hold.

RNP APCH-GPS.

Circling Rwy 9/27, 18/36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
**RNAV (GPS) Y RWY 14L**

**Grant County Intl (MWH)**

**ATIS** GRANT COUNTY APP CON * 119.05 126.4 379.95

**Grant County Tower** *

**GND CON** 121.9

**Unicom** 122.95

**MISSED APPROACH:** Climb to 4000 direct HEDBI and on track 124° to UPBOB and hold.

**ELEV** 1189

**TDZE** 1169

**QUINT**

Procedure NA for arrivals at QUINT on V336 southwest bound and V357 westbound.

**WIPES** on V120 northeast bound

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 36°C. Baro-VNAV and VDP NA when using Ephrata altimeter setting. When local altimeter setting not received, use Ephrata altimeter setting: increase all DA 36 feet and all MDA 40 feet, increase LNAV/VNAV visibility all Cats ½ SM, LNAV Cats C and D and Circling Cat D ¼ SM.**

**Procedure NA for arrivals at MWH VOR/DME airway radials 239 CW 318.**

**MISSED APCH FIX**

4 NM 310° UPBOB

**VGSİ and RNAV glideslope not coincident (VGSİ Angle 3.00/TCH 75).**

**JUKRI**

**ILARE**

**MOSES LAKE**

**MWH**

**UPBOB**

**HEDBI**

**JUKRI**

**ILARE**

**4 NM Holding Pattern**

**4000**

**-324°**

**144°**

**1780**

**4 NM to JUKRI**

**324° (13)**

**1.1 NM to RW14L**

**1.1 NM to RW14L**

**0.7**

**3.8 NM**

**6.4 NM**

**GP 3.00°**

**TCH 52**

**CATEGORY**

**A**

**B**

**C**

**D**

**LPY**

**DA**

1369-3/4

200 (200-1/4)

1436-7/8

267 (300-1/4)

**LNAV/ VNAV DA**

1580-1

411 (400-1)

1580-1/8

411 (400-1/8)

1820-2

631 (700-2)

**LNAV MDA**

1680-1

491 (500-1/2)

1820-2

631 (700-2)

**CIRCLING**

1660-1

471 (500-1)

**MOSES LAKE, WASHINGTON**

Amdt 1C 20May21

**NW-1**, 11 July 2024 to 05 Sep 2024

**RNAV (GPS) Y RWY 14L**

**Grant County Intl (MWH)**

**GRANT COUNTY INTL (MWH)**

**47°13'N-119°19'W**

**493**
RNAV (GPS) Y RWY 22
GRANT COUNTY INTL (MWH)

Procedure NA for arrivals at EPH VORTAC on airway radials 060 CW 135.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 36°C. Baro-VNAV and VDP NA when using Ephrata altimeter setting. When local altimeter setting not received, use Ephrata altimeter setting; increase all DA 36 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility and LNAV Cats C and D visibility 1/2 SM and Circling Cat D visibility 1/4 SM.

Climb to 4000 direct ONPIC and hold.

ATIS
119.05

GRANT COUNTY APP CON
126.4 379.95

GRANT COUNTY TOWER
118.25 [CTAF] 257.8 (EAST)
128.0 257.8 (WEST)

GND CON
121.9

UNICOM
122.95

MOSES LAKE, WASHINGTON
Amdt 1C 20MAY21

47°13'N-119°19'W
MISSED APPROACH: Climbing right turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.

**ATIS**
- **Grant County APP CON**: 126.4 379.95
- **ATIS**: 119.05

**ATIS Channels**
- **Grant County APP CON**: 73
- **ATIS**: 97

**Approach Chart**
- **VOR/WAY 4**
  - **Grant County Intl (MWH)**
  - **APPR CRS**: 205°
  - **TDZE**: 1189
  - **MWH**: 115.0
  - **Apt Elev**: 1189

**Category**
- **S-4**
  - **CIRCLING**
    - **APPR CRS**: 205°
    - **FAF to MAP**: 4.6 NM
    - **Knots**: 60 90 120 150 180
    - **Min.Sec**: 4:36 3:04 2:18 1:50 1:32

**Approach Information**
- **FAF to MAP**: 4.6 NM
- **CAT**: A
- **TDZE**: 1189
- **MWH**: 115.0
- **Chan**: 97

**Miscellaneous**
- **EPHRATA**: 112.6 EPH
  - **IAF**: 2416
  - **Chan**: 73

**Coordinating Information**
- **MOSES LAKE, WASHINGTON**
  - **AMDT 6C**: 20MAY21
  - **NW-1**: 11 JUL 2024 to 05 SEP 2024
VOR RWY 22
GRANT COUNTY INTL (MWH)

ATIS
119.05

GRANT COUNTY APP CON
126.4 379.95

GRANT COUNTY TOWER
118.25 (CTAF) 257.8 (EAST)
128.0 257.8 [WEST]

GND CON
121.9

UNICOM
122.95

MISSED APPROACH: Climbing right turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.

MOSES LAKE, WASHINGTON

MOSES LAKE, WASHINGTON
GRANT COUNTY INTL (MWH)

ELEV 1189
TDZE 1166

MIRL Rwys 4-22 and 18-36
REIL Rwys 14L and 22
HIRL Rwy 14L-32R
REIL Rwy 4

FAF to MAP 5.4 NM

Knots 60 90 120 150 180
Min:Sec 5:24 3:36 2:42 2:10 1:48

MOSES LAKE, WASHINGTON

Amdt SD 20MAY21

47°13'N-119°19'W

497
VOR RWY 32R
GRANT COUNTY INTL (MWH)

ATIS 119.05
GRANT COUNTY APP CON * 126.4 379.95
GRANT COUNTY TOWER * 118.25 (CTAF) 257.8 (EAST)
GND CON 121.9
UNICOM 122.95

ADFD or DME REQUIRED

MOSES LAKE
115.0 MWH
Chan 97

MOSES LAKE, WASHINGTON
AL-961 (FAA) 23222

MOSES LAKE, WASHINGTON
Amdt 20C 20MAY21

NW-1, 11 JUL 2024 to 05 SEP 2024
VOR-1 RWY 14L
GRANT COUNTY INTL (MWH)

MISSED APPROACH: Climbing left turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.

ATIS
119.05

GRANT COUNTY APP CON
126.4 379.95

GRANT COUNTY TOWER
118.25 (CTAF) 257.8 (EAST)
128.0 257.8 (WEST)

GND CON
121.9

UNICOM
122.95

MOSES LAKE, WASHINGTON
AL-961 (FAA)
VOR-3 RWY 14L
GRANT COUNTY INTL (MWH)

MISSED APPROACH: Climbing left turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.

ATIS
119.05

GRANT COUNTY APP CON *
126.4 379.95

GRANT COUNTY TOWER *
118.25 (CTAF) 257.8 (EAST) 128.0 257.8 [WEST]

GND CON
121.9

UNICOM
122.95

RADAR or DME REQUIRED

S-14L
1620-1 451 (500-1) 1620-1½ 1620-1¼

CIRCLING
1680-1 491 (500-1) 1680-1½ 1820-2 491 (500-1½) 631 (700-2)

Remain within 10 NM

MOSES LAKE, WASHINGTON

AL-961 (FAA) 23222

NW-1, 11 JUL 2024 to 05 SEP 2024

NW-1, 11 JUL 2024 to 05 SEP 2024

MOSES LAKE, WASHINGTON

Amdt 1 C 20MAY21

47°13’N-119°19’W
MOUNTAIN HOME, IDAHO

RNAV (GPS) RWY 28
MOUNTAIN HOME MUNI (U76)

MISSED APPROACH: Climb to 4300 then climbing right turn 8900 direct ATETY and hold, continue climb-in-hold to 8900.

KMUO ATIS 273.5
MOUNTAIN HOME APP CON 124.8 259.1
ALINICOM 122.8 (CTAF)

Missed APCH Fix
ATETY 7 NM

Procedure NA for arrivals at TORIN on V293 south bound.

NA
Rwy 28 helicopter visibility reduction below 3/4 SM NA.
Baro-VNAV NA. Use Mountain Home AFB altimeter setting.

Use Mountain Home AFB altimeter setting.
Baro-VNAV NA.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 10:** Climb on heading 103° to 3667, then direct ALKAL, thence . . . .

**TAKEOFF RUNWAY 28:** Climb on heading 283° to 3667, then climbing right turn direct ALKAL, thence . . . .

. . . . cross ALKAL at above MEA or MCA for route of flight.

---

**TAKEOFF MINIMUMS**

Rwy 10, 28: Standard.

**TAKEOFF OBSTACLE NOTES**

Rwy 10: Lighting 9' from DER, 28' left of centerline, 1' AGL/3159' MSL.
Vegetation 17' from DER, 209' left of centerline, 3' AGL/3160' MSL.
Vegetation beginning 37' from DER, 193' left of centerline, up to 5' AGL/3162' MSL.
Terrain beginning 39' from DER, 379' right of centerline, up to 3159' MSL.
Vehicles on road beginning 381' from DER, 487' right of centerline, up to 3174' MSL.
Buildings beginning 574' from DER, 555' right of centerline, up to 41' AGL/3197' MSL.
Transmission lines, catenary beginning 1106' from DER, 461' left of centerline, up to 46' AGL/3196' MSL.
Catenaries, pole, transmission lines beginning 1243' from DER, 65' left of centerline, up to 52' AGL/3198' MSL.
Transmission lines, pole beginning 1483' from DER, 49' right of centerline, up to 52' AGL/3201' MSL.
Tower 3249' from DER, 889' right of centerline, 126' AGL/3273' MSL.

Rwy 28: Fence 32' from DER, 494' right of centerline, 9' AGL/3175' MSL.
Fence 150' from DER, 494' right of centerline, 9' AGL/3178' MSL.
Fence 274' from DER, 493' right of centerline, 9' AGL/3180' MSL.
Fence 366' from DER, 494' right of centerline, 9' AGL/3181' MSL.
Fence 566' from DER, 494' right of centerline, 9' AGL/3183' MSL.
Vehicles on road beginning 898' from DER, 268' right of centerline, up to 3196' MSL.

---

**NOTE:** Chart not to scale.
### RNAV (GPS) RWY 11

**MISSED APPROACH:** Climb to 5100 direct NEMEW and hold, continue climb-in-hold to 5100.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>BIG SKY APP CON</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>118.325</td>
<td>119.6 269.4</td>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

- **For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).** When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidespath until threshold. DME/DME RNP-0.3 NA. Rwy 11 helicopter visibility reduction below 3/4 SM NA.

### Holding Pattern

- **5100 Holding Pattern**

### RNAV (GPS) RWY 11

**Nampa Muni (MAN)**

- **Elevation:** 2537 ft
- **TDZE:** 2537 ft

---

### Approach Courses

- **APP CRS:** 110°
- **Rwy Idg:** 5000 ft
- **Apt Elev:** 2537 ft

---

### Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>2787-7/8</td>
<td>250 [300-3/4]</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>2851-1</td>
<td>314 [400-1]</td>
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<tr>
<td>LNAV MDA</td>
<td>2920-1 383 [400-1]</td>
<td>2920-1 383 [400-1 1/2]</td>
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<tr>
<td>CIRCLING</td>
<td>3060-1 523 [600-1]</td>
<td>3100-1 563 [600-1 1/2]</td>
<td>3220-2 683 [700-2 1/4]</td>
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</tr>
</tbody>
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---

**Location:** Nampa, Idaho

**Amdt:** 28 12OCT17

**RNAV (GPS) RWY 11**

### LNAV/VNAV NA

- **30°**

---

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).** When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidespath until threshold. DME/DME RNP-0.3 NA. Rwy 11 helicopter visibility reduction below 3/4 SM NA.
RNAV (GPS)-B
NAMPA MUNI (MAN)

Night landing: Rwy 29, operational VGSI required, remain on or above VGSI glidepath until threshold. DME/DME RNP -0.3 NA. When local altimeter setting not received, use Caldwell Industrial altimeter setting and increase all MDA 40 feet and visibility Cat C ¼ SM. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4200 direct DEFKI and hold.

Procedure NA for arrivals on BOI VORTAC airway radials 216 CW 301.

CIRCLING

MIRL Rwy 11-29
TAKEOFF MINIMUMS
Rwy 11: Standard.

TAKEOFF OBSTACLE NOTES
Rwy 11: Trees, fence, building, pole, and vehicle on road beginning 77’ from DER, 82’ left of centerline,
up to 71’ AGL/2611’ MSL.
Pole 478’ from DER, 298’ right of centerline, 27’ AGL/2548’ MSL.
Pole 1043’ from DER, 340’ right of centerline, 35’ AGL/2557’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb heading 110° to intercept course 147° to ADEXE then continue climb in ADEXE holding pattern. Expect further clearance when reaching 5000.
TAKEOFF OBSTACLE NOTES
Rwy 29: Poles beginning 38' from DER, 269' left of centerline, up to 38' AGL/2565' MSL.
Building, and vehicles on roads beginning 83' from DER, 289' right of centerline, up to 25' AGL/2561' MSL.
Trees, and pole beginning 560' from DER, 455' right of centerline, up to 68' AGL/2599' MSL.
Building, and pole beginning 1050' from DER, 154' left of centerline, up to 48' AGL/2575' MSL.
Tree, elevator, and hopper beginning 1209' from DER, 327' left of centerline, up to 81' AGL/2602' MSL.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 29: Climb heading 290° to 3037, then direct DEFKI, then on track 290° to ZURMU, then on track 207° to CADKI, then continue climb in CADKI holding pattern, expect further clearance when reaching 8000.
RNAV (GPS) RWY 14
MONDELL FLD (ECS)

NEWCASTLE, WYOMING
Amdt 1A 28MAR19

AWOS-3PT
118.0

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF)

When Newcastle altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 53°C (128°F). RW 14 helicopter visibility reduction below ½ SM NA. Circling NA northeast of RW 14-32.

MISSED APPROACH: Climb to 9400 direct WAMAK and hold, continue climb-in-hold to 9400.
RNAV (GPS) RWY 32
MONDELL FLD (ECS)

When Newcastle altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 53°C (128°F). Circling NA northeast of Rwy 14-32.

For inop ODAL, increase LNAV/VNAV visibility all Cats and LNAV Cats C/D ½ mile. Inop table does not apply to LPV all Cats and LNAV Cats A/B.

MISSED APPROACH: Climb to 9500 direct PULVE and hold, continue climb-in-hold to 9500.
**NEWCASTLE, WYOMING**

**AL-5774 (FAA)**

**VOR RWY 32**

**MONDELL FLD (ECS)**

**AWOS-3PT** 118.0  
**DENVER CENTER** 127.95 338.2  
**UNICOM** 122.8 (CTAF)

**VOR ECS** 108.2  
**APP CRS** 323°  
**Rwy Idg** 5310  
**TDZE** 4176  
**Apt Elev** 4176

**ELEV**  
**ODALS**

**MISSED APPROACH:** Climb to 6700 on ECS VOR R-323 then climbing left turn to 7500 direct ECS VOR and hold, continue climb-in-hold to 7500.

**When Newcastle altimeter setting not received, procedure NA. Circling NA northeast of Rwy 14-32.**

**TDZE 4176**

**ECS R-323**

**Newcastle, Wyoming**

**Amdt 4A 16OCT14**

**43°53'N-104°19'W**

517
Inop table does not apply to S-ILS Rwy 16, all Cats. DME required. VDP NA when using Tillamook altimeter setting. Rwy 16 helicopter visibility reduction below 1/4 SM NA. When local altimeter setting not received, use Tillamook altimeter setting; increase DA to 537 feet and all MDA 140 feet; increase S-LOC 16 Cat C/D visibility 3/4 mile and increase Circling Cat B visibility 1/2 mile. For inop MALSR, increase S-LOC 16 Cat A/B visibility to 1 mile and Cat C/D visibility to 1 1/4 mile. For inop MALSR when using Tillamook altimeter setting, increase S-ILS 16 all Cats visibility to 1 1/4 mile and increase S-LOC 16 Cat A/B visibility to 1 mile. DME from ONP VORTAC. Simultaneous reception of I-ONP and ONP DME required.

**AWOS-3**

**SEATTLE CENTER**

**UNICOM**

**NEWPORT MUNI (ONP)**

DME REQUIRED

**VGS ILS glidepath not coincident**

(VGS Angle 3.00/TCH 51)

Remain within 10 NM

**CATEGORY**

A  

B  

C  

D  

**S-ILS 16**

402-1/4  250 (300-3/4)

**S-LOC 16**

660-1/4  508 (500-3/4)  

660-1  508 (500-1)

**CIRCLING**

880-1  1400-3  

720 (800-1)  1240 (1300-3)  

840 (900-1/4)  1440 (1500-3)

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 020° and on ONP VORTAC R-343 to BUHRS/ONP 6.6 DME and hold, continue climb-in-hold to 3000.

**NEWPORT**

117.1 ONP  

(Elev 200)  

182

**LOCALIZER 111.5**

I-ONP  

**ONP**

**BUHRS**

340°  3000  

**ONP VORTAC**

2600 NoPT to BOILR  

220° (2.9) and 162° (2.3)

**AWOS-3**

133.9

**SEATTLE CENTER**

125.8  291.7

**UNICOM**

122.8 (CTAF)

**NEWPORT MUNI (ONP)**

ILS or LOC RWY 16

NEWPORT MUNI (ONP)

Amdt 2A  30MAR17

**NEWPORT, OREGON**

AL-735 (FAA) 23334

NW-1, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (30°F) or above 34°C (93°F). Baro-VNAV and VDP NA when using Tillamook altimeter setting. If LPV or VNAV/RNP-0.3 NA. Inop table does not apply to LPV all Cats. When using VNAV, LNAV Cat A/B visibility to 1/4 mile, and LNAV Cat C/D visibility to 1/8 mile. Inop table does not apply to LPV all Cats. When using VNAV, LNAV Cat A/B visibility to 1/4 mile, and LNAV Cat C/D visibility to 1/8 mile. For inop MALSR, increase LNAV/VNAV all Cats visibility from 1/2 mile, and increase LNAV Cat A/B visibility to 1 mile, Cat C/D to 1/2 mile. For inop MALSR when using Tillamook altimeter setting, increase LPV all Cats visibility to 1/2 mile, and LNAV Cat A/B visibility to 1 mile, LNAV Cat C/D to 1/2 mile. RW 16 helicopter visibility reduction below 1/8 SM NA.

<table>
<thead>
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<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tr>
<td>LPV DA</td>
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<td>1400-3</td>
<td>1600-3</td>
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<td>720 (800-1)</td>
<td>840</td>
<td>1240 (1300-3)</td>
<td>1440 (1500-3)</td>
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</table>

Procedure NA for arrivals at ONP VORTAC on T274 southwest bound.
Amdt 1B   01FEB18

Procedure NA for arrivals at ONP VORTAC
on V452 westbound and T257- V27- V182
northbound.

RNAV (GPS) RWY 34
NEWPORT MUNI (ONP)

RNAV (GPS) RWY 34
NEWPORT MUNI (ONP)

NW-1, 11 JUL 2024 to 05 SEP 2024

520
When local altimeter setting not received, use Tillamook altimeter setting: increase all MDA 140 feet, increase Circling Cat B visibility ¼ mile. 

MISSED APPROACH: Climb to 2900 then climbing right turn to 4000 direct ONP VORTAC and hold, continue climb-in-hold to 4000.
NEWPORT ONE DEPARTURE (OBSTACLE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climbing right turn heading 230°, thence . . .

TAKEOFF RUNWAYS 20, 34: Climbing left turn heading 170°, thence. . . .

. . . . Intercept and proceed outbound on ONP VORTAC R-200 to 1500, then climbing left turn direct ONP VORTAC to cross at or above 2200 before proceeding on course.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 2: NA-Obstacles.
Rwy 16: 500-2/4 or standard with minimum climb of 265' per NM to 800.
Rwys 20, 34: Standard.

TAKEOFF OBSTACLE NOTES
Rwy 16: Tree and terrain beginning 82' from DER, 87' left of centerline, up to 213' MSL. Tree and building beginning 137' from DER, 261' right of centerline, up to 171' MSL. Trees beginning 783' from DER, 370' right of centerline, up to 238' MSL. Trees beginning 1262' from DER, 66' right of centerline, up to 253' MSL. Tree and terrain beginning 1476' from DER, 786' left of centerline, up to 220' MSL. Trees beginning 1750' from DER, 931' left of centerline, up to 239' MSL. Trees beginning 1786' from DER, 247' right of centerline, up to 256' MSL. Trees beginning 2062' from DER, 41' left of centerline, up to 259' MSL. Trees beginning 2145' from DER, 109' right of centerline, up to 267' MSL. Trees beginning 2309' from DER, 172' right of centerline, up to 273' MSL. Trees beginning 2402' from DER, 717' right of centerline, up to 282' MSL. Trees beginning 3840' from DER, 434' left of centerline, up to 262' MSL. Trees beginning 1.2 NM from DER, 2098' left of centerline, up to 386' MSL. Tower and trees beginning 1.3 NM from DER, 1398' left of centerline, up to 152' AGL/422' MSL. Tree 1.5 NM from DER, 2974' left of centerline, 426' MSL. Trees beginning 1.7 NM from DER, 3260' left of centerline, up to 465' MSL. Trees beginning 2.1 NM from DER, 3602' left of centerline, up to 539' MSL. Trees, transmission line tower and pole beginning 2.2 NM from DER, 3464' left of centerline, up to 584' MSL.

Rwy 20: General utility 5' from DER, 80' left of centerline, 1' AGL/132' MSL. Building 312' from DER, 564' right of centerline, 39' AGL/159' MSL. Tree 449' from DER, 494' right of centerline, 163' MSL. Bush 700' from DER, 491' left of centerline, 153' MSL. Tree 2822' from DER, 1160' left of centerline, 220' MSL. Tree 3043' from DER, 1197' left of centerline, 223' MSL.

Rwy 34: Tree 212' from DER, 408' left of centerline, 167' MSL. Tree 319' from DER, 524' left of centerline, 175' MSL. Trees beginning 965' from DER, 356' left of centerline, up to 189' MSL. Trees beginning 1420' from DER, 571' left of centerline, up to 196' MSL. Trees beginning 1487' from DER, 186' right of centerline, up to 209' MSL. Tree 1564' from DER, 897' left of centerline, 202' MSL. Tree 2004' from DER, 1016' right of centerline, 219' MSL. Tree 2054' from DER, 874' right of centerline, 232' MSL. Tree 2201' from DER, 934' right of centerline, 234' MSL. Trees beginning 2419' from DER, 1120' right of centerline, up to 241' MSL.
RNAV (RNP) Z RWY 5
SOUTHWEST OREGON RGNL (OTH)

AWOS-3PT 135.075
SEATTLE CENTER 127.55 254.35
NORTH BEND TOWER* 118.45 (CTAF)
GND CON 127.1

FOR INOP ALS, INCREASE RNP 0.11 ALL CATS VISIBILITY TO 1 SM, RNP 0.30 ALL CATS VISIBILITY TO 1½ SM, AND RNP 0.30 ALL CATS VISIBILITY TO 1½ SM. FOR UNCOMPENSATED BORO-VNAV SYSTEMS, PROCEDURE NA BELOW 2°C OR ABOVE 54°C.

AUTHORIZATION REQUIRED

MISSED APPROACH: Climb to 3300 on track 046° to EJEL, left turn to ERQAS, and on track 138° to OTH VOR/DME and hold.

*Missed approach requires minimum climb of 400 feet per NM to 1200.
#Missed approach requires minimum climb of 255 feet per NM to 2400.
RNAV (GPS) Y RWY 5
SOUTHWEST OREGON RGNL (OTH)

Circling RWY 13, 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. For inop ALS, increase LPV all Cats visibility to ½ SM, LNAV/VNAV all Cats visibility to 1½ SM, and increase LNAV Cat C/D visibility to 1½ SM.

MISSED APPROACH: Climb to 6000 direct RUNUE and on track 015° to RARES and hold, continue climb-in-hold to 6000.

Procedure NA for arrivals at RARES on V287-536 northbound.

Procedure NA for arrivals at LUPCI on V27 southbound.

RNAV (GPS) Y RWY 5

ACRS 046°

HOLD 6000
2400

4 NM
MITUE

225°

(FAF)
OXVAK

GP 3.00°
TCH 51

6000
2400

604 (700-1/2)
604 (700-1/2)

2.2 NM
1.7 NM to RW05
1.7 NM to RW05

225°

045° to RW05

045°

8.5 NM

550-1/8
550-1/8

319-1/2
319-1/2

3.00°
3.00°

1300
1300

1.7 NM to RW05
1.7 NM to RW05

319-1/2
319-1/2

530 (400-1/2)
530 (400-1/2)

303 (400-1/2)
303 (400-1/2)

534 (600-1/8)
534 (600-1/8)

620-1/2
620-1/2

604 (700-1/2)
604 (700-1/2)

620-1/2
620-1/2

604 (700-1/2)
604 (700-1/2)

6100-3
6100-3

1100-3
1100-3

1119
1119

1620
1620

1698
1698

1660
1660

1110-3
1110-3

1160-3
1160-3

1143 (1200-3)
1143 (1200-3)

1100-3
1100-3

127.1
127.1

AWOS-3PT
135.075

SEATTLE CENTER
127.55 254.35

NORTH BEND TOWER
118.45 (CTAF)

GND CON
127.1

MISSED APCH FIX
5 NM

3400
271°
(11.6)

393

LUPCI

3400

1510

1646

4100° MITUE
(29.5)

271°

046°

369.2

046° to RW05

045°

045°

225°

1300
1300

FWX 11 JUL 2024 to 05 SEP 2024

NW-1

Amdt 1A 26MAR20

43°25’N-124°15’W

525
Circling Rwy 13, 31 NA at night.
Rwy 13, 31 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 then climbing right turn to 3600 direct OTH VOR/DME and hold.

**VOR-B**

**SOUTHWEST OREGON RGNL (OTH)**

**NORTH BEND, OREGON**

**AL-929 (FAA)**

**MW-1, 11 JUL 2024 to 05 SEP 2024**

AWOS-3PT

SEATTLE CENTER

NORTH BEND TOWER*

GND CON

<table>
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<tr>
<th>VOR/DME OTH</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
<th>CATEGORY</th>
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<tr>
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<td>N/A</td>
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</table>

MISSED APPROACH: Climb to 2300 then climbing right turn to 3600 direct OTH VOR/DME and hold.

Circling Rwy 13, 31 NA at night.
Rwy 13, 31 helicopter visibility reduction below 1 SM NA.

**VOR-B**

**SOUTHWEST OREGON RGNL (OTH)**

**NORTH BEND, OREGON**

**AL-929 (FAA)**

**MW-1, 11 JUL 2024 to 05 SEP 2024**

AWOS-3PT

SEATTLE CENTER

NORTH BEND TOWER*

GND CON

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<td>N/A</td>
<td>17</td>
<td>B</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 2300 then climbing right turn to 3600 direct OTH VOR/DME and hold.

Circling Rwy 13, 31 NA at night.
Rwy 13, 31 helicopter visibility reduction below 1 SM NA.

**VOR-B**

**SOUTHWEST OREGON RGNL (OTH)**

**NORTH BEND, OREGON**

**AL-929 (FAA)**

**MW-1, 11 JUL 2024 to 05 SEP 2024**

AWOS-3PT

SEATTLE CENTER

NORTH BEND TOWER*

GND CON

<table>
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<th>APP CRS</th>
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<th>TDZE</th>
<th>Apt Elev</th>
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<tbody>
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<td>257°</td>
<td>N/A</td>
<td>N/A</td>
<td>17</td>
<td>B</td>
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</tbody>
</table>
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

AWOS-3PT
135.075
NORTH BEND TOWER ★
118.45
GND CON
127.1

Rwy 05-23
PCN 62 F/B/W/T
S-120, D-215, 2D-340, 2D/2D-800
Rwy 13-31
PCN 55 F/C/W/T
S-120, D-190, 2D-305, 2D/2D-735

FIELD ELEV 17

US COAST GUARD

GENERAL AVIATION
FBO

COMMERCIAL RAMP

AIRPORT DIAGRAM

AL-929 (FAA)

SOUTHWEST OREGON RGNL (OTH)
NORTH BEND, OREGON

NW-1, 11 JUL 2024 to 05 SEP 2024

NW-1, 11 JUL 2024 to 05 SEP 2024

NW-1, 11 JUL 2024 to 05 SEP 2024

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NW-1, 11 JUL 2024 to 05 SEP 2024

NW-1, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 31: Climbing left turn heading 223° and on OTH R-253 thence . . . .
TAKEOFF RUNWAYS 13, 23: Climbing right turn heading 280° and on OTH R-253 thence . . . .

. . . . continue climb on OTH R-253 to 1300 then right turn direct OTH VOR/DME, then on assigned transition.

DEROY TRANSITION (OTH7.DEROY): From over OTH VOR/DME on OTH R-120 to DEROY INT.
GAMMA TRANSITION (OTH7.GAMMA): From over OTH VOR/DME on OTH R-349 to GAMMA INT.
LEDGE TRANSITION (OTH7.LEDGE): From over OTH VOR/DME on OTH R-167 to LEDGE INT.
RARES TRANSITION (OTH7.RARES): From over OTH VOR/DME on OTH R-008 to RARES INT.
SCOTY TRANSITION (OTH7.SCOTY): From over OTH VOR/DME on OTH R-029 to SCOTY INT.
RNAV (GPS) RWY 7
DELAURENTIS (OKH)

**MISSING APPROACH:** Climbing right turn to 3400 direct CVV VOR/DME and hold, continue climb-in-hold to 3400.

**DME/DME RNP:** 0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Circling north of Rwy 7-25 NA at night. When local altimeter setting not received, use Whidbey Island NAS (Ault Fld) altimeter setting and increase all MDAs 40 feet. Night landing: Rwy 25 NA.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>WHIDBEY APP CON</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>132.775</td>
<td>118.2 285.65</td>
<td>122.8 (CTAF)</td>
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</tbody>
</table>

**RNAV (GPS) RWY 7**

**OAK HARBOR, WASHINGTON**

**APP CRS**
- Rwy Idg 2758
- TDZE 193
- Apt Elev 193

**UNICOM** 122.8 (CTAF)

**Amdt 2E 10DEC15**

**OAK HARBOR, WASHINGTON Amdt 2E 10DEC15**

**CATEGORY**
- A
- B
- C
- D

**LNAV MDA**
- 620-1
- 427 (500-1)
- NA

**CIRCLING**
- 620-1
- 427 (500-1)
- 467 (500-1)
- NA

**LNAV MDA**
- 620-1
- 427 (500-1)
- NA

**CIRCLING**
- 620-1
- 427 (500-1)
- 467 (500-1)
- NA

**3400 CVV**

**4 NM Holding Pattern**

**Descent Angle NA.**

** CATEGORY | A | B | C | D**

**LNAV MDA**
- 620-1
- 427 (500-1)
- NA

**CIRCLING**
- 620-1
- 427 (500-1)
- 467 (500-1)
- NA

**3400 CVV**

**4 NM Holding Pattern**

**Descent Angle NA.**

** CATEGORY | A | B | C | D**

**LNAV MDA**
- 620-1
- 427 (500-1)
- NA

**CIRCLING**
- 620-1
- 427 (500-1)
- 467 (500-1)
- NA
OLYMPIA, WASHINGTON

ATIS* 135.725
SEATTLE APP CON 121.1 290.9
OLYMPIA TOWER* 124.4 (CTAF) 254.25
GND CON 121.6
UNICOM 122.95

MISSED APPROACH: Climb to 1400 then climb to 5500 on OLM VORTAC R-176 to CETRA INT/OLM 15 DME and hold, continue climb-in-hold to 5500.

DME or RADAR required. For inop ALS, increase S-LOC 17 Cat C/D visibility to 1 SM.

MALSR

Procedure NA for arrivals at HOOME on V27 northeast bound.

OLYMPIA, WASHINGTON

Amdt 12C 24MAY18

NW-1, 11 JUL 2024 to 05 SEP 2024

OLYMPIA RGNL (OLM)

111.9

176°

5500

207

208

TDZE

Elev 208

Rwy Idg 207

App Crs

Faf to Map 6.8 NM

60 90 120 150 180

6:48 4:32 3:24 2:43 2:16

Knots

Min:Sec

S-ILS 17 680-½ 473 (500-½) 200 (200-½)

S-LOC 17 680-1 473 (500-1)

Circling 720-1 860-1 1020-2½ 812 (900-2½) 1020-2¾

6.8 NM

Remain within 10 NM

LOCALIZER 111.9 I-OLM

3300 to OPOYU 352° (7)

OPOYU OLM [7] RADAR

OPOYU OLM [7] RADAR

113.4 OLM

Ch 81

3047

1360

1730

2356

367

612

820

ELEV 208

TDZE 207

OLYMPIA RGNL (OLM)

Amdt 12C 24MAY18

NW-1, 11 JUL 2024 to 05 SEP 2024

46°58′N-122°54′W

531
RNAV (GPS) RWY 35
OLYMPIA RGNL (OLM)

Rwy 35 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSING APCH FIX: Climbing to 4000 direct BOSTO and hold, continue climb-in-hold to 4000.

Procedure NA for arrival on OLM VORTAC radials 095 CW 250.

OLYMPIA, WASHINGTON
Orig-B 24MAY18

OLYMPIA TOWER* 124.4 (CTAF) 254.25
GND CON 121.6
UNICOM 122.95

ATIS* 135.725
SEATTLE APP CON 121.1 290.9

OLYMPIA RGNL
TDZE 208
Apt Elev 208

RNAV (GPS) RWY 35
OLYMPIA RGNL (OLM)

LNAV MDA
CIRCLING

CATEGORY A B C D
LNAV MDA 840-1 632 (700-1) 840-1¾ 632 (700-1¾)
CIRCLING 840-1 632 (700-1) 860-1 812 (900-2½) 812 (900-2¾)

46°58'N-122°54'W
OLYMPIA, WASHINGTON

VOR-A
OLYMPIA RGNL (OLM)

ATIS 135.725
SEATTLE APP CON 121.1 290.9
OLYMPIA TOWER 124.4 (CTAF) 254.25
GND CON 121.6
UNICOM 122.95

DME required.

MISSED APPROACH: Climb to 4200 on OLM VORTAC R-171 to ZIMBU/OLM 4.8 DME and climbing right turn direct OLM VORTAC and hold, continue climb-in-hold to 4200.

FAF to MAP 4.8 NM

OLM R-171

One Minute Holding Pattern

OLM 351° (5.1)
RADAR

 CATEGORY | A | B | C | D
---|---|---|---|---
Knots | 60 | 90 | 120 | 150 | 180
Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36
OLYMPIA, WASHINGTON

Amdt 2 03JAN19

OLYMPIA RGNL (OLM)

46°58'N-122°54'W

535
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Turn left, climb heading 064° to 3000, thence.
TAKEOFF RUNWAY 35: Turn right, climb heading 064°, maintain 3000 thence.

. . . . for RADAR vectors on course and filed altitude.

LOST COMMUNICATIONS: If no contact with ATC within 6 NM of OLM VORTAC, or 2 minutes after departure for non-DME aircraft, turn left direct OLM VORTAC, continue climb in OLM VORTAC holding pattern to cross OLM VORTAC at or above R-086 CW R-064 4200 feet; R-065 CW R-085 7300 feet, continue climb on assigned route.

NOTE: RADAR required.
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 8, 26: NA- ATC.
Rwy 17: 300-2 with minimum climb of 210’ per NM to 2200 or standard with minimum climb of 720’ per NM to 500.
Rwy 35: Standard.
Circling NA east of Rwy 17-35.

MISSED APPROACH: Climbing left turn to 5000 direct PAWYO WP and hold.
NOTE: GPS required.
NOTE: RNAV-1.

TAKEOFF MINIMUMS
Rwy 17: Standard with minimum climb of 332' per NM to 4000.
Rwy 35: NA-obstacles.

TAKEOFF OBSTACLES NOTES
Rwy 17: Vehicles on road, vegetation beginning 5’ from DER, 452’ left of centerline, up to 10’ AGL/1306’ MSL.
Lighting 40’ from DER, 78’ right of centerline, 1’ AGL/1301’ MSL.
Vegetation beginning 50’ from DER, 172’ right of centerline, up to 1305’ MSL.
Vegetation 305’ from DER, 499’ right of centerline, 5’ AGL/1308’ MSL.
Vegetation 311’ from DER, 529’ right of centerline, 9’ AGL/1311’ MSL.
Pole 1621’ from DER, 737’ left of centerline, 56’ AGL/1339’ MSL.
Tree 1972’ from DER, 28’ left of centerline, 66’ AGL/1350’ MSL.
Tree 2080’ from DER, 78’ right of centerline, 68’ AGL/1352’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 17: Climb on heading 173° to 1805, then direct GETNG at or above 1900 at or below 210K, then on depicted route to cross EPH VORTAC at or above 4200, then proceed on course.
**ONTARIO, OREGON**

**AL-802 (FAA)**

**RNAV (GPS) RWY 15**

**ONTARIO MUNI (ONO)**

---

**Category B/C/D:**
- **A:** 146°
- **B:** 4500
- **C:** 3.8 NM to RW15
- **D:** 2519±

**ASOS:** 135.275

**SALT LAKE CENTER:** 128.05 306.95

**UNICOM:** 122.8 (CTAF)

---

**BARO-VNAV NA when using Caldwell altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.**

**When local altimeter setting not received, use Caldwell altimeter setting and increase LPV DA to 2519± feet, LNAV/VNAV DA to 2911 feet, and all MDA 100 feet; increase LPV visibility, all Cats by 1/2 SM, increase LNAV visibility Cats C/D and Circling Cat C by 1/4 SM. Rwy 15 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 15 NA at night, Circling Rwy 15 NA at night.**

**MISSED APPROACH:**
- Climbing right turn to 9000 direct HOVEL and hold, continue climb-in-hold to 9000.

---

** Ontario, Oregon 1A  19MAY22**

**Amdt 1A  19MAY22**

---

**ASOS**

- **44°01’N-117°01’W**

---

**Baro-VNAV NA when using Caldwell altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.**

When local altimeter setting not received, use Caldwell altimeter setting and increase LPV DA to 2519± feet, LNAV/VNAV DA to 2911 feet, and all MDA 100 feet; increase LPV visibility, all Cats by 1/2 SM, increase LNAV visibility Cats C/D and Circling Cat C by 1/4 SM. Rwy 15 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 15 NA at night, Circling Rwy 15 NA at night.

**MISSED APPROACH:**
- Climbing right turn to 9000 direct HOVEL and hold, continue climb-in-hold to 9000.

---

**RNAV (GPS) RWY 15**

**ONTARIO MUNI (ONO)**

---

**Ontario, Oregon 1A  19MAY22**

**Amdt 1A  19MAY22**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Caldwell altimeter setting. When local altimeter setting not received, use Caldwell altimeter setting and increase all DA to 2541 feet and increase LPV and LNAV/VNAV visibility ¾ SM all Cats; increase all MDA 100 feet and increase LNAV Cat C and D ½ SM and Circling Cat C visibility ½ SM. Circling Rwy 15 NA at night. Rwy 33 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 9000 direct ZEMTI and on track 327° to HOVEL and hold, continue climb-in-hold 9000.

ASOS 135.275
SALT LAKE CENTER 128.05 306.95
UNICOM 122.8 (CTAF)
RNAV (GPS) RWY 10

BEAR LAKE COUNTY (1U7)

**AWOS-3**
118.525

**SALT LAKE CENTER**
128.35 239.25

**UNICOM**
122.8 (CTAF)

**RNAV (GPS) RWY 10**

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
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<td>LP MDA</td>
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<td>308 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>6240-1</td>
<td>308 (400-1)</td>
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<tr>
<td>CIRCLING</td>
<td>6320-1</td>
<td>6440-1</td>
<td>6720-2 3</td>
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<tr>
<td></td>
<td>387 (400-1)</td>
<td>507 (600-1)</td>
<td>787 (800-1 2)</td>
</tr>
</tbody>
</table>

**Procedure NA for arrival on MLD VOR/DME airway radials 331 CW 101.**

**Final approach course offset 19.94°.**

**FIROS**

**HOLD**

- **14000 11300**
- **124°**

**7 NM**

**Holding Pattern**

- **14000 304°**
- **124°**

**LEANT**

- **9600 124° (2.2)**

**KOSCH**

- **9600 124° (2.2)**

**HAHEN**

- **9600 124° (2.2)**

**JUVON**

- **4.4 NM to GLUTS**

**ISELE**

- **1.4 NM to GLUTS**

**GLUTS**

- **4.4 NM to JUVON**

- **1.4 NM to ISELE**

**FIROS and hold, continue climb-in-hold to 13000.**

**FIROS and hold, continue climb-in-hold to 13000.**

**RNAV (GPS) RWY 10**

**MIRL Rwy 10-28**

**REIL Rwys 10 and 28**

**Amdt 1 13JUN24**

**BEAR LAKE COUNTY (1U7)**

**RNAV (GPS) RWY 10**

**24165**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 35°C.

Procedure NA for arrival on MLD VOR/DME airway radials 024 CW 162.

MISSED APPROACH: (Do not exceed 185K until FIROS) Climb to 6560 then climbing left turn to 13000 direct FIROS and hold.

AWOS-3
118.525

SALT LAKE CENTER
128.35 239.25

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 28
BEAR LAKE COUNTY (1U7)

PARIS, IDAHO
Amdt 1 13JUN24
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 10, 16: NA - ATC.
Rwy 28: Standard with minimum climb of 500' per NM to 6433 then minimum climb of 255' per NM to 7600.
Rwy 34: Standard with minimum climb of 500' per NM to 6433 then minimum climb of 260' per NM to 7600.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 28: Climb on heading 284° to 6433, then climbing right turn direct PAPIE, then on depicted route.
TAKEOFF RUNWAY 34: Climb on heading 344° to 6433, then climb direct PAPIE, then on depicted route.
TAKEOFF OBSTACLE NOTES
Rwy 16: Tree 1127' from DER, 688' right of centerline, 5960' MSL.

TAKEOFF MINIMUMS
Rwys 28, 34: NA - ATC.
Rwy 10: Standard with minimum climb of 500' per NM to 6433 then minimum climb of 315' per NM to 8000.
Rwy 16: Standard with minimum climb of 500' per NM to 6433.

NOTE: Chart not to scale.
RNAV (RNP) Z RWY 3L
TRI-CITIES (PSC)

AUTHORIZATION REQUIRED

ATIS 125.65
SPokane App Con* 128.75 377.2
TRI-CITIES Tower* 135.3 (CAf) 323.3
Gnd Con 121.8
Clnc Del 120.0
Unicom 122.95

MISSED APPROACH: Climb to 3200 on track 031° to Zogen, right turn to IDUSY, and on track 143° to CITYS and hold.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.

(IAF) Nials (RNP 0.50)
   3100 160° (1.43)
   PAIDS
   2100 (1.3)

Procedure NA for arrivals at NIALS on V187 northwest bound.

(IAF) AMPLE (RNP 0.40)
   3400 075° (1.38)

Procedure NA for arrivals at AMPLE on V4 westbound and V520 southwest bound.

(IAF) AMPLE (RNP 0.40)
   3400 075° (1.38)

Procedure NA for arrivals at AMPLE on V4 westbound and V520 southwest bound.

(IAF) AMPLE (RNP 0.40)
   3400 075° (1.38)

Procedure NA for arrivals at AMPLE on V4 westbound and V520 southwest bound.

See plan view for multiple IF locations.

KUMKE 2200
   GP 3.00°
   TCH 45

Zogen 031°
2200
   TP 031°
   5.5 NM

RWP03L

VGSi and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 49).

(IAF) AMPLE (RNP 0.40)
   3400 075° (1.38)

Procedure NA for arrivals at AMPLE on V4 westbound and V520 southwest bound.

(IAF) CORDO (RNP 0.50)
   3400 337° (13.1)

Procedure NA for arrivals at CORDO on V4 eastbound.

(IAF) CITYS (RNP 0.50)
   3400 337° (13.1)

Procedure NA for arrivals at CITYS on V520 eastbound.

D 410

ELEV 410
<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>Apt Elev</th>
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</thead>
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<tr>
<td>211°</td>
<td>7110</td>
<td>410</td>
</tr>
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</table>

**For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). GPS required. RF required. For inoperative MLSR, increase RNP 0.11 all Cats visibility to RVR 5700 and RNP 0.30 all Cats visibility to 1/2 mile.**

**MISSING APPROACH:** Climb to 5200 on track 211° to KARTE, right turn to DAMSE, and on track 332° to PAIDS and hold.

### ATIS
125.65

### SPOKANE APP CON
128.75 377.2

### TRI-CITIES TOWER
135.3 (CTAF) 323.3

### GND CON
121.8

### CLNC DEL
120.0

### UNICOM
122.95

**AUTHORIZATION REQUIRED**

#### CATEGORY

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNP 0.11 DA</td>
<td>754/33</td>
<td>350 (400-3½)</td>
<td></td>
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<tr>
<td>RNP 0.30 DA</td>
<td>832/48</td>
<td>428 (500-1)</td>
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</tbody>
</table>

RW21R

**See planview for multiple IF locations.**
RNAV (RNP) Z RWY 30

TRI-CITIES (PSC)

For uncompensated Baro-VNAV systems, procedure NA below -1.4°C (27°F) or above 54°C (130°F). RF required. GPS required. For inoperative ODALS, increase RNP 0.11 visibility all Cats to 1/4 mile, and increase RNP 0.30 visibility all Cats to 1/2 mile.

MISSED APPROACH: Climb to 5200 on track 301° to WEDAV, left turn to YOCUY, and on track 254° to PAIDS and hold.

Procedure NA for arrivals at PAIDS on V204 eastbound.

Procedure NA for arrivals at AMPLE on V4 westbound, and V520 southwest bound.

Procedure NA for arrivals at CITIES on V520 eastbound.

Procedure NA for arrivals at CITYS on V357 northwest bound, and 204 northbound.

See planview for multiple IF locations.

AUTHORIZATION REQUIRED
Baro-VNA NA when using Hermiston altimeter setting. For uncompensated Baro-VNA systems, LNAV/VNA NA below -14°C or above 54°C. VDP NA with Hermiston altimeter setting. When local altimeter setting not received, use Hermiston altimeter setting: increase all DA 95 feet and all MDA 100 feet. Increase LPV all Cats visibility 1/4 mile, LNAV/VNA all Cats visibilities 1/4 mile: increase LNAV Cats C and D visibility 1/2 mile. Circling Cat C and D visibility 1/4 mile. 

**ATIS**

125.65  

**SPOKANE APP CON**

128.75 377.2

**TRI-CITIES TOWER**

135.3 [CTAF] 323.3

**GND CON**

121.8

**CLNC DEL**

120.0

**UNICOM**

122.95

Procedure NA for arrival on PSC VOR/DME airway radials 153 CW 274.
RNAV (GPS) Y RWY 12

TRI-CITIES (PSC)

Baro-VNAV NA when using Hermiston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Hermiston altimeter setting. When local altimeter setting not received, use Hermiston altimeter setting: increase all DA 95 feet and all MDA 100 feet. Increase LPV all Cats visibilities ½ mile; LNAV/VNAV all Cats visibilities ½ mile; increase LNAV and Circling Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 900 then climbing left turn to 3200 direct CITYS and hold.

### ATIS
- 125.65
- 128.75
- 377.2

### SPOKANE APP CON *
- 135.3

### TRI-CITIES TOWER *
- 323.3

### GND CON
- 121.8

### CLNC DEL
- 120.0

### UNICOM
- 122.95

### Procedure NA for arrivals at PSC VOR/DME on V298 eastbound, V204 southbound and VS20 northeast bound.

### 4 NM Holding Pattern

**HILOB**

- 3300
- 301°
- 3300 to HILOB 300° (13)

**FAXAX**

- 2200

**ZAPOV**

- 2.1 NM to RW12

**PASCO**

- LNAV only

**SA**

- 1.2 NM to RW12

**MISSED APCH FIX**

- 900
- 3200
- CITYS

**272°**

- 092°

**HILOB**

- 3300 to HILOB 300° (13)

**LNAV only**

**CITYS**

- 4 NM

**Number in parentheses**

### CATEGORY

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>602-3/4</td>
<td>200 (200-3/4)</td>
<td></td>
<td></td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>755-1/8</td>
<td>353 (400-1/8)</td>
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<tr>
<td>LNAV MDA</td>
<td>3840-1</td>
<td>490 (500-1)</td>
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<tr>
<td>CIRCLING</td>
<td>880-1</td>
<td>940-1</td>
<td></td>
<td></td>
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</table>

**Amdt 2 13NOV14**
RNAV (GPS) Y RWY 21R
TRI-CITIES (PSC)

MISSED APPROACH:
Climb to 1100 then climbing right turn to 5200 direct PAIDS and hold, continue climb-in-hold to 5200.

# RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Hermiston altimeter setting.

RNAV (GPS) Y RWY 21R
TRI-CITIES (PSC)

RNAV (GPS) Y RWY 21R
TRI-CITIES (PSC)

RNAV (GPS) Y RWY 21R
TRI-CITIES (PSC)

RNAV (GPS) Y RWY 21R
TRI-CITIES (PSC)
Amdt 5C  08SEP22

Rwy 30 helicopter visibility reduction below ¾ SM NA. VDP NA when using Hermiston altimeter setting. When local altimeter setting not received, use Hermiston altimeter setting and increase all MDAs 100 feet, increase S-30 visibility Cat C/D ¾ SM and Circling Cat C/D visibility ¾ SM. For inop ALS, increase S-30 Cat C/D visibility to 1 ¾ SM.

ATIS
125.65

SPOKANE APP CON *
128.75 377.2

TRI-CITIES TOWER *
135.3 (CTAF)  323.3

GND CON
121.8

CLNC DEL
120.0

UNICOM
122.95

ISENC DEL: Climbing right turn to 3200 on heading 105° and Rwy R-092 to CITYS/PSC 14 DME and hold.

Procedure NA for arrival on ALW VOR/DME airway radials 216 CW 314.

ELEV 410  TDZE 405

PASCO, WASHINGTON

 revealing the diagrammatic representation of the VOR RWY 30 at Tri-Cities (PSC) with various navigational aids, altitudes, and headings.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

PASCO, WASHINGTON

TRI-CITIES (PSC)

AL-474 (FAA)

JANUARY 2020

ANNUAL RATE OF CHANGE
0.1° W

AIRPORT DIAGRAM

PASCO, WASHINGTON

TRI-CITIES (PSC)

AL-474 (FAA)
**Takeoff Minimums**

Rwy 21L, 21R, 12, 30, 3L, 3R: Standard with minimum climb of 310’ per NM to 3500.

**Note:** Radar required.

**Departure Route Description**

Takeoff runways 21R, 21L, 12, 30, 3L, 3R: Climb on assigned heading for vector to assigned route/fix. Maintain 10000 or assigned lower altitude. Expect clearance to filed altitude 5 minutes after departure.

**Lost Communications**

Runways 30, 12, 3L, 3R, 21R, 21L: Climb on last assigned heading to 3500’ then proceed direct PSC VOR/DME to cross at or above MEA for route of flight.
RNAV (GPS) RWY 8
EASTERN OREGON RGNL AT PENDLETON (PDT)

**PD AH**

**App Crs** 074°
**TDZE** 1486
**Apt Elev** 1497

**A** 5

**Rwy Idg** 6301
**P** -
**V** -

**074°**

**Rwy 8**

**CH** 73012
**WAAS**

**LNAV/MDA**

**1920-1** 1960-1

**DA**

**2200-2/4**

**LNAV**

**2200-2/4**

**LPV** 1736-250

**1900-1/2**

**3740**

**3400**

**4300**

**074°**

**254°**

**3400**

**5 NM**

**3765**

**4301 X 150**

**074°**

**CTS/5**

**074°**

**1601**

**119.7**

**122.95**

**119.7**

**122.95**

**RNAV (GPS) RWY 8**

**ELEV 1497**

**TDZE 1486**

**560**

**PD AH**

**App Crs** 074°
**TDZE** 1486
**Apt Elev** 1497

**A** 5

**Rwy Idg** 6301
**P** -
**V** -

**074°**

**Rwy 8**

**CH** 73012
**WAAS**

**LNAV/MDA**

**1920-1** 1960-1

**DA**

**2200-2/4**

**LNAV**

**2200-2/4**

**LPV** 1736-250

**1900-1/2**

**3740**

**3400**

**4300**

**074°**

**254°**

**3400**

**5 NM**

**3765**

**4301 X 150**

**074°**

**CTS/5**

**074°**

**1601**

**119.7**

**122.95**

**119.7**

**122.95**

**RNAV (GPS) RWY 8**

**ELEV 1497**

**TDZE 1486**

**560**
RNAV (GPS) RWY 11
EASTERN OREGON RGNL AT PENDLETON (PDT)

MISSED APPROACH: Climb to 5000 direct ADXAB and on track 007°* to ZUTED and hold.

Baro-VNAV and VDP NA when using Walla Walla altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Walla Walla altimeter setting and increase all DA/MDA 120 feet; VNAV all Cats visibility ½ SM, LNAV Cat C visibility ½ SM and Cat D visibility ¼ SM, Circling Cat C visibility ¼ SM and Circling Cat D visibility ½ SM.

ASOS
PENDLETON, OREGON
118.325
SPOKANE APP CON* 133.15 379.15
PENDLETON TOWER* 119.7 (CTAF) 257.8
GND CON 121.9 257.8
UNICOM 122.95

PENDLETON, OREGON
Orig-A 15AUG19

RNAV (GPS) RWY 11
EASTERN OREGON RGNL AT PENDLETON (PDT)

PENDLETON, OREGON
Orig-A 15AUG19
**RNAV (GPS) RWY 29**

**EASTERN OREGON RGNL AT PENDLETON (PDT)**

**PENDLETON, OREGON**

<table>
<thead>
<tr>
<th>Category</th>
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<th>C</th>
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<td>LRNAV</td>
<td>4800</td>
<td>3600</td>
<td>3300</td>
<td>3000</td>
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<td>4800</td>
<td>3600</td>
<td>3300</td>
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<tr>
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<td>4800</td>
<td>3600</td>
<td>3300</td>
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<td>LPV</td>
<td>4800</td>
<td>3600</td>
<td>3300</td>
<td>3000</td>
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</tbody>
</table>

- **Category C:** Rwy 29 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Straight-in Rwy 29 NA at night, Circling Rwy 8, 29 NA at night.

**ASOS**

- 118.325

**SPOKANE APP CON**

- 133.15 379.15

**PENDLETON TOWER**

- 119.7 (CTAF)

**GND CON**

- 121.9 257.8

**UNICOM**

- 122.95

**MISSING APCH FIX**

- DRVIG

- GINLE

- SERDY

- ADXAB

- CIRCLING

**5000**

- DRVIG

- GINLE

- SERDY

**LNAV/ VNAV**

- DA 1800-1 306 (400-1)

**LNAV MDA**

- 1880-1 386 (400-1) 1880-1 386 (400-1)

**CIRCLING**

- 1920-1 246 (500-1) 1960-1 466 (500-1) 1980-1 486 (500-1) 2200-2 706 (800-2 1/2)

**MISSING APPROACH:** Climb to 5000 direct DRVIG and on track 332° to GINLE and hold.

**Procedure NA for arrivals at PDT**

- VORTAC on V536 southwest bound.

**Hangar Rwy 8, 29 NA at night.**

- Baro-VNAV NA. Straight-in Rwy 29 NA at night,

**RNAV (GPS) RWY 29**

- 45°42'N-118°51'W

**REIL Rwys 11 and 29**

- HIRL Rwy 8-26

**HIRL Rwy 8-26**

- 430 x 150

- 600 x 150

**PENDLETON, OREGON**

- Amdt 1 23FEB23
VAR  14.4°  E
STRU
S IS REQUIRED.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**RNAV (GPS) RWY 11**

**RALPH WENZ FLD (PNA)**

- **Category:** LNAV only.
- **GP 3.00° TCH 55:** 7346-3/4 250 (300-3/4)
- **LNAV/VNAV DA:** 7355-3/4 259 (300-3/4)
- **LNAV MDA:** 7620-1 524 (600-1) 7620-1 524 (600-1/2)
- **Circling:** 7640-1 544 (600-1) 7840-3 884 (900-3)

**AWOS-3**
- 118.325

**SALT LAKE CENTER**
- 128.35 239.25

**UNICOM**
- 122.8 (CTAF)

**UAL**
- 7620-1 524 (600-1)

**RNAV (GPS) RWY 11**

**RALPH WENZ FLD (PNA)**

- **Category:** LNAV only.
- **GP 3.00° TCH 55:** 7346-3/4 250 (300-3/4)
- **LNAV/VNAV DA:** 7355-3/4 259 (300-3/4)
- **LNAV MDA:** 7620-1 524 (600-1) 7620-1 524 (600-1/2)
- **Circling:** 7640-1 544 (600-1) 7840-3 884 (900-3)

**AWOS-3**
- 118.325

**SALT LAKE CENTER**
- 128.35 239.25

**UNICOM**
- 122.8 (CTAF)

**UAL**
- 7620-1 524 (600-1)

**RNAV (GPS) RWY 11**

**RALPH WENZ FLD (PNA)**

- **Category:** LNAV only.
- **GP 3.00° TCH 55:** 7346-3/4 250 (300-3/4)
- **LNAV/VNAV DA:** 7355-3/4 259 (300-3/4)
- **LNAV MDA:** 7620-1 524 (600-1) 7620-1 524 (600-1/2)
- **Circling:** 7640-1 544 (600-1) 7840-3 884 (900-3)
RNAV (GPS) RWY 29  
RALPH WENZ FLD (PNA)

Baro-VNAV NA. When local altimeter setting not received, use Big Piney altimeter setting and increase LPV DA to 7386 feet and all visibilities 1/4 SM; increase LNAV/VNAV DA to 7664 feet and all visibilities 1/4 SM; increase all MDA 60 feet and LNAV Cats C/D visibility 1/4 SM. Circling NA south of Rwy 11/29. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1/8 SM NA. VDP NA with Big Piney altimeter setting.

MW-1, 11 JUL 2024 to 05 SEP 2024

AWOS-3
118.325

SALT LAKE CENTER
128.35 239.25

UNICOM
122.8 (CTAF)

MAA RW29 25 NM

BIG PINNEY
BPI

7600
10000
BPI

* LNAV only.

VGSI and RNAV glideslope not coincident (VGSI Angle 2.83/TCH 40).

COTDA
9400

GP 3.00°
TCH 55

CATEGORY

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<th>A</th>
<th>B</th>
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<td>7328-3/4</td>
<td>250 (300-2/4)</td>
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<td>528 (600-1 3/4)</td>
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<td>CIRCLING</td>
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<td>744 (800-2 1/4)</td>
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<tr>
<td>7980-3</td>
<td>884 (900-3)</td>
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</table>

4°48'N-109°49'W

PINEDALE, WYOMING

WAAS CH 40426 W29A

APP CRS 291°

Rwy Idg 8900

TDZE 7078

Apt Elev 7096

PINEDALE, WYOMING (PNA)

AL-6884 (FAA) 21336

REIL Rwy 11-29

REIL Rws 11 and 29

MIRL Rwy 11-29

NW-1, 11 JUL 2024 to 05 SEP 2024

Amdt 28 04NOV21
RNAV (GPS) RWY 12
SHER-WOOD (PWD)

Circling Rwy 8, 26 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Williston altimeter setting.

MISSED APPROACH: Climb to 5000 direct BEYYA and hold.

AWOS-3PT 135.025
SALT LAKE CENTER 126.85 305.2
UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 12
SHER-WOOD (PWD)
**RNAV (GPS) RWY 30**

**SHER-WOOD (PWD)**

**AWOS-3PT**
135.025

**SALT LAKE CENTER**
126.85 305.2

**UNICOM**
122.8 (CTAF)

---

**Circling Rwy 8, 26 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Williston altimeter setting.**

**MISSED APPROACH:** Climb to 2900 then climbing right turn to 5000 direct BEYYA and hold.

**AVS**
- 569

**Category**
- A
- B
- C
- D

**LPV DA**
2612-1
135 (300-1/4)

**LNAV/VNAV DA**
2680-1
365 (400-1)

**LNAV MDA**
2680-1
433 (500-1)

**CIRCLING**
2780-1
516 (600-1)

**GP 3.0° TCH 34**

**NWA RW30 25 NM**

**ELEV 2264**

**TDZE 2247**

---

**REFERENCES**
- 569
Circling NA southeast of Rwy 3-21. For inop ALS, increase S-ILS-21 Cat E visibility to RVR 4000, S-LOC-21 Cat C/D/E to RVR 4500. *RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrivals at IDA VOR/DME on V365 northeast bound.

Procedure NA for arrivals at PIH VOR/DME on V257 southbound.

Use I-PIH DME when on the localizer course.

CIRCLING

LOC/DME I-PIH
110.3
Chan 40

APP CRS
211°

Rwy Idg
9059

TDZE
4452

Apt Elev
4452

ATIS
135.625

SALT LAKE CENTER
128.35 239.25

POCATELLO TOWER
119.1 (CTAF)

MALSR
150

GND CON
121.9

UNICOM
122.95

POCATELLO, IDAHO
AL-327 (FAA)
23334

ILS or LOC RWY 21
POCATELLO RGNL (PIH)

MISSED APPROACH: Climb to 7000 direct PIH VOR/DME and on PIH R-235 to COLAY/PIH 15 DME and hold, do not exceed 230K in holding pattern.

113.85  Chan 40

ILS or LOC RWY 21
POCATELLO RGNL (PIH)

ATIS
135.625

SALT LAKE CENTER
128.35 239.25

POCATELLO TOWER
119.1 (CTAF)

MALSR
150

GND CON
121.9

UNICOM
122.95

POCATELLO, IDAHO
AL-327 (FAA)
23334
RNAP (GPS) RWY 21
POCATELLO RGNL (PIH)

Circling NA southeast of Rwy 3-21. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to RVR 5500.

*RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrivals at IDA VOR/DME on V365 northeast bound.

Procedure NA for arrivals at PIH VOR/DME on airway radials 318 CW 358.

Category

A

B

C

D

LPV DA*

4652/24

200 (200-½)

LNAV/ VNAV DA

4835/35

383 (400-½)

LNAV MDA

4820/24

368 (400-½)

4820/35

368 (400-½)

CIRCLING

4860-1

4920-1

4920-1½

5020-2

408 (500-1)

468 (500-1)

468 (500-1½)

568 (600-2)

*Indicates approach is RNAV (GPS) only.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 3:** Climb heading 028° to 5500, then climbing left turn to 7500 via heading 234° and PIH R-269 to KNURL INT, thence . . . .

**TAKEOFF RUNWAY 35:** Climb heading 343° to 5500, then climbing left turn to 7500 via heading 234° and PIH R-269 to KNURL INT, thence . . . .

**TAKEOFF RUNWAY 17:** Climbing right turn to 7500 via PIH R-269 to KNURL INT, thence . . . .

**TAKEOFF RUNWAY 21:** Climbing right turn to 7500 via PIH R-269 to KNURL INT, thence . . . .

. . . via assigned route expect filed altitude 10 minutes after departure.

**TAKEOFF MINIMUMS**

Rwys 3, 21, 35: Standard.
Rwy 17, 400-2 or standard with minimum climb of 270’ per NM to 4900.

**TAKEOFF OBSTACLE NOTES**

Rwy 3, Trees beginning 3353’ from DER, 735’ left of centerline, up to 100’ AGL/4549’ MSL.

Rwy 17, Transmission tower 1.1 NM from DER, 2395’ left of centerline, 252’ AGL/4693’ MSL.

Rwy 21, Antenna 453’ from DER, 309’ left of centerline, 20’ AGL/4466’ MSL.

Bush 30’ from DER, 261’ right of centerline, 3’ AGL/4445’ MSL.

Fence 208’ from DER, 421’ right of centerline, 13’ AGL/4449’ MSL.

Rwy 35, Electrical equipment 197’ from DER, 248’ left of centerline, 7’ AGL/4454’ MSL.

**NOTE:** Chart not to scale.
RNAV (GPS) RWY 36
POLSON (8S1)

GPI ASOS
132.625

SALT LAKE CENTER
127.075
244.875

UNICOM
122.8 (CTAF)

Procedure NA at night. DME/DME RNP-0.3 NA. Use Glacier Park Intl altimeter setting. Helicopter visibility reduction below 1 SM NA.

Procedure NA for arrival at EDOBE INT on V120 westbound.

Procedure NA for arrival at ARLEE INT on V231 southbound.

Visual Segment - Obstacles.

6 NM Holding Pattern

8100

208°

013°

028°

MISSED APPROACH: Climbing left turn to 9000 direct GORTE WP and hold.

POLSON, MONTANA
Orig-B 26MAY16

47°42'N-114°11'W
577

MIRL Rwy 18-36

WATER Rwy: 03W - 21W
4000 X 500
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 36: Climb direct to TEPSE WP, then via 340° track to ANGIL, Thence . . .

. . . Climb in the ANGIL holding pattern to cross ANGIL at or above 10000 prior to proceeding on course.
RNAV (GPS) RWY 9
POPLAR MUNI (PO1)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Wolf Point altimeter setting. When local altimeter not received, use Wolf Point altimeter setting: increase LPV DA to 2279, LNAV/VNAV DA to 2329; increase all MDAs 60 feet and LNAV Cat C/D visibility ¼ SM and Circling Cat C/D visibility ¼ SM. Helicopter visibility reduction below 1 SM not authorized. Circling NA to Rwy 2/20.

**AWOS:** 3PT 135.325

**SALT LAKE CITY CENTER** 126.85 305.2

**UNICOM** 122.8 (CTAF)

**RNAV (GPS) RWY 9**

**POPLAR MUNI (PO1)**

**Category**

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**RNAV (GPS) RWY 9**

**POPLAR MUNI (PO1)**

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**RNAV (GPS) RWY 9**

**POPLAR MUNI (PO1)**

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**RNAV (GPS) RWY 9**

**POPLAR MUNI (PO1)**

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**RNAV (GPS) RWY 9**

**POPLAR MUNI (PO1)**

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RNAV (GPS) RWY 27
POPLAR MUNI (P01)

AWOS: 3PT
135.325

SALT LAKE CITY CENTER
126.85  305.2

UNICOM
122.8 (CTAF)

MISSING APCH FIX
DORIA
0.72
252°
6 NM

ORMOW

Rwy 27

6000
ORMOW

2289

DORIA

246°

2229

2.1 NM to

DFKBU

276°

FOKBU

(IAF)

QUMGY

246°

LITVE

276°

(FAF)

Doria

250 (300-1)

1.3 NM to

ORMOW

3600

1.3 NM to

ORMOW

VNAV

LNAV/

2.1 NM to

RW27

2.1 NM to

RW27

DA

2286-1 250 (300-1)

LNAV/ VNAV DA

2536-1.25 500 (500-1.25)

LNAV MDA

2480-1 444 (500-1)

2480-1 25 444 (500-1)

CIRCLING

2550-1 523 (600-1)

526 (600-1)

703 (800-2.1)

48°08'N-105°10'W

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Wolf Point altimeter setting: increase LPV DA to 2332, LNAV/VNAV DA to 2582 and all Cats visibility 1/4 SM; increase all MDAs 60 feet and Circling Cat C/D visibility 1/2 SM. Baro-VNAV and VDP NA with Wolf Point altimeter setting. Helicopter visibility reduction below 1 SM not authorized. Circling NA to Rwy 2/20.

MISSED APPROACH: Climb to 6000 direct ORMOW and on track 246° to DORIA and hold, continue climb-in-hold to 6000.

AWOS: 3PT
135.325

SALT LAKE CITY CENTER
126.85  305.2

UNICOM
122.8 (CTAF)

MISSING APCH FIX
DORIA
0.72
252°
6 NM

ORMOW

Rwy 27

6000
ORMOW

2289

DORIA

246°

2229

2.1 NM to

DFKBU

276°

FOKBU

(IAF)

QUMGY

246°

LITVE

276°

(FAF)

Doria

250 (300-1)

1.3 NM to

ORMOW

3600

1.3 NM to

ORMOW

VNAV

LNAV/

2.1 NM to

RW27

2.1 NM to

RW27

DA

2286-1 250 (300-1)

LNAV/ VNAV DA

2536-1.25 500 (500-1.25)

LNAV MDA

2480-1 444 (500-1)

2480-1 25 444 (500-1)

CIRCLING

2550-1 523 (600-1)

526 (600-1)

703 (800-2.1)

48°08'N-105°10'W

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Wolf Point altimeter setting: increase LPV DA to 2332, LNAV/VNAV DA to 2582 and all Cats visibility 1/4 SM; increase all MDAs 60 feet and Circling Cat C/D visibility 1/2 SM. Baro-VNAV and VDP NA with Wolf Point altimeter setting. Helicopter visibility reduction below 1 SM not authorized. Circling NA to Rwy 2/20.

MISSED APPROACH: Climb to 6000 direct ORMOW and on track 246° to DORIA and hold, continue climb-in-hold to 6000.

AWOS: 3PT
135.325

SALT LAKE CITY CENTER
126.85  305.2

UNICOM
122.8 (CTAF)

MISSING APCH FIX
DORIA
0.72
252°
6 NM

ORMOW

Rwy 27

6000
ORMOW

2289

DORIA

246°

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2.1 NM to

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250 (300-1)

1.3 NM to

ORMOW

3600

1.3 NM to

ORMOW

VNAV

LNAV/

2.1 NM to

RW27

2.1 NM to

RW27

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LNAV/ VNAV DA

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2550-1 523 (600-1)

526 (600-1)

703 (800-2.1)

48°08'N-105°10'W

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Wolf Point altimeter setting: increase LPV DA to 2332, LNAV/VNAV DA to 2582 and all Cats visibility 1/4 SM; increase all MDAs 60 feet and Circling Cat C/D visibility 1/2 SM. Baro-VNAV and VDP NA with Wolf Point altimeter setting. Helicopter visibility reduction below 1 SM not authorized. Circling NA to Rwy 2/20.

MISSED APPROACH: Climb to 6000 direct ORMOW and on track 246° to DORIA and hold, continue climb-in-hold to 6000.
Use William R. Fairchild Intl altimeter setting; when not received, use Whidbey Island NAS (Ault Fld) altimeter setting and increase MDA 120 feet. DME/DME RNP-0.3 NA. Prior permission required.

Limit all segments airspeed to 90 KIAS.

Prior permission required. NAS (Ault Fld) altimeter setting and increase MDA 120 feet. DME/DME RNP-0.3 NA. Use William R. Fairchild Intl altimeter setting; when not received, use Whidbey Island NAS (Ault Fld) altimeter setting and increase MDA 120 feet. DME/DME RNP-0.3 NA. Prior permission required.
NOTE: Chart not to scale.  

<table>
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<th>TAKEOFF MINIMUMS</th>
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<tr>
<td>Rwys 27, 31: Standard.</td>
</tr>
<tr>
<td>Rwy 9: 300-1.</td>
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NOTE: Chart not to scale.  

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climbing left turn thence. . . .

TAKEOFF RUNWAYS 27, 31: Climbing right turn thence. . . .

. . . .on 075° bearing from CL LOM to WATTR INT. Maintain 5400.
TAKEOFF OBSTACLE NOTES

Rwy 9: Sign 46’ from DER, 198’ right of centerline, 4’ AGL/295’ MSL.
   Terrain 54’ from DER, 449’ right of centerline, 296’ MSL.
   Sign 79’ from DER, 352’ right of centerline, 4’ AGL/299’ MSL.
   Building, terrain, Navaid beginning 99’ from DER, 1’ right of centerline, up to 17’ AGL/314’ MSL.
   Fence 102’ from DER, 526’ left of centerline, 7’ AGL/299’ MSL.
   Fence 270’ from DER, 526’ left of centerline, 7’ AGL/300’ MSL.
   Building 298’ from DER, 258’ left of centerline, 20’ AGL/311’ MSL.
   Tree, pole beginning 575’ from DER, 69’ left of centerline, up to 377’ MSL.
   Pole, vehicle on traverse way beginning 677’ from DER, 630’ right of centerline, up to 32’ AGL/338’ MSL.
   Transmission line 922’ from DER, 630’ right of centerline, 51’ AGL/355’ MSL.
   Tree, transmission line, pole beginning 927’ from DER, 136’ right of centerline, up to 385’ MSL.
   Trees beginning 1107’ from DER, 391’ right of centerline, up to 420’ MSL.
   Trees beginning 1312’ from DER, 169’ right of centerline, up to 464’ MSL.
   Tree 1412’ from DER, 695’ left of centerline, 396’ MSL.
   Tree 1454’ from DER, 811’ left of centerline, 424’ MSL.
   Trees beginning 1523’ from DER, 191’ right of centerline, up to 466’ MSL.
   Tree 1613’ from DER, 790’ left of centerline, 439’ MSL.
   Trees beginning 1740’ from DER, 35’ right of centerline, up to 469’ MSL.
   Trees beginning 1826’ from DER, 166’ left of centerline, up to 454’ MSL.
   Trees beginning 2421’ from DER, 670’ left of centerline, up to 455’ MSL.
   Trees beginning 2922’ from DER, 9’ left of centerline, up to 457’ MSL.
   Trees beginning 3272’ from DER, 406’ right of centerline, up to 473’ MSL.
   Trees beginning 3375’ from DER, 105’ right of centerline, up to 481’ MSL.
   Tree, pole beginning 3453’ from DER, 105’ right of centerline, up to 490’ MSL.
   Trees beginning 3601’ from DER, 28’ left of centerline, up to 460’ MSL.
   Trees beginning 3746’ from DER, 32’ left of centerline, up to 461’ MSL.
   Trees beginning 4375’ from DER, 622’ right of centerline, up to 498’ MSL.
   Trees beginning 4460’ from DER, 137’ right of centerline, up to 502’ MSL.
   Trees beginning 4995’ from DER, 717’ right of centerline, up to 465’ MSL.

Rwy 27: Lighting 10’ from DER, 54’ right of centerline, 3’ AGL/287’ MSL.
   Lighting 10’ from DER, 55’ left of centerline, 3’ AGL/286’ MSL.
   Trees beginning 2709’ from DER, 130’ left of centerline, up to 406’ MSL.
   Trees beginning 3951’ from DER, 530’ right of centerline, up to 393’ MSL.
   Trees beginning 4446’ from DER, 1173’ left of centerline, up to 421’ MSL.

Rwy 31: Tree, pole beginning 1’ from DER, 222’ right of centerline, up to 315’ MSL.
   Trees beginning 8’ from DER, 4’ left of centerline, up to 321’ MSL.
   Tree 338’ from DER, 524’ right of centerline, 316’ MSL.
   Trees beginning 431’ from DER, 121’ right of centerline, up to 320’ MSL.
   Trees beginning 505’ from DER, 39’ left of centerline, up to 324’ MSL.
   Trees beginning 638’ from DER, 8’ right of centerline, up to 323’ MSL.
RNAV (GPS)-A
JEFFERSON COUNTY INTL (WS9)

**APP CRS**
- **088°**
- CATEGORY A
- **119.025**
- WHIDBEY APP CON
- **118.2**
- **123.0 (CTAF)**

**RWP Ldg**
- N/A
- N/A
- 110

**Apt Elev**
- 088°
- 48°03'N-122°49'W
- 2000
- 3200
- 5400

**ELEV**
- MIRL Rwy 9-27
- 3000 X 75
- 110

**UNICOM**
- AWOS-3P
- 119.025
- WHIDBEY APP CON
- 118.2
- **123.0 (CTAF)**

**WATTR**
- 9000
- JIGEB
- 2337Δ
- 4300 to YAYUB
- 276° (11.2)

**Rwy Idg**
- N/A
- N/A
- N/A

**TDZE**
- 276°
- 087°
- 088°

**Amdt 1 15JUN23**

**Visibility**
- Procedure NA at night. Rwy 9, 27 helicopter visibility reduction below 1 SM NA.
- Procedure NA for arrivals at JAWBN on V4 eastbound.
- Procedure NA for arrivals at JAWBN on V4 eastbound.
- Procedure NA for arrivals at WATTR on 1268 eastbound.

**REIL Rwy 9**
- 088°
- 3000 X 75

**Holding Pattern**
- 6000
- 3200
- 087°
- 088°

**RNAV (GPS)-A**
- PORT TOWNSEND, WASHINGTON
- 48°03'N-122°49'W
- 587

**NW-1, 11 JUL 2024 to 05 SEP 2024**
Simultaneous approach authorized. Inop table does not apply to Sidestep LOC 10L. For inop ALS increase S-ILS 10R Cat E visibility to RVR 4000. For inop ALS increase S-LOC 10R Cat C/D/E visibility to 2 SM. For inop ALS increase JADNU fix minimums S-LOC 10R Cat C/D/E visibility to RVR 6000. Sidestep NA until passing JADNU.

**MISSING APCH FIX**

NEWBERG UBG 117.4
Chan 121

**ALTERNATE MISSED APCH FIX**

HAINR INT I-PDX 12.2

**LOCALIZER**

I-PDX 110.5

**MULES**

BTG 17.7 DME and hold, continue BTG VORTAC R-160 to MULES/then climbing right turn to 5000 on MULES.

**MISSING APPROACH:** Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES/BTG 17.7 DME and hold, continue climb-in-hold to 5000.

**PORTLAND TOWER**

**TDZE 10R**

24

**TDZE 10L**

30

**ELEV**

31

**UPPER**

300°

**D-ATIS**

128.35

**PORTLAND APP CON**

124.35

**PORTLAND INTL (PDX)**

24025

**AL-330 (FAA)**
Simultaneous approach authorized.

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

MISSING APPROACH: Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES/BTG 17.7 DME and hold, continue climb-in-hold to 5000.

ALTERNATE MISSED APCH FIX

NEWBERG UBG 117.4 Chan 121

HAIRN INT I-PDX 12.2

POWLZ INT I-PDX 8.1

LOCALIZER 110.5 I-PDX 21.5 Chan 42

MISSED APCH: Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES/BTG 17.7 DME and hold, continue climb-in-hold to 5000.

Simultaneous approach authorized.

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

MISSING APPROACH: Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES/BTG 17.7 DME and hold, continue climb-in-hold to 5000.

ALTERNATE MISSED APCH FIX

NEWBERG UBG 117.4 Chan 121

HAIRN INT I-PDX 12.2

POWLZ INT I-PDX 8.1

LOCALIZER 110.5 I-PDX 21.5 Chan 42

MISSED APCH: Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES/BTG 17.7 DME and hold, continue climb-in-hold to 5000.

Simultaneous approach authorized.

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

MISSING APPROACH: Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES/BTG 17.7 DME and hold, continue climb-in-hold to 5000.

ALTERNATE MISSED APCH FIX

NEWBERG UBG 117.4 Chan 121

HAIRN INT I-PDX 12.2

POWLZ INT I-PDX 8.1

LOCALIZER 110.5 I-PDX 21.5 Chan 42

MISSED APCH: Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES/BTG 17.7 DME and hold, continue climb-in-hold to 5000.
Simultaneous approach authorized.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MSSED APPROACH: Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES/BTG 17.7 DME and hold, continue climb-in-hold to 5000.

BATTLEGROUND
116.6 BTG 113

ALTERNATE
MISS APCH FIX

NEWBERG
UBG 117.4
Chan 121

GS 3.00°
TCH 55

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
For uncompensated Baro-VNAV systems, procedure NA below -7°C (20°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.23 all Cats visibility to RVR 5600 and increase RNP 0.30 all Cats visibility to 1/2 mile. Simultaneous approach authorized with Rwy 28R. RF required. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**RNAV (RNP) Y RWY 28L**

**PORTLAND INTL (PDX)**

**AUTHORIZATION REQUIRED**

**CATEGORY**

- **A**
- **B**
- **C**
- **D**

**RNP 0.23 DA**

- 370/33 347 (400-1/2)

**RNP 0.30 DA**

- 476/53 453 (500-1)

**RADAR REQUIRED**

**ELEV 31 TDZE 23**

**MISS APCH FIX SHAFR 210K (RNP 0.30)**

**See planview for multiple IF locations.**

**2100 4000 UBG**

**RNAV (RNP) Y RWY 28L**

**PORTLAND, OREGON**

**Amrd 2 25JUN15**

**594**
For uncompensated Baro-VNAV systems, procedure NA below -7°C (20°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.20 all Cats visibility to 1/4 mile, and increase RNP 0.30 all Cats visibility to 1/2 mile. RF required. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.
Simultaneous approach authorized with Rwy 28L.
RNAV (RNP) Z RWY 10L
PORTLAND INTL (PDX)

GEO required. For inop MALS, increase RNP 0.30 all Cats visibility to 
RVR 5500. For uncompensated Baro-VNAV systems, procedure NA below
-6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized
with RW 10R, except for arrivals at CIZZL, VOODU, and MYCRO. Use of
FD or AP providing RNAV track guidance for simultaneous
operations.

MISSED APPROACH: Climb to 800 then climbing left turn
to 4400 direct BATYL and hold, continue climb-in-hold
to 4400.

Radar REQUIRED

See Planview for multiple IF locations.

Authorization REQUIRED
**RNAV (RNP) Z RWY 10R**

**PORTLAND INTL (PDX)**

**AUTHORIZATION REQUIRED**

**Category**

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<td>370/30</td>
<td>346 (400-3)</td>
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<tr>
<td>RNP 0.30 DA</td>
<td>449/40</td>
<td>425 (500-3)</td>
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**PORTLAND, OREGON**

**Orig-C 08SEP22**

**45°35'N-122°36'W**

**597**
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). For inoperative MALSR, increase RNP 0.27 all CATs visibility to RVR 6000 and increase RNP 0.30 all CATs visibility to 1/2 mile. Simultaneous approach authorized with RWY 28R. GPS Required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). For inoperative MALSR, increase RNP 0.27 all CATs visibility to RVR 6000 and increase RNP 0.30 all CATs visibility to 1/2 mile. Simultaneous approach authorized with RWY 28R. GPS Required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSING APPROACH: Climb to 2100 then climbing left turn to 4000 direct UBG VOR/DME and hold.

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). For inoperative MALSR, increase RNP 0.27 all CATs visibility to RVR 6000 and increase RNP 0.30 all CATs visibility to 1/2 mile. Simultaneous approach authorized with RWY 28R. GPS Required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). For inoperative MALSR, increase RNP 0.27 all CATs visibility to RVR 6000 and increase RNP 0.30 all CATs visibility to 1/2 mile. Simultaneous approach authorized with RWY 28R. GPS Required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). For inoperative MALSR, increase RNP 0.27 all CATs visibility to RVR 6000 and increase RNP 0.30 all CATs visibility to 1/2 mile. Simultaneous approach authorized with RWY 28R. GPS Required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). For inoperative MALSR, increase RNP 0.27 all CATs visibility to RVR 6000 and increase RNP 0.30 all CATs visibility to 1/2 mile. Simultaneous approach authorized with RWY 28R. GPS Required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). For inoperative MALSR, increase RNP 0.27 all CATs visibility to RVR 6000 and increase RNP 0.30 all CATs visibility to 1/2 mile. Simultaneous approach authorized with RWY 28R. GPS Required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.
RNAV (RNP) Z RWY 28R
PORTLAND INTL (PDX)

**RNP AR APCH.**

Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with RW 28L. RADAR required. For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. For inop ALS increase RNP 0.20 all Cats visibility to 1 1/2 SM, and increase RNP 0.30 all Cats visibility to 1 1/2 SM.

**MALS R**

**RNP 0.20 DA**

**RNP 0.30 DA**

**AUTHORIZATION REQUIRED**

See planview for multiple IF locations.

**PORTLAND, OREGON**

45°35’N-122°36’W

599
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1/4 SM.

MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 direct UBG VOR/DME and hold.

Procedure NA for arrivals at MAVER on V448 southbound and on V165 eastbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1/4 SM.
RNAV (GPS) Y RWY 10R
PORTLAND INTL (PDX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with RWy 10L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

**RNAV (GPS) Y RWY 10R**
PORTLAND INTL (PDX)

**LNAV / VNAV**

- **DA**
  - 416 (500-1/2)
- **MDA**
  - 440/40
  - 416 (500-1/2)
- **CIRCLING**
  - 720-1
  - 689 (700-1)

**GND CON**

- 121.9
- 349.6

**PORTLAND TOWER**

- 118.7 257.8
- 123.775 251.125

**ATIS**

- 128.35
- 269.9

**PORTLAND APP CON**

- 124.35 299.2

**LANDING**

- Port 10L
  - 103°
  - 3 NM

**PROCEDURE NA**

- Procedure NA for arrival at PITER on V112 westbound.

**VGSi and RNAV glidepath not coincident**

- VGSi Angle 3.00°/TCH 71.

**PORTLAND OREGON**

- 1000 W10A
- 291 TWR
- 5 PA 5
- 5 PA 5
- 5 PA 5
- 5 PA 5

**PORTLAND INTL (PDX)**

- NW-1, 11 JUL 2024 to 05 SEP 2024

**AIRPORT**

- Portland Intl
- 31 ELEV
- 24 TDZE

**AIRPLANE**

- 200 (200-1/2)
- 224/18

**WATER**

- 4000 WETTR
- 860
- 2900 SAUVI
- 2000 POWLZ

**5 NM**

- 1674 WETTR
- 1639

**MULES**

- 1436
- 1129

**METEOROLOGICAL**

- 5600
- 440 5000
- 3.5 NA

**RUNWAY**

- 5 NM

- 305 (300-1/2)

**APPROACH**

- 2200
- 2220
- 2225
MISSED APPROACH: Climbing left turn to 4200 via BTG R-160 to BTG VORTAC and hold, continue climb-in-hold to 4200.
For inop ALS, increase S-28L Cat C/D/E visibility to 1¾ SM.

MISSED APPROACH: Climbing left turn to 4000 on CBU TACAN R-260 to BEAST INT/CBU 10 DME and hold, continue climb-in-hold to 4000.

Radar required for procedure entry.

For inop ALS, increase S-28L Cat C/D/E visibility to 1¾ SM.

45°35'N-122°36'W
COLUMBIA VISUAL RWY 10L/R

RADAR REQUIRED
Weather Minimums: 3500' ceiling with 5 miles visibility

Vertical Guidance Navaid and Angle:
Runway 10R: I-PDX LOC 110.5 GS (3.00°)
Runway 10L: I-VDG LOC 111.3 GS (3.00°)

PROCEDURE NOT AUTHORIZED AT NIGHT
Vertical Guidance Navaid and Angle:
Runway 28L: I-JMJ LOC 110.5 GS (3.00°)
Runway 28R: I-IAP LOC 111.3 GS (3.00°)

Weather Minimums: 3500’ ceiling with 5 miles visibility

PROCEDURE NOT AUTHORIZED AT NIGHT

Aircraft cleared for the Mill Visual Approach should proceed over the Columbia River between the Paper Mill and the Air Cargo Hub, then via the depicted route to intercept the final approach course for the assigned runway.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L/R: Climb heading 103° to 540, then
direct to RIVRR, then on depicted route to CHISM, thence. . . .

TAKEOFF RUNWAY 28L: Climb heading 283° to 540, then
direct PEGTY, then on depicted route to CHISM, thence. . . .

TAKEOFF RUNWAY 28R: Climb heading 283°, intercept course
268° to PEGTY, then on depicted route to CHISM, thence. . . .

. . . via (transition), maintain assigned altitude, expect filed
altitude 10 minutes after departure.

DESHUTES TRANSITION (CASCD2.DSD)
JOGEN TRANSITION (CASCD2.JOGEN)
PAWLI TRANSITION (CASCD2.PAWLI)
SMIGE TRANSITION (CASCD2.SMIGE)

NOTE: Turbojet aircraft only.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: For non-GPS equipped aircraft departing
Rwys 28L/R, BTG DME must be operational.

TAKEOFF MINIMUMS
Rwys 3, 21: NA - Air traffic.
Rwys 10L/R: Standard with a minimum climb of 500’ per NM to 540,
then minimum climb of 350’ per NM to 10300.
Rwys 28L/R: Standard with a minimum climb of 500’ per NM to 540,
then minimum climb of 350’ per NM to 2500.
**HRMNS FIVE DEPARTURE (RNAV)**

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 10L/R:** Climb heading 103° to 540, then direct to RIVRR, then on depicted route to HRMNS, thence.

**TAKEOFF RUNWAY 28L:** Climb heading 283° to 540, then direct PEGTY, then on depicted route to HRMNS, thence.

**TAKEOFF RUNWAY 28R:** Climb heading 283°, intercept course 268° to PEGTY, then on depicted route to HRMNS, thence.

. . . maintain assigned altitude, expect filed altitude 10 minutes after departure.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L/R: Climb heading 103° to 540, then direct to RIVRR, then on depicted route to LAVAA, thence... . . .

TAKEOFF RUNWAY 28L: Climb heading 283° to 540, then direct PEGTY, then on depicted route to LAVAA, thence... . . .

TAKEOFF RUNWAY 28R: Climb heading 283°, intercept course 268° to PEGTY, then on depicted route to LAVAA, thence... . . . via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after departure.

PENDLETON TRANSITION (LAVAA6.PDT)

YAKIMA TRANSITION (LAVAA6.YKM)

NOTE: Chart not to scale.

TAKEOFF MINIMUMS

Rwys 3, 21: NA - ATC
Rwys 10L/R, 28L/R: Standard with minimum climb of 500’ per NM to 540, then minimum climb of 350’ per NM to FL190.

TAKEOFF MINIMUMS

NOTE: Chart not to scale.

NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: For non-GPS equipped aircraft departing Rwys 10L/R, UBG DME must be operational for the YAKIMA TRANSITION.
NOTE: GPS required for aircraft departing Rwys 10L/R, for the PENDLETON TRANSITION.
NOTE: For non-GPS equipped aircraft departing Rwys 28L/R, UBG and BTG DME must be operational for all transitions.

NOTE: Chart not to scale.
**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 10L/R:** Climb heading 103° to 540, then direct to RIVRR, then on depicted route, thence . . .

**TAKEOFF RUNWAY 28L:** Climb heading 283° to 540, then direct to PEGTY, then on depicted route, thence . . .

**TAKEOFF RUNWAY 28R:** Climb heading 283°, intercept course 268° to PEGTY, then on depicted route, thence . . .

. . . via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after departure.

**EASON TRANSITION (MINNE5.EASON)**

**FAMUK TRANSITION (MINNE5.FAMUK)**

**HISKU TRANSITION (MINNE5.HISKU)**
NOTE: Chart not to scale.

NOTE: RADAR required.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 029° to 600, thence. . . .
TAKEOFF RUNWAY 10L: Climb heading 103° to 500, thence. . . .
TAKEOFF RUNWAY 10R: Climb heading 103° to 500, thence. . . .
TAKEOFF RUNWAY 21: Climb heading 209° to 500, thence. . . .
TAKEOFF RUNWAY 28L: Climb heading 283° to 800, thence. . . .
TAKEOFF RUNWAY 28R: Climb heading 283° to 800, thence. . . .

. . . . climb on assigned heading for RADAR vectors to assigned route/fix. Maintain assigned altitude, expect filed altitude five minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC within 10 NM of airport, continue climb to assigned altitude and proceed direct BTG VORTAC. Climb in BTG VORTAC holding pattern to cross BTG VORTAC at or above MCA/MEA before proceeding on course.
NOTE: For non-GPS equipped aircraft departing Rwys 10L/R, UBG and BTG DME must be operational for the KOATA transition.

NOTE: For non-GPS equipped aircraft departing Rwys 10L/R, UBG, BTG and DSD DME must be operational for the IMB transition.

NOTE: For non-GPS equipped aircraft departing Rwys 28L/R, BTG DME must be operational.

TAKEOFF MINIMUMS

Rwys 3, 21: NA - Air traffic.

Rwys 10L/R: Standard with a minimum climb of 500' per NM to 540', then minimum climb of 350' per NM to 6600.

Rwys 28L/R: Standard with a minimum climb of 500' per NM to 540, then minimum climb of 350' per NM to 2500.

NOTE: Turbojet aircraft only.

NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Cross WANOS at 250K.

NOTE: Chart not to scale.
RNAV (GPS) RWY 31L
PORTLAND-HILLSBORO (HIO)

ATIS 127.65
PORTLAND APP CON 126.0 269.175
HILLSBORO TOWER * 119.3 (CTAF) 239.3
GND CON 121.7
UNICOM 122.95

Procedure NA for arrivals at RW31L 2 NM to ZABAX on V165 eastbound.

Procedure NA for arrivals at ELKES on V165 eastbound.

Procedure NA for arrivals at MULES on V448 northbound.

MISSED APPROACH: Climb to 3900 direct DUCKA and hold.

Missed Approach: Climb to 3900 direct DUCKA and hold.

RNAP ACH.

Circling to Rwy 13L, 31R NA at night.
Rwy 31L helicopter visibility reduction below ¾ SM NA.

LNAV MDA

Category A B C D
LNAV MDA 660-1 456 (500-1) 660-1 456 (500-1)
CIRCLING 680-1 472 (500-1) 720-1 512 (600-1)

Amdt 1A 26MAR20

PORTLAND, OREGON

AL-5063 (FAA) 23334

45° 33'N-122° 57'W

619
NOTE: GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojet aircraft only.

**TAKEOFF MINIMUMS**

Rwys 2, 13L, 20, 31R: NA-ATC.
Rwys 13R, 31L: Standard with minimum climb of 500' per NM to 720.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 13R:** Climb heading 128° to 720, then climbing right turn direct JERUX, then on track 196° to BERNI, thence . . . .

**TAKEOFF RUNWAY 31L:** Climb heading 308° to 720, then climbing left turn direct HETAT, then on track 179° to SANKR, then on track 179° to BERNI, thence . . . .

. . . . on (transition). Maintain assigned altitude. Expect filed altitude 10 minutes after departure.

**EASON TRANSITION (BERNI3.EASON)**

**EUGENE TRANSITION (BERNI3.EUG)**

**FAMUK TRANSITION (BERNI3.FAMUK)**

**HARPR TRANSITION (BERNI3.HARPR)**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2, 31L/R: Climbing right turn heading 120°, thence.
TAKEOFF RUNWAYS 13L/R: Climbing left turn heading 120°, thence.
TAKEOFF RUNWAY 20: Climbing left turn heading 100°, thence.

. . . . intercept BTG VORTAC R-175 to CANBY. Then on assigned route.
Maintain ATC assigned altitude.
**CHISM FOUR DEPARTURE (RNAV)**

127.65 ATIS
121.7 GND CON
121.7 HILLSBORO TOWER
119.3 (CTAF) 239.3 PORTLAND DEP CON
126.0 269.175

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 13R:** Climb heading 128° to 720, then climbing left turn direct GERDD, then on depicted route to CHISM, thence . . . .

**TAKEOFF RUNWAY 31L:** Climb heading 308° to 720, then climbing left turn direct HETAT, then on depicted route to CHISM, thence . . . .

. . . . on (Transition). Maintain assigned altitude. Expect filed altitude 10 minutes after departure.

**DESHUTES TRANSITION (CHISM4.DSD)**

**JOGEN TRANSITION (CHISM4.JOGEN)**

**KIMBERLY TRANSITION (CHISM4.IMB)**

**PAWLI TRANSITION (CHISM4.PAWLI)**

**RIELY TRANSITION (CHISM4.RIELY)**

**SMIGE TRANSITION (CHISM4.SMIGE)**

**NOTE:** Turbojet aircraft only.

**NOTE:** RNAV 1.

**NOTE:** RADAR required.

**TAKEOFF MINIMUMS**

Rws 2, 13L, 20, 31R: NA - ATC.
Rws 13R, 31L: Standard with minimum climb of 500' per NM to 720.

**NOTE:** GPS required.

**NOTE:** Chart not to scale.
**TAKEOFF MINIMUMS**

- **Rwy 2**: Standard with minimum climb of 305’ per NM to 2700.
- **Rwy 13L/R**: Standard with minimum climb of 235’ per NM to 1500.
- **Rwy 20**: Standard.
- **Rwy 31L/R**: Standard with minimum climb of 240’ per NM to 600.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 2, 13L/R**: Climbing right turn heading 210°, thence . . . .

**TAKEOFF RUNWAYS 20, 31L/R**: Climbing left turn heading 120°, thence . . . .

. . . . intercept UBG VOR/DME R-346 to UBG VOR/DME. Thence on assigned route.

Maintain ATC assigned altitude.
TAKEOFF MINIMUMS
Rwy 2: Standard with minimum climb of 235’ per NM to 2000.
Rwys 13L/R: Standard with minimum climb of 305’ per NM to 2700.
Rwy 20: Standard.
Rwys 31L/R: Standard with minimum climb of 240’ per NM to 600.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2, 13L/R, 20: Climbing left turn heading 270°, thence . . . .
TAKEOFF RUNWAYS 31L/R: Climb heading 308°, thence . . . .
. . . . intercept UBG VOR/DME R-334 to SCAPO. Then on assigned route.
Maintain ATC assigned altitude.
RNAV (GPS)-A
PORTLAND-TROUTDALE (TTD)

**TWR Port Portland 106.9  (CTAF)**

**PORTLAND**

45°33'N - 122°24'W

**V**

**ELEV**

**APACE 3.4 NM to FAIYR and V500 westbound.**

Procedure NA for arrivals at GLARA on V448 southbound, and V500 westbound.

**MISSED APCH FIX**

5 NM

**BATTLE GROUND (BTG)**

**ATIS**

135.625

**PORTLAND APP CON**

124.35  299.2

**TROUTDALE TOWER**

120.9 (CTAF)  254.3

**GND CON**

121.8

**UNICOM**

122.95

**APP CRS 019°**

Rwy Idg TDZE Apt Elev

N/A N/A 39

**MISSED APPROACH:** Climbing left turn to 4200 direct MILL and on track 288° to BTG VORTAC and hold, continue climb-in-hold to 4200.

**DME/DME RNP-0.3 NA.** When local altimeter setting not received, use Portland Intl altimeter setting and increase all MDA 40 feet.

**Category**

A  B  C  D

**CIRCLING**

1000-1 1/2  1040-1 1/2  1300-3  1261 (1300-3)

61 (1000-1/4)  1001 (1100-1/2)

**REIL Rwy 7 and 25**

MIRL Rwy 7-25
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb via heading 055° to 1000', then turn left to 310° or as assigned.

TAKEOFF RUNWAY 25: Climb runway heading to 900', then turn right to 320° or as assigned.

LOST COMMUNICATIONS: Proceed direct to BTG VORTAC. Continue climb on the BTG R-329 within 10 NM to cross BTG VORTAC at or above: NE-bound V448, 9400'; NE-bound V468, 4500'; E-bound V112, V182, V520, 4700'; for non airways BTG R-355 CW BTG R-120, 8800'; all others, 2500'.

ALTERNATE LOST COMMUNICATIONS PROCEDURE: When BTG VORTAC is out of service: if no contact with ATC leaving 3000', continue climb to assigned altitude and proceed direct to UBG VOR/DME, thence via assigned route.

NOTE: Rwy 7 requires a minimum climb gradient of 420' per NM to 4000'.
Rwy 25 requires a minimum climb of 310' per NM to 2000'.
**RNAV (GPS) RWY 31**

**POWELL MUNI (POY)**

**AWOS-3**
119.275

**SALT LAKE CENTER**
127.75 351.9

**POWELL, WYOMING**
AL-686 (FAA)

**RNAV (GPS) RWY 31**

**POWELL MUNI (POY)**

**WAAS CH 50233**
**W31A**
**Rwy Idg** 6200
**TDZE** 5096
**Apt Elev** 5096

**RNAV (GPS) RWY 31**

**POWELL MUNI (POY)**

**RNAV (GPS) RWY 31**

**POWELL MUNI (POY)**
RNAV (GPS) RWY 11
PRINEVILLE (S39)

Category A

- **LP MDA**: 3660-1
  - 414 (500-1)
  - 3660-1 3/4
  - 414 (500-1 3/4)
- **LP MDA**: 3760-1
  - 514 (600-1)
  - 3760-1 3/4
  - 514 (600-1 3/4)
- **LNAV MDA**: 3900-1
  - 654 (700-1)
  - 3900-1 1/8
  - 654 (700-1 1/8)

Circling NA for Cat D south of RWY 11-29.
Rwy 11 helicopter visibility reduction below 3/4 SM NA.
Circling Rwy 15 NA at night.

Procedure NA for arrivals on DSD VORTAC
airway radials 030 CW 092.

**Amdt 3**
17JUN21

**NW-1, 11 JUL 2024 to 05 SEP 2024**
Circling NA for Cat D south of Rwy 11-29.
Circling Rwy 15 NA at night.

Procedure NA for arrivals at GASHE on V25 northbound.
Procedure NA for arrivals at ROAMS on V536 northeast bound.

Procedure NA for arrivals at NAXZY on V269 eastbound.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 105° to 3760, then climbing right turn direct DSD VORTAC. Thence . . . .
TAKEOFF RUNWAY 15: Climb on heading 157° to 3760, then climbing right turn direct DSD VORTAC. Thence . . . .
TAKEOFF RUNWAY 29: Climb on heading 285° to 3760, then climbing left turn direct DSD VORTAC. Thence . . . .
TAKEOFF RUNWAY 33: Climb on heading 337° to 3760, then climbing left turn direct DSD VORTAC. Thence . . . .
. . . . cross DSD VORTAC at or above MEA/MCA for route of flight.

TAKEOFF MINIMUMS
Rwy 11: Standard with minimum climb of 500’ per NM to 3760 then climb 400’ per NM to 9000.
Rwy 15: Standard with minimum climb of 500’ per NM to 3760 then climb 480’ per NM to 9000.
Rwy 29: Standard with minimum climb of 500’ per NM to 3760 then climb 475’ per NM to 9000.
Rwy 33: Standard with minimum climb of 500’ per NM to 3760 then climb 430’ per NM to 9000.

NOTE: GPS required.
NOTE: RNAV 1.
ILS or LOC RWY 5
PULLMAN/MOSCOW RGNL (PUW)

MISSED APPROACH: Climb to 3460 then climbing left turn to 6000 direct PUW VOR/DME, continue climb-in-hold to 6000.

# Missed approach requires minimum climb of 222 feet per NM to 4180.

For inop ALS, increase S-ILS 5 all Cats visibility to RVR 4500 and S-LOC 5 Cat C/D visibility to 1½ SM.

† RVR 1800 authorized with use of FD or AP or HUD to DA.

DME required.

MALSR

For inop ALS, increase S-ILS 5 all Cats visibility to RVR 4500 and S-LOC 5 Cat C/D visibility to 1½ SM.

† RVR 1800 authorized with use of FD or AP or HUD to DA.

DME required.

MISSED APPROACH: Climb to 3460 then climbing left turn to 6000 direct PUW VOR/DME, continue climb-in-hold to 6000.

# Missed approach requires minimum climb of 222 feet per NM to 4180.

For inop ALS, increase S-ILS 5 all Cats visibility to RVR 4500 and S-LOC 5 Cat C/D visibility to 1½ SM.

† RVR 1800 authorized with use of FD or AP or HUD to DA.

DME required.

MISSED APPROACH: Climb to 3460 then climbing left turn to 6000 direct PUW VOR/DME, continue climb-in-hold to 6000.

# Missed approach requires minimum climb of 222 feet per NM to 4180.

For inop ALS, increase S-ILS 5 all Cats visibility to RVR 4500 and S-LOC 5 Cat C/D visibility to 1½ SM.

† RVR 1800 authorized with use of FD or AP or HUD to DA.

DME required.

MISSED APPROACH: Climb to 3460 then climbing left turn to 6000 direct PUW VOR/DME, continue climb-in-hold to 6000.

# Missed approach requires minimum climb of 222 feet per NM to 4180.

For inop ALS, increase S-ILS 5 all Cats visibility to RVR 4500 and S-LOC 5 Cat C/D visibility to 1½ SM.

† RVR 1800 authorized with use of FD or AP or HUD to DA.

DME required.
RNAV (RNP) Z RWY 23

PULLMAN/MOSCOW RGNL (PUW)

For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 50°C.

Procedure NA for arrivals at JETTS on V536 northeast bound.

See planview for multiple IF locations.

AUTHORIZATION REQUIRED
### RNAV (GPS) RWY 5

**PULLMAN/MOSCOW RGNL (PUW)**

### Holding Pattern

- **ELEV** 2567
- **TDZE** 2567

#### ASOS

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>LPV DA</td>
<td>2767/24</td>
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<td>LPV DA</td>
<td>2846/24</td>
<td>279 (300-½)</td>
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<td>LNAV MDA</td>
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<td>CIRCLING</td>
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<td>3120-1</td>
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</table>

### For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 20° C or above 54° C. For inop ALS, increase LPV all Cots visibility to RVR 4500 and LNAV Cat C/D visibility to 1½ SM.

### MISSED APPROACH: Climb to 3460 then climbing left turn to 5400 direct PLUUR and hold. #Missed approach requires minimum climb of 250 feet per NM to 4800.
RNAV (GPS) Y RWY 23
PULLMAN/MOSCOW RGNL (PUW)

Final approach course offset 9.42°.

Rwy 23 helicopter visibility reduction below 1 SM NA. Straight-in to Rwy 23 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

Procedure NA for arrivals at:
- JETTS on V536 northeast bound.
- WAZOO on V187 northeast bound.
- CEPER on V187 northeast bound.

Procedure NA for arrivals on PUW:
- VOR/DME airway radials 033 CW 120.
- On MQG VOR/DME airway radials 300 CW 054.

Procedure NA for arrival on PUW:
- Approach using RNP APCH-GPS. VGSI glidepath until threshold.
- For arrivals at JETTS on V536 northeast bound.
- For arrivals at CEPER on V187 northeast bound.

Holding Pattern
- 5 NM Holding Pattern
- 5300 NAPT (3.5°)
- 5000 NAP (7.4°)
- 5000 NAP (18.9°)
- 6000 NAP (17.3°)

Final approach course offset 9.42°.
Procedure NA at night.

Rwy 5 helicopter visibility reduction below 1 SM NA.

Inop table does not apply to S-5 and SODME fix minimums Cats A/B.

For inop ALS, increase S-5 SODME fix minimums Cat C/D visibility to 1 3/4 SM.

DME required.

**MALSR**

**MISSING APPROACH:** Climbing left turn to 6000 direct PUW VOR/DME and hold, continue climb-in-hold to 6000.

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<thead>
<tr>
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<th>SEATTLE CENTER</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>135.675</td>
<td>123.95</td>
<td>122.8 (CTAF)</td>
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</tbody>
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**APP CRS** TCH 50

**Rwy Idg**

**TDZE**

**Apt Elev**

**2593**

**SODME PUW 3.7**

**PULLMAN**

**SODME Fix Minimums**

**Cat C/D Visibility to 1 3/4 SM**

**S-5**

**3220-50 653 (700-1)**

**3220-1 653 (700-1)**

**3420-2 853 (900-2)***

**CIRCLING**

**3080-1 513 (600-1)**

**3140-1 573 (600-1)***

**3420-2 853 (900-2)***

**REM A 10**

**11 JUL 2024 to 05 SEP 2024**

**NW-1**

**MALSR**

**For inop ALS, increase S-5 SODME fix minimums Cat C/D visibility to 1 SM.**

**Inop table does not apply to S-5 and SODME fix minimums Cats A/B.**

**Rwy 5 helicopter visibility reduction below 1 SM NA.**

**Procedure NA at night.**

**SODME Fix Minimums**

**S-5**

**3040-50 473 (500-1)**

**3120-1 553 (600-1)**

**3420-2 853 (900-2)***

**CIRCLING**

**3080-1 513 (600-1)**

**3140-1 573 (600-1)***

**3420-2 853 (900-2)***

**CIRCLING**

**46°45'N-117°07'W**

**639**
RNAV (GPS) RWY 35
PIERCE COUNTY-THUN FLD (PLU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA with McChord Fld altimeter setting. When local altimeter not received, use McChord Fld altimeter setting and increase all DA 49 feet and increase LPV and LNAV/VNAV visibilities ½ mile; increase all MDA 60 feet.

Procedure NA for arrivals at ALDER on V495 southbound and V204 westbound.

Procedure NA for arrivals at ARWEL on V187 westbound.

PROCEDURE NA for arrivals at ALDER on V495 southbound and V204 westbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA with McChord Fld altimeter setting. When local altimeter not received, use McChord Fld altimeter setting and increase all DA 49 feet and increase LPV and LNAV/VNAV visibilities ½ mile; increase all MDA 60 feet.

Procedure NA for arrivals at ALDER on V495 southbound and V204 westbound.

Procedure NA for arrivals at TCM VORTAC on V187 westbound.

AWOS-3
128.575

SEATTLE APP CON
126.5
377.15

CLNC DEL
121.85

UNICOM
122.7 (CTAF)

Missed Approach: Climb to 1900 then climbing left turn to 3800 direct ARWEL and hold.

Diagram of RNAV (GPS) RWY 35 at PIERCE COUNTY-THUN FLD (PLU)
Boro-VNAV NA when using Saratoga altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 44°C (111°F). Circling NA northwest of Rwy 4-22. DME/DME RNP-0.3 NA. VDP NA when using Saratoga altimeter setting. When local altimeter setting not received, use Saratoga altimeter setting and increase all DA 91 feet, and LPV visibility ½ mile, and LNAV/VNAV visibility 1 mile; increase all MDA 100 feet and LNAV visibility Cat B ¾ mile, Cats C and D ⅜ mile, Circling visibility Cats B and C ⅝ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 11700 direct EFWOV and on track 258° to CKW VOR/DME and hold, continue climb-in-hold to 11700.
ILS or LOC RWY 23

REDMOND TOWER

Amdt 5B 14JUL22

Category

T

3440-2°

3440-2°

226°

REIL Rwys 5, 11, and 29

HIIRL Rwy 5-23

MIIRL Rwy 11-29

44°15'N-121°09'W

643
RNAV (RNP) Z RWY 5
ROBERTS FLD (RDM)

For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 53°C.

MISSED APPROACH: Climb to 9500 on track 046° to RARBE right turn to HITGU and on track 175° to SAKKO and hold, continue climb-in-hold to 9500.

NA below -17°C or above 33°C.

For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 53°C.

MISSED APPROACH: Climb to 9500 on track 046° to RARBE right turn to HITGU and on track 175° to SAKKO and hold, continue climb-in-hold to 9500.

Procedure NA for arrivals at WISSL on V269-536 westbound.

Procedure NA for arrivals at EENIE on V536 northeast bound.

Procedure NA for arrivals at FESOD on V25 southbound.

See plan view for multiple IF locations.

For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 53°C.

MISSED APPROACH: Climb to 9500 on track 046° to RARBE right turn to HITGU and on track 175° to SAKKO and hold, continue climb-in-hold to 9500.

MISSED APPROACH: Climb to 9500 on track 046° to RARBE right turn to HITGU and on track 175° to SAKKO and hold, continue climb-in-hold to 9500.

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MISSED APPROACH: Climb to 9500 on track 046° to RARBE right turn to HITGU and on track 175° to SAKKO and hold, continue climb-in-hold to 9500.

MISSED APPROACH: Climb to 9500 on track 046° to RARBE right turn to HITGU and on track 175° to SAKKO and hold, continue climb-in-hold to 9500.

MISSED APPROACH: Climb to 9500 on track 046° to RARBE right turn to HITGU and on track 175° to SAKKO and hold, continue climb-in-hold to 9500.

MISSED APPROACH: Climb to 9500 on track 046° to RARBE right turn to HITGU and on track 175° to SAKKO and hold, continue climb-in-hold to 9500.

MISSED APPROACH: Climb to 9500 on track 046° to RARBE right turn to HITGU and on track 175° to SAKKO and hold, continue climb-in-hold to 9500.
RNAV (RNP) Z RWY 23
ROBERTS FLD (RDM)

AUTHORIZATION REQUIRED

For uncompensated Baro-VNAV systems, procedure NA below -20°C (4°F) or above 53°C (129°F). For inop MALS, increase RNP 0.10 all Cats visibility to ¾ mile. RF required. GPS required.

MISSED APPROACH: Climb to 8500 on track 226° to TIKNE left turn to PUKAJ and on track 090° to URBIA and hold, continue climb-in-hold to 8500.

See planview for multiple IF locations.
RNAV (GPS) Y RWY 5
ROBERTS FLD (RDM)

MISSED APPROACH: Climb to 9500 direct COFMO and on track 136° to SAKKO and hold, continue climb-in-hold to 9500.

Procedure NA for arrivals at HORN on V165 northwest bound.
Procedure NA for arrivals at WISSL on T355 northwest bound.
Procedure NA for arrivals at COPRI on V25 and T261 northbound.

Procedure NA for arrivals at COPPR on V595 southbound.
Procedure NA for arrivals at SAKKO on V269 eastbound.

Procedure NA for arrivals at OCTAD on V25 southbound.

RNAV (GPS) Y RWY 5
ROBERTS FLD (RDM)

RNAV (GPS) Y RWY 5
ROBERTS FLD (RDM)

RNAV (GPS) Y RWY 5
ROBERTS FLD (RDM)

RNAV (GPS) Y RWY 5
ROBERTS FLD (RDM)
RNAV (GPS) Y RWY 23
ROBERTS FLD (RDM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 53°C (128°F).

DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV CATs visibility to 7 SM and LNAV CAT C/D visibility to 1 SM.

RNAV (GPS) Y RWY 23
ROBERTS FLD (RDM)

LNAV/VNAV NA below -20°C (-4°F) or above 53°C (128°F).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 53°C (128°F).

DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV CATs visibility to 7 SM and LNAV CAT C/D visibility to 1 SM.

RNAV (GPS) Y RWY 23
ROBERTS FLD (RDM)

LNAV/VNAV NA below -20°C (-4°F) or above 53°C (128°F).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 53°C (128°F).

DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV CATs visibility to 7 SM and LNAV CAT C/D visibility to 1 SM.

RNAV (GPS) Y RWY 23
ROBERTS FLD (RDM)

LNAV/VNAV NA below -20°C (-4°F) or above 53°C (128°F).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 53°C (128°F).

DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV CATs visibility to 7 SM and LNAV CAT C/D visibility to 1 SM.

RNAV (GPS) Y RWY 23
ROBERTS FLD (RDM)

LNAV/VNAV NA below -20°C (-4°F) or above 53°C (128°F).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 53°C (128°F).

DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV CATs visibility to 7 SM and LNAV CAT C/D visibility to 1 SM.

RNAV (GPS) Y RWY 23
ROBERTS FLD (RDM)

LNAV/VNAV NA below -20°C (-4°F) or above 53°C (128°F).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 53°C (128°F).

DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV CATs visibility to 7 SM and LNAV CAT C/D visibility to 1 SM.
RNAV (GPS) Y RWY 29
ROBERTS FLD (RDM)

4000
5000
4000
23222

REDMOND, OREGON
AL-345 (FAA)

APP CRS
288°

Rwy Idg
TDZE
Apt Elev
7006
3080
3080

ELEV
3080
TDZE
3080

RNP APCH.

SEATTLE CENTER
126.15 269.475

REDMOND TOWER*
124.5 (CTAF) 256.8

GND CON
121.8

UNICOM
122.95

Missted Approach: Climb to 4000 then climbing right turn to 7000 direct YONKU and hold, continue climb-in-hold to 7000.

18° N 121° W

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<td>REDMOND TOWER*</td>
<td>124.5 (CTAF) 256.8</td>
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<td>GND CON</td>
<td>121.8</td>
</tr>
<tr>
<td>UNICOM</td>
<td>122.95</td>
</tr>
</tbody>
</table>

Miscellaneous and Descent Angles

- LNAV MDA: 3560-1
- 480 (500-1)
- 3560-1 1/2
- 480 (500-1)
- NA

- CIRCLING: 3560-1
- 480 (500-1)
- 3640-1 1/2
- 560 (600-1 1/2)
- NA

Procedure NA for arrivals on DSD VORTAC radials 030 CW 181.

Procedure NA for arrivals at FUFQO on V269 eastbound.

Procedure NA for arrivals at POCIT on V165 southeast bound.

Procedure NA for departures.

Procedure NA for departures.

Procedure NA for departures.

Procedure NA for departures.

Procedure NA for departures.
RNAV (GPS) Z RWY 29
ROBERTS FLD (RDM)

MISSED APPROACH: Climb to 4000 then climbing right turn to 7000 direct YONKU and hold, continue climb-in-hold to 7000.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 43°C.

Procedure NA for arrivals at RW29 RNAV (GPS) Z RWY 29 (RDM) 6300 (7.2) Holding Pattern

For uncompensated Baro-VNAV systems, LNAV/VNAV NA and hold, continue climb-in-hold to 7000.

ATIS 119.025
SEATTLE CENTER 126.15 269.475
REDMOND TOWER 124.5 (CTAF) 256.8
GND CON 121.8
UNICOM 122.95

RNAV (GPS) Z RWY 29
ROBERTS FLD (RDM)

REDMOND, OREGON
AL-345 (FAA) 23222

NW-1, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use Bend altimeter setting and increase all MDA 80 feet and visibility Cats C and D ½ mile.

**VOR-A**

**ROBERTS FLD (RDM)**

MISSED APPROACH: Climb to 4100 then climbing right turn to 7900 on heading 220° and on DSD VORTAC R-143 to DSD VORTAC and hold.

REDMOND, OREGON

**ATIS**

| 119.025 |

**SEATTLE CENTER**

| 126.15 | 269.475 |

**REDMOND TOWER**

* 124.5 (CTAF) 256.8 |

**GND CON**

| 121.8 |

**UNICOM**

| 122.95 |

**ELEV 3080**

**Remain within 10 NM**

- VORTAC 7900 hdg 220° DSD R-143 DSD 4100
- UCIBA DSD 6.1

**FAF to MAP 6.1 NM**

**CATEGORY**

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<tr>
<th>A</th>
<th>B</th>
<th>C</th>
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<tr>
<td>CIRCLING</td>
<td>3660-1</td>
<td>580 (600-1)</td>
<td>3760-1 1/4</td>
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<td>680 (700-2 1/4)</td>
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**KNOTS**

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<td>3:03</td>
<td>2:26</td>
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</table>

**Min:Sec**

| 6:06 |

**REDMOND, OREGON**

**Amdt 6 24JUL14**

**44°15'N-121°09'W**
JUNIPER VISUAL RWY 23

PROCEDURE NOT AUTHORIZED AT NIGHT

Weather Minimums: 6400 feet ceiling and 8 miles visibility.

Vertical Guidance Navaid and angle:
LOC I-RDM (GS 3.00°)
PAPI (P4L) (3.00°)

PROCEDURE NOT AUTHORIZED AT NIGHT
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ATIS 119.025
REDMOND TOWER
124.5 256.8
GND CON
121.8

HANGARS
FBO
GA NORTH RAMP
TERMINAL
AIR CARRIER RAMP
GA SOUTH RAMP

FOREST SERVICE
U.S. FOREST SERVICE RAMP
FIRE STATION

PCN 42 F/A/X/T
RWY 05-23
PCN 52 F/A/X/T
RWY 11-29

NW-1, 11 JUL 2024 to 05 SEP 2024

REDMOND FLIGHT (RDM)
REDMOND, OREGON
23222
AIRPORT DIAGRAM
AIRPORT DIAGRAM

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

ATIS
119.025
REDMOND TOWER
124.5 256.8
GND CON
121.8

HANGARS
FBO
GA NORTH RAMP
TERMINAL
AIR CARRIER RAMP
GA SOUTH RAMP

FOREST SERVICE
U.S. FOREST SERVICE RAMP
FIRE STATION

PCN 42 F/A/X/T
RWY 05-23
PCN 52 F/A/X/T
RWY 11-29

NW-1, 11 JUL 2024 to 05 SEP 2024

REDMOND FLIGHT (RDM)
REDMOND, OREGON
23222
AIRPORT DIAGRAM
AIRPORT DIAGRAM

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
REDMOND THREE DEPARTURE

ATTIS 119.025
GND CON 121.8
REDMOND TOWER* 124.5 256.8
SEATTLE CENTER 126.15 269.475

TOP ALTITUDE: ASSIGNED BY ATC

CHAN 94
114.7 PDT
PENDLETON

CHAN 92 (Y)
114.55 ILR
WILDHORSE

CHAN 113
112.3 LTJ
KLICKITAT

CHAN 70

CHAN 94

CHAN 121
117.4 UBG
NEWBERG

CHAN 70

CHAN 123
117.6 DSD
DESHUTES

CHAN 103

CHAN 106
115.9 UMB
KLAMATH FALLS

CHAN 57

CHAN 83
113.6 OED
ROGUE VALLEY

CHAN 83

CHAN 76
112.9 EUG
EUGENE

CHAN 76

CHAN 101
115.4 CVO
CORVALLIS

CHAN 101

CHAN 113
116.6 BTG
BATTLE GROUND

CHAN 113

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on assigned heading for RADAR vectors to assigned route/fix, thence...

TAKEOFF RUNWAY 11: Climb on assigned heading for RADAR vectors to assigned route/fix, thence...

TAKEOFF RUNWAY 23: Climb on assigned heading for RADAR vectors to assigned route/fix, thence...

TAKEOFF RUNWAY 29: Climb on assigned heading for RADAR vectors to assigned route/fix, thence...

... maintain assigned altitude, expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no contact with Seattle Center after reaching 7000, continue climbing to assigned altitude direct DSD VORTAC. Climb in DSD VORTAC holding pattern to cross DSD VORTAC at or above MEA/MCA before proceeding on course.
RNAV (GPS) RWY 34
RENTON MUNI (RNT)

**RNAV (GPS) RWY 34**

**RENTON, WASHINGTON**

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

**SEATTLE APP CON**
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<tbody>
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<td>123.9 338.2 (RWY 16)</td>
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**RENTON TOWER**
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<td>121.6</td>
<td>256.9</td>
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<tr>
<td>122.95</td>
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</tr>
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</table>

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

**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.**

**VGSI required, remain on or above VGSI glidepath until threshold.**

**RNAV (GPS) RWY 34**

**RNAV (GPS) RWY 34**

**Category:** B

**Time:**
<table>
<thead>
<tr>
<th>LNAV MDA</th>
<th>CIRCLING</th>
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<td>840-1</td>
<td>840-1/4</td>
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<td>810 (900-1)</td>
<td>920 (900-1/4)</td>
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**Other:**
<table>
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<th>C</th>
<th>D</th>
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<tr>
<td>LNAV MDA</td>
<td>840-1</td>
<td>840-1/4</td>
<td>840-2/1</td>
<td>NA</td>
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<td>CIRCLING</td>
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<td>828 (900-1/4)</td>
<td>920 (900-1/4)</td>
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**Amdt 1 24MAR22**

**NW-1 11 JUL 2024 to 05 SEP 2024**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**NW-1, 11 JUL 2024 to 05 SEP 2024**
Rwy 16 helicopter visibility reduction below 3/4 SM NA. Circling NA west of Rwy 16-34. Circling Rwy 34 NA at night.

Procedure NA for arrival on PAE VOR/DME airway radials 163 CW 236.

MISSED APPROACH: Climbing left turn to 2500 direct BLAKO and hold.

RNP APCH - GPS.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>SEATTLE APP CON</th>
<th>RENTON TOWER*</th>
<th>GND CON</th>
<th>UNICOM</th>
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<tr>
<td>126.95</td>
<td>123.9 338.2(RWY 16) 125.9 306.9(RWY 34)</td>
<td>124.7 (CTAF) 256.9</td>
<td>121.6 256.9</td>
<td>122.95</td>
</tr>
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</table>

NW-1, 11 JUL 2024 to 05 SEP 2024

MIRL Rwy 16-34
REIL Rwys 16 and 34

Category A B C D
LNAV MDA 780-1 780-1/4 780-2 754 (800-1)
CIRCLING 860-1/4 828 (900-1/4) 920-1/4 968 (1000-3) NA
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwy 16: NA - ATC.
Rwy 34: Standard with minimum climb of 330' per NM to 2700.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34: Climb heading 350°, maintain 3000, for RADAR vectors, expect filed altitude within 5 minutes after departure.

LOST COMMUNICATIONS: If no contact with Seattle Departure Control within 3 minutes after departure, climbing left turn direct PAE VOR/DME, continue climb-in PAE VOR/DME holding pattern to cross PAE VOR/DME at or above MEA/MCA for direction of flight.
NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 16: Standard with a minimum climb of 405' per NM to 800.
Rwy 34: NA- ATC.

TAKEOFF RUNWAY 16: Climb heading 150° to 1000, then climbing left turn heading 130°, expect RADAR vectors, maintain 3000, expect filed altitude within 5 minutes after departure.

LOST COMMUNICATIONS: If no contact with Seattle Departure Control within 3 minutes after departure, climbing right turn direct SEA VORTAC, continue climb-in SEA VORTAC holding pattern to cross SEA VORTAC at or above MEA/MCA for direction of flight before proceeding on course.
Rwy 35 helicopter visibility reduction below 1 SM NA.  
Straight-in Rwy 35 NA at night, Circling Rwy 35 NA at night.

MISSED APPROACH: Climb to 6200 then climbing left 
turn to 7100 on IDA R-016 to CASUK INT/IDA 14.8 DME
and hold.

ASOS  
135.075

SALT LAKE CENTER  
128.35  239.25

UNICOM  
122.8 (CTAF)

**VOR RWY 35**

REXBURG-MADISON COUNTY (RXE)

** Category **

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<td>S-35</td>
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<td>5680-1 818 (900-1)</td>
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**CIRCLING**

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<td>5760-3 898 (900-3)</td>
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</table>

**ELEV**

4862

**TDZE**

4862

**REIL**

Rwy 35

**MIRL**

Rwy 17-35

**CASUK INT**

Procedures NA.

**ASOS**

135.075

**SALT LAKE CENTER**

128.35  239.25

**UNICOM**

122.8 (CTAF)

**Remarks**

- Rwy 35 helicopter visibility reduction below 1 SM NA.
- Straight-in Rwy 35 NA at night, Circling Rwy 35 NA at night.
- MISSED APPROACH: Climb to 6200 then climbing left
  turn to 7100 on IDA R-016 to CASUK INT/IDA 14.8 DME
  and hold.

**Location**

REXBURG, IDAHO

Amdt 4B  03JAN19

**50°N-111°48′W**
RNAV (GPS) RWY 26
RICHLAND (RLD)

When local altimeter setting not received, use Pasco altimeter setting and increase all DA 21 feet and all MDA 40 feet and increase LNAV/VNAV Cats A and B visibility ½ mile, Circling Cat C visibility ½ mile, Baro-VNAV NA when using Pasco altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 41°C (107°F). Rwy 26 helicopter visibility reduction below ¼ SM NA.

Procedure NA for arrivals at PSC VOR/DME on V187 southwest bound and on V281 southeast bound.

MISSED APPROACH: Climb to 900 then climbing right turn to 3500 direct NIALS and hold.

**RNAV (GPS) RWY 26**
RICHLAND (RLD)

AWOS-3PT
132.675
SPOKANE APP CON *
128.75 377.2
CLNC DEL
122.4
UNICOM
122.7 (CTAF) *
**RNAV (GPS) Y RWY 19**

**RICHLAND (RLD)**

**APP CRS**

- **189°**

**Apt Elev**

- 394

**TDZE**

- 390

**Rwy Idg**

- 4009

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 41°C (106°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pasco altimeter setting and increase all DA 21 feet and all MDA 40 feet and increase LNAV Cat A visibility ⅛ mile, Cat C and D ½ mile, and Circling Cat C visibility ⅛ mile. For inop MALs increase LNAV/VNAV Cat D visibility to 1 ⅞ mile, LNAV Cat C and D visibility to 2 ⅜ mile. When using Pasco altimeter setting increase LNAV/VNAV all Cats visibility to 1 ⅞ mile, LNAV Cat C and D visibility to 2 ⅜ mile. VDP and Baro-VNAV NA when using Pasco altimeter setting. Helicopter visibility reduction below ⅛ mile SM NA.**

**MALS**

- MISSED APPROACH: Climbing right turn 4000 direct BAKCA and hold, continue climb-in-hold to 4000.

**UNICOM**

- 122.7 (CTAF)

**UNICOM**

- 122.7 (CTAF)

**ELEV**

- 394

**TDZE**

- 390

**AWOS-3PT**

- 132.675

**SPOKANE APP CON**

- 128.75 377.2

**CLNC DEL**

- 122.4

**Procedure NA for arrivals at NIALS on V281 southeast bound.**

**Procedure NA for arrivals at BAKCA and hold, continue climb-in-hold to 4000.**

**Procedure NA for arrivals at NIALS on V187 northwest bound.**

**RNAV (GPS) Y RWY 19**

**RICHLAND (RLD)**

**Amdt 2 13NOV14**

**AL-5966 (FAA)**

**RW19**

- 2100

**4 NM**

- 4000

**093°**

- 009°

**189°**

- 189°

**2100**

- 2100

**4900**

**GP 3.00°**

- TCH 40

**CATEGORY**

- A  B  C  D

**[LNAV][VNAV] DA**

- 861-1 3/8 471 (500-1 3/4)

**LNAV MDA**

- 1240-¾ 1240-1 1240-2 850 (900-2)

**CIRCLING**

- 1240-1 ¾ 846 (900-1 4)

**Pasco altimeter setting. Helicopter visibility reduction below ⅛ mile SM NA.**

**LNAV Cat A visibility ⅛ mile, Cat C and D visibility ½ mile, and Circling Cat C visibility ⅛ mile. For inop MALs increase LNAV/VNAV Cat D visibility to 1 ⅞ mile, LNAV Cat C and D visibility to 2 ⅜ mile. When using Pasco altimeter setting increase LNAV/VNAV all Cats visibility to 1 ⅞ mile, LNAV Cat C and D visibility to 2 ⅛ mile. VDP and Baro-VNAV NA when using Pasco altimeter setting. Helicopter visibility reduction below ⅛ mile SM NA.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 41°C (106°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pasco altimeter setting and increase all DA 21 feet and all MDA 40 feet and increase LNAV Cat A visibility ⅛ mile, Cat C and D ½ mile, and Circling Cat C visibility ⅛ mile. For inop MALs increase LNAV/VNAV Cat D visibility to 1 ⅞ mile, LNAV Cat C and D visibility to 2 ⅜ mile. When using Pasco altimeter setting increase LNAV/VNAV all Cats visibility to 1 ⅞ mile, LNAV Cat C and D visibility to 2 ⅜ mile. VDP and Baro-VNAV NA when using Pasco altimeter setting. Helicopter visibility reduction below ⅛ mile SM NA.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 41°C (106°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pasco altimeter setting and increase all DA 21 feet and all MDA 40 feet and increase LNAV Cat A visibility ⅛ mile, Cat C and D ½ mile, and Circling Cat C visibility ⅛ mile. For inop MALs increase LNAV/VNAV Cat D visibility to 1 ⅞ mile, LNAV Cat C and D visibility to 2 ⅜ mile. When using Pasco altimeter setting increase LNAV/VNAV all Cats visibility to 1 ⅞ mile, LNAV Cat C and D visibility to 2 ⅜ mile. VDP and Baro-VNAV NA when using Pasco altimeter setting. Helicopter visibility reduction below ⅛ mile SM NA.**

**RNAV (GPS) Y RWY 19**

**RICHLAND (RLD)**

**AWOS-3PT**

- 132.675

**SPOKANE APP CON**

- 128.75 377.2

**CLNC DEL**

- 122.4

**UNICOM**

- 122.7 (CTAF)

**ELEV**

- 394

**TDZE**

- 390

**AWOS-3PT**

- 132.675

**SPOKANE APP CON**

- 128.75 377.2

**CLNC DEL**

- 122.4

**UNICOM**

- 122.7 (CTAF)

**ELEV**

- 394

**TDZE**

- 390

**AWOS-3PT**

- 132.675

**SPOKANE APP CON**

- 128.75 377.2

**CLNC DEL**

- 122.4

**UNICOM**

- 122.7 (CTAF)

**ELEV**

- 394

**TDZE**

- 390

**AWOS-3PT**

- 132.675

**SPOKANE APP CON**

- 128.75 377.2

**CLNC DEL**

- 122.4

**UNICOM**

- 122.7 (CTAF)

**ELEV**

- 394

**TDZE**

- 390

**AWOS-3PT**

- 132.675

**SPOKANE APP CON**

- 128.75 377.2

**CLNC DEL**

- 122.4

**UNICOM**

- 122.7 (CTAF)
RNAV (GPS) Z RWY 19
RICHLAND (RLD)

**WARNING**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 41°C (106°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pasco altimeter setting and increase all DA 21 feet and all MDA 40 feet. Increase LNAV Cat C and D visibility ½ mile and Circling Cat C ½ mile. For inop MALS increase LNAV/VNAV all Cats visibility to ½ mile and increase LNAV Cat D visibility to 1 ½ mile. Helicopter visibility reduction below ⅓ SM NA. VDP and Baro/VNAV NA when using Pasco altimeter setting. For inoperative MALS when using Pasco altimeter setting increase LNAV/VNAV all Cats visibility to ½ mile and LNAV C and D visibility to 1 ½ mile.

*Missed approach requires minimum climb of 340 feet per NM to 2000; if unable to meet climb gradient see RNAV (GPS) Y RWY 19.*

**MALS**
MISSED APPROACH: Climb to 900 then climbing right turn to 4000 direct BAKCA and hold, continue climb-in-hold to 4000.

**AWOS-3PT**
132.675
**SPOKANE APP CON** *
128.75 377.2
**CLNC DEL**
122.4
**UNICOM**
122.7 (CTAF)

NoPT for arrival at BAKCA on V281 southeast bound.

**Regarding Amdt 1, 13NOV14:**

- **RNAV (GPS) Z RWY 19**
- **Location:** Richland, Washington
- **Altitude:** 394
- **UNICOM:** 122.7 (CTAF)

**Procedure NA for arrivals at NIALS on V187 northwest bound.**

**ELEV 394**
**TDZE 390**

**RNAV (GPS) Z RWY 19**
**Richland (RLD)**

**Amdt 1, 13NOV14**
LOC RWY 19
RICHLAND (RLD)

MISSED APPROACH: Climbing right turn to 4000 on heading 045° and on PSC VOR/DME R-337 to BAKCA INT/I-RLD 13.7 DME and hold, continue climb-in-hold to 4000.

NoPT for arrival at BAKCA on V281 southeast bound.

AWOS-3PT 132.675
SPOKANE APP CON 128.75 377.2
CLNC DEL 122.4
UNICOM 122.7 (CTAF)

HOTUX INT I-RLD 3.6
JUDUB I-RLD 1

VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 30).

One Minute Holding Pattern

Rwy 19 helicopter visibility reduction below ½ SM NA. Inop table does not apply to S-19 Cat C. For inop ALS increase HOTUX fix minimums S-19 Cat D visibility ½ SM.

AWOS-3PT
SPOKANE APP CON
CLNC DEL
UNICOM

HOLD 4000

MSA PSC 25 NM

532

HOTUX INT I-RLD 3.6
JUDUB I-RLD 1

JUDUB I-RLD 1

4000 PSC R-337

BAKCA I-RLD 13.7

PASCO 113.75 PSC

R-337

BAKCA I-RLD 13.7

WALLA WALLA 116.4 ALW

Chan 111

BAKCA INT/I-RLD 13.7 DME

I-RLD 3.6

HOTUX INT I-RLD 3.6

JUDUB I-RLD 1

4000

PENDERGRASS 2276 (IF/IAF)

PSC

LOCLIZER 110.5 I-RLD

Chan 42

RI-RLD 3.6

CLNC DEL 122.4

AWOS-3PT

SPOKANE APP CON

MIRL Rwy 1-19 and 8-26

REIL Rwys 1 and 19

MIRL Rwy 1-19 and 8-26

FAF to MAP 5 NM

Category

A

B

C

D

S-19

1300-1

910 (1000-1)

910 (1000-2½)

910 (1000-2½)

1940-3

1300-2½

1300-2½

1546 (1600-3)

HOTUX FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)

S-19

880-3/4

490 (500-3/4)

880-1/8

490 (500-1/4)

CIRCLING

920-1

526 (600-1)

1000-1

1200-2¼

806 (900-2¼)

1940-3

1546 (1600-3)

CIRCLING

1.1 NM

1.5 NM

2.4 NM

3.6 NM

4.0 NM

3.02°

HOTUX INT

631±

2100

1300

189°

HOLD 4000

MIN:SEC

Knots

60 90 120 150 180

5:00 3:20 2:30 2:00 1:40

666
When local altimeter setting not received, use Pasco altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct PSC VOR/DME and hold.

AWOS-3PT
132.675

SPOKANE APP CON *
128.75 377.2

CLNC DEL
122.4

UNICOM
122.7 (CTAF)

VOR/DME-A
RICHLAND (RLD)

RICHLAND, WASHINGTON

AWOS-3PT
132.675

SPOKANE APP CON *
128.75 377.2

CLNC DEL
122.4

UNICOM
122.7 (CTAF)

46°18'N-119°18'W

667
When local altimeter setting not received, use Lander altimeter setting: increase DA to 5713 feet; increase all MDA 60 feet and S-LOC 28 Cat C and D visibility ¼ mile. For inop MALSR, when using Lander altimeter setting, increase S-ILS 28 all Cats visibility to ¼ mile and S-LOC 28 Cat C and D visibility to ⅛ mile. VDP NA when using Lander altimeter setting.

MISSING APPROACH: Climb to 6800 then climbing right turn to 7700 direct RIW VOR/DME and hold, continue climb-in-hold to 7700.

**ASOS**

- 121.425
- 5724
- 0.4%

**SALT LAKE CENTER**

- 133.25
- 285.6

**UNICOM**

- 122.8
- 117.8

**BOYSEN RESERVOIR**

- 110.5
- 104°

**MALSR**

- 117.8
- 8600

**LOCALIZER**

- 110.5
- 104°

**LOCALIZER**

- 114.05
- Channel 87(Y)

**RIVERTON, WYOMING**

- 114.05
- Channel 87(Y)

**BOYSEN RESERVOIR**

- BOYSEN RESERVOIR
- 117.8
- 104°

**CENTRAL WYOMING RGNL (RIW)**

- S-ILS 28
- 5659-½
- 200 (200-½)

- S-LOC 28
- 5880-½
- 421 (400-½)

**MALSR**

- 117.8
- BOYSEN RESERVOIR
- 110.5

**CIRCLING**

- 6000-1
- 484 (500-1)

**CENTRAL WYOMING RGNL (RIW)**

- 43°04′N-108°28′W
RNAV (GPS) RWY 10
CENTRAL WYOMING RGNL (RIW)

**UNICOM** 122.8 (CTAF)

**ASOS** 121.425

**SALT LAKE CENTER** 133.25 285.6

**ELEV** 5516

**TDZE** 5516

---

**Category**

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<td>6000-1</td>
<td>484 (500-1)</td>
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**MISSED APPROACH:** Climb to 8600 direct DONVY and hold.

**Nota:**
- DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lander altimeter setting and increase all DA 54 feet and all MDA 60 feet, and increase LPV and LNAV/VNAV all Cats visibility ½ mile and increase LNAV Cat C/D visibility ½ mile. Baro-VNAV and VDP NA when using Lander altimeter setting. RWy 10 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 48°C (118°F).
**RNAV (GPS) RWY 28**

**CENTRAL WyOMING RGNL (RIW)**

---

**RNP APCH - GPS**

- **Baro-VNAV and VDP NA when using Lander altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 48°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to ½ mile and LNAV Cat C and D visibility to 1 mile. When local altimeter setting not received, use Lander altimeter setting: increase LPV DA to 5713 feet, LNAV/VNAV DA to 5763 and all visibilities ½ mile; increase all MDA 60 feet and LNAV Cat C and D visibility ¼ mile. For inop MALSR, when using Lander altimeter setting, increase LPV all Cats visibility to ½ mile and LNAV/VNAV all Cats visibility to 1 mile.

**ASOS**

<p>| | | |</p>
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<tr>
<td>SALT LAKE CENTER</td>
<td>133.25</td>
<td>285.6</td>
</tr>
<tr>
<td>UNICOM</td>
<td>122.8</td>
<td>(CTAF)</td>
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**Procedure NA for arrival on RIW VOR/DME airway radials 072 CW 164.**

---

**MALSR**

**MISSING APPROACH:** Climb to 7900 direct TIDHU and hold.

---

**ELEV 5516**

**TDZE 5459**

---

**Central wyoming RGNL (RIW)**

---

**RNPA-1, 11 JUL 2024 to 05 SEP 2024**
When local altimeter setting not received, use Lander altimeter setting and increase all MDA 60 feet and increase S-10 Cat C and D visibility ½ mile and Circling Cat C visibility ½ mile, increase WUNIB fix minimums Cat C and D visibility ½ mile. Rwys 10 helicopter visibility reduction below ¼ SM NA.

**MISSSED APPROACH:** Climb to 7900 in RW VOR/DME holding pattern.

### Trafic Pattern

**CATEGORY**

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<td>S-10</td>
<td>6000-0.1</td>
<td>6000-1 484 (500-1)</td>
<td>6000-1(^1/2) 484 (500-1(^1/2))</td>
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<tr>
<td>C Circling</td>
<td>6000-0.1</td>
<td>6000-1(^1/2) 484 (500-1(^1/2))</td>
<td>6120-2 604 (600-2)</td>
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**WUNIB FIX MINIMUMS (DME REQUIRED)**

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<th>S-10</th>
<th>5940-0.1</th>
<th>5940-1/4 424 (500-1/4)</th>
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<td>C Circling</td>
<td>6000-0.1</td>
<td>6000-1/2 484 (500-1/2)</td>
<td>6120-2 604 (700-2)</td>
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</table>

**ASOS**

121.425

**SALT LAKE CENTER**

133.25 285.6

**UNICOM**

122.8 (CTAF)

**ELEV**

5516

**TDZE**

5516

**CENTRAL WYOMING RGNL (RIW)**

**VOR RWY 10**

**CENTRAL WYOMING RGNL (RIW)**

**VOR RWY 10**

**RN-11 JUL 2024 to 05 SEP 2024**

**RIW VOR/DME holding pattern.**

**MISSED APPROACH:** Climb to 7900 in RW VOR/DME holding pattern.

**ASOS**

121.425

**SALT LAKE CENTER**

133.25 285.6

**UNICOM**

122.8 (CTAF)

**ELEV**

5516

**TDZE**

5516

**CENTRAL WYOMING RGNL (RIW)**

**VOR RWY 10**

**RN-11 JUL 2024 to 05 SEP 2024**

**RIW VOR/DME holding pattern.**

**MISSED APPROACH:** Climb to 7900 in RW VOR/DME holding pattern.

**ASOS**

121.425

**SALT LAKE CENTER**

133.25 285.6

**UNICOM**

122.8 (CTAF)

**ELEV**

5516

**TDZE**

5516

**CENTRAL WYOMING RGNL (RIW)**

**VOR RWY 10**

**RN-11 JUL 2024 to 05 SEP 2024**

**RIW VOR/DME holding pattern.**

**MISSED APPROACH:** Climb to 7900 in RW VOR/DME holding pattern.
When local altimeter setting not received, use Lander altimeter setting and increase all MDA 60 feet. VDP NA when using Lander altimeter setting. For inop MALSR, increase S-28 Cat C and D visibility to 1½ miles.

MISSED APPROACH: Climb to 7700 in RIW VOR/DME holding pattern.

For inop MALSR, increase S-28 Cat C and D visibility to 1½ miles. Increase all MDA 60 feet. VDP NA when using Lander altimeter setting.

When local altimeter setting not received, use Lander altimeter setting and increase all MDA 60 feet. VDP NA when using Lander altimeter setting.

For inop MALSR, increase S-28 Cat C and D visibility to 1½ miles.

MISSED APPROACH: Climb to 7700 in RIW VOR/DME holding pattern.
MISSED APPROACH: Climb to 7600 then climbing right turn to 9300 direct OCS VOR/DME and hold, continue climb-in-hold to 9300.

AL-353 (FAA)

SOUTHWEST WYOMING RGNL (RKS)

LOC/DME I-RKS
109.3
Chan 30

APP CRS
270°

Rwy Idg
TDZE
Apt Elev
6765

6765

MALS

ILS or LOC RWY 27

SOUTHWEST WYOMING RGNL (RKS)

ASOS
118.375

SALT LAKE CENTER
124.35 353.5

UNICOM
122.8 (CTAF)

ELEV 6765
D

TDZE 6765

090°

10000 to DIGNE
092° (10.5)

11200
9300

8700

090°

7744°

9300

270°

109.3

I-RKS

Chan 30

LOCATOR 109.3

I-RKS 4.9

HEBUM I-RKS 7.7

EPULE I-RKS 11.7

DINGE I-RKS 13.7

LOC A

Use I-RKS DME when on the localizer course.

* LOC only.

7600

9300

OCS

DINE

11200

270°

S-LOC 27

7100-½

335 (400-½)

CIRCLING

7140-1

375 (400-1)

7220-1

455 (500-1½)

7220-1½

455 (500-1½)

7540-2½

10000 X 150

5228 X 75

NW-1, 11 JUL 2024 to 05 SEP 2024

ROCK SPRINGS, WYOMING

Amdt 2A 08NOV18

©10.36’N-109°04’W

ROCK SPRINGS, WYOMING
ROCK SPRINGS, WYOMING
AL-353 (FAA) 21280

VOR RWY 9
SOUTHWEST WYOMING RGNL (RKS)

VOR/DME OCS
116.0
085°

APP CRS
085°

Rwy Idg
10000
TDZE
6741
Apt Elev
6765

DME required.

ASOS
118.375

SALT LAKE CENTER
124.35 353.5

UNICOM
122.8 (CTAF)

NDIS

MISSED APPROACH: Climb to 9300 direct OCS VOR/DME and hold, continue climb-in-hold to 9300.

ASOS
118.375

SALT LAKE CENTER
124.35 353.5

UNICOM
122.8 (CTAF)

NDIS

MISSED APPROACH: Climb to 9300 direct OCS VOR/DME and hold, continue climb-in-hold to 9300.

ROCK SPRINGS, WYOMING

Amdt 3B 30JAN20

NW-1, 11 JUL 2024 to 05 SEP 2024

41°36’N-109°04’W

677
ROCK SPRINGS, WYOMING

VOR/DME OCS
116.0
Chan 107

APP CRS
255°

Rwy Idg
TDZE
Apt Elev
10000
6765
6765

MALSR

ROCK SPRINGS
116.0 OCS
Chan 107

SOUTHWEST WYOMING RGNL (RKS)

VOR/DME RWY 27

MISSED APPROACH: Climb to 7700, then climbing right turn to 9100 direct OCS VOR/DME and hold.

Inoperative table does not apply to Cat D.

ASOS
118.375

SALT LAKE CENTER
124.35
353.5

UNICOM
122.8 (CTAF)

ELEV 6765

TDZE 6765

7921

8026

7744

ROCK SPRINGS
116.0 OCS
Chan 107

GENERAL INFORMATION

CAR Category

A
B
C
D

IAP Procedure

 Từ 1.4 NM
Từ 3 NM
Từ 3 NM
Từ 4 NM

S-27

7040-1/2
275 (300-1/2)

7040-1
275 (300-1)

CIRCLING

7140-1
375 (400-1)

7220-1
455 (500-1)

7220-1/2
455 (500-1/2)

NA

Northwest Wyoming RGNL (RKS)
RNAV (GPS) RWY 16
RONAN (7S)
RNAV (GPS) RWY 34
RONAN (7S)

AWOS-2
119.925

SALT LAKE CITY CENTER
127.075 244.875

ALUNICOM
122.8 (CTAF)

Baro-VNAV NA when using Missoula altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C. Circling NA east of Rwy 16-34. When local altimeter setting not received, use Missoula altimeter setting and increase LPV DA to 3545 and all visibilities 3/8 SM, LNAV/VNAV DA to 3545 and all visibilities 3/8 SM; and increase all MDAs 120 feet.

Procedure NA for arrivals at HANIM on V120 westbound.

Procedure NA for arrivals at ARLEE on V231 southbound.

VGS and RNAV glidepath not coincident (VGI Angle 3.00°/TCH 22).

LNAV only

MIRL Rwy 16-34

RNAV (GPS) RWY 34
RONAN (7S)

Altimeter setting and increase LPV DA to 3545 and all visibilities 3/8 SM, LNAV/VNAV DA to 3545 and all visibilities 3/8 SM; and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 13000 direct PEKBE and on track 255° to QATQI and on track 209° to HANIM and hold, continue climb-in-hold to 13000.
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb to 13000 direct KANAF and via track 180° to CHARL and via track 255° to HANIM and hold, continue climb-in-hold to 13000 before proceeding on course.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34: Climb to 10000 direct CIMRI and on track 335° to TEPSE and on track 342° to ANGIL, continue climb in ANGIL holding pattern to cross ANGIL at or above MEA for route of flight before proceeding on course.

NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 16: NA, see HANIM DEPARTURE
Rwy 34: Standard
684

AL-888 (FAA)

ROSEBURG, OREGON
APP CRS

TDZE

346°

23166

N/A
N/A
533

Rwy Idg
Apt Elev

RNAV (GPS)-B
ROSEBURG RGNL(RBG)

RNP APCH - GPS.
MISSED APPROACH: Climb to 5600 direct IJOZI
T
A

and left turn on track 256° to YILUB and left turn

Circling NA east of Rwy 16-34. Procedure NA at night.

on track 196° to ZUMDO and left turn on track

Rwy 16, 34 helicopter visibility reduction below 1 SM NA.

157° to EROWY and hold.

ASOS

SEATTLE CENTER

UNICOM

135.475

127.55 239.0

122.8(CTAF)L

YILUB

IJOZI

256°
(6.3)

M

SA

42
W3
5N
R
M

19
6
(
6. °
4)

6400

2620
ZUMDO
2640

4250

157°
1)
21.
(

NW-1, 11 JUL 2024 to 05 SEP 2024

NW-1, 11 JUL 2024 to 05 SEP 2024

2553

771
2866
1873

948
RW34

1799

3200

1576

1341
3468

1435

(FAF)

(2.4)

ELEV

EHHIB
1734

on V287 northwest
bound.
CAMAS
5600

3
7
0
0
0
7
6
°
(
6
.
4
)

076°

arrivals at CAMAS

00
56 °
1
05 )
9
5.
(

IJOZI

(IAF)

(IF)

EROWY

IDISY

YILUB

ZUMDO

EROWY
IDISY

tr

tr

tr

256°

196°

157°
EHHIB

VGSI and descent angles not coincident
(VGSI Angle 4.00/TCH 53).

°
6
4
3

OCUKY

5.36°

RW34

2222

3700
559

3300

TCH 53

2700
3.8 NM

CATEGORY

CIRCLING

P

2.4 NM

A

B

1
1700-1
4

1
1700-1
2

1
1
1167 (1200-1
4 ) 1167 (1200-1 2 )

4.4 NM

34

C

D

2020-3

2060-3

1487 (1500-3)

1527 (1600-3)

ROSEBURG, OREGON
Amdt 1 03NOV22

5003 X 100

Procedure NA for

L

L

(4.4)

3300

5600

256°

MIRL Rwy 16-34

346°

ARRIVAL HOLD

5 NM

533

REIL Rwys 16 and 34

16

3200

3230

0.
7 % UP

2700

OCUKY

346°

ROSEBURG RGNL(RBG)
43°14'N-123°21'W

RNAV (GPS)-B


VOR-A
ROSEBURG RGNL (RBG)

Circling not authorized east of Rwy 16-34.
Procedure NA at night.
Rwy 34 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 on RBG VOR/DME
R-337 within 1.5 NM; then climbing left turn to 5000 direct
RBG VOR/DME and hold.

ASOS
135.475

SEATTLE CENTER
127.55  239.0

UNICOM
122.8 (CTAF)

----------------------------------

VOR/DME RBG
108.2
Chan 19

APP CRS
337°

Rwy ldg
tDZ
Apt Elev
N/A
N/A
534

NA

ROSEBURG, OREGON
AL-888 (FAA)

ELEV

534

REIL Rwys 16 and 34
MIRL Rwy 16-34

2620

2640

2553

2866

1799

3200

2797

2222

4250

4021

3290

2696

337°

559

34

337°

34

FAF to MAP 3 NM

Knots
60  90  120  150  180
Min:Sec
3:00  2:00  1:30  1:12  1:00

CATEGORY
A
B
C
D

CIRCLING
2600-1/4
2600-1/2
2600-3
2066 (2100-1/4)
2066 (2100-1/2)
2066 (2100-3)

DME MINIMUMS

CIRCLING
1740-1/4
1740-1/2
2020-3
1486 (1500-3)
1206 (1300-1/4)
1206 (1300-1/2)
1566 (1600-3)

NW-1, 11 JUL 2024 to 05 SEP 2024
When VGSi inop, Circling to Rwy 7 NA at night. Baro-VNAV NA. Use Billings altimeter setting; when not received, procedure NA. DME/DME RNP- 0.3 NA.

MISSING APPRroach: Climb to 6600 direct SWIVL and hold.

MIRL Rwy 7-25

6600 direct SWIVL and hold

MISSED APPROACH: Climb to 6600 direct SWIVL and hold.

When VGSi inop, Circling to Rwy 7 NA at night. Baro-VNAV NA. Use Billings altimeter setting; when not received, procedure NA. DME/DME RNP- 0.3 NA.

MISSING APPROACH: Climb to 6600 direct SWIVL and hold.

When VGSi inop, Circling to Rwy 7 NA at night. Baro-VNAV NA. Use Billings altimeter setting; when not received, procedure NA. DME/DME RNP- 0.3 NA.

MISSING APPROACH: Climb to 6600 direct SWIVL and hold.
RNAV (GPS) RWY 13
MCNARY FLD (SLE)

Circling Rwy 16, 34 NA at night. Rwy 13 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

ATIS 124.55
SEATTLE CENTER 125.8 291.7
SALEM TOWER * 119.1 (CTAF) 0 257.2
GND CON 121.9
UNICOM 122.95

Procedure NA for arrival on UBG VOR/DME airway radials 111 CW 204.
RNAV (GPS) RWY 31
MCNARY FLD (SLE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. When local altimeter setting not received, use Mc Minnville altimeter setting and increase all DA 49 feet; increase all MDAs 60 feet; increase LNAV/VNAV visibility all Cats to 1½ SM, LNAV Cat C and D visibility to 2 SM, and Circling Cat A visibility to 1½ SM and Cat C visibility to 2½ SM. Baro-VNAV and VDP NA when using Mc Minnville altimeter setting. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and increase LNAV Cat C and D visibility to 2½ SM. For inop ALS when using Mc Minnville altimeter setting, increase LPV all Cats visibility to 4500, increase LNAV/VNAV all Cats visibility to 2 SM, increase LNAV Cat C and D visibility to 2½ SM. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Mc Minnville altimeter setting.

Procedure NA for arrivals on UBG VOR/DME airway radials 085 CW 204.

Procedure NA for arrivals at GLORR on V448 Southbound.

** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Mc Minnville altimeter setting.
LOC BC RWY 13
MCNARY FLD (SLE)

DME required.

- Circling Rwy 16, 34 NA at night.
- Rwy 13 helicopter visibility reduction below 3/4 SM NA.

ATIS
SEATTLE CENTER
124.55
125.8
291.7
SALEM TOWER *
119.1 (CTAF) 257.2
GND CON
121.9
UNICOM
122.95

BACK COURSE

Procedure NA for arrival on UBG VOR/DME airway radials 174 CW 204.

MISSED APPROACH: Climb to 2600 on I-SLE localizer SE course 133° to HINER/I-SLE 9 DME and hold.

ATIS
NEWBERG
117.4 UBG
Chan 121

TO
- S-LOC 13
700-¼ 496 (500-¾)
700-1¼ 496 (500-1¼)

CIRCLING
880-1
667 (700-1)
960-1
747 (800-1)
1060-2½
847 (900-2½)
1260-3
1047 (1100-3)

SALEM, OREGON
Amdt 10 15JUN23

NW-1, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. 
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13, 31, 34: Climb to assigned altitude and heading between 310° CW 130° from DER, thence . . . .

TAKEOFF RUNWAY 16: Climbing left turn to assigned heading between 340° CW to 130° from DER to assigned altitude, thence . . . .

. . . . expect RADAR vectors with Seattle Center to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS:
If not in contact with Seattle Center after reaching 2000, continue climb to assigned altitude.

TAKEOFF RUNWAYS 13 and 16: (Runway 16 turn left) proceed direct to SL NDB thence on (assigned route) (ADF required).

TAKEOFF RUNWAYS 31 and 34: (Runway 31 turn right) proceed direct to UBG VOR/DME thence on (assigned route).

HELICOPTERS ONLY - RUNWAYS 31 and 34: (Runway 34 turn left) intercept and proceed outbound on the SL NDB 313° bearing to BREAFT INT, thence on (assigned route) (ADF required).
RNAV (GPS) RWY 17
LEMHI COUNTY (SMN)

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>175°</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th></th>
<th>NA</th>
<th>13°C</th>
</tr>
</thead>
</table>

**DME/DME RNP-0.3 NA.** Night landing: Rwy 35 NA. Circling NA for Cats B and C east of Rwy 17 35. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:** Climb to 13600 direct LOWSE and track 139° to MEWLS and track 171° to NUBIE and track 111° to ORELE and hold, continue climb-in-hold to 13600.

<table>
<thead>
<tr>
<th>AWOS</th>
<th>3PT</th>
<th>135.075</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th></th>
<th>SALT LAKE CENTER</th>
<th>132.4 338.3</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th></th>
<th>UNICOM</th>
<th>122.8 (CTAF)</th>
</tr>
</thead>
</table>

Procedure NA for arrival at FAXON on V231 northbound.

- Procedure NA for arrival at JUNKA on V113 northeast bound.

**AWOS-3PT**

**SALT LAKE CENTER**

**UNICOM** 122.8 (CTAF)

**ELEV** 4044
**TDZE** 4041

**LOWSE**

**MEWLS**

**NUBIE**

**ORELE**

**JUNKA**

**LNAV** MDA

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>5740-5</td>
<td>1699 (1700-5)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>5740-5</td>
<td>1696 (1700-5)</td>
<td>6180-5</td>
<td>2136 (2200-5)</td>
</tr>
</tbody>
</table>
Procedure NA for arrivals at YOWLS on V298 westbound.

Procedure NA for arrivals at WABUD on V269 southeast bound.

Circling NA for Cat C east of Rwy 17-35.

MISSED APPROACH: Climb to 12000 direct REWIN and on track 318° to FAXON and hold, continue climb-in-hold to 12000.

AWOS: 3PT 135.075

SALT LAKE CENTER 132.4 338.3

UNICOM 122.8 (CTAF)

Final approach course offset 14.20°.

NIW-1, 11 JUL 2024 to 05 SEP 2024

Amdt 2A 24MAY18
Circling NA for Cat C east of Rwy 17-35.
Night Landing: Rwy 35 NA.

MISSED APPROACH: Climb to 8900 then climbing left turn to 11600 direct LKT VOR/DME and hold, continue climb-in-hold to 11600.

NoPT for arrival on LKT VOR/DME airway radials 243 CW 288.

One Minute Holding Pattern

11600

223°

043°

8900

11600

LKT

BAXGO

LKT 3

IRWAY

LKT 6

ARAHE

LKT 10.3

ARAHE

LKT 10.3

VOR/DME-B

LEMIH COUNTY (SMN)

AWOS-3PT

135.075

SALT LAKE CENTER

132.4

338.3

UNICOM

122.8 (CTAF)

5\x0013°C

Night Landing: Rwy 35 NA.

CIRCLING

45°07'N-113°53'W

697
NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 35: Standard with minimum climb of 420' per NM to 11800. NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 35: Climb heading 355° to 4545, then left turn direct OMIXE, then on track 339° to AHEHU, thence. . . .

. . . . on (transition).

FANID TRANSITION (AHEHU3.FANID)
FIPFE TRANSITION (AHEHU3.FIPFE)
RNAV (GPS) Y RWY 2
SANDPOINT (SZT)

**CIRCLING NA west of RWY 2-20. Straight-in RWY 2 NA at night, Circling RWY 2 NA at night. RWY 2 helicopter visibility reduction below 1 SM NA.**

**Procedure NA for arrivals at DNANN on V112 south bound.**

**Procedure NA for arrivals at MIRL on V1448 northeast bound.**

**Procedure NA for arrivals at CLASS on V448 northeast bound.**

**MISSED APPROACH: Climb to 3900 then climbing right turn to 9000 direct RNDDY and hold, continue climb-in-hold to 9000.**

*Missed approach requires minimum climb of 310 feet per NM to 8100; if unable to meet climb gradient, see RNAV (GPS)-B.

**RB 034°**

**App CRS**

<table>
<thead>
<tr>
<th>Rwry Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>5501</td>
<td>2131</td>
<td>2131</td>
</tr>
</tbody>
</table>

**SEATTLE CENTER**

123.95 290.55

**UNICOM**

122.7 (CTAF)

---

**Category**

A: 3560-1/4 (1429 1500-1/4)
B: 3560-1/2 (1429 1500-1/2)
C: 3560-3 (1429 1500-3)
D: NA

**CIRCLING**

A: 3560-1/4 (1429 1500-1/4)
B: 3560-1/2 (1429 1500-1/2)
C: 3560-3 (1429 1500-3)
D: NA

**AWOS-2**

135.425

**SEATTLE CENTER**

123.95 290.55

**UNICOM**

122.7 (CTAF)

---

**REALISTIC AIRSPACE**

**RNAV (GPS) - GPS.**

**Final approach course offset - 15.85°.**

**Final approach course offset - 15.85°.**

**Final approach course offset - 15.85°.**

---

**RNAV (GPS) Y RWY 2**

**SANDPOINT (SZT)**

**Orig 11Jul24**

**48°18'N-116°34'S**

**699**
RNAV (GPS) Y RWY 20
SANDPOINT (SZT)

**Circling NA west of Rwy 2-20.** Rwy 20 helicopter visibility reduction below 3/4 SM NA. VDP NA with Deer Park altimeter setting. When local altimeter not received, use Deer Park altimeter setting and increase all MDA 120 feet.

**MISSED APPROACH:** Climb to 6600 direct BILOE and hold, continue climb in hold to 6600.

### RNAV (GPS) Y RWY 20

#### SANDPOINT, IDAHO

- **APP CRS:** 198°
- **Rwy Idg:** 5501
- **TDZE:** 2131
- **Apt Elev:** 2131

### RWY 20

- **ELEV:** 2131
- **TDZE:** 2131

### UNICOM

122.7 (CTAF)

### SEATTLE CENTER

123.95 290.55

### AWOS-2

135.425

### RNAV (GPS) Y RWY 20

- **MDA:** 120 feet.
- **Local altimeter not received, use Deer Park altimeter setting and increase all MDA 120 feet.
- **VGSI and descent angles not coincident** (VGSI Angle 3.75/TCH 50).

### Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>3400-1¼</td>
<td>3400-½</td>
<td>3400-3</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3400-1¼</td>
<td>3400-½</td>
<td>3400-3</td>
<td>NA</td>
</tr>
</tbody>
</table>

### RNAV (GPS) Y RWY 20

- **NW-1, 11 JUL 2024 to 05 SEP 2024**

### SANDPOINT, IDAHO

Orig 28FEB19

- **48°18'N-116°34'W**
RNAP APCH - GPS.

WAAAS CH 63146 W02A

APP CRS 034°

Rwy Idg 5501

TDZE 2131

Apt Elev 2131

RNAP APCH - GPS.

SAFETY

Rwy 2 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

AWOS-2

135.425

SEATTLE CENTER

123.95

290.55

UNICOM

122.7 (CTAF)

Procedure NA for arrivals at DIANN on V112 south bound.

Procedure NA for arrivals at CLASS on V448 northeast bound.

Procedure NA for arrivals at RNDDY on T328 northeast bound.

Procedure NA for arrivals at CLASS on V448 northeast bound.

Procedure NA for arrivals at RNDDY on T328 northeast bound.

Procedure NA for arrivals at RNDDY on T328 northeast bound.

Procedure NA for arrivals at RNDDY on T328 northeast bound.

Procedure NA for arrivals at RNDDY on T328 northeast bound.

Procedure NA for arrivals at RNDDY on T328 northeast bound.

Procedure NA for arrivals at RNDDY on T328 northeast bound.

Procedure NA for arrivals at RNDDY on T328 northeast bound.

Procedure NA for arrivals at RNDDY on T328 northeast bound.

Procedure NA for arrivals at RNDDY on T328 northeast bound.

Procedure NA for arrivals at RNDDY on T328 northeast bound.

Procedure NA for arrivals at RNDDY on T328 northeast bound.
**RNAV (GPS) Z RWY 20**

**SANDPOINT (SZT)**

**AWOS-2**
- 135.425

**SEATTLE CENTER**
- 123.95
- 290.55

**UNICOM**
- 122.7 (CTAF)

---

**RNP APCH.**

- **A**
  - Rw 20 helicopter visibility reduction below ½ SM NA. When local altimeter not received, procedure NA.

**Miscellaneous**

- **MISSING APPROACH:** Climb to 6600 direct BILOE and hold, continue climb-in-hold to 6600.
  - Missed approach requires minimum climb of 318 feet per NM to 4500; if unable to meet climb gradient, see RNAV (GPS) Y RW 20.

---

**APP CRS**
- 198°

**WAAS**
- CH 99542
- W20A

**Rwy Idg**
- 5501

**TDZE**
- 2131

**Apt Elev**
- 2131

---

**Category**

- **A**
  - 2520-1
  - 389 [400-1]

- **B**
  - 2520-1\frac{1}{2}

- **C**
  - 389 [400-1\frac{1}{2}]

- **D**
  - NA

---

**Orig 28FEB19**

**48°18'N-116°34'W**

**SANDPOINT, IDAHO**
RNAV (GPS)-B
SANDPOINT (SZT)

DME/DME RNP-0.3 NA. Circling NA west of Rwy 2-20. When local altimeter setting not received, use Deer Park altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climb to 5800 then climbing right turn to 7900 direct CESIG and hold.

AWOS-2  135.425
SEATTLE CENTER  123.95 290.55
UNICOM  122.7 (CTAF)

Procedure NA for arrivals at DIANN on V112 southbound.

5800 7900 CESIG
RNAP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.

Procedure NA for arrival on CKW VOR/DME airway radials 070 CW 212.

MISSED APPROACH: Climb to 7800 then climbing left turn to 11000 direct ZOLGA and hold.

**Category**
- **LPV** DA
- **LNAV/ VNAV** DA
- **LNAV** MDA
- **CIRCLING**

**Amdt 1 20APR23**
RNAV (GPS) RWY 23
SHIVELY FLD (SAA)

 deemed as NA.

AWOS-3PT 118.175
DENVER CENTER 132.1 254.35
UNICOM 122.8 (CTAF)

Procedure NA for arrivals at EDIFY on V6 westbound.

Final approach course offset 20.00°.

CATEGORY

LNAV MDA

CIRCLING

REIL Rwy 5-23
MIRL Rwy 5-23

RNAV (GPS) RWY 23

RNAV (GPS) RWY 23
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 054° to 7514, then climbing left turn direct TRUMA, thence . . .

TAKEOFF RUNWAY 23: Climb on heading 234° to 7514, then climbing right turn direct TRUMA, thence . . .

. . . .Expect filed altitude 10 minutes after departure.
TAKEOFF OBSTACLE NOTES

Rwy 5: Vehicles on road beginning 82’ from DER, 507’ left of centerline, up to 6865’ MSL.
Pole 130’ from DER, 506’ right of centerline, 22’ AGL/6880’ MSL.
Vehicles on road beginning 205’ from DER, 244’ left of centerline, up to 6867’ MSL.

Rwy 23: Terrain 46’ from DER, 496’ left of centerline, 7019’ MSL.
Terrain beginning 113’ from DER, 495’ left of centerline, up to 7022’ MSL.
Terrain beginning 176’ from DER, 477’ left of centerline, up to 7023’ MSL.
Terrain beginning 214’ from DER, 465’ left of centerline, up to 7024’ MSL.
Terrain beginning 299’ from DER, 448’ left of centerline, up to 7026’ MSL.
Terrain beginning 342’ from DER, 452’ left of centerline, up to 7027’ MSL.
Terrain 383’ from DER, 494’ left of centerline, 7029’ MSL.
Terrain beginning 415’ from DER, 461’ left of centerline, up to 7030’ MSL.
Terrain beginning 438’ from DER, 458’ left of centerline, up to 7031’ MSL.
Terrain beginning 485’ from DER, 508’ left of centerline, up to 7032’ MSL.
Terrain beginning 546’ from DER, 476’ left of centerline, up to 7034’ MSL.
Terrain beginning 585’ from DER, 457’ left of centerline, up to 7036’ MSL.
Terrain beginning 627’ from DER, 486’ left of centerline, up to 7037’ MSL.
Terrain beginning 651’ from DER, 462’ left of centerline, up to 7038’ MSL.
Terrain 703’ from DER, 504’ left of centerline, 7039’ MSL.
Terrain beginning 744’ from DER, 478’ left of centerline, up to 7040’ MSL.
Terrain beginning 781’ from DER, 465’ left of centerline, up to 7041’ MSL.
Vehicles on road, terrain beginning 956’ from DER, 653’ left of centerline, up to 7055’ MSL.
Vehicles on road, terrain beginning 990’ from DER, 693’ left of centerline, up to 7057’ MSL.
Vehicles on road, terrain beginning 1021’ from DER, 692’ left of centerline, up to 7058’ MSL.
Vehicles on road, fence beginning 1137’ from DER, 739’ left of centerline, up to 7059’ MSL.
Vehicles on road, fence beginning 1191’ from DER, 739’ left of centerline, up to 7060’ MSL.
Vehicles on road, fence beginning 1260’ from DER, 736’ left of centerline, up to 7062’ MSL.
Vehicles on road, terrain beginning 1307’ from DER, 722’ left of centerline, up to 7064’ MSL.
Vehicles on road, terrain, fence beginning 1345’ from DER, 736’ left of centerline, up to 7066’ MSL.
Vehicles on road, terrain, fence beginning 1377’ from DER, 460’ left of centerline, up to 7067’ MSL.
Vehicles on road 1483’ from DER, 707’ left of centerline, 7069’ MSL.
Vehicles on road 1497’ from DER, 757’ left of centerline, 7072’ MSL.
Vehicles on road, terrain beginning 1510’ from DER, 740’ left of centerline, up to 7076’ MSL.
Vehicles on road, terrain beginning 1522’ from DER, 792’ left of centerline, up to 7078’ MSL.
Vehicles on road 1532’ from DER, 865’ left of centerline, 7081’ MSL.
Vehicles on road, terrain beginning 1542’ from DER, 754’ left of centerline, up to 7084’ MSL.
RNAV (GPS) RWY 15

Circling NA west of Rwy 15-33. Rwy 15 helicopter visibility reduction below 1 SM NA. When VGSi inop, Straight-in and Circling to Rwy 1.5 NA at night. When local altimeter setting not received, use Portland Intl altimeter setting; increase all DA/MDA 40 feet and increase LNAV/VNAV all Cats visibility 1/2 SM, Circling Cat D visibility 1/4 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F).

Procedure NA for arrivals on BTG VORTAC airway radials 274 CW 345.

MISSED APPROACH: Climb to 700 then climbing left turn to 3600 direct IMJUS and hold.

Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F).
Circling NA west of Rwy 15-33. When local altimeter setting not received, use Portland Intl altimeter setting and increase all MDA 40 feet; increase S-15 Cat C/D visibility and Circling Cat C visibility ½ mile, Cat D visibility ¾ mile. Helicopter visibility reduction below 1 SM NA. Night Landing Rwy 15 NA.

MISSED APPROACH: Climbing left turn to 3000 on heading 020° and on BTG VORTAC R-293 to EXRAY/I-FKO 12.5 DME and hold.

ASOS  
135.875

PORTLAND APP CON  
124.35 299.2

CLNC DEL  
121.85

UNICOM  
122.8 (CTAF)

**LOC/DME RWY 15**

**SCAPPOOSE (SPB)**

The information provided includes the following details:

- **LOC/DME RWY 15**
- **SCAPPOOSE (SPB)**
- **Amdt 3B 25JUN15**
- **45°46'N-122°52'W**
- **709**

Additional details are present in the diagram and text, such as holding patterns, MSA, and ELEV. The diagram includes navigational aids and distances, with specific instructions for pilots flying over the area.
Circling to Rwy 15 NA at night. Circling NA west of Rwy 15-33. When local altimeter setting not received, use Portland Intl altimeter setting; increase all MDAs 40 feet. Increase Circling Cat D visibility 1/4 SM.

MISSED APPROACH: Climbing right turn to 4200 direct BTG VORTAC and hold, continue climb-in-hold to 4200.

ASOS

135.875

PORTLAND APP CON

124.35 299.2

CLNC DEL

121.65

UNICOM

122.8 (CTAF)

M 2878 Amdt 3B 15JUL21

45°46'N-122°52'W

NW-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 12

SCOBEY (9S2)

AWOS: 3PT 128.325
OLF ASOS 118.325
SALT LAKE CITY CENTER 126.85 305.2
AUNICOM 122.8 (CTAF)

3202A

4500

GEMPE

(IAF)
NIJBU

(FAF)
DOGNE

RW12

A3185

A2757

ROGUU

GLASGOW GGW

MIRL Rwy 12-30

RNAV (GPS) RWY 12

SCOCBEY, MONTANA

AL-9500 (FAA)

SCOCBEY (9S2)

Orig-D 20MAY21

48°48'N-105°26'W

711
DME and RADAR required.

Circling NA for Cats C and D northeast of Rwy 14L-32R. Circling Rwy 32R NA at night. Rwy 14R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 14R all Cats to RVR 4500. S-ILS 14R* minimums NA when VGSI inop.

**MISSING APPROACH:** Climb on I-BFI SE course to cross OCEZE/I-BFI 3.9 DME/RADAR at or below 1500 then climb on I-BFI SE course to I-BFI 9 DME then right turn on heading 206° and on SEA R-168 to 5000 to CTCUG/SEA 25.8 DME and hold.

A descent to or below 1500 may be required when executing an early missed approach.

**Use I-BFI DME when on the localizer course.**

One Minute Holding Pattern

**CATEGORY**  A  B  C  D

**S-ILS 14R**  600/40  582 (600-3/4)  600-1  582 (600-1/4)

**S-LOC 14R**  760-1  880-1  960-2  960-3

**CIRCLING**  738 (800-1)  858 (900-1/4)  938 (1000-2/4)  938 (1000-3)
SEATTLE, WASHINGTON

ATIS 127.75
SEATTLE APP CON 125.9 306.9
BOEING TOWER 120.6 257.8
GND CON 121.9
CLNC DEL 132.4

MISSED APCH FIX
LOFAL INT/SEA 116.8
Chan 115

DME and RADAR required.

Circling NA for Cats C and D northeast of Rwy 14L-32R.
Circling Rwy 32R NA at night. Rwy 32L helicopter visibility reduction below 1/2 SM NA.

MISSLED APPROACH: Climb on heading 315° to cross SEA 8 DME or below 1700, then climbing left turn to 6000 on heading 265° and on SEA R-310 to LOFAL INT/SEA 29.2 DME and hold, continue climb-in-hold to 6000.

A descent to or below 1700 may be required when executing an early missed approach.
RNAV (RNP) Z RWY 32L
BOEING FLD/KING COUNTY INTL (BFI)

MISSED APPROACH: Climb direct FEVAS, cross FEVAS at 1700, then climb to 3000 on the RNAV missed approach route to LOFAL and hold.

For uncompensated Baro-VNAV systems, procedure NA route to LOFAL and hold.

A descent to 1700 may be required when executing an early missed approach.

RNP AR APCH - GPS.

RADAR required for missed approach.

For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C.

MISSION CRITICAL: Authorisation required.

BOEING FLD/KING COUNTY INTL (BFI)
RNAV (GPS) Y RWY 14R
BOEING FLD/KING COUNTY INTL (BFI)

SEATTLE, WASHINGTON
Orig 10AUG23

RNAV (GPS) Y RWY 14R
REIL Rwys 14L, 32L and 32R
HIRL Rwy 14R-32L
MIRL Rwy 14L-32R

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. Circling NA for Cats C and D northeast of Rwy 14L-32R. Circling Rwy 32R NA at night. For inop ALS, increase LPV visibility to RVR 4500, increase LNAV Cats C and D visibility to 1/2 SM. Rwy 14R helicopter visibility reduction below RVR 4000 NA.

A descent to 1500 may be required when executing an early missed approach.

Procedure NA for arrivals at WOODI on T268 eastbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. Circling NA for Cats C and D northeast of Rwy 14L-32R. Circling Rwy 32R NA at night. For inop ALS, increase LPV visibility to RVR 4500, increase LNAV Cats C and D visibility to 1/2 SM. Rwy 14R helicopter visibility reduction below RVR 4000 NA.

A descent to 1500 may be required when executing an early missed approach.

Procedure NA for arrivals at WOODI on T268 eastbound.
HARBOR VISUAL RWY 14R

Expect radar vectors from the Northwest, over the Hood Canal on the SEA R-310; from the North and Northeast, to the north end of Lake Washington; from the Southwest, South and Southeast, to Puget Sound abeam the north tip of Vashon Island. When cleared for the Harbor Visual Approach Runway 14R, proceed via the depicted routes over the middle of Puget Sound and Elliott Bay to Harbor Island and complete a straight in visual approach to Boeing Fld/King County Intl Airport (BFI). Adherence to the recommended altitudes is strongly recommended to reduce the incidence of TCAS alarms. Visual approaches to Seattle-Tacoma Intl Airport (SEA) may be conducted simultaneously through Elliott Bay. It is essential that all aircraft remain in the center of Elliott Bay for noise abatement.

RADAR REQUIRED

Weather Minimums: 3100 feet ceiling and 4 miles visibility.

Vertical Guidance Navaid and Angle: LOC I-BFI (GS 3.00°)
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
CBAIN ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 32L: Climb heading 315° to 540, then direct to cross GNEXX at or below 1600, then on track 315° to KURRT, then on track 295° to CBAIN, then on track 295° for vectors to assigned route/fix, maintain 2100 or as assigned by ATC. Expect clearance to filed altitude/flight level within three minutes after departure.

NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: ALDER departures expect direct/vectors to ALDER/V495/J1-189
NOTE: ALPSE departures expect direct/vectors to ALPSE
NOTE: ARRIE departures expect direct/vectors to ARRIE/J523
NOTE: BANG departures expect direct/vectors to BANG
NOTE: BUWZO departures expect direct/vectors to BUWZO
NOTE: ELMAA departures expect direct/vectors to ELMAA/J70
NOTE: HARRI departures expect direct/vectors to HARRI/Q5
NOTE: LOFAL departures expect direct/vectors to LOFAL/V4-495
NOTE: NORMY departures expect direct/vectors to NORMY/V120/J12-70-90
NOTE: OLM departures expect direct/vectors to OLM
NOTE: PAE departures expect direct/vectors to PAE
NOTE: SUMMA departures expect direct/vectors to SUMMA/J5/J54/Q9
NOTE: VAMPS departures expect direct/vectors to VAMPS/V2-298
NOTE: ZADON departures expect direct/vectors to ZADON


NOTE: Chart not to scale.

(continued on following page)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14L: Climb heading 137° and I-BFI SE course to cross ZIGED INT/I-BFI 13 DME at 2000 or ATC assigned altitude for RADAR vectors to assigned route/fix. Expect clearance to filed altitude within 3 minutes after departure.

TAKEOFF RUNWAY 14R: Climb heading 135° and I-BFI SE course to cross ZIGED INT/I-BFI 13 DME at 2000 or ATC assigned altitude for RADAR vectors to assigned route/fix. Expect clearance to filed altitude within 3 minutes after departure.
NEEDLE ONE DEPARTURE

SEATTLE DEP CON
120.4 269.125
ATIS
127.75
CLNC DEL
132.4
GND CON
121.9
BOEING TOWER
120.6 257.8

TOP ALTITUDE:
2100

WHATCOM
113.0 HUH
Chan 77

CRANBROOK
112.1 YXC
Chan 58

VANCOUVER
115.9 YVR
Chan 106

NEEDLE ONE DEPARTURE

TAKING OFF MINIMUMS
Rwy 14L/R: NA - ATC.
Rwy 32L: Standard with minimum climb of 425’ per NM to 1400 or 400-1½ with minimum climb of 240’ per NM to 1400.
Rwy 32R: Standard with minimum climb of 345’ per NM to 1400 or 400-2 with minimum climb of 240’ per NM to 1400.

NOTE: Rwy 32L/R, no right turns authorized until leaving 1400’.
NOTE: RADAR required.

DEPARTURE ROUTE DESCRIPTION
TAKING OFF RUNWAYS 32L/R: Climb heading 315°, maintain 2100 or ATC assigned altitude, for RADAR vectors to assigned route/fix, expect clearance to filed altitude within 3 minutes after departure.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14R: Climb heading 135° to 700, then direct NRVNA, then on track 135° for RADAR vectors to assigned route/fix, maintain 2000 or as assigned by ATC.

Expect clearance to filed altitude/flight level within three minutes after departure.
ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDATION:
Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.
ILS or LOC RWY 16L
SEATTLE-TACOMA INTL (SEA)

MISSED APPROACH: Climb to 900 on heading 165° then on SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000 then climb to 5000 on SEA VORTAC R-161 to MILLT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

D-ATIS 118.0 SEATTLE APP CON 133.65 273.45 SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)

GND CON 121.7 CLNC DEL 128.0

ELEV 432 TDZE 432

LOCALIZER 110.3 I-SNQ 22.3

ALTERRATE MISSED APCH FIX

APCH FIX

SEATTLE, WASHINGTON

Amdt 8A 17JUN21

NW-1, 11 JUL 2024 to 05 SEP 2024

727
ILS or LOC RWY 34R
SEATTLE-TACOMA INTL (SEA)

From SONDR: RNAV 1-GPS required. DME or RADAR required.

- Inop table does not apply to Sidestep 34C Cats A/B.
- Simultaneous approach authorized with RWY 34L.

MISSED APPROACH: Climb on heading 343° and outbound on SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or above 3000 then climb to 5000 on SEA VORTAC R-341 to Mgnum/SEA 12.7 DME/RADAR and hold, continue climb-in-hold to 5000.

- Use I-SEA DME when on localizer course.
- LOC only

VGSi and ILS glidepath not coincident (VGSi Angle 2.75/TCH 81).

- Use I-SEA DME when on localizer course.
- LOC only

**Category**

- A
- B
- C
- D

- **S-ILS 34R**
  - 740/24 368 (400-5)
  - 740/35 368 (400-5)

- **S-LOC 34R**
  - 572/18 200 (200-5)
  - 760-1/2 373 (400-1)

- **SIDESTEP 34C**
  - 760/55 373 (400-1)
  - 1000-1 568 (600-1)

- **CIRCLING**
  - 1000-1 568 (600-1)
  - 1000-2 568 (600-2)

- **TDZE**

- **TWR**

**NOTAM**

- NW-1, 11 JUL 2024 to 05 SEP 2024

**ー**
ILS RWY 16L (SA CAT I)  
SEATTLE-TACOMA INTL (SEA)

DME or RADAR required. RNP APCH-GPS, from GRIFY. 

Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC, or LOA approval.

MISSING APCH FIX


SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SEATTLE, WASHINGTON

S-ILS 16L NA RA 248/14 150 DA 582
Simultaneous approach authorized with RW 16L and 16C. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

**ALTENATIVE MISSED APCH FIX**

- **ZERLI**
  - **SEA 15**
  - **RADAR**
  - **121.4°**
  - **113°4 OLM**
  - **3.1 NM**

**MISSED APCH FIX**

- **FINKA**
  - **CIBUX**
  - **ZIKRO**
  - **6.1°**

- **AGANE**
  - **CELAK**
  - **15.8°**

- **BUGNE**
  - **I-CJL 10.1°**

- **TECCE**
  - **SEA 3**
  - **RADAR**
  - **2000**

- **GRIFY**
  - **4000**
  - **6000**

**LOCALIZER**

- **048°**
- **228°**

**ILS RWY 16R**

**SEATTLE TOWER**

- **GND CON 121.7**
- **CLNC DEL 128.0**

**SEATTLE-TACOMA INTL (SEA)**

**CATEGORY**

- **A**
- **B**
- **C**
- **D**

**SA CAT I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

- **S-ILS 16R**
- **RA 176/14**
- **150 DA 565**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**NW-1, 11 JUL 2024 to 05 SEP 2024**
ILS RWY 34C
(SEATTLE-TACOMA INTL (SEA))

MISSED APPROACH: Climb on heading 345° and outbound on SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or above 3000 then climb to 5000 on SEA VORTAC R-341 to MGNUM/SEA 12.7 DME/RADAR and hold, continue climb-in-hold to 5000.

Procedure NA for arrivals at CIDUG on V495 southbound.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).

Category I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

S-ILS 34C
SA CAT I RA 231/14 150 DA 537
S-ILS 34C
SA CAT II RA 111/12 100 DA 487

I-11 JUL 2024 to 05 SEP 2024

NW-1, 11 JUL 2024 to 05 SEP 2024
ILS RWY 34R (SA CAT I & II)
SEATTLE-TACOMA INTL (SEA)

From SONDR: RNAV 1-GPS required. DME or RADAR required.

Simultaneous approach authorized with Rwy 34L. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

**MISSED APPROACH:** Climb on heading 343° and outbound on SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or above 3000 then climb to 5000 on SEA VORTAC R-341 to MGNUM/SEA 12.7 DME/RADAR and hold, continue climb-in-hold to 5000.

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**NEED TO KNOW:**
- Use I-SEA DME when on localizer course.
- Use I-SEA DME when on localizer course.
- Use I-SEA DME when on localizer course.

**TERMINOLOGY:**
- Category (C) - The category of the approach.
- MR - Minimum Required.
- DA - Decision Altitude.
- RV - Required Visual.
- ID - Initial Descent.
- MD - Missed Descent.
- FT - Full Throttle.
- DH - Decision Height.
- CS - Check-Sign.
- GND CON - Ground Control.
- CLNC DEL - Clearance Delivery.
- TWR - Tower.

**NOTES:**
- **SA CAT I:** Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
- **SA CAT II:** Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

**APPROACH FIX:**
- **R-341 to MGNUM/SEA 12.7 DME/RADAR**
- **343° (3.1)**
- **6000**
- **5000**
- **4000**
- **3000**
- **2200**

**MISSED APPROACH:**
- **Climb on heading 343°**
- **Outbound on SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or above 3000 then climb to 5000 on SEA VORTAC R-341 to MGNUM/SEA 12.7 DME/RADAR and hold, continue climb-in-hold to 5000.**

**NAVIGATION AIDS:**
- **COYLA/SEA 4.7 DME/RADAR**
- **MGNUM/SEA 12.7 DME/RADAR**
- **I-SEA DME**
- **I-SEA LOCALIZER**

**COORDINATES:**
- **47°27′N-122°19′W**
- **SEATTLE, WASHINGTON**
- **Seattle-Tacoma Intl (SEA)**

**AIRCRAFT CERTIFICATION:**
- **Special Aircrew and Aircraft Certification Required**

**APP CRYS:**
- **110°.3**
- **344°**

**APP CRS:**
- **Rwy Idg 11901**
- **TDZE 372**
- **Apt Elev 432**
### ILS RWY 16C (CAT II & III) SEATTLE-TACOMA INTL (SEA)

**DME or RADAR required. From GRIFY:RNAV 1-GPS required.**

**Simultaneous approach authorized with RWY 16R. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.**

**MISSING APPROACH: Climb on heading 160° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 on SEA VORTAC R-161 to MILLT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.**

**D-ATIS 118.0 SEATTLE APP CON 133.65 273.45**

### SEATTLE TOWER

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>SEATTLE TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CPDLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>111.9</td>
<td>239.3 (Rwys 16L, 16C, 34C, 34R)</td>
<td>120.95</td>
<td>239.3 (Rwys 16R, 34L)</td>
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</tr>
</tbody>
</table>

### MISSED APPROACH

- Climb on heading 160° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 on SEA VORTAC R-161 to MILLT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

### ALTERNATE MISSED APCH FIX

- **SEATTLE, WASHINGTON**
  - **S-ILS 16C**
  - **S-ILS 16C**
  - **CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

### GND CON 121.7

- **CLNC DEL 128.0**
- **CPDLC**

### TDZE 430

- **LAW 164°**
- **LOCALIZER 111.7**
- **SEATTLE 116.8 SEA**
- **HDG 160°**
- **R-161**
- **SEA R-161 HDG 160°**
- **TEBNE SEA (2.4) 2000**
- **MILLT SEA (11) 3400**
- **SODOE I-SZI 6.2 RADAR**
- **ANVIL I-SZI 10.3 RADAR**
- **MGNUM I-SZI 12.8 RADAR**
- **ERYKA I-SZI 15.9 RADAR**
- **JINRU I-SZI 22.2 RADAR**
- **HULTO I-SZI 19 RADAR**
- **RADAR Boeing Fld/ King County Int**

**LOCALIZER 111.7 Chan 54**

**SEATTLE-TACOMA INTL (SEA)**

### SEATTLE, WASHINGTON

**Amdt 17 28FEB19**

- **47°27'N-122°19'W**
- **ILS RWY 16C (CAT II & III)**

**D-ATIS 118.0 SEATTLE APP CON 133.65 273.45**

### MISSED APPROACH

- Climb on heading 160° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 on SEA VORTAC R-161 to MILLT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.
**SEATTLE, WASHINGTON**

**LOC/DME I-SNQ 110.3 Chan 40**

**APP CRS 164° Rwy Idg 11901 TDZE 432 Apt Elev 432**

DME or RADAR required. RNP APCH-GPS from GRIFY.

Simultaneous approach authorized. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

**SEATTLE TOWER**

**GND CON 121.7 CLNC DEL 128.0**

**SEATTLE-TACOMA INTL (SEA)**

**ILS RWY 16L (CAT II & III)**

**ALSF-2**

**MISSING APPROACH:** Climb to 900 on heading 165° then on SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000 then climb to 5000 on SEA VORTAC R-161 to MILLT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

**D-ATIS 118.0 SEATTLE APP CON 133.65 273.45**

**SEATTLE TOWER**

**GND CON 121.7 CLNC DEL 128.0**

**SEATTLE-TACOMA INTL (SEA)**

**ILS RWY 16L (CAT II & III)**

**MISSING APCH FIX**

**ALTERNATE MISSED APCH FIX**

**SEATTLE**

**ILS RWY 16L (CAT II & III)**

**S-ILS 16L**

**Ch 115**

**Category A**

**S-ILS 16L**

**Ch 115**

**Category B**

**S-ILS 16L**

**Ch 115**

**Category C**

**S-ILS 16L**

**Ch 115**

**Category D**

**S-ILS 16L**

**Ch 115**

**B**

**C**

**D**

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**SEATTLE, WASHINGTON**

**Amrd 8A 17JUN21**

**47°27'N 122°19'W**

**ILS RWY 16L (CAT II & III)**

**SEATTLE-TACOMA INTL (SEA)**

**Amdt 8A 17JUN21 to 05 SEP 2024**
For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). GPS required. See additional requirements on adjacent information page. For inop ALS, increase RNP 0.12 all Cats visibility to RVR 5200, and increase RNP 0.30 all Cats visibility to 1/2 SM.  

**RN** **AV (RNP) Z RWY 16C**  
**SEATTLE-TACOMA INTL (SEA)**  

**MISS** **ED APPROACH:** Climb direct ZIVDI to cross ZIVDI at or below 2000, then climb to 5000 on track 163° to MILLT and hold, continue climb-in-hold to 5000.  

**Procedure NA** for arrival on PAE VOR/DME airway radials 163 CW 236.  

**AIRPORT**  
**SEATTLE-TACOMA INTL (SEA)**  
**SEATTLE, WASHINGTON**  
**AL-582 (FAA)**  

**APP CRS**  
164°  
9426  
430  
433  
**0.6% Down**  
**0.8% Up**  
**TDZE**  
**Apt Elev**  
**119.9 239.3**  
**120.95 239.3**  
**RNAV (RNP) Z RWY 16C**  
**SEATTLE-TACOMA INTL (SEA)**  

**SEATTLE TOWER**  
**119.9 239.3**  
**120.95 239.3**  
**SEATTLE TOWER**  
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**120.95 239.3**  
**SEATTLE TOWER**  
**119.9 239.3**  
**120.95 239.3**  

**MOCA R16C 25 NM**  
6400  
**A1745**  
**A2164**  
**3149**  
**TDZE**  
**430**  
**ELEV 433 D**  
**RDK 696**  
**SW-2510**  
**NW-1, 11 JUL 2024 to 05 SEP 2024**  
**NW-1, 11 JUL 2024 to 05 SEP 2024**  
**NW-1, 11 JUL 2024 to 05 SEP 2024**  
**NW-1, 11 JUL 2024 to 05 SEP 2024**  

**AIRPORT**  
**SEATTLE-TACOMA INTL (SEA)**  
**SEATTLE, WASHINGTON**  
**AL-582 (FAA)**  

**SEATTLE TOWER**  
**119.9 239.3**  
**120.95 239.3**  
**SEATTLE TOWER**  
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**120.95 239.3**  

**AIRPORT**  
**SEATTLE-TACOMA INTL (SEA)**  
**SEATTLE, WASHINGTON**  
**AL-582 (FAA)**  

**APCH CRS**  
164°  
9426  
430  
433  
**0.6% Down**  
**0.8% Up**  
**Apt Elev**  
**119.9 239.3**  
**120.95 239.3**  
**RNAV (RNP) Z RWY 16C**  
**SEATTLE-TACOMA INTL (SEA)**  

**MISS** **ED APPROACH:** Climb direct ZIVDI to cross ZIVDI at or below 2000, then climb to 5000 on track 163° to MILLT and hold, continue climb-in-hold to 5000.  

**Procedure NA** for arrival on PAE VOR/DME airway radials 163 CW 236.
ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDATION:
Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.
For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16R. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.30 all Cats visibility to 1/2 mile.

**MISSED APPROACH:** Climb on track 164° to cross YORUC at or below 2000, then climb to 5000 on track 164° to MILLT and hold, continue climb-in-hold to 5000.

**Radar Required**

- **YORUC**
- **5000**
- **MILLT**
- **HELZ**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 76).**

**Procedure NA for arrival on PAE VOR/DME airway radials 163 CW 236.**

**Radar Required**

- **YORUC**
- **5000**
- **MILLT**
- **HELZ**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 76).**

**Procedure NA for arrival on PAE VOR/DME airway radials 163 CW 236.**

**Authorization Required**

- **RNP 0.30 DA**
- **842/45**
- **409 (500-5%)**

**SEATTLE, WASHINGTON**

Amdt 2A 12OCT17
RNAV (RNP) Z RWY 16R
SEATTLE-TACOMA INTL (SEA)

For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16L, except for arrivals at PPAUL and VASHN. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5800, increase RNP 0.30 all Cats visibility to 1½ SM.

RNP 0.30 DA
TDZ/CL Rwys 16L, 16C, 16R and 34R
HIRL all Rwys

MISSED APPROACH: Climb to 900 then climbing right direct ZERU to cross ZERU at 2000 and hold.

MISSAP FD/AGANE

S-ATIS
SEATTLE APP CON
SEATTLE TOWER
GND CON
CLNC DEL
CPDLC

MISS APCH FIX
ZERU
2000

517 TWR
AL-582 (FAA)

AUTHORIZATION REQUIRED
For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. Simultaneous approach authorized except arrivals at SHIPZ. Use of FD or AP required during simultaneous operations.

**RNAV (RNP) Z RWY 34C**

**SEATTLE-TACOMA INTL (SEA)**

**D-ATIS** 118.0
**SEATTLE APP CON** 133.65 273.45

** categories A B C D ***

**RNP 0.30 DA** 829/50 442 (400-1)

**AUTHORIZATION REQUIRED**
RNAV (RNP) Z RWY 34L
SEATTLE-TACOMA INTL (SEA)

For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with RW 34R except for arrivals at SHIPZ. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.15 all CATs visibility to RVR 5000 and RNP 0.30 all CATs visibility to 1/4 mile.

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct LOFAL and hold.

Radar required

VGSi and RNAV glideslope not coincident (VGSi Angle 3.00°/TCH 75).

See planview for multiple IF locations.

Cats visibility to 1/4 mile.
ALS, increase RNP 0.15 all CATs visibility to RVR 5000 and RNP 0.30 all CATs visibility to 1/4 mile.

For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with RW 34R except for arrivals at SHIPZ. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.15 all CATs visibility to RVR 5000 and RNP 0.30 all CATs visibility to 1/4 mile.

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct LOFAL and hold.

Radar required

VGSi and RNAV glideslope not coincident (VGSi Angle 3.00°/TCH 75).

See planview for multiple IF locations.

Cats visibility to 1/4 mile.
ALS, increase RNP 0.15 all CATs visibility to RVR 5000 and RNP 0.30 all CATs visibility to 1/4 mile.

For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with RW 34R except for arrivals at SHIPZ. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.15 all CATs visibility to RVR 5000 and RNP 0.30 all CATs visibility to 1/4 mile.

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct LOFAL and hold.

Radar required

VGSi and RNAV glideslope not coincident (VGSi Angle 3.00°/TCH 75).

See planview for multiple IF locations.

Cats visibility to 1/4 mile.
ALS, increase RNP 0.15 all CATs visibility to RVR 5000 and RNP 0.30 all CATs visibility to 1/4 mile.

For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with RW 34R except for arrivals at SHIPZ. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.15 all CATs visibility to RVR 5000 and RNP 0.30 all CATs visibility to 1/4 mile.

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct LOFAL and hold.

Radar required

VGSi and RNAV glideslope not coincident (VGSi Angle 3.00°/TCH 75).

See planview for multiple IF locations.

Cats visibility to 1/4 mile.
ALS, increase RNP 0.15 all CATs visibility to RVR 5000 and RNP 0.30 all CATs visibility to 1/4 mile.
RNAV (RNP) Z RWY 34R
SEATTLE-TACOMA INTL (SEA)

**RNAV (RNP) Z RWY 34R**

**SEATTLE-TACOMA INTL (SEA)**

**AUTHORIZATION REQUIRED**

**SEATTLE, WASHINGTON**

**Amdt 1B 20JUN19**

**47°27'N-122°19'W**

**747**

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**RNPA RAPCH.**

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase RNP 0.28 all Cats visibility to 1½ SM. Inop table does not apply to RNP 0.30.

**MISSING APCH FIX**

5 NM

**MGNUM**

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**APP CRS** 344°

**Rwy Idg** 11901

**TDZE** 372

**Apt Elev** 432

**SEATTLE TOWER**

**GND CON** 121.7

**CLNC DEL** 128.0

**CPDLC**

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**D-ATIS** 118.0

**SEATTLE APP CON** 133.65 273.45

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**MISSED APPROACH:** Climb to 5000 on track 344° to CASDA and on track 343° to MGNUM and hold, continue climb-in-hold to 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cats C/D visibility to 1½. See additional requirements on adjacent information page.

**RNAV (GPS) Y RWY 16C**

**SEATTLE-TACOMA INTL (SEA)**

**RCNA**

**D-ATIS**

118.0

**SEEATLE APP CON**

133.65 273.45

**SEATTLE TOWER**

119.9 239.3

**(Rwys 16L, 16C, 34C, 34R)**

120.95 239.3

**(Rwys 16R, 34L)**

**GND CON**

121.7

**CLNC DEL**

128.0

**CPDLC**

**Procedure NA for arrival on PAE VOR/DME airway radials 163 CW 236.**
ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDATION:
Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALS, increase LPV all Cats visibility to RVR 4500, and increase LNAV Cats C/D visibility to RVR 6000.

**RNAV (GPS) Y RWY 16L\nSEATTLE-TACOMA INTL (SEA)\n**

### SEPTEMBER 2024 - MAY 2025

- **ALSF-2**
- **RNAV APCH.**
- **Procedure NA for arrival on PAE VOR/DME airway radials 163 CW 236.**

**LNAV only for uncompensated Baro-VNAV systems.**

- LPV DA: 700/24, 268 (300-1/2)
- LNAV/VNAV DA: 766/32, 334 (400-1/2)
- LNAV MDA: 840/24, 408 (500-1/2)
- CIRCLING: 1000-1, 568 (600-1)

**TDZE 432**

**TDZ/CL Rwys 16L, 16C, 16R and 34R\nHIRL all Rwys**

**MISSED APPROACH:**

- Climb direct CAVOB to cross CAVOB at or below 2000 then climb to 5000 on track 164° to MILLT and hold, continue climb-in-hold to 5000.

**PDLC**
RNAV (GPS) Y RWY 34L
SEATTLE-TACOMA INTL (SEA)

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct LOFAL and hold.

TDZE 379

DME/DME RNP 0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34R/C.

For inoperative ALS, increase LNAV/VNAV all Cats visibility to 1 SM, increase LNAV Cat A and B visibility to RVR 5500 and Cat C and D visibility to 1.5 SM.

# RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrival at CIDUG on V495 southbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34R/C.

For inoperative ALS, increase LNAV/VNAV all Cats visibility to 1 SM, increase LNAV Cat A and B visibility to RVR 5500 and Cat C and D visibility to 1.5 SM.

# RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrival at CIDUG on V495 southbound.

RNAV procedure NA below -6°C (22°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34R/C.

For inoperative ALS, increase LNAV/VNAV all Cats visibility to 1 SM, increase LNAV Cat A and B visibility to RVR 5500 and Cat C and D visibility to 1.5 SM.

# RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrival at CIDUG on V495 southbound.

RNAV procedure NA below -6°C (22°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34R/C.

For inoperative ALS, increase LNAV/VNAV all Cats visibility to 1 SM, increase LNAV Cat A and B visibility to RVR 5500 and Cat C and D visibility to 1.5 SM.

# RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrival at CIDUG on V495 southbound.

RNAV procedure NA below -6°C (22°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34R/C.

For inoperative ALS, increase LNAV/VNAV all Cats visibility to 1 SM, increase LNAV Cat A and B visibility to RVR 5500 and Cat C and D visibility to 1.5 SM.

# RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrival at CIDUG on V495 southbound.

RNAV procedure NA below -6°C (22°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34R/C.

For inoperative ALS, increase LNAV/VNAV all Cats visibility to 1 SM, increase LNAV Cat A and B visibility to RVR 5500 and Cat C and D visibility to 1.5 SM.

# RVR 1800 authorized with use of FD or AP or HUD to DA.
RNAV (GPS) Y RWY 34R

SEATTLE-TACOMA INTL (SEA)

**LNAV only**

**RNAV glidepath not coincident (VGS Angle 2.75/TCH 81).**

**Category**

- **A**
- **B**
- **C**
- **D**

**LPV DA#**

- **572/24**

**LNAV/ VNAV DA**

- **915-1/2**

**LNAV MDA**

- **840/24**
- **840/50**

**CIRCLING**

- **1000-1**
- **1000-1/2**

**N**

- **34° 6**
- **6 NM**

**ELEV**

- **34° 6**

**TDZE**

- **372**

**MALSR**

- **314°**

**MISSED APCH:** Climb to 3000 direct DODVE then climb to 5000 on track 344° to MGNUM and hold, continue climb-in-hold to 5000.

**At 600-1:**

- **Rwy 16R, 34R**

**At 600-2:**

- **Rwy 16L, 16C, 34C, 34R**

**SEATTLE TOWER**

**TDZ/CL Rwy 34R**

**HIRL all Rwy**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**47°27′N-122°19′W**

**RNAV (GPS) Y RWY 34R**

**SEATTLE, WASHINGTON**

Amdt 2D 12OCT17
When the ceiling is at least 3100’ and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for a Bay Visual Runway 16R/C/L Approach. When cleared for a Bay Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the Runway 16R/C/L localizer/SEA R-341 on Runway 16R/C/L extended centerline at the golf course (8 DME) and complete a straight in visual approach to the airport. On final approach, a descent profile of approximately 300’ per mile may be made with reference to the altitudes shown at the visual checkpoints or associated DME/fix positions.
SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify that you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDATION:
Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended to track the localizer until the runway environment is visually verified.
HUSKY VISUAL APPROACH RWY 16R/C/L

When the ceiling is at least 5000' and visibility is at least 4 miles, aircraft may be vectored over Kirkland or Lake Youngs for a Husky Visual Runway 16R/C/L Approach. When cleared for a Husky Visual Approach; proceed inbound visually over Stadium (via route depicted); intercept the Runway 16R/C/L localizer/SEA R-341 at 13 DME and complete a straight in visual approach to the airport.
ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify that you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDATION:
Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended to track the localizer until the runway environment is visually verified.
When the ceiling is at least 3100' and visibility is at least 7 miles, aircraft may be vectored towards Commencement Bay or McChord Fld or Lake Tapps for a Mall Visual Runway 34R/C/L Approach. When cleared for this approach; proceed inbound visually using the depicted landmarks to the centerline of runway 34R/C/L. Turn final before or over the interchange of State Road 18 (SR-18) and Interstate 5. Be established on the localizer or runway centerline at the Commons Mall and Water Tank (7.5 DME) and proceed visually to runway 34R/C/L.
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

CAUTION: Pilots are cautioned not to mistake Twy T for a Landing Surface.
Runway Status Lights in Operation.

HIRL Rwys 16R-34L, 16L-34R and 16C-34C
TDZ/CL Rwys 16R, 16L, 34R and 16C

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**NOTE:** RNAV 1.

**NOTE:** RADAR required.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** For non-GPS equipped aircraft departing Rwy 16L, 16C, 16R, HQM DME must be operational.

**NOTE:** For non-GPS equipped aircraft departing Rwys 34L, 34C, 34R PAAE DME must be operational.

**TAKEOFF MINIMUMS**

Rwys 16L, 16R: Standard with minimum climb of 500' per NM to 3000, and climb of 220' per NM to 10000.

Rwy 16C: Standard with minimum climb of 410' per NM to 3000, and climb of 220' per NM to 10000.

Rwys 34L, 34C, 34R: Standard with minimum climb of 490' per NM to 3700, and climb of 255' per NM to 10000.

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16L: Climb heading 164° to at/above 932, then direct CAVOB, then on track 166° to cross RENBE at or above 3000, then on depicted route to BANGR, cross BANGR at or above 10000, thence. . . .

TAKEOFF RUNWAY 16C: Climb heading 164° to at/above 932, then direct OTLIE, then on track 164° to cross RENBE at or above 3000, then on depicted route to BANGR, cross BANGR at or above 10000, thence. . . .

TAKEOFF RUNWAY 16R: Climb heading 164° to at/above 932, then direct WESET, then on track 161° to cross RENBE at or above 3000, then on depicted route to BANGR, cross BANGR at or above 10000, thence. . . .

TAKEOFF RUNWAY 34L: Climb heading 344° to at/above 932, then direct CUSBU, then on track 349° to cross WUREL at or above 3100, then on depicted route to BANGR, cross BANGR at or above 10000, thence. . . .

TAKEOFF RUNWAY 34C: Climb heading 344° to at/above 932, then direct NESOE, then on track 344° to cross WUREL at or above 3100, then on depicted route to BANGR, cross BANGR at or above 10000, thence. . . .

TAKEOFF RUNWAY 34R: Climb heading 344° to at/above 932, then direct DODVE, then on track 342° to cross WUREL at or above 3100, then on depicted route to BANGR, cross BANGR at or above 10000, thence. . . .

. . . on (transition). Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA VORTAC.

ARRIE TRANSITION (BANGR9.ARRIE)
PANGL TRANSITION (BANGR9.PANGL)
TAKEOFF RUNWAY 16L: Climb on heading 165° and SEA R-161, thence... .
TAKEOFF RUNWAYS 16C, 16R: Climb on heading 161° and SEA R-161, thence....

....to cross PEAKK/5 DME/RADAR at or above 3000, then right turn heading 251° to intercept SEA R-230 to ELMAA/HQM 33 DME, then on (transition/assigned route), expect requested altitude/flight level 15 NM from SEA.

CORVALLIS TRANSITION (ELMAA4.CVO): From over ELMAA on YYJ R-161 and CVO R-340 to CVO VOR/DME.

HOQUIAM TRANSITION (ELMAA4.HQM): From over ELMAA on HQM R-049 to HQM VORTAC.

NOTE: Chart not to scale.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: For non-GPS equipped aircraft departing Rwys 16L, 16C, 16R OLM DME must be operational for HQM transition.
NOTE: For non-GPS equipped aircraft departing Rwys 34L, 34C PAE DME must be operational, additionally OLM DME must be operational for HQM transition.
NOTE: For non-GPS equipped aircraft departing Rwy 34R PAE and SEA DMEs must be operational, additionally OLM DME must be operational for HQM transition.

TAKEOFF MINIMUMS
Rwy 16L/R: Standard with minimum climb of 500’ per NM to 3000, and minimum climb of 229’ per NM to 10000.
Rwy 16C: Standard with minimum climb of 410’ per NM to 3000, and minimum climb of 229’ per NM to 10000.
Rwys 34L/C/R: Standard with minimum climb of 490’ per NM to 3100.

(HAROB6.HAROB) 17285
HAROB SIX DEPARTURE (RNAV)
AL-582 [FAA]
SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

(D-ATIS
118.0
CLNC DEL
128.0
CPDLC
SEATTLE DEP CON
120.4 395.0

HAROB SIX DEPARTURE (RNAV)
(HAROB6.HAROB) 12OCT17
SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16C: Climb heading 164° to at/above 932, then direct OTLIE, then on track 164° to cross RENBE at/above 3000, then on depicted route to HAROB, cross HAROB at or above 10000, thence. . . .

TAKEOFF RUNWAY 16L: Climb heading 164° to at/above 932, then direct CAVOB, then on track 166° to cross RENBE at/above 3000, then on depicted route to HAROB, cross HAROB at or above 10000, thence. . . .

TAKEOFF RUNWAY 16R: Climb heading 164° to at/above 932, then direct WESET, then on track 161° to cross RENBE at/above 3000, then on depicted route to HAROB, cross HAROB at or above 10000, thence. . . .

TAKEOFF RUNWAY 34C: Climb heading 344° to at/above 932, then direct NESOE, then on track 344° to cross WUREL at/above 3100, then on depicted route to HAROB, cross HAROB at or above 10000, thence. . . .

TAKEOFF RUNWAY 34L: Climb heading 344° to at/above 932, then direct CUSBU, then on track 349° to cross WUREL at/above 3100, then on depicted route to HAROB, cross HAROB at or above 10000, thence. . . .

TAKEOFF RUNWAY 34R: Climb heading 344° to at/above 932, then direct DODVE, then on track 342° to cross WUREL at/above 3100, then on depicted route to HAROB, cross HAROB at or above 10000, thence. . . .

. . . . on (transition). Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA VORTAC.

ERAVE TRANSITION (HAROB6.ERAVE)
FEPOT TRANSITION (HAROB6.FEPOT)
HISKU TRANSITION (HAROB6.HISKU)
HOQUIAM TRANSITION (HAROB6.HQM)
TAKEOFF MINIMUMS
Rwys 16L/C/R - NA, ATC.
Rwys 34L/C/R - Standard with minimum climb of 500’ per NM to 940.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 34C: Climb heading 344° to 940, then direct NESOE, then on track 344° to cross WUREL at or above 3100, thence . . .

TAKEOFF RUNWAY 34L: Climb heading 344° to 940, then direct CUSBU, then on track 349° to cross WUREL at or above 3100, thence . . .

TAKEOFF RUNWAY 34R: Climb heading 344° to 940, then direct DODVE, then on track 342° to cross WUREL at or above 3100, thence . . .

. . . on track 309° to ATOME, then on track 264° to BREMM, then on track 259° to ISBRG, then on course 259°, expect RADAR vectors on course. Maintain 9000, expect clearance to filed altitude within 5 minutes after departure.
raphic: JEFFO ONE DEPARTURE (RNAV)

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 34C:** Climb heading 344° to 940, then direct NESOE, then on track 344° to cross WUREL at or above 3100, thence. . . .

**TAKEOFF RUNWAY 34L:** Climb heading 344° to 940, then direct CUSBU, then on track 349° to cross WUREL at or above 3100, thence. . . .

**TAKEOFF RUNWAY 34R:** Climb heading 344° to 940, then direct DODVE, then on track 342° to cross WUREL at or above 3100, thence. . . .

. . . . on track 309° to ATOME, then on track 281° to CENEX, then on track 343° to JEFFO, then on course 343°, expect RADAR vectors on course. Maintain 9000, expect clearance to filed altitude within 5 minutes after departure.

**NOTE:** RNAV-1.

**NOTE:** RADAR required.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** Procedure available from 2200 to 0600 local.

**NOTE:** ALPSE departures expect direct/vectors to ALPSE.

**NOTE:** BANDR departures expect direct/vectors to BANDR.

**NOTE:** NORMY departures expect direct/vectors to NORMY.

**NOTE:** PAE departures expect direct/vectors to PAE VOR/DME.

**NOTE:** ZADON departures expect direct/vectors to ZADON.

---

**TOP ALTITUDE:**

9000

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**NOTE:** Chart not to scale.
TAKEOFF MINIMUMS

Rwy 16L: Standard with minimum climb of 560’ per NM to 3000.
Rwy 16C: Standard with minimum climb of 515’ per NM to 3000.
Rwy 16R: Standard with minimum climb of 500’ per NM to 3000.
Rwys 34L/C/R: Standard with minimum climb of 580’ per NM to 4000.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16L: Climb on heading 165° and SEA VORTAC R-341 to cross PEAKK/SEA 8 DME at or above 4000, then left turn on heading 071° for RADAR vectors to assigned route/fix, thence. . . .

TAKEOFF RUNWAYS 16C/R: Climb on heading 161° and SEA VORTAC R-316 to cross PEAKK/SEA 8 DME at or above 4000, then left turn on heading 071° for RADAR vectors to assigned route/fix, thence. . . .

TAKEOFF RUNWAY 34L: Climb on heading 347° and SEA VORTAC R-341 to cross NEZUG/SEA 8 DME at or above 4000, then right turn on heading 071° for RADAR vectors to assigned route/fix, thence. . . .

TAKEOFF RUNWAY 34C: Climb on heading 344° and SEA VORTAC R-341 to cross PEAKK/SEA 8 DME at or above 4000, then left turn on heading 071° for RADAR vectors to assigned route/fix, thence. . . .

TAKEOFF RUNWAY 34R: Climb on heading 341° and SEA VORTAC R-341 to cross PEAKK/SEA 8 DME at or above 4000, then right turn on heading 071° for RADAR vectors to assigned route/fix, thence. . . .

. . . Maintain ATC assigned altitude, expect altitude/flight level 15 NM from SEA VORTAC.

LOST COMMUNICATIONS: If no contact with ATC leaving 4000’, proceed direct SEA VORTAC, then proceed on course.
NOTE: RNAV-1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Procedure available from 2200 to 0600 local.
NOTE: ALDER departures expect direct/vectors to ALDER.
NOTE: BUWZO departures expect direct/vectors to BUWZO.
NOTE: ERAVE departures expect direct/vectors to ERAVE.
NOTE: FEPOT departures expect direct/vectors to FEPOT.
NOTE: HQM departures expect direct/vectors to HQM VORTAC.
NOTE: SUMMA departures expect direct/vectors to SUMMA.

TAKEOFF MINIMUMS
Rwys 16L/C/R: NA, ATC.
Rwys 34L/C/R: Standard with minimum climb of 500' per NM to 940.

TAKEOFF RUNWAY 34C: Climb heading 344° to 940, then direct NESOE, then on track 344° to cross WUREL at or above 3100, thence...
TAKEOFF RUNWAY 34L: Climb heading 344° to 940, then direct CUSBU, then on track 349° to cross WUREL at or above 3100, thence...
TAKEOFF RUNWAY 34R: Climb heading 344° to 940, then direct DODVE, then on track 342° to cross WUREL at or above 3100, thence...

...on track 309° to ATOME, then on track 264° to BREMM, then on track 210° to OZWLD, then on course 210°, expect RADAR vectors on course. Maintain 9000, expect clearance to filed altitude within 5 minutes after departure.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16L: Climb heading 165° and on SEA R-161, thence.
TAKEOFF RUNWAY 16C: Climb heading 163° and on SEA R-161, thence.
TAKEOFF RUNWAY 16R: Climb heading 158° and on SEA R-161, thence.
TAKEOFF RUNWAY 34L: Climb heading 350° and on SEA R-341, thence.
TAKEOFF RUNWAY 34C: Climb heading 345° and on SEA R-341, thence.
TAKEOFF RUNWAY 34R: Climb heading 341° and on SEA R-341, thence.

NOTE: Between the hours of 2200 and 0600 local, large turbine powered aircraft departing Rwys 34L/C/R will be vectored over Puget Sound for noise abatement before proceeding on course.

TAKEOFF MINIMUMS
Rwy 16L: 300-1 or standard with minimum climb of 425’ per NM to 600.
Rwy 16R: 300-1¼ or standard with minimum climb of 215’ per NM to 600.

NOTE: Chart not to scale.
NOTE: RADAR and DME required.

**TAKEOFF MINIMUMS**
- Rwy 16C: Standard.
- Rwy 16L: 300-1 or standard with minimum climb of 425’ per NM to 600.
- Rwy 16R: 300-1¾ or standard with minimum climb of 215’ per NM to 600.
- Rwy 34L/C/R: Standard with minimum climb of 580’ per NM to 4000.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/C: Climb on heading 164° and SEA VORTAC R-161 to NEVJO, thence. . . .
TAKEOFF RUNWAY 16R: Climb on heading 162° and SEA VORTAC R-161 to NEVJO, thence. . . .

. . . . left turn heading 131° to intercept the SEA R-146 to SUMMA INT, then on assigned transition, maintain ATC assigned altitude.

TAKEOFF RUNWAY 34L: Climb on heading 347° and SEA VORTAC R-341, to cross NEZUG at or above 4000, thence. . . .
TAKEOFF RUNWAY 34C: Climb on heading 344° and SEA VORTAC R-341, to cross NEZUG at or above 4000, thence. . . .
TAKEOFF RUNWAY 34R: Climb on heading 343° and SEA VORTAC R-341, to cross NEZUG at or above 4000, thence. . . .

. . . . right turn heading 090° for RADAR vectors to SUMMA INT, then on assigned transition, maintain ATC assigned altitude.

BAKER CITY TRANSITION (SUMMA2.BKE): From over SUMMA on OLM R-100 and and BKE R-283 to BKE VOR/DME.
LAKEVIEW TRANSITION (SUMMA2.LKV): From over SUMMA on SEA R-146 and and LKV R-327 to LKV VORTAC.
RNAV (GPS) RWY 5
SHELBY (SBX)

**RNAV (GPS) RWY 5**

### MISS PATTERN Approach

- **Baro-VNAV and VDP NA** when using Cut Bank altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Cut Bank altimeter setting.

### AWOS-3PT
- **SALT LAKE CITY CENTER**
  - **128.325**
  - **133.4 285.4**

### UNICOM
- **122.8 (CTAF)**

---

**Category A**

- **LPV DA**
  - **3733-1**
  - **306 (300-1)**

- **LNAV/ VNAV DA**
  - **3783-1**
  - **356 (400-1)**

- **LNAV MDA**
  - **3800-1**
  - **373 (400-1)**

**Category B**

- **CIRCLING**
  - **4020-1**
  - **4080-1**
  - **4100-1¾**
  - **4220-2½**

**Category C**

- **CIRCLING**
  - **577 (600-1)**
  - **637 (700-1)**
  - **657 (700-½)**
  - **777 (800-2½)**

### Holding Pattern

- **14000 7000**
  - **230° 050°**

### Holding Pattern Details

- **IXIPE**
  - **5100**

### LPV Guidance

- **4300**

### LNAV/VNAV Guidance

- **4338A**
  - **(FAF/IAF)**

### Approach Details

- **UGA RWY 5**
  - **27 NM to RW05**

---

**Shelby, Montana**

**Orig-C 07SEP23**

**48°32′N-111°52′W**
Rwy 23 helicopter visibility reduction below \( \frac{3}{4} \) SM NA. Baro-VNAV NA when using Cut Bank altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below \(-21\) °C or above \(54°C\). When local altimeter setting not received, use Cut Bank altimeter setting.

MISSED APPROACH: Climb to 4300 then climbing right turn to 9000 direct YENUP and hold, continue climb-in-hold to 9000.

**AWOS-3PT**  
128.325

**SALT LAKE CITY CENTER**  
133.4  285.4

**UNICOM**  
122.8 (CTAF)

**MW-1, 11 JUL 2024 to 05 SEP 2024**
DME/DME RNP-0.3 NA. Circling NA for Cats C and D south of Rwy 5-23. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Olympia altimeter setting and increase all MDA by 60 feet, increase LP and LNAV visibility Cats C, D and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct CARRO and hold.

ASOS
119.275

SEATTLE APP CON
121.1 290.9

UNICOM
122.8 (CTAF)

NoPT for arrivals at ULESS on V27 northeast bound.

Procedure NA for arrivals at CARRO on V165-287 northbound.

Procedure NA for arrivals at RINDS on V187 southwest bound.

Visual Segment - Obstacles.

 CATEGORY  A  B  C  D
LP MDA  740-1  470 (500-1)  740-1½  470 (500-1½)
LNAV MDA  800-1  530 (600-1)  800-1½  530 (600-1½)
C CIRCLING  840-1  567 (600-1)  840-1½  567 (600-1½)  1200-3  567 (600-1½)  927 (1000-3)
RNAV (GPS) RWY 23
SANDERSON FLD (SHN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C, Rwy 23 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Olympia altimeter setting. Circling NA for Cats C and D south of Rwy 5-23. When local altimeter setting not received, use Olympia altimeter setting; increase #LPV DA to 576 feet, LPV DA to 720 feet, and LNAV/VNAV DA to 773 feet and all visibilities ¾ SM; increase all MDAs 60 feet and visibility LNAV Cat C and D and Circling Cat C visibility 1/8 SM. #LPV missed approach requires minimum climb of 244 feet per NM to 1700.

MISSED APPROACH: Climb to 3200 direct ULESS and hold.

Procedure NA for arrivals at HOOME on V27 northeast bound.

Procedure NA for arrivals at OLM VORTAC on V187 southbound.

Category A

LPV DA
523-3/4 250 (300-3/4)

LPV DA
667-11/2 394 (400-11/2)

LNAV/VNAV DA
720-11/2 447 (500-11/2)

LNAV MDA
880-1 607 (700-1)

CIRCLING
880-1 607 (700-1)

**CIRCLING**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. Baro-VNAV and VDP NA when using Olympia altimeter setting. Circling NA for Cats C and D south of Rwy 5-23. When local altimeter setting not received, use Olympia altimeter setting; increase #LPV DA to 576 feet, LPV DA to 720 feet, and LNAV/VNAV DA to 773 feet and all visibilities ¾ SM; increase all MDAs 60 feet and visibility LNAV Cat C and D and Circling Cat C visibility 1/8 SM. #LPV missed approach requires minimum climb of 244 feet per NM to 1700.

MISSED APPROACH: Climb to 3200 direct ULESS and hold.

Procedure NA for arrivals at HOOME on V27 northeast bound.

Procedure NA for arrivals at OLM VORTAC on V187 southbound.

Category A

LPV DA
523-3/4 250 (300-3/4)

LPV DA
667-11/2 394 (400-11/2)

LNAV/VNAV DA
720-11/2 447 (500-11/2)

LNAV MDA
880-1 607 (700-1)

CIRCLING
880-1 607 (700-1)
RNAV (GPS) RWY 15
SHERIDAN COUNTY (SHR)

**Misssed Approach:** Climb to 4500 then climbing left turn to 7100 direct HERKA and hold, continue climb-in-hold to 7100.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>SALTLAKE CENTER</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>135.175</td>
<td>127.75 351.9</td>
<td>123.0 (CTAF)</td>
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</tbody>
</table>

**Categories:**
- **A:** 146°
- **B:** 326° (7.5)
- **C:** 7000 336° (7.5)
- **D:** 4500 W15A 146°

**RNAV (GPS) RWY 15**

**RNAV (GPS) RWY 15 Holding Pattern**

**Category A**
- LPV DA: 4264
- LNAV/ VNAV DA: 4292
- LNAV MDA: 4560-1
- CIRCLING: 4600-1

**Category B**
- LPV DA: 250 (300-¾)
- LNAV/ VNAV DA: 278 (300-¾)
- LNAV MDA: 546 (600-1)
- CIRCLING: 619 (700-1)

**Category C**
- LPV DA: 1.6 NM to RW15
- LNAV/ VNAV DA: 0.7 NM
- CIRCLING: 839 (900-2½)

**Category D**
- LPV DA: 1.6 NM to RW15
- LNAV/ VNAV DA: 3.8 NM
- CIRCLING: 1199 (1200-3)

**WAAS CH 81899 W15A**

**MDA 4780**

**Circling to Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 51°C. When local altimeter setting not received, procedure NA.**

**Setting not received, procedure NA.**
Circling to Rwy 24 NA at night. Baro-VNAV NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 7300 direct SHR VOR/DME and hold, continue climb-in-hold to 7300.

When local altimeter setting not received, procedure NA.
When local altimeter setting not received, procedure NA. Night landing: Rwy 24 NA.

MISSING APPROACH: Climbing left turn to 7000 direct SHR VOR/DME and hold, continue climb-in-hold to 7000.

VOR RWY 15
SHERIDAN COUNTY (SHR)

ASOS
135.175

SALT LAKE CENTER
127.75 351.9

UNICOM
123.0 (CTAF)

VGS and descent angles not coincident (VGS Angle 3.00/TCH 50).

Remain within 10 NM

7000

VOR/DME SHR
113.55
Chan 82(Y)

APP CRS 131°
Rwy 1dg 8301
TDZE 4014
Apt Elev 4021

CATEGORY A B C D
S-15 4680-1 666 (700-1) 4680-1 666 (700-1) 4680-1 839 (900-2½) 5220-3 1199 (1200-3)
CIRCLING 4680-1 659 (700-1) 4860-2½ 5220-3

G

44°46’N-106°59’W

SHERIDAN, WYOMING

Ampl 2 25JUN15
RNAV (GPS) RWY 1
SIDNEY-RICHLAND RGNL (SDY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Circling Rwy 11, 29 NA at night.

AWOS-3PT 119.275
SALT LAKE CENTER 126.85 305.2
UNICOM 122.8 (CTAF)

Procedure NA for arrivals at EXADE on V465 southwest bound.

MISSING APCH FIX

5 NM

MISSED APPROACH: Climb to 4600 direct HAKET and hold.

Missed Approach: Climb to 4600 direct HAKET and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Circling Rwy 11, 29 NA at night.
AIRPORT DIAGRAM

AWOS-3PT
119.275
CTAF/UNICOM
122.8

FIELD ELEV
1966

1981

ELEV

1983

ELEV

1985

AIRPORT DIAGRAM

SIDNEY-RICHLAND RGNL (SDY)

SIDNEY, MONTANA

AL-5303 (FAA)

AWOS-3PT
119.275
CTAF/UNICOM
122.8

FIELD ELEV
1966

1981

ELEV

1983

ELEV

1985

AIRPORT DIAGRAM

SIDNEY-RICHLAND RGNL (SDY)

SIDNEY, MONTANA

AL-5303 (FAA)

AWOS-3PT
119.275
CTAF/UNICOM
122.8

FIELD ELEV
1966

1981

ELEV

1983

ELEV

1985

AIRPORT DIAGRAM

SIDNEY-RICHLAND RGNL (SDY)

SIDNEY, MONTANA

AL-5303 (FAA)

AWOS-3PT
119.275
CTAF/UNICOM
122.8

FIELD ELEV
1966

1981

ELEV

1983

ELEV

1985

AIRPORT DIAGRAM

SIDNEY-RICHLAND RGNL (SDY)

SIDNEY, MONTANA

AL-5303 (FAA)

AWOS-3PT
119.275
CTAF/UNICOM
122.8

FIELD ELEV
1966

1981

ELEV

1983

ELEV

1985

AIRPORT DIAGRAM

SIDNEY-RICHLAND RGNL (SDY)

SIDNEY, MONTANA

AL-5303 (FAA)

AWOS-3PT
119.275
CTAF/UNICOM
122.8

FIELD ELEV
1966

1981

ELEV

1983

ELEV

1985

AIRPORT DIAGRAM

SIDNEY-RICHLAND RGNL (SDY)

SIDNEY, MONTANA

AL-5303 (FAA)

AWOS-3PT
119.275
CTAF/UNICOM
122.8

FIELD ELEV
1966

1981

ELEV

1983

ELEV

1985

AIRPORT DIAGRAM

SIDNEY-RICHLAND RGNL (SDY)

SIDNEY, MONTANA

AL-5303 (FAA)

AWOS-3PT
119.275
CTAF/UNICOM
122.8
DME/DME RNP 0.3 NA. Procedure NA at night. Use Arlington altimeter setting. When not received, use Everett altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 1 SM NA. Procedure NA for arrivals at PAE VOR/DME via V23 northbound.

**MISSED APPROACH:** Climb to 2000 direct USUXY and via 333° track to WATON LOM and hold.

**AWO AWOS-3PT**  
135.625

**SEATTLE APP CON**  
128.5  306.9

**UNICOM**  
123.0 (CTAF)
Circling NA northwest of Rwy 4L-22R. Circling Rwy 22L NA at night. Rwy 4L helicopter visibility reduction below 3/4 SM NA.

**ATIS**
- 120.55

**SPOKANE APP CON**
- 133.35
- 263.0

**FELTS TOWER**
- 132.5 (CTAF)
- 239.025

**GND CON**
- 121.7

**CLNC DEL**
- 121.7

**UNICOM**
- 122.95

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**VOR RWY 4L**

**FELTS FLD (SFF)**

---

**MISSING APPROACH:** Climbing left turn to 4500 direct GEG VORTAC and hold.

---

**IF/IAF**
- SPOKANE 115.5 GEG 102

---

**NoPT for arrival on GEG VORTAC airway radials 149 CW 248.**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Takeoff Minimums

Rwy 4L: Standard with minimum climb of 495’ per NM to 6000, or 2800-3 for VCOA.
Rwy 4R: Standard with minimum climb of 485’ per NM to 6000, or 2800-3 for VCOA.
Rwy 22L: Standard with minimum climb of 230’ per NM to 2800, or 2800-3 for VCOA.
Rwy 22R: Standard with minimum climb of 250’ per NM to 2800, or 2800-3 for VCOA.

Departure Route Description

Takeoff Runways 4L/R: Climb on heading 038° to 3500, then climbing right turn to heading 210° to intercept GEG VORTAC R-057 to GEG VORTAC, thence...

Takeoff Runways 22L/R: Climb on heading 218° to 3200, then climbing left turn to heading 190° to intercept GEG VORTAC R-057 to GEG VORTAC, thence...

VCOA All Runways: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Felts Fld at or above 4600, then on GEG R-057 to GEG VORTAC, thence...

....cross GEG VORTAC at or above MCA/MEA for assigned route of flight.
**TAKEOFF OBSTRUCTION NOTES**

Rwy 4L: Light poles beginning 10' from DER, 77' right of centerline, up to 2' AGL/1959' MSL.

Sign 33' from DER, 168' left of centerline, 5' AGL/1962' MSL.

**Buildings**
- 1152' from DER, 757' right of centerline, 33' AGL/1987' MSL.
- 1568' from DER, 902' right of centerline, 62' AGL/2016' MSL.
- 1732' from DER, 862' right of centerline, 72' AGL/2026' MSL.

**Trees, utility building**
- 1844' from DER, 586' right of centerline, up to 91' AGL/2045' MSL.
- 2290' from DER, 373' right of centerline, up to 113' AGL/2064' MSL.
- 3763' from DER, 1368' left of centerline, 92' AGL/2061' MSL.

**Trees, buildings**
- 4128' from DER, 1137' left of centerline, up to 106' AGL/2108' MSL.
- 4726' from DER, 1558' left of centerline, 136' AGL/2133' MSL.

**Trees, buildings, terrain**
- 4728' from DER, 384' left of centerline, up to 129' AGL/2143' MSL.
- 5282' from DER, 607' left of centerline, up to 117' AGL/2171' MSL.

**Trees, vehicles on road**
- 5631' from DER, 765' left of centerline, up to 113' AGL/2174' MSL.

**Buildings, trees, terrain**
- 1 NM from DER, 1177' left of centerline, up to 65' AGL/2193' MSL.
- 1.1 NM from DER, 970' left of centerline, up to 94' AGL/2292' MSL.

**Buildings, trees, buildings, terrain**
- 1.2 NM from DER, 899' left of centerline, up to 116' AGL/2336' MSL.
- 1.3 NM from DER, 927' left of centerline, up to 120' AGL/2346' MSL.
- 1.4 NM from DER, 869' left of centerline, up to 96' AGL/2353' MSL.

**Buildings, terrain, buildings**
- 1.5 NM from DER, 508' left of centerline, up to 85' AGL/2390' MSL.

**Buildings, trees, terrain**
- 1.6 NM from DER, 851' left of centerline, up to 40' AGL/2461' MSL.
- 1.7 NM from DER, 706' left of centerline, up to 59' AGL/2509' MSL.

**Buildings, terrain, trees, buildings, vehicles on road**
- 1.8 NM from DER, 1471' left of centerline, up to 33' AGL/1987' MSL.
- 1.9 NM from DER, 1401' left of centerline, up to 106' AGL/2321' MSL.

**Buildings, trees, terrain, vegetation**
- 2 NM from DER, 1471' left of centerline, up to 94' AGL/2292' MSL.

**Buildings, trees, terrain, vegetation**
- 2.1 NM from DER, 1401' left of centerline, up to 106' AGL/2321' MSL.

**Buildings, trees, terrain, vegetation, buildings**
- 2.2 NM from DER, 1001' left of centerline, up to 111' AGL/2327' MSL.
- 2.3 NM from DER, 13' right of centerline, up to 102' AGL/2432' MSL.

**Buildings, trees, terrain, vegetation, buildings**
- 2.4 NM from DER, 13' right of centerline, up to 102' AGL/2432' MSL.

(CONTINUED ON FOLLOWING PAGE)
TAKEOFF OBSTACLE NOTES

Rwy 22L: Signs beginning 41' from DER 75' left of centerline up to 3' AGL/1954' MSL.
Sign 96' from DER, 73' right of centerline, 3' AGL/1953' MSL.
Sign 114' from DER, 236' left of centerline, 3' AGL/1955' MSL.
Pole, building beginning 123' from DER, 473' left of centerline, up to 27' AGL/1979' MSL.
Buildings beginning 450' from DER, 458' left of centerline, up to 43' AGL/1996' MSL.
Building 539' from DER, 432' left of centerline, 44' AGL/1997' MSL.
Building 605' from DER, 433' left of centerline, 45' AGL/1998' MSL.
Trees, buildings, vehicles on the road, light poles, poles beginning 658' from DER, 291' left of centerline, up to 2008' MSL.
Trees beginning 1126' from DER, 488' left of centerline, up to 59' AGL/2012' MSL.
Trees, poles, transmission line, building beginning 1215' from DER, 172' left of centerline, up to 71' AGL/2024' MSL.
Trees, pole beginning 2078' from DER, 206' left of centerline, up to 92' AGL/2043' MSL.
Building, elevators beginning 4482' from DER, 574' left of centerline, up to 134' AGL/2084' MSL.

Rwy 22R: Fence, vehicles on road, navaid beginning 1' from DER, 121' right of centerline, up to 6' AGL/1949' MSL.
Signs, navaid beginning 36' from DER, 117' left of centerline, up to 3' AGL/1953' MSL.
Vehicles on road 187' from DER, 446' right of centerline, 1954' MSL.
Trees beginning 191' from DER, 500' right of centerline, up to 1975' MSL.
Building 202' from DER, 496' left of centerline, 18' AGL/1969' MSL.
Building 210' from DER, 501' left of centerline, 22' AGL/1973' MSL.
Buildings beginning 267' from DER, 507' left of centerline, up to 23' AGL/1974' MSL.
Trees, transmission lines, poles beginning 500' from DER, 64' right of centerline, up to 63' AGL/1995' MSL.
Pole, vehicles on road, buildings beginning 651' from DER, 229' left of centerline, up to 38' AGL/1987' MSL.
Tree, vehicles on road beginning 1020' from DER, 471' left of centerline, up to 40' AGL/1989' MSL.
Tower 1178' from DER, 439' left of centerline, 40' AGL/1997' MSL.
Tree, poles, transmission line beginning 1260' from DER, 3' left of centerline, up to 51' AGL/2000' MSL.
Trees, poles, transmission line beginning 1493' from DER, 191' left of centerline, up to 70' AGL/2018' MSL.
Building, elevators, tower beginning 2643' from DER, 1072' left of centerline, up to 134' AGL/2084' MSL.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climb heading 038° to 5000. Expect RADAR vectors to assigned airway/route, thence. . .

TAKEOFF RUNWAYS 22L/R: Climbing left turn heading 190° to 5500. Expect RADAR vectors to assigned airway/route, thence. . .

. . .maintain 12000 or assigned lower altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: Climb direct GEG VORTAC before proceeding on course. Cross GEG VORTAC at or above: northeast bound V120-448 and eastbound V2 5200.

TAKEOFF MINIMUMS

Rwys 4L/R: Standard with minimum climb of 400' per NM to 5000.
Rwys 22L/R: Standard with minimum climb of 370' per NM to 5500.

NOTE: RADAR required.
NOTE: Chart not to scale.
TAKEOFF MINIMUMS
Rwys 22L/R: NA - ATC.
Rwys 4L/R: Standard with minimum climb of 400' per NM to 5000.

NOTE: RADAR required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 22L/R: NA - ATC.

TAKEOFF RUNWAYS 4L/R: Climbing right turn heading 060° to 5000. Expect RADAR vectors to assigned route/fix.

LOST COMMUNICATIONS: If no radio contact with departure control after leaving 3000, continue climb to 5000, then left turn direct to GEG VORTAC, thence proceed on course.
ILS or LOC RWY 3

SPOKANE, WASHINGTON

ATIS 124.325 254.375

SPOKANE APP CON 123.75 282.25

SPOKANE TOWER 118.3 278.3

GND CON 121.9 348.6

CLNC DEL 127.55

DME required for localizer only.

For inop ALS, increase S-LOC 3 Cat C/D visibility to RVR 5500.

MISSED APPROACH: Climb to 2900 then climbing left turn to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).

Remain within 10 NM

4400 NoPT to JEGDU 113° hdg (9.8) and 031° (6.2)

4900 to CARUT 031° (9.5)

1.5 NM 2.1 NM 1 NM

CATEGORY A B C D

S-ILS 3 2585/18 200 (200-½)

S-LOC 3 2780/24 395 (460-½)

32780/35 395 (400-½)

C CIRCLING 2960-1 2980-1 3180-2½ 3380-3

575 (600-1) 595 (600-1) 795 (800-2½) 995 (1000-3)

SPOKANE, WASHINGTON

Amdt 7B 15JUN23

47°37'N-117°32'W

ILS or LOC RWY 3

SPOKANE INTL (GEG)

ILE 2385 D TDZE 2385
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<tr>
<td>GND CON</td>
<td>121.9 348.6</td>
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<tr>
<td>CLNC DEL</td>
<td>127.55</td>
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**DME required.**

**ALSF-2**

**MISSING APPROACH:** Climb to 4200 on GEG VORTAC R-034 to GEG VORTAC and hold, continue climb-in-hold to 4200.

**ATIS**

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**SPOKANE APP CON**

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**GND CON**

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**CLNC DEL**

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**ALTERNATE MISSED APCH FIX**

**COEUR D’ALENE**

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**SPOKANE, WASHINGTON**

Amdt 24A 15JUN23

ILS or LOC RWY 21

SPOKANE INTL (GEG)

**47°37’N-117°32’W**

**797**
### ILS RWY 3 (SA CAT I)

**SPOKANE INTL (GEG)**

**ATIS**
- SPOKANE APP CON: 123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)
- SPOKANE TOWER: 118.3 278.3
- GND CON: 121.9 348.6
- CLNC DEL: 127.55

**LOC/DME**
- Chan 48
- Glossary:
  - **MISSED APPROACH:** Climb to 2900 then climbing left turn to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.

**ALSF-2**
- Requires specific OPSPEC, MSPEC, or LOA approval.

**Categorical Information**
- **CATEGORY I** ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

---

### Diagram

- **GEOGRAPHIC ASSISTANCE**
  - SPOKANE, WASHINGTON
  - COEUR D'ALENE

- **NAVIGATION AIDS**
  - LOCALIZER 111.1
  - IAF SPOKANE 115.2
  - IAF GEG 125.55
  - IAF JEGDU 225.4

- **AISLS-2**
  - Requires specific OPSPEC, MSPEC, or LOA approval.

- **LOC/DME**
  - Chan 48
  - Glossary:
    - **MISSED APPROACH:** Climb to 2900 then climbing left turn to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.

**ATIS**
- SPOKANE APP CON: 123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)
- SPOKANE TOWER: 118.3 278.3
- GND CON: 121.9 348.6
- CLNC DEL: 127.55

**Categorical Information**
- **CATEGORY I** ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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### Table

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**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

---

**NOTICE**
- NW-1, 11 JUL 2024 to 05 SEP 2024

**Amdt 7B**
- 15JUN23

**47°37'N-117°32'W**
ILS RWY 21 (SA CAT I)  
SPOKANE INTL (GEG)

SPOKANE, WASHINGTON  
AL-403 (FAA)  
23334

DME required.

**Requires specific OPSPEC, MSPEC, or LOA approval.**

**ATIS**  
124.325 254.375

**SPOKANE APP CON**  
133.35 263.0 (026° - 204°)

**SPOKANE TOWER**  
118.3 278.3

**GND CON**  
121.9 348.6

**CLNC DEL**  
127.55

**ALTERNATE MISSED APCH FIX**

Coeur d'Alene  
Chan 25

**LOCALIZER**  
111.1  
I-GE G

**SPOKANE**  
115.5 GEG  
Chan 102

**SIGYO**  
I-GE G

**LUCEV**  
I-GE G 13.1

**ILS RWY 21**  
(SA CAT I)  
SPOKANE INTL (GEG)

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SPOKANE, WASHINGTON  
Amdt 24A 15JUN23

**GEG**  
Lat 47°37'N  
Long 117°32'W

**ILS RWY 21**  
(SA CAT I)  
SPOKANE INTL (GEG)
CAT II: RVR 1000 authorized with specific OPspec, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

DME required.

SPOKANE, WASHINGTON
AL-403 (FAA) 23334

ILS RWY 21 (CAT II & III)
SPOKANE INTL (GEG)

DME required.

V

CAT II: RVR 1000 authorized with specific OPspec, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MISSED APPROACH: Climb to 4200 on GEG VORTAC R-034 to GEG VORTAC and hold, continue climb-in-hold to 4200.

ATIS
124.325 254.375

SPOKANE APP CON
123.75 282.25
(205°-025°)

SPOKANE TOWER
118.3 278.3

GND CON
121.9 348.6

CLNC DEL
127.55

SPOKANE, WASHINGTON
SPOKANE INTL (GEG)

Amdt 24A 15JUN23
RNAV (RNP) Z RWY 3
SPOKANE INTL (GEG)

**AUTHORIZATION REQUIRED**

**RNAV (RNP) Z RWY 3**

**SPOKANE, WASHINGTON**

**AL-403 (FAA)**

**APP CRS 03°**

**Rwy Idg 11002**

**TDZE 2385**

**Apt Elev 2385**

---

**For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 53°C.**

**ATIS**

124.325 254.375

**SPOKANE APP CON**

123.75 282.25 (205°-025°)

133.35 263.0 (026°-204°)

**SPOKANE TOWER**

118.3 278.3

**GND CON**

121.9 348.6

**CLNC DEL**

127.55

---

**MISSED APPROACH: Climb to 7000 on track 031° to HUPRA and on track 358° to JOMRU and hold.**

---

**Procedure NA for arrivals at JOMRU on V112 northbound.**

**Procedure NA for arrivals at ZOOMR on V244 southbound.**

**Procedure NA for arrivals at ATOXE on V253 southeast bound.**

---

**ZORIL**

3500

GP 3.00°

TCH 55°

---

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69)**

---

**See planview for multiple IF locations.**

---

**NW-1, 11 JUL 2024 to 05 SEP 2024**

---

**Amdt 1B 20JUN19**
For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 53°C.

Procedure NA for arrivals at JOMRU on V112 northbound.

Procedure NA for arrivals at ZOOMR on V2-448 southwest bound.

Procedure NA for arrivals at ATOXE on V253 southeast bound.

See planview for multiple IF locations.

AVAILABILITY:
RNP AR APCH. RF required.

RNAV (RNP) Z RWY 8
SPOKANE INTL (GEG)

MISSED APPROACH: Climb to 7000 on track 076° to JERPU, left turn to OZALO, and on track 338° to JOMRU and hold.

ATIS
124.325 254.375

SPOKANE APP CON
123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)

SPOKANE TOWER
118.3 278.3

GND CON
121.9 348.6

CLNC DEL
127.55

AUTHORIZATION REQUIRED

SPOKANE, WASHINGTON
Amdt 1A 25APR19

47°37'N-117°32'W
803
RNAV (RNP) Z RWY 21
SPOKANE INTL (GEG)

MISSED APPROACH: Climb to 5000 on track 212° to IRUHO and on track 252° to GANGS and hold.

*Missed approach requires minimum climb of 310 feet per NM to 3000.

For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 43°C. For inop ALS increase RNP 0.11 visibility all Cats to 3/4, RNP 0.15 visibility all Cats to 1/8 and RNP 0.30 visibility all Cats to 1/8.

Procedure NA for arrivals at JOMRU on V112 northbound.

Procedure NA for arrivals at ROPES on V2 eastbound.

Procedure NA for arrivals at ZOOMR on V2-448 southwest bound.

Procedure NA for arrivals at ATOXE on V253 southeast bound.

See planview for multiple IF locations.

**AUTHORIZATION REQUIRED**
RNAV (RNP) Z RWY 26
SPOKANE INTL (GEG)

MISSED APPROACH: Climb to 5000 on track 257° to TEFXY and on track 220° to GANGS and hold.

For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.

ATIS
124.325 254.375

SPokane APP Con
123.75 282.25 (205°-025°)
133.35 263.0 (026°-204°)

SPokane Tower
118.3 278.3

GND Con
121.9 348.6

CLNC Del
127.55

AUTHORIZATION REQUIRED

5 NM

Gangs

Procedure NA for arrivals at ATOXE on V253 southeast bound.

Procedure NA for arrivals at ATOXE on V253 southwest bound.

Procedure NA for arrivals at Gangs on V2-448 southwest bound.

Procedure NA for arrivals at Gangs on V112 northbound.

SPokane, Washington
Amdt 1 C 25APR19

47°37'N-117°32'W
805
RNAV (GPS) Y RWY 3
SPOKANE INTL (GEG)

**ATIS**
124.325 254.375

**SPokane APP CON**
123.75 282.25 (205°-025°)
133.35 263.0 (026°-204°)

**SPokane TOWER**
118.3 278.3

**GND CON**
121.9 348.6

**CLNC DEL**
127.55

**MALP**
4553

**HILIE**

**Procedure NA for arrivals at ZOOMR on V2-448 panel bound.**

**Procedure NA for arrivals at HILIE on V2 eastbound.**

**Procedure NA for arrivals at ATOXE on V253 southeast bound.**

**RNAV (GPS) Y RWY 3**

**SPokane, WA**

**Amdt 2F 15AUG19**

**APPROACH**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 53°C. For inop ALS increase LNAV/VNAV all Cats visibility to 1 SM and increase LNAV C1 and D visibility to 1.5 SM.

**ATIS**
124.325 254.375

**SPokane APP CON**
123.75 282.25 (205°-025°)
133.35 263.0 (026°-204°)

**SPokane TOWER**
118.3 278.3

**GND CON**
121.9 348.6

**CLNC DEL**
127.55

**MALP**
4553

**HILIE**

**Procedure NA for arrivals at ZOOMR on V2-448 panel bound.**

**Procedure NA for arrivals at HILIE on V2 eastbound.**

**Procedure NA for arrivals at ATOXE on V253 southeast bound.**

**RNAV (GPS) Y RWY 3**

**SPokane, WA**

**Amdt 2F 15AUG19**

**APPROACH**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 53°C. For inop ALS increase LNAV/VNAV all Cats visibility to 1 SM and increase LNAV C1 and D visibility to 1.5 SM.
Missed Approach: Climb to 2900, then climbing right turn to 6000 direct ATOXE and hold.

Procedure NA for arrival on GEG VORTAC airway radials 207 CW 248.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).

Category

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<td>424 (500-1/4)</td>
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TDZ/CL Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26
Misssed Approach: Climb to 5000 direct RVUHO and on track 252° to GANGS and hold.

Procedure NA for arrivals at CEMOM on V112 northbound.

Procedure NA for arrivals at ZOOMR on V2-448 southwest bound.

Procedure NA for arrivals at HILOE on V3 eastbound.

*RNAV only.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 53°C.

VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 73).
RNAV (GPS) Y RWY 26
SPOKANE INTL (GEG)
Circling NA for Cat E southeast of Rwy 3-21. For inop ALS, increase S-3 Cat E visibility to 1/2 SM.

**TWR**

**SPOKANE TOWER**

**ATIS**

124.325 254.375

**SPOKANE APP CON**

123.75 282.25 (205°-025°)

133.35 263.0 (026°-204°)

**SPOKANE TOWER**

118.3 278.3

**GND CON**

121.9 348.6

**CLNC DEL**

127.55

**MISSED APPROACH:** Climb to 3200 then climbing left turn to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.

**ALS 2**

**SD**

**VOR RWY 3**

**SPOKANE INTL (GEG)**

**VORTAC GEG**

115.5

**APP CRS**

035°

**Rwy Idg**

11002

**TDZE**

2385

**Apt Elev**

2385

**ELEV**

2385

**TDZE**

2385

**ATIS**

124.325 254.375

**SPOKANE APP CON**

123.75 282.25 (205°-025°)

133.35 263.0 (026°-204°)

**SPOKANE TOWER**

118.3 278.3

**GND CON**

121.9 348.6

**CLNC DEL**

127.55

**MISSED APPROACH:** Climb to 3200 then climbing left turn to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.

**ALS 2**

**SD**

**VOR RWY 3**

**SPOKANE INTL (GEG)**

**VORTAC GEG**

115.5

**APP CRS**

035°

**Rwy Idg**

11002

**TDZE**

2385

**Apt Elev**

2385

**ELEV**

2385

**TDZE**

2385

**ATIS**

124.325 254.375

**SPOKANE APP CON**

123.75 282.25 (205°-025°)

133.35 263.0 (026°-204°)

**SPOKANE TOWER**

118.3 278.3

**GND CON**

121.9 348.6

**CLNC DEL**

127.55

**MISSED APPROACH:** Climb to 3200 then climbing left turn to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.

**ALS 2**

**SD**

**VOR RWY 3**

**SPOKANE INTL (GEG)**

**VORTAC GEG**

115.5

**APP CRS**

035°

**Rwy Idg**

11002

**TDZE**

2385

**Apt Elev**

2385

**ELEV**

2385

**TDZE**

2385

**ATIS**

124.325 254.375

**SPOKANE APP CON**

123.75 282.25 (205°-025°)

133.35 263.0 (026°-204°)

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**SD**

**VOR RWY 3**

**SPOKANE INTL (GEG)**

**VORTAC GEG**

115.5

**APP CRS**

035°

**Rwy Idg**

11002

**TDZE**

2385

**Apt Elev**

2385

**ELEV**

2385

**TDZE**

2385

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124.325 254.375

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**SD**

**VOR RWY 3**

**SPOKANE INTL (GEG)**

**VORTAC GEG**

115.5

**APP CRS**

035°

**Rwy Idg**

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2385

**Apt Elev**

2385

**ELEV**

2385

**TDZE**

2385

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124.325 254.375

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123.75 282.25 (205°-025°)

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121.9 348.6

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**ALS 2**

**SD**

**VOR RWY 3**

**SPOKANE INTL (GEG)**

**VORTAC GEG**

115.5

**APP CRS**

035°

**Rwy Idg**

11002

**TDZE**

2385

**Apt Elev**

2385

**ELEV**

2385

**TDZE**

2385

**ATIS**

124.325 254.375

**SPOKANE APP CON**

123.75 282.25 (205°-025°)

133.35 263.0 (026°-204°)

**SPOKANE TOWER**

118.3 278.3

**GND CON**

121.9 348.6

**CLNC DEL**

127.55

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**ALS 2**

**SD**

**VOR RWY 3**

**SPOKANE INTL (GEG)**

**VORTAC GEG**

115.5

**APP CRS**

035°

**Rwy Idg**

11002

**TDZE**

2385

**Apt Elev**

2385

**ELEV**

2385

**TDZE**

2385

**ATIS**

124.325 254.375

**SPOKANE APP CON**

123.75 282.25 (205°-025°)

133.35 263.0 (026°-204°)

**SPOKANE TOWER**

118.3 278.3

**GND CON**

121.9 348.6

**CLNC DEL**

127.55

**MISSED APPROACH:** Climb to 3200 then climbing left turn to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.
VOR RWY 21
SPOKANE INTL (GEG)

MISSED APPROACH: Climb to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.
RIDDLE HILL VISUAL RWY 8

PROCEDURE NOT AUTHORIZED AT NIGHT.

Arrivals expect to be vectored south of the VOR to execute approach.
ANNUAL RATE OF CHANGE
JANUARY 2020
0.1° W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**TOP ALTITUDE:**

6000

**TAKEOFF MINIMUMS**

Rwys 3, 8: Standard with minimum climb of 320' per NM to 5300.
Rwys 21, 26: Standard with minimum climb of 250' per NM to 5200.

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 030° (or ATC assigned heading) for vectors to assigned route/fix, thence . . . .
TAKEOFF RUNWAY 8: Climbing right turn heading 120° (or ATC assigned heading) for vectors to assigned route/fix, thence . . . .
TAKEOFF RUNWAY 21: Climb on heading 210° (or ATC assigned heading) for vectors to assigned route/fix, thence . . . .
TAKEOFF RUNWAY 26: Climbing left turn heading 210° (or ATC assigned heading) for vectors to assigned route/fix, thence . . . .

. . . . maintain 6000 or assigned higher altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS
Climb direct GEG VORTAC before proceeding on course.
Aircraft northeastbound V120-448 and eastbound V2: Climb direct GEG VORTAC, cross GEG VORTAC at or above 5200.
Aircraft departing Rwy 3: If not in contact with ATC within 10 NM after takeoff, turn left direct GEG VORTAC, cross GEG VORTAC at or above 5200, thence on assigned route/fix.
**RNAV (GPS)-A**

**STEVENSVILLE (32S)**

**APP CRS** 162°

**Rwy Idg** N/A

**TDZE** N/A

**Apt Elev** 3614

**AWOS-AV** 120.925

**SPOKANE APP CON** 124.9 298.95

**UNICOM** 122.8 (CTAF)

**Procedure NA at night.**

**MISSED APPROACH:** Climbing left turn to 13000 direct TAGOE and hold, continue climb-in-hold to 13000.

**Category**

<table>
<thead>
<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Circling</strong></td>
<td>6400-1½</td>
<td>6400-1½</td>
<td>6400-1½</td>
<td>NA</td>
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**MIRL Rwy 12-30**

**Orig F 25FEB21**

**46°32'N-114°03'W**
RNAV (GPS) RWY 18
SUNRIVER (S21)

Circling NA for Cat D west of RWY 18-36. RWY 18 helicopter visibility reduction below 1/2 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 41°C.

Procedure NA for arrival on DSD VORTAC airway radiotelephone 247 CW 263 and airway radial 092.

MISSPED APPROACH: Climb to 6000 then climbing right turn to 9400 direct SSTRS and hold, continue climb-in-hold to 9400.

 NOAA Chart 11600

AWOS: 3-PT 128.325
SEATTLE CENTER 126.15 269.475
UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 18
SUNRIVER (S21)

SUNRIVER, OREGON
Amdt 2 30NOV23

43°53’N-121°27’W
RNAV (GPS) RWY 17

TACOMA NARROWS (TIW)

**MISSED APPROACH:** Climb to 4000 direct WAPGI and right turn via 285° track to CARRO and hold, continue climb-in-hold to 4000.

**Procedure NA** for arrivals at CARRO via V165-V287 south bound and V27 southwest bound.

**ATIS**
124.05

**SEATTLE APP CON**
120.1 290.9

**TACOMA TOWER**
118.5 (CTAF) 253.5

**GND CON**
121.8

**UNICOM**
122.95

**MALSR**

- **RNAV (GPS) RWY 17**
- **TACOMA NARROWS**

**Category**

- **A**
- **B**
- **C**
- **D**

**LPV**

- **DA**
- **MCA**

**LNAV/VNAV**

- **DA**
- **MCA**

**CIRCLING**

- **MCA**

**ELEV** 295

**TDZE** 294

**WAAS**

- **CH 82608**
- **W17A**

**APP CRS**

- **Rwy Idg** 5002
- **TDZE** 294
- **Apt Elev** 295
RNAV (GPS) RWY 35
TACOMA NARROWS (TIW)

RNAV (GPS) RWY 35
TACOMA NARROWS (TIW)

Baro-VNAV NA when using McChord Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

Circling NA east of Rwy 17-35. When local altimeter setting not received, use McChord Fld altimeter setting and increase all DA 25 feet and all MDA 40 feet.

Procedure NA for arrivals at OLUM VOR/TAC via V187 southbound.

Procedure NA for arrivals at OLUM VORTAC via V187 southbound.

Misaligned course.

Misaligned course.

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Misaligned course.

Misaligned course.

Procedure NA for arrivals at OLUM VORTAC via V187 southbound.

Procedure NA for arrivals at OLUM VORTAC via V187 southbound.

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Procedure NA for arrivals at OLUM VORTAC via V187 southbound.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TACOMA NARROWS (TIW)
TACOMA, WASHINGTON

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb runway heading until leaving 1500, turn right heading 250°, maintain 2000. Expect filed altitude 5 minutes after departure. Expect RADAR vectors to assigned route.

TAKEOFF RUNWAY 35: Climb runway heading until leaving 1000, turn left heading 250°, maintain 2000. Expect filed altitude 5 minutes after departure. Expect RADAR vectors to assigned route.

LOST COMMUNICATIONS: If no transmissions are received for 3 minutes after departure, climb to filed altitude direct SEA VORTAC, thence via assigned route.

NOTE: Chart not to scale.
RNAV (GPS)-A
COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

Limit missed approach to 230 KIAS.

Procedure NA for arrivals at KUKTE on V25 southbound and on T261 southbound.

Procedure NA for arrivals at CEVBI on V497 southeast bound.
MISSED APPROACH: Climb to 1600 then climbing left turn to 7000 on heading 120° and LTJ VOR/DME R-165 to JIREN/LTJ 15 DME and hold, continue climb-in-hold to 7000.

LOC/DME I-DLS
109.35
Chan 30(Y)

COLUMBIA GORGE RGNL/ THE DALLES MUNI (DLS)

THE DALLES, OREGON

COLUMBIA GORGE RGNL/ THE DALLES MUNI (DLS)

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ASOS
135.175

SEATTLE CENTER
119.65 257.6

UNICOM
123.0 (CTAF)

When local altimeter setting not received, procedure NA. Glide slope provided by standard glide slope equipment.

LDA/GLIDE SLOPE

MISSING APPROACH: Climb to 1200 then climbing left turn to 7000 on heading 125° and LTJ VOR/DME R-165 to JIREN/LTJ 15 DME and hold, continue climb-in-hold to 7000.

One Minute Holding Pattern

H-25
783-1/2  540 (600-1/2)

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS
Rwy 25: NA - Terrain.
Rwy 7: Standard with minimum climb of 490' per NM to 3000.
Rwy 13: Standard with minimum climb of 650' per NM to 1800 or 900-2\(\frac{3}{4}\) with minimum climb of 415' per NM to 3000.
Rwy 31: Standard with minimum climb of 620' per NM to 3000.

TAKEOFF OBSTACLE NOTES
Rwy 7: Terrain 83' from DER, 249' right of centerline, 248' MSL.
Rwy 13: Fence 136' from DER, 316' right of centerline, up to 249' MSL.
Rising terrain beginning 1.2 NM from DER, left and right of centerline, up to 836' MSL.
Buildings beginning 1.3 NM from DER, 1069' right of centerline, up to 663' MSL.
Trees beginning 1.5 NM from DER, 833' right of centerline, up to 100' AGL/1059' MSL.
Tower 2.2 NM from DER, 462' right of centerline, 210' AGL/810' MSL.
Rignes beginning 3 NM from DER, left and right of centerline, up to 100' AGL/1220' MSL.
Trees beginning 86' from DER, 418' left of centerline, up to 40' AGL/247' MSL.
Trees beginning 714' from DER, 120' right of centerline, up to 45' AGL/256' MSL.
Trees beginning 1004' from DER, 354' right of centerline, up to 80' AGL/290' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climbing right turn heading 120° to intercept LTJ VOR/DME R-165, then climb on LTJ VOR/DME R-165 southbound to 4000, thence . . .
TAKEOFF RUNWAY 13: Climbing right turn heading 130° to intercept LTJ VOR/DME R-165, then climb on LTJ VOR/DME R-165 southbound to 4000, thence . . .
TAKEOFF RUNWAY 31: Climbing right turn heading 120° to intercept LTJ VOR/DME R-165, then climb on LTJ VOR/DME R-165 southbound to 4000, thence . . .

. . . Climbing left turn direct LTJ VOR/DME. Continue climb-in-hold, hold east, LTJ VOR/DME, RT, 260° inbound to cross LTJ VOR/DME at or above MEA/MCA for route of flight.
RNAV (GPS) RWY 5
HOT SPRINGS COUNTY (HSG)

Circling NA northwest of Rwy 5-23.
DME/DME RNP-0.3 NA.
Rwy 5 helicopter visibility reduction below ¾ SM NA.

Missed Approach: Climb to 8200 direct OWEVU and on track 035° to RLY VOR/DME and hold.

Procedure NA for arrival on RLY VOR/DME on airway radials 194 CW 299.

Final approach course offset 19.74°.

VGS and descent angles not coincident
(VGS Angle 2.75/TCH 39).

Orig 02MAR17

43°43'N 108°23'W
827
RNAV (GPS) RWY 23
HOT SPRINGS COUNTY (HSG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 54°C (130°F). Circling NA northwest of Rwy 5-23. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 8400 direct RLY VOR/DME and hold.

AWOS-3PT
121.125

SALT LAKE CENTER
133.25  285.6

UNICOM
122.8 (CTAF)

Procedure NA for arrival on BOY VOR/DME airway radials 322 CW 087.

VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 39).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 54°C (130°F). Circling NA northwest of Rwy 5-23. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 8400 direct RLY VOR/DME and hold.

RNAV (GPS) RWY 23
HOT SPRINGS COUNTY (HSG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 54°C (130°F). Circling NA northwest of Rwy 5-23. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 8400 direct RLY VOR/DME and hold.
RNAV (GPS) RWY 13

TILLAMOOK (TMK)

**AWOS-3PT** 120.0  
**SEATTLE CENTER** 124.2 317.6  
**UNICOM** 122.8 (CTAF)

**MISSING APCH FIX**

**5 NM** Holding Pattern

**CATEGORY**

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<th>B</th>
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<td>LNAV MDA</td>
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<td>880-1¼</td>
<td>920-1¼</td>
<td>1580-3</td>
<td>NA</td>
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**FETUJ**

**INSAJ**

**QUCYO**

**MISSED APPROACH:** Climbing right turn to 5000 direct ULKAW and hold, continue climb-in-hold to 5000.

**LOCALIZOR:** 

**TILLAMOOK, OREGON**

**ORIG-D 04NOV21**

**45°25'N-123°49'W**

**829**
TAKEOFF MINIMUMS
Rwys 1, 13, 19: NA-ATC.
Rwy 31: Standard with minimum climb of 395’ per NM to 5000.

TAKEOFF OBSTACLE NOTES
Rwy 31: Bush 76’ from DER, 283’ right of centerline, 3’ AGL/32’ MSL.
   Fence 111’ from DER, 383’ left of centerline, 8’ AGL/26’ MSL.
   Monument 1275’ from DER, 383’ left of centerline,
   40’ AGL/64’ MSL.
   Pole 1505’ from DER, 155’ right of centerline,
   34’ AGL/60’ MSL.
   Trees beginning 1974’ from DER, left and right of centerline,
   up to 86’ AGL/105’ MSL.

NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 31: Climb heading 316° to 540, then climb to 5000, or as assigned by ATC, direct FETUJ. Cross FETUJ at or above 5000.
**RNAV (GPS) RWY 6**

**ED CARLSON MEML FLD/SOUTH LEWIS COUNTY (TD0)**

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<tr>
<td>LNAV/ VNAV DA</td>
<td>813-1½</td>
<td>446 (500-1½)</td>
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<td>CIRCLING</td>
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<td>1280-3</td>
<td>906 (1000-3)</td>
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</table>

**SEATTLE CENTER**  124.2  317.6

**CTAF**  122.9  Ø

**TOLEDO, WASHINGTON**

*Missed Approach:* Climb to 5000 direct COKAM and left turn on track 319° to TONNO and hold, continue climb-in-hold to 5000.

Circling NA at night. Baro-VNAV NA. DME/DME RNP - 0.3 NA. Visibility reduction by helicopters NA. Use Chehalis altimeter setting, when not received use Kelso altimeter setting and increase LPV DA to 807 feet; LNAV/VNAV DA to 853 feet; increase all MDA's 40 feet.

Visibility reduction by helicopters NA. Use Chehalis altimeter setting, when not received use Kelso altimeter setting and increase LPV DA to 807 feet; LNAV/VNAV DA to 853 feet; increase all MDA's 40 feet.

*VNAV and LNAV glidepath not coincident (VGS Angle 3.00/TCH 43).*

**Holding Pattern**

5 NM

- **TOLEDO, WASHINGTON**
  - ORIG: 24MAR22
  - NW-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 24
ED CARLSON MEML FLD/SOUTH LEWIS COUNTY (TDO)

TOLEDO, WASHINGTON
AL-422 (FAA) 23278

Baro-VNAV NA. DME/DME RNP 0.3 NA. Helicopter visibility reduction below 1 SM not authorized. Use Chehalis altimeter setting, when not received use Kelso altimeter setting and increase all DA/MDA 40 feet and increase LPV visibility all Cats ¼ mile. Procedure NA at night.

Missed Approach: Climb to 5000 direct HEMZO and on track 253° to HEVOL and hold.

Missed Approach Fix

Procedure NA for arrivals at COUGA on V23-287 southeast bound.

RNAV (GPS) RWY 24
46°29'N-122°48'W
RNAV (GPS) RWY 24

TOLEDO, WASHINGTON
ED CARLSON MEML FLD/SOUTH LEWIS COUNTY (TDO)
**TAKENOFF OBSTACLE NOTES**

Rwy 6: Antenna 9' from DER, 344' left of centerline, 16' AGL/390' MSL. Trees beginning 190' from DER, 12' right of centerline, up to 27' AGL/397' MSL.

Rwy 24: Trees, buildings, and airport beacon on tower beginning 53' from DER, 328' right of centerline, up to 71' AGL/432' MSL. Trees 434' from DER, 267' left of centerline, 26' AGL/381' MSL. Vehicle on road 529' from DER, 83' left of centerline, 13' AGL/370' MSL. Trees beginning 2525' from DER, 72' right of centerline, up to 141' AGL/482' MSL.

**TAKENOFF MINIMUMS**

Rwy 6: Standard with minimum climb of 250' per NM to 3900.

Rwy 24: Standard with minimum climb of 250' per NM to 4400.

**NOTE:** RNAV 1.

**NOTE:** GPS required.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 6:** Climb heading 057° to 900, then climbing right turn to 5000 direct ATASY and hold, continue climb-in-hold to 5000, when authorized by ATC, continue climb-in-hold to 6000, thence. . . .

**TAKEOFF RUNWAY 24:** Climb heading 237° to 900, then climb to 5000 direct ATASY and hold, continue climb-in-hold to 5000, when authorized by ATC, continue climb-in-hold to 6000, thence. . . .

. . . Expect filed altitude 10 minutes after departure.
RNAV (GPS) RWY 10
TORRINGTON MUNI (TOR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C.

**RNAV (GPS) RWY 10**

- **ASOS**: 118.375
- **DENVER CENTER**: 127.95 338.2
- **UNICOM**: 122.8 (CTAF)

**MISSED APPROACH**: Climb to 6200 direct CIKSI and hold.

- **Procedure NA for arrivals at KACTI on V247 northwest bound.**
- **Procedure NA for arrivals at HO CXU on V547 southeast bound.**

**ELEV**: 4207  |  **TDZE**: 4207

**RNAV (GPS) RWY 10**

- **TORRINGTON, WYOMING**

**ALTERATIONS**

- **Amdt 1**: 29DEC22
- **NW-1, 11 JUL 2024 to 05 SEP 2024**

**TORRINGTON MUNI (TOR)**

**RNAV (GPS) RWY 10**

- **42°04'N-104°09'W**
RNAV (GPS) RWY 28
TORRINGTON MUNI (TOR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C.

MISSED APPROACH: Climb to 6500 direct KUVZU and hold.

ASOS
118.375

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at WHARF on V89 northeast bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C.

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C.
**MISSED APPROACH:** Climb to 6500 in TOR NDB holding pattern.

**ASOS**
118.375

**DENVER CENTER**
127.95 338.2

**UNICOM**
122.8 (CTAF)

**NDB RWY 10**
TORRINGTON MUNI (TOR)

**NDB TOR**
293

**APP CRS**
101°

**Rwy Idg**
5703

**TDZE**
4207

**Apt Elev**
4207

**CATEGORY**

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**MISSED APPROACH:** Climb to 6500 in TOR NDB holding pattern.

**ASOS**
118.375

**DENVER CENTER**
127.95 338.2

**UNICOM**
122.8 (CTAF)

**NDB RWY 10**
TORRINGTON MUNI (TOR)

**NDB TOR**
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**APP CRS**
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**MISSED APPROACH:** Climb to 6500 in TOR NDB holding pattern.

**ASOS**
118.375

**DENVER CENTER**
127.95 338.2

**UNICOM**
122.8 (CTAF)

**NDB RWY 10**
TORRINGTON MUNI (TOR)

**NDB TOR**
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**APP CRS**
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**Apt Elev**
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**MISSED APPROACH:** Climb to 6500 in TOR NDB holding pattern.

**ASOS**
118.375

**DENVER CENTER**
127.95 338.2

**UNICOM**
122.8 (CTAF)

**NDB RWY 10**
TORRINGTON MUNI (TOR)

**NDB TOR**
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**APP CRS**
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**Rwy Idg**
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**TDZE**
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**Apt Elev**
4207

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**MISSED APPROACH:** Climb to 6500 in TOR NDB holding pattern.

**ASOS**
118.375

**DENVER CENTER**
127.95 338.2

**UNICOM**
122.8 (CTAF)

**NDB RWY 10**
TORRINGTON MUNI (TOR)

**NDB TOR**
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**APP CRS**
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**Rwy Idg**
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**TDZE**
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**Apt Elev**
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**MISSED APPROACH:** Climb to 6500 in TOR NDB holding pattern.

**ASOS**
118.375

**DENVER CENTER**
127.95 338.2

**UNICOM**
122.8 (CTAF)
Procedure NA at night.
Rwy 28 helicopter visibility reduction below 1 SM NA.

NDB RWY 28
TORRINGTON MUNI (TOR)

ASOS
118.375

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF)

TOADSTOOL
113.4 TST
Chan 81

SCOTTSBLUFF
112.6 BFF
Chan 73

CHEYENNE
113.0 CYS
Chan 78

MISSED APPROACH: Climb to 6500 in TOR NDB holding pattern.
RNAV (GPS) RWY 17
RUBY VALLEY FLD (RVF)

Circling NA to RWys 7 and 25. Circling NA east of RWy 17-35. Rwy 17 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.

Procedure NA for arrivals at HIA. VOR/DME on V21 northbound.

MISSED APPROACH: Climb to 11100 direct GNAWS and on track 211° to DLN VOR/DME and hold, continue climb-in-hold to 11100.

AWOS-3PT 119.025
SALT LAKE CENTER 132.4 338.3
CTAF 122.9

RNAV (GPS) RWY 17
TWIN BRIDGES, MONTANA
AL-10303 (FAA)

CTAF 132.4 338.3

SALT LAKE CENTER

CTAF 122.9

RNAV (GPS) RWY 17
RUBY VALLEY FLD (RVF)

RNAV (GPS) RWY 17
TWIN BRIDGES, MONTANA
AL-10303 (FAA)

CTAF 132.4 338.3

SALT LAKE CENTER

CTAF 122.9

RNAV (GPS) RWY 17
RUBY VALLEY FLD (RVF)
RNAV (GPS) RWY 35
RUBY VALLEY FLD (RVF)

Circling NA to Rwys 7 and 25. Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

Procedure NA for arrival on DLN VOR/DME airway radials 332 CW 005.

Final approach course offset 3.00°.

VPShI and RNAV glidepath not coincident (VPShI: 3.00°/TCH 38).

Category

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RNAV (GPS) RWY 35
RUBY VALLEY FLD (RVF)

WAAS CH 42940 353°
MIA RW35 25 NM 12400

AWOS-3PT 119.025
SALT LAKE CENTER 132.4 338.3
CTAF 122.9 (1)
TWIN BRIDGES, MONTANA

DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 35:** Climb on heading 350° to 5300, then climbing right turn direct HIA VOR/DME, continue climb in HIA VOR/DME holding pattern to cross HIA VOR/DME at or above 10600 before proceeding on course. Expect filed altitude five minutes after departure.

**TAKEOFF MINIMUMS**

Rwys 7, 17, 25: NA - Environmental.
Rwy 35: Standard.

**TAKEOFF OBSTACLE NOTES**

Rwy 35: Airfield light 10' from DER, 9' right of centerline, 2' AGL/4791' MSL.
Airfield light 10' from DER, 10' left of centerline, 2' AGL/4791' MSL.
Fence beginning 188' from DER, 296' right of centerline, up to 3' AGL/4807' MSL.
Pole 499' from DER, 607' left of centerline, 34' AGL/4808' MSL.
Vehicle on secondary road beginning 643' from DER, 492' right of centerline, 4817' MSL.
Vehicle on secondary road beginning 1193' from DER, 503' right of centerline, up to 4831' MSL.
Pole 1319' from DER, 612' right of centerline, 34' AGL/4849' MSL.
Pole 1431' from DER, 754' right of centerline, 30' AGL/4851' MSL.

**NOTE:** Chart not to scale.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 170° to 5300, then climbing right turn direct DILLON VOR/DME, continue climb in DILLON VOR/DME holding pattern to cross DILLON VOR/DME at or above 12000 before proceeding on course. Expect filed altitude five minutes after departure.

TAKEOFF MINIMUMS
Rwys 7, 25, 35: NA - Environmental.
Rwy 17: Standard.

NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF OBSTACLE NOTES
Rwy 17: Ground, airfield light beginning 5' from DER, 9' left of centerline, up to 4767' MSL.
Airfield light 9' from DER, 10' right of centerline, 2' AGL/4762' MSL.

NOTE: Chart not to scale.
### TWIN FALLS, IDAHO

**LOC**  
**I-TWF**  
**APP CRS**  108.3  
**258°**  
**Rwy ldg**  8704  
**TDZE**  4153  
**Apt Elev**  4153

**MALSR**

**MISSED APPROACH:** Climb to 4700 then climbing right turn to 7000 on heading 020° and on TWF VORTAC R-349 to TOXEE INT/TWF 13 DME and hold.

### ASOS
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<th>GND CON</th>
<th>CLNCE DEL</th>
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**TWIN FALLS, IDAHO**  
Amdt 10B 10AUG23

**ILS or LOC RWY 26**  
Joslin Fld/Magic Valley Rgnl (TWF')

**NW-11 JUL 2024 to 05 SEP 2024**

**NW-11 JUL 2024 to 05 SEP 2024**

**NW-11 JUL 2024 to 05 SEP 2024**

**NW-11 JUL 2024 to 05 SEP 2024**
Circling to Rwy 30 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-16°C (4°F) or above 49°C (121°F).
DME/DME RNP 0.3 NA.

Procedure NA for arrival at KINZE
on V444 northwest bound.

Procedure NA for arrivals at TWF VORTAC
on airway radials 097 CW 138.

Procedure NA for arrivals at MALTT
on V101 southeast bound.

Procedure NA for arrivals at DRYAD
on 1331 southwest bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-16°C (4°F) or above 49°C (121°F).
DME/DME RNP 0.3 NA.

Category

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RNAV (GPS) RWY 26
TWIN FALLS, IDAHO
ASOS 135.025
TWIN FALLS APP CON 126.7 353.75
TWIN FALLS TOWER 118.2 (CTAF) 317.5
GND CON 121.7
CLNC DEL 123.65
UNICOM 122.95

MISSP APCH FIX
5 NM

MAK1 RW 26 25 NM
9300

SAW RW 26 25 NM

Procedure NA for arrival at KINZE
on V444 northwest bound.

Procedure NA for arrivals at TWF VORTAC
on airway radials 097 CW 138.

Procedure NA for arrivals at MALTT
on V101 southeast bound.

Procedure NA for arrivals at DRYAD
on 1331 southwest bound.

844
Circling to Rwy 30 NA at night: When local altimeter setting not received, use Jerome altimeter setting and increase all MDA 60 feet and S-8 Cats C and D visibility ½ mile, S-8 Cat B and Circling Cat B and C visibility ½ mile. Increase AZAJI FIX minimums S-8 Cat C and D and Circling Cat C visibility ¼ mile. VDP NA when using Jerome altimeter setting.

MISSED APPROACH: Climb to 6000 then left turn direct TWF VORTAC and hold.

ASOS
135.025
TWIN FALLS APP CON
126.7 353.75
TWIN FALLS TOWER
118.2 (CTAF) 317.5
GND CON
121.7
CLNC DEL
123.65
UNICOM
122.95

ELEV 4154
TDZE 4149

VGSI and descent angle not coincident (VGSI Angle 3.00/TCH 49).

Remain within 10 NM

AZAJI
TWF 3.3

TWF VORTAC
6000

*5120 when using Jerome altimeter setting.

S-8
5060-1 1/4
911 (1000-1 1/4)
5060-2 1/2
911 (1000-2 1/2)

CIRCLING
5060-1 1/4
906 (1000-1 1/4)
946 (1000-2 1/4)
5100-3
946 (1000-3)

AZAJI FIX MINIMUMS

S-8
4640-1
491 (500-1)
4640-1 1/3
491 (500-1 1/3)

CIRCLING
4700-1
546 (600-1)
4780-1
626 (700-1)
5100-2 1/4
946 (1000-2 1/4)
5100-3
946 (1000-3)

CIRCLING Cat C visibility 1 mile. VDP NA when using Jerome altimeter setting.
VOR RWY 26
JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

Night landing: Rwy 30 NA. VDP NA with Jerome altimeter setting. When local altimeter setting not received, use Jerome altimeter setting and increase all MDA 60 feet; increase S-26 Cat A visibility ½ mile, Cat C/D ½ mile, Circling Cat C ½ mile, and XULXU S-26 Cat C/D ½ mile. For inop MALSR, increase S-26 Cat C/D visibility to 2½ miles; when using Jerome altimeter setting increase XULXU S-26 Cat C/D visibility to 1¾ mile.

MALSR

MISSLED APPROACH: Climb to 6000 on TWF VORTAC R-248 then right turn direct TWF VORTAC and hold.

ASOS
135.025
TWIN FALLS APP CON
126.7 353.75
TWIN FALLS TOWER
118.2 (CTAF) 317.5
GND CON
121.7
CLNC DEL
123.65
UNICOM
122.95

IN TWIN FALLS IDAHO
AL-885 (FAA)
23334

CAT A
CIRCLING

REIL Rwy 8
HIRL Rwy 8-26

TWIN FALLS, IDAHO
Amdt 16A 28APR16

NW-1, 11 JUL 2024 to 05 SEP 2024

42°29'N-114°29'W
847
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020 ANNUAL RATE OF CHANGE 0.1° W

NW-1, 11 JUL 2024 to 05 SEP 2024
TAKEOFF RUNWAYS 8, 30 and 12: Climbing left turn to intercept TWF R-255 to SNAKO, thence. . . .

TAKEOFF RUNWAY 26: Climbing heading 258° to intercept TWF R-255 to SNAKO, thence. . . .

. . . . (transition) expect filed altitude 10 minutes after departure.

JACKS TRANSITION (SNAKO3.JACKS): From over SNAKO on TWF VORTAC 10 DME Arc to IXUVE, then on V269 to JACKS INT.

MURTH TRANSITION (SNAKO3.MURTH): From over SNAKO on TWF VORTAC 10 DME Arc to MURTH INT.

ROGET TRANSITION (SNAKO3.ROGET): From over SNAKO on TWF VORTAC 10 DME Arc to OYXOJ then on V253 to ROGET INT.

SAMAN TRANSITION (SNAKO3.SAMAN): From over SNAKO on TWF VORTAC 10 DME Arc to YIRUR then on V293 to SAMAN.

WODEN TRANSITION (SNAKO3.WODEN): From over SNAKO on TWF VORTAC 10 DME Arc to FERUD then on V484 to WODEN INT.
ASOS

135.125

PORTLAND APP CON

124.35 360.8

CLNC DEL

119.0 (CTAF)

Procedure NA for arrivals at COUGA on V23-287 north bound and T276 northwest bound.

Procedure NA for arrivals at TOUTL on V495 north bound.

Procedure NA for arrivals at OJUMU on V448 northeast bound.

Procedure NA for arrivals at COUGA on V23-287 north bound and T276 northwest bound.

Procedure NA for arrivals at TOUTL on V495 north bound.

Procedure NA for arrivals at OJUMU on V448 northeast bound.

Procedure NA for arrivals at COUGA on V23-287 north bound and T276 northwest bound.

Procedure NA for arrivals at TOUTL on V495 north bound.

Procedure NA for arrivals at OJUMU on V448 northeast bound.

Procedure NA for arrivals at COUGA on V23-287 north bound and T276 northwest bound.

Procedure NA for arrivals at TOUTL on V495 north bound.

Procedure NA for arrivals at OJUMU on V448 northeast bound.

Procedure NA for arrivals at COUGA on V23-287 north bound and T276 northwest bound.

Procedure NA for arrivals at TOUTL on V495 north bound.

Procedure NA for arrivals at OJUMU on V448 northeast bound.

Procedure NA for arrivals at COUGA on V23-287 north bound and T276 northwest bound.

Procedure NA for arrivals at TOUTL on V495 north bound.

Procedure NA for arrivals at OJUMU on V448 northeast bound.
**WALLA WALLA, WASHINGTON**

**LOC**  I-ALW  
111.7

**APP CRS**  
202°

**Rwy Ldg**  
6527

**TDZE**  
1194

**Apt Elev**  
1194

**DME required.**

⚠️ DME from ALW VOR/DME. Simultaneous reception of I-ALW and ALW VOR/DME required. For inop ALS, increase S-LOC 20 Cat C/D visibility to 2/3 SM.

# RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Pendleton altimeter setting).

**MALSR**

**MISSED APPROACH:** Climb to 1800 then climbing right turn to 4000 on heading 346° and ALW VOR/DME R-314 to BACUN INT/ALW 15.4 DME and hold.

**ASOS**

135.875

**SPOKANE APP CON**

133.15 379.15

**WALLA WALLA TOWER**

118.5(CTA)**  289.4

**GND CON**

121.6 289.4

**UNICOM**

122.95

**ALTERNATE MISSED APCH FIX**

R-070

Chan 84(Y)

**R-314**

**ELEV**

1194

**TDZE**

1194

**HIVOP**

1359

**BUTOC**

ALW (1.6)

**PSC**

300

**RSFLG**

146° 74°

**4600 to RIRRO**

**117° hdg (3.9)**

and **202° (2)**

**1347**

**HOLLOP INT**

**011°**

**174°**

**3.3 NM**

**3.1 NM**

**2.3 NM**

**GS 3.00° TCH 50**

**TWR**

1275

**APCH FIX**

**ALTERNATE MISSED**

**113.75 PSC**

**Chan 84(Y)**

**R-070**

**BACUN ALW (1.5)**

**LOCALIZER I-ALW 111.7**

**MSS ALW 25 NM**

**R-314**

**070°**

**250°**

**5000**

**7600**

**114.43 QC**

**R-246**

**Chn 91(Y)**

**REIL Rwy 2**

**851**

**NW-1, 11 JUL 2024 to 05 SEP 2024**

**Amdt 1A  08SEP22**

**WALLA WALLA RGNL (ALW)**

**ILS or LOC RWY 20**

**WALLA WALLA, WASHINGTON**

46°06'N-118°17'W
RNAP APCH - GPS.

⚠️ Rwy 2 helicopter visibility reduction below ¼ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct COSUV and on track 346° to DATES and hold.

ASOS 135.875
SPOKANE APP CON 133.15 379.15
WALLA WALLA TOWER 118.5 (CTAF) 289.4
GND CON 121.6 289.4
UNICOM 122.95

Procedure NA for arrivals at TACUP on V112 northbound.

Procedure NA for arrivals at TOLGA on V357 southeast bound.

**RNAV (GPS) RWY 2**
WALLA WALLA RGNL (ALW)

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>B</th>
<th>C</th>
<th>D</th>
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<td>LPV DA</td>
<td>1375-3/4</td>
<td>200 (200-3/4)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1511-1</td>
<td>336 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>1560-1</td>
<td>385 (400-1)</td>
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<td>CIRCLING</td>
<td>1760-1</td>
<td>1820-1</td>
<td>2120-2/3</td>
<td>2300-3</td>
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<td>566 (600-1)</td>
<td>626 (700-1)</td>
<td>926 (1000-2/3)</td>
<td>1106 (1200-3)</td>
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</tbody>
</table>

WALLA WALLA, WASHINGTON
AL-440 (FAA)

NW-1, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility to 1½ SM.

*RVR 1800 authorized with use of FD or AP or HUD to DA.

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CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 2, 20:** Climb on assigned turn and heading for vector to assigned route.

**LOST COMMUNICATIONS:** If not in contact with Departure Control after reaching 2500 continue climb to assigned altitude and proceed direct to ALW VOR/DME, thence on assigned route.

**NOTE:** Air Traffic Control may assign turns and magnetic heading of 202° clockwise through 022° in the initial clearance.
Procedure NA at night. Use Ontario altimeter setting; when not received, use Boise altimeter setting and increase all MDAs 160 feet.

Procedure NA for arrivals at EMETT via V4-444 southeast bound.

Procedure NA at night. Use Ontario altimeter setting; when not received, use Boise altimeter setting and increase all MDAs 160 feet.

**RNAV (GPS)-A**

**WEISER MUNI (S87)**

SALT LAKE CENTER

128.05 306.95

UNICOM

122.8 (CTAF)

---

**ELEV 2120**

**MIRL Rwy 12-30**

**REIL Rwy 12 and 30**

**WEISER, IDAHO**

Orig-A 06OCT22

**WEISER MUNI (S87)**

RNAV (GPS)-A
DME required.

MISSED APPROACH: Climb to 2700 then climb to 4000 direct EAT VOR/DME and on EAT VOR/DME R-117 to QUINT INT/EAT 16.6 DME and hold.
**ILS Z RWY 12**

**PANGBORN MEML (EAT)**

- **LOC/DME I-ADJ**: 109.35 (Chan 30(Y))
- **APP CRS**: 120°
- **Rwy Idg**: 7000
- **TDZE**: 1225
- **Apt Elev**: 1249

**WENATCHEE, WASHINGTON**

**AL-641 (FAA) 23278**

**ASOS 119.925**

**SEATTLE CENTER 126.1**

**UNICOM 123.0 (CTAF)**

**DME REQUIRED**

**LOCALIZER 109.35**

**I-ADJ 19.9**

**Chan 30(Y)**

**MALSR**

**ZARLO**

**I-ADJ 19.9**

**EAT 18.5**

**COYYA**

**EAT R-105**

**Chan 90(Y)**

**MISSING APPROACH**: Climb to 1820 then climb to 5500 on EAT VOR/DME R-105 to COYYA INT/EAT 18.5 DME and hold.

*Missed approach requires minimum climb of 420’ per NM to 3200; if unable to meet climb gradient, see ILS Y RWY 12.

**ASOS**

**SEATTLE CENTER**

**UNICOM**

**114.35 EAT**

**ILS Z RWY 12**

**MISSING APPROACH**: Climb to 1820 then climb to 5500 on EAT VOR/DME R-105 to COYYA INT/EAT 18.5 DME and hold.

*Missed approach requires minimum climb of 420’ per NM to 3200; if unable to meet climb gradient, see ILS Y RWY 12.

**LOC/DME I-ADJ**: 109.35 (Chan 30(Y))

**APP CRS**: 120°

**Rwy Idg**: 7000

**TDZE**: 1225

**Apt Elev**: 1249

**NASR**

**ZARLO**

**I-ADJ 19.9**

**EAT 18.5**

**COYYA**

**EAT R-105**

**Chan 90(Y)**

**MISSING APPROACH**: Climb to 1820 then climb to 5500 on EAT VOR/DME R-105 to COYYA INT/EAT 18.5 DME and hold.

*Missed approach requires minimum climb of 420’ per NM to 3200; if unable to meet climb gradient, see ILS Y RWY 12.

**LOC/DME I-ADJ**: 109.35 (Chan 30(Y))

**APP CRS**: 120°

**Rwy Idg**: 7000

**TDZE**: 1225

**Apt Elev**: 1249

**NASR**

**ZARLO**

**I-ADJ 19.9**

**EAT 18.5**

**COYYA**

**EAT R-105**

**Chan 90(Y)**

**MISSING APPROACH**: Climb to 1820 then climb to 5500 on EAT VOR/DME R-105 to COYYA INT/EAT 18.5 DME and hold.

*Missed approach requires minimum climb of 420’ per NM to 3200; if unable to meet climb gradient, see ILS Y RWY 12.
RNAV (RNP) RWY 12
PANGBORN MEML (EAT)
RNAV (RNP) Z RWY 30
PANGBORN MEML (EAT)

APP CRS
300°

ELEV 1249 (TDZE 1232)

ASOS
119.925

SEATTLE CENTER
126.1

UNICOM
123.0 (CTAF)

For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 44°C (111°F). RF required. GPS required. FD or HUD required.

MISSED APPROACH: Climb to 6000 on track 300° to KULOC, right turn to FEXUB, and on track 135° to QUINT and hold.

*Missed approach requires minimum climb of 320 feet per NM to 5500. #Missed approach requires minimum climb of 325 feet per NM to 5500.

MISSING APPROACH: Climb to 6000 on track 300° to KULOC, right turn to FEXUB, and on track 135° to QUINT and hold.

*Missed approach requires minimum climb of 320 feet per NM to 5500. #Missed approach requires minimum climb of 325 feet per NM to 5500.

- Missed approach requires minimum climb of 320 feet per NM to 5500.
- Missed approach requires minimum climb of 325 feet per NM to 5500.

Authorization Required

WENATCHEE, WASHINGTON

Amdt 1A 01FEB18

RNAV (RNP) Z RWY 30
PANGBORN MEML (EAT)

WENATCHEE, WASHINGTON

Amdt 1A 01FEB18

47°24'N-120°12'W
**VOR-DME EAT**

**APP CRS** 114.35

**Rwy Idg** 289°

**TDZE** Apt Elev 1249

**Category**

<table>
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<tr>
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<th>D</th>
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<tr>
<td>CIRCLING</td>
<td>3180-1 1/4</td>
<td>3180-1 1/2</td>
<td>3200-3</td>
<td>3900-3</td>
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<td>1931 (2000-1 1/4)</td>
<td>1931 (2000-1 1/2)</td>
<td>1951 (2000-3)</td>
<td>2651 (2700-3)</td>
</tr>
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</table>

**ASOS** 119.925

**SEATTLE CENTER** 126.1

**UNICOM** 123.0 (CTAF)

**DME required.**

Circling NA northeast of Rwy 12-30.

**Procedure NA for arrival at EAT VOR/DME on V120 westbound.**

**Procedure NA for arrival at QUINT on T261 southbound.**

**MISSED APPROACH:** Climb to 3900 then climbing left turn to 6000 direct EAT VOR/DME and hold, continue climb-in-hold to 6000.

**WN-1, 11 JUL 2024 to 05 SEP 2024**

**ELEV 1249**

**EAT VOR/DME on V120 westbound.**

**Procedure NA for arrival at QUINT on T261 southbound.**

**WN-1, 11 JUL 2024 to 05 SEP 2024**

**Category A**

<table>
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<tr>
<th>Category</th>
<th>3180-1 1/4</th>
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**WN-1, 11 JUL 2024 to 05 SEP 2024**

**Category C**

Request UNICOM to report advisories.

**Category D**

**WN-1, 11 JUL 2024 to 05 SEP 2024**

**Category CIRCLING**

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<tr>
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<th>3180-1 1/4</th>
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<th>3200-3</th>
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<td>1931 (2000-1 1/4)</td>
<td>1931 (2000-1 1/2)</td>
<td>1951 (2000-3)</td>
<td>2651 (2700-3)</td>
</tr>
</tbody>
</table>
ASOS
119.925

SEATTLE CENTER
126.1

UNICOM
123.0 (CTAF)

DME required.
Circling NA northeast of Rwy 12-30.

MISSED APPROACH: Climb to 4300 on EAT VOR/DME
R-112 then climbing left turn to 7500 direct EAT VOR/DME
and hold, continue climb-in-hold to 7500.

Category
A
B
C
D

Circling
2660-1/2
2660-1/2
3200-3
3900-3

EAT
114.35
Chan 90(Y)

VOR/B
PANGBORN MEML (EAT)
TAKEOFF MINIMUMS
Rwy 12: Standard with minimum climb of 575’ per NM to 3300 or 3500-3 for VCOA.
Rwy 30: Standard with minimum climb of 500’ per NM to 3500 or 3500-3 for VCOA.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climbing left turn to 6000 to intercept EAT VOR/DME R-101 eastbound, thence . . .

TAKEOFF RUNWAY 30: Climb heading 300° to 2700, then climbing left turn to 6000 direct EAT VOR/DME, then on EAT VOR/DME R-101 eastbound, thence . . .

. . . leaving 6000, turn left direct EAT VOR/DME. Climb-in-holding pattern to cross EAT VOR/DME at or above the MCA/MEA for direction of flight.

VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross EAT VOR/DME at or above 4600. Climb-in-holding pattern to cross EAT VOR/DME at or above the MCA/MEA for direction of flight.
TAKEOFF OBSTACLE NOTES

Rwy 12: Terrain 25' from DER, 194' left of centerline, 1234' MSL.
       Sign 68' from DER, 474' left of centerline, 1237' MSL.
       Building beginning 133' from DER, 399' right of centerline, up to 19' AGL/1237' MSL.
       Terrain 171' from DER, 340' left of centerline, 1241' MSL.
       Terrain 317' from DER, 486' left of centerline, 1247' MSL.
       Agricultural equipment 435' from DER, 575' left of centerline, 37' AGL/1260' MSL.
       Tree 1190' from DER, 815' left of centerline, 1301' MSL.

Rwy 30: Terrain 66' from DER, 411' right of centerline, 1219' MSL.
        Vehicles on road, 201' from DER, 535' left of centerline, 1224' MSL.
        Transmission tower 304' from DER, 274' left of centerline, 42' AGL/1253' MSL.
        Building 1185' from DER, 480' right of centerline, 40' AGL/1247' MSL.
        Terrain beginning 1.4 NM from DER, 2496' right of centerline, up to 1518' MSL.
        Terrain 1.4 NM from DER, 2729' right of centerline, 1546' MSL.
        Pole 1.4 NM from DER, 2257' right of centerline, 43' AGL/1574' MSL.
        Terrain beginning 1.4 NM from DER, 2490' right of centerline, up to 1586' MSL.
        Terrain beginning 1.5 NM from DER, 410' right of centerline, up to 1606' MSL.
        Terrain beginning 1.5 NM from DER, 136' right of centerline, up to 1651' MSL.
        Terrain 1.5 NM from DER, 10' left of centerline, 1449' MSL.
        Terrain beginning 1.5 NM from DER, 402' right of centerline, up to 1670' MSL.
        Transmission tower, pole, and terrain beginning 1.5 NM from DER, 820' right of centerline, up to 65' AGL/1666' MSL.
        Terrain beginning 1.5 NM from DER, 1252' right of centerline, up to 1672' MSL.
        Terrain beginning 1.5 NM from DER, 521' right of centerline, up to 1682' MSL.
        Terrain, transmission tower, and pole beginning 1.6 NM from DER, 80' right of centerline, up to 1690' MSL.
        Transmission tower, pole, and terrain beginning 1.8 NM from DER, 186' left of centerline, up to 65' AGL/1590' MSL.
        Terrain 1.9 NM from DER, 1516' right of centerline, 1565' MSL.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

OFARO TWO DEPARTURE (RNAV)

OFARO TWO DEPARTURE (RNAV)

NOTE: RNAV 1.

NOTE: GPS required.

NOTE: Departures may be restricted to cross KRIST at or above 7000.

TAKEOFF MINIMUMS

Rwy 12: Standard with minimum climb of 550’ per NM to 3200.
Rwy 30: Standard with minimum climb of 500’ per NM to 4000.

NOTE: Chart not to scale.

TAKEOFF RUNWAY 12: Climb heading 120° to 1750, then direct JEXIT, thence . . . .

TAKEOFF RUNWAY 30: Climb heading 300° to 2700, then left turn direct JEXIT, thence . . . .

...then on track 124° to OFARO, then on transition. Expect filed altitude 10 minutes after departure.

EPHRATA TRANSITION (OFARO2.EPH)

QUINT TRANSITION (OFARO2.QUINT)

ZAXUL TRANSITION (OFARO2.ZAXUL)

NOTE: Departures may be restricted to cross Rwy 30: Standard with minimum climb of 500’ per NM to 4000.

TAKEOFF RUNWAY 30: Climb heading 300° to 2700, then left turn direct JEXIT, thence . . . .

...then on track 124° to OFARO, then on transition. Expect filed altitude 10 minutes after departure.

EPHRATA TRANSITION (OFARO2.EPH)

QUINT TRANSITION (OFARO2.QUINT)

ZAXUL TRANSITION (OFARO2.ZAXUL)

NOTE: Departures may be restricted to cross Rwy 30: Standard with minimum climb of 500’ per NM to 4000.

TAKEOFF RUNWAY 30: Climb heading 300° to 2700, then left turn direct JEXIT, thence . . . .

...then on track 124° to OFARO, then on transition. Expect filed altitude 10 minutes after departure.

EPHRATA TRANSITION (OFARO2.EPH)

QUINT TRANSITION (OFARO2.QUINT)

ZAXUL TRANSITION (OFARO2.ZAXUL)

NOTE: Departures may be restricted to cross Rwy 30: Standard with minimum climb of 500’ per NM to 4000.

TAKEOFF RUNWAY 30: Climb heading 300° to 2700, then left turn direct JEXIT, thence . . . .

...then on track 124° to OFARO, then on transition. Expect filed altitude 10 minutes after departure.

EPHRATA TRANSITION (OFARO2.EPH)

QUINT TRANSITION (OFARO2.QUINT)

ZAXUL TRANSITION (OFARO2.ZAXUL)

NOTE: Departures may be restricted to cross Rwy 30: Standard with minimum climb of 500’ per NM to 4000.

TAKEOFF RUNWAY 30: Climb heading 300° to 2700, then left turn direct JEXIT, thence . . . .

...then on track 124° to OFARO, then on transition. Expect filed altitude 10 minutes after departure.

EPHRATA TRANSITION (OFARO2.EPH)

QUINT TRANSITION (OFARO2.QUINT)

ZAXUL TRANSITION (OFARO2.ZAXUL)
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 12:** Climb heading 120° to 3700, then left turn direct PREBE, thence . . .

**TAKEOFF RUNWAY 30:** Climb heading 300° to 1750, then direct PREBE, thence . . .

. . . on track 300° to cross UBIYO at or above 6700, then on depicted route to ZARLO, then on transition. Expect filed altitude 10 minutes after departure.

GLASR TRANSITION (ZARLO2.GLASR)

SKYKO TRANSITION (ZARLO2.SKYS)

**NOTE:** RNAV 1.

**NOTE:** GPS required.

**NOTE:** Departures may be restricted to cross UBIYO at or below 11000.

**TOP ALTITUDE:**

**ASSIGNED BY ATC.**

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF MINIMUMS**

- **Rwy 12:** Standard with minimum climb of 650' per NM to 3300.
- **Rwy 30:** Standard with minimum climb of 465' per NM to 6200.

**NOTE:** Chart not to scale.
Yellowstone (WYS)

RNAV (GPS) RWY 1

**CIRCLING**

- 8240-1/4
- 1591 (1600-1/4)
- 8240-1/2
- 1591 (1600-1/2)
- 8240-2
- 1591 (1600-2)

**LPV**

- 6849-1/2
- 200 (200-1/2)

**LNAV MDA**

- 8240-1/4
- 1591 (1600-1/4)
- 8240-1/2
- 1591 (1600-1/2)
- 8240-2
- 1591 (1600-2)

**AWOS-3P**

- 118.1

**SALT LAKE CENTER**

- 132.4
- 338.3

**UNICOM**

- 123.0 (CTAF)

Procedure NA for arrivals at SABAT on T331 southwest bound.
(LOW1.LOW) 23334
TARGY ONE DEPARTURE (OBSTACLE)  AL-632 (FAA)
SALT LAKE CENTER
132.4  338.30
CTAF
123.0

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS:
Rwy 1: Standard.
Rwy 19: Standard with minimum climb of 270'/NM to 7500 or 2700-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES
Rwy 1: Fence 35' from DER, 298' left of centerline, 14' AGL/6635' MSL.
Rwy 19: Tree 487' from DER, 581' right of centerline, 17' AGL/6665' MSL.

NOTE: ADF required.
NOTE: RADAR required.
NOTE: Chart not to scale.

TAKEOFF RUNWAY 1: Climbing right turn to intercept course 216° to TARGY LOM, then on bearing 190° outbound and a left turn direct to cross TARGY LOM at or above 10100. Thence...

TAKEOFF RUNWAY 19: Climb direct to TARGY LOM then outbound bearing 190° and a left turn direct to cross TARGY LOM at or above 10100. Thence...or climb in visual conditions to cross Yellowstone Airfield at or above 9200, then direct TARGY LOM at or above 10100. Thence...

. . . .continue climb in holding to 12000 at TARGY LOM (Hold S, RT 012° inbound), expect RADAR vectors with Salt Lake Center.
RNAV (GPS) RWY 26
PHIFER AIRFIELD (EAN)

AWOS-3PT
121.125

CTAF
122.9

DENVER CENTER
135.6 363.025

Circling Rwy 8 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 5500 then climbing left turn to 7700 direct to FOLTI and hold.

ELEV 4779
TDZE 4779

 category A B C D
LPV DA 4975-1 200 (200-1) NA
RNAV/VNAV DA 5025-1 250 (300-1) NA
LNAV MDA 5160-1 385 (400-1) 5160-1 385 (400-1) 5160-1 385 (400-1) 5160-1 385 (400-1) NA

RNAV (GPS) RWY 26
PHIFER AIRFIELD (EAN)

REIL Rwy 26
MIRL Rwy 8-26
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 080° to 5300, then climbing right turn to 9500 direct SLATR, thence . . . .

TAKEOFF RUNWAY 26: Climb on heading 260° to 5300, then climbing left turn direct FAVUL, then on depicted route to SLATR, thence . . . .

. . . . . continue climb in SLATR holding pattern to MEA for assigned route of flight.
EMERG SAFE ALT 100 NM 16,500
2655
DEPARTURE ROUTE DESCRIPTION

MILITARY DEPARTURE PROCEDURE:

**RWY 7:** Climbing left turn to 2000, intercept NUW TACAN R-067, then radar vectors to assigned route.

**RWY 14:** Climbing left turn to 2000, intercept NUW TACAN R-128, then radar vectors to assigned route.

**RWY 25:** Climb to 2000, intercept NUW TACAN R-247, then radar vectors to assigned route.

**RWY 32:** Climb to 2000 via R-317, then radar vectors to assigned route.

All RWYS: If control instructions are not received by 10 DME of NUW TACAN, climb to 3000, intercept the NUW 11 DME ARC to join assigned route.

CIVIL DEPARTURE PROCEDURE:

†**RWY 7:** Climb to 2000 via heading 067°, then radar vectors to assigned route.

†**RWY 14:** Climbing left turn to 2000 via heading 128°, then radar vectors to assigned route.

†**RWY 25:** Climb to 2000 via heading 249°, then radar vectors to assigned route.

†**RWY 32:** Climb to 2000 via heading 317°, then radar vectors to assigned route.

All RWYS: If control instructions are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route.
CIRCLING Rwy 20 NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. When local altimeter not received, use Ephrata altimeter setting and increase all MDAs 240 feet and increase Cat B visibility ½ SM.

MISSED APPROACH: Climbing right turn to 5000 direct WIPES and hold.

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
<th>CATEGORY</th>
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<tr>
<td>021°</td>
<td>N/A</td>
<td>N/A</td>
<td>2183</td>
<td>D</td>
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</table>

RNAV (GPS)-A
WILBUR (2S8)

AWOS-2
124.175

GRANT COUNTY APP CON
126.4 379.95

CTAF
122.9

CTAF
122.9

OHP
126.4 379.95

TCH 40

turn to 5000 direct WIPES and hold.

MISSED APPROACH: Climbing right turn to 5000 direct WIPES and hold.
TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

NOTE: GPS required.
NOTE: RNAV-1

TAKEOFF OBSTACLE NOTES
Rwy 2: Vehicle on road beginning 4' from DER, 192' right of centerline, 15' AGL/2207' MSL.
Vehicle on road 145' from DER, 485' left of centerline, up to 15' AGL/2215' MSL.
Pole 34' from DER, 495' left of centerline, 39' AGL/2223' MSL.
Rwy 20: Train, 122' from DER, 515' left of centerline, 20' AGL/2185'MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 021° to 2700 then climbing right turn direct WIPES, thence. . .

TAKEOFF RUNWAY 20: Climb heading 201° to 2700 then direct WIPES, thence. . .

. . . . maintain 5000 or assigned altitude. Expect filed altitude 10 minutes after departure.
RNAV (GPS) RWY 11
L M CLAYTON (OLF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wokal FLD/Glasgow-Valley County altimeter setting: increase LPV DA to 2329 ft and visibility ½ SM, LNAV/VNAV DA to 2407 ft and visibility ½ SM; increase all MDA 160 feet and LNAV and Circling visibility Cat C/D ½ SM. Baro-VNAV and VDP NA with Glasgow altimeter setting.

MISSED APPROACH:
Climb to 4800 direct CARAV and hold.

ASOS
118.325

SALT LAKE CENTER
126.85 305.2

UNICOM
122.8 (CTAF)

(AIF)
GLASGOW
GGW

4 NM

111°

291°

29°

4500 NoPT
084° (32.4)

2827

ZIGAB
2.9 NM to RW11

2037 ±

2.9 NM to RW11

4500 to RULIE

2552 

293° (11.7)

DORIA

Procedure NA for arrivals at GGW VORTAC on V254 northwest bound.

LNAV only.

Amdt 1B 14JUL22

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).

CATEGORY
A

B

C

D

LPV DA
2188-\( \frac{3}{4} \) 200 (200-\( \frac{3}{4} \))

LNAV/ VNAV DA
2266-7\( \frac{1}{2} \) 278 (300-7\( \frac{1}{2} \))

LNAV MDA
2500-1 512 (600-1)

2500-1\( \frac{1}{2} \) 512 (600-1\( \frac{1}{2} \))

CIRCLING
2500-1 511 (600-1)

2660-2 671 (700-2)

2780-2\( \frac{1}{2} \) 791 (800-2\( \frac{1}{2} \))
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 34°C (93°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wokal FLD/Glasgow Valley County altimeter setting: increase LPV DA to 2330 ft and visibility ½ SM, LNAV/VNAV DA to 2380 ft and visibility 1/2 SM; increase all MDA 160 feet and LNAV and Circling visibility Cat C/D.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 34°C (93°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wokal FLD/Glasgow Valley County altimeter setting: increase LPV DA to 2330 ft and visibility ½ SM, LNAV/VNAV DA to 2380 ft and visibility 1/2 SM; increase all MDA 160 feet and LNAV and Circling visibility Cat C/D.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 34°C (93°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wokal FLD/Glasgow Valley County altimeter setting: increase LPV DA to 2330 ft and visibility ½ SM, LNAV/VNAV DA to 2380 ft and visibility 1/2 SM; increase all MDA 160 feet and LNAV and Circling visibility Cat C/D.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 34°C (93°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wokal FLD/Glasgow Valley County altimeter setting: increase LPV DA to 2330 ft and visibility ½ SM, LNAV/VNAV DA to 2380 ft and visibility 1/2 SM; increase all MDA 160 feet and LNAV and Circling visibility Cat C/D.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 34°C (93°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wokal FLD/Glasgow Valley County altimeter setting: increase LPV DA to 2330 ft and visibility ½ SM, LNAV/VNAV DA to 2380 ft and visibility 1/2 SM; increase all MDA 160 feet and LNAV and Circling visibility Cat C/D.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 34°C (93°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wokal FLD/Glasgow Valley County altimeter setting: increase LPV DA to 2330 ft and visibility ½ SM, LNAV/VNAV DA to 2380 ft and visibility 1/2 SM; increase all MDA 160 feet and LNAV and Circling visibility Cat C/D.
**RNAV (GPS) RWY 16**

**WORLAND MUNI (WRL)**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -32°C (-25°F) or above 17°C (62°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Greybull altimeter setting. When local altimeter setting not received, use Greybull altimeter setting; increase LPV DA to 4574 feet, LNAV/VNAV DA to 4616 feet, and all MDA's 140 feet; increase LPV, LNAV/VNAV and LNAV all Cats, and Circling Cat C/D visibilities ½ SM. Helicopter visibility reduction below ½ SM NA.

**MISSED APPROACH:** Climb to 9600 direct WAPSU and hold, continue climb-in-hold to 9600.

---

### ASOS
- **135.475**

### SALT LAKE CENTER
- **133.25 285.6**

### UNICOM
- **123.05 (CTAF)**

---

- **5155**

- **(IAF)** CRANY
- **7500 NoPT (19.7)**
- **014° (6.2)**
- **ZURNA**

**Procedure NA for arrivals at CRANY on V187 northbound.**

---

**MISSAPCH FIX**

- **WAPSU**
- **(not to scale)**

**7 NM**

- **342° (11.5)**
- **7 NM to COVGO**

**7500**

- **342° 162°**

**GP 3.00°**

- **TCH 50**

**4933**

**5040**

- **5800**

**PEYIP**

- **7500 to COVGO**

**9600**

- **7 NM**

---

**ELEV 4252**

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<thead>
<tr>
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<th>B</th>
<th>C</th>
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<td>4452-3/4</td>
<td>250 (200-3/4)</td>
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<tr>
<td>CIRCLING</td>
<td>4920-1</td>
<td>668 (700-1)</td>
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**NW-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 34
WORLAND MUNI (WRL)

MISSED APPROACH: Climb to 8500 direct PEYIP and on track 290° to CRANY and hold.

## WORLAND, WYOMING

**APP CRS 342°**
- Rwy Idg 7000
- TDZE 4252
- Apt Elev 4252

### ASOS 135.475
### SALT LAKE CENTER 133.25 285.6
### UNICOM 123.05 (CTAF)

### ELEV
- MSA RW34 2.5 NM
- 9300

**Category**

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<tbody>
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<td><strong>LNAV MDA</strong></td>
<td>4680-1</td>
<td>428 (500-1)</td>
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<tr>
<td><strong>CIRCLING</strong></td>
<td>4920-1</td>
<td>668 (700-1)</td>
<td>4920-1 ½</td>
</tr>
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</table>

**When local altimeter setting not received, use Greybull altimeter setting:**
- Increase all MDAs 140 feet; and LNAV all Cats, and Circling Cat C/D visibilities ½ SM. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA.
- Procedure NA for arrivals at ZURNA on V319 southbound and at JITIP on V401 eastbound.

- **CRAN Y**
- **PEYIP**
- **WAPSU**
- **JUNIV**
- **HOLUT**

**TCH 40**

**ZURNA**

**WUKUX**

**JITIP**

**WAPSU**

**JUNIV**

**HOLUT**

**PEYIP**

**9500**

**267°**

**9.00 NM**

**342°**

**9300**

**7000**

**6000**

**5000**

**4920-1**

**4680-1**

**4634**

**4933**

**893**

**Orig-C 20 MAY 21**

**43°58’N-107°57’W**

**893**
When local altimeter setting not received, use Greybull altimeter setting. Increase all MDAs 140 feet; all Cats, and Circling Cat C/D visibilities ½ SM. Helicopter visibility reduction below ½ SM NA. VDP NA with Greybull altimeter setting.

MISSED APPROACH:
Climbing right turn to 7000 in RLY VOR/DME holding pattern.

<table>
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<tr>
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<td>5040-1</td>
<td>5040-1¼</td>
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<td>CIRCLING</td>
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<td>5040-1¼</td>
<td>5040-2½</td>
<td>788 (800-1)</td>
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<td>788 (800-1¼)</td>
<td>788 (800-2½)</td>
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IKETY FIX MINIMUMS

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<td>4600-1¼</td>
<td>398 (400-1¼)</td>
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<tr>
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<td>4600-1¼</td>
<td>398 (400-1)</td>
<td>398 (400-1¼)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>4920-1</td>
<td>668 (700-1)</td>
<td>4920-1¼</td>
<td>5020-2½</td>
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<td>668 (700-1)</td>
<td>668 (700-1¼)</td>
<td>668 (700-2½)</td>
<td></td>
</tr>
</tbody>
</table>
When local altimeter setting not received, procedure NA. Circling NA south of Rwy 9 and 27. For inop ALS, increase S-LOC 27 all lights visibility to 2 SM. For inop ALS, increase S-ILS 27 all lights visibility to 1½ SM.

#RVR 1800 authorized with use of FD or AP or HUD to DA.

**MALSR**

- **MISSED APPROACH**: Climb to 2900 then climbing right turn to 4900 direct YKM VORTAC and hold, continue climb in-hold to 4900. # Missed approach requires minimum climb of 275 feet per NM to 3600.

**ELEV 1099**

- **ATIS**
- **SPOKANE APP CON**
- **YAKIMA TOWER**
- **GND CON**
- **CLNC DEL**
- **UNICOM**

**LOC/DME I-YKM**

- **110.1**
- **274°**

**MALSR**

- **MISSED APPROACH**: Climb to 2900 then climbing right turn to 4900 direct YKM VORTAC and hold, continue climb in-hold to 4900. # Missed approach requires minimum climb of 275 feet per NM to 3600.

**ELEV 1099**

- **ATIS**
- **SPOKANE APP CON**
- **YAKIMA TOWER**
- **GND CON**
- **CLNC DEL**
- **UNICOM**
RNAV (RNP) RWY 9
YAKIMA AIR TRML/ MCALLISTER FLD (YKM)

AUTHORIZATION REQUIRED

**RF required. GPS required**. For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 45°C (113°F).

*Missed approach requires a minimum climb of 425 feet per NM to 3000.

**Missed approach**: Climb to 5100 on track 094° to LUSNY right turn to CUSOM and on track 246° to MUDLE and hold.

See planview for multiple IF locations.
Simultaneous reception of YKM and YKM DME required. Circling NA south of Rwy 9-27. When local altimeter setting not received, procedure NA.

MISSUED APPROACH: Climb to 4600 via YKM VORTAC R-252 to YKM VORTAC and hold, continue climb-in-hold to 4600.

Back Course

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).

Disregard glide slope indications.
MISSED APPROACH: Climb to 2600 via YKM VORTAC R-244, then climbing right turn to 4600 via YKM VORTAC R-276 to YKM VORTAC and hold, continue climb-in-hold to 4600 (TACAN aircraft, continue climb to 5000 via YKM VORTAC R-108 to SUNED/YKM 26 DME and hold west, right turns, 108° inbound).

Inoperative table does not apply. Circling NA south of Rwy 9-27. When local altimeter setting not received, procedure NA.
YAKIMA, WASHINGTON

NW-1, 11 JUL 2024 to 05 SEP 2024

VOR-A
YAKIMA AIR TRML/MCALLISTER FLD (YKM)

ATIS 125.25
SPOKANE APP CON 123.8
YAKIMA TOWER 133.25 (CTAF) 257.8
GND CON 121.9
CLNC DEL 121.9
UNICOM 122.95

MISSED APPROACH: Climb to 2600 via YKM VORTAC R-251 then climbing right turn to 4600 via YKM VORTAC R-277 to YKM VORTAC and hold, continue climb-in-hold to 4600.

DME required.
Circling not authorized south of Rwy 9-27. When local altimeter setting not received, procedure NA.

YAKIMA, WASHINGTON

NW-1, 11 JUL 2024 to 05 SEP 2024

VOR-A
YAKIMA AIR TRML/MCALLISTER FLD (YKM)

ATIS 125.25
SPOKANE APP CON 123.8
YAKIMA TOWER 133.25 (CTAF) 257.8
GND CON 121.9
CLNC DEL 121.9
UNICOM 122.95

MISSED APPROACH: Climb to 2600 via YKM VORTAC R-251 then climbing right turn to 4600 via YKM VORTAC R-277 to YKM VORTAC and hold, continue climb-in-hold to 4600.

DME required.
Circling not authorized south of Rwy 9-27. When local altimeter setting not received, procedure NA.

NW-1, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ZILLA THREE DEPARTURE (OBSTACLE)

TAKEOFF MINIMUMS
Rwy 4: NA-obstacles.
Rwy 9: Standard with minimum climb of 250’ per NM to 2600.
Rwy 22: Standard with minimum climb of 325’ per NM to 3900.
Rwy 27: Standard with minimum climb of 330’ per NM to 2600.

TAKEOFF OBSTACLE NOTES
Rwy 9: OL on bldg 27’ from DER, 507’ right of centerline, 34’ AGL/1074’ MSL.
Pole 388’ from DER, 561’ right of centerline, 34’ AGL/1073’ MSL.
Trees beginning 586’ from DER, 550’ right of centerline, up to 100’ AGL/1139’ MSL.
Rwy 22: Fence beginning 27’ from DER, 435’ right of centerline, up to 10’ AGL/1085’ MSL.
Trees beginning 570’ from DER, 228’ left of centerline, up to 100’ AGL/1199’ MSL.
Trees beginning 3195’ from DER, 202’ right of centerline, up to 100’ AGL/1199’ MSL.
Trees beginning 1 NM from DER, 732’ left of centerline, up to 100’ AGL/1239’ MSL.
Rwy 27: Antenna on bldg 398’ from DER, 282’ left of centerline, 15’ AGL/1117’ MSL.
Trees beginning 3824’ from DER, 1341’ right of centerline, up to 100’ AGL/1239’ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 083° and outbound YKM R-108.
Thence . . .

TAKEOFF RUNWAYS 22, 27: Climbing right turn direct YKM VORTAC and outbound YKM R-108. Thence . . .

. . . . eastbound aircraft V4-298 continue on course, all other departures continue climb on YKM R-108 until 4600, then climbing right turn direct YKM VORTAC and hold to cross YKM VORTAC at or above MEA/MCA for route of flight.

NOTE: Chart not to scale.
TAMPO Transition: Climb-in-hold, NE, RT, 250° inbound to 8000 before proceeding on course.

NOTE: TAMPO Transition required minimum climb to 8100.

NOTE: DME required.

NOTE: TAMPO Transition: Climb-in-hold E, RT 250° inbound to 8100 before proceeding on course.

NOTE: SIMCO Transition: Climb-in-hold, NE, RT, 221° inbound to 12000 before proceeding on course.

NOTE: HITCH Transition: Climb-in-hold, NE, RT, 206° inbound to 8000 before proceeding on course.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9, 27: Climbing left turn thence. . . .
TAKEOFF RUNWAY 22: Climbing right turn thence. . . .

. . . . intercept and proceed on YKM R-250 to GROMO/YKM 9 DME, then on assigned transition.

GUBSE TRANSITION (GROMO4.GUBSE): From over GROMO DME Fix on YKM 9 DME Arc to OGZOF DME fix and YKM VORTAC R-187 to GUBSE DME fix.
HITCH TRANSITION (GROMO4.HITCH): From over GROMO DME Fix on YKM 9 DME Arc to OGXOB DME fix and YKM VORTAC R-206 to HITCH DME fix.
PAPPS TRANSITION (GROMO4.PAPPS): From over GROMO DME Fix on YKM 9 DME Arc to OHKAR DME fix and YKM VORTAC R-087 to PAPPS DME fix.
SIMCO TRANSITION (GROMO4.SIMCO): From over GROMO DME Fix on YKM 9 DME Arc to OGFAW DME fix and YKM VORTAC R-221 to SIMCO INT.
SUNED TRANSITION (GROMO4.SUNED): From over GROMO DME Fix on YKM 9 DME Arc to OHAWY DME fix and YKM R-108 to SUNED INT.
TAMPO TRANSITION (GROMO4.TAMPO): From over GROMO DME Fix on YKM VORTAC R-250 to TAMPO INT.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 094° for vector to assigned route/fix. Thence . . . .
TAKEOFF RUNWAYS 22, 27: Climbing right turn heading 320° for vector to assigned route/fix. Thence . . . .

. . . . maintain 10000 or assigned lower altitude. Expect clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS
If no transmissions are received for one minute after departure:
RUNWAY 9: Climb heading 094° and outbound YKM VORTAC R-108.
RUNWAYS 22, 27: Climbing right turn direct YKM VORTAC and outbound YKM R-108, eastbound aircraft V4-V298 continue on course, all other departures continue climb on YKM R-108, until 4600, then climbing right turn direct YKM VORTAC and hold to cross YKM VORTAC at or above MEA or MCA for route of flight.
YAKIMA, WASHINGTON

NOTE: DME required.

NOTE: TITON Transition:
Climb-in-hold, E, LT, 284° inbound to 7000 before proceeding on course.

TAKEOFF MINIMUMS
Rwy 4: NA - Obstacles
Rwy 9: Standard with minimum climb of 405' per NM to 6000.
Rwy 22: Standard with minimum climb of 350' per NM to 6000.
Rwy 27: Standard with minimum climb of 350' per NM to 6000.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9, 27: Climbing left turn thence. . . .
TAKEOFF RUNWAY 22: Climbing right turn thence. . . .

. . . .intercept and proceed on YKM VORTAC R-255 to WENAS/YKM 9 DME, then on assigned transition.

ELLENSBURG TRANSITION [WENAS7.ELN]: From over WENAS DME Fix on YKM 9 DME Arc to OJAHO DME fix and YKM VORTAC R-338 and ELN VOR/DME R-158 to ELN VOR/DME.
PAPPS TRANSITION [WENAS7.PAPPS]: From over WENAS DME Fix on YKM 9 DME Arc to OHAKR DME fix and YKM VORTAC R-087 to PAPPS INT.
PERTT TRANSITION [WENAS7.PERTT]: From over WENAS DME Fix on YKM 9 DME Arc to SELAH DME fix and YKM VORTAC R-310 to PERTT INT.
RUBEL TRANSITION [WENAS7.RUBEL]: From over WENAS DME Fix on YKM 9 DME Arc to OLUWO DME fix and YKM VORTAC R-029 and MWH VOR/DME R-213 to RUBEL INT.
SUNED TRANSITION [WENAS7.SUNED]: From over WENAS DME Fix on YKM 9 DME Arc to OHAWY DME fix and YKM VORTAC R-108 to SUNED INT.
TITON TRANSITION [WENAS7.TITON]: From over WENAS DME Fix on YKM 9 DME Arc to ORJOR DME fix and YKM VORTAC R-284 to TITON INT.
YAKIMA SEVEN DEPARTURE
(YKM7.YKM) 10NOV16
YAKIMA, WASHINGTON

TAKEOFF MINIMUMS
Rwy 4: NA - obstacles.
Rwy 9: Standard with minimum climb of 325' per NM to 5000.
Rwy 22: Standard with minimum climb of 325' per NM to 5000.
Rwy 27: Standard with minimum climb of 325' per NM to 5000.

TAKEOFF RUNWAY 9: Climbing left turn direct YKM VORTAC, Thence  . . .
TAKEOFF RUNWAYS 22, 27: Climbing right turn direct YKM VORTAC. Thence . . .

. . . .then climbing right turn to intercept YKM R-284 outbound to TITON INT and hold.
Continue climb in hold to MEA/MCA for route of flight. Then on (assigned route).
A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

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AREA OF COVERAGE

Including Puerto Rico and the Virgin Islands