

NW-1

ID MT OR WA WY

07 AUG 25 to 02 OCT 25



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

Northwest (NW) Vol 1 of 1

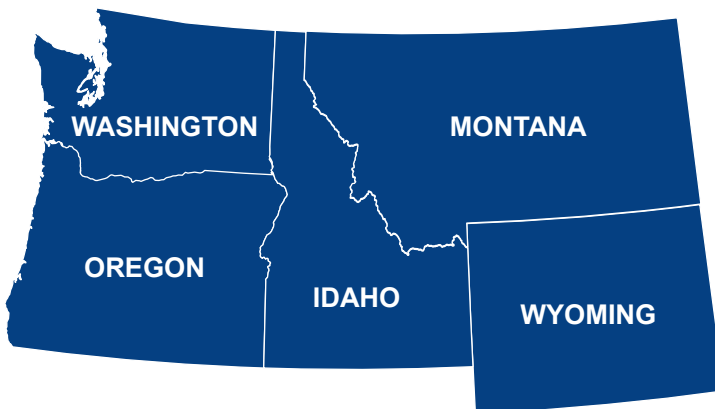
Effective: 0901Z

07 AUG 2025

to: 0901Z

02 OCT 2025

Consult the Change Notice
(CN) effective 04 SEP 2025 for
revised Instrument Procedure
Charts for this volume



Consult NOTAMs for latest information

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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:

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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.

(1) ILS, PAR, LPV, GLS minima

Inoperative Component or Visual Aid	Increase Visibility
All ALS types (except ODALS)	¼ mile

(2) ILS, LPV, GLS with visibility minima of RVR 1800[†]/2000*/2200*

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000 [†] To RVR 4500*
TDZL or RCLS	To RVR 2400#
RVR	To ½ mile

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

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

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile
MALSF, MAL, SSALF, SSALS, SALSF, SALS	¼ mile

(4) Sidestep minima (CAT C-D)

Inoperative Component or Visual Aid to Sidestep Runway	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile

(5) All Approach Types, All lines of minima

Inoperative Component or Visual Aid	Increase Visibility
ODALS (CAT A-B)	¼ mile
ODALS (CAT C-D)	⅛ mile

TERMS/LANDING MINIMA DATA 20142

IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

LANDING MINIMA FORMAT

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

Straight-in ILS to Runway 27	DA		Visibility (RVR 100's of feet)		HAT		Aircraft Approach Category	
	CATEGORY	A	B	C	D			
	S-ILS 27	1352/24		200		(200-½)		
	S-LOC 27	1440/24	288		(300-½)		1440/50 288 (300-1)	
Straight-in with Glide Slope Inoperative or not used to Runway 27	CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)			
		MDA	HAA	Visibility in Statute Miles				

All weather minimums in parentheses not applicable to Civil Pilots.
Military Pilots refer to appropriate regulations.

COPTER MINIMA ONLY

CATEGORY	COPTER
H-176°	680-½ 363 (400-½)

Copter Approach Direction

Height of MDA/DA Above Landing Area (HAL)

No circling minimums are provided

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.

COLD TEMPERATURE AIRPORTS

NOTE: A **⚡**-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. 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/

COLD TEMPERATURE ERROR TABLE
HEIGHT ABOVE AIRPORT IN FEET

REPORTED TEMP °C	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
	+10	10	10	10	10	20	20	20	20	20	30	40	60	80
0	20	20	30	30	30	40	40	50	50	60	90	120	170	230
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

AIRCRAFT 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 certificated landing weight. VREF, VSO, and the maximum certificated 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:

MANEUVERING TABLE

Approach Category	A	B	C	D	E
Speed (Knots)	0-90	91-120	121-140	141-165	Abv 165

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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 table below. The resultant arcs are then connected tangentially to define the protected area.

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas 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.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
1000 or less	1.3	1.7	2.7	3.6	4.5
1001-3000	1.3	1.8	2.8	3.7	4.6
3001-5000	1.3	1.8	2.9	3.8	4.8
5001-7000	1.3	1.9	3.0	4.0	5.0
7001-9000	1.4	2.0	3.2	4.2	5.3
9001 and above	1.4	2.1	3.3	4.4	5.5

Users may ignore the presence of **C** symbols on charts which will be removed on a day-forward basis. All circling areas within this volume have been evaluated for the circling MDA protected area radius shown in the table above.

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.

RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1600	¼	2400	½	3500	⅝	5500	1
1800	½	2600	½	4000	¾	6000	1¼
2000	½	3000	⅝	4500	⅞		
2200	½	3200	⅝	5000	1		

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	195/16	100	(100-¼)				
	28	2.5°/48/1068	ABCDE	187/16	100	(100-¼)				
ASR	10		ABC	560/40	463	(500-¾)	DE	560/50	463	(500-1)
	28		AB	600/50	513	(600-1)	CDE	600/60	513	(600-1¼)
CIR	10		AB	560-1¼	463	(500-1¼)	CDE	560-1½	463	(500-1½)
	28		AB	600-1¼	503	(600-1¼)	CDE	600-1½	503	(600-1½)

Radar Minima: All minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

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) UHF emergency 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.
- ⚠ NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.
- ▼ Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

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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.



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 Minima, 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.

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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	From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1 GPS from MAP to YARKU.
Equipment Requirements Box	DME required for LOC only.
Standard Procedure Notes Box	 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	RNAV 1 - DME/DME/IRU or GPS
Equipment Requirements Box	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

- 7 times within 5 seconds
- 5 times within 5 seconds
- 3 times within 5 seconds

FUNCTION

- Highest intensity available
- Medium or lower intensity (Lower REIL or REIL-off)
- Lowest intensity available (Lower REIL or REIL-off)

ABBREVIATIONS 25107

AAF.....	Army Air Field	D-ATIS.....	Digital-Automatic Terminal Information Service
AAUP.....	Attention All Users Page	DA.....	Decision Altitude
ADF.....	Automatic Direction Finder	DEP.....	Departure
ADIZ.....	Air Defense Identification Zone	DEP CON.....	Departure Control
AFAUX.....	Air Force Auxiliary	DER.....	Departure End of Runway
AFB.....	Air Force Base	DH.....	Decision Height
AFRC.....	Armed Forces Reserve Center/Air Force Reserve Command	DME.....	Distance Measuring Equipment
AGL.....	Above Ground Level	DP.....	Departure Procedure
AFHP.....	Air Force Heliprot	DTHR.....	Displaced Runway Threshold
AFIS.....	Automatic Flight Information Service	DVA.....	Diverse Vector Area
AHP.....	Army Heliprot	ELEV.....	Elevation
ALF.....	Auxiliary Landing Field	EMAS.....	Engineered Material Arresting System
ALS.....	Approach Light System	EXEC.....	Executive
ALSF.....	Approach Light System with Sequenced Flashing Lights	FAF.....	Final Approach Fix
ANGB.....	Air National Guard Base	FD.....	Flight Director System
ANGS.....	Air National Guard Station	FL.....	Flight Level
Ant.....	Antenna	FLD.....	Field
AOB.....	At or Below	FM.....	Fan Marker
AP.....	Autopilot System	FMS.....	Flight Management System
APCH.....	Approach	GBAS.....	Ground Based Augmentation System
APP CON.....	Approach Control	GCA.....	Ground Control Approach
AR.....	Authorization Required	GCO.....	Ground Communication Outlet
ARB.....	Air Reserve Base	GLS.....	Ground Based Augmentation System
ARPT.....	Airport	GP.....	Landing System
ARR.....	Arrival	GPS.....	Glidepath
AS.....	Air Station	GS.....	Global Positioning System
ASOS.....	Automated Surface Observing System	HAA.....	Glide Slope
ASR.....	Airport Surveillance RADAR	HAL.....	Height Above Airport
ASSC.....	Airport Surface Surveillance Systems	HAT.....	Height Above Landing
ATC.....	Air Traffic Control	HATH.....	Height Above Touchdown
ATCT.....	Airport Traffic Control Tower	HCH.....	Height Above Threshold
ATIS.....	Automatic Terminal Information Service	hdg.....	Heliport Crossing Height
AUNICOM.....	Automated UNICOM	HIRL.....	Heading
AWOS.....	Automated Weather Observing System	HUD.....	High Intensity Runway Lights
Baro-VNAV.....	Barometric Vertical Navigation	IAF.....	Head-up Display
BC.....	Back Course	IAP.....	Initial Approach Fix
brg.....	Bearing	ICAO.....	Instrument Approach Procedure
CAPT.....	Captain	IF.....	International Civil Aviation Organization
CAT.....	Category	IFR.....	Intermediate Fix
CCW.....	Counterclockwise	ILS.....	Instrument Flight Rules
CDI.....	Course Deviation Indicator	IM.....	Instrument Landing System
CGAS.....	Coast Guard Air Station	INC.....	Inner Marker
Chan.....	Channel	Inop.....	Incorporated
CIR.....	Circling	INT.....	Inoperative
CL.....	Centerline Lighting System	INTCNTL.....	Intersection
CLNC DEL.....	Clearance Delivery	INTL.....	Intercontinental
CNF.....	Computer Navigation Fix	JNGB.....	International
CPDLC.....	Controller Pilot Data Link Communications	JRB.....	Joint National Guard Base
CTAF.....	Common Traffic Advisory Frequency	K.....	Joint Reserve Base
CW.....	Clockwise	KIAS.....	Knots
		LAAS.....	Knots Indicated Airspeed
			Local Area Augmentation System

ABBREVIATIONS 25107

LDA.....	Localizer Type Directional Aid	OPSPEC.....	Operations Specification
Ldg.....	Landing	PAR.....	Precision Approach Radar
LIRL.....	Low Intensity Runway Lights	PDC.....	Pre-Departure Clearance
LNAV.....	Lateral Navigation	PRM.....	Precision Runway Monitor
LOA.....	Letter of Agreement/Authorization	Pvt.....	Private
LOC.....	Localizer	R.....	Radial
LOM.....	Locator Outer Marker	RA.....	Radio Altimeter setting height
LP.....	Localizer Performance	RAIL.....	Runway Alignment Indicator Lights
LPV.....	Localizer Performance with Vertical Guidance	RCLS.....	Runway Centerline Light System
LR.....	Lead Radial	REIL.....	Runway End Identifier Lights
LRRS.....	Long Range RADAR Station	RF.....	Radius to Fix
MAA.....	Maximum Authorized Altitude	RGNL.....	Regional
MALS.....	Medium Intensity Approach Lighting System	RLLS.....	Runway Lead-in Light System
MALSF.....	Medium Approach Lighting System with Sequenced Flashers	RNAV.....	Area Navigation
MALSR.....	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights	RNP.....	Required Navigation Performance
MAP.....	Missed Approach Point	RPI.....	Runway Point of Interception)
MCAF.....	Marine Corps Air Facility	RVR.....	Runway Visual Range
MCALF.....	Marine Corps Auxiliary Landing Field	RWY.....	Runway
MCAS.....	Marine Corps Air Station	S.....	Straight-in
MCB.....	Marine Corps Base	SALS.....	Simplified Short Approach Light System
MCOLF.....	Marine Corps Outlying Field	SALSF.....	Short Approach Lighting System with Sequenced Flashing Lights
MDA.....	Minimum Descent Altitude	SDF.....	Simplified Directional Facility
MEA.....	Minimum Enroute Altitude	SFB.....	Space Force Base
MEML.....	Memorial	SID.....	Standard Instrument Departure
METRO.....	Metropolitan	SM.....	Statute Mile
MIRL.....	Medium Intensity Runway Lights	SR-SS.....	Sunrise-Sunset
MM.....	Middle Marker	SSALF.....	Short Approach Lighting System with Sequenced Flashing Lights
MOCA.....	Minimum Obstruction Clearance Altitude	SSALR.....	Simplified Short Approach Light System with Runway Alignment Indicator Lights
MRA.....	Minimum Reception Altitude	SSALS.....	Simplified Short Approach Lighting System
MSL.....	Mean Sea Level	ST.....	Saint
MSPEC.....	Management Specification	STE.....	Sainte
MUNI.....	Municipal	STAR.....	Standard Terminal Arrival
N/A.....	Not Applicable	TAA.....	Terminal Arrival Area
NA.....	Not Authorized	TACAN.....	Tactical Air Navigation
NAAS.....	Naval Auxiliary Air Station	TCH.....	Threshold Crossing Height
NAF.....	Naval Air Facility	TDZ.....	Touchdown Zone
NALF.....	Naval Auxiliary Landing Field	TDZE.....	Touchdown Zone Elevation
NAS.....	Naval Air Station	TDZ/CL.....	Touchdown Zone and Runway Centerline Lighting
NDB.....	Nondirectional Radio Beacon	TDZL.....	Touchdown Zone Lights
NM.....	Nautical Mile	THR.....	Threshold
NOLF.....	Naval Outlying Field	TODA.....	Takeoff Distance Available
NoPT.....	No Procedure Turn	TORA.....	Takeoff Run Available
NOTAM.....	Notice to Airmen	tr.....	Track
NS.....	Naval Station	TRML.....	Terminal
NTL.....	National	TWR.....	Tower
ODALS.....	Omnidirectional Approach Lighting System	UNICOM.....	Universal Communications Station
ODP.....	Obstacle Departure Procedure	USA.....	United States Army
OM.....	Outer Marker	USAF.....	United States Air Force

ABBREVIATIONS 25107

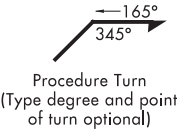
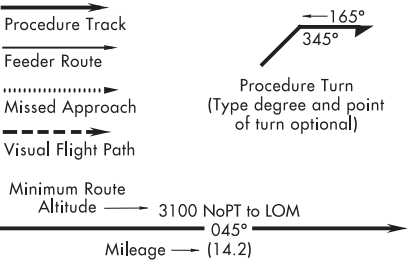
USCG.....	United States Coast Guard
USMC.....	United States Marine Corps
USN.....	United States Navy
USSF.....	United States Space Force
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDA.....	Vertical Descent Angle
VDP.....	Visual Descent Point
VFR.....	Visual Flight Rules
VGSI.....	Visual Glide Slope Indicator
VNAV.....	Vertical Navigation
VOR.....	Very High Frequency Omni-Directional Range
VORTAC.....	Very High Frequency Omni-Directional Range/Tactical Air Navigation
WAAS.....	Wide Area Augmentation System
WP/WPT.....	Waypoint

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PLANVIEW SYMBOLS

ROUTES



ALTITUDES

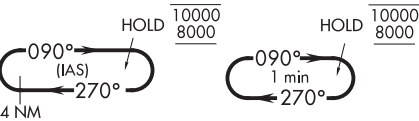
<u>5500</u> Mandatory Altitude	3000 Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block
<u>4300</u> Maximum Altitude	<u>3000</u> Altitude

INDICATED AIRSPEED

<u>175K</u>	<u>120K</u>	<u>250K</u>	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

HOLDING PATTERNS

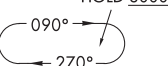
Hold-in-lieu of Procedure Turn



Missed Approach



Arrival



Holding pattern with maximum restricted airspeed:
(175K) applies to all altitudes.
(210K) applies to altitudes above 6000' to and including 14000'.

Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown.
DME fixes may be shown.

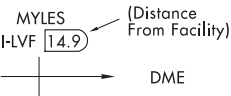
FIXES/ATC REPORTING REQUIREMENTS



Waypoint

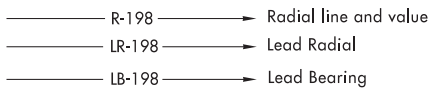
MAP WP (Flyby)

MAP WP (Flyover)



Flyover Point

x (CFTSP) Computer Navigation Fix (CNF)-No ATC Function ("x" omitted when it is a MAP)



RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

VOR VORTAC TACAN

VOR/DME DME

NDB NDB/DME

LOM (Compass locator at Outer Marker)

Marker Beacon

Marker beacons that are not specifically part of the procedure.

Localizer Front Course (LOC/LDA)
Right side shading- Front course

Localizer Back Course
Left side shading- Back Course

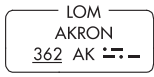
SDF Course

○ LOC/LDA/SDF Transmitter □ LOC/DME

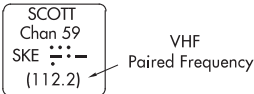
(shown when installation is offset from its normal position off the end of the runway.)

Primary NAVAID

Secondary NAVAID

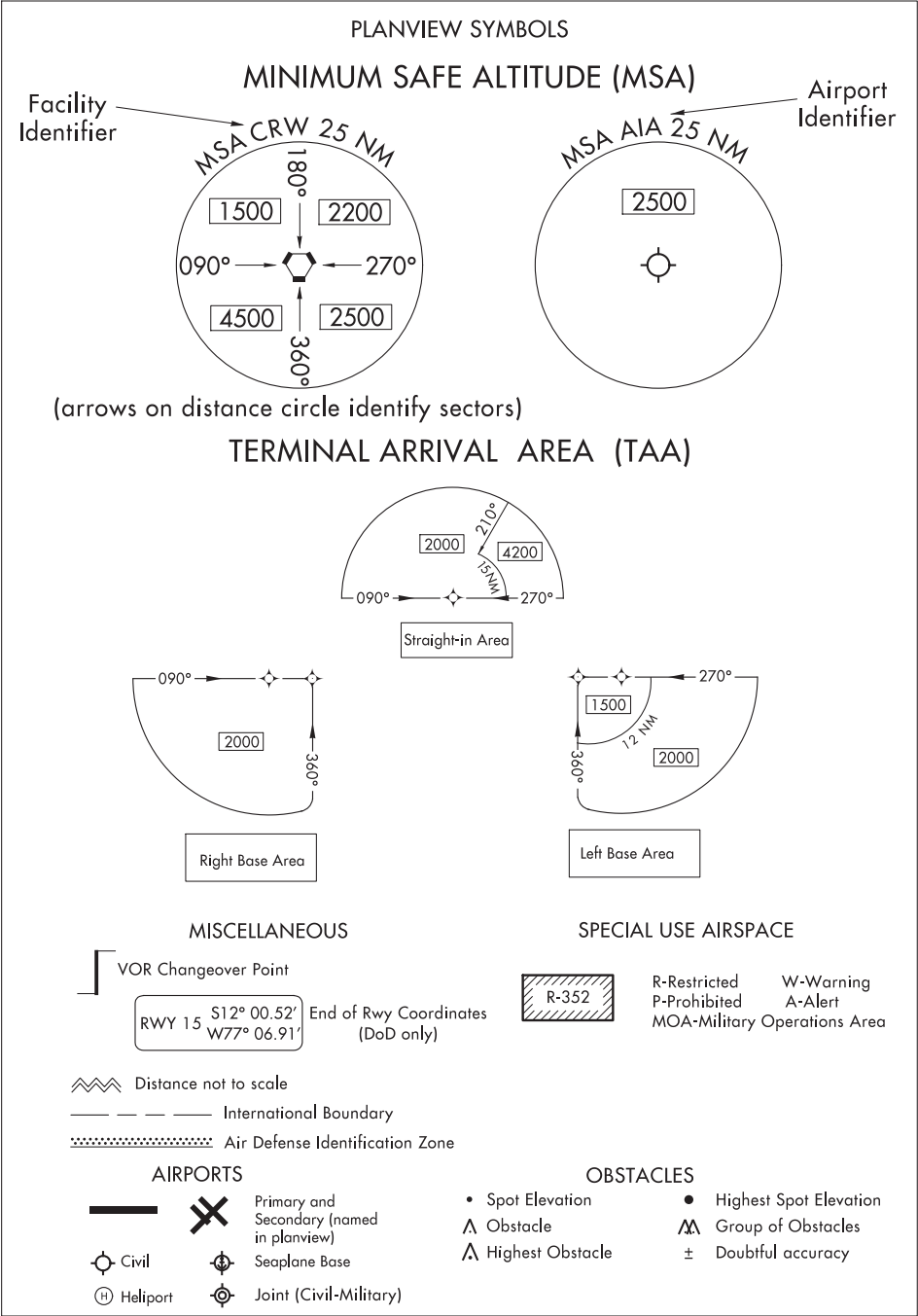


TACAN or DME NAVAID



LEGEND 23110

INSTRUMENT APPROACH PROCEDURES (CHARTS)



LEGEND 23110

NW-1, 07 AUG 2025 to 02 OCT 2025

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LEGEND 24361

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

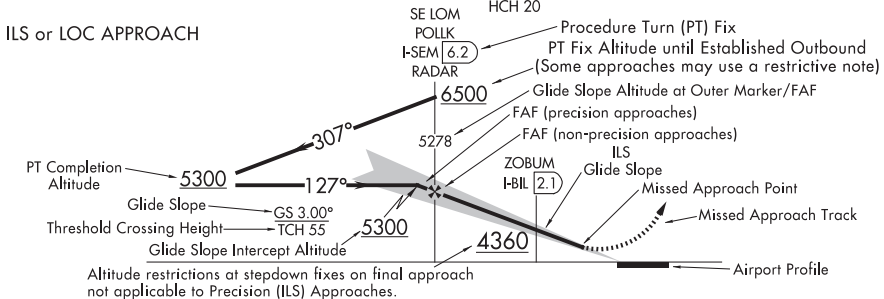
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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: $\angle 3.00^\circ$ TCH 55

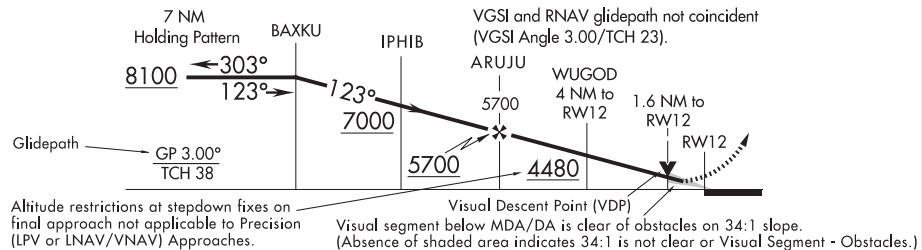
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: $\angle 3.00^\circ$ 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: $\angle 3.00^\circ$ TCH 55. On Copter procedures this is depicted in the following format: $\angle 7.30^\circ$ HCH 20

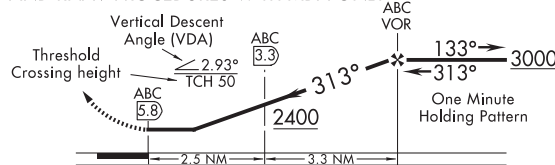
ILS or LOC APPROACH



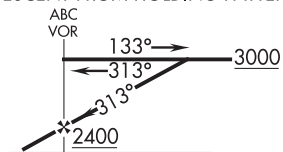
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



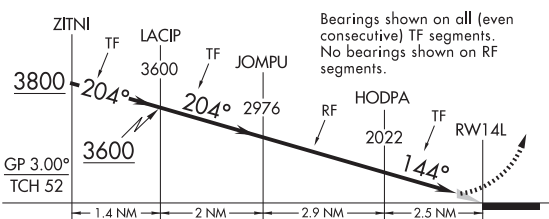
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



Bearings shown on all (even consecutive) TF segments. No bearings shown on RF segments.

5500	Mandatory Altitude	3000	Recommended Altitude
2500	Minimum Altitude	5000	Mandatory Block
4300	Maximum Altitude	3000	Altitude

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 24361

LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:



Localizer Front Course

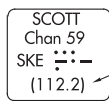
Localizer Back Course
(Shading on left)

(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME
NAVAID Box

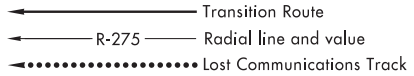


VHF Paired Frequency

(Y) TACAN must be placed in "Y" mode to receive distance information

ROUTES

MAA FL200 Maximum Authorized Altitude
4500 MEA-Minimum Enroute Altitude
*3500 MOCA-Minimum Obstruction Clearance Altitude
270° Arrival Route
(65) Mileage between Radio Aids, Reporting Points, and Route Breaks



V12 J80 Airway/Jet Route Identification



(IAS)

Holding Pattern



Lost Comm Holding Pattern

Holding pattern with maximum restricted airspace (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE



R-Restricted
P-Prohibited
MOA-Military Operations Area

ALTITUDES

5500 2300 4800
Mandatory Altitude (Cross at) Minimum Altitude (Cross at or above) Maximum Altitude (Cross at or below)



Block Altitude

Altitude change at other than Radio Aids to Navigation

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage) (75) DME Mileage (when not obvious)



Flyover Point



Computer Navigation Fix (CNF) - No ATC Function

AIRPORTS



Airports not served by the procedure shown in screened color



MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

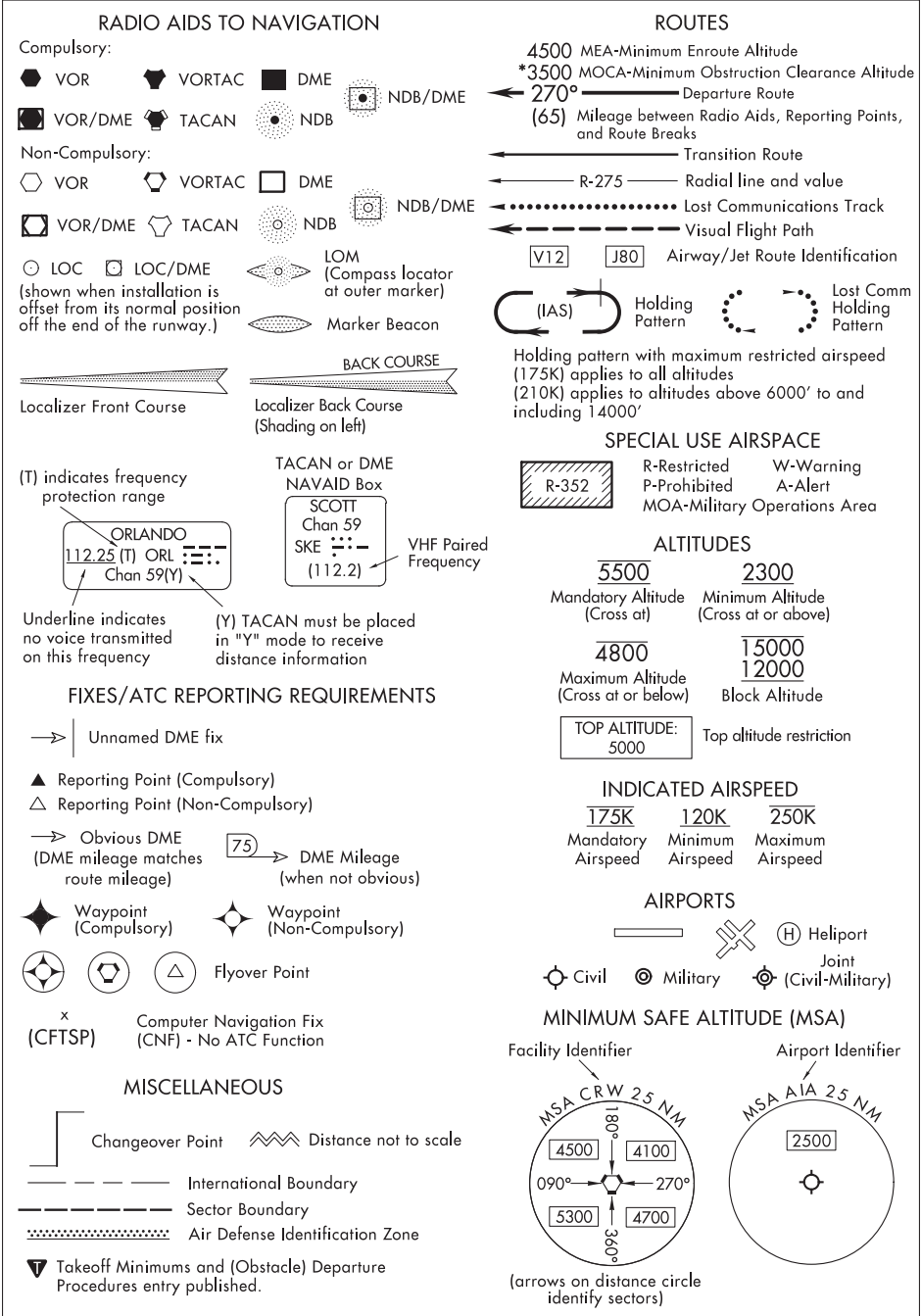
N

Indicates True North is not aligned to the top of the page

Ldg KLAS and KHND

Ldg Rwy 16L/C/R

Terminus identifier



LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface

Other Than Hard Surface

Taxiways, Parking Areas

Stopways, Overruns, Blast Pads

Metal Surface

Closed Runway

Closed Surface

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.

uni-directional

bi-directional

Jet Barrier

ARRESTING SYSTEM (EMAS)

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

TWR

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

See appropriate Chart Supplement for 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

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point.....

NOTE:
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.

■ 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 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

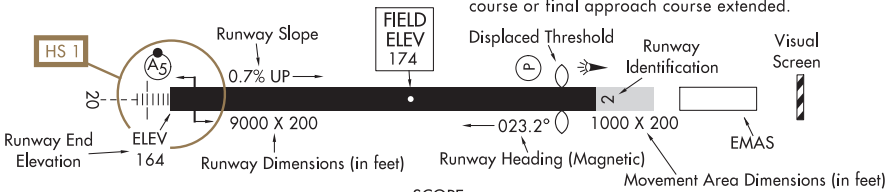
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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 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.



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.

LEGEND

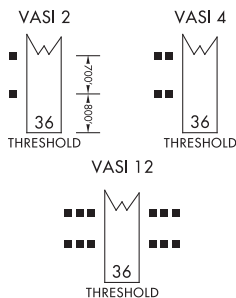
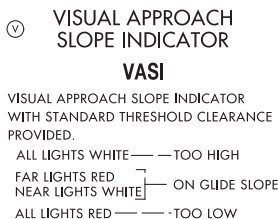
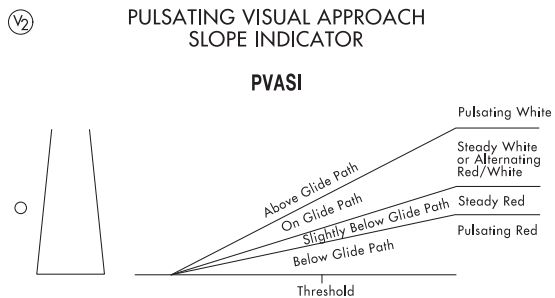
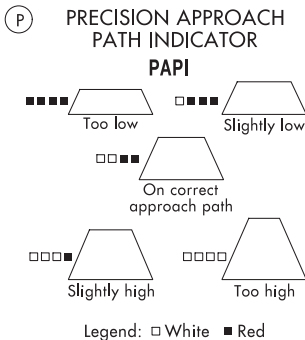
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LEGEND 22195

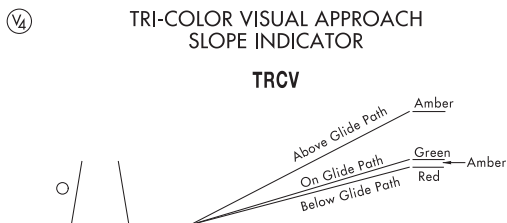
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A₂), (V) etc.

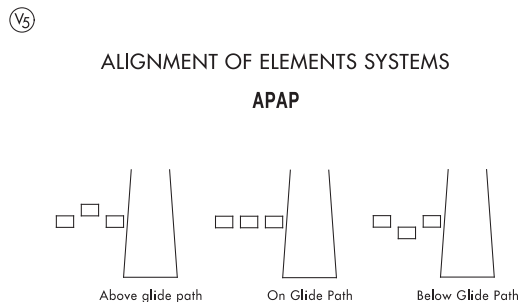
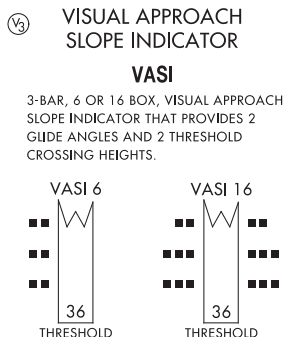
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A₁). Negative symbology, e.g., (A₁), (V) indicates Pilot Controlled Lighting (PCL).



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.



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



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

LEGEND 22195

SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY
17Y	108.05	40X	110.30	88Y	114.15
18X	108.10	40Y	110.35	89Y	114.25
18Y	108.15	41Y	110.45	90Y	114.35
19Y	108.25	42X	110.50	91Y	114.45
20X	108.30	42Y	110.55	92Y	114.55
20Y	108.35	43Y	110.65	93Y	114.65
21Y	108.45	44X	110.70	94Y	114.75
22X	108.50	44Y	110.75	95Y	114.85
22Y	108.55	45Y	110.85	96Y	114.95
23Y	108.65	46X	110.90	97Y	115.05
24X	108.70	46Y	110.95	98Y	115.15
24Y	108.75	47Y	111.05	99Y	115.25
25Y	108.85	48X	111.10	100Y	115.35
26X	108.90	48Y	111.15	101Y	115.45
26Y	108.95	49Y	111.25	102Y	115.55
27Y	109.05	50X	111.30	103Y	115.65
28X	109.10	50Y	111.35	104Y	115.75
28Y	109.15	51Y	111.45	105Y	115.85
29Y	109.25	52X	111.50	106Y	115.95
30X	109.30	52Y	111.55	107Y	116.05
30Y	109.35	53Y	111.65	108Y	116.15
31Y	109.45	54X	111.70	109Y	116.25
32X	109.50	54Y	111.75	110Y	116.35
32Y	109.55	55Y	111.85	111Y	116.45
33Y	109.65	56X	111.90	112Y	116.55
34X	109.70	56Y	111.95	113Y	116.65
34Y	109.75	80Y	113.35	114Y	116.75
35Y	109.85	81Y	113.45	115Y	116.85
36X	109.90	82Y	113.55	116Y	116.95
36Y	109.95	83Y	113.65	117Y	117.05
37Y	110.05	84Y	113.75	118Y	117.15
38X	110.10	85Y	113.85	119Y	117.25
38Y	110.15	86Y	113.95		
39Y	110.25	87Y	114.05		

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS RATE OF CLIMB TABLE (ft per min)												
The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.												
ft/NM	%	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
152	2.50	152	228	304	380	456	532	608	684	760	836	912
200	3.29	200	300	400	500	600	700	800	900	1000	1100	1200
210	3.46	210	315	420	525	630	735	840	945	1050	1155	1260
220	3.62	220	330	440	550	660	770	880	990	1100	1210	1320
230	3.79	230	345	460	575	690	805	920	1035	1150	1265	1380
240	3.95	240	360	480	600	720	840	960	1080	1200	1320	1440
250	4.11	250	375	500	625	750	875	1000	1125	1250	1375	1500
260	4.28	260	390	520	650	780	910	1040	1170	1300	1430	1560
270	4.44	270	405	540	675	810	945	1080	1215	1350	1485	1620
280	4.61	280	420	560	700	840	980	1120	1260	1400	1540	1680
290	4.77	290	435	580	725	870	1015	1160	1305	1450	1595	1740
300	4.94	300	450	600	750	900	1050	1200	1350	1500	1650	1800
310	5.10	310	465	620	775	930	1085	1240	1395	1550	1705	1860
320	5.27	320	480	640	800	960	1120	1280	1440	1600	1760	1920
330	5.43	330	495	660	825	990	1155	1320	1485	1650	1815	1980
340	5.60	340	510	680	850	1020	1190	1360	1530	1700	1870	2040
350	5.76	350	525	700	875	1050	1225	1400	1575	1750	1925	2100
360	5.92	360	540	720	900	1080	1260	1440	1620	1800	1980	2160
370	6.09	370	555	740	925	1110	1295	1480	1665	1850	2035	2220
380	6.25	380	570	760	950	1140	1330	1520	1710	1900	2090	2280
390	6.42	390	585	780	975	1170	1365	1560	1755	1950	2145	2340
400	6.58	400	600	800	1000	1200	1400	1600	1800	2000	2200	2400
450	7.41	450	675	900	1125	1350	1575	1800	2025	2250	2475	2700
500	8.23	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000
550	9.05	550	825	1100	1375	1650	1925	2200	2475	2750	3025	3300

SUPPLEMENTAL TABLES 25107

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SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS RATE OF DESCENT TABLE												
The rate of descent table is provided for use in planning and executing descents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.												
ANGLE	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	212	212	318	424	530	637	743	849	955	1061	1167	1273
2.5	265	265	398	531	663	796	929	1061	1194	1326	1459	1592
2.6	276	276	414	552	690	828	966	1104	1242	1380	1518	1655
2.7	287	287	430	573	716	860	1003	1146	1289	1433	1576	1719
2.8	297	297	446	594	743	892	1040	1189	1337	1486	1634	1783
2.9	308	308	462	616	770	923	1077	1231	1385	1539	1693	1847
3.0	318	318	478	637	796	955	1115	1274	1433	1592	1751	1911
3.1	329	329	494	658	823	987	1152	1316	1481	1645	1810	1974
3.2	340	340	510	679	849	1019	1189	1359	1529	1699	1868	2038
3.3	350	350	526	701	876	1051	1226	1401	1577	1752	1927	2102
3.4	361	361	541	722	902	1083	1263	1444	1624	1805	1985	2166
3.5	372	372	557	743	929	1115	1301	1487	1672	1858	2044	2230
3.6	382	382	573	765	956	1147	1338	1529	1720	1911	2103	2294
3.7	393	393	589	786	982	1179	1375	1572	1768	1965	2161	2358
3.8	404	404	605	807	1009	1211	1413	1614	1816	2018	2220	2421
3.9	414	414	621	828	1036	1243	1450	1657	1864	2071	2278	2485
4.0	425	425	637	850	1062	1275	1487	1700	1912	2124	2337	2549
4.5	478	478	717	956	1196	1435	1674	1913	2152	2391	2630	2869
5.0	532	532	797	1063	1329	1595	1861	2126	2392	2658	2924	3190
5.5	585	585	878	1170	1463	1755	2048	2340	2633	2925	3218	3510
6.0	639	639	958	1277	1597	1916	2235	2555	2874	3193	3512	3832
6.5	692	692	1038	1385	1731	2077	2423	2769	3115	3461	3808	4154
7.0	746	746	1119	1492	1865	2238	2611	2984	3357	3730	4103	4476
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	854	854	1281	1708	2135	2562	2989	3416	3843	4270	4697	5124
8.5	908	908	1362	1816	2270	2724	3178	3632	4086	4540	4994	5448
9.0	962	962	1444	1925	2406	2887	3368	3849	4331	4812	5293	5774
9.5	1017	1017	1525	2034	2542	3050	3559	4067	4576	5084	5592	6101
10.0	1071	1071	1607	2143	2678	3214	3750	4286	4821	5357	5893	6428

SUPPLEMENTAL TABLES 25107

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INDEX

25219

K1

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
ABBOTSFORD, BC					
ABBOTSFORD(CYXX)					
STARS	MADEE FIVE (RNAV)	Z28	AURORA, OR		
AFTON, WY			AURORA STATE(UAO)		
AFTON LINCOLN COUNTY/GENERAL BOYD L			TAKEOFF MINIMUMS	L	
EDDINS FLD(AFO)			DIVERSE VECTOR AREA	L	
TAKEOFF MINIMUMS	L		ALTERNATE MINIMUMS	M	
ALTERNATE MINIMUMS	M		HOT SPOT	P	
IAPS	RNAV (GPS) RWY 16	1	STARS	HELNS SIX	Z17
	RNAV (GPS) RWY 34	2	IAPS	RNAV (GPS) RWY 17	26
DPS	LUNDI FOUR (OBSTACLE) (RNAV)	3		RNAV (GPS) RWY 35	27
	LUNDI TWO (OBSTACLE) (RNAV)	4		LOC RWY 17	28
ALBANY, OR			AIRPORT DIAGRAM	29	
ALBANY MUNI(S12)			DPS	GLARA TWO (RNAV)	30
TAKEOFF MINIMUMS	L			GNNET TWO (RNAV)	31
IAPS	VOR-A	5		NEWBERG TWO (RNAV)	32
ANACONDA, MT					
BOWMAN FLD(3U3)					
TAKEOFF MINIMUMS	L		BAKER, MT		
IAPS	RNAV (GPS)-B	6	BAKER MUNI(BHK)		
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DPS	JATTS ONE (OBSTACLE) (RNAV)	9	BAKER CITY MUNI(BKE)		
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ASTORIA, OR			TAKEOFF MINIMUMS	L	
ASTORIA RGNL(AST)			DIVERSE VECTOR AREA	L	
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BIG TIMBER, MT
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IAPS RNAV (GPS) RWY 0653
 RNAV (GPS) RWY 2454

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IAPS	RNAV (GPS) RWY 11	636			
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DPS	DESCHUTES THREE (RNAV)	638			
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	RNAV (GPS) Y RWY 23	642			
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PUYALLUP, WA					
PIERCE COUNTY/THUN FLD(PLU)					
TAKEOFF MINIMUMS		L			
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ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 35	645			
RALPH WENZ FLD					
---SEE PINEDALE, WY					
RAVALLI COUNTY					
---SEE HAMILTON, MT					
RAWLINS, WY					
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IAPS	RNAV (GPS) RWY 22	646			
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IAPS	RNAV (GPS) RWY 34	659			
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 RNAV (GPS) RWY 34685
DPS HANIM TWO (RNAV)686
 RONAN THREE (RNAV)687

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DPS AHEHU THREE (RNAV)702
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TAKEOFF MINIMUMSL
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IAPS RNAV (GPS) Y RWY 02704
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IAPS RNAV (GPS) RWY 15713
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IAPS RNAV (GPS) RWY 12716

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HOT SPOTP	
STARS	CHINS FIVEZ7
	GLASR THREEZ13
	JAWBN SEVENZ21
	OLYMPIA TWOZ32
	SKYKO ONEZ36
IAPS	ILS OR LOC RWY 14R717
	ILS OR LOC RWY 32L718
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	RNAV (RNP) Z RWY 32L720
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	GLASR THREEZ13
	HAWKZ EIGHT (RNAV)Z15
	JAWBN SEVENZ21
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	OLYMPIA TWOZ32
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IAPS	ILS OR LOC RWY 16C730
	ILS OR LOC RWY 16L732
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	RNAV (RNP) Z RWY 34C750
	RNAV (RNP) Z RWY 34L751
	RNAV (RNP) Z RWY 34R752
	RNAV (GPS) Y RWY 16C753
	RNAV (GPS) Y RWY 16L755
	RNAV (GPS) Y RWY 16R756
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	RNAV (GPS) Y RWY 34L758
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---SEE EVERETT, WA

SHELBY, MT
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IAPS	RNAV (GPS) RWY 05779
	RNAV (GPS) RWY 23780

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IAPS	RNAV (GPS) RWY 05	781
	RNAV (GPS) RWY 23	782

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IAPS	ILS OR LOC/DME RWY 33	783
	RNAV (GPS) RWY 15	784
	RNAV (GPS) RWY 33	785
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IAPS	RNAV (GPS) RWY 01	788
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SIDNEY-RICHLAND RGNL

---SEE SIDNEY, MT

SKAGIT RGNL

---SEE BURLINGTON/MOUNT VERNON, WA

SNOHOMISH, WA

HARVEY FLD(S43)		
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IAPS	RNAV (GPS)-A	791

SOUTH BIG HORN COUNTY

---SEE GREYBULL, WY

SOUTHWEST OREGON RGNL

---SEE NORTH BEND, OR

SOUTHWEST WASHINGTON RGNL

---SEE KELSO, WA

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---SEE ROCK SPRINGS, WY

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FELTS FLD(SFF)		
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IAPS	RNAV (GPS) RWY 12	821
	RNAV (GPS) RWY 30	822

STANFORD/BIGGERSTAFF FLD

---SEE STANFORD, MT

STEVENSVILLE, MT

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IAPS	RNAV (GPS)-A	823

SUNRIVER, OR

SUNRIVER(S21)		
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IAPS	RNAV (GPS) RWY 18	824

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IAPSILS OR LOC RWY 17825
	RNAV (GPS) RWY 17826
	RNAV (GPS) RWY 35827
AIRPORT DIAGRAM828
DPSNARROWS ONE829

TACOMA, WA

---SEE MCCHORD FLD

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

TAKEOFF MINIMUMSL
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IAPSRNAV (GPS)-A830
	LDA/DME RWY 25831
	COPTER LDA/DME RWY 25832
DPSDALLES ONE (OBSTACLE)833

THERMOPOLIS, WY

HOT SPRINGS COUNTY(HSG)

TAKEOFF MINIMUMSL
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IAPSRNAV (GPS) RWY 05834
	RNAV (GPS) RWY 23835

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IAPSRNAV (GPS) RWY 13836
DPSFETUJ THREE (OBSTACLE) (RNAV)837

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ED CARLSON MEML FLD/SOUTH LEWIS COUNTY (TDO)

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IAPSRNAV (GPS) RWY 06838
	RNAV (GPS) RWY 24839
DPSATASY THREE (OBSTACLE) (RNAV)840

TORRINGTON, WY

TORRINGTON MUNI(TOR)

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IAPSRNAV (GPS) RWY 10841
	RNAV (GPS) RWY 28842
	NDB RWY 10843
	NDB RWY 28844

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---SEE PASCO, WA

TWIN BRIDGES, MT

RUBY VALLEY FLD(RVF)

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IAPSRNAV (GPS) RWY 17845
	RNAV (GPS) RWY 35846
DPSBRIDGES TWO (OBSTACLE) (RNAV)847
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DPSSNAKO THREE856

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IAPSRNAV (GPS)-B857

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WALLA WALLA RGNL(ALW)

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IAPSILS OR LOC RWY 20858
	RNAV (GPS) RWY 02859
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DPSWALLA WALLA TWO864

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 VOR-B871
AIRPORT DIAGRAM872
DPS WENATCHEE TWO (OBSTACLE)873
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YELLOWSTONE(WYS)
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IAPS ILS OR LOC RWY 01877
 RNAV (GPS) RWY 01878
 RNAV (GPS) RWY 19879
DPS TARGY ONE (OBSTACLE)880

WHEATLAND, WY
PHIFER AIRFIELD(EAN)
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IAPS RNAV (GPS) RWY 26881
DPS SLATR ONE (OBSTACLE) (RNAV)882

WHEATLAND COUNTY AT HARLOWTON
---SEE HARLOWTON, MT

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TAKEOFF MINIMUMSL
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IAPS ILS OR LOC/DME RWY 14883
 RNAV (GPS) RWY 07884
 RNAV (GPS) RWY 14885
 RNAV (GPS) RWY 25886
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IAPS RNAV (GPS) RWY 02896
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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 LINCOLN COUNTY/GENERAL BOYD L EDDINS FLD (AFO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28SEP06 (25051) (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, lighting 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, pole 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.

CON'T

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

25219

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

25219

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 944' from DER, 104' right of centerline, up to 283' MSL.
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.
Trees beginning 1615' from DER, 9' right of centerline, up to 301' MSL.
Trees beginning 1807' from DER, 307' right of centerline, up to 305' MSL.
Trees beginning 1858' from DER, 9' right of centerline, up to 312' MSL.
Trees beginning 2098' from DER, 303' right of centerline, up to 337' MSL.
Tree 2236' from DER, 810' right of centerline, 359' MSL.
Trees beginning 2294' from DER, 583' right of centerline, up to 372' MSL.
Trees beginning 3019' from DER, 375' left of centerline, up to 310' MSL.
Tree 3097' from DER, 319' left of centerline, 312' MSL.
Tree 3129' from DER, 243' left of centerline, 318' MSL.
Tree 3178' from DER, 341' left of centerline, 327' 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.

DEPARTURE PROCEDURE:

Rwys 4, 35, climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Fld airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).
Rwy 17, climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Fld airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

TAKEOFF OBSTACLE NOTES:

Rwy 17, multiple trees beginning 865' from DER, 243' left of centerline, up to 70' AGL/5097' MSL.
Rod on hangar 570' from DER, 278' left of centerline, 54' AGL/5054' MSL.
Multiple trees beginning 787' from DER, 165' right of centerline, up to 70' AGL/5098' MSL.
Multiple transmission lines beginning 4602' from DER, 1664' right of centerline, 80' AGL/5159' MSL.
Rwy 35, multiple transmission lines beginning 2242' from DER, 964' left of centerline, up to 80' AGL/5159' MSL.

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, climb 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...
... 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.

CON'T

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

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



25219

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.
Tree 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, 548' 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)

AMD'T 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

AMD'T 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)



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

25219

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.
 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.

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, 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' 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.
 Trees, poles, 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 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.

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...

Rwy 35, climbing left 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° Inbound) 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)

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



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AURORA, OR (CON'T)

AURORA STATE (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.

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/2988' 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.

BAKER CITY, OR

BAKER CITY MUNI (BKE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18NOV10 (10322) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, std. w/ min climb of 460' per NM to 6900, or 3700-3 for climb in visual conditions.

Rwy 13, std. w/ min climb of 470' per NM to 6900, or 3700-3 for climb in visual conditions.

Rwy 17, N/A-Environmental.

Rwy 26, std. w/ min climb of 400' per NM to 7200, or 3700-3 for climb in visual conditions.

Rwys 31, 35, std. w/ min climb of 400' per NM to 6900, or 3700-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 081° to 6900, then climbing left turn to BKE VOR/DME R-066 to BKE VOR/DME and hold, continue climb in BKE VOR/DME holding pattern (Hold S, right turns, 338° inbound) to cross BKE VOR/DME at or above MEA/MCA for route of flight, or for climb in visual conditions, cross BKE VOR/DME at or above 6900, then climb-in-hold to at or above MEA/MCA for route of flight.

Rwy 13, climb heading 126° to 6900, then climbing left turn to BKE VOR/DME R-095 to BKE VOR/DME and hold, continue climb in BKE VOR/DME holding pattern (Hold S, right turns, 338° inbound) to cross BKE VOR/DME at or above MEA/MCA for route of flight, or for climb in visual conditions, cross BKE VOR/DME at or above 6900, then climb-in-hold to at or above MEA/MCA for route of flight.

Rwy 26, climbing right turn on heading 330° and BKE VOR/DME R-297 to 7200, then right turn to intercept BKE VOR/DME R-297 to BKE VOR/DME and hold, continue climb in BKE VOR/DME holding pattern (Hold S, right turns, 338° inbound) to cross BKE VOR/DME at or above MEA/MCA for route of flight, or for climb in visual conditions, cross BKE VOR/DME at or above 6900, then climb-in-hold to at or above MEA/MCA for route of flight.

Rwy 31, climb heading 306° to 6900, then climbing right turn to BKE VOR/DME R-322 to BKE VOR/DME and hold, continue climb in BKE VOR/DME holding pattern (Hold S, right turns, 338° inbound) to cross BKE VOR/DME at or above MEA/MCA for route of flight, or for climb in visual conditions, cross BKE VOR/DME at or above 6900, then climb-in-hold to at or above MEA/MCA for route of flight.

Rwy 35, climb heading 345° to 6900, then climbing right turn to BKE VOR/DME R-351 to BKE VOR/DME and hold, continue climb in BKE VOR/DME holding pattern (Hold S, right turns, 338° inbound) to cross BKE VOR/DME at or above MEA/MCA for route of flight, or for climb in visual conditions, cross BKE VOR/DME at or above 6900, then climb-in-hold to at or above MEA/MCA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 8, vehicles on roadway 321' from DER, on centerline, 11' AGL/3380' MSL.

Trees beginning 2.5 NM from DER, 200' left of centerline, up to 100' AGL/3812' MSL.

Trees beginning 2.9 NM from DER, 2464' left of centerline. Up to 100' AGL/4270' MSL.

Rwy 13, trees beginning 2019' from DER, 969' right of centerline, up to 100' AGL/3469' MSL.

Bushes beginning 2.2 NM from DER, 4092' left of centerline, up to 3' AGL/3837' MSL.

Trees beginning 2.2 NM from DER, 4027' left of centerline, up to 100' AGL/3919' MSL.

Rwy 26, bushes 231' from DER, 55' left of centerline, up to 12' AGL/3381' MSL.

Bushes 241' from DER, 147' right of centerline, up to 15' AGL/3384' MSL.

Vehicles on roadway 393' from DER, on centerline, up to 18' AGL/3384' MSL.

Pole 1276' from DER, 530' left of centerline, 35' AGL/3404' MSL.

Trees beginning 2547' from DER, 742' left of centerline, up to 100' AGL/3469' MSL.

Trees beginning 2617' from DER, 108' right of centerline, up to 100' AGL/3441' MSL.

Rwy 31, trees beginning 74' from DER, 49' left of centerline, up to 100' AGL/3424' MSL.

Sign 489' from DER, 389' left of centerline, 25' AGL/3391' MSL.

Vehicles on roadway 499' from DER, 302' left of centerline, up to 21' AGL/3387' MSL.

Trees beginning 1107' from DER, 757' left of centerline, up to 100' AGL/3469' 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)



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

25219

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, 588' 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.

Tree 373' from DER, 581' 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 31' AGL/3436' MSL.

Trees beginning 925' from DER, 175' left of centerline, up to 39' AGL/3442' MSL.

BIG PINEY, WY

MILEY MEML FLD (BPI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15JUN23 (23166) (FAA)

TAKEOFF MINIMUMS:

Rwys 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 Fld airport at or above 10800 before proceeding on course.

CON'T

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

25219



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



25219

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/6950' MSL.

Tower, building beginning 134' from DER, 503' left of centerline, up to 38' AGL/6983' MSL.

Rwy 31, lighting 10' from DER, 17' right of centerline, 2' AGL/6995' 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 2611' from DER, 1184' right of centerline, 7064' MSL.

Terrain 2897' 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.

Light 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 PIH 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)



25219



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



25219

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

BOUNDARY COUNTY (65S)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29JUL10 (10210) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, NA-Terrain.

DEPARTURE PROCEDURE:

Rwy 20, use KARPS (RNAV) 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:

Rwys 12, 30, 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 959' 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.

Trees, wall beginning 1214' from DER, 770' right of centerline, up to 68' AGL/537' MSL.

Trees beginning 1386' from DER, 572' left of centerline, up to 112' AGL/542' MSL.

Trees beginning 1917' from DER, 798' left of centerline, up to 111' AGL/543' MSL.

Trees beginning 1937' from DER, 765' left of centerline, up to 131' AGL/566' MSL.

Trees beginning 2238' from DER, 793' left of centerline, up to 158' AGL/591' MSL.

Trees beginning 2798' from DER, 100' left of centerline, up to 168' AGL/593' MSL.

Trees beginning 3081' from DER, 1176' right of centerline, up to 86' AGL/579' MSL.

Trees beginning 3102' from DER, 157' right of centerline, up to 599' MSL.

Trees beginning 1.1 NM from DER, 2413' right of centerline, up to 144' AGL/631' MSL.

Trees beginning 2.4 NM from DER, 4186' left of centerline, up to 138' AGL/884' MSL.

Trees beginning 2.4 NM from DER, 4295' left of centerline, up to 170' AGL/1020' MSL.

Trees beginning 2.4 NM from DER, 3978' left of centerline, up to 137' AGL/1077' MSL.

Rwy 20, vegetation beginning 1' from DER, 457' left of centerline, up to 452' MSL.

Vegetation 140' from DER, 401' right of centerline, 10' AGL/450' MSL.

Trees, vegetation beginning 177' from DER, 349' left of centerline, up to 471' MSL.

Trees, vegetation beginning 372' from DER, 224' right of centerline, up to 489' MSL.

Trees, vegetation beginning 752' from DER, 549' left of centerline, up to 514' MSL.

Trees beginning 1329' from DER, 684' right of centerline, up to 35' AGL/494' MSL.

Trees beginning 1712' from DER, 794' right of centerline, up to 44' AGL/500' MSL.

Trees beginning 1719' from DER, 302' left of centerline, up to 66' AGL/534' MSL.

CONT



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



25219



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



25219

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 2410' from DER, 7' right of centerline, up to 66' AGL/509' MSL.

Trees beginning 2519' from DER, 150' right of centerline, up to 60' AGL/513' MSL.

Trees beginning 2974' 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 3417' from DER, 119' left of centerline, up to 112' AGL/545' 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 intercept 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, 82' 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 3373' from DER, 1356' 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 131' 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)



25219

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

25219

BROOKINGS, OR (CON'T)

BROOKINGS (BOK) (CON'T)

Rwy 30 (CON'T), trees beginning 2.5 NM from DER, 2782' right of centerline, up to 100' AGL/896' MSL.

Tree 5905' from DER, 1608' right of centerline, 777' MSL.

Tree 2.9 NM from DER, 1074' left of centerline, 1149' MSL.

BUFFALO, WY

JOHNSON COUNTY (BYG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2. 25JUN15 (15176) (FAA)

DEPARTURE PROCEDURE:

Rwy 13, Climbing left turn heading 290° to intercept SHR VOR/DME R-142 to SHR VOR/DME.

Rwy 31, Climb heading 306° to intercept SHR VOR/DME R-142 to SHR VOR/DME.

TAKEOFF OBSTACLE NOTES:

Rwy 13, fence 3' from DER, 349' left of centerline, 9' AGL/4907' MSL.

Bush 7' from DER, 42' right of centerline, 2' AGL/4906' MSL.

Rwy 31, fence beginning 63' from DER, 464' left of centerline, up to 10' AGL/5021' MSL.

Rising terrain starting 87' from DER, left and right of centerline, up to 5011' MSL.

Fence beginning 744' from DER, 87' right of centerline, up to 9' AGL/5010' MSL.

BURLEY, ID

BURLEY MUNI (BYI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 30MAY13 (13150) (FAA)

TAKEOFF 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:

Rwys 2, 6, 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 686' 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/4168' MSL.

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

Building vent 1240' from DER, 164' left of centerline, 27' AGL/4177' MSL.

Stack 2206' from DER, 856' right of centerline, 86' AGL/4236' MSL.

Stack 2573' from DER, 614' left of centerline, 86' AGL/4236' MSL.

Elevators beginning 3980' from DER, 131' right of centerline, up to 133' AGL/4283' MSL.

Rwy 6, 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 58' 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 568' 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)

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



25219

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**, climb heading 220° to 1500, then intercept CVV R-014, thence ...**Rwy 29**, climb 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.

Trees beginning 1418' from DER, 832' right of centerline, up to 140' AGL/196' MSL.

Rwy 22, ground beginning 13' from DER, 362' right of centerline, up to 97' MSL.

Bush 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.

Tanks beginning 913' from DER, 578' left of centerline, 55' AGL/130' MSL.

Trees beginning 1096' from DER, 543' right of centerline, up to 120' AGL/211' AGL.

Trees beginning 1388' from DER, 563' left of centerline, up to 120' AGL/188' MSL.

Trees beginning 1743' from DER, 791' right of centerline, up to 130' AGL/222' MSL.

Trees beginning 1800' from DER, 587' left of centerline, up to 110' AGL/177' MSL.

Tree 1887' from DER, 807' right of centerline, 150' AGL/230' MSL.

Rwy 29, ground 25' from DER, 431' right of centerline, 146' MSL.

Tree 40' from DER, 485' right of centerline, 40' AGL/182' MSL.

Trees 64' from DER, 470' left of centerline, 50' AGL/189' MSL.

Trees 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.

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, 357' left of centerline, 20' AGL/4169' 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**, climb heading 315° to intercept CPN VOR/DME R-082 to CPN VOR/DME, thence ...**Rwy 33**, climb heading 335° to 6300 before turning left direct 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 MEA/MCA for route of flight.

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, rwy 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.

CON'T



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



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NW-1, 07 AUG 2025 to 02 OCT 2025

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

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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, 400-2¼ 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, climb 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, climb 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 40' AGL/220' MSL.

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

Trees beginning 523' from DER, left and right of centerline, up to 100' AGL/518' 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, climb 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.

Rwy 27, localizer antenna 404' from DER, on centerline, 10' AGL/6156' MSL.

Light on localizer antenna, 408' from DER, 49' left of centerline, 10' 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

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

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



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CHEYENNE, WY (CON'T)

CHEYENNE RGNL/JERRY OLSON FLD (CYS) (CON'T)

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.

CHOTEAU, MT

CHOTEAU (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 055° 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, 4009' 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.
Power line, vehicles on road beginning 150' from DER, 343' left of centerline, 24' AGL/4344' MSL.
Power lines, bldg beginning 276' from DER, 249' left of centerline, up to 70' AGL/4390' MSL.
Tree, power line beginning 585' from DER, 448' right of centerline, up to 4356' MSL.
Power line 2657' from DER, 526' left of centerline, 70' AGL/4391' 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)



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NW-1

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

25219

CIRCLE, MT

CIRCLE TOWN COUNTY (4U6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 13JUL23 (23194) (FAA)

TAKEOFF MINIMUMS:

Rwys 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, 235' left of centerline 2669' MSL.

Vehicle on road 231' from DER, 464' left of centerline, 15' AGL/2485' MSL.

Vehicle on road 76' from DER, 343' right of centerline, 15' AGL/2463' MSL.

Rwy 30, tree 656' from DER, 569' right of centerline, 37' AGL/2459' MSL.

Vehicle on road 13' 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 6600, 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 16' AGL/5103' 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.

Traverse way 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 5318' MSL.

Terrain beginning 5870' from DER, 692' left of centerline, up to 5339' MSL.

Terrain 5910' from DER, 107' right 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.

Pole and transmission line 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, 1009' right of centerline, up to 5325' MSL.

Transmission line, pole, terrain and fence beginning 1 NM from DER, 109' right of centerline, up to 24' AGL/5332' MSL.

Terrain beginning 1 NM from DER, 867' left of centerline, up to 5389' MSL.

Terrain, pole beginning 1 NM from DER, 341' left of centerline, up to 5396' MSL.

Terrain beginning 1 NM from DER, 140' left of centerline, up to 5410' MSL.

Terrain beginning 1 NM from DER, 718' left of centerline, up to 5427' MSL.

Terrain, pole, transmission line beginning 1 NM from DER, 93' left of centerline, up to 5431' MSL.

Pole, transmission line, terrain beginning 1.5 NM from DER, 306' right of centerline, up to 5354' MSL.

Pole, transmission line, terrain beginning 1.5 NM from DER, 16' right of centerline, up to 5410' MSL.

Terrain beginning 1.6 NM from DER, 336' right of centerline, up to 5434' MSL.

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

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

25219

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.

COLSTRIP, MT

COLSTRIP (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:

Rwys 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/3565' MSL.

Tree 378' from DER, 462' 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.

Rwy 24, lighting 9' from DER, 17' right of centerline, 2' AGL/3550' MSL.

Lighting 9' from DER, 16' left of centerline, 3' AGL/3550' MSL.

Transmission line 1482' from DER, 789' left of centerline, 40' AGL/3600' MSL.

Transmission line 1667' from DER, 269' left of centerline, 39' AGL/3602' MSL.

Transmission line beginning 1833' from DER, 194' right of centerline, up to 40' AGL/3602' 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)

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



25219

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, NAVAID 39' from DER, 77' left of centerline, 4' AGL/4085' MSL.

NAVAID 40' from DER, 76' right of centerline, 4' AGL/4085' MSL.

Terrain 137' 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 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.

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)



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

25219

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.

Rwy 32, runway lights beginning 9' from DER, left and right of centerline, up to 2' AGL/3859' 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.

Terrain beginning 1832' from DER, 678' left of centerline, 4758' MSL.

Road beginning 1429' from DER, extending 869' left of centerline to 278' right of centerline, 4769' MSL.

Vertical structures 1577' from DER, 497' left of centerline, 5' AGL/4754' MSL.

Tree 2269' from DER, 412' left of centerline, 25' AGL/4785' MSL.

Poles beginning 4292' from DER, 1225' right of centerline, 50' AGL/4891' MSL.

Road beginning 4577' from DER, 1627' left of centerline, 4898' MSL.

Terrain beginning 4824' from DER, 30' left of centerline, 4932' MSL.

Agriculture equipment beginning 5237' DER, extending 71' left of centerline to 1202' right of centerline, 15' AGL/4845' 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, climb heading 164° and GEG VORTAC R-013 to GEG VORTAC.

Rwy 23, climbing left turn heading 155° and GEG VORTAC R-013 to GEG VORTAC.

Rwy 34, 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 5806' 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 468' 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 2799' from DER, 632' right of centerline, 114' AGL/2276' MSL.

CONT'

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

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

25219

DEER PARK, WA (CON'T)

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 1006' 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, 364' right of centerline, up to 55' AGL/2275' MSL.

Tree 2146' from DER, 675' right of centerline, 54' 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, 296' 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 2307' 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 34, 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.

Rwy 22, 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 turn 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 10' 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)

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

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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' AGL.

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.

DUBOIS, WY

DUBOIS MUNI (DUB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20FEB25 (25051) (FAA)

TAKEOFF MINIMUMS:

Rwy 29, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 11, use ROWEY (RNAV) DEPARTURE.

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.

Building and rising terrain beginning 102' from DER, 259' right of centerline, up to 35' AGL/71' 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 591' from DER, left and right of centerline, up to 80' AGL/120' MSL.

Building and trees on rising terrain beginning 939' from DER, left and right of centerline, up to 100' AGL/177' MSL.

Buildings and trees 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/199' MSL.

CONT

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

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



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EASTSOUND, WA (CON'T)

ORCAS ISLAND (ORS) (CON'T)

Rwy 16 (CON'T), trees beginning 2059' from DER, left and right of centerline, up to 100' AGL/208' MSL.
Trees 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.
Building and trees on rising terrain beginning 2519' from DER, left and right of centerline, up to 100' AGL/245' MSL.
Trees beginning 2883' from DER, 884' right of centerline, up to 100' AGL/258' 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.
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 3280' 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:

Rwys 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, ridges, vegetation beginning 185' from DER, 278' left of centerline, up to 5' AGL/5359' 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.

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.

CON'T



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



25219

NW-1, 07 AUG 2025 to 02 OCT 2025

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

25219

ENNIS, MT (CON'T)

ENNIS BIG SKY (EKS) (CON'T)

Rwy 34 (CON'T), 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.

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, 5615' MSL and 2242' right of centerline, up to 5628' MSL.

EPHRATA, WA

EPHRATA MUNI (EPH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 07MAY09 (09127) (FAA)

TAKEOFF MINIMUMS:

Rwy 29, 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 (EVW)

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.

CON'T

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

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

25219

EVERETT, WA (CON'T)

SEATTLE PAINE FLD INTL (PAE)(CON'T)

Rwy 16L (CON'T), 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.

Tree 1324' 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 (25191) (FAA)

Rwys 16L/R, 34L/R, heading as assigned by ATC.

FAIRCHILD AFB (KSKA)

SPOKANE, WA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 28NOV24 (24333) (USAF)

TAKEOFF OBSTACLE NOTES:

Rwy 23, potential aircraft 98' from DER, 437' right of centerline, 65' AGL/2518' MSL.

Terrain 493' to 511' from DER, 751' to 761' right of centerline, 2477' MSL.

Terrain 1018' from DER, 621' right of centerline, 2472' MSL.

Terrain 208' from DER, 405' right of centerline, 2467' MSL.

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.

FORSYTH, 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, 2737' 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 (79S)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (07074) (FAA)

TAKEOFF MINIMUMS:

Rwys 5, 23, std. w/ min. climb of 274' per NM to 8900 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwys 5, 23, for climb in visual conditions: Cross Fort Benton Airport at or above 8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER (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.

CON'T

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

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

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FORT BRIDGER, WY (CON'T) **FORT BRIDGER (FBR) (CON'T)**

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 658' 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 ...

Rwy 34 climb to 1000 on heading 341° 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.

GILLETTE, WY

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.

Pole, transmission line beginning 3477' from DER, 1111' right of centerline, up to 4436' MSL.

Pole, transmission line beginning 4850' from DER, 30' left of centerline, up to 4476' MSL.

Terrain 1 NM from DER, 2003' right 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, up to 4694' MSL.

Pole, terrain 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.

CON'T

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

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

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GILLETTE, WY (CON'T)

NORTHEAST WYOMING RGNL (GCC) (CON'T)

Rwy 21 (CON'T), 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.

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

Terrain 355' from DER, 9' left of centerline, 2297' MSL.

Rwy 26, terrain 68' from DER, 492' right of centerline, 2320' MSL.

Terrain beginning 68' from DER, 188' right of centerline, up to 2323' MSL.

Terrain beginning 69' from DER, 115' left of centerline, up to 2323' MSL.

Terrain beginning 272' from DER, 188' right of centerline, up to 2330' MSL.

Terrain beginning 272' from DER, 115' left of centerline, up to 2327' MSL.

Terrain beginning 475' from DER, 189' right of centerline, up to 2336' MSL.

Terrain 475' from DER, 114' left of centerline, 2330' 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 2340' MSL.

Terrain beginning 679' from DER, 114' left of centerline, up to 2336' MSL.

Terrain beginning 882' from DER, 112' left of centerline, up to 2340' MSL.

Rwy 30, terrain beginning 19' from DER, 178' right of centerline, up to 2317' MSL.

Terrain beginning 101' from DER, 102' left of centerline, up to 2327' MSL.

Terrain beginning 230' from DER, 38' right of centerline, up to 2336' MSL.

Terrain beginning 815' from DER, 24' left of centerline, up to 2333' MSL.

Terrain 880' from DER, 335' right of centerline, 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 36' AGL/2471' MSL.

Rwy30, trees beginning 311' from DER, 511' left of centerline, up to 10' AGL/2487' MSL.

Light support structures beginning 8' from DER, left and right of centerline, up to 9' AGL/2460' MSL.

Fence beginning 193' from DER, left and right of centerline, up to 34' AGL/2468' MSL.

Sign 27' from DER, 200' left of centerline, 9' AGL/2460' MSL.

Vehicle on road beginning 298' from DER, left and right of centerline, up to 26' AGL/2477' MSL.

Vehicle on road beginning 427' from DER, 145' left of centerline, up to 26' AGL/2477' MSL.

Post 428' 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 NELL DEPARTURE.

CON'T

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

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



25219

GOLD BEACH, OR (CON'T)

GOLD BEACH MUNI (4S1) (CON'T)

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.
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, pole 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, 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 34, fence, poles 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, pole, terrain, vegetation beginning 3511' from DER, 2' left of centerline, up to 73' AGL/204' MSL.
Trees, vegetation beginning 3523' from DER, 153' right of centerline, up to 65' AGL/229' MSL.
Tree 3721' from DER, 1391' right of centerline, 29' AGL/238' MSL.
Tree 3770' from DER, 298' right of centerline, 57' AGL/242' MSL.
Trees, pole, building beginning 3787' from DER, 10' left of centerline, up to 79' AGL/213' MSL.
Trees, terrain 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.

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



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NW-1

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

25219

GOODING, ID

GOODING MUNI (GNG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31DEC20 (20366) (FAA)

DEPARTURE PROCEDURE:

Rwy 7, 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 160' from DER, 209' 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 bushes beginning 853' from DER, 419' right of centerline, up to 100' AGL/3794 MSL.

Bushes beginning 878' 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.

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.

Rwy 31, std. w/min. climb of 466' per NM to 4400.

DEPARTURE PROCEDURE:

Rwy 31, climb heading 320° and RBG R-169 to RBG VOR/DME before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 31, trees beginning 188' from DER, 281' left of centerline, up to 100' AGL/1194' MSL.

Trees beginning 93' from DER, 283' right of centerline, up to 100' AGL/1194' MSL.

GRAY 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 7' from DER, 374' right of centerline, 3642' MSL.

Ground 9' from DER, 193' right of centerline, 3641' MSL.

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

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

25219

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.

TAKEOFF OBSTACLE NOTES:

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

Vehicles on road, vegetation beginning 8' from DER, 299' left of centerline, up to 15' AGL/3932' 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.

Building 398' from DER, 492' right of centerline, 22' AGL/3937' MSL.

Pole 425' from DER, 594' right of centerline, 33' AGL/3950' 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, 436' 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.

CON'T

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

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

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HAILEY, ID (CON'T)

FRIEDMAN MEML (SUN) (CON'T)

Rwy 13 (CON'T), 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.

TAKEOFF OBSTACLE NOTES:

Rwy 26, trees 24' from DER, 126' right of centerline, 4' AGL/3027' MSL.

Vehicles on road 499' from DER, 604' right of centerline, up to 3047' MSL.

Vehicles on road beginning 852' from DER, 604' right of centerline, up to 3048' MSL.

Transmission line 1 NM from DER, 732' right of centerline, 94' AGL/3180' 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.

Vehicles on road 121' from DER, 527' right of centerline, 15' AGL/4265' 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, 300-1¼ 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...

CON'T

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

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

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HAVRE, MT (CON'T)

HAVRE CITY-COUNTY (HVR) (CON'T)

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.

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, 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' 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.

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.

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 FLD (HQM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 01APR93 (24305) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 600-2 or std w/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-A 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 500-2¼ w/min climb of 350'/NM to 7700 or std w/min climb of 450'/NM to 6300, or 2200-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 13, climb on heading 132° to 7700 before proceeding on course.

Rwy 31, climbing right turn on a heading between 085° clockwise to heading 115° from DER to 7700 before proceeding on course.

VCOA:

Rwy 13, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hulett Muni airport at or above 6300 before proceeding on course.

CON'T

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

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



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HULETT, WY (CON'T)

HULETT MUNI (W43) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 13, terrain 11' from DER, 359' right of centerline, 4265' MSL.
 Building 205' from DER, 550' right of centerline, 4271' MSL.
 Fence 575' from DER, 549' right of centerline, 5' AGL/4286' MSL.
 Fence 657' from DER, 502' left of centerline, 4' AGL/4282' MSL.
 Fence 716' from DER, 550' right of centerline, 8' AGL/4294' MSL.
 Fences beginning 798' from DER, 400' left of centerline, up to 12' AGL/4296' MSL.
 Fence, terrain beginning 856' from DER, 393' right of centerline, up to 10' AGL/4301' MSL.
 Fence, terrain beginning 981' from DER, 420' right of centerline, up to 9' AGL/4308' MSL.
 Fence, terrain beginning 1216' from DER, 456' right of centerline, up to 10' AGL/4315' MSL.
 Terrain 2743' from DER, 888' left of centerline, 4337' MSL.
 Terrain beginning 3980' from DER, 1052' left of centerline, up to 4382' MSL.
 Terrain beginning 4081' from DER, 948' left of centerline, up to 4401' MSL.
 Terrain beginning 4452' from DER, 806' left of centerline, up to 4402' MSL.
 Terrain 4512' from DER, 898' left of centerline, 4418' MSL.
 Terrain beginning 4597' from DER, 467' left of centerline, up to 4430' MSL.
 Terrain beginning 4752' from DER, 533' left of centerline, up to 4431' MSL.
 Terrain beginning 4785' from DER, 233' left of centerline, up to 4437' MSL.
 Terrain, trees beginning 4890' from DER, 221' left of centerline, up to 4449' MSL.
 Trees 4918' from DER, 1739' right of centerline, 80' AGL/4447' MSL.
 Trees 5477' from DER, 1947' left of centerline, 80' AGL/4451' MSL.
 Trees beginning 5531' from DER, 95' right of centerline, up to 80' AGL/4460' MSL.
 Trees beginning 5850' from DER, 1932' left of centerline, up to 80' AGL/4483' MSL.
 Trees beginning 1 NM from DER, 1516' left of centerline, up to 80' AGL/4506' MSL.
 Trees beginning 1.1 NM from DER, 752' left of centerline, up to 80' AGL/4546' MSL.
 Trees beginning 1.2 NM from DER, 76' left of centerline, up to 80' AGL/4552' MSL.
 Tree, terrain beginning 1.3 NM from DER, 11' right of centerline, up to 4587' MSL.
 Trees, buildings beginning 1.3 NM from DER, 26' left of centerline, up to 80' AGL/4605' MSL.
 Trees, buildings beginning 1.4 NM from DER, 213' left of centerline, up to 80' AGL/4641' MSL.
 Tree, terrain beginning 1.4 NM from DER, 6' right of centerline, up to 4612' MSL.
 Trees, fences beginning 1.5 NM from DER, 1887' left of centerline, up to 80' AGL/4651' MSL.
 Trees, fences beginning 1.6 NM from DER, 1561' left of centerline, up to 80' AGL/4680' MSL.
 Trees, fences beginning 1.7 NM from DER, 1114' left of centerline, up to 80' AGL/4723' MSL.
 Trees beginning 1.8 NM from DER, 1203' left of centerline, up to 80' AGL/4726' MSL.
Rwy 31, fence, terrain beginning 47' from DER, 292' left of centerline, up to 14' AGL/4204' MSL.
 Fences, vertical point beginning 81' from DER, 399' left of centerline, up to 17' AGL/4206' MSL.

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.



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



25219

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

25219

JEROME, ID

JEROME COUNTY (JER)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 05SEP24 (24249) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 500-1¼ or std w/ min climb of 462'/NM to 4800.

DEPARTURE PROCEDURE:

Rwy 9, climbing right turn heading 110°, climbing to 5000 before proceeding on course.**Rwy 27**, climb heading 266° to 4800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, vegetation, terrain beginning 140' from DER, 126' left of centerline, up to 10' AGL/4076' MSL.

Traverse way 193' from DER, 547' right of centerline, 4059' MSL.

Pole 283' from DER, 486' right of centerline, 36' AGL/4081' MSL.

Transmission line 599' 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.

Traverse way 1319' from DER, 375' left of centerline, 4087' MSL.

Traverse way 1330' from DER, 579' left of centerline, 4092' MSL.

Traverse way 1344' from DER, 792' left of centerline, 4096' MSL.

Pole 1430' from DER, 285' right of centerline, 38' AGL/4097' MSL.

Pole 1432' from DER, 364' left of centerline, 33' AGL/4106' MSL.

Sign, tree beginning 1472' from DER, 548' left of centerline, up to 40' AGL/4119' MSL.

Sign, pole beginning 1494' from DER, 238' left of centerline, up to 42' AGL/4120' MSL.

Trees, poles, traverse ways, buildings, terrain beginning 1558' from DER, 70' left of centerline, up to 68' AGL/4152' MSL.

Tree 2155' from DER, 9' right of centerline, 29' AGL/4116' MSL.

Terrain beginning 2993' from DER, 1125' left of centerline, up to 14' AGL/4155' MSL.

Poles, catenary wires, terrain, agricultural equipment beginning 3593' from DER, 33' left of centerline, up to 36' AGL/4183' MSL.

Traverse way 3595' from DER, 287' right of centerline, 4143' MSL.

Catenary wires 3837' from DER, 132' right of centerline, 36' AGL/4172' MSL.

Pole 3858' from DER, 252' right of centerline, 37' AGL/4173' MSL.

Pole, catenary wires beginning 3887' from DER, 432' right of centerline, up to 45' AGL/4174' MSL.

Agricultural equipment 4825' from DER, 1745' left of centerline, 12' AGL/4193' MSL.

Tree 5385' from DER, 1384' left of centerline, 5' AGL/4195' MSL.

Terrain, fence beginning 5410' from DER, 1193' left of centerline, up to 14' AGL/4203' MSL.

Rwy 27, terrain, fence beginning 10' from DER, 439' left of centerline, up to 14' AGL/3978' 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.

Trees beginning 229' from DER, 261' right of centerline, up to 26' AGL/3662' MSL.

Bush 389' from DER, 438' right of centerline, 20' AGL/3659' MSL.

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

25219

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

25219

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**, use KELSO (RNAV) departure.

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.

KEMMERER, WY

KEMMERER MUNI (EMM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08JAN15 (15008) (FAA)

TAKEOFF MINIMUMS:

Rwys 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 6 31OCT24 (24305) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, NA-Obstacles.

DEPARTURE PROCEDURE:

Rwys 14, 26, 32, use CRATER DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 14, light pole 1' from DER, 84' right of centerline, 2' AGL/4097' MSL.

Light pole 2' from DER, 84' left of centerline, 2' AGL/4097' MSL.

Tree 3095' from DER, 1279' right of centerline, 4195' MSL.

Tree 3107' from DER, 1240' left of centerline, 4183' MSL.

Rwy 26, pole 3' from DER, 283' left of centerline, 5' AGL/4094' MSL.

Light pole 10' from DER, 89' right of centerline, 2' AGL/4093' MSL.

Building 172' from DER, 499' right of centerline, 21' AGL/4113' MSL.

Vehicle on road 254' from DER, 127' left of centerline, 4102' MSL.

Railroad 550' from DER, 236' left of centerline, 4117' MSL.

Tree, railroad beginning 593' from DER, 63' left of centerline, up to 4137' MSL.

Railroad beginning 725' from DER, 23' right of centerline, up to 4117' MSL.

Terrain 1.3 NM from DER, 2644' left of centerline, 4308' MSL.

Ridgeline beginning 1.4 NM from DER, 2226' left of centerline, up to 4379' MSL.

CON'T

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

25219

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

25219

KLAMATH FALLS, OR (CON'T)

CRATER LAKE/KLAMATH RGNL (LMT) (CON'T)

Rwy 32, vehicle on road 139' from DER, 534' right of centerline, 4097' MSL.

Trees beginning 2623' from DER, 741' left of centerline, up to 4191' MSL.

Tree 4572' from DER, 220' left of centerline, 4206' MSL.

Tree 4641' from DER, 199' left of centerline, 4208' 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.

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.

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, climb 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 1871' 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, 1359' left of centerline, 5684' MSL.

CON'T

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

25219

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

25219

LANDER, WY (CON'T)

HUNT FLD (LND) (CON'T)

Rwy 22 (CON'T), trees beginning 3432' from DER, 378' left of centerline, up to 47' AGL/5689' MSL.
Trees beginning 3463' from DER, 229' left of centerline, up to 5694' MSL.
Trees, terrain beginning 3538' from DER, 135' left of centerline, up to 44' AGL/5697' MSL.
Trees and terrain beginning 3858' 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.

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.

TAKEOFF OBSTACLE NOTES:

Rwy 12, airport sign 14' from DER, 117' right of centerline, 3' AGL/1443' MSL.

Rwy 26, elec sys 31' from DER, 150' right of centerline, 13' AGL/1428' MSL.

Rwy 30, REIL 39' from DER, 113' left of centerline, 2' AGL/1373' MSL.

Trees beginning 543' from DER, 42' crossing centerline, 50' AGL/1398' MSL.

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.

CON'T

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

25219

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

25219

LEWISTOWN, MT (CON'T)

LEWISTOWN MUNI (LWT) (CON'T)

VCOA:

Rwys 8, 13, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Lewistown Muni airport direct LWT VOR/DME at or above 5900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, tree 2.4 NM from DER, 1622' right of centerline, 4548' MSL.

Rwy 21, silo 1530' from DER, 294' left of centerline, 4210' MSL.

Elevator 1664' from DER, 330' left of centerline, 4214' MSL.

Rwy 26, terrain 104' from DER, 404' left of centerline, 4133' MSL.

Rwy 31, trees beginning 457' from DER, 340' left of centerline, up to 4156' MSL.

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.

NAVAID, vehicles on road beginning 105' from DER, 192' right of centerline, up to 7' AGL/1643' MSL.

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.

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.

CON'T

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

25219



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



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LIBBY, MT (CON'T)

LIBBY (S59) (CON'T)

Rwy 15 (CON'T), 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, climb 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/2435' MSL.

Tree 72' from DER, 496' right of centerline, 3' AGL/2435' MSL.

Tree 91' from DER, 133' right of centerline, 2437' MSL.



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



25219

NW-1, 07 AUG 2025 to 02 OCT 2025

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

25219

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.

MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

TACOMA, WA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10JUL25 (25191) (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 centerline, 143' AGL/454' MSL.

Grove of trees 2395' from DER, 1028' right of centerline, 102' AGL/419' MSL.

Trees 2867' from DER, 1261' left of centerline, 136' AGL/447' MSL.

Trees 2594' from DER, 1113' left of centerline, 120' AGL/430' MSL.

Trees 2310' from DER, 957' left of centerline, 85' AGL/394' MSL.

Trees 2006' from DER, 959' left of centerline, 83' AGL/392' MSL.

Trees 1758' from DER, 971' left of centerline, 87' AGL/389' MSL.

Rwy 34, tree 2307' from DER, 1038' left of centerline, 106' AGL/348' MSL.

Tree 3190' from DER, 526' right of centerline, 121' AGL/370' MSL.

Aircraft 186' from DER, 407' left of centerline, 65' AGL/317' MSL.

Tree 2260' from DER, 1036' left of centerline, 64' AGL/343' MSL.

Bldg 1668' from DER, 810' left of centerline, 40' AGL/321' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 20JUN19 (19171) (FAA)

Rwys 16, 34, heading as assigned by ATC.

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, climb 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.

CON'T

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

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MC MINNVILLE, OR (CON'T)

MC MINNVILLE MUNI (MMV) (CON'T)

Rwy 4 (CON'T), trees beginning 3048' from DER, 205' left of centerline, up to 270' MSL.

Trees beginning 3333' from DER, 651' 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, 625' left of centerline, 257' MSL.

Tree 1.7 NM from DER, 3214' left of centerline, 527' MSL.

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, 222' right of centerline, 194' MSL.

Tree 1308' 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 (24305) (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.

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

25219

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.

MOSES LAKE, WA

GRANT COUNTY INTL (MWH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20SEP12 (12264) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14R, antenna 3902' from DER, 828' right of centerline, 98' AGL/1268' MSL.**Rwy 18**, 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, 848' from DER, 686' right of centerline.

Terrain 0' AGL/3032' MSL, 378' from DER, 600' right of centerline.

Road/Vehicle 15' AGL/3024' MSL, 1144' from DER, 793' right of centerline.

Power pole 35' AGL/3049' MSL, 2911' from DER, 939' right of centerline.

Tower 30' AGL/3030' MSL, 1064' from DER, 901' right of centerline.

Tower 28' AGL/3037' MSL, 1168' from DER, 795' right of centerline.

Tower 45' AGL/3049' MSL, 2148' from DER, 1479' left 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, 525' 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, 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.

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

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



25219

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.

Ground beginning 5148' from DER, 1085' right of centerline 4366' MSL.

Bush 6286' from DER, 1440' right of centerline 11' AGL/4363' MSL.

Road beginning 426' from DER, 238' right of centerline, up to 15' AGL/4195' MSL.

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, 300-1¼ 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, 36' left of centerline, 515' MSL.

CON'T



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



25219

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

25219

NORTH BEND, OR (CON'T)

SOUTHWEST OREGON RGNL (OTH) (CON'T)

Rwy 5 (CON'T), 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.
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, 7' left of centerline, up to 298' MSL.
 Tree 4451' from DER, 182' right of centerline, 137' MSL.
 Tree 1 NM from DER, 58' right of centerline, 204' MSL.
 Trees, pole beginning 1 NM from DER, 16' right of centerline, up to 238' MSL.
 Pole 1.3 NM from DER, 977' right of centerline, 75' AGL/247' MSL.
Rwy 23, ship 4050' from DER, on centerline, up to 140 MSL.
Rwy 31, ship 1000' from DER, on centerline, up to 140 MSL.
 Trees beginning 5037' from DER, 272' left of centerline, up to 185' MSL.
 Tree 5426' from DER, 140' left of centerline, 202' MSL.
 Trees beginning 5714' from DER, 13' left of centerline, up to 208' MSL.
 Tree 5984' from DER, 1420' right of centerline, 188' MSL.
 Tree 1.3 NM from DER, 803' left of centerline, 232' 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.

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.

CON'T

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

25219

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

25219

OLYMPIA, WA (CON'T)

OLYMPIA RGNL (OLM) (CON'T)

Rwy 17 (CON'T), 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, 3' right of centerline, up to 370' MSL.

Trees beginning 4000' from DER, 23' left 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.

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, 32' AGL/2214' MSL.

Tree, transmission line, pole beginning 644' from DER, 39' right of centerline, up to 43' AGL/2225' MSL.

Building 674' from DER, 330' left of centerline, 25' AGL/2210' MSL.

Building beginning 737' from DER, 448' left of centerline, up to 28' AGL/2214' MSL.

Pole, transmission line 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.

CON'T

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

25219

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

25219

ONTARIO, OR

ONTARIO MUNI (ONO)

Rwy 15 (CON'T), pole, transmission line, tree beginning 1253' from DER, 425' left of centerline, up to 70' AGL/2255' MSL.
 Antenna, tower beginning 1752' from DER, 689' left of centerline, up to 82' AGL/2266' MSL.
Rwy 33, fence 7' from DER, 471' right of centerline, 5' AGL/2198' MSL.
 Vehicle on road, fence beginning 42' from DER, 270' right of centerline, up to 2207' MSL.
 Vehicle on road beginning 270' from DER, 493' left of centerline, up to 2205' MSL.
 Vehicle on road 313' from DER, 309' left of centerline, up to 2206' MSL.
 Tower 1.2 NM from DER, 190' right of centerline, 98' AGL/2413' MSL.
 Tree 1.2 NM from DER, 333' left of centerline, 2402' MSL.
 Tree 1.3 NM from DER, 996' right of centerline, 67' AGL/2429' MSL.
 Trees beginning 1.3 NM from DER, 687' right of centerline, up to 2431' MSL.
 Tree 1.3 NM from DER, 627' left of centerline, 2424' MSL.
 Tree 1.4 NM from DER, 499' left of centerline, 2430' MSL.
 Tree, pole beginning 1.4 NM from DER, 999' left of centerline, up to 79' AGL/2447' 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.
Rwy 28, vegetation 34' from DER, 133' left of centerline, 5931' MSL.

PASCO, WA

TRI-CITIES (PSC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 13NOV14 (14317) (FAA)

DEPARTURE PROCEDURE:

Rwy 30, climb heading 301° to 1400, thence ...
Rwy 12, climb heading 121° to 1500, thence ...
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.
 Trains beginning 1680' from DER, crossing centerline, up to 23' AGL/447' MSL.
 Tower 2447' from DER, 910' right of centerline, up to 56' AGL/479' MSL.
 Electrical system 2466' from DER, 94' right of centerline, up to 45' AGL/464' MSL.
 Tower 2501' from DER, 1076' right of centerline, up to 64' AGL/480' MSL.
Rwy 3R, terrain 172' from DER, 229' right of centerline, up to 408' MSL.
 Bushes beginning 255' from DER, 204' right of centerline, up to 5' AGL/413' MSL.
 Fence beginning 851' from DER, crossing centerline, up to 8' AGL/427' MSL.
 Bushes 970' from DER, 48' right of centerline, 5' AGL/430' MSL.
 Towers 1431' from DER, 603' right of centerline, up to 50' AGL/473' MSL.
 Rod on tower 1512' from DER, 883' right of centerline, up to 109' AGL/528' MSL.
 Rod on tower 2271' from DER, 845' right of centerline, up to 107' AGL/526' MSL.
 Tower 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' right of centerline, up to 75' AGL/504' MSL.
Rwy 12, vehicles on road beginning 407' from DER, crossing centerline, up to 15' AGL/424' MSL.
 Trees 657' from DER, 618' right of centerline, up to 75' AGL/454' MSL.
 Pole 947' from DER, 635' left of centerline, 25' AGL/434' MSL.
 Pole 1092' from DER, 588' left of centerline, 25' AGL/442' MSL.
 Trees beginning 1195' from DER, 602' right of centerline, up to 61' AGL/461' MSL.
 Trees beginning 2989' from DER, 620' left of centerline, up to 75' AGL/484' MSL.
Rwy 30, terrain 3750' from DER, 887' left of centerline, up to 496' MSL.
Rwy 21R, trees beginning 918' from DER, 468' right of centerline, up to 75' AGL/484' MSL.
Rwy 21L, aircraft 15' from DER, 458' left of centerline to 689' right of centerline, up to 45' AGL/454' MSL.

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

25219

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

25219

PASCO, WA (CON'T)

TRI-CITIES (PSC) (CON'T)

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 3100.**Rwy 12**, heading as assigned by ATC; requires min. climb of 290' per NM to 3200.**Rwys 21L/R**, heading as assigned by ATC; requires min. climb of 290' per NM to 3200.**Rwy 30**, heading as assigned by ATC; requires min. climb of 230' per NM to 3300.

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**, climb 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, 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, 595' left of centerline, 1500' MSL.

Terrain 654' from DER, 591' left of centerline, 1507' MSL.

Terrain, building beginning 829' from DER, 258' 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, 1488' 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.

PINE BLUFFS, WY

PINE BLUFFS MUNI (82V)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 400-2¼ or std w/min climb of 213'/NM to 5600.

TAKEOFF OBSTACLE NOTES:

Rwy 8, vehicles on road, light poles, electrical system beginning 3' from DER, 27' left of centerline, up to 5145' MSL.

Light poles 4' from DER, 262' right of centerline, 2' AGL/5130' MSL.

Light poles, electrical system, NAVAID beginning 10' from DER, 27' right of centerline, up to 2' AGL/5131' MSL.

Building 641' from DER, 625' left of centerline, 30' AGL/5154' MSL.

Building, transmission line beginning 739' from DER, 540' left of centerline, up to 31' AGL/5156' MSL.

Elevator 1138' from DER, 745' left of centerline, 37' AGL/5161' MSL.

Transmission line 1291' from DER, 609' right of centerline, 40' AGL/5163' MSL.

Towers 2.1 NM from DER, 1540' left of centerline, up to 150' AGL/5480' MSL.

Rwy 26, light poles 9' from DER, 46' right of centerline, 2' AGL/5153' MSL.

Light poles beginning 9' from DER, 27' right of centerline, up to 2' AGL/5154' MSL.

Light poles beginning 9' from DER, 27' left of centerline, up to 2' AGL/5153' MSL.

Light poles 40' from DER, 111' left of centerline, 3' AGL/5154' MSL.

Fence beginning 49' from DER, 279' right of centerline, up to 8' AGL/5159' 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.

CON'T

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

25219

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

25219

PINEDALE, WY (CON'T)

RALPH WENZ FLD (PNA) (CON'T)

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.

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.

Vehicles 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.

PLENTYWOOD, 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 beginning 362' from DER, 514' right of centerline, up to 12' AGL/ 2251' MSL.

Rwy 30, multiple bushes and road beginning 68' from DER, 75' right of centerline, up to 12' AGL/2303' MSL.

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

AMDT 7 17DEC09 (09351) (FAA)

DEPARTURE PROCEDURE:

Use KNURL ONE DEPARTURE.

POLSON, MT

POLSON (8S1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 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, 618' right of centerline, 38' AGL/2074' MSL.

Pole 1742' from DER, 593' right of centerline, 45' AGL/2081' 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.

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

25219

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

25219

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.

WILLIAM R FAIRCHILD INTL (CLM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3C 17APR25 (25107) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, NA-Obstacles.

DEPARTURE PROCEDURE:

Rwys 9, 27, 31, use WATTR DEPARTURE.

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, 10R, 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, 795' left of centerline, 15' AGL/76' MSL.

Vehicle on road 1675' from DER, 5' right of centerline, 15' AGL/76' 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.

Rwy 10L, vehicles on road beginning abeam DER, 376' left of centerline, up to 15' AGL/78' MSL.

Trees beginning 1201' from DER, 753' right of centerline, up to 75' AGL/95' MSL.

Rwy 10R, pole 1996' from DER, 759' right of centerline, 54' AGL/74' MSL.

Rwy 21, light on DME 354' from DER, 255' left of centerline, 23' AGL/37' MSL.

Multiple trees, poles, tower beginning 1327' from DER, 23' left of centerline, up to 93' AGL/328 MSL.

Multiple trees, poles beginning 1098' from DER, 42' right of centerline up to 75' AGL/329' MSL.

Trees beginning 2229' from DER, on centerline, up to 75' AGL/190' MSL.

Rwy 28L, trees 1873' from DER, 837' left of centerline, up to 75' AGL/95' MSL.

Rwy 28R, building, antennas, vehicles on road beginning 130' from DER, 257' right of centerline, up to 27' AGL/58' 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.

Rwy 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.

Rwy 28L, 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.

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

25219

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

25219

PORTLAND, OR (CON'T)

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, 200-1¼ 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.

Vehicles on road 246' from DER, 252' right of centerline, 218' MSL.

Vehicles on road 452' from DER, 1' right of centerline, 220' MSL.

Tree 1793' from DER, 608' right of centerline, 270' MSL.

Tank and building beginning 2423' from DER, 895' left of centerline, up to 60' AGL/274' MSL.

Building 2668' from DER, 798' left of centerline, 67' AGL/279' MSL.

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 2458' from DER, 434' right of centerline, 263' MSL.

Tree 2617' from DER, 230' right of centerline, 274' MSL.

Trees beginning 2666' from DER, 10' right of centerline, up to 290' MSL.

Trees beginning 3343' from DER, 146' right of centerline, up to 316' 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 334' MSL.

Trees beginning 4454' from DER, 506' right of centerline, up to 342' MSL.

Tree 5186' from DER, 639' right of centerline, 343' MSL.

Tree 5264' from DER, 704' right 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.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

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

25219

NW-1

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND

25219

PORTLAND, OR (CON'T)

PORTLAND-HILLSBORO (HIO) (CON'T)
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 25, 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-Troutdale 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.
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' left of centerline, up to 142' MSL.
Tree 3280' from DER, 661' left of centerline, 149' MSL.
Trees beginning 3446' from DER, 586' right of centerline, up to 144' MSL.
Tree 3792' from DER, 575' left of centerline, 154' MSL.
Tree 4233' from DER, 145' right of centerline, 154' MSL.
Transmission line 1 NM 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, 598' 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.

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

25219

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...

... 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 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...

... All aircraft climb direct COD VOR/DME. Continue climb in COD VOR/DME holding pattern (hold North, left turns, 189° inbound) to cross COD VOR/DME at or above 9400 before proceeding on course.

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.

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.

Terrain 674' from DER, 429' right of centerline, 0' AGL/5119' 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, 3282' 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 106' 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.

Trees, vehicle on road beginning 662' from DER, 24' left of centerline, up to 37' AGL/3297' MSL.

CON'T

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

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

25219

PRINEVILLE, OR (CON'T)

PRINEVILLE (S39) (CON'T)

Rwy 29, tree 17' from DER, 479' left of centerline, 3277' MSL.

Tree, vegetation beginning 60' from DER, 191' right of centerline, up to 3267' MSL.

Trees, vegetation, terrain beginning 70' from DER, 190' left of centerline, up to 28' AGL/3283' MSL.

Tree 181' from DER, 408' right of centerline, 3272' MSL.

Trees, terrain, vegetation beginning 305' from DER, 52' left of centerline, up to 3290' MSL.

Tree, vegetation beginning 353' from DER, 77' right of centerline, up to 3277' MSL.

Trees beginning 725' from DER, 14' right of centerline, up to 3278' MSL.

Trees beginning 826' from DER, 3' left of centerline, up to 3291' MSL.

Trees beginning 908' from DER, 23' right of centerline, up to 3280' MSL.

Tree 1237' from DER, 178' right of centerline, 3284' MSL.

Tree 5300' from DER, 1873' right of centerline, 3400' MSL.

Tree 5469' from DER, 1782' right of centerline, 3419' MSL.

Tree 5617' from DER, 1758' right of centerline, 3449' MSL.

Trees beginning 5685' from DER, 1612' right of centerline, up to 3515' MSL.

Trees beginning 5851' from DER, 1463' right of centerline, up to 3539' MSL.

Trees beginning 6014' from DER, 1282' right of centerline, up to 3553' MSL.

Trees beginning 1 NM from DER, 1150' right of centerline, up to 3568' MSL.

Trees beginning 1 NM from DER, 1051' right of centerline, up to 3575' MSL.

Trees, catenary beginning 1.1 NM from DER, 956' right of centerline, up to 3602' 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 beginning 246' from DER, 325' right of centerline, up to 3278' MSL.

Vegetation 268' 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' left of centerline, 3258' MSL.

Terrain 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.

PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW RGNL (PUW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 10OCT19 (19283) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-1¼ 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.

Buildings beginning 483' 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 2635' MSL.

Terrain, vertical point, traverse way beginning 1325' 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.

Electrical system, 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 2309' from DER, 393' right of centerline, 2657' MSL.

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

Terrain beginning 2465' 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.

CON'T

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

25219

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

25219

PULLMAN/MOSCOW, WA (CON'T)

PULLMAN/MOSCOW RGNL (PUW) (CON'T)

Rwy 5 (CON'T), terrain 2662' from DER, 649' right of centerline, 2675' 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' right 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 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 4309' 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.

PUYALLUP, WA

PIERCE COUNTY/THUN FLD (PLU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 27JAN22 (24305) (FAA)

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.

Rwy 35, climbing left turn 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 MEA for direction of flight. Do not exceed 175k when climb-in-hold.

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.
 Traverse ways beginning 184' from DER, 459' right of centerline, up to 542' MSL.
 Traverse ways beginning 249' from DER, 150' right of centerline, up to 545' MSL.
 Trees, terrain, traverse ways, general utility beginning 351' from DER, 10' left of centerline, up to 58' AGL/589' MSL.
 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 649' from DER, 324' right of centerline, up to 39' AGL/572' MSL.
 Traverse ways beginning 1149' from DER, 398' right of centerline, up to 574' MSL.
 Traverse ways beginning 1290' from DER, 1' right of centerline, up to 582' MSL.
 Traverse ways beginning 1583' from DER, 386' right of centerline, up to 583' MSL.
 Traverse ways beginning 1668' from DER, 90' right of centerline, up to 587' MSL.
 Trees beginning 2925' from DER, 580' left of centerline, up to 106' AGL/638' MSL.
 Trees beginning 2974' from DER, 675' left of centerline, up to 106' AGL/642' MSL.
 Trees beginning 3077' from DER, 258' left of centerline, up to 107' AGL/646' MSL.
 Trees beginning 3161' from DER, 35' left of centerline, up to 117' AGL/656' MSL.
 Trees beginning 3227' from DER, 73' left of centerline, up to 125' AGL/668' MSL.
 Trees beginning 3241' from DER, 138' right of centerline, up to 641' MSL.
 Trees beginning 3361' from DER, 74' right of centerline, up to 647' MSL.
 Trees beginning 3489' from DER, 81' right of centerline, up to 107' AGL/654' MSL.

CON'T

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

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

25219

PUYALLUP, WA (CON'T)

PIERCE COUNTY/THUN FLD (PLU) (CON'T)

Rwy 17 (CON'T), 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.
Tree 5698' from DER, 1207' left of centerline, 117' AGL/686' MSL.
Trees beginning 5744' from DER, 934' left of centerline, up to 113' AGL/689' MSL.
Trees beginning 5911' from DER, 791' left of centerline, up to 107' AGL/691' MSL.
Tree 6037' from DER, 809' left of centerline, 106' AGL/692' MSL.
Tank 1.1 NM from DER, 2325' left of centerline, 106' AGL/711' MSL.
Trees beginning 1.2 NM from DER, 770' left of centerline, up to 149' AGL/738' MSL.
Rwy 35, vertical structure, terrain beginning 10' from DER, 70' right of centerline, up to 2' AGL/540' MSL.
Lighting, traverse way beginning 10' from DER, 19' left of centerline, up to 2' AGL/539' MSL.
Trees beginning 57' from DER, 270' right of centerline, up to 609' MSL.
Trees, building beginning 349' from DER, 252' left of centerline, up to 581' MSL.
Trees, building beginning 628' from DER, 427' left of centerline, up to 55' AGL/585' MSL.
Trees, pole beginning 778' from DER, 217' left of centerline, up to 636' MSL.
Trees beginning 1129' from DER, 452' right of centerline, up to 631' MSL.
Trees beginning 1834' from DER, 435' right of centerline, up to 135' AGL/663' MSL.
Trees beginning 1889' from DER, 443' right of centerline, up to 134' AGL/666' MSL.
Trees beginning 2316' from DER, 505' right of centerline, up to 143' AGL/697' MSL.
Trees beginning 2581' from DER, 739' right of centerline, up to 160' AGL/709' MSL.
Trees beginning 2690' from DER, 5' right of centerline, up to 157' AGL/716' MSL.
Trees beginning 2791' from DER, 17' left of centerline, up to 141' AGL/664' MSL.
Trees beginning 2959' from DER, 74' left of centerline, up to 139' AGL/665' MSL.
Trees beginning 3130' from DER, 55' left of centerline, up to 144' AGL/667' MSL.
Trees beginning 3681' from DER, 58' left of centerline, up to 141' AGL/671' MSL.
Tree 5290' from DER, 1828' right of centerline, 148' AGL/705' MSL.

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 Rawlins Muni/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, 6868' 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.

CON'T

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

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

25219

RAWLINS, WY (CON'T)

RAWLINS MUNI/HARVEY FLD (RWL) (CON'T)

Rwy 4 (CON'T), 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/6769' MSL.

Transmission line, pole, tank beginning 340' from DER, 324' right of centerline, up to 32' AGL/6774' MSL.

Road, vegetation beginning 1.8 NM from DER, 3474' left of centerline, 7060' MSL.

Vegetation, roads beginning 1.9 NM from DER, 3380' left of centerline, up to 60' AGL/7118' MSL.

Vegetation, transmission line beginning 2 NM from DER, 2979' left of centerline, up to 60' AGL/7266' MSL.

Tower, vegetation, transmission line, pole, antenna, road beginning 2.1 NM from DER, 2203' left of centerline, up to 110' AGL/7322' 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 260' 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 244° 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 roads, trees, sign, buildings beginning 181' from DER, 3' right of centerline, up to 40' AGL/73' 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.

Trees, building beginning 1720' from DER, 9' left of centerline, up to 120' 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, 194' right of centerline, 9' AGL/28' MSL.

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.

25219

25219

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, 48' AGL/4898' 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, 28' left of centerline, up to 4924' MSL.

RICHLAND, WA

RICHLAND (RLD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

Rwys 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.

Rwy 26, std. w/ min. climb of 355' per NM to 5000, or 4600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwys 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.

25219

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

25219

RIVERTON, WY

CENTRAL WYOMING RGNL (RIW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10DEC15 (20310) (FAA)

TAKEOFF MINIMUMS:

Rwy 28, 200-1¼ 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, 28, 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, 1t support structure 10' from DER, 17' left of centerline, 3' AGL/5481' MSL.

Vehicles on road, terrain, and fence beginning 17' from DER, 335' left 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/5456' MSL.

Airfield lt 11' from DER, 4' right of centerline, 2' AGL/5444' MSL.

Airfield lt 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, 1t 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-1 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.

Poles beginning 1987' from DER, 365' left of centerline, up to 28' AGL/5611' MSL.

T-1 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.

ROCK SPRINGS, WY

SOUTHWEST WYOMING RGNL (RKS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 08NOV18 (18312) (FAA)

DEPARTURE PROCEDURE:

Rwy 3, climb heading 032° to 8000 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold east, right turn, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

Rwy 9, climb heading 090° to 8200 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold east, right turn, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

Rwy 21, climb heading 212° to 8400 then climbing right turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold east, right turn, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

Rwy 27, climb heading 270° to 7900 then climbing right turn on OCS R-291 to OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold east, right turn, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 3, vehicles on road beginning 22' from DER, 120 left of centerline, up to 20' AGL/6760' MSL.

Bushes beginning 178' from DER, 517' right of centerline, up to 15' AGL/6755' MSL.

Rwy 21, bush 53' from DER, 221' left of centerline, 15' AGL/6737' MSL.

RONAN, MT

RONAN (7S0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, std w/min climb of 260'/NM to 9900, or 6100-3 for VCOA.

Rwy 34, std w/min climb of 250'/NM to 9900, or 6100-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 16, climb to 8800 on a heading between 177° CW to 336° from DER before proceeding on course.

Rwy 34, climb to 8800 on a heading between 336° CCW to 177° from DER before proceeding on course.

VCOA:

All Runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ronan airport at or above 9000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, light poles 12' from DER, 27' right of centerline, 3' AGL/3081' MSL.

Vehicles on roadway, agricultural equipment beginning 160' from DER, 350' left of centerline, up to 3087' MSL.

Tree 710' from DER, 578' right of centerline, 3118' MSL.

Tree 1080' from DER, 416' right of centerline, 3120' MSL.

Tree 1190' from DER, 495' right of centerline, 3135' MSL.

Tree 2966' from DER, 41' left of centerline, 3164' MSL.

Trees beginning 2986' from DER, 46' left of centerline, up to 3166' MSL.

CON'T

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

25219

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

25219

RONAN, MT (CON'T)

RONAN (7S0) (CON'T)

Rwy 16 (CON'T), tree 3213' from DER, 938' right of centerline, 3167' MSL.

Rwy 34, fence 28' from DER, 330' left of centerline, 4' AGL/3090' MSL.

Agricultural equipment 89' from DER, 333' left of centerline, 5' AGL/3091' MSL.

Building, fence, agricultural equipment beginning 158' from DER, 329' left of centerline, up to 39' AGL/3130' MSL.

Fence 197' from DER, 330' right of centerline, 4' AGL/3093' MSL.

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 500' per NM to 4500 or 2700-3 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.

Pole, fence, vehicle on road, building beginning 66' from DER, 284' left of centerline, up to 29' AGL/529' MSL.

Tree 136' from DER, 464' right of centerline, 16' AGL/533' MSL.

Tree, vehicle on road beginning 194' from DER, 272' right of centerline, up to 16' AGL/547' MSL.

Trees, poles, buildings beginning 293' from DER, 184' right of centerline, up to 100' AGL/606' MSL.

Trees, poles, buildings beginning 294' from DER, on centerline, up to 100' AGL/612' MSL.

Trees, poles, buildings beginning 748' from DER, 7' right of centerline, up to 89' AGL/616' MSL.

Trees, pole beginning 1400' from DER, on centerline, up to 98' AGL/626' MSL.

Trees beginning 3029' from DER, 664' left of centerline, up to 100' AGL/616' MSL.

Trees beginning 3332' from DER, 1108' left of centerline, up to 100' AGL/645' MSL.

Trees 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.

Pole, trees beginning 1.3 NM from DER, 876' right of centerline, up to 100' AGL/1039' MSL.

Trees, pole beginning 1.4 NM from DER, 1118' right of centerline, up to 100' AGL/1157' MSL.

Trees, tower, pole beginning 1.4 NM from DER, 1340' right of centerline, up to 100' AGL/1216' MSL.

Tree 1.6 NM from DER, 2787' right of centerline, 55' AGL/1217' MSL.

Antenna 1.6 NM from DER, 2390' right of centerline, 93' AGL/1236' MSL.

Tower, trees, antenna beginning 1.6 NM from DER, 1342' right of centerline, up to 95' AGL/1240' MSL.

Trees beginning 1.7 NM from DER, 2878' left of centerline, up to 100' AGL/894' MSL.

Trees beginning 2.0 NM from DER, 3321' left of centerline, up to 100' AGL/1049' MSL.

Catenary, pole, trees beginning 2.1 NM from DER, 206' left of centerline, up to 105' AGL/1130' MSL.

Rwy 34, lighting, pole beginning 41' from DER, 362' left of centerline, up to 41' AGL/557' MSL.

Terrain 91' from DER, 362' right of centerline, 552' MSL.

Trees, buildings beginning 170' from DER, 8' right of centerline, up to 100' AGL/655' MSL.

Trees, pole, sign beginning 171' from DER, 213' left of centerline, up to 100' AGL/632' MSL.

Trees, buildings, vehicle on road beginning 474' from DER, 8' right of centerline, up to 100' AGL/665' MSL.

Trees, poles, buildings, sign beginning 475' from DER, 50' left of centerline, up to 100' AGL/639' MSL.

Trees, vehicle on road, buildings beginning 778' from DER, 8' right of centerline, up to 100' AGL/675' MSL.

Trees, buildings beginning 1081' from DER, 9' right of centerline, up to 100' AGL/684' MSL.

Trees, vehicle on road, pole beginning 1385' from DER, 9' right of centerline, up to 100' AGL/698' MSL.

Trees beginning 1689' from DER, 9' right of centerline, up to 100' AGL/714' MSL.

Trees, buildings beginning 1690' from DER, 212' left of centerline, up to 100' AGL/645' MSL.

Trees beginning 1993' from DER, 211' left of centerline, up to 100' AGL/652' MSL.

Trees beginning 2298' from DER, 655' left of centerline, up to 100' AGL/655' MSL.

Trees beginning 2601' from DER, 211' left of centerline, up to 100' AGL/662' MSL.

Trees beginning 2905' from DER, 211' left of centerline, up to 100' AGL/675' MSL.

Trees beginning 3207' from DER, 11' right of centerline, up to 100' AGL/747' MSL.

Trees beginning 3208' from DER, 210' left of centerline, up to 100' AGL/694' MSL.

Tree 3398' from DER, 647' left of centerline, 60' AGL/699' MSL.

Tree 3405' from DER, 472' left of centerline, 53' AGL/701' MSL.

Trees beginning 3413' from DER, 210' left of centerline, 65' AGL/708' MSL.

Trees beginning 3514' from DER, 1320' left of centerline, up to 100' AGL/711' MSL.

Trees beginning 3597' from DER, 192' left of centerline, up to 70' AGL/775' MSL.

Tree 3609' from DER, 384' left of centerline, 42' AGL/764' MSL.

Tree 3615' from DER, 503' left of centerline, 42' AGL/775' MSL.

Trees beginning 3736' from DER, 465' left of centerline, up to 42' AGL/793' MSL.

Trees beginning 3784' from DER, 12' right of centerline, up to 50' AGL/771' MSL.

Trees beginning 3785' from DER, 161' left of centerline, up to 51' AGL/812' MSL.

Trees, pole beginning 3984' from DER, 12' right of centerline, up to 45' AGL/809' MSL.

Trees beginning 3984' from DER, 104' left of centerline, up to 40' AGL/854' MSL.

CON'T

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

25219

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

25219

ROSEBURG, OR (CON'T)

ROSEBURG RGNL (RBG) (CON'T)

Rwy 34 (CON'T), trees beginning 4207' from DER, 137' left of centerline, up to 42' AGL/859' MSL.

Trees beginning 4221' from DER, 64' left of centerline, up to 65' AGL/880' MSL.

Pole 4388' from DER, 24' right of centerline, 45' AGL/862' MSL.

Pole, trees beginning 4400' from DER, 9' right of centerline, up to 43' AGL/868' MSL.

Trees, pole, antenna beginning 4411' from DER, 47' left of centerline, up to 47' AGL/953' MSL.

Trees, vehicle on road beginning 4467' from DER, 5' right of centerline, up to 49' AGL/875' MSL.

Trees beginning 4598' from DER, 407' left of centerline, up to 53' AGL/982' MSL.

Trees beginning 4681' from DER, 31' left of centerline, up to 55' AGL/984' MSL.

Trees beginning 4811' from DER, 54' left of centerline, up to 73' AGL/994' MSL.

Trees beginning 5816' from DER, 207' left of centerline, up to 73' AGL/997' MSL.

Trees beginning 6004' from DER, 1375' left of centerline, up to 57' AGL/1078' MSL.

Trees beginning 1.0 NM from DER, 206' left of centerline, up to 102' AGL/1191' MSL.

Trees, vehicle on road beginning 1.2 NM from DER, 1092' left of centerline, up to 100' AGL/1226' MSL.

Trees, vehicle on road beginning 1.3 NM from DER, 646' left of centerline, up to 100' AGL/1308' MSL.

Trees beginning 1.6 NM from DER, 644' left of centerline, up to 87' AGL/1308' MSL.

Trees beginning 1.7 NM from DER, 3127' right of centerline, up to 100' AGL/917' MSL.

Trees beginning 1.9 NM from DER, 644' left of centerline, up to 104' AGL/1316' MSL.

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.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees and terrain beginning 13' from DER, 360' right of centerline, up to 45' AGL/3445' MSL.

Trees beginning 502' from DER, 590' right of centerline, up to 45' AGL/3446' MSL.

Poles 85' from DER, 458' right of centerline, up to 16' AGL/3439' MSL.

Rwy 25, trees and terrain beginning 12' from DER, 8' left of centerline, up to 45' AGL/3523' MSL.

Poles 313' from DER, 192' right of centerline, up to 16' AGL/3500' MSL.

Trees beginning 343' from DER, 204' right of centerline, up to 45' AGL/3502' MSL.

Vehicles on roadway 535' from DER, across centerline, up to 15' AGL/3519' MSL.

Trees and terrain beginning 676' from DER, 2' left of centerline, up to 45' AGL/3528' MSL.

Trees and terrain beginning 729' from DER, 1' right of centerline, up to 45' AGL/3519' MSL.

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, 400-1¼ 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, climbing left turn on heading 130° 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.

Tree 3768' from DER, 1181' 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 4636' from DER, 1267' right of centerline, up to 87' AGL/378' 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.

Rwy 16, tree 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.

CON'T

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

25219

25219

SALEM, OR (CON'T)

MCNARY FLD (SLE) (CON'T)

Rwy 16 (CON'T), 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 2869' 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, terrain 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.
 Tree 4080' from DER, 23' 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.
 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, 527' left of centerline, up to 26' 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, 95' AGL/282' MSL.
 Tree 2988' from DER, 277' right of centerline, 270' MSL.
 Tree 3011' from DER, 1292' right of centerline, 94' AGL/278' MSL.
 Tree 3108' from DER, 1192' right of centerline, 118' 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.
 Trees beginning 1307' from DER, 69' right of centerline, up to 70' AGL/265' MSL.
 Light poles 1385' from DER, 132' left of centerline, 42' AGL/235' MSL.
 Pole 1401' from DER, 126' left of centerline, 46' AGL/238' MSL.
 Poles beginning 1545' from DER, 138' left of centerline, up to 46' AGL/239' MSL.
 Trees beginning 1665' from DER, 471' right of centerline, up to 85' AGL/279' MSL.
 Tree 1680' from DER, 907' right of centerline, 87' AGL/283' MSL.
 Trees beginning 1689' from DER, 162' right of centerline, up to 92' AGL/286' MSL.
 Trees beginning 3005' from DER, 650' right of centerline, up to 100' AGL/290' MSL.
 Trees beginning 3120' from DER, 340' right of centerline, up to 106' AGL/293' MSL.
 Trees beginning 3199' from DER, 299' right of centerline, up to 105' AGL/296' MSL.
 Tree 3232' from DER, 66' left of centerline, 100' AGL/286' MSL.
 Tree 3238' from DER, 330' left of centerline, 288' MSL.
 Trees beginning 3239' from DER, 367' left of centerline, up to 104' AGL/292' MSL.

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NW-1

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

25219

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.

TAKEOFF OBSTACLE NOTES:

Rwy 2, building 11' from DER, 448' right of centerline, 37' AGL/2166' MSL.

Vehicles on road beginning 35' 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:

Rwys 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, 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.

CONT

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

25219

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

25219

SARATOGA, WY (CON'T)

SHIVELY FLD (SAA) (CON'T)

Rwy 23 (CON'T), 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.

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.

Tree 1021' from DER, 663' left of centerline, 124' MSL.

Trees beginning 1662' from DER, 335' right of centerline, up to 175' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 28MAY15 (15148) (FAA)

Rwys 15, 33, heading as assigned by ATC; requires min. climb of 280' per NM to 4200.

SCOBEY, MT

SCOBEY (9S2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 06MAR14 (14065) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, 300-1½ or std. w/ min. climb of 253' per NM to 2700, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE:

Rwy 12, climb heading 122° to 3200 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 12, pole 11' from DER, 338' left of centerline, 14' AGL/2448' MSL.

Light 12' from DER, 26' right of centerline, 2' AGL/2436' MSL.

Tree 79' from DER, 444' left of centerline, 23' AGL/2453' MSL.

Terrain beginning 81' from DER, 338' right of centerline, 2438' MSL.

Vehicles on road beginning 178' from DER, 116' left of centerline, up to 15' AGL/2452' MSL.

Vehicles on road beginning 318' from DER, 15' right of centerline, up to 15' AGL/2452' MSL.

Building, grain silo and water tower beginning 4734' from DER, 135' right of centerline, up to 127' AGL/2626' MSL.

Rwy 30, light 9' from DER, 27' left of centerline, 2' AGL/2392' MSL.

Light 9' from DER, 27' right of centerline, 2' AGL/2392' MSL.

Multiple trees beginning 219' from DER, 166' left of centerline, up to 16' AGL/2406' MSL.

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

25219

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 708' 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:

Rwy 14L, climbing right turn thence...

Rwy 14R, climbing right turn thence...

Rwy 32L, climbing left turn thence...

Rwy 32R, climbing left turn thence...

...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.

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, towers, electric transmission lines and buildings beginning 1.7 NM from DER, 936' left of centerline, up to 438' MSL.

Trees, 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.

Signs, railroads, roads and trees beginning 263' from DER, 280' 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.

Trees, railroads and road beginning 793' 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.

Trees 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 lines, 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.

CON'T

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

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

25219

SEATTLE, WA (CON'T)

BOEING FLD/KING COUNTY INTL (BFI) (CON'T)

Rwy 14R (CON'T), trees beginning 4429' 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 221' 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 543' MSL.

Trees beginning 2.3 NM from DER, 2603' left of centerline, up to 553' 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 trees 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 2468' 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.

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.

Poles, 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 3238' 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 5490' 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.

Towers, buildings, trees, electric transmission lines, light pole beginning 1.3 NM from DER, 1027' right of centerline, up to 376' MSL.

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

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

25219

SEATTLE, WA (CON'T)

SEATTLE-TACOMA INTL (SEA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4B 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwy 16L, 300-1 or std. w/min. climb of 425' per NM to 600.**Rwy 16R**, 300-1¼ or std. w/min. climb of 215' per NM to 600.

DEPARTURE PROCEDURE:

Rwys 16L, 16C, 16R, climb to 1000 on heading 164°, then climbing right turn direct SEA VORTAC, thence . . .**Rwys 34L, 34C, 34R**, climb to 1000 on heading 344°, then climbing left turn direct SEA VORTAC, thence . . .

. . . climb in SEA VORTAC holding pattern (hold southeast, left turns, 310° inbound) to MEAMCA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 16L, tree 48' from DER, 483' right of centerline, 372' MSL.

Lighting 85' from DER, 287' left of centerline, 3' AGL/349' MSL.

Tree 193' from DER, 510' right of centerline, 378' MSL.

Tree 2567' from DER, 357' right of centerline, 415' MSL.

Trees beginning 2602' from DER, 365' right of centerline, up to 416' MSL.

Tree 2663' from DER, 1144' right of centerline, 449' MSL.

Tree 2779' from DER, 1135' right of centerline, 456' MSL.

Trees beginning 2785' 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 4598' 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.

Trees beginning 4129' from DER, 857' left of centerline, up to 528' MSL.

Tree 4315' from DER, 989' left of centerline, 537' MSL.

Rwy 34C, lighting 5' from DER, 5' left of centerline, 1' AGL/430' 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/437' MSL.

Tree 2933' from DER, 918' right of centerline, 506' MSL.

Trees beginning 3031' from DER, 781' right of centerline, up to 534' MSL.

Tree 3798' from DER, 1434' right of centerline, 565' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 13SEP18 (18256) (FAA)

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.**Rwys 16C, 34L/C/R**, heading as assigned by ATC.

SHELBY, MT

SHELBY (SBX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (07074) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 200-1¼ 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.

TAKEOFF OBSTACLE NOTES:

Rwy 5, fence post 320' from DER, 162' right of centerline, 12' AGL/3455' MSL.

Truck on road beginning 515' from DER, 632' right of centerline, 17' AGL/3498' MSL.

Tree 1 NM from DER, 1242' left of centerline, 75' AGL/3604' MSL.

Rwy 11, truck on road 906' from DER, 691' left of centerline, 17' AGL/3456' MSL.

Tree 1697' from DER, 26' right of centerline, 75' AGL/3495' MSL.

Tree 1561' from DER, 322' left of centerline, 75' AGL/3514' MSL.

Light standard 852' from DER, 174' left of centerline, 22' AGL/3451' MSL.

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

25219

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

25219

SHELTON, WA

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 right 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' right of centerline, up to 155' AGL/486' MSL.

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**, climb 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.

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, 136° inbound) to cross SHR VOR/DME at or above MEA for direction of flight before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, elec sys 10' from DER, 17' left of centerline, 6' AGL/3941 MSL.

Sign 38' from DER, 350' right of centerline, 7' AGL/3943' MSL.

Multiple trees and buildings beginning 92' from DER, 213' left of centerline, up to 80' AGL/3993' MSL.

Rwy 15, lighting 10' from DER, 5' right of centerline, 1' AGL/3976' MSL.

Lighting 10' from DER, 5' left of centerline, 1' AGL/3976' MSL.

Rwy 24, rising terrain beginning 17' from DER up to 4445' MSL.

Trees, towers, road, poles, NAVAID and bushes beginning 41' from DER up to 65' AGL/4286' MSL.

Fence beginning 74' from DER, 497' left and 594' right of centerline, up to 10' AGL/4060' MSL.

Power lines beginning 4393' from DER, 1531' left of centerline, up to 67' AGL/4286' MSL.

Rwy 33, lighting beginning 10' from DER, 30' left of centerline, up to 3' AGL/4016' MSL.

Electrical system, vertical point beginning 52' from DER, 397' right of centerline, up to 14' AGL/4020' MSL.

SIDNEY, MT

SIDNEY-RICHLAND RGNL (SDY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

Rwy 29, 300-2¼ 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.

CONT

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

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



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SIDNEY, MT (CON'T)

SIDNEY-RICHLAND RGNL (SDY) (CON'T)

Rwy 1 (CON'T), 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 terrain+vegetation 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.

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 2012' MSL.

Ground beginning 155' from DER, 400' left of centerline, up to 1989' MSL.

Tree, vehicle on road beginning 193' from DER, 9' right of centerline, up to 2023' MSL.

Trees beginning 400' from DER, 28' 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.

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 2051' MSL.

Pole, tree beginning 1786' from DER, 720' left of centerline, up to 19' AGL/2104' MSL.

Tree, 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.

Ground, tree beginning 2536' from DER, 18' left of centerline, up to 2108' MSL.

Transmission tower, ground, tree beginning 3107' from DER, 1037' left of centerline, up to 43' AGL/2132' MSL.

Pole, ground, tree beginning 4435' from DER, 494' right of centerline, up to 30' AGL/2133' MSL.

Catenary, ground beginning 5121' from DER, 1729' right of centerline, up to 33' AGL/2159' MSL.

Pole, ground beginning 5227' from DER, 1469' right of centerline, up to 55' AGL/2180' MSL.

Pole, transmission tower, ground, vehicle on road, 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, tree beginning 1.1 NM from DER, 1976' 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 1.3 NM from DER, 2458' left of centerline, 2184' MSL.

Ground beginning 1.3 NM from DER, 2355' left of centerline, up to 2197' MSL.

Ground, 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.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



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



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NW-1

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

25219

SNOHOMISH, WA

HARVEY FLD (S43)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 02MAY13 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwys 15R, 33L, NA-Obstacles.**Rwy 15L**, std. w/min. climb of 355' per NM to 1100, or 1200-2½ for climb in visual conditions.**Rwy 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 131' from DER, left and right of centerline, 47' AGL/63' MSL.

Tower 5708' 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, 902' right of centerline, 62' AGL/2016' MSL.

Tree 1732' from DER, 862' right of centerline, 72' AGL/2026' MSL.

Trees beginning 1844' from DER, 586' 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.

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.

Tree, building, vehicles on road beginning 5631' from DER, 765' left of centerline, up to 113' AGL/2174' 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/2336' MSL.

Trees beginning 1.3 NM from DER, 927' left of centerline, up to 120' AGL/2346' MSL.

Trees beginning 1.4 NM from DER, 869' left of centerline, up to 96' AGL/2353' MSL.

Trees, buildings, terrain 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, 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, buildings, 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, 86' 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.

CON'T

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

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

25219

SPOKANE, WA (CON'T)

FELTS FLD (SFF) (CON'T)

Rwy 4R (CON'T), 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 5292' 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 5987' from DER, 1868' 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, 1010' left of centerline, up to 111' AGL/2327' 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 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, 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.

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 left turn direct GEG VORTAC, thence...

Rwy 8, climbing right turn direct GEG VORTAC, thence...

Rwy 21, climb on GEG VORTAC R-035 to GEG VORTAC, thence...

Rwy 26, climbing left 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.

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

25219



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



25219

STANFORD, MT

STANFORD/BIGGERSTAFF FLD (S64)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

Rwys 7, 25, NA-Environmental.

Rwy 12, std w/min climb of 386'/NM to 9900, or 3400-3 for VCOA.

Rwy 30, std w/min climb of 415'/NM to 10100, or 3400-3 for VCOA.

VCOA:

Rwys 12, 30, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Stanford/Biggerstaff Fld airport at or above 7600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, fence 48' from DER, 152' right of centerline, 4' AGL/4317' MSL.

Poles, building beginning 149' from DER, 212' left of centerline, up to 37' AGL/4344' MSL.

Tree 188' from DER, 300' right of centerline, 4346' MSL.

Trees beginning 254' from DER, 505' right of centerline, up to 4348' MSL.

Rwy 30, terrain 14' from DER, 366' left of centerline, 4326' MSL.

Fence 92' from DER, 199' left of centerline, 5' AGL/4329' MSL.

Terrain 1.6 NM from DER, 1092' left of centerline, 4586' MSL.

Terrain 1.7 NM from DER, 161' right of centerline, 4616' MSL.

Antenna, pole, towers, terrain, beginning 1.7 NM from DER, 36' left of centerline, up to 113' AGL/4835' MSL.

Antenna, tower, terrain, fence, trees, beginning 1.8 NM from DER, 12' right of centerline, up to 96' AGL/4817' MSL.

STEVENSVILLE, MT

STEVENSVILLE (32S)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 17MAR05 (05076) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, do not exceed 210 knots until established on MSO R-163.

Rwy 30, do not exceed 210 knots until established on MSO R-160.

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.

SUNRIVER, OR

SUNRIVER (S21)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

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.

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.



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



25219

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

25219

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 N, RT, 159° inbound) to cross RLY VOR/DME at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 5, terrain 22' from DER, 261' left of centerline, 4893' MSL.**Rwy 23**, terrain 10' from DER, 486' right of centerline, 4880' MSL.

Rising terrain beginning 93' from DER, 336' right of centerline, up to 4882' MSL.

Trees beginning 1904' from DER, 872' right of centerline, up to 64' AGL/4944' MSL.

AAO 5.3 NM from DER, 7072' left of centerline, 200' AGL/5940' MSL.

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.

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 20, terrain 5' from DER, 17' left of centerline, 4201' MSL.

Terrain 5' from DER, 31' right of centerline, 4201' MSL.

Rwy 28, vehicle on road 6' from DER, 47' right of centerline, 10' AGL/4215' MSL.

Vehicle on road 7' from DER, 18' left of centerline, 10' AGL/4216' MSL.

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

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

25219

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, grd, airfield lt beginning 5' from DER, 9' left of centerline, up to 4767' MSL.

Airfield lt 9' from DER, 10' right of centerline, 2' AGL/4762' MSL.

Rwy 35, airfield lt 10' from DER, 9' right of centerline, 2' AGL/4791' MSL.

Airfield lt 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.

Vehicle on secondary rd 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.

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 8, 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.

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, 1584' 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.

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

25219



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



25219

WALLA WALLA, WA

WALLA WALLA RGNL (ALW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 300-1% 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, 1449' 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.

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, 2139' 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, 2229' MSL.

Rwy 30, NAVAID 40' from DER, 70' left of centerline, 7' AGL/2115' MSL.

Vegetation, fence 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' left of centerline, 2153' MSL.

Tree 735' from DER, 304' left of centerline, 2170' MSL.

Tree 1468' from DER, 771' right 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 TARGV DEPARTURE.



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



25219

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

25219

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 38' AGL/4817' MSL.

Trees, 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.

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

OAK HARBOR, WA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31OCT24 (24305) (USAF)

DEPARTURE PROCEDURE:

Rwys 7, 32, diverse departure NA.**Rwy 14**, diverse departure authorized 135° to 310° CW, requires climb gradient 254' to 800.**Rwy 25**, diverse departure authorized 120° to 330° CW.**All Rwys**, use NASWI TWO (OBSTACLE) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 7, terrain 1874' from DER, 1000' right of centerline, 75' MSL.

Terrain 1884' from DER, 1000' right of centerline, 73' MSL.

Terrain 1940' from DER, 1000' right of centerline, 75' MSL.

Rwy 14, terrain 1.2 NM from DER, 496' left of centerline, 270' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 31OCT24 (24305) (USAF)

Rwy 14, headings as assigned by ATC; requires min climb of 254'/NM to 5700.**Rwy 25**, headings as assigned by ATC; requires min climb of 225'/NM to 5000.

WHITE SULPHUR SPRINGS, MT

WHITE SULPHUR SPRINGS (7S6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31OCT24 (24361) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, std w/min climb of 350' per NM to 9100, or 4300-3 for VCOA.**Rwy 19**, std w/min climb of 400' per NM to 8500, or 4300-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 1, climb on heading 011° to 8500 before turning.**Rwy 19**, climb on heading 191° to 11200 before turning.

VCOA:

All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to White Sulphur Springs airport at or above 9200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, terrain 4' from DER, 325' right of centerline, 5052' MSL.

Building 131' from DER, 457' right of centerline, 19' AGL/5073' MSL.

Vehicle on road 348' from DER, 579' right of centerline, 5075' MSL.

Building 356' from DER, 319' right of centerline, 27' AGL/5079' MSL.

Transmission line towers beginning 912' from DER, 67' right of centerline, up to 55' AGL/5107' MSL.

Rwy 19, terrain 2' from DER, 173' left of centerline, 5044' MSL.

Fence, terrain beginning 5' from DER, 363' left of centerline, up to 10' AGL/5055' MSL.

Fence 10' from DER, 299' right of centerline, 9' AGL/5045' MSL.

WILBUR, WA

WILBUR (2S8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAR13 (13066) (FAA)

DEPARTURE PROCEDURE:

Rwys 2, 20, use WIPES (RNAV) DEPARTURE.

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

25219

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

25219

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, 300-1½ 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 6344' 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/4253' 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.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

25219

NW-1

INSTRUMENT APPROACH PROCEDURE CHARTS

A

IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. **▲NA** 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 **▲NA** designation are not listed in this section. **▲** 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. A procedure is not authorized for alternate flight planning purposes when local weather is not available.

MILITARY USERS NOTE: For IFR alternate airport and minima planning, refer to appropriate service directives.

Alternate Minima (ref: 14 CFR 91.169)

	Precision Approach	Non-Precision Approach
Standard	600-2	800-2
▲Non-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	

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).

NAMEALTERNATE MINIMUMS

AFTON, WY

AFTON LINCOLN COUNTY/GENERAL BOYD L
EDDINS FLD (AFO).....RNAV (GPS) Rwy 16
Categories A, B, 1700-2; Category C, 1700-3.

ARLINGTON, WA

ARLINGTON
MUNI (AWO).....RNAV (GPS) Rwy 34
NA when local weather not available.
Category C, 900-2½; Category D, 900-3.

ASTORIA, OR

ASTORIA
RGNL (AST).....ILS Rwy 26¹
RNAV (GPS) Rwy 8²
RNAV (GPS) Rwy 26³
VOR Rwy 8¹²

- ¹NA when local weather not available.
²Category C, 1100-3; Category D, 1200-3.
³Categories A, B, 900-2; Category C, 1100-3;
Category D, 1200-3.

AURORA, OR

AURORA STATE (UAO).....LOC Rwy 17¹
RNAV (GPS) Rwy 17²
RNAV (GPS) Rwy 35²

- NA when local weather not available.
¹Categories C, D, 800-2½.
²Category D, 800-2¼.

NAMEALTERNATE MINIMUMS

BAKER, MT

BAKER
MUNI (BHK).....RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
Category D, 900-2¾.

BAKER CITY, OR

BAKER CITY
MUNI (BKE).....RNAV (GPS) Rwy 13¹
VOR-A²³
VOR/DME Rwy 13⁴⁵

- ¹Categories A, B, 900-2; Category C, 1200-3;
Category D, 1400-3.
²NA when local weather not available.
³Categories A, B, 1900-2; Categories C, D,
1900-3.
⁴Category D, 900-2¾.
⁵NA when control zone not in effect.

BELLINGHAM, WA

BELLINGHAM
INTL (BLI).....ILS or LOC Rwy 16¹
RNAV (GPS) Y Rwy 16²
RNAV (GPS) Y Rwy 34²
RNAV (RNP) Z Rwy 34

- NA when local weather not available.
¹LOC, Category D, 1000-3.
²Category D, 1000-3

NAME ALTERNATE MINIMUMS

BEND, OR

BEND MUNI (BDN)..... **RNAV (GPS) Rwy 34**
RNAV (GPS) Y Rwy 16
RNAV (GPS) Z Rwy 16
VOR Rwy 16

Category D, 1200-3.

NA when local weather not available.

BIG PINEY, WY

MILEY MEML FLD (BPI)..... **RNAV (GPS) Rwy 31**
NA when local weather not available.
Category C, 900-2¼; Category D, 900-2¾.

BIG TIMBER, MT

BIG TIMBER AT
HOWARD FLD (6S0)..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24

Category D, 900-2¾.

BILLINGS, MT

BILLINGS LOGAN
INTL (BIL)..... **ILS or LOC Rwy 28R¹**
ILS Y or LOC Y Rwy 10L¹
RNAV (GPS) Rwy 7²
RNAV (GPS) Rwy 10L²
RNAV (GPS) Rwy 25²
RNAV (GPS) Y Rwy 28R²

¹LOC, Category D, 1000-3.

²Category D, 1000-3.

BOISE, ID

BOISE AIR TRML/GOWEN
FLD (BOI)..... **ILS or LOC Rwy 28R¹**
ILS Y or LOC Y Rwy 10R²
RNAV (GPS) Y Rwy 10L³
RNAV (GPS) Y Rwy 10R³
RNAV (GPS) Y Rwy 28L³
RNAV (GPS) Y Rwy 28R⁴
VOR or TACAN Rwy 10L⁵
VOR Y or TACAN Y Rwy 28L⁵

¹LOC, Categories A, B 900-2, Category C 900-2½, Category D 1000-3.

²LOC, Category C, 800-2¼; Category D, 1000-3.

³Category C, 800-2¼; Category D, 1000-3.

⁴Category C, 900-2½; Category D, 1000-3.

⁵Category C, 800-2¼; Category D, 1000-3; Category E, 1100-3.

NAME ALTERNATE MINIMUMS

BOZEMAN, MT

BOZEMAN YELLOWSTONE
INTL (BZN)..... **ILS or LOC Rwy 12¹²**
RNAV (GPS)-A³
RNAV (GPS) Y Rwy 12⁴
RNAV (GPS) Y Rwy 30⁵
VOR Rwy 12⁶

¹LOC, Category D, 900-3.

²NA when local weather not available.

³Categories A, B, 1600-2; Category C, 1600-3;

Category D, 1900-3.

⁴Category D, 900-3.

⁵Category D, 900-2¾.

⁶Categories A, B, 1000-2; Categories C, D, 1000-3.

BREMERTON, WA

BREMERTON
NTL (PWT)..... **ILS or LOC Rwy 20¹**
RNAV (GPS) Rwy 2²
RNAV (GPS) Rwy 20³

NA when local weather not available.

¹LOC, Category C, 800-2¼; Category D, 800-2½.

²Category D, 800-2½.

³Categories A, B, C, D, 1000-4.

BROOKINGS, OR

BROOKINGS (BOK)..... **RNAV (GPS)-A**
NA when local weather not available.
Categories A, B, 1200-2.

BUFFALO, WY

JOHNSON
COUNTY (BYG)..... **RNAV (GPS) Rwy 31**
VOR/DME Rwy 31¹

NA when local weather not available.

¹Category C, 800-2¼; Category D, 800-2½.

BURLEY, ID

BURLEY MUNI (BYI)..... **RNAV (GPS) Rwy 20**
VOR-A

NA when local weather not available.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL (BVS)..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.

Category D, 900-2¾.

BURNS, OR

BURNS MUNI (BNO)..... **VOR Rwy 30**
Categories A, B, 1400-2; Categories C, D, 1400-3.

NAME ALTERNATE MINIMUMS

BUTTE, MT

BERT MOONEY (BTM).....**ILS or LOC Rwy 15¹**
RNAV (GPS) Rwy 15²
VOR-A³

¹ILS, Categories A, B, C, D, 800-2; LOC,
Categories A, B, 1200-2; Categories C, D, 1600-3.

²Categories A, B, 1300-2; Categories C, D, 1600-3.

³Categories A, B, 1600-2; Categories C, D, 1600-3.

CALDWELL, ID

CALDWELL EXEC (EUL).....**RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

CASPER, WY

CASPER/NATRONA
COUNTY INTL (CPR).....**ILS or LOC Rwy 3¹²**
RNAV (GPS) Rwy 3³
RNAV (GPS) Rwy 8³
RNAV (GPS) Rwy 21³
RNAV (GPS) Rwy 26³
VOR/DME Rwy 21³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Categories A, B, 900-2;

Category C, 900-2½; Category D, 900-2¾.

³Category D, 900-2¾.

CHEHALIS, WA

CHEHALIS-
CENTRALIA (CLS).....**RNAV (GPS) Rwy 16**
NA when local weather not available.
Category B, 1000-2; Category C 1100-3;
Category D 1200-3.

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON
FLD (CYS).....**ILS or LOC Rwy 27¹**
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 13²
RNAV (GPS) Rwy 27²
RNAV (GPS) Rwy 31²
VOR or TACAN-A²

¹ILS, Category C, 800-2; Category D, 800-2½;

LOC, Category D, 800-2½.

²Category D, 800-2½.

CODY, WY

YELLOWSTONE
RGNL (COD).....**RNAV (GPS) Rwy 4¹**
RNAV (GPS) Rwy 22²
RNAV (GPS)-B³
VOR-A⁴

NA when local weather not available.

¹Categories A, B, C, 900-2½; Category D, 1900-3.

²Category C, 900-2½; Category D, 1900-3.

³Categories A, B, 1100-2; Category C, 1100-3;

Category D, 1900-3.

⁴Category B, 900-2; Category C, 900-2½;

Category D, 1900-3.

NAME ALTERNATE MINIMUMS

COEUR D'ALENE, ID

COEUR D'ALENE/PAPPY BOYINGTON
FLD (COE).....**ILS or LOC Rwy 6¹**
RNAV (GPS) Rwy 2²
RNAV (GPS) Rwy 6³

NA when local weather not available.

¹LOC, Category D, 900-2¾.

²Category D, 1700-3.

³Category D, 900-2¾.

CORVALLIS, OR

CORVALLIS
MUNI (CVO).....**ILS or LOC Rwy 17¹**
RNAV (GPS) Rwy 17²³
RNAV (GPS) Rwy 35²³
VOR Rwy 17²³
VOR-A⁴

¹LOC, Category D, 900-2½.

²NA when local weather not available.

³Category D, 900-2¾.

⁴Categories A, B, 1200-2; Categories C, D, 1200-3.

CUT BANK, MT

CUT BANK
INTL (CTB).....**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 32
VOR Rwy 32

NA when local weather not available.

Category D, 800-2½.

DEER PARK, WA

DEER PARK (DEW).....**RNAV (GPS) Rwy 34**
NA when local weather not available.

DILLON, MT

DILLON (DLN).....**RNAV (GPS) Rwy 17²**
RNAV (GPS) Rwy 35²
VOR-A¹
VOR/DME-B²

¹Categories A, B, 2900-2; Categories C, D,
2900-3.

²Category D, 1100-3.

DIXON, WY

DIXON (DWX).....**RNAV (GPS) Rwy 24**
Categories A, B, 900-2; Category C, 900-2¾;
Category D, 1400-3.

DOUGLAS, WA

CONVERSE COUNTY
(DGW).....**RNAV (GPS) Rwy 29¹**
VOR Rwy 29²

NA when local weather not available.

¹Category C, 800-2½; Category D, 900-3.

²Categories A, B, 1100-2; Categories C, D,
1100-3.

NAME ALTERNATE MINIMUMS

DRIGGS, ID

DRIGGS/REED

MEML (DIJ).....RNAV (GPS) Rwy 4¹
RNAV (GPS)-A

Category D, 1200-3.

¹NA when local weather not available.

DUBOIS, WY

DUBOIS MUNI (DUB).....RNAV (GPS) Rwy 29

Categories A, B, 1500-2½; Category C, 1600-3.

EASTSOUND, WA

ORCAS ISLAND (ORS).....RNAV (GPS)-A

RNAV (GPS) Rwy 16

RNAV (GPS) Rwy 34

NA when local weather not available.

Category A, 1100-2; Category B, 1800-2.

ELLENSBURG, WA

BOWERS FLD (ELN).....RNAV (GPS) Rwy 29

RNAV (GPS)-C¹

VOR-B²

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2¾;

Category D, 1000-3.

²Category A, 1500-2.

ENNIS, MT

ENNIS BIG SKY (EKS).....RNAV (GPS) Rwy 16¹

RNAV (GPS) Rwy 34²

¹Categories A, B, C, D, 1200-5.

²Categories A, B, 900-2; Categories C, D, 900-2½.

EPHRATA, WA

EPHRATA MUNI (EPH).....RNAV (GPS) Rwy 3¹

RNAV (GPS) Rwy 21²

VOR Rwy 21¹

NA when local weather not available.

¹Category D, 1300-3.

²Category C, 800-2¼; Category D, 1300-3.

EUGENE, OR

MAHLON SWEET

FLD (EUG).....ILS or LOC Rwy 16L¹

ILS or LOC Rwy 16R¹

RNAV (GPS) Y Rwy 16L²³

RNAV (GPS) Y Rwy 16R²

RNAV (GPS) Y Rwy 34L²

RNAV (GPS) Y Rwy 34R²

VOR or TACAN Rwy 34L²

¹LOC, Category D, 800-2½.

²Category D, 800-2½.

³NA when local weather not available.

EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS

FLD (EVW).....ILS or LOC/DME Rwy 23¹

RNAV (GPS) Rwy 23²

¹LOC, Category D, 900-2¾.

²Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

EVERETT, WA

SEATTLE PAINE FLD

INTL (PAE).....ILS Y or LOC Y Rwy 16R
ILS Z or LOC Z Rwy 16R

NA when control tower closed.

FORT BENTON, MT

FORT BENTON (79S).....RNAV (GPS) Rwy 23

NA when local weather not available.

FRIDAY HARBOR, WA

FRIDAY HARBOR (FHR).....RNAV (GPS) Rwy 34

NA when local weather not available.

GILLETTE, WY

NORTHEAST WYOMING

RGNL (GCC).....ILS or LOC Rwy 34¹²

RNAV (GPS) Rwy 16³

RNAV (GPS) Rwy 34⁴

VOR Rwy 16⁵

¹NA when local weather not available, NA when airport unattended.

²LOC, Categories A, B, 900-2;

Categories C, D, 1100-3.

³Category A, 800-1½; Category B, 900-1½;

Categories C, D, 1100-3.

⁴Categories A, B, C, D, 1200-4.

⁵Category B, 900-2; Categories C, D, 1100-3.

GLASGOW, MT

WOKAL FLD/GLASGOW-VALLEY

COUNTY (GGW).....RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 30

VOR Rwy 12¹

VOR Rwy 30

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-2¾.

GLENDEIVE, MT

DAWSON

COMMUNITY (GDV).....RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 30

Category C, 900-2½; Category D, 900-2¾.

GOLD BEACH, OR

GOLD BEACH

MUNI (4S1).....RNAV (GPS)-A

NA when local weather not available.

Categories A, B, 1800-2½; Category C, 1800-3.

GOODING, ID

GOODING MUNI (GNG).....RNAV (GPS) Rwy 7

RNAV (GPS) Rwy 25

NA when local weather not available.

NAME ALTERNATE MINIMUMS

GRANGEVILLE, ID

IDAHO COUNTY (GIC).....RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26¹

NA when local weather not available.

¹Category D, 800-2¼.

GRANTS PASS, OR

GRANTS PASS (3S8).....RNAV (GPS) Rwy 13

Category B, 1000-2; Category C, 1100-3;

Category D, 1300-3.

GRAY AAF (JOINT BASE LEWIS

MCCHORD) (KGRF)

FORT LEWIS, WA.....ILS or LOC Rwy 15

NA when control tower closed.

GREAT FALLS, MT

GREAT FALLS

INTL (GTF).....ILS or LOC Rwy 3¹

RNAV (GPS) Rwy 17²

RNAV (GPS) Rwy 35²

RNAV (GPS) Y Rwy 3²

RNAV (GPS) Y Rwy 21²

VOR Rwy 21²

¹ILS, Category C, 700-2; Category D, 800-2¼;

LOC, Category D, 800-2¼.

²Category D, 800-2¼.

GREYBULL, WY

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.

HAILEY, ID

FRIEDMAN

MEML (SUN).....RNAV (GPS) X Rwy 31¹

RNAV (GPS) Y Rwy 31²

¹Categories A, B, 1700-2; Categories C, D, 1700-3.

²Categories A, B, 2100-2; Category C, 2300-3;

Category D, 2700-3.

HAMILTON, MT

RAVALLI COUNTY (HRF).....RNAV (GPS) Rwy 17

NA when local weather not available.

HARDIN, MT

BIG HORN

COUNTY (00U).....RNAV (GPS) Rwy 26

NA when local weather not available.

NAME

ALTERNATE MINIMUMS

HAVRE, MT

HAVRE CITY-

COUNTY (HVR).....RNAV (GPS) Rwy 8¹

RNAV (GPS) Rwy 26¹

VOR Rwy 8¹

VOR Rwy 26²

¹Category C, 800-2¼; Category D, 1200-3.

²Categories A, B, 900-2; Category C, 900-2¼;

Category D, 1200-3.

HELENA, MT

HELENA

RGNL (HLN).....ILS Y or LOC Y Rwy 27¹²

ILS Z or LOC Z Rwy 27¹³

LOC BC-C¹⁴

RNAV (GPS) X Rwy 27⁵

RNAV (GPS) Y Rwy 9⁶

RNAV (RNP) Z Rwy 27⁷

VOR-A⁸

VOR-B⁹

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.

HERMISTON, OR

HERMISTON MUNI (HRI).....VOR-A

NA when local weather not available.

HOQUIAM, WA

BOWERMAN FLD (HQM).....ILS or LOC Rwy 24¹

RNAV (GPS) Rwy 6²

RNAV (GPS) Rwy 24³

VOR Rwy 6²

¹LOC, Category C, 800-2¼.

²Category C, 800-2¼; Category D, 900-2¼.

³Category C, 800-2¼.

HULETT, WY

HULETT

MUNI (W43).....RNAV (GPS)-A

RNAV (GPS) Rwy 13¹

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½;

Category D, 1200-3.

NAME ALTERNATE MINIMUMS

IDAHO FALLS, ID

IDAHO FALLS

RGNL (IDA).....**ILS or LOC Rwy 21¹⁴**
LOC BC Rwy 3¹²
RNAV (GPS) Y Rwy 3³⁴
RNAV (GPS) Y Rwy 21³⁴
RNAV (RNP) Z Rwy 3⁴
RNAV (RNP) Z Rwy 21⁴
VOR Rwy 3³
VOR Rwy 21³

¹LOC, Category D, 800-2¼; Category E, 800-2½.

²NA when control tower closed.

³Category D, 800-2¼;

⁴NA when local weather not available.

JACKSON, WY

JACKSON

HOLE (JAC).....**ILS Y or LOC Y Rwy 19¹**
ILS Z or LOC Z Rwy 19²
RNAV (GPS) X Rwy 1³
RNAV (GPS) Z Rwy 19⁴
RNAV (RNP) Y Rwy 1, 1000-4
VOR Rwy 1⁵
VOR Rwy 19⁶

¹LOC, Categories A, B, 1100-2;

Categories C, D, 1100-3.

²LOC, Category C, 1000-3.

³Categories A, B, C, D, 1200-4.

⁴Category C, 1000-3.

⁵Categories A, B, 1400-2;

Categories C, D, 1400-3.

⁶Categories A, B, 1500-2;

Categories C, D, 1500-3.

JEROME, ID

JEROME

COUNTY (JER).....**RNAV (GPS) Rwy 9¹**
RNAV (GPS) Rwy 27²
VOR-A

NA when local weather not available.

¹Categories C, D, 900-2½.

²Categories A, B, 1300-2; Categories C, D, 1300-3.

JOHN DAY, OR

GRANT COUNTY RGNL/OGILVIE

FLD (GCD).....**RNAV (GPS) Y Rwy 9**
Category B, 900-2; Category C, 1500-3.

JOSEPH, OR

JOSEPH STATE (JSY).....**RNAV (GPS)-A**

Category A, 900-2; Category B, 1400-2.

NAME ALTERNATE MINIMUMS

KALISPELL, MT

GLACIER PARK

INTL (GPI).....**ILS or LOC Rwy 2¹**
RNAV (GPS) Rwy 30²
RNAV (GPS) Z Rwy 2²
RNAV (RNP) Y Rwy 2³
VOR/DME Rwy 30²

¹LOC, Category A, B, 1500-2;

Category C, D, 1500-3.

²Category D, 800-2¼.

³NA when local weather not available.

KELSO, WA

SOUTHWEST WASHINGTON

RGNL (KLS).....**RNAV (GPS) Rwy 12**

NA when local weather not available.

Categories A, B, 1000-2.

KEMMERER, WY

KEMMERER

MUNI (EMM).....**RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34

NA when local weather not available.

Category B, 1000-2.

KLAMATH FALLS, OR

CRATER LAKE/KLAMATH

RGNL (LMT).....**ILS Y or LOC Y Rwy 32¹**
RNAV (GPS) Rwy 14²
RNAV (GPS) Rwy 32²
VOR/DME or TACAN Rwy 14³
VOR/DME or TACAN Rwy 32³

¹LOC, Category B, 900-2; Category C, 1400-3;

Category D, 1600-3.

²Categories A, B, 900-2; Category C, 1400-3;

Category D, 1600-3.

³Category B, 900-2; Category C, 1400-3;

Category D, 1600-3; Category E, 1700-3.

LA GRANDE, OR

LA GRANDE/UNION

COUNTY (LGD).....**RNAV (GPS) Rwy 17**
Categories A, B, C, D, 1900-6.

LAKEVIEW, OR

LAKE COUNTY (LKV).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

Category D, 800-2½.

LANDER, WY

HUNT FLD (LND).....**RNAV (GPS) Rwy 22**

Categories A, B, 900-2; Category C, 1000-3.

LARAMIE, WY

LARAMIE RGNL (LAR).....**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21

NA when local weather not available.

NAME ALTERNATE MINIMUMS

LAUREL, MT

LAUREL
MUNI (6S8).....RNAV (GPS) Rwy 4¹
RNAV (GPS) Rwy 22¹
VOR Rwy 22²³

¹Category D, 800-2¼.

²Categories A, B, 900-2; Category C, 1000-2¼;
Category D, 1100-3.

³NA when local weather not available.

LEWISTON, ID

LEWISTON/NEZ PERCE
COUNTY (LWS).....ILS Rwy 26¹²
RNAV (GPS) Y Rwy 8³
RNAV (GPS) Y Rwy 26³
RNAV (RNP) Z Rwy 8²
RNAV (RNP) Z Rwy 26²

¹NA when control tower closed.

²NA when local weather not available.

³Category C, 900-2½; Category D, 1100-3.

LEWISTOWN, MT

LEWISTOWN
MUNI (LWT).....RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26
VOR Rwy 8
Category C, 900-2¼; Category D, 1100-3.

LIVINGSTON, MT

MISSION FLD (LVM).....RNAV (GPS) Rwy 22¹
VOR/DME-B²
¹Category C, 800-2¼; Category D, 2100-3.
²Categories A, B, 900-2; Category C, 900-2¼.

MADRAS, OR

MADRAS MUNI (S33).....RNAV (GPS) Rwy 34
NA when local weather not available.

MC CALL, ID

MC CALL MUNI (MYL).....RNAV (GPS) Rwy 16¹
RNAV (GPS) Rwy 34²³
¹Categories A, B, 1000-2; Category C, 1200-3.
²Category B, 900-2; Category C, 1200-3;
Category D, 1700-3.
³NA when local weather not available.

MC MINNVILLE, OR

MC MINNVILLE
MUNI (MMV).....ILS or LOC Rwy 22¹
RNAV (GPS) Rwy 4²
RNAV (GPS) Rwy 22
VOR/DME-B³

NA when local weather not available.

¹LOC, Category C, 800-2¼; Category D, 1200-3.

²Category D, 800-2¼.

³Category C, 800-2¼; Category D, 1200-3.

NAME ALTERNATE MINIMUMS

MEDFORD, OR

ROGUE VALLEY INTL/
MEDFORD (MFR).....ILS or LOC Rwy 14¹²
LOC/DME BC-B²³
RNAV (GPS)-D³
RNAV (GPS) Y Rwy 14⁴
VOR-A⁵
VOR/DME-C³
VOR/DME Rwy 14⁵

¹ILS, Categories A, B, C, D, 700-2;

LOC, Category C, 800-2½; Category D, 1100-3.

²NA when control tower closed.

³Categories A, B, 2300-2; Categories C, D, 2300-3.

⁴Categories A, B, 1300-2; Category C, 2000-3;
Category D, 2200-3.

⁵Categories A, B, 1400-2; Category C, D, 1400-3.

MILES CITY, MT

FRANK WILEY
FLD (MLS).....RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.

Category D, 800-2¼.

MISSOULA, MT

MISSOULA
MONTANA (MSO).....ILS Z Rwy 12¹
RNAV (GPS)-D²
RNAV (GPS) Y Rwy 12³
RNAV (RNP) Rwy 30⁴
RNAV (RNP) Z Rwy 12⁴
VOR-A⁵
VOR-B⁶

¹NA when control tower closed.

²Category A, 1100-2; Category B, 1500-2;

Category C, 1500-3; Category D, 2000-3.

³Category A, 1400-2; Category B, 1500-2;
Category C, 1500-3; Category D, 2000-3.

⁴NA when local weather not available.

⁵Categories A, B, 2000-2; Categories C, D,
2000-3.

⁶Categories A, B, 1800-2; Category C, 1800-3;
Category D, 2000-3.

NA when local weather not available.

NAME ALTERNATE MINIMUMS

PINEDALE, WY

RALPH WENZ
FLD (PNA).....RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29

NA when local weather not available.
Category C, 800-2¼; Category D, 900-3.

PLENTYWOOD, MT

SHER-WOOD (PWD).....RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30

NA when local weather not available.
Category D, 900-2¾.

POCATELLO, ID

POCATELLO
RGNL (PIH).....ILS or LOC Rwy 21¹²
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category E, 800-2¼.

PORT ANGELES, WA

PORT ANGELES
CGAS (NOW).....COPTER RNAV (GPS) Rwy 26
NA when local weather not available.

WILLIAM R FAIRCHILD
INTL (CLM).....ILS or LOC Rwy 9¹
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 27²

NA when local weather not available.

¹LOC, Category D, 800-2¼.

²Category D, 800-2¼.

PORT TOWNSEND, WA

JEFFERSON COUNTY
INTL (OS9).....RNAV (GPS)-A
NA when local weather not available.
Categories A, B, 900-2.

NAME ALTERNATE MINIMUMS

PORTLAND, OR

PORTLAND
INTL (PDX).....ILS or LOC Rwy 10L¹
ILS or LOC Rwy 10R²
ILS or LOC Rwy 28L³
ILS or LOC Rwy 28R³
LOC/DME Rwy 21⁴
RNAV (GPS) Y Rwy 10L⁴
RNAV (GPS) Y Rwy 10R⁴
RNAV (GPS) X Rwy 28L⁴
RNAV (GPS) X Rwy 28R⁴
TACAN Rwy 28L⁵
VOR-A⁶

¹LOC, Categories C, D, 1100-3;
Category E, 1200-3.

²LOC, Categories A, B, 900-2;
Categories C, D, 1100-3; Category E, 1200-3.

³ILS, Category A, 700-2; Category B, 800-2;
Categories C, D, 1100-3; Category E, 1200-3.
LOC, Categories C, D, 1100-3; Category E,
1200-3.

⁴Categories C, D, 1100-3.

⁵Categories C, D, 1100-3;
Category E, 1200-3.

⁶Categories A, B, 1000-2;
Categories C, D, 1100-3.

PORTLAND-
HILLSBORO (HIO).....ILS or LOC Rwy 13R¹²
RNAV (GPS) Rwy 13R³⁴
RNAV (GPS) Rwy 31L³⁴

¹NA when control tower closed.

²LOC, Categories A, B, 1500-2;
Categories C, D, 1500-3.

³Category D, 800-2¼.

⁴NA when local weather not available.

PORTLAND-
TROUTDALE (TTD).....RNAV (GPS)-A
Category A, 1000-2; Category B, 1100-2;
Categories C, D, 1300-3.
NA when local weather not available.

PRINEVILLE, OR

PRINEVILLE (S39).....RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29
NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW
RNGL (PUW).....ILS or LOC Rwy 5¹
RNAV (GPS) Rwy 5²
RNAV (GPS) Y Rwy 23
VOR Rwy 5²

NA when local weather not available.

¹LOC, Category D, 900-2¾.

²Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

PUYALLAP, WA

PIERCE COUNTY/THUN

FLD (PLU).....RNAV (GPS) Rwy 35

NA when local weather not available.

RAWLINS, WY

RAWLINS MUNI/HARVEY

FLD (RWL).....RNAV (GPS) Rwy 22

Category C, 900-2½; Category D, 1100-3.

NA when local weather not available.

REDMOND, OR

ROBERTS

FLD (RDM).....ILS or LOC Rwy 23¹³

RNAV (GPS) Rwy 11¹

RNAV (GPS) Y Rwy 5¹

RNAV (GPS) Y Rwy 23²

RNAV (GPS) Z Rwy 29¹

VOR-A¹²
¹NA when local weather not available.

²Category D, 800-2¼.

³LOC, Category E, 800-2½.

RENTON, WA

RENTON

MUNI (RNT).....RNAV (GPS) Rwy 34

RNAV (GPS) Y Rwy 16

NA when local weather not available.

Categories A, B, 900-2; Category C, 1000-3.

REXBURG, ID

REXBURG-MADISON

COUNTY (RXE).....RNAV (GPS) Rwy 35¹²

VOR Rwy 35³
¹NA when local weather not available.

²Category C, 900-2½; Category D, 900-3.

³Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-3.

RICHLAND, WA

RICHLAND (RLD).....RNAV (GPS) Rwy 26¹²

RNAV (GPS) Y Rwy 19³

RNAV (GPS) Z Rwy 19²
¹NA when local weather not available.

²Category C, 900-2¼; Category D, 1600-3.

³Categories A, B, 900-2; Category C, 900-2½;

Category D, 1600-3.

RIVERTON, WY

CENTRAL WYOMING

RGNL (RIW).....RNAV (GPS) Rwy 10

RNAV (GPS) Rwy 28

VOR Rwy 10

VOR Rwy 28

NA when local weather not available.

NAME ALTERNATE MINIMUMS

ROCK SPRINGS, WY

SOUTHWEST WYOMING

RGNL (RKS).....ILS or LOC Rwy 27¹

RNAV (GPS) Rwy 9²

RNAV (GPS) Rwy 27²
¹LOC, Category D, 800-2½.

²Category D, 800-2½.

ROSEBURG, OR

ROSEBURG

RGNL (RBG).....RNAV (GPS)-B

NA when local weather not available.

Categories A, B, 1200-2; Category C, 1500-3;

Category D, 1600-3.

SALEM, OR

MCNARY FLD (SLE).....ILS or LOC Z Rwy 31¹²

LOC BC Rwy 13¹³

LOC Y Rwy 31¹³

RNAV (GPS) Rwy 13³

RNAV (GPS) Rwy 31¹⁴
¹NA when local weather not available.

²LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 1100-3.

³Category C, 900-2½; Category D, 1100-3.

⁴Category C, 800-2¼; Category D, 1100-3.

SANDPOINT, ID

SANDPOINT (SZT).....RNAV (GPS) Y Rwy 2¹²

RNAV (GPS) Y Rwy 20¹³

RNAV (GPS) Z Rwy 2¹⁴

RNAV (GPS) Z Rwy 20¹

RNAV (GPS)-B⁵
¹NA 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

SHIVELY FLD (SAA).....RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

NA when local weather not available.

Category D, 900-2¼.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL

AIRPARK (SPB).....LOC/DME Rwy 15

RNAV (GPS) Rwy 15

VOR/DME-A

NA when local weather not available.

Category D, 900-2¼.

SCOBEY, MT

SCOBEY (9S2).....RNAV (GPS) Rwy 12

NA when local weather not available.

NAME	ALTERNATE MINIMUMS
SEATTLE, WA	
BOEING FLD/KING COUNTY	
INTL (BFI).....	ILS or LOC Rwy 14R ¹ ILS or LOC Rwy 32L ¹ RNAV (GPS) Y Rwy 32L ² RNAV (RNP) Z Rwy 32L ²
¹ LOC, Category B, 900-2; Category C, 1000-2½; Category D, 1000-3.	
² Categories A, B, C, D. 900-2½.	

SHELBY, MT

SHELBY (SBX).....RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.
Category D, 800-1/2.

SHELTON, WA

SANDERSON
FLD (SHN).....RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.
Category D, 1000-3.

SHERIDAN, WY

SHERIDAN
COUNTY (SHR).....ILS or LOC/DME Rwy 33¹
RNAV (GPS) Rwy 15²
RNAV (GPS) Rwy 33²
VOR Rwy 15²

¹ILS, Category B, 700-2; Category C, 900-2½;
Category D, 1200-3; LOC, Category C,
900-2 ½; Category D, 1200-3.
²Category C, 900-2 ½; Category D, 1200-3.

SIDNEY, MT

SIDNEY-RICHLAND
RGRL (SDY).....RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19¹
Category D, 900-2^{3/4}.
¹NA when local weather not available.

SPOKANE, WA

FELTS FLD (SFF).....**ILS or LOC Rwy 22R¹**
RNAV (GPS) Rwy 4L²
VOR Rwy 4L³

NA when local weather not available.

¹LOC, Categories A, B, 900-2;
Category C, 1200-3.

²Categories A, B, 900-2½; Category C, 1200-3;
Category D, 1500-3.

³Categories A, B, 1100-2; Categories C, 1200-3;
Category D, 1500-3.

NAME	ALTERNATE MINIMUMS
SPOKANE, WA (CON'T)	
SPOKANE INTL (GEG).....	ILS or LOC Rwy 3 ¹ ILS or LOC Rwy 21 ¹ RNAV (GPS) Y Rwy 3 ² RNAV (GPS) Y Rwy 8 ² RNAV (GPS) Y Rwy 21 ² RNAV (GPS) Y Rwy 26 ² VOR Rwy 3 ³ VOR Rwy 21 ⁴
¹ LOC, Category C, 800-2¼'; Category D, 1000-3.	
² Category C, 1000-2¾'; Category D, 1100-3.	
³ Category C, 800-2¼'; Categories D, E, 1100-3.	
⁴ Category C, 800-2¼'; Category D, 1000-3.	

SUNRIVER, OR

SUNRIVER (S21).....RNAV (GPS) Rwy 18
Category B, 1000-2; Categories C, D, 1500-3.
NA when local weather not available.

TACOMA, WA

TACOMA
NARROWS (TIW).....ILS or LOC Rwy 17¹
RNAV (GPS) Rwy 17¹²
RNAV (GPS) Rwy 35²³

¹NA when control tower closed.
²Category D, 800-2¼.
³NA when local weather not available.

THERMOPOLIS, WY

HOT SPRINGS
COUNTY (HSG).....RNAV (GPS) RWY 5
RNAV (GPS) RWY 23
Category D, 1000-3.

THE DALLEs. OR

COLUMBIA GEORGE RGNL/
THE DALLES MUNI (DLS).....RNAV (GPS)-A
NA when local weather not available.
Categories A, B, 1100-2; Category C, 1500-3;
Category D, 1900-3.

TORRINGTON, WY

TORRINGTON MUNI (TOR).....NDB Rwy 10¹
 NDB Rwy 28²
 RNAV (GPS) Rwy 10³
 RNAV (GPS) Rwy 28³
 NA when local weather not available.
¹Categories A, B, 900-2; Category C, 900-2½;
 Category D, 900-2¾.
²Category D, 800-2¼.
³Category D, 800-2½.

TWIN BRIDGES, MT

RUBY VALLEY
FLD (RVF).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.
Category D. 800-2/4.

RADAR INSTRUMENT APPROACH MINIMUMS

CHEYENNE, WY

Amdt 2, 29MAR18 (21112) (FAA)

ELEV 6160

CHEYENNE RGNL/JERRY OLSON FLD (CYS)

RADAR-1 124.55 263.075 NA

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	27	3.0°/55/918	ABCDE	6321/24	200	(200-½)				
ASR	27		AB	6560/24	439	(500-½)	CDE	6560/40	439	(500-¾)
CIR	ALL RWY		AB	6640-1	480	(500-1)	C	6900-2	740	(800-2)
			D	6940-2½	780	(800-2½)	E	6980-3	820	(900-3)

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.

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RADAR INSTRUMENT APPROACH MINIMUMS


RADAR INSTRUMENT APPROACH MINIMUMS

WHIDBEY ISLAND NAS (AULT FLD) (KNUW), Oak Harbor, WA Amdt 4

08AUG24 (24221) (USN)

ELEV 47

RADAR - (E) 126.05 126.85 266.8 299.6 310.8 322.5 327.0 343.75 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAT</u>	<u>CEIL-VIS</u>
PAR ¹	14 ^{2 3}	3.0°/50/981	ABCDE	139/12	100	(100-¼)
	7	3.0°/50/975	ABCDE	125/24	100	(100-½)
	25 ²	3.0°/50/896	ABCDE	128/16	100	(100-¼)
	32 ^{2 3 4}	3.0°/50/1177	ABCDE	174/16	127	(200-¼)
PAR W/O GS ¹	14 ⁵		AB	440/30	401	(400-¾)
			CDE	440/40	401	(400-¾)
	7		ABCDE	400/55	375	(400-1)
	25 ⁶		AB	560/30	532	(600-¾)
			CDE	560/55	532	(600-1)
	32 ⁷		AB	560/24	513	(600-½)
			CDE	560/55	513	(600-1)
ASR	7		AB	460/55	435	(500-1)
			CDE	460-1¼	435	(500-1¼)
	14 ^{8 9}		AB	600/24	561	(600-½)
			CDE	600-1¼	561	(600-1¼)
	25 ^{10 11}		AB	760/24	732	(800-½)
			CDE	760-1½	732	(800-1½)
	32 ¹²		AB	700/24	653	(700-½)
			CDE	700-1½	653	(700-1½)
 CIRCLING			AB	760-1	713	(800-1)
			C	860-2½	813	(900-2½)
			D	900-2¾	853	(900-2¾)
			E	1200-3	1153	(1200-3)

¹No-NOTAM MP: PAR 1600-0800Z++ Mon.
²When ALS inop, increase RVR to 24, vis to ½ mile.
³When TDZ/CL inop, increase RVR to 24.
⁴VGSI and PAR glidepath not coincident (VGSI Angle 3.00/TCH 38).
⁵When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1½ miles.
⁶When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1½ miles.
⁷When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1½ miles.
⁸When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1½ miles.
⁹Step down fix at 3 NM from thld, 1040 min.
¹⁰When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 2 miles.
¹¹Step down fix at 2 NM from thld, 780 min.
¹²When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1½ miles.

NW-1, 07 AUG 2025 to 02 OCT 2025

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RADAR INSTRUMENT APPROACH MINIMUMS

21336

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.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
BOZEMAN, MT			
BOZEMAN YELLOWSTONE INTL (BZN)	12	03-21	6,841 feet
MOSES LAKE, WA			
GRANT COUNTY INTL (MWH)	04	14L-32R	4,700 feet
	14L	04-22	7,550 feet
	22	14L-32R	4,650 feet
	32R	04-22	5,050 feet
PORTLAND, OR			
PORTLAND-HILLSBORO (HIO)	13R	02-20	4,922 feet
SALEM, OR			
MCNARY FLD (SLE)	31	16-34	3,150 feet
	34	13-31	3,050 feet
TWIN FALLS, ID			
JOSLIN FLD/MAGIC VALLEY			
RGNL (TWF)	08	12-30	4,500 feet
	12	08-26	2,750 feet
	26	12-30	3,600 feet

21336

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23334

HOT SPOTS

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 ellipses 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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AURORA, OR AURORA STATE (UAO)	HS 1 Rwy 17 at Twy A1. HS 2 Rwy 17 at Twy A4.	
BELLINGHAM, WA BELLINGHAM INTL (BLI)	HS 1	Confusing twy int for pilots exiting/taxiing Rwy 16-34 via Twy D.
BILLINGS, MT BILLINGS LOGAN INTL (BIL)	HS 1	Complex int of Twy A, Twy C, ramp, and Rwy 10L-28R.
BOISE, ID BOISE AIR TRML/ GOWEN FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy W for departure on Rwy 10L.
BOZEMAN, MT BOZEMAN YELLOWSTONE INTL (BZN)	HS 1	Hold position at Twy A and Rwy 03-21.
BUTTE, MT BERT MOONEY (BTM)	HS 1	Restricted visibility between Rwy 33 and Rwy 30.
CASPER, WY CASPER/NATRONA COUNTY INTL (CPR)	HS 1	Twy A5 has ramp to rwy access.
CHEYENNE, WY CHEYENNE RGNL/JERRY OLSON FLD (CYS)	HS 1	Confusing twy configuration.
EVERETT, WA SEATTLE PAINE FLD INTL (PAE)	HS 1 Twy A between Twy A9 and Twy A10 not visible from ATCT. HS 2 Twy A1 and Rwy 16R, unless Twy AA specified.	
FORT LEWIS, WA GRAY AAF (JOINT BASE LEWIS- MCCHORD) (GRF)	HS 1	Congested int of Twy E, Twy F and Twy G.
HAILEY, ID FRIEDMAN MEML (SUN)	HS 1 Twy B on east edge of ramp. HS 2 Twy B on east edge of ramp. HS 3 Twy B on east edge of ramp.	
IDAHO FALLS, ID IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
JACKSON, WY JACKSON HOLE (JAC)	HS 1	Aircraft sometimes miss Twy A1 and enter the blast pad.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

23334

24137

HOT SPOTS (CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MOSES LAKE, WA GRANT COUNTY INTL (MWH)	HS 1 Twy C and the Rwy 18 THR. HS 2 Rwy 09-27 closed except for military operations.	
NORTH BEND, OR SOUTHWEST OREGON RGNL (OTH)	HS 1 Twy A crosses the north end of Rwy 13-31.	
OLYMPIA, WA OLYMPIA RGNL (OLM)	HS 1 Rwy 8-26 intersects Rwy 17-35.	
PASCO, WA TRI-CITIES (PSC)	HS 1 Pilots sometimes exit Rwy 30 onto wrong rwy. HS 2 Short twy distance from ramp to Rwy 21L.	
PORTLAND, OR PORTLAND-HILLSBORO (HIO)	HS 1 Aircraft exiting Rwy 13R-31L at Twy A6 have only 90' of clearance between Twy A centerline and holding position markings. HS 2 Twy A8 and Rwy 31L.	
PORTLAND, OR PORTLAND INTL (PDX)	HS 1 Limited wing-tip clearance at twy convergence point. HS 2 Rwy 03-21 hold line is on Twy K, hold short unless authorized to cross Rwy 03-21. HS 3 Int of Rwy 10L-28R and Twy A3.	
REDMOND, OR ROBERTS FLD (RDM)	HS 1 Twy B and Twy A int in close proximity of Rwy 05-23. HS 2 Twy C and Twy A int in close proximity of Rwy 05-23.	
SEATTLE, WA BOEING FLD/ KING COUNTY INTL (BFI)	HS 1 Twy Z restricted access area. HS 2 Rwy 14R-32L and Twy A9. Wrong rwy departure risk. HS 3 Extensive helicopter operations in the vicinity of Twy B5.	
SEATTLE, WA SEATTLE-TACOMA INTL (SEA)	HS 1 Rwy 34R in close proximity to ramp, pilots sometimes cross Rwy 34R at Twy Q without authorization. HS 2 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.	
TWIN FALLS, ID JOSLIN FLD/MAGIC VALLEY RGNL (TWF)	HS 1 Twy K in close proximity to ramp, rwy incursion risk. HS 2 Twy A at Twy A3 – ATCT clearance required to cross movement-non movement boundary marking.	
YAKIMA, WA YAKIMA AIR TRML/ MCALLISTER FLD (YKM)	HS 1 Hold lines unusual distance from rwy edge, rwy markings not easily visible from hold line.	

*See appropriate Chart Supplement HOT SPOT table for additional information.

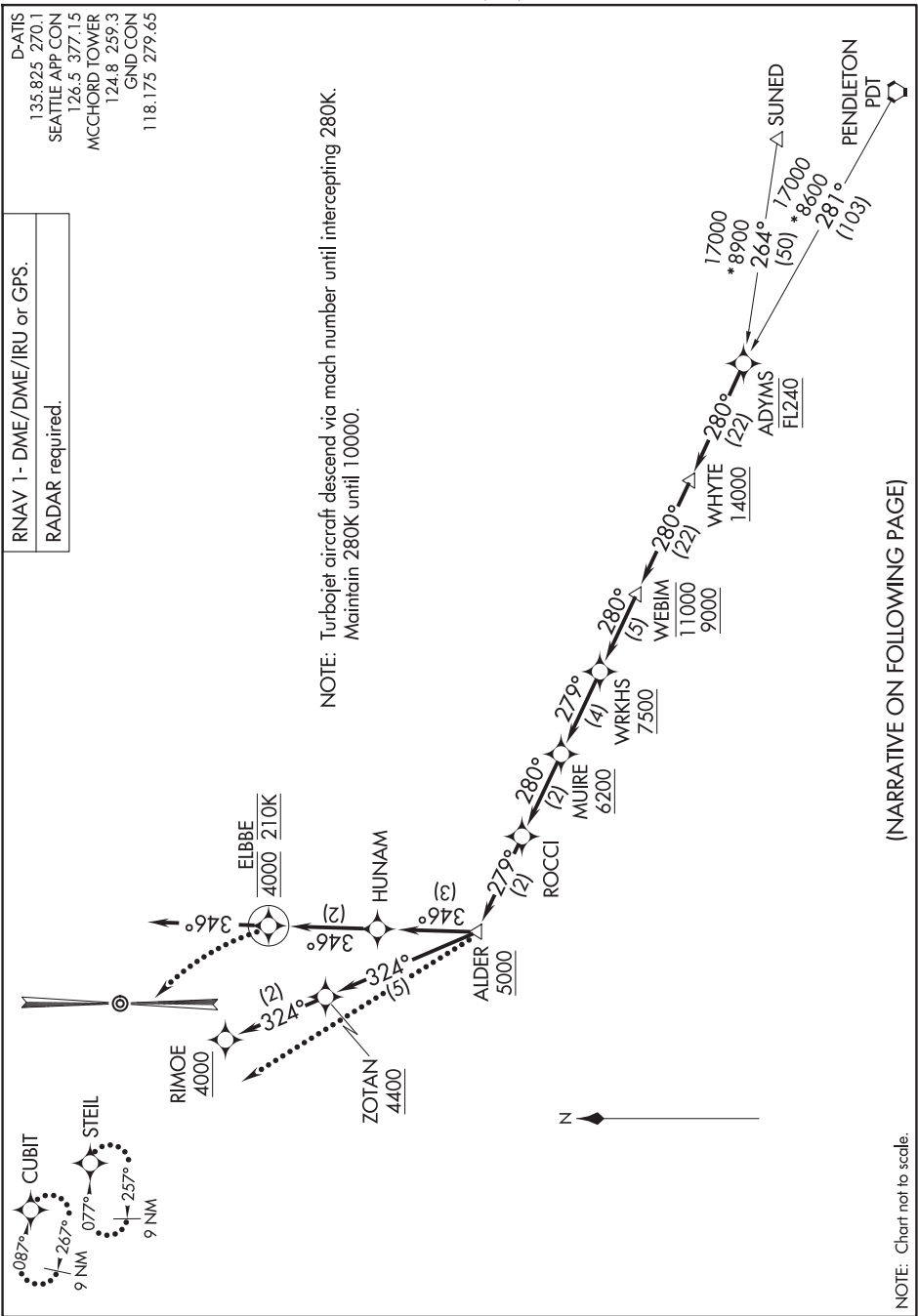
24137

(ADYMS.ADYMS3) 22027

ADYMS THREE ARRIVAL (RNAV)

MCCHORD FLD (JOINT BASE LEWIS-MCCHORD) (KTCM)
AL-414 (FAA) TACOMA, WASHINGTON

NW-1, 07 AUG 2025 to 02 OCT 2025



ADYMS THREE ARRIVAL (RNAV)

(ADYMS.ADYMS3) 27JAN22

TACOMA, WASHINGTON
MCCHORD FLD (JOINT BASE LEWIS-MCCHORD) (KTCM)

NW-1, 07 AUG 2025 to 02 OCT 2025

(ADYMS.ADYMS3) 22027

ADYMS THREE ARRIVAL (RNAV)

MCCHORD FLD (JOINT BASE LEWIS-MCCHORD) (KTCM)
AL-414 (FAA)
TACOMA, WASHINGTON

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.

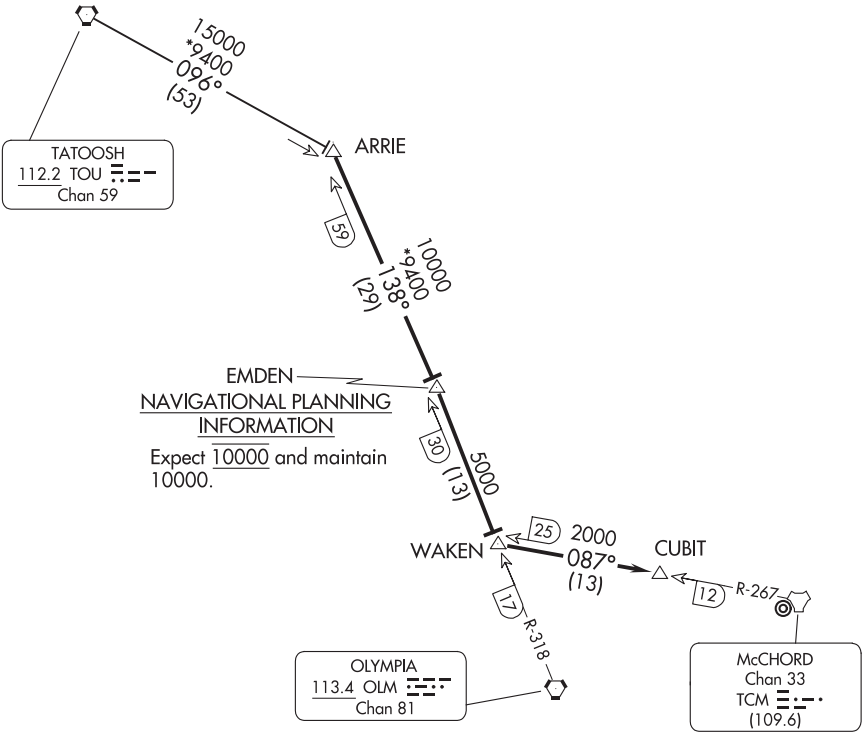
ADYMS THREE ARRIVAL (RNAV)

(ADYMS.ADYMS3) 27JAN22

TACOMA, WASHINGTON
MCCHORD FLD (JOINT BASE LEWIS-MCCHORD) (KTCM)

SEATTLE APP CON
126.5 377.15
D-ATIS
135.825 270.1

DME required.
RADAR required.



NOTE: DOD use only.

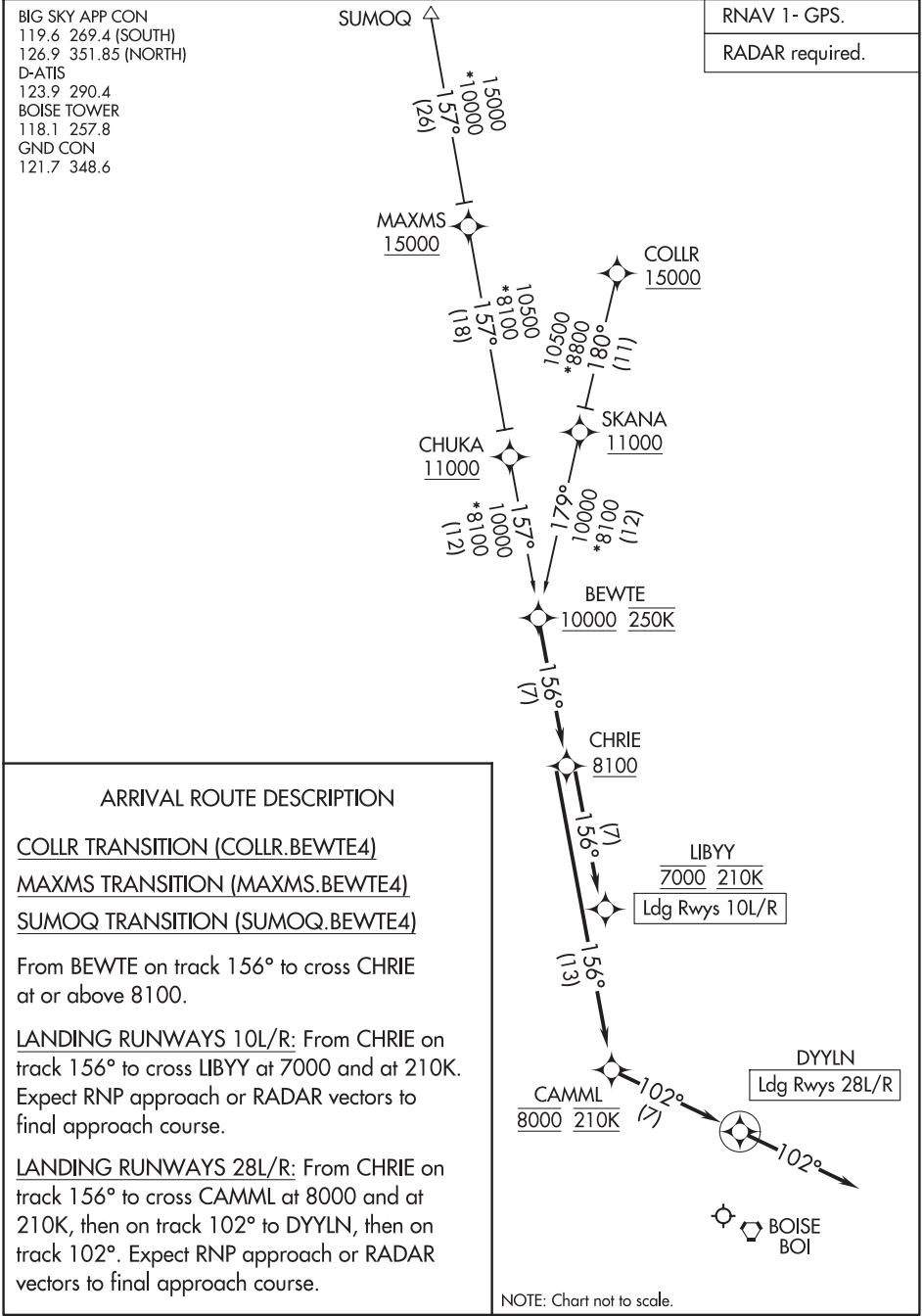
NOTE: Chart not to scale.

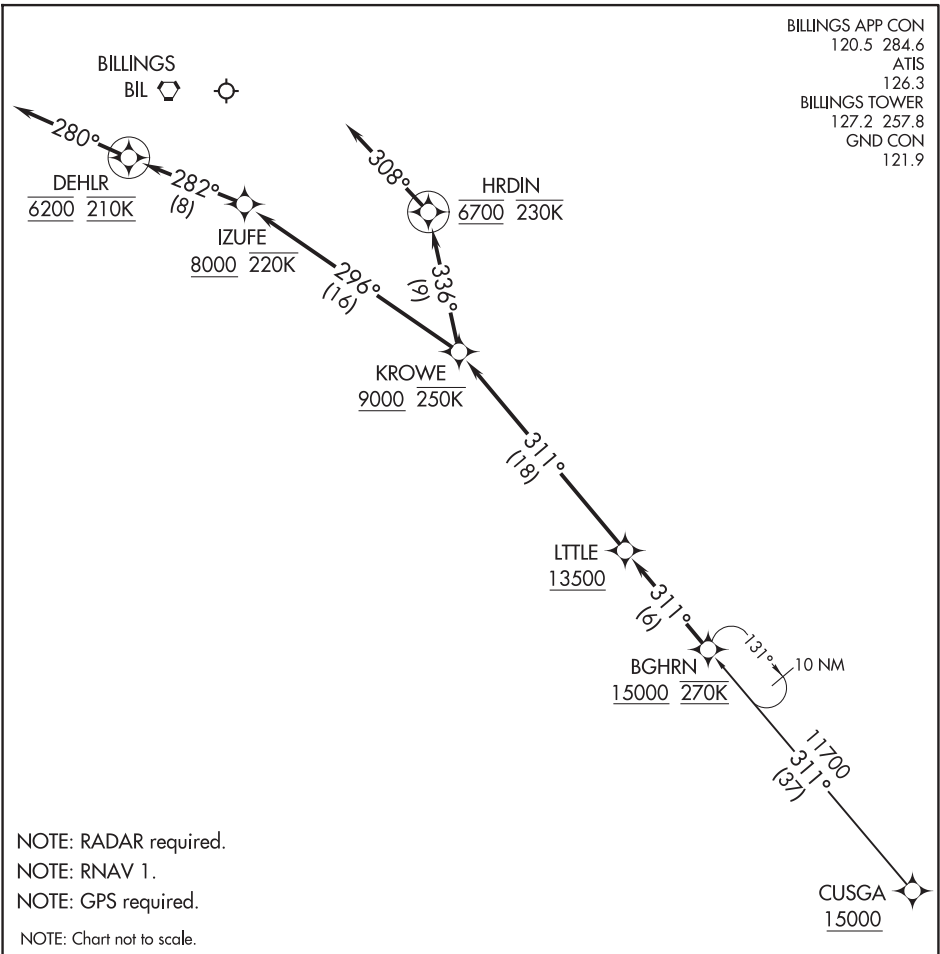
ARRIVAL ROUTE DESCRIPTION

TATOOSH TRANSITION (TOU.ARRIE9): From over TOU VORTAC on TOU R-096 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

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.

(BGMAN.BGMAN1) 24193

BGMAN ONE ARRIVAL (RNAV)

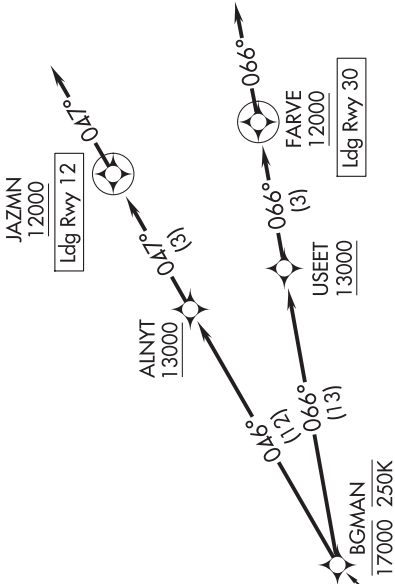
AL-59 (FAA)

BOZEMAN YELLOWSTONE INTL (BZN)
BOZEMAN, MONTANA

NW-1, 07 AUG 2025 to 02 OCT 2025

BIG SKY APP CON★
118.975 226.675
SALT LAKE CENTER
118.975 226.675
ATIS
135.425
GND CON
121.8
BOZEMAN TOWER★
118.2

RNAV 1 - GPS.
RADAR required.



NOTE: GPS required.
NOTE: Chart not to scale.

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.

NW-1, 07 AUG 2025 to 02 OCT 2025

BGMAN ONE ARRIVAL (RNAV)
(BGMAN.BGMAN1) 11JUL24

BOZEMAN, MONTANA
BOZEMAN YELLOWSTONE INTL (BZN)

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.

NW-1, 07 AUG 2025 to 02 OCT 2025

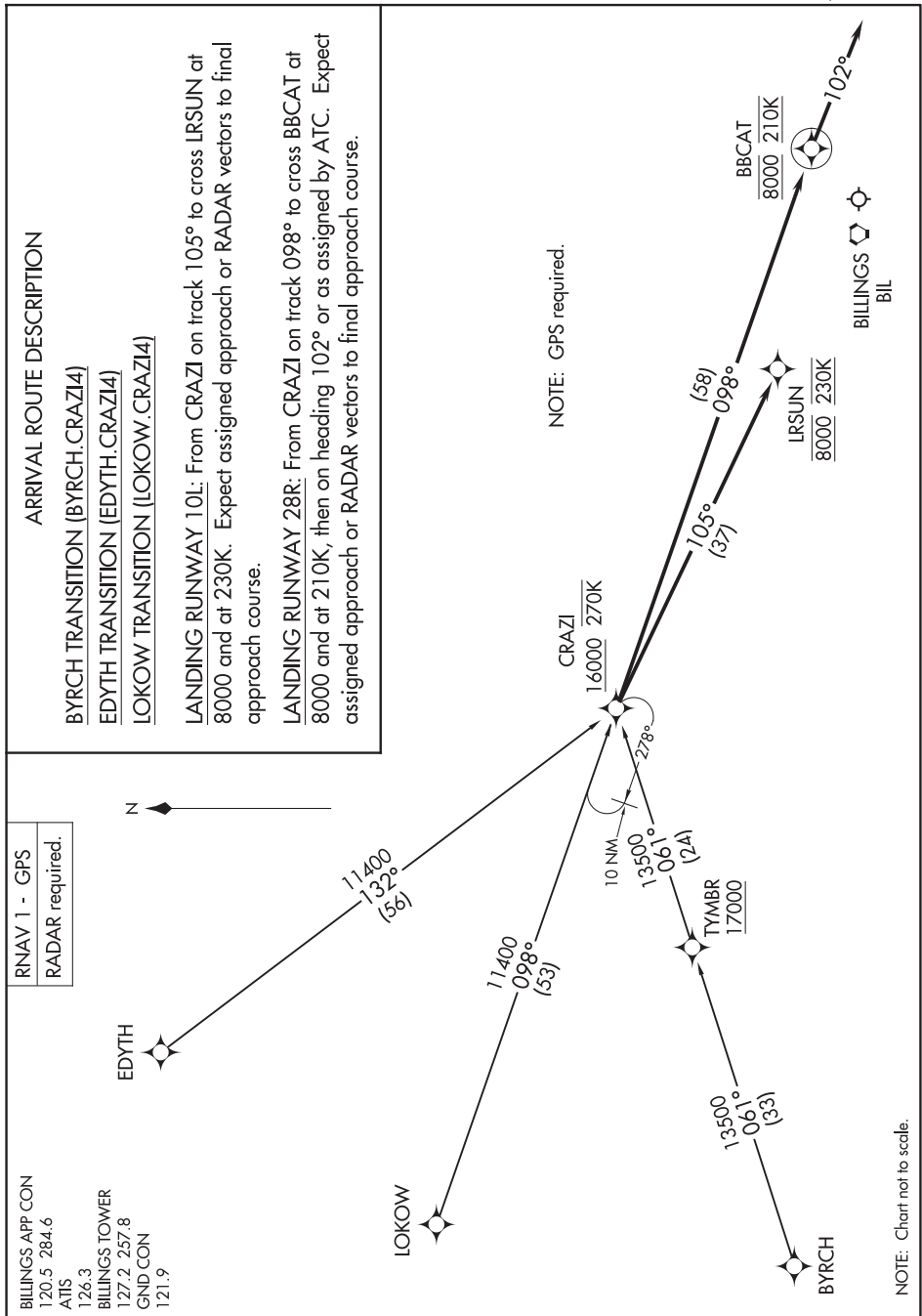
NW-1, 07 AUG 2025 to 02 OCT 2025

(CRAZI.CRAZI4) 23110
CRAZI FOUR ARRIVAL (RNAV)

AL-48 (FAA)

BILLINGS LOGAN INTL (BIL)
BILLINGS, MONTANA

NW-1, 07 AUG 2025 to 02 OCT 2025



CRAZI FOUR ARRIVAL (RNAV)
(CRAZI.CRAZI4) 20APR23

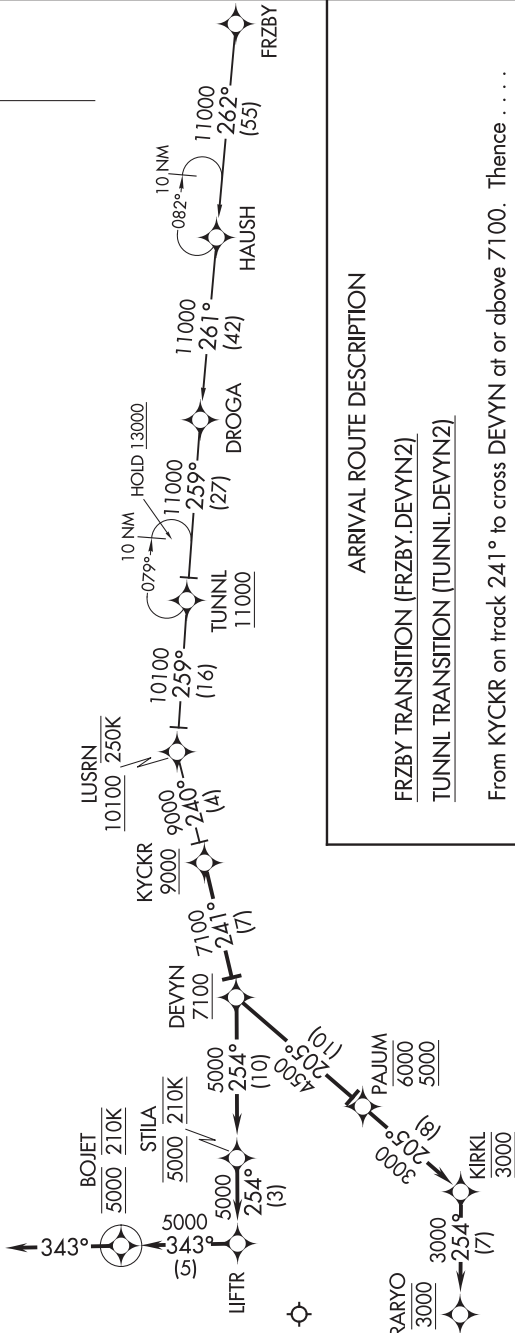
BILLINGS, MONTANA
BILLINGS LOGAN INTL (BIL)

NW-1, 07 AUG 2025 to 02 OCT 2025

SEATTLE APP CON
128.5 306.9
ATIS
128.65

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: FRZBY TRANSITION: For non-GPS equipped aircraft, MWH, GEG and OLM DMEs must be operational.
NOTE: TUNNL TRANSITION ATC assigned only.

DEVYN TWO ARRIVAL (RNAV)
(KYCKR.DEVYN2) 07DEC17



ARRIVAL ROUTE DESCRIPTION

FRZBY TRANSITION (FRZBY.DEVYN2)
TUNNL TRANSITION (TUNNL.DEVYN2)

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.

NOTE: Chart not to scale.

NW-1, 07 AUG 2025 to 02 OCT 2025

(EATZZ.EATZZ1) 24193

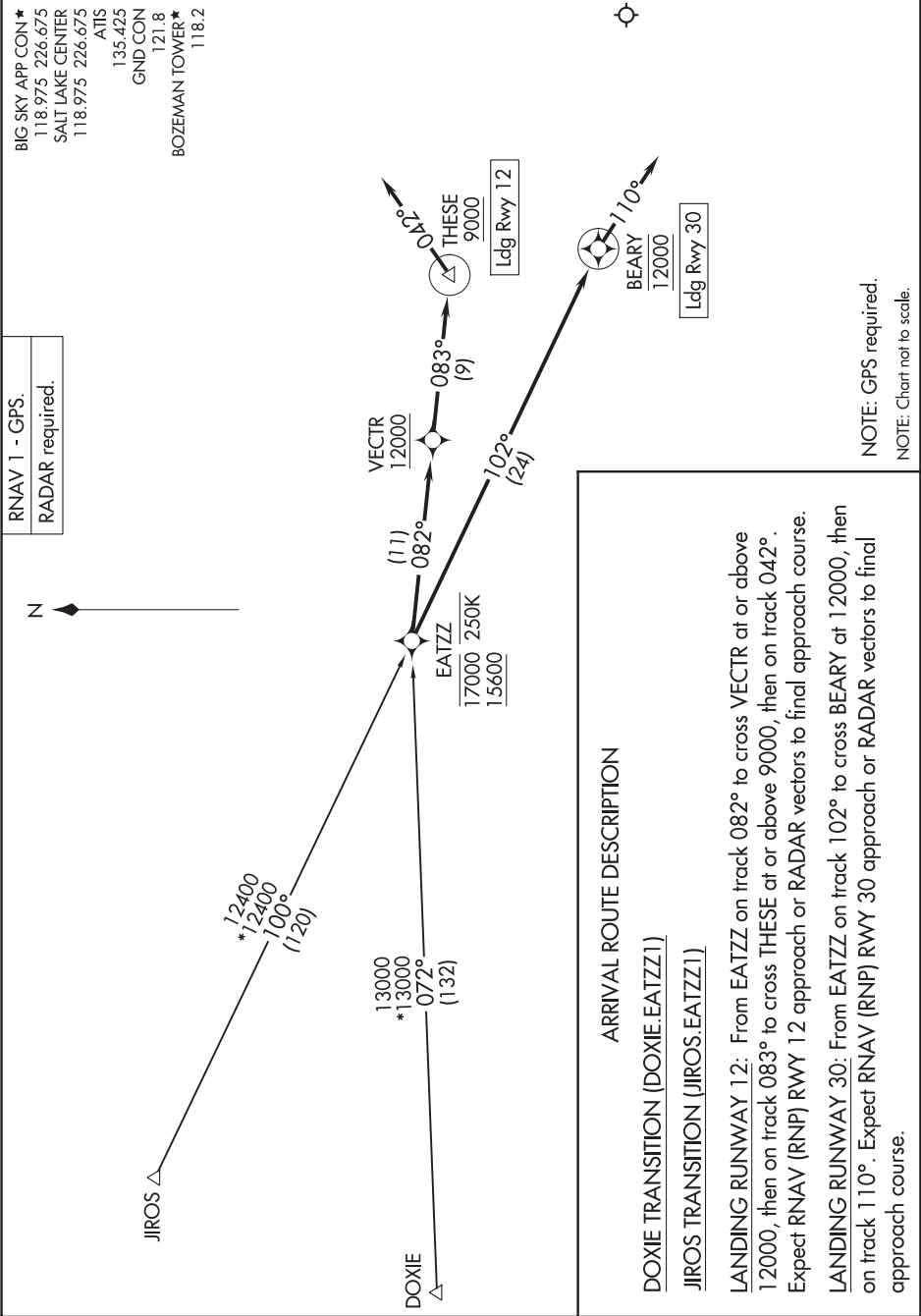
EATZZ ONE ARRIVAL (RNAV)

BOZEMAN YELLOWSTONE INTL (BZN)
BOZEMAN, MONTANA

AL-59 (FAA)

BIG SKY APP CON ★
118.975 226.675
SALT LAKE CENTER
118.975 226.675
AHS
135.425
GND CON
121.8
BOZEMAN TOWER ★
118.2

RNAV 1 - GPS.
RADAR required.



EATZZ ONE ARRIVAL (RNAV)

(EATZZ.EATZZ1) 11JUL24

BOZEMAN, MONTANA
BOZEMAN YELLOWSTONE INTL (BZN)

NW-1, 07 AUG 2025 to 02 OCT 2025

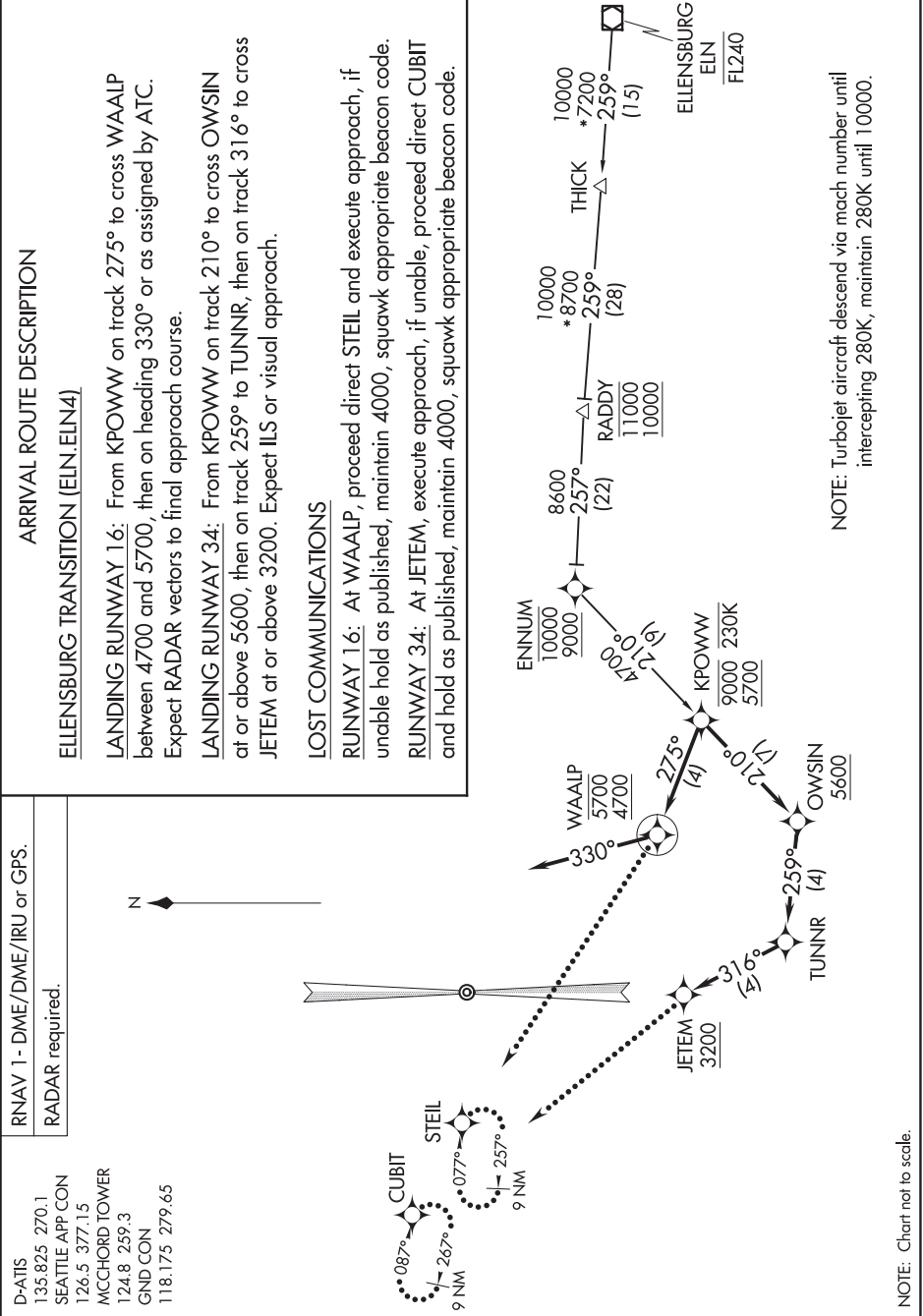
(ELN.ELN4) 22027

MCCHORD FLD (JOINT BASE LEWIS-MCCHORD) (KTCM)

ELLENSBURG FOUR ARRIVAL (RNAV)

AL-414 (FAA)

TACOMA, WASHINGTON



ELLENSBURG FOUR ARRIVAL (RNAV)

(ELN.ELN4) 27JAN22

MCCHORD FLD (JOINT BASE LEWIS-MCCHORD) (KTCM)

TACOMA, WASHINGTON

NW-1, 07 AUG 2025 to 02 OCT 2025

DME and RADAR required.

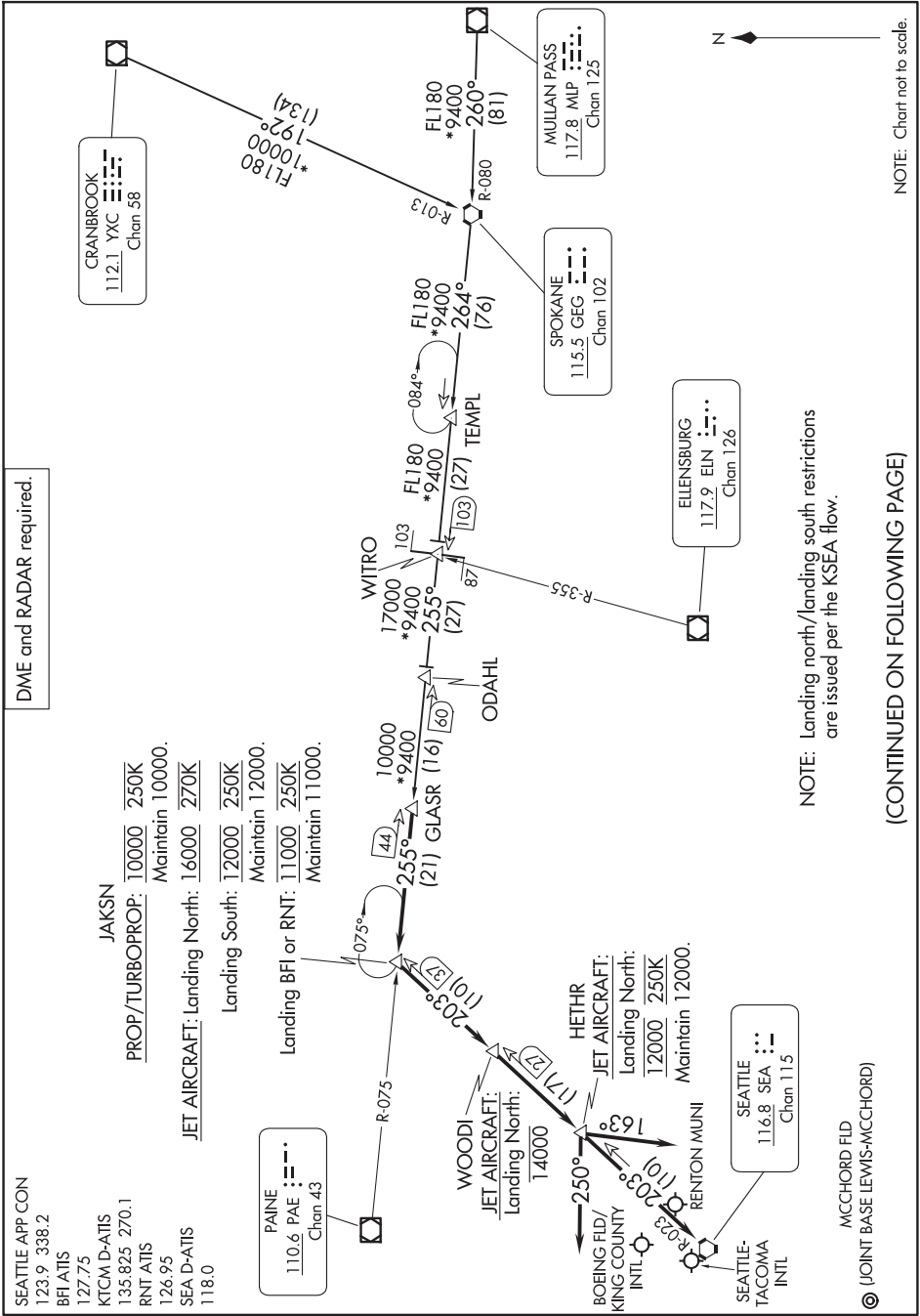
SEATTLE APP CON
123.9 338.2
BFI ATIS
127.75
KTCM D-ATIS
135.825 270.1
RNT ATIS
126.95
SEA D-ATIS
118.0

JAKSN
PROP/TURBOPROP: 10000 250K
Maintain 10000.
JET AIRCRAFT: Landing North: 16000 270K
Landing South: 12000 250K
Maintain 12000.
Landing BFI or RNT: 11000 250K
Maintain 11000.

PAINE
110.6 PAE
Chan 43

GLASR THREE ARRIVAL

(GLASR.GLASR3) 25JAN24



AL-582 (FAA)

SEATTLE, WASHINGTON

NOTE: Landing north/landing south restrictions are issued per the KSEA flow.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NW-1, 07 AUG 2025 to 02 OCT 2025

SEATTLE, WASHINGTON

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.

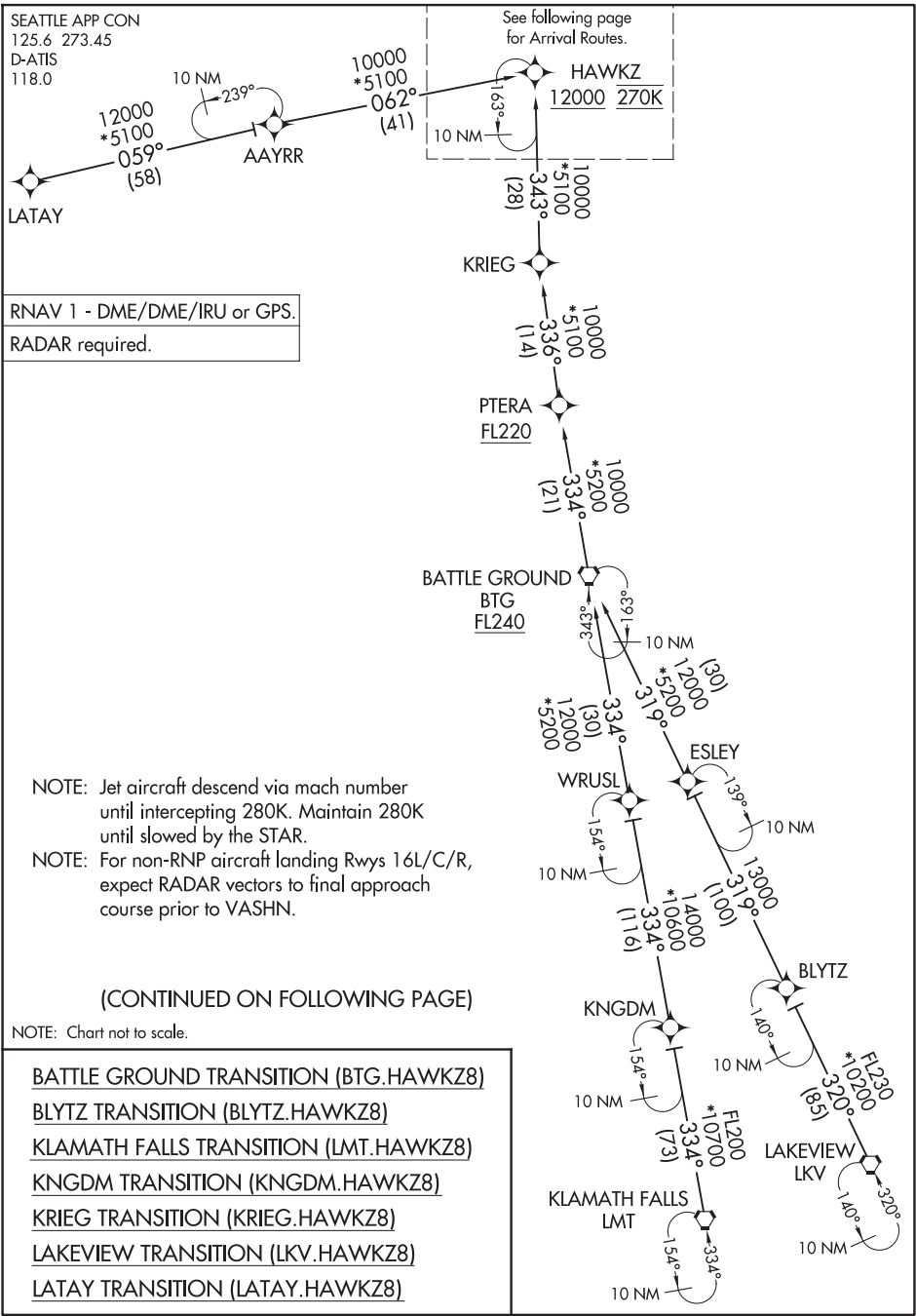
LANDING RENTON MUNI: From over HETHR, proceed direct to SEA VORTAC.

LOST COMMUNICATIONS: From HETHR, proceed direct SEA VORTAC.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

HAWKZ EIGHT ARRIVAL (RNAV) Transition Routes



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

HAWKZ EIGHT ARRIVAL (RNAV) Transition Routes

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 for RNAV or ILS approach.

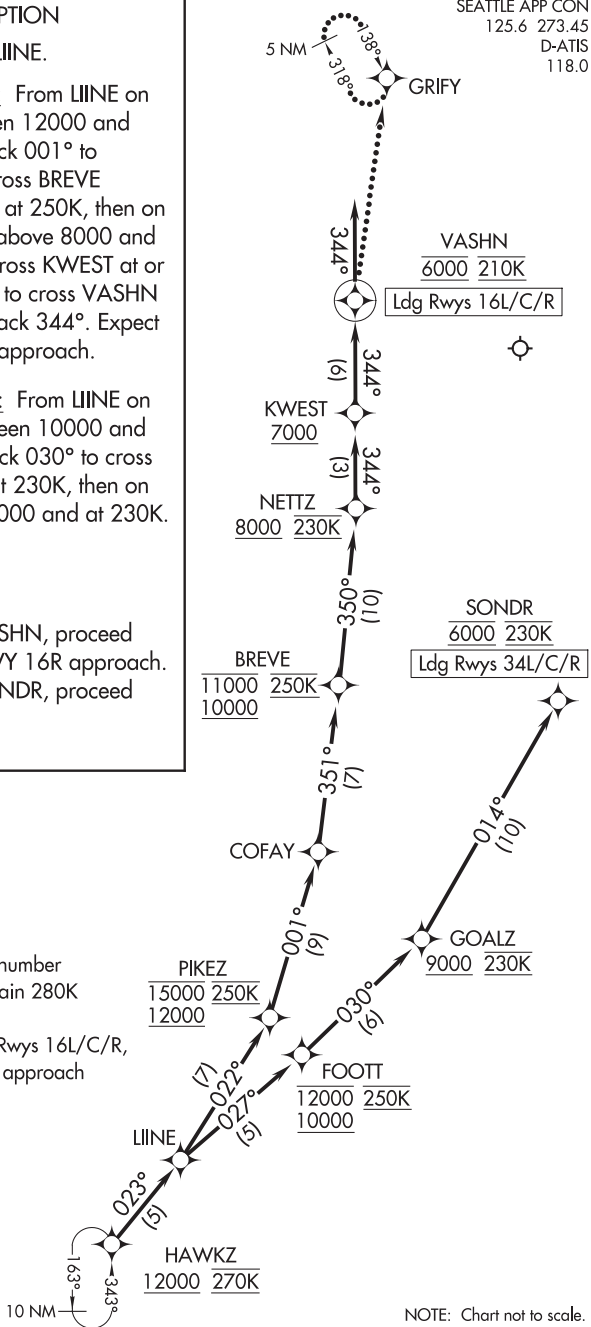
LANDING RUNWAYS 34L/C/R: From LIINE on track 027° to cross FOOTT between 10000 and 12000 and at 250K, then on track 030° to cross GOALZ at or above 9000 and at 230K, then on track 014° to cross SONDR at 6000 and at 230K. Expect RNAV or ILS approach.

LOST COMMUNICATIONS

LANDING RUNWAY 16: At VASHN, proceed to GRIFY and then on the ILS RWY 16R approach.
LANDING RUNWAY 34: At SONDR, proceed on the ILS RWY 34L approach.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Jet aircraft descend via mach number until intercepting 280K. Maintain 280K until slowed by the STAR.
NOTE: For non-RNP aircraft landing Rwy 16L/C/R, expect RADAR vectors to final approach course prior to VASHN.



NW-1, 07 AUG 2025 to 02 OCT 2025

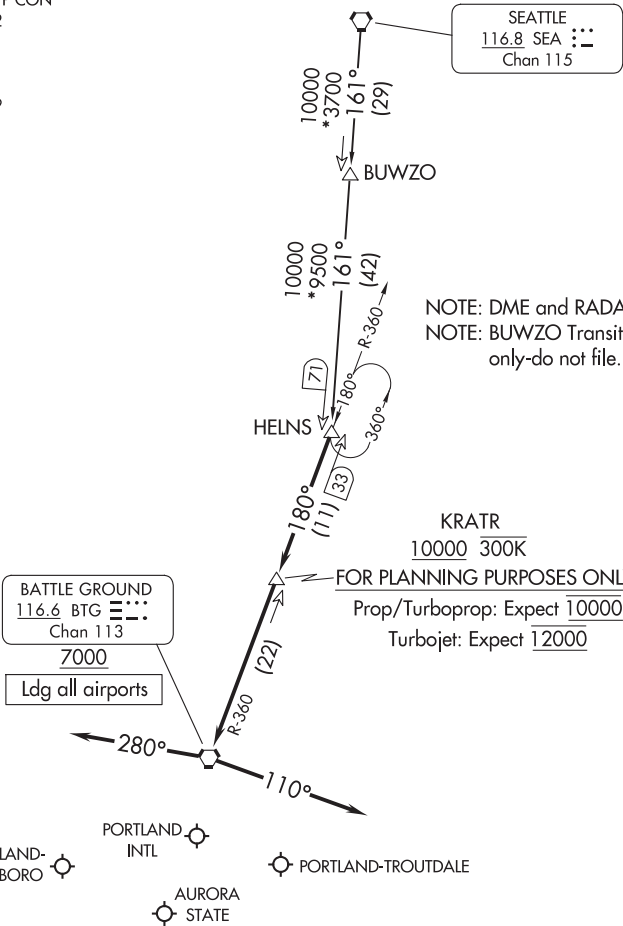
NW-1, 07 AUG 2025 to 02 OCT 2025

(HELNS.HELNS6) 24025
HELNS SIX ARRIVAL

AL-330 (FAA)

PORTLAND, OREGON

PORTLAND APP CON
124.35 299.2
HIO ATIS
127.65
PDX D-ATIS
128.35 269.9



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.

HELNS SIX ARRIVAL
(HELNS.HELNS6) 29MAR18

PORTLAND, OREGON

NW-1, 07 AUG 2025 to 02 OCT 2025

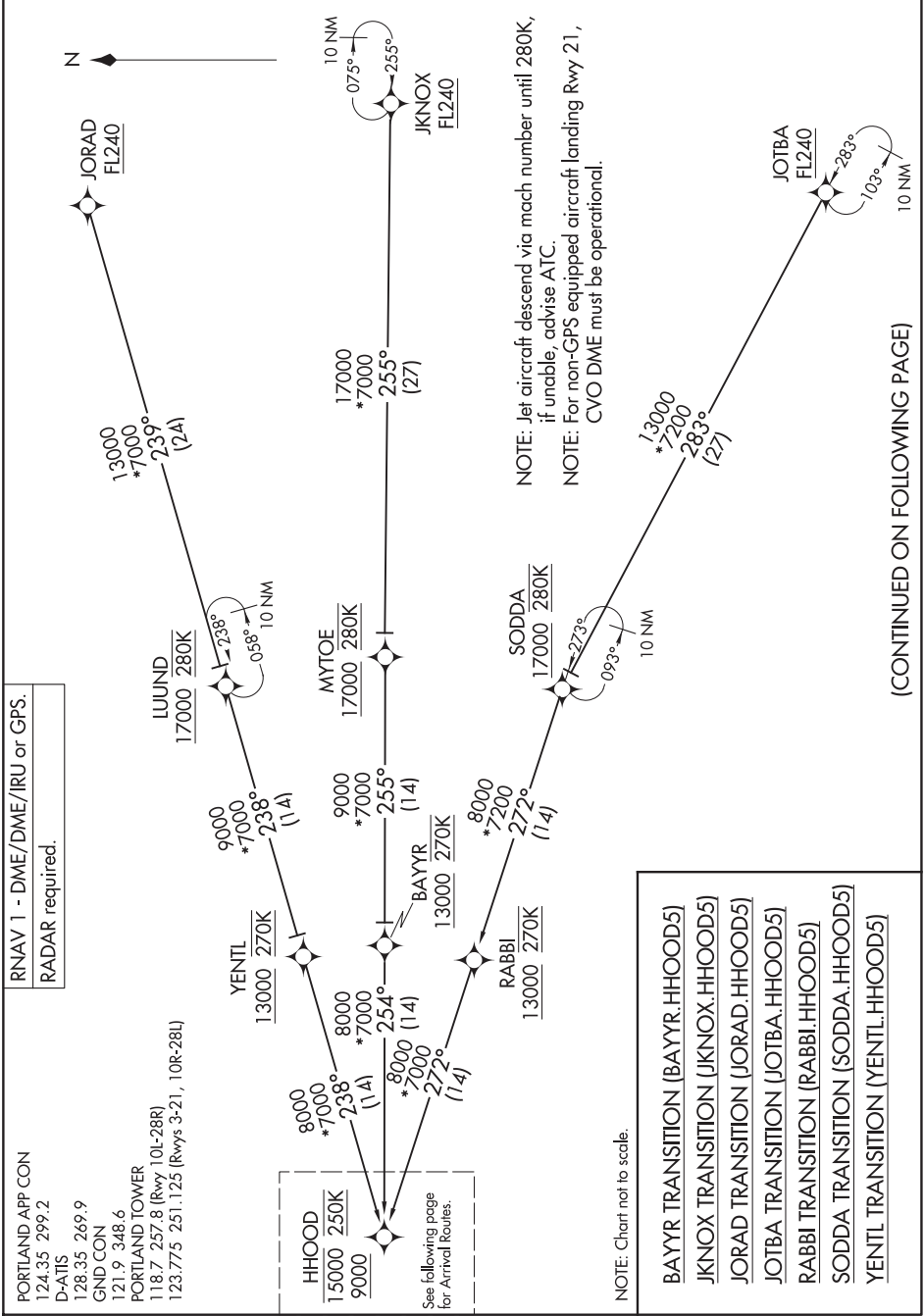
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

(HHOOD.HHOOD5) 24305
HHOOD FIVE ARRIVAL (RNAV) Transition Routes

AL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON

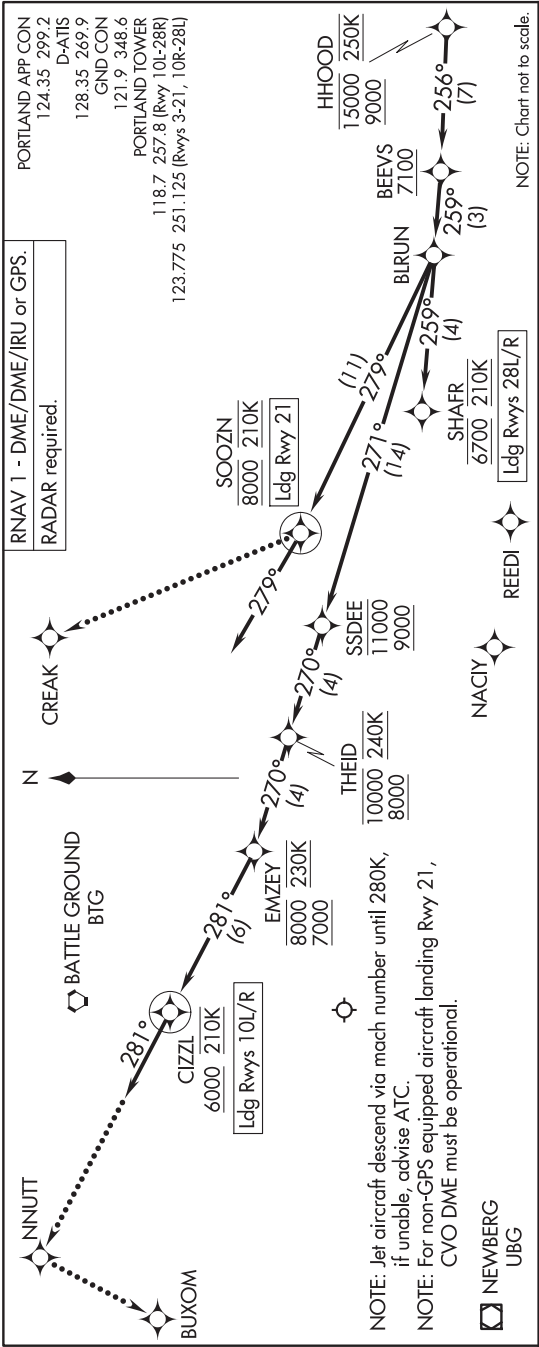


HHOOD FIVE ARRIVAL (RNAV) Transition Routes
(HHOOD.HHOOD5) 31OCT24

PORTLAND, OREGON
PORTLAND INTL (PDX)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



ARRIVAL ROUTE DESCRIPTION

From HHOOD on track 256° to cross BEEVS at or above 7100, then on track 259° to BURUN.

LANDING RUNWAYS 10L/R: From BURUN on track 271° to cross SSDEE between 9000 and 11000, then on track 270° to cross THEID between 8000 and 10000 and at 240K, then on track 270° to cross EMZEY between 7000 and 8000 and at 230K, then on track 281° to cross CIZZL at or above 6000 and at 210K, then on track 281°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 21: From BURUN 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 BURUN on track 259° to cross SHAFR at 6700 and at 210K. Expect RNAV or ILS RWY 28L/R approach.

LOST COMMUNICATIONS

Maintain Rwy transition terminus altitude until established on approach procedure.

RUNWAYS 10L/R: After CIZZL, proceed to NNUTT, then left turn to BUXOM, conduct the ILS or LOC RWY 10L approach.

RUNWAY 21: After SOOZN turn right to CREAK and proceed on the LOC/DME RWY 21 approach.

RUNWAYS 28L/R: After SHAFR proceed on the ILS or LOC RWY 28R approach.

NW-1, 07 AUG 2025 to 02 OCT 2025

(HILIE.HILIE3) 23334

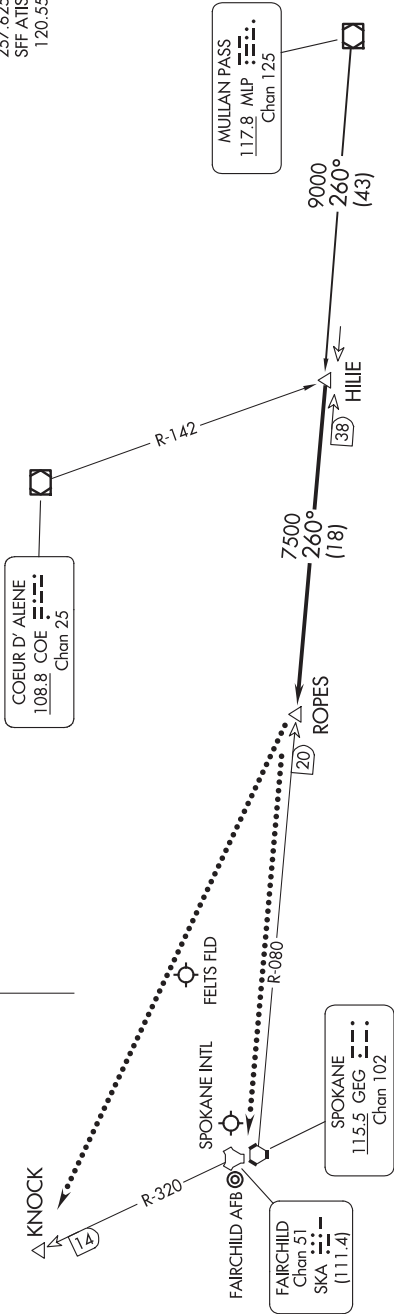
HILIE THREE ARRIVAL

Z20

AL-403 (FAA)

SPOKANE, WASHINGTON

SPOKANE APP CON
133.35 263.0
GEG ATIS
124.325 254.375
KSKA ATIS
257.625
SFF ATIS
120.55



NOTE: DME and RADAR required.
NOTE: Chart not to scale.

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:

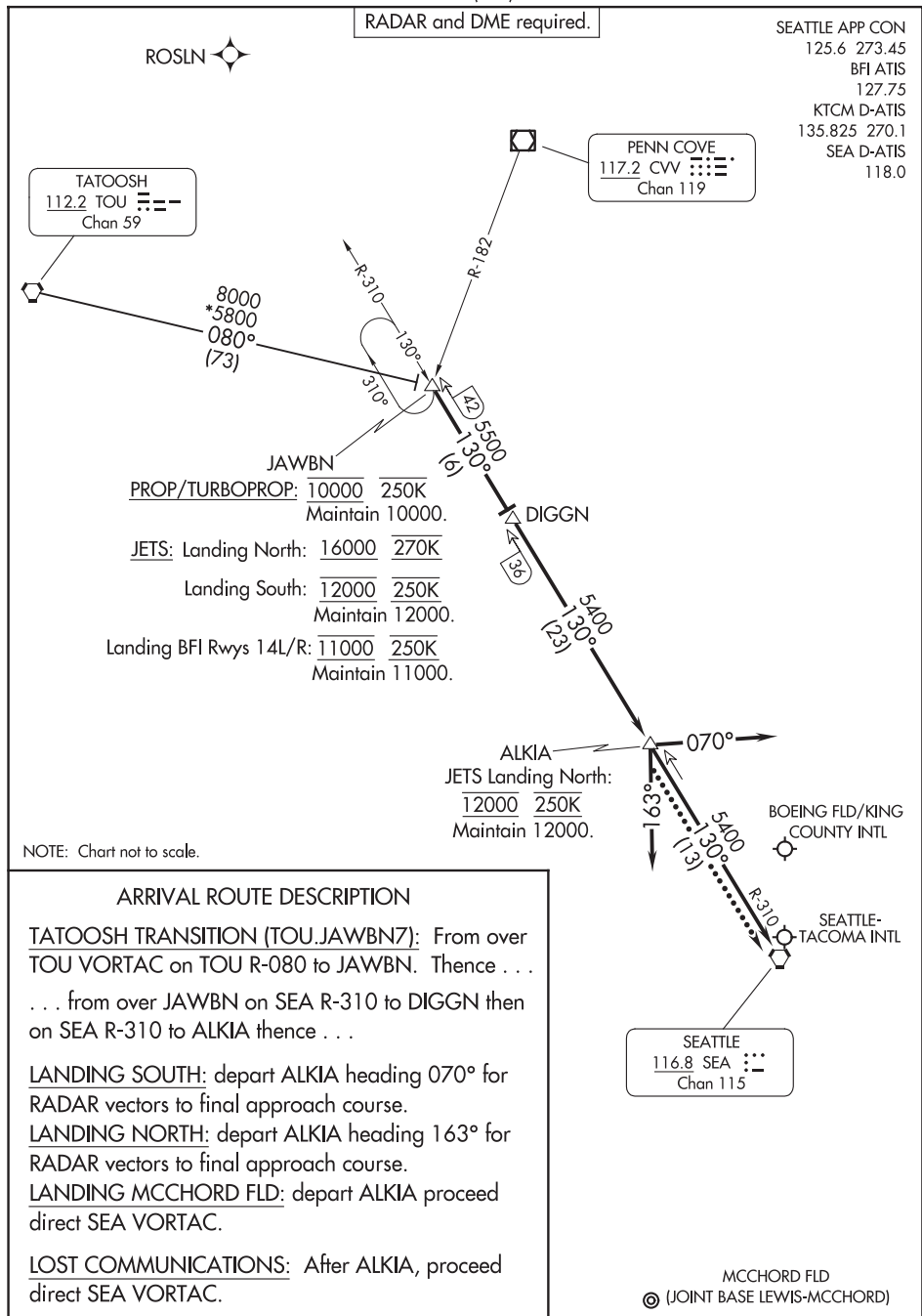
LANDING SPOKANE INTL or FELTS FLD: Proceed to GEG VORTAC on GEG R-080, maintain last assigned altitude to GEG.
LANDING FAIRCHILD AFB: Proceed to KNOCK direct, maintain last assigned altitude to KNOCK.

HILIE THREE ARRIVAL

(HILIE.HILIE3) 15JUN23

SPOKANE, WASHINGTON

NW-1, 07 AUG 2025 to 02 OCT 2025



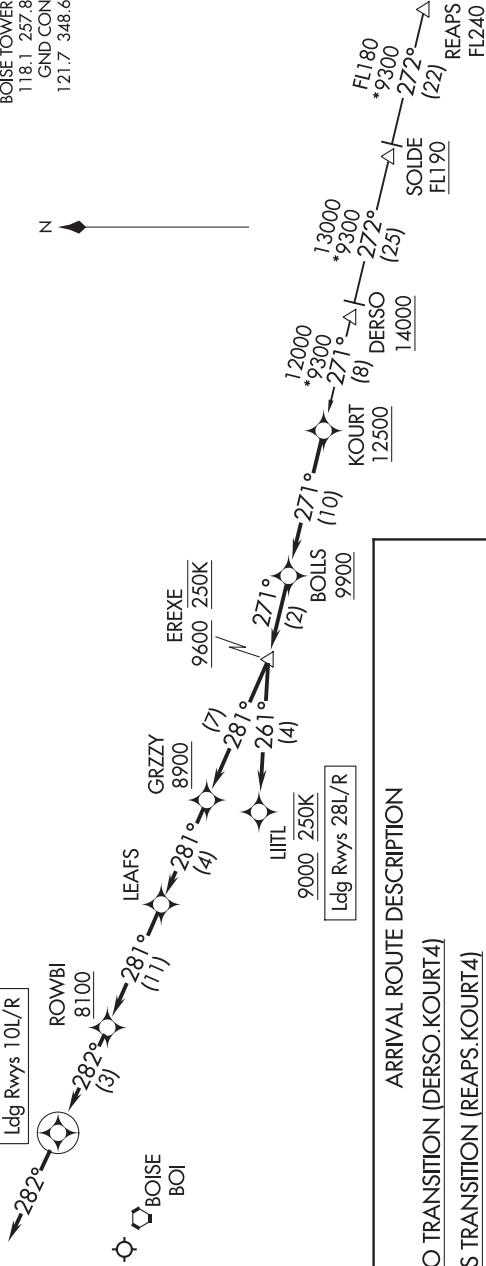
(KOURT.KOURT4) 22195
KOURT FOUR ARRIVAL (RNAV)

AL-57 (FAA)

BOISE AIR TRML/GOWEN FLD (BOI)
BOISE, IDAHO

BIG SKY APP CON
119.6 289.4 (SOUTH)
126.9 351.85 (NORTH)
D-ATIS
123.9 290.4
BOISE TOWER
118.1 257.8
GND CON
121.7 348.6

RNAV 1 - GPS.
RADAR required.



ARRIVAL ROUTE DESCRIPTION

DERSO TRANSITION (DERSO.KOURT4)
REAPS TRANSITION (REAPS.KOURT4)

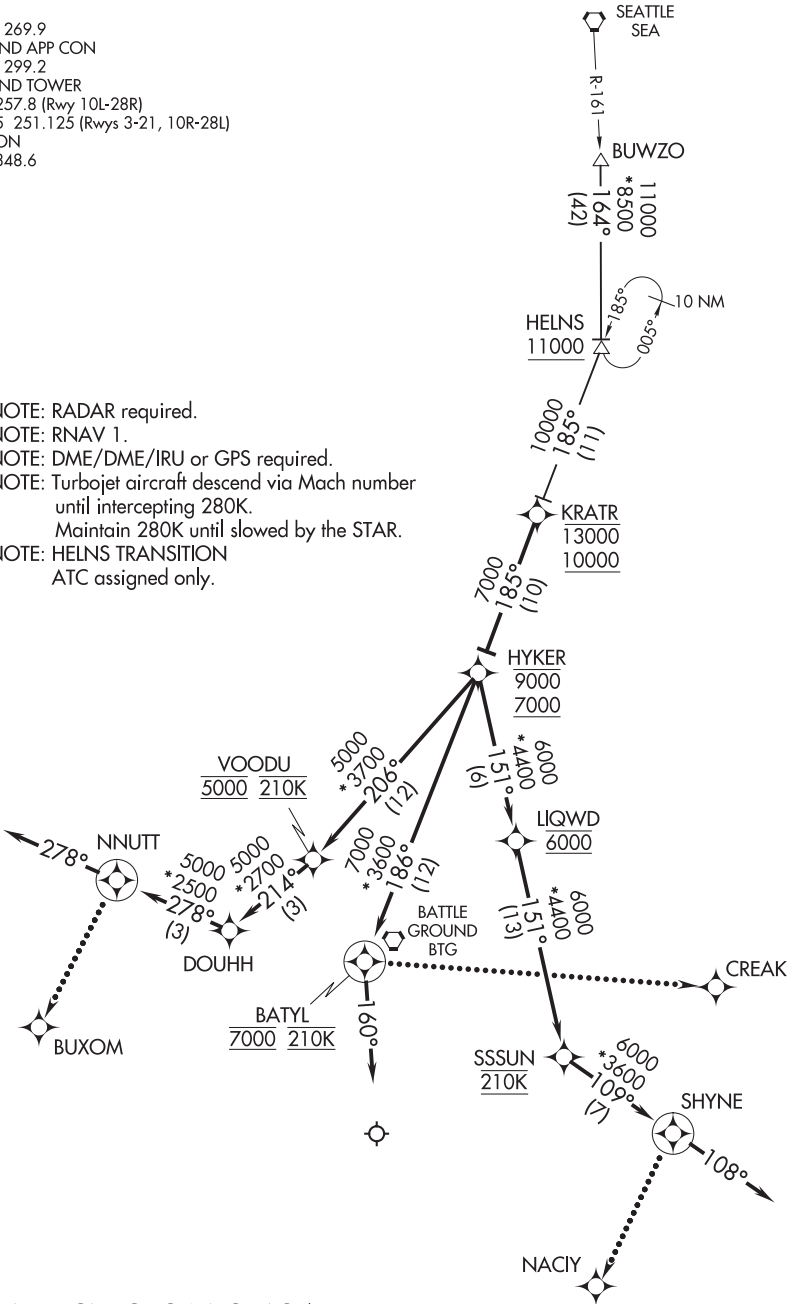
From KOURT on track 271° to cross BOLLS at or above 9900, then on track 271° to cross EREXE at or above 9600 and at 250K.

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.

D-ATIS
128.35 269.9
PORTLAND APP CON
124.35 299.2
PORTLAND TOWER
118.7 257.8 (Rwy 10L-28R)
123.775 251.125 (Rwys 3-21, 10R-28L)
GND CON
121.9 348.6

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft descend via Mach number until intercepting 280K.
- NOTE: HELNS TRANSITION
ATC assigned only.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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.

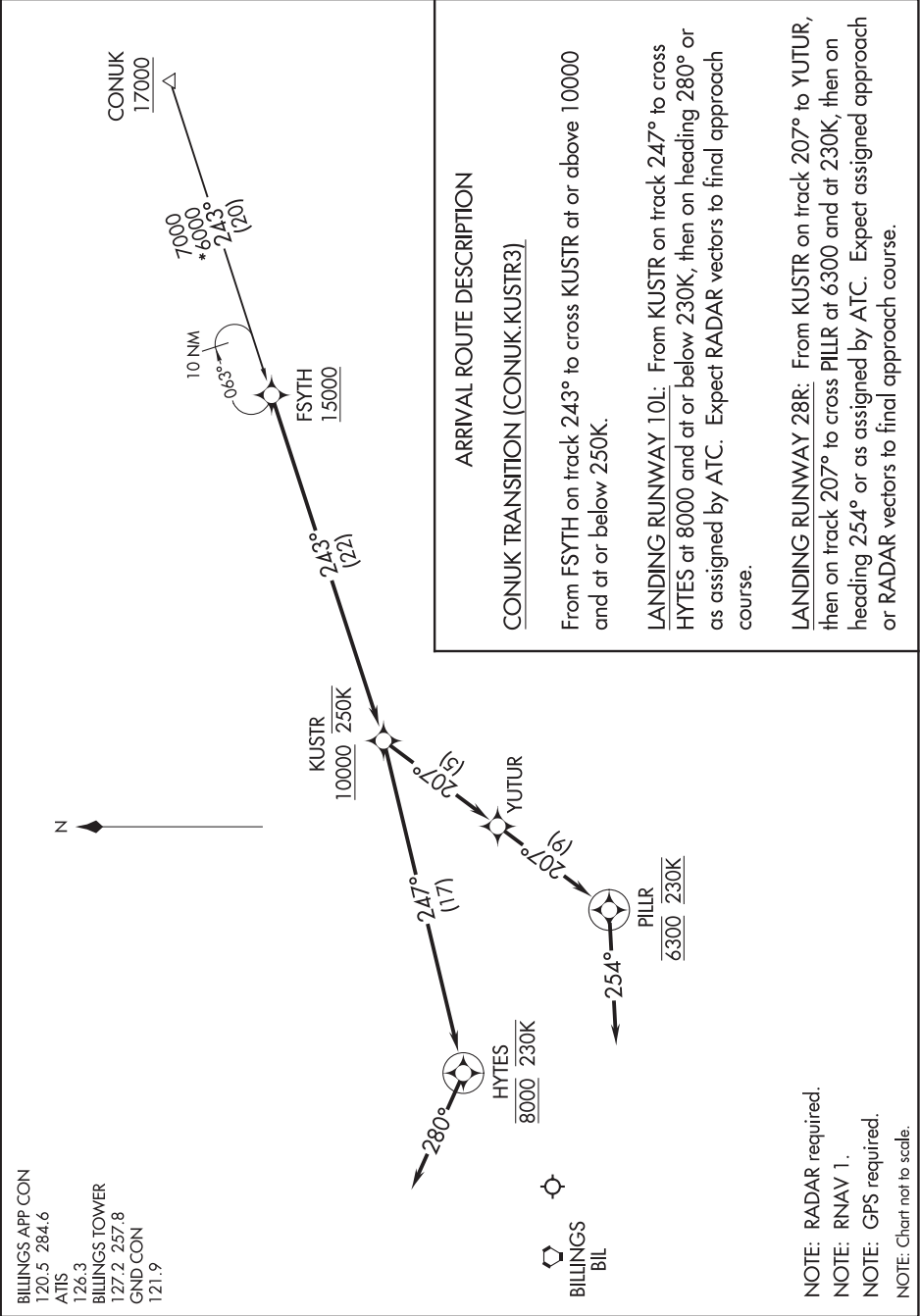
LOST COMMUNICATIONS:

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.

NW-1, 07 AUG 2025 to 02 OCT 2025



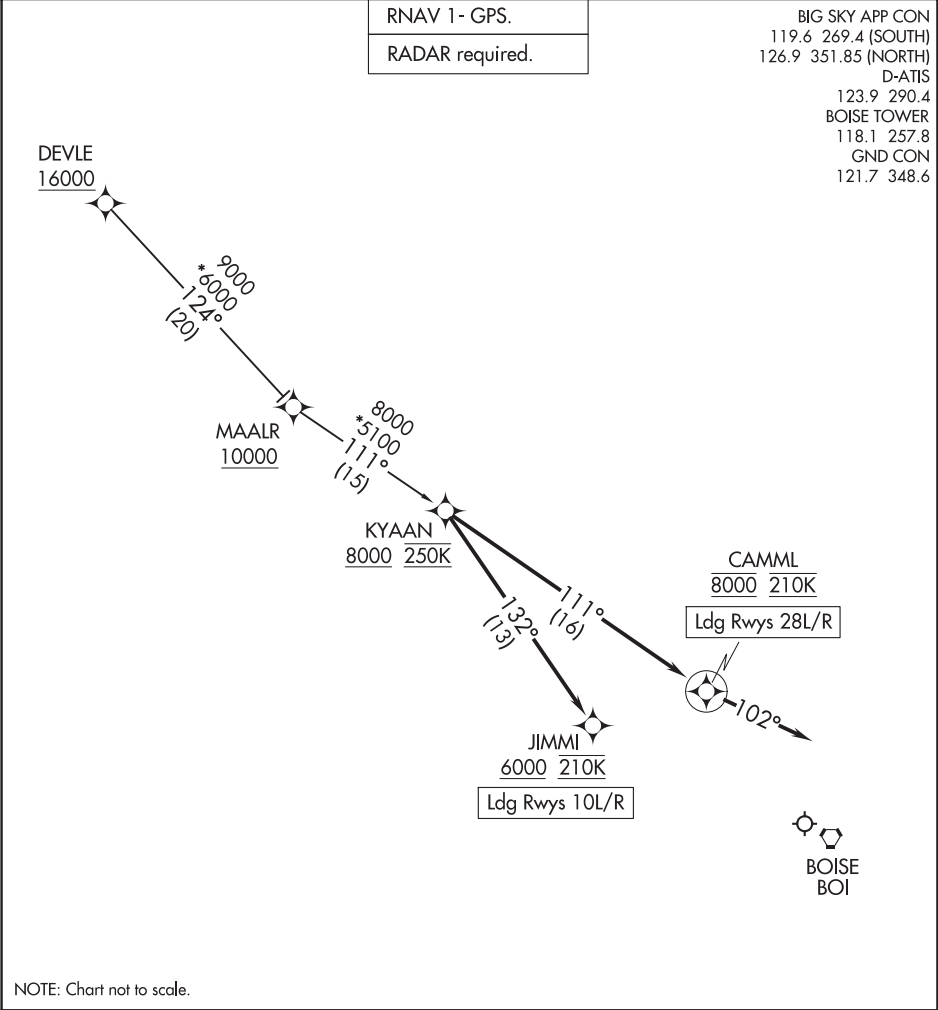
NW-1, 07 AUG 2025 to 02 OCT 2025

(KYAAN.KYAAN4) 22195

KYAAN FOUR ARRIVAL (RNAV)

AL-57 (FAA)

BOISE AIR TRML/GOWEN FLD (BOI)
BOISE, IDAHO



ARRIVAL ROUTE DESCRIPTION

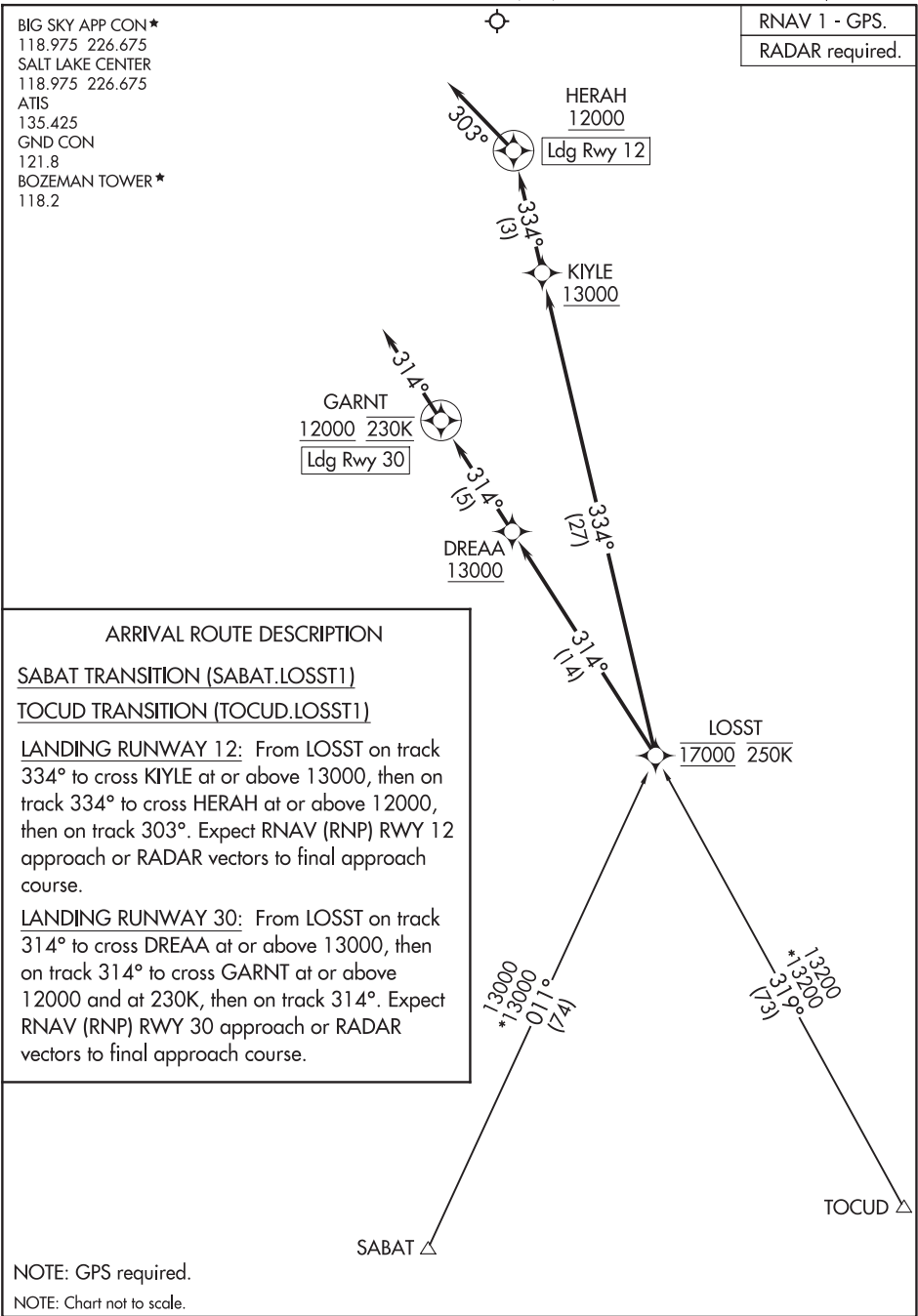
DEVLE TRANSITION (DEVLE.KYAAN4)

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.

(LOSST.LOSST1) 24193
LOSST ONE ARRIVAL (RNAV)

BOZEMAN YELLOWSTONE INTL (BZN)
BOZEMAN, MONTANA



LOSST ONE ARRIVAL (RNAV)
(LOSST.LOSST1) 11JUL24

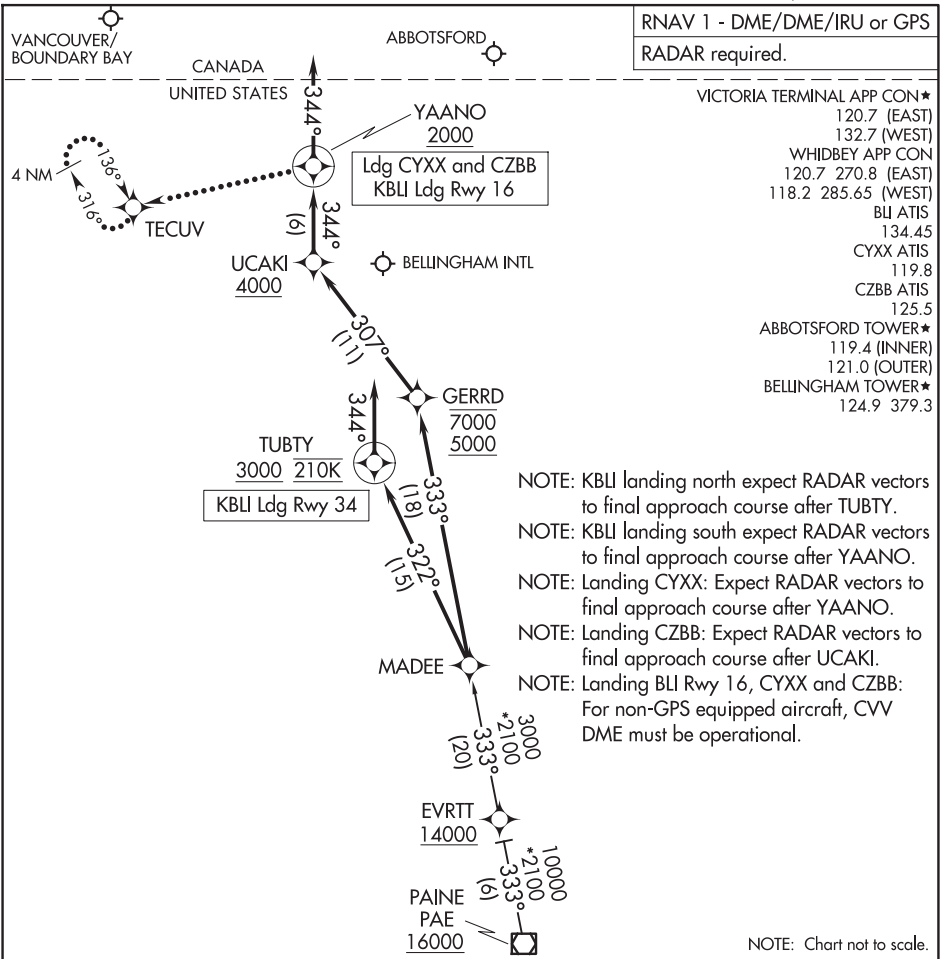
BOZEMAN, MONTANA
BOZEMAN YELLOWSTONE INTL (BZN)

(MADEE.MADEE5) 25107

MADEE FIVE ARRIVAL (RNAV)

AL-45 (FAA)

BELLINGHAM, WASHINGTON



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.

MADEE FIVE ARRIVAL (RNAV)

BELLINGHAM, WASHINGTON

(MADEE.MADEE5) 05OCT23

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

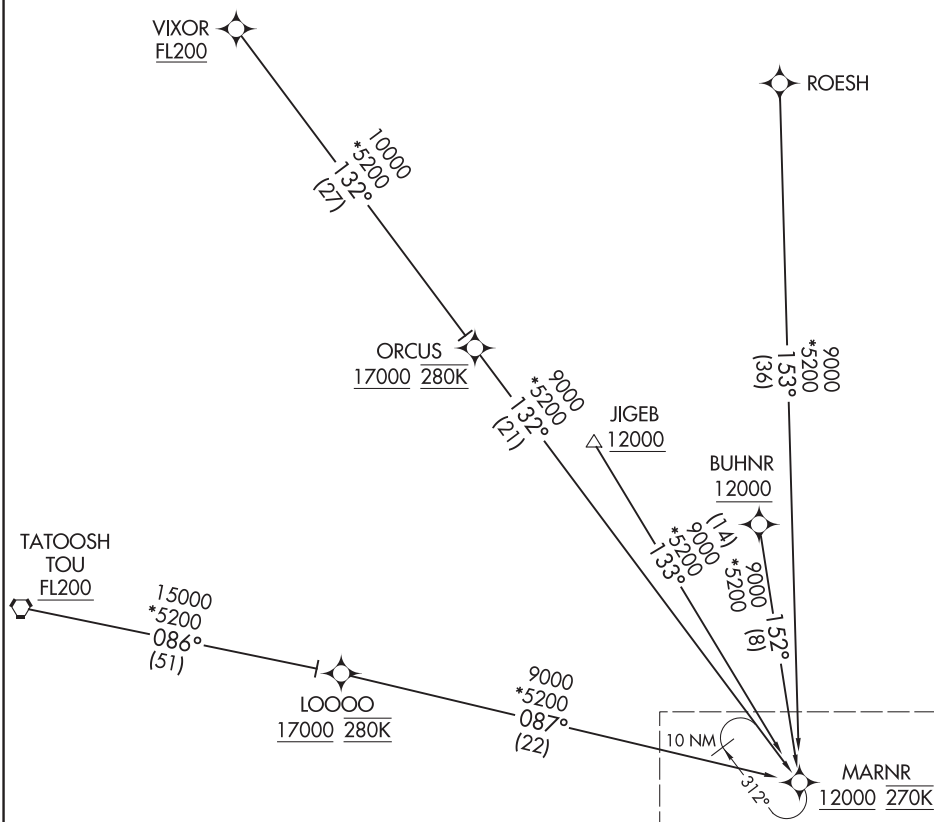
MARNR EIGHT ARRIVAL (RNAV) Transition Routes

VIXOR TRANSITION (VIXOR.MARNR8)

SEATTLE APP CON
125.6 273.45
D-ATIS
118.0

RADAR required.

NOTE: Expect assigned instrument approach prior to GRIFY.



(CONTINUED ON FOLLOWING PAGE)

See following page for Arrival Routes.

MARNR EIGHT ARRIVAL (RNAV) Transition Routes

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

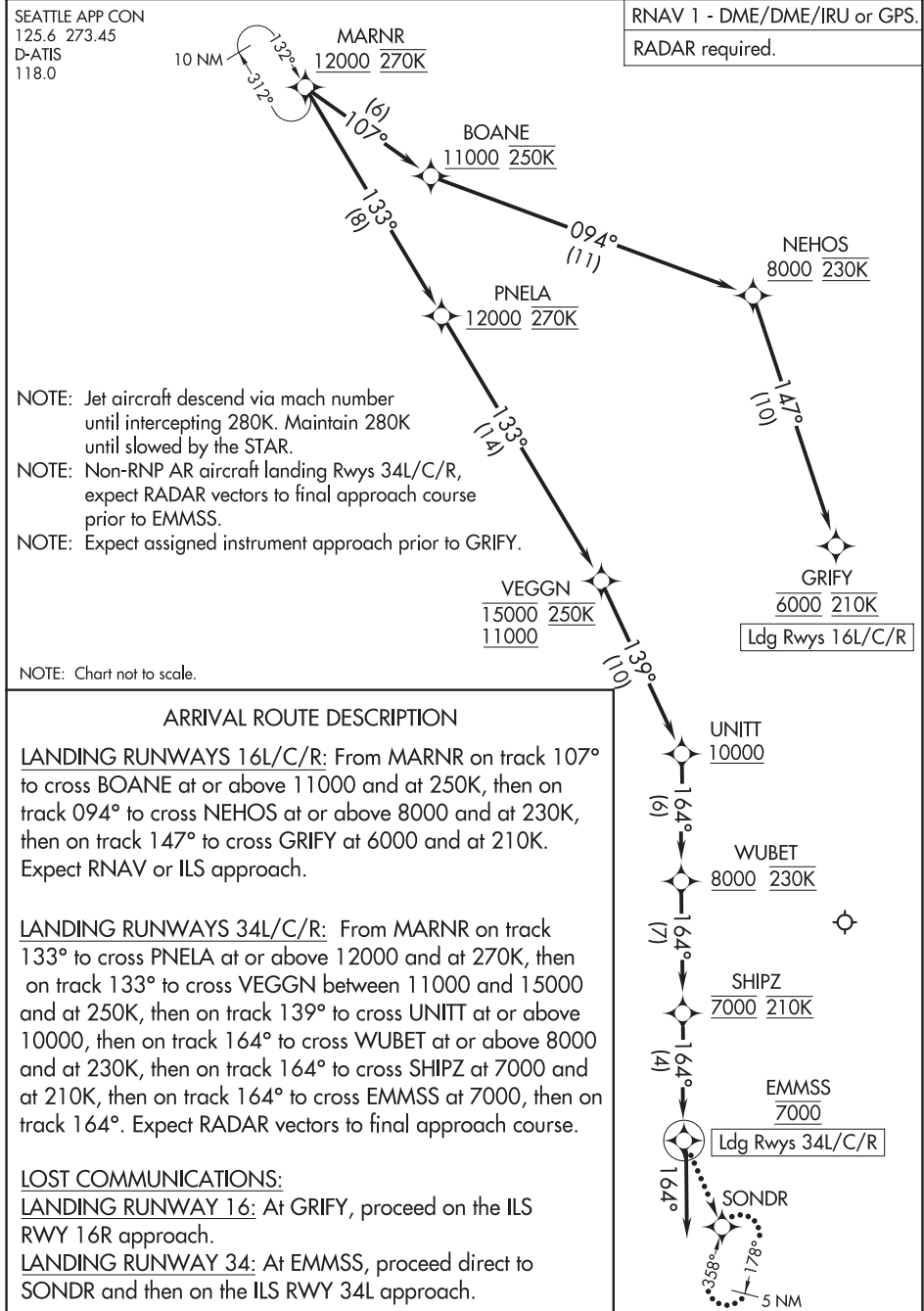
NW-1, 07 AUG 2025 to 02 OCT 2025

(MARNR.MARNR8) 24361

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

MARNR EIGHT ARRIVAL (RNAV) Arrival Routes



MARNR EIGHT ARRIVAL (RNAV) Arrival Routes

(MARNR.MARNR8) 26DEC24

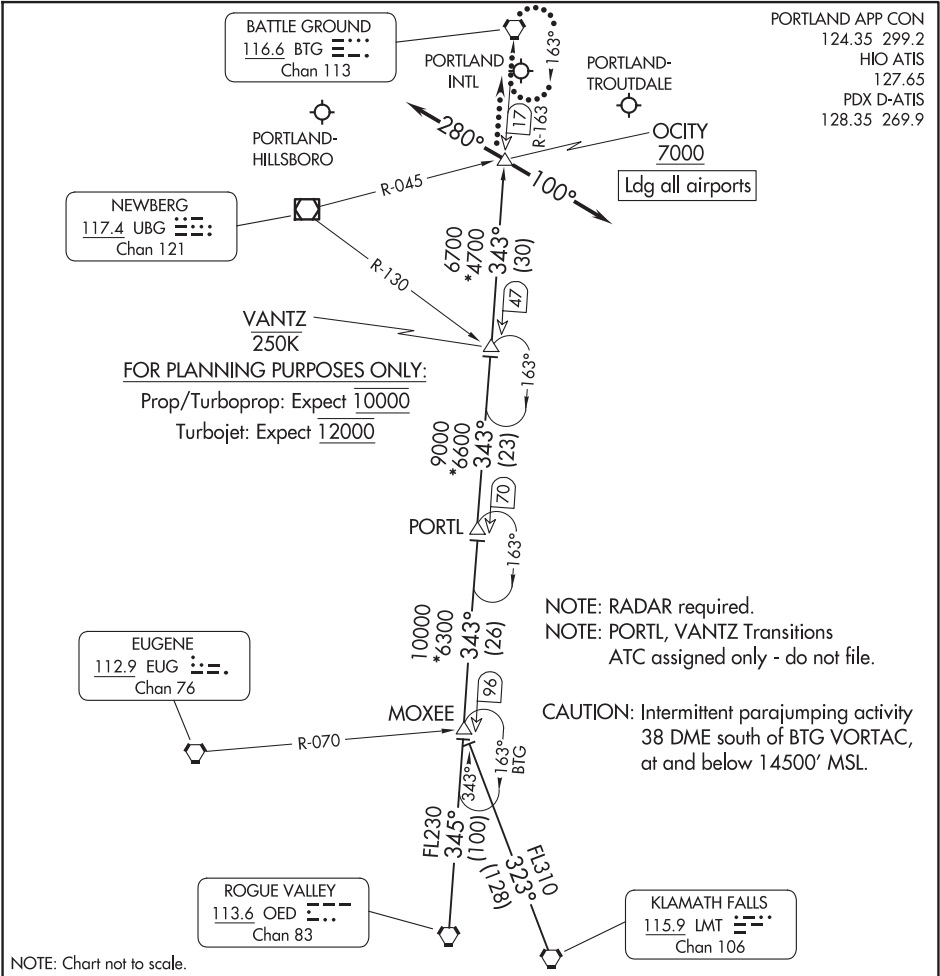
SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

OCITY THREE ARRIVAL

PORTLAND, OREGON



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.

OCITY THREE ARRIVAL

PORTLAND, OREGON

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

OLYMPIA TWO ARRIVAL

AL-582 (FAA)

SEATTLE, WASHINGTON

SEATTLE APP CON
125.6 273.45
BFI ATIS
127.75
PAE ATIS
128.65
RNT ATIS
126.95
SEA D-ATIS
118.0

SEATTLE PAINE FLD INTL

BOEING FLD/
KING COUNTY INTL
RENTON MUNI
SEATTLE-TACOMA INTL

SEATTLE
116.8 SEA
Chan 115

FOURT

ARVAD
TURBOJET Landing South:
13000 250K
Maintain 13000.

LACEE

OLYMPIA
113.4 OLM
Chan 81

PROP/TURBOPROP: 12000 250K
Maintain 12000.

TURBOJET: Landing North: 13000 250K
Maintain 13000.

Landing South: 17000 270K

COUGA

BATTLE GROUND
116.6 BTG
Chan 113

NOTE: Landing north/landing south restrictions
are issued per KSEA flow.

NOTE: RADAR and DME required.

NEWBERG
117.4 UBG
Chan 121

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

OLYMPIA TWO ARRIVAL

SEATTLE, WASHINGTON

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.

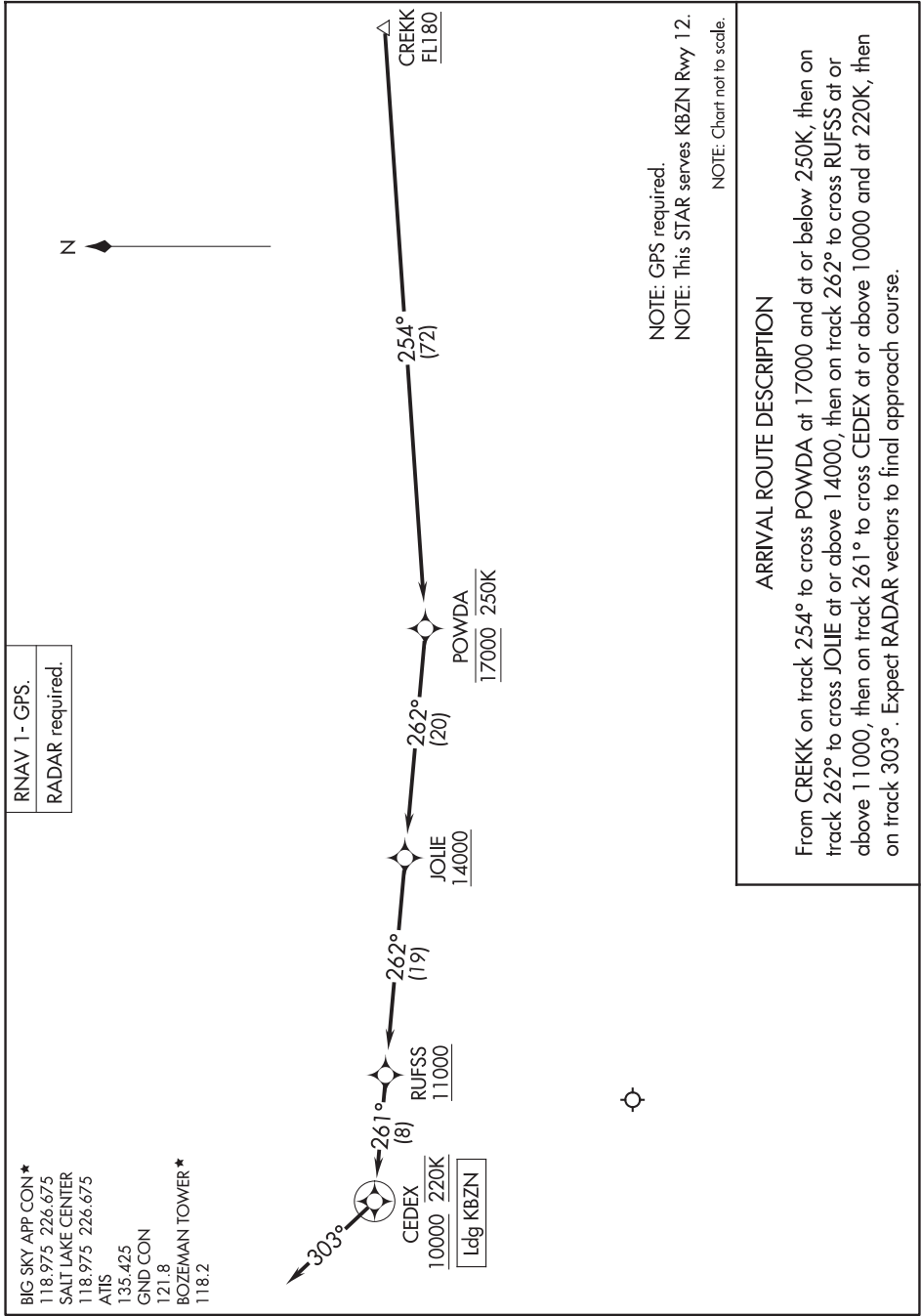
. . . . LANDING SOUTH SEA/BFI: Depart FOURT heading 343° for vectors to final approach course.

. . . . 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.

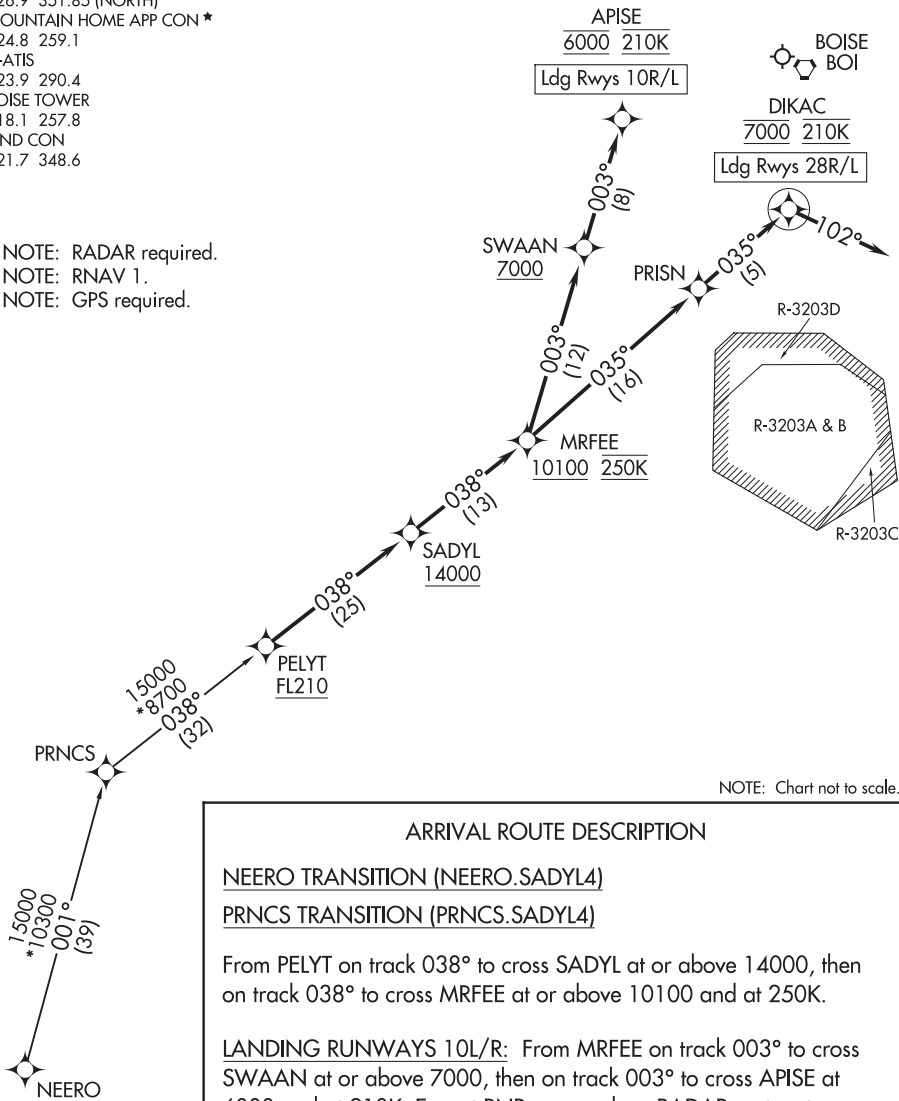
NW-1, 07 AUG 2025 to 02 OCT 2025



NW-1, 07 AUG 2025 to 02 OCT 2025

BIG SKY APP CON
119.6 269.4 (SOUTH)
126.9 351.85 (NORTH)
MOUNTAIN HOME APP CON ★
124.8 259.1
D-ATIS
123.9 290.4
BOISE TOWER
118.1 257.8
GND CON
121.7 348.6

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: GPS required.



ARRIVAL ROUTE DESCRIPTION

NEERO TRANSITION (NEERO.SADYL4)

PRNCS TRANSITION (PRNCS.SADYL4)

From PELYT on track 038° to cross SADYL at or above 14000, then on track 038° to cross MRFREE at or above 10100 and at 250K.

LANDING RUNWAYS 10L/R: From MRFREE on track 003° to cross SWAAN 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 MRFREE 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.

ARRIVAL ROUTE DESCRIPTION

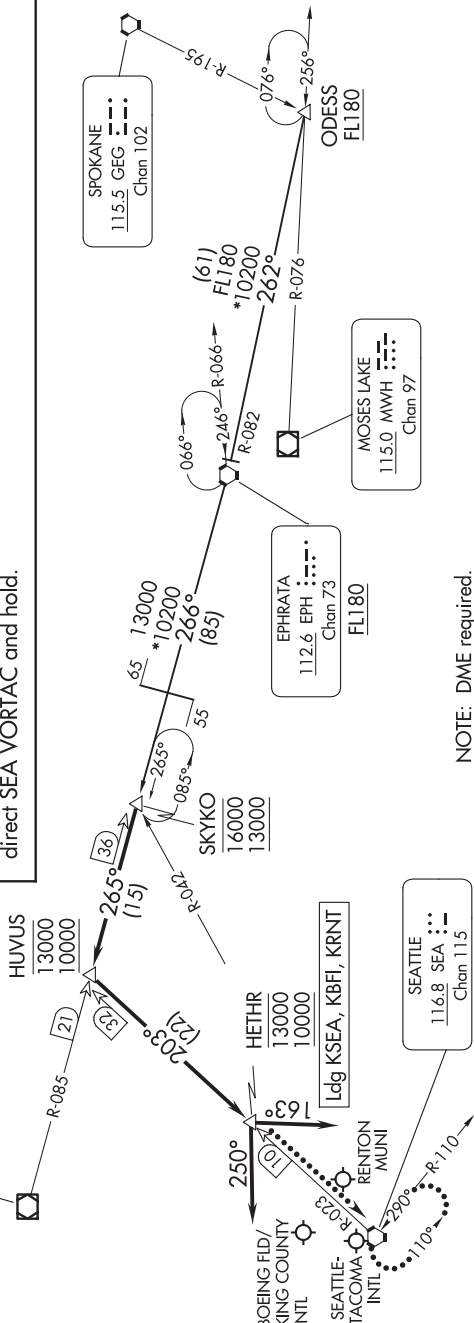
EPH R-266 and EPH VORTAC on EPH R-266 and EPH R-085 to SKYKO. Thence
ODESS TRANSITION (ODESS SKYKO1): From over ODESS on EPH R-082 to EPH VORTAC, then on EPH R-266 and PAE R-085 to SKYKO. Thence

..... 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.



NOTE: DME required.
NOTE: RADAR required.
NOTE: Turboprop and propeller required.

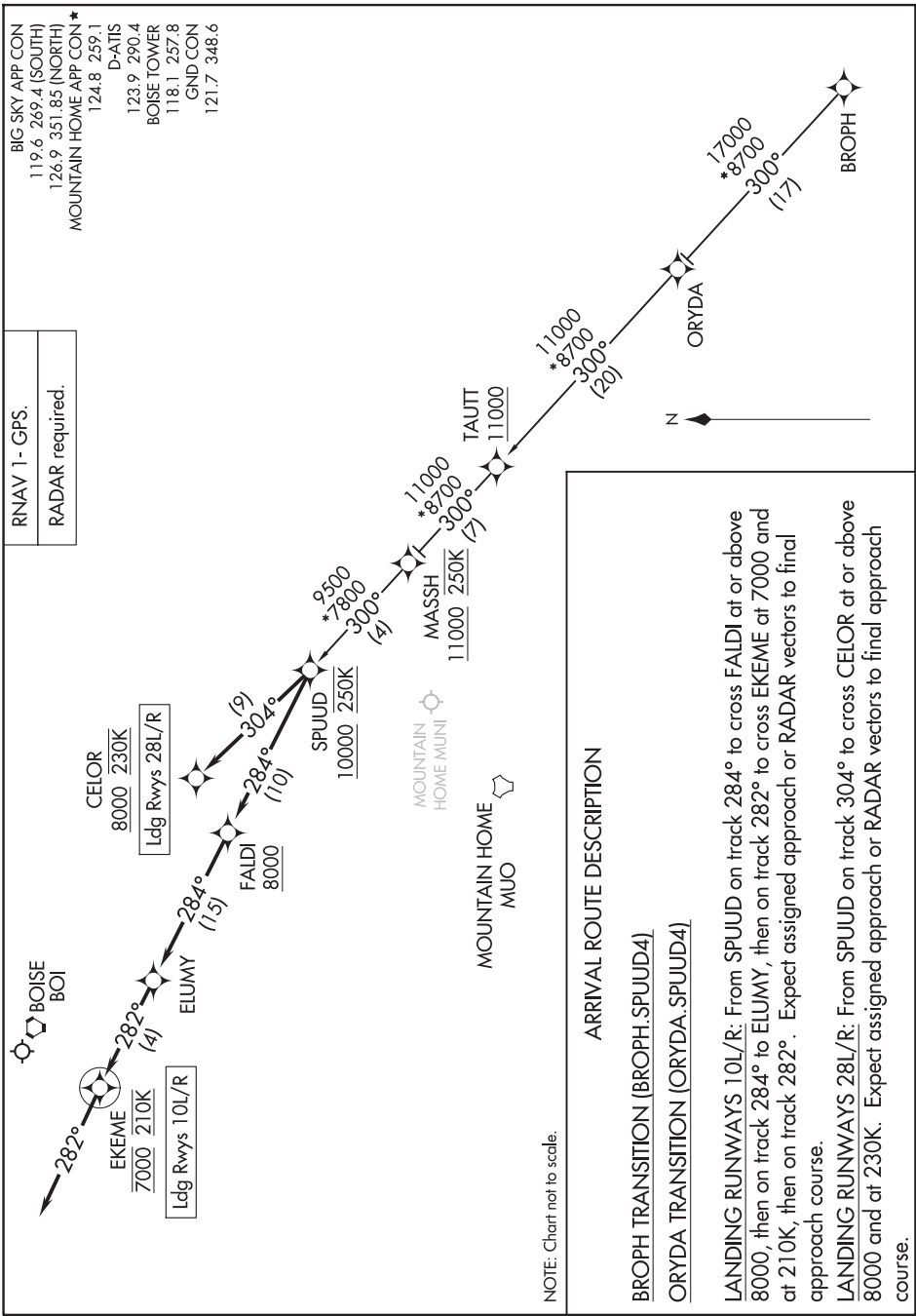
NOTE: Chart not to scale.

(SPUUD.SPUUD4) 22195
SPUUD FOUR ARRIVAL (RNAV)

AL-57 (FAA)

BOISE AIR TRML/GOWEN FLD (BOI)
BOISE, IDAHO

NW-1, 07 AUG 2025 to 02 OCT 2025



NW-1, 07 AUG 2025 to 02 OCT 2025

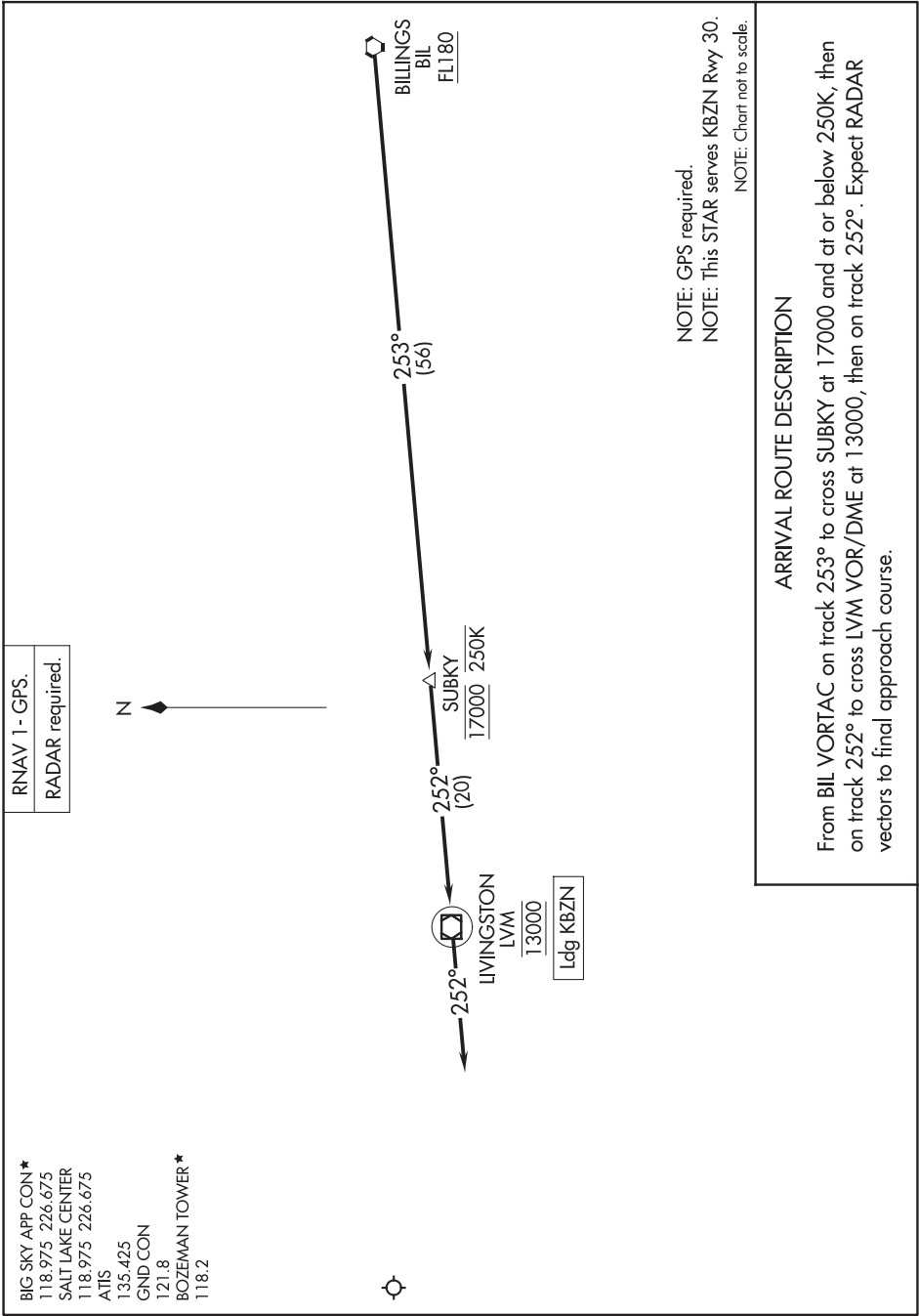
Z38

(BIL.SUBKY1) 24193

SUBKY ONE ARRIVAL (RNAV)

AL-59 (FAA)

BOZEMAN YELLOWSTONE INTL (BZN)
BOZEMAN, MONTANA

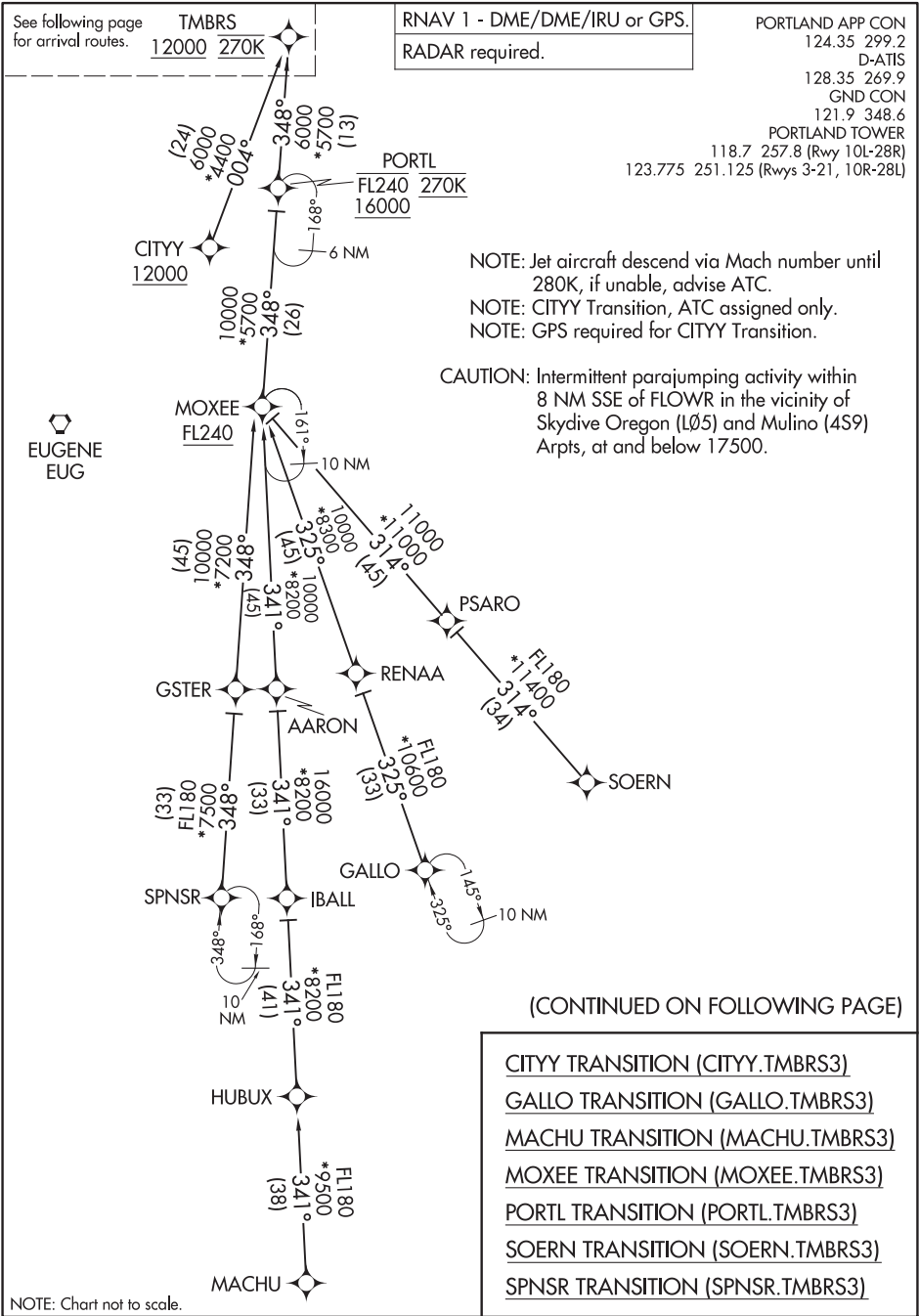


SUBKY ONE ARRIVAL (RNAV)

(BIL.SUBKY1) 11JUL24

BOZEMAN, MONTANA
BOZEMAN YELLOWSTONE INTL (BZN)

NW-1, 07 AUG 2025 to 02 OCT 2025



(TMBRS.TMBRS3) 24305

TMBRS THREE ARRIVAL (RNAV) Arrival Routes

AL-330 (FAA)

PORTLAND INTL (PDX)

PORTLAND, OREGON

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

PORTLAND APP CON

124.35 299.2

D-ATIS

128.35 269.9

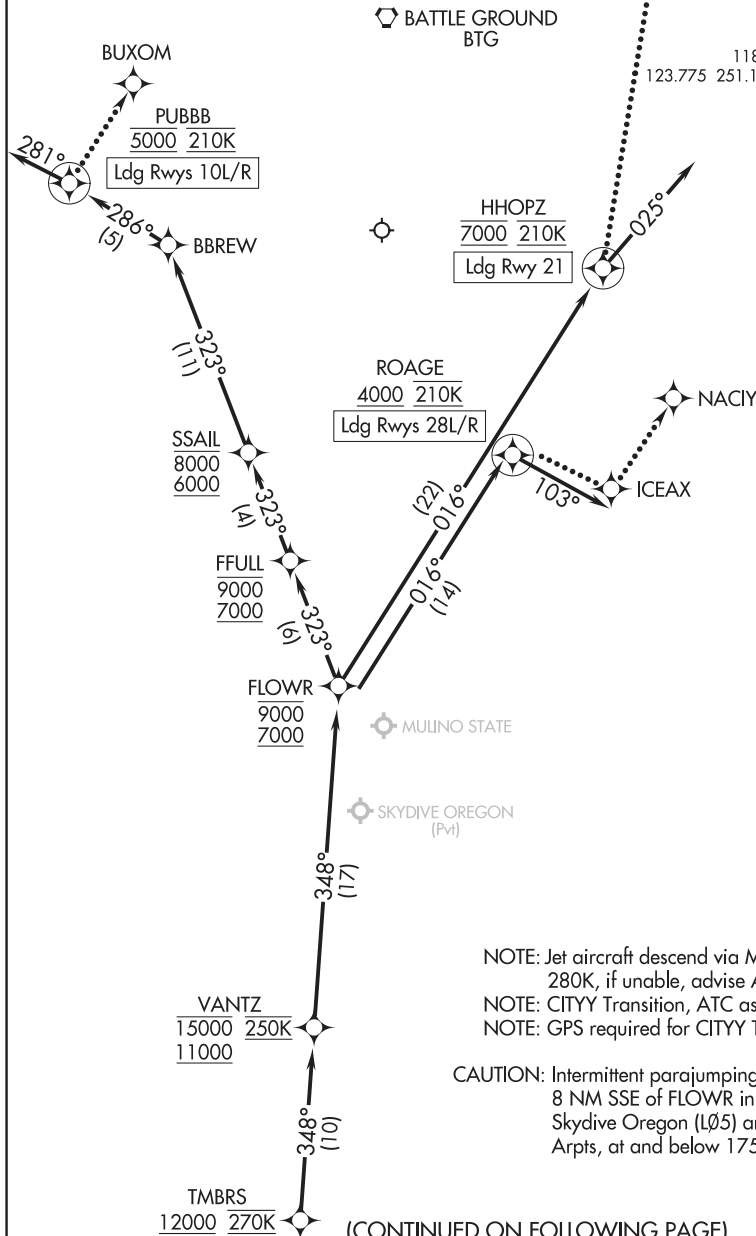
GND CON

121.9 348.6

PORTLAND TOWER

118.7 257.8 (Rwy 10L-28R)

123.775 251.125 (Rwys 3-21, 10R-28L)



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TMBRS THREE ARRIVAL (RNAV) Arrival Routes

(TMBRS.TMBRS3) 31OCT24

PORTLAND, OREGON
PORTLAND INTL (PDX)

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.

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 BBREW, then on track 286° to cross PUBBB at 5000 and at 210K, then on track 281°. 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 025°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 28L/R: From FLOWR on track 016° to cross ROAGE at or above 4000 and at 210K, then on track 103°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

Maintain Rwy transition terminus altitude until established on approach procedure.

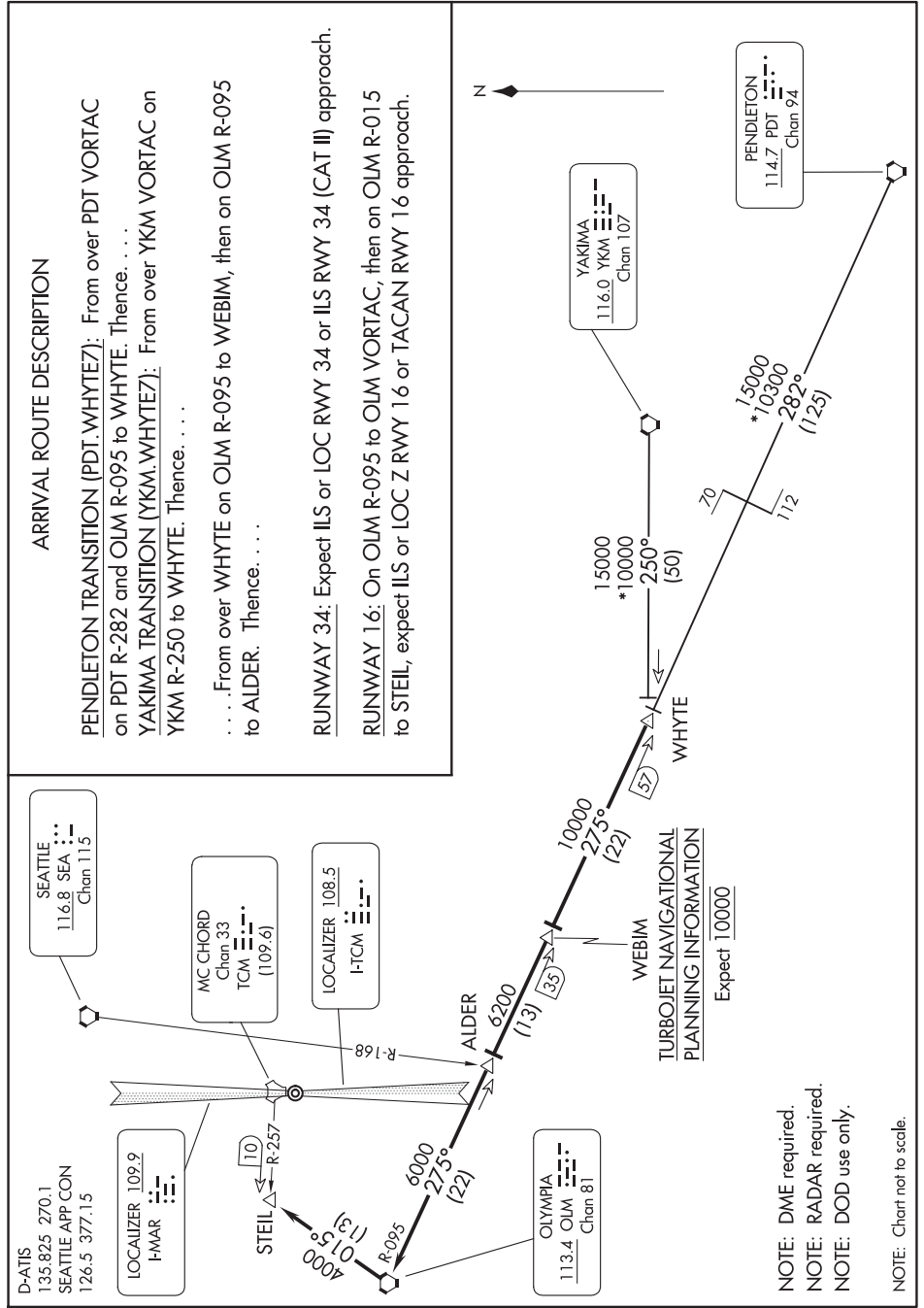
RUNWAYS 10L/R: After PUBBB turn right to BUXOM and proceed on the ILS or LOC RWY 10L approach.

RUNWAY 21: After HHOPZ, turn left to CREAK and proceed on the LOC/DME RWY 21 approach.

RUNWAYS 28L/R: After ROAGE, proceed to ICEAX , then to NACIY and proceed on the ILS or LOC RWY 28R approach.

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(WHYTE.WHYTE7) 23334
WHYTE SEVEN ARRIVAL



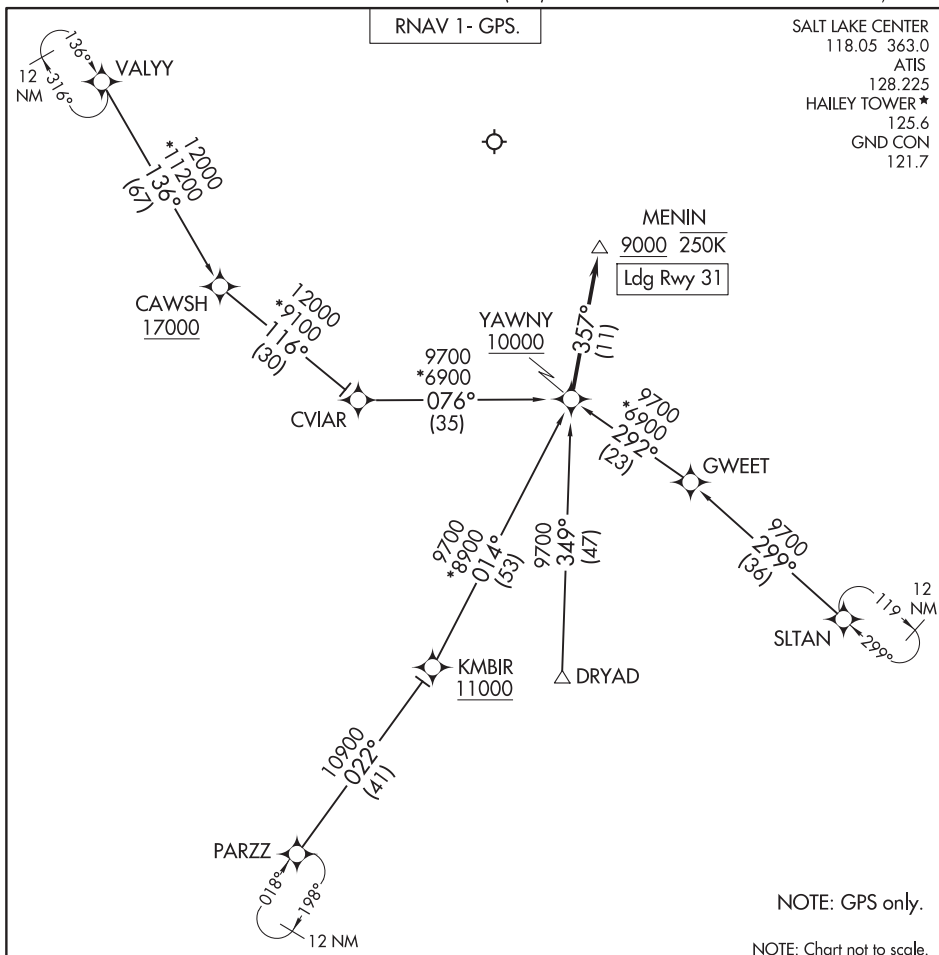
NW-1, 07 AUG 2025 to 02 OCT 2025

WHYTE SEVEN ARRIVAL
(WHYTE.WHYTE7) 27JAN22

YAWNY ONE ARRIVAL (RNAV)

FRIEDMAN MEML (SUN)

HAILEY, IDAHO



CVIAR TRANSITION (CVIAR.YAWNY1)
 DRYAD TRANSITION (DRYAD.YAWNY1)
 GWEET TRANSITION (GWEET.YAWNY1)
 PARZZ TRANSITION (PARZZ.YAWNY1)
 SLTAN TRANSITION (SLTAN.YAWNY1)
 VALYY TRANSITION (VALYY.YAWNY1)

LANDING RUNWAY 31: From YAWNY on track 357° to cross MENIN at or above 9000 and at or below 250K. Expect RNAV Rwy 31 approach.

LOST COMMUNICATIONS: After MENIN, conduct RNAV (GPS) X RWY 31 or RNAV (GPS) Y RWY 31 approach.

YAWNY ONE ARRIVAL (RNAV)

(YAWNY.YAWNY1) 17APR25

HAILEY, IDAHO
FRIEDMAN MEML (SUN)

(YLSTN.YLSTN3) 18256

YLSTN THREE ARRIVAL (RNAV)

BILLINGS LOGAN INTL (BIL)
BILLINGS, MONTANA

AL-48 (FAA)

BILLINGS APP CON
120.5 284.6
ATIS
126.3
BILLINGS TOWER
127.2 257.8
GND CON
121.9

BEARE
8000 210K

BILLINGS
BIL

348°
(22)

GRYNT
11000 250K

058°
(24)

GRYZZ
9000 220K

044°

017°
(25)

YLSTN
15000

161°
10 NM

14500
017°
(55)

JEKUG
15000

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: GPS required.

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.

YLSTN THREE ARRIVAL (RNAV)

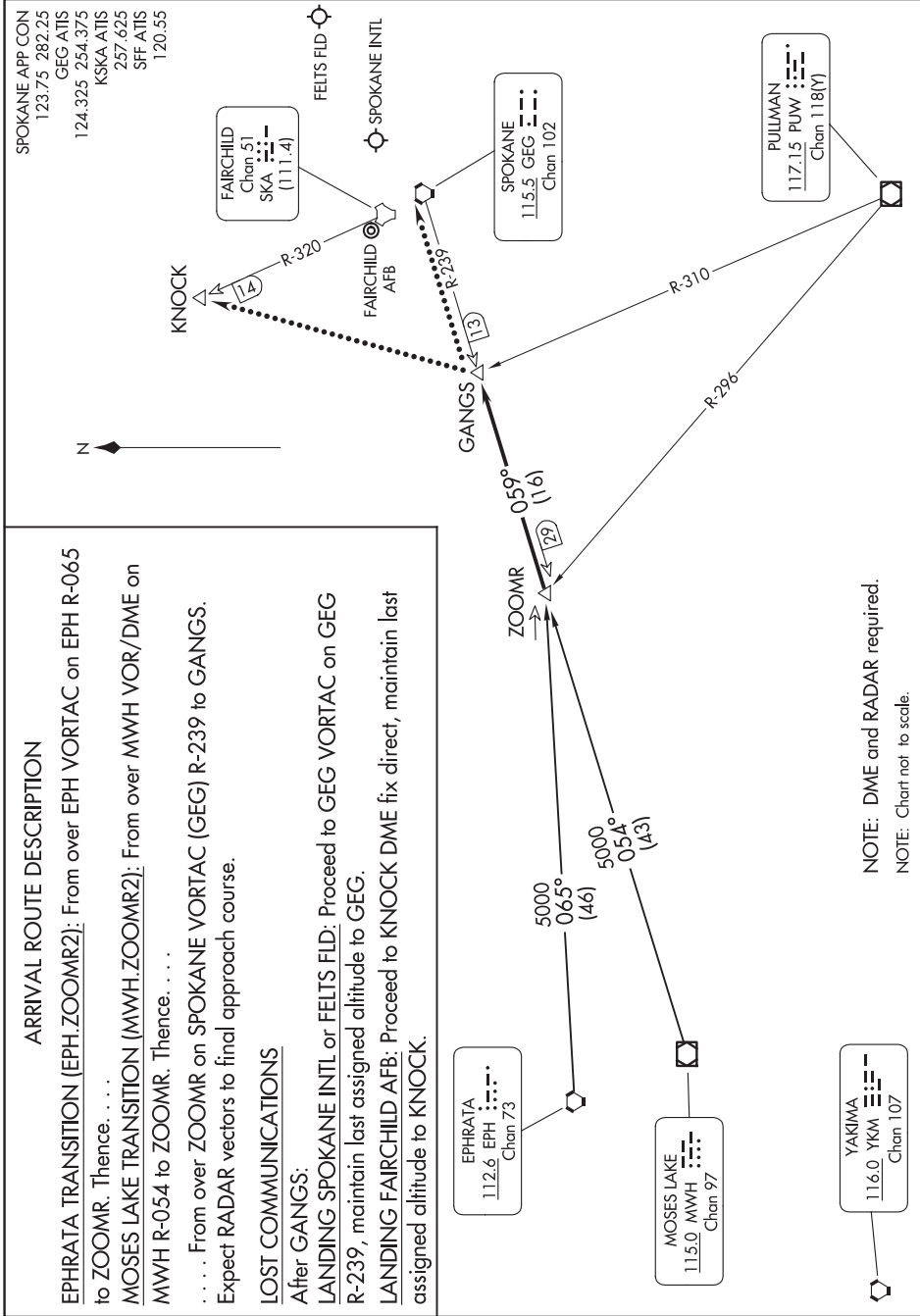
(YLSTN.YLSTN3) 13SEP18

BILLINGS, MONTANA
BILLINGS LOGAN INTL (BIL)

ZOOMR TWO ARRIVAL

AL-403 (FAA)

SPOKANE, WASHINGTON



ZOOMR TWO ARRIVAL

SPOKANE, WASHINGTON

INTENTIONALLY
LEFT
BLANK

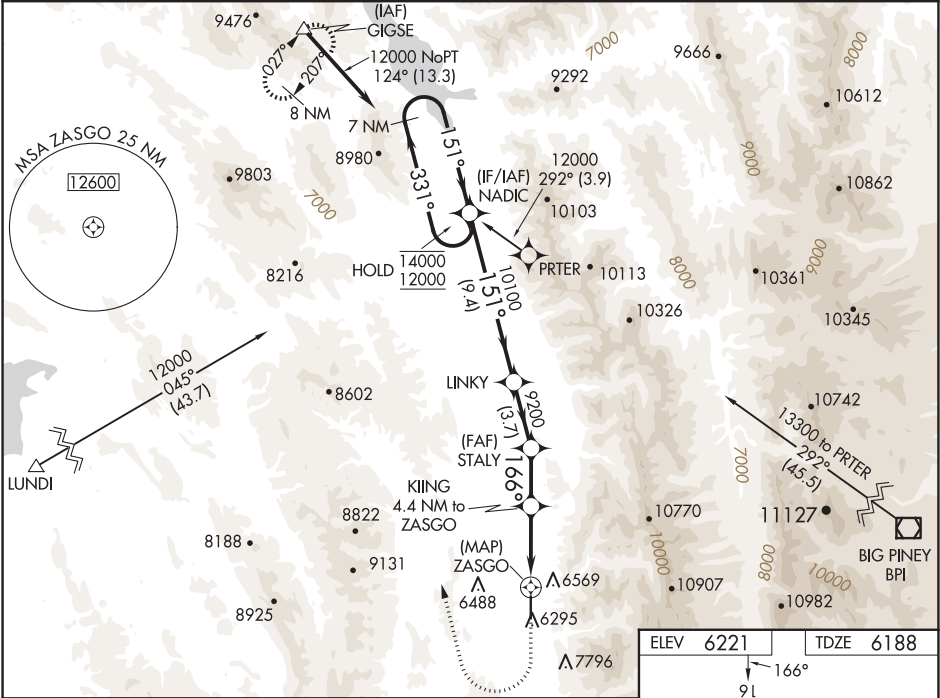
WAAS CH 69643 W16A	APP CRS 166°	Rwy Idg TDZE Apt Elev	7025 6188 6221
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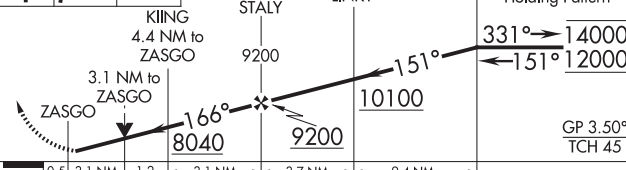
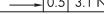

RNAV (GPS) RWY 16

AFTON LINCOLN COUNTY/GENERAL BOYD L EDDINS FLD (AFO)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 210K until GIGSE) Climb to 7400 then climbing right turn to 13300 direct GIGSE and hold. #Missed approach requires minimum climb of 420 feet per NM to 9000. *Missed approach requires minimum climb of 400 feet per NM to 9000.
<div><div></div><div>Rwy 16 helicopter visibility reduction below ¾ SM NA. When Afton altimeter setting not received, procedure NA.</div><div><div></div><div>-18°C</div></div></div>	

AWOS-3P 119.025	SALT LAKE CENTER 128.35 239.25	UNICOM 122.8 (CTAF)
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7400	13300	GIGSE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 52).			
						
						
						
CATEGORY	A		B		C	D
LPV DA*	6485-1 297 (300-1)					NA
LPV DA	7110-2½ 922 (900-2½)					NA
LNAV MDA#	7600-1¼ 1412 (1400-1¼)	7600-1½ 1412 (1400-1½)	7600-3 1412 (1400-3)		NA	
LNAV MDA	7800-1¼ 1612 (1600-1¼)	7800-1½ 1612 (1600-1½)	7800-3 1612 (1600-3)		NA	

RNAV (GPS) RWY 16

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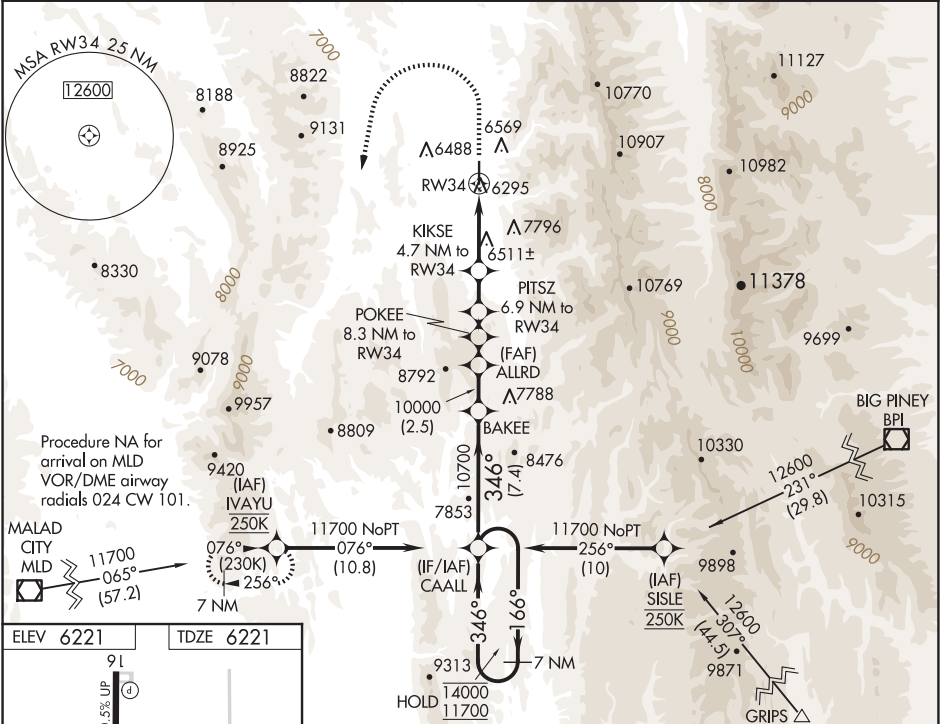
NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	7025
346°	TDZE	6221
	Apt Elev	6221

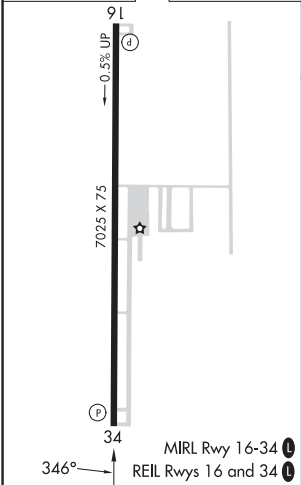
RNAV (GPS) RWY 34
AFTON LINCOLN COUNTY/GENERAL BOYD L EDDINS FLD (AFO)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 200K until IVAYU) Climb to 8080 then climbing left turn to 11700 direct IVAYU and hold.
Circling NA east of Rwy 16-34. Procedure NA at night.	*Missed approach requires minimum climb of 364 feet per NM to 8900.
Rwy 34 helicopter visibility reduction below 1 SM NA.	
-18°C When Afton altimeter setting not received, procedure NA.	

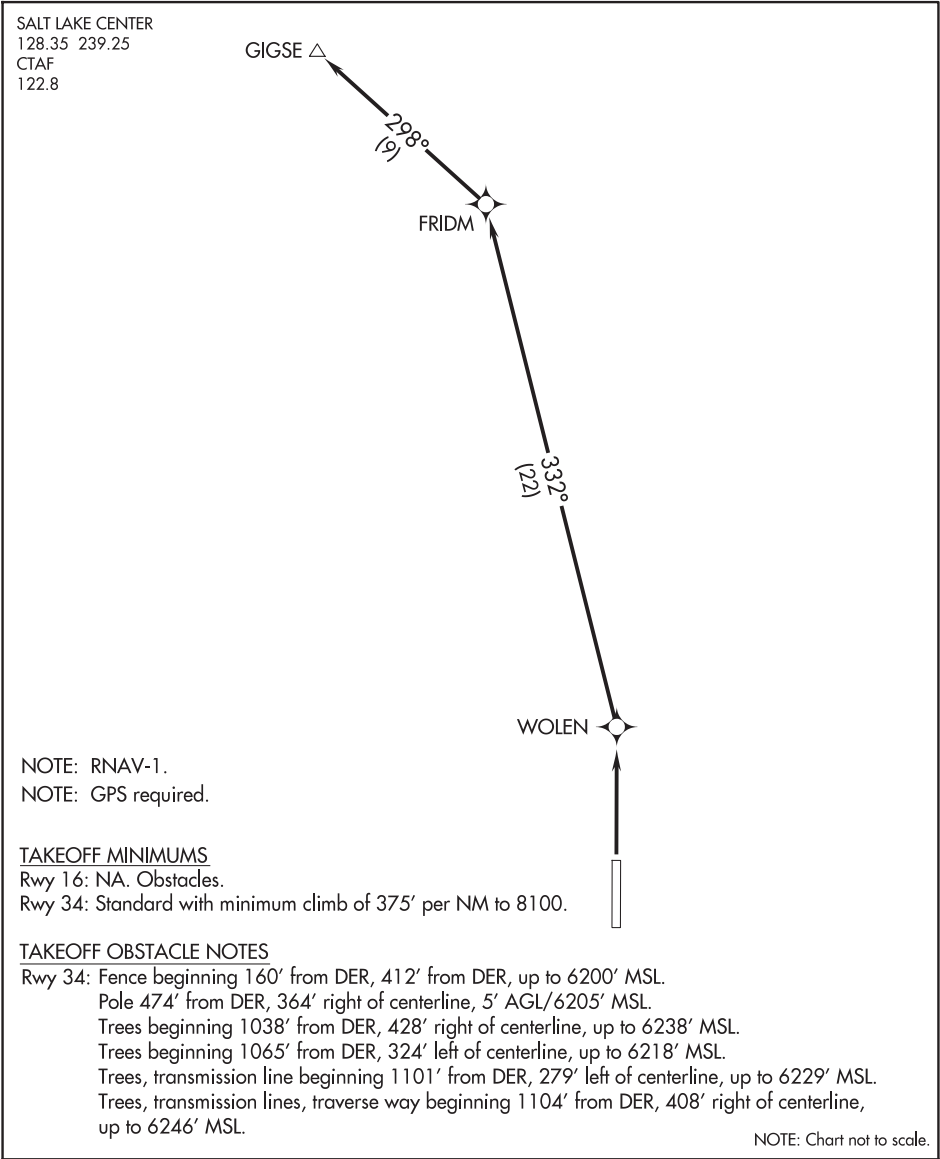
AWOS-3P 119.025	SALT LAKE CENTER 128.35 239.25	UNICOM 122.8 (CTAF) ①
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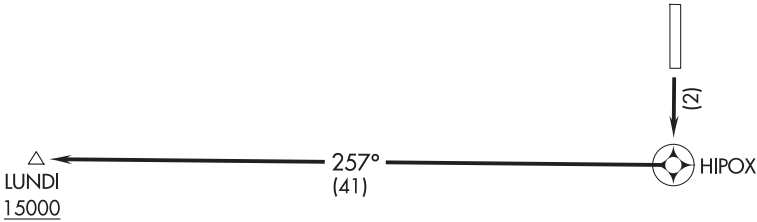
ELEV 6221	TDZE 6221
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VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 52).				
7 NM Holding Pattern				
14000 ← 166°				
11700 346° → 10700				
10000 346° → 9420				
8900 346° → 8060				
7.4 NM 2.5 NM 1.5 NM 1.4 NM 2.2 NM 4.7 NM				
CATEGORY	A	B	C	D
INAV MDA*	7520-1¼ 1299 (1300-1¼)	7520-1½ 1299 (1300-1½)	7520-3 1299 (1300-3)	NA
INAV MDA	7800-1¼ 1579 (1600-1¼)	7800-1½ 1579 (1600-1½)	7800-3 1579 (1600-3)	NA
CIRCLING	7800-1¼ 1579 (1600-1¼)	7800-1½ 1579 (1600-1½)	7800-3 1579 (1600-3)	NA



SALT LAKE CENTER
128.35 239.25
CTAF
122.8



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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

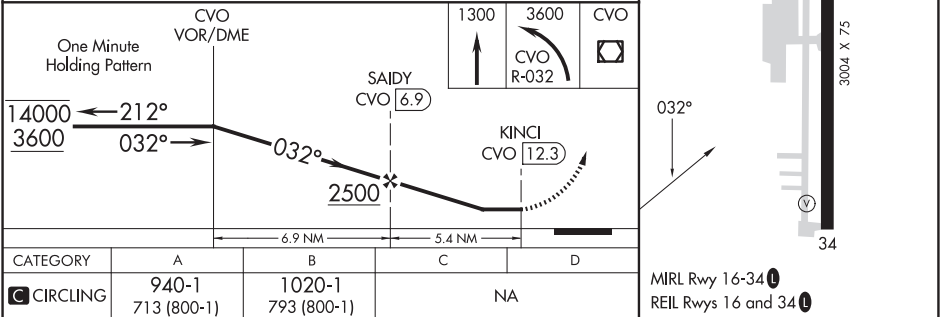
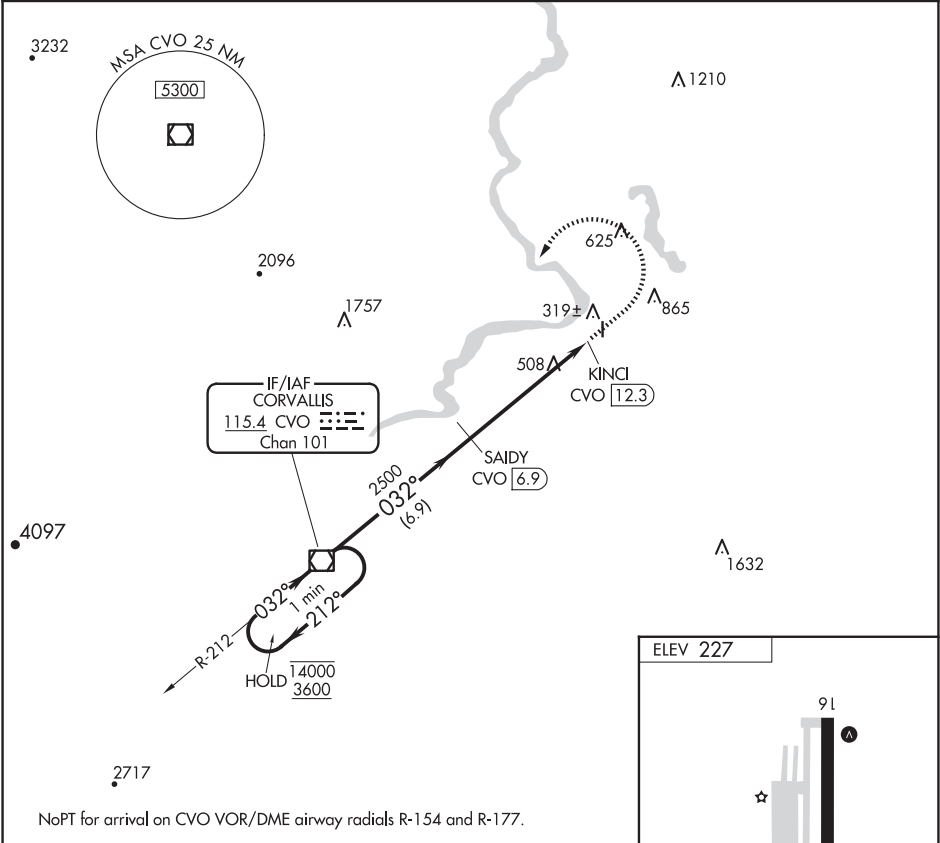
TAKEOFF RUNWAY 16: Climb to 15000 direct HIPOX and right turn via 257° track to LUNDI.

VOR/DME CVO 115.4 Chan 101	APP CRS 032°	Rwy Idg TDZE Apt Elev N/A N/A 227
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VOR-A
ALBANY MUNI (S12)

DME required.	MISSED APPROACH: Climb to 1300 then climbing left turn to 3600 on CVO VOR/DME R-032 to CVO VOR/DME and hold.
V Rwy 16 and 34 helicopter visibility reduction below 1 SM NA. When	
Δ NA local altimeter setting not received, use Corvallis altimeter setting.	

AWOS-3PT 119.925	CASCADE APP CON ★ 127.5 348.7	UNICOM 122.725 (CTAF) 0
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NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

ANACONDA, MONTANA

AL-6986 (FAA)

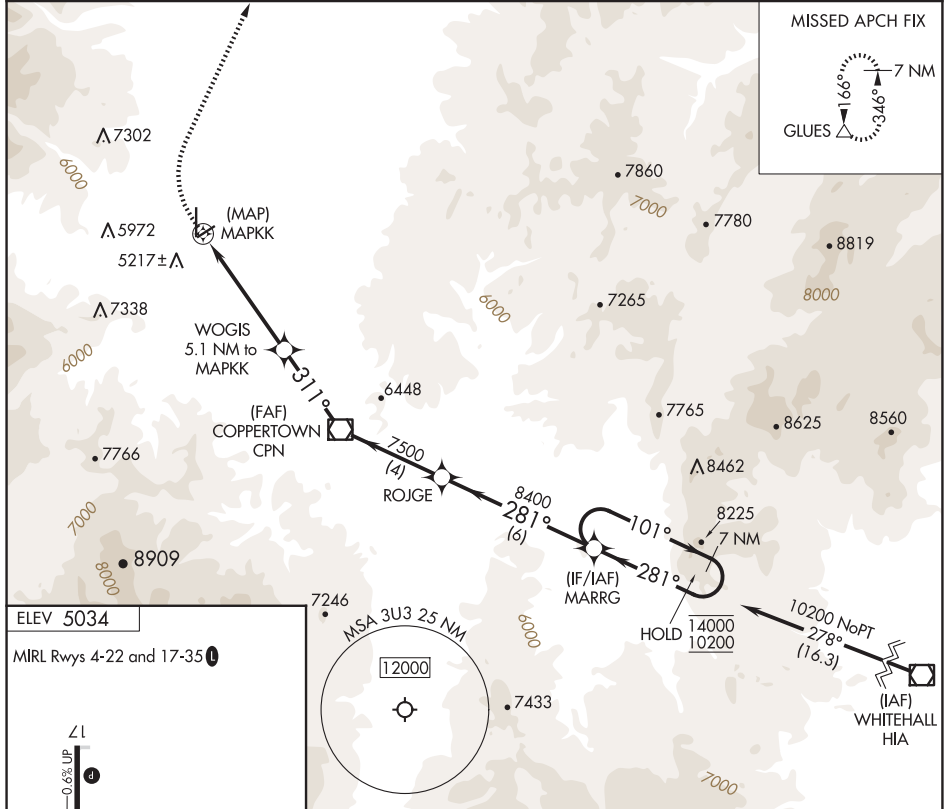
24305

APP CRS 311°	Rwy Idg TDZE Apt Elev 5034	N/A N/A
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RNAV (GPS)-B BOWMAN FLD (3U3)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 9200 direct GLUES and hold.
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AWOS-3PT 124.175	SALT LAKE CENTER 132.4 338.3	UNICOM 122.8 (CTAF) 0
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ELEV 5034 MIRA Rwy 4-22 and 17-35	9200 GLUES △	WOGIS 5.1 NM to MAPKK	CPN VOR/DME	ROJGE	MARRG 7 NM Holding Pattern
MAPKK	6620	7500	8400	101°	14000 10200
5.1 NM	3.5 NM	4 NM	6 NM		
CATEGORY	A	B	C	D	
CIRCLING	6120-1¼ 1086 (1100-1¼)	6240-1½ 1206 (1300-1½)	6240-3 1206 (1300-3)	6640-3 1606 (1700-3)	

ANACONDA, MONTANA
Orig 21MAR24

46°09'N-112°52'W

BOWMAN FLD (3U3)
RNAV (GPS)-B

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME CPN
116.05
Chan **107 (Y)**

APP CRS
309°

Rwy Idg
TDZE
Apt Elev
N/A
N/A
5034

VOR-A
BOWMAN FLD (3U3)

DME required.

▼

NA

❄ -25°C

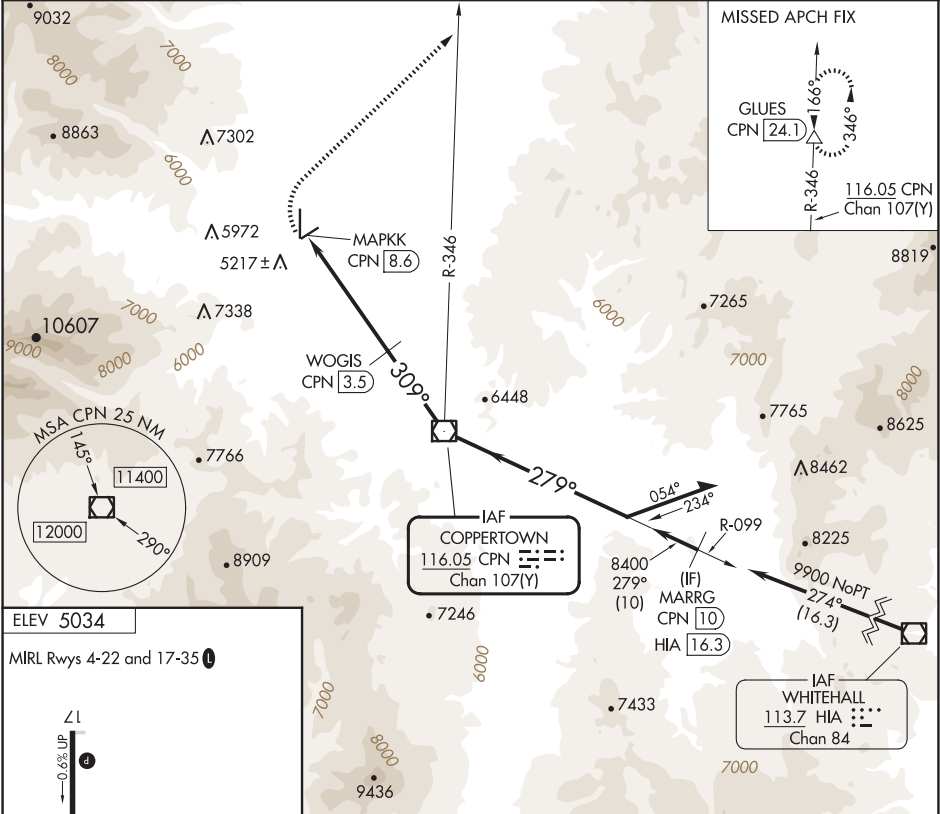
When local altimeter settings not received, use Butte altimeter setting and increase all MDAs 120 feet.
Circling NA for Cats C and D west of Rwy 17-35.

MISSED APPROACH: Climbing right turn to 9200 on heading 030° and on CPN VOR/DME R-346 to GLUES/CPN 24.1 DME and hold.

AWOS-3PT
124.175

SALT LAKE CENTER
132.4 338.3

UNICOM
122.8 (CTAF) ①



ELEV 5034

MIRL Rwy 4-22 and 17-35 ①

6010 X 75
0.6% UP

4074 X 60
1.0% UP

35

309°

9200	CPN R-346	GLUES
hdg 030°	△	

WOGIS CPN 3.5

MAPKK CPN 8.6

309°

7440

8400

099°

10200

279°

Remain within 10 NM

5.1 NM

3.5 NM

CATEGORY	A	B	C	D
CIRCLING	6120-1¼ 1086 (1100-1¼)	6240-1½ 1206 (1300-1½)	6240-3	1206 (1300-3)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

ARCO, IDAHO

AL-9198 (FAA)

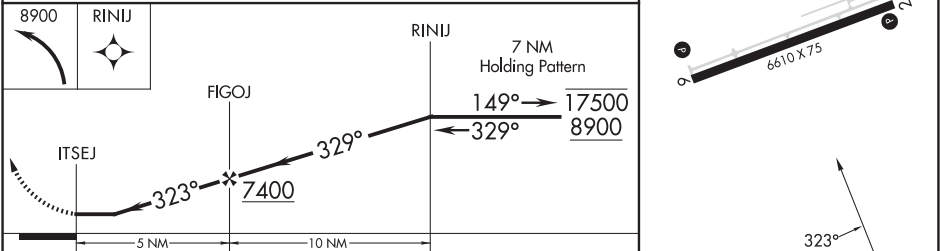
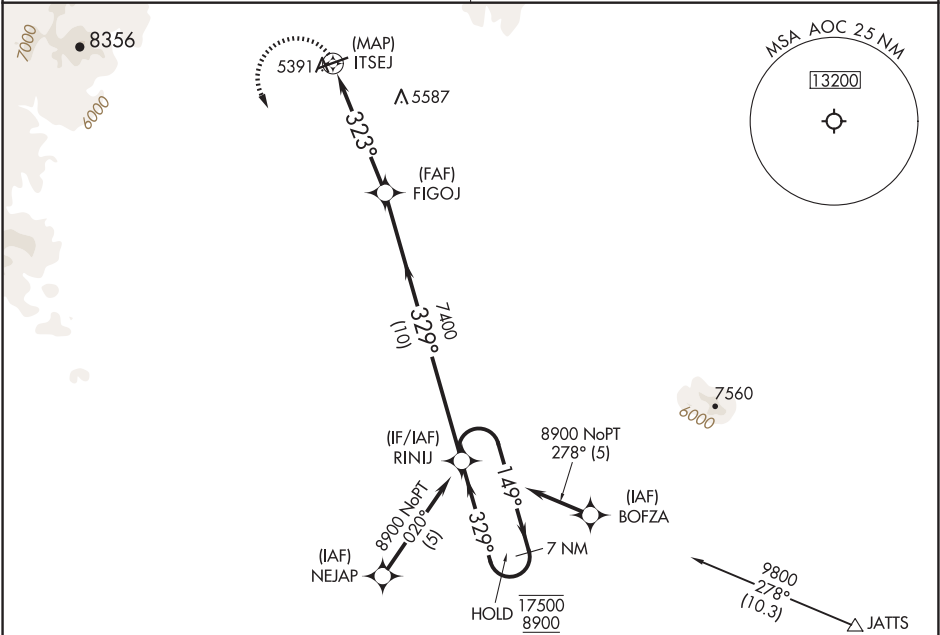
25107

APP CRS 323°	Rwy Idg TDZE Apt Elev	N/A N/A 5335
------------------------	-----------------------------	---

RNAV (GPS)-A
ARCO-BUTTE COUNTY (AOC)

RNP APCH.	MISSED APPROACH: Climbing left turn to 8900 direct RINIJ and hold, continue climb in hold to 8900.
NA 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 1¼ SM and Cat C visibility to 3 SM.	

SALT LAKE CENTER 128.35 239.25	UNICOM 122.8 (CTAF) 0
--	---------------------------------



CATEGORY	A	B	C	D	MIRL Rwy 6-24 0 REIL Rwy 6 and 24 0
CIRCLING	5920-1	585 (600-1)	5940-1¾ 605 (700-1¾)	6680-3 1345 (1400-3)	

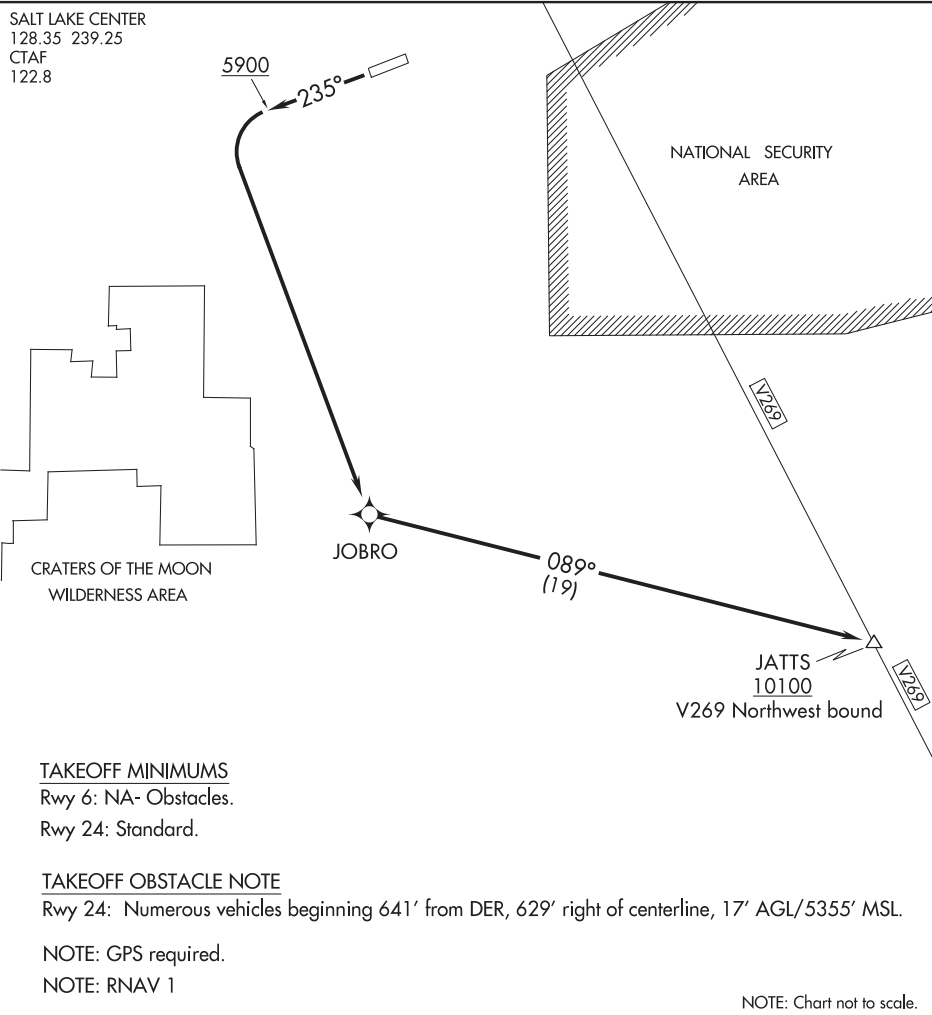
ARCO, IDAHO
Orig-B 22APR21

43°36'N-113°20'W

ARCO-BUTTE COUNTY (AOC)
RNAV (GPS)-A

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



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.

ARLINGTON, WASHINGTON



AL-795 (FAA)

25107

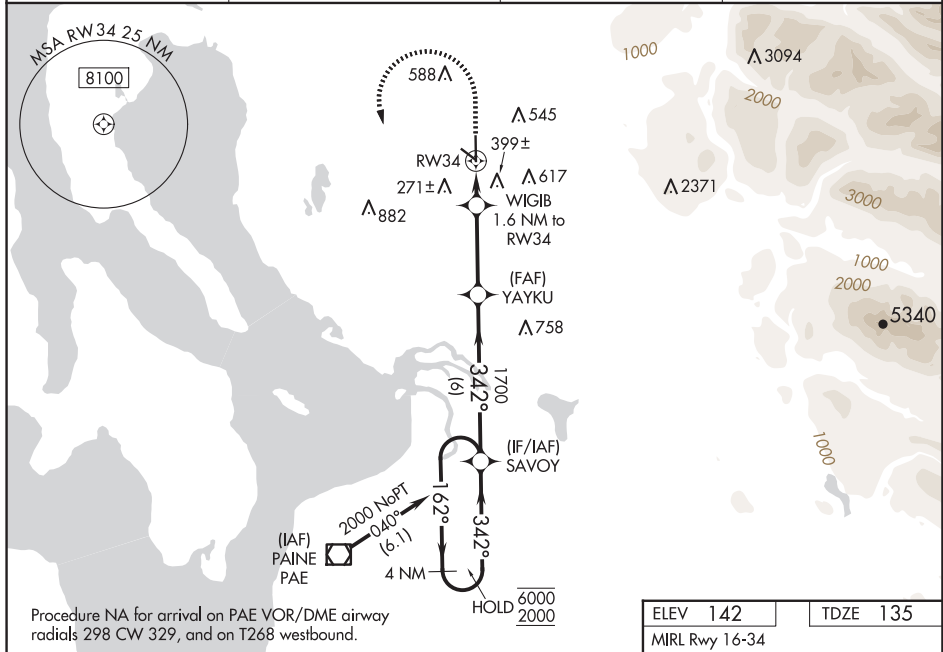
WAAS CH 90324 W34A	APP CRS 342°	Rwy Idg 5332 TDZE 135 Apt Elev 142
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RNAV (GPS) RWY 34

ARLINGTON MUNI (A WO)

RNP APCH-GPS.		MALS 	MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct SAVOY and hold.
 Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat C and D visibility to 1½ SM.			

AWOS-3PT 135.625	SEATTLE APP CON 128.5 306.9	CLNC DEL 121.725	CTAF 122.725 0
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Procedure NA for arrival on PAE VOR/DME airway radials 298 CW 329, and on T268 westbound.

1000

↑

2000

↷

SAVOY

✦

VGSI and RNAV glidepath not coincident

(VGSI Angle 3.00/TCH 36).

YAYKU

1700

SAVOY

4 NM Holding Pattern

WIGIB

1.6 NM to RW34

1700

342°

162°

6000

2000

RW34

680

GP 3.00°

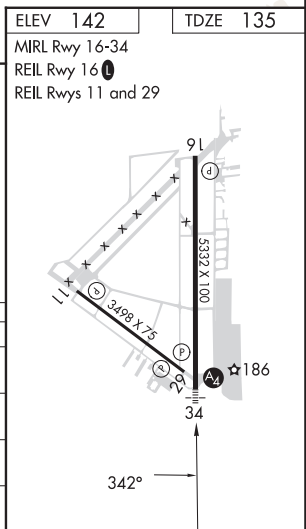
TCH 46

1.6 NM

3.2 NM

6 NM

CATEGORY		A	B	C	D
LPV DA			335-¾	200 (200-¾)	
LNAV/ VNAV DA			510-¾	375 (400-¾)	
LNAV MDA		540-¾	405 (400-¾)	540-1	405 (400-1)
CIRCLING		840-1 698 (700-1)	900-1 758 (800-1)	1000-2½ 858 (900-2½)	1040-3 898 (900-3)



ARLINGTON, WASHINGTON

Orig-B 14JUL22

48°10'N-122°10'W

ARLINGTON MUNI (A WO)

RNAV (GPS) RWY 34

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC I-AWO	APP CRS	Rwy Idg	5332
111.5	342°	TDZE	135
		Apt Elev	142

LOC RWY 34

ARLINGTON MUNI (AWO)

ADF required. When local altimeter setting not received, use Whidbey Island NAS (Ault Field) altimeter setting: increase all MDA 80 feet and visibility S-34 Cats C and D and Circling Cats B and C ¼ SM. For inop MALS, increase S-34 Cats C and D visibility to 1 ¾.

MALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct WATON LOM and hold.

AWOS-3PT 135.625	SEATTLE APP CON 128.5 306.9	CLNC DEL 121.725	CTAF 122.725 1
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ADF REQUIRED

LOCALIZER 111.5
I-AWO

LOM/IAF WATON
382 AW : - -

IAF PAINE
110.6 PAE : - - -
Chan 43

2000 NoPT
037° (6.1)

1700
342° (6)

R-037
R-162

(IF) SAVOY INT

MSA AW 25 NM

210°
230°
330°

8100
2100

Remain within 10 NM		AW LOM	1000	2000	AW
2000		162°	342°	1700	
			3.05°	TCH 46	
			4.7 NM		
CATEGORY	A	B	C	D	
S-34	580-¾	445 (500-¾)	580-1	445 (500-1)	
CIRCLING	840-1 698 (700-1)	900-1 758 (800-1)	1000-2½ 858 (900-2½)	1040-3 898 (900-3)	
FAF to MAP 4.7 NM					
					Knots
					60 90 120 150 180
					Min:Sec
					4:42 3:08 2:21 1:53 1:34

ARLINGTON, WASHINGTON

Amtd 5B 24MAR22

48°10'N-122°10'W

11

ARLINGTON MUNI (AWO)

LOC RWY 34

ARLINGTON, WASHINGTON

AL-795 (FAA)

25107

LOM AW	APP CRS	Rwy Idg	5332
382	342°	TDZE	135
		Apt Elev	142

NDB RWY 34

ARLINGTON MUNI (AWO)

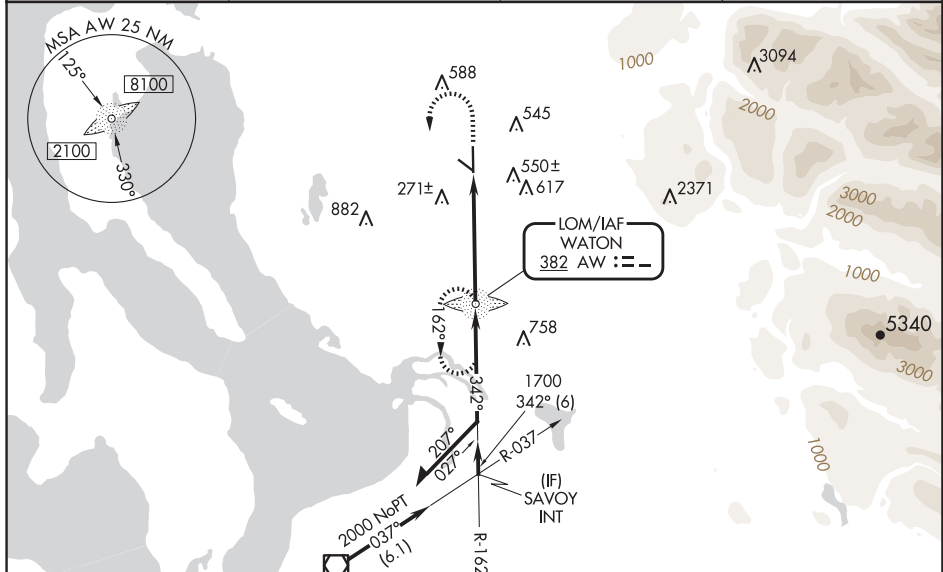
NA

When local alimeter setting not received, use Whidbey Island NAS (Ault Field) alimeter setting: increase all MDA 80 feet and visibility S-34 Cats B, C, and D and Circling Cats B and C ¼ SM. For inop MALS when using Whidbey Island NAS (Ault Field) alimeter setting, increase S-34 Cats C and D visibility to 2½.

MALS

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 0
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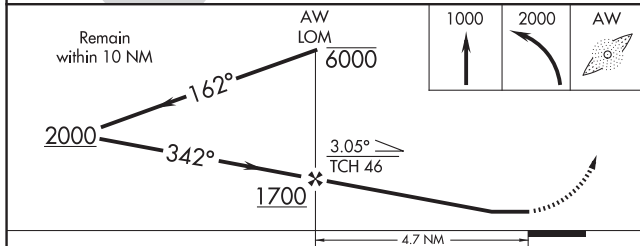
ELEV 142

TDZE 135

MIRL Rwy 16-34

REIL Rwy 16 0

REIL Rws 11 and 29



CATEGORY	A	B	C	D
S-34	860-¾ 725 (800-¾)	860-1¾ 725 (800-1¾)		
CIRCLING	860-1 718 (800-1)	900-1 758 (800-1)	1000-2½ 858 (900-2½)	1040-3 898 (900-3)

FAF to MAP 4.7 NM				
Knots	60	90	120	150 180
Min:Sec	4:42	3:08	2:21	1:53 1:34

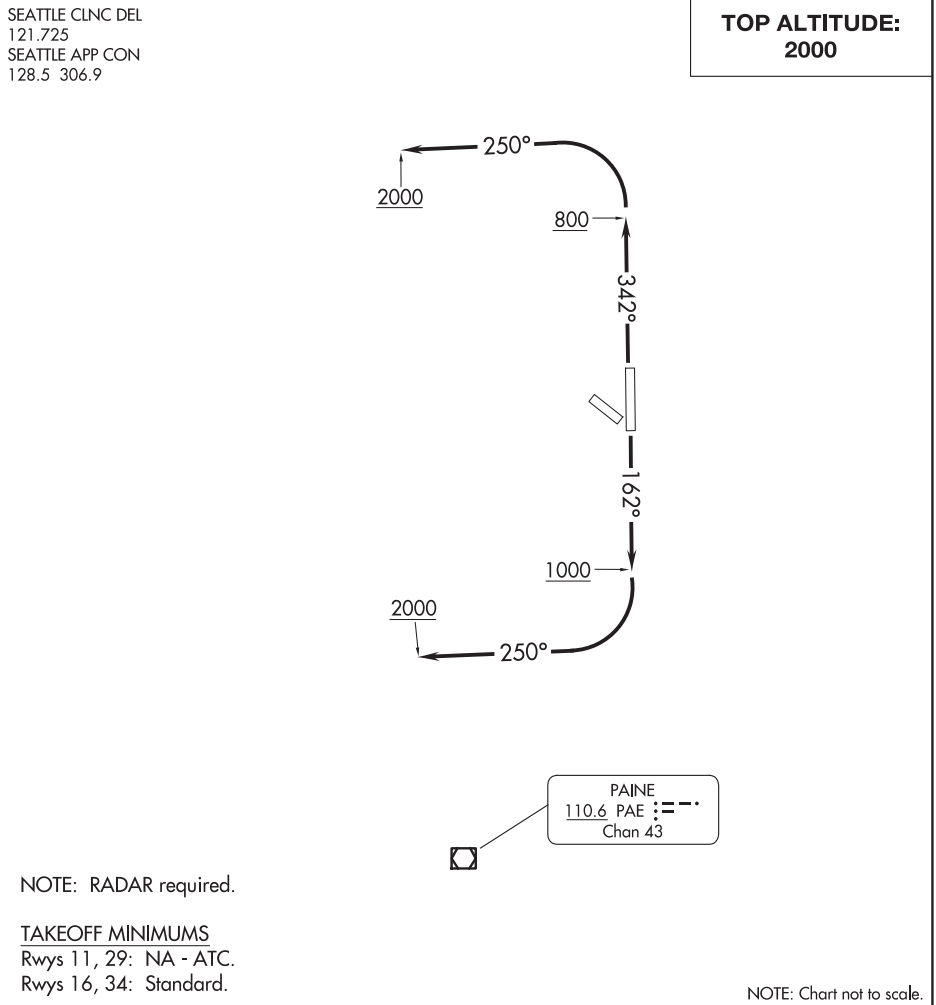
ARLINGTON, WASHINGTON
Amdt 4B 24MAR22

48°10'N-122°10'W

ARLINGTON MUNI (AWO) NDB RWY 34

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



T

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.

ASTORIA, OREGON

AL-24 (FAA)

25163

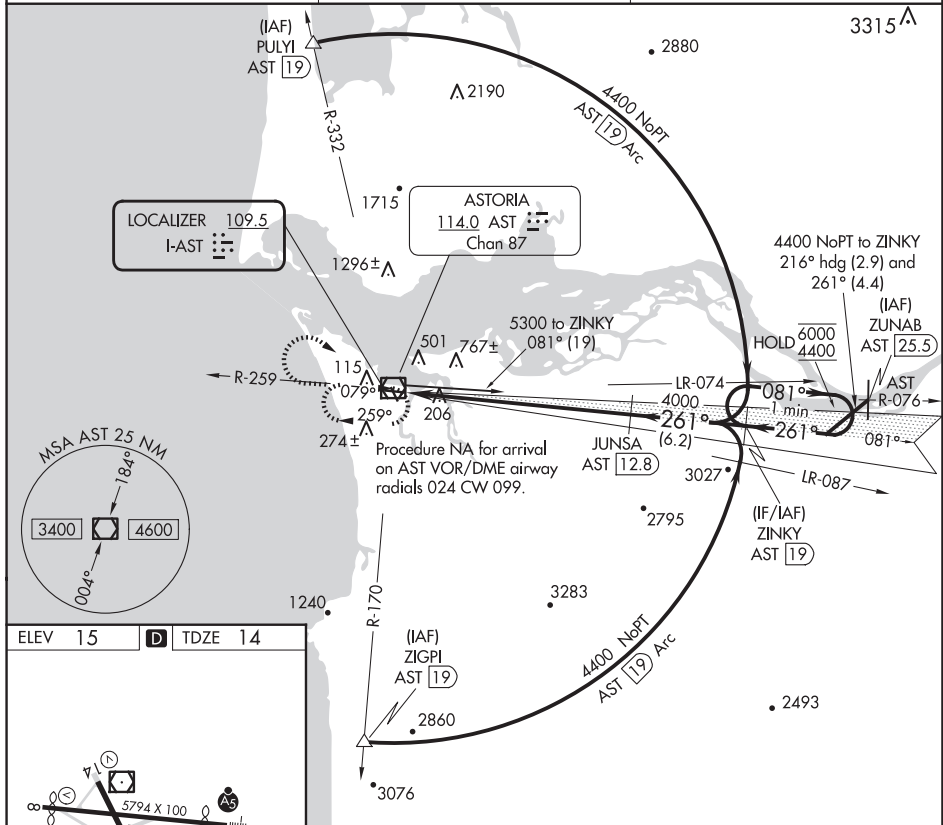
LOC I-AST	APP CRS	Rwy Ldg	4780
109.5	261°	TDZE	14
		Apt Elev	15

ILS RWY 26

ASTORIA RGNL (AST)

DME required for procedure entry.	MALSR	MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct AST VOR/DME and hold.
<div><div></div><div></div></div> Rwy 26 helicopter visibility reduction below 3/4 SM NA. Inoperative table does not apply.	<div><div></div><div></div></div>	

ASOS 135.375	SEATTLE CENTER 124.2 317.6	UNICOM 122.8 (CTAF) 0
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ELEV 15

D

TDZE 14

REIL Rwy 8




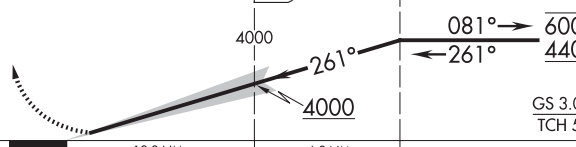
REIL Rwy 14

MIRL Rwy 8-26 and 14-32

5794 X 100

4427 X 100

261°

1500	2900	AST		
				
				
CATEGORY	A	B	C	D
S-ILS 26	264-1 250 (300-1)			

ASTORIA, OREGON
Amdt 3C 11JUL24

46°09'N-123°53'W

ASTORIA RGNL (AST)
ILS RWY 26

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 26
ASTORIA RGNL (AST)

RNP APCH.

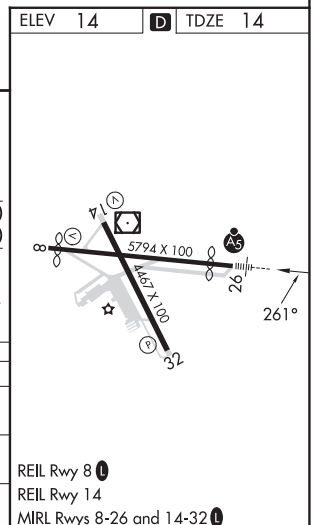
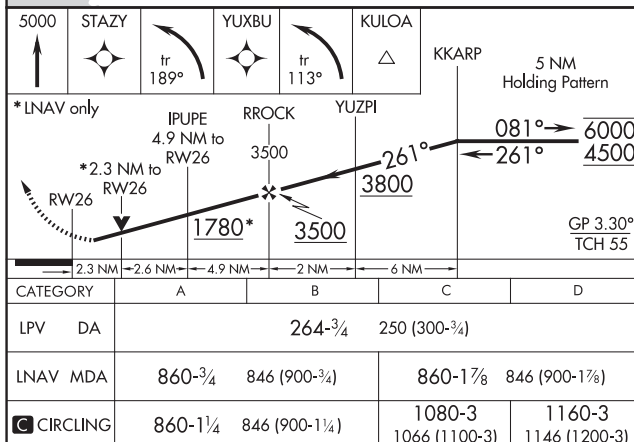
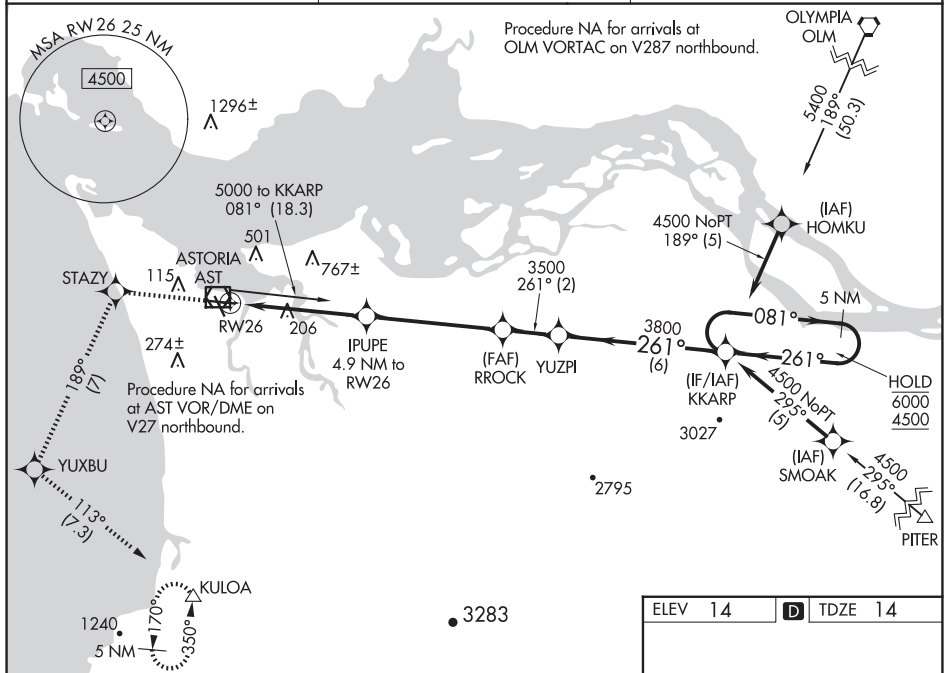
MALSR

MISSED APPROACH: (Do not exceed 210K until STAZY) Climb to 5000 direct STAZY and left turn on track 189° to YUXBU and left turn on track 113° to KULOA and hold, continue climb-in-hold to 5000.

ASOS
135.375

SEATTLE CENTER
124.2 317.6

UNICOM
122.8 (CTAF) **L**



ASTORIA, OREGON
Amdt 1A 08NOV18

46°09'N-123°53'W

ASTORIA RGNL (AST)
RNAV (GPS) RWY 26

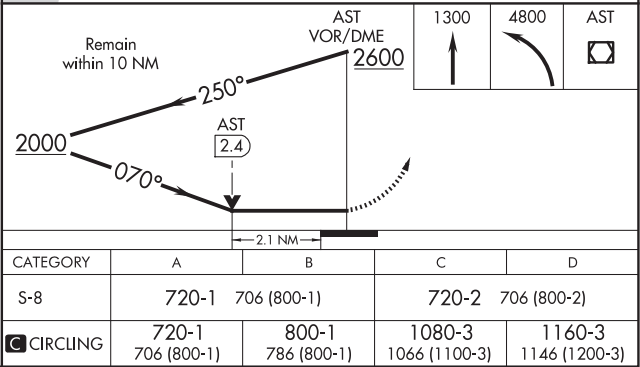
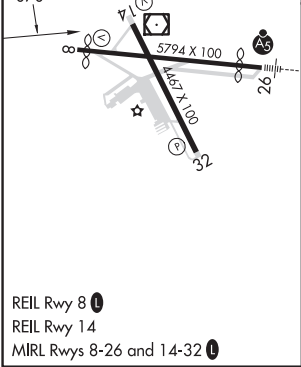
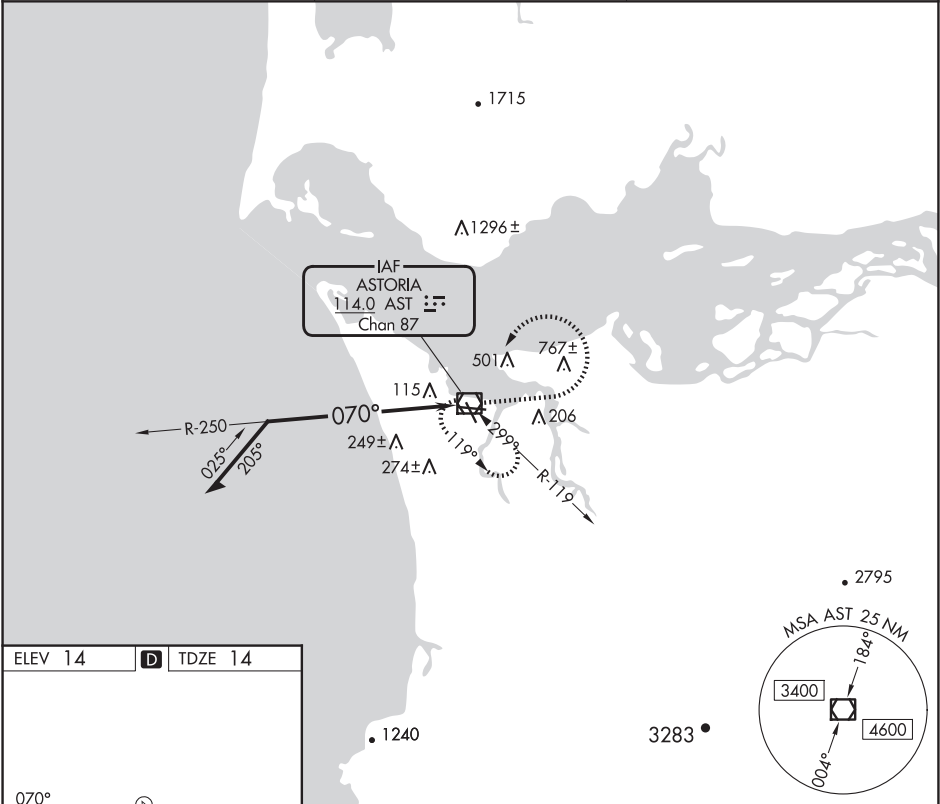
NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME AST	APP CRS	Rwy Ldg	4894
114.0	070°	TDZE	14
Chan 87		Apt Elev	14

VOR RWY 8
ASTORIA RGNL (AST)

<div><div></div><div></div></div> <div>Rwy 8 helicopter visibility reduction below 3/4 SM NA.</div>	MISSED APPROACH: Climb to 1300 then climbing left turn to 4800 in AST VOR/DME holding pattern, continue climb-in-hold to 4800.
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ASOS 135.375	SEATTLE CENTER 124.2 317.6	UNICOM 122.8 (CTAF) 0
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NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

ASTORIA, OREGON

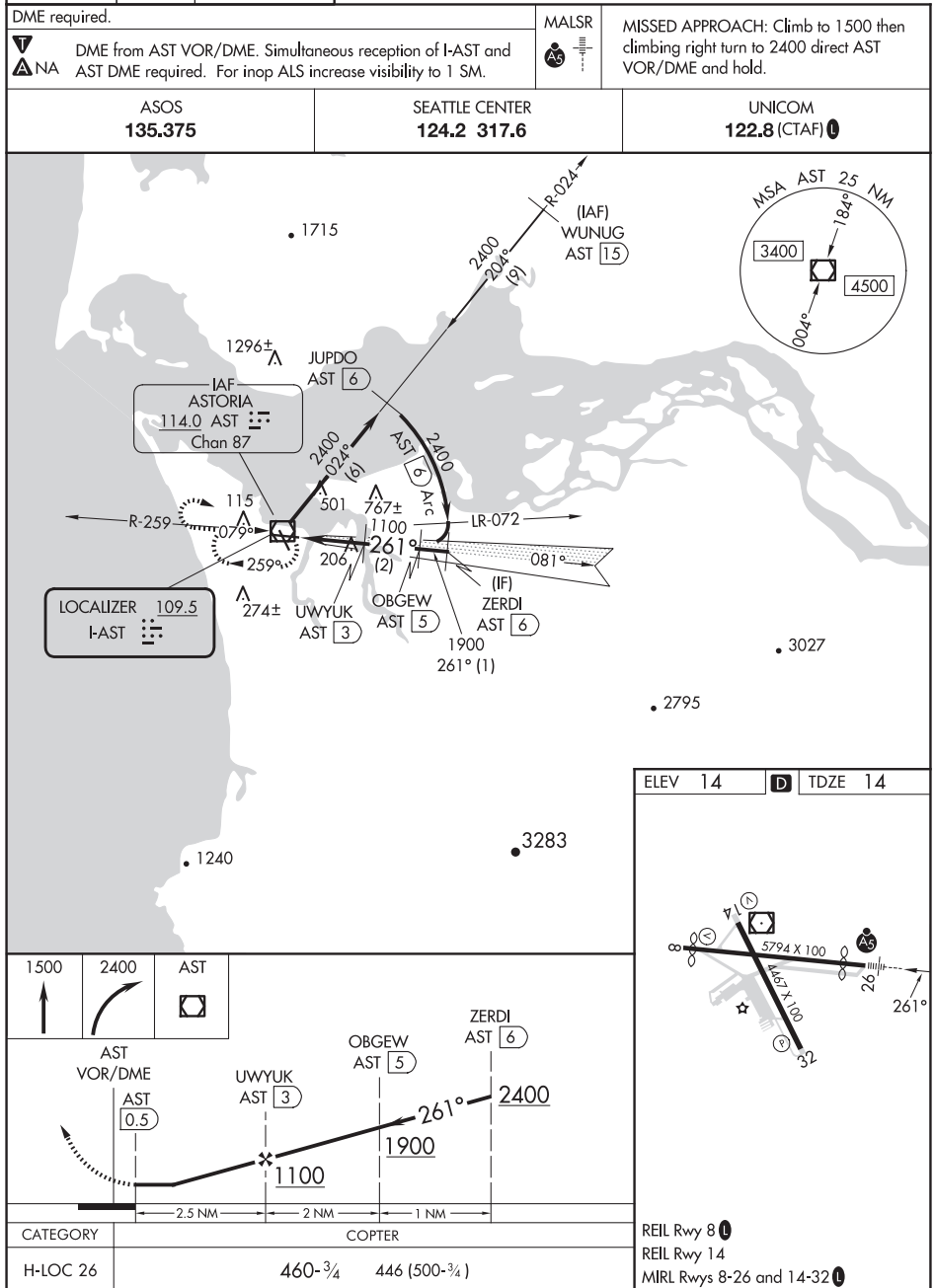
AL-24 (FAA)

25163

LOC I-AST 109.5	APP CRS 261°	Rwy Ldg TDZE Elev 4780 14 14
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COPTER LOC RWY 26

ASTORIA RGNL (AST)



ASTORIA, OREGON

46°09'N-123°53'W

Amdt 2 19JUL18

ASTORIA RGNL (AST) COPTER LOC RWY 26

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

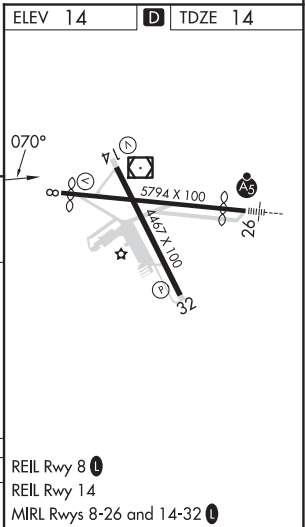
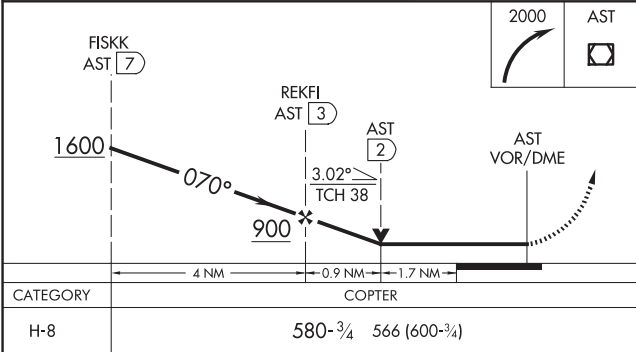
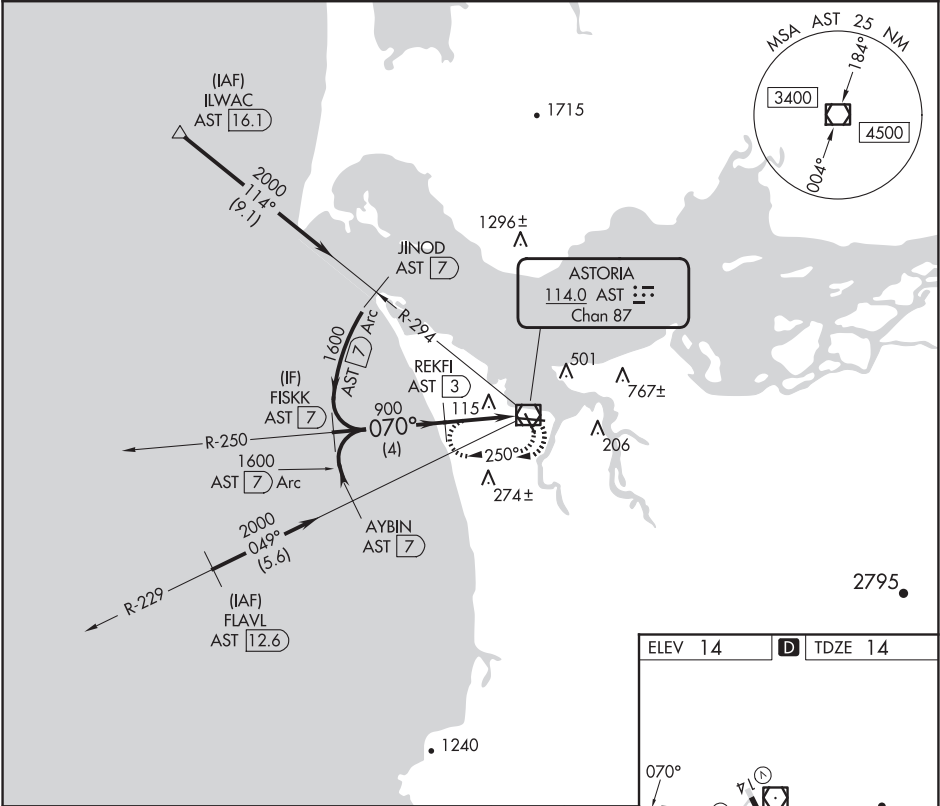
VOR/DME AST	APP CRS	Rwy Ldg	4894
114.0	070°	TDZE	14
Chan 87		Apt Elev	14

COPTER VOR RWY 8

ASTORIA RGNL (AST)

DME required.	MISSED APPROACH: Climbing right turn to 2000 in AST VOR/DME holding pattern.
<div><div>▼</div><div>▲ NA</div></div>	

ASOS 135.375	SEATTLE CENTER 124.2 317.6	UNICOM 122.8 (CTAF) 0
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NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

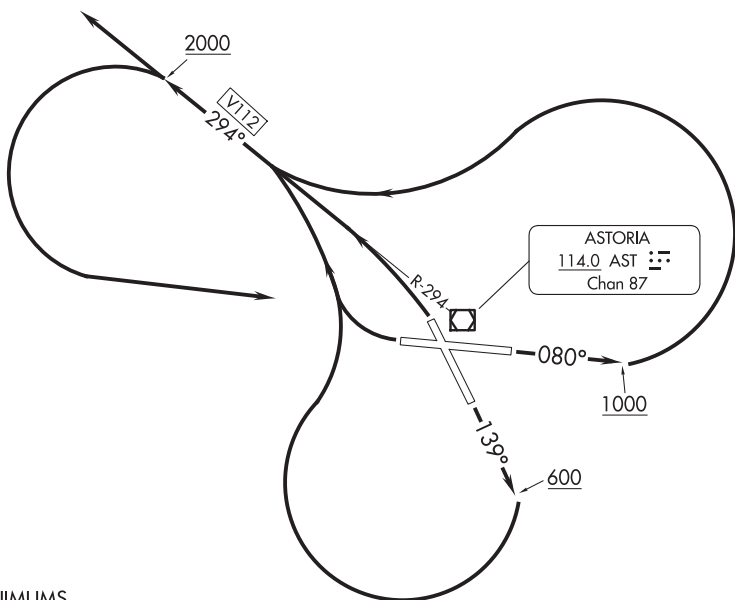
(AST3.AST) 23334

AL-24 (FAA)

ASTORIA RGNL (AST)

ASTORIA THREE DEPARTURE (OBSTACLE)

ASTORIA, OREGON

SEATTLE CENTER
124.2 317.6TAKEOFF 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)

NOTE: Chart not to scale.

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.

ASTORIA THREE DEPARTURE (OBSTACLE)

(AST3.AST) 19JUL18

ASTORIA, OREGON
ASTORIA RGNL (AST)

ASTORIA THREE DEPARTURE (OBSTACLE)

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.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

AUBURN, WASHINGTON

AL-10224 (FAA)

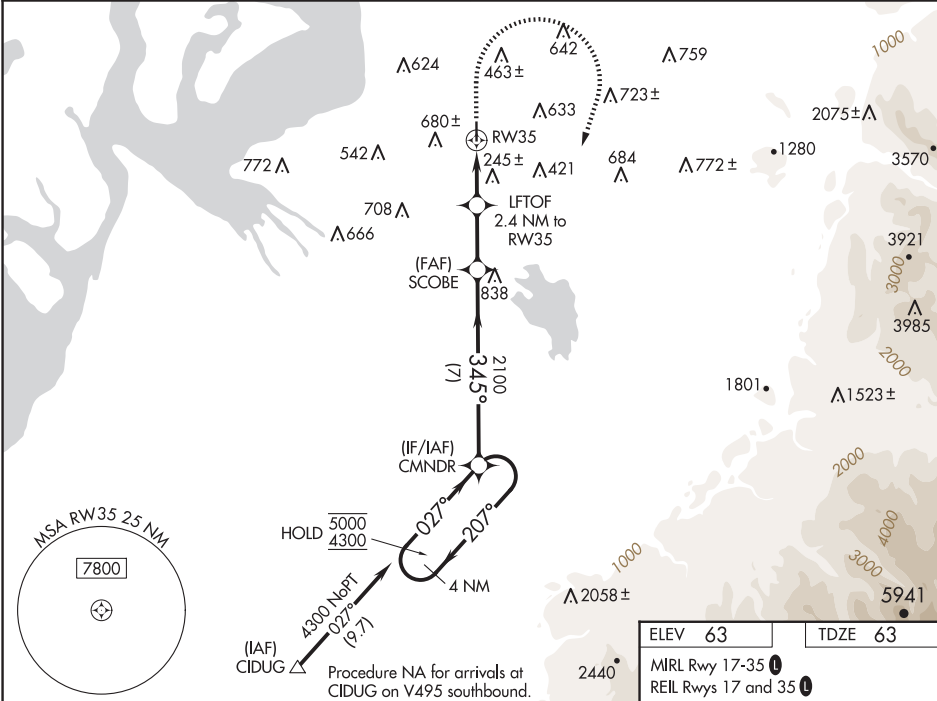
24305

WAAS CH 50346 W35A	APP CRS 345°	Rwy Idg 3601 TDZE 63 Apt Elev 63
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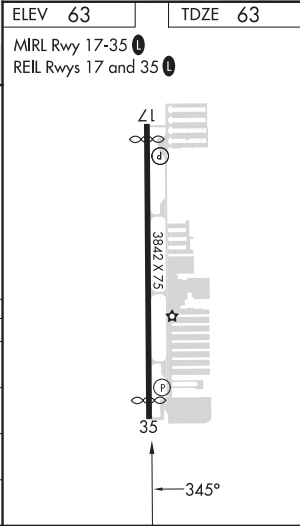
RNAV (GPS) RWY 35

AUBURN MUNI (S50)

RNP APCH - GPS.		MISSED APPROACH: Climb to 700 then climbing right turn to 4400 direct CMNDR and hold, continue climb-in-hold to 4400.	
⚠ NA 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.			
SEA ASOS 118.0	SEATTLE APP CON 123.85	CLNC DEL 123.85	UNICOM 122.975 (CTAF) 0



700		4400		CMNDR	
↑		↷		✱	
RW35		LFTOF 2.4 NM to RW35		SCOB	
2.4 NM		2.3 NM		7 NM	
CATEGORY		A		B	
LPV DA		459-1 3/8 396 (400-1 3/8)		NA	
LNAV/VNAV DA		702-1 3/4 639 (700-1 3/4)		NA	
LNAV MDA		740-1 677 (700-1)		NA	
CIRCLING		920-1 1/4 857 (900-1 1/4)		NA	



AUBURN, WASHINGTON
Orig 16MAY24

47°20'N-122°14'W

AUBURN MUNI (S50)

RNAV (GPS) RWY 35

APP CRS	Rwy Idg	N/A
333°	TDZE	N/A
	Apt Elev	63

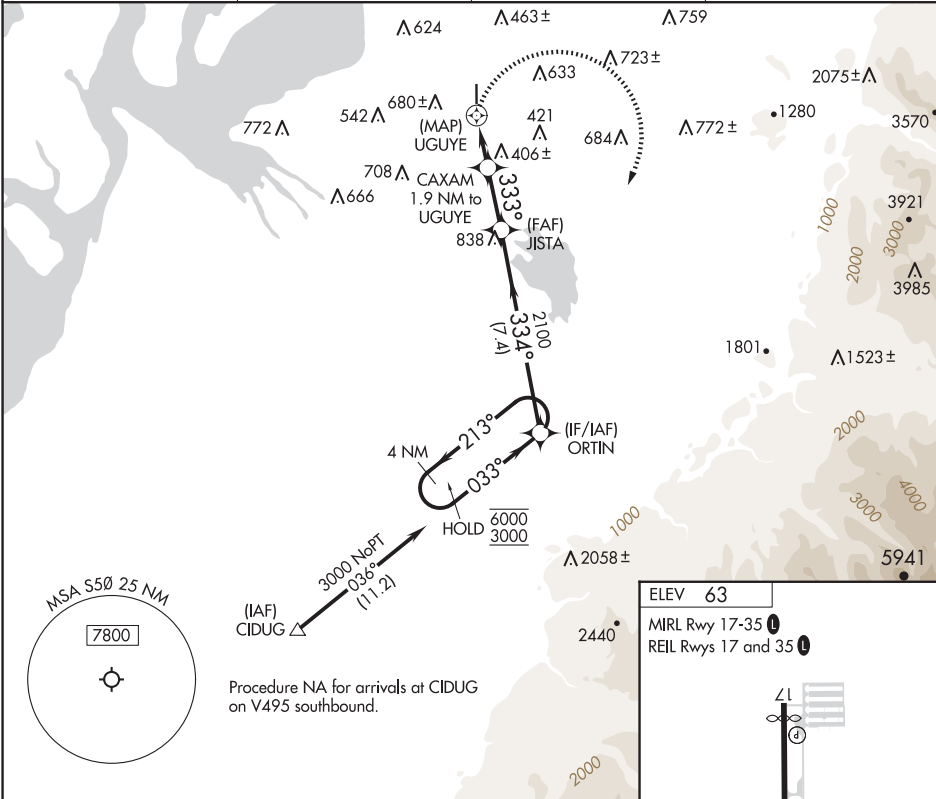
RNAV (GPS)-A
AUBURN MUNI (S50)

RNP APCH - GPS.

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 glidepath 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.

SEA ASOS 118.0	SEATTLE APP CON 123.85	CLNC DEL 123.85	UNICOM 122.975 (CTAF) 0
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3000	ORTIN	ORTIN	4 NM Holding Pattern
UGUYE	CAXAM 1.9 NM to UGUYE	JISTA	2100
1140	333°	334°	213°
1.9 NM	2.3 NM	7.4 NM	6000 3000
CATEGORY	A	B	C D
CIRCLING	920-1¼ 857 (900-1¼)	1040-1½ 977 (1000-1½)	NA

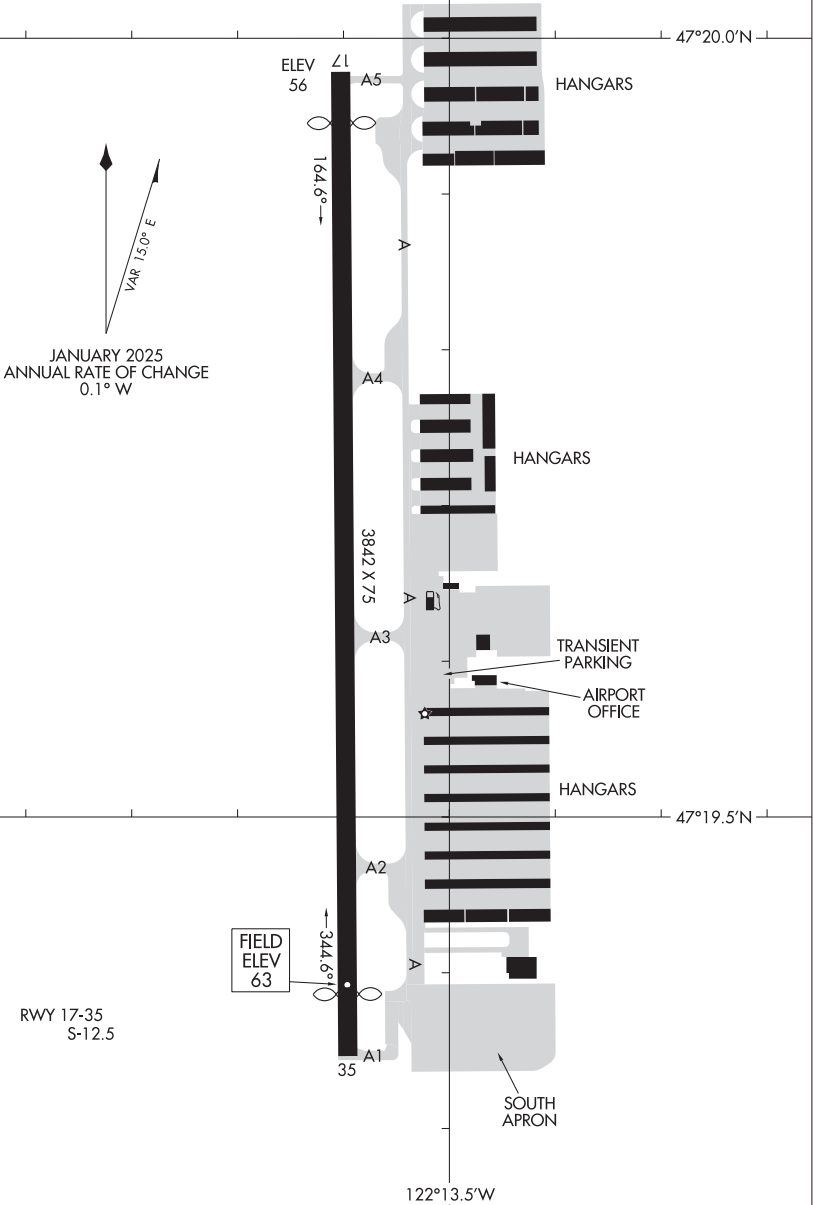
ELEV 63
MRL Rwy 17-35 **0**
REIL Rwy 17 and 35 **0**



NW-1, 07 AUG 2025 to 02 OCT 2025

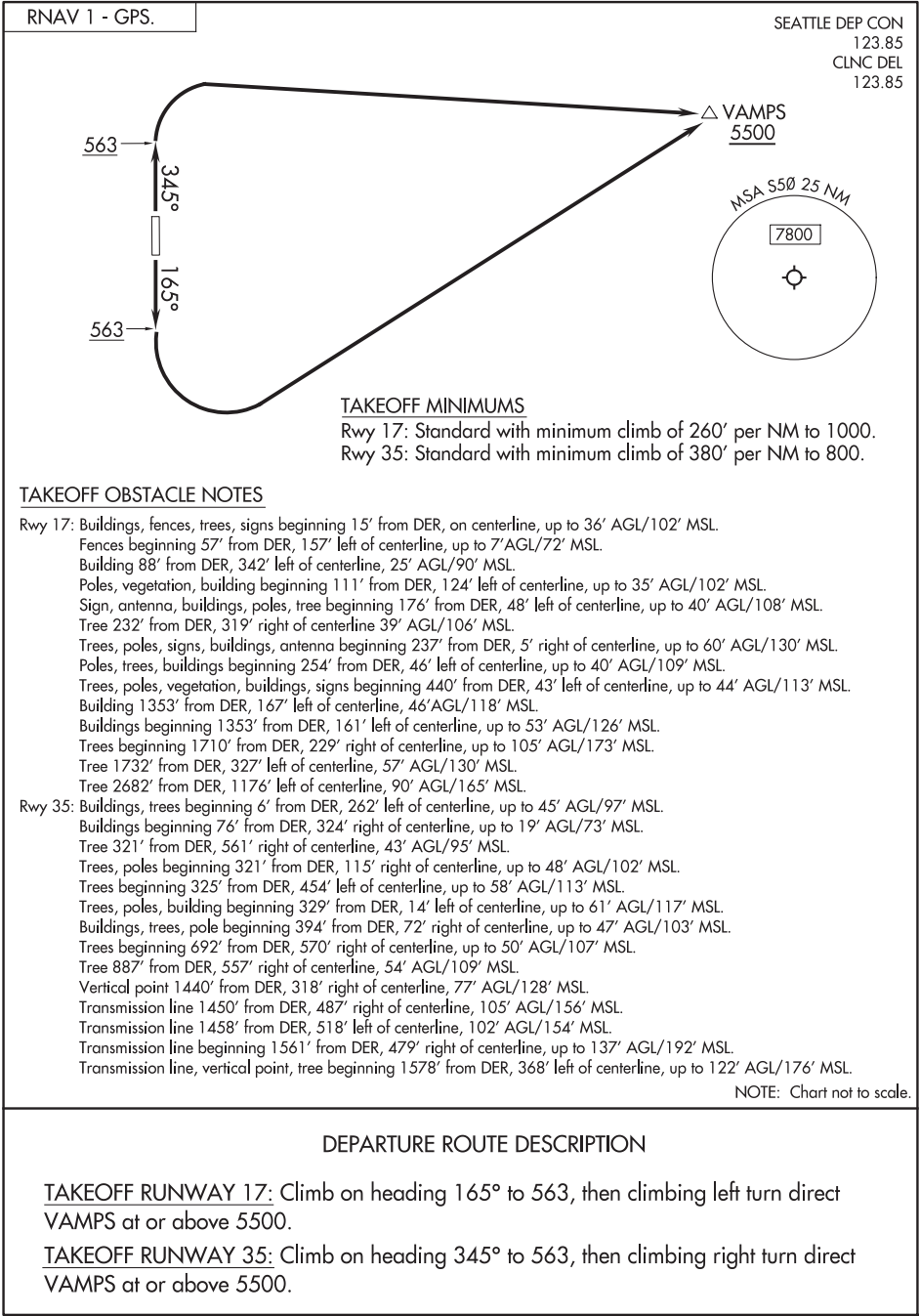
NW-1, 07 AUG 2025 to 02 OCT 2025

CTAF/UNICOM
122.975



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



WAAS CH 70308 W17A	APP CRS 172°	Rwy Idg 5003 TDZE 200 Apt Elev 200
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RNAV (GPS) RWY 17

AURORA STATE (UAO)

RNP APCH.

▼

Rwy 17 helicopter visibility reduction below ¾ 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 1½ SM. Inop table does not apply to LPV and LNAV Cat A/B.

ODALS

MISSED APPROACH: Climb to 3900 direct DUBMY and hold, continue climb-in-hold to 3900.

ATIS 118.525	PORTLAND APP CON 126.0 269.175	AURORA TOWER★ 120.35 (CTAF) 0	GND CON 119.15	CLNC DEL 119.15	PORTLAND CLNC DEL 119.95 (When tower closed)
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ELEV 200

TDZE 200

3900	DUBMY	VGSi and RNAV glidepath not coincident (VGSi Angle 3.50/TCH 38).			
		FIDOV 2.6 NM to RW17	LUTZZ 2500	MOKIY 4 NM Holding Pattern	
*LNAV only		*1.1 NM to RW17			
		RW17	1060*	352° → 6000 ← 172° 4000	GP 3.00° TCH 40
		1.1 1.5 NM	4.5 NM	6 NM	
CATEGORY	A	B	C	D	
LPV DA	511-7⁄8 311 (400-7⁄8)				
LNAV/VNAV DA	661-1¼ 461 (500-1¼)				
LNAV MDA	660-1	460 (500-1)	660-1½	460 (500-1½)	
CIRCLING	700-1	500 (500-1)	700-1½ 500 (500-1½)	940-2¼ 740 (800-2¼)	

AURORA, OREGON
Amdt 1B 26MAR20

45°15'N-122°46'W

AURORA STATE (UAO)

RNAV (GPS) RWY 17

NW-1, 07 AUG 2025 to 02 OCT 2025

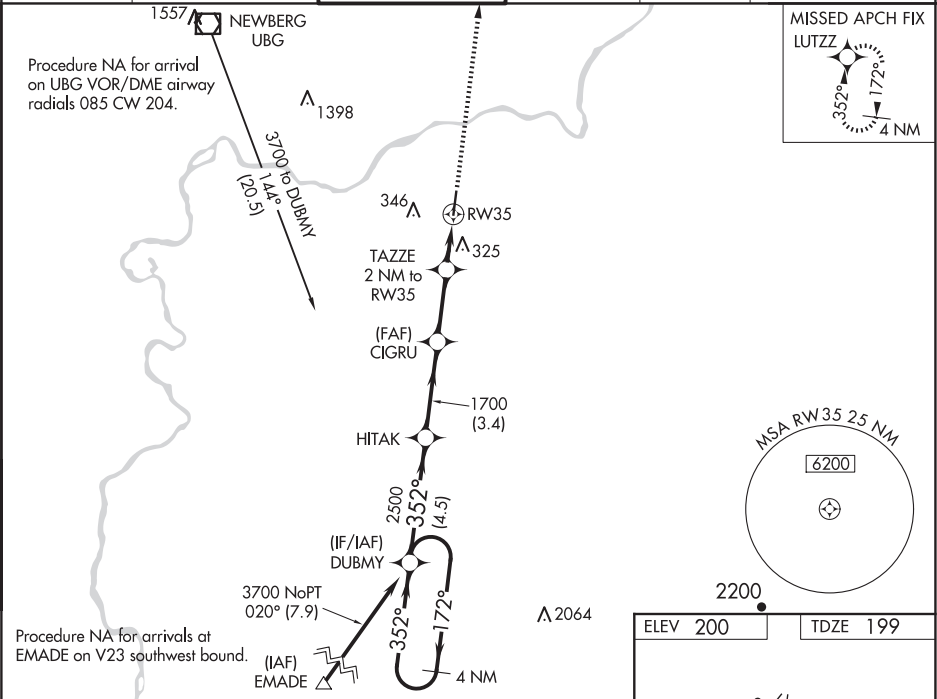
NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 7750B W35A	APP CRS 352°	Rwy Idg 5003 TDZE 199 Apt Elev 200
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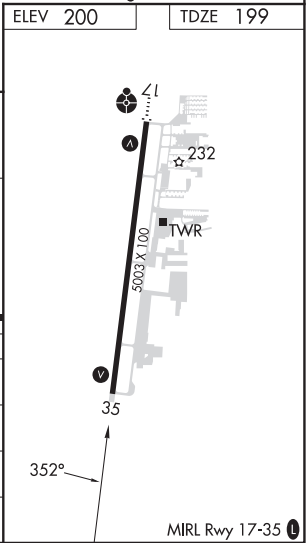
RNAV (GPS) RWY 35
AURORA STATE (UAO)

RNP APCH.	MISSED APPROACH: Climb to 2500 direct LUTZZ and hold.
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 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)
------------------------	--	--	--------------------------	---------------------------	---



4 NM Holding Pattern						DUBMY						HITAK						CIGRU						TAZZE 2 NM to RW35						2500 ↑ *LNAV only		LUTZZ ✱																																	
3700 ←172° 352°→												352° 2500												1700												*1 NM to RW35												RW35																	
GP 3.00° TCH 40												4.5 NM												3.4 NM												2.6 NM												1 NM		1 NM															
CATEGORY												A												B												C														D															
LPV DA												453-7/8												254 (300-7/8)																																									
LNAV/ VNAV												515-1												316 (400-1)																																									
LNAV MDA												620-1												421 (500-1)												620-1¼												421 (500-1¼)																	
CIRCLING												700-1												500 (500-1)												700-1½												940-2¼												500 (500-½)		740 (800-2¼)			



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

AURORA, OREGON

AL-5722 (FAA)

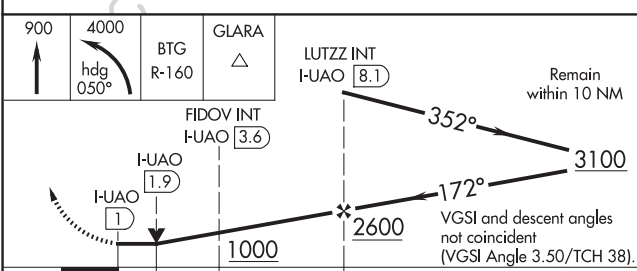
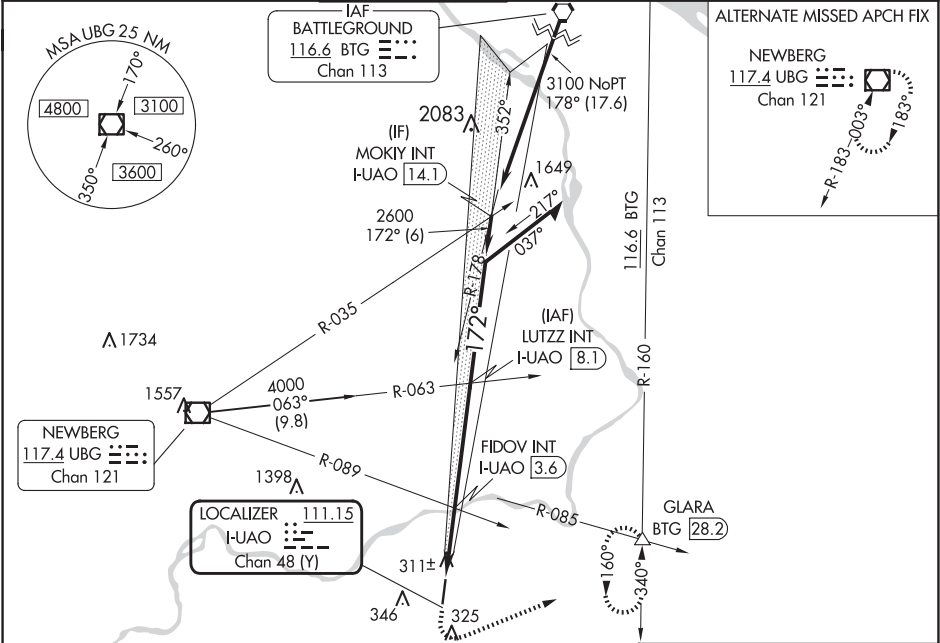
25051

LOC/DME I-UAO	APP CRS	Rwy Idg
111.15	172°	5003
Chan 48 (Y)		TDZE 200
		Apt Elev 200

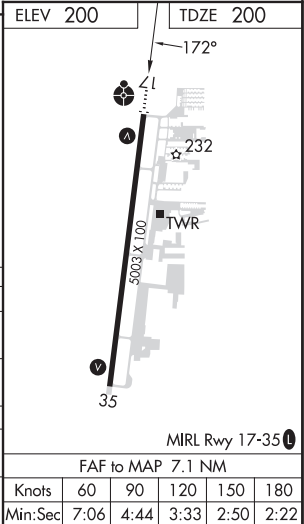
LOC RWY 17
AURORA STATE (UAO)

▼ Rwy 17 helicopter visibility reduction below ¾ SM NA. ▲ FIDOV fix minimums: Inop table does not apply to Cats C/D. For inop ALS, increase S-17 Cats C/D visibility to 2½ SM.	ODALS	MISSED APPROACH: Climb to 900 then climbing left turn to 4000 on heading 050° and BTG R-160 to GLARA INT/BTG 28.2 DME and hold, continue climb-in-hold to 4000.
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ATIS 118.525	PORTLAND APP CON 126.0 269.175	AURORA TOWER★ 120.35 (CTAF) 0	GND CON 119.15	CLNC DEL 119.15	PORTLAND CLNC DEL 119.95 (When lower closed)
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CATEGORY	A	B	C	D
S-17	1000-¾ 800 (800-¾)	1000-1 800 (800-1)	1000-2	800 (800-2)
Ⓢ CIRCLING	1000-1 800 (800-1)	1000-1½ 800 (800-1½)	1000-2½	800 (800-2½)
FIDOV FIX MINIMUMS				
S-17	580-¾ 380 (400-¾)	580-1 380 (400-1)		
Ⓢ CIRCLING	700-1 500 (500-1)	700-1½ 500 (500-1½)	940-2½ 740 (800-2½)	



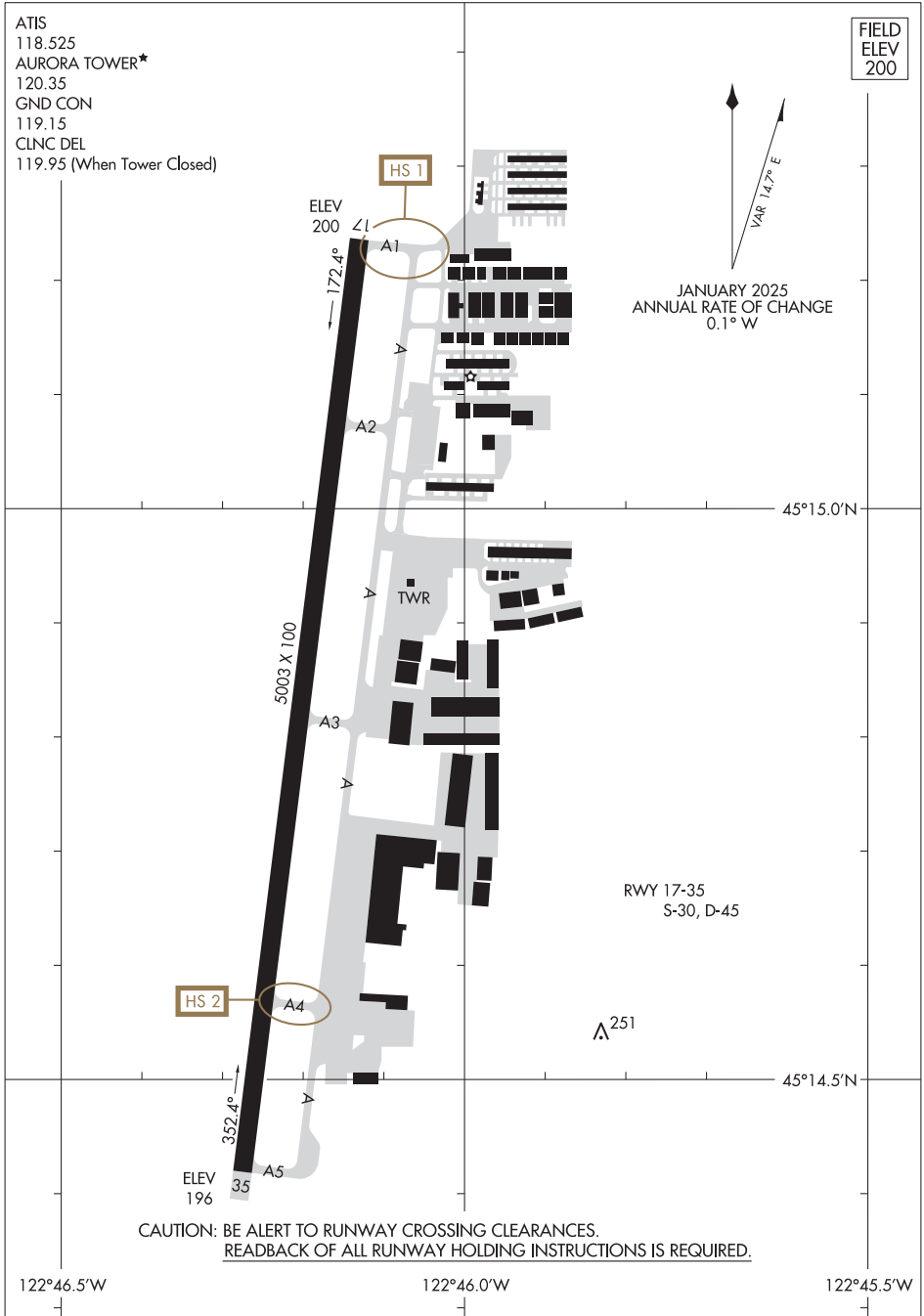
AURORA, OREGON
Amdt 2A 11OCT18

45°15'N-122°46'W

AURORA STATE (UAO)
LOC RWY 17

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



(GLARA2.GLARA) 25051

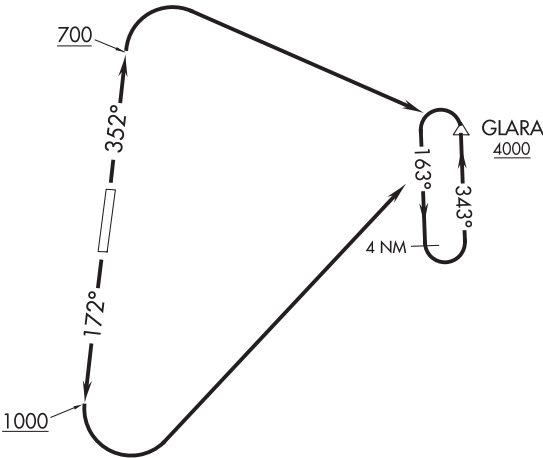
GLARA TWO DEPARTURE (RNAV)

AL-5722 (FAA)

AURORA STATE (UAO)
AURORA, OREGON

ATIS
118.525
CLNC DEL
119.15
PORTLAND CLNC DEL
119.95 (when tower closed)
GND CON
119.15
AURORA TOWER ★
120.35
PORTLAND DEP CON
126.0 284.6

**TOP ALTITUDE:
ASSIGNED BY ATC**



NOTE: RNAV 1.
NOTE: GPS required.

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: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

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.

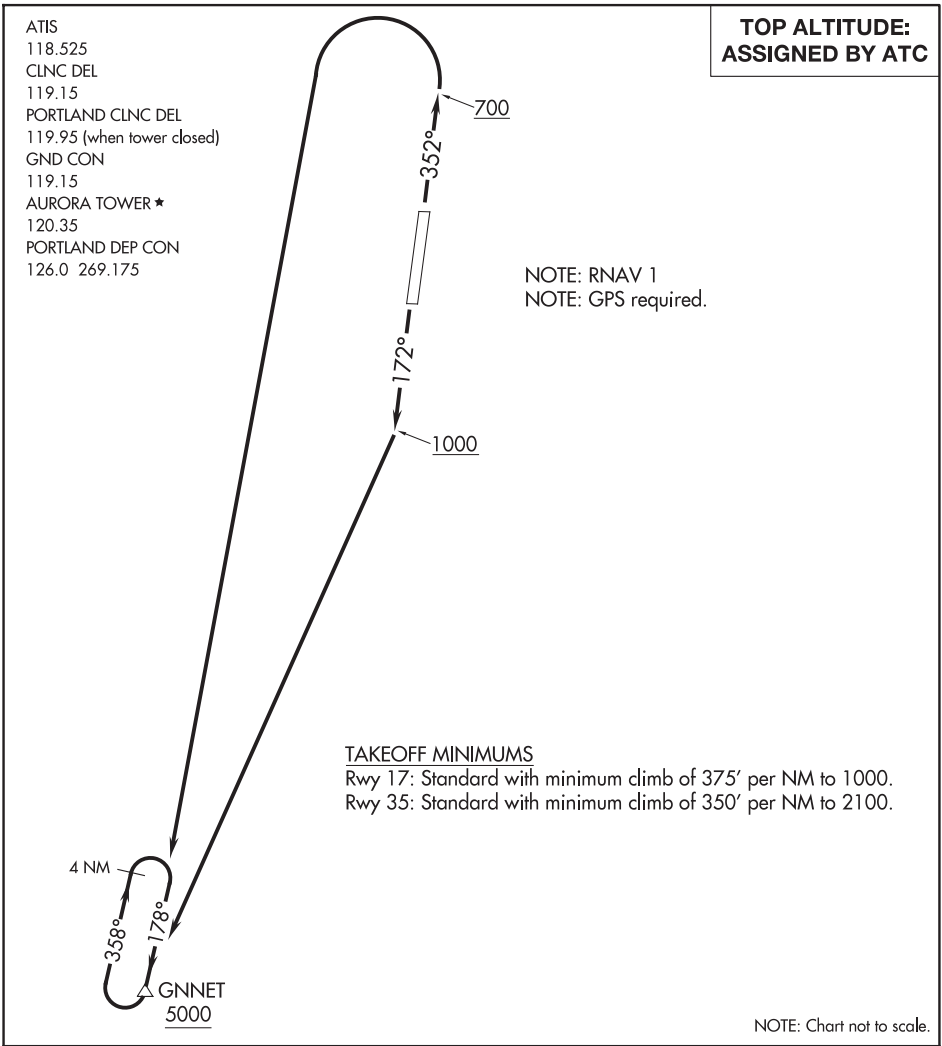
GLARA TWO DEPARTURE (RNAV)

(GLARA2.GLARA) 27APR17

AURORA, OREGON
AURORA STATE (UAO)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION
<u>TAKEOFF RUNWAY 17:</u> Climb heading 172° to 1000, then climbing right turn direct GNNET. Thence
<u>TAKEOFF RUNWAY 35:</u> 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.

(UBG2.UBG) 25051

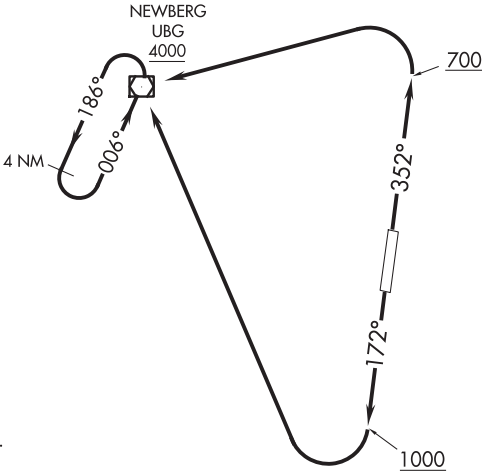
NEWBERG TWO DEPARTURE(RNAV)

AL-5722 (FAA)

AURORA STATE (UAO)
AURORA, OREGON

**TOP ALTITUDE:
ASSIGNED BY ATC**

ATIS
118.525
CLNC DEL
119.15
PORTLAND CLNC DEL
119.95 (when tower closed)
GND CON
119.15
AURORA TOWER ★
120.35
PORTLAND DEP CON
126.0 269.175



NOTE: RNAV 1.
NOTE: GPS required.

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.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

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

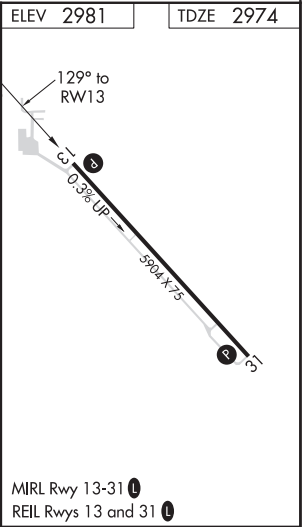
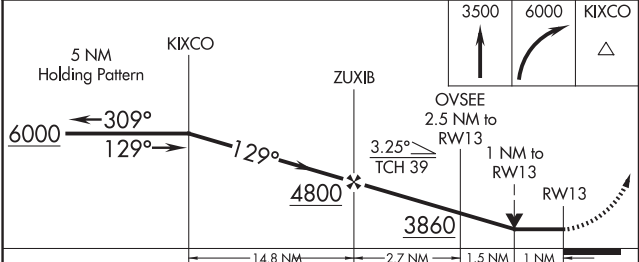
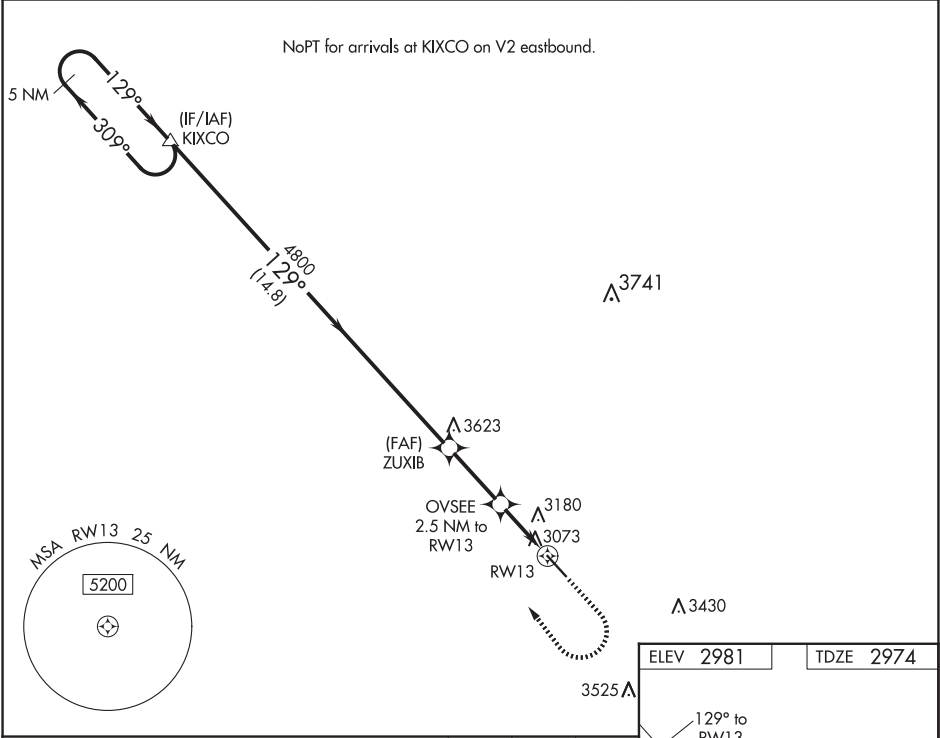
. . . continue climb in hold UBG VOR/DME holding pattern to cross UBG VOR/DME at or above 4000 before proceeding on course.

WAAS CH 86339 W13A	APP CRS 129°	Rwy Idg TDZE Apt Elev	5904 2974 2981
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 13
BAKER MUNI (BHK)

	MISSED APPROACH: Climb to 3500 then climbing right turn to 6000 direct KIXCO and hold.
--	--

ASOS 135.475	SALT LAKE CENTER 126.85 305.2	CTAF 122.9 0
------------------------	---	------------------------



CATEGORY	A	B	C	D
LP MDA	3340-1		366 (400-1)	
LNAV MDA	3480-1	506 (500-1)	3480-1 3/8	506 (500-1 3/8)
CIRCLING	3540-1	559 (600-1)	3620-1 3/4 639 (700-1 3/4)	3820-2 3/4 839 (900-2 3/4)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

BAKER, MONTANA


AL-6943 (FAA)

20198

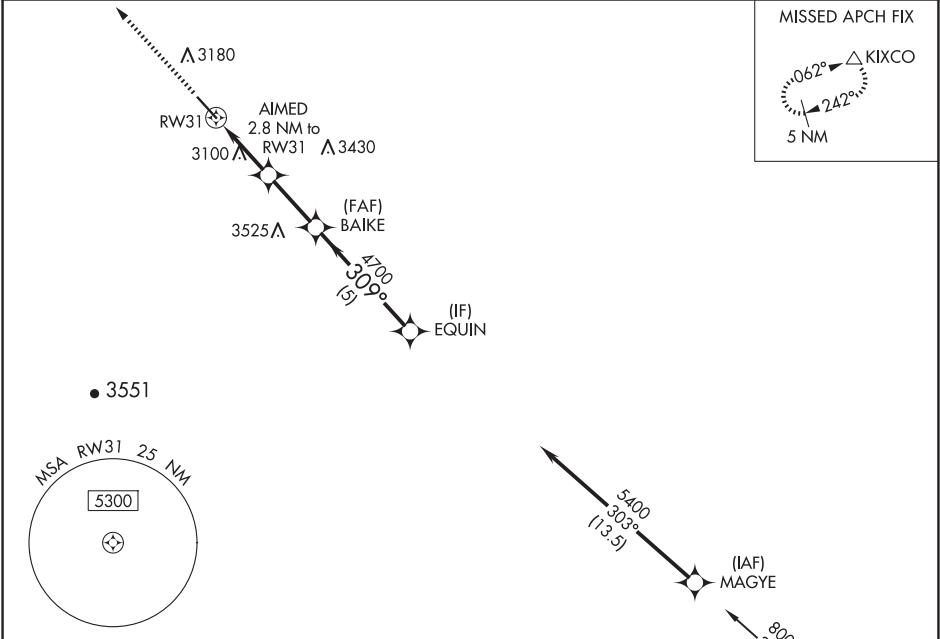
WAAS CH 50138 W31A	APP CRS 309°	Rwy Idg TDZE Apt Elev	5904 2981 2981
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RNAV (GPS) RWY 31

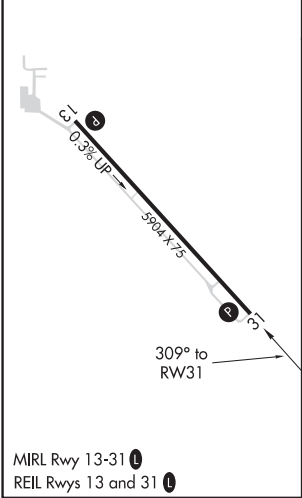
BAKER MUNI (BHK)

RNP APCH.	MISSED APPROACH: Climb to 3500 then climbing right turn 6000 direct KIXCO and hold.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. When local altimeter setting not received, procedure NA.	

ASOS 135.475	SALT LAKE CENTER 126.85 305.2	CTAF 122.9 0
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ELEV 2981	TDZE 2981
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3500	6000	KIXCO	AIMED 2.8 NM to RW31	BAIKE 4700	EQUIN 5400	GP 3.00° TCH 30
*LNAV only.			*1.1 NM to RW31			
			1.1 NM	1.7 NM	2.5 NM	5 NM
CATEGORY	A	B	C	D		
LPV DA	3231-7/8	250 (300-7/8)				
LNAV/VNAV DA	3267-1	286 (300-1)				
LNAV MDA	3360-1	379 (400-1)				
CIRCLING	3540-1	559 (600-1)	3620-1 3/4 639 (700-1 3/4)	3820-2 3/4 839 (900-2 3/4)		

BAKER, MONTANA
Orig-A 08NOV18

46°21'N-104°15'W

RNAV (GPS) RWY 31

BAKER MUNI (BHK)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90133 W13A	APP CRS 125°	Rwy Idg TDZE Apt Elev	5084 3370 3373
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RNAV (GPS) RWY 13
BAKER CITY MUNI (BKE)

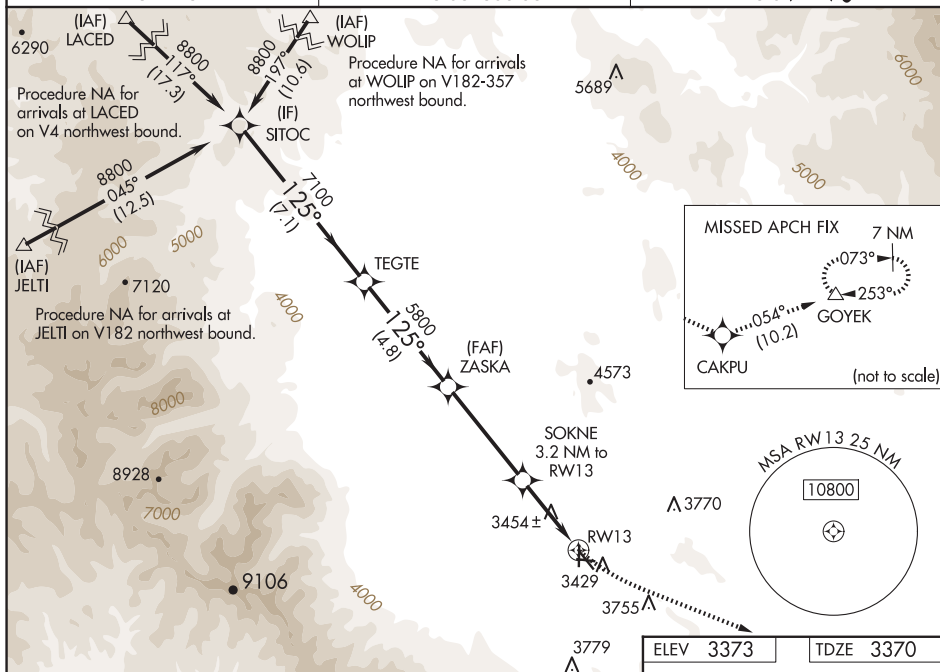
BAKER CITY MUNI (BKE)

RNP APCH - GPS.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA
A below -22°C or above 51°C. Rwy 13 helicopter visibility
☼ -23°C reduction below $\frac{3}{4}$ SM NA. Circling Rwy 8, 17, 26, and 35 NA
 at night.

MISSED APPROACH: Climb to 3800 then climbing left turn to 11000 direct CAKPU and on track 054° to GOYEK and hold, continue climb-in-hold to 11000. # Missed approach requires minimum climb of 266 feet per NM to 4580.

ASOS 134.275	SALT LAKE CENTER 128.05 306.95	UNI/COM 123.0 (CTAF) L
------------------------	--	----------------------------------



NW-1, 07 AUG 2025 to 02 OCT 2025

VGSJ and RNAV glidepath not coincident (VGSJ Angle 3.00/TCH 47.)

8800 MSL

7100 MSL

125°

SITOC

TEGTE

ZASKA

SOKNE

3.2 NM to RW13

2.4 NM to RW13

RW13

GOYEK

tr 054°

GP 3.00° TCH 55

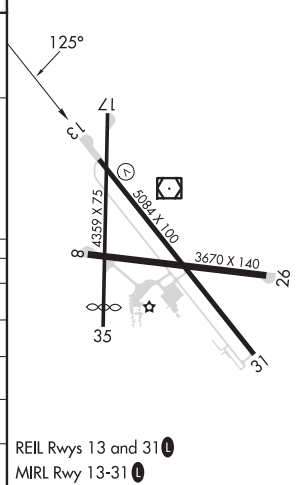
7.1 NM

4.8 NM

4.3 NM

0.8 NM

2.4 NM



RNAV (GPS) RWY 13

BAKER CITY, OREGON

AL-35 (FAA)

25107

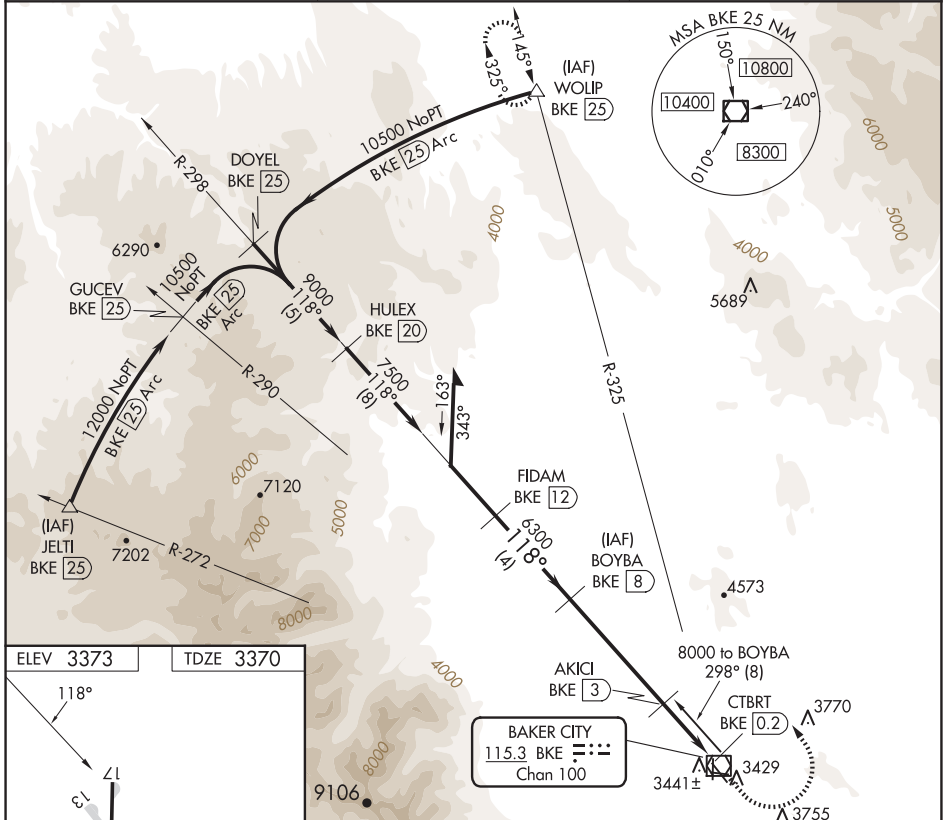
VOR/DME BKE 115.3 Chan 100	APP CRS 118°	Rwy Idg TDZE 3370 Apt Elev 3373
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VOR/DME RWY 13

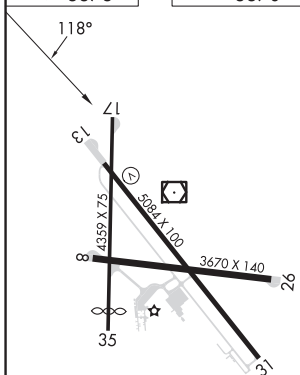
BAKER CITY MUNI (BKE)

	MISSED APPROACH: Climb to 4000 then climbing left turn to 10500 via BKE R-325 to WOLUP and hold.
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ASOS 134.275	SALT LAKE CENTER 128.05 306.95	UNICOM 123.0 (CTAF) 0
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ELEV 3373	TDZE 3370
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REIL Rwy 13 and 31

MIRL Rwy 13-31

Remain within 10 NM			
VGSI and descent angles not coincident (VGSI 3.00/TCH 47).			
4 NM 5 NM 2.8 NM			
CATEGORY	A	B	C
S-13	4000-1	630 (700-1)	4000-1 3/4 630 (700-1 3/4)
CIRCLING	4000-1	627 (700-1)	4560-3 1187 (1200-3)

BAKER CITY, OREGON

Amdt 11E 30JAN20

44°50'N-117°49'W

BAKER CITY MUNI (BKE)

VOR/DME RWY 13

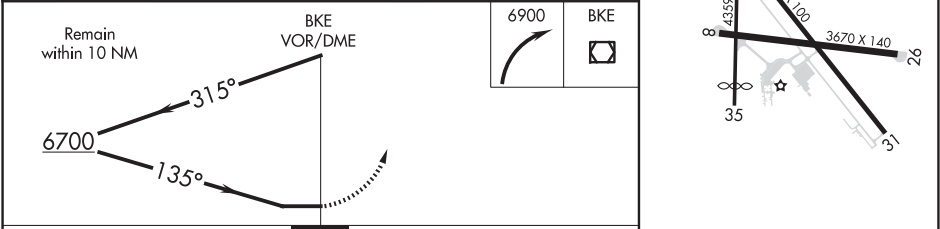
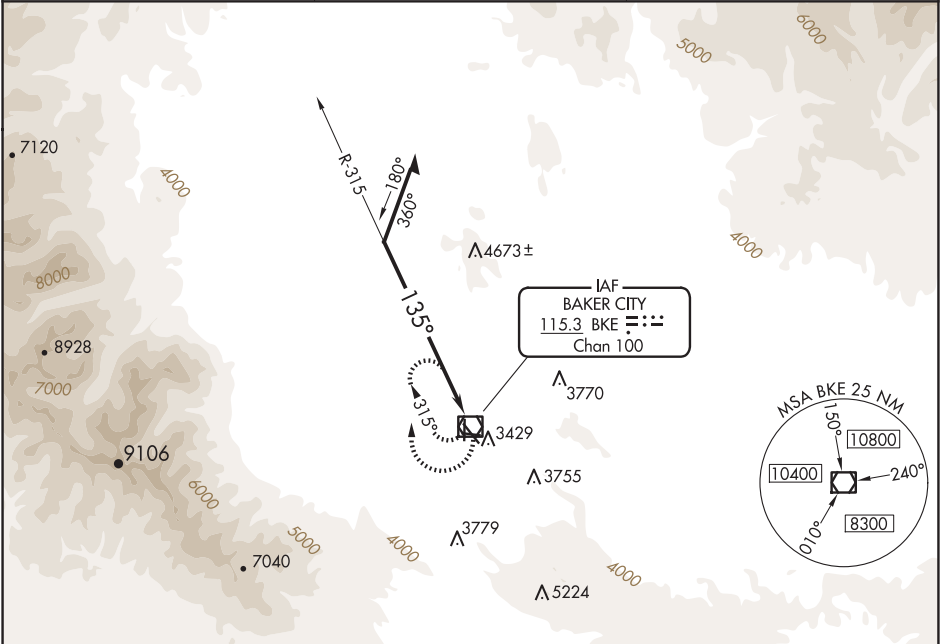
NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME BKE	APP CRS	Rwy Idg	N/A
115.3	135°	TDZE	N/A
Chan 100		Apt Elev	3373

VOR-A
BAKER CITY MUNI (BKE)

<div><div><div></div><div></div></div><div><div></div><div></div></div></div> <div><div>Circling to Rwy 8/17/26/35 NA at night.</div><div>Helicopter visibility reduction below 1 SM NA.</div></div>	<div>MISSED APPROACH: Climbing right turn to 6900 in BKE VOR/DME holding pattern.</div>
--	---

ASOS 134.275	SALT LAKE CENTER 128.05 306.95	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	5200-1¼ 1827 (1900-1¼)	5200-1½ 1827 (1900-1½)	5200-3 1827 (1900-3)	

REIL Rwy 13 and 31 0
MRL Rwy 13-31 0

BELLINGHAM, WASHINGTON

AL-45 (FAA)

25219

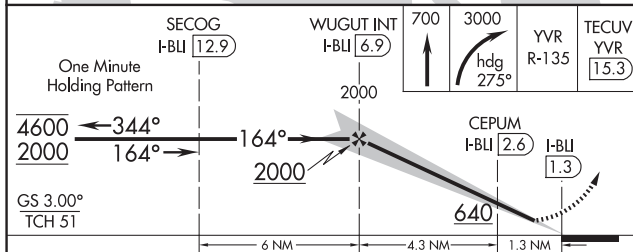
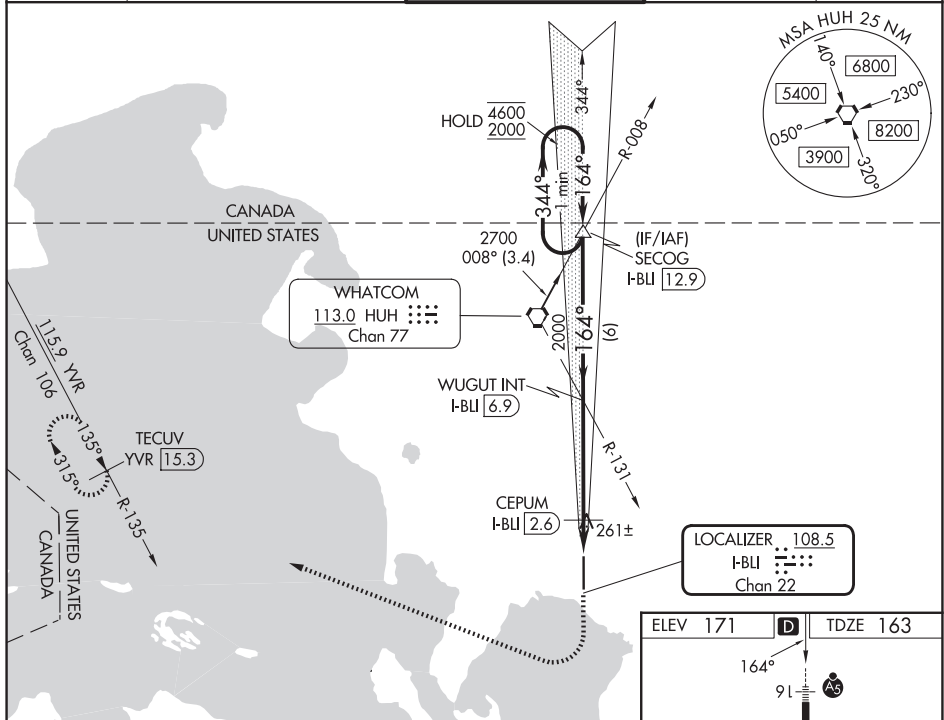
LOC/DME I-BLI 108.5 Chan 22	APP CRS 164°	Rwy Ldg TDZE 6700 163 Apt Elev 171
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ILS or LOC RWY 16

BELLINGHAM INTL (BLI)

DME or RADAR required.	MALSR 	MISSED APPROACH: Climb to 700 then climbing right turn to 3000 on heading 275° and on YVR VOR/DME R-135 to TECUV/YVR 15.3 DME and hold.
<p>⚠ Autopilot coupled approach NA below 500. For inop ALS, increase S-LOC Cat C/D visibility to RVR 6000.</p> <p>* RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using FHR altimeter setting).</p>		

ATIS 134.45	VICTORIA TERMINAL APP CON 132.7	BELLINGHAM TOWER ★ 124.9 (CTAF) 0 379.3	GND CON 127.4 379.3	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 16*	363/24 200 (200-½)			
S-LOC 16	520/24 357 (400-½)		520/40 357 (400-¾)	
CIRCLING	640-1 469 (500-1)		900-2 1160-3 729 (800-2) 989 (1000-3)	

ELEV 171	D	TDZE 163
REIL Rwy 34 0 34 HIRL Rwy 16-34 0		
FAF to MAP 5.6 NM		
Knots	60	90 120 150 180
Min:Sec	5:36	3:44 2:48 2:14 1:52

BELLINGHAM, WASHINGTON

Amdt 9 17APR25

48°48'N-122°32'W

BELLINGHAM INTL (BLI)

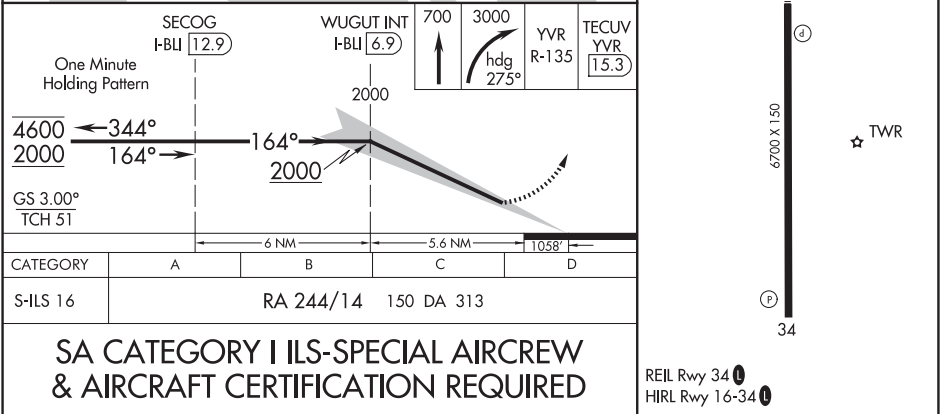
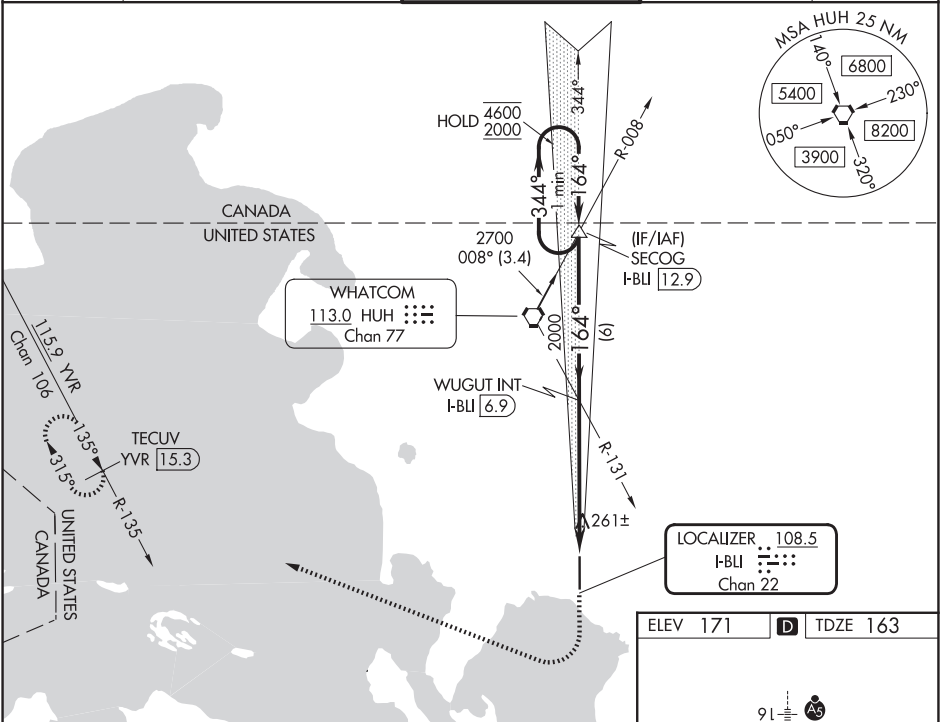
ILS or LOC RWY 16

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-BLI 108.5 Chan 22	APP CRS 164°	Rwy Ldg TDZE 163 Apt Elev 171	ILS RWY 16 (SA CAT I) BELLINGHAM INTL (BLI)	
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DME or RADAR required.		MALSR 	MISSED APPROACH: Climb to 700 then climbing right turn to 3000 on heading 275° and on YVR VOR/DME R-135 to TECUV/YVR 15.3 DME and hold.
	Requires specific OPSPEC, MSPEC or LOA approval. Autopilot coupled approach NA below 500. Procedure NA when tower closed.		

ATIS 134.45	VICTORIA TERMINAL APP CON 132.7	BELLINGHAM TOWER ★ 124.9 (CTAF) 0 379.3	GND CON 127.4 379.3	UNICOM 122.95
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BELLINGHAM, WASHINGTON

AL-45 (FAA)

25219

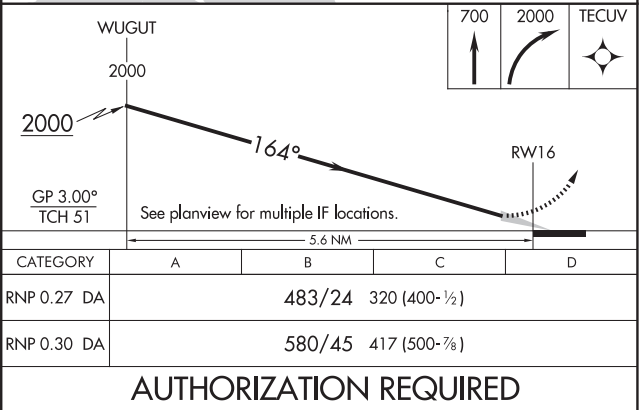
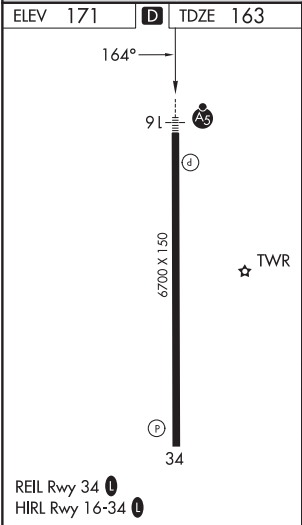
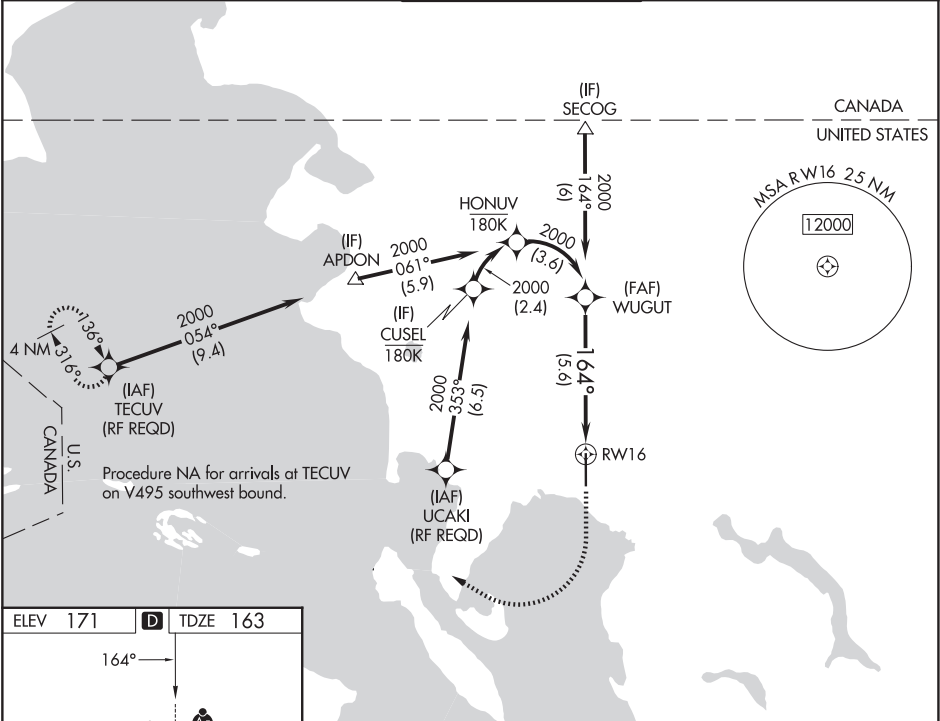
APP CRS	Rwy Ldg	6700
164°	TDZE	163
	Apt Elev	171

RNAV (RNP) Z RWY 16

BELLINGHAM INTL (BLI)

RNP AR APCH	MALSR	MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct TECUV and hold.
<p>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.</p>		

ATIS 134.45	VICTORIA TERMINAL APP CON 132.7	BELLINGHAM TOWER★ 124.9 (CTAF) 0 379.3	GND CON 127.4 379.3	UNICOM 122.95
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BELLINGHAM, WASHINGTON
Amdt 1A 15AUG19

48°48'N-122°32'W

RNAV (RNP) Z RWY 16

NW-1, 07 AUG 2025 to 02 OCT 2025

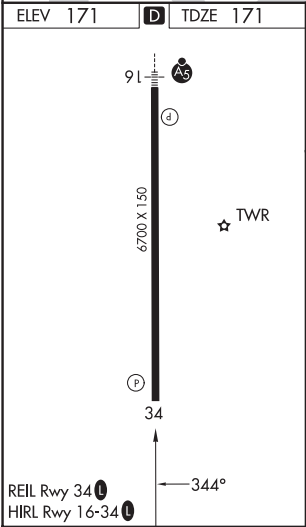
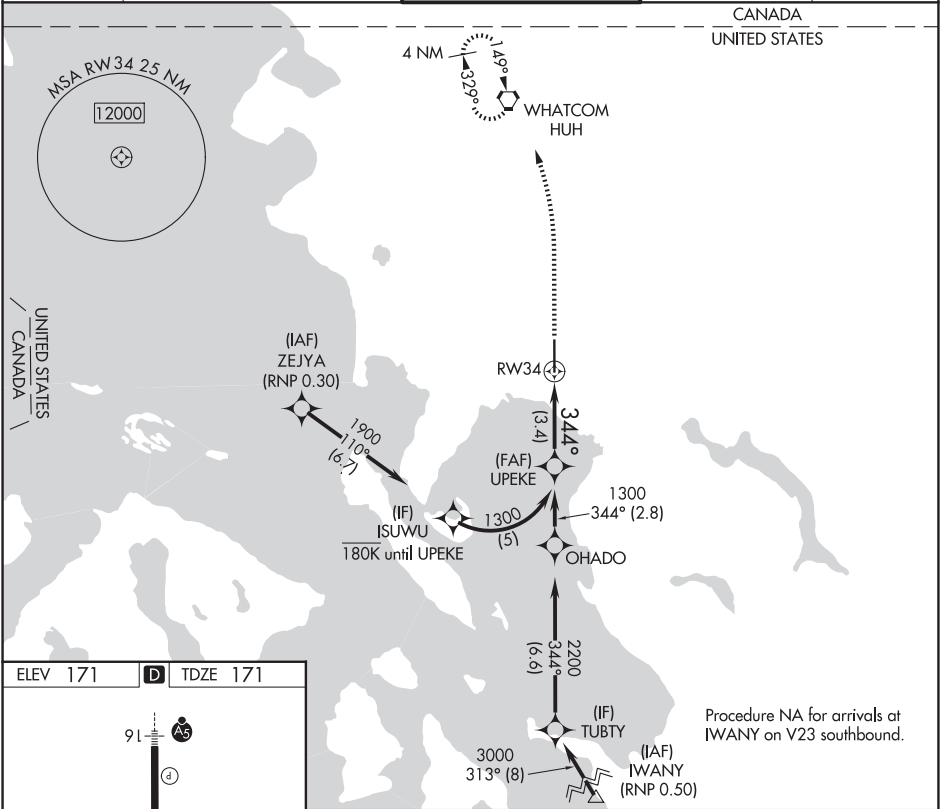
APP CRS	Rwy Ldg	6700
344°	TDZE	171
	Apt Elev	171




RNAV (RNP) Z RWY 34

BELLINGHAM INTL (BLI)

RNP AR APCH-GPS.	MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct WHATCOM VORTAC and hold, continue climb-in-hold to 3000.
For uncompensated Baro-VNAV systems, procedure NA below -7°C or above 54°C.	

ATIS	VICTORIA TERMINAL APP CON	BELLINGHAM TOWER ★	GND CON	UNICOM
134.45	132.7	124.9 (CTAF) 0 379.3	127.4 379.3	122.95



700	3000	HUH		
			See planview for multiple IF locations.	
			UPEKE	1300
RW34			344°	1300
			GP 3.00°	
			TCH 50	
3.4 NM				
CATEGORY	A	B	C	D
RNP 0.11 DA	463-7/8 292 (300-7/8)			
RNP 0.30 DA	578-13/8 407 (500-13/8)			
AUTHORIZATION REQUIRED				

BELLINGHAM, WASHINGTON

AL-45 (FAA)

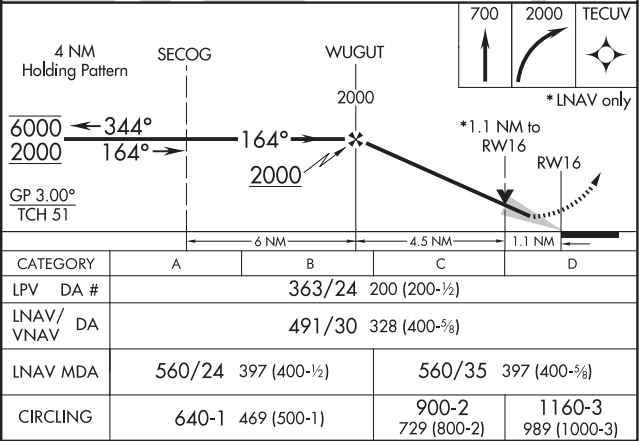
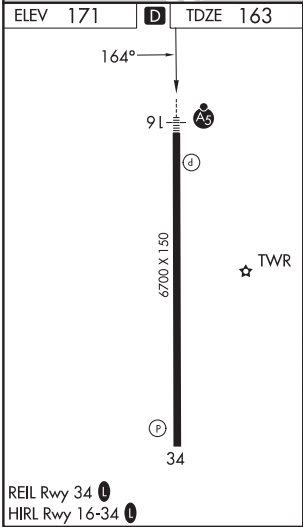
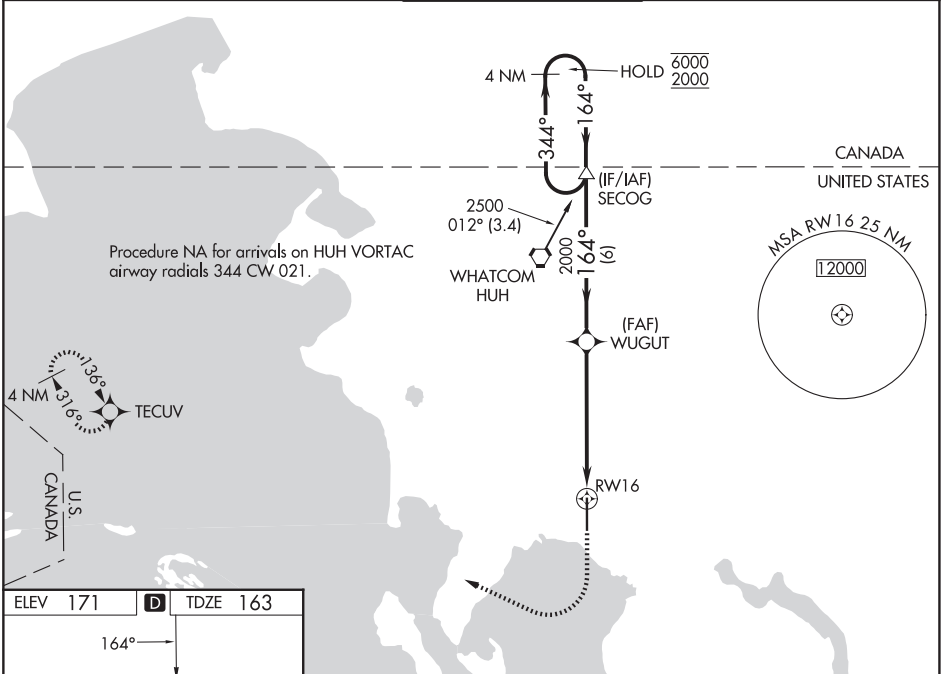
25219

WAAS CH 45999 W16A	APP CRS 164°	Rwy Ldg TDZE 163 Apt Elev 171
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RNAV (GPS) Y RWY 16

BELLINGHAM INTL (BLI)

RNP APCH. <div><div><div></div></div><div>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.</div></div>		MALSR <div><div></div></div>	MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct TECUV and hold.	
ATIS 134.45	VICTORIA TERMINAL APP CON 132.7	BELLINGHAM TOWER ★ 124.9 (CTAF) 0 379.3	GND CON 127.4 379.3	UNICOM 122.95



BELLINGHAM, WASHINGTON

Amdt 3C 15AUG19

48°48'N-122°32'W

BELLINGHAM INTL (BLI)

RNAV (GPS) Y RWY 16

NW-1, 07 AUG 2025 to 02 OCT 2025

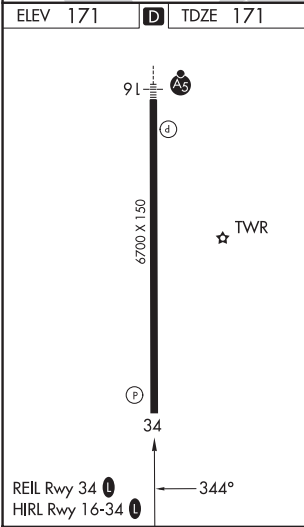
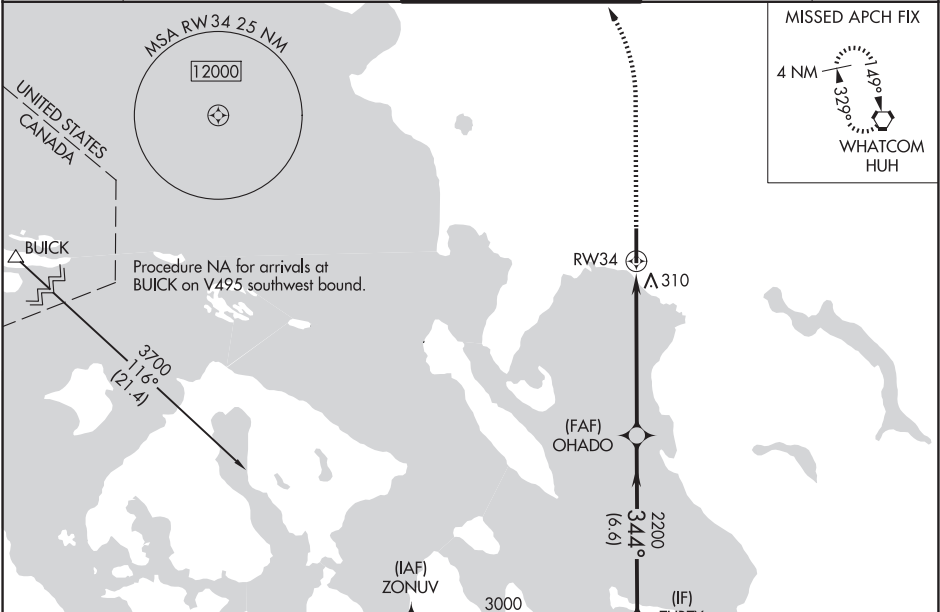
NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86223 W34A	APP CRS 344°	Rwy Ldg TDZE 171 Apt Elev 171
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RNAV (GPS) Y RWY 34
BELLINGHAM INTL (BLI)

RNP APCH - GPS. 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 C ¼ mile. Rwy 34 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct HUH VORTAC and hold, continue climb-in-hold to 3000.
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ATIS 134.45	VICTORIA TERMINAL APP CON 132.7	BELLINGHAM TOWER ★ 124.9 (CTAF) 0 379.3	GND CON 127.4 379.3	UNICOM 122.95
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074° (8)

Procedure NA for arrivals at IWANY on V23 southeast bound.

(8)

3000

344°

2200

OHADO

TUBTY

IWANY

700

3000

HUH

*LNAV only

*1.3 NM to RW34

RW34

1.3 NM

4.9 NM

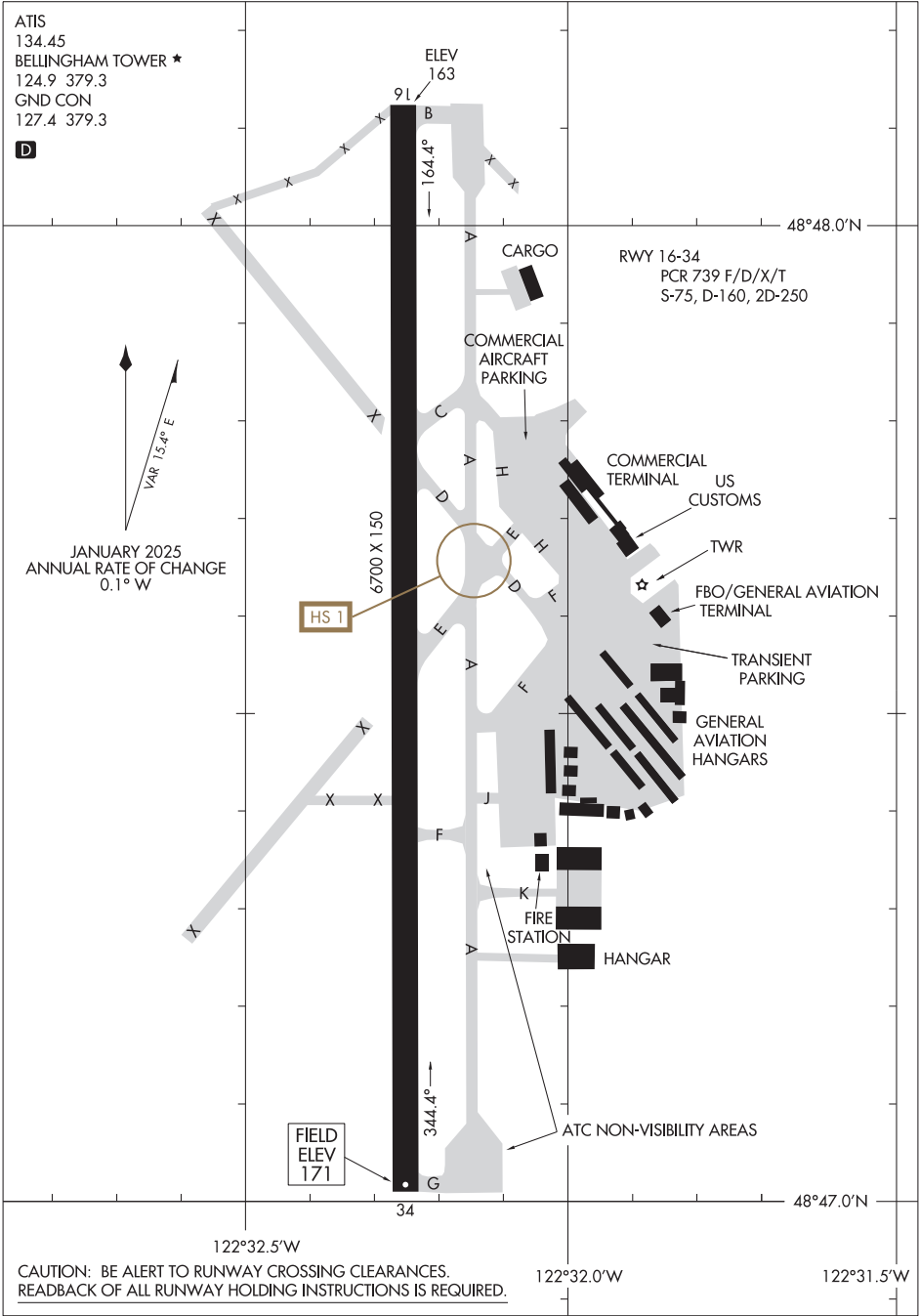
6.6 NM

GP 3.00°

TCH 50°

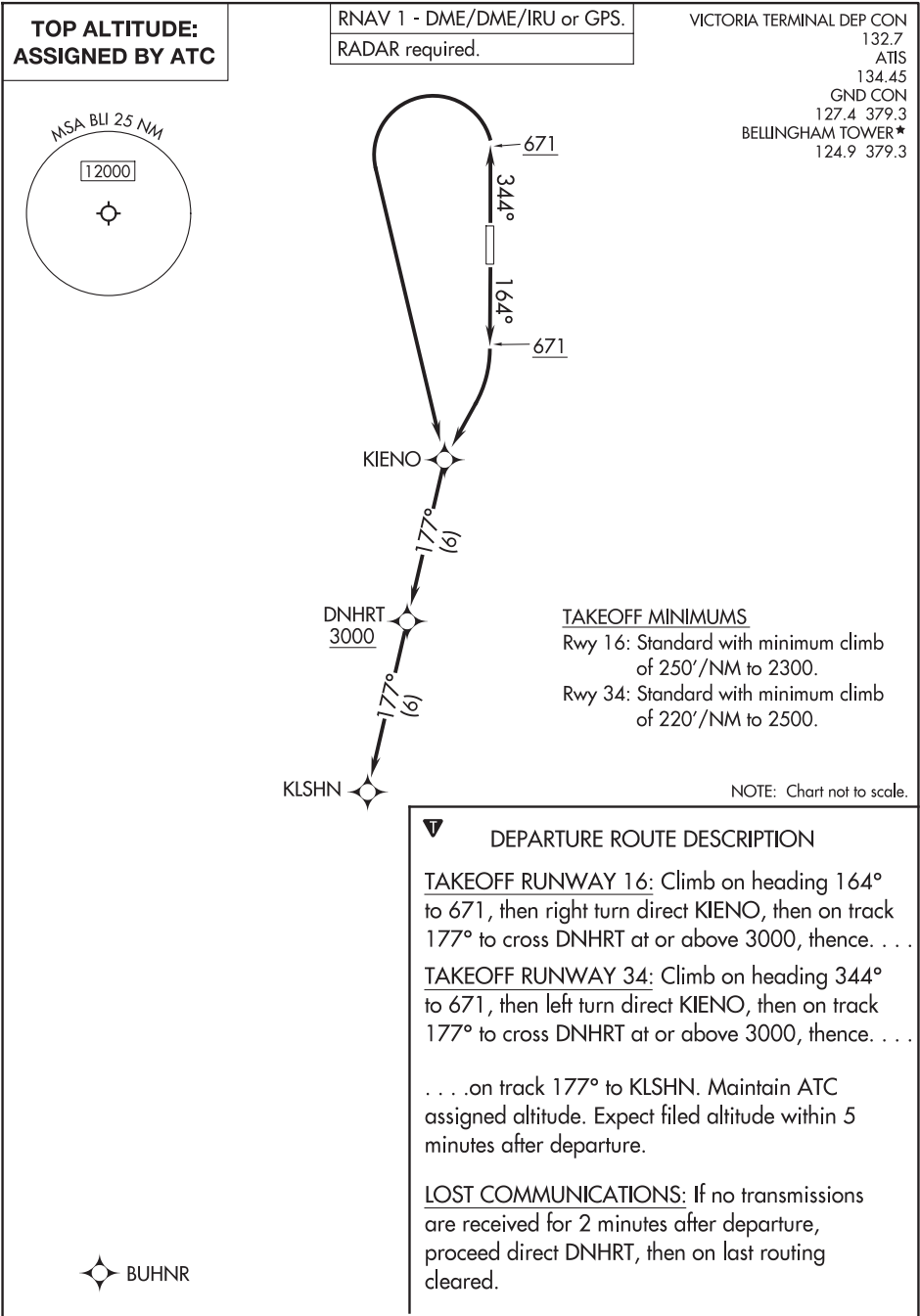
CATEGORY	A	B	C	D
LPV DA	421-¾	250 (300-¾)		
LNAV/VNAV DA	503-1½	332 (400-1½)		
LNAV MDA	640-1	469 (500-1)	640-1¾	469 (500-1¾)
CIRCLING	640-1	469 (500-1)	900-2 729 (800-2)	1160-3 989 (1000-3)

AL-45 (FAA)



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



BEND, OREGON

AL-5579 (FAA)

25163

WAAS CH 90137 W16B	APP CRS 153°	Rwy Ldg 5201 TDZE 3432 Apt Elev 3459
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RNAV (GPS) Y RWY 16

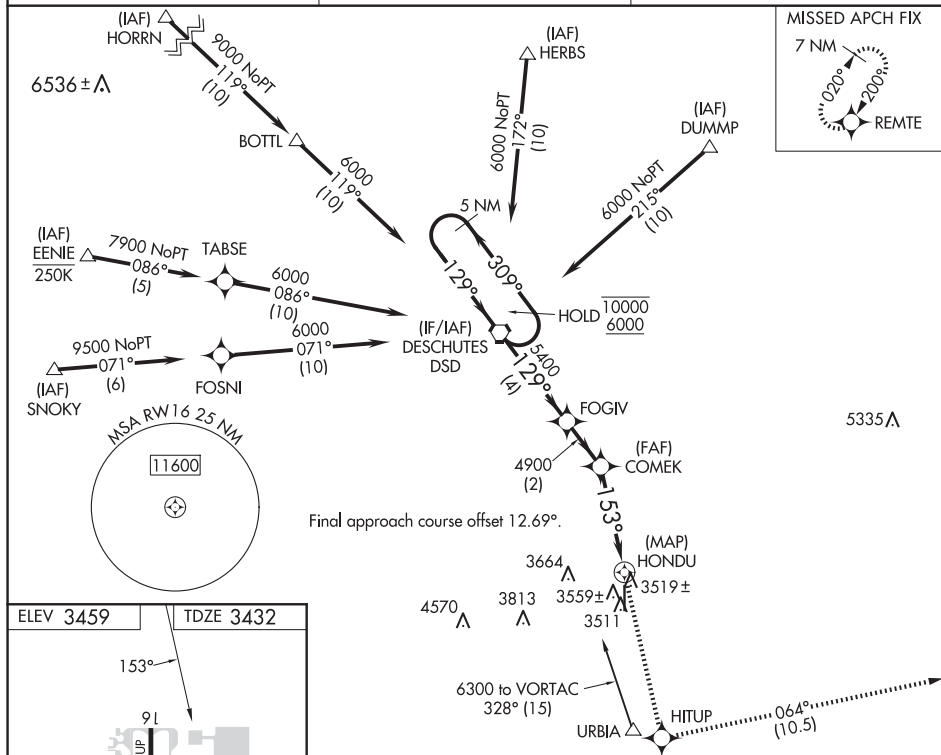
BEND MUNI (BDN)

RNP APCH - GPS.

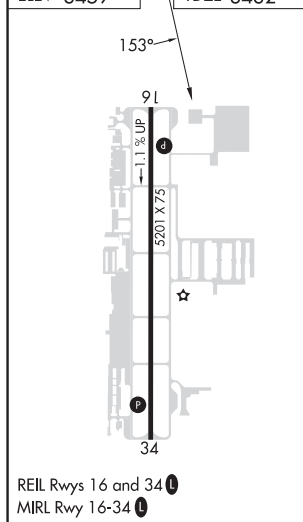
T Rwy 16 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Redmond altimeter setting. When local altimeter setting not received, use Redmond altimeter setting and increase all MDAs 100 feet and LP visibility Cats C and D $\frac{3}{8}$ SM, LNAV visibility Cats C and D $\frac{1}{4}$ SM, and Circling visibility Cat C $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 7400 direct HITUP and on track 064° to REMTE and hold, continue climb-in-hold to 7400.

AWOS-3 134.425	SEATTLE CENTER 126.15 269.475	UNICOM 123.0 (CTAF) 0
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ELEV 3459	TDZE 3432
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The diagram illustrates a VOR/DME station at 108.5 MHz. Key features include:

- VOR Frequency:** 108.5
- DME Frequency:** 113.5
- Station Name:** DSD VORTAC
- Holding Pattern:** 5 NM Holding Pattern.
- Navigation Aids:** HITUP (VOR), REMITE (DME).
- Angles:** 309° (inbound), 129° (outbound), 129° (outbound from 5400).
- Distances:** 10000, 6000, 5400, 4900, 4 NM, 2 NM, 3.3 NM, 0.6 NM, 0.5 NM.
- Other Labels:** FOGIV, COMEK, TCH 50, HONDU, 0.6 NM to HONDU.

BEND, OREGON

Amdt 3 10AUG23

BEND MUNI (BDN)

RNAV (GPS) Y RWY 16

44°06'N-121°12'W

47

NW-1, 07 AUG 2025 to 02 OCT 2025

BEND, OREGON

AL-5579 (FAA)

25163

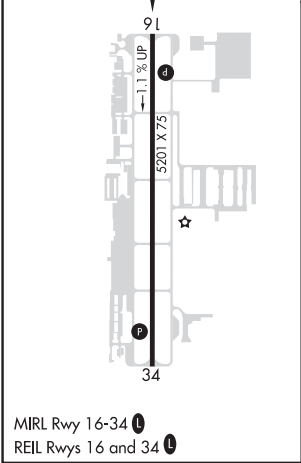
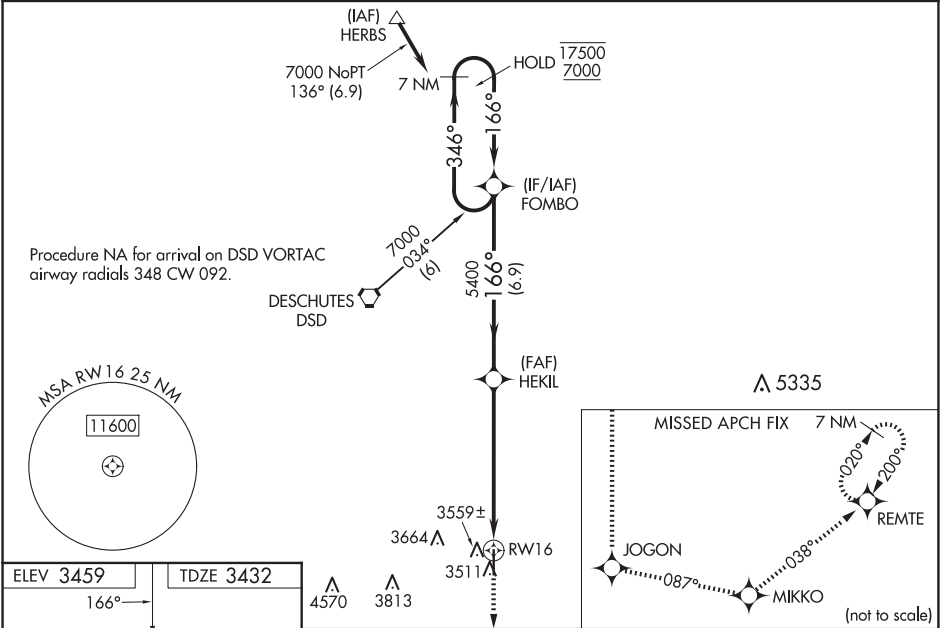
WAAS CH 81906 W16A	APP CRS 166°	Rwy Ldg TDZE Apt Elev	5201 3432 3459
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RNAV (GPS) Z RWY 16

BEND MUNI (BDN)

RNP APCH - GPS.	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.
<p>Baro-VNAV and VDP NA when using Redmond altimeter setting. Rwy 16 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Redmond altimeter setting: increase LPV DA to 3763 feet and all visibilities $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 3821 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 100 feet and LNAV visibility Cats C and D $\frac{1}{4}$ SM, and Circling visibility Cat C $\frac{1}{2}$ SM.</p>	

AWOS-3 134.425	SEATTLE CENTER 126.15 269.475	UNICOM 123.0 (CTAF) 1
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7400	JOGON	MIKKO	REMTE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 38).
↑	tr 087°	tr 038°		
FOMBO 7 NM Holding Pattern				
HEKIL 5400 346° 17500 166° 7000				
GP 3.00° TCH 50				
1.2 NM to RWY 16 1.2 NM 4.9 NM 6.9 NM				
CATEGORY	A	B	C	D
LPV DA	3682- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)			
LNAV/VNAV DA	3740- $\frac{7}{8}$ 308 (300- $\frac{7}{8}$)			
LNAV MDA	3820-1	388 (400-1)	3820-1 $\frac{1}{8}$	388 (400-1 $\frac{1}{8}$)
CIRCLING	3960-1 501 (600-1)	3980-1 521 (600-1)	4120-1 $\frac{3}{4}$ 661 (700-1 $\frac{3}{4}$)	4640-3 1181 (1200-3)

BEND, OREGON
Amdt 1 10AUG23

44°06'N-121°12'W

BEND MUNI (BDN)

RNAV (GPS) Z RWY 16

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

BEND, OREGON

AL-5579 (FAA)

25163

VORTAC DSD 117.6 Chan 123	APP CRS 136°	Rwy Ldg 5201 TDZE 3432 Apt Elev 3459
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VOR RWY 16
BEND MUNI (BDN)

DME required.

T Rwy 16 helicopter visibility reduction below $\frac{3}{4}$ 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 $\frac{1}{4}$ SM, and Circling visibility Cat C $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 4700 then climbing right turn to 7000 direct DSD VORTAC and hold, continue climb-in-hold to 7000.

AWOS-3 134.425	SEATTLE CENTER 126.15 269.475	UNICOM 123.0 (CTAF) 1
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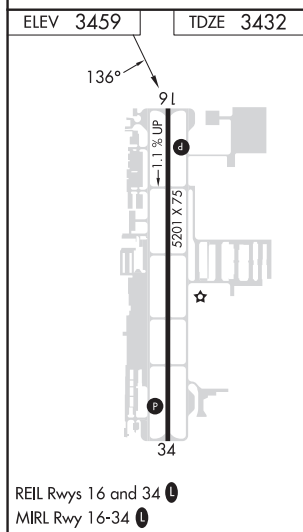
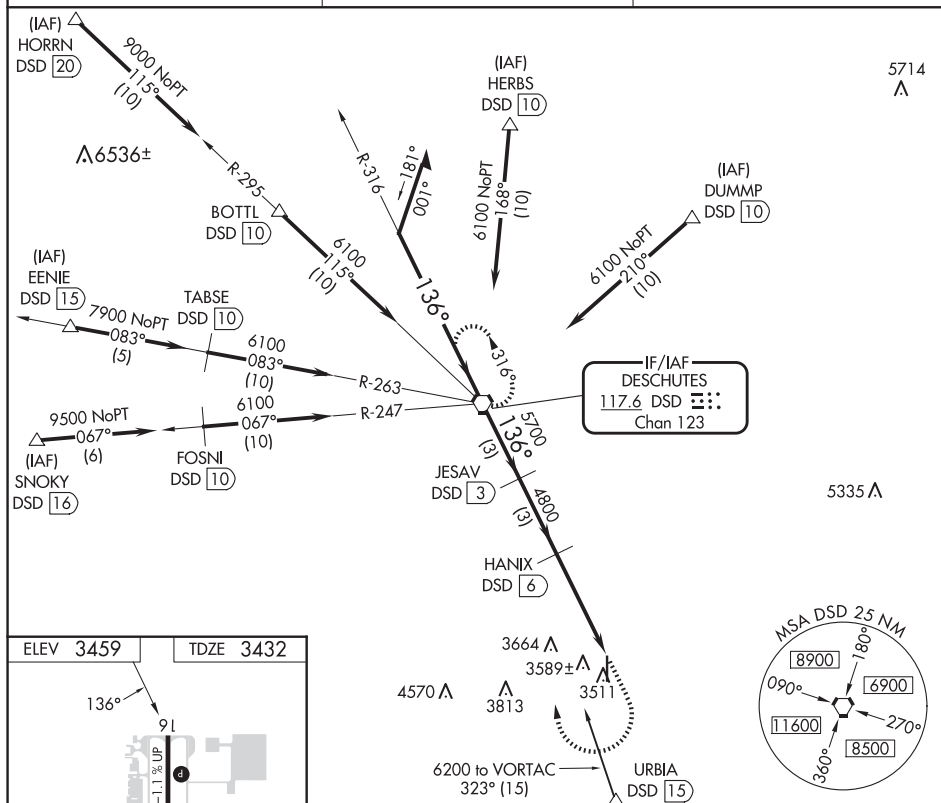


Diagram illustrating a VORTAC station layout and associated flight paths. The diagram shows a VORTAC station, a DSD station, and a JESAV DSD station. Key altitudes and headings are marked:

- 6100 (VORTAC)
- 5700 (JESAV DSD)
- 4800 (HANIX DSD)
- 448 (DSD 10.1)

Headings and angles shown:

- 316° (from 6100 to 5700)
- 136° (from 6100 to 4800)
- 136° (from 5700 to 4800)
- 3.09° TCH 50 (from 4800 to 448)

Distances marked:

- 3 NM (from 5700 to 4800)
- 4.1 NM (from 4800 to 448)

Legend:

- ↑ 4700
- ↗ 7000
- ⬢ DSD

CATEGORY	A	B	C	D
S-16	3880-1	448 (500-1)	3880-1 $\frac{3}{8}$	448 (500-1 $\frac{3}{8}$)
C CIRCLING	3960-1 501 (600-1)	3980-1 521 (600-1)	4120-1 $\frac{3}{4}$ 661 (700-1 $\frac{3}{4}$)	4640-3 1181 (1200-3)

BEND, OREGON
Amdt 11 10AUG23

44°06'N-121°12'W

BEND MUNI (BDN)
VOR RWY 16

NW-1, 07 AUG 2025 to 02 OCT 2025

BEND TWO DEPARTURE (OBSTACLE)

AL-5579 (FAA)

BEND MUNI (BDN)
BEND, OREGON

SEATTLE CENTER
126.15 269.475
CTAF
123.0

TAKEOFF MINIMUMS

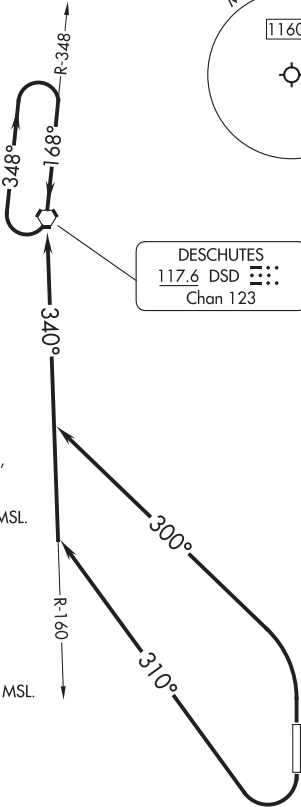
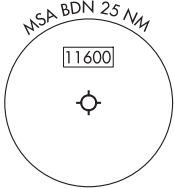
Rwy 16: Standard with minimum climb of 260' per NM
to 4600 or 4600-3 for VCOA.
Rwy 34: Standard.

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, 588' 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.
Tree 373' from DER, 581' 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 31' AGL/3436' MSL.
Trees beginning 925' from DER, 175' left of centerline, up to 39' AGL/3442' MSL.

DESCHUTES
117.6 DSD
Chan 123



NOTE: Chart not to scale.

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. . .

. . . .Climb in DSD VORTAC holding pattern to cross DSD VORTAC at or above MEA/MCA for route of flight.

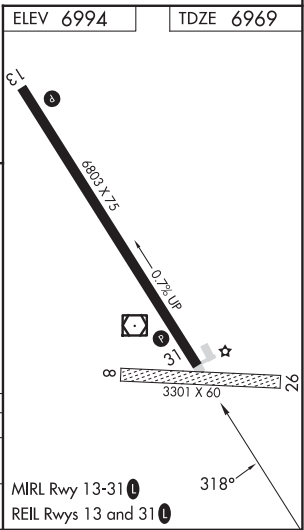
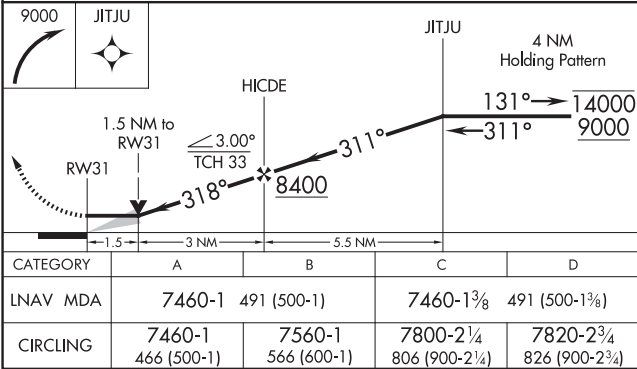
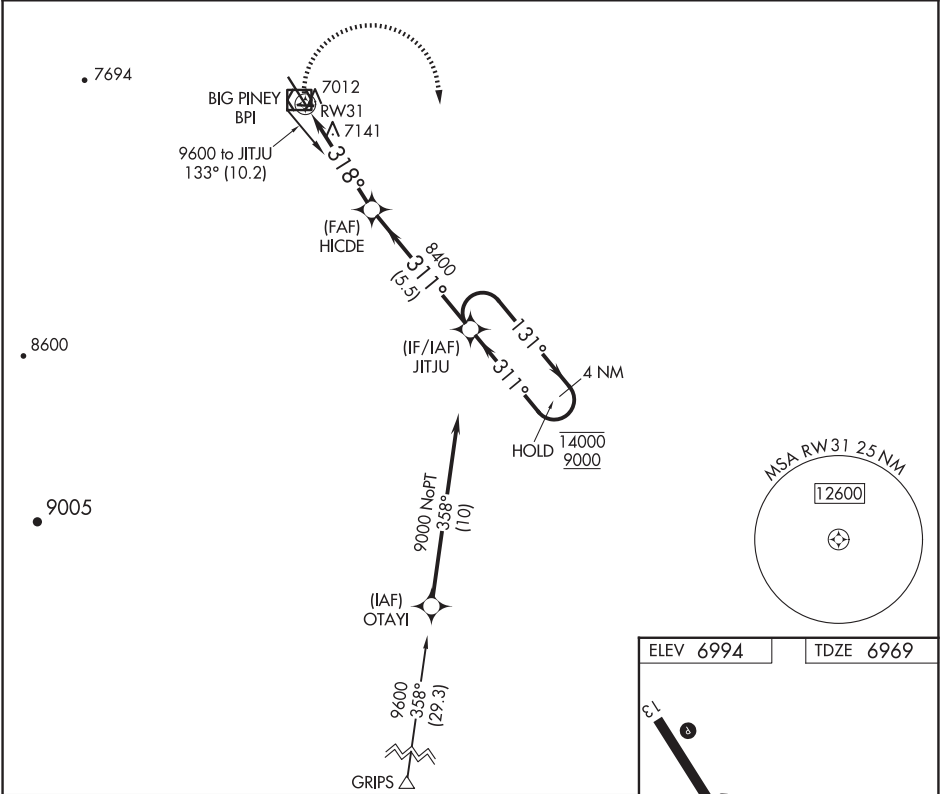
VCOA RUNWAY 16: Obtain ATC approval for VCOA when requesting IFR clearance.
Climb in visual conditions to cross Bend Muni Airport at or above 7900 before proceeding on course.

BEND TWO DEPARTURE (OBSTACLE)

APP CRS	Rwy Idg	6803
318°	TDZE	6969
	Apt Elev	6994

RNAV (GPS) RWY 31
MILEY MEML FLD (BPI)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 9000 direct JITJU and hold.	
Circling NA to Rwy's 8 and 26.			
ASOS 135.225	SALT LAKE CENTER 128.35 239.25	UNICOM 122.8 (CTAF)	122.7



BIG PINEY, WYOMING

AL-5790 (FAA)

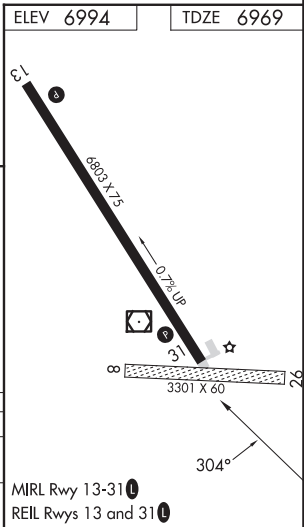
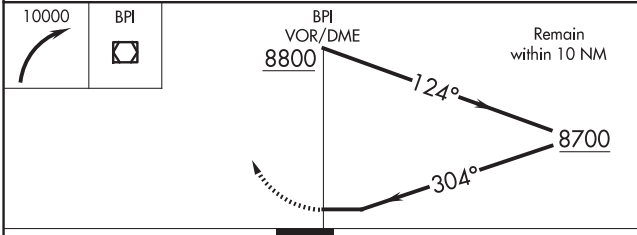
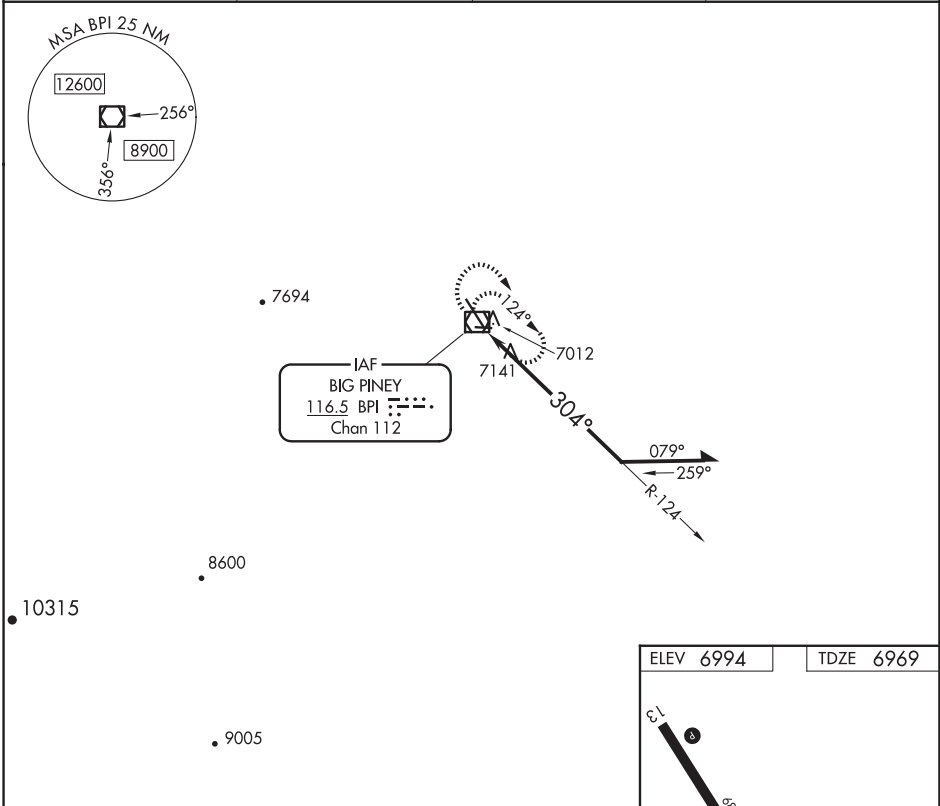
23166

VOR/DME BPI 116.5 Chan 112	APP CRS 304°	Rwy Idg TDZE Apt Elev 6803 6969 6994
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VOR RWY 31
MILEY MEML FLD (BPI)

NA Circling NA to Rwy 8 and 26.	MISSED APPROACH: Climbing right turn to 10000 in BPI VOR/DME holding pattern.
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ASOS 135.225	SALT LAKE CENTER 128.35 239.25	UNICOM 122.8 (CTAF)	122.70
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CATEGORY	A	B	C	D
S-31	7680-1	711 (700-1)	7680-2	711 (700-2)
CIRCLING	7680-1	686 (700-1)	7800-2¼ 806 (900-2¼)	7820-2¾ 826 (900-2¾)

BIG PINEY, WYOMING
Amdt 4 15JUN23

42°35'N-110°07'W

MILEY MEML FLD (BPI)
VOR RWY 31

NW-1, 07 AUG 2025 to 02 OCT 2025

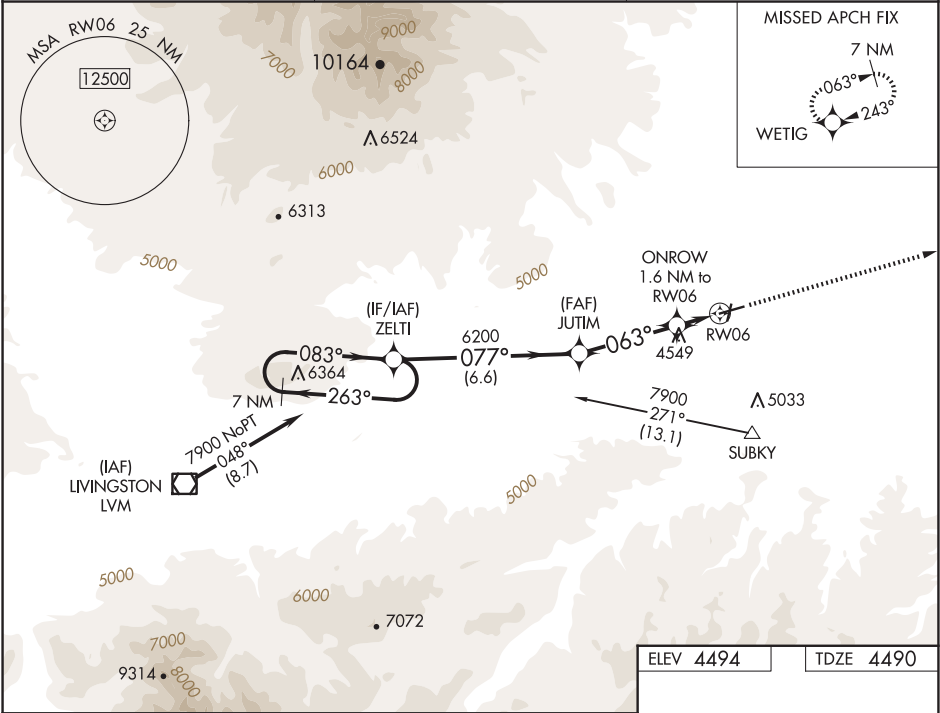
NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 65642 W06A	APP CRS 063°	Rwy Ldg TDZE 4490 Apt Elev 4494
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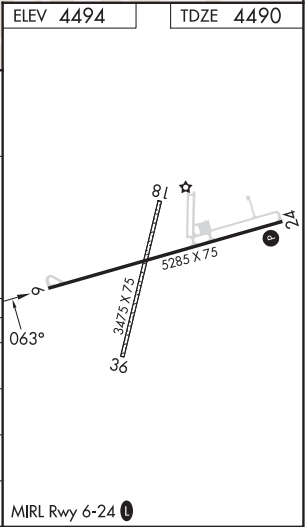
RNAV (GPS) RWY 6
BIG TIMBER AT HOWARD FLD (6SØ)

<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 51°C (124°F). Circling Rwy 18, 36 NA at night. ⚠ DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 9500 direct WETIG and hold, continue climb-in-hold to 9500.</p>
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AWOS-3 132.05	SALT LAKE CENTER 127.75 351.9	UNICOM 122.8 (CTAF) Ø
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7 NM Holding Pattern		ZELTI	JUTIM	ONROW 1.6 NM to RW06	WETIG
7900 ← 263°		083° →	077°	063°	9500
GP 3.00°		6200	6200	*0.8 NM to RW06	*INAV only.
TCH 45		6.6 NM	3.6 NM	0.8	
CATEGORY	A	B	C	D	
LPV DA	4740-1 250 (300-1)				
LNAV/VNAV DA	4740-1 250 (300-1)				
LNAV MDA	4800-1 310 (400-1)				
CIRCLING	4860-1 366 (400-1)	4960-1 466 (500-1)	5160-1¾ 666 (700-1¾)	5340-2¾ 846 (900-2¾)	



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-BMO 111.5 Chan 52	APP CRS 282°	Rwy Idg 10518 TDZE 3517 Apt Elev 3662
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ILS or LOC RWY 28R
BILLINGS LOGAN INTL (BIL)

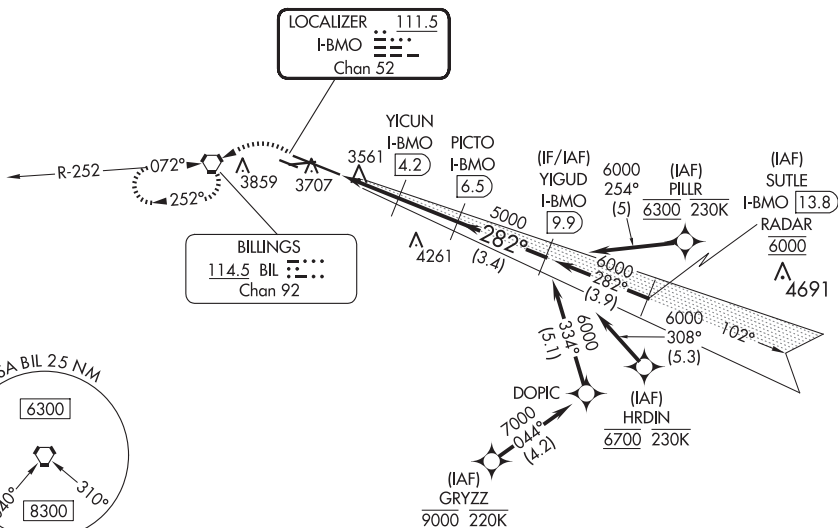
DME required.

Aircraft not GPS equipped - RADAR required for procedure entry.
RNP APCH-GPS, from GRYZZ or HRDIN or PILLR.

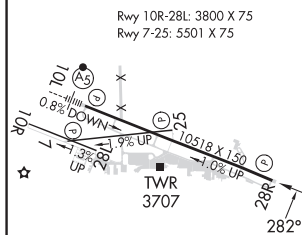
MISSED APPROACH: Climb to 4000 then climbing left turn to 6000 direct BIL VORTAC and hold, continue climb-in-hold to 6000.

T
A Rwy 28R helicopter visibility reduction below $\frac{3}{4}$ SM NA.

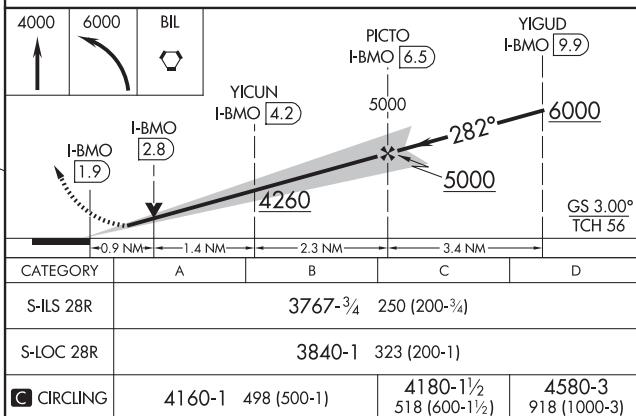
ATIS 126.3	BILLINGS APP CON 120.5 284.6	BILLINGS TOWER 127.2 257.8	GND CON 121.9	CLNC DEL 121.9
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ELEV 3662	D	TDZE 3517
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HIRL Rwy 10L-28R
REIL Rwy 25 and 28R
MIRL Rwy 7-25 and 10R-28L



BILLINGS, MONTANA

AL-48 (FAA)

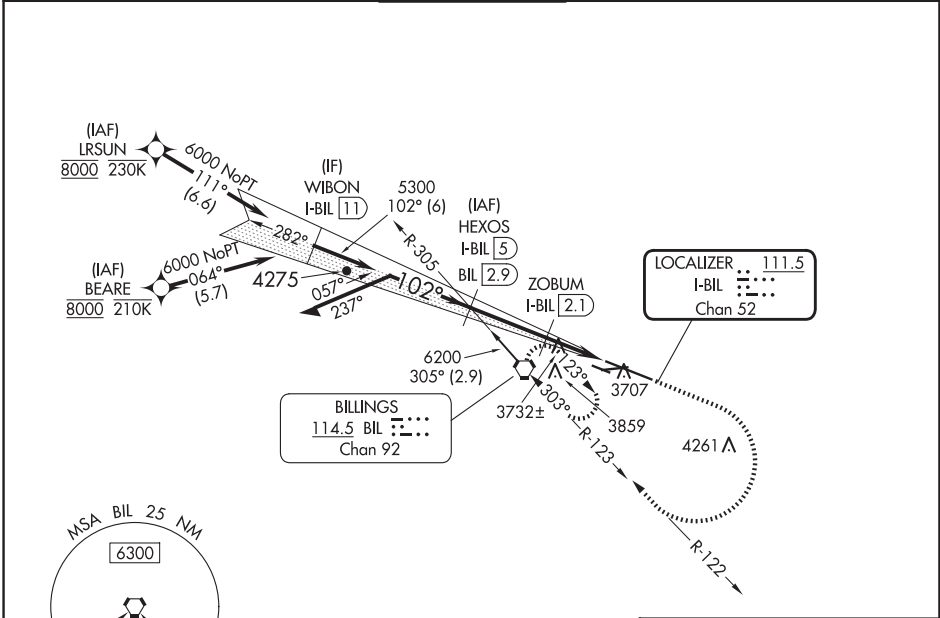
25107

LOC/DME I-BIL 111.5 Chan 52	APP CRS 102°	Rwy Idg TDZE 3585 Apt Elev 3662
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ILS Y or LOC Y RWY 10L
BILLINGS LOGAN INTL (BIL)

DME required. RNP APCH-GPS. From BEARE or LRSUN.	MALSR 	MISSED APPROACH: Climb to 4500 then climbing right turn to 6000 on BIL VORTAC R-122 to BIL VORTAC and hold.
For inop ALS, increase S-LOC 10L Cat C/D visibility to RVR 6000. # RVR 1800 authorized with use of FD or AP or HUD to DA.		

ATIS 126.3	BILLINGS APP CON 120.5 284.6	BILLINGS TOWER 127.2 257.8	GND CON 121.9	CLNC DEL 121.9
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ELEV 3662 D TDZE 3585				
CATEGORY	A	B	C	D
S-ILS 10L #	3785/24 200 (200-1/2)			
S-LOC 10L	4000/24 415 (400-1/2)		4000/40 415 (400-3/4)	
CIRCLING	4160-1 498 (500-1)		4180-1 1/2 518 (600-1/2) 4580-3 918 (1000-3)	

BILLINGS, MONTANA
Amdt 26B 14JUL22

45°48'N-108°33'W

BILLINGS LOGAN INTL (BIL)
ILS Y or LOC Y RWY 10L

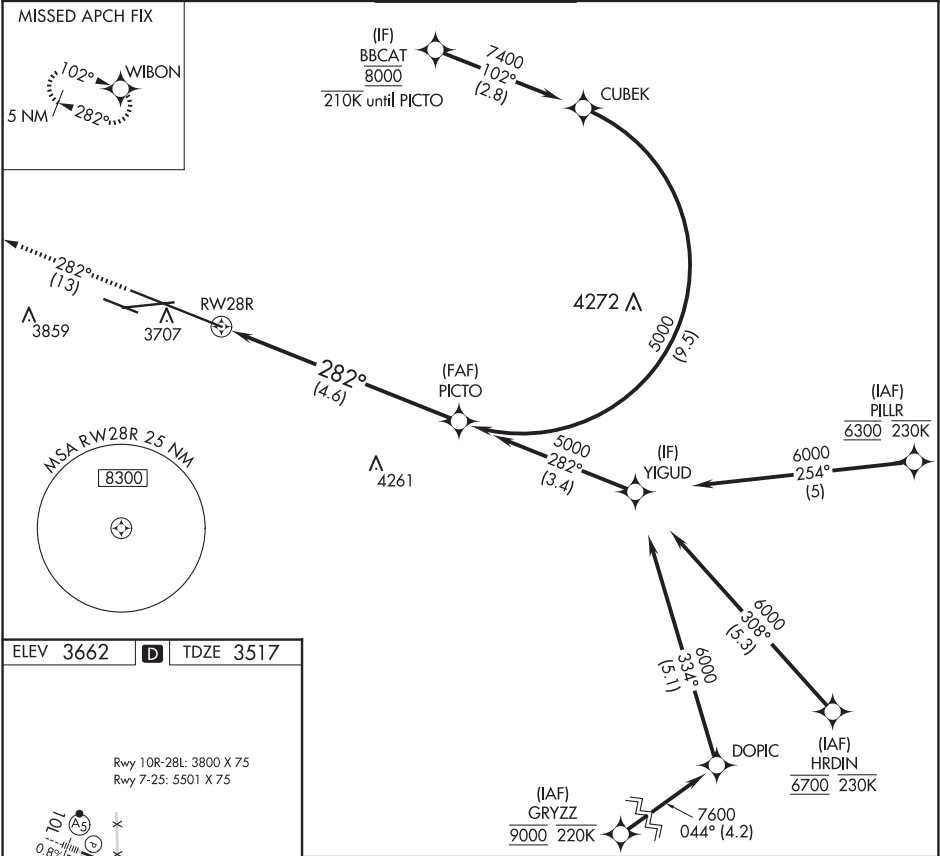
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	10518
282°	TDZE	3517
	Apt Elev	3662

RNAV (RNP) Z RWY 28R
BILLINGS LOGAN INTL (BIL)

RNP AR APCH-GPS		MISSED APPROACH: Climb to 5900 on track 282° to WIBON and hold.		
ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9



ELEV 3662 **D** TDZE 3517

Rwy 10R-28L: 3800 X 75
Rwy 7-25: 5501 X 75

REIL Rwy 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwy 7-25 and 10R-28L

See planview for multiple IF locations.

WIBON 5900
RWY 28R
PICTO 5000
GP 3.00°
TCH 56

4.6 NM

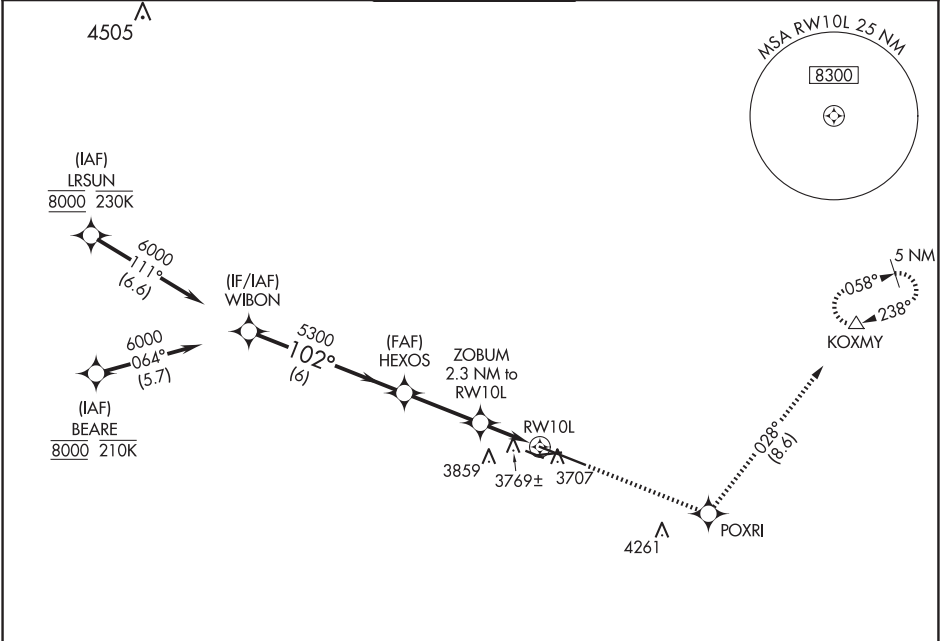
CATEGORY	A	B	C	D
RNP 0.30 DA	3903-1¼ 386 (300-1¼)			

WAAS CH 50122 W10A	APP CRS 102°	Rwy Idg TDZE 3585 Apt Elev 3662
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RNAV (GPS) RWY 10L
BILLINGS LOGAN INTL (BIL)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 6000 direct POXR1 and on track 028° to KOXMY and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 50°C. #RVR 1800 authorized with use of FD or AP or HUD to DA.		

ATIS 126.3	BILLINGS APP CON 120.5 284.6	BILLINGS TOWER 127.2 257.8	GND CON 121.9	CLNC DEL 121.9
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					ELEV 3662	D	TDZE 3585
<p>WIBON</p> <p>HEXOS</p> <p>ZOBUM 2.3 NM to RW10L</p> <p>1.3 NM to RW10L</p> <p>RW10L</p> <p>POXR1 tr 028°</p> <p>KOXMY</p> <p>GP 3.00° TCH 51</p> <p>6000</p> <p>5300</p> <p>4360</p> <p>6 NM</p> <p>2.9 NM</p> <p>1 NM</p> <p>1.3 NM</p>					<p>Rwy 10R-28L: 3800 X 75</p> <p>Rwy 7-25: 5501 X 75</p> <p>102°</p> <p>101°</p> <p>100°</p> <p>0.8% DOWN</p> <p>1.3% UP</p> <p>1.3% UP</p> <p>9% UP</p> <p>10518 X 1.50</p> <p>1.0% UP</p> <p>28R</p> <p>TWR 3707</p>		
CATEGORY	A	B	C	D			
LPV DA#	3785/24 200 (200-½)						
LNAV/VNAV DA	4041/45 456 (400-¾)						
LNAV MDA	4020/24 435 (400-½)		4020/40 435 (400-¾)				
CIRCLING	4160-1 498 (500-1)		4180-1½ 518 (600-1½)		4580-3 918 (1000-3)		

BILLINGS, MONTANA

AL-48 (FAA)

25107

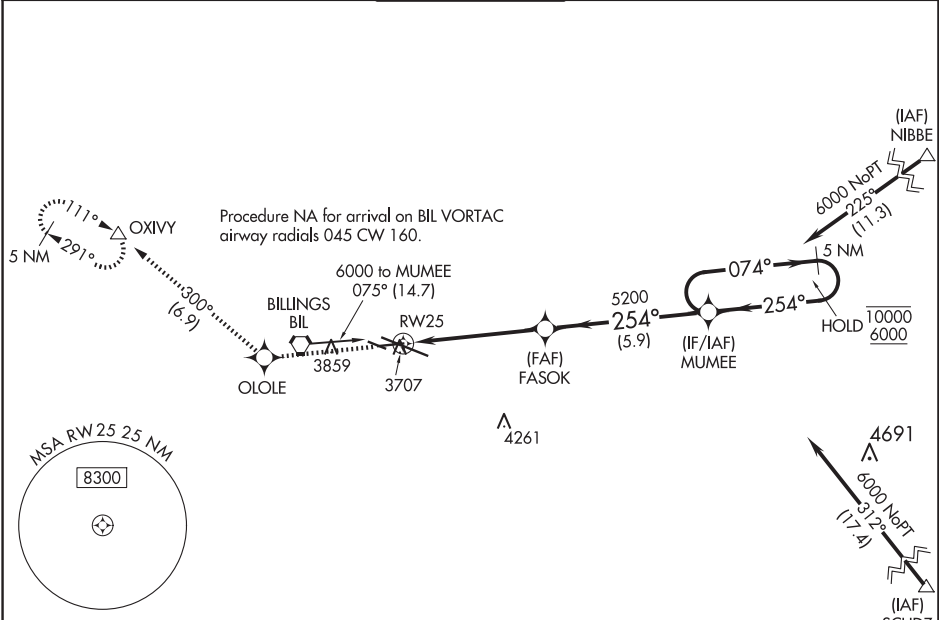
WAAS CH 78028 W25A	APP CRS 254°	Rwy Idg TDZE Apt Elev	5501 3586 3662
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RNAV (GPS) RWY 25

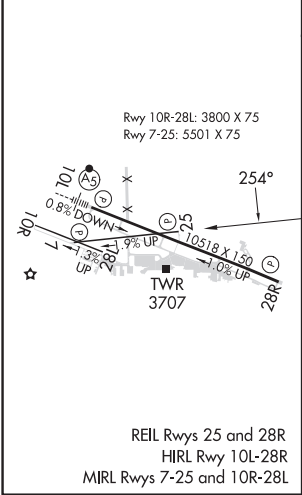
BILLINGS LOGAN INTL (BIL)

RNP APCH - GPS.		MISSED APPROACH: Climb to 6000 direct OLOLE and on track 300° to OXIVY and hold.
<div><div><div><div><div><div></div></div></div><div><div><div>V</div><div>A</div></div></div></div></div></div>	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°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
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ELEV 3662	D	TDZE 3586
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6000 OLOLE tr 300° OXIVY				
FASOK MUMEE 5 NM Holding Pattern				
1.2 NM to RW25 5200 074° 10000 254° 6000 GP 3.00° TCH 36				
1.2 NM 3.9 NM 5.9 NM				
CATEGORY	A	B	C	D
LPV DA	3836-¾ 250 (200-¾)			
LNAV/VNAV DA	3920-1 334 (300-1)			
LNAV MDA	3960-1 374 (300-1)			
C CIRCLING	4160-1	498 (500-1)	4180-1½ 518 (600-1½)	4580-3 918 (1000-3)

BILLINGS, MONTANA

Amdt 2C 29DEC22

45°48'N-108°33'W

BILLINGS LOGAN INTL (BIL)

RNAV (GPS) RWY 25

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

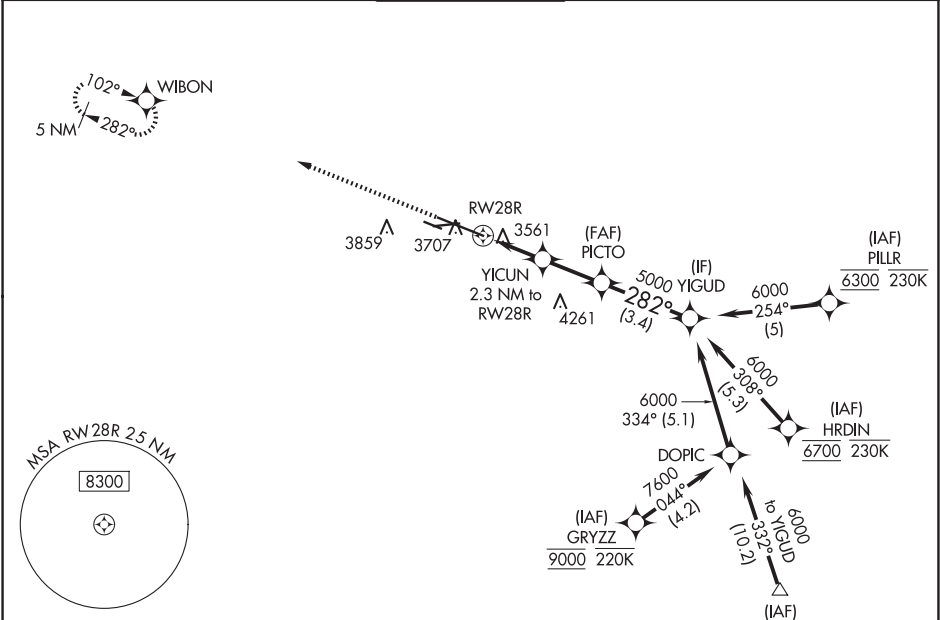
WAAS CH 56222 W28A	APP CRS 282°	Rwy Idg 10518 TDZE 3517 Apt Elev 3662
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RNAV (GPS) Y RWY 28R

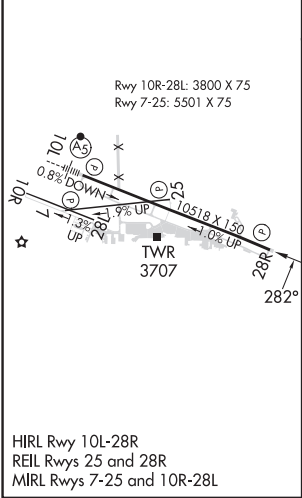
BILLINGS LOGAN INTL (BIL)

RNP APCH - GPS.		MISSED APPROACH: Climb to 5900 direct WIBON and hold.
<div><div></div><div></div></div>	For uncompensated Baro-VNAV systems, LNAV/VNAV 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
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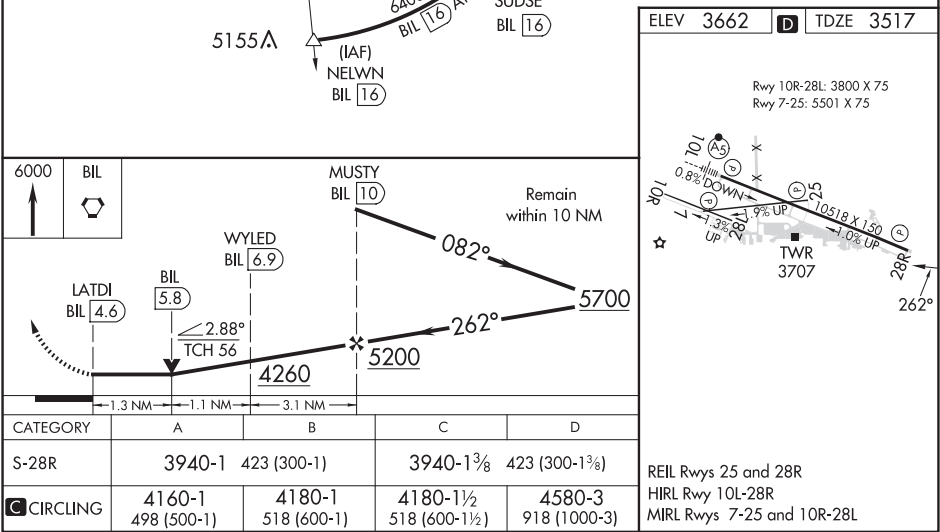
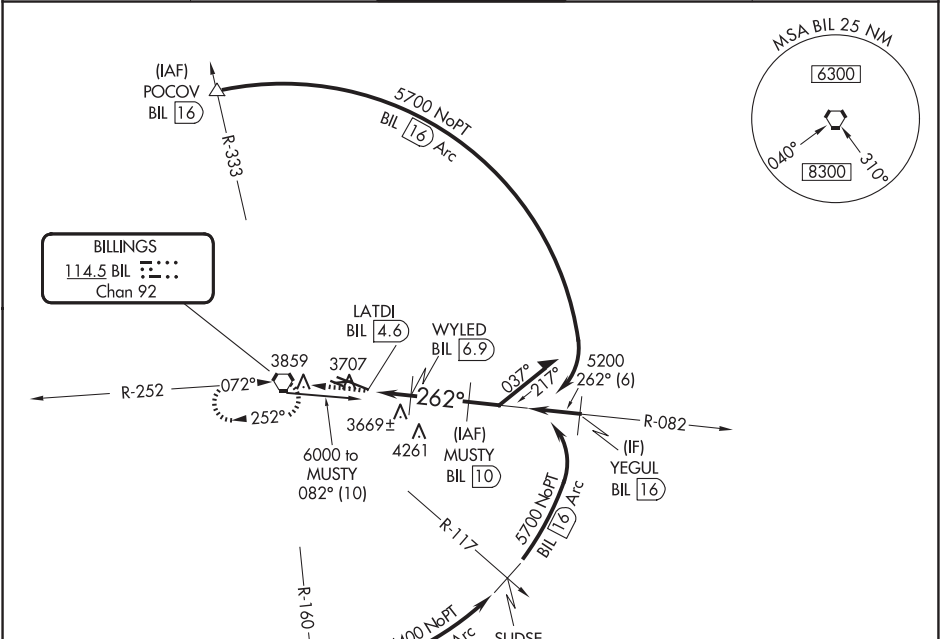


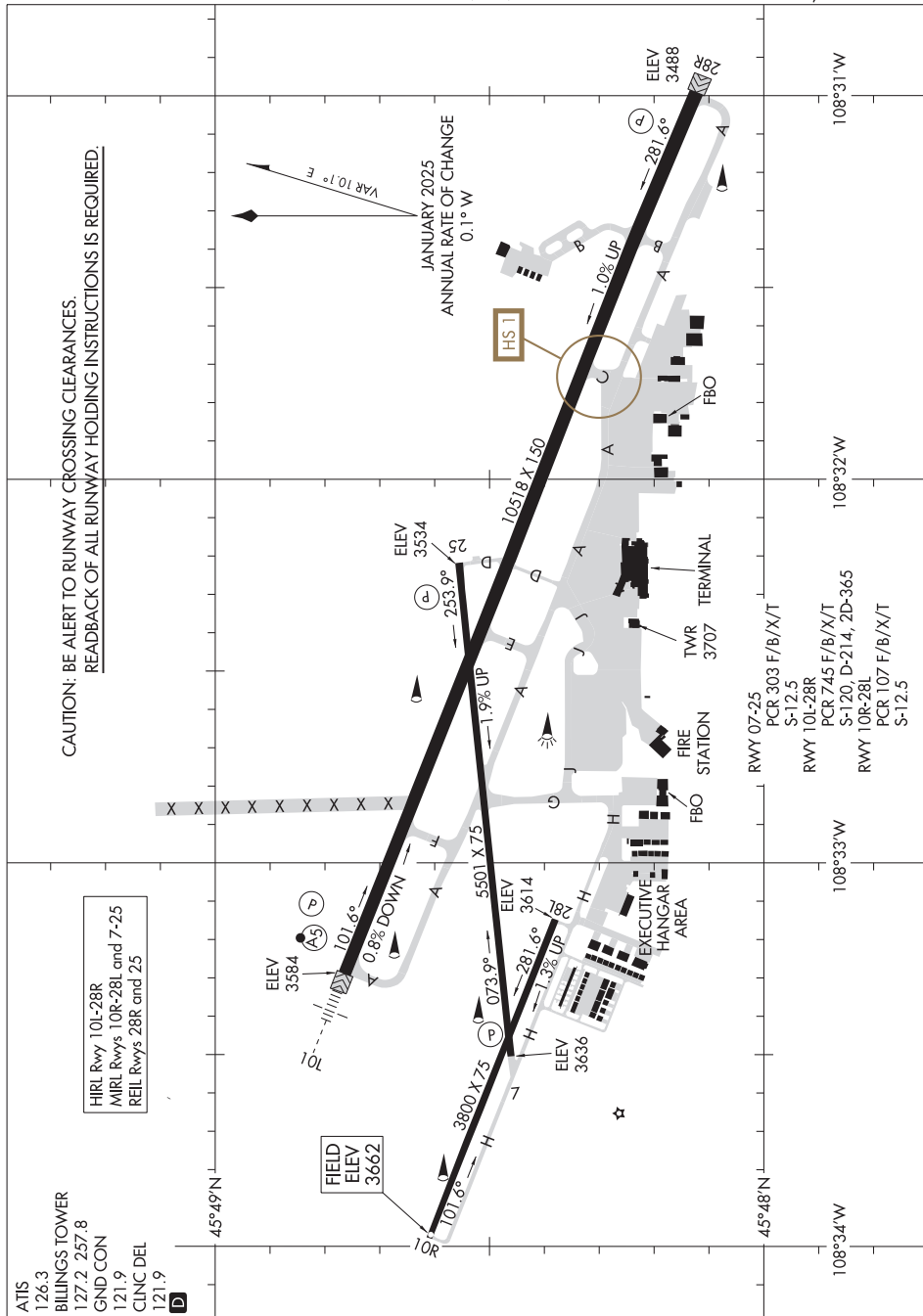
ELEV 3662	D	TDZE 3517
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<div><div></div><div></div></div> <div>5900 WIBON</div>				
<div><div></div><div></div></div> <div>YICUN 2.3 NM to RWY 28R</div>				
<div><div></div><div></div></div> <div>PICTO 5000</div>				
<div><div></div><div></div></div> <div>YIGUD 6000</div>				
<div><div></div><div></div></div> <div>GP 3.00° TCH 56</div>				
CATEGORY	A	B	C	D
LPV DA	3767-3/4 250 (200-3/4)			
LNAV/VNAV DA	3786-7/8 269 (200-7/8)			
LNAV MDA	3820-1 303 (200-1)			
<div><div></div><div></div></div> CIRCLING	4160-1	498 (500-1)	4180-1 1/2 518 (600-1 1/2)	4580-3 918 (1000-3)

Helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 6000 direct BIL VORTAC and hold, continue climb-in-hold to 6000.		
ATIS 126.3	BILLINGS APP CON 120.5 284.6	BILLINGS TOWER 127.2 257.8	GND CON 121.9	CLNC DEL 121.9



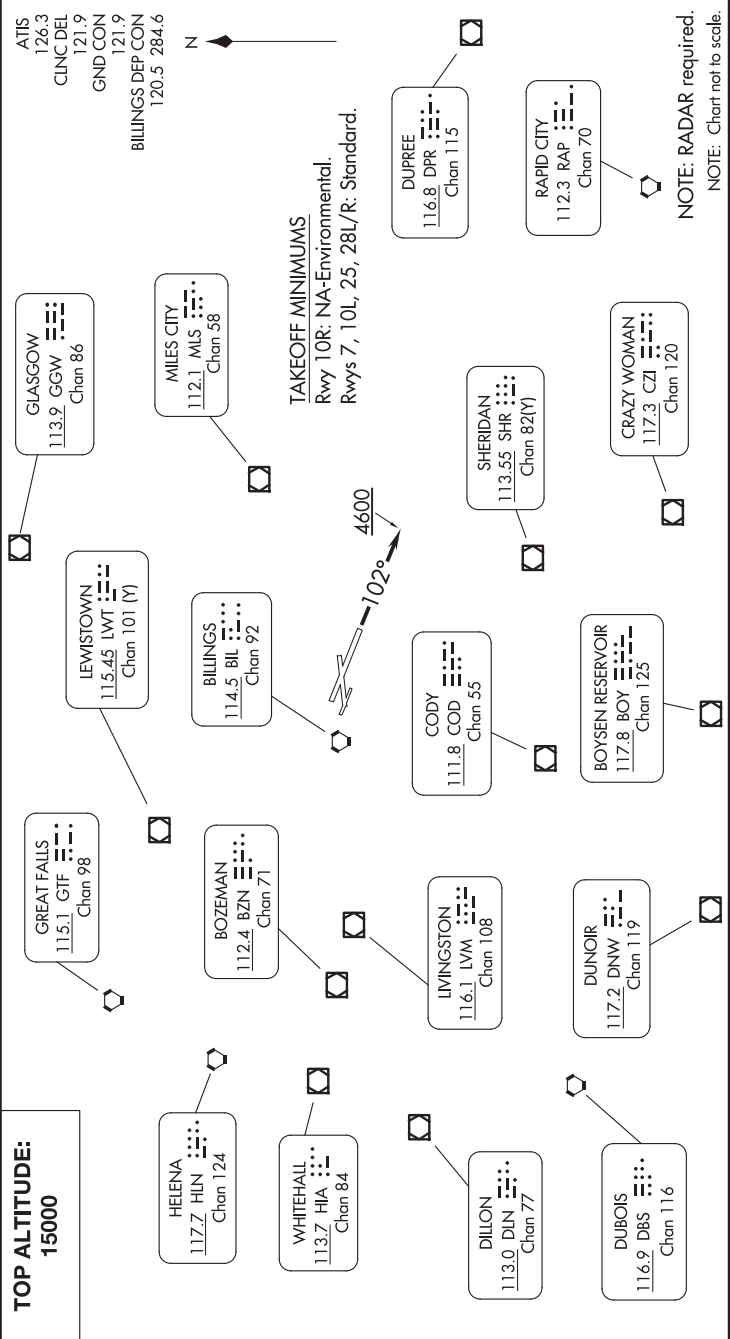


NW-1, 07 AUG 2025 to 02 OCT 2025

BILLINGS FIVE DEPARTURE

AL-48 (FAA)

BILLINGS LOGAN INTL (BIL)
BILLINGS, MONTANA



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.

BILLINGS FIVE DEPARTURE

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
189°

Rwy Idg
TDZE
Apt Elev
N/A
N/A
4492

RNAV (GPS)-A

MCCARLEY FLD (U02)

RNP APCH.

▼

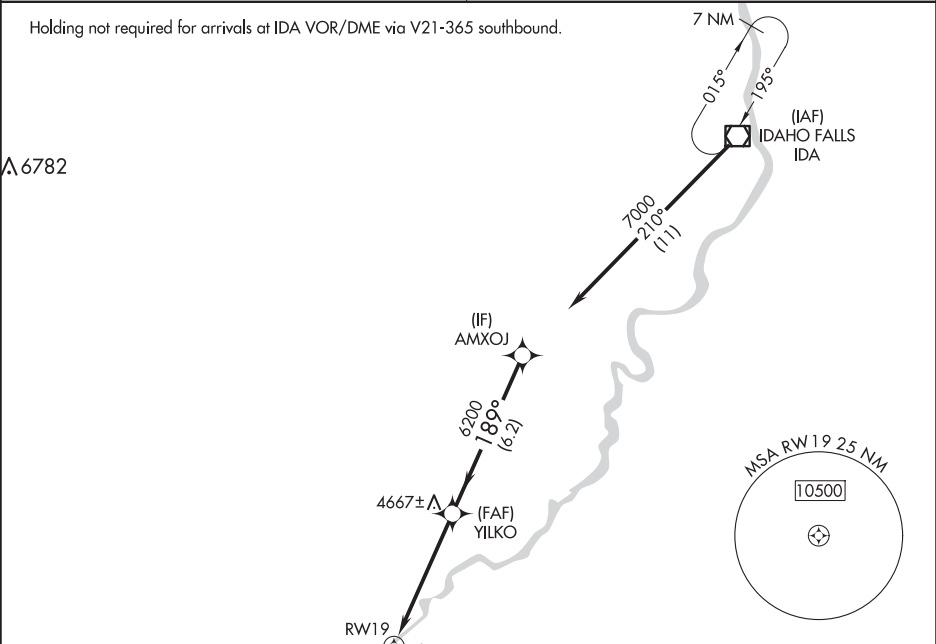
▲ NA

Use Pocatello altimeter setting, when not received use Idaho Falls altimeter setting. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 8500 direct NARBE and on 199° track to PIH VOR/DME and hold.

SALT LAKE CITY CENTER
128.35 239.25

UNICOM
122.8 (CTAF)



MISSED APCH FIX

POCATELLO PIH

7 NM

201°

021°

8500

NARBE

199° tr

PIH

Visual Segment - Obstacles.

AMXOJ

YILKO

6200

7000

Procedure Turn NA

CATEGORY		A	B	C	D
CIRCLING		5340-1¼	848 (900-1¼)	5380-2¾ 888 (900-2¾)	5900-3 1408 (1500-3)

MIRL Rwy 1-19

BLACKFOOT, IDAHO

AL-9351 (FAA)

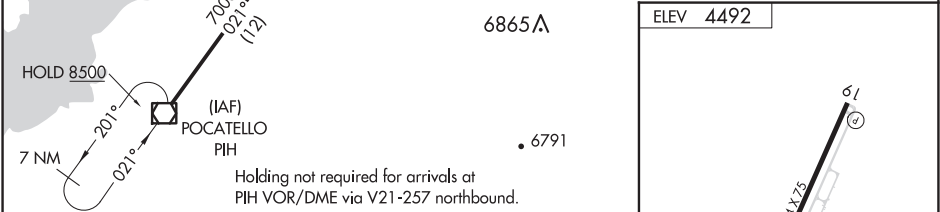
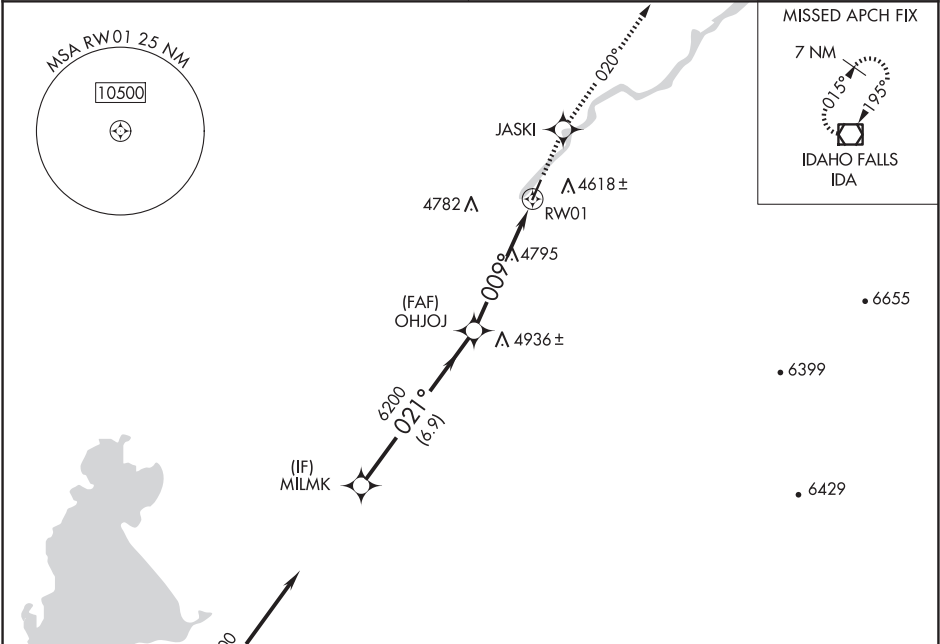
21252

APP CRS	Rwy Idg	N/A
009°	TDZE	N/A
	Apt Elev	4492

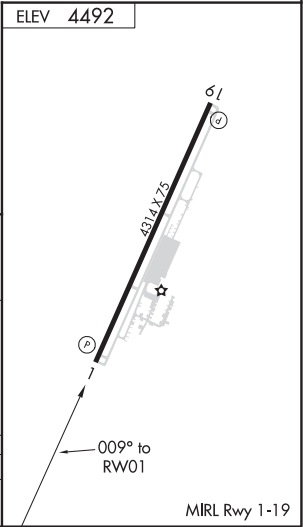
RNAV (GPS)-B
MCCARLEY FLD (U02)

RNP APCH.	MISSED APPROACH: Climb to 7000 direct JASKI and on 020° track to IDA VOR/DME and hold.
▼ ▲ NA	Use Pocatello altimeter setting, when not received use Idaho Falls altimeter setting. Helicopter visibility reduction below 1 SM NA.

SALT LAKE CITY CENTER 128.35 239.25	UNICOM 122.8 (CTAF)
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VGSI and descent angle not coincident (VGSI Angle 3.00/TCH 39).			
MILMK			
7000			
Procedure Turn NA			
OHJOJ			
6200			
RW01			
6.9 NM			
5.2 NM			
CATEGORY	A	B	C
CIRCLING	5380-1¼	888 (900-1¼)	5380-2¾ 888 (900-2¾)



BLACKFOOT, IDAHO
Orig-C 09SEP21

43°13'N-112°21'W

MCCARLEY FLD (U02)
RNAV (GPS)-B

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME PIH

112.6

Chan 73

APP CRS

016°

Rwy Idg

N/A

TDZE

N/A

Apt Elev

4492

VOR/DME-C

MCCARLEY FLD (U02)

▼

NA

Use Pocatello altimeter setting, when not received use Idaho Falls altimeter setting. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:

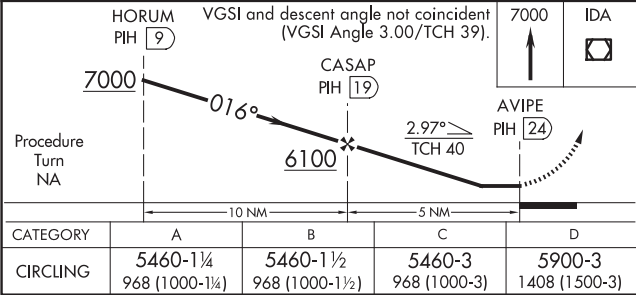
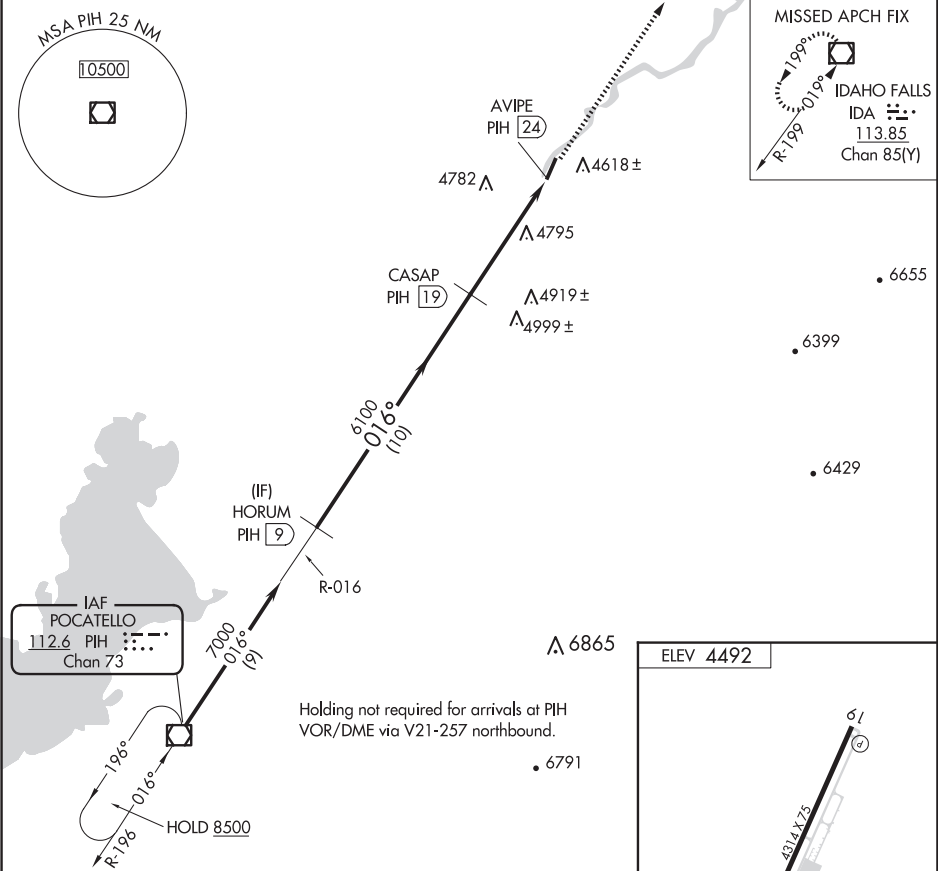
Climb to 7000 direct IDA VOR/DME and hold.

SALT LAKE CITY CENTER

128.35 239.25

UNICOM

122.8 (CTAF)



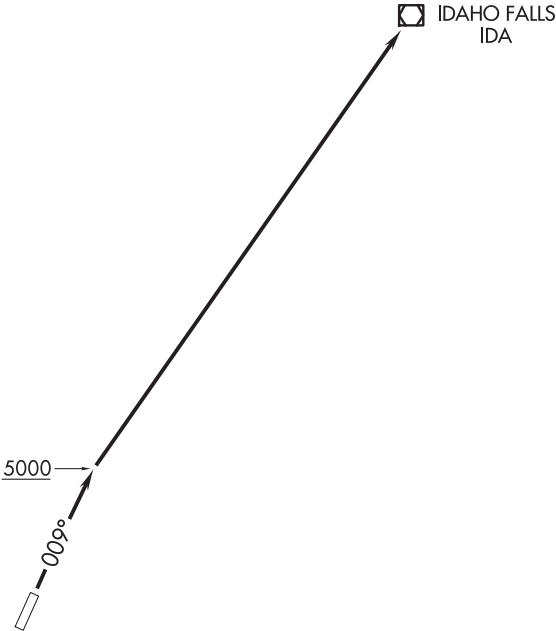
(IDA3.IDA) 21252

IDAHO FALLS THREE DEPARTURE (RNAV)

AL-9351 (FAA)

MCCARLEY FLD (U02)
BLACKFOOT, IDAHO

SALT LAKE CITY CENTER
128.35 239.25
CTAF
122.8



TAKEOFF MINIMUMS
Rwy 1: Standard
Rwy 19: NA- obstacles.

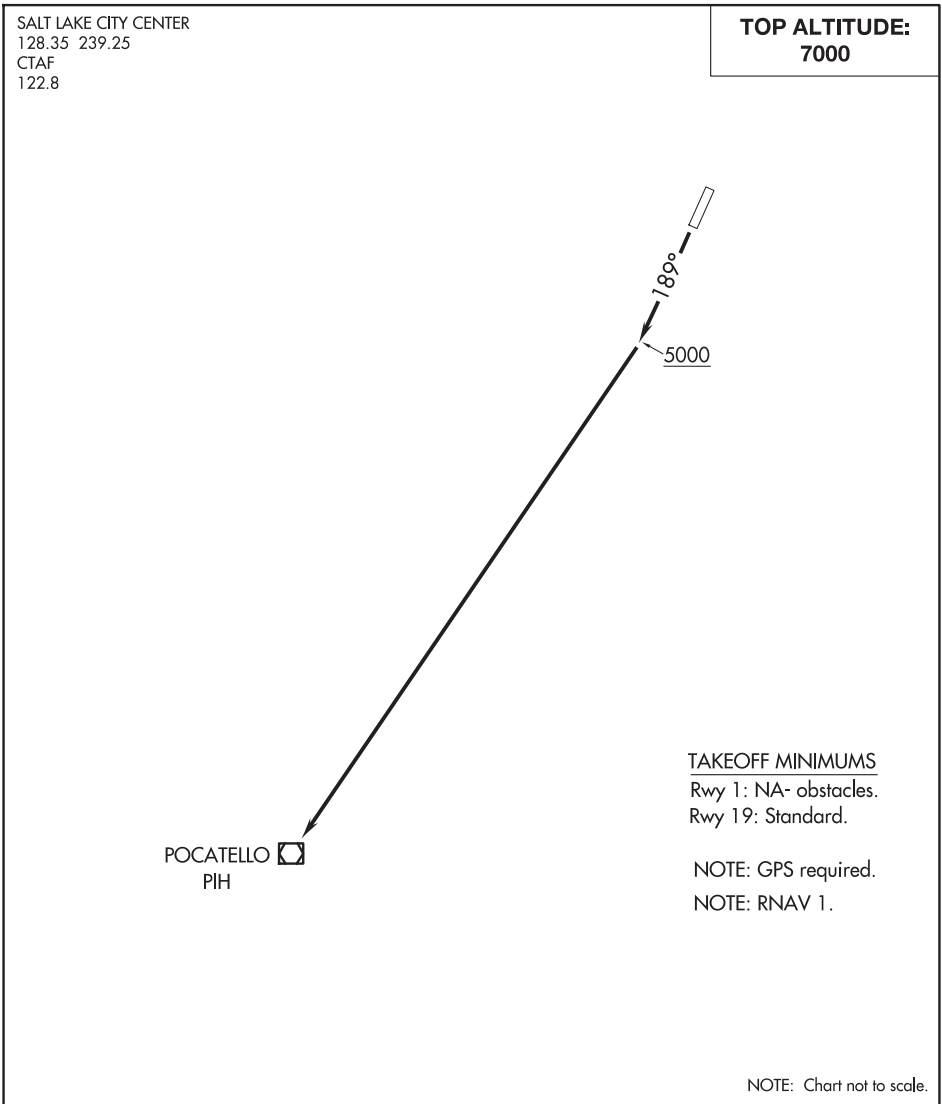
NOTE: GPS required.
NOTE: RNAV-1.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 009° to 5000, continue climb to 7000 direct IDA VOR/DME.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 19: Climb heading 189° to 5000, continue climb to 7000 direct PIH VOR/DME.

BOISE, IDAHO

AL-57 (FAA)

25163

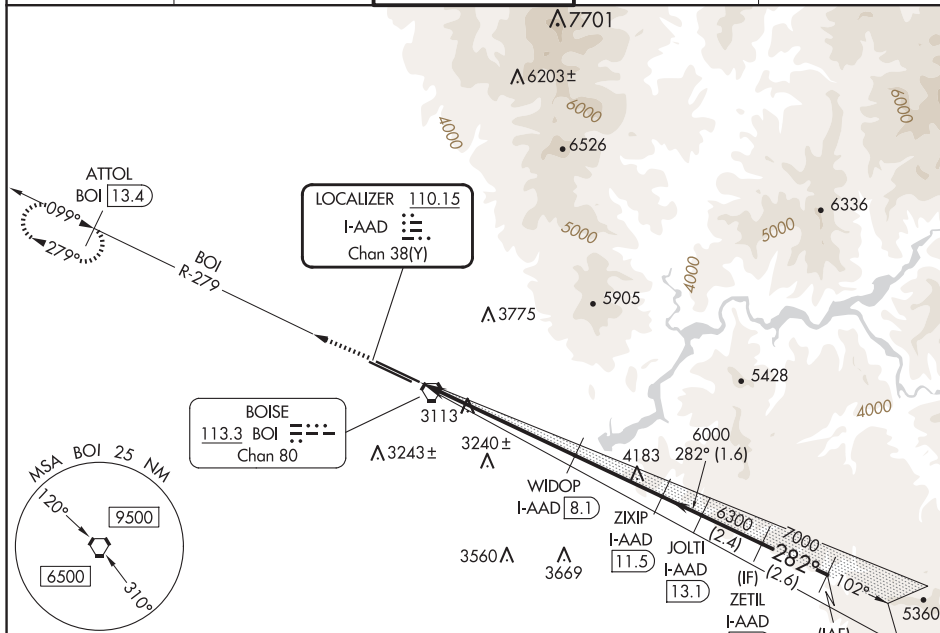
LOC/DME I-AAD 110.15 Chan 38(Y)	APP CRS 282°	Rwy Ldg TDZE Apt Elev 10000 2871 2871
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ILS or LOC RWY 28R

BOISE AIR TRML/GOWEN FLD (BOI)

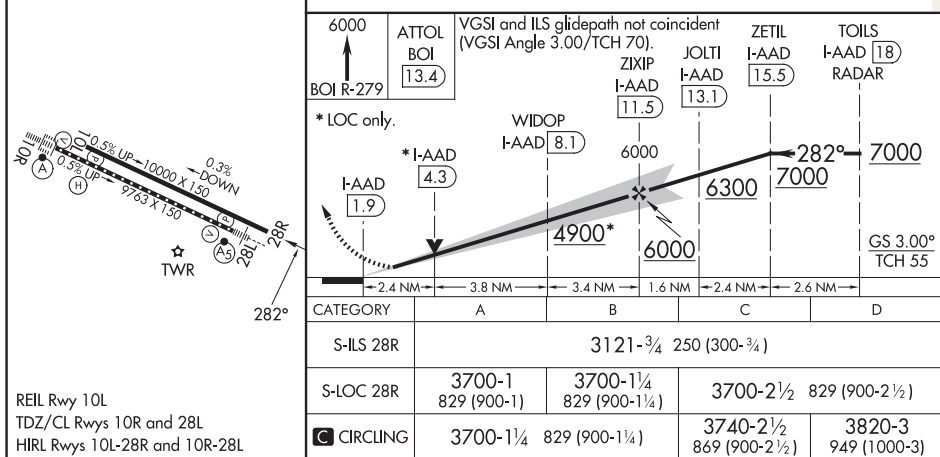
A Circling NA north of Rwy 10L-28R. DME required.	MISSED APPROACH: Climb to 6000 on BOI VORTAC R-279 to ATTOL/BOI 13.4 DME and hold.
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D-ATIS 123.9 290.4	BIG SKY APP CON 119.6 269.4	BOISE TOWER 118.1 257.8	GND CON 121.7 348.6	CLNC DEL 125.9 323.2
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ELEV 2871	D TDZE 2871
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RADAR and DME REQUIRED



BOISE, IDAHO

Orig-B 29MAR18

BOISE AIR TRML/GOWEN FLD (BOI)

43°34'N-116°13'W

ILS or LOC RWY 28R

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-BOI 111.1 Chan 48	APP CRS 102°	Rwy Ldg 10R 9763 10L 10000 TDZE 2836 2844 Apt Elev 2872 2872
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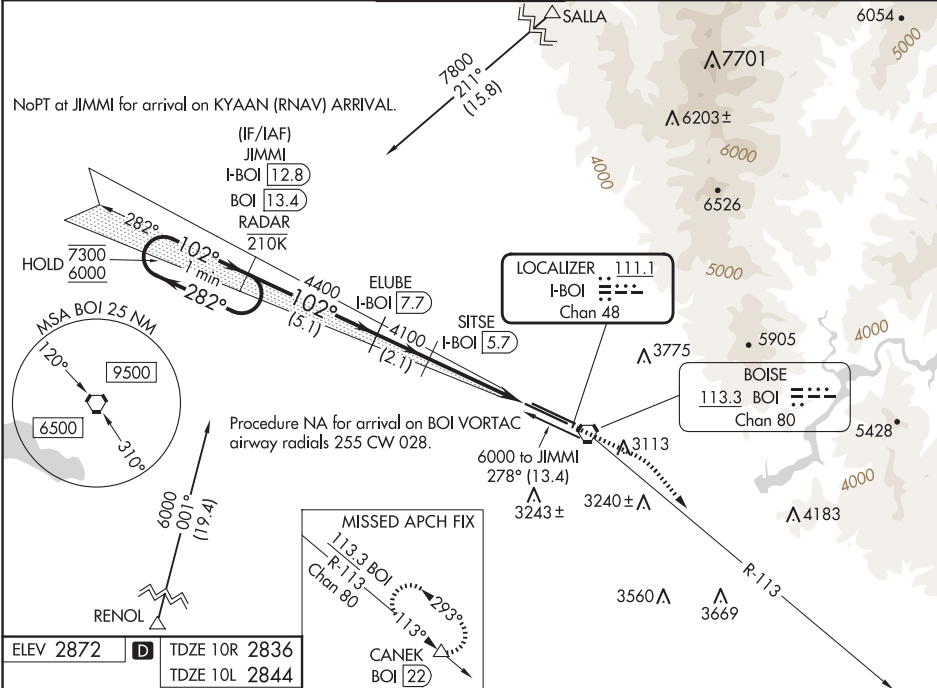
ILS Y or LOC Y RWY 10R
BOISE AIR TRML/GOWEN FLD (BOI)

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.

ALSIF-2
Rwy 10R

MISSED APPROACH: Climb to 3300 then climbing right turn to 7300 on BOI VORTAC R-113 to CANEK/BOI VORTAC 22 DME 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
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ELEV 2872	TDZE 10R 2836
	TDZE 10L 2844

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).

One Minute Holding Pattern

GS 3.00° TCH 54 Use I-BOI DME when on the localizer course.

CATEGORY	A	B	C	D
S-ILS 10R	3036/18 200 (200-½)			
S-LOC 10R	3200/24	364 (400-½)	3200/35	364 (400-¾)
SIDESTEP 10L	3220-1	376 (400-1)	3220-1½ 376 (400-1½)	3220-2 376 (400-2)
CIRCLING	3440-1	568 (600-1)	3640-2¼ 768 (800-2¼)	3820-3 948 (1000-3)

REIL Rwy 10L
TDZ/CL Rwy 10R and 28L
HIRL Rwy 10L-28R and 10R-28L

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

BOISE, IDAHO

AL-57 (FAA)

25163

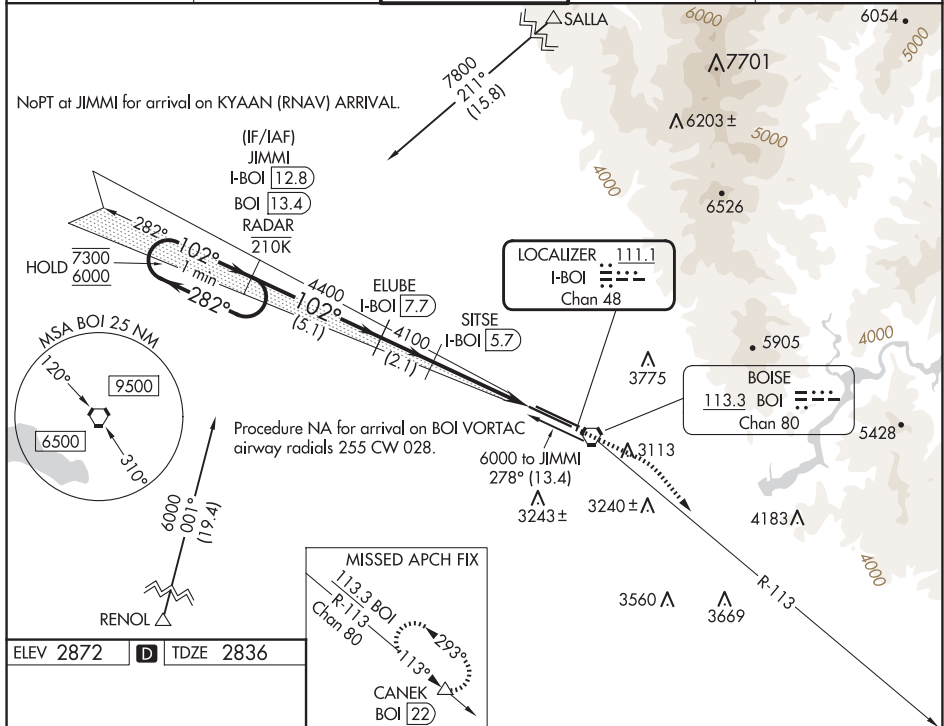
LOC/DME I-BOI	APP CRS	Rwy Ldg	9763
111.1	102°	TDZE	2836
Chan 48		Apt Elev	2872

ILS Y RWY 10R (SA CAT I)

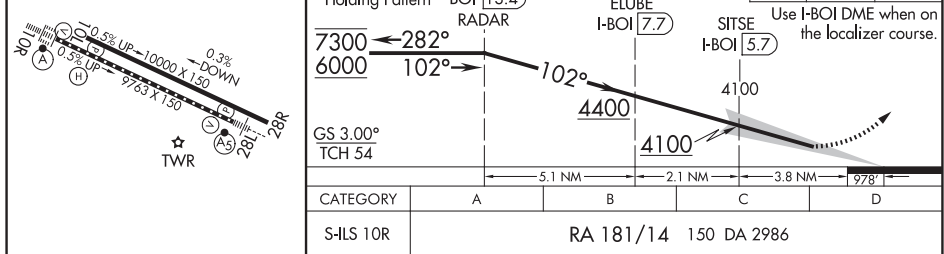
BOISE AIR TRML/GOWEN FLD (BOI)

DME required. RNAV 1 - GPS. From SALLA and RENOL.	ALSF-2	MISSED APPROACH: Climb to 3300 then dimbing right turn to 7300 on BOI VORTAC R-113 to CANEK/BOI VORTAC 22 DME and hold.
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.		

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
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ELEV 2872	D	TDZE 2836	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).	3300	7300	CANEK
				↑	BOI R-113	△



CATEGORY	A	B	C	D
S-ILS 10R	RA 181/14 150 DA 2986			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

BOISE, IDAHO
Amdt 14 14JUL22

43°34'N-116°13'W

BOISE AIR TRML/GOWEN FLD (BOI)
ILS Y RWY 10R (SA CAT I)

NW-1, 07 AUG 2025 to 02 OCT 2025

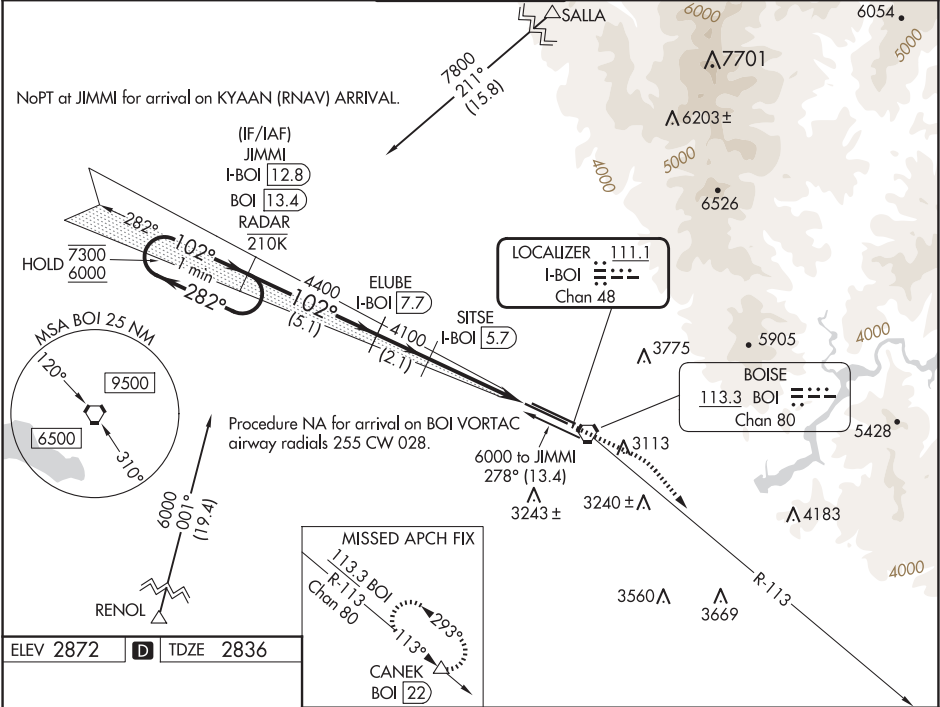
NW-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-BOI	APP CRS	Rwy Ldg	9763
111.1	102°	TDZE	2836
Chan 48		Apt Elev	2872

ILS Y RWY 10R (CAT II & III)
BOISE AIR TRML/GOWEN FLD (BOI)

DME required. RNAV 1 - GPS. From SALLA and RENOL.	ALS F-2	MISSED APPROACH: Climb to 3300 then climbing right turn to 7300 on BOI VORTAC R-113 to CANEK/BOI VORTAC 22 DME and hold.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.		

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
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).

One Minute Holding Pattern

JIMMI I-BOI 12.8 BOI 13.4 RADAR

ELUBE I-BOI 7.7 SITSE I-BOI 5.7

7300 6000 282° 102° 102° 4400 4100

GS 3.00° TCH 54

5.1 NM 2.1 NM 3.8 NM 978'

3300 7300 CANEK

Use I-BOI DME when on the localizer course.

CATEGORY	A	B	C	D
S-ILS 10R	CAT II RA 124/12 100 DA 2936			
S-ILS 10R	CAT III RVR 03			

REIL Rwy 10L
TDZ/CL Rwy 10R and 28L
HIRL Rwy 10L-28R and 10R-28L

BOISE, IDAHO
Amdt 14 14JUL22

BOISE AIR TRML/GOWEN FLD (BOI)
ILS Y RWY 10R (CAT II & III)

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

BOISE, IDAHO

AL-57 (FAA)

25163

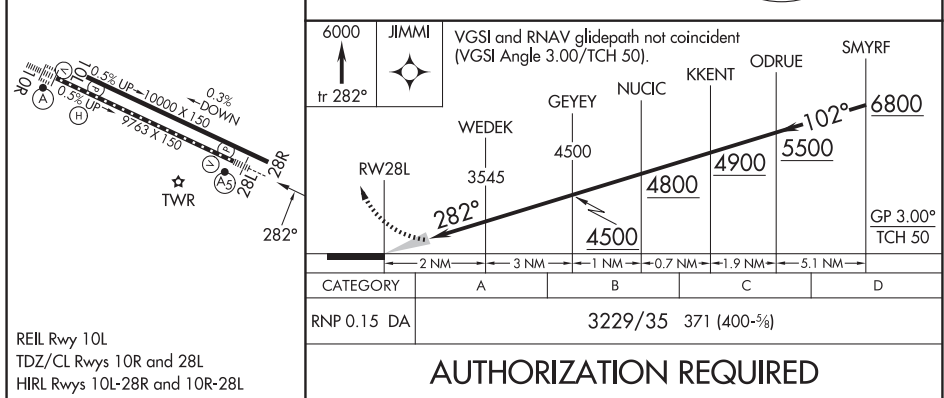
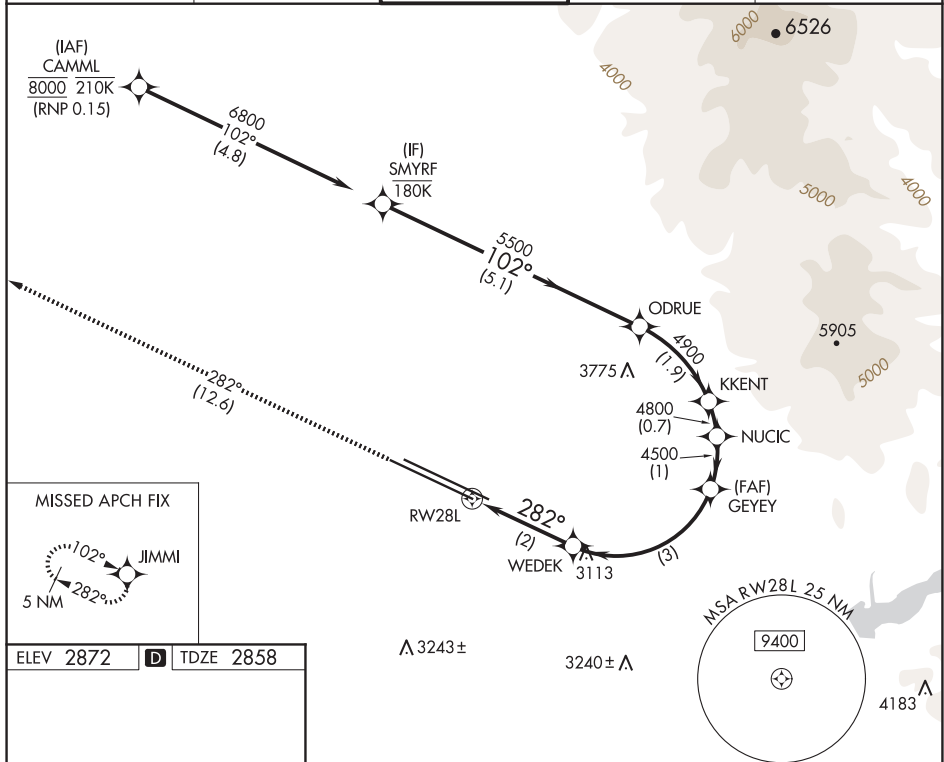
APP CRS	Rwy Ldg	9763
282°	TDZE	2858
	Apt Elev	2872

RNAV (RNP) X RWY 28L

BOISE AIR TRML/GOWEN FLD (BOI)

RNP AR APCH - GPS. For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.	MALSR AS	MISSED APPROACH: Climb to 6000 on track 282° to JIMMI and hold, continue climb-in-hold to 6000.
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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
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APP CRS
282°

Rwy Ldg
TDZE
2871

Apt Elev
2871

RNAV (RNP) X RWY 28R

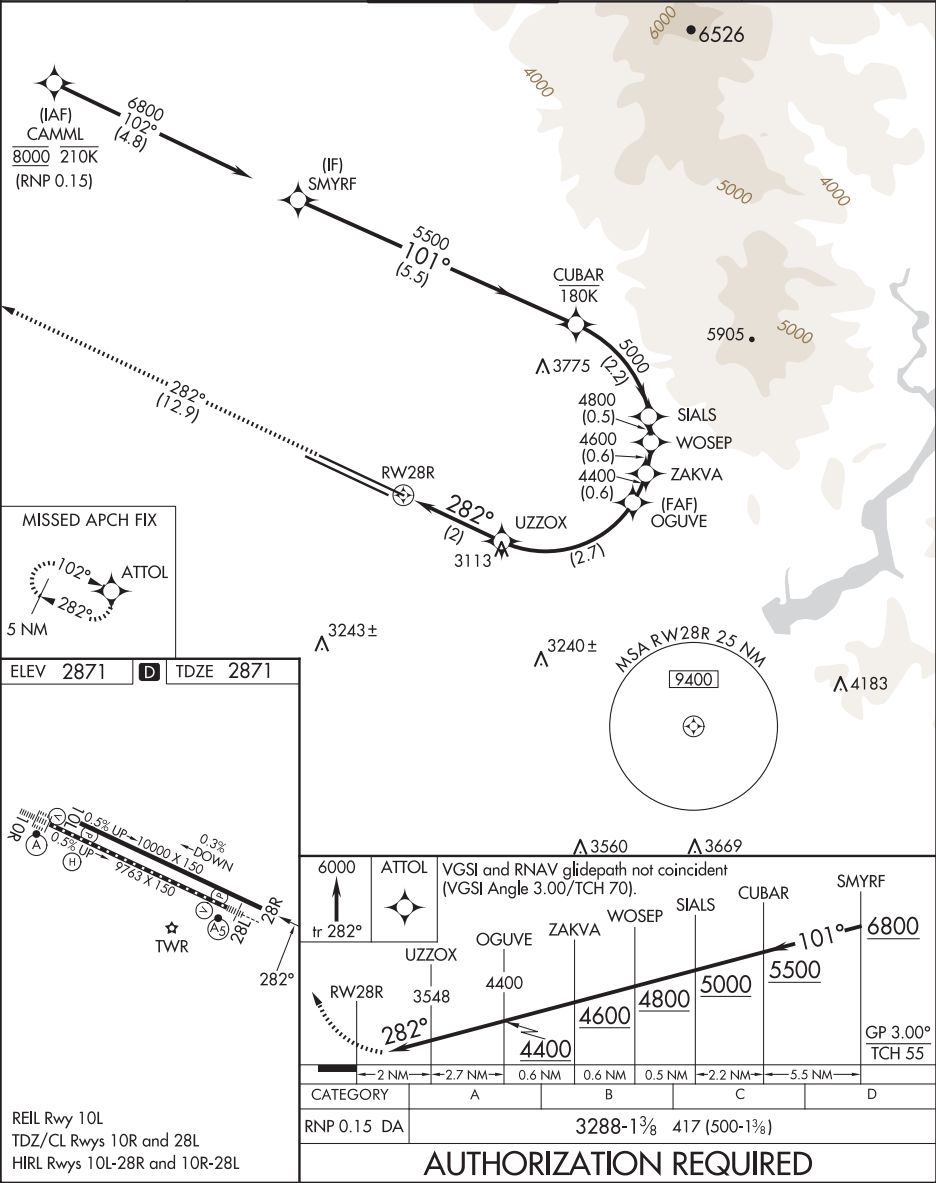
BOISE AIR TRML/GOWEN FLD (BOI)

NA

For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 52°C (126°F). RF required. GPS required.

MISSED APPROACH: Climb to 6000 on track 282° to ATTOL 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
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BOISE, IDAHO

AL-57 (FAA)

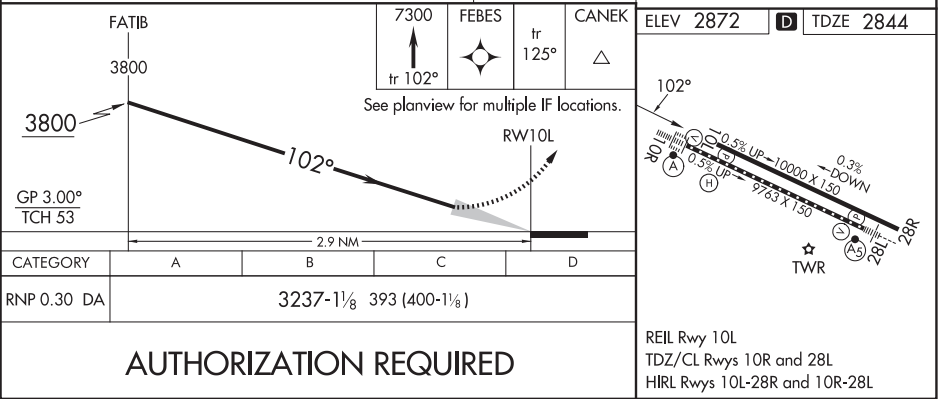
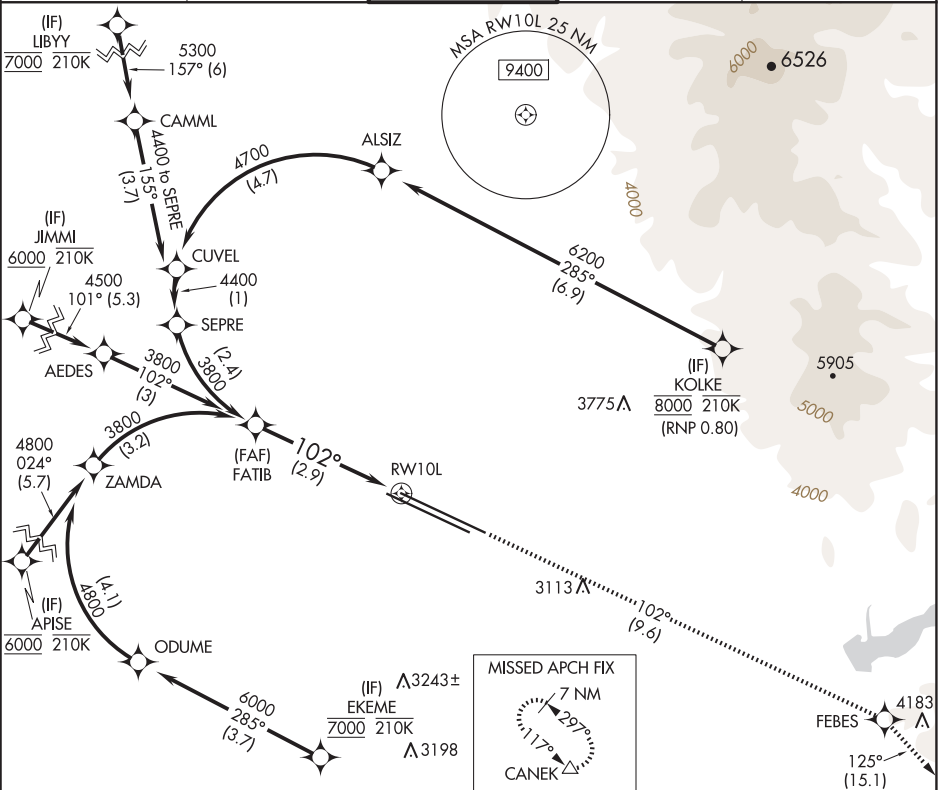
25163

APP CRS	Rwy Ldg	10000
102°	TDZE	2844
	Apt Elev	2872

RNAV (RNP) Z RWY 10L

BOISE AIR TRML/GOWEN FLD (BOI)

RNP AR APCH - GPS.		MISSED APPROACH: Climb to 7300 on track 102° to FEBES and on track 125° to CANEK and hold.		
▼ For uncompensated Baro-VNAV systems, procedure NA below -1.4°C or above 54°C.				
D-ATIS	BIG SKY APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2



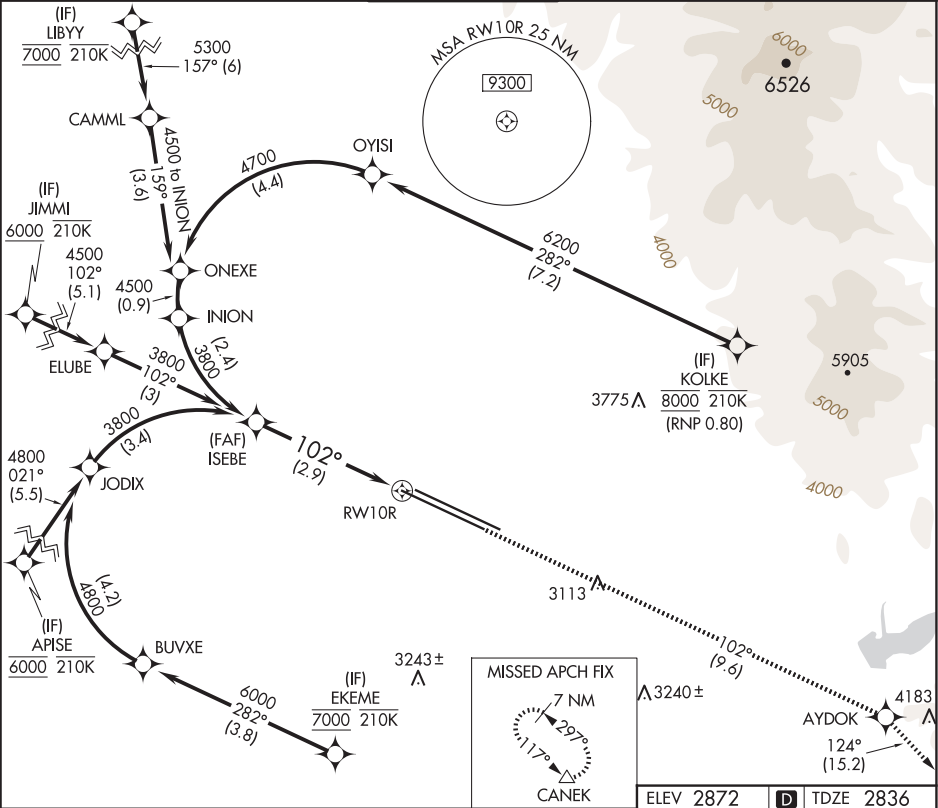
APP CRS	Rwy Ldg	9763
102°	TDZE	2836
	Apt Elev	2872



RNAV (RNP) Z RWY 10R

BOISE AIR TRML/GOWEN FLD (BOI)

RNP AR APCH - GPS.	ALSF-2	MISSED APPROACH: Climb to 7300 on track 102° to AYDOK and on track 124° to CANEK and hold.
For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.		

D-ATIS	BIG SKY APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2



ISEBE		7300	AYDOK	CANEK
3800		↑ tr 102°		tr 124°
3800		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 64).		
GP 3.00°		RWY 10R		
TCH 58		See planview for multiple IF locations.		
2.9 NM				
CATEGORY	A	B	C	D
RNP 0.30 DA	3219/35 383 (400-5%)			
AUTHORIZATION REQUIRED				
REIL Rwy 10L TDZ/CL Rws 10R and 28L HIRL Rws 10L-28R and 10R-28L				

RNAV (RNP) Z 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.



CLNC DEL

125.9 323.2



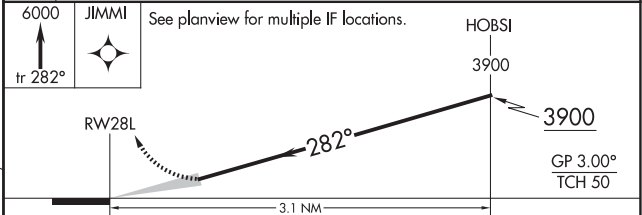
NW-1, 07 AUG 2025 to 02 OCT 2025

ROUTING TO OFTR
(not to scale)

6800 262° (4) 8000 262° (3.5) 8500 262° (3.6)

(IF) OFTR ROKTY REBRE (IAF) IAF

9000 250K
(RNP 0.30)



AUTHORIZATION REQUIRED

BOISE AIR TRML/GOWEN FLD (BOT)

RNAV (RNP) Z RWY 28L

APP CRS
282°

Rwy Ldg
TDZE
2872

Apt Elev
2872

RNAV (RNP) Z RWY 28R

BOISE AIR TRML/GOWEN FLD (BOI)

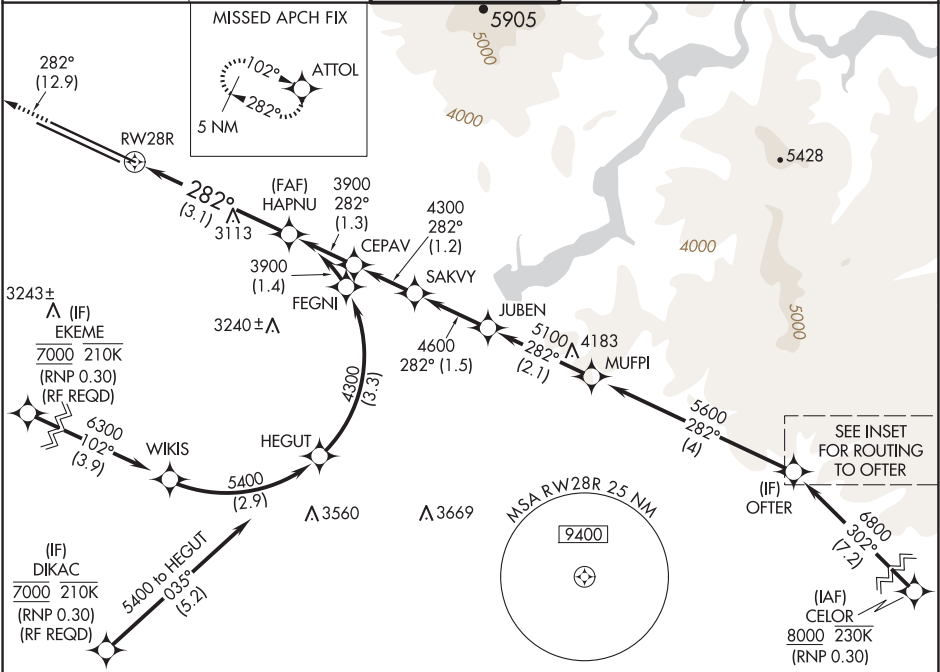
RNP AR APCH.

▼

For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 6000 on track 282° to ATTOL and hold, continue climb-in-hold to 6000.

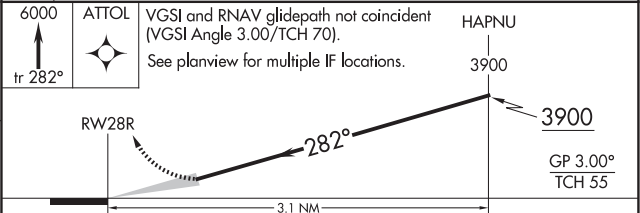
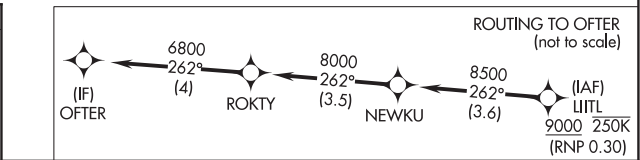
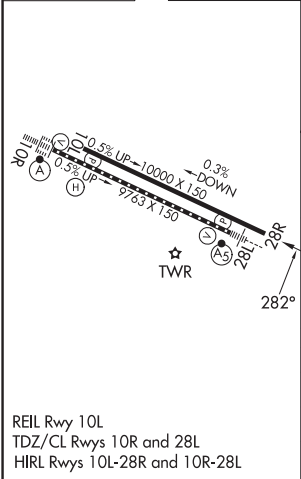
D-ATIS 123.9 290.4	BIG SKY APP CON 119.6 269.4	BOISE TOWER 118.1 257.8	GND CON 121.7 348.6	CLNC DEL 125.9 323.2
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ELEV 2872

D

TDZE 2872



CATEGORY	A	B	C	D
RNP 0.15 DA	3204-1	332 (400-1)		
RNP 0.30 DA	3303-1¼	431 (500-1¼)		

AUTHORIZATION REQUIRED

BOISE, IDAHO

AL-57 (FAA)

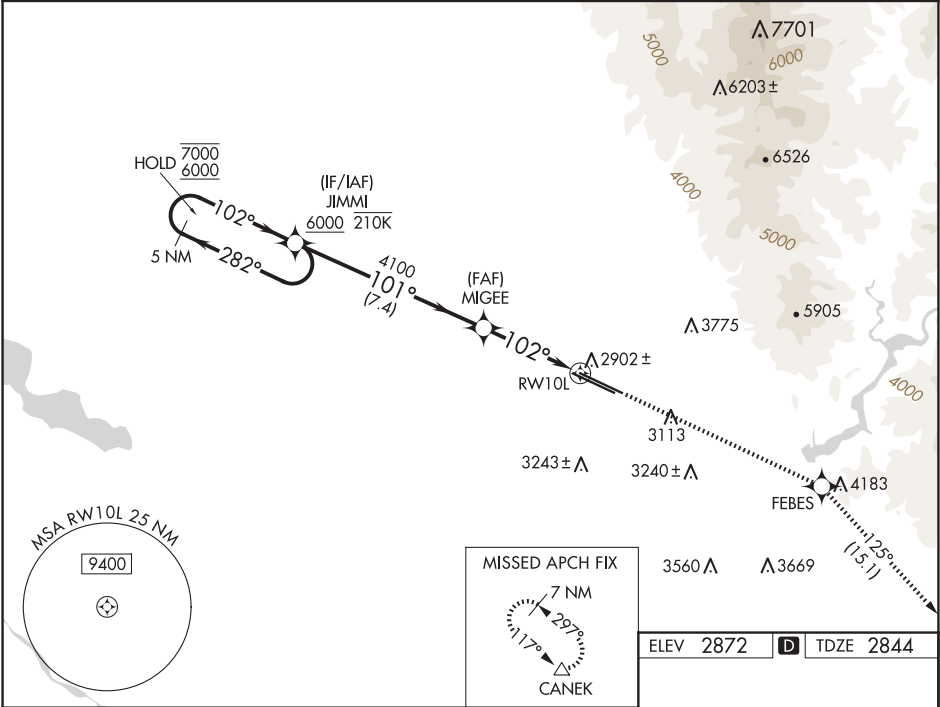
25163

WAAS CH 78102 W10A	APP CRS 102°	Rwy Ldg TDZE 2844 Apt Elev 2872
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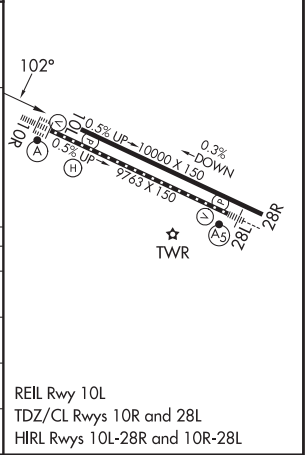
RNAV (GPS) Y RWY 10L

BOISE AIR TRML/GOWEN FLD (BOI)

RADAR required for procedure entry. RNP APCH - GPS.		MISSED APPROACH: Climb to 7300 direct FEBES then 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	



5 NM Holding Pattern		JIMMI	MIGEE	7300	FEBES	CANEK
7000 6000		←282°	102°→	4100	1.4 NM to RW10L	tr 125°
GP 3.00° TCH 53		7.4 NM	2.5 NM	1.4 NM		
CATEGORY	A	B	C	D		
LPV DA	3044-¾ 200 (200-¾)					
LNNAV/VNAV DA	3197-1 353 (400-1)					
LNNAV MDA	3320-1	476 (500-1)	3320-1⅓	476 (500-1⅓)		
CIRCLING	3440-1	568 (600-1)	3640-2¼	3820-3		
			768 (800-2¼)	948 (1000-3)		



BOISE, IDAHO
Amdt 4 14JUL22

43°34'N-116°13'W

BOISE AIR TRML/GOWEN FLD (BOI)

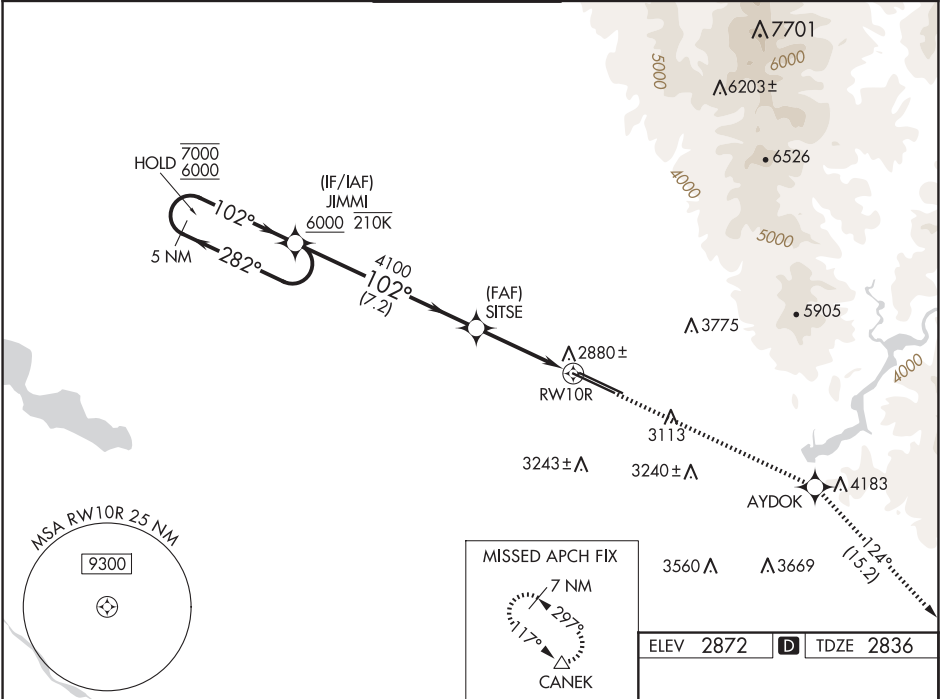
RNAV (GPS) Y RWY 10L

WAAS CH 40203 W10B	APP CRS 102°	Rwy Ldg TDZE 2836 Apt Elev 2872
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RNAV (GPS) Y RWY 10R
BOISE AIR TRML/GOWEN FLD (BOI)

RADAR required for procedure entry. RNP APCH - GPS.		ALSF-2 	MISSED APPROACH: Climb to 7300 direct AYDOK and on track 124° to CANEK and hold.
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
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 64).					7300 ↑		AYDOK ✱		tr 124°		CANEK △		
5 NM Holding Pattern					JIMMI								
7000 ← 282° 6000 → 102°					SITSE 4100		1.2 NM to RW10R		RW10R				
GP 3.00° TCH 54					4100								
					7.2 NM		2.7 NM		1.2 NM				
CATEGORY		A		B		C				D			
LPV DA		3036/18 200 (200-½)											
LNAV/ VNAV DA		3173/26 337 (400-½)											
LNAV MDA		3260/24 424 (400-½)				3260/40 424 (400-¾)							
CIRCLING		3440-1 568 (600-1)				3640-2¼ 768 (800-2¼)				3820-3 948 (1000-3)			
REIL Rwy 10L TDZ/CL Rwy 10R and 28L HIRL Rwy 10L-28R and 10R-28L													

BOISE, IDAHO



AL-57 (FAA)

25163

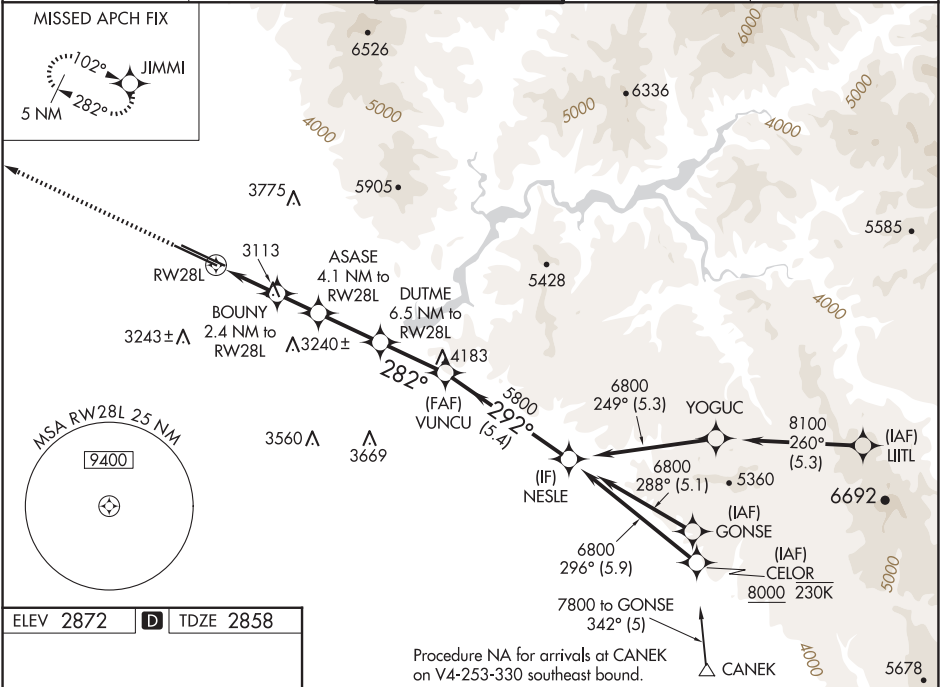
WAAS CH 77702 W28A	APP CRS 282°	Rwy Ldg TDZE 2858 Apt Elev 2872
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RNAV (GPS) Y RWY 28L

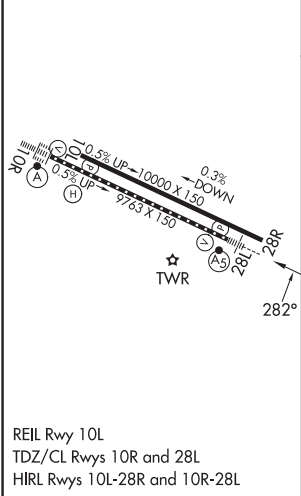
BOISE AIR TRML/GOWEN FLD (BOI)


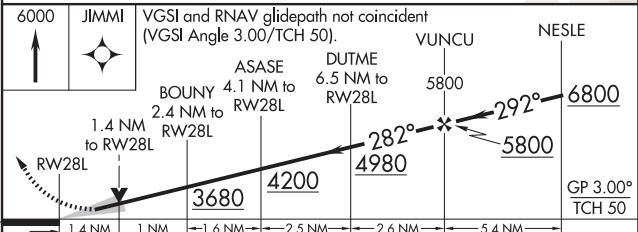
RNP APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 6000 direct JIMMI and hold, continue climb-in-hold to 6000.
 Circling NA north of Rwy 10L-28R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500, and LNAV/VNAV all Cats visibility to RVR 6000.		

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
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ELEV 2872	D	TDZE 2858
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6000 ↑	JIMMI 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).				VUNCU	NESLE
							
CATEGORY	A		B		C		D
LPV DA	3160/24 302 (300-½)						
LNAV/ VNAV DA	3267/40 409 (400-¾)						
LNAV MDA	3380/24 522 (600-½)				3380/55 522 (600-1)		
C CIRCLING	3440-1 568 (600-1)				3640-2¼ 768 (800-2¼)		3820-3 948 (1000-3)

BOISE, IDAHO
Amdt 6 14JUL22

43°34'N-116°13'W

BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (GPS) Y RWY 28L

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 65803 W28B	APP CRS 282°	Rwy Ldg TDZE 2871 Apt Elev 2871
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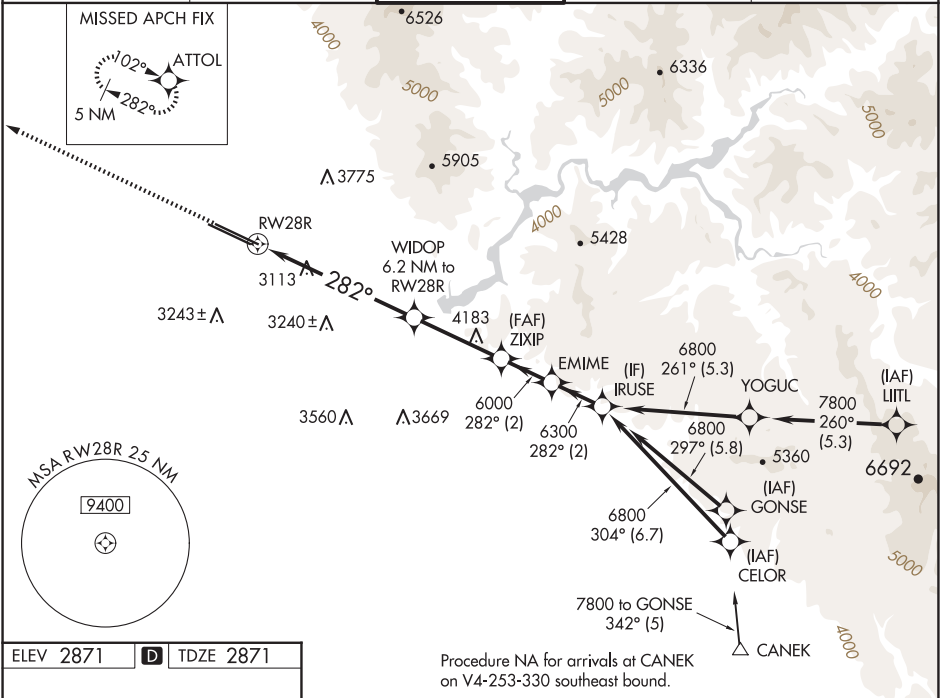
RNAV (GPS) Y RWY 28R

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.

MISSED APPROACH: Climb to 6000 direct ATTOL and hold, continue climb-in-hold to 6000.

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
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BOISE, IDAHO

AL-57 (FAA)

25163

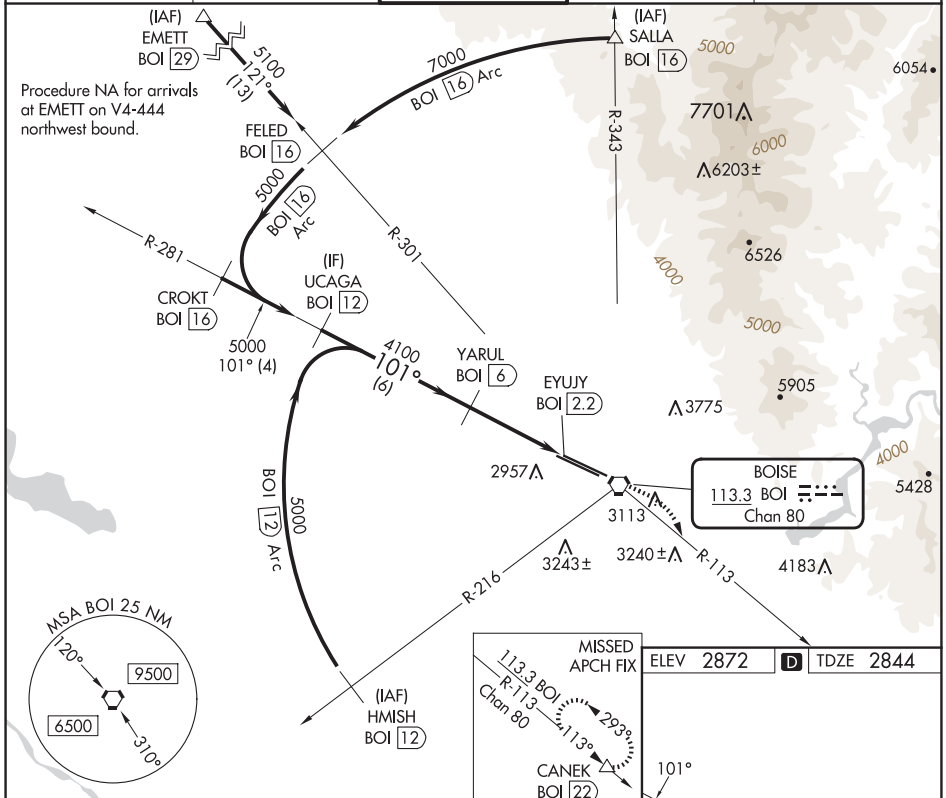
VORTAC BOI 113.3 Chan 80	APP CRS 101°	Rwy Ldg TDZE 2844 Apt Elev 2872
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VOR or TACAN RWY 10L

BOISE AIR TRML/GOWEN FLD (BOI)

DME required.	MISSED APPROACH: Climb to 3400 then climbing right turn to 7300 on BOI VORTAC R-113 to CANEK/BOI VORTAC 22 DME and hold.
Circling NA north of Rwy 10L-28R.	

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
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UCAGA
BOI 12

5000

YARUL
BOI 6

4100

BOI 3.3

EYUJY
BOI 2.2

3400

7300

CANEK

↑

BOI R-113

△

101°

3.03°

TCH 53

6 NM

2.7 NM

1.1 NM

CATEGORY

A

B

C

D

E

S-10L

3240-1

396 (400-1)

3240-1½

396 (400-1½)

CIRCLING

3440-1

568 (600-1)

3640-2¼

3820-3

3880-3

768 (800-2¼)

948 (1000-3)

1008 (1100-3)

10R

0.5% UP

0.5% UP

0.3% DOWN

10000 X 150

9763 X 150

28R

28L

TWR

REIL Rwy 10L

TDZ/CL Rws 10R and 28L

HIRL Rws 10L-28R and 10R-28L

BOISE, IDAHO

Amdt 3 14JUL22

43°34'N-116°13'W

BOISE AIR TRML/GOWEN FLD (BOI)

VOR or TACAN RWY 10L

NW-1, 07 AUG 2025 to 02 OCT 2025

25163

VOR Y or TACAN Y RWY 28L
BOISE AIR TRML/GOWEN FLD (BOI)

MISSED APPROACH: Climb to 6000 on BOI
VORTAC R-278 to JIMMI/13.4 DME and hold.

MISSED APCH FIX

JIMMI
BOI 13.4

113.3 BOI
R-278
Chan 80

098°

278°

R-278

3775△

3113

YODVU
BOI 3.3

WORLO
BOI 1.5

3243±△

3240±△

REWAY
BOI 5.7

4183△

EMAPE
BOI 9.2

3560△

3669△

6200
278°
(6,8)

(IF)
ZIBOR
BOI 16

5360

7500
278° (6)

8800

R-087

(IAF)
HESGO
BOI 22

8800
BOI 22
Arc

5000

6692

R-098

ARYOT
BOI 22

8800
BOI 22
Arc

R-113

(IAF)
CANEK
BOI 22

5678

4000

6000

5000

4000

310°

120°

MSA BOI 25 NM

9500

6500

ELEV 2872	D	TDZE 28L 2858
		TDZE 28R 2872

BOISE, IDAHO
Amdt 3 14JUL22

43°34'N-116°13'W

BOISE AIR TRML/GOWEN FLD (BOI)

VOR Y or TACAN Y RWY 28L

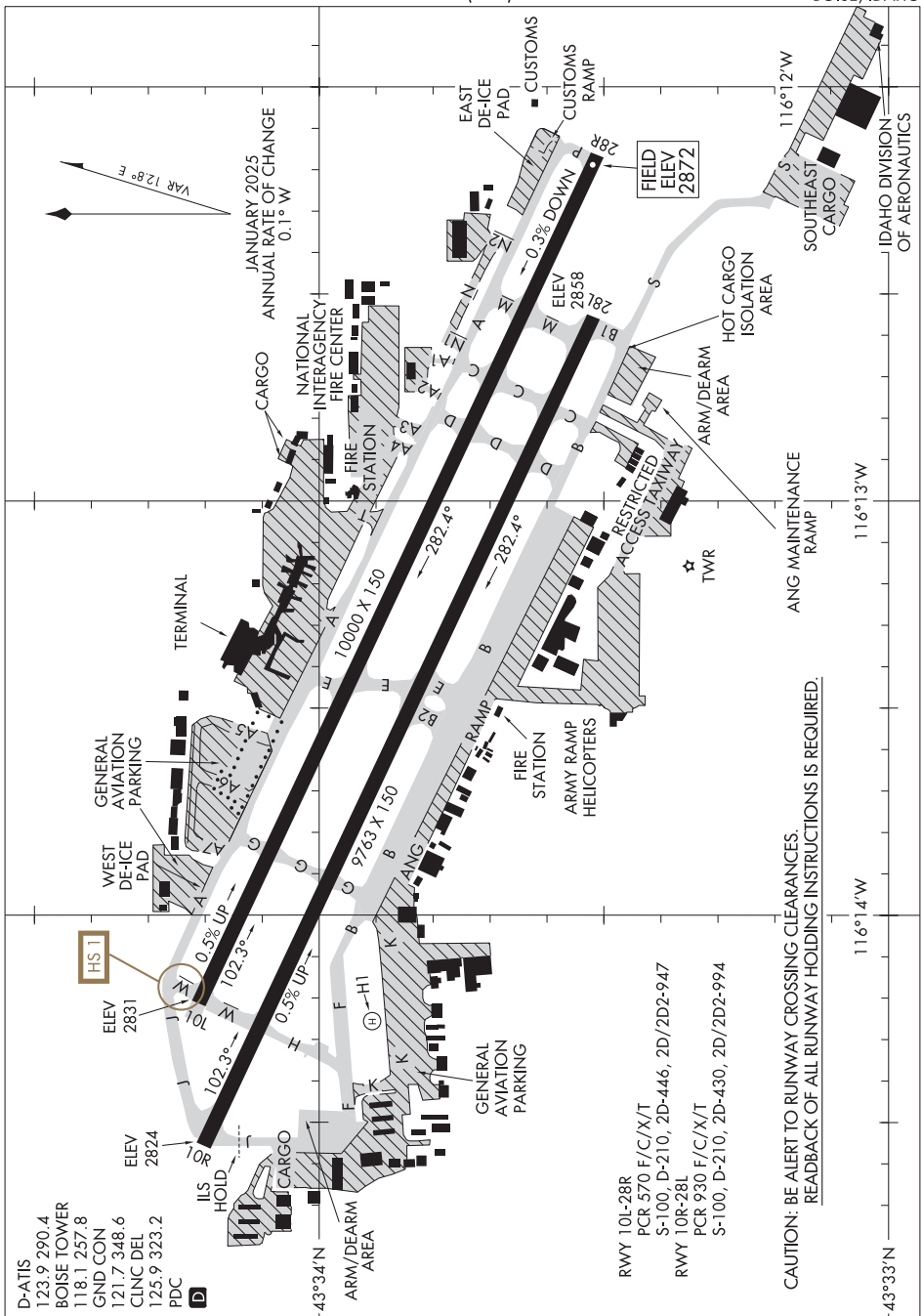
NW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

BOISE AIR TRML/GOWEN FLD (BOI)

BOISE, IDAHO

AL-57 (FAA)



**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
REDBACK OF ALL RUNWAY HOLDING INSTRUCTIONS**

NW-1, 07 AUG 2025 to 02 OCT 2025

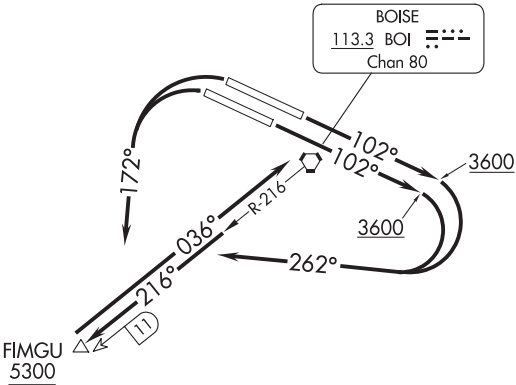
AIRPORT DIAGRAM

25163

BOISE, IDAHO

BOISE AIR TRML/GOWEN FLD (BOI)

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

- Rwys 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/2909' 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.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

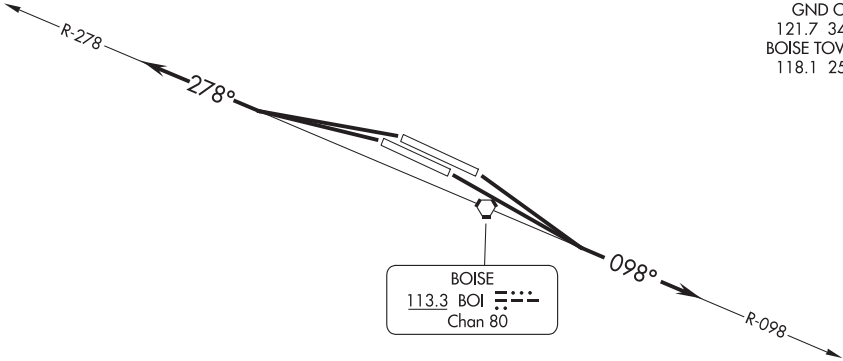
BOISE THREE DEPARTURE

AL-57 (FAA)

BOISE AIR TRML/GOWEN FLD (BOI)
BOISE, IDAHO

TOP ALTITUDE:
16000

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: RADAR required.

TAKEOFF MINIMUMS

Rwys 28L/R: Standard.

Rwys 10L/R: Standard with minimum climb of 240' per NM to 5700.

NOTE: Chart not to scale.



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.

BOISE THREE DEPARTURE

APP CRS 008°	Rwy Ldg	4002
	TDZE	2316
	Apt Elev	2337

RNAV (GPS) RWY 2

BOUNDARY COUNTY (65S)

▼

▲ NA

❄ -6°C

When local altimeter setting not received, procedure NA.

DME/DME RNP-0.3 NA.

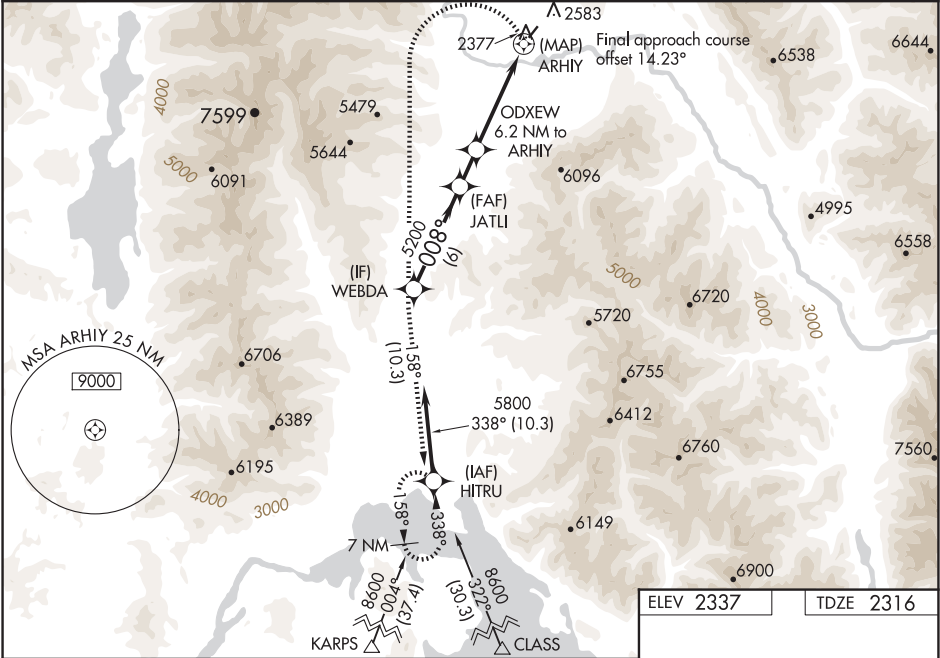
Helicopter visibility reduction below ¾ SM NA.

* Missed approach requires minimum climb of 400 feet per NM to 6600.

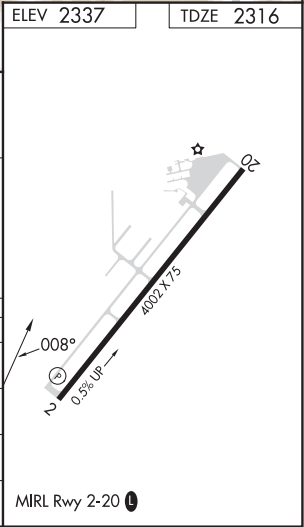
Missed approach requires minimum climb of 300 feet per NM to 6400.

MISSED APPROACH: Climbing left turn to 8600 direct WEBDA and on track 158° to HITRU, continue climb-in-hold to 8600.

AWOS-3PT 132.575	SEATTLE CENTER 123.95 290.55	UNICOM 123.0 (CTAF) ①
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Visual Segment - Obstacles.				
WEBDA	JATLI	ODXEW	WEBDA	HITRU
5800	5200	4540	3880	3220
6 NM	2.2 NM	6.2 NM	0.5 NM	
CATEGORY	A	B	C	D
LNAV MDA*	3260-1¼	944 (1000-1¼)	3260-2¾	NA
LNAV MDA#	3880-1¼	3880-1½	3880-3	NA
LNAV MDA	4480-1¼	4480-1½	4480-3	NA
CIRCLING	4480-1¼	4480-1½	4480-3	NA



(KARPS2.KARPS) 19003

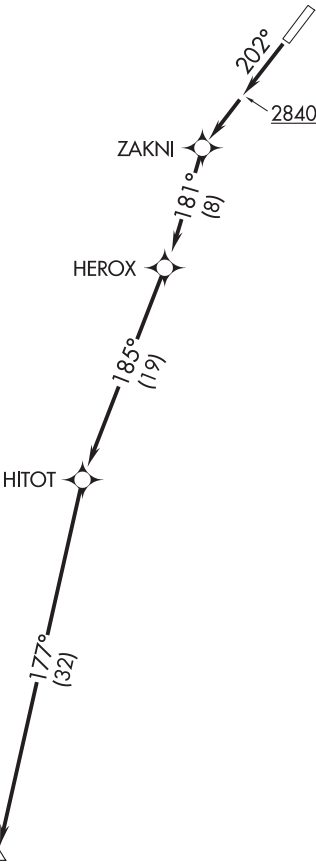
BOUNDARY COUNTY (65S)

KARPS TWO DEPARTURE (OBSTACLE) (RNAV)

AL-9976 (FAA)

BONNERS FERRY, IDAHO

SEATTLE CENTER
123.95 290.55
CTAF
123.0



NOTE: RNAV 1.
NOTE: GPS required.

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.

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.

KARPS TWO DEPARTURE (OBSTACLE) (RNAV)

(KARPS2.KARPS) 03JAN19

BONNERS FERRY, IDAHO
BOUNDARY COUNTY (65S)

NW-1, 07 AUG 2025 to 02 OCT 2025

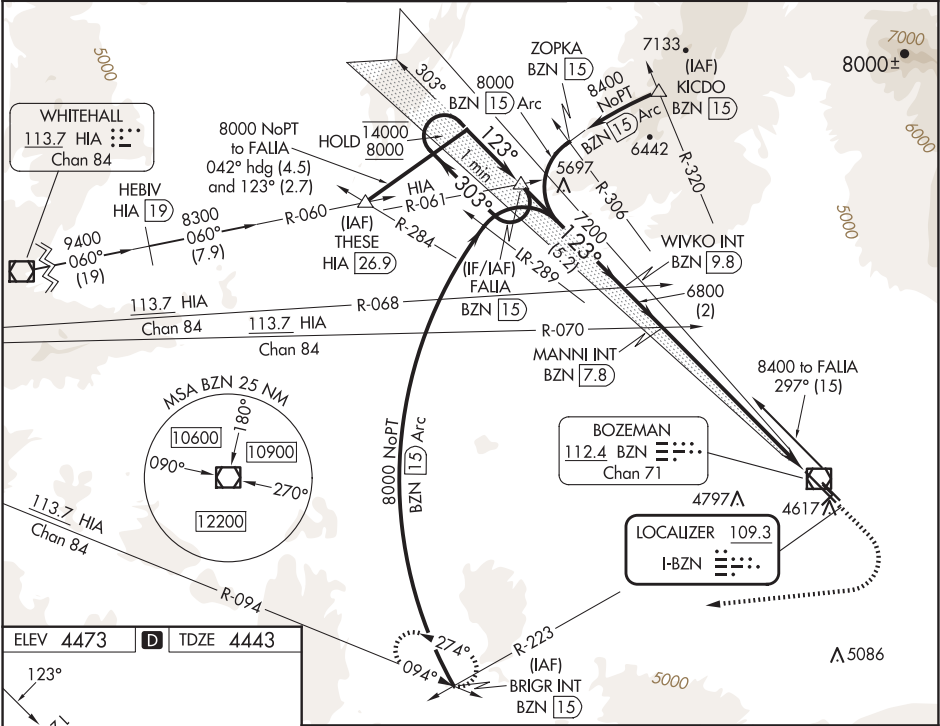
NW-1, 07 AUG 2025 to 02 OCT 2025

LOC I-BZN 109.3	APP CRS 123°	Rwy Ldg TDZE 8994 4443 Apt Elev 4473
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ILS or LOC RWY 12
BOZEMAN YELLOWSTONE INTL (BZN)

RADAR required for procedure entry at BRIGR INT.	MALSR	MISSED APPROACH: Climb to 5200 then climbing right turn to 9000 on heading 250° and on BZN VOR/DME R-223 to BRIGR INT/BZN 15 DME and hold. Continue climb-in-hold to 9000.
 -22°C		

ATIS 135.425	BIG SKY APP CON★ 118.975 226.675	BOZEMAN TOWER★ 118.2 (CTAF) 0	GND CON 121.8	CLNC DEL 124.05	UNICOM 122.95
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ELEV 4473	TDZE 4443
Rwy 11G-29G: 2802 X 80	
REIL Rwy 30	
HIRL Rwy 12-30	
MIRL Rwy 11-29	
FAF to MAP 7.3 NM	
Knots	60 90 120 150 180
Min:Sec	7:18 4:52 3:39 2:55 2:26

One Minute Holding Pattern		WIVKO INT BZN 9.8		MANNI INT BZN 7.8		BZN 2.6		BZN 0.5	
14000 8000		7200		6800		6800		6800	
GS 3.00° TCH 53		5.2 NM		2 NM		5.2 NM		2.1 NM	
CATEGORY	A	B	C	D					
S-ILS 12	4643-1/2 200 (200-1/2)								
S-LOC 12	5160-1/2 717 (700-1/2)			5160-1 5/8 717 (700-1 5/8)					
CIRCLING	5160-1 687 (700-1)			5160-2 687 (700-2)			5360-3 887 (900-3)		

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

BOZEMAN, MONTANA

AL-59 (FAA)

25163

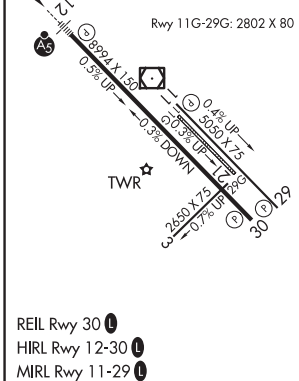
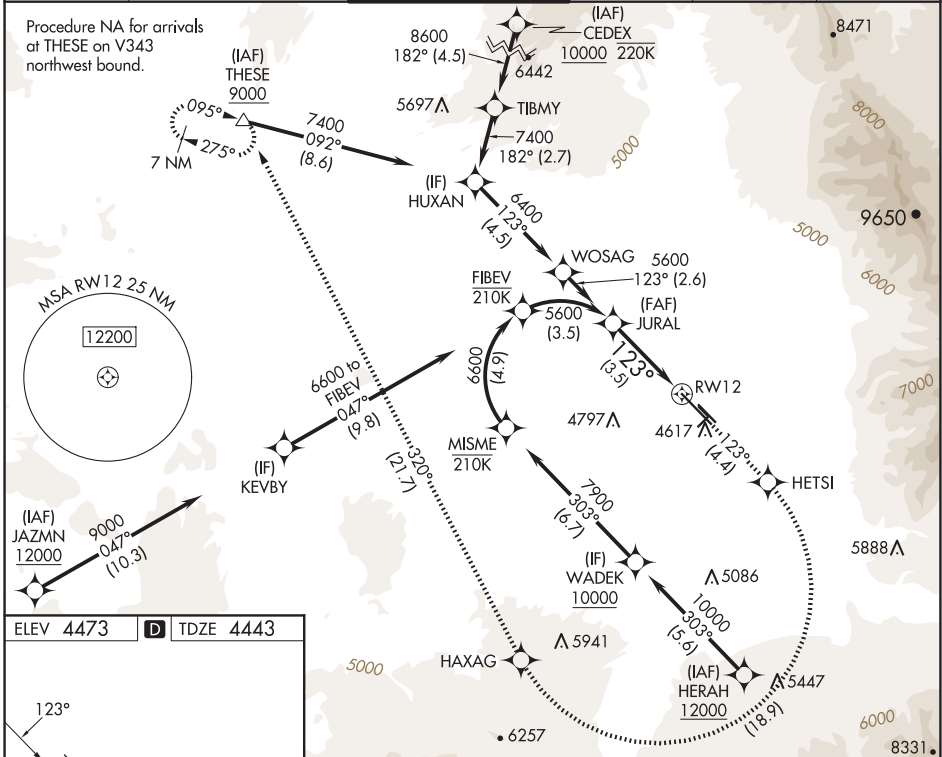
APP CRS 123°	Rwy Ldg TDZE Apt Elev	8994 4443 4473
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RNAV (RNP) Z RWY 12

BOZEMAN YELLOWSTONE INTL (BZN)

RNP AR APCH - GPS.		MALSR 	MISSED APPROACH: Climb to 10000 on track 123° to HETSI, and right turn to HAXAG, and on track 320° to THESE and hold.
-22°C	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 7/8 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) 0	GND CON 121.8	CLNC DEL 124.05	UNICOM 122.95
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<p>JURAL</p> <p>5600</p> <p><u>5600</u> ↗</p> <p>GP 3.00° TCH 53</p>		<table><tr><td>10000 ↑ tr 123°</td><td>HETSI </td><td></td><td>HAXAG </td><td>tr 320° △</td><td>THESE</td></tr></table> <p>See planview for multiple IF locations.</p> <p>123°</p> <p>3.5 NM</p> <p>RW12</p>				10000 ↑ tr 123°	HETSI 		HAXAG 	tr 320° △	THESE
10000 ↑ tr 123°	HETSI 		HAXAG 	tr 320° △	THESE						
CATEGORY	A	B	C	D							
RNP 0.10 DA	4723-1/2		280 (300-1/2)								
RNP 0.30 DA	4795-5/8		352 (400-5/8)								
AUTHORIZATION REQUIRED											

BOZEMAN, MONTANA

Amdt 1A 20FEB25

45°47'N-111°09'W

BOZEMAN YELLOWSTONE INTL (BZN)

RNAV (RNP) Z RWY 12

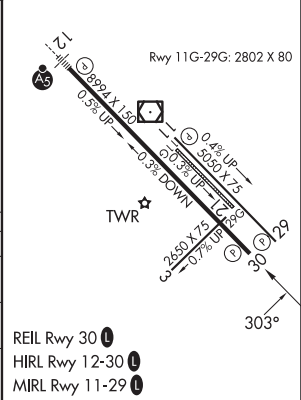
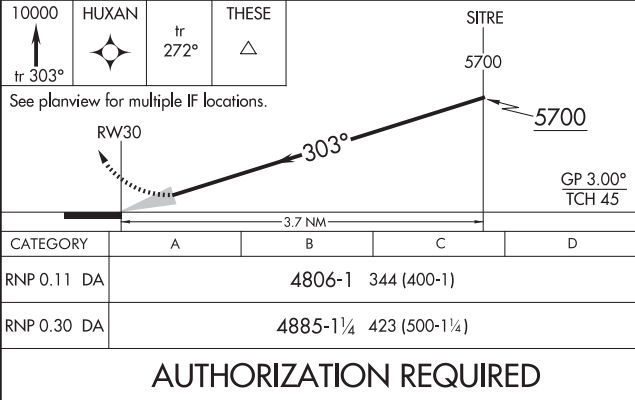
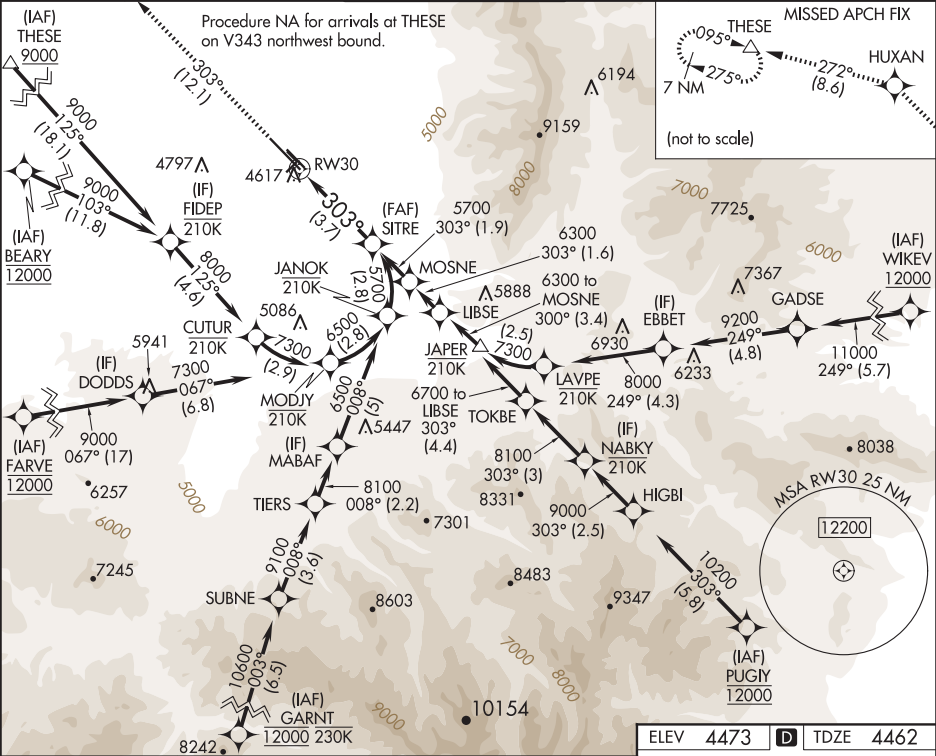
NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	8994
303°	TDZE	4462
	Apt Elev	4473

RNAV (RNP) Z RWY 30
BOZEMAN YELLOWSTONE INTL (BZN)

RNP AR APCH - GPS.	MISSED APPROACH: Climb to 10000 on track 303° to HUXAN and on track 272° to THESE and hold, continue climb-in-hold to 10000.
For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 54°C. When local alimeter setting not received, procedure NA.	

ATIS 135.425	BIG SKY APP CON★ 118.975 226.675	BOZEMAN TOWER★ 118.2 (CTAF) 0	GND CON 121.8	CLNC DEL 124.05	UNICOM 122.95
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NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

BOZEMAN, MONTANA

AL-59 (FAA)

25163

WAAS CH 72816 W12A	APP CRS 123°	Rwy Ldg TDZE Apt Elev	8994 4443 4473
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RNAV (GPS) Y RWY 12

BOZEMAN YELLOWSTONE INTL (BZN)

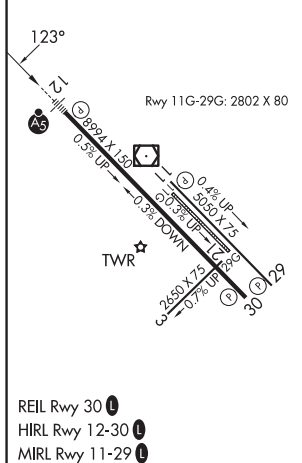
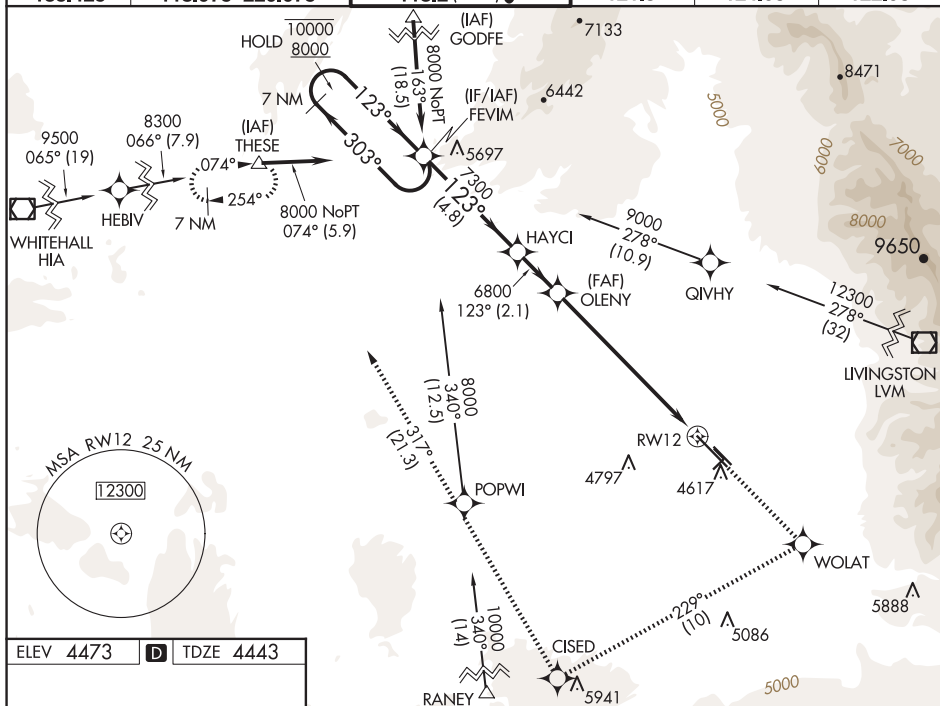
RNP APCH.

⚠ Circling NA to Rws 3-21 and 11-29. For uncompensated Baro-VNAV systems, procedure NA below -23°C or above 49°C. For inop ALS, increase -22°C LNAV/VNAV visibility to 1½ SM and LNAV visibility Cats C and D to 1½ SM.



MISSED APPROACH: Climb to 8300 direct WOLAT and right turn on track 229° to CISED and on track 317° to THESE and hold.

ATIS 135.425	BIG SKY APP CON★ 118.975 226.675	BOZEMAN TOWER★ 118.2 (CTAF) 0	GND CON 121.8	CLNC DEL 124.05	UNICOM 122.95
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BOZEMAN, MONTANA

45°47'N-111°09'W

Orig-C 03JAN19

BOZEMAN YELLOWSTONE INTL (BZN)

RNAV (GPS) Y RWY 12

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	8994
318°	TDZE	4462
	Apt Elev	4473

RNAV (GPS) Y RWY 30
BOZEMAN YELLOWSTONE INTL (BZN)

RNP APCH - GPS.	
<div><div>▼</div><div>▲</div><div>☒</div></div>	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C or above 54°C. Circling NA to Rwy's 3, 11, 21 and 29.
-22°C	

MISSED APPROACH: Climb to 5000 then climbing left turn to 10000 direct THESE and hold, continue climb-in-hold to 10000.

ATIS	BIG SKY APP CON★	BOZEMAN TOWER★	GND CON	CLNC DEL	UNICOM
135.425	118.975 226.675	118.2 (CTAF) 0	121.8	124.05	122.95

MISSED APCH FIX

095°

275°

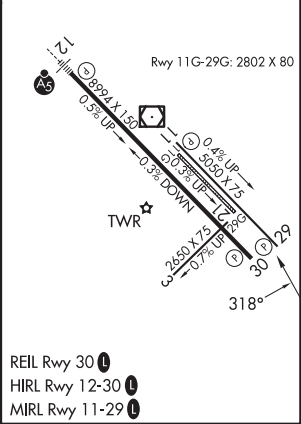
THESE

7 NM



ELEV 4473	TDZE 4462
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CATEGORY	A		B		C		D	
	LNAV/VNAV DA		4880-1½ 418 (500-1½)		4880-1½ 418 (500-1½)		4880-1½ 418 (500-1½)	
	LNAV MDA		4880-1 418 (500-1)		4880-1½ 418 (500-1½)		4880-1½ 418 (500-1½)	
	CIRCLING		4940-1 467 (500-1)		5160-2 687 (700-2)		5320-2¾ 847 (900-2¾)	



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

BOZEMAN, MONTANA

AL-59 (FAA)

25163

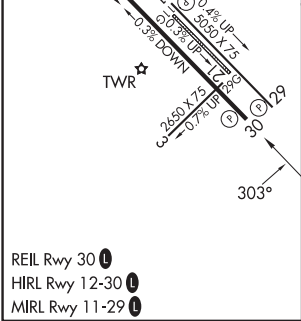
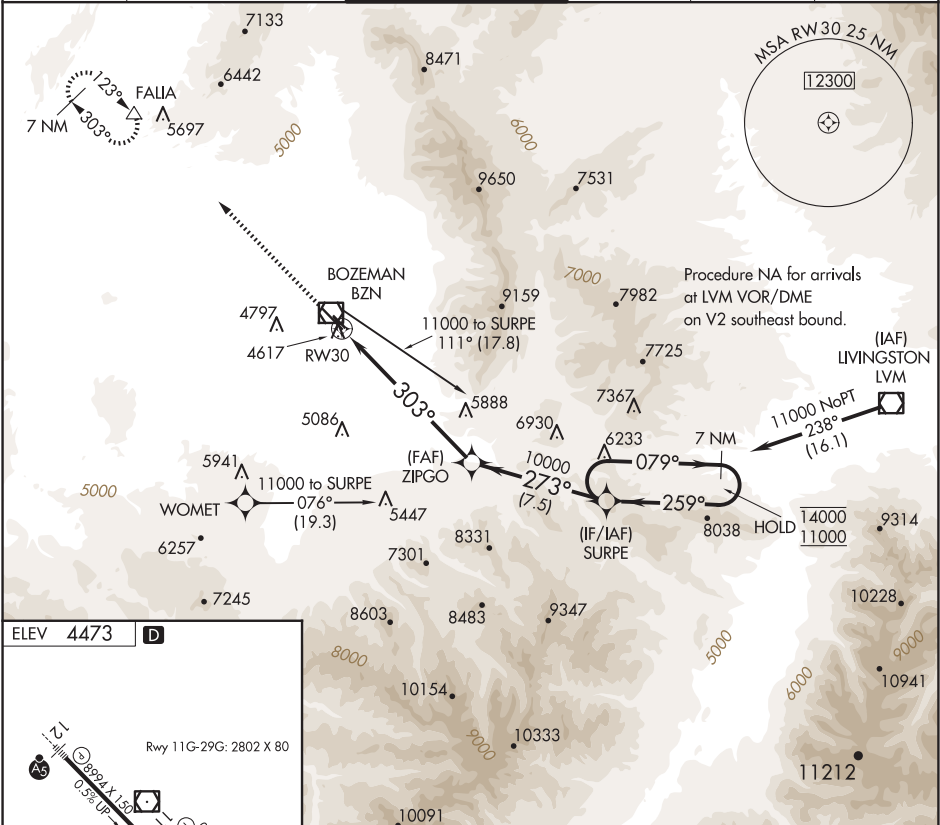
APP CRS 303°	Rwy Ldg TDZE Apt Elev	N/A N/A 4473
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RNAV (GPS)-A

BOZEMAN YELLOWSTONE INTL (BZN)

RNP APCH.	MISSED APPROACH: Climb to 10000 direct FALIA and hold, continue climb-in-hold to 10000.
<div><div><div>▼</div><div>▲</div><div>❄</div></div><div>Circling NA to Rwy 3-21 and 11-29.</div><div>-22°C</div></div>	

ATIS 135.425	BIG SKY APP CON★ 118.975 226.675	BOZEMAN TOWER★ 118.2 (CTAF) 0	GND CON 121.8	CLNC DEL 124.05	UNICOM 122.95
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10000 FALIA		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).		7 NM Holding Pattern	
ZIPGO		SURPE		079° → 14000	
RW30		10000		← 259° 11000	
CATEGORY		A	B	C	D
CIRCLING		6020-1¼ 1547 (1600-1¼)	6020-1½ 1547 (1600-1½)	6020-3 1547 (1600-3)	6300-3 1827 (1900-3)

BOZEMAN, MONTANA
Amdt 2C 03JAN19

45°47'N-111°09'W

BOZEMAN YELLOWSTONE INTL (BZN)
RNAV (GPS)-A




BOZEMAN, MONTANA

AL-59 (FAA)

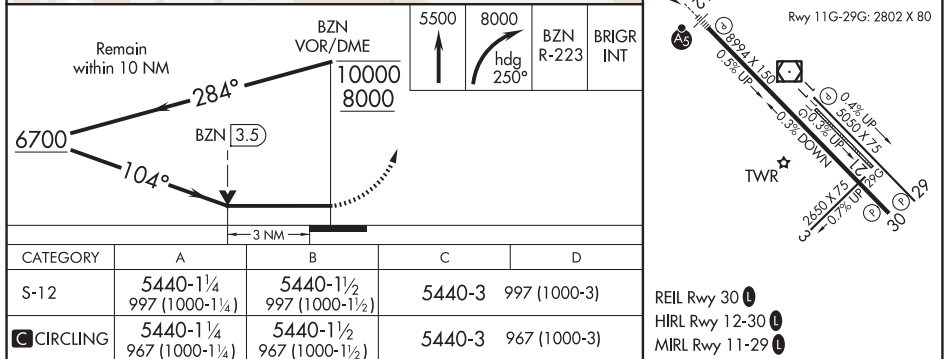
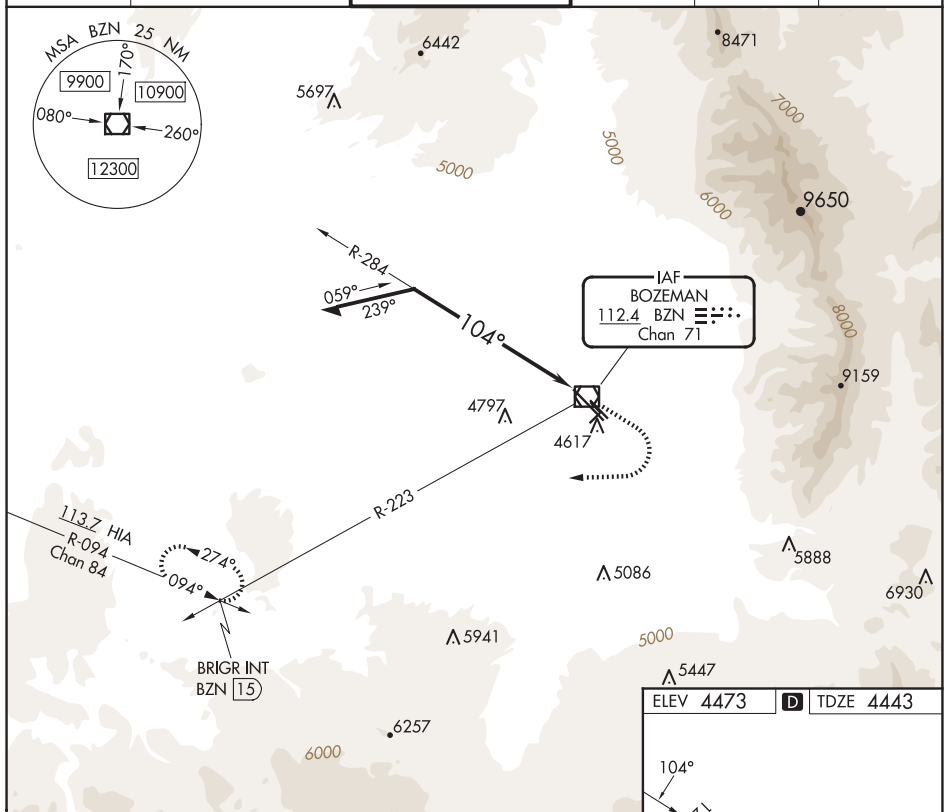
25163

VOR/DME BZN 112.4 Chan 71	APP CRS 104°	Rwy Ldg 8994 TDZE 4443 Apt Elev 4473
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VOR RWY 12
BOZEMAN YELLOWSTONE INTL (BZN)

   -22°C	Circling NA to Rwy 3-21 and 11-29. Inop table does not apply.	MALSR 	MISSED APPROACH: Climb to 5500 then climbing right turn to 8000 on heading 250° and BZN VOR/DME R-223 to BRIGR INT/15 DME and hold.
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ATIS 135.425	BIG SKY APP CON★ 118.975 226.675	BOZEMAN TOWER★ 118.2 (CTAF) 0	GND CON 121.8	CLNC DEL 124.05	UNICOM 122.95
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BOZEMAN, MONTANA

Amdt 15C 03JAN19

BOZEMAN YELLOWSTONE INTL (BZN)

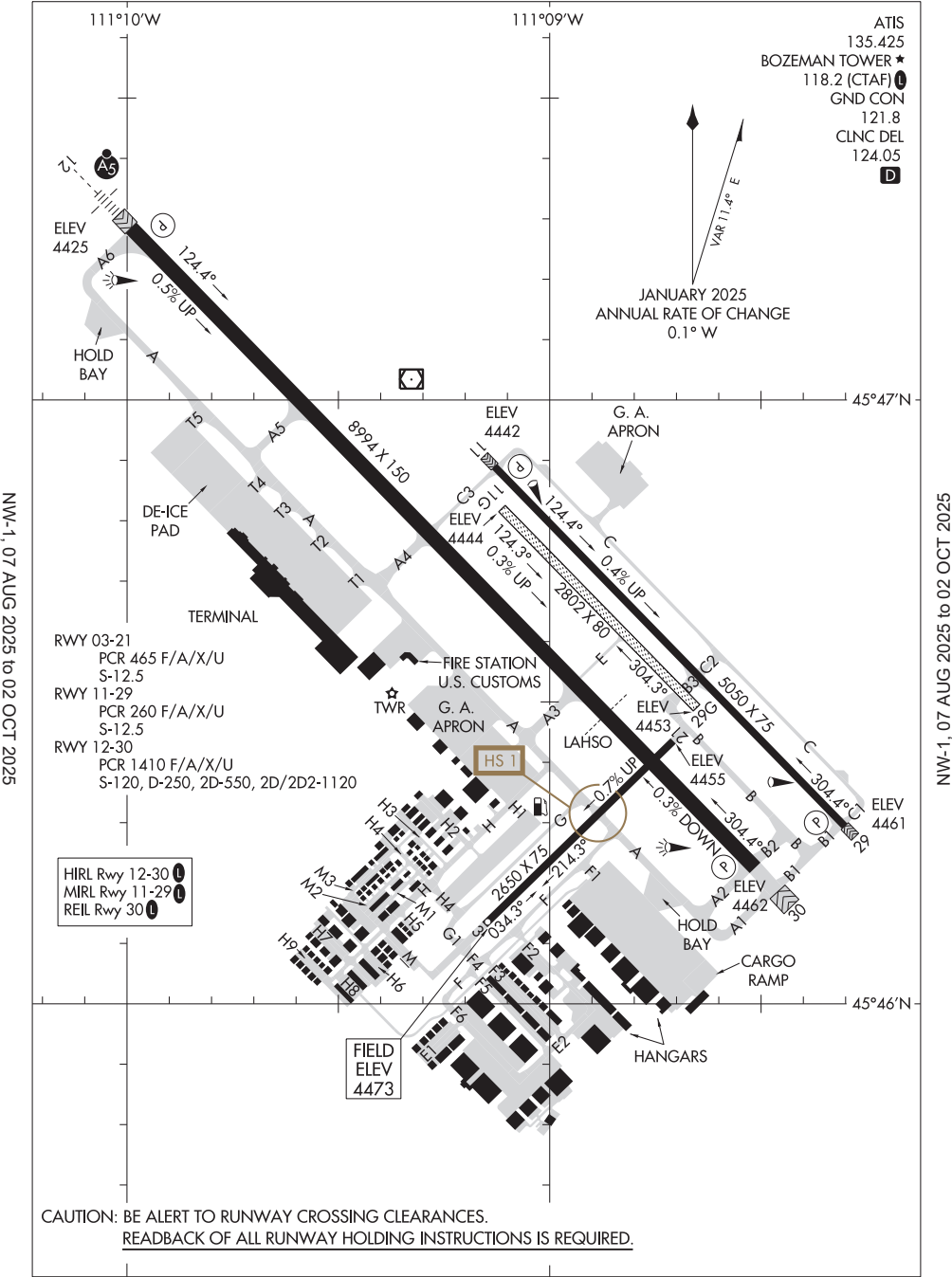
VOR RWY 12

45°47'N-111°09'W

97

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

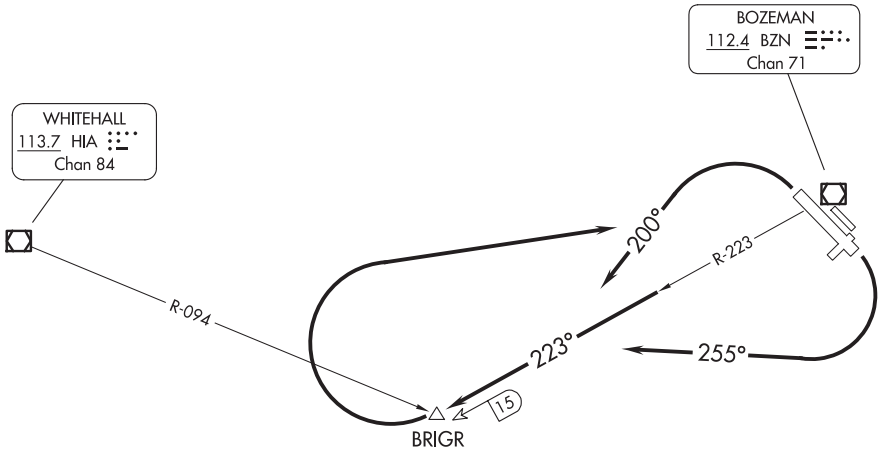


(BZN6.BZN) 23334

BOZEMAN SIX DEPARTURE (OBSTACLE)

BOZEMAN YELLOWSTONE INTL (BZN)
AL-59 (FAA) BOZEMAN, MONTANA

BIG SKY DEP CON ★
118.975 226.675
ATIS
135.425
GND CON
121.8
BOZEMAN TOWER ★
118.2 (CTAF)



TAKEOFF MINIMUMS
Rwys 3, 11, 21, 29: NA - ATC.
Rwys 12, 30: Standard

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

NOTE: Chart not to scale.

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.

BOZEMAN SIX DEPARTURE (OBSTACLE)

(BZN6.BZN) 24MAY18

BOZEMAN, MONTANA
BOZEMAN YELLOWSTONE INTL (BZN)

(BGSKY2.BGSKY) 24361

BGSKY TWO DEPARTURE (RNAV)

AL-59 (FAA)

BOZEMAN YELLOWSTONE INTL (BZN)

BOZEMAN, MONTANA

TOP ALTITUDE:
16000

RNAV 1 - GPS.

BIG SKY DEP CON★
118.975 226.675
GND CON
121.8
BOZEMAN TOWER★
118.2

WHITEHALL
HIA

9800
274°
(34)

AIDDN
11000

8000
275°
(8)

8600
244°
(19)

LUKKS

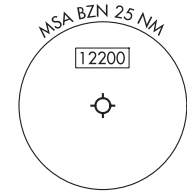
9500
190°
(19)

UPLOW
11000

12800
181°
(75)

DUBOIS
DBS

123°
4973



TAKEOFF MINIMUMS

Rwys 3, 11, 21, 29: NA - ATC.

Rwy 12: Standard with minimum climb of 500'/NM to 4973.

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, then on assigned transition, maintain 16000, expect filed altitude 10 minutes after departure.

DUBOIS TRANSITION (BGSKY2.DBS)

UPLOW TRANSITION (BGSKY2.UPLOW)

WHITEHALL TRANSITION (BGSKY2.HIA)

BGSKY TWO DEPARTURE (RNAV)

(BGSKY2.BGSKY) 26DEC24

BOZEMAN, MONTANA

BOZEMAN YELLOWSTONE INTL (BZN)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

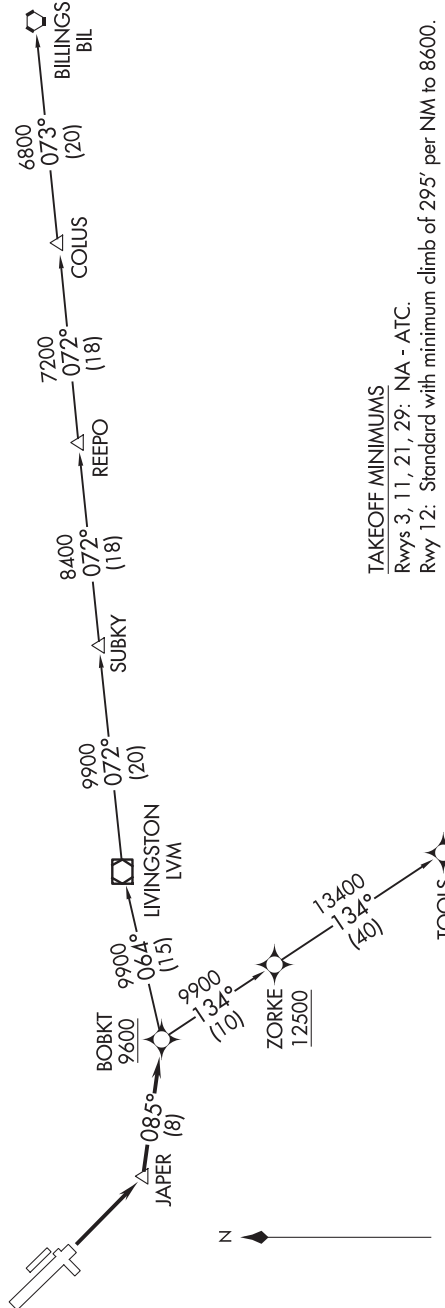
TOP ALTITUDE:
16000

RNAV 1 - GPS.

(BOBK5.BOBKT) 24193
BOBK FIVE DEPARTURE (RNAV)

AL-59 (FAA)
BOZEMAN YELLOWSTONE INTL (BZN)
BOZEMAN, MONTANA

BIG SKY DEP CON ★
118.975 226.675
GND CON
121.8
BOZEMAN TOWER ★
118.2

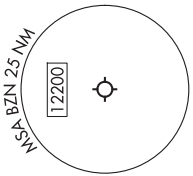


TAKEOFF MINIMUMS
Rwys 3, 11, 21, 29: NA - ATC.
Rwy 12: Standard with minimum climb of 295' per NM to 8600.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climb direct JAPER, then on track 085° to cross BOBK5 at or above 9600. Thence . . .
. . . on assigned transition, maintain 16000. Expect filed altitude 10 minutes after departure.

BILLINGS TRANSITION (BOBK5.BIL)
BOYSEN RESERVOIR TRANSITION (BOBK5.BOY)



NOTE: Chart not to scale.

BOBK FIVE DEPARTURE (RNAV)
(BOBK5.BOBKT) 11 JUL24

BOZEMAN, MONTANA
BOZEMAN YELLOWSTONE INTL (BZN)

NW-1, 07 AUG 2025 to 02 OCT 2025

(MEADO2.MEADO) 24361

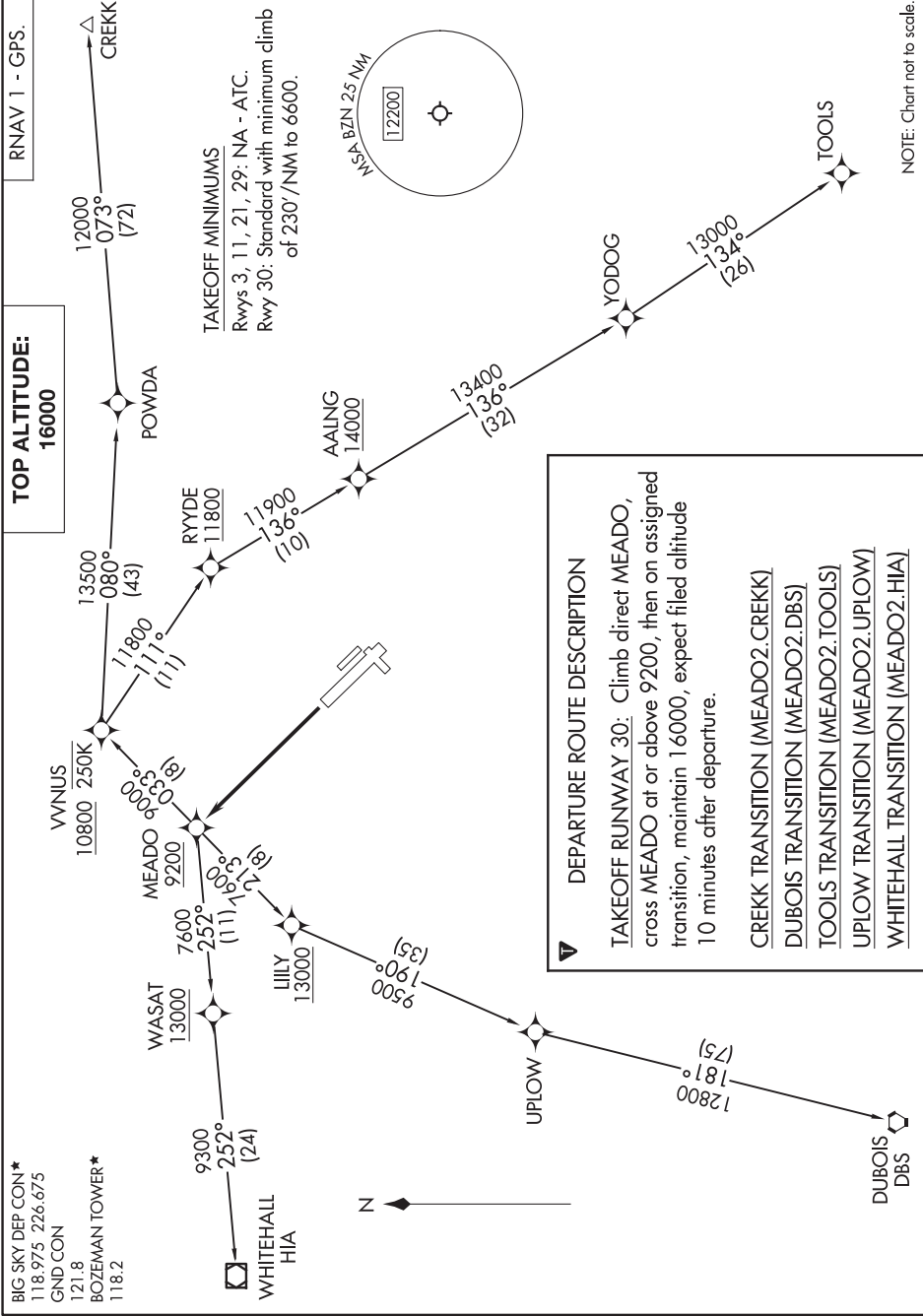
MEADO TWO DEPARTURE (RNAV)

AL-59 (FAA)

BOZEMAN YELLOWSTONE INTL (BZN)

BOZEMAN, MONTANA

NW-1, 07 AUG 2025 to 02 OCT 2025



NW-1, 07 AUG 2025 to 02 OCT 2025

MEADO TWO DEPARTURE (RNAV)

(MEADO2.MEADO) 26DEC24

BOZEMAN, MONTANA

BOZEMAN YELLOWSTONE INTL (BZN)

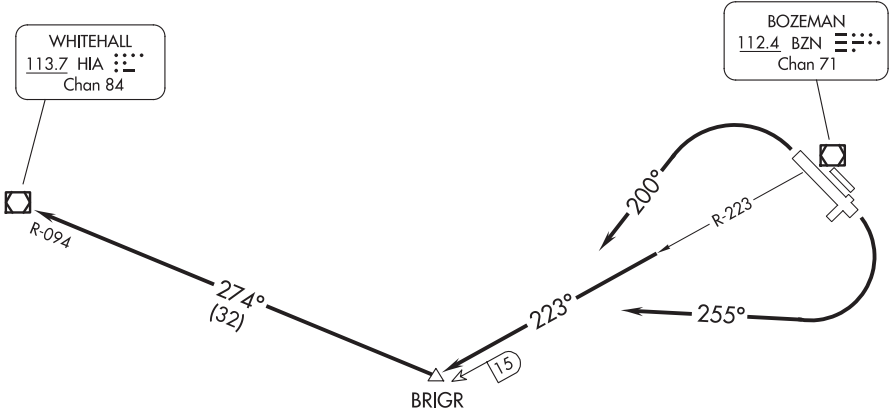
(HIA5.HIA) 23334

WHITEHALL FIVE DEPARTURE

BOZEMAN YELLOWSTONE INTL (BZN)
BOZEMAN, MONTANA

BIG SKY DEP CON ★
118.975 226.675
ATIS
135.425
GND CON
121.8
BOZEMAN TOWER ★
118.2 (CTAF)

TOP ALTITUDE:
16000



TAKEOFF MINIMUMS
Rwys 3, 11, 21, 29: NA- ATC.
Rwys 12, 30: Standard.

NOTE: Chart not to scale.

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.

WHITEHALL FIVE DEPARTURE
(HIA5.HIA) 24MAY18

BOZEMAN, MONTANA
BOZEMAN YELLOWSTONE INTL (BZN)

BREMERTON, WASHINGTON

AL-5107 (FAA)

25107

LOC I-PWT	APP CRS	Rwy Idg	6000
111.1	197°	TDZE	442
		Apt Elev	444

ILS or LOC RWY 20

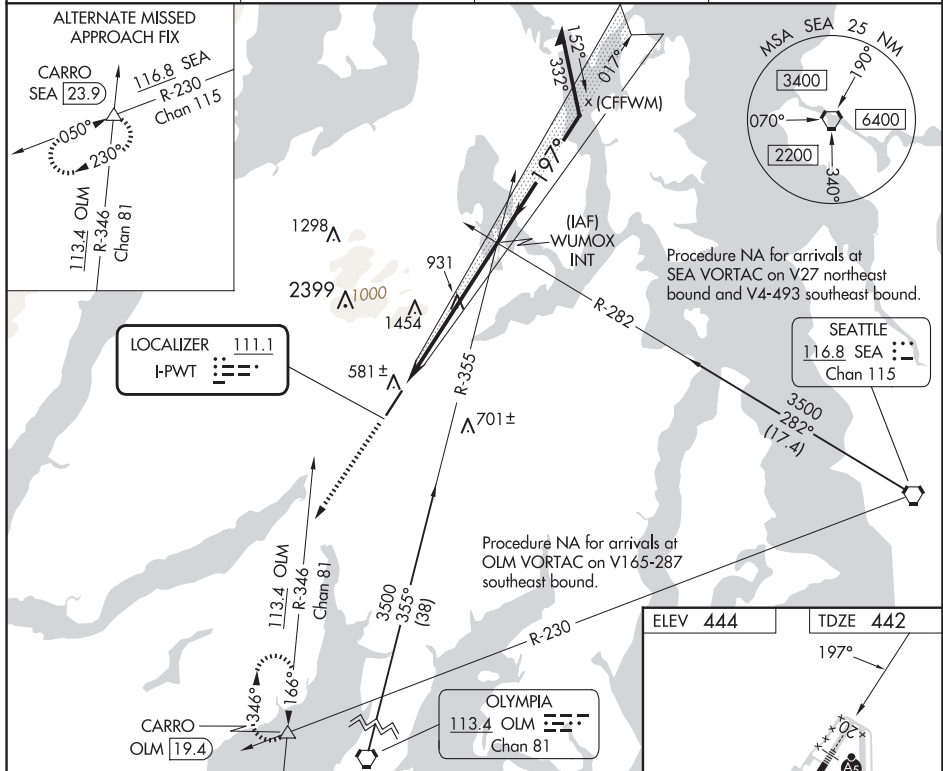
BREMERTON NTL (PWT)

⚠ 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 ½ SM, Circling Cat A, C and D visibility ¼ 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.

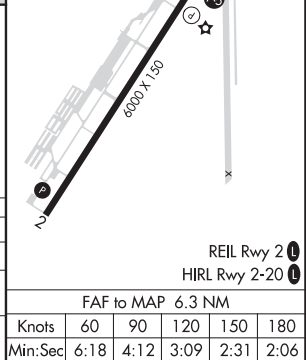
MALSR

MISSED 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.

AWOS-3PT 121.2	SEATTLE APP CON 120.1 254.4 269.125	CLNC DEL 127.1	UNICOM 123.05 (CTAF) 0
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4000	OLM R-346	CARRO	WUMOX INT	Remain within 10 NM
hdg 197°			3500	
			2500	
			3000	
			2500	GS 3.00° TCH 49
			6.3 NM	
CATEGORY	A	B	C	D
S-ILS 20		642-½	200 (200-½)	
S-LOC 20	1200-½ 758 (800-½)	1200-¾ 758 (800-¾)	1200-1¾ 756 (800-1¾)	758 (800-1¾)
CIRCLING	1200-1 756 (800-1)	1200-1¼ 756 (800-1¼)	1200-2¼ 756 (800-2¼)	1240-2½ 796 (800-2½)



BREMERTON, WASHINGTON
Amdt 17B 10AUG23

47°29'N-122°46'W

BREMERTON NTL (PWT)

ILS or LOC RWY 20

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 49232 W02A	APP CRS 017°	Rwy Idg TDZE Apt Elev	6000 444 444
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RNAV (GPS) RWY 2

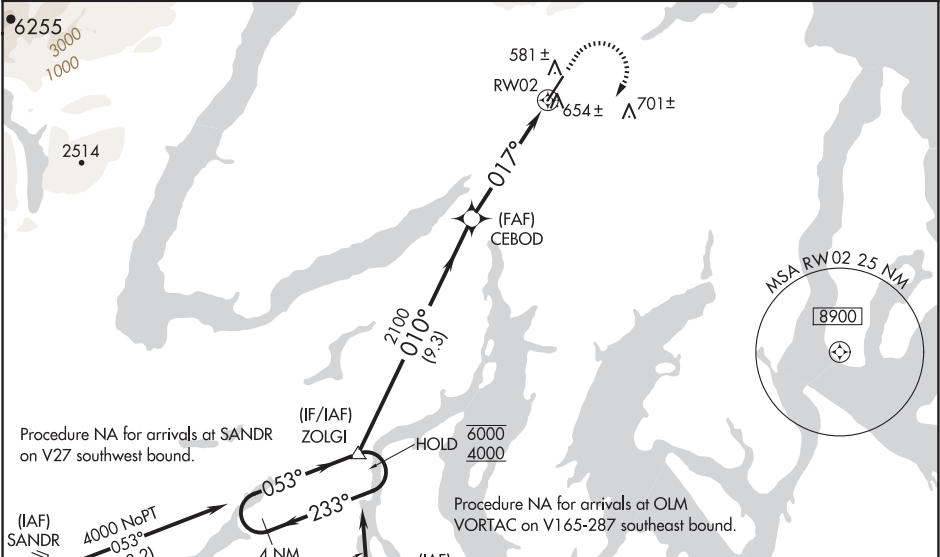
BREMERTON NTL (PWT)

RNP APCH - GPS.

Circling NA for Cats C and D west of Rwy 2-20.
Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -1.5°C above 54°C.

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct ZOLGI and hold, continue climb-in-hold to 4000.

AWOS-3PT 121.2	SEATTLE APP CON 120.1 254.4 269.125	CLNC DEL 127.1	UNICOM 123.05 (CTAF)
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ELEV 444		TDZE 444	
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4 NM Holding Pattern

6000

4000

GP 3.00° TCH 56

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).

ZOLGI

CEBOD

2100

017°

RW02

* LNAV only

* 2.1 NM to RW02

CATEGORY	A	B	C	D
LPV DA	772-1 328 (400-1)			
LNAV/VNAV DA	913-1½ 469 (500-1½)			
LNAV MDA	1160-1 716 (800-1)		1160-2 716 (800-2)	
CIRCLING	1160-1 716 (800-1)		1160-2 716 (800-2) 1240-2½ 796 (800-2½)	

REIL Rwy 2

HIRL Rwy 2-20

WAAS CH 61106 W20A	APP CRS 197°	Rwy Idg TDZE 442 Apt Elev 444
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RNAV (GPS) RWY 20

BREMERTON NTL (PWT)

RNP APCH.

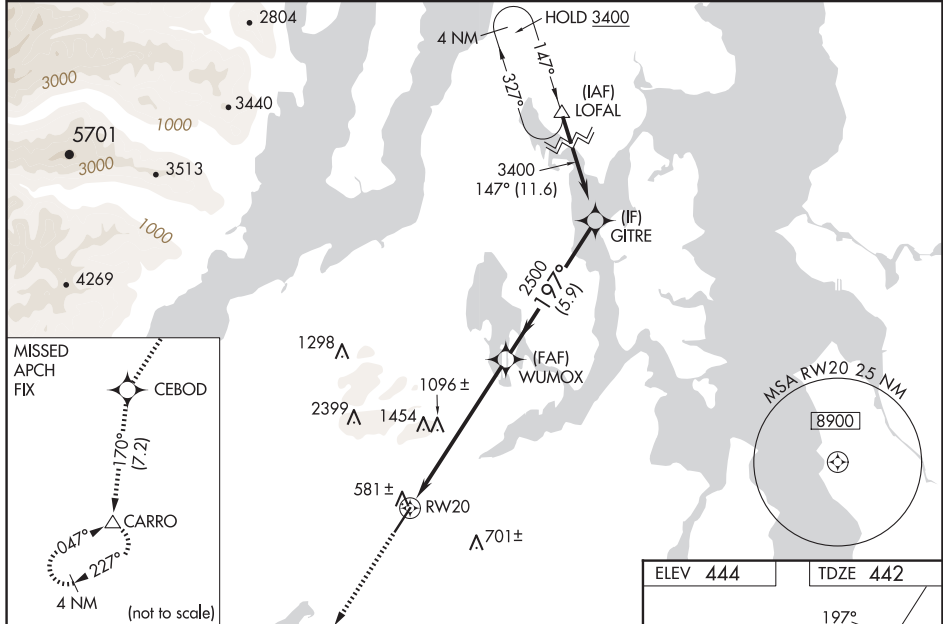
⚠ Circling NA for Cats C and D west of Rwy 2-20. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Seattle-Tacoma Intl altimeter setting. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet; increase LNAV Cat A and increase Circling Cats C/D visibility ½ SM. Inop table does not apply to LNAV/VNAV all Cats.

MALSR

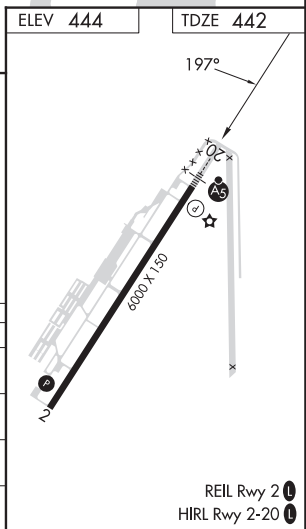
⚠

MISSED APPROACH:
Climb to 4000 direct CEBOD and on track 170° to CARRO and hold, continue climb-in-hold to 4000.

AWOS-3PT 121.2	SEATTLE APP CON 120.1 254.4 269.125	CLNC DEL 127.1	UNICOM 123.05 (CTAF) ⓪
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4000	CEBOD	tr 170°	CARRO	
*LNAV only				
*2.5 NM to RW20				
RW20				
WUMOX 2500				
GITRE 3400				
GP 3.00° TCH 49				
2.5 NM 3.8 NM 5.9 NM				
CATEGORY	A	B	C	D
LPV DA	642-½ 200 (200-½)			
LNAV/VNAV DA	1396-4 954 (1000-4)			
LNAV MDA	1300-½ 858 (900-½)	1300-¾ 858 (900-¾)	1300-2	858 (900-2)
CIRCLING	1300-1¼	856 (900-1¼)	1300-2½ 856 (900-2½)	1300-2¾ 856 (900-2¾)



APP CRS
126°

Rwy Ldg
TDZE
Apt Elev
N/A
N/A
462

RNAV (GPS)-A
BROOKINGS (BOK)

RNP APCH - GPS.

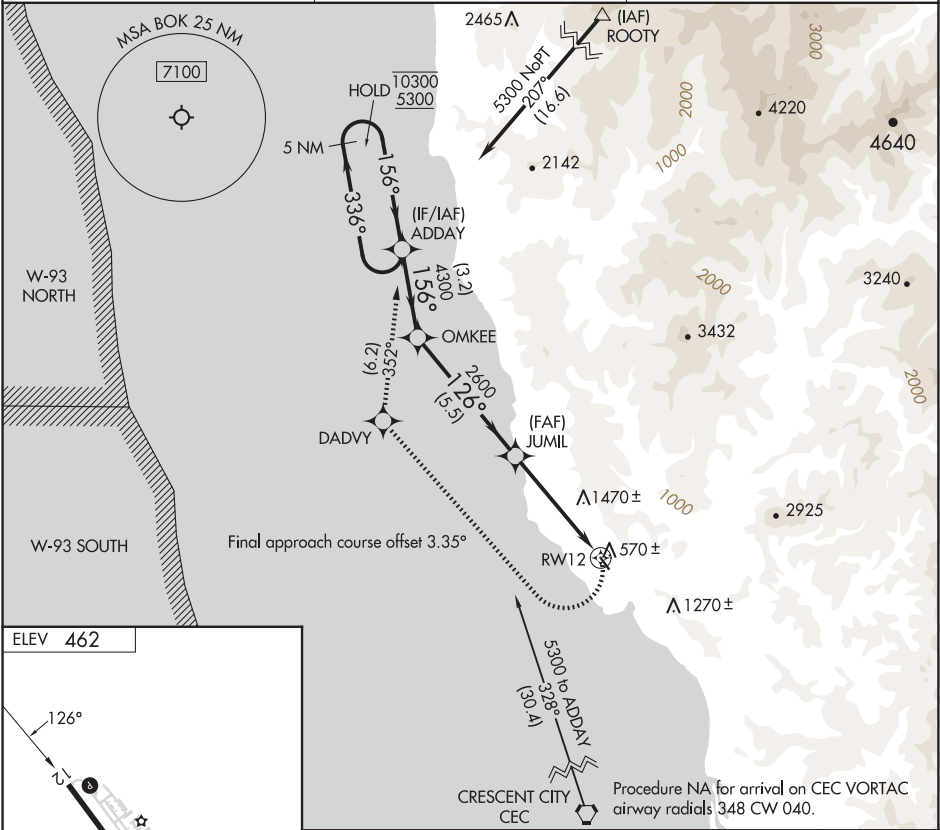
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Procedure NA at night. Circling NA northeast of Rwy 12-30.
Rwy 12 and 30 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 5300 direct DADVY, and on track 352° to ADDAY and hold, continue climb in hold to 5300.

AWOS-3PT 132.025	SEATTLE CENTER 124.85 306.3	UNICOM 122.8 (CTAF) 1
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ELEV 462

5 NM Holding Pattern	ADDAY	OMKEE	JUMIL	RW12
10300 5300	336° 156°	156° 4300	126° 2600	4.15° TCH 40
3.2 NM		5.5 NM		4.8 NM
CATEGORY	A	B	C	D
CIRCLING	1600-1¼ 1138 (1200-1¼)	1600-1½ 1138 (1200-1½)	NA	

MIRL Rwy 12-30 1

5300

DADVY

tr 352°

ADDAY

BUFFALO, WYOMING

AL-5705 (FAA)

25163

WAAS CH 48835 W31A	APP CRS 306°	Rwy Ldg TDZE Apt Elev	6143 4940 4970
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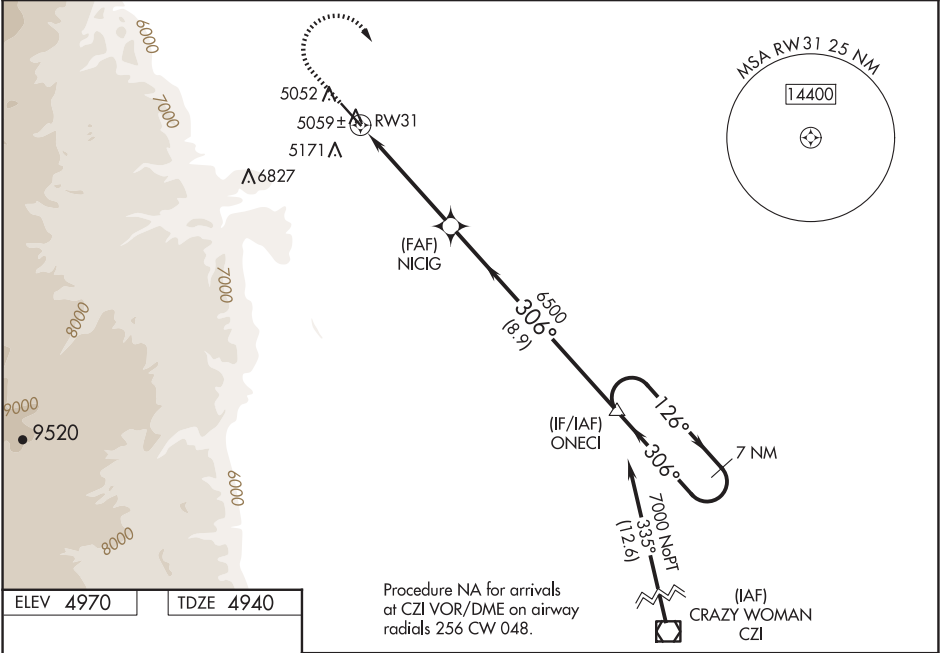
RNAV (GPS) RWY 31

JOHNSON COUNTY (BYG)

⚠ 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.

ASOS 135.425	SALT LAKE CENTER 127.75 351.9	UNICOM 122.8 (CTAF) 0
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ELEV 4970	TDZE 4940	Procedure NA for arrivals at CZI VOR/DME on airway radials 256 CW 048.			
			VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 42).		
		* LNAV only	7 NM Holding Pattern		
* 1.1 NM to RW31		NICIG	126° → 7000		
RW31		6500	← 306°		
1.1 NM		3.7 NM	GP 3.00°		
8.9 NM		ONECI	TCH 51		
CATEGORY	A	B	C	D	
LPV DA	5190-¾		250 (300-¾)		
LNAV/VNAV DA	5275-1½		335 (400-1½)		
LNAV MDA	5320-1	380 (400-1)	5320-1½	380 (400-1½)	
C CIRCLING	5440-1	470 (500-1)	5460-1½ 490 (500-1½)	5600-2 630 (700-2)	

BUFFALO, WYOMING
Amdt 1A 24JUL14

44°23'N-106°43'W

JOHNSON COUNTY (BYG)

RNAV (GPS) RWY 31

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

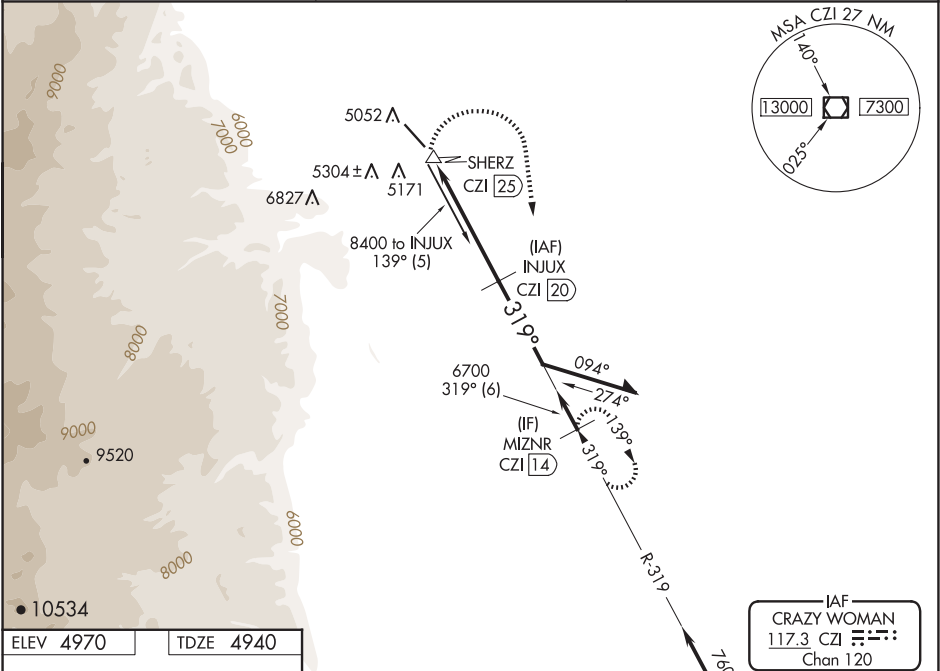
VOR/DME CZI	APP CRS	Rwy Ldg
117.3	319°	6143
Chan 120		TDZE 4940
		Apt Elev 4970

VOR/DME RWY 31
JOHNSON COUNTY (BYG)

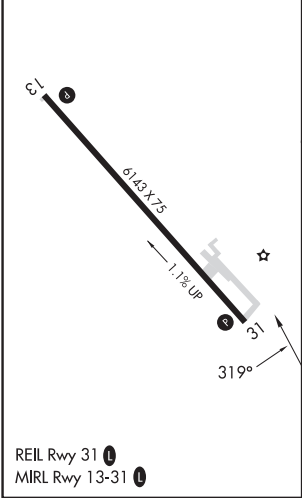
⚠ Visibility reduction by helicopters NA. If local altimeter setting not received, use Sheridan altimeter setting and increase all MDAs 600 feet. When VGSI inoperative, procedure NA at night. Circling NA southwest of Rwy 13-31.

MISSED 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 LAKE CENTER 127.75 351.9	UNICOM 122.8 (CTAF)
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ELEV 4970	TDZE 4940
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REIL Rwy 31
MIRL Rwy 13-31

Procedure NA for arrivals at CZI VOR/DME via V247 southbound.

7600 CZI R-319 hdg 160°

MIZNR CZI 14

INJUX CZI 20

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 42).

Remain within 10 NM

7600

139°

319°

6700

3.02° TCH 32

ZEDRI CZI 25.2

0.4 5.1 NM

CATEGORY	A	B	C	D
S-31	5680-1 740 (800-1)	5680-1¼ 740 (800-1¼)	5680-2¼ 740 (800-2¼)	5680-2½ 740 (800-2½)
CIRCLING	5680-1 710 (800-1)	5680-1¼ 710 (800-1¼)	5680-2¼ 710 (800-2¼)	5680-2½ 710 (800-2½)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

BURLEY, IDAHO

AL-68 (FAA)

25051

APP CRS	Rwy Idg	3787
202°	TDZE	4152
	Apt Elev	4154

RNAV (GPS) RWY 20

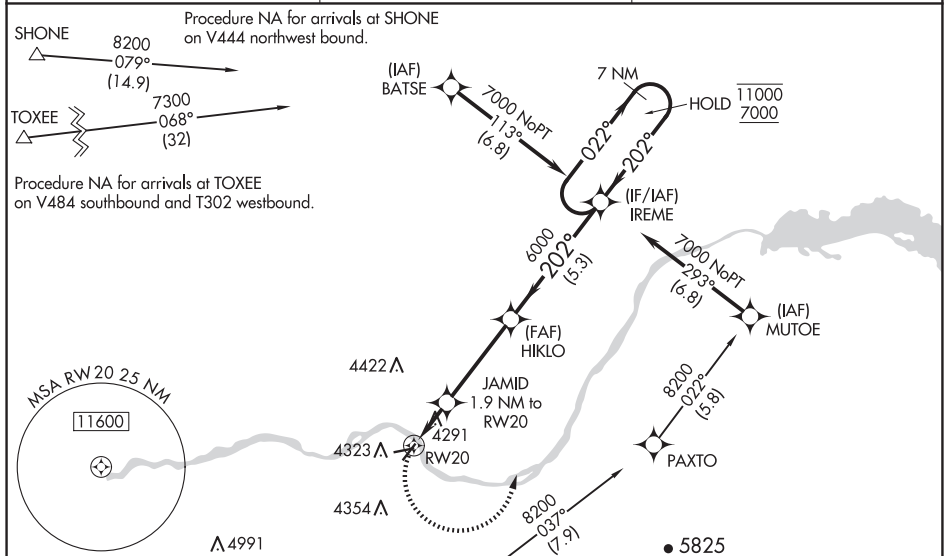
BURLEY MUNI (BYI)

RNP APCH-GPS.

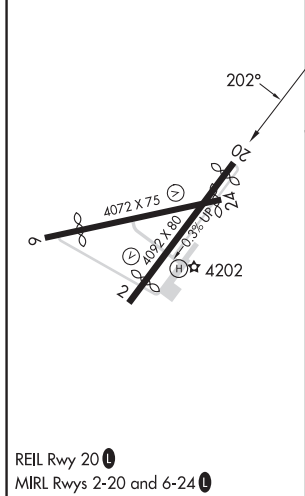
Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use TWF altimeter setting and increase all MDAs 80 feet and LNAV visibility Cats C 1/8 SM, and Circling visibility Cat C 1/4 SM. Exhaust stacks located along Rwy 20 extended final approach course approximately 2345 feet from approach end. When Circling Rwy 20, exhaust stacks located along Rwy 20 extended final approach course approximately 2345 feet from approach end.

MISSED APPROACH: Climbing left turn to 7000 direct IREME and hold, continue climb-in-hold to 7000.

ASOS 135.575	TWIN FALLS APP CON ★ 126.7 353.75	CTAF 122.90
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ELEV 4154	TDZE 4152
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Visual Segment - Obstacles.				
<p>7000 IREME, 7 NM Holding Pattern, 11000 7000, 6000, 4800, 1.9 NM, 3.8 NM, 5.3 NM</p>				
CATEGORY	A	B	C	D
LNAV MDA	4600-1	448 (500-1)	4600-1 3/8 448 (500-1 3/8)	NA
CIRCLING	4640-1 486 (500-1)	4660-1 506 (600-1)	4740-1 1/2 586 (600-1 1/2)	NA

BURLEY, IDAHO
Amdt 1 20FEB25

42°33'N-113°46'W

RNAV (GPS) RWY 20

NW-1, 07 AUG 2025 to 02 OCT 2025

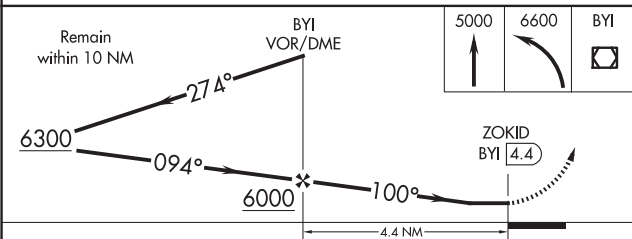
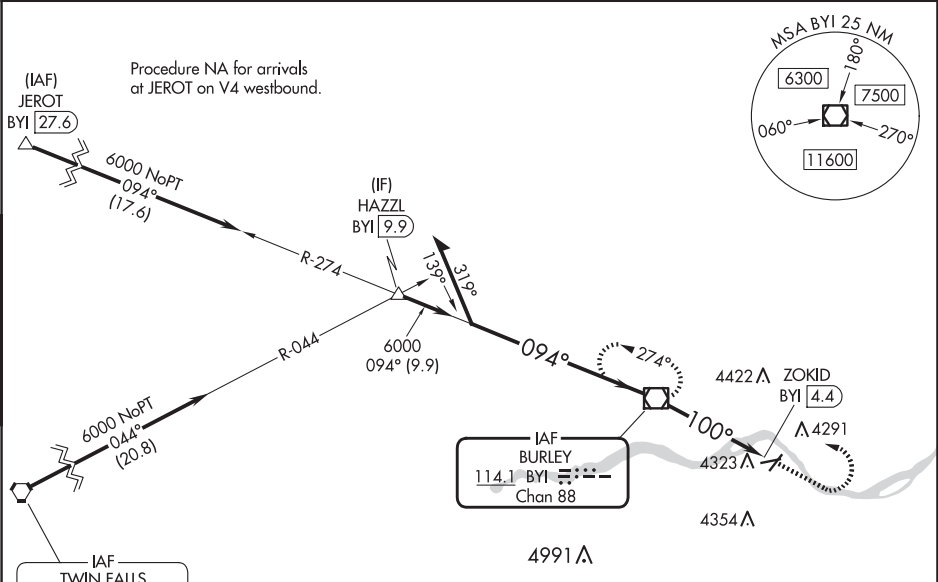
VOR/DME BYI 114.1 Chan 88	APP CRS 100°	Rwy Idg TDZE Apt Elev 4154
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VOR-A
BURLEY MUNI (BYI)

⚠ Circling Rwy 2, 24 NA at night. Rwy 2, 20, 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use TWF altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ SM. When Circling Rwy 20, exhaust stacks located along Rwy 20 extended final approach course approximately 2345 feet from approach end.

MISSED APPROACH: Climb to 5000 then climbing left turn to 6600 direct BYI VOR/DME and hold, continue climb-in-hold to 6600.

ASOS 135.575	TWIN FALLS APP CON * 126.7 353.75	CTAF 122.90
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CATEGORY	A	B	C	D	FAF to MAP 4.4 NM					
 CIRCLING	4640-1	4660-1	4740-1½	4780-2	Knots	60	90	120	150	180
	486 (500-1)	506 (600-1)	586 (600-1½)	626 (700-2)	Min:Sec	4:24	2:56	2:12	1:46	1:28

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

BURLINGTON/MOUNT VERNON, WASHINGTON

AL-6147 (FAA)

25163

WAAS CH 53500 W11A	APP CRS 110°	Rwy Ldg TDZE 145 Apt Elev 145
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RNAV (GPS) RWY 11

SKAGIT RGNL (BVS)

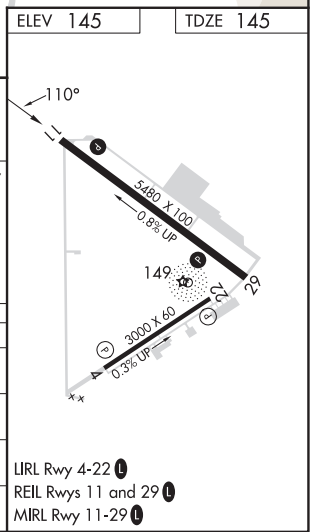
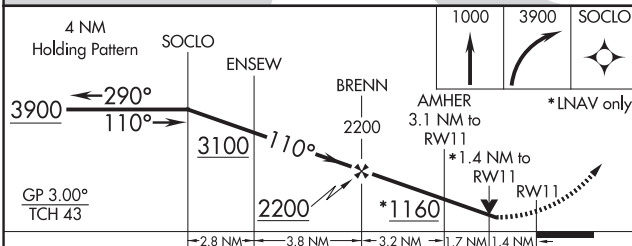
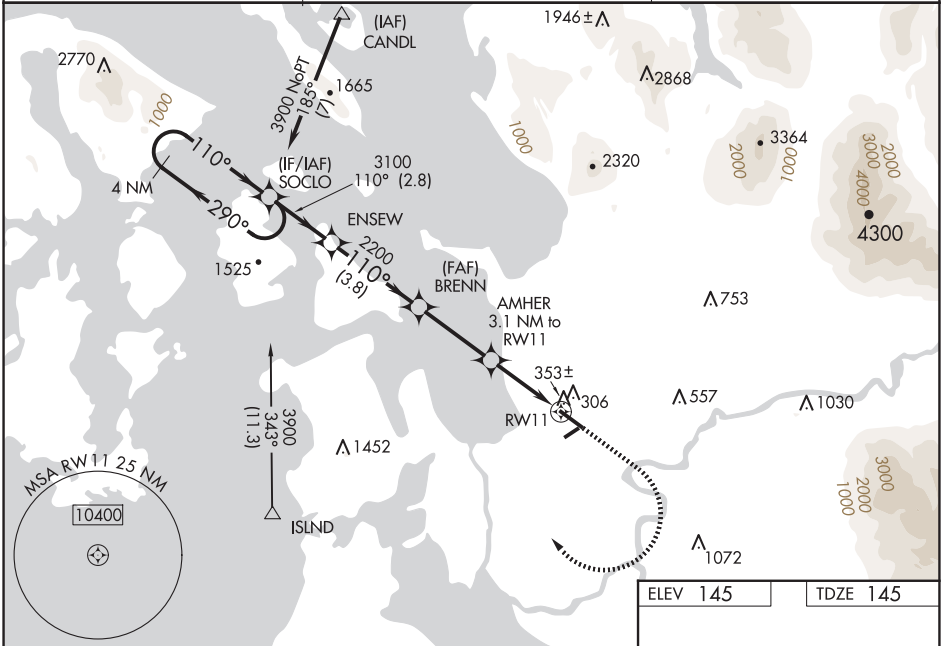
⚠

⚠

Circling to Rwy 04 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Friday Harbor altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received use Friday Harbor altimeter setting: increase LPV DA to 561 feet, LNAV/VNAV DA to 710 feet and all Cats visibilities ¼ SM; increase all MDA 60 feet and Cats C and D visibility ¼ SM. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3900 direct SOCLO and hold, continue climb-in-hold to 3900.

AWOS-3 121.125	WHIDBEY APP CON 120.7 270.8	UNICOM 123.075 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	500-1¼		355 (400-1¼)	
LNAV/VNAV DA	649-1¾		504 (600-1¾)	
LNAV MDA	620-1	475 (500-1)	620-1¾ 475 (500-1¾)	700-1¾ 555 (600-1¾)
CIRCLING	680-1 535 (600-1)	700-1 555 (600-1)	700-1½ 555 (600-1½)	1000-2¾ 855 (900-2¾)

BURLINGTON/MOUNT VERNON, WASHINGTON
Amdt 2A 04FEB16

48°28'N-122°25'W

SKAGIT RGNL (BVS)

RNAV (GPS) RWY 11

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70407 W29A	APP CRS 291°	Rwy Ldg TDZE 127 Apt Elev 145
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RNAV (GPS) RWY 29

SKAGIT RGNL (BVS)

RNP APCH.

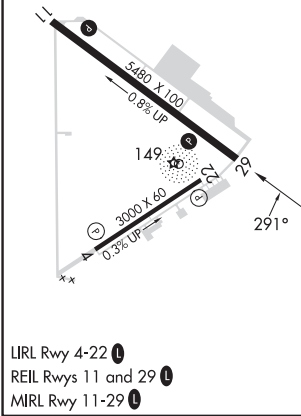
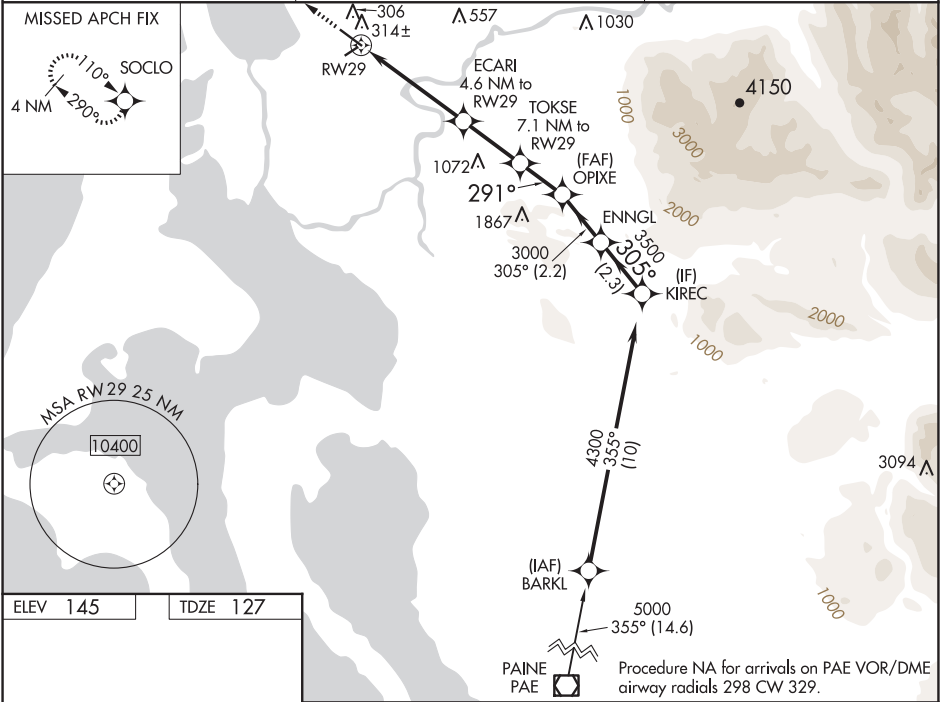
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⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°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 ¼ SM; increase all MDA 60 feet.

MISSED APPROACH: Climb to 4000 direct SOCLO and hold, continue climb-in-hold to 4000.

AWOS-3 121.125	WHIDBEY APP CON 120.7 270.8	UNICOM 123.075 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	377-7⁄8 250 (300-7⁄8)			
LNAV/VNAV DA	475-1¼ 348 (400-1¼)			
LNAV MDA	580-1 453 (500-1)		580-1⅓ 453 (500-1⅓)	

BURNS, OREGON

AL-6331 (FAA)

23054

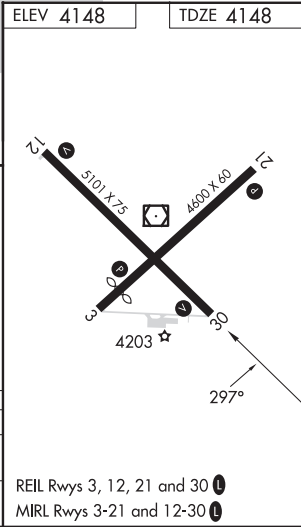
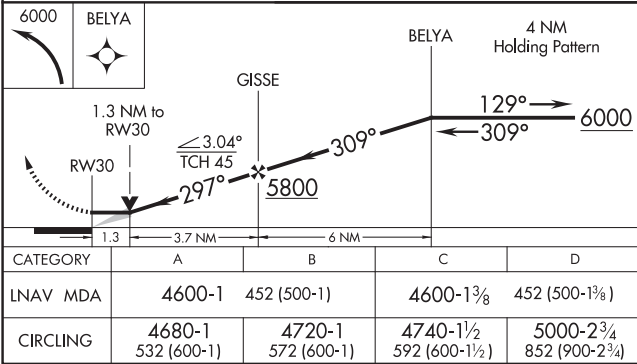
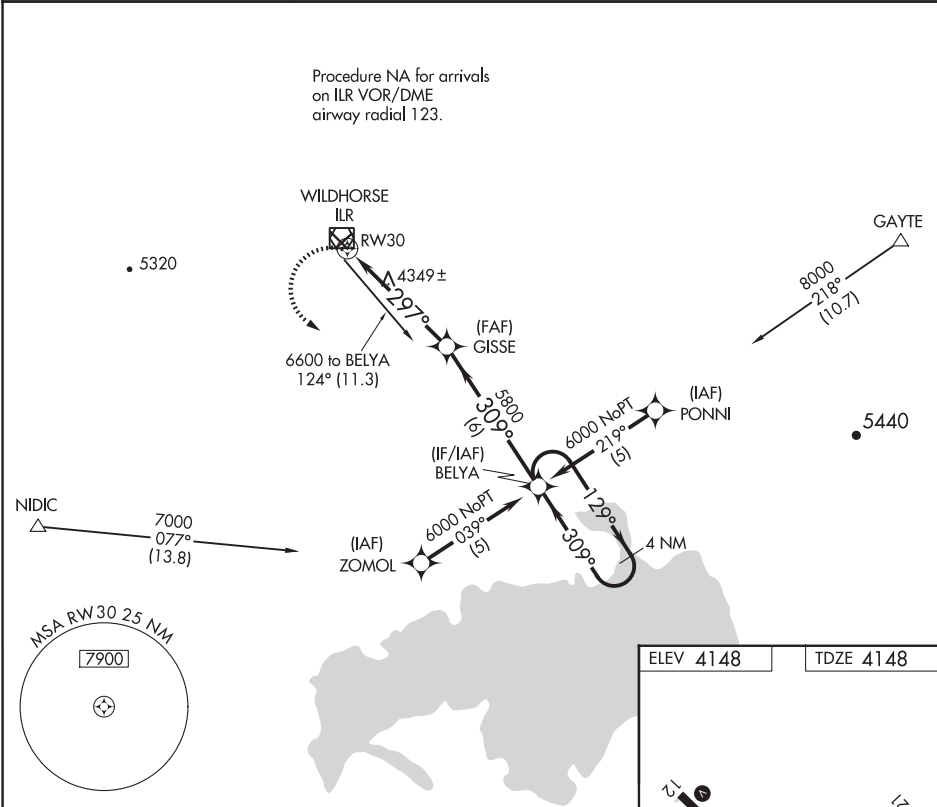
APP CRS	Rwy Idg	5101
297°	TDZE	4148
	Apt Elev	4148

RNAV (GPS) RWY 30

BURNS MUNI (BNO)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 6000 direct BELYA and hold.
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ASOS 135.575	SALT LAKE CENTER 128.05 306.95	UNICOM 122.8 (CTAF)
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BURNS, OREGON
Orig-D 23FEB23

43°36'N-118°57'W

BURNS MUNI (BNO)

RNAV (GPS) RWY 30

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

23054

VOR RWY 30
BURNS MUNI (BNO)



MISSED APPROACH: Climbing right turn to 8000 in ILR VOR/DME holding pattern.

ASOS
135.575

SALT LAKE CENTER
128.05 306.95

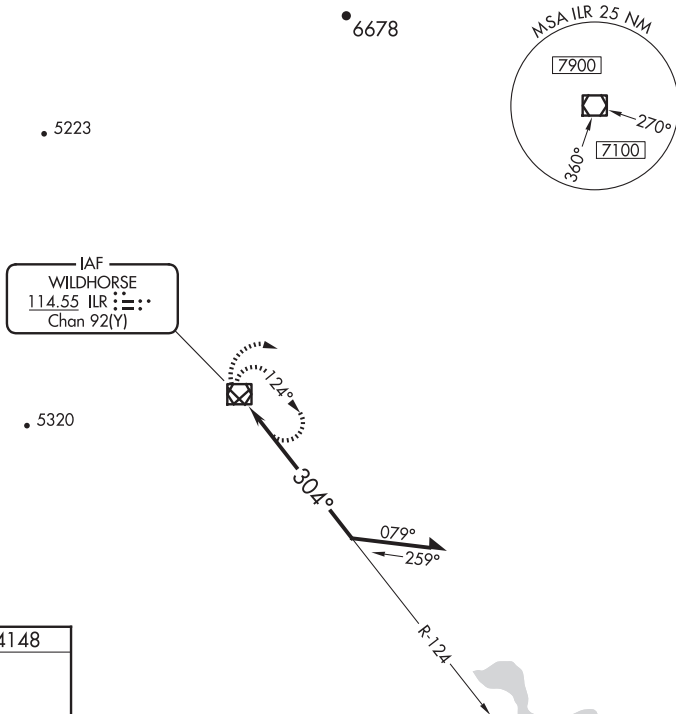
UNICOM
122.8 (CTAF) **L**

Diagram illustrating a VOR/DME station and a circling maneuver. The VOR/DME station is at the top left, with a bearing of 124° to a point 7000 feet away. A circling maneuver is shown with a radius of 4.5 NM, a speed of 8000, and a turn rate of 304°.

BURNS, OREGON
Amdt 3C 23FEB23

43°36'N-118°57'W

BURNS MUNI (BNO)
VOR RWY 30

BUTTE, MONTANA

AL-588 (FAA)

25219

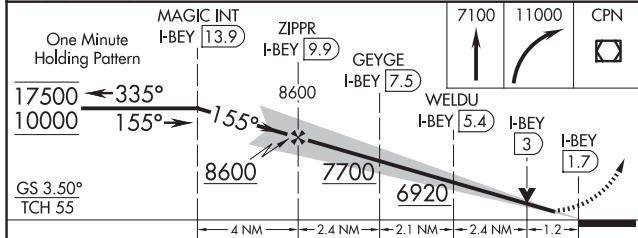
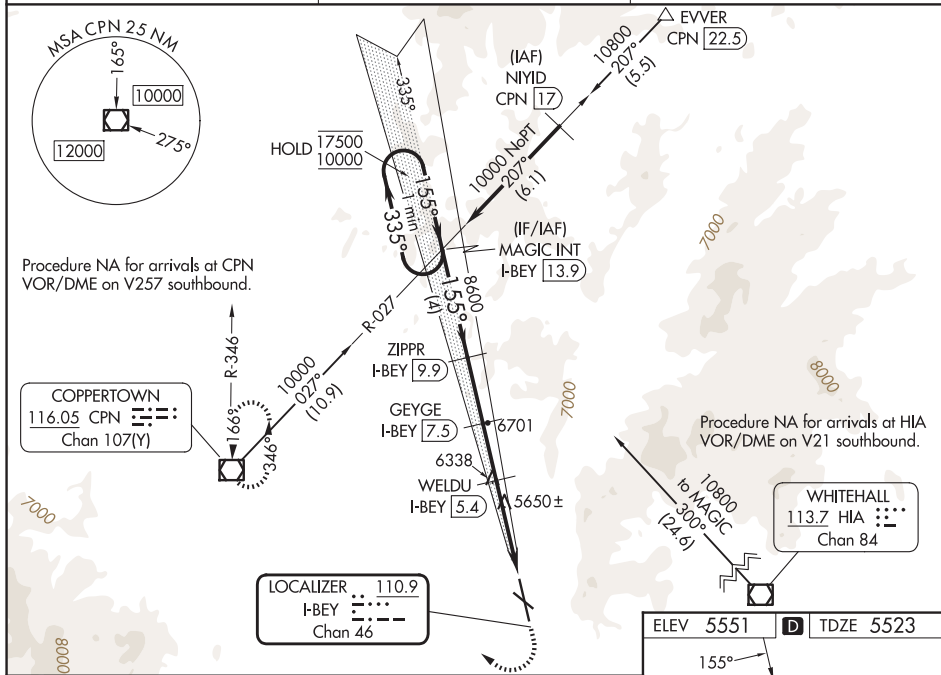
LOC/DME I-BEY 110.9 Chan 46	APP CRS 155°	Rwy Ldg TDZE Apt Elev 9000 5523 5551
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ILS or LOC RWY 15

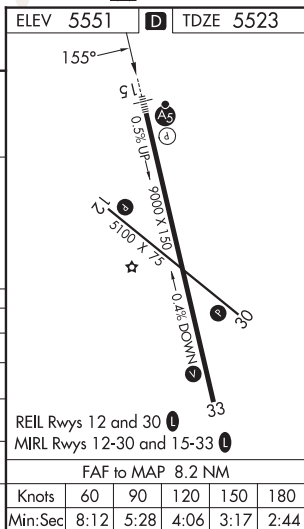
BERT MOONEY (BTM)

DME required. Circling NA northeast of Rwy 15-33. For inop ALS, increase *S-ILS 15 Cat C and D visibility to 1 SM. S-ILS 15 all Cats visibility to 2 1/2 SM, and *S-LOC 15 Cats C and D visibility to 1 3/8 SM. -24°C	MALSR 45	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.
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ASOS 135.175	SALT LAKE CENTER 132.4 338.3	UNICOM 123.0(CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 15*	5778-1/2 255 (300-1/2)	5848-1/2 325 (300-1/2)		
S-ILS 15	6280-1 757 (800-1 3/8)			
S-LOC 15*	6020-1/2 497 (500-1/2)	6020-1 497 (500-1)		
S-LOC 15	6500-3/4 977 (1000-3/4)	6500-1 977 (1000-1)	6500-2 1/2 977 (1000-2 1/2)	
CIRCLING	6660-1 1/4 1109 (1200-1 1/4)	6660-1 1/2 1109 (1200-1 1/2)	7060-3 1509 (1600-3)	7120-3 1569 (1600-3)



BUTTE, MONTANA
Orig-A 07AUG25

45°57'N-112°30'W

ILS or LOC RWY 15

BERT MOONEY (BTM)

Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

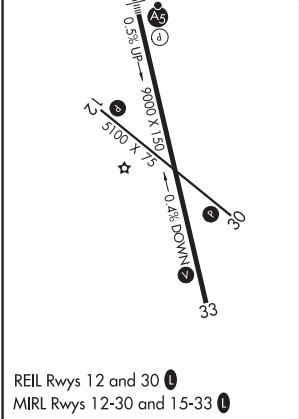
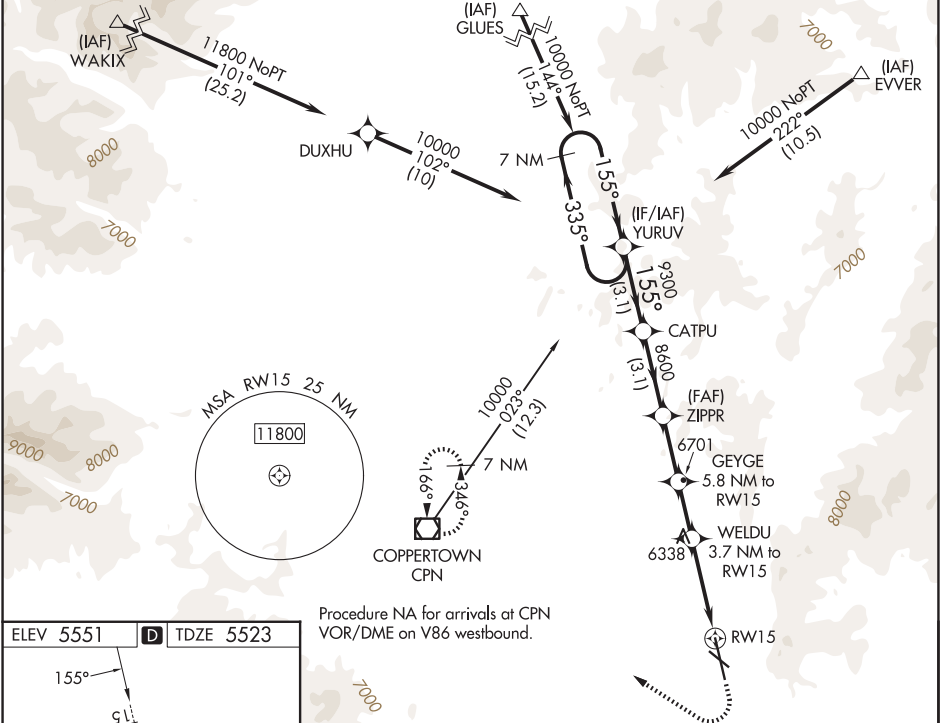
WAAS CH 56341 W15A	APP CRS 155°	Rwy Ldg TDZE Apt Elev	9000 5523 5551
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RNAV (GPS) RWY 15

BERT MOONEY (BTM)

RNP APCH - GPS. CIRCLING NA northeast of Rwy 15-33. For inop ALS, increase LPV all Cats visibility to 2 1/2 SM, increase LPV * Cat C/D visibility to 7/8 SM. Inop table does not apply to LNAV Cats C/D.	MALSR A5	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.
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ASOS 135.175	SALT LAKE CENTER 132.4 338.3	UNICOM 123.0(CTAF) 0
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7 NM Holding Pattern		YURUV	CATPU	ZIPPR	GEYGE 5.8 NM to RW15	WELDU 3.7 NM to RW15	7100 ↑	11000 ↗	CPN 
10000 ← 335° 155° →			155° 9300	8600	7700	6920			
GP 3.50° TCH 55				8600					
		3.1 NM		3.1 NM	2.4 NM	2.1 NM	3.7 NM		
CATEGORY		A	B		C		D		
LPV DA		6281-1 ⁷ / ₈ 758 (800-1 ⁷ / ₈)							
LPV DA*		5825-1 ¹ / ₂ 302 (300-1 ¹ / ₂)							
LNAV MDA		6780-3 ⁴ / ₄ 1257 (1300-3 ⁴ / ₄)	6780-1 1257 (1300-1)		6780-3 1257 (1300-3)				
CIRCLING		6780-1 ¹ / ₄ 1229 (1300-1 ¹ / ₄)		7060-3 1509 (1600-3)			7120-3 1569 (1600-3)		

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025


BUTTE, MONTANA

AL-588 (FAA)

25219

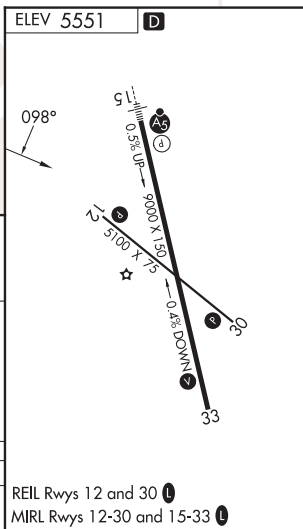
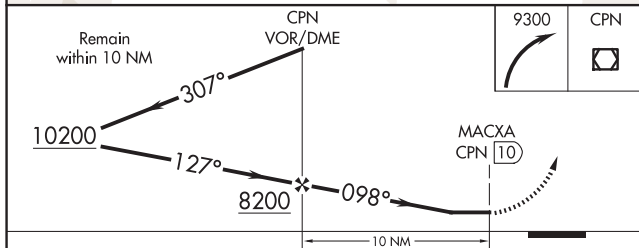
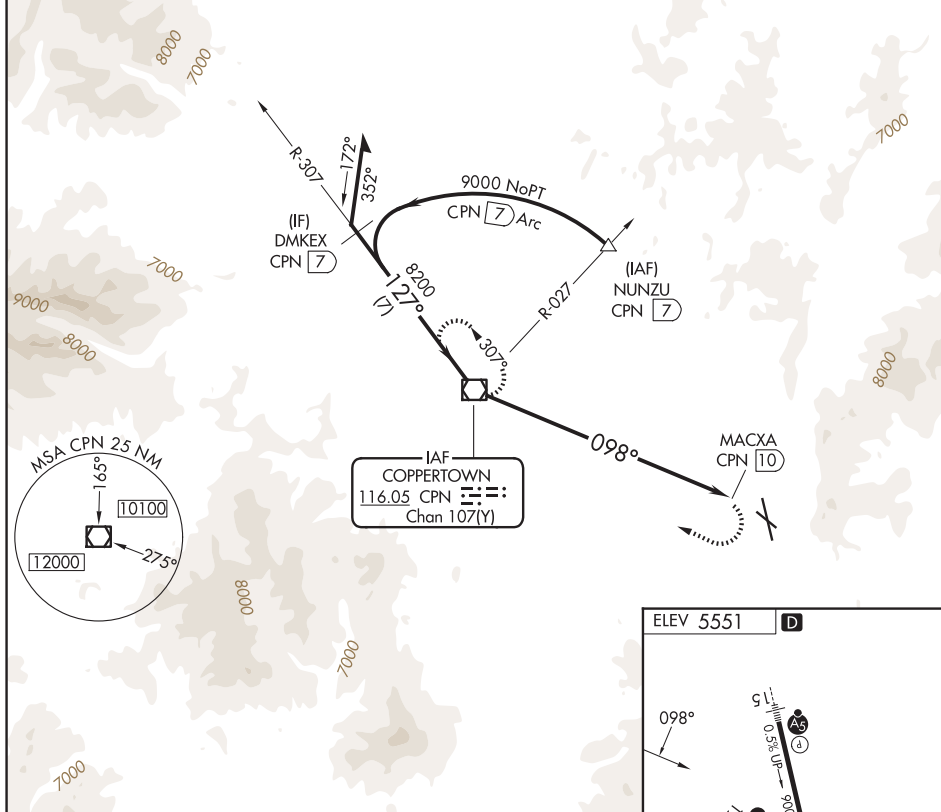
VOR/DME CPN 116.05 Chan 107(Y)	APP CRS 098°	Rwy Ldg TDZE Apt Elev N/A N/A 5551
--	------------------------	--

VOR-A
BERT MOONEY (BTM)

 -24°C	DME required. Circling NA northeast of Rwy 15-33.	MISSED APPROACH: Climbing right turn to 9300 direct CPN VOR/DME and hold.
--	--	--

ASOS 135.175	SALT LAKE CENTER 132.4 338.3	UNICOM 123.0(CTAF) 1
------------------------	--	--------------------------------

DME REQUIRED



CATEGORY	A	B	C	D
CIRCLING	7120-1¼ 1569 (1600-1¼)	7120-1½ 1569 (1600-1½)	7120-3 1569 (1600-3)	7140-3 1589 (1600-3)

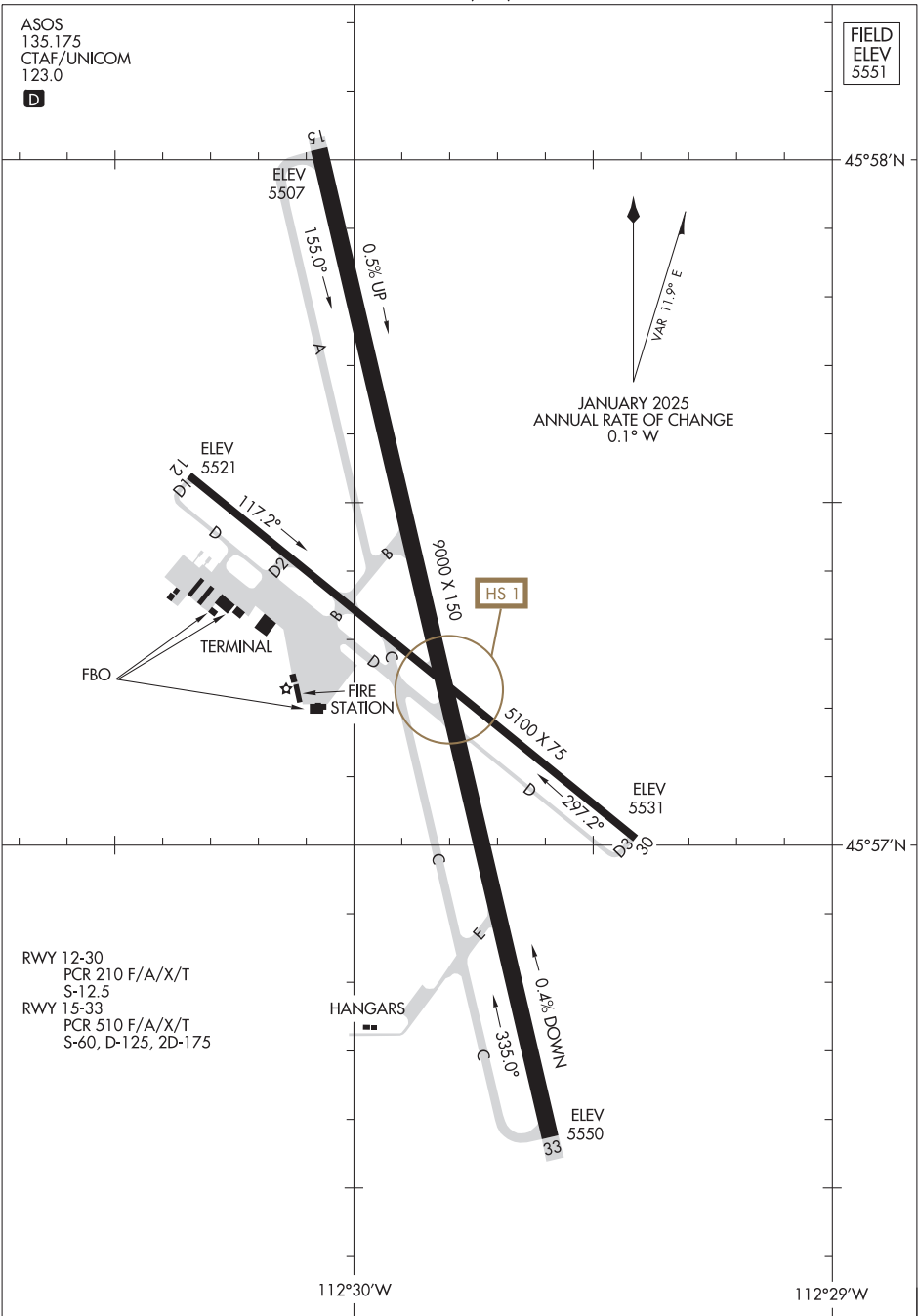
BUTTE, MONTANA
Orig 07DEC17

45°57'N-112°30'W

BERT MOONEY (BTM)
VOR-A

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



CALDWELL, IDAHO

AL-6806 (FAA)

24361

WAAS CH 97707 W12A	APP CRS 119°	Rwy Idg TDZE 2431 Apt Elev 2432
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RNAV (GPS) RWY 12

CALDWELL EXEC (EUL)

RNP APCH-GPS.

▼

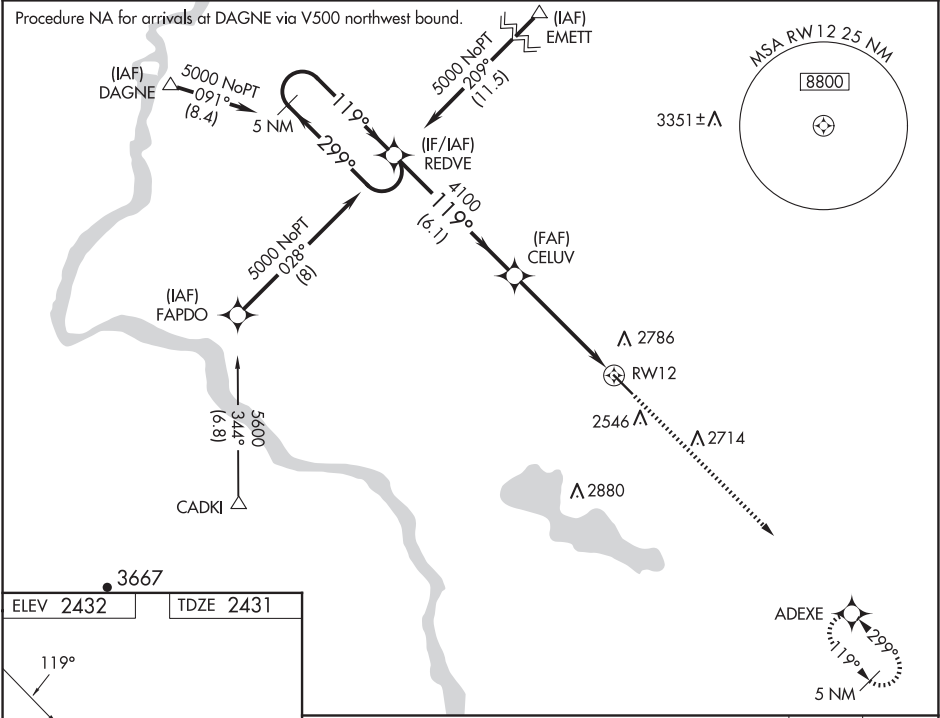
Procedure NA at night. Rwy 12 helicopter visibility reduction below 1 SM NA.

⚠

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 ½ mile.

MISSED APPROACH: Climb to 5000 direct ADEXE and hold.

AWOS-3PT 135.075	BIG SKY APP CON 119.6 269.4	UNICOM 123.0 (CTAF) 0
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ELEV 2432

TDZE 2431

MIRL Rwy 12-30 0

5 NM Holding Pattern		REDVE	CELUV	5000	ADEXE
5000		299°	119°	119°	
GP 3.00°			4100		
TCH 42			6.1 NM	5.1 NM	
CATEGORY	A	B	C	D	
LPV DA	2700-1 269 (300-1)				
LNAV/VNAV DA	2994-2 563 (600-2)				
LNAV MDA	2840-1	409 (500-1)	2840-1¼	409 (500-1¼)	

CALDWELL, IDAHO
Amdt 1C 24MAR22

43°39'N-116°38'W

CALDWELL EXEC (EUL)

RNAV (GPS) RWY 12

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

Caldwell, Idaho

AL-6806 (FAA)

24361

WAAS CH 73007 W30A	APP CRS 299°	Rwy Idg 5500 TDZE 2432 Apt Elev 2432
--	------------------------	---

RNAV (GPS) RWY 30
CALDWELL EXEC (EUL)

RNP APCH.

T Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV NA
A 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 $\frac{1}{2}$ mile.

MISSED APPROACH: Climb to 5000
direct REDVE and hold.

AWOS-3PT
135.075

BIG SKY APP CON
119.6 269.4

UNICOM
123.0 (CTAF) **L**

MISSED APCH FIX



Procedure NA for arrivals on BOI VORTAC
airway radials 255 CW 278.

PLUTO
▲

MSA RW30 25 NM

444

FIFV 2432

TDZE 2432

MIRL Rwy 12-30 **L**

Amdt 1B 18JUL19

43°39'N-116°38'W

CALDWELL EXEC (EUL)

RNAV (GPS) RWY 30

NW-1, 07 AUG 2025 to 02 OCT 2025

CASPER, WYOMING

AL-72 (FAA)

25219

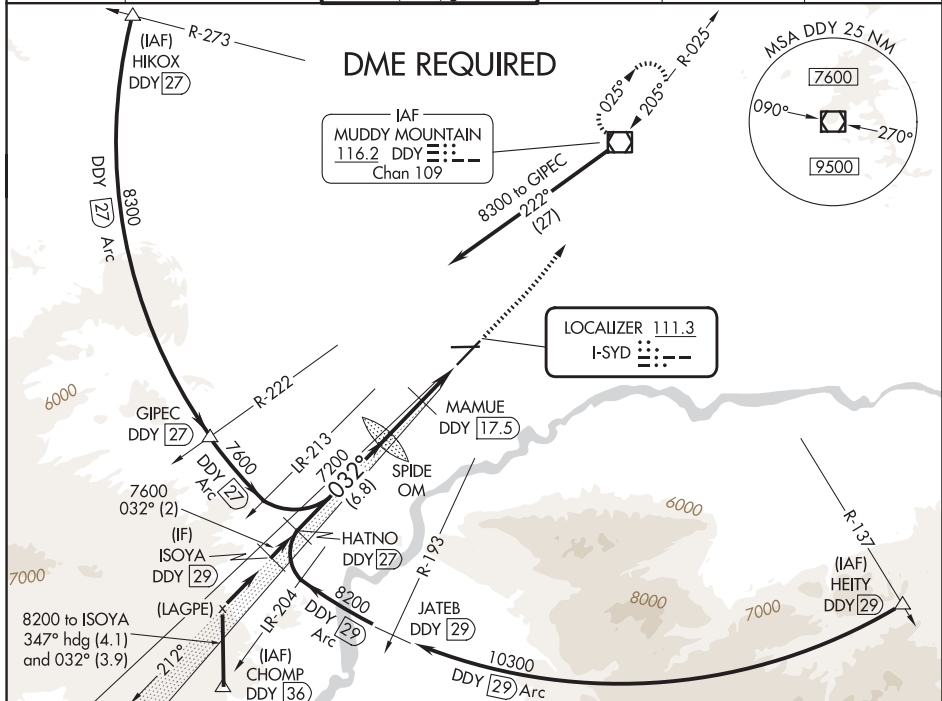
LOC I-SYD 111.3	APP CRS 032°	Rwy Ldg TDZE Apt Elev	10165 5328 5344
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ILS or LOC RWY 3

CASPER/NATRONA COUNTY INTL (CPR)

<p>▽ DME from DDY VOR/DME. Simultaneous reception of I-SYD and DDY DME required. When local alimeter setting not received, use Douglas alimeter setting and increase DA to 5697 feet and all MDAs 180 feet, increase S-ILS visibility all Cats ½ SM and S-LOC visibility Cat B, C, D and Circling Cats B, C, D visibility ½ SM, increase MAMUE FIX MINIMUM Circling visibility Cat C ½ SM and Cat D ½ SM. For inoperative MALSR when using Douglas alimeter setting increase S-ILS visibility all Cats to 1½ mile. MAMUE FIX MINIMUMS: For inoperative MALSR, increase S-LOC visibility Cats C, and D to 1½ mile. #RVR 1800 authorized with use of FD or AP or HUD to DA.</p>	<p>MALSR</p> <p>MISSED APPROACH: Climb to 7500 then left turn direct DDY VOR/DME and hold.</p>
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ATIS 126.15	CASPER APP CON ★ 120.65 354.1	CASPER TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9 257.8	UNICOM 122.95
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ISOYA DDY 29	*6400 when using Douglas alimeter setting.	7500	DDY	ELEV 5344	TDZE 5328
8200	032°	7600	7200	*6220	DDY 14.7
GS 3.00° TCH 50	2 NM	6.8 NM	2.9 NM	2.7 NM	
CATEGORY	A	B	C	D	
S-ILS 3	#5528/24 200 (200-½)				
S-LOC 3	6220/40	892 (900-¾)	6220-2	892 (900-2)	
CIRCLING	6220-1¼	876 (900-1¼)	6220-2½ 876 (900-2½)	6220-2¾ 876 (900-2¾)	
MAMUE FIX MINIMUMS					
S-LOC 3	5740/24	412 (400-½)	5740/40	412 (400-¾)	
CIRCLING	5740-1 396 (400-1)	5800-1 456 (500-1)	5860-1½ 516 (600-1½)	6200-2¾ 856 (900-2¾)	
<p>REIL Rwy 21 0</p> <p>HIRL Rws 3-21 and 8-26 0</p> <p>FAF to MAP 5.6 NM</p> <p>Knots 60 90 120 150 180</p> <p>Min:Sec 5:36 3:44 2:48 2:14 1:52</p>					

CASPER, WYOMING

Amdt 7B 25MAR21

CASPER/NATRONA COUNTY INTL (CPR)

42°54'N-106°28'W

ILS or LOC RWY 3

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 73006 W03A	APP CRS 032°	Rwy Ldg 10165 TDZE 5328 Apt Elev 5344
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RNAV (GPS) RWY 3

CASPER/NATRONA COUNTY INTL (CPR)

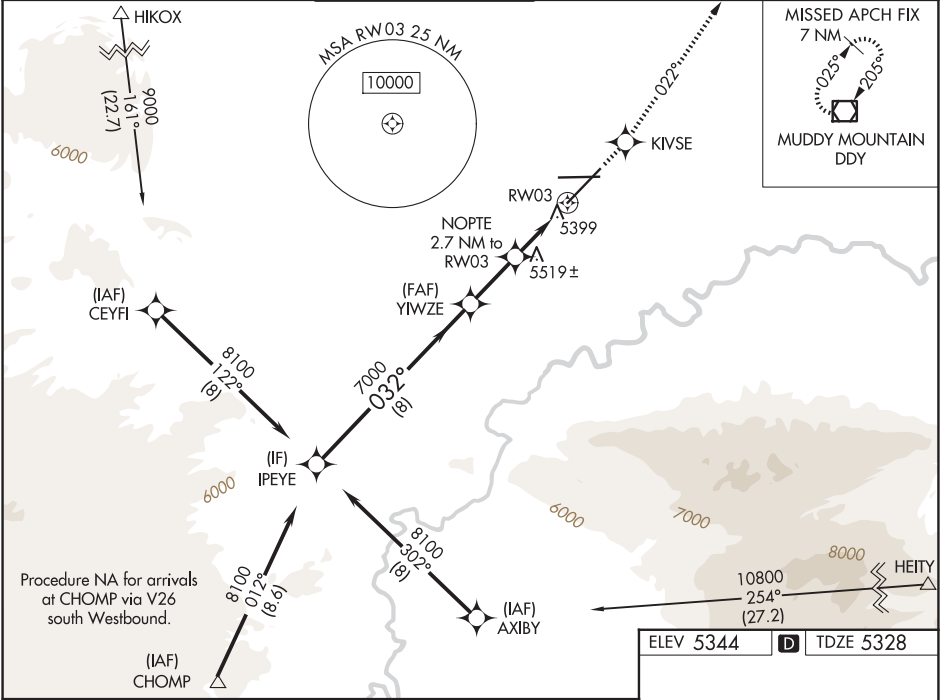
⚠

For inoperative MALSR, increase LPV all Cats visibility to 1 mile.
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.

MALSR

MISSED APPROACH: Climb to 7500
direct KIVSE and via track 022° to
DDY VOR/DME and hold.

ATIS 126.15	CASPER APP CON ★ 120.65 354.1	CASPER TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9 257.8	UNICOM 122.95
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Procedure Turn NA	GP 3.00° TCH 52			
	8100 032° 7000			
	*6240			
	8 NM 2.3 NM 1.4 NM 1.3 NM			
CATEGORY	A	B	C	D
LPV DA	5643/24		315 (300-½)	
LNAV/VNAV DA	5691/40		363 (400-¾)	
LNAV MDA	5780/24	452 (500-½)	5780/40 452 (500-¾)	5780/50 452 (500-1)
CIRCLING	5780-1 436 (500-1)	5800-1 456 (500-1)	5860-1½ 516 (600-1½)	6200-2¾ 856 (900-2¾)

ELEV 5344 D TDZE 5328

7500 KIVSE tr 022° DDY

*LNAV only

Diagram details: 0.4% UP glide path, 8679 X 150, 10165 X 150, 26° angle, 032° track, REIL Rwy 21, HIRL Rwy 3-21 and 8-26.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

CASPER, WYOMING

AL-72 (FAA)

25219

WAAS CH 86306 W08A	APP CRS 077°	Rwy Ldg 8679 TDZE 5344 Apt Elev 5344
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RNAV (GPS) RWY 8

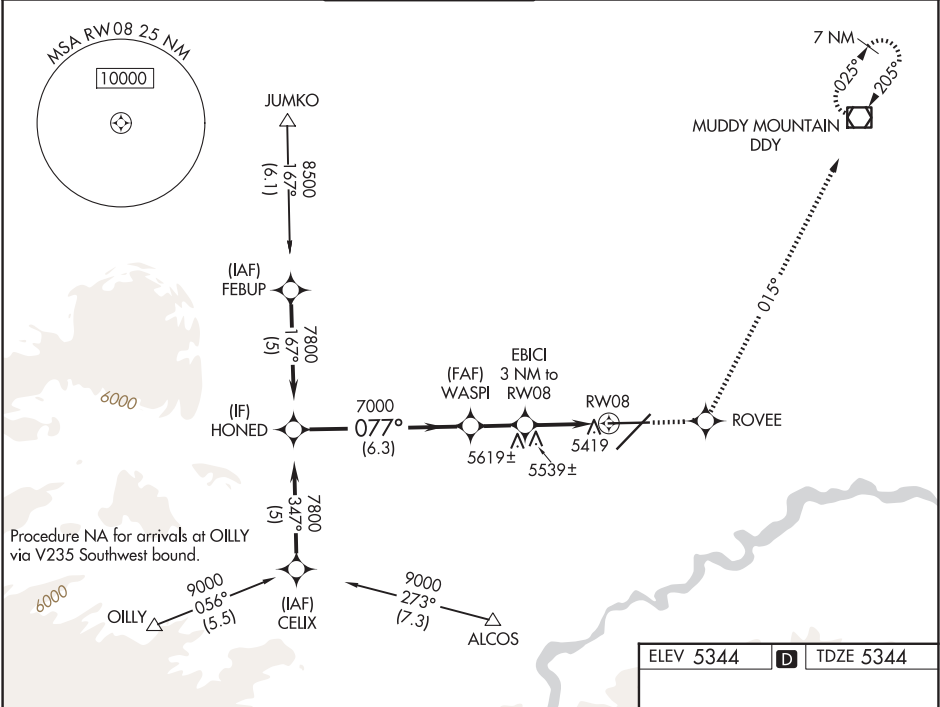
CASPER/NATRONA COUNTY INTL (CPR)

⚠ 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.

MALSR

MISSED APPROACH: Climb to 7700 direct ROVEE and via track 015° to DDY VOR/DME and hold.

ATIS 126.15	CASPER APP CON ★ 120.65 354.1	CASPER TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9 257.8	UNICOM 122.95
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00 / TCH 52).

Procedure Turn NA

HONED 7800

WASPI 7000

EBICI 3 NM to RW08

RW08

DDY

tr 015°

ROVEE

7700

*LNNAV only

*1.3 NM to RW08

*6360

GP 3.00° TCH 55

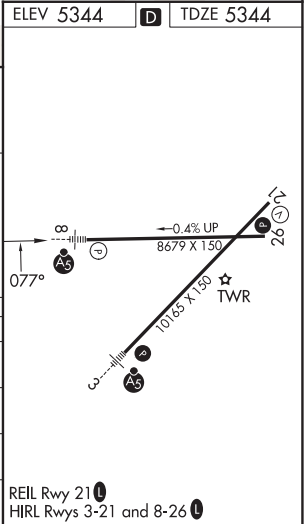
6.3 NM

2 NM

1.7 NM

1.3 NM

CATEGORY	A	B	C	D
LPV DA	5594/24		250 (300-½)	
LNAV/VNAV DA	5689/40		345 (400-¾)	
LNAV MDA	5800/24	456 (500-½)	5800/40 456 (500-¾)	5800/50 456 (500-1)
CIRCLING	5800-1	456 (500-1)	5860-1½ 516 (600-1½)	6200-2¾ 856 (900-2¾)



CASPER, WYOMING
Amdt 1B 25MAR21

42°54'N-106°28'W

CASPER/NATRONA COUNTY INTL (CPR)

RNAV (GPS) RWY 8

WAAS CH 63012 W21A	APP CRS 212°	Rwy Ldg TDZE 5330 Apt Elev 5344
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RNAV (GPS) RWY 21

CASPER/NATRONA COUNTY INTL (CPR)

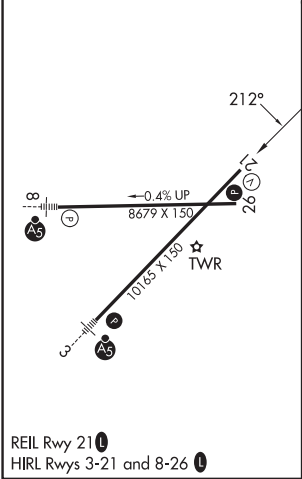
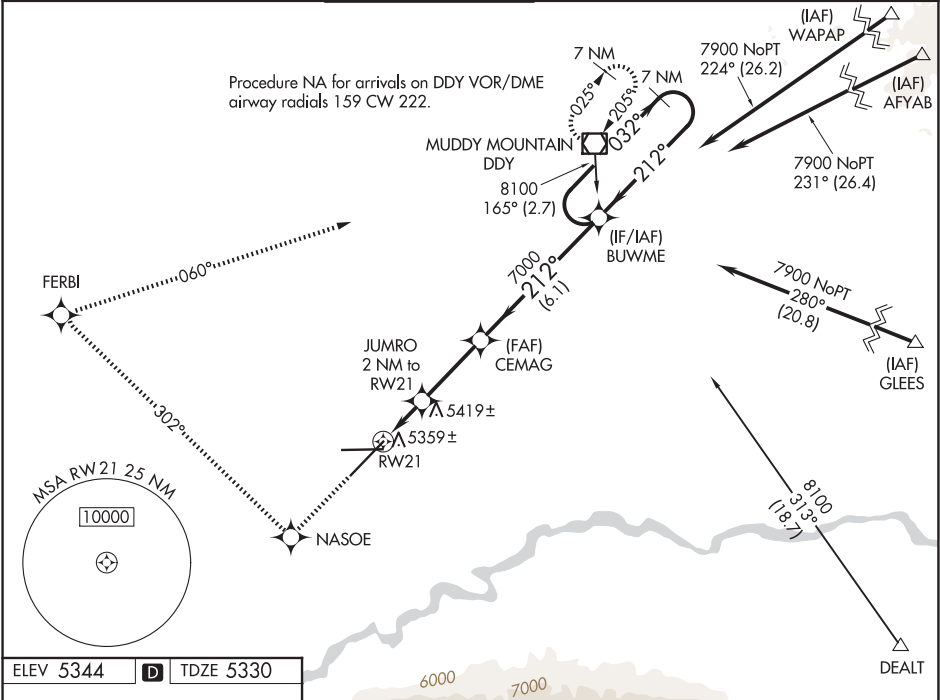
⚠

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.

⚠

MISSED APPROACH: Climb to 8100 direct NASOE and right turn via track 302° to FERBI and via track 060° to DDY VOR/DME and hold.

ATIS 126.15	CASPER APP CON ★ 120.65 354.1	CASPER TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9 257.8	UNICOM 122.95
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8100 ↑	NASOE ✧	tr 302° ↷	FERBI ✧	tr 060° ↷	DDY ◻	BUWME 7 NM Holding Pattern
*LNAV only		JUMRO 2 NM to RW21	CEMAG	032° → ← 212° <u>7900</u>		
0.9 NM to RW21 ↷		6020	↖ <u>7000</u>	GP 3.00° TCH 56		
0.9		1.1 NM	3 NM	6.1 NM		
CATEGORY	A	B	C	D		
LPV DA	5580-3/4 250 (300-3/4)					
LNAV/VNAV DA	5629-1 299 (300-1)					
LNAV MDA	5680-1 350 (400-1)					5680-1 1/4 350 (400-1 1/4)
CIRCLING	5780-1 436 (500-1)	5800-1 456 (500-1)	5860-1 1/2 516 (600-1 1/2)	6200-2 3/4 856 (900-2 3/4)		

CASPER, WYOMING

AL-72 (FAA)

25219

WAAS CH 78112 W26A	APP CRS 257°	Rwy Ldg TDZE 5335 Apt Elev 5344
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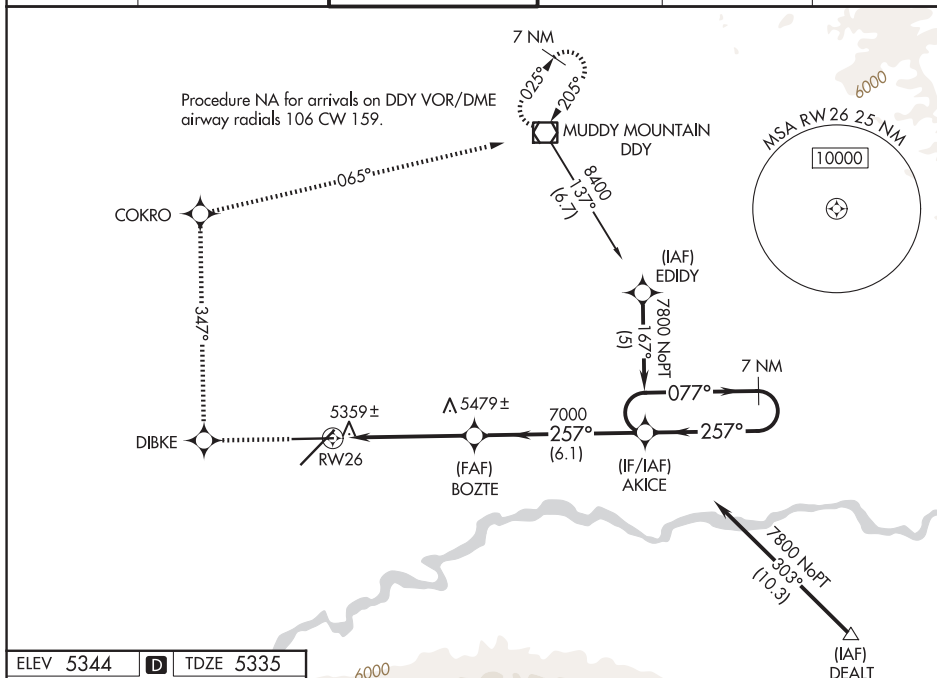
RNAV (GPS) RWY 26

CASPER/NATRONA COUNTY INTL (CPR)

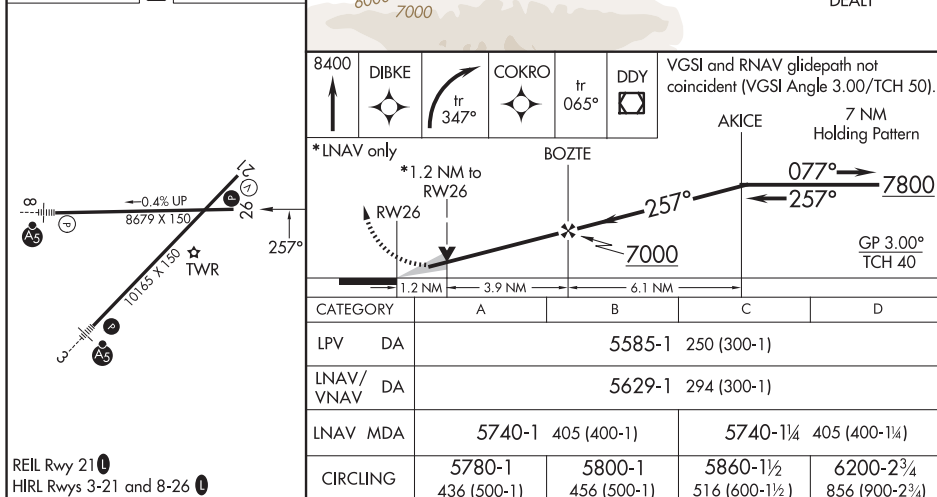
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV
▲ NA below -25°C (-13°F) or above 38°C (100°F).
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 8400 direct DIBKE and
 right turn via track 347° to COKRO and via track 065°
 to DDY VOR/DME and hold.

ATIS 126.15	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
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ELEV 5344	D	TDZE 5335
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CASPER, WYOMING

Amdt 1B 25MAR21

42°54'N-106°28'W

CASPER/NATRONA COUNTY INTL (CPR)

RNAV (GPS) RWY 26

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME RWY 21
CASPER/NATRONA COUNTY INTL (CPR)

- MISSED APPROACH:** Climbing right turn to 7600 direct DDY VOR/DME and hold.

MSA DDY 25 NM

7600

090° → ← 270°

9500

NoPT for arrival on
DDY VOR/DME
airway radials 341 CW 137.

IF/IAF
MUDDY MOUNTAIN
116.2 DDY ☐☐☐☐
Chan 109

7000
203°
(8)

OPNEE
DDY (8)

ZEGAN
DDY (10.5)

ELEV 5344 **D** TDZE 5330

203°

∞

← 0.4% UP

8679 X 150

A5

203°

TWR

10165 X 150

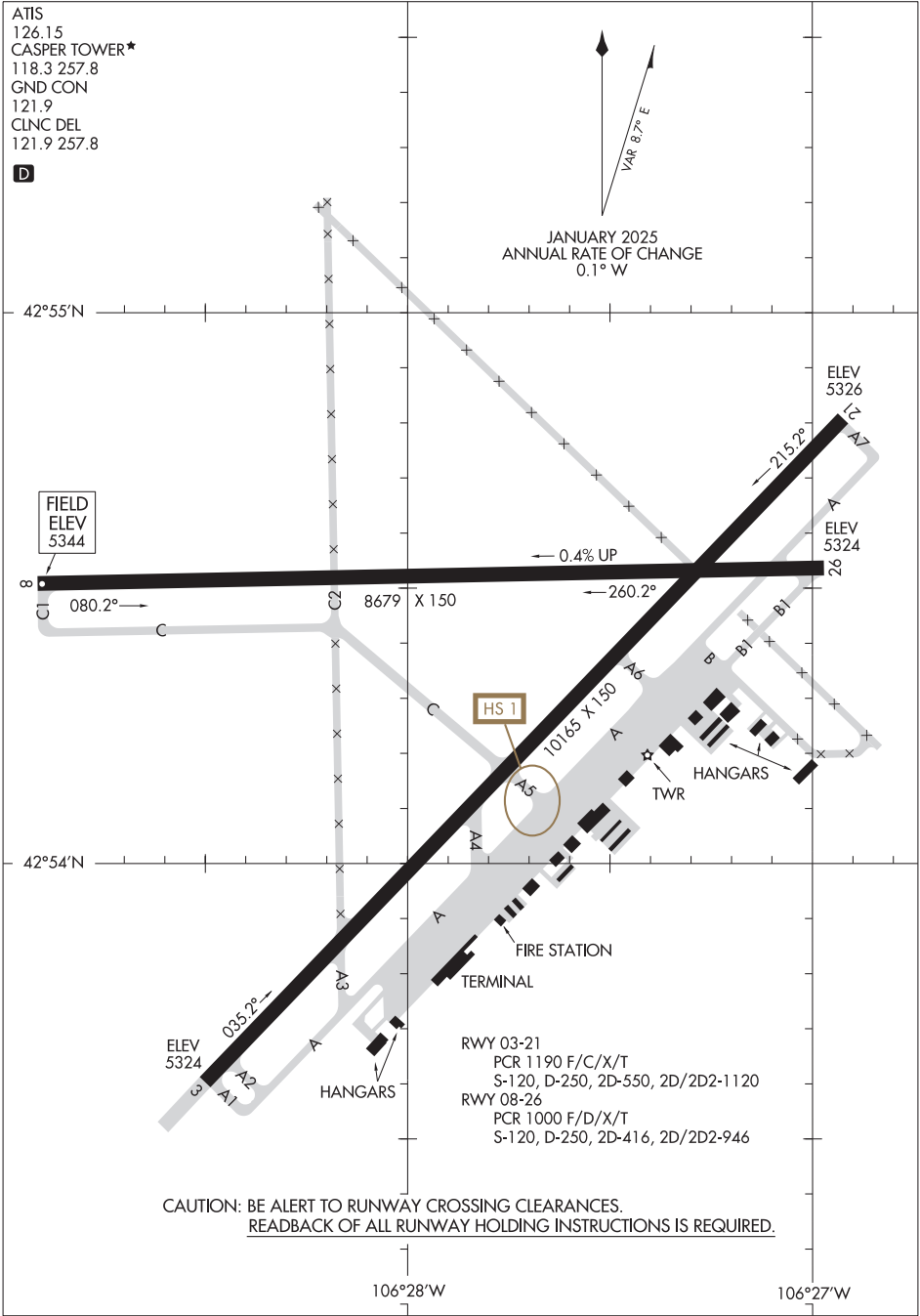
CATEGORY	A	B	C	D
S-21	5680-1 350 (400-1)			
CIRCLING	5740-1 396 (400-1)	5800-1 456 (500-1)	5860-1½ 516 (600-1½)	6200-2¾ 856 (900-2¾)

REIL Rwy 21 **L**
HIRL Rwys 3-21 and 8-26 **L**

NW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

CASPER/NATRONA COUNTY INTL (CPR)
CASPER, WYOMING



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

ALCOS SIX DEPARTURE

CASPER/NATRONA COUNTY INTL (CPR)

CASPER, WYOMING

AL-72 (FAA)

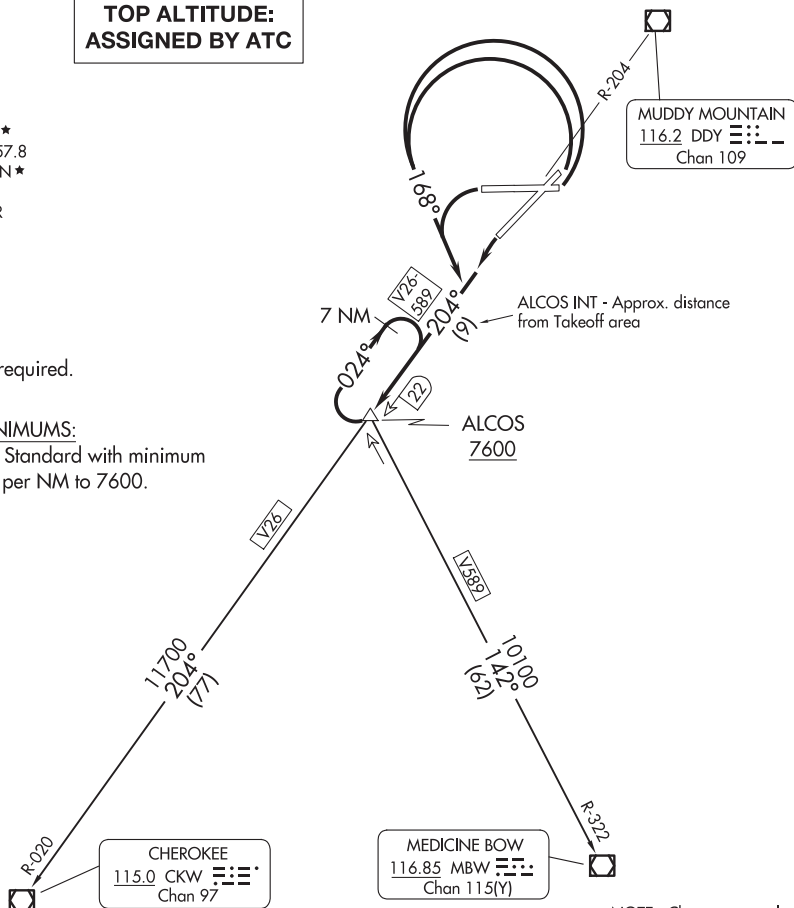
ATIS
126.15
CLNC DEL
121.9 257.8
GND CON
121.9
CASPER TOWER ★
118.3 (CTAF) 257.8
CASPER DEP CON ★
120.65 354.1
DENVER CENTER
135.6 363.025

**TOP ALTITUDE:
ASSIGNED BY ATC**

NOTE: DME required.

TAKEOFF MINIMUMS:

All Runways: Standard with minimum climb of 300' per NM to 7600.



NOTE: Chart not to scale.

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.

ALCOS SIX DEPARTURE

(ALCOS6.ALCOS) 21JUL16

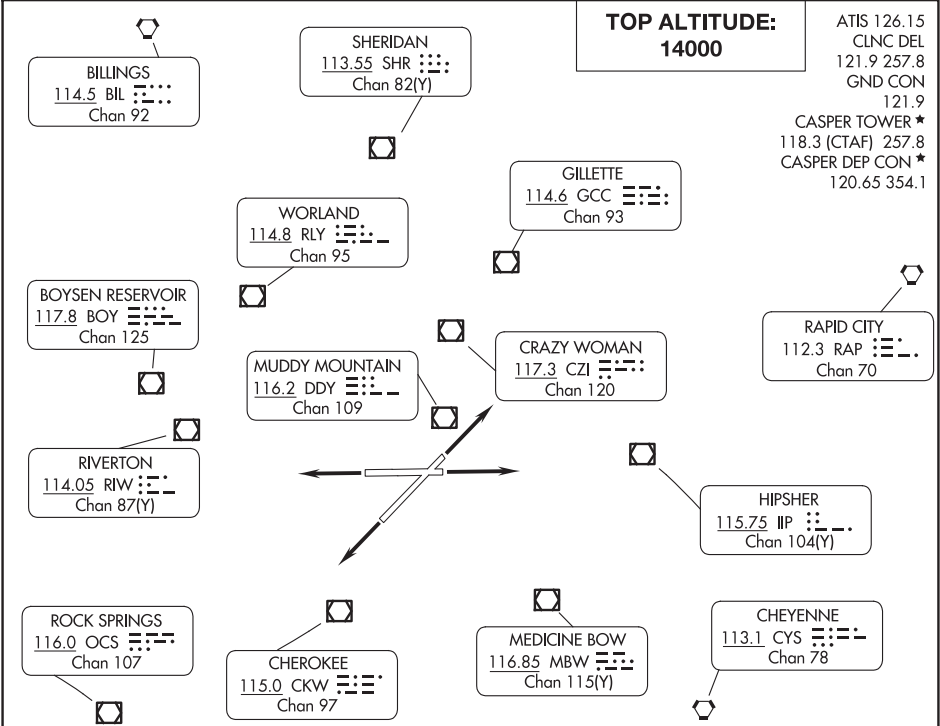
CASPERS, WYOMING

CASPER/NATRONA COUNTY INTL (CPR)

CASPER THREE DEPARTURE

AL-72 (FAA)

CASPER/NATRONA COUNTY INTL (CPR)
CASPER, WYOMING



TAKEOFF MINIMUMS

Rwys 12, 17, 30, 35, NA- Environmental.

Rwys 3, 8, 26, Standard.

Rwy 21, Standard with a minimum climb of 235 feet per NM to 6700.

NOTE: RADAR required.

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.

CASPER THREE DEPARTURE

WAAS CH 82129 W16A	APP CRS 162°	Rwy Idg TDZE 176 Apt Elev 177	5000
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RNAV (GPS) RWY 16

CHEHALIS-CENTRALIA (CLS)

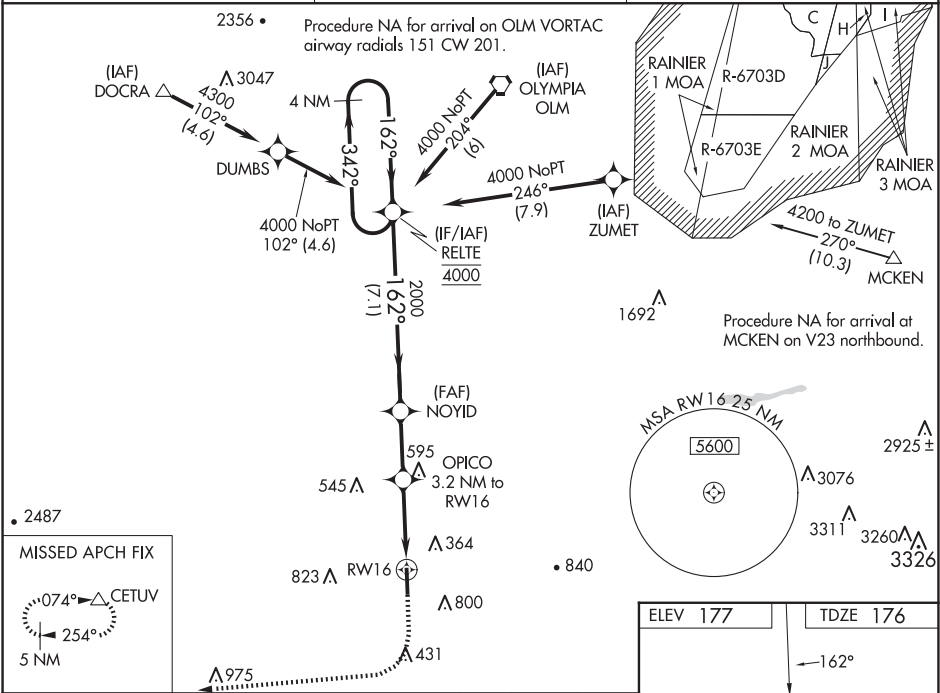
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°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 ¼ SM, LNAV Cats C/D ½ SM and Circling Cat B ¼ SM. Rwy 16 helicopter visibility reduction below ¾ SM NA.

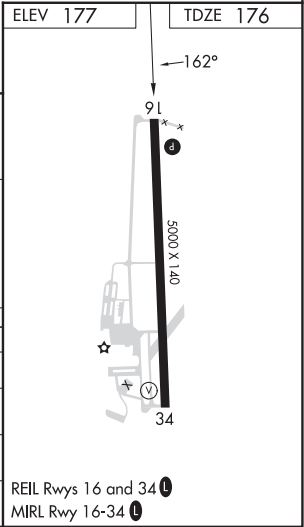
MISSED APPROACH:

Climb to 900 then climbing right turn to 5000 direct CETUV and hold, continue climb-in-hold to 5000.

AWOS-3 118.025	SEATTLE APP CON 121.1 377.15	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		RELTE	NOYID	OPICO 3.2 NM to RW16	900 ↑	5000 ↷	CETUV △
4000 ← 342° 162° → 4000		162°	2000	*1220	*LNAV only		
GP 3.00° TCH 35°		7.1 NM		2.4 NM	1 NM	2.2 NM	RW16
CATEGORY	A	B	C	D			
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	900-1 723 (800-1)	1080-1¼ 903 (1000-1¼)	1200-3 1023 (1100-3)	1300-3 1123 (1200-3)			

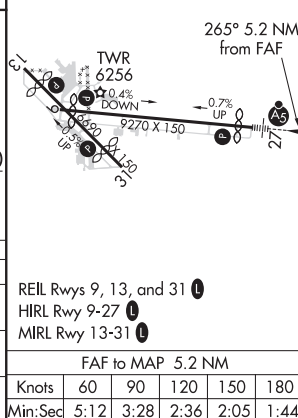
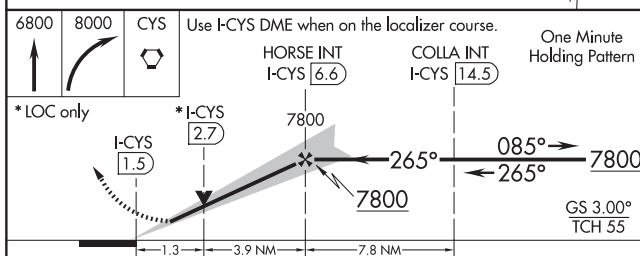
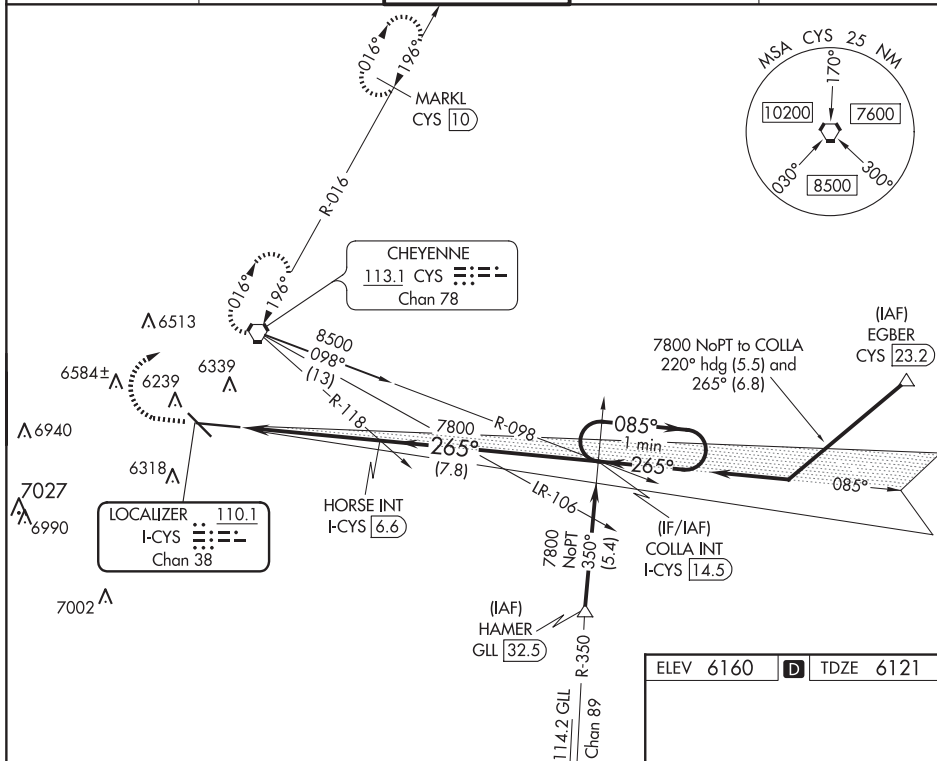


ILS or LOC RWY 27

CHEYENNE RGNL/JERRY OLSON FLD (CYS)

MISSED 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).

ATIS 134.425 278.3	CHEYENNE APP CON★ 124.55 263.075	CHEYENNE TOWER★ 118.7 (CTAF) 0 257.8	GND CON 121.9 254.275	UNICOM 122.95
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CHEYENNE RGNL/JERRY OLSON FLD (CYS)

41°09'N-104°49'W

ILS or LOC RWY 27

WAAS CH 73009 W09A	APP CRS 085°	Rwy Idg 7985 TDZE 6144 Apt Elev 6160
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RNAV (GPS) RWY 9

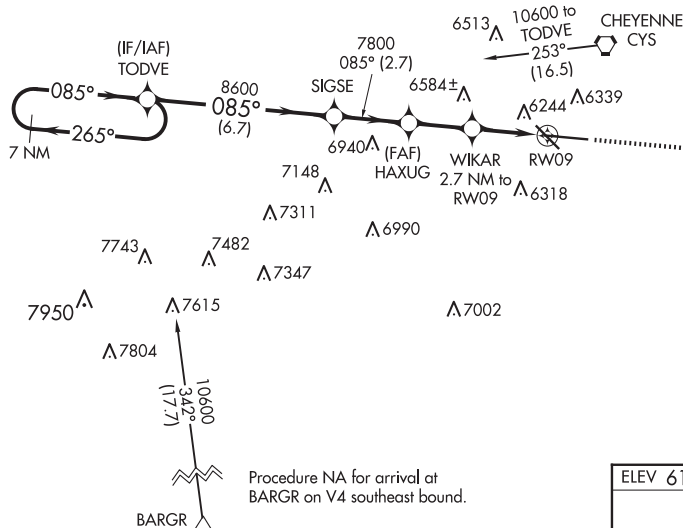
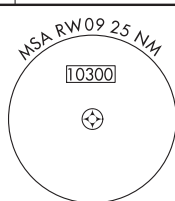
CHEYENNE RGNL/JERRY OLSON FLD (CYS)

T
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
ASR/PAR -27°C (-16°F) or above 36°C (96°F). DME/DME RNP-0.3 NA.
Rwy 9 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED 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) 0 257.8	GND CON 121.9 254.275	UNICOM 122.95
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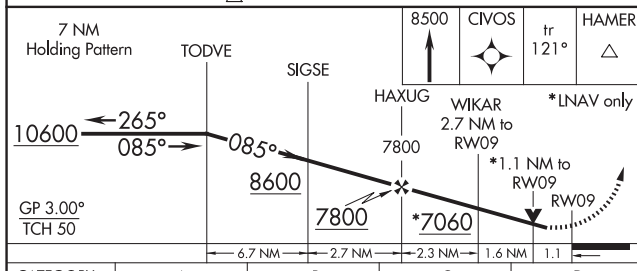
Procedure NA for arrival on CYS VORTAC
airway radials 179 CW 317.



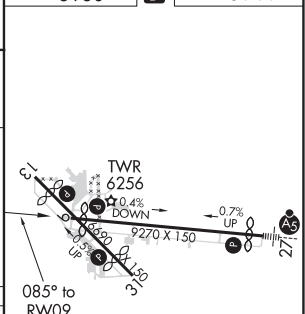
MISSED APCH FIX

AMER  121° 7 NM

ELEV 6160	D	TDZE 6144
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CATEGORY		A	B	C	D
LPV	DA	6473-1¼ 329 (400-1¼)			
LNAV/ VNAV	DA	6543-1½ 399 (400-1½)			
LNAV	MDA	6540-1 396 (400-1)			6540-1¼ 396 (400-1¼)
C CIRCLING		6640-1 480 (500-1)	6900-2 740 (800-2)	6940-2½ 780 (800-2½)	



REIL Rwy 9, 13, and 31 **L**
HIRL Rwy 9-27 **L**
MIRL Rwy 13-31 **L**

CHEYENNE, WYOMING

AL-80 (FAA)

21336

WAAS CH 56609 W13A	APP CRS 125°	Rwy Idg TDZE 6155 Apt Elev 6160
--	------------------------	---

RNAV (GPS) RWY 13

CHEYENNE RGNL/JERRY OLSON FLD (CYS)

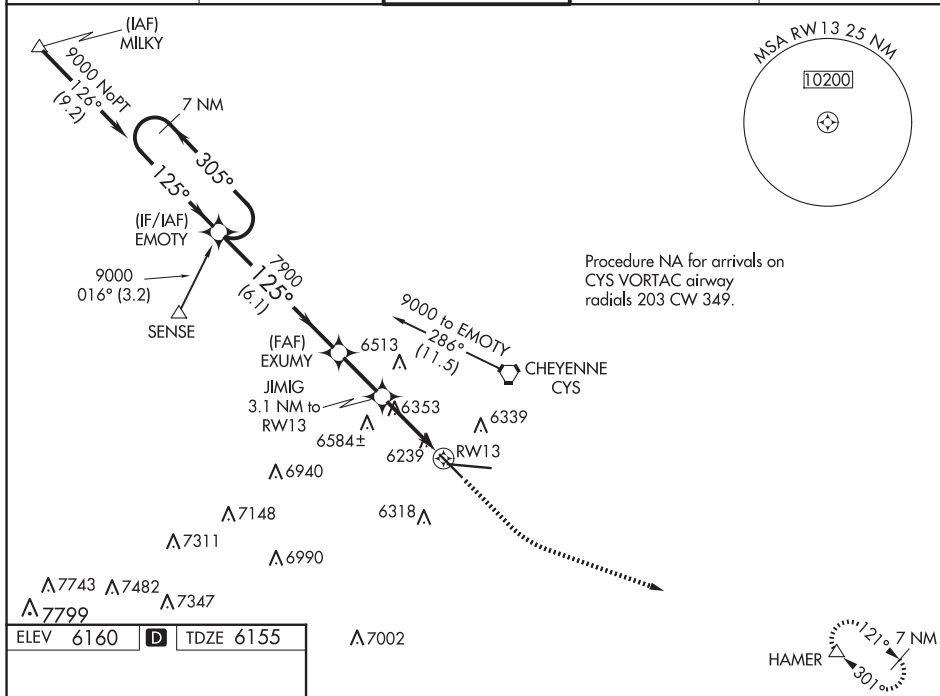
RNP APCH.

V 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.

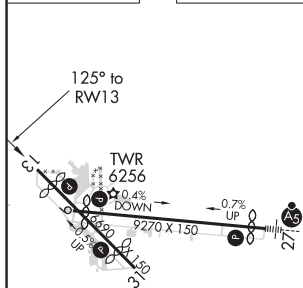
ASR/PAR

MISSED APPROACH: Climb to 6600, then climbing left turn to 8500 direct HAMER and hold.

ATIS 134.425 278.3	CHEYENNE APP CON★ 124.55 263.075	CHEYENNE TOWER★ 118.7 (CTAF) 0 257.8	GND CON 121.9 254.275	UNICOM 122.95
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ELEV 6160	D	TDZE 6155
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REIL Rwy 9, 13 and 31
HIRL Rwy 9-27
MIRL Rwy 13-31

7 NM Holding Pattern		EMOTY	EXUMY	JIMIG	3.1 NM to RW13	*1.3 NM to RW13	RW13
9000		305°	125°	7900	*7180		
GP 3.00°		TCH 55					
CATEGORY		A	B	C	D		
LPV DA		6405-3/4		250 (300-3/4)			
LNAV/VNAV DA		6419-7/8		264 (300-7/8)			
LNAV MDA		6620-1	465 (500-1)	6620-1 3/8	465 (500-1 3/8)		
CIRCLING		6640-1	480 (500-1)	6900-2	740 (800-2)	6920-2 1/2	760 (800-2 1/2)

CHEYENNE, WYOMING

Amdt 2A 28FEB19

CHEYENNE RGNL/JERRY OLSON FLD (CYS)

41°09'N-104°49'W

RNAV (GPS) RWY 13

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70307 W27A	APP CRS 265°	Rwy Idg TDZE 6121 Apt Elev 6160
--	------------------------	---

RNAV (GPS) RWY 27

CHEYENNE RGNL/JERRY OLSON FLD (CYS)

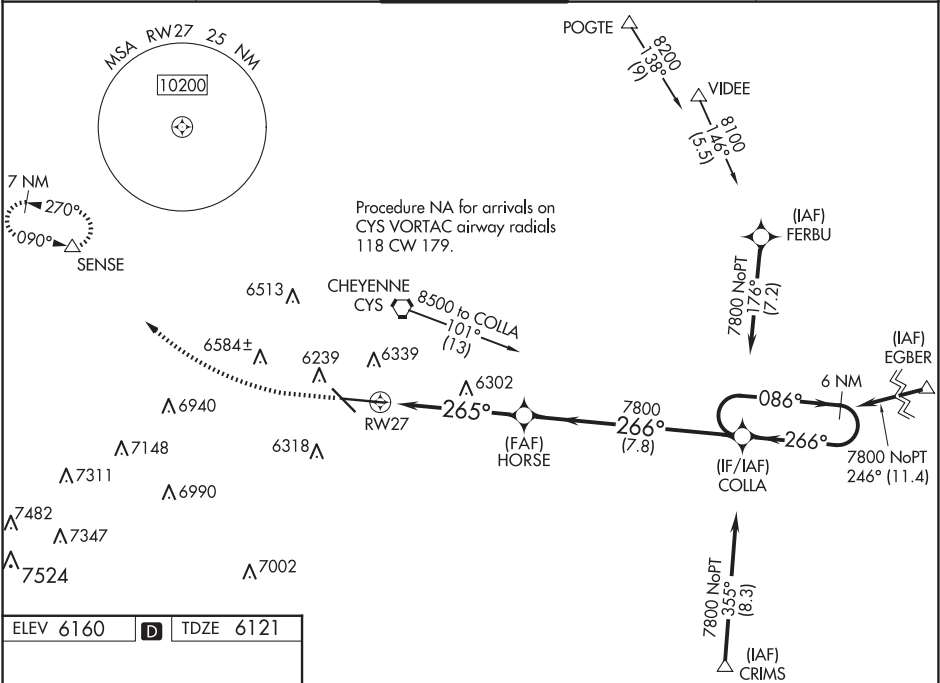
RNP APCH.

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.



MISSED APPROACH: Climb to 6600, then climbing right turn to 10400 direct SENSE and hold, continue climb-in-hold to 10400.


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
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6600

↑

10400




SENSE



6 NM

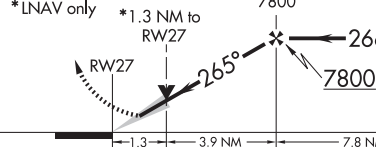
Holding Pattern

COLLA



*LNAV only

*1.3 NM to RW27



265°

266°

086°

7800

GP 3.00°

TCH 55

1.3

3.9 NM

7.8 NM

CATEGORY

A

B

C

D

LPV

DA#

6321/24

200 (200-½)

LNAV/VNAV

DA

6376/24

255 (300-½)

LNAV


MDA

6560/24

439 (400-½)

6560/40

439 (400-¾)

 CIRCLING

6640-1

480 (500-1)

6900-2

740 (800-2)

6920-2½

760 (800-2½)

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REIL Rwy 9, 13 and 31
HIRL Rwy 9-27
MIRL Rwy 13-31

CHEYENNE, WYOMING

AL-80 (FAA)

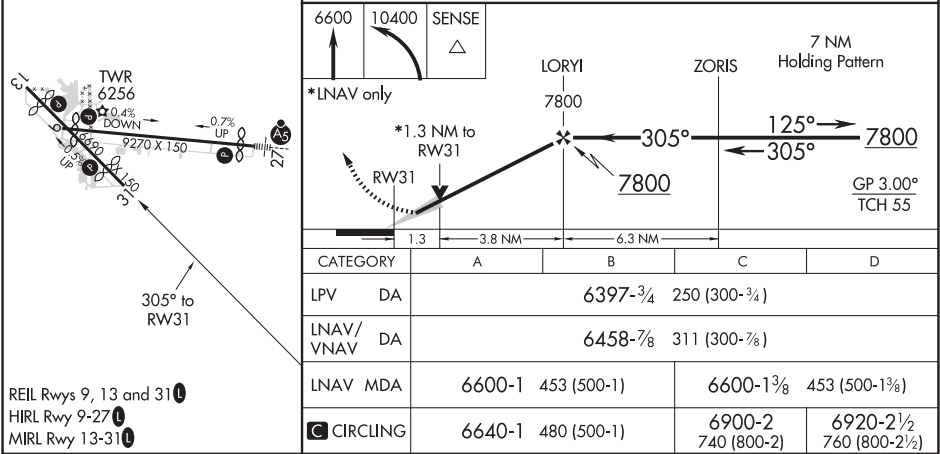
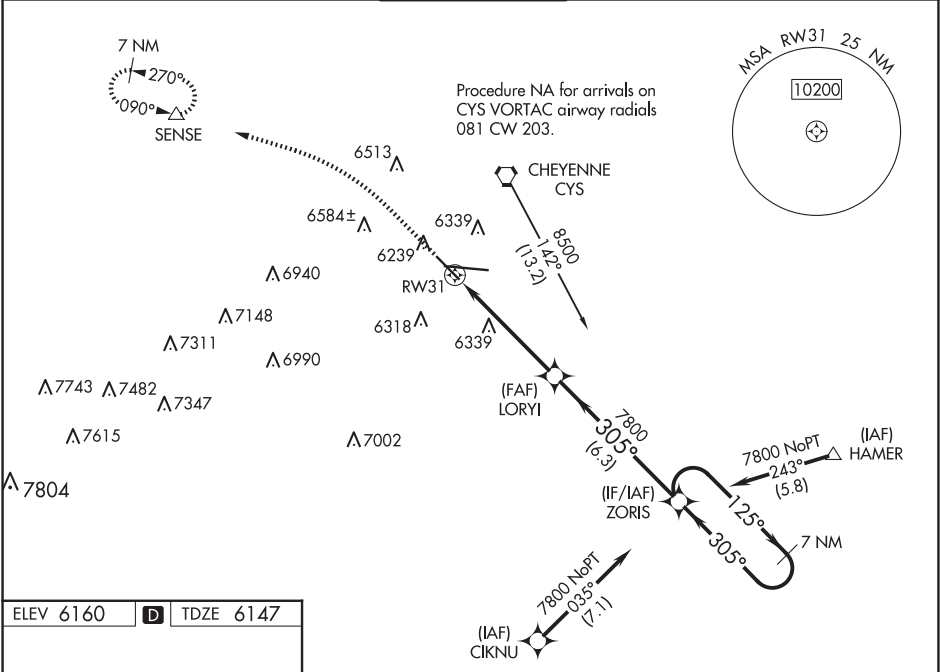
21336

WAAS CH 99609 W31A	APP CRS 305°	Rwy Idg TDZE 6147 Apt Elev 6160
--	------------------------	---

RNAV (GPS) RWY 31
CHEYENNE RGNL/JERRY OLSON FLD (C'YS)

RNP APCH. T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 45°C. ASR/PAR		MISSED APPROACH: Climb to 6600, then climbing left turn to 10400 direct SENSE and hold, continue climb-in-hold to 10400.	
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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
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CHEYENNE, WYOMING
Amdt 2A 28FEB19

CHEYENNE RGNL/JERRY OLSON FLD (C'YS)
41°09'N-104°49'W
RNAV (GPS) RWY 31

NW-1, 07 AUG 2025 to 02 OCT 2025

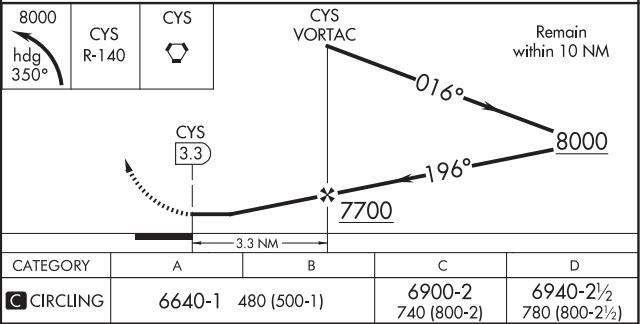
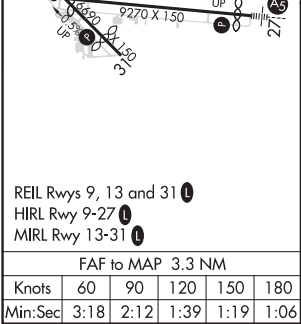
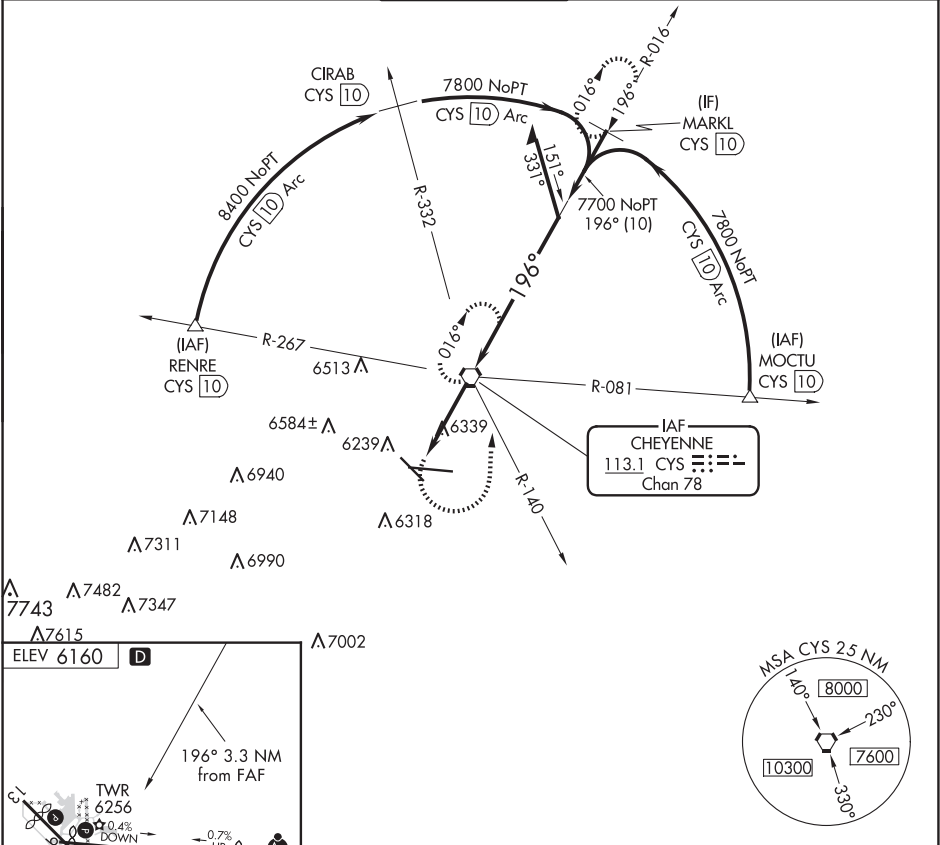
NW-1, 07 AUG 2025 to 02 OCT 2025

VORTAC CYS	APP CRS	Rwy Idg	N/A
113.1	196°	TDZE	N/A
Chan 78		Apt Elev	6160

VOR or TACAN-A
CHEYENNE RGNL/JERRY OLSON FLD (CYS)

T A ASR/PAR	MISSED APPROACH: Climbing left turn to 8000 on heading 350° and on CYS VORTAC R-140 to CYS VORTAC and hold, continue climb-in-hold to 8000 (TACAN aircraft continue on CYS VORTAC R-016 to MARKL/10 DME and hold north, right turn, 196° inbound.)
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ATIS 134.425 278.3	CHEYENNE APP CON★ 124.55 263.075	CHEYENNE TOWER★ 118.7 (CTAF) 0 257.8	GND CON 121.9 254.275	UNICOM 122.95
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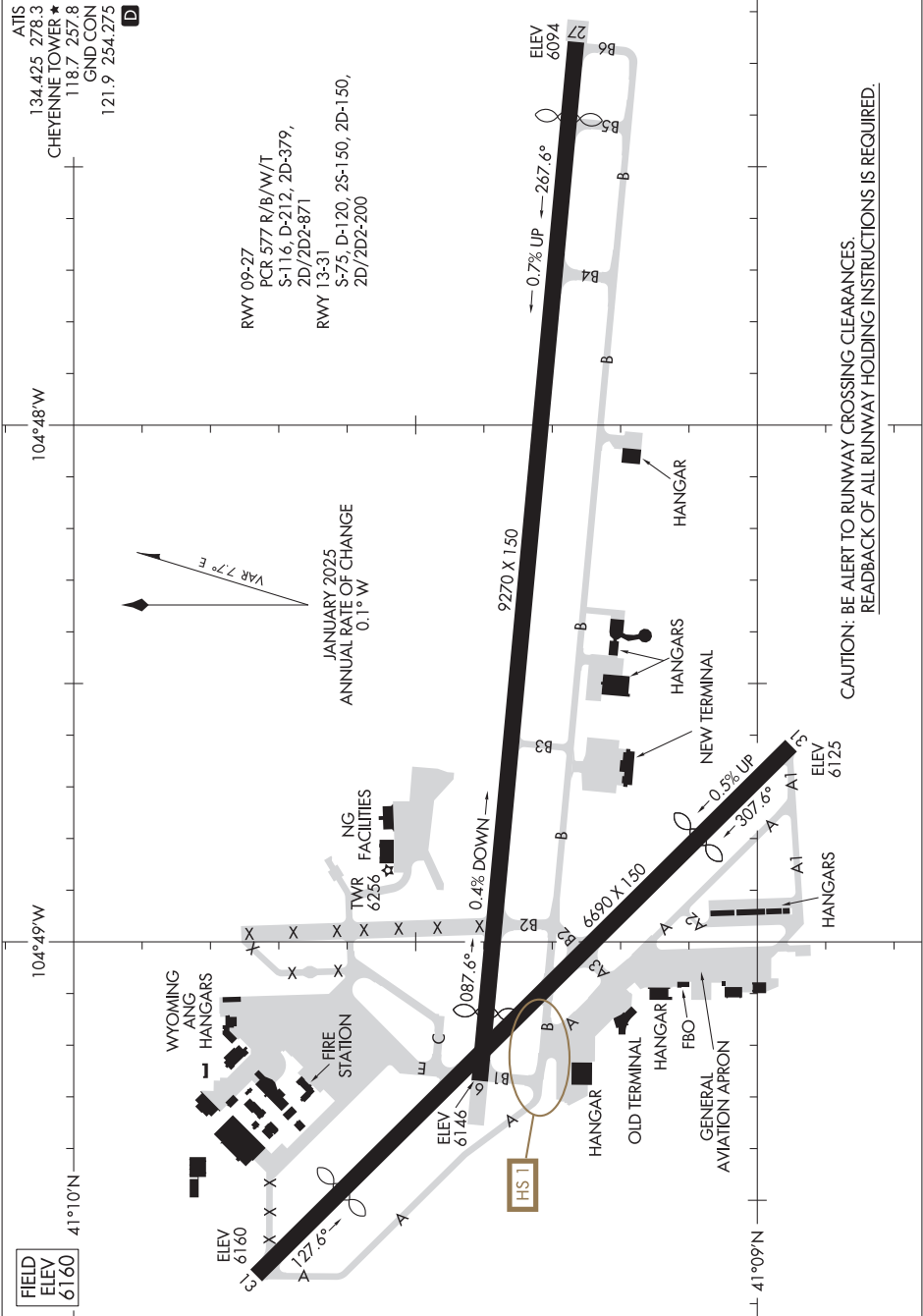
25107

AIRPORT DIAGRAM

CHEYENNE RGNL/JERRY OLSON FLD (CYS)

CHEYENNE, WYOMING

NW-1, 07 AUG 2025 to 02 OCT 2025



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NW-1, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

CHEYENNE RGNL/JERRY OLSON FLD (CYS)

CHEYENNE, WYOMING

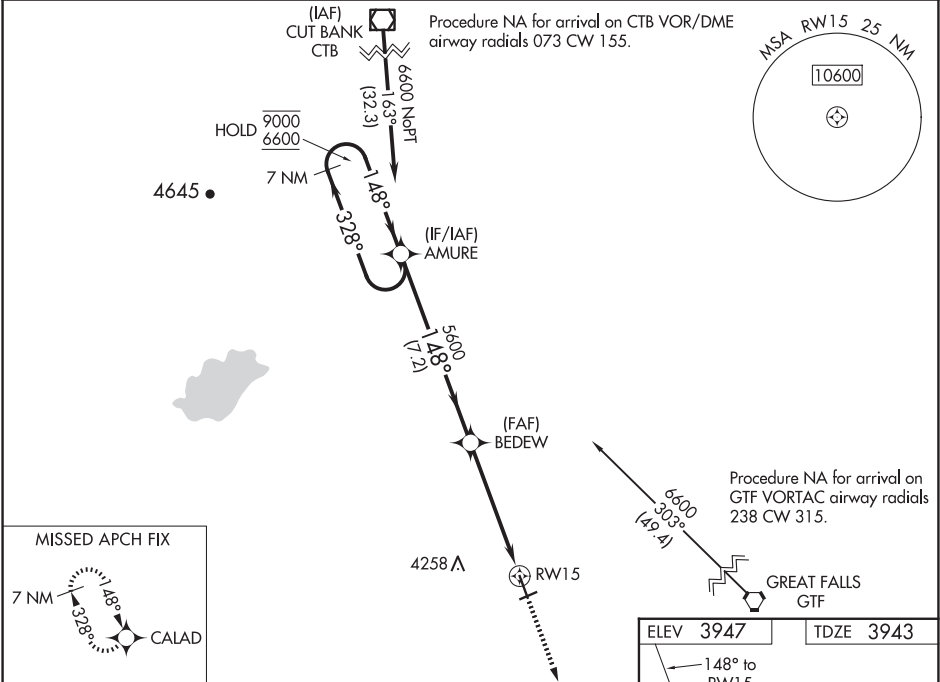
WAAS CH 70443 W15A	APP CRS 148°	Rwy Idg TDZE 3943 Apt Elev 3947
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RNAV (GPS) RWY 15

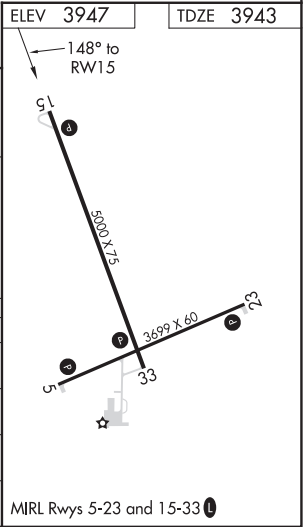
CHOTEAU (CII)

RNP APCH.		
<div><div><div>▼</div><div>▲NA</div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22° C or above 54° C.</div></div>		MISSED APPROACH: Climb to 6200 direct CALAD and hold.

AWOS-2 119.275	SALT LAKE CITY CENTER 133.4 285.4	UNICOM 122.8 (CTAF) ①
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 24).				
7 NM Holding Pattern				
9000 ← 328° 6600 → 148°				
GP 3.00° TCH 45				
7.2 NM 3.7 NM 1.4 NM				
CATEGORY	A	B	C	D
LPV DA	4143-1 200 (200-1)			
LNAV/VNAV DA	4193-1 250 (300-1)			
LNAV MDA	4420-1 477 (500-1)		4420-1 $\frac{3}{8}$ 477 (500-1 $\frac{3}{8}$)	
Ⓢ CIRCLING	4440-1 493 (500-1)		4600-1 $\frac{3}{4}$ 493 (700-1 $\frac{3}{4}$) 953 (1000-3)	



CHOTEAU, MONTANA

AL-6814 (FAA)

21168

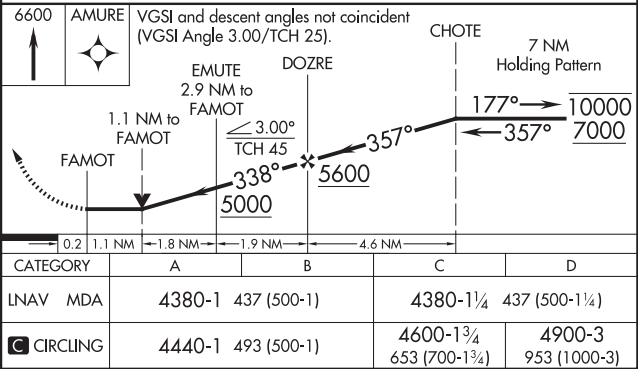
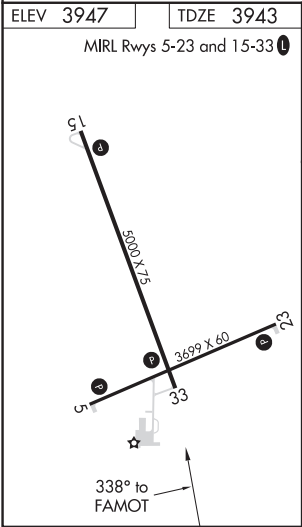
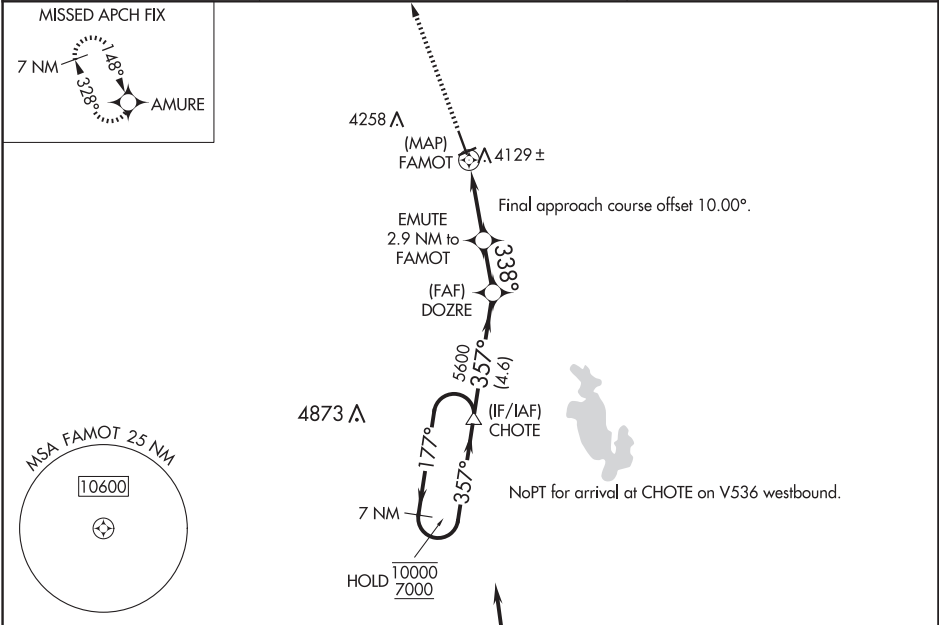
APP CRS	Rwy Idg	5000
338°	TDZE	3943
	Apt Elev	3947

RNAV (GPS) RWY 33

CHOTEAU (CII)

RNP APCH.	MISSED APPROACH: Climb to 6600 direct AMURE and hold.
NA Rwy 33 helicopter visibility reduction below ¾ SM NA.	

AWOS-2 119.275	SALT LAKE CITY CENTER 133.4 285.4	UNICOM 122.8 (CTAF) 1
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CHOTEAU, MONTANA
Orig 05DEC19

47°50'N-112°10'W

RNAV (GPS) RWY 33

CHOTEAU (CII)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	N/A
150°	TDZE	N/A
	Apt Elev	4320

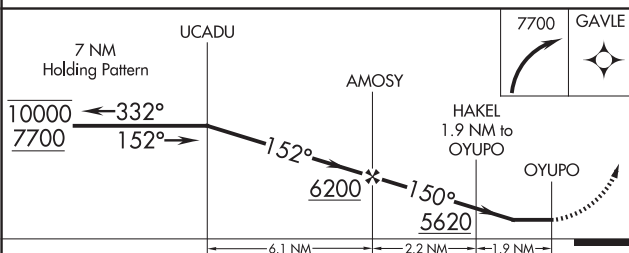
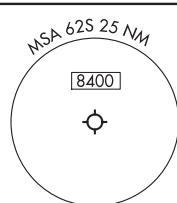
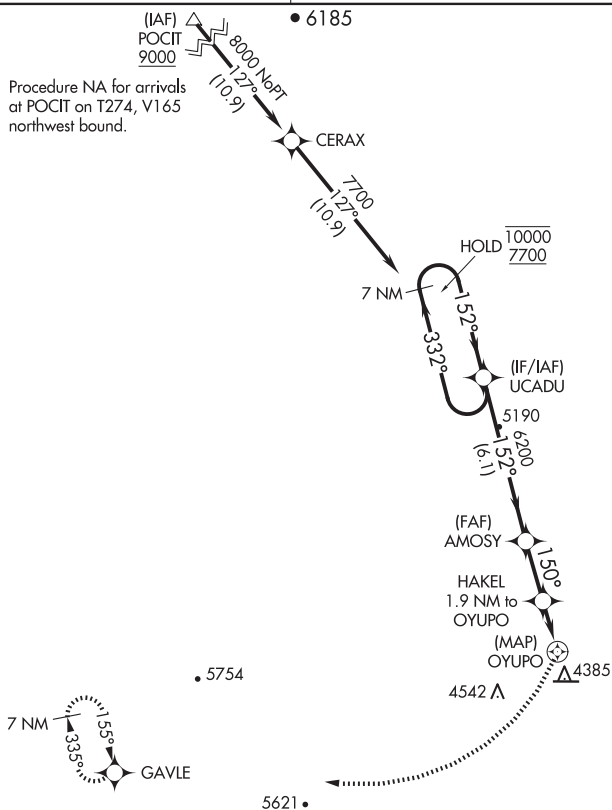
RNAV (GPS)-A
CHRISTMAS VALLEY (62S)

RNP APCH-GPS.

T
A NA Rwy 25 helicopter visibility reduction below 1 SM NA. Circling
Rwy 25 NA at night. Use Bend Muni altimeter setting.

BDN AWOS-3
134,425

SEATTLE CENTER
127.6 346.35

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
CIRCLING	5360-1¼ 1040 (1100-1¼)	5540-1½ 1220 (1300-1½)	5780-3 1460 (1500-3)	NA

Technical drawing of a horizontal beam. The beam is labeled with dimensions 5200 X 60. A star symbol is located at the left end of the beam. The beam is supported by a vertical line on the right side, labeled with the letter 'p'. The drawing is labeled with 'L' at the top left and '25' at the bottom right.

CHRISTMAS VALLEY, OREGON
Orig-A 10AUG23

43°14'N-120°40'W

CHRISTMAS VALLEY (62S)
RNAV (GPS)-A

CIRCLE, MONTANA

AL-10493 (FAA)

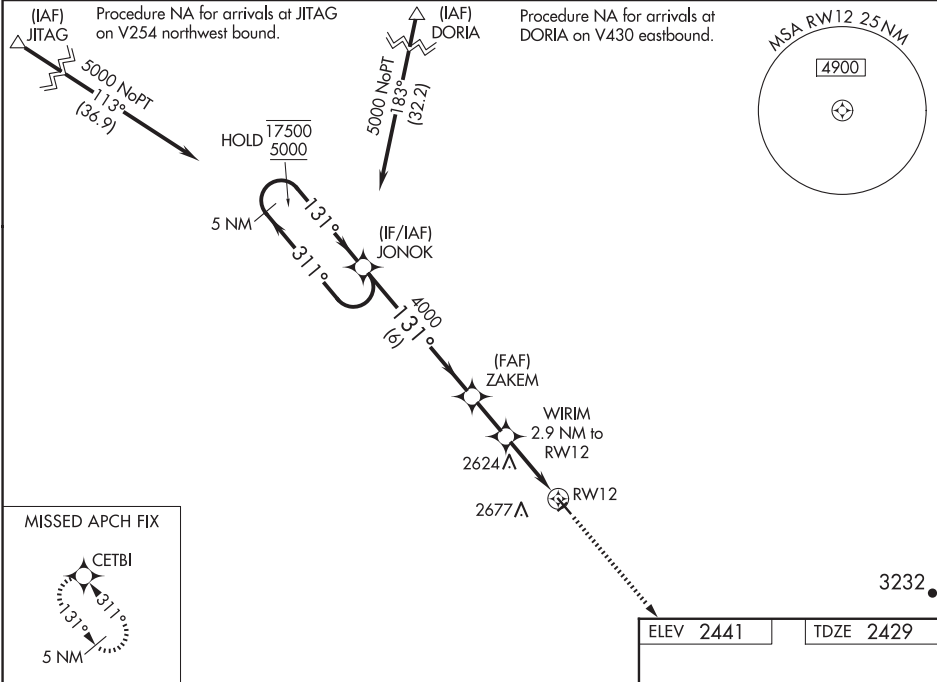
22027

WAAS CH 86930 W12A	APP CRS 131°	Rwy Idg TDZE 2429 Apt Elev 2441
--	------------------------	---

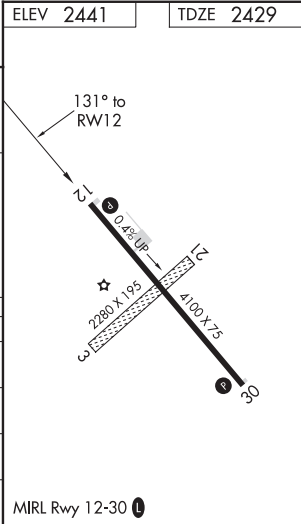
RNAV (GPS) RWY 12
CIRCLE TOWN COUNTY (4U6)

RNP APCH-GPS.	MISSED APPROACH: Climb to 5000 direct CETBI and hold.
Rwy 12 helicopter visibility reduction below 3/4 SM NA. For uncompensated	
Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.	
Circling NA to Rwys 3 and 21.	

AWOS-2 119.025	SALT LAKE CENTER 126.85 305.2	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).		5000	CETBI
17500 ← 311°		JONOK		4000	WIRIM 2.9 NM to RW12
5000 → 131°		ZAKEM		3400	1.3 NM to RW12
GP 3.00°		4000		3400	RW12
TCH 52		6 NM		1.9 NM	1.6 NM
CATEGORY	A	B	C	D	
LPV DA	2679-1		250 (300-1)		
LNAV/VNAV DA	2850-1 1/4		421 (500-1 1/4)		
LNAV MDA	2880-1 451 (500-1)		2880-1 3/8 451 (500-1 3/8)		
CIRCLING	2940-1 499 (500-1)	3020-1 579 (600-1)	3060-1 3/4 619 (700-1 3/4)	3320-2 3/4 879 (900-2 3/4)	



CIRCLE, MONTANA
Amdt 1 27JAN22

47°25'N-105°34'W

CIRCLE TOWN COUNTY (4U6)
RNAV (GPS) RWY 12

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

CODY, WYOMING

AL-5243 (FAA)

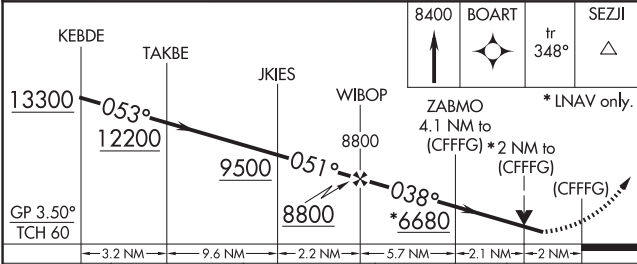
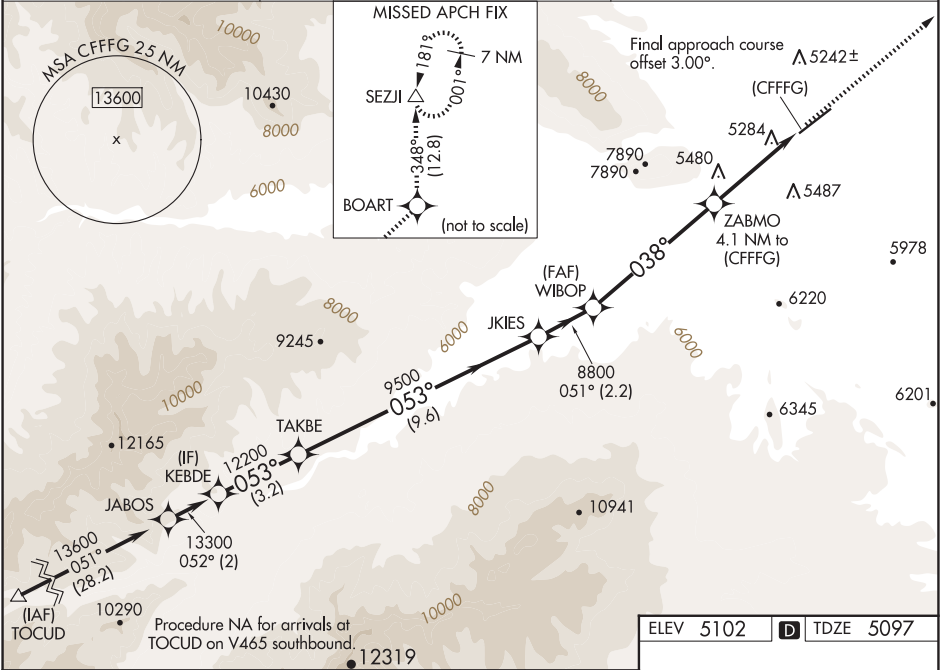
25163

WAAS CH 45943 W04A	APP CRS 038°	Rwy Ldg TDZE Apt Elev 7178 5097 5102
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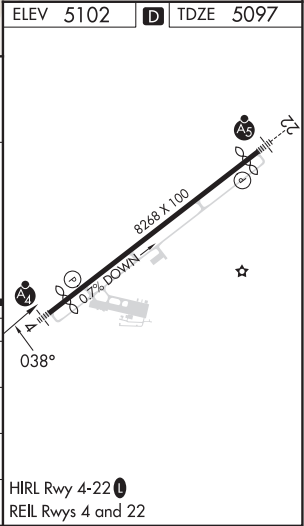
RNAV (GPS) RWY 4
YELLOWSTONE RGNL (COD)

RNP APCH. Rwy 4 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. -10°C	MALSF MISSED APPROACH: Climb to 8400 direct BOART and on track 348° to SEZJ and hold.
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AWOS-3PT 135.075	SALT LAKE CENTER 127.75 351.9	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	5792-2 695 (700-2)			
LNAV/VNAV DA	5891-2½ 794 (800-2½)			
LNAV MDA	5920-1 823 (900-1)	5920-1¼ 823 (900-1¼)	5920-2½ 823 (900-2½)	7000-3 1898 (1900-3)
CIRCLING	5920-1¼ 818 (900-1¼)		5940-2½ 838 (900-2½)	



CODY, WYOMING
Amdt 1 31DEC20

44°31'N-109°01'W

YELLOWSTONE RGNL (COD)
RNAV (GPS) RWY 4

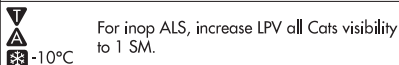
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

25163

RNAV (GPS) RWY 22
YELLOWSTONE RGNL (COD)

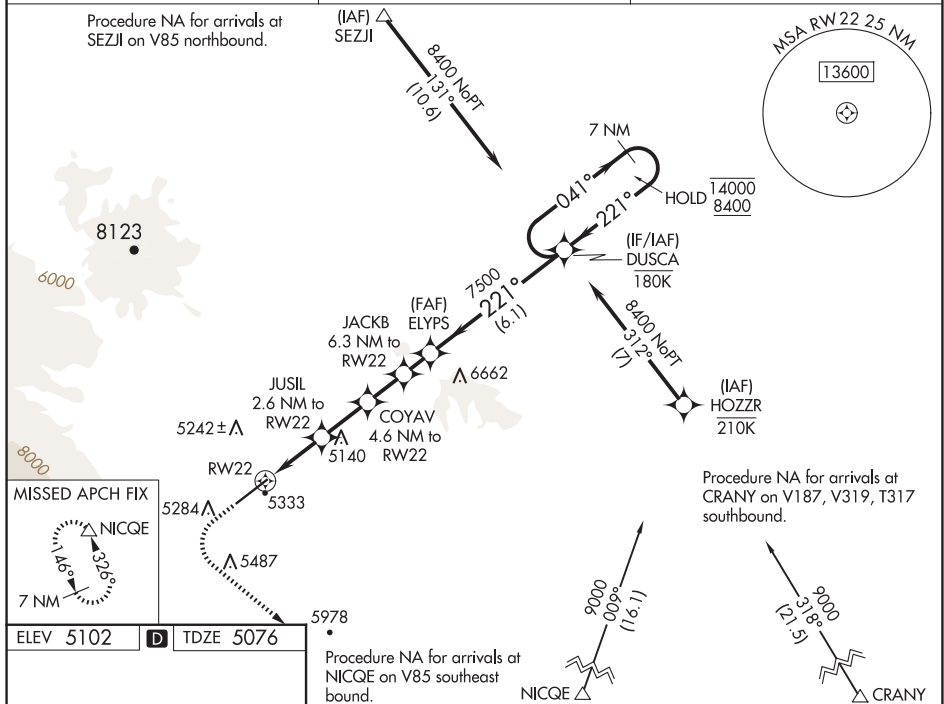
MISSED APPROACH: (Do not exceed 185K until NICQE)
Climb to 5740 then climbing left turn to 9600 direct NICQE
and hold, continue climb-in-hold to 9600.



AWOS-3PT 135.075	SALT LAKE CENTER 127.75 351.9	UNICOM 122.8 (CTAF) ①
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(IAF) \triangle
SEZJI

8400 NoPT
131°
(10.6)



Flight Path Data:

Waypoint	Distance (NM)	Altitude (ft)	Speed (kts)
Start	1.5	5940	14000
JUSIL	2.6	6580	8400
COYAV	4.6	7120	7500
JACKB	6.3	7500	7500
ELYPS	7.5	7500	7500
DUSCA	7.5	7500	7500

Flight Data Table:

CATEGORY	A	B	C	D
LPV DA	5400-1/2	324 (300-1/2)		
LNAV MDA	5600-1/2	524 (500-1/2)	5600-1	524 (500-1)
CIRCLING	5780-1 678 (700-1)	5900-1 798 (800-1)	5940-2 1/2 838 (900-2 1/2)	7000-3 1898 (1900-3)

YELLOWSTONE RGNL (COD)
RNAV (GPS) RWY 22

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

CODY, WYOMING

AL-5243 (FAA)

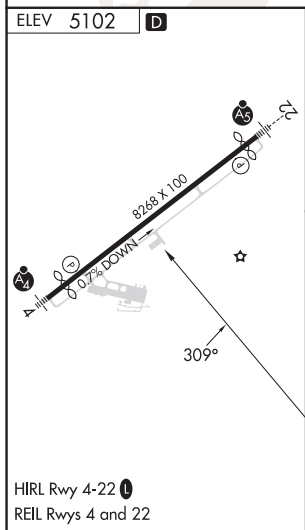
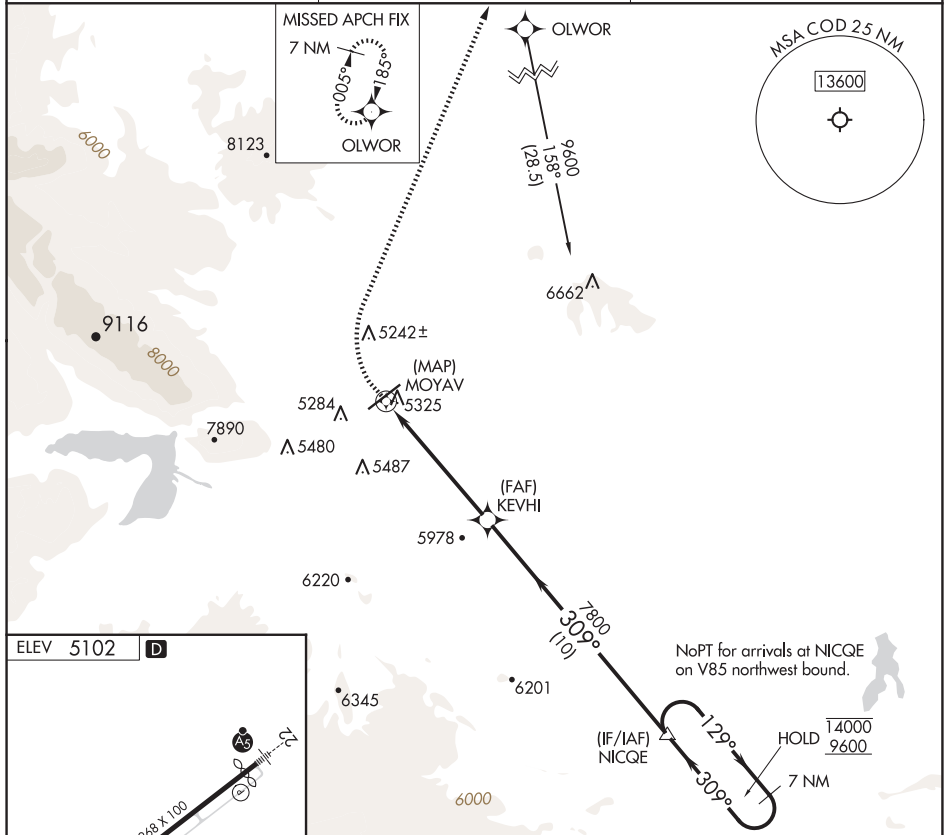
25163

APP CRS 309°	Rwy Ldg TDZE Apt Elev	N/A N/A 5102
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RNAV (GPS)-B YELLOWSTONE RGNL (COD)

RNP APCH - GPS.		MISSED APPROACH: Climb to 6200 then climbing right turn to 8000 direct OLOWOR and hold.
	-10°C	

AWOS-3PT 135.075	SALT LAKE CENTER 127.75 351.9	UNICOM 122.8 (CTAF)
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6200	8000	OLWOR	7 NM Holding Pattern			
MOYAV		KEVHI	NICQE			
7800		309°	129°	14000	9600	
5.6 NM		10 NM				
CATEGORY	A	B	C	D		
CIRCLING	6200-1¼ 1098 (1100-1¼)	6200-1½ 1098 (1100-1½)	6200-3 1098 (1100-3)	7000-3 1898 (1900-3)		

CODY, WYOMING
Amdt 1A 26DEC24

44°31'N-109°01'W

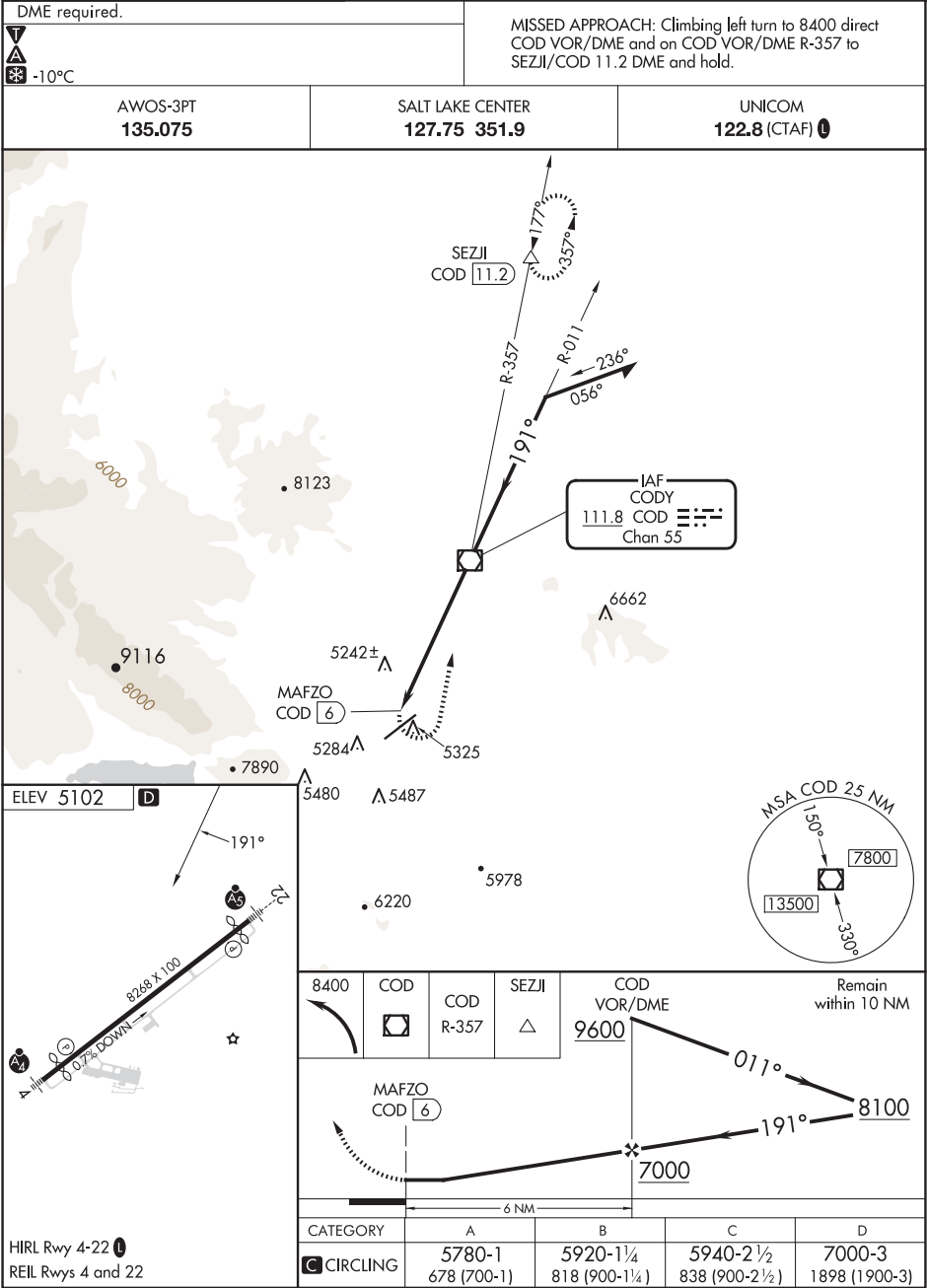
YELLOWSTONE RGNL (COD)
RNAV (GPS)-B

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME COD	APP CRS	Rwy Ldg TDZE	N/A
111.8	191°	Apt Elev	N/A
Chan 55			5102

VOR-A
YELLOWSTONE RGNL (COD)



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

COEUR D'ALENE, IDAHO

AL-527 (FAA)

25107

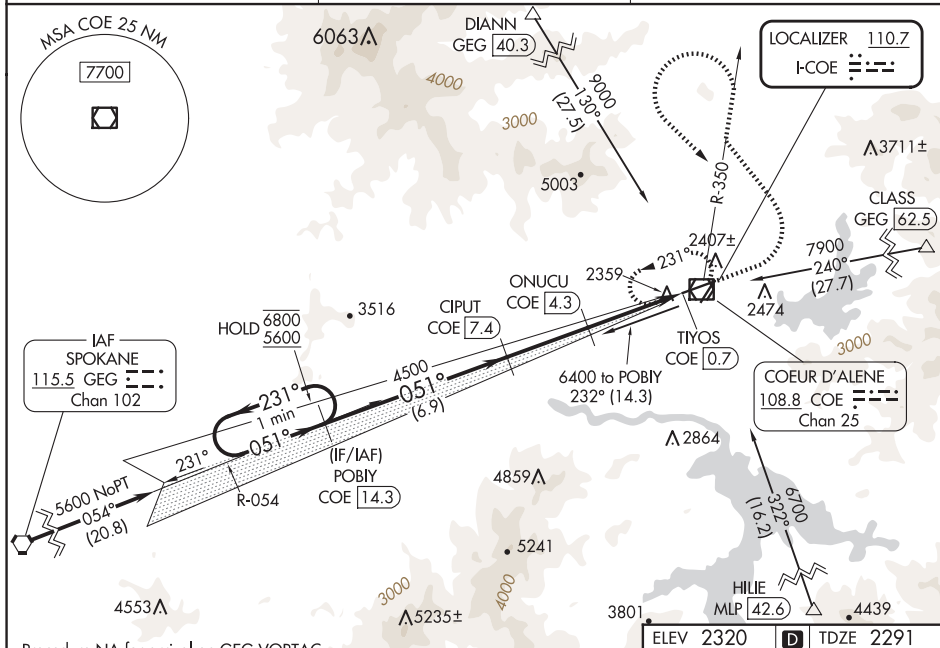
LOC I-COE 110.7	APP CRS 051°	Rwy Idg TDZE Apt Elev 7400 2291 2320
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ILS or LOC RWY 6

COEUR D'ALENE/PAPPY BOYINGTON FLD (COE)

DME required.	MALSR 	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.
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AWOS-3PT 135.075	SPOKANE APP CON 132.1 263.0	UNICOM 122.8 (CTAF)
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Procedure NA for arrival on GEG VORTAC
airway radials 006 CW 073.

Use COE DME when on the
localizer course.

One Minute Holding Pattern

POBIY COE 14.3

CIPUT COE 7.4

ONUUCO COE 4.3

TIYOS COE 0.7

6800 ← 231°

5600 → 051°

GS 3.00° TCH 56

4500

3480

6.9 NM

3.1 NM

3.6 NM

2900

6000

COE R-350 outbnd

6500

COE R-350 inbnd

COE

CATEGORY	A	B	C	D
S-ILS 6	2491-1/2 200 (200-1/2)			
S-LOC 6	2860-1/2	569 (600-1/2)	2860-1 569 (600-1)	2860-1 1/4 569 (600-1 1/4)
CIRCLING	2860-1 540 (600-1)	2880-1 560 (600-1)	3020-2 700 (700-2)	3180-2 3/4 860 (900-2 3/4)

051°

7400 X 100

5400 X 75

0.6% UP

- MIRM Rwy 2-20
- HIRM Rwy 6-24
- REIL Rwy 2 and 24

COEUR D'ALENE, IDAHO

Amdt 5G 15JUN23

COEUR D'ALENE/PAPPY BOYINGTON FLD (COE)

47°46'N-116°49'W

ILS or LOC RWY 6

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
354°

Rwy Idg
TDZE
2311

Apt Elev
2320

RNAV (GPS) RWY 2

COEUR D'ALENE/PAPPY BOYINGTON FLD (COE)

RNP APCH-GPS.

▼

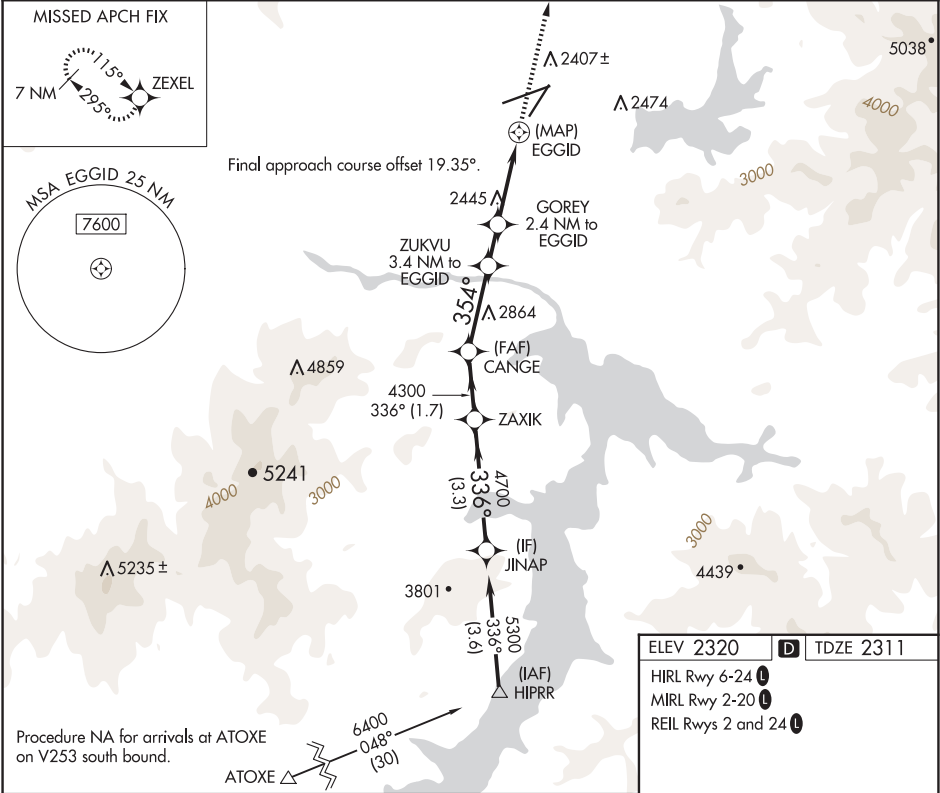
Rwy 2 helicopter visibility reduction below 1 SM NA.

▲

Straight-in Rwy 2 NA at night, Circling Rwy 2 NA at night.

MISSED APPROACH: Climb to 7000 direct ZEXEL and hold, continue climb-in-hold to 7000.

AWOS-3PT 135.075	SPOKANE APP CON 132.1 263.0	UNICOM 122.8 (CTAF) 1
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JINAP		ZAXIK		CANGE		GOREY		EGGID	
5300		4700		4300		3260		3260	
336°		336°		354°		336°		336°	
3.3 NM		1.7 NM		2.2 NM		1.1 NM		2.4 NM	
3.00°		3.00°		3.00°		3.00°		3.00°	
TCH 45		TCH 45		TCH 45		TCH 45		TCH 45	
ZUKVU 3.4 NM to EGGID		ZUKVU 3.4 NM to EGGID		ZUKVU 3.4 NM to EGGID		ZUKVU 3.4 NM to EGGID		ZUKVU 3.4 NM to EGGID	
GOREY 2.4 NM to EGGID		GOREY 2.4 NM to EGGID		GOREY 2.4 NM to EGGID		GOREY 2.4 NM to EGGID		GOREY 2.4 NM to EGGID	
EGGID		EGGID		EGGID		EGGID		EGGID	
354°		354°		354°		354°		354°	
7000		7000		7000		7000		7000	
ZEXEL		ZEXEL		ZEXEL		ZEXEL		ZEXEL	
7400 X 100		7400 X 100		7400 X 100		7400 X 100		7400 X 100	
0.6% UP		0.6% UP		0.6% UP		0.6% UP		0.6% UP	
5400 X 75		5400 X 75		5400 X 75		5400 X 75		5400 X 75	
354°		354°		354°		354°		354°	
CATEGORY		A		B		C		D	
LNAV MDA		2700-1		389 (400-1)		2700-1 1/8		389 (400-1 1/8)	
CIRCLING		2740-1		2880-1		3020-2		3940-3	
		420 (500-1)		560 (600-1)		700 (700-2)		1620 (1700-3)	

WAAS CH 70608 W06A	APP CRS 051°	Rwy Idg 7400 TDZE 2291 Apt Elev 2320
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RNAV (GPS) RWY 6

COEUR D'ALENE/PAPPY BOYINGTON FLD (COE)

RNP APCH - GPS.

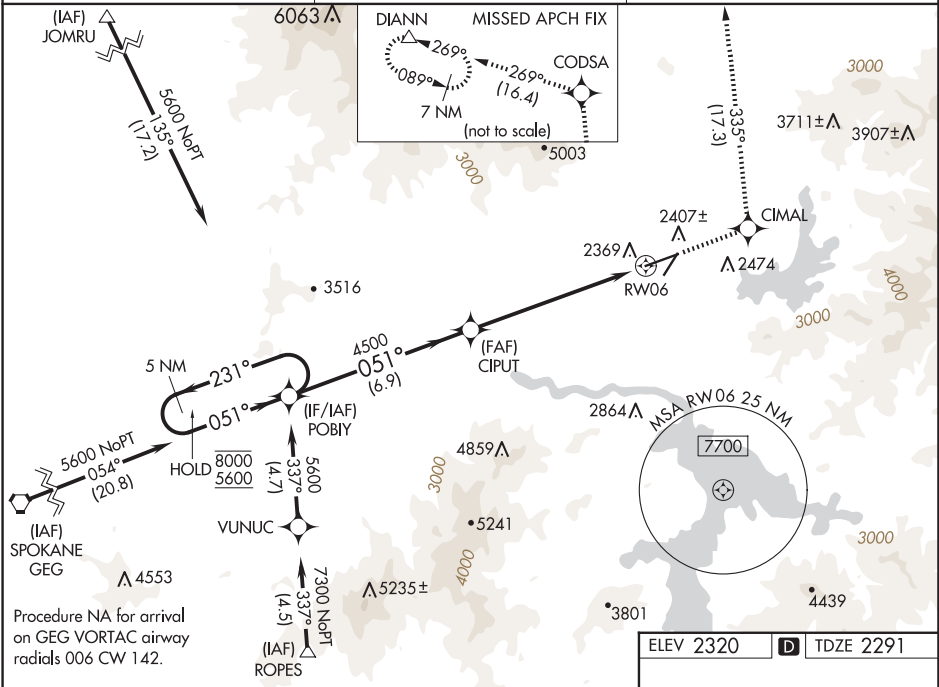
⚠

Circling Rwy 2 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 53°C. Circling NA for Cat D southeast of Rwy 6-24.

MALSR

MISSED APPROACH: Climb to 7000 direct CIMAL and on track 335° to CODSA and on track 269° to DIANN and hold.

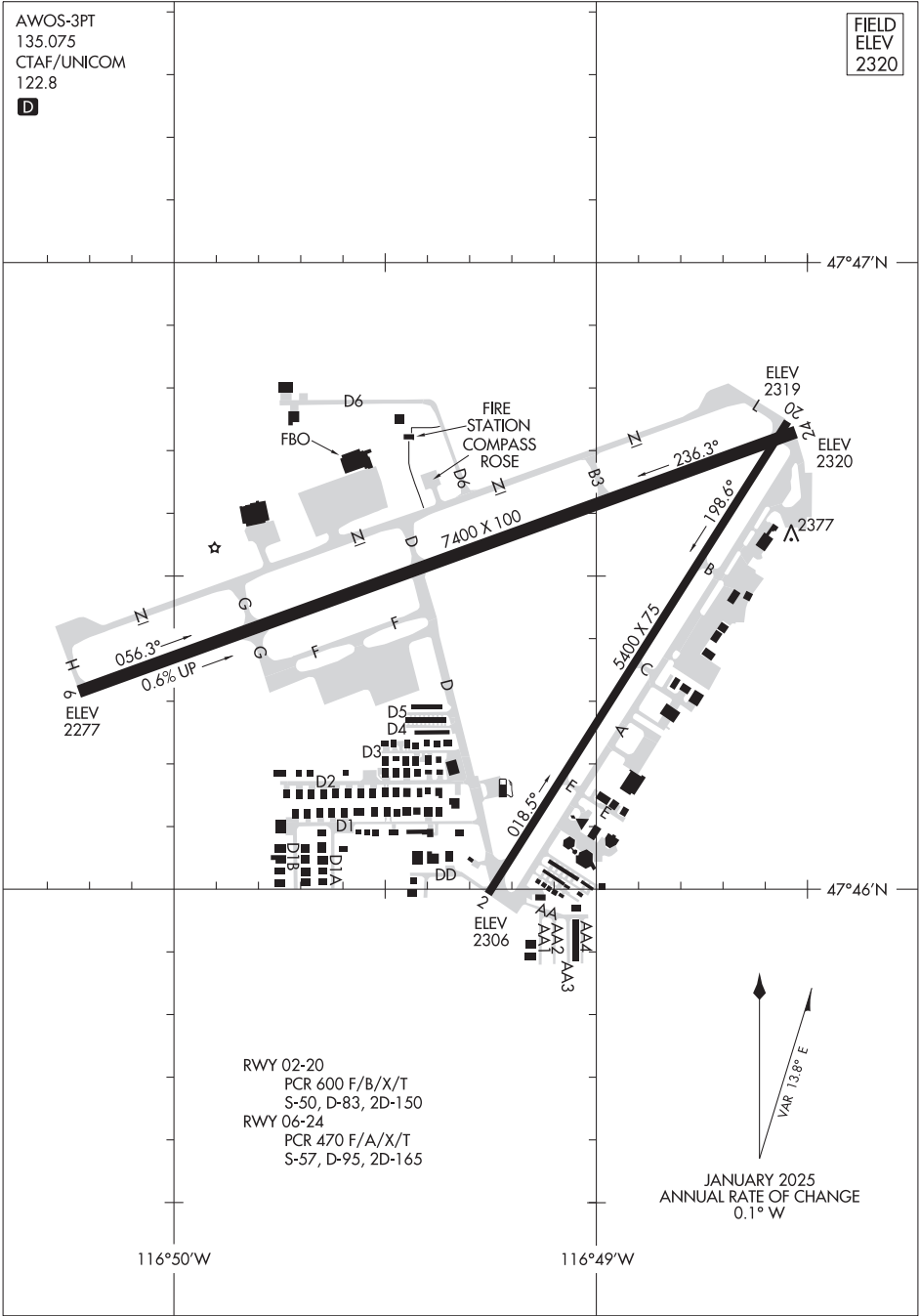
AWOS-3PT 135.075	SPOKANE APP CON 132.1 263.0	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern		POBIY	7000 ↑		CIMAL ✧	tr 335°	CODSA ✧	tr 269°	DIANN △
8000 5600	← 231° → 051°			CIPUT 4500		1.3 NM to RW06			
GP 3.00° TCH 56		051°	4500	✖					
		6.9 NM		5.4 NM		1.3			
CATEGORY	A	B	C	D					
LPV DA	2491-½ 200 (200-½)								
LNAV/ VNAV DA	2654-¾ 363 (400-¾)								
LNAV MDA	2740-½ 449 (500-½)			2740-1 449 (500-1)					
CIRCLING	2740-1 420 (500-1)	2880-1 560 (600-1)		3020-2 700 (700-2)			3180-2¾ 860 (900-2¾)		

ELEV 2320 **D** TDZE 2291

MIRL Rwy 2-20 **I**
HIRL Rwy 6-24 **I**
REIL Rws 2 and 24 **I**



(COE2.COE) 23334

COEUR D'ALENE/PAPPY BOYINGTON FLD (COE)

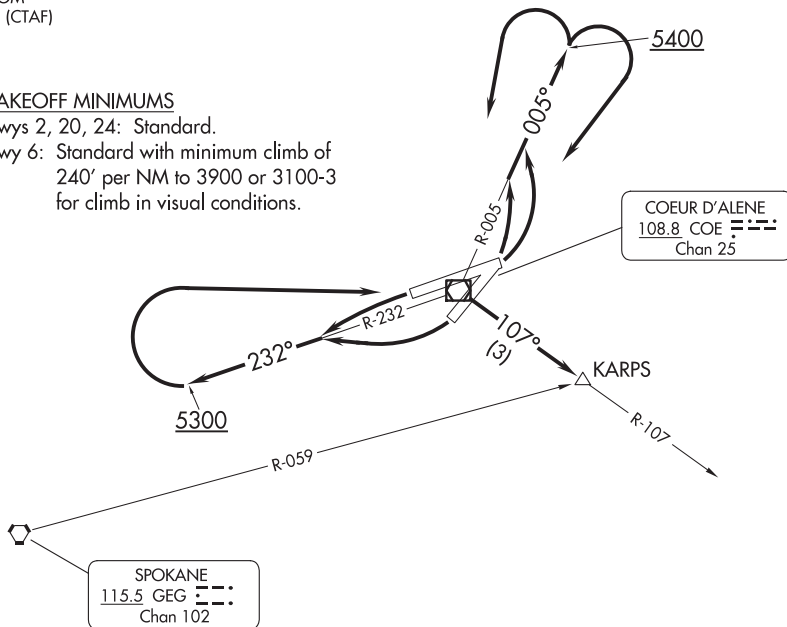
COEUR D'ALENE TWO DEPARTURE (OBSTACLE) AL-527 (FAA) COEUR D'ALENE, IDAHO

SPOKANE DEP CON
132.1 263.0
AWOS-3PT
135.075
UNICOM
122.8 (CTAF)

TAKEOFF MINIMUMS

Rwys 2, 20, 24: Standard.

Rwy 6: Standard with minimum climb of
240' per NM to 3900 or 3100-3
for climb in visual conditions.

TAKEOFF OBSTACLE NOTES

Rwy 20: Trees beginning 165' from DER, 276' right of centerline, up to 109' AGL/2399' MSL.
Tree 2914' from DER, 425' left of centerline, 38' AGL/2383' MSL.

Rwy 6: Poles beginning 895' from DER, 690' right of centerline, up to 44' AGL/2354' MSL.
Trees beginning 1149' from DER, 720' right of centerline, up to 103' AGL/2563' MSL.

NOTE: Chart not to scale.

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.

COEUR D'ALENE TWO DEPARTURE (OBSTACLE)

COEUR D'ALENE, IDAHO

(COE2.COE) 07MAR13

COEUR D'ALENE/PAPPY BOYINGTON FLD (COE)

APP CRS	Rwy Ldg	5100
061°	TDZE	3426
	Apt Elev	3426

GPS RWY 6
COLSTRIP (M46)

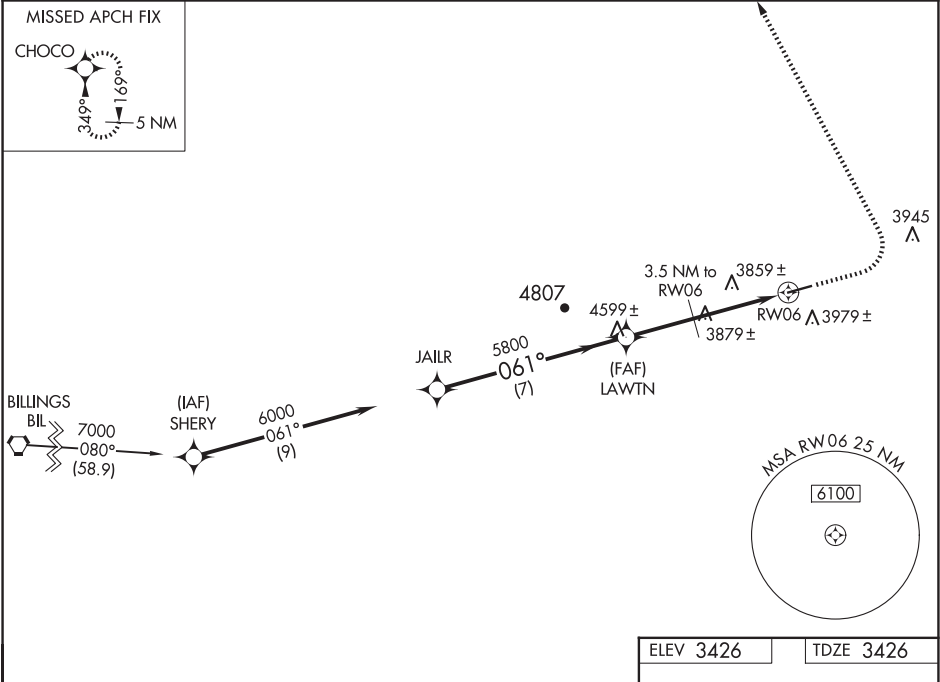
NA

-34°C

When local altimeter not received use Miles City altimeter setting.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4500 then climbing left turn to 6000 direct CHOCO WP and hold.

AWOS-3PT 118.525	SALT LAKE CENTER 126.85 305.2	UNICOM 122.7 (CTAF) 1
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JAILR

6000

Procedure Turn NA

*5045 when using Miles City altimeter setting.

4500

6000

CHOCO

LAWTN

5800

*4800

3.5 NM to RW06

RW06

CATEGORY	A	B	C	D
S-6	4220-1 794 (800-1)	4220-1¼ 794 (800-1¼)	4220-2¼ 794 (800-2¼)	NA
CIRCLING	4340-1¼ 914 (1000-1¼)	914 (1000-1¼)	4340-2¾ 914 (1000-2¾)	NA

MILES CITY ALTIMETER SETTING

S-6	NA			
CIRCLING	4580-1¼ 1154 (1200-1¼)	4580-1½ 1154 (1200-1½)	4580-3 1154 (1200-3)	NA

5100 X 75

0.9% UP

061°

MIRL Rwy 6-24 1

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

COLSTRIP, MONTANA

AL-9401 (FAA)

25163

APP CRS	Rwy Ldg	5100
242°	TDZE	3411
	Apt Elev	3426

GPS RWY 24

COLSTRIP (M46)

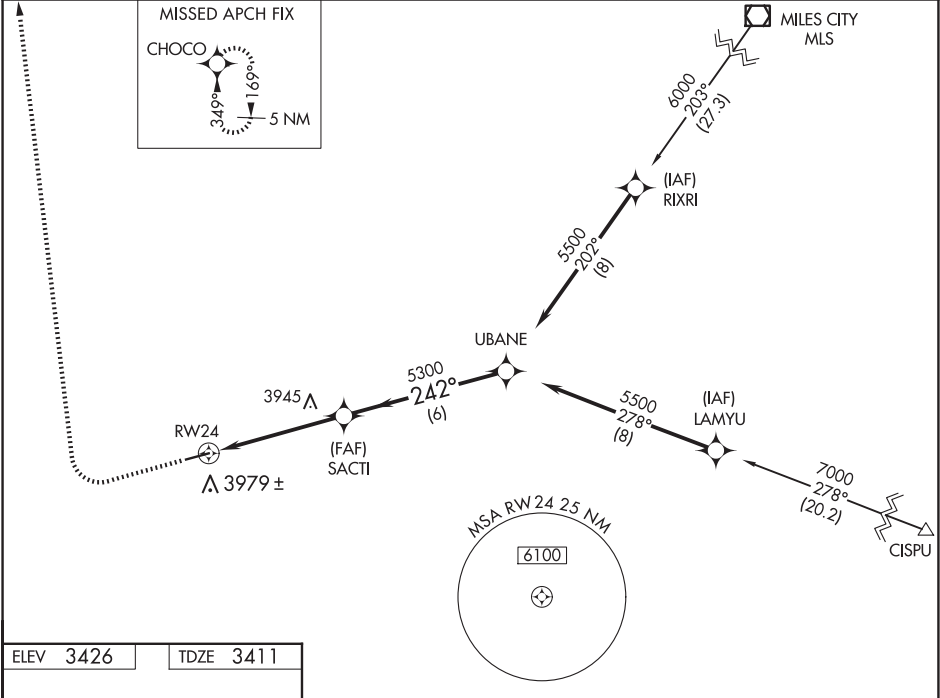
⚠ NA

⚠ -34°C

When local altimeter not received use Miles City altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4500 then climbing right turn to 6000 direct CHOCO WP and hold.

AWOS-3PT 118.525	SALT LAKE CENTER 126.85 305.2	UNICOM 122.7 (CTAF) 0
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ELEV 3426

TDZE 3411

4500

6000

CHOCO

242°

5100 X 75

0.9% UP

RW24

SACTI

UBANE

5500

242°

5300

5 NM

6 NM

Procedure Turn NA

CATEGORY	A	B	C	D
S-24	4200-1 789 (800-1)	4200-1¼ 789 (800-1¼)	4200-2¼ 789 (800-2¼)	NA
CIRCLING	4340-1¼ 914 (1000-1¼)	914 (1000-1¼)	4340-2¾ 914 (1000-2¾)	NA

MILES CITY ALTIMETER SETTING

S-24	4440-1¼ 1029 (1100-1¼)	4440-1½ 1029 (1100-1½)	4440-2¾ 1029 (1100-2¾)	NA
CIRCLING	4580-1¼ 1154 (1200-1¼)	4580-1½ 1154 (1200-1½)	4580-3 1154 (1200-3)	NA

MIRL Rwy 6-24 0

COLSTRIP, MONTANA
Orig-C 02APR15

45°51'N-106°43'W

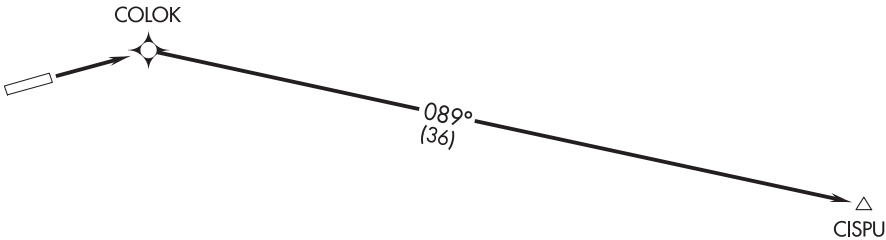
COLSTRIP (M46)

GPS RWY 24

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SALT LAKE CENTER
126.85 305.2



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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb direct COLOK then via 089° track to CISPU, thence. . . .

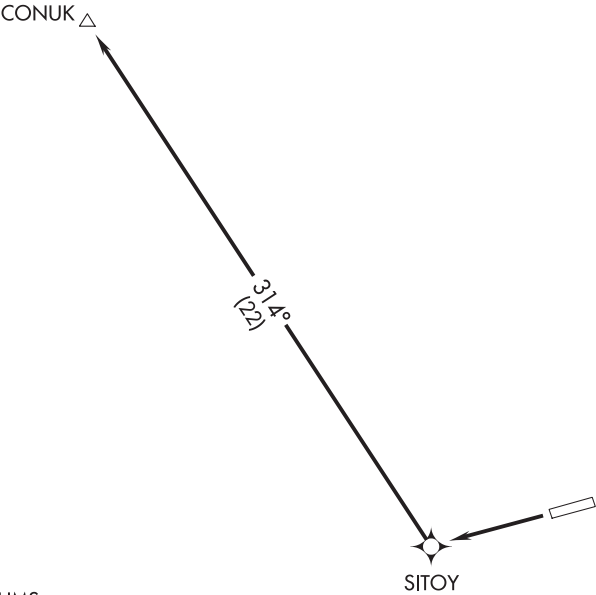
. . . .Maintain 9000, expect filed altitude 10 minutes after departure.

(CONUK1.CONUK) 20198

CONUK ONE DEPARTURE (OBSTACLE) (RNAV)

COLSTRIP (M46)
COLSTRIP, MONTANA
AL-9401 (FAA)

SALT LAKE CENTER
126.85 305.2



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.

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.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

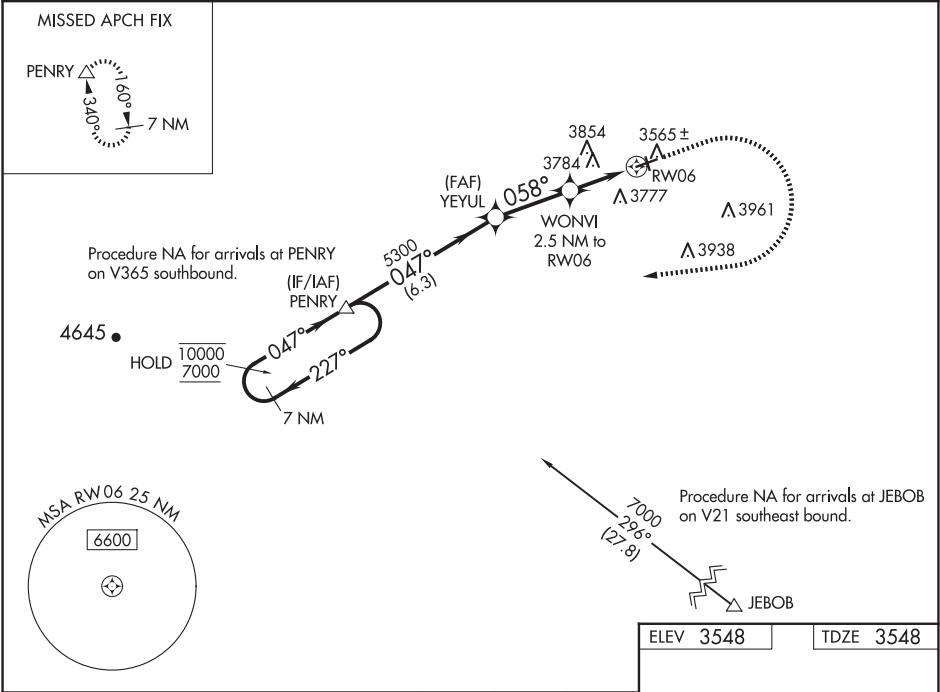
WAAS CH 58342 W06A	APP CRS 058°	Rwy Idg TDZE Apt Elev	4602 3548 3548
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RNAV (GPS) RWY 6

CONRAD (S01)

RNP APCH.	MISSED APPROACH: Climb to 4500, then climbing right turn to 7000 direct PENRY and hold, continue climb in hold to 7000.
<div><div>NA</div><div>Circling NA to Rws 15 and 33. Rwy 6 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 53°C. Use Cut Bank altimeter setting.</div></div>	

CTB ASOS 119.025	SALT LAKE CITY CENTER 133.4 285.4	AUNICOM 122.8 (CTAF) 0
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7 NM Holding Pattern		PENRY		YEYUL		4500 ↑		7000 ↷		PENRY △	
10000 ← 227° 7000 → 047°		047°		5300		WONVI 2.5 NM to RW06		*LNAV only.			
GP 3.00° TCH 45		5300		058°		*4400		RW06			
		6.3 NM		2.8 NM		2.5 NM					
CATEGORY	A		B		C		D				
LPV DA			3915-1		367 (400-1)						
LNAV/VNAV DA			4266-2		718 (800-2)						
LNAV MDA	4220-1		672 (700-1)		4220-1 7/8		672 (700-1 1/8)				
CIRCLING	4220-1 672 (700-1)		4340-1 792 (800-1)		4460-2 3/4 912 (1000-2 3/4)		4620-3 1072 (1100-3)				

4602 X 75

2800 X 100

33

0.4% UP

0.4% UP

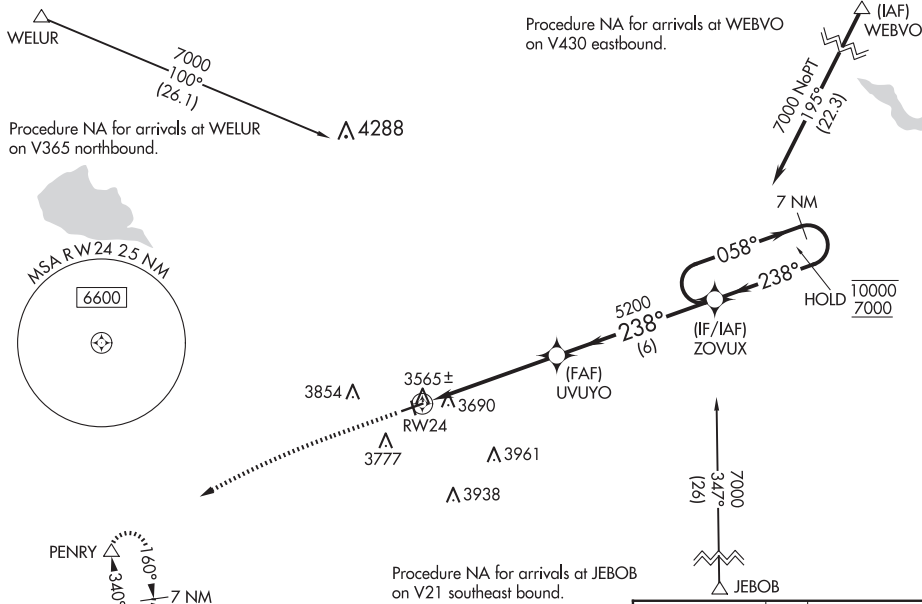
058°

MIRL Rwy 6-24 ①
REIL Rwy 24 ①

RNAV (GPS) RWY 24
CONRAD (S01)

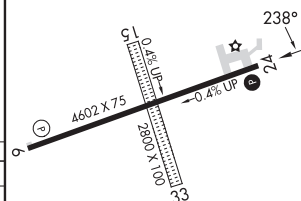
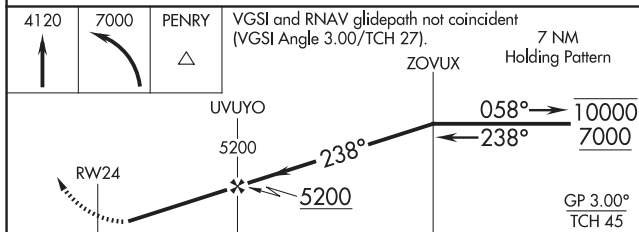
MISSED APPROACH: Climb to 4120 then climbing left turn to 7000 direct PENRY and hold, continue climb-in-hold to 7000.


AUNICOM
122.8 (CTAF) **L**



Procedure NA for arrivals at JEBOB
on V21 southeast bound.

ELEV 3548		TDZE 3538
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		5.1 NM	6 NM		
CATEGORY	A	B	C	D	
LPV DA	3905-1		367 (400-1)		
LNAV/ VNAV DA	4018-1 $\frac{3}{8}$		480 (500-1 $\frac{3}{8}$)		
LNAV MDA	4120-1 582 (600-1)		4120-1 $\frac{3}{4}$ 582 (600-1 $\frac{3}{4}$)		
 CIRCLING	4140-1 592 (600-1)	4340-1 792 (800-1)	4460-2 $\frac{3}{4}$ 912 (1000-2 $\frac{3}{4}$)	4620-3 1072 (1100-3)	

MIRL Rwy 6-24 **L**
REIL Rwy 24 **L**

NW-1, 07 AUG 2025 to 02 OCT 2025

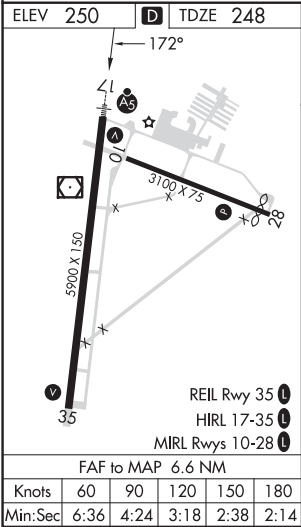
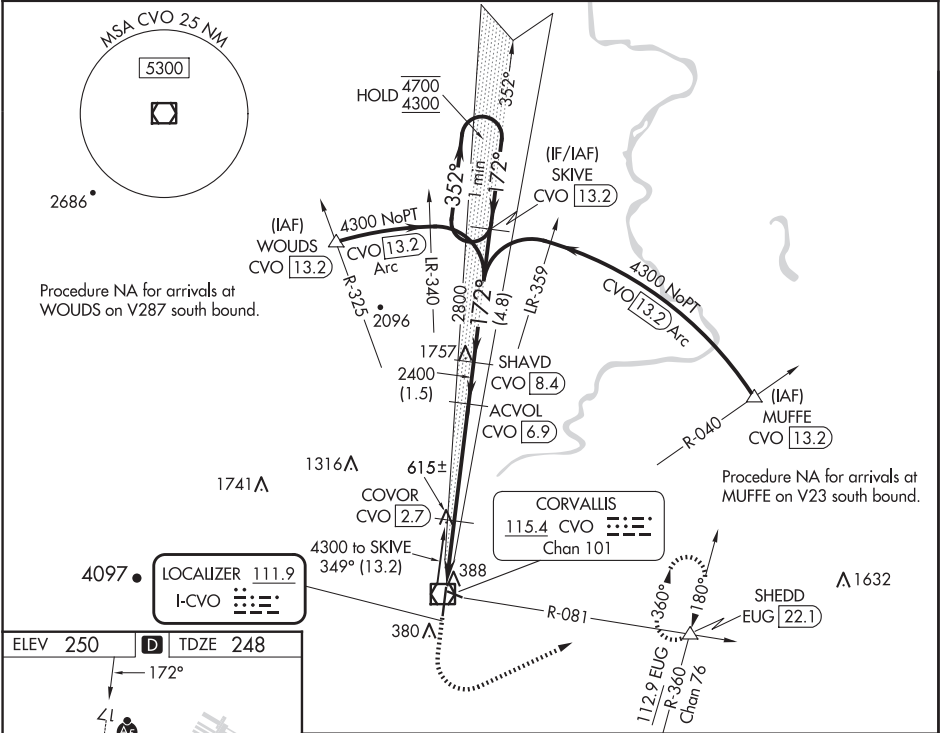
LOC I-CVO	APP CRS	Rwy Idg	5900
111.9	172°	TDZE	248
		Apt Elev	250

ILS or LOC RWY 17

CORVALLIS MUNI (CVO)

DME required.	MALSR	MISSED APPROACH: Climb to 900 then climbing left turn to 3000 on heading 050° and on CVO VOR/DME R-081 to SHEDD INT/EUG 22.1 DME and hold, continue climb-in-hold to 3000.
⚠ Circling Rwy 28 NA at night. For inop ALS, increase S-LOC 17 Cat C/D visibility to 1¾ SM. DME from CVO VOR/DME. DME use requires simultaneous reception of I-CVO and CVO DME.		

AWOS-3PT 135.775	CASCADE APP CON ★ 127.5 348.7	UNICOM 123.075 (CTAF) ①
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	900	3000	SHEDD	SKIVE	One Minute Holding Pattern	
	hdg 050°		CVO R-081	CVO [13.2]		
			ACVOL CVO [6.9]			
			COVOR CVO [2.7]			
			CVO [2.1]			
			CVO [0.3]			
			1060	2400		
			1.8 NM	0.6	4.2 NM	1.5 NM
					4.8 NM	
CATEGORY	A	B	C	D		
S-ILS 17	448-½ 200 (200-½)					
S-LOC 17	880-½ 632 (700-½)		880-1⅜ 632 (700-1⅜)			
Ⓢ CIRCLING	880-1 630 (700-1)		920-1¾ 670 (700-1¾)		1060-2½ 810 (900-2½)	

RNAV (GPS) RWY 17


MISSED APPROACH: Climb to 1100 then climbing left turn to 3700 direct INNOP and hold, continue climb-in-hold to 3700.

UNICOM
123.075 (CTAF) **L**

Procedure NA for arrivals at MAGOT on V23 northbound.

MSA RW17 Z5 NM A1632

5300



CATEGORY	A	B	C	D
LPV DA	448-½ 200 (200-½)			
RNAV/ VNAV	571-½ 323 (400-½)			
RNAV MDA	880-½ 632 (700-½)		880-1⅜ 632 (700-1⅜)	
C CIRCLING	880-1 630 (700-1)		920-1¾ 670 (700-1¾)	1080-2¾ 830 (900-2¾)

CORVALLIS MUNI (CVO)
RNAV (GPS) RWY 17

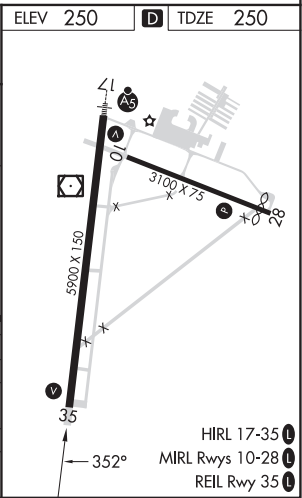
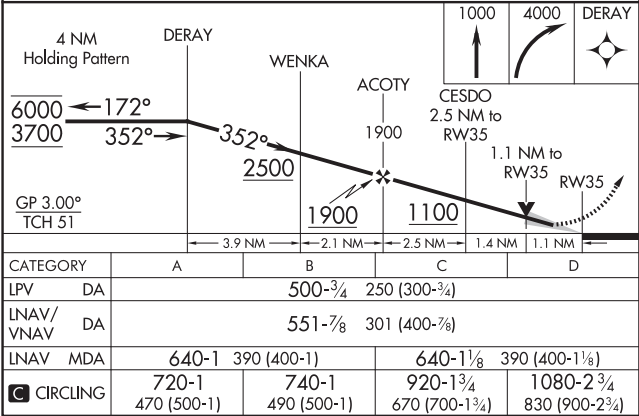
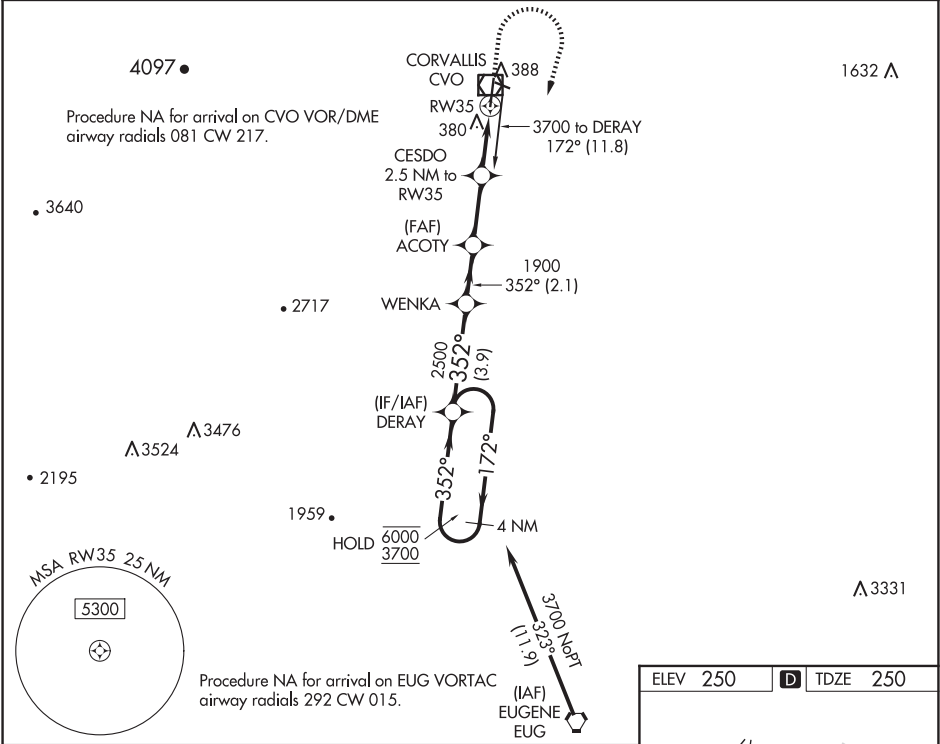
WAAS CH 69517 W35A	APP CRS 352°	Rwy Idg TDZE 250 Apt Elev 250
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RNAV (GPS) RWY 35

CORVALLIS MUNI (CVO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1000 then climbing right turn to 4000 direct DERAY and hold, continue climb-in-hold to 4000.
<div><div></div><div></div></div> <div>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.</div>	

AWOS-3PT 135.775	CASCADE APP CON * 127.5 348.7	UNICOM 123.075 (CTAF) 1
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NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

CORVALLIS, OREGON

AL-782 (FAA)

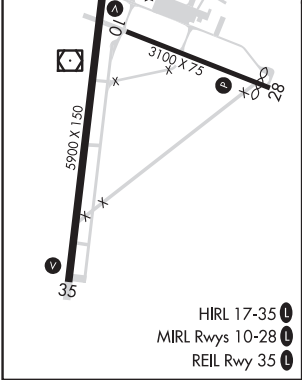
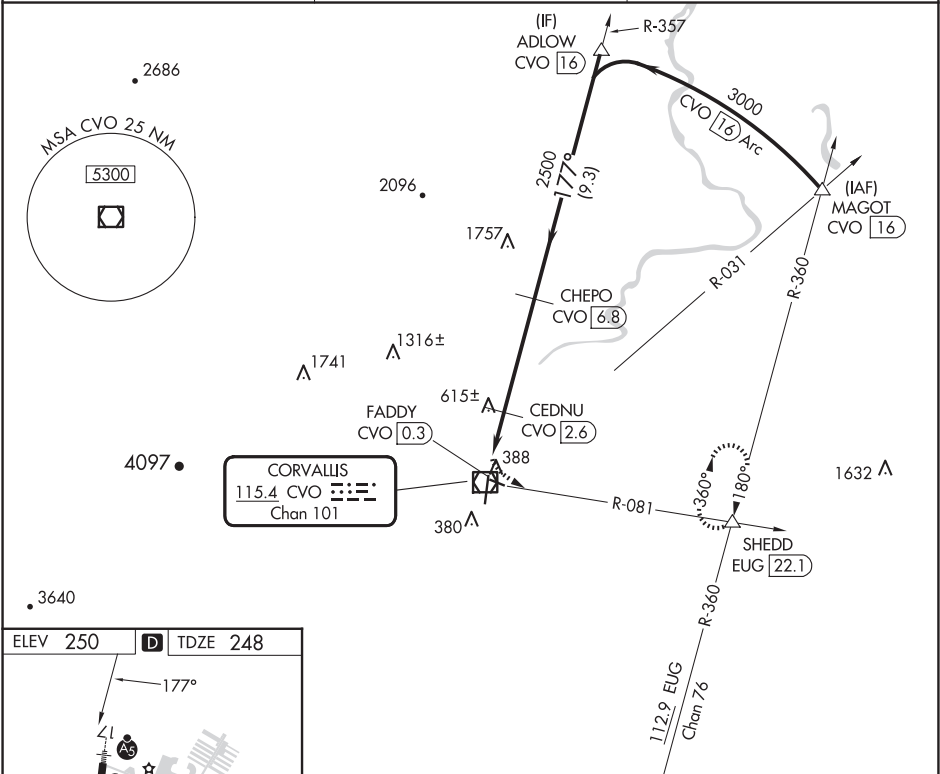
24081

VOR/DME CVO	APP CRS	Rwy Idg	5900
115.4	177°	TDZE	248
Chan 101		Apt Elev	250

VOR RWY 17
CORVALLIS MUNI (CVO)

DME required.	MALSR	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.
⚠ Circling Rwy 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.	⚠	

AWOS-3PT 135.775	CASCADE APP CON ★ 127.5 348.7	UNICOM 123.075 (CTAF) Ⓛ
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3000 CVO R-081	SHEDD △	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).	ADLOW CVO 16
CVO VOR/DME FADDY CVO 0.3	CEDNU CVO 2.6	CHEPO CVO 6.8	
1100	2500	3000	
1.8 NM	0.6	4.1 NM	9.3 NM
CATEGORY	A	B	C
S-17	880-½ 632 (700-½)		880-1⅜ 632 (700-1⅜)
Ⓢ CIRCLING	880-1 630 (700-1)		920-1¾ 670 (700-1¾) 1080-2¾ 830 (900-2¾)

CORVALLIS, OREGON
Amdt 8A 22APR21

44°30'N-123°17'W

CORVALLIS MUNI (CVO)
VOR RWY 17

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME CVO 115.4 Chan 101	APP CRS 252°	Rwy Idg TDZE Apt Elev	N/A N/A 250
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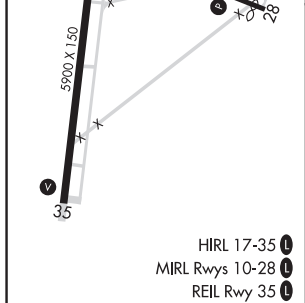
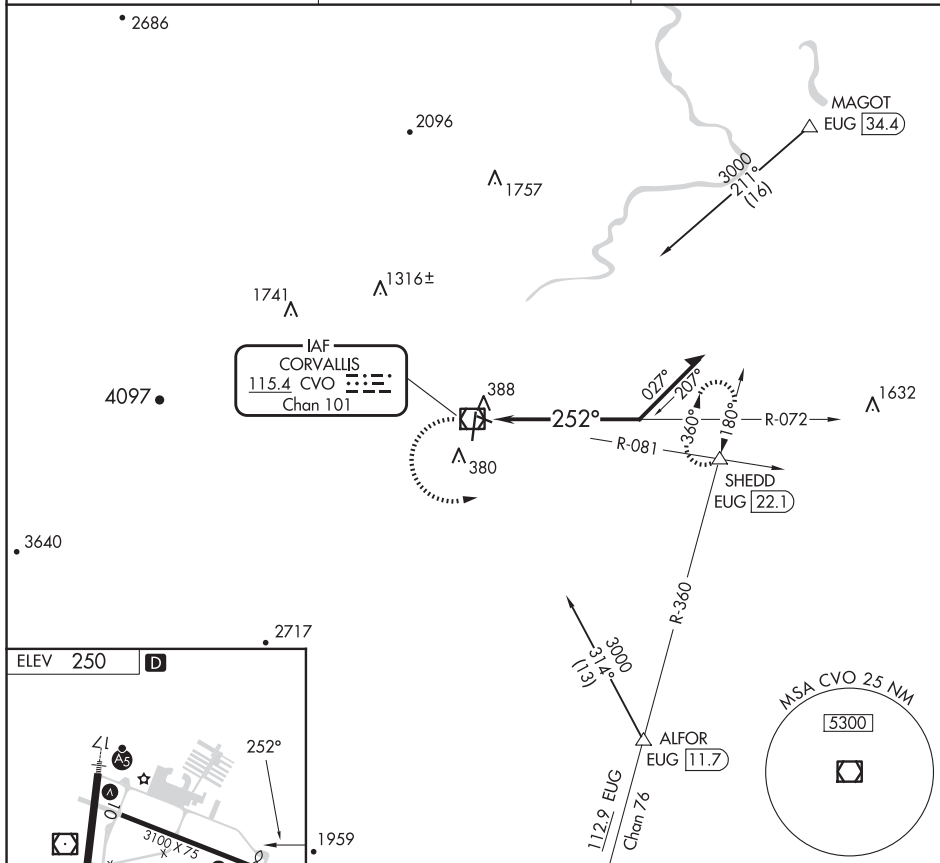
VOR-A
CORVALLIS MUNI (CVO)



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) ①
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3000 CVO R-081	SHEDD △	<div><div><div><div><div><div></div><div>CVO VOR/DME</div></div><div><div></div><div>072°</div></div><div><div></div><div>2900</div></div><div><div></div><div>252°</div></div><div><div></div><div></div></div></div><div>Remain within 10 NM</div></div></div></div>			
CATEGORY		A	B	C	D
C CIRCLING		1400-1¼ 1150 (1200-1½)	1400-1½ 1150 (1200-1½)	1400-3	1150 (1200-3)

(SHEDD4.SHEDD) 23334
SHEDD FOUR DEPARTURE

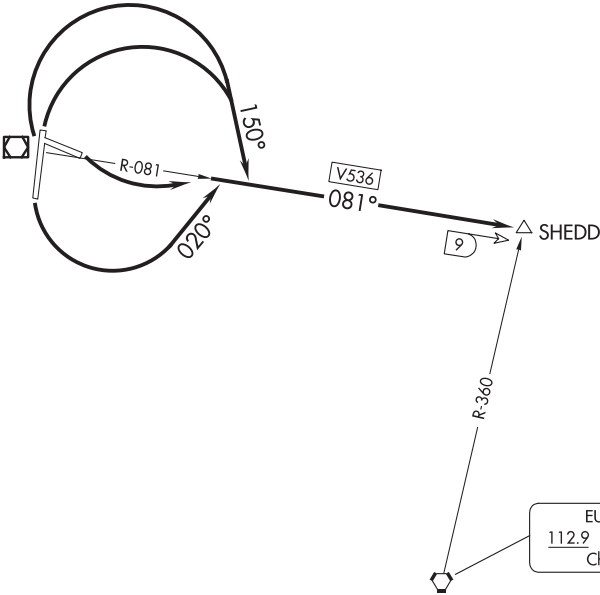
AL-782 (FAA)

CORVALLIS MUNI (CVO)
CORVALLIS, OREGON

TOP ALTITUDE:
3000

CORVALLIS
115.4 CVO 
Chan 101

AWOS-3PT
135.775
CASCADE DEP CON ★
127.5 348.7
SEATTLE CENTER
125.8 291.7
CTAF
123.075



TAKEOFF MINIMUMS

Rwys 10, 17: Standard.

Rwy 28: Standard with minimum climb of 329' per NM to 3000.

Rwy 35: 400-2¾ or standard with minimum climb of 211' per NM to 800.

NOTE: Chart not to scale.



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.

WAAS CH 86333 W09A	APP CRS 095°	Rwy Ldg TDZE 4086 Apt Elev 4094
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RNAV (GPS) RWY 9

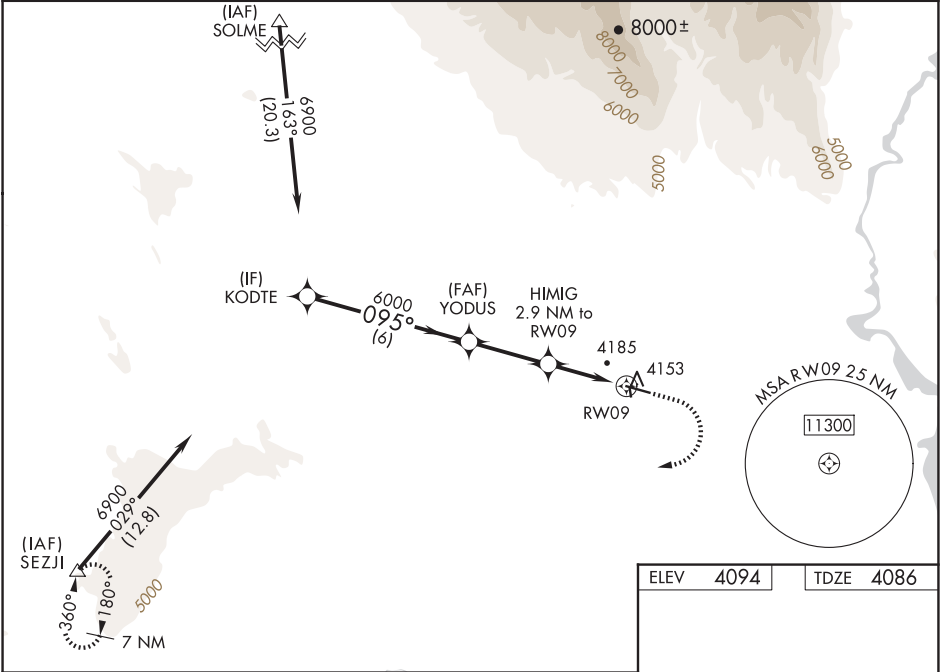
NORTH BIG HORN COUNTY (U68)

RNP APCH - GPS

Baro-VNAV NA when using Greybull altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 49°C. When Rwy 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 ⅓ mile, increase all MDA 100 feet and LNAV Cats C/D visibility ⅓ mile and increase Circling Cat C visibility ¼ mile. Circling NA to Rwy 16 and 34.

MISSED APPROACH: Climb to 4600 then climbing right turn to 8500 direct SEZJI and hold.

AWOS-3 119.925	SALT LAKE CENTER 133.25 285.6	UNICOM 123.0 (CTAF)
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).		4600	8500	SEZJI
KODTE		6900	095°	
YODUS		6000		
HIMIG		2.9 NM to RW09		
RW09				
GP 3.00° TCH 55				
6 NM		2.9 NM	2.9 NM	
CATEGORY	A	B	C	D
LPV DA		4336-1	250 (300-1)	
LNAV/VNAV DA		4344-1	258 (300-1)	
LNAV MDA		4440-1	354 (400-1)	
CIRCLING	4520-1 426 (500-1)	4680-1 586 (600-1)	4940-2½ 846 (900-2½)	5260-3 1166 (1200-3)

ELEV 4094

TDZE 4086

4600

8500

SEZJI

095°

91

59 X 65

34

5200 X 75

27

CRESWELL, OREGON

AL-10215 (FAA)

24193

WAAS CH 78341 W16A	APP CRS 159°	Rwy Idg 3102 TDZE 541 Apt Elev 541
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RNAV (GPS) RWY 16

HOBBY FLD (77S)

RNP APCH.

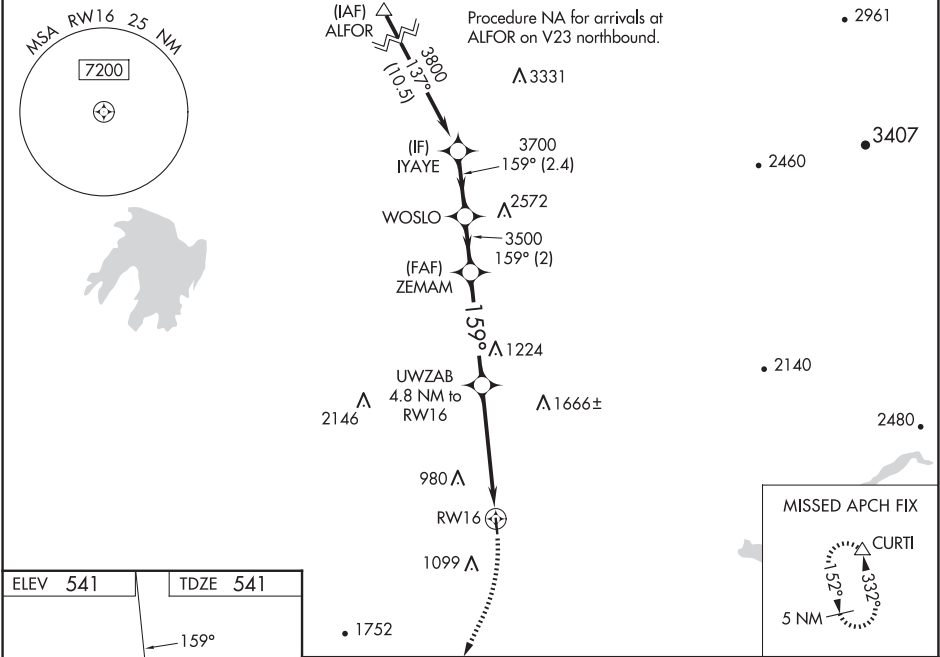
▼

▲NA

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 ¼ 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 ¾ SM NA.

MISSED APPROACH: Climbing right turn to 6000 direct CURTI and hold, continue climb-in-hold to 6000.

AWOS-3 119.275	CASCADE APP CON ★ 119.6	UNICOM 122.7 (CTAF) 0
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ELEV 541

TDZE 541

MIRL Rwy 16-34 **0**
REIL Rws 16 and 34

VGSI and RNAV glidepath not coincident (VGSI Angle 3.60/TCH 26).					6000	CURTI
GP 3.10° TCH 40					*LNAV only.	
IYAYE 3800 159° WOSLO 3700 ZEMAM 3500 UWZAB 4.8 NM to RW16 *4 NM to RW16					RW16	
2.4 NM 2 NM 4.1 NM 0.8 NM 4 NM						
CATEGORY	A	B	C	D		
LPV DA	1041-1⅜ 500 (500-1⅜)					
LNAV/VNAV DA	1413-2½ 872 (900-2½)					
LNAV MDA	1820-1¼ 1279 (1300-1¼)	1820-1½ 1279 (1300-1½)	1820-3 1279 (1300-3)			
CIRCLING	1820-1¼ 1279 (1300-1¼)	1820-1½ 1279 (1300-1½)	2260-3 1719 (1800-3)	2740-3 2199 (2200-3)		

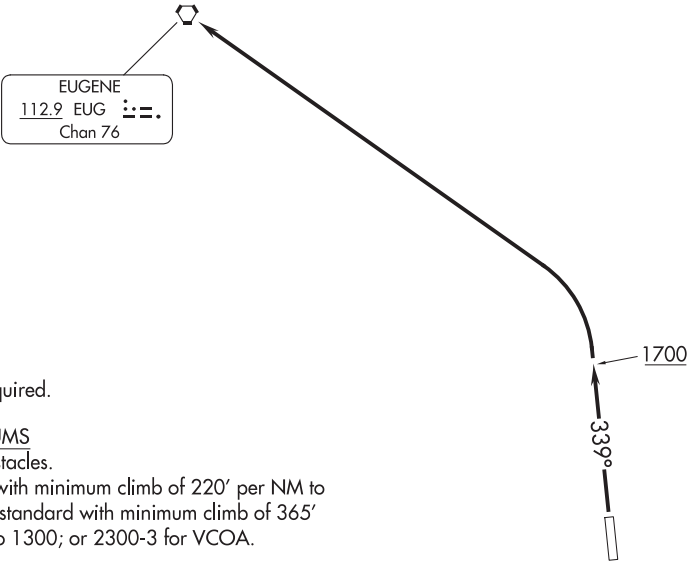
CRESWELL, OREGON
Orig 08NOV18

43°56'N-123°00'W

RNAV (GPS) RWY 16

NW-1, 07 AUG 2025 to 02 OCT 2025

AWOS-3
119.275
CASCADE APP CON ★
119.6
CTAF
122.7



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.

CUT BANK, MONTANA

AL-484 (FAA)

25163

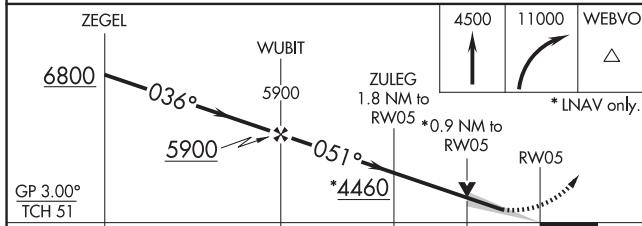
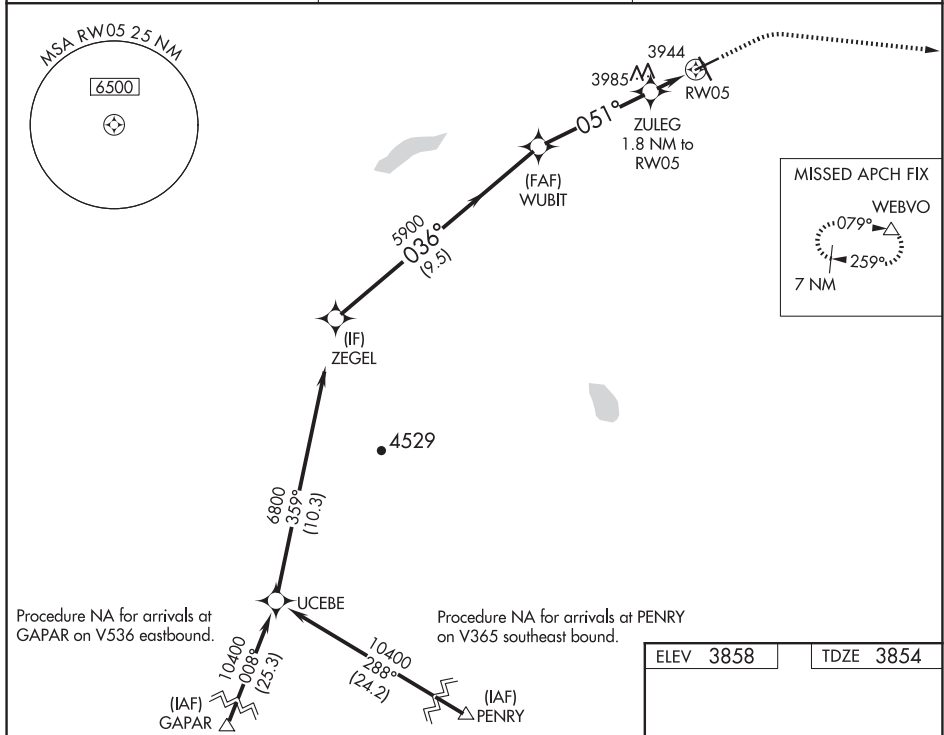
WAAS CH 86737 W05A	APP CRS 051°	Rwy Ldg TDZE Apt Elev 5300 3854 3858
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RNAV (GPS) RWY 5

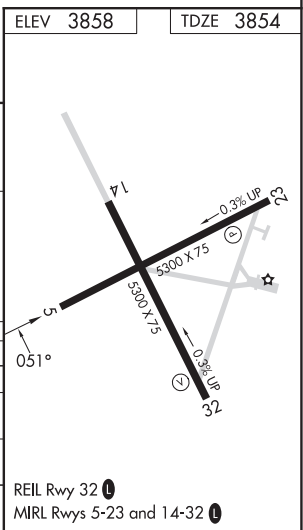
CUT BANK INTL (CTB)

 -28°C	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 4500 then climbing right turn to 11000 direct WEBVO and hold.
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ASOS 119.025	SALT LAKE CITY CENTER 133.4 285.4	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		4054-1	200 (200-1)	
LNAV/VNAV DA		4104-1	250 (300-1)	
LNAV MDA		4200-1	346 (400-1)	
CIRCLING	4280-1 422 (500-1)	4320-1 462 (500-1)	4400-1½ 542 (600-1½)	4620-2½ 762 (800-2½)



CUT BANK, MONTANA
Orig-A 07DEC17

48°37'N-112°23'W

RNAV (GPS) RWY 5

CUT BANK INTL (CTB)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

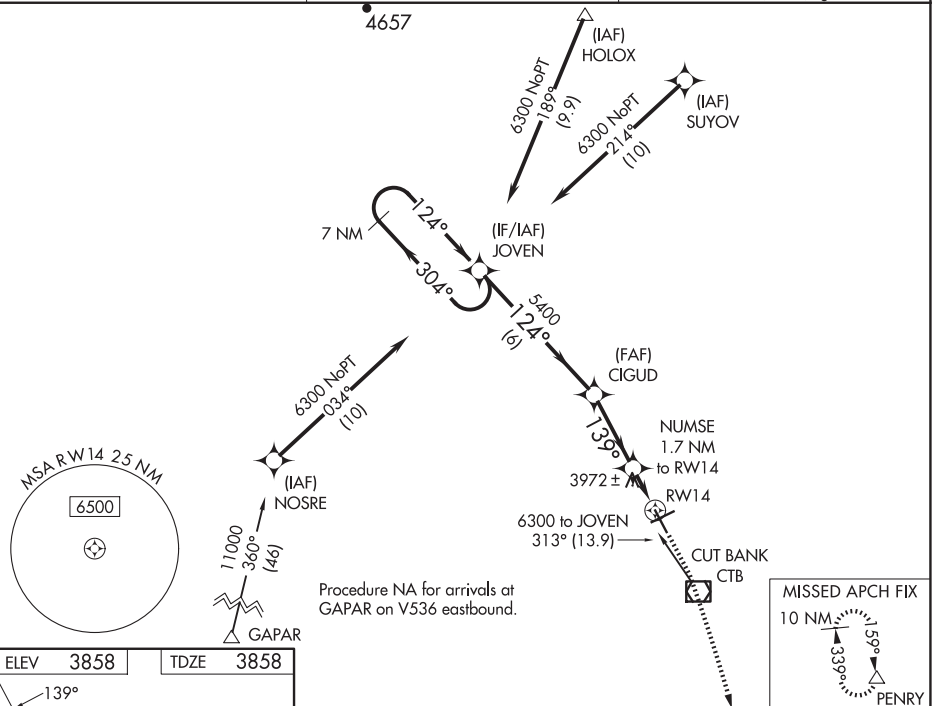
25163

WAAS CH 93537 W14A	APP CRS 139°	Rwy Ldg 5300 TDZE 3858 Apt Elev 3858
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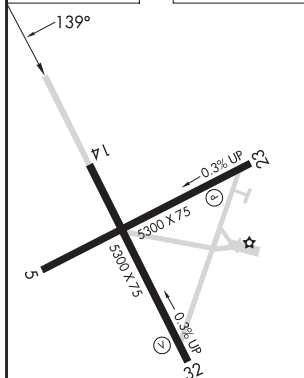
RNAV (GPS) RWY 14
CUT BANK INTL (CTB)

 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.  -28°C	MISSED APPROACH: Climb to 4400 then climbing right turn to 9000 direct PENRY and hold.
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ASOS 119.025	SALT LAKE CITY CENTER 133.4 285.4	UNICOM 123.0 (CTAF) L
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ELEV	3858		TDZE	3858
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REIL Rwy 32 **L**
MIRL Rwys 5-23 and 14-32 **L**

7 NM Holding Pattern

6300 ← 304°

124° →

JOVEN

CIGUD

5400

NUMSE 1.7 NM to RW14

* 1 NM to RW14

* 4440

RW14

* LNAV only

GP 3.00° TCH 52

6 NM

3 NM

0.7

1 NM

CATEGORY	A	B	C	D
LPV DA	4058-1		200 (200-1)	
LNNAV/VNAV DA	4108-1		250 (300-1)	
LNNAV MDA	4240-1 382 (400-1)		4240-1½ 382 (400-1½)	
CIRCLING	4280-1 422 (500-1)	4320-1 462 (500-1)	4400-1½ 542 (600-1½)	4620-2½ 762 (800-2½)

CUT BANK, MONTANA
Orig-B 07DEC17

48°37'N-112°23'W

CUT BANK INTL (CTB)
RNAV (GPS) RWY 14

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

CUT BANK, MONTANA

AL-484 (FAA)

25163

WAAS CH 53337 W23A	APP CRS 231°	Rwy Ldg TDZE Apt Elev 5300 3840 3858
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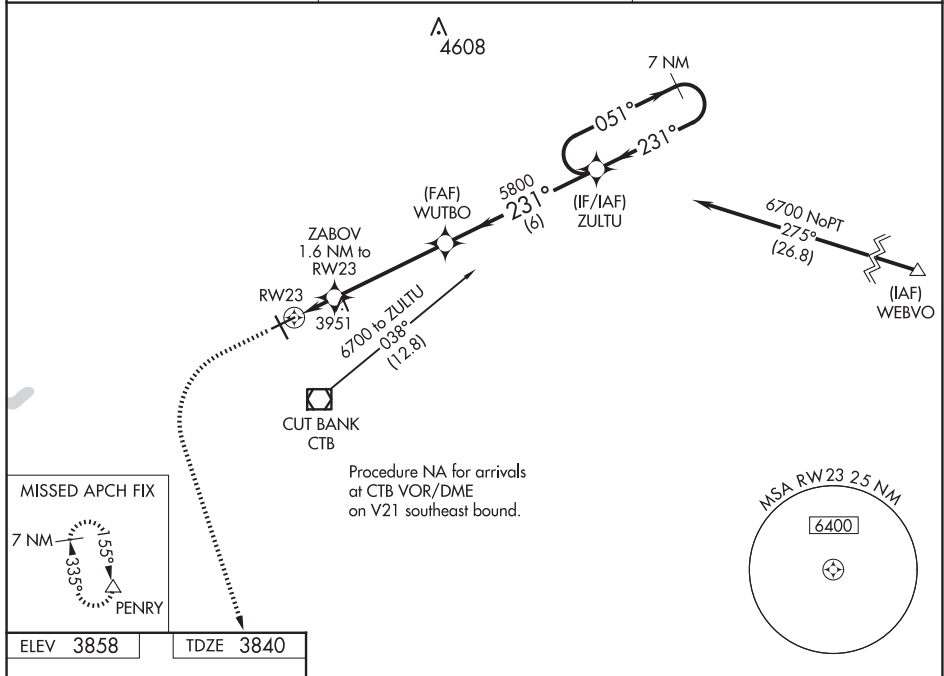
RNAV (GPS) RWY 23

CUT BANK INTL (CTB)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 51°C (124°F).
⚠ -28°C DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4400 then climbing left turn to 9000 direct PENRY and hold.

ASOS 119.025	SALT LAKE CITY CENTER 133.4 285.4	UNICOM 123.0 (CTAF) 0
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4400

9000

PENRY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).

7 NM Holding pattern

ZULTU

5800

231°

051°

231°

6700

GP 3.00°

TCH 52

*LNAV only.

ZABOV 1.6 NM to RW23

*1.1 NM to RW23

4400*

1.1 NM

0.5

4.4 NM

6 NM

CATEGORY	A	B	C	D
LPV DA		4040-1	200 (200-1)	
LNAV/VNAV DA		4090-1	250 (300-1)	
LNAV MDA		4220-1	380 (400-1)	
CIRCLING	4280-1 422 (500-1)	4320-1 462 (500-1)	4400-1½ 542 (600-1½)	4620-2½ 762 (800-2½)

REIL Rwy 32 0

MIRL Rwy 5-23 and 14-32 0

CUT BANK, MONTANA
Orig-B 07DEC17

48°37'N-112°23'W

RNAV (GPS) RWY 23

CUT BANK INTL (CTB)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 99337 W32A	APP CRS 319°	Rwy Ldg TDZE Apt Elev	5300 3851 3858
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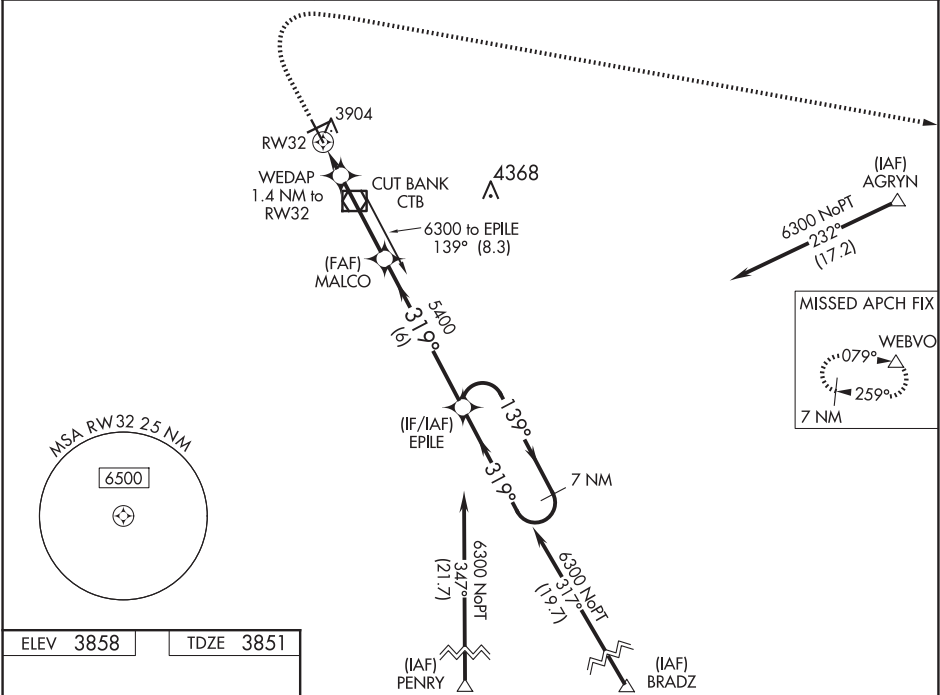
RNAV (GPS) RWY 32

CUT BANK INTL (CTB)

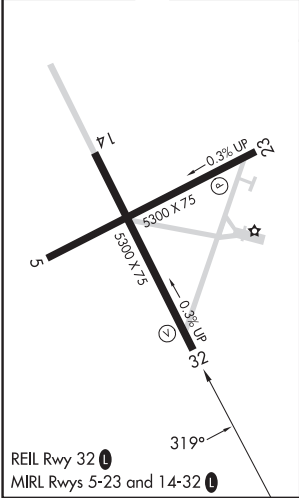
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -25°C (-13°F) or above 51°C (124°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4400 then
climbing right turn to 11000 direct WEBVO
and hold.

ASOS 119.025	SALT LAKE CITY CENTER 133.4 285.4	UNICOM 123.0 (CTAF) 0
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ELEV 3858	TDZE 3851
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4400	11000	WEBVO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).		7 NM Holding Pattern
*LNAV only		WEDAP 1.4 NM to RW32	MALCO 5400	319°	6300
0.8 NM to RW32		4320	5400	139°	GP 3.00° TCH 53
-0.8 NM-0.6 NM-3.3 NM-6 NM					
CATEGORY	A	B	C	D	
LPV DA	4051-1		200 (200-1)		
LNAV/VNAV DA	4101-1		250 (300-1)		
LNAV MDA	4160-1		309 (400-1)		
CIRCLING	4280-1 422 (500-1)	4320-1 462 (500-1)	4400-1½ 542 (600-1½)	4620-2½ 762 (800-2½)	

CUT BANK, MONTANA

AL-484 (FAA)

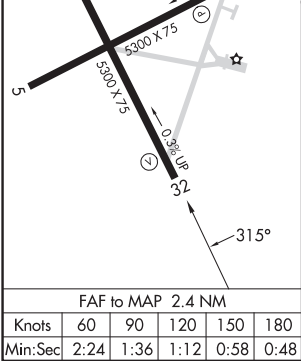
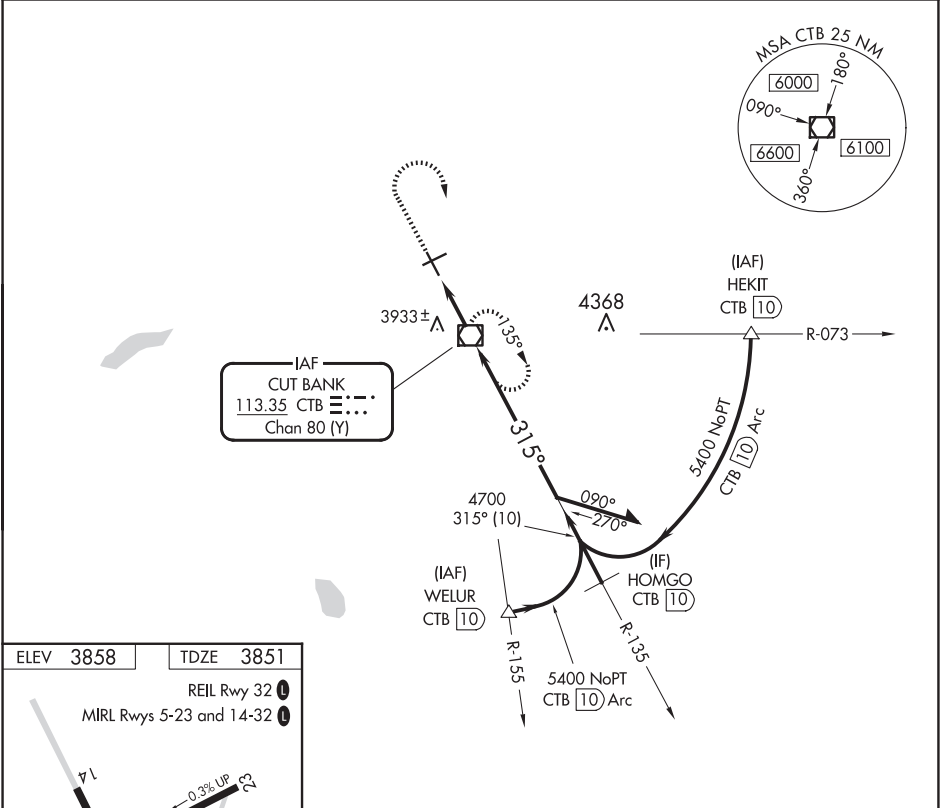
25163




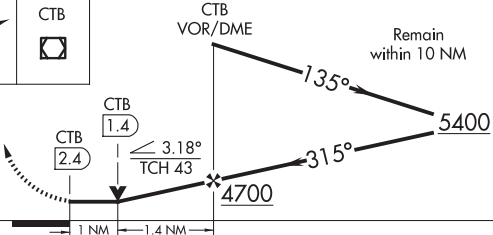

VOR/DME CTB	APP CRS	Rwy Ldg	5300
113.35	315°	TDZE	3851
Chan 80 (Y)		Apt Elev	3858

VOR RWY 32
CUT BANK INTL (CTB)

<div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div> <div><div></div><div></div><div></div></div>	MISSED APPROACH: Climb to 5400 then right turn direct CTB VOR/DME and hold.
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ASOS 119.025	SALT LAKE CITY CENTER 133.4 285.4	UNICOM 123.0 (CTAF) <div></div>
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5400	 	CTB 				
CATEGORY	A	B	C	D		
S-32	4200-1 349 (400-1)					
 CIRCLING	4280-1 422 (500-1)	4320-1 462 (500-1)	4400-1½ 542 (600-1½)	4620-2½ 762 (800-2½)		

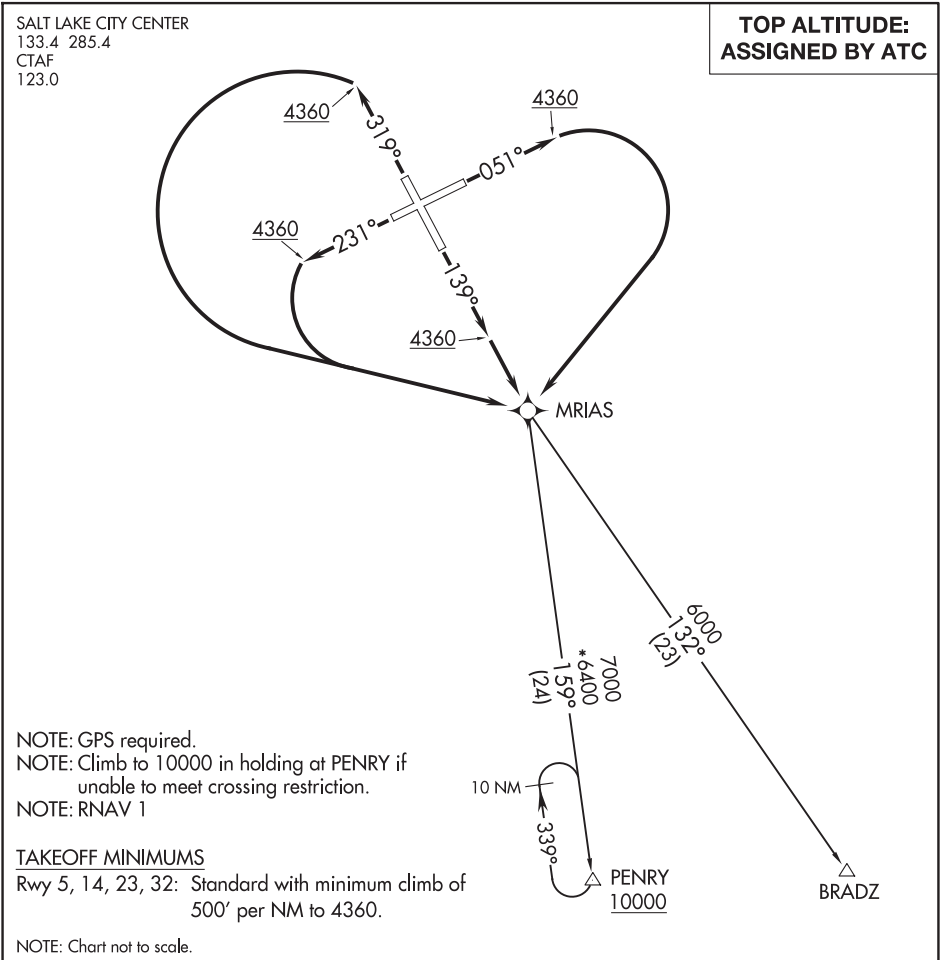
CUT BANK, MONTANA
Amdt 16B 07DEC17

48°37'N-112°23'W

CUT BANK INTL (CTB)
VOR RWY 32

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



T

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)

DEER LODGE, MONTANA

APP CRS 347°	Rwy Ldg TDZE Apt Elev	N/A N/A 4693
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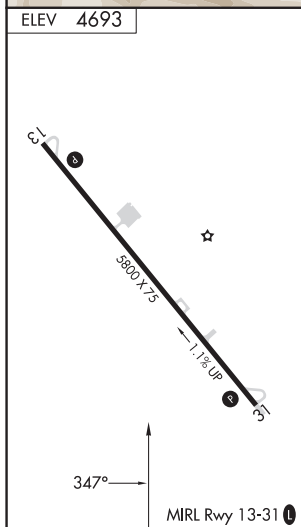
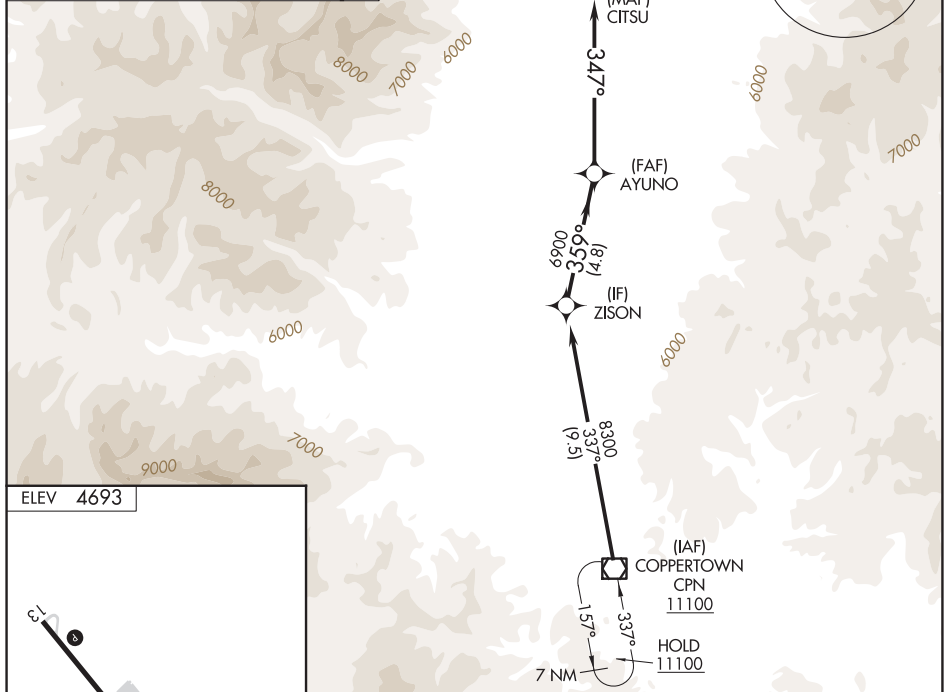
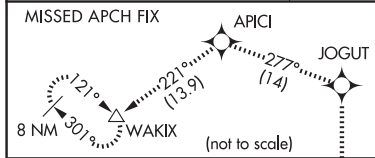
RNAV (GPS)-A

DEER LODGE-CITY-COUNTY (38S)

 Circling Rwy 13 NA at night. DME/DME RNP-0.3 NA. Rwy 13
 NA helicopter visibility reduction below 1 SM NA. When local altimeter
 -22°C setting not received use Anaconda altimeter setting and increase all
 MDA 100 feet; increase Cat B visibility ¼ SM.

MISSED APPROACH: Climb to 13000 direct JOGUT and on track 277° to APICL 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
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13000 ↑	JOGUT ✠	ir 277°	APICI ✠	ir 221°	WAKIX △	ZISON
CATEGORY	A		B		C	D
CIRCLING	5440-1 747 (800-1)		5460-1 767 (800-1)		5720-3 1027 (1100-3)	6300-3 1607 (1700-3)

DEER LODGE, MONTANA

Amdt 1 15SEP16

DEER LODGE-CITY-COUNTY (38S)

RNAV (GPS)-A

46°23'N-112°46'W

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	6101
183°	TDZE	2211
	Apt Elev	2211

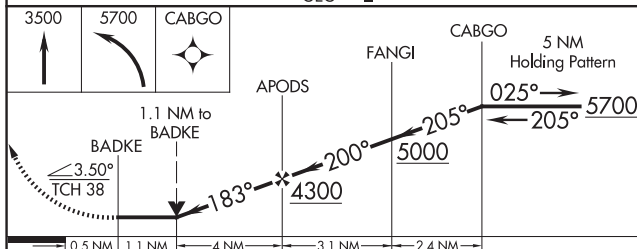
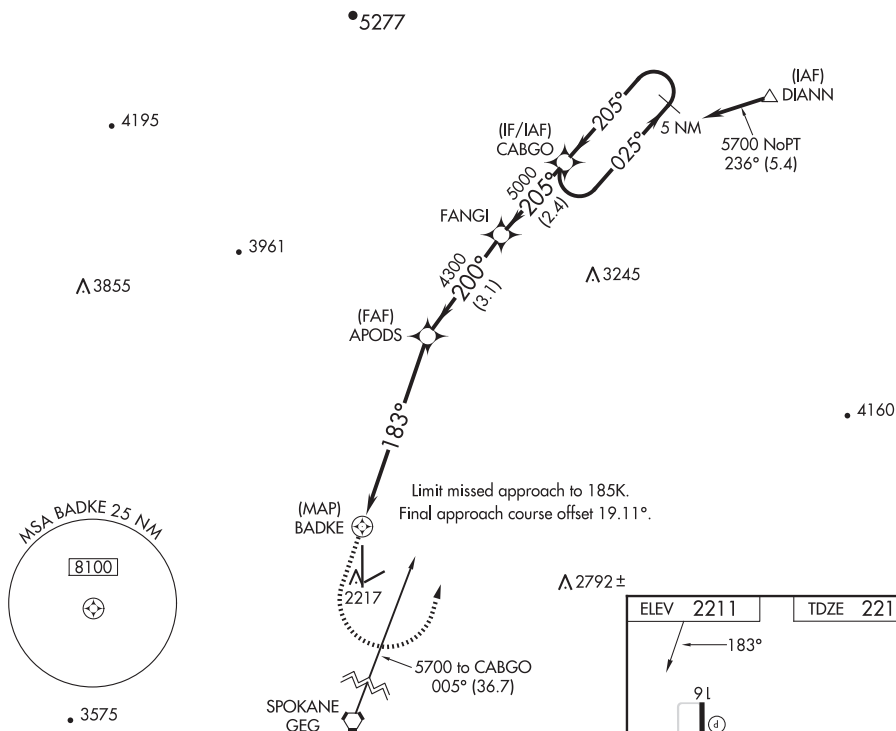
RNAV (GPS) RWY 16
DEER PARK (DEW)

T When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.
Helicopter visibility reduction below $\frac{3}{4}$ SM NA.
Circling NA west of Rwy 16-34.

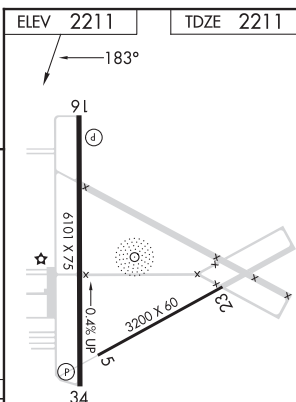
MISSED APPROACH: Climb to 3500 then climbing left turn to 5700 direct CABGO and hold.

ASOS
135.175

SPOKANE APP CON
123.75 282.25

UNICOM
123.0 (CTAF) **L**

CATEGORY	A	B	C	D
LNAV MDA	2640-1 429 (500-1)		2640-1 $\frac{1}{4}$ 429 (500-1 $\frac{1}{4}$)	
C CIRCLING	2700-1 489 (500-1)		2700-1 $\frac{1}{2}$ 489 (500-1 $\frac{1}{2}$)	2860-2 649 (700-2)

REIL Rwy 16 and 34 **L**

MIRL Rwy 16-34 L

DEER PARK, WASHINGTON

AL-9102 (FAA)

21280

WAAS CH 61306 W34A	APP CRS 344°	Rwy Idg TDZE 6101 2201 Apt Elev 2211
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RNAV (GPS) RWY 34

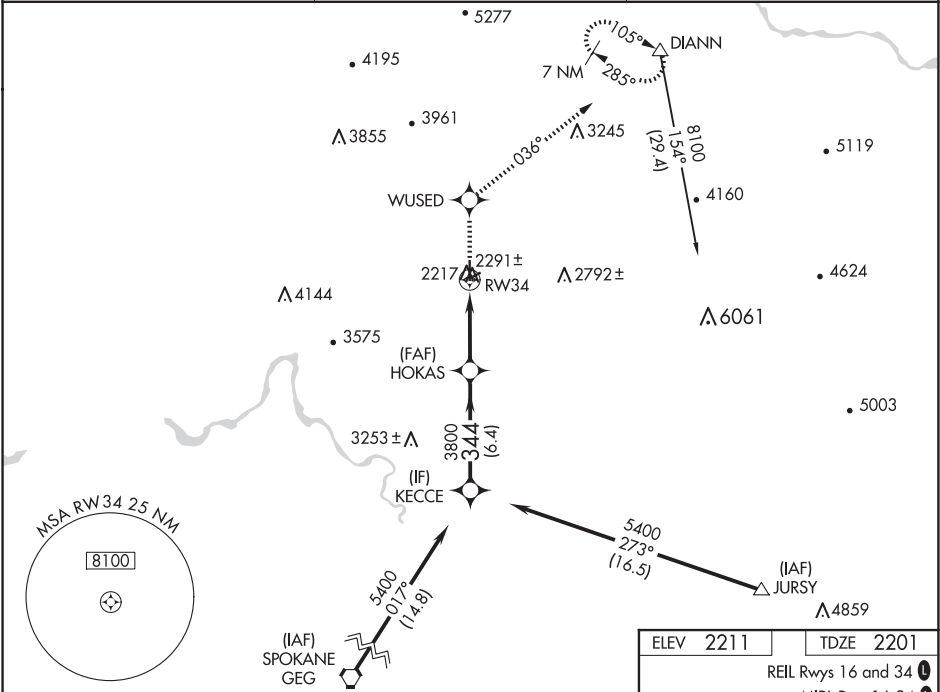
DEER PARK (DEW)

⚠

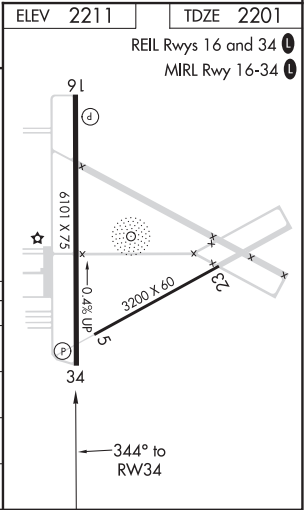
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). When local altimeter setting not received, use Spokane Intl altimeter setting and increase all DA/MDA 80 feet and all visibilities ¼ SM. Circling NA west of Rwy 16-34. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA 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.

ASOS 135.175	SPOKANE APP CON 123.75 282.25	UNICOM 123.0 (CTAF) 0
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8100	WUSED	036° tr	DIANN	KECCE
*LNAV only *1.2 NM to RW34				
CATEGORY	A	B	C	D
LPV DA	2466-1 265 (300-1)			
LNAV/VNAV DA	2551-1¼ 350 (400-1¼)			
LNAV MDA	2600-1 399 (400-1)			2600-1¼ 399 (400-1¼)
CIRCLING	2700-1 489 (500-1)		2700-1½ 489 (500-1½)	2860-2 649 (700-2)



DILLON, MONTANA

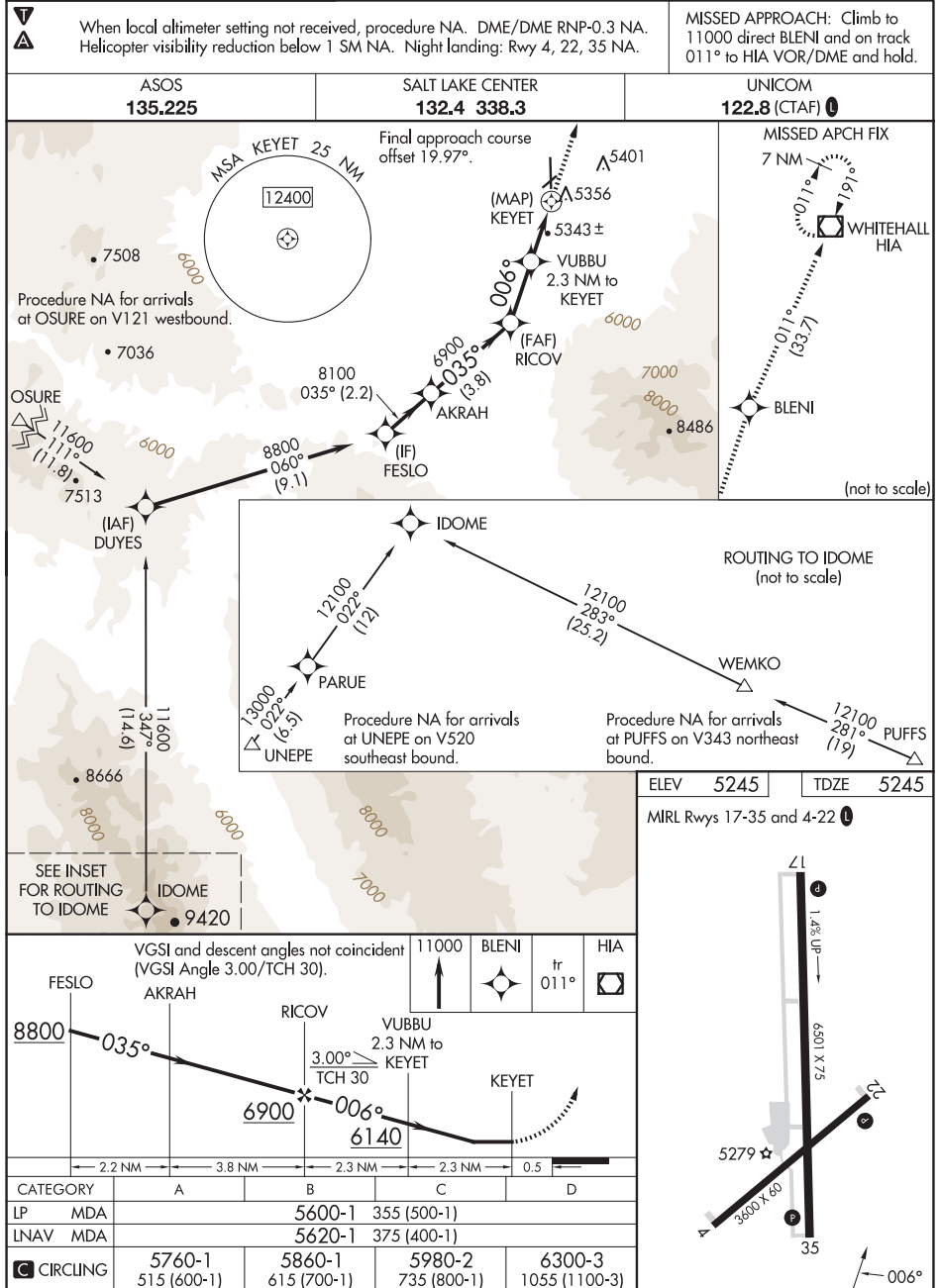
AL-121 (FAA)

25107

WAAS CH 49227 W35A	APP CRS 006°	Rwy Idg TDZE Apt Elev	6501 5245 5245
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RNAV (GPS) RWY 35

DILLON (DLN)



NW-1, 07 AUG 2025 to 02 OCT 2025

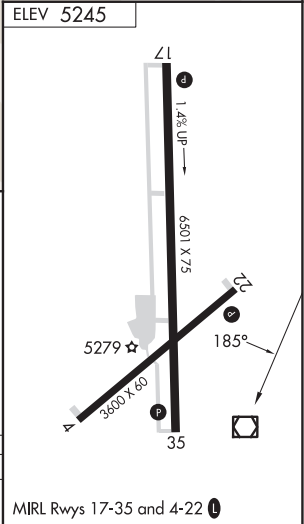
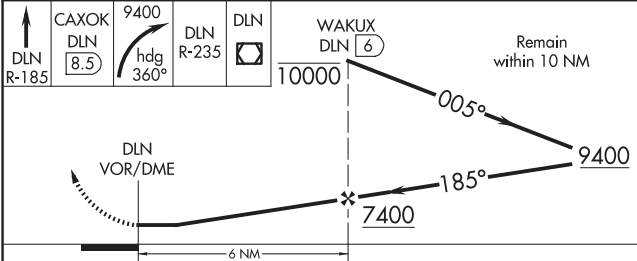
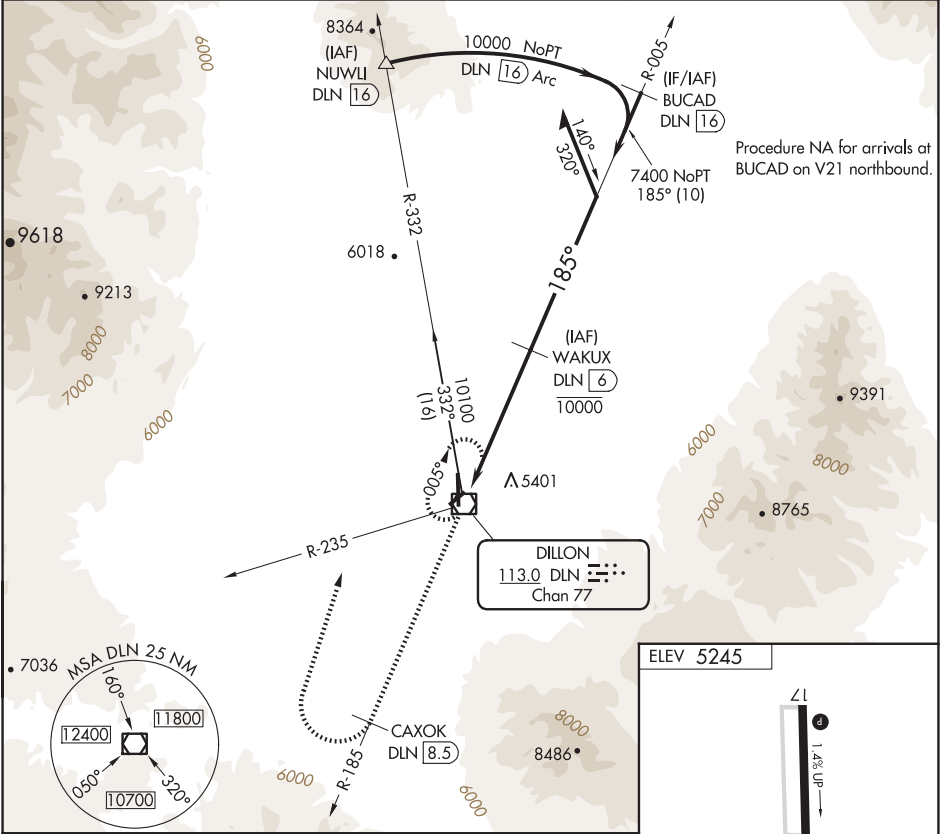
NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME DLN 113.0 Chan 77	APP CRS 185°	Rwy Idg TDZE Apt Elev N/A N/A 5245
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VOR/DME-B
DILLON (DLN)

<p>⚠ When local altimeter setting not received, procedure NA. ⚠ Night Landing: Rwy 4, 22, 35 NA. Helicopter visibility reduction below 1 SM not authorized.</p>	<p>MISSED APPROACH: Climb on DLN VOR/DME R-185 to CAXOK/8.5 DME then climbing right turn to 9400 on heading 360° and on DLN VOR/DME R-235 to DLN VOR/DME and hold.</p>
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ASOS 135.225	SALT LAKE CENTER 132.4 338.3	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	5800-1 555 (600-1)	5860-1 615 (700-1)	5980-2 735 (800-2)	6300-3 1055 (1100-3)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

DILLON, MONTANA

AL-121 (FAA)

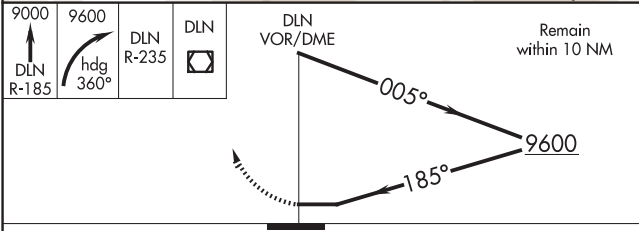
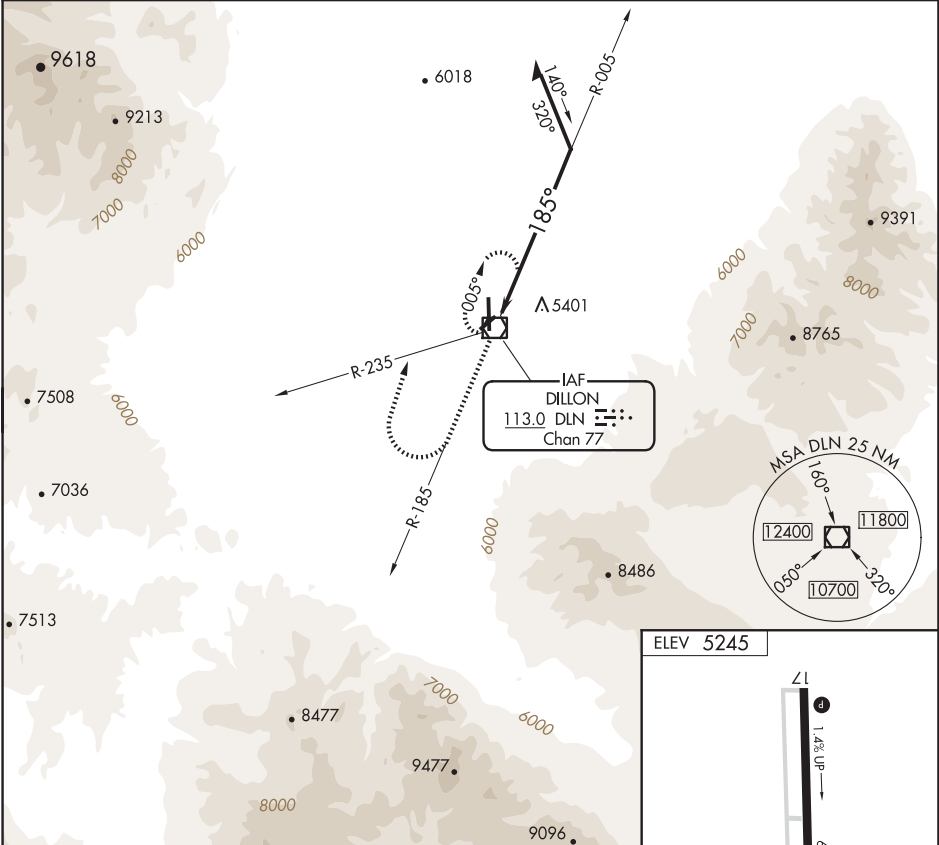
25107

VOR/DME DLN 113.0 Chan 77	APP CRS 185°	Rwy Idg TDZE Apt Elev 5245	N/A N/A
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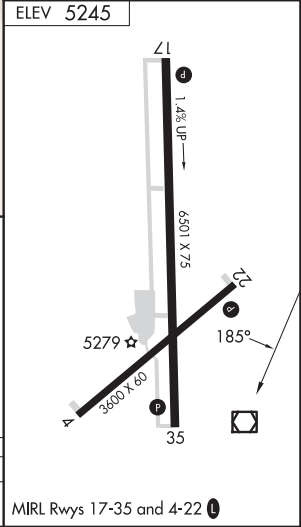
VOR-A
DILLON (DLN)

<p>V When local altimeter setting not received, procedure NA. A Night Landing: Rwy 4, 22, 35 NA. Helicopter visibility reduction below 1 SM not authorized.</p>	<p>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.</p>
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ASOS 135.225	SALT LAKE CENTER 132.4 338.3	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
C CIRCLING	8100-1¼ 2855 (2900-1¼)	8100-1½ 2855 (2900-1½)	8100-3	2855 (2900-3)



DILLON, MONTANA
Amdt 8A 28APR16

45°15'N-112°33'W

DILLON (DLN)
VOR-A

NW-1, 07 AUG 2025 to 02 OCT 2025

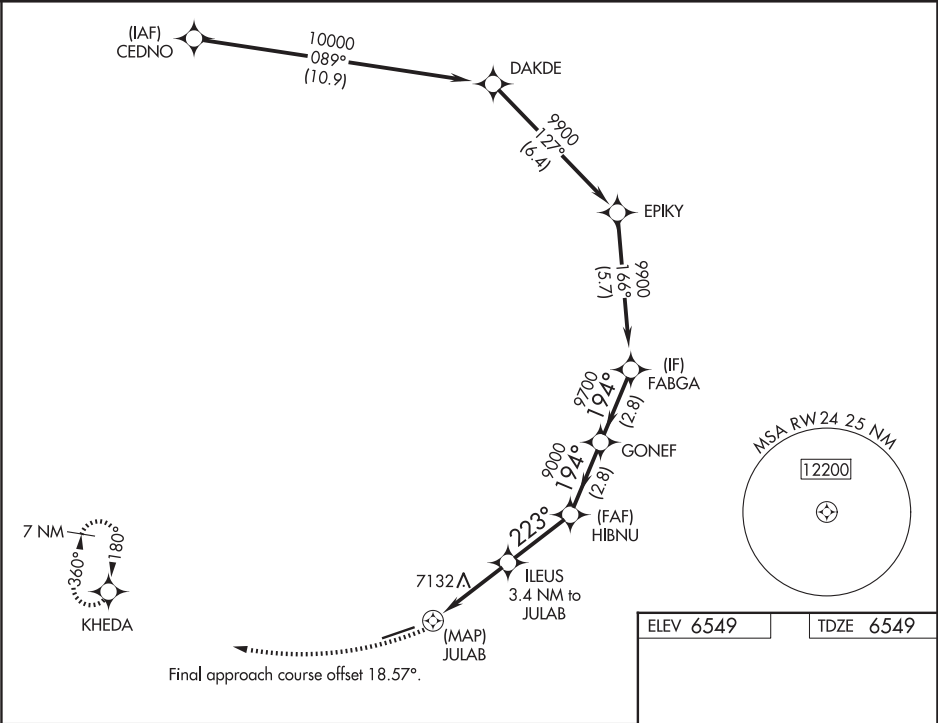
WAAS CH 60942 W24A	APP CRS 223°	Rwy Ldg TDZE Apt Elev	7000 6549 6549
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RNAV (GPS) RWY 24

DIXON (DWX)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 9500 direct KHEDA and hold, continue climb-in-hold to 9500.
	Rwy 24 helicopter visibility reduction below 1 SM NA.	
-37°C	Straight-in Rwy 24 NA at night, Circling Rwy 24 NA at night.	

AWOS-3PT 119.425	DENVER CENTER 120.475 235.975	CTAF 122.9
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9500 KHEDA		Visual Segment - Obstacles.				FABGA	
		JULAB		HIBNU		GONEF	
		ILEUS 3.4 NM to JULAB		9000		9700	
		8000		223°		194°	
		0.7		3.4 NM		2.8 NM	
CATEGORY		A		B		C	
LP MDA		7400-1 851 (900-1)		7400-1¼ 851 (900-1¼)		7400-2½ 851 (900-2½)	
LNAV MDA		7420-1 871 (900-1)		7420-1¼ 871 (900-1¼)		7420-2½ 871 (900-2½)	
CIRCLING		7420-1¼ 871 (900-1¼)		7440-2¾ 891 (900-2¾)		7900-3 1351 (1400-3)	

7000 X 75
1.1% UP
223°

MIRL Rwy 6-24
REIL Rwy 6 and 24

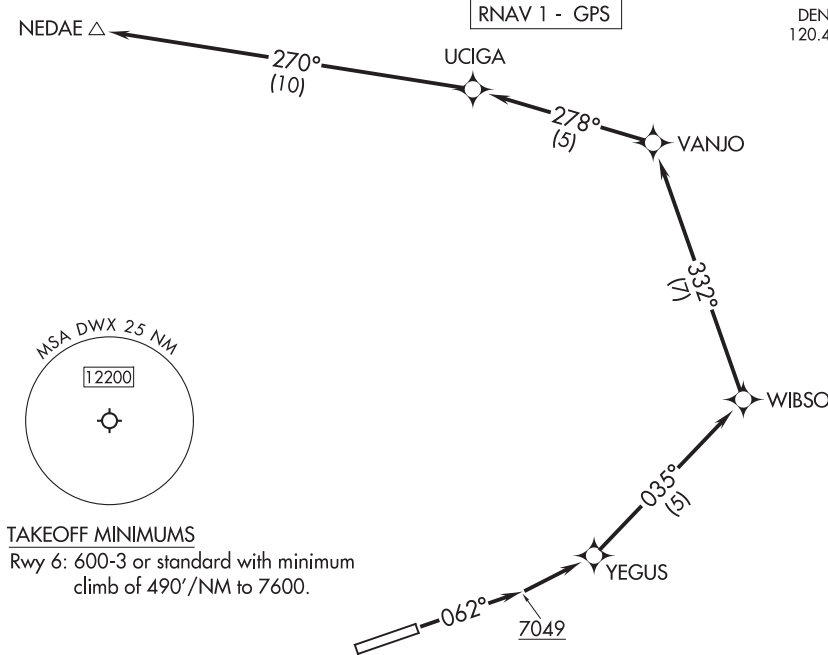
(CRBN2.NEDAE) 23278

CARBON TWO DEPARTURE (OBSTACLE)(RNAV)

AL-11441 (FAA)

DIXON (DWX)
DIXON, WYOMING

DENVER CENTER
120.475 235.975
AWOS-3PT
119.425
CTAF
122.9



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)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF 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.

CARBON TWO DEPARTURE (OBSTACLE)(RNAV)

(CRBN2.NEDAE) 05OCT23

DIXON, WYOMING
DIXON (DWX)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

TAKEOFF OBSTACLE NOTES

Rwy 6: Terrain, vegetation beginning 2571' from DER, 959' left of centerline, up to 6622' MSL.
Vegetation, terrain 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' left of centerline, up to 4' AGL/6690' MSL.
Vegetation 4147' from DER, 311' right of centerline, 6668' MSL.
Vegetation, terrain beginning 4187' from DER, 88' right of centerline, up to 6671' MSL.
Terrain, vegetation beginning 4235' 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.
Vegetation, terrain 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, 460' 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, beginning 5044' from DER, 432' 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)

(CRBN2.NEDAE) 23278

CARBON TWO DEPARTURE (OBSTACLE) (RNAV)

AL-11441 (FAA)

DIXON (DWX)

DIXON, WYOMING

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.
 Vegetation, terrain, 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.
 Vegetation, terrain 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 7072' 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.

NW-1, 07 AUG 2025 to 02 OCT 2025

CARBON TWO DEPARTURE (OBSTACLE) (RNAV)

(CRBN2.NEDAE) 05OCT23

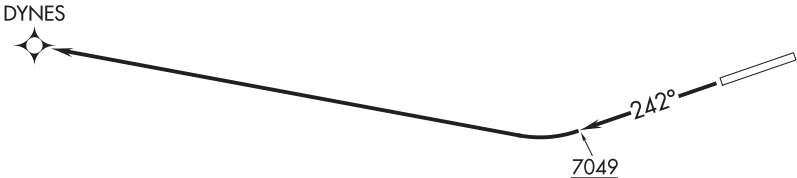
DIXON, WYOMING

DIXON (DWX)

NW-1, 07 AUG 2025 to 02 OCT 2025

DENVER CENTER
120.475 235.975
AWOS-3PT
119.425
CTAF
122.9

RNAV 1 - GPS

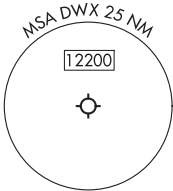


TAKEOFF MINIMUMS

Rwy 24: 300-1¾ 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.

DOUGLAS, WYOMING

AL-6870 (FAA)

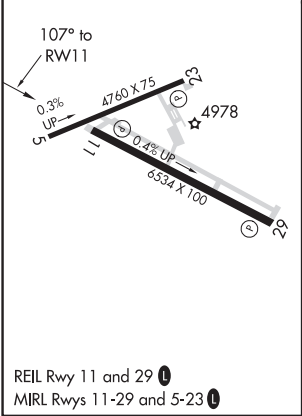
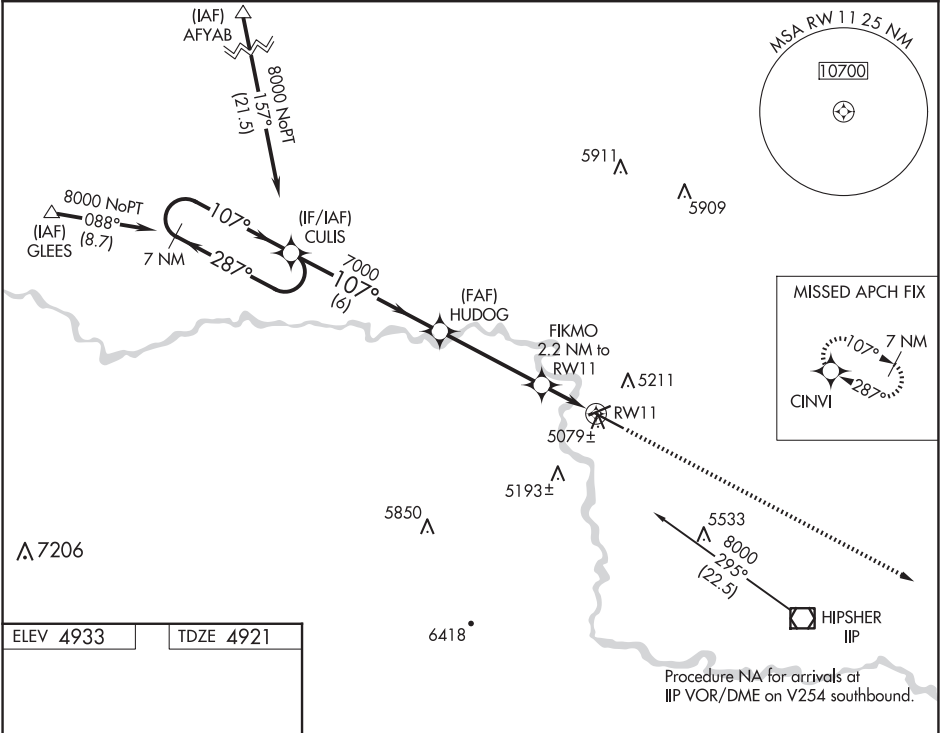
22027

WAAS CH 58018 W11A	APP CRS 107°	Rwy Idg TDZE Apt Elev 6534 4921 4933
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RNAV (GPS) RWY 11
CONVERSE COUNTY (DGW)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F).	MISSED APPROACH: Climb to 8000 direct CINVI and hold.
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ASOS 135.225	DENVER CENTER 135.6 363.025	UNICOM 122.8 (CTAF) 0
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DOUGLAS, WYOMING
Orig-A 07NOV19

42°48'N-105°23'W

CONVERSE COUNTY (DGW)
RNAV (GPS) RWY 11

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

DOUGLAS, WYOMING

AL-6870 (FAA)

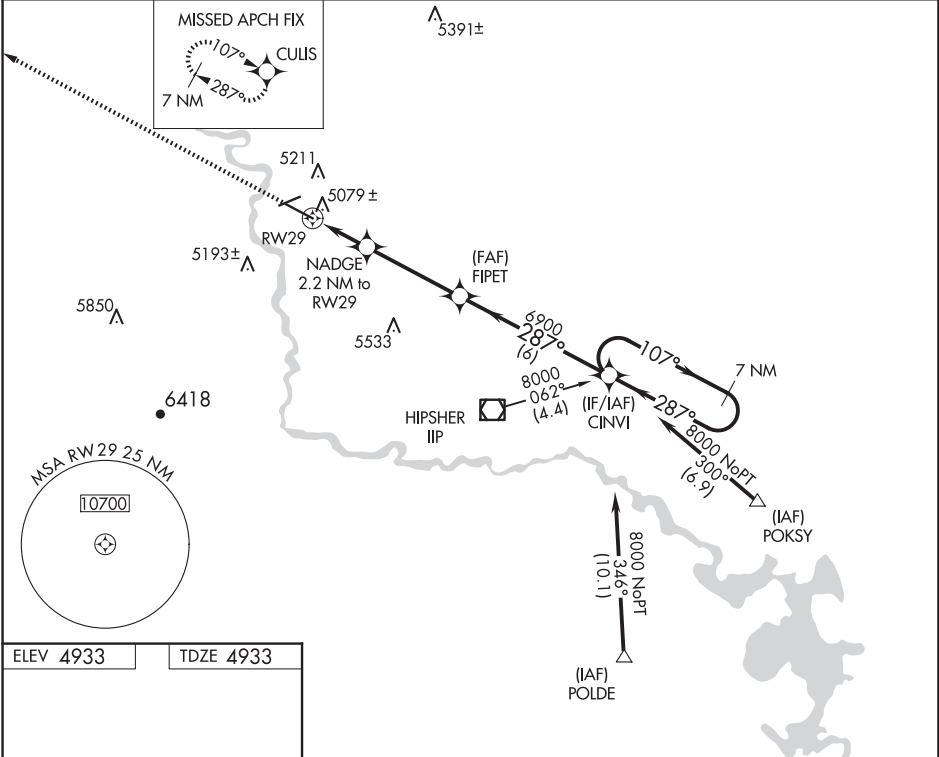
22279

WAAS CH 61018 W29A	APP CRS 287°	Rwy Idg TDZE 4933 Apt Elev 4933
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RNAV (GPS) RWY 29
CONVERSE COUNTY (DGW)

RNP APCH-GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV ▲ NA below -24°C or above 39°C.	MISSED APPROACH: Climb to 8000 direct CULIS and hold.
--	---

ASOS 135.225	DENVER CENTER 135.6 363.025	UNICOM 122.8 (CTAF) 0
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ELEV 4933	TDZE 4933	8000 CULIS VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45). NADGE 2.2 NM to RWY 29 FIPET 6900 CINVI 7 NM Holding Pattern *LNAV only *1.5 NM to RWY 29 RWY 29 5660* 6900 107° 287° 8000 GP 3.00° TCH 39°			
CATEGORY	A	B	C	D	
LPV DA	5133-3/4		200 (200-3/4)		
LNAV/VNAV DA	5369-1 1/2		436 (500-1 1/2)		
LNAV MDA	5440-1 507 (600-1)		5440-1 1/2 507 (600-1 1/2)		
CIRCLING	5520-1 587 (600-1)		5680-2 1/4 747 (800-2 1/4) 5820-3 887 (900-3)		

DOUGLAS, WYOMING
Amdt 1B 06OCT22

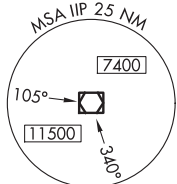
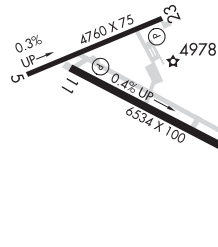
42°48'N-105°23'W

CONVERSE COUNTY (DGW)
RNAV (GPS) RWY 29

NW-1, 07 AUG 2025 to 02 OCT 2025

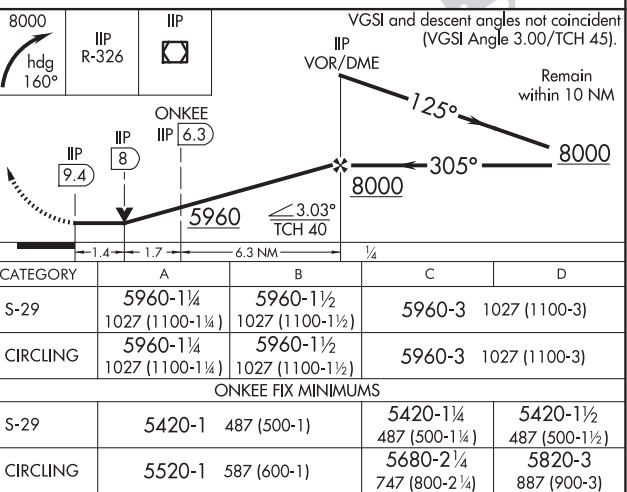
NW-1, 07 AUG 2025 to 02 OCT 2025

VOR RWY 29
CONVERSE COUNTY (DGW)

UNICOM
122.8 (CTAF) **L**TDZE 4933

REIL Rwy 11 and 29 **L**
MIRL Rwy 11-29 and 5-23 **L**

FAF to MAP 9.4 NM					
Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08



NW-1, 07 AUG 2025 to 02 OCT 2025

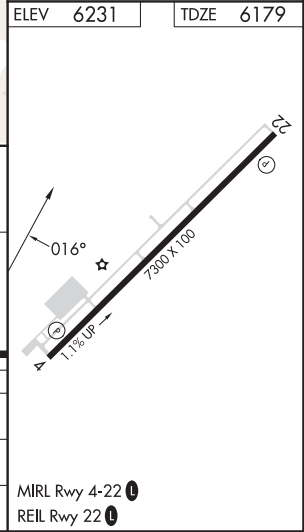
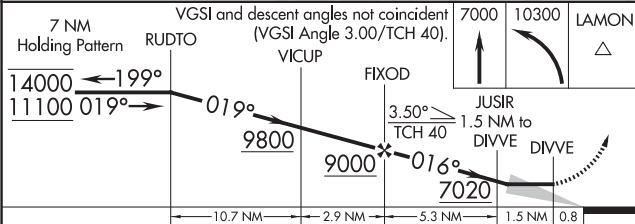
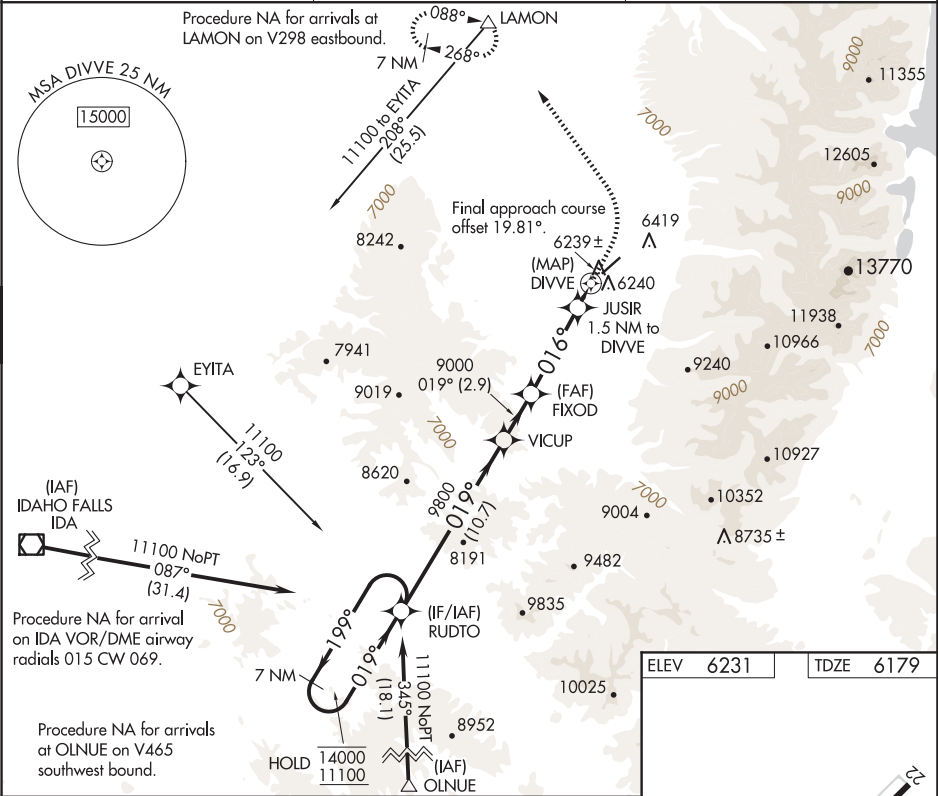
WAAS CH 48827 W04A	APP CRS 016°	Rwy Ldg TDZE Apt Elev	7300 6179 6231
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RNAV (GPS) RWY 4

DRIGGS/REED MEML (DIJ)

RNP APCH.	MISSED APPROACH: Climb to 7000 then climbing left turn to 10300 direct LAMON and hold, continue climb-in-hold to 10300.
⚠️ Circling NA for Cats C and D southeast of Rwy 4-22.	

AWOS-3PT 120.775	SALT LAKE CENTER 128.35 239.25	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	6500-1	321 (300-1)		
LNAV MDA	6540-1	361 (400-1)		
CIRCLING	6760-1 529 (600-1)	6820-1 589 (600-1)	6880-1¼ 649 (700-1¼)	7400-3 1169 (1200-3)

NW-1, 07 AUG 2025 to 02 OCT 2025

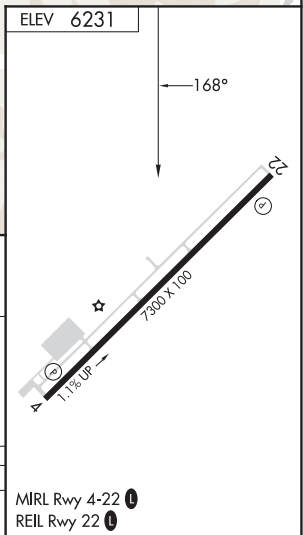
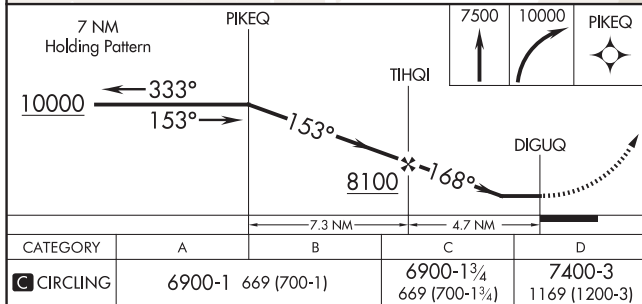
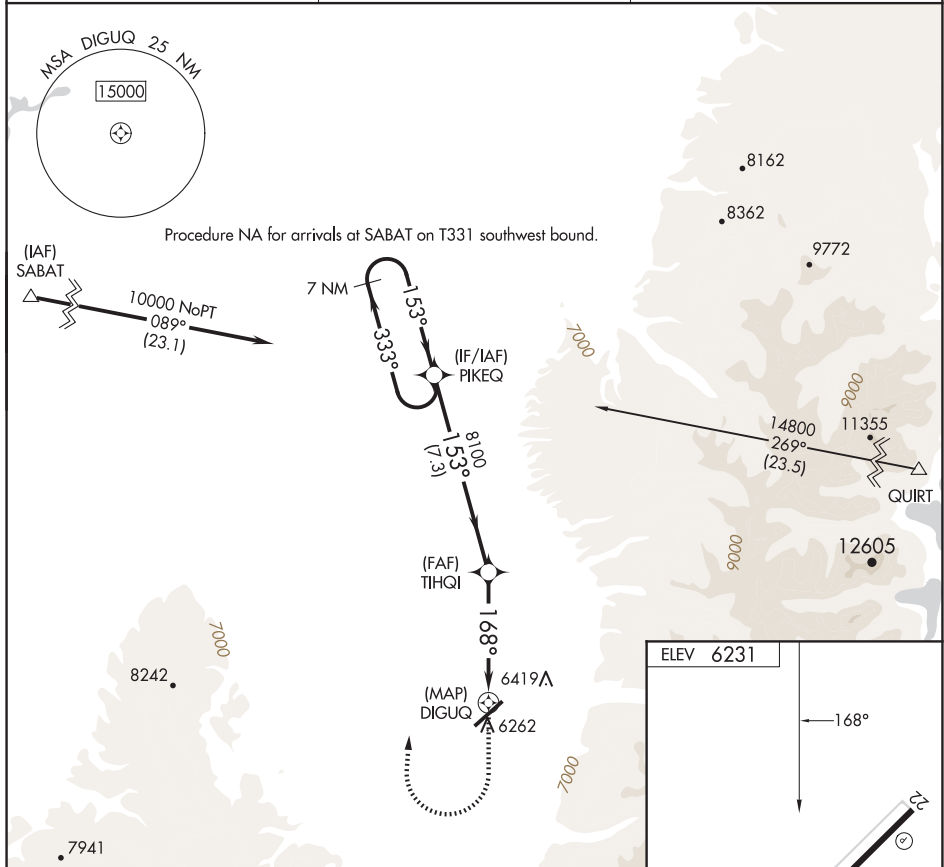
NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg TDZE	N/A
168°	Apt Elev	6231

RNAV (GPS)-A
DRIGGS/REED MEML (DIJ)

<p>⚠ Circling NA for Cats C and D southeast of Rwy 4-22. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: (Do not exceed 185K until established direct PIKEQ) Climb to 7500 then climbing right turn to 10000 direct PIKEQ and hold.</p>
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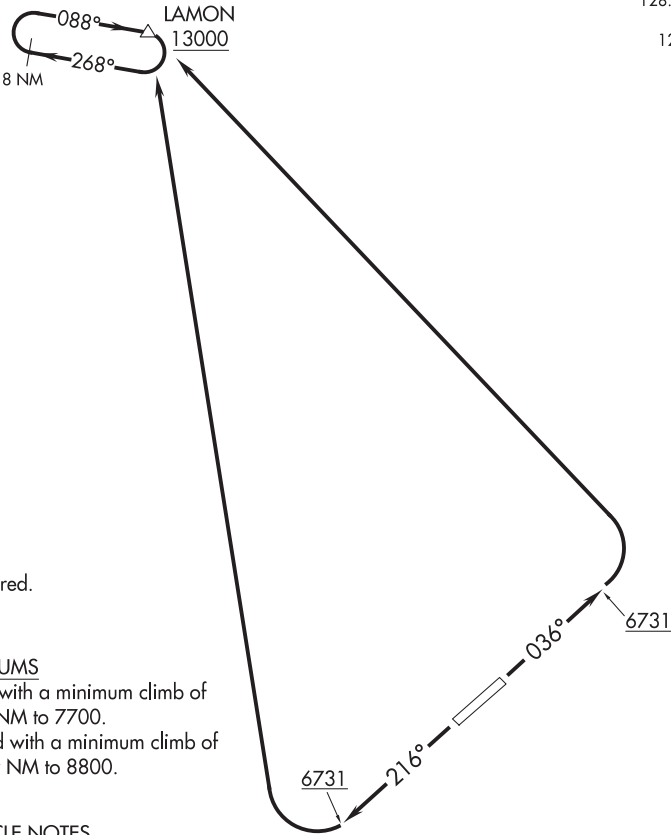
AWOS-3PT 120.775	SALT LAKE CENTER 128.35 239.25	UNICOM 122.7 (CTAF) 0
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NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SALT LAKE CENTER
128.35 239.25
UNICOM
122.7 (CTAF)



NOTE: GPS required.
NOTE: RNAV 1.

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.

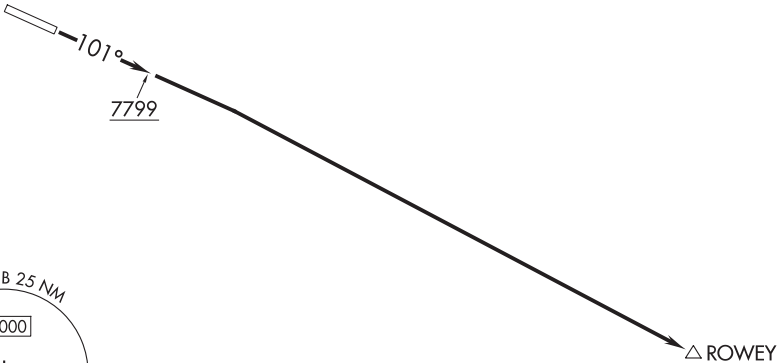
NOTE: Chart not to scale.

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.

SALT LAKE CENTER DEP CON
133.25 285.6

RNAV 1 - GPS.



TAKEOFF MINIMUMS

Rwy 11: 300-1 $\frac{3}{8}$ with minimum climb of 270'/NM to 8200 or
standard with minimum climb of 310'/NM to 8200.

TAKEOFF OBSTACLE NOTES

Rwy 11: Vehicles on road 11' from DER, 338' left of centerline, 7244' MSL.
Vehicles on road 40' from DER, 146' left of centerline, 7249' MSL.
Fence, terrain beginning 67' from DER, 320' right of centerline up to 14' AGL/7262' MSL.
Vehicles on road beginning 383' from DER, 509' right of centerline, up to 7264' MSL.
Trees beginning 5134' from DER, 1827' right of centerline, up to 120' AGL/7463' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 101° to 7799 then climbing right turn direct ROWEY to cross at or above MEA for route of flight.

RNAV (GPS) RWY 16
ORCAS ISLAND (ORS)

MISSED APPROACH: Climb to 440 then climbing right turn to 2000 direct APDON and hold.
Missed approach requires minimum climb of 385 feet per NM to 980.

[illegible]

CATEGORY	A	B	C	D
LP MDA #	340-1	305 (400-1)	NA	
LP MDA	400-1	365 (400-1)	NA	
LNNAV MDA #	440-1	405 (500-1)	NA	
LNNAV MDA	700-1	665 (700-1)	NA	
C CIRCLING	1120-1¼ 1085 (1100-1¼)	1820-1½ 1785 (1800-1½)	NA	

ORCAS ISLAND (ORS)
RNAV (GPS) RWY 16

WAAS
CH **99538**
W34A

APP CRS
327°

Rwy Ldg
TDZE
Apt Elev
35

2901
35
35

RNAV (GPS) RWY 34
ORCAS ISLAND (ORS)

▼

▲

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
WAAS required, if unable see RNAV GPS-A. When local altimeter setting not received, use Friday Harbor altimeter setting and increase all MDA 40 feet and LP Cat B visibility ¼ mile. Night landing: Rwy 34 NA.

MISSED APPROACH: Climbing right turn to 2000 direct HUH VORTAC and hold.

AWOS-3P 135.425	WHIDBEY APP CON 118.2 285.65 (SOUTH)	VICTORIA APP CON 132.7 (NORTH)	CTAF 128.250
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ELEV 35

TDZE 35

MIRL Rwy 16-34
REIL Rwys 16 and 34

91

0.8% Up

2001 X 40

34

327°

2000

HUH

VGSI and descent angles not coincident
(VGSI Angle 4.00/TCH 42).

JESOR

HORLA
2.5 NM to JESOR

WIBEB

OKAYA

1240

2300

3000

327°

330°

0.5

2.5 NM

2.7 NM

3.5 NM

≤3.67°

TCH 45

CATEGORY	A	B	C	D
LP MDA	760-1	725 (800-1)	NA	
CIRCLING	1120-1¼ 1085 (1100-1¼)	1820-1½ 1785 (1800-1½)	NA	

EASTSOUND, WASHINGTON

AL-10384 (FAA)

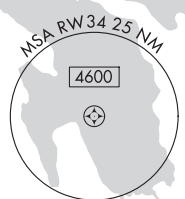
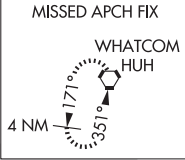
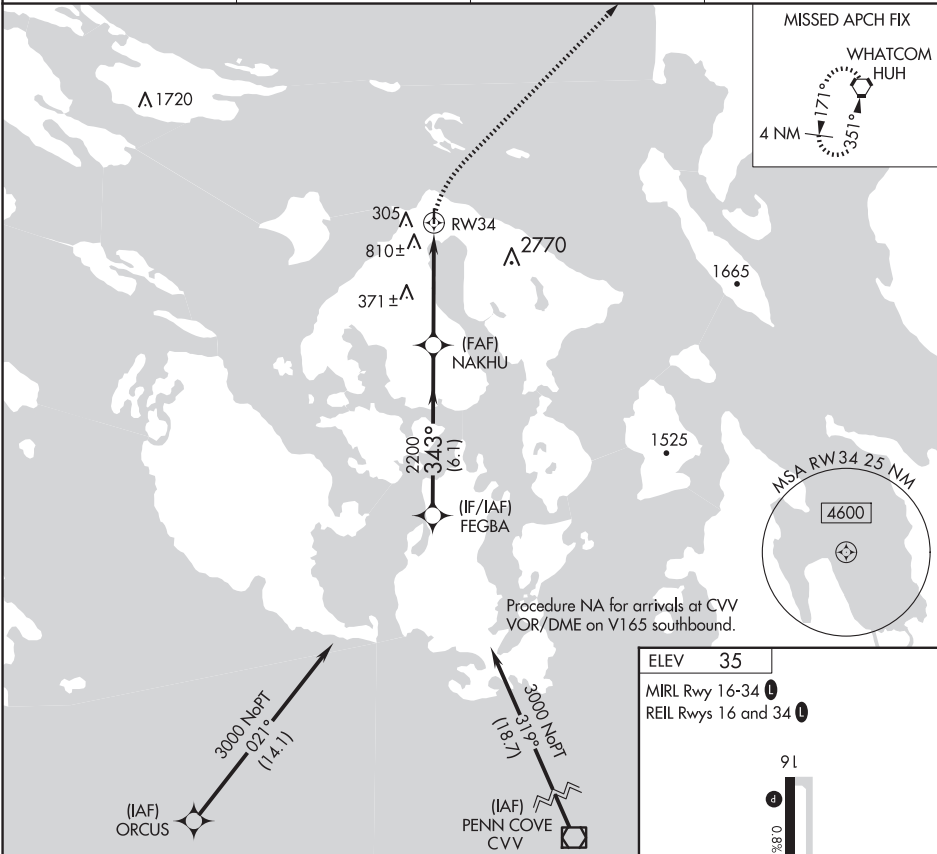
25163

APP CRS	Rwy Ldg	N/A
343°	TDZE	N/A
	Apt Elev	35

RNAV (GPS)-A
ORCAS ISLAND (ORS)

<p>V DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.</p> <p>A When local altimeter setting not received, use Friday Harbor altimeter setting and increase MDA 40 feet. Night landing: Rwy 34 NA.</p>	<p>MISSED APPROACH: Climbing right turn to 2000 direct HUH VORTAC and hold.</p>
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AWOS-3P 135.425	WHIDBEY APP CON 118.2 285.65 (SOUTH)	VICTORIA APP CON 132.7 (NORTH)	CTAF 128.25 0
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ELEV	35
MIRL Rwy 16-34	0
REIL Rwy 16 and 34	0



FEGBA		VGSi and descent angles not coincident (VGSi Angle 4.00/TCH 42).		2000	HUH
3000		NAKHU			
343°		2200			
6.1 NM		4.56°		RW34	
		TCH 40			
		4.4 NM			
CATEGORY	A	B	C	D	
C CIRCLING	1120-1¼ 1085 (1100-1¼)	1820-1½ 1785 (1800-1½)	NA		

EASTSOUND, WASHINGTON

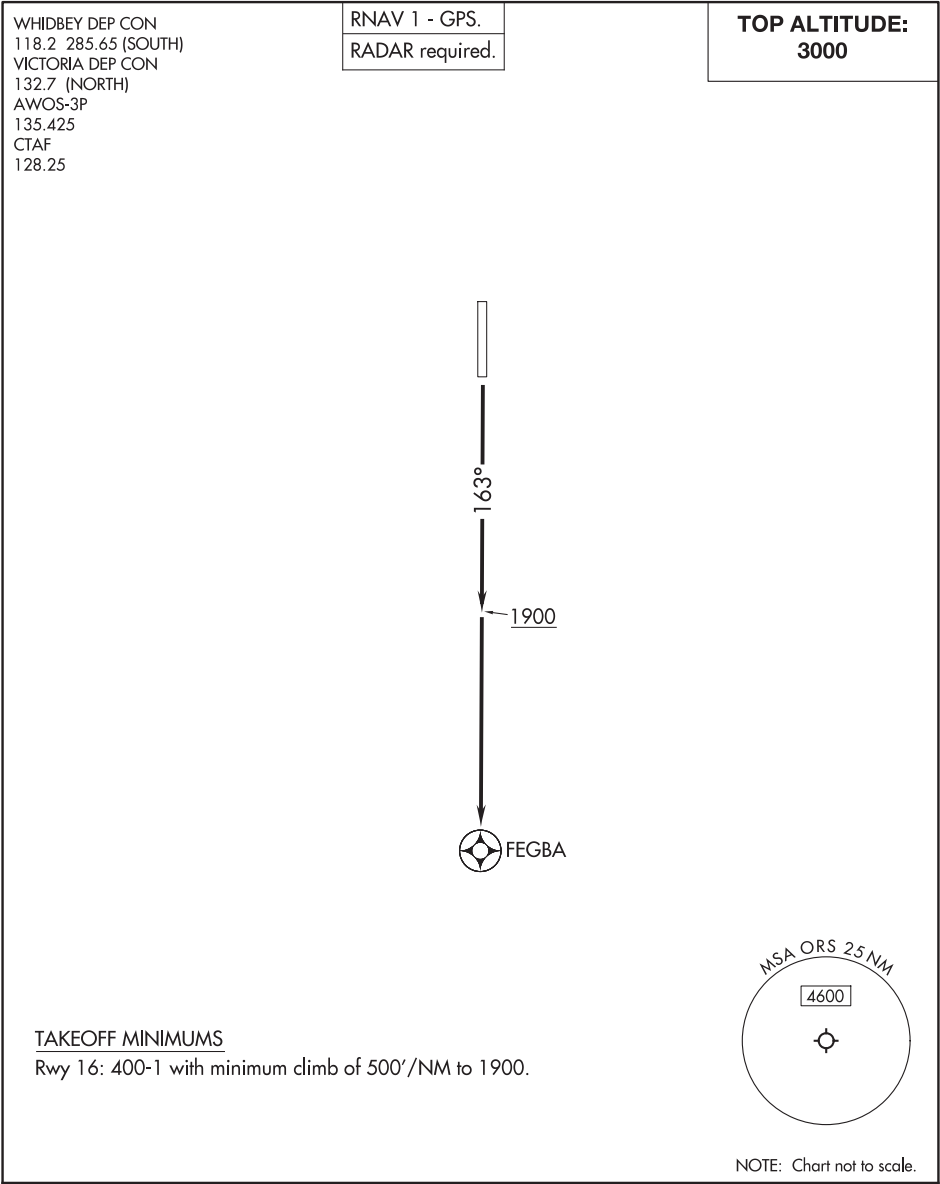
Amtd 1 04FEB16

48°43'N-122°55'W

ORCAS ISLAND (ORS)
RNAV (GPS)-A

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 163° to 1900 then direct FEGBA. Expect RADAR vectors to assigned route, maintain 3000. Expect filed altitude 10 minutes after depature.

ELLENSBURG, WASHINGTON

AL-130 (FAA)

25107

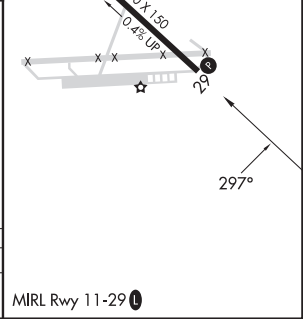
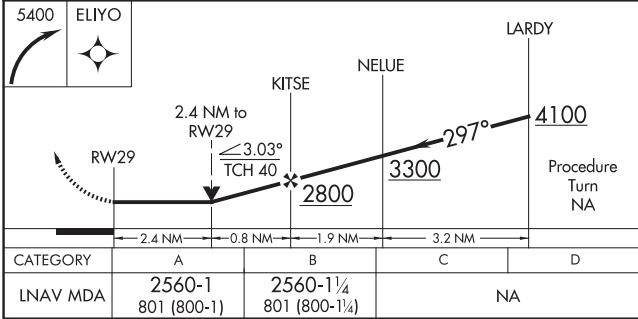
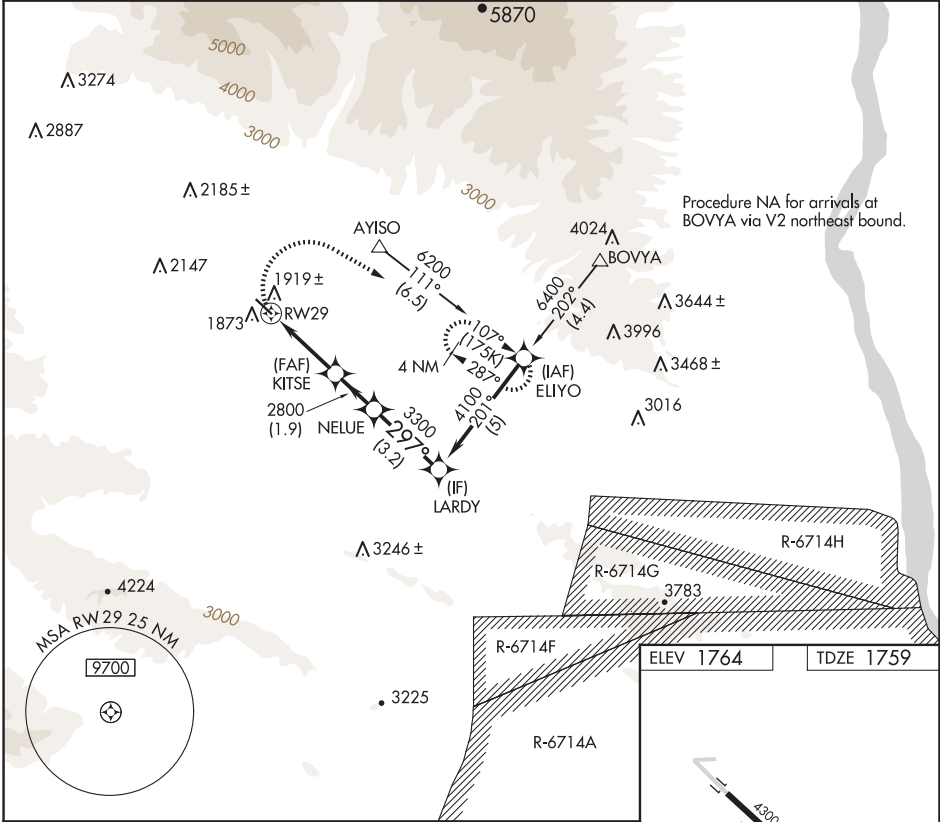
APP CRS	Rwy Idg	4300
297°	TDZE	1759
	Apt Elev	1764

RNAV (GPS) RWY 29

BOWERS FLD (ELN)

RNP APCH.	MISSED APPROACH: Climbing right turn to 5400 direct ELIYO and hold, continue climb-in hold to 5400.
▼ Rwy 29 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Wenatchee altimeter setting and increase all MDA 140 feet and Cat A visibility ¼ SM. VDP NA when using Wenatchee altimeter setting.	

ASOS 118.375	SEATTLE CENTER 132.6 269.35	UNICOM 123.0 (CTAF) 0
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ELLENSBURG, WASHINGTON

Amdt 1A 18JUL19

47°02'N-120°32'W

RNAV (GPS) RWY 29

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
117°

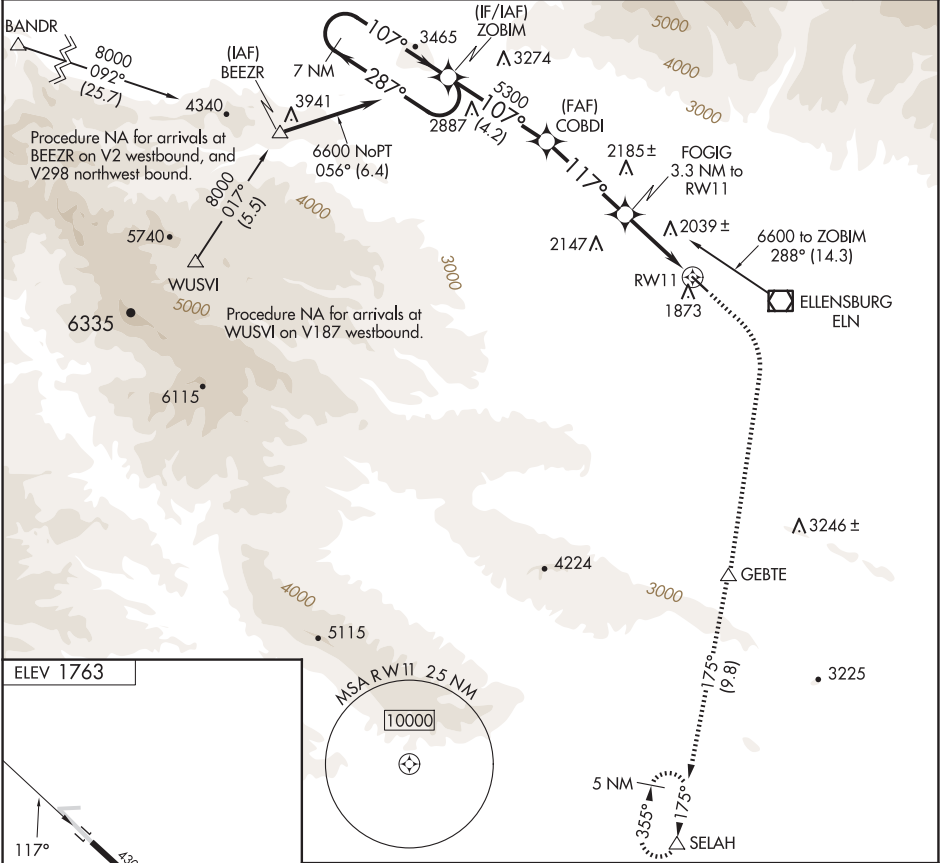
Rwy Idg
TDZE
Apt Elev
N/A
N/A
1763

RNAV (GPS)-C
BOWERS FLD (ELN)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pangborn Memorial altimeter setting: Increase all MDA 140 feet; increase Cats B/C visibility ¼ SM.

MISSED APPROACH: Climb to 2700 then climbing right turn to 5500 direct GEBTE and on track 175° to SELAH and hold.

ASOS 118.375	SEATTLE CENTER 132.6 269.35	UNICOM 123.0 (CTAF) 0
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CATEGORY	A		B		C		D	
	2660-1¼		897 (900-1 ¼)		2660-2¾ 897 (900-2¾)		2760-3 997 (1000-3)	

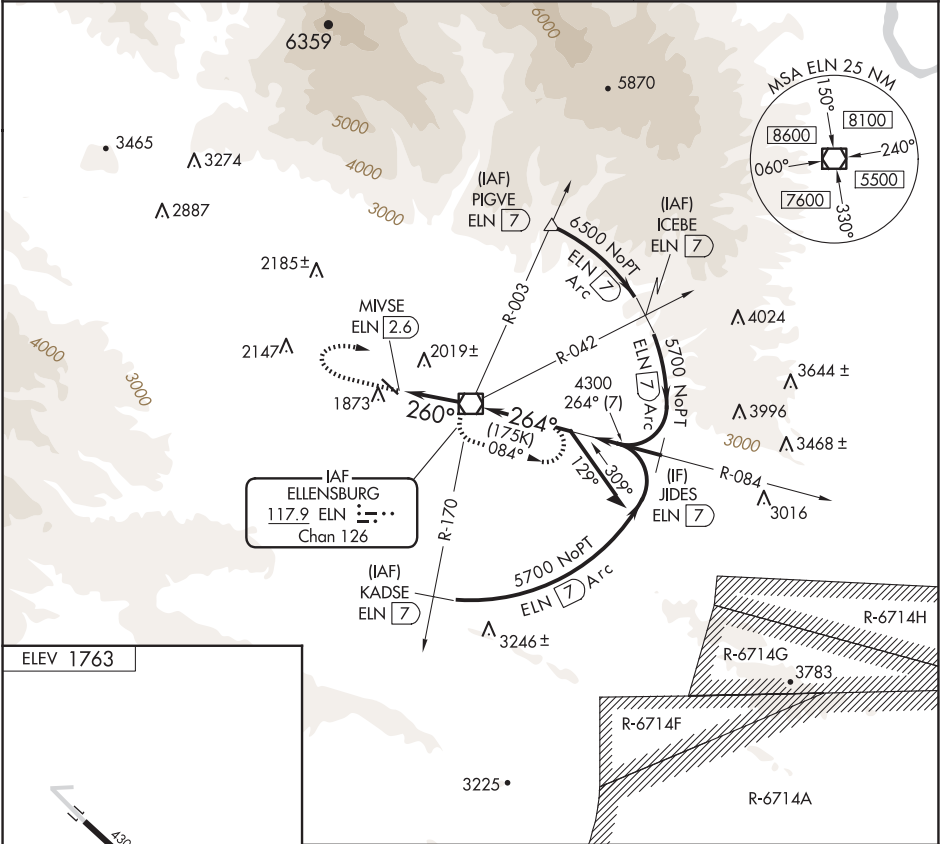
VOR/DME ELN	APP CRS	Rwy Idg	N/A
117.9	260°	TDZE	N/A
Chan 126		Apt Elev	1763

VOR-B

BOWERS FLD (ELN)

<div><div><div></div><div></div></div><div>When local altimeter setting not received, use Wentachee altimeter setting.</div></div> <div>MISSED APPROACH: Climb to 4400 then climbing right turn to 5700 direct ELN VOR/DME and hold, continue climb-in-hold to 5700.</div>
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ASOS 118.375	SEATTLE CENTER 132.6 269.35	UNICOM 123.0 (CTAF) 1
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ELEV 1763		4400 5700 ELN		ELN VOR/DME		Remain within 5 NM	
MIRL Rwy 11-29 1		MIVSE ELN 2.6		10000		084°	
FAF to MAP 2.6 NM		CATEGORY		A		C	
Knots 60 90 120 150 180		Min:Sec 2:36 1:44 1:18 1:02 0:52		B		D	
CIRCLING		3260-1¼ 1497 (1500-1¼)		NA		NA	

ENNIS, MONTANA




AL-9491 (FAA)

25163

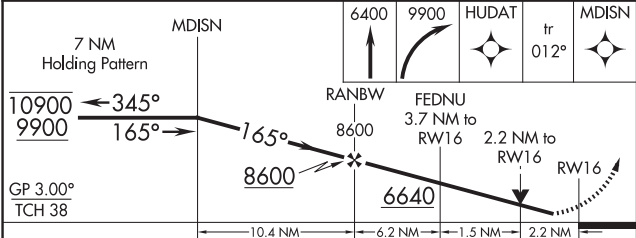
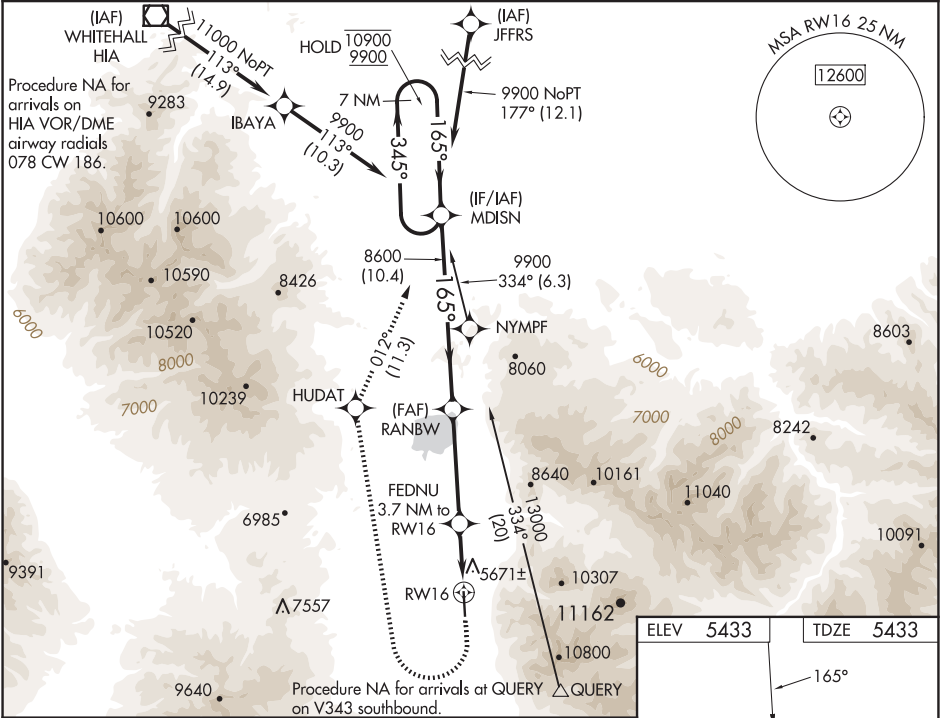
WAAS CH 65735 W16A	APP CRS 165°	Rwy Ldg TDZE Apt Elev	7600 5433 5433
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RNAV (GPS) RWY 16

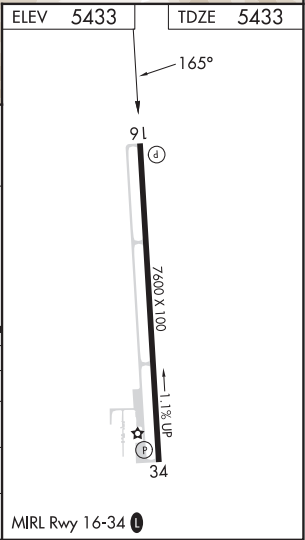
ENNIS BIG SKY (EKS)

RNP APCH-GPS.		MISSED APPROACH: (Do not exceed 185K until MDISN) Climb to 6400 then climbing right turn to 9900 direct HUDAT and on track 012° to MDISN and hold.
  	Circling NA east of Rwy 16-34. Rwy 16 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.	
-24°C		

AWOS-3P 119.85	BIG SKY APP CON ★ 118.975 226.675	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	5708-1 275 (300-1)			
LNAV/VNAV DA	6625-5 1192 (1200-5)			
LNAV MDA	6160-1 727 (800-1)	6160-1¼ 727 (800-1¼)	6160-2 727 (800-2)	
CIRCLING	6160-1 727 (800-1)	6160-1¼ 727 (800-1¼)	6160-2 727 (800-2)	6160-2¼ 727 (800-2¼)



ENNIS, MONTANA
Amdt 2 17JUN21

45°17'N-111°39'W

ENNIS BIG SKY (EKS)

RNAV (GPS) RWY 16

NW-1, 07 AUG 2025 to 02 OCT 2025

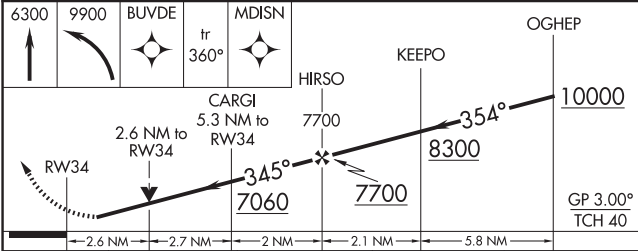
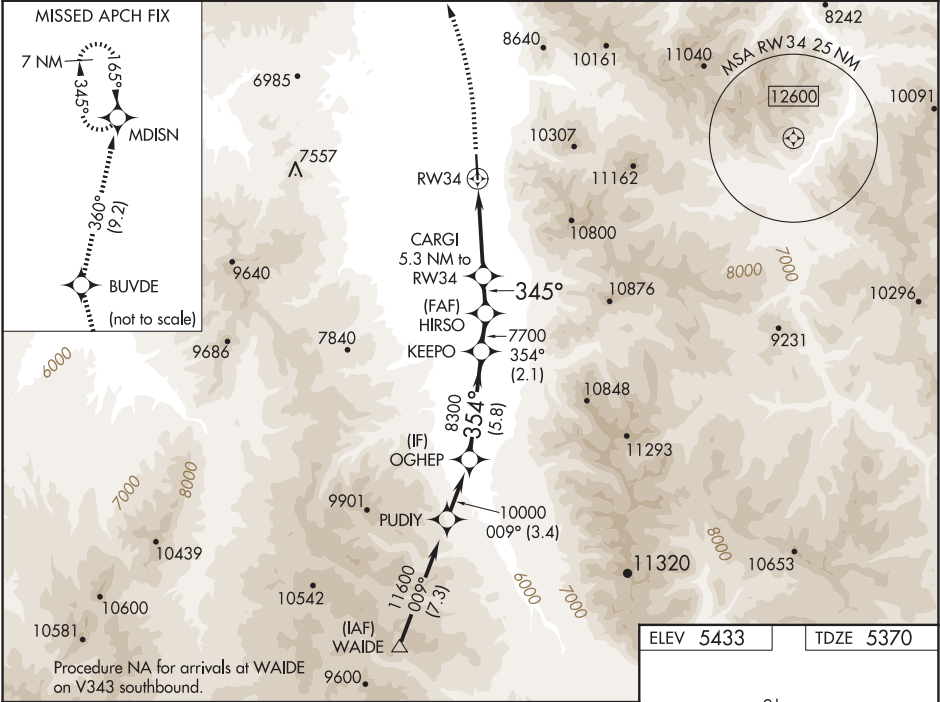
NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45539 W34A	APP CRS 345°	Rwy Ldg TDZE Apt Elev	7600 5370 5433
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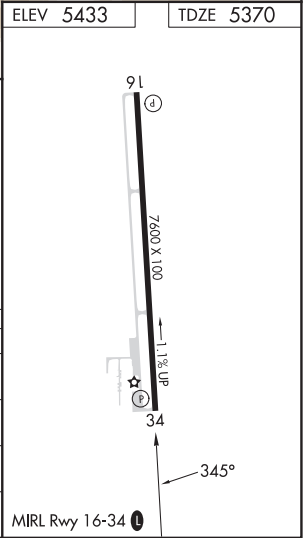
RNAV (GPS) RWY 34
ENNIS BIG SKY (EKS)

RNP APCH-GPS. Circling NA east of Rwy 16-34. Rwy 34 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. -24°C	MISSED APPROACH: Climb to 6300, then climbing left turn to 9900 direct BUWDE and on track 360° to MDISN and hold.
--	---

AWOS-3P 119.85	BIG SKY APP CON ★ 118.975 226.675	UNICOM 122.8 (CTAF) 0
--------------------------	---	---------------------------------



CATEGORY	A	B	C	D
LPV DA	5645-1 275 (300-1)			
LNAV/VNAV DA	5952-1¾ 582 (600-1¾)			
LNAV MDA	6220-1 850 (800-1)	6220-1¼ 850 (800-1¼)	6220-2½ 850 (800-2½)	
CIRCLING	6220-1 787 (800-1)	6220-1¼ 787 (800-1¼)	6220-2½ 787 (800-2½)	



(ENNIS2.ENNIS) 21168

ENNIS TWO DEPARTURE (OBSTACLE) (RNAV)

AL-9491 (FAA)

ENNIS BIG SKY (EKS)

ENNIS, MONTANA

SALT LAKE CENTER
118.975 226.675WHITEHALL
HIA

TAKEOFF OBSTACLE NOTES

Rwy 16: Fence, vegetation, ridges beginning 105' from DER, 278' left of centerline, up to 5' AGL/5358' MSL.
Fence, ridges, vegetation beginning 185' from DER, 278' left of centerline, up to 5' AGL/5359' 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.
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.
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, 5615' MSL and 2242' right of centerline, up to 5628' MSL.

NOTE: GPS required

NOTE: RNAV 1

MDISN

(17)

345°

SPHNX

5933

345°

165°

5933

TAKEOFF MINIMUMS

Rwy 16: Standard with minimum climb of 500' per NM to 5933, then minimum climb of 288' per NM to 8800.

Rwy 34: Standard with minimum climb of 500' per NM to 5933, then minimum climb of 340' 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.

ENNIS TWO DEPARTURE (OBSTACLE) (RNAV)

(ENNIS2.ENNIS) 17JUN21

ENNIS, MONTANA
ENNIS BIG SKY (EKS)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

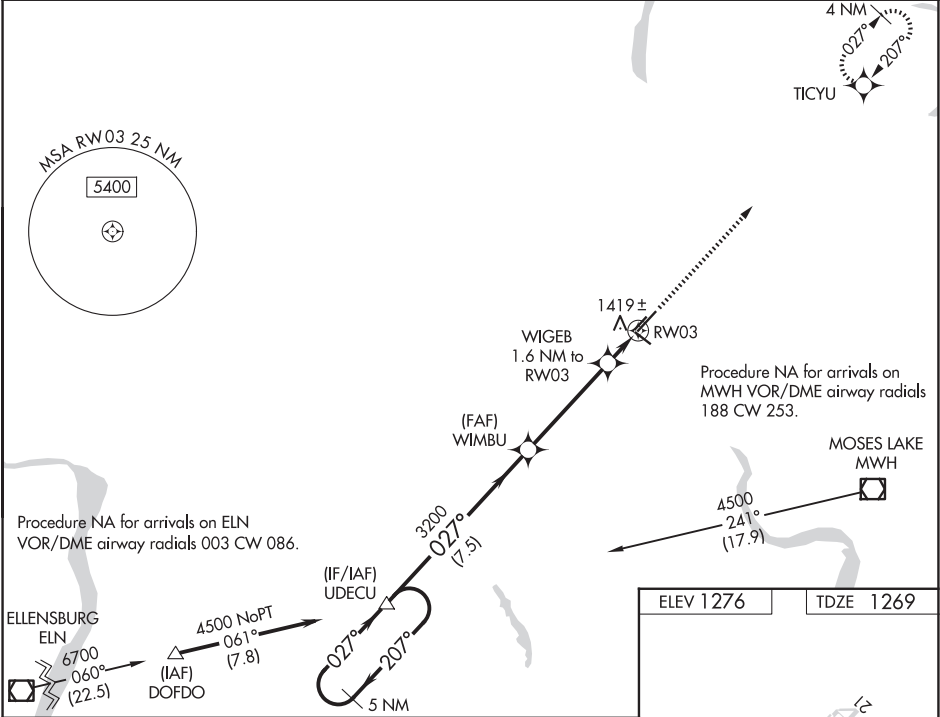
WAAS CH 50208 W03A	APP CRS 027°	Rwy Ldg 5500 TDZE 1269 Apt Elev 1276
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RNAV (GPS) RWY 3

EPHRATA MUNI (EPH)

RNP APCH. <div><div>▼</div><div>▲</div></div> 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.	MISSED APPROACH: Climb to 3800 direct TICYU and hold.
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ASOS 135.775	GRANT COUNTY APP CON * 126.4 379.95	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern		UDECU	WIMBU	WIGEB 1.6 NM to RW03	3800 TICYU
4500 ← 207°		027° →	027°	*1 NM to RW03	*LNAV only
GP 3.00° TCH 60		3200	*1820	0.6	1 NM
7.5 NM		4.2 NM	0.6	1 NM	
CATEGORY	A	B	C	D	
LPV DA	1519-1		250 (300-1)		
LNAV/VNAV DA	1689-1½		420 (500-1½)		
LNAV MDA	1680-1	411 (500-1)	1680-1¼	411 (500-1¼)	

ELEV 1276

TDZE 1269

RWY 4-22 for gliders only

3467 X 190

5500 X 75

3843 X 60

027°

REIL Rwy 3, 11, 21 and 29 0

MIRL Rwy 3, 11, 21 and 29 0

EPHRATA, WASHINGTON

AL-138 (FAA)

25191

WAAS CH 82308 W21A	APP CRS 207°	Rwy Ldg TDZE 1276 Apt Elev 1276
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RNAV (GPS) RWY 21

EPHRATA MUNI (EPH)

RNP APCH.

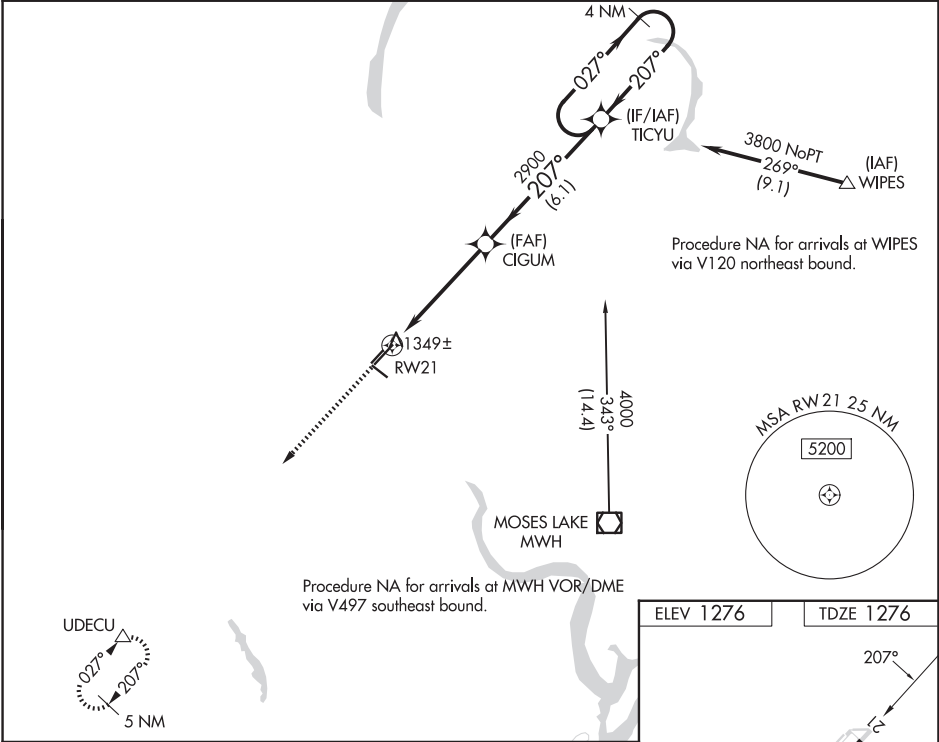
▼

⚠

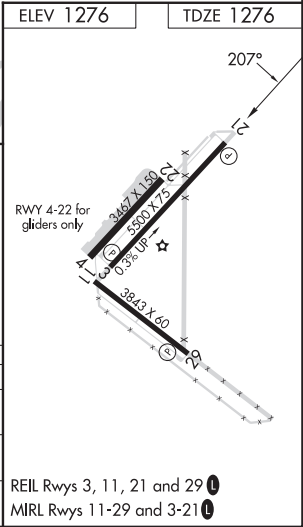
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C .
VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet; increase visibility LPV all Cats, and LNAV Cats C and D ¼ SM.

MISSED APPROACH: Climb to 4500 direct UDECU and hold.

ASOS 135.775	GRANT COUNTY APP CON * 126.4 379.95	UNICOM 122.8 (CTAF) 0
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4500 ↑	UDECU △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).			
*LNAV only			CIGUM	TICYU	4 NM Holding Pattern
RW21 ↙					027° → 3800 ← 207°
		2.2 NM	2.7 NM	6.1 NM	GP 3.00° TCH 51
CATEGORY		A	B	C	D
LPV DA		1526-¾ 250 (300-¾)			
LNAV/ VNAV DA		2171-4 895 (900-4)			
LNAV MDA		2020-1 744 (800-1)	2020-1¼ 744 (800-1¼)	2020-2¼ 744 (800-2¼)	2020-2½ 744 (800-2½)



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

EUGENE, OREGON

AL-140 (FAA)

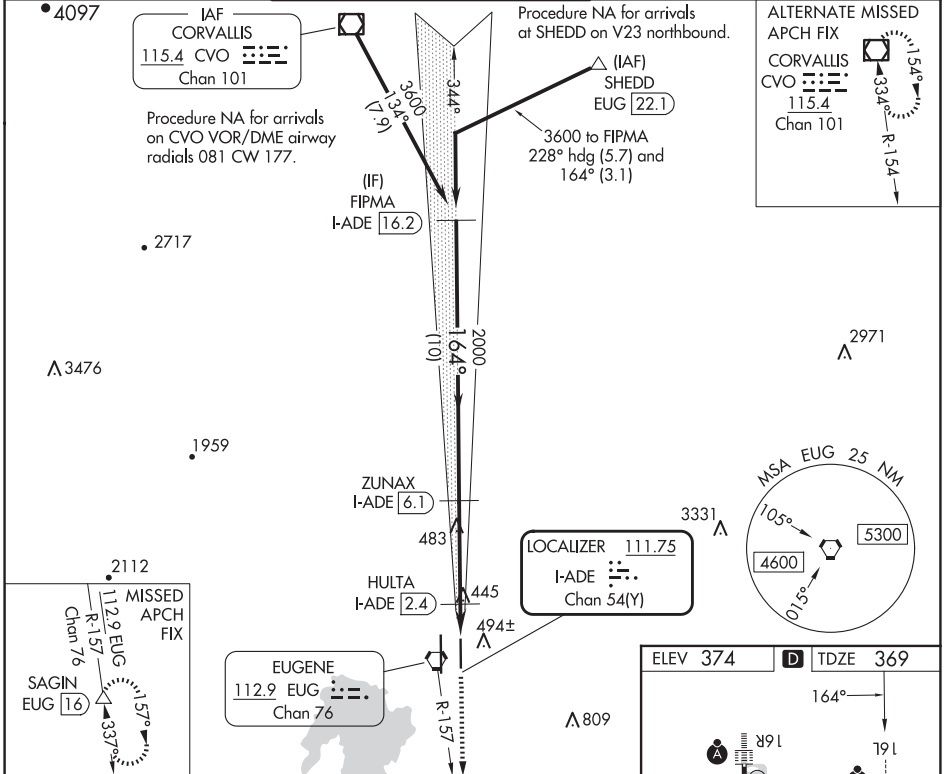
25107

LOC/DME I-ADE 111.75 Chan 54 (Y)	APP CRS 164°	Rwy Idg TDZE Apt Elev 6000 369 374
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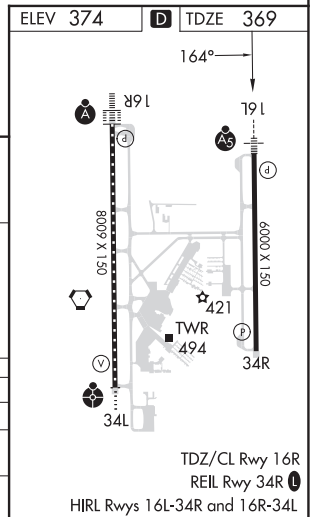
ILS or LOC RWY 16L MAHLON SWEET FLD (EUG)

DME required.	MALS R	MISSED APPROACH: Climb to 5500 on heading 164° and EUG VORTAC R-157 to SAGIN/EUG 16 DME and hold, continue climb-in-hold to 5500.
Simultaneous approach authorized.		

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
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FIPMA I-ADE (16.2)	ZUNAX I-ADE (6.1)	5500	EUG R-157	SAGIN
3600	2000	2000	hdg 164°	
GS 3.00° TCH 52	2000	820		
10 NM	3.7 NM	1.3 NM		
CATEGORY	A	B	C	D
S-ILS 16L		569-1½	200 (200-½)	
S-LOC 16L		700-1½	331 (400-½)	
CIRCLING	820-1 446 (500-1)	840-1 466 (500-1)	1000-1¾ 626 (700-1¾)	1140-2½ 766 (800-2½)



EUGENE, OREGON
Amdt 2A 13SEP18

44°07'N-123°13'W

MAHLON SWEET FLD (EUG)
ILS or LOC RWY 16L

NW-1, 07 AUG 2025 to 02 OCT 2025

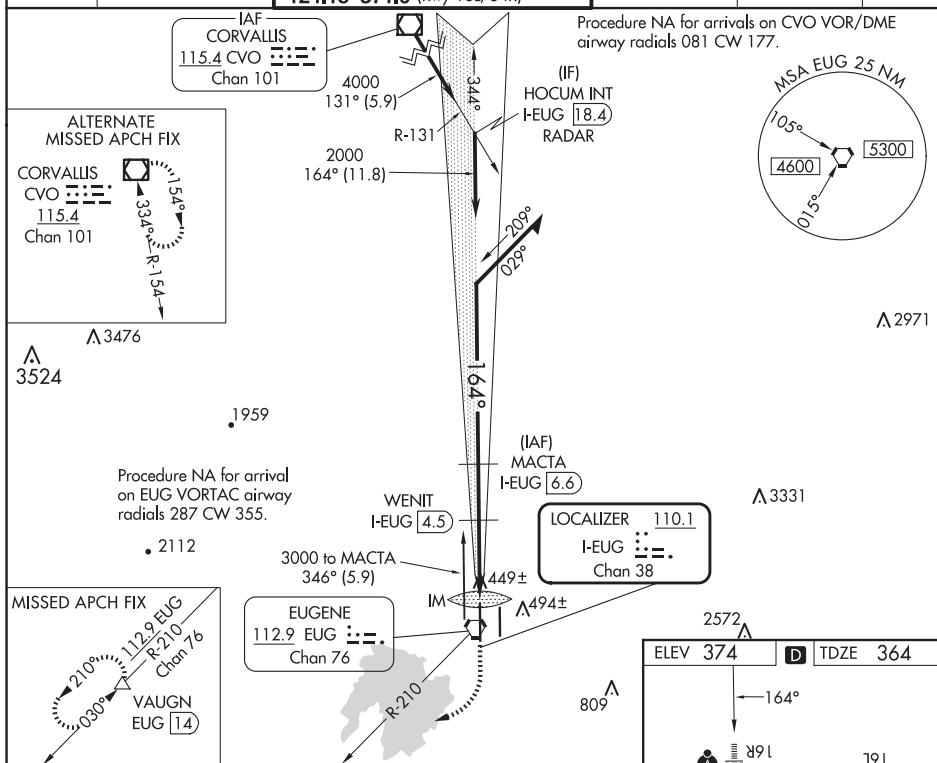
T	Simultaneous approach authorized.
A	



MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 on heading 230° and on EUG VORTAC R-210 to VAUGN/EUG 14 DME and hold, continue climb-in-hold to 5000.

IAF
CORVALLIS

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

344°

2500

164°

2000

MACTA I-EUG 6.6 6000

WENIT I-EUG 4.5

*1360

*I-EUG 2.5

IM

*I-EUG 1.6

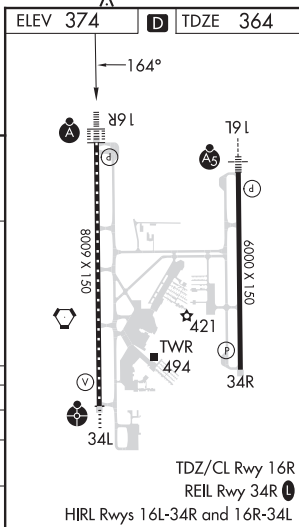
*LOC only

GS 3.00° TCH 51

1000 5000 EUG R-210 VAUGHN

2 NM 2.1 NM 0.7 0.2

CATEGORY	A	B	C	D
S-ILS 16R		564/18	200 (200-½)	
S-LOC 16R	700/24	336 (400-½)	700/26	336 (400-½)
C CIRCLING	820-1 446 (500-1)	840-1 466 (500-1)	1000-1¾ 626 (700-1¾)	1140-2½ 766 (800-2½)



ILS RWY 16R (SA CAT I)
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 VAUGN/EUG 14 DME and hold, continue climb-in-hold to 5000.

IAF
CORVALLIS
115.4 CVO
Chan 101

ALTERNATE
MISSED APCH FIX

CORVALLIS
CVO
115.4
Chan 101

Procedure NA for arrivals on CVO VOR/DME
airway radials 081 CW 177.

MSA EUG 25 NM

105°
015°

4600 5300

3476

2971

1959

Procedure NA for arrivals
on EUG VORTAC
airway radials 287 CW 355.

2112

3000 to MACTA
346° (5.9)

LOCALIZER 110.1
I-EUG
Chan 38

449±
494±

2572

ELEV 374 TDZE 364

809

VAUGHN
EUG 14

MISSED APCH FIX

112.9 EUG
R-210
Chan 76

210°
030°

EUGENE
112.9 EUG
Chan 76

IM

4000
131° (5.9)
R-131

2000
164° (11.8)

344°

(IF)
HOCUM INT
I-EUG 18.4
RADAR

20°
029°

164°

(IAF)
MACTA
I-EUG 6.6

Map of the HIRL Rwy 16L-34R area showing the proposed TDZ and CL Rwy 16R. The map includes the existing 34R runway, the proposed 16R runway, and the 34L runway. Key features include the TDZ/CL Rwy 16R, the REIL Rwy 34R, and the HIRL Rwy 16L-34R and 16R-34L. The map also shows the location of the 421 building, the TWR, and the 494 building. The map is oriented with North at the top.

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

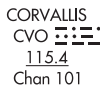
MAHLON SWEET FLD (EUG)
ILS RWY 16R (SA CAT I)

ILS RWY 16R (CAT II & III)
MAHLON SWEET FLD (EUG)

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 on heading 230° and on EUG VORTAC R-210 to VAUGN/EUG 14 DME and hold, continue climb-in-hold to 5000.

ALSF-2



IAF
CORVALLIS
115.4 CVO 
Chan 101

Procedure NA for arrivals on CVO VOR/DME
airway radials 081 CW 177.

A circular dial for the MSA EUG 25 NM instrument. The dial has two main scales: an outer scale for angles (0 to 360 degrees) and an inner scale for readings (0 to 1000). The dial is marked with 'MSA EUG 25 NM' at the top. Two pointers are shown: one pointing to 105° on the outer scale and 4600 on the inner scale, and another pointing to 015° on the outer scale and 5300 on the inner scale. The readings 4600 and 5300 are displayed in boxes next to their respective pointers.

3524

A 3476

1959

Procedure NA for arrivals
on EUG VORTAC airway
radials 287 CW 355.

(IAF)
MACTA
I-EUG 6.6

LOCALIZER 110.1
I-EUG 110.1
Chan 38

³³³¹Λ

2971
A

2112.

3000 to MACTA
346° (5.9)

EUGENE
112.9 EUG $\dot{=}.$

809_A

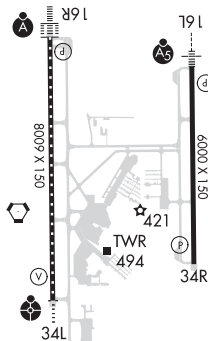
A 2572

ELEV 374	D	TDZE 364
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CATEGORY	A	B	C	D
S-ILS 16R	CAT II RA 108/12 100 DA 464			
S-ILS 16R	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

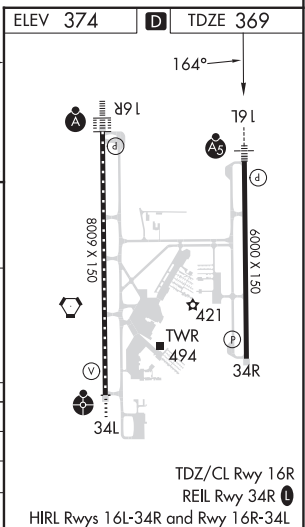
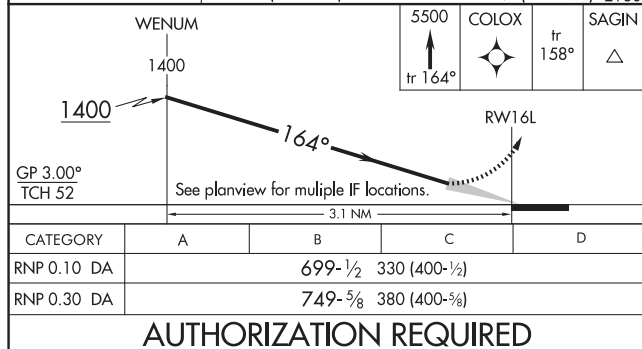
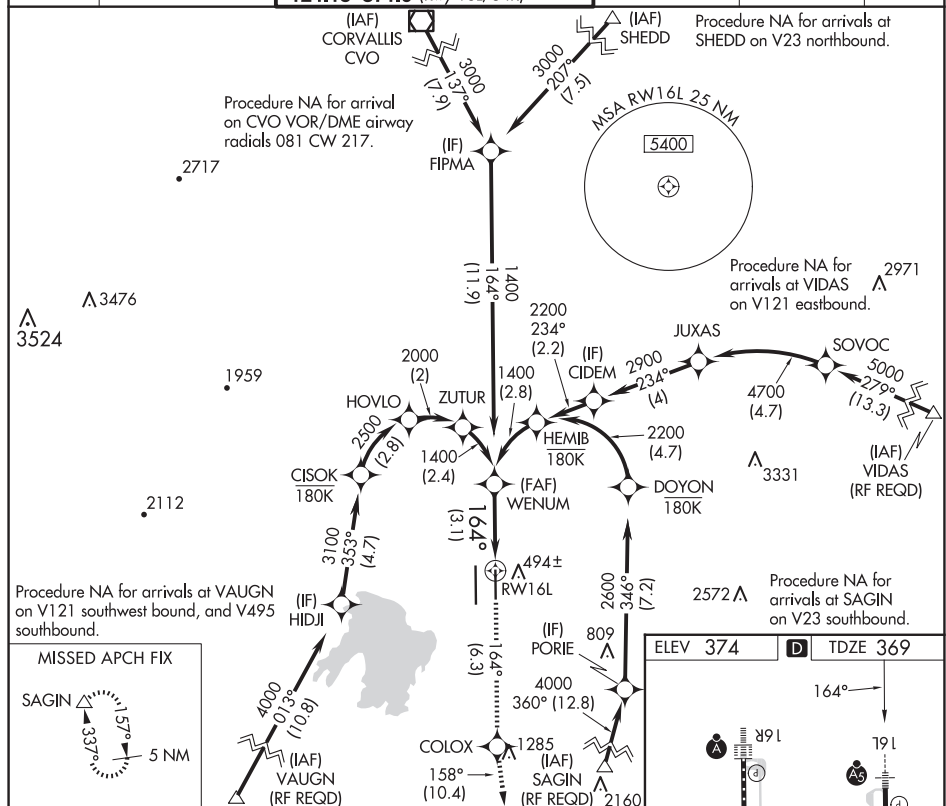


TDZ/CL Rwy 16R
REIL Rwy 34R **L**

HIRL Rwy 16L-34R and 16R-34L

RNAV (RNP) Z RWY 16L
MAHLON SWEET FLD (EUG)

RNP AR APCH.			MALS R	MISSED APPROACH: Climb to 5500 on track 164° to COLOX and on track 158° to SAGIN and hold, continue climb-in-hold to 5500.		
<div>▼ For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. Simultaneous approach authorized.</div> <div>For inop ALS, increase RNP 0.30 all Cats visibility to 1 SM.</div>			<div>ALS</div>			
ATIS 125.225	CASCADE APP CON ★ 119.6 348.7	EUGENE TOWER ★ 118.9 (CTAF) 0 371.9 (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



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1 07 AUG 2025 to 02 OCT 2025

EUGENE, OREGON
Amdt 1A 11OCT18

44°07'N-123°13'W

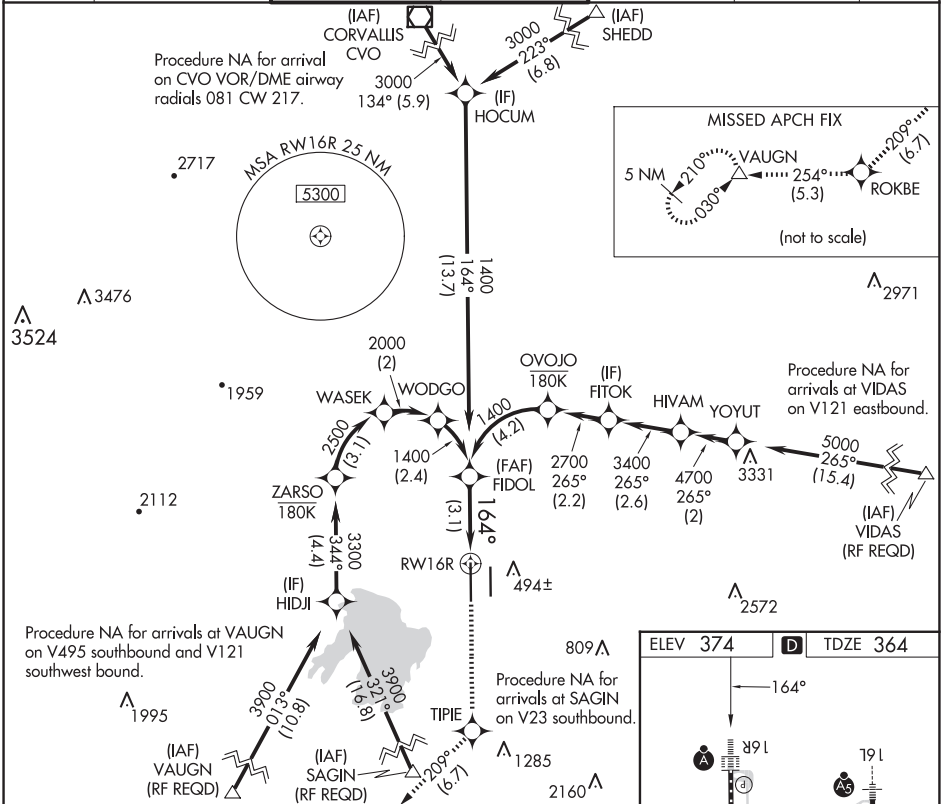
MAHLON SWEET FLD (EUG)
RNAV (RNP) Z RWY 16L

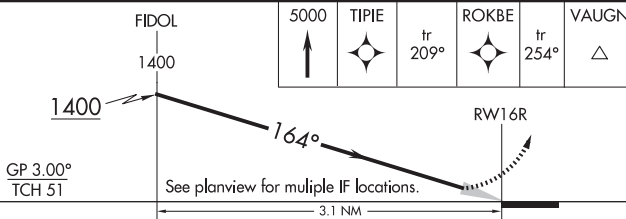
APP CRS	Rwy Idg	8009
164°	TDZE	364
	Apt Elev	374

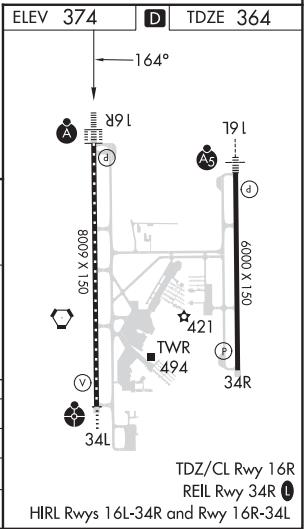
RNAV (RNP) Z RWY 16R

MAHLON SWEET FLD (EUG)

RNP AR APCH.		ALSF-2	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.	
▼ 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	CASCADE APP CON★	EUGENE TOWER★	GND CON	CLNC DEL
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
			UNICOM	122.95



		FIDOL		5000 ↑	TIPIE ✦	tr 209°	ROKBE ✦	tr 254°	VAUGHN △
GP 3.00° TCH 51		See planview for multiple IF locations.							
CATEGORY		A		B		C		D	
RNP 0.17 DA		614/24		250 (300-½)					
RNP 0.30 DA		711/30		347 (400-¾)					
AUTHORIZATION REQUIRED									



APP CRS	Rwy Idg	8009
344°	TDZE	368
	Apt Elev	374

RNAV (RNP) Z RWY 34L
MAHLON SWEET FLD (EUG)

T 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.

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 direct VAUGN and hold.

ATIS
125.225

CASCADE APP CON★
119.6 348.7

EUGENE TOWER ★
118.9 (CTAF) **1** **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 arrivals at SHEDD on V23 (IAF) northbound and on V536 northwest bound. SHEDD

(IAI)
SHEDD
(RNP 0.80)

△3331

2112

A1995

 $\Delta 494 \pm$

A 2572

2200

Procedure NA for arrivals at VIDAS

2460
•
(IAF)
VIDAS
(RNP 0.80)

4
NM 21

Procedure NA for arrivals at VAUGN on V495 southbound and V121 southwest bound.

ELEV	374	D	TDZE	368
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HIRL Rwy 16L-34R and 16R-34L

TDZ/CL Rwy 16R

REIL Rwy 34R **L**

301

EUGENE, OREGON

Amdt 2 14JUL22

44°07'N-123°13'W

MAHLON SWEET FLD (EUG)

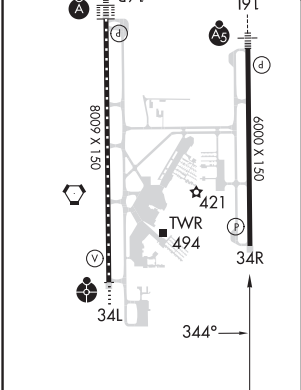
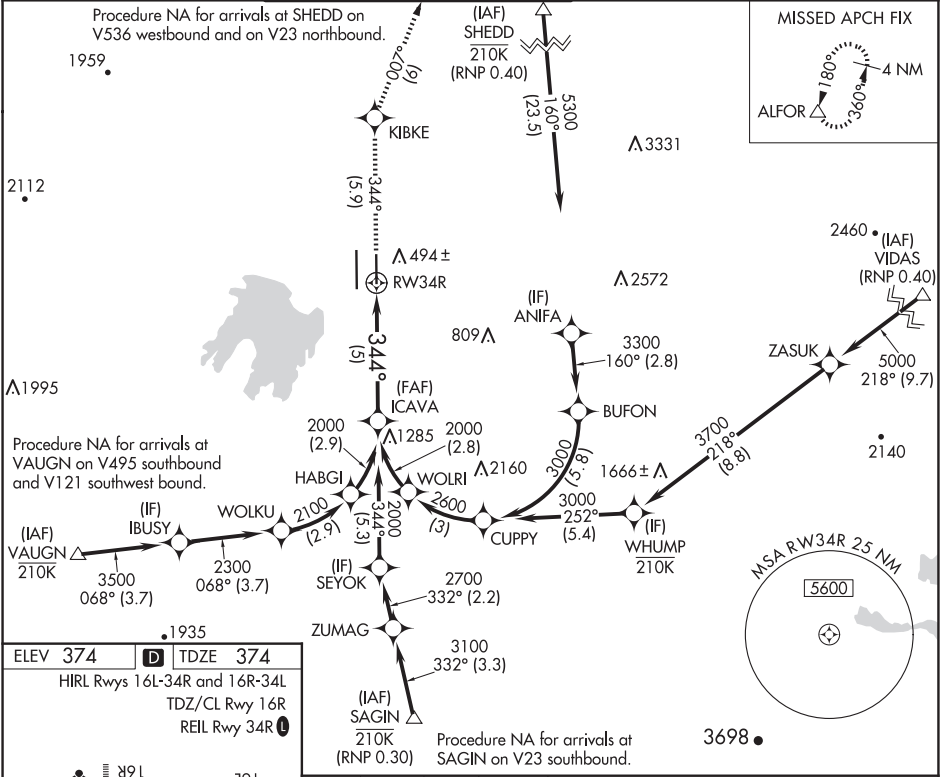
RNAV (RNP) Z RWY 34L

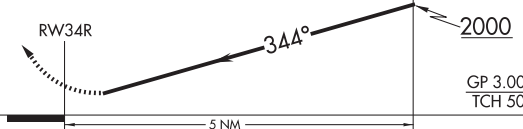
NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	6000
344°	TDZE	374
	Apt Elev	374

RNAV (RNP) Z RWY 34R
MAHLON SWEET FLD (EUG)

RNP AR APCH - GPS.		MISSED APPROACH: Climb to 3000 on track 344° to KIBKE and on track 007° to ALFOR and hold.		
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C.				
ATIS	CASCADE APP CON *	EUGENE TOWER *	GND CON	CLNC DEL
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
				UNICOM
				122.95



3000	KIBKE	tr 007°	ALFOR	
↑	✦		△	
tr 344°				
See planview for multiple IF locations.				
				
CATEGORY	A	B	C	D
RNP 0.20 DA		754-1	380 (400-1)	
RNP 0.30 DA		786-1½	412 (500-1½)	
AUTHORIZATION REQUIRED				

EUGENE, OREGON

AL-140 (FAA)

25107

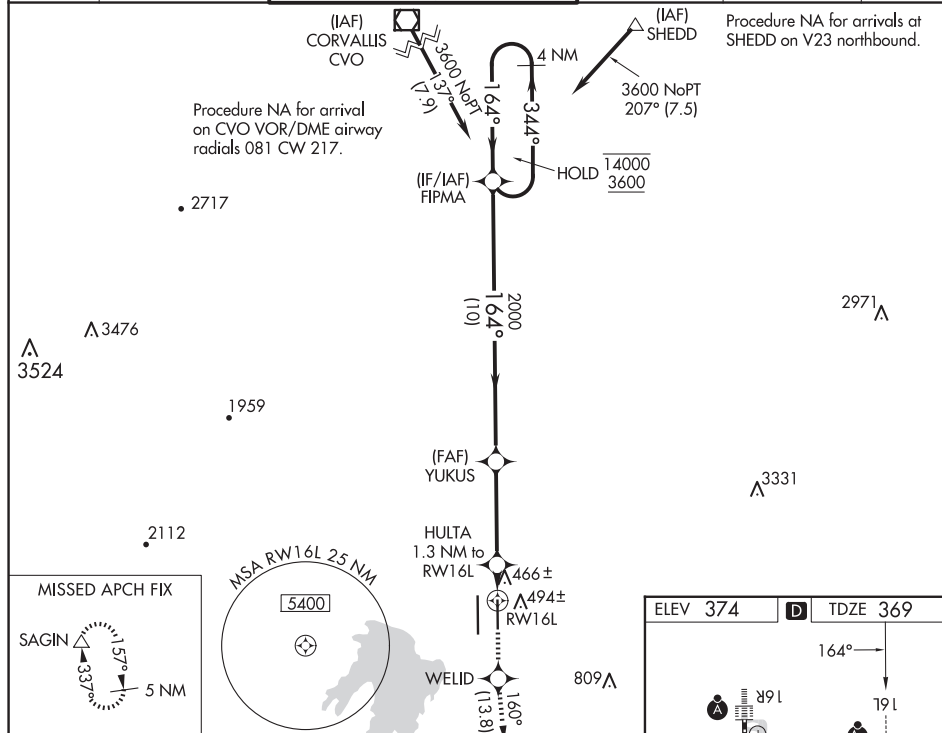
WAAS CH 81827 W16A	APP CRS 164°	Rwy Idg TDZE 369 Apt Elev 374
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RNAV (GPS) Y RWY 16L

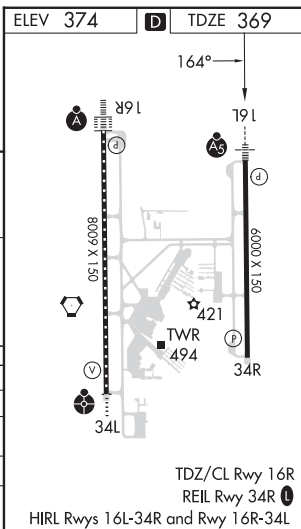
MAHLON SWEET FLD (EUG)

RNP APCH.	MALS R	MISSED APPROACH: Climb to 5500 direct WELID and on track 160° to SAGIN and hold, continue climb-in-hold to 5500.
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 ¾ SM, increase LNAV Cat C/D visibility to 1 SM.		

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
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4 NM Holding Pattern		FIPMA	YUKUS	5500 ↑	WELID ✦	tr 160° △	SAGIN
14000 3600	←344° 164°→	164°	2000	HULTA 1.3 NM to RW16L	*RNAV only		RW16L
GP 3.00° TCH 52		10 NM	3.7 NM	1.3 NM			
CATEGORY	A	B	C	D			
LPV DA	569-½		200 (200-½)				
LNAV/ VNAV DA	632-½		263 (300-½)				
LNAV MDA	720-½	351 (400-½)	720-⅝	351 (400-⅝)			
CIRCLING	820-1 446 (500-1)	840-1 466 (500-1)	1000-1¾ 626 (700-1¾)	1140-2½ 766 (800-2½)			



EUGENE, OREGON
Amdt 4A 26MAR20

44°07'N-123°13'W

RNAV (GPS) Y RWY 16L

MAHLON SWEET FLD (EUG)

TDZ/CL Rwy 16R
REIL Rwy 34R

HIRL Rwy 16L-34R and Rwy 16R-34L

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86518 W16B	APP CRS 164°	Rwy Idg TDZE 364 Apt Elev 374	8009
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RNAV (GPS) Y RWY 16R

MAHLON SWEET FLD (EUG)

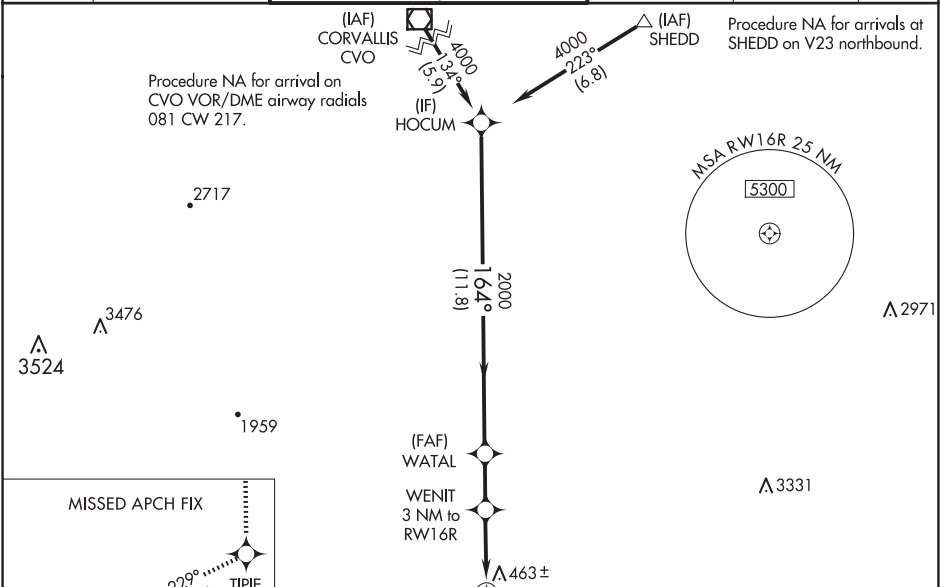
RNP APCH.

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 all Cats visibility to RVR 4500, increase LNAV Cat C/D visibility to RVR 5500.

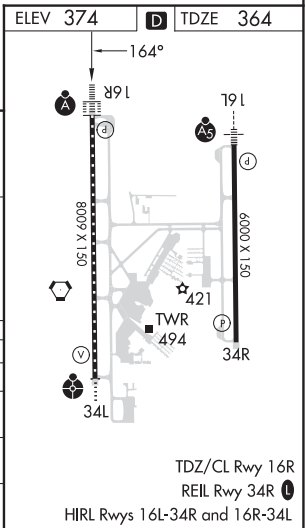
ALSF-2

MISSED APPROACH: Climb to 5000 direct TIPIE and on track 229° to VAUGN 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) 124.15 371.9 (Rwy 16L/34R)	GND CON 121.7 269.5	CLNC DEL 121.7 269.5	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		564/18	200 (200-½)	
LNAV/VNAV DA		628/24	264 (300-½)	
LNAV MDA	720/24	356 (400-½)	720/30	356 (400-¾)
CIRCLING	820-1 446 (500-1)	840-1 466 (500-1)	1000-1¾ 626 (700-1¾)	1140-2½ 766 (800-2½)



EUGENE, OREGON

AL-140 (FAA)

25107

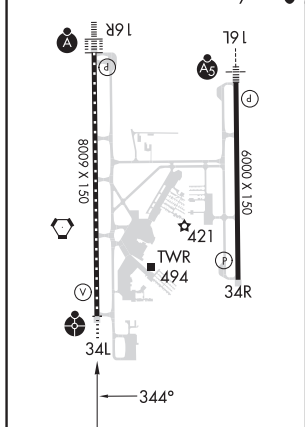
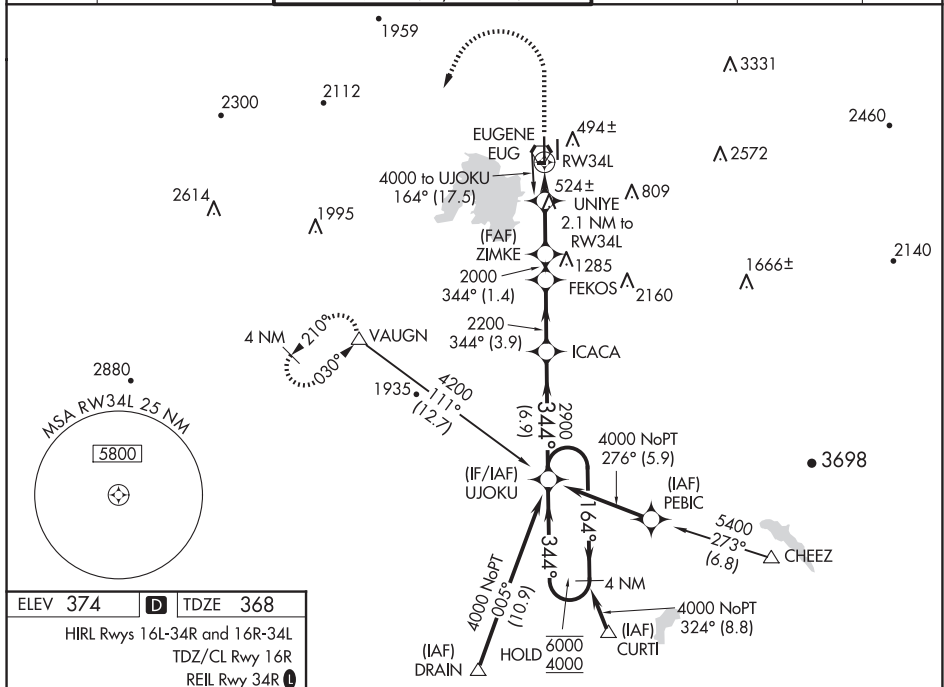
WAAS CH 45600 W34A	APP CRS 344°	Rwy Idg TDZE 368 Apt Elev 374
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RNAV (GPS) Y RWY 34L

MAHLON SWEET FLD (EUG)

RNP APCH.	ODALS	MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 direct VAUGN and hold.
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.		

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
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1500	4000	VAUGN	△	UJOKU	4 NM Holding Pattern
*LNAV only	UNIYE 2.1 NM to RW34L	ZIMKE 2000	FEKOS	ICACA	164° → 6000 ← 344° 4000
1.1 NM to RW34L	1080	2000	2200	2900	GP 3.00° TCH 53
→ 1.1 NM	1 NM	→ 2.9 NM	→ 1.4 NM	→ 3.9 NM	→ 6.9 NM
CATEGORY	A	B	C	D	
LPV	DA	568/40	200 (200-¾)		
LNAV/VNAV	DA	657/40	289 (300-¾)		
LNAV MDA	760/40	392 (400-¾)	760/50	392 (400-1)	
CIRCLING	820-1 446 (500-1)	840-1 466 (500-1)	1000-1¾ 626 (700-1¾)	1140-2½ 766 (800-2½)	

EUGENE, OREGON

Amtd 4 13SEP18

44°07'N-123°13'W

MAHLON SWEET FLD (EUG)

RNAV (GPS) Y RWY 34L

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 81900 W34B	APP CRS 344°	Rwy Idg 6000 TDZE 374 Apt Elev 374
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RNAV (GPS) Y RWY 34R
MAHLON SWEET FLD (EUG)

RNP APCH.

- T** Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.
A Use of FD or AP providing RNAV track guidance required during simultaneous operations.
 Rwy 34R helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct KIBKE then on track 007° to ALFOR and hold.

ATIS	CASCADE APP CON ★	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) 0 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95

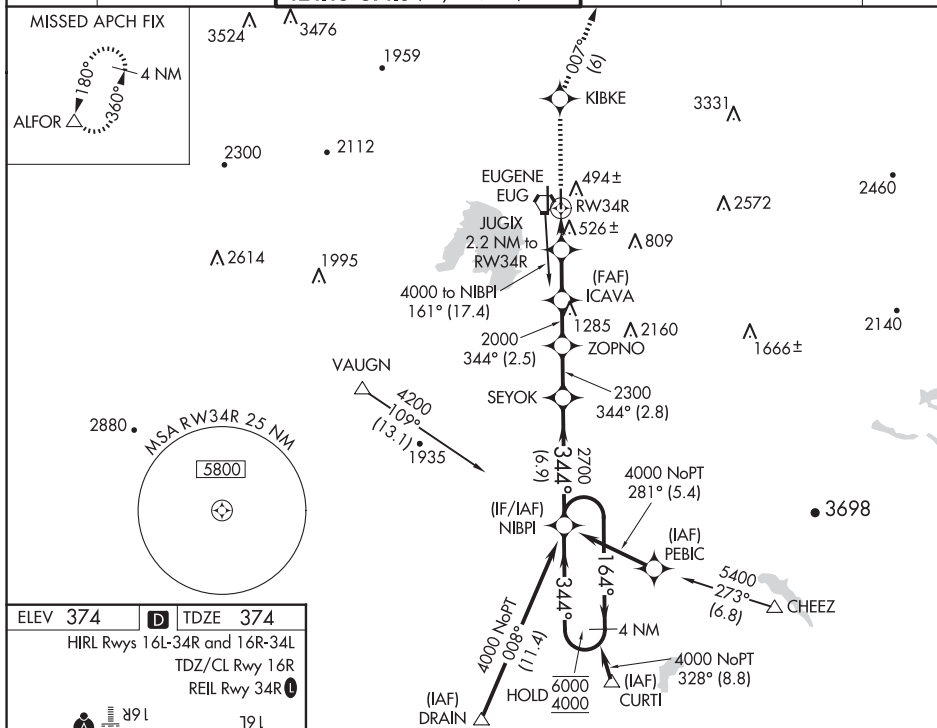


Diagram illustrating a 4 NM Holding Pattern for RW34R. The pattern is defined by a series of turns around a fix (ICAVA) with distances of 1.1 NM, 2.2 NM, 2.5 NM, and 2.8 NM. The pattern is divided into four segments (A, B, C, D) with specific altitudes and speeds. The holding pattern is 4 NM wide. The diagram also shows the approach path from the south, with a 344° heading and a 34L/34R runway configuration. The holding pattern is located 6000 X 150 feet from the runway. The diagram includes a scale bar for 8009 X 150 feet and a 344° heading indicator.

CATEGORY	A	B	C	D
LPV DA	636-7/8	262 (300-7/8)		
LNAV/VNAV DA	661-7/8	287 (300-7/8)		
LNAV MDA	780-1	406 (500-1)	780-1 1/8	406 (500-1 1/8)
C CIRCLING	820-1 446 (500-1)	840-1 466 (500-1)	1000-1 3/4 626 (700-1 3/4)	1140-2 1/2 766 (800-2 1/2)

VORTAC EUG 112.9 Chan 76	APP CRS 337°	Rwy Idg 8009 TDZE 368 Apt Elev 374
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VOR or TACAN RWY 34L
MAHLON SWEET FLD (EUG)

MISSED APPROACH: Climb to 800 then climbing left turn to 4100 on EUG VORTAC R-210 to VAUGN/EUG 14 DME and hold, continue climb-in-hold to 4100.

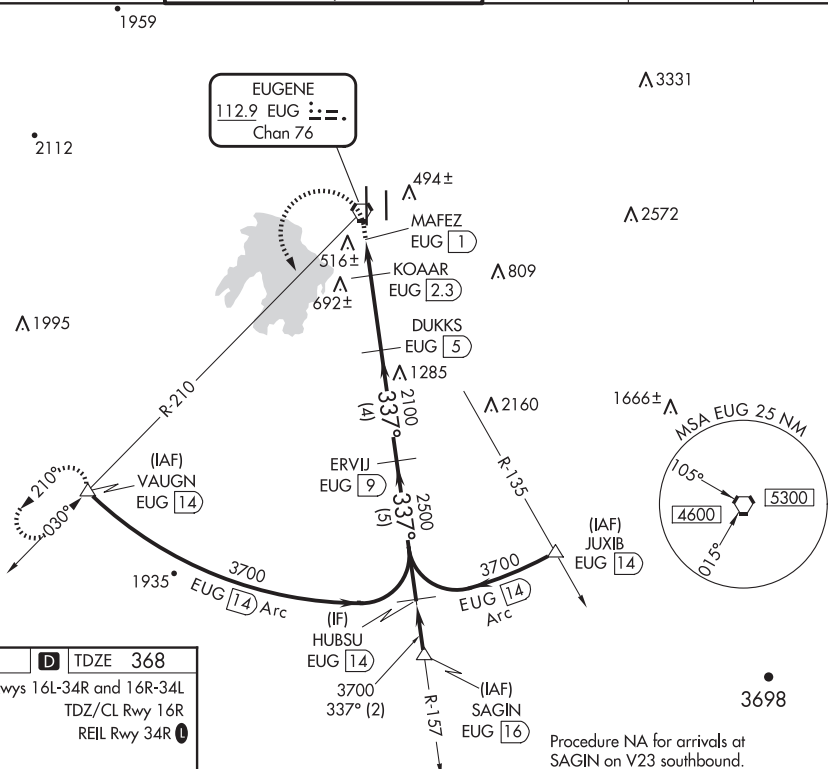
ATIS
125.225

CASCADE APP CON★
119.6 348.7

EUGENE TOWER ★
118.9 (CTAF) **0 371.9** (Rwy 16R/34L)
124.15 371.9 (Rwy 16L/34R)

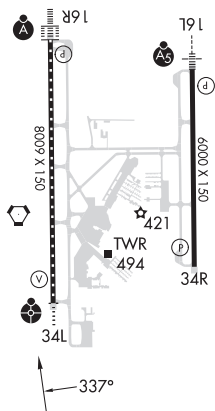
GND CON
121.7 269.5

CLNC DEL
121.7 269.5

UNICOM
122.95

ELEV 374	D	TDZE 368
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HIRL Rwys 16L-34R and 16R-34L
TDZ/CL Rwy 16R
REIL Rwy 34R (L)



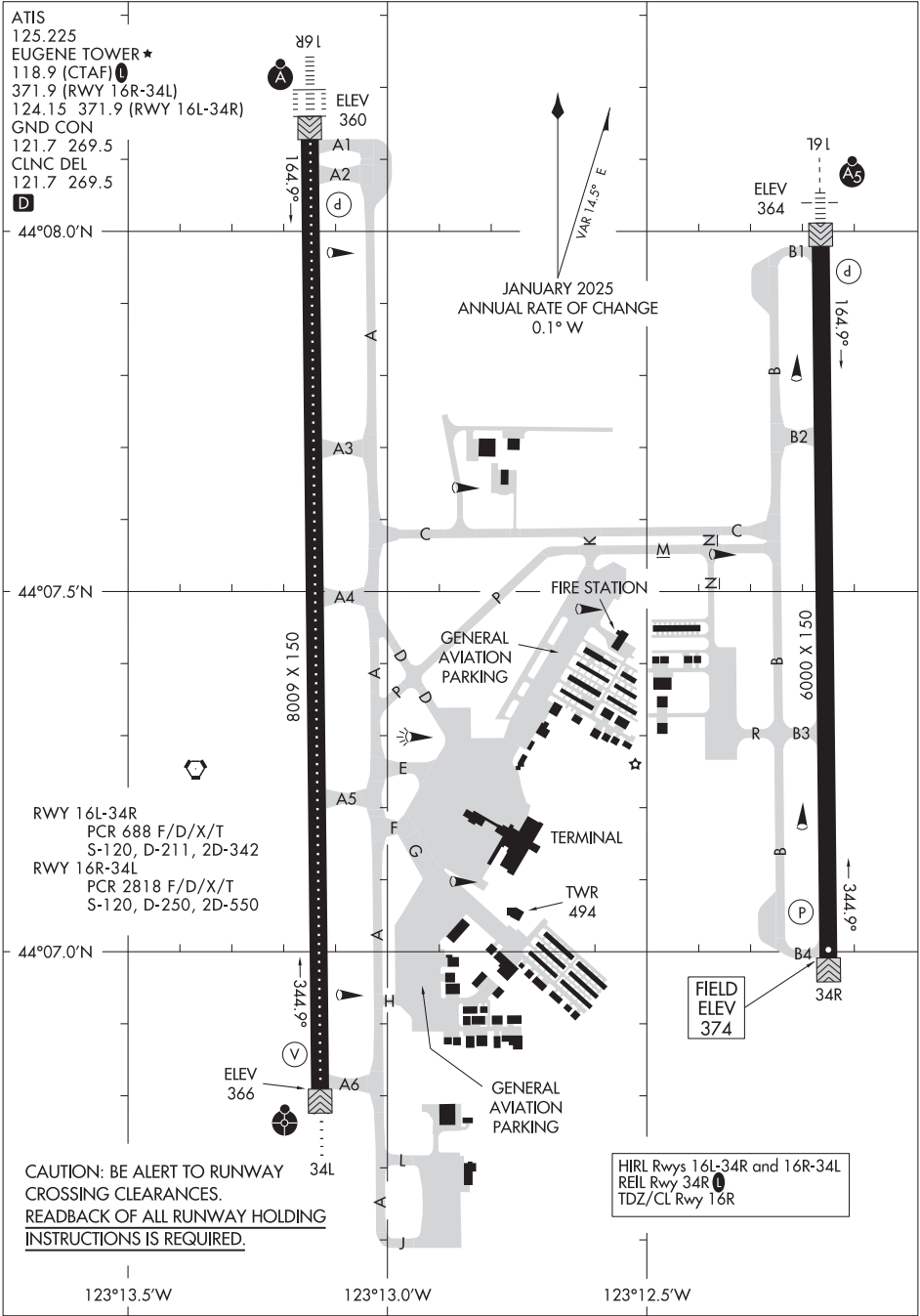
800 ↑	4100 EUG R-210	VAUGHN △	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 53).		HUBSU EUG (14)
CATEGORY	A		B	C	D
S-34L	780/40 412 (500-¾)		780/55 412 (500-1)		
CIRCLING	820-1 446 (500-1)	840-1 466 (500-1)	1000-1¾ 626 (700-1¾)	1140-2½ 766 (800-2½)	

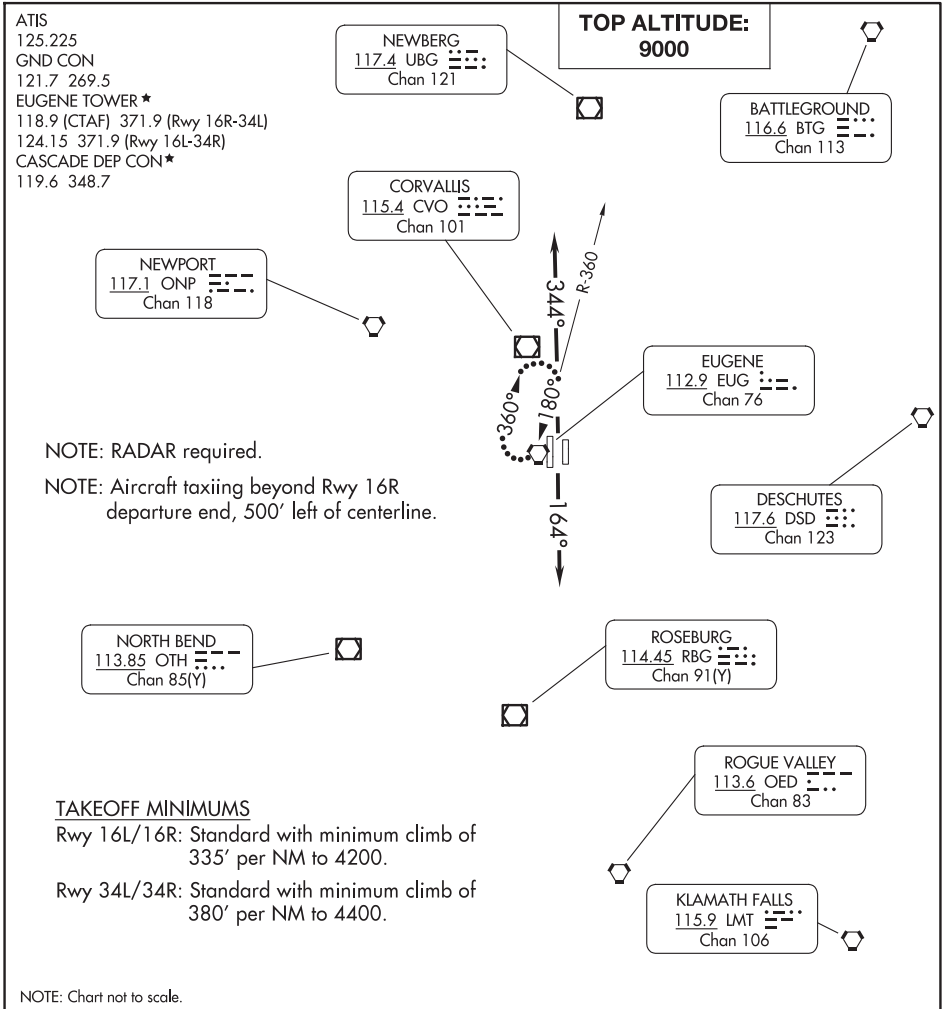
EUGENE, OREGON
Amdt 6 13SEP18

44°07'N-123°13'W

MAHLON SWEET FLD (EUG)
VOR or TACAN RWY 34L

NW-1, 07 AUG 2025 to 02 OCT 2025





DEPARTURE ROUTE DESCRIPTION

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.

LOC/DME I-EVW 108.9 Chan 26	APP CRS 234°	Rwy Idg TDZE Apt Elev	7300 7143 7143
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ILS or LOC/DME RWY 23

EVANSTON-UINTA COUNTY BURNS FLD (E V W)

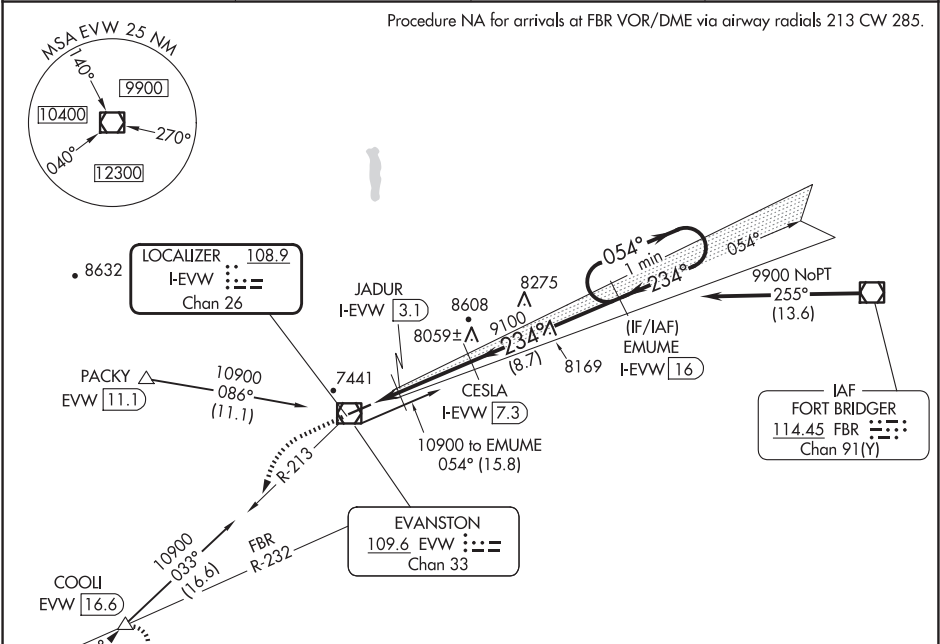
⚠

For inoperative MALSR, increase S-LOC 23 Cat D visibility to 1 mile. When local altimeter setting not received, procedure NA.

MALSR

MISSED APPROACH: Climb to 7600 then climbing left turn to 12000 via EVW VOR/DME R-213 to COOL/ EVW VOR/DME 16.6 DME and hold, continue climb-in-hold to 12000.

ASOS 120.0	SALT LAKE CENTER 127.7 354.125	GCO 121.72	UNICOM 123.0 (CTAF) 0
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7600

12000

↑

EVW R-213

COOL/ Δ

Use I-EVW DME when on the localizer course.
*LOC only

I-EVW 1.4

I-EVW 2.2

JADUR I-EVW 3.1

CESLA I-EVW 7.3

9100

EMUME I-EVW 16

9900

7700*

9100

7300 X 100

7200

054°

234°

234°

054°

GS 3.00°

TCH 47

0.8

0.9 NM

4.2 NM

8.7 NM

CATEGORY	A	B	C	D
S-ILS 23	7343-½ 200 (200-½)			
S-LOC 23	7440-½ 297 (300-½)			7440-¾ 297 (300-¾)
CIRCLING	7680-1 537 (600-1)	7760-1 617 (700-1)	7800-1¾ 657 (700-1¾)	8000-2¾ 857 (900-2¾)

REIL Rwy 5 0

HIRL Rwy 5-23 0

EVANSTON, WYOMING

AL-6858 (FAA)

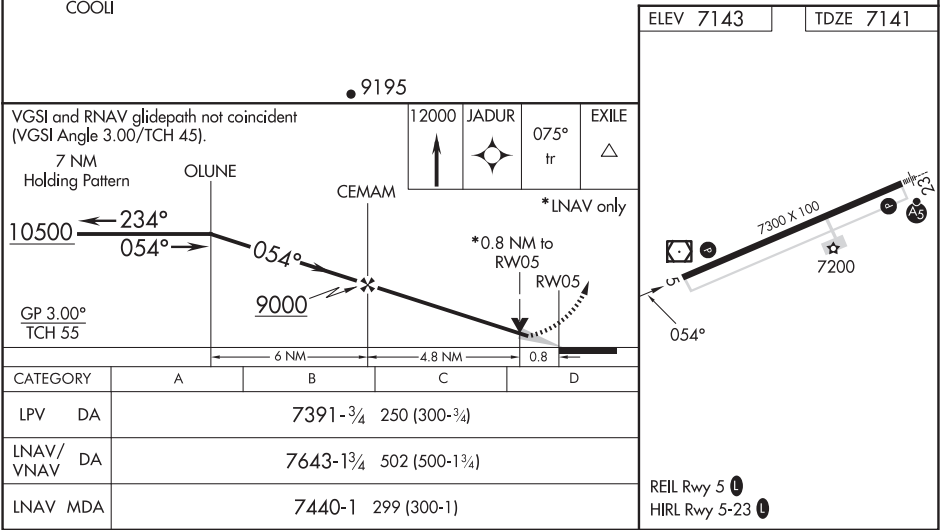
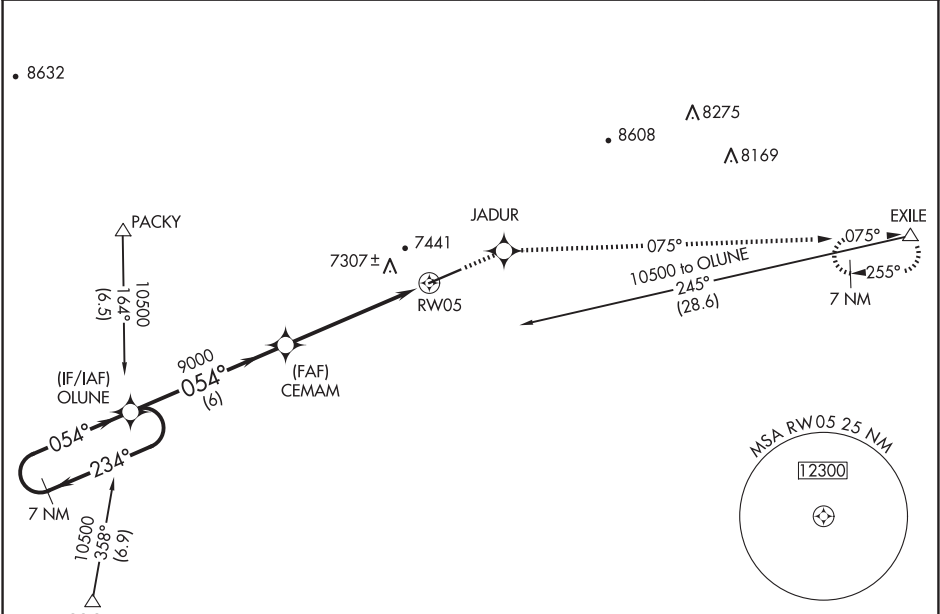
22307

WAAS CH 78302 W05A	APP CRS 054°	Rwy Idg TDZE 7141 Apt Elev 7143
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RNAV (GPS) RWY 5

EVANSTON-UINTA COUNTY BURNS FLD (E V W)

RNP 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).		MISSED APPROACH: Climb to 12000 direct JADUR and via 075° track to EXILE and hold, continue climb-in-hold to 12000.	
ASOS 120.0	SALT LAKE CENTER 127.7 354.125	GCO 121.72	UNICOM 123.0 (CTAF) 0



EVANSTON, WYOMING
Amdt 2A 07NOV19

EVANSTON-UINTA COUNTY BURNS FLD (E V W)
41°16'N-111°02'W
RNAV (GPS) RWY 5

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77905 W23A	APP CRS 234°	Rwy Idg TDZE Apt Elev	7300 7143 7143
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RNAV (GPS) RWY 23

EVANSTON-UINTA COUNTY BURNS FLD (E V W)

RNP APCH - GPS.

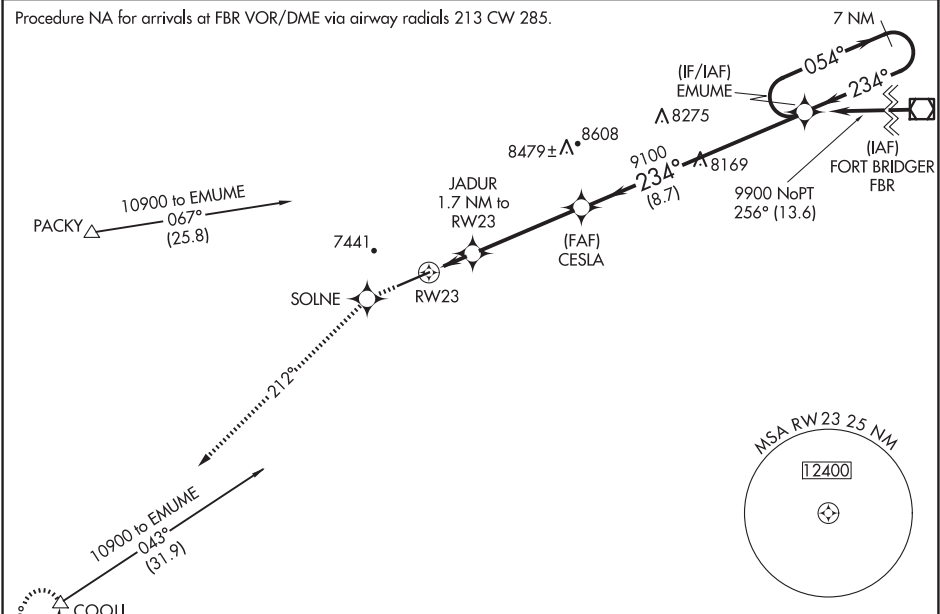
⚠

For inoperative MALSR, increase LPV all Cats visibility to 1, LNAV/VNAV Cat D to 1 and LNAV Cat D to 1¼. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C or above 34°C.

MALSR

MISSED APPROACH: Climb to 12000 direct SOLNE and via 212° track to COOLI and hold, continue climb-in-hold to 12000.

ASOS 120.0	SALT LAKE CENTER 127.7 354.125	GCO 121.72	UNICOM 123.0 (CTAF)
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ELEV 7143

TDZE 7143

12000		212° tr		
<div>*LNAV only</div> <div></div>				
CATEGORY	A	B	C	D
LPV DA	7393-½ 250 (300-½)			
LNAV/VNAV DA	7443-½ 300 (300-½)		7443-¾ 300 (300-¾)	
LNAV MDA	7520-½ 377 (400-½)		7520-1 377 (400-1)	
CIRCLING	7680-1 537 (600-1)	7760-1 617 (700-1)	7800-1¾ 657 (700-1¾)	8000-2¾ 857 (900-2¾)

REIL Rwy 5

HIRL Rwy 5-23

(FBR1.FBR) 23334

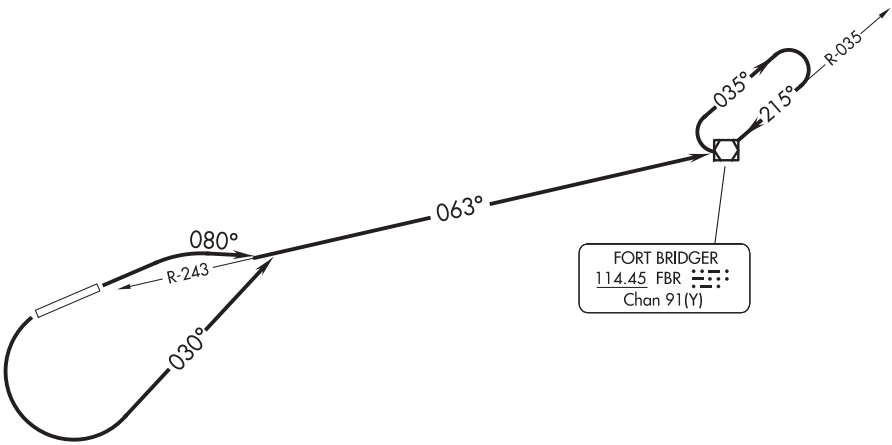
AL-6858 (FAA)

EVANSTON-UINTA COUNTY BURNS FLD (E'VW)

FORT BRIDGER ONE DEPARTURE (OBSTACLE)

EVANSTON, WYOMING

SALT LAKE CENTER
127.7 354.125



TAKEOFF MINIMUMS

Rwys 5, 23: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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.

FORT BRIDGER ONE DEPARTURE (OBSTACLE)

EVANSTON, WYOMING

(FBR1.FBR) 03NOV22

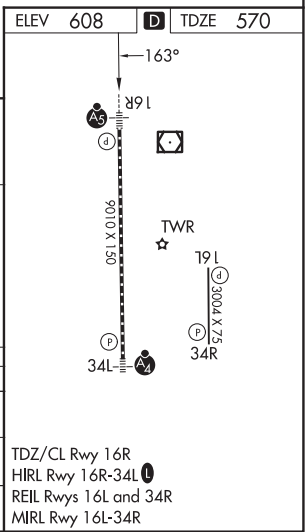
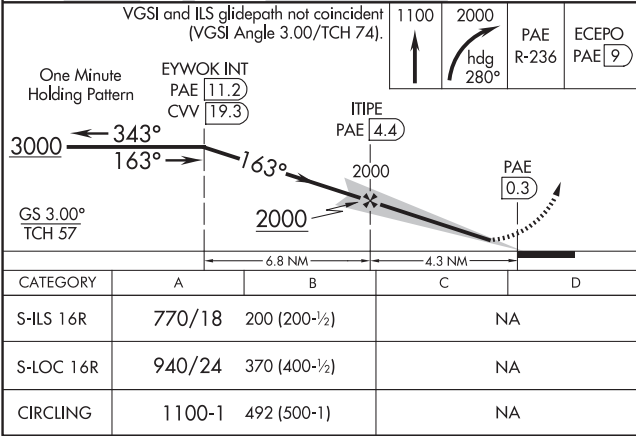
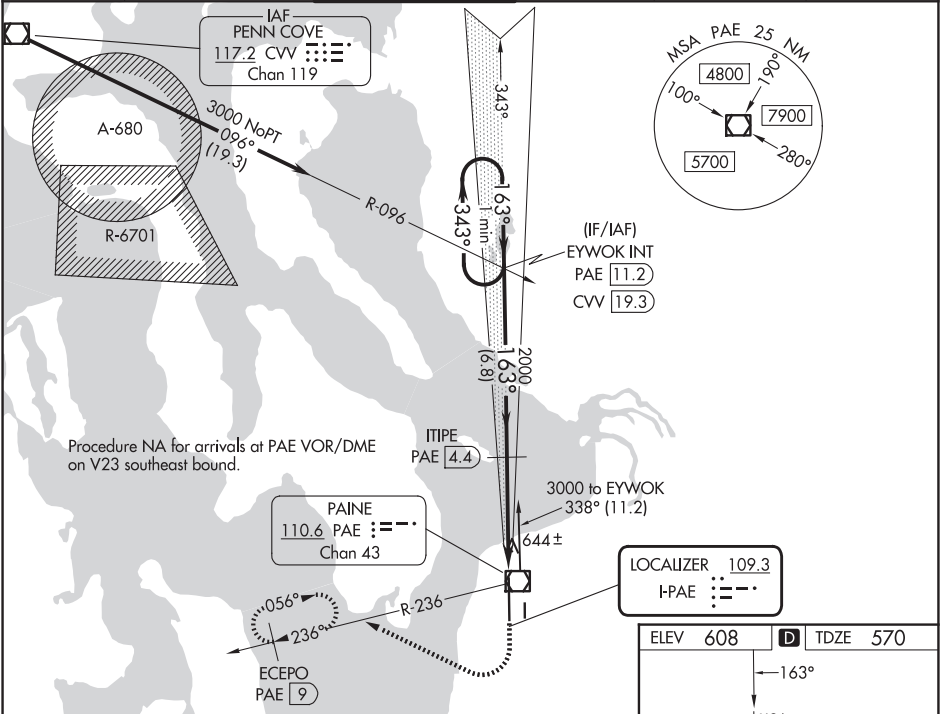
EVANSTON-UINTA COUNTY BURNS FLD (E'VW)

LOC I-PAE 109.3	APP CRS 163°	Rwy Ldg TDZE Apt Elev	9010 570 608
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ILS Y or LOC Y RWY 16R
SEATTLE PAINE FLD INTL (PAE)

<div><div></div><div></div></div> <div>Circling Rwy 34R NA at night. DME required. DME from PAE VOR/DME. Simultaneous reception of I-PAE and PAE DME required.</div>	<div><div></div><div></div></div> <div>MALSR</div>	MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 on heading 280° and PAE VOR/DME R-236 to ECEPO/PAE 9 DME and hold.
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ATIS 128.65	SEATTLE APP CON 128.5 306.9	PAINE TOWER ★ 132.95 (CTAF) 0 256.7	GND CON 121.8 339.8	CLNC DEL 127.175	UNICOM 122.95
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NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

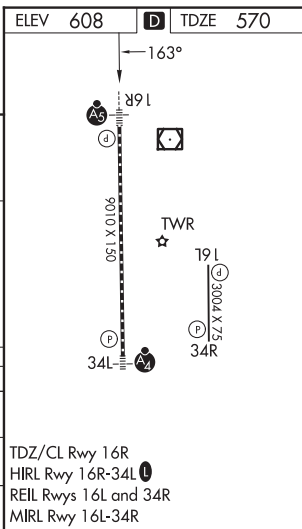
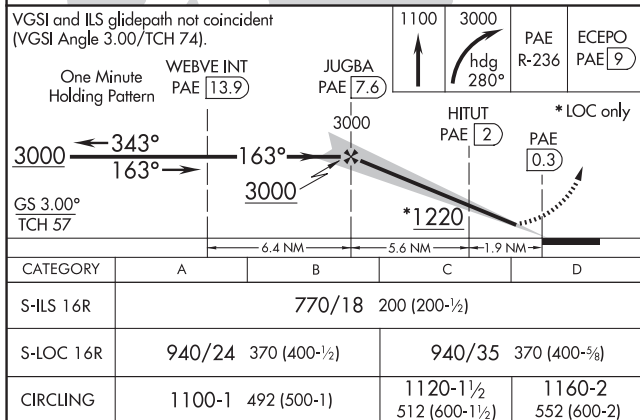
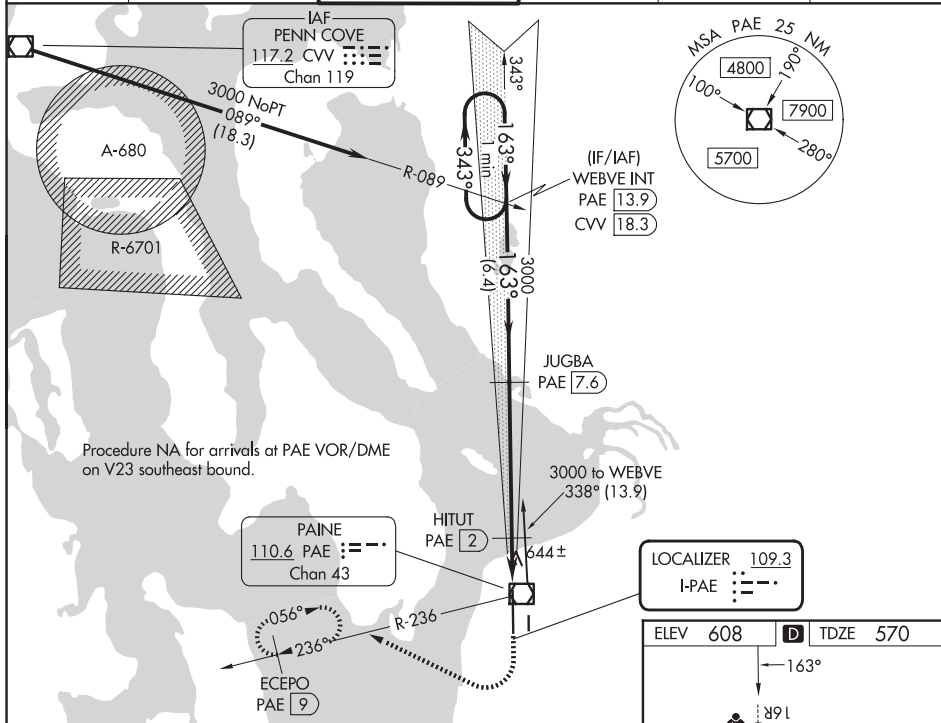
LOC I-PAE 109.3	APP CRS 163°	Rwy Ldg TDZE Apt Elev	9010 570 608
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ILS Z or LOC Z RWY 16R

SEATTLE PAINE FLD INTL (PAE)

⚠ 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 PAE DME required.	MALSR 	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 280° and PAE VOR/DME R-236 to ECEPO/PAE 9 DME and hold, continue climb-in-hold to 3000.
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ATIS 128.65	SEATTLE APP CON 128.5 306.9	PAINE TOWER ★ 132.95 (CTAF) 0 256.7	GND CON 121.8 339.8	CLNC DEL 127.175	UNICOM 122.95
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ILS Z RWY 16R (SA CAT II)
SEATTLE PAINE FLD INTL (PAE)

- MALSR
A5

34L-

SA CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 16R
HIRL Rwy 16R-34L **L**
REIL Rwys 16L and 34R
MIRL Rwy 16L-34R

EVERETT, WASHINGTON

AL-142 (FAA)

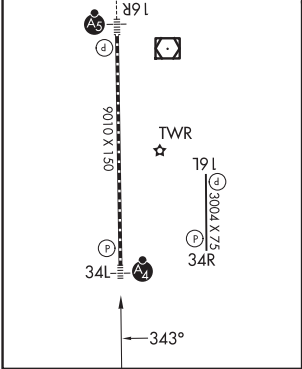
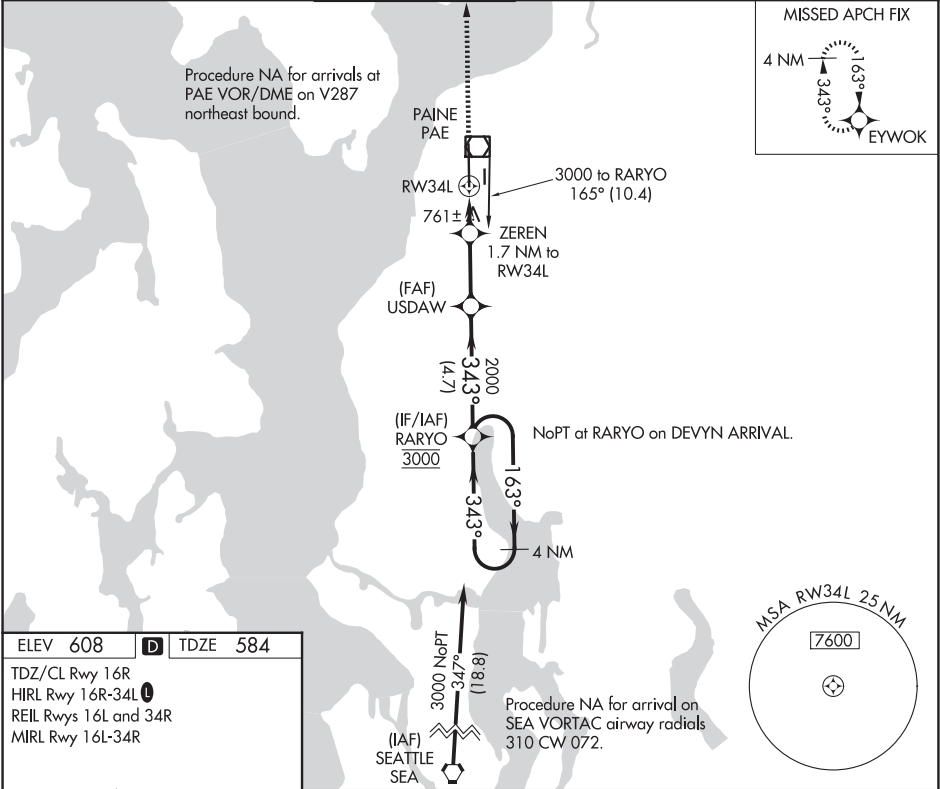
25219

APP CRS	Rwy Ldg	9010
343°	TDZE	584
	Apt Elev	608

RNAV (GPS) RWY 34L

SEATTLE PAINE FLD INTL (P.A.E)

V Circling Rwy 34R NA at night. Rwy 34L helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.		MALSF 	MISSED APPROACH: Climb to 3000 direct EYWOK and hold.		
ATIS 128.65	SEATTLE APP CON 128.5 306.9	PAINE TOWER ★ 132.95 (CTAF) 0 256.7	GND CON 121.8 339.8	CLNC DEL 127.175	UNICOM 122.95



3000 EYWOK		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 75).			
ZEREN 1.7 NM to RW34L		USDAW		RARYO 4 NM Holding Pattern	
RW34L 1.2 NM to RW34L		3.00° TCH 51		163° 3000	
1160		2000		343° 3000	
1.2 NM		0.5 NM		2.6 NM	
4.7 NM					
CATEGORY	A	B	C	D	
LNAV MDA	1020-¾	436 (500-¾)	1020-1	436 (500-1)	
CIRCLING	1100-1	492 (500-1)	1120-1½ 512 (600-1½)	1160-2 552 (600-2)	

EVERETT, WASHINGTON

Amtd 3 07DEC17

47°54'N-122°17'W

SEATTLE PAINE FLD INTL (P.A.E)

RNAV (GPS) RWY 34L

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 60911 W16B	APP CRS 163°	Rwy Ldg 9010 TDZE 570 Apt Elev 608
--	------------------------	---

RNAV (GPS) Y RWY 16R
SEATTLE PAINE FLD INTL (PAE)

T 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.

MALSR



MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct ECEPO and hold.

ATIS 128.65	SEATTLE APP CON 128.5 306.9	PAINÉ TOWER ★ 132.95 (CTAF) 0 256.7	GND CON 121.8 339.8	CLNC DEL 127.175	UNICOM 122.95
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EVERETT, WASHINGTON

AL-142 (FAA)

25219

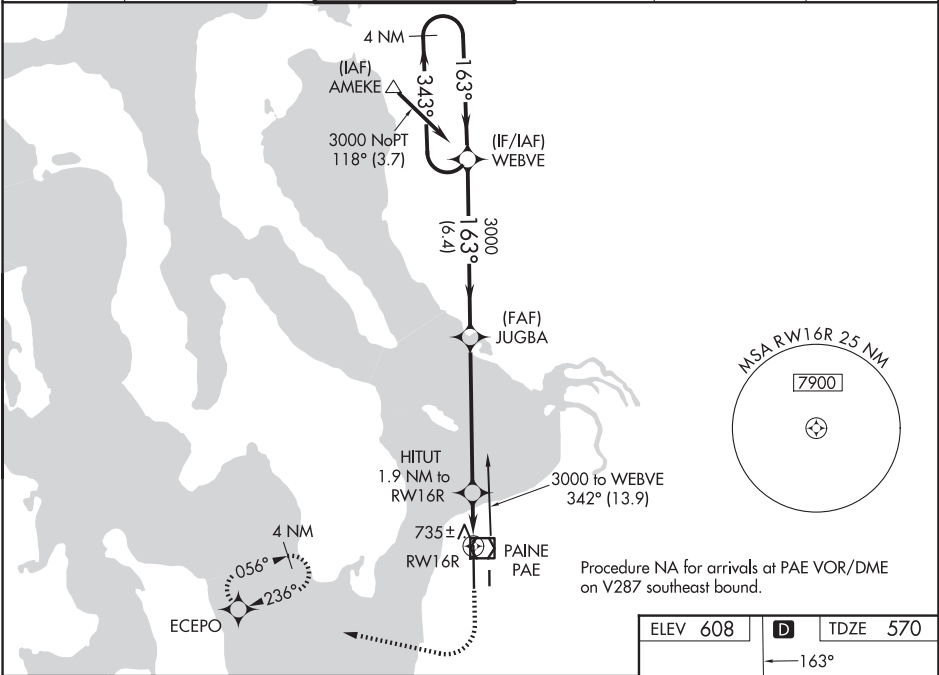
WAAS CH 61129 W16A	APP CRS 163°	Rwy Ldg TDZE Apt Elev	9010 570 608
--	------------------------	-----------------------------	---

RNAV (GPS) Z RWY 16R

SEATTLE PAINE FLD INTL (P.A.E)

▼ 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.	MALSR 	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.
--	-----------	---

ATIS 128.65	SEATTLE APP CON 128.5 306.9	PAINE TOWER ★ 132.95 (CTAF) 0 256.7	GND CON 121.8 339.8	CLNC DEL 127.175	UNICOM 122.95
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).		1100	3000	ECEPO
4 NM Holding Pattern		WEBVE	JUGBA	HITUT
3000 ← 343° 163° → 3000		3000	1.9 NM to RW16R	*1.1 NM to RW16R
GP 3.00° TCH 57				
6.4 NM		5.6 NM	0.8 NM	1.1 NM
CATEGORY	A	B	C	D
LPV DA	770/18 200 (200-½)			
LNAV/VNAV DA	913/30 343 (400-⅝)			
LNAV MDA	1000/24	430 (400-½)	1000/40	430 (400-¾)
CIRCLING	1100-1	492 (500-1)	1120-1½ 512 (600-1½)	1160-2 552 (600-2)

ELEV 608	D	TDZE 570
163°		
TWR		
19L		
3000 X 75		
34R		
34L		
TDZ/CL Rwy 16R		
HIRL Rwy 16R-34L		
REIL Rwys 16L and 34R		
MIRL Rwy 16L-34R		

EVERETT, WASHINGTON
Amdt 1 07DEC17

47°54'N-122°17'W

SEATTLE PAINE FLD INTL (P.A.E)

RNAV (GPS) Z RWY 16R

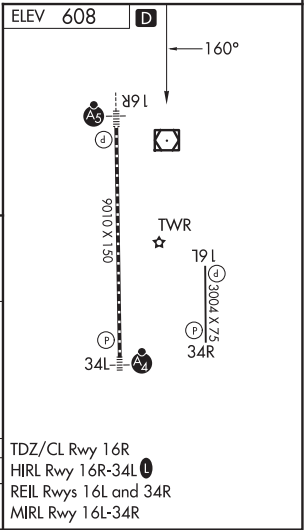
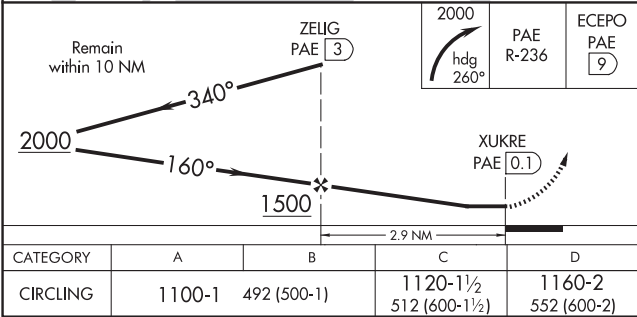
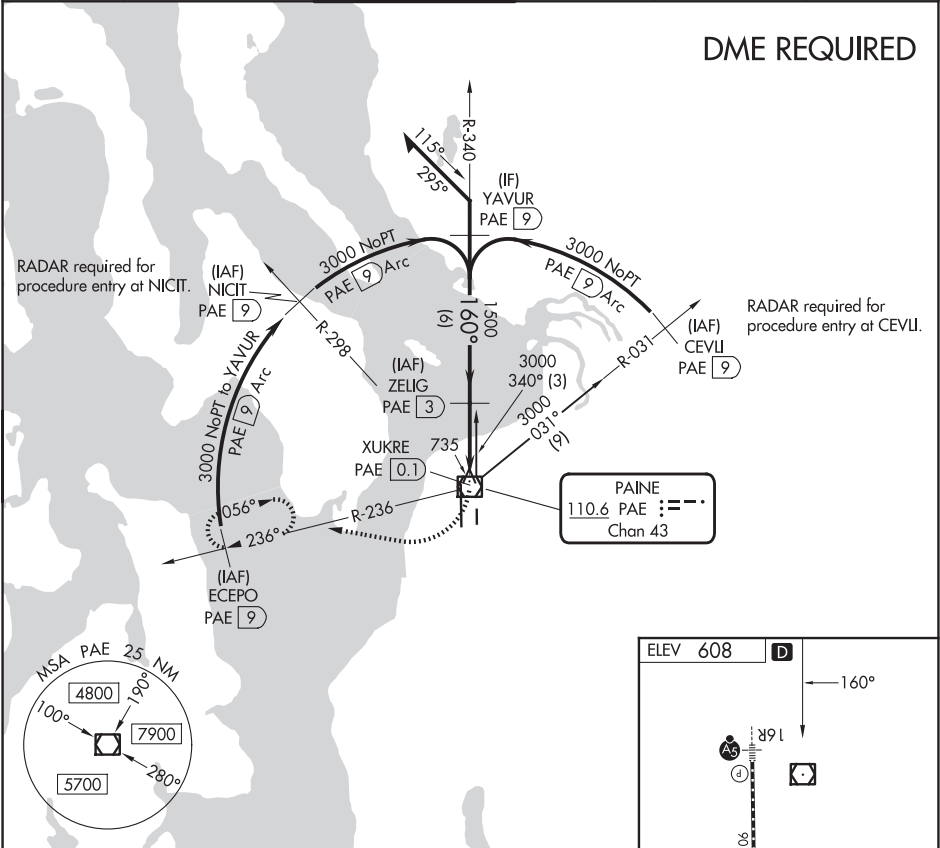
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME PAE	APP CRS	Rwy Ldg TDZE	N/A
110.6	160°	Apt Elev	N/A
Chan 43			608

VOR-A
SEATTLE PAINE FLD INTL (PAE)

Circling Rwy 34R NA at night. DME required.		MISSED APPROACH: Climbing right turn to 2000 on heading 260° and PAE VOR/DME R-236 to ECEPO/PAE 9 DME and hold.			
ATIS	SEATTLE APP CON	PAINE TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	128.5 306.9	132.95 (CTAF) 0 256.7	121.8 339.8	127.175	122.95

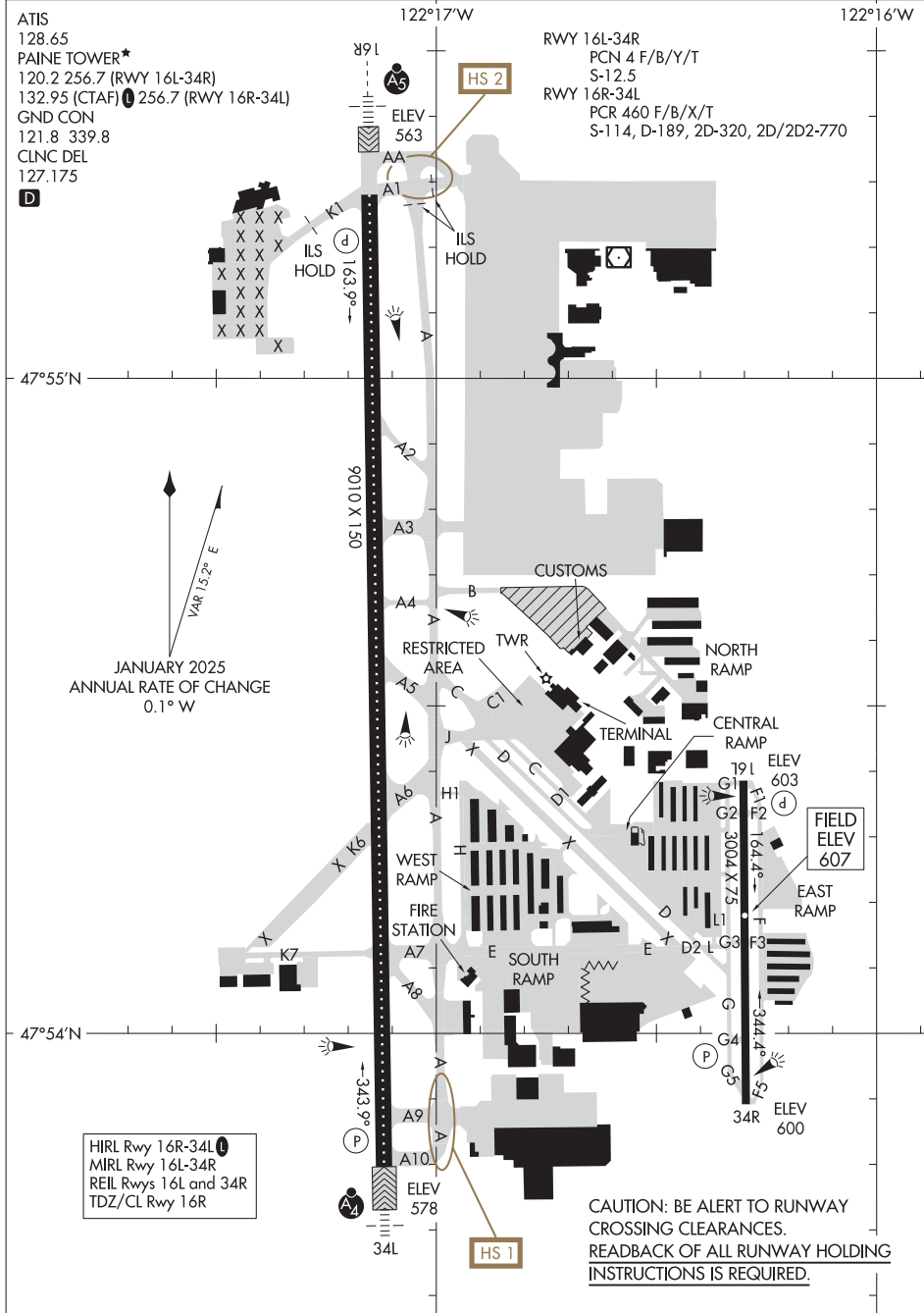


NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

25219

AIRPORT DIAGRAM

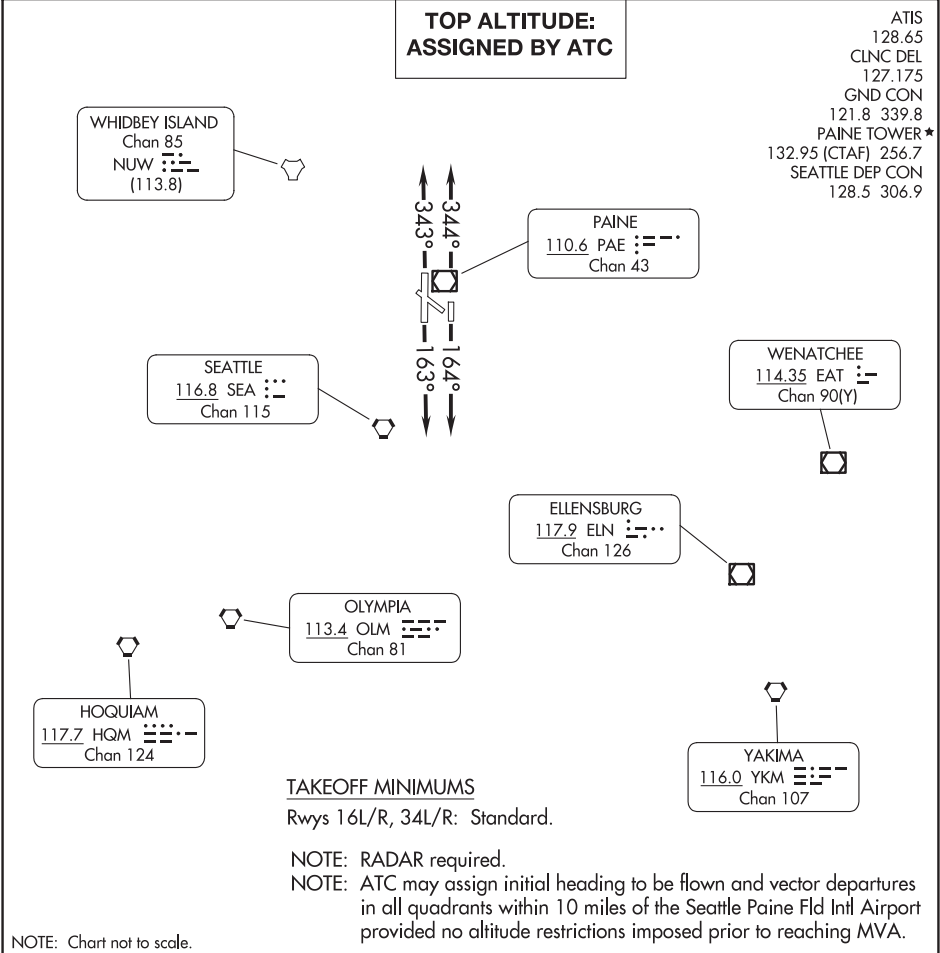
SEATTLE PAINE FLD INTL (P.A.E.)
EVERETT, WASHINGTON

NW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

25219

EVERETT, WASHINGTON
SEATTLE PAINE FLD INTL (P.A.E.)



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.

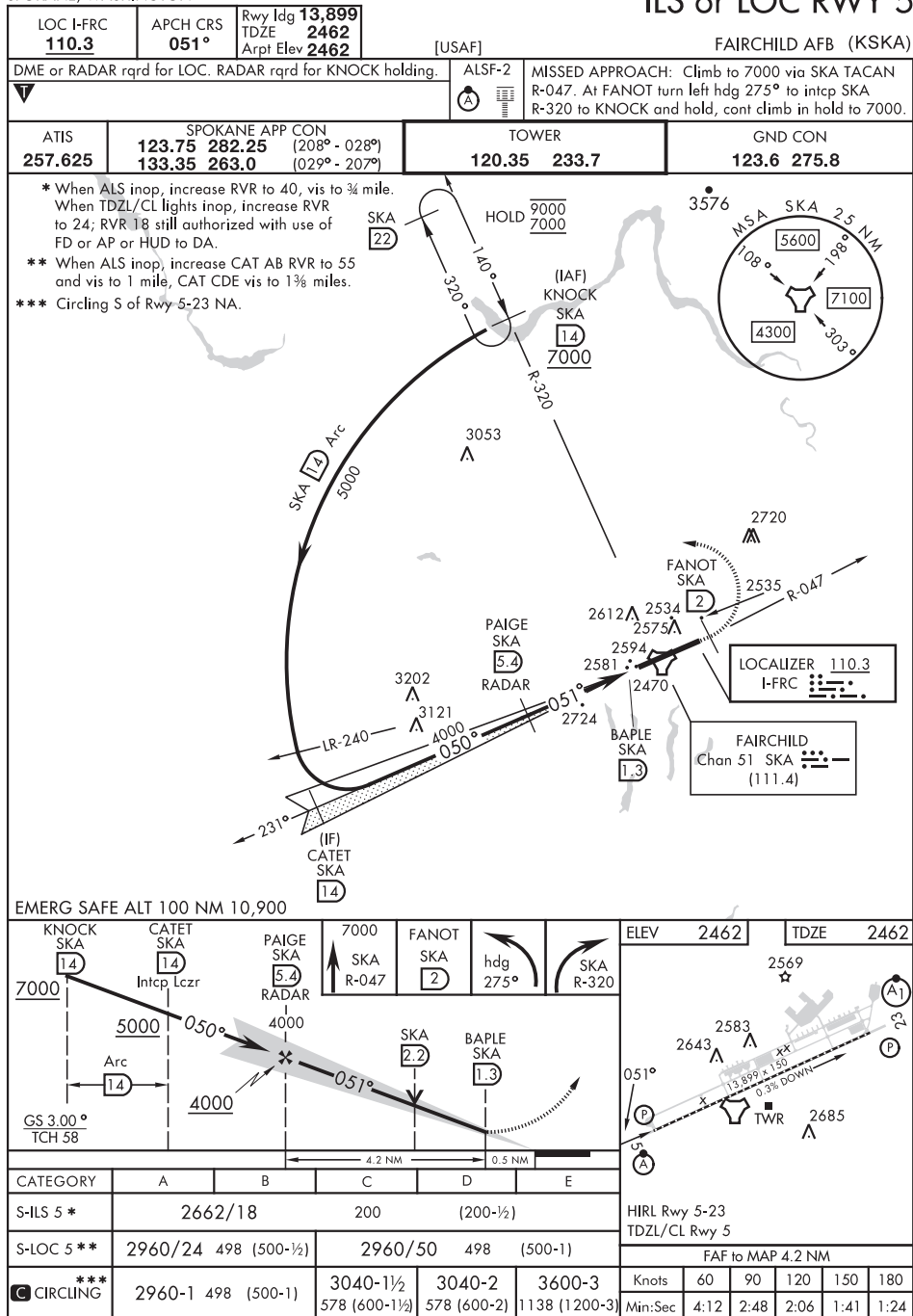
LOST COMMUNICATIONS: If not in contact with Seattle approach upon reaching 2000, continue climb to assigned altitude and proceed direct to PAE VOR/DME. Thence via assigned route.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SPOKANE, WASHINGTON

ILS or LOC RWY 5



SPOKANE, WASHINGTON

47°37'N-117°39'W

FAIRCHILD AFB (KSKA)

Amdt 6 03NOV22

ILS or LOC RWY 5

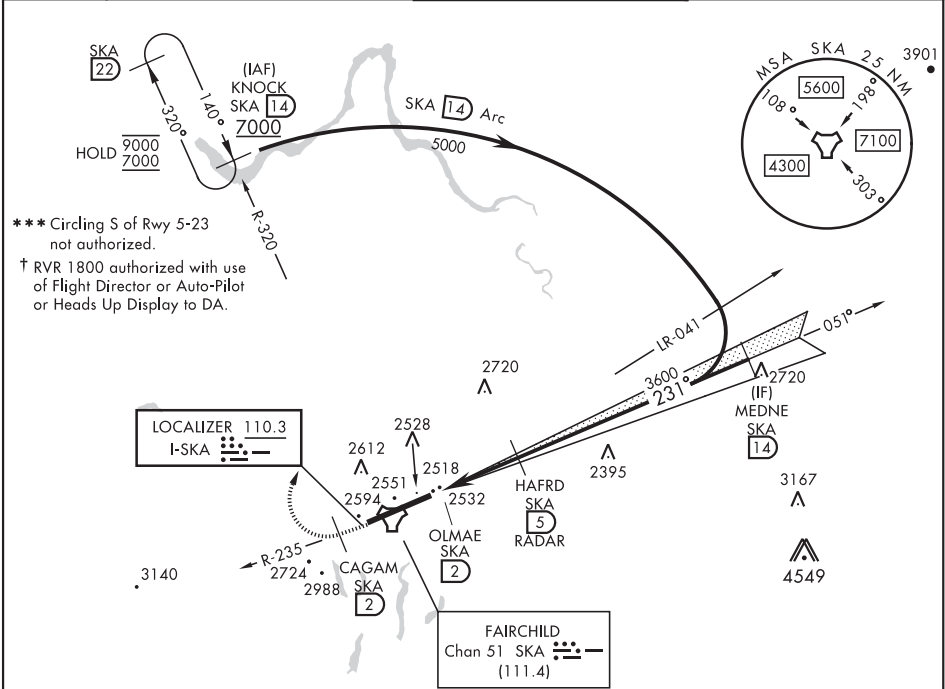
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

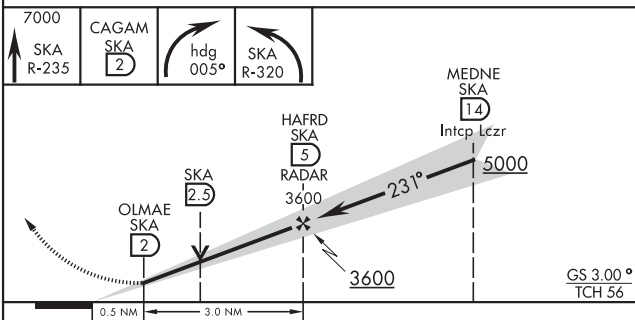
SPOKANE, WASHINGTON

ILS or LOC RWY 23

LOC I-SKA 110.3	APCH CRS 231°	Rwy Idg 13,899 TDZE 2423 Arpt Elev 2462	[USAF]	FAIRCHILD AFB (KSKA)
DME or RADAR rgrd for LOC. RADAR rgrd for KNOCK holding.			ALSIF-1	MISSED APPROACH: Climb to 7000 via SKA R-235. At CAGAM, turn right heading 005° to intcp SKA R-320 to KNOCK and hold, cont climb in hold to 7000.
* When ALS inop, increase RVR to 40 and vis to ¾ mile. ** When ALS inop, increase RVR to 55 and vis to 1 mile.			A1	
ATIS 257.625	SPOKANE APP CON 123.75 282.25 133.35 263.0	(208° - 028°) (029° - 207°)	TOWER 120.35 233.7	GND CON 123.6 275.8

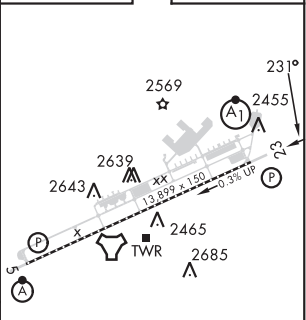


EMERG SAFE ALT 100 NM 10,900



CATEGORY	A	B	C	D	E
S-ILS 23*†	2623/24		200	(200-½)	
S-LOC 23**	2800/24	377 (400-½)	2800/35	377	(400-¾)
*** CIRCLING	2900-1	2920-1	3040-1½	3040-2	3600-3
	438 (500-1)	458 (500-1)	578 (600-1½)	578 (600-2)	1138 (1200-3)

ELEV	2462	TDZE	2423
------	------	------	------



HIRL Rwy 5-23 TDZL/CL Rwy 5	FAF to MAP 3.0 NM				
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

SPOKANE, WASHINGTON

47°37'N-117°39'W

FAIRCHILD AFB (KSKA)

Amtd 4 03NOV22

ILS or LOC RWY 23

SPOKANE, WASHINGTON

LOC I-FRC <u>110.3</u>	APCH CRS 051°	Rwy Idg 13,899 TDZE 2462 Arpt Elev 2462
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[USAF]

FAIRCHILD AFB (KSKA)

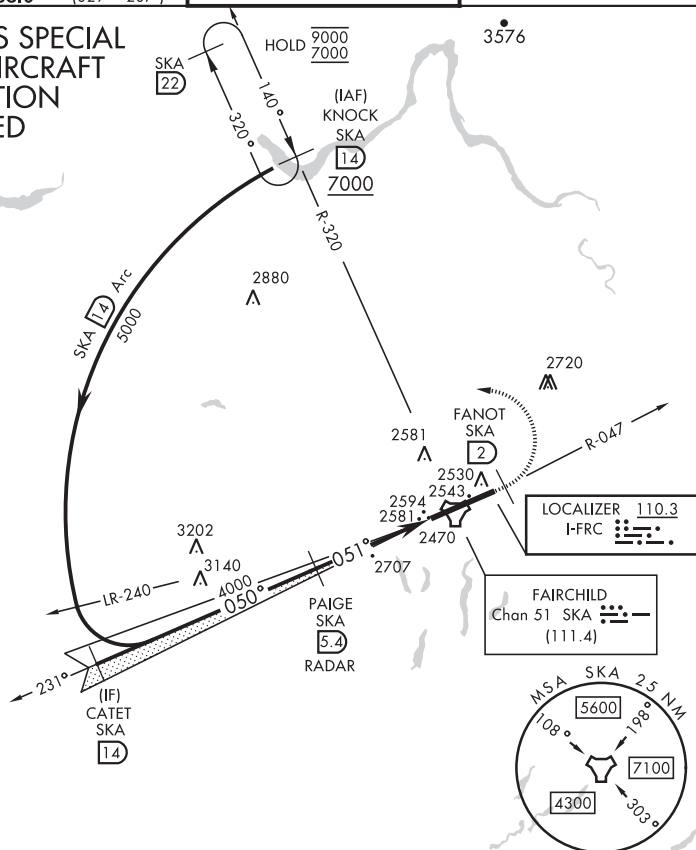
RADAR required for KNOCK holding.

ALSF-2

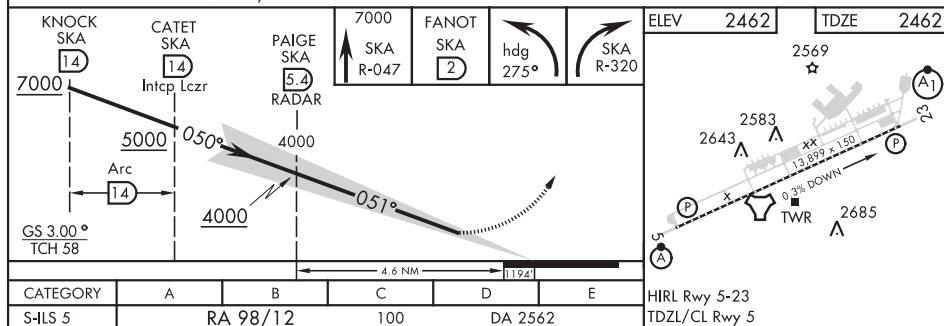
MISSED APPROACH: Climb to 7000 via SKA TACAN R-047. At FANOT turn left hdg 275° to intcp SKA R-320 to KNOCK and hold, continue climb in hold to 7000.

ATIS	SPOKANE APP CON		TOWER		GND CON	
257.625	123.75	282.25 (208° - 028°)	120.35	233.7	123.6	275.8
	133.35	263.0 (029° - 207°)				

CATEGORY II ILS SPECIAL
AIRCREW & AIRCRAFT
CERTIFICATION
REQUIRED



EMERG SAFE ALT 100 NM 10,900



SPOKANE, WASHINGTON

47°37'N-117°39'W

FAIRCHILD AFB (KSKA)

Amdt 2 03NOV22

ILS RWY 5 (CAT II)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SPOKANE, WASHINGTON

RNAV (GPS) RWY 5

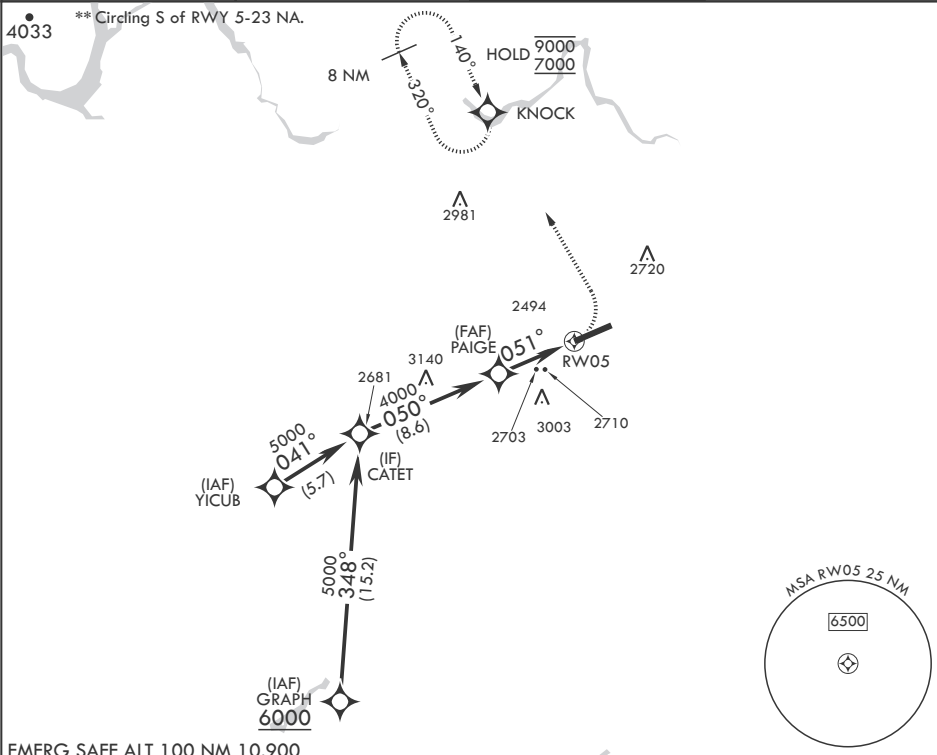
APCH CRS	Rwy Idg	13,899
051°	TDZE	2462
	Arprt Elev	2462

- (USAF)

FAIRCHILD AFB (KSKA)

RNP APCH	ALSIF-2	MISSED APPROACH: Climbing left turn to 7000 direct KNOCK and hold, continue climb in hold to 7000.
RADAR required for KNOCK holding.		
* When ALS inop, increase CAT A RVR to 55, vis to 1 mile, CAT B RVR to 60, vis to 1 1/4 miles, and CAT CDE vis to 2 1/2 miles.		

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
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EMERG SAFE ALT 100 NM 10,900

CATET		7000		KNOCK		ELEV 2462		TDZE 2462	
5000		050°		PAIGE		4000		051°	
				1.8 NM to RWY05		RWY05			
		3.00° TCH 58		4.6 NM					
CATEGORY	A	B	C	D	E				
LNNAV MDA*	3100/24	638 (700-½)	3100-1⅓	638	(700-1⅓)				
CIRCLING**	3100-1	638 (700-1)	3100-1¾	638 (700-1¾)	3100-2	638 (700-2)	3600-3	1138	(1200-3)

SPOKANE, WASHINGTON

47°37'N - 117°39'W

FAIRCHILD AFB (KSKA)

Amndt 2 03NOV22

RNAV (GPS) RWY 5

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SPOKANE, WASHINGTON

RNAV (GPS) RWY 23

APCH CRS	Rwy Idg	13,899
231°	TDZE	2423
	Arprt Elev	2462

RNP APCH

RADAR required for KNOCK holding.

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles.

ATIS
257.625

SPOKANE APP CON
123.75 282.25 (208°-028°)
133.35 263.0 (029°-207°)

- (USAF)

FAIRCHILD AFB (KSKA)

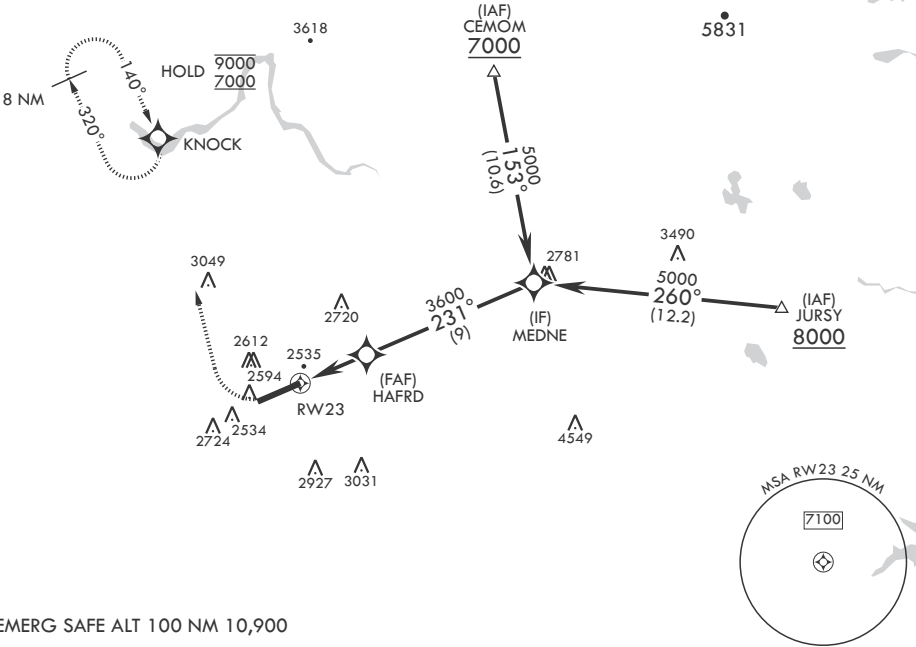


MISSED APPROACH: Climb to 3000, then climbing right turn to 7000 direct to KNOCK and hold, continue climb in hold to 7000.

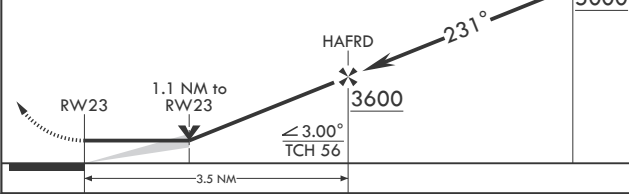
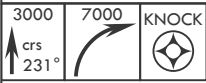
TOWER
120.35 233.7

GND CON
123.6 275.8

** Circling S of Rwy 5-23 NA.

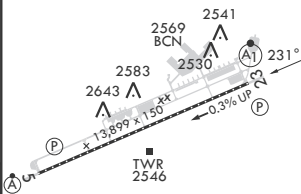


EMERG SAFE ALT 100 NM 10,900



ELEV 2462

TDZE 2423



CATEGORY	A	B	C	D	E
LNAV MDA*	2820/24	397 (400-½)	2820/35	397	(400-%)
CIRCLING**	2900-1 438 (500-1)	2920-1 458 (500-1)	3040-1½ 578 (600-1½)	3040-2 578 (600-2)	3600-3 1138 (1200-3)

HIRL all Rwys
TDZL/CL Rwy 5

SPOKANE, WASHINGTON

47°37'N - 117°39'W

FAIRCHILD AFB (KSKA)

Amndt 2 03NOV22

RNAV (GPS) RWY 23

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SPOKANE, WASHINGTON

TACAN RWY 5

TACAN SKA Chan 51	APCH CRS 058°	Rwy Idg 13,899 TDZE 2462 Arprt Elev 2462
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[USAF]

FAIRCHILD AFB (KSKA)

RADAR required for KNOCK holding.

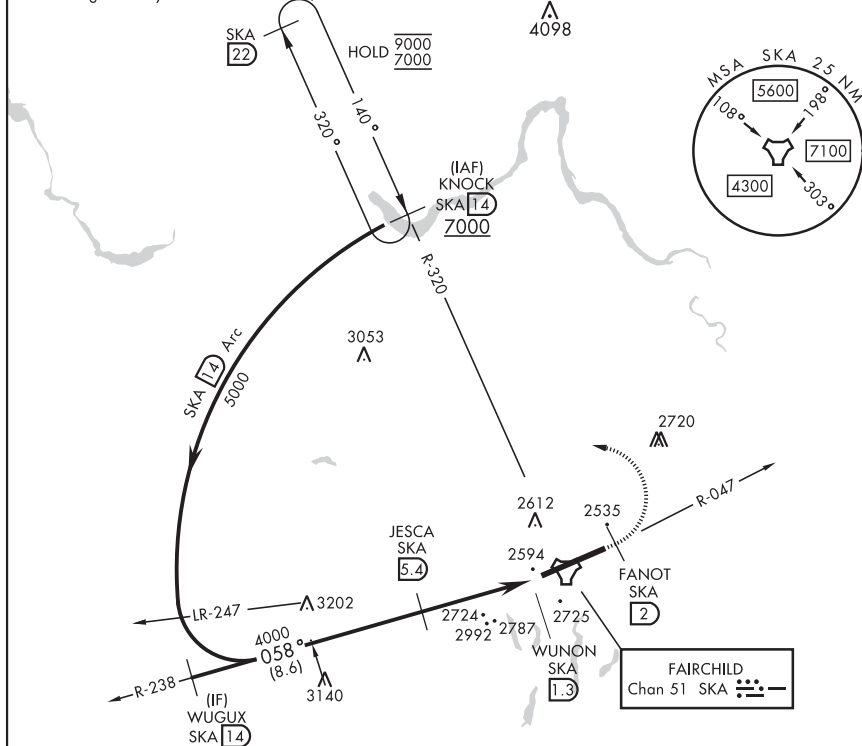
ALSIF-2

MISSED APPROACH: Climb to 7000 via SKA TACAN
R-047. At FANOT turn left hdg 275° to intcp SKA
R-320 to KNOCK and hold, cont climb in hold to 7000.

When ALS inop, increase CAT A RVR to 55, vis to 1
mile, CAT B vis to 1¼ miles, CAT CDE vis to 2½ miles.

ATIS 257.625	SPOKANE APP CON 123.75 282.25 133.35 263.0	(208° - 028°) (029° - 207°)	TOWER 120.35 233.7	GND CON 123.6 275.8
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** Circling S of Rwy 5-23 NA.



EMERG SAFE ALT 100 NM 10,900

					ELEV 2462	TDZE 2462
CATEGORY	A	B	C	D	E	
S-5 *	3260/24 798 (800-½)	3260/40 798 (800-¾)	3260-1¼ 798 (800-1¼)	798	(800-1¼)	
CIRCLING **	3260-1 798 (800-1)	3260-1¼ 798 (800-1¼)	3260-2½ 798 (800-2½)		3600-3 1138(1200-3)	HIRL Rwy 5-23 TDZL/CL Rwy 5

SPOKANE, WASHINGTON

47°37'N-117°39'W

FAIRCHILD AFB (KSKA)

Amdt 5 03NOV22

TACAN RWY 5

TACAN RWY 23

EMERG SAFE ALT 100 NM 10,900

SPOKANE, WASHINGTON 47°37'N-117°39'W FAIRCHILD AFB (KSKA)

47°37'N-117°39'W

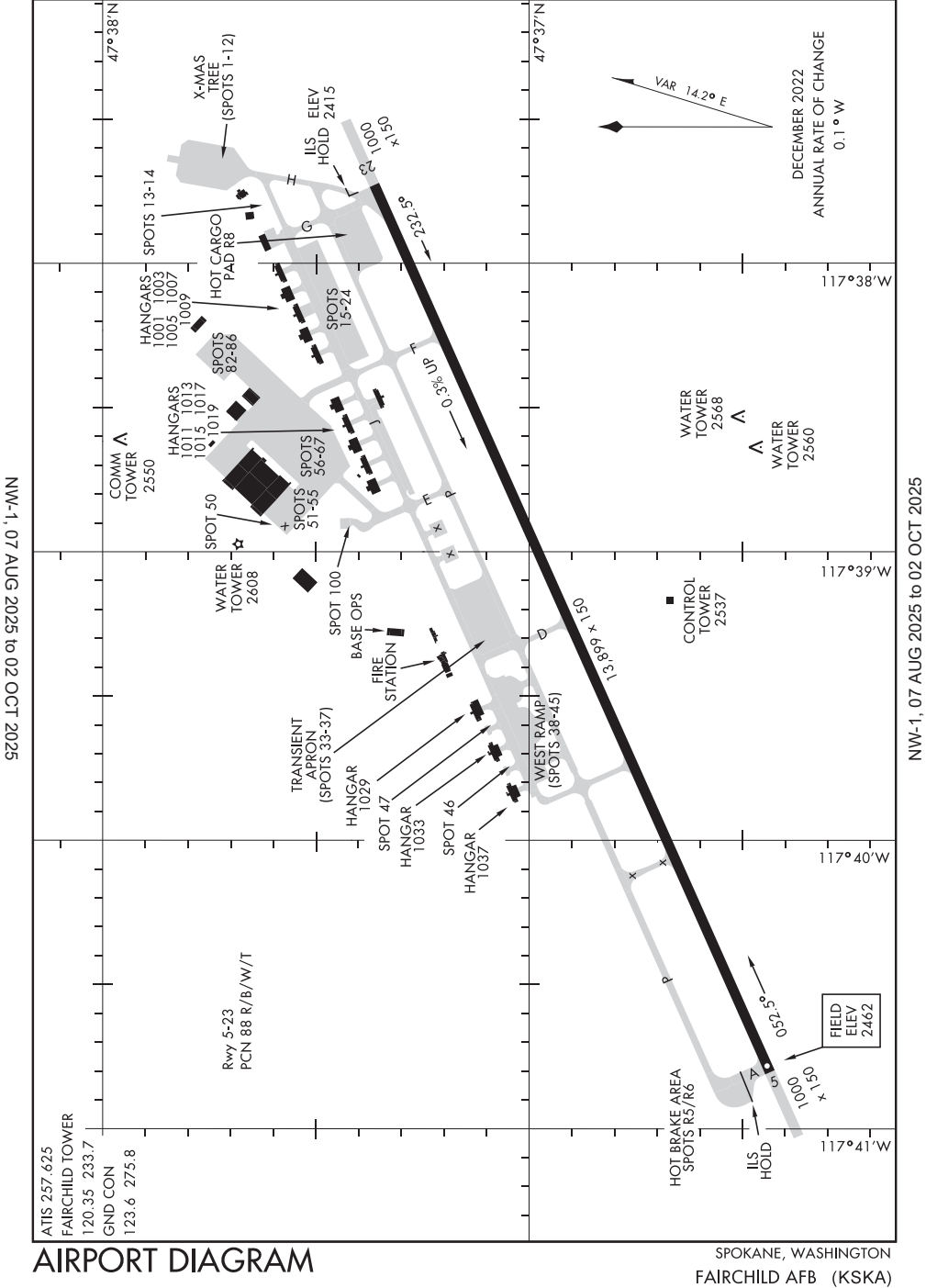
FAIRCHILD AFB (KSKA)

Amdt 4 03NOV22

TACAN RWY 23

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



FORSYTH, MONTANA

AL-6216 (FAA)

25219

WAAS CH 78125 W27A	APP CRS 268°	Rwy Ldg TDZE Apt Elev	4799 2728 2729
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RNAV (GPS) RWY 27

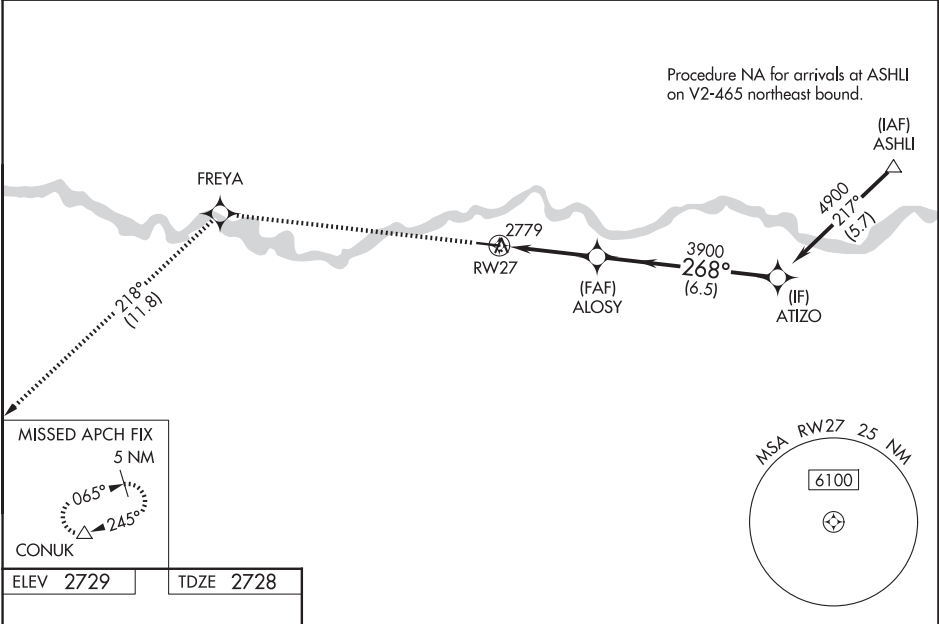
TILLITT FLD (1S3)

NA

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 ¼ 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.

AWOS-3PT 121.125	SALT LAKE CENTER 126.85 305.2	UNICOM 122.8 (CTAF)
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ELEV 2729	TDZE 2728				
6000	FREYA	tr 218°	CONUK	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29).	
*LNAV only		*0.9 NM to RW27		ALOSY	
RW27		3900		ATIZO	
0.9 NM		2.6 NM		6.5 NM	
CATEGORY		A		B C D	
LPV DA		2978-1		250 (300-1)	
LNAV/VNAV DA		2978-1		250 (300-1)	
LNAV MDA		3040-1		312 (400-1)	
CIRCLING		3160-1 431 (500-1)	3320-1 591 (600-1)	3340-1¾ 611 (700-1¾)	3700-3 971 (1000-3)

APP CRS	Rwy Idg	4300
228°	TDZE	2864
	Apt Elev	2869

RNAV (GPS) RWY 23

FORT BENTON (79S)

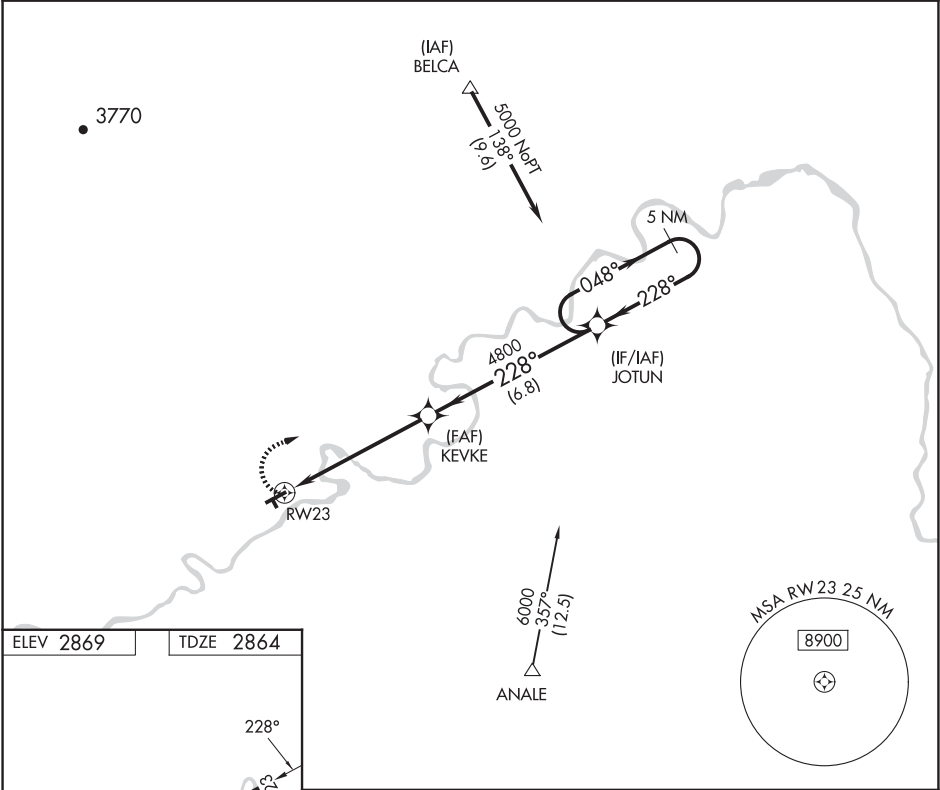
▼

▲

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 ½ SM, and Circling visibility Cat C ¾ SM. Circling NA to Rwy's 14-32.

MISSED APPROACH: Climbing right turn to 5000 direct JOTUN and hold.

AWOS-3PT 121.125	SALT LAKE CENTER 133.4 285.4	UNICOM 122.8 (CTAF) 
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5000

JOTUN

1.4 NM to RW23

3.05°

TCH 40

RW23

4800

228°


5 NM Holding Pattern

048°

5000

228°

CATEGORY	A	B	C	D
LNAV MDA	3340-1	476 (500-1)	3340-1¼ 476 (500-1¼)	NA
CIRCLING	3340-1	471 (500-1)	3460-1½ 591 (600-1½)	NA

MIRL Rwy 5-23 

FORT BRIDGER, WYOMING

AL-148 (FAA)

25163

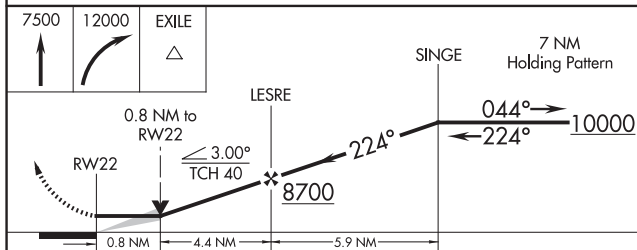
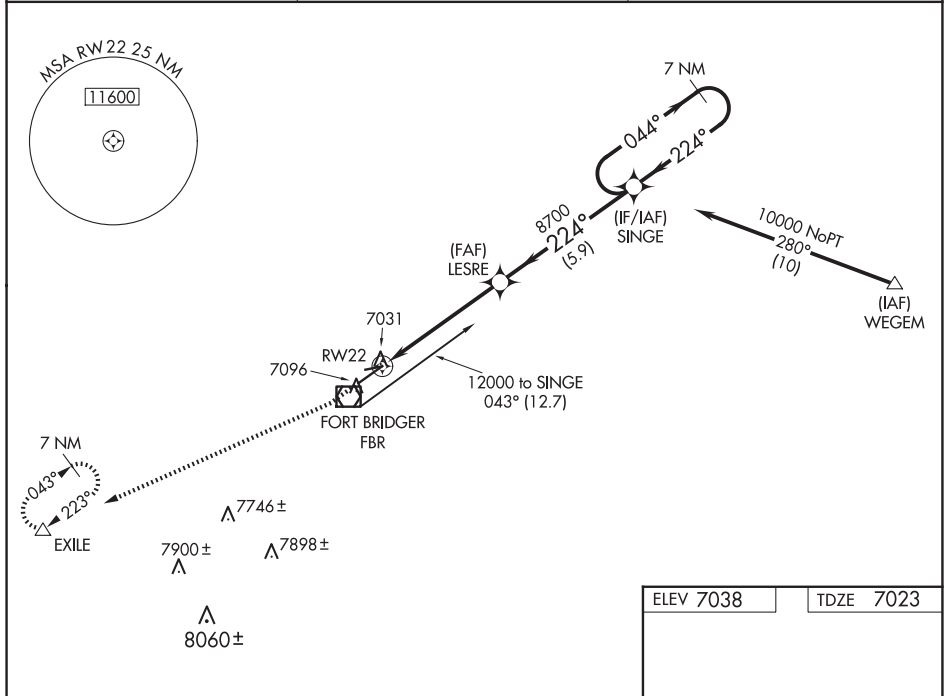
WAAS CH 78234 W22A	APP CRS 224°	Rwy Ldg TDZE Apt Elev	6404 7023 7038
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RNAV (GPS) RWY 22

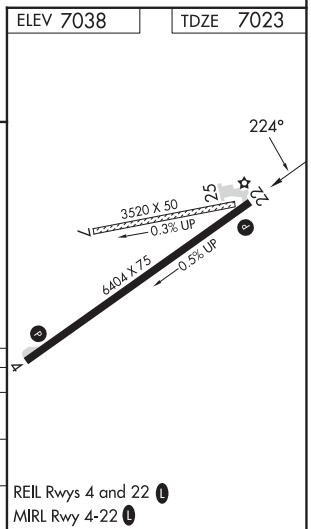
FORT BRIDGER (FBR)

RNP APCH.	<p>NA Circling NA to Rwy's 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 $\frac{1}{8}$ SM, Circling Cat C visibility $\frac{1}{4}$ SM and Cat D visibility $\frac{1}{2}$ SM.</p>	MISSED APPROACH: Climb to 7500, then climbing right turn to 12000 direct EXILE and hold, continue climb-in-hold to 12000.
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AWOS-3PT 118.8	SALT LAKE CENTER 124.35 353.5	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	7300-1	277 (300-1)		
LNAV MDA	7340-1	317 (400-1)		
CIRCLING	7400-1 362 (400-1)	7500-1 462 (500-1)	7660-1¾ 622 (700-1¾)	7680-2 642 (700-2)



FORT BRIDGER, WYOMING
Amdt 1B 10OCT19

41°24'N-110°24'W

RNAV (GPS) RWY 22

FORT BRIDGER (FBR)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

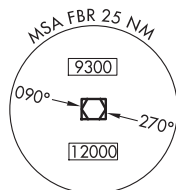
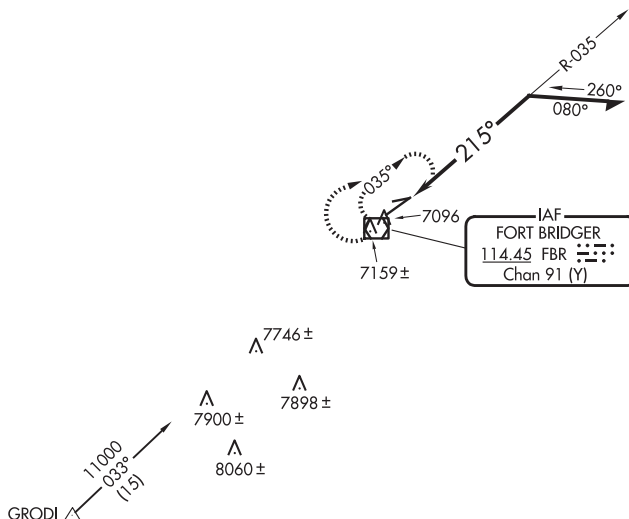
VOR/DME FBR 114.45 Chan 91 (Y)	APP CRS 215°	Rwy Ldg TDZE Apt Elev	6404 7018 7038
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VOR RWY 22
FORT BRIDGER (FBR)

NA 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 $\frac{1}{2}$ SM, and Circling Cat D visibility $\frac{1}{2}$ SM.

MISSED APPROACH:
Climbing right turn to
9000 in FBR VOR/DME
holding pattern.

AWOS-3PT 118.8	SALT LAKE CENTER 124.35 353.5	UNICOM 122.8 (CTAF) L
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ELEV 7038

TDZE 7018

215°

3520 X 50

0.3% UP

25

6404 X 75

0.5% UP

REIL Rwy 4 and 22

MRL Rwy 4-22

WAAS CH 40024 W34A	APP CRS 341°	Rwy Ldg TDZE Apt Elev	3402 108 113
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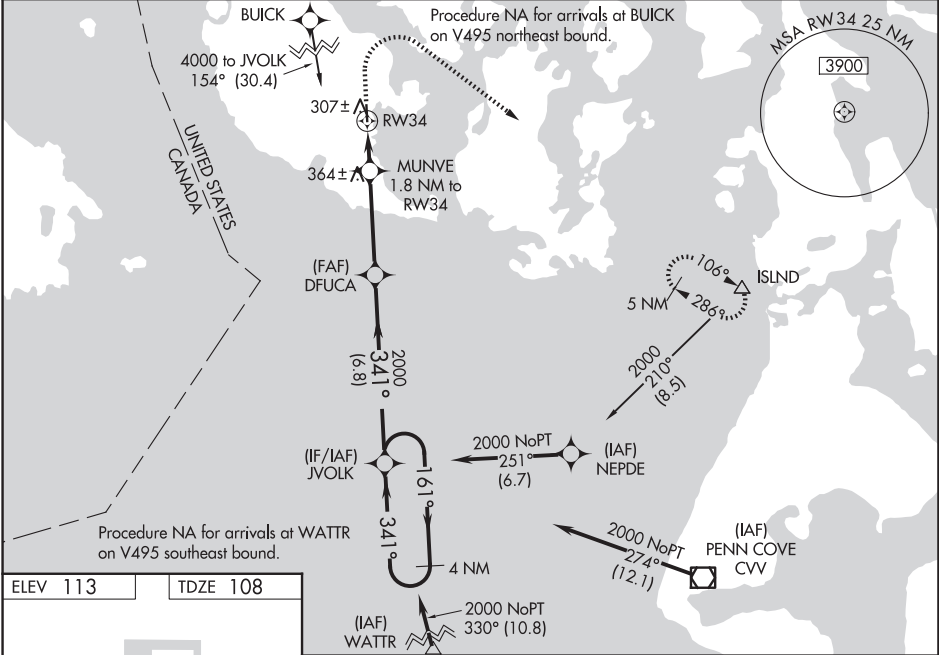
RNAV (GPS) RWY 34

FRIDAY HARBOR (FHR)

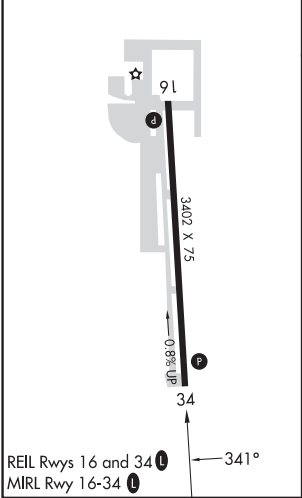
⚠ When VGSI inop, Circling Rwy 16 NA at night. Baro-VNAV NA when using Burlington/Mount Vernon altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When VGSI inop, Straight-in/Circling Rwy 34 procedure NA at night. Circling NA west of Rwy 16-34. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Burlington/Mount Vernon altimeter setting; increase all DA 61 feet and all MDA 80 feet; increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility all Cats ¼ mile, LNAV visibility Cat C ¼ mile, and Circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 1000, then climbing right turn to 5000 direct ISLND and hold, continue climb-in-hold to 5000.

ASOS 135.675	WHIDBEY APP CON 118.2 285.65	CTAF 128.25
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ELEV 113	TDZE 108
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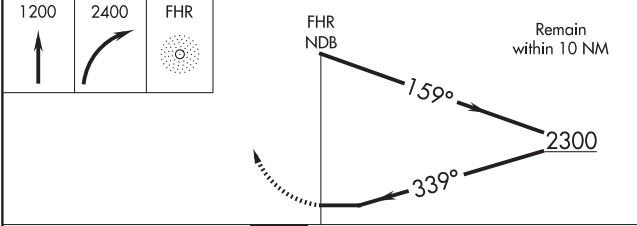
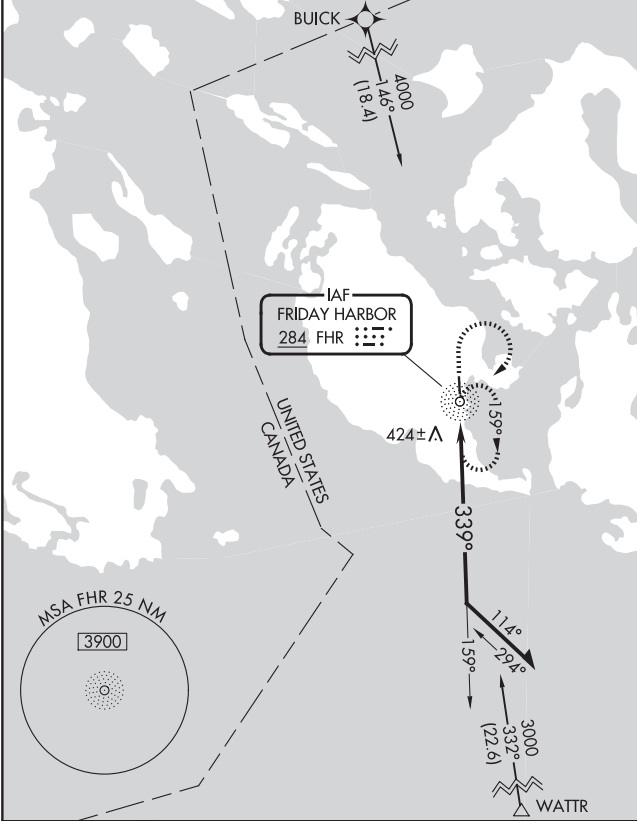
1000 5000 ISLND		VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 42).		4 NM Holding Pattern	
* LNAV only		DFUCA		JVOLK	
MUNVE 1.8 NM to RW34		2000		161° → 2000	
RW34		* 720		← 341° 2000	
1.8 NM		3.7 NM		6.8 NM	
CATEGORY		A		B	
LPV DA		467-1 1/8		359 (400-1 1/8)	
LNAV/VNAV DA		513-1 1/4		405 (400-1 1/4)	
LNAV MDA		620-1		512 (600-1)	
CIRCLING		720-1		820-1	
		607 (700-1)		727 (800-2)	

NDB FHR	APP CRS	Rwy Ldg	3402
284	339°	TDZE	108
		Apt Elev	113

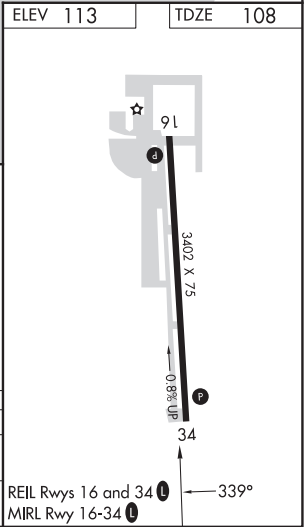
NDB RWY 34
FRIDAY HARBOR (FHR)

<div><div></div><div>Circling NA west of Rwy 16-34. Visibility reduction by helicopters NA.</div></div>	<div>MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct FHR NDB and hold, continue climb-in-hold to 2400.</div>
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ASOS 135.675	WHIDBEY APP CON 118.2 285.65	CTAF 128.25 0
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CATEGORY	A	B	C	D
S-34	800-1	692 (700-1)	800-2 692 (700-2)	NA
CIRCLING	800-1 687 (700-1)	820-1 707 (800-1)	840-2 727 (800-2)	NA



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

GILLETTE, WYOMING

AL-5728 (FAA)

25163

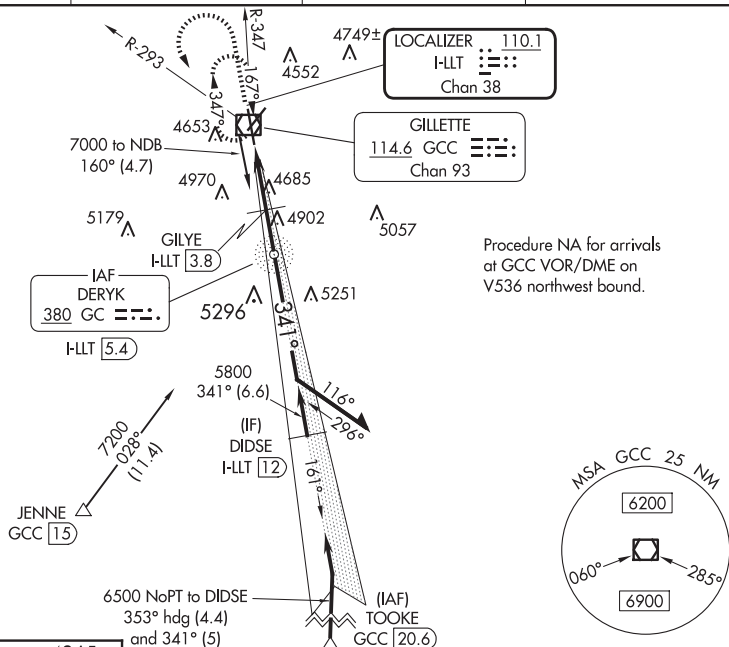
LOC/DME I-LLT 110.1 Chan 38	APP CRS 341°	Rwy Ldg TDZE 4365 Apt Elev 4365
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ILS or LOC RWY 34

NORTHEAST WYOMING RGNL (GCC)

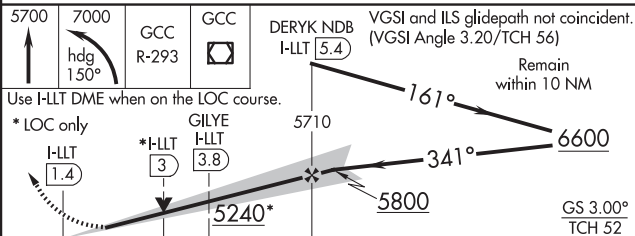
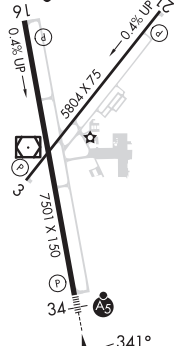
ADF or DME required. A Circling Rwy 3 NA at night. For inop ALS when using GILYE FIX minimums, increase Cat C/D visibility to 1½ SM.	MALSR A5	MISSED APPROACH: Climb to 5700 then climbing left turn to 7000 on heading 150° and on GCC VOR/DME R-293 to GCC VOR/DME and hold, continue climb-in-hold to 7000.
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ASOS 124.175	DENVER CENTER 135.6 363.025	UNICOM 122.95	CTAF 118.5
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ELEV 4365	D	TDZE 4365
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HIRL Rwy 16-34
REIL Rws 3, 16, and 21
MIRL Rwy 3-21



CATEGORY	A	B	C	D
S-ILS 34	4565-½ 200 (200-½)			
S-LOC 34	5240-½ 875 (900-½)	5240-¾ 875 (900-¾)	5240-2	875 (900-2)
C CIRCLING	5240-1¼	875 (900-1¼)	5400-3	1035 (1100-3)
GILYE FIX MINIMUMS				
S-LOC 34	4940-½	575 (600-½)	4940-¼	575 (600-¼)
C CIRCLING	5040-1 675 (700-1)	5240-1¼ 875 (900-1¼)	5400-3	1035 (1100-3)

GILLETTE, WYOMING

Amdt 4B 12JUN25

NORTHEAST WYOMING RGNL (GCC)

44°21'N-105°32'W

ILS or LOC RWY 34

NW-1, 07 AUG 2025 to 02 OCT 2025

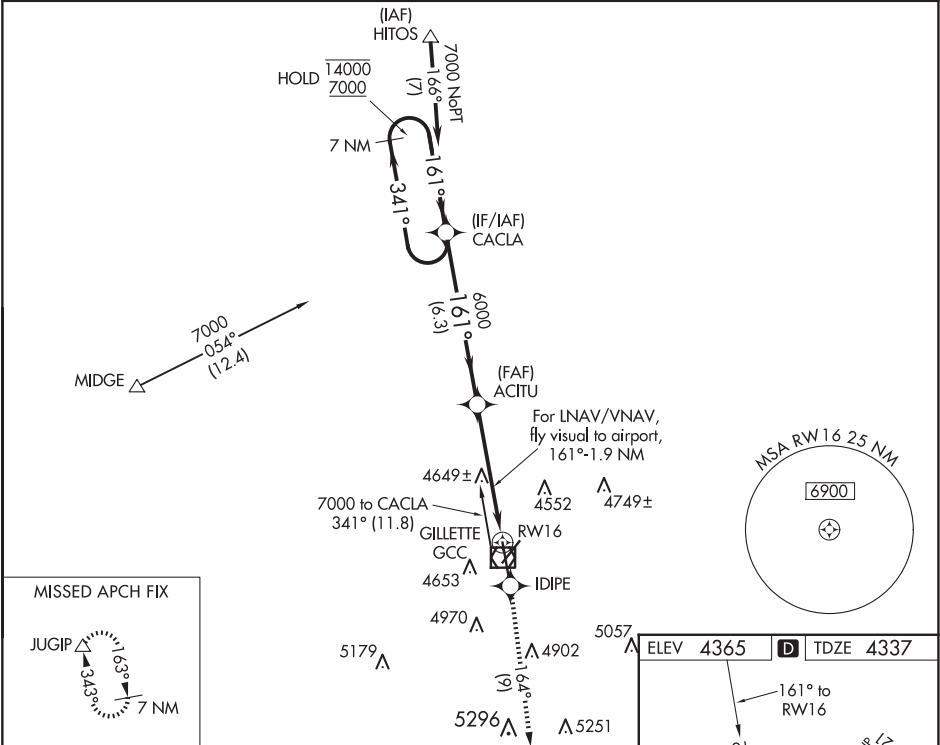
NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86221 W16A	APP CRS 161°	Rwy Idg TDZE Apt Elev	7500 4337 4365
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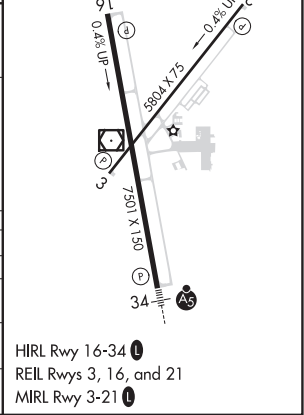
RNAV (GPS) RWY 16
NORTHEAST WYOMING RGNL (GCC)

RNP APCH.	MISSED APPROACH: Climb to 7000 direct IDIPE and on track 164° to JUGIP and hold.
<div><div>▼</div><div>▲</div></div> <div>Circling Rwy 3 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.</div>	

ASOS 124.175	DENVER CENTER 135.6 363.025	UNICOM 122.95	CTAF 118.5 0
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7 NM Holding Pattern		CACLA	*LNAV only		7000 ↑	IDIPE ✦	tr 164° ↻	JUGIP △
14000 ← 341° 7000 → 161°				ACITU 6000				
GP 3.00° TCH 45								



GILLETTE, WYOMING

AL-5728 (FAA)

21168

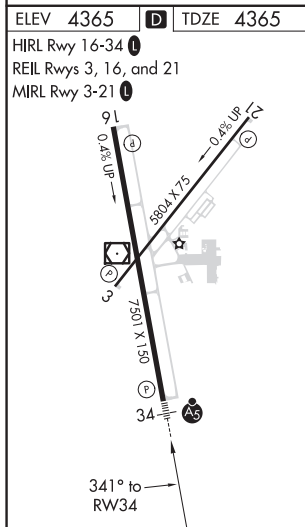
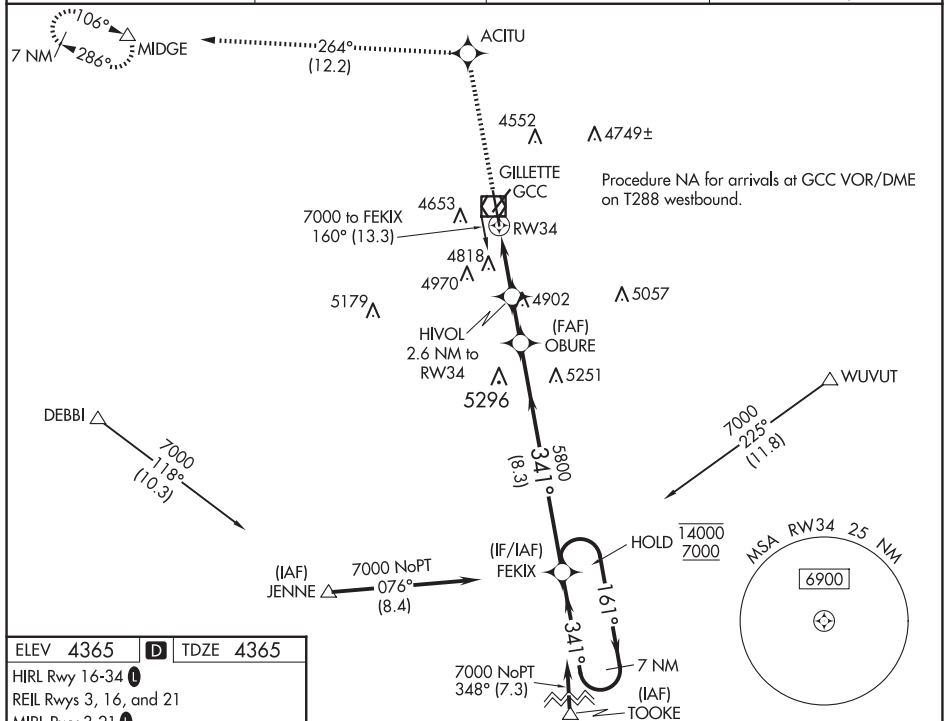
WAAS CH 86204 W34A	APP CRS 341°	Rwy Idg TDZE Apt Elev	7500 4365 4365
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RNAV (GPS) RWY 34

NORTHEAST WYOMING RGNL (GCC)

RNP APCH. ⚠ Circling Rwy 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. Rwy 34 helicopter visibility reduction below ¾ SM NA.	MALSR ⚠	MISSED APPROACH: Climb to 7000 direct ACITU and on track 264° to MIDGE and hold.
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ASOS 124.175	DENVER CENTER 135.6 363.025	UNICOM 122.95	CTAF 118.5
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7000	ACITU	tr 264°	MIDGE	VGSI and RNAV glidepath not coincident. (VGSI Angle 3.20/TCH 56)	7 NM	Holding Pattern
*LNAV only.	HIVOL 2.6 NM to RW34	*2.1 NM to RW34	OBURE	FEKIX	161°	14000 7000
	5240*	5800			341°	GP 3.00° TCH 52
	2.1 NM	0.5	1.7 NM	8.3 NM		
CATEGORY	A	B	C	D		
LPV DA		4620-¾	255 (300-¾)			
LNAV/VNAV DA		5480-4	1115 (1200-4)			
LNAV MDA	5120-¾	755 (800-¾)	5120-1¾	755 (800-1¾)		
CIRCLING	5120-1 755 (800-1)	5240-1¼ 875 (900-1¼)	5400-3	1035 (1100-3)		

GILLETTE, WYOMING
Orig-B 17JUN21

44°21'N-105°32'W

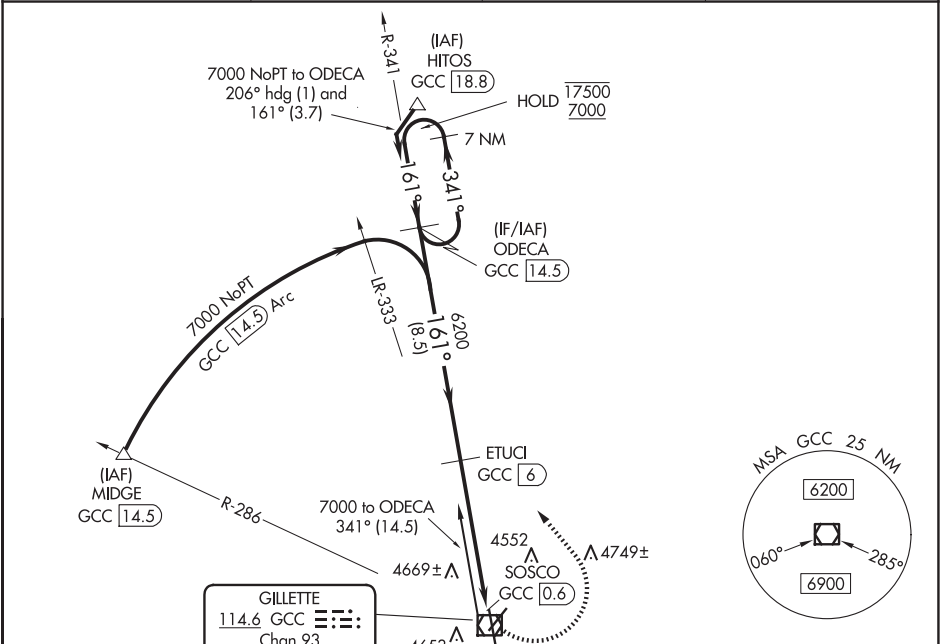
NORTHEAST WYOMING RGNL (GCC)
RNAV (GPS) RWY 34

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME GCC	APP CRS	Rwy Idg	7500
114.6	161°	TDZE	4337
Chan 93		Apt Elev	4365

VOR RWY 16
NORTHEAST WYOMING RGNL (GCC)

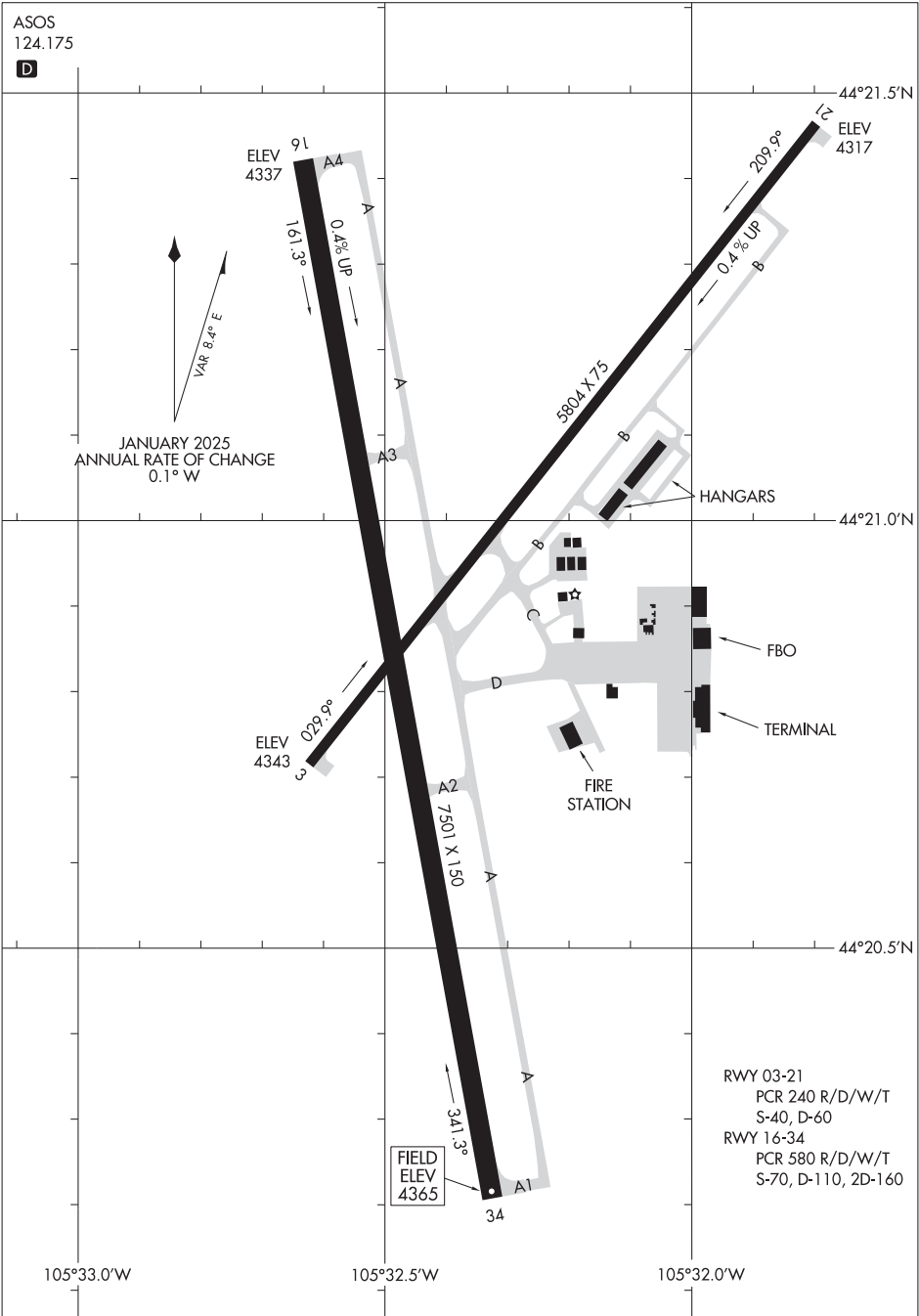
DME required.		MISSED APPROACH: Climbing left turn to 7000 on heading 311° and GCC R-341 to ODECA/14.5 DME and hold.	
CIRCLING Rwy 3 NA at night. Rwy 16 helicopter visibility reduction below ¾ SM NA.			
ASOS	DENVER CENTER	UNICOM	CTAF
124.175	135.6 363.025	122.95	118.5



ELEV 4365 TDZE 4337			
VGSi and descent angles not coincident (VGSi Angle 3.17/TCH 43).			
CATEGORY	A	B	C
S-16	4920-1	583 (600-1)	4920-1¾ 583 (600-1¾)
CIRCLING	5040-1 675 (700-1)	5240-1¼ 875 (900-1¼)	5400-3 1035 (1100-3)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 93620 W12A	APP CRS 123°	Rwy Idg TDZE 5001 2294 Apt Elev 2296
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RNAV (GPS) RWY 12

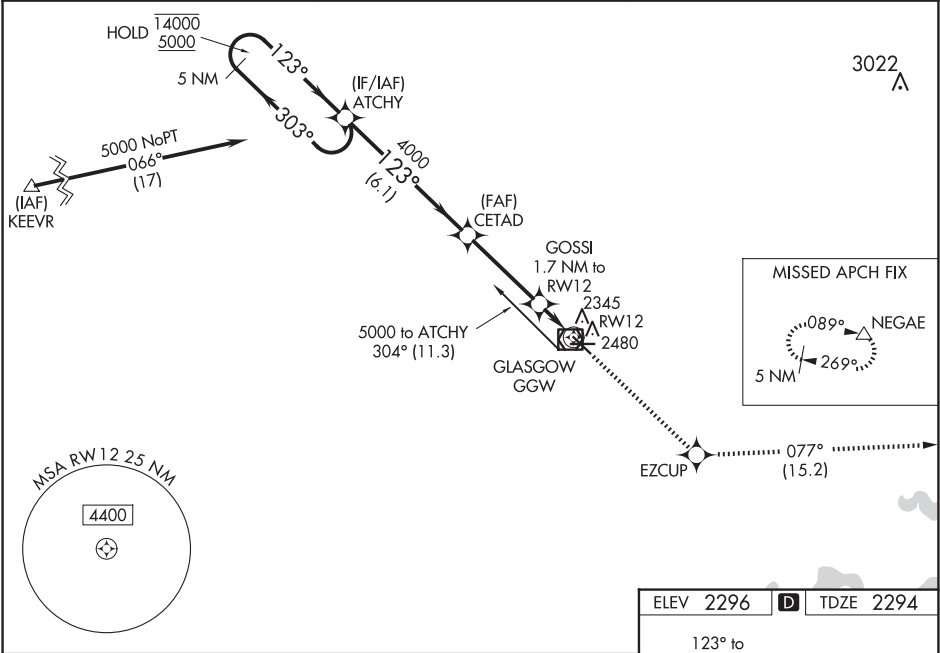
WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)

RNP APCH

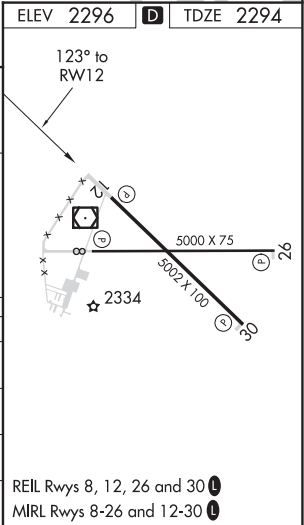
For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -14°C or above 54°C. When local altimeter setting not received, use Wolf Point altimeter setting and increase LPV DA to 2685 feet and visibility all Cats ½ SM; Increase LNAV/VNAV DA to 2728 feet and visibility all Cats ½ SM; increase all MDAs 160 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.

MISSED APPROACH: Climb to 6000 direct EZCUP and on track 077° to NEGAE and hold.

ASOS 135.175	SALT LAKE CENTER 126.85 305.2	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern		ATCHY	6000	EZCUP	NEGAE
14000 ← 303°		5000 → 123°	4000	GOSSI 1.7 NM to RW12	*2860
GP 3.00° TCH 40		4000	*2860	*0.9 NM to RW12	RW12
6.1 NM		3.5 NM	0.8	0.9	
CATEGORY	A	B	C	D	
LPV DA	2544-7/8		250 (300-7/8)		
LNAV/VNAV DA	2587-1		293 (300-1)		
LNAV MDA	2600-1	306 (400-1)	2600-7/8	306 (400-7/8)	
CIRCLING	2780-1	484 (500-1)	2780-1½ 484 (500-1½)	2900-2 604 (700-2)	



GLASGOW, MONTANA

AL-5382 (FAA)

21196

WAAS CH 99620 W30A	APP CRS 303°	Rwy Idg TDZE 2294 Apt Elev 2296
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RNAV (GPS) RWY 30

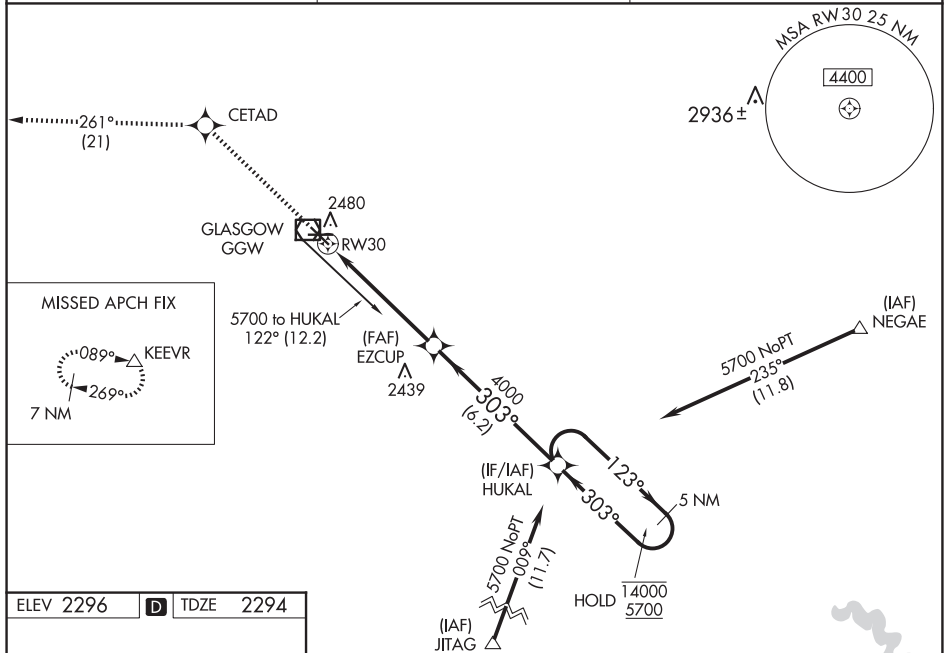
WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)

RNP APCH.

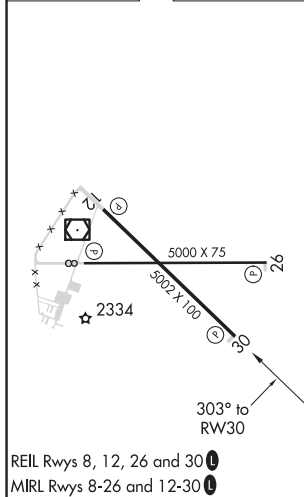
⚠ For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -14°C or above 54°C. When local altimeter setting not received, use Wolf Point altimeter setting and increase LPV DA to 2635 feet and all visibilities $\frac{3}{8}$ SM; increase LNAV/VNAV DA to 2728 feet and all visibilities $\frac{1}{2}$ SM; increase all MDAs 160 feet and LNAV Cats C/D and Circling Cat D visibility $\frac{1}{2}$ SM, Circling Cat C $\frac{1}{4}$ SM. Baro-VNAV and VDP NA when using Wolf Point altimeter setting.

MISSED APPROACH:
Climb to 6500 direct CETAD and on track 261° to KEEVR and hold.

ASOS 135.175	SALT LAKE CENTER 126.85 305.2	UNICOM 122.8 (CTAF) 0
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ELEV 2296	D	TDZE 2294
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REIL Rwy 8, 12, 26 and 30 **0**
MIRL Rwy 8-26 and 12-30 **0**

6500	CETAD	tr 261°	KEEVR	HUKAL	5 NM Holding Pattern
* LNAV only					
* 1.2 NM to RWY 30					
RWY 30					
1.2 NM 4.1 NM 6.2 NM					
EZCUP 4000 123° 303° 14000 5700					
GP 3.00° TCH 40					
CATEGORY	A	B	C	D	
LPV DA	2494- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)				
LNAV/VNAV DA	2587-1 293 (300-1)				
LNAV MDA	2700-1	406 (500-1)	2700-1 $\frac{1}{8}$	406 (500-1 $\frac{1}{8}$)	
CIRCLING	2780-1	484 (500-1)	2780-1 $\frac{1}{2}$	2900-2	604 (700-2)

GLASGOW, MONTANA
Orig-C 15JUL21

WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)
48°13'N-106°37'W
RNAV (GPS) RWY 30

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME GGW
113.9
Chan **86**

APP CRS
133°

Rwy Idg
TDZE **2294**
Apt Elev **2296**

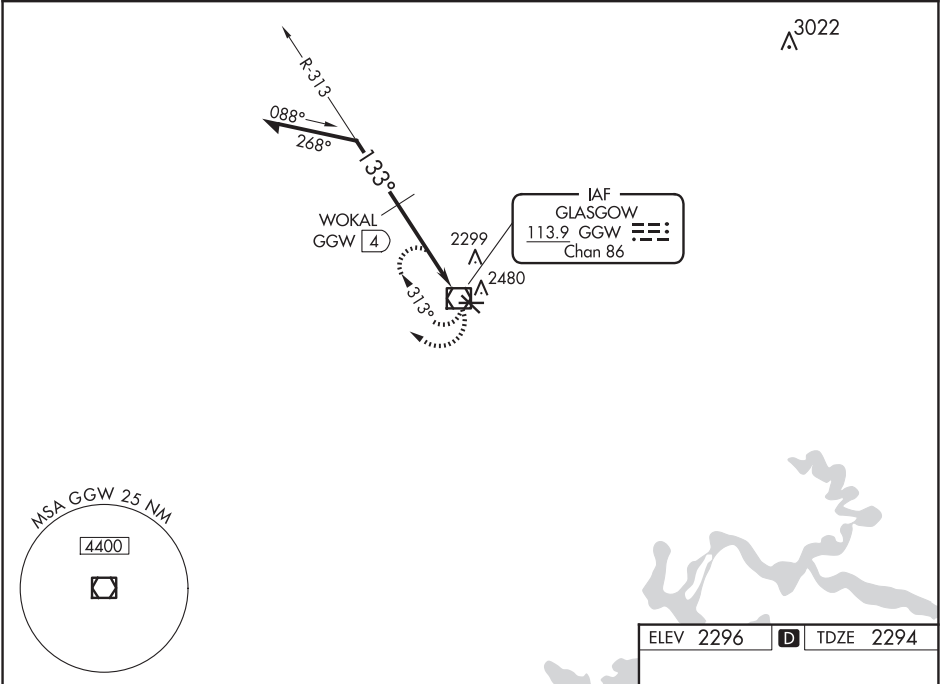
VOR RWY 12

WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)

When local altimeter setting not received, use Wolf Point altimeter setting and increase all MDAs 160 feet and increase S-12 and Circling visibility Cats B/D ¼ SM, Cat C ½ SM and WOKAL fix minimums increase all MDAs 160 feet and increase visibility S-12 Cats C/D ½ SM, and Circling Cat C ¼ SM, Cat D ½ SM.

MISSED APPROACH:
Climb to 4100 in GGW
VOR/DME holding pattern.

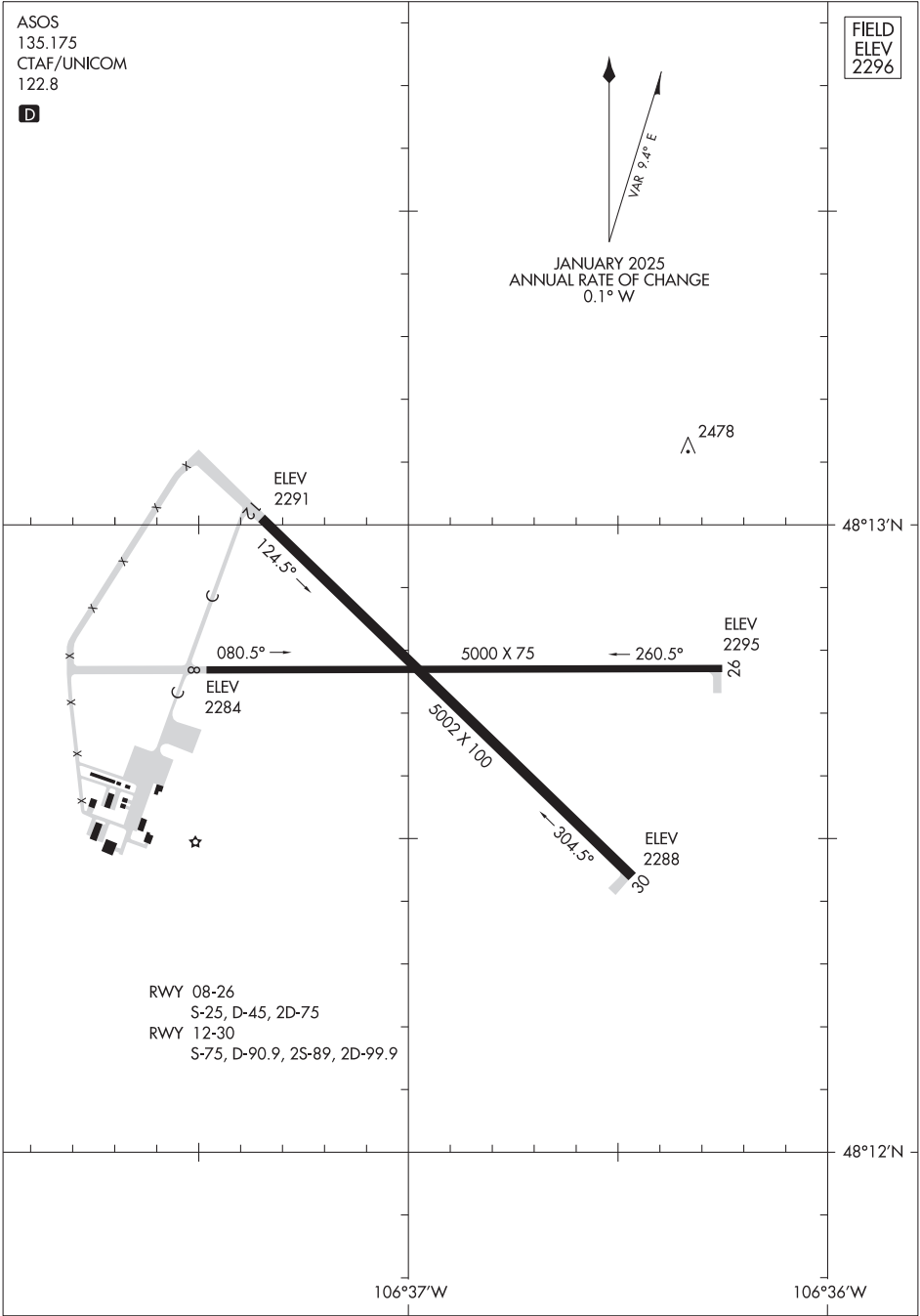
ASOS 135.175	SALT LAKE CENTER 126.85 305.2	UNICOM 122.8 (CTAF)
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ELEV 2296 D TDZE 2294				
<div>Remain within 10 NM</div> <div>GGW VOR/DME</div> <div>4100</div> <div>WOKAL GGW 4</div> <div>313°</div> <div>133°</div> <div>*3140</div> <div>4 NM</div> <div>*3300 when using Wolf Point altimeter settings</div> <div>4100</div> <div>GGW</div> <div>133° to VOR/DME</div> <div>5000 X 75</div> <div>5002 X 100</div> <div>2334</div>				
CATEGORY	A	B	C	D
S-12	3140-1 846 (900-1)	3140-1¼ 846 (900-1¼)	3140-2½ 846 (900-2½)	3140-2¾ 846 (900-2¾)
CIRCLING	3140-1¼ 844 (900-1¼)		3140-2½ 844 (900-2½)	3140-2¾ 844 (900-2¾)
WOKAL FIX MINIMUMS				
S-12	2700-1 406 (500-1)		2700-1¼ 406 (500-1¼)	
CIRCLING	2780-1 484 (500-1)		2780-1½ 484 (500-1½)	2900-2 604 (700-2)

REIL Rwy 8, 12, 26 and 30

MIRL Rwy 8-26 and 12-30



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

GLENDAVE, MONTANA

AL-6078 (FAA)

21224

WAAS CH 40423 W12A	APP CRS 126°	Rwy Idg TDZE Apt Elev	5704 2458 2458
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RNAV (GPS) RWY 12

DAWSON COMMUNITY (GDV)

RNP APCH.

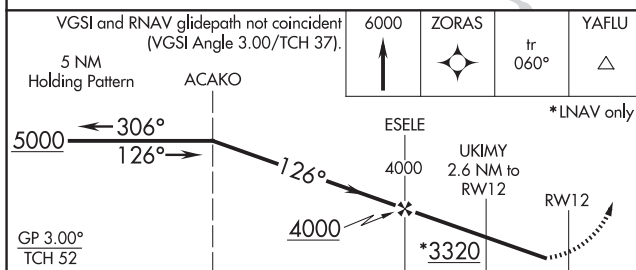
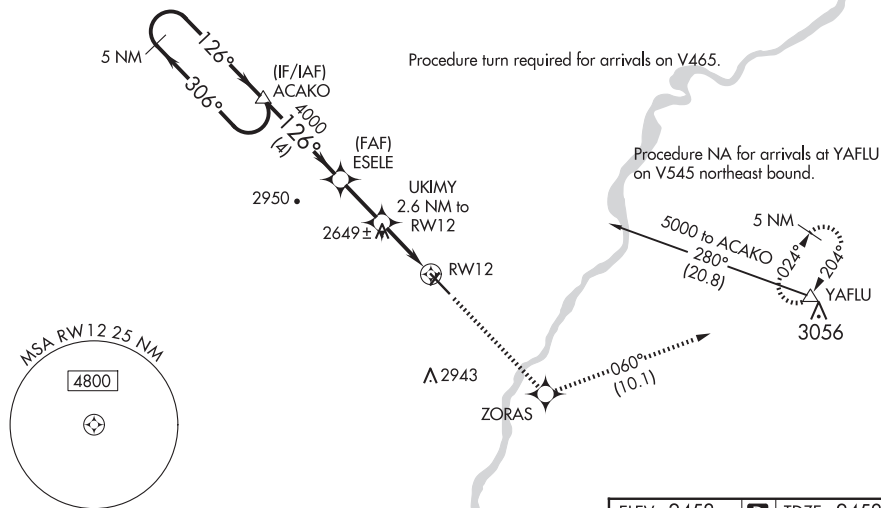
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 28°C. When local altimeter setting not received, procedure NA. Rwy 12 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 6000 direct ZORAS and on track 060° to YAFLU and hold, continue climb-in-hold to 6000.

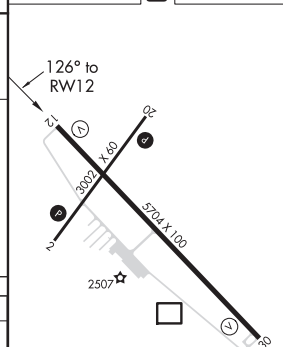
AWOS-3PT
135.075

SALT LAKE CENTER
126.85 305.2

UNICOM
122.8 (CTAF) ①



ELEV 2458 **D** TDZE 2458



CATEGORY	A	B	C	D
LPV DA	2708-1	250 (300-1)		
LNAV/VNAV DA	2708-1	250 (300-1)		
LNAV MDA	2900-1	442 (500-1)	2900-1 $\frac{3}{8}$	442 (500-1 $\frac{3}{8}$)
CIRCLING	2900-1 442 (500-1)	2920-1 462 (500-1)	3280-2 $\frac{1}{2}$ 822 (900-2 $\frac{1}{2}$)	3280-2 $\frac{3}{4}$ 822 (900-2 $\frac{3}{4}$)

REIL Rwy 12 and 30 ①
MIRL Rwy 2-20 and 12-30 ①

GLENDAVE, MONTANA

Orig-C 20MAY21

47°08'N-104°48'W

DAWSON COMMUNITY (GDV)

RNAV (GPS) RWY 12

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

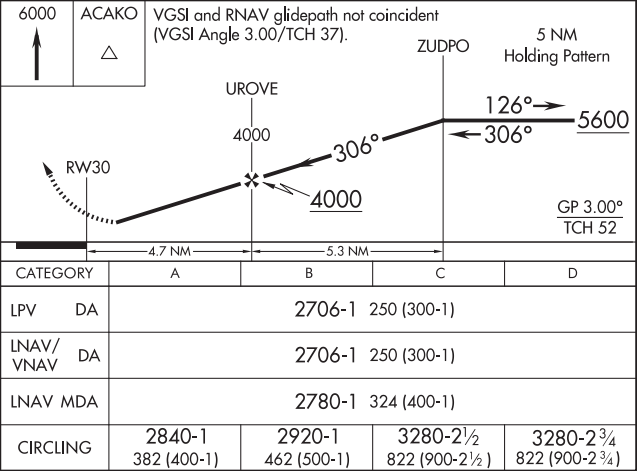
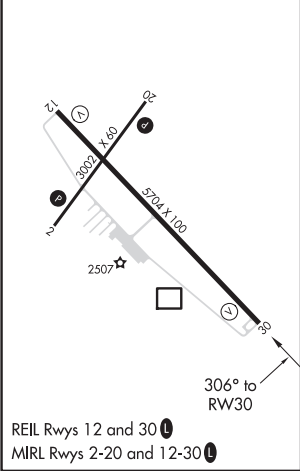
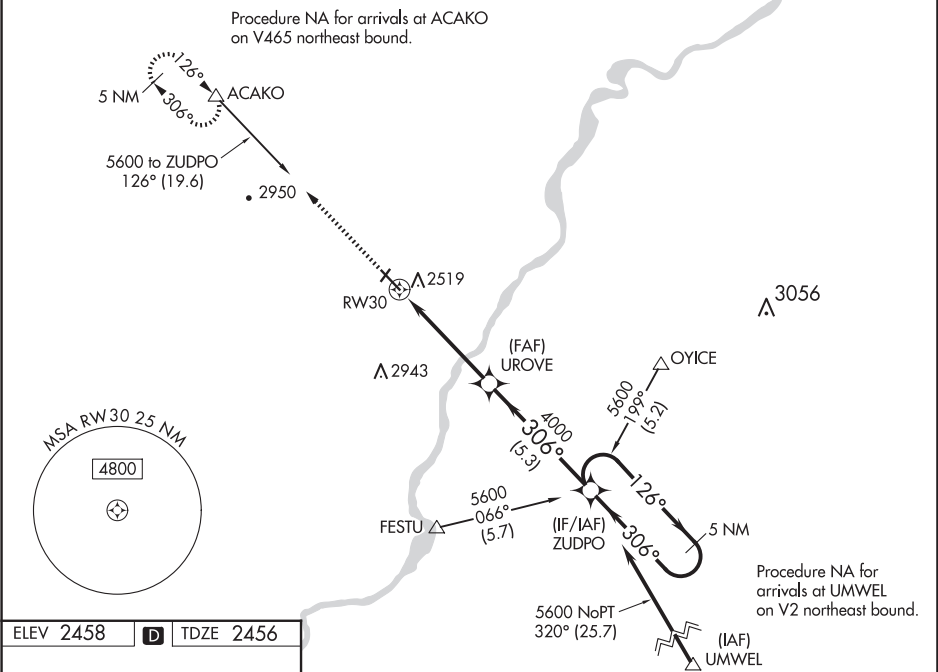
WAAS CH 86623 W30A	APP CRS 306°	Rwy Idg TDZE 2456 Apt Elev 2458
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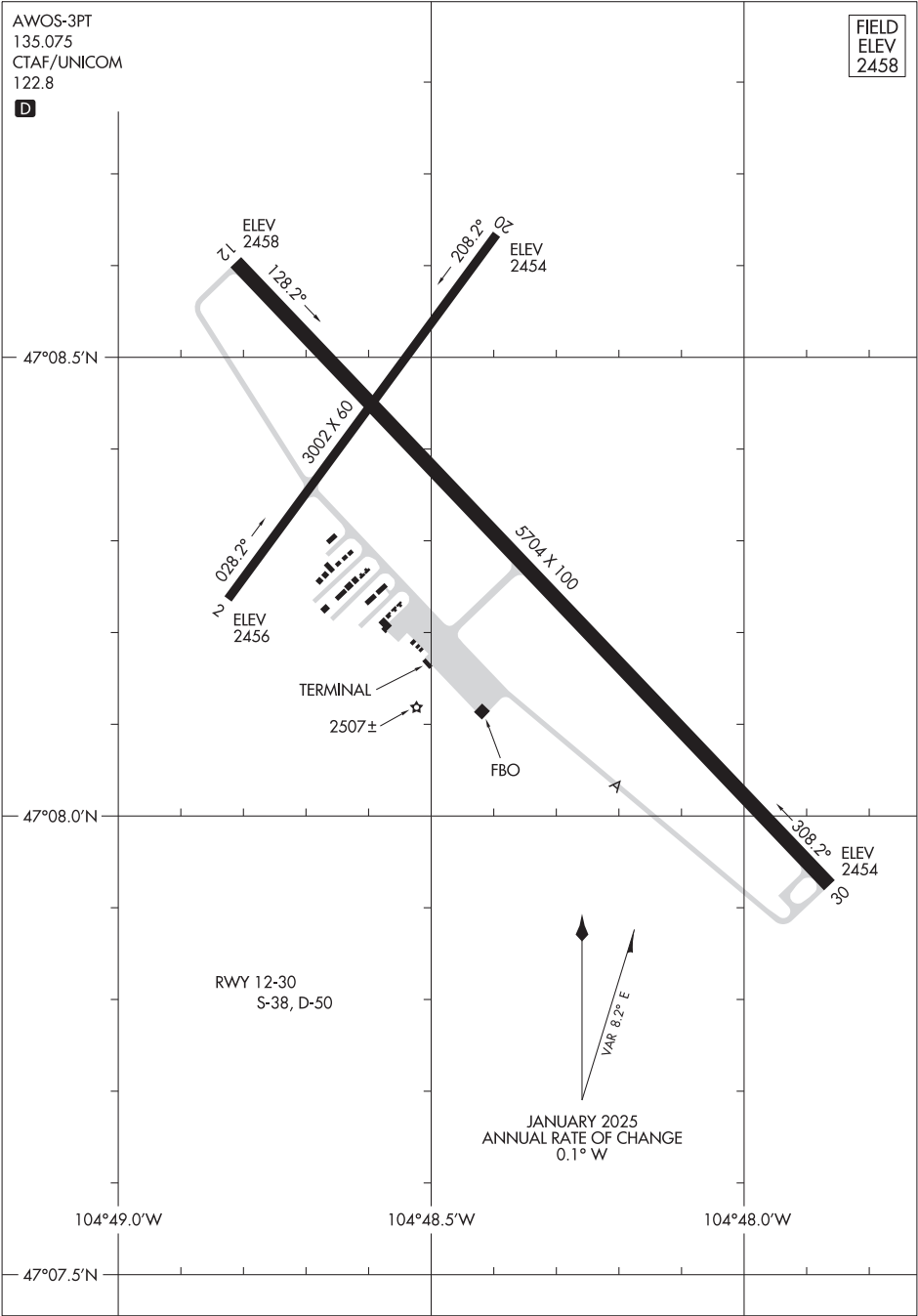
RNAV (GPS) RWY 30

DAWSON COMMUNITY (GDV)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 28°C. When local altimeter setting not received, procedure NA. Rwy 30 helicopter visibility reduction below ¾ SM NA. ▲	MISSED APPROACH: Climb to 6000 direct ACAKO and hold, continue climb-in-hold to 6000.
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AWOS-3PT 135.075	SALT LAKE CENTER 126.85 305.2	UNICOM 122.8 (CTAF) 1
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APP CRS
133°

Rwy Ldg
TDZE
Apt Elev

N/A
N/A
21

RNAV (GPS)-A
GOLD BEACH MUNI (4S1)

▼

▲

Circling NA east of Rwy 16-34.
Procedure NA at night.

MISSED APPROACH: Climb to 2100 then climbing right turn to 4200 direct MUDDD and hold.

AWOS-3PT 118.15	SEATTLE CENTER 127.55 254.35	UNICOM 122.8 (CTAF) ①
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ELEV 21

MRL Rwy 16-34 ①
REIL Rwy 16 and 34 ①

5 NM Holding Pattern				MUDDD		2100	4200	MUDDD			
8000 ← 327°				4200 → 147°		↑	↻	✦			
				2700							
				147°							
				PITME							
				133°							
				STRAY							
				6 NM		5 NM					
CATEGORY	A	B	C	D							
CIRCLING	1740-2½	1719 (1800-2½)	1740-3 1719 (1800-3)	NA							

GOLD BEACH, OREGON
Orig 02DEC21

42°25'N-124°26'W
263

GOLD BEACH MUNI (4S1)
RNAV (GPS)-A

(NELLL1.NELL) 25163

NELLL ONE DEPARTURE (OBSTACLE) (RNAV)

AL-11017 (FAA)

GOLD BEACH MUNI (4S1)

GOLD BEACH, OREGON

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.

AWOS-3PT

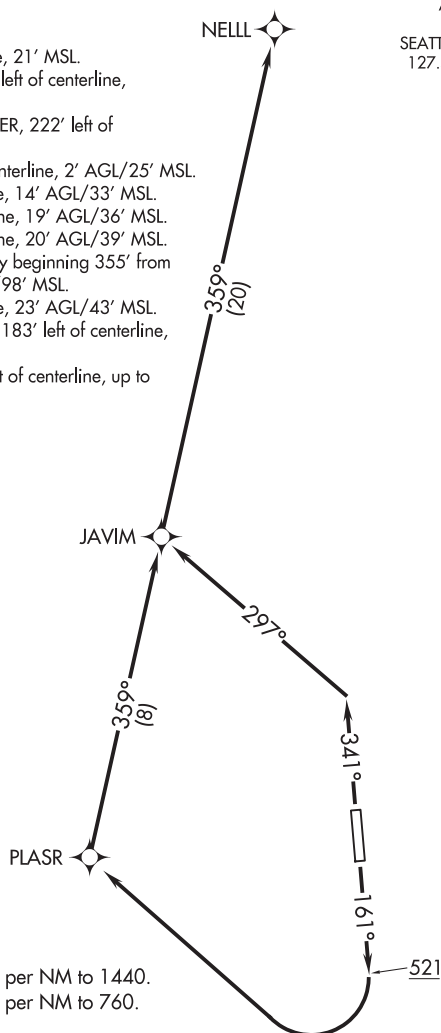
118.15

SEATTLE CENTER

127.55 254.35

CTAF

122.8



NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 16: 600-1¼ with minimum climb of 440' per NM to 1440.

Rwy 34: 700-1¾ with minimum climb of 320' per NM to 760.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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 NELL, thence. . .

TAKEOFF RUNWAY 34: Climb on heading 341° to intercept course 297° to JAVIM, then climbing right turn on track 359° to NELL, thence. . .

. . . on assigned route, expect clearance to filed altitude within 10 minutes after departure.

NELLL ONE DEPARTURE (OBSTACLE) (RNAV)

(NELLL1.NELL) 02DEC21

GOLD BEACH, OREGON

GOLD BEACH MUNI (4S1)

TAKEOFF OBSTACLE NOTES (CONT.)	
Rwy 16:	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 34:	Fence, poles 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, pole, terrain, vegetation beginning 3511' from DER, 2' left of centerline, up to 73' AGL/204' MSL. Trees, vegetation beginning 3523' from DER, 153' right of centerline, up to 65' AGL/229' MSL. Tree 3721' from DER, 1391' right of centerline, 29' AGL/238' MSL. Tree 3770' from DER, 298' right of centerline, 57' AGL/242' MSL. Trees, pole, building beginning 3787' from DER, 10' left of centerline, up to 79' AGL/213' MSL. Trees, terrain 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, IDAHO

AL-657 (FAA)

23334

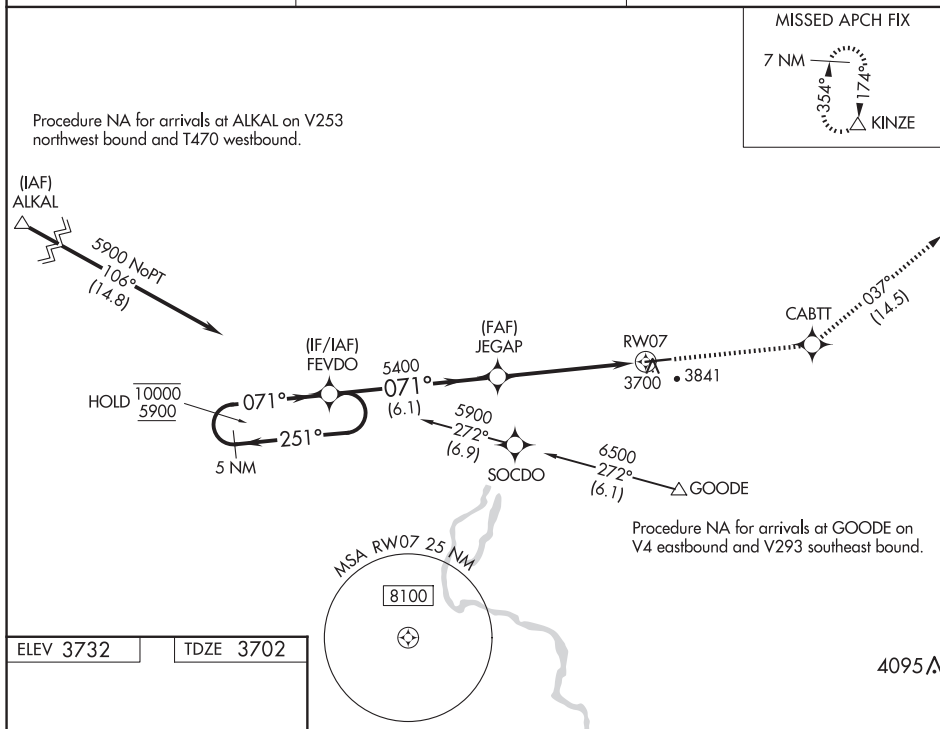
WAAS CH 53709 W07A	APP CRS 071°	Rwy Idg TDZE Apt Elev	5371 3702 3732
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RNAV (GPS) RWY 7

GOODING MUNI (GNG)

RNP APCH - GPS.	MISSED APPROACH: Climb to 7400 direct CABTT and on track 037° to KINZE and hold.
<div> <div></div> <div>For uncompensated Baro-VNAV systems, procedure NA below -22°C or above 54°C.</div> </div>	

AWOS-3PT 124.175	SALT LAKE CENTER 118.05 363.0	UNICOM 122.8 (CTAF) 0
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ELEV 3732	TDZE 3702
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VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 40).		7400	CABTT	KINZE
5 NM Holding Pattern	FEVDO			
10000	← 251°	JEGAP		
5900	071° →	5400		
GP 3.00°			0.9 NM to RW07	
TCH 45				
	6.1 NM	4.4 NM	0.9	
CATEGORY	A	B	C	D
LPV DA	3952-¾ 250 (300-¾)			
INAV/VNAV DA	3952-¾ 250 (300-¾)			
INAV MDA	3960-1 258 (300-1)		3960-¾ 258 (300-¾)	

REIL Rwy 7 0

MIRL Rwy 7-25 0

GOODING, IDAHO

Amdt 1B 10AUG23

42°55'N-114°46'W

GOODING MUNI (GNG)

RNAV (GPS) RWY 7

NW-1, 07 AUG 2025 to 02 OCT 2025

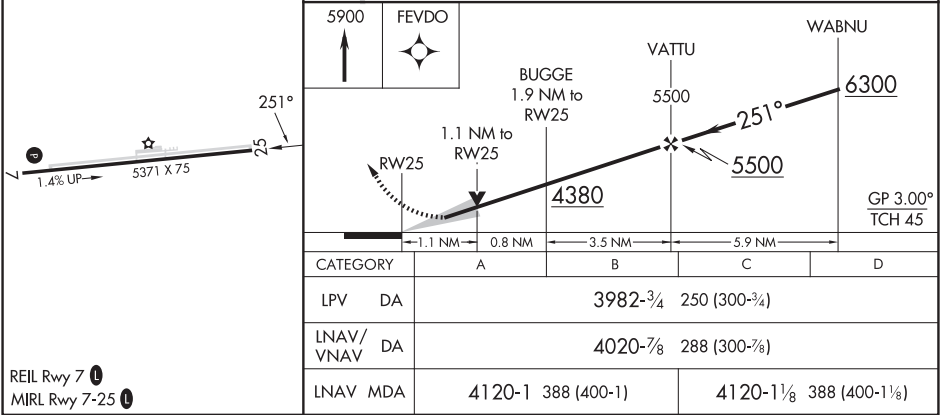
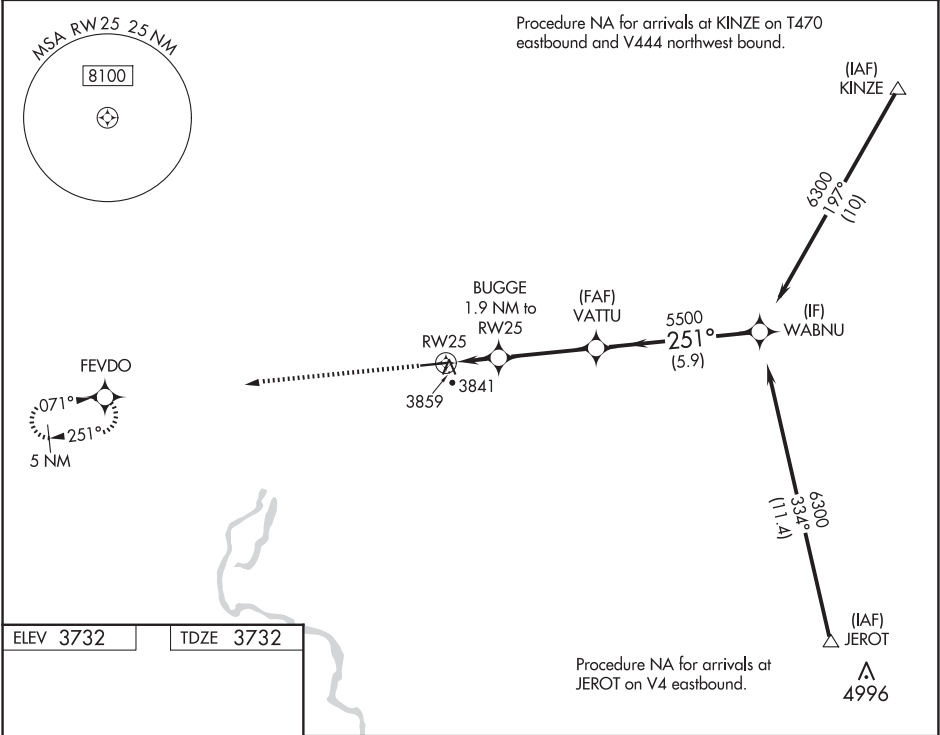
WAAS CH 45909 W25A	APP CRS 251°	Rwy Idg TDZE Apt Elev	5371 3732 3732
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RNAV (GPS) RWY 25

GOODING MUNI (GNG)

RNP APCH - GPS.	MISSED APPROACH: Climb to 5900 direct FEVDO and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.	

AWOS-3PT 124.175	SALT LAKE CENTER 118.05 363.0	UNICOM 122.8 (CTAF) 0
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REIL Rwy 7 0
MIRL Rwy 7-25 0

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

GRANGEVILLE, IDAHO

AL-9060 (FAA)

25163

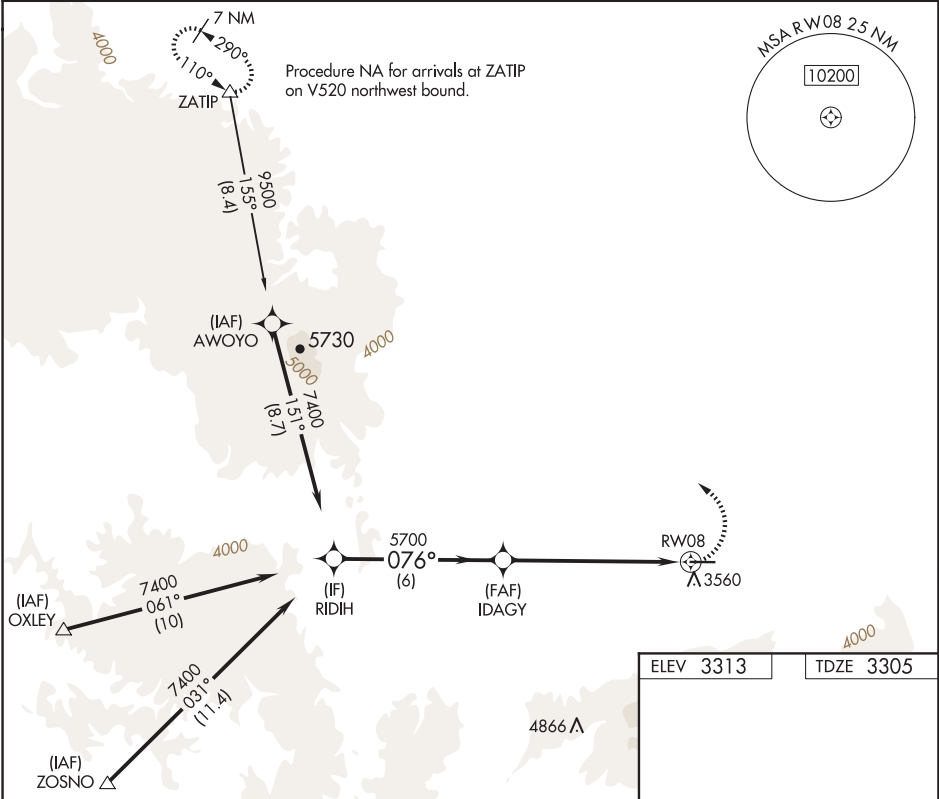
APP CRS	Rwy Ldg	5101
076°	TDZE	3305
	Apt Elev	3313

RNAV (GPS) RWY 8

IDAHO COUNTY (GIC)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 7300 direct ZATIP and hold.
<div><div>▼</div><div>Rwy 8 helicopter visibility reduction below ¼ SM NA.</div></div> <div><div>▲</div><div>Circling NA south of Rwy 8-26.</div></div>	

AWOS-3 118.175	SEATTLE CENTER 123.95 290.55	CTAF 122.8 0
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<div><div><div><div><div></div><div>7300</div><div>ZATIP</div><div>△</div></div></div><div><div><div><div></div><div>7400</div><div>076°</div><div>5700</div><div>3.32° TCH 50</div><div>1.4 NM to RW08</div><div>RW08</div></div><div><div>6 NM</div><div>5.3 NM</div><div>1.4 NM</div></div></div><div><div>∞</div><div>0.5% UP</div><div>5101 X 75</div><div>26</div></div></div></div></div>					<div><div>076°</div><div></div></div>				
CATEGORY	A		B		C		D		
LNAV MDA	3820-1 515 (600-1)		3820-1 3/8 515 (600-1 3/8)						
CIRCLING	3820-1 507 (600-1)		3820-1 1/2 507 (600-1 1/2)		3880-2 567 (600-2)				
					REIL Rwy 8 ①				
					MIRL Rwy 8-26 ①				

GRANGEVILLE, IDAHO

Amdt 1 12JUN25

45°57'N-116°07'W

RNAV (GPS) RWY 8

IDAHO COUNTY (GIC)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
239°

Rwy Ldg
TDZE
5101
3313

Apt Elev
3313

RNAV (GPS) RWY 26

IDAHO COUNTY (GIC)

RNP APCH - GPS.

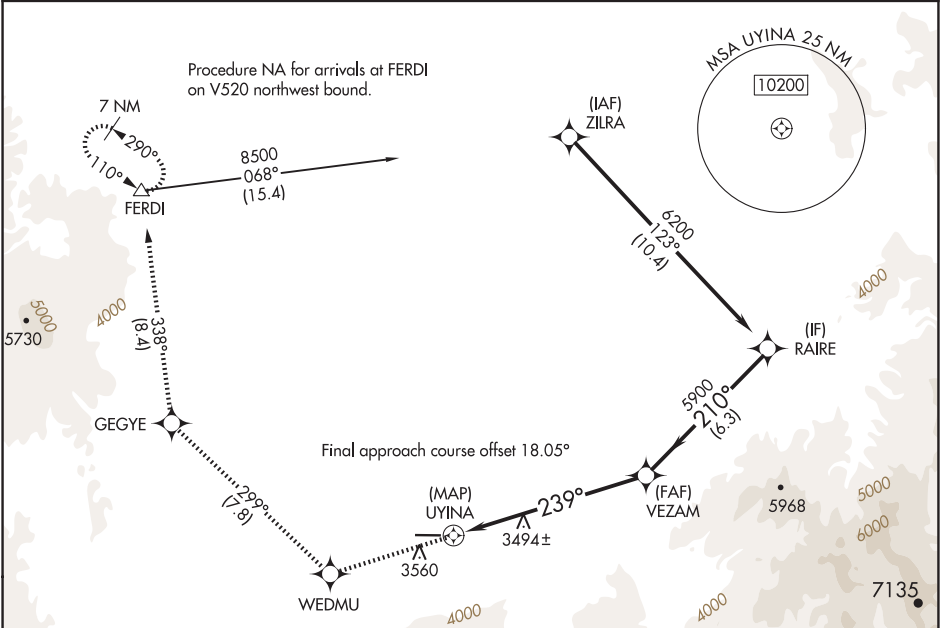
▼

▲

Circling NA south of Rwy 8-26.

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.

AWOS-3 118.175	SEATTLE CENTER 123.95 290.55	CTAF 122.8 ①
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ELEV 3313

TDZE 3313

REIL Rwy 8 ①

MIRL Rwy 8-26 ①

7300	WEDMU	tr 299°	GEGYE	tr 338°	FERDI	VEZAM	RAIRE
		▲	▲	▲	△	✖	✖
		↑	→	→	→	→	→
		5101 X 75	1.5 NM to UYINA		5900		6200
		0.5	1.5 NM	5.8 NM		6.3 NM	
		UYINA		VEZAM			
		1.5 NM to UYINA		3.11° TCH 50			
CATEGORY	A		B		C		D
LNAV MDA	4000-1 687 (700-1)		4000-2 687 (700-2)		4000-2 687 (700-2)		4000-2 687 (700-2)
CIRCLING	4000-1 687 (700-1)		4000-2 687 (700-2)		4000-2 687 (700-2)		4000-2 687 (700-2)

(MELLR1.MELLR) 23278

MELLR ONE DEPARTURE (OBSTACLE) (RNAV)

AL-9060 (FAA)

IDAHO COUNTY (GIC)
GRANGEVILLE, IDAHO

SEATTLE CENTER
123.95 290.55

TAKEOFF OBSTACLE NOTES

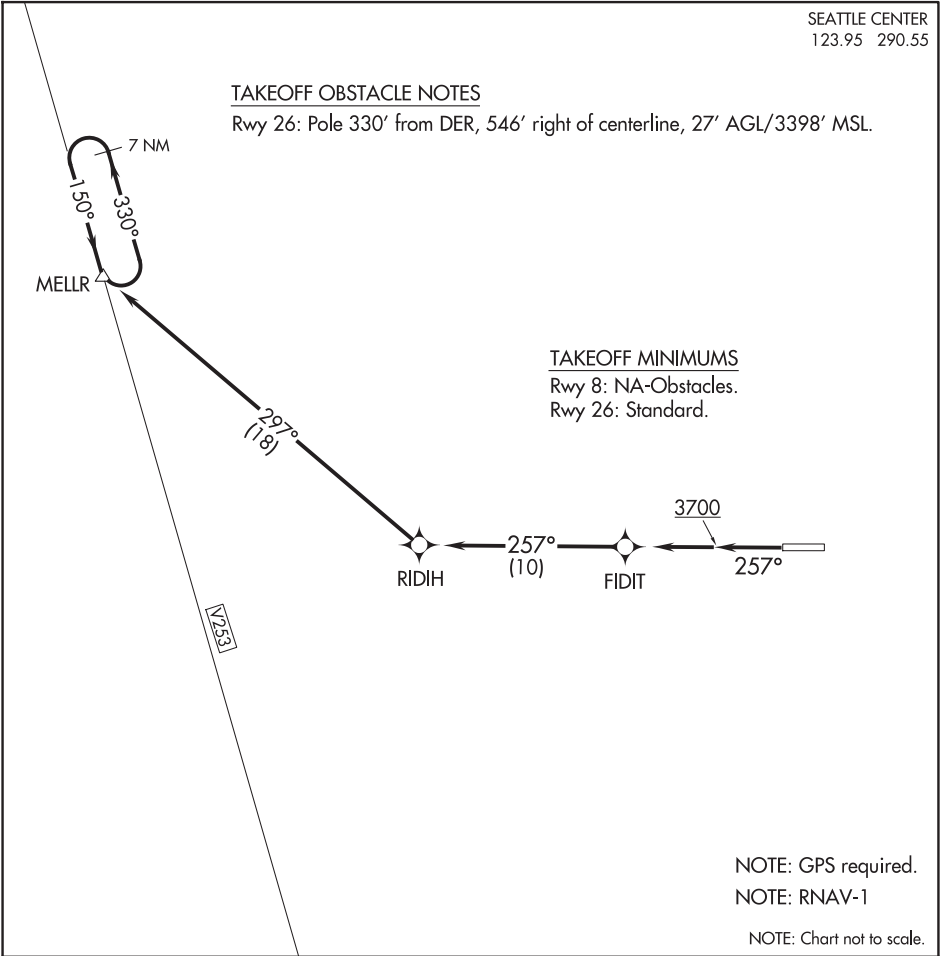
Rwy 26: Pole 330' from DER, 546' right of centerline, 27' AGL/3398' MSL.

TAKEOFF MINIMUMS

Rwy 8: NA-Obstacles.
Rwy 26: Standard.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



DEPARTURE 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.

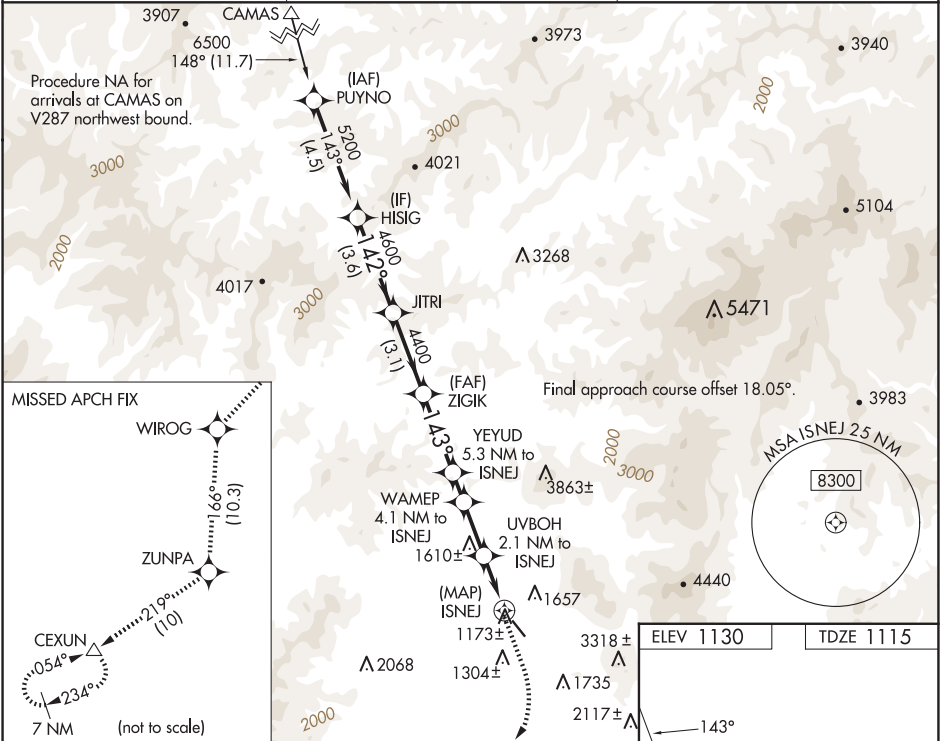
WAAS CH 56242 W13A	APP CRS 143°	Rwy Ldg TDZE Apt Elev 1130
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RNAV (GPS) RWY 13

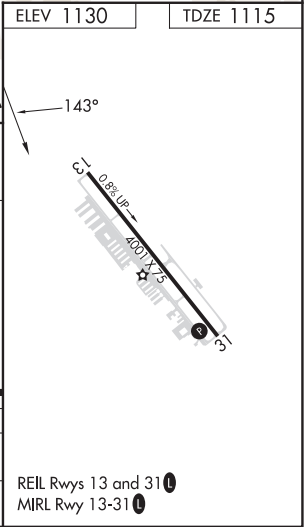
GRANTS PASS (3S8)

RNP APCH-GPS.	<div><div><div>▼</div><div>▲</div></div><div>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.</div></div>	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.
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AWOS-3PT 120.0	CASCADE APP CON ★ 124.3 379.9	UNICOM 122.8 (CTAF) ①
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HISIG		2000 ↑		8000 		WIROG 		tr 166°				ZUNPA tr 219°		CEXUN △	
5200		JITRI		ZIGIK		YEYUD 5.3 NM to ISNEJ		WAMEP 4.1 NM to ISNEJ		UVBOH 2.1 NM to ISNEJ		ISNEJ			
142°		4600		4400		3280		2860		2100					
3.6 NM		3.1 NM		3 NM		1.1 NM		2 NM		2.1 NM		0.5 NM			
CATEGORY		A		B		C		D							
LP MDA		1720-1 605 (600-1)		1720-1¾ 605 (600-1¾)											
CIRCLING		1840-1 710 (800-1)		2080-1¼ 950 (1000-1¼)		2220-3 1090 (1100-3)		2340-3 1210 (1300-3)							



GRANTS PASS, OREGON

AL-9081 (FAA)

25163

APP CRS	Rwy Ldg	N/A
124°	TDZE	N/A
	Apt Elev	1130

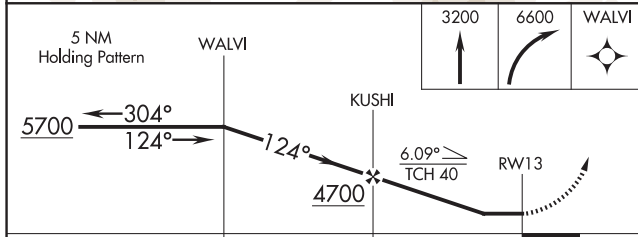
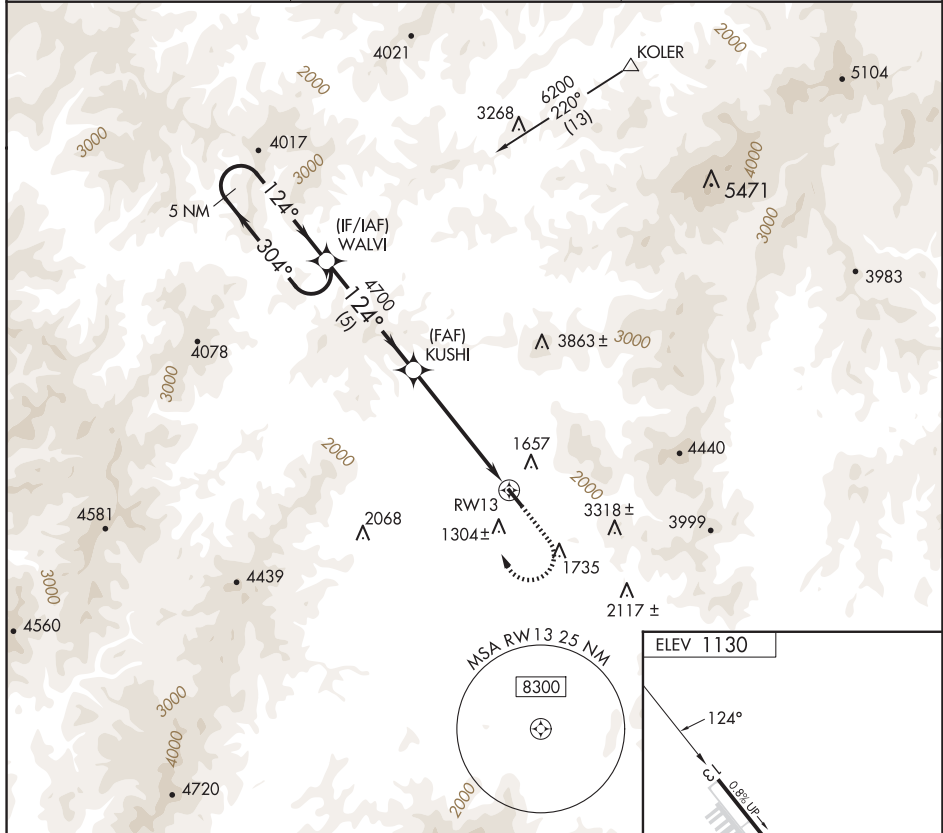
RNAV (GPS)-A

GRANTS PASS (3S8)

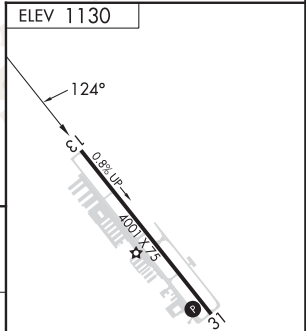
RNP APCH-GPS.	
NA	Circling NA northeast of Rwy 13-31. Circling Rwy 13 NA at night. Rwy 13 helicopter visibility restriction below 1 SM NA.

MISSED APPROACH: Climb to 3200 then climbing right turn to 6600 direct WALVI and hold, continue climb-in-hold to 6600.

AWOS-3PT 120.0	CASCADE APP CON ★ 124.3 379.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	2920-1¼ 1790 (1800-1¼)	2920-1½ 1790 (1800-1½)		NA



REIL Rwy 13 and 31 0
MIRL Rwy 13-31 0

GRANTS PASS, OREGON
Orig-B 01DEC22

42°31'N-123°23'W

GRANTS PASS (3S8)

RNAV (GPS)-A

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 15

LOC I-GRF
108.3
Chan **20**

APCH CRS
151°

Rwy Idg
6124
TDZE
Arprt Elev **300**
301

[USA] GRAY AAF (JOINT BASE LEWIS MCCHORD) (KGRF)

RNAV1 - GPS from SEA VORTAC.

DME required for civil use. For non-RNAV aircraft, RADAR required from SEA VORTAC.

When ALS inop when using McChord AFB altimeter setting, increase LOC CAT C/D vis to RVR 55.

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 on hdg 270° and OLM VORTAC R-014, then continue climb to 4000 on OLM R-014 to OLM and hold.

ATIS **124.65 306.2**

SEATTLE APP CON **120.1 290.9**

TOWER ★ **119.325 (CTAF) 256.8**

GND CON **121.9 290.2**

CLNC DEL **121.9 290.2**

** Circling not authorized W of Rwy 15-33.

When local altimeter setting not received, use McChord AFB altimeter setting.

Procedure NA for arrival on OLM VORTAC airway radials 346 CW 012 and arrival on SEA VORTAC airway radials 168 CW 230

Procedure NA for arrival at OLM VORTAC for TACAN-only equipped aircraft.

OLYMPIA
113.4 OLM
Chan 81

LOCALIZER 108.3
I-GRF
Chan 20

RAINIER 2 MOA

RAINIER 1 MOA

MSA OLM 2.5 NM

ELEV 301 TDZE 300

HIRL Rwy 15-33

CATEGORY	A	B	C	D
S-ILS 15	500/24	200	(200-½)	
S-LOC 15	640/24 340 (400-½)		640/26 340 (400-½)	
CIRCLING **	840-1 539 (600-1)		840-1½ 539 (600-1½)	920-2 619 (700-2)
McCHORD FLD ALTIMETER SETTING MINIMUMS				
S-ILS 15	516/24	216	(300-½)	
S-LOC 15*	660/24 360 (400-½)		660/35 360 (400-¾)	
CIRCLING **	860-1 559 (600-1)		860-1½ 559 (600-1½)	940-2 639 (700-2)

FORT LEWIS, WASHINGTON

RNAV (GPS) RWY 15

APCH CRS	Rwy Idg	6124
151°	TDZE	300
	Arprt Elev	301

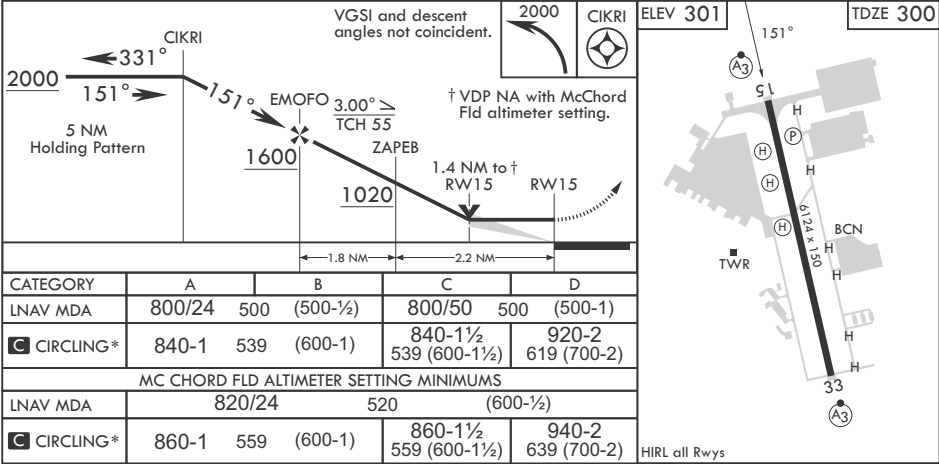
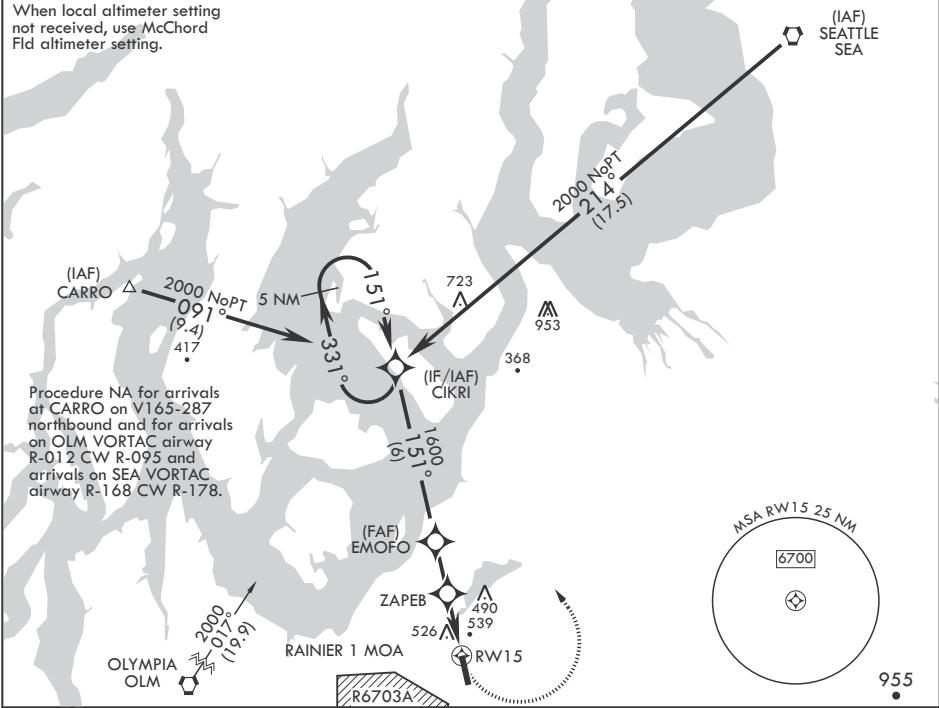
-(USA)

GRAY AAF (JOINT BASE LEWIS MCCHORD) (KGRF)

RNP APCH	SSALR	MISSED APPROACH: Climbing left turn to 2000 direct CIKRI and hold.
▼ * Circling not authorized W of Rwy 15-33.		

ATIS 124.65 306.2	SEATTLE APP CON/DEP CON 120.1 290.9	TOWER ★ 119.325 (CTAF) 256.8	GND CON 121.9 290.2	CLNC DEL 121.9 290.2
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When local altimeter setting not received, use McChord Fld altimeter setting.



FORT LEWIS, WASHINGTON

47°05'N - 122°35'W GRAY AAF (JOINT BASE LEWIS MCCHORD) (KGRF)

Amdt 3 10AUG23

RNAV (GPS) RWY 15

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

FORT LEWIS, WASHINGTON

RNAV (GPS) RWY 33

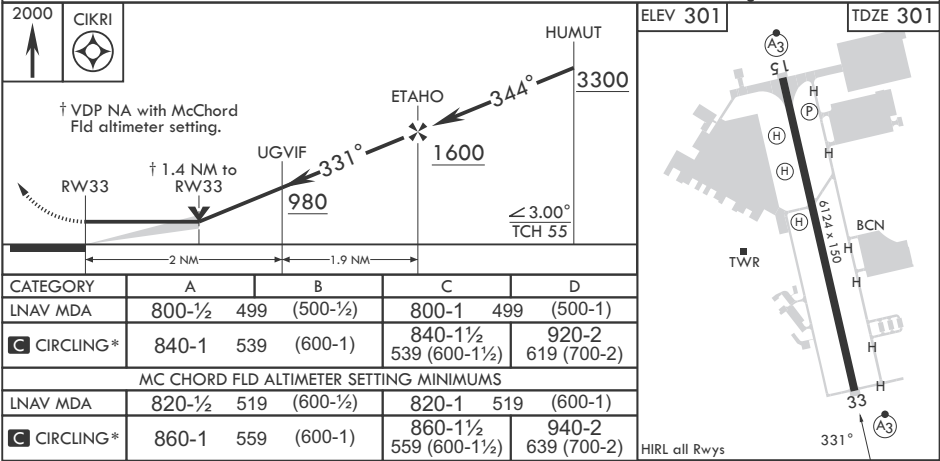
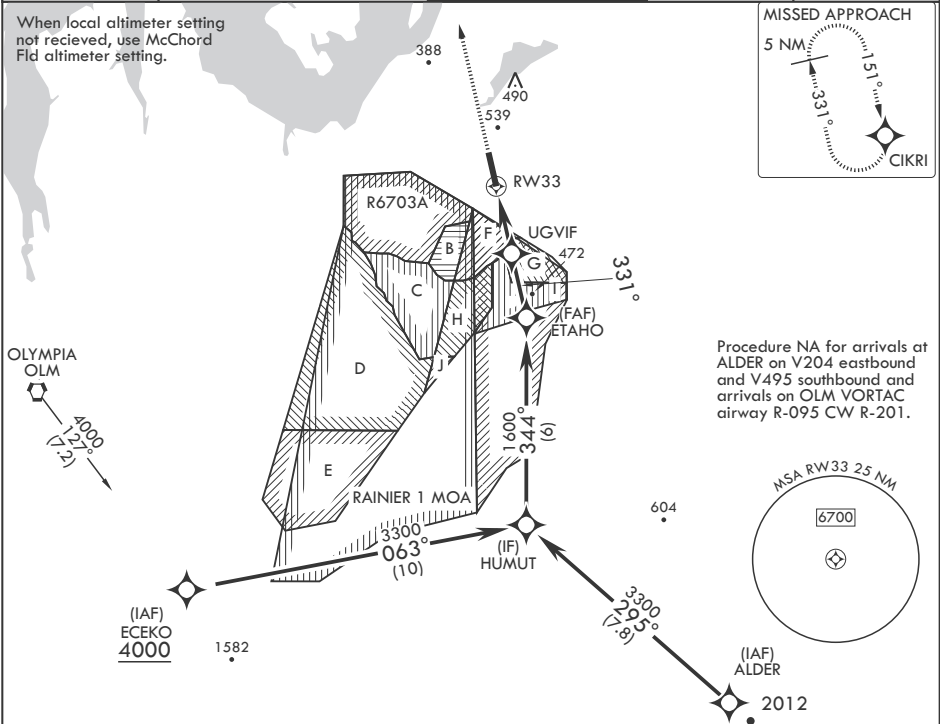
APCH CRS	Rwy Idg	6124
331°	TDZE	301
	Arprt Elev	301

- (USA)

GRAY AAF (JOINT BASE LEWIS MCCHORD) (KGRF)

RNP APCH	SSALR	MISSED APPROACH: Climb to 2000 direct CIKRI and hold.
▼ * Circling not authorized W of Rwy 15-33.	A3	

ATIS 124.65 306.2	SEATTLE APP CON/DEP CON 120.1 290.9	TOWER ★ 119.325 (CTAF) 256.8	GND CON 121.9 290.2	CLNC DEL 121.9 290.2
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FORT LEWIS, WASHINGTON

47°05'N - 122°35'W GRAY AAF (JOINT BASE LEWIS MCCHORD) (KGRF)

Amdt 3 10AUG23

RNAV (GPS) RWY 33

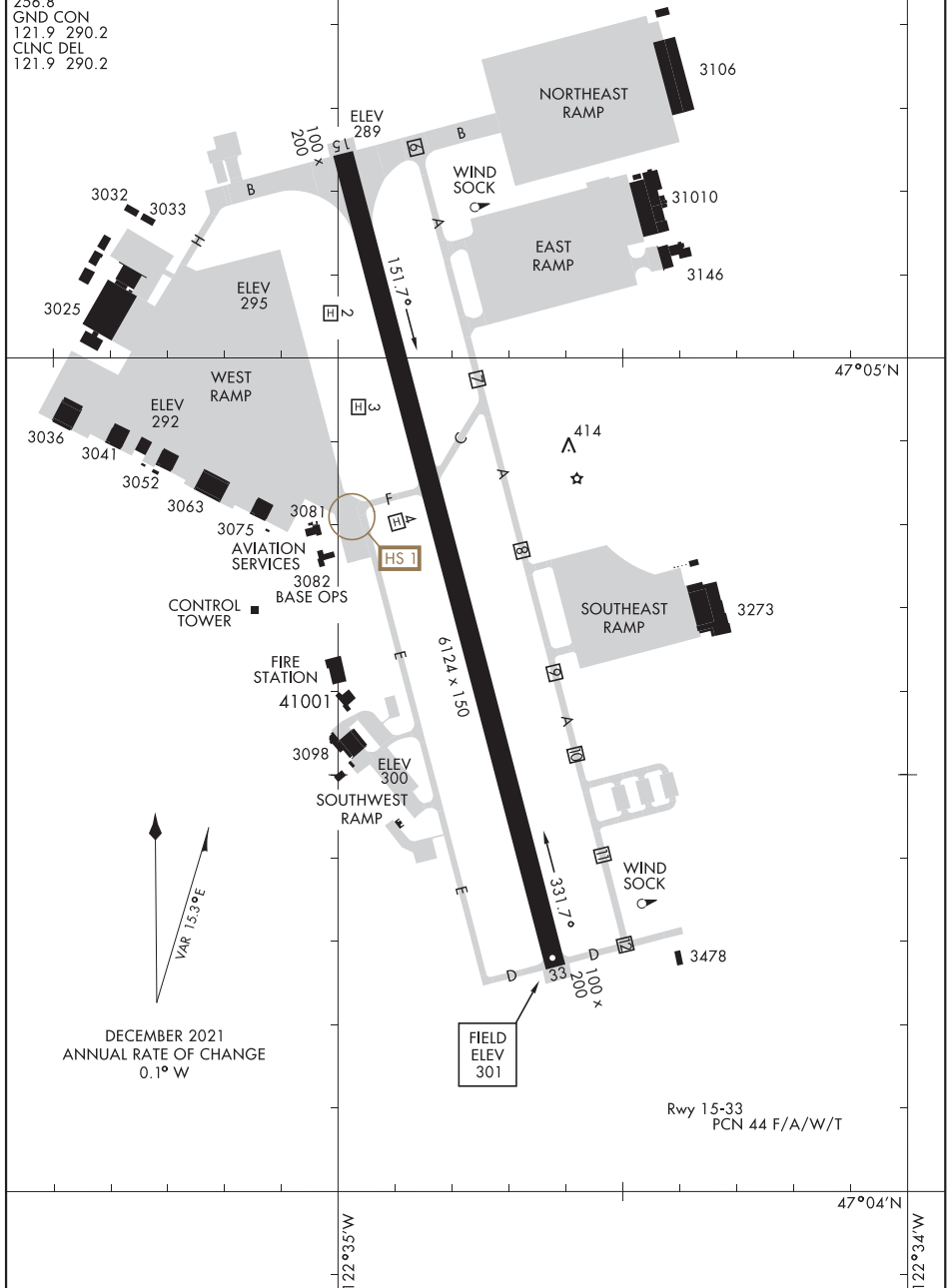
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

GRAY AAF (JOINT BASE LEWIS MCCORD) (KGRF)
[USA] FORT LEWIS, WASHINGTON

ATIS 124.65 306.2
TOWER ★
119.325 (CTAF)
256.8
GND CON
121.9 290.2
CLNC DEL
121.9 290.2

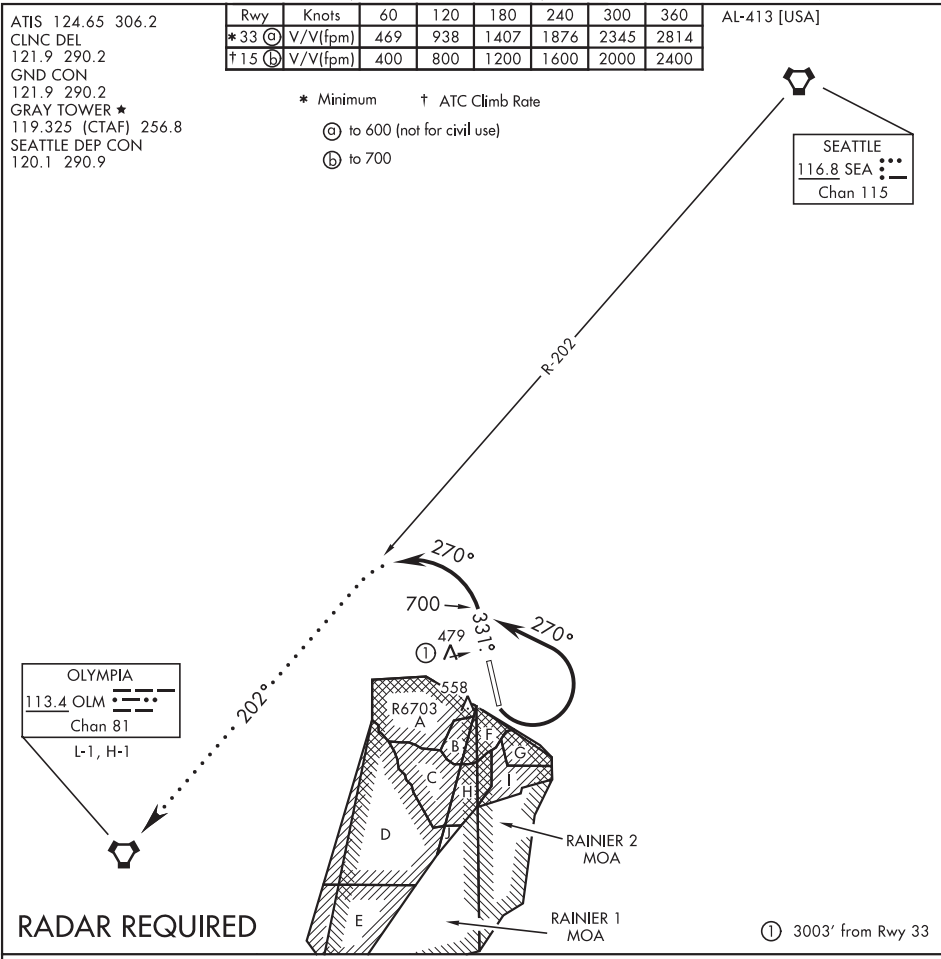


NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

FORT LEWIS, WASHINGTON
GRAY AAF (JOINT BASE LEWIS MCCORD) (KGRF)



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

ELEV 3680

TDZE 3680

ZL

6030 X 1.50

0.5% UP

35

10502 X 1.50

0.5% UP

TWR

032°

TDZ/CL Rwy 3

REIL Rwy 21

HIRL Rwy 3-21

MIRL Rwy 17-35

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

CATEGORY	A	B	C	D
S-ILS 3		3880/18	200 (200-½)	
S-LOC 3	4140/24	460 (500-½)	4140/45	460 (500-¾)
C CIRCLING	4140-1	460 (500-1)	4340-1¾ 660 (700-1¾)	4420-2¼ 740 (800-2¼)

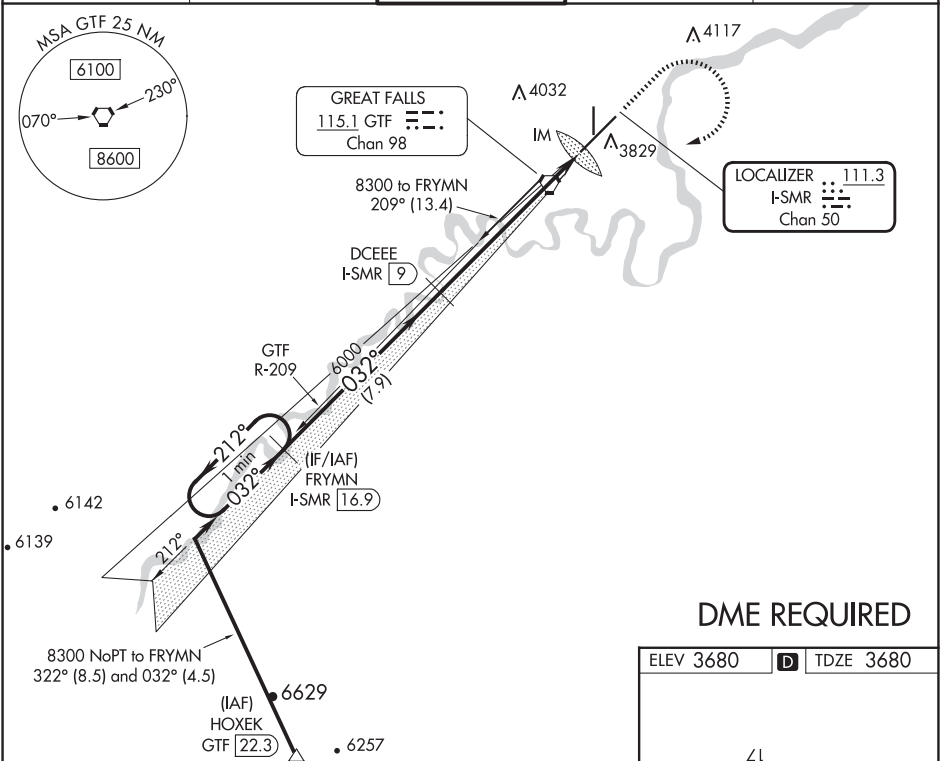
NW-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-SMR	APP CRS	Rwy Ldg
111.3	032°	10502
Chan 50		TDZE 3680
		Apt Elev 3680

ILS RWY 3 (SA CAT I)
GREAT FALLS INTL (GTF)

 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. DME required.	 MISSED APPROACH: Climb to 5000 then climbing right turn to 8300 direct GTF VORTAC then on GTF VORTAC R-209 to FRYMN/I-SMR 16.9 DME and hold.
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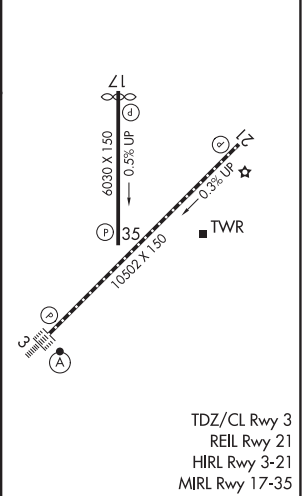
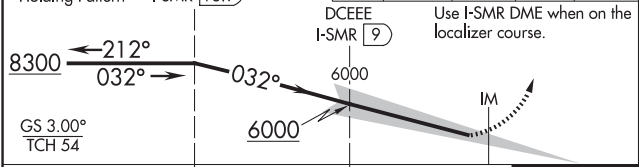
ATIS 126.6 269.0	GREAT FALLS APP CON 128.6 379.175	GREAT FALLS TOWER 118.7 282.2	GND CON 121.7 348.6	CLNC DEL 121.7 348.6
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DME REQUIRED

ELEV 3680	D	TDZE 3680
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 70).	5000	8300	GTF	GTF R-209	FRYMN I-SMR 16.9
One Minute Holding Pattern	FRYMN I-SMR 16.9	DCEEE I-SMR 9	Use I-SMR DME when on the localizer course.		



CATEGORY	A	B	C	D
5-ILS 3	RA 140/14 150 DA 3830			

SA CATEGORY I ILS-SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

GREAT FALLS, MONTANA

AL-177 (FAA)

25163

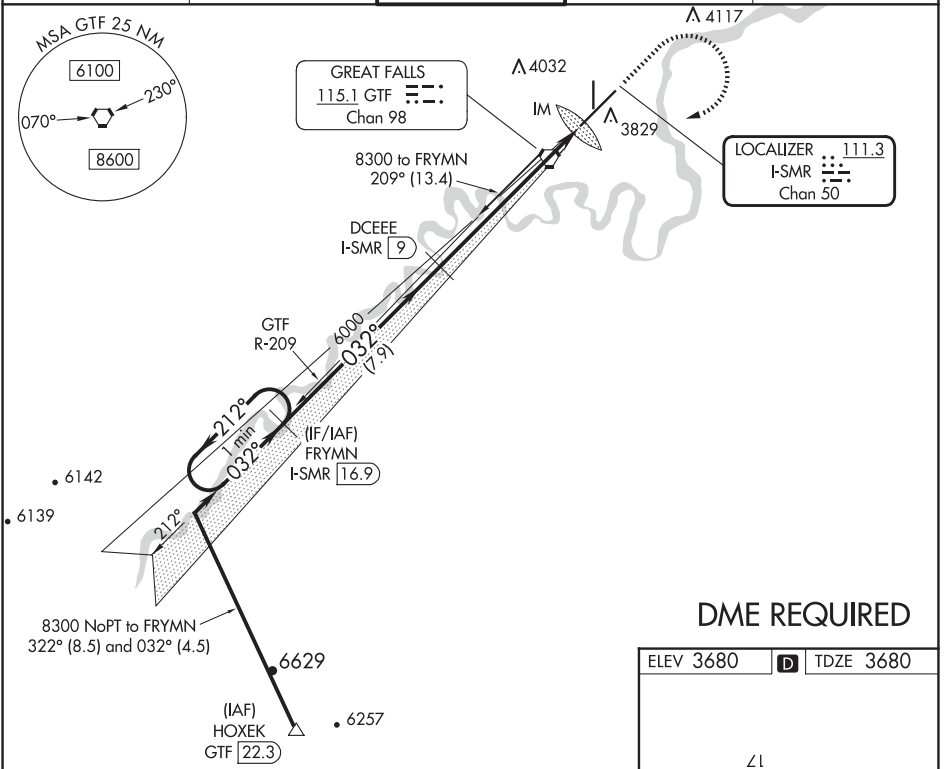
LOC/DME I-SMR	APP CRS	Rwy Ldg	10502
111.3	032°	TDZE	3680
Chan 50		Apt Elev	3680

ILS RWY 3 (CAT II & III)

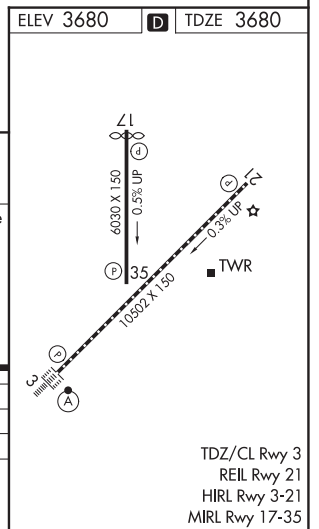
GREAT FALLS INTL (GTF)

 CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. DME required.	ALSIF-2 	MISSED APPROACH: Climb to 5000 then climbing right turn to 8300 direct GTF VORTAC then on GTF VORTAC R-209 to FRYMN/I-SMR 16.9 DME and hold.
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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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DME REQUIRED



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).	5000	8300	GTF	GTF R-209	FRYMN I-SMR 16.9
One Minute Holding Pattern	FRYMN I-SMR 16.9	DCEEE I-SMR 9	Use I-SMR DME when on the localizer course.		
8300	212°	032°	032°	6000	IM 3780
GS 3.00° TCH 54					
	7.9 NM	7.1 NM	1099'		
CATEGORY	A	B	C	D	
S-ILS 3	CAT II RA 96/12 100 DA 3780				
S-ILS 3	CAT III RVR 06				
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED					

GREAT FALLS, MONTANA

Amdt 5D 29DEC22

47°29'N-111°22'W

GREAT FALLS INTL (GTF)

ILS RWY 3 (CAT II & III)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	10502
032°	TDZE	3680
	Apt Elev	3680

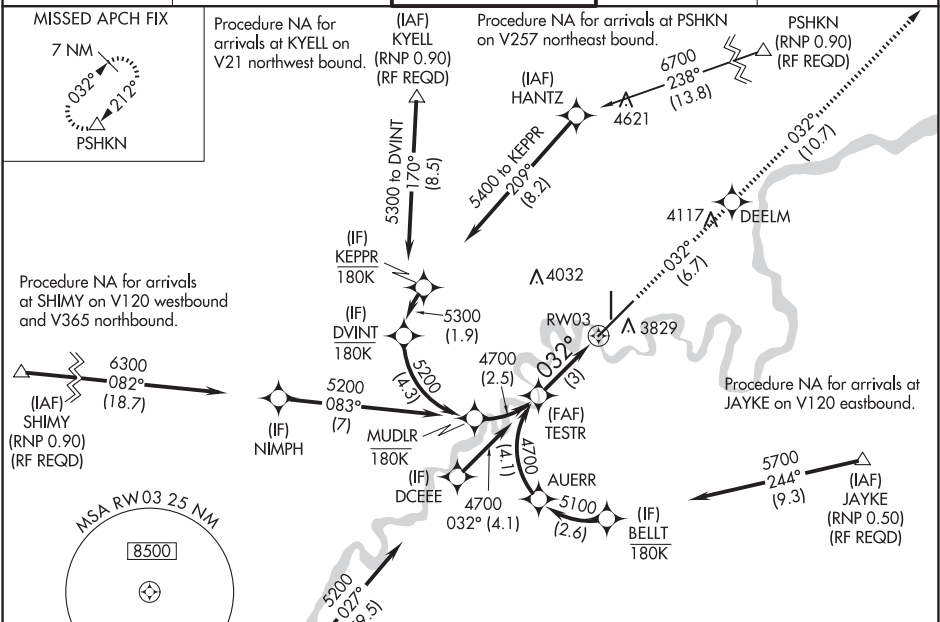
RNAV (RNP) Z RWY 3
GREAT FALLS INTL (GTF)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -22°C or above 40°C. For inoperative ALS increase RNP 0.10 DA visibility all Cats to RVR 4500, increase RNP 0.30 DA visibility all Cats to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 6200 on track 032° to DEELM and on track 032° to PSHKN and hold.

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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ELEV 3680 D TDZE 3680

GP 3.00° TCH 54

3 NM

6200 DEELM tr 032° PSHKN

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

CATEGORY	A	B	C	D
RNP 0.10 DA		3990/24	310 (400-½)	
RNP 0.30 DA		4079/45	399 (400-¾)	

AUTHORIZATION REQUIRED

HIRL Rwy 3-21
MIRL Rwy 17-35
REIL Rwy 21
TDZ/CL Rwy 3

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

GREAT FALLS, MONTANA

AL-177 (FAA)

25163

APP CRS	Rwy Ldg	10502
212°	TDZE	3669
	Apt Elev	3680

RNAV (RNP) Z RWY 21

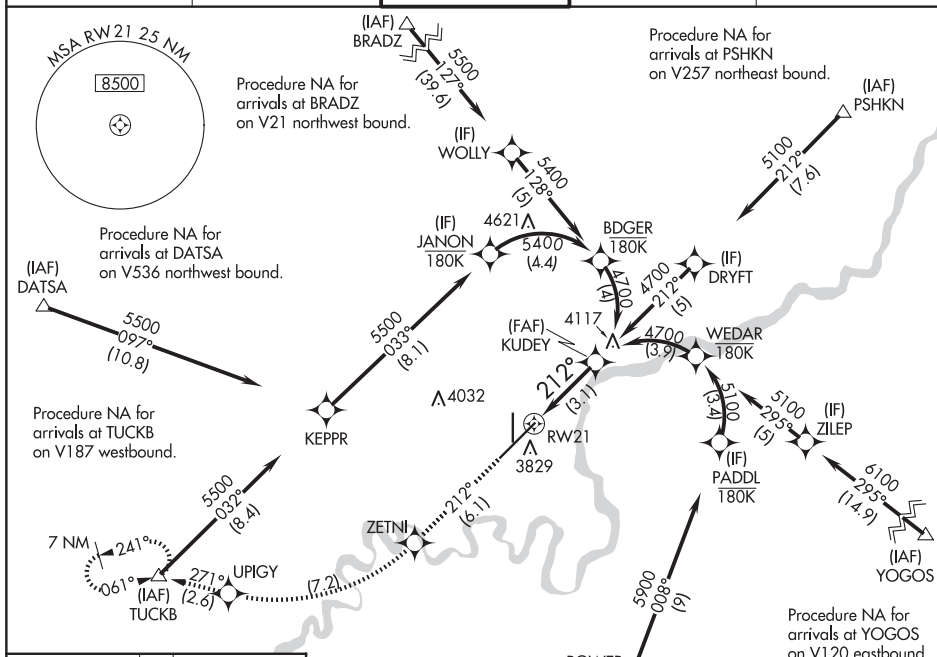
GREAT FALLS INTL (GTF')

RNP AR APCH - GPS.

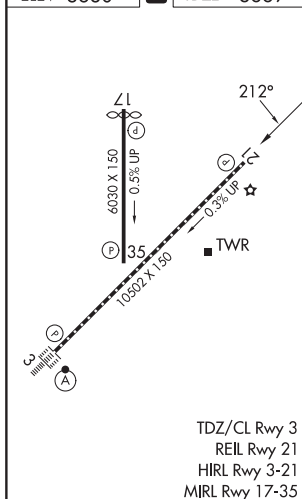
For uncompensated Baro-VNAV systems, procedure NA below -24°C or above 54°C.

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.

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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ELEV 3680	D	TDZE 3669
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on V120 eastbound.

Procedure NA for arrivals at URELE on V536 southbound.

△ 4949

KUDEY
4700

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).

See planview for multiple IF locations.

GP 3.00°
TCH 59

	3.1 NM			
CATEGORY	A	B	C	D
RNP 0.10 DA	3942/45 273 (300-7%)			
RNP 0.30 DA	3992/50 323 (400-1)			

AUTHORIZATION REQUIRED

GREAT FALLS, MONTANA

Orig-E 07OCT21

47°29'N-111°22'W

GREAT FALLS INTL (GTF')

RNAV (RNP) Z RWY 21

NW-1, 07 AUG 2025 to 02 OCT 2025

GREAT FALLS, MONTANA

AL-177 (FAA)

25163

WAAS CH 82240 W35A	APP CRS 347°	Rwy Ldg TDZE Apt Elev	5400 3668 3680
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RNAV (GPS) RWY 35

GREAT FALLS INTL (GTF)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 52°C. Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 6200 direct KNOWL and hold.

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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Procedure NA for arrival on GTF VORTAC
airway radials 091 CW 238.

4032

RW35

3829

GREAT FALLS
GTF

TEFFS
2.3 NM to
RW35

0008

(6:11)

651

(FAF)
CEVRO

5800

347°

(7)

(IF/IAF)
NICKH

347°

167°

7 NM

6629

(IAF)
HOXEK

8000 NoPT

038°

(13.6)

6257

MISA RW35 25 NM

8500

7080 ±

ELEV 3680

TDZE 3668

HIRL Rwy 3-21

MIRL Rwy 17-35

REIL Rwy 21

TDZ/CL Rwy 3

7 NM

Holding Pattern

NICKH

CEVRO

TEFFS
2.3 NM to
RW35

*1.1 NM
to RW35

RW35

*4440

5800

347°

167°

GP 3.00°
TCH 48

8000

6200

KNOWL

*LNAV only

CATEGORY	A	B	C	D
LPV DA	3918-¾		250 (300-¾)	
LNAV/VNAV DA	4086-1½		418 (500-1½)	
LNAV MDA	4080-1	412 (400-1)	4080-1½	412 (400-1½)
CIRCLING	4140-1	460 (500-1)	4340-1¾ 660 (700-1¾)	4420-2¼ 740 (800-2¼)

347°

167°

6030 X 150

0.5% UP

35

10502 X 150

0.3% UP

TWR

GREAT FALLS, MONTANA
Orig-A 01DEC22

47°29'N-111°22'W

GREAT FALLS INTL (GTF)

RNAV (GPS) RWY 35

NW-1, 07 AUG 2025 to 02 OCT 2025

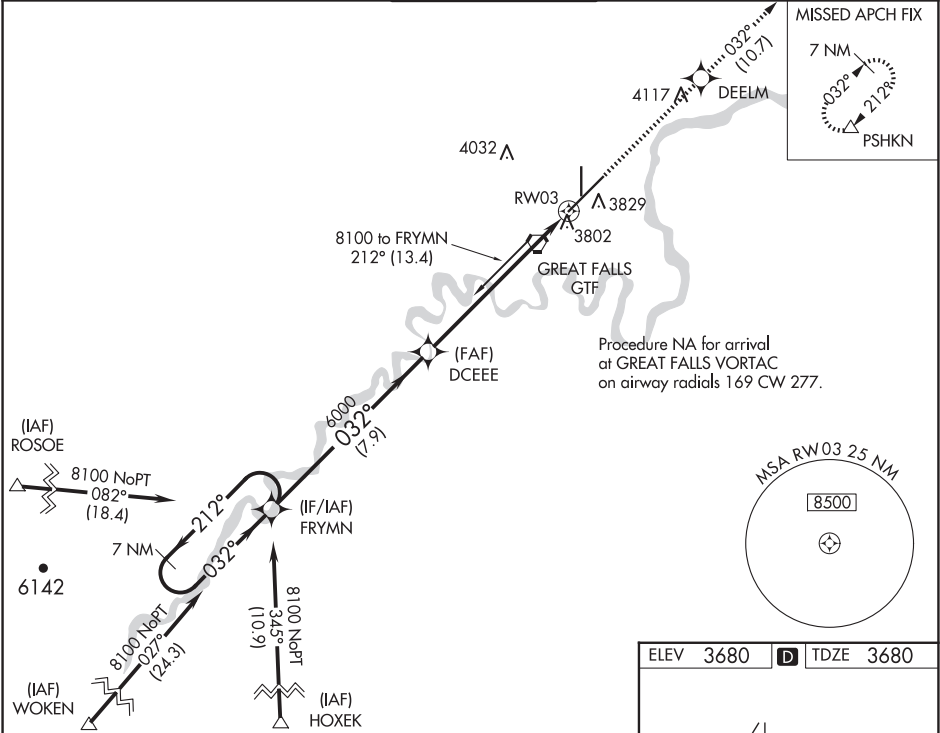
NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70602 W03A	APP CRS 032°	Rwy Ldg 10502 TDZE 3680 Apt Elev 3680
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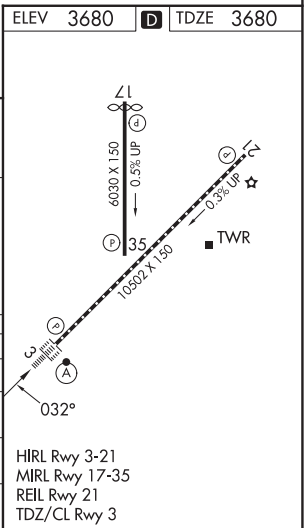
RNAV (GPS) Y RWY 3
GREAT FALLS INTL (GTF)

RNP APCH - GPS.	ALSF-2	MISSED APPROACH: Climb to 6200 direct DEELM and on track 032° to PSHKN and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 50°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.		

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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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).				
7 NM Holding Pattern	FRYMN	DCEEE	DEELM	PSHKN
8100	6000	6000	6200	
GP 3.00° TCH 54			tr 032°	
	7.9 NM	5.9 NM	1.2 NM	
CATEGORY	A	B	C	D
LPV DA	3880/18		200 (200-½)	
LNAV/VNAV DA	3963/24		283 (300-½)	
LNAV MDA	4140/24	460 (500-½)	4140/45	460 (500-¾)
CIRCLING	4140-1	460 (500-1)	4340-1¾ 660 (700-1¾)	4420-2¼ 740 (800-2¼)



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

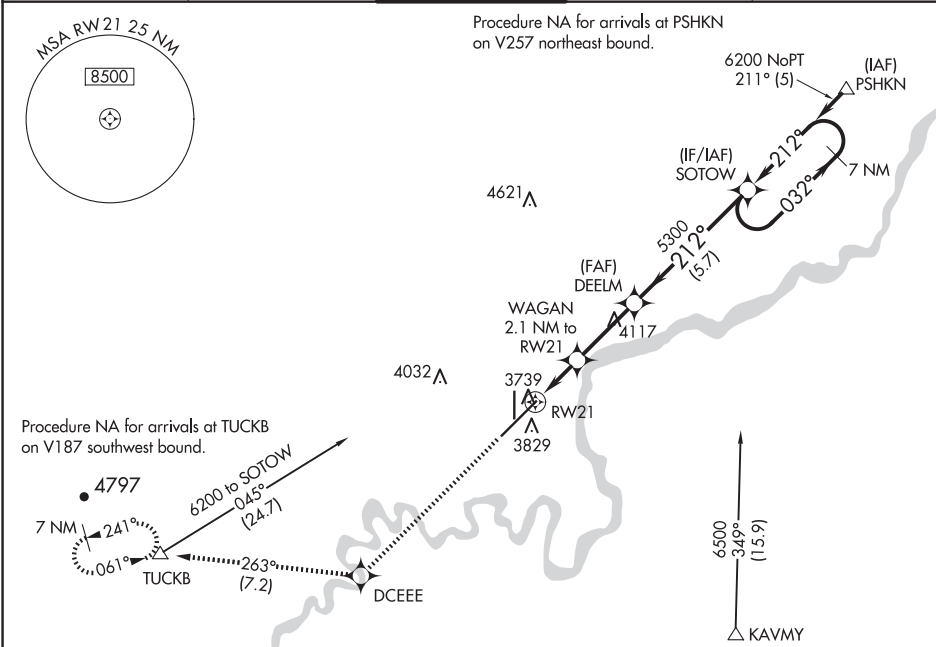
WAAS CH 90221 W21A	APP CRS 212°	Rwy Ldg TDZE 3669 Apt Elev 3680
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RNAV (GPS) Y RWY 21

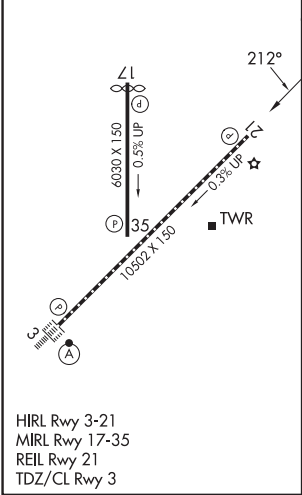
GREAT FALLS INTL (GTF')

RNP APCH - GPS.	MISSED APPROACH: Climb to 8000 direct DCEEE and on track 263° to TUCKB and hold, continue climb-in-hold to 8000.
<div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 49°C.</div>	

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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ELEV 3680	D	TDZE 3669
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8000	DCEEE	tr 263°	TUCKB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 75).
				SOTOW 7 NM Holding Pattern
*LNAV only.	WAGAN 2.1 NM to RWY 21	DEELM 5300	6200	GP 3.00° TCH 59
	0.8 NM to RWY 21	4380	5300	
	0.8	1.3 NM	2.9 NM	5.7 NM
CATEGORY	A	B	C	D
LPV DA	3869/40 200 (200-¾)			
LNAV/VNAV DA	3927/45 258 (300-¾)			
LNAV MDA	4000/55	331 (400-1)	4000/50	331 (400-1)
C CIRCLING	4140-1	460 (500-1)	4340-1¾ 660 (700-1¾)	4420-2¼ 740 (800-2¼)

NW-1, 07 AUG 2025 to 02 OCT 2025

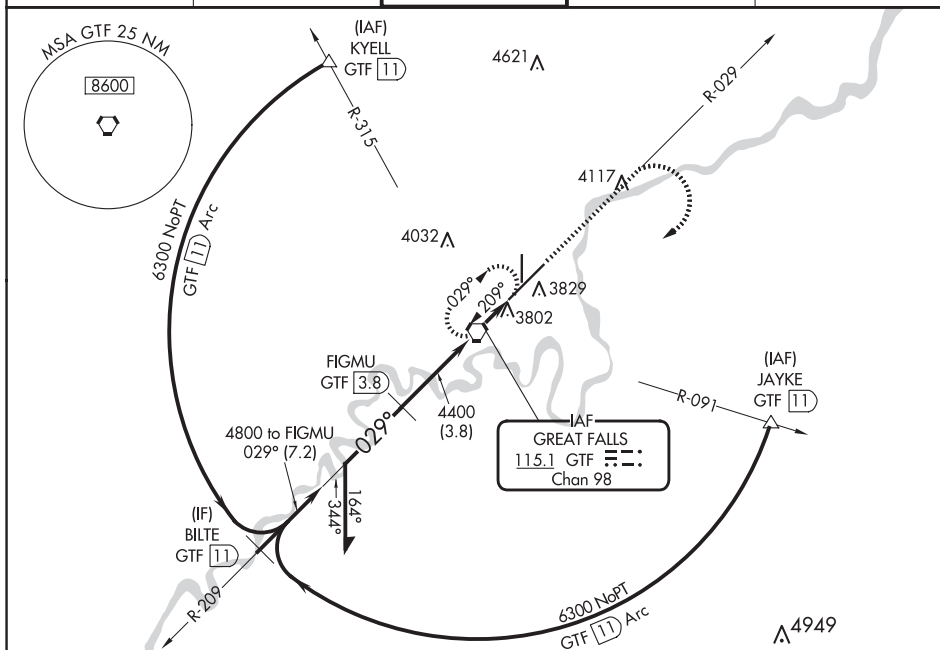
NW-1, 07 AUG 2025 to 02 OCT 2025

VORTAC GTF <u>115.1</u> Chan 98	APP CRS 029°	Rwy Ldg 10502 TDZE 3680 Apt Elev 3680
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VOR RWY 3
GREAT FALLS INTL (GTF)

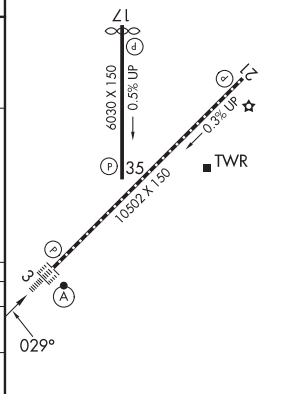
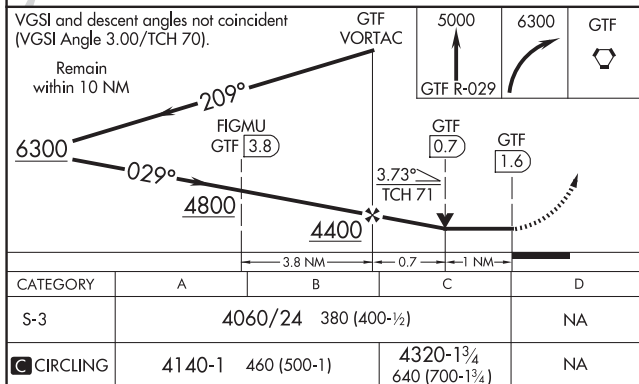
DME required.	ALSF-2	MISSED APPROACH: Climb to 5000 on GTF VORTAC R-029 then climbing right turn to 6300 direct GTF VORTAC and hold, continue climb-in-hold to 6300.
 For inoperative ALS, increase Cat C visibility to RVR 5500.		

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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NW-1, 07 AUG 2025 to 02 OCT 2025

ELEV 3680	D	TDZE 3680
		TDZ/CL Rwy 3
		REIL Rwy 21
		MIRL Rwy 17-35
		HIRL Rwy 3-21

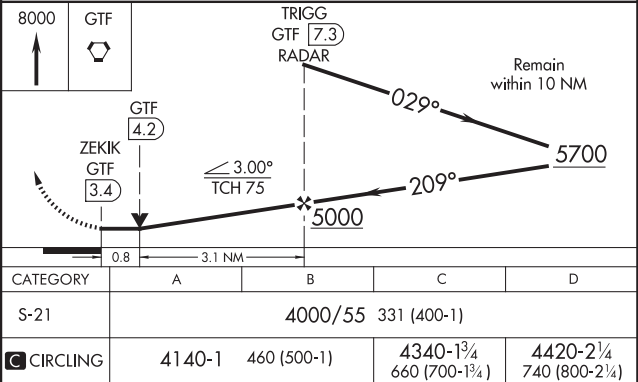
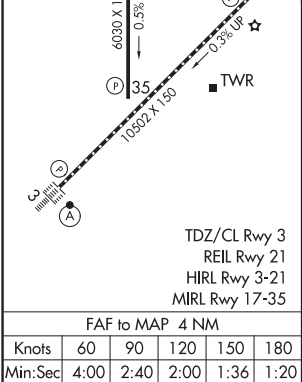
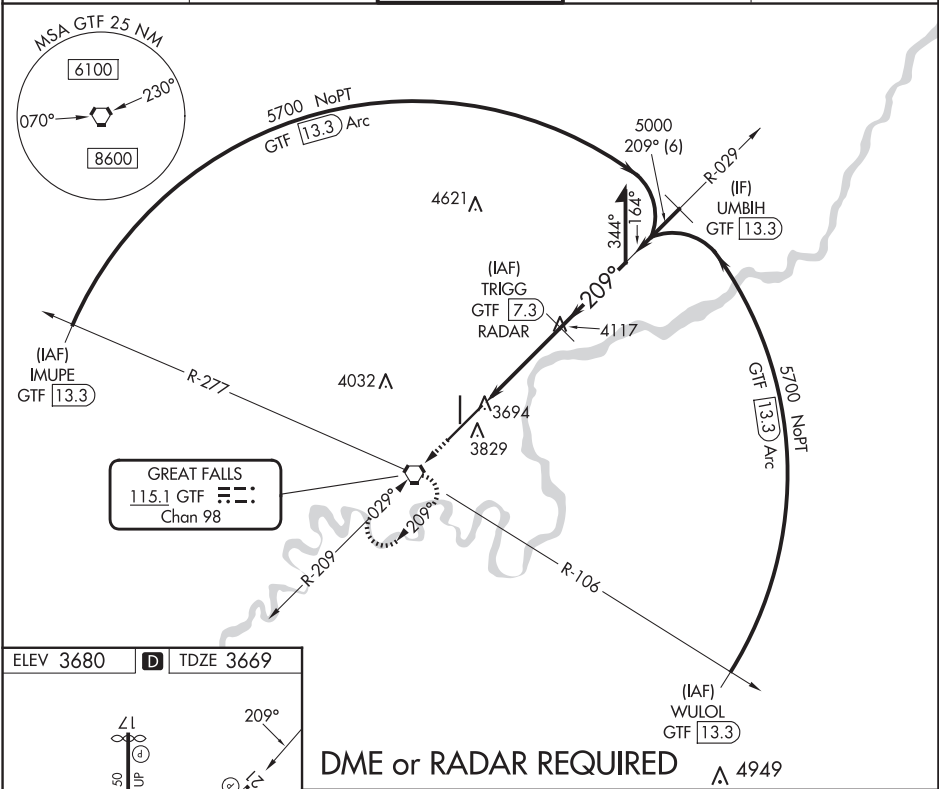


VORTAC GTF	APP CRS	Rwy Ldg	10502
115.1	209°	TDZE	3669
Chan 98		Apt Elev	3680

VOR RWY 21
GREAT FALLS INTL (GTF)

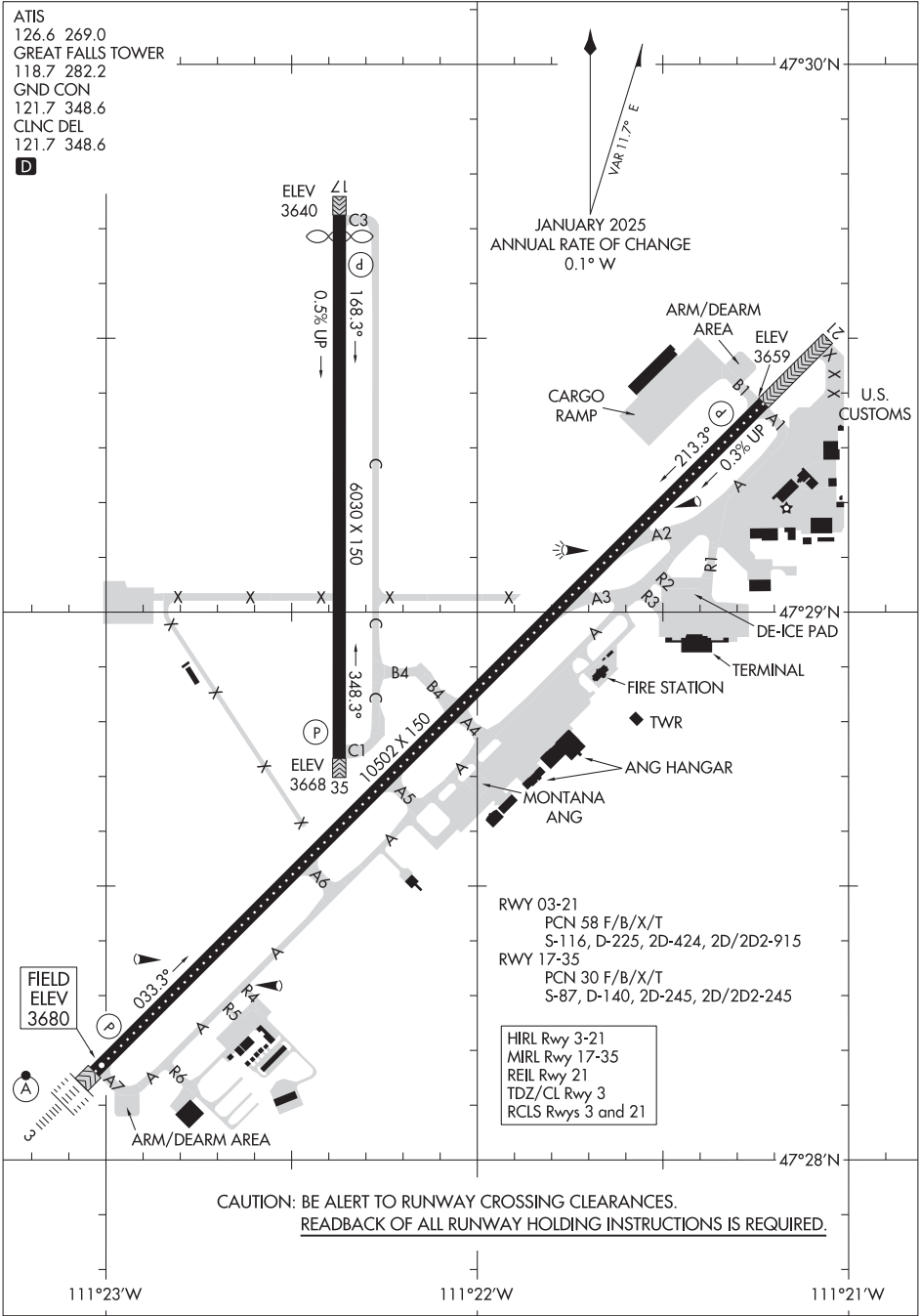
	DME or RADAR required.	MISSED APPROACH: Climb to 8000 direct GTF VORTAC and hold, continue climb-in-hold to 8000.
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ATIS 126.6 269.0	GREAT FALLS APP CON 128.6 379.175	GREAT FALLS TOWER 118.7 282.2	GND CON 121.7 348.6	CLNC DEL 121.7 348.6
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NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



GREYBULL, WYOMING

AL-531 (FAA)

25107

WAAS CH 56530 W08A	APP CRS 076°	Rwy Idg TDZE Apt Elev	3953 3942 3942
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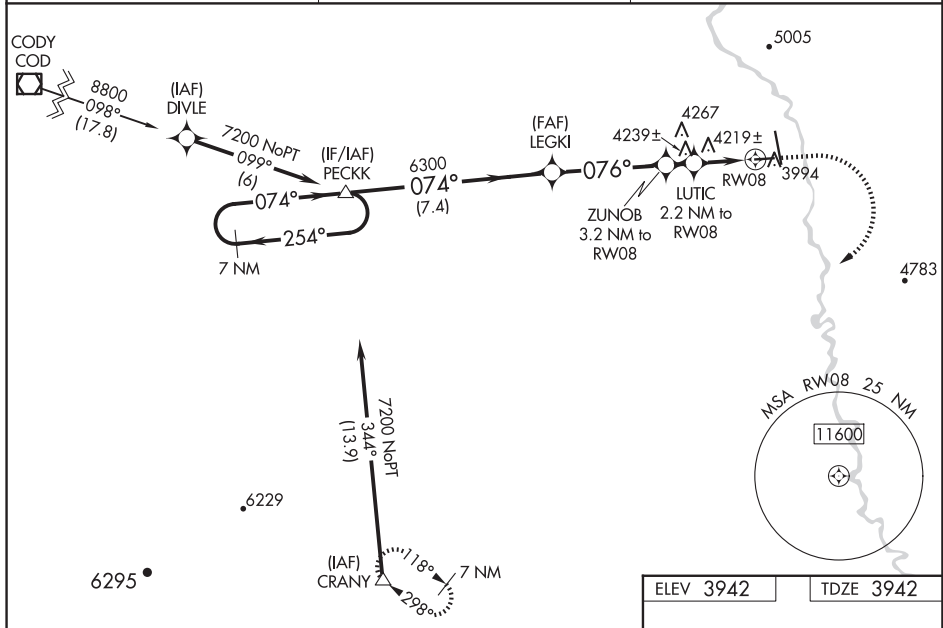
RNAV (GPS) RWY 8

SOUTH BIG HORN COUNTY (GEY)

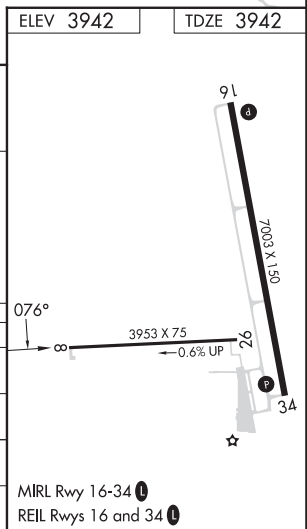
⚠ DME/DME RNP-0.3 NA. Straight-in minimums NA at night. When local altimeter setting not received use Cowley/Lovell/Byron altimeter setting: increase LPV DA to 4279 feet and LNAV/VNAV DA to 4654 feet. Increase LPV visibility, all Cts 1/8 SM; increase all MDA 100 feet and LNAV Cts C/D visibility 1/8 SM. Rwy 8 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Cowley/Lovell/Byron altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 51°C (124°F).

MISSED APPROACH: Climb to 4400 then climbing right turn to 9000 direct CRANY and hold, continue climb-in-hold to 9000.

ASOS 135.325	SALT LAKE CENTER 127.75 351.9	CTAF 122.9
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<p>7 NM Holding Pattern</p> <p>7200 ← 254° 074° → 6300 074° 5000 076° 4680</p> <p>GP 3.00° TCH 40</p> <p>PECKK LEGKI ZUNOB LUTIC CRANY</p> <p>4400 9000 4400</p> <p>*LNAV only</p> <p>7.4 NM 4.1 NM 1 NM 0.6 NM 1.6 NM</p>				
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)		4480-1½ 538 (600-1½)	
CIRCLING	4680-1 738 (800-1)	4700-1 758 (800-1)	5320-3 1378 (1400-3)	5460-3 1518 (1600-3)



GREYBULL, WYOMING

Amtd 1 12OCT17

44°31'N-108°05'W

RNAV (GPS) RWY 8

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **77542**
W34A

APP CRS
339°

Rwy Idg
TDZE **3916**
Apt Elev **3942**

RNAV (GPS) RWY 34
SOUTH BIG HORN COUNTY (GEY)

Baro-VNAV NA when using Cowley/Lovell/Byron altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°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 $\frac{3}{4}$ SM. Increase all MDAs 100 feet and LNAV visibility Cat B $\frac{1}{4}$ SM, Cats C/D $\frac{1}{2}$ SM and Circling Cat B $\frac{1}{4}$ SM. VDP NA with Cowley/Lovell/Byron altimeter setting.

MISSED APPROACH: Climb to 4400 then climbing left turn to 9000 direct CRANY and hold, continue climb-in-hold 9000.

ASOS 135.325	SALT LAKE CENTER 127.75 351.9	CTAF 122.9
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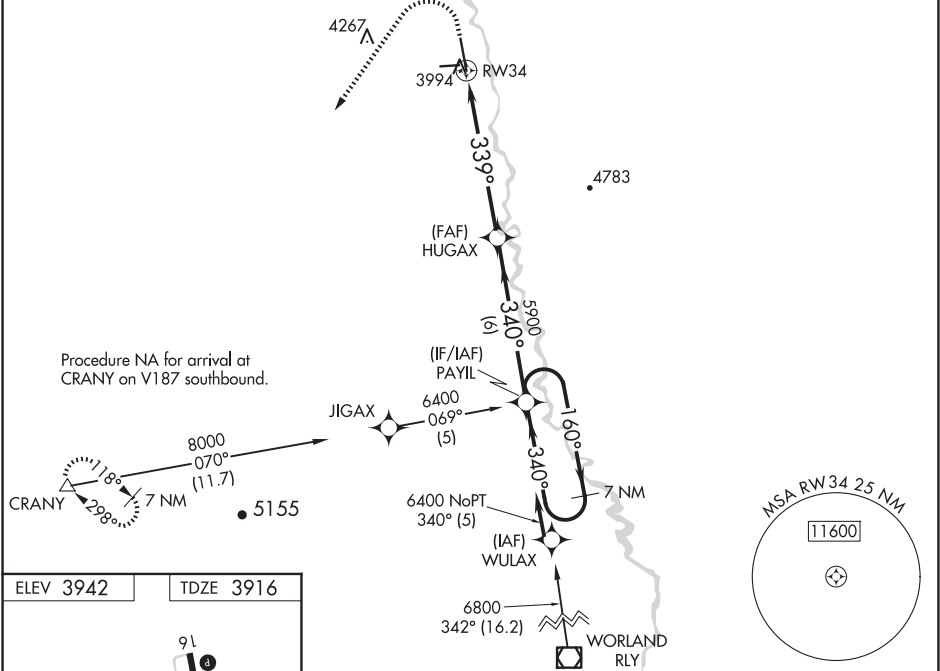


Diagram illustrating the runway layout and associated dimensions:

- Runway 16-34: 7003 X 150
- Runway 16-34 width: 3953 X 75
- Runway 16-34 slope: 0.6% UP
- Runway 16-34 heading: 339°
- Runway 16-34 length: 7003
- Runway 16-34 width: 150
- Runway 16-34 width: 3953
- Runway 16-34 width: 75
- Runway 16-34 width: 0.6% UP
- Runway 16-34 width: 339°

MIRL Rwy 16-34 **L**
 REIL Rwy 16 and 34 **L**

Diagram illustrating the runway layout and associated dimensions:

- Runway 16-34: 7003 X 150
- Runway 16-34 width: 3953 X 75
- Runway 16-34 slope: 0.6% UP
- Runway 16-34 heading: 339°
- Runway 16-34 length: 7003
- Runway 16-34 width: 150
- Runway 16-34 width: 3953
- Runway 16-34 width: 75
- Runway 16-34 width: 0.6% UP
- Runway 16-34 width: 339°

MIRL Rwy 16-34 **L**
 REIL Rwy 16 and 34 **L**

(PECKK2.PECKK) 17285

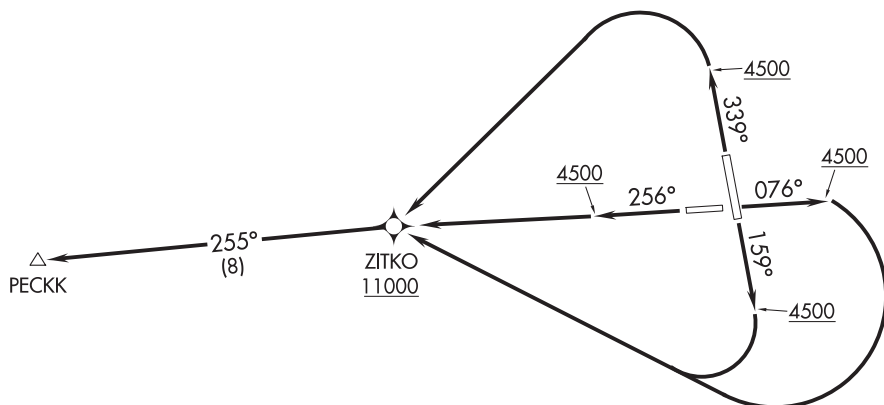
PECKK TWO DEPARTURE (RNAV)

AL-531 (FAA)

SOUTH BIG HORN COUNTY (GEY)
GREYBULL, WYOMING

ASOS
135.325
CTAF
122.9
SALT LAKE CENTER
127.75 351.9

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS

Rwys 8, 16, 26, 34: Standard with minimum climb of 500' per NM to 4500.

NOTE: RNAV 1.

NOTE: GPS required.

NOTE: Chart not to scale.



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.

PECKK TWO DEPARTURE (RNAV)

(PECKK2.PECKK) 12OCT17

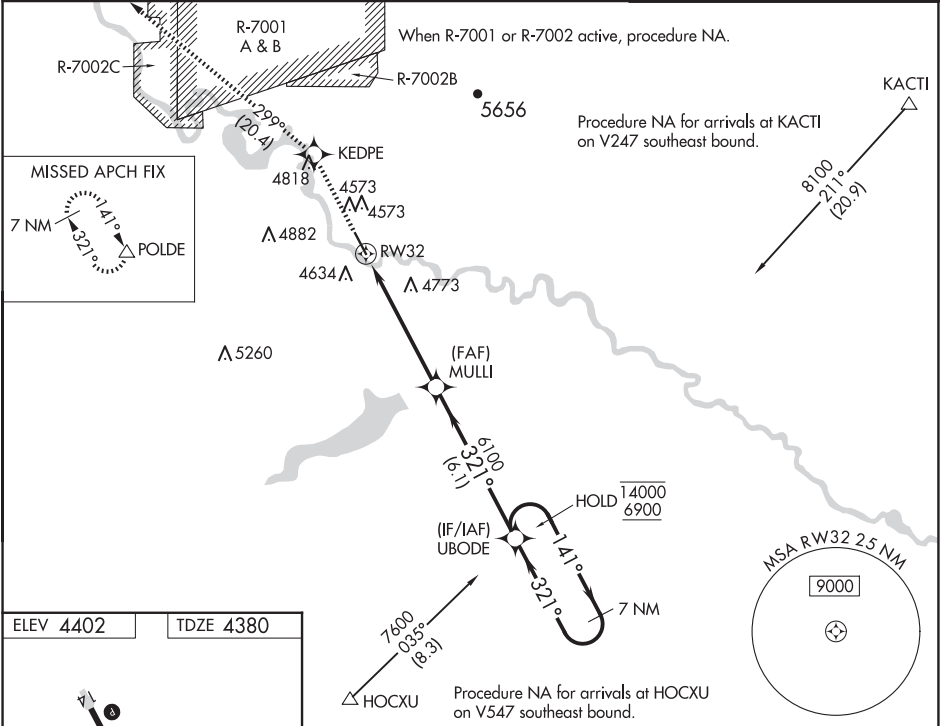
GREYBULL, WYOMING
SOUTH BIG HORN COUNTY (GEY)

WAAS CH 69426 W32A	APP CRS 321°	Rwy Idg TDZE Apt Elev	5060 4380 4402
--	------------------------	-----------------------------	---

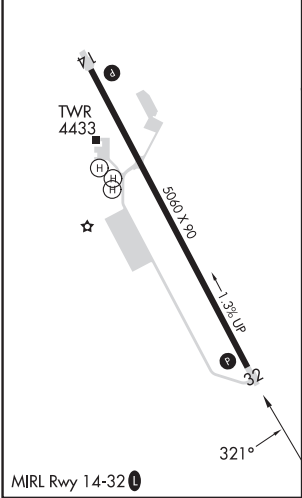
RNAV (GPS) RWY 32
CAMP GUERNSEY (GUR)

RNP APCH - GPS.		MISSED APPROACH: Climb to 9000 direct KEDPE and on track 299° to POLDE and hold.
▼ NA	Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use TOR altimeter setting and increase all MDAs 100 feet; increase LNAV Cat C and D visibility ½ SM, LP Cat B visibility and Circling Cat A visibility ¼ SM. VDP NA when using TOR altimeter setting.	

ATIS 119.825	DENVER CENTER 135.6 363.025	GUERNSEY TOWER* 126.2 (CTAF) 0 233.3
------------------------	---------------------------------------	--



ELEV 4402	TDZE 4380
-----------	-----------



9000 ↑	KEDPE ✦	tr 299°	POLDE △	UBODE 7 NM Holding Pattern			
Visual Segment - Obstacles.				MULLI	141° → 14000 ← 321° 6900		
				1.9 NM to RW32			
1.9 NM				3.5 NM	6.1 NM		
CATEGORY		A		B		C	D
LP	MDA	5040-1 660 (700-1)		5040-2 660 (700-2)			
LNAV	MDA	5080-1 700 (700-1)		5080-1½ 700 (700-1½)		5080-2 700 (700-2)	
CIRCLING	5200-1 798 (800-1)	5240-1½ 838 (900-1½)		5360-3 958 (1000-3)		5740-3 1338 (1400-3)	

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

GUERNSEY, WYOMING

AL-9220 (FAA)

25107

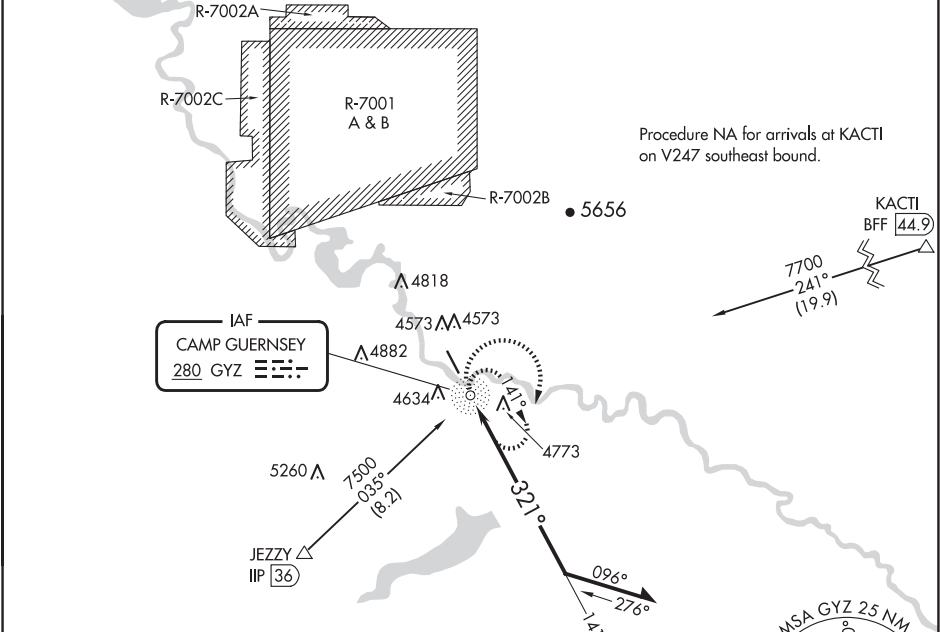
NDB GYZ 280	APP CRS 321°	Rwy Idg TDZE Apt Elev	5060 4380 4402
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NDB RWY 32
CAMP GUERNSEY (GUR)

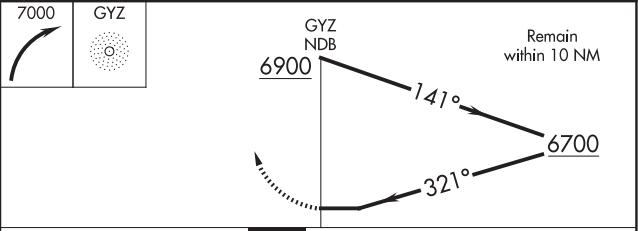
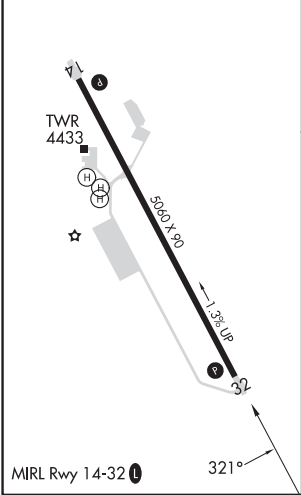
NA Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use TOR altimeter setting; increase all MDAs 100 feet.

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) 0 233.3
------------------------	---------------------------------------	--



ELEV 4402	TDZE 4380
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CATEGORY	A	B	C	D
S-32	5660-1¼ 1280 (1300-1¼)	5660-1½ 1280 (1300-1½)	5660-3	1280 (1300-3)
CIRCLING	5660-1¼ 1258 (1300-1¼)	5660-1½ 1258 (1300-1½)	5660-3 1258 (1300-3)	5740-3 1338 (1400-3)

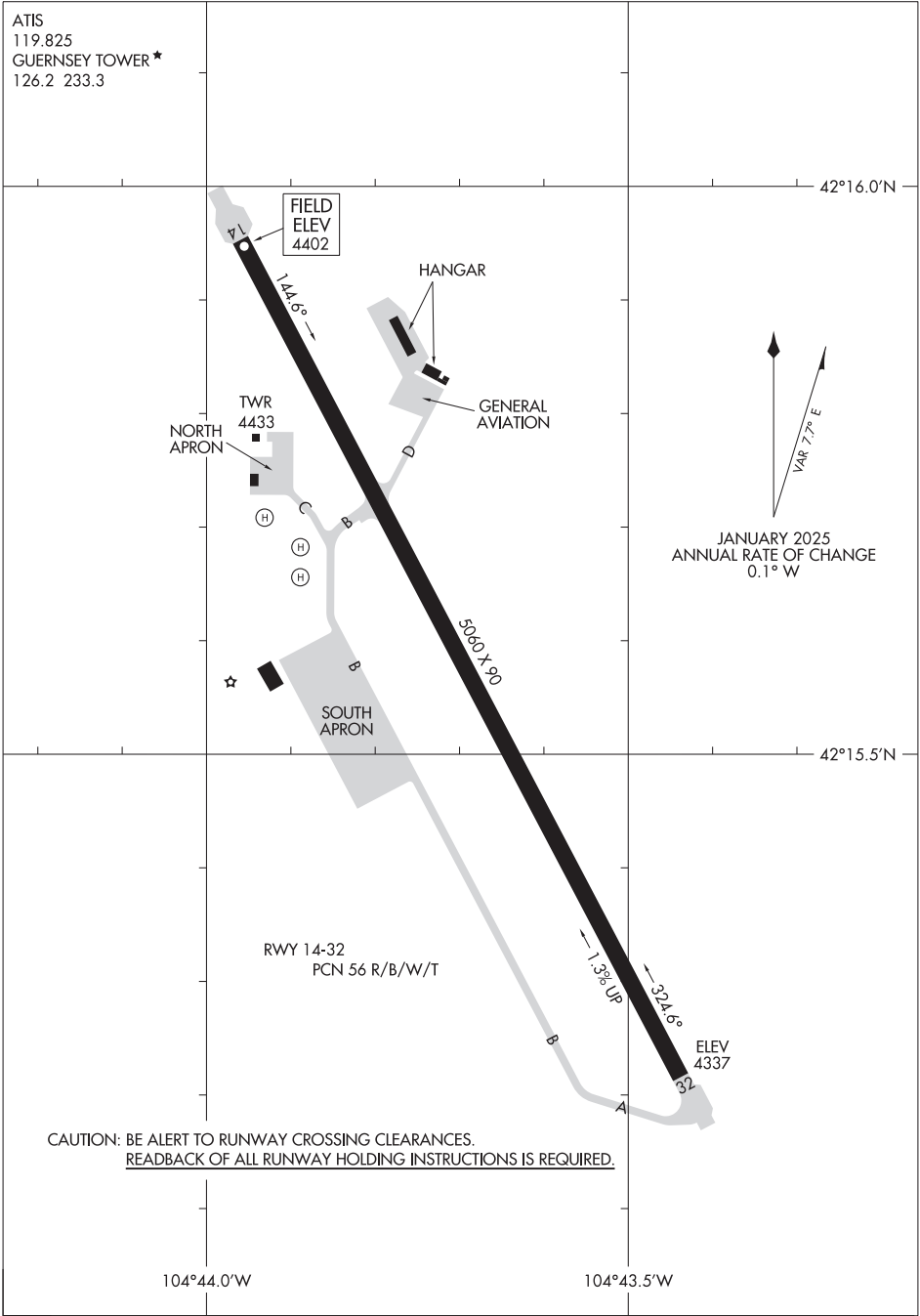
GUERNSEY, WYOMING
Amdt 2A 17APR25

42°16'N-104°44'W

CAMP GUERNSEY (GUR)
NDB RWY 32

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

HAILEY, IDAHO

AL-6239 (FAA)

25163

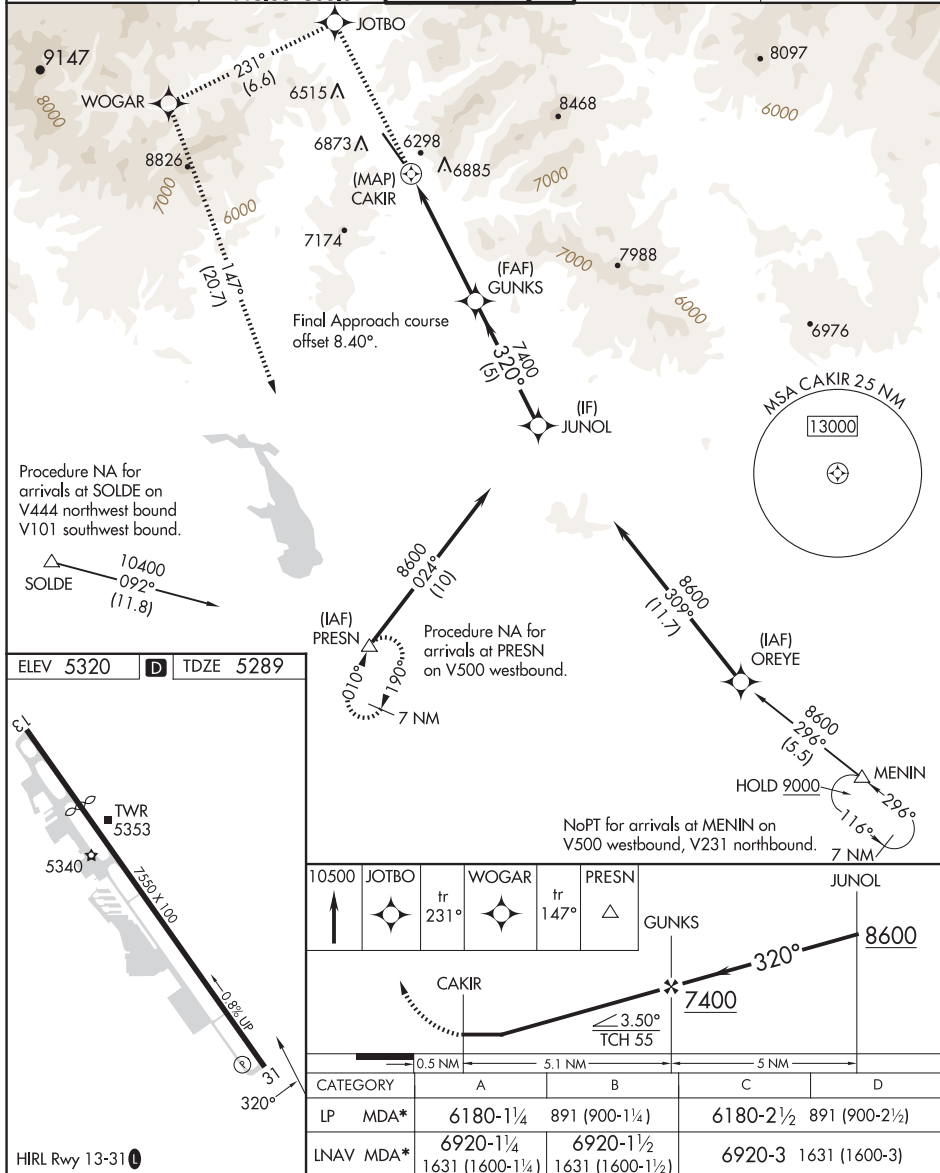
WAAS CH 77639 W31A	APP CRS 320°	Rwy Ldg TDZE 5289 Apt Elev 5320
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RNAV (GPS) X RWY 31

FRIEDMAN MEML (SUN)

	DME/DME RNP-0.3 NA. Rwy 31 helicopter visibility reduction below 1 SM NA. -13°C	MISSED APPROACH: (Do not exceed 185 KIAS until WOGAR) Climb to 10500 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 128.225	SALT LAKE CENTER 118.05 363.0	HAILEY TOWER ★ 125.6 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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NW-1, 07 AUG 2025 to 02 OCT 2025

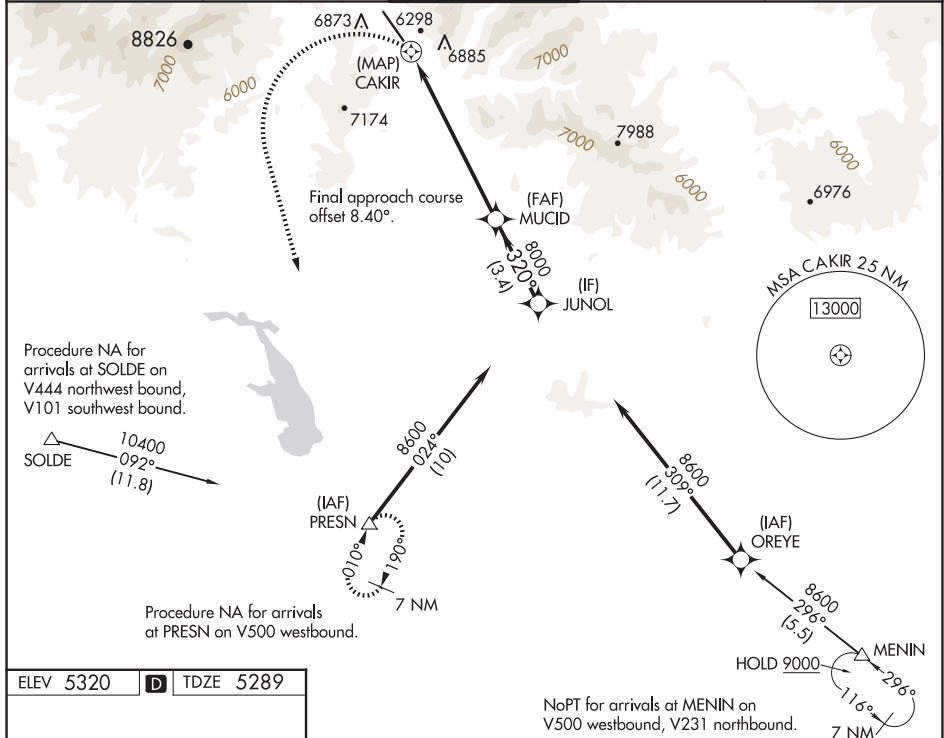
NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 62939 W31B	APP CRS 320°	Rwy Ldg 6631 TDZE 5289 Apt Elev 5320
--	------------------------	---

RNAV (GPS) Y RWY 31
FRIEDMAN MEML (SUN)

   -13°C	Circling NA northeast of Rwy 13-31. DME/DME RNP-0.3 NA. Rwy 31 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: (Do not exceed 185 KIAS until PRESN) Climbing left turn to 8700 direct PRESN and hold. *Missed approach requires minimum climb of 410 feet per NM to 7600.
---	---	---

ATIS 128.225	SALT LAKE CENTER 118,05 363,0	HAILEY TOWER ★ 125.6 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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ELEV 5320	D	TDZE 5289
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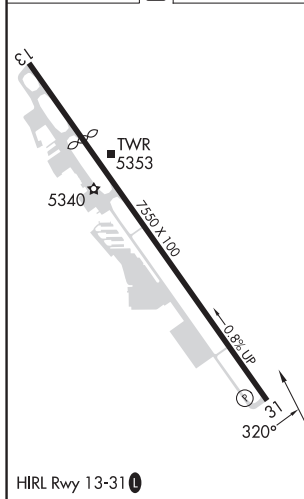
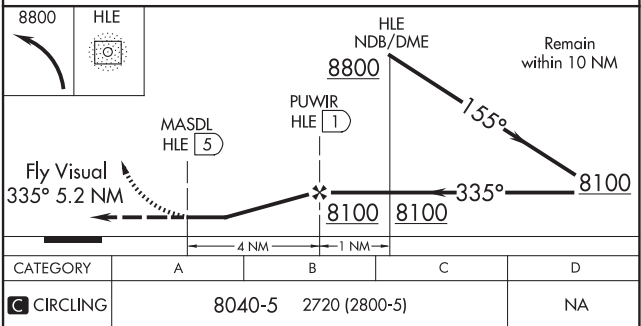


Diagram illustrating the proposed flight profile. The profile starts at 8700 ft, descends to 8000 ft, then ascends to 8600 ft. Key points include PRESN, MUCID, and JUNOL. The climb gradient is 3.50% (TCH 55). The profile is divided into four segments: A (0.5 NM), B (6.7 NM), C (3.4 NM), and D. The climb angle is 320 degrees.

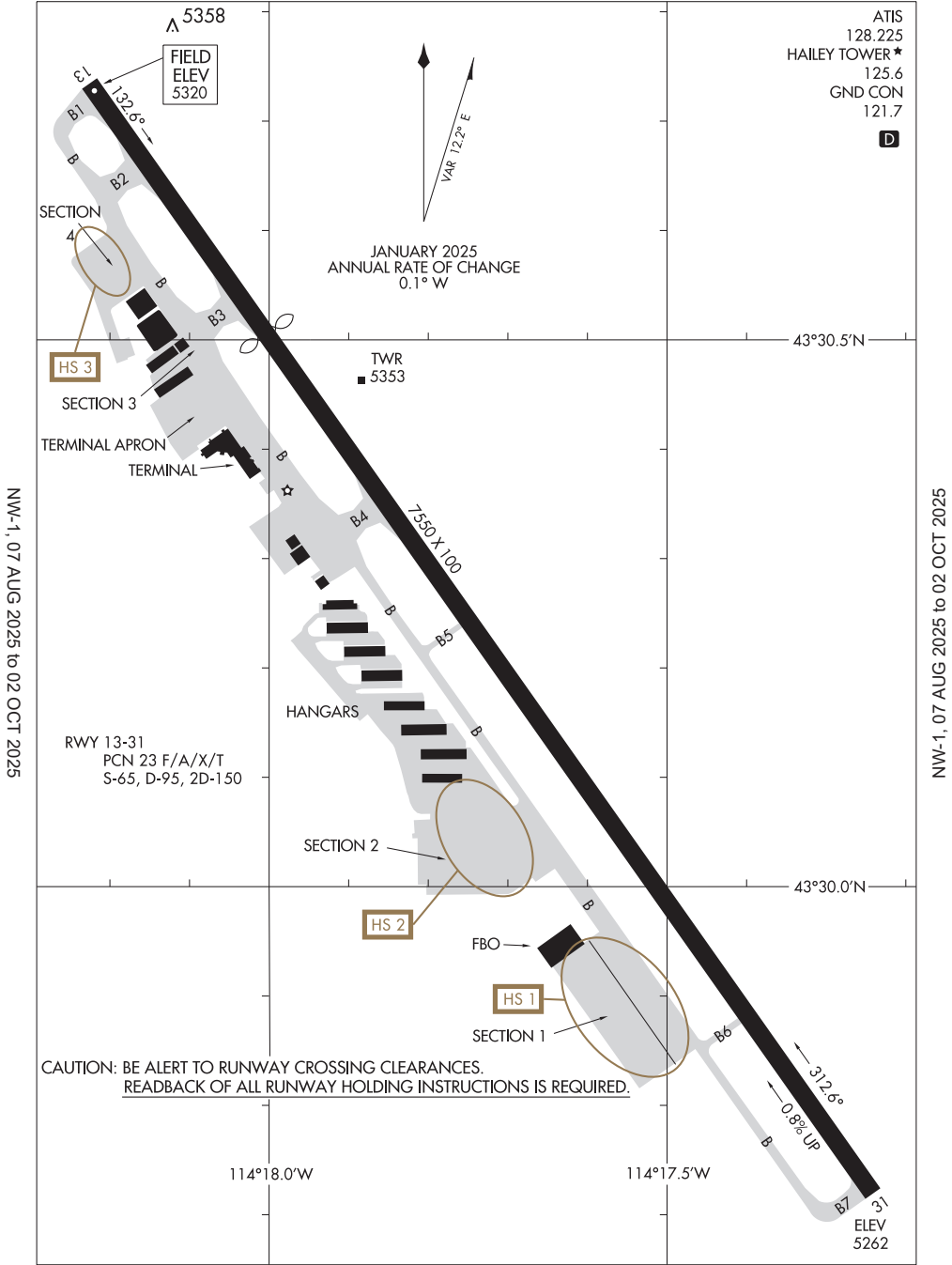
NDB/DME-A
FRIEDMAN MEML (SUN)

MISSED APPROACH: Climbing left turn to 8800 direct HLE NDB and hold.

UNICOM
122.95

FRIEDMAN MEML (SUN)
NDB/DME-A

NW-1, 07 AUG 2025 to 02 OCT 2025



(AUREL4.SIRPE) 25163

AURELIA FOUR DEPARTURE (RNAV)

AL-6239 (FAA)

FRIEDMAN MEML (SUN)
HAILEY, IDAHO

TOP ALTITUDE:
ASSIGNED BY ATC

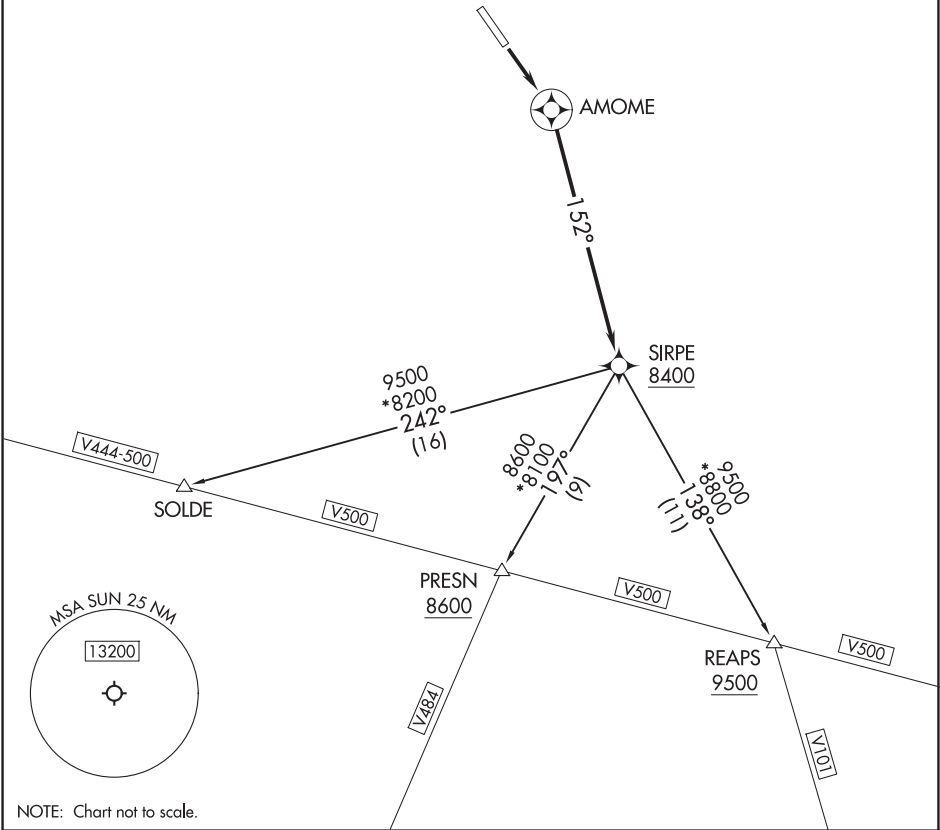
RNAV 1 - GPS.

SALT LAKE CENTER
118.05 363.0
GND CON
121.7
HAILEY TOWER ★
125.6

TAKEOFF MINIMUMS

Rwy 31: NA - Obstacles.

Rwy 13: Standard with a minimum climb of 420' per NM to 6200.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb direct AMOME, then on track 152° to SIRPE, cross SIRPE at or above 8400, then on transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

PRESN TRANSITION (AUREL4.PRESN)

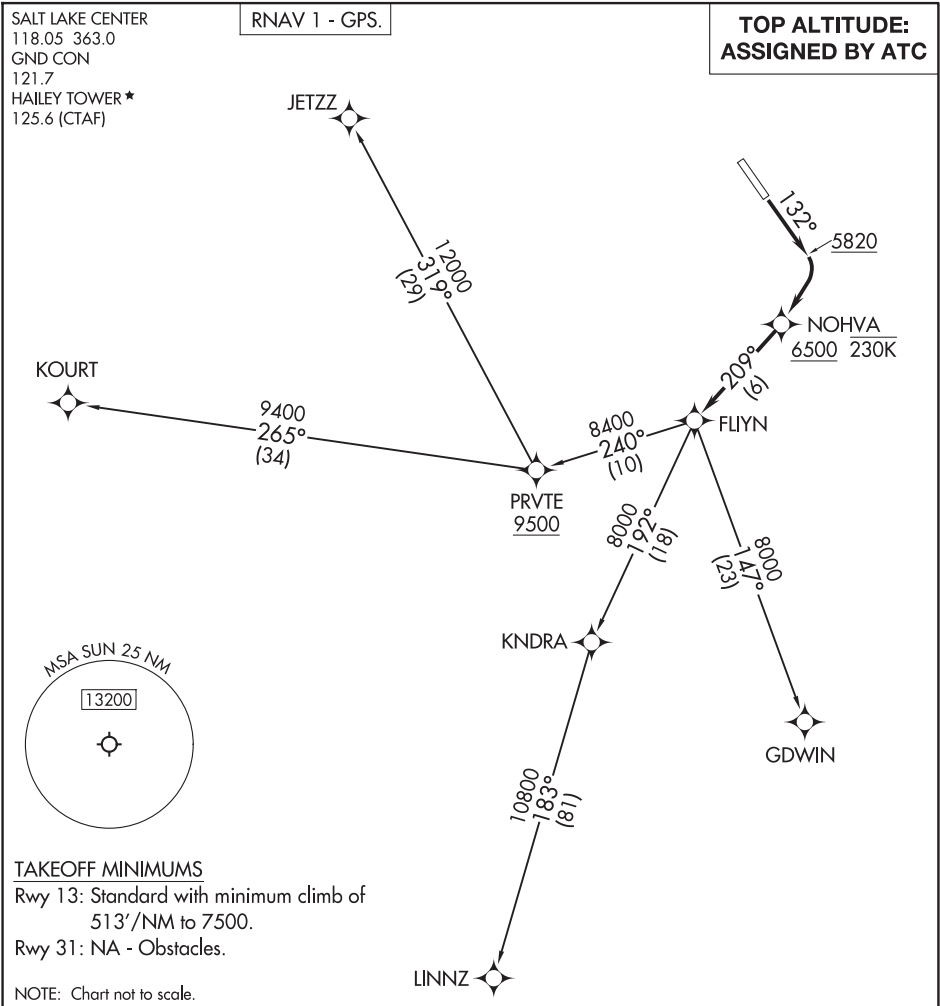
REAPS TRANSITION (AUREL4.REAPS)

SOLDE TRANSITION (AUREL4.SOLDE)

AURELIA FOUR DEPARTURE (RNAV)

(AUREL4.SIRPE) 12JUN25

HAILEY, IDAHO
FRIEDMAN MEML (SUN)



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 132° to 5820, then right turn direct NOHVA at or above 6500 and at or below 230K, then on track 209° to FLIYN, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

GDWIN TRANSITION (FLIYN1.GDWIN)

JETZZ TRANSITION (FLIYN1.JETZZ)

KOURT TRANSITION (FLIYN1.KOURT)

LINNZ TRANSITION (FLIYN1.LINNZ)

HAMILTON, MONTANA

AL-9473 (FAA)

25163

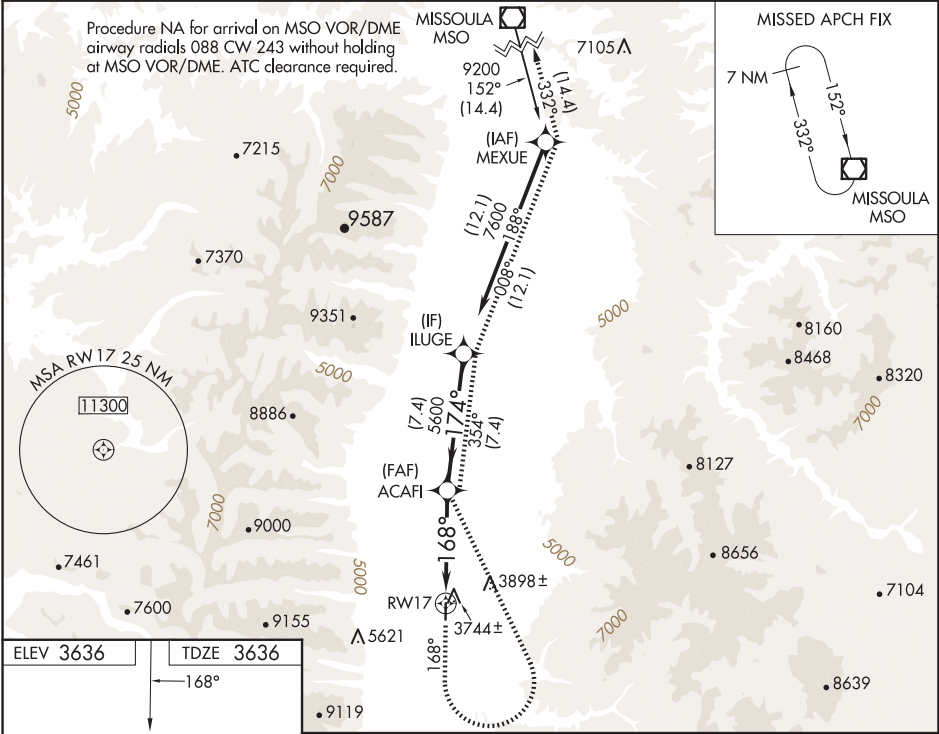
WAAS CH 60945 W17A	APP CRS 168°	Rwy Ldg TDZE Apt Elev 5200 3636 3636
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RNAV (GPS) RWY 17

RAVALLI COUNTY (H.R.F.)

RNP APCH-GPS.		MISSED APPROACH: (Do not exceed 130K until ACAFI) Climb to 4100 on 168° then climbing left turn to 11200 direct ACAFI and track 354° to ILUGE and track 008° to MEXUE and track 332° to MISSOULA VOR/DME and hold.
⚠️ Circling Rwy 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.		

AWOS-3P 119.825	SALT LAKE CENTER 132.4 338.3	UNICOM 122.8 (CTAF) 0
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4100	11200	ACAFI	ILUGE	MEXUE	MSO	ILUGE
tr 168°		tr 354°	tr 008°	tr 332°		
CATEGORY	A	B	C	D		
LPV DA	3886-1	250 (300-1)	NA			
LNAV/VNAV DA	3920-1 284 (300-1)	4084-1 3/8 448 (500-1 3/8)	NA			
LNAV MDA	4020-1 384 (400-1)	4320-1 684 (700-1)	NA			
CIRCLING	4240-1 604 (700-1)	4320-1 684 (700-1)	NA			

MIRL Rwy 17-35 0

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
004°

Rwy Ldg TDZE
Apt Elev

N/A
N/A
3636

RNAV (GPS)-A
RAVALI COUNTY (HRF)

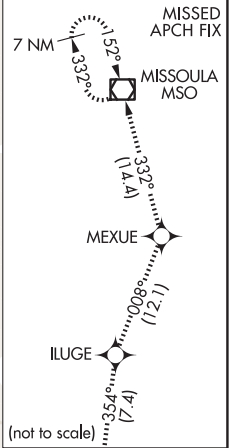
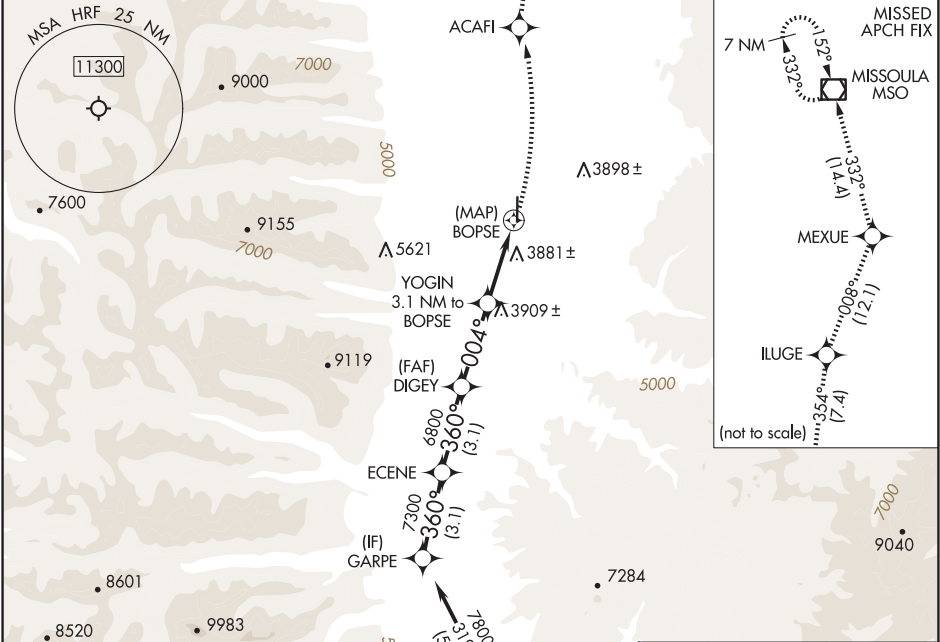
RNP APCH-GPS.

▼

Circling to Rwy 35 NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA.

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	SALT LAKE CENTER 132.4 338.3	UNICOM 122.8 (CTAF) 1
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ELEV 3636

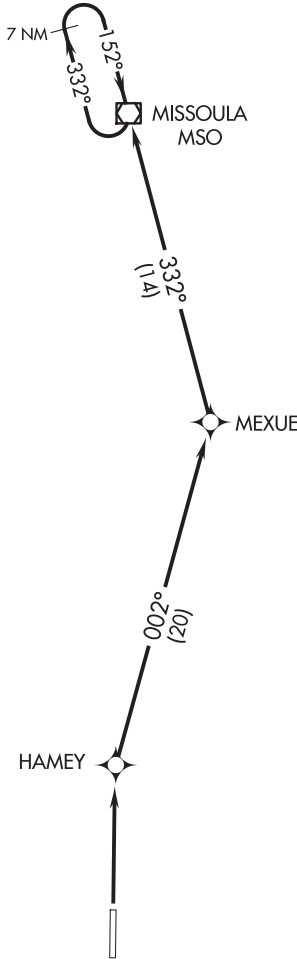
	11200	ACAFI	tr	354°	ILUGE	tr	008°	MEXUE	tr	332°	MSO
GARPE	ECENE	DIGEY	YOGIN	BOPSE							
7800	7300	6800	5380								
3.1 NM		3.1 NM		3.1 NM		3.1 NM					
CATEGORY	A		B		C		D				
CIRCLING	4240-1 604 (700-1)		4260-1 624 (700-1)		NA						

(HAMEY2.HAMEY) 24249

HAMEY TWO DEPARTURE (OBSTACLE) (RNAV)

RAVALLI COUNTY (H.R.F)
AL-9473 (FAA) HAMILTON, MONTANA

SALT LAKE CITY CENTER
132.4 338.3



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.

WAAS
CH **65644**
W26A

APP CRS
260°

Rwy Ldg
TDZE
Apt Elev
3491
3015
3025

RNAV (GPS) RWY 26

BIG HORN COUNTY (ØØU)

RNP APCH-GPS.

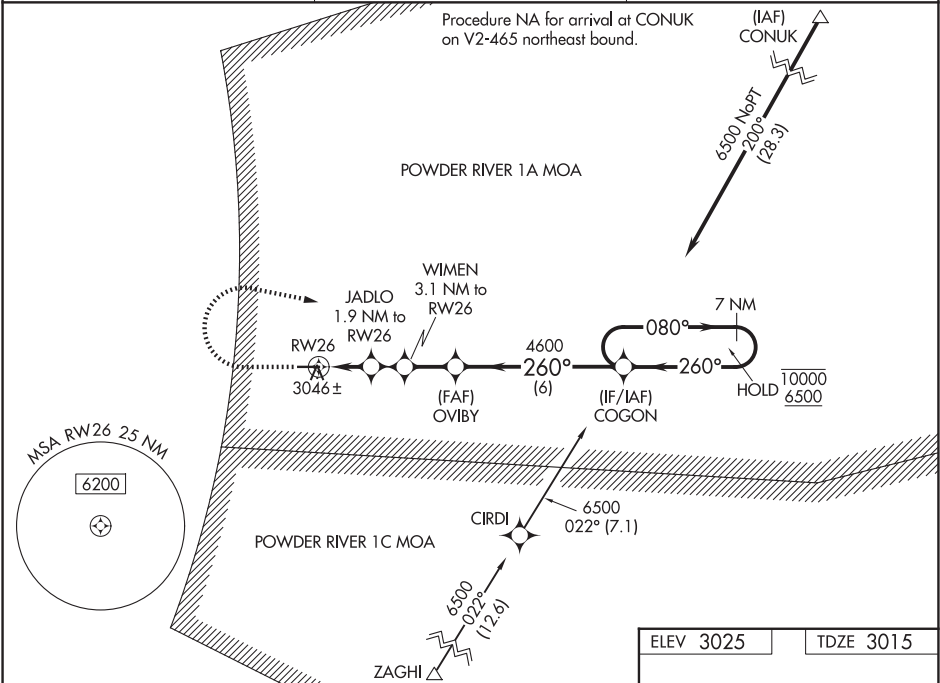
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 3700 then climbing right turn to 6500 direct COGON and hold, continue climb-in-hold to 6500.

AWOS-3 118.325	SALT LAKE CENTER 132.425 317.45	UNICOM 122.8 (CTAF) Ø
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3700

6500

COGON

↑

↷

✧

JADLO 1.9 NM to RW26

WIMEN 3.1 NM to RW26

OVIBY 4600

COGON 7 NM Holding Pattern

0.8 NM to RW26

1.1 NM

1.2 NM

1.8 NM

6 NM

3640

4020

4600

10000 6500

GP 3.00°

TCH 40

CATEGORY	A	B	C	D
LPV DA	3215-1	200 (200-1)		NA
LNAV/VNAV DA	3265-1	250 (300-1)		NA
LNAV MDA	3300-1	285 (300-1)		NA
CIRCLING	3480-1 455 (500-1)	3500-1 475 (500-1)		NA

ELEV 3025

TDZE 3015

MIRL Rwy 8-26 Ø

4491 X 75

0.5% UP

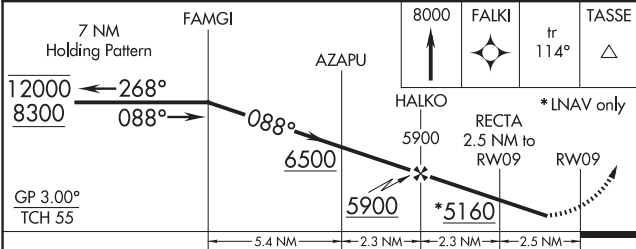
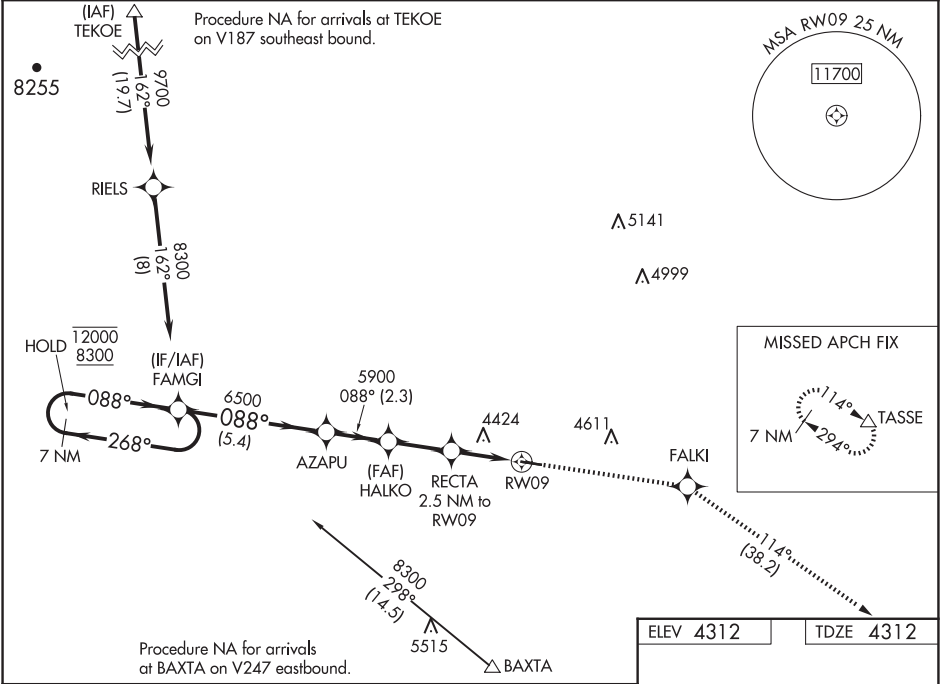
260°

WAAS CH 99443 W09A	APP CRS 088°	Rwy Idg 4200 TDZE 4312 Apt Elev 4312
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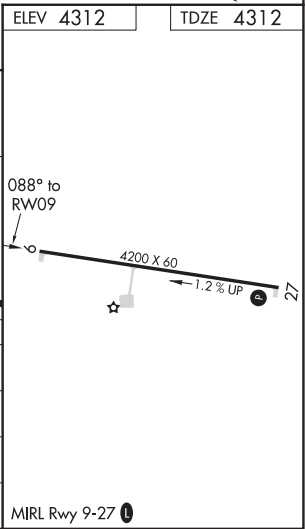
RNAV (GPS) RWY 9
WHEATLAND COUNTY AT HARLOWTON (HWQ)

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.
--	--

LWT ASOS 118.375	SALT LAKE CENTER 127.75 351.9	CTAF 122.90
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CATEGORY	A	B	C	D
LPV DA	4673-1	361 (400-1)		NA
LNAV/ VNAV DA	4673-1	361 (400-1)		NA
LNAV MDA	4800-1	488 (500-1)		NA
CIRCLING	4940-1 628 (700-1)	5000-1 688 (700-1)		NA



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 62943 W27A	APP CRS 268°	Rwy Idg 4200 TDZE 4295 Apt Elev 4312
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RNAV (GPS) RWY 27

WHEATLAND COUNTY AT HARLOWTON (HWQ)

RNP APCH.

TANA

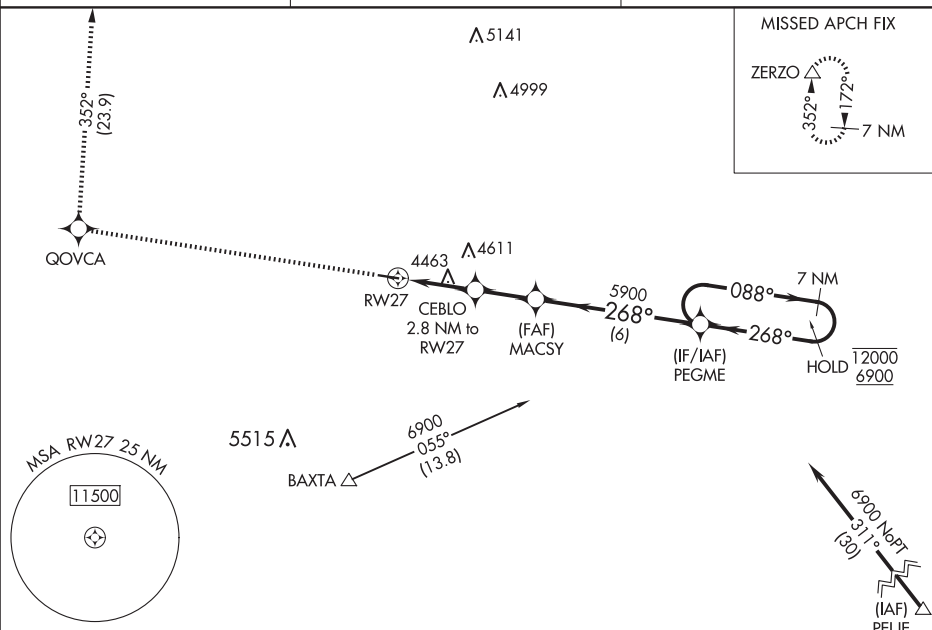
Circling Rwy 9 NA at night. Baro-VNAV NA.
Use Lewistown altimeter setting.

MISSED APPROACH: Climb to 9600 direct QOVCA and on track 352° to ZERZO and hold.

Missed approach requires minimum climb of 220 feet per NM to 9200.

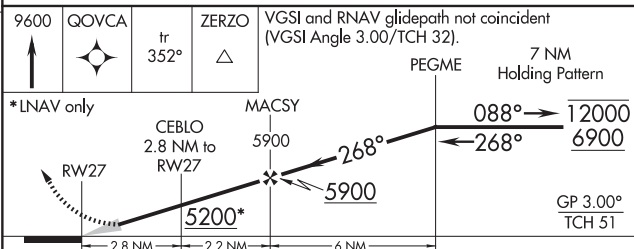
LWT ASOS
118,375

SALT LAKE CENTER
127.75 351.9

CTAF
122.9 **L**

ELEV 4312

TDZE 4295



CATEGORY		A	B	C	D
LPV	DA#	4606-1	311 (300-1)	NA	
LPV	DA	4950-1 $\frac{7}{8}$	655 (700-1 $\frac{7}{8}$)	NA	
LNAV/ VNAV	DA	4999-2	704 (700-2)	NA	
LNAV	MDA	5140-1 845 (900-1)	5140-1 $\frac{1}{4}$ 845 (900-1 $\frac{1}{4}$)	NA	
CIRCLING		5140-1 $\frac{1}{4}$	828 (900-1 $\frac{1}{4}$)	NA	

MIRL Rwy 9-27 **L**

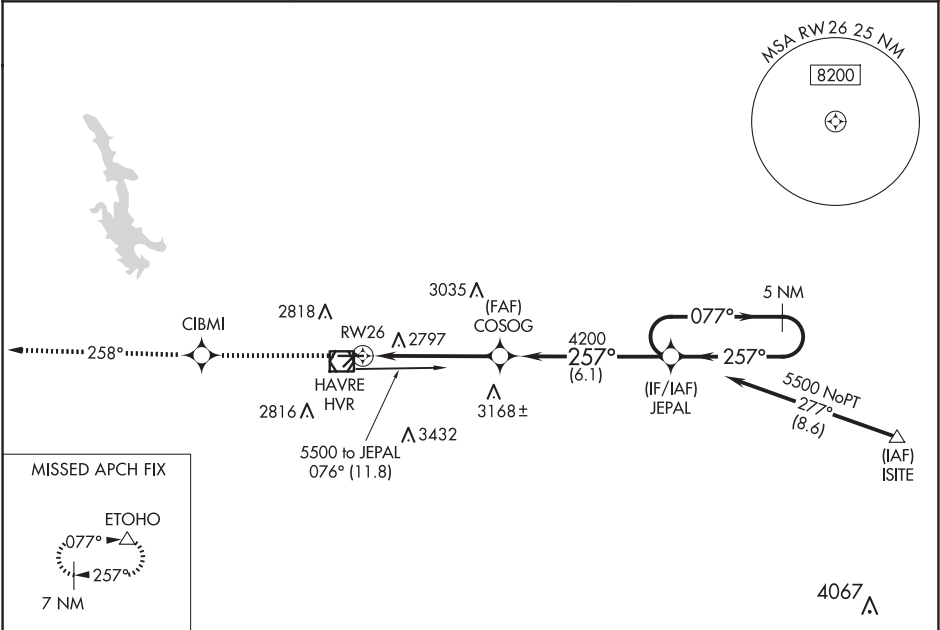
HAVRE CITY-COUNTY (HVR)
RNAV (GPS) RWY 8

WAAS CH 48816 W26A	APP CRS 257°	Rwy Idg TDZE 2586 Apt Elev 2591
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RNAV (GPS) RWY 26
HAVRE CITY-COUNTY (HVR)

RNP APCH-GPS.	MISSED APPROACH: Climb to 8000 direct CIBMI and on track 258° to ETOHO and hold, continue climb-in-hold to 8000.
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ASOS 135.225	SALT LAKE CENTER 133.4 285.4	UNICOM 122.8 (CTAF) 0
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ELEV 2591	D	TDZE 2586
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<div><div>8000</div><div>CIBMI</div><div>tr 258°</div><div>ETOHO</div></div> <div><div>2635</div><div>5205 X 100</div><div>369 X 60</div><div>257° to RW26</div></div>				
<div><div>COSOG</div><div>JEPAL</div><div>5 NM Holding Pattern</div><div>077°</div><div>257°</div><div>5500</div><div>GP 3.00°</div><div>TCH 38</div></div>				
CATEGORY	A	B	C	D
LPV DA	2836-3⁄4		250 (300-3⁄4)	
LNAV/VNAV DA	3097-13⁄4		511 (600-13⁄4)	
LNAV MDA	3060-1	474 (500-1)	3060-11⁄4 474 (500-11⁄4)	3060-11⁄2 474 (500-11⁄2)
CIRCLING	3080-1 489 (500-1)	3120-1 529 (600-1)	3360-21⁄4 769 (800-21⁄4)	3740-3 1149 (1200-3)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

HAVRE, MONTANA

AL-5575 (FAA)

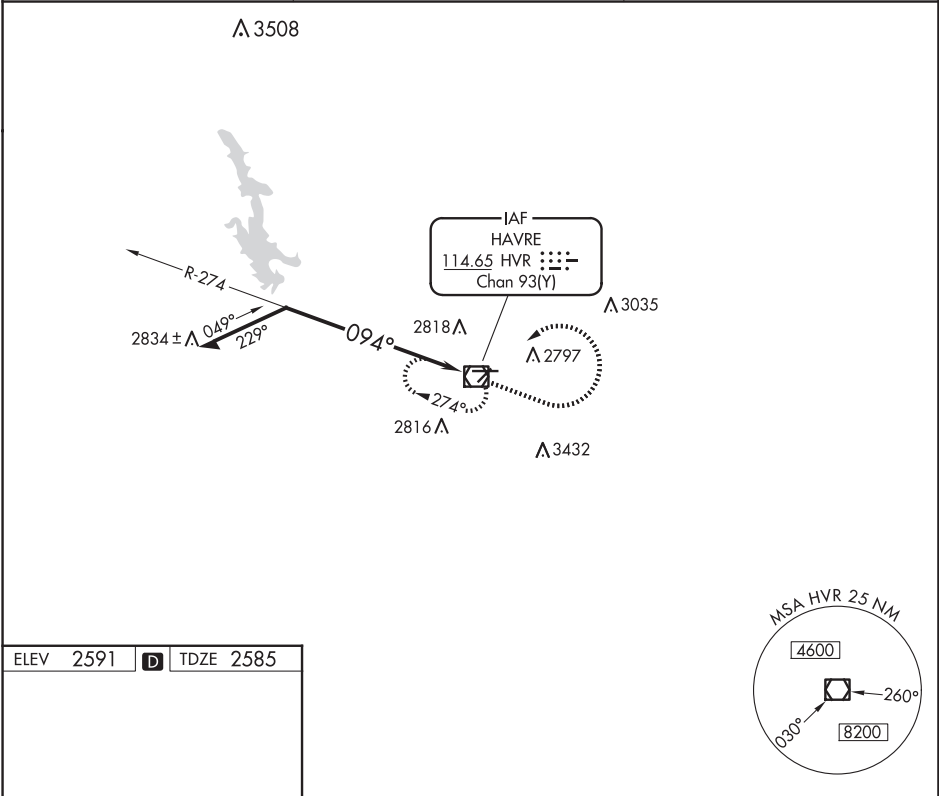
21280

VOR/DME HVR 114.65 Chan 93(Y)	APP CRS 094°	Rwy Idg TDZE Apt Elev	5205 2585 2591
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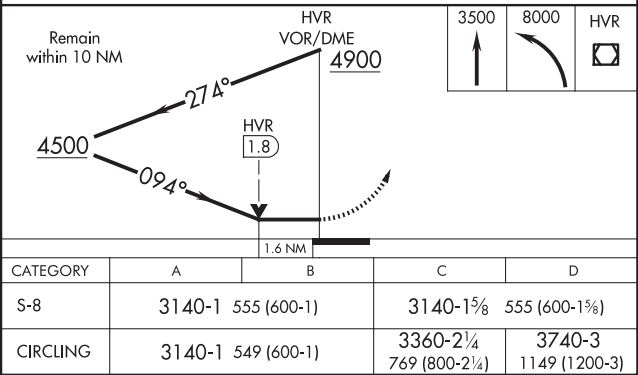
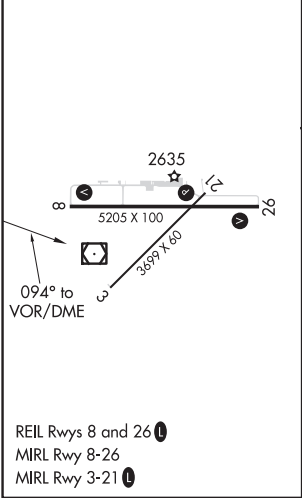
VOR RWY 8
HAVRE CITY-COUNTY (HVR)

<div><div>▼</div><div>▲</div></div>	MISSED APPROACH: Climb to 3500 then climbing left turn to 8000 direct HVR VOR/DME and hold, continue climb-in-hold to 8000.
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ASOS 135.225	SALT LAKE CENTER 133.4 285.4	UNICOM 122.8 (CTAF) 0
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ELEV	2591	D	TDZE	2585
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HAVRE, MONTANA
Amdt 7B 07OCT21

48°33'N-109°46'W

HAVRE CITY-COUNTY (HVR)
VOR RWY 8

NW-1, 07 AUG 2025 to 02 OCT 2025

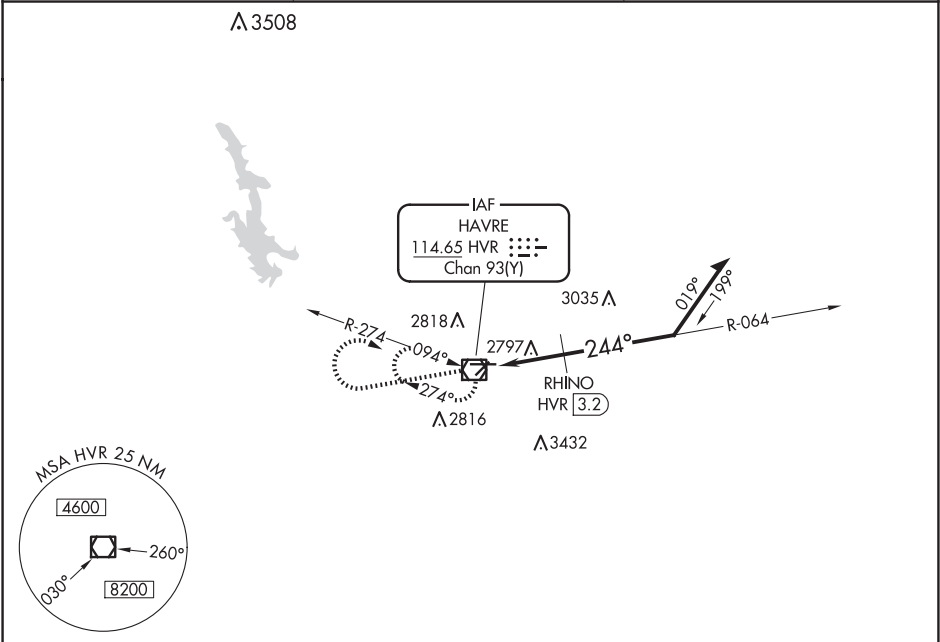
NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME HVR	APP CRS	Rwy Idg	5205
114.65	244°	TDZE	2586
Chan 93(Y)		Apt Elev	2591

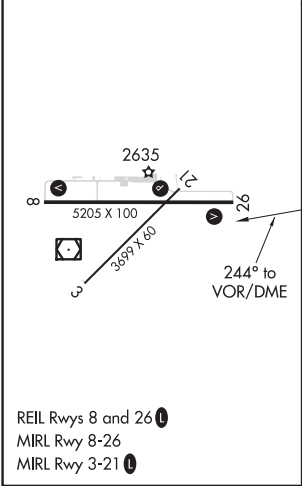
VOR RWY 26
HAVRE CITY-COUNTY (HVR)

<div><div><div></div><div></div></div><div></div></div> <div>MISSED APPROACH: Climb to 4500 then climbing right turn to 8000 direct HVR VOR/DME and hold, continue climb-in-hold to 8000.</div>

ASOS 135.225	SALT LAKE CENTER 133.4 285.4	UNICOM 122.8 (CTAF) 0
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ELEV 2591	D	TDZE 2586
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4500

8000

HVR

↑

↗

◻

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 37).

HVR

VOR/DME

10000

064°

RHINO HVR 3.2

3.34°

TCH 38

3480

244°

4500

3.2 NM

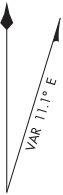
Remain within 10 NM

CATEGORY	A	B	C	D
S-26	3480-1¼	894 (900-1¼)	3480-2¾ 894 (900-2¾)	3480-3 894 (900-3)
CIRCLING	3480-1¼	889 (900-1¼)	3480-2¾ 889 (900-2¾)	3740-3 1149 (1200-3)
RHINO FIX MINIMUMS				
S-26	3060-1	474 (500-1)	3060-1¼ 474 (500-1¼)	3060-1½ 474 (500-1½)
CIRCLING	3080-1 489 (500-1)	3120-1 529 (600-1)	3360-2¼ 769 (800-2¼)	3740-3 1149 (1200-3)

ASOS
135.225
CTAF/UNICOM
122.8


FIELD
ELEV
2591

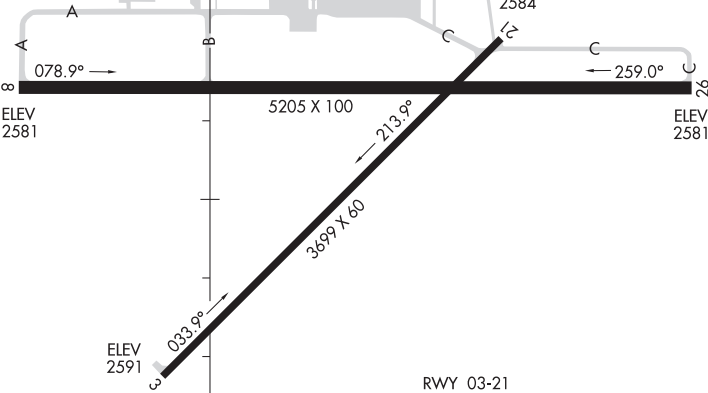
 2758


VAR 11.1° E
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

48°33'N

TERMINAL

ELEV 2584



RWY 03-21
S-12.5
RWY 08-26
S-30, D-40, 2D-50

48°32'N

109°46'W

109°45'W

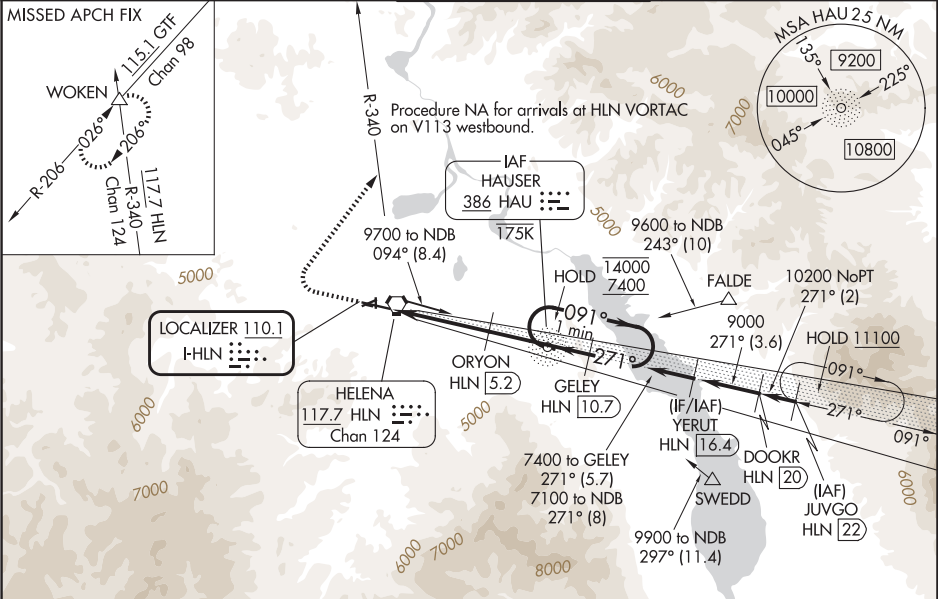
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC I-HLN	APP CRS	Rwy Ldg	9000
110.1	271°	TDZE	3852
		Apt Elev	3877

ILS Y or LOC Y RWY 27
HELENA RGNL (HLN)

ADF or RADAR required for procedure entry. ADF or DME required.			
<p>⚠ 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-HLN and HLN DME.</p>			
ATIS 120.4	HELENA APP CON* 119.5 229.4	HELENA TOWER* 118.3 (CTAF) 0 257.8	GND CON 121.9
		UNICOM 122.95	



4700	9300	HLN	WOKEN
↑	hdg 021°	R-340	△
<p>HLN 1.9, ORYON HLN 5.2, GELEY HLN 10.7, HAU NDB, One Minute Holding Pattern</p>			
<p>2.2 NM, 3.3 NM, 3.3 NM, 2.3 NM</p>			
CATEGORY	A	B	C
S-ILS 27	4496-1⅓ 644 (700-1⅓)		
S-LOC 27	5640-1¼ 1788 (1800-1¼)	5640-1½ 1788 (1800-1½)	5640-3 1788 (1800-3)
CIRCLING	5640-1¼ 1763 (1800-1¼)	5640-1½ 1763 (1800-1½)	6000-3 2123 (2200-3)
ORYON FIX MINIMUMS*			
S-LOC 27	4600-½ 748 (800-½)	4600-¾ 748 (800-¾)	4600-1¾ 748 (800-1¾)
CIRCLING	4640-1 763 (800-1)	4800-¼ 923 (1000-¼)	6000-3 2123 (2200-3)

ELEV 3877	TDZE 3852
<p>REIL Rwy 9, 17 and 35 MIRL Rwy 5-23 and 17-35 HIRL Rwy 9-27</p>	
FAF to MAP 8.7 NM	
Knots	60 90 120 150 180
Min:Sec	8:42 5:48 4:21 3:29 2:54

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Y RWY 27
HELENA RGNL (HLN)

*Missed approach requires minimum climb of 260 feet per NM to 7900; if unable to meet climb gradient, see RNAV (RNP) Z RWY 27.

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 arrival radials 353 CW 078.

MISSED APCH FIX

ELEV 3877 TDZE 3852

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 arrival radials 353 CW 078.

Figure 1: Planview of the IFR enroute structure for the JEXUT 271° route. The diagram shows a series of waypoints: ZEKSA, MUSEW, KISTY, KELTY, PIXXI, and GOKME. The route starts at a 12000 ft altitude and descends to 7000 ft. The distance between waypoints is 8.2 NM. The route is authorized for RNP 0.15 DA* and RNP 0.30 DA*.

RNAV (RNP) Y RWY 27

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

HELENA, MONTANA

AL-192 (FAA)

25219

APP CRS 091°	Rwy Ldg TDZE Apt Elev 9000 3864 3877
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RNAV (RNP) Z RWY 9

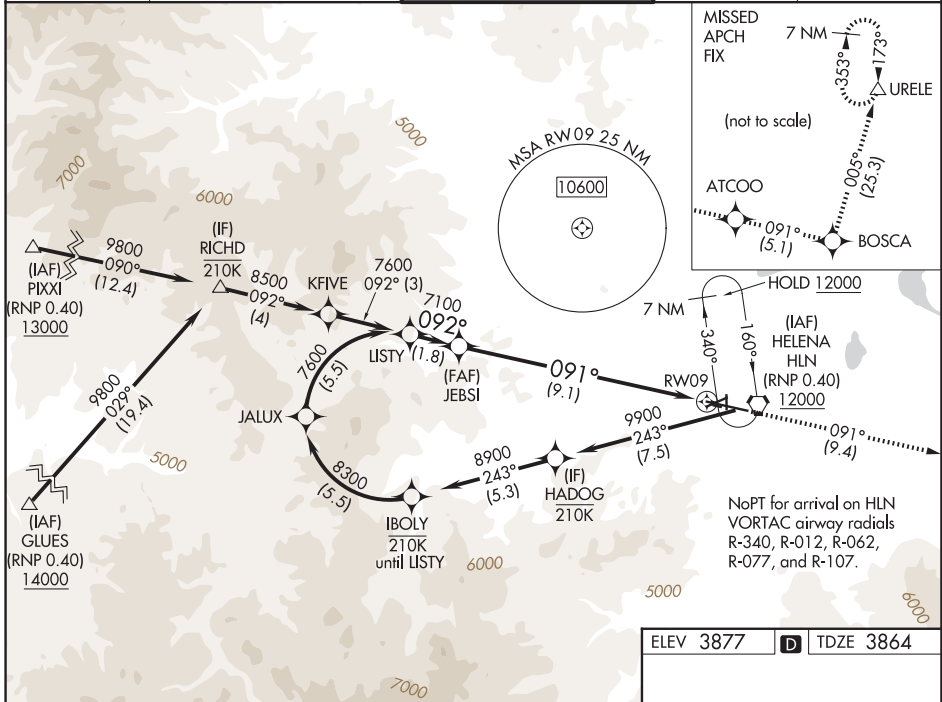
HELENA RGNL (HLN)

RNP AR APCH - GPS.

MISSED APPROACH: Climb to 12000 on track 091° to ATCOO and on track 091° to BOSCA and on track 005° to URELE and hold.

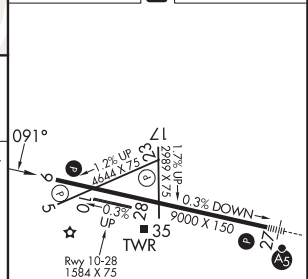
For uncompensated Baro-VNAV systems, procedure NA below -28°C or above 54°C.

ATIS 120.4	HELENA APP CON ★ 119.5 229.4	HELENA TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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LISTY	JEB5I	ATCOO	BOSCA	URELE
7600	7100	tr 091°	tr 091°	tr 005°
GP 3.30° TCH 55	1.8 NM	9.1 NM		
CATEGORY	A	B	C	D
RNP 0.11 DA	4224-1	360 (400-1)		
RNP 0.17 DA	4296-1¼	432 (500-1¼)		
RNP 0.30 DA	4489-1¾	625 (700-1¾)		
AUTHORIZATION REQUIRED				

ELEV 3877 D TDZE 3864



REIL Rwy 9, 17, and 35

MIRL Rwy 5-23 and 17-35

HIRL Rwy 9-27

HELENA, MONTANA

Amdt 2 25JAN24

46°36'N-111°59'W

HELENA RGNL (HLN)

RNAV (RNP) Z RWY 9

APP CRS
271°

Rwy Ldg
TDZE
3852

Apt Elev
3877

RNAV (RNP) Z RWY 27

HELENA RGNL (HLN)

RNP AR APCH - GPS.

▼

▲

❄

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 ¾ SM, RNP 0.30 DA* visibility all Cats to 1¾ SM.

MALSR

AS

MISSED 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.

ATIS 120.4	HELENA APP CON * 119.5 229.4	HELENA TOWER * 118.3 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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ELEV 3877

D

TDZE 3852

REIL Rws 9, 17, and 35

MIRL Rws 5-23 and 17-35

HIRL Rwy 9-27

12000

KISTY

tr 271°

tr 265°

KELTY

tr 275°

PIXXI

JEXUT

GOKME

7000

6500

271°

8.2 NM

2 NM

GP 3.00°

TCH 55

CATEGORY	A	B	C	D
RNP 0.13 DA*	4172-½	320 (300-½)		
RNP 0.20 DA#	4303-¾	451 (500-¾)		
RNP 0.30 DA#	4353-1	501 (500-1)		
RNP 0.30 DA	4866-4	1014 (1000-4)		

AUTHORIZATION REQUIRED

HELENA, MONTANA

Amtd 2 25JAN24

46°36'N-111°59'W

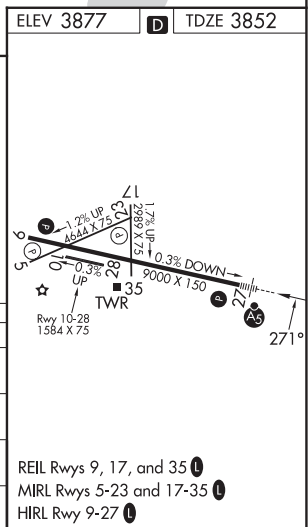
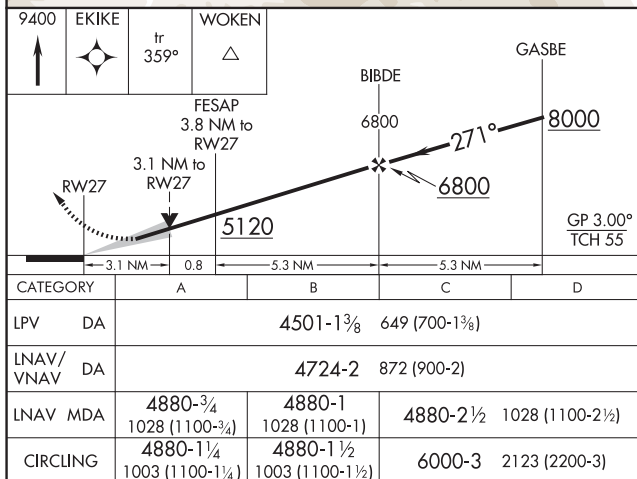
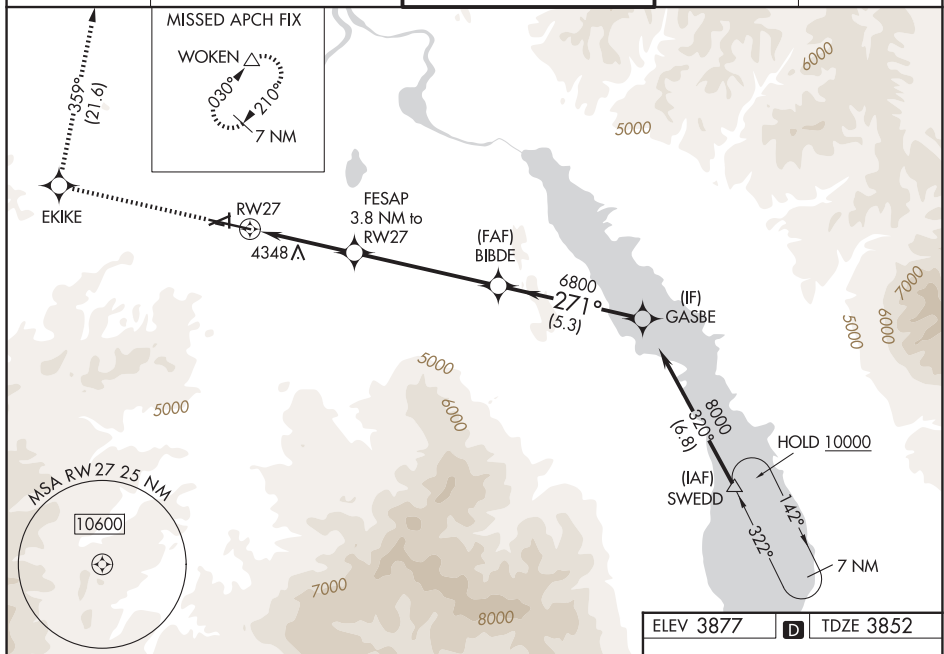
317

HELENA RGNL (HLN)

RNAV (RNP) Z RWY 27

RNAV (GPS) X RWY 27
HELENA RGNL (HLN)

MISSED APPROACH: Climb to 9400 direct EKIKE and on track 359° to WOKEN and hold.

UNICOM
122.95

HELENA RGNL (HLN)

RNAV (GPS) X RWY 27

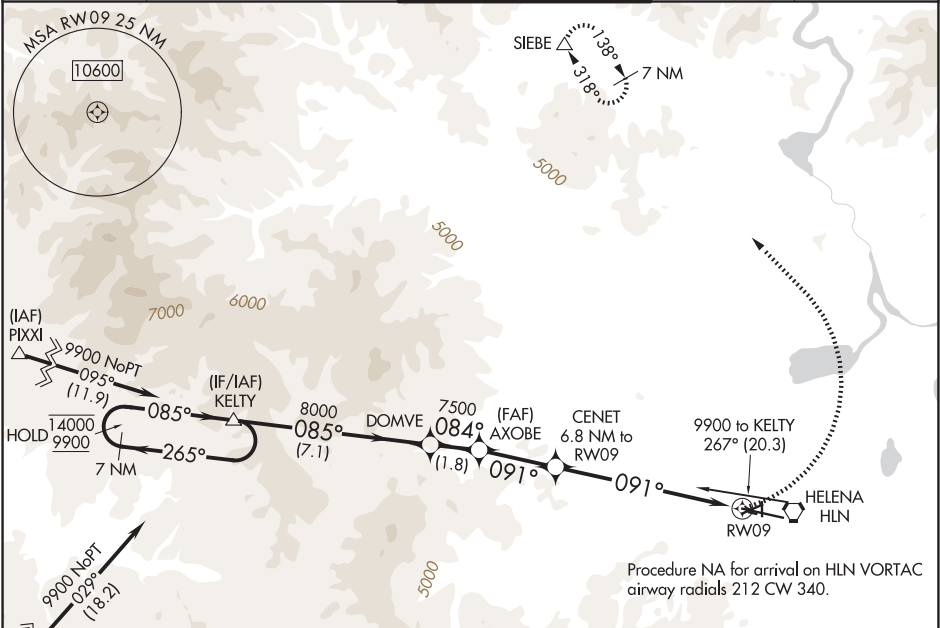
NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	9000
091°	TDZE	3864
	Apt Elev	3877

RNAV (GPS) Y RWY 9
HELENA RGNL (HLN)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 9300 direct SIEBE and hold, continue climb-in-hold to 9300.
 Circling NA to Rwy 10 and 28. Circling NA for Cat D south of Rwy 9-27. Circling Rwy 5, 23, 35, NA at night. -16°C	

ATIS 120.4	HELENA APP CON ★ 119.5 229.4	HELENA TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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ELEV 3877 TDZE 3864

CATEGORY	A	B	C	D
LNNAV MDA	5220-1¼ 1356 (1400-1¼)	5220-1½ 1356 (1400-1½)	5220-3	1356 (1400-3)
CIRCLING	5220-1¼ 1343 (1400-1¼)	5220-1½ 1343 (1400-1½)	6000-3	2123 (2200-3)

REIL Rwy 9, 17, and 35

MIRL Rwy 5-23 and 17-35

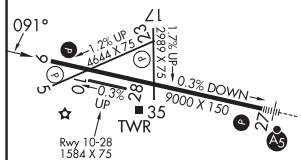
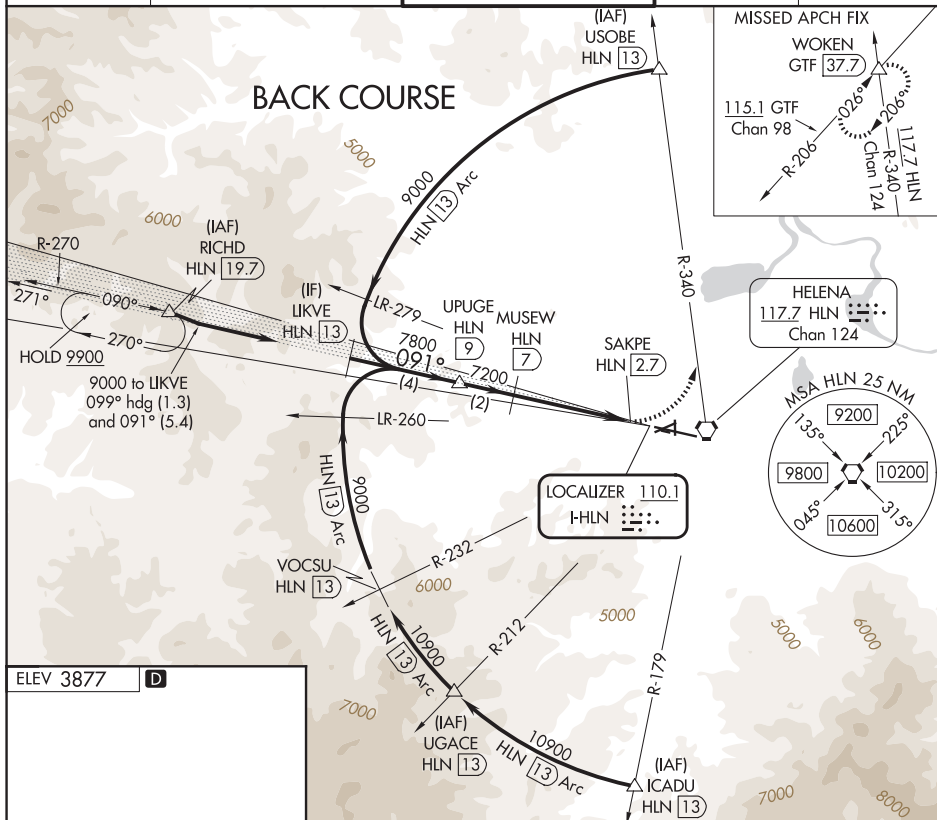
HIRL Rwy 9-27

NW-1, 07 AUG 2025 to 02 OCT 2025

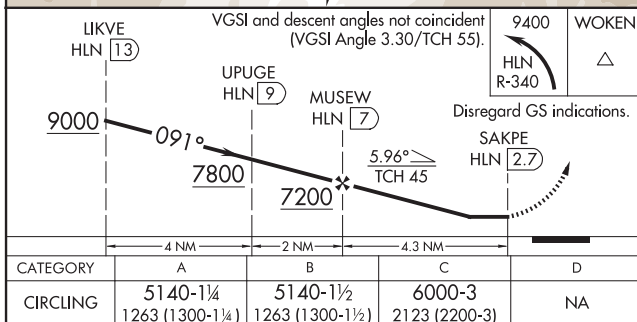
NW-1, 07 AUG 2025 to 02 OCT 2025

LOC BC-C
HELENA RGNL (HLN)

MISSED 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.

UNICOM
122.95

REIL Rwy 9, 17, and 35 **L**
MIRL Rwy 5-23 and 17-35 **L**
HIRL Rwy 9-27 **L**



HELENA RGNL (HLN)
LOC BC-C

VORTAC HLN 117.7 Chan 124	APP CRS 270°	Rwy Ldg TDZE Apt Elev N/A N/A 3877
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VOR-A
HELENA RGNL (HLN)

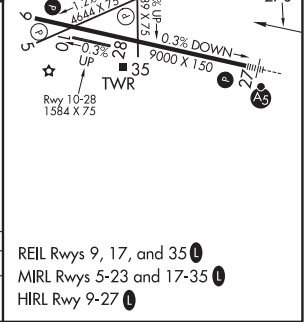
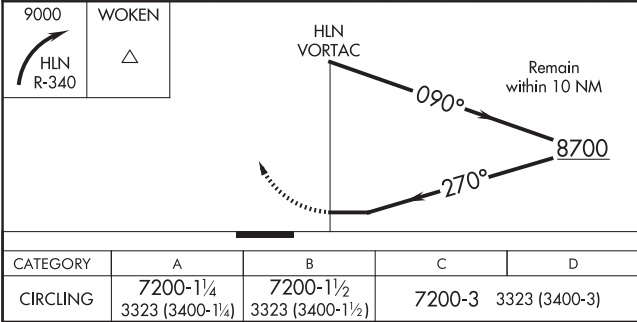
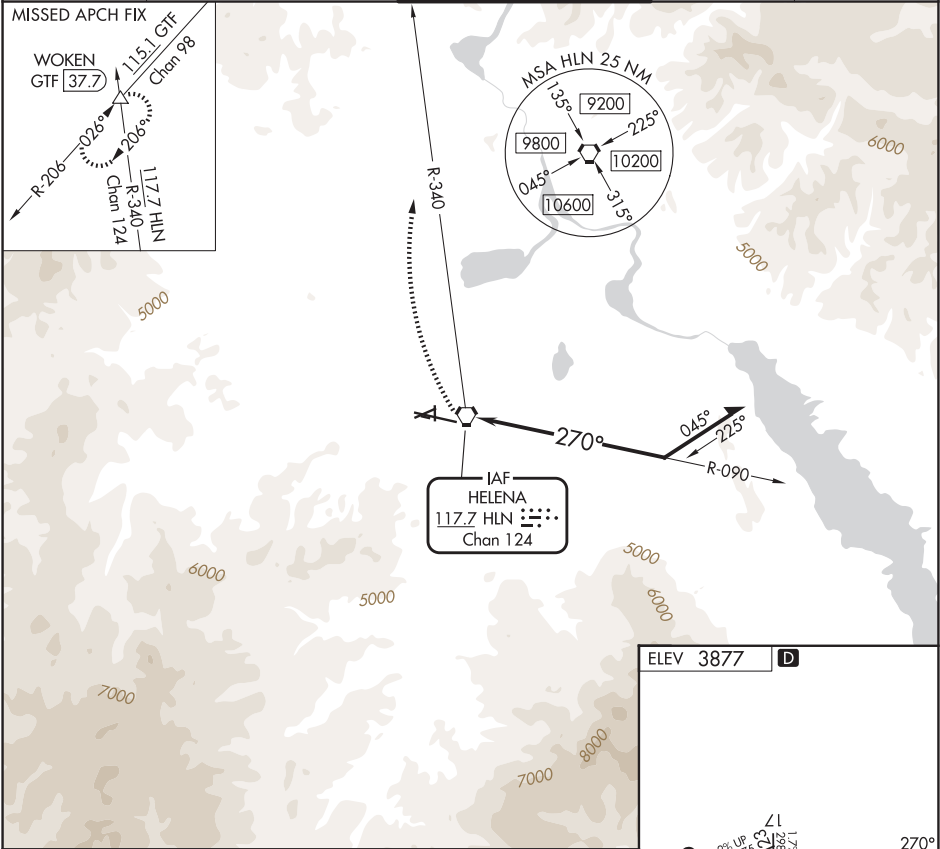
V
A

-16°C

Circling NA to Rwys 10 and 28. Circling NA for Cat D south of Rwy 9-27. Circling Rwy 5, 23, 35 NA at night. Rwy 5, 23, 35 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 9000 on HLN VORTAC 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
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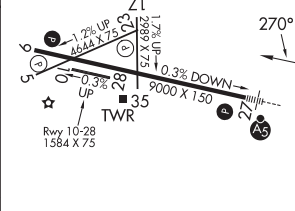
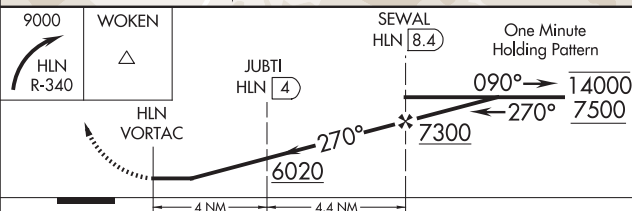
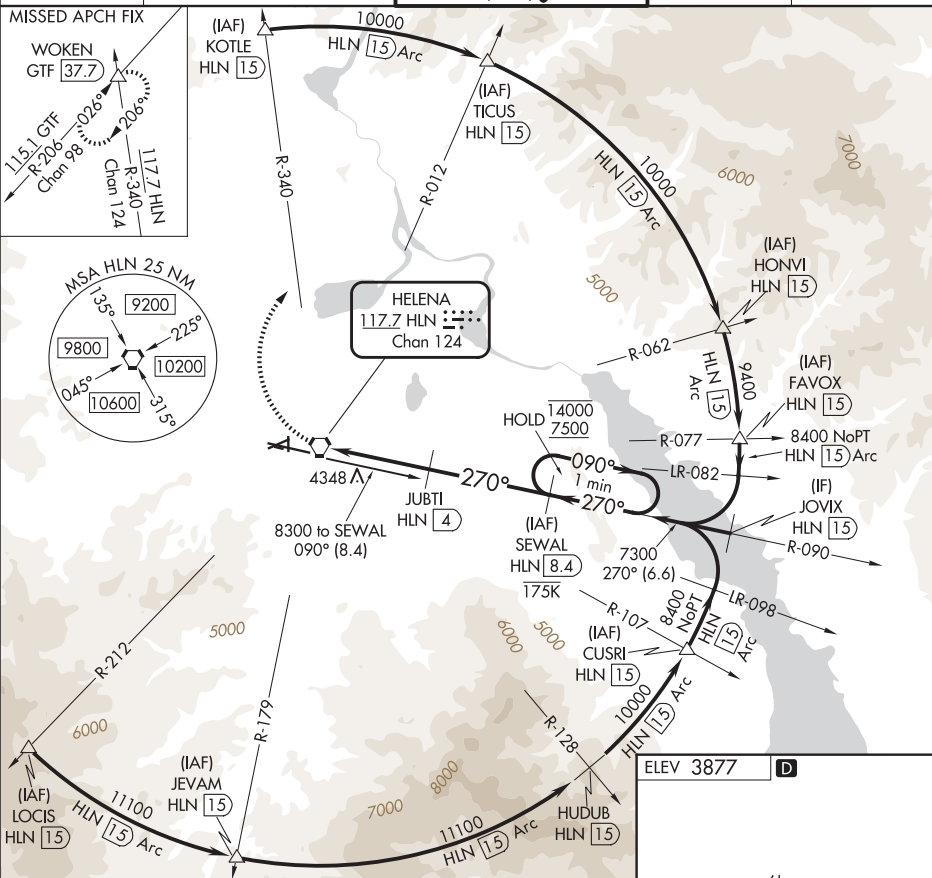


NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR-B
HELENA RGNL (HLN)

MISSED APPROACH: Climbing right turn to 9000 on HLN VORTAC R-340 to WOKEN INT/GTF 37.7 DME and hold.

UNICOM
122.95

CATEGORY	A	B	C	D
CIRCLING	4760-1¼ 883 (900-1¼)	4800-1¼ 923 (1000-1¼)	6000-3	2123 (2200-3)

REIL Rlys 9, 17, and 35 **L**
MIRL Rlys 5-23 and 17-35 **L**
HIRL Rly 9-27 **L**

HELENA RGNL (HLN)
VOR-B

46°36'N-111°59'W

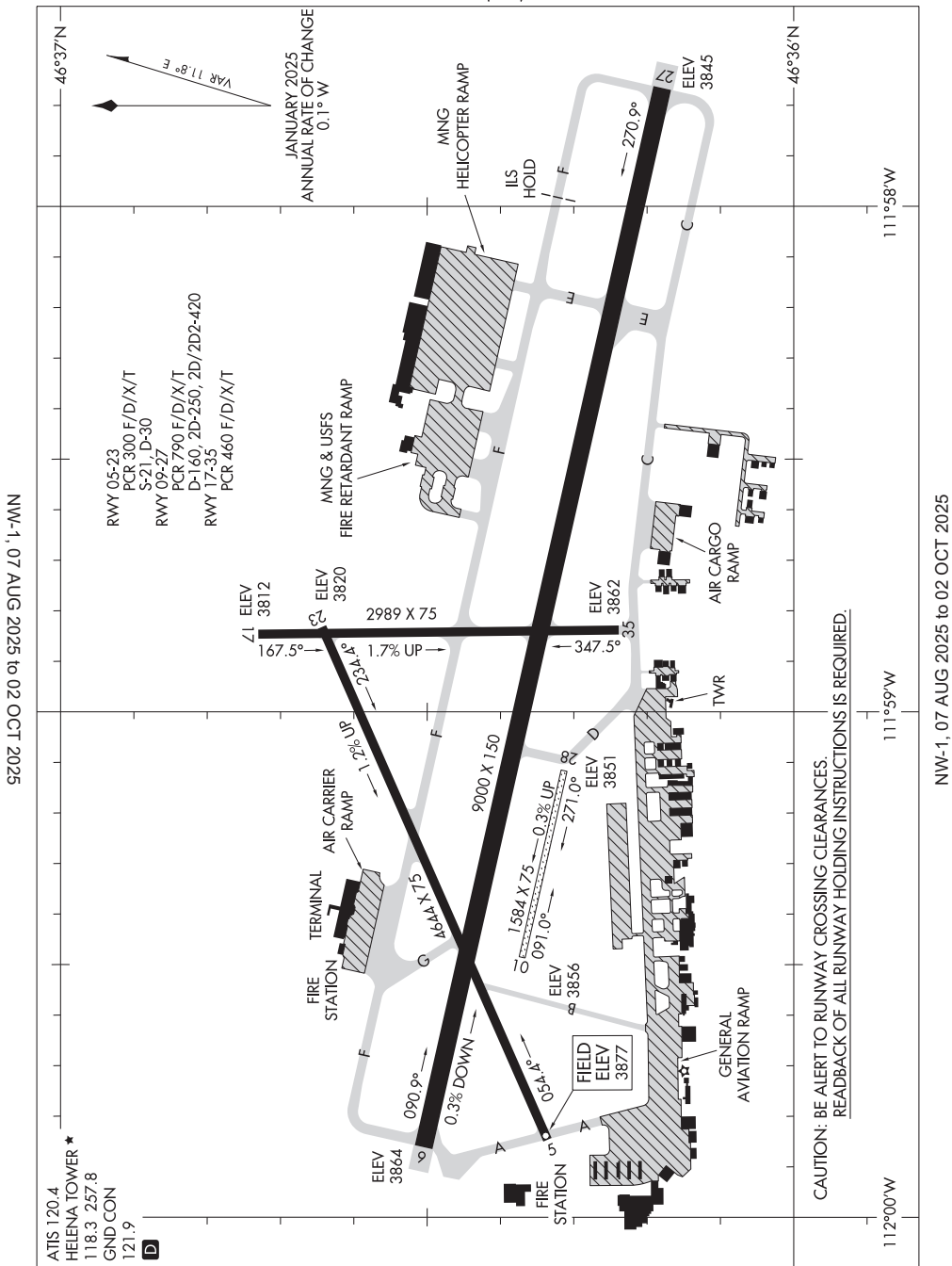
VOR-B

NW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

AL-192 (FAA)

HELENA RGNL (HLN)
HELENA, MONTANA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
REDBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

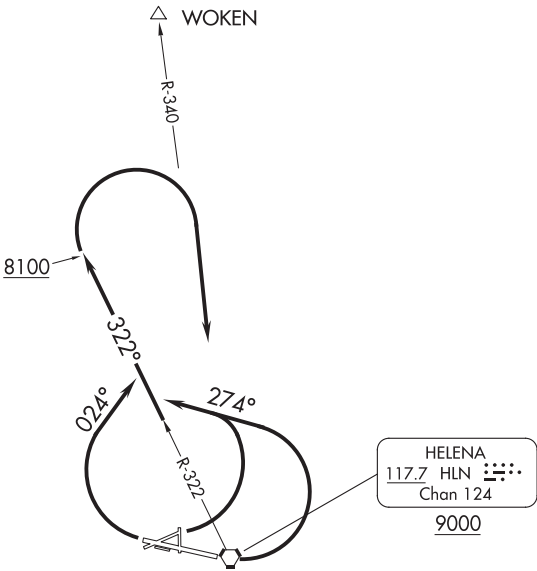
NW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

25219

HELENA, MONTANA
HELENA RGNL (HLN)

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 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' 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. 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.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

(HLN5.HLN) 23334

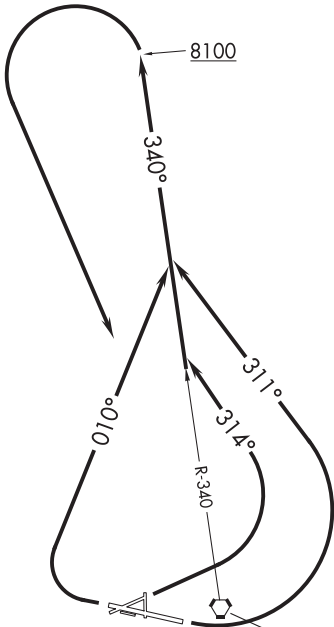
HELENA FIVE DEPARTURE

AL-192 (FAA)

HELENA RGNL (HLN)
HELENA, MONTANA

HELENA DEP CON ★
119.5 229.4
SALT LAKE CENTER
133.4 285.4
GND CON
121.9
HELENA TOWER ★
118.3 257.8

TOP ALTITUDE:
9000



TAKEOFF 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.
Rwys 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.

HELENA FIVE DEPARTURE
(HLN5.HLN) 23FEB23

HELENA, MONTANA
HELENA RGNL (HLN)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

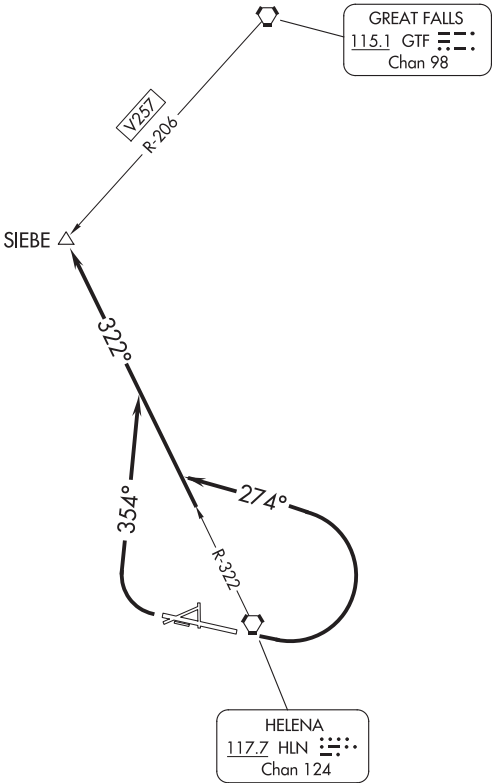
(SIEBE4.SIEBE) 23334
SIEBE FOUR DEPARTURE

AL-192 (FAA)

HELENA RGNL (HLN)
HELENA, MONTANA

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

TOP ALTITUDE:
ASSIGNED BY ATC



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. . . .

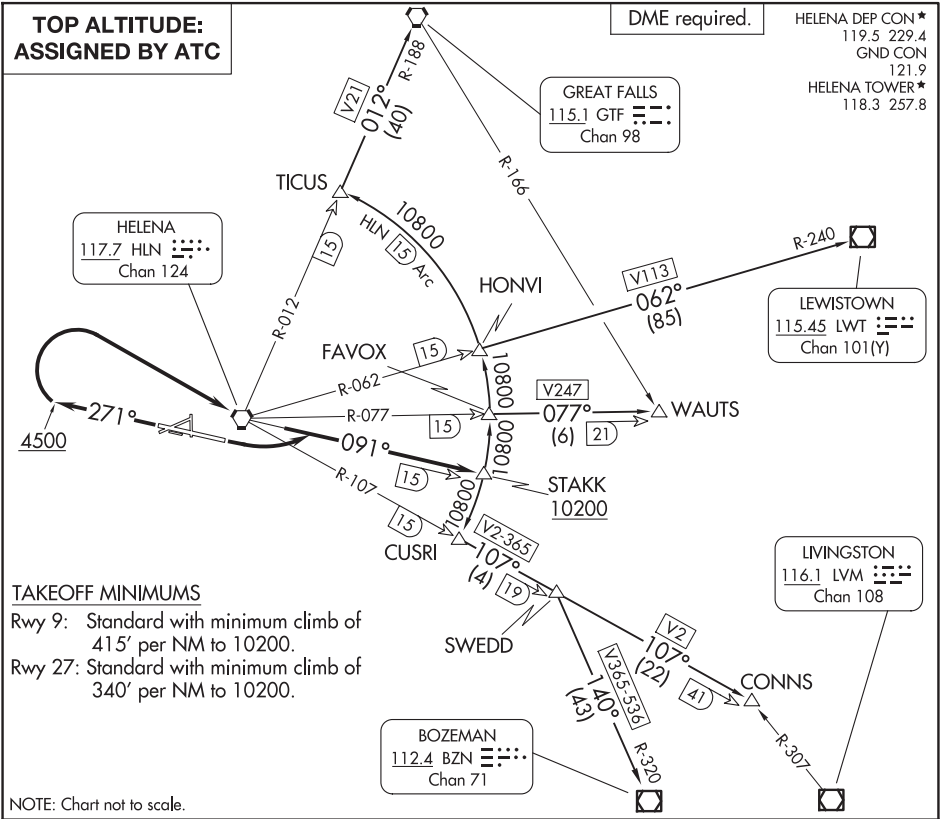
. . . . intercept HLN R-322 to SIEBE INT. Maintain ATC assigned altitude.

SIEBE FOUR DEPARTURE
(SIEBE4.SIEBE) 23FEB23

HELENA, MONTANA
HELENA RGNL (HLN)

(STAKK5.STAKK) 23334
STAKK FIVE DEPARTURE

HELENA RGNL (HLN)
HELENA, MONTANA



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.

STAKK FIVE DEPARTURE
(STAKK5.STAKK) 23FEB23

HELENA, MONTANA
HELENA RGNL (HLN)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
286°

Rwy Idg
TDZE
Apt Elev
N/A
N/A
644

RNAV (GPS)-B
HERMISTON MUNI (HRI)

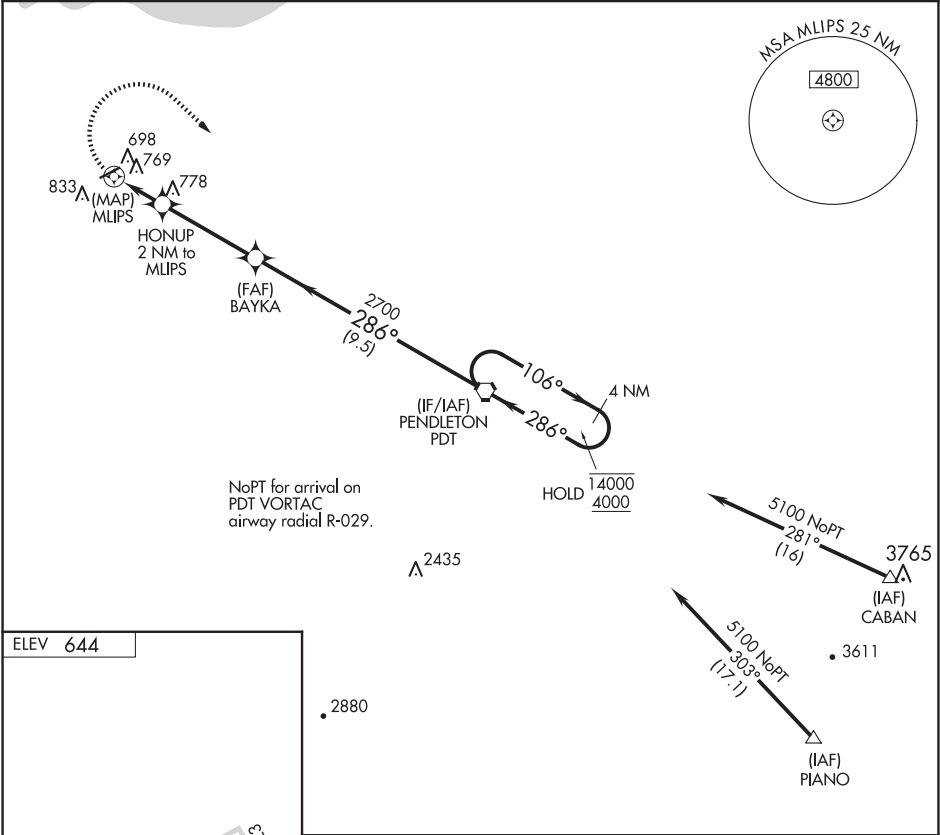
RNP APCH.

▼

Circling Rwy 5 NA at night.

MISSED APPROACH: Climbing right turn to 4000 direct PDT VORTAC and hold.

ASOS 135.225	SPOKANE APP CON ★ 133.15 379.15	UNICOM 122.8 (CTAF) 0
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ELEV 644

4000	PDT					
		BAYKA			PDT VORTAC	4 NM Holding Pattern
MLIPS		HONUP 2 NM to MLIPS	2700		1400 4000	
2 NM		3.9 NM	9.5 NM			
CATEGORY	A	B	C	D		
CIRCLING	1140-1 496 (500-1)		1140-1½ 496 (500-1½)	1260-2 616 (700-2)		

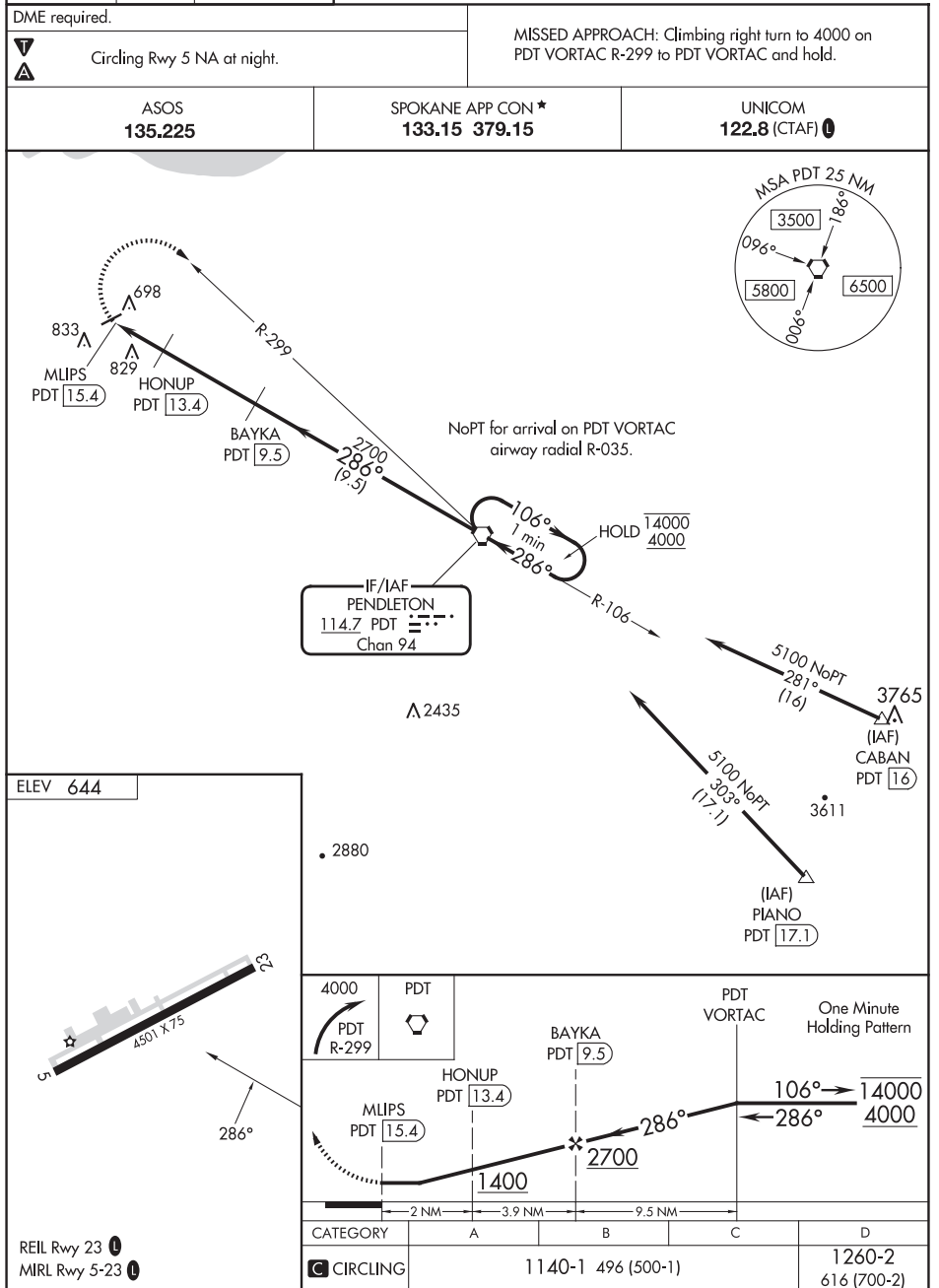
HERMISTON, OREGON

AL-6475 (FAA)

23334

VORTAC PDT 114.7 Chan 94	APP CRS 286°	Rwy Idg TDZE Apt Elev N/A N/A 644
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VOR-A
HERMISTON MUNI (HRI)



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

HERMISTON, OREGON

Amtd 4A 05DEC19

45°50'N-119°16'W

HERMISTON MUNI (HRI)
VOR-A

LOC/DME I-HQM 108.7 Chan 24	APP CRS 241°	Rwy Idg 5000 TDZE 16 Apt Elev 18	ILS or LOC RWY 24 BOWERMAN FLD (HQM)
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DME required.

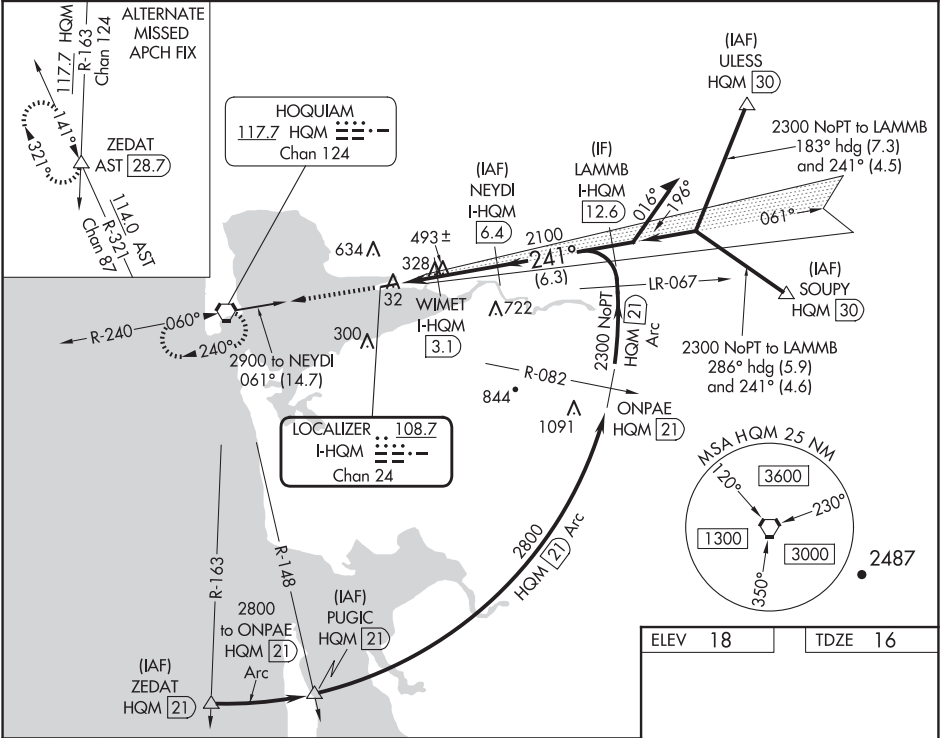
⚠

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 ¾ and S-LOC 24 Cat C visibility to 1 ½ SM.

MALSR

MISSED APPROACH: Climb to 2500 direct HQM VORTAC and hold.

ASOS 135.775	SEATTLE CENTER 128.3 269.0	UNICOM 122.7 (CTAF) 1
------------------------	--------------------------------------	---------------------------------



2500 HQM

Use I-HQM DME when on the localizer course.

NEYDI I-HQM 6.4

WIMET I-HQM 3.1

I-HQM 2.5

I-HQM 0.9

2100

2300

241°

061°

Remain within 10 NM

GS 3.50° TCH 55

1.6 NM 0.6 3.3 NM

CATEGORY	A	B	C	D
S-ILS 24	216-½ 200 (200-½)		286-½ 270 (300-½)	NA
S-LOC 24	580-½ 564 (600-½)		580-1¼ 564 (600-1¼)	NA
CIRCLING	580-1 562 (600-1)		800-2¼ 782 (800-2¼)	NA

ELEV 18	TDZE 16
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REIL Rwy 6 1
HIRL Rwy 6-24 1

HOQUIAM, WASHINGTON

AL-889 (FAA)

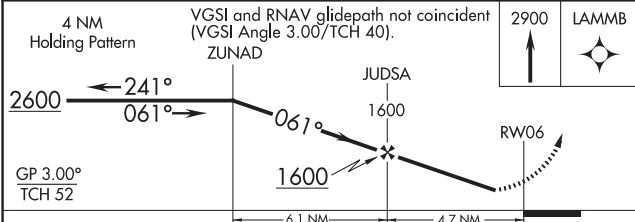
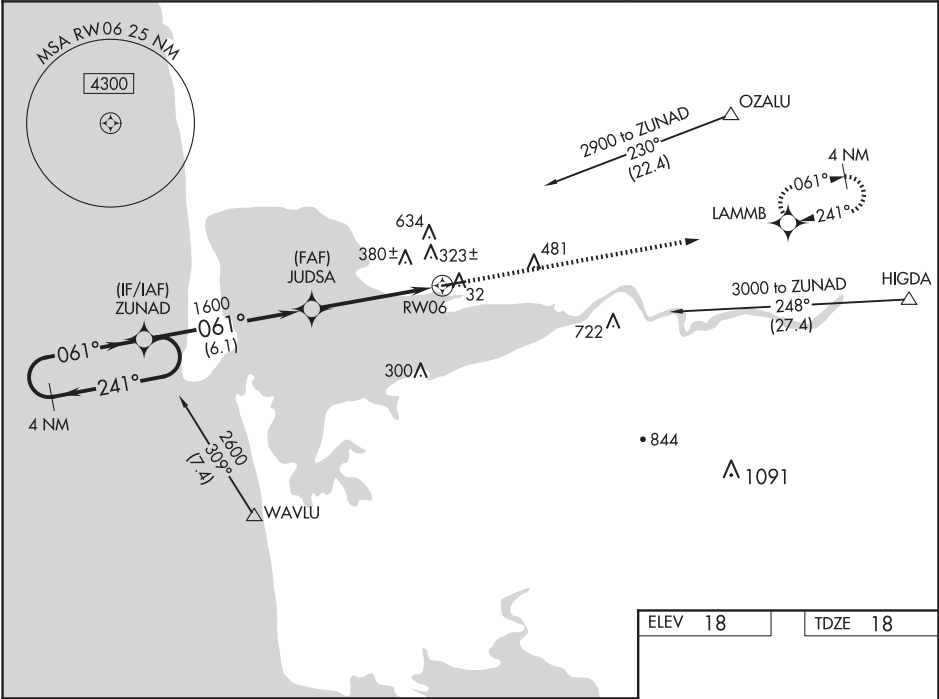
24305

WAAS CH 82015 W06A	APP CRS 061°	Rwy Idg 5000 TDZE 18 Apt Elev 18
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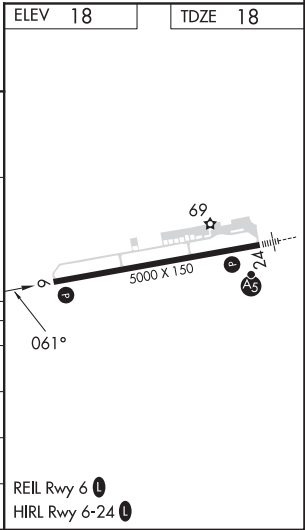
RNAV (GPS) RWY 6
BOWERMAN FLD (HQM)

RNP APCH. ▼ ▲ 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.
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ASOS 135.775	SEATTLE CENTER 128.3 269.0	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	308-1	290 (300-1)		
LNAV/VNAV DA	758-2½	740 (800-2½)		
LNAV MDA	620-1 602 (700-1)	620-1¾ 602 (700-1¾)	620-2 602 (700-2)	
CIRCLING	620-1 602 (700-1)	800-2¼ 782 (800-2¼)	860-2¾ 842 (900-2¾)	



HOQUIAM, WASHINGTON
Amdt 1C 07OCT21

46°58'N-123°56'W

RNAV (GPS) RWY 6
BOWERMAN FLD (HQM)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **86902**
W**24A**

APP CRS
241°

Rwy Idg
TDZE **16**
Apt Elev **18**

RNAV (GPS) RWY 24

BOWERMAN FLD (HQM)

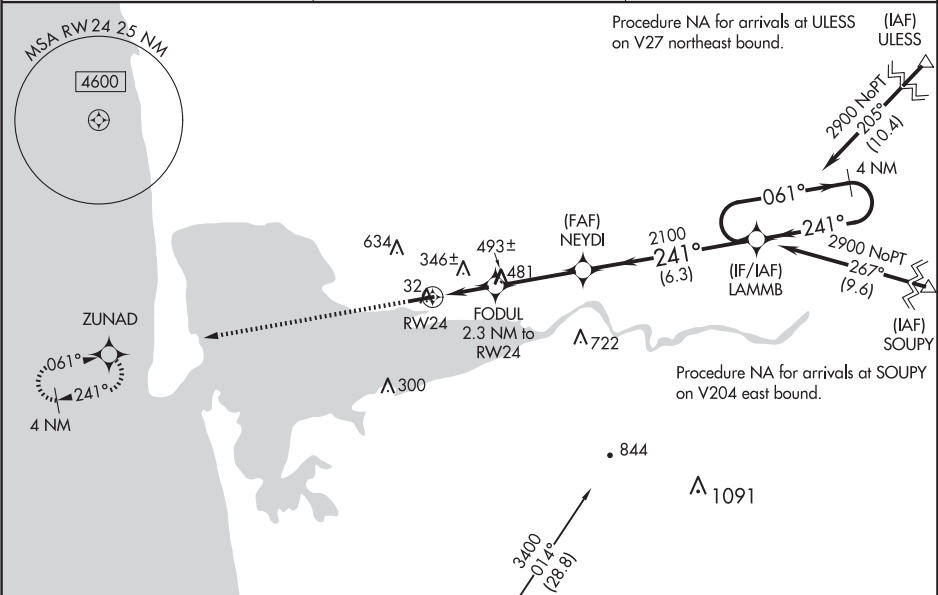
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 43°C (109°F). When local altimeter setting not received, procedure NA. Circling NA northwest of Rwy 6-24. DME/DME RNP- 0.3 NA. For inoperative MALSR, increase LPV Cat C visibility to ¾ mile and LNAV Cat C visibility to 2½ miles.

MALSR

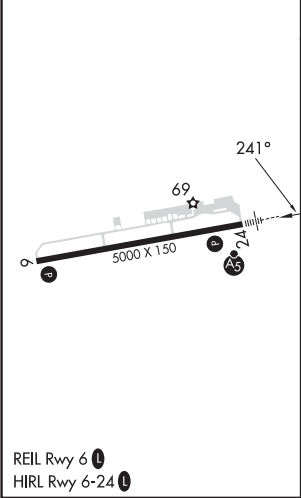
MISSED APPROACH:

Climb to 2600 direct ZUNAD and hold.

ASOS 135.775	SEATTLE CENTER 128.3 269.0	UNICOM 122.7 (CTAF) 1
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ELEV 18	TDZE 16
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2600 ZUNAD				
* LNAV Only.				
RW24 2.3 NM to RW24 FODUL NEYDI 2100 LAMMB 061° 2900 241° 2100 4 NM Holding Pattern				
2.3 NM 3.2 NM 6.3 NM GP 3.50° TCH 55				
CATEGORY	A		C	D
LPV DA	226-½ 210 (300-½)		286-½ 270 (300-½)	NA
LNAV/VNAV DA	676-½ 660 (700-½)			NA
LNAV MDA	800-½ 784 (800-½)	800-¾ 784 (800-¾)	800-1¾ 784 (800-1¾)	NA
CIRCLING	800-1 782 (800-1)	800-1¼ 782 (800-1¼)	800-2¼ 782 (800-2¼)	NA

HOQUIAM, WASHINGTON

AL-889 (FAA)

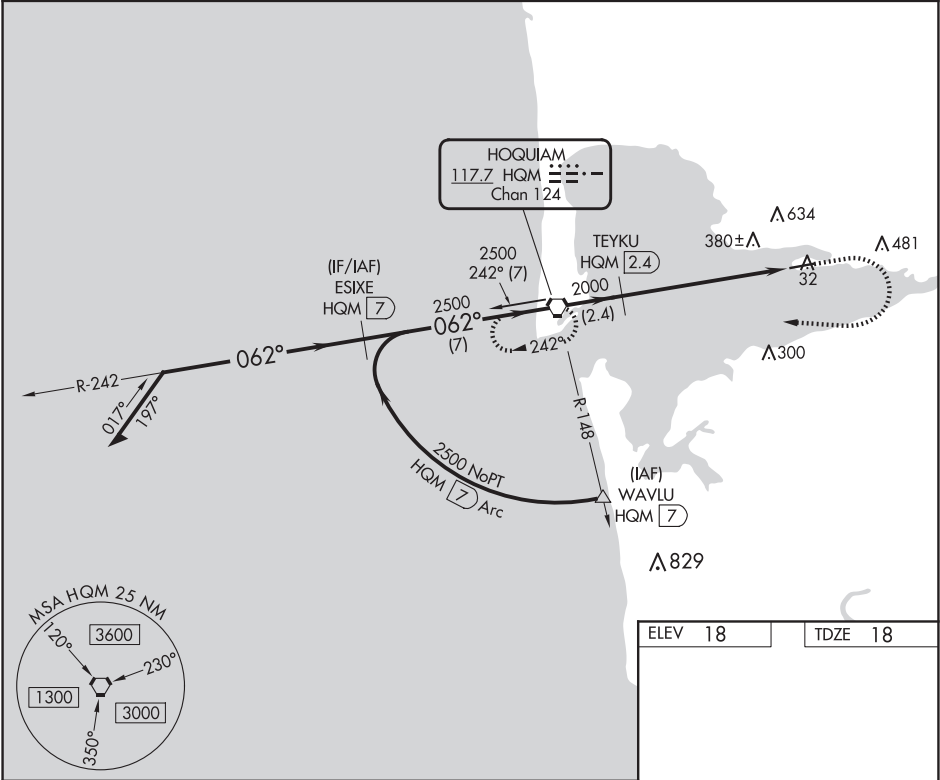
24305

VORTAC HQM 117.7 Chan 124	APP CRS 062°	Rwy Idg TDZE 18 Apt Elev 18	5000
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VOR RWY 6
BOWERMAN FLD (HQM)

DME required.	MISSED APPROACH: Climb to 800 then climbing right turn 2500 direct HQM VORTAC and hold, continue climb-in-hold to 2500.
<div><div></div><div></div></div> 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.	

ASOS 135.775	SEATTLE CENTER 128.3 269.0	UNICOM 122.7 (CTAF) 0
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<div>Remain within 10 NM</div> <div>2500 062° 2500 2500 2000 3.00° TCH 40</div> <div>7 NM 2.4 NM 6.1 NM</div>					<div>ESIXE HQM 7</div> <div>HQM VORTAC</div> <div>TEYKU HQM 2.4</div> <div>800 2500 HQM</div> <div>69 5000 X 150 24 AG 062°</div>													
CATEGORY	A	B	C	D	REIL Rwy 6 0 HIRL Rwy 6-24 0													
S-6	640-1	622 (700-1)	640-1¾	622 (700-1¾)	FAF to MAP 6.1 NM													
CIRCLING	640-1	622 (700-1)	800-2¼ 782 (800-2¼)	840-2¾ 822 (900-2¾)	<table><tr><td>Knots</td><td>60</td><td>90</td><td>120</td><td>150</td><td>180</td></tr><tr><td>Min:Sec</td><td>6:06</td><td>4:04</td><td>3:03</td><td>2:26</td><td>2:02</td></tr></table>		Knots	60	90	120	150	180	Min:Sec	6:06	4:04	3:03	2:26	2:02
Knots	60	90	120	150	180													
Min:Sec	6:06	4:04	3:03	2:26	2:02													

HOQUIAM, WASHINGTON
Amdt 16 23FEB23

46°58'N-123°56'W

BOWERMAN FLD (HQM)
VOR RWY 6

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82039 W13A	APP CRS 132°	Rwy Idg TDZE Apt Elev	5500 4227 4264
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RNAV (GPS) RWY 13

HULETT MUNI (W43)

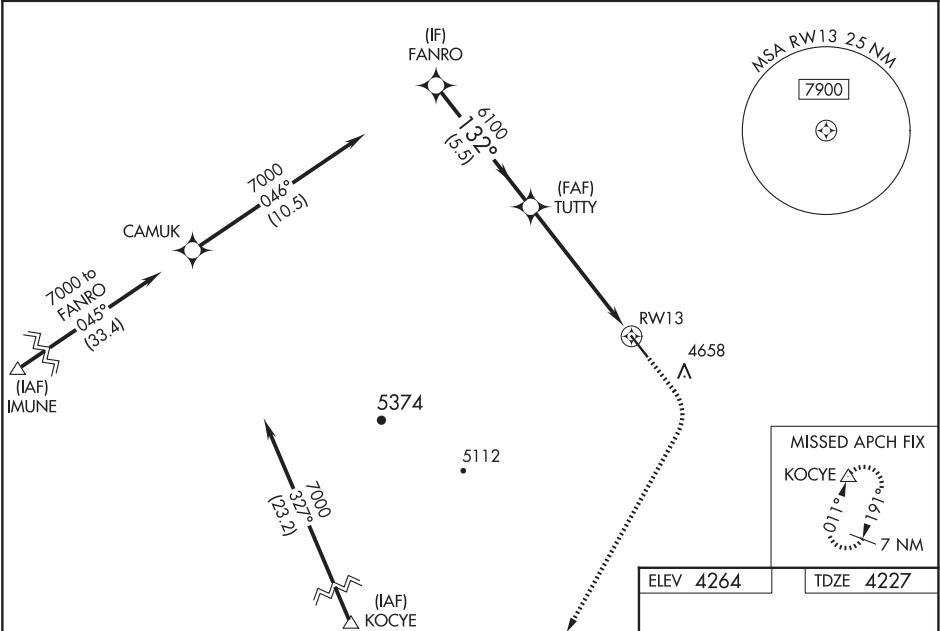
RNP APCH.

⚠

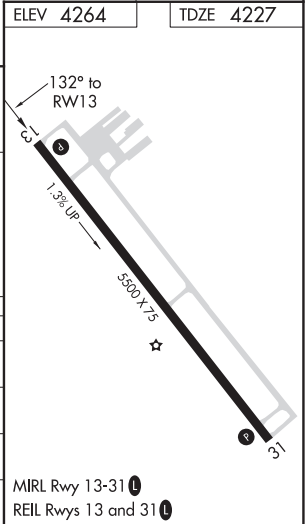
For uncompensated Baro-VNAV systems, procedure NA below -23°C or above 53°C. Procedure NA at night. Baro-VNAV and VDP NA when using Gillette altimeter setting. When local altimeter setting not received, use Gillette altimeter setting and increase LPV DA to 4662 feet; LNAV/VNAV DA to 4807 feet, and all visibilities ½ SM. Increase all MDA 120 feet and LNAV Cat C/D visibility ½ SM, Circling Cat A/B ¼ SM, and Cat C ½ SM.

MISSED APPROACH:
Climb to 4700 then climbing right turn to 7600 direct KOCYE and hold.

AWOS-3PT 128.775	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF)
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FANRO		TUTTY		KOCYE	
7000		6100		4700	
GP 3.00°		132°		* 2.2 NM to RW13	
TCH 40		5.5 NM		RW13	
		3.7 NM		* LNAV only	
CATEGORY	A	B	C	D	
LPV DA	4542-1½		315 (300-1½)		
LNAV/VNAV DA	4687-1¾		460 (500-1¾)		
LNAV MDA	5100-1 873 (900-1)	5100-1¼ 873 (900-1¼)	5100-2½ 836 (900-2½)	873 (900-2½)	
CIRCLING	5100-1 836 (900-1)	5100-1¼ 836 (900-1¼)	5100-2½ 836 (900-2½)	5400-3 1136 (1200-3)	



HULETT, WYOMING

AL-10288 (FAA)

24249

APP CRS	Rwy Idg	N/A
011°	TDZE	N/A
	Apt Elev	4264

RNAV (GPS)-A

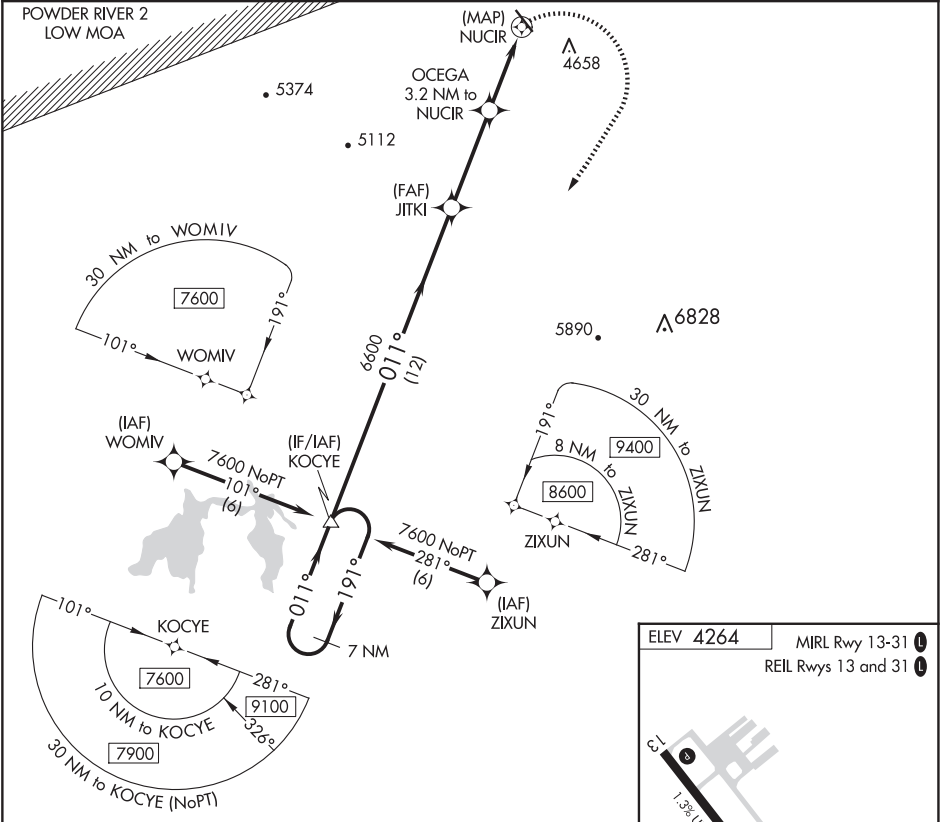
HULETT MUNI (W43)

RNP APCH - GPS.

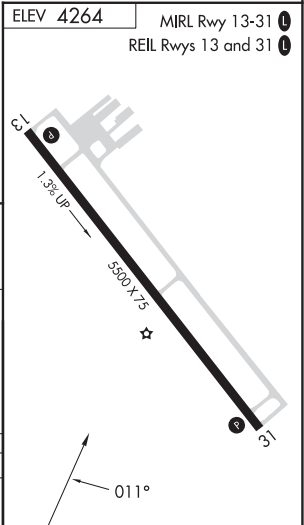
Procedure NA at night. When local altimeter setting is not received, use GCC altimeter setting and increase all MDA 120 feet and visibility Cat B ¼ SM.

MISSED APPROACH: Climbing right turn to 15000 direct KOCYE and hold, continue climb-in-hold to 15000.

AWOS-3PT 128.775	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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7 NM Holding Pattern			
KOCYE			
JTKI			
OCEGA 3.2 NM to NUCIR			
NUCIR			
15000 KOCYE			
5340			
12 NM 3.7 NM 3.2 NM			
CATEGORY	A	B	D
CIRCLING	4900-1 636 (700-1)	5020-1 756 (800-1)	NA



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

HULETT, WYOMING
Amdt 1C 05SEP24

44°40'N-104°34'W

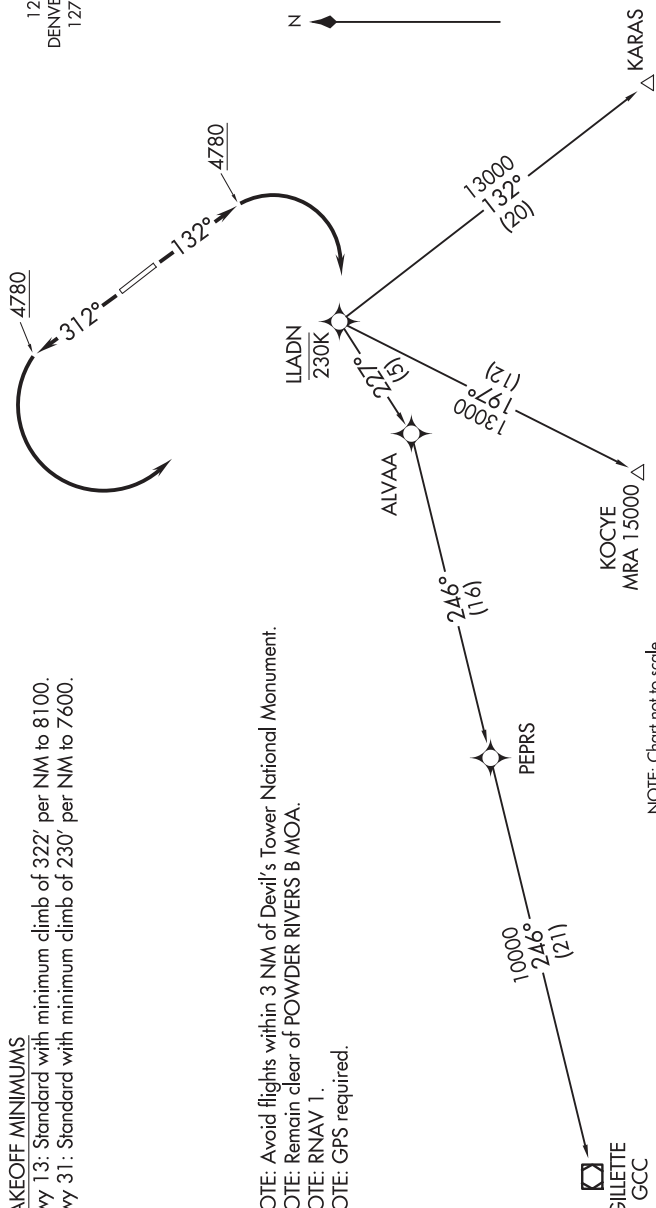
HULETT MUNI (W43)
RNAV (GPS)-A

NW-1, 07 AUG 2025 to 02 OCT 2025

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.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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)

NW-1, 07 AUG 2025 to 02 OCT 2025

IDAHO FALLS, IDAHO

AL-590 (FAA)

25219

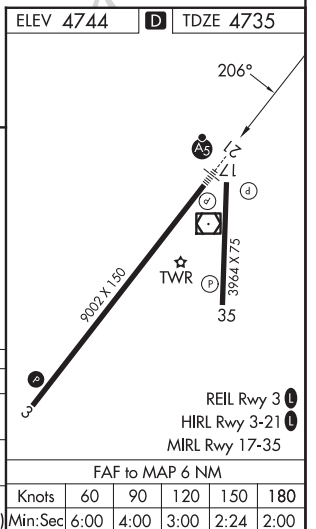
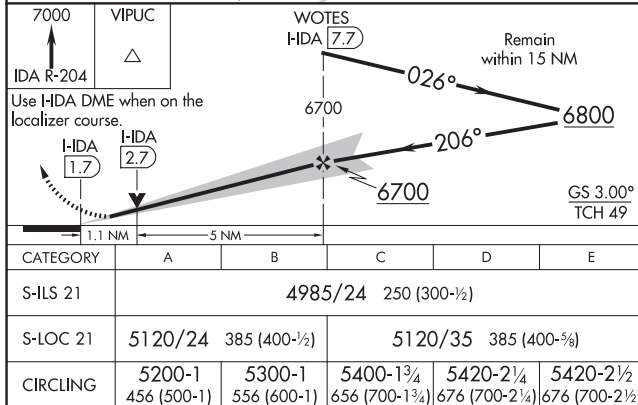
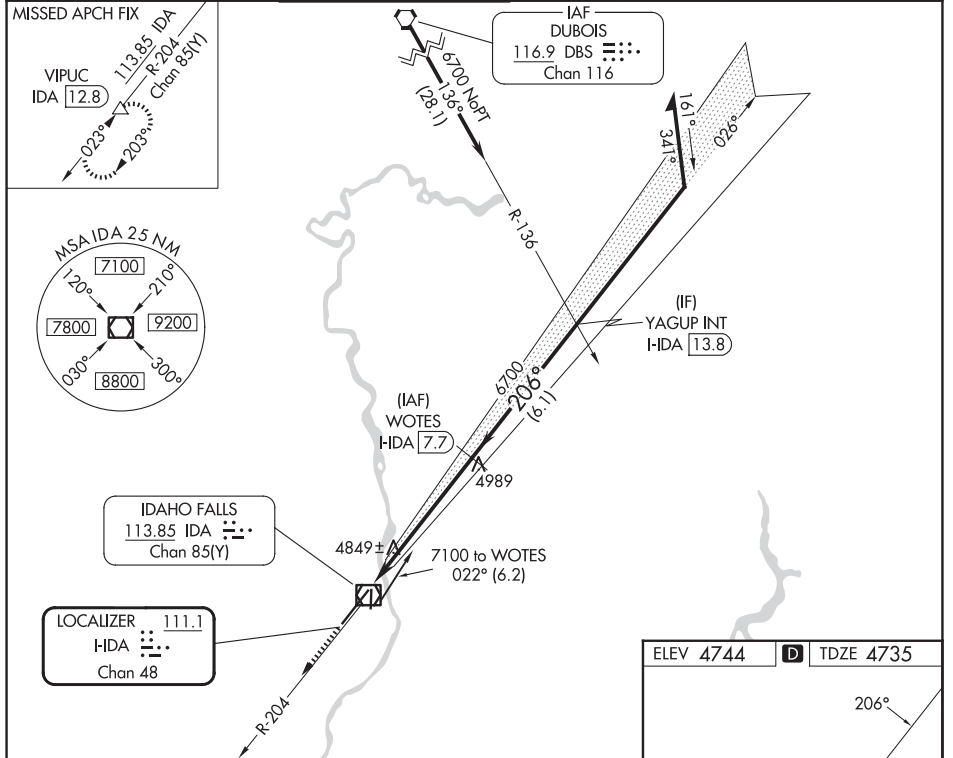
LOC/DME I-HDA 111.1 Chan 48	APP CRS 206°	Rwy Ldg TDZE 4735 Apt Elev 4744
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ILS or LOC RWY 21

IDAHO FALLS RGNL (IDA)

DME required. ▼ Circling to Rwy 35 NA at night. For inop ALS, increase S-ILS 21 Cat E visibility to RVR 4000, and S-LOC 21 Cat E visibility to RVR 6000. ▲	MALSR A5	MISSED APPROACH: Climb to 7000 on IDA VOR/DME R-204 to VIPUC/12.8 DME and hold.
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ATIS 135.325	SALT LAKE CENTER 128.35 239.25	IDAHO FALLS TOWER★ 118.5 (CTAF) 0 257.8	GND CON 121.7	CLNC DEL 121.7	GCO 121.725	UNICOM 122.95
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IDAHO FALLS, IDAHO
Amdt 12A 19MAY22

43°31'N-112°04'W

IDAHO FALLS RGNL (IDA)

ILS or LOC RWY 21

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
026°

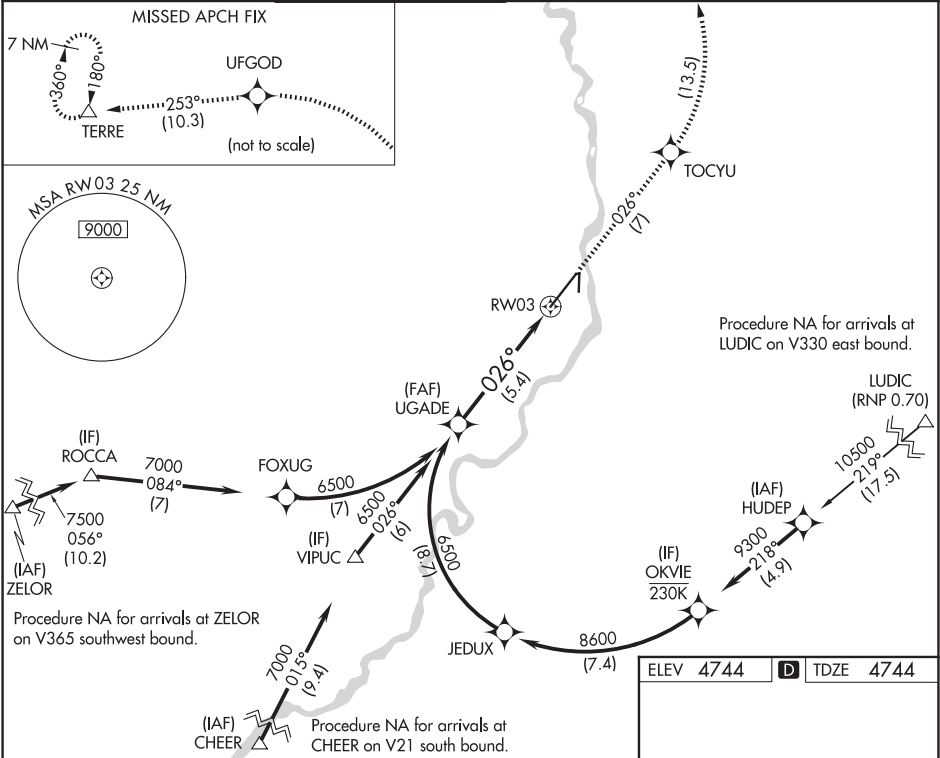
Rwy Ldg
TDZE
4744

Apt Elev
4744

RNAV (RNP) Z RWY 3

IDAHO FALLS RGNL (IDA)

RNP AR APCH-GPS.			MISSED APPROACH: Climb to 7500 on track 026° to TOCYU, left turn to UFGOD, and on track 253° to TERRE and hold.			
For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 54°C.						
ATIS 135.325	SALT LAKE CENTER 128.35 239.25	IDAHO FALLS TOWER* 118.5 (CTAF) 0 257.8	GND CON 121.7	CLNC DEL 121.7	GCO 121.725	UNICOM 122.95



UGADE
6500

7500
tr 026°

TOCYU

UFGOD

tr 253°

TERRE

See planview for multiple IF locations.

GP 3.00°
TCH 50

6500

026°

RW03

5.4 NM

CATEGORY	A	B	C	D
RNP 0.11 DA		5050-7 $\frac{1}{8}$	306 (400-7 $\frac{1}{8}$)	
RNP 0.30 DA		5146-1 $\frac{1}{8}$	402 (500-1 $\frac{1}{8}$)	

AUTHORIZATION REQUIRED

IDAHO FALLS, IDAHO

AL-590 (FAA)

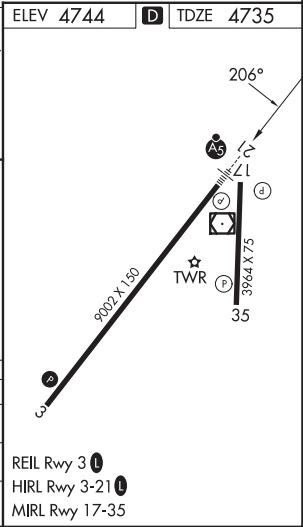
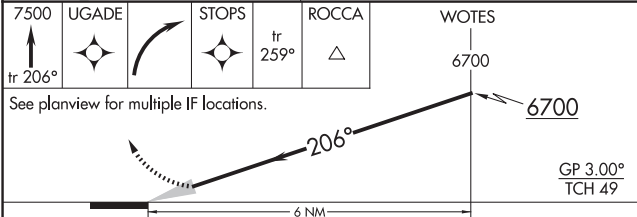
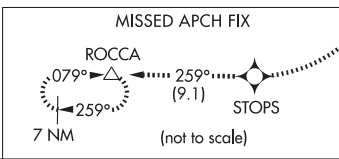
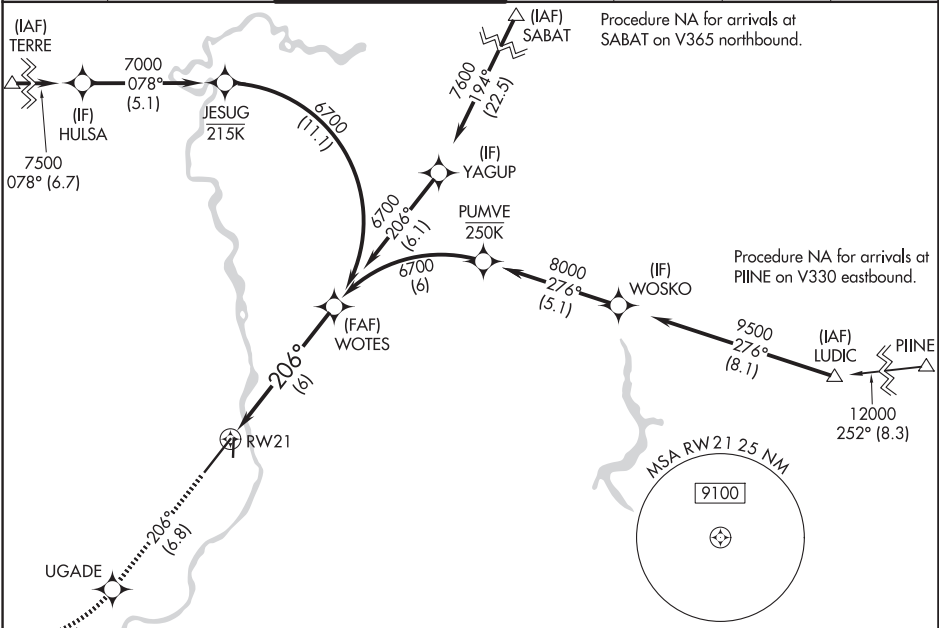
25219

APP CRS	Rwy Ldg	9002
206°	TDZE	4735
	Apt Elev	4744

RNAV (RNP) Z RWY 21

IDAHO FALLS RGNL (IDA)

RNP AR APCH-GPS.			MALSR	MISSED APPROACH: Climb to 7500 on track 206° to UGADE, right turn to STOPS, and on track 259° to ROCCA and hold.		
<div><div><div></div><div></div></div><div>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.</div></div>			<div><div></div><div>AS</div></div>			
ATIS	SALT LAKE CENTER	IDAHO FALLS TOWER★	GND CON	CLNC DEL	GCO	UNICOM
135.325	128.35 239.25	118.5 (CTAF) 0 257.8	121.7	121.7	121.725	122.95



CATEGORY	A	B	C	D
RNP 0.11 DA	5011/24		276 (300-½)	
RNP 0.30 DA	5120/35		385 (400-¾)	
AUTHORIZATION REQUIRED				

REIL Rwy 3 1
HIRL Rwy 3-21 1
MIRL Rwy 17-35

IDAHO FALLS, IDAHO
Amdt 1A 19MAY22

43°31'N-112°04'W

IDAHO FALLS RGNL (IDA)

RNAV (RNP) Z RWY 21

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 97501 W03A	APP CRS 026°	Rwy Ldg 9002 TDZE 4744 Apt Elev 4744
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RNAV (GPS) Y RWY 3

IDAHO FALLS RGNL (IDA)

RNP APCH-GPS.

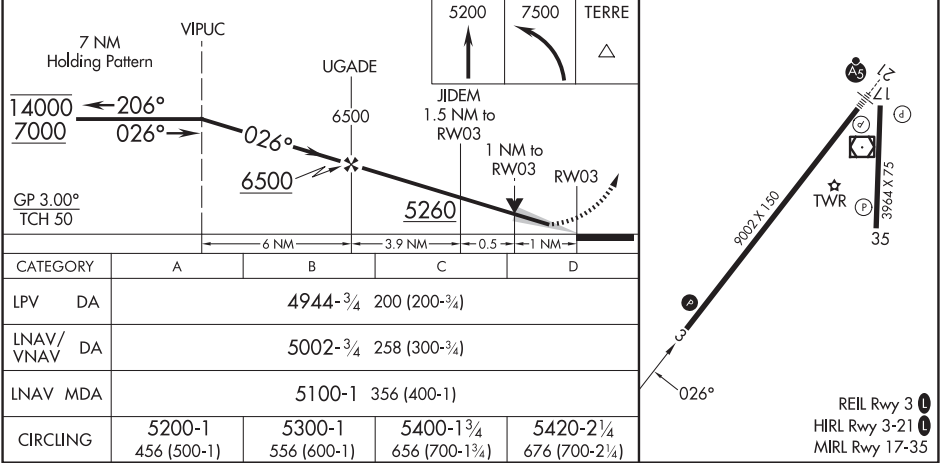
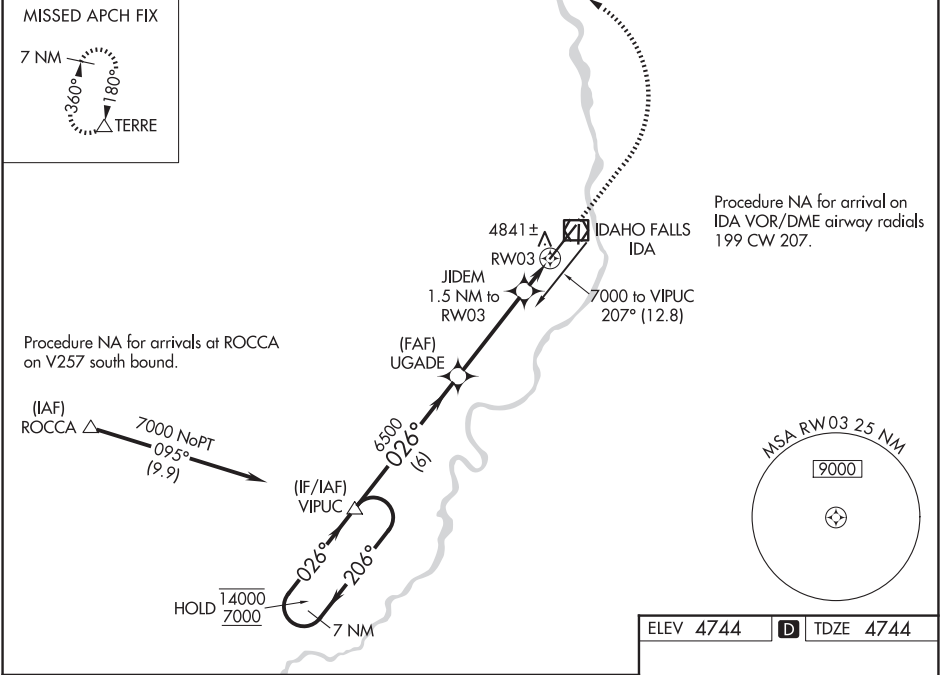
▼

▲

Circling to Rwy 35 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C.

MISSED APPROACH: Climb to 5200 then climbing left turn to 7500 direct TERRE and hold.

ATIS 135.325	SALT LAKE CENTER 128.35 239.25	IDAHO FALLS TOWER★ 118.5 (CTAF) 0 257.8	GND CON 121.7	CLNC DEL 121.7	GCO 121.725	UNICOM 122.95
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IDAHO FALLS, IDAHO

AL-590 (FAA)

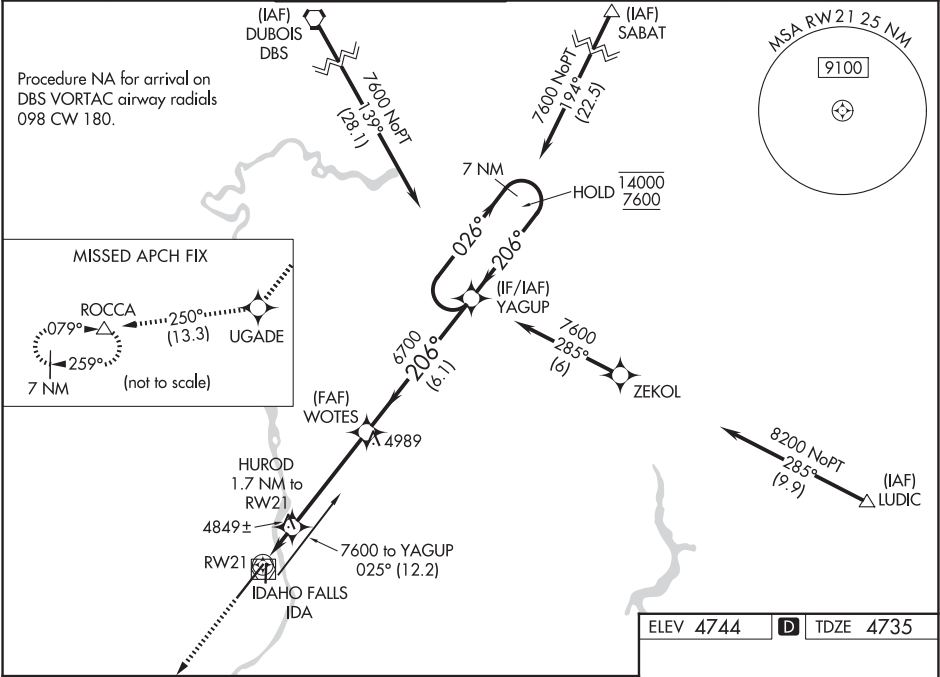
25219



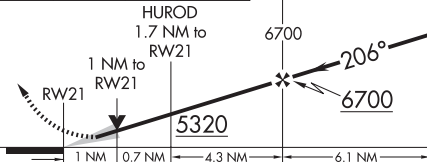
WAAS CH 40111 W21A	APP CRS 206°	Rwy Ldg 9002 TDZE 4735 Apt Elev 4744
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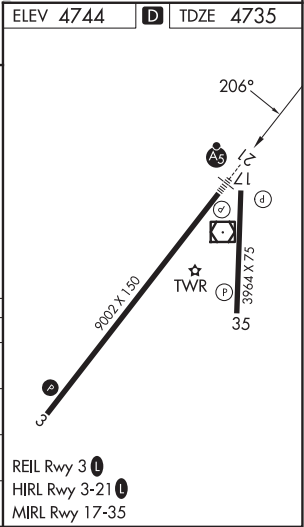
RNAV (GPS) Y RWY 21

IDAHO FALLS RGNL (IDA)

RNP APCH-GPS. ⚠ Circling to Rwy 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. For inop ALS increase LNAV/VNAV visibility all to RVR 4500, and LNAV visibility Cats C and D to RVR 5500.				MALSR ⚠	MISSED APPROACH: Climb to 7500 direct UGADE and on track 250° to ROCCA and hold.	
ATIS 135.325	SALT LAKE CENTER 128.35 239.25	IDAHO FALLS TOWER★ 118.5 (CTAF) 0 257.8	GND CON 121.7	CLNC DEL 121.7	GCO 121.725	UNICOM 122.95



7500		UGADE		ROCCA					
				tr 250°					
WOTES		YAGUP		7 NM Holding Pattern					
				GP 3.00° TCH 49					
CATEGORY		A		B		C		D	
LPV DA		4985/24		250 (300-½)					
LNAV/VNAV DA		5016/24		281 (300-½)					
LNAV MDA		5100/24 365 (400-½)		5100/35 365 (400-¾)					
CIRCLING		5200-1 456 (500-1)		5300-1 556 (600-1)		5400-1¾ 656 (700-1¾)		5420-2¼ 676 (700-2¼)	



IDAHO FALLS, IDAHO
Amdt 2A 19MAY22

43°31'N-112°04'W

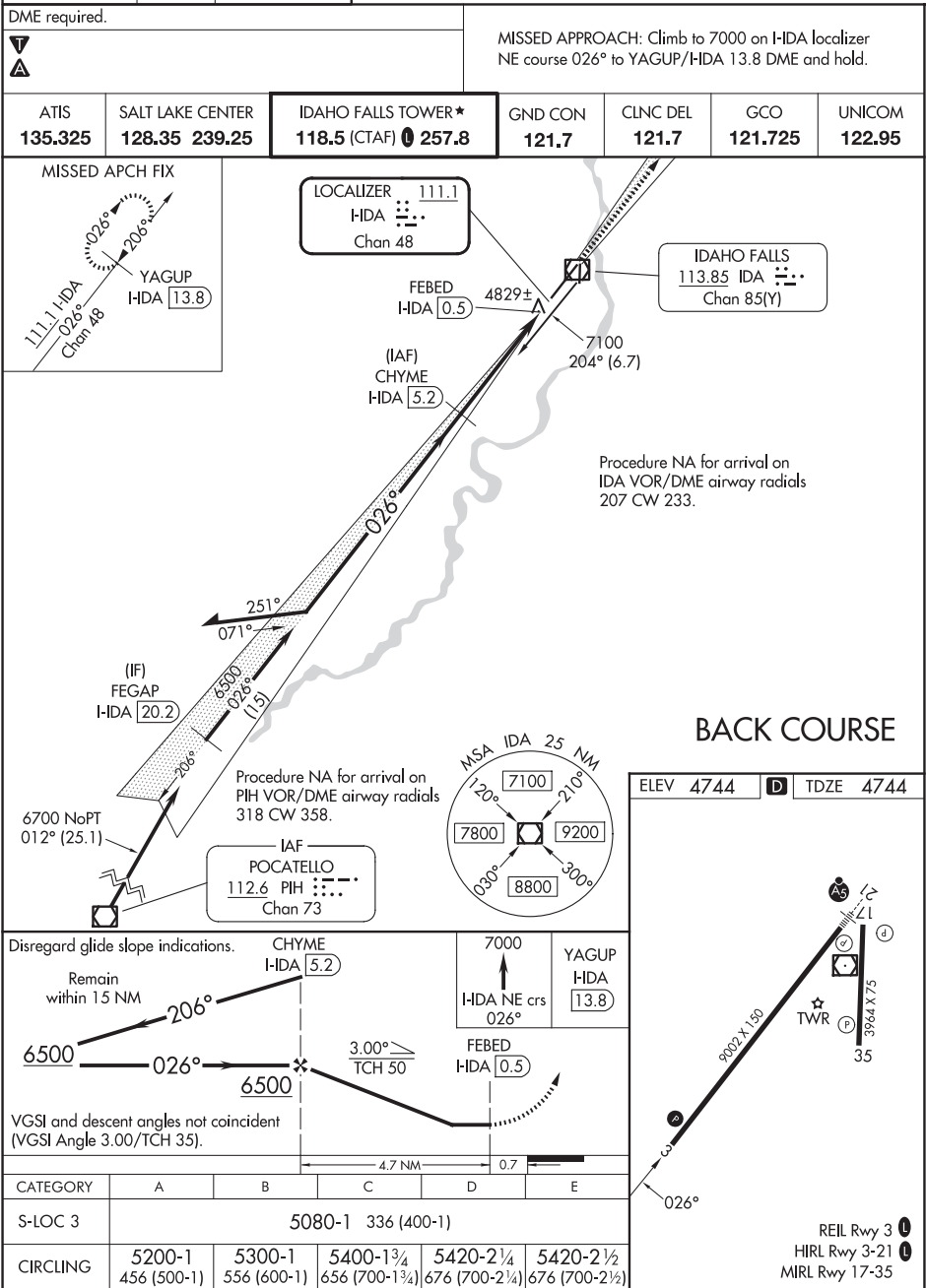
IDAHO FALLS RGNL (IDA)

RNAV (GPS) Y RWY 21

LOC/DME I-HDA	APP CRS	Rwy Ldg	9002
111.1	026°	TDZE	4744
Chan 48		Apt Elev	4744

LOC BC RWY 3

IDAHO FALLS RGNL (IDA)



IDAHO FALLS, IDAHO

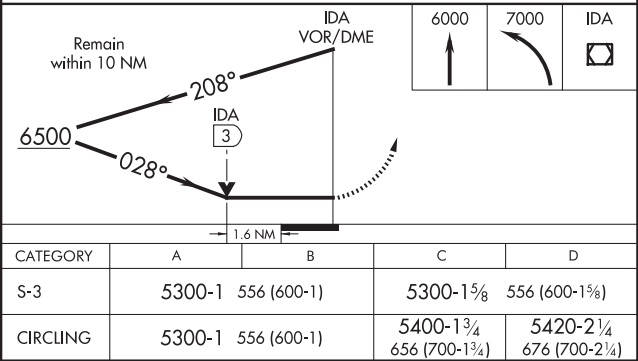
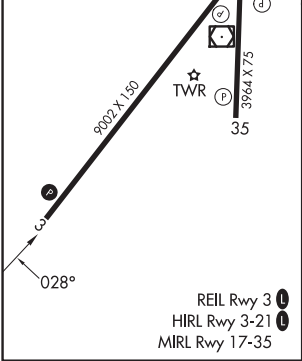
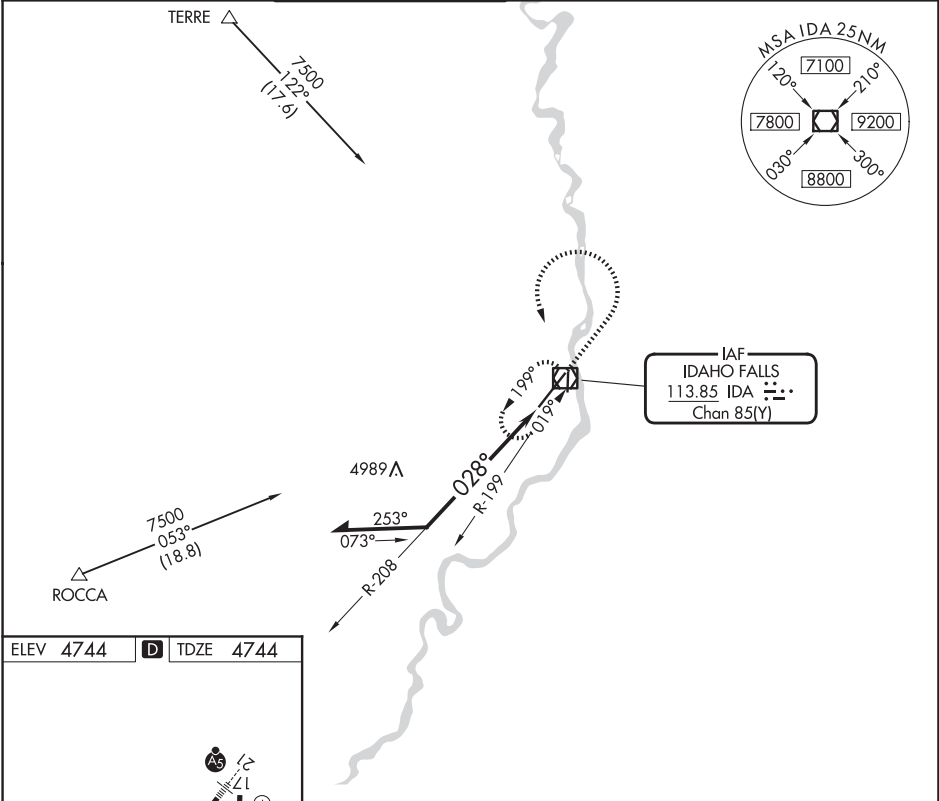
AL-590 (FAA)

25219

VOR/DME IDA 113.85 Chan 85 (Y)	APP CRS 028°	Rwy Ldg TDZE 4744 Apt Elev 4744
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VOR RWY 3
IDAHO FALLS RGNL (IDA)

<div>VOR</div>			MISSED APPROACH: Climb to 6000 then climbing left turn to 7000 direct IDA VOR/DME and hold.			
ATIS 135.325	SALT LAKE CENTER 128.35 239.25	IDAHO FALLS TOWER★ 118.5 (CTAF) 0 257.8	GND CON 121.7	CLNC DEL 121.7	GCO 121.725	UNICOM 122.95



IDAHO FALLS, IDAHO
Amdt 6D 03JAN19

43°31'N-112°04'W

IDAHO FALLS RGNL (IDA)
VOR RWY 3

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME IDA <u>113.85</u> Chan 85 (Y)	APP CRS 192°	Rwy Ldg 9002 TDZE 4735 Apt Elev 4744
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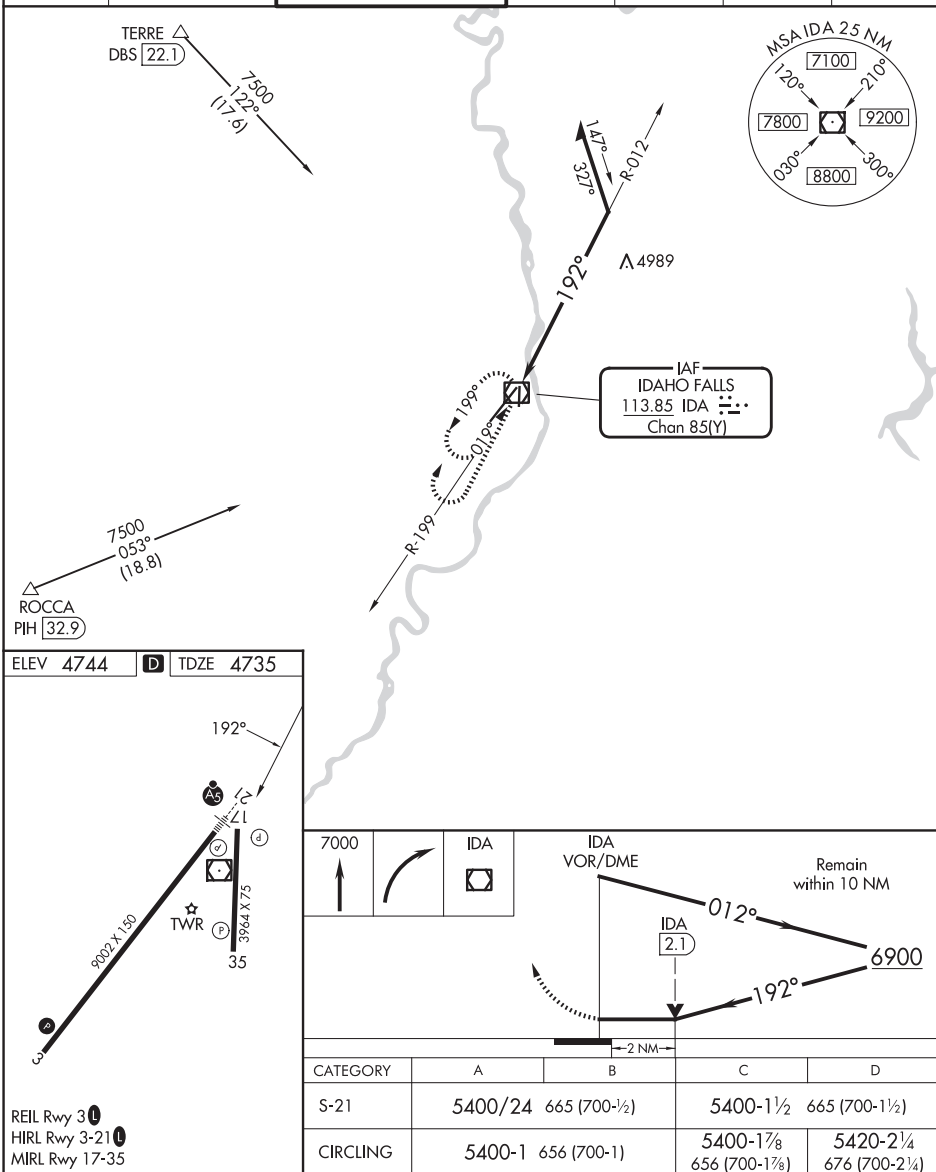
VOR RWY 21
IDAHO FALLS RGNL (IDA)

T
A For inop ALS increase S-21 Cats C/D visibility to 17% SM.

MALSR

MISSED APPROACH: Climb to 7000 then right turn direct IDA VOR/DME and hold.

ATIS 135.325	SALT LAKE CENTER 128.35 239.25	IDAHO FALLS TOWER★ 118.5 (CTAF) 0 257.8	GND CON 121.7	CLNC DEL 121.7	GCO 121.725	UNICOM 122.95
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IDAHO FALLS, IDAHO
Amdt 10B 03JAN19

IDAHO FALLS RGNL (IDA)
VOR RWY 21

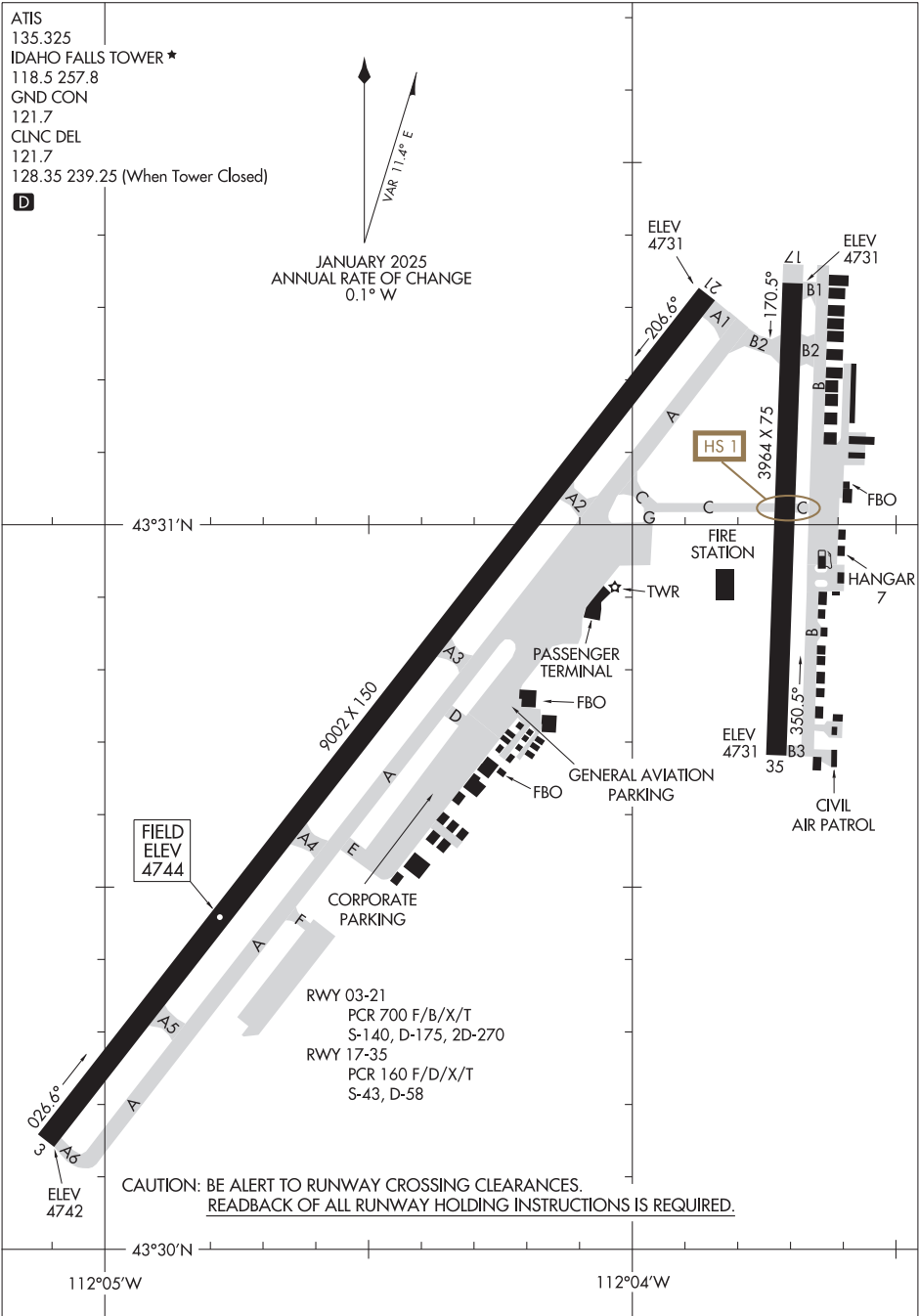
43°31'N-112°04'W
345

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025


NW-1, 07 AUG 2025 to 02 OCT 2025



LOC/DME I-JAC 109.1 Chan 28	APP CRS 187°	Rwy Ldg 6300 TDZE 6451 Apt Elev 6451
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ILS Y or LOC Y RWY 19
JACKSON HOLE (JAC)

RADAR required for procedure entry at MOSSS.

 Circling NA for Cats A, B and C east of Rwy 1-19. Circling NA for Cat D. For inop ALS, increase SOSUE fix minimums S-LOC 19 Cats C and D visibility to 2½ SM. For inop ALS, increase S-LOC Cat C and D visibility to 3 SM.

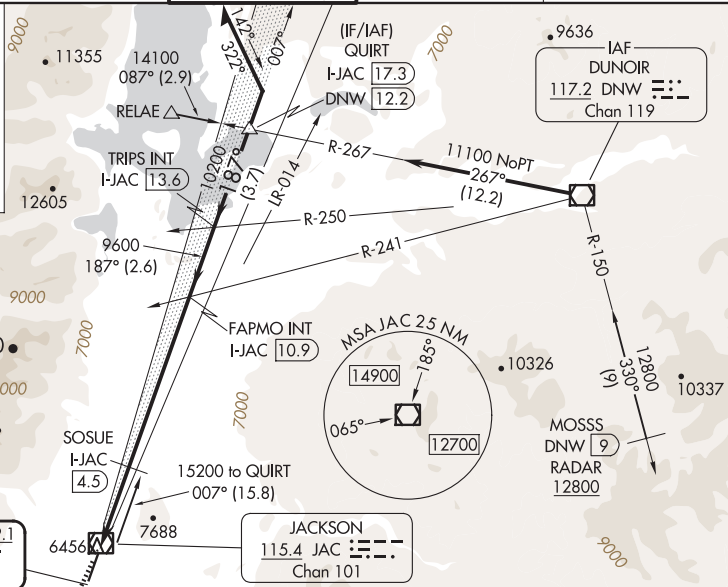
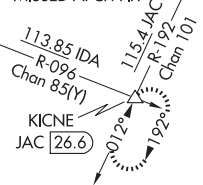
MALS



MISSED APPROACH: Climb to 14000 on JAC VOR/DME R-192 to KICNE INT/JAC VOR/DME 26.6 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) 0	GND CON 124.55	UNICOM 122.95
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MISSED APCH FIX



LOCALIZER 109.1
I-JAC :--
Chan 28

JACKSON
115.4 JAC 
Chan 101

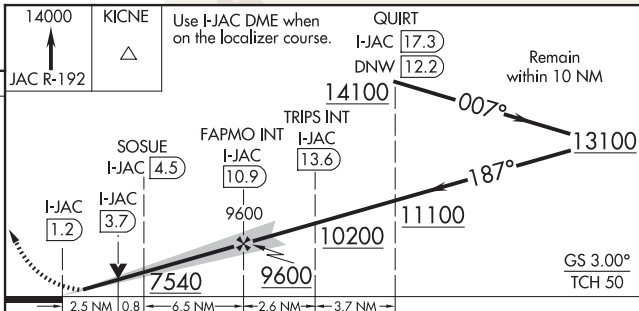
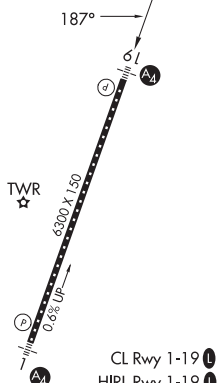
ELEV 6451	D	TDZE 6451
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JAC R-192

Use I-JAC DME when on the localizer course.

QUIRT	
e. I-JAC	17.3
DNW	12.2

Remain
within 10 NM



CATEGORY	A	B	C	D
S-ILS 19	7077-1½ 626 (700-1½)			
S-LOC 19	7540/55 1089 (1100-1)	7540-1¼ 1089 (1100-1¼)	7540-2½ 1089 (1100-2½)	
C CIRCLING	7540-1¼ 1089 (1100-1¼)	7540-1½ 1089 (1100-1½)	7540-3 1089 (1100-3)	NA
SOSUE FIX MINIMUMS (DME REQUIRED)				
S-LOC 19	7300/40 849 (900-¾)	7300/55 849 (900-1)	7300-2 849 (900-2)	
C CIRCLING	7300-1¼ 849 (900-1¼)	849 (900-1¼)	7400-2¾ 949 (1000-2¾)	NA

JACKSON, WYOMING

AL-504 (FAA)

25163

LOC/DME I-JAC 109.1 Chan 28	APP CRS 187°	Rwy Ldg TDZE Apt Elev 6300 6451 6451
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ILS Z or LOC Z RWY 19

JACKSON HOLE (JAC)

DME required for LOC only. RNAV 1-GPS required.
RADAR required for procedure entry at MOSSS.

▼ Circling NA for Cats A, B, and C east of Rwy 1-19. Inop table does not apply to S-ILS 19*. Circling NA for Cat D. For inop ALS increase S-LOC 19# Cats C and D visibility to RVR 4500.

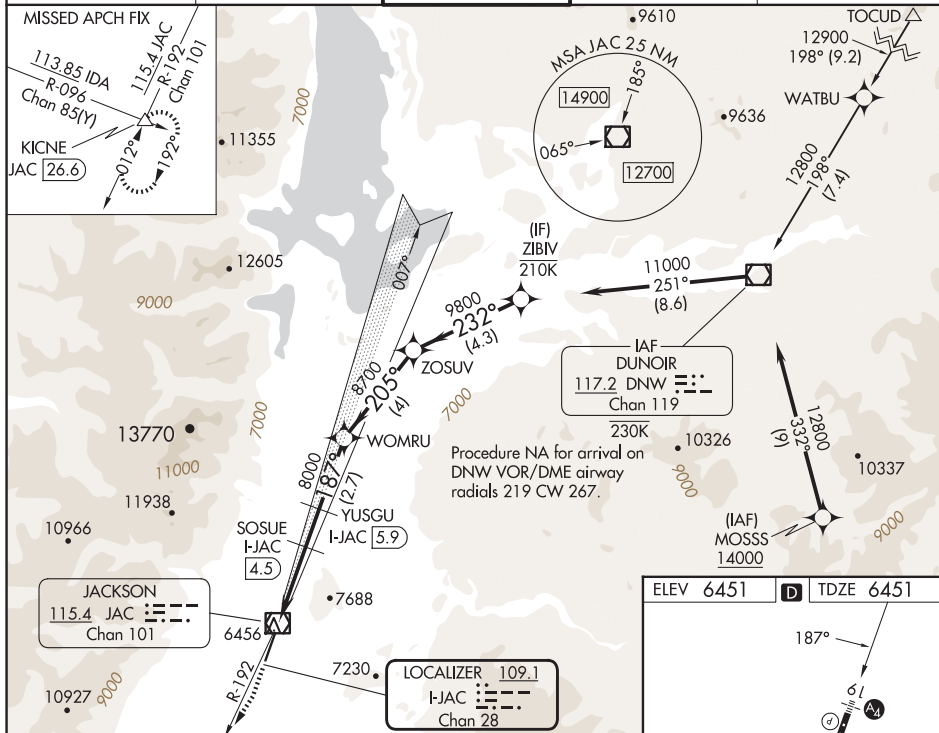
MALS



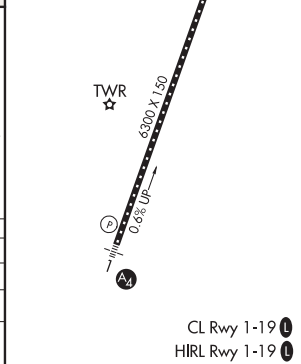
MISSED APPROACH: Climb to 6900 then climbing right turn to 14000 on JAC VOR/DME R-192 to KICNE INT/JAC 26.6 DME and hold, continue climb-in-hold to 14000.

*Missed approach requires minimum climb of 225 feet per NM to 9400; if unable to meet climb gradient, see ILS Y or LOC Y RWY 19.
#Missed approach requires minimum climb of 234 feet per NM to 9600; if unable to meet climb gradient, see ILS Y or LOC Y RWY 19.

D-ATIS 120.625	SALT LAKE CENTER 133.25 285.6	JACKSON TOWER* 118.075 (CTAF) 0	GND CON 124.55	UNICOM 122.95
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6900	14000	KICNE	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 53).				ZOSUV	ZIBIV
JAC R-192								
I-JAC 1.2	I-JAC 1.9	SOSUE I-JAC 4.5	YUSGU I-JAC 5.9	WOMRU				
			8000	8700	9800	11000		
			7540	8000				
				187°	205°	232°		
				0.7	2.6 NM	1.4 NM	2.7 NM	4 NM
CATEGORY	A	B	C	D				
S-ILS 19*		6651/40	200 (200-¾)					
S-LOC 19#		6720/40	269 (300-¾)					
CIRCLING	6840-1 389 (400-1)	6960-1 509 (600-1)	7440-3 989 (1000-3)	NA				



JACKSON, WYOMING

Amdt 2 20APR23

43°36'N-110°44'W

JACKSON HOLE (JAC)

ILS Z or LOC Z RWY 19

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	6300
190°	TDZE	6451
	Apt Elev	6451

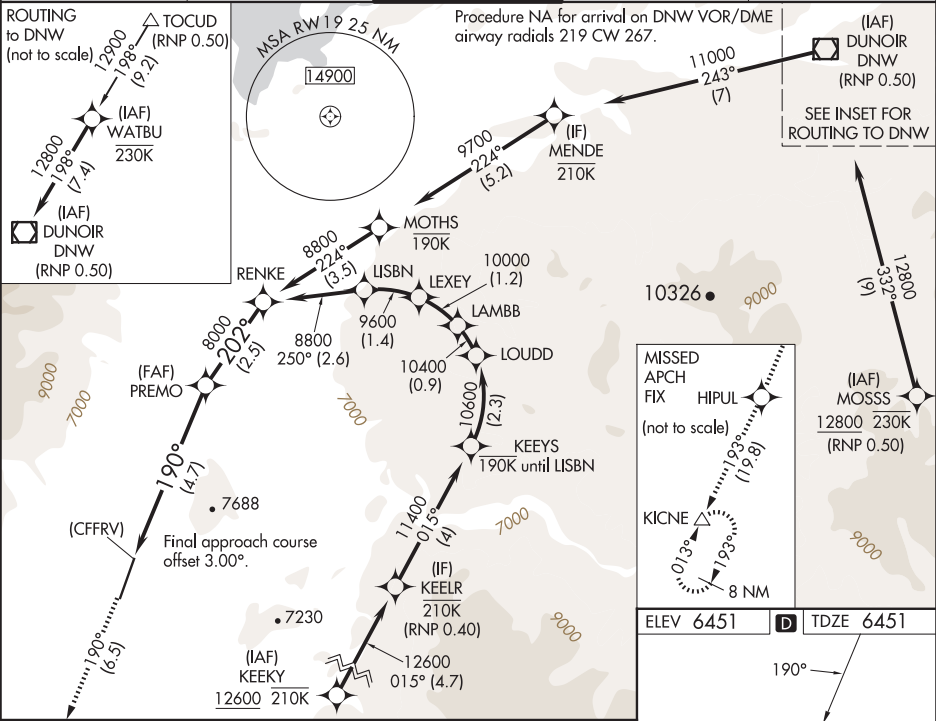
RNAV (RNP) X RWY 19

JACKSON HOLE (JAC)

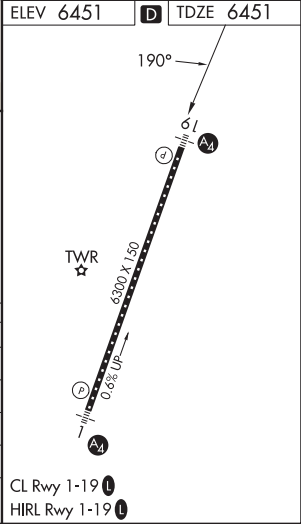
RNP AR APCH-GPS.	
-22°C	For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 54°C. For inop ALS, increase RNP 0.20# all Cats visibility to RVR 6000. For inop ALS, increase RNP 0.30 all Cats visibility to 1 1/4 SM.

MALS	MISSED APPROACH: Climb to 14000 on track 190° to HIPUL and on track 193° to KICNE and hold, continue climb-in-hold to 14000. *Missed approach requires minimum climb of 226 feet per NM to 11600. #Missed approach requires minimum climb of 215 feet per NM to 11600.
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D-ATIS 120.625	SALT LAKE CENTER 133.25 285.6	JACKSON TOWER★ 118.075 (CTAF) 0	GND CON 124.55	UNICOM 122.95
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14000	HIPUL	tr 190°	KICNE
tr 190°	tr 193°		
See planview for multiple IF locations.			
(CFFRV)	190°		
4.7 NM		2.5 NM	
CATEGORY	A	B	C
RNP 0.10 DA*	6777/40 326 (400-3/4)		
RNP 0.20 DA#	6856/50 405 (500-1)		
RNP 0.30 DA#	6938/60 487 (500-1 1/4)		
RNP 0.30 DA	7045-1 3/8 594 (600-1 3/8)		



AUTHORIZATION REQUIRED

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

JACKSON, WYOMING




AL-504 (FAA)

25163

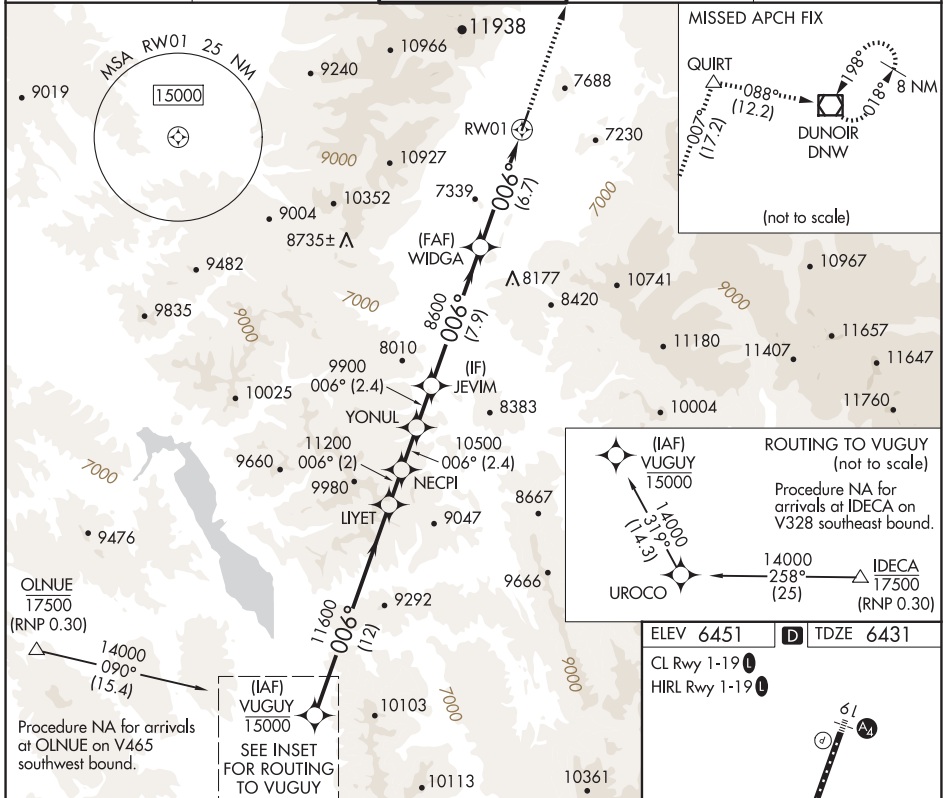
APP CRS	Rwy Ldg	6300
006°	TDZE	6431
	Apt Elev	6451

RNAV (RNP) Y RWY 1

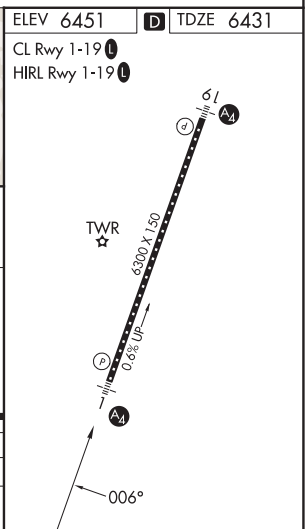
JACKSON HOLE (JAC)

RNP AR APCH.		MALS 	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.		
 -22°C	For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 54°C .		

D-ATIS 120.625	SALT LAKE CENTER 133.25 285.6	JACKSON TOWER★ 118.075 (CTAF) 1	GND CON 124.55	UNICOM 122.95
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VUGUY				LIYET		NECPI		YONUL		JEVIM		WIDGA		RW01	
15000		14000		11600		11200		10500		9900		8600		8600	
GP 3.00°															
TCH 50															
12 NM		2 NM		2.4 NM		2.4 NM		7.9 NM		6.7 NM					
CATEGORY		A		B		C		D							
RNP 0.30 DA				7373-4		942 (1000-4)									
AUTHORIZATION REQUIRED															



JACKSON, WYOMING

Amtd 1 13SEP18

43°36'N-110°44'W

JACKSON HOLE (JAC)

RNAV (RNP) Y RWY 1

NW-1, 07 AUG 2025 to 02 OCT 2025

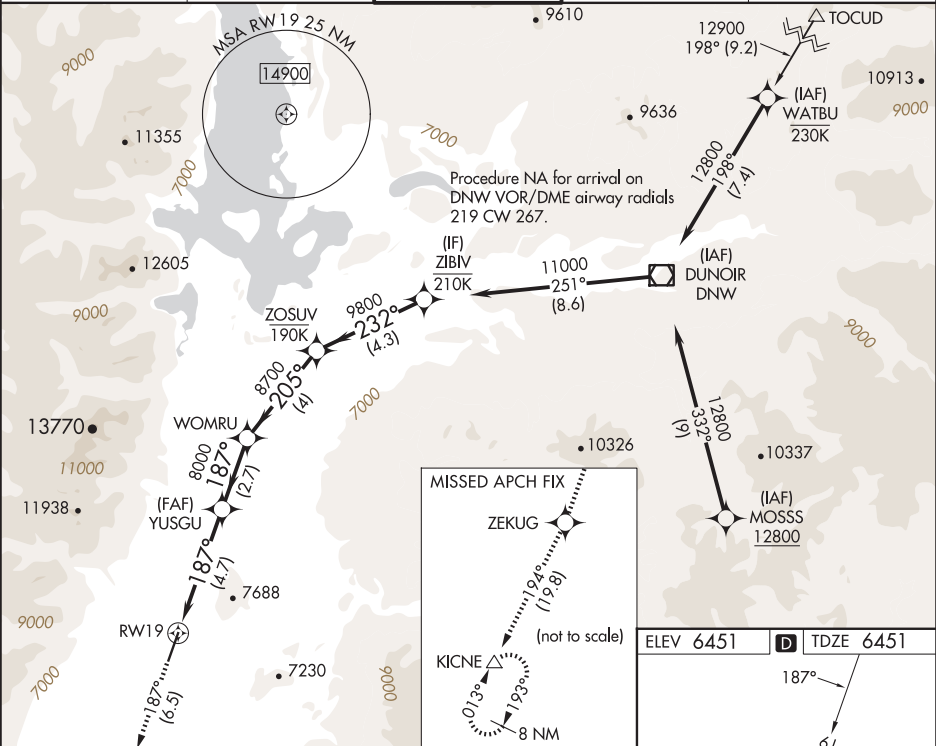
APP CRS	Rwy Ldg	6300
187°	TDZE	6451
	Apt Elev	6451

RNAV (RNP) Y RWY 19

JACKSON HOLE (JAC)

RNP AR APCH-GPS.	MALS	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 1 3/4 SM.	☼ -22°C	

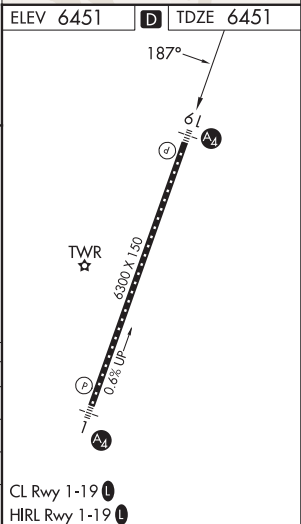
D-ATIS	SALT LAKE CENTER	JACKSON TOWER*	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) ①	124.55	122.95



14000	ZEKUG	KICNE	WOMRU	ZOSUV	ZIBV
tr 187°	☼	tr 194°	△		
			YUSGU		
	8000	8700	9800	11000	
	4.7 NM	2.7 NM	4 NM	4.3 NM	
					GP 3.00° TCH 50

CATEGORY	A	B	C	D
RNP 0.11 DA*	6781/40	330 (400-3/4)		
RNP 0.30 DA#	6935/60	484 (500-1 1/4)		
RNP 0.30 DA	7038-1 3/8	587 (600-1 3/8)		

AUTHORIZATION REQUIRED



JACKSON, WYOMING

AL-504 (FAA)

25163

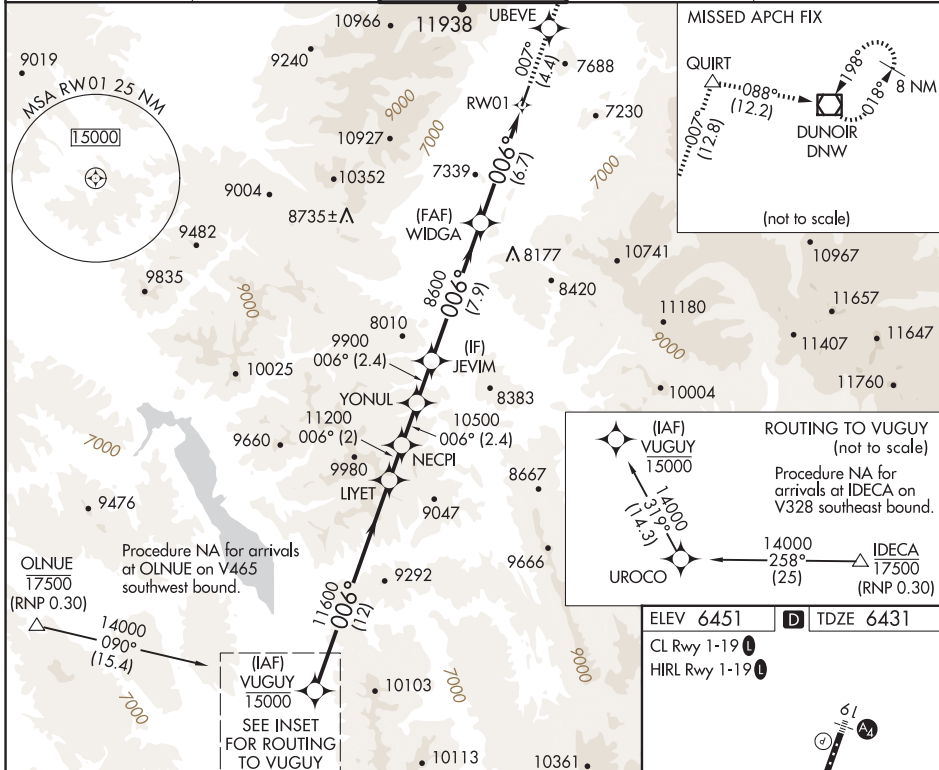
APP CRS	Rwy Ldg	6300
006°	TDZE	6431
	Apt Elev	6451

RNAV (RNP) Z RWY 1

JACKSON HOLE (JAC)

RNP AR APCH	MALS	MISSED APPROACH: Climb to 14000 on track 007° to UBEVE and track 007° to QUIRT and track 088° to DNW VOR/DME and hold, continue climb-in-hold to 14000. * Missed approach requires minimum climb of 330 feet per NM to 8200; if unable to meet climb gradient, see RNAV (RNP) Y RWY 1.
-22°C For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 54°C. Inop table does not apply to RNP 0.11* all Cats visibility. For inop ALS, increase RNP 0.30* all Cats visibility to 7/8 SM. Missed approach requires RNP less than 1.0.		

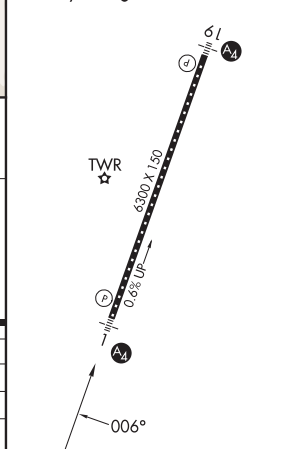
D-ATIS 120.625	SALT LAKE CENTER 133.25 285.6	JACKSON TOWER* 118.075 (CTAF)	GND CON 124.55	UNICOM 122.95
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VUGUY	LYET	NECPI	YONUL	JEVIM	WIDGA	RW01
15000	11600	11200	10500	9900	8600	
GP 3.00°						
TCH 50						
	12 NM	2 NM	2.4	2.4	7.9 NM	6.7 NM
CATEGORY	A	B	C	D		
RNP 0.11 DA*		6690-3/4	259 (300-3/4)			
RNP 0.30 DA*		6743-3/4	312 (300-3/4)			

AUTHORIZATION REQUIRED

ELEV 6451	TDZE 6431
CL Rwy 1-19	HIRL Rwy 1-19



JACKSON, WYOMING

Amdt 1 13SEP18

43°36'N-110°44'W

JACKSON HOLE (JAC)
RNAV (RNP) Z RWY 1

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **58299**
W01A

APP CRS
006°

Rwy Ldg **6300**
TDZE **6431**
Apt Elev **6451**

RNAV (GPS) X RWY 1
JACKSON HOLE (JAC)

RNP APCH-GPS.

▼

▲

⊞

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.

MALS

≡

A2

MISSED APPROACH: Climb to 14000 direct QUIRT and on track 088° to DNW VOR/DME and hold, continue climb-in-hold to 14000.
*Missed approach requires minimum climb of 385 feet per NM to 7700.

D-ATIS 120.625	SALT LAKE CENTER 133.25 285.6	JACKSON TOWER* 118.075 (CTAF)	GND CON 124.55	UNICOM 122.95
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7 NM Holding Pattern

HOMVA

VALCU

DECEV

ZUGEN

COVGI

RW01

14000

QUIRT

tr 088°

DNW

17500 ← 186°

11700 → 006°

GP 3.00°

TCH 50

4.3 NM

3.7 NM

5.5 NM

4.1 NM

2.1 NM

3.4

CATEGORY	A	B	C	D
LPV DA*	6651/40 220 (200-¾)			
LPV DA	7445-4 1014 (1000-4)			
LNAV/VNAV DA	7327-4 896 (900-4)			
LNAV MDA	7540/55 1109 (1100-1)	7540-1¼ 1109 (1100-1¼)	7540-3 1109 (1100-3)	
CIRCLING	7540-1¼ 1089 (1100-1¼)	7540-1½ 1089 (1100-1½)	7560-3 1109 (1200-3)	NA

TWR

6300 X 1.50

088° UP

006°

JACKSON, WYOMING
Amdt 2 02DEC21

43°36'N-110°44'W

353

JACKSON HOLE (JAC)
RNAV (GPS) X RWY 1

JACKSON, WYOMING

AL-504 (FAA)

25163

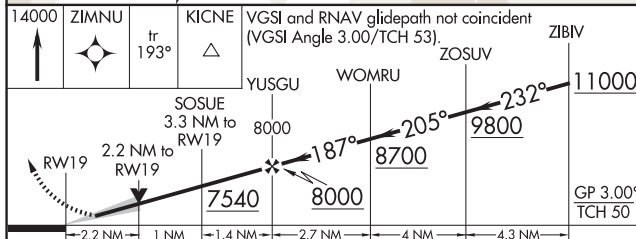
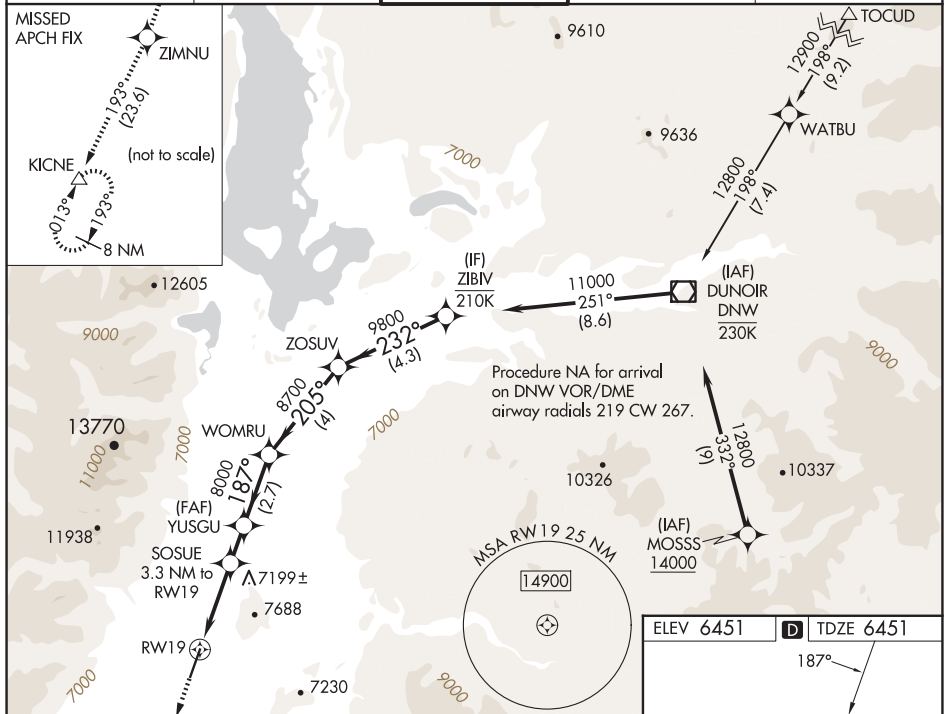
WAAS CH 90232 W19A	APP CRS 187°	Rwy Ldg TDZE Apt Elev 6300 6451 6451
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RNAV (GPS) Z RWY 19

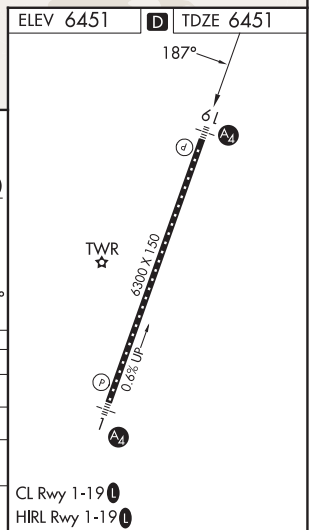
JACKSON HOLE (JAC)

RNP APCH - GPS.		MALS	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.
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.			

D-ATIS 120.625	SALT LAKE CENTER 133.25 285.6	JACKSON TOWER* 118.075 (CTAF)	GND CON 124.55	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA*	6651/40		200 (200-¾)	
LPV DA	6927/60		476 (500-1¼)	
LNAV MDA	7220/40 769 (800-¾)	7220/55 769 (800-1)	7220-2 769 (800-2)	
CIRCLING	7220-1 769 (800-1)	7220-1¼ 769 (800-1¼)	7440-3 989 (1000-3)	NA



JACKSON, WYOMING

Amdt 3A 07SEP23

43°36'N-110°44'W

JACKSON HOLE (JAC)

RNAV (GPS) Z RWY 19

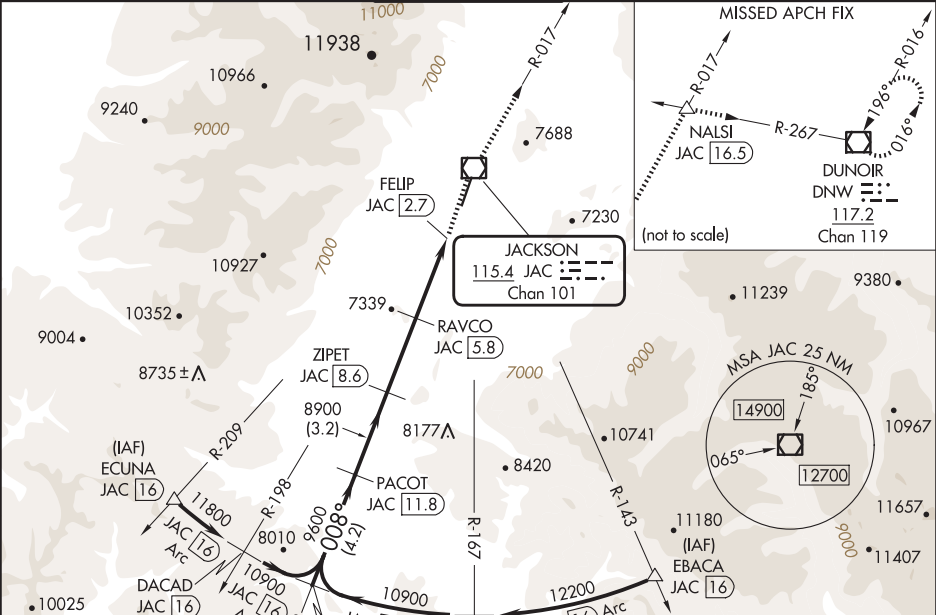
VOR/DME JAC	APP CRS	Rwy Ldg	6300
115.4	008°	TDZE	6431
Chan 101		Apt Elev	6451

VOR RWY 1

JACKSON HOLE (JAC)

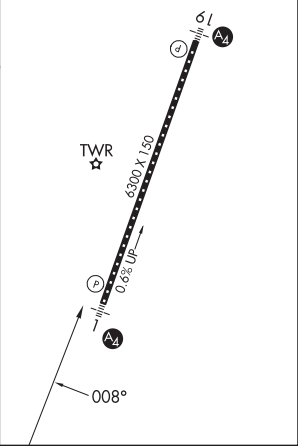
DME required.	MALS	MISSED APPROACH: Climb to 14000 direct JAC VOR/DME and on JAC R-017 to NALSI INT/JAC 16.5 DME and right turn on DNW R-267 to DNW VOR/DME and hold, continue climb-in-hold to 14000.
<div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div> <div>Circling NA east of Rwy 1-19. Circling NA for Cat D. Inop table does not apply to S-1 Cats C/D.</div>	<div><div></div><div></div><div></div></div>	

D-ATIS	SALT LAKE CENTER	JACKSON TOWER*	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) 0	124.55	122.95



ELEV 6451	D	TDZE 6431
CL Rwy 1-19 0		
HIRL Rwy 1-19 0		

	ODREE JAC 16	PACOT JAC 11.8	14000 JAC	JAC R-017	NALSI	DNW
	10900	9600	8900	7920	7920	7920
	4.2 NM	3.2 NM	2.8 NM	3.1 NM	1.3 NM	
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		



JACKSON, WYOMING

AL-504 (FAA)

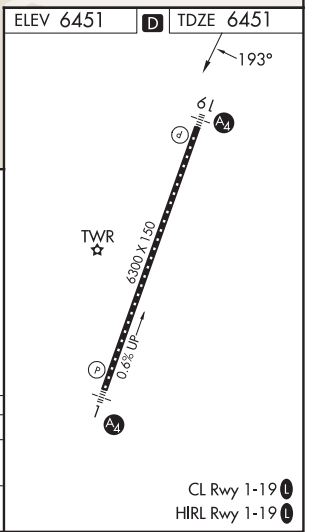
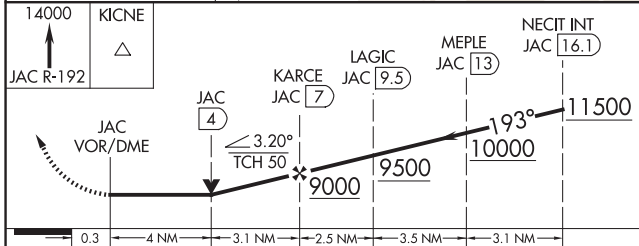
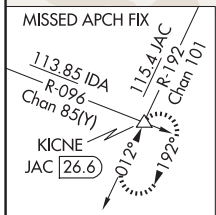
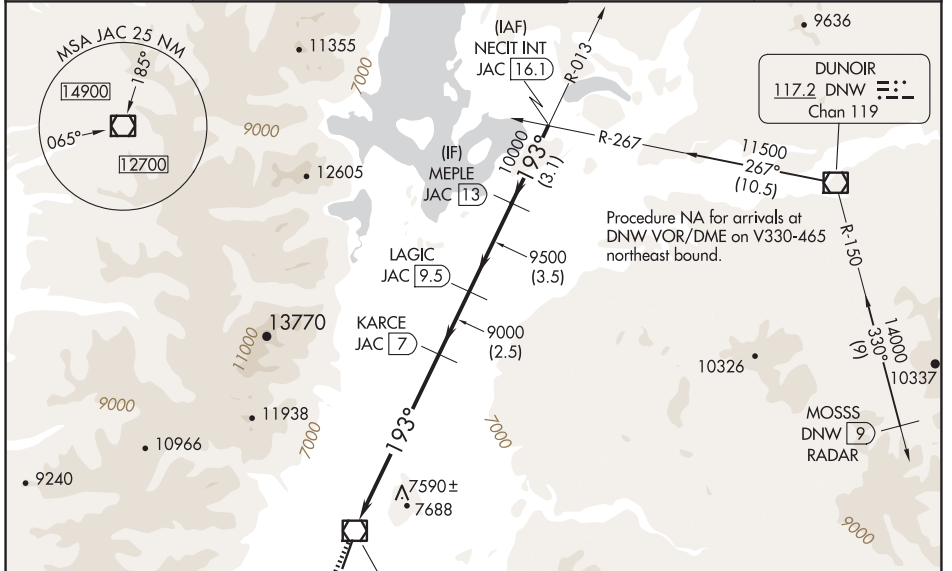
25163

VOR/DME JAC 115.4 Chan 101	APP CRS 193°	Rwy Ldg TDZE Apt Elev 6300 6451 6451
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VOR RWY 19 JACKSON HOLE (JAC)

DME required. RADAR required for procedure entry at MOSSS.		MALS 	MISSED APPROACH: Climb to 14000 on JAC VOR/DME R-192 to KICNE INT/26.6 DME and hold, continue climb-in-hold to 14000.
Circling NA east of Rwy 1-19. Rwy 19 helicopter visibility reduction below RVR 4000 NA. Circling NA for Cat D. -22°C Inop table does not apply to S-19 Cat C/D.			

D-ATIS 120.625	SALT LAKE CENTER 133.25 285.6	JACKSON TOWER★ 118.075 (CTAF)	GND CON 124.55	UNICOM 122.95
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CATEGORY	A	B	C	D
S-19	7900/55 1449 (1500-1)	7900-1¼ 1449 (1500-1¼)	7900-3 1449 (1500-3)	
CIRCLING	7900-1¼ 1449 (1500-1¼)	7900-1½ 1449 (1500-1½)	7900-3 1449 (1500-3)	NA

JACKSON, WYOMING

Amtd 1 02DEC21

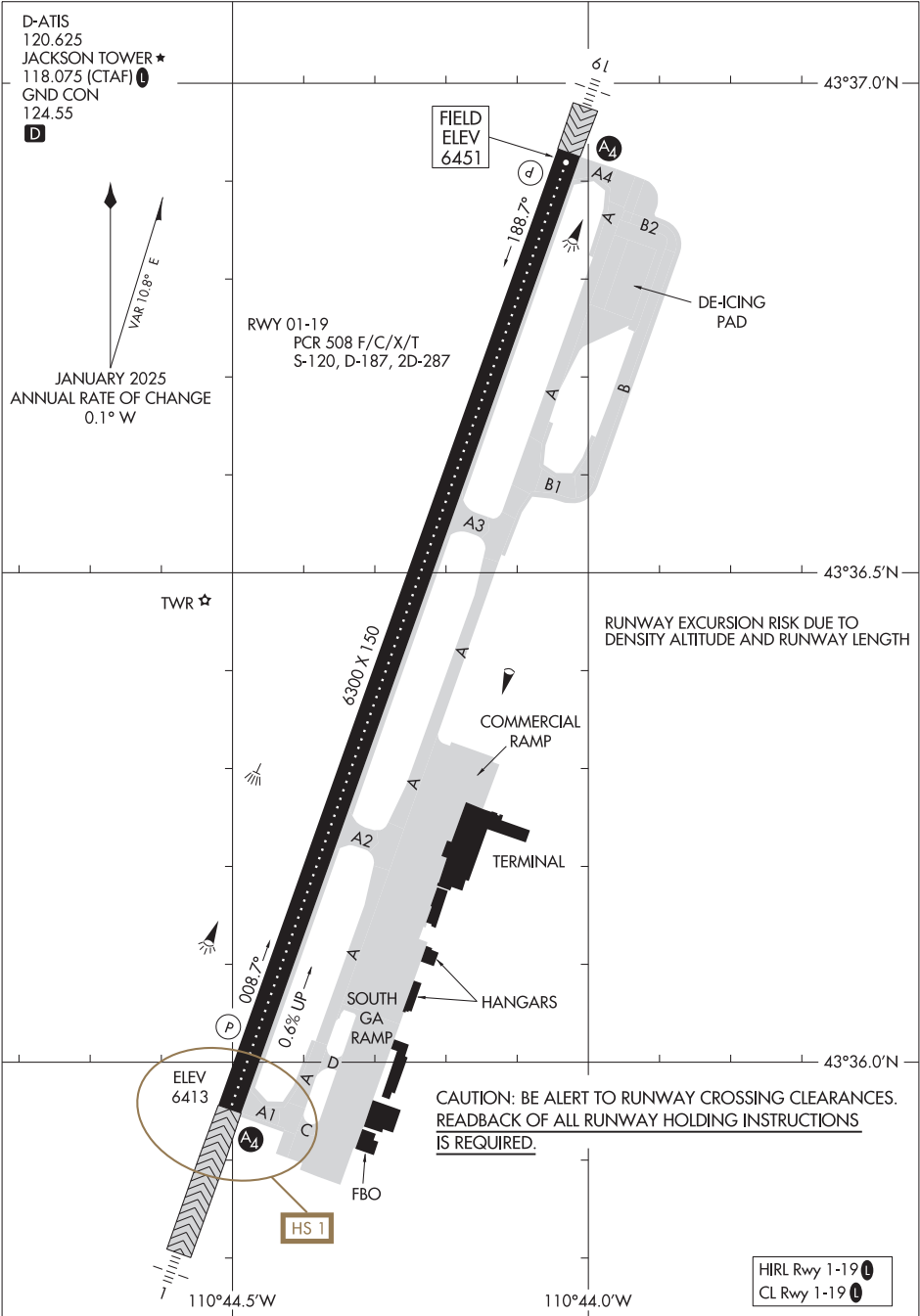
43°36'N-110°44'W

JACKSON HOLE (JAC)
VOR RWY 19

CL Rwy 1-19
HIRL Rwy 1-19

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



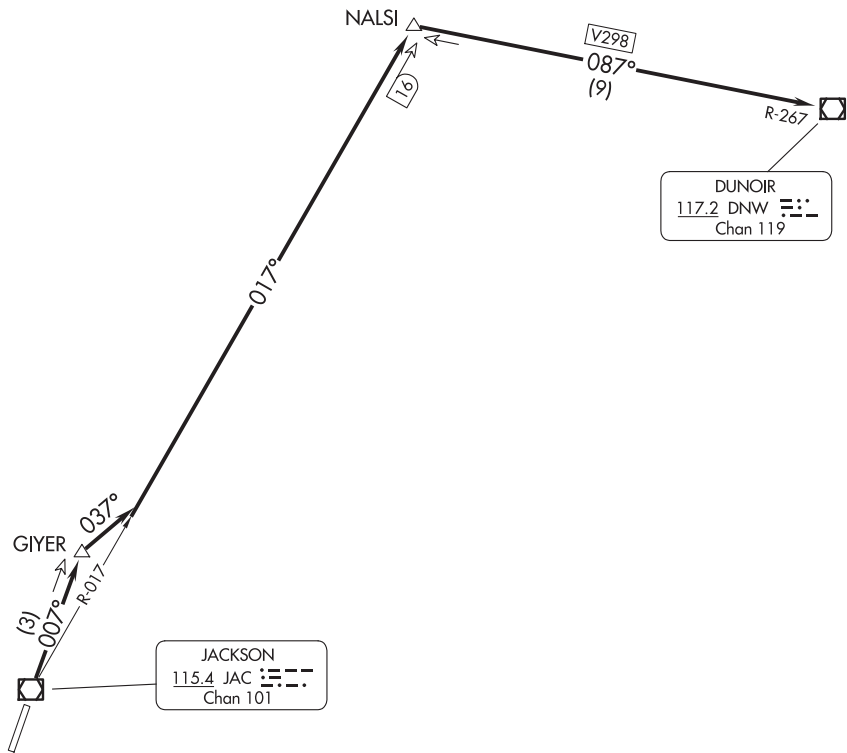
(GEYSR6.DNW) 23334

GEYSER SIX DEPARTURE (OBSTACLE)

AL-504 (FAA)

JACKSON HOLE (JAC)
JACKSON, WYOMING

SALT LAKE CENTER
133.25 285.6
CTAF
118.075
UNICOM
122.95



NOTE: DME required.

TAKEOFF MINIMUMS

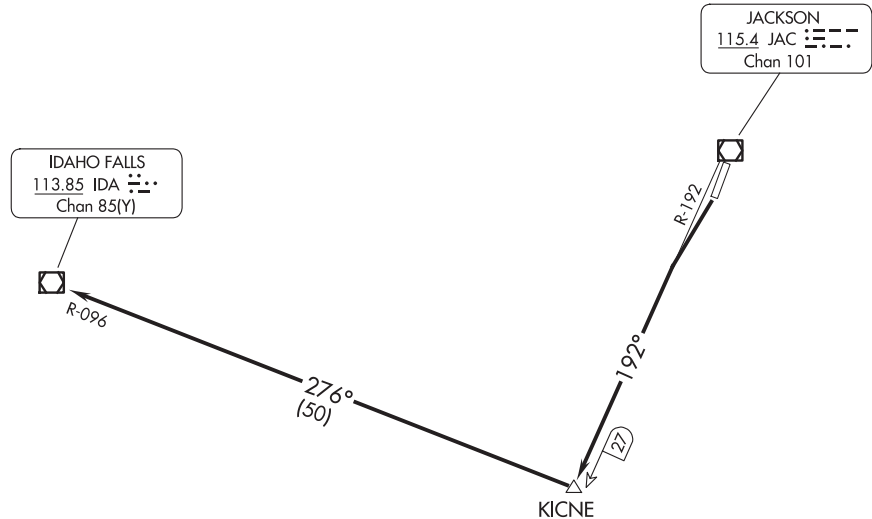
Rwy 1: Standard with minimum climb of 234' per NM to 12400.
Rwy 19: NA - ATC.

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.

SALT LAKE CENTER
133.25 285.6
CTAF
118.075



TAKEOFF MINIMUMS

Rwy 19: 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.

NOTE: Chart not to scale.

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.

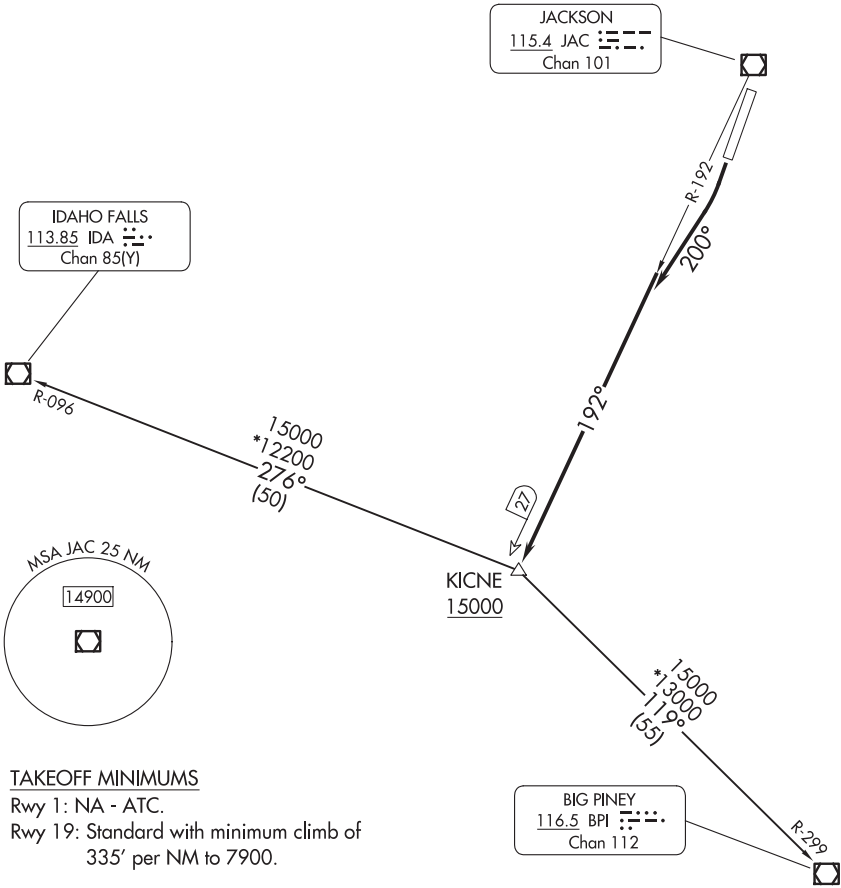
(ALPIN4.KICNE) 23334
ALPIN FOUR DEPARTURE

AL-504 (FAA)

JACKSON HOLE (JAC)
JACKSON, WYOMING

SALT LAKE CENTER
133.25 285.6

TOP ALTITUDE:
AS ASSIGNED BY ATC



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.

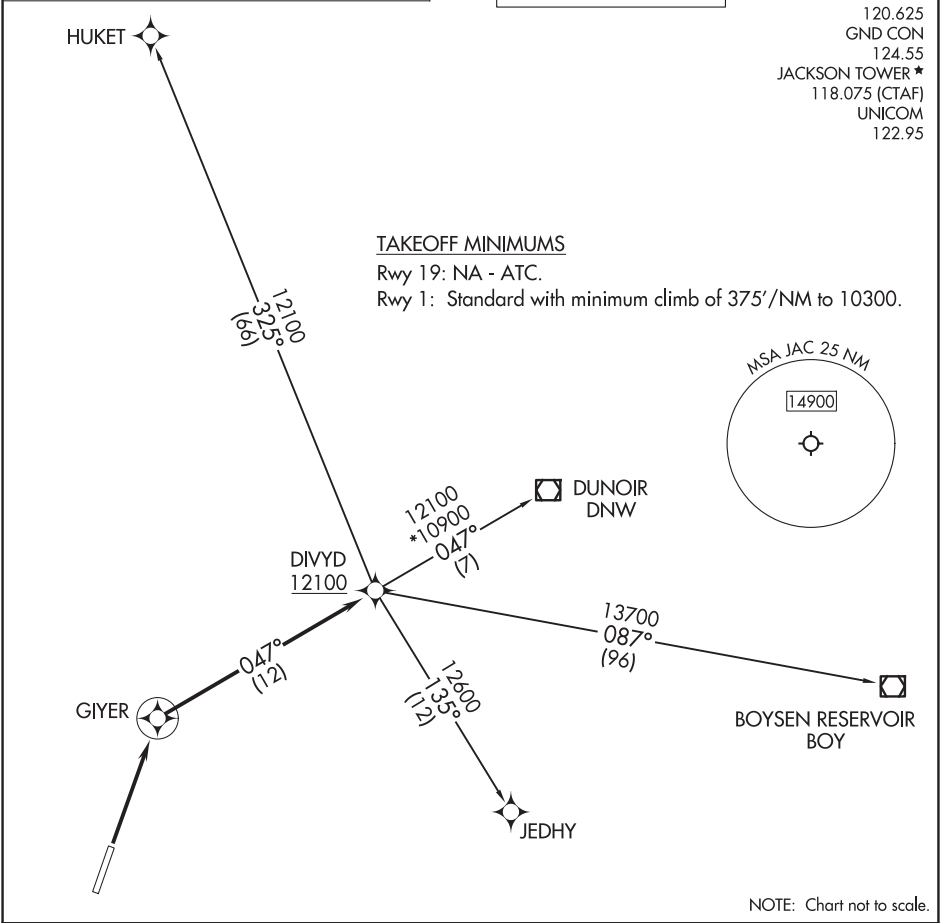
(DIVYD2.DIVYD) 24025
DIVYD TWO DEPARTURE (RNAV)

AL-504 (FAA) JACKSON HOLE (JAC)
JACKSON, WYOMING

RNAV 1 - GPS.
RADAR required for non-GPS equipped aircraft.

**TOP ALTITUDE:
ASSIGNED BY ATC**

SALT LAKE CENTER
133.25 285.6
D-ATIS
120.625
GND CON
124.55
JACKSON TOWER *
118.075 (CTAF)
UNICOM
122.95



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)


JEROME, IDAHO

AL-6812 (FAA)

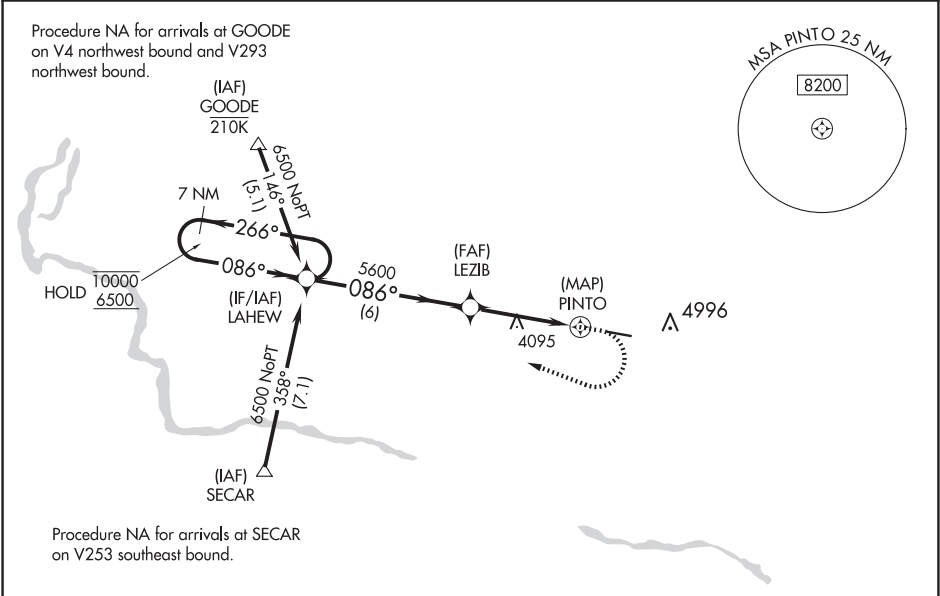
24081

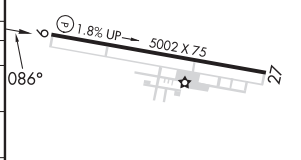
WAAS CH 90144 W09A	APP CRS 086°	Rwy Idg TDZE Apt Elev	5002 4019 4053
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RNAV (GPS) RWY 9
JEROME COUNTY (JER)

RNP APCH.	MISSED APPROACH: (Do not exceed 185K until LAHEW) Climb to 4900 then climbing right turn to 6500 direct LAHEW and hold. # Missed approach requires minimum climb of 300 feet per NM to 5200.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA north of Rwy 9-27.	

ASOS 135.225	TWIN FALLS APP CON★ 126.7 353.75	UNICOM 122.8 (CTAF) 0
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7 NM Holding Pattern		VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 40).		4900	6500	LAHEW
10000 6500		LAHEW		5600	*LNAV only	
GP 3.00° TCH 45		LEZIB		*1.6 NM to PINTO		PINTO
266°		086°		086°		086°
086°		5600		6 NM		2.4 NM
5600		1.6 NM		1 NM		
CATEGORY	A	B	C	D	ELEV 4053 TDZE 4019	
LPV DA #	4544-1½		525 (500-1½)			
LPV DA	4624-1¾		605 (600-1¾)			
LNAV/VNAV DA	4674-1⅞		655 (700-1⅞)			
LNAV MDA	4820-1 801 (800-1)	4820-1¼ 801 (800-1¼)	4820-2½	801 (800-2½)		
CIRCLING	4820-1 767 (800-1)	4820-1¼ 767 (800-1¼)	4820-2½	767 (800-2½)	MIRL Rwy 9-27 0	

JEROME, IDAHO
Amdt 1 30JAN20

42°44'N-114°27'W

JEROME COUNTY (JER)
RNAV (GPS) RWY 9

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

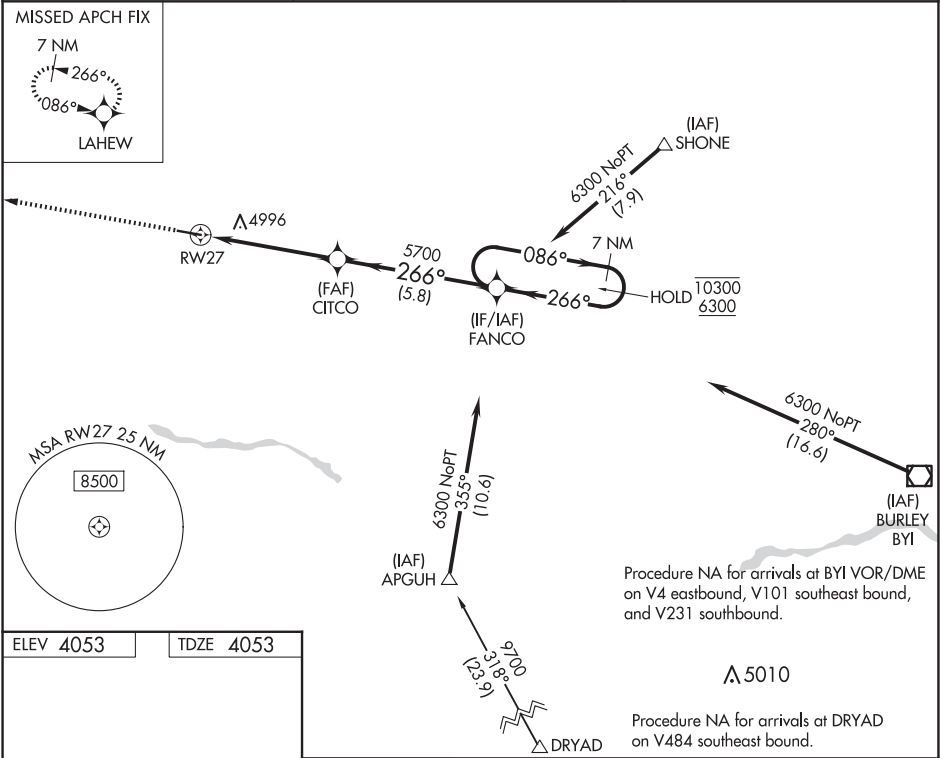
WAAS CH 90514 W27A	APP CRS 266°	Rwy Idg TDZE 4053 Apt Elev 4053
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RNAV (GPS) RWY 27

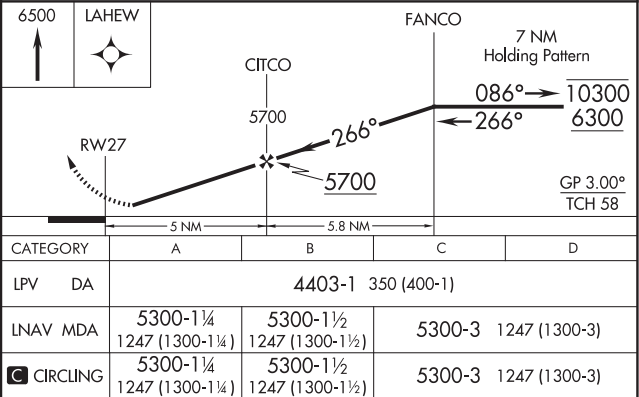
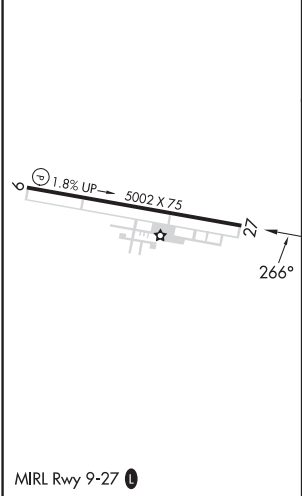
JEROME COUNTY (JER)

RNP APCH - GPS.	MISSED APPROACH: Climb to 6500 direct LAHEW and hold.
<div><div>▼</div><div>▲</div></div> <div>Procedure NA at night. Circling NA north of Rwy 9-27. Rwy 27 helicopter visibility reduction below 1 SM NA.</div>	

ASOS 135.225	TWIN FALLS APP CON * 126.7 353.75	UNICOM 122.8 (CTAF) 0
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ELEV 4053	TDZE 4053
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NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

JEROME, IDAHO

AL-6812 (FAA)

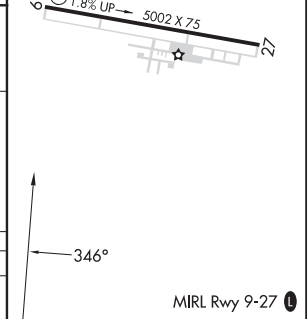
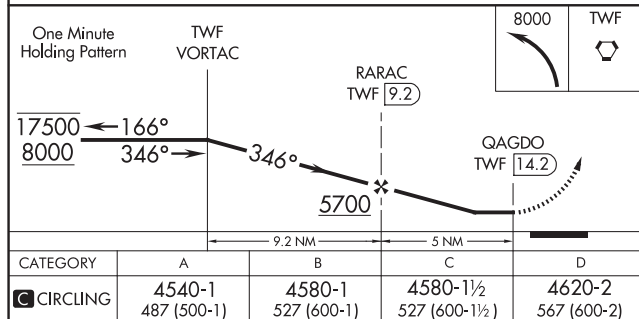
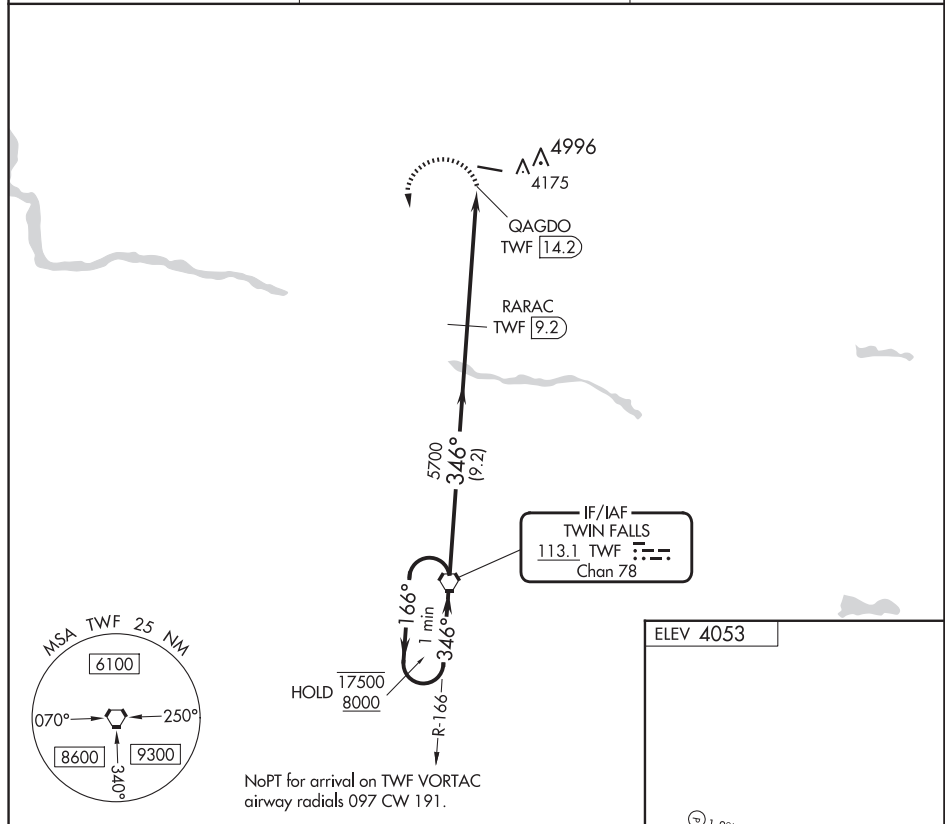
24193

VORTAC TWF 113.1 Chan 78	APP CRS 346°	Rwy Idg TDZE Apt Elev 4053	N/A N/A 4053
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VOR-A
JEROME COUNTY (JER)

DME required.	MISSED APPROACH: Climbing left turn to 8000 direct TWF VORTAC and hold, continue climb-in-hold to 8000.
 Circling NA north of Rwy 9-27.	

ASOS 135,225	TWIN FALLS APP CON★ 126.7 353.75	UNICOM 122.8 (CTAF) 0
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JEROME, IDAHO
Amdt 3A 11JUL24

42°44'N-114°27'W

JEROME COUNTY (JER)
VOR-A

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	4100
083°	TDZE	3669
	Apt Elev	3703

RNAV (GPS) Y RWY 9

GRANT COUNTY RGNL/OGILVIE FLD (GCD)

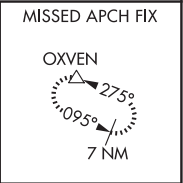
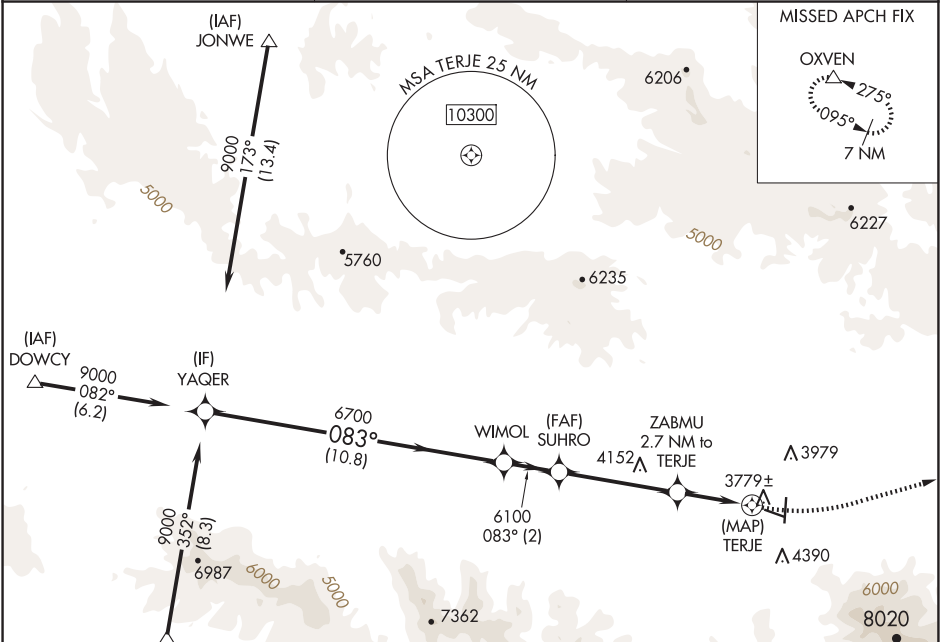
When local altimeter setting not received, procedure NA.

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.

AWOS-3 118.375	SEATTLE CENTER 128.15 257.75	UNICOM 122.8 (CTAF) 0
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ELEV 3703	TDZE 3669
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Procedure Turn NA

9000 083° 6700 6100 4700

10.8 NM 2 NM 4.3 NM 2.7 NM 0.5

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).

12000 OXVEN

083° 1.0% UP 4100 X 60 5224 X 60 35

CATEGORY	A	B	C	D
LNNAV MDA	4280-1 611 (600-1)	4280-1¾ 611 (600-1¾)	NA	NA
CIRCLING	4280-1 577 (600-1)	4520-1¼ 817 (900-1¼)	5160-3 1457 (1500-3)	NA

REIL Rwy 17 and 9 0
MIRL Rwy 9-27 and 17-35 0

JOHN DAY, OREGON

AL-9264 (FAA)

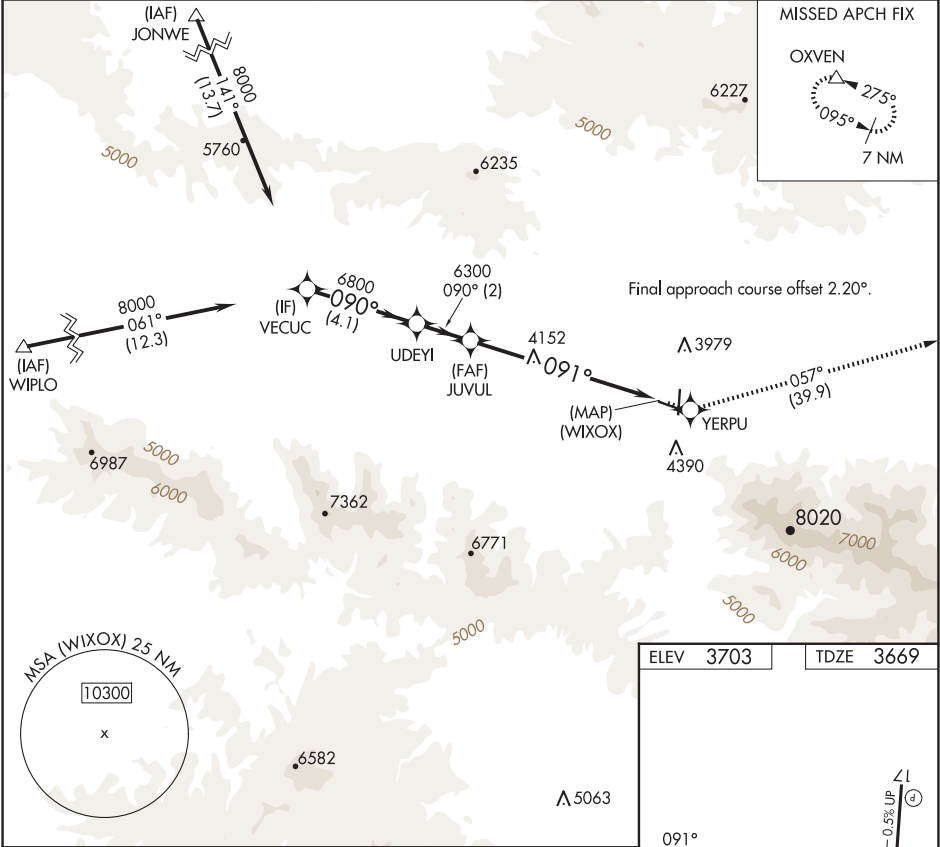
25163

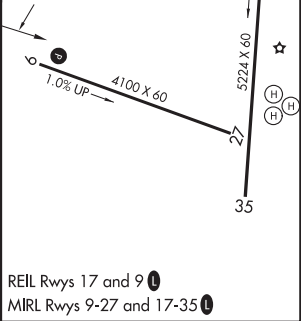


WAAS CH 73010 W09A	APP CRS 091°	Rwy Ldg 4100 TDZE 3669 Apt Elev 3703
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RNAV (GPS) Z RWY 9
GRANT COUNTY RGNL/OGILVIE FLD (GCD)

RNP APCH - GPS. When local altimeter setting not received, procedure NA. Rwy 9 helicopter visibility reduction below 3/4 SM NA.	MISSED APPROACH: Climb to 12000 direct YERPU and on track 057° to OXVEN and hold, continue climb-in-hold to 12000.
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AWOS-3 118.375	SEATTLE CENTER 128.15 257.75	UNICOM 122.8 (CTAF) 0
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VEUCUC		UDEYI		JUVUL		12000		YERPU		tr 057°		OXVEN			
8000		6800		6300		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).									
GP 3.40° TCH 54		6300		091°		(WIXOX)									
4.1 NM		2 NM		7.1 NM											
CATEGORY		A		B		C		D							
LPV DA		4269-2		600 (600-2)				NA		REIL Rwy 17 and 9  MIRL Rwy 9-27 and 17-35 					

JOHN DAY, OREGON
Orig-E 22FEB24

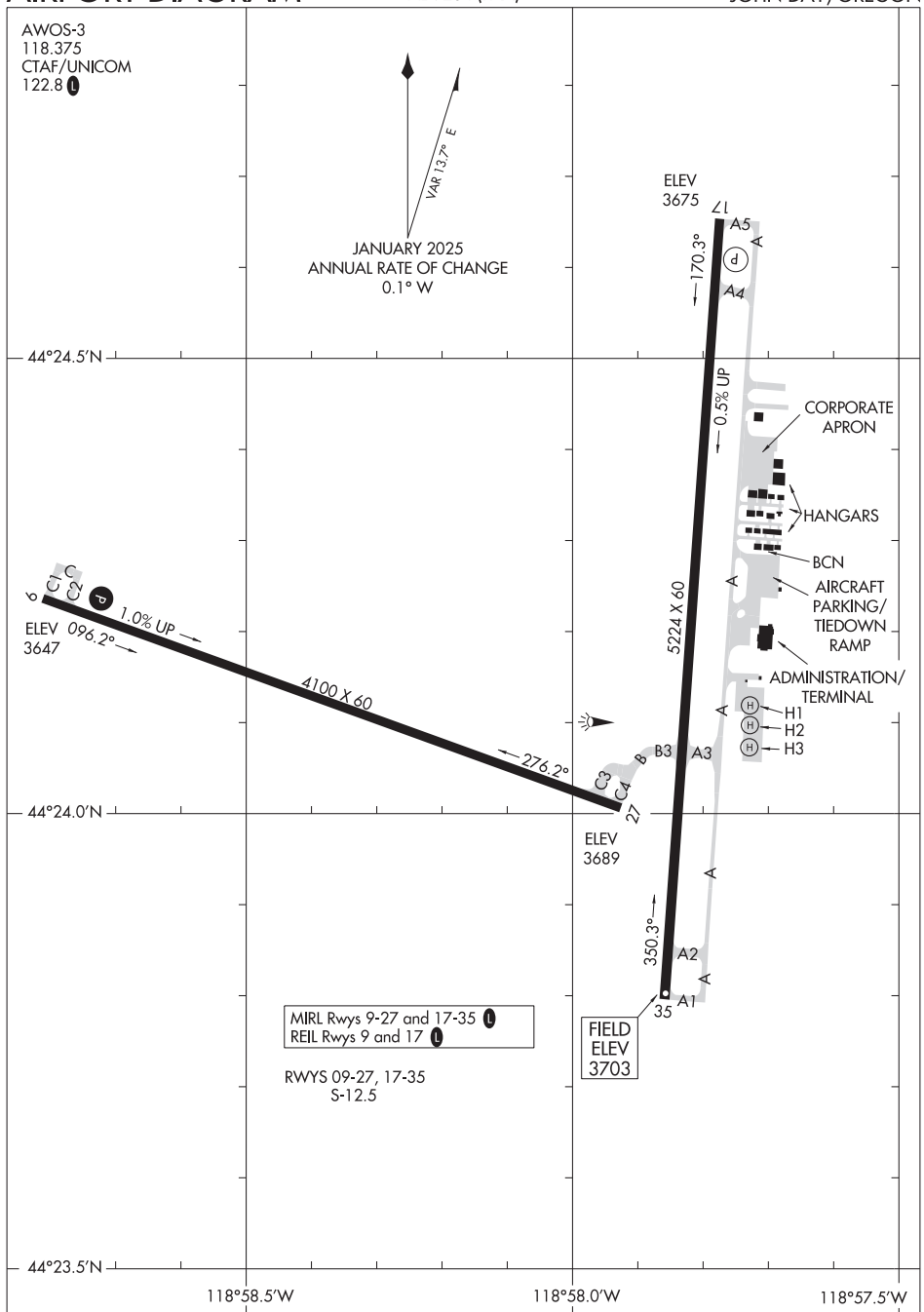
44°24'N-118°58'W

GRANT COUNTY RGNL/OGILVIE FLD (GCD)
RNAV (GPS) Z RWY 9

AIRPORT DIAGRAM

AL-9264 (FAA)

JOHN DAY, OREGON



AIRPORT DIAGRAM

JOHN DAY OREGON

GRANT COUNTY RGNL/OGILVIE FLD (GCD)

JOSEPH, OREGON

AL-10516 (FAA)

25163

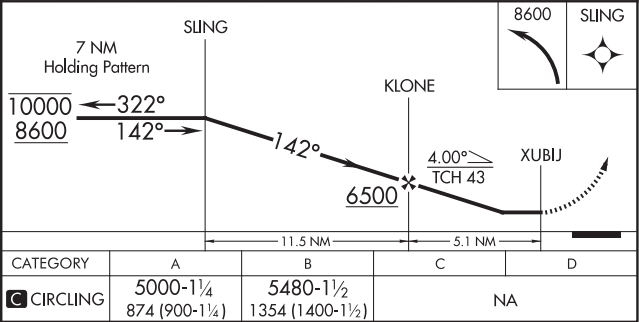
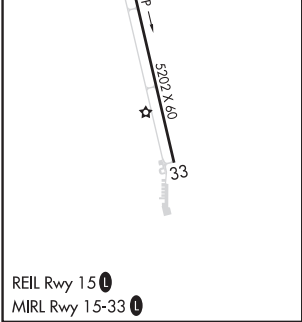
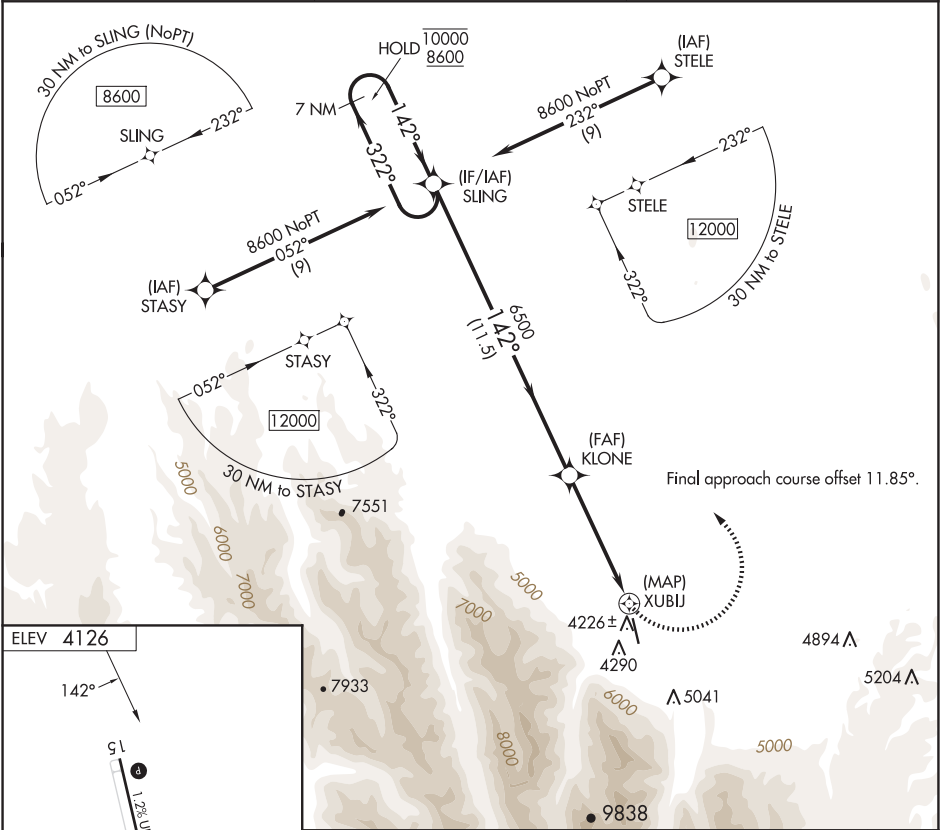
APP CRS	Rwy Ldg	N/A
142°	TDZE	N/A
	Apt Elev	4126

RNAV (GPS)-A

JOSEPH STATE (JSY)

RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 8600 direct SLING and hold, continue climb-in-hold to 8600.
▼	Circling NA southwest of Rwy 15-33.	
▲	Procedure NA at night. Rwy 15 and 33 helicopter visibility reduction below 1 SM NA.	

AWOS-3P 123.775	SEATTLE CENTER 123.95 290.55	UNICOM 122.8 (CTAF) 1
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JOSEPH, OREGON
Orig 20APR23

45°22'N-117°15'W

JOSEPH STATE (JSY)

RNAV (GPS)-A

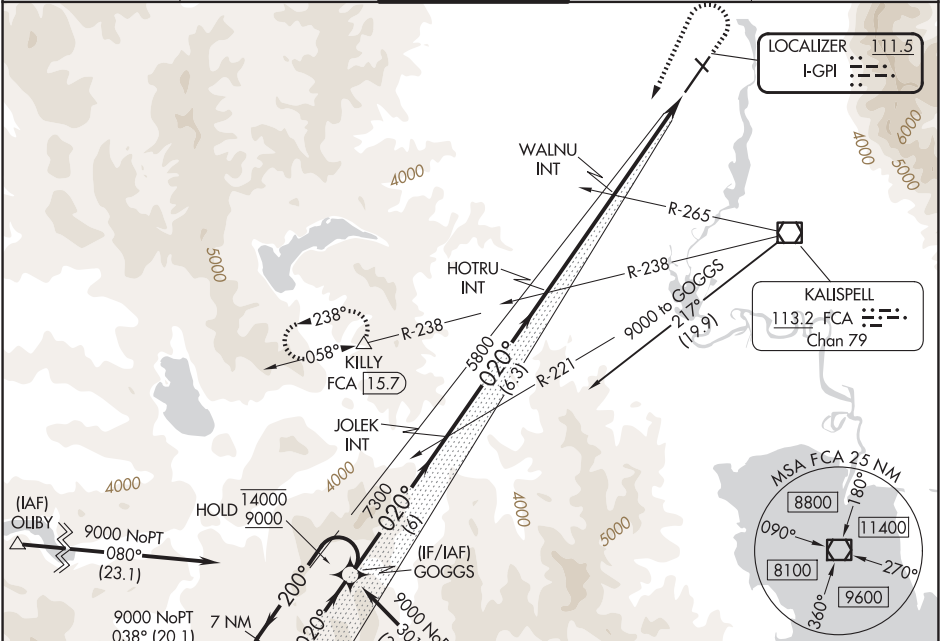
NW-1, 07 AUG 2025 to 02 OCT 2025



NW-1, 07 AUG 2025 to 02 OCT 2025

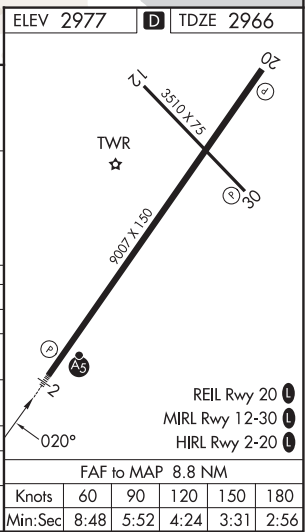
LOC I-GPI 111.5	APP CRS 020°	Rwy Ldg TDZE Apt Elev 9007 2966 2977
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ILS or LOC RWY 2
GLACIER PARK INTL (GPI)

DME required. RNAV 1-GPS or RADAR required for procedure entry.			MALSR	MISSED APPROACH: Climb to 4100 then climbing left turn to 12000 on heading 190° and FCA VOR/DME R-238 to KILLY/15.7 DME and hold, continue climb-in-hold to 12000.
Inop table does not apply to S-LOC 2 Cats C/D.				
ATIS 132.625	SALT LAKE CENTER 127.075 244.875	GLACIER TOWER★ 124.55 (CTAF)	GND CON 121.6	UNICOM 122.95



											
7 NM Holding Pattern		GOGGS		JOLEK INT		HOTRU INT		WALNU INT		KILLY	
14000 ← 200°		9000 → 020°		7300		5800		4100		12000	
GS 3.00°		TCH 51		200°		020°		190°		hdg	
6 NM		6.3 NM		4.3 NM		4.5 NM		FCA R-238		*LOC only	
CATEGORY	A	B	C	D							
S-ILS 2	3166-1/2 200 (200-1/2)										
S-LOC 2	4440-3/4 1474 (1500-3/4)	4440-1 1474 (1500-1)	4440-3 1474 (1500-3)								
CIRCLING	4440-1 1/4 1463 (1500-1 1/4)	4440-1 1/2 1463 (1500-1 1/2)	4440-3 1463 (1500-3)								
WALNU FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)											
S-LOC 2	3520-1/2 543 (600-1/2)	554 (600-1/2)	3520-1 1/8 554 (600-1 1/8)								
CIRCLING	3520-1 543 (600-1)	3580-1 603 (700-1)	3680-2 703 (800-2)	3760-2 1/2 783 (800-2 1/2)							




NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) RWY 20
GLACIER PARK INTL (GPI)

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.**

 -14°C For uncompensated Baro-VNAV systems, procedure NA below -25°C or above 54°C.

*Missed approach requires minimum climb of 230 feet per NM to 6800.

[illegible][illegible]

AUTHORIZATION REQUIRED

GLACIER PARK INTL (GPI)

RNAV (RNP) RWY 20

APP CRS	Rwy Ldg	9007
020°	TDZE	2966
	Apt Elev	2977

RNAV (RNP) Y RWY 2
GLACIER PARK INTL (GPI)

RF and GPS required. Missed approach requires RNP less than 1.0.
For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 43°C (109°F). For inoperative MALSR increase RNP 0.10* visibility to 1¼ and RNP 0.30 visibility to 2.
*Missed approach requires minimum climb of 220 feet per NM to 6100.

MALSR
A5

MISSED APPROACH: Climb to 10000 via left turn to JOGAD, and via left turn to ROYOG and via left turn to TONUJ, and via 121° track to WILTO and via 129° track to ANGIL and hold.

ATIS 132.625	SALT LAKE CENTER 127.075 244.875	GLACIER TOWER ★ 124.55 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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ELEV 2977 **D** TDZE 2966

TWR ★

REIL Rwy 20 0
MIRL Rwy 12-30 0
HIRL Rwy 2-20 0

Procedure Turn NA

GP 3.00°
TCH 51

3 NM 3.2 NM 7.1 NM 6.7 NM

CATEGORY	A	B	C	D
RNP 0.10 DA*	NA	3340-¾	374 (400-¾)	
RNP 0.30 DA	NA	3522-1½	556 (600-1½)	

AUTHORIZATION REQUIRED

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

KALISPELL, MONTANA

AL-887 (FAA)

25219

APP CRS	Rwy Ldg	3510
301°	TDZE	2974
	Apt Elev	2977

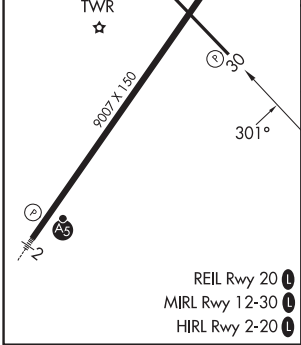
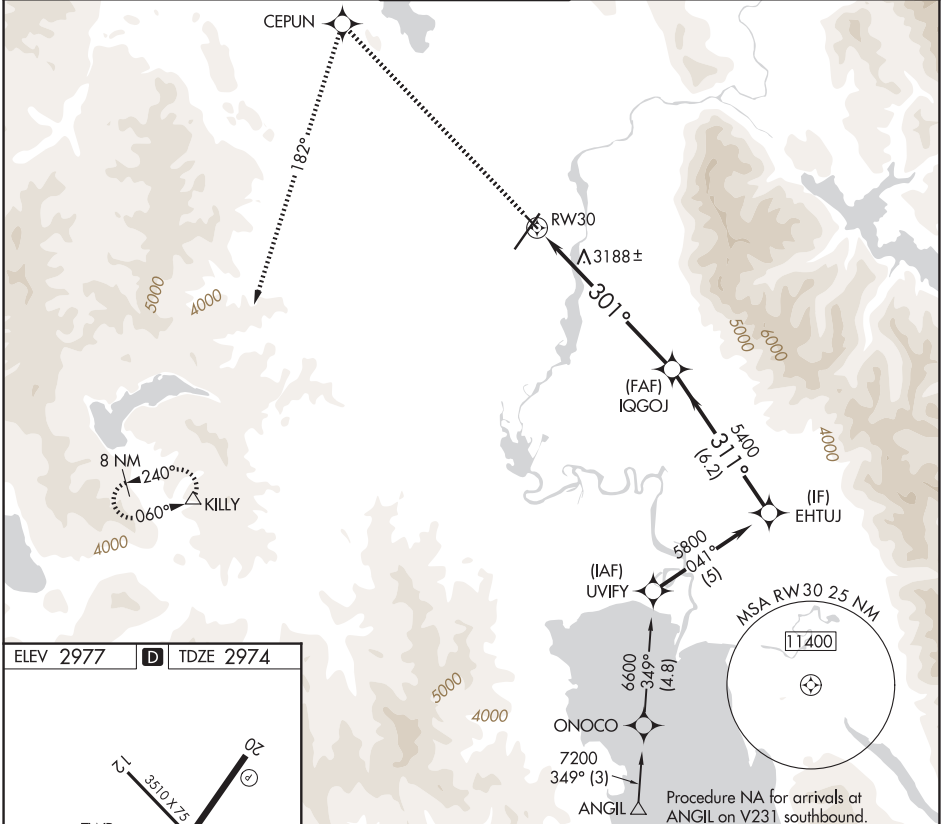
RNAV (GPS) RWY 30

GLACIER PARK INTL (GPI)

RNP APCH - GPS.	
	Rwy 30 helicopter visibility reduction below 3/4 SM NA.
	-14°C

MISSED APPROACH: Climb to 12000 direct CEPUN and left turn via track 182° to KILLY and hold, continue climb-in-hold to 12000.

ATIS 132.625	SALT LAKE CENTER 127.075 244.875	GLACIER TOWER★ 124.55 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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12000	CEPUN	KILLY	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 26).	EHTUJ
↑		182° tr		
RW30		301°	311°	5800
7 NM		3.21° TCH 45	6.2 NM	Procedure Turn NA
CATEGORY	A	B	C	D
LNAV MDA	3500-1	526 (600-1)	3500-1½	526 (600-1½)
CIRCLING	3520-1 543 (600-1)	3580-1 603 (700-1)	3680-2 703 (800-2)	3760-2½ 783 (800-2½)

KALISPELL, MONTANA
Amdt 1B 17APR25

48°19'N-114°15'W

GLACIER PARK INTL (GPI)

RNAV (GPS) RWY 30

NW-1, 07 AUG 2025 to 02 OCT 2025

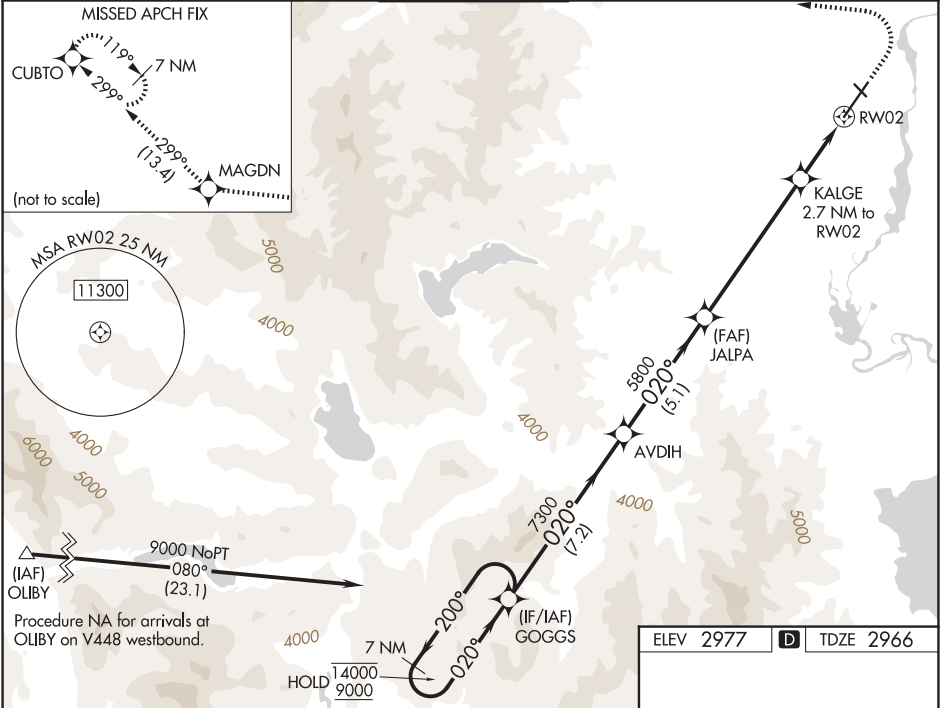
NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70799 W02A	APP CRS 020°	Rwy Ldg TDZE Apt Elev 9007 2966 2977
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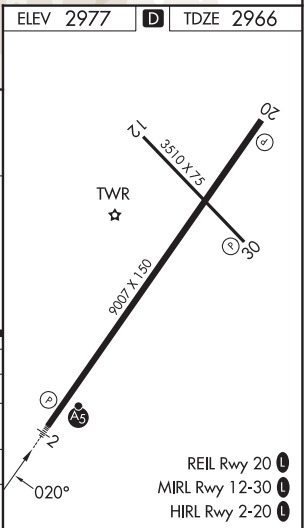
RNAV (GPS) Z RWY 2
GLACIER PARK INTL (GPI)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility, and LNAV Cats C and D visibility to 1½ SM. ▲ -14°C		MALSR AS	MISSED APPROACH: (Do not exceed 185K until CUBTO) Climb to 4200 then climbing left turn 9200 direct MAGDN and on track 299° to CUBTO and hold, continue climb-in-hold to 9200.
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ATIS 132.625	SALT LAKE CENTER 127.075 244.875	GLACIER TOWER ★ 124.55 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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7 NM Holding Pattern		GOGGS	AVDIH	JALPA	KALGE	RWY 02
14000 ← 200°		9000 → 020°	7300	5800	3880	1.3 NM to RWY 02
GP 3.00°		TCH 51	7.2 NM	5.1 NM	6 NM	1.4 NM
CATEGORY	A	B	C	D		
LPV DA	3166-½		200 (200-½)			
LNAV/VNAV DA	3468-1		502 (500-1)			
LNAV MDA	3440-½	474 (500-½)	3440-1	474 (500-1)		
CIRCLING	3480-1 503 (600-1)	3580-1 603 (700-1)	3680-2 703 (800-2)	3760-2 ½ 783 (800-2 ½)		



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

KALISPELL, MONTANA

AL-887 (FAA)

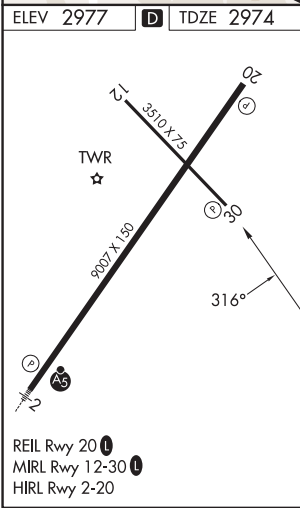
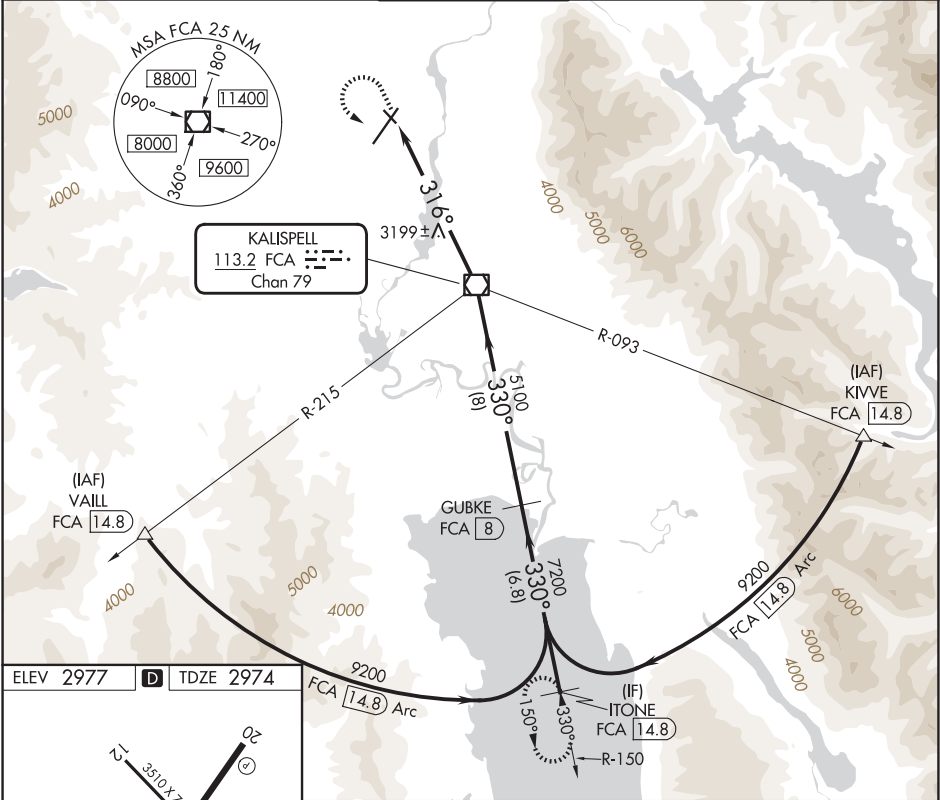
25219

VOR/DME FCA 113.2 Chan 79	APP CRS 316°	Rwy Ldg TDZE Apt Elev	3510 2974 2977
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VOR/DME RWY 30
GLACIER PARK INTL (GPI)

<div><div><div></div><div></div></div><div><div></div><div></div></div></div> <div>Rwy 30 helicopter visibility reduction below ¾ SM NA.</div>	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.
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ATIS 132.625	SALT LAKE CENTER 127.075 244.875	GLACIER TOWER★ 124.55 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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4000	9300	FCA R-150	ITONE FCA 14.8	Descent angles NA.	ITONE FCA 14.8
↑	hdg 130°				
		FCA 6.5	FCA VOR/DME	GUBKE FCA 8	ITONE FCA 14.8
		316°	5100	7200	9200
		6.5 NM	8 NM	6.8 NM	
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)	3680-2 703 (800-2)	3760-2½ 783 (800-2½)	

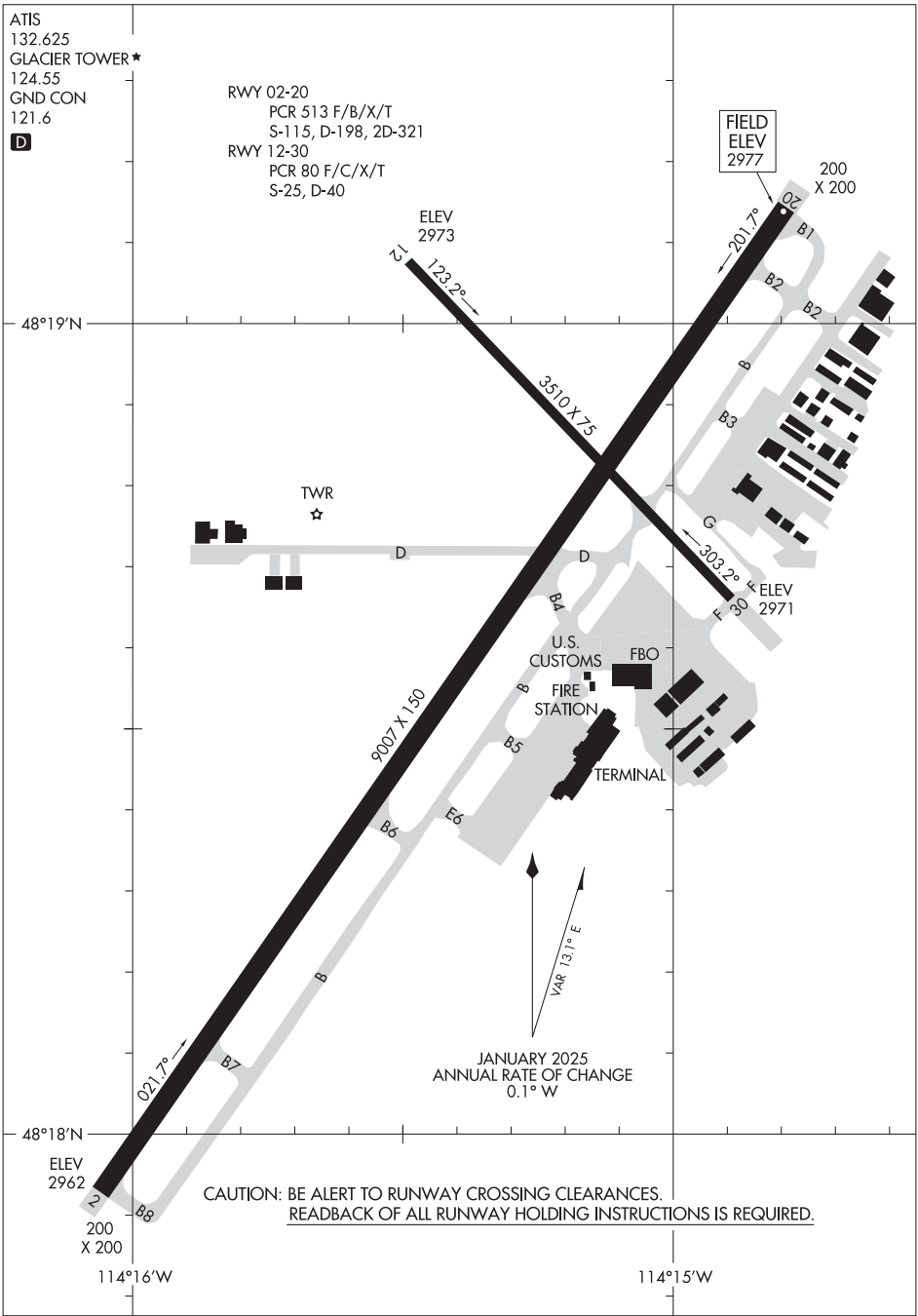
KALISPELL, MONTANA
Amdt 10C 17APR25

48°19'N-114°15'W

GLACIER PARK INTL (GPI)
VOR/DME RWY 30

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



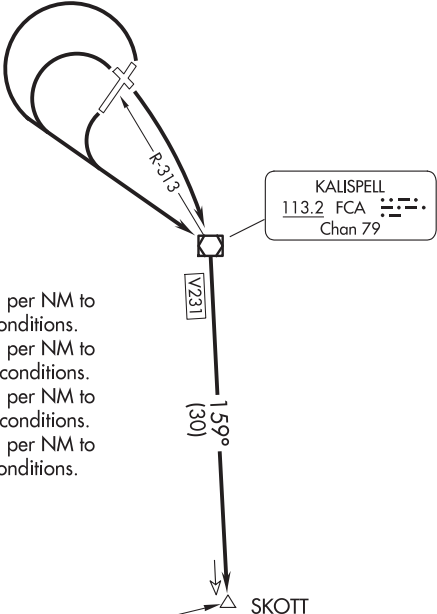
(SKOTT2.SKOTT) 23334

SKOTT TWO DEPARTURE (OBSTACLE)

AL-887 (FAA)

GLACIER PARK INTL (GPI)
KALISPELL, MONTANA

SALT LAKE CENTER
127.075 244.875
GLACIER TOWER ★
124.55



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 873' from DER, 86' left of centerline, 104' AGL/3149' MSL.

NOTE: Chart not to scale.

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.

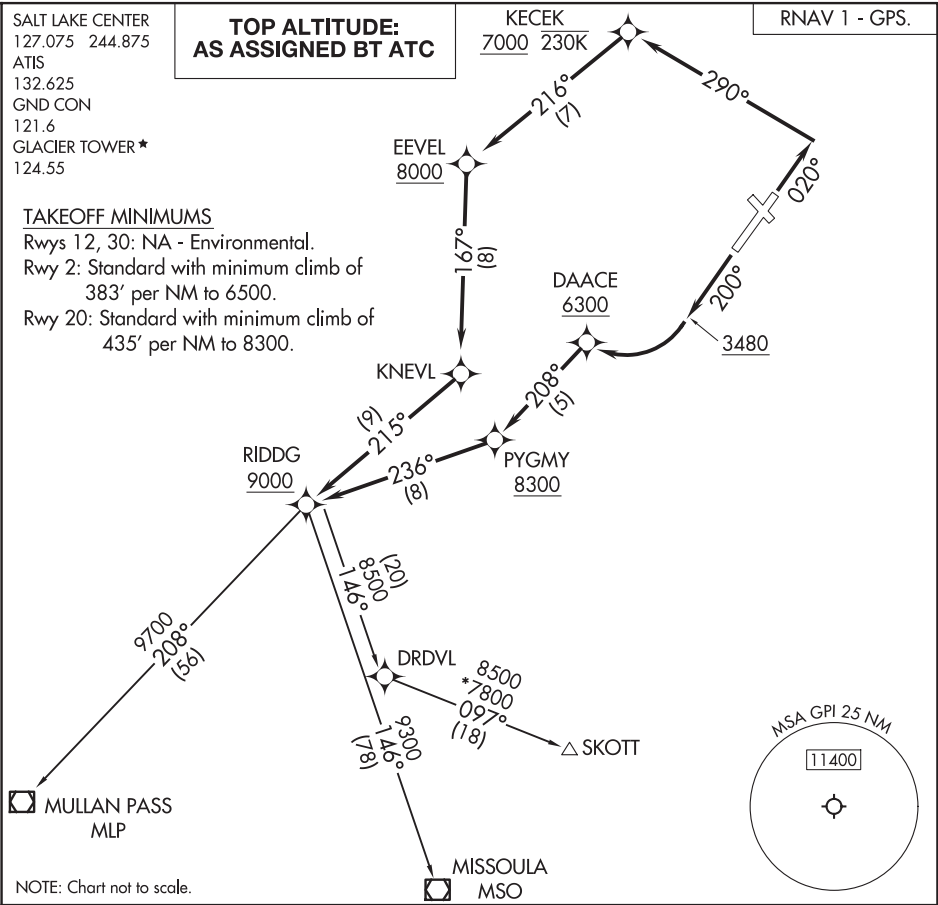
SKOTT TWO DEPARTURE (OBSTACLE)

(SKOTT2.SKOTT) 13JAN11

KALISPELL, MONTANA
GLACIER PARK INTL (GPI)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 020° to intercept course 290° to cross KECEK at or above 7000 and at or below 230K, 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 or above 9000, thenence. . . .

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 or above 9000, thenence. . . .

. . . on transition. Maintain ATC assigned altitude. Expect clearance to filed altitude five minutes after departure.

MISSOULA TRANSITION (RIDDG2.MSO)

MULLAN PASS TRANSITION (RIDDG2.MLP)

SKOTT TRANSITION (RIDDG2.SKOTT)

KELSO, WASHINGTON

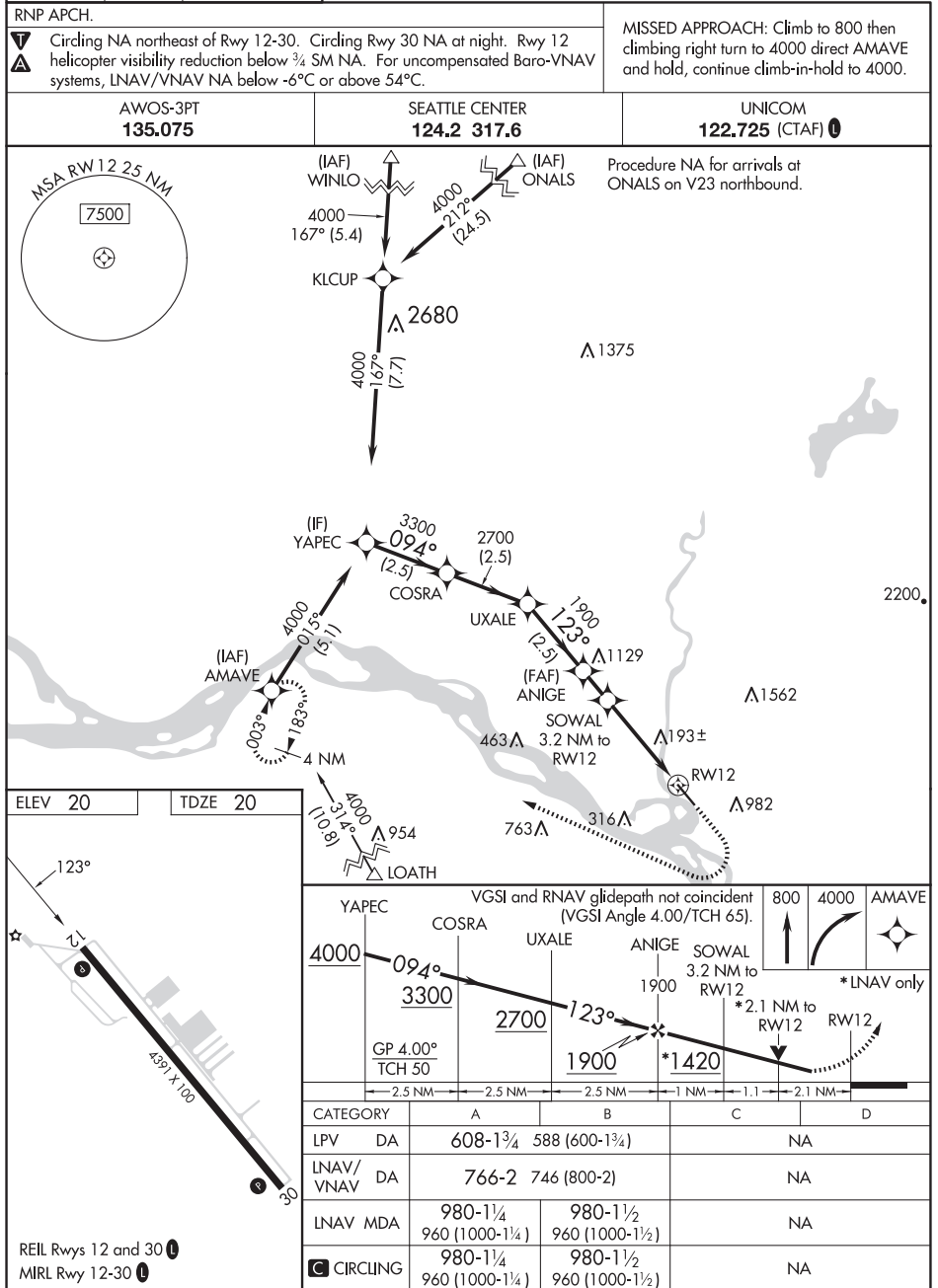
AL-5638 (FAA)

23054

WAAS CH 65743 W12A	APP CRS 123°	Rwy Idg TDZE Apt Elev	4391 20 20
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RNAV (GPS) RWY 12

SOUTHWEST WASHINGTON RGNL (KLS)



KELSO, WASHINGTON

Amtd 1 21MAY20

SOUTHWEST WASHINGTON RGNL (KLS)

46°07'N-122°54'W

RNAV (GPS) RWY 12

NW-1, 07 AUG 2025 to 02 OCT 2025

SEATTLE CENTER
124.2 317.6
UNICOM
122.725 (CTAF)



NOTE: GPS required.
NOTE: RNAV 1.

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.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 30: Climb on heading 303° to 540, then climbing left turn to 4000 direct KELNG and hold. Do not exceed 230K when continuing climb in hold to 4000 before proceeding on course.

WAAS CH 82437 W16A	APP CRS 163°	Rwy Idg TDZE Apt Elev	8203 7289 7289
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RNAV (GPS) RWY 16

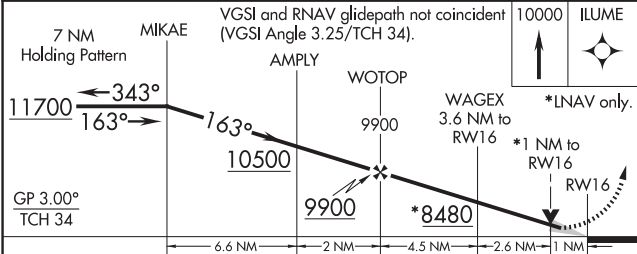
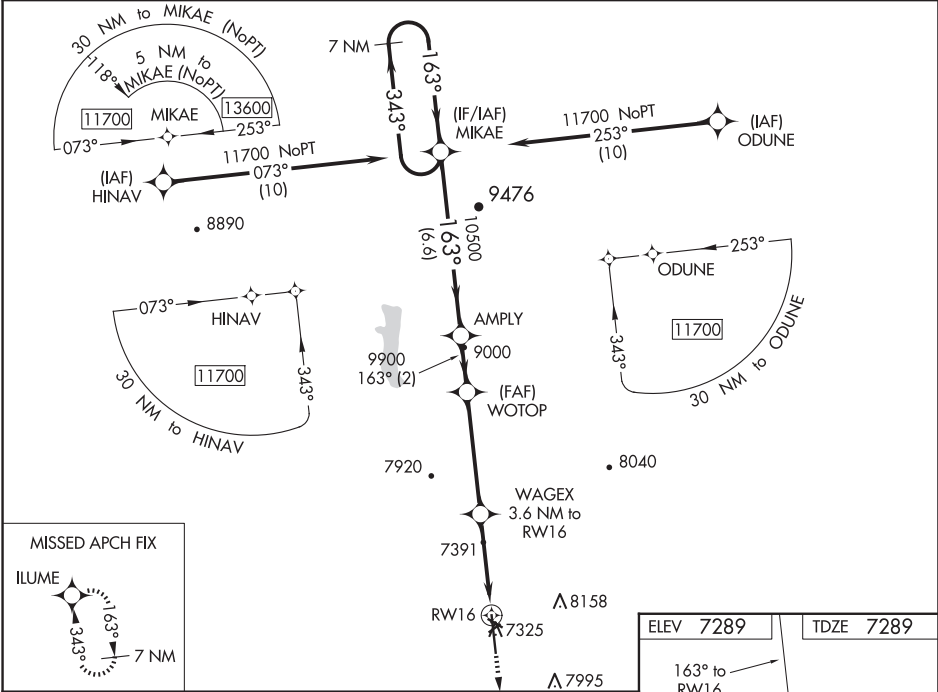
KEMMERER MUNI (EMM)

⚠

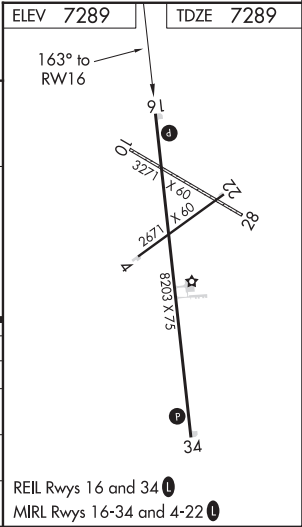
Baro-VNAV NA when using Evanston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Evanston altimeter setting. Night landing: Rwy 4, 10, 22, 28 NA. When local altimeter setting not received, use Evanston altimeter setting: Increase all DA 111 feet and visibilities ¼ mile; increase all MDA 120 feet.

MISSED APPROACH:
Climb to 10000 direct
ILUME and hold.

AWOS-3PT 119.675	SALT LAKE CITY CENTER 124.35 353.5	UNICOM 122.8 (CTAF) 0 *
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CATEGORY	A	B	C	D
LPV DA	7539-1	250 (300-1)	NA	NA
LNAV/VNAV DA	7539-1	250 (300-1)	NA	NA
LNAV MDA	7660-1	371 (400-1)	NA	NA
CIRCLING	7660-1 371 (400-1)	8240-1½ 951 (1000-1½)	NA	NA



WAAS CH 90337 W34A	APP CRS 343°	Rwy Idg 8203 TDZE 7280 Apt Elev 7289
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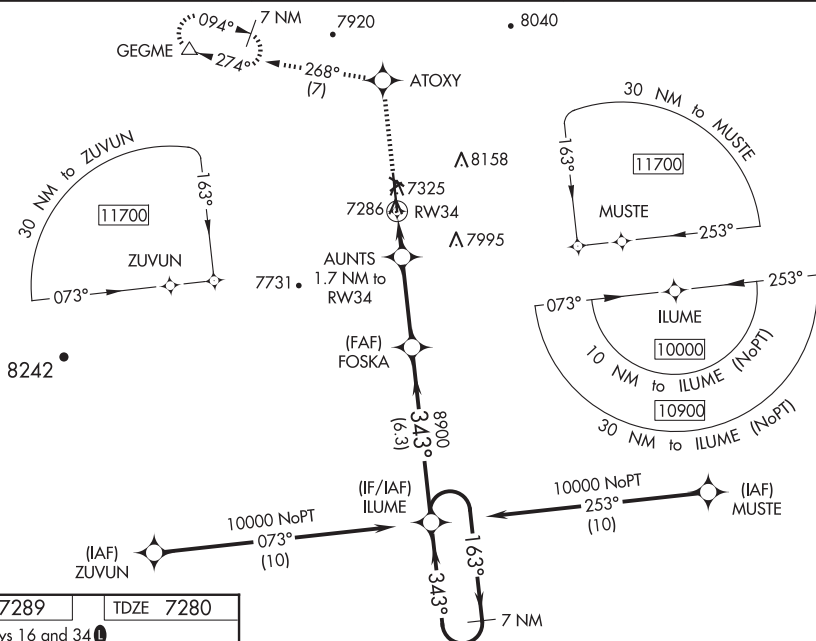
RNAV (GPS) RWY 34

KEMMERER MUNI (EMM)

T Baro-VNAV and VDP NA when using Evanston altimeter setting.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
 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 ½ mile; increase all MDA 120 feet.

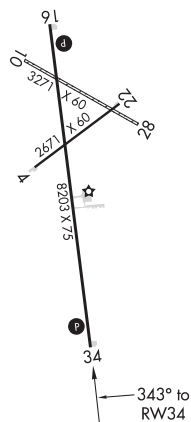
MISSED APPROACH: Climb to 12000
direct ATOXY and on track 268°
direct GEGME and hold, continue
climb-in-hold to 12000.

AWOS-3PT 119.675	SALT LAKE CITY CENTER 124.35 353.5	UNICOM 122.8 (CTAF) 0*
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ELEV 7289		TDZE 7280
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REIL Rwy 16 and 34 **L**
MIRL Rwy 16-34 and 4-22 **L**



12000 ↑		ATOXY ✦		tr 268°		GEGME △		VGSJ and RNAV glidepath not coincident (VGSJ Angle 3.25/TCH 61).			
* LNAV only.		AUNTS 1.7 NM to RW34		FOSKA 8900		ILUME		7 NM Holding Pattern			
RW34		* 0.6 NM to RW34		7860*		8900		343°		163°	
0.6		1.1 NM		3.3 NM		6.3 NM		GP 3.00°		TCH 60	
CATEGORY		A		B		C		D			
LPV DA		7530-1		250 (300-1)				NA			
LNAV/ VNAV		7530-1		250 (300-1)				NA			
LNAV MDA		7540-1		260 (300-1)				NA			
CIRCLING		7660-1 371 (400-1)		8240-1½ 951 (1000-1½)				NA			

(KEMRR5.FBR) 18312

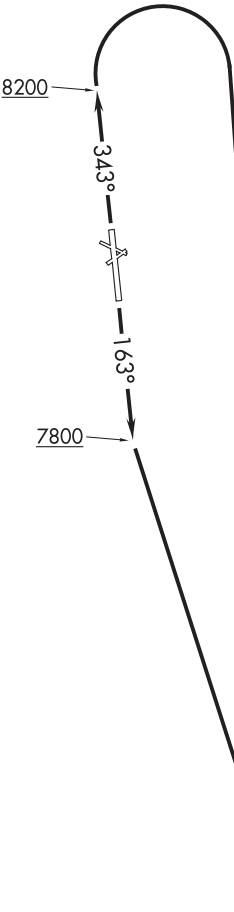
KEMRR FIVE DEPARTURE (RNAV)

AL-507 (FAA)

KEMMERER MUNI (EMM)
KEMMERER, WYOMING

SALT LAKE CITY CENTER
124.35 353.5

TOP ALTITUDE:
12000



NOTE: RNAV-1.

NOTE: GPS required.

TAKEOFF MINIMUMS

Rwys 4, 10, 22, 28 NA - Rwy surfaces.

Rwys 16, 34: Standard.



FORT BRIDGER
FBR

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.

KEMRR FIVE DEPARTURE (RNAV)

(KEMRR5.FBR) 21JUL16

KEMMERER, WYOMING
KEMMERER MUNI (EMM)

LOC I-LMT <u>109.5</u>	APP CRS 324°	Rwy Idg TDZE Apt Elev	10302 4095 4095
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ILS Y or LOC Y RWY 32
CRATER LAKE/KLAMATH RGNL (LMT)

DME required.

T Circling NA for Cat D northeast of Rwy 14-32. When local altimeter setting not received, procedure NA. DME from LMT VORTAC. Simultaneous reception of I-LMT and LMT DME required. For inop ALS, increase LOC Cats C/D visibility to $1\frac{3}{4}$ SM.

MALSR



MISSED APPROACH: Climb to 4700 then climbing left turn to 10000 on heading 266° and on LMT VORTAC R-293 to FNGRR/LMT 10.6 DME then left turn direct LMT VORTAC and hold, continue climb-in-hold to 10000.

ATIS 126.5 263.0	KINGSLEY APP CON★ 123.675 270.8	KINGSLEY TOWER★ 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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KLAMATH FALLS, OREGON

AL-473 (FAA)

24361

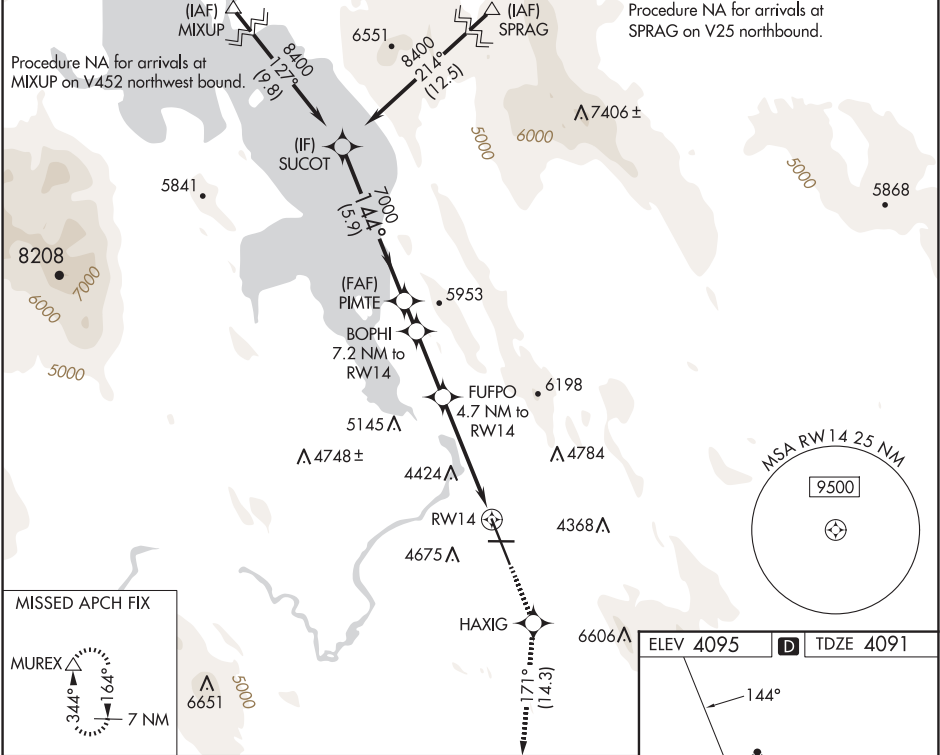
WAAS CH 58001 W14A	APP CRS 144°	Rwy Idg TDZE 4091 Apt Elev 4095	10302
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RNAV (GPS) RWY 14

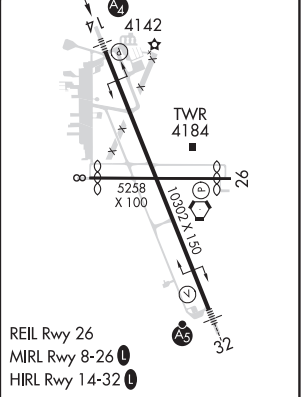
CRATER LAKE/KLAMATH RGNL (LMT)

RNP APCH - GPS.	MALSF	MISSED APPROACH: Climb to 9400 direct HAXIG and track 171° to MUREX and hold, continue climb-in-hold to 9400.
For inop ALS, increase LNAV Cats C and D visibility to 2½ SM.		
Circling NA for Cat D northeast of Rwy 14-32.		

ATIS 126.5 263.0	KINGSLEY APP CON★ 123.675 270.8	KINGSLEY TOWER★ 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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SUCOT	PIMTE	BOPHI	FUFPO	HAXIG	MUREX
8400	7000	7.2 NM to RW14	4.7 NM to RW14	171°	△
GP 3.20° TCH 53	7000	6600	5740	2.3 NM to RW14	
5.9 NM	1.2 NM	2.5 NM	2.4 NM	2.3 NM	
CATEGORY	A	B	C	D	
LPV DA	4650-1½ 559 (600-1½)				
LNAV MDA	4920-¾ 829 (900-¾)	4920-1 829 (900-1)	4920-2 829 (900-2)		
CIRCLING	4920-1¼ 825 (900-1¼)	4980-1¼ 885 (900-1¼)	5420-3 1325 (1400-3)	5680-3 1585 (1600-3)	



KLAMATH FALLS, OREGON
Amdt 2 31OCT24

42°09'N 121°44'W




CRATER LAKE/KLAMATH RGNL (LMT)
RNAV (GPS) RWY 14

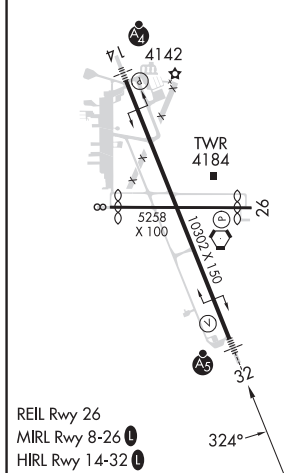
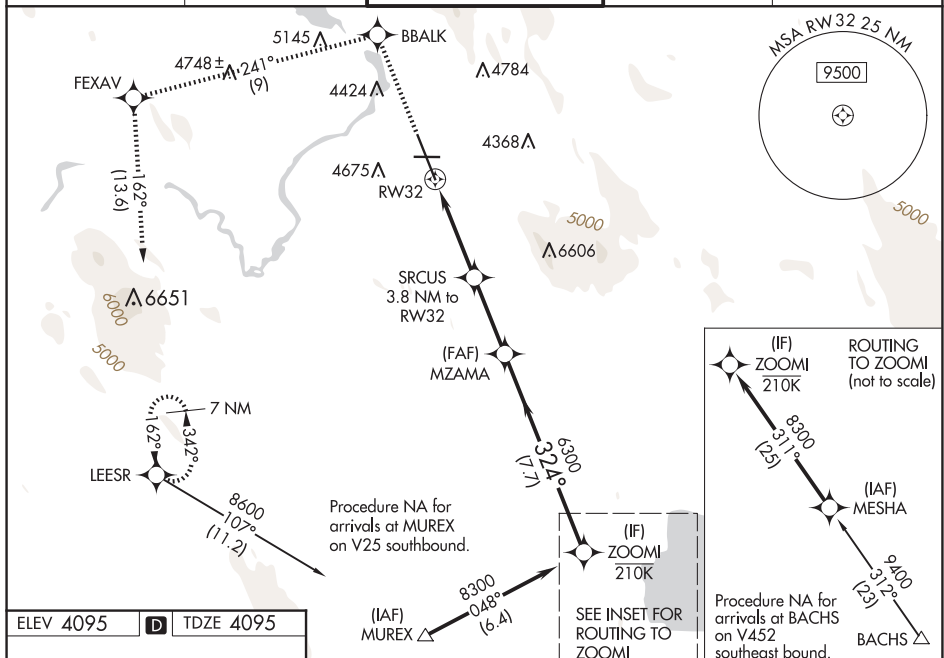
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70702 W32A	APP CRS 324°	Rwy Idg 10302 TDZE 4095 Apt Elev 4095
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RNAV (GPS) RWY 32
CRATER LAKE/KLAMATH RGNL (LMT)

RNP APCH - GPS.  Baro-VNAV NA. Circling NA for Cat D northeast of Rwy 14-32.  For inop ALS, increase LPV all Cats visibility to 1% SM, LPV* (CG 235) all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to 1% SM, and LNAV Cat C/D visibility to 2% SM.		MALSR 	MISSED APPROACH: Climb to 8600 direct BBALK and on track 241° to FEXAV and on track 162° to LEESR and hold. *Missed approach requires minimum climb of 235 feet per NM to 6100.	
ATIS 126.5 263.0	KINGSLEY APP CON* 123.675 270.8	KINGSLEY TOWER* 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95



8600 ↑		BBALK ✱		tr 241° ✱		FEXAV ✱		tr 162° ✱		LEESR ✱		MZAMA		ZOOMI	
				2.3 NM to RW32		3.8 NM to RW32		5360		6300		324°		8300	
				RW32										GP 3.00° TCH 55	
				2.3 NM		1.5 NM		3 NM		7.7 NM					
CATEGORY		A		B		C		D							
LPV DA*				4387/24		292 (300-½)									
LPV DA				4644/60		549 (600-1¼)									
LNAV/VNAV DA				4705-1⅜		610 (700-1⅜)									
LNAV MDA		4900/24 805 (900-½)		4900/40 805 (900-¾)		4900-1⅞		805 (900-1⅞)							
C CIRCLING		4900-1 805 (900-1)		4980-1¼ 885 (900-1¼)		5420-3 1325 (1400-3)		5680-3 1585 (1600-3)							

KLAMATH FALLS, OREGON

AL-473 (FAA)

24361

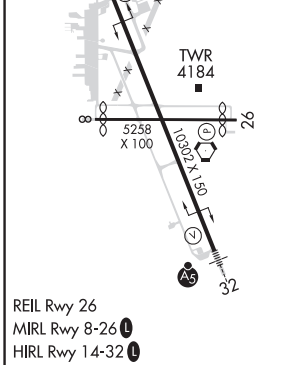
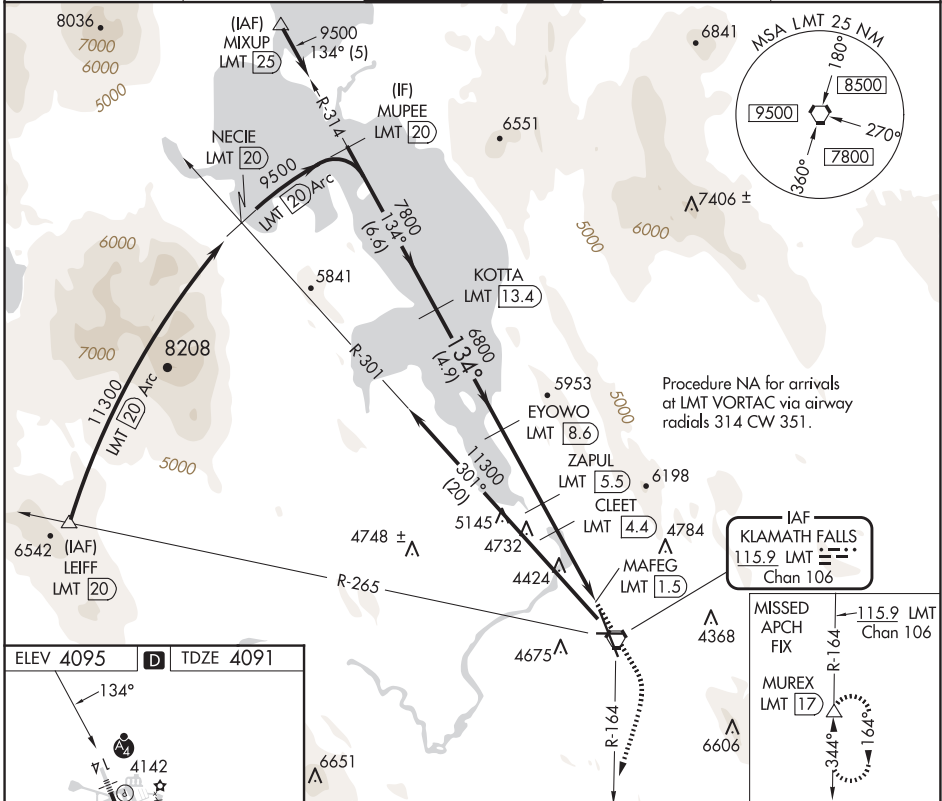
VORTAC LMT 115.9 Chan 106	APP CRS 134°	Rwy Idg 10302 TDZE 4091 Apt Elev 4095
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VOR/DME or TACAN RWY 14

CRATER LAKE/KLAMATH RGNL (LMT)

A 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 $\frac{3}{4}$ SM NA.	MALSF 	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.
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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
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MUPEE LMT [20]		KOTTA LMT [13.4]		EYOWO LMT [8.6]		ZAPUL LMT [5.5]		CLEET LMT [4.4]		MAFEG LMT [1.5]		MUREX LMT [17]	
9500		7800		6800		5700		5300		5000		9400	
Procedure Turn NA		TCH 50		3.37°		3.4°		3.4°		3.4°		3.4°	
6.6 NM		4.9 NM		3.1 NM		1.1 NM		1 NM		1.9 NM		0.4	
CATEGORY		A		B		C		D		E			
S-14		4860- $\frac{3}{4}$ 769 (800- $\frac{3}{4}$)		4860-1 $\frac{1}{4}$ 769 (800-1 $\frac{1}{4}$)		4860-2 $\frac{1}{4}$ 769 (800-2 $\frac{1}{4}$)		4860-2 $\frac{1}{2}$ 769 (800-2 $\frac{1}{2}$)		4860-2 $\frac{3}{4}$ 769 (800-2 $\frac{3}{4}$)			
CIRCLING		4880-1 785 (800-1)		4980-1 $\frac{1}{4}$ 885 (900-1 $\frac{1}{4}$)		5420-3 1325 (1400-3)		5660-3 1565 (1600-3)		5700-3 1605 (1700-3)			

KLAMATH FALLS, OREGON
Amdt 5D 26DEC24

42°09'N-121°44'W

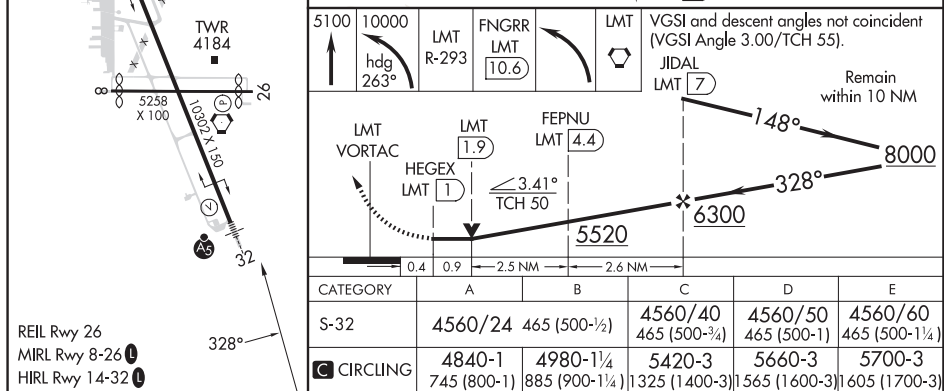
CRATER LAKE/KLAMATH RGNL (LMT)

VOR/DME or TACAN RWY 14

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME or TACAN RWY 32
CRATER LAKE/KLAMATH RGNL (LMT)

ATIS 126.5 263.0	KINGSLEY APP CON★ 123.675 270.8	KINGSLEY TOWER★ 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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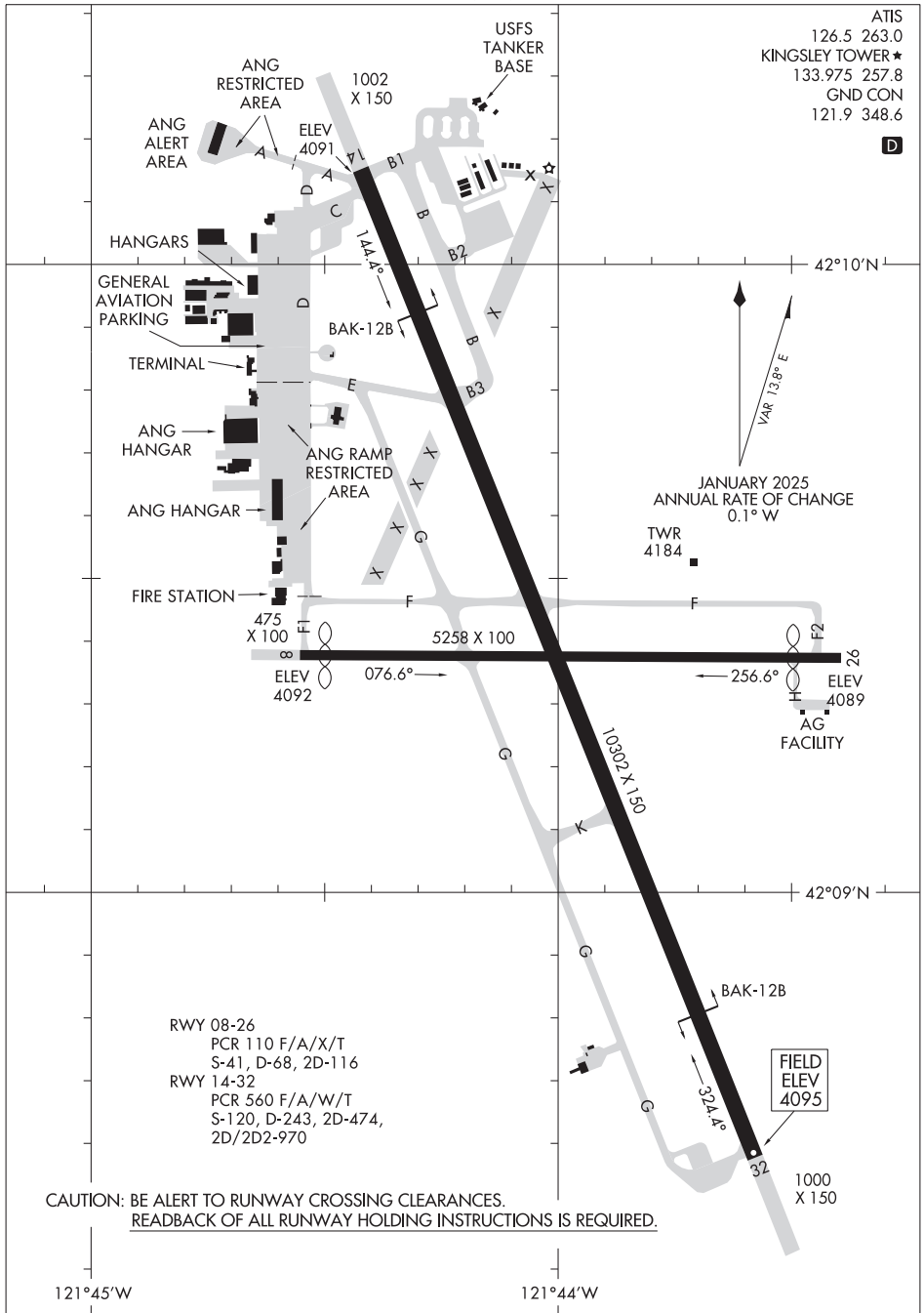
NW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

AL-473 (FAA)

CRATER LAKE/KLAMATH RGNL (LMT)

KLAMATH FALLS, OREGON

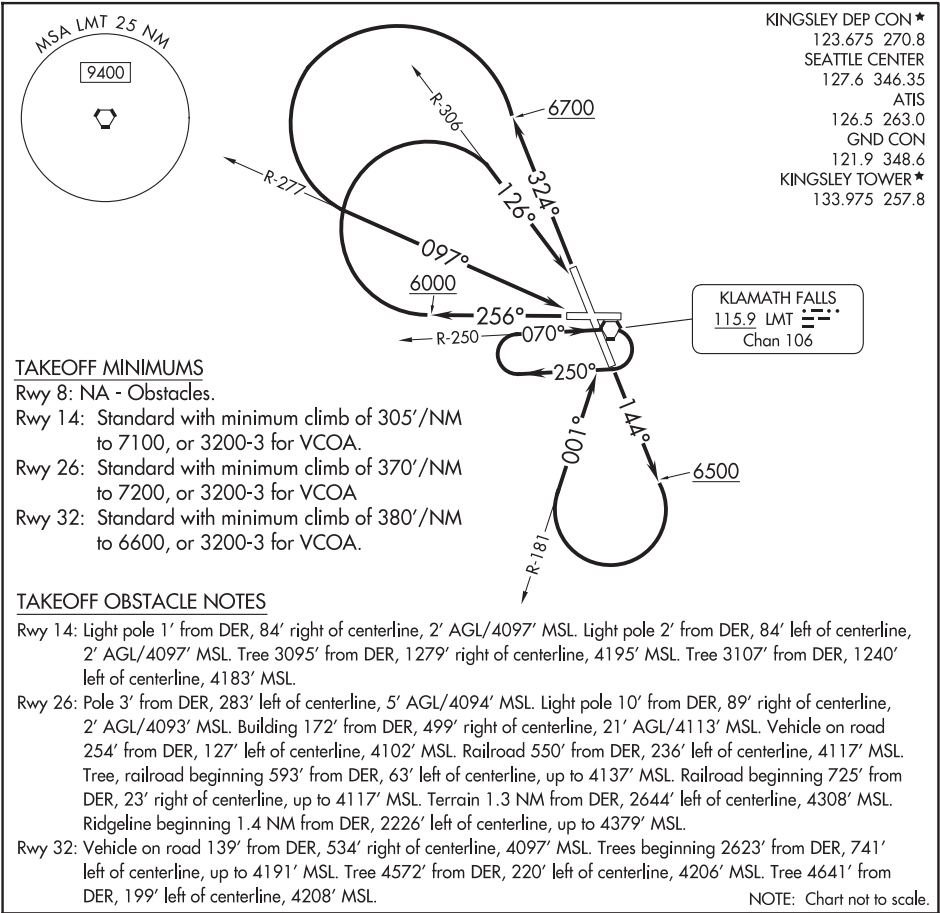


AIRPORT DIAGRAM

KLAMATH FALLS, OREGON

CRATER LAKE/KLAMATH RGNL (LMT)

NW-1, 07 AUG 2025 to 02 OCT 2025



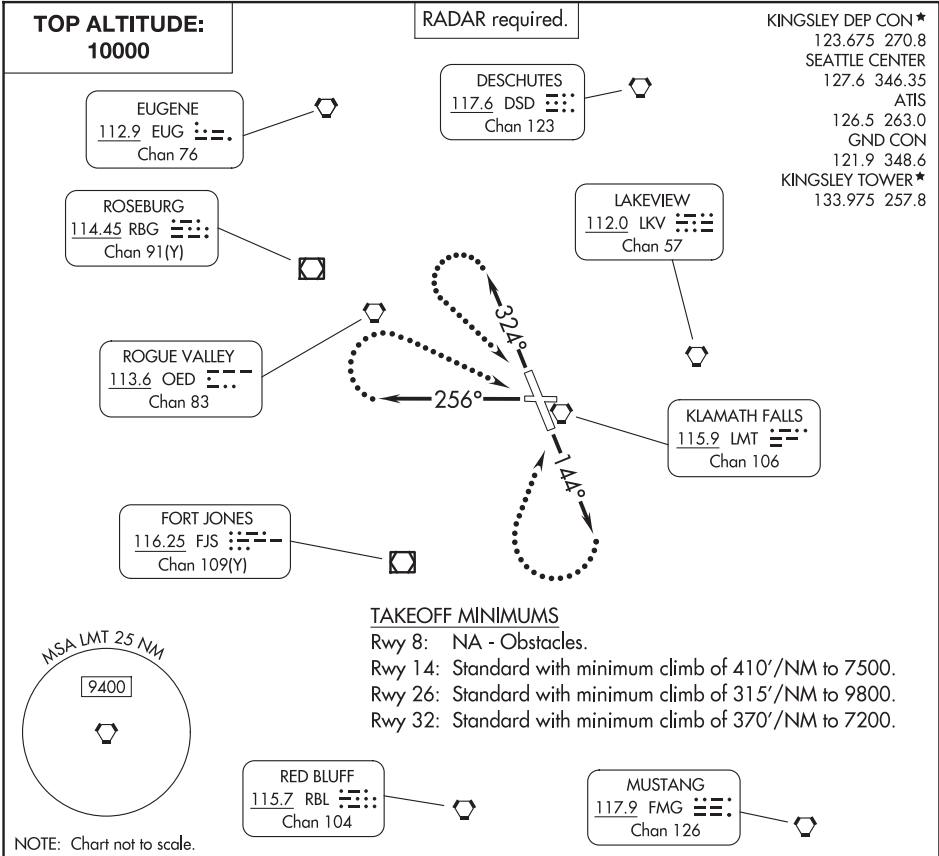
(LMT7.LMT) 25163

KINGSLEY SEVEN DEPARTURE

CRATER LAKE/KLAMATH RGNL (LMT')




AL-473 (FAA)

KLAMATH FALLS, OREGON

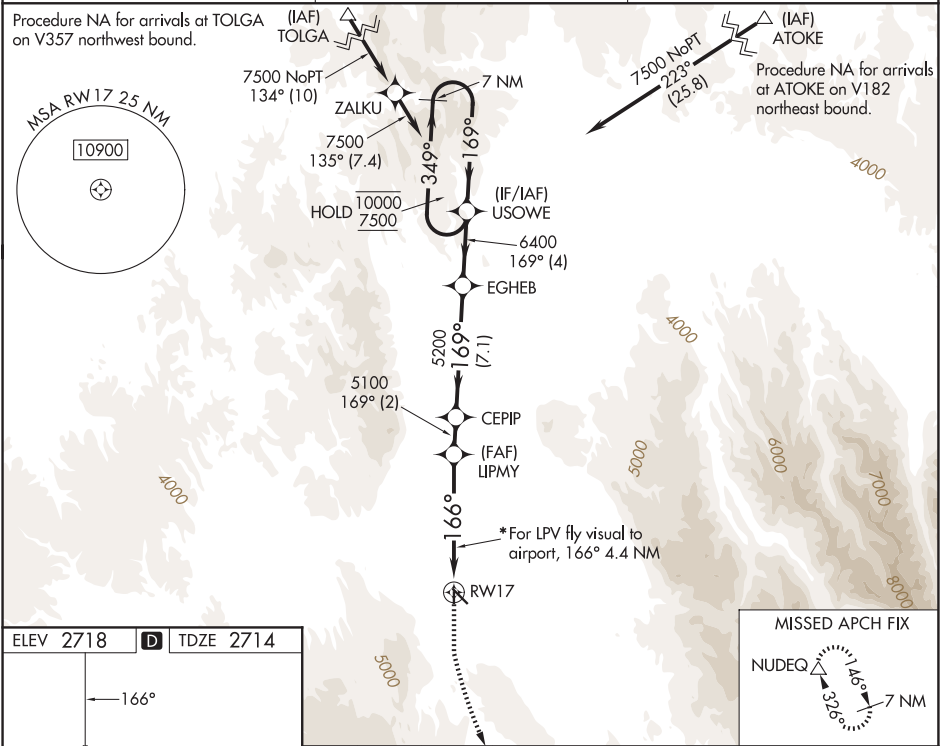


WAAS CH 66000 W17A	APP CRS 166°	Rwy Ldg 3400 TDZE 2714 Apt Elev 2718
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RNAV (GPS) RWY 17
LA GRANDE/UNION COUNTY (LGD)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4600 then climbing left turn to 9000 direct NUDEQ and hold, continue climb-in-hold to 9000.
  	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.	

AWOS-3PT 135.075	SEATTLE CENTER 132.6 269.35	UNICOM 122.8 (CTAF) 1
----------------------------	---------------------------------------	---------------------------------



REIL Rwy 30
REIL Rwys 17 and 35 **1**
MIRL Rws 12-30 and 17-35 **1**

3400 X 75

6251 X 100

35

30

☆

4600

9000

NUDEQ

△

*For LPV fly visual to airport, 166° 4.4 NM.

5.5 NM to RW17

166°

5100

5100

5200

CEPIP

EGHEB

USOWE

7 NM Holding Pattern

349° → 10000

← 169° 7500

GP 3.00° TCH 35

CATEGORY	A	B	C	D
LPV DA*	4157-6 1443 (1500-6)			
LNAV MDA	4540-1¼ 1826 (1900-1¼)	4540-1½ 1826 (1900-1½)	4560-3 1846 (1900-3)	4580-3 1866 (1900-3)
CIRCLING	4540-1¼ 1822 (1900-1¼)	4540-1½ 1822 (1900-1½)	4560-3 1842 (1900-3)	4580-3 1862 (1900-3)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

LA GRANDE, OREGON

AL-591 (FAA)

25219

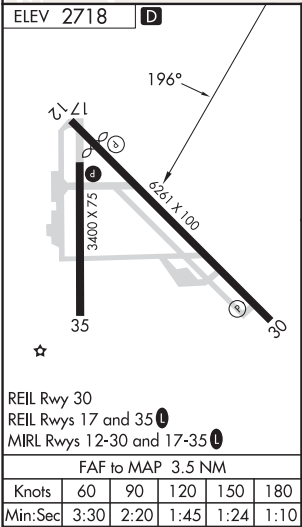
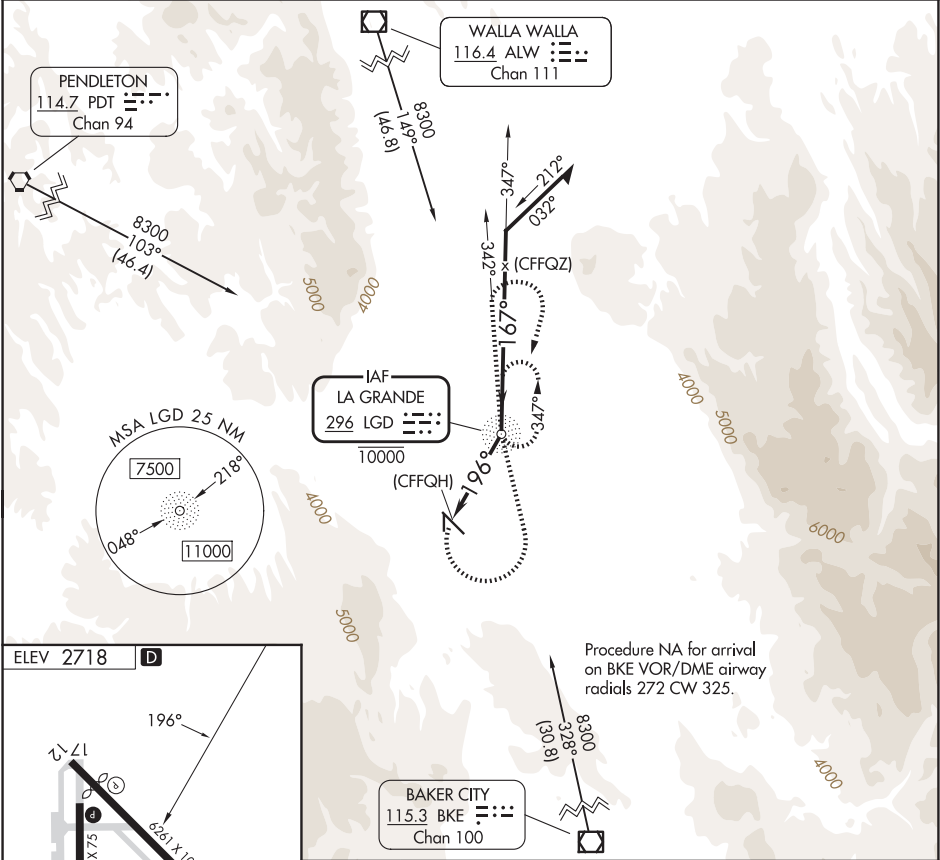
NDB LGD 296	APP CRS 196°	Rwy Ldg TDZE Apt Elev N/A N/A 2718
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NDB-B

LA GRANDE/UNION COUNTY (LGD)

NA Circling NA for Cat C southwest of Rwy 12-30. -16°C	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.
---	--

AWOS-3PT 135.075	SEATTLE CENTER 132.6 269.35	UNICOM 122.8 (CTAF)
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6500		LGD		LGD 342°		7700	

LA GRANDE, OREGON
Amdt 2A 08SEP22

45°17'N-118°00'W

LA GRANDE/UNION COUNTY (LGD)

NDB-B

NW-1, 07 AUG 2025 to 02 OCT 2025

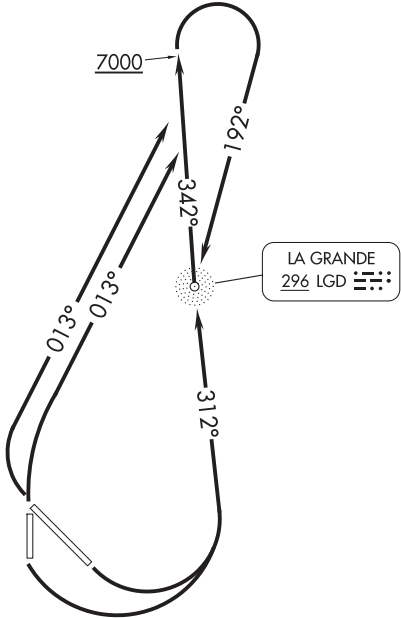
NW-1, 07 AUG 2025 to 02 OCT 2025

SEATTLE CENTER
132.6 269.35
CTAF
122.8

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.
- NOTE: Chart not to scale.

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.

LAKEVIEW, OREGON

AL-5552 (FAA)

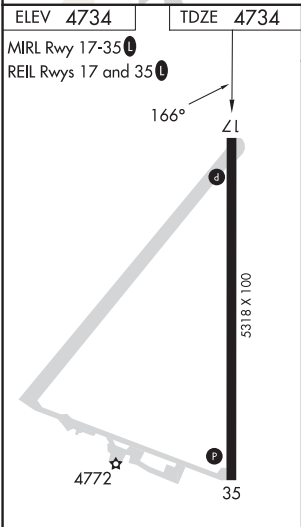
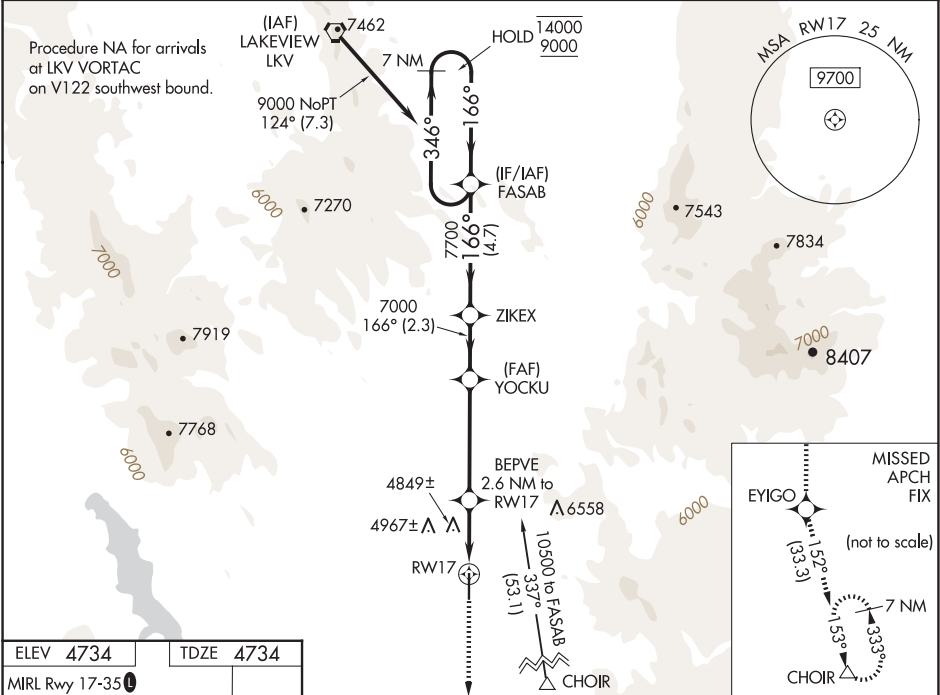
25163

WAAS CH 93532 W17A	APP CRS 166°	Rwy Ldg TDZE Apt Elev	5318 4734 4734
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RNAV (GPS) RWY 17
LAKE COUNTY (LKV)

RNP APCH.		MISSED APPROACH: Climb to 11000 direct EYIGO and on track 152° to CHOIR and hold.
-26°C		

AWOS-3PT 135.525	SEATTLE CENTER 127.6 346.35	UNICOM 122.8 (CTAF) 0
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11000	EYIGO	tr 152°	CHOIR	FASAB	7 NM Holding Pattern
*LNAV only.	BEPVE 2.6 NM to RW17	YOCKU 7000	ZIKEX 7700	FASAB 14000 9000	GP 3.00° TCH 45
1 NM to RW17	5620	7000	7000		
1 NM	1.6 NM	4.3 NM	2.3 NM	4.7 NM	
CATEGORY	A	B	C	D	
LPV DA	4984-1	250 (300-1)			
LNAV/VNAV DA	5139-1½	405 (500-1½)			
LNAV MDA	5100-1	366 (400-1)			
CIRCLING	5160-1 426 (500-1)	5220-1 486 (500-1)	5460-2 726 (800-2)	5500-2½ 766 (800-2½)	

LAKEVIEW, OREGON

Amdt 1 28FEB19

42°10'N-120°24'W

LAKE COUNTY (LKV)
RNAV (GPS) RWY 17

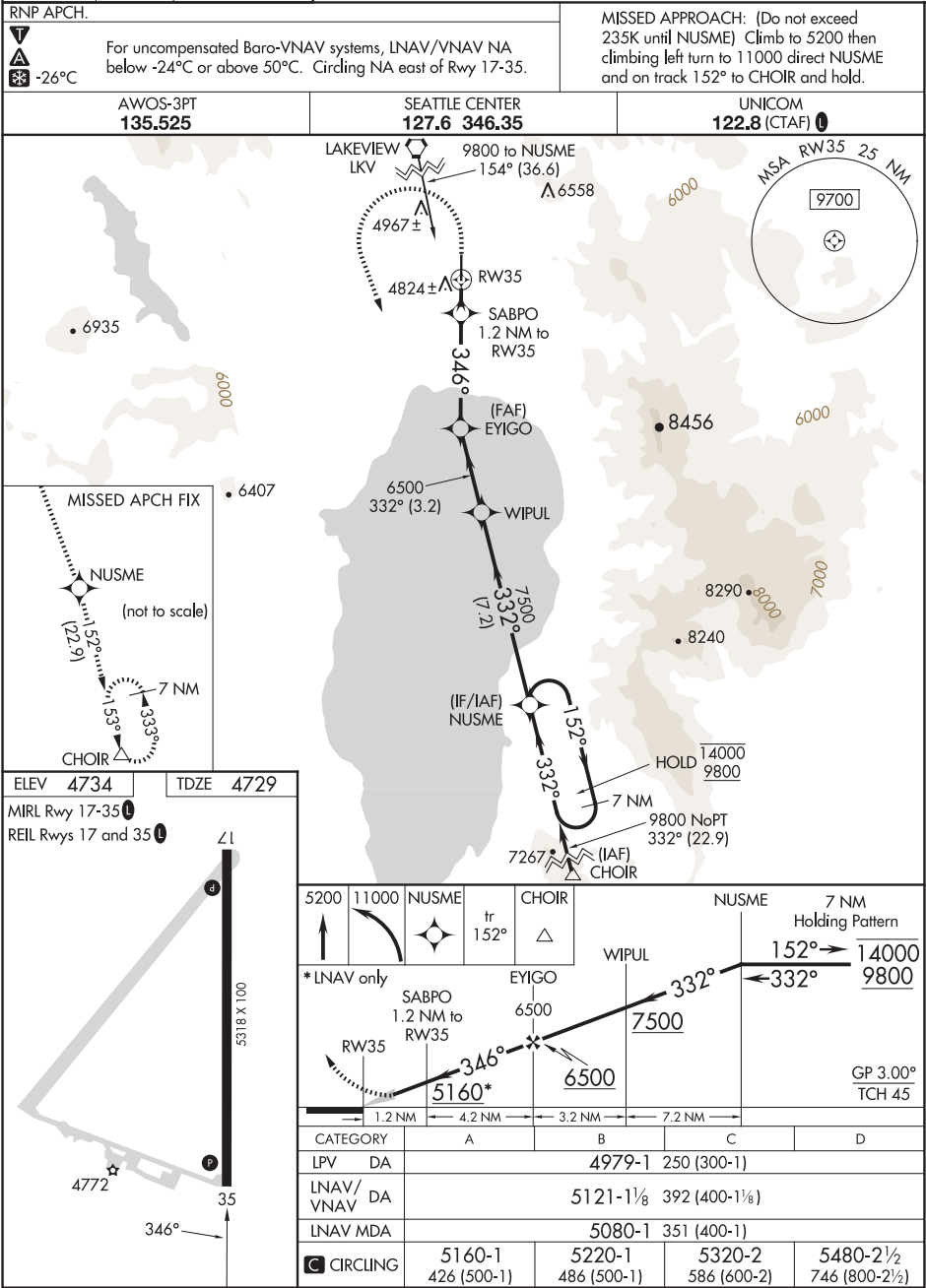
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 99332 W35A	APP CRS 346°	Rwy Ldg TDZE Apt Elev	5318 4729 4734
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RNAV (GPS) RWY 35

LAKE COUNTY (LKV)



LANDER, WYOMING

AL-10396 (FAA)

21336

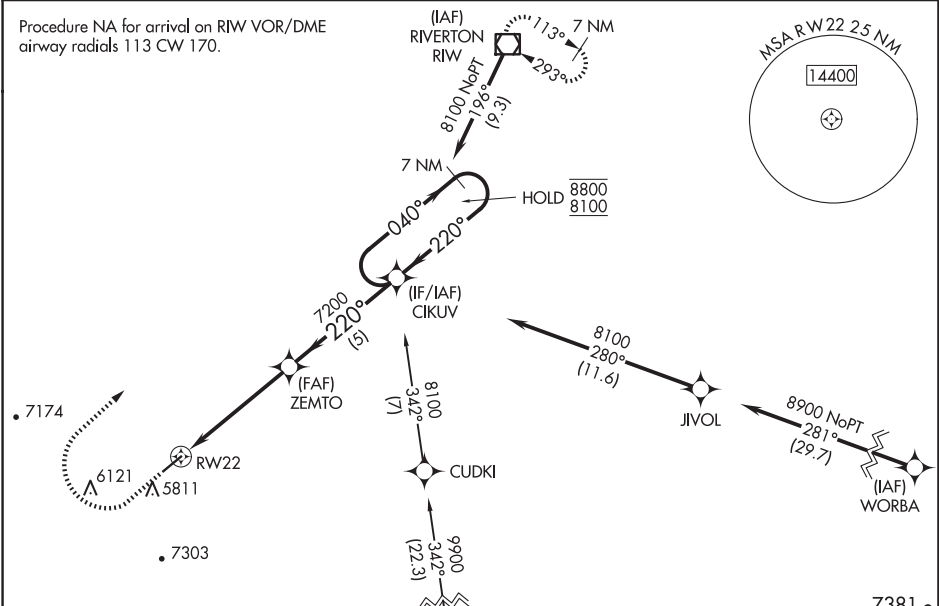
WAAS CH 50343 W22A	APP CRS 220°	Rwy Idg TDZE 5577 Apt Elev 5589
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RNAV (GPS) RWY 22

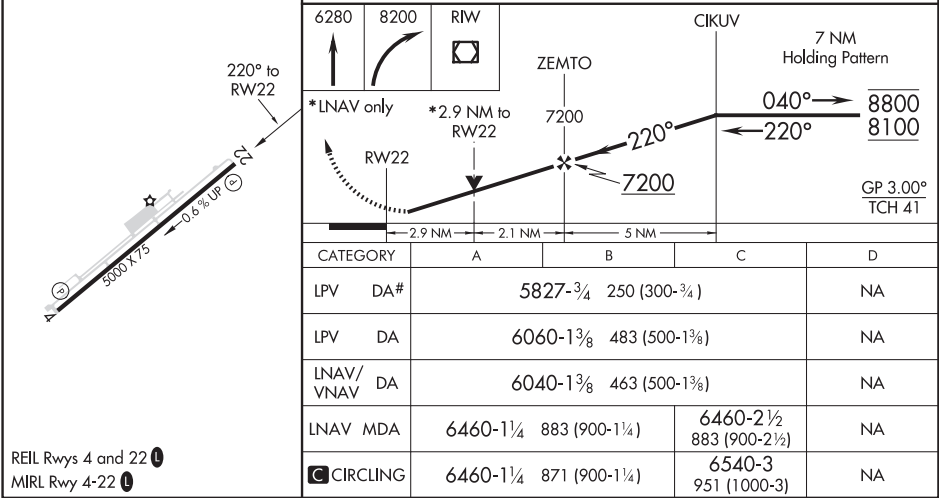
HUNT FLD (LND)

RNP APCH. ▼ Circling NA southeast of Rwy 4 and 22. Circling Rwy 4 NA at night. Rwy 22 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C. ▲	MISSED APPROACH: (Do not exceed 165K until R/W VOR/DME) Climb to 6280 then climbing right turn to 8200 direct R/W VOR/DME and hold. #Missed approach requires minimum climb of 355 feet per NM to 6700.
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ASOS 118.15	SALT LAKE CENTER 133.25 285.6	UNICOM 122.8 (CTAF) 0
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ELEV 5589	TDZE 5577
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REIL Rwy 4 and 22 0
MIRL Rwy 4-22 0

LANDER, WYOMING
Orig-A 27FEB20

42°49'N-108°44'W

RNAV (GPS) RWY 22

NW-1, 07 AUG 2025 to 02 OCT 2025

LARAMIE, WYOMING

AL-225 (FAA)

24305

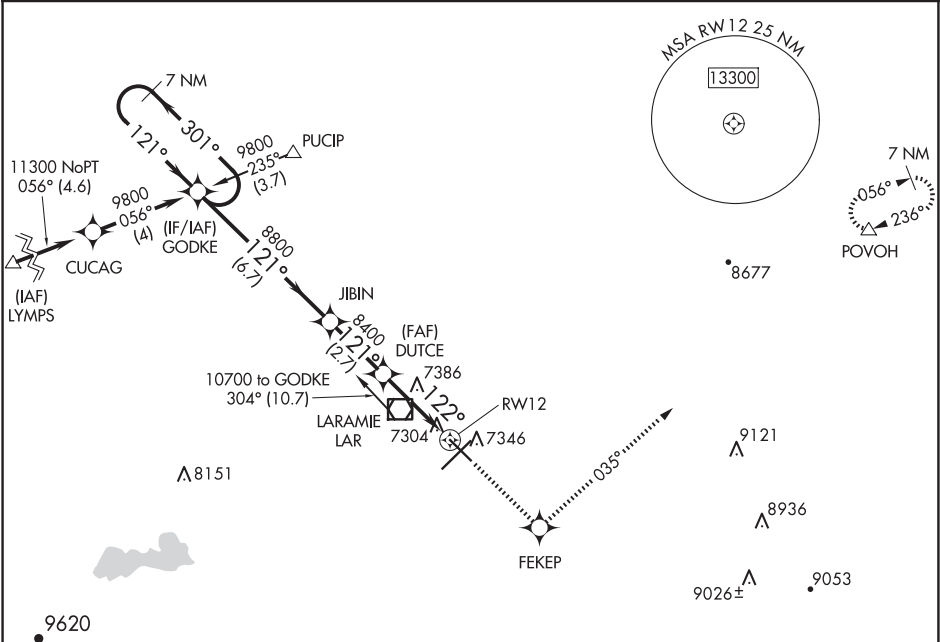
WAAS CH 70600 W12A	APP CRS 122°	Rwy Idg TDZE 7275 Apt Elev 7284	6301
--	------------------------	---	-------------

RNAV (GPS) RWY 12

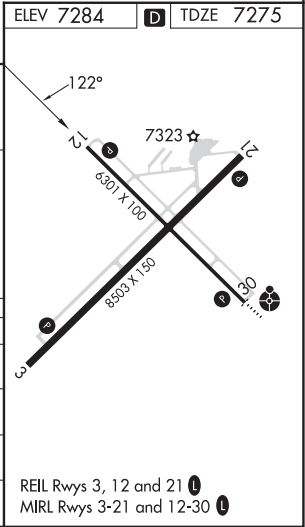
LARAMIE RGNL (LAR)

RNP APCH-GPS. ▼ 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.
---	--

ASOS 135,475	DENVER CENTER 125.9 284.7	UNICOM 123.05 (CTAF) 0
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7 NM Holding Pattern		GODKE		JIBIN		DUTCE		1.2 NM to RWY 12	
9800 ← 301°		121° →		121°		8800		8400 ← 122°	
GP 3.00°		TCH 43		6.7 NM		2.7 NM		2.2 NM	
CATEGORY		A		B		C		D	
LPV DA		7525-¾		250 (300-¾)					
LNAV/VNAV DA		7622-1		347 (400-1)					
LNAV MDA		7700-1		425 (500-1)		7700-1¼		425 (500-1¼)	
CIRCLING		7700-1 416 (500-1)		7760-1 476 (500-1)		7880-1½ 596 (600-1½)		7920-2 636 (700-2)	



LARAMIE, WYOMING
Orig-C 20APR23

41°19'N - 105°41'W

LARAMIE RGNL (LAR)

RNAV (GPS) RWY 12

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **72825**
W21A

APP CRS
213°

Rwy Idg
TDZE
7277
Apt Elev
7284

RNAV (GPS) RWY 21
LARAMIE RGNL (L.A.R.)

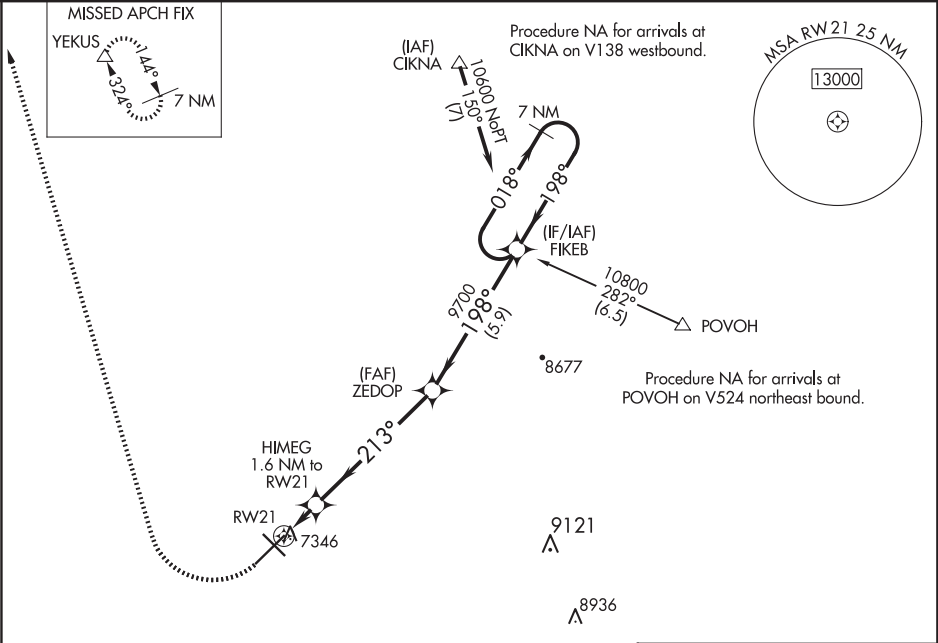
Circling to Rwy 30 NA at night.
Baro-VNAV NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 9400
direct YEKUS and hold.

ASOS
135.475

DENVER CENTER
125.9 284.7

UNICOM
123.05 (CTAF) **0**



ELEV **7284** **D** TDZE **7277**

9400
YEKUS
△
*LNAV only.

HIMEG
1.6 NM to
RW21
*0.9 NM to
RW21
RW21
7820*
213°
ZEDOP
9700
198°
FIKEB
7 NM
Holding Pattern
018°
198°
10600
GP 3.00°
TCH 53

CATEGORY	A	B	C	D
LPV DA		7527-3/4	250 (300-3/4)	
LNAV/VNAV DA		7527-3/4	250 (300-3/4)	
LNAV MDA		7600-1	323 (400-1)	
CIRCLING	7660-1 376 (400-1)	7760-1 476 (500-1)	7880-1½ 596 (600-1½)	7920-2 636 (700-2)

REIL Rwy 3, 12 and 21 **0**
MIRL Rwy 3-21 and 12-30 **0**

LARAMIE, WYOMING

AL-225 (FAA)

24305

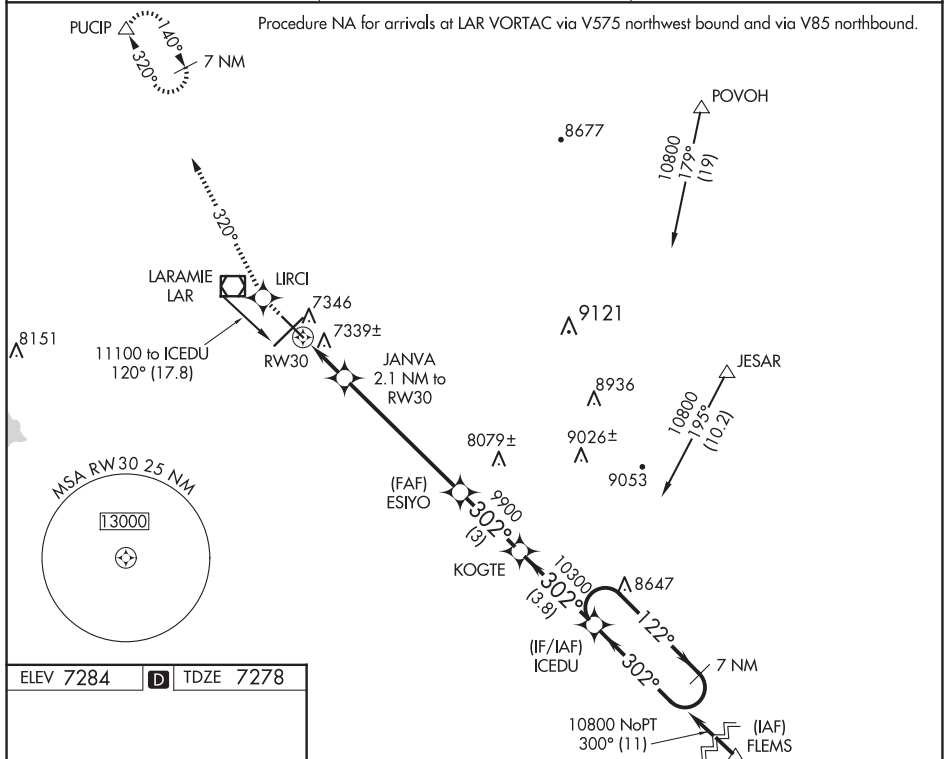
WAAS CH 53600 W30A	APP CRS 302°	Rwy Idg TDZE Apt Elev 6301 7278 7284
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RNAV (GPS) RWY 30

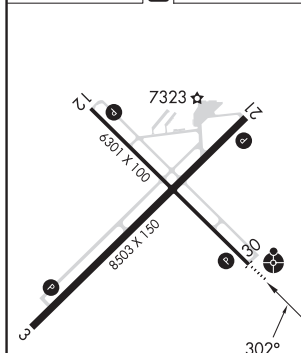
LARAMIE RGNL (L.A.R.)

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).	ODALS MISSED APPROACH: Climb to 9400 direct LIRCI and via 320° track to PUCIP and hold.
--	--

ASOS 135.475	DENVER CENTER 125.9 284.7	UNICOM 123.05 (CTAF)
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ELEV 7284		TDZE 7278
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REIL Rws 3,12 and 21

MIRL Rws 3-21 and 12-30

9400	LIRCI	tr 320°	PUCIP	ICEDU	7 NM Holding Pattern
*LNAV only	JANVA 2.1 NM to RW30	ESIYO	KOGTE	10800	GP 3.00° TCH 41
*0.9 NM to RW30	7980	9900	10300	122°	302°
0.9	1.2 NM	5.8 NM	3 NM	3.8 NM	
CATEGORY	A	B	C	D	
LPV DA	7528-1	250 (300-1)			
LNAV/VNAV DA	7629-1 1/4	351 (400-1 1/4)			
LNAV MDA	7600-1	322 (400-1)			
CIRCLING	7660-1 1/4 376 (400-1 1/4)	7760-1 1/4 476 (500-1 1/4)	7880-1 1/2 596 (600-1 1/2)	7920-2 636 (700-2)	

LARAMIE, WYOMING

Orig-A 15JUL21

41°19'N - 105°41'W

LARAMIE RGNL (L.A.R.)

RNAV (GPS) RWY 30

NW-1, 07 AUG 2025 to 02 OCT 2025

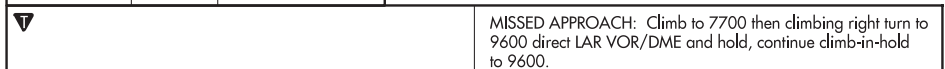
LARAMIE, WYOMING

AL-225 (FAA)

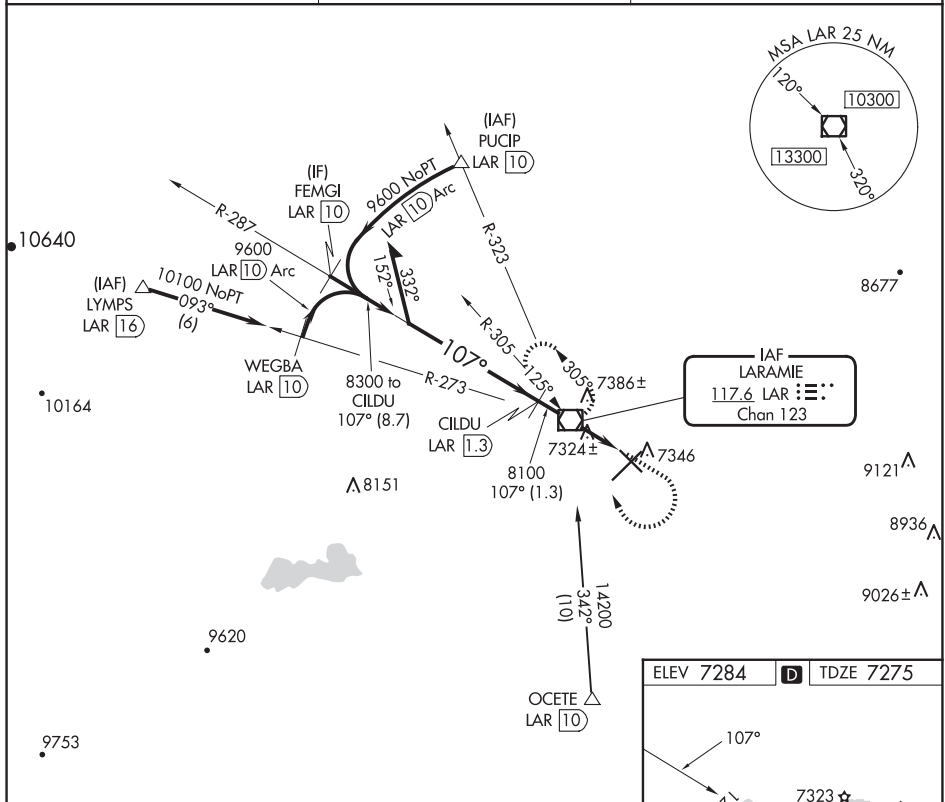
24305

VOR/DME LAR <u>117.6</u> Chan 123	APP CRS 107°	Rwy Idg TDZE Apt Elev	6301 7275 7284
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VOR/DME RWY 12
LARAMIE RGNL (LAR)



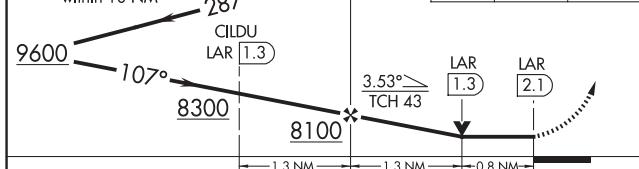
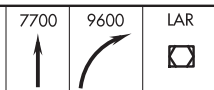
ASOS 135.475	DENVER CENTER 125.9 284.7	UNICOM 123.05 (CTAF) 0
------------------------	-------------------------------------	----------------------------------



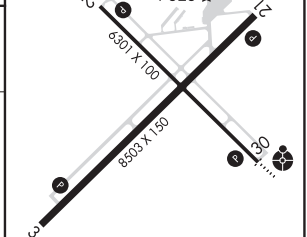
VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 44).

Remain
within 10 NM

LAR
VOR/DME



CATEGORY	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)



REIL Rwy 3, 12 and 21 **L**
MIRL Rwy 3-21 and 12-30 **L**

LARAMIE, WYOMING

Amdt 6B 15JUL21

41°19'N-105°41'W

401

LARAMIE RGNL (LAR)

VOR/DME RWY 12

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

LARAMIE, WYOMING

AL-225 (FAA)

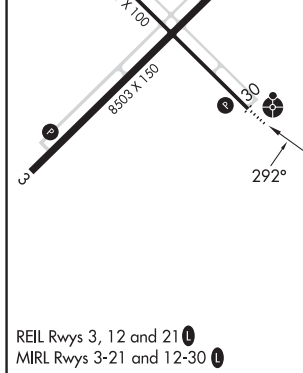
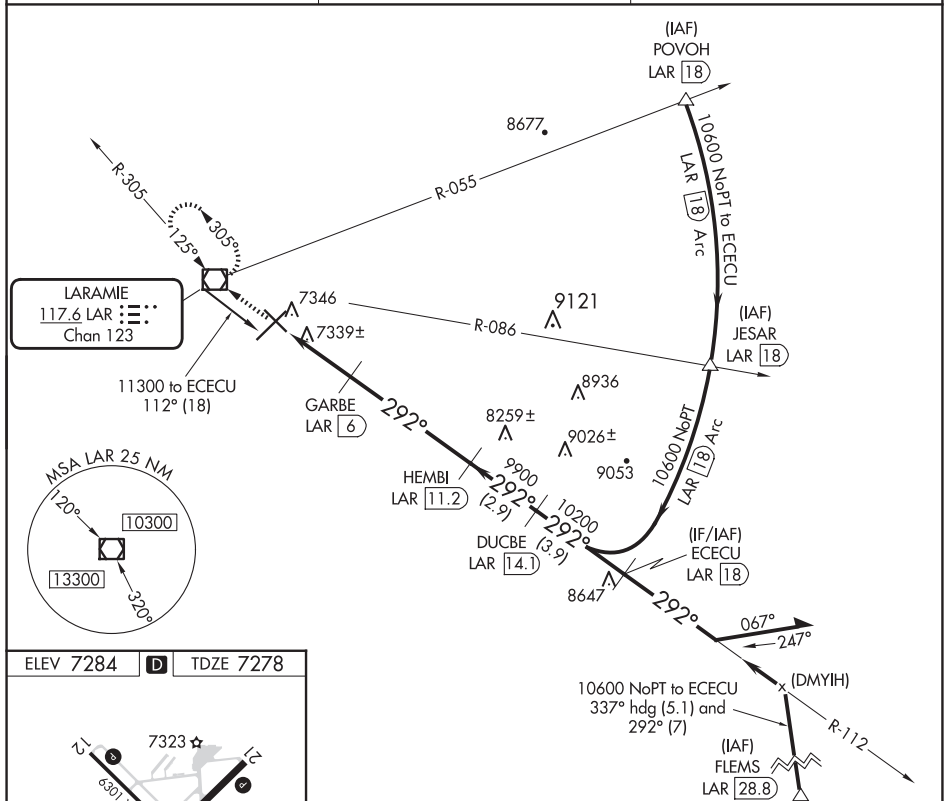
24305

VOR/DME LAR 117.6 Chan 123	APP CRS 292°	Rwy Idg TDZE Apt Elev	6301 7278 7284
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VOR/DME RWY 30

LARAMIE RGNL (LAR)

ASOS 135.475		DENVER CENTER 125.9 284.7	UNICOM 123.05 (CTAF) 0
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9600	LAR	ECECU LAR 18	Remain within 10 NM
LAR 4	LAR 6	HEMBI LAR 11.2	DUCBE LAR 14.1
LAR 3.1	LAR 4	LAR 6	LAR 11.2
8220	9900	10200	10600
0.9	2 NM	5.2 NM	2.9 NM 3.9 NM
CATEGORY	A	B	C 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 1/2 596 (600-1 1/2) 7920-2 636 (700-2)

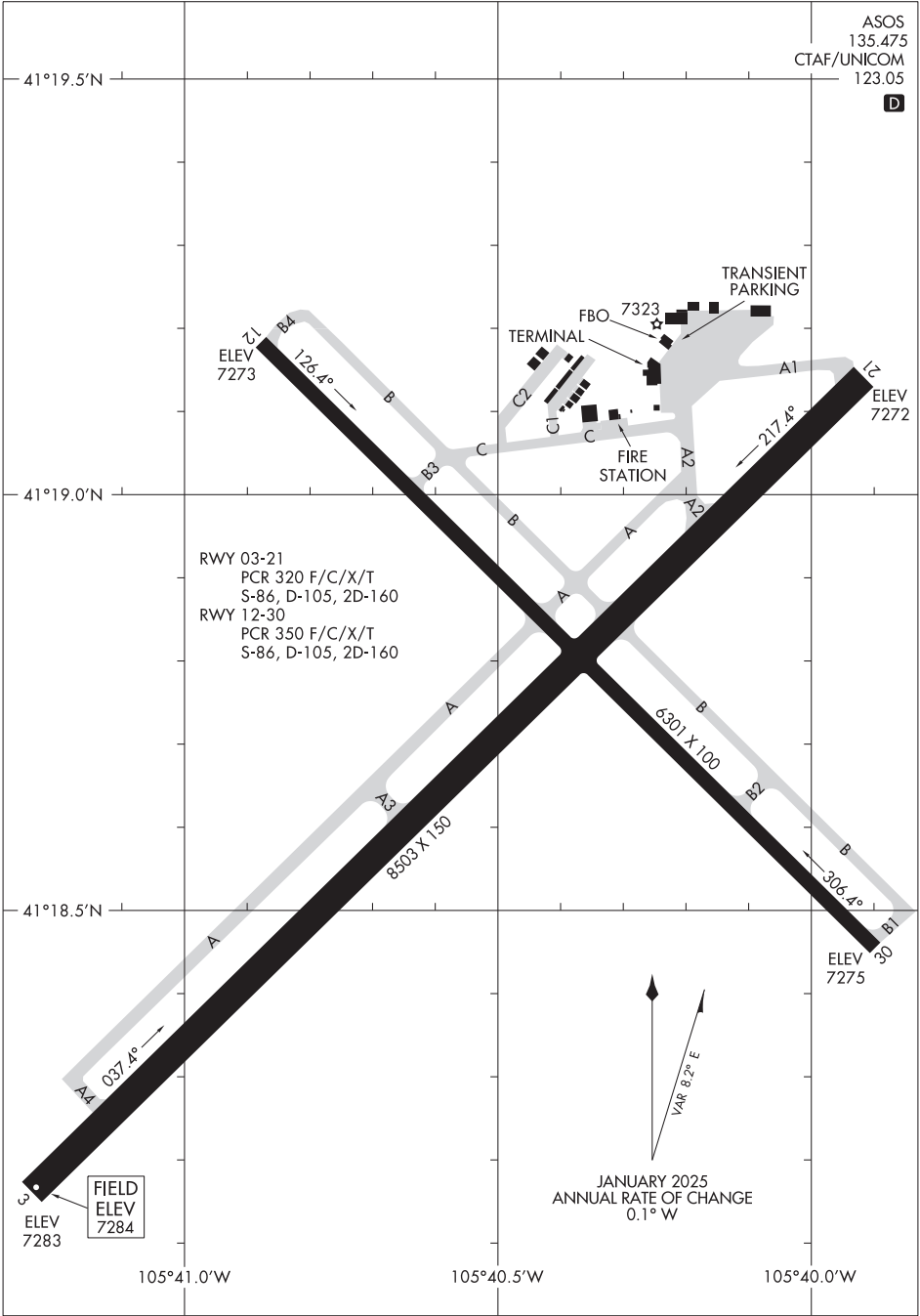
LARAMIE, WYOMING
Amdt 7B 15JUL21

41°19'N-105°41'W

LARAMIE RGNL (LAR)

VOR/DME RWY 30

NW-1, 07 AUG 2025 to 02 OCT 2025



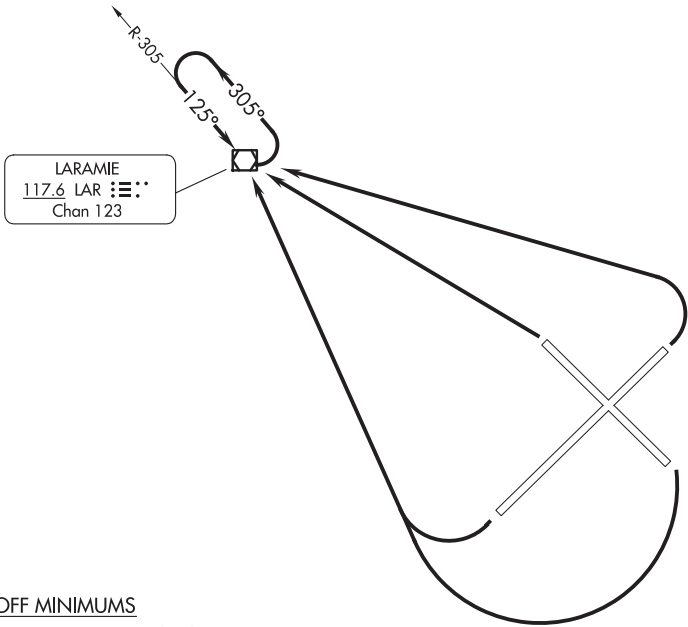
(LAR1.LAR) 23334

LARAMIE ONE DEPARTURE (OBSTACLE)

AL-225 (FAA)

LARAMIE RGNL (L.A.R)
LARAMIE, WYOMING

DENVER DEP CON
125.9 284.7
CTAF
123.05
ASOS
135.475



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.

NOTE: Chart not to scale.

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.

LARAMIE ONE DEPARTURE (OBSTACLE)

(LAR1.LAR) 05APR12

LARAMIE, WYOMING
LARAMIE RGNL (L.A.R)

NW-1, 07 AUG 2025 to 02 OCT 2025

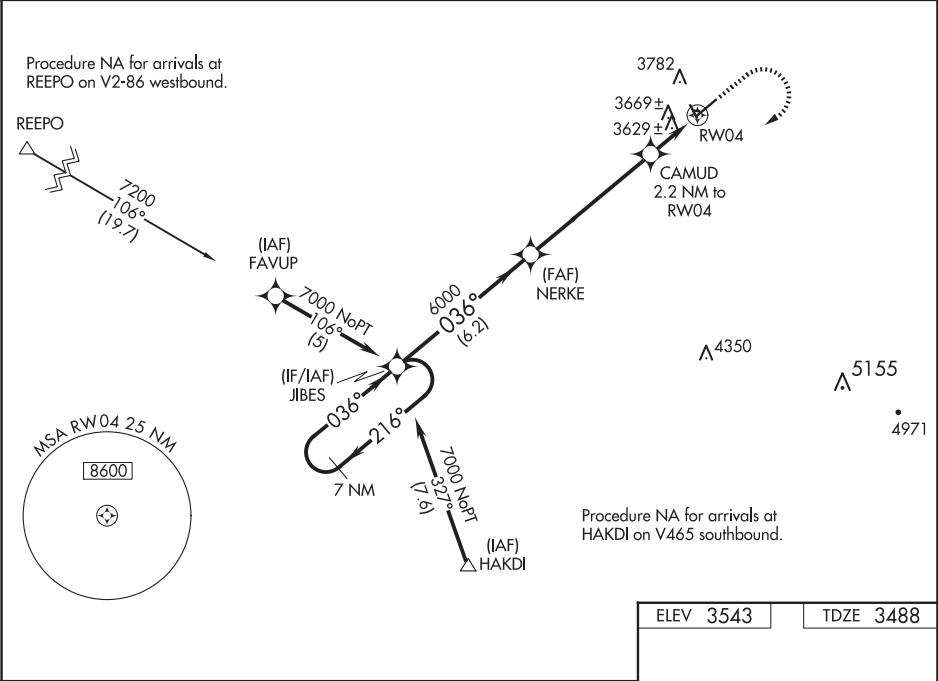
NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70422 W04A	APP CRS 036°	Rwy Idg 5199 TDZE 3488 Apt Elev 3543
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RNAV (GPS) RWY 4

LAUREL MUNI (6S8)

RNP APCH. <div><div>▼</div><div>▲</div></div> 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. Rwy 4 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 4300 then climbing right turn to 7000 direct JIBES and hold.
AWOS-2 135.05	BILLINGS APP CON 119.2 120.5 284.6	AUNICOM 123.05 (CTAF) 0



		<div><div>4300</div><div>7000</div><div>JIBES</div></div>	
7 NM Holding Pattern		JIBES	NERKE
7000	←216° 036°→	036°	6000
GP 3.00° TCH 33		6000	*4220
		6.2 NM	5.6 NM
			0.8
			1.4
CATEGORY	A	B	C
LPV DA	3783-1 295 (300-1)		
LNAV/VNAV DA	3981-1¾ 493 (500-1¾)		
LNAV MDA	3980-1 492 (500-1)	3980-1⅔ 492 (500-1⅔)	
		MIRL Rwy 4-22 and 14-32 0	

↑

↷

✧

CAMUD
2.2 NM to
RW04

*LNAV only.

*1.4 NM to
RW04

RW04

036° to
RW04

32

3529

5190 X 75 -0.6° UP

1100 X 60 -2.4° UP

3002 X 60 -2.0° UP

LAUREL, MONTANA

AL-6781 (FAA)

21168

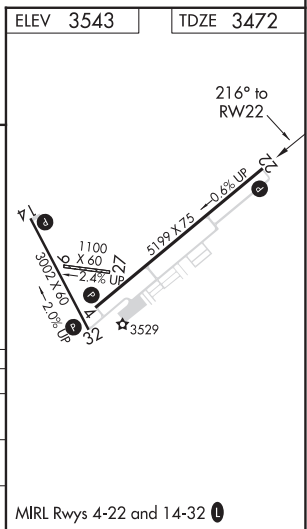
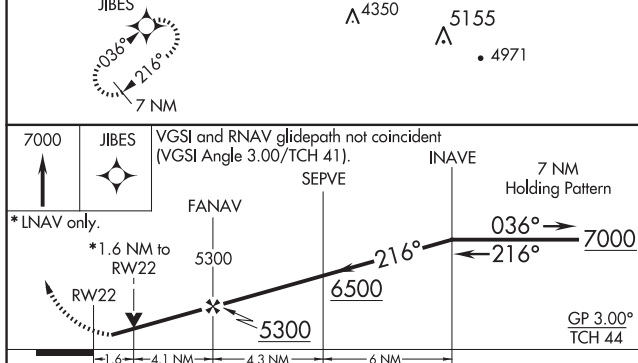
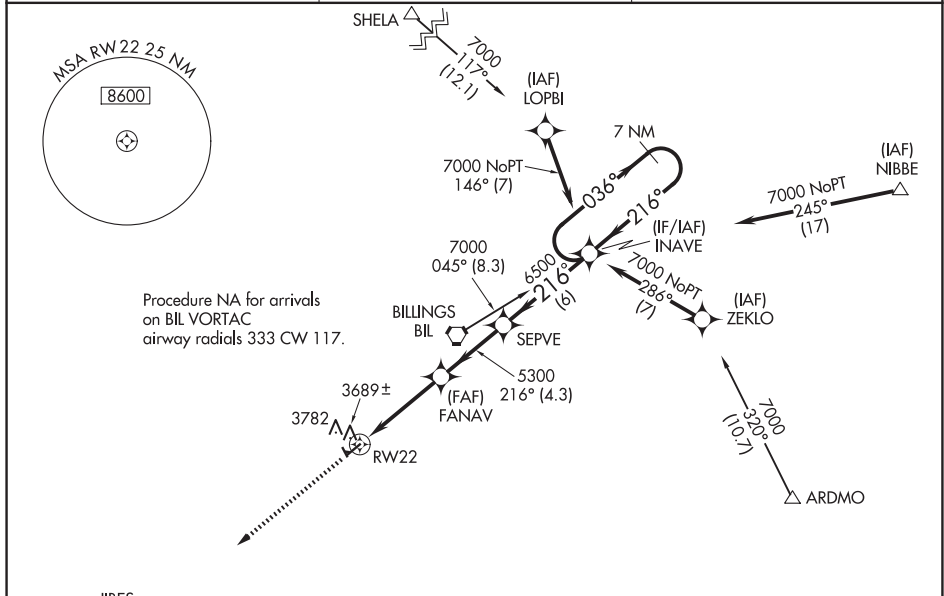
WAAS CH 86822 W22A	APP CRS 216°	Rwy Idg TDZE Apt Elev	5199 3472 3543
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RNAV (GPS) RWY 22

LAUREL MUNI (6S8)

RNP APCH.	<p>⚠ 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 ¾ SM NA.</p>	<p>MISSED APPROACH: Climb to 7000 direct JIBES and hold, continue climb-in-hold to 7000.</p>
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AWOS-2 135.05	BILLINGS APP CON 119.2 120.5 284.6	AUNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	3767-1	295 (300-1)		
LNAV/VNAV DA	3965-1½	493 (500-1½)		
LNAV MDA	4000-1	528 (500-1)	4000-1½	528 (500-1½)

LAUREL, MONTANA
Amdt 1F 31DEC20

45°42'N-108°46'W

LAUREL MUNI (6S8)

RNAV (GPS) RWY 22

NW-1, 07 AUG 2025 to 02 OCT 2025

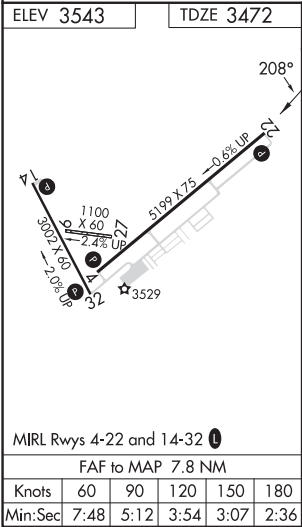
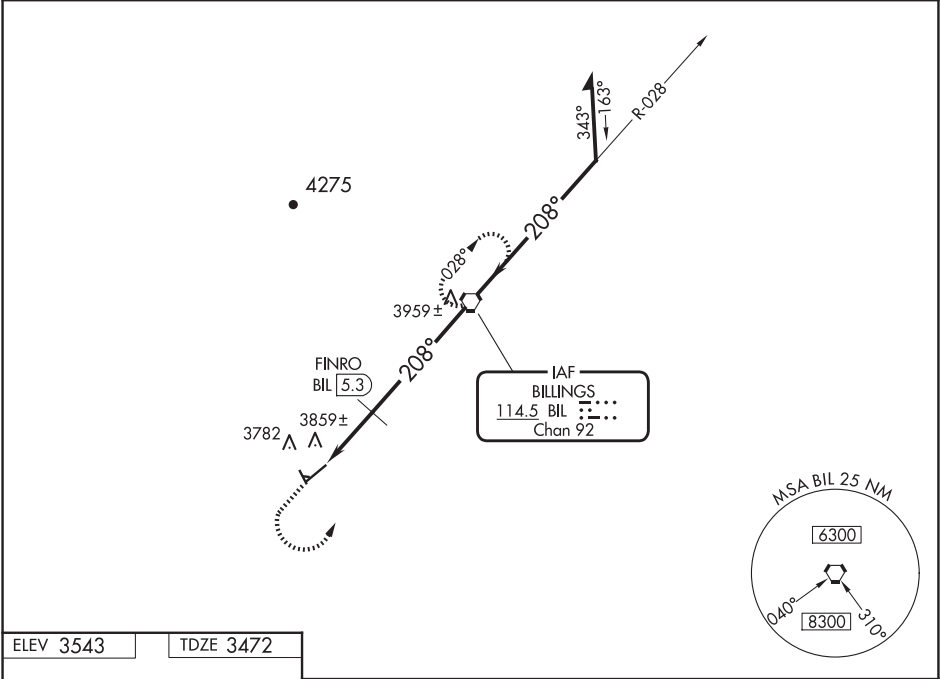
VORTAC BIL	APP CRS	Rwy Idg	5199
114.5	208°	TDZE	3472
Chan 92		Apt Elev	3543

VOR RWY 22
LAUREL MUNI (6S8)

⚠ When local altimeter setting not received, use Billings altimeter setting: increase Circling Cats C and D MDAs 60 feet and Circling Cat C visibility ¼ SM; FINRO fix minimums: increase Circling Cats C and D MDAs 60 feet and Circling Cat C visibility ¼ SM. Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwy 9 and 27. Circling Rwy 14, 32 NA at night.

MISSED APPROACH: Climb to 4700 then climbing left turn to 6300 direct BIL VORTAC and hold.

AWOS-2 135.05	BILLINGS APP CON 119.2 120.5 284.6	AUNICOM 123.05 (CTAF) ①
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BIL VORTAC				
Remain within 10 NM				
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 41).				
CATEGORY	A	B	C	D
S-22	4360-1¼ 888 (900-1¼)		4360-2¾ 888 (900-2¾)	4360-3 888 (900-3)
CIRCLING	4360-1¼ 817 (900-1¼)		4460-2¾ 917 (1000-2¾)	4560-3 1017 (1100-3)
FINRO FIX MINIMUMS				
S-22	4160-1 688 (700-1)		4160-2 688 (700-2)	4160-2¼ 688 (700-2¼)
CIRCLING	4220-1 677 (700-1)		4460-2¾ 917 (1000-2¾)	4560-3 1017 (1100-3)

NW-1, 07 AUG 2025 to 02 OCT 2025

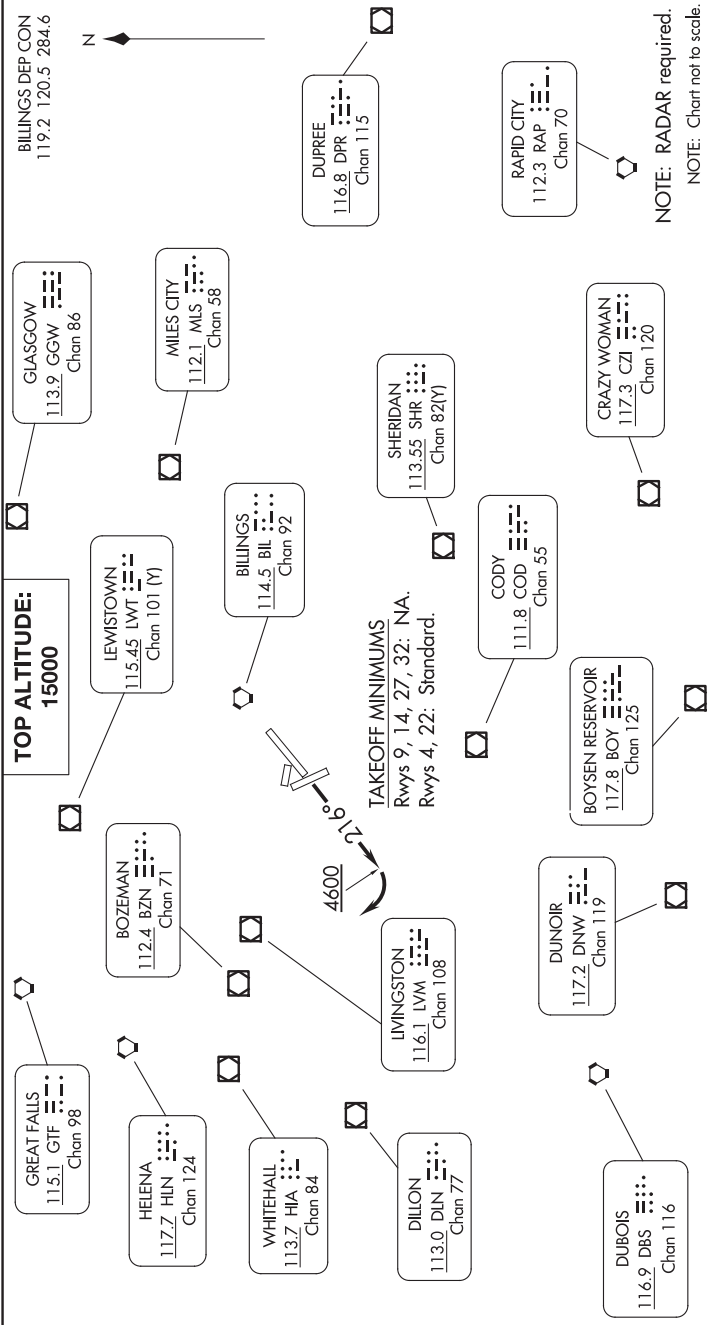
NW-1, 07 AUG 2025 to 02 OCT 2025

BILLINGS FIVE DEPARTURE

AL-6781 (FAA)

LAUREL MUNI (6S8)
LAUREL, MONTANA

NW-1, 07 AUG 2025 to 02 OCT 2025



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.

NW-1, 07 AUG 2025 to 02 OCT 2025

BILLINGS FIVE DEPARTURE

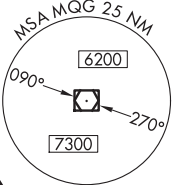
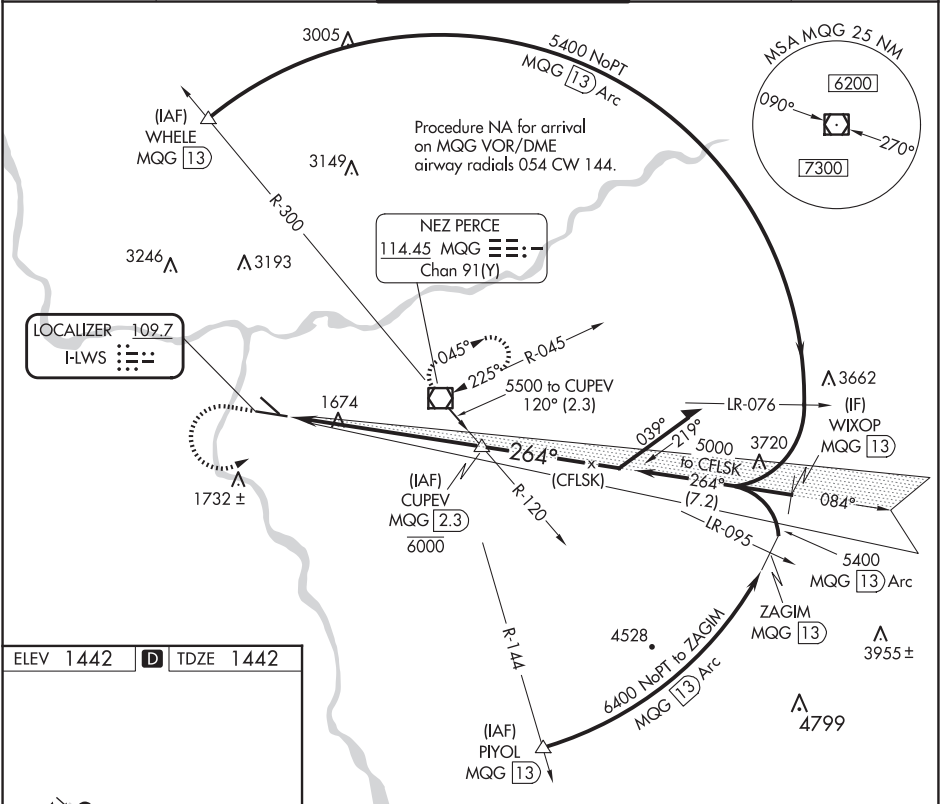
LOC I-LWS	APP CRS	Rwy Idg	6511
109.7	264°	TDZE	1442
		Apt Elev	1442

ILS RWY 26

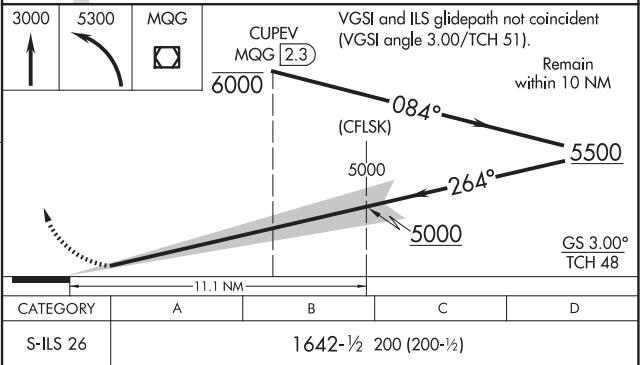
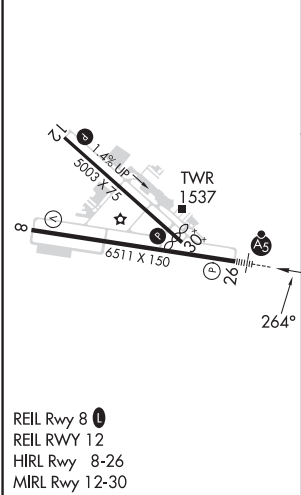
LEWISTON/NEZ PERCE COUNTY (LWS)

<div><div>When local altimeter setting not received, procedure NA. Autopilot coupled approach NA below 2500.</div><div><div>MALSR</div><div><div></div></div></div></div> <td><div>MISSED APPROACH: Climb to 3000 then climbing left turn to 5300 direct MQG VOR/DME and hold, continue climb-in-hold to 5300.</div></td>	<div>MISSED APPROACH: Climb to 3000 then climbing left turn to 5300 direct MQG VOR/DME and hold, continue climb-in-hold to 5300.</div>
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ASOS	SEATTLE CENTER	LEWISTON TOWER ★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) 0 318.8	121.9	122.95



ELEV 1442	TDZE 1442
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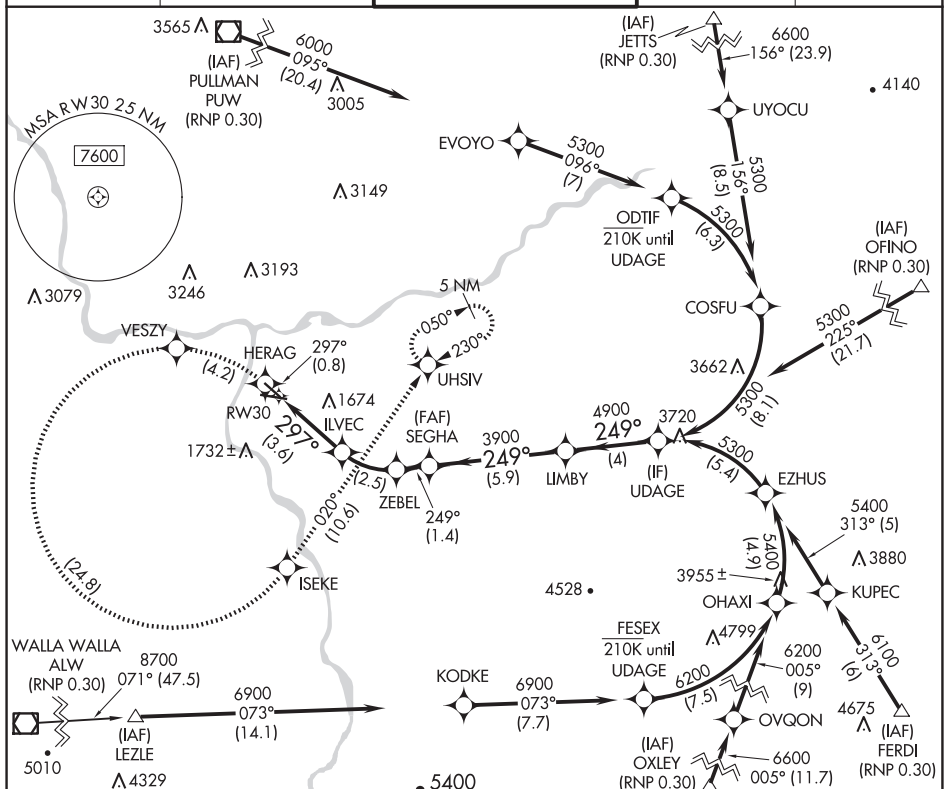


RNAV (RNP) RWY 30

LEWISTON/NEZ PERCE COUNTY (LWS)

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 123.95 290.55	LEWISTON TOWER ★ 119.4 (CTAF) 0 318.8	GND CON 121.9	UNICOM 122.95
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ELEV 1442 D TDZE 1439

6000 ↑ tr 297° HERAG VESZY ISEKE UHSIV UDAGE

3003 X-75 TWR 1537 6511 X 150 3900 4900 5300

RW30 ILVEC 2647 ZEBEL 3448 SEGHA 3900 LIMBY 4900

297° 249° 249° 249°

3.6 NM 2.5 NM 1.4 NM 5.9 NM 4 NM

CATEGORY A B C D

RNP 0.30 DA 1781-1 342 (400-1)

AUTHORIZATION REQUIRED

REIL Rwy 8
REIL Rwy 12
HIRL Rwy 8-26
MIRL Rwy 12-30

297° to RW30

GP 3.00°
TCH 45

LEWISTON/NEZ PERCE COUNTY (LWS)
RNAV (RNP) RWY 30

46°22'N-117°01'W

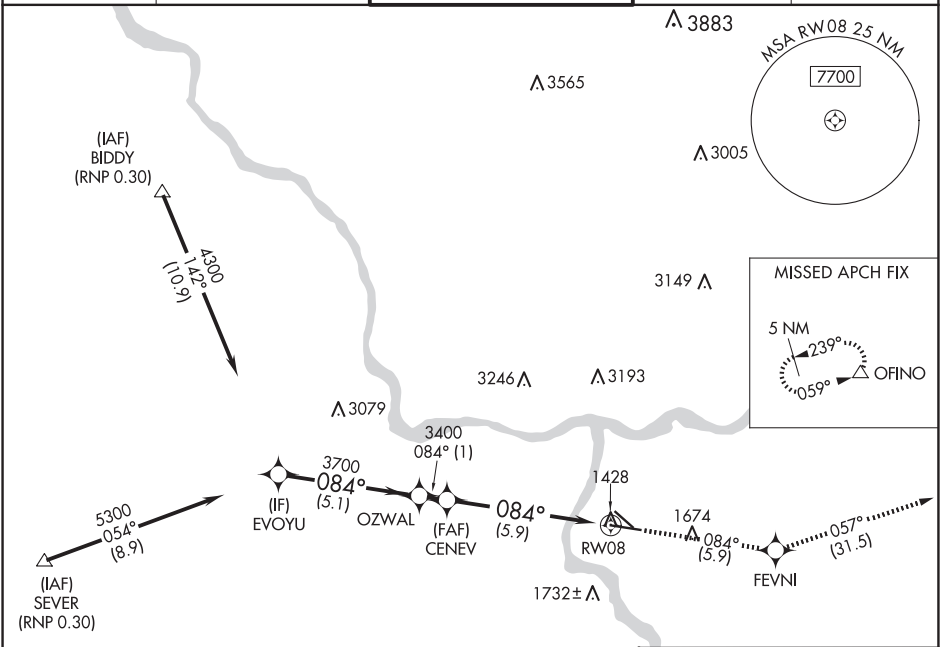
NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	6511
084°	TDZE	1440
	Apt Elev	1442

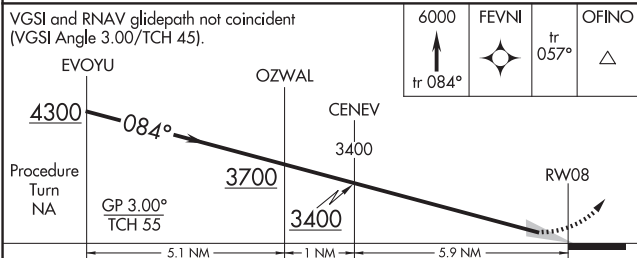
RNAV (RNP) Z RWY 8
LEWISTON/NEZ PERCE COUNTY (LWS)

<p>GPS required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (3°F) or above 46°C (115°F). When VGSI inop, procedure NA at night.</p>	<p>MISSED APPROACH: Climb to 6000 via track 084° to FEVNI and via track 057° to OFINO and hold.</p>
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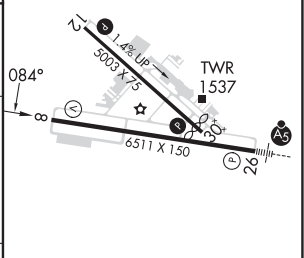
ASOS 135.575	SEATTLE CENTER 123.95 290.55	LEWISTON TOWER ★ 119.4 (CTAF) 0 318.8	GND CON 121.9	UNICOM 122.95
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ELEV 1442	TDZE 1440
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CATEGORY	A	B	C	D
RNP 0.30 DA	1752-1 312 (400-1)			



REIL Rwy 8	1
REIL Rwy 12	12
HIRL Rwy 8-26	8-26
MIRL Rwy 12-30	12-30

LEWISTON, IDAHO

AL-515 (FAA)

22027

APP CRS
117°

Rwy Idg **4750**
TDZE **1417**
Apt Elev **1442**

RNAV (RNP) Z RWY 12

LEWISTON/NEZ PERCE COUNTY (LWS)

RNP AR APCH-GPS.

▼ For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C.

MISSED APPROACH: Climb to 6000 on track 117° to VOSKY then left turn 6000 to EVHOG and on track 050° to OFINO and hold.
*Missed approach requires minium climb of 260 feet per NM to 3400.

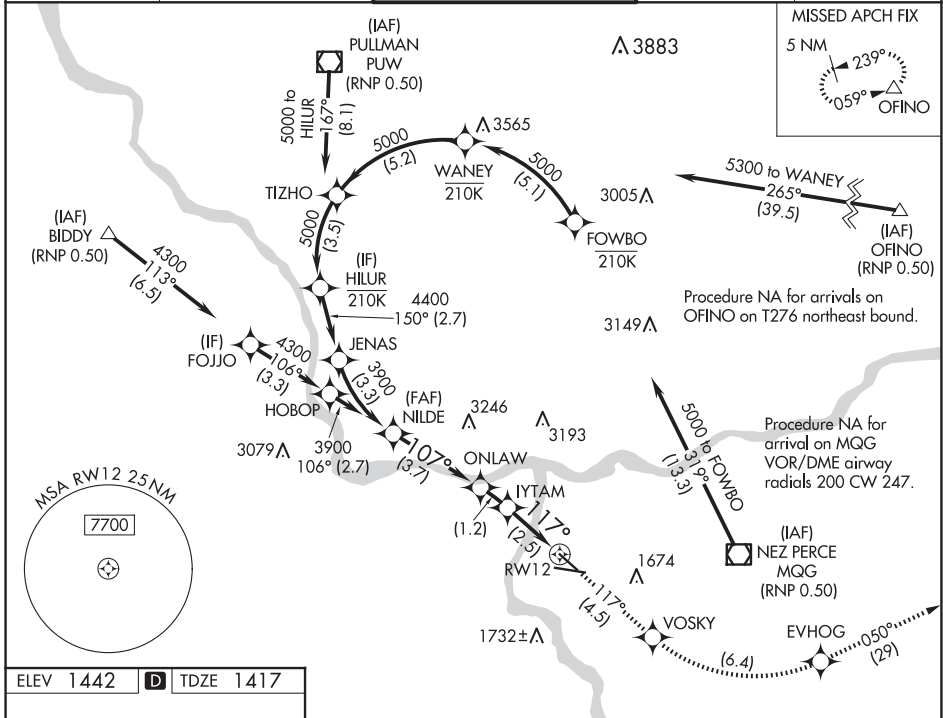
ASOS
135.575

SEATTLE CENTER
123.95 290.55

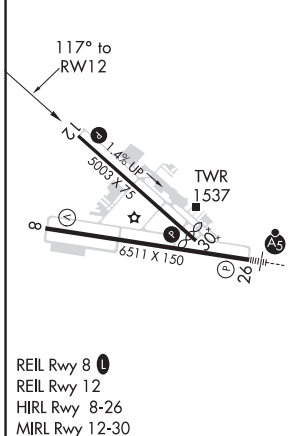
LEWISTON TOWER ★
119.4 (CTAF) 0 318.8

GND CON
121.9

UNICOM
122.95



ELEV **1442** **D** TDZE **1417**



REIL Rwy 8 **I**
REIL Rwy 12
HIRL Rwy 8-26
MIRL Rwy 12-30

<p>NILDE</p> <p>3900</p> <p>3900</p> <p>GP 3.10° TCH 56</p> <p>See Planview for multiple IF locations.</p>		<p>6000</p> <p>tr 117°</p>		<p>VOSKY</p> <p>ONLAW</p> <p>2659</p>		<p>6000</p> <p>117°</p> <p>2254</p>		<p>EVHOG</p> <p>tr 050°</p> <p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).</p>		<p>OFINO</p> <p>△</p>	
CATEGORY		A		B		C		D			
RNP 0.30 DA*		1685-7⁄8 268 (300-7⁄8)									
RNP 0.30 DA		1889-13⁄8 472 (500-13⁄8)									
AUTHORIZATION REQUIRED											

LEWISTON, IDAHO
Orig-B 07OCT21

46°22'N-117°01'W

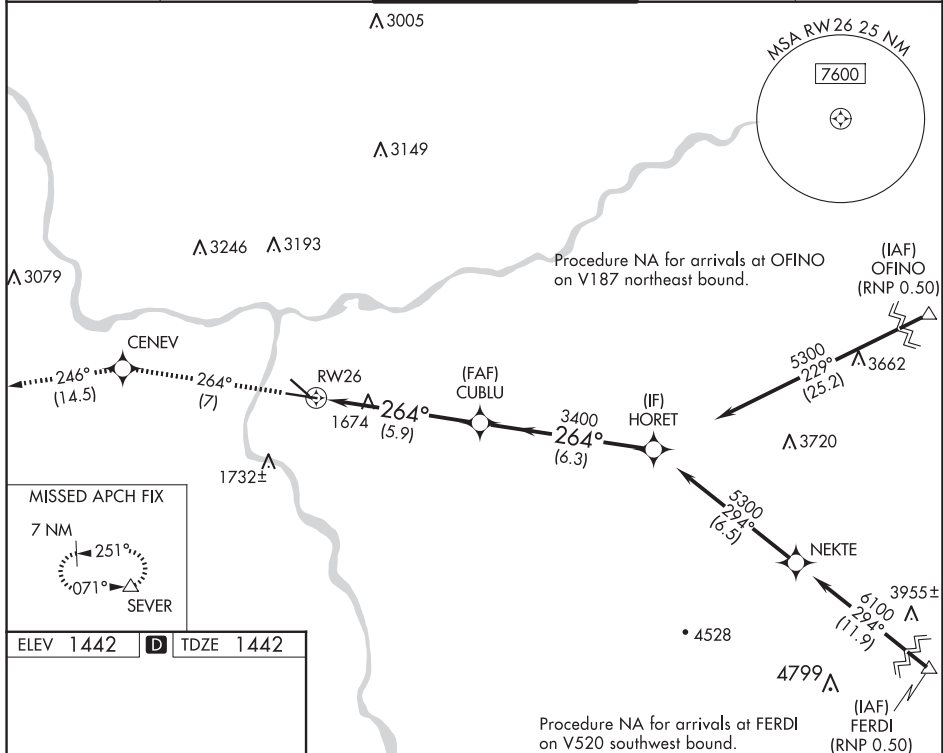
LEWISTON/NEZ PERCE COUNTY (LWS)
RNAV (RNP) Z RWY 12

NW-1, 07 AUG 2025 to 02 OCT 2025

22027

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.

UNICOM
122.95

7000 ↑ tr 264°	CENEV ✦ tr 246°	SEVER △	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 51).	
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CATEGORY	A	B	C	D
RNP 0.20 DA	1806- ³ / ₄ 364 (400- ³ / ₄)			
RNP 0.30 DA	2003-1 ¹ / ₂ 561 (600-1 ¹ / ₂)			

AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 26

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1. 07 AUG 2025 to 02 OCT 2025

LEWISTON, IDAHO

AL-515 (FAA)

22027

WAAS CH 97600 W08A	APP CRS 084°	Rwy Idg TDZE 1440 Apt Elev 1442
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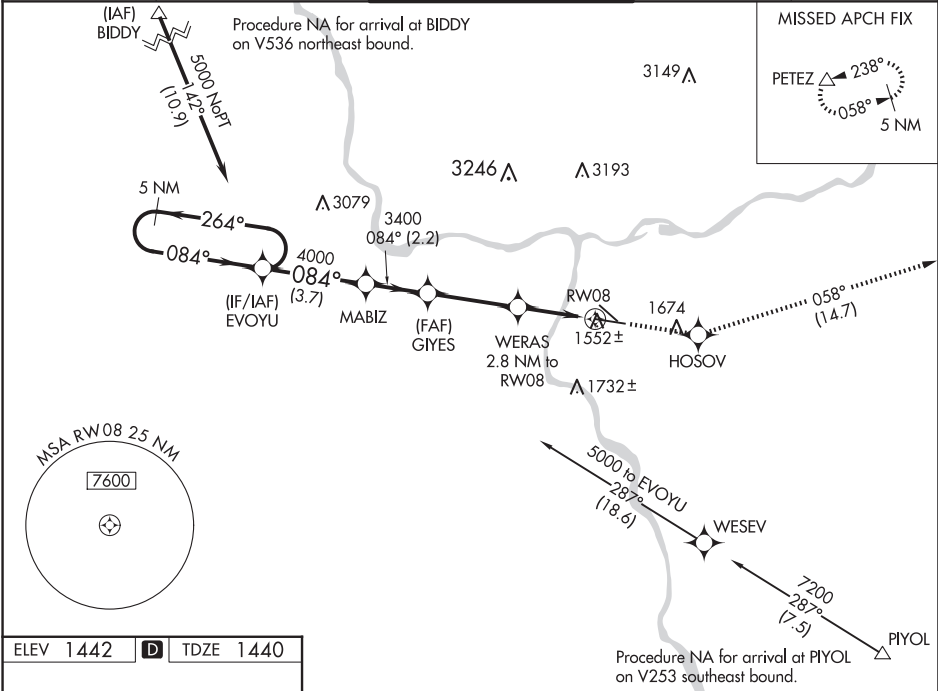
RNAV (GPS) Y RWY 8

LEWISTON/NEZ PERCE COUNTY (LWS)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 34°C (93°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5700 direct HOSOV and on track 058° to PETEZ and hold, continue climb-in-hold to 5700.

ASOS 135.575	SEATTLE CENTER 123.95 290.55	LEWISTON TOWER ★ 119.4 (CTAF) 0 318.8	GND CON 121.9	UNICOM 122.95
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ELEV **1442** **D** TDZE **1440**

REIL Rwy 8 **0**
REIL Rwy 12
HIRL Rwy 8-26
MIRL Rwy 12-30

084° to RW08

TWR 1537
6511 X 150
3003 X 75
1.4° UP

5 NM Holding Pattern		EVOYU	5700 ↑		HOSOV ✦	tr 058° ↻	PETEZ △
5000 ← 264° 084° →		MABIZ	GIYES	WERAS 2.8 NM to RW08		*LNAV only	
GP 3.00° TCH 45		4000	3400	*1.1 NM to RW08		RW08	
		3400	*2360	1.7 NM		1.1 NM	
CATEGORY	A	B	C	D			
LPV DA	1690-3/4 250 (300-3/4)						
LNAV/ VNAV DA	1736-1 296 (300-1)						
LNAV MDA	1820-1	380 (400-1)	1820-1 1/8		380 (400-1 1/8)		
CIRCLING	2000-1	558 (600-1)	2280-2 1/2 838 (900-2 1/2)		2500-3 1058 (1100-3)		

LEWISTON, IDAHO
Amdt 2C 07OCT21

46°22'N-117°01'W

RNAV (GPS) Y RWY 8

LEWISTON/NEZ PERCE COUNTY (LWS)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

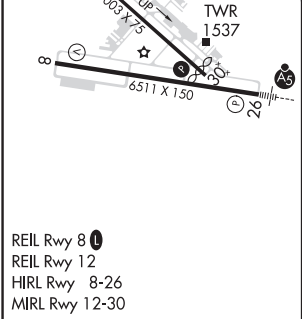
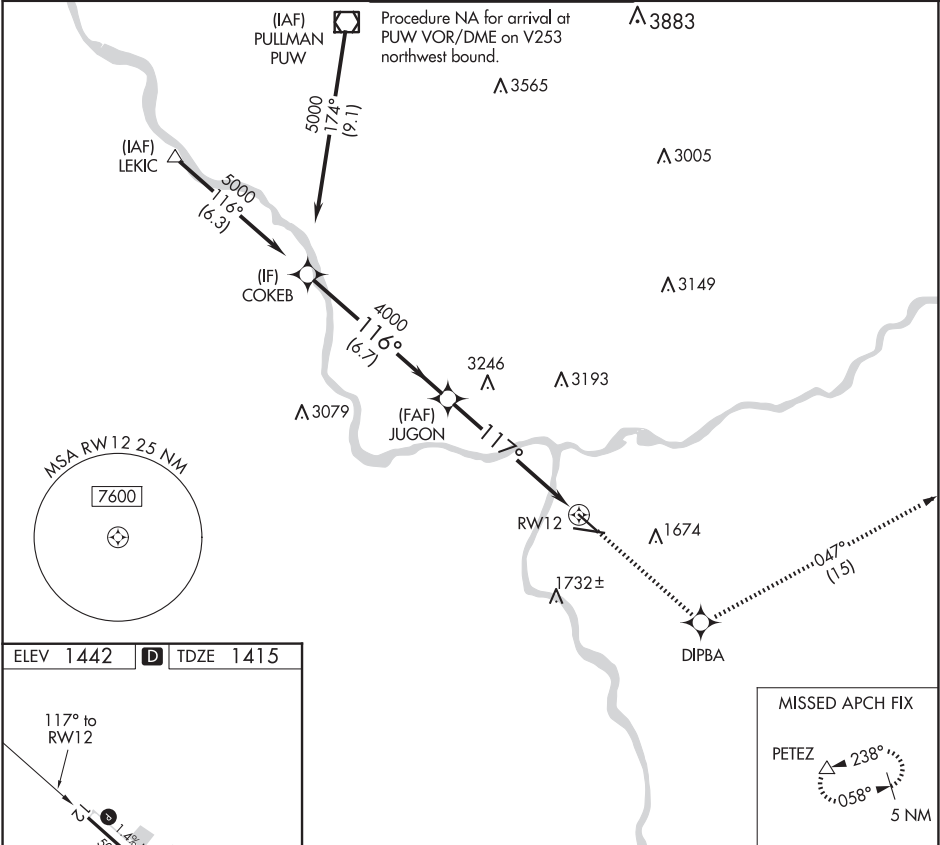
WAAS CH 56500 W12A	APP CRS 117°	Rwy Idg 4750 TDZE 1415 Apt Elev 1442
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RNAV (GPS) Y RWY 12

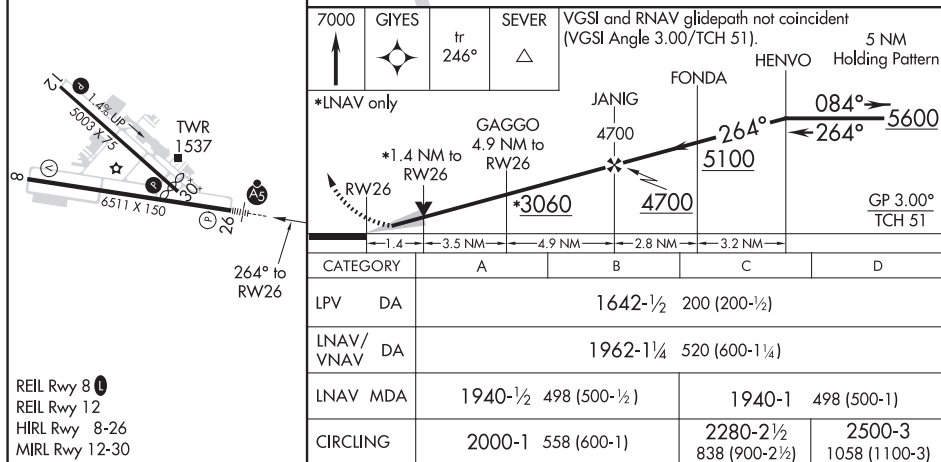
LEWISTON/NEZ PERCE COUNTY (LWS)

<div><div>▼</div><div>▲ NA</div></div>	When local alrimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 5700 direct DIPBA and on track 047° to PETEZ and hold, continue climb-in-hold to 5700.
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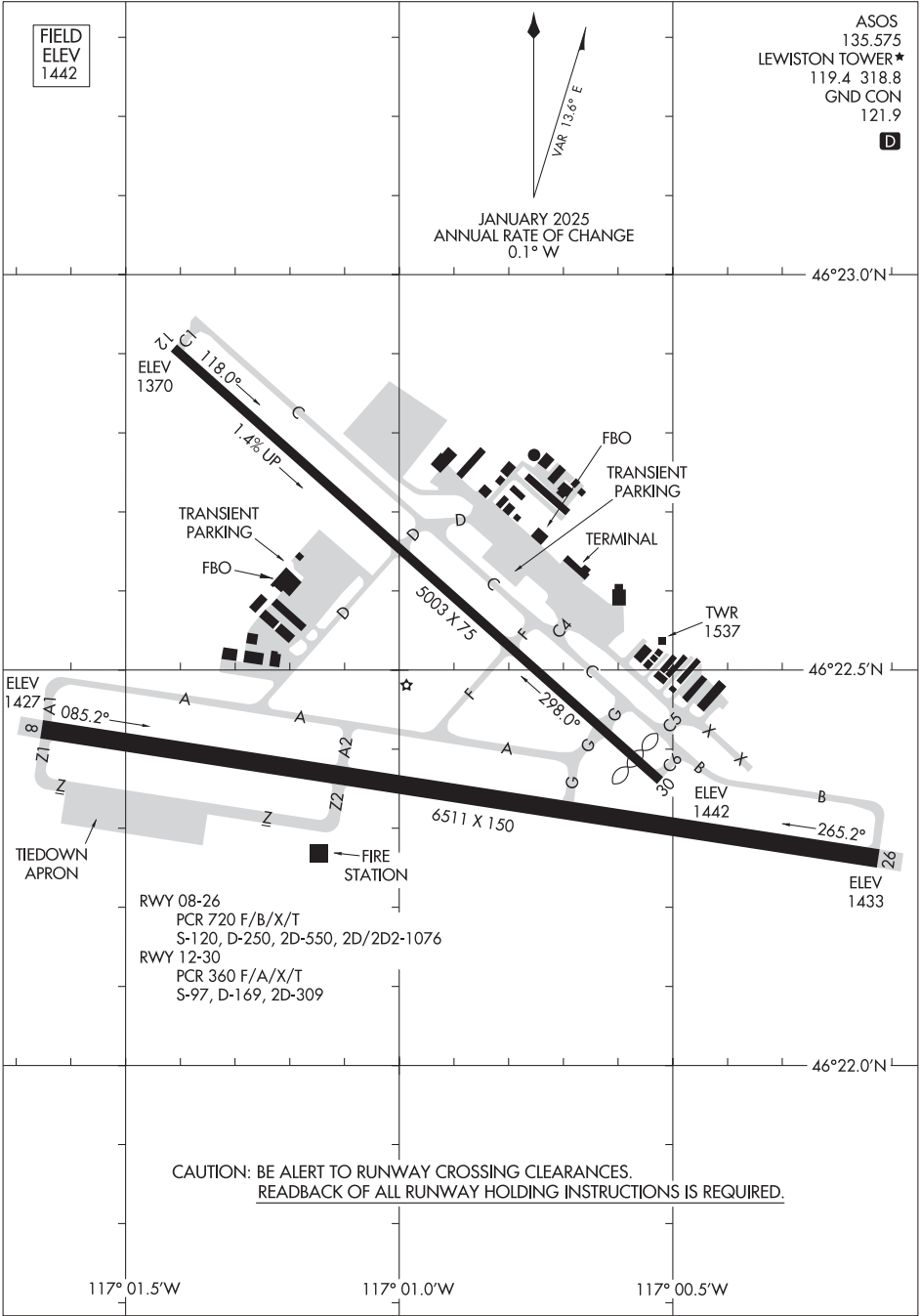
ASOS 135.575	SEATTLE CENTER 123.95 290.55	LEWISTON TOWER ★ 119.4 (CTAF) 0 318.8	GND CON 121.9	UNICOM 122.95
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).			
COKEB			
JUGON			
RWY 12			
GP 3.87° TCH 55			
6.7 NM			
6.3 NM			
CATEGORY	A	B	C D
LPV DA	1793-1	378 (400-1)	NA

RNAV (GPS) Y RWY 26
LEWISTON/NEZ PERCE COUNTY (LWS)

LEWISTON/NEZ PERCE COUNTY (LWS)
RNAV (GPS) Y RWY 26



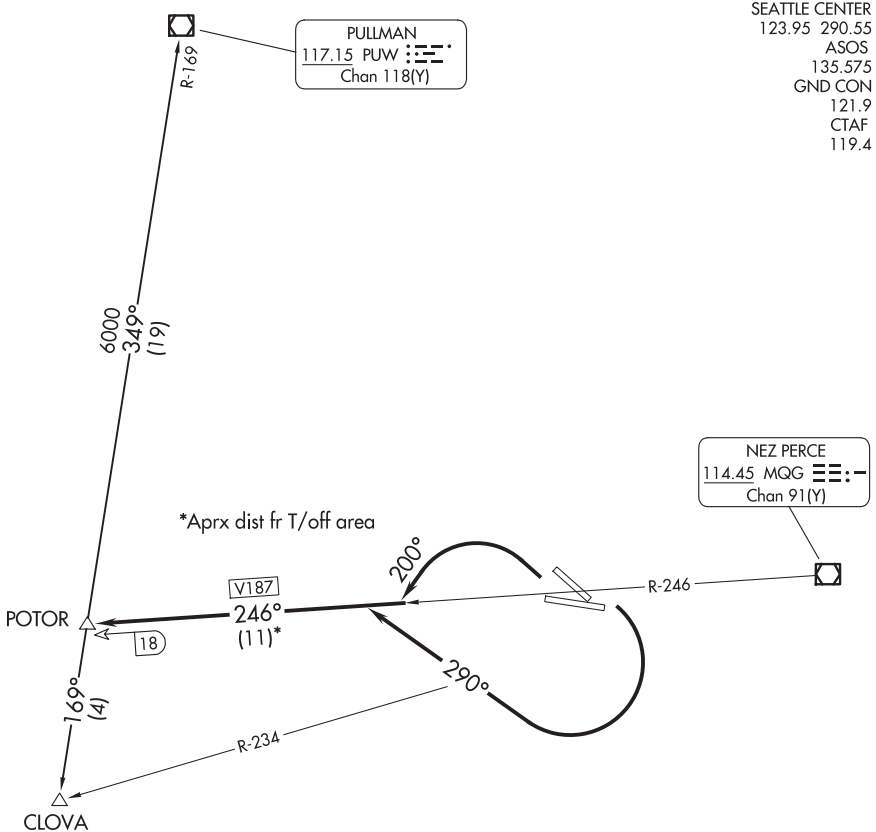
(POTOR2.POTOR) 24137

POTOR TWO DEPARTURE

AL-515 (FAA)

LEWISTON/NEZ PERCE COUNTY (LWS)

LEWISTON, IDAHO



NOTE: Minimum climb required: Rwy 26 and 30-300'/NM to 4700' (750 FPM/150K, 1000 FPM/200K); Rwy 8 and 12-270'/NM to 4700' (675 FPM/150K, 900 FPM/200K) or 4600' ceiling and three miles visibility.

NOTE: Departures may be restricted to cross POTOR INT at 5000.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 12: Turn right heading 290°. Thence. . .

TAKEOFF RUNWAYS 26, 30: Turn left heading 200°. Thence. . .

. . . Intercept and proceed via MQG R-246 (V187) to POTOR INT. Thence via (assigned route) or (transition).

CLOVA TRANSITION (POTOR2.CLOVA): From over POTOR INT on PUW R-169 to CLOVA INT.

PULLMAN TRANSITION (POTOR2.PUW): From over POTOR INT on PUW R-169 to PUW VOR/DME.

POTOR TWO DEPARTURE

(POTOR2.POTOR) 25DEC80

LEWISTON, IDAHO
LEWISTON/NEZ PERCE COUNTY (LWS)

NW-1, 07 AUG 2025 to 02 OCT 2025

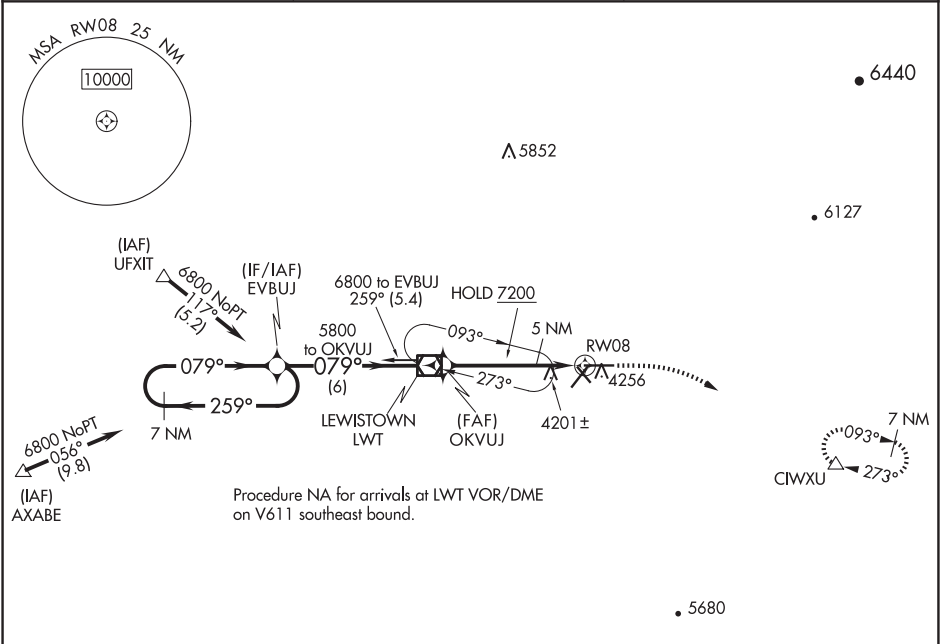
NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86700 W08A	APP CRS 079°	Rwy Ldg 6100 TDZE 4129 Apt Elev 4170
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RNAV (GPS) RWY 8
LEWISTOWN MUNI (LWT)

<div><div></div><div>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.</div></div>	MISSED APPROACH: Climb to 4600, then climbing right turn to 7700 direct CIWXU and hold, continue climb-in-hold to 7700.
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ASOS 118.375	SALT LAKE CENTER 133.4 285.4	UNICOM 123.0 (CTAF) 1
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7 NM Holding Pattern		EVBUEJ		OKVUJ		RWY 8	
6800		5800		4201±		4256	
GP 3.00° TCH 51		*0.9 NM to RWY 8		*LNAV only			
6 NM		4.2 NM		0.9 NM			
CATEGORY	A	B	C	D			
LPV DA		4379-3/4	250 (300-3/4)				
LNAV/VNAV DA		4419-7/8	290 (300-7/8)				
LNAV MDA		4460-1	331 (300-1)				
CIRCLING	4680-1 510 (600-1)	4820-1 650 (700-1)	4980-2 1/4 810 (900-2 1/4)	5240-3 1070 (1100-3)	REIL Rwy 8 and 26 1 MIRL 8-26 and 13-31 1		

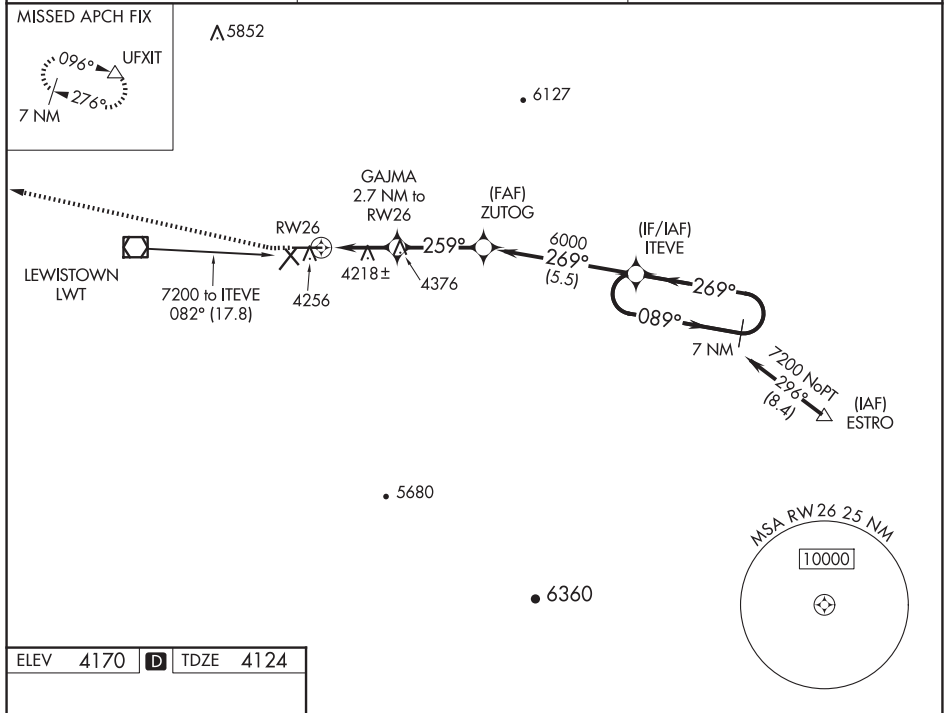
WAAS CH 50230 W26A	APP CRS 259°	Rwy Ldg 6100 TDZE 4124 Apt Elev 4170
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RNAV (GPS) RWY 26

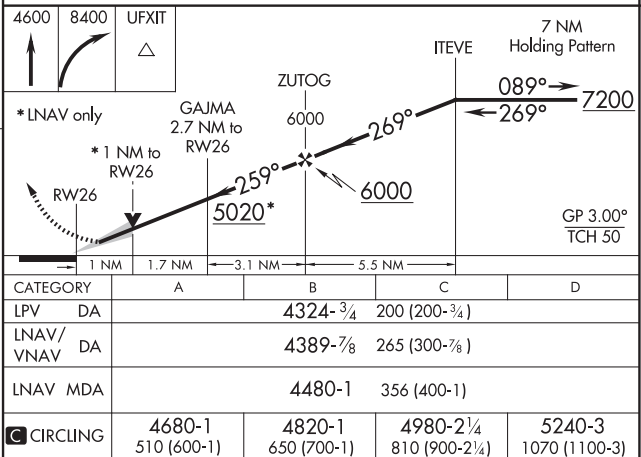
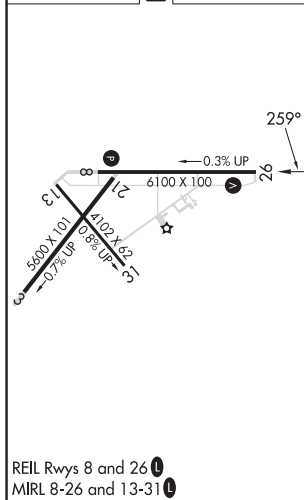
LEWISTOWN MUNI (LWT)

⚠ 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.
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ASOS 118.375	SALT LAKE CENTER 133.4 285.4	UNICOM 123.0 (CTAF) 0
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ELEV 4170	D	TDZE 4124
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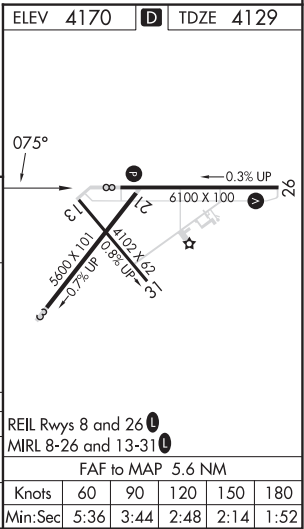
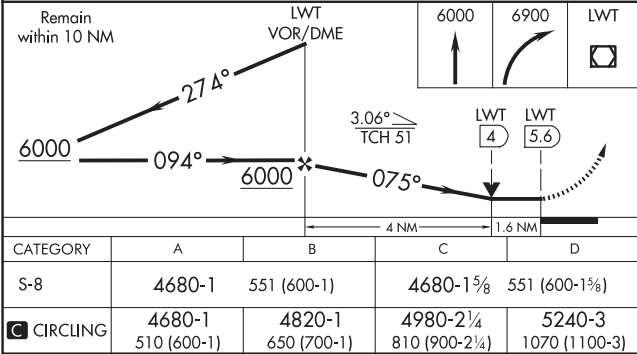
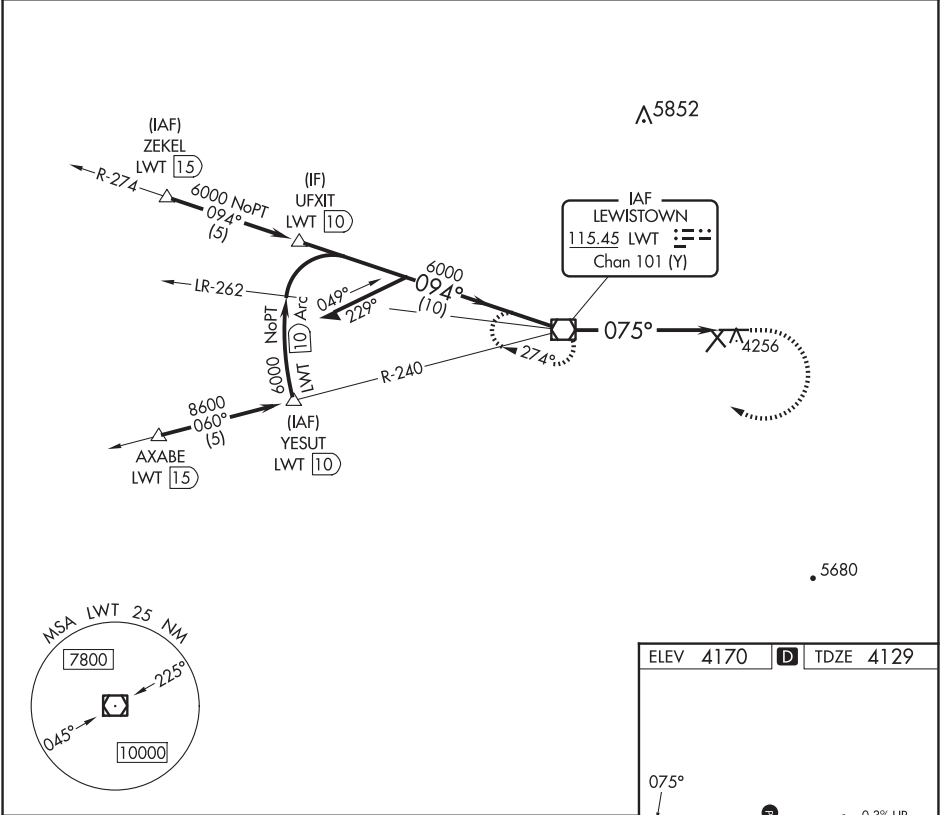


VOR/DME LWT 115.45 Chan 101 (Y)	APP CRS 075°	Rwy Ldg TDZE 4129 Apt Elev 4170
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VOR RWY 8
LEWISTOWN MUNI (LWT)

V A	MISSED APPROACH: Climb to 6000 then climbing right turn to 6900 direct LWT VOR/DME and hold.
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ASOS 118.375	SALT LAKE CENTER 133.4 285.4	UNICOM 123.0 (CTAF) 0
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LEXINGTON, OREGON


AL-9524 (FAA)

25051

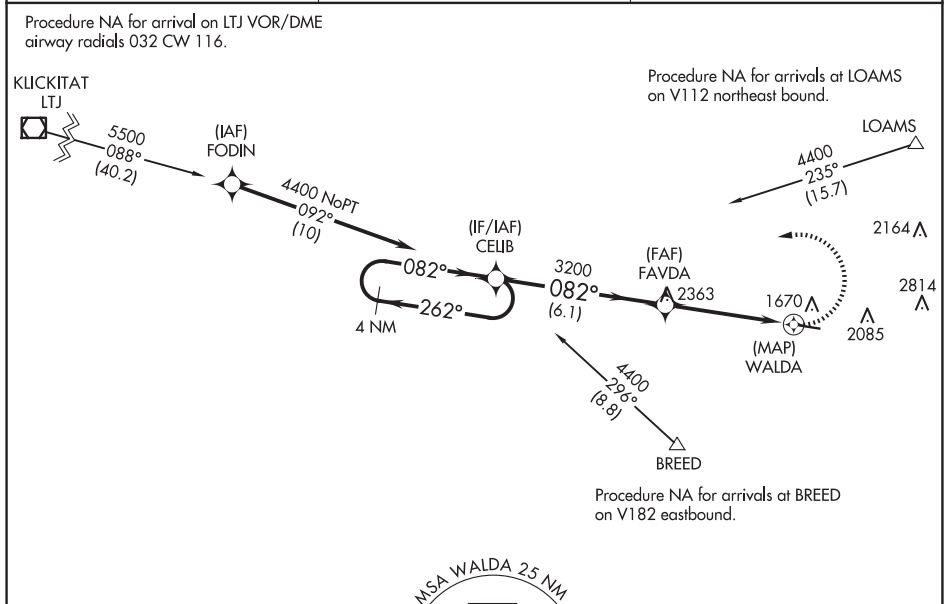
APP CRS	Rwy Idg	4156
082°	TDZE	1618
	Apt Elev	1635

RNAV (GPS) RWY 8

LEXINGTON (9S9)

RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 4400 direct CELIB and hold.
	Circling Cat D NA when using HRI altimeter setting. When local altimeter not received, use HRI altimeter setting and increase all MDAs 220 feet and LNAV visibility Cat C ½ SM, and Circling visibility Cats A and B ¼ SM. Procedure NA at night. Rwy 8 helicopter visibility reduction below 1 SM NA.	

AWOS-3 134.475	SEATTLE CENTER 132.6 269.35	CTAF 122.9 
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3562 Δ

4400

4 NM Holding Pattern

262°

082°

CELIB

FAVDA

3200

3.04 NM TCH 44

082°

WALDA

082°

4400

CELIB

6.1 NM

4.6 NM

0.3 NM

CATEGORY	A	B	C	D
LNAV MDA	2120-1	502 (500-1)	2120-1½	502 (500-1½)
CIRCLING	2380-1 745 (800-1)	2460-1¼ 825 (900-1¼)	2700-3 1065 (1100-3)	3180-3 1545 (1600-3)

ELEV 1635

TDZE 1618

082°

4156 X 75

1.3% UP

20

MIRL Rwy 8-26

REIL Rws 8 and 26

45°27'N-119°41'W

RNAV (GPS) RWY 8

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS 210°	Rwy Idg TDZE Apt Elev	N/A N/A 1635
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RNAV (GPS)-A

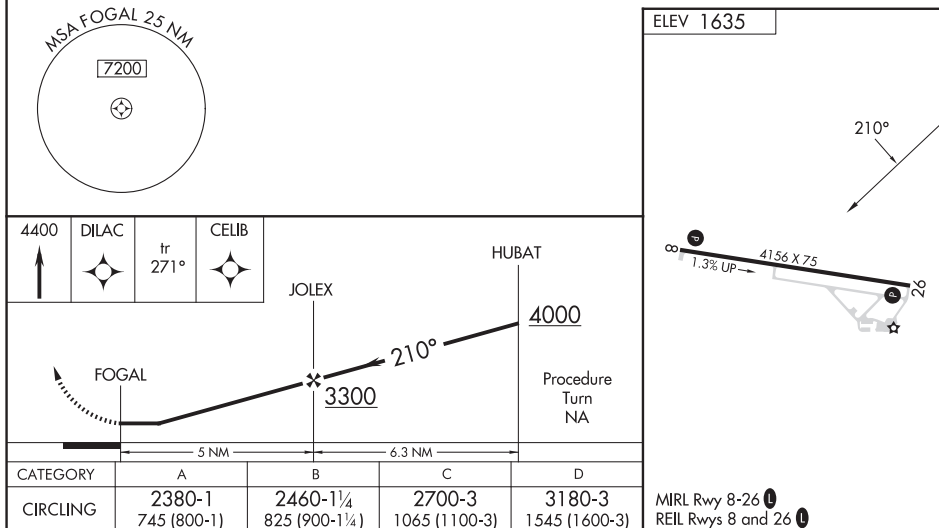
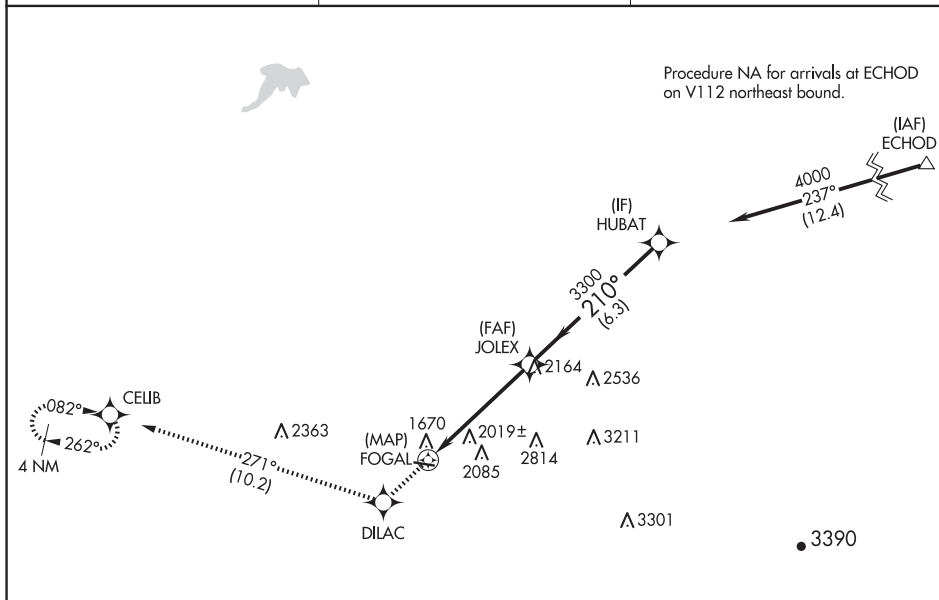
LEXINGTON (9S9)

RNP APCH - GPS.

T Circling Cat D NA when using HRI altimeter setting. When local altimeter
A NA not received, use HRI altimeter setting and increase all MDAs 220 feet and
 Circling visibility Cats A and B $\frac{1}{4}$ SM. Procedure NA at night. Rwy 8 and
 26 helicopter visibility reduction below 1 SM NA.

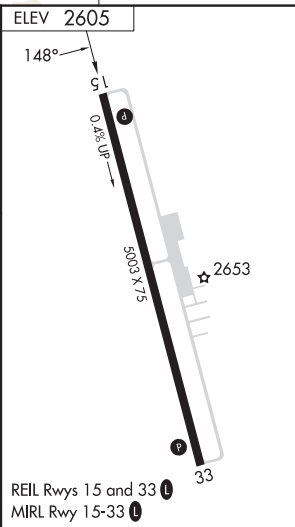
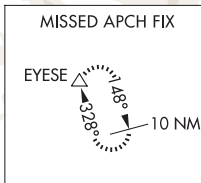
MISSED APPROACH: Climb to 4400 direct DILAC and on 271° track to CELB and hold.

AWOS-3 134.475	SEATTLE CENTER 132.6 269.35	CTAF 122.9 0
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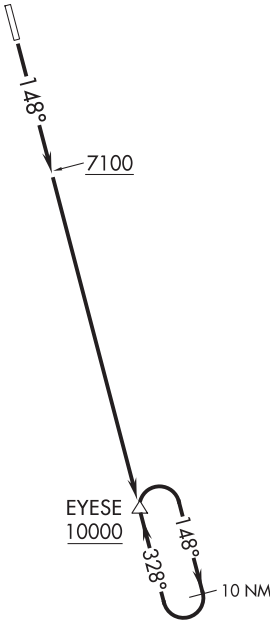
GPS-A
LIBBY (S59)

MISSED APPROACH: Climb to 9600 on 148° course to EYSE and hold.

UNICOM
122.8 (CTAF) **L**LIBBY (S59)
GPS-A

NW-1, 07 AUG 2025 to 02 OCT 2025

AWOS-A
118.575
CTAF
122.8
SEATTLE CENTER
123.95 290.55



NOTE: RNAV 1 - GPS.

TAKEOFF MINIMUMS

Rwy 33: NA-Obstacles.
Rwy 15: Standard with a minimum climb of 582' per NM to 7100.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 148° to 7100, then direct EYSE. Continue climb in EYSE holding pattern to cross EYSE 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.

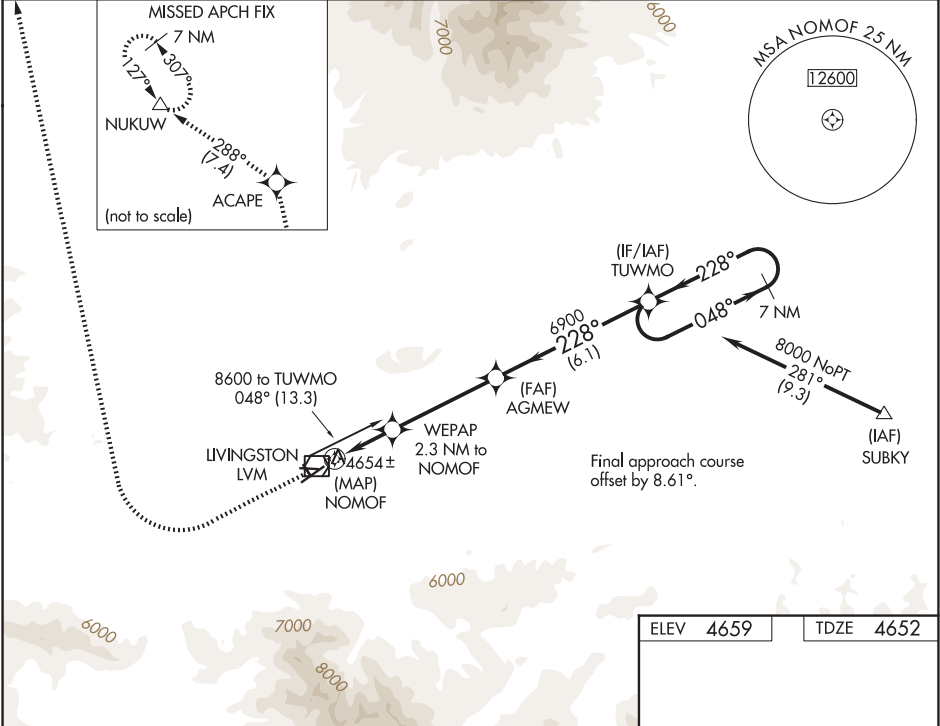
WAAS CH 48824 W22A	APP CRS 228°	Rwy Ldg TDZE 4652 Apt Elev 4659
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RNAV (GPS) RWY 22

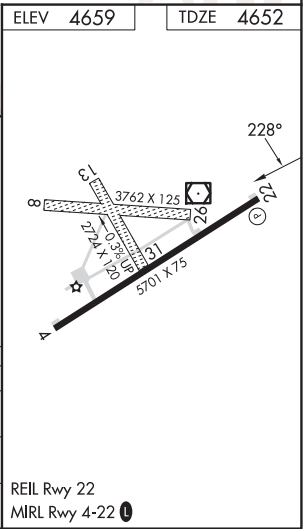
MISSION FLD (LVM)

RNP APCH - GPS.		MISSED APPROACH: Climb to 5400 on course 228° then climbing right turn to 10000 direct ACAPE and on track 288° to NUKUW and hold.
	Circling NA for Cats C and D southeast of Rwy 4-22. Circling NA to Rwys 8-26 and 13-31.	

ASOS 135.275	BIG SKY APP CON ★ 119.55 235.775	UNICOM 123.0 (CTAF) 0
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5400 ↑ 228° crs	10000 ↘ 228° crs	ACAPE 	tr 288°	NUKUW
WEPAP 2.3 NM to NOMOF AGMEW 0.9 NM to NOMOF TCH 44 3.00°				
5580 6900 8000				
0.5 0.9 1.4 NM 4.1 NM 6.1 NM				
CATEGORY	A	B	C	D
LP MDA	5260-1	608 (700-1)	5260-1¾	608 (700-1¾)
LNAV MDA	5360-1	708 (800-1)	5360-2	708 (800-2)
CIRCLING	5360-1 701 (800-1)	5380-1 721 (800-1)	5400-2¼ 741 (800-2¼)	6700-3 2041 (2100-3)



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

LIVINGSTON, MONTANA

AL-5348 (FAA)

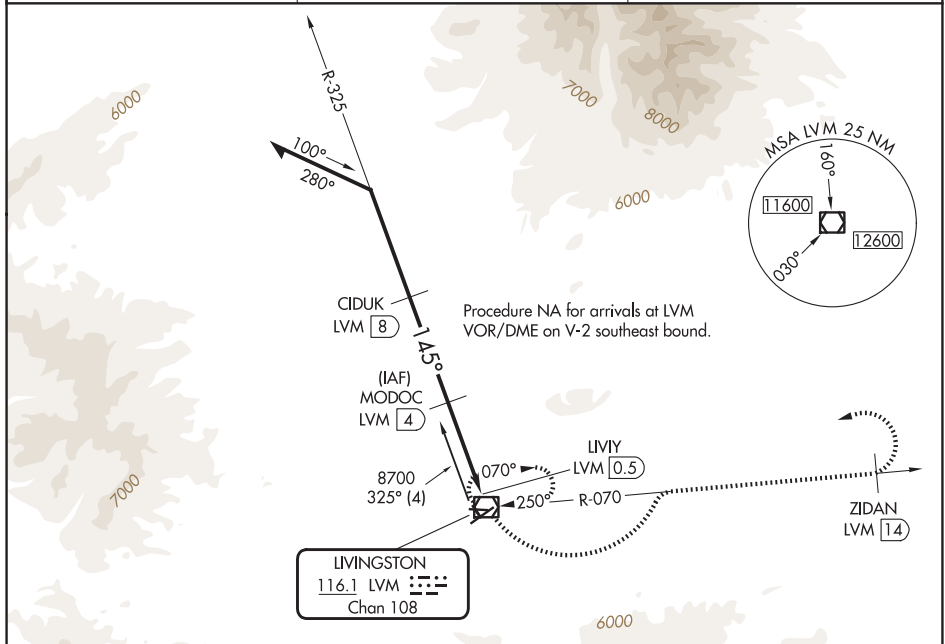
25219

VOR/DME LVM 116.1 Chan 108	APP CRS 145°	Rwy Ldg TDZE Apt Elev 4659	N/A N/A
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VOR/DME-B
MISSION FLD (LVM)

 -28°C	Circling NA for Cats C southeast of Rwy 4-22. Circling NA to Rwys 8-26 and 13-31.	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.
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ASOS 135.275	BIG SKY APP CON ★ 119.55 235.775	UNICOM 123.0 (CTAF)
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Remain within 12 NM	MODOC LVM 4		9900 LVM R-070	ZIDAN LVM 14	LVM
			LIVY LVM 0.5		
CATEGORY	A	B	C	D	
CIRCLING	5540-1¼	881 (900-1¼)	5540-2¾ 881 (900-2¾)	NA	

REIL Rwy 22 MIRL Rwy 4-22

LIVINGSTON, MONTANA

Amdt 2A 02DEC21

45°42'N-110°27'W

MISSION FLD (LVM)

VOR/DME-B

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

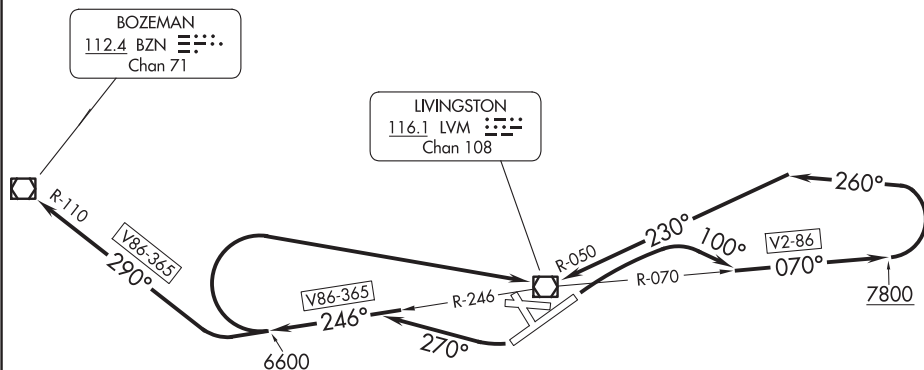
ASOS
135.275
BIG SKY DEP CON ★
119.55 235.775

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.

DEPARTURE ROUTE DESCRIPTION

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.

WAAS CH 93518 W16A	APP CRS 164°	Rwy Idg TDZE 2433 Apt Elev 2437
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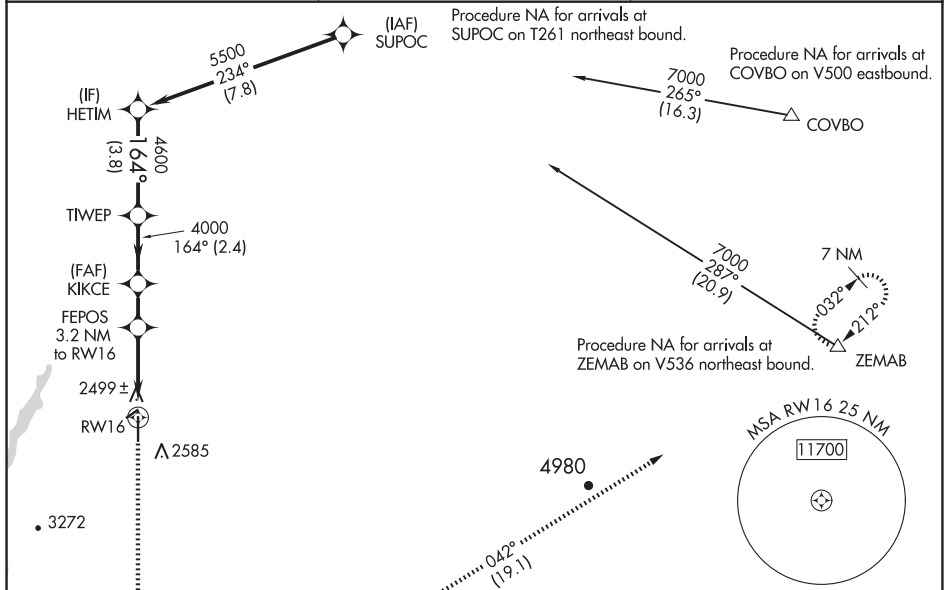
RNAV (GPS) RWY 16

MADRAS MUNI (S33)

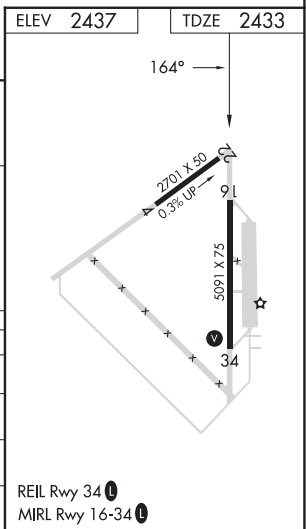
Baro-VNAV NA when using Redmond altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Rwy 16 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Redmond altimeter setting and increase all DA and MDA 580 feet; increase LPV all Cats visibility 2½ SM, LNAV/VNAV all Cats visibility 2½ SM, LNAV and Circling Cat A visibility ¼ SM, LNAV and Circling Cat B visibility ½ SM, and increase LNAV and Circling Cat C visibility ¼ SM.

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)
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	ELEV 2437		TDZE 2433	
	164°			
	HETIM	7000 HUKRI	JOREM	ZEMAB
		↑	tr 074°	tr 042°
	5500	TIWEP	KIKCE	FEPOS 3.2 NM to RW16
		164°	4000	*3500
	4600			
	3.8 NM	2.4 NM	1.6 NM	3.2 NM
CATEGORY	A	B	C	D
LPV DA	2783-1½	350 (400-1½)		NA
LNAV/VNAV DA	2843-1¾	410 (500-1¾)		NA
LNAV MDA	3040-1	607 (700-1)	3040-1¾ 607 (700-1¾)	NA
CIRCLING	3040-1	603 (700-1)	3040-1¾ 603 (700-1¾)	NA



WAAS CH 60930 W34A	APP CRS 344°	Rwy Idg 5091 TDZE 2438 Apt Elev 2438
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RNAV (GPS) RWY 34
MADRAS MUNI (S33)

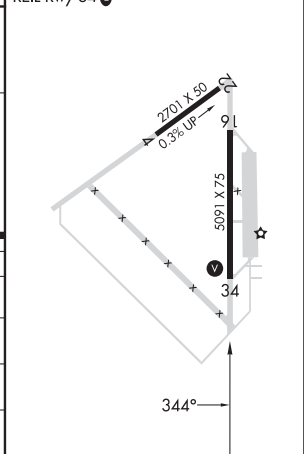
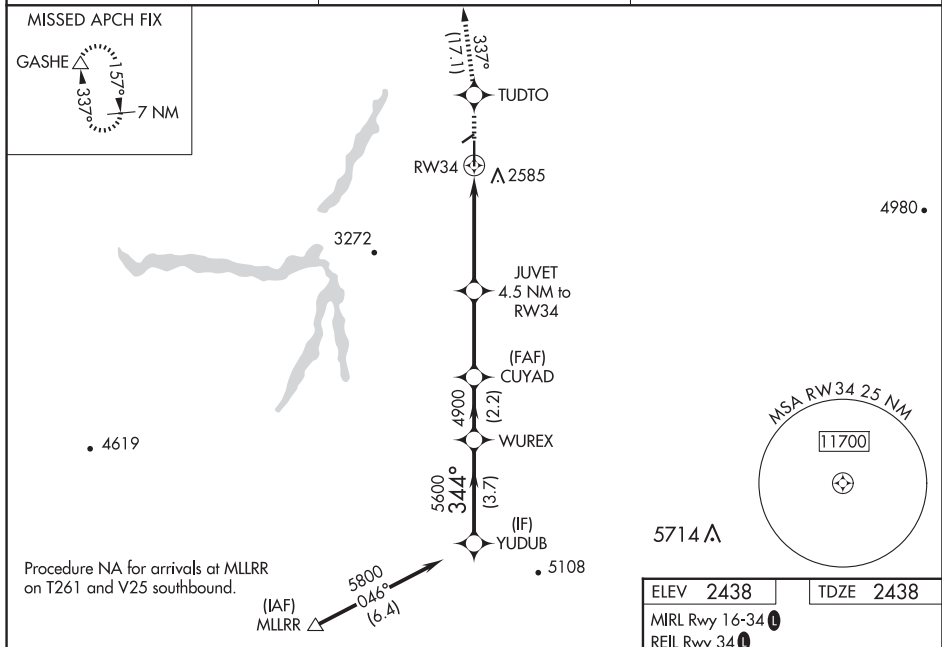
RNP APCH - GPS.

T Circling Rwy 22 NA at night. Baro-VNAV and VDP NA when using Redmond
A 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
-20°C altimeter setting and increase LPV DA to 2832 feet and all visibilities $\frac{3}{8}$ SM. Increase
LNAV/VNAV DA to 2846 feet and all visibilities $\frac{3}{8}$ SM. Increase all MDAs 160 feet
and LNAV visibility Cat C $\frac{3}{8}$ SM, and Circling visibility Cat C $\frac{3}{8}$ SM.

MISSED APPROACH: Climb to 7000 direct TUDTO and on track 337° to GASHE and hold, continue climb-in-hold to 7000.

AWOS-3PT 132.425	SEATTLE CENTER 126.15 269.475	UNICOM 122.8 (CTAF) 0
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MISSED APCH FIX



MALTA, MONTANA

AL-9493 (FAA)

23250

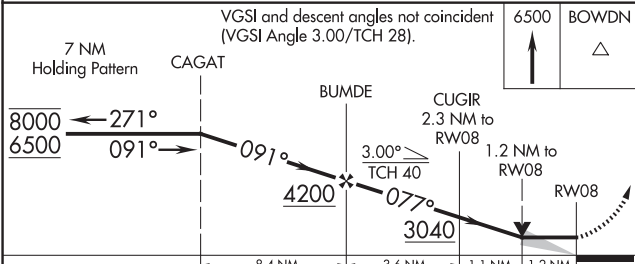
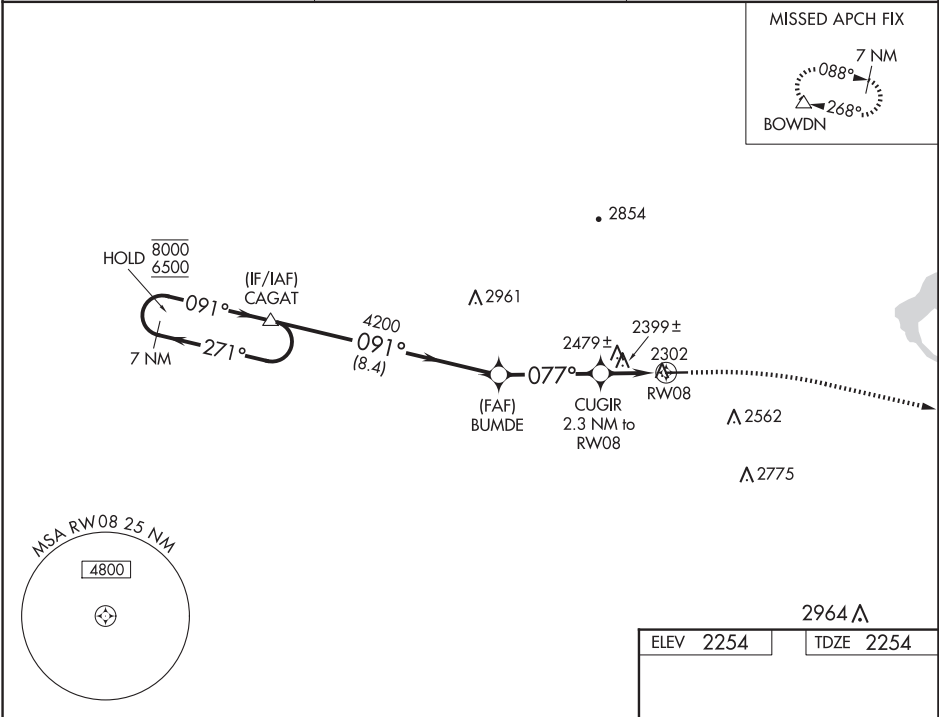
WAAS CH 86621 W08A	APP CRS 077°	Rwy Idg 4500 TDZE 2254 Apt Elev 2254
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RNAV (GPS) RWY 8

MALTA (M75)

RNP APCH - GPS.	MISSED APPROACH: Climb to 6500 direct BOWDN and hold, continue climb-in-hold to 6500.
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AWOS-3 119.25	SALT LAKE CITY CENTER 126.85 305.2	AUNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LP MDA	2660-1	406 (500-1)	NA	NA
LNAV MDA	2740-1	486 (500-1)	NA	NA
CIRCLING	2800-1 546 (600-1)	2880-1 626 (700-1)	NA	NA

ELEV 2254	TDZE 2254
MIRL Rwy 8-26 1	

MALTA, MONTANA
Amdt 2A 07SEP23

48°22'N-107°55'W

MALTA (M75)

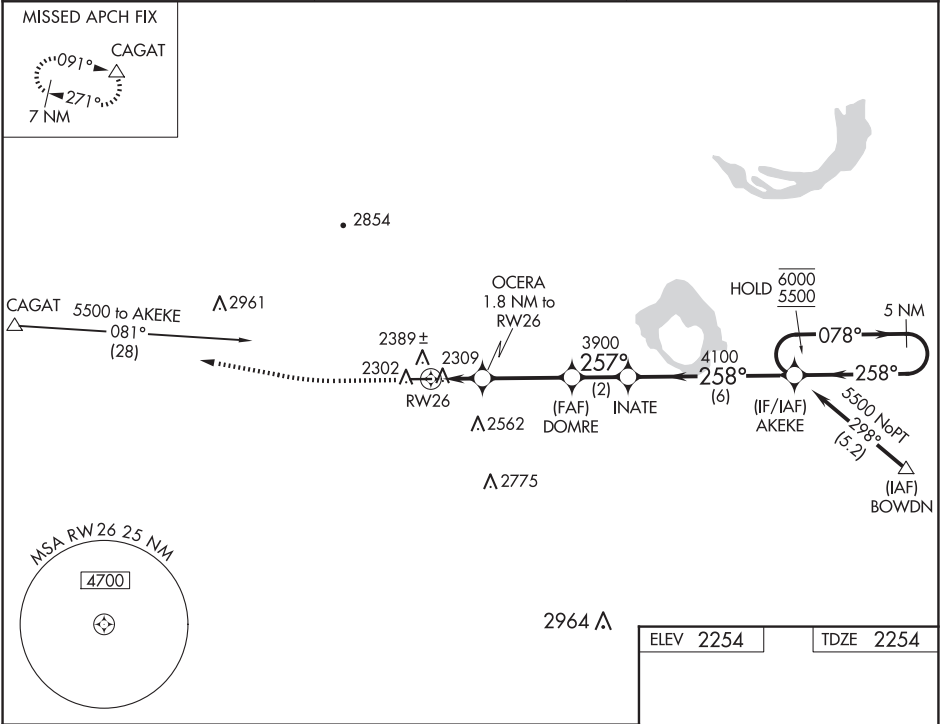
RNAV (GPS) RWY 8

WAAS CH 97721 W26A	APP CRS 257°	Rwy Idg TDZE Apt Elev	4500 2254 2254
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RNAV (GPS) RWY 26
MALTA (M75)

RNP APCH. ▼	MISSED APPROACH: Climb to 2700, then climb to 6500 direct CAGAT and hold, continue climb-in-hold 6500.
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AWOS-3 119.25	SALT LAKE CITY CENTER 126.85 305.2	AUNICOM 122.8 (CTAF) ❶
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2700	6500	CAGAT	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 27).				
CATEGORY			A		B	C	D
LP	MDA	2560-1		306 (400-1)		NA	
LNAV	MDA	2640-1		386 (400-1)		NA	
CIRCLING		2800-1 546 (600-1)		2880-1 626 (700-1)		NA	

ELEV 2254	TDZE 2254
MIRL Rwy 8-26 ❶	

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

MC CALL, IDAHO




AL-6936 (FAA)

25163

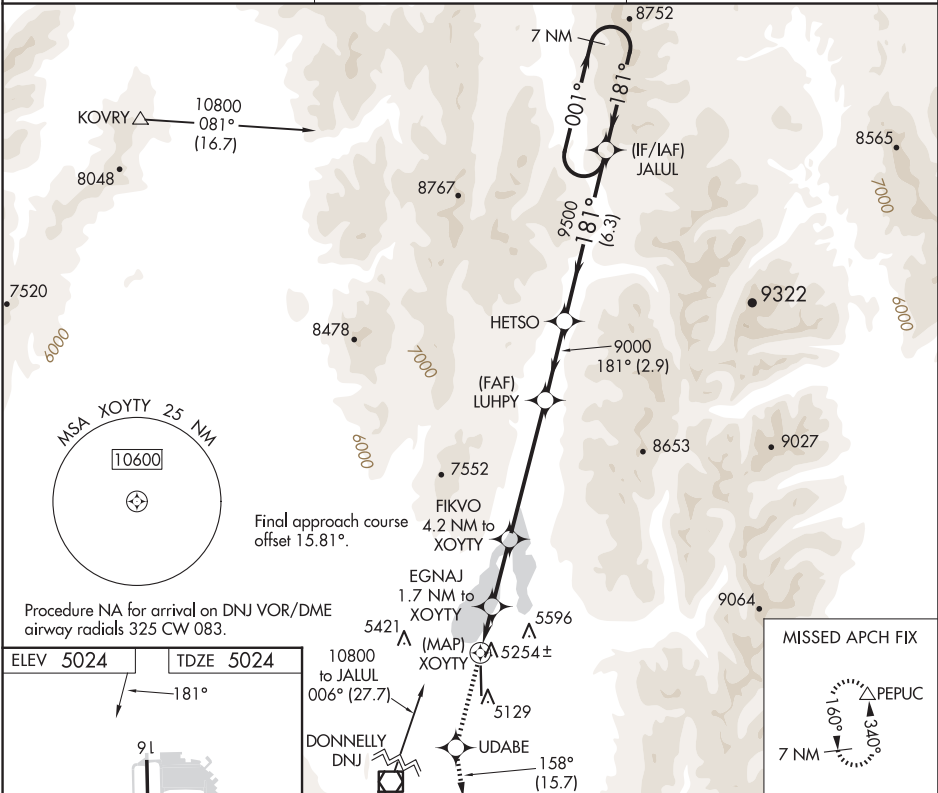
APP CRS	Rwy Ldg	6101
181°	TDZE	5024
	Apt Elev	5024

RNAV (GPS) RWY 16

MC CALL MUNI (MYL)

 Rwy 16 helicopter visibility reduction below 1 SM NA.  DME/DME RNP-0.3 NA.  -19°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-hold to 11700.
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ASOS 119.925	SALT LAKE CENTER 128.05 306.95	UNICOM 122.8 (CTAF) 
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ELEV 5024 TDZE 5024		181°	
91		6101 X 75	
34		34	
11700	UDABE	tr 158°	PEPUC
Visual Segment - Obstacles.			
XOYTY		EGNAJ 1.7 NM to XOYTY	FIKVO 4.2 NM to XOYTY
5940		6940	9000
0.5		1.7	2.5 NM
5.1 NM		2.9 NM	6.3 NM
CATEGORY	A	B	C
LNAV MDA	5520-1	496 (500-1)	5520-1 3/8 496 (500-1 3/8)
CIRCLING	5940-1 1/4	916 (1000-1 1/4)	6140-3 1116 (1200-3)

MC CALL, IDAHO
Amdt 1 12OCT17

44°53'N-116°06'W

RNAV (GPS) RWY 16

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **49016**
W34A

APP CRS
346°

Rwy Ldg
TDZE
Apt Elev
6101
5012
5024

RNAV (GPS) RWY 34

MC CALL MUNI (MYL)

RNP APCH - GPS.

⚠

⚠

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 40°C. When local altimeter setting not received, procedure NA. Rwy 34 helicopter visibility reduction below ¾ SM NA. Circling Rwy 16 NA at night.

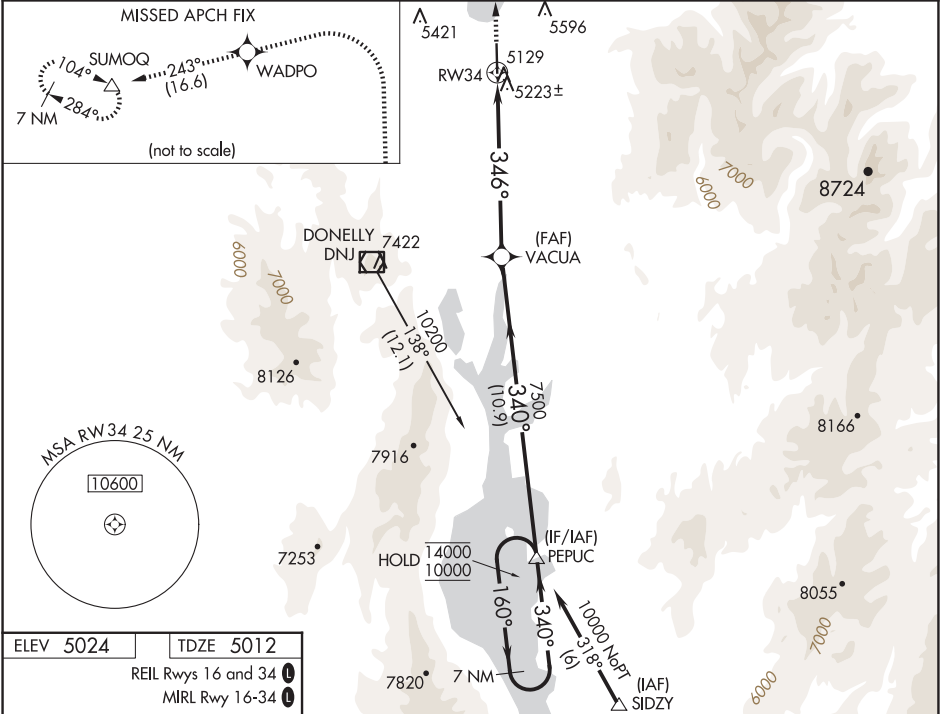
MISSED APPROACH: Climb to 5600, then climbing left turn to 12000 direct WADPO and on track 243° to SUMOQ and hold, continue climb-in-hold to 12000.

*Missed approach requires minimum climb of 265 feet per NM to 6380.

ASOS
119.925

SALT LAKE CENTER
128.05 306.95

UNICOM
122.8 (CTAF) 0



5600

12000

WADPO

tr 243°

SUMOQ

PEPUC

7 NM Holding Pattern

1.2 NM to RW34

7500

346°

340°

160°

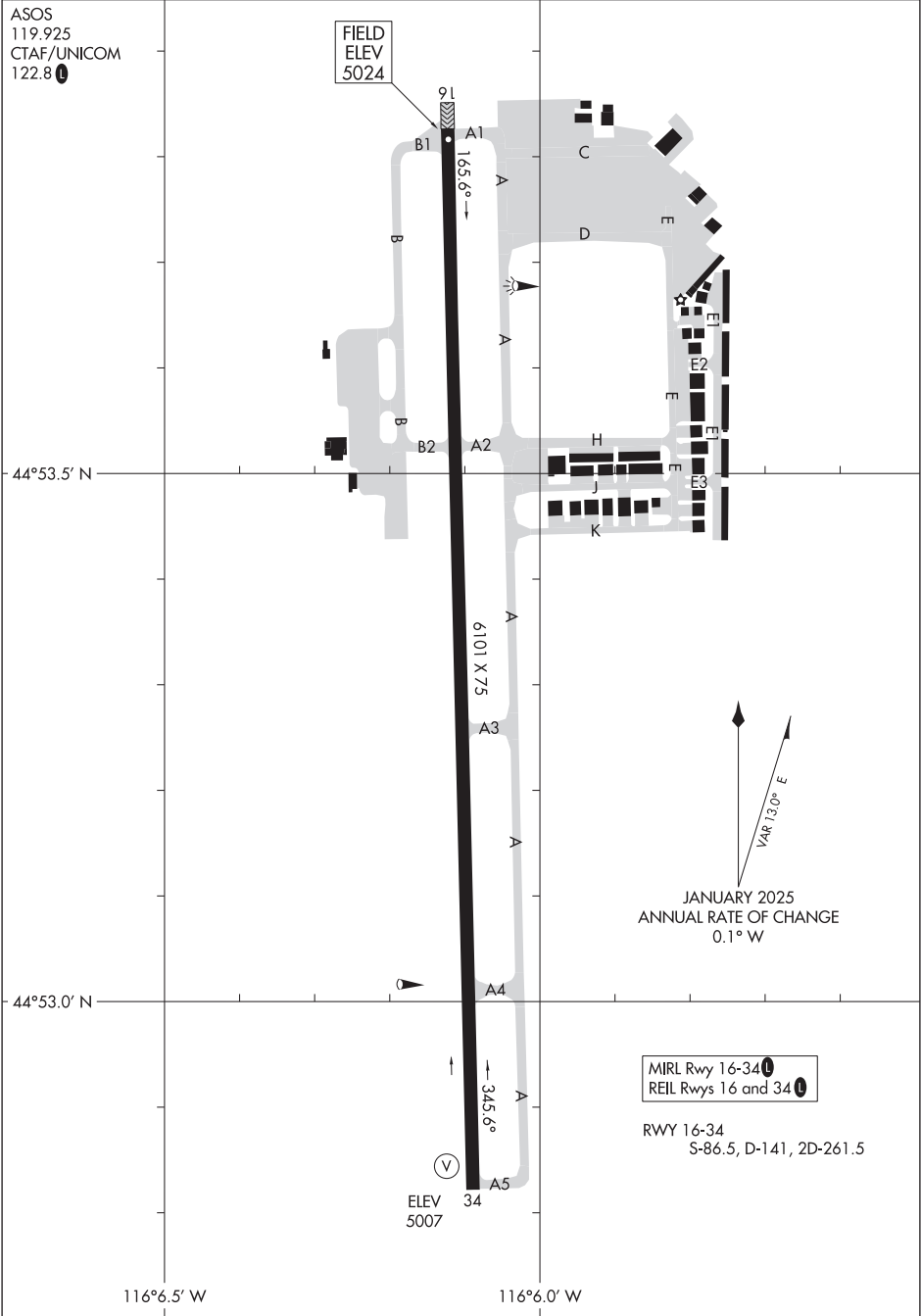
14000

10000

GP 3.47°

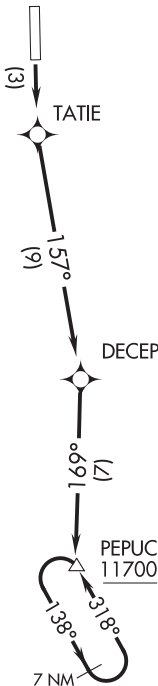
TCH 58

CATEGORY	A	B	C	D
LPV DA	5375-1 363 (400-1)			
LNAV/VNAV DA	5683-1½ 671 (700-1½)			
LNAV MDA*	5520-1	508 (500-1)	5520-1½	508 (500-1½)
LNAV MDA	5680-1	668 (700-1)	5680-1½	668 (700-1½)
CIRCLING	5700-1 676 (700-1)	5920-1¼ 896 (900-1¼)	6140-3 1116 (1200-3)	6660-3 1636 (1700-3)



ASOS
119.925
SALT LAKE CENTER
128.05 306.95

TOP ALTITUDE:
ASSIGNED BY ATC



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.

MC MINNVILLE, OREGON

AL-5626 (FAA)

21280

LOC I-MMV 110.9	APP CRS 218°	Rwy Idg TDZE 161 Apt Elev 163
---------------------------	------------------------	---

ILS or LOC RWY 22

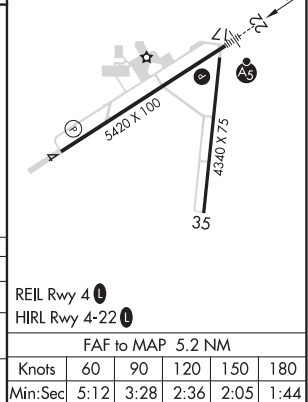
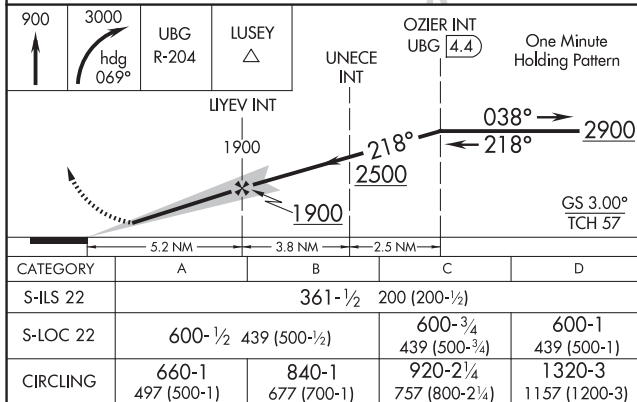
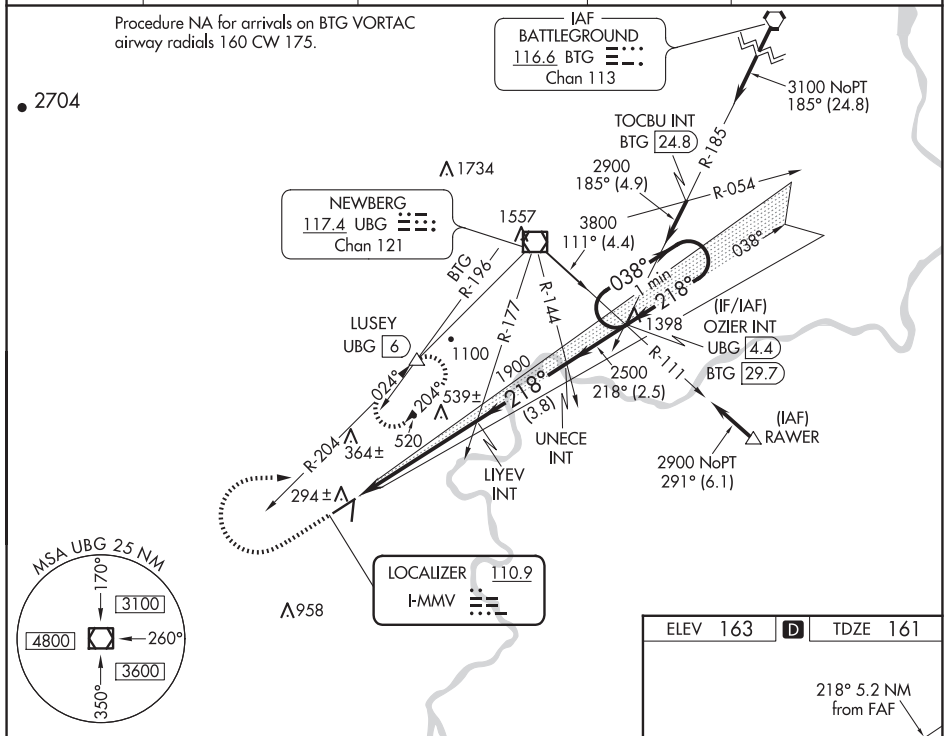
MC MINNVILLE MUNI (MMV)

D 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.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 via heading 069° and UBG VOR/DME R-204 to LUSEY/UBG VOR/DME 6 DME and hold, continue climb-in-hold to 3000.

ASOS 135.675	PORTLAND APP CON 126.0 284.6 (NORTH)	SEATTLE CENTER 125.8 291.7 (SOUTH)	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
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MC MINNVILLE, OREGON

Amtd 4A 15JUL21

45°12'N-123°08'W

MC MINNVILLE MUNI (MMV)

ILS or LOC RWY 22

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	5320
038°	TDZE	161
	Apt Elev	163

RNAV (GPS) RWY 4

MC MINNVILLE MUNI (MMV)

RNP APCH.

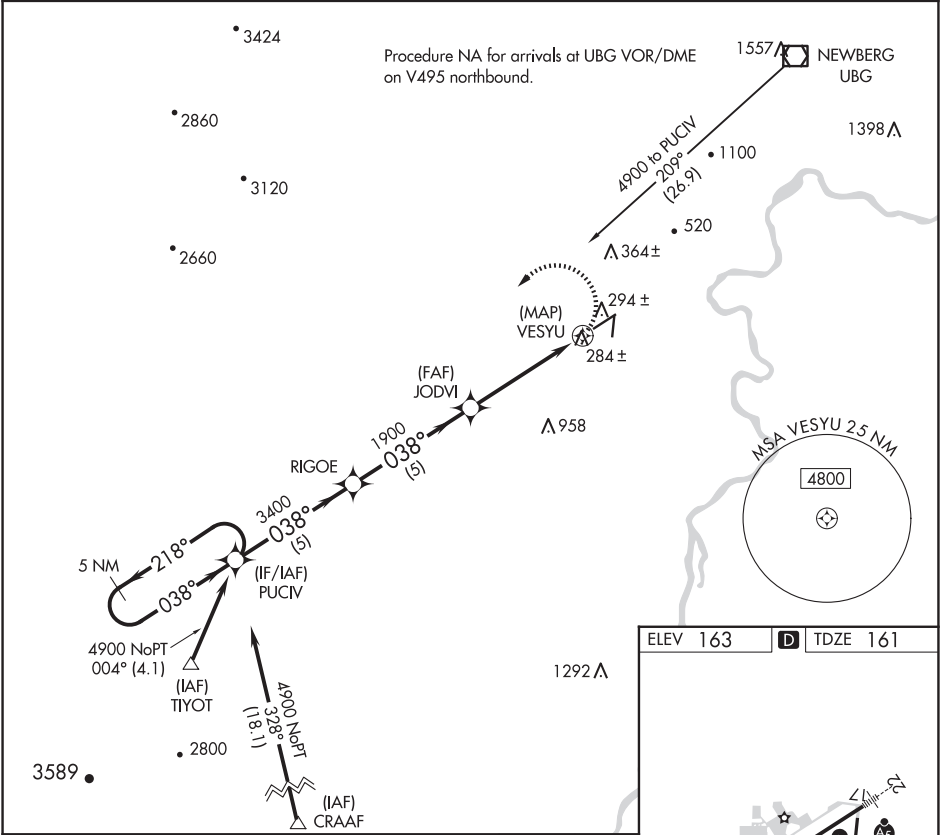
▼

⚠

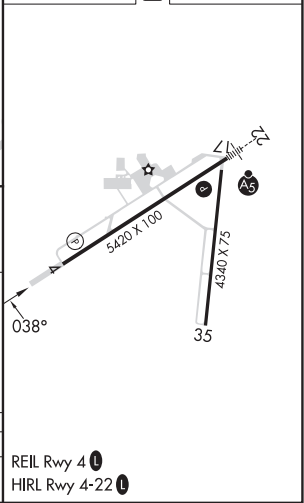
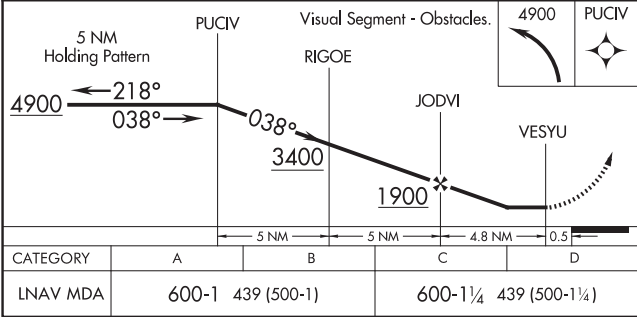
When local altimeter setting not received, use Aurora State altimeter setting and increase all MDA 60 feet and visibility Cats C/D to 1¾. Rwy 4 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 4900 direct PUCIV and hold, continue climb-in-hold to 4900.

ASOS 135.675	PORTLAND APP CON 126.0 284.6 (NORTH)	SEATTLE CENTER 125.8 291.7 (SOUTH)	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 1
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ELEV 163	D	TDZE 161
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RNAV (GPS) RWY 22
MC MINNVILLE MUNI (MMV)

⚠ Baro-VNAV NA when using Aurora State altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local altimeter setting not received, use Aurora State altimeter setting; increase LPV DA to 534 feet, LNAV/VNAV DA to 703 feet; increase all MDAs 60 feet and visibility LNAV Cats C and D ½ SM. For inop ALS, increase LPV all Cats visibility to ½ SM, LNAV/VNAV all Cats to 1 ½ SM, LNAV Cat A/B to 1 SM and Cat C/D to 1 ½ SM. For inop ALS when using Aurora State altimeter setting, increase LNAV/VNAV all Cats visibility to 1 ½ SM, LNAV Cat A/B to 1 SM and Cat C/D to 1 ½ SM. VDP NA when using Aurora State altimeter setting.



MISSED APPROACH:
Climb to 4900 direct
OVUGE then on 218°
track to PUCIV and hold,
continue climb-in-hold
to 4900.

MSA RW22 25 NM
4800

Procedure NA for arrivals on UBG VORTAC
airway radials 160 CW 194.

TOCBU
2900
187° (4.9)
4 NM

NEWBERG
UBG
1557
113° (4.4)
3800

2500
218° (2.5)
1100

1019 ±
520
1900
218° (3.8)

UNECE
(FAF)
LIVEV

339 ±
294 ±
RW22

KIGKE
2.8 NM to
RW22

OVUGE

218°

218°

3100 NoPt
187° (24.8)

BATTLEGROUND
BTG
(IAF)

2900 NoPt
293° (16.1)

(IAF)
RAWER

MISSD APCH FIX
5 NM
218°
038°
PUCIV

ELEV	163	D	MSL/D	161
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MC MINNVILLE MUNI (MMV)

RNAV (GPS) RWY 22

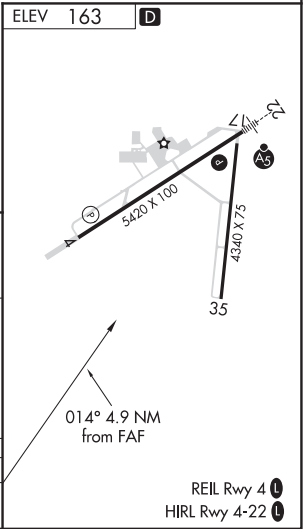
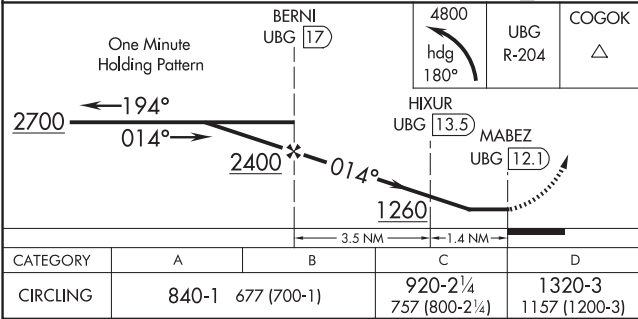
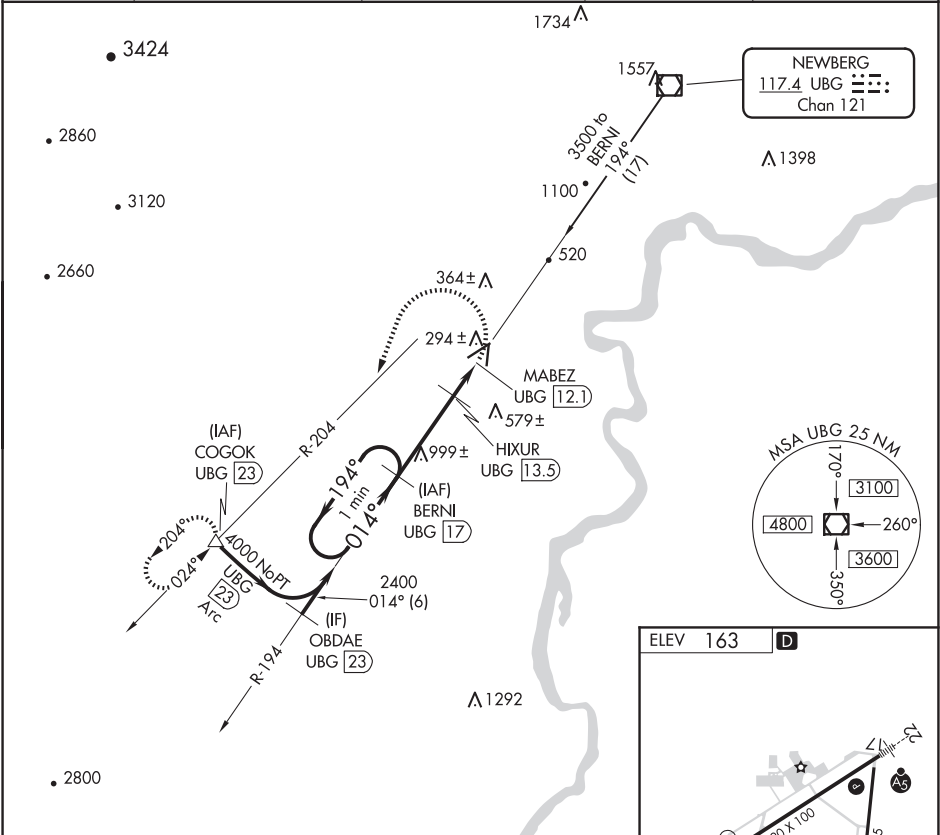
NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME UBG 117.4 Chan 121	APP CRS 014°	Rwy Idg TDZE Apt Elev N/A N/A 163	VOR/DME-B MC MINNVILLE MUNI (MMV)
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When local altimeter setting not received, use Aurora State altimeter setting: increase all MDA 60 feet and Circling Cat C visibility 1/4 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.

ASOS 135.675	PORTLAND APP CON 126.0 284.6 (NORTH)	SEATTLE CENTER 125.8 291.7 (SOUTH)	CLNC DEL 118.35	UNICOM 123.0 (CTAF)
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TACOMA, WASHINGTON

LOC I-MAR <u>109.9</u>	APCH CRS 165°	Rwy Idg 10,108 TDZE 286 Arpt Elev 322
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[USAF] MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

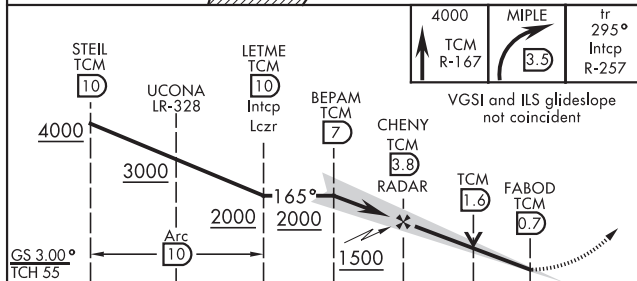
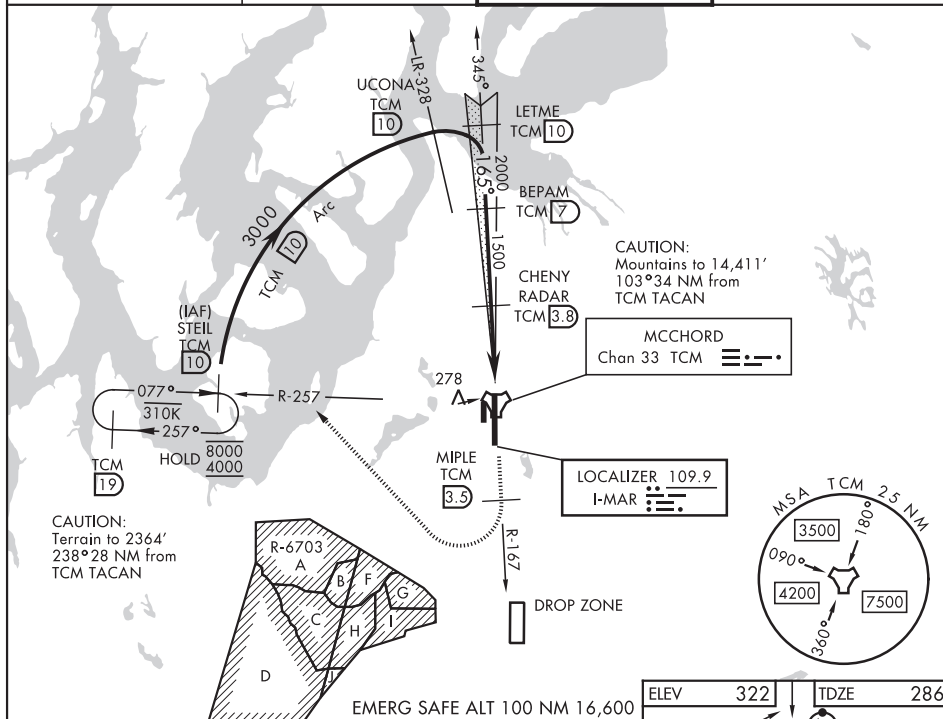
RADAR or DME required.

T * When ALS inop, increase RVR to 45, vis to $\frac{7}{8}$ mile.
 ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to $1\frac{1}{8}$ miles.
 *** Circling not authorized E of Rwy 16-34.

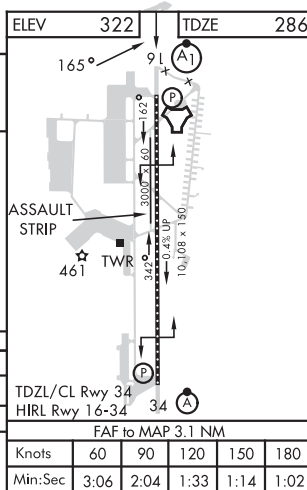


MISSED APPROACH: Climb to 4000 on TCM TACAN R-167. At 3.5 DME turn right via 295° course to intercept TCM R-257 to STEIL and hold. Continue climb in hold to 4000.

ATIS	SEATTLE APP CON	TOWER	GND CON
135.825 270.1	126.5 377.15	124.8 259.3	118.175 279.65



CATEGORY	A	B	C	D	E
S-ILS 16 *	601/40		315	(300-¾)	
S-LOC 16 **	860/40	574 (600-¾)	860-1¼	574	(600-1¼)
CIRCLING ***	940-1	618 (700-1)	940-1¾ 618 (700-1¾)	940-2 618 (700-2)	1020-2½ 698 (700-2½)



TACOMA, WASHINGTON

47°08'N-122°29'W MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

Amdt 5 20APR23

ILS or LOC RWY 16

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 34

LOC I-TCM <u>108.5</u>	APCH CRS 345°	Rwy Idg 10,108 TDZE 322 Arpt Elev 322
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[USAF] MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

RADAR or DME required.

T * When ALS inop, increase RVR to 40, vis to $\frac{3}{4}$ mile.
When TDZ/CL lights inop increase RVR to 24.
** When ALS inop, increase CAT AB RVR to 55,
vis to 1 mile. CAT CD vis to $1\frac{1}{2}$ miles.

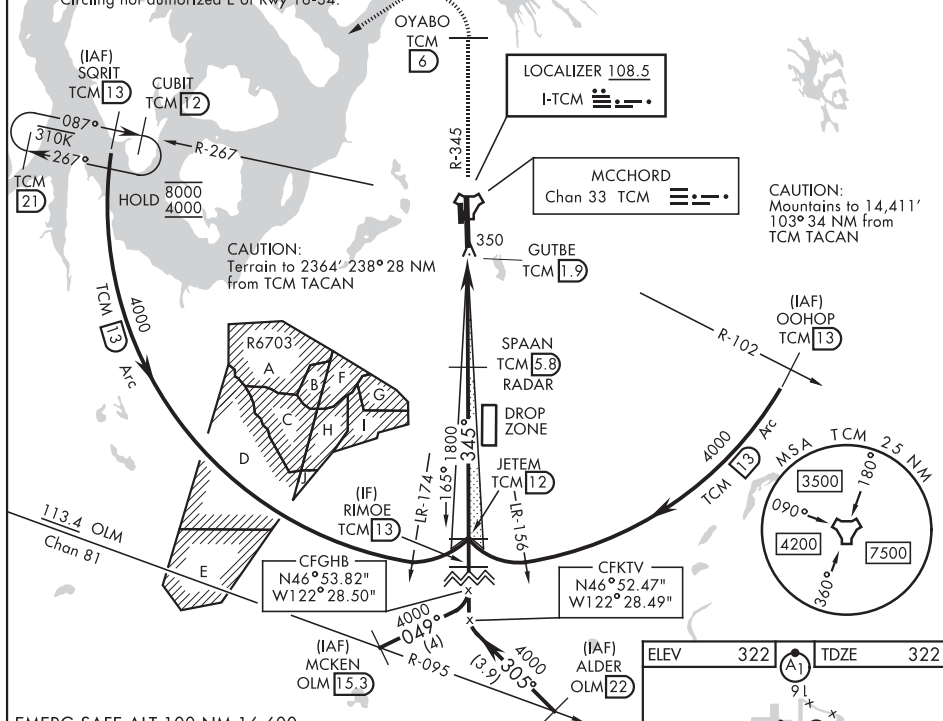
ALSF-2



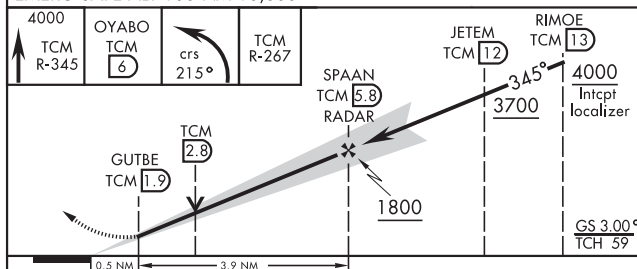
MISSED APPROACH: Climb to 4000 on TCM TACAN R-345 to OYABO, then turn left via 215° course to intercept TCM R-267 to CUBIT and hold, continue climb-in-hold to 4000. Cross OYABO at or above 3000.

ATIS		SEATTLE APP CON		TOWER		GND CON	
135.825	270.1	126.5	377.15	124.8	259.3	118.175	279.65

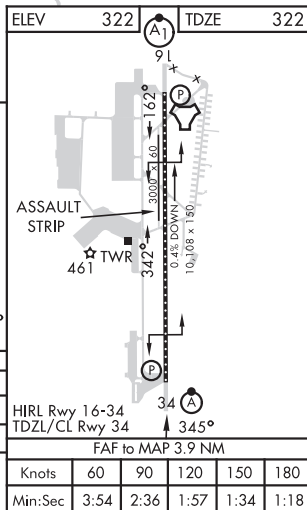
***Circling not authorized E of Rwy 16-34.



EMERG SAFE ALT 100 NM 16,600



CATEGORY	A	B	C	D
S-ILS 34 *	522/18		200 (200-½)	
S-LOC 34 **	860/40	538 (600-¾)	860/55	538 (600-1)
CIRCLING ***	940-1	618 (700-1)	940-1 618 (700-1¾)	940-2 618 (700-2)



TACOMA, WASHINGTON

47°08'N-122°29'W

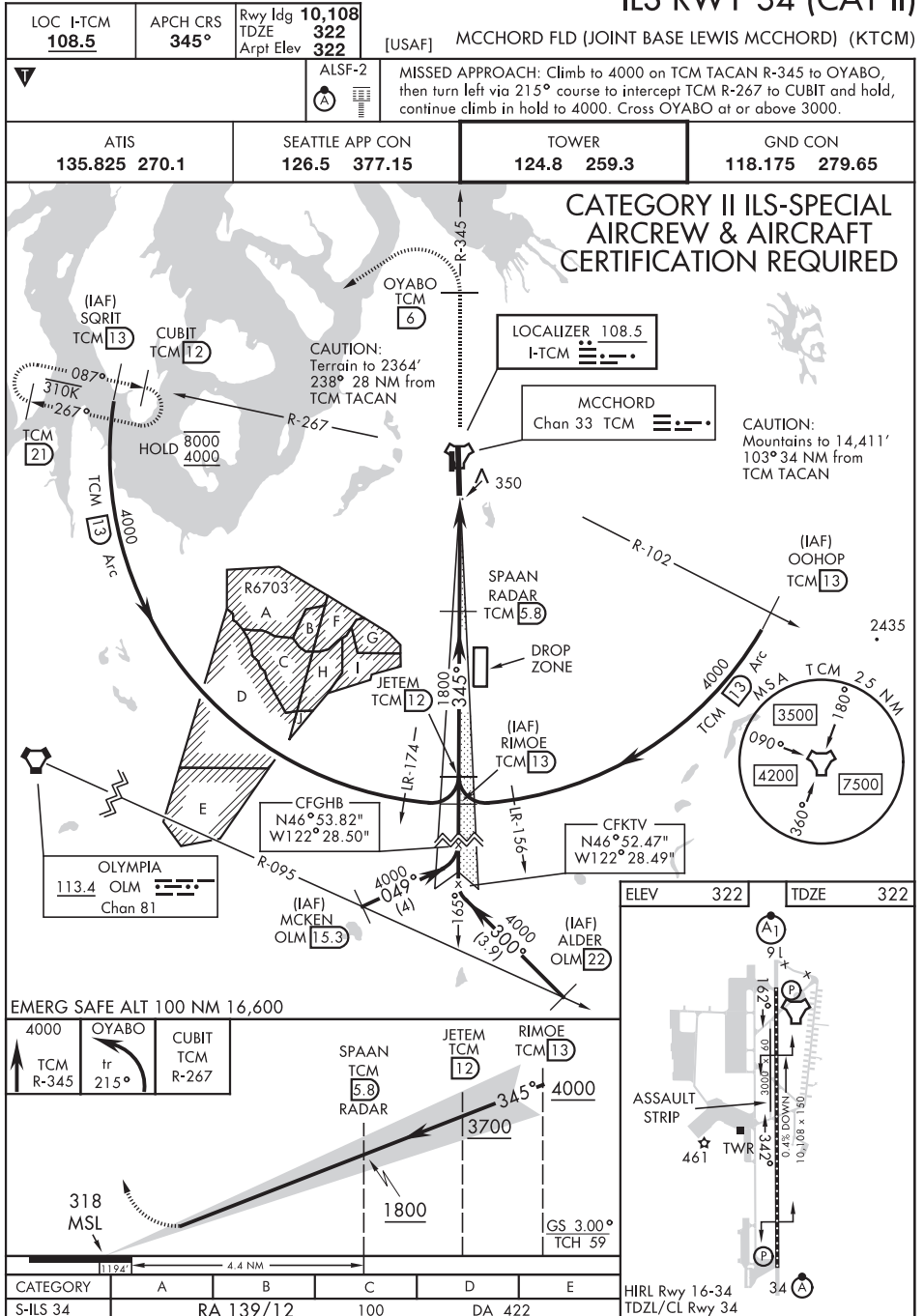
MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

Amdt 5 30NOV23

ILS or LOC RWY 34

TACOMA, WASHINGTON

ILS RWY 34 (CAT II)



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

TACOMA, WASHINGTON

47°08'N-122°29'W

MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

Amdt 4 10SEP20

ILS RWY 34 (CAT II)

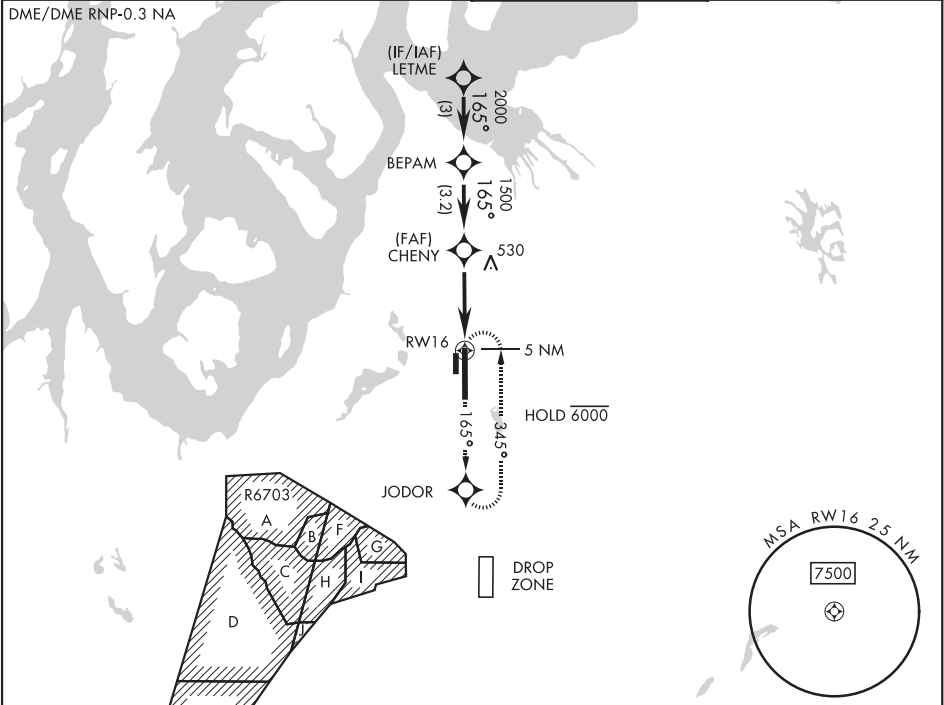
RNAV (GPS) RWY 16

APCH CRS	Rwy Idg
165°	10,108
TDZE	286
Arprt Elev	322

[USAF] MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

RADAR required	ALSIF-1	MISSED APPROACH: Climb to 4000 direct JODOR and hold. Continue climb in hold to 4000.
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 3/8 miles. ** Circling not authorized E of rwy 16-34.	A1	

ATIS 135.825 270.1	SEATTLE APP CON 126.5 377.15	TOWER 124.8 259.3	GND CON 118.175 279.65
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EMERG SAFE ALT 100 NM 16,600

CATEGORY	A		B		C	D	E
LNAV MDA *	780/24	494 (500-1/2)			780/50	494 (500-1)	
CIRCLING **	940-1	618 (700-1)			940-1 3/4 618 (700-1 3/4)	940-2 618 (700-2)	1020-2 1/2 698 (700-2 1/2)

RNAV (GPS) RWY 16

TACOMA, WASHINGTON

RNAV (GPS) RWY 34

APCH CRS 345°	Rwy Idg 10,108 TDZE 322 Arpt Elev 322
-------------------------	--

[USAF] MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

RADAR required.

T * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/8 miles.
** Circling not authorized E of rwy 16-34.

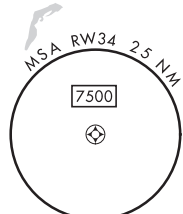
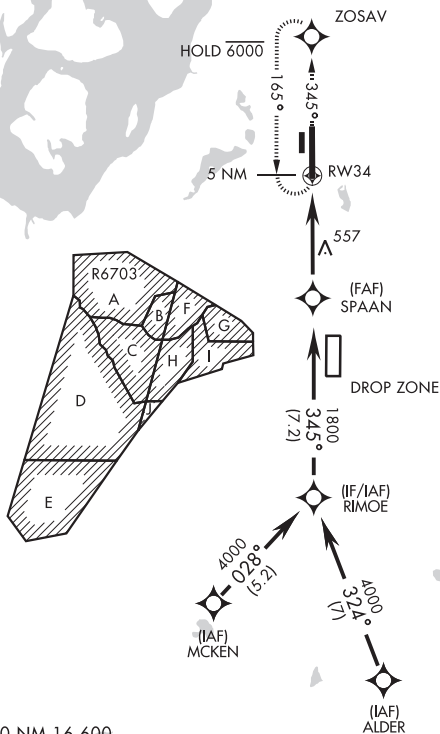
ALSF-2



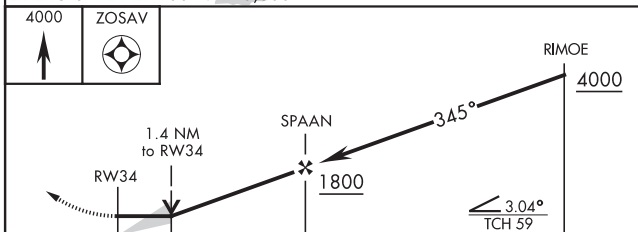
MISSED APPROACH: Climb to 4000 direct ZOSAV and hold, continue climb in hold to 4000.

<p>ATIS</p> <p>135.825 270.1</p>	<p>SEATTLE APP CON</p> <p>126.5 377.15</p>	<p>TOWER</p> <p>124.8 259.3</p>	<p>GND CON</p> <p>118.175 279.65</p>
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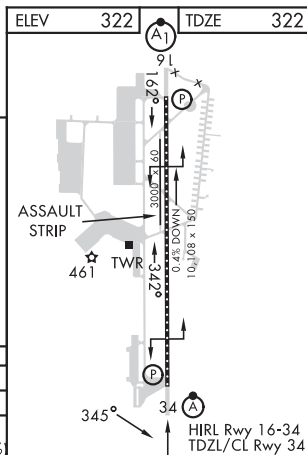
DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 16,600



	← 4.4 NM →						
CATEGORY	A		B		C	D	E
INAV MDA *	820/24 498 (500-½)		820/50 498 (500-1)				
CIRCLING **	940-1	618 (700-1)	940-1½ 618 (700-1½)	940-2 618 (700-2)	1020-2½ 698 (700-2½)		



TACOMA, WASHINGTON

47°08'N-122°29'W

MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

Amdt 4 20APR23

RNAV (GPS) RWY 34

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

TACAN RWY 16

TACAN TCM Chan 33	APCH CRS 160°	Rwy Idg 10,108 TDZE 286 Arpt Elev 322
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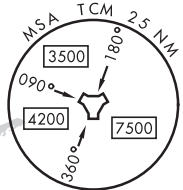
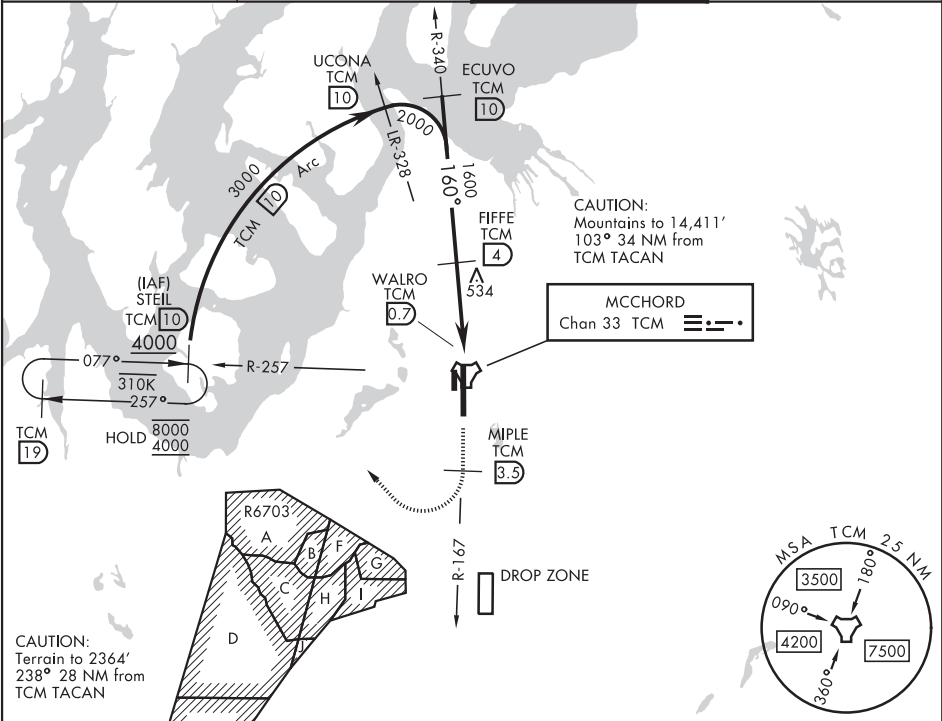
[USAF] MCCORD FLD (JOINT BASE LEWIS MCCORD) (KTCM)

▼ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles.
** Circling not authorized E of Rwy 16-34.

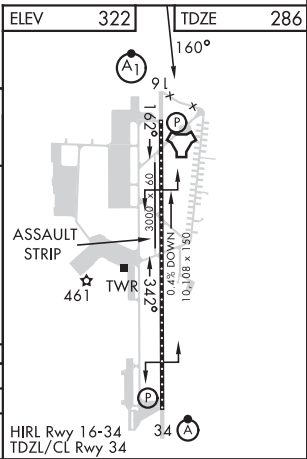
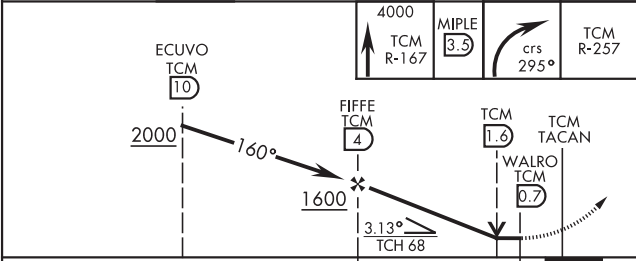


MISSED APPROACH: Climb to 4000 on TCM TACAN R-167. At TCM 3.5 DME turn right via 295° course to intercept TCM R-257 to STEIL and hold, continue climb-in-hold to 4000.

ATIS 135.825 270.1	SEATTLE APP CON 126.5 377.15	TOWER 124.8 259.3	GND CON 118.175 279.65
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EMERG SAFE ALT 100 NM 16,600	ELEV 322	TDZE 286
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CATEGORY	A	B	C	D	E
S-16 *	800/24	514 (500-½)	800/55	514	(500-1)
CIRCLING **	940-1 618 (700-1)		940-1¾ 618 (700-1¾)	940-2 618 (700-2)	1020-2½ 698 (700-2½)

TACOMA, WASHINGTON 47°08'N-122°29'W MCCORD FLD (JOINT BASE LEWIS MCCORD) (KTCM)

Amtd 4 20APR23

TACAN RWY 16

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

TACOMA, WASHINGTON

TACAN RWY 34

TACAN TCM Chan 33	APCH CRS 347°	Rwy Idg 10,108 TDZE 322 Arpt Elev 322
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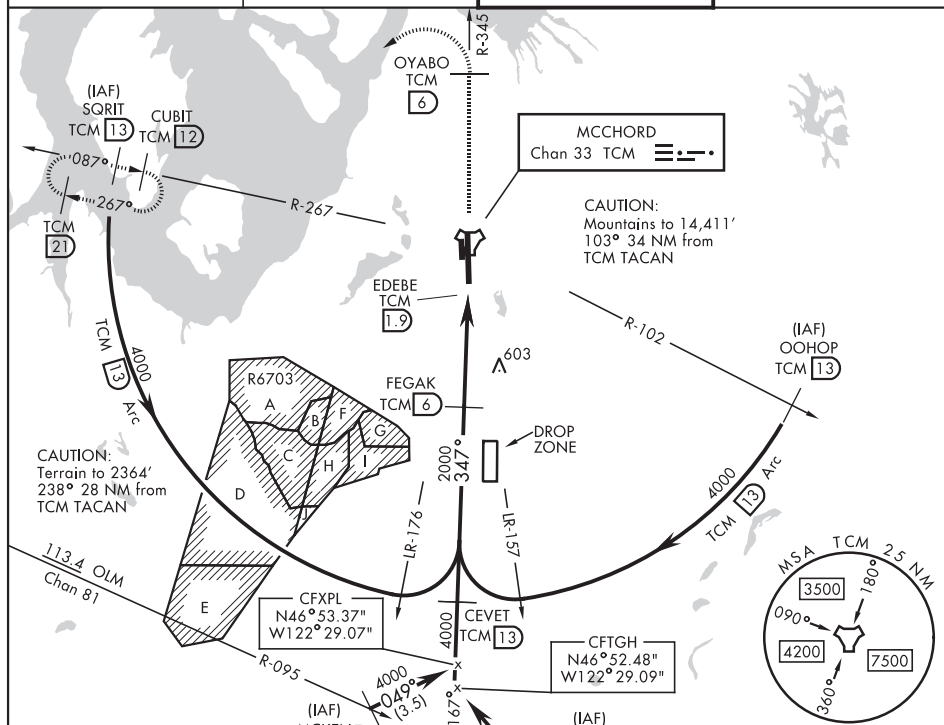
[USAF] MCCORD FLD (JOINT BASE LEWIS MCCORD) (KTCM)

▼ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1½ miles.
 ** Circling not authorized E of Rwy 16-34.



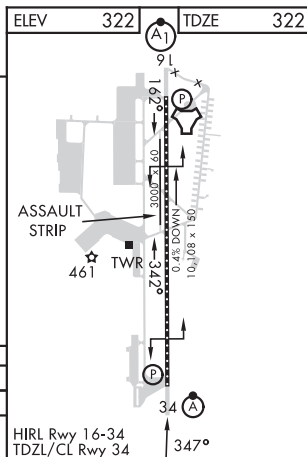
MISSED APPROACH: Climb to 4000 on TCM TACAN R-345 to OYABO, then turn left via 215° course to intercept TCM R-267 to CUBIT and hold. Cross OYABO at or above 3000. Continue climb-in-hold to 4000.

ATIS 135.825 270.1	SEATTLE APP CON 126.5 377.15	TOWER 124.8 259.3	GND CON 118.175 279.65
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EMERG SAFE ALT 100 NM 16,600

4000 TCM R-345	OYABO 6	crs 215°	TCM R-267	VGS1 and descent angles not coincident (VGS1 Angle 3.00)	CEVET TCM 13
TCM TACAN	EDEBE TCM 1.9	TCM 2.9	FEAGAK TCM 6	347°	4000
0.5	4.1 NM	3.34°	TCH 59		
CATEGORY	A	B	C	D	
S-34*	860/24	538 (600-½)	860/55	538 (600-1)	
CIRCLING **	940-1	618 (700-1)	940-1½ 618 (700-1¾)	940-2 618 (700-2)	



TACOMA, WASHINGTON

47°08'N-122°29'W

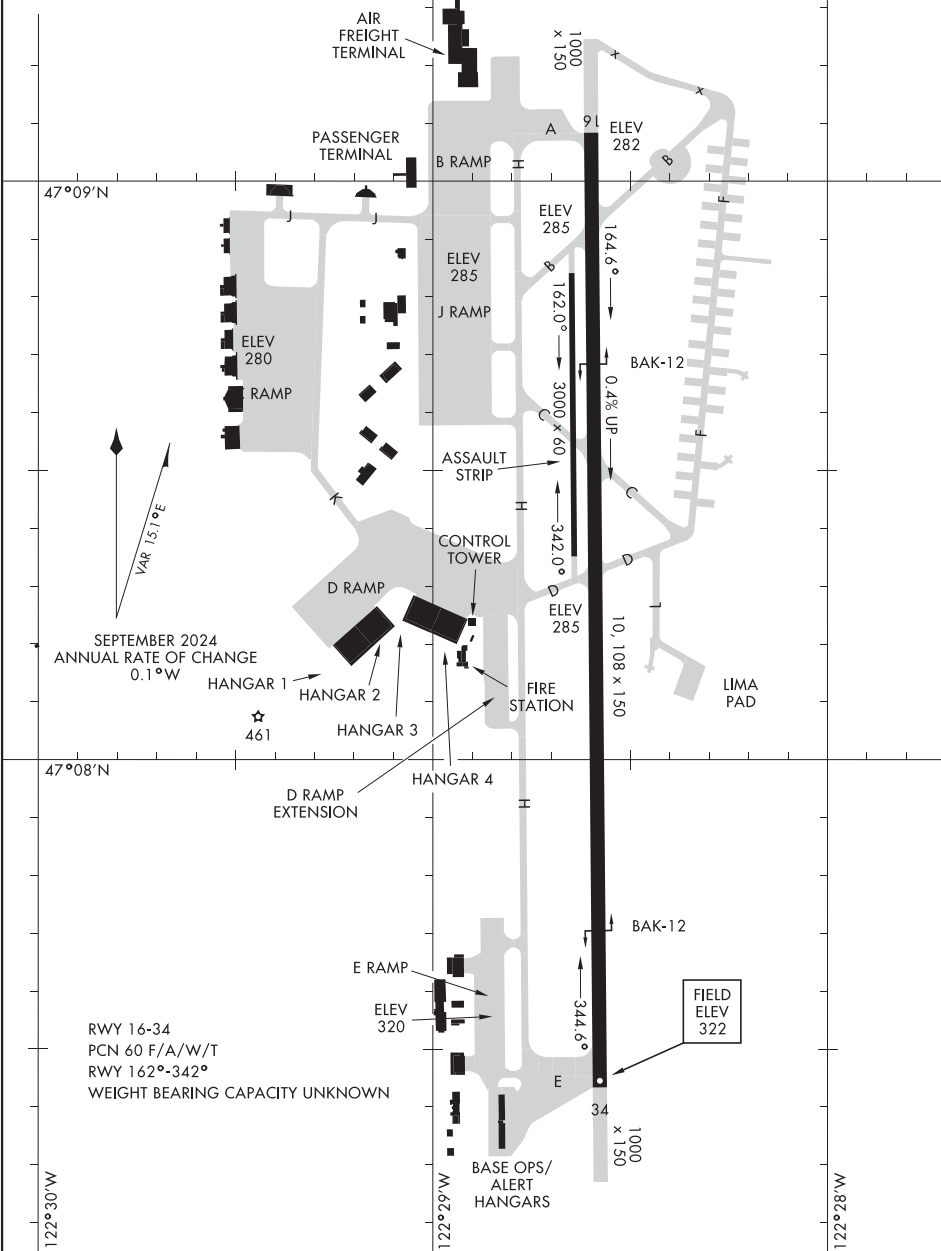
MCCORD FLD (JOINT BASE LEWIS MCCORD) (KTCM)

Amdt 5 20APR23

TACAN RWY 34

NW-1, 07 AUG 2025 to 02 OCT 2025

ATIS 135.825 270.1
TOWER
124.8 259.3
GND CON
118.175 279.65

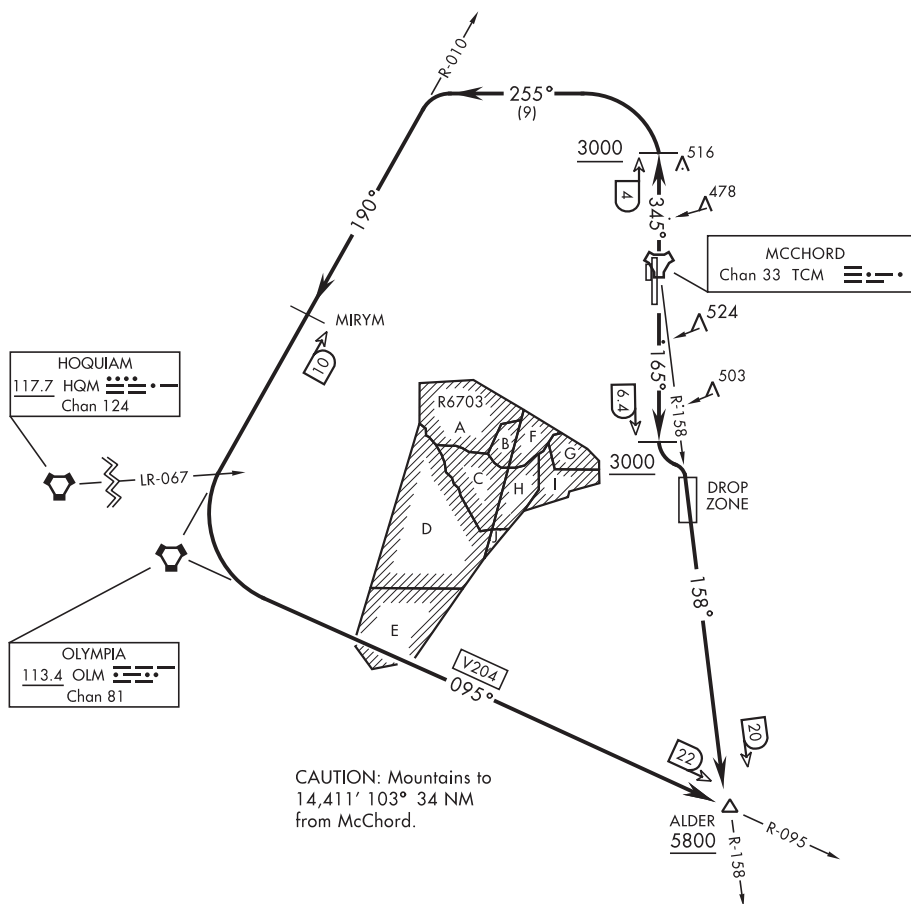


ALDER-TWO DEPARTURE (ALDER2.ALDER)

ATIS	
135.825	270.1
GND CON	
118.175	279.65
TOWER	
124.8	259.3
SEATTLE DEP CON	
126.5	377.15

[USAF]

If unable to make ATC charted crossing restrictions advise ATC prior to departure.



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.

ALDER-TWO DEPARTURE (ALDER2.ALDER)

TACOMA, WASHINGTON

MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

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 indirect 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)

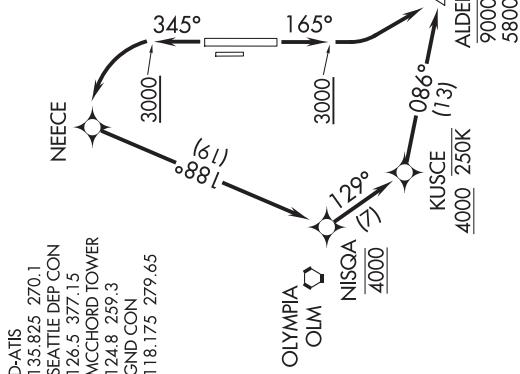
JINMO TRANSITION (MOCAA4.JINMO)

KIMBERLY TRANSITION (MOCAA4.IMB)

TAKEOFF MINIMUMS

Rwy 16: Standard with minimum climb of 500' per NM to 3000.

Rwy 34: Standard with minimum climb of 500' per NM to 3000.



NOTE: RNAV 1.

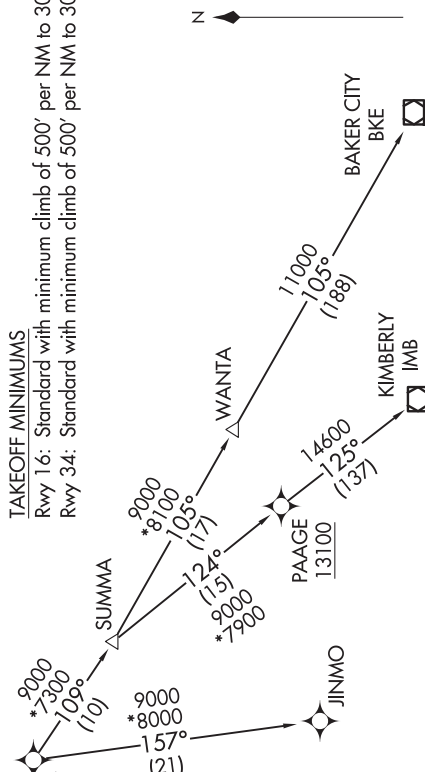
NOTE: GPS required.

NOTE: Chart not to scale.

TOP ALTITUDE:

BAKER CITY and JINMO Transitions: 9000

KIMBERLY Transition: 13100



OLYMPIC-FOUR DEPARTURE

MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)
[USAF] TACOMA, WASHINGTON

RADAR required

ATIS
135.825 270.1
GND CON
118.175 279.65
TOWER
124.8 259.3
SEATTLE DEP CON
126.5 377.15

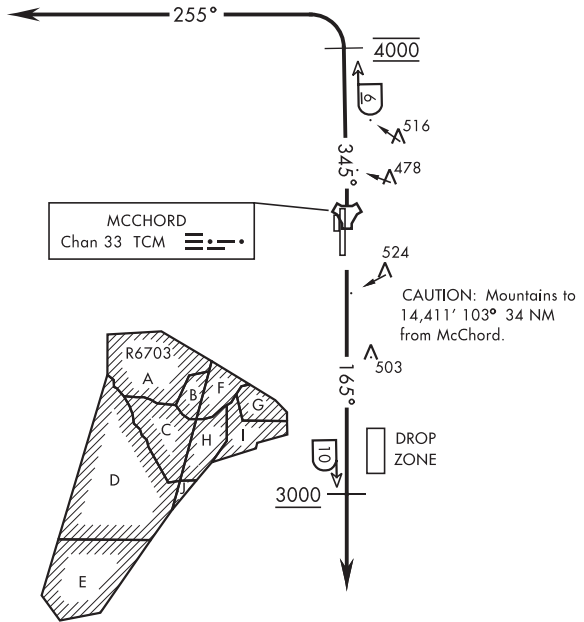
If unable to make ATC charted crossing
restrictions advise ATC prior to departure.

Maximum 250 KIAS

SEATTLE
116.8 SEA
Chan 115

MCCHORD
Chan 33 TCM

OLYMPIA
113.4 OLM
Chan 81



① 2270' from Rwy 34



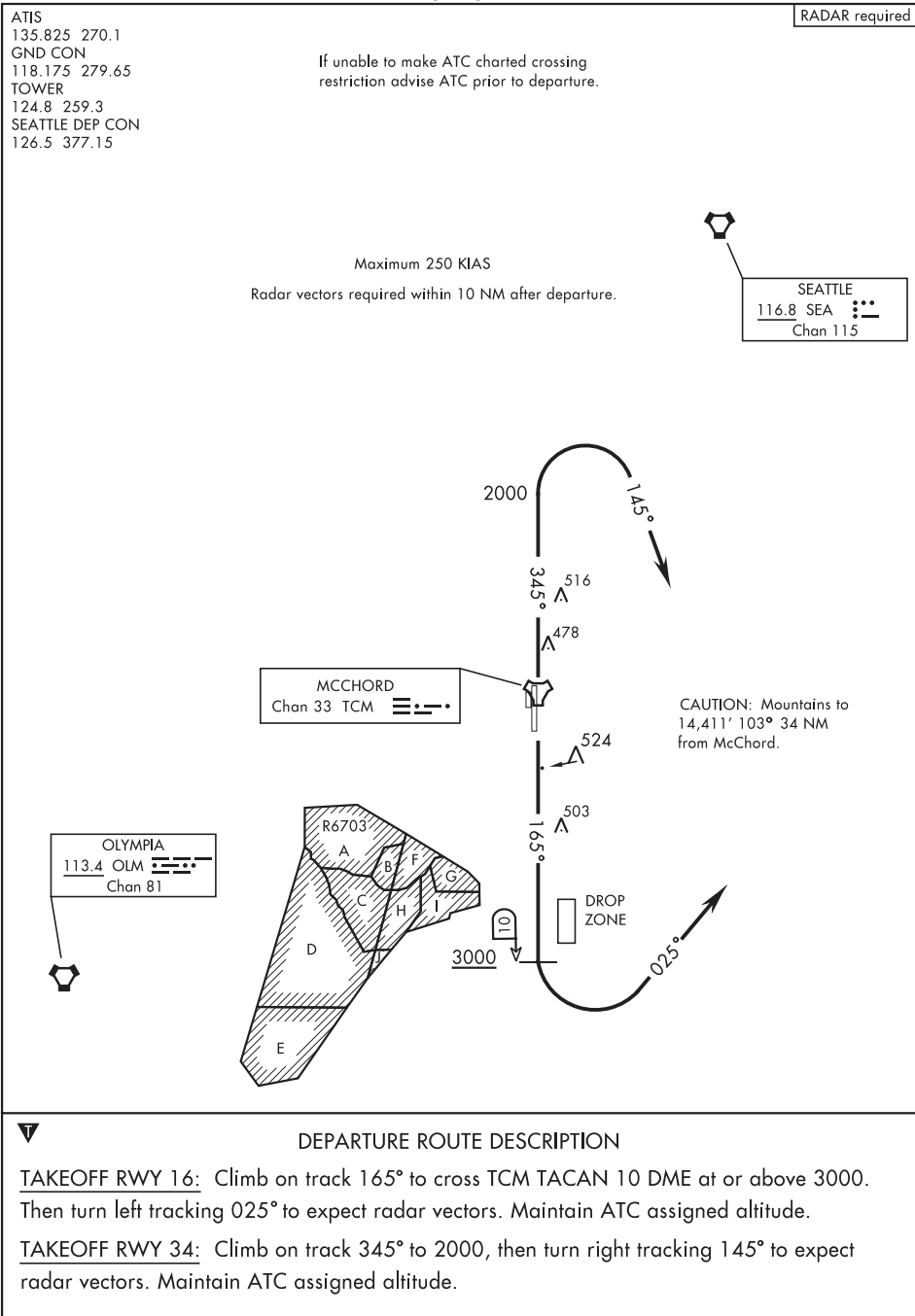
DEPARTURE ROUTE DESCRIPTION

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.

OLYMPIC-FOUR DEPARTURE

TACOMA, WASHINGTON
MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)



MEDFORD, OREGON

AL-251 (FAA)

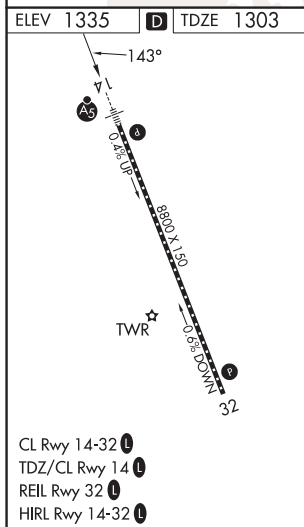
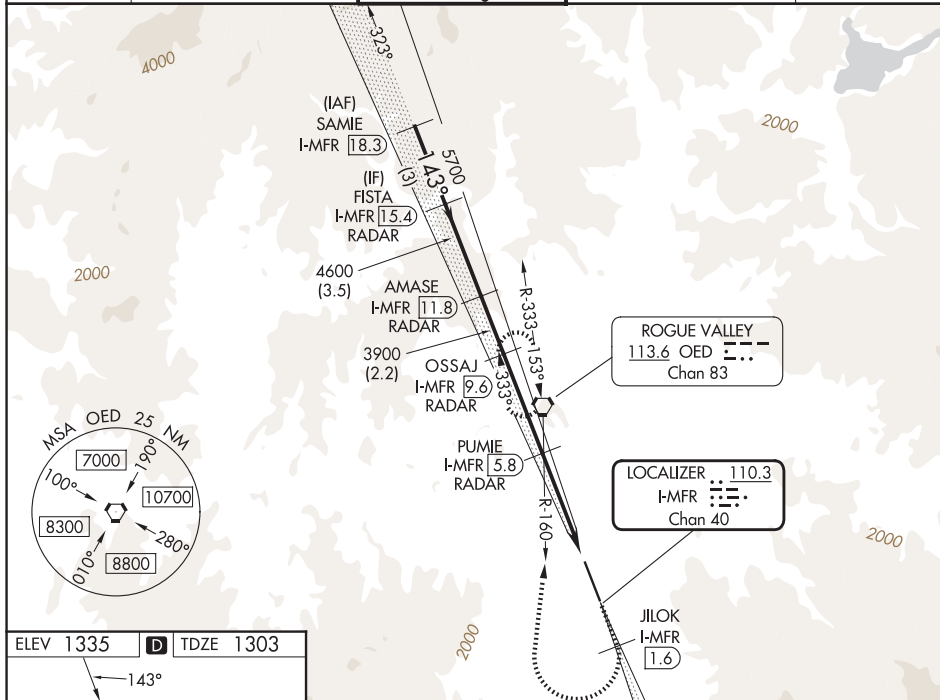
25219

LOC/DME I-MFR 110.3 Chan 40	APP CRS 143°	Rwy Ldg TDZE 1303 Apt Elev 1335
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ILS or LOC RWY 14
ROGUE VALLEY INTL/MEDFORD (MFR)

DME required. DME or RADAR required for procedure entry.	MALSR	MISSED APPROACH: Climb to 6600 on I-MFR SE course to JLOK/I-MFR 1.6 DME and climbing right turn on heading 350° and on OED VORTAC R-160 to OED VORTAC and hold, continue climb-in-hold to 6600. #Missed approach requires minimum climb of 331 feet per NM to 4100.
<p>⚠ Circling NA for Cats C and D northeast of Rwy 14-32. When Medford altimeter setting not received, procedure NA. For inop ALS, increase S-ILS 14 visibility to 1½ SM, increase S-LOC 14# Cats C and D visibility to RVR 5500, increase S-LOC 14 Cats C and D visibility to 2½ SM.</p>		

ATIS 127.25	CASCADE APP CON* 124.3 379.9	MEDFORD TOWER* 119.4 (CTAF) 0 257.8	GND CON 121.8	UNICOM 122.95
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).			
SAMIE I-MFR 18.3	FISTA I-MFR 15.4	AMASE I-MFR 11.8	OSSAJ I-MFR 9.6
7000	5700	4600	3900
GS 3.00° TCH 58			
3 NM	3.5 NM	2.2 NM	3.8 NM
CATEGORY	A	B	C
S-ILS 14#		1503/18	200 (200-½)
S-ILS 14		1929-1¾	626 (600-1¾)
S-LOC 14#	1680/24	377 (400-½)	1680/35
S-LOC 14	2080/24	2080/40	2080-1¾
	777 (800-½)	777 (800-¾)	777 (800-1¾)
CIRCLING	2080-1	2080-1¼	2080-2½
	745 (800-1)	745 (800-1¼)	745 (800-2½)

MEDFORD, OREGON
Amdt 3 28FEB19

42°22'N-122°52'W



ROGUE VALLEY INTL/MEDFORD (MFR)
ILS or LOC RWY 14

NW-1, 07 AUG 2025 to 02 OCT 2025

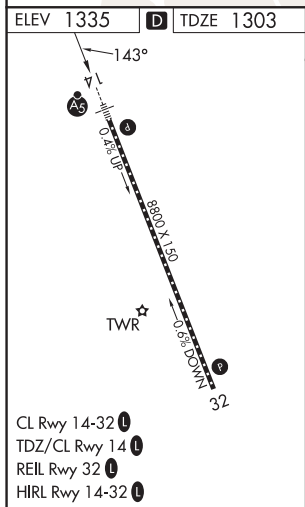
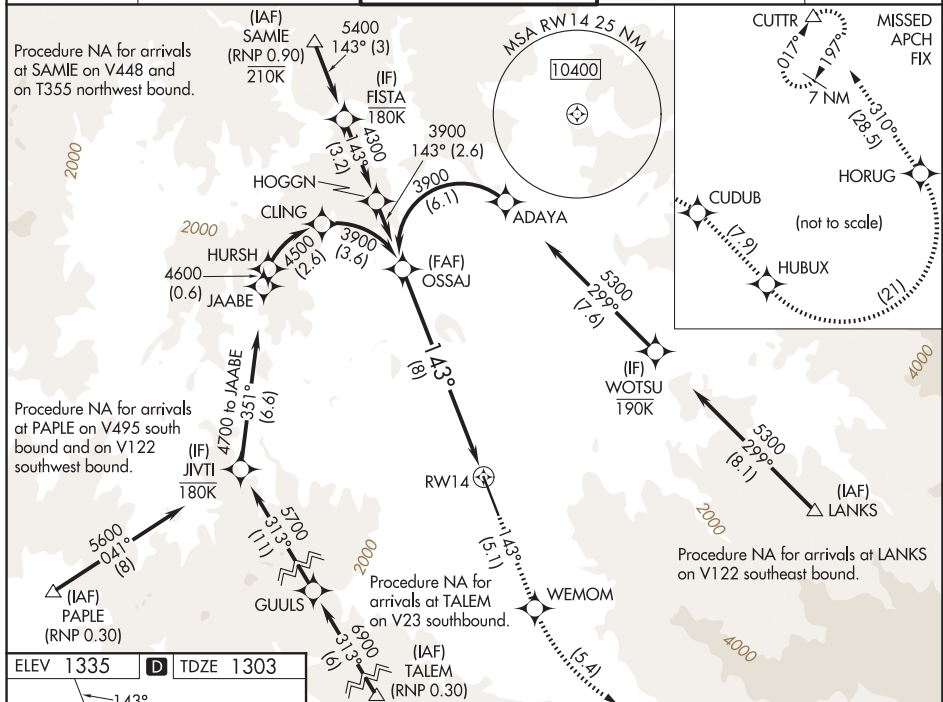
NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS 143°	Rwy Ldg TDZE Apt Elev	8800 1303 1335
------------------------	-----------------------------	---

RNAV (RNP) Z RWY 14
ROGUE VALLEY INTL/MEDFORD (MFR)

RNP AR APCH-GPS.		MALSR 	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.
 -2°C	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.		

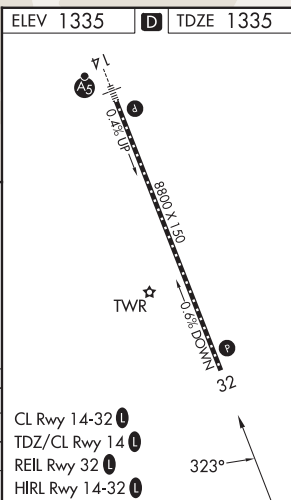
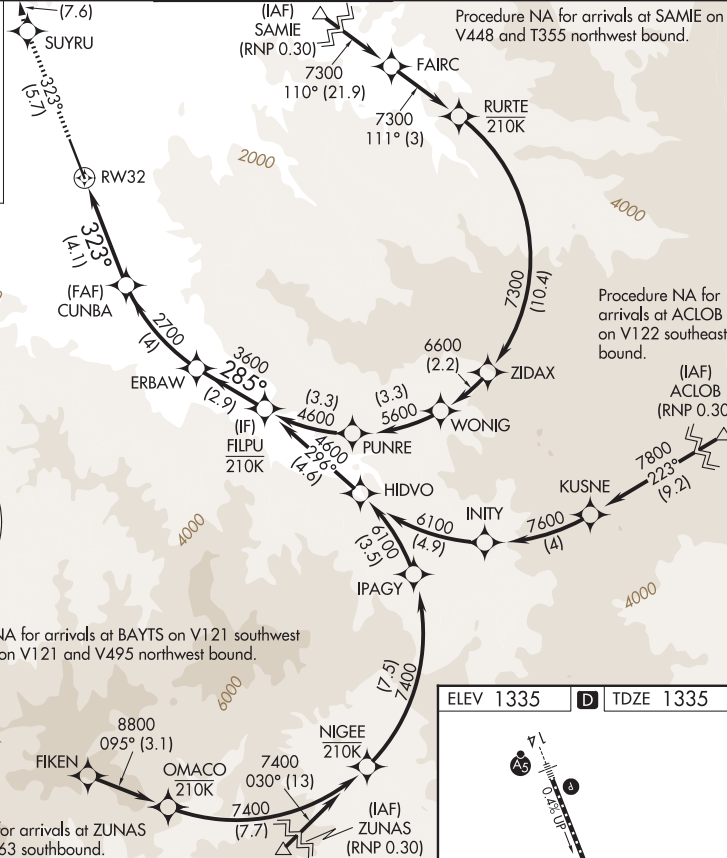
ATIS 127.25	CASCADE APP CON★ 124.3 379.9	MEDFORD TOWER★ 119.4 (CTAF) 0 257.8	GND CON 121.8	UNICOM 122.95
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9000 ↑ tr 143°	WEMOM ✧	CUDUB ✧	HUBUX ✧	HORUG ✧	CUTTR tr 310° △
OSSAJ 3900 GP 3.00° TCH 58			VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 73). See planview for multiple IF locations.		
CATEGORY	A	B	C	D	
RNP 0.30 DA*	1759/45 456 (500-%)				
RNP 0.30 DA	2049-1¾ 746 (800-1¾)				
<h1 style="text-align: center;">AUTHORIZATION REQUIRED</h1>					

RNAV (RNP) Z RWY 32
ROGUE VALLEY INTL/MEDFORD (MFR)

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.

UNICOM
122.95

CATEGORY	A	B	C	D
RNP 0.10 DA		1683-1	348 (400-1)	
RNP 0.30 DA		1870-1½	535 (600-1½)	

AUTHORIZATION REQUIRED

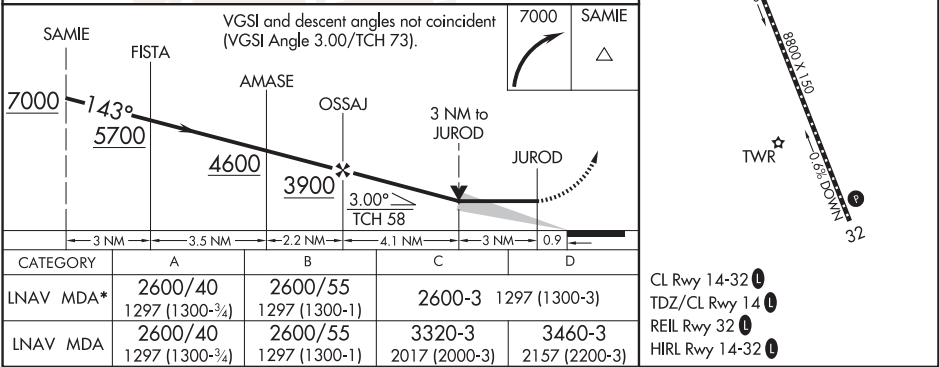
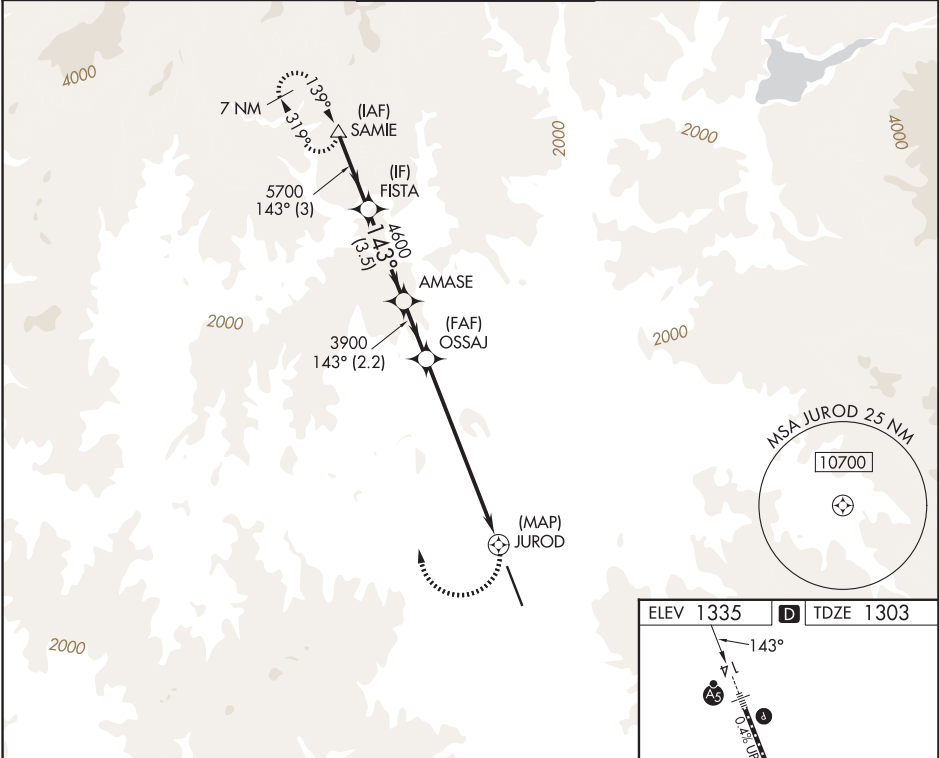
RNAV (RNP) Z RWY 32

APP CRS	Rwy Ldg	8800
143°	TDZE	1303
	Apt Elev	1335

RNAV (GPS) Y RWY 14
ROGUE VALLEY INTL/MEDFORD (MFR)

RNP APCH.	MALSR	MISSED APPROACH: Climbing right turn 7000 direct SAMIE and hold, continue climb-in-hold to 7000. *Missed approach requires minimum climb of 334 feet per NM to 4800.
When Medford altimeter setting not received, procedure NA. -2°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
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NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

MEDFORD, OREGON

AL-251 (FAA)

25219

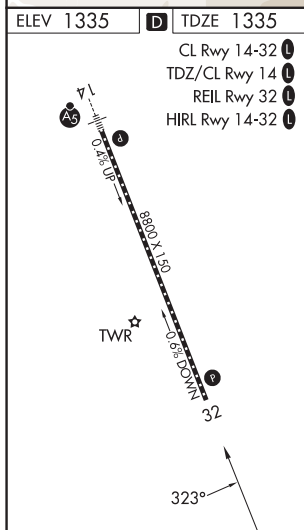
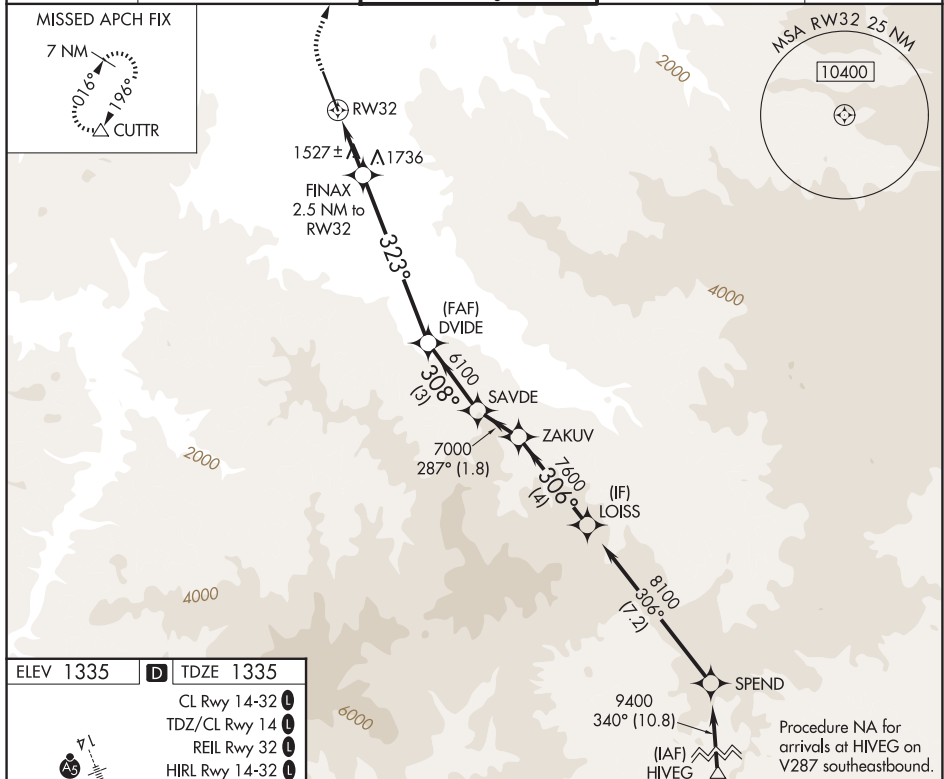
WAAS CH 56544 W32A	APP CRS 323°	Rwy Ldg TDZE 1335 Apt Elev 1335
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RNAV (GPS) Y RWY 32

ROGUE VALLEY INTL/MEDFORD (MFR)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1900 then climbing right turn to 10500 direct CUTTR and hold, continue climb-in-hold to 10500.
-2°C	Baro-VNAV NA.

ATIS 127.25	CASCADE APP CON * 124.3 379.9	MEDFORD TOWER * 119.4 (CTAF) 0 257.8	GND CON 121.8	UNICOM 122.95
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1900	10500	CUTTR	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 50).	LOISS
↑	↪	△		
			FINAX 2.5 NM to RW32	SAVDE
			1.2 NM to RW32	ZAKUV
			323° 2700	7000
			6100	8100
			308°	306°
			300°	7600
			GP 4.95° TCH 50	
CATEGORY	A	B	C	D
LPV DA	1610-7/8 275 (300-7/8)		NA	
LNAV/VNAV DA	1768-1 4/4 433 (500-1 1/4)		NA	
LNAV MDA	1780-1 445 (500-1)		NA	
CIRCLING	2000-1 665 (700-1)		NA	

MEDFORD, OREGON
Orig 15JUN23

42°22'N-122°52'W

ROGUE VALLEY INTL/MEDFORD (MFR)
RNAV (GPS) Y RWY 32

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
328°

Rwy Ldg
TDZE
Apt Elev
N/A
N/A
1335

RNAV (GPS)-D
ROGUE VALLEY INTL/MEDFORD (MFR)

RNP APCH.

▼

▲

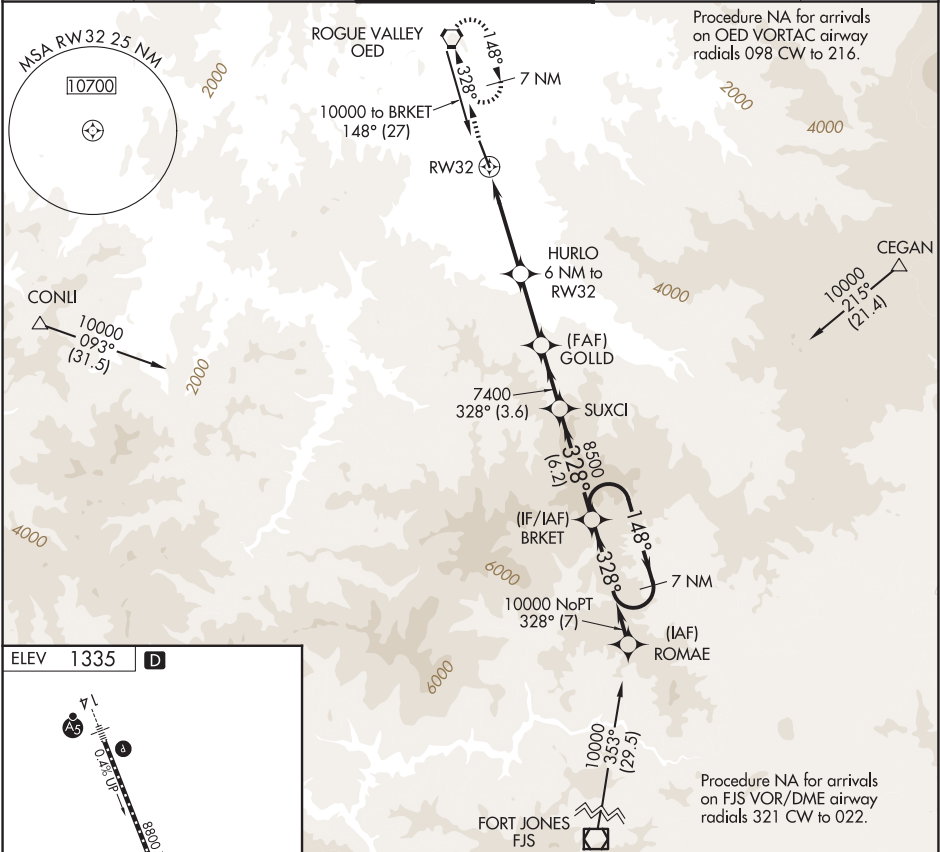
❄

-2°C

Circling NA for Cats C and D northeast of Rwy 14-32.

MISSED APPROACH: Climb to 7800 direct OED VORTAC and hold, continue climb-in-hold to 7800.

ATIS 127.25	CASCADE APP CON ★ 124.3 379.9	MEDFORD TOWER ★ 119.4 (CTAF) 257.8	GND CON 121.8	UNICOM 122.95
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ELEV 1335

D

CL Rwy 14-32

TDZ/CL Rwy 14

REIL Rwy 32

HIRL Rwy 14-32

7800	OED	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).		7 NM Holding Pattern
HURLO 6 NM to RW32	GOLDD	SUXCI	BRKET	
7400	8500	10000		
6 NM	4 NM	3.6 NM	6.2 NM	
CATEGORY	A	B	C	D
CIRCLING	3600-1¼ 2265 (2300-1¼)	3600-1½ 2265 (2300-1½)	3600-3	2265 (2300-3)

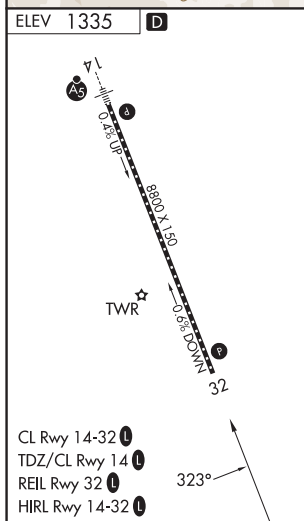
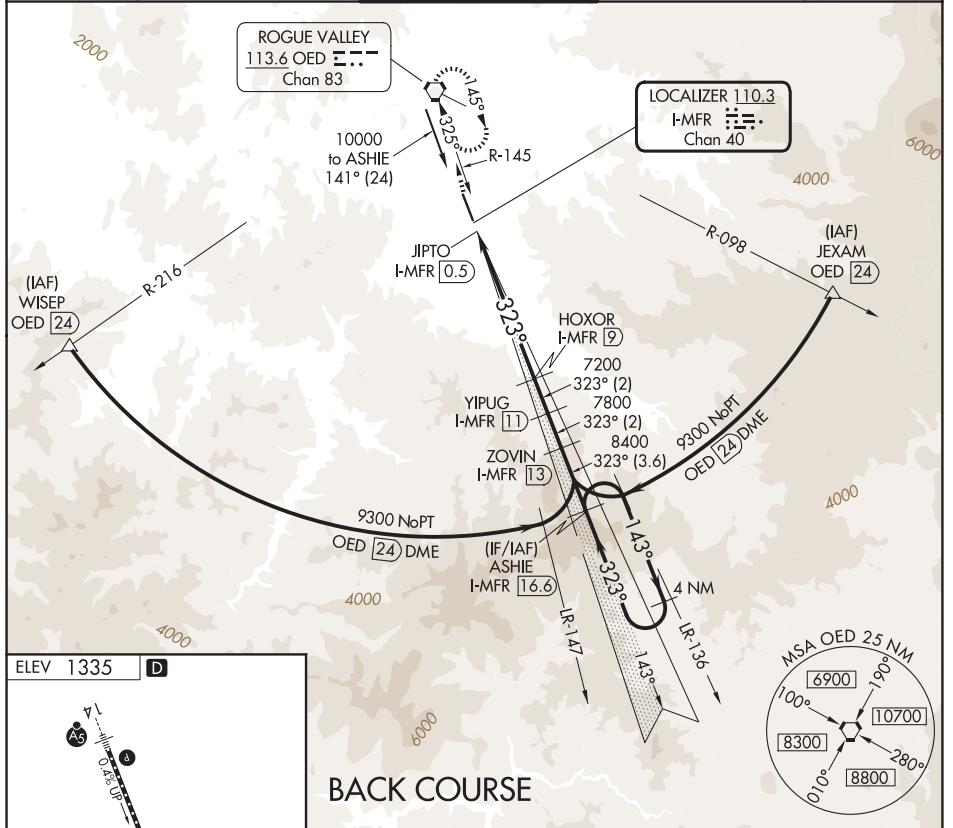
LOC/DME I-MFR 110.3 Chan 40	APP CRS 323°	Rwy Ldg TDZE Apt Elev N/A N/A 1335
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LOC/DME BC-B

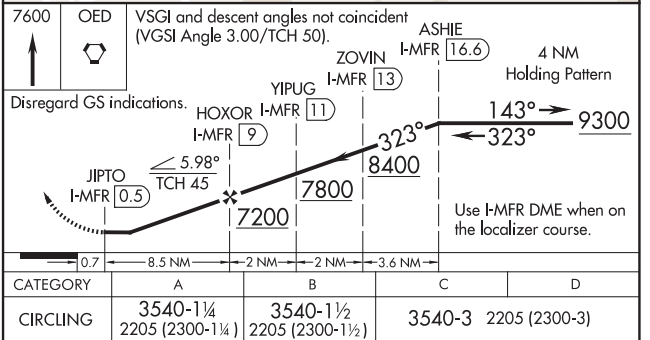
ROGUE VALLEY INTL/MEDFORD (MFR)

-2°C	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.
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ATIS 127.25	CASCADE APP CON * 124.3 379.9	MEDFORD TOWER * 119.4 (CTAF) 0 257.8	GND CON 121.8	UNICOM 122.95
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BACK COURSE



VOR/DME RWY 14
ROGUE VALLEY INTL/MEDFORD (MFR)

MISSED APPROACH: Climb to 2900 then climbing right turn to 6400 direct OED VORTAC and hold, continue climb-in-hold to 6400.

The diagram illustrates the tactical movements of the Israeli Air Force (IAF) during the 1967 Arab-Israeli conflict. It shows the positions of various IAF units and their movements, including the 6800 NoPT OED [15] Arc, the 6000 NoPT to UPONE 153° (8.2), and the 6000 NoPT 153° (6.2). The diagram also shows the 6500 NoPT OED [15] Arc and the 6000 NoPT 153° (6.2). The IAF's Rogue Valley 113.6 OED [15] Chan 83 is highlighted. The diagram includes a compass rose and a scale bar.

146°

A5

0.6% UP

800' X 1,150'

0.6% DOWN

TWR

CL Rwy 14-32

TDZ/CL Rwy 14

REIL Rwy 32

HIRL Rwy 14-32

MEDFORD, OREGON

AL-251 (FAA)

25219

VORTAC OED 113.6 Chan 83	APP CRS 325°	Rwy Ldg TDZE Apt Elev 1335	N/A N/A
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VOR/DME-C

ROGUE VALLEY INTL/MEDFORD (MF'R)

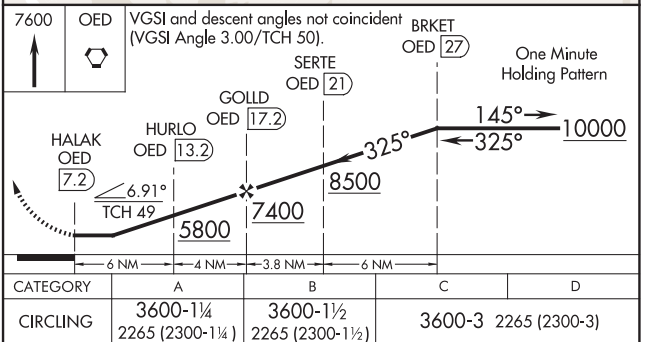
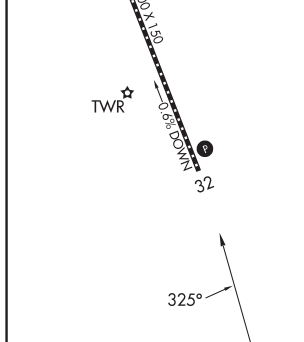
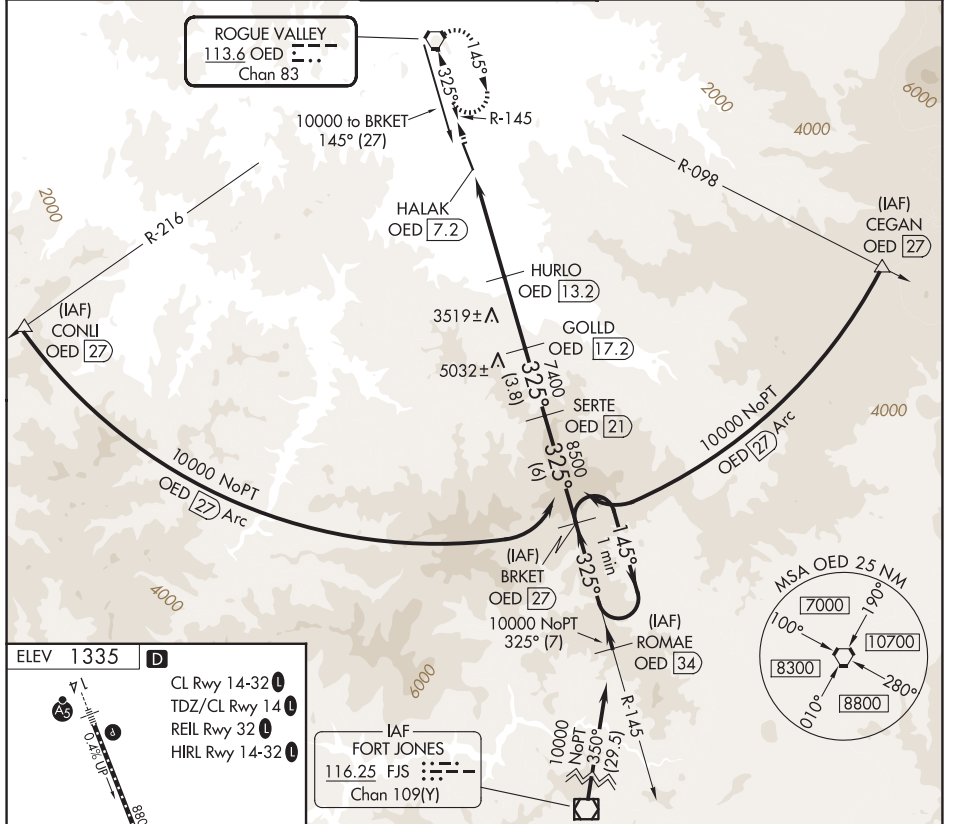
A

-2°C

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.

ATIS 127.25	CASCADE APP CON * 124.3 379.9	MEDFORD TOWER * 119.4 (CTAF) 257.8	GND CON 121.8	UNICOM 122.95
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MEDFORD, OREGON
Amdt 3B 07OCT21

42°22'N-122°52'W

ROGUE VALLEY INTL/MEDFORD (MF'R)
VOR/DME-C

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

VORTAC OED	APP CRS	Rwy Ldg	N/A
113.6	146°	TDZE	N/A
Chan 83		Apt Elev	1335

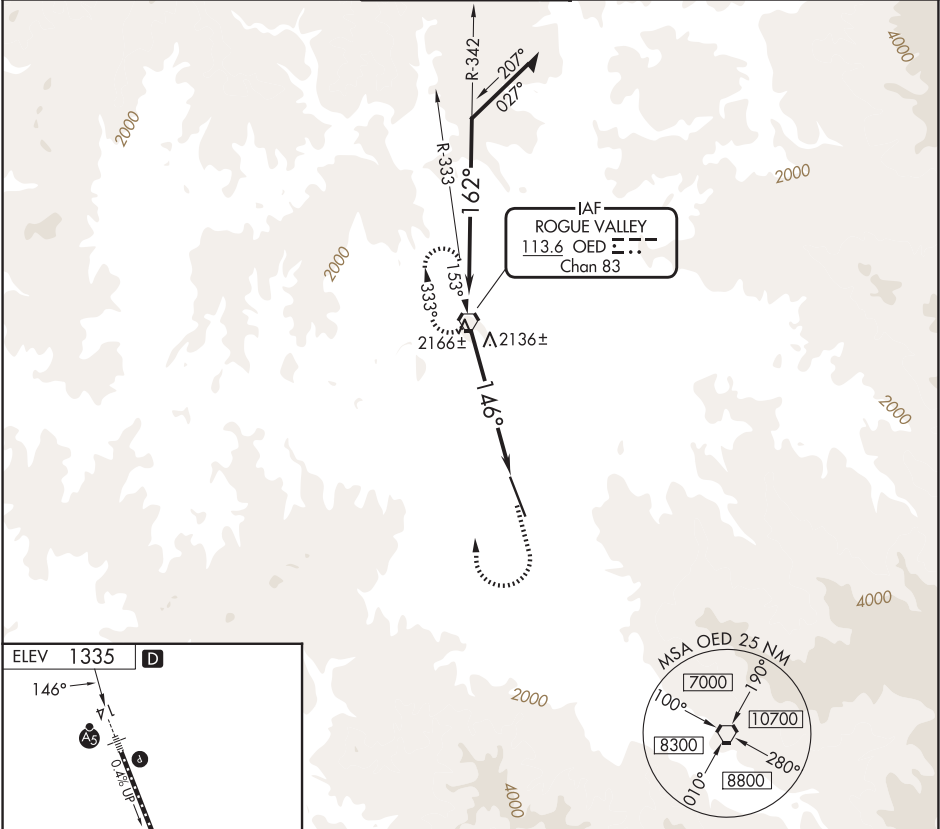
VOR-A

ROGUE VALLEY INTL/MEDFORD (MF'R)

If local altimeter setting not received, procedure NA.
Circling NA for Cats C and D northeast of Rwy 14-32.

MISSED APPROACH: Climb to 2900 then climbing right turn to 6400 direct OED VORTAC and hold, continue climb-in-hold to 6400.

ATIS	CASCADE APP CON *	MEDFORD TOWER *	GND CON	UNICOM
127.25	124.3 379.9	119.4 (CTAF) 257.8	121.8	122.95



ELEV 1335

D

146°

0.5 NM UP

3800 X 1.96

0.6 NM DOWN

32

TWR

CL Rwy 14-32

TDZ/CL Rwy 14

REIL Rwy 32

HIRL Rwy 14-32

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

Remain within 10 NM

OED VORTAC

2900

6400

OED

6300

342°

162°

4600

146°

5.8 NM

OED 5.8

CATEGORY	A	B	C	D
CIRCLING	2680-1¼ 1345 (1400-1¼)	2680-1½ 1345 (1400-1½)	2680-3	1345 (1400-3)

25219

AIRPORT DIAGRAM

AL-251 (FAA)

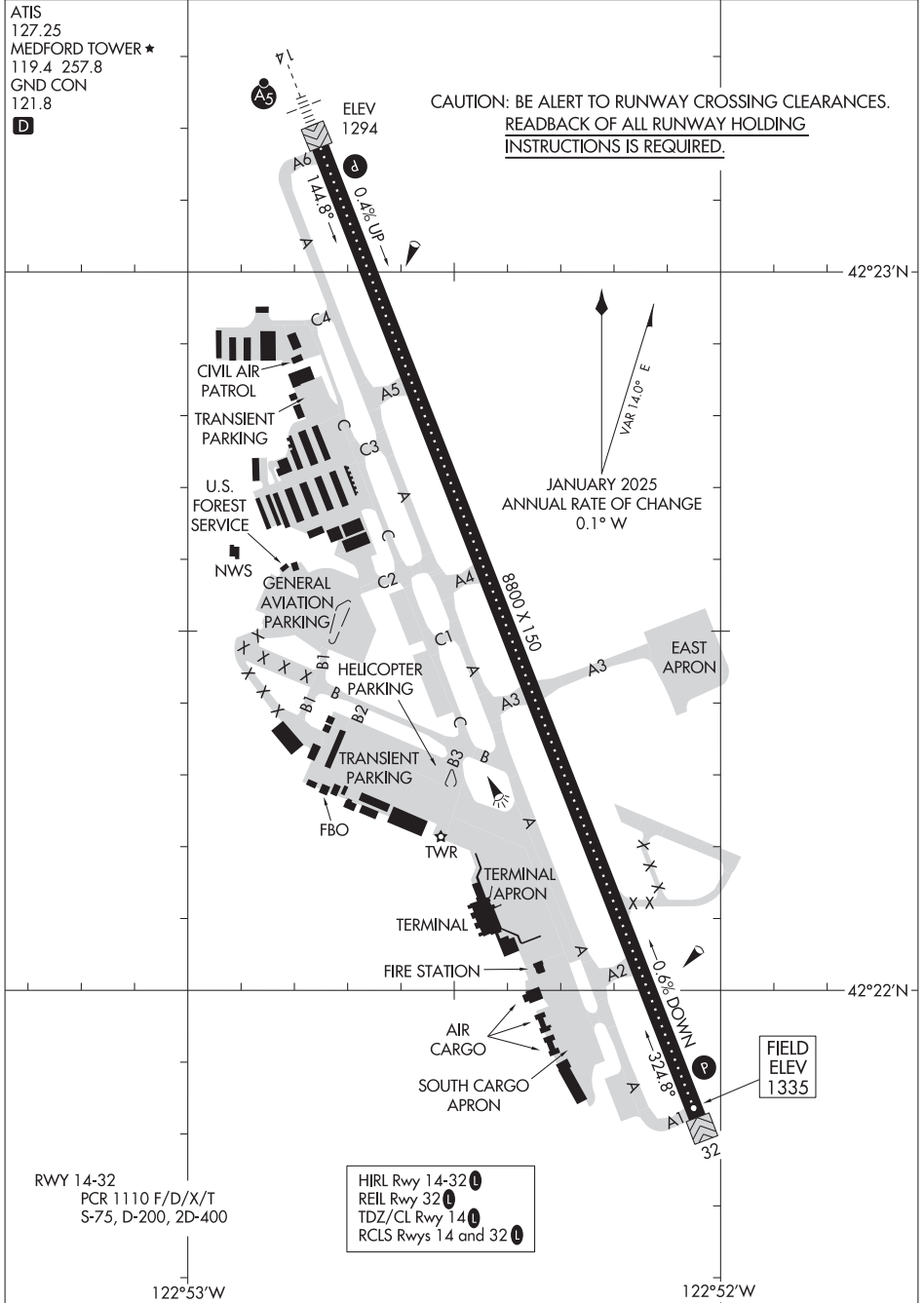
ROGUE VALLEY INTL/MEDFORD (MFR)
MEDFORD, OREGON

ATIS
127.25
MEDFORD TOWER ★
119.4 257.8
GND CON
121.8
D

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



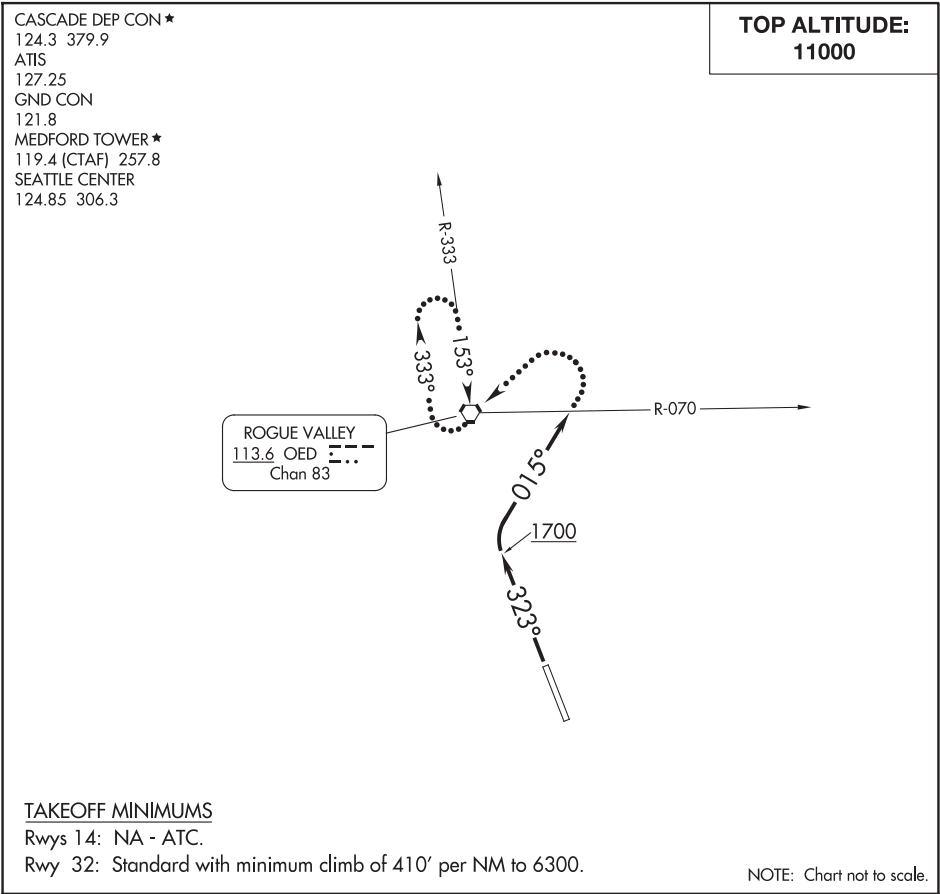
RWY 14-32
PCR 1110 F/D/X/T
S-75, D-200, 2D-400

HIRL Rwy 14-32
REIL Rwy 32
TDZ/CL Rwy 14
RCLS Rwys 14 and 32

AIRPORT DIAGRAM

25219

MEDFORD, OREGON
ROGUE VALLEY INTL/MEDFORD (MFR)



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.

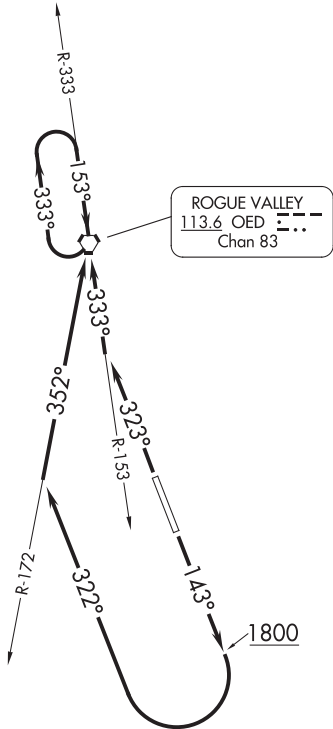
LOST COMMUNICATIONS: If no contact with ATC crossing the OED R-070, turn left, proceed direct OED VORTAC, continue climb in holding pattern to minimum crossing altitude/minimum enroute altitude before proceeding on course.

(JKSN1.OED) 24305

JACKSON ONE DEPARTURE

AL-251 (FAA) ROGUE VALLEY INTL/MEDFORD (MFR)
MEDFORD, OREGON

CASCADE DEP CON ★
124.3 379.9
ATIS
127.25
GND CON
121.8
MEDFORD TOWER ★
119.4 (CTAF) 257.8
SEATTLE CENTER
124.85 306.3



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: Chart not to scale.



DEPARTURE 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, thence. . . .

TAKEOFF RUNWAY 32: Climb on heading 323° to intercept the OED VORTAC R-153 to OED VORTAC, thence. . . .

. . . . 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.

JACKSON ONE DEPARTURE

(JKSN1.OED) 05JAN17

MEDFORD, OREGON
ROGUE VALLEY INTL/MEDFORD (MFR)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

ATIS
127.25

GND CON
121.8

MEDFORD TOWER*
119.4 (CTAF) 257.8

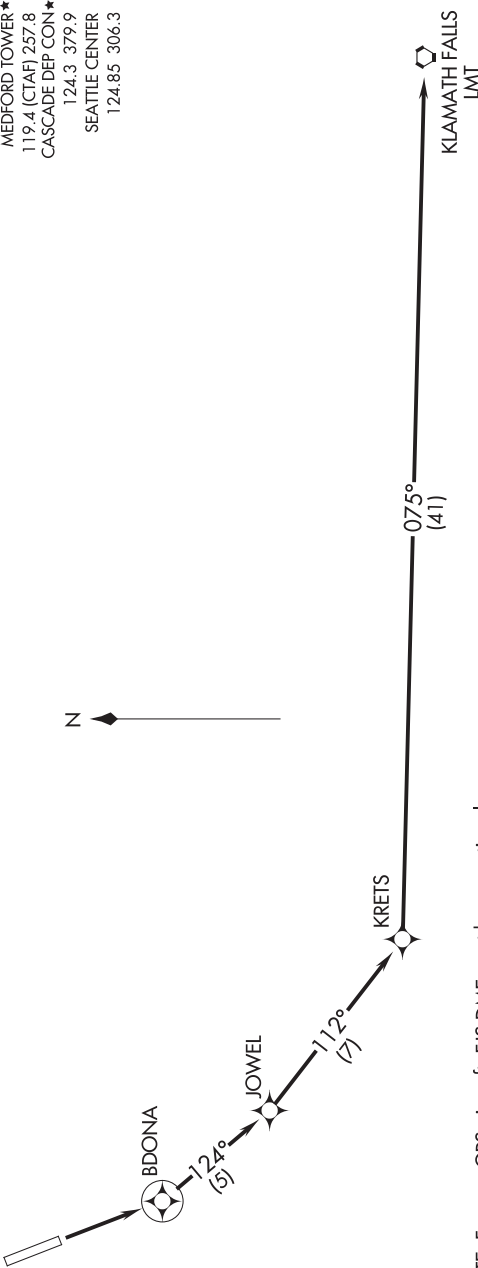
CASCADE DEP CON*
124.3 379.9

SEATTLE CENTER
124.85 306.3

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
ASSIGNED BY ATC



NOTE: For non-GPS aircraft, F/S DME must be operational.

TAKEOFF MINIMUMS
Rwy 14: Standard with minimum climb of 425' per NM to 6400.

NOTE: Chart not to scale.

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.

NW-1, 07 AUG 2025 to 02 OCT 2025

(SMKKY1.SMKKY) 24305

SMKKY ONE DEPARTURE (RNAV)

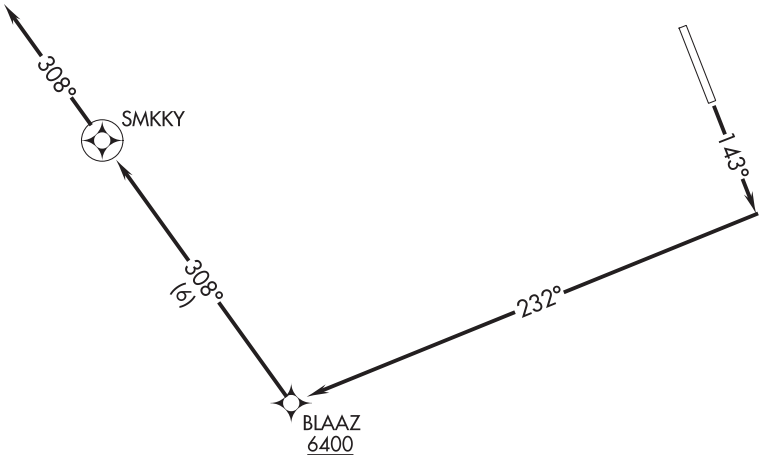
AL-251 (FAA)

ROGUE VALLEY INTL/MEDFORD (MFR)
MEDFORD, OREGON

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.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
ASSIGNED BY ATC



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.



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.

SMKKY ONE DEPARTURE (RNAV)
(SMKKY1.SMKKY) 29DEC22

MEDFORD, OREGON
ROGUE VALLEY INTL/MEDFORD (MFR)

NW-1, 07 AUG 2025 to 02 OCT 2025

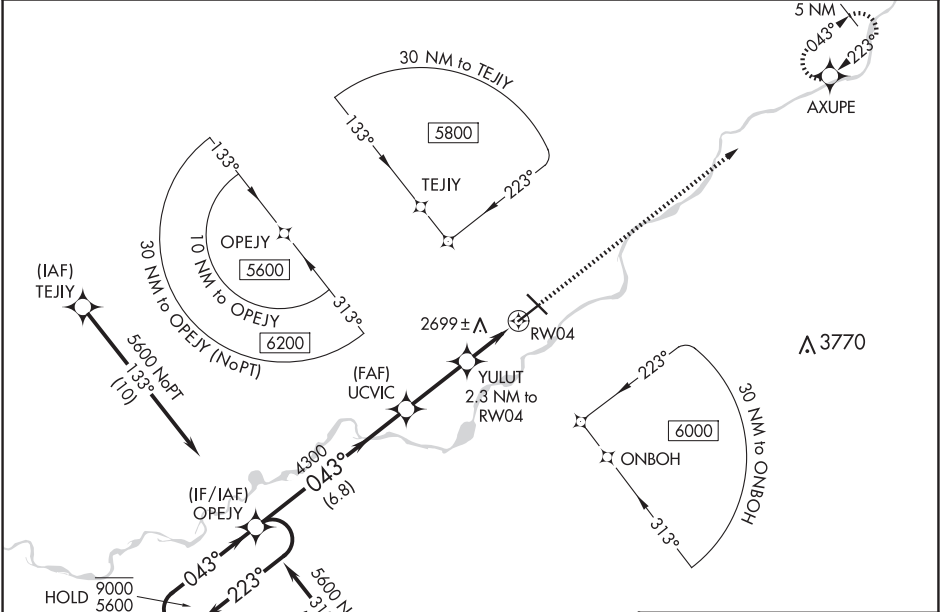
NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 42600 W04A	APP CRS 043°	Rwy Idg 5764 TDZE 2634 Apt Elev 2634
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RNAV (GPS) RWY 4
FRANK WILEY FLD (MLS)

RNP APCH-GPS.	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 3051 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. Baro-VNAV and VDP NA when using Glendive altimeter setting.	MISSED APPROACH: Climb to 6000 direct AXUPE and hold, continue climb-in-hold to 6000.
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ASOS 135.575	SALT LAKE CENTER 126.85 305.2	UNICOM 123.0 (CTAF) 1
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HOLD 9000 5600		OPEJY		UCVIC		YULUT 2.3 NM to RW04		AXUPE	
5 NM Holding Pattern		223°		043°		043°		6000	
GP 3.00° TCH 40		5600		4300		3400		2684	
6.8 NM		2.8 NM		1.2 NM		1.2 NM			
CATEGORY	A	B	C	D					
LPV DA	2884-1				250 (300-1)				
LNAV/VNAV DA	2884-1				250 (300-1)				
LNAV MDA	3040-1		406 (500-1)		3040-1½		406 (500-1½)		
CIRCLING	3060-1 426 (500-1)		3100-1 466 (500-1)		3160-1½ 526 (600-1½)		3320-2¼ 686 (700-2¼)		
					MIRL Rwy 4-22 and 13-31 1 REIL Rwy 4, 13, 22 and 31 1				

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

MILES CITY, MONTANA

AL-259 (FAA)

22195

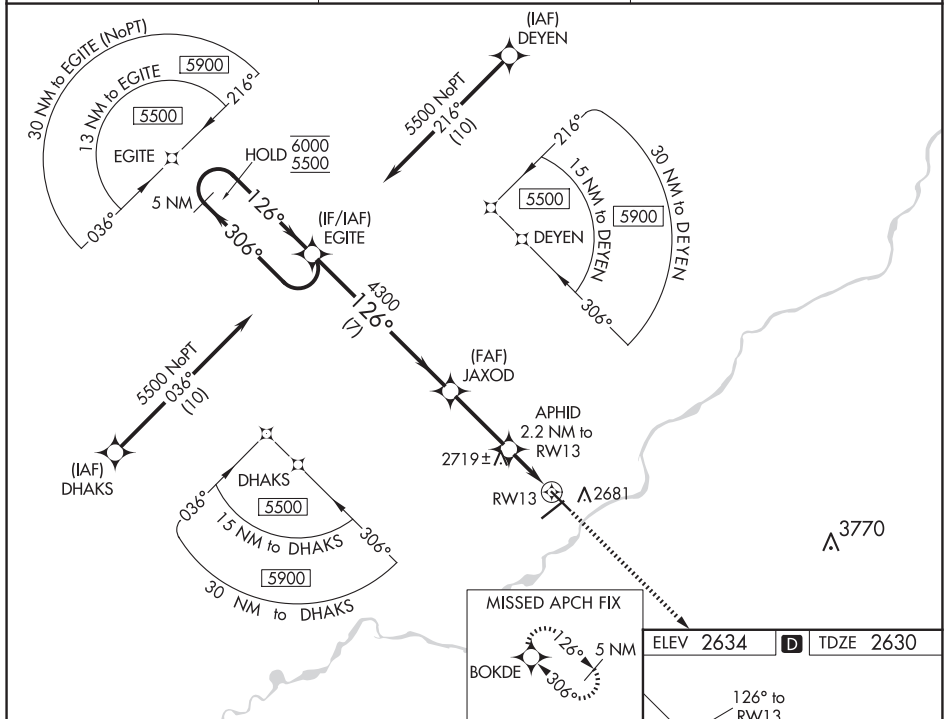
WAAS CH 97340 W13A	APP CRS 126°	Rwy Idg TDZE Apt Elev	5624 2630 2634
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RNAV (GPS) RWY 13

FRANK WILEY FLD (MLS)

RNP APCH - GPS.	MISSED APPROACH: Climb to 6000 direct BOKDE and hold, continue climb-in-hold to 6000.
For uncompensated Baro-VNAV systems, procedure NA below -24°C or above 54°C.	

ASOS 135.575	SALT LAKE CENTER 126.85 305.2	UNICOM 123.0 (CTAF)
------------------------	---	-------------------------------



5 NM Holding Pattern				
EGITE				
JAXOD				
APHID 2.2 NM to RWY 13				
RWY 13				
GP 3.00° TCH 43				
7 NM 3 NM 1.2 NM 1 NM				
CATEGORY	A	B	C	D
LPV DA		2880-1	250 (300-1)	
LNAV/VNAV DA		2880-1	250 (300-1)	
LNAV MDA		2980-1	350 (400-1)	
CIRCLING	3060-1 426 (500-1)	3100-1 466 (500-1)	3160-1½ 526 (600-1½)	3320-2¼ 686 (700-2¼)

ELEV 2634	TDZE 2630
126° to RWY 13	
MIRL Rwy 4-22 and 13-31	
REIL Rwy 4, 13, 22 and 31	

MILES CITY, MONTANA

Amdt 1 14JUL22

46°26'N-105°53'W

RNAV (GPS) RWY 13

FRANK WILEY FLD (MLS)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77924 W22A	APP CRS 223°	Rwy Idg 5764 TDZE 2630 Apt Elev 2634
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RNAV (GPS) RWY 22

FRANK WILEY FLD (MLS)

RNP APCH-GPS.

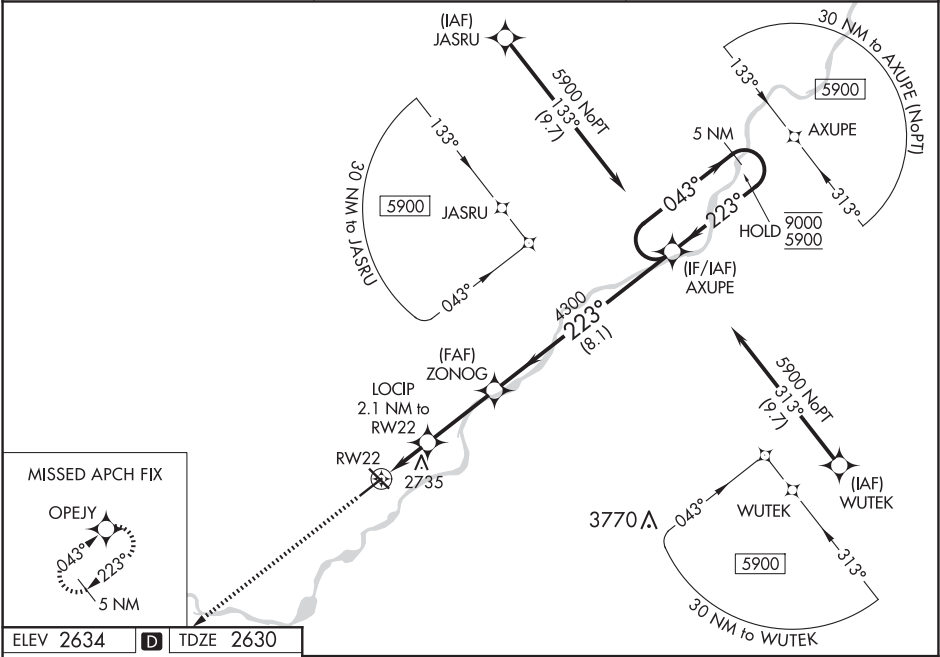
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⚠

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 ¾ 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.

ASOS 135.575	SALT LAKE CENTER 126.85 305.2	UNICOM 123.0 (CTAF) 0
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ELEV 2634

D

TDZE 2630

6000

OPEJY

223° to RW22

LOCIP 2.1 NM to RW22

ZONOG 4300

AXUPE 5 NM Holding Pattern

043° → 9000

← 223° 5900

GP 3.00°

TCH 41

CATEGORY	A	B	C	D
LPV	DA	2880-1	250 (300-1)	
LNAV/VNAV	DA	2880-1	250 (300-1)	
LNAV	MDA	3000-1	370 (400-1)	
CIRCLING	3060-1 426 (500-1)	3100-1 466 (500-1)	3160-1½ 526 (600-1½)	3320-2¼ 686 (700-2¼)

MILES CITY, MONTANA

AL-259 (FAA)

22195

WAAS CH 56240 W31A	APP CRS 306°	Rwy Idg TDZE 2627 Apt Elev 2634
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RNAV (GPS) RWY 31

FRANK WILEY FLD (MLS)

RNP APCH - GPS.

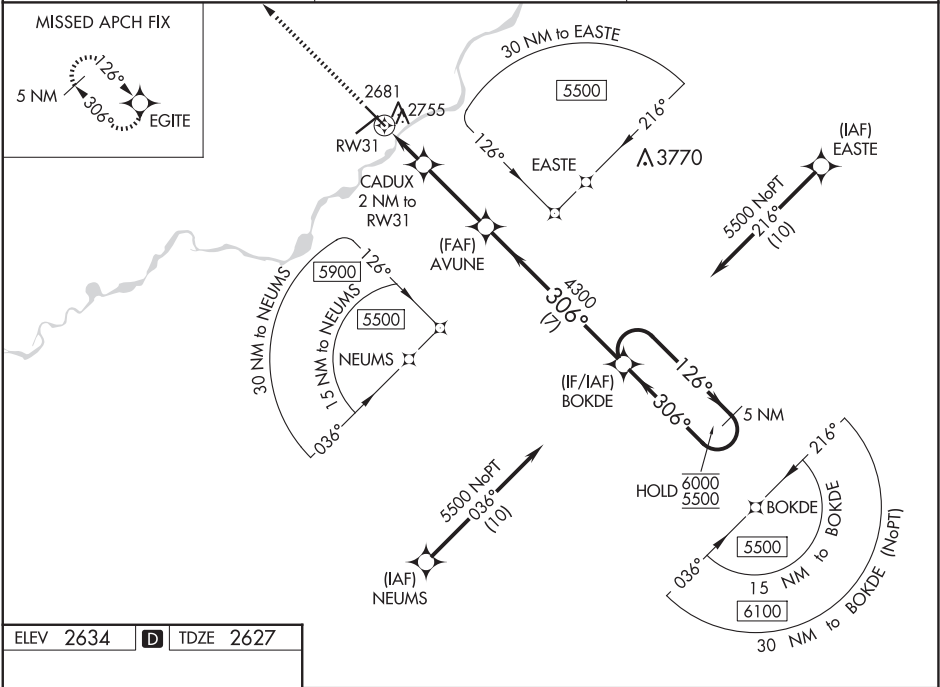
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▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 6000 direct EGITE and hold, continue climb-in-hold to 6000.

ASOS 135.575	SALT LAKE CENTER 126.85 305.2	UNICOM 123.0 (CTAF) 1
------------------------	---	---------------------------------



6000

EGITE

CADUX
2 NM to
RW31

AVUNE
4300

BOKDE

1.1 NM to
RW31

1.1 NM

0.9 NM

3.1 NM

7 NM

126°

306°

306°

306°

5 NM

Holding Pattern

6000

5500

GP 3.00°

TCH 43

CATEGORY	A	B	C	D
LPV	DA	2877-1	250 (300-1)	
LNAV/VNAV	DA	2917-1	290 (300-1)	
LNAV	MDA	3020-1	393 (400-1)	3020-1½ 393 (400-1½)
CIRCLING	3060-1 426 (500-1)	3100-1 466 (500-1)	3160-1½ 526 (600-1½)	3320-2¼ 686 (700-2¼)

MIRL Rwy 4-22 and 13-31 1
REIL Rwy 4, 13, 22 and 31 1

MILES CITY, MONTANA

Amdt 1 14JUL22

46°26'N-105°53'W

FRANK WILEY FLD (MLS)

RNAV (GPS) RWY 31

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

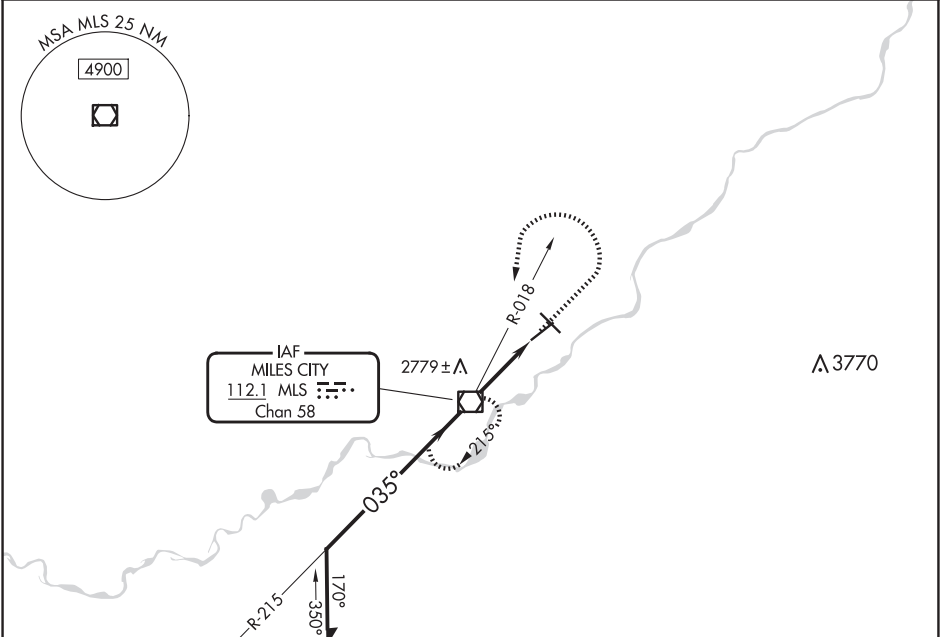
VOR/DME MLS	APP CRS	Rwy Idg	5764
112.1	035°	TDZE	2634
Chan 58		Apt Elev	2634

VOR RWY 4
FRANK WILEY FLD (MLS)

⚠ 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) 1
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ELEV	2634	D	TDZE	2634
------	------	----------	------	------

4800	6000	MLS R-018	MLS
↑	hdg 210°		

5000	3700	3.08 NM TCH 40	1.9 NM	1.2 NM
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CATEGORY	A	B	C	D
S-4	3060-1	426 (500-1)	3060-1¼	426 (500-1¼)
C CIRCLING	3060-1 426 (500-1)	3100-1 466 (500-1)	3160-1½ 526 (600-1½)	3320-2¼ 686 (700-2¼)

MIRL Rwy 4-22 and 13-31 **1**

REIL Rwy 4, 13, 22 and 31 **1**

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

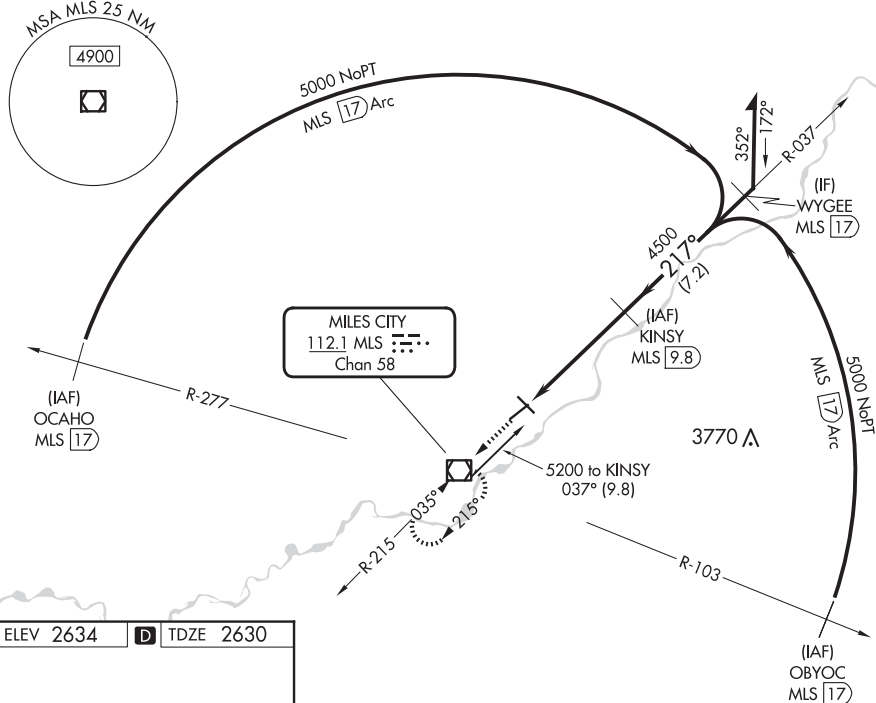
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

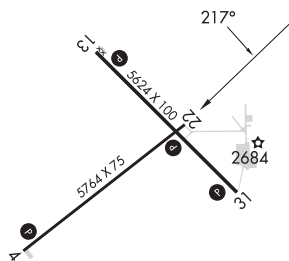
VOR RWY 22
FRANK WILEY FLD (MLS)

T
A When local altimeter setting not received, use Glendive altimeter setting and increase all MDA 180 feet and all Cat C and D visibilities $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 6000
direct MLS VOR/DME and hold, continue
climb-in-hold to 6000.

UNICOM
123.0 (CTAF) **L**

ELEV 2634	D	TDZE 2630
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MIRL Rwy 4-22 and 13-31 **L**

Amdt 10 27JAN22

46°26'N-105°53'W

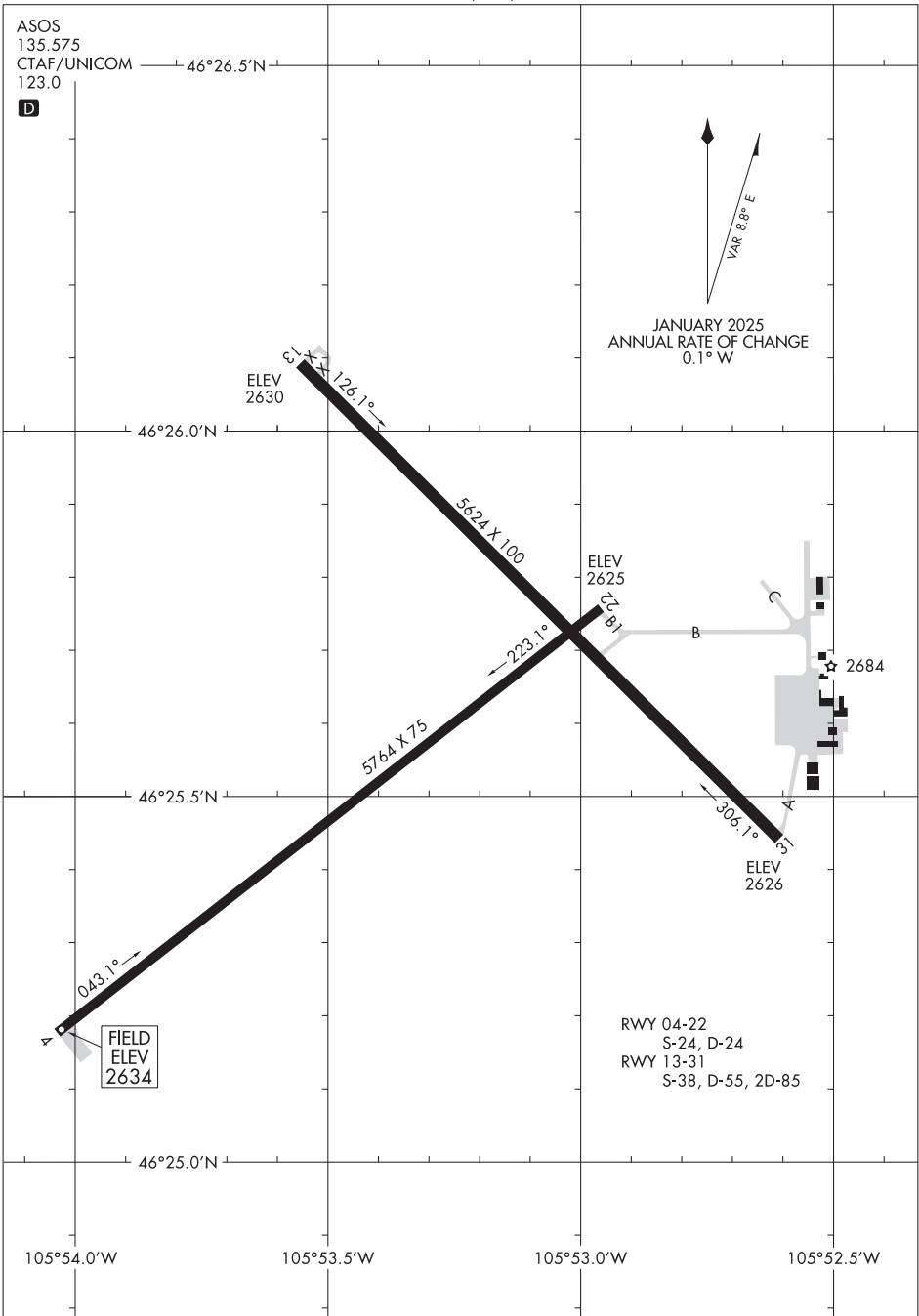
FRANK WILEY FLD (MLS)

VOR RWY 22

NW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

FRANK WILEY FLD (MLS)
MILES CITY, MONTANA



AIRPORT DIAGRAM

25107

MILES CITY, MONTANA
FRANK WILEY FLD (MLS)

MISSOULA, MONTANA

AL-266 (FAA)

25219

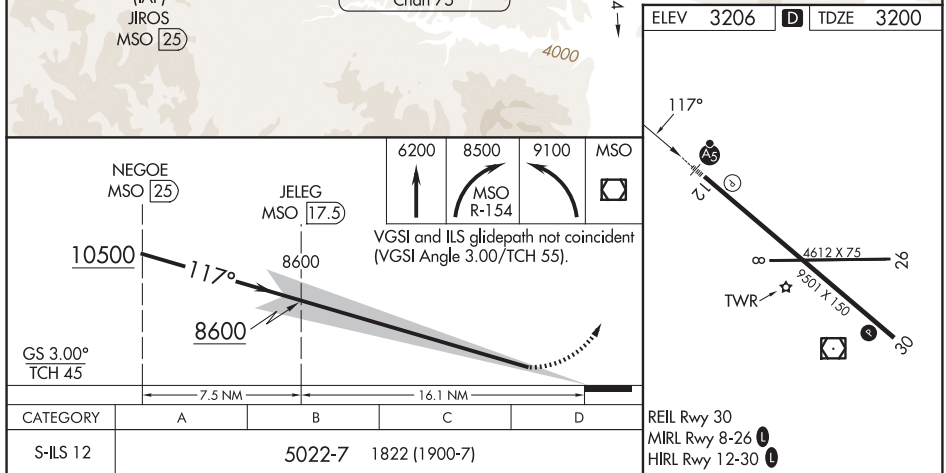
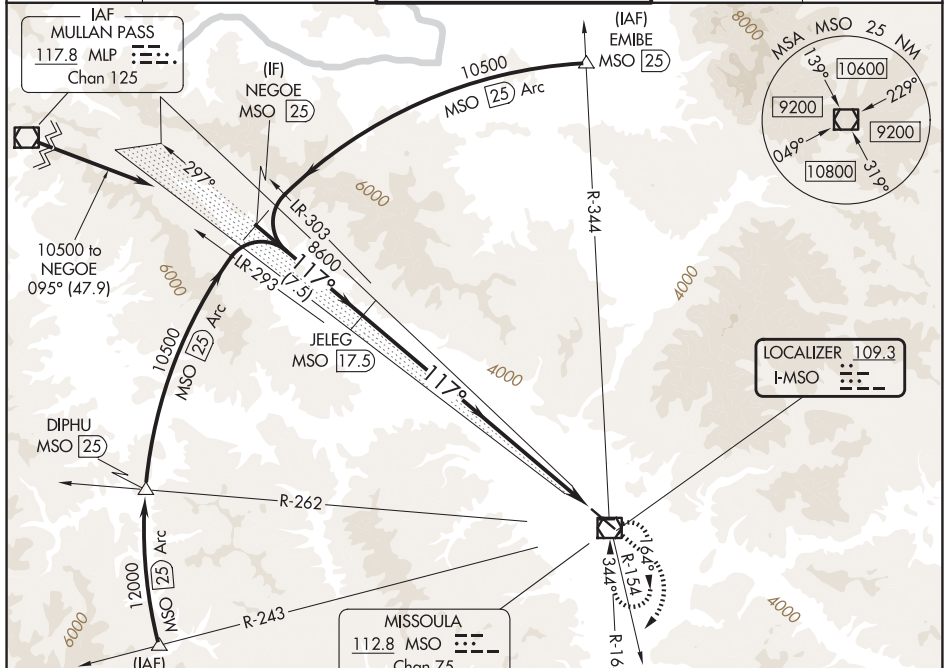
LOC I-MSO	APP CRS	Rwy Ldg	9501
109.3	117°	TDZE	3200
		Apt Elev	3206

ILS Y RWY 12

MISSOULA MONTANA (MSO)

DME required.	MALSR	MISSED APPROACH: Climb to 6200 then climbing right turn to 8500 on MSO VOR/DME R-154 then climbing left turn to 9100 direct MSO VOR/DME and hold.
NA -11°C Inoperative table does not apply.		

ATIS 126.65	SPOKANE APP CON * 124.9 298.95	MISSOULA TOWER * 118.4 (CTAF) 377.175	GND CON 121.9	UNICOM 122.95
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MISSOULA, MONTANA
Orig-C 24MAY18

46°55'N-114°05'W

MISSOULA MONTANA (MSO)
ILS Y RWY 12

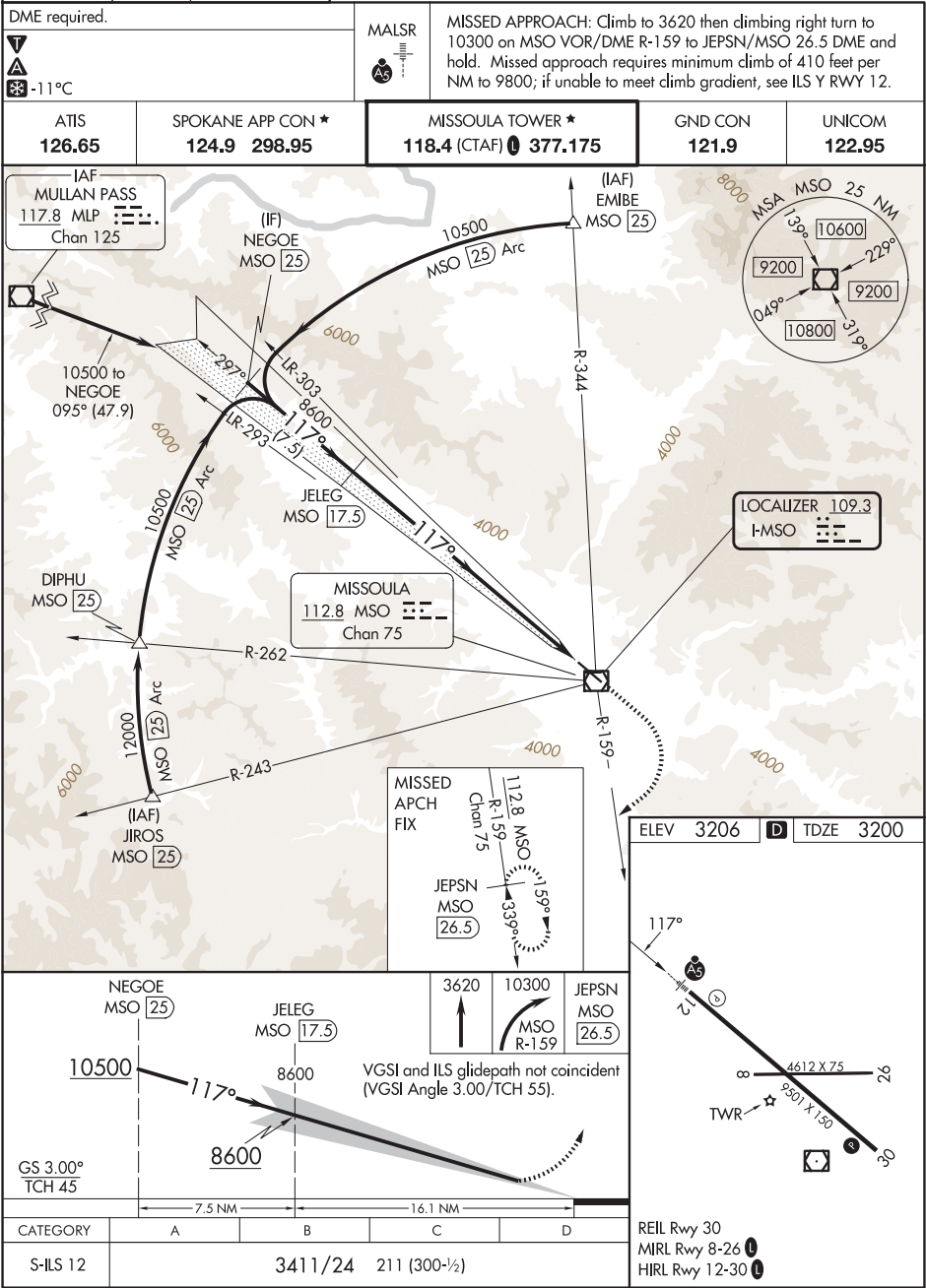
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC I-MSO	APP CRS	Rwy Ldg	9501
109.3	117°	TDZE	3200
		Apt Elev	3206

ILS Z RWY 12

MISSOULA MONTANA (MISO)



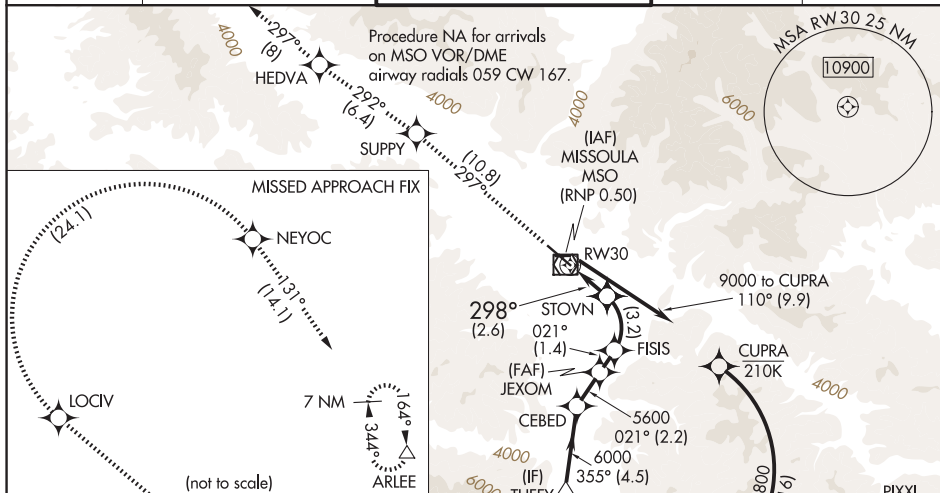
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

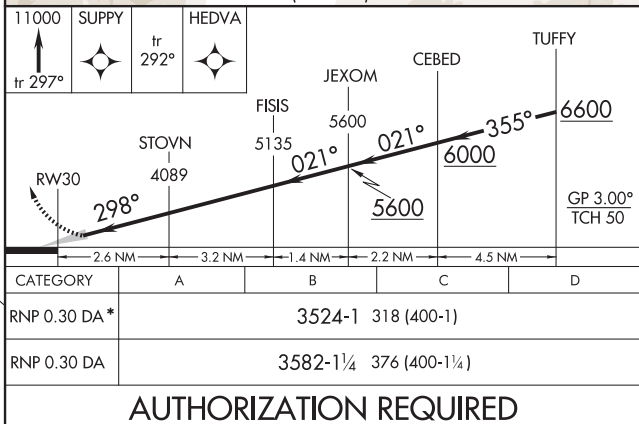
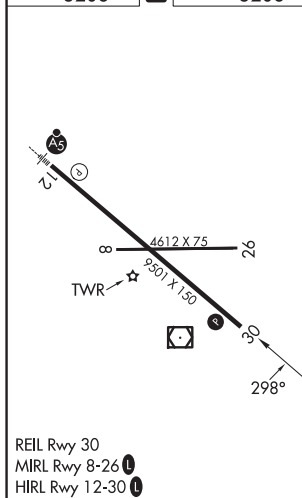
RNAV (RNP) RWY 30
MISSOULA MONTANA (MSO)

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.

T For uncompensated Baro-VNAV systems, procedure NA
A below -21°C (-5°F) or above 43°C (109°F). When local
❄ -11°C altimeter setting not received, procedure NA.

UNICOM
122.95




D	TDZE	3206
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MISSOULA MONTANA (MSO)
RNAV (RNP) RWY 30

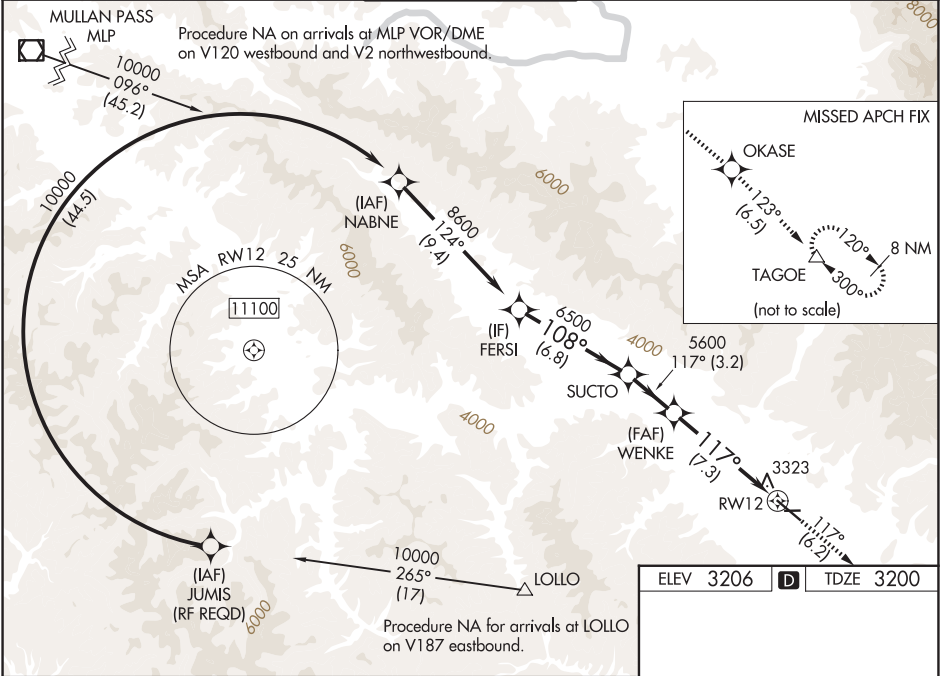
APP CRS	Rwy Ldg	9501
117°	TDZE	3200
	Apt Elev	3206

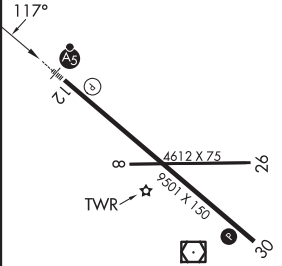
RNAV (RNP) Z RWY 12

MISSOULA MONTANA (MISO)

RNP AR APCH.		MALSR		MISSED APPROACH: Climb to 13000 on track 117° to OKASE and on track 123° to TAGOE and hold, continue climb-in-hold to 13000. *Missed approach requires minimum climb of 350 feet per NM to 8300; if unable to meet climb gradient, see RNAV (GPS) Y RWY 12. #Missed approach requires minimum climb of 425 feet per NM to 8300.
	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21° C (-6°F) or above 43°C (109°F).			
	For inop ALS, increase RNP 0.12 all Cats visibility to RVR 6000. For inop ALS, increase RNP 0.30 all Cats visibility to 2½ SM. When local weather not received, procedure NA.			

ATIS	SPOKANE APP CON *	MISSOULA TOWER *	GND CON	UNICOM
126.65	124.9 298.95	118.4 (CTAF) 0 377.175	121.9	122.95



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).		13000 ↑ tr 117°	OKASE ✦	TAGOE tr 123° △		
FERSI 8600	SUCTO 6500	WENKE 5600	RW12			
GP 3.00° TCH 45		6.8 NM		3.2 NM		7.3 NM
CATEGORY	A	B	C	D		
RNP 0.12 DA#	3518/40		318 (400-¾)			
RNP 0.30 DA*	3880-2		680 (700-2)			
AUTHORIZATION REQUIRED					REIL Rwy 30 MIRL Rwy 8-26 HIRL Rwy 12-30	

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 12
MISSOULA MONTANA (MSO)

MISSED APPROACH: (Do not exceed 200K until CINON) Climb to 12000 direct 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.

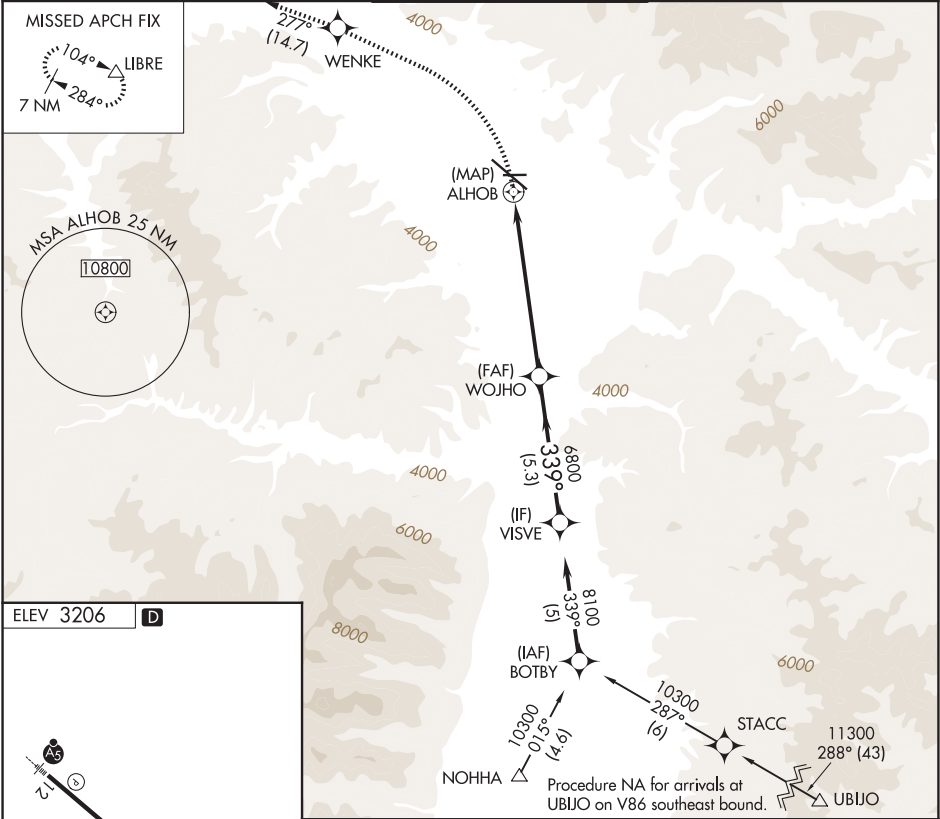
UNICOM
122.95MISSOULA MONTANA (MSO)
RNAV (GPS) Y RWY 12

APP CRS	Rwy Ldg	N/A
339°	TDZE	N/A
	Apt Elev	3206

RNAV (GPS)-D
MISSOULA MONTANA (MSO)

RNP APCH.		MISSED APPROACH: Climbing left turn to 9600 direct WENKE and on track 277° to LIBRE and hold, continue climb-in-hold to 9600.
⏚		
⚠ Circling NA for Cats C and D northeast of Rwy 12-30.		
❄ -11°C		

ATIS	SPOKANE APP CON *	MISSOULA TOWER *	GND CON	UNICOM
126.65	124.9 298.95	118.4 (CTAF) 377.175	121.9	122.95



ELEV 3206 D		9600 WENKE tr 277° LIBRE		WOJHO VISVE	
REIL Rwy 30 MIRL Rwy 8-26 HIRL Rwy 12-30		ALHOB		6800 8100	
339°		6.7 NM		5.3 NM	
CATEGORY		A	B	C	D
CIRCLING		4280-1¼ 1074 (1100-1¼)	4700-1½ 1494 (1500-1½)	4700-3 1494 (1500-3)	5140-3 1934 (2000-3)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

MISSOULA, MONTANA

AL-266 (FAA)

25219

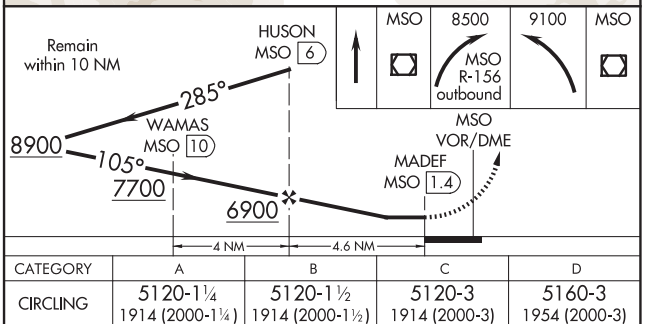
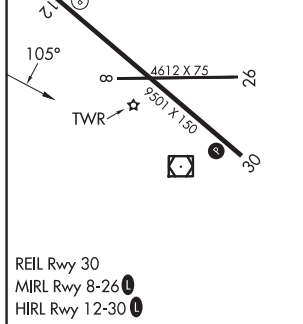
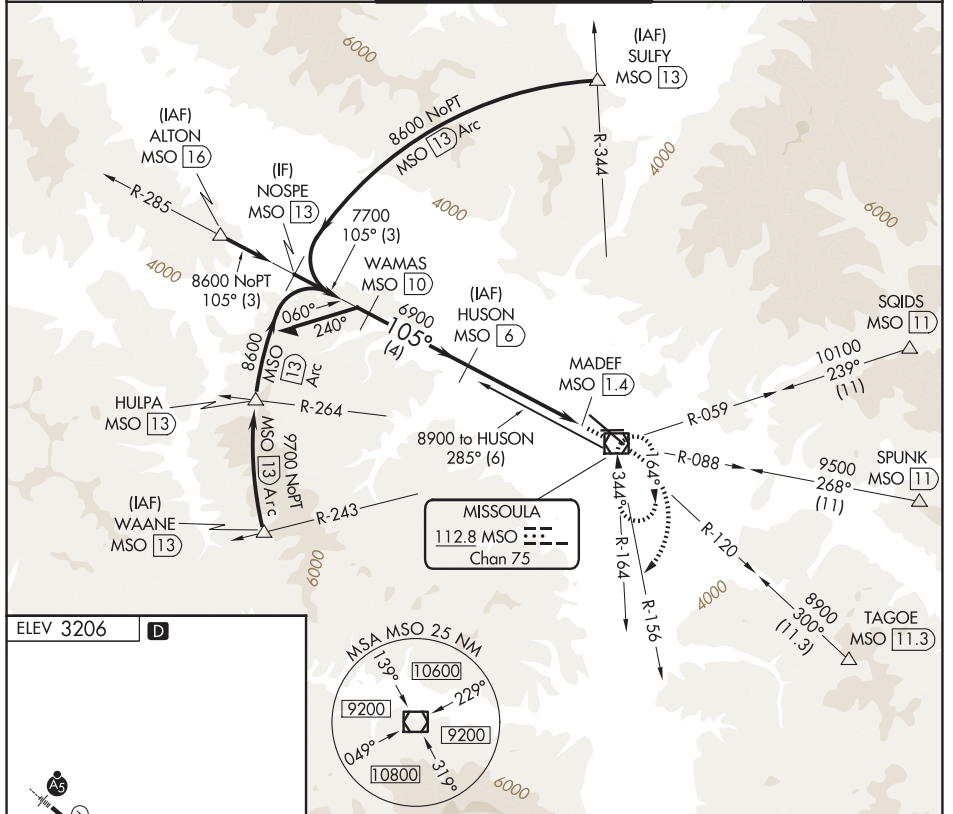
VOR/DME MSO 112.8 Chan 75	APP CRS 105°	Rwy Ldg TDZE Apt Elev 3206	N/A N/A 3206
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VOR-A

MISSOULA MONTANA (MSO)

DME required.	MISSED APPROACH: Climb direct MSO VOR/DME then climbing right turn to 8500 on MSO VOR/DME R-156 outbound then climbing left turn to 9100 direct to MSO VOR/DME and hold.
-11°C	

ATIS 126.65	SPOKANE APP CON ★ 124.9 298.95	MISSOULA TOWER ★ 118.4 (CTAF) 377.175	GND CON 121.9	UNICOM 122.95
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MISSOULA, MONTANA
Amdt 13 24MAY18

46°55'N-114°05'W

MISSOULA MONTANA (MSO)

VOR-A

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME MSO 112.8 Chan 75	APP CRS 339°	Rwy Ldg TDZE Apt Elev	N/A N/A 3206
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VOR-B
MISSOULA MONTANA (MSO)

RADAR required for procedure entry at JEPSN. DME required.

MISSED APPROACH: Climb to 9600 direct MSO VOR/DME and on MSO VOR/DME R-285 to LIBRE/MSO 23 DME and hold, continue climb-in-hold to 9600.

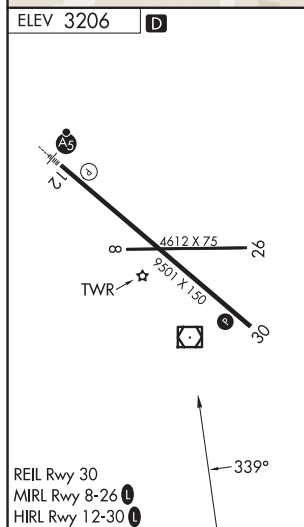
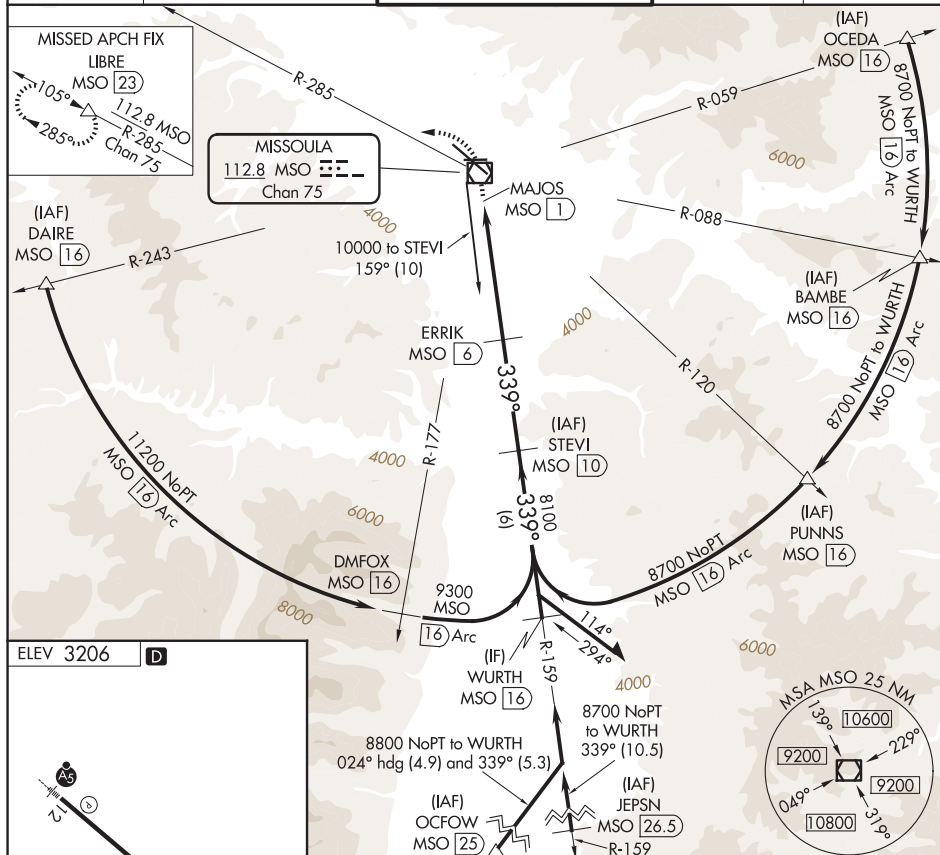
T
A
-11°C

ATIS
126 65

SPOKANE APP CON ★
124.9 298.95

MISSOULA TOWER ★
118.4 (CTAF) **L** 377.175

GND CON
121.9

UNICOM
122.95

9600	MSO ↑	MSO R-285 ◻	LIBRE △	STEV MSO 10	Remain within 10 NM
	MSO VOR/DME MAJOS MSO 1	ERRIK MSO 6		159°	10000
		6680	8100	339°	
	1 NM	5 NM	4 NM		
CATEGORY	A	B	C	D	
CIRCLING	4920-1¼ 1714 (1800-1¼)	4920-1½ 1714 (1800-1½)	4920-3 1714 (1800-3)	5160-3 1954 (2000-3)	

MISSOULA, MONTANA
Amdt 7 24MAY18

MISSOULA MONTANA (MSO)
VOR-B

46°55'N-114°05'W

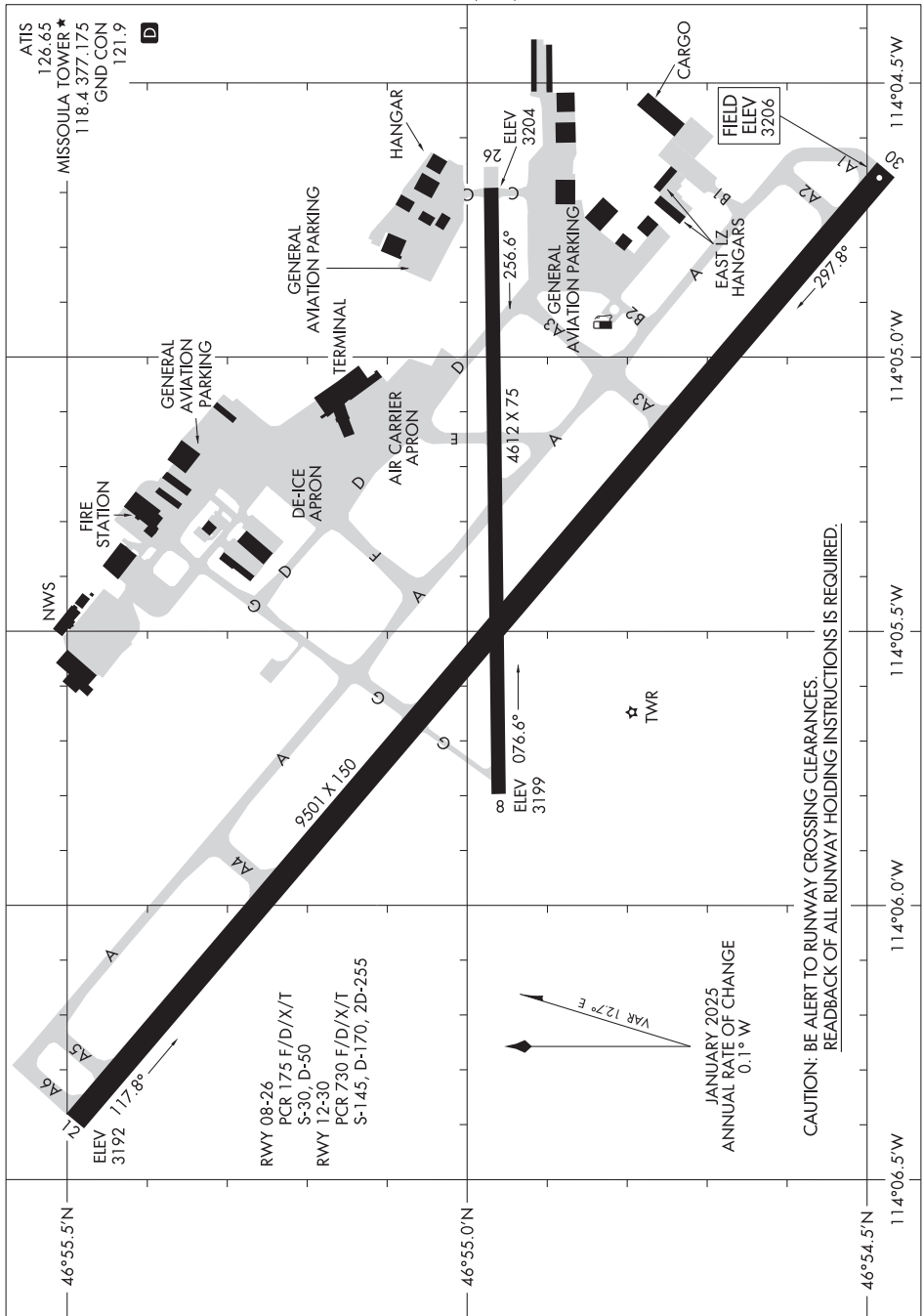
483

NW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

AL-266 (FAA)

MISSOULA MONTANA (MSO)
MISSOULA, MONTANA



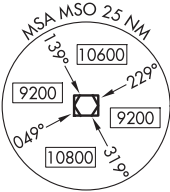
NW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

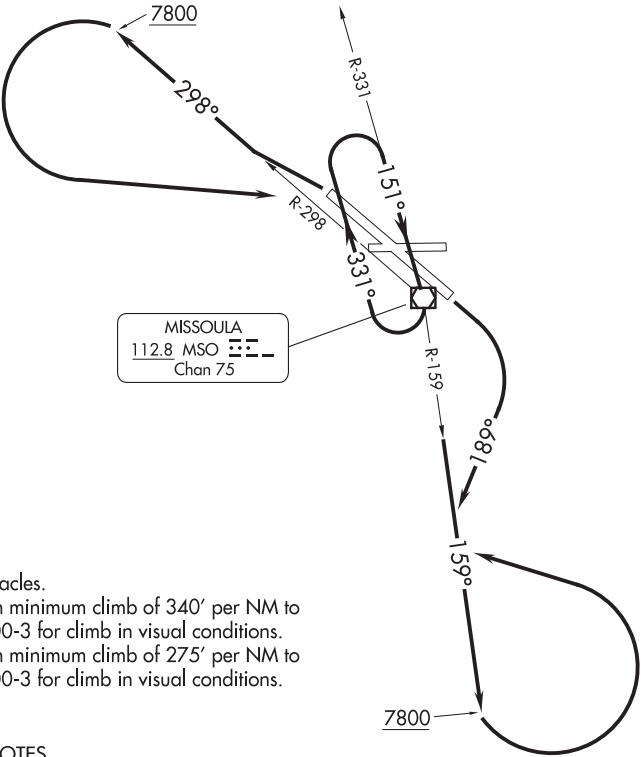
25219

MISSOULA, MONTANA
MISSOULA MONTANA (MSO)

SPOKANE DEP CON ★
124.9 298.95
SALT LAKE CITY CENTER
127.075 244.875
ATIS
126.65
GND CON
121.9
MISSOULA TOWER ★
118.4 377.175



MISSOULA
112.8 MSO
Chan 75



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, obtain ATC approval for VCOA when requesting IFR clearance. 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, obtain ATC approval for VCOA when requesting IFR clearance. 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. . .

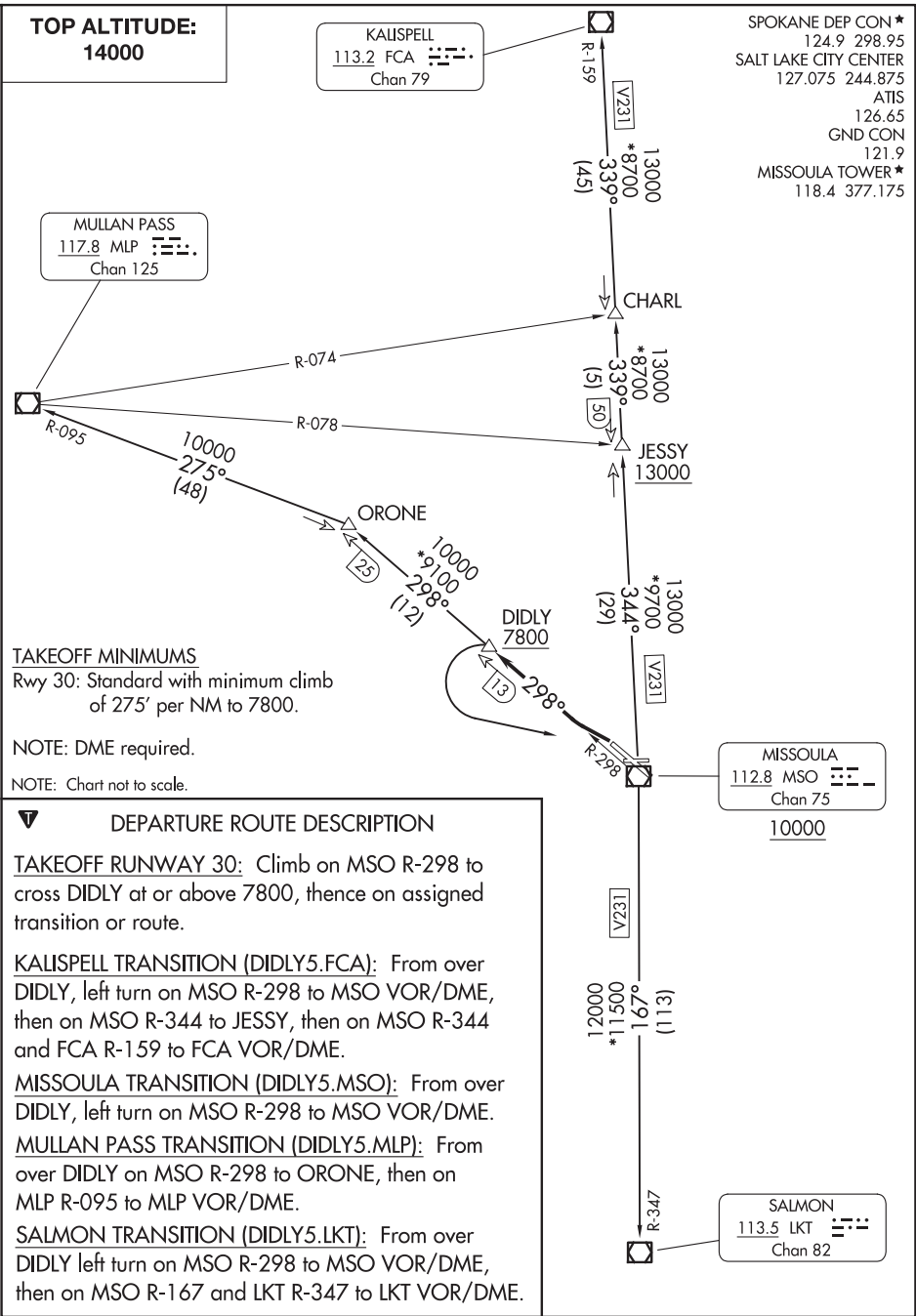
. . .climbing left turn on MSO VOR/DME R-159 to MSO VOR/DME, climb in MSO VOR/DME holding pattern to MEA/MCA for route of flight.

(DIDLY5.DIDLY) 23278

DIDLY FIVE DEPARTURE

AL-266 (FAA)

MISSOULA MONTANA (MSO)
MISSOULA, MONTANA



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

DIDLY FIVE DEPARTURE

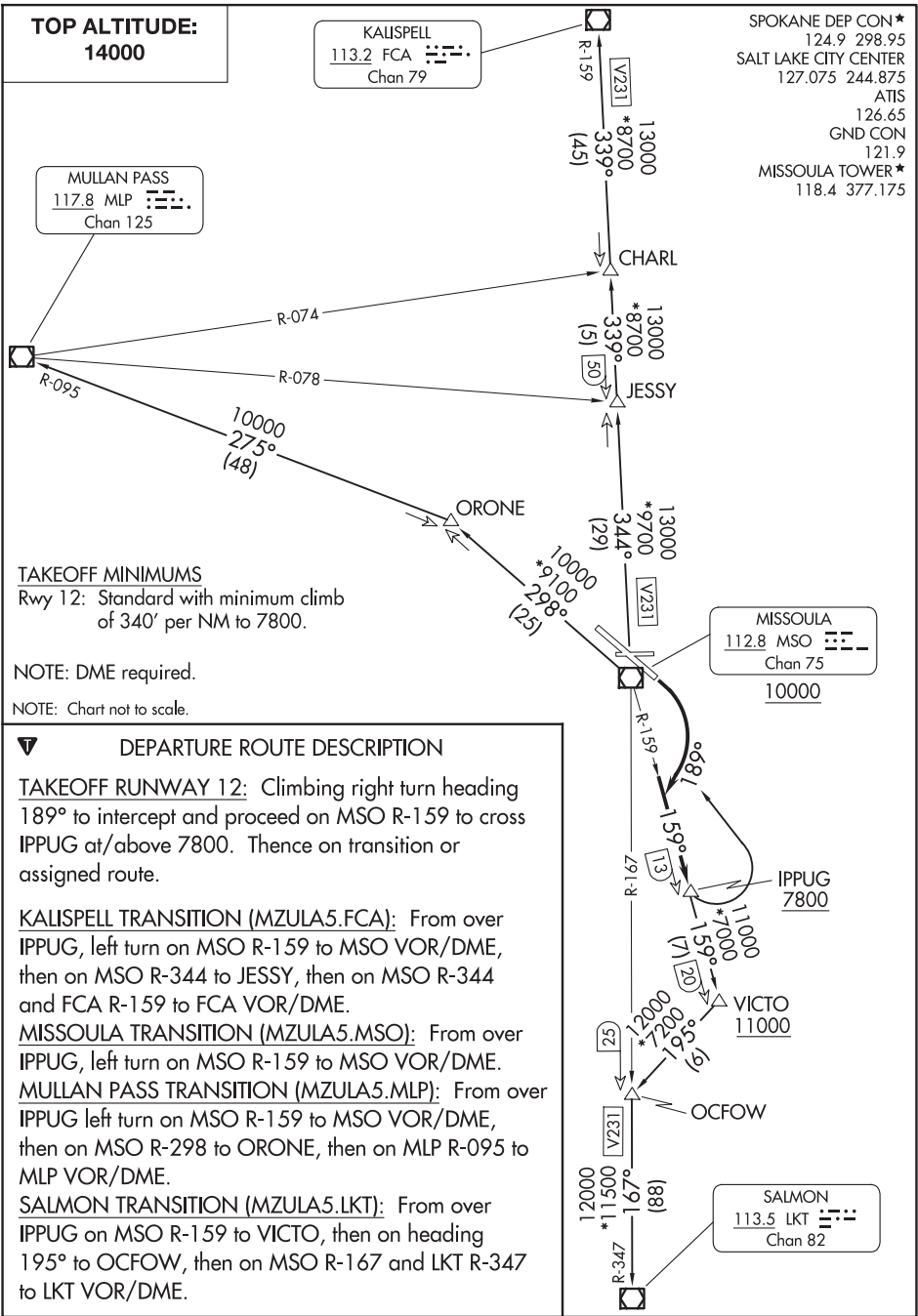
(DIDLY5.DIDLY) 24MAY18

MISSOULA, MONTANA
MISSOULA MONTANA (MSO)

(MZULA5.IPPUG) 23278
MZULA FIVE DEPARTURE

AL-266 (FAA)

MISSOULA MONTANA (MSO)
MISSOULA, MONTANA



MZULA FIVE DEPARTURE
(MZULA5.IPPUG) 24MAY18

MISSOULA, MONTANA
MISSOULA MONTANA (MSO)

(VICTO1.VICTO) 232278

VICTO ONE DEPARTURE (RNAV)

AL-266 (FAA)

MISSOULA MONTANA (MSO)
MISSOULA, MONTANA

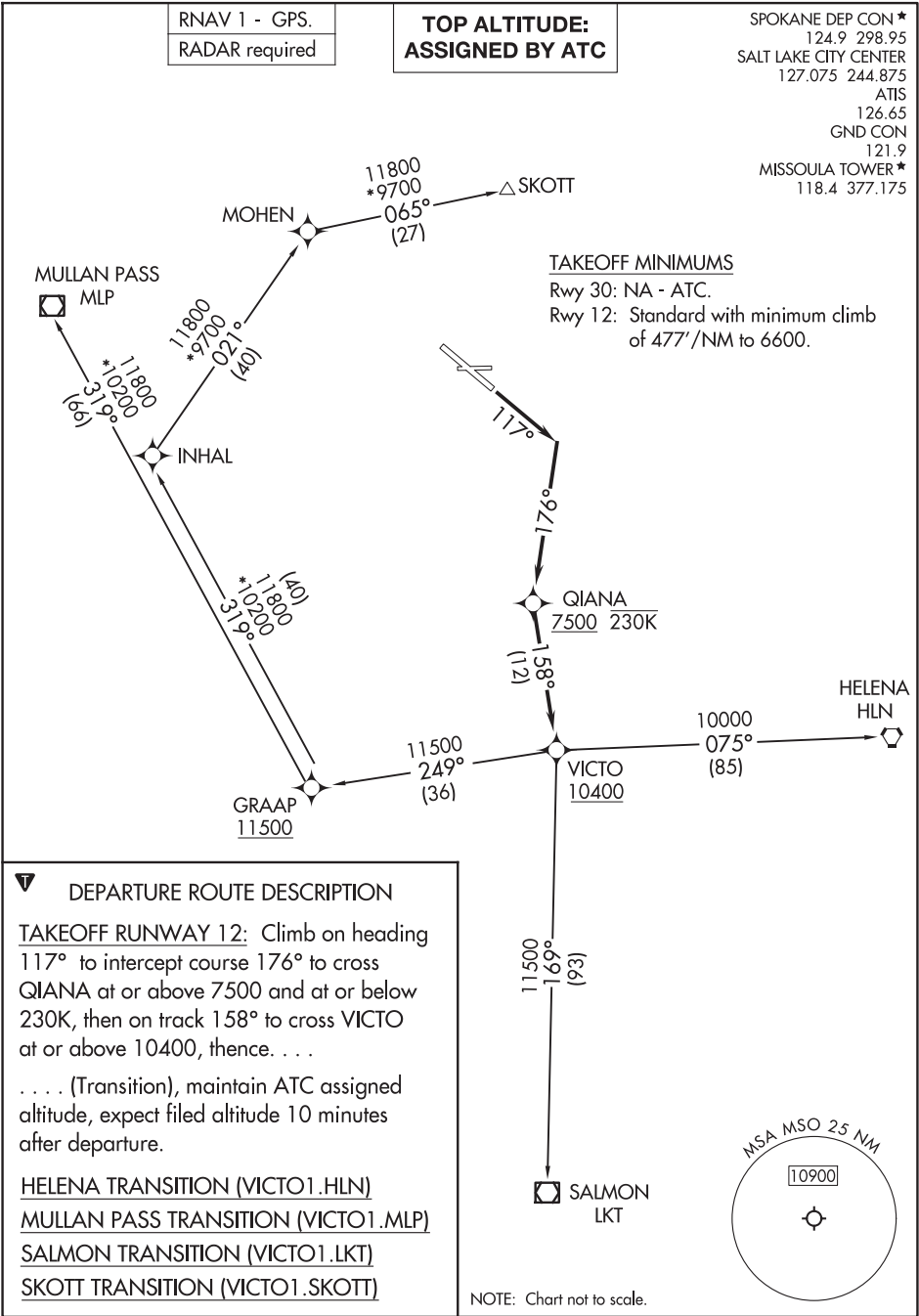
RNAV 1 - GPS.
RADAR required

TOP ALTITUDE:
ASSIGNED BY ATC

SPOKANE DEP CON *
124.9 298.95
SALT LAKE CITY CENTER
127.075 244.875
ATIS
126.65
GND CON
121.9
MISSOULA TOWER *
118.4 377.175

TAKEOFF MINIMUMS

Rwy 30: NA - ATC.
Rwy 12: Standard with minimum climb
of 477'/NM to 6600.



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)

NOTE: Chart not to scale.

VICTO ONE DEPARTURE (RNAV)

(VICTO1.VICTO) 05OCT23

MISSOULA, MONTANA
MISSOULA MONTANA (MSO)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC I-MWH	APP CRS	Rwy Idg	13492
109.5	324°	TDZE	1167
		Apt Elev	1189

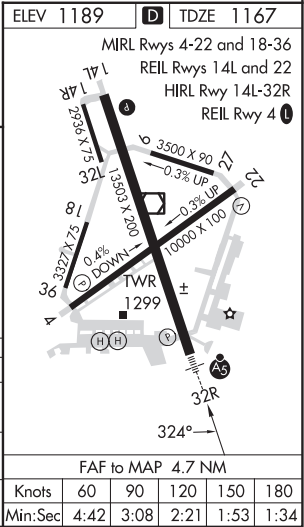
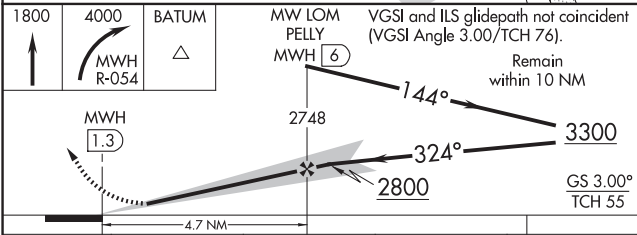
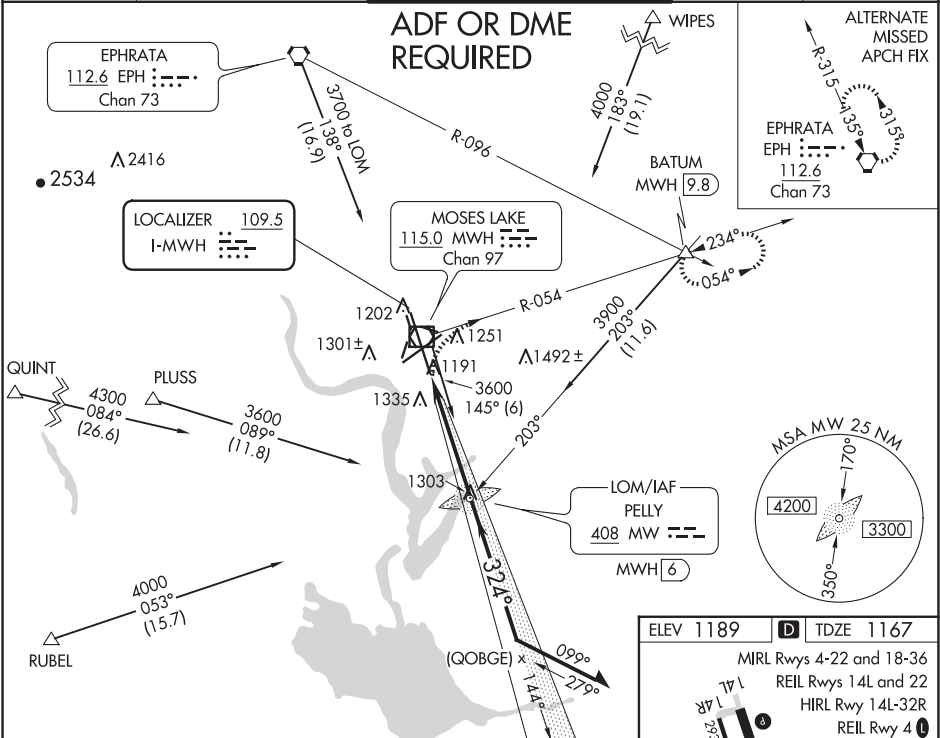
ILS or LOC RWY 32R
GRANT COUNTY INTL (MWH)

⚠ When local altimeter setting not received, use Ephrata altimeter setting; increase all DA/MDA 40 feet and Circling Cat D visibility ¼ SM. For inop MALS/R, increase S-LOC 32R Cat D visibility to RVR 5000. *RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Ephrata altimeter setting.

MALS R

⚠ MISSED APPROACH: Climb to 1800, then climbing right turn to 4000 on MWH R-054 to BATUM INT/MWH 9.8 DME and hold, continue climb-in-hold to 4000.

ATIS	GRANT COUNTY APP CON *	GRANT COUNTY TOWER *	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) 0 257.8 (EAST) 128.0 257.8 (WEST)	121.9	122.95



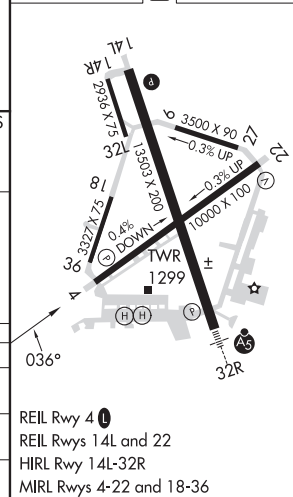
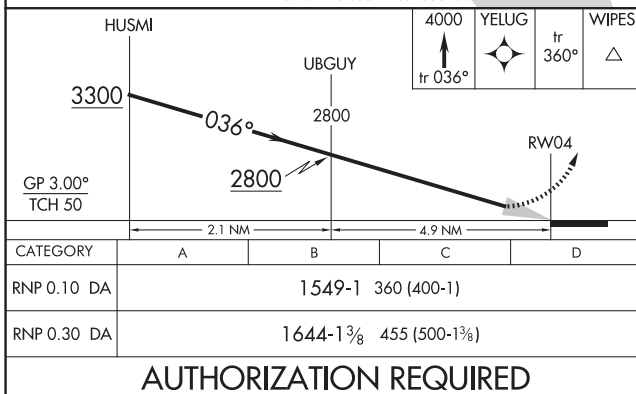
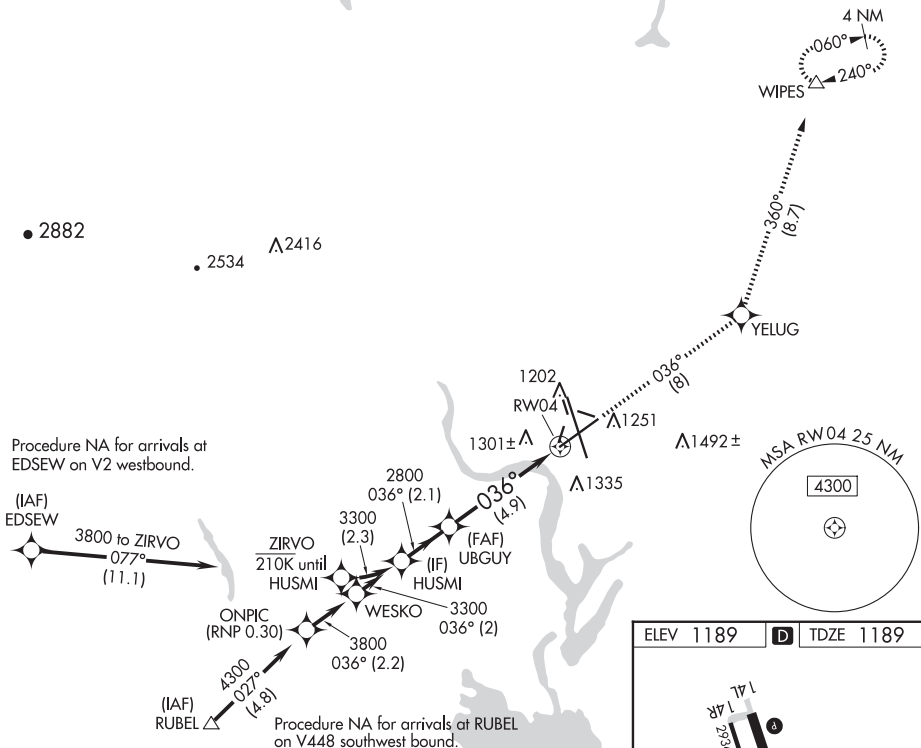
CATEGORY	A	B	C	D
S-ILS 32R*	1367/24 200 (200-½)			
S-LOC 32R	1440/24 273 (300-½)		1440/40 273 (300-¾)	
CIRCLING	1680-1 491 (500-1)		1680-1½ 491 (500-1½)	1820-2 631 (700-2)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy ldg	10000
036°	TDZE	1189
	Apt Elev	1189

T For uncompensated Baro-VNAV systems, procedure
A NA below -15°C or above 54°C.

UNICOM
122.95

GRANT COUNTY INTL (MWH)
RNAV (RNP) Z RWY 4

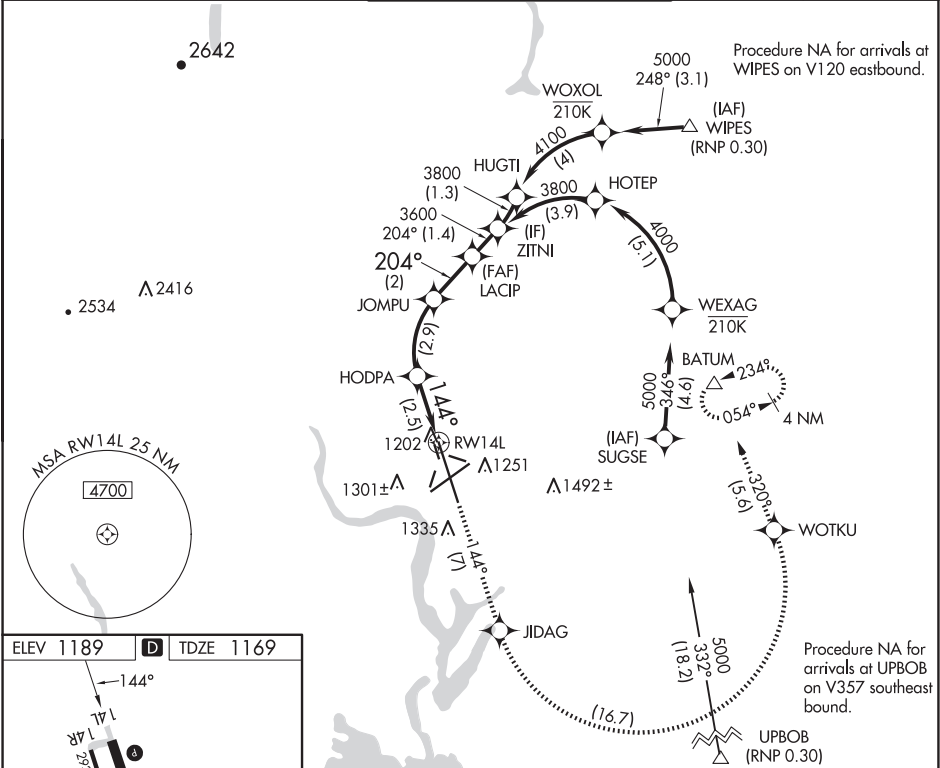
APP CRS	Rwy Idg	13503
144°	TDZE	1169
	Apt Elev	1189

RNAV (RNP) Z RWY 14L

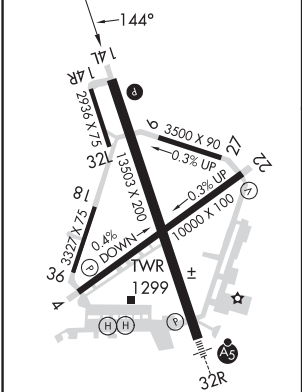
GRANT COUNTY INTL (MWH)

<div><div></div><div>For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 47°C (116°F). RF required. GPS required.</div></div>	MISSED APPROACH: Climb to 4000 on track 144° to JIDAG left turn to WOTKU and track 320° to BATUM and hold.
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ATIS 119.05	GRANT COUNTY APP CON ★ 126.4 379.95	GRANT COUNTY TOWER ★ 118.25 (CTAF) 0 257.8 (EAST) 128.0 257.8 (WEST)	GND CON 121.9	UNICOM 122.95
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ELEV 1189	D	TDZE 1169
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REIL Rwy 4
REIL Rwy 14L and 22
HIRL Rwy 14L-32R
MIRL Rwy 4-22 and 18-36

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).		4000	JIDAG	WOTKU	BATUM
ZITNI		LACIP	JOMPU	HODPA	RW14L
3800		3600	2976	2022	
GP 3.00°		TCH 52			
CATEGORY		A	B	C	D
RNP 0.10 DA		1419-3/4	250 (300-3/4)		
RNP 0.30 DA		1479-1	310 (300-1)		
AUTHORIZATION REQUIRED					

APP CRS	Rwy Idg	10000
216°	TDZE	1166
	Apt Elev	1189

RNAV (RNP) Z RWY 22

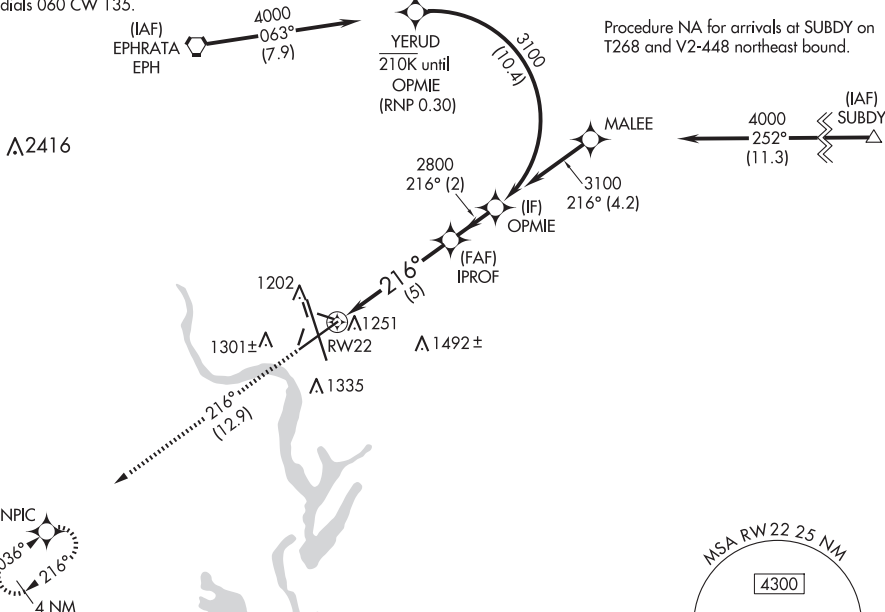
GRANT COUNTY INTL (MWH)

RNP AR APCH-GPS.	MISSED APPROACH: Climb to 4000 on track 216° to ONPIC and hold.
For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.	

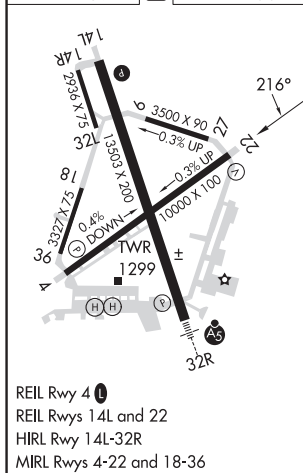
ATIS 119.05	GRANT COUNTY APP CON ★ 126.4 379.95	GRANT COUNTY TOWER ★ 118.25 (CTAF) 0 257.8 (EAST) 128.0 257.8 (WEST)	GND CON 121.9	UNICOM 122.95
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Procedure NA for arrivals at EPH VORTAC on radials 060 CW 135.

Procedure NA for arrivals at SUBDY on T268 and V2-448 northeast bound.



ELEV 1189	D	TDZE 1166
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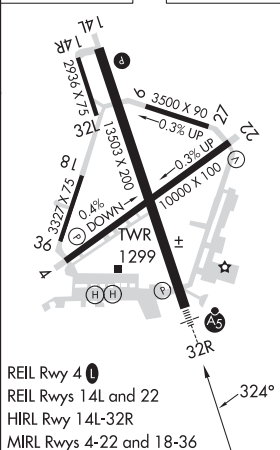
4000	ONPIC				
↑ tr 216°					
CATEGORY	A	B	C	D	
RNP 0.10 DA	1421- ³ / ₄ 255 (300- ³ / ₄)				
RNP 0.30 DA	1508-1 342 (400-1)				
AUTHORIZATION REQUIRED					

RNAV (RNP) Z RWY 32R
GRANT COUNTY INTL (MWH)

MALSR

MISSED APPROACH: Climb to 4000 on track 324° to FORWY right turn to WEPMO and track 139° to BATUM and hold.

GRANT COUNTY TOWER ★
118.25 (CTAF) **L** 257.8 (EAST)
128.0 257.8 (WEST)

UNICOM
122.95

REIL Rwy 4 **L**
REIL Rwys 14L and 22
HIRL Rwy 14L-32R
MIRL Rwys 4-22 and 18-36

AUTHORIZATION REQUIRED

MOSES LAKE, WASHINGTON

AL-961 (FAA)

23222

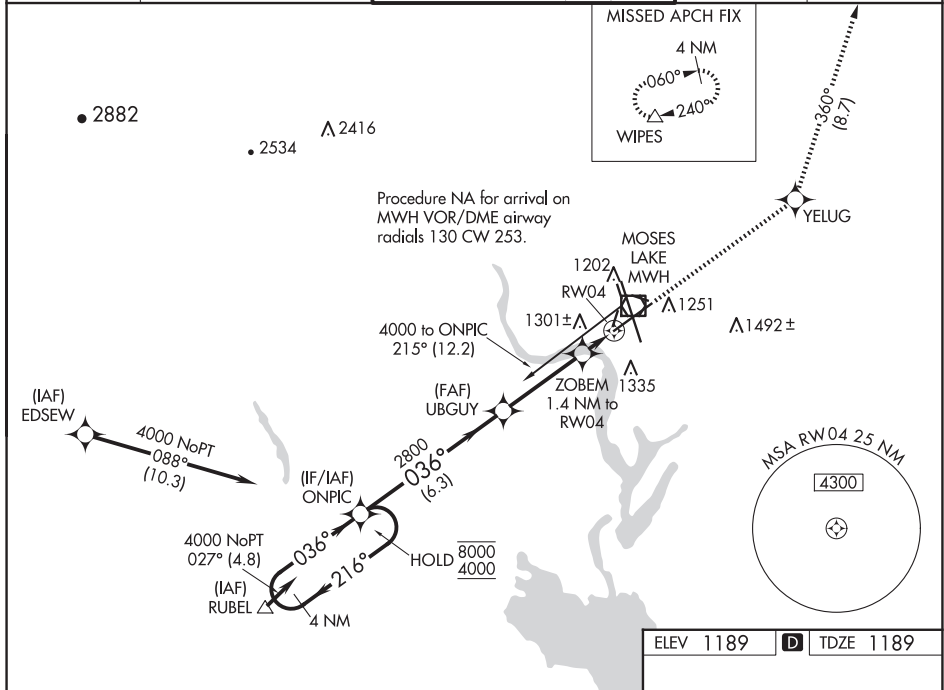
WAAS CH 42809 W04A	APP CRS 036°	Rwy ldg 10000 TDZE 1189 Apt Elev 1189
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RNAV (GPS) Y RWY 4

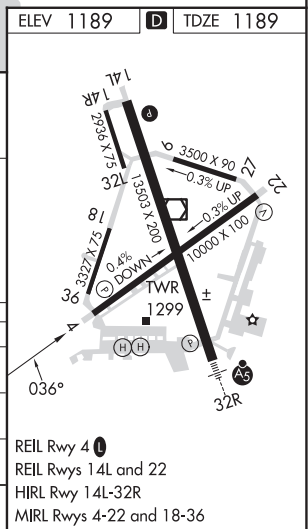
GRANT COUNTY INTL (MWH)

RNP APCH+GPS.		MISSED APPROACH: Climb to 4000 direct YELUG and on track 360° to WIPES and hold.	
Circling Rwy 9/27, 18/36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV 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) 0 257.8 (EAST) 128.0 257.8 (WEST)	GND CON 121.9	UNICOM 122.95
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4 NM Holding Pattern		ONPIC	4000	YELUG	WIPES
8000 ← 216°		UBGUY	↑	✱	tr 360°
4000 → 036°		ZOBEM 1.4 NM to RW04			△
GP 3.00°		RW04			
TCH 50		1680			
		6.3 NM	3.5 NM	1.4 NM	
CATEGORY	A	B	C	D	
LPV DA	1389-¾ 200 (200-¾)				
LNAV/VNAV DA	1461-⅞ 272 (300-⅞)				
LNAV MDA	1560-1 371 (400-1)				
CIRCLING	1660-1 471 (500-1)		1680-1½ 491 (500-1½)		1820-2 631 (700-2)



MOSES LAKE, WASHINGTON
Amdt 1D 24MAR22

47°13'N-119°19'W

GRANT COUNTY INTL (MWH)

RNAV (GPS) Y RWY 4

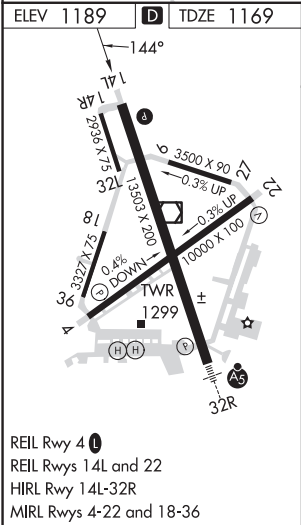
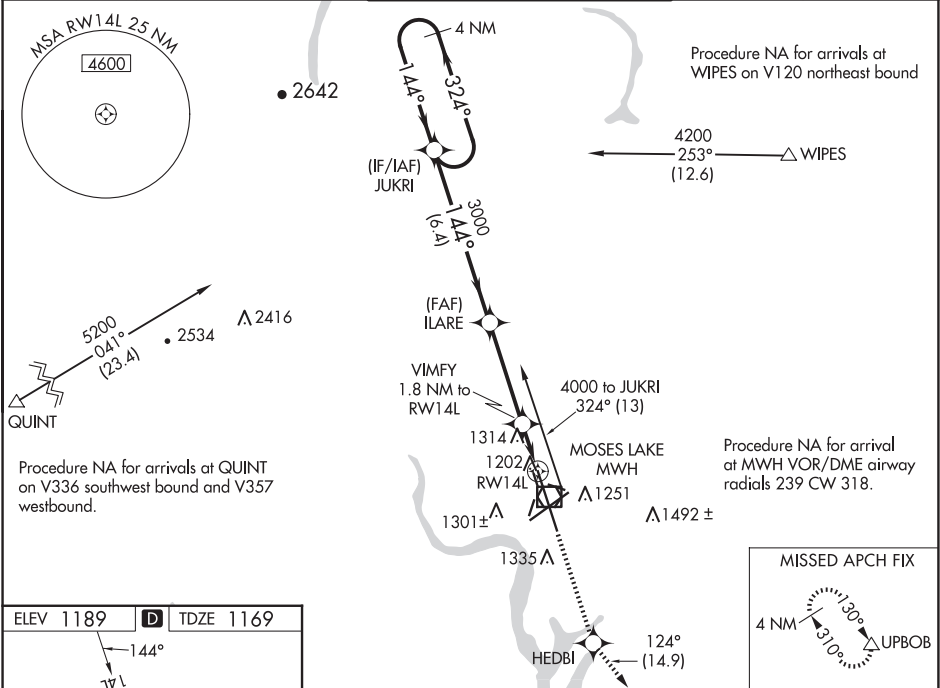
NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 90509 W14A	APP CRS 144°	Rwy ldg 13503 TDZE 1169 Apt Elev 1189
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RNAV (GPS) Y RWY 14L

GRANT COUNTY INTL (MWH)

RNP APCH.			MISSED APPROACH: Climb to 4000 direct HEDBI and on track 124° to UPBOB and hold.	
▼ 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 ⅓ SM, LNAV Cats C and D and Circling Cat D ¼ SM.				
ATIS 119.05	GRANT COUNTY APP CON ★ 126.4 379.95	GRANT COUNTY TOWER ★ 118.25 (CTAF) 0 257.8 (EAST) 128.0 257.8 (WEST)	GND CON 121.9	UNICOM 122.95



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).		4000	HEDBI	tr 124°	UPBOB
Holding Pattern		4000	324°	144°	
GP 3.00° TCH 52		3000	144°		
		3000	144°		
		6.4 NM	3.8 NM	0.7	1.1 NM
CATEGORY	A	B	C	D	
LPV DA		1369-¾	200 (200-¾)		
LNAV/VNAV DA		1436-⅞	267 (300-⅞)		
LNAV MDA	1580-1	411 (400-1)	1580-1½	411 (400-1½)	
CIRCLING	1660-1	471 (500-1)	1680-1½	1820-2	631 (700-2)

MOSES LAKE, WASHINGTON

AL-961 (FAA)

23222

WAAS CH 70410 W22A	APP CRS 216°	Rwy Idg TDZE 1166 Apt Elev 1189
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RNAV (GPS) Y RWY 22

GRANT COUNTY INTL (MWH)

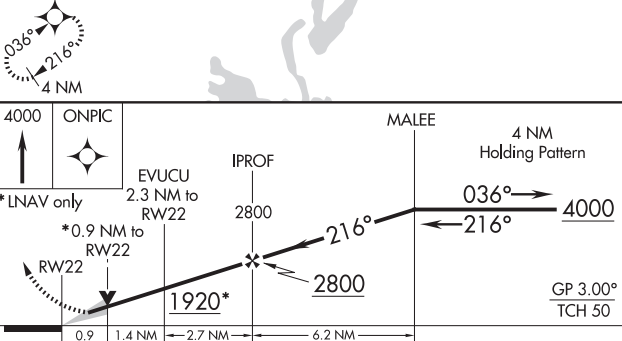
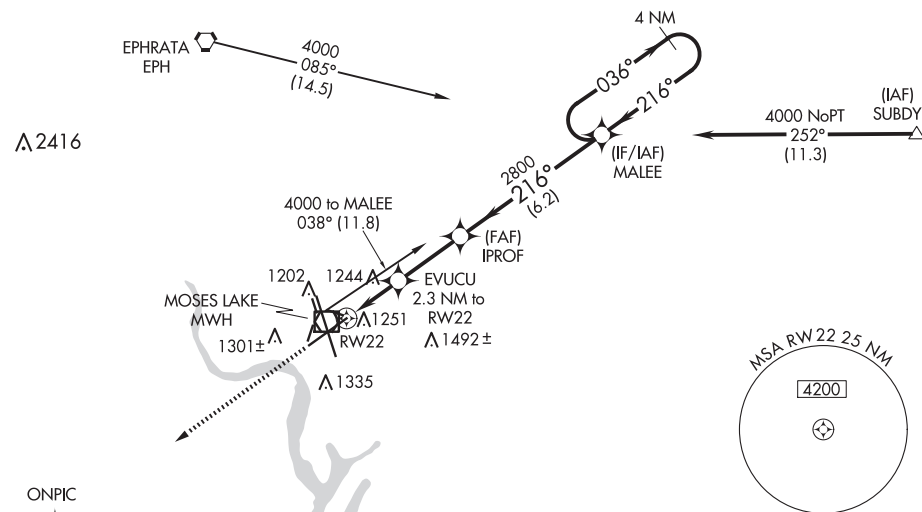
RNP APCH.

▼ 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 $\frac{1}{8}$ SM and Circling Cat D visibility $\frac{1}{4}$ SM.

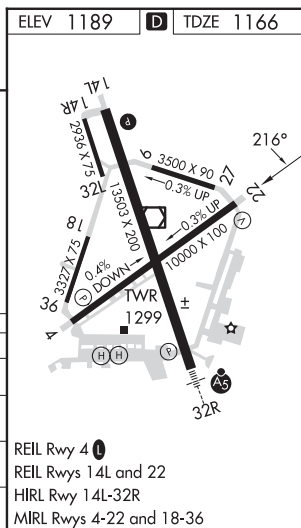
MISSED APPROACH:
Climb to 4000 direct
ONPIC and hold.

ATIS 119.05	GRANT COUNTY APP CON ★ 126.4 379.95	GRANT COUNTY TOWER ★ 118.25 (CTAF) 0 257.8 (EAST) 128.0 257.8 (WEST)	GND CON 121.9	UNICOM 122.95
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Procedure NA for arrivals at EPH VORTAC
on airway radials 060 CW 135.



CATEGORY	A	B	C	D
LPV DA	1366- $\frac{3}{4}$	200 (200- $\frac{3}{4}$)		
LNAV/VNAV DA	1429- $\frac{7}{8}$	263 (300- $\frac{7}{8}$)		
LNAV MDA	1500-1	334 (400-1)		
CIRCLING	1660-1 471 (500-1)	1680-1 $\frac{1}{2}$ 491 (500-1 $\frac{1}{2}$)	1820-2 631 (700-2)	



MOSES LAKE, WASHINGTON

Amdt 1C 20MAY21

47°13'N-119°19'W

GRANT COUNTY INTL (MWH)

RNAV (GPS) Y RWY 22

NW-1, 07 AUG 2025 to 02 OCT 2025

MOSES LAKE, WASHINGTON

AL-961 (FAA)

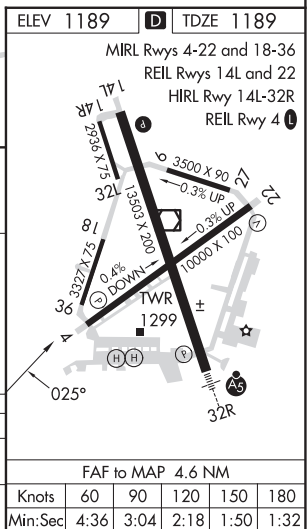
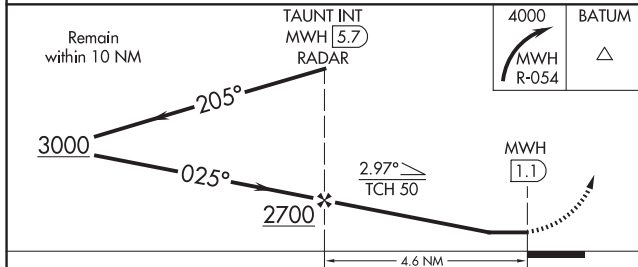
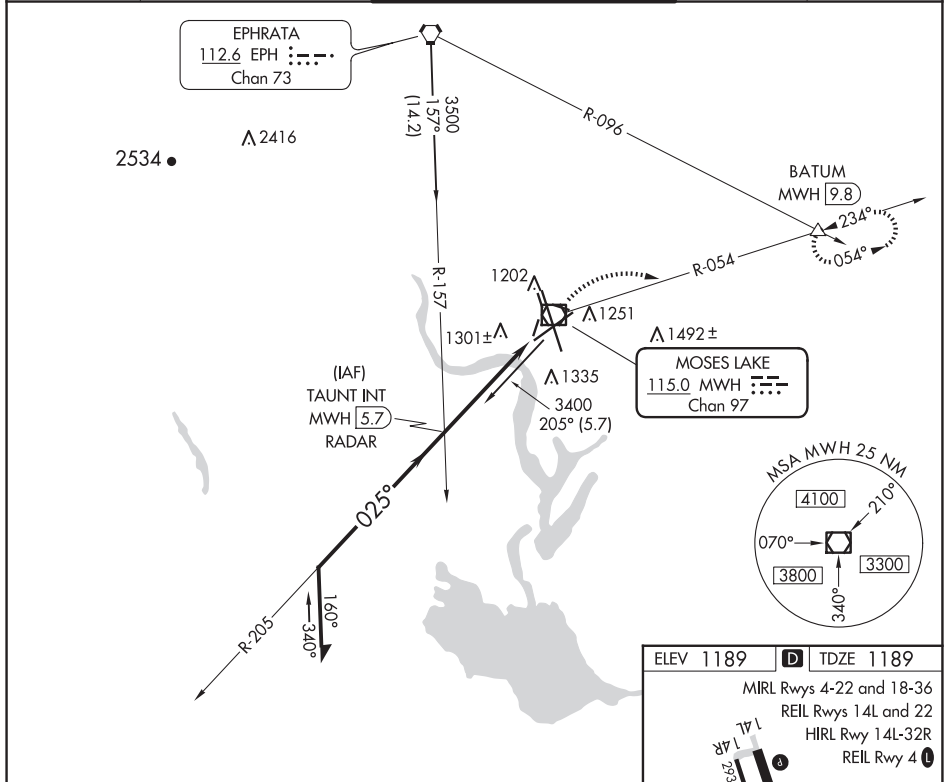
23222

VOR/DME MWH	APP CRS	Rwy Idg	10000
115.0	025°	TDZE	1189
Chan 97		Apt Elev	1189

VOR 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
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MISSED APPROACH: Climbing right turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.



CATEGORY	A	B	C	D
S-4	1620-1 431 (500-1)	1620-1 431 (500-1 1/4)	1620-1 431 (500-1 1/2)	1620-1 431 (500-1 1/2)
CIRCLING	1680-1 491 (500-1)	1680-1 491 (500-1 1/2)	1680-1 491 (500-1 1/2)	1820-2 631 (700-2)

MOSES LAKE, WASHINGTON
Amdt 6C 20MAY21

47°13'N-119°19'W

GRANT COUNTY INTL (MWH)
VOR RWY 4

NW-1, 07 AUG 2025 to 02 OCT 2025

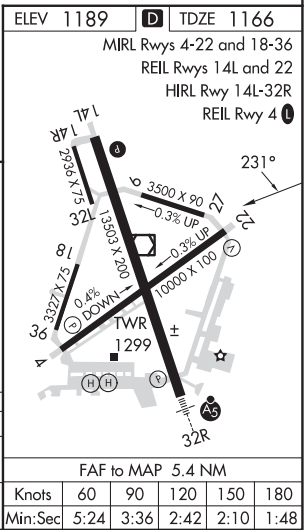
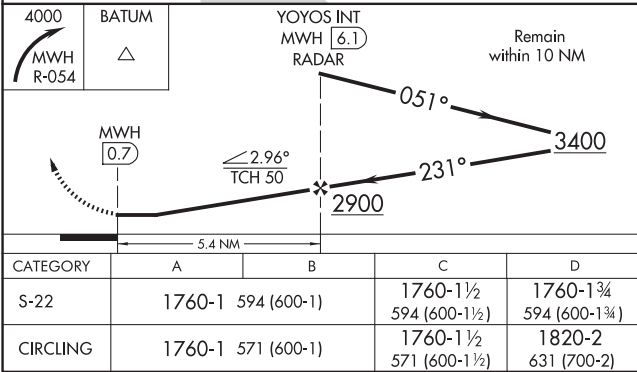
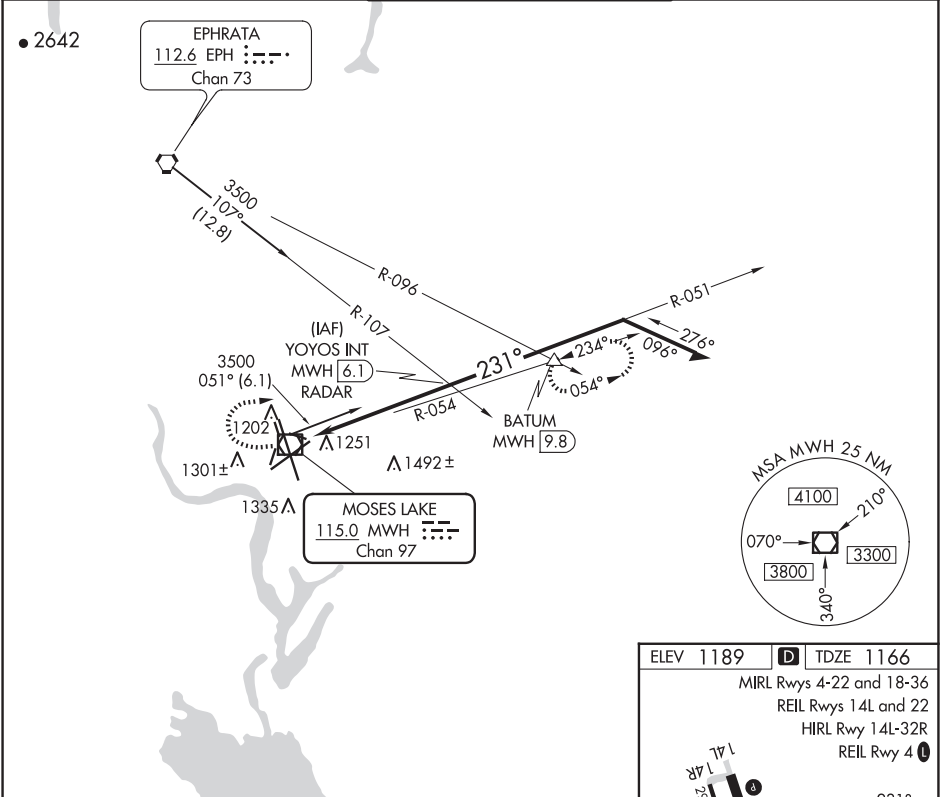
VOR/DME MWH	APP CRS	Rwy Idg	10000
115.0	231°	TDZE	1166
Chan 97		Apt Elev	1189

VOR RWY 22

GRANT COUNTY INTL (MWH)

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 ★	GRANT COUNTY TOWER ★	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) 257.8 (EAST) 128.0 257.8 (WEST)	121.9	122.95

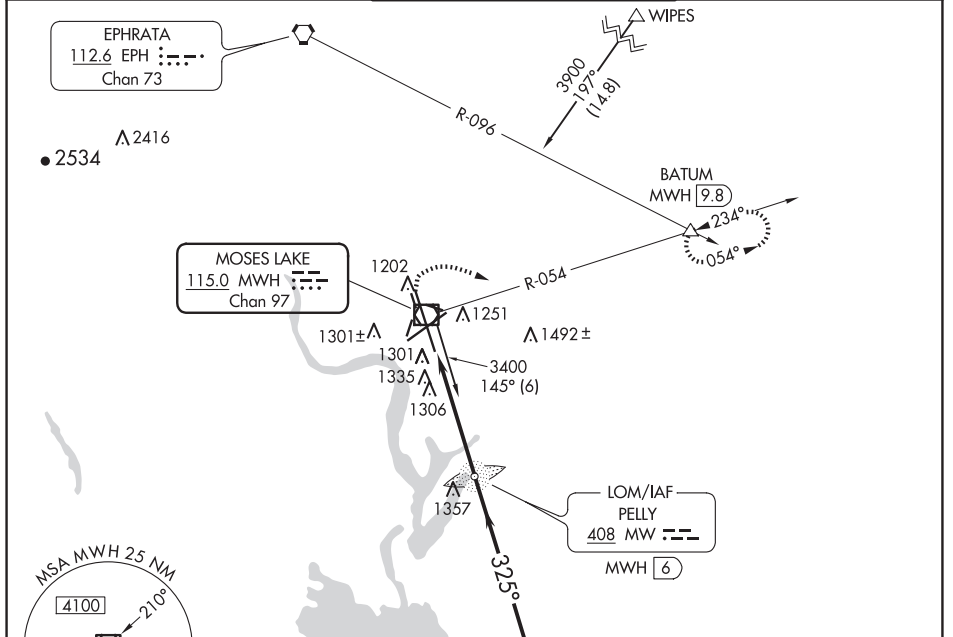


VOR/DME MWH	APP CRS	Rwy Idg	13492
115.0	325°	TDZE	1167
Chan 97		Apt Elev	1189

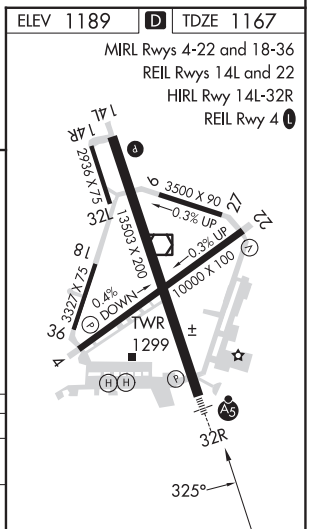
VOR RWY 32R

GRANT COUNTY INTL (MWH)

ATIS 119.05		GRANT COUNTY APP CON ★ 126.4 379.95	GRANT COUNTY TOWER ★ 118.25 (CTAF) 257.8 (EAST) 128.0 257.8 (WEST)	GND CON 121.9	UNICOM 122.95
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4000 MWH R-054		BATUM △	MW LOM PELLY MWH 6		Remain within 10 NM
MWH VOR/DME			2600	325°	2800
1.3		4.7 NM			
CATEGORY	A	B	C	D	
S-32R	1620/24	453 (500-½)	1620/40 453 (500-¾)	1620/50 453 (500-1)	
CIRCLING	1680-1	491 (500-1)	1680-1½ 491 (500-1½)	1820-2 631 (700-2)	



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

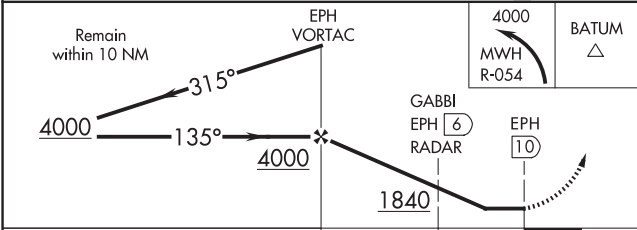
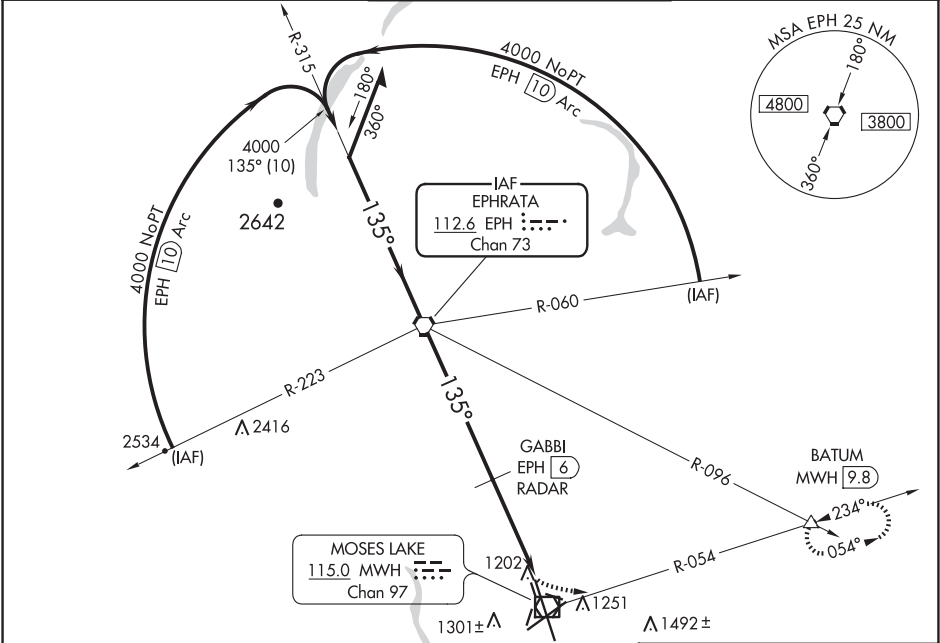
VORTAC EPH	APP CRS	Rwy Idg
112.6	135°	13503
Chan 73		TDZE 1169
		Apt Elev 1189

VOR-1 RWY 14L

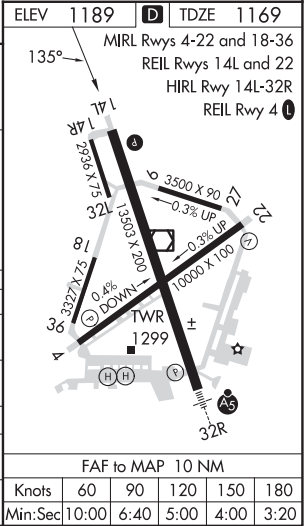
GRANT COUNTY INTL (MWH)

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
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CATEGORY	A	B	C	D
S-14L	1840-1 671 (700-1)		1840-2 671 (700-2)	1840-2¼ 671 (700-2¼)
CIRCLING	1840-1 651 (700-1)		1840-2 651 (700-2)	1840-2¼ 651 (700-2¼)
GABBI DME or RADAR MINIMUMS				
S-14L	1640-1 471 (500-1)		1640-1¼ 471 (500-1¼)	1640-1½ 471 (500-1½)
CIRCLING	1680-1 491 (500-1)		1680-1½ 491 (500-1½)	1820-2 631 (700-2)



MOSES LAKE, WASHINGTON

AL-961 (FAA)

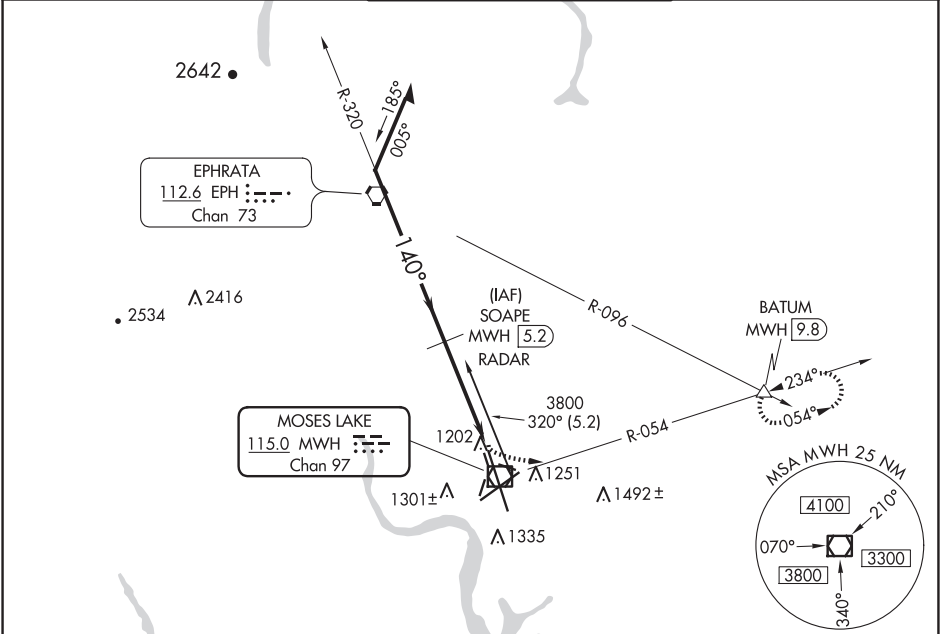
23222

VOR/DME MWH 115.0 Chan 97	APP CRS 140°	Rwy Idg 13503 TDZE 1169 Apt Elev 1189
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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) 0 257.8 (EAST) 128.0 257.8 (WEST)	GND CON 121.9	UNICOM 122.95
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RADAR or DME REQUIRED

Remain within 10 NM

SOAPE MWH 5.2 RADAR

3800 320°

2800 140°

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 75).

3.53° TCH 50

4.2 NM

4000 MWH R-054

BATUM

MWH VOR/DME 1

CATEGORY	A	B	C	D
S-14L	1620-1 451 (500-1)	1620-1¼ 451 (500-1¼)	1620-1½ 451 (500-1½)	1620-1½ 451 (500-1½)
CIRCLING	1680-1 491 (500-1)	1680-1½ 491 (500-1½)	1820-2 631 (700-2)	1820-2 631 (700-2)

ELEV 1189 D TDZE 1169

140°

MIRL Rwy 4-22 and 18-36

REIL Rwy 14L and 22

HIRL Rwy 14L-32R

REIL Rwy 4

3800 X 75

3500 X 90

3300 X 200

0.3% UP

0.6% DOWN

10000 X 100

TWR 1299

32R

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

MOSES LAKE, WASHINGTON
Amdt 1C 20MAY21

47°13'N-119°19'W

GRANT COUNTY INTL (MWH)
VOR-3 RWY 14L

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

LOM MW
408

APP CRS
324°

Rwy Idg **13492**
TDZE **1167**
Apt Elev **1189**

NDB 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)
128.0 257.8 (WEST)

GND CON
121.9

UNICOM
122.95

MALSR

MISSED APPROACH: Climbing right turn to 4000
via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.

Navigation chart showing Moses Lake, Grant County Intl, and surrounding navigation aids. Key features include:

- MOSES LAKE** (115.0 MWH, Chan 97) and **EPHRATA** (112.6 EPH, Chan 73) VORTAC stations.
- GRANT COUNTY TOWER** (118.25 CTAF, 257.8 EAST / 128.0 257.8 WEST).
- LOM/IAF PELLY** (408 MW) and **LOM MW** (408).
- BATUM MWH** (9.8) and **WIPES** (3800, 183°).
- QUINT** (4200, 085°) and **PLUSS** (3400, 08°).
- RUBEL** (3900, 053°).
- MSA MW 25 NM** (4200, 3300, 3500, 170°).
- GRANT COUNTY INTL (MWH) NDB RWY 32R** (ELEV 1189, TDZE 1167).

4000
MWH
R-054

BATUM
△

MW LOM

Remain within 10 NM

144°

324°

2800

2600

4.7 NM

CATEGORY	A	B	C	D
S-32R	1680/40 513 (500-¾)	1680/50 513 (500-1)	1680-1½ 513 (500-1½)	1680-1½ 513 (500-1½)
CIRCLING	1680-1 491 (500-1)	1680-1½ 491 (500-1½)	1680-1½ 491 (500-1½)	1820-2 631 (700-2)

ELEV 1189 D TDZE 1167

MIRL Rwy 4-22 and 18-36
REIL Rwy 14L and 22
HIRL Rwy 14L-32R
REIL Rwy 4

TWR 1299

32R

324°

FAF to MAP 4.7 NM

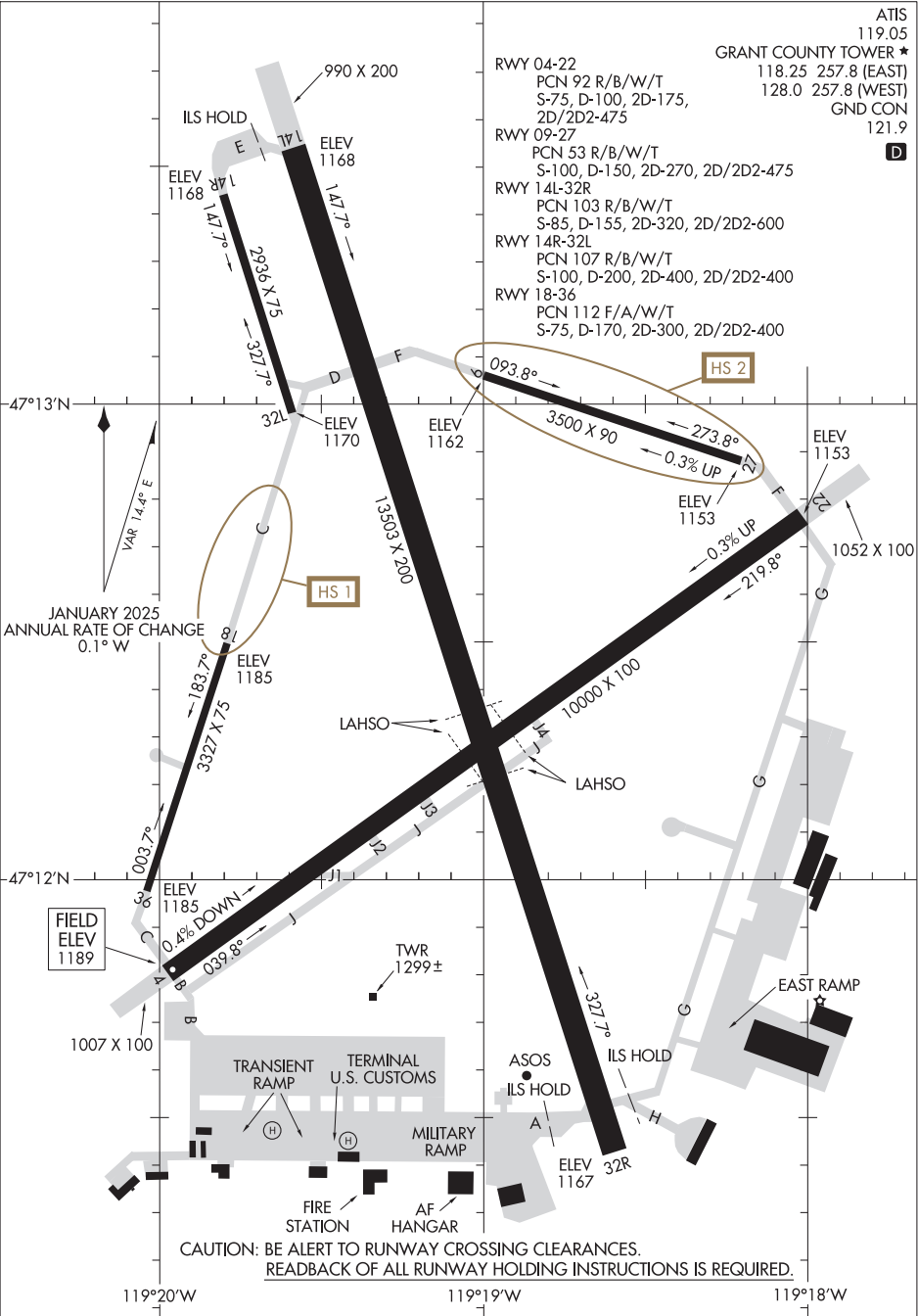
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

MOSES LAKE, WASHINGTON
Amdt 17C 22FEB24

47°13'N-119°19'W

503

GRANT COUNTY INTL (MWH)
NDB RWY 32R



WAAS
CH **90344**
W10A

APP CRS
103°

Rwy Ldg
TDZE
Apt Elev
5000
3167
3167

RNAV (GPS) RWY 10
MOUNTAIN HOME MUNI (U76)

RNP APCH-GPS.

▼

NA

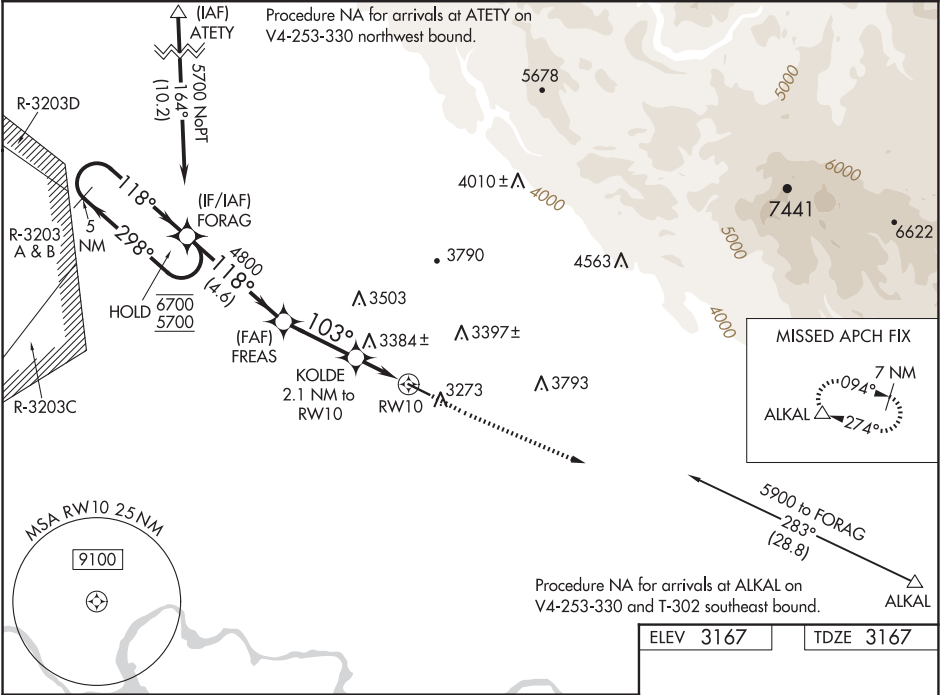
Rwy 10 helicopter visibility reduction below ¼ SM NA.
Baro-VNAV NA. Hold-in-lieu NA when R-3203A/B/C/D is active. Use Mountain Home AFB altimeter setting.

MISSED APPROACH: Climb to 4300 then climbing left turn to 8300 direct ALKAL and hold, continue climb-in-hold to 8300.

KMUO ATIS
273.5

MOUNTAIN HOME APP CON ★
124.8 259.1

AUNICOM
122.8 (CTAF) ①





<div>5 NM Holding Pattern</div> <div>FORAG</div> <div>6700 ← 298°</div> <div>5700 → 118°</div> <div>GP 3.00°</div> <div>TCH 43</div> <div>4.6 NM</div> <div>2.9 NM</div> <div>2.1 NM</div> <div>4800</div> <div>3880</div> <div>118°</div> <div>103°</div> <div>3209</div> <div>5000 X 75</div> <div>28</div>		<div>4300</div> <div>↑</div>		<div>8300</div> <div>↷</div>		<div>ALKAL</div> <div>△</div>			
		FREAS		KOLDE		RW10			
		4800		2.1 NM to RW10					
				3880					
CATEGORY		A		B		C		D	
LPV DA				3460-7⁄8		293 (300-7⁄8)			
LNAV/VNAV DA				3604-1¼		437 (500-1¼)			
LNAV MDA		3680-1 513 (600-1)		3680-1⅓ 513 (600-1⅓)					
CIRCLING		3680-1 513 (600-1)		3780-1 613 (700-1)		3780-1¾ 613 (700-¾)		4180-3 1013 (1100-3)	
<div>REIL Rwy 10 and 28</div> <div>MIRL Rwy 10-28</div>									

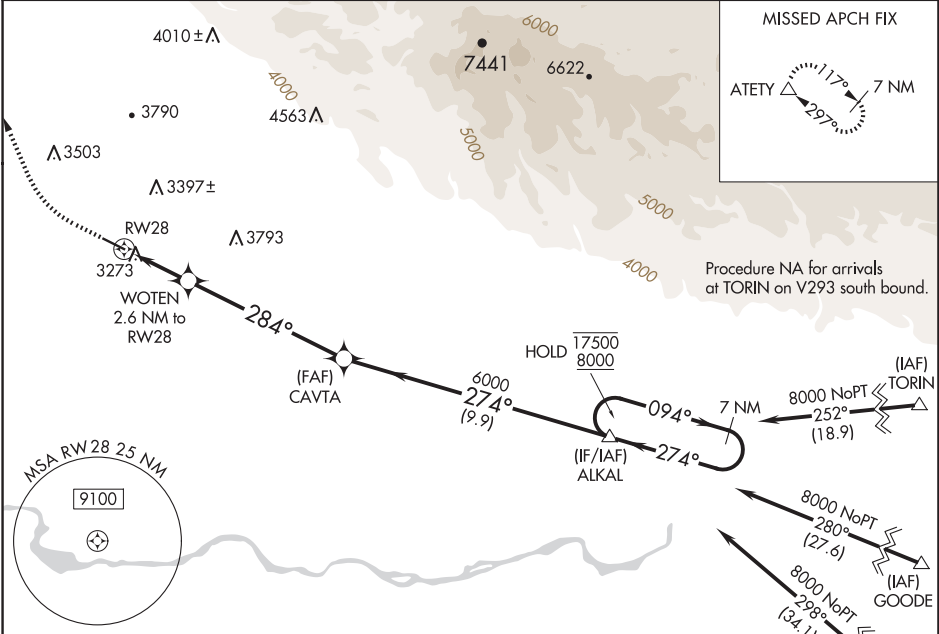
WAAS CH 42815 W28A	APP CRS 284°	Rwy Ldg TDZE Apt Elev	5000 3165 3167
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RNAV (GPS) RWY 28

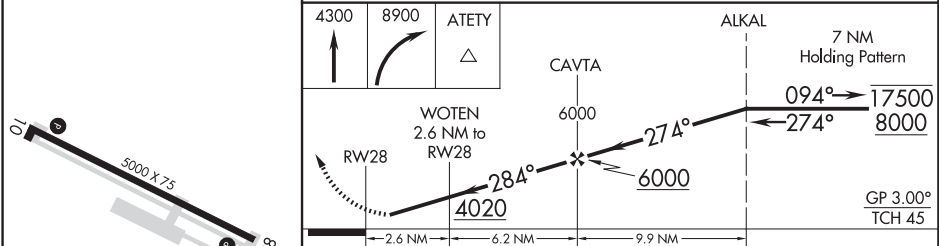
MOUNTAIN HOME MUNI (U76)


RNP APCH-GPS.		MISSED APPROACH: Climb to 4300 then climbing right turn 8900 direct ATETY and hold, continue climb-in-hold to 8900.
	Rwy 28 helicopter visibility reduction below 3/4 SM NA.	
	Baro-VNAV NA. Use Mountain Home AFB altimeter setting.	

KMUO ATIS 273.5	MOUNTAIN HOME APP CON ★ 124.8 259.1	AUNICOM 122.8 (CTAF) 0
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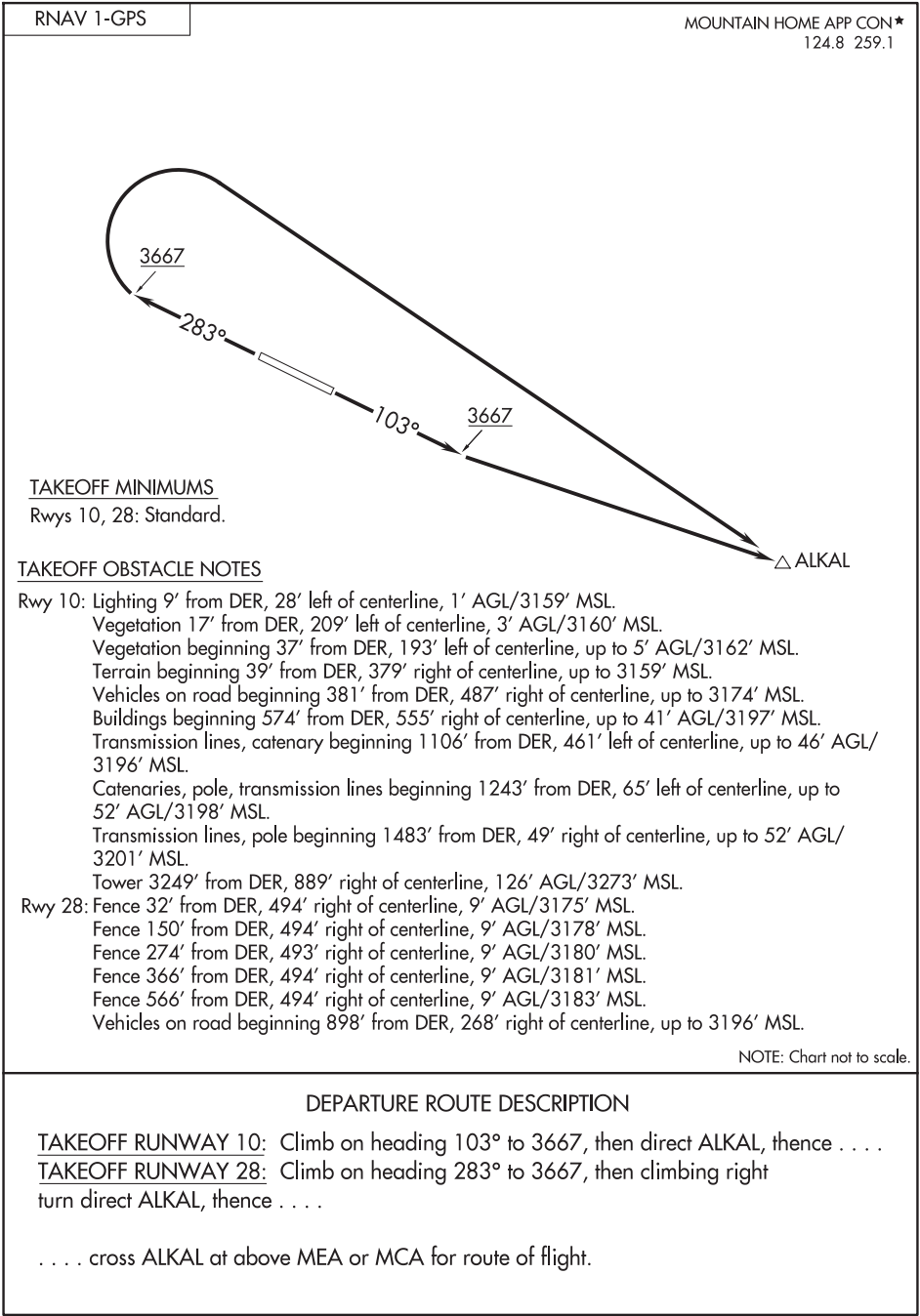
ELEV 3167	TDZE 3165
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CATEGORY	A	B	C	D
LPV DA	3458-7/8 293 (300-7/8)			
LNAV/VNAV DA	3517-1 352 (400-1)			
LNAV MDA	3580-1	415 (500-1)	3580-1 1/8	415 (500-1 1/8)
 CIRCLING	3640-1 473 (500-1)	3780-1 613 (700-1)	3780-1 3/4 613 (700-1 3/4)	4180-3 1013 (1100-3)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



MOUNTAIN HOME, IDAHO

ILS or LOC Z RWY 12

LOC I-MUO 110.3	APCH CRS 122°	Rwy Idg TDZE Arprt Elev 13,510 2986 2996
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[USAF]

MOUNTAIN HOME AFB (KMUO)

RADAR or DME required

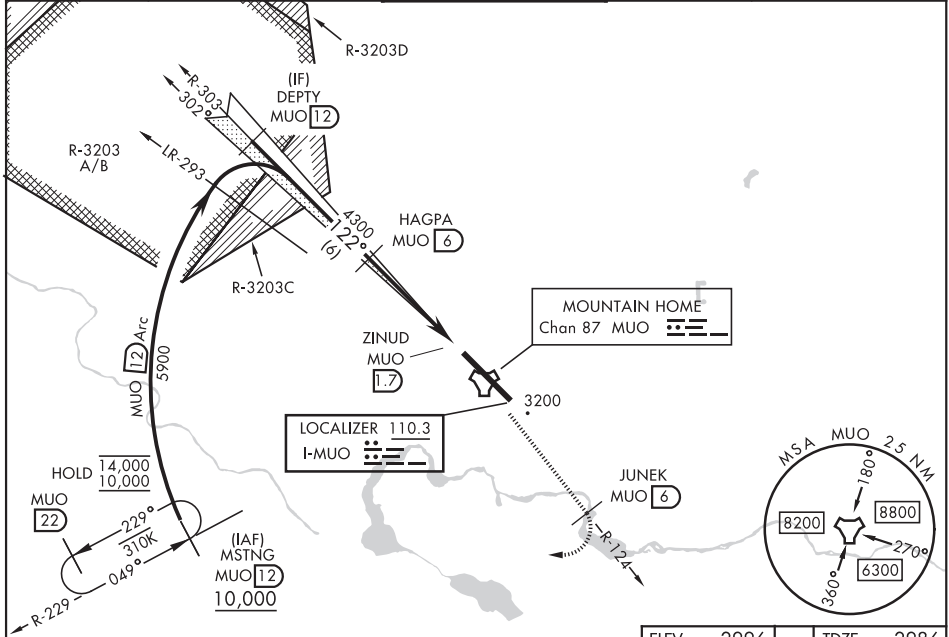
- ▼ * When ALS inop, increase RVR to 40, vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to $\frac{1}{3}$ miles.
 *** Circling not authorized NE of Rwy 12-30.

ALS-1



MISSED APPROACH: Climb to 10,000 on MUO TACAN R-124 to JUNEK/6 DME, then turn right on heading 289° to intercept MUO R-229 to MSTNG/12 DME and hold. Continue climb in hold to 10,000.

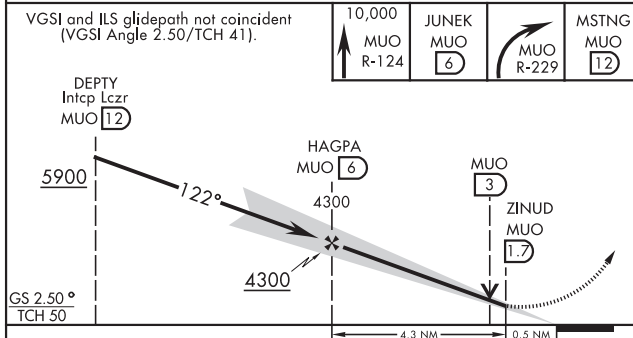
ATIS 273.5	MOUNTAIN HOME APP CON 124.8 259.1	MOUNTAIN HOME TOWER 133.85 253.5	GND CON 120.5 275.8	CLNC DEL 127.1 290.425
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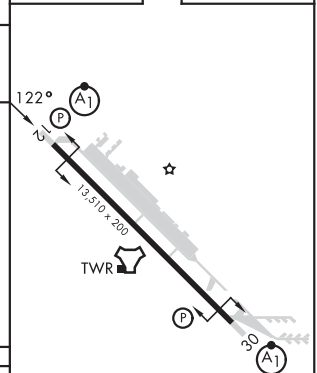
EMERG SAFE ALT 100 NM 14,100

ELEV 2996	TDZE 2986
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VGSI and ILS glidepath not coincident (VGSI Angle 2.50/TCH 41).



CATEGORY	A	B	C	D	E
S-ILS 12 *	3186/24		200	(200- $\frac{1}{2}$)	
S-LOC 12 **	3500/24	514 (600- $\frac{1}{2}$)	3500/55	514	(600-1)
*** C CIRCLING	3520-1	524 (600-1)	3520-1 $\frac{1}{2}$ 524 (600-1 $\frac{1}{2}$)	3560-2 564 (600-2)	3700-2 $\frac{1}{2}$ 704 (800-2 $\frac{1}{2}$)



HIRL Rwy 12-30

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

MOUNTAIN HOME, IDAHO

43°03'N-115°52'W

MOUNTAIN HOME AFB (KMUO)

Amdt 5 12JUN25

ILS or LOC Z RWY 12

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC Z RWY 30

LOC I-BRN 111.7	APCH CRS 302°	Rwy Idg 13,510 TDZE 2996 Arprt Elev 2996
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[USAF]

MOUNTAIN HOME AFB (KMUO)

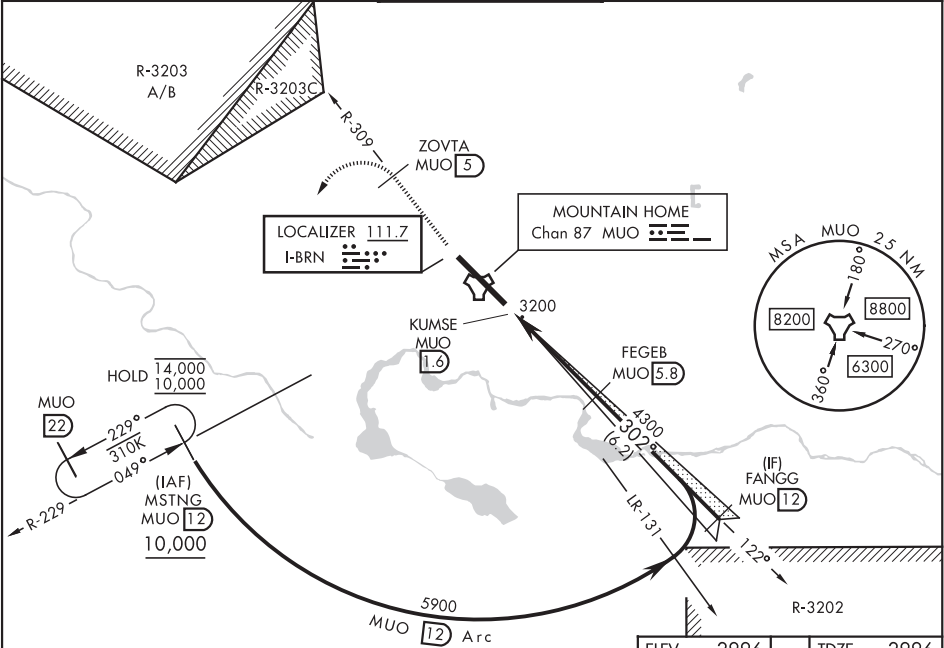
RADAR or DME required.

- ▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.
*** Circling not authorized NE of Rwy 12-30.



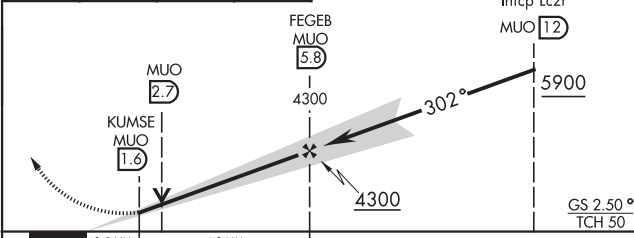
MISSED APPROACH: Climb to 10,000 via MUO R-309 to ZOVRTA/5 DME, turn left on hdg 169° to intercept MUO R-229 to MSTNG/12 DME and hold, continue climb-in-hold to 10,000.

ATIS 273.5	MOUNTAIN HOME APP CON 124.8 259.1	MOUNTAIN HOME TOWER 133.85 253.5	GND CON 120.5 275.8	CLNC DEL 127.1 290.425
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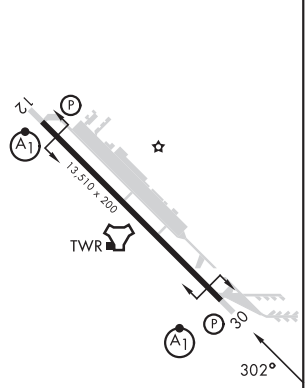
EMERG SAFE ALT 100 NM 14,100

10,000 MUO R-309	ZOVRTA MUO 5	MSTNG MUO 12	VGSI and ILS glidepath not coincident (VGSI Angle 2.50/TCH 40).
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CATEGORY	A	B	C	D	E
S-ILS 30 *	3196/24 200 (200-½)				
S-LOC 30 **	3480/24 484 (500-½)		3480/50 484 (500-1)		
CIRCLING ***	3520-1 524 (600-1)		3520-1½ 524 (600-1½)	3560-2 564 (600-2)	3700-2½ 704 (800-2½)

ELEV 2996	TDZE 2996
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HIRL Rwy 12-30	FAF to MAP 4.2 NM				
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

ILS or LOC Z RWY 30

MOUNTAIN HOME, IDAHO

TACAN Z RWY 12

TACAN MUO Chan 87	APCH CRS 129°	Rwy Ldg 13,510 TDZE 2986 Arpt Elev 2996
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[USAF]

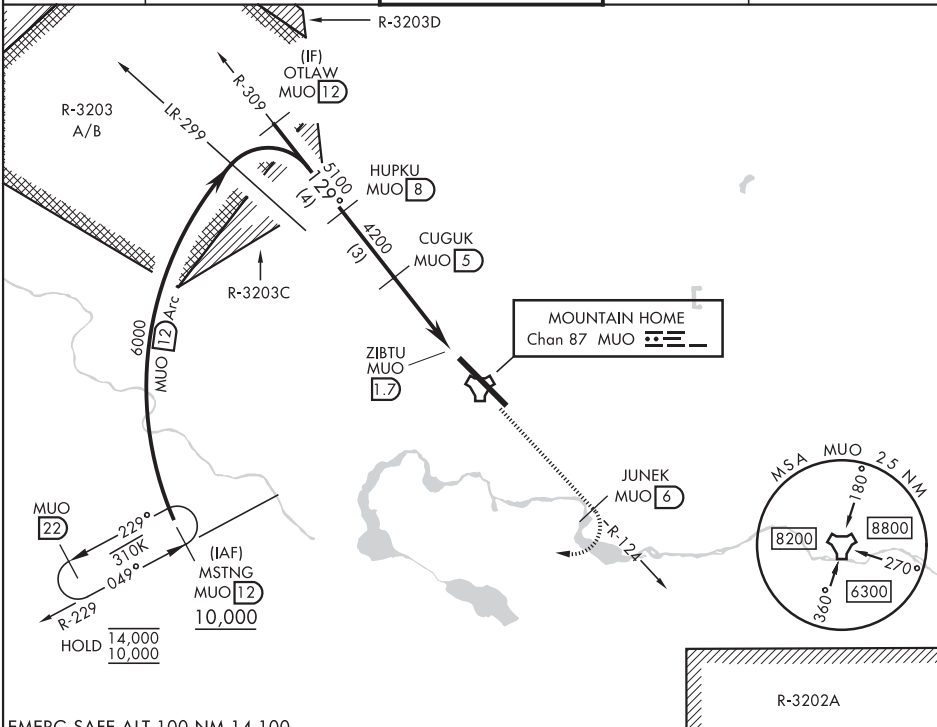
MOUNTAIN HOME AFB (KMUO)

- ▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.
 ** Circling not authorized NE of Rwy 12-30.



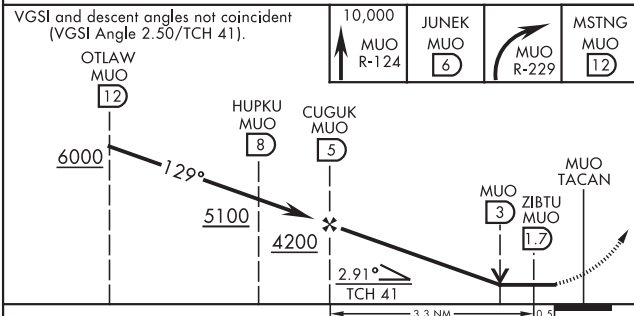
MISSED APPROACH: Climb to 10,000 on MUO TACAN R-124 to JUNEK/6 DME, then turn right on heading 289° to intercept MUO R-229 to MSTNG/12 DME and hold. Continue climb in hold to 10,000.

ATIS 273.5	MOUNTAIN HOME APP CON 124.8 259.1	MOUNTAIN HOME TOWER 133.85 253.5	GND CON 120.5 275.8	CLNC DEL 127.1 290.425
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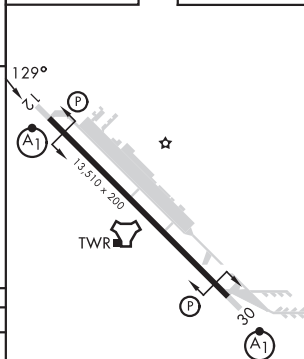
EMERG SAFE ALT 100 NM 14,100

VGSI and descent angles not coincident (VGSI Angle 2.50/TCH 41).



CATEGORY	A	B	C	D	E
S-12 *	3520/24 534 (600-½)		3520/55 534 (600-1)		
CIRCLING **	3520-1 524 (600-1)		3520-1½ 524 (600-1½)	3560-2 564 (600-2)	3700-2½ 704 (800-2½)

ELEV 2996 TDZE 2986



HIRL Rwy 12-30

MOUNTAIN HOME, IDAHO

43°03'N-115°52'W

MOUNTAIN HOME AFB (KMUO)

Amdt 4 12JUN25

TACAN Z RWY 12

NW-1, 07 AUG 2025 to 02 OCT 2025

TACAN Z RWY 30

TACAN MUO Chan 87	APCH CRS 295°	Rwy Idg 13,510 TDZE 2996 Arpt Elev 2996
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[USAF]

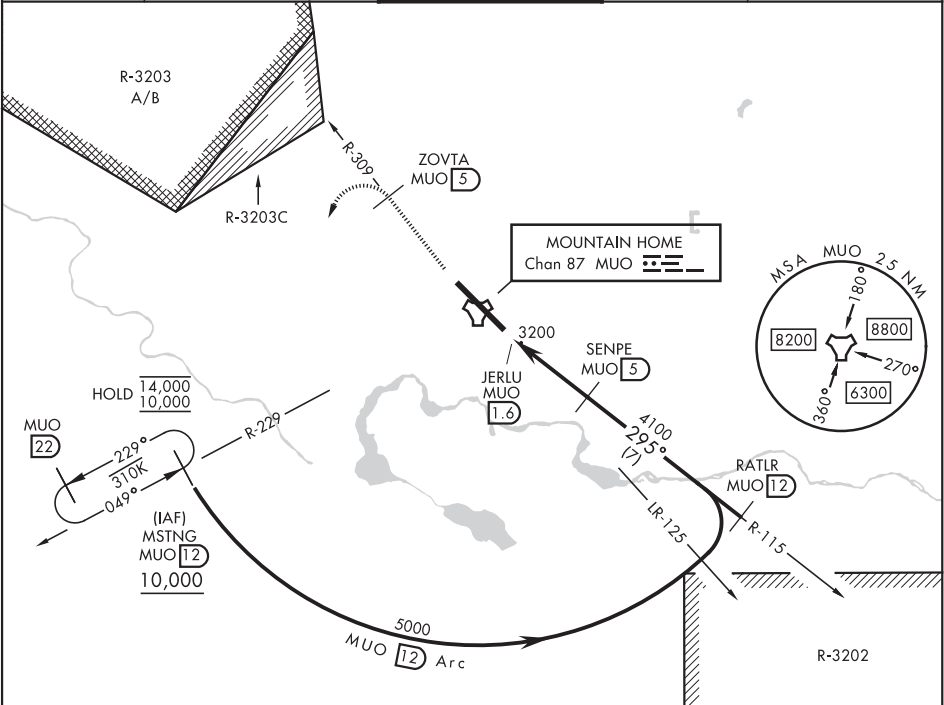
MOUNTAIN HOME AFB (KMUO)

⚠ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles.
** Circling not authorized NE of Rwy 12-30.

ALSF-1
A1

MISSED APPROACH: Climb to 10,000 on MUO TACAN R-309 to ZOVRTA/5 DME, and then turn left on heading 169° to intercept MUO R-229 to MSTNG/12 DME and hold, continue climb-in-hold to 10,000.

ATIS 273.5	MOUNTAIN HOME APP CON 124.8 259.1	MOUNTAIN HOME TOWER 133.85 253.5	GND CON 120.5 275.8	CLNC DEL 127.1 290.425
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EMERG SAFE ALT 100 NM 14,100

10,000 ↑ MUO R-309	ZOVRTA MUO 5	MSTNG MUO 12
MUO TACAN		
JERLU MUO 1.6	SENPE MUO 5	RATLR MUO 12
4100		
2.55° TCH 40		
0.5 3.4 NM		

CATEGORY	A	B	C	D	E
S-30 *	3520/24 524 (600-½)		3520/55 524 (600-1)		
CIRCLING **	3520-1 524 (600-1)		3520-1½ 524 (600-1½)	3560-2 564 (600-2)	3700-2½ 704 (800-2½)

ELEV	2996	TDZE	2996
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TACAN Z RWY 30

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

24193

AIRPORT DIAGRAM

[USAF]

MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, IDAHO

ATIS 273.5
CLNC DEL
127.1 290.425
GND CON
120.5 275.8
MOUNTAIN HOME TOWER
133.85 253.5

115°53'W

115°52'W

115°51'W



MAY 2024
ANNUAL RATE OF CHANGE
0.1° W

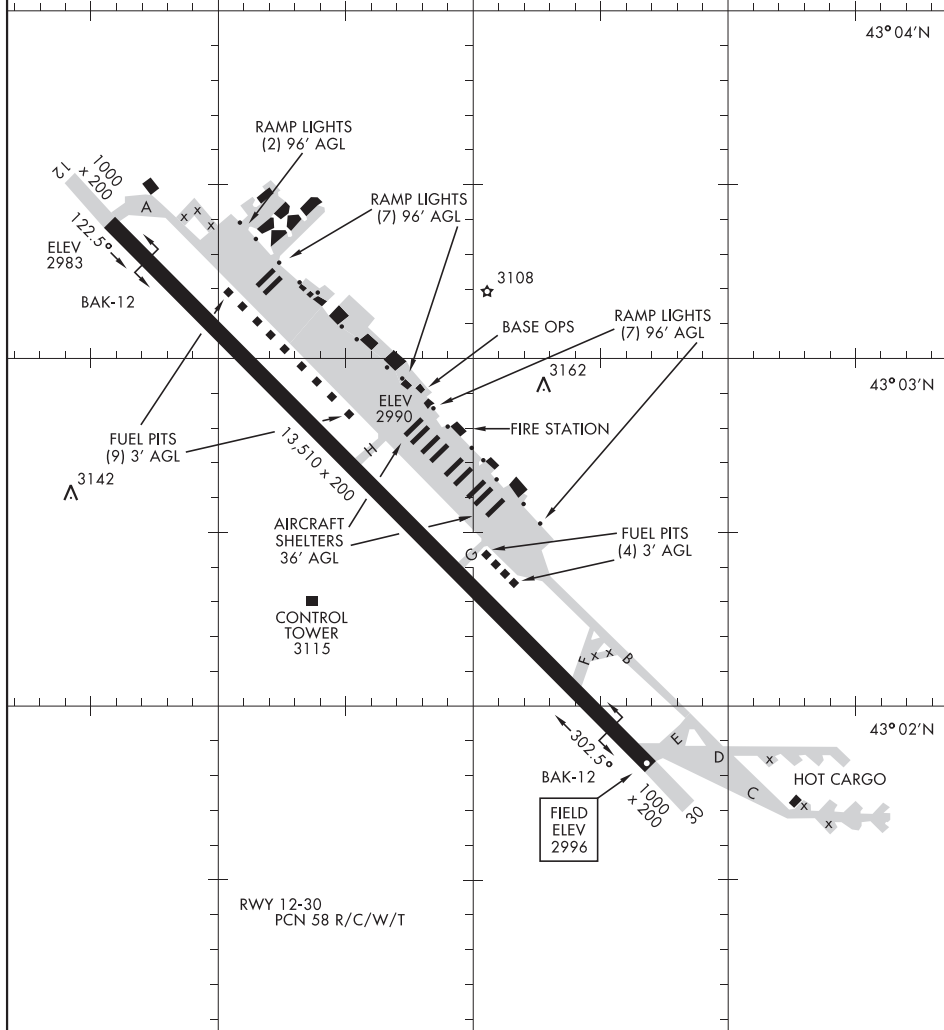
43°04'N

43°03'N

43°02'N

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



AIRPORT DIAGRAM

MOUNTAIN HOME, IDAHO

MOUNTAIN HOME AFB (KMUO)

WAAS CH 78202 W11A	APP CRS 110°	Rwy Idg TDZE Apt Elev	5000 2537 2537
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RNAV (GPS) RWY 11

NAMPA MUNI (MAN)

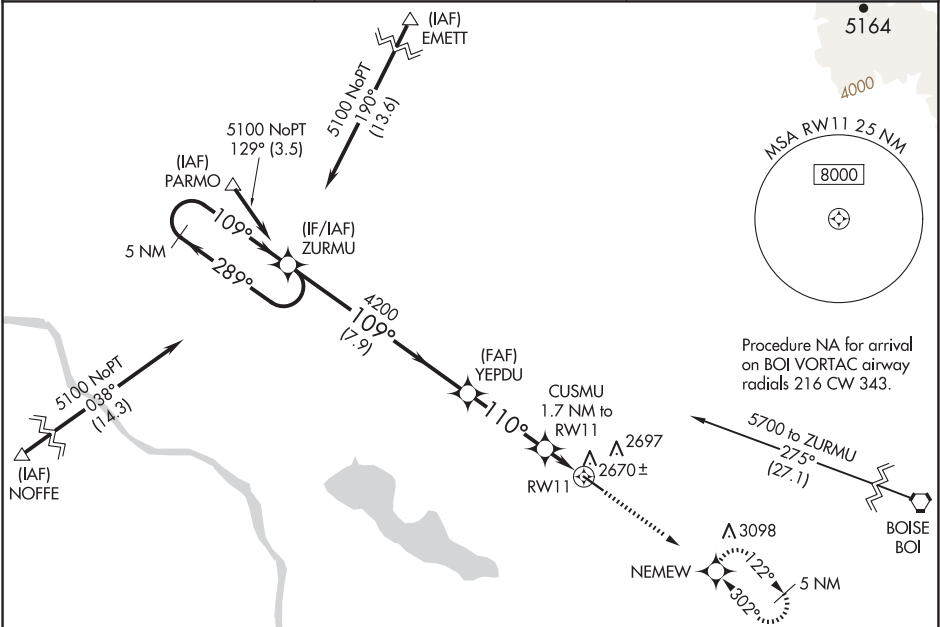
▼

▲

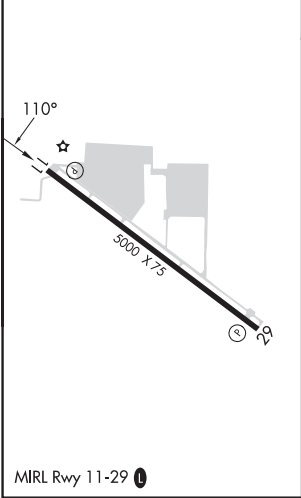
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. DME/DME RNP-0.3 NA. Rwy 11 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 5100 direct NEMEW and hold, continue climb-in-hold to 5100.

AWOS-3 118.325	BIG SKY APP CON 119.6 269.4	UNICOM 122.7 (CTAF) 0
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ELEV 2537	TDZE 2537
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<div>5 NM Holding Pattern</div> <div>5100 ← 289° 109° →</div> <div>GP 3.00° TCH 40</div>		<div>ZURMU</div> <div>4200</div> <div>7.9 NM</div>		<div>YEPDU</div> <div>4200</div> <div>3.4 NM</div>	<div>CUSMU 1.7 NM to RW11</div> <div>*1.1 NM to RW11</div> <div>RW11</div> <div>0.6 NM</div> <div>1.1 NM</div>	<div>5100</div> <div>NEMEW</div> <div>*LNAV only</div>
CATEGORY	A	B	C	D		
LPV DA	2787-7/8 250 (300-7/8)					
LNAV/VNAV DA	2851-1 314 (400-1)					
LNAV MDA	2920-1	383 (400-1)	2920-1 1/8	383 (400-1 1/8)		
CIRCLING	3060-1	523 (600-1)	3100-1 1/2 563 (600-1 1/2)	3220-2 1/4 683 (700-2 1/4)		

NAMPA, IDAHO



AL-6807 (FAA)

25051

APP CRS	Rwy Idg	N/A
290°	TDZE	N/A
	Apt Elev	2537

RNAV (GPS)-B

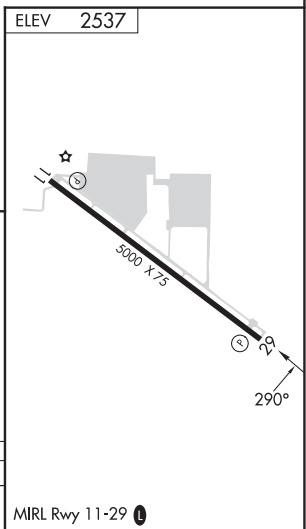
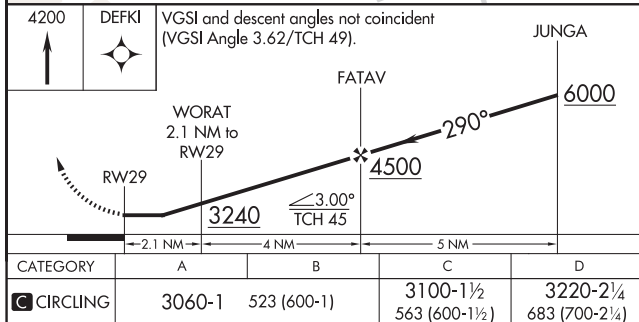
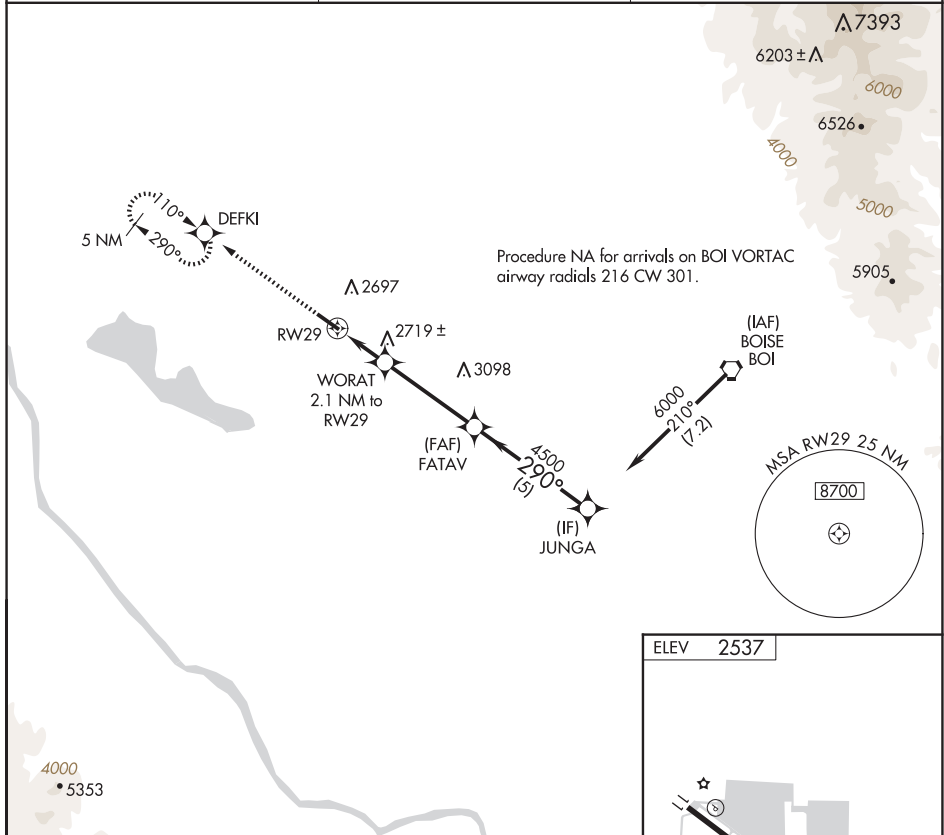
NAMPA MUNI (MAN)



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.

AWOS-3 118.325	BIG SKY APP CON 119.6 269.4	UNICOM 122.7 (CTAF) 0
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NAMPA, IDAHO
Orig-A 01MAY14

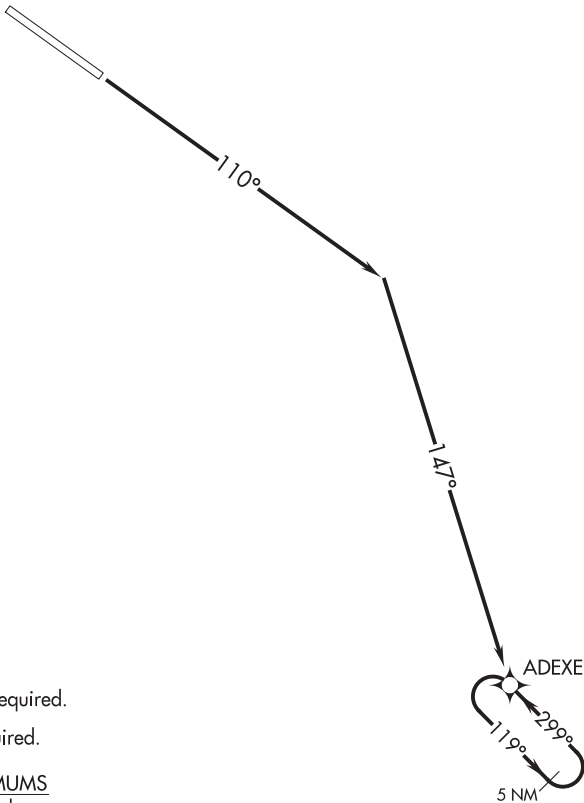
43°35'N-116°31'W

NAMPA MUNI (MAN)
RNAV (GPS)-B

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

BIG SKY APP CON
119.6 269.4
CTAF
122.7



- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: GPS required.

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.

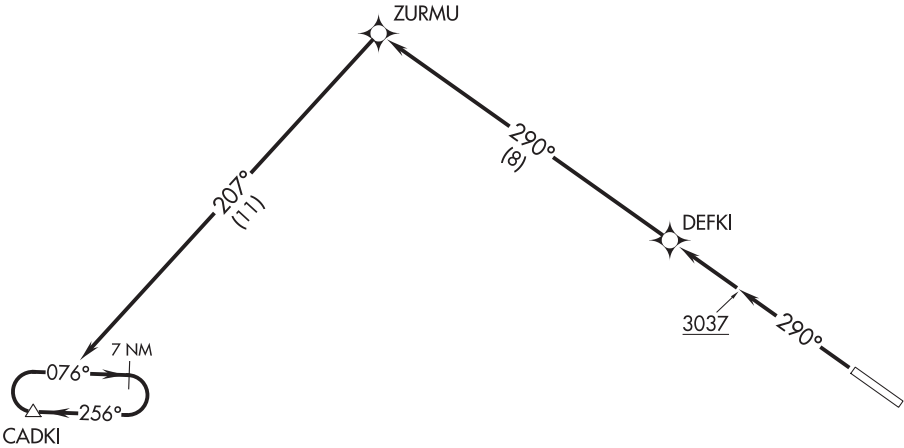
(CADKI1.CADKI) 20030

CADKI ONE DEPARTURE (OBSTACLE) (RNAV)

AL-6807 (FAA)

NAMPA MUNI (MAN)
NAMPA, IDAHO

BIG SKY DEP CON
119.6 269.4
CTAF
122.7



NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 29: Standard.

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.

CADKI ONE DEPARTURE (OBSTACLE) (RNAV)

(CADKI1.CADKI) 12OCT17

NAMPA, IDAHO
NAMPA MUNI (MAN)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

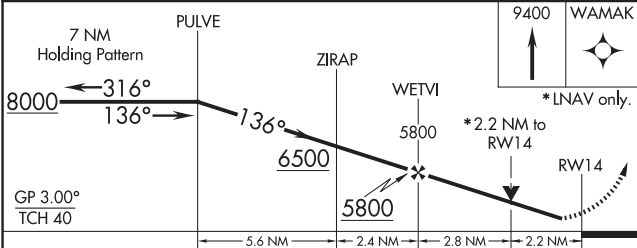
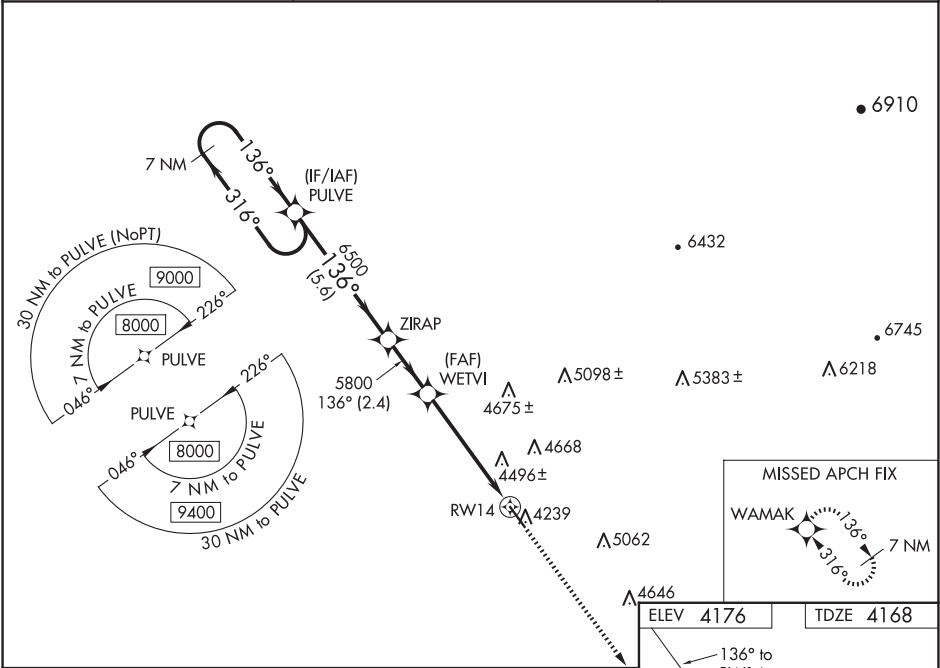
WAAS CH 56525 W14A	APP CRS 136°	Rwy Idg 5310 TDZE 4168 Apt Elev 4176
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RNAV (GPS) RWY 14

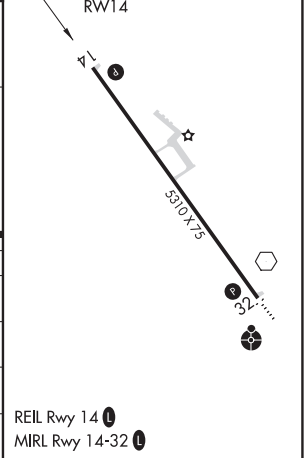
MONDELL FLD (ECS)

RNP APCH.	MISSED APPROACH: Climb to 9400 direct WAMAK and hold, continue climb-in-hold to 9400.
<div><div>▼</div><div>▲</div></div> <div>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). Rwy 14 helicopter visibility reduction below ¾ SM NA. Circling NA northeast of Rwy 14-32.</div>	

AWOS-3PT 118.0	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	4418-1 250 (300-1)			
LNAV/VNAV DA	4846-2½ 678 (700-2½)			
LNAV MDA	4920-1 752 (800-1)	4920-1¼ 752 (800-1¼)	4920-2 752 (800-2)	
CIRCLING	4920-1 744 (800-1)	4920-1¼ 744 (800-1¼)	4920-2¼ 744 (800-2¼)	5000-2¾ 824 (900-2¾)



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

NEWCASTLE, WYOMING

AL-5774 (FAA)

21280

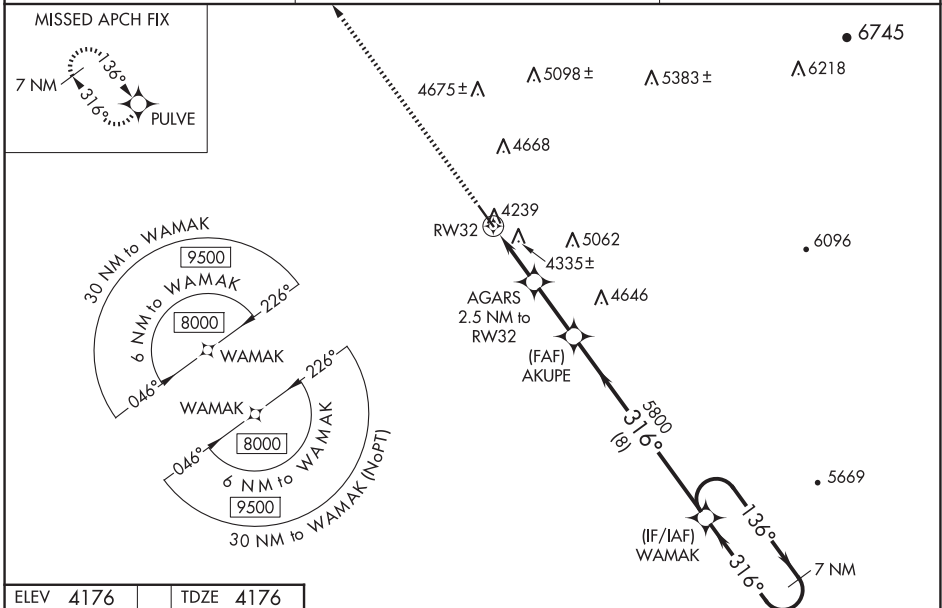
WAAS CH 61225 W32A	APP CRS 316°	Rwy Idg TDZE 4176 Apt Elev 4176
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RNAV (GPS) RWY 32

MONDELL FLD (ECS)

RNP APCH.	ODALS	MISSED APPROACH: Climb to 9500 direct PULVE and hold, continue climb-in-hold to 9500.
<p>▼ 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.</p>		

AWOS-3PT 118.0	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF)
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CATEGORY		A		B	C	D
LPV	DA	4385-1 209 (300-1)				
LNAV/VNAV	DA	4618-1½ 442 (500-1½)				
LNAV	MDA	4600-1	424 (500-1)	4600-1½ 424 (500-1½)		
CIRCLING		4700-1	524 (600-1)	4720-1½ 544 (600-1½)	5000-2¾ 824 (900-2¾)	

REIL Rwy 14

MIRL Rwy 14-32

NEWCASTLE, WYOMING

43°53'N-104°19'W

MONDELL FLD (ECS)

Amdt 1A 28MAR19

RNAV (GPS) RWY 32

VOR ECS 108.2	APP CRS 323°	Rwy Idg TDZE Apt Elev	5310 4176 4176
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VOR RWY 32

MONDELL FLD (ECS)

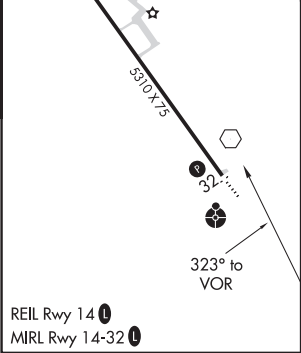
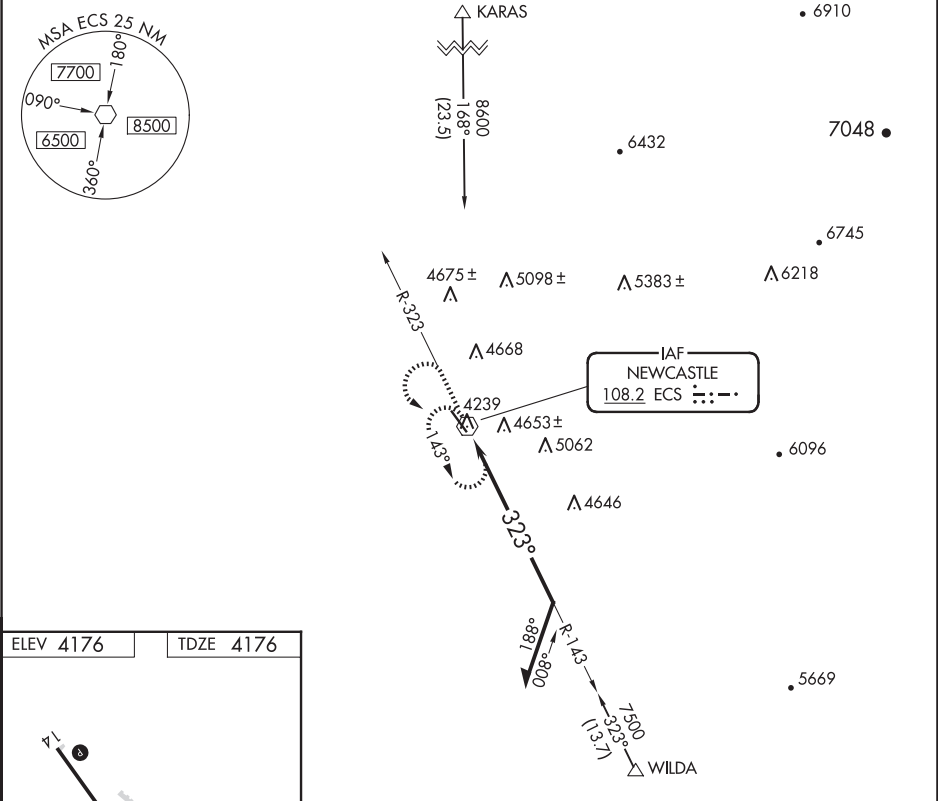
⚠

When Newcastle altimeter setting not received, procedure NA. Circling NA northeast of Rwy 14-32.

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.

AWOS-3PT 118.0	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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6700

↑

ECS R-323

7500

↶

ECS

⬡

ECS VOR

6800

↗ 143°

↘ 323°

6400

Remain within 10 NM

CATEGORY	A	B	C	D
S-32	4980-¾ 804 (900-¾)	4980-1 804 (900-1)	4980-2½ 804 (900-2½)	804 (900-2½)
CIRCLING	4980-1 804 (900-1)	4980-1¼ 804 (900-1¼)	4980-2½ 804 (900-2½)	5000-2¾ 824 (900-2¾)

NEWPORT, OREGON

AL-735 (FAA)

23334

LOC I-ONP 111.5	APP CRS 162°	Rwy Idg TDZE Apt Elev	5398 152 160
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ILS or LOC RWY 16

NEWPORT MUNI (ONP)

NA 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 $\frac{3}{4}$ 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 $\frac{3}{8}$ mile and increase Circling Cat B visibility $\frac{1}{4}$ mile. For inop MALSR, increase S-LOC 16 Cat A/B visibility to 1 mile and Cat C/D visibility to $1\frac{3}{8}$ mile. For inop MALSR when using Tillamook altimeter setting, increase S-ILS 16 all Cats visibility to $1\frac{1}{4}$ 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.

MALSR

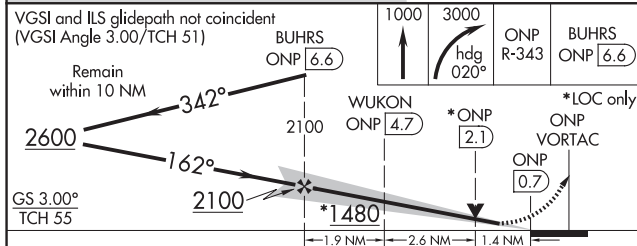
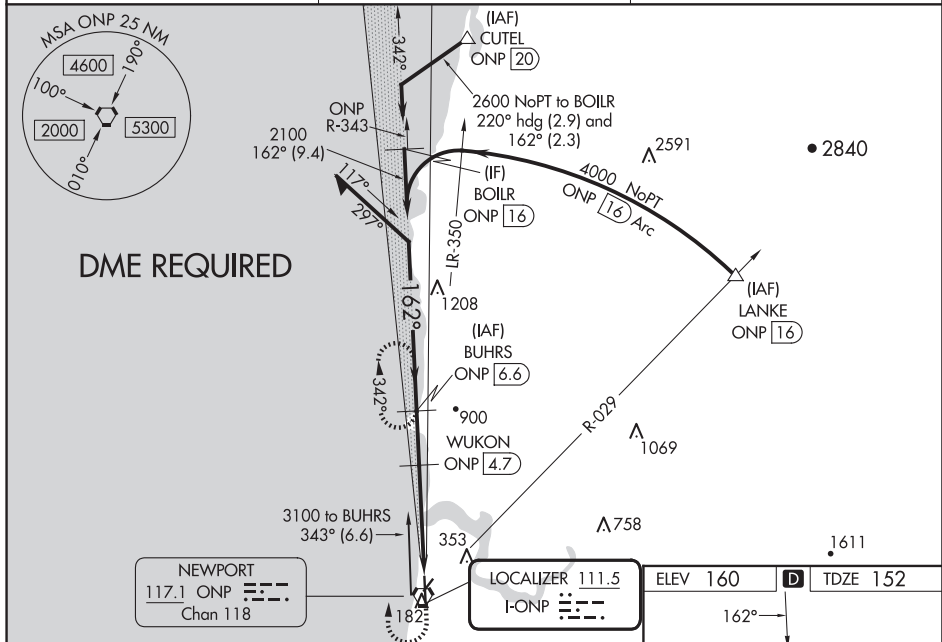


MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 020° and on ONP VORTAC R-343 to BUHRS/ONP 6.6 DME and hold, continue climb-in-hold to 3000.

AWOS-3
133.9

SEATTLE CENTER
125.8 291.7

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-ILS 16	402- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)			
S-LOC 16	660- $\frac{3}{4}$	508 (500- $\frac{3}{4}$)	660-1	508 (500-1)
C CIRCLING	880-1 720 (800-1)	1000-1 $\frac{1}{4}$ 840 (900-1 $\frac{1}{4}$)	1400-3 1240 (1300-3)	1600-3 1440 (1500-3)

REIL Rwy 34 **1**
MIRL Rwy 2-20 **1**
HRL Rwy 16-34 **1**

NEWPORT, OREGON

Amdt 2A 30MAR17

44°35'N-124°03'W

NEWPORT MUNI (ONP)

ILS or LOC RWY 16

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53439 W16A	APP CRS 162°	Rwy Idg TDZE 152 Apt Elev 160
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RNAV (GPS) RWY 16

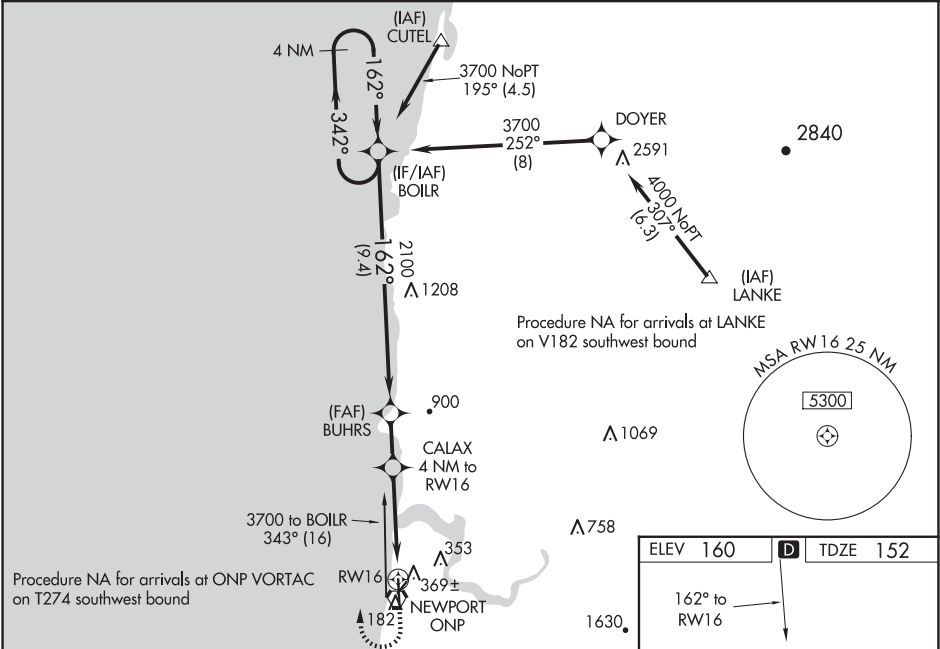
NEWPORT MUNI (ONP)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Tillamook altimeter setting. DME/DME RNP-0.3 NA. Inop table does not apply to LPV all Cats. When local altimeter setting not received, use Tillamook altimeter setting: increase LPV DA to 537 feet and LNAV/VNAV DA to 748 feet and all MDA 140 feet; increase LNAV/VNAV all Cats visibility and LNAV Cat C/D visibility $\frac{3}{8}$ mile and increase Circling Cat B visibility $\frac{1}{4}$ mile. For inop MALS, increase LNAV/VNAV all Cats visibility to $1\frac{1}{2}$ mile, and increase LNAV Cat A/B visibility to 1 mile, Cat C/D to $1\frac{3}{8}$ mile. For inop MALS when using Tillamook altimeter setting, increase LPV all Cats visibility to $1\frac{1}{4}$ mile, and LNAV Cat A/B visibility to 1 mile, LNAV Cat C/D to $1\frac{3}{4}$ mile. Rwy 16 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MALS

MISSED APPROACH:
Climb to 600 then climbing right turn to 3700 direct BOILR and hold.

AWOS-3 133.9	SEATTLE CENTER 125.8 291.7	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 51).		600	3700	BOILR
CATEGORY	A	B	C	D		
LPV DA	402- $\frac{3}{4}$		250 (300- $\frac{3}{4}$)			
LNAV/VNAV DA	613- $1\frac{1}{8}$		461 (500- $1\frac{1}{8}$)			
LNAV MDA	620- $\frac{3}{4}$		468 (500- $\frac{3}{4}$)		620-1 468 (500-1)	
CIRCLING	880-1 720 (800-1)		1000- $1\frac{1}{4}$ 840 (900- $1\frac{1}{4}$)		1400-3 1240 (1300-3) 1600-3 1440 (1500-3)	

ELEV 160	D	TDZE 152
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REIL Rwy 34 **0**
MIRL Rwy 2-20 **0**
HIRL Rwy 16-34 **0**

NEWPORT, OREGON

AL-735 (FAA)

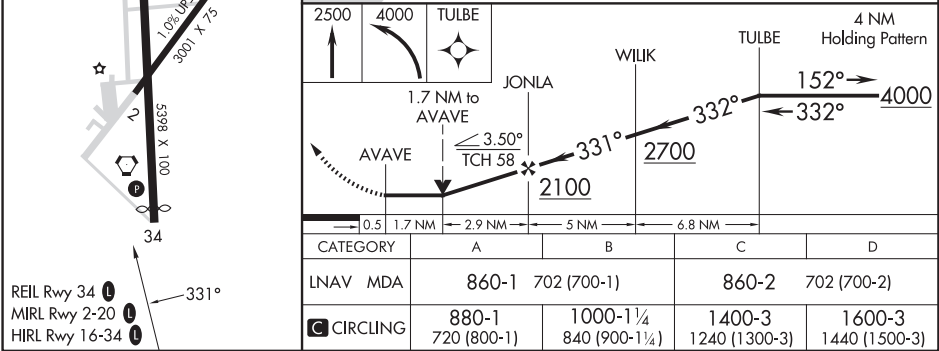
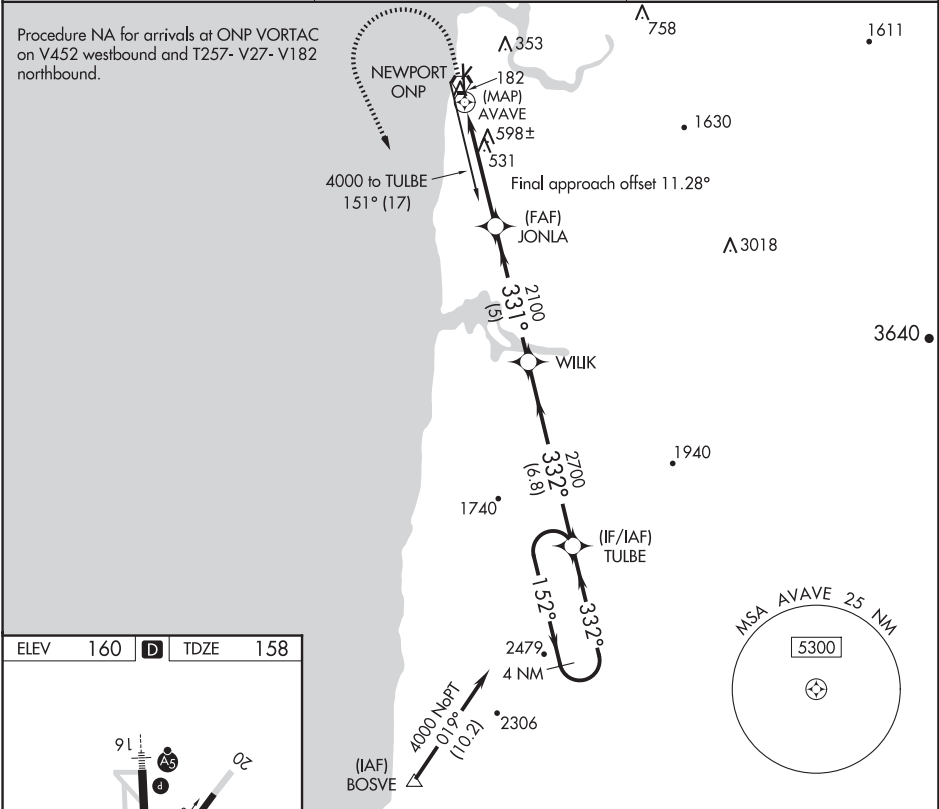
24053

APP CRS	Rwy Idg	5098
331°	TDZE	158
	Apt Elev	160

RNAV (GPS) RWY 34
NEWPORT MUNI (ONP)

<p>T A</p> <p>Rwy 34 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct TULBE and hold.</p>
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AWOS-3 133.9	SEATTLE CENTER 125.8 291.7	UNICOM 122.8 (CTAF) U
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NEWPORT, OREGON
Amdt 1B 01FEB18

44°35'N-124°03'W

NEWPORT MUNI (ONP)
RNAV (GPS) RWY 34

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

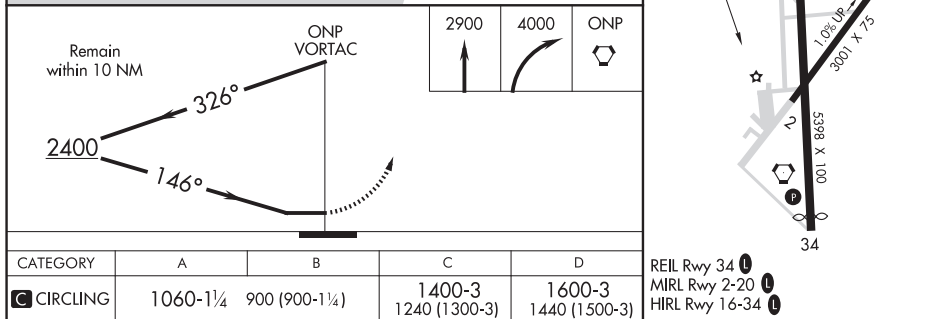
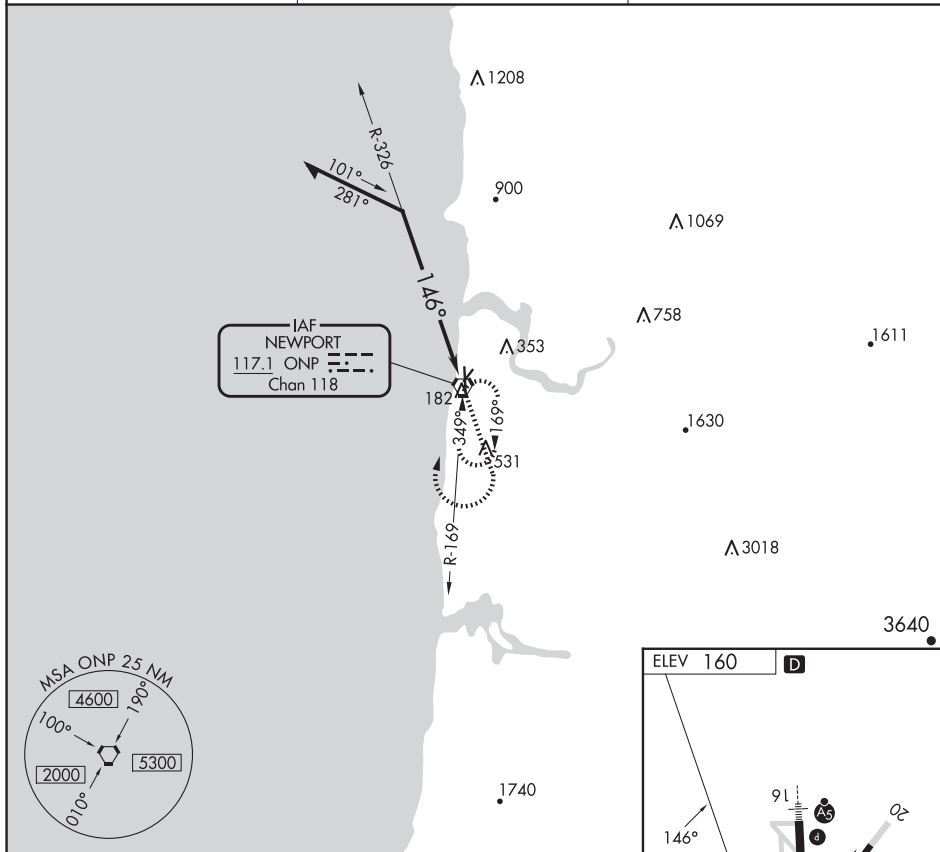
VORTAC ONP 117.1 Chan 118	APP CRS 146°	Rwy Idg TDZE Apt Elev	N/A N/A 160
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VOR-A
NEWPORT MUNI (ONP)

T When local altimeter setting not received, use Tillamook altimeter setting:
A increase all MDA 140 feet, increase Circling Cat B visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2900 then climbing right turn to 4000 direct ONP VORTAC and hold, continue climb-in-hold to 4000.

AWOS-3 133.9	SEATTLE CENTER 125.8 291.7	UNICOM 122.8 (CTAF) 0
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NEWPORT ONE DEPARTURE (OBSTACLE)

AL-735 (FAA)

NEWPORT MUNI (ONP)
NEWPORT, OREGON

SEATTLE CENTER
125.8 291.7

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.

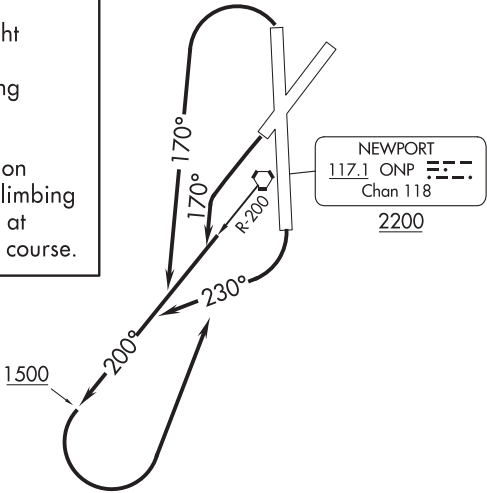
NOTE: Chart not to scale.

TAKEOFF MINIMUMS

Rwy 2: NA-Obstacles.

Rwy 16: 500-2¾ 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.

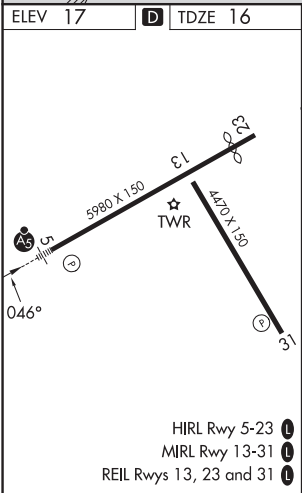
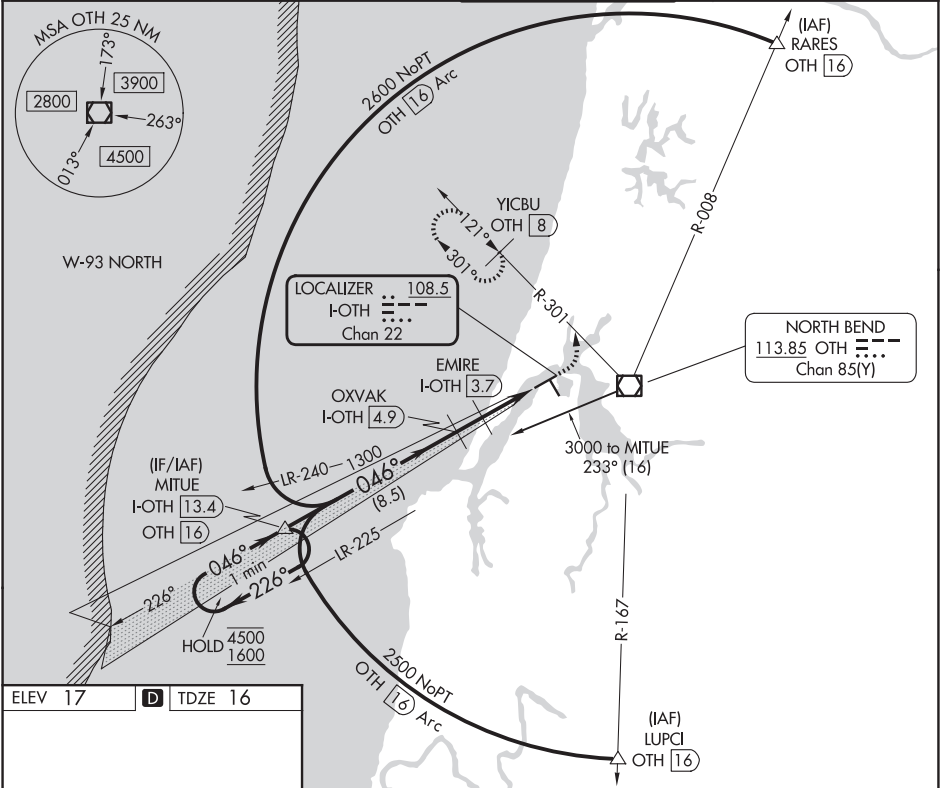
Rwy 34: Tree 212' from DER, 408' left of centerline, 167' MSL. Tree 319' from DER, 524' left of centerline, 175' MSL. Trees beginning 965' from DER, 356' left of centerline, up to 189' MSL. Trees beginning 1420' from DER, 571' left of centerline, up to 196' MSL. Trees beginning 1487' from DER, 186' right 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.

NEWPORT ONE DEPARTURE (OBSTACLE)

LOC/DME I-OTH	APP CRS	Rwy Ldg	5320
108.5	046°	TDZE	16
Chan 22		Apt Elev	17

ILS Z or LOC Z RWY 5
SOUTHWEST OREGON RGNL (OTH)

DME required.		<div>MALSR</div> <div><div><div></div><div>A5</div></div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div>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	MITUE I-OTH 13.4 OTH 16	Use I-OTH DME when on the localizer course.	500 2600 hdg 340°	OTH R-301	YICBU OTH 8
One Minute Holding Pattern	OXVAK I-OTH 4.9	EMIRE I-OTH 3.7	I-OTH 2.1	I-OTH 1	
4500 1600	226°	046°	1300	900	
GS 3.00° TCH 51	8.5 NM	1.3 NM	1.6 NM	1 NM	
CATEGORY	A	B	C	D	
S-ILS 5		216-½	200 (200-½)		
S-LOC 5		400-½ 384 (400-½)	400-⅝ 384 (400-⅝)		
CIRCLING	680-1 663 (700-1)	820-1 803 (900-1)	1080-3 1063 (1100-3)	1160-3 1143 (1200-3)	

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

NORTH BEND, OREGON

AL-929 (FAA)

25219

APP CRS	Rwy Ldg	5320
046°	TDZE	16
	Apt Elev	17

RNAV (RNP) Z RWY 5

SOUTHWEST OREGON RGNL (OTH)

RNP AR APCH. RF required.

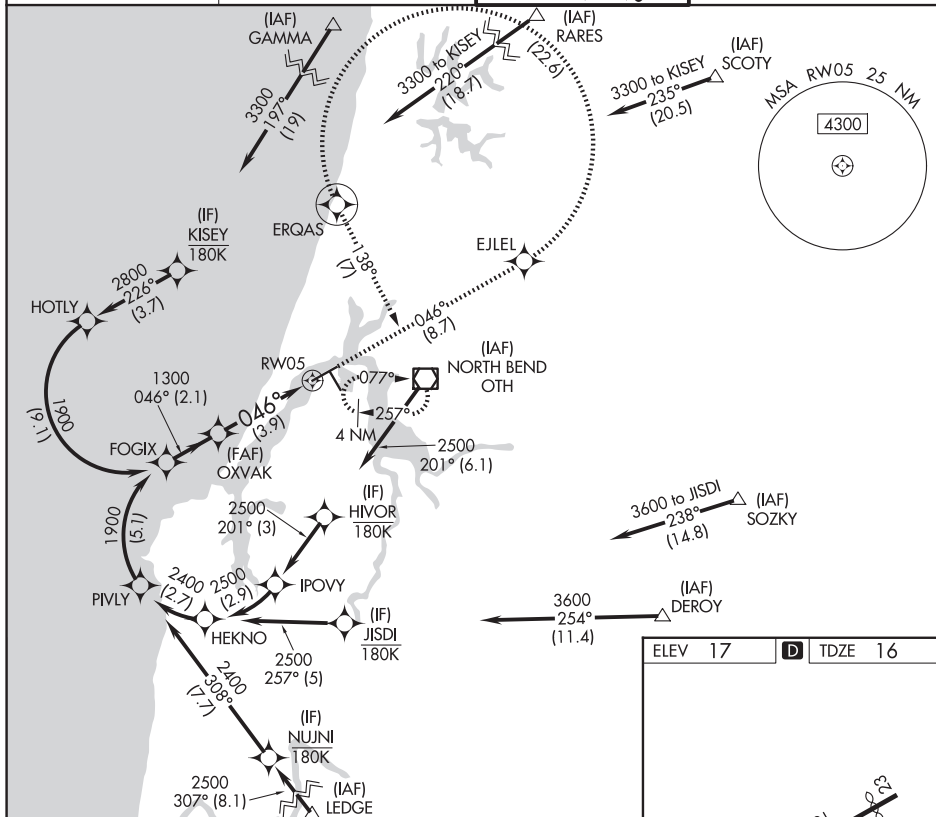
▼ For inop ALS, increase *RNP 0.11 all Cats visibility to 1 SM, #RNP 0.30 all Cats visibility to 1½ SM, and RNP 0.30 all Cats visibility to 1½ SM. For uncompensated Baro-VNAV systems, procedure NA below -2°C or above 54°C.

MALSR

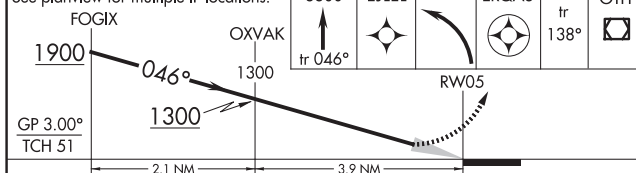


MISSED APPROACH: Climb to 3300 on track 046° to EJLEL, left turn to ERQAS, and on track 138° to OTH VOR/DME and hold.
 * Missed approach requires minimum climb of 400 feet per NM to 1200.
 # Missed approach requires minimum climb of 255 feet per NM to 2400.

AWOS-3PT 135.075	SEATTLE CENTER 127.55 254.35	NORTH BEND TOWER* 118.45 (CTAF) 0	GND CON 127.1
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See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.11 DA*		394-5½	378 (400-½)	
RNP 0.30 DA#		477-1½	461 (500-1½)	
RNP 0.30 DA		569-1½	553 (600-1½)	

AUTHORIZATION REQUIRED

NORTH BEND, OREGON

Amdt 1A 26MAR20

43°25'N-124°15'W

SOUTHWEST OREGON RGNL (OTH)

RNAV (RNP) Z RWY 5

HIRL Rwy 5-23 **0**
 MIRL Rwy 13-31 **0**
 REIL Rwys 13, 23 and 31 **0**

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82416 W05A	APP CRS 046°	Rwy Ldg TDZE Apt Elev	5320 16 17
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RNAV (GPS) Y RWY 5

SOUTHWEST OREGON RGNL (OTH)

RNP APCH.

▼

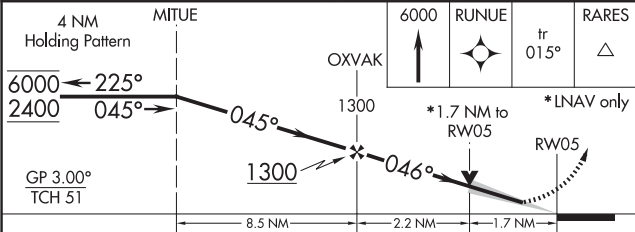
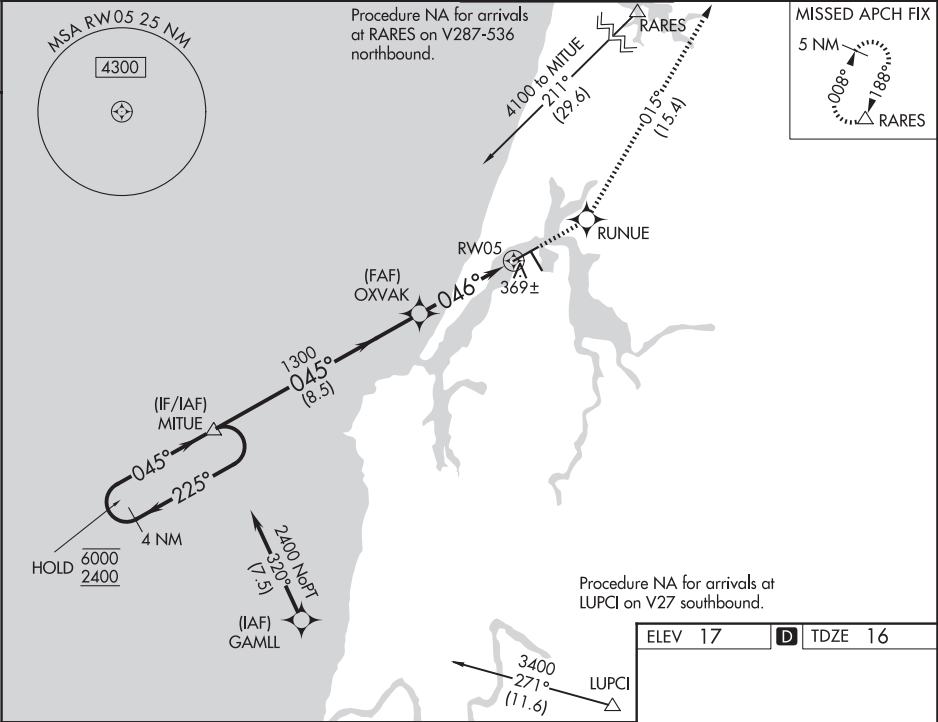
▲

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 1¾ SM.

MALSR

MISSED APPROACH: Climb to 6000 direct RUNUE and on track 015° to RARES and hold, continue climb-in-hold to 6000.

AWOS-3PT 135.075	SEATTLE CENTER 127.55 254.35	NORTH BEND TOWER* 118.45 (CTAF) 0	GND CON 127.1
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ELEV 17 D TDZE 16

5980 X 150
4470 X 150
TWR
046°
31

HIRL Rwy 5-23

MIRL Rwy 13-31

REIL Rwys 13, 23 and 31

CATEGORY	A	B	C	D
LPV DA		319-1½	303 (400-½)	
LNAV/VNAV DA		550-1¾	534 (600-1¾)	
LNAV MDA	620-½	604 (700-½)	620-1¾	604 (700-1¾)
CIRCLING	680-1 663 (700-1)	820-1 803 (900-1)	1100-3 1083 (1100-3)	1160-3 1143 (1200-3)

NW-1, 07 AUG 2025 to 02 OCT 2025

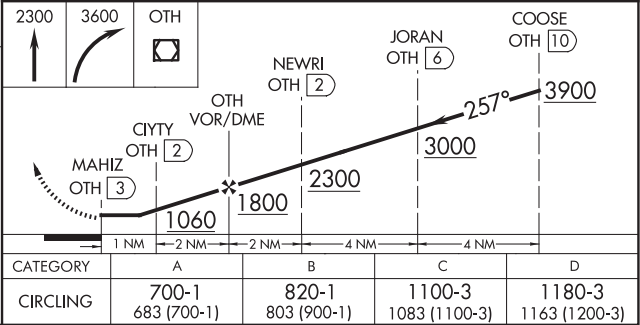
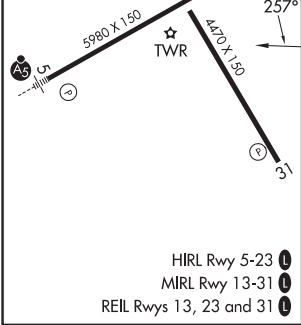
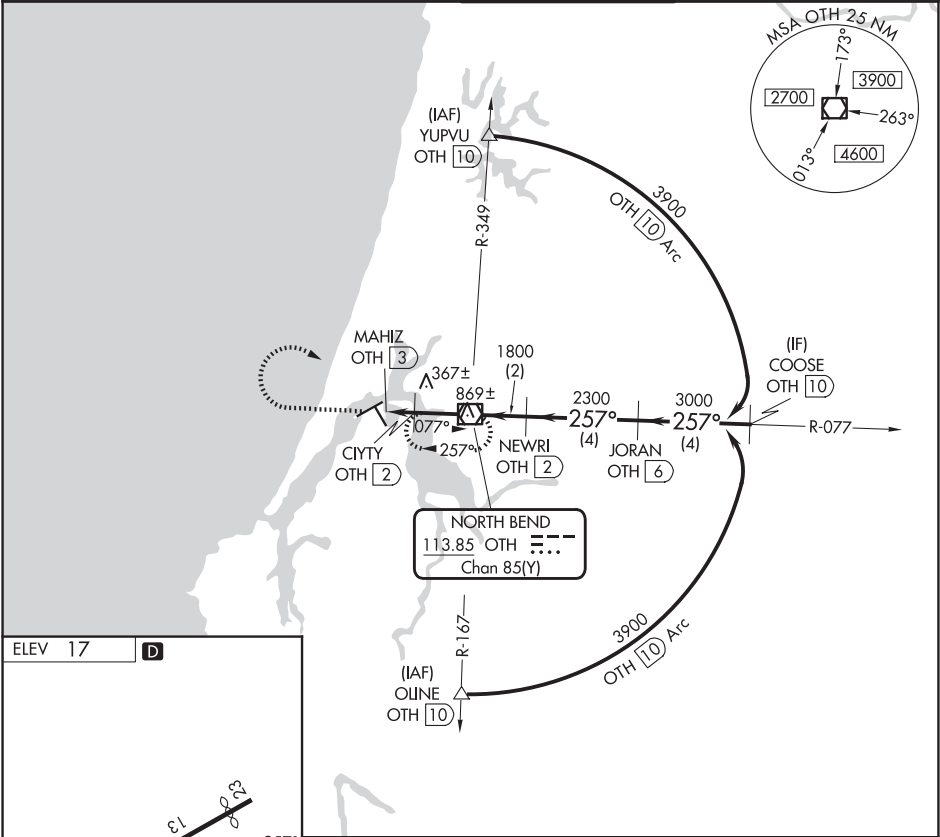
NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME OTH 113.85 Chan 85(Y)	APP CRS 257°	Rwy Ldg TDZE Apt Elev 17	N/A N/A 17
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VOR-B
SOUTHWEST OREGON RGNL (OTH)

DME required.	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.	

AWOS-3PT 135.075	SEATTLE CENTER 127.55 254.35	NORTH BEND TOWER* 118.45 (CTAF) 0	GND CON 127.1
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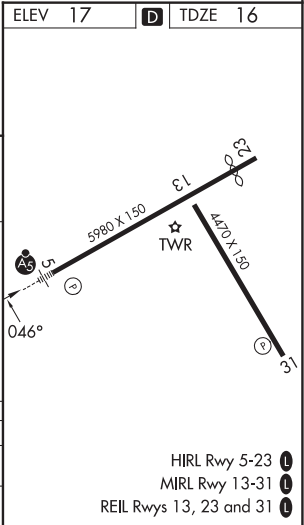
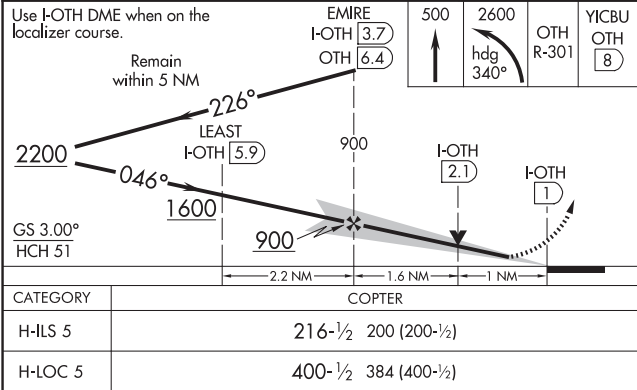
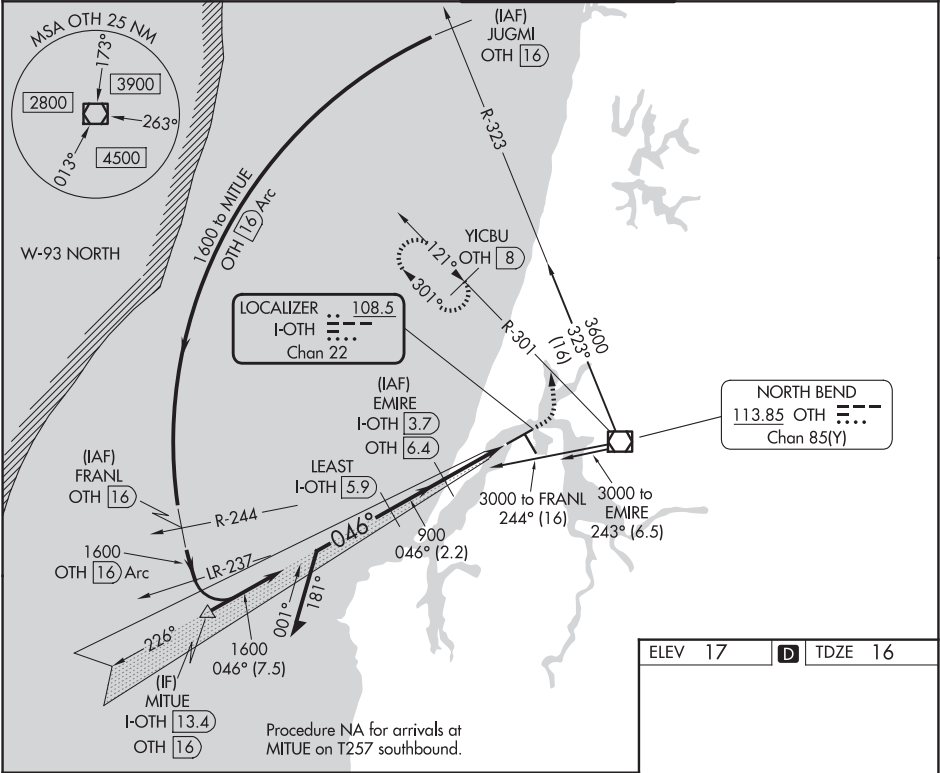


LOC/DME I-OTH	APP CRS	Rwy Ldg	5320
108.5	046°	TDZE	16
Chan 22		Apt Elev	17

COPTER ILS Y or LOC Y RWY 5
SOUTHWEST OREGON RGNL (OTH)

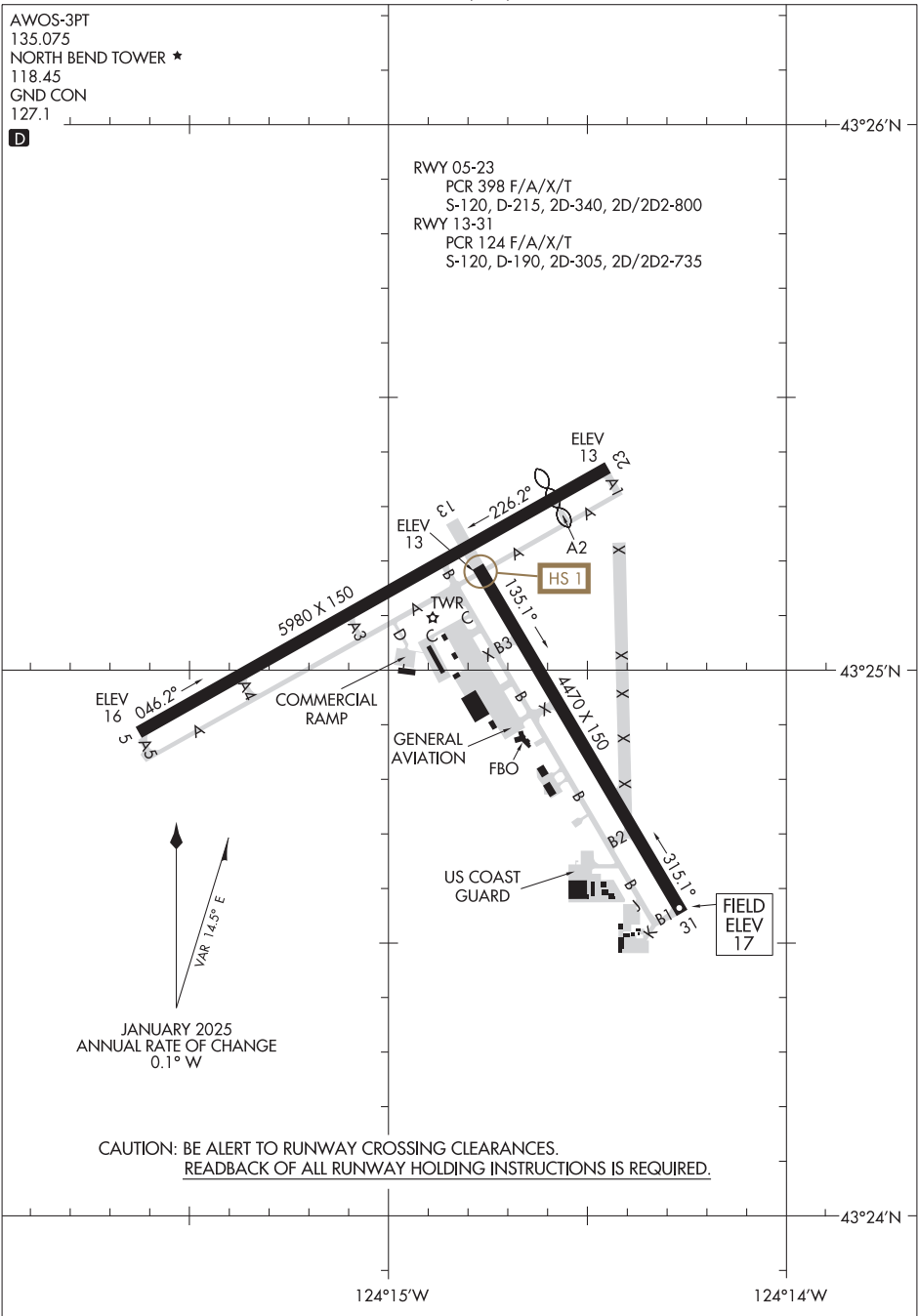
DME required.	MALSR	MISSED APPROACH: Climb to 500 then climbing left turn to 2600 on heading 340° and OTH VOR/DME R-301 to YICBU/OTH 8 DME and hold, continue climb-in-hold to 2600.

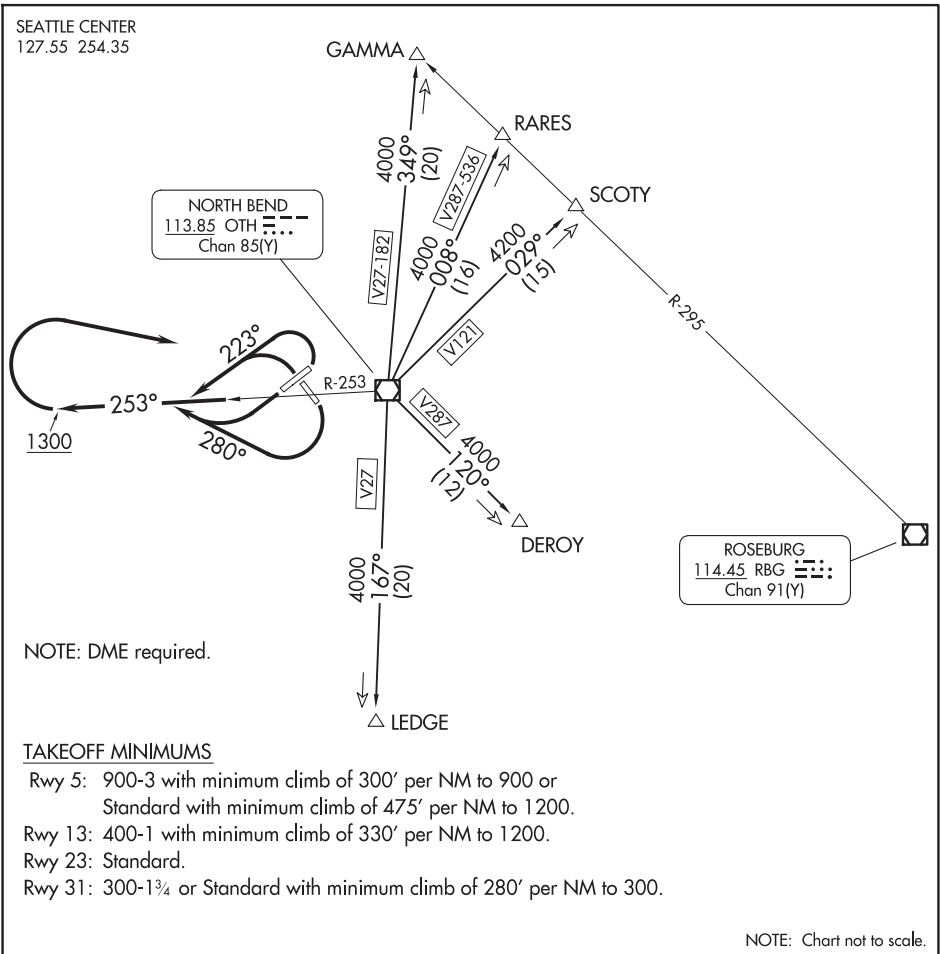
AWOS-3PT 135.075	SEATTLE CENTER 127.55 254.35	NORTH BEND TOWER* 118.45 (CTAF) 0	GND CON 127.1
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NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025





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.

OAK HARBOR, WASHINGTON

AL-6615 (FAA)

24361

APP CRS 071°	Rwy Idg	2758
	TDZE	193
	Apt Elev	193

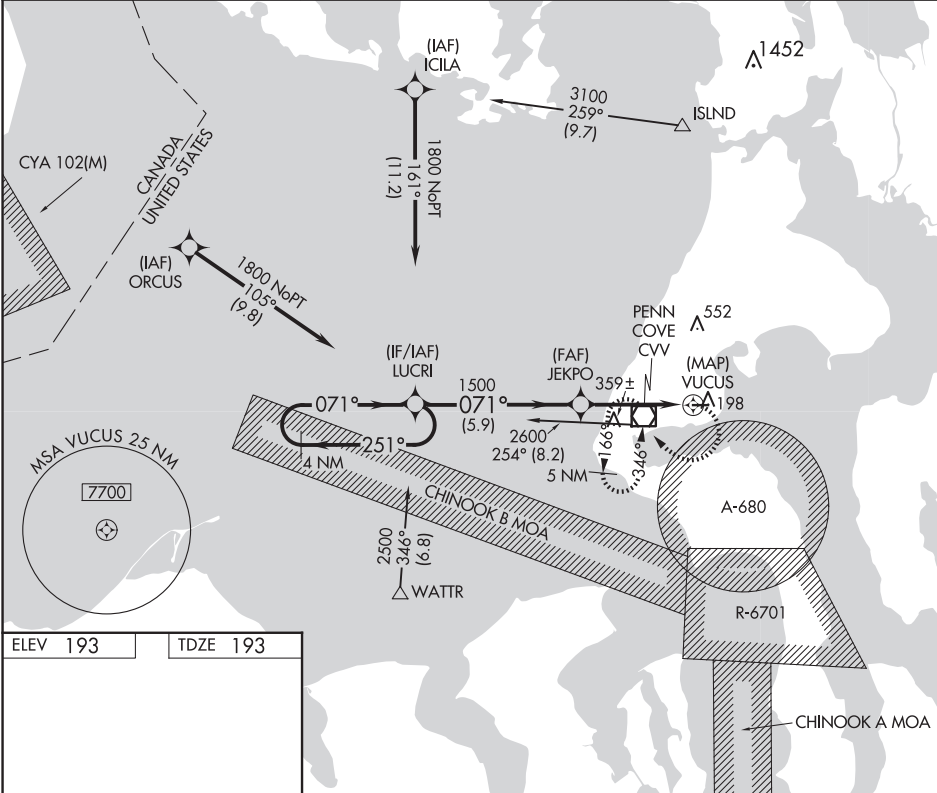
RNAV (GPS) RWY 7

DELAURENTIS (OKH)

⚠ DME/DME RNP: 0.3 NA. Helicopter visibility reduction below ¾ SM NA. Circling north of Rwy 7-25 NA at night. When local altimeter setting not received, use Whidbey Island NAS (Autl Fld) altimeter setting and increase all MDAs 40 feet. Night landing: Rwy 25 NA.

MISSED APPROACH: Climbing right turn to 3400 direct CVV VOR/DME and hold, continue climb-in-hold to 3400.

AWOS-3 132.775	WHIDBEY APP CON 118.2 285.65	UNICOM 122.8 (CTAF) 0
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ELEV **193** TDZE **193**

LIRL Rwy 7-25 **0**

071° 3265 X 25 0.1.6% UP 25

4 NM Holding Pattern

Descent Angle NA.

3400 CVV

1800 ← 251° 071° → JEKPO 1500 VUCUS

5.9 NM 4 NM 0.1

CATEGORY	A	B	C	D
LNAV MDA	620-1	427 (500-1)	NA	
CIRCLING	620-1	660-1	NA	
	427 (500-1)	467 (500-1)		

OAK HARBOR, WASHINGTON
Amdt 2E 10DEC15

48°15'N-122°40'W

RNAV (GPS) RWY 7

DELAURENTIS (OKH)

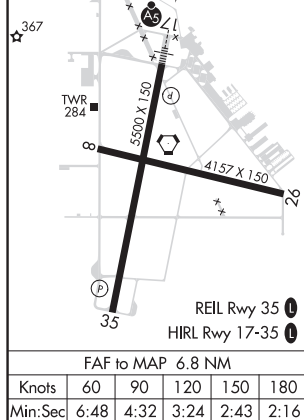
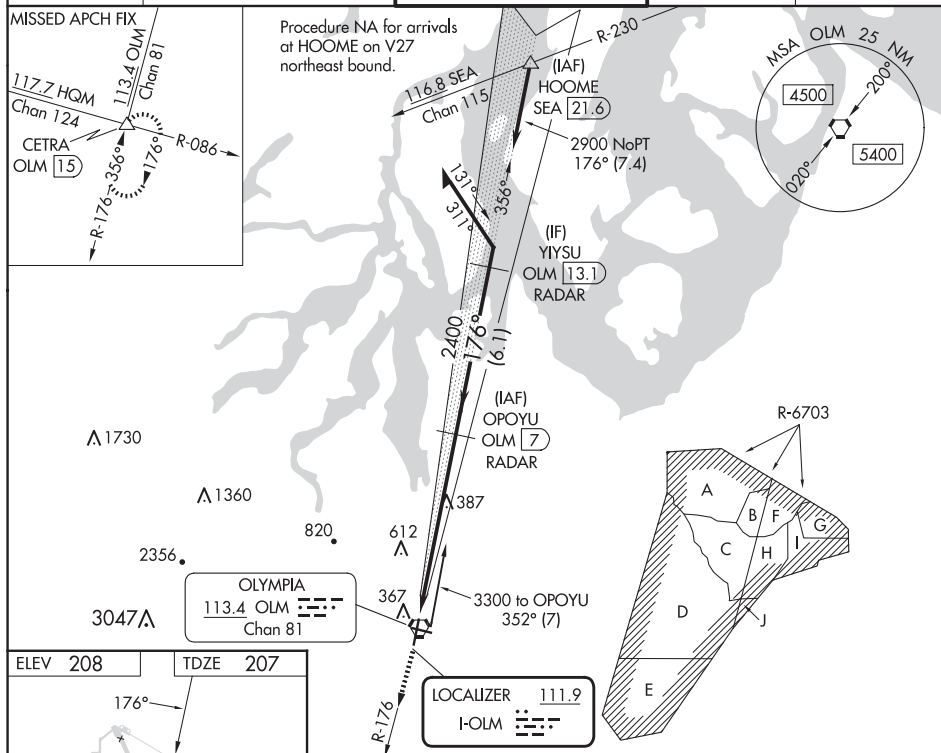
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC I-OLM 111.9	APP CRS 176°	Rwy Idg 5500 TDZE 207 Apt Elev 208
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ILS or LOC RWY 17
OLYMPIA RGNL (OLM)

<div><div></div><div></div></div>	DME or RADAR required. For inop ALS, increase S-LOC 17 Cat C/D visibility to 1 3/8 SM.		MALSR <div><div></div><div></div></div>	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.	
	ATIS 135.725	SEATTLE APP CON 121.1 290.9	OLYMPIA TOWER★ 124.4 (CTAF) 254.25	GND CON 121.6	UNICOM 122.95



1400 ↑	5500 ↑ OLM R-176	CETRA △	OPOYU OLM (7) RADAR	3300	2400	2900	Remain within 10 NM
CATEGORY	A	B	C	D			
S-ILS 17	407-½ 200 (200-½)						
S-LOC 17	680-½ 473 (500-½)			680-1 473 (500-1)			
CIRCLING	720-1 512 (600-1)	860-1 652 (700-1)	1020-2½ 812 (900-2½)	1020-2¾ 812 (900-2¾)			

OLYMPIA, WASHINGTON

AL-645 (FAA)

25051

WAAS CH 45599 W17A	APP CRS 176°	Rwy Idg 5500 TDZE 207 Apt Elev 208
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RNAV (GPS) RWY 17

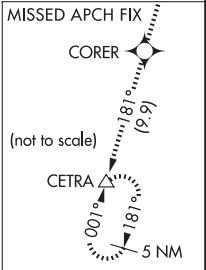
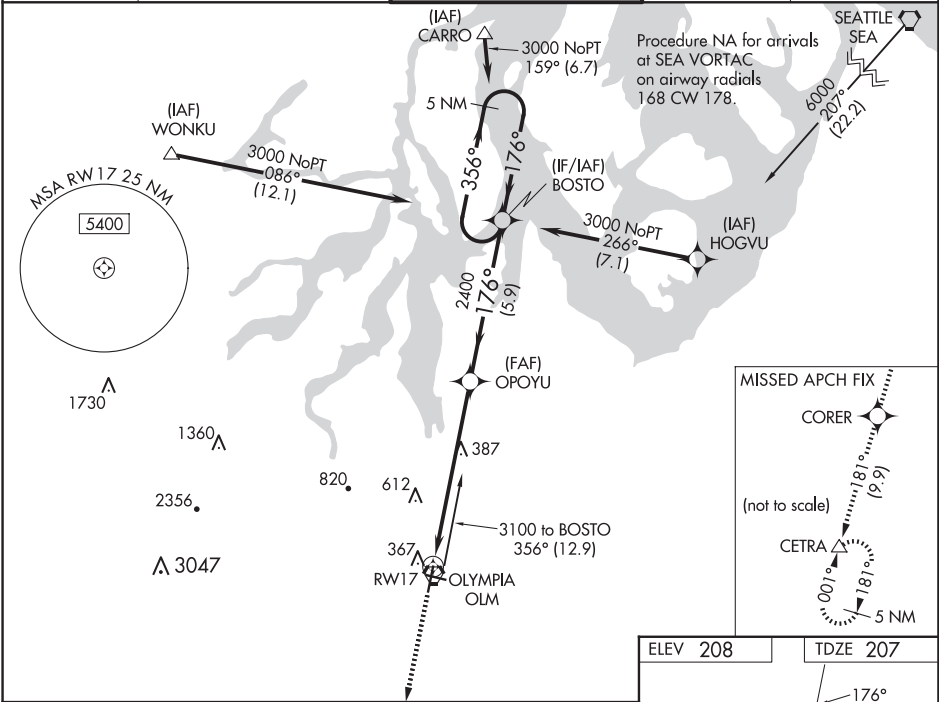
OLYMPIA RGNL (OLM)

A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS; increase LNAV/VNAV visibility all Cats to 1½ SM. Increase LNAV Cats C/D to 1¾ SM.

MALSR

MISSED APPROACH: Climb to 4000 direct CORER and on track 181° to CETRA and hold, continue climb-in-hold to 4000.

ATIS 135.725	SEATTLE APP CON 121.1 290.9	OLYMPIA TOWER ★ 124.4 (CTAF) 0 254.25	GND CON 121.6	UNICOM 122.95
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4000

CORER

CETRA

tr 181°

*LNAV only

*1.3 NM to RW17

RW17

1.3

5.5 NM

5.9 NM

OPOUY

BOSTO

5 NM Holding Pattern

356° 176°

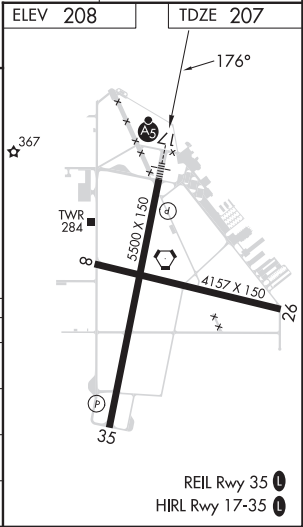
3000

2400

2400

GP 3.00° TCH 53

CATEGORY	A	B	C	D
LPV DA	407-½ 200 (200-½)			
LNAV/VNAV DA	629-¾ 422 (500-¾)			
LNAV MDA	680-½ 473 (500-½)		680-1 473 (500-1)	
CIRCLING	720-1 512 (600-1)	860-1 652 (700-1)	1020-2½ 812 (900-2½)	1020-2¾ 812 (900-2¾)



OLYMPIA, WASHINGTON
Amdt 1 24MAY18

46°58'N-122°54'W

OLYMPIA RGNL (OLM)

RNAV (GPS) RWY 17

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

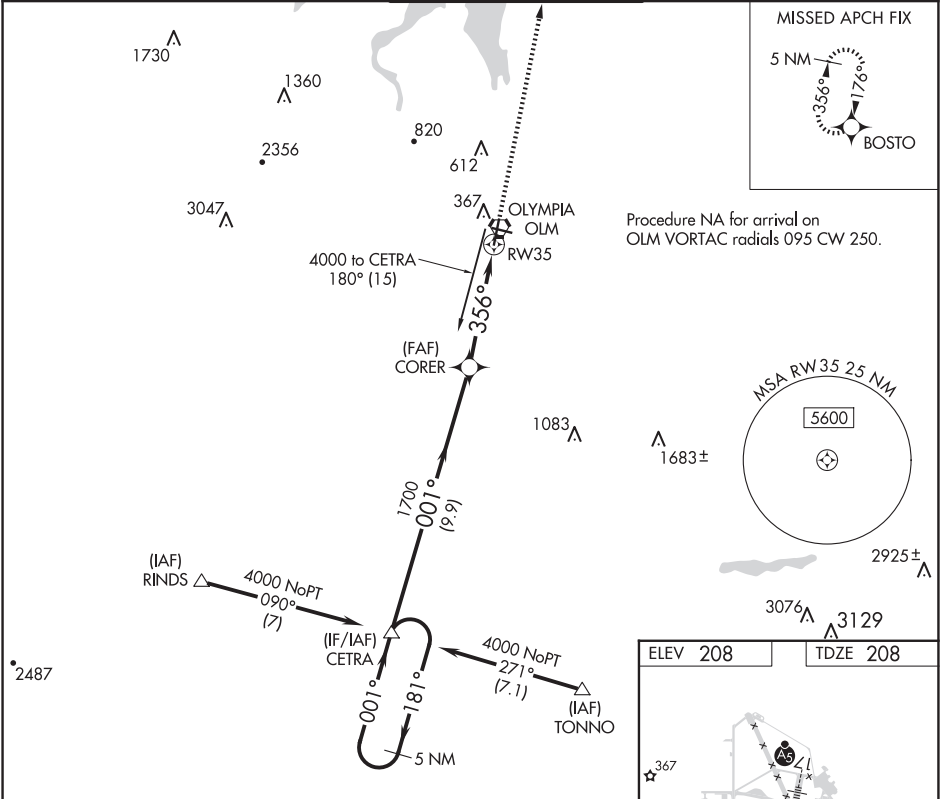
APP CRS	Rwy Idg	5500
356°	TDZE	208
	Apt Elev	208

RNAV (GPS) RWY 35
OLYMPIA RGNL (OLM)

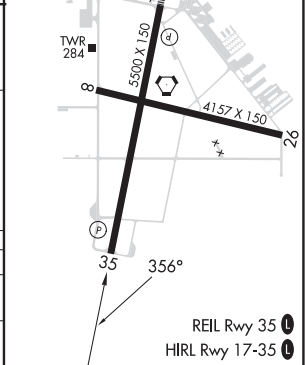
Rwy 35 helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct BOSTO and hold, continue climb-in-hold to 4000.

ATIS 135.725	SEATTLE APP CON 121.1 290.9	OLYMPIA TOWER* 124.4 (CTAF) 254.25	GND CON 121.6	UNICOM 122.95
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5 NM Holding Pattern					4000	BOSTO
CETRA					181°	001°
CORER					001°	1700
3.04° TCH 50					1.8 NM to RW35	356°
RW35					9.9 NM	2.7 NM
1.8 NM					4000	BOSTO
CATEGORY	A	B	C	D		
LNAV MDA	840-1	632 (700-1)	840-1¾	632 (700-1¾)		
CIRCLING	840-1 632 (700-1)	860-1 652 (700-1)	1020-2½ 812 (900-2½)	1020-2¾ 812 (900-2¾)		



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

OLYMPIA, WASHINGTON

AL-645 (FAA)

25051

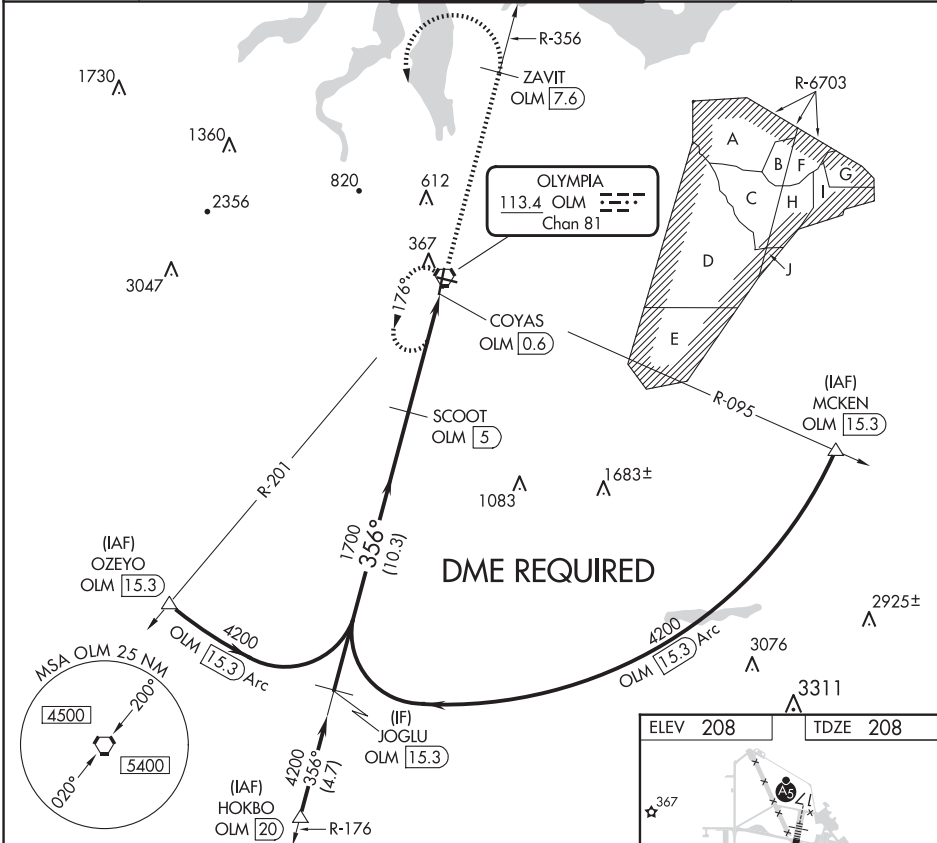
VORTAC OLM	Rwy Idg	5500
113.4	TDZE	208
Chan 81	Apt Elev	208

APP CRS
356°

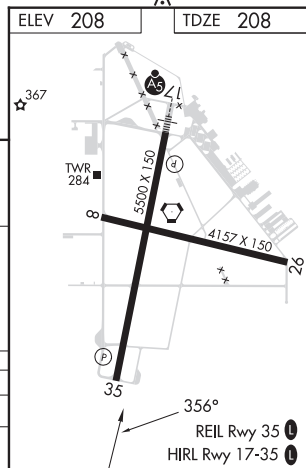
VOR RWY 35
OLYMPIA RGNL (OLM)

▼	Rwy 35 helicopter visibility reduction below $\frac{3}{4}$ SM NA. DME required.	MISSED APPROACH: Climb to 4000 on OLM VORTAC R-356 to ZAVIT/OLM 7.6 DME then climbing left turn direct OLM VORTAC and hold.
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ATIS 135.725	SEATTLE APP CON 121.1 290.9	OLYMPIA TOWER* 124.4 (CTAF) 254.25	GND CON 121.6	UNICOM 122.95
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	JOGLU OLM 15.3	SCOOT OLM 5	4000 OLM R-356	ZAVIT OLM 7.6	OLM
	4200	1700	OLM 2.5	OLM VORTAC	
	356°	3.13° TCH 50	COYAS OLM 0.6		
	10.3 NM	2.5 NM	1.8 NM		
CATEGORY	A	B	C	D	
S-35	840-1	632 (700-1)	840-1 $\frac{3}{4}$	632 (700-1 $\frac{3}{4}$)	
C CIRCLING	840-1 632 (700-1)	860-1 652 (700-1)	1020-2 $\frac{1}{2}$ 812 (900-2 $\frac{1}{2}$)	1020-2 $\frac{3}{4}$ 812 (900-2 $\frac{3}{4}$)	



OLYMPIA, WASHINGTON
Amdt 13 24MAY18



46°58'N-122°54'W

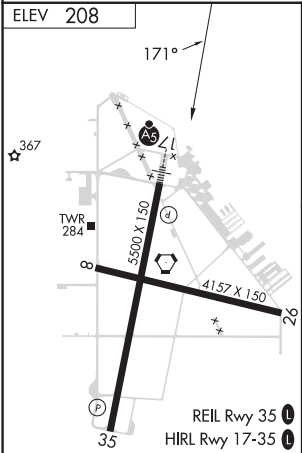
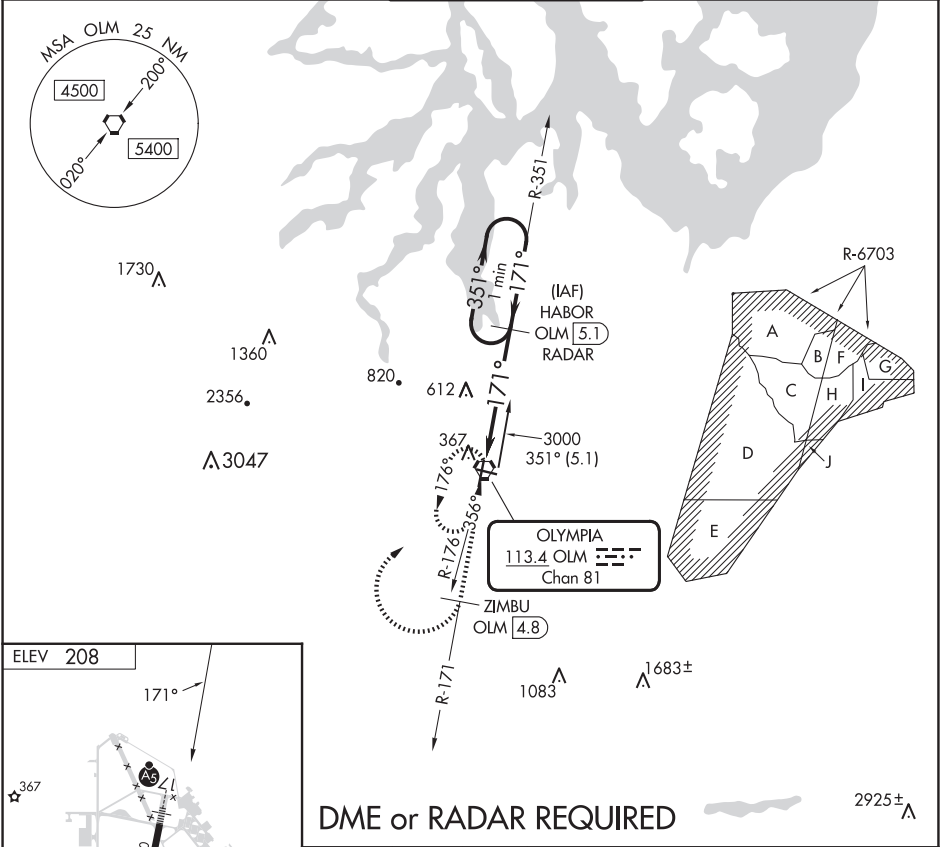
OLYMPIA RGNL (OLM)
VOR RWY 35


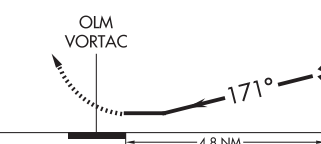
NW-1, 07 AUG 2025 to 02 OCT 2025

VORTAC OLM 113.4 Chan 81	APP CRS 171°	Rwy Idg TDZE Apt Elev N/A N/A 208
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VOR-A
OLYMPIA RGNL (OLM)

 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.		
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 or RADAR REQUIRED			
4200 ↑ OLM R-171	ZIMBU OLM 4.8	OLM 	HABOR OLM 5.1 RADAR
One Minute Holding Pattern			
		351° → 3000 ← 171° 2700	
4.8 NM			
CATEGORY	A	B	C
✶ CIRCLING	880-1 672 (700-1)		1020-2½ 812 (900-2½)
			1020-2¾ 812 (900-2¾)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

AL-645 (FAA)

OLYMPIA RGNL (OLM)
OLYMPIA, WASHINGTON

ATIS
135.725
OLYMPIA TOWER ★
124.4 254.25
GND CON
121.6

FIELD
ELEV
208

RWY 08-26
S-30
RWY 17-35
S-75, D-94, 2S-87, 2D-142

WSDOT
AVIATION

ILS
HOLD LINE

APPROACH
HOLD LINE

ELEV
197
B

HANGAR

FBO

TRANSIENT TIEDOWNS

MUSEUM

AIRPORT OFFICE

FBO

HANGARS

FBO

HANGARS

ELEV
204
26

TWR
284

ELEV
194
8

HS 1

5500 X 150

4157 X 150

46°58.5' N

46°58.0' N

122°54.5' W

122°54.0' W

122°53.5' W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

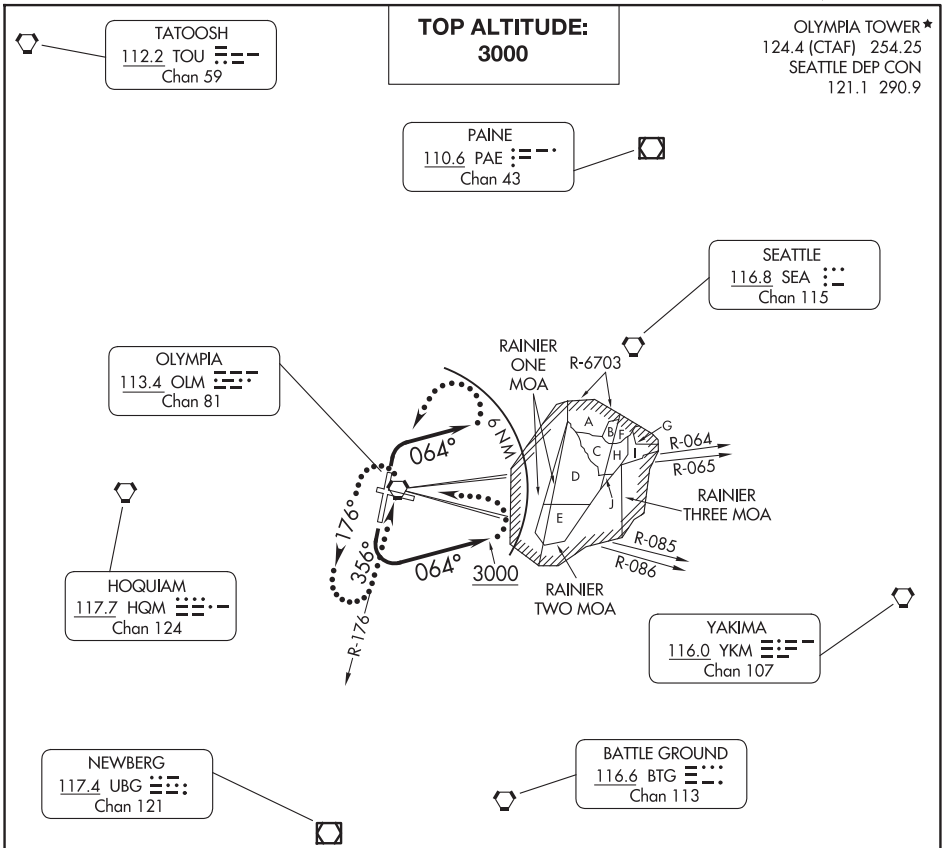
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

AIRPORT DIAGRAM

25107

OLYMPIA, WASHINGTON
OLYMPIA RGNL (OLM)

NW-1, 07 AUG 2025 to 02 OCT 2025



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.

NOTE: RADAR required.
NOTE: Chart not to scale.

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.

OMAK, WASHINGTON

AL-5453 (FAA)

25163

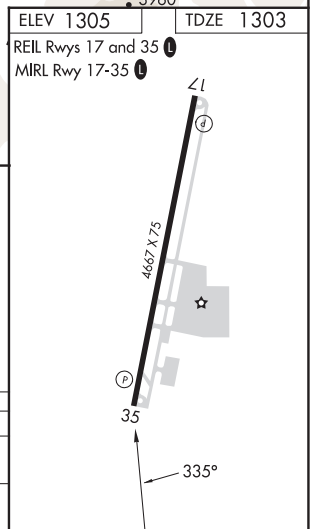
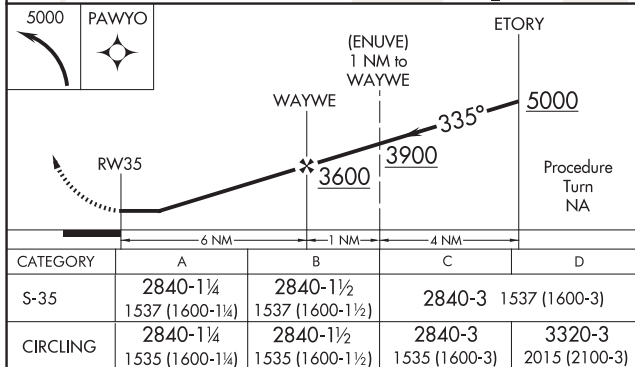
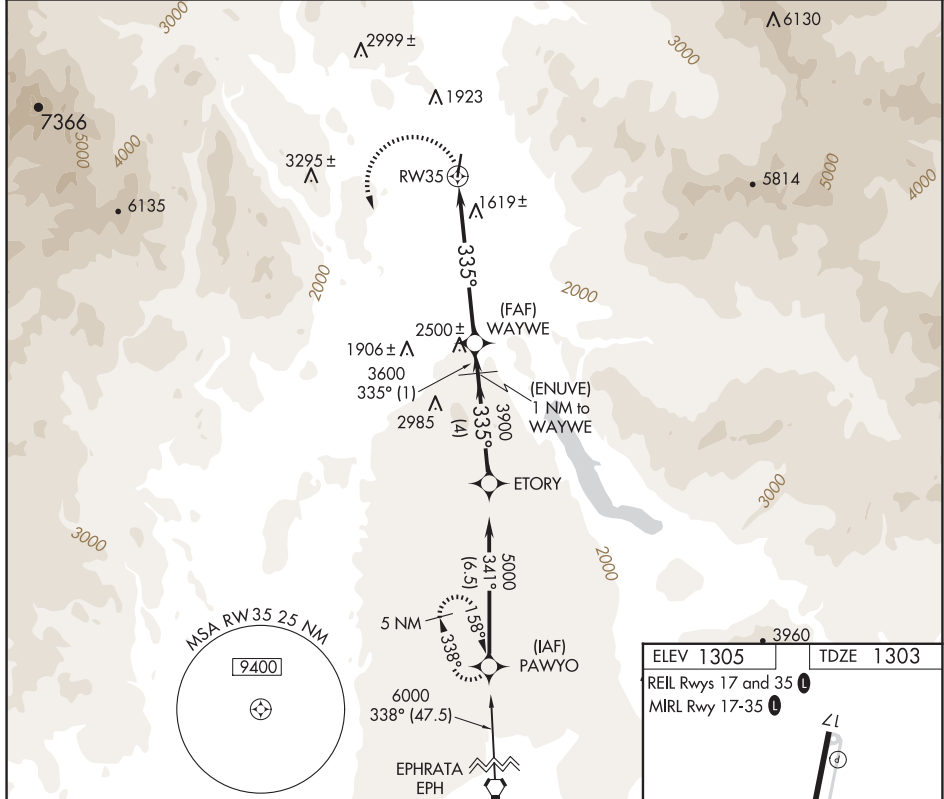
APP CRS 335°	Rwy Ldg 4667
	TDZE 1303
	Apt Elev 1305

GPS RWY 35

OMAK (OMK)

NA -1.5°C	Circling NA east of Rwy 17-35.	MISSED APPROACH: Climbing left turn to 5000 direct PAWYO WP and hold.
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ASOS 118.325	SEATTLE CENTER 126.1 291.6	UNICOM 122.8 (CTAF) 0
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OMAK, WASHINGTON

Orig-A 04NOV21

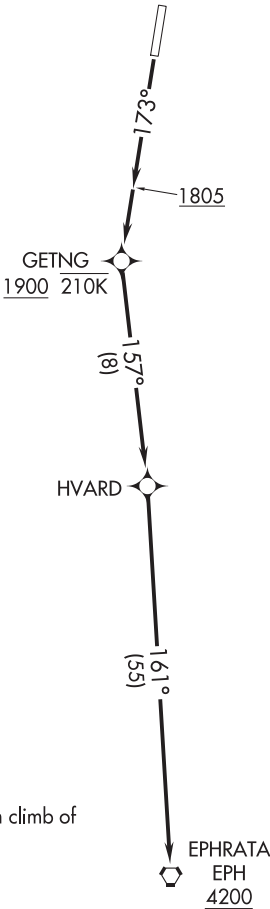
48°28'N-119°31'W

OMAK (OMK)

GPS RWY 35

NW-1, 07 AUG 2025 to 02 OCT 2025

SEATTLE CENTER
126.1 291.6



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 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.

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.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

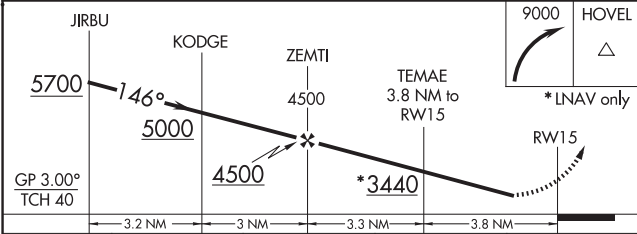
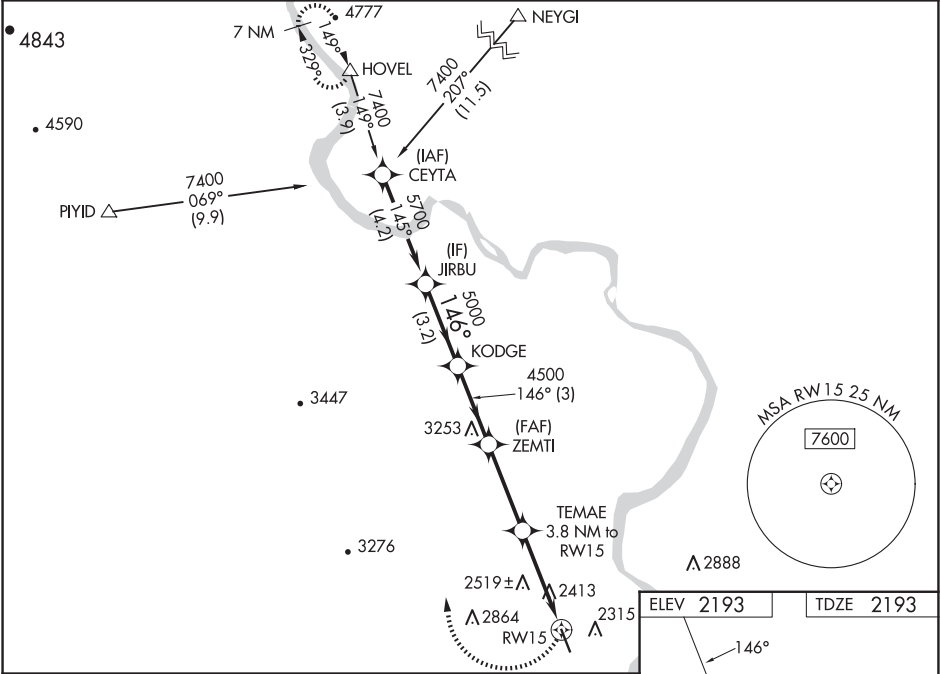
WAAS CH 78207 W15A	APP CRS 146°	Rwy Ldg TDZE 2193 Apt Elev 2193
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RNAV (GPS) RWY 15
ONTARIO MUNI (ON0)

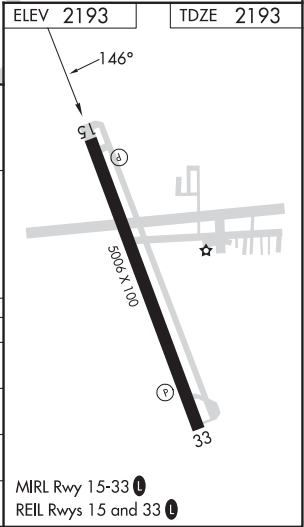
⚠ Baro-VNAV NA when using Caldwell altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Caldwell altimeter setting and increase LPV DA to 2867 feet, LNAV/VNAV DA to 2911 feet, and all MDA 100 feet; increase LPV visibility, all Cats by ½ SM, increase LNAV visibility Cats C/D and Circling Cat C by ¼ 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.

ASOS 135.275	SALT LAKE CENTER 128.05 306.95	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	2769-2 576 (600-2)			
LNAV/VNAV DA	2814-2½ 621 (700-2½)			
LNAV MDA	2780-1 587 (600-1)	2780-1¾ 587 (600-1¾)		
CIRCLING	2780-1 587 (600-1)	2800-1 607 (700-1)	3120-2¾ 927 (1000-2¾)	3240-3 1047 (1100-3)



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

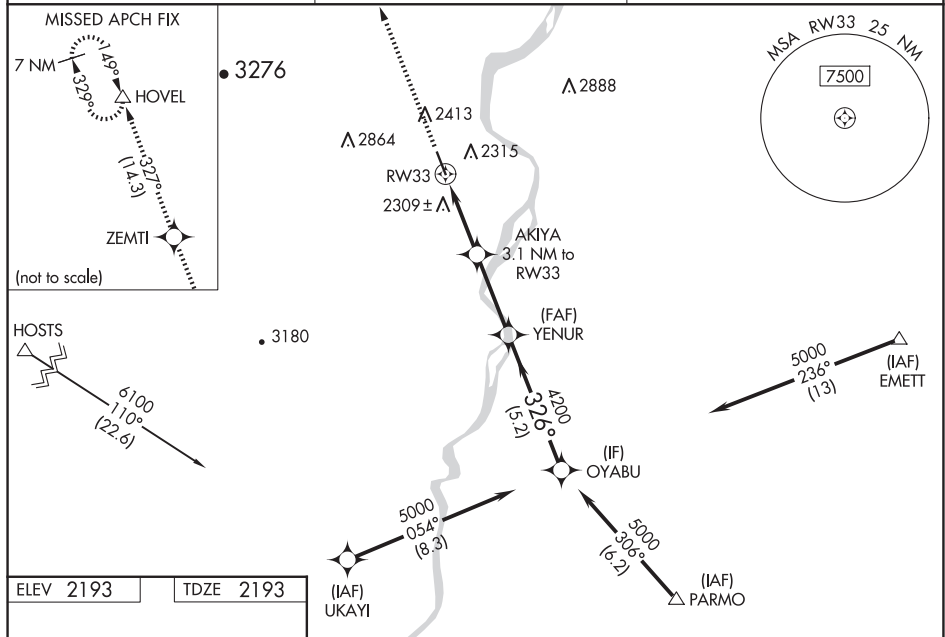
WAAS CH 87007 W33A	APP CRS 326°	Rwy Ldg 5006 TDZE 2193 Apt Elev 2193
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RNAV (GPS) RWY 33
ONTARIO MUNI (ONO)

▼ 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 $\frac{3}{4}$ SM all Cats; increase all MDA 100 feet and increase LNAV Cat C and D $\frac{3}{4}$ SM and Circling Cat C visibility $\frac{1}{4}$ SM. Circling Rwy 15 NA at night. Rwy 33 helicopter visibility reduction below $\frac{3}{4}$ 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) U
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[illegible]

PARIS, IDAHO

AL-10475 (FAA)

25163

WAAS CH 65742 W10A	APP CRS 124°	Rwy Ldg TDZE Apt Elev	5728 5932 5933
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RNAV (GPS) RWY 10

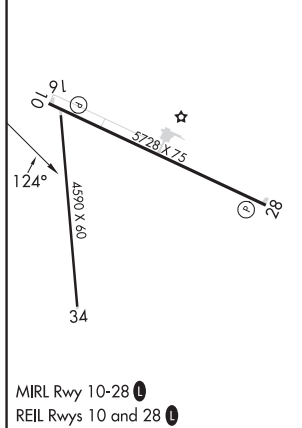
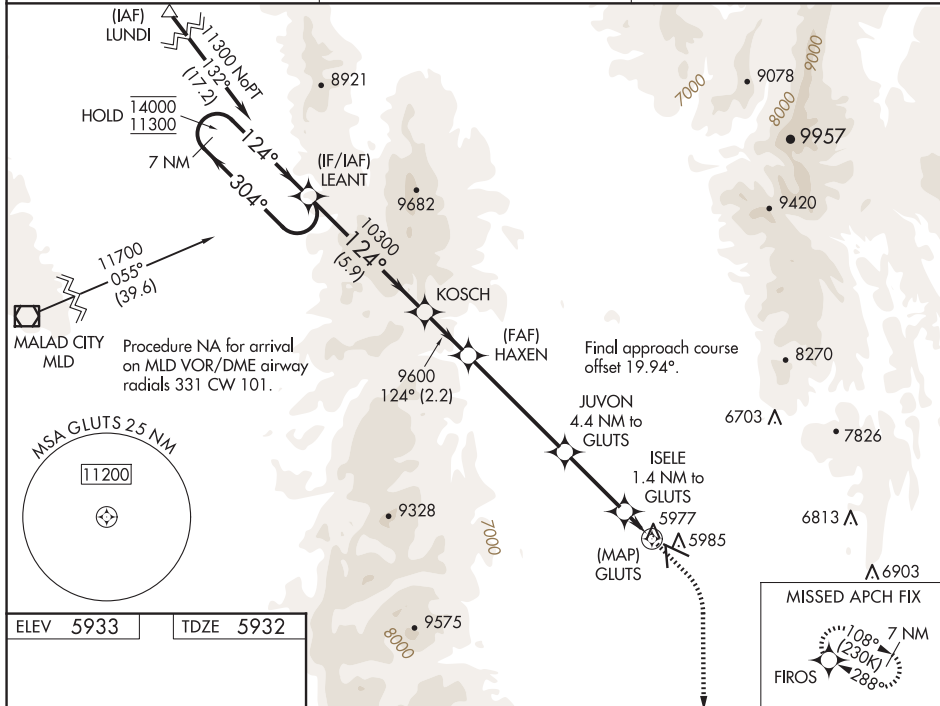
BEAR LAKE COUNTY (1U7)

RNP APCH - GPS.



MISSED APPROACH: (Do not exceed 185K until FIROS)
Climb to 6340 then climbing right turn to 11000 direct
FIROS and hold.

AWOS-3 118.525	SALT LAKE CENTER 128.35 239.25	UNICOM 122.8 (CTAF) 1
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7 NM Holding Pattern	LEANT	KOSCH	HAXEN	JUVON	ISELE	GLUTS	FIROS
14000 11300	304° 124°	10300 124°	9600 124°	7780 124°	6660 124°	6660 124°	6340 11000
5.9 NM	2.2 NM	4.9 NM	3 NM	1.4 NM	0.5 NM		
CATEGORY	A	B	C	D			
LP MDA	6240-1	308 (400-1)					
LNAV MDA	6240-1	308 (400-1)					
CIRCLING	6320-1 387 (400-1)	6440-1 507 (600-1)	6720-2¼ 787 (800-2¼)	7140-3 1207 (1300-3)			

PARIS, IDAHO

Amdt 1A 20MAR25

42°15'N-111°20'W

BEAR LAKE COUNTY (1U7)

RNAV (GPS) RWY 10

NW-1, 07 AUG 2025 to 02 OCT 2025

PARIS, IDAHO

AL-10475 (FAA)

25163

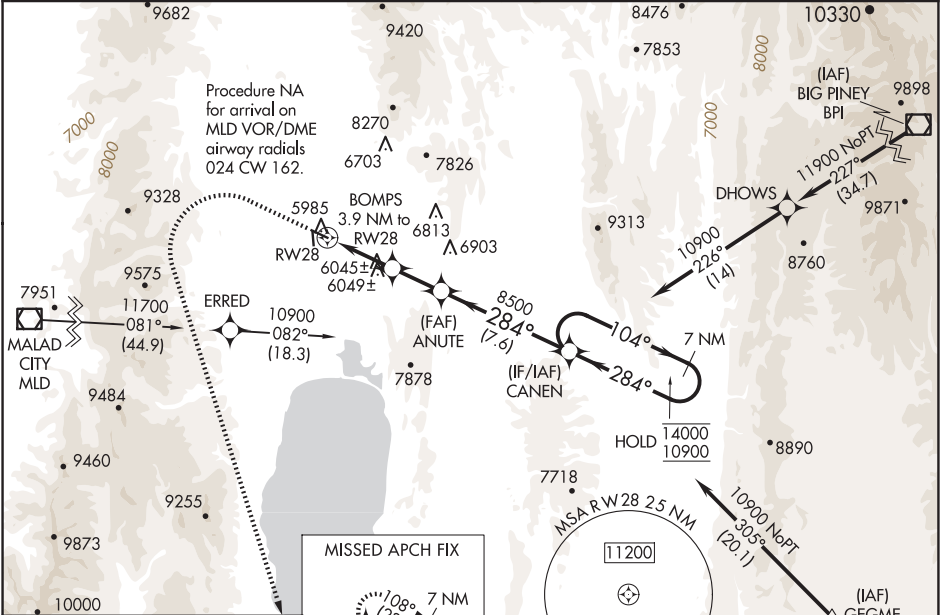
WAAS CH 62842 W28A	APP CRS 284°	Rwy Ldg TDZE Apt Elev 5728 5933 5933
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RNAV (GPS) RWY 28

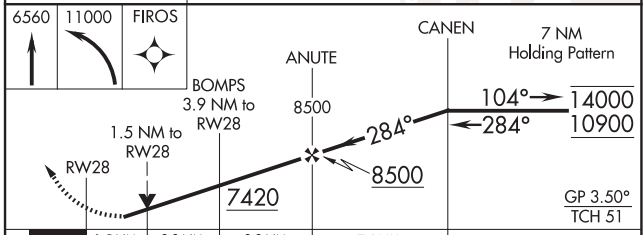
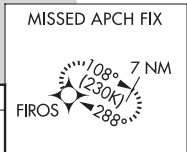
BEAR LAKE COUNTY (1U7)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 185K until FIROS) Climb to 6560 then climbing left turn to 11000 direct FIROS and hold.
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AWOS-3 118.525	SALT LAKE CENTER 128.35 239.25	UNICOM 122.8 (CTAF) 0
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ELEV 5933	TDZE 5933
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CATEGORY	A	B	C	D
LPV DA	6305-1	372 (400-1)		
LNAV/VNAV DA	6366-1¼	433 (500-1¼)		
LNAV MDA	6560-1 627 (700-1)	6560-1¾ 627 (700-1¾)		
CIRCLING	6560-1 627 (700-1)	6720-2¼ 787 (800-2¼)	7140-3 1207 (1300-3)	

PARIS, IDAHO
Amdt 1A 20MAR25

42°15'N-111°20'W

BEAR LAKE COUNTY (1U7)

RNAV (GPS) RWY 28

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

(1U71.LUNDI) 23110

AL-10475 (FAA)

BEAR LAKE ONE DEPARTURE (OBSTACLE) (RNAV)

BEAR LAKE COUNTY (1U7)

PARIS, IDAHO

SALT LAKE CENTER
128.35 239.25

RNAV 1 - GPS.

LUNDI
10100282°
(19)EKLKA
10100321°
(6)PAPIE
8700

6433

6433

344°

284°

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.

BEAR LAKE ONE DEPARTURE (OBSTACLE) (RNAV)

(1U71.LUNDI) 20APR23

PARIS, IDAHO

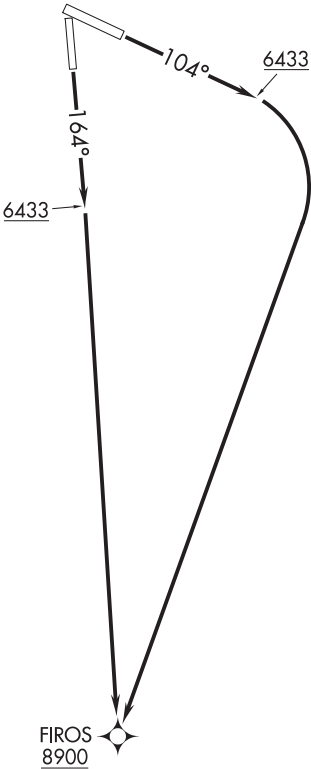
BEAR LAKE COUNTY (1U7)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SALT LAKE CENTER
128.35 239.25

RNAV 1-GPS.



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.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 104° to 6433, then climbing right turn direct FIROS, cross FIROS at or above 8900.

TAKEOFF RUNWAY 16: Climb on heading 164° to 6433, then climb direct FIROS, cross FIROS at or above 8900.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025


PASCO, WASHINGTON

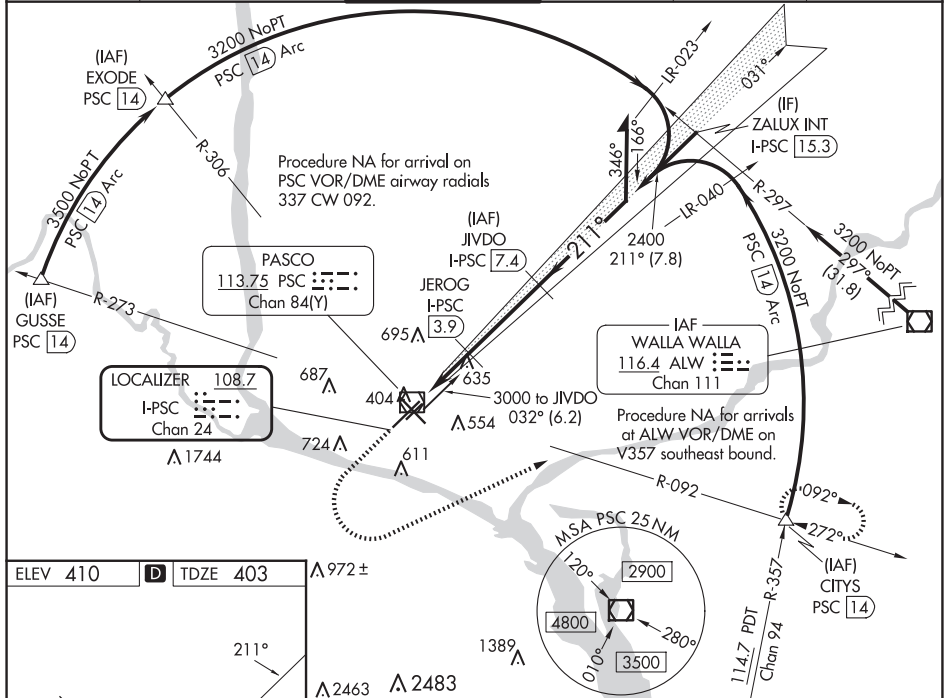
AL-474 (FAA)

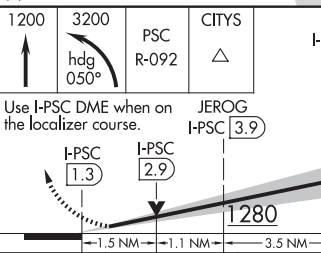
23334

LOC/DME I-PSC 108.7 Chan 24	APP CRS 211°	Rwy Idg TDZE Apt Elev	7110 403 410
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ILS or LOC RWY 21R TRI-CITIES (PSC)

DME required for LOC only. DME required for procedure entry at GUSSE, EXODE, CITYS, PSC VOR/DME.				MALSR 		MISSED APPROACH: Climb to 1200 then climbing left turn to 3200 on heading 050° and PSC VOR/DME R-092 to CITYS INT/PSC VOR/DME 14 DME 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	



ELEV 410	D	TDZE 403	Λ 972 ±
			
CATEGORY	A	B	C
S-ILS 21R*	603/24 200 (200-½)		
S-LOC 21R	940/24	537 (600-½)	940/55 537 (600-1)
CIRCLING	940-1	530 (600-1)	1040-1¾ 630 (700-1¾) 1100-2¼ 690 (700-2¼)

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Amdt 13C 08SEP22

46°16'N-119°07'W

TRI-CITIES (PSC)

ILS or LOC RWY 21R

NW-1, 07 AUG 2025 to 02 OCT 2025

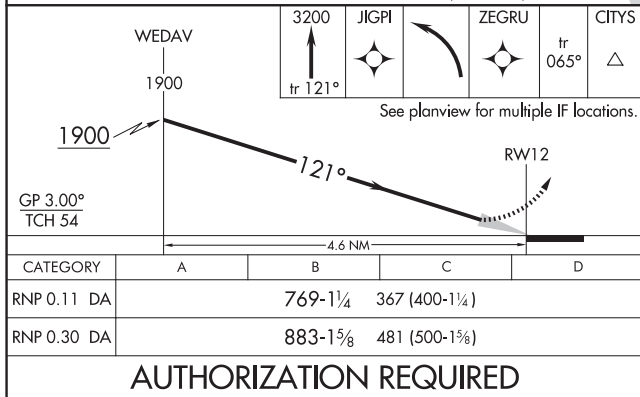
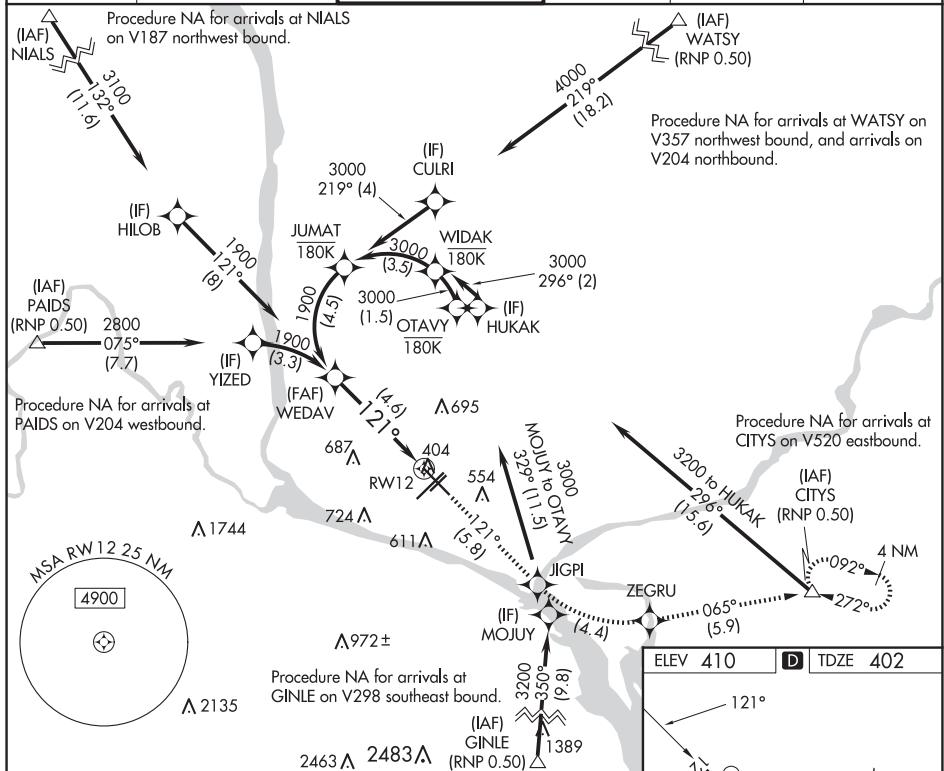
APP CRS	Rwy Idg	7504
121°	TDZE	402
	Apt Elev	410

RNAV (RNP) Z RWY 12
TRI-CITIES (PSC)

T For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F).
GPS required. RF required.

MISSED APPROACH: Climb to 3200 on track 121° to JIGPI, left turn to ZEGRU, and on track 065° to CITYS and hold.

ATIS 125.65	SPOKANE APP CON ★ 128.75 377.2	TRI-CITIES TOWER ★ 135.3 (CTAF) 0 323.3	GND CON 121.8	CLNC DEL 120.0	UNICOM 122.95
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RNAV (RNP) Z RWY 12 TRI-CITIES (PSC)

APP CRS	Rwy Idg	7110
211°	TDZE	404
	Apt Elev	410

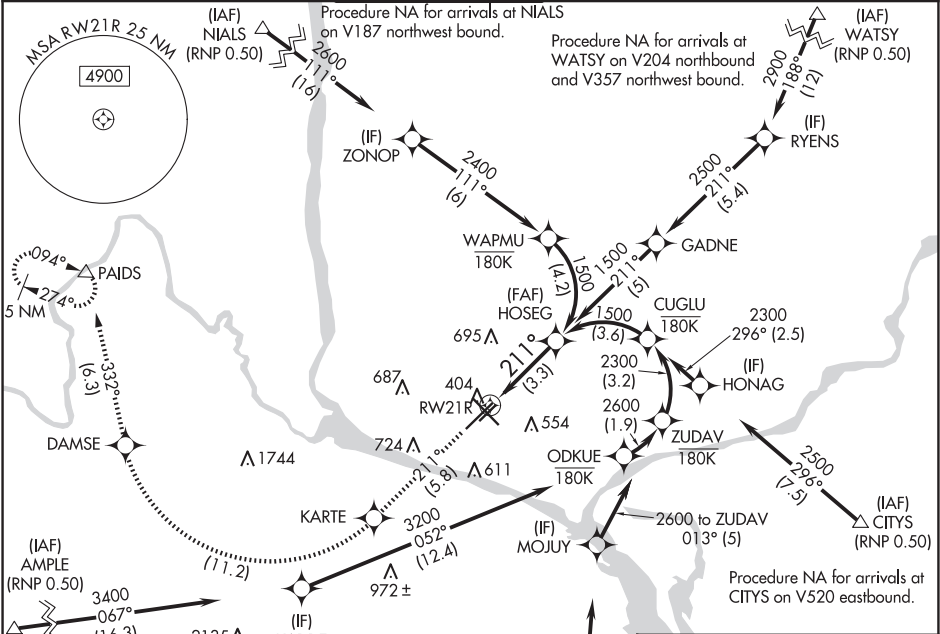
RNAV (RNP) Z RWY 21R
TRI-CITIES (PSC)

⚠ For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). GPS required. RF required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 5700 and RNP 0.30 all Cats visibility to 1½ mile.

MALSR

MISSED 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) 0 323.3	GND CON 121.8	CLNC DEL 120.0	UNICOM 122.95
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ELEV 410 **D** TDZE 404

5200 KARTE → DAMSE tr 332° → PAIDS

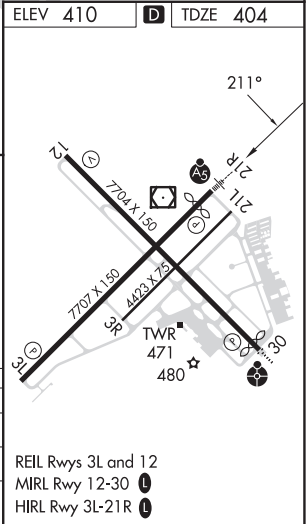
See planview for multiple IF locations.

RW21R → 211° → 1500



GP 3.00° TCH 55

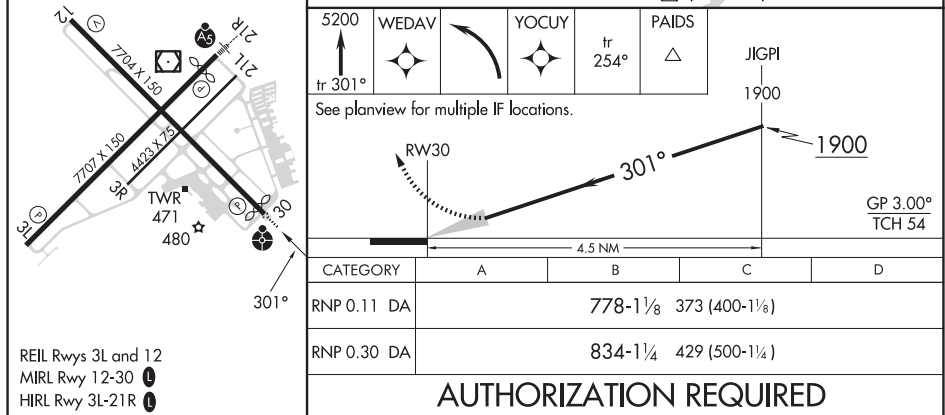
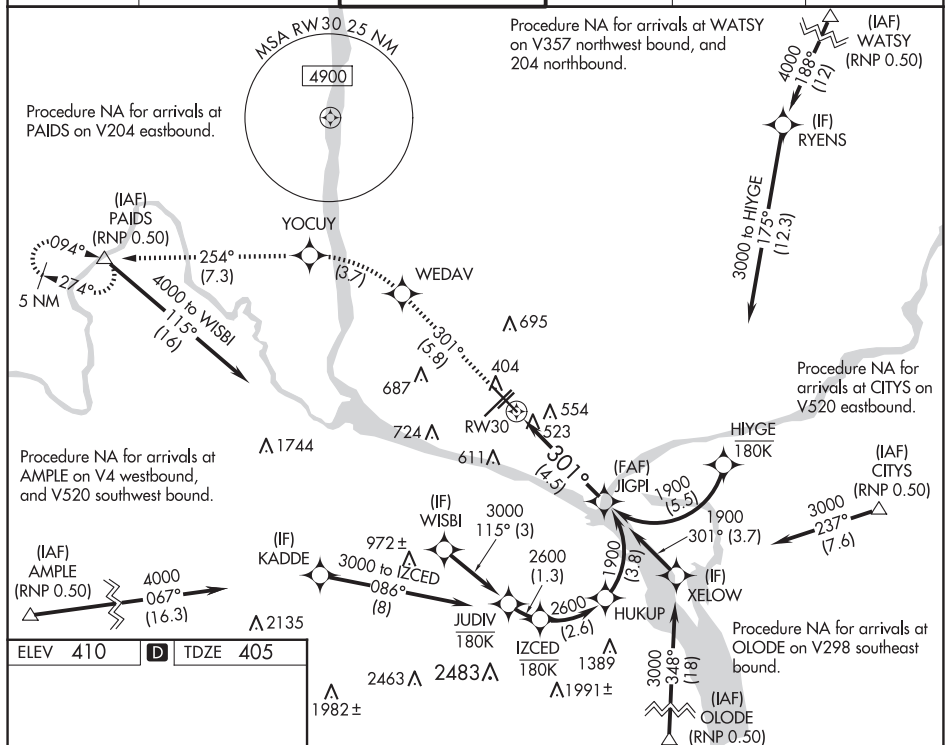
Procedure NA for arrivals at GINLE on V298 southeast bound.

5200	KARTE	DAMSE	tr 332°	PAIDS	HOSEG
tr 211°					1500
See planview for multiple IF locations.					
RW21R → 211° → 1500					
GP 3.00° TCH 55					
CATEGORY	A	B	C	D	
RNP 0.11 DA		754/33	350 (400-½)		
RNP 0.30 DA		832/48	428 (500-1)		
AUTHORIZATION REQUIRED					



RNAV (RNP) Z RWY 30
TRI-CITIES (PSC)

	For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F) RF required. GPS required. For inoperative ODALS, increase RNP 0.11 visibility all Cats to 1¼ mile, and increase RNP 0.30 visibility all Cats to 1½ mile.				MISSED APPROACH: Climb to 5200 on track 301° to WEDAV, left turn to YOCUY, and on track 254° to PAIDS and hold.
	ATIS 125.65	SPOKANE APP CON ★ 128.75 377.2	TRI-CITIES TOWER★ 135.3 (CTAF) 0 323.3	GND CON 121.8	CLNC DEL 120.0



RNAV (RNP) Z RWY 30 TRI-CITIES (PSC)

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40206 W03A	APP CRS 031°	Rwy Idg TDZE Apt Elev	7707 410 410
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RNAV (GPS) Y RWY 3L

TRI-CITIES (PSC)

RNP APCH.

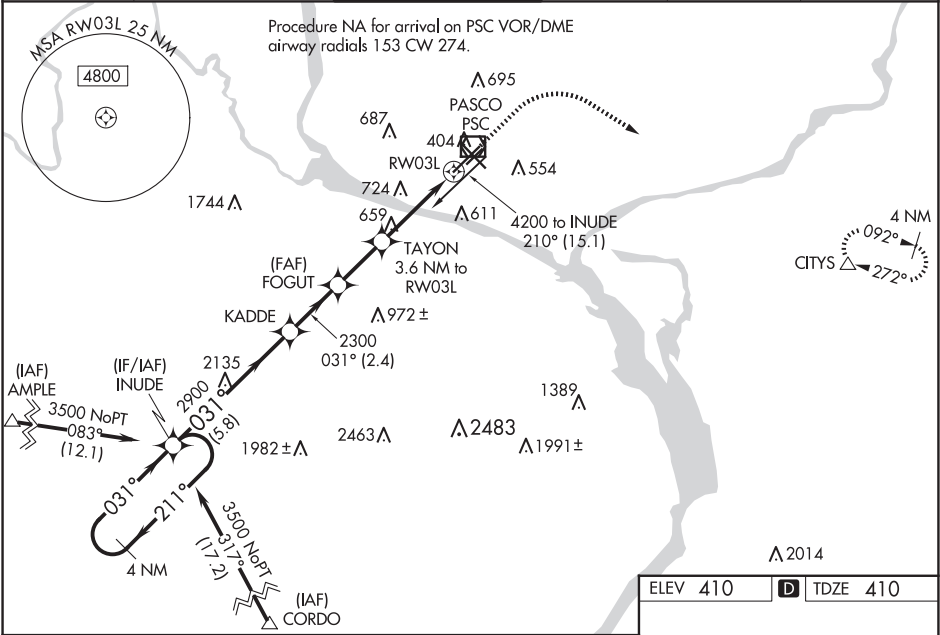
▼

⚠

Baro-VNAV NA when using Hermiston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV 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 ¼ mile, LNAV/VNAV all Cats visibilities ⅓ mile: increase LNAV Cats C and D visibility ⅓ mile. Circling Cat C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 1000 then climbing right turn to 3200 direct CITYS and hold.

ATIS 125.65	SPOKANE APP CON* 128.75 377.2	TRI-CITIES TOWER* 135.3 (CTAF) 0 323.3	GND CON 121.8	CLNC DEL 120.0	UNICOM 122.95
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 49).		1000	3200	CITYS
3500 ← 211° 031° →		INUDE	KADDE	FOGUT	TAYON 3.6 NM to RW03L	*RNAV only
GP 3.00° TCH 45		2900		2300	*1.5 NM to RW03L	
		2300		*1600		RW03L
		5.8 NM		2.4 NM	2.2 NM	2.1 NM
		A		B	C	D
CATEGORY						
LPV DA		610-¾ 200 (200-¾)				
LNAV/VNAV DA		708-1 298 (300-1)				
LNAV MDA		920-1 510 (600-1)		920-1¾ 510 (600-1¾)		
CIRCLING		920-1 510 (600-1)	940-1 530 (600-1)	1040-1¾ 630 (700-1¾)	1100-2¼ 690 (700-2¼)	

PASCO, WASHINGTON

AL-474 (FAA)

23166

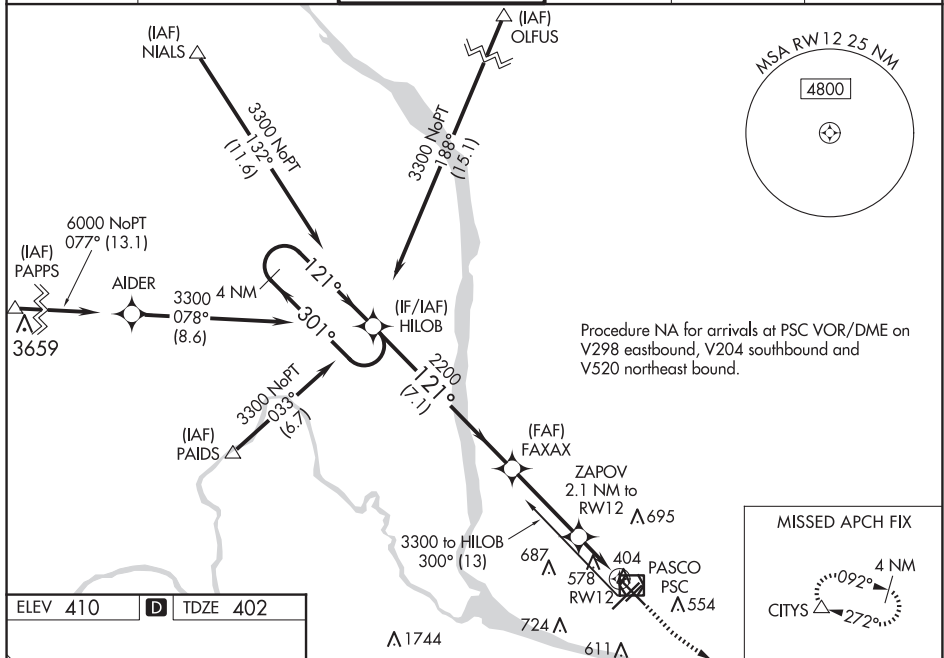
WAAS CH 58006 W12A	APP CRS 121°	Rwy Idg TDZE Apt Elev	7504 402 410
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RNAV (GPS) Y RWY 12

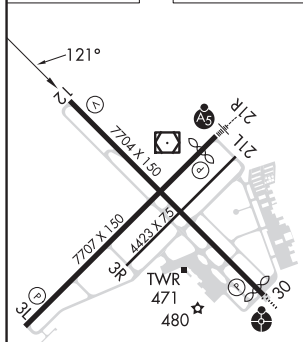
TRI-CITIES (PSC)

<p>⚠ 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 $\frac{1}{8}$ mile; LNAV/VNAV all Cats visibilities $\frac{3}{8}$ mile; increase LNAV and Circling Cats C and D visibility $\frac{1}{4}$ mile.</p>	<p>MISSED APPROACH: Climb to 900 then climbing left turn to 3200 direct CITYS and hold.</p>
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ATIS 125.65	SPOKANE APP CON ★ 128.75 377.2	TRI-CITIES TOWER ★ 135.3 (CTAF) 0 323.3	GND CON 121.8	CLNC DEL 120.0	UNICOM 122.95
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ELEV 410	D	TDZE 402
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REIL Rwy 3L and 12
MIRL Rwy 12-30
HIRL Rwy 3L-21R

<p>4 NM Holding Pattern</p> <p>3300 ← 301° → 121° → 2200</p> <p>GP 3.00° TCH 54</p>				<p>900 3200 CITYS</p> <p>*LNNAV only</p> <p>*1.2 NM to RW12</p> <p>RW12</p>
CATEGORY	A	B	C	D
LPV DA	602- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
LNAV/VNAV DA	755-1 $\frac{1}{8}$ 353 (400-1 $\frac{1}{8}$)			
LNAV MDA	840-1 438 (500-1)	840-1 $\frac{3}{8}$ 438 (500-1 $\frac{3}{8}$)		
C CIRCLING	880-1 470 (500-1)	940-1 530 (600-1)	1040-1 $\frac{3}{4}$ 630 (700-1 $\frac{3}{4}$)	1100-2 $\frac{1}{4}$ 690 (700-2 $\frac{1}{4}$)

PASCO, WASHINGTON

Amdt 2 13NOV14

46°16'N-119°07'W

TRI-CITIES (PSC)

RNAV (GPS) Y RWY 12

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40303 W21A	APP CRS 211°	Rwy Idg TDZE 404 Apt Elev 410
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RNAV (GPS) Y RWY 21R

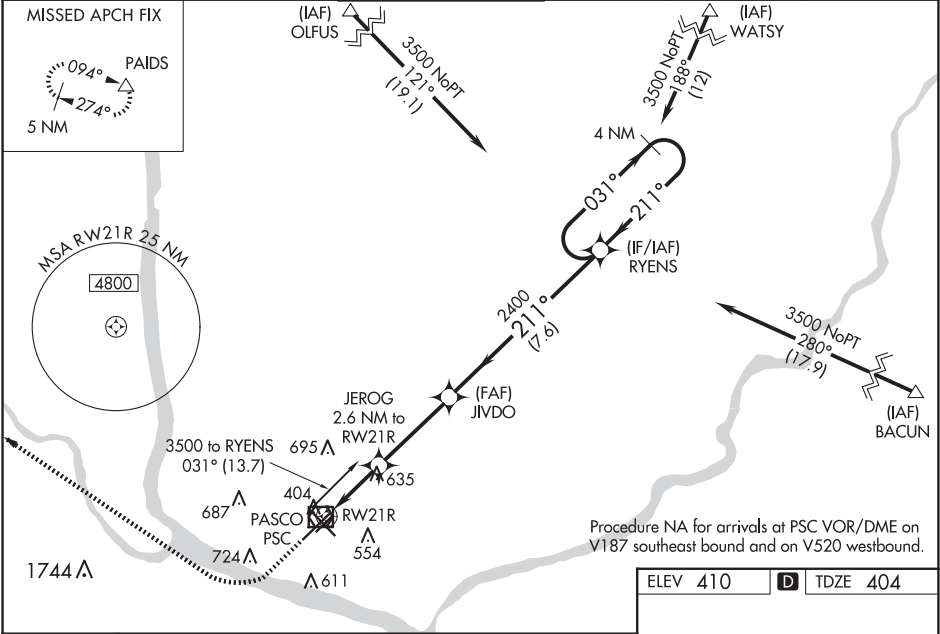
TRI-CITIES (PSC)

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 and increase all DA 95 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility 3⁄8 mile; LNAV Cat C and D visibility 3⁄8 mile and Circling Cat C and D visibility 1⁄4 mile.
RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Hermiston altimeter setting.

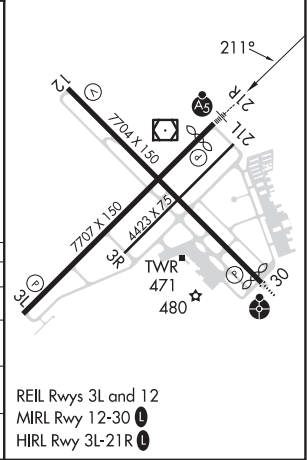
MALSR

MISSED APPROACH:
Climb to 1100 then climbing right turn to 5200 direct PAIDS and hold, continue climb-in-hold to 5200.

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
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<div><div>1100</div><div>5200</div><div>PAIDS</div></div>					
*LNAV only					
CATEGORY		A	B	C	D
LPV DA#			604/24	200 (200-1⁄2)	
LNAV/VNAV DA			844/51	440 (500-1)	
LNAV MDA		940/24 536 (600-1⁄2)		940/55 536 (600-1)	
CIRCLING		940-1 530 (600-1)	1040-1 630 (700-1 3⁄4)	1100-2 690 (700-2 1⁄4)	



PASCO, WASHINGTON


AL-474 (FAA)

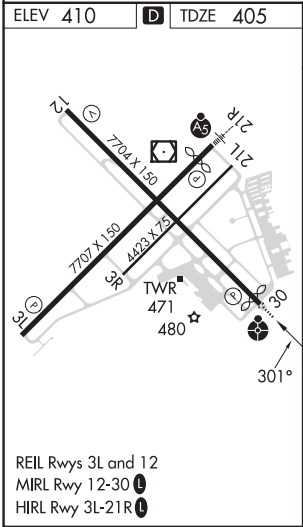
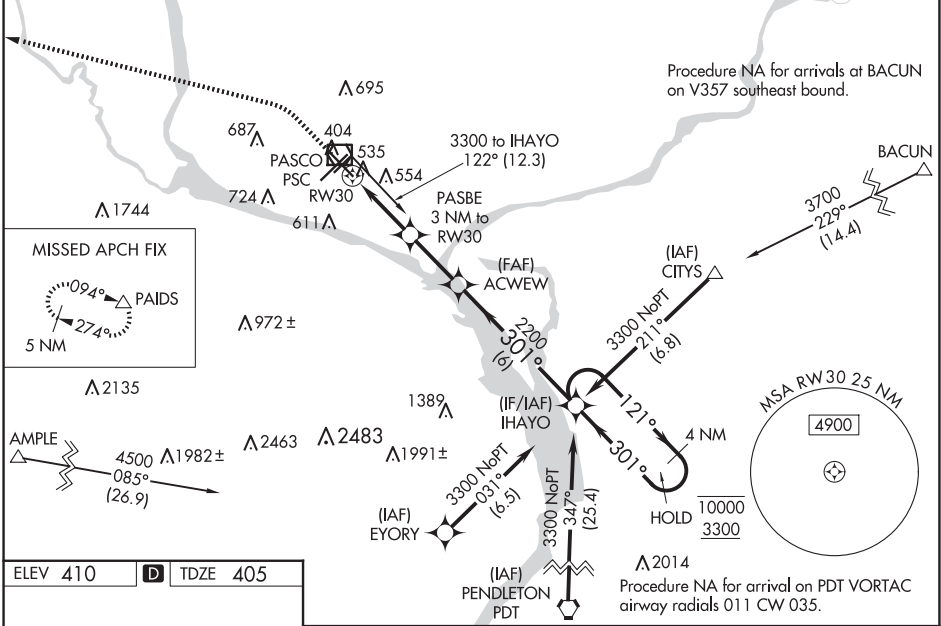
23166

WAAS CH 86605 W30A	APP CRS 301°	Rwy Idg TDZE Apt Elev	7504 405 410
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RNAV (GPS) Y RWY 30

TRI-CITIES (PSC)

RNP APCH.		<div>ODALS</div> <div></div>	MISSED APPROACH: Climb to 900 then climbing left turn to 5200 direct PAIDS and hold, continue climb-in-hold to 5200.		
<div><div><div>▼</div><div>▲</div></div><div>Baro-VNAV and VDP NA when using Hermiston altimeter setting. Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. When local altimeter setting not received, use Hermiston altimeter setting; increase all DA 95 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats visibilities $\frac{1}{4}$ mile; increase LNAV and Circling Cats C and D visibility $\frac{1}{4}$ mile.</div></div>					
ATIS 125.65	SPOKANE APP CON★ 128.75 377.2	TRI-CITIES TOWER★ 135.3 (CTAF) 0 323.3	GND CON 121.8	CLNC DEL 120.0	UNICOM 122.95



900 ↑		5200 ↙		PAIDS △		ACWEW		IHAYO		4 NM Holding Pattern	
* LNAV only		PASBE 3 NM to RW30		* 1.2 NM to RW30		2200		301°		121° → 10000 ← 301° 3300	
RW30		1400*		2200		GP 3.00° TCH 54					
1.2 NM		1.8 NM		2.5 NM		6 NM					
CATEGORY		A		B		C		D			
LPV DA		655-¾		250 (300-¾)							
LNAV/ VNAV DA		749-1		344 (400-1)							
LNAV MDA		840-¾		435 (500-¾)		840-1⅛		435 (500-1⅛)			
CIRCLING		880-1 470 (500-1)		940-1 530 (600-1)		1040-1¾ 630 (700-1¾)		1100-2¼ 690 (700-2¼)			

PASCO, WASHINGTON
Amdt 3A 05DEC19

46°16'N-119°07'W

TRI-CITIES (PSC)

RNAV (GPS) Y RWY 30

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME PSC 113.75 Chan 84 (Y)	APP CRS 217°	Rwy Idg 7110 TDZE 404 Apt Elev 410
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VOR RWY 21R
TRI-CITIES (PSC)

DME required.

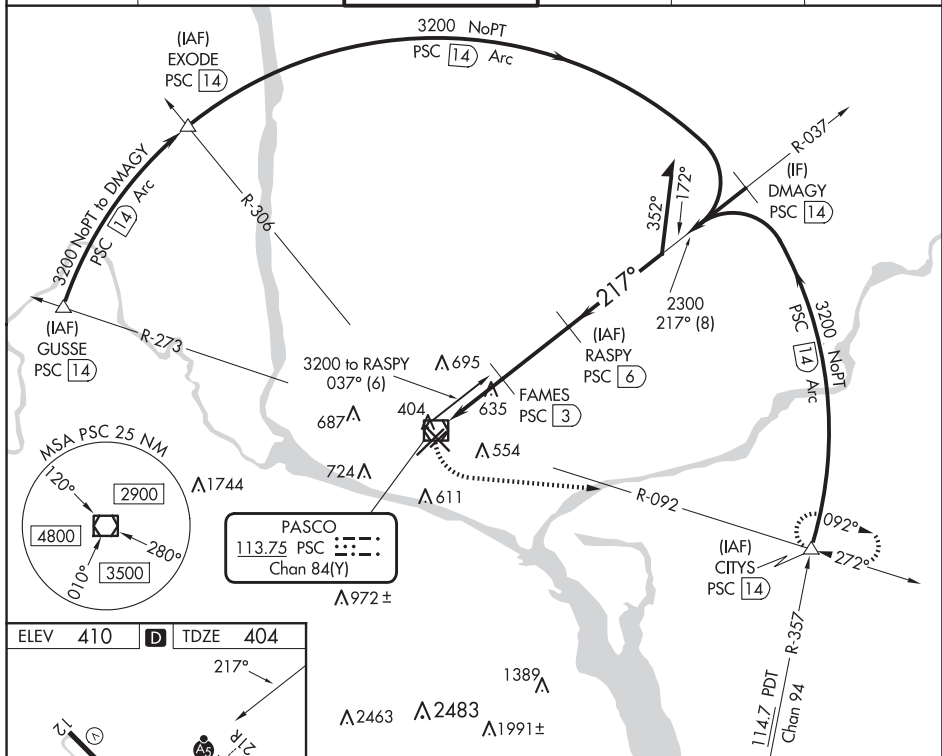
A VDP NA when using Hermiston altimeter setting. When local altimeter setting not received, use Hermiston altimeter setting and increase all MDA 100 feet and increase S-21R Cat C/D visibility $\frac{3}{8}$ SM and Circling Cat C/D visibility $\frac{1}{4}$ SM. For Inop ALS when using Hermiston altimeter setting, increase Cat C/D visibility to $1\frac{3}{4}$ SM.

MALSR

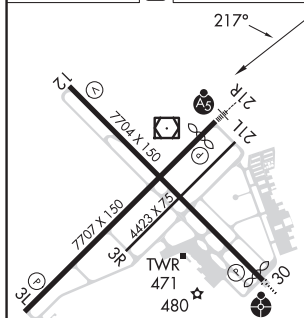


MISSED APPROACH: Climbing left turn to 3200 on heading 080° and PSC VOR/DME R-092 PSC VOR/DME to CITYS INT/PSC 14 DME and hold.

ATIS 125.65	SPOKANE APP CON ★ 128.75 377.2	TRI-CITIES TOWER ★ 135.3 (CTAF) 0 323.3	GND CON 121.8	CLNC DEL 120.0	UNICOM 122.95
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ELEV	410	D	TDZE	404
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REIL Rwy 3L and 12
MIRL Rwy 12-30 (L)
HIRL Rwy 3L-21R (L)

 hdg 080°	PSC R-092	CITYS △	RASPY PSC [6]	Remain within 10 NM
CATEGORY	A	B	C	D
S-21R	940/24	536 (600-½)	940/55	536 (600-1)
CIRCLING	940-1	530 (600-1)	1040-1¼ 630 (700-1¾)	1100-2¼ 690 (700-2¼)

PASCO, WASHINGTON

AL-474 (FAA)

23334

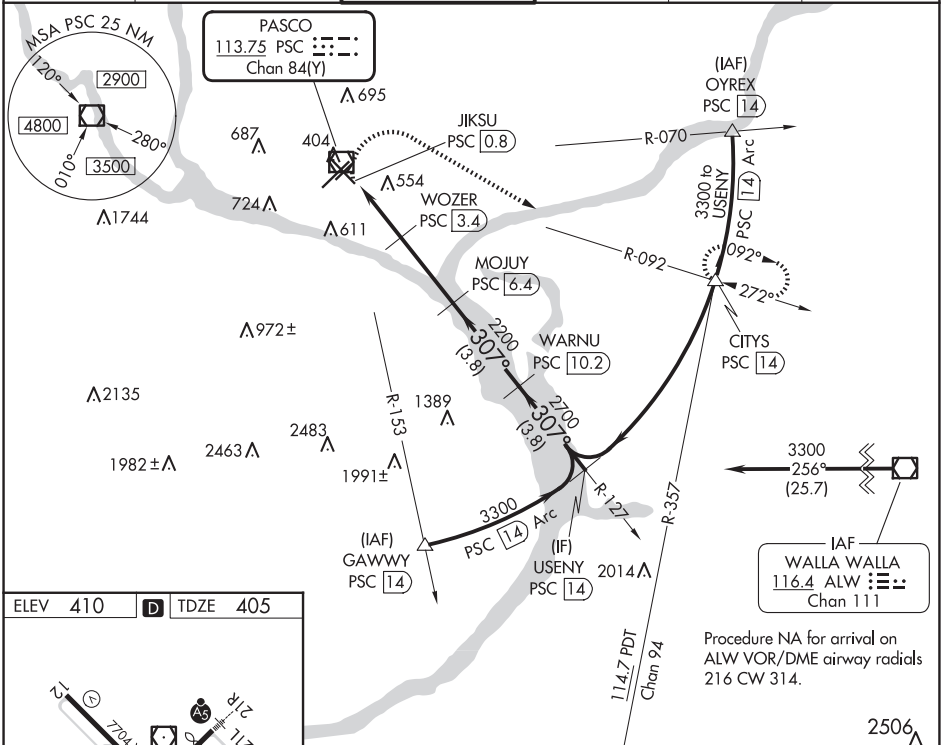
VOR/DME PSC 113.75 Chan 84(Y)	APP CRS 307°	Rwy Idg TDZE Apt Elev	7504 405 410
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VOR RWY 30

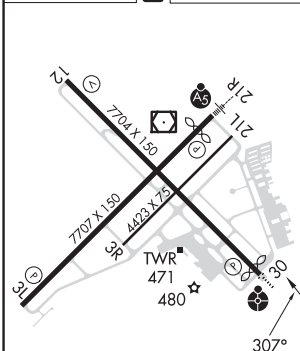
TRI-CITIES(PSC)

DME required.	ODALS	MISSED APPROACH: Climbing right turn to 3200 on heading 105° and PSC R-092 to CITYS/PSC 14 DME and hold.
<p>▼ Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ 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 $\frac{3}{8}$ SM and Circling Cat C/D visibility $\frac{1}{4}$ SM. For inop ALS, increase S-30 Cat C/D visibility to $1\frac{1}{8}$ SM.</p>		

ATIS 125.65	SPOKANE APP CON * 128.75 377.2	TRI-CITIES TOWER * 135.3 (CTAF) 0 323.3	GND CON 121.8	CLNC DEL 120.0	UNICOM 122.95
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ELEV 410	D	TDZE 405
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REIL Rwy 3L and 12
MIRL Rwy 12-30
HIRL Rwy 3L-21R

3200	PSC R-092	CITYS	WOZER PSC 3.4	MOJUJ PSC 6.4	WARNU PSC 10.2	USENY PSC 14
307°	1260	2200	2700	3300		
1.1 NM	1.5	3 NM	3.8 NM	3.8 NM		
CATEGORY	A	B	C	D		
S-30	820- $\frac{3}{4}$	415 (500- $\frac{3}{4}$)	820-1	415 (500-1)		
CIRCLING	880-1 470 (500-1)	940-1 530 (600-1)	1040-1 $\frac{3}{4}$ 630 (700-1 $\frac{3}{4}$)	1100-2 $\frac{1}{4}$ 690 (700-2 $\frac{1}{4}$)		

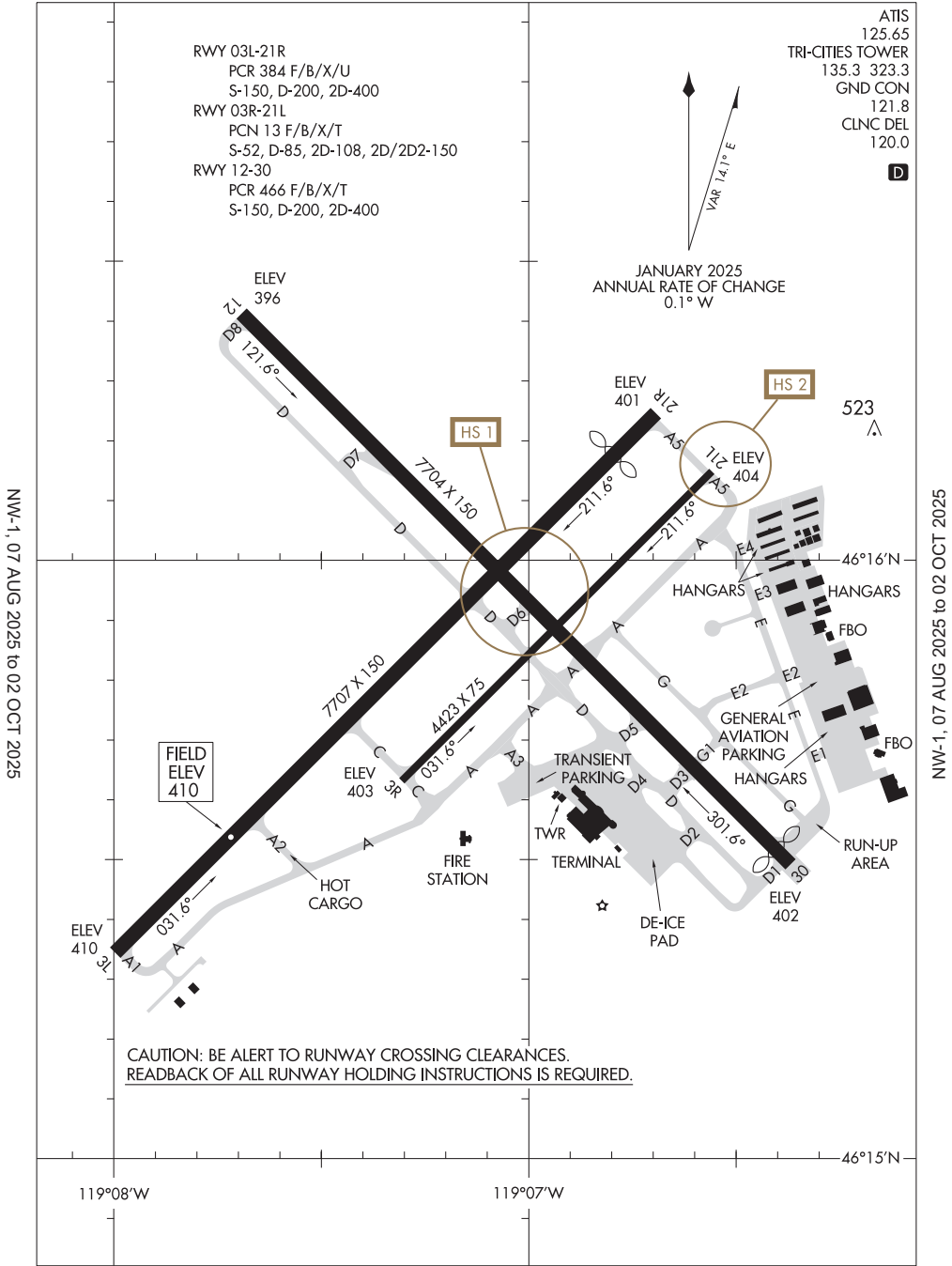
PASCO, WASHINGTON
Amdt 5C 08SEP22

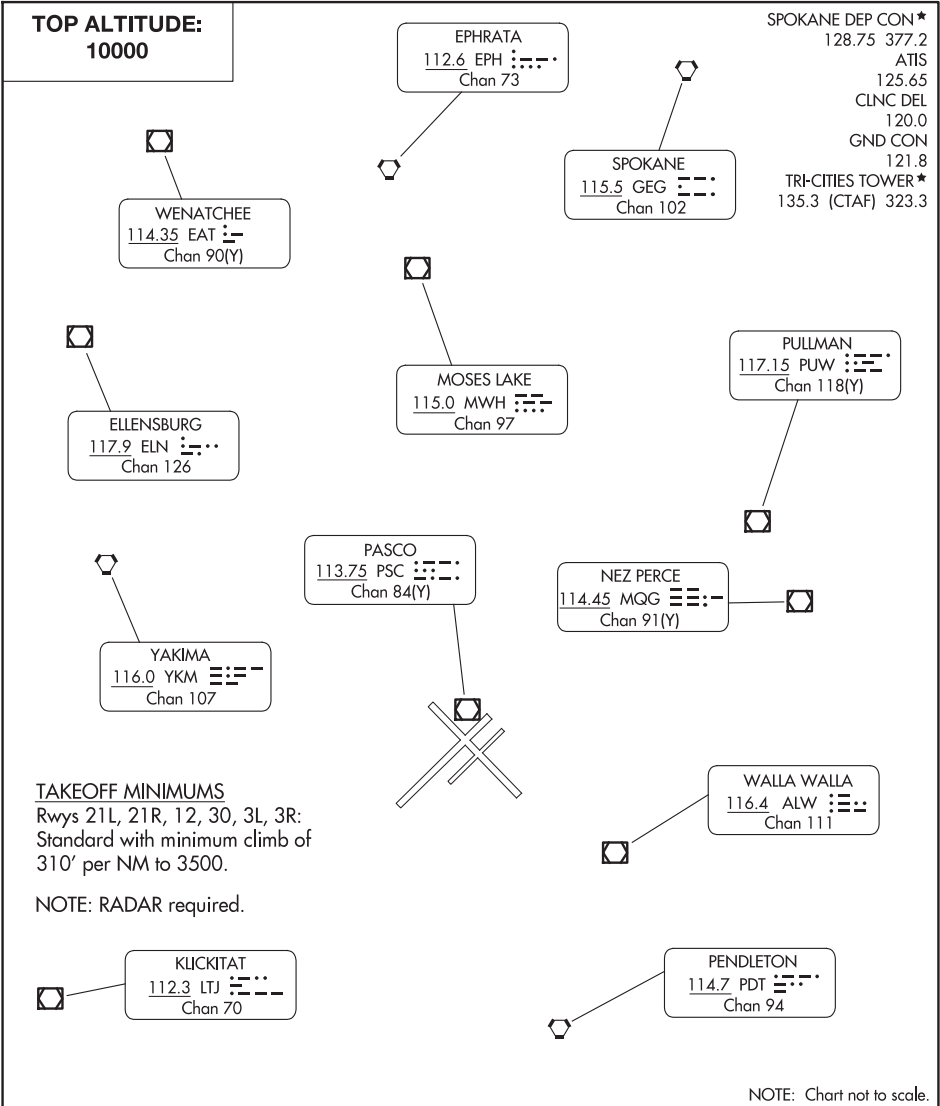
46°16'N-119°07'W

TRI-CITIES (PSC)

VOR RWY 30

NW-1, 07 AUG 2025 to 02 OCT 2025





▼

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.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC I-PDT <u>110.3</u>	APP CRS 254°	Rwy Idg 6301 TDZE 1487 Apt Elev 1497
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ILS or LOC RWY 26

EASTERN OREGON RGNL AT PENDLETON (PDT)

DME required.

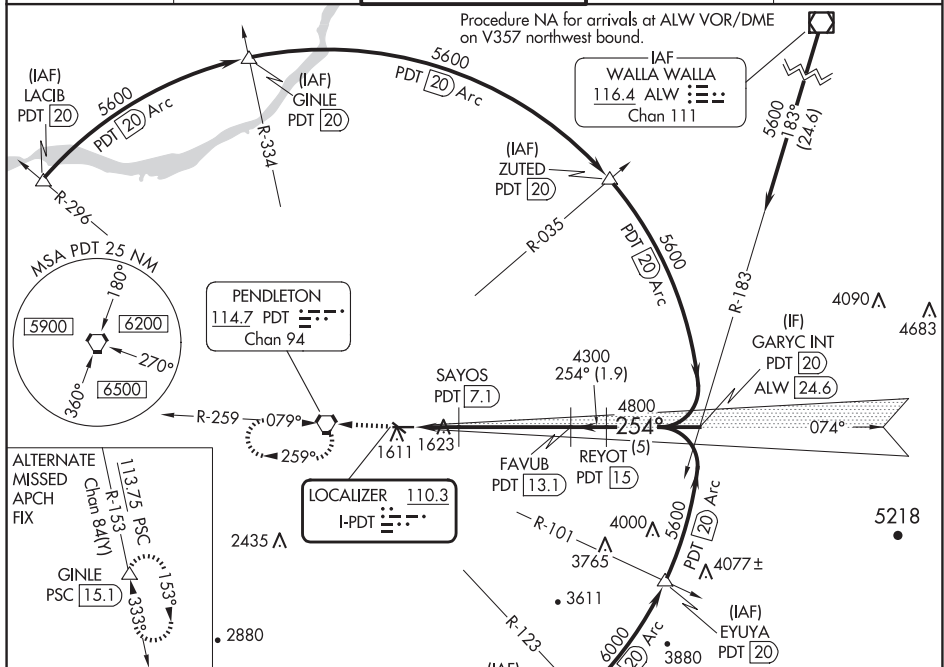
T DME from PDT VORTAC. Simultaneous reception of I-PDT
A and PDT DME required.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

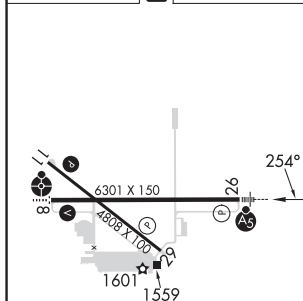


MISSED APPROACH: Climb to 4200 direct PDT VORTAC and hold, continue climb-in-hold to 4200.

ASOS 118.325	SPOKANE APP CON ★ 133.15 379.15	PENDLETON TOWER ★ 119.7 (CTAF) 0 257.8	GND CON 121.9 257.8	UNICOM 122.95
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ELEV 1497	D	TDZE 1487
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REIL Rwy 11 and 29 **L**
MIRL Rwy 11-29 **L**
HIRL Rwy 8-26 **L**

PENDLETON, OREGON
Amdt 25E 08SEP22

4200 ↑ PDT

VGS I and ILS glidepath not coincident
(VGS I Angle 3.00/TCH 48).

GARYC INT
PDT 20

REYOT
PDT 15

FAVUB
PDT 13.1

SAYOS
PDT 7.1

PDT 4.6

PDT 5.7

2320

4300

4800

5600

254°

GS 3.00°
TCH 55

1.1 NM

1.4 NM

6 NM

1.9 NM

5 NM

CATEGORY	A	B	C	D
S-ILS 26*	1687/24 200 (200-½)			
S-LOC 26	1880/24 393 (400-½)		1880/40 393 (400-¾)	
C CIRCLING	1920-1 423 (500-1)	1960-1 463 (500-1)	1980-1½ 483 (500-1½)	2200-2¼ 703 (800-2¼)

EASTERN OREGON RGNL AT PENDLETON (PDT)

ILS or LOC RWY 26

PENDLETON, OREGON

AL-316 (FAA)

24137

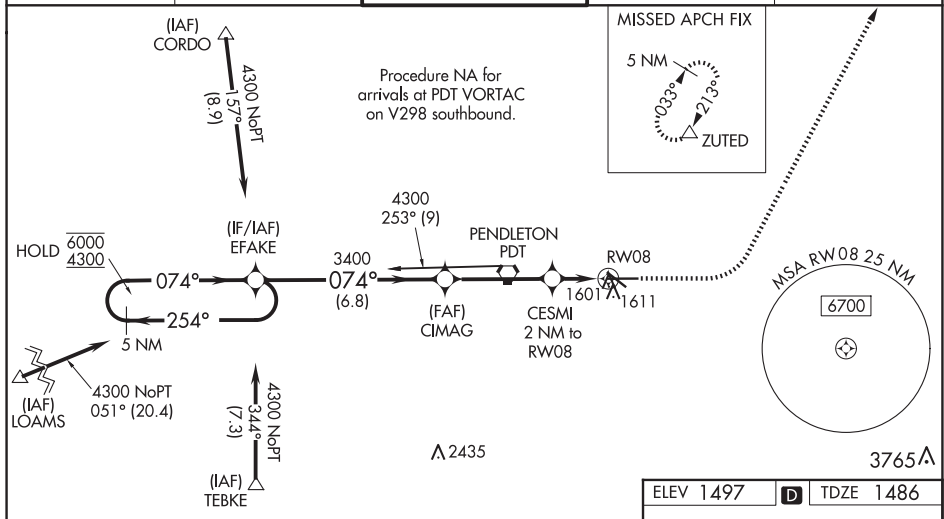
WAAS CH 73012 W08A	APP CRS 074°	Rwy Idg TDZE 1486 Apt Elev 1497
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RNAV (GPS) RWY 8

EASTERN OREGON RGNL AT PENDLETON (PDT)

RNP APCH.	<p>⚠ Circling to Rwy 11 NA at night. Baro-VNAV and VDP NA when using Walla Walla altimeter setting. Rwy 8 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Inop table does not apply to LPV all Cats and LNAV Cats C/D. When local altimeter setting not received, use Walla Walla altimeter setting and increase all DA 122 feet and all visibilities $\frac{1}{4}$ SM. Increase all MDA 140 feet and LNAV Cat C/D and Circling Cat C visibilities $\frac{1}{4}$ SM and Circling Cat D $\frac{1}{2}$ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to $\frac{3}{8}$ SM. For inop ALS when using Walla Walla altimeter setting, increase LNAV/VNAV all Cats visibility to $1\frac{1}{8}$ SM.</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climb to 2100 then climbing left turn 5000 to ZUTED and hold.</p>
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ASOS 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
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CATEGORY	A	B	C	D
LPV DA		1736- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
LNAV/VNAV DA		1769- $\frac{3}{4}$	283 (300- $\frac{3}{4}$)	
LNAV MDA	1860- $\frac{3}{4}$	374 (400- $\frac{3}{4}$)	1860-1	374 (400-1)
CIRCLING	1920-1 423 (500-1)	1960-1 463 (500-1)	1980-1 $\frac{1}{2}$ 483 (500-1 $\frac{1}{2}$)	2200-2 $\frac{1}{4}$ 703 (800-2 $\frac{1}{4}$)

PENDLETON, OREGON

Amdt 1A 26MAR20

EASTERN OREGON RGNL AT PENDLETON (PDT)




45°42'N-118°51'W

RNAV (GPS) RWY 8

NW-1, 07 AUG 2025 to 02 OCT 2025

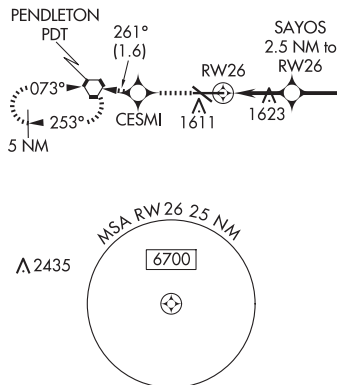
RNAV (GPS) RWY 26

EASTERN OREGON RGNL AT PENDLETON (PDT)

<p>RNP APCH.</p> <p> Circling Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV alt Cts visibility to RVR 4500.</p> <p> # RVR 1800 authorized with the use of FD or AP or HUD to DA.</p>	<p>MALSR</p> <p></p>	<p>MISSED APPROACH: Climb to 4300 direct CESM1 and on track 261° to PDT VORTAC and hold, continue climb-in-hold to 4300.</p>
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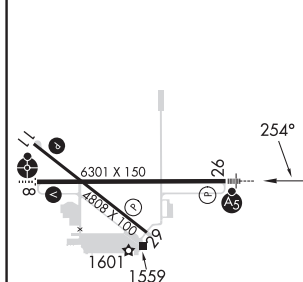
ASOS 118,325	SPOKANE APP CON ★ 133.15 379.15	PENDLETON TOWER ★ 119.7 (CTAF) 0 257.8	GND CON 121.9 257.8	UNICOM 122.95
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The figure is a geological map showing the distribution of various rock units. The map includes several labeled locations: WALLA WALLA ALW, (IAF) BUMVE, (IF) GARYC, (IAF) ATRAW, and LACED. It also shows a TOLGA area with a fault line. Distances and bearings are indicated between points, such as 5600, 5600, 4800, 4090, 4800, 4000, 4077 ±, 7000, and 3880. A scale bar at the bottom indicates 0 to 1000 meters.



ELEV 1497	D	TDZE 1487
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Procedure NA for arrivals at LACED
on V4 southeast bound.



4300 ↑	CESMI ✱	tr 261°	PDT ⬢	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 48).			
* RNAV only				FAVUB 4300	REYOT	GARYC	5600
SAYOS 2.5 NM to RW26 * 1.1 NM to RW26 RW26				2320*	4800	254°	GP 3.00° TCH 55
1.1 NM 1.4 NM				6 NM	1.9 NM	5 NM	
CATEGORY	A			B	C	D	
LPV DA#	1687/24			200 (200-½)			
RNAV/ VNAV	1800/24			313 (400-½)			
RNAV MDA	1880/24 393 (400-½)			1880/40 393 (400-¾)			
CIRCLING	1920-1 423 (500-1)		1960-1 463 (500-1)		1980-1½ 483 (500-1½)		2200-2¼ 703 (800-2¼)

REIL Rwy 11 and 29 **L**
MIRL Rwy 11-29 **L**
HIRL Rwy 8-26 **L**

PENDLETON, OREGON
Orig-F 31DEC20

EASTERN OREGON RGNL AT PENDLETON (PDT)
RNAV (GPS) RWY 26

NW-1, 07 AUG 2025 to 02 OCT 2025

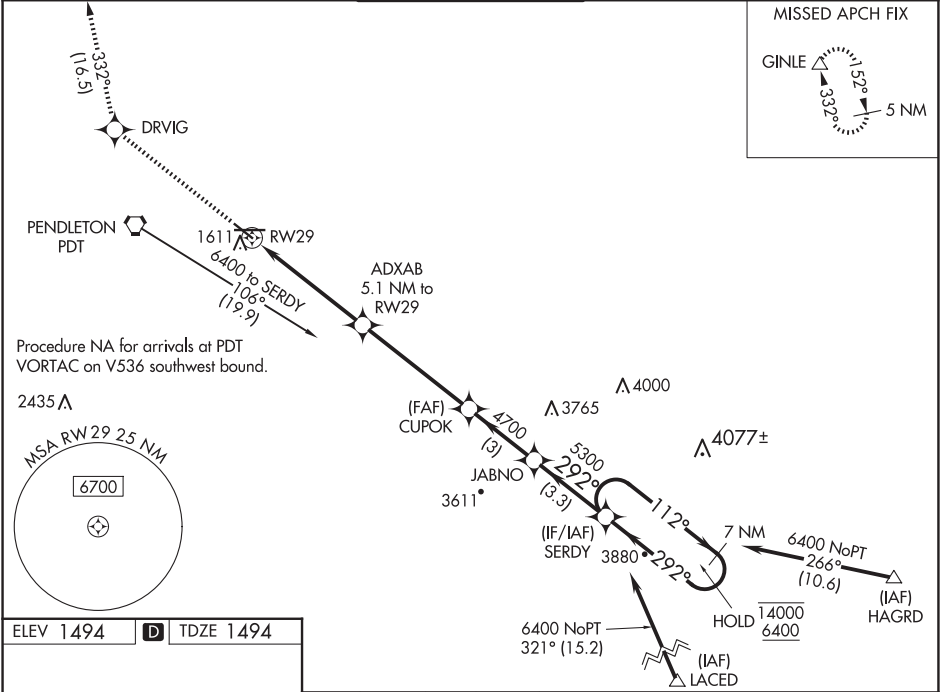
WAAS CH 42513 W29A	APP CRS 292°	Rwy Idg 4808 TDZE 1494 Apt Elev 1494
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RNAV (GPS) RWY 29

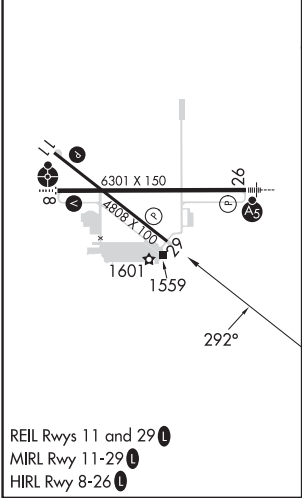
EASTERN OREGON RGNL AT PENDLETON (PDT)

RNP APCH - GPS.		MISSED APPROACH: Climb to 5000 direct DRVIG and on track 332° to GINLE and hold.	
▼ 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) 257.8	GND CON 121.9 257.8	UNICOM 122.95
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ELEV 1494	D	TDZE 1494
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5000	DRVIG	tr 332°	GINLE	SERDY
				7 NM Holding Pattern
		ADXAB 5.1 NM to RW29	CUPOK 4700	JABNO 5300
				112° → 14000 ← 292° 6400
				GP 3.00° TCH 51
		5.1 NM	4.9 NM	3 NM
			3.3 NM	
CATEGORY	A	B	C	D
LPV DA	1769-1 275 (300-1)			
LNAV/VNAV DA	1800-1 306 (400-1)			
LNAV MDA	1880-1	386 (400-1)	1880-1½	386 (400-1½)
CIRCLING	1920-1 426 (500-1)	1960-1 466 (500-1)	1980-1½ 486 (500-1½)	2200-2¼ 706 (800-2¼)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

PENDLETON, OREGON

AL-316 (FAA)

24137

VORTAC PDT	APP CRS	Rwy Idg	6301
114.7	079°	TDZE	1486
Chan 94		Apt Elev	1497

VOR RWY 8

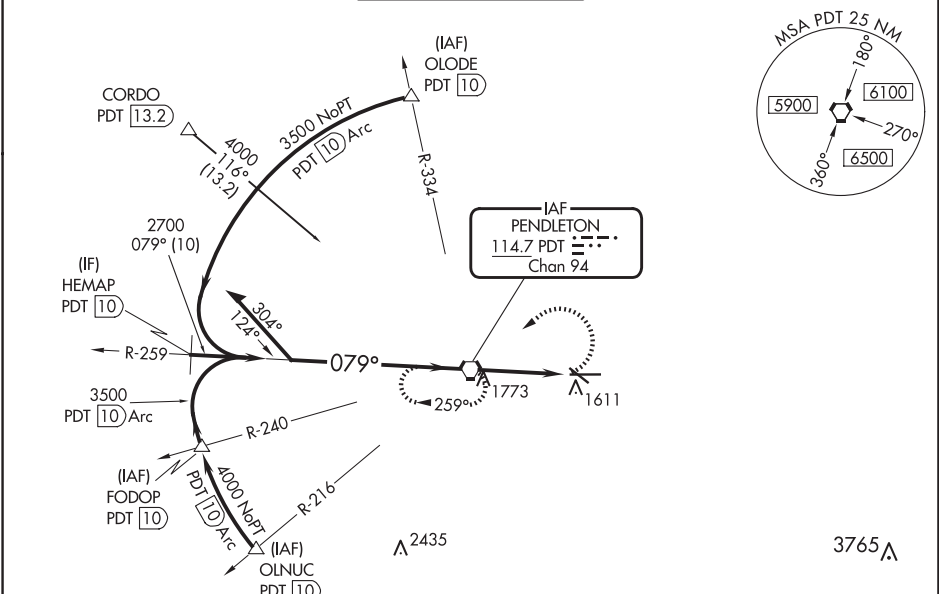
EASTERN OREGON RGNL AT PENDLETON (PDT)

⚠ Circling to Rwy 11 NA at night. Rwy 8 helicopter visibility reduction below ¾ SM NA. VDP NA when using Walla Walla altimeter setting. When local altimeter setting not received, use Walla Walla altimeter setting and increase all MDA 140 feet, increase S-8 Cat C/D visibility to 1½ SM, Circling Cat C visibility ¼ SM and Cat D visibility ½ SM. For inop ALS, increase S-8 Cat C visibility to 1½ SM. For inop ALS when using Walla Walla altimeter setting, increase S-8 Cat C/D visibility to 2 SM.

ODALS

MISSED APPROACH:
Climbing left turn to 4000 direct PDT VORTAC and hold, continue climb-in-hold to 4000.

ASOS	SPOKANE APP CON	PENDLETON TOWER	GND CON	UNICOM
118.325	133.15 379.15	119.7 (CTAF) 257.8	121.9 257.8	122.95



ELEV 1497 **D** TDZE 1486

CATEGORY	A	B	C	D
S-8	2040-¾ 554 (600-¾)	2040-1½ 554 (600-1½)	2040-1¾ 554 (600-1¾)	2040-2 554 (600-2)
CIRCLING	2040-1 543 (600-1)	2040-1½ 543 (600-1½)	2040-1¾ 543 (600-1¾)	2040-2 543 (600-2)

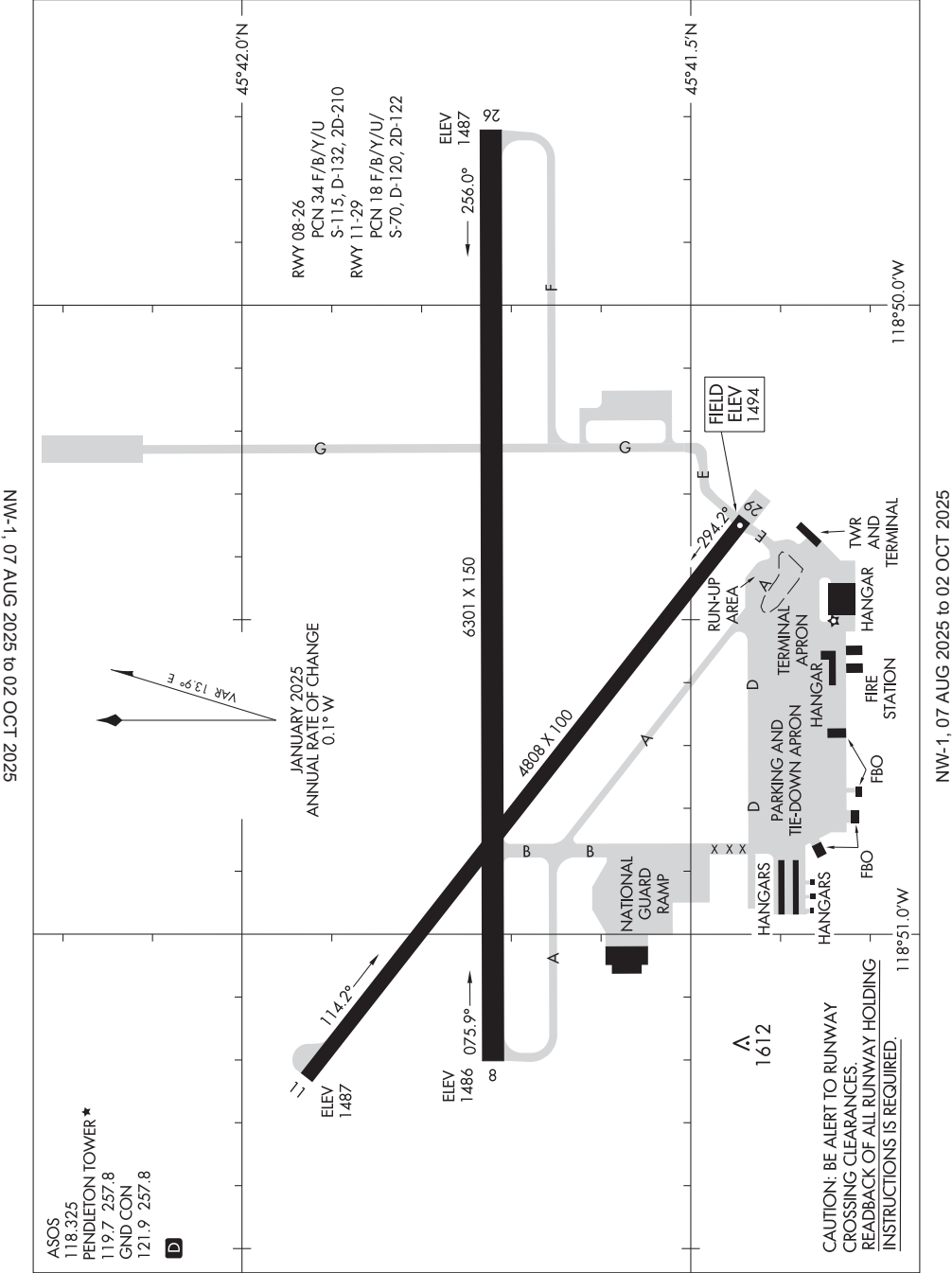
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

PENDLETON, OREGON
Amdt 15B 05DEC19

EASTERN OREGON RGNL AT PENDLETON (PDT)
45°42'N-118°51'W
VOR RWY 8

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



PINE BLUFFS, WYOMING

AL-10395 (FAA)

25163

WAAS CH 69447 W08A	APP CRS 083°	Rwy Ldg 5330 TDZE 5152 Apt Elev 5152
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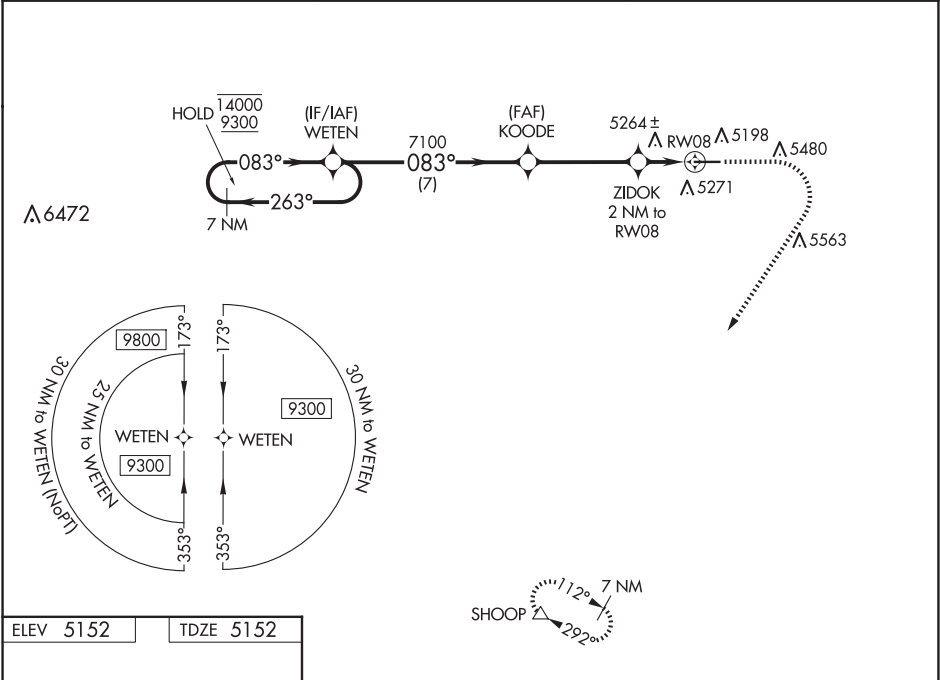
RNAV (GPS) RWY 8
PINE BLUFFS MUNI (82V)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. Procedure NA at night.

MISSED APPROACH: Climb to 5800 then climbing right turn to 9300 direct SHOOP and hold, continue climb-in-hold to 9300.

AWOS-3PT 132.425	DENVER CENTER 125.9 284.7	UNICOM 122.8 (CTAF) 1
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ELEV 5152

TDZE 5152

REIL Rwy 8 and 26 1

MIRL Rwy 8-26 1

083°

5330 X 75

0.4% UP

26°

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).				5800	9300	SHOOP
7 NM Holding Pattern				↑	↗	△
14000 ← 263° 9300 → 083°				ZIDOK 2 NM to RW08		
GP 3.00° TCH 40				1.1 NM to RW08		
WETEN				RW08		
KOODE				RW08		
7100				RW08		
5840				RW08		
7 NM				1 NM		
CATEGORY				A		
LPV DA				5402-1 250 (300-1)		
LNAV/VNAV DA				5531-1 379 (400-1)		
LNAV MDA				5520-1 368 (400-1)		
CIRCLING				5620-1 468 (500-1)		
				5680-1 528 (600-1)		
				5780-1 628 (700-1 3/4)		
				NA		

PINE BLUFFS, WYOMING
Orig 12JUN25

41°09'N-104°08'W

PINE BLUFFS MUNI (82V)
RNAV (GPS) RWY 8

NW-1, 07 AUG 2025 to 02 OCT 2025

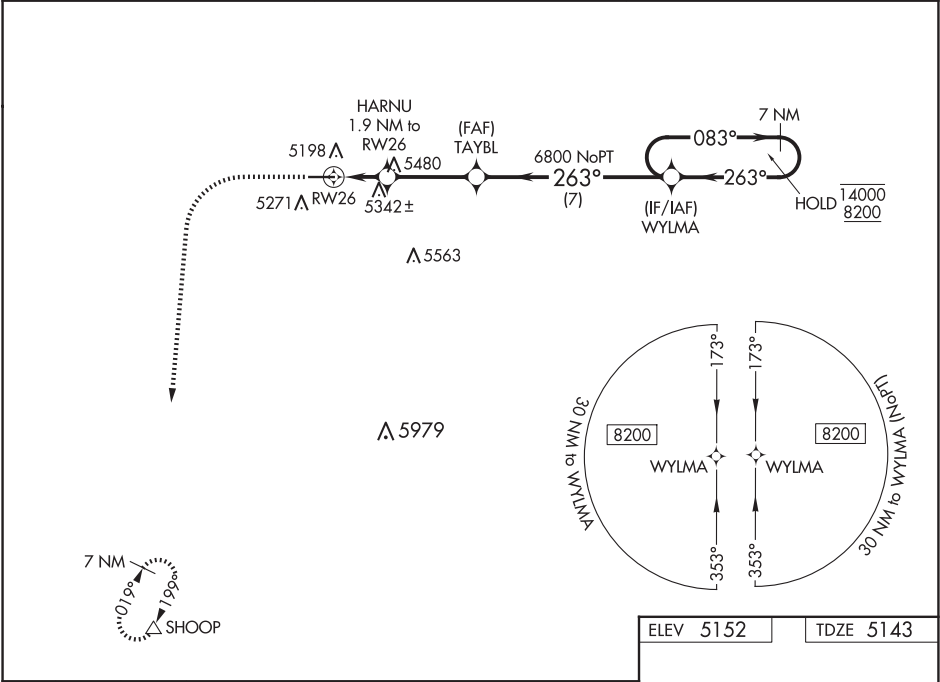
NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 58147 W26A	APP CRS 263°	Rwy Ldg TDZE 5143 Apt Elev 5152
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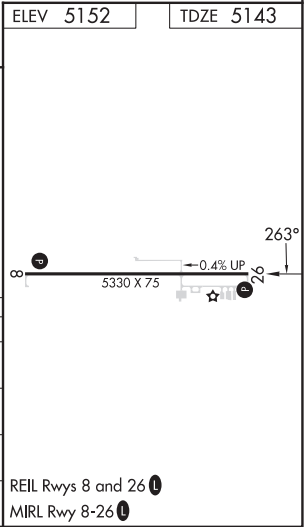
RNAV (GPS) RWY 26
PINE BLUFFS MUNI (82V)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. Rwy 26 helicopter visibility reduction below 1 SM NA. Procedure NA at night. ▲	MISSED APPROACH: Climb to 5600 then climbing left turn to 8500 direct SHOOP and hold.
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AWOS-3PT 132.425	DENVER CENTER 125.9 284.7	UNICOM 122.8 (CTAF) 1
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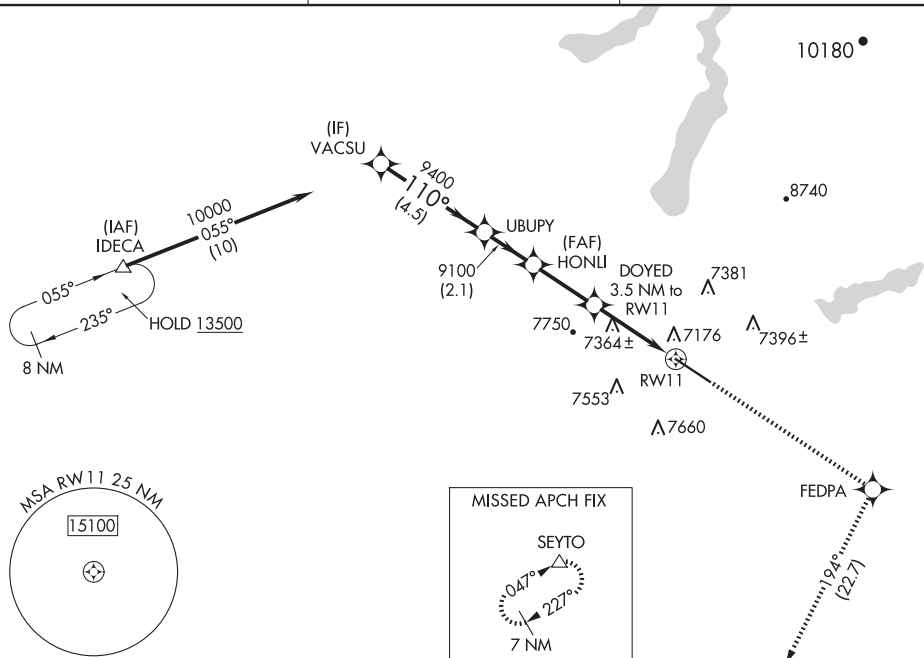
5600	8500	SHOOP	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).	WYLMMA	7 NM Holding Pattern
CATEGORY	A	B	C	D	
LPV DA	5393-1	250 (300-1)		NA	
LNAV/VNAV DA	5393-1	250 (300-1)		NA	
LNAV MDA	5600-1	457 (500-1)	5600-1 3/8 457 (500-1 3/8)	NA	
CIRCLING	5620-1 468 (500-1)	5680-1 528 (600-1)	5780-1 3/4 628 (700-1 3/4)	NA	



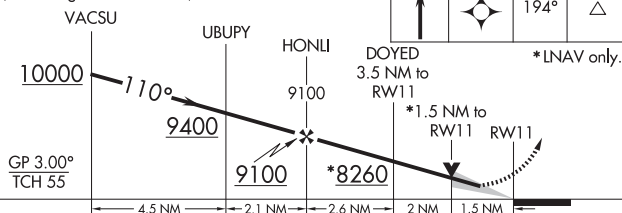
RNAV (GPS) RWY 11
RALPH WENZ FLD (PNA)

<p>ODALS</p> 	<p>MISSED APPROACH: Climb to 10000 direct FEDPA and on track 194° to SEYTO and hold.</p>
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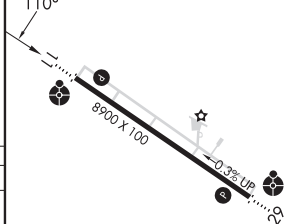
UNICOM
122.8 (CTAF) **L**



ELEV	7096		TDZE	7096
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CATEGORY	A	B	C	D
LPV DA	7346- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)			
INAV/ VNAV	7355- $\frac{3}{4}$ 259 (300- $\frac{3}{4}$)			
INAV MDA	7620-1 524 (600-1)	7620-1 $\frac{1}{2}$ 524 (600-1 $\frac{1}{2}$)		
CIRCLING	7640-1 544 (600-1)	7840-2 $\frac{1}{4}$ 744 (800-2 $\frac{1}{4}$)	7980-3 884 (900-3)	



MIRL Rwy 11-29 **L**
REIL Rwy 11 and 29 **L**

RALPH WENZ FLD (PNA)
RNAV (GPS) RWY 11

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40426 W29A	APP CRS 291°	Rwy Idg TDZE Apt Elev	8900 7078 7096
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RNAV (GPS) RWY 29

RALPH WENZ FLD (P.N.A.)

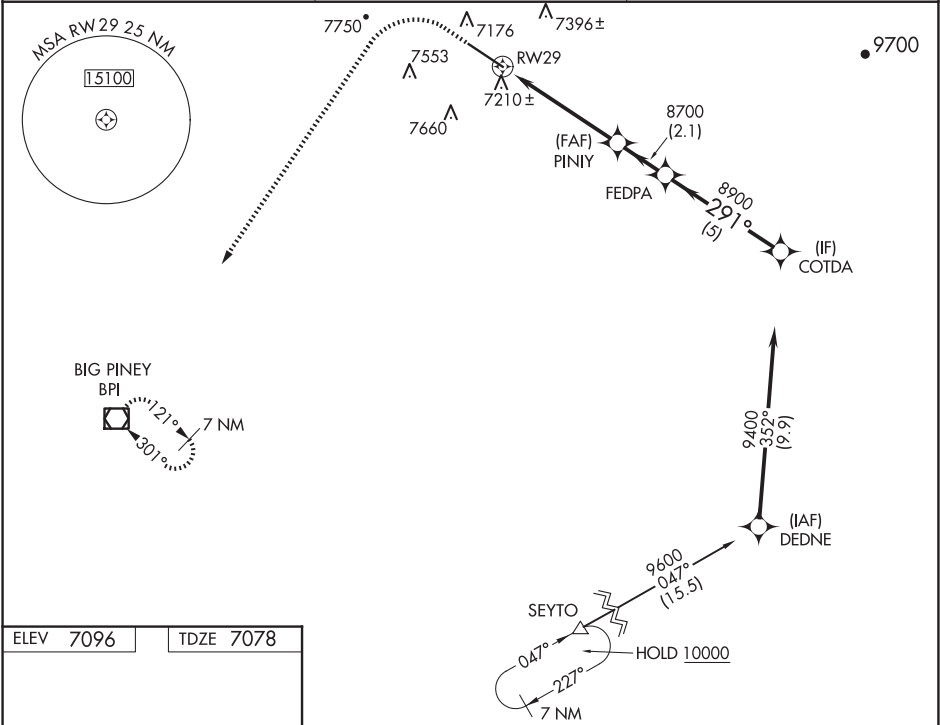
▼

Baro-VNAV NA. When local altimeter setting not received, use Big Piney altimeter setting and increase LPV DA to 7386 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 7664 feet and all visibilities ½ SM; increase all MDA 60 feet and LNAV Cats C/D visibility ¼ SM. Circling NA south of Rwy 11/29. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Big Piney altimeter setting.

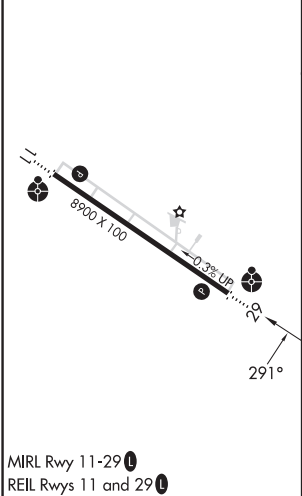
ODALS

MISSED APPROACH: Climb to 7600 then climbing left turn to 10000 direct BPI VOR/DME and hold.

AWOS-3 118.325	SALT LAKE CENTER 128.35 239.25	UNICOM 122.8 (CTAF)
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ELEV 7096	TDZE 7078
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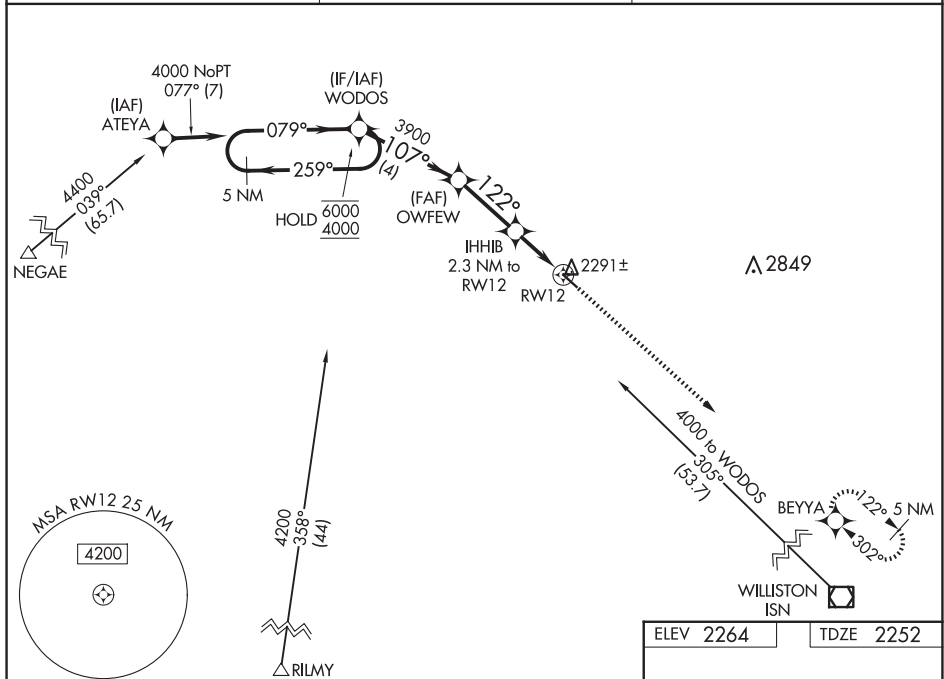
7600	10000	BPI	VGS and RNAV glidepath not coincident (VGS Angle 2.83/TCH 40).	COTDA
*LNAV only.	*1.5 NM to RWY29	PINNY	FEDPA	9400
		8700	8900	291°
1.5 NM	3.5 NM	2.1 NM	5 NM	GP 3.00° TCH 55
CATEGORY	A	B	C	D
LPV DA	7328-¾	250 (300-¾)		
LNAV/VNAV DA	7606-1¾	528 (600-1¾)		
LNAV MDA	7600-1	522 (600-1)	7600-1½	522 (600-1½)
CIRCLING	7640-1	544 (600-1)	7840-2¼	7980-3
			744 (800-2¼)	884 (900-3)

RNAV (GPS) RWY 12
SHER-WOOD (PWD)

T 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) 0
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).

5 NM Holding Pattern

WODOS

OWFEW

IHHIB 2.3 NM to RW12

1.2 NM to RW12

1.2 NM to RW12

6000 ← 259°

4000 → 079°

3900

3900

3020

GP 3.00° TCH 44

4 NM

2.7 NM

1.1 NM

1.2 NM

CATEGORY

LPV DA

LNAV/VNAV DA

LNAB MDA

CIRCLING

A

B

C

D

2567-7/8 315 (400-7/8)

2617-1 365 (400-1)

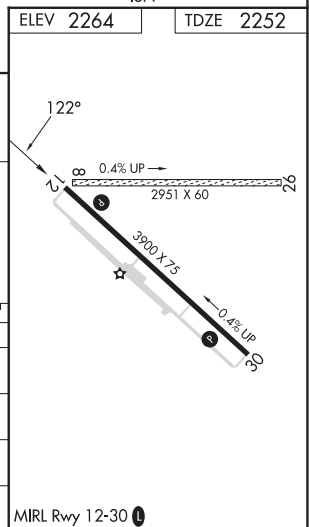
2660-1 408 (400-1)

2660-1 1/8 408 (400-1 1/8)

2780-1 516 (600-1)

2880-1 3/4 616 (700-1 3/4)

3100-2 3/4 836 (900-2 3/4)



NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 50529 W30A	APP CRS 302°	Rwy Idg 3900 TDZE 2247 Apt Elev 2264
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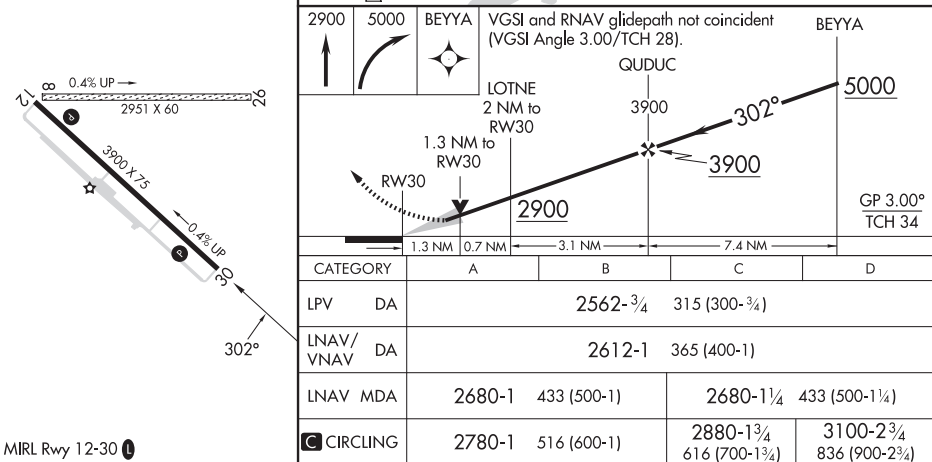
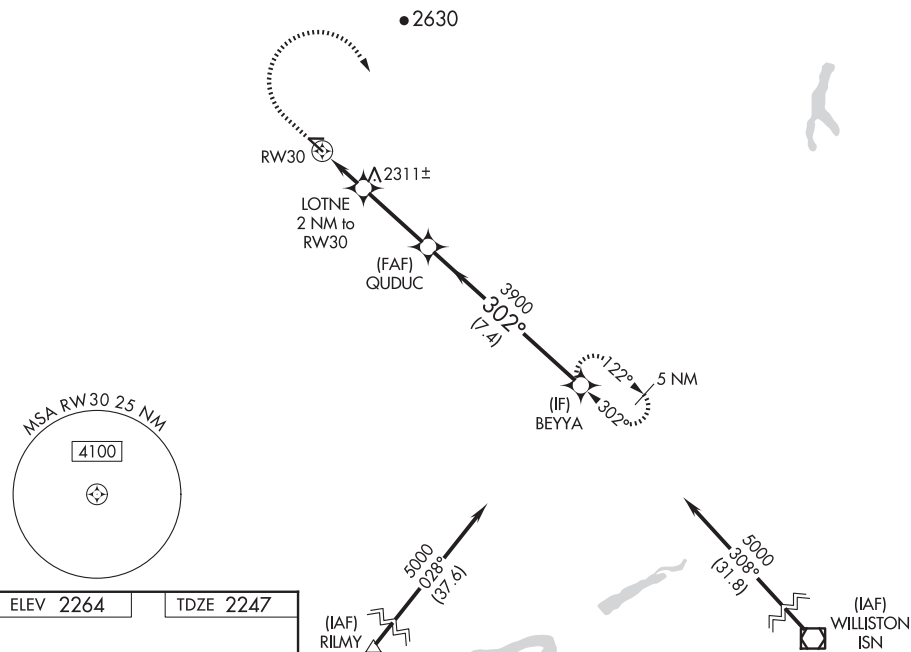
RNAV (GPS) RWY 30
SHER-WOOD (PWD)

RNP APCH-GPS.

T 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.

AWOS-3PT 135.025	SALT LAKE CENTER 126.85 305.2	UNICOM 122.8 (CTAF) 0
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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.

UNICOM
122.95

HIRL Rwy 3-21 **L**
MIRL Rwy 17-35 **L**
REIL Rwys 3 and 17 **L**

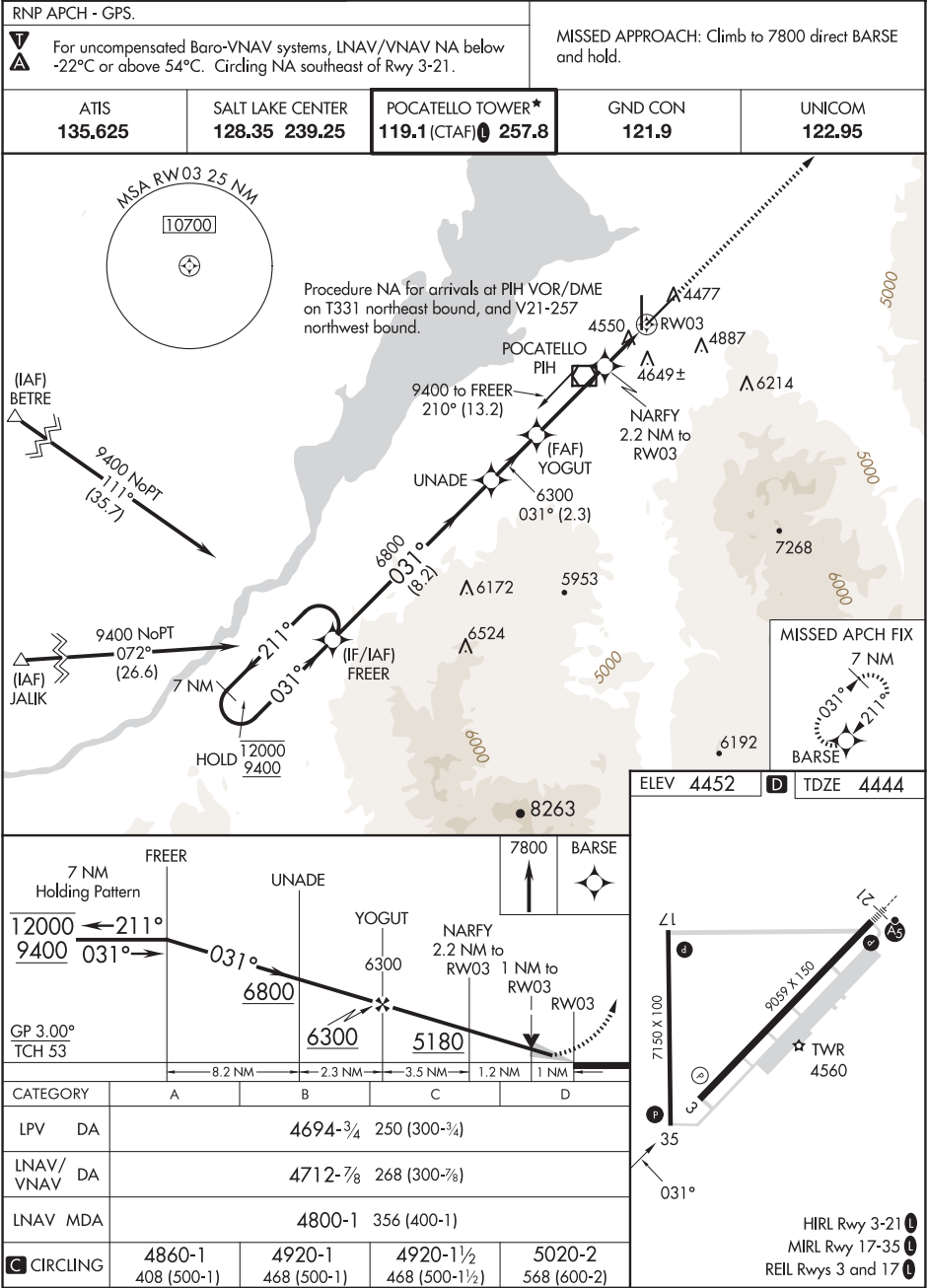
POCATELLO RGNL (PIH)
ILS or LOC RWY 21

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 97502 W03A	APP CRS 031°	Rwy Idg 9059 TDZE 4444 Apt Elev 4452
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RNAV (GPS) RWY 3

POCATELLO RGNL (PIH)



POCATELLO, IDAHO



AL-327 (FAA)

25107

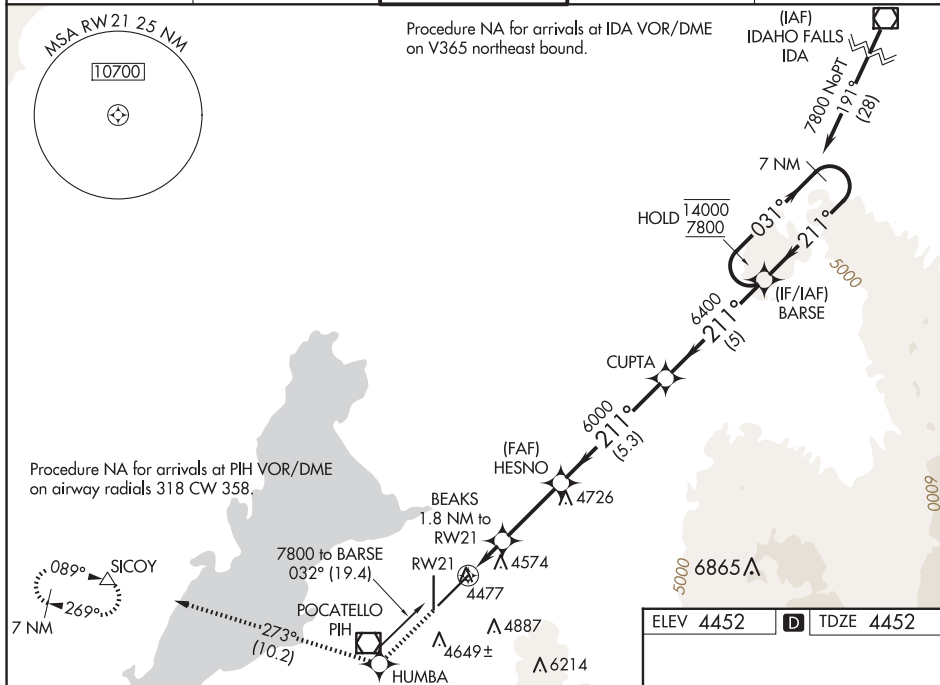
WAAS CH 78212 W21A	APP CRS 211°	Rwy Idg TDZE Apt Elev 9059 4452 4452
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RNAV (GPS) RWY 21

POCATELLO RGNL (PIH)

RNP APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 7000 direct HUMBA and track 273° to SICOY and hold.
 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.		

ATIS 135.625	SALT LAKE CENTER 128.35 239.25	POCATELLO TOWER* 119.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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7000 ↑	HUMBA 	tr 273°	SICOY 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).			
				CUPTA	BARSE	7 NM Holding Pattern	
BEAKS 1.8 NM to RW21				HESNO 6000	031°→ ←211°	14000 7800	
1 NM to RW21				5060	6000	GP 3.00° TCH 56	
1 NM				0.8 NM	3 NM	5.3 NM	5 NM
CATEGORY	A		B		C		D
LPV DA*			4652/24		200 (200-½)		
LNAV/ VNAV	DA		4835/35		383 (400-¾)		
LNAV MDA	4820/24		368 (400-½)		4820/35		368 (400-¾)
CIRCLING	4860-1 408 (500-1)		4920-1 468 (500-1)		4920-1½ 468 (500-1½)		5020-2 568 (600-2)

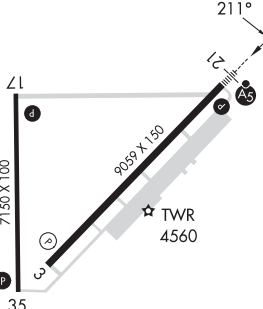
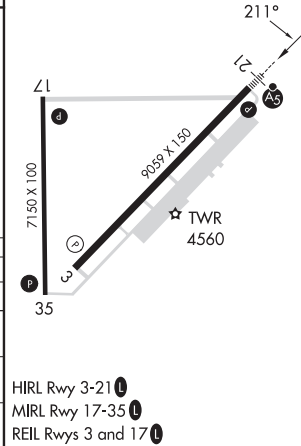


Diagram illustrating the approach procedure, showing the glidepath, holding pattern, and various navigation aids. The diagram includes the following elements:

- GP 3.00° TCH 56**: Glidepath angle and threshold crossing height.
- GP 3.00° TCH 56**: Glidepath angle and threshold crossing height.
- GP 3.00° TCH 56**: Glidepath angle and threshold crossing height.
- GP 3.00° TCH 56**: Glidepath angle and threshold crossing height.
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POCATELLO, IDAHO

Amdt 2 19MAY22

42°55'N-112°36'W

POCATELLO RGNL (PIH)

RNAV (GPS) RWY 21

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME PIH	APP CRS	Rwy Idg	9059
112.6	033°	TDZE	4444
Chan 73		Apt Elev	4452

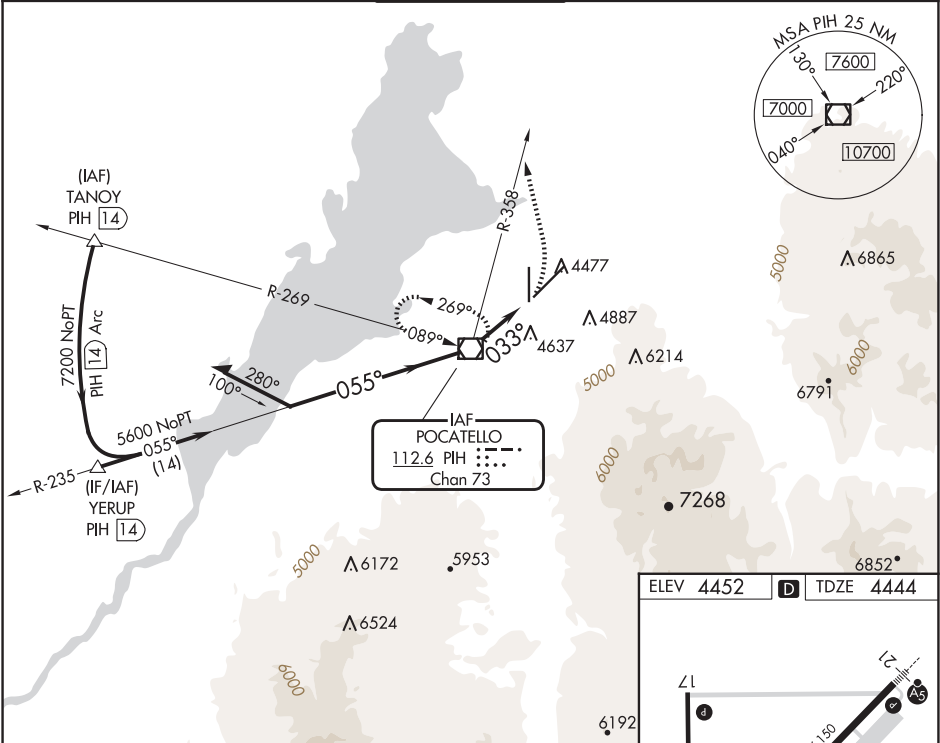
VOR RWY 3

POCATELLO RGNL (PIH)

Circling to Rwy 35 NA at night. When VGSI inop, Straight-In/Circling Rwy 3 procedure NA at night. Circling NA southeast of Rwy 3-21. Visibility reduction by helicopters NA. When local altimeter setting not received, use Idaho Falls altimeter setting and increase all MDA 140 feet, and increase visibility S-3 Cat C ½ mile and Circling Cat C ¼ mile.

MISSED APPROACH: Climbing left turn on heading 330° and PIH VOR/DME R-358 to 7600 then right turn direct PIH VOR/DME and hold.

ATIS 135.625	SALT LAKE CENTER 128.35 239.25	POCATELLO TOWER* 119.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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Remain within 10 NM

PIH VOR/DME 7800

7200

235°

055°

5600

3.53° TCH 53

033°

3 NM

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 53).

hdg 330°

7600

PIH R-358

PIH

PIH 3

CATEGORY	A	B	C	D
S-3	4940-1	496 (500-1)	4940-1½ 496 (500-1½)	NA
CIRCLING	5000-1 548 (600-1)	5020-1 568 (600-1)	5060-1¾ 608 (700-1¾)	NA

ELEV 4452 D TDZE 4444

L1

71.50 X 100

9059 X 150

TWR 4560

35

033°

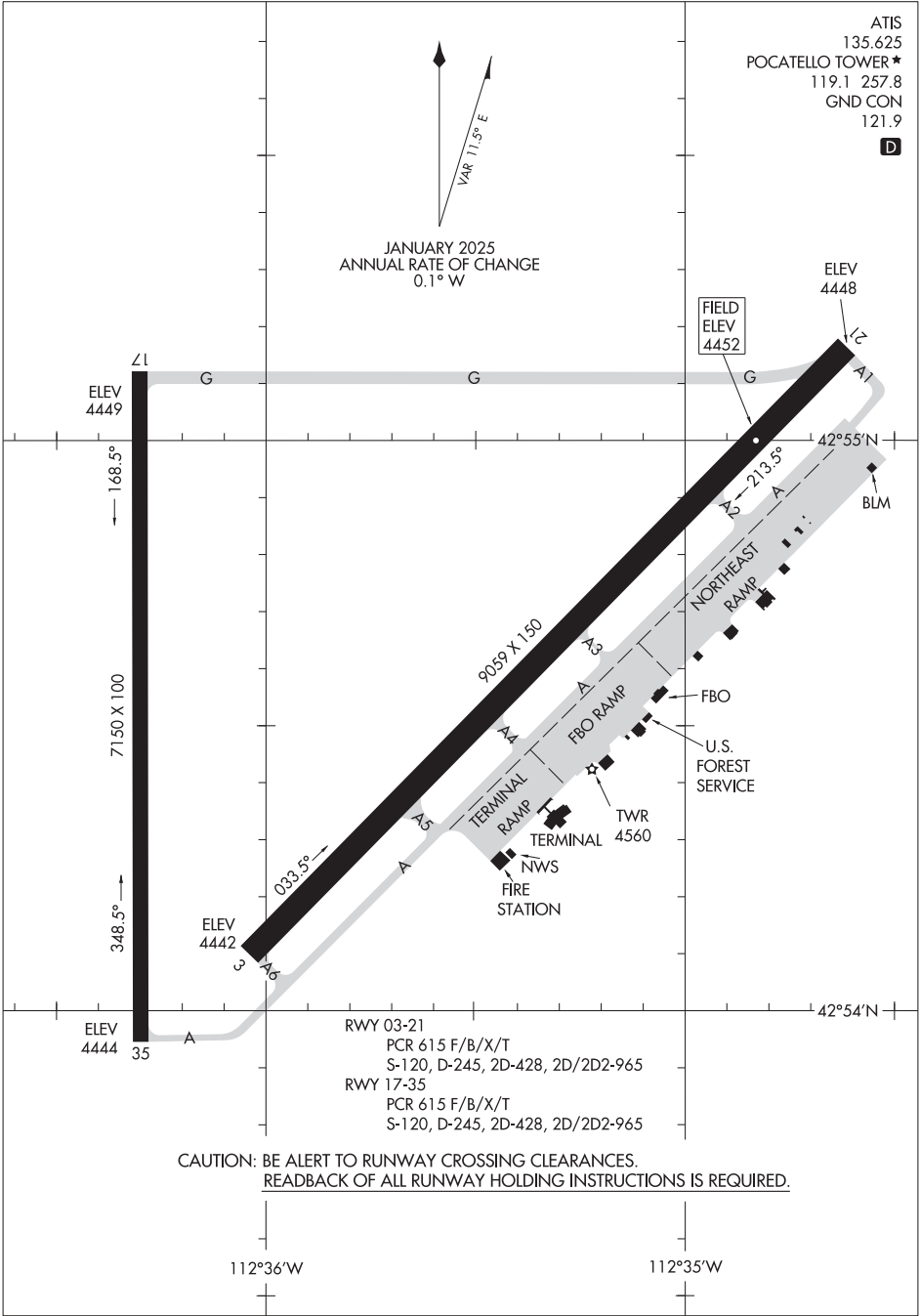
HIRL Rwy 3-21

MIRL Rwy 17-35

REIL Rwy 3 and 17

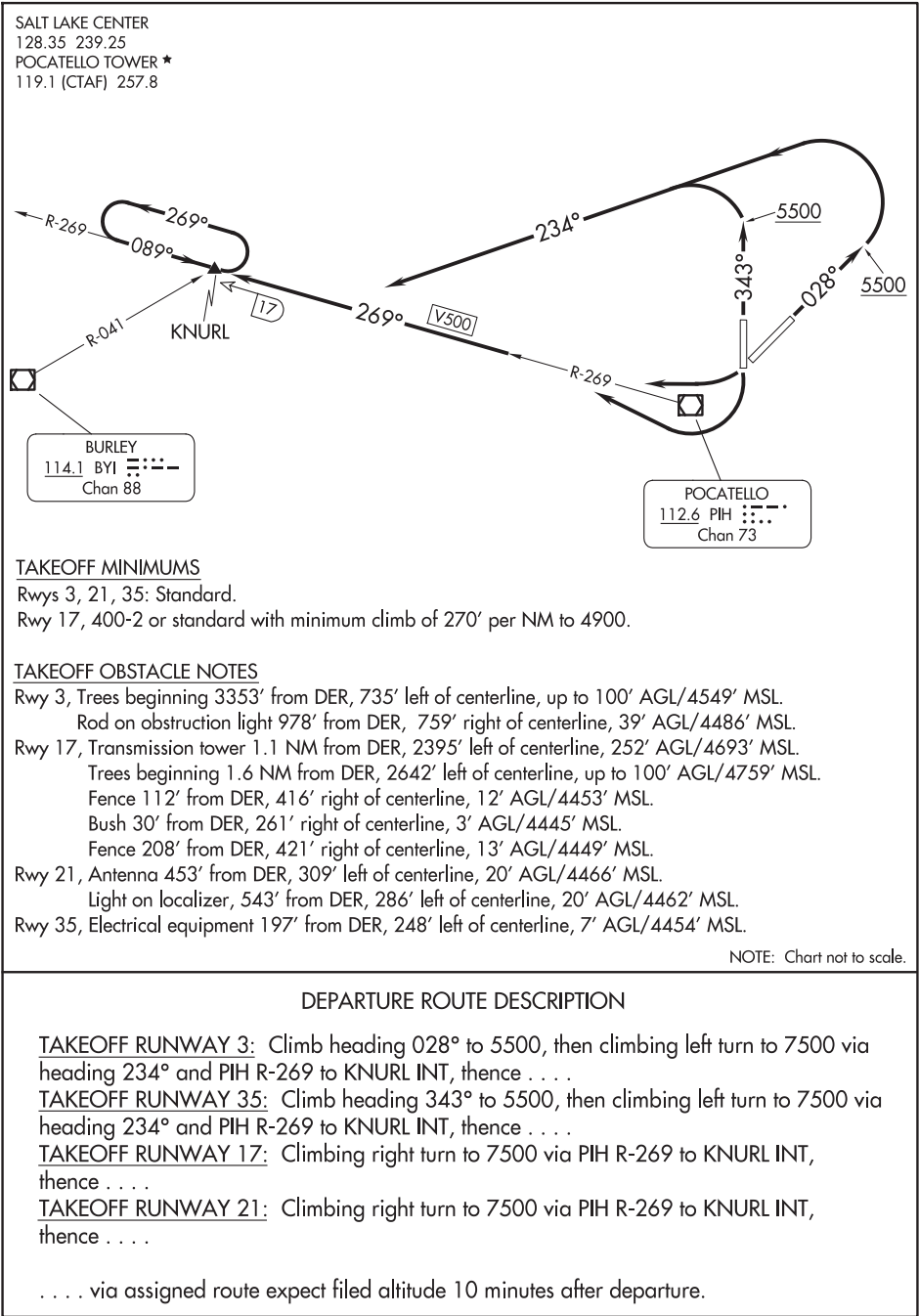
FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00



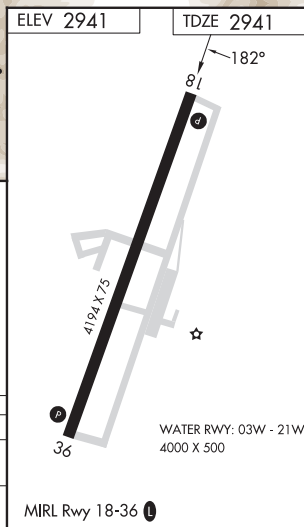
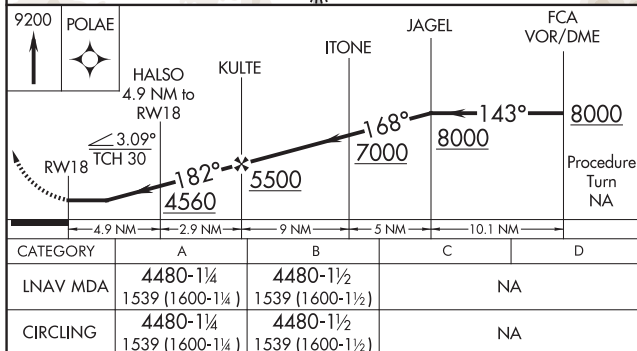
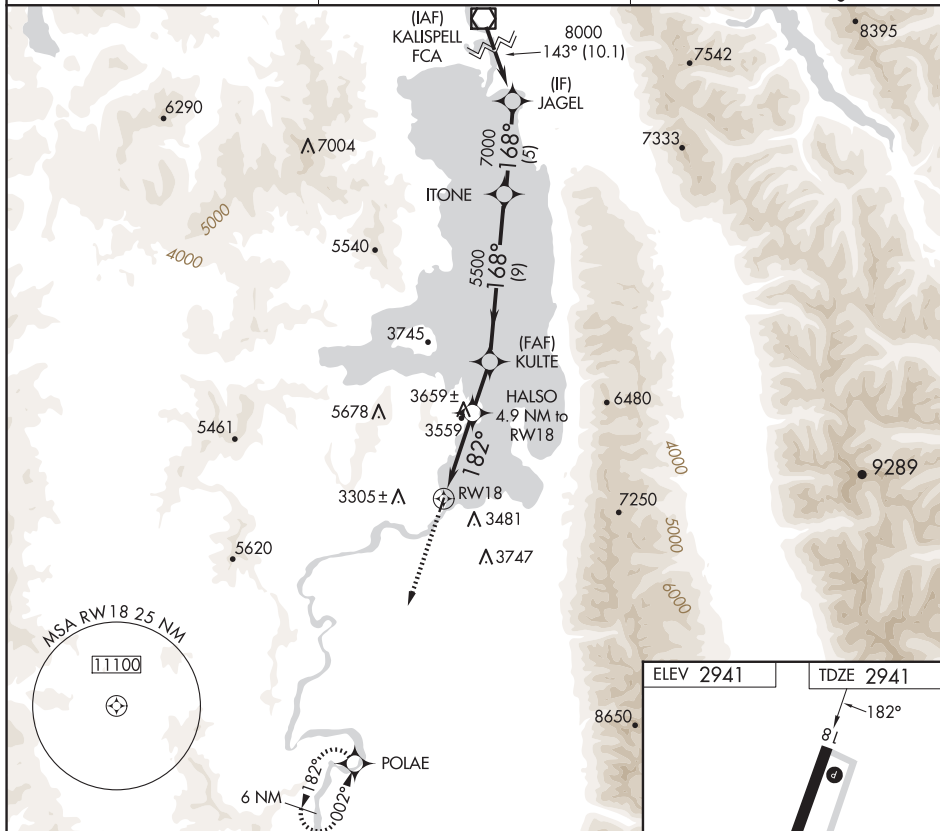
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



RNAV (GPS) RWY 18
POLSON (8S1)

MISSED APPROACH: Climb to 9200 direct POLAE and hold.

UNICOM
122.8 (CTAF) **L**

POLSON (8S1)
RNAV (GPS) RWY 18

NW-1, 07 AUG 2025 to 02 OCT 2025

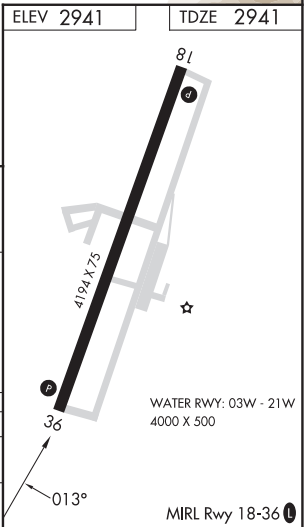
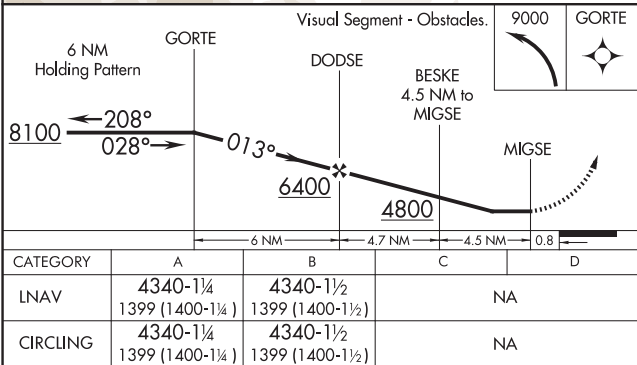
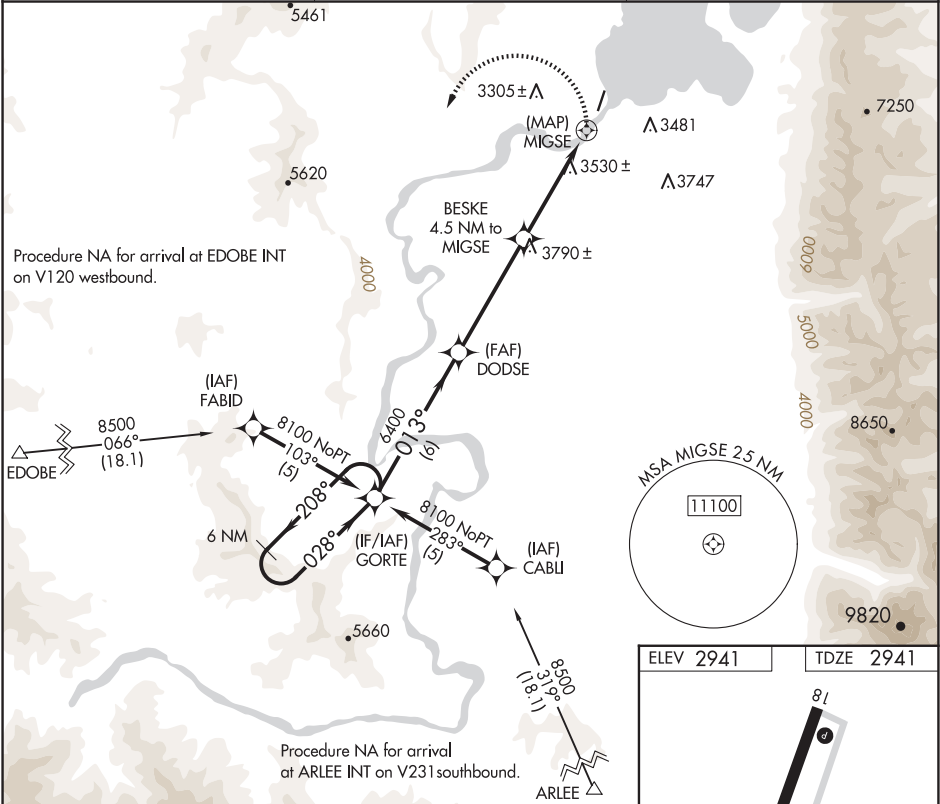
APP CRS	Rwy Ldg	4195
013°	TDZE	2941
	Apt Elev	2941

RNAV (GPS) RWY 36

POLSON (8S1)

<div><div>Procedure NA at night. DME/DME RNP-0.3 NA. Use Glacier Park Intl altimeter setting. Helicopter visibility reduction below 1 SM NA.</div></div>	<div>MISSED APPROACH: Climbing left turn to 9000 direct GORTE WP and hold.</div>
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GPI ASOS 132.625	SALT LAKE CENTER 127.075 244.875	UNICOM 122.8 (CTAF) 0
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(ANGIL1.ANGIL) 22363

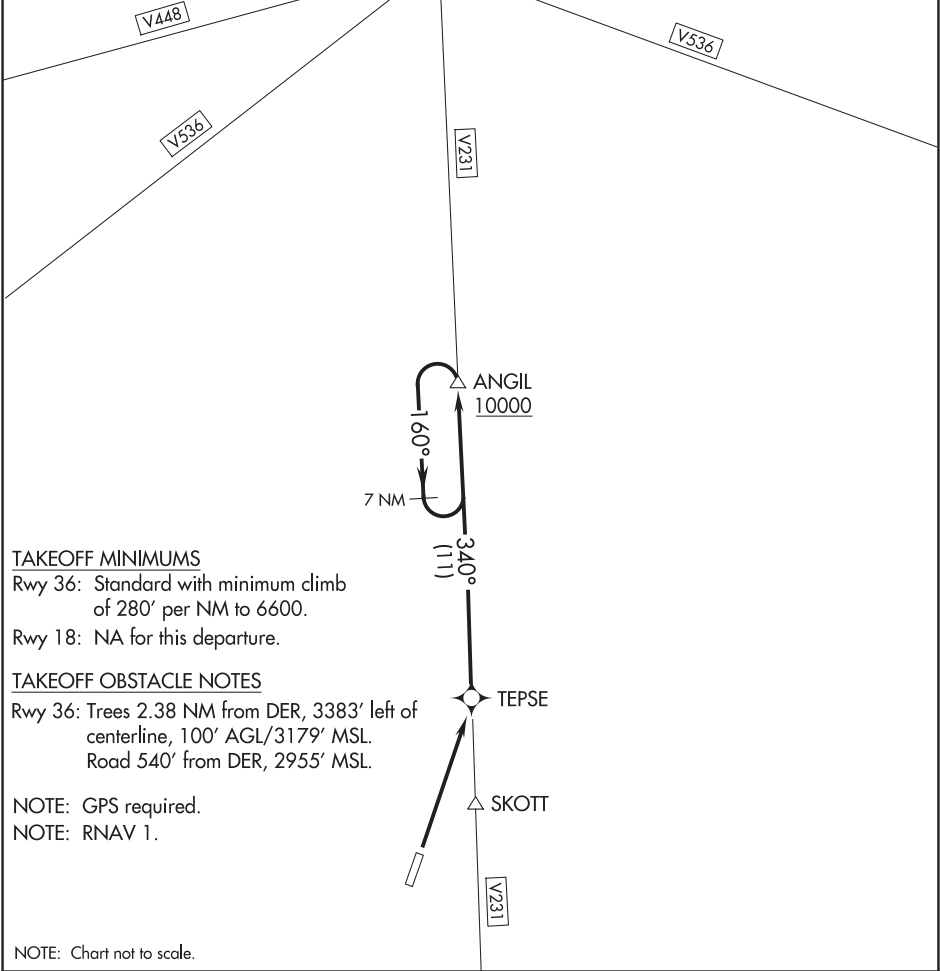
ANGIL ONE DEPARTURE (OBSTACLE) (RNAV)

AL-9529 (FAA)

POLSON (8S1)
POLSON, MONTANA

SALT LAKE CENTER
127.075 244.875
CTAF
122.8

KALISPELL
FCA



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.

ANGIL ONE DEPARTURE (OBSTACLE) (RNAV)

(ANGIL1.ANGIL) 30SEP04

POLSON, MONTANA
POLSON (8S1)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

POPLAR, MONTANA

AL-10424 (FAA)

25163

WAAS CH 69531 W27A	APP CRS 276°	Rwy Ldg TDZE Apt Elev	4403 2036 2037
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RNAV (GPS) RWY 27

POPLAR MUNI (PO1)

⚠

NA

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 ¼ SM; increase all MDAs 60 feet and Circling Cat C/D visibility ¼ 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) 1
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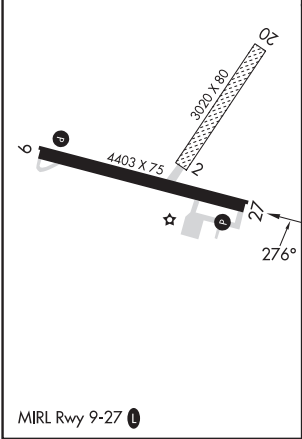
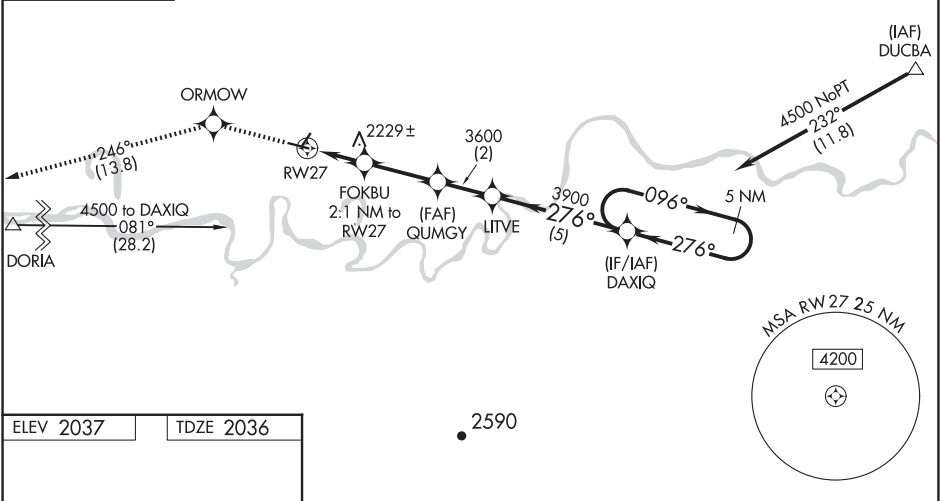
MISSED APCH FIX

072°

252°

6 NM

DORIA



6000	ORMOW	tr 246°	DORIA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 24).
*LNAV only	FOKBU 2.1 NM to RW27	QUMGY	LITVE	DAXIQ
*1.3 NM to RW27	*2740	3600	3900	276°
1.3 NM	0.8	2.7 NM	2 NM	5 NM
CATEGORY	A	B	C	D
LPV DA	2286-1	250 (300-1)		
LNAV/VNAV DA	2536-1¾	500 (500-1¾)		
LNAV MDA	2480-1	444 (500-1)	2480-1⅜	444 (500-1⅜)
CIRCLING	2560-1 523 (600-1)	2600-1 563 (600-1)	2600-1½ 563 (600-1½)	2740-2¼ 703 (800-2¼)

POPLAR, MONTANA
Amdt 1B 14JUL22

48°08'N-105°10'W

POPLAR MUNI (PO1)

RNAV (GPS) RWY 27

NW-1, 07 AUG 2025 to 02 OCT 2025

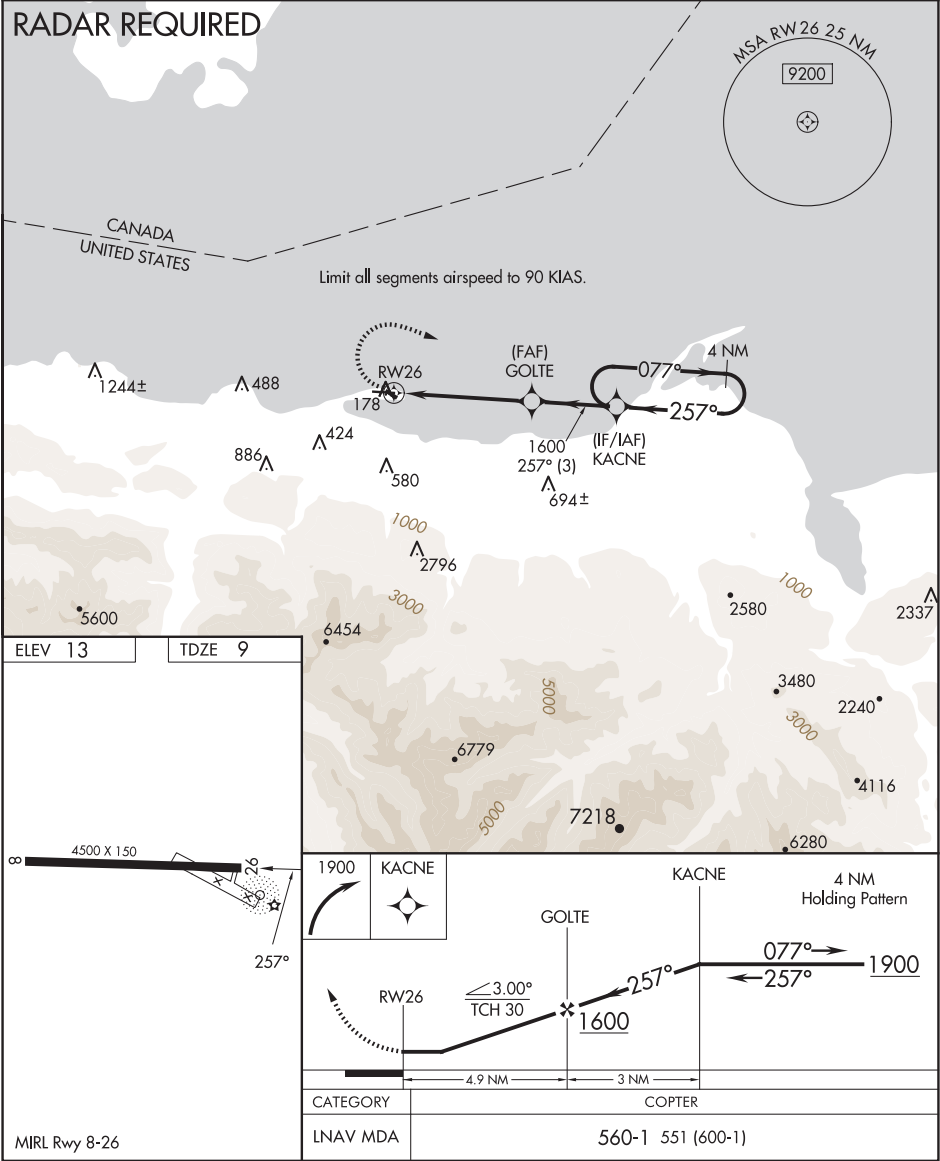
NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4500
257°	TDZE	9
	Apt Elev	13

COPTER RNAV (GPS) RWY 26
PORT ANGELES CGAS (NOW)

<p>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.</p>	<p>MISSED APPROACH: Climbing right turn to 1900 direct KACNE and hold.</p>
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AWOS-3P 118.325	WHIDBEY APP CON 118.2 285.65	PORT ANGELES AIR 127.7 345.0	CLNC DEL 124.15	UNICOM 122.975 (CTAF)
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PORT ANGELES, WASHINGTON

AL-886 (FAA)

25107

LOC/DME I-CLM 108.9 Chan 26	APP CRS 089°	Rwy Idg TDZE Apt Elev 6347 285 291
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ILS or LOC RWY 9

WILLIAM R FAIRCHILD INTL (CLM)

RNAV 1 - GPS. From JIGEB or WATTR.

DME required.

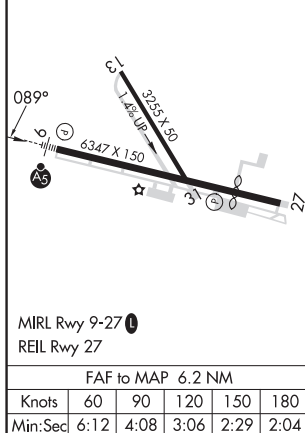
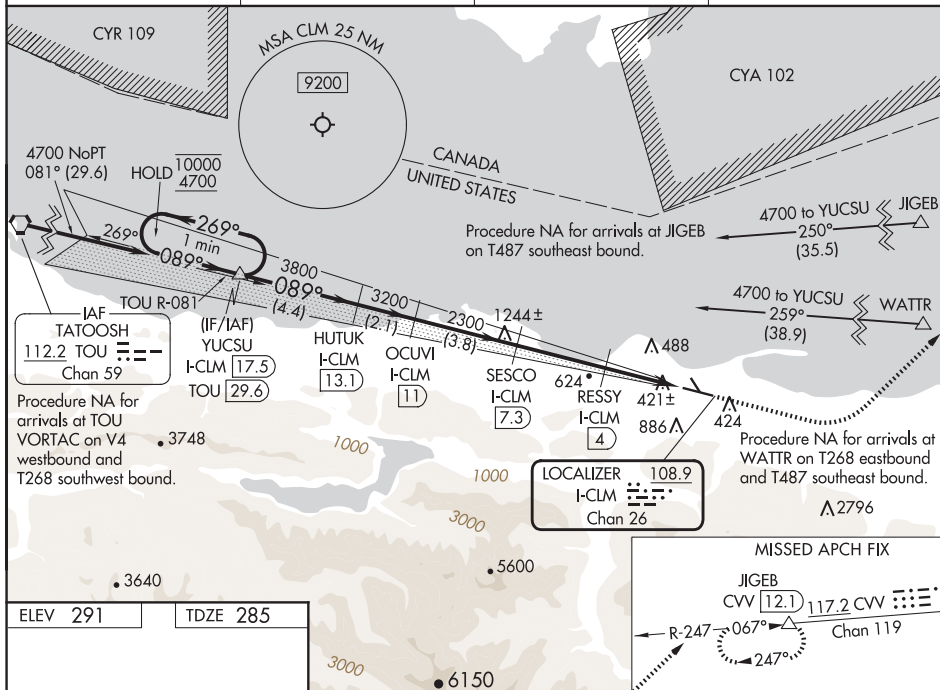
⚠ Circling NA south of Rwy 9-27. Circling Rwy 13, 31 NA at night. For inop ALS, increase S-ILS 9 visibility to ¾ SM.

MALSR



MISSED APPROACH: Climb to 1000 then climbing left turn to 5400 on heading 030° and CVV VOR/DME R-247 to JIGEB/CVV 12.1 DME and hold, continue climb-in-hold to 5400.

ASOS 135.175	WHIDBEY APP CON 118.2 285.65	CLNC DEL 124.15	UNICOM 122.975 (CTAF) ①
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	YUCSU I-CLM 17.5	HUTUK I-CLM 13.1	OCUVI I-CLM 11	SESCO I-CLM 7.3	RESSY I-CLM 4	I-CLM 2.3	I-CLM 1.1
	10000	4700	3800	3200	2300	1260	
	269°	089°	089°	089°	089°	089°	089°
	4.4 NM	2.1 NM	3.8 NM	3.3 NM	1.7	1.2	
CATEGORY	A	B	C	D			
S-ILS 9	495-½ 210 (300-½)						
S-LOC 9	720-½ 435 (500-½)			720-¾ 435 (500-¾)			
Ⓢ CIRCLING	800-1 509 (600-1)			800-1½ 509 (600-½)		1000-2¼ 709 (800-2¼)	

PORT ANGELES, WASHINGTON

Amdt 4 17APR25

48°07'N-123°30'W

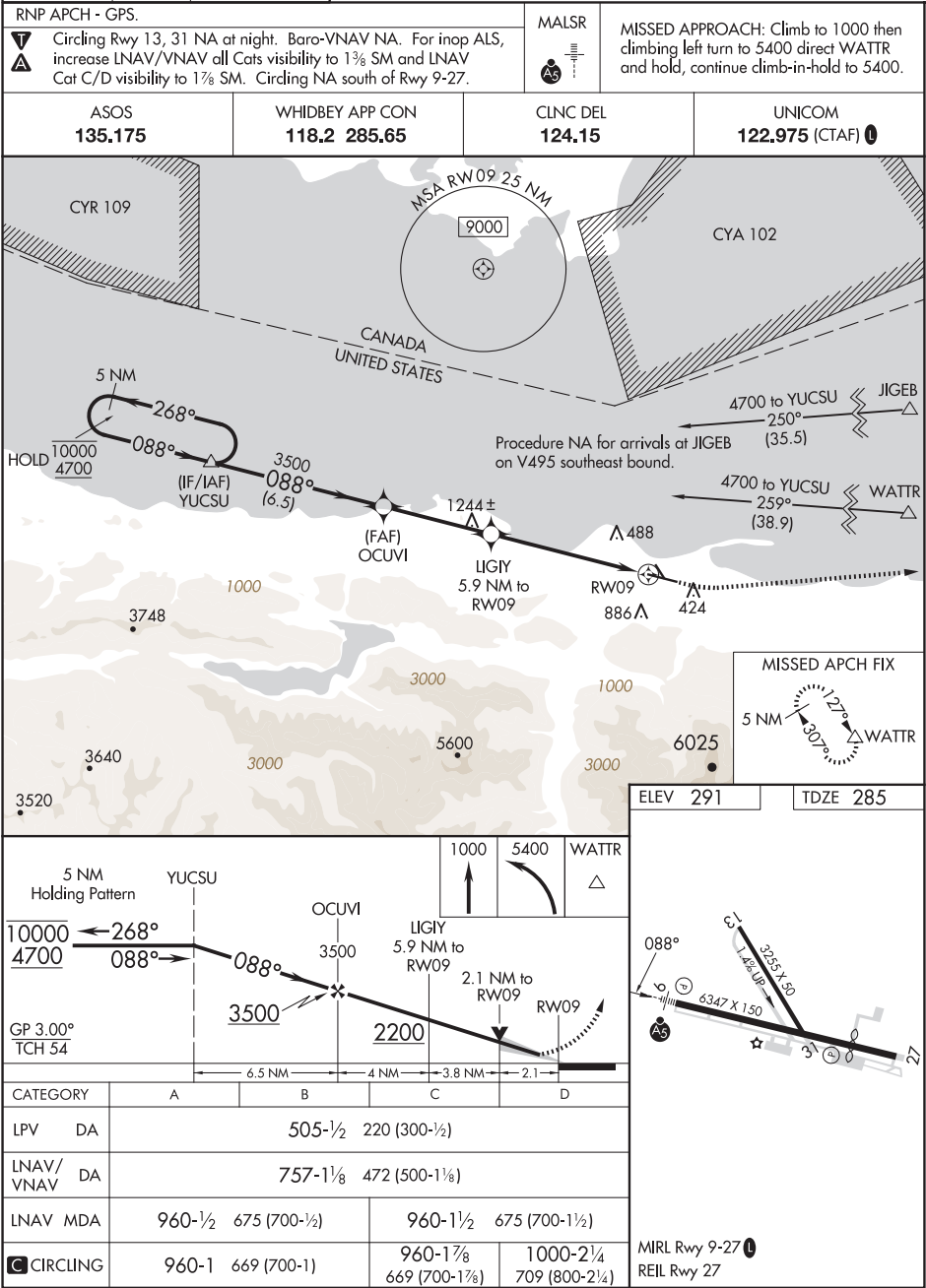
WILLIAM R FAIRCHILD INTL (CLM)

ILS or LOC RWY 9

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77703 W09A	APP CRS 088°	Rwy Idg 6347 TDZE 285 Apt Elev 291
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RNAV (GPS) RWY 9
WILLIAM R FAIRCHILD INTL (CLM)



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

PORT ANGELES, WASHINGTON

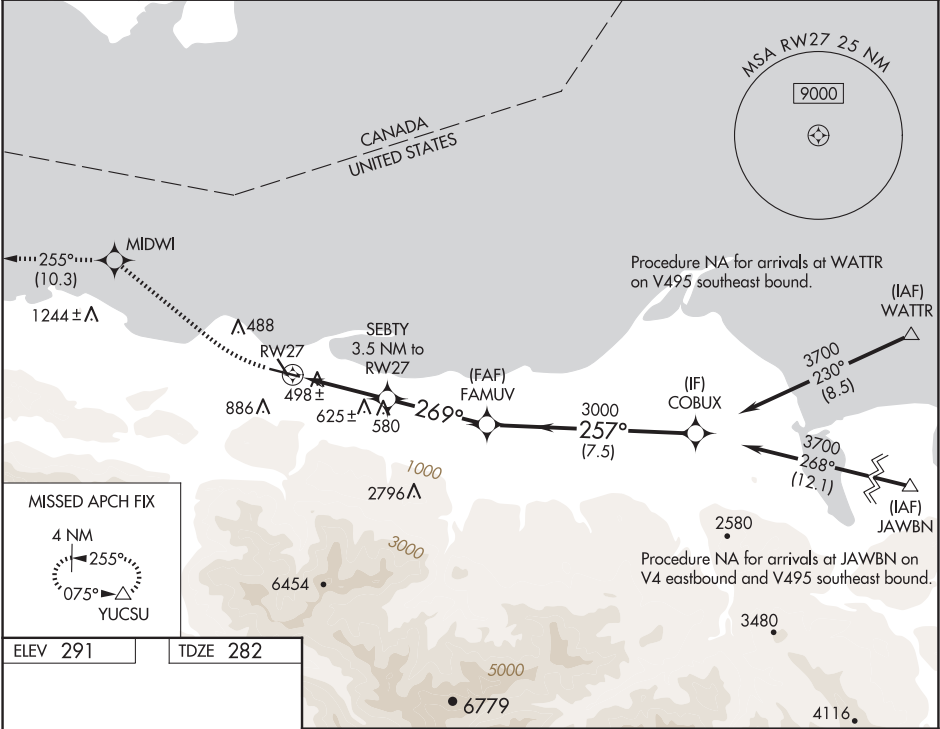
AL-886 (FAA)

25051

WAAS CH 90338 W27A	APP CRS 269°	Rwy Idg TDZE Apt Elev	4993 282 291
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RNAV (GPS) RWY 27
WILLIAM R FAIRCHILD INTL (CLM)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 4000 direct MIDWI and on track 255° to YUCSU and hold.	
⚠ Circling Rwy 13, 31 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA. Circling NA south of Rwy 9-27.			
ASOS 135.175	WHIDBEY APP CON 118.2 285.65	CLNC DEL 124.15	UNICOM 122.975 (CTAF) 1



ELEV 291		TDZE 282	
MIRL Rwy 9-27 1		REIL Rwy 27	
4000		MIDWI	
tr 255°		YUCSU	
SEBTY 3.5 NM to RW27		FAMUV	
1.5 NM to RW27		COBUX	
RW27		3700	
1620		3000	
1.5 NM		2 NM	
3.7 NM		7.5 NM	
CATEGORY	A	B	C
LP MDA	760-1	478 (500-1)	760-1 ¾ 478 (500-1 ¾)
LNAV MDA	920-1	638 (700-1)	920-1 ¾ 638 (700-1 ¾)
CIRCLING	920-1	629 (700-1)	920-1 ¾ 629 (700-1 ¾)
			1000-2 ¼ 709 (800-2 ¼)

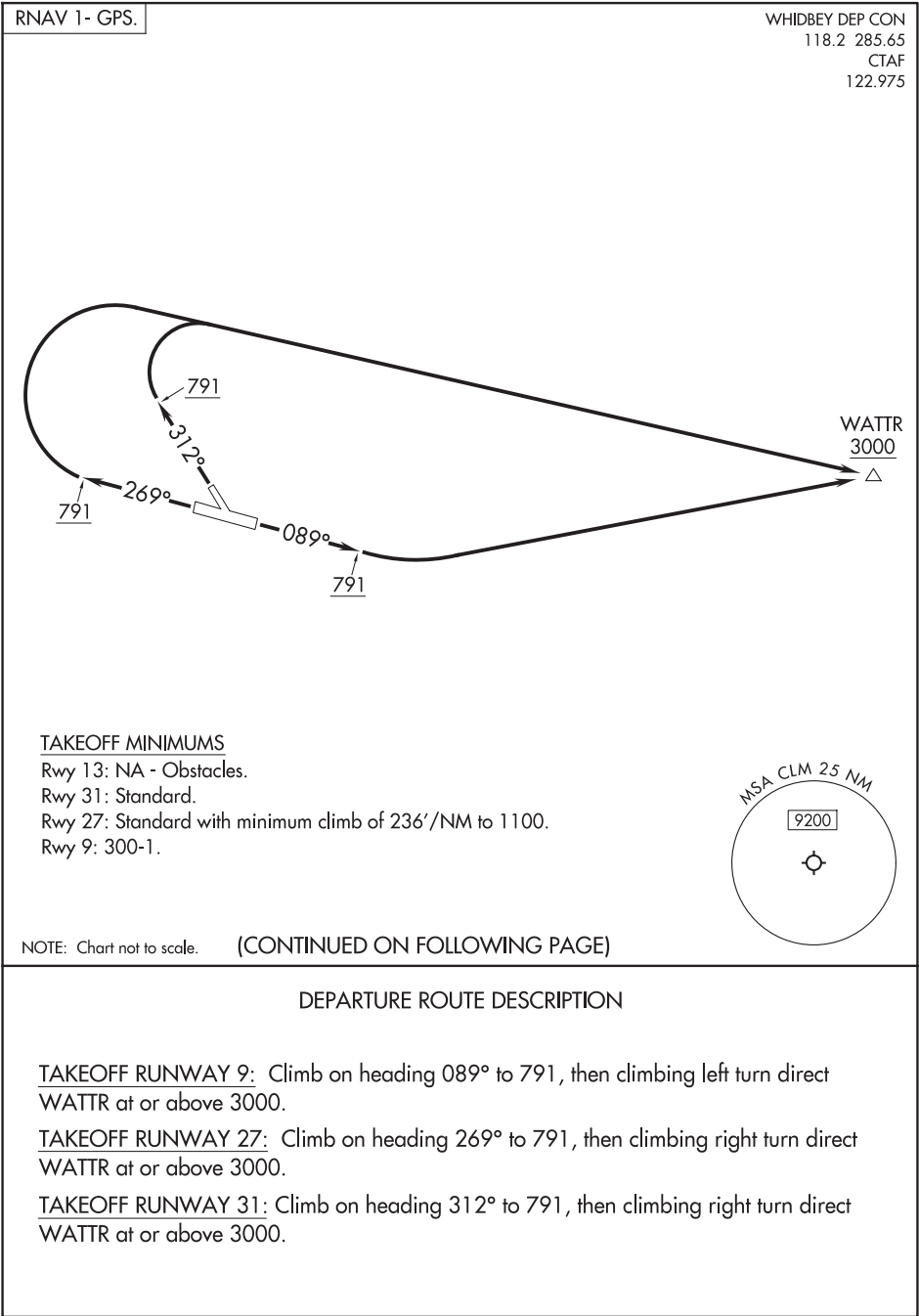
PORT ANGELES, WASHINGTON
Amdt 1D 25JAN24

48°07'N-123°30'W

WILLIAM R FAIRCHILD INTL (CLM)
RNAV (GPS) RWY 27

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



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.

Buildings, 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.

Trees, poles beginning 575' from DER, 69' left of centerline, up to 377' MSL.

Pole, vehicle on road 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.

Trees, transmission line, poles 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.

Trees, poles 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.

Rwy 27: Light poles 10' from DER, 54' right of centerline, 3' AGL/287' MSL.

Light poles 10' from DER, 55' left of centerline, 3' AGL/286' MSL.

Trees beginning 2709' from DER, 130' right of centerline, up to 406' MSL.

Trees beginning 3951' from DER, 530' left 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.

APP CRS
088°

Rwy Ldg
TDZE
Apt Elev
N/A
N/A
110

RNAV (GPS)-A

JEFFERSON COUNTY INTL (ØS9)

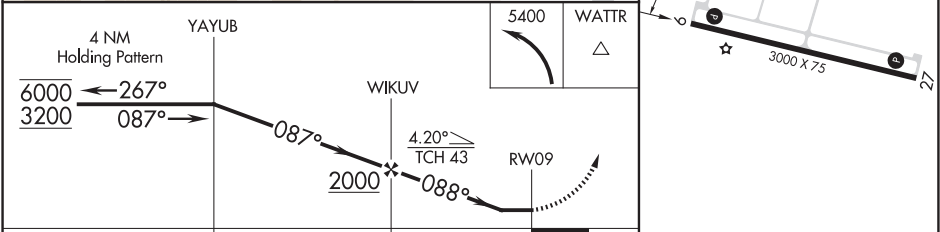
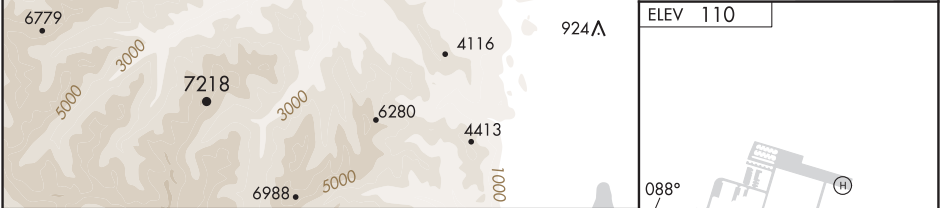
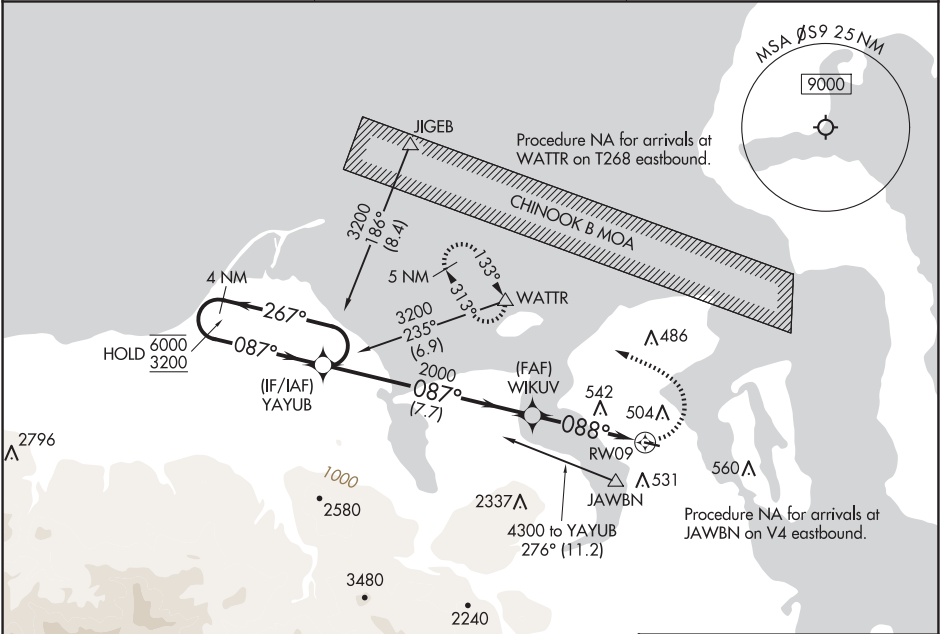
▼

▲

Procedure NA at night. Rwy 9, 27 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 5400 direct WATTR and hold, continue climb-in-hold to 5400.

AWOS-3P 119.025	WHIDBEY APP CON 118.2	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	960-1¼ 850 (900-1¼)	980-1¼ 870 (900-1¼)	NA	

REIL Rwy 9 0
MRL Rwy 9-27 0

PORTLAND INTL (PDX)
ILS or LOC RWY 10L

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-PDX	APP CRS		10R	10L
		Rwy Idg	11000	8535
		TDZE	24	30
		Apt Elev	31	31
Chan 42				

ILS or LOC RWY 10R
PORTLAND INTL (PDX)

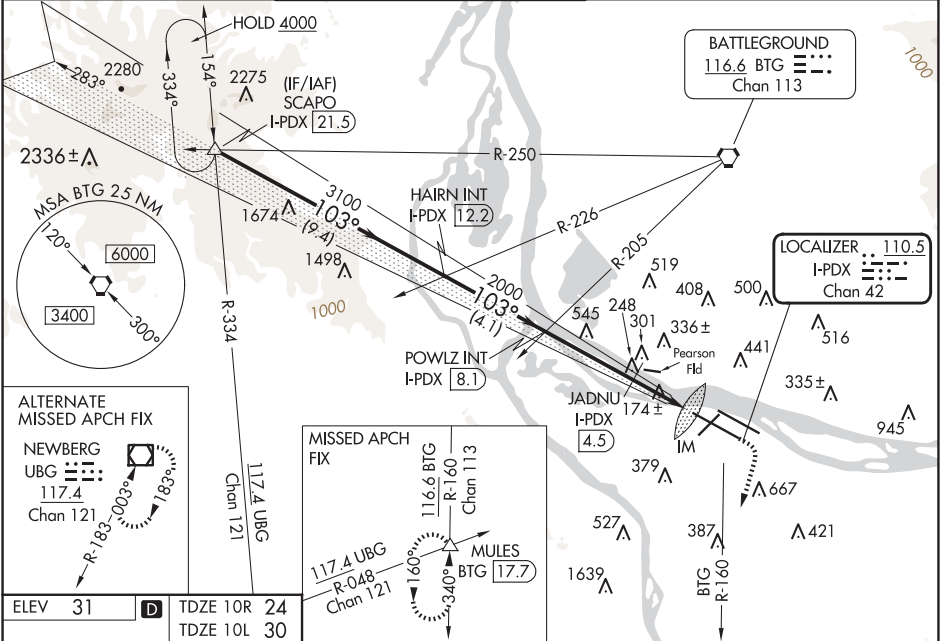
⚠ Simultaneous approach authorized. Inop table does not apply to Sidestep LOC 10L. For inop ALS increase S-ILS 10R Cat E visibility to RVR 4000. For inop ALS increase S-LOC 10R Cat C/D/E visibility to 2½ SM. For inop ALS increase JADNU fix minimums S-LOC 10R Cat C/D/E visibility to RVR 6000. Sidestep NA until passing JADNU.

ALSF-2 Rwy 10R

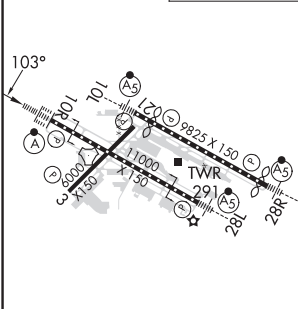
MALSR Rwy 10L

MISSED 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.

D-ATIS 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER Rwy 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251.125		GND CON 121.9 348.6	CINC DEL 120.125 318.1	CPDLC
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ELEV 31	D	TDZE 10R 24	TDZE 10L 30
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REIL Rwys 3 and 21 TDZ/CL Rwy 10R MIRL Rwy 3-21 HIRL Rwys 10L-28R and 10R-28L					
FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SCAPO I-PDX (21.5)		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).		1100 ↑	5000 BTG R-160	MULES △
HAIRN INT I-PDX (12.2)		POWLZ INT I-PDX (8.1)		JADNU I-PDX (4.5)	*I-PDX (3.1)	
4000		2000		2000		*LOC only
703°		3100		IM		
GS 3.00° TCH 53		2000		*860		
9.4 NM		4.1 NM		3.6 NM		1.4 NM
1 NM		0.1 NM				
CATEGORY	A		B		C	
D		E				
S-ILS 10R		224/18 200 (200-½)				
S-LOC 10R		860/24 860/40 836 (900-½) 836 (900-¾) 860-1⅞ 836 (900-1⅞)				
CIRCLING		860-1¼ 829 (900-1¼) 1060-3 1029 (1100-3) 1140-3 1109 (1200-3)				
JADNU FIX MINIMUMS						
S-LOC 10R		440/24 416 (500-½) 440/40 416 (500-¾)				
SIDESTEP 10L		800-1 800-1¼ 770 (800-1) 770 (800-1¼) 800-2½ 770 (800-2½) 800-2¾ 770 (800-2¾)				

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

PORTLAND, OREGON

AL-330 (FAA)

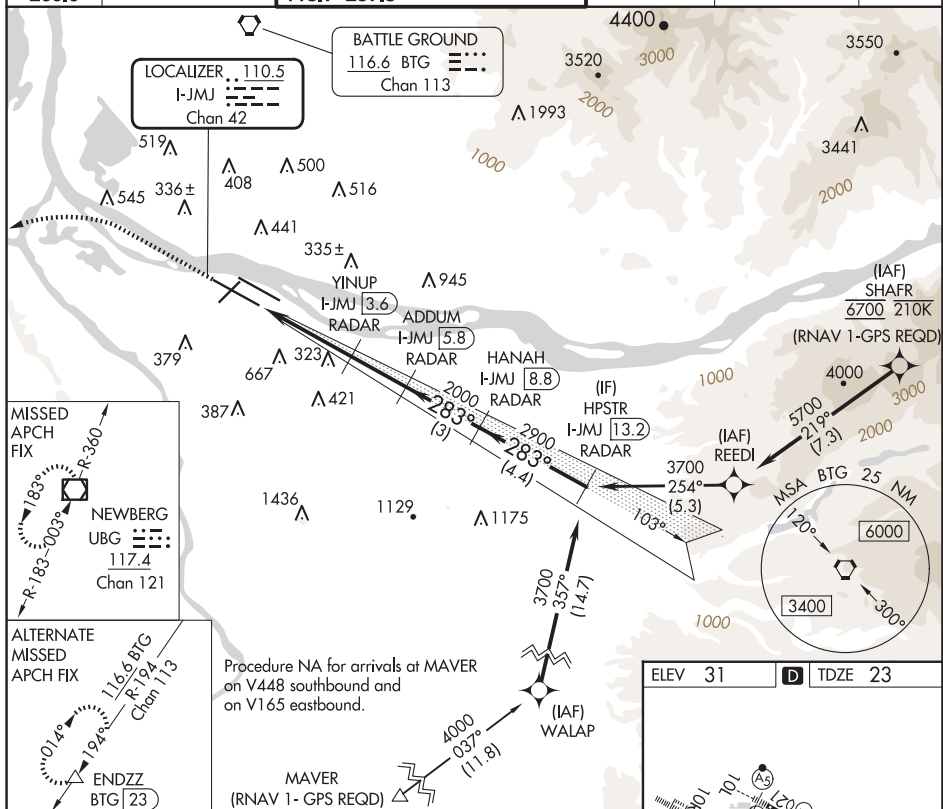
24305

LOC/DME I-JMJ 110.5 Chan 42	APP CRS 283°	Rwy Idg TDZE Apt Elev	11000 23 31
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ILS or LOC RWY 28L PORTLAND INTL (PDX)

<p>Simultaneous approach authorized. Autopilot coupled approach NA below 880. DME or RADAR required. For inop ALS, increase S-ILS 28L Cat E visibility to RVR 4500 and increase S-LOC 28L Cat E visibility to 1 1/2 SM.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 on UBG R-360 to UBG VOR/DME and hold.</p>
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D-ATIS 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER Rwys 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1	CPDLC
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ELEV 31	D	TDZE 23
<p>Procedure NA for arrivals at MAVER on V448 southbound and on V165 eastbound.</p>	<p>MAVER (RNAV 1- GPS REQD)</p>	<p>HPSTR I-JMJ 13.2 RADAR</p>
<p>2100 4000 UBG R-360</p>	<p>UBG R-360</p>	<p>GS 3.00° TCH 55</p>
<p>*LOC only</p>	<p>I-JMJ DME ANTENNA</p>	<p>I-JMJ 0.2</p>
<p>I-JMJ 1</p>	<p>I-JMJ 3.6</p>	<p>I-JMJ 8.8</p>
<p>1.2 2.6 NM 2.2 NM 3 NM 4.4 NM</p>	<p>306/24 283 (300-1/2)</p>	<p>480/45 457 (500-7/8)</p>
<p>S-ILS 28L</p>	<p>480/24 457 (500-1/2)</p>	<p>1140-3</p>
<p>S-LOC 28L</p>	<p>720-1 760-1</p>	<p>1109 (1200-3)</p>
<p>CIRCLING</p>	<p>689 (700-1) 729 (800-1)</p>	<p>1060-3 1029 (1100-3)</p>
<p>REIL Rwys 3 and 21 TDZ/CL Rwy 10R MIRL Rwy 3-21 HIRL Rwys 10L-28R and 10R-28L</p>	<p>FAF to MAP 6 NM</p>	<p>Knots 60 90 120 150 180</p>
<p>Min:Sec 6:00 4:00 3:00 2:24 2:00</p>		

PORTLAND, OREGON

Amdt 5A 06DEC18

45°35'N-122°36'W

PORTLAND INTL (PDX)

ILS or LOC RWY 28L

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-HAP	APP CRS	Rwy Idg	9290
111.3	283°	TDZE	31
Chan 50		Apt Elev	31

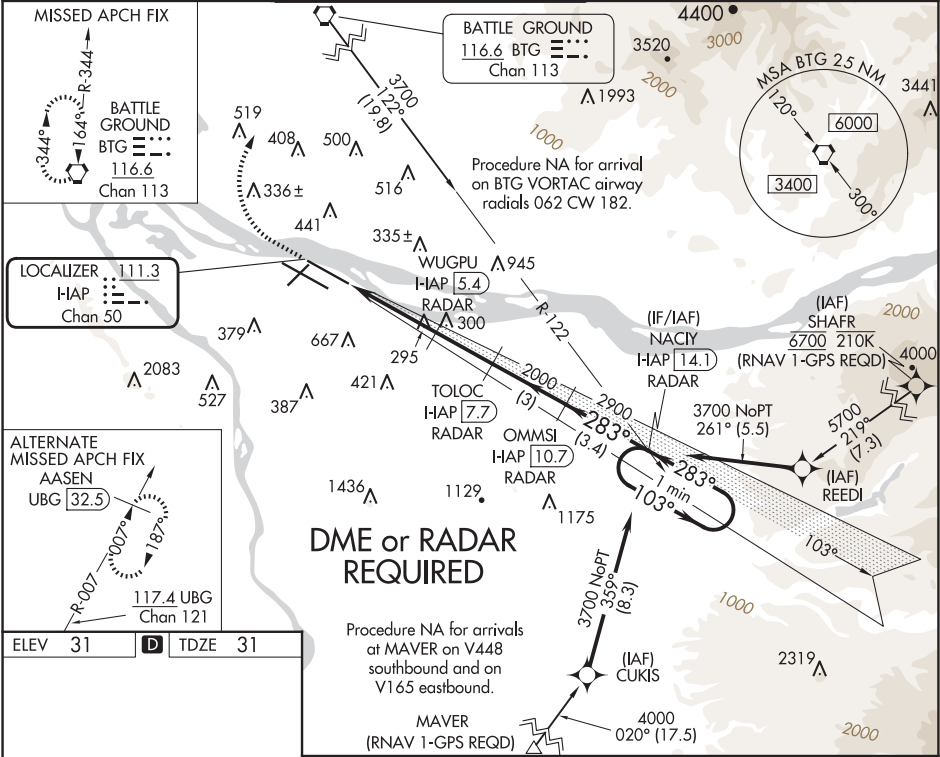
ILS or LOC RWY 28R
PORTLAND INTL (PDX)

Simultaneous approach authorized. For inop ALS, increase S-ILS 28R Cat E visibility to RVR 4000; increase S-LOC 28R Cat E visibility to 1½ SM.

MAISR

MISSED APPROACH: Climb to 600 then climbing right turn to 4200 direct BTG VORTAC and hold, continue climb-in-hold to 4200.

D-ATIS 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER Rwy 10L-28R 118.7 257.8	Rwys 3-21, 10R-28L 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1	CPDLC
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REIL Rwy 3 and 21					
TDZ/CL Rwy 10R					
MIRL Rwy 3-21					
HIRL Rwy 10L-28R and 10R-28L					
FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00
CIRCLING	720-1 689 (700-1) 760-1 729 (800-1) 1060-3 1029 (1100-3) 1140-3 1109 (1200-3)				

600

↑

4200

↷

BTG

⬢

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00°/TCH 70).

One Minute Holding Pattern

*LOC only.

WUGPU
I-IAP 5.4
RADAR

TOLOC
I-IAP 7.7
RADAR

OMMSI
I-IAP 10.7
RADAR

NACV
I-IAP 14.1
RADAR

H-IAP 1.7

*I-IAP 3.1

2000

1260*

2000

283°

103°

3700

GS 3.00°
TCH 54

1.4

2.3

2.3 NM

3 NM

3.4 NM

CATEGORY	A	B	C	D	E
S-ILS 28R	281/24 250 (300-½)				
S-LOC 28R	560/24 529 (600-½) 560/55 529 (600-1)				
CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3 1029 (1100-3)	1140-3 1109 (1200-3)	

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

PORTLAND, OREGON

AL-330 (FAA)

24305

LOC/DME I-PDX 110.5 Chan 42	APP CRS 103°	Rwy Idg 11000 TDZE 24 Apt Elev 31
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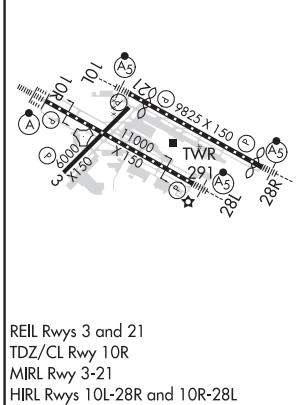
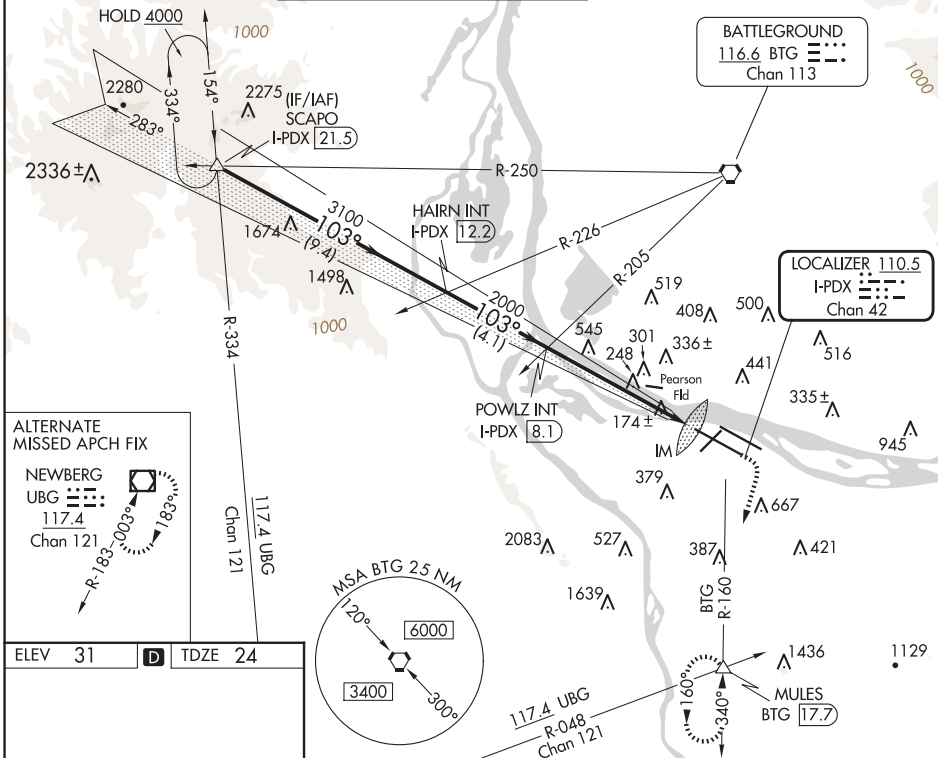
ILS RWY 10R (SA CAT I) **PORTLAND INTL (PDX)**

Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED 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.

D-ATIS 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER Rwy 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1	CPDLC
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CATEGORY	A	B	C	D
S-ILS 10R	RA 157/14 150	DA 174		
SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				

PORTLAND, OREGON

Amdt 35A 08OCT20

45°35'N-122°36'W

PORTLAND INTL (PDX)

ILS RWY 10R (SA CAT I)

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-PDX 110.5 Chan 42	APP CRS 103°	Rwy Idg 11000 TDZE 24 Apt Elev 31
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ILS RWY 10R (CAT II & III)
PORTLAND INTL (PDX)

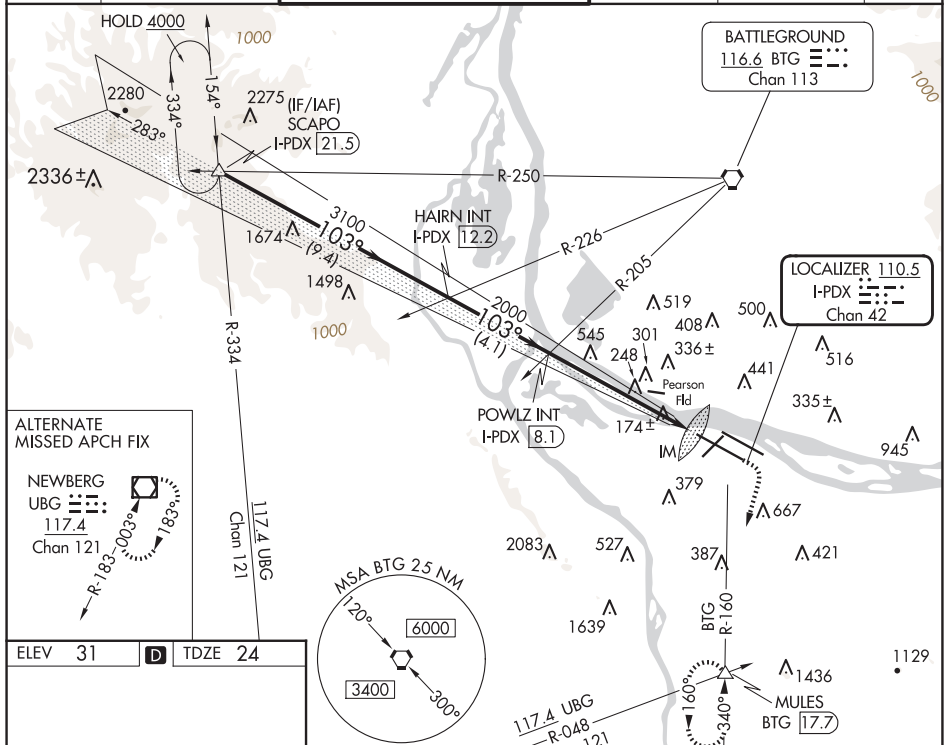
T Simultaneous approach authorized.
CAT II: RVR 1000 authorized with specific OPSPEC,
MSPEC, or LOA approval and use of autoland or
HUD to touchdown.

ALSF-2



MISSED 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.

D-ATIS 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER Rwy 10L-28R 118.7 257.8	Rwys 3-21, 10R-28L 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1	CPDLC
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ELEV 31	D	TDZE 24
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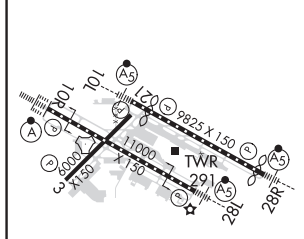


Figure 1-10 illustrates a non-parallel glidepath scenario. The diagram shows a profile view of a runway with a 103° angle between the 4000' and 2000' segments. The 2000' segment is at a 3100' elevation, and the 1000' segment is at a 2000' elevation. The total length is 9.4 NM. The diagram also shows the SCAPO I-PDX (21.5) and HAIRN INT I-PDX (12.2) and POWLZ INT I-PDX (8.1) segments. The diagram includes a table with categories A, B, C, and D, and a table with categories S-ILS 10R and CAT II RA 107/12 100 DA 124, and S-ILS 10R and CAT III RVR 03.

CATEGORY	A	B	C	D
S-ILS 10R	CAT II RA 107/12 100 DA 124			
S-ILS 10R	CAT III RVR 03			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1. 07 AUG 2025 to 02 OCT 2025

PORTLAND, OREGON

AL-330 (FAA)

24305

APP CRS	Rwy Idg 11000
283°	TDZE 23
	Apt Elev 31

RNAV (RNP) Y RWY 28L

PORTLAND INTL (PDX)

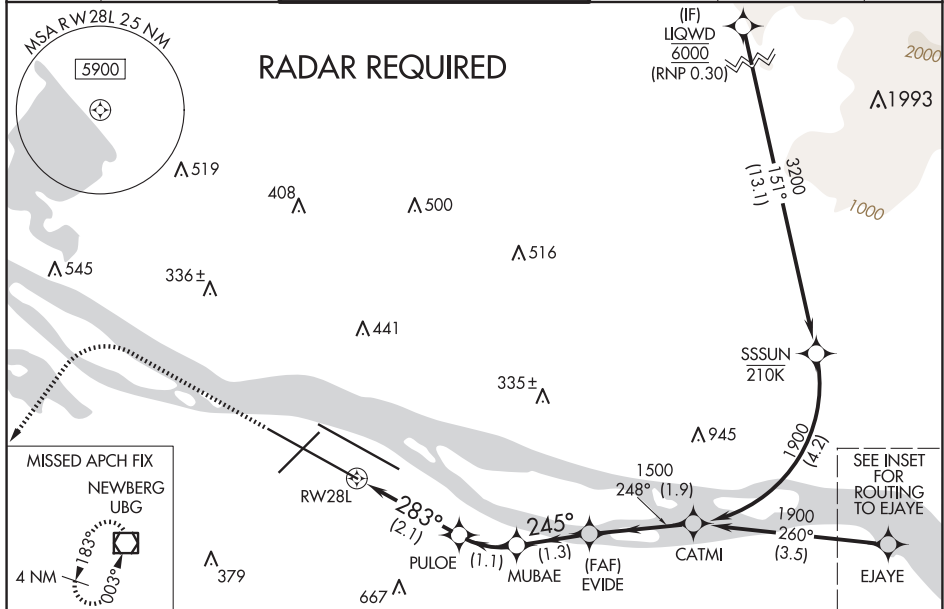
▼ For uncompensated Baro-VNAV systems, procedure NA below -7°C (20°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.23 all Cats visibility to RVR 5600 and increase RNP 0.30 all Cats visibility to 1½ mile. Simultaneous approach authorized with Rwy 28R. RF required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

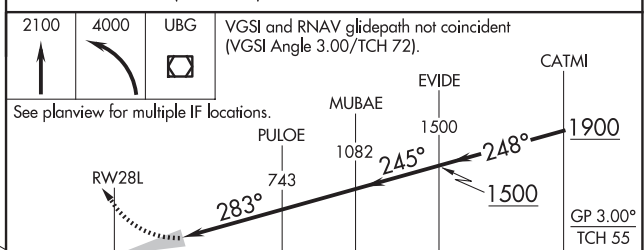
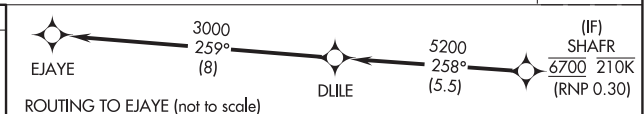


MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 direct UBG VOR/DME and hold.

D-ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL	CPDLC
128.35	124.35 299.2	Rwy 10L-28R	Rwys 3-21, 10R-28L	121.9 348.6	120.125 318.1	
269.9		118.7 257.8	123.775 251.125			



ELEV 31	D	TDZE 23
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CATEGORY	A	B	C	D
RNP 0.23 DA	370/33	347 (400-5%)		
RNP 0.30 DA	476/53	453 (500-1)		

AUTHORIZATION REQUIRED

MIRL Rwy 3-21
TDZ/CL Rwy 10R
REIL Rwys 3 and 21
HIRL Rwys 10L-28R and 10R-28L

PORTLAND, OREGON

Amdt 2 25JUN15

45°35'N-122°36'W

PORTLAND INTL (PDX)

RNAV (RNP) Y RWY 28L

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS 283°	Rwy Idg	9290
	TDZE	31
	Apt Elev	31

RNAV (RNP) Y RWY 28R

PORTLAND INTL (PDX)

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 1¼ mile, and increase RNP 0.30 all Cats visibility to 1½ mile. RF required. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 28L.

MALSR

MISSED APPROACH:
Climb to 600 then climbing right turn to 4400 direct BATYL and hold, continue climb-in-hold to 4400.

D-ATIS 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER Rwy 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1	CPDLC
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ELEV 31	TDZE 31	<div><div>ROUTING TO EAJE (not to scale)</div><div><div>600</div><div>4400</div><div>BATYL</div></div><div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).</div><div>See planview for multiple IF locations.</div><div><div>RW28R</div><div>HULAB</div><div>YANNO</div><div>DIKKE</div><div>CATMI</div></div><div><div>2 NM</div><div>1 NM</div><div>1.5 NM</div><div>1.2 NM</div></div></div>			
<div>REIL Rwys 3 and 21 TDZ/CL Rwy 10R MIRL Rwy 3-21 HIRL Rwys 10L-28R and 10R-28L</div>		<div><div>AUTHORIZATION REQUIRED</div></div>			

PORTLAND, OREGON

Amtd 2 25JUN15

45°35'N-122°36'W

599

PORTLAND INTL (PDX)

RNAV (RNP) Y RWY 28R

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	8535
103°	TDZE	30
	Apt Elev	31

RNAV (RNP) Z RWY 10L

PORTLAND INTL (PDX)

RNP AR APCH - GPS. Authorization required. From DAYSS, RIPPP, or GAMBE: RF.

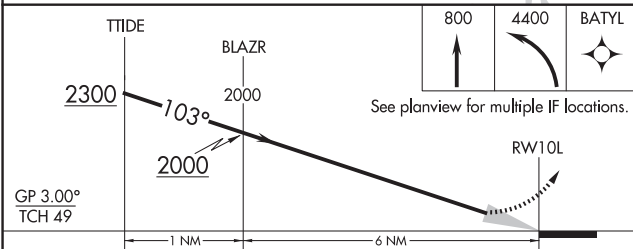
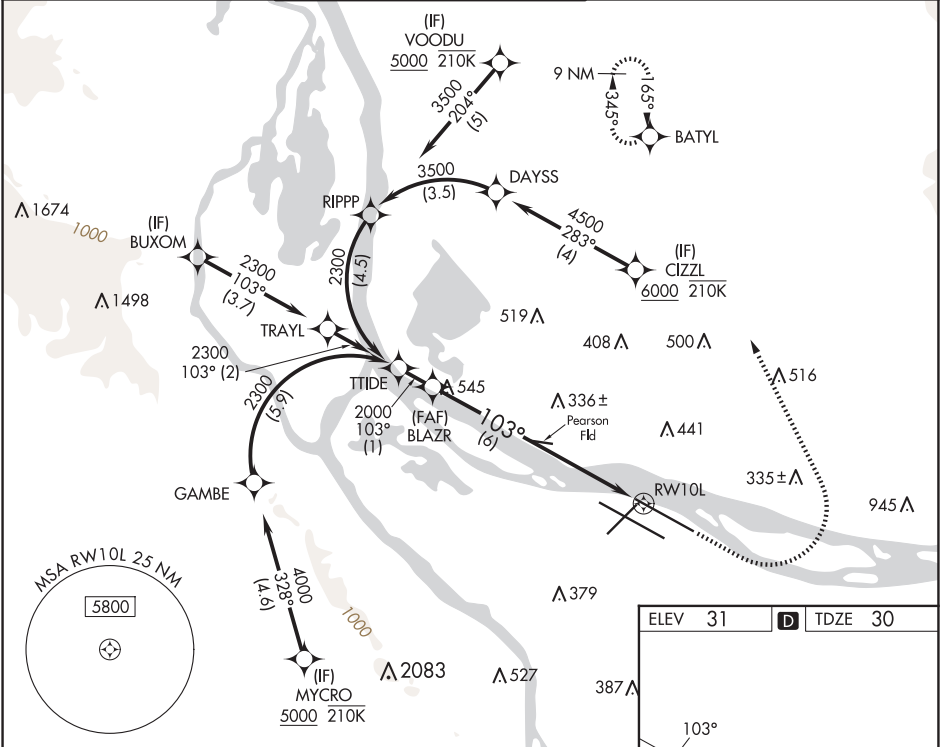
For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. Simultaneous approach authorized.

MALSR

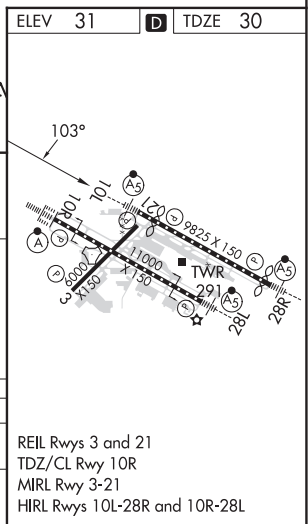


MISSED APPROACH: Climb to 800 then climbing left turn to 4400 direct BATYL and hold, continue climb-in-hold to 4400.

D-ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON	CLNC DEL	CPDLC
128.35 269.9	124.35 299.2	Rwy 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251.125	121.9 348.6	120.125 318.1	



CATEGORY	A	B	C	D
RNP 0.30 DA		365/26	335 (400-½)	
AUTHORIZATION REQUIRED				



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

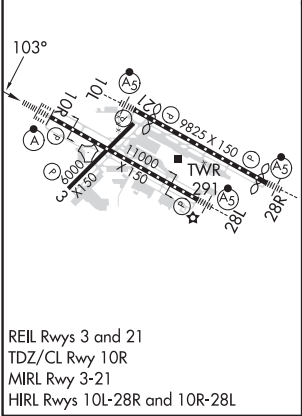
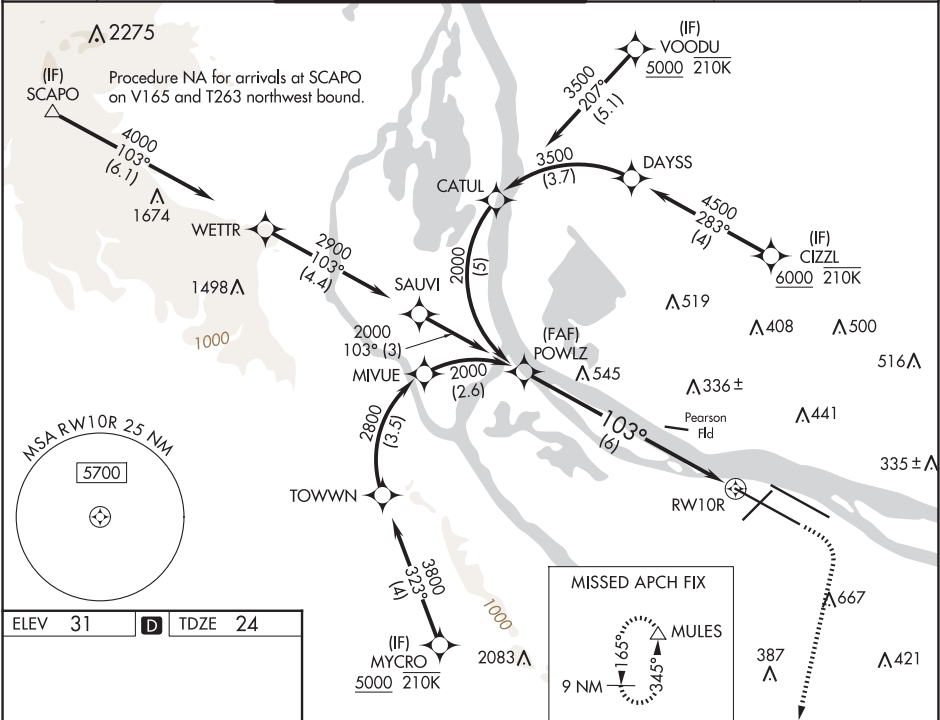
APP CRS	Rwy Idg	11000
103°	TDZE	24
	Apt Elev	31



RNAV (RNP) Z RWY 10R

PORTLAND INTL (PDX)

RNP AR APCH - GPS. Authorization required. From DAYSS, CATUL, or TOWNN: RF.	ALSIF-2	MISSED APPROACH: Climb to 440 then climbing right turn to 5000 direct MULES and hold, continue climb-in-hold to 5000.
▼ For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.18 all Cats visibility to RVR 4500, increase RNP 0.30 all Cats visibility to RVR 5500.		

D-ATIS	PORTLAND APP CON	PORTLAND TOWER				GND CON	CLNC DEL	CPDLC
128.35		Rwy 10L-28R	Rwys 3-21, 10R-28L					
269.9		124.35 299.2	118.7 257.8	123.775 251.125				



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).				440 ↑	5000 	MULES △
POWLZ 2000				See planview for multiple IF locations.		
<u>2000</u> ↗				103°		
GP 3.00° TCH 53				RWY 10R 		
6 NM						
CATEGORY	A	B	C	D		
RNP 0.18 DA	324/24		300 (300-½)			
RNP 0.30 DA	397/35		373 (400-¾)			
AUTHORIZATION REQUIRED						

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 28L
PORTLAND INTL (PDX)

MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 direct UBG VOR/DME and hold.

The figure is a detailed map of the search area around Pearl Harbor. Key features include:

- Flight Path:** Indicated by a solid line with diamond markers at key locations: RW28L, ADDUM (FAF), NOLGE, HANAH, DSHUT, and HPSTR (IF).
- Navigational Data:** Bearings and distances are provided along the path:
 - RW28L to ADDUM: 283° (6)
 - ADDUM to NOLGE: 2000' 283° (1.6)
 - NOLGE to HANAH: 2000' 283° (3)
 - HANAH to DSHUT: 2500' 283° (2.2)
 - DSHUT to HPSTR: 3200' 283° (2.5)
- Landmarks and Other Points:**
 - Newberg UBG is shown near the bottom left, with a note "MISSED APCH FIX".
 - A circular inset at the top right shows "MSA RW28L 25 NM" with a bearing of "5800".
 - Various other points are labeled with alphanumeric codes: Δ 441, Δ 335 ±, Δ 945, Δ 379, Δ 527, Δ 387, Δ 421, Δ 1639, Δ 1436, Δ 1175.
- Scale and Orientation:** A scale bar indicates "4 NM". A compass rose shows bearings of 183° and 003°.

REIL Rwy 3 and 21
 TDZ/CL Rwy 10R
 MIRA Rwy 3-21
 HIRL Rwy 10L-28R and 10R-28L

2100
4000
UBG

VGS1 and RNAV glidepath not coincident
(VGS1 Angle 3.00°/TCH 72).

ADDUM
2000

2000

283°

6 NM

RW28L

GP 3.00°
TCH 55

CATEGORY	A	B	C	D
RNP 0.30 DA	399/60 376 (400-1¼)			


AUTHORIZATION REQUIRED

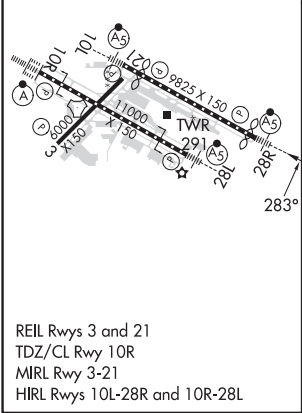
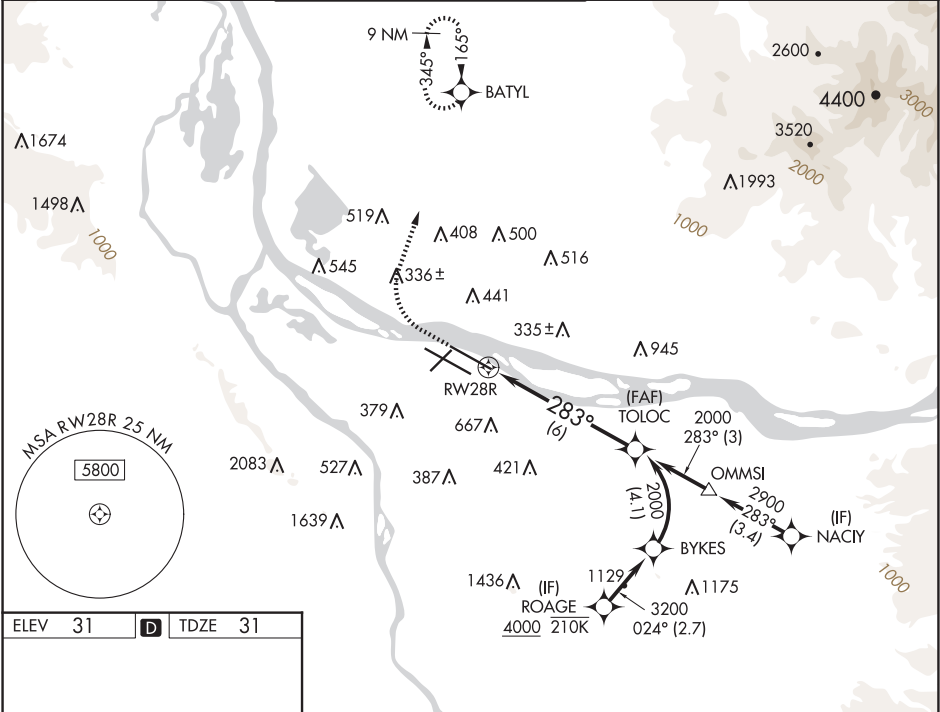
RNAV (RNP) Z RWY 28L

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	9290
283°	TDZE	31
	Apt Elev	31

RNAV (RNP) Z RWY 28R
PORTLAND INTL (PDX)

RNP AR APCH - GPS. Authorization required. From BYKES: RF			<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 600 then climbing right turn to 4400 direct BATYL and hold, continue climb-in-hold to 4400.	
▼ For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. Simultaneous approach authorized. For inop ALS increase RNP 0.10 all Cats visibility to RVR 4500, increase RNP 0.20 all Cats visibility to RVR 5500, and increase RNP 0.30 all Cats visibility to RVR 6000.					
D-ATIS 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER Rwy 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1	CPDLC



600

4400

BATYL

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 70).

TOLOC

2000

2000

GP 3.00°
TCH 54

RW28R

283°

See planview for multiple IF locations.

6 NM

CATEGORY	A	B	C	D
RNP 0.10 DA	322/24 291 (300-½)			
RNP 0.20 DA	400/35 369 (400-⅝)			
RNP 0.30 DA	451/40 420 (500-¾)			

AUTHORIZATION REQUIRED

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

PORTLAND, OREGON


AL-330 (FAA)

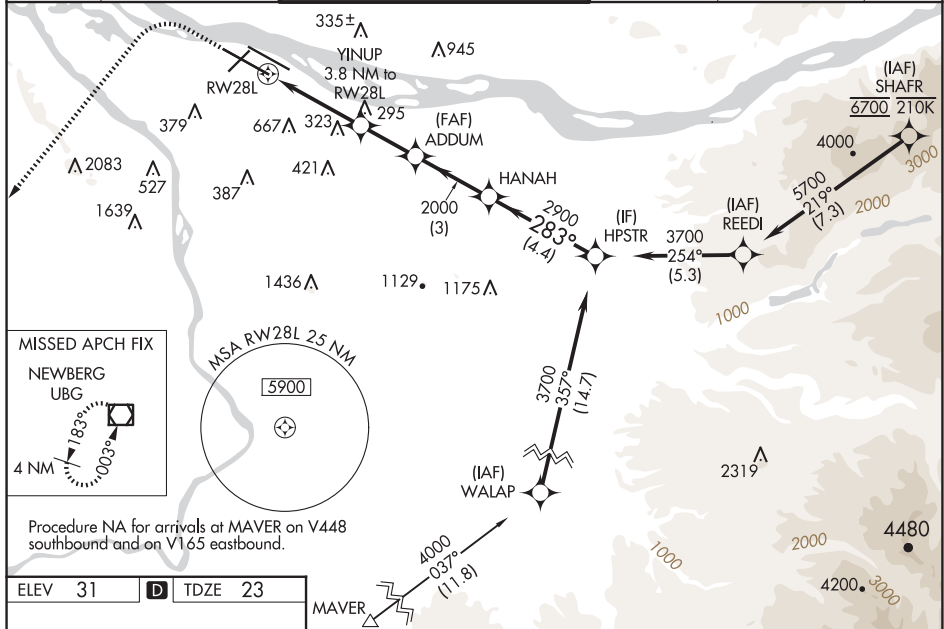
24305

WAAS CH 56205 W28B	APP CRS 283°	Rwy Idg 11000 TDZE 23 Apt Elev 31
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RNAV (GPS) X RWY 28L

PORTLAND INTL (PDX)

<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized.</p> <p>LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA.</p> <p>Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.</p>			<p>MALSR</p> 		<p>MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 direct UBG VOR/DME and hold.</p>
D-ATIS 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER Rwy 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1	CPDLC



ELEV 31	D	TDZE 23
<p>MAVER</p> <p>2100 4000 UBG</p> <p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).</p> <p>* LNAV only</p> <p>YINUP 3.8 NM to RW28L</p> <p>*1.4 NM to RW28L</p> <p>RW28L</p> <p>1280*</p> <p>2000</p> <p>283°</p> <p>3700</p> <p>GP 3.00° TCH 55</p>		
<p>REIL Rwys 3 and 21 TDZ/CL Rwy 10R MIRL Rwy 3-21 HIRL Rwys 10L-28R and 10R-28L</p>		
<p>CIRCLING</p>		

PORTLAND, OREGON

Amdt 4 01FEB18

45°35'N-122°36'W

PORTLAND INTL (PDX)

RNAV (GPS) X RWY 28L

NW-1, 07 AUG 2025 to 02 OCT 2025

PORTLAND, OREGON

AL-330 (FAA)

24305

WAAS CH 60905 W28A	APP CRS 283°	Rwy Idg 9290 TDZE 31 Apt Elev 31
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RNAV (GPS) X RWY 28R
PORTLAND INTL (PDX)

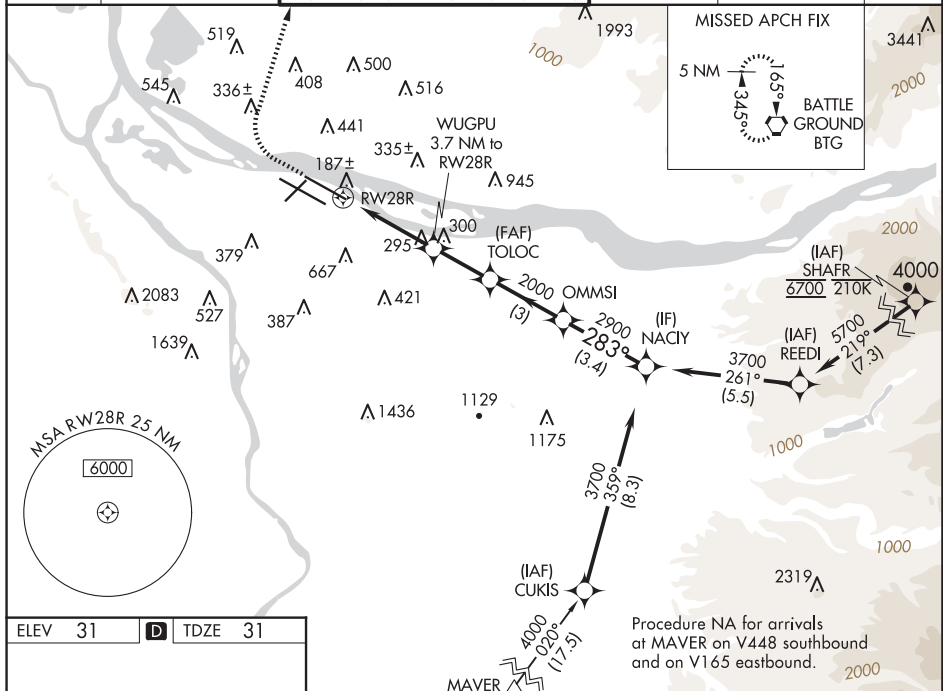
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS increase LNAV Cat C/D visibility to RVR 6000.

MALSR

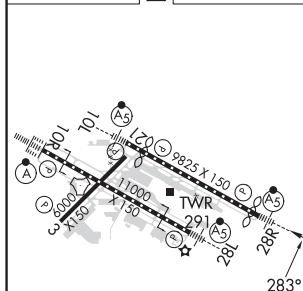


MISSED APPROACH: Climb to 600 then climbing right turn to 4200 direct BTG VORTAC and hold, continue climb-in-hold to 4200.





D-ATIS	PORTLAND APP CON		PORTLAND TOWER		GND CON		CLNC DEL		CPDLC
128.35	124.35	299.2	Rwy 10L-28R	Rwys 3-21, 10R-28L	121.9	348.6	120.125	318.1	
269.9			118.7	257.8	123.775	251.125			



ELEV	31	D	TDZE	31
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REIL Rwy 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwy 10L-28R and 10R-28L

600 ↑		4200 ↷		BTG 		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 70°).				NAC1Y	
* LNAV only		WUGPU 3.7 NM to RW28R		TOLOC 2000		OMMSI		283°		3700	
		* 1.1 NM to RW28R 		1260*		2000 				GP 3.00° TCH 54	
		1.1		2.6 NM		2.3 NM		3 NM		3.4 NM	
CATEGORY		A		B		C		D			
LPV	DA	281/24		250 (300-½)							
LNAV/ VNAV	DA	446/45		415 (500-¾)							
LNAV	MDA	440/24 409 (500-½)		440/40 409 (500-¾)							
 CIRCLING		720-1 689 (700-1)		760-1 729 (800-1)		1060-3		1029 (1100-3)			

PORTLAND, OREGON

Amdt 4 01FEB18

PORTLAND INTL (PDX)

45°35'N-122°36'W

605

RNAV (GPS) X RWY 28R

NW-1, 07 AUG 2025 to 02 OCT 2025

PORTLAND, OREGON

AL-330 (FAA)

24305

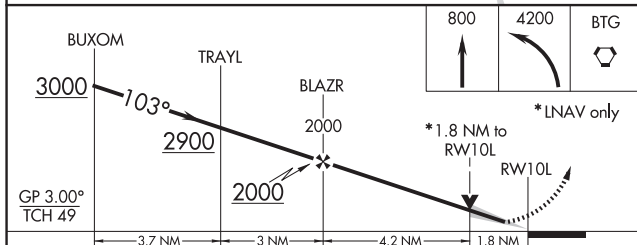
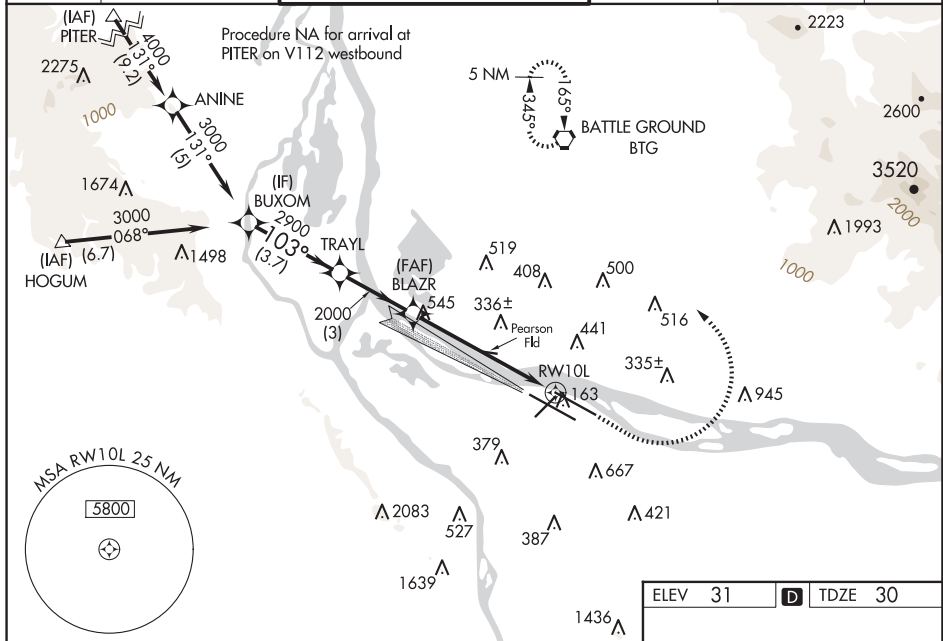
WAAS CH 81804 W10B	APP CRS 103°	Rwy Idg 8535 TDZE 30 Apt Elev 31
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RNAV (GPS) Y RWY 10L

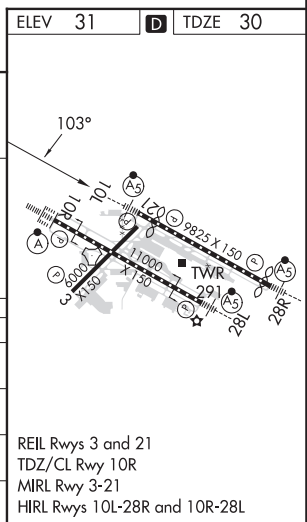
PORTLAND INTL (PDX)

<p>T 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 10R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inoperative MALSR, increase LPV visibility all Cats to RVR 4500. Increase LNAV/VNAV visibility all Cats to 1½ mile, and LNAV Cat C and D visibility to 1¾ mile.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 800 then climbing left turn to 4200 direct BTG VORTAC and hold, continue climb-in-hold to 4200.</p>
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D-ATIS 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER Rwy 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1	CPDLC
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CATEGORY	A	B	C	D
LPV DA	296/24 266 (300-½)			
LNAV/VNAV DA	413/45 383 (400-¾)			
LNAV MDA	640-1	610 (700-1)	640-1¾	610 (700-1¾)
C CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3	1029 (1100-3)



PORTLAND, OREGON

Amdt 2C 08OCT20

45°35'N-122°36'W

PORTLAND INTL (PDX)

RNAV (GPS) Y RWY 10L

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40004 W10A	APP CRS 103°	Rwy Idg 11000 TDZE 24 Apt Elev 31
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RNAV (GPS) Y RWY 10R
PORTLAND INTL (PDX)

PORTLAND INTL (PDX)

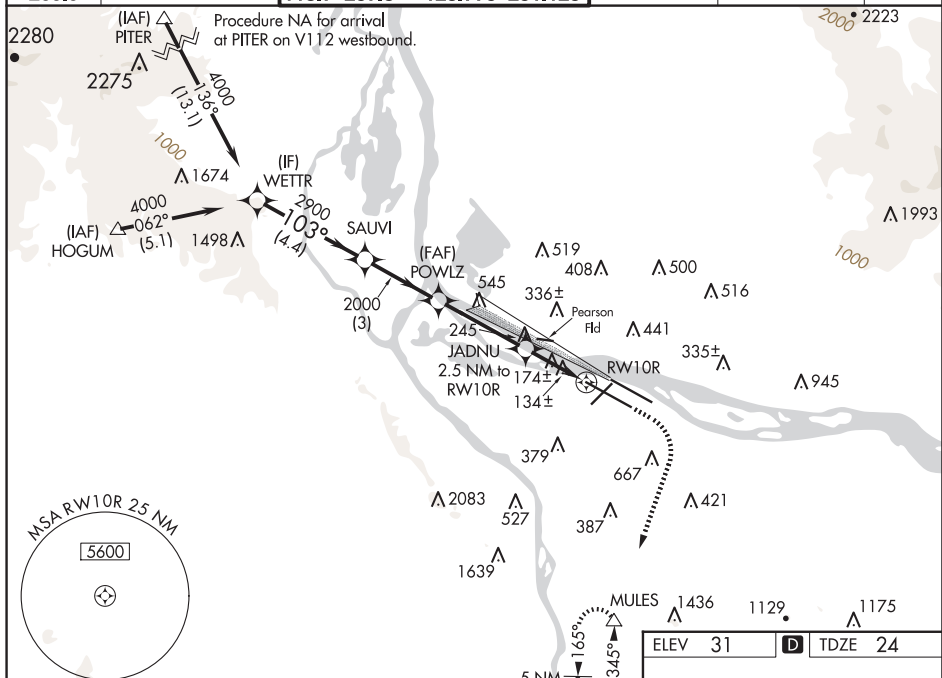
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 10L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. RNAV procedure NA during simultaneous operations.

ALSF-2



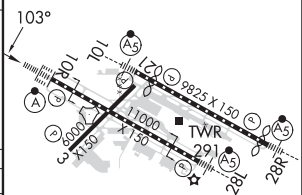
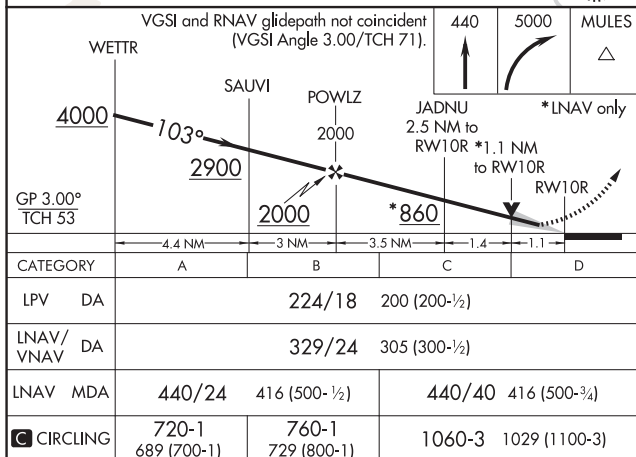
MISSED APPROACH: Climb to 440 then climbing right turn to 5000 direct MULES and hold.

D-ATIS	PORTLAND APP CON		PORTLAND TOWER		GND CON		CLNC DEL		CPDLC
128.35	124.35	299.2	Rwy 10L-28R	Rwys 3-21, 10R-28L	121.9	348.6	120.125	318.1	
269.9			118.7	257.8	123.775	251.125			



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



REIL Rwy 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwy 10L-28R and 10R-28L

LOC/DME RWY 21
PORTLAND INTL (PDX)

MISSED APPROACH: Climbing right turn to 4200 on BTG VORTAC R-160 to BTG VORTAC and hold, continue climb-in-hold to 4200.

MSA BTG 25 NM
120°
6200
3500
300°

BATTLE GROUND
116.6 BTG
Chan 113

344°
164°
R-344
R-164
09160

5700
054°
(12.5)

1800
1000
2223
2833
209°
209° (1.4)
5300
2600
4400
3520
4240
3280
4381
3000
4560
3000
2000
3441
1000
2000

(IF/IAF)
CREAK INT
I-GPO [18.7]

NULRE
I-GPO [17.3]

YIPYU
I-GPO [14.3]

COVDU
I-GPO [11.3]

HUDUT
I-GPO [7.3]

JAXAG
I-GPO [4.1]

LOCALIZER 108.9
I-GPO
Chan 26

ELEV 31
D
TDZE 26

209°

REIL Rwy 3 and 21
 TDZ/CL Rwy 10R
 MIRL Rwy 3-21
 HIRL Rwy 10L-28R and 10R-28L

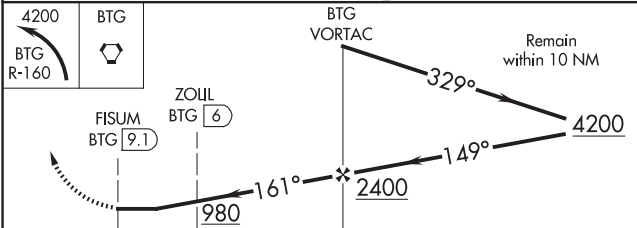
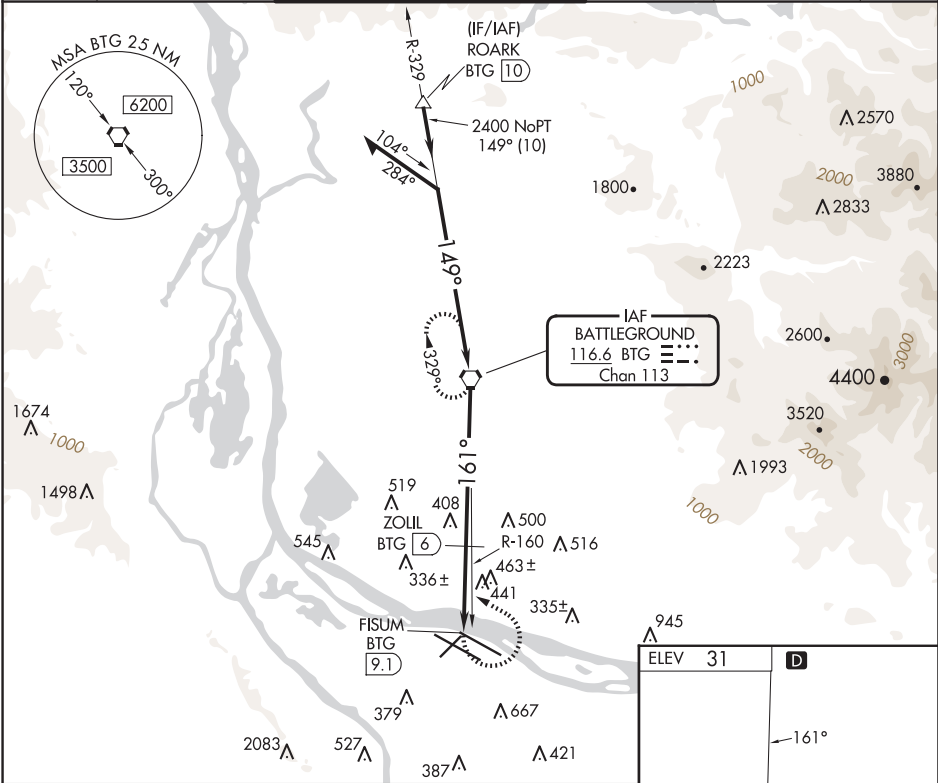
NW-1, 07 AUG 2025 to 02 OCT 2025

VORTAC BTG	APP CRS	Rwy Idg TDZE	N/A
116.6	161°		N/A
Chan 113		Apt Elev	31

VOR-A
PORTLAND INTL (PDX)

MISSED APPROACH: Climbing left turn to 4200 via BTG R-160 to BTG VORTAC and hold, continue climb-in-hold to 4200.

D-ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON	CLNC DEL	CPDLC
128.35	124.35 299.2	Rwys 10L-28R 118.7 257.8	Rwys 3-21, 10R-28L 123.775 251.125	121.9 348.6	120.125 318.1
269.9					



CATEGORY	A	B	C	D
CIRCLING	980-1¼ 949 (1000-1¼)	1060-3 1029 (1100-3)		
ZOUUL FIX MINIMUMS				
CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3 1029 (1100-3)	

ELEV 31

161°

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

FAF to MAP 9.1 NM

Knots	60	90	120	150	180
Min:Sec	9:06	6:04	4:33	3:38	3:02

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

PORTLAND, OREGON

AL-330 (FAA)

24305

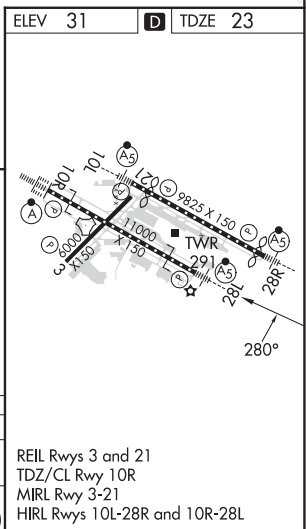
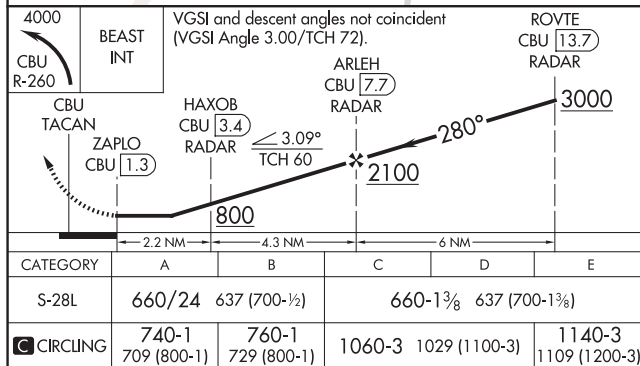
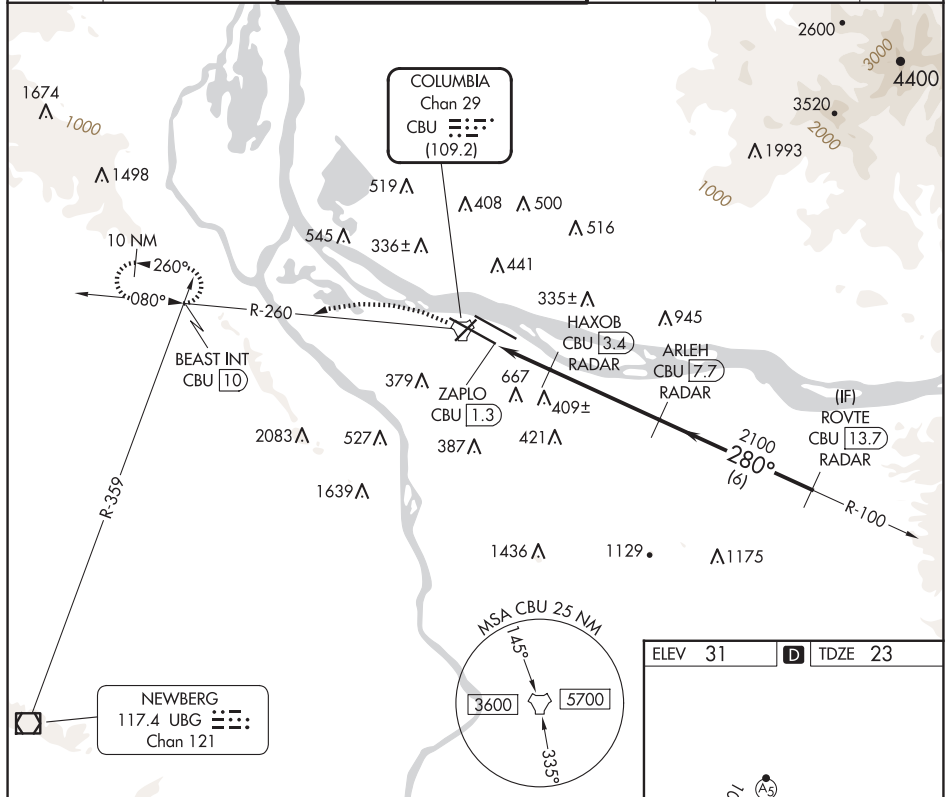
TACAN CBU Chan 29 (109.2)	APP CRS 280°	Rwy ldg TDZE 23 Apt Elev 31
---	------------------------	---

TACAN RWY 28L

PORTLAND INTL (PDX)

RADAR required for procedure entry.		MALSR	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.
For inop ALS, increase S-28L Cat C/D/E visibility to 1¾ SM.		AS	

D-ATIS 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER Rwy 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1	CPDLC
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PORTLAND, OREGON

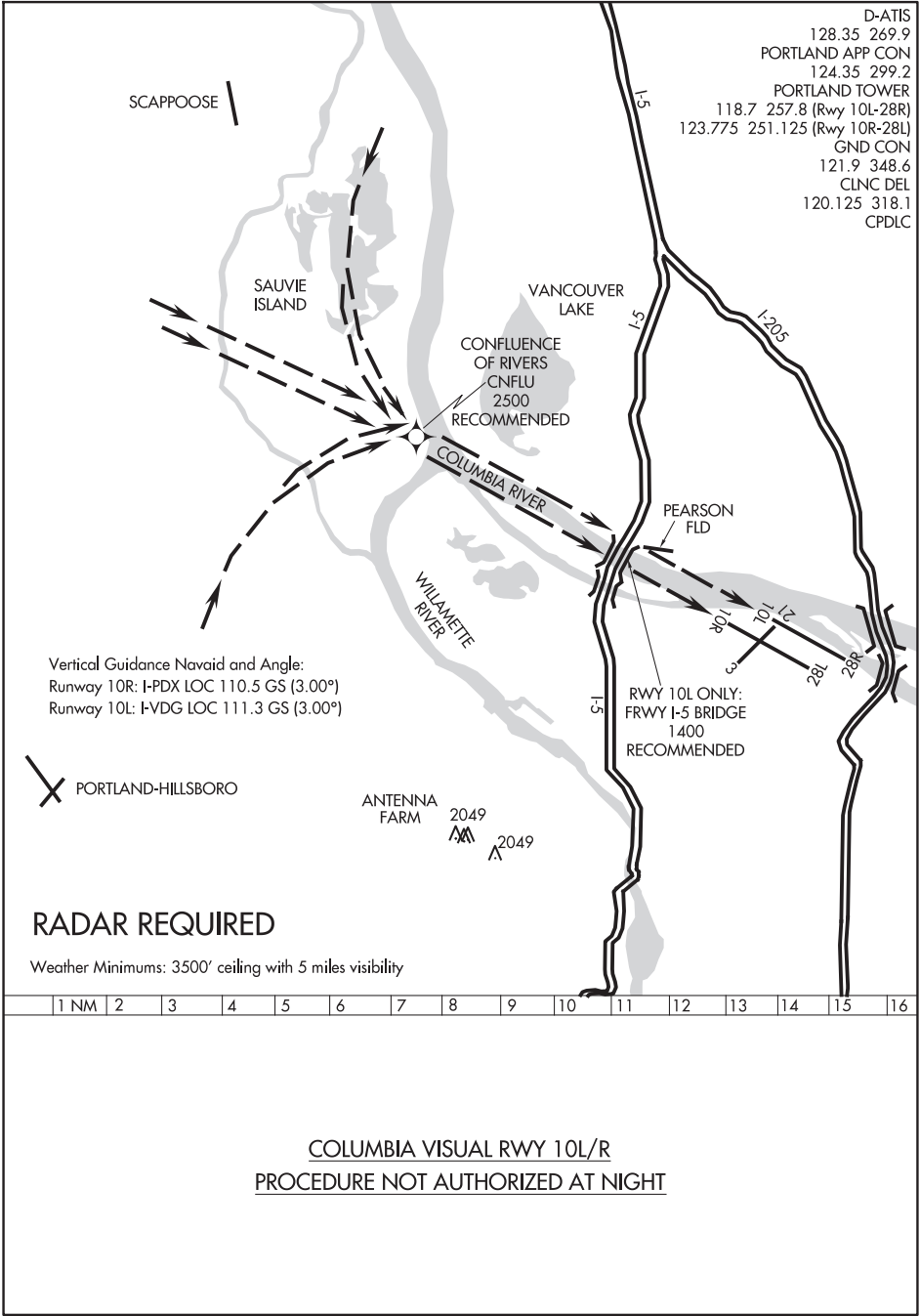
Amdt 2 25JAN24

45°35'N-122°36'W

PORTLAND INTL (PDX)

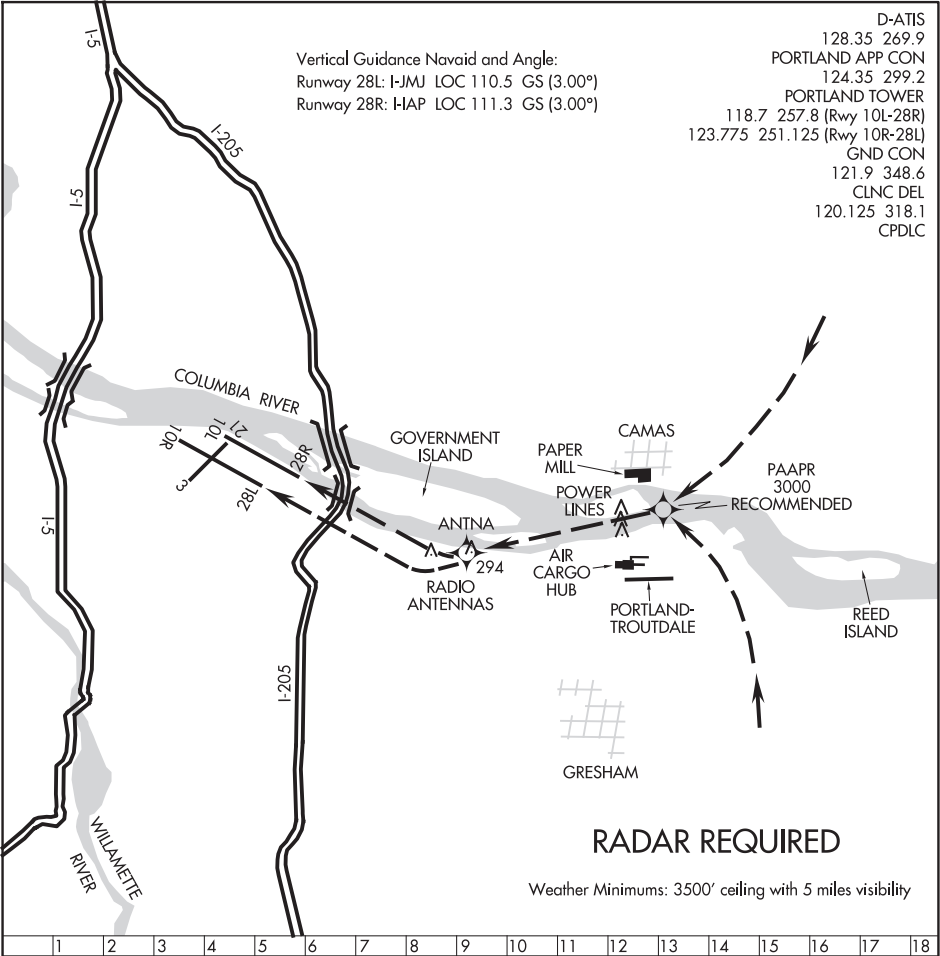
TACAN RWY 28L

NW-1, 07 AUG 2025 to 02 OCT 2025



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°)

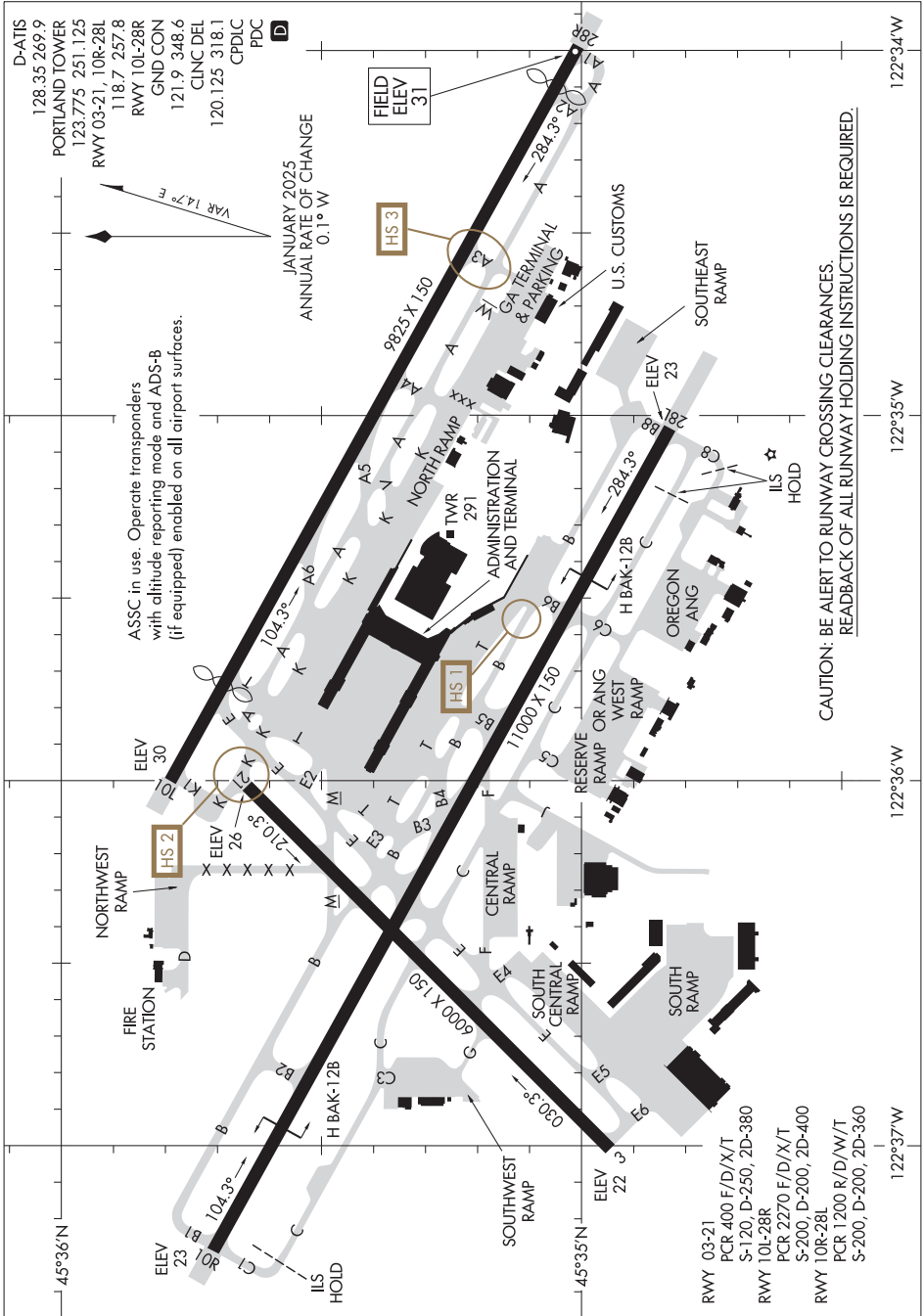
D-ATIS
128.35 269.9
PORTLAND APP CON
124.35 299.2
PORTLAND TOWER
118.7 257.8 (Rwy 10L-28R)
123.775 251.125 (Rwy 10R-28L)
GND CON
121.9 348.6
CLNC DEL
120.125 318.1
CPDLC



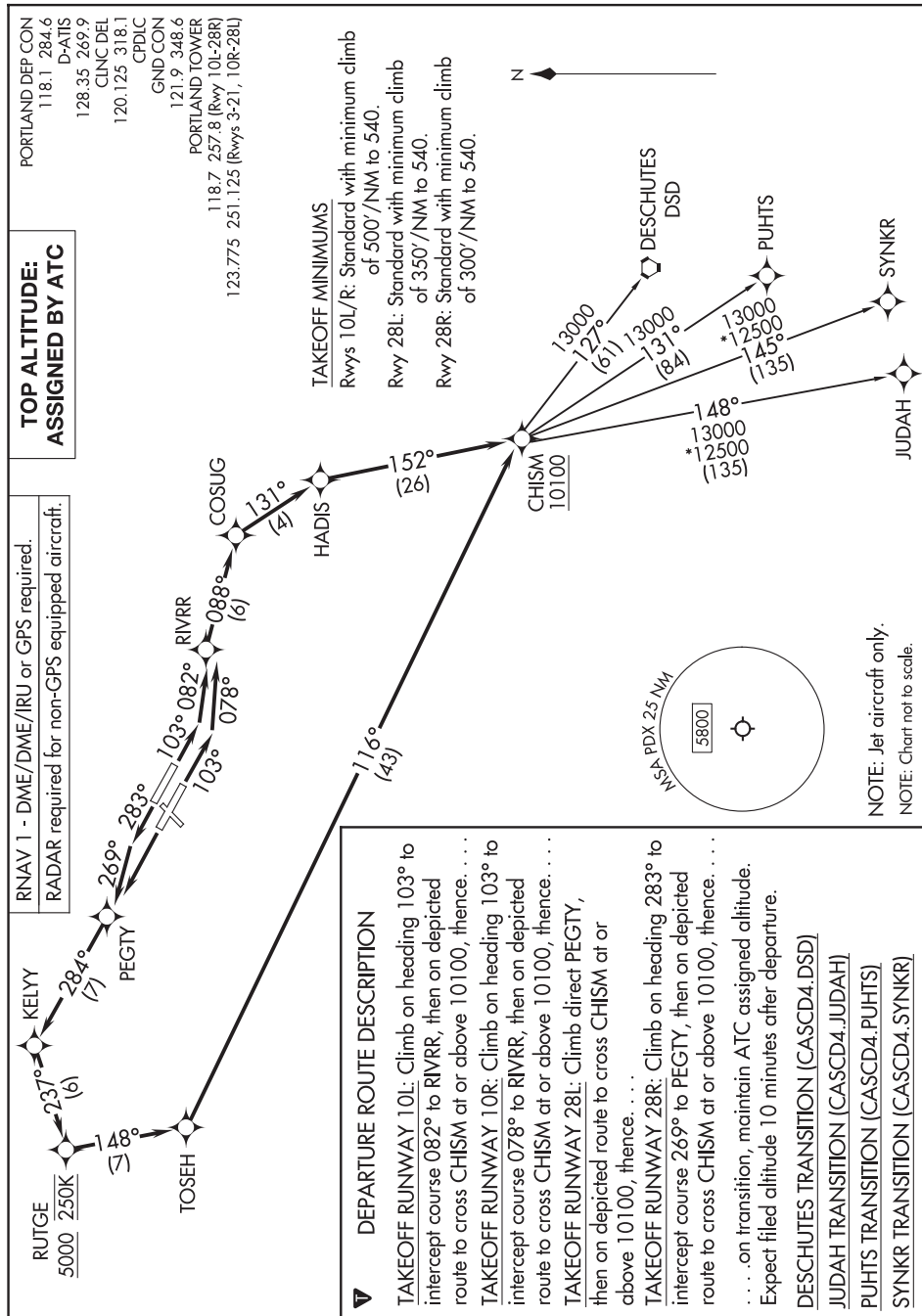
MILL VISUAL RWY 28L/R
PROCEDURE NOT AUTHORIZED AT NIGHT

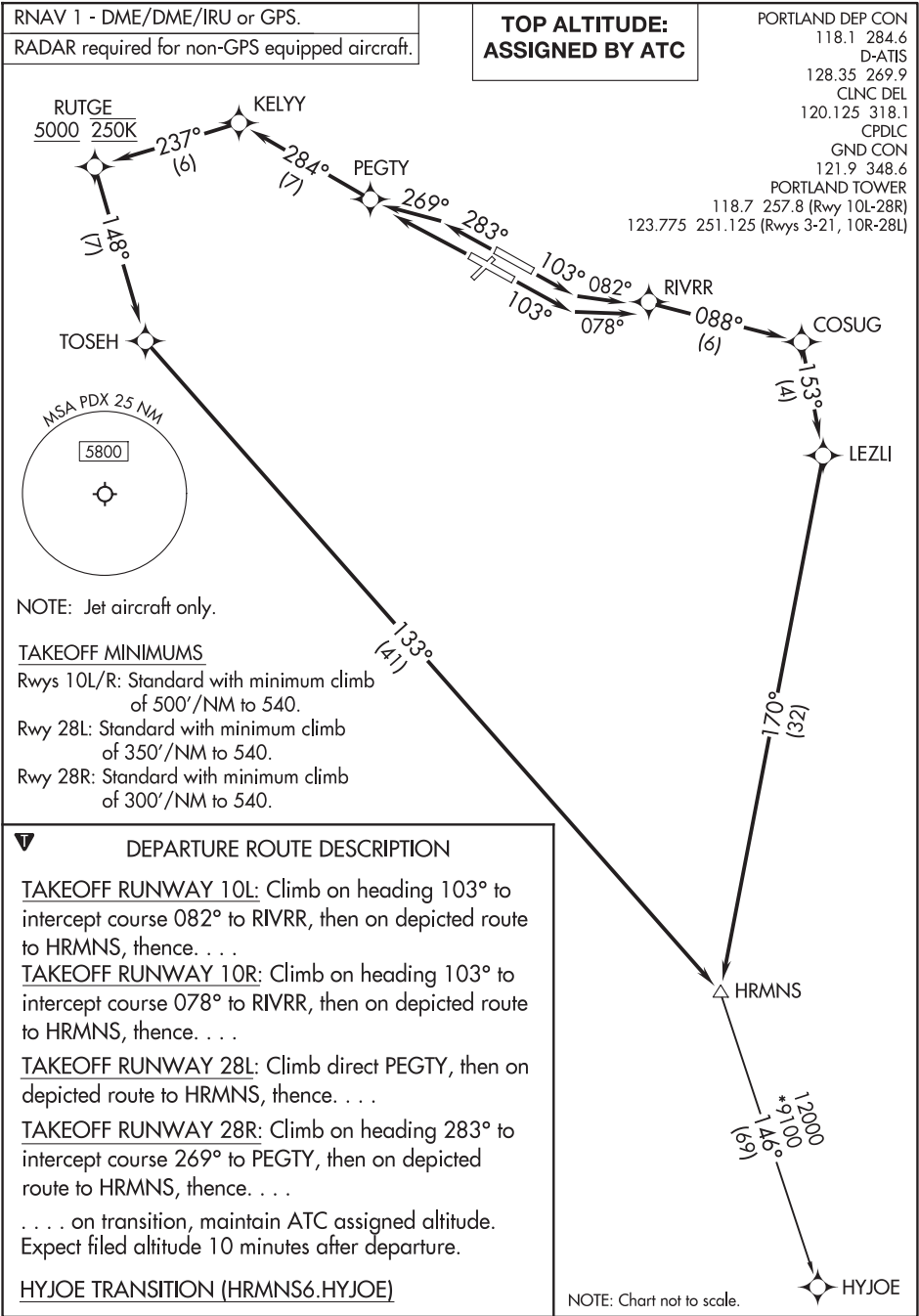
Aircraft cleared for the Mill Visual Approach should proceed over the Columbia River between the Paper Mill and the Air Cargo Hub, then via the depicted route to intercept the final approach course for the assigned runway.

NW-1, 07 AUG 2025 to 02 OCT 2025



NW-1, 07 AUG 2025 to 02 OCT 2025





NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

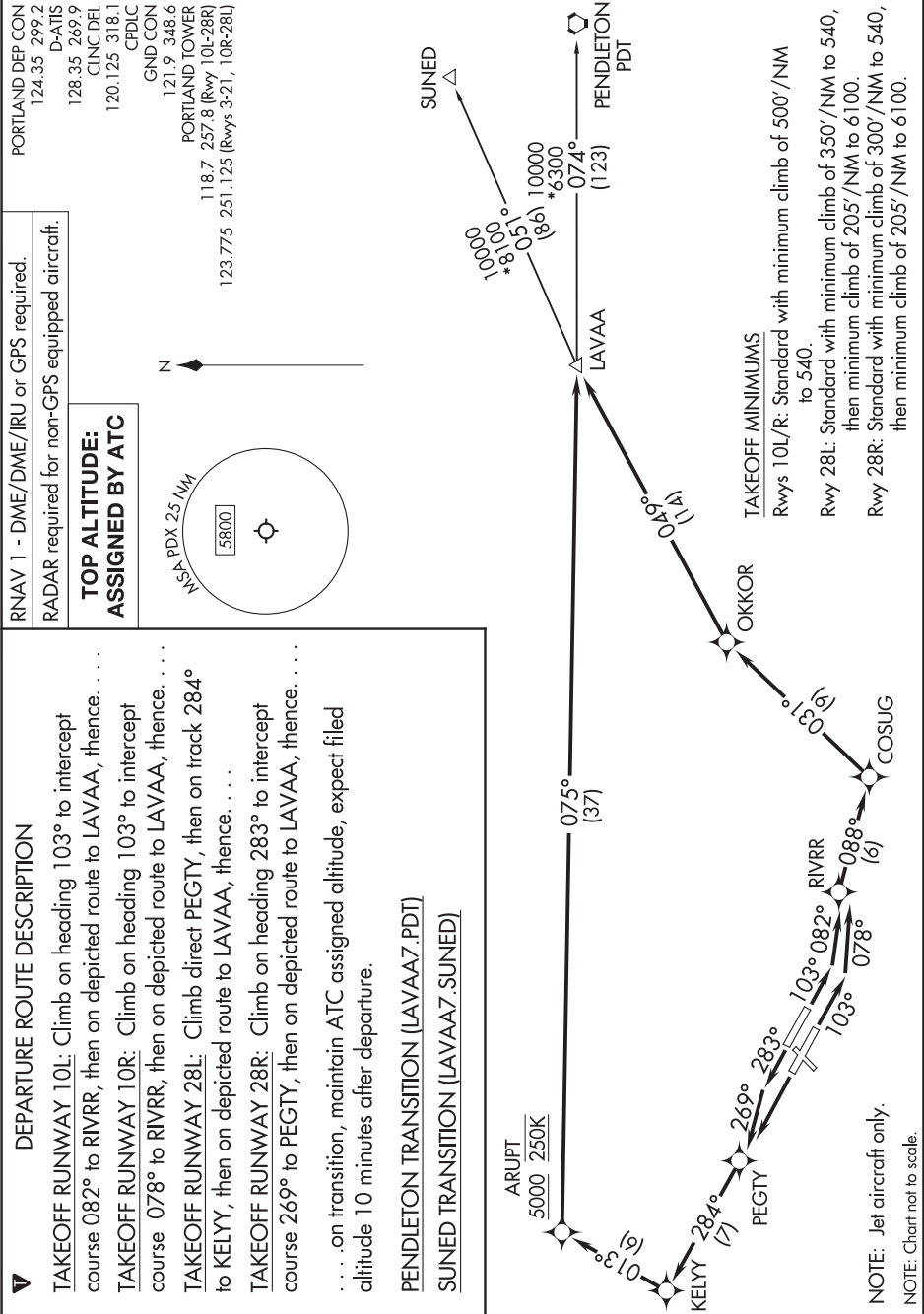
NW-1, 07 AUG 2025 to 02 OCT 2025

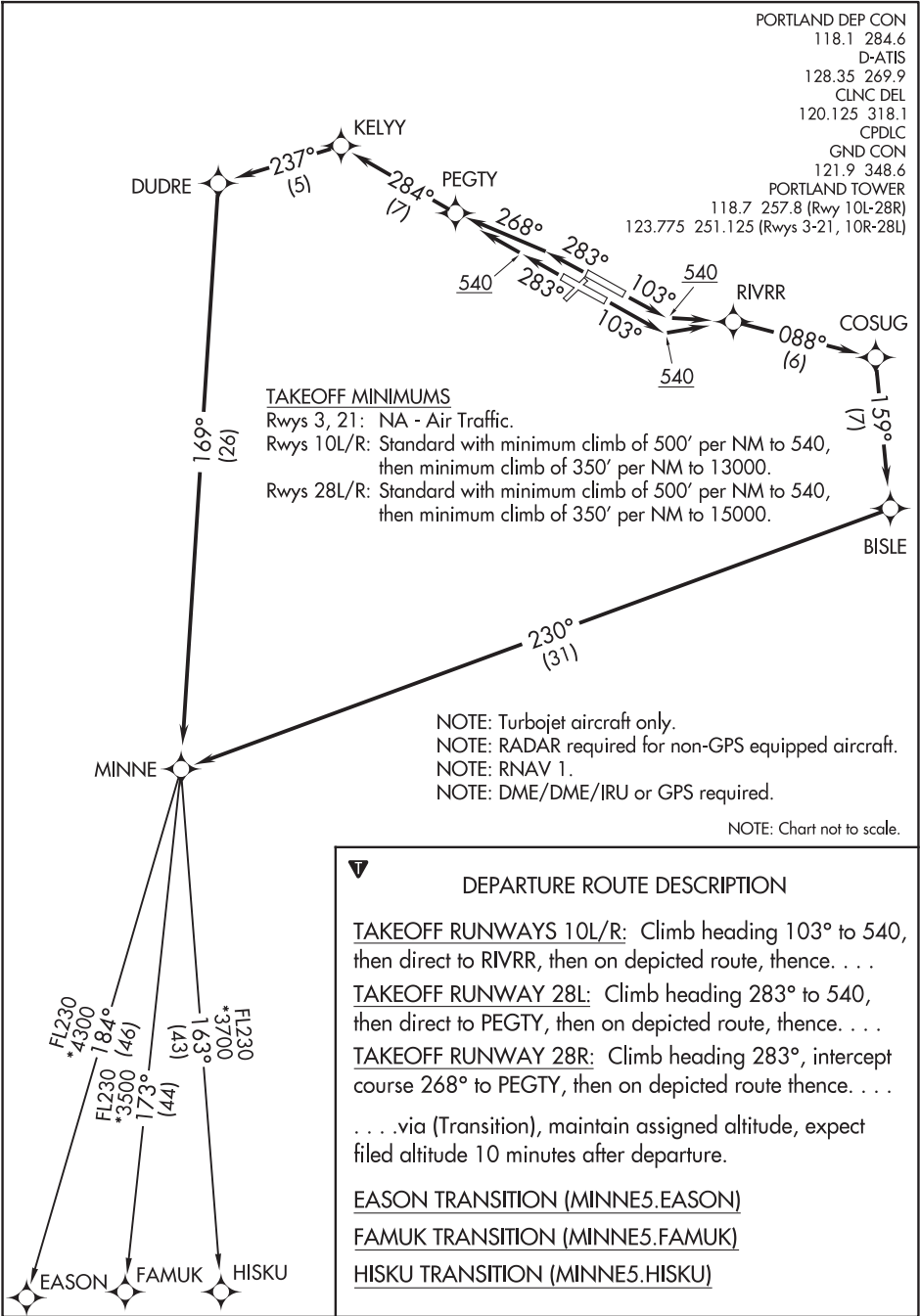
(LAVAA7.LAVAA) 24305

LAVAA SEVEN DEPARTURE (RNAV)

AL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON





NW-1, 07 AUG 2025 to 02 OCT 2025

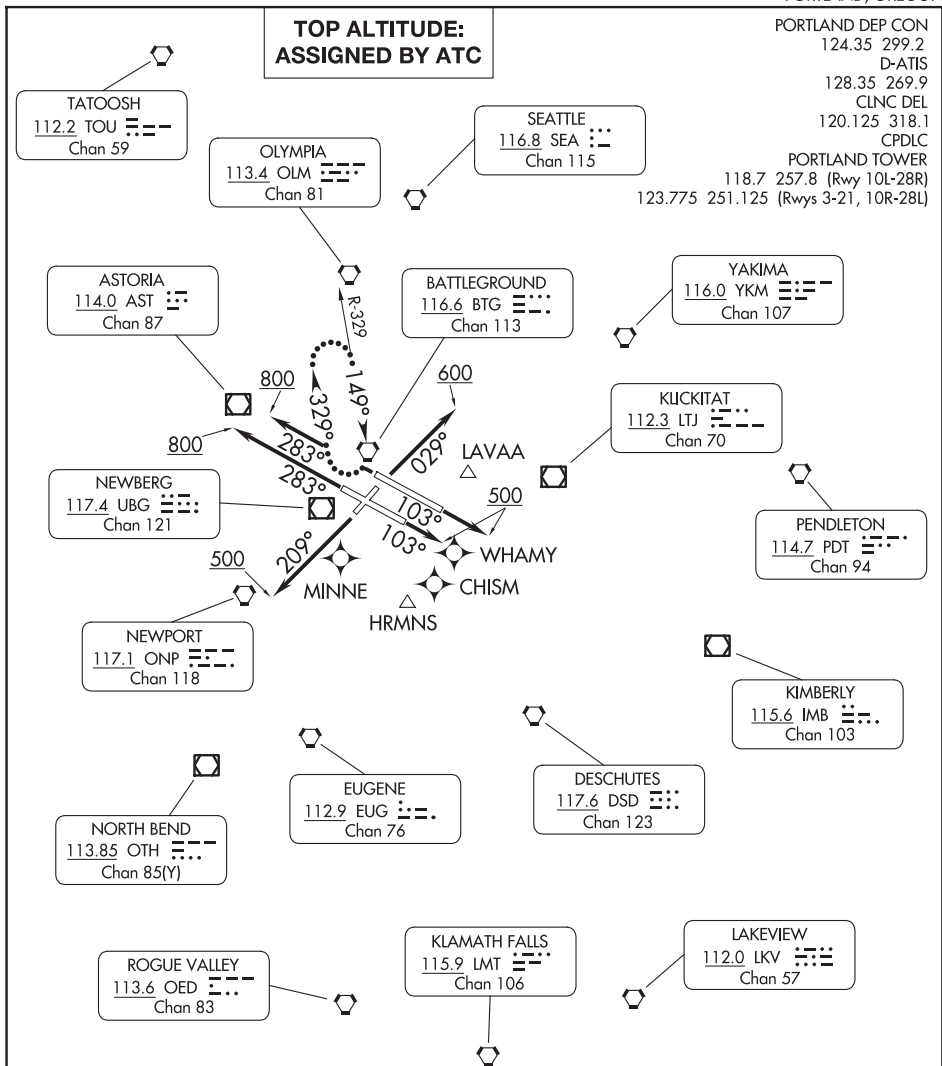
NW-1, 07 AUG 2025 to 02 OCT 2025

PORTLAND TWO DEPARTURE

AL-330 (FAA)

PORTLAND INTL (PDX)

PORTLAND, OREGON



TAKEOFF MINIMUMS

Rwy 3:	Standard with minimum climb of 375'	per NM to 5300.
Rwy 10L:	Standard with minimum climb of 350'	per NM to 5900.
Rwy 10R:	Standard with minimum climb of 400'	per NM to 5000.
Rwy 21:	Standard with minimum climb of 430'	per NM to 4000.
Rwy 28L:	Standard with minimum climb of 375'	per NM to 4500.
Rwy 28R:	Standard with minimum climb of 340'	per NM to 5400.

NOTE: RADAR required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

PORTLAND TWO DEPARTURE

(PTLD2.BTG) 25FEB21

PORTLAND, OREGON
PORTLAND INTL (PDX)

NW-1, 07 AUG 2025 to 02 OCT 2025

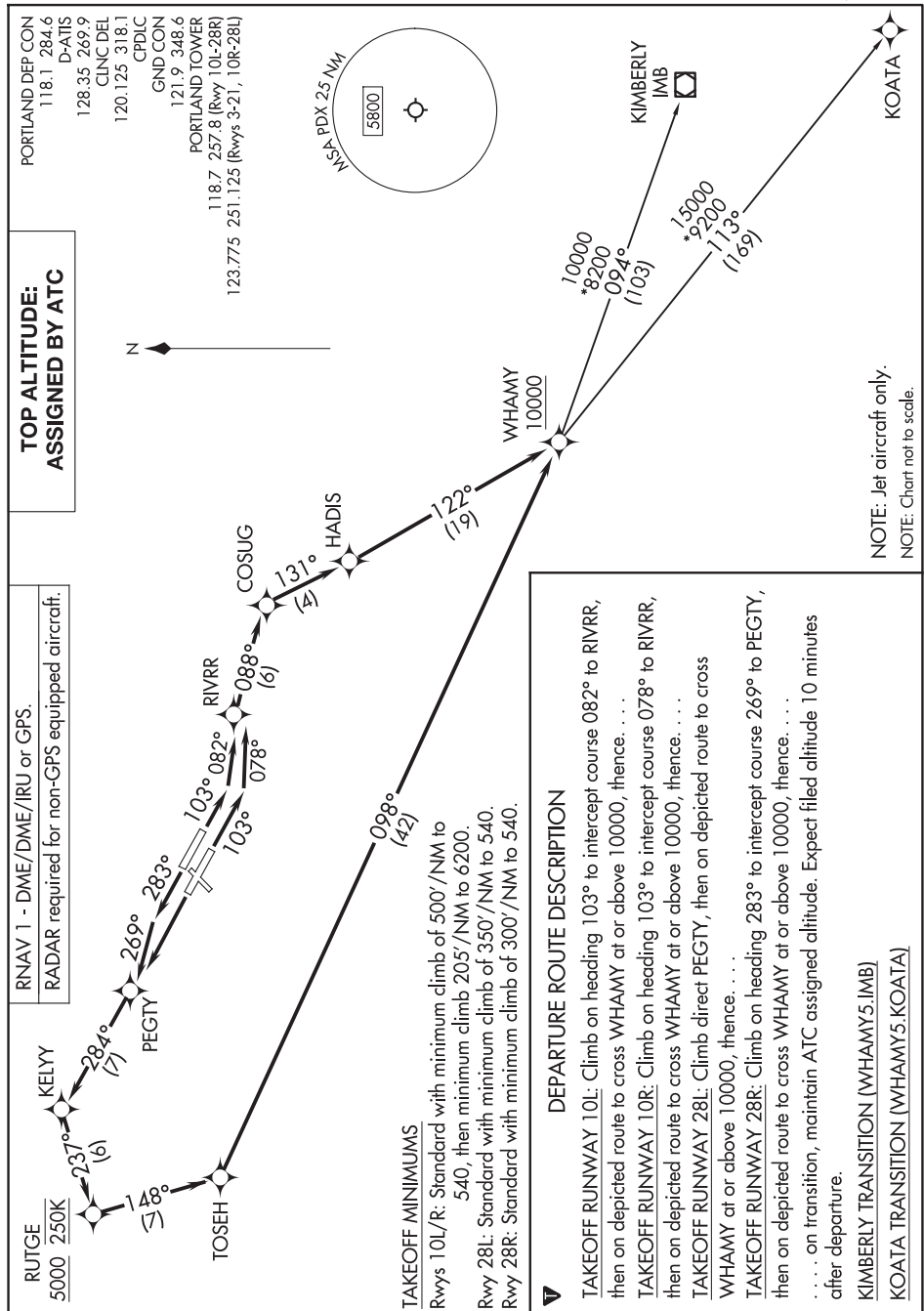


DEPARTURE ROUTE DESCRIPTION

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.



LOC I-HIO	APP CRS	Rwy Idg	6600
110.7	128°	TDZE	203
		Apt Elev	208

ILS or LOC RWY 13R

PORTLAND-HILLSBORO (HIO)

⚠

Circling to Rwy 13L, 31R NA at night. Inop table does not apply to S-LOC Rwy 13R all Cats. For inop ALS, increase JIKIM fix minimums Cat C/D visibility to 1 3⁄8 SM.

MALSR

MISSED APPROACH:

Climb to 1000 then climbing right turn to 3000 direct UBG VOR/DME and hold. Continue climb-in-hold to 3000.

ATIS	PORTLAND APP CON	HILLSBORO TOWER ★	GND CON	UNICOM
127.65	126.0 269.175	119.3(CTAF) 239.3	121.7	122.95

DUCKA INT UBG [29]				
One Minute Holding Pattern				
4600 ← 308° 3900 128° →				
GS 3.00° TCH 48				
7.4 NM 3.2 NM 3.9 NM 4.4 NM				
CATEGORY	A	B	C	D
S-ILS 13R	403/24 200 (200-1⁄2)			
S-LOC 13R	1660/60 1457 (1500-1 1⁄4)	1660-1 1⁄2 1457 (1500-1 1⁄2)	1660-3 1457 (1500-3)	
CIRCLING	1660-1 1⁄4 1452 (1500-1 1⁄4)	1660-1 1⁄2 1452 (1500-1 1⁄2)	1660-3 1452 (1500-3)	
JIKIM FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 13R	680/24 472 (500-1)	477 (500-1 1⁄2)	680/50 512 (600-1)	477 (500-1)
CIRCLING	680-1 472 (500-1)	720-1 512 (600-1)	720-1 1⁄2 512 (600-1 1⁄2)	980-2 1⁄2 772 (800-2 1⁄2)

PORTLAND, OREGON

Amdt 11A 08OCT20

45°33'N-122°57'W

621

PORTLAND-HILLSBORO (HIO)

ILS or LOC RWY 13R

RNAV (GPS) RWY 13R
PORTLAND-HILLSBORO (HIO)

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct UBG VOR/DME and hold. Continue climb-in-hold to 3000.

ELEV	208	TDZE	203
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PORTLAND-HILLSBORO (HIO)
RNAV (GPS) RWY 13R

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS 308°	Rwy Idg TDZE Apt Elev	6600 204 208
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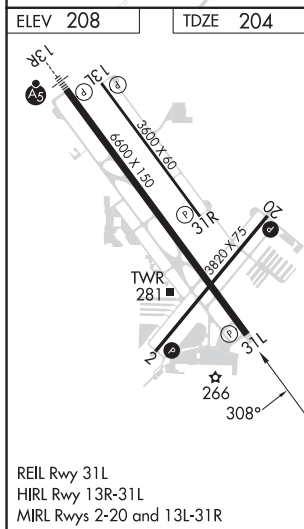
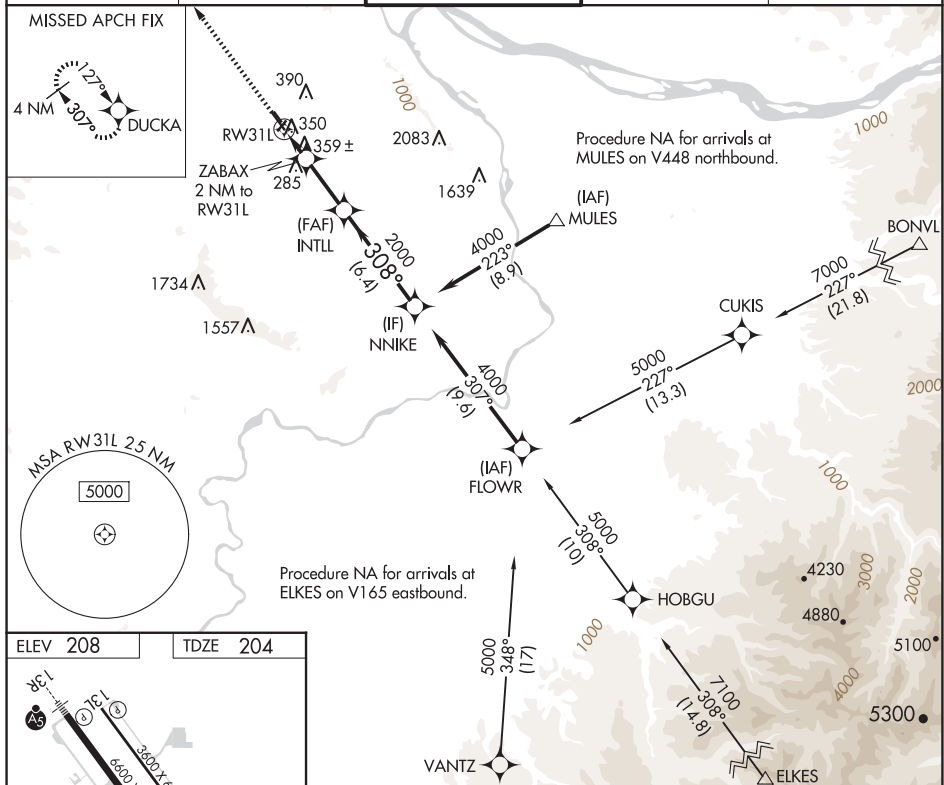
RNAV (GPS) RWY 31L
PORTLAND-HILLSBORO (HIO)

RNP APCH.

T
A Circling to Rwy 13L, 31R NA at night.
Rwy 31L helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3900 direct DUCKA and hold.

ATIS 127.65	PORTLAND APP CON 126.0 269.175	HILLSBORO TOWER ★ 119.3(CTAF) 0 239.3	GND CON 121.7	UNICOM 122.95
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RNAV (GPS) RWY 31L

PND NDB 356	APP CRS 127°	Rwy Idg TDZE Apt Elev	N/A N/A 208
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NDB-B
PORTLAND-HILLSBORO (HIO)

TANA

Circling to Rwy 13L, 31R NA at night.

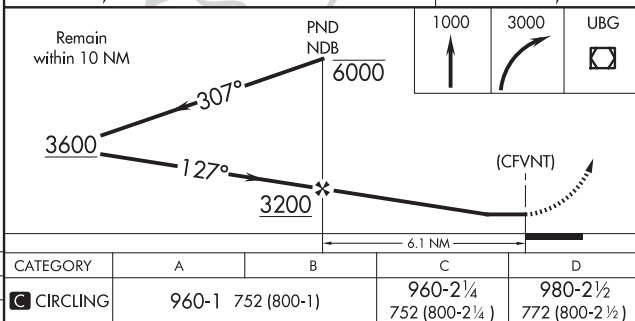
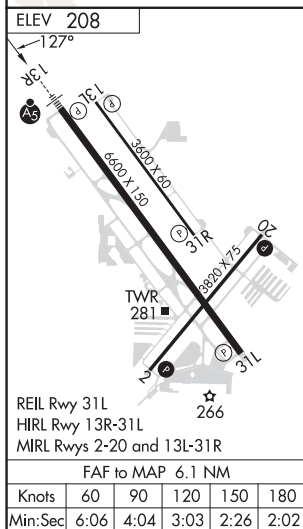
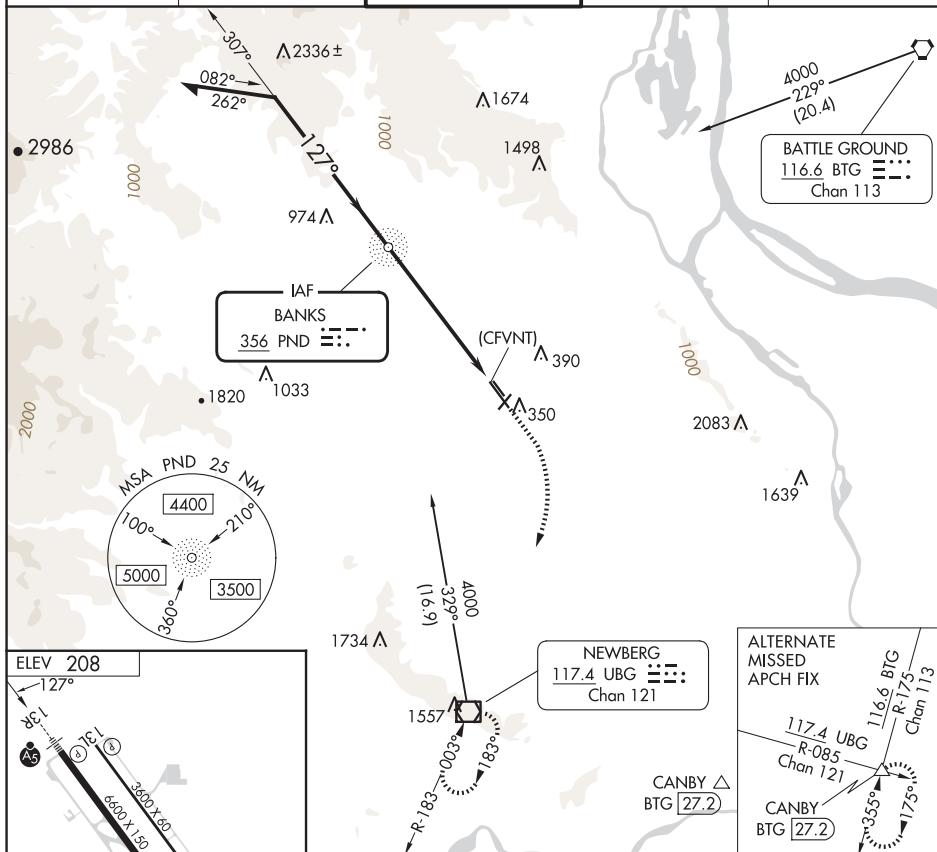
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct UBG VOR/DME and hold.

ATIS
127 65

PORTLAND APP CON
126-0 269-175

HILLSBORO TOWER ★
119.3 (CTAF) 239.3

GND CON
121.7

UNICOM
122.95

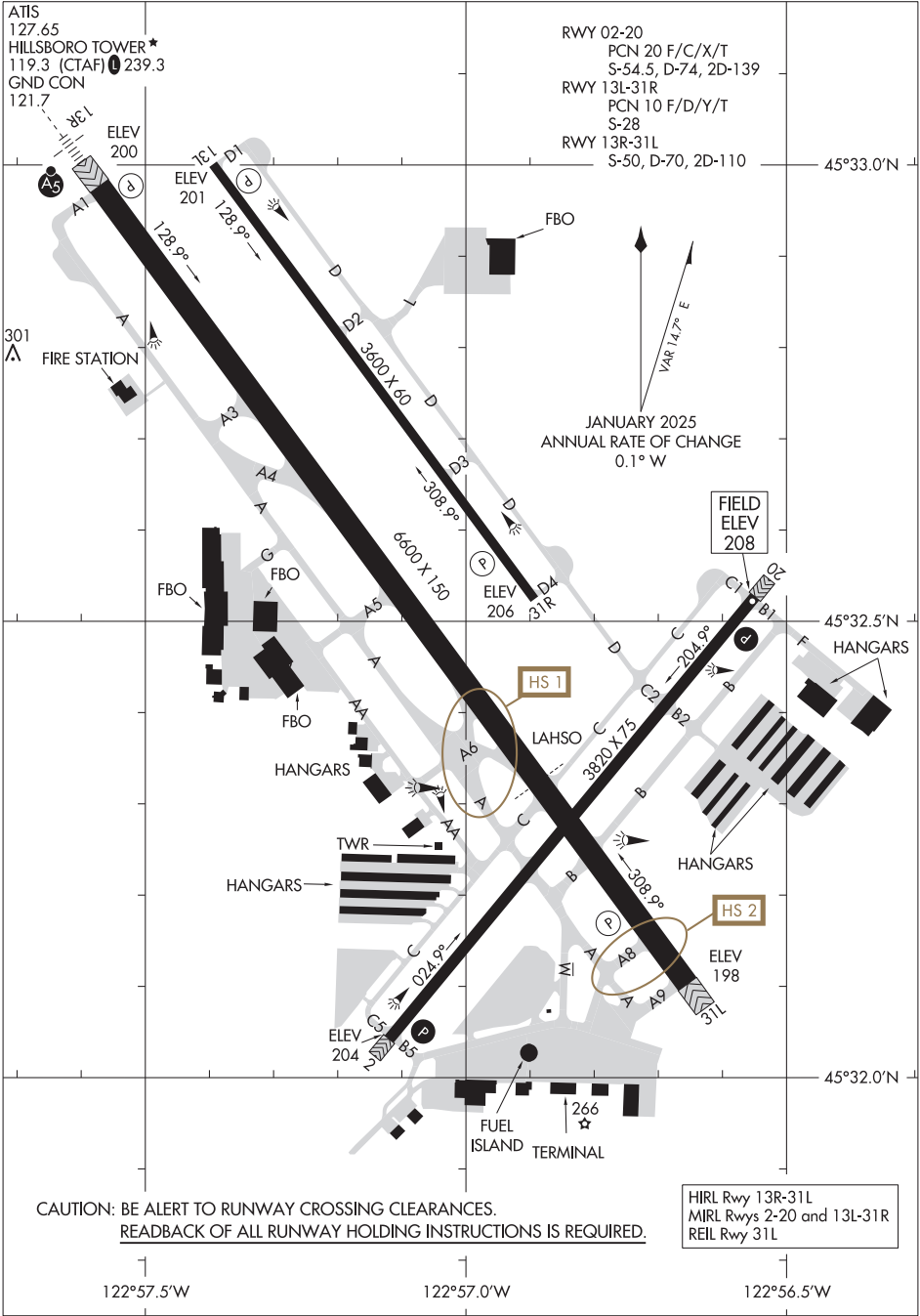
Amdt 3A 26MAR20

PORTLAND-HILLSBORO (HTO)

NDB-B

45°33'N-122°57'W

NW-1, 07 AUG 2025 to 02 OCT 2025



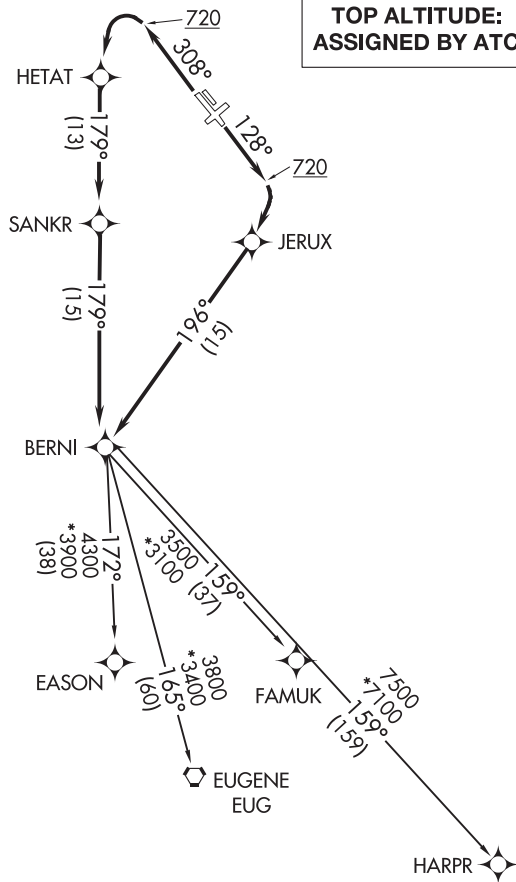
(BERNI3.BERNI) 18032

BERNI THREE DEPARTURE (RNAV)

AL-5063 (FAA)

PORTLAND-HILLSBORO (HIO)
PORTLAND, OREGON

ATIS
127.65
GND CON
121.7
HILLSBORO TOWER *
119.3 (CTAF) 239.3
PORTLAND DEP CON
126.0 269.175



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.

NOTE: Chart not to scale.



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)

BERNI THREE DEPARTURE (RNAV)

(BERNI3.BERNI) 01FEB18

PORTLAND, OREGON
PORTLAND-HILLSBORO (HIO)

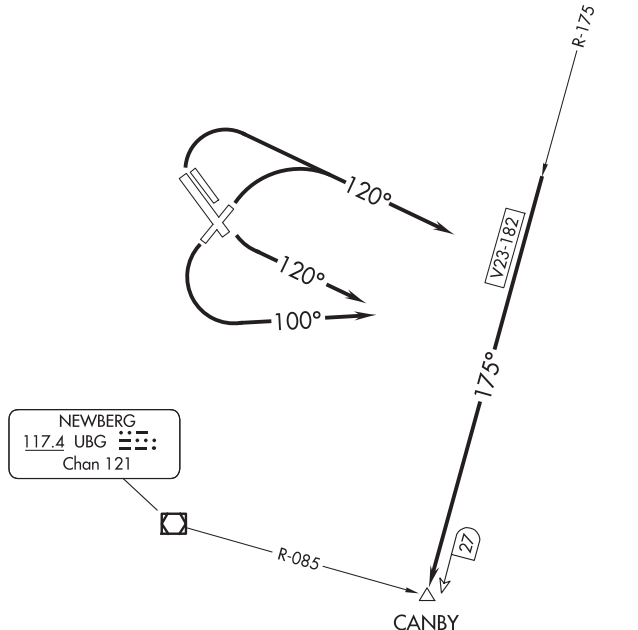
CANBY TWO DEPARTURE

PORTLAND-HILLSBORO (HIO)
PORTLAND, OREGON

ATIS
 127.65
 GND CON
 121.7
 HILLSBORO TOWER ★
 119.3 (CTAF) 239.3
 PORTLAND DEP CON
 126.0 269.175

BATTLEGROUND
116.6 BTG 
Chen 113

**TOP ALTITUDE:
ASSIGNED BY ATC**



Rwys 2: Standard with minimum climb of 305' per NM to 2700.
 Rwys 13L/R: Standard with minimum climb of 235' per NM to 1500.
 Rwy 20: Standard.
 Rwys 31L/R: Standard with minimum climb of 280' per NM to 2700.

NOTE: Chart not to scale.

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.

CANBY TWO DEPARTURE
(CANBY2.CANBY) 01FEB18

PORTLAND, OREGON
PORTLAND-HILLSBORO (HIO)

NW-1, 07 AUG 2025 to 02 OCT 2025

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.

DESCHUTES TRANSITION (CHISM4.DSD)

JOGEN TRANSITION (CHISM4.JOGEN)

KIMBERLY TRANSITION (CHISM4.IMB)

PAWLI TRANSITION (CHISM4.PAWLI)

RIELY TRANSITION (CHISM4.RIELY)

SMIGE TRANSITION (CHISM4.SMIGE)

**TOP ALTITUDE:
ASSIGNED BY ATC**



Z

CHISM

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.

NOTE: Chart not to scale.

NW-1, 07 AUG 2025 to 02 OCT 2025

CHISM FOUR DEPARTURE (RNAV)

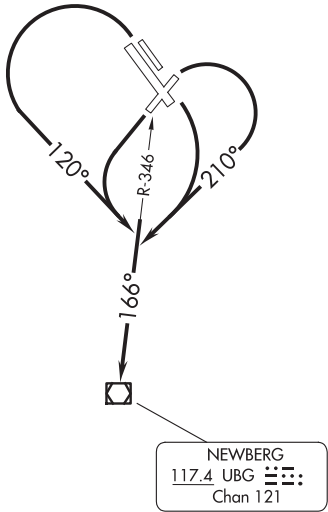
(CHISM4.CHISM) 01FEB18

PORTLAND, OREGON

PORTLAND-HILLSBORO (HIO)

ATIS
127.65
GND CON
121.7
HILLSBORO TOWER ★
119.3 (CTAF) 239.3
PORTLAND DEP CON
126.0 269.175

TOP ALTITUDE:
ASSIGNED BY ATC



TAKEOFF MINIMUMS

Rwy 2: Standard with minimum climb of 305' per NM to 2700.
Rwys 13L/R: Standard with minimum climb of 235' per NM to 1500.
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: 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.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

(SCAPO7.SCAPO) 23334

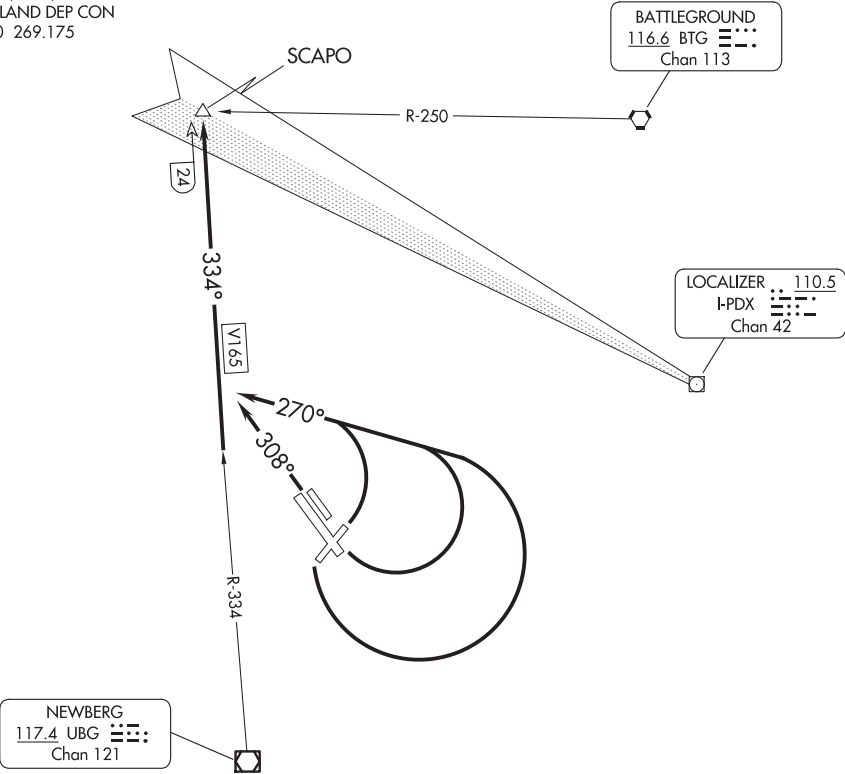
SCAPO SEVEN DEPARTURE

AL-5063 (FAA)

PORTLAND-HILLSBORO (HIO)
PORTLAND, OREGON

ATIS
127.65
GND CON
121.7
HILLSBORO TOWER ★
119.3 (CTAF) 239.3
PORTLAND DEP CON
126.0 269.175

TOP ALTITUDE:
ASSIGNED BY ATC



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 SCAP07. Then on assigned route.
Maintain ATC assigned altitude.

SCAPO SEVEN DEPARTURE
(SCAPO7.SCAPO) 01FEB18

PORTLAND, OREGON
PORTLAND-HILLSBORO (HIO)

NW-1, 07 AUG 2025 to 02 OCT 2025

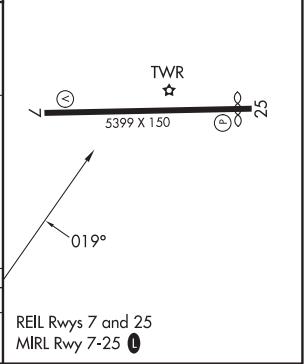
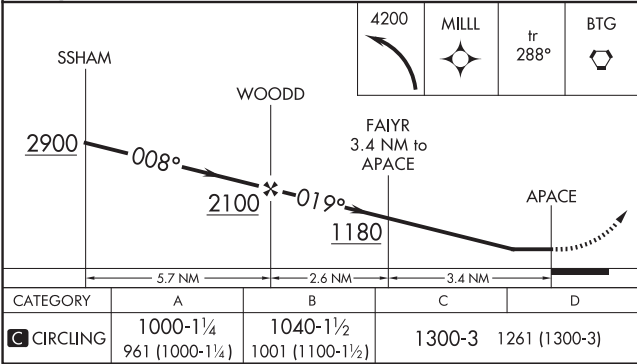
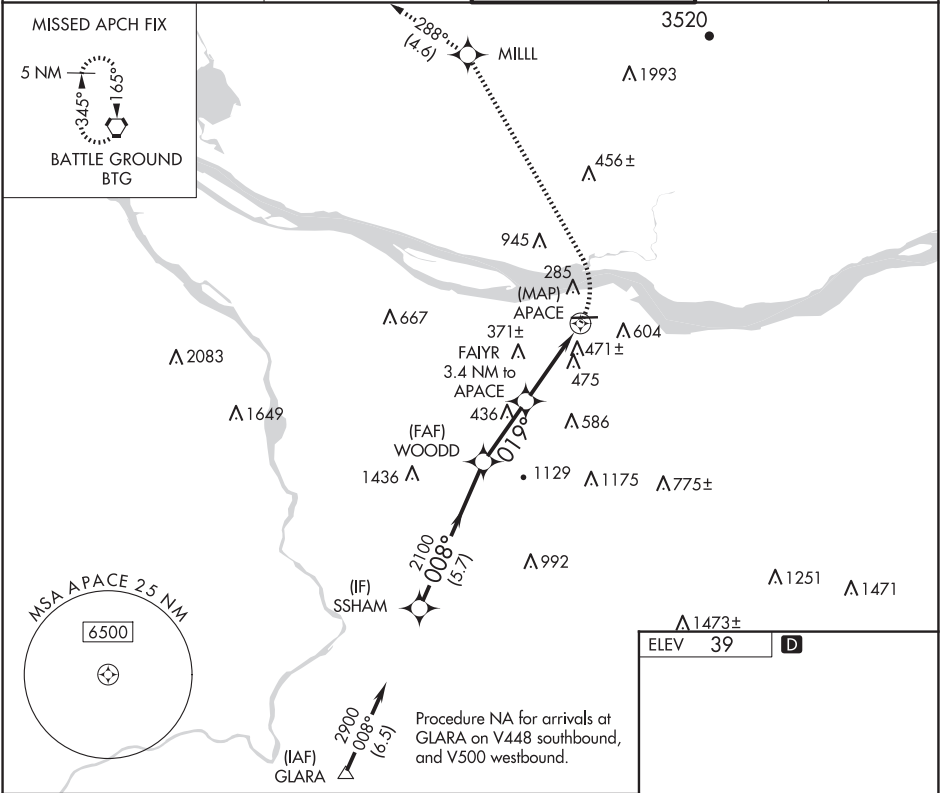
NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	N/A
019°	TDZE	N/A
	Apt Elev	39

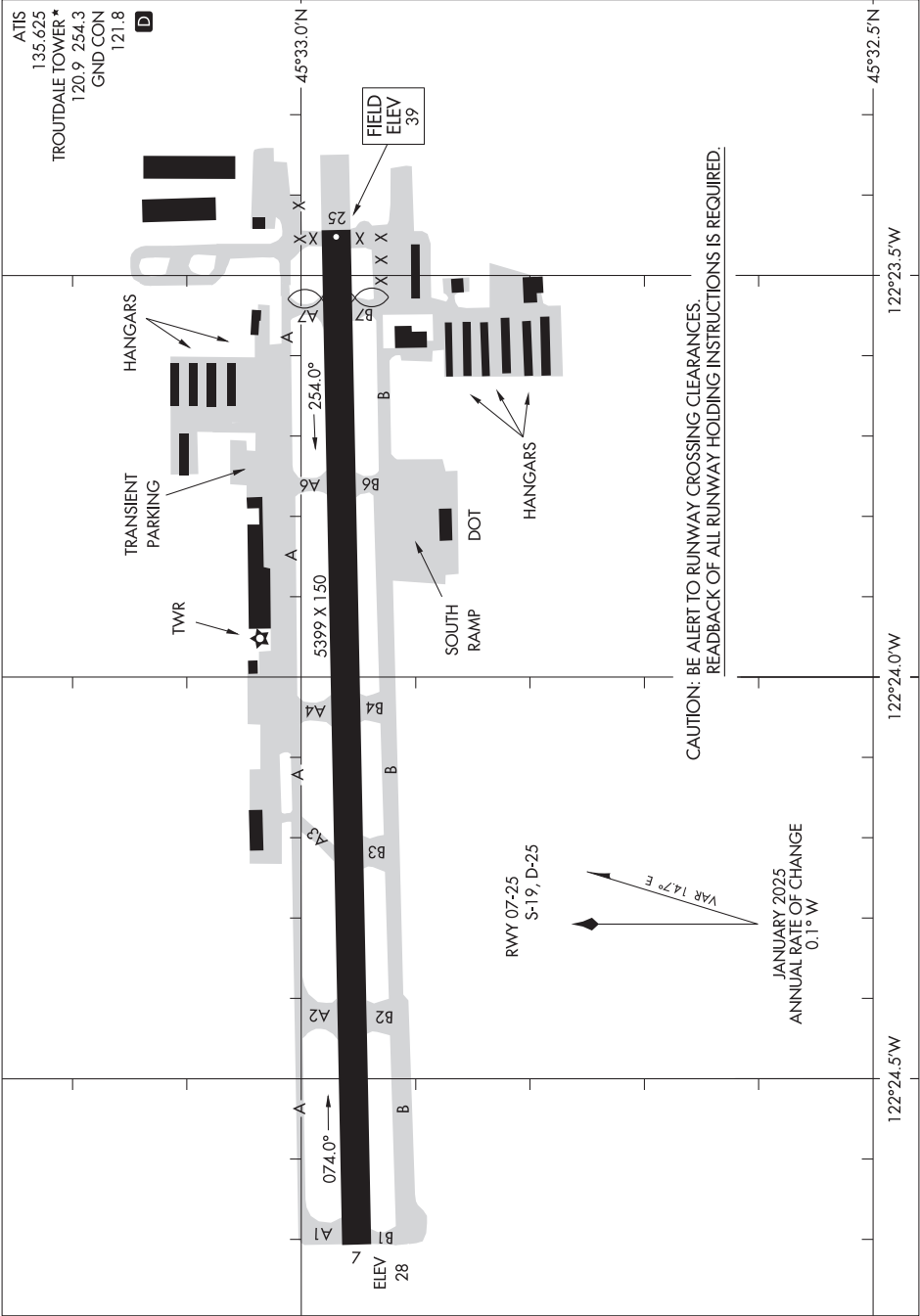
RNAV (GPS)-A
PORTLAND-TROUTDALE (T'D)

	DME/DME RNP-0.3 NA. When local altimeter setting not received, use Portland Intl altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climbing left turn to 4200 direct MILL and on track 288° to BTG VORTAC and hold, continue climb-in-hold to 4200.
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ATIS 135.625	PORTLAND APP CON 124.35 299.2	TROUTDALE TOWER ★ 120.9 (CTAF) 254.3	GND CON 121.8	UNICOM 122.95
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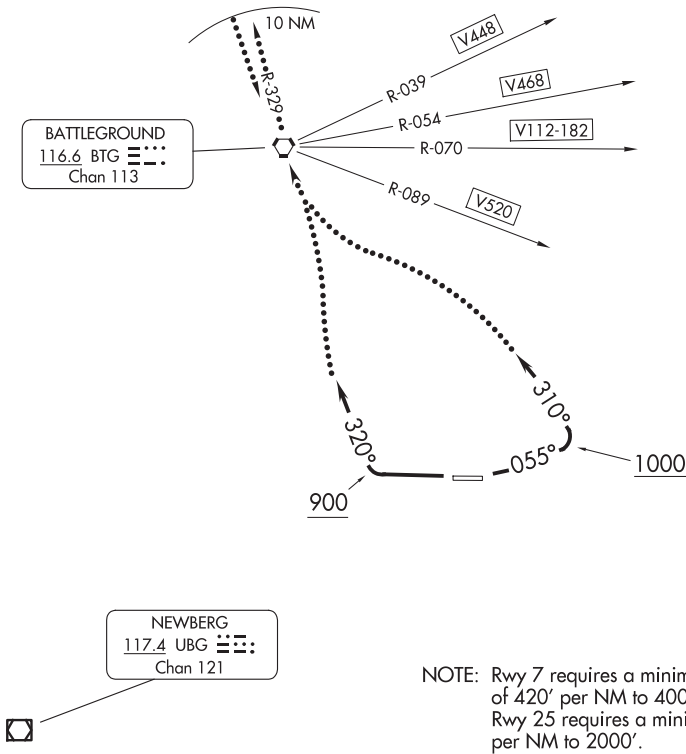


NW-1, 07 AUG 2025 to 02 OCT 2025



NW-1, 07 AUG 2025 to 02 OCT 2025

CTAF 120.9



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'.

NOTE: Chart not to scale.



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.

RNAV (GPS) RWY 13

NW-1, 07 AUG 2025 to 02 OCT 2025

PRINEVILLE, OREGON

AL-9340 (FAA)

24137

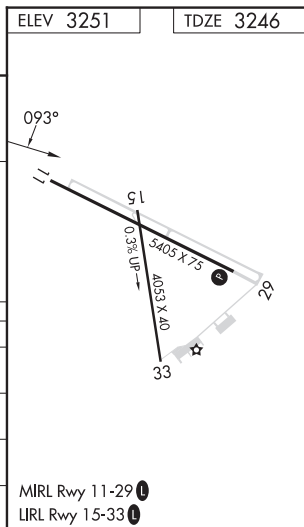
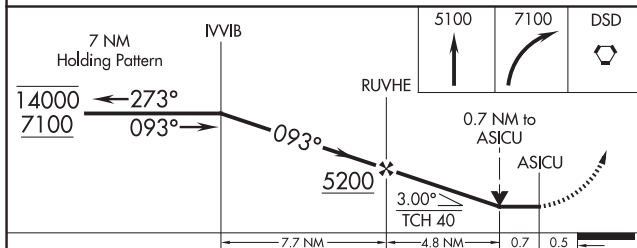
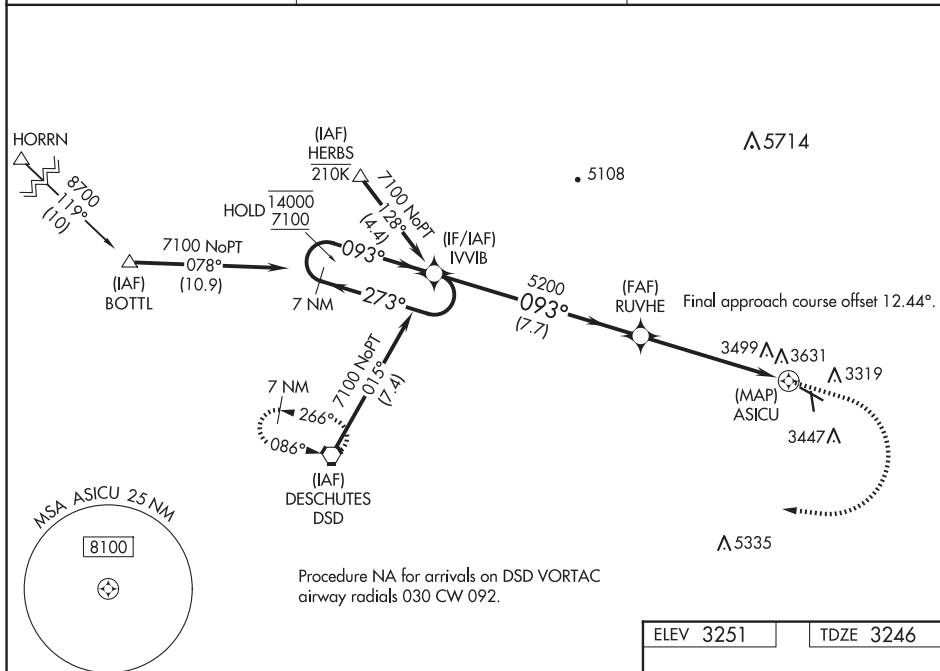
WAAS CH 60936 W11A	APP CRS 093°	Rwy Idg TDZE Apt Elev	5405 3246 3251
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RNAV (GPS) RWY 11

PRINEVILLE (S39)

RNP APCH-GPS.	MISSED APPROACH: Climb to 5100 then climbing right turn to 7100 direct DSD VORTAC and hold.
<p>▼ Circling NA for Cat D south of Rwy 11-29.</p> <p>▲ Rwy 11 helicopter visibility reduction below ¾ SM NA. Circling Rwy 15 NA at night.</p>	*Missed approach requires minimum climb of 215 feet per NM to 5400.

AWOS-3PT 118.325	SEATTLE CENTER 126.15 269.475	UNICOM 122.7 (CTAF) 0
----------------------------	---	---------------------------------



PRINEVILLE, OREGON

Amdt 3 17JUN21

44°17'N-120°54'W

PRINEVILLE (S39)

RNAV (GPS) RWY 11

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **56235**
W29A

APP CRS
285°

Rwy Idg
TDZE
Apt Elev
3405
3240
3251

RNAV (GPS) RWY 29

PRINEVILLE (S39)

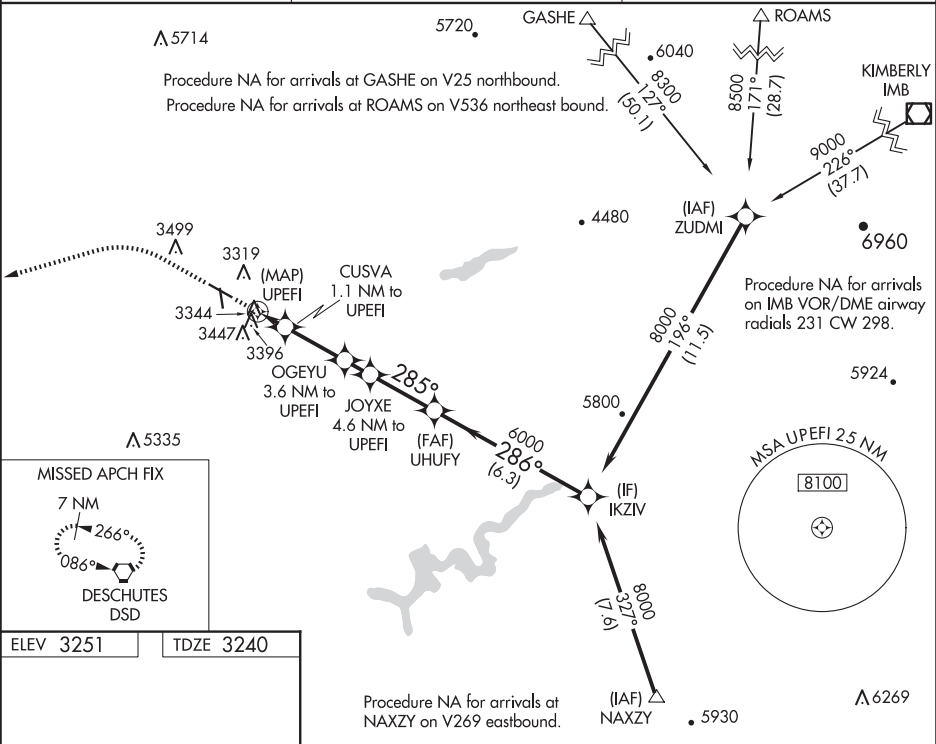
RNP APCH-GPS.

Circling NA for Cat D south of Rwy 11-29.

Circling Rwy 15 NA at night.

MISSED APPROACH: Climb to 4700 then climbing left turn to 7100 direct DSD VORTAC and hold.

AWOS-3PT 118.325	SEATTLE CENTER 126.15 269.475	UNICOM 122.7 (CTAF) 0
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ELEV 3251 TDZE 3240

MIRL Rwy 11-29

LIRL Rwy 15-33

7 NM

266°

086°

DESCHUTES DSD

33

31

29

285°

0.3% UP

3405 X 75

4053 X 40

4700

7100

DSD

UPEFI

CUSVA 1.1 NM to UPEFI

JOYXE 4.6 NM to UPEFI

OGEYU 3.6 NM to UPEFI

UHUFY

IKZIV

3980

4780

5140

6000

8000

1.1 NM

1.1 NM

2.5 NM

1 NM

2.6 NM

6.3 NM

3660-1¼

420 (500-1¼)

3660-1¼

420 (500-1¼)

3960-1¼

4040-1¼

4040-2¼

4040-2½

709 (800-1¼)

789 (800-1¼)

789 (800-2¼)

789 (800-2½)

SEATTLE CENTER
126.15 269.475

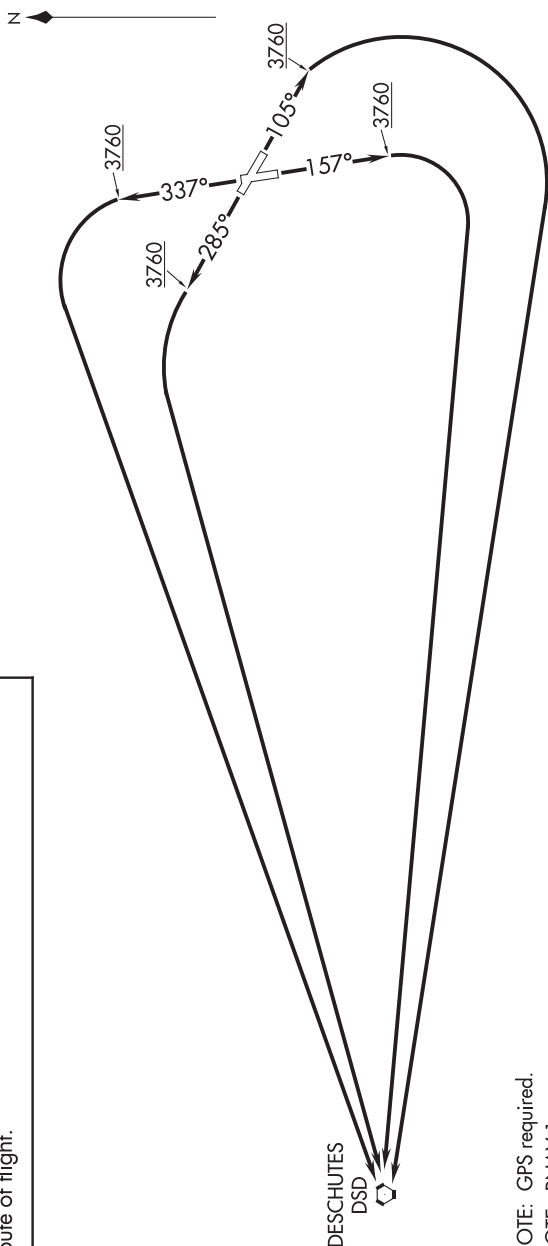
**TOP ALTITUDE:
ASSIGNED BY ATC**

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.

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.



NOTE: Chart not to scale.

NOTE: GPS required.
NOTE: RNAV 1.

DESCHUTES THREE DEPARTURE (RNAV)

(DSD3.DSD) 17JUN21

PRINEVILLE, OREGON
PRINEVILLE (\$39)

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-PUW
110.35
Chan **40(Y)**

APP CRS
050°

Rwy Idg
TDZE **2567**
Apt Elev **2567**

ILS or LOC RWY 5
PULLMAN/MOSCOW RGNL (PUW)

DME required.

▼

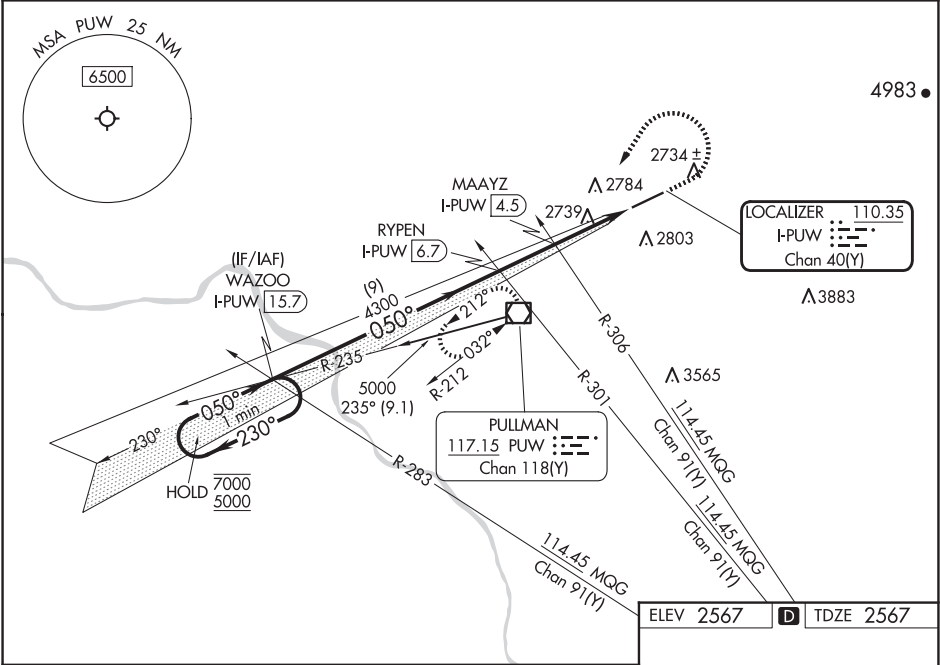
▲

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.

MALSR

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.

ASOS 135.675	SEATTLE CENTER 123.95 290.55	UNICOM 122.8 (CTAF) ①
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WAZOO I-PUW 15.7

One Minute Holding Pattern

7000 ← 230°

5000 → 050°

GS 3.00°

TCH 50

9 NM

2.2 NM

1.7 NM

1.4 NM

3460

6000

PUW

*LOC only

*I-PUW 2.8

*3600

2593

7100 X 150

050°

CATEGORY	A	B	C	D
S-ILS 5 #†	2767/24		200 (200-½)	
S-ILS 5	2857/24		290 (300-½)	
S-LOC 5	3060/24		493 (500-½)	3060/50 493 (500-1)
CIRCLING	3080-1	3120-1	3140-1½	3420-2¾
	513 (600-1)	553 (600-1)	573 (600-½)	853 (900-2¾)

REIL Rwy 23 ①

HIRL Rwy 5-23 ①

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

WAAS CH 40243 W05B	APP CRS 049°	Rwy Idg TDZE 2567 Apt Elev 2567
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RNAV (GPS) RWY 5

PULLMAN/MOSCOW RGNL (PUW)

RNP APCH.

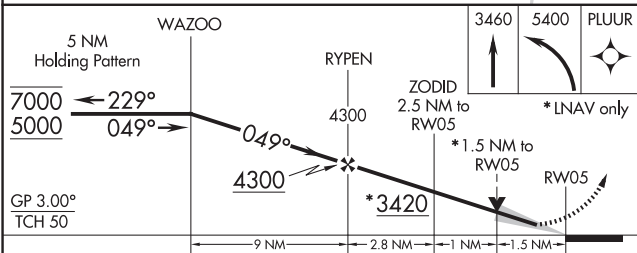
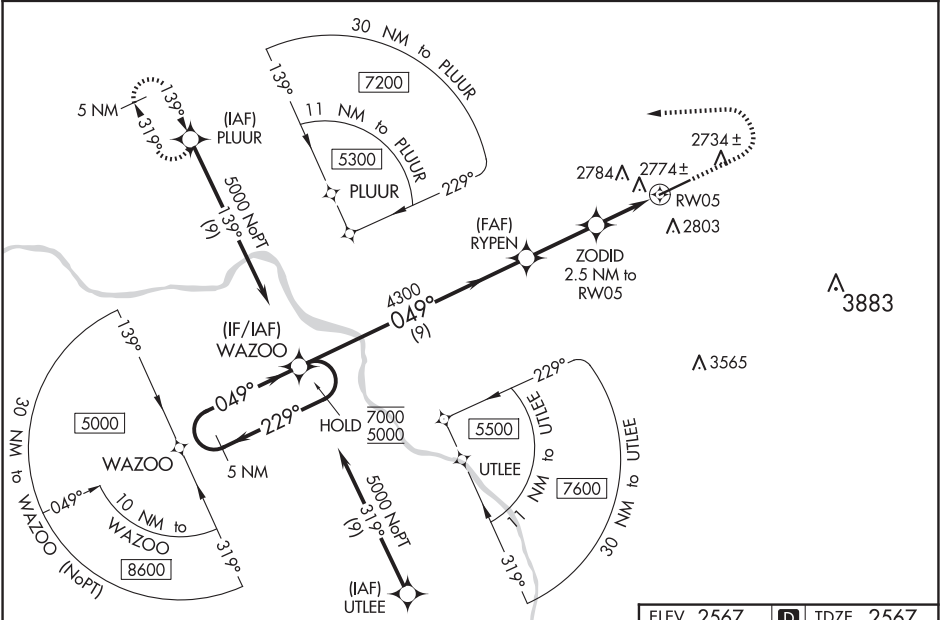
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20° C or above 54° C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cat C/D visibility to 1½ SM. † RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

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.

ASOS 135.675	SEATTLE CENTER 123.95 290.55	UNICOM 122.8 (CTAF)
------------------------	--	-------------------------------



CATEGORY	A	B	C	D
LPV DA†		2767/24	200 (200-½)	
LPV DA		2846/24	279 (300-½)	
LNAV/VNAV DA		3005/40	438 (500-¾)	
LNAV MDA	3080/24	513 (600-½)	3080/55	513 (600-1)
CIRCLING	3080-1 513 (600-1)	3120-1 553 (600-1)	3140-1½ 573 (600-1½)	3420-2¾ 853 (900-2¾)

ELEV 2567 TDZE 2567

3460 5400 PLUUR

* LNAV only

7100 X 150

2593

049°

REIL Rwy 23
HIRL Rwy 5-23

PULLMAN/MOSCOW, WASHINGTON

AL-798 (FAA)

24193

APP CRS
239°

Rwy Idg **7100**

TDZE **2552**

Apt Elev **2567**

RNAV (GPS) Y RWY 23

PULLMAN/MOSCOW RGNL (PUW)

RNP APCH-GPS.

▼ Rwy 23 helicopter visibility reduction below 1 SM NA. Straight-in

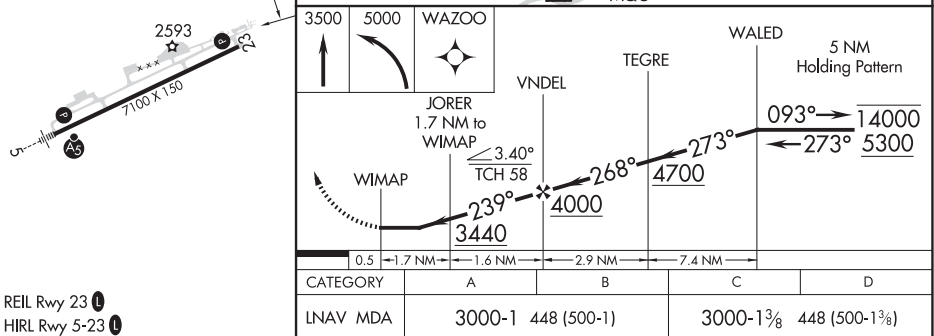
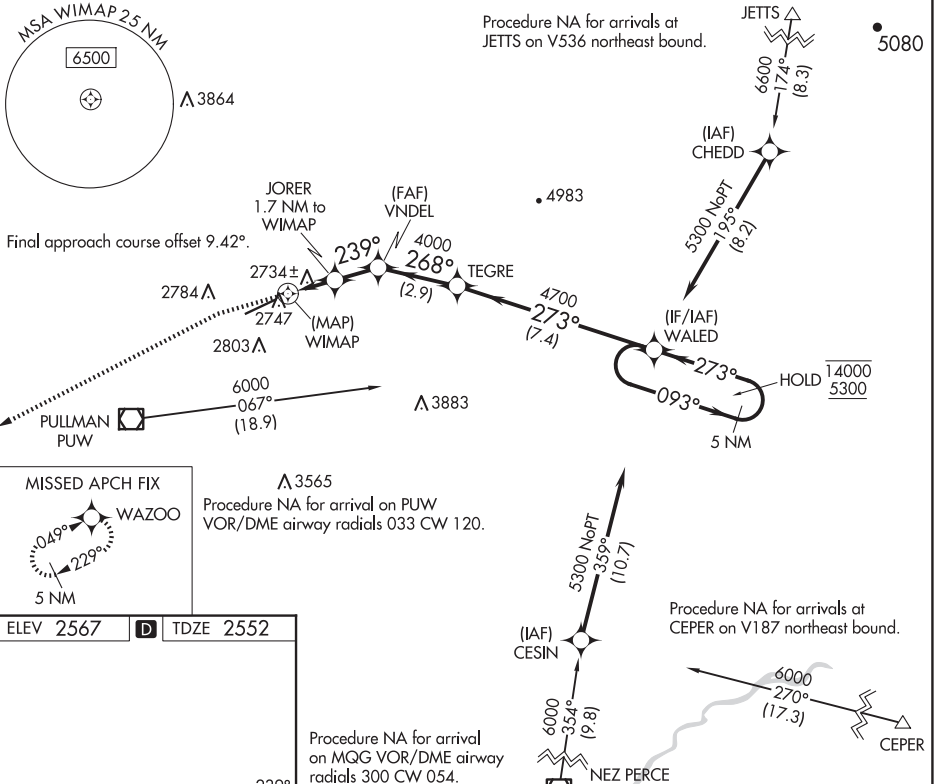
▲ Rwy 23 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 3500 then climbing left turn to 5000 direct WAZOO and hold.

ASOS
135.675

SEATTLE CENTER
123.95 290.55

UNICOM
122.8 (CTAF) 0



PULLMAN/MOSCOW, WASHINGTON

Amdt 3 07OCT21

46°45'N-117°07'W

PULLMAN/MOSCOW RGNL (PUW)

RNAV (GPS) Y RWY 23

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME PUV 117.15 Chan 118 (Y)	APP CRS 027°	Rwy Idg TDZE Apt Elev 7100 2567 2567
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VOR RWY 5

PULLMAN/MOSCOW RGNL (PUW)

DME required.

Procedure NA at night.

Rwy 5 helicopter visibility reduction below 1 SM NA.

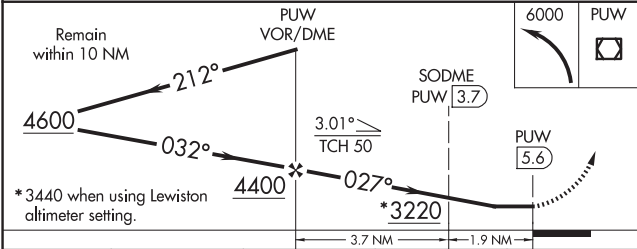
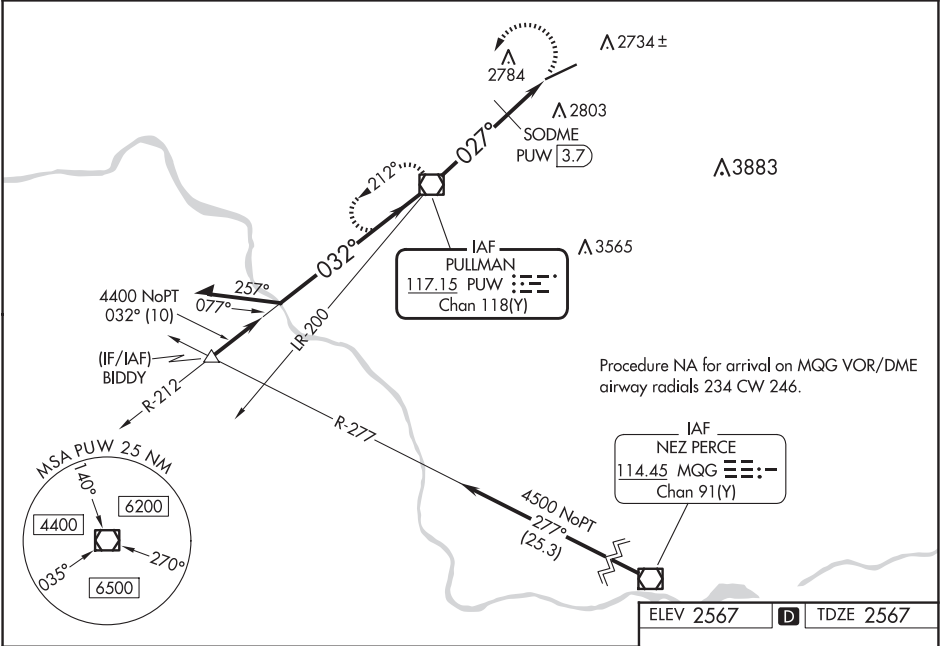
Inop table does not apply to S-5 and SODME fix minimums Cats A/B.

For inop ALS, increase S-5 SODME fix minimums Cat C/D visibility to 1 3⁄8 SM.

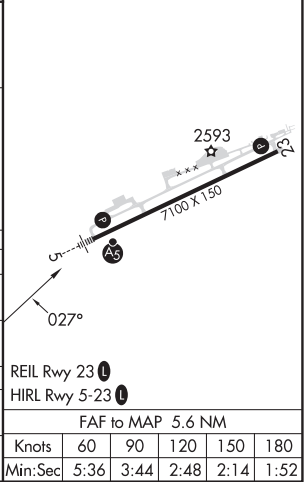
MALSR

MISSED APPROACH: Climbing left turn to 6000 direct PUW VOR/DME and hold, continue climb-in-hold to 6000.

ASOS 135.675	SEATTLE CENTER 123.95 290.55	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
S-5	3220/50	653 (700-1)	3220-1 3⁄8	653 (700-1 3⁄8)
C CIRCLING	3220-1	653 (700-1)	3220-1 7⁄8	3420-2 3⁄4
			653 (700-1 3⁄8)	853 (900-2 3⁄4)
SODME FIX MINIMUMS				
S-5	3080-1	3120-1	3140-1 1⁄2	3420-2 3⁄4
	513 (600-1)	553 (600-1)	573 (600-1 1⁄2)	853 (900-2 3⁄4)
C CIRCLING				

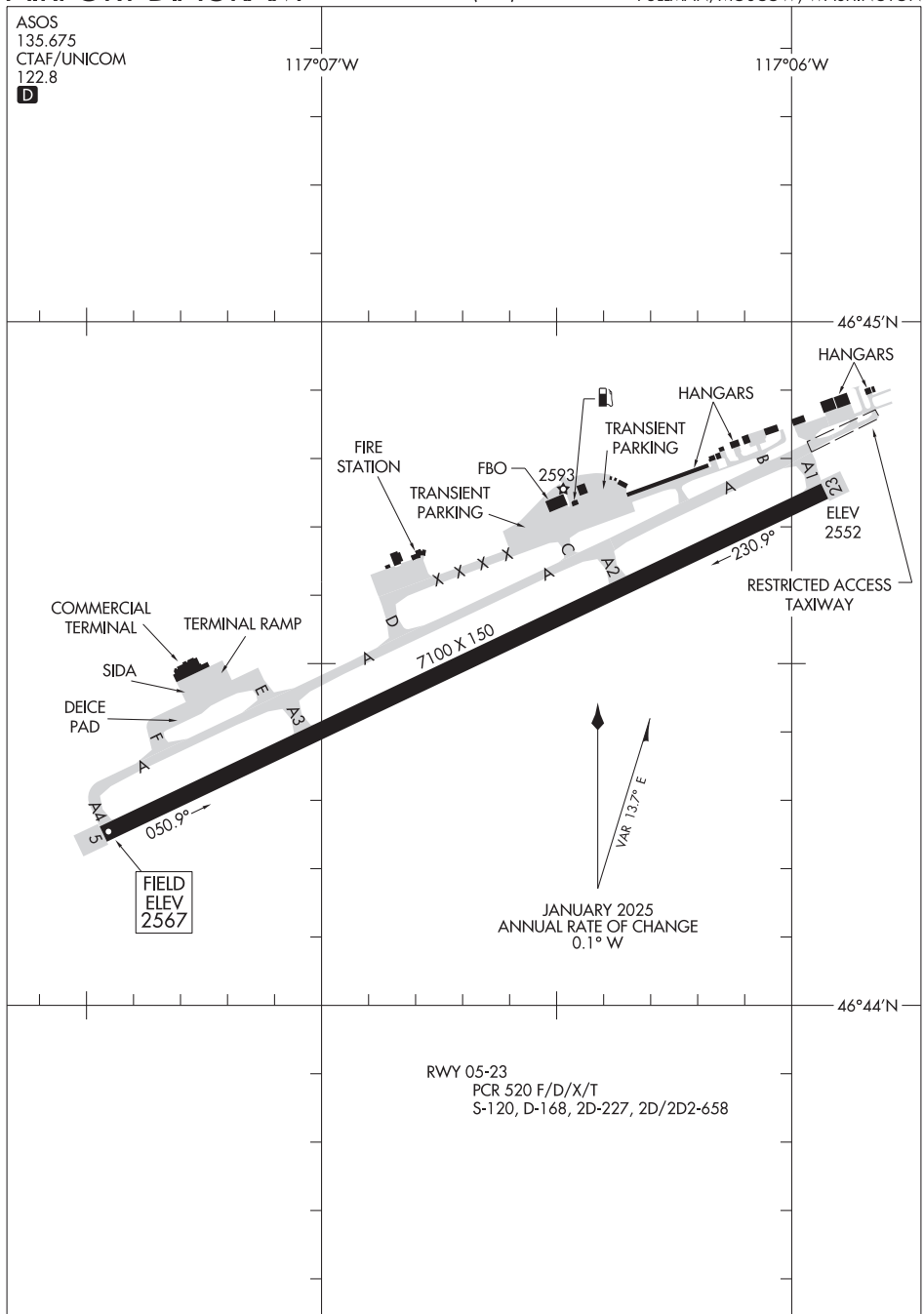


AIRPORT DIAGRAM

ASOS
135.675
CTAF/UNICOM
122.8

AL-798 (FAA)

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



AIRPORT DIAGRAM
25107

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

WAAS CH 5793B W35A	APP CRS 346°	Rwy Idg TDZE 538 Apt Elev 538
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RNAV (GPS) RWY 35

PIERCE COUNTY/THUN FLD (PLU)

RNP APCH - GPS.

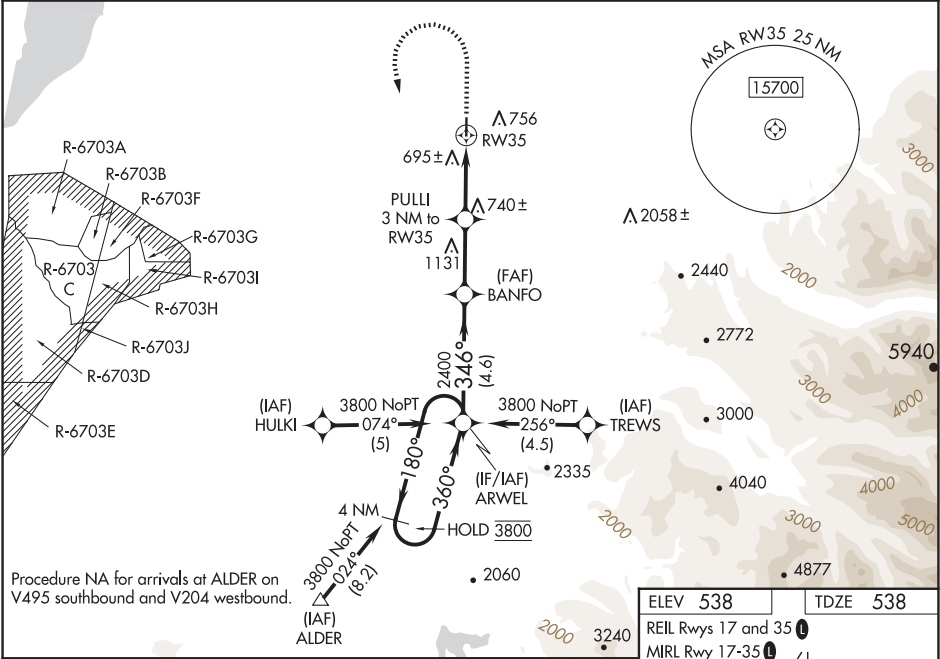
▼

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using TCM altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use TCM altimeter setting and increase LPV DA to 960 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1049 feet; increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3800 direct ARWEL and hold.

AWOS-3 128.575	SEATTLE APP CON 126.5 377.15	CLNC DEL 121.85	UNICOM 122.7 (CTAF) 1
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Procedure NA for arrivals at ALDER on V495 southbound and V204 westbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 53).

4 NM Holding Pattern

GP 3.00° TCH 53

ARWEL

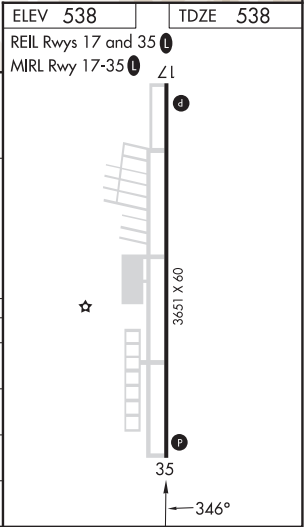
BANFO

PULLI 3 NM to RW35

1 NM to RW35

RW35

CATEGORY	A	B	C	D
LPV DA	911-1	373 (400-1)	NA	
LNAV/VNAV DA	1000-1 3/8	462 (500-1 3/8)	NA	
LNAV MDA	1000-1	462 (500-1)	NA	
CIRCLING	1080-1	542 (600-1)	NA	



RAWLINS, WYOMING

AL-687 (FAA)

24305

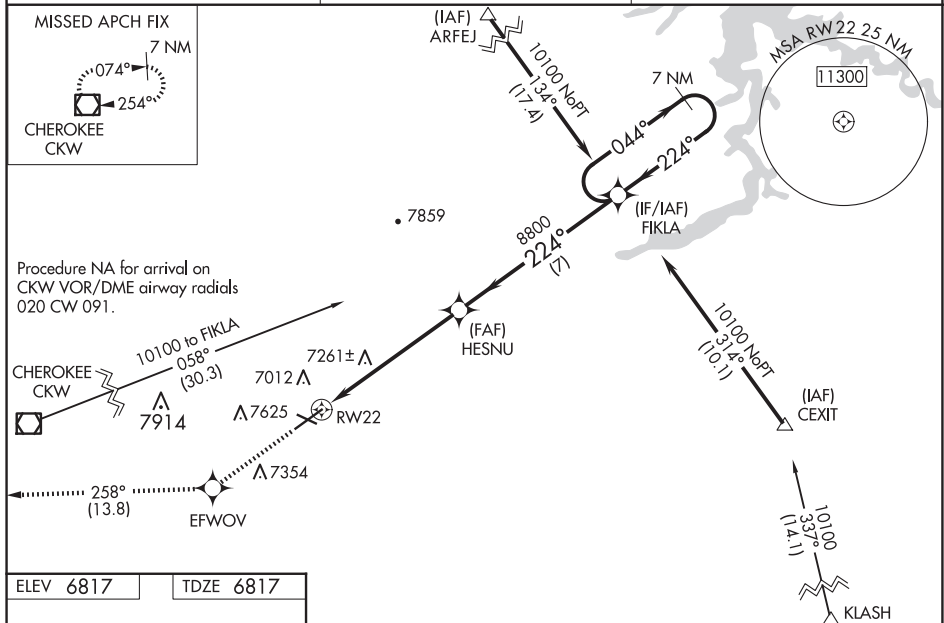
WAAS CH 93716 W22A	APP CRS 224°	Rwy Idg TDZE Apt Elev 7008 6817 6817
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RNAV (GPS) RWY 22

RAWLINS MUNI/HARVEY FLD (RWL)

<p>▼ Baro-VNAV NA when using Saratoga altimeter setting. For uncompensated Baro-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 $\frac{3}{8}$ mile, and LNAV/VNAV visibility 1 mile; increase all MDA 100 feet and LNAV visibility Cat B $\frac{1}{4}$ mile, Cats C and D $\frac{1}{2}$ mile, Circling visibility Cats B and C $\frac{1}{4}$ mile. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.</p>	<p>MISSED APPROACH: Climb to 11700 direct EFWOV and on track 258° to CKW VOR/DME and hold, continue climb-in-hold to 11700.</p>
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ASOS 118.525	DENVER CENTER 132.1 254.35	UNICOM 123.0 (CTAF) 0
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ELEV 6817	TDZE 6817
<p>224°</p> <p>4322 X 60 7008 X 100 0.7% UP 1.0% UP</p> <p>6790</p>	<p>11700 EFWOV tr 258° CKW</p> <p>7 NM Holding Pattern</p> <p>FIKLA 10100 044° 224°</p> <p>GP 3.00° TCH 53</p> <p>*INAV only.</p> <p>HESNU 8800</p> <p>RW22 2.1 NM to RW22</p> <p>2.1 4 NM 7 NM</p>
REIL Rwy 22 and 29 0	MIRL Rwy 4-22 and 11-29 0
RAWLINS, WYOMING	RAWLINS MUNI/HARVEY FLD (RWL)
Amtd 1 30APR15	41°48'N-107°12'W
	RNAV (GPS) RWY 22

CATEGORY	A	B	C	D
LPV DA	7131-1	314 (400-1)		
LNAV/VNAV DA	7637-3	820 (900-3)		
LNAV MDA	7520-1	703 (800-1)	7520-2	703 (800-2)
CIRCLING	7520-1 703 (800-1)	7540-1 723 (800-1)	7660-2½ 843 (900-2½)	7900-3 1083 (1100-3)

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-RDM	APP CRS	Rwy Ldg	7031
109.1	226°	TDZE	3067
Chan 28		Apt Elev	3082

ILS or LOC RWY 23

ROBERTS FLD (RDM)

DME required.

⚠

⚠

⚠

-16°C

Autopilot coupled approach NA below 4370. When local altimeter setting not received, use Bend altimeter setting increase S-ILS 23 DA to 3348 feet; increase all MDAs 100 feet increase S-LOC 23 Cat C/D/E visibility ¾ SM and Circling Cats C/D/E visibility ½ SM. For inop ALS, increase S-ILS 23 Cat E visibility to ¾ SM and S-LOC 23 Cat C/D/E visibility to 1 SM. For inop ALS when using Bend altimeter setting increase S-ILS 23 all Cats visibility to ¾ SM and increase S-LOC 23 Cats C/D/E visibility to 1 ¾ SM. VDP NA when using Bend altimeter setting.

MALSR

AS

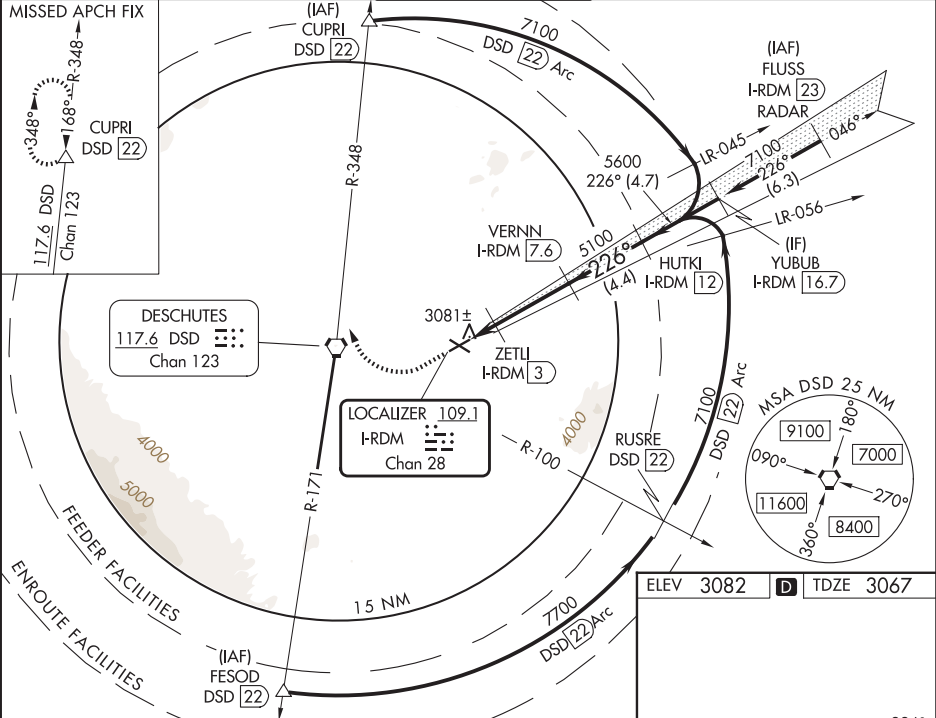
AS

AS

AS

MISSED APPROACH: Climb to 3700 then climbing right turn to 7000 on heading 320° and DSD VORTAC R-348 to CUPRI/DS D 22 DME and hold.

ATIS	SEATTLE CENTER	REDMOND TOWER★	GND CON	UNICOM
119.025	126.15 269.475	124.5 (CTAF) 256.8	121.8	122.95



3700

7000

hdg 320°

DSD R-348

CUPRI

Use I-RDM DME when on the localizer course.

*LOC only

*I-RDM I-RDM

I-RDM 1.3

I-RDM 2.4

I-RDM 3

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 51).

YUBUB I-RDM 16.7

VERNN I-RDM 7.6

HUTKI I-RDM 12

5100

5600

7100

GS 3.00° TCH 47

3580*

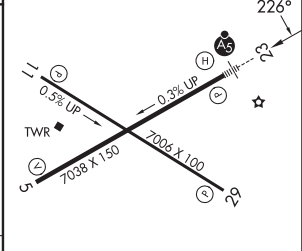
1.1

0.6

4.6 NM

4.4 NM

4.7 NM



CATEGORY	A	B	C	D	E
S-ILS 23	3267-½ 200 (200-½)				
S-LOC 23	3440-½	373 (400-½)	3440-⅝	373 (400-⅝)	
CIRCLING	3540-1 458 (500-1)	3560-1 478 (500-1)	3640-1½ 558 (600-1½)	3740-2 658 (700-2)	3820-2½ 738 (800-2½)

REIL Rwy 5, 11, and 29
HIRL Rwy 5-23
MIRL Rwy 11-29

REDMOND, OREGON

AL-345 (FAA)

25219

APP CRS	Rwy Ldg	7038
046°	TDZE	3075
	Apt Elev	3082

RNAV (RNP) Z RWY 5

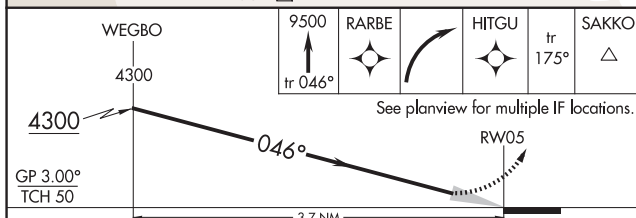
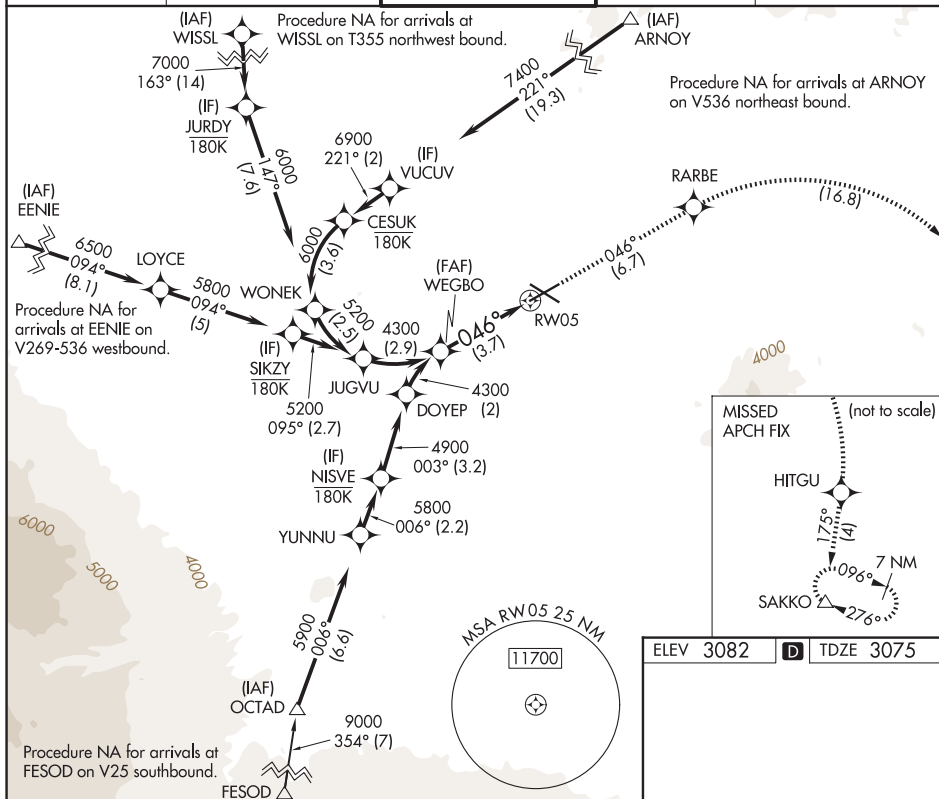
ROBERTS FLD (RDM)

RNP AR APCH - GPS, RF. Authorization required. From ARNOY, EENIE, WISSL: min RNP 0.70.

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.

For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C.

ATIS 119.025	SEATTLE CENTER 126.15 269.475	REDMOND TOWER★ 124.5 (CTAF) 256.8	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
RNP 0.10 DA		3368-7/8	293 (300-7/8)	
RNP 0.30 DA		3574-1 5/8	499 (500-1%)	

AUTHORIZATION REQUIRED

REDMOND, OREGON

Amdt 2B 12JUN25

44°15'N-121°09'W

ROBERTS FLD (RDM)

RNAV (RNP) Z RWY 5

REIL Rwy 5, 11, and 29
HIRL Rwy 5-23
MIRL Rwy 11-29

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 11
ROBERTS FLD (RDM)

MISSED APPROACH: Climb to 3600 then climbing right turn to 8500 direct URBIA and hold, continue climb-in-hold to 8500.

[illegible]

ROBERTS FLD (RDM)

RNAV (GPS) RWY 11

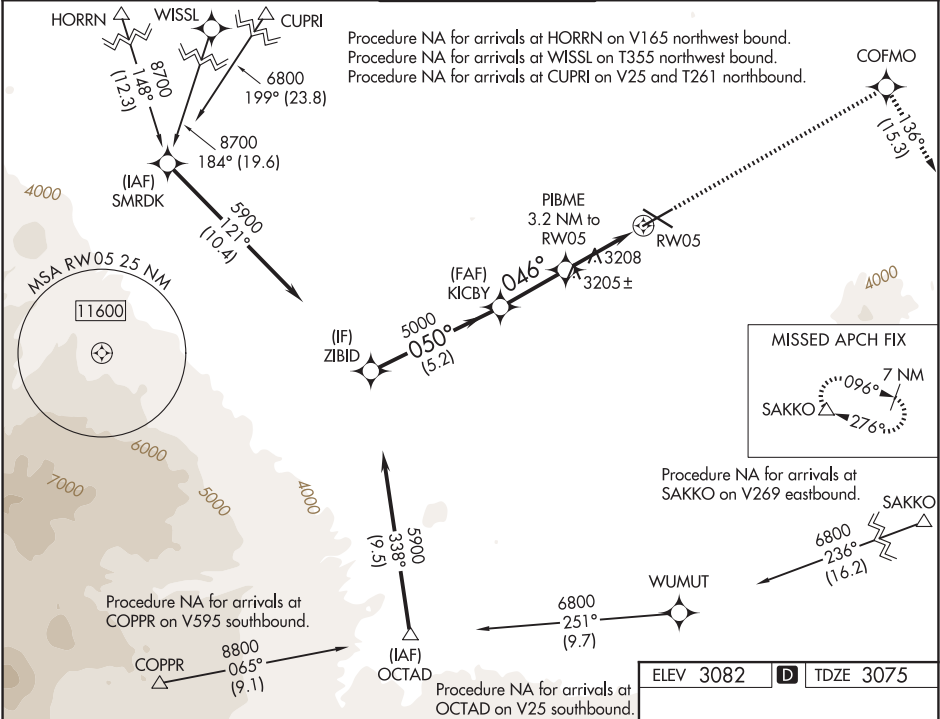
NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70514 W05A	APP CRS 046°	Rwy Ldg TDZE Apt Elev	7038 3075 3082
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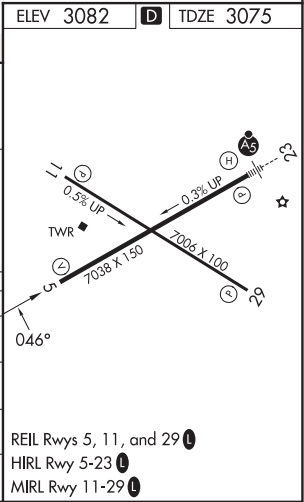
RNAV (GPS) Y RWY 5

ROBERTS FLD (RDM)

RNP APCH.		MISSED APPROACH: Climb to 9500 direct COFMO and on track 136° to SAKKO and hold, continue climb-in-hold to 9500.		
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.				
ATIS 119.025	SEATTLE CENTER 126.15 269.475	REDMOND TOWER ★ 124.5 (CTAF) 0 256.8	GND CON 121.8	UNICOM 122.95



ZIBID		KICBY		PIBME 3.2 NM to RW05		<div>9500</div> <div>↑</div>		<div>COFMO</div> <div>✦</div>		<div>tr 136°</div> <div>↻</div>		SAKKO △	
5900		5000		5000		*1.2 NM to RW05		*LNAV only					
GP 3.00° TCH 50		050°		046°		*4140		RW05					
		5.2 NM		2.7 NM		2 NM		1.2 NM					
CATEGORY		A		B		C		D					
LPV DA		3275-¾ 200 (200-¾)											
LNAV/ VNAV DA		3347-⅞ 272 (300-⅞)											
LNAV MDA		3520-1		445 (500-1)		3520-1⅓		445 (500-1⅓)					
CIRCLING		3540-1 458 (500-1)		3560-1 478 (500-1)		3640-1½ 558 (600-1½)		3740-2 658 (700-2)					



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82514 W23A	APP CRS 226°	Rwy Ldg TDZE Apt Elev	7031 3067 3080
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RNAV (GPS) Y RWY 23

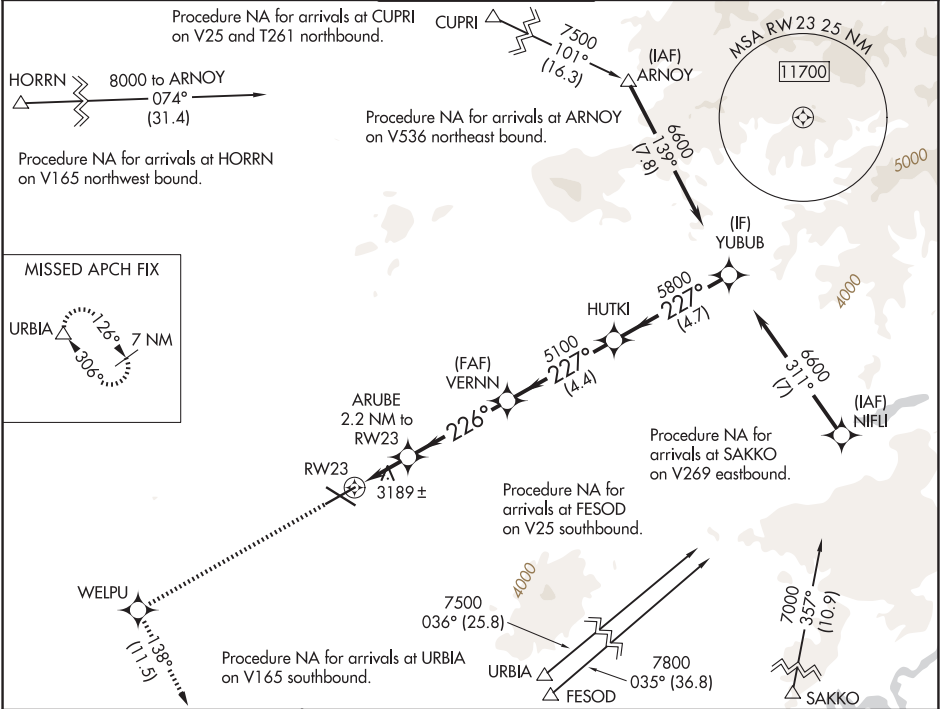
ROBERTS FLD (RDM)

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 all Cats visibility to ¾ SM and LNAV Cat C/D visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 8500 direct WELPU and on track 138° to URBIA and hold, continue climb-in-hold to 8500.

ATIS 119.025	SEATTLE CENTER 126.15 269.475	REDMOND TOWER★ 124.5 (CTAF) 0 256.8	GND CON 121.8	UNICOM 122.95
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ELEV 3080	D	TDZE 3067	8500	WELPU	tr 138°	URBIA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).				
			*LNAV only			ARUBE 2.2 NM to RW23	VERNN 5100	HUTKI	YUBUB	6600	
			RW23			*1.1 NM to RW23	*3800	5100	5800		GP 3.00° TCH 47
			CATEGORY		A		B		C		D
			LPV DA		3267-½		200 (200-½)				
			LNAV/VNAV DA		3383-⅝		316 (400-⅝)				
			LNAV MDA		3440-½		373 (400-½)		3440-¾		373 (400-¾)
			CIRCLING		3540-1 460 (500-1)		3560-1 480 (500-1)		3640-1½ 560 (600-1½)		3760-2¼ 680 (700-2¼)

REIL Rwy 5, 11, and 29

HIRL Rwy 5-23

MIRL Rwy 11-29

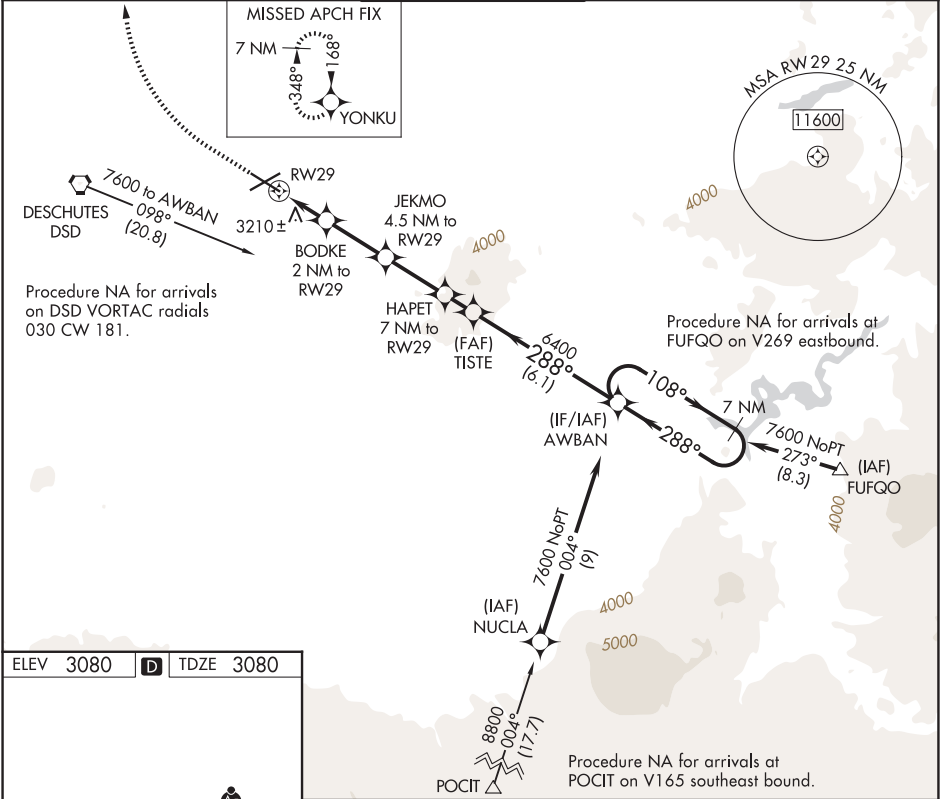
APP CRS	Rwy Ldg	7006
288°	TDZE	3080
	Apt Elev	3080

RNAV (GPS) Y RWY 29

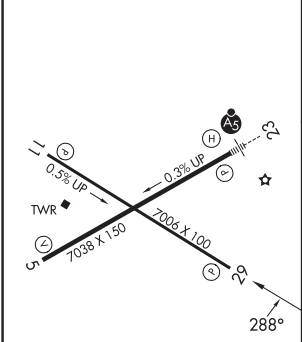
ROBERTS FLD (RDM)

RNP APCH.	MISSED APPROACH: Climb to 4000 then climbing right turn to 7000 direct YONKU and hold, continue climb-in-hold to 7000.
-1.6°C	

ATIS 119.025	SEATTLE CENTER 126.15 269.475	REDMOND TOWER★ 124.5(CTAF) 256.8	GND CON 121.8	UNICOM 122.95
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ELEV 3080		TDZE 3080
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REIL Rwy 5, 11, and 29			
HIRL Rwy 5-23			
MIRL Rwy 11-29			
CATEGORY	A	B	C
LNAV MDA	3560-1 480 (500-1)	3560-1 480 (500-1)	3560-1 480 (500-1)
CIRCLING	3560-1 480 (500-1)	3640-1 560 (600-1)	NA

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

REDMOND, OREGON

AL-345 (FAA)

25219

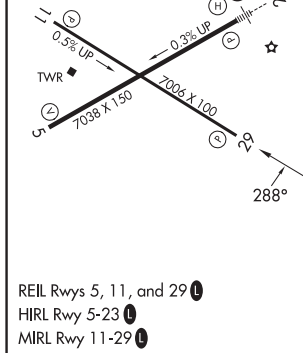
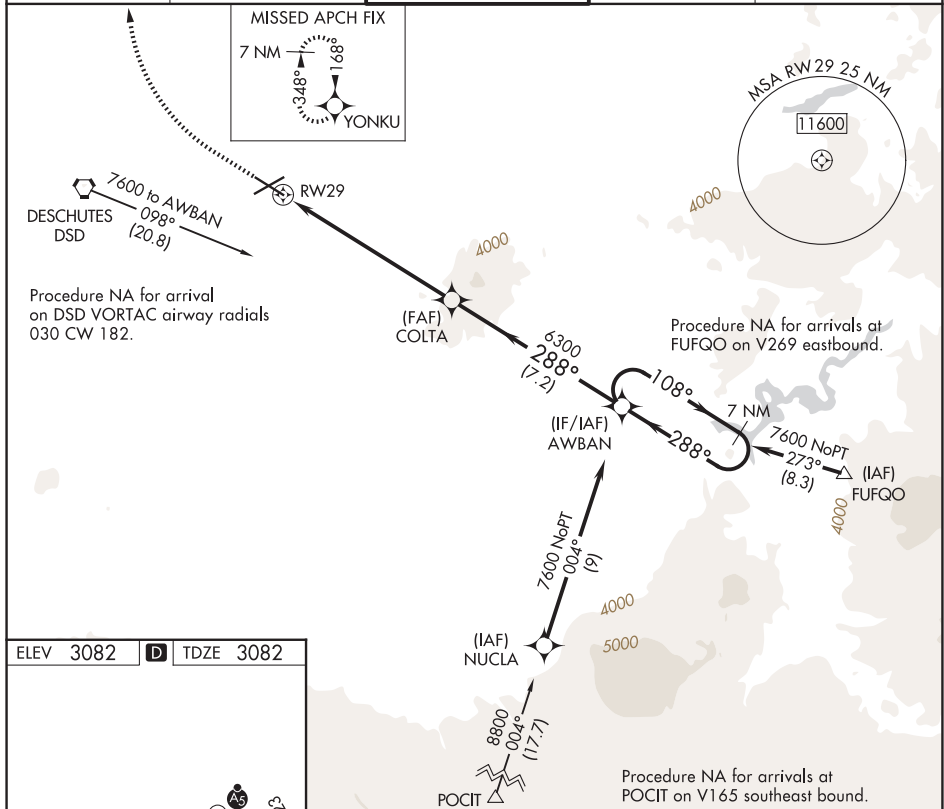
WAAS CH 90214 W29A	APP CRS 288°	Rwy Ldg TDZE Apt Elev	7006 3082 3082
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RNAV (GPS) Z RWY 29

ROBERTS FLD (RDM)

RNP APCH-GPS.	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.	
-16°C	

ATIS 119.025	SEATTLE CENTER 126.15 269.475	REDMOND TOWER★ 124.5 (CTAF) 0 256.8	GND CON 121.8	UNICOM 122.95
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ELEV 3082	D	TDZE 3082
REIL Rwy 5, 11, and 29		
HIRL Rwy 5-23		
MIRL Rwy 11-29		
RWY 29		
COLTA		
AWBAN		
GP 4.20°		
TCH 43		
CATEGORY	A	B
LPV DA	3368-1	286 (300-1)
LNAV/VNAV DA	3368-1	286 (300-1)

REDMOND, OREGON
Amdt 1B 16JUN22

44°15'N-121°09'W

RNAV (GPS) Z RWY 29

NW-1, 07 AUG 2025 to 02 OCT 2025

VORTAC DSD 117.6 Chan 123	APP CRS 071°	Rwy Ldg TDZE Apt Elev N/A N/A 3080
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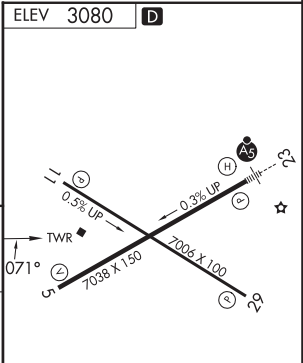
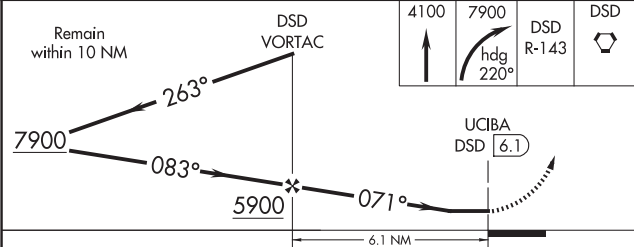
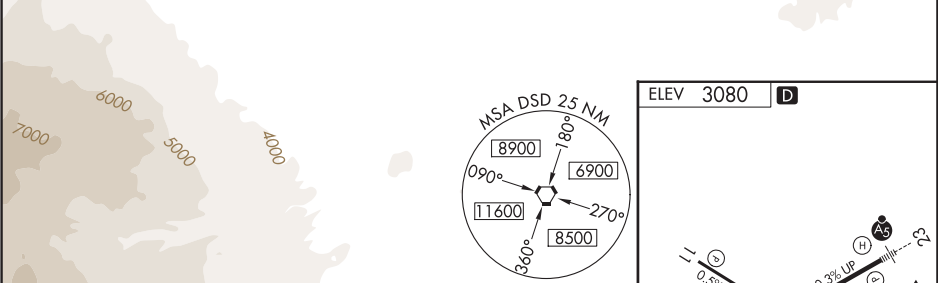
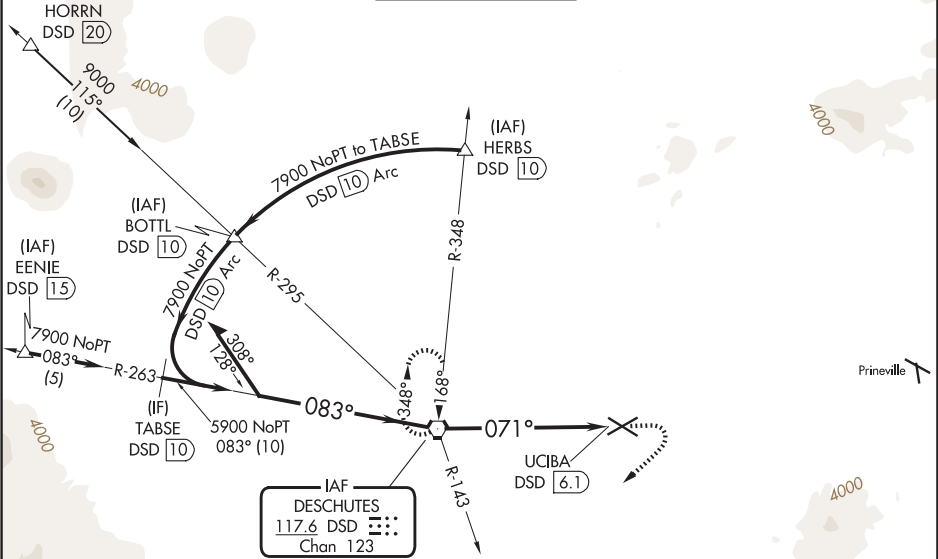
VOR-A

ROBERTS FLD (RDM)

When local altimeter setting not received, use Bend altimeter setting and increase all MDA 80 feet and visibility Cats C and D ¼ mile.

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.

ATIS 119.025	SEATTLE CENTER 126.15 269.475	REDMOND TOWER★ 124.5 (CTAF) 0 256.8	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D	FAF to MAP 6.1 NM					
CIRCLING	3660-1	580 (600-1)	3660-1½ 580 (600-1½)	3760-2¼ 680 (700-2¼)	Knots	60	90	120	150	180
					Min:Sec	6:06	4:04	3:03	2:26	2:02

JUNIPER VISUAL RWY 23

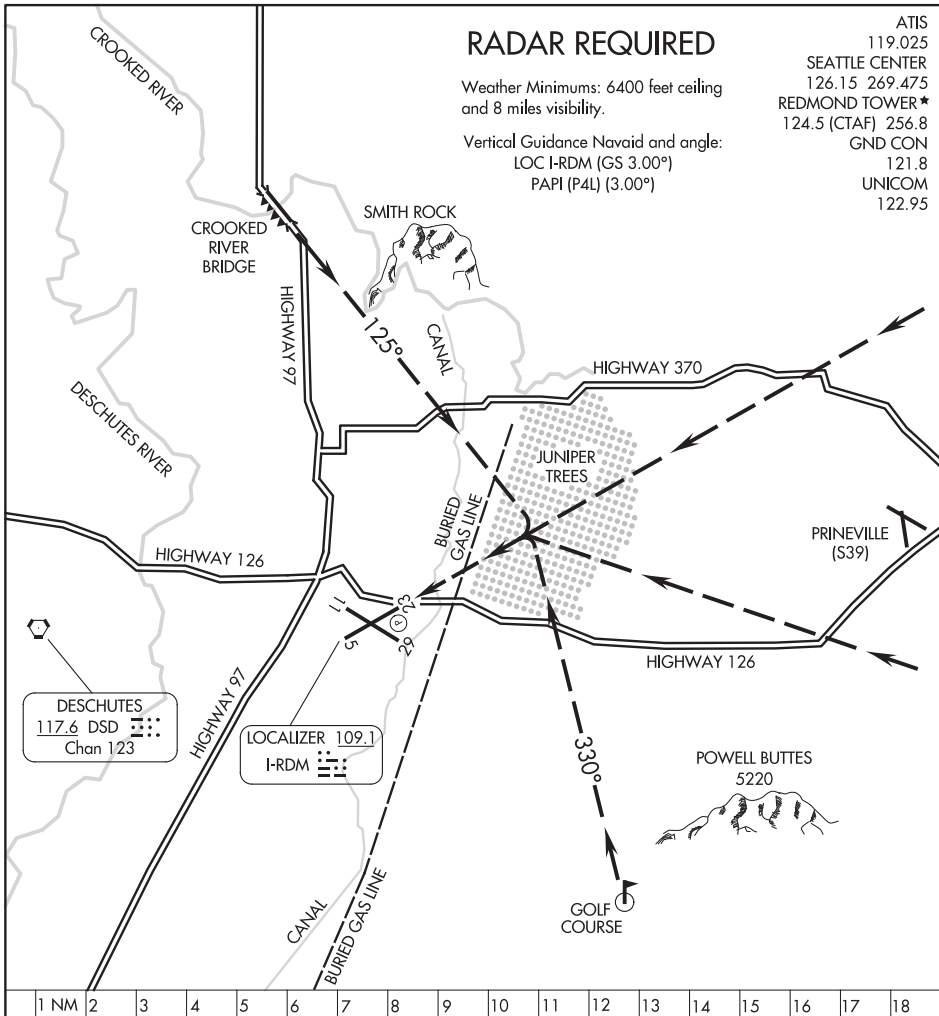
ROBERTS FLD (RDM)
REDMOND, OREGON

RADAR REQUIRED

Weather Minimums: 6400 feet ceiling and 8 miles visibility.

Vertical Guidance Navaid and angle:
LOC I-RDM (GS 3.00°)
PAPI (P4L) (3.00°)

ATIS
 119.025
 SEATTLE CENTER
 126.15 269.475
 REDMOND TOWER★
 124.5 (CTAF) 256.8
 GND CON
 121.8
 UNICOM
 122.95

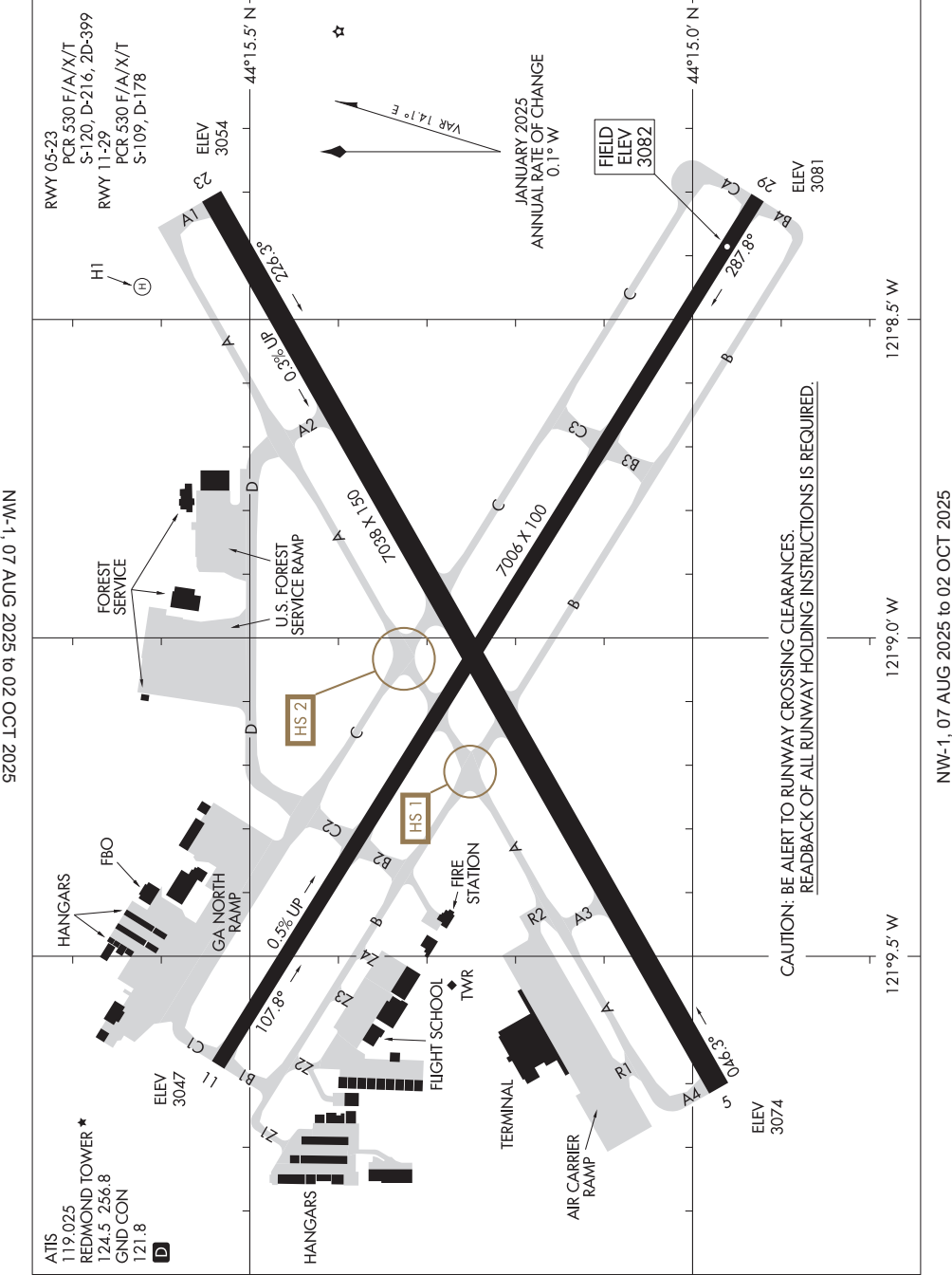


JUNIPER VISUAL APPROACH RWY 23
PROCEDURE NOT AUTHORIZED AT NIGHT

JUNIPER VISUAL RWY 23

44°15'N-121°09'W

REDMOND, OREGON
ROBERTS FLD (RDM)



23334

REDMOND THREE DEPARTURE

AL-345 (FAA)

ROBERTS FLD (RDM)

REDMOND, OREGON

ATIS
119.025
GND CON
121.8
REDMOND TOWER*
124.5 256.8
SEATTLE CENTER
126.15 269.475

BATTLE GROUND
116.6 BTG
Chan 113

KUCKITAT
112.3 LTJ
Chan 70

**TOP ALTITUDE:
ASSIGNED BY ATC**

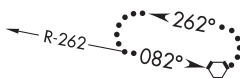


NEWBERG
117.4 UBG
Chan 121



PENDLETON
114.7 PDT
Chan 94

CORVALLIS
115.4 CVO
Chan 101



EUGENE
112.9 EUG
Chan 76

DESCHUTES
117.6 DSD
Chan 123



KIMBERLY
115.6 IMB
Chan 103



WILDHORSE
114.55 ILR
Chan 92 (Y)

ROGUE VALLEY
113.6 OED
Chan 83



KLAMATH FALLS
115.9 LMT
Chan 106



LAKEVIEW
112.0 LKV
Chan 57

TAKEOFF MINIMUMS

Rwy 5: Standard with minimum climb of 390' per NM to 13000.
Rwy 11: Standard with minimum climb of 406' per NM to 13000.
Rwy 23: Standard with minimum climb of 356' per NM to 13000.
Rwy 29: Standard with minimum climb of 358' per NM to 13000.

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.

REDMOND THREE DEPARTURE

20AUG15

REDMOND, OREGON
ROBERTS FLD (RDM)

NW-1, 07 AUG 2025 to 02 OCT 2025

RENTON, WASHINGTON

AL-5396 (FAA)

23222

APP CRS 337°	Rwy Idg TDZE Apt Elev	4742 30 32
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RNAV (GPS) RWY 34

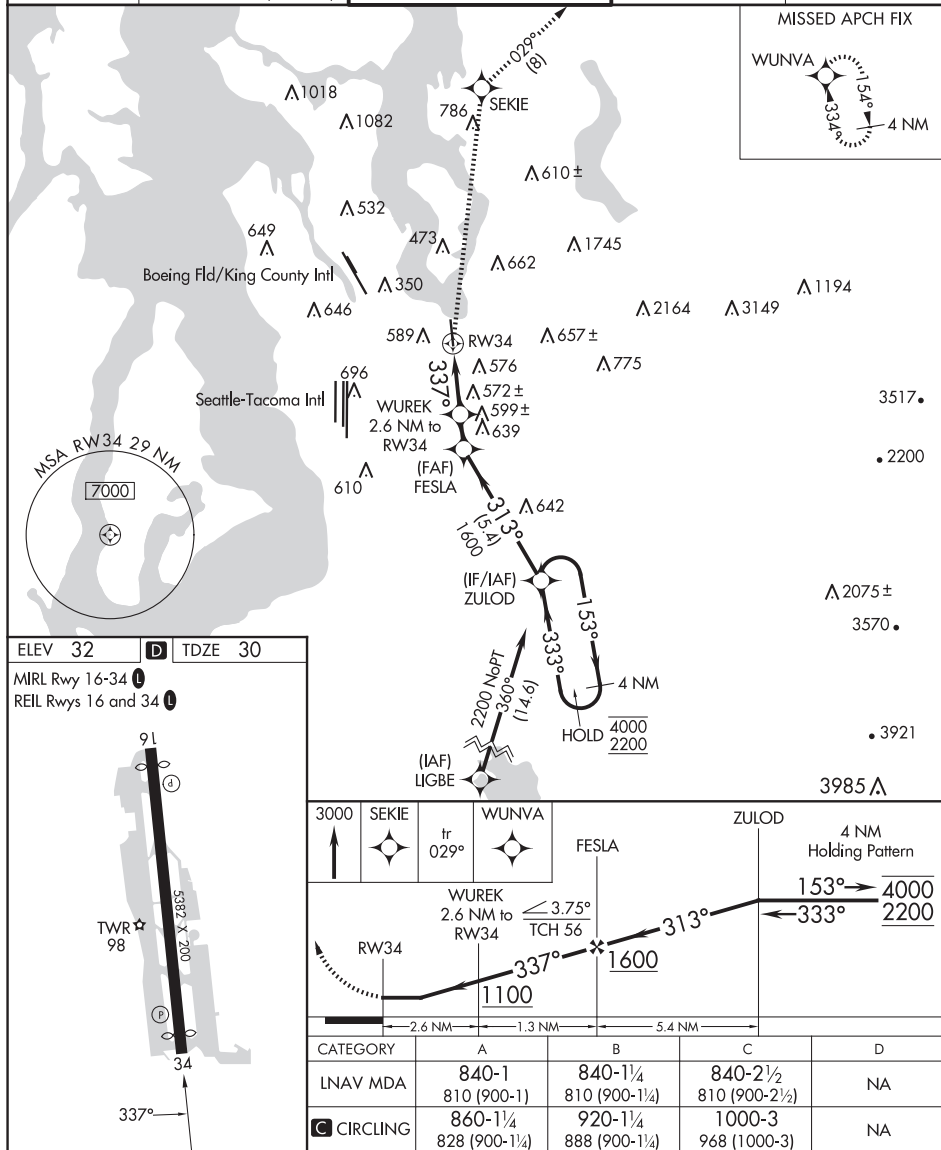
RENTON MUNI (RNT)

RNP APCH-GPS.

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

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

ATIS 126.95	SEATTLE APP CON 123.9 338.2 (RWY 16) 125.9 306.9 (RWY 34)	RENTON TOWER* 124.7 (CTAF) 0 256.9	GND CON 121.6 256.9	UNICOM 122.95
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RENTON, WASHINGTON

Amdt 1 24MAR22

47°30'N-122°13'W

659

RENTON MUNI (RNT)

RNAV (GPS) RWY 34

NW-1, 07 AUG 2025 to 02 OCT 2025

RENTON, WASHINGTON

AL-5396 (FAA)

24081

APP CRS 157°	Rwy Idg TDZE Apt Elev	4742 26 32
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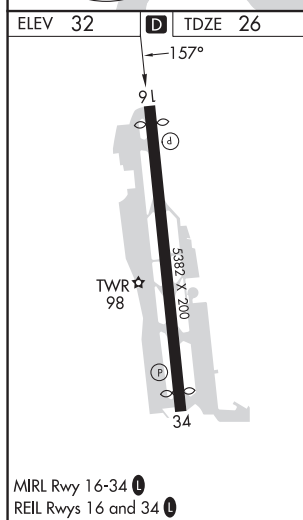
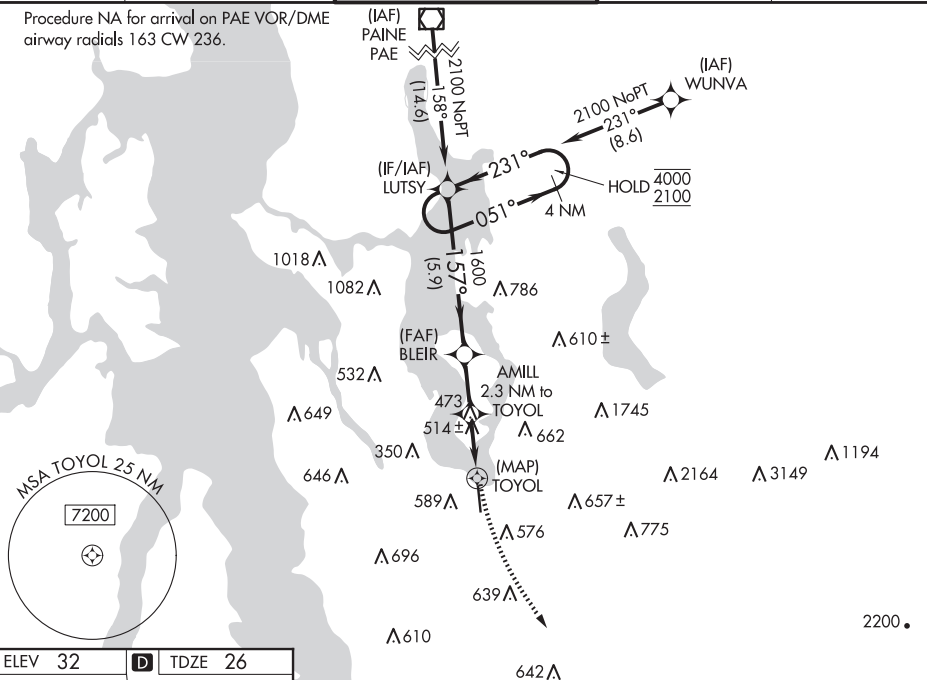
RNAV (GPS) Y RWY 16

RENTON MUNI (RNT)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 2500 direct BLAKO and hold.
<p>▼ Rwy 16 helicopter visibility reduction below $\frac{3}{4}$ SM NA.</p> <p>▲ Circling NA west of Rwy 16-34. Circling Rwy 34 NA at night.</p>	

ATIS 126.95	SEATTLE APP CON 123.9 338.2 (RWY 16) 125.9 306.9 (RWY 34)	RENTON TOWER★ 124.7 (CTAF) 0 256.9	GND CON 121.6 256.9	UNICOM 122.95
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Procedure NA for arrival on PAE VOR/DME
airway radials 163 CW 236.



4 NM Holding Pattern	LUTSY	BLEIR	AMILL 2.3 NM to TOYOL	TOYOL
4000 ← 051°	2100 → 231°	157°	3.00° TCH 50	920
5.9 NM	2.1 NM	2.3 NM	0.4	
CATEGORY	A	B	C	D
LNAV MDA	780-1 754 (800-1)	780-1½ 754 (800-1½)	780-2 754 (800-2)	
CIRCLING	860-1½ 828 (900-1½)	920-1½ 888 (900-1½)	1000-3 968 (1000-3)	NA

RENTON, WASHINGTON

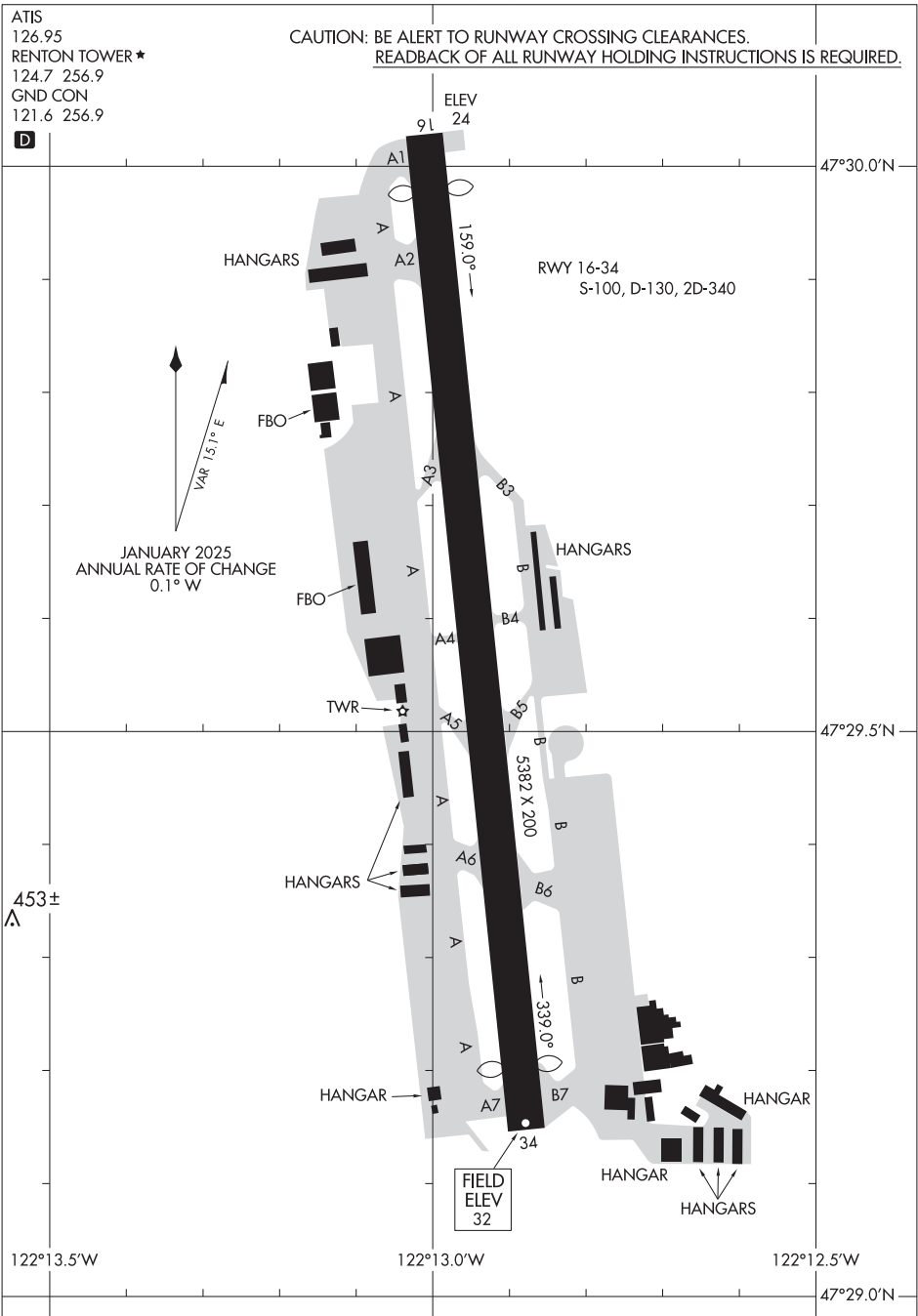
Amdt 6 21MAR24

47°30'N-122°13'W

RENTON MUNI (RNT)

RNAV (GPS) Y RWY 16

NW-1, 07 AUG 2025 to 02 OCT 2025



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

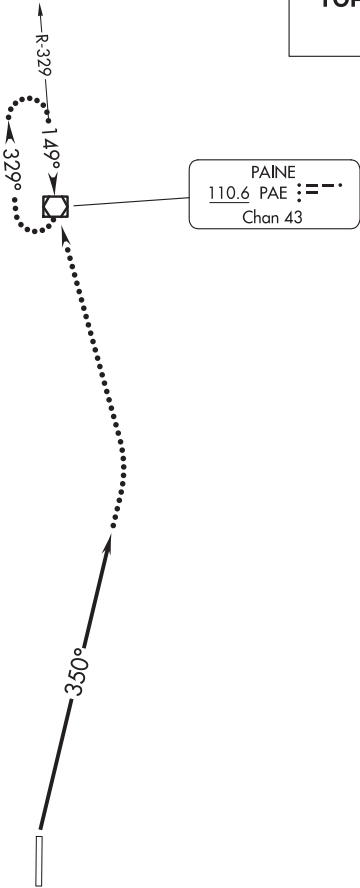
BELLEVUE FOUR DEPARTURE

AL-5396 (FAA)

RENTON MUNI (RNT)
RENTON, WASHINGTON

SEATTLE DEP CON
119.2 306.9
ATIS
126.95
GND CON
121.6 256.9
RENTON TOWER★
124.7 256.9

TOP ALTITUDE:
3000



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.

BELLEVUE FOUR DEPARTURE

(RENTN3.RENTN) 24193

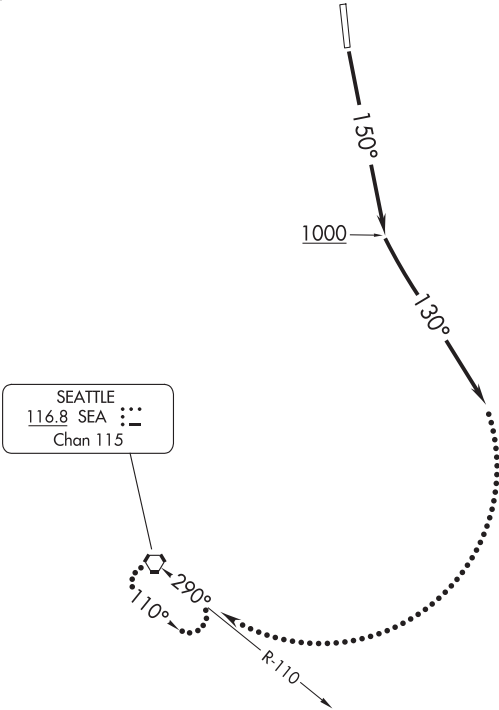
RENTN THREE DEPARTURE

AL-5396 (FAA)

RENTON MUNI (RNT)
RENTON, WASHINGTON

SEATTLE DEP CON
119.2 338.2
ATIS
126.95
GND CON
121.6 256.9
RENTON TOWER★
124.7 256.9

TOP ALTITUDE:
3000



NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 16: Standard with a minimum climb of 405' per NM to 800.
Rwy 34: NA- ATC.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

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.

RENTN THREE DEPARTURE

(RENTN3.RENTN) 21JUL16

RENTON, WASHINGTON
RENTON MUNI (RNT)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
351°

Rwy Ldg
TDZE
4862

Apt Elev
4862

RNAV (GPS) RWY 35
REXBURG-MADISON COUNTY (R.XE)

RNP APCH - GPS.

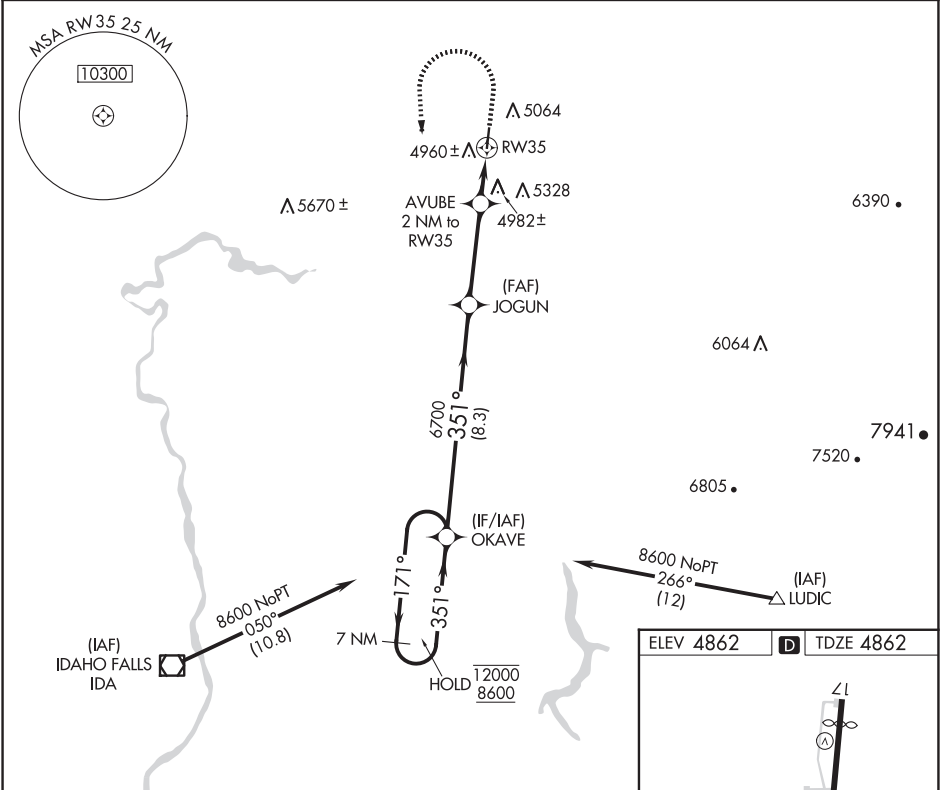
▼

▲

Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 5900 then climbing left turn to 8600 direct OKAVE and hold.

ASOS 135.075	SALT LAKE CENTER 128.35 239.25	UNICOM 122.8 (CTAF) 0
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7 NM Holding Pattern		OKAVE		5900	8600	OKAVE
12000 8600		171°	351°	351°	351°	351°
7 NM		3.00°	3.00°	3.00°	3.00°	3.00°
8.3 NM		3.6 NM	0.9 NM	1.1 NM	1.1 NM	1.1 NM
CATEGORY	A	B	C	D		
LNVA MDA	5240-1 378 (400-1)					
CIRCLING	5380-1 518 (600-1)	5580-1 718 (800-1)	5680-2½ 818 (900-2½)	5760-3 898 (900-3)	REIL Rwy 35 0	MRL Rwy 17-35 0

REXBURG, IDAHO

AL-5977 (FAA)

25163

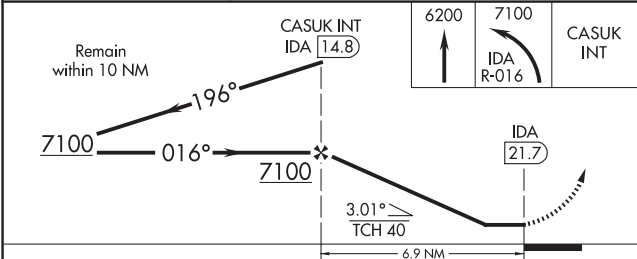
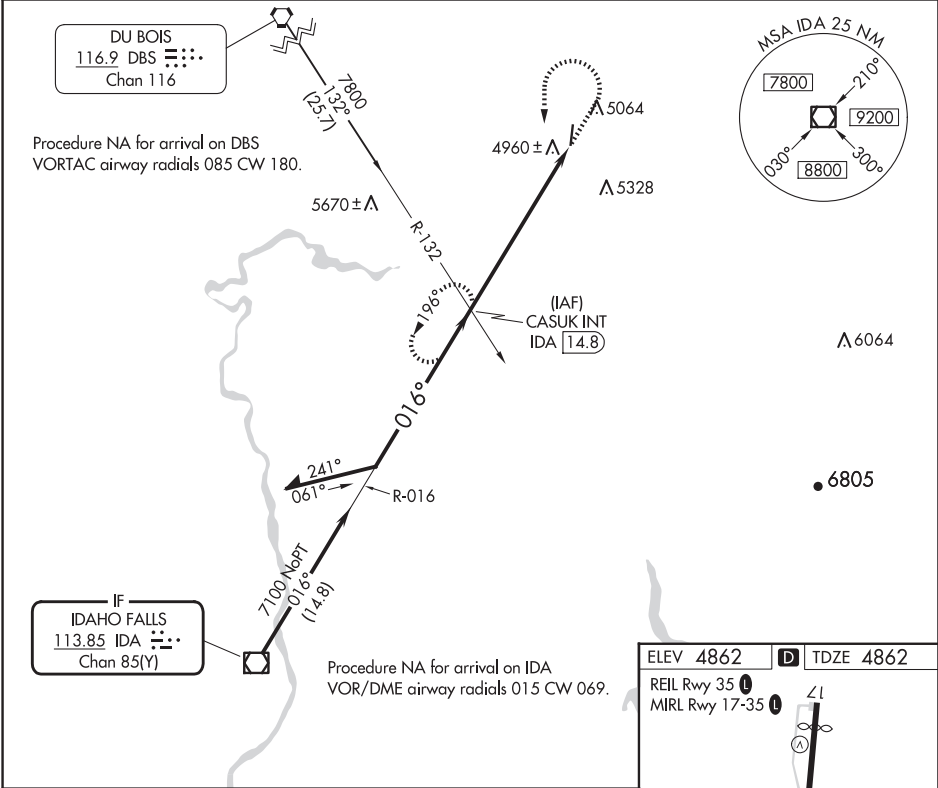
VOR/DME IDA 113.85 Chan 85 (Y)	APP CRS 016°	Rwy Ldg TDZE 4862 Apt Elev 4862
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VOR RWY 35
REXBURG-MADISON COUNTY (R.X.E)

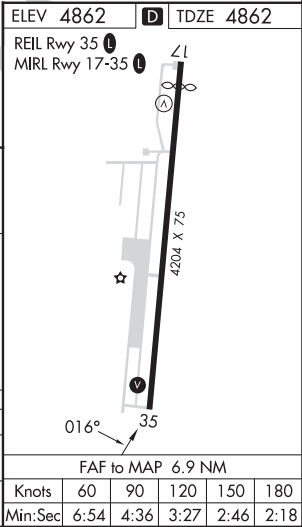
- ▼ Rwy 35 helicopter visibility reduction below 1 SM NA.

▲ 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) 0
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CATEGORY	A	B	C	D
S-35	5680-1 818 (900-1)	5680-1¼ 818 (900-1¼)	5680-2½ 818 (900-2½)	
CIRCLING	5680-1¼ 818 (900-1¼)		5680-2½ 818 (900-2½)	5760-3 898 (900-3)



REXBURG, IDAHO
Amdt 4B 03JAN19

43°50'N-111°48'W

REXBURG-MADISON COUNTY (R.X.E)
VOR RWY 35



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

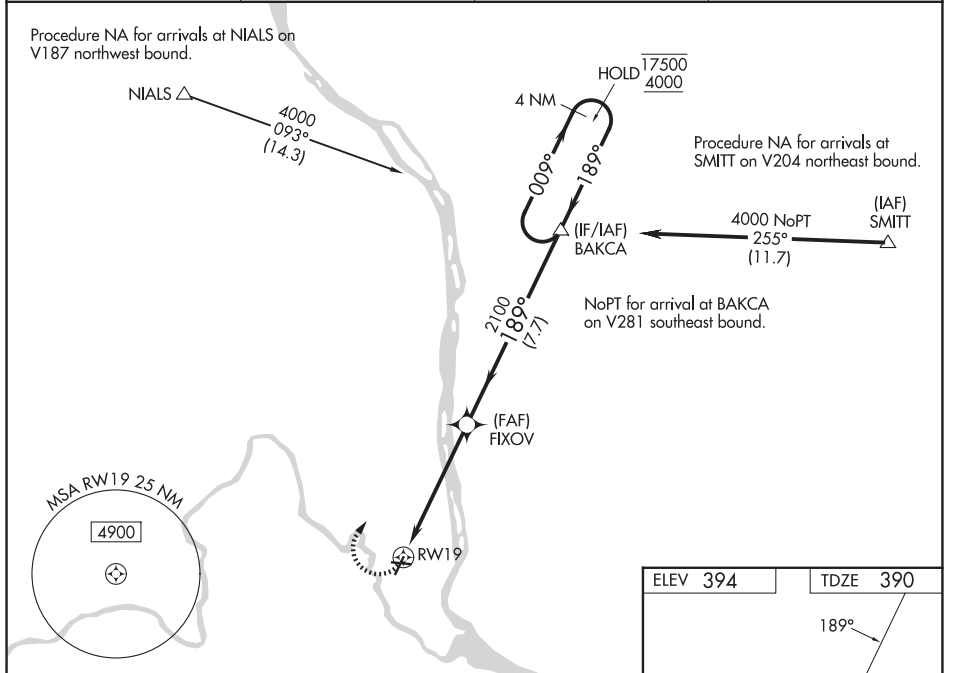
APP CRS 189°	Rwy Ldg	4009
	TDZE	390
	Apt Elev	394

RNAV (GPS) Y RWY 19

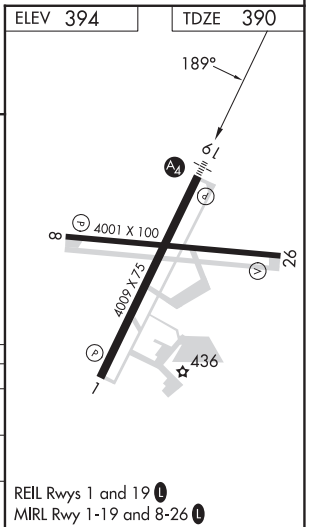
RICHLAND (RLD)

RNP APCH - GPS.			
	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Baro-VNAV and VDP NA when using PSC altimeter setting. When local altimeter setting not received, use PSC altimeter setting and increase LNAV/VNAV DA to 814 feet; increase all MDAs 20 feet and LNAV visibility Cat C/D ½ SM. For inop ALS increase LNAV/VNAV visibility all Cats to 1½ and LNAV Cat C and D visibility to 2½ SM.	MALS 	MISSED APPROACH: Climbing right turn 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) 1
----------------------------	--	--------------------------	---------------------------------



4000 BAKCA		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).			
RW19		FIXOV			
2.6 NM to RW19		2100			
2.6 NM		2.7 NM		7.7 NM	
A		B		C	
CATEGORY	D				
LNAV/VNAV DA	794-1 404 (400-1)				
LNAV MDA	1240-7/8 850 (900-7/8)	1240-1 850 (900-1)	1240-2	850 (900-2)	
CIRCLING	1240-1¼ 846 (900-1¼)	1240-2½ 846 (900-2½)	1960-3	1566 (1600-3)	



APP CRS
189°

Rwy Ldg
TDZE
Apt Elev

4009
390
394

RNAV (GPS) Z RWY 19
RICHLAND (RLD)

RNP APCH - GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Baro-VNAV and VDP NA when using PSC altimeter setting. For inop ALS when using PSC altimeter setting, increase LNAV Cats C and D visibility to 1 3⁄8 SM. When local altimeter setting not received, use PSC altimeter setting and increase LNAV/VNAV DA to 671 feet; increase all MDAs 20 feet and LNAV visibility Cats C and D 1 3⁄8 SM, and Circling visibility Cat C 1 3⁄4 SM.

MALS

⚠

MISSED APPROACH: Climb to 900 then climbing right turn to 4000 direct BAKCA and hold.

*Missed approach requires minimum climb of 340 feet per NM to 2000; if unable to meet climb gradient, see RNAV (GPS) Y RWY 19.

AWOS-3PT 132.675	SPOKANE APP CON ★ 128.75 377.2	CLNC DEL 122.4	UNICOM 122.7 (CTAF) ①
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The main chart illustrates the RNAV (GPS) Z RWY 19 approach. It shows the path from NIALS (093°/14.3 NM) and SMITT (255°/11.7 NM) to the final approach fix (FAF) FIXOV. Key altitudes include 4000, 2100, 1750, and 4000. Distances are marked in NM. A missed approach procedure is detailed: climb to 900, then climbing right turn to 4000 direct BAKCA and hold. A NoPT for arrival at BAKCA on V281 southeast bound is also shown.

900	4000	BAKCA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).			
↑	↷	△	BAKCA 4 NM Holding Pattern			
AYABE 2.2 NM to RW19			FIXOV 2100	189°	17500 4000	
RW19 1.3 NM to RW19			2100	189°	17500 4000	
1.3 NM			0.9 NM	3.1 NM	7.7 NM	
CATEGORY	A	B	C	D	GP 3.00° TCH 40	
LNAV/VNAV DA*	651-7⁄8 261 (300-7⁄8)					
LNAV MDA*	840-7⁄8 450 (500-7⁄8)		840-1 450 (500-1)			
CIRCLING	840-1 446 (500-1)	1000-1 606 (700-1)	1200-2 1⁄4 806 (900-2 1⁄4)	1960-3 1566 (1600-3)		

The inset chart shows the airport layout with runways 1 and 19, taxiways, and surrounding terrain. Key features include the 4001 X 100 runway, 4005 X 75 taxiway, and the 436 elevation point.

RICHLAND, WASHINGTON

Amtd 2 07AUG25

46°18'N-119°18'W

669

RICHLAND (RLD)

RNAV (GPS) Z RWY 19

RICHLAND, WASHINGTON

AL-5966 (FAA)

25219

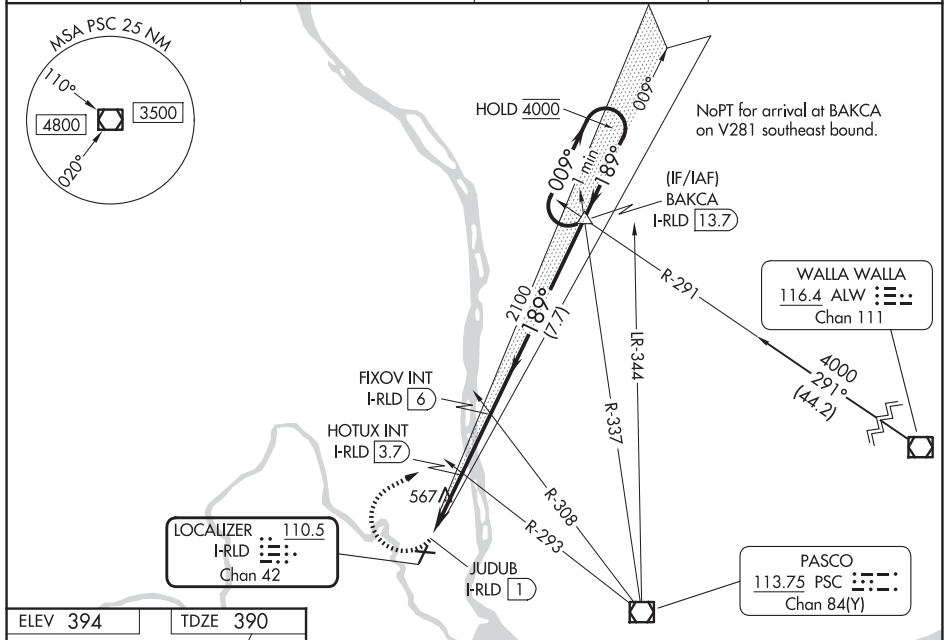
LOC/DME I-RLD	APP CRS	Rwy Ldg	4009
110.5	189°	TDZE	390
Chan 42		Apt Elev	394

LOC RWY 19

RICHLAND (RLD)

<p>VDP NA when using PSC altimeter setting. For inop ALS, increase S-19 Cats C and D visibility to 3 SM. When local altimeter setting not received, use PSC altimeter setting and increase all MDAs 20 feet and increase HOTUX fix minimums S-LOC 19 visibility Cat C/D ½ SM, and Circling visibility Cat C ¼ SM. HOTUX fix minimum: For inop ALS, increase S-19 Cats C and D visibility to 1 ½ SM.</p>	<p>MALS</p> <p>4000</p>	<p>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.</p>
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AWOS-3PT 132.675	SPOKANE APP CON ★ 128.75 377.2	CLNC DEL 122.4	UNICOM 122.7 (CTAF) 0
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REIL Rwy 1 and 19
MIRL Rwy 1-19 and 8-26

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

4000

hdg 045°

PSC

R-337

BAKCA

△

VGSI and descent angles not coincident

(VGSI Angle 3.00/TCH 30).

JUDUB

I-RLD 1

HOTUX INT

I-RLD 3.7

FIXOV INT

I-RLD 6

BAKCA

I-RLD 13.7

One Minute Holding Pattern

009°

189°

4000

1360

2100

0.3

1.2 NM

1.5 NM

2.3 NM

7.7 NM

CATEGORY	A	B	C	D
S-19	1360-1 970 (1000-1)	1360-1¼ 970 (1000-1¼)	1360-2½ 970 (1000-2½)	1960-3 1566 (1600-3)
CIRCLING	1360-1¼ 966 (1000-1¼)	1360-1½ 966 (1000-1½)	1360-3 966 (1000-3)	1960-3 1566 (1600-3)
HOTUX FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-19	880-7/8 490 (500-7/8)	880-1½ 490 (500-1½)	1200-2¼ 806 (900-2¼)	1960-3 1566 (1600-3)
CIRCLING	880-1 486 (500-1)	1000-1 606 (700-1)	1200-2¼ 806 (900-2¼)	1960-3 1566 (1600-3)

RICHLAND, WASHINGTON

Amdt 10 07AUG25

46°18'N-119°18'W



LOC RWY 19

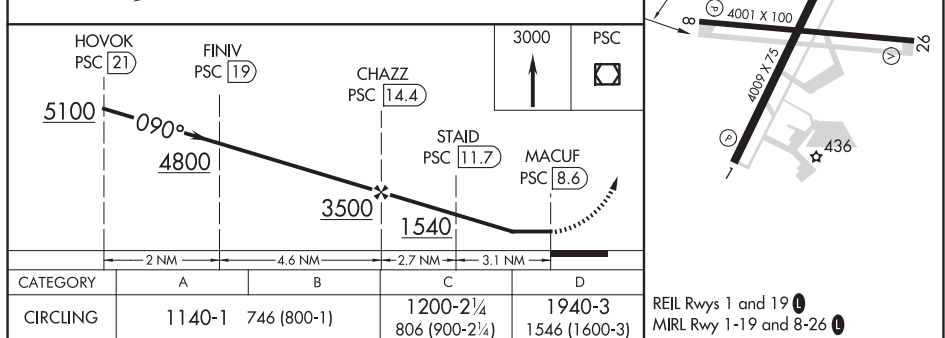
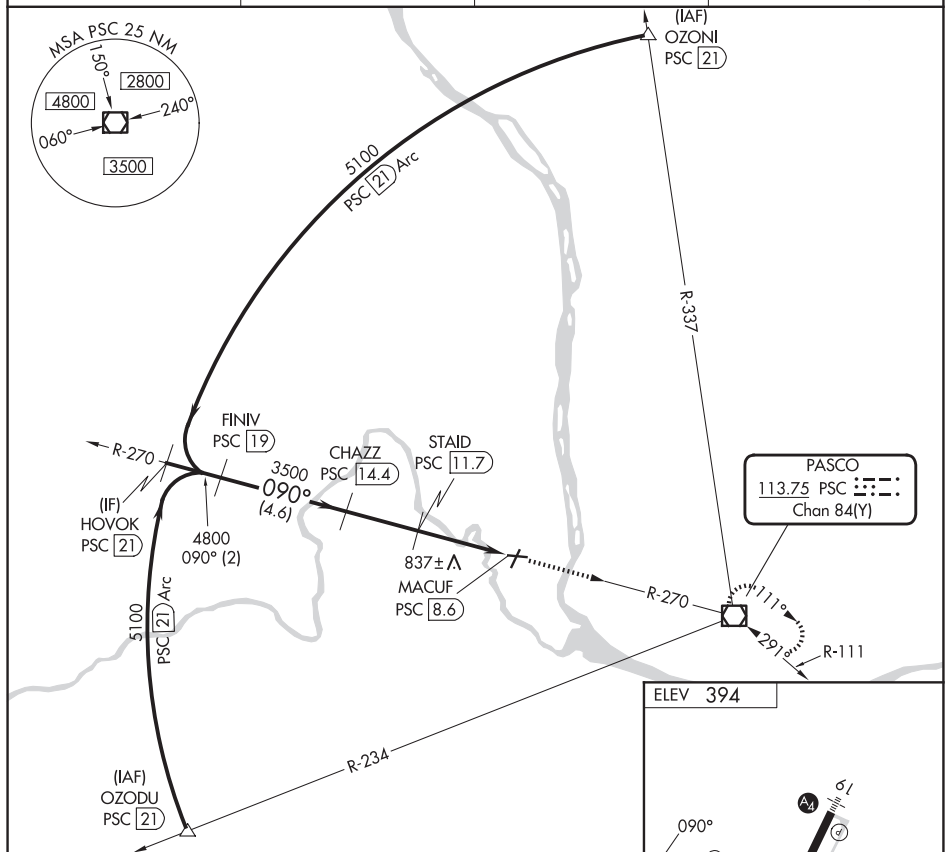
RICHLAND (RLD)

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME PSC 113.75 Chgn 84 (Y)	APP CRS 090°	Rwy Ldg TDZE Apt Elev	N/A N/A 394
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VOR/DME-A
RICHLAND (RLD)

 NA	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) 



RIVERTON, WYOMING

AL-691 (FAA)

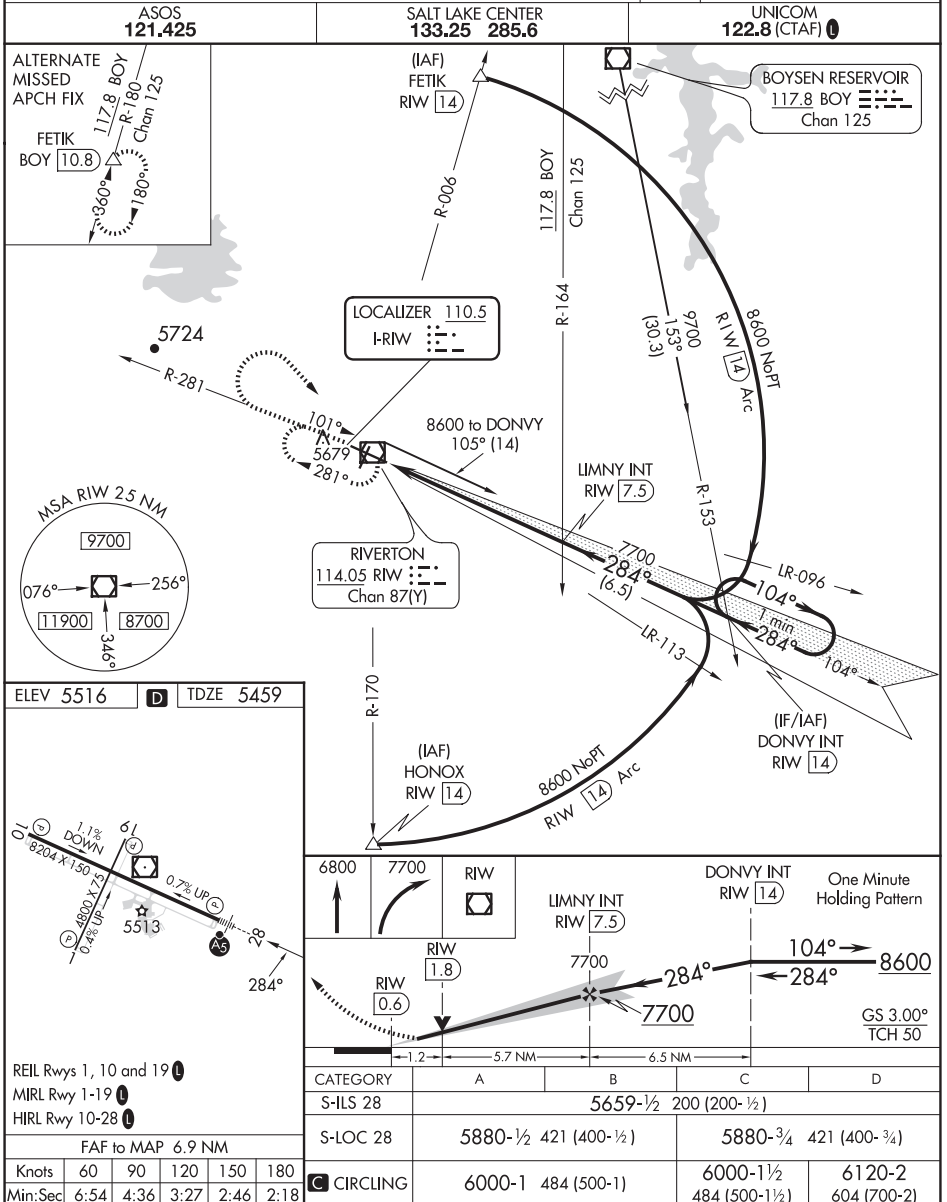
23250

LOC I-RIW 110.5	APP CRS 284°	Rwy Idg 8204
		TDZE 5459
		Apt Elev 5516

ILS or LOC RWY 28

CENTRAL WYOMING RGNL (RIW)

<p>NA</p> <p>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 MALSRL, when using Lander altimeter setting, increase S-ILS 28 all Cats visibility to ¾ mile and S-LOC 28 Cat C and D visibility to 1¾ mile. VDP NA when using Lander altimeter setting.</p>	<p>MALSRL</p> <p>AS</p> <p>MISSED APPROACH: Climb to 6800 then climbing right turn to 7700 direct RIW VOR/DME and hold, continue climb-in-hold to 7700.</p>
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RIVERTON, WYOMING

Amdt 3B 07SEP23

43°04'N-108°28'W

CENTRAL WYOMING RGNL (RIW)

ILS or LOC RWY 28

NW-1, 07 AUG 2025 to 02 OCT 2025

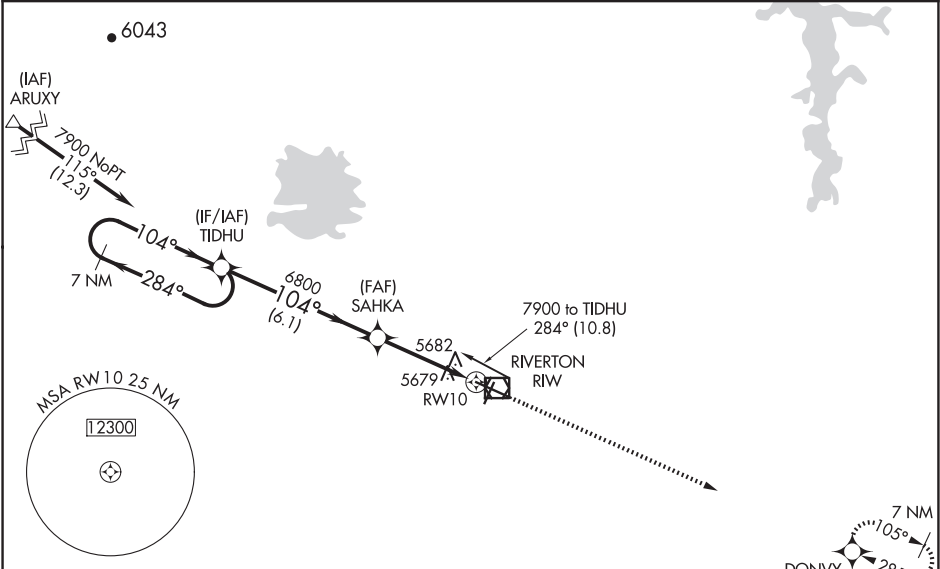
WAAS CH 42899 W10A	APP CRS 104°	Rwy Idg TDZE 5516 Apt Elev 5516
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RNAV (GPS) RWY 10
CENTRAL WYOMING RGNL (RIW)

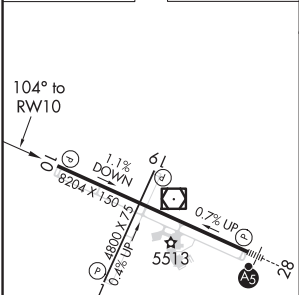
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lander altimeter setting and increase all DA 54 feet and all MDA 60 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ mile and increase LNAV Cat C/D visibility ½ mile. Baro-VNAV and VDP NA when using Lander altimeter setting. Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 8600 direct DONVY and hold.

ASOS 121.425	SALT LAKE CENTER 133.25 285.6	UNICOM 122.8 (CTAF) 0
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ELEV 5516	D	TDZE 5516
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REIL Rwy 1, 10 and 19 **0**
MIRL Rwy 1-19 **0**
HIRL Rwy 10-28 **0**

7 NM Holding Pattern				8600	DONVY
7900 ← 284° 104° →				*LNAV only.	
GP 3.00° TCH 50				*1.2 NM to RWY 10	
6.1 NM				RWY 10	
2.7 NM				1.2	
CATEGORY	A	B	C	D	
LPV DA	5902-1¼		386 (400-1¼)		
LNAV/VNAV DA	5965-1½		449 (500-1½)		
LNAV MDA	5940-1	424 (500-1)	5940-1¼	424 (500-1¼)	
C CIRCLING	6000-1	484 (500-1)	6000-1½	6120-2	604 (700-2)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 28

CENTRAL WYOMING RGNL (RIW)

MISSED APPROACH:
Climb to 7900 direct
TIDHU and hold.

UNICOM
122.8 (CTAF) **L**

CENTRAL WYOMING RGNL (RIW)
RNAV (GPS) RWY 28

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME RIW
114.05
Chan **87(Y)**

APP CRS
101°

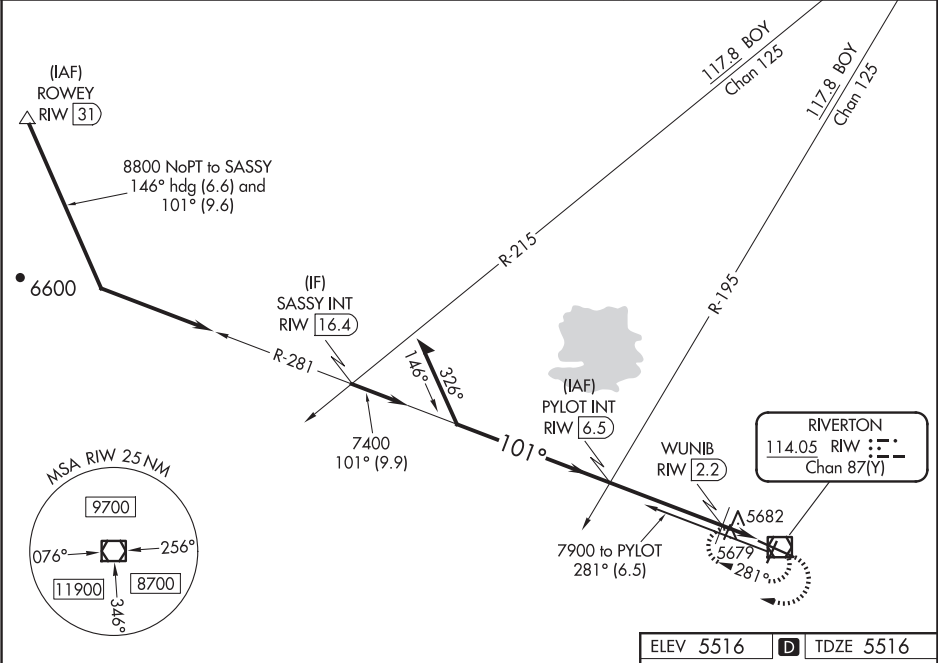
Rwy Idg **8204**
TDZE **5516**
Apt Elev **5516**

VOR RWY 10
CENTRAL WYOMING RGNL (RIW)

⚠ 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 ¼ mile and Circling Cat C visibility ½ mile, increase WUNIB fix minimums Cat C and D visibility ½ mile.
Rwy 10 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 7900 in RIW VOR/DME holding pattern.

ASOS 121.425	SALT LAKE CENTER 133.25 285.6	UNICOM 122.8 (CTAF) 0
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7900 RIW

↑

Remain within 10 NM

PYLOT INT RIW 6.5

7800

281°

101°

7400

3.00° TCH 50

WUNIB RIW 2.2

6000

4.3 NM

1.4 NM

RIW VOR/DME

ELEV 5516

D

TDZE 5516

101° to VOR/DME

1.1% DOWN

61

8204 X 1.50

0.7% UP

5513

28

CATEGORY	A	B	C	D
S-10	6000-1	484 (500-1)	6000-1 ¾	484 (500-1 ¾)
CIRCLING	6000-1	484 (500-1)	6000-1 ½	6120-2 484 (500-1 ½) 604 (600-2)
WUNIB FIX MINIMUMS (DME REQUIRED)				
S-10	5940-1	424 (500-1)	5940-1 ¼	424 (500-1 ¼)
CIRCLING	6000-1	484 (500-1)	6000-1 ½	6120-2 484 (500-1 ½) 604 (700-2)

RIVERTON, WYOMING

Amdt 10B 12OCT17

CENTRAL WYOMING RGNL (RIW)

VOR RWY 10

REIL Rws 1, 10, and 19 0
MIRL Rwy 1-19 0
HIRL Rwy 10-28 0

RIVERTON, WYOMING

AL-691 (FAA)

23250

VOR/DME RIW 114.05 Chan 87(Y)	APP CRS 293°	Rwy Idg TDZE Apt Elev	8204 5459 5516
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VOR RWY 28

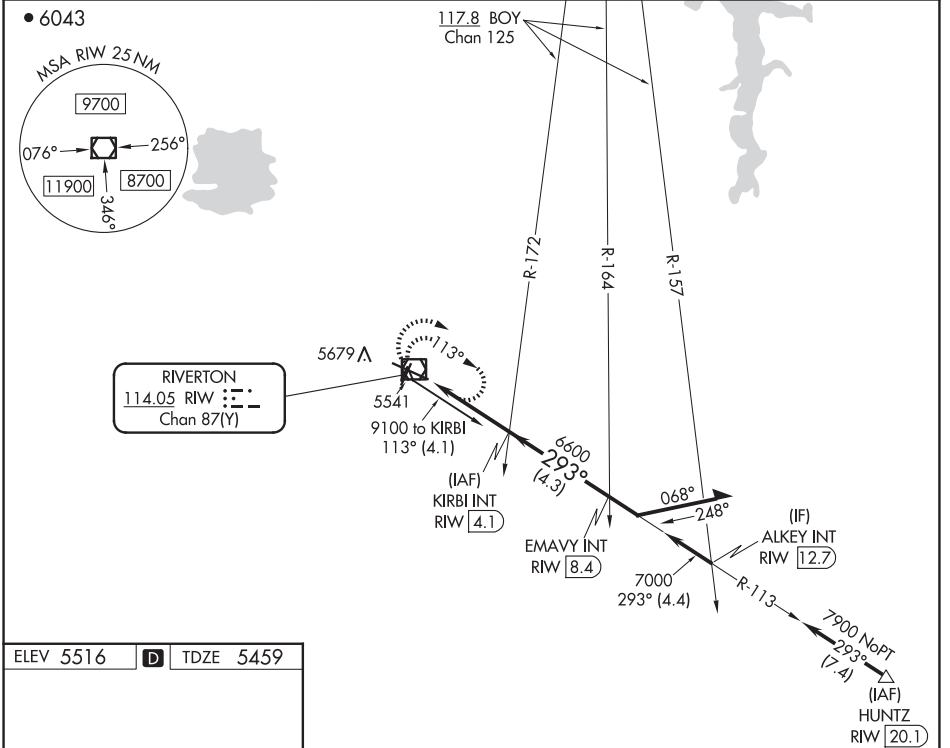
CENTRAL WYOMING RGNL (RIW)

⚠ 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 MALSRL, increase S-28 Cat C and D visibility to 1½ miles.

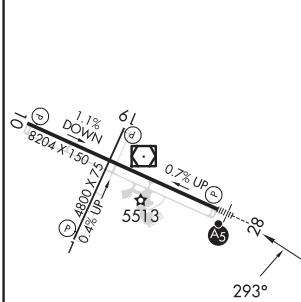
MALSRL

MISSED APPROACH: Climb to 7700 in RIW VOR/DME holding pattern.

ASOS 121.425	SALT LAKE CENTER 133.25 285.6	UNICOM 122.8 (CTAF) 📻
------------------------	---	--



ELEV 5516	D	TDZE 5459
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- REIL Rwy 1, 10 and 19 **📻**
- MIRL Rwy 1-19 **📻**
- HIRL Rwy 10-28 **📻**

7700 RIW

RIW 1.9

RIW VOR/DME

2.99° TCH 50

113°

293°

7900

6600

1.3 2.2 NM

Remain within 10 NM

CATEGORY	A	B	C	D
S-28	5920-½ 461 (500-½)		5920-1 461 (500-1)	
C CIRCLING	6000-1 484 (500-1)		6000-1½ 484 (500-1½)	6120-2 604 (700-2)

RIVERTON, WYOMING
Amdt 10B 07SEP23

43°04'N-108°28'W

VOR RWY 28

CENTRAL WYOMING RGNL (RIW)

NW-1, 07 AUG 2025 to 02 OCT 2025

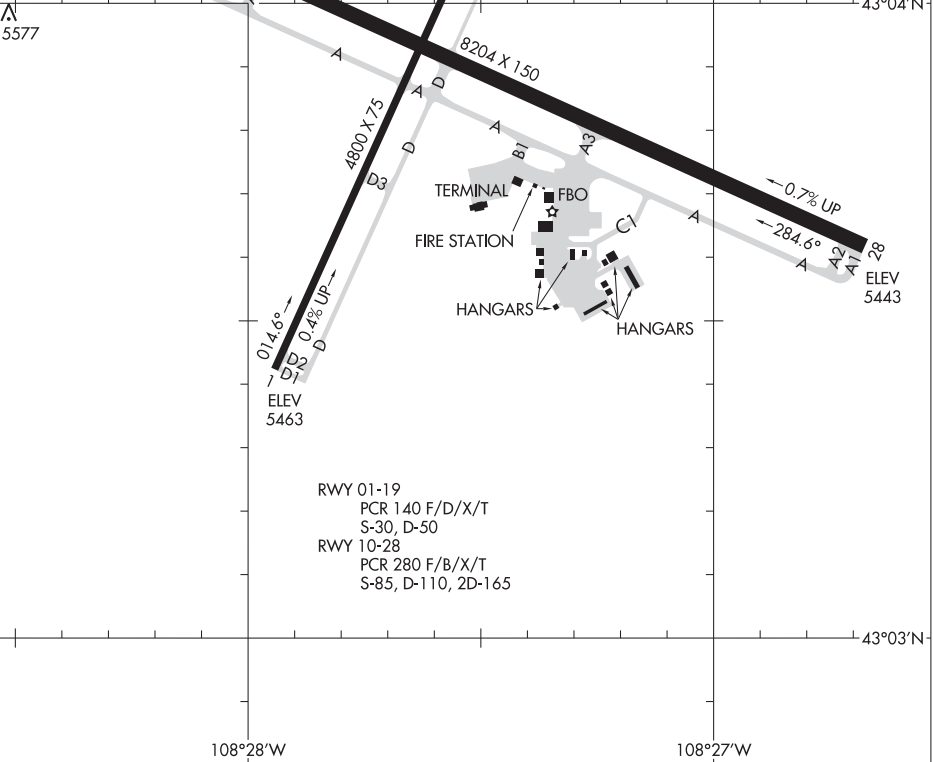
NW-1, 07 AUG 2025 to 02 OCT 2025

ASOS
121.425
CTAF/UNICOM
122.8

D

FIELD
ELEV
5516

JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W



ROCK SPRINGS, WYOMING

AL-353 (FAA)

25107

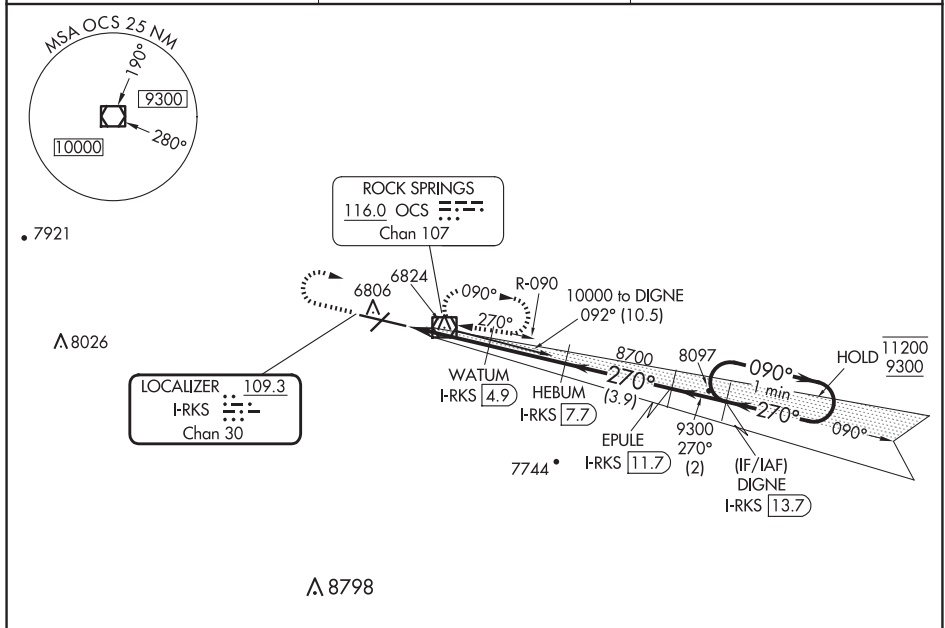
LOC/DME I-RKS 109.3 Chan 30	APP CRS 270°	Rwy Idg TDZE Apt Elev	10002 6765 6765
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ILS or LOC RWY 27

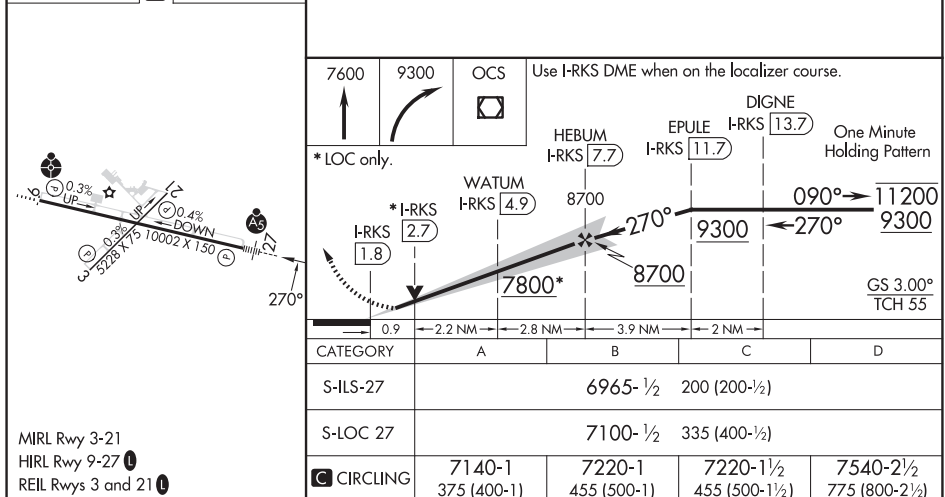
SOUTHWEST WYOMING RGNL (RKS)

DME required.	MALSR	MISSED APPROACH: Climb to 7600 then climbing right turn to 9300 direct OCS VOR/DME and hold, continue climb-in-hold to 9300.
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AWOS-3 118.375	SALT LAKE CENTER 124.35 353.5	UNICOM 122.8 (CTAF) 0
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ELEV 6765	D	TDZE 6765
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ROCK SPRINGS, WYOMING

Amdt 2A 08NOV18

SOUTHWEST WYOMING RGNL (RKS)

41°36'N-109°04'W

ILS or LOC RWY 27

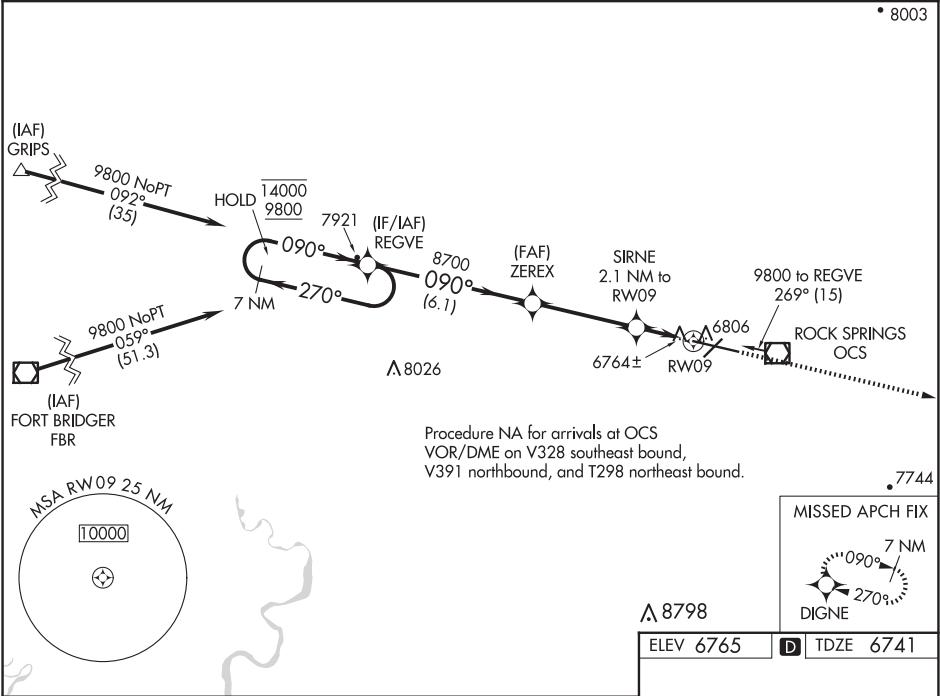
WAAS CH 66016 W09A	APP CRS 090°	Rwy Idg 10002 TDZE 6741 Apt Elev 6765
--	------------------------	--

RNAV (GPS) RWY 9

SOUTHWEST WYOMING RGNL (R.K.S)

RNP APCH.	ODALS	MISSED APPROACH: Climb to 9600 direct DIGNE and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 45°C .		

AWOS-3 118.375	SALT LAKE CENTER 124.35 353.5	UNICOM 122.8 (CTAF) 0
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7 NM Holding Pattern		REGVE		9600 DIGNE	
14000 ← 270°		ZEREX		* LNAV only.	
9800 → 090°		8700		SIRNE 2.1 NM to RWY09	
GP 3.00°		* 7440		* 0.8 NM to RWY09	
TCH 50		6.1 NM		1.3 NM	
		3.8 NM		0.8	
CATEGORY	A	B	C	D	
LPV DA	6941-¾ 200 (200-¾)				
LNAV/VNAV DA	7034-¾ 293 (300-¾)				
LNAV MDA	7040-¾ 299 (300-¾)				7040-1 299 (300-1)
CIRCLING	7140-1 375 (400-1)	7220-1 455 (500-1)	7220-1½ 455 (500-1½)	7540-2½ 775 (800-2½)	
MIRL Rwy 3-21 HIRL Rwy 9-27 0 REIL Rws 3 and 21 0					

WAAS CH 49216 W27A	APP CRS 270°	Rwy Idg 10002 TDZE 6765 Apt Elev 6765
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RNAV (GPS) RWY 27

SOUTHWEST WYOMING RGNL (RKS)

RNP APCH.

▼

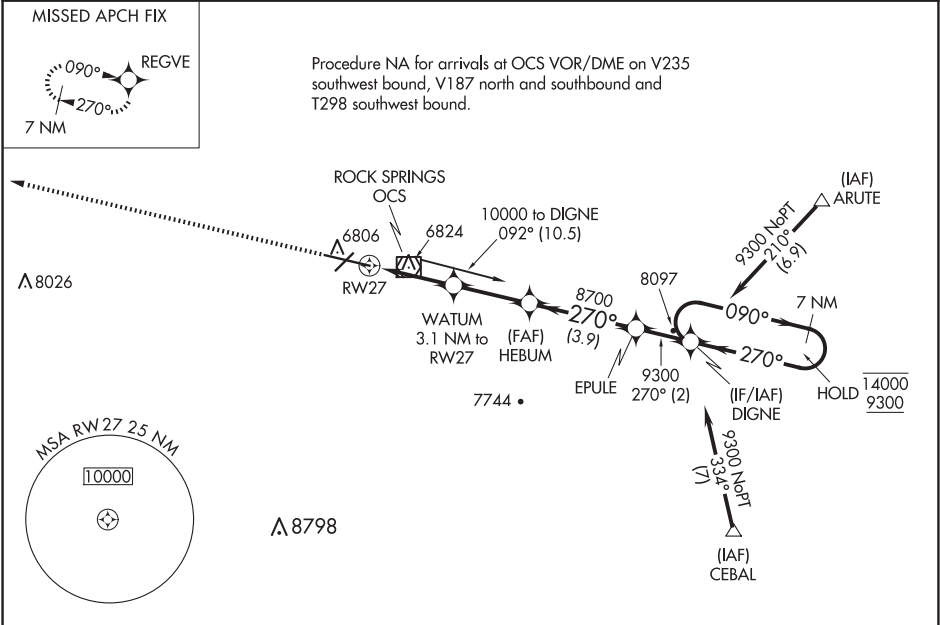
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 44°C. For inop ALS increase LNAV/VNAV all Cats visibility to ¾ SM.

MALSR

AS

MISSED APPROACH: Climb to 9800 direct REGVE and hold.

AWOS-3 118.375	SALT LAKE CENTER 124.35 353.5	UNICOM 122.8 (CTAF) 0
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ELEV 6765	D	TDZE 6765
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9800

REGVE

WATUM

3.1 NM to RW27

HEBUM

8700

EPULE

9300

DIGNE

9300

7 NM Holding Pattern

*LNAV only.

*0.9 NM to RW27

7800*

0.9 NM

2.2 NM

2.8 NM

3.9 NM

2 NM

GP 3.00°

TCH 55

CATEGORY	A	B	C	D
LPV DA	6965-½ 200 (200-½)			
LNAV/VNAV DA	7036-½ 271 (300-½)			
LNAV MDA	7100-½ 335 (400-½)			
C CIRCLING	7140-1 375 (400-1)	7220-1 455 (500-1)	7220-1½ 455 (500-1½)	7540-2 ½ 775 (800-2 ½)

MIRL Rwy 3-21

HIRL Rwy 9-27 0

REIL Rwy 3 and 21 0

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

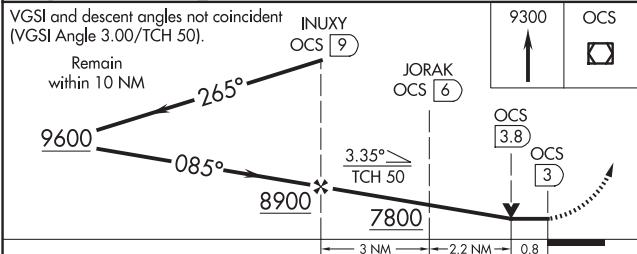
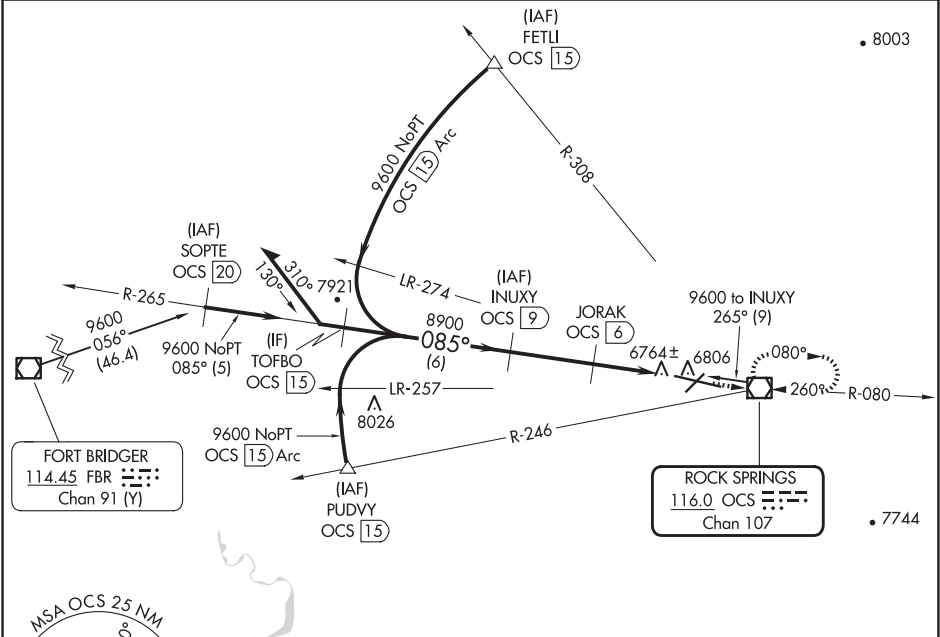
VOR/DME OCS	APP CRS	Rwy Idg	10002
116.0	085°	TDZE	6741
Chan 107		Apt Elev	6765

VOR RWY 9

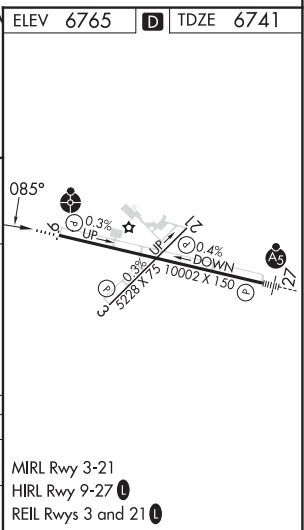
SOUTHWEST WYOMING RGNL (RKS)

DME required.	ODALS	MISSED APPROACH: Climb to 9300 direct OCS VOR/DME and hold, continue climb-in-hold to 9300.

AWOS-3 118.375	SALT LAKE CENTER 124.35 353.5	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-9	7020-3/4 279 (300-3/4)			7020-1 279 (300-1)
CIRCLING	7140-1 375 (400-1)	7220-1 455 (500-1)	7220-1 1/2 455 (500-1 1/2)	7540-2 1/2 775 (800-2 1/2)



ROCK SPRINGS, WYOMING

AL-353 (FAA)

25107

VOR/DME OCS 116.0 Chan 107	APP CRS 255°	Rwy Idg TDZE Apt Elev	10002 6765 6765
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VOR/DME RWY 27

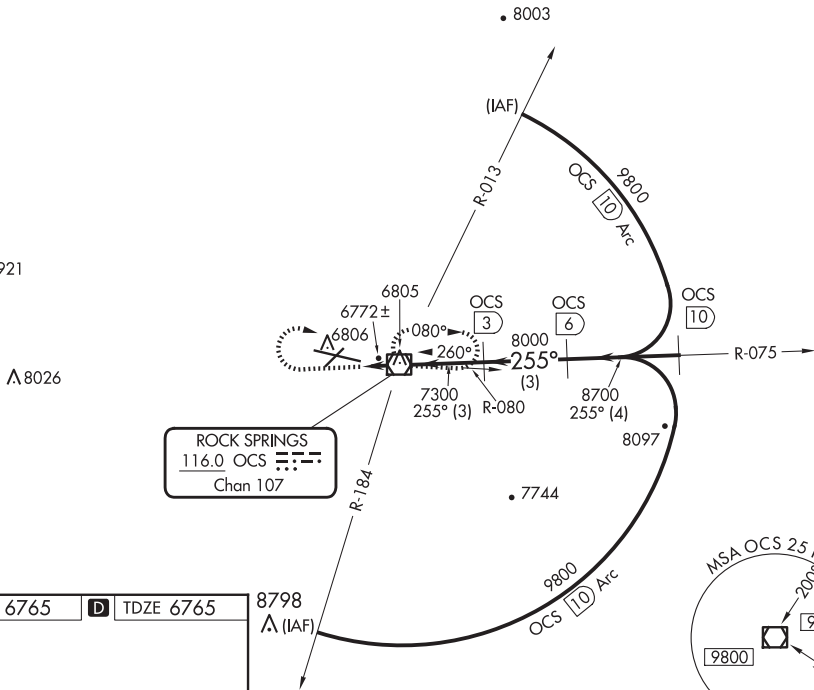
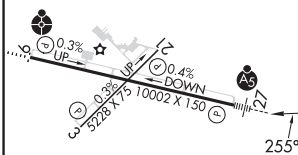
SOUTHWEST WYOMING RGNL (RKS)



Inoperative table does not apply to Cat D.



MISSED APPROACH: Climb to 7700, then climbing right turn to 9100 direct OCS VOR/DME and hold.

AWOS-3
118.375SALT LAKE CENTER
124.35 353.5UNICOM
122.8 (CTAF) 1ELEV 6765 **D** TDZE 6765

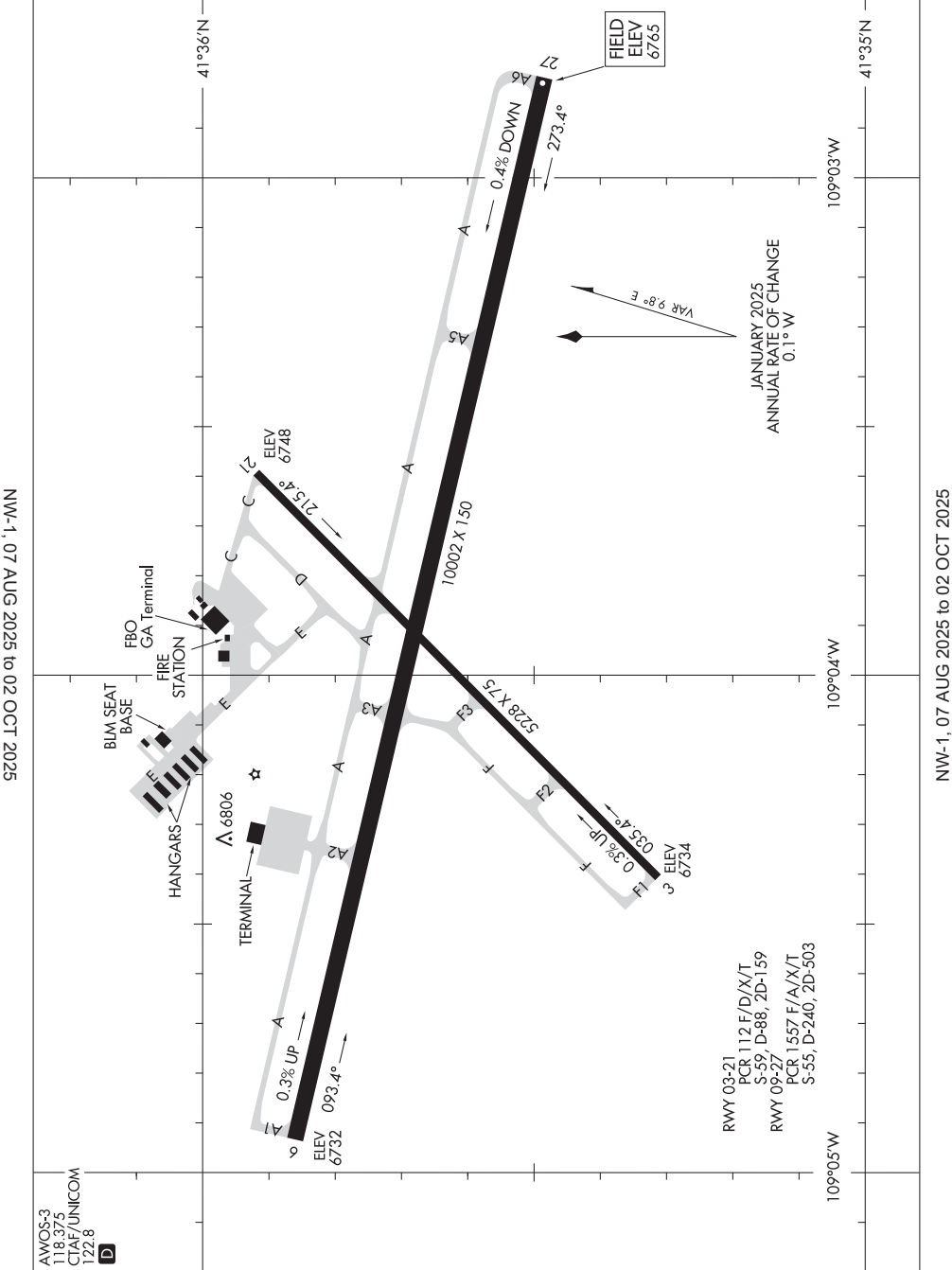
	7700	9100	OCS				
			OCS VOR/DME	OCS 3	OCS 6	OCS 10	
				7300	8000	8700	9800
							Procedure Turn NA
				1.4 NM	3 NM	3 NM	4 NM
CATEGORY	A	B	C	D			
S-27	7040-1/2 275 (300-1/2)						7040-1 275 (300-1)
CIRCLING	7140-1 375 (400-1)	7220-1 455 (500-1)	7220-1 1/2 455 (500-1 1/2)	NA			

MIRL Rwy 3-21
HIRL Rwy 9-27 **1**
REIL Rwy 3 and 21 **1**ROCK SPRINGS, WYOMING
Amdt 2C 08SEP22

41°36'N-109°04'W

SOUTHWEST WYOMING RGNL (RKS)
VOR/DME RWY 27

NW-1, 07 AUG 2025 to 02 OCT 2025

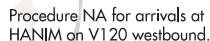


RNAV (GPS) RWY 16
RONAN (7S0)

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: increase LPV DA to 3550 and LNAV/VNAV DA to 3639 and all visibilities $\frac{1}{4}$ SM; increase all MDAs 120 feet and LNAV Cat B and Circling Cats A and B visibility $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 13000 direct
IBBOR and on track 255°
to HANIM and hold,
continue climb-in-hold to
13000.

AUNICOM
122.8 (CTAF) **L**

1

RNAV (GPS) RWY 16

NW-1, 07 AUG 2025 to 02 OCT 2025

(HANIM2.HANIM) 22363

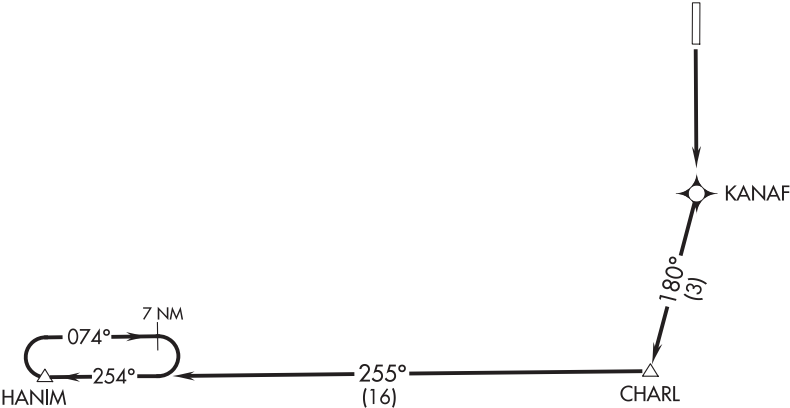
HANIM TWO DEPARTURE (RNAV)

AL-9978 (FAA)

RONAN (7S0)
RONAN, MONTANA

SALT LAKE CITY CENTER
127.075 244.875
CTAF
122.8

TOP ALTITUDE:
13000



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 16: Standard.
Rwy 34: NA. See RONAN DEPARTURE.

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.

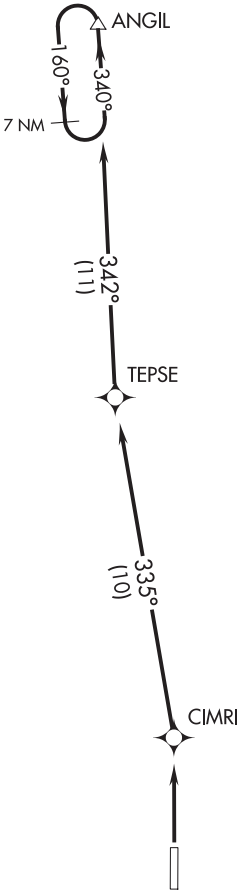
HANIM TWO DEPARTURE (RNAV)

(HANIM2.HANIM) 21JUL16

RONAN, MONTANA
RONAN (7S0)

SALT LAKE CITY CENTER
127.075 244.875
CTAF
122.8

TOP ALTITUDE:
10000



NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 16: NA, see HANIM DEPARTURE
Rwy 34: Standard

NOTE: Chart not to scale.



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.

ROSEBURG, OREGON

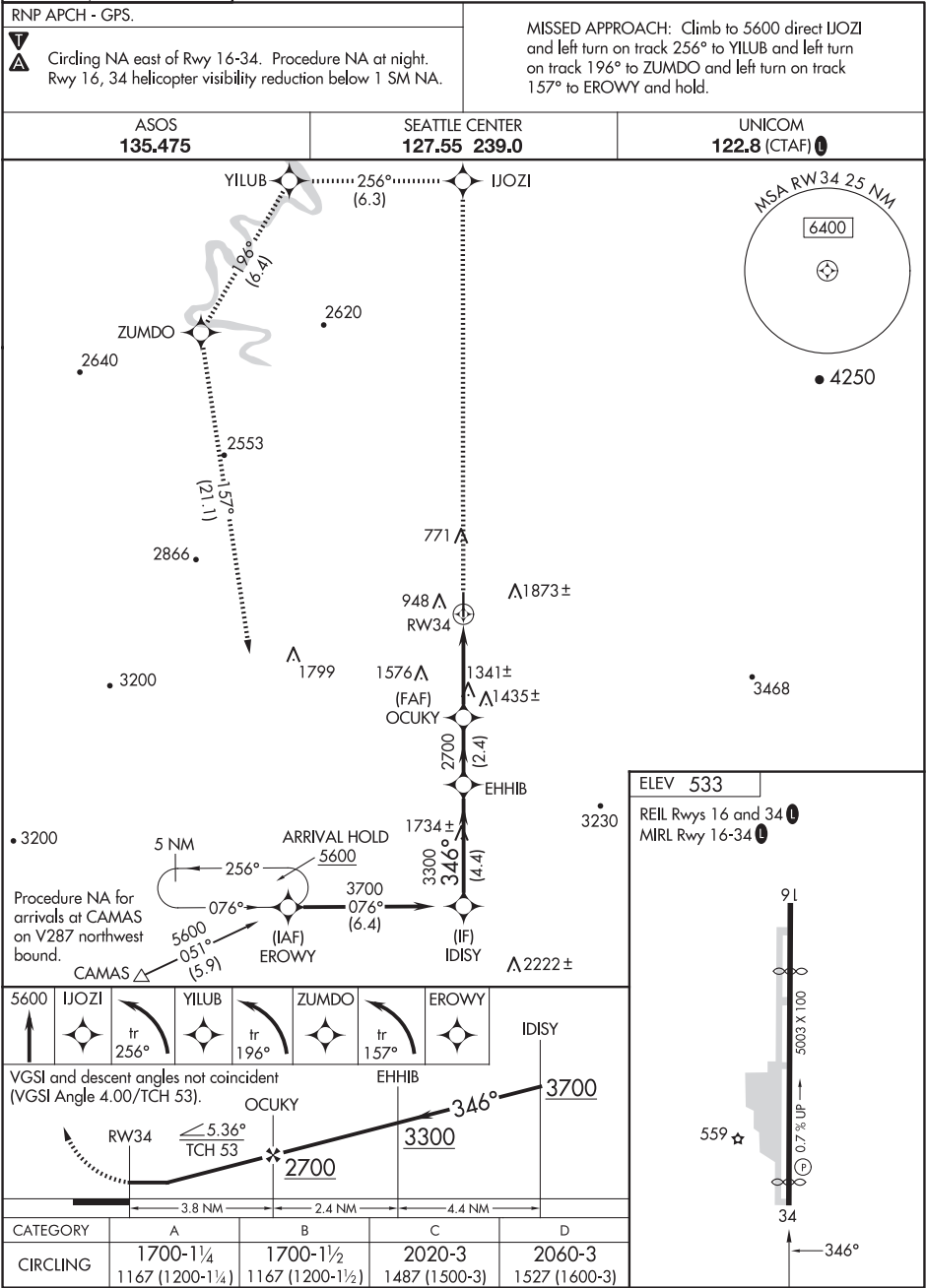
AL-888 (FAA)

23166

APP CRS	Rwy Idg	N/A
346°	TDZE	N/A
	Apt Elev	533

RNAV (GPS)-B

ROSEBURG RGNL (R.B.G)



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME RBG 114.45 Chan 91(Y)	APP CRS 337°	Rwy Ldg TDZE Apt Elev	N/A N/A 534
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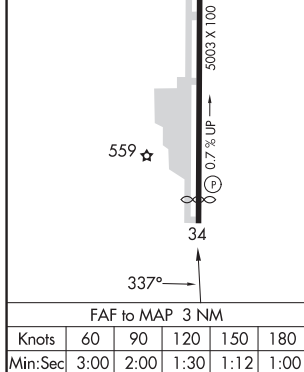
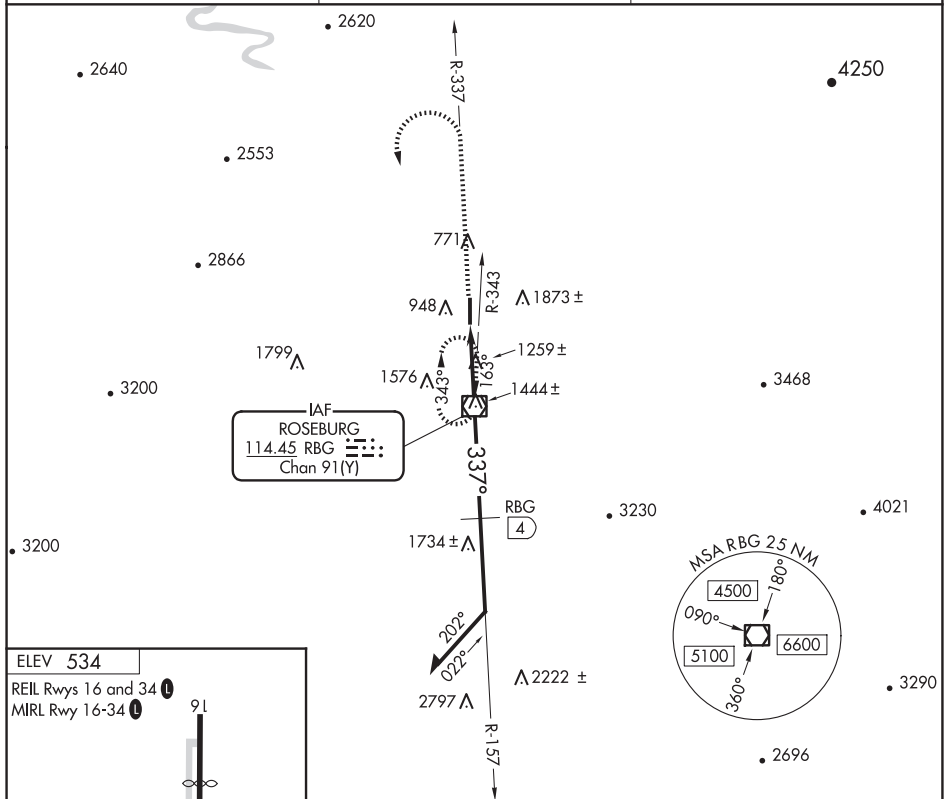
VOR-A
ROSEBURG RGNL(RBG)

T
A NA

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 15 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) ①
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CATEGORY	A	B	C	D
CIRCLING	2600-1¼ 2066 (2100-1¼)	2600-1½ 2066 (2100-1½)	2600-3	2066 (2100-3)
DME MINIMUMS				
CIRCLING	1740-1¼ 1206 (1300-1¼)	1740-1½ 1206 (1300-1½)	2020-3 1486 (1500-3)	2100-3 1566 (1600-3)

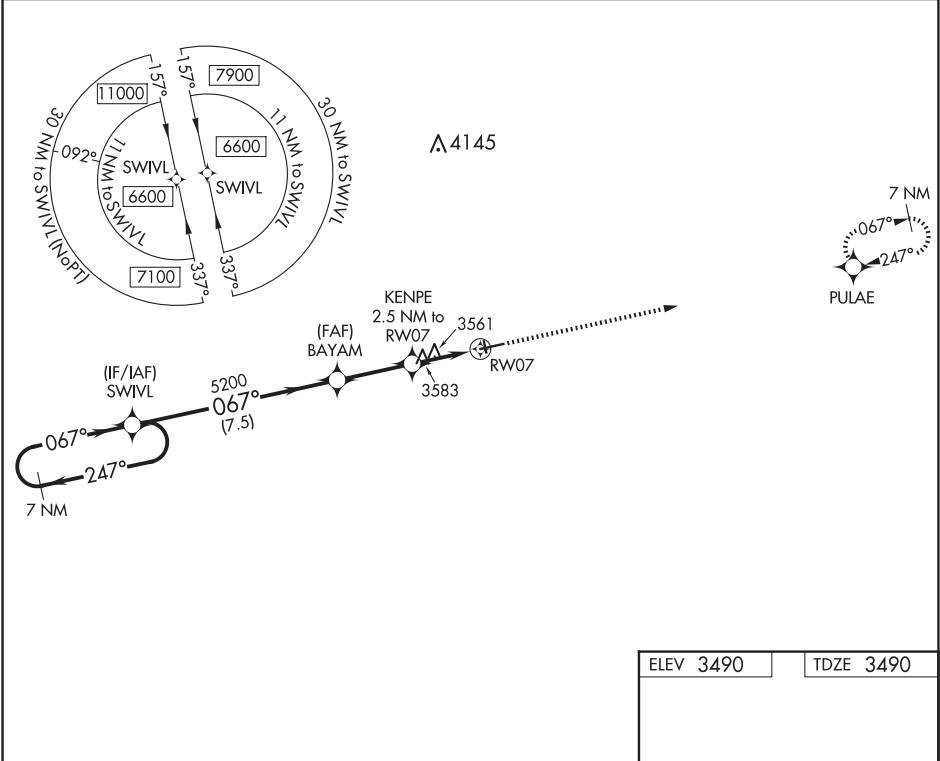
WAAS CH 56529 W07A	APP CRS 067°	Rwy Idg TDZE 3490 Apt Elev 3490
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RNAV (GPS) RWY 7
ROUNDUP (RPX)

▽ Use Billings altimeter setting, when not received, procedure NA.
△ NA When VGSI inop, Straight-in/Circling Rwy 7 procedure NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6300 direct PULAE and hold.

BIL ASOS 126.3	SALT LAKE CENTER 126.85 305.2	UNICOM 122.8 (CTAF)	122.7 0
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7 NM Holding Pattern

6600 ← 247°
067° →

SWIVL

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 43).

BAYAM

KENPE 2.5 NM to RW07

5200

3.00° TCH 44

4320

RW07

7.5 NM | 2.7 NM | 2.5 NM

6300 PULAE

067° to RW07

2440 X 100

5099 X 75

0.8% UP

0.7% UP

MIRL Rwy 7-25 **0**

CATEGORY	A	B	C	D
LP MDA	3940-1	450 (500-1)	3940-1 $\frac{3}{8}$	450 (500-1 $\frac{3}{8}$)
LNAV MDA	3960-1	470 (500-1)	3960-1 $\frac{3}{8}$	470 (500-1 $\frac{3}{8}$)
CIRCLING	4000-1	510 (600-1)	4140-1 $\frac{3}{4}$ 650 (700-1 $\frac{3}{4}$)	4340-2 $\frac{3}{4}$ 850 (900-2 $\frac{3}{4}$)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 61229 W25A	APP CRS 247°	Rwy Idg TDZE 3453 Apt Elev 3490
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RNAV (GPS) RWY 25

ROUNDUP (R.P.X)

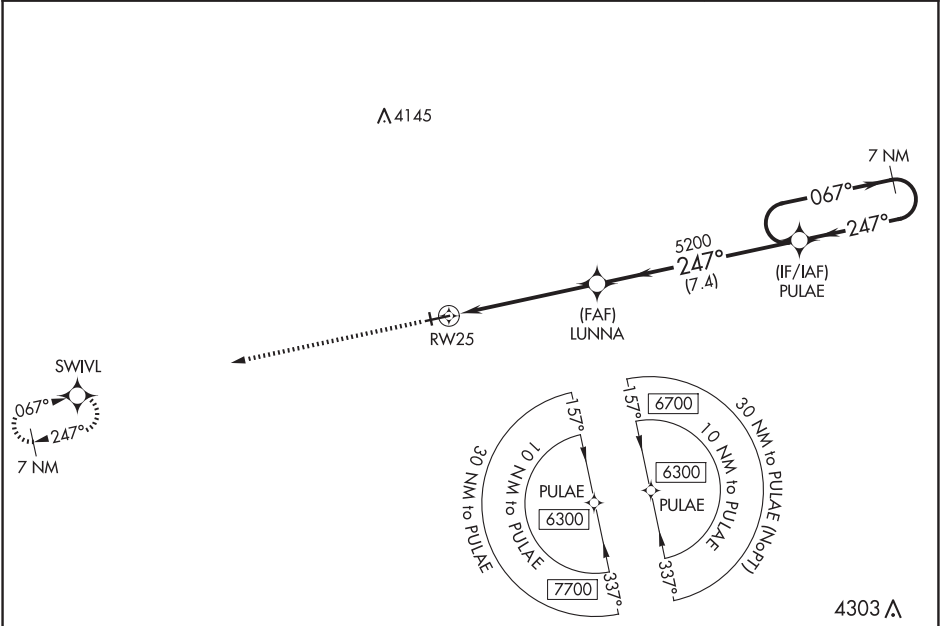
⚠

NA

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.

MISSED APPROACH: Climb to 6600 direct SWIVL and hold

BIL ASOS 126.3	SALT LAKE CENTER 126.85 305.2	UNICOM 122.8 (CTAF)	122.7 0
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ELEV 3490	TDZE 3453
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6600

SWIVL

7

2400 X 100

5099 X 75

0.8% UP

0.7% UP

247° to RW25

LUNNA

5200

PULAE

7 NM Holding Pattern

067° → 6300

← 247°

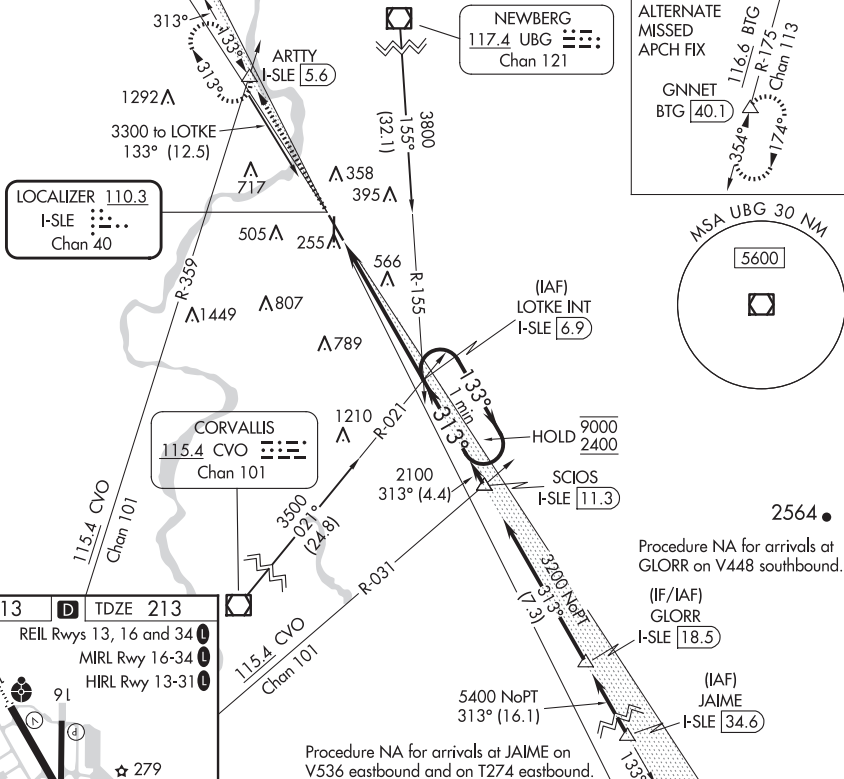
GP 3.00°

TCH 45

CATEGORY	A	B	C	D
LPV DA	3768-1		315 (300-1)	
LNAV/VNAV DA	3818-1¼		365 (400-1¼)	
LNAV MDA	3900-1	447 (500-1)	3900-1⅔	447 (500-1⅔)
CIRCLING	4000-1	510 (600-1)	4140-1¾ 650 (700-1¾)	4340-2¾ 850 (900-2¾)

ILS or LOC Z RWY 31
MCNARY FLD (SLE)

MISSED APPROACH: Climb to 4000 on I-SLE localizer NW course (313°) to ARTTY INT/I-SLE 5.6 DME and hold, continue climb-in-hold to 4000.



CATEGORY	A	B	C	D
S-ILS 31*	413/24 200 (200-½)			
S-LOC 31	1020/24 807 (900-½)	1020/40 807 (900-¾)	1020-17 ⁸ / ₈ 807 (900-17 ⁸ / ₈)	
C CIRCLING	1020-1 807 (900-1)	1020-1¼ 807 (900-1¼)	1060-2½ 847 (900-2½)	1260-3 1047 (1100-3)

MCNARY FLD (SLE)
ILS or LOC Z RWY 31

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 97642 W13A	APP CRS 133°	Rwy Idg TDZE Apt Elev	5811 204 213
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RNAV (GPS) RWY 13

MCNARY FLD (SLE)

RNP APCH.

Circling Rwy 16, 34 NA at night. Rwy 13 helicopter visibility reduction below $\frac{3}{4}$ 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.

ODALS

MISSED APPROACH: Climb to 3000 direct NECIP and hold.

ATIS 124.55	SEATTLE CENTER 125.8 291.7	SALEM TOWER ★ 119.1 (CTAF) 0 257.2	GND CON 121.9	UNICOM 122.95
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Diagram illustrating the RNP APCH for RNAV (GPS) RWY 13. The diagram shows the approach path, including the 4 NM holding pattern, the 133° heading, and the various navigational aids (MCCOY, IVRSN, ARTTY, RW13). It also shows the missed approach fix and the missed approach procedure.

4 NM Holding Pattern		MCCOY	IVRSN	ARTTY	3000	NECIP		
6000 ← 313°		3100 → 133°	133°	2600	*1.4 NM to RW13			
GP 3.04°		TCH 50	2100	RW13	*LNAV only			
		3.1 NM	3 NM	4.4 NM	1.4 NM			
CATEGORY	A	B	C	D				
LPV DA	454- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)							
LNAV/VNAV DA	580-1 376 (400-1)							
LNAV MDA	700- $\frac{3}{4}$ 496 (500- $\frac{3}{4}$)		700-1 $\frac{1}{4}$ 496 (500-1 $\frac{1}{4}$)					
CIRCLING	880-1 667 (700-1)	960-1 747 (800-1)	1060-2 $\frac{1}{2}$ 847 (900-2 $\frac{1}{2}$)	1260-3 1047 (1100-3)				

Diagram illustrating the missed approach procedure for RNAV (GPS) RWY 13. The diagram shows the missed approach fix, the missed approach procedure, and the missed approach fix.

SALEM, OREGON
Orig 08NOV18

44°55'N-123°00'W
693

MCNARY FLD (SLE)

RNAV (GPS) RWY 13

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SALEM, OREGON


AL-361 (FAA)

22251

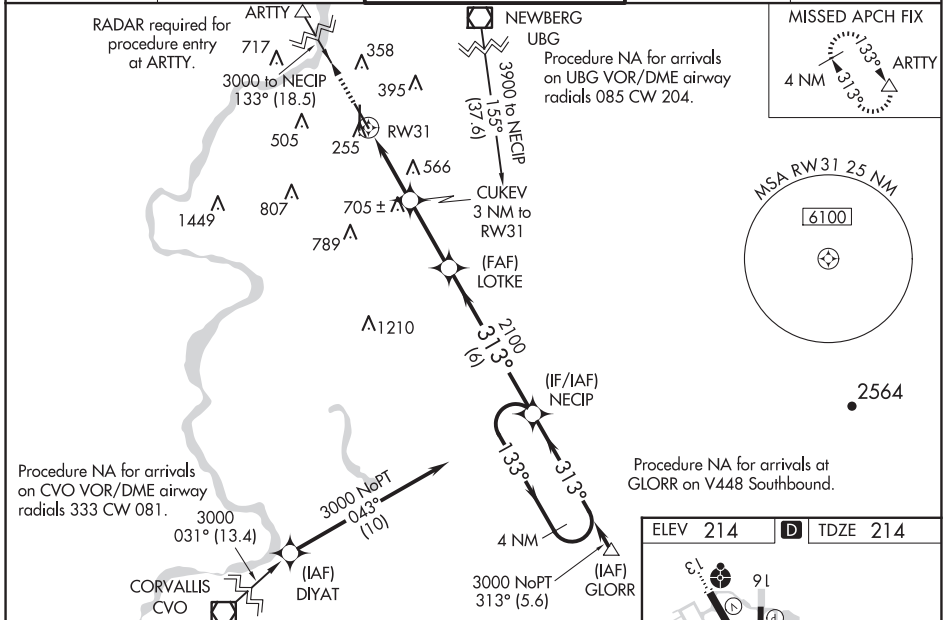
WAAS CH 86202 W31A	APP CRS 313°	Rwy Idg TDZE Apt Elev	5811 214 214
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RNAV (GPS) RWY 31

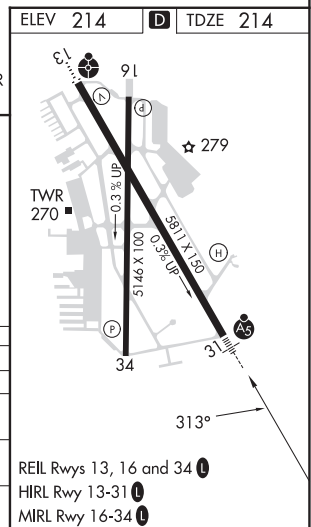
MCNARY FLD (SLE)

RNP APCH.		<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 3700 direct ARTTY and hold, continue climb-in-hold to 3700.
<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°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 1 ½ SM, LNAV Cat C and D visibility to 2 SM, and Circling Cat A visibility to 1¼ SM and Cat C visibility to 2¾ 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 Cats 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.</p>			

ATIS 124.55	SEATTLE CENTER 125.8 291.7	SALEM TOWER ★ 119.1 (CTAF) 0 257.2	GND CON 121.9	UNICOM 122.95
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3700	ARTTY	CUKEV 3 NM to RW31	LOTKE	NECIP	4 NM Holding Pattern
*INAV only	*2.2 NM to RW31	*1200	2100	133°	3000
2.2 NM	0.8	2.8 NM	6 NM		
CATEGORY	A	B	C	D	
LPV DA **		414/24	200 (200-½)		
LNAV/ VNAV	DA	891-1½	677 (700-1½)		
LNAV MDA	1020/50	806 (900-1)	1020-1⅞	806 (900-1⅞)	
CIRCLING	1020-1 806 (900-1)	1020-1¼ 806 (900-1¼)	1060-2½ 846 (900-2½)	1260-3 1046 (1100-3)	



SALEM, OREGON

Amdt 3D 26MAR20

44°55'N-123°00'W

MCNARY FLD (SLE)

RNAV (GPS) RWY 31

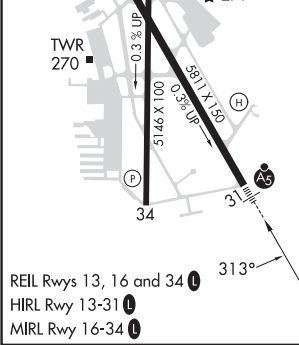
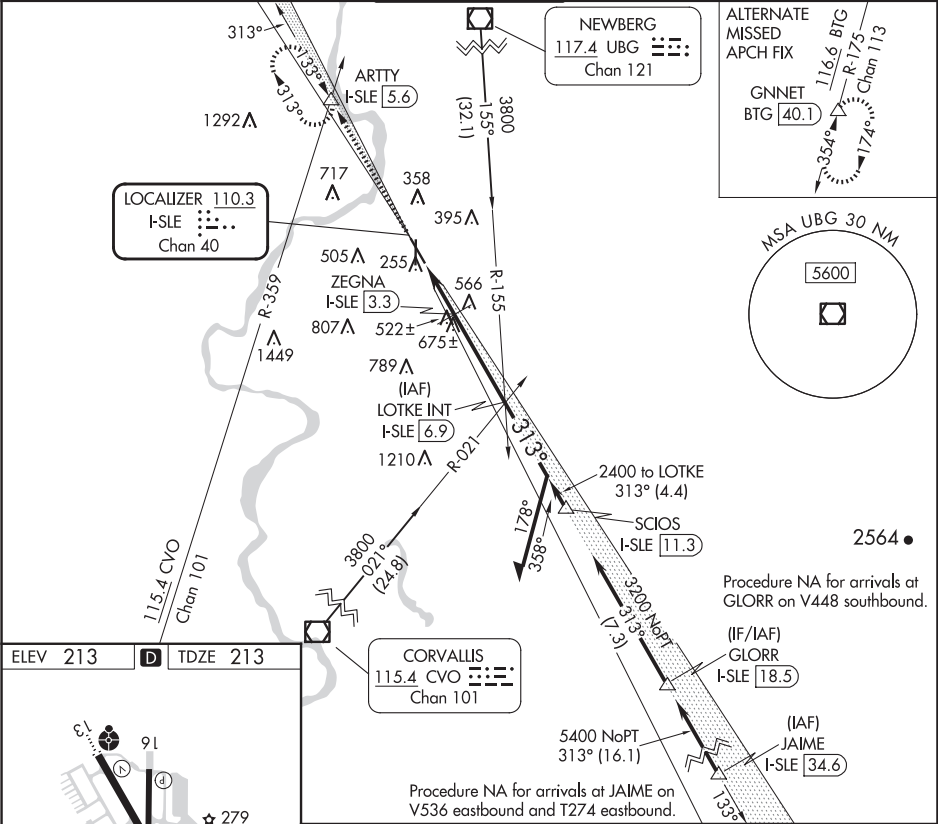
NW-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-SLE	APP CRS	Rwy Idg	5811
110.3	313°	TDZE	213
Chan 40		Apt Elev	213

LOC Y RWY 31
MCNARY FLD (SLE)

DME required. RADAR required.	MALSR	MISSED APPROACH: Climb to 4000 on I-SLE localizer NW course (313°) to ARTTY INT/I-SLE 5.6 DME and hold, continue climb-in-hold to 4000.
Circling Rwy 16, 34 NA at night.		

ATIS 124.55	SEATTLE CENTER 125.8 291.7	SALEM TOWER★ 119.1 (CTAF) 0 257.2	GND CON 121.9	UNICOM 122.95
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	ARTTY	LOTKE INT	Remain within 10 NM	
	I-SLE NW crs (313°)	I-SLE [6.9]	173°	3200
		ZEGNA I-SLE [3.3]	313°	
		I-SLE [2.5]		
		I-SLE [1.1]		
		1020		
		2400		
		3.47° TCH 55		
		1.3 NM	0.8 NM	3.6 NM
CATEGORY	A	B	C	D
S-LOC 31	760/24	547 (600-1/2)	760/60	547 (600-1 1/4)
CIRCLING	880-1 667 (700-1)	960-1 747 (800-1)	1060-2 1/2 847 (900-2 1/2)	1260-3 1047 (1100-3)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SALEM, OREGON

AL-361 (FAA)

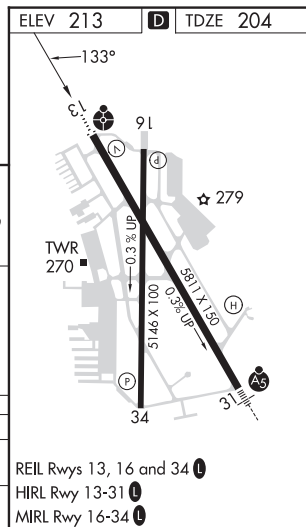
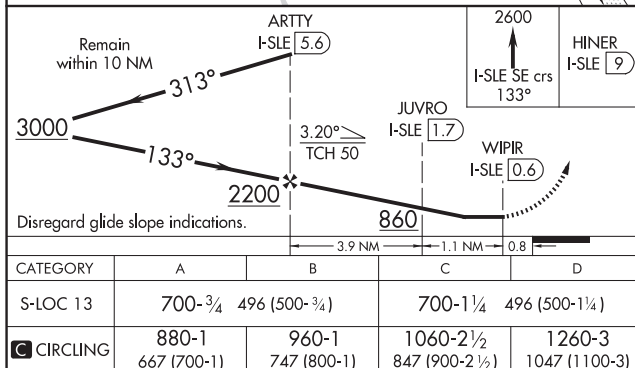
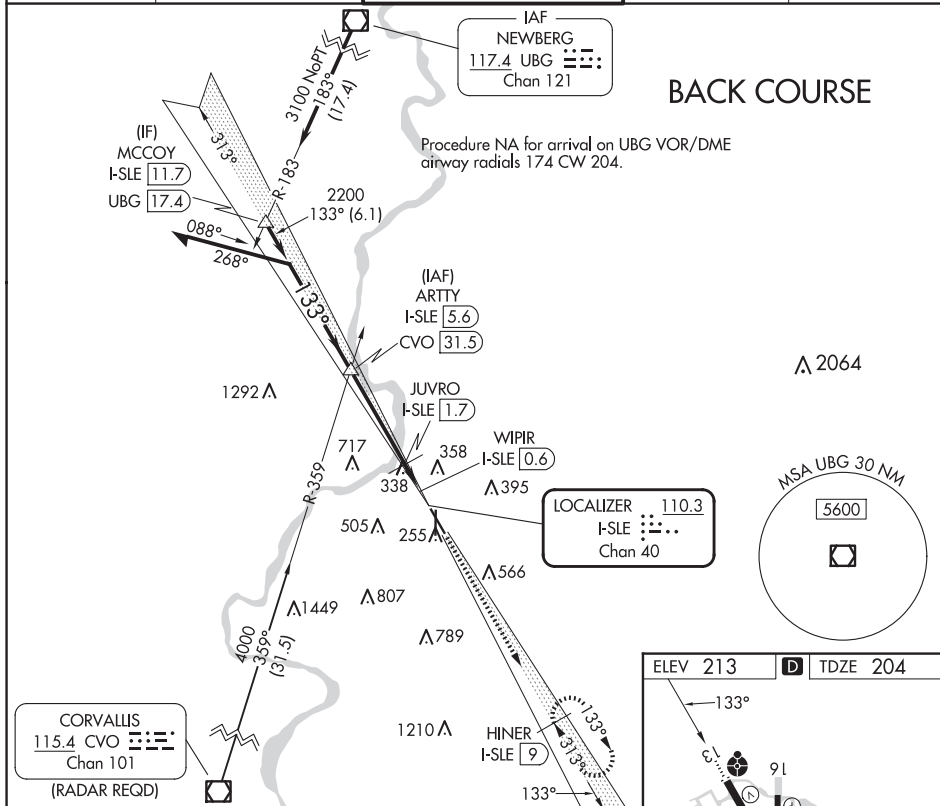
23334

LOC/DME I-SLE 110.3 Chan 40	APP CRS 133°	Rwy Idg 5811 TDZE 204 Apt Elev 213
---	------------------------	---

LOC BC RWY 13

MCNARY FLD (SLE)

DME required.		ODALS	MISSED APPROACH: Climb to 2600 on I-SLE localizer SE course 133° to HINER/I-SLE 9 DME and hold.	
<div> <div>▼</div> <div>▲</div> </div> Circling Rwy 16, 34 NA at night. Rwy 13 helicopter visibility reduction below $\frac{3}{4}$ SM NA.				
ATIS 124.55	SEATTLE CENTER 125.8 291.7	SALEM TOWER ★ 119.1 (CTAF) 0 257.2	GND CON 121.9	UNICOM 122.95



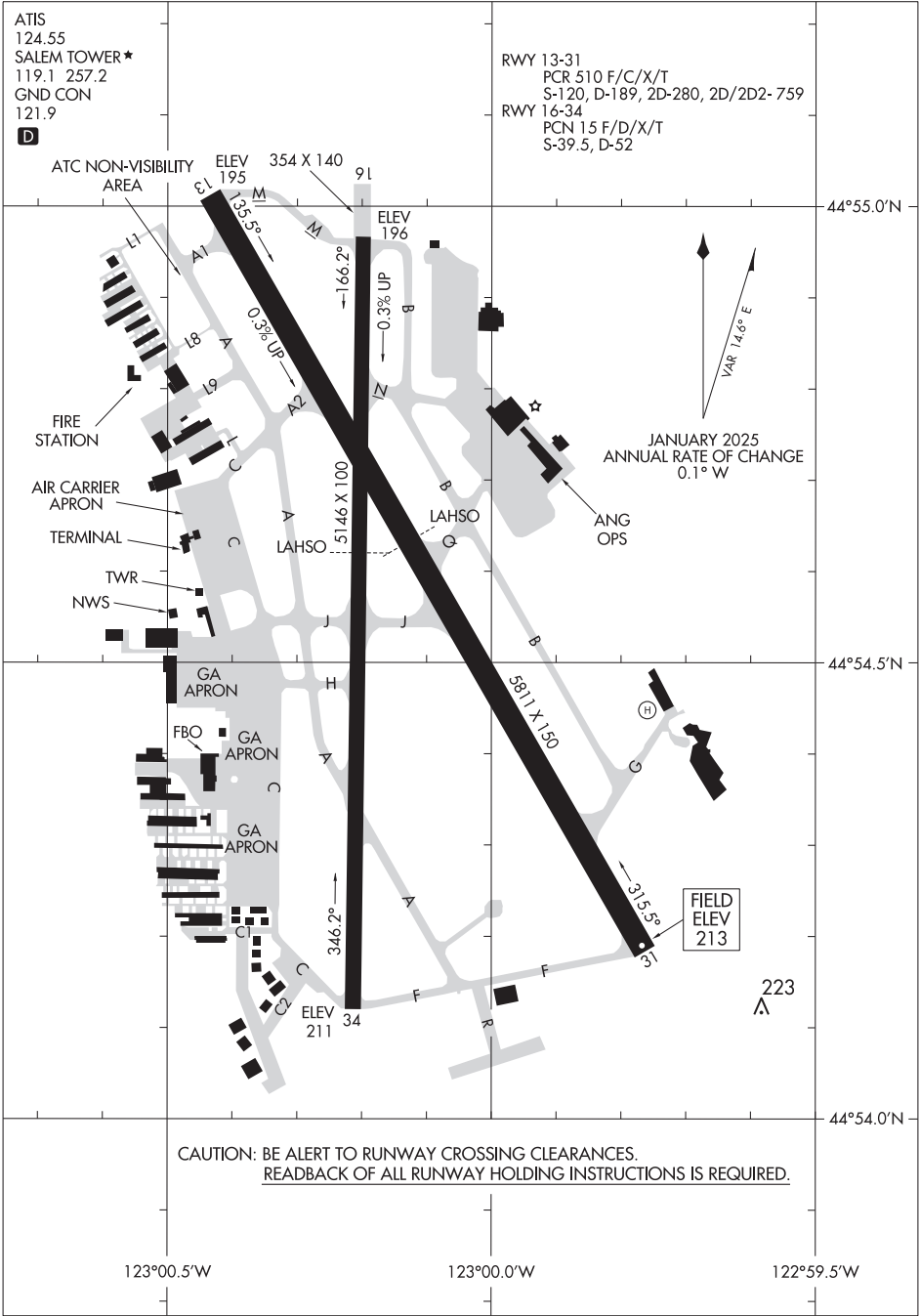
SALEM, OREGON
Amdt 10 15JUN23

44°55'N-123°00'W

MCNARY FLD (SLE)
LOC BC RWY 13

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



NW-1, 07 AUG 2025 to 02 OCT 2025


NW-1, 07 AUG 2025 to 02 OCT 2025


SALEM FOUR DEPARTURE

AL-361 (FAA)


MCNARY FLD (SLE)
SALEM, OREGON

ATIS
124.55
GND CON
121.9
SALEM TOWER ★
119.1 257.2

BATTLE GROUND
116.6 BTG 
Chan 113

NEWBERG
117.4 UBG 
Chan 121

NOTE: RADAR required.
NOTE: Seattle Center will assign magnetic headings between 310° CW 130°.
NOTE: This is a RADAR vector SID route.
NOTE: Route depicted is lost communications procedures only.

CORVALLIS
115.4 CVO 
Chan 101

BREF


R-357


R-174

V495

TURN0
266 SL 

NEWPORT
117.1 ONP 
Chan 118

DESCHUTES
117.6 DSD 
Chan 123

EUGENE
112.9 EUG 
Chan 76

TAKEOFF MINIMUMS

Rwy 13: Standard with minimum climb of 270' per NM to 4000.
Rwy 16: Standard with minimum climb of 570' per NM to 2000
or 400-2 ½ with minimum climb of 260' per NM to 4000.
Rwy 31: Standard with minimum climb of 230' per NM to 2500.
Rwy 34: Standard with minimum climb of 225' per NM to 6700.

NOTE: Chart not to scale.



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 BREF INT, thence on (assigned route) (ADF required).

SALEM FOUR DEPARTURE





27APR17

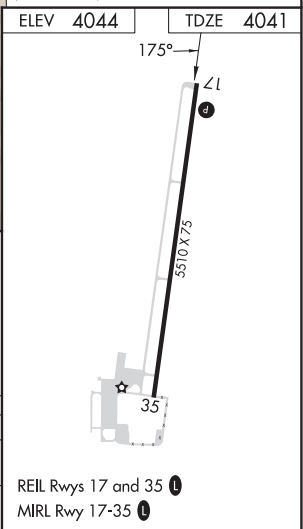
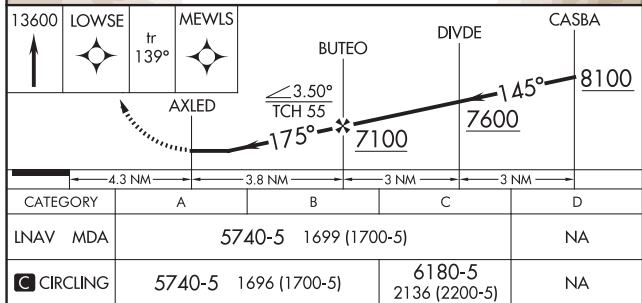
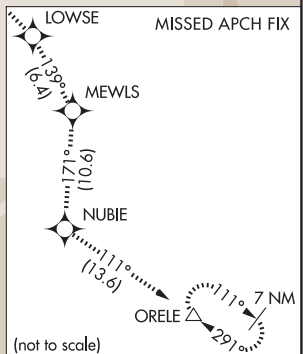
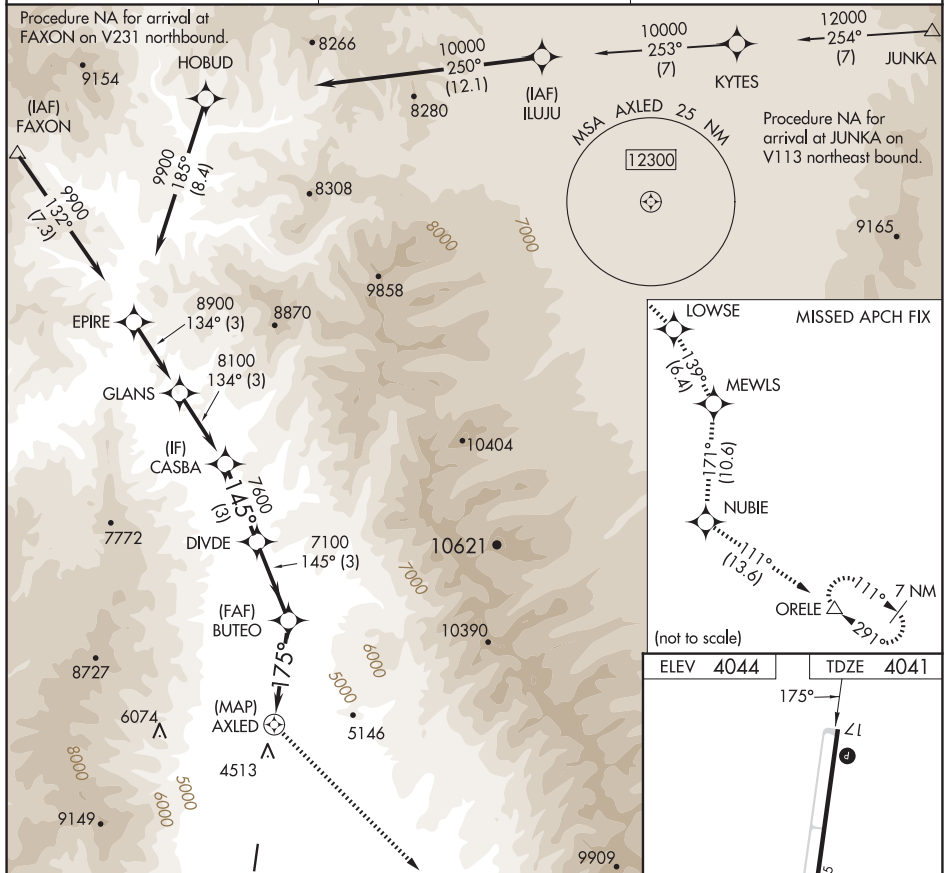
SALEM, OREGON
MCNARY FLD (SLE)

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS 175°	Rwy Ldg TDZE Apt Elev	5510 4041 4044
------------------------	-----------------------------	---

RNAV (GPS) RWY 17
LEMHI COUNTY (SMN)

  NA  -12°C	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.
AWOS-3PT 135.075	SALT LAKE CENTER 132.4 338.3	UNICOM 122.8 (CTAF) 



SALMON, IDAHO

AL-9513 (FAA)

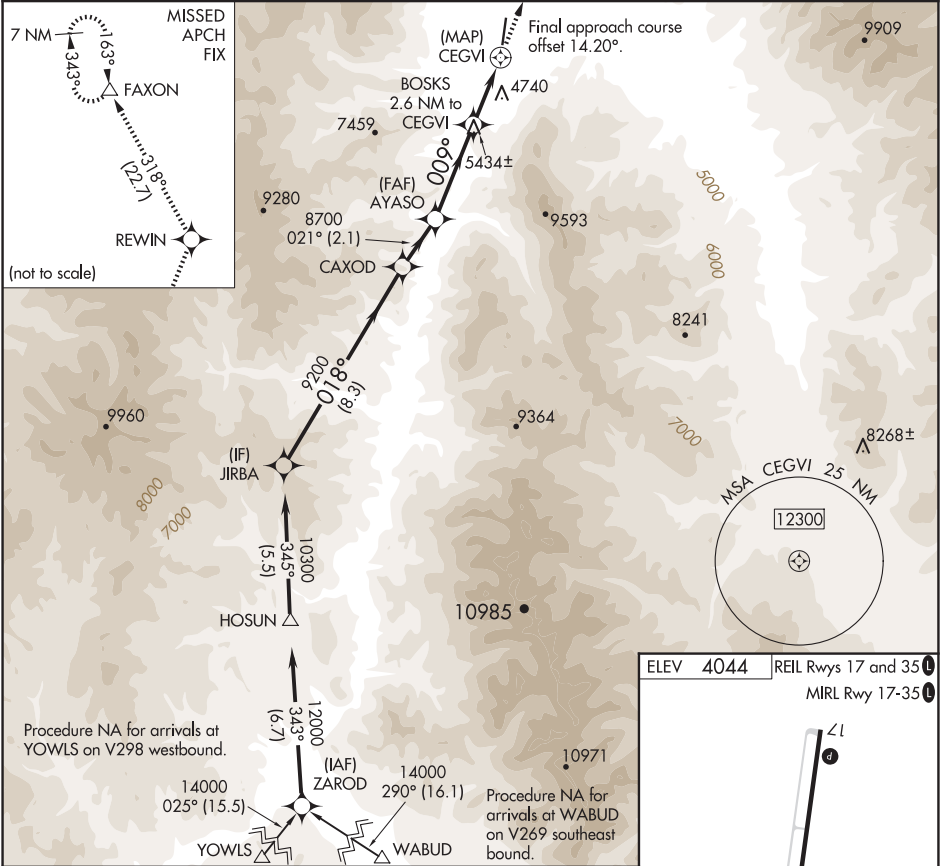
25163

APP CRS	Rwy Ldg	N/A
009°	TDZE	N/A
	Apt Elev	4044

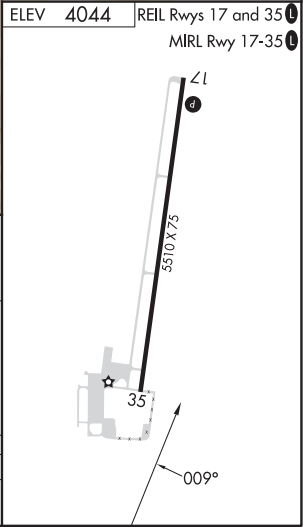
RNAV (GPS)-D
LEMHI COUNTY (SMN)

NA -12°C	Circling Rwy 35 NA at night. DME/DME RNP-0.3 NA. 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.
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AWOS-3PT 135.075	SALT LAKE CENTER 132.4 338.3	UNICOM 122.8 (CTAF)
---------------------	---------------------------------	------------------------



JIRBA	CAXOD	AYASO	BOSKS	REWIN	FAXON
10300	9200	8700	7020	318°	△
8.3 NM	2.1 NM	3.6 NM	2.6 NM	0.5	
CATEGORY	A	B	C	D	
CIRCLING	6000-1¼ 1956 (2000-1¼)	6000-1½ 1956 (2000-1½)	6220-3 2176 (2200-3)	NA	



SALMON, IDAHO
Amdt 2A 24MAY18

45°07'N-113°53'W

LEMHI COUNTY (SMN)
RNAV (GPS)-D

NW-1, 07 AUG 2025 to 02 OCT 2025

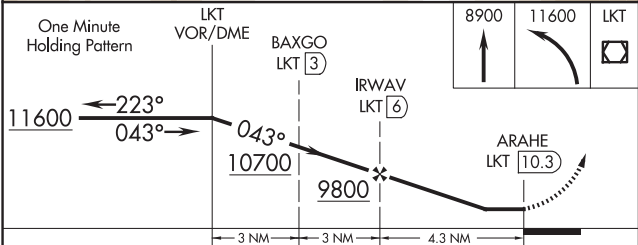
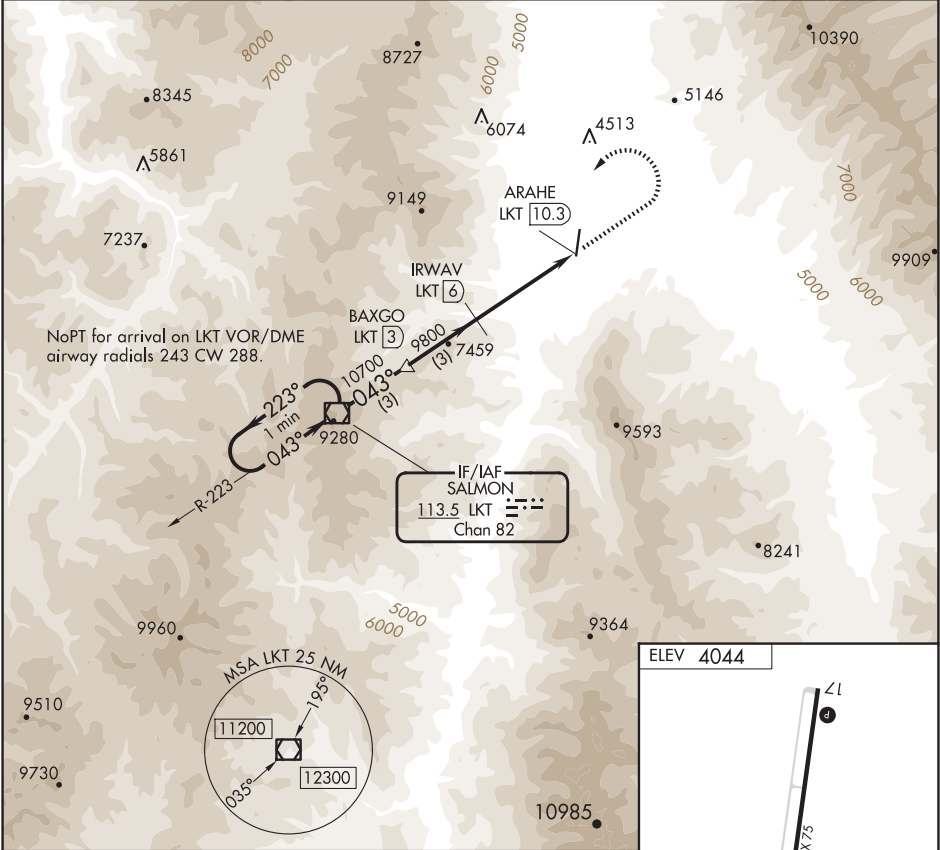
NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME LKT	APP CRS	Rwy Ldg TDZE	N/A
113.5	043°	Apt Elev	N/A
Chan 82			4044

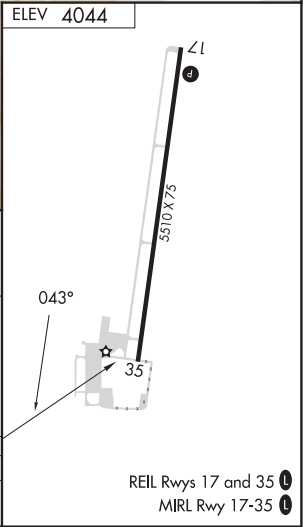
VOR/DME-B
LEMHI COUNTY (SMN)

<div><div>NA</div><div>-12°C</div></div>	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.
--	---	---

AWOS-3PT 135.075	SALT LAKE CENTER 132.4 338.3	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	8100-1¼ 4056 (4100-1¼)	8100-1½ 4056 (4100-1½)	8100-3 4056 (4100-3)	NA



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

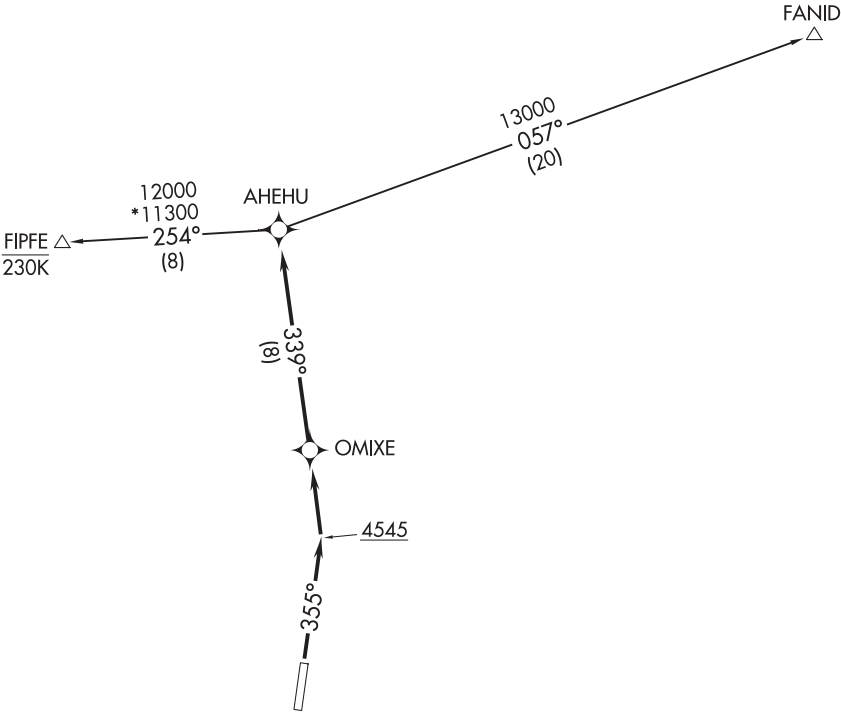
(AHEHU3.AHEHU) 23054

AHEHU THREE DEPARTURE (RNAV)

AL-9513 (FAA)

LEMHI COUNTY (SMN)
SALMON, IDAHO

SALT LAKE CENTER
132.4 338.3



NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 35: Standard with minimum climb of 420' per NM to 11800.

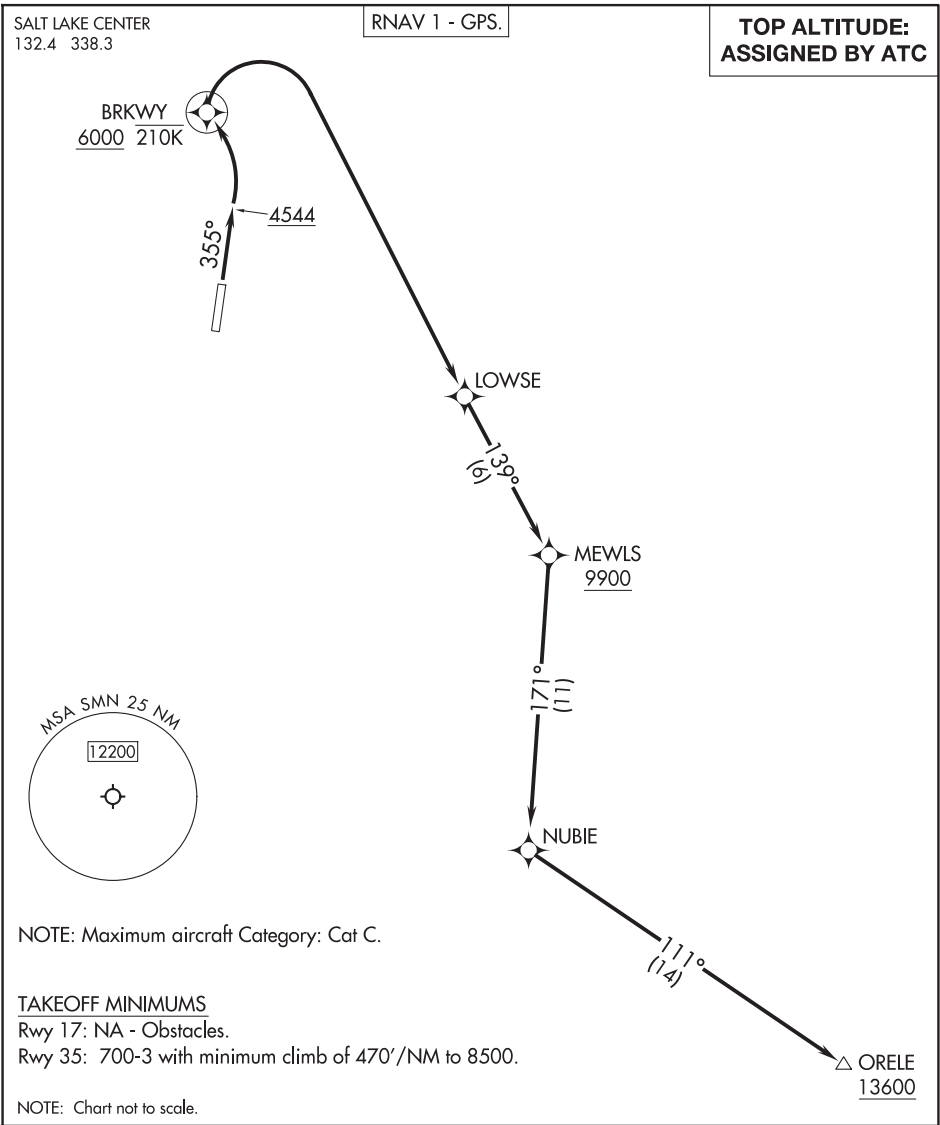
NOTE: Chart not to scale.



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)



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 35: Climb on heading 355° to 4544, then climbing left turn direct BRKWWY, cross BRKWWY at or above 6000 and at or below 210K, then right turn direct LOWSE, then on track 139° to MEWLS, cross MEWLS at or above 9900, then on track 171° to NUBIE and on track 111° to ORELE, cross ORELE at or above 13600. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

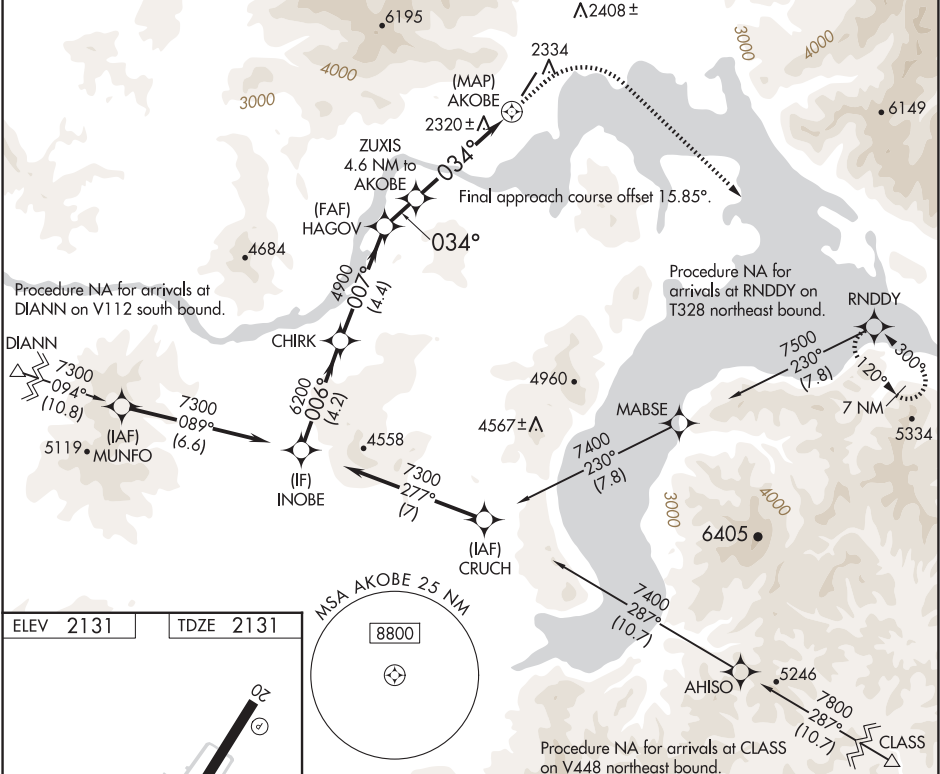
APP CRS	Rwy Ldg	5501
034°	TDZE	2131
	Apt Elev	2131

RNAV (GPS) Y RWY 2

SANDPOINT (SZT')

RNP APCH - GPS.	MISSED APPROACH: Climb to 3900 then climbing right turn to 9000 direct RNDY and hold, continue climb-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.
<div><div>▼</div><div>▲</div><div>❄</div></div> <div>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.</div>	

AWOS-2 135.425	SEATTLE CENTER 123.95 290.55	UNICOM 122.7 (CTAF) ①
-------------------	---------------------------------	--------------------------



5501 X 75

034°

MIRL Rwy 2-20

REIL Rws 2 and 20

INOBE

CHIRK

HAGOV

ZUXIS

AKOBE

7300

6200

4900

4300

006°

007°

034°

3.75°

TCH 50

4.2 NM

4.4 NM

1.5 NM

4.6 NM

0.7

3900

9000

RNDY




VGSI and descent angles not coincident (VGSI Angle 3.75/TCH 28).

CATEGORY	A	B	C	D
LNAV MDA*	3560-1¼ 1429 (1500-1¼)	3560-1½ 1429 (1500-1½)	3560-3 1429 (1500-3)	NA
CIRCLING	3560-1¼ 1429 (1500-1¼)	3560-1½ 1429 (1500-1½)	3560-3 1429 (1500-3)	NA

APP CRS 198°	Rwy Ldg TDZE Apt Elev	5501 2131 2131
------------------------	-----------------------------	---

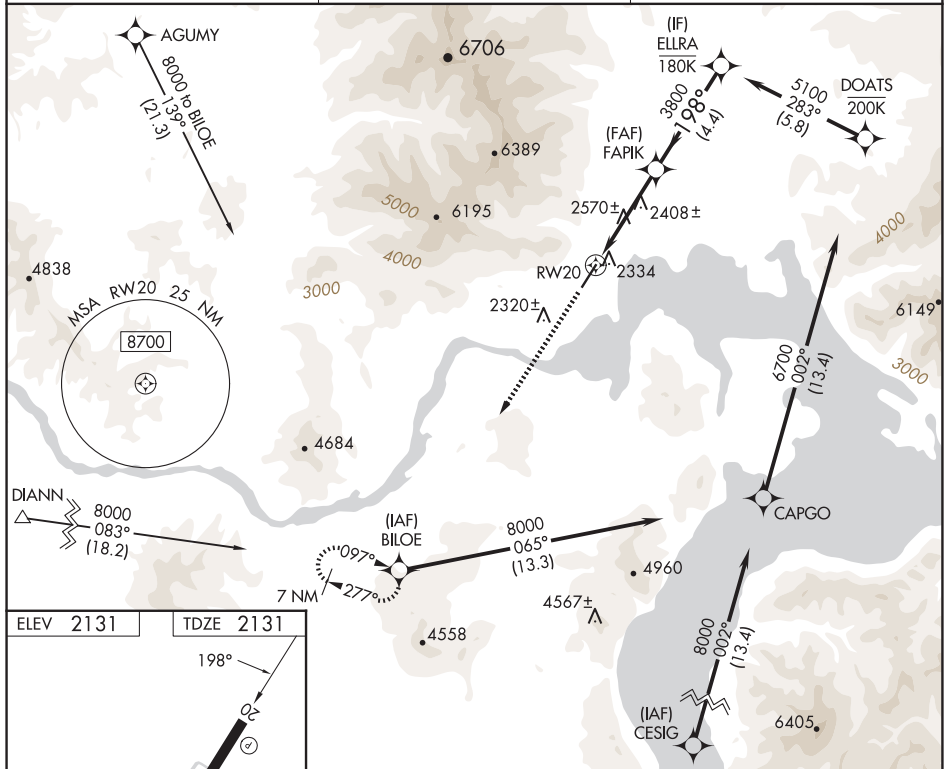
RNAV (GPS) Y RWY 20
SANDPOINT (SZT)

RNP APCH.

- | | |
|---|---|
|    -16°C | Circling NA west of Rwy 2-20. Rwy 20 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA with Deer Park altimeter setting. When local altimeter not received, use Deer Park altimeter setting and increase Δ MDA 120 feet. |
|---|---|

MISSED APPROACH: Climb to 6600 direct BILOE and hold, continue climb in hold to 6600.

AWOS-2 135.425	SEATTLE CENTER 123.95 290.55	UNICOM 122.7 (CTAF) ①
--------------------------	--	---------------------------------



6600 **BILOE** VGS1 and descent angles not coincident (VGS1 Angle 3.75/TCH 50). ELLRA

3.1 NM to RW20
 $\leq 3.77^\circ$
 TCH 55
 198°
 3800
 5100

CATEGORY	A	B	C	D
LNNAV MDA	3400-1¼ 1269 (1300-1¼)	3400-1½ 1269 (1300-1½)	3400-3 1269 (1300-3)	NA
C CIRCLING	3400-1¼ 1269 (1300-1¼)	3400-1½ 1269 (1300-1½)	3400-3 1269 (1300-3)	NA

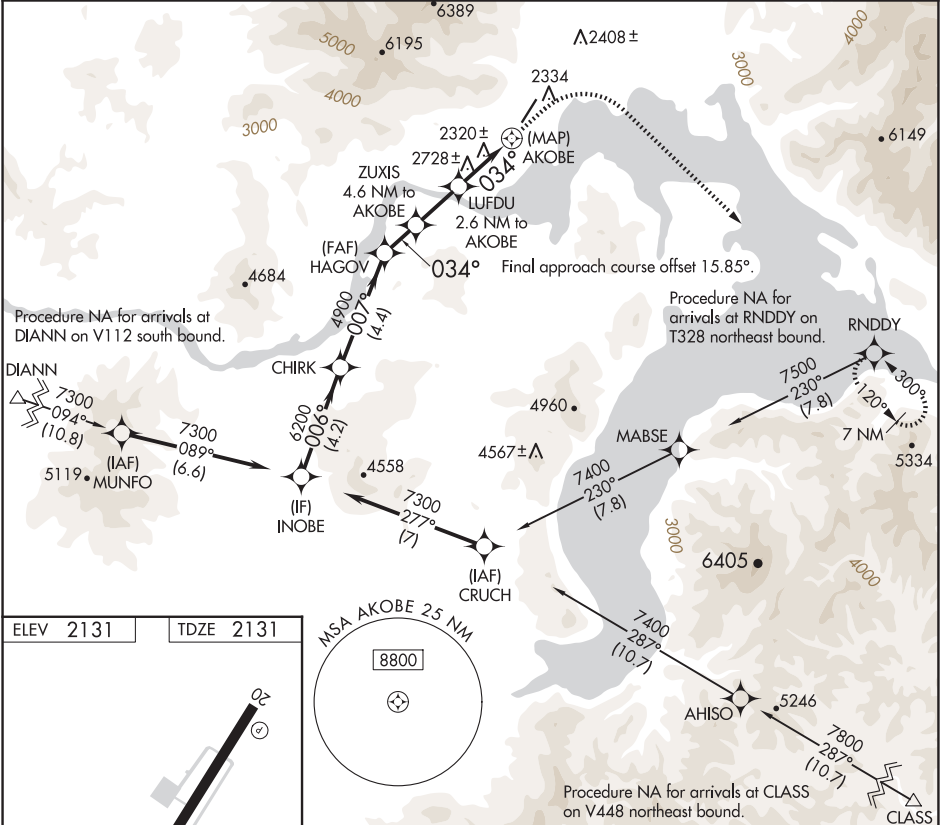
WAAS CH 63146 W02A	APP CRS 034°	Rwy Ldg TDZE Apt Elev	5501 2131 2131
--	------------------------	-----------------------------	---

RNAV (GPS) Z RWY 2

SANDPOINT (SZT')

RNP APCH - GPS.		MISSED APPROACH: Climb to 3900 then climbing right turn to 9000 direct RNDY and hold, continue climb-in-hold to 9000. *Missed approach requires minimum climb of 350 feet per NM to 6500; If unable to meet climb gradient, see RNAV (GPS)-B.
<div><div>T</div><div>A</div><div>❄️</div></div>	Rwy 2 helicopter visibility reduction below 1 SM NA. Procedure NA at night.	
-16°C		

AWOS-2 135.425	SEATTLE CENTER 123.95 290.55	UNICOM 122.7 (CTAF) 0
--------------------------	--	---------------------------------



5301 x 75

034°

MIRL Rwy 2-20

REIL Rws 2 and 20

INOBE

CHIRK

HAGOV

ZUXIS

LUFDU

AKOBE

RNDY

3900

9000

006°

007°

034°

7300

6200

4900

4300

3480

4.2 NM

4.4 NM

1.5 NM

2.1 NM

2.6 NM

0.7

3.75° TCH 50

4.6 NM to AKOBE

2.6 NM to AKOBE

VGSI and descent angles not coincident (VGSI Angle 3.75/TCH 28).

↑

↷

✦

CATEGORY	A	B	C	D
LP	3100-1¼ 969 (1000-1¼)	3100-1½ 969 (1000-1½)	3100-3 969 (1000-3)	NA
MDA*				

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	N/A
018°	TDZE	N/A
	Apt Elev	2131

RNAV (GPS)-B

SANDPOINT (SZT')

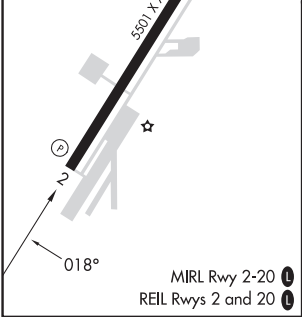
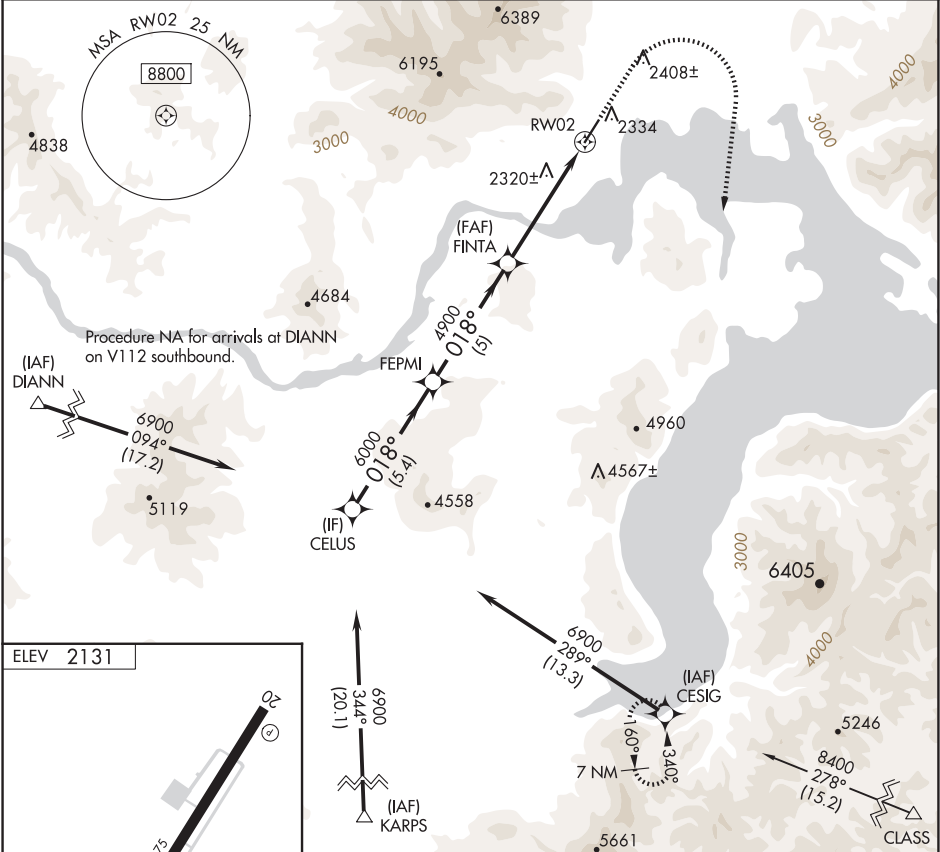
T DME/DME RNP-0.3 NA. Circling NA west of Rwy 2-20.

A When local altimeter setting not received, use Deer Park altimeter setting and increase all MDA 120 feet.

S -16°C

MISSED APPROACH: Climb to 5800 then climbing right turn to 7900 direct CESIG and hold.

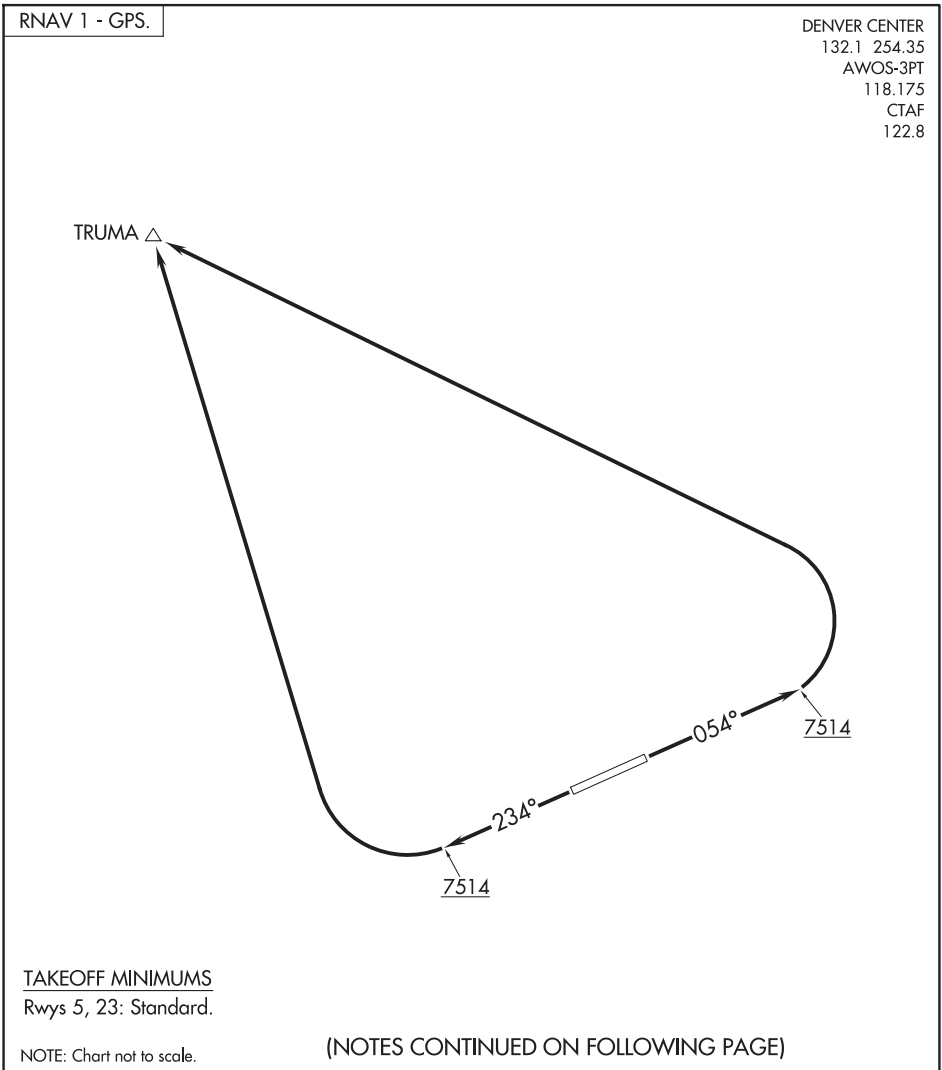
AWOS-2 135.425	SEATTLE CENTER 123.95 290.55	UNICOM 122.7 (CTAF) 1
-------------------	---------------------------------	---------------------------------



CELUS				5800	7900	CESIG
6900				↑	↷	✧
018°						
FEPMI						
FINTA						
4900						
RW02						
5.4 NM				5 NM	5.2 NM	
CATEGORY	A	B	C	D		
CIRCLING	3600-1¼ 1469 (1500-1¼)	3600-1½ 1469 (1500-1½)	3600-3 1469 (1500-3)	4180-3 2049 (2100-3)		

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



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.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 65720 W15A	APP CRS 152°	Rwy Ldg TDZE Apt Elev 5100 58 58
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RNAV (GPS) RWY 15

SCAPPOOSE (SPB)

RNP APCH-GPS.

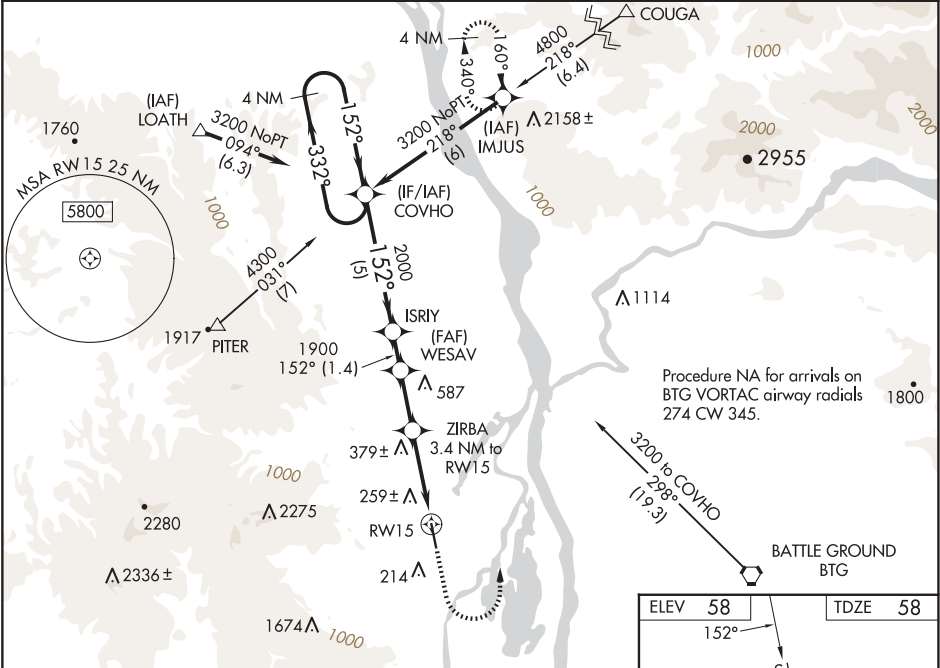
▼

⚠

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 15 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 1/8 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).

MISSED APPROACH:
Climb to 700 then climbing left turn to 3600 direct IMJUS and hold.

ASOS 135.875	PORTLAND APP CON 124.35 299.2	CLNC DEL 121.65	UNICOM 122.8 (CTAF) 0
------------------------	---	---------------------------	--



4 NM Holding Pattern

VGSi and RNAV glidepath not coincident (VGSi Angle 3.73/TCH 41).

3200

332°

152°

2000

1900

1180

3.4 NM to RWY 15

5 NM

1.4 NM

2.2 NM

3.4 NM

GP 3.01°

TCH 54

CATEGORY	A	B	C	D
LPV DA	350-1 292 (300-1)			
LNAV/VNAV DA	580-1 522 (600-1 3/4)			
LNAV MDA	640-1 582 (600-1)		640-1 582 (600-1 3/4)	
CIRCLING	660-1 602 (700-1)		660-1 602 (700-1 3/4) 860-2 802 (900-2 1/2)	

ELEV 58

TDZE 58

152°

700

3600

IMJUS

*LNAV only

5100 x 100

0.6% UP

33

REIL Rwy 15 0

MIRL Rwy 15-33 0

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SCAPPOOSE, OREGON

AL-6314 (FAA)

25163

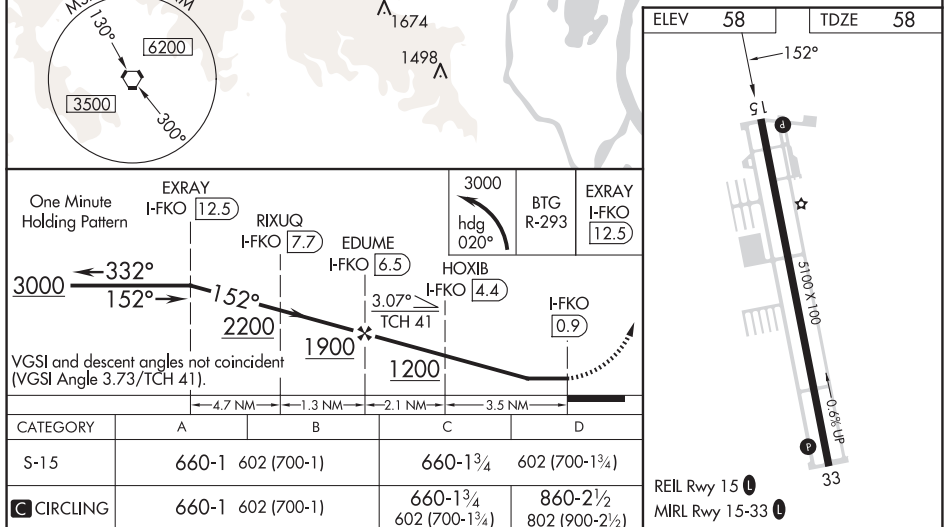
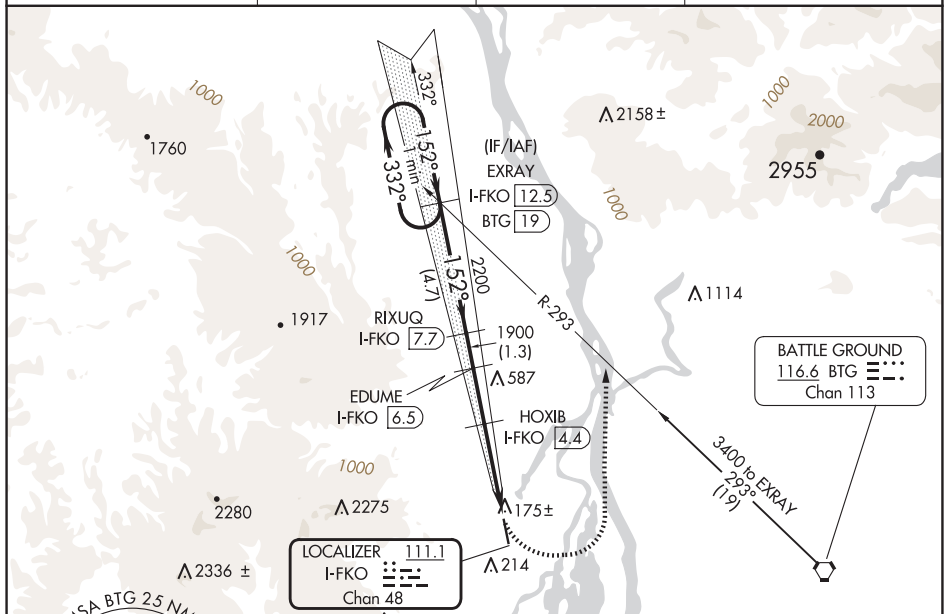
LOC/DME	I-FKO	APP CRS	Rwy Ldg	5100
111.1		152°	TDZE	58
Chan 48			Apt Elev	58

LOC/DME RWY 15

SCAPPOOSE (SPB)

<p>⚠ 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 1/8 mile, Cat D visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. Night Landing Rwy 15 NA.</p>	<p>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.</p>
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ASOS 135.875	PORTLAND APP CON 124.35 299.2	CLNC DEL 121.65	UNICOM 122.8 (CTAF) 0
------------------------	---	---------------------------	---------------------------------



SCAPPOOSE, OREGON

Amdt 3B 25JUN15

45°46'N-122°52'W

SCAPPOOSE (SPB)
LOC/DME RWY 15

REIL Rwy 15 0
MIRL Rwy 15-33 0

NW-1, 07 AUG 2025 to 02 OCT 2025

VORTAC BTG <u>116.6</u> Chn 113	APP CRS 255°	Rwy Ldg TDZE Apt Elev	N/A N/A 58
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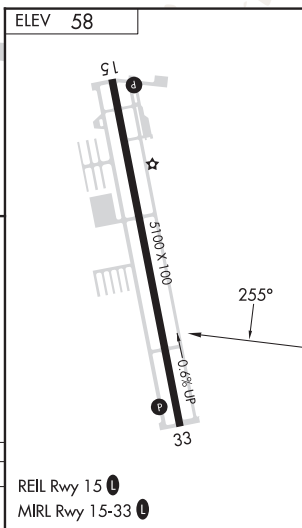
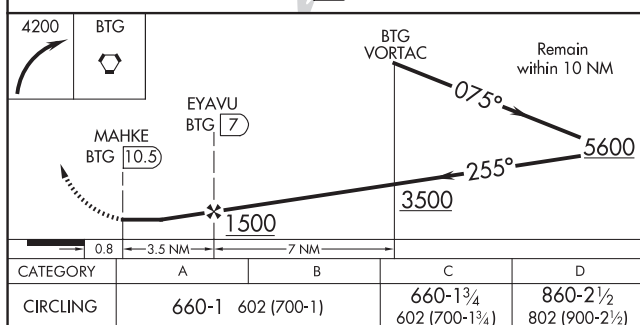
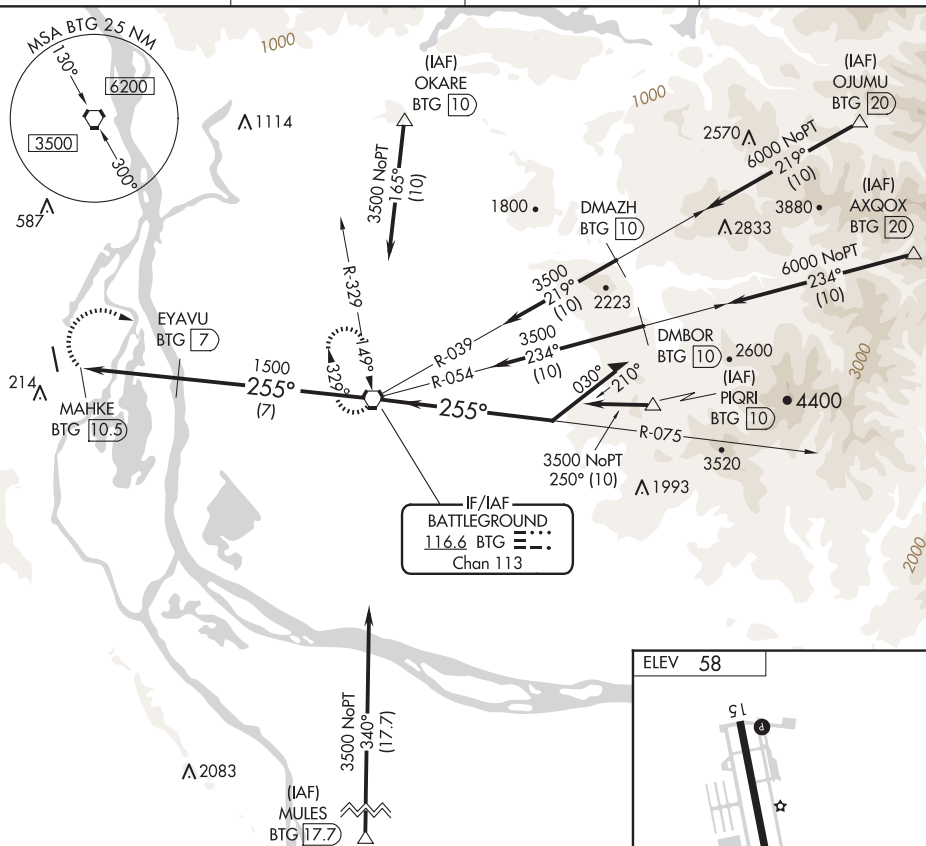
VOR/DME-A
SCAPPOOSE (SPB)

TA

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 $\frac{1}{4}$ 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	CLINC DEL 121.65	UNICOM 122.8 (CTAF) 
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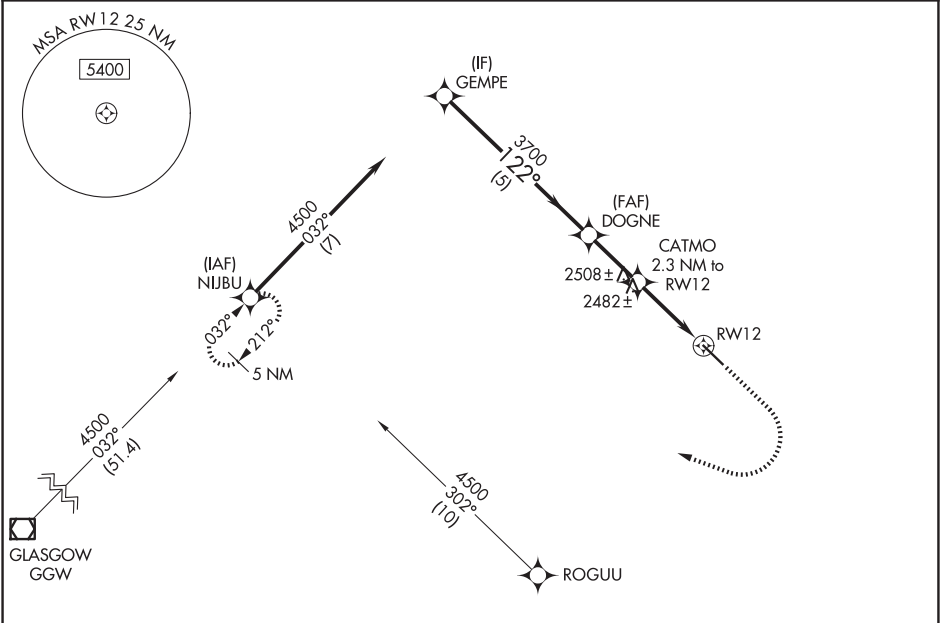
APP CRS	Rwy Ldg	4020
122°	TDZE	2426
	Apt Elev	2434

RNAV (GPS) RWY 12

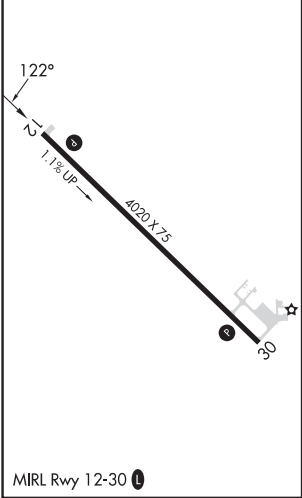
SCOBEY (9S2)

RNP APCH - GPS.	
<div><div>V</div><div>VDP NA when using PWD altimeter setting. Circling Rwy 30</div><div>A</div><div>NA at night. When local altimeter setting not received, use PWD altimeter setting and increase all MDAs 120 feet.</div></div>	MISSED APPROACH: Climb to 2900 then climbing right turn to 4500 direct NIJBU and hold.

AWOS-3PT 128.325	SALT LAKE CITY CENTER 126.85 305.2	AUNICOM 122.8 (CTAF) 1
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ELEV 2434	TDZE 2426
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).			
GEMPE	DOGNE	CATMO	NIJBU
4500	3700	3160	
5 NM	1.7 NM	1.3 NM	1 NM
CATEGORY	A	B	C
LNAV MDA	2740-1	314 (400-1)	NA
CIRCLING	2940-1	506 (600-1)	NA

LOC/DME I-BFI	APP CRS	Rwy Ldg	9120
110.9	135°	TDZE	18
Chan 46		Apt Elev	22

ILS or LOC RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

DME and RADAR required.

▼

⚠

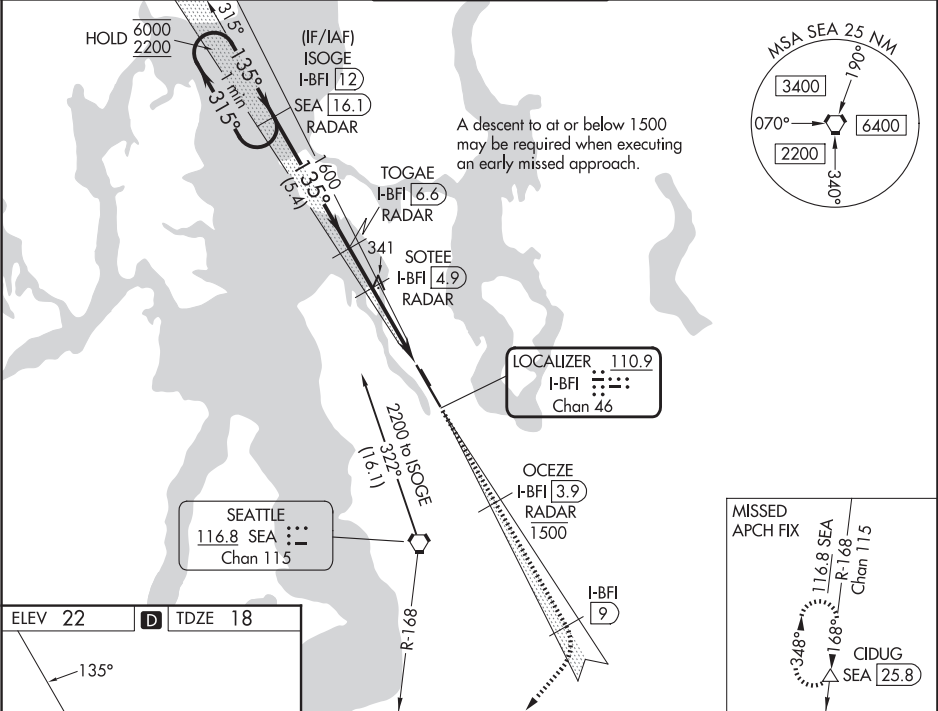
Circling NA for Cats C and D northeast of Rwy 14L-32R.

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.

MALSF

MISSED 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 CIDUG/SEA 25.8 DME and hold.

ATIS	SEATTLE APP CON	BOEING TOWER	GND CON	CLNC DEL
127.75	125.9 306.9	120.6 257.8	121.9	132.4



ELEV 22

D

TDZE 18

MIRL Rwy 14L-32R

HIRL Rwy 14R-32L

REIL Rwy 14L, 32L and 32R

Use I-BFI DME when on the localizer course.				
ISOG I-BFI 12		OCEZE I-BFI 3.9	I-BFI 9	5000
SEA 16.1		1500	SE crs	CIDUG
TOGAE I-BFI 6.6		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).		
SOTEE I-BFI 4.9		I-BFI 3.4	I-BFI 1.7	
<div>6000 ← 315° → 135° → 1600 → 1080 →</div> <div>GS 3.00° TCH 39</div> <div>5.4 NM 1.6 NM 1.6 NM 1.7 NM</div>				
CATEGORY	A	B	C	D
S-ILS 14R*	308/40 290 (300-¾)			
S-LOC 14R	600/40	582 (600-¾)	600-1 ⅓	582 (600-1 ⅓)
CIRCLING	760-1 738 (800-1)	880-1 ¼ 858 (900-1 ¼)	960-2 ¾ 938 (1000-2 ¾)	960-3 938 (1000-3)

SEATTLE, WASHINGTON

AL-384 (FAA)

25219

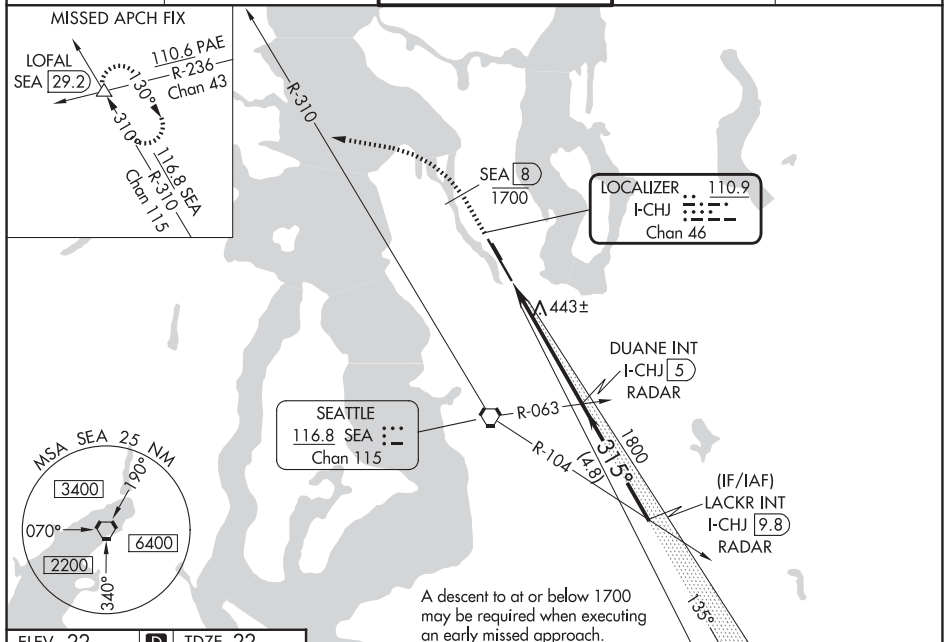
LOC/DME I-CHJ	APP CRS	Rwy Ldg	9120
110.9	315°	TDZE	22
Chan 46		Apt Elev	22

ILS or LOC RWY 32L

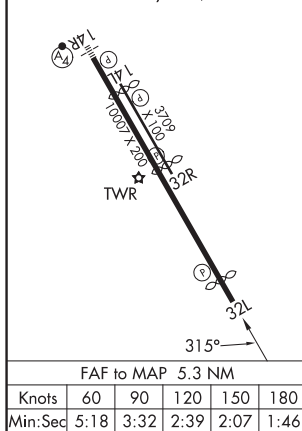
BOEING FLD/KING COUNTY INTL (BFI)

DME and RADAR required.	MISSED APPROACH: Climb on heading 315° to cross SEA 8 DME at 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.
<p>▼ Circling NA for Cats C and D northeast of Rwy 14L-32R.</p> <p>▲ Circling Rwy 32R NA at night. Rwy 32L helicopter visibility reduction below $\frac{3}{4}$ SM NA.</p>	

ATIS 127.75	SEATTLE APP CON 125.9 306.9	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4
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ELEV 22	D	TDZE 22
MIRL Rwy 14L-32R		
HIRL Rwy 14R-32L		
REIL Rws 14L, 32L and 32R		



	hdg 315°	SEA 6000 8 1700	hdg 265°	SEA R-310	LOFAL	VGSI and ILS glidepath not coincident (VGSI Angle 3.10/TCH 66).	LACKR INT I-CHJ 9.8 RADAR		
	Use I-CHJ DME when on the localizer course.	I-CHJ DME ANTENNA	I-CHJ 1.6	1800	315°	2600	GS 3.10° TCH 49		
CATEGORY		A		B		C		D	
S-ILS 32L		453-1¼ 431 (500-1¼)							
S-LOC 32L		700-1 678 (700-1)				700-1⅛ 678 (700-1⅛)			
CIRCLING		760-1 738 (800-1)		880-1¼ 858 (900-1¼)		960-2¾ 938 (1000-2¾)		960-3 938 (1000-3)	

SEATTLE, WASHINGTON

Amdt 2 29DEC22

BOEING FLD/KING COUNTY INTL (BFI)

47°32'N-122°18'W

ILS or LOC RWY 32L

NW-1, 07 AUG 2025 to 02 OCT 2025

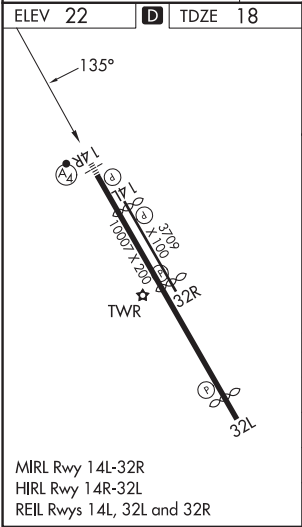
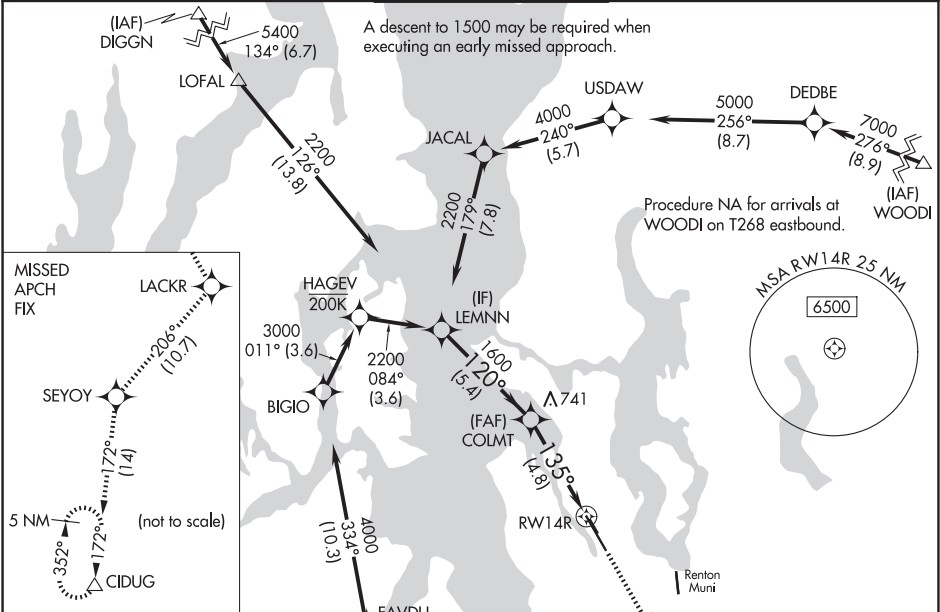
APP CRS	Rwy Ldg	9120
135°	TDZE	18
	Apt Elev	22

RNAV (RNP) Z RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

RNP AR APCH - GPS.	MALSF	MISSED APPROACH: Climb direct OCEZE, cross OCEZE at 1500, then climb to 5000 on the RNAV missed approach route to CIDUG and hold.
RADAR required for missed approach.		
▼ For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. For inop ALS, increase RNP 0.15 visibility to 1 3⁄8 SM.		

ATIS	SEATTLE APP CON	BOEING TOWER	GND CON	CLNC DEL
127.75	125.9 306.9	120.6 257.8	121.9	132.4



GP 3.00° TCH 55			
CATEGORY	A	B	C
RNP 0.10 DA	448/50	430 (500-1)	
RNP 0.15 DA	522-1 1⁄4	504 (500-1 1⁄4)	
RNP 0.30 DA	708-1 3⁄4	690 (700-1 3⁄4)	
AUTHORIZATION REQUIRED			

WAAS CH 92568 W14A	APP CRS 135°	Rwy Ldg TDZE 18 Apt Elev 22
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RNAV (GPS) Y RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

RNP APCH - GPS.

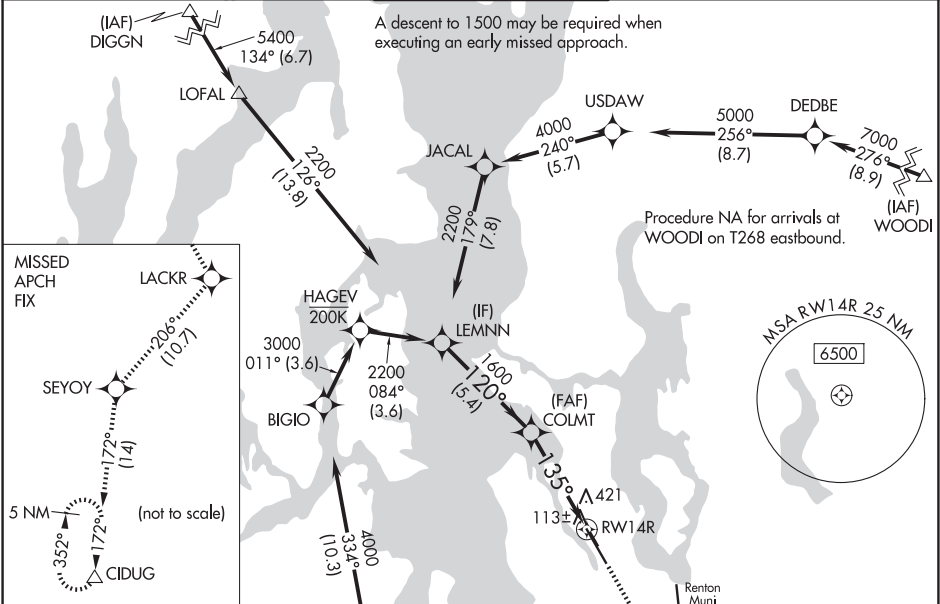
RADAR required for missed approach.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. For inop ALS, increase LPV visibility to RVR 4500. Rwy 14R helicopter visibility reduction below RVR 4000 NA.

MALSF

MISSED APPROACH: Climb direct OCEZE, cross OCEZE at 1500, then climb to 5000 on the RNAV missed approach route to CIDUG and hold.

ATIS 127.75	SEATTLE APP CON 125.9 306.9	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4
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ELEV 22

D

TDZE 18

MIRL Rwy 14L-32R

HIRL Rwy 14R-32L

REIL Rwy 14L, 32L and 32R

LEMN	OCEZE 1500	5000 tr 135°	LACKR	SEYOY tr 206°	CIDUG tr 172°
2200	COLMT 1600				
GP 3.00° TCH 55					
	5.4 NM	4.8 NM			
CATEGORY	A	B	C	D	
LPV DA		301/40	283 (300-¾)		
LNAV/VNAV DA		744-1¾	726 (800-1¾)		

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AL-384 (FAA-O)

25219

WAAS CH 89057 W32A	APP CRS 315°	Rwy Ldg TDZE 22 Apt Elev 22
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RNAV (GPS) Y RWY 32L

BOEING FLD/KING COUNTY INTL (BFI)

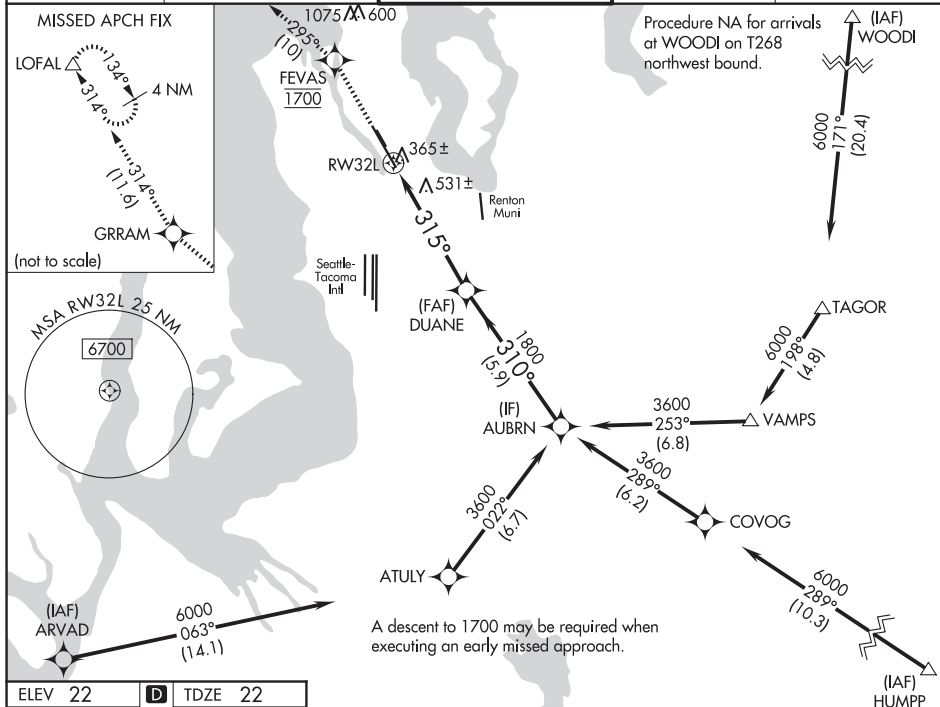
RNP APCH - GPS.

RADAR required for missed approach.

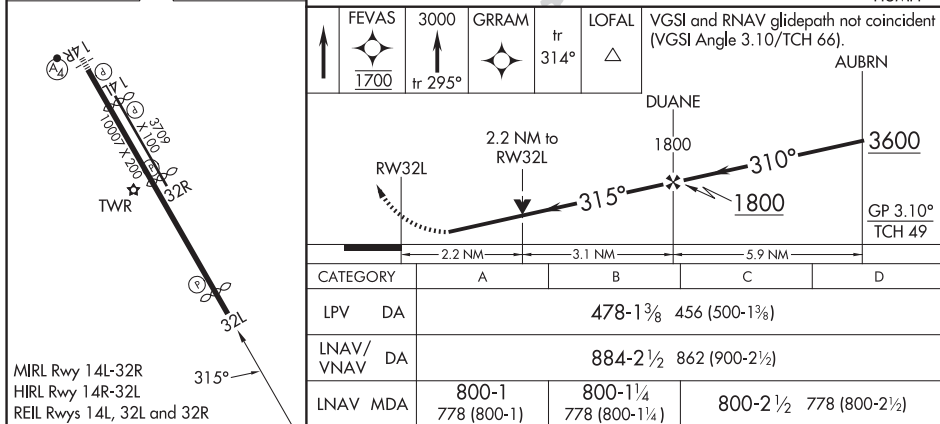
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. Rwy 32L helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb direct FEVAS, cross FEVAS at 1700, then climb to 3000 on the RNAV missed approach route to LOFAL and hold.

ATIS 127.75	SEATTLE APP CON 125.9 306.9	BOEING TOWER 120.6 257.8	GND CON 121.9	CLNC DEL 132.4
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ELEV 22	D	TDZE 22
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SEATTLE, WASHINGTON

Orig-A 20FEB25

BOEING FLD/KING COUNTY INTL (BFI)

47°32'N-122°18'W

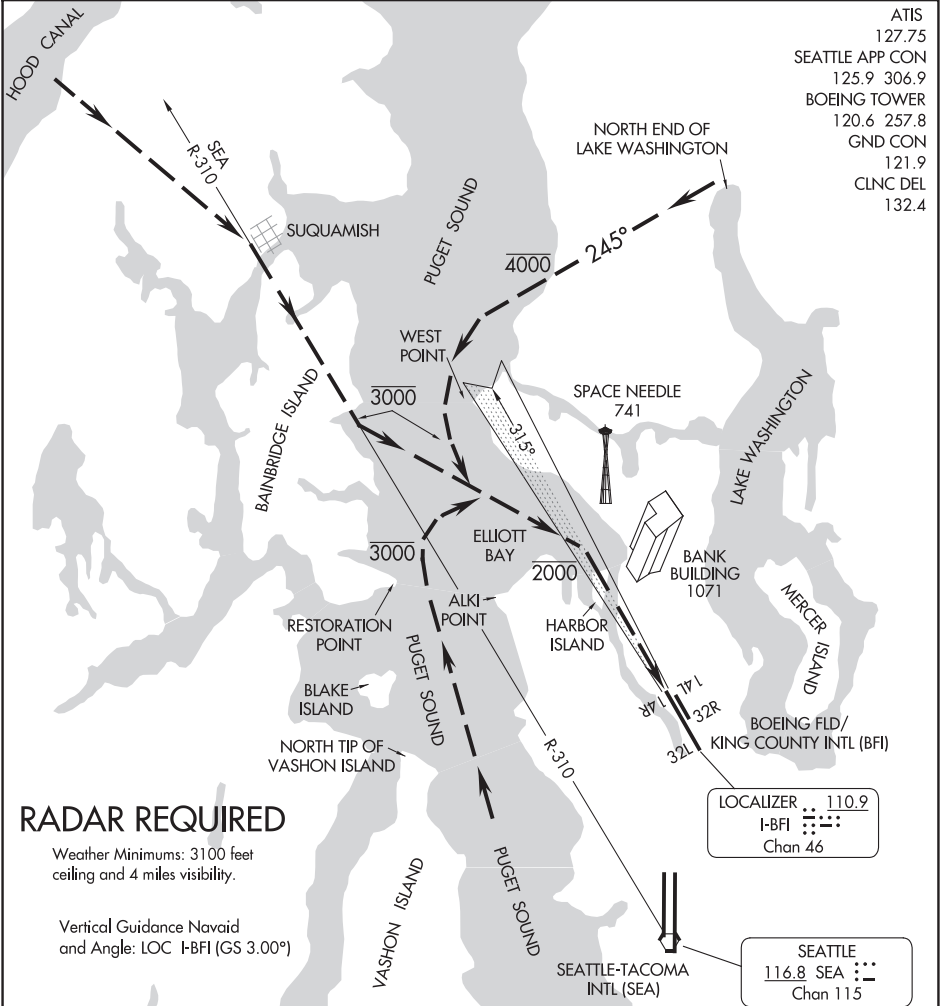
RNAV (GPS) Y RWY 32L

NW-1, 07 AUG 2025 to 02 OCT 2025

HARBOR VISUAL RWY 14R

AL-384 (FAA)

BOEING FLD/KING COUNTY INTL (BFI)
SEATTLE, WASHINGTON



NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
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HARBOR VISUAL APPROACH 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 Elliot Bay for noise abatement.

HARBOR VISUAL RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)
SEATTLE, WASHINGTON

AL-384 (FAA)



SEATTLE, WASHINGTON
BOEING FLD/KING COUNTY INTL (BFI)

25219

BOEING FLD/KING COUNTY INTL (BFI)
SEATTLE, WASHINGTON

CRAIN ONE DEPARTURE (RNAV)

ATIS
 127.75
 CLNC DEL
 132.4
 GND CON
 121.9
 BOEING TOWER
 120.6 257.8
 SEATTLE DEP CON
 120.4 269.125

TOP ALTITUDE:
2100



TAKEOFF MINIMUMS

Rwys 14L/R, 32R: NA - ATC.
Rwy 32L: Standard with minimum
climb of 425' per NM to 1400.

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: BANGR departures expect direct/vectors to BANGR

NOTE: BUWZO departures expect direct/vectors to BUWZO

NOTE: ELMAA departures expect direct/vectors to ELMAA/J70

NOTE: HAROB departures expect direct/vectors to HAROB/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.

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.

CBAIN ONE DEPARTURE (RNAV)

(CBAIN1.CBAIN) 12OCT17

SEATTLE, WASHINGTON

BOEING FLD/KING COUNTY INTL (BFI)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1. 07 AUG 2025 to 02 OCT 2025

(KENT9.ZIGED) 24361

KENT NINE DEPARTURE

BOEING FLD/KING COUNTY INTL (BFI)

SEATTLE, WASHINGTON

AL-384 (FAA)

SEATTLE DEP CON
119.2 284.7
ATIS
127.75
CLNC DEL
132.4
GND CON
121.9
BOEING TOWER
120.6 257.8

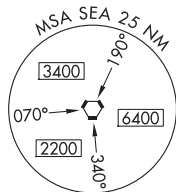
RADAR required.

**TOP ALTITUDE:
2000**

VANCOUVER
115.9 YVR
Chan 106

WHATCOM
113.0 HUH
Chan 77

CRANBROOK
112.1 YXC
Chan 58



PAINE
110.6 PAE
Chan 43

LOCALIZER 110.9
I-BFI
Chan 46

SEATTLE
116.8 SEA
Chan 115

WENATCHEE
114.35 EAT
Chan 90(Y)

MOSES LAKE
115.0 MWH
Chan 97

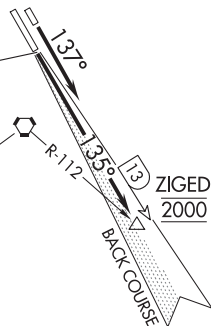
ELLENSBURG
117.9 ELN
Chan 126

HOQUIAM
117.7 HQM
Chan 124

OLYMPIA
113.4 OLM
Chan 81

BATTLE GROUND
116.6 BTG
Chan 113

YAKIMA
116.0 YKM
Chan 107



TAKEOFF MINIMUMS

Rwy 14L: Standard with minimum climb of 708'/NM to 500 or 600-3 with minimum climb of 260'/NM to 700.

Rwy 14R: Standard with minimum climb of 507'/NM to 700 or 600-3 with minimum climb of 260'/NM to 700.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

KENT NINE DEPARTURE

(KENT9.ZIGED) 26DEC24

SEATTLE, WASHINGTON

BOEING FLD/KING COUNTY INTL (BFI)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



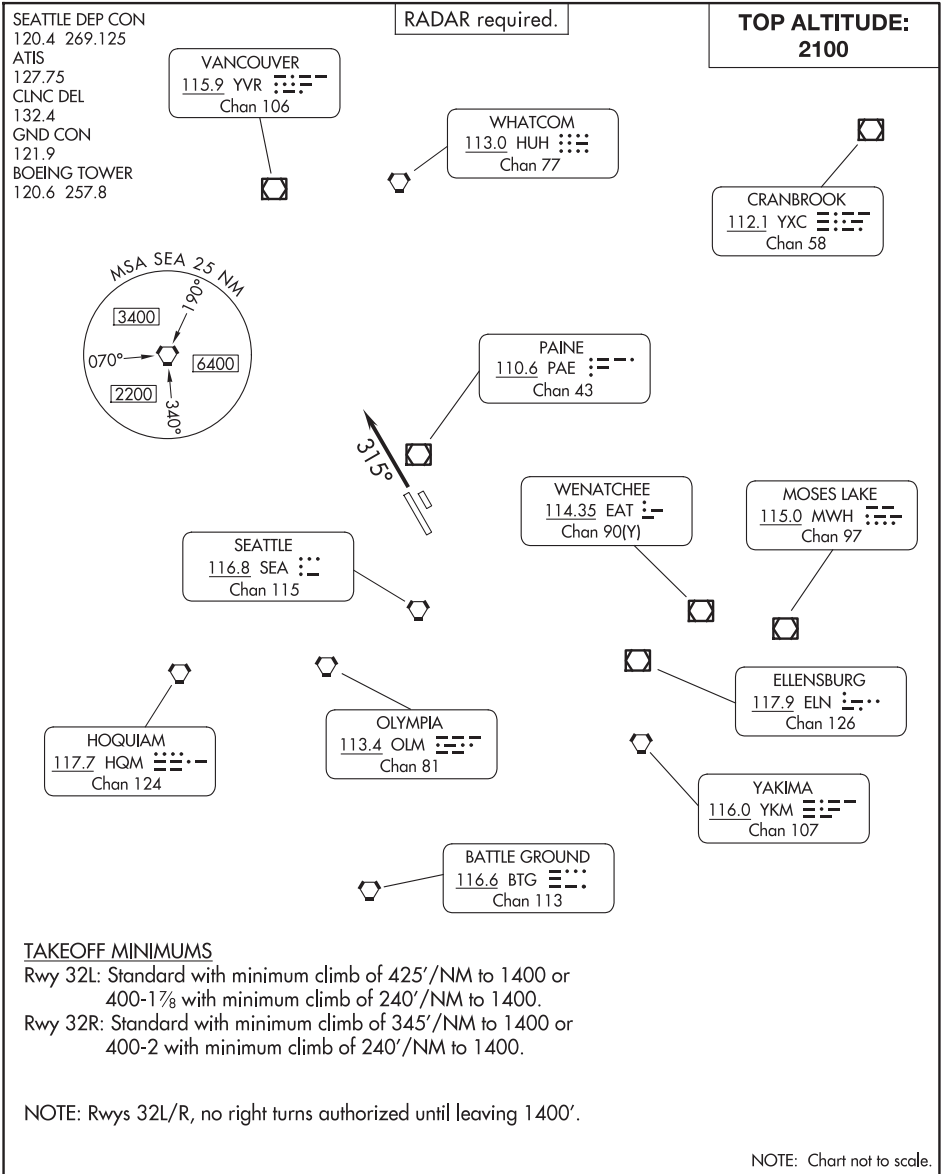
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14L: Climb on heading 137° and I-BFI SE course to cross ZIGED INT/I-BFI 13 DME at 2000 for RADAR vectors to assigned route/fix. Expect clearance to filed altitude within 3 minutes after departure.

TAKEOFF RUNWAY 14R: Climb on heading 135° and I-BFI SE course to cross ZIGED INT/I-BFI 13 DME at 2000 for RADAR vectors to assigned route/fix. Expect clearance to filed altitude within 3 minutes after departure.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



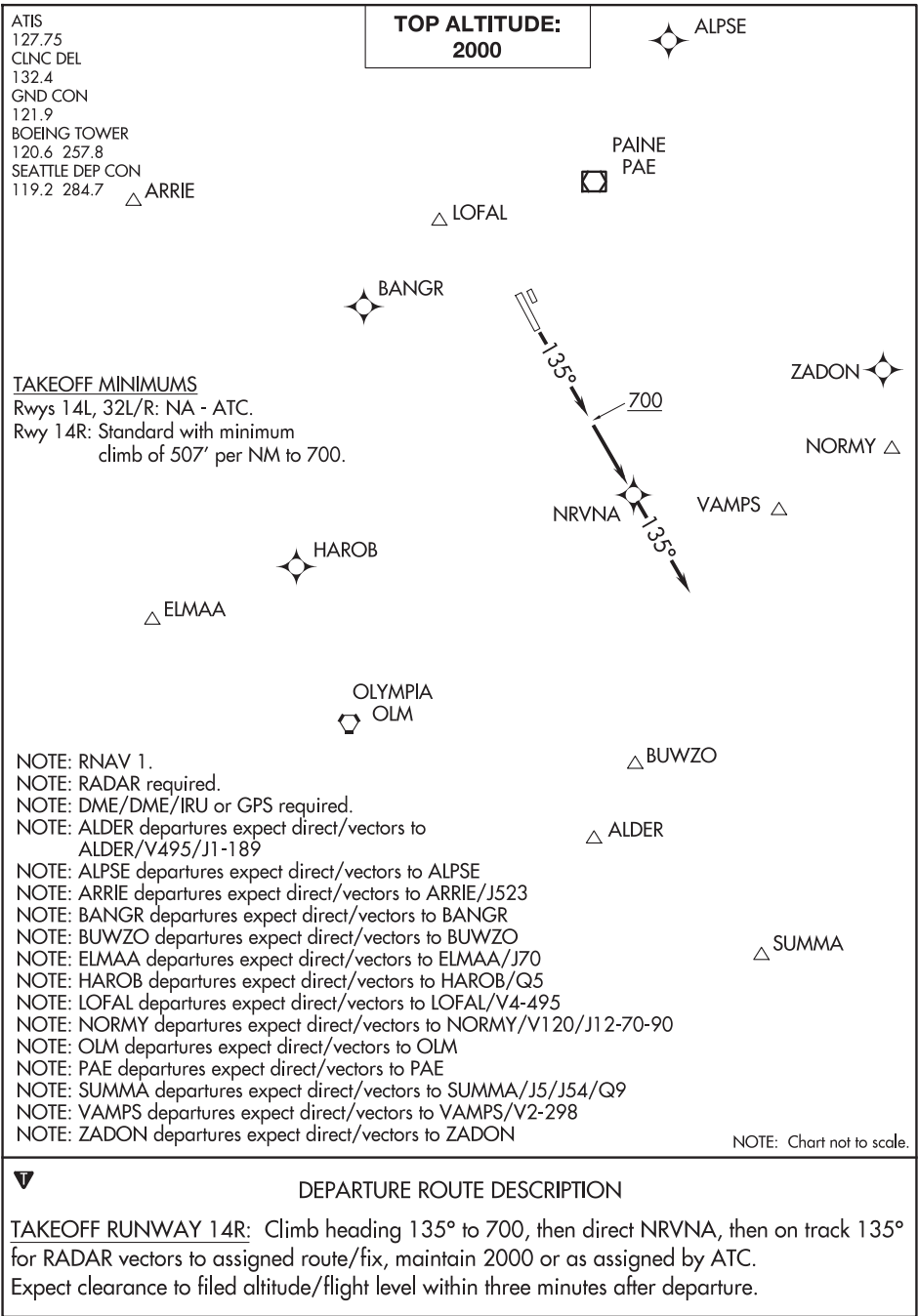
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 32L/R: Climb on heading 315°, maintain 2100 for RADAR vectors to assigned route/fix, expect clearance to filed altitude within 3 minutes after departure.



SEATTLE, WASHINGTON

AL-582 (FAA)

24137

LOC/DME I-SZI 111.7 Chan 54	APP CRS 164°	Rwy Idg 9426 TDZE 430 Apt Elev 432	16C 11901 432
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ILS or LOC RWY 16C

SEATTLE-TACOMA INTL (SEA)

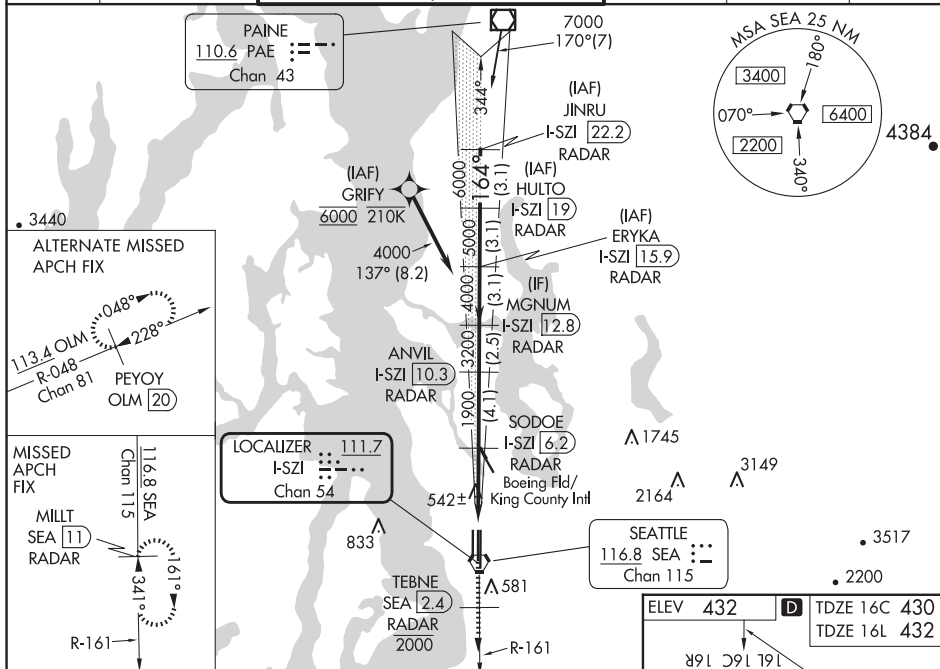
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

▼ Inop table does not apply to Sidstep 16L Cats A/B. Simultaneous approach authorized with Rwy 16R. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. For inop ALS, increase S-LOC 16C Cat C, D visibility to RVR 5500. See additional requirements on adjacent information page.

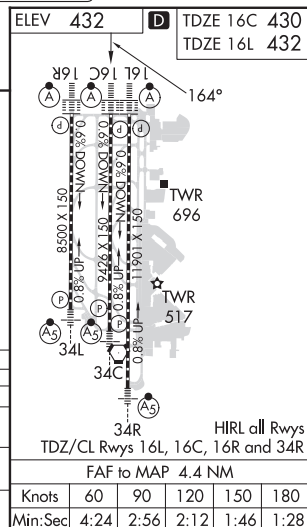
ALSF-2
Rwy 16C/L

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 MILIT/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	CPDLC
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SEA R-161 hdg 160°	TEBNE SEA 2.4 2000	5000 SEA R-161	MILIT SEA 11	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	HULTO I-SZI 19 RADAR	JINRU I-SZI 22.2 RADAR
*LOC only	SODOE I-SZI 6.2 RADAR	ANVIL I-SZI 10.3 RADAR	MGNUM I-SZI 12.8 RADAR	ERYKA I-SZI 15.9 RADAR	7000	
I-SZI 1.7	I-SZI 2.7	1900	3200	4000	5000	6000
0.9	3.5 NM	4.1 NM	2.5 NM	3.1 NM	3.1 NM	3.1 NM
CATEGORY	A	B	C	D		
S-ILS 16C	630/18	200 (200-½)				
S-LOC 16C	800/24	370 (400-½)	800/35	370 (400-¾)		
SIDESTEP 16L	800/55	368 (400-1)			800-1½ 368 (400-1½)	
CIRCLING	1000-1	568 (600-1)	1000-1½ 568 (600-1½)	1000-2 568 (600-2)		



SEATTLE, WASHINGTON

Amtd 17 28FEB19

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)

ILS or LOC RWY 16C

NW-1, 07 AUG 2025 to 02 OCT 2025

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

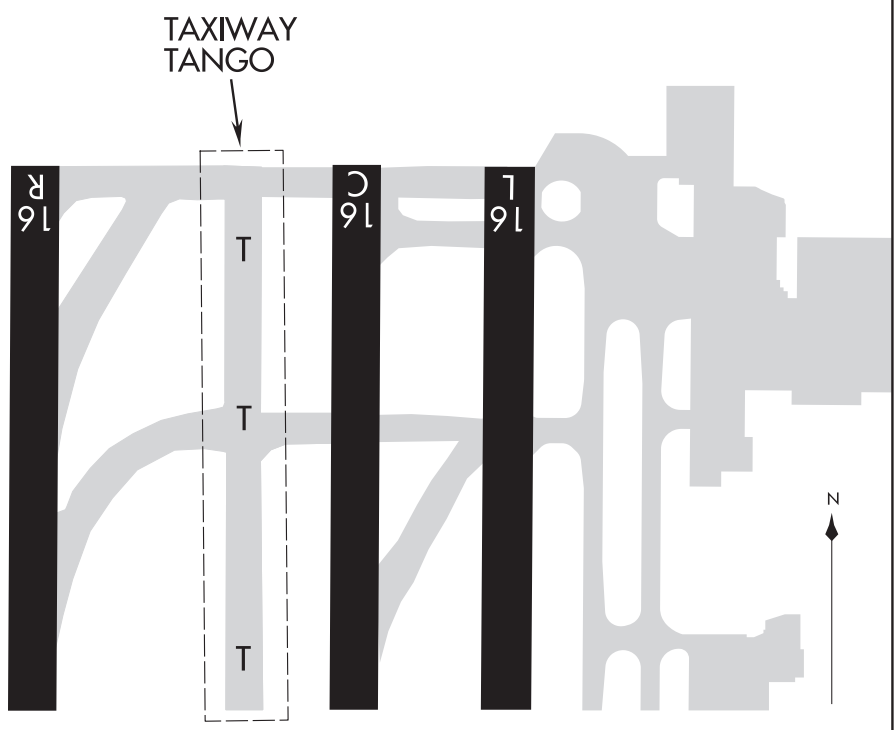
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

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.



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-SNQ 110.3 Chan 40	APP CRS 164°	Rwy Idg 11901 TDZE 432 Apt Elev 432
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ILS or LOC RWY 16L

SEATTLE-TACOMA INTL (SEA)

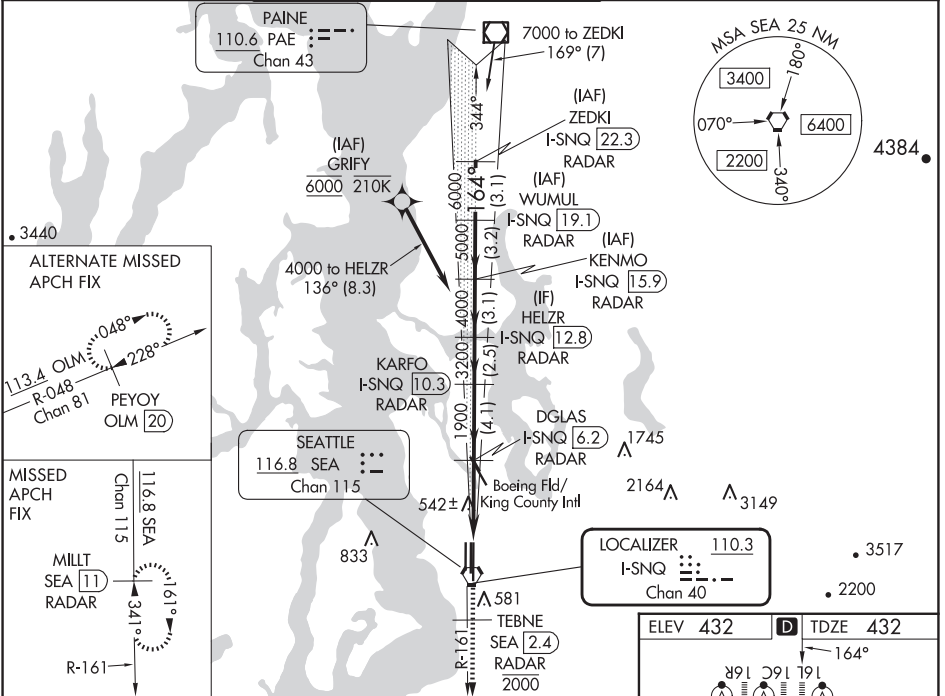
DME or RADAR required. RNP APCH-GPS, from GRIFY.

Simultaneous approach authorized.

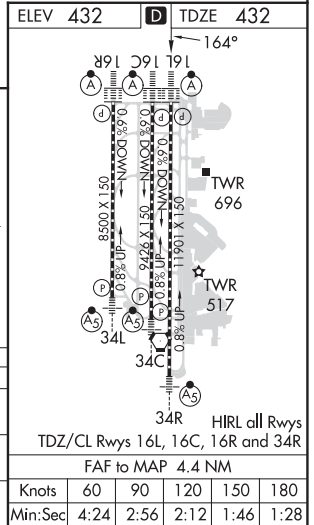
ALSIF-2

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 MILIT/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	CPDLC
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900 hgd 165°	SEA R-161	TEBNE SEA 2.4 2000	5000 SEA R-161	MILIT SEA 11	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).	ZEDKI I-SNQ 22.3 RADAR	WUMUL I-SNQ 19.1 RADAR	HELZR I-SNQ 15.9 RADAR	KARFO I-SNQ 10.3 RADAR	DGLAS I-SNQ 6.2 RADAR	I-SNQ 2.9	1900	3200	4000	5000	6000	7000
1.2 NM	3.3 NM	4.1 NM	2.5 NM	3.1 NM	3.2 NM	3.1 NM											
CATEGORY	A	B	C	D													
S-ILS 16L	697/20 265 (300-½)	632/18	200 (200-½)														
S-LOC 16L	880/24	448 (500-½)	880/45	448 (500-¾)													
CIRCLING	1000-1	568 (600-1)	1000-1½	568 (600-2)													

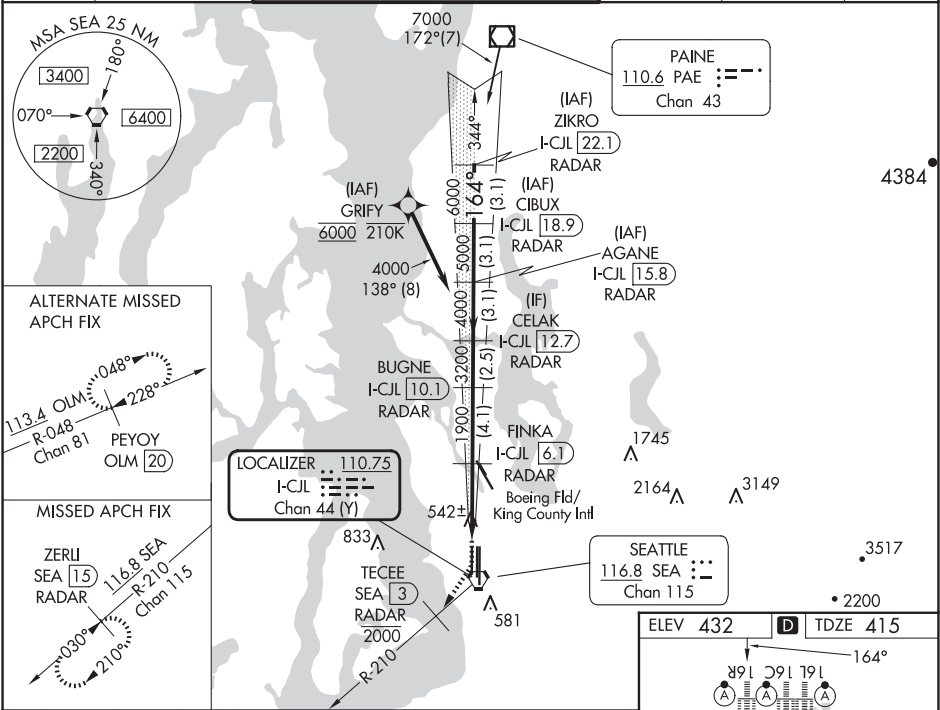


LOC/DME I-CJL 110.75 Chan 44 (Y)	APP CRS 164°	Rwy Idg TDZE Apt Elev	8500 415 432
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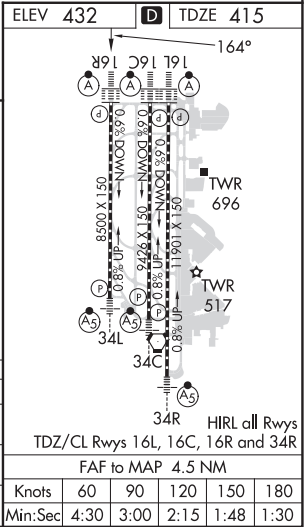
ILS or LOC RWY 16R
SEATTLE-TACOMA INTL (SEA)

DME or RADAR required. From GRIFY: RNAV 1-GPS required.	ALSF-2	MISSED APPROACH: Climb to 900 then climb on heading 195° and on SEA VORTAC R-210 to cross TECEE/SEA 3 DME/RADAR at or below 2000 then climb to 5000 on SEA VORTAC R-210 to ZERLI/SEA 15 DME/RADAR and hold, continue climb-in-hold to 5000.
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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	CPDLC
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900	hdg 195° SEA R-210	TECEE SEA 3 2000	5000 SEA R-210	ZERLI SEA 15	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).	ZIKRO I-CJL 22.1 RADAR	CIBUX I-CJL 18.9 RADAR	AGANE I-CJL 15.8 RADAR	CELAK I-CJL 12.7 RADAR	BUGNE I-CJL 10.1 RADAR	FINKA I-CJL 6.1 RADAR	* I-CJL 1.6	* I-CJL 2.6
* LOC only													
1 NM 3.5 NM 1900 3200 4000 5000 6000 7000 GS 3.00° TCH 55													
CATEGORY	A B C D												
S-ILS 16R	615/18 200 (200-½)												
S-LOC 16R	800/24 385 (400-½) 800/35 385 (400-¾)												
CIRCLING	1000-1 568 (600-1) 1000-1½ 568 (600-½) 1000-2 568 (600-2)												

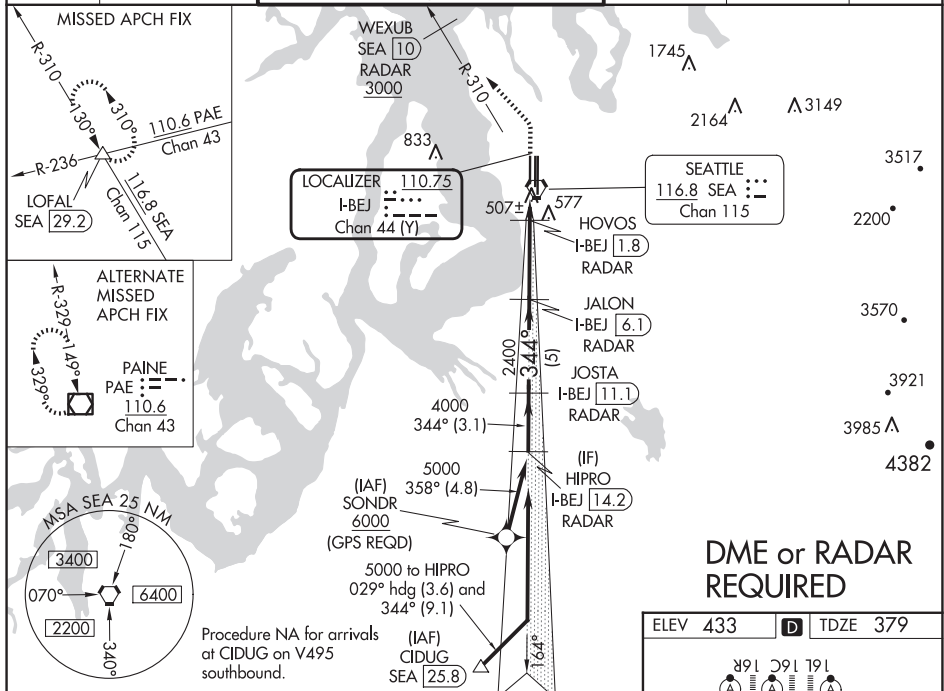


SEATTLE-TACOMA INTL (SEA)
ILS or LOC RWY 34C

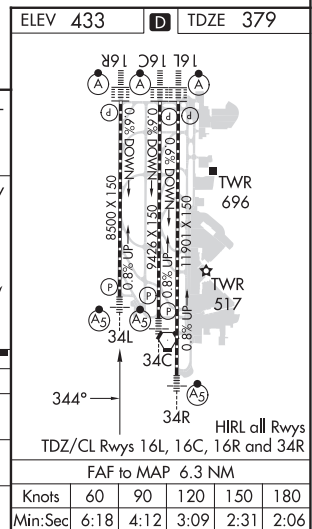
NW-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 34L
SEATTLE-TACOMA INTL (SEA)

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	CPDLC
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<p>VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 75).</p>				
CATEGORY	A	B	C	D
S-ILS 34L#	579/24 200 (200-½)			
S-LOC 34L	760/24	381 (400-½)	760/40	381 (400-¾)
CIRCLING	1000-1	567 (600-1)	1000-1½ 567 (600-1½)	1000-2 567 (600-2)



NW-1, 07 AUG 2025 to 02 OCT 2025

SEATTLE, WASHINGTON

AL-582 (FAA)

24137

LOC/DME I-SEA 110.3 Chan 40	APP CRS 344°	Rwy Idg TDZE Apt Elev	34R 11901 372 432	34C 9426 387 432
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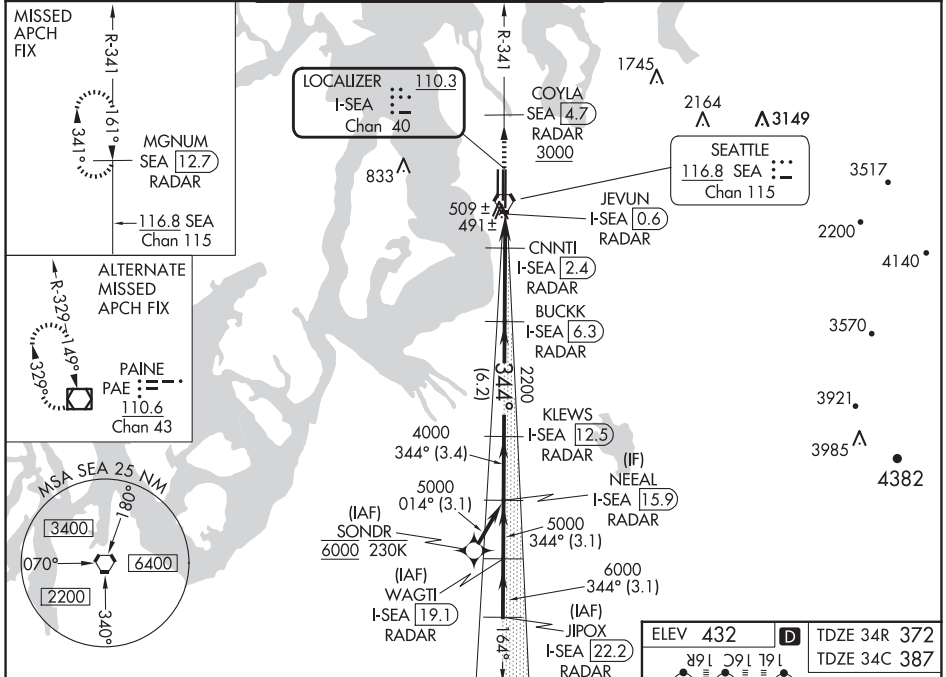
ILS or LOC RWY 34R

SEATTLE-TACOMA INTL (SEA)

From SONDR: RNAV 1-GPS required. DME or RADAR required.	MALSR Rwy 34R/C	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.
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▼ Inop table does not apply to Sidestep 34C Cats A/B.
Simultaneous approach authorized with Rwy 34L.

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	CPDLC
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VGSI and ILS glidepath not coincident (VGSI Angle 2.75/TCH 81).				<div>↑ hdg 343°</div> <div>SEA R-341</div> <div>COYLA SEA 4.7 3000</div> <div>5000</div> <div>SEA R-341</div> <div>MGNUM SEA 12.7</div>			
JIPOX I-SEA 22.2 RADAR	WAGTI I-SEA 19.1 RADAR	NEEL I-SEA 15.9 RADAR	KLEWS I-SEA 12.5 RADAR	BUCKK I-SEA 6.3 RADAR	CNNTI I-SEA 2.4 RADAR	Use I-SEA DME when on localizer course. *LOC only	
7000	6000	5000	4000	2200	2200	JEVUN I-SEA 0.6 RADAR	
GS 2.75° TCH 60	3.1 NM	3.1 NM	3.4 NM	6.2 NM	4 NM	1.1 NM	0.7 NM
CATEGORY	A		B		C		D
S-ILS 34R	572/18 200 (200-½)						
S-LOC 34R	740/24 368 (400-½) 740/35 368 (400-¾)						
SIDESTEP 34C	760/55 373 (400-1) 760-1½ 373 (400-1½)						
C CIRCLING	1000-1 568 (600-1) 1000-1½ 568 (600-1½) 1000-2 568 (600-2)						
				FAF to MAP 5.8 NM			
				Knots	60	90	120 150 180
				Min:Sec	5:48	3:52	2:54 2:19 1:56

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SEATTLE, WASHINGTON

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)

Amdt 3 28FEB19


ILS or LOC RWY 34R

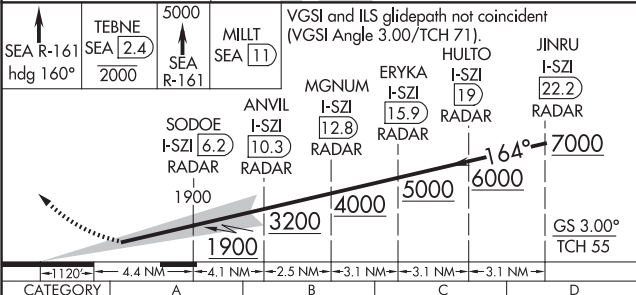
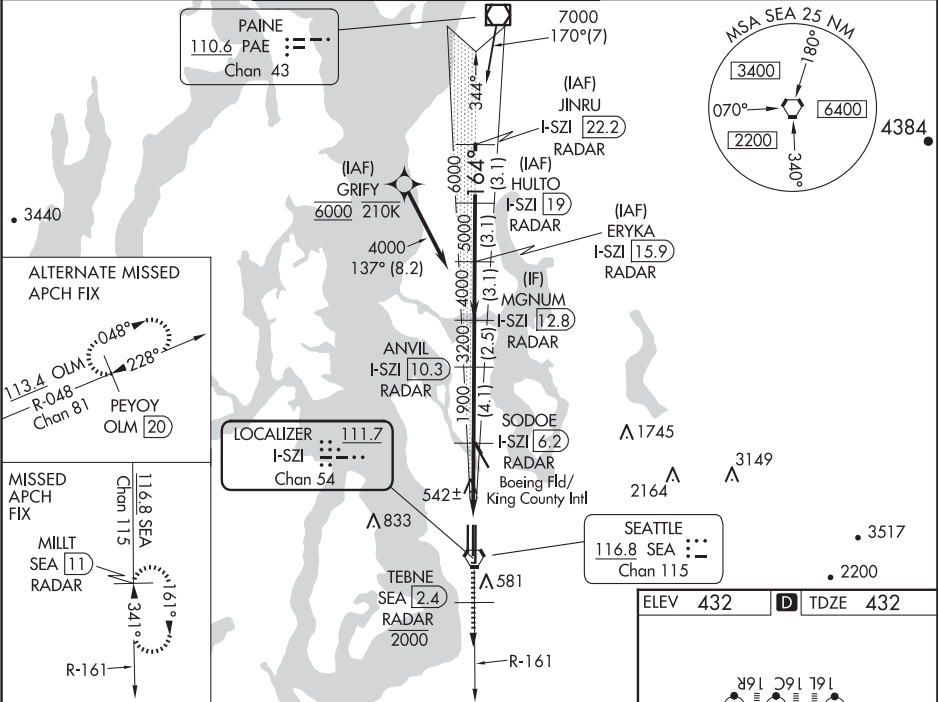
NW-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-SZI	APP CRS	Rwy Idg	9426
111.7	164°	TDZE	430
Chan 54		Apt Elev	432

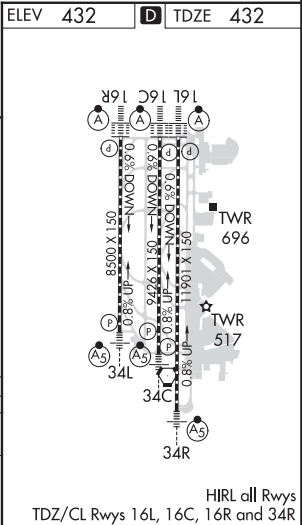
ILS RWY 16C (SA CAT I)

SEATTLE-TACOMA INTL (SEA)

DME or RADAR required. From GRIFY: RNAV 1-GPS required.			ALSF-2 	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 MILIT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.		
Simultaneous approach authorized with Rwy 16R. 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.						
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	CPDLC	



S-ILS 16C	RA 292/14 150 DA 580
SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED	



LOC/DME F-SNQ 110.3 Chan 40	APP CRS 164°	Rwy Idg 11901 TDZE 432 Apt Elev 432
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ILS RWY 16L (SA CAT I)

SEATTLE-TACOMA INTL (SEA)

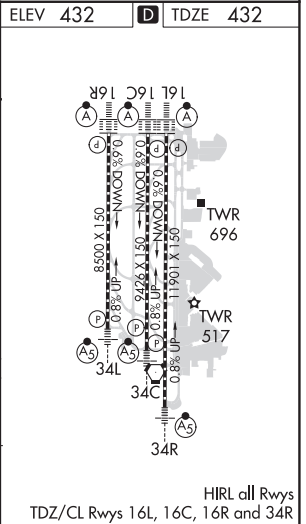
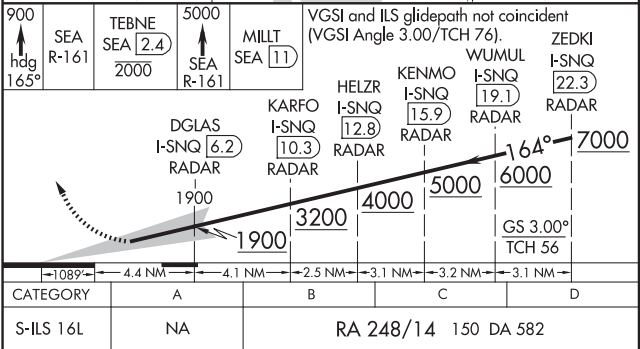
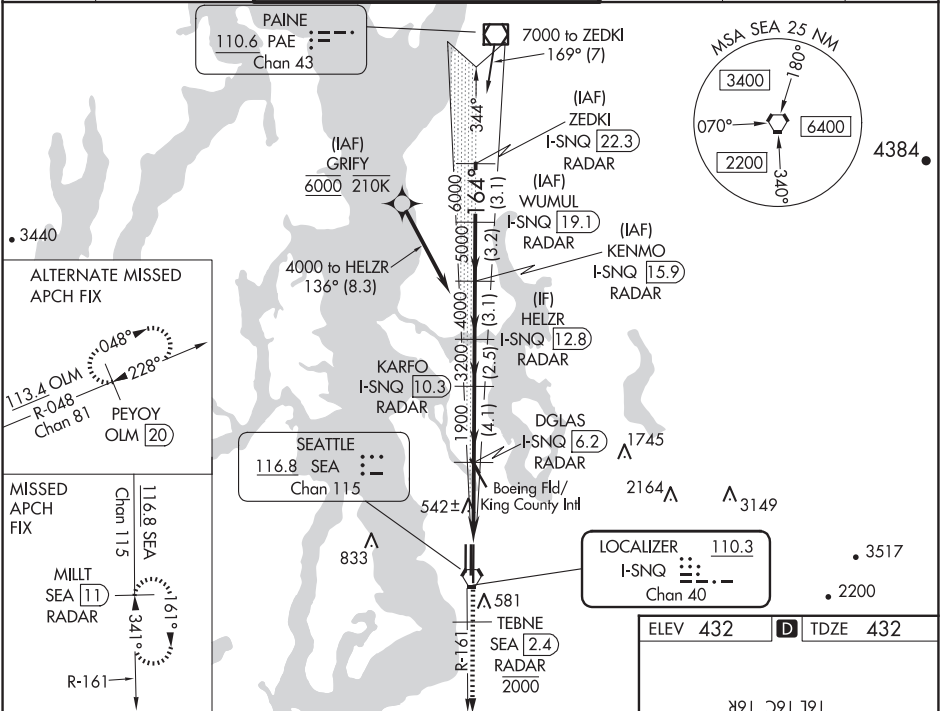
DME or RADAR required. RNP APCH-GPS, from GRIFY.

Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC, or LOA approval.

ALSF-2

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 MILIT/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	CPDLC
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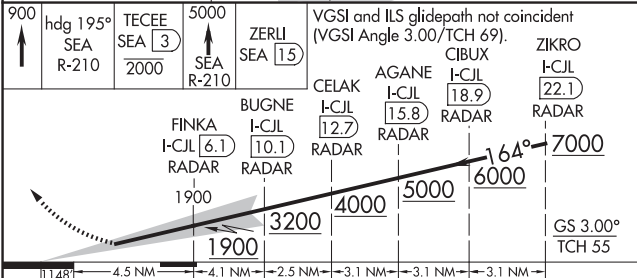
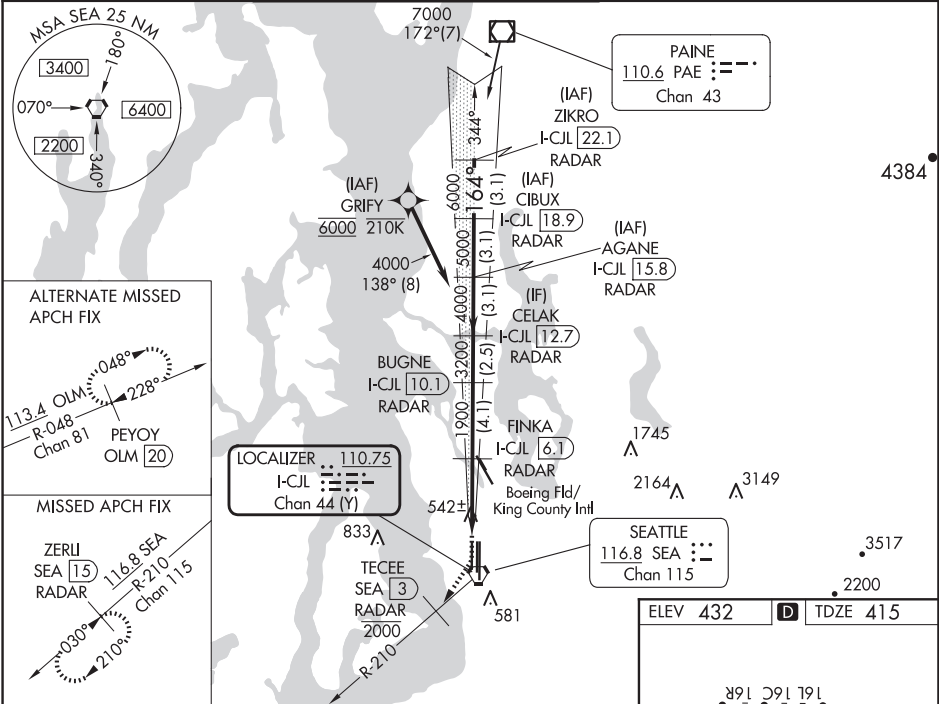
SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED			
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LOC/DME I-CJL 110.75 Chan 44 (Y)	APP CRS 164°	Rwy Idg TDZE Apt Elev	8500 415 432
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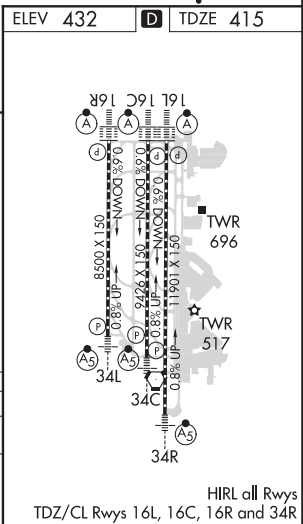
ILS RWY 16R (SA CAT I)
SEATTLE-TACOMA INTL (SEA)

DME or RADAR required. From GRIFY: RNAV 1-GPS required. Simultaneous approach authorized with Rwy 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.	ALSF-2 	MISSED APPROACH: Climb to 900 then climb on heading 195° and on SEA VORTAC R-210 to cross TECEE/SEA 3 DME/RADAR at or below 2000 then climb to 5000 on SEA VORTAC R-210 to ZERLI/SEA 15 DME/RADAR and hold, continue climb-in-hold to 5000.
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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	CPDLC
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CATEGORY	A	B	C	D
S-ILS 16R	RA 176/14 150 DA 565			
SA CAT I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				



SEATTLE, WASHINGTON

AL-582 (FAA)

24137

LOC/DME I-TUC 111.7 Chan 54	APP CRS 344°	Rwy ldg TDZE Apt Elev 9426 387 432
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ILS RWY 34C (SA CAT I & II)

SEATTLE-TACOMA INTL (SEA)

DME or RADAR required. From SONDR: RNAV 1-GPS required.

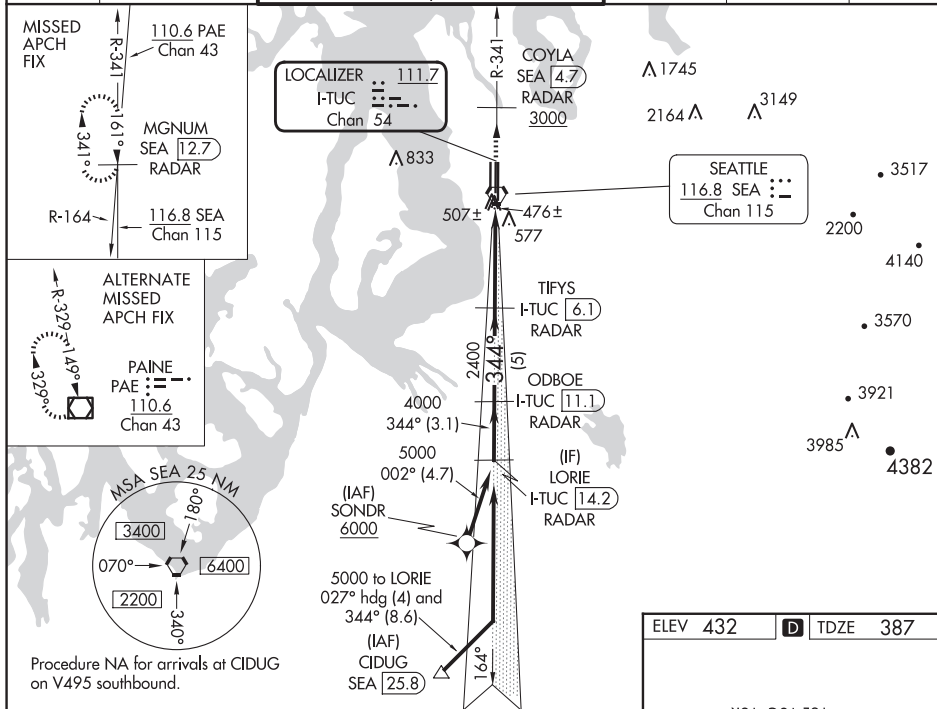
Simultaneous approach authorized with Rwy 34L. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR



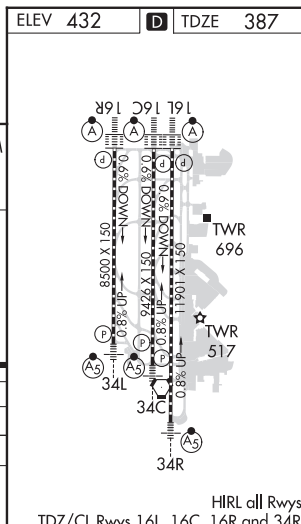
MISSED APPROACH: Climb on heading 345° and outbound on SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or above 3000 then climb to 5000 on SEA VORTAC R-341 to MGNUM/SEA 12.7 DME/RADAR and hold, continue climb-in-hold to 5000.

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	CPDLC
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).				
LORIE I-TUC [14.2] RADAR	ODBOE I-TUC [11.1] RADAR	TIFYS I-TUC [6.1] RADAR	COYLA SEA [4.7] 3000	MGNUM SEA [12.7]
5000	4000	2400	2400	5000
GS 3.00° TCH 56	3.1 NM	5 NM	6.2 NM	900'
CATEGORY	A	B	C	D
S-ILS 34C	SA CAT I	RA 231/14	150	DA 537
S-ILS 34C	SA CAT II	RA 112/12	100	DA 487

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SEATTLE, WASHINGTON

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)

Amdt 3E 21JUN18

ILS RWY 34C (SA CAT I & II)

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-BEJ 110.75 Chan 44 (Y)	APP CRS 344°	Rwy Idg TDZE Apt Elev	8500 379 433
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ILS RWY 34L (SA CAT I & II)
SEATTLE-TACOMA INTL (SEA)

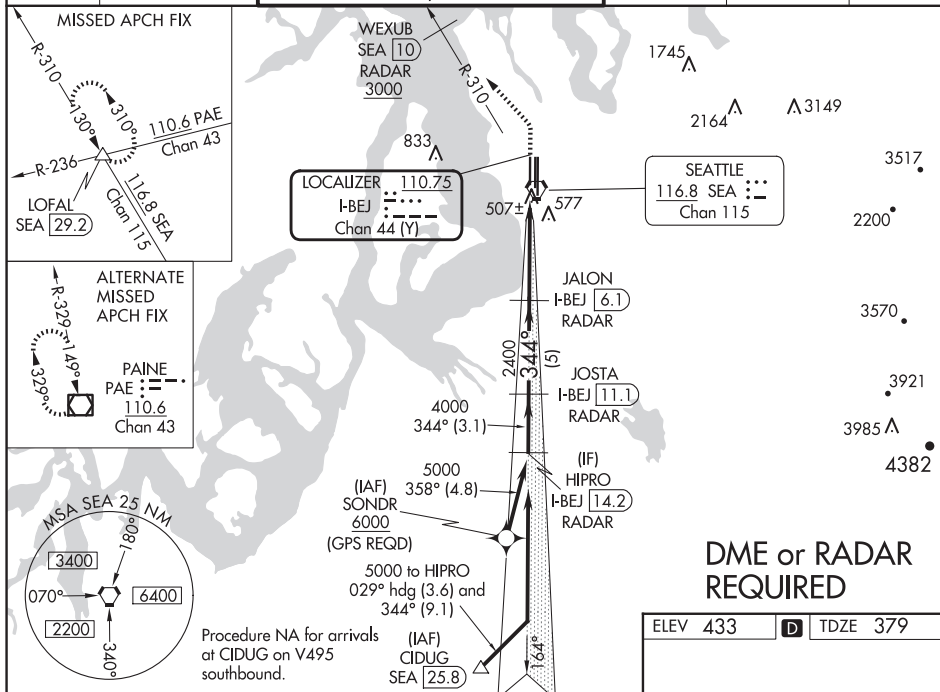
T DME or RADAR required. Simultaneous approach authorized with Rwy 34R/C. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting, requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

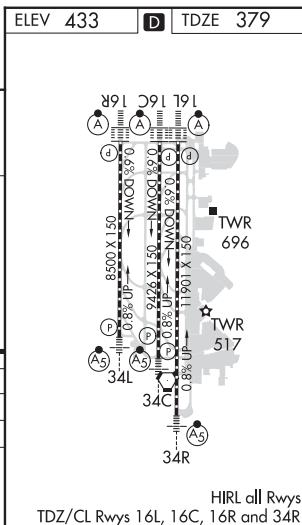


MISSED APPROACH: Climb to 900 then climbing left turn on heading 300° and on SEA VORTAC R-310 to cross WEXUB/10 DME/RADAR at or above 3000, then climb to 5000 on SEA VORTAC R-310 to LOFAL/SEA 29.2 DME and hold.

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	CPDLC
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[illegible]

SA CATEGORY I & II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



SEATTLE, WASHINGTON

AL-582 (FAA)

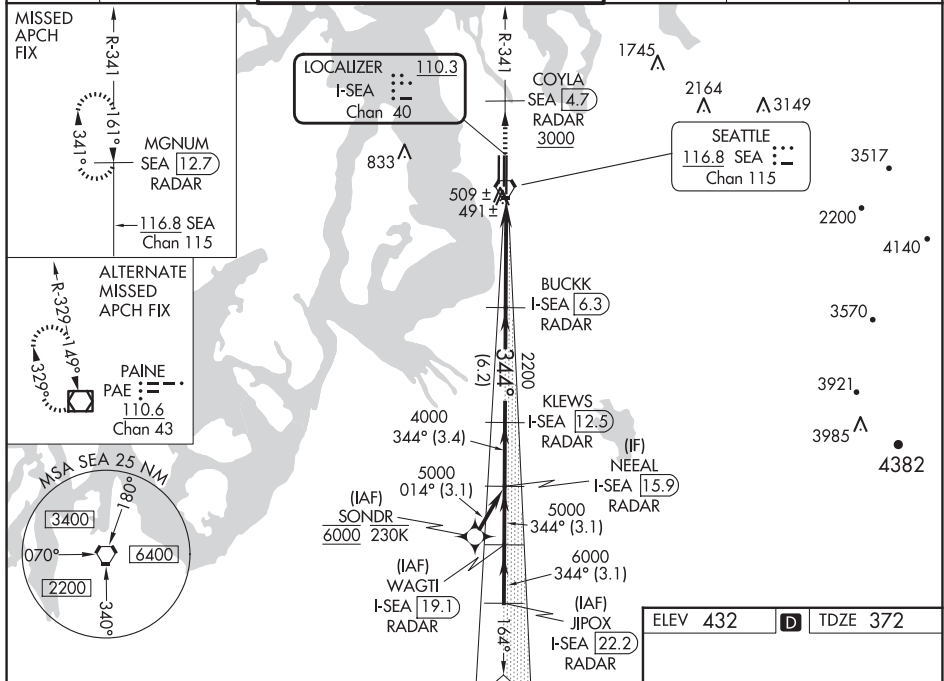
24137

LOC/DME I-SEA 110.3 Chan 40	APP CRS 344°	Rwy Idg TDZE Apt Elev	11901 372 432
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ILS RWY 34R (SA CAT I & II)

SEATTLE-TACOMA INTL (SEA)

From SONDR: RNAV 1-GPS required. DME or RADAR required.		MALSR	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.			
<div><div></div><div></div></div>	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.		<div><div></div><div></div></div>			
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	CPDLC



VGSI and ILS glidepath not coincident (VGSI Angle 2.75/TCH 81).				↑ hdg 343°	SEA R-341	COYLA SEA 4.7 3000	5000 ↑ SEA R-341	MGNUM SEA 12.7	
JIPOX I-SEA 22.2 RADAR	WAGTI I-SEA 19.1 RADAR	NEEL I-SEA 15.9 RADAR	KLEWS I-SEA 12.5 RADAR	BUCKK I-SEA 6.3 RADAR	Use I-SEA DME when on localizer course.				
3.1 NM		3.1 NM		3.4 NM		6.2 NM		6.1 NM	1135
CATEGORY		A		B		C		D	
S-ILS 34R		SA CAT I RA 250/14 150 DA 522							
S-ILS 34R		SA CAT II RA 200/12 100 DA 472							
SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED									

Diagram of the ILS glide path. A solid line represents the 344° glide path, and a dashed line represents the 343° glide path. The vertical distance between them at 6.1 NM is 1135 feet. The diagram shows distances of 3.1 NM, 3.1 NM, 3.4 NM, 6.2 NM, 6.1 NM, and 1135 feet. The glide path angles are 344° and 343°. The vertical distance between the glide paths at 6.1 NM is 1135 feet. The diagram also shows the 7000, 6000, 5000, 4000, and 2200 foot altitudes. The diagram is labeled with 'GS 2.75° TCH 60' and '344°' and '343°'.

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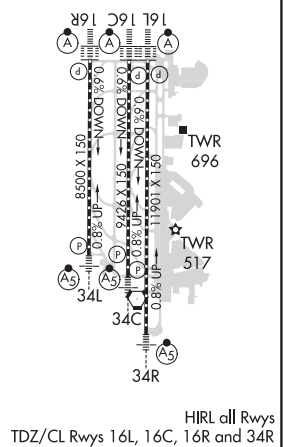
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Diagram of the ILS glide path. A solid



SEATTLE, WASHINGTON

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)

Amdt 3 28FEB19

ILS RWY 34R (SA CAT I & II)

HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

NW-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 16C (CAT II & III)
SEATTLE-TACOMA INTL (SEA)

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.

CPDLC

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

SEATTLE-TACOMA INTL (SEA)

47°27'N-122°19'W

ILS RWY 16C (CAT II & III)

NW-1, 07 AUG 2025 to 02 OCT 2025

ILS RWY 16L (CAT II & III)
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 MILIT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.



PAINE
110.6 PAE ---
Chan 43

SEATTLE
116.8 SEA ---
Chan 115

LOCALIZER
110.3
I-SNQ ---
Chan 40

**Boeing Fld/
King County Intl**
110.3 LOCALIZER
Chan 40

GRIFY
6000 210K
(IAF)
4000 to HELZR
136° (8.3)

KARFO
13200
I-SNQ 10.3
RADAR

HELZR
4000
(IF)
I-SNQ 12.8
RADAR

WUMUL
6000
(IAF)
I-SNQ 19.1
RADAR

DGLAS
1900
I-SNQ 6.2
RADAR

ZEDKI
7000 to ZEDKI
169° (7)

WUMUL
6000
(IAF)
I-SNQ 19.1
RADAR

KENMO
6000
(IAF)
I-SNQ 15.9
RADAR

PEYOY
OLM 20
R-048
Chan 81

**ALTERNATE MISSED
APCH FIX**

**MISSED
APCH
FIX**

**MILIT
SEA 11
RADAR**

MSA SEA 25 NM
3400
6400
2200
070°
340°

4384

3517

2200

1745

2164

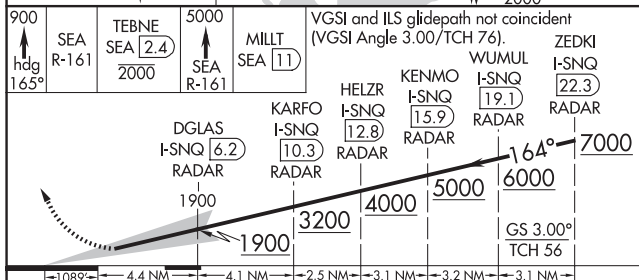
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542±

833

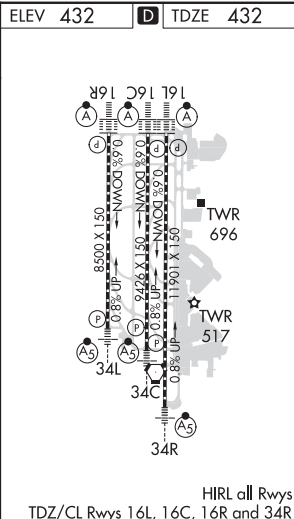
581

ELEV 432	D TDZE 432
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CATEGORY	A	B	C	D
S-ILS 16L	NA	CAT II RA 176/12 100 DA 532		
S-ILS 16L	NA	CAT III RVR 03		

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

SEATTLE-TACOMA INTL (SEA)
ILS RWY 16L (CAT II & III)

LOC/DME I-CJL 110.75 Chan 44 (Y)	APP CRS 164°	Rwy Idg TDZE Apt Elev	8500 415 432
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ILS RWY 16R (CAT II & III)
SEATTLE-TACOMA INTL (SEA)

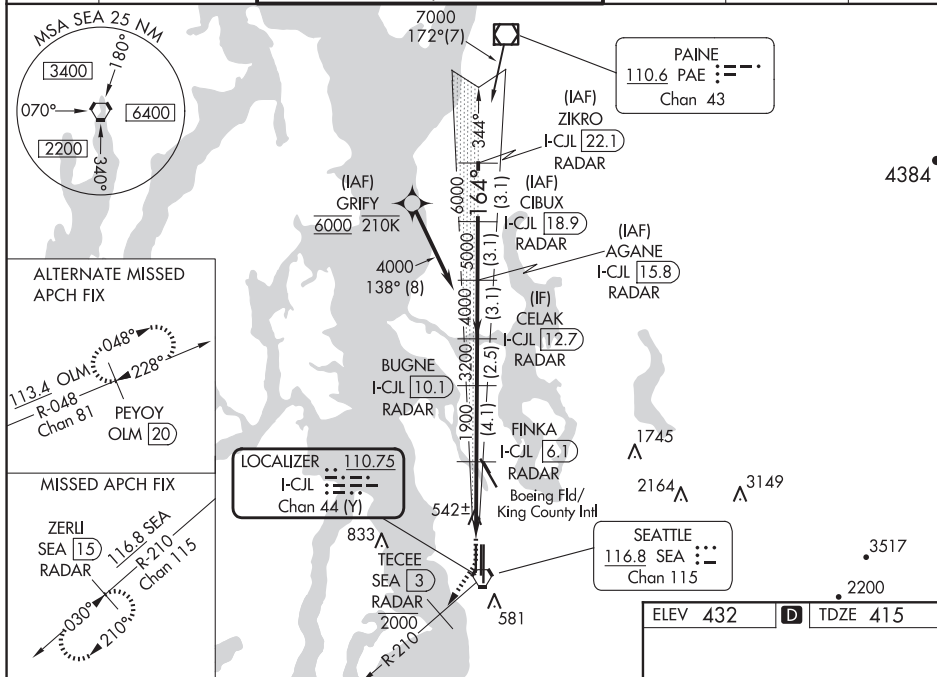
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

T Simultaneous approach authorized with Rwy 16L and 16C. 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.

ALSF-2

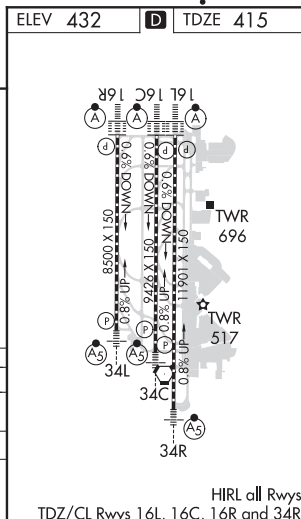
MISSED APPROACH: Climb to 900 then climb on heading 195° and on SEA VORTAC R-210 to cross TEEC/SEA 3 DME/RADAR at or below 2000 then climb to 5000 on SEA VORTAC R-210 to ZERU/SEA 15 DME/RADAR and hold, continue climb-in-hold to 5000.

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	CPDLC
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CATEGORY	A	B	C	D
S-ILS 16R	CAT II RA 139/12 100 DA 515			
S-ILS 16R	CAT III RVR 03			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



ILS RWY 16R (CAT II & III)

SEATTLE, WASHINGTON


AL-582 (FAA)

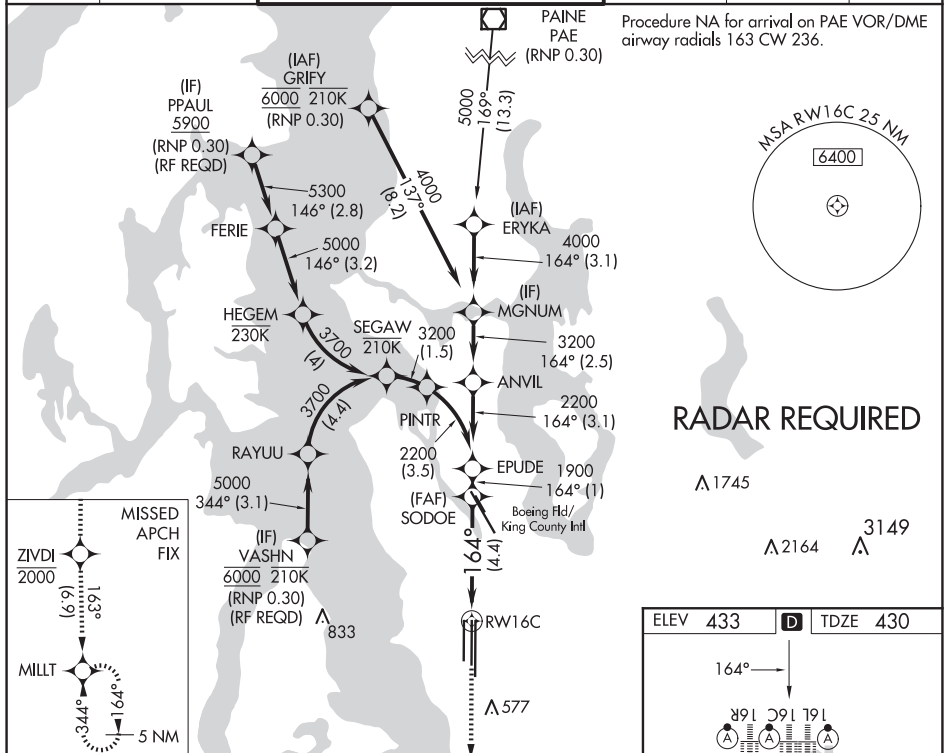
24137

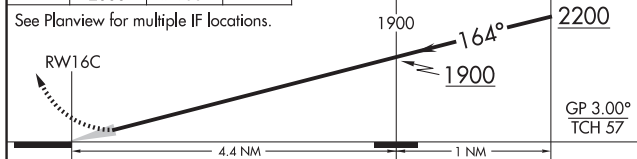
APP CRS 164°	Rwy Idg 9426
	TDZE 430
	Apt Elev 433

RNAV (RNP) Z RWY 16C

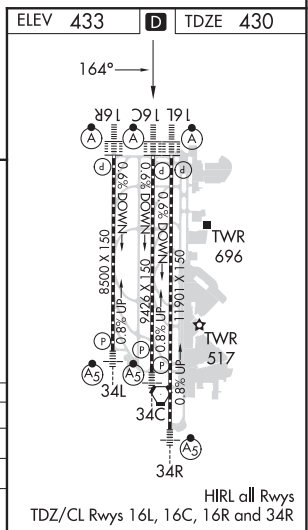
SEATTLE-TACOMA INTL (SEA)

<p>⚠ 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$\frac{3}{8}$ SM.</p>			<p>ALSF-2</p> 		<p>MISSED 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.</p>	
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	CPDLC	



<p>See Planview for multiple IF locations.</p>		<p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).</p>	
<p>RW16C</p> 		<p>EPUDE</p> <p>2200</p> <p>1900</p> <p>GP 3.00° TCH 57</p>	
CATEGORY	A	B	C
RNP 0.12 DA		758/29	328 (400-5%)
RNP 0.30 DA		834/43	404 (500-7%)

AUTHORIZATION REQUIRED



SEATTLE, WASHINGTON

Amdt 1A 12OCT17

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)

RNAV (RNP) Z RWY 16C

NW-1, 07 AUG 2025 to 02 OCT 2025

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

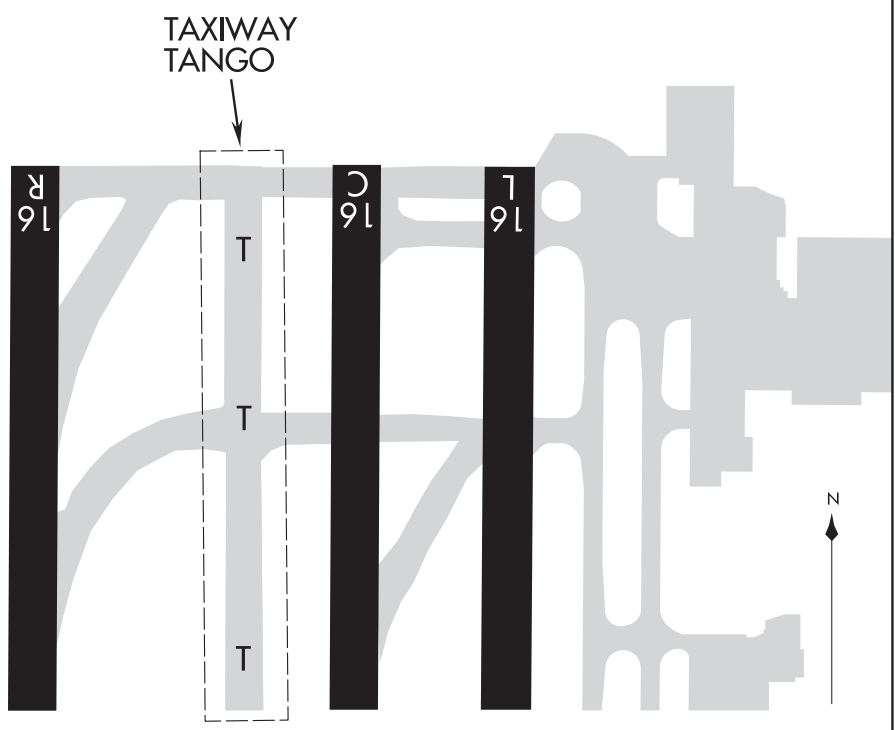
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

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.



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SEATTLE, WASHINGTON


AL-582 (FAA)

24137

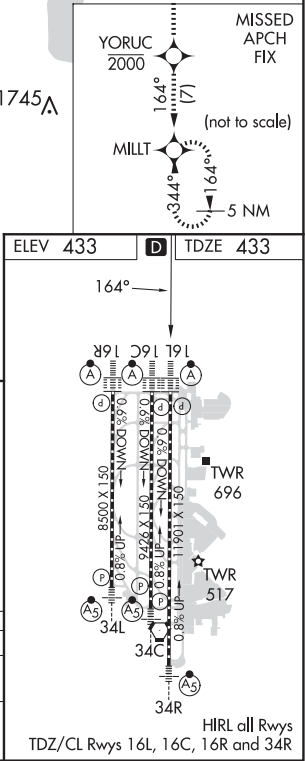
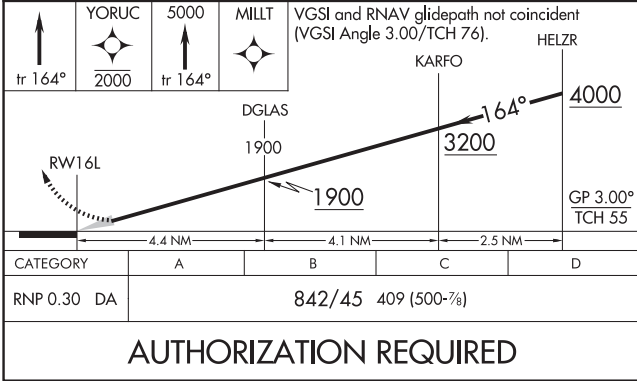
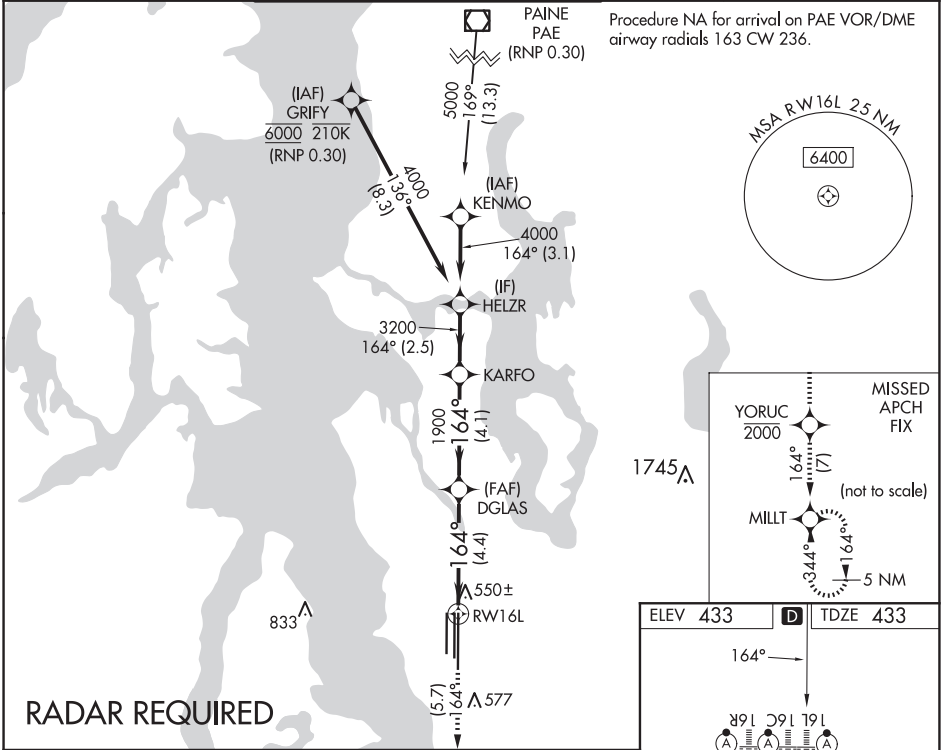
APP CRS	Rwy Idg	11901
164°	TDZE	433
	Apt Elev	433

RNAV (RNP) Z RWY 16L

SEATTLE-TACOMA INTL (SEA)

<p>▼ 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$\frac{3}{8}$ mile.</p>	<p>ALSIF-2</p> 	<p>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.</p>
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D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON	CLNC DEL	CPDLC
118.0	133.65 273.45	119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	121.7	128.0	



SEATTLE, WASHINGTON

Amtd 2A 12OCT17

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)

RNAV (RNP) Z RWY 16L

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy ldg	8500
164°	TDZE	415
	Apt Elev	433

RNAV (RNP) Z RWY 16R
SEATTLE-TACOMA INTL (SEA)

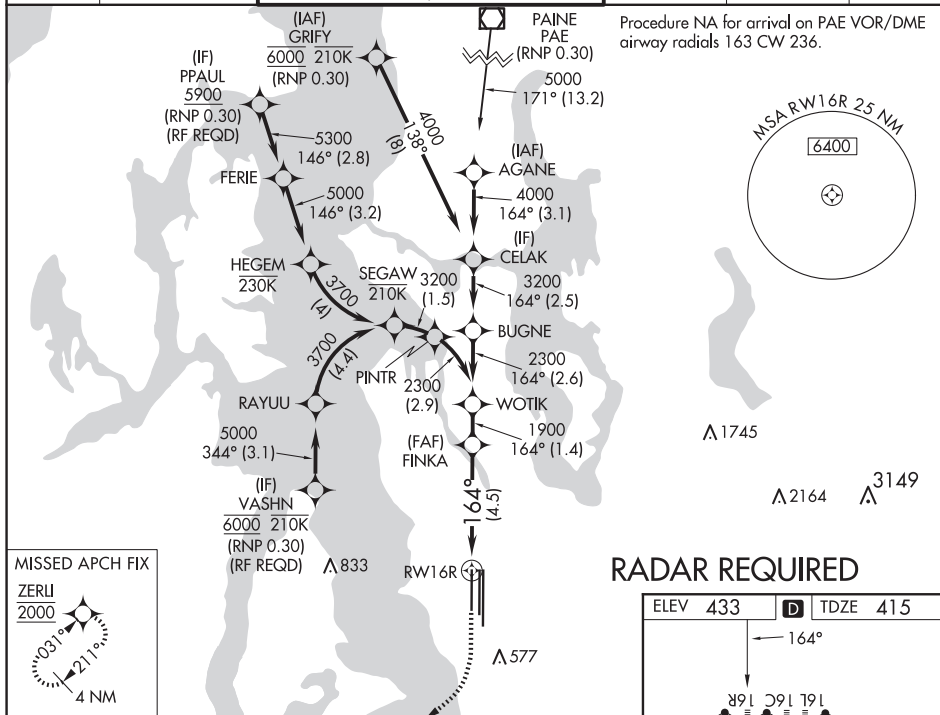
▼ For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16L, except for arrivals at PPAUL and VASHN. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5800, increase RNP 0.30 all Cats visibility to 1½ SM.



ALSF-2



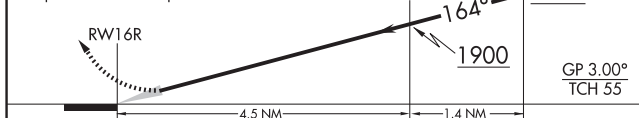
MISSED APPROACH: Climb to 900 then climbing right direct ZERLI to cross ZERLI at 2000 and hold.

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	CPDLC
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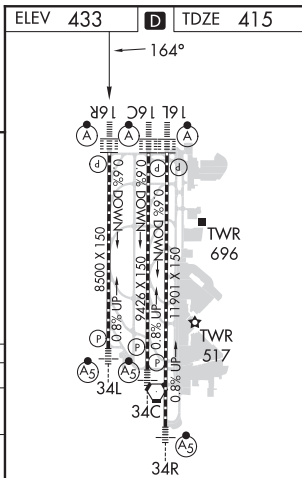
900 ↑		ZERLI  2000	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).	FINKA	WOTIK
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See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.15 DA	770/34 355 (400-%)			
RNP 0.30 DA	854/50 439 (500-1)			

AUTHORIZATION REQUIRED



SEATTLE, WASHINGTON

Amdt 1A 12OCT17

47°27'N-122°19'W

749

SEATTLE-TACOMA INTL (SEA)

RNAV (RNP) Z RWY 16R

HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

APP CRS	Rwy Idg	9426
344°	TDZE	387
	Apf Elev	432

RNAV (RNP) Z RWY 34C

SEATTLE-TACOMA INTL (SEA)

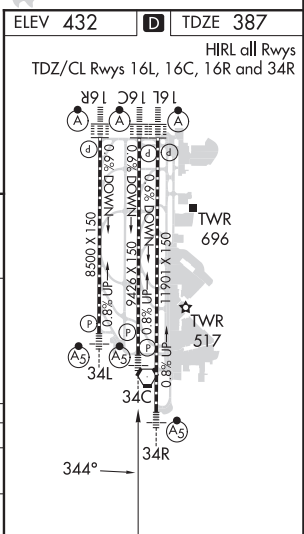
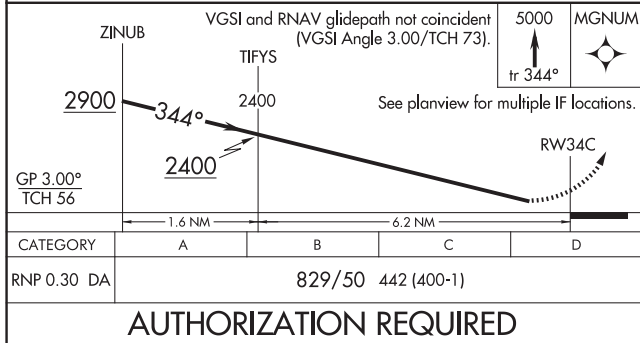
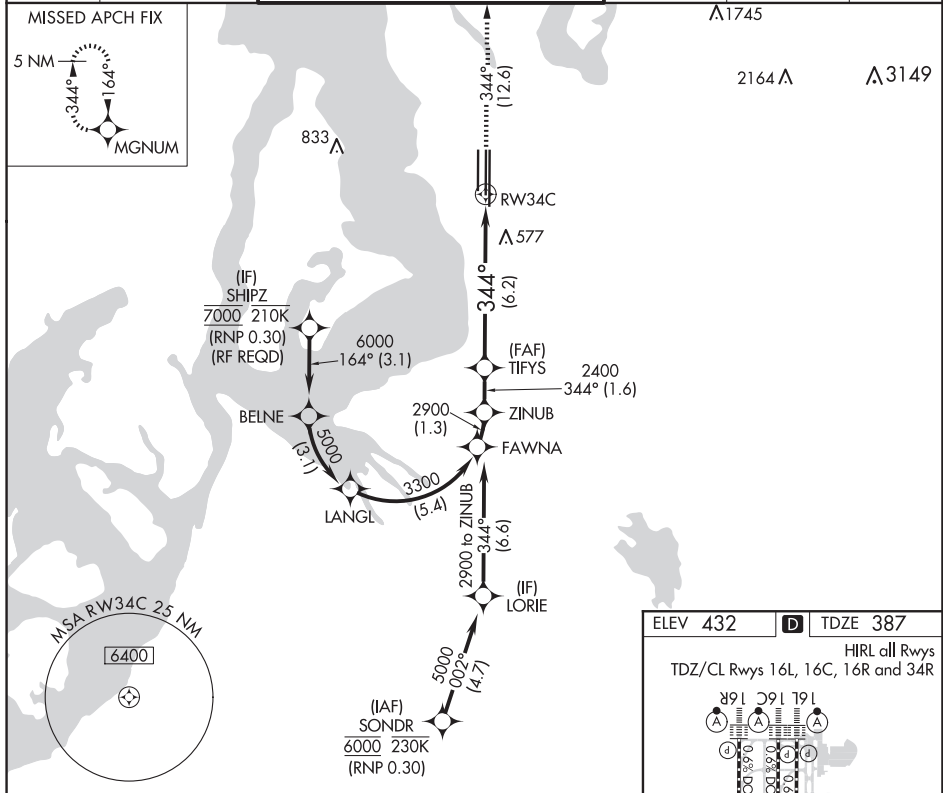
RNP AR APCH.

▼ 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.

MALSR

MISSED APPROACH: Climb to 5000 on track 344° to MGNUM and hold, continue climb-in-hold to 5000.

D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON	CLNC DEL	CPDLC
118.0	133.65 273.45	119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	121.7	128.0	



APP CRS	Rwy Idg	8500
344°	TDZE	379
	Apt Elev	433

RNAV (RNP) Z RWY 34L

SEATTLE-TACOMA INTL (SEA)

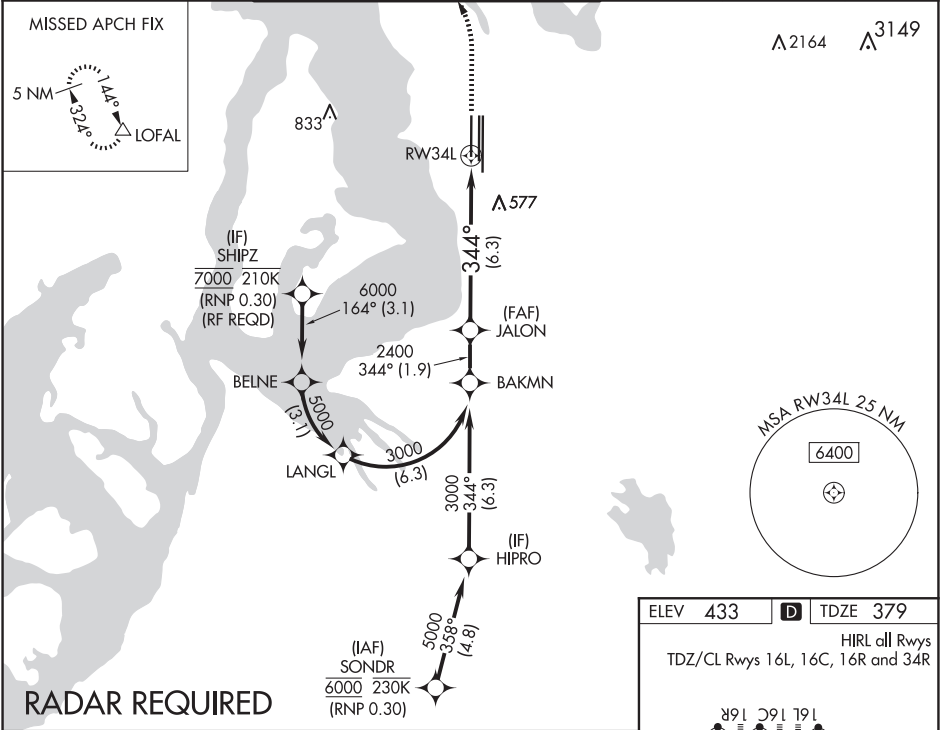
▼




For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 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 1½ mile.

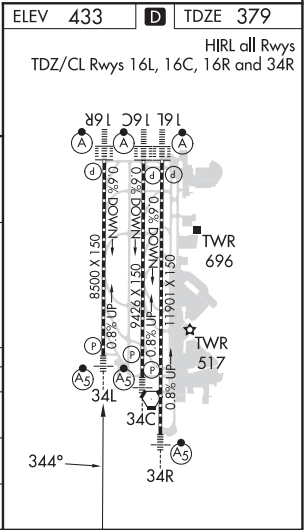
MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct LOFAL and hold.

D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON	CLNC DEL	CPDLC
118.0	133.65 273.45	119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	121.7	128.0	



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).							
BAKMN		JALON					
3000		2400		See planview for multiple IF locations.			
GP 3.00° TCH 55		2400		RW34L			
1.9 NM		6.3 NM					
CATEGORY	A	B	C	D			
RNP 0.15 DA	695/24	316 (300-½)	695/40	316 (300-¾)			
RNP 0.30 DA	787/50 408 (400-1)						
AUTHORIZATION REQUIRED							



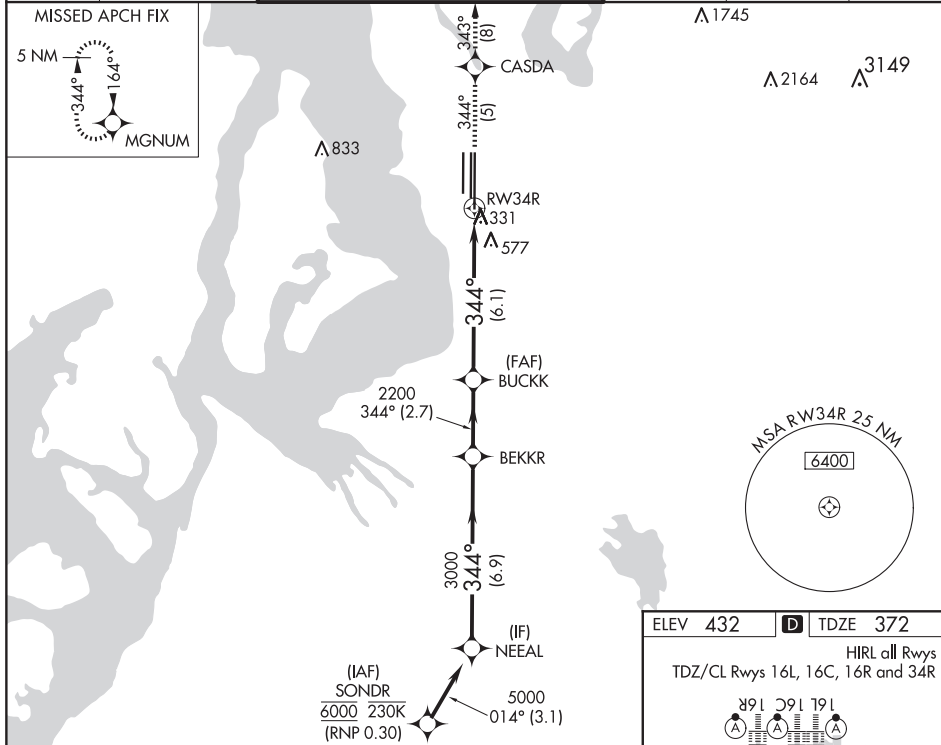
APP CRS	Rwy Idg	11901
344°	TDZE	372
	Apf Elev	432

RNAV (RNP) Z RWY 34R

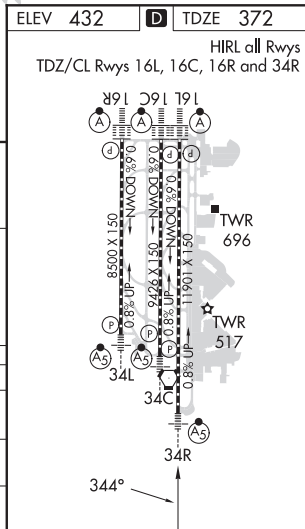
SEATTLE-TACOMA INTL (SEA)

RNP AR APCH.	MALSR	MISSED APPROACH: Climb to 5000 on track 344° to CASDA and on track 343° to MGNUM and hold, continue climb-in-hold to 5000.
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.		

D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON	CLNC DEL	CPDLC
118.0	133.65 273.45	119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	121.7	128.0	



VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 81).				
NEAL	BEKKR	BUCKK	CASDA	MGNUM
5000	3000	2200	tr 344°	tr 343°
GP 2.75°				
TCH 60				
	6.9 NM	2.7 NM	6.1 NM	
CATEGORY	A	B	C	D
RNP 0.28 DA	867/50 495 (500-1)			
RNP 0.30 DA	880-1½ 508 (500-1½)			
AUTHORIZATION REQUIRED				



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 you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

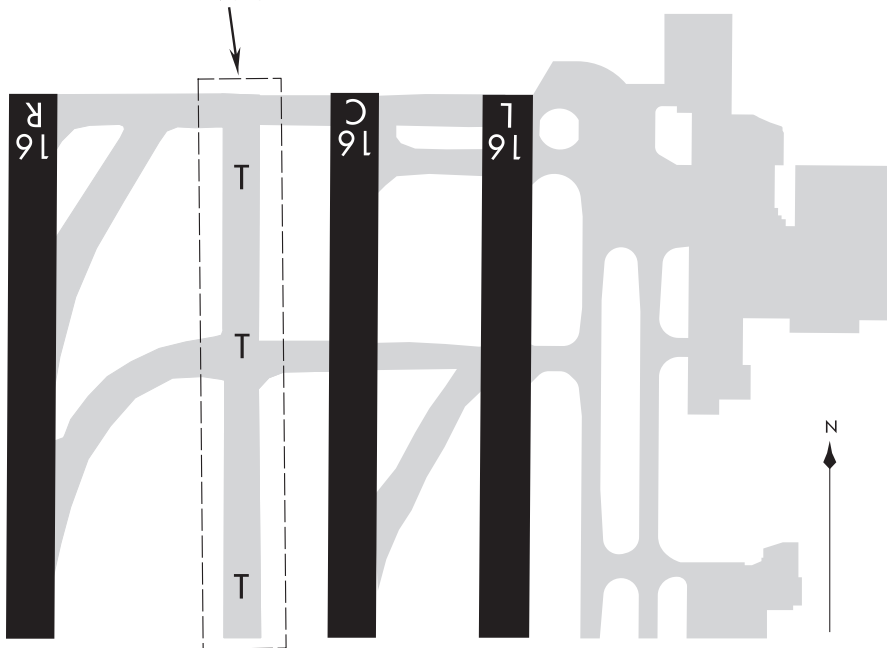
TRANSITION TO VISUAL:

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.

TAXIWAY
TANGO



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **63202**
W16A

APP CRS
164°

Rwy Idg **11901**
TDZE **432**
Apt Elev **432**

RNAV (GPS) Y RWY 16L

SEATTLE-TACOMA INTL (SEA)

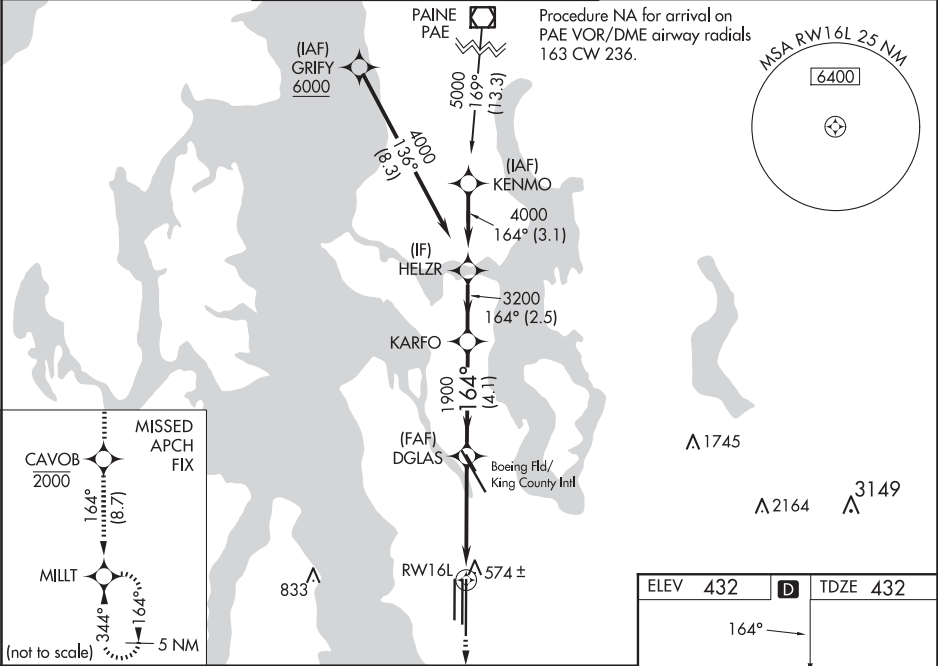
RNP APCH.

▼ 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 AL, increase LPV all Cats visibility to RVR 4500, and increase LNAV Cats C/D visibility to RVR 6000.

ALSF-2

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.

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	CPDLC
------------------------	---	--	-------------------------	--------------------------	-------



CAVOB 2000

5000

MILLT

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76).

↑

↑

↑

↑

*LNAV only

*1 NM to RWY 16L

RWY 16L

1900

4000

3200

GP 3.00°

TCH 55

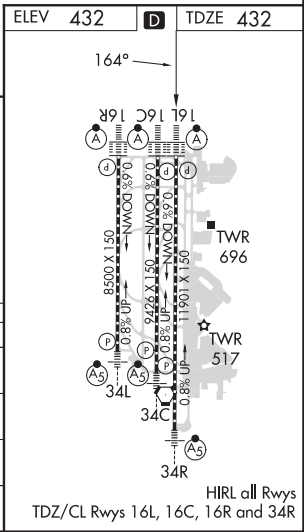
1 NM

3.4 NM

4.1 NM

2.5 NM

CATEGORY	A	B	C	D
LPV DA		700/24	268 (300-½)	
LNAV/ VNAV DA		766/32	334 (400-⅝)	
LNAV MDA	840/24	408 (500-½)	840/40	408 (500-¾)
CIRCLING	1000-1	568 (600-1)	1000-1½ 568 (600-1½)	1000-2 568 (600-2)



RNAV (GPS) Y RWY 16R

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77710 W34B	APP CRS 344°	Rwy Idg 9426 TDZE 387 Apt Elev 432
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RNAV (GPS) Y RWY 34C
SEATTLE-TACOMA INTL (SEA)

RNP APCH.

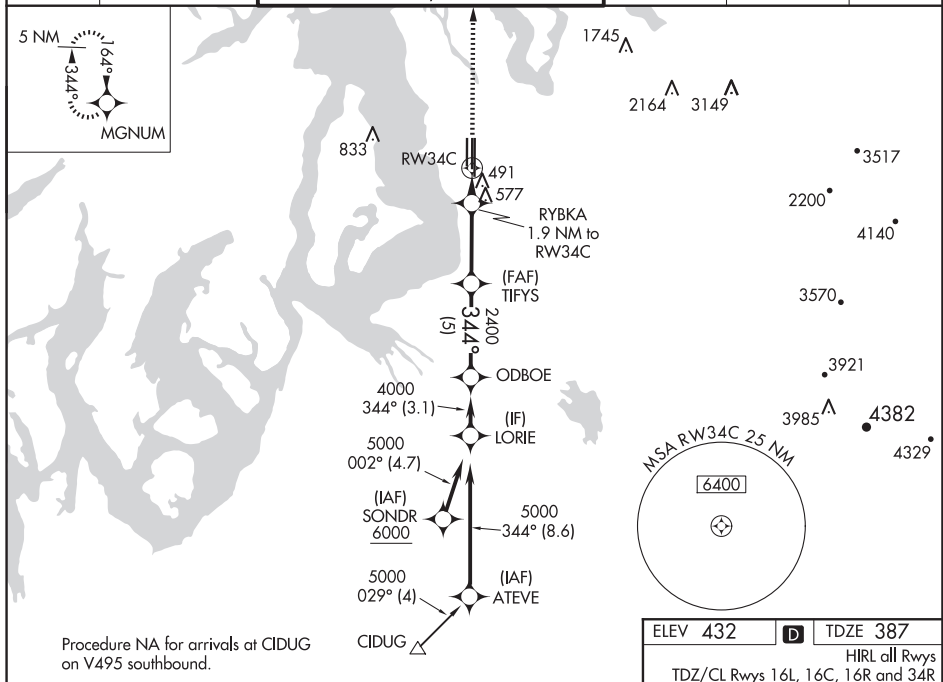
T Simultaneous approach authorized with Rwy 34L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F).

MALSR



MISSED APPROACH: Climb to 5000 direct MGNM and hold, continue climb-in-hold to 5000.

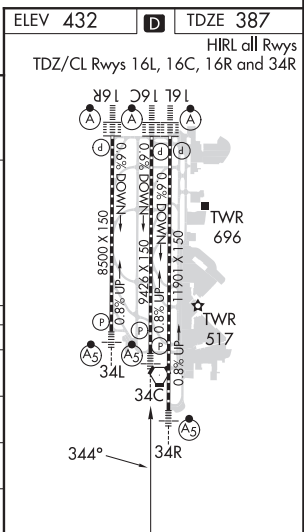
D-ATIS 118.0	SEATTLE APP CON 133.65 273.45	SEATTLE TOWER 119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	GND CON 121.7	CLNC DEL 128.0	CPDLC
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VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 73).

Diagram illustrating the RNAV approach for Runway 34C, showing the glidepath and associated altitudes and distances.

CATEGORY	A	B	C	D
LPV DA		610/24	223 (200-½)	
RNAV/ VNAV DA		839/50	452 (500-1)	
RNAV MDA	880/24	493 (500-½)	880/55	493 (500-1)
CIRCLING	1000-1	568 (600-1)	1000-1½ 568 (600-1½)	1000-2 568 (600-2)



RNAV (GPS) Y RWY 34L


WAAS CH 42710 W34D	APP CRS 344°	Rwy Idg 11901 TDZE 372 Apt Elev 433
--	------------------------	--

RNAV (GPS) Y RWY 34R

SEATTLE-TACOMA INTL (SEA)

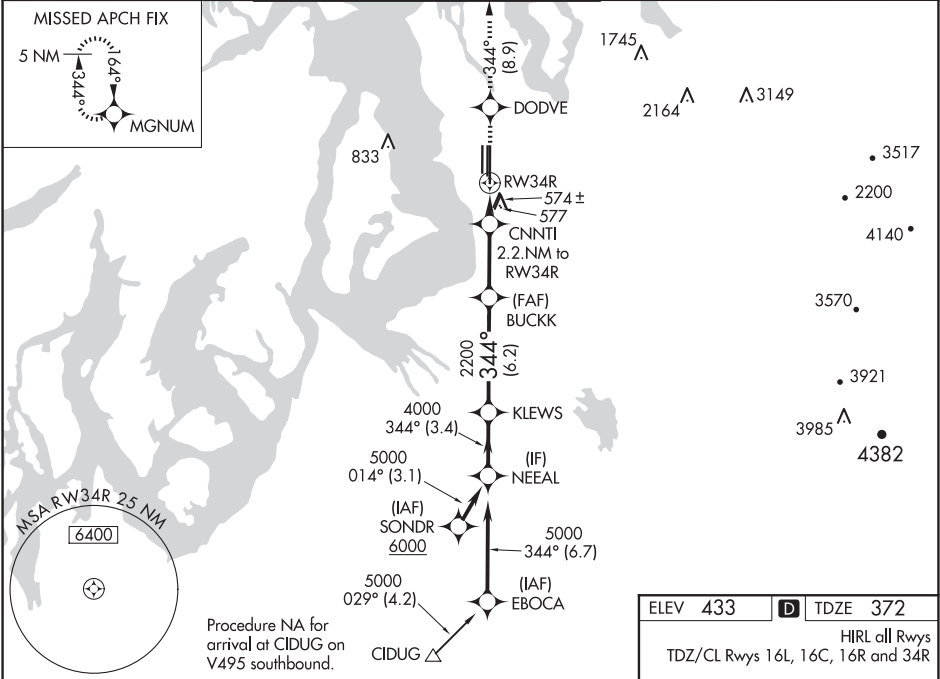
▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 34L. For inoperative ALS, increase LNAV Cat C and D visibility to 1 3/8 SM. # RVR 1800 authorized with use of FD or AP or HUD to DA.

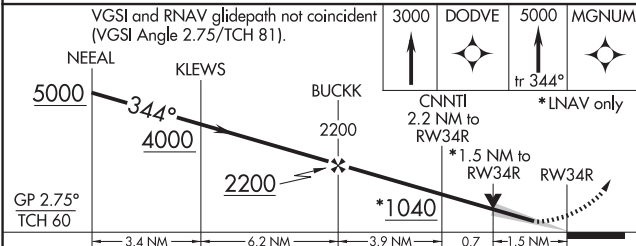
MALSR

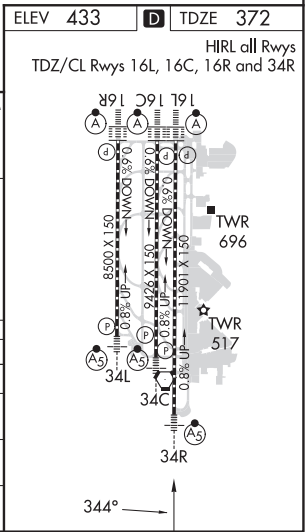


MISSED APPROACH: Climb to 3000 direct DODVE then climb to 5000 on track 344° to MGNUM and hold, continue climb-in-hold to 5000.

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	CINC DEL 128.0	CPDLC
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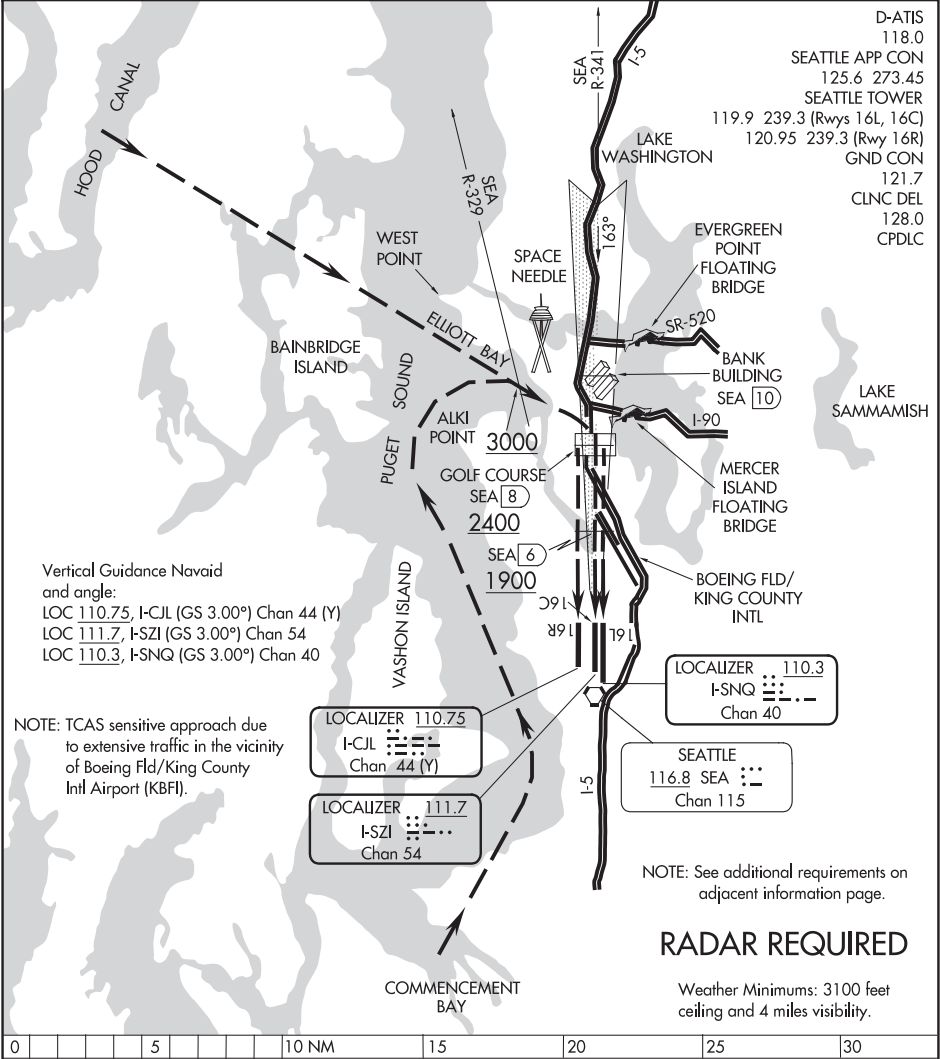


VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 81).				
				
CATEGORY	A	B	C	D
LPV DA#		572/24	200 (200-1/2)	
LNAV/VNAV DA		915-1 1/2	543 (500-1 1/2)	
LNAV MDA	840/24	468 (500-1/2)	840/50	468 (500-1)
CIRCLING	1000-1	567 (600-1)	1000-1 1/2	1000-2
			567 (600-1 1/2)	567 (600-2)



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



BAY VISUAL APPROACH RWY 16R/C/L

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:

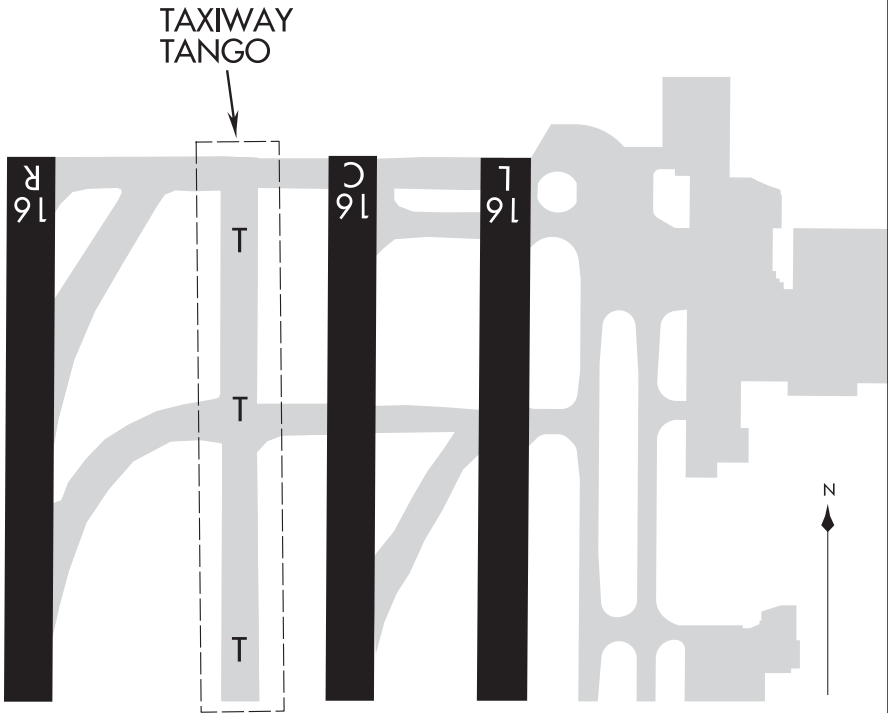
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify that you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

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 RWY 16R/C/L

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

D-ATIS

118.0

SEATTLE APP CON

123.9 263.1

SEATTLE TOWER

119.9 239.3 (Rwys 16L, 16C)

120.95 239.3 (Rwy 16R)

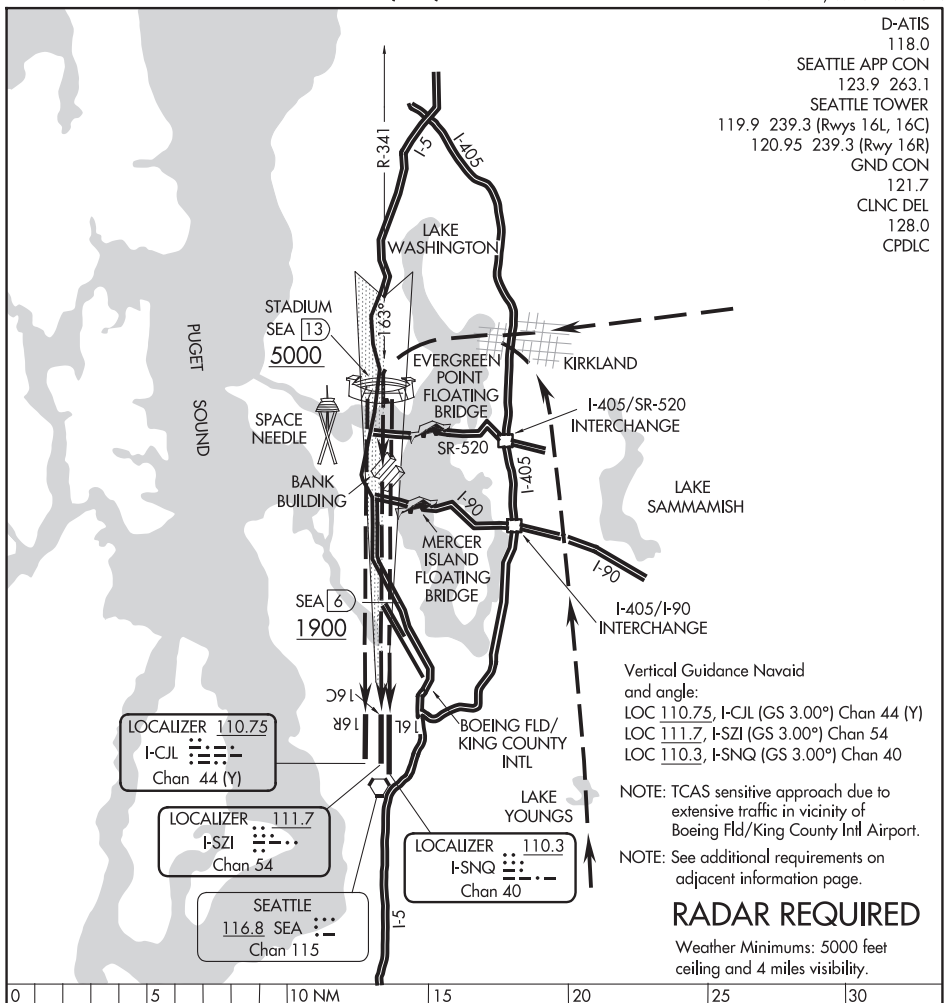
GND CON

121.7

CLNC DEL

128.0

CPDLC



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.

HUSKY VISUAL RWY 16R/C/L

Amdt 5 10MAR11

47°27'N-122°19'W

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

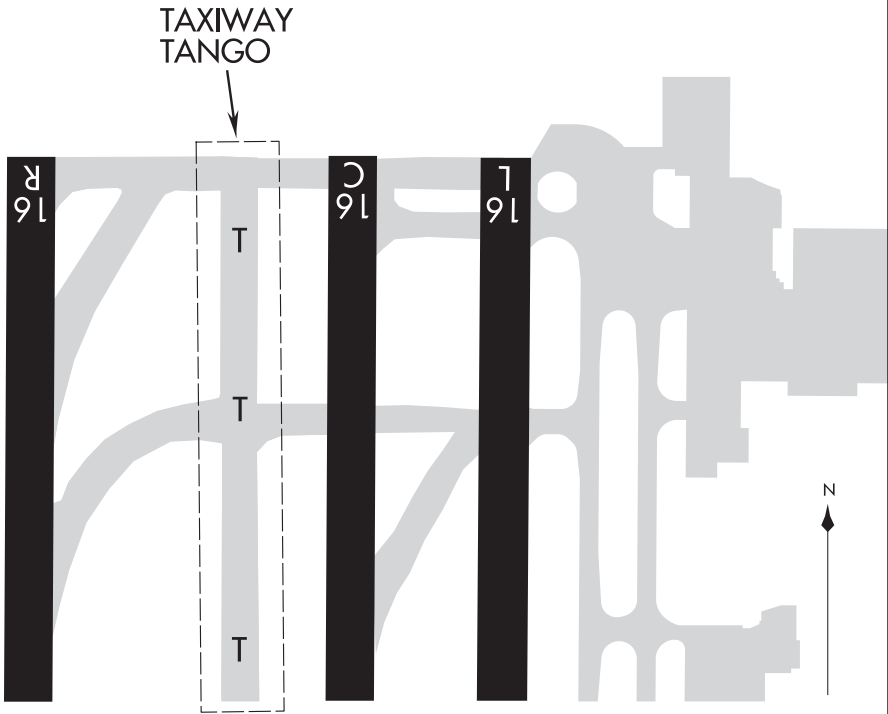
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify that you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

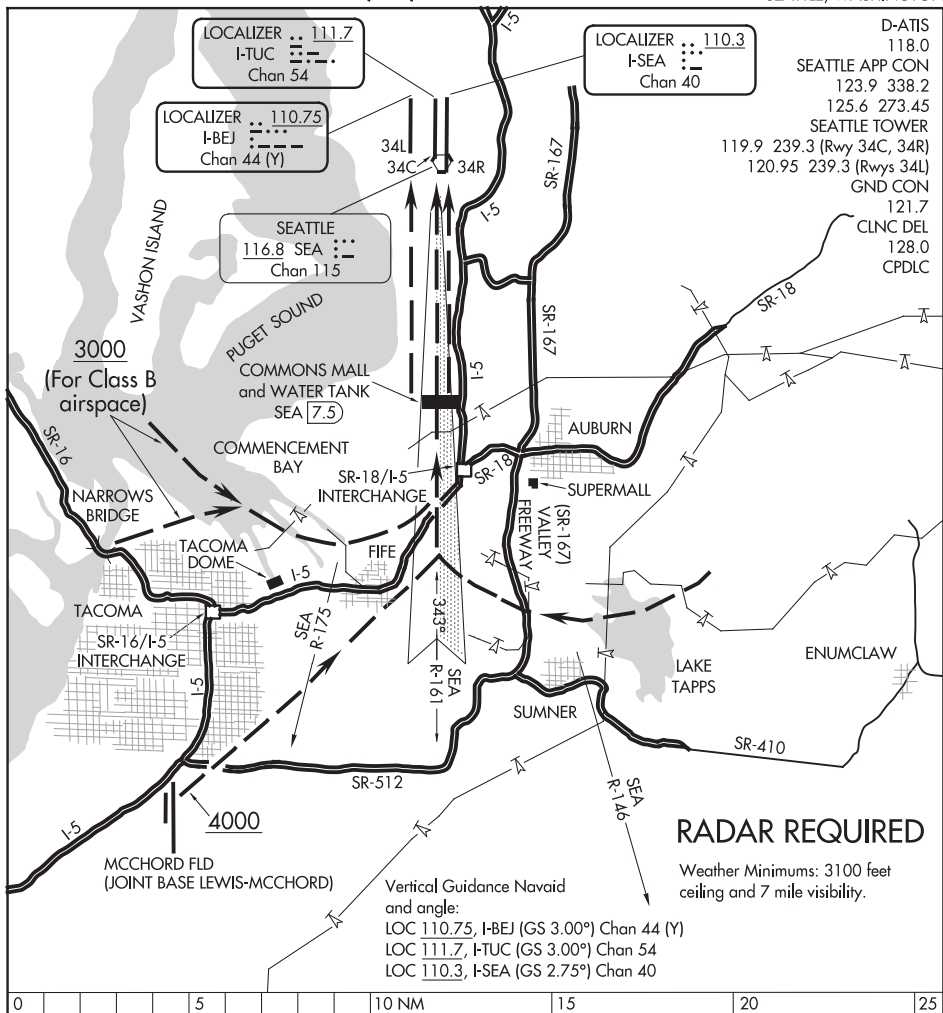
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

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.



MALL VISUAL RWY 34R/C/L

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

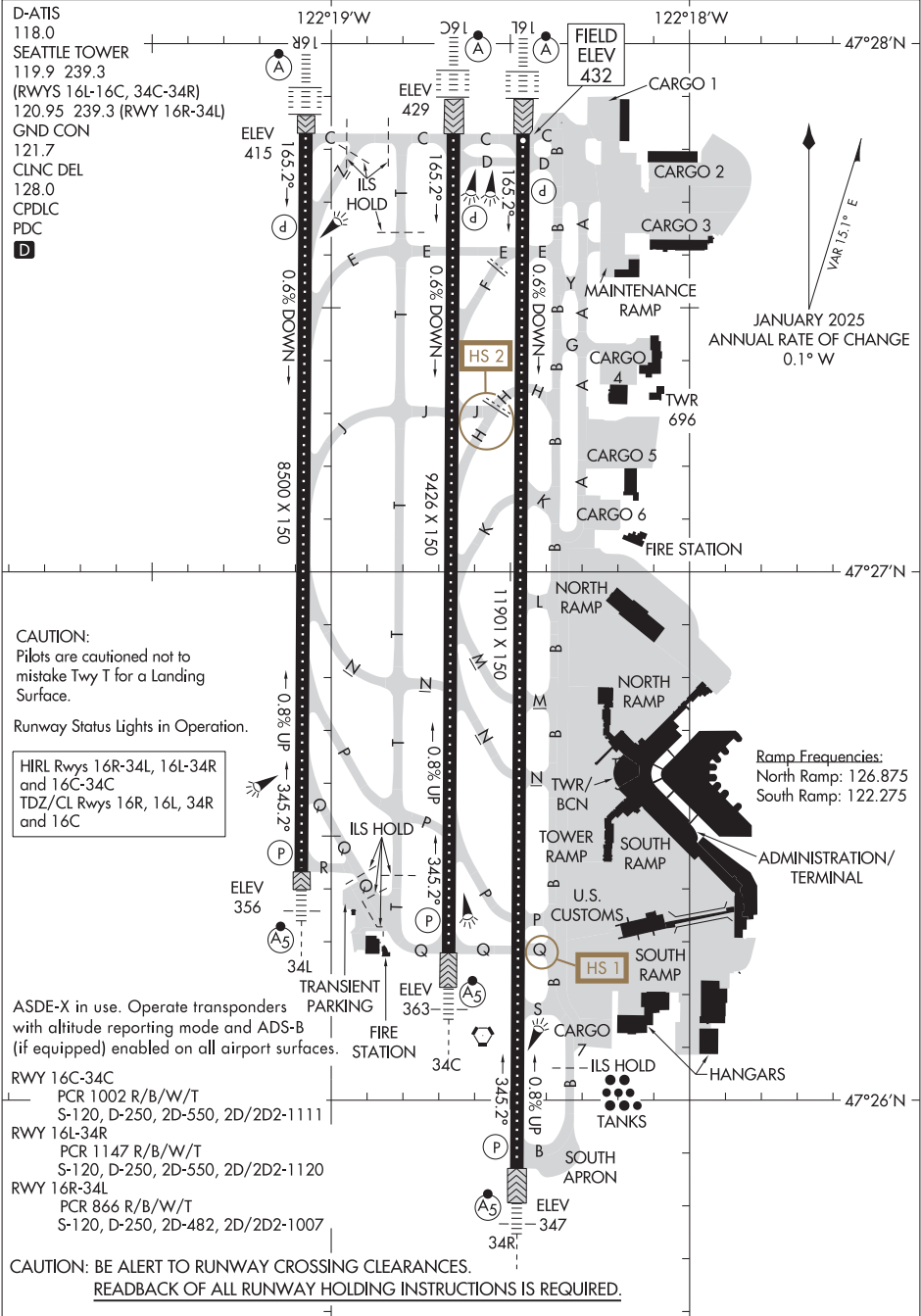
MALL VISUAL APPROACH RWY 34R/C/L

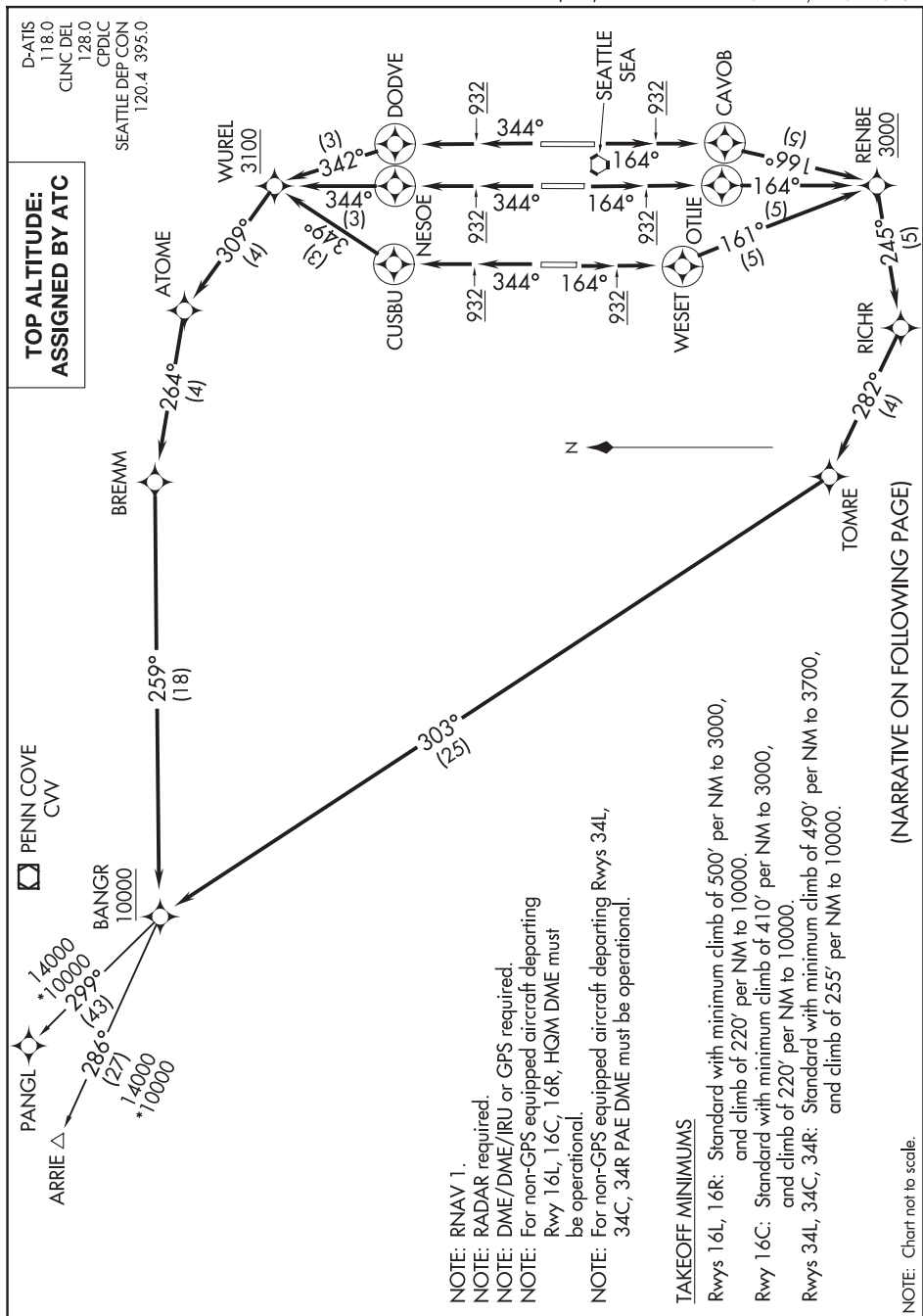
When the ceiling is at least 3100' and visibility is at least 7 miles, aircraft may be vectored towards Commencement Bay or McChord Fld or Lake Tapps for a Mall Visual Runway 34R/C/L Approach. When cleared for this approach; proceed inbound visually using the depicted landmarks to the centerline of runway 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.

MALL VISUAL RWY 34R/C/L

47°27'N-122°19'W

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)







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.

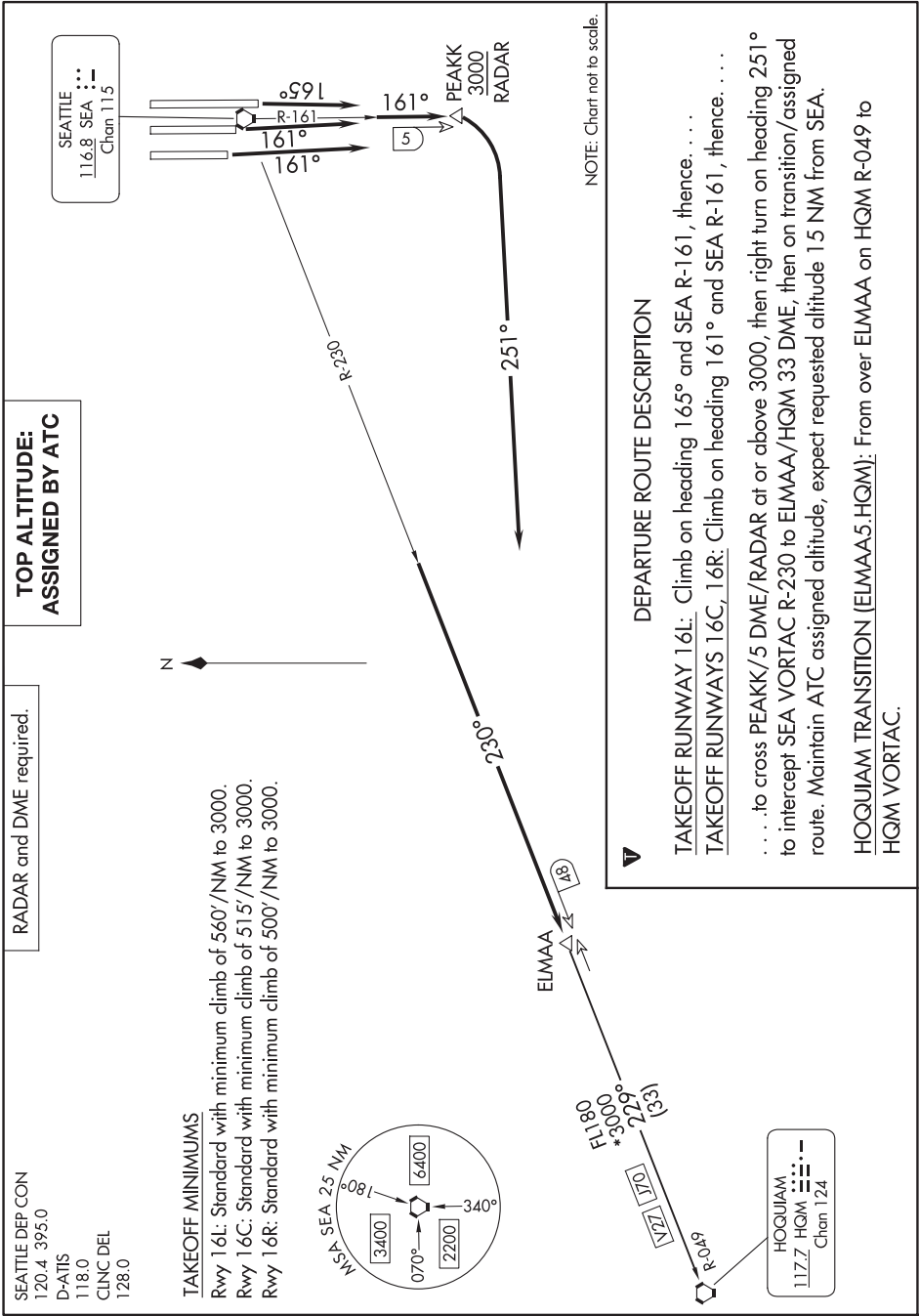
ARRIE TRANSITION (BANGR9.ARRIE)
PANGL TRANSITION (BANGR9.PANGL)

NW-1, 07 AUG 2025 to 02 OCT 2025

(ELMAA5.ELMAA) 24361
ELMAA FIVE DEPARTURE

AL-582 (FAA)

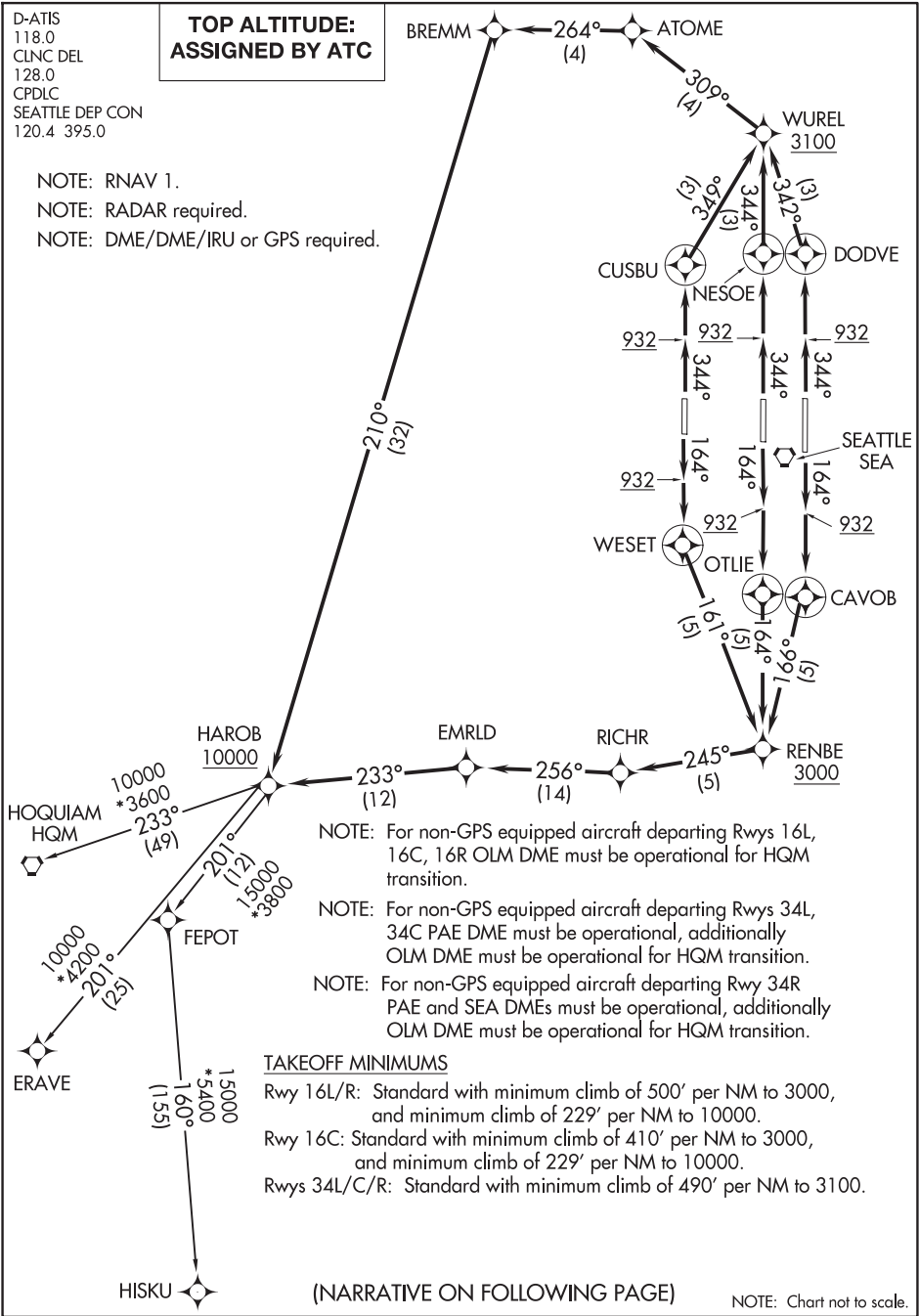
SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON



ELMAA FIVE DEPARTURE
(ELMAA5.ELMAA) 26DEC24

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

NW-1, 07 AUG 2025 to 02 OCT 2025



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

(HAROB6.HAROB) 17285

HAROB SIX DEPARTURE (RNAV)

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16C: Climb heading 164° to at/above 932, then direct OTUE, 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)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

HAROB SIX DEPARTURE (RNAV)
(HAROB6.HAROB) 12OCT17

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

NW-1, 07 AUG 2025 to 02 OCT 2025

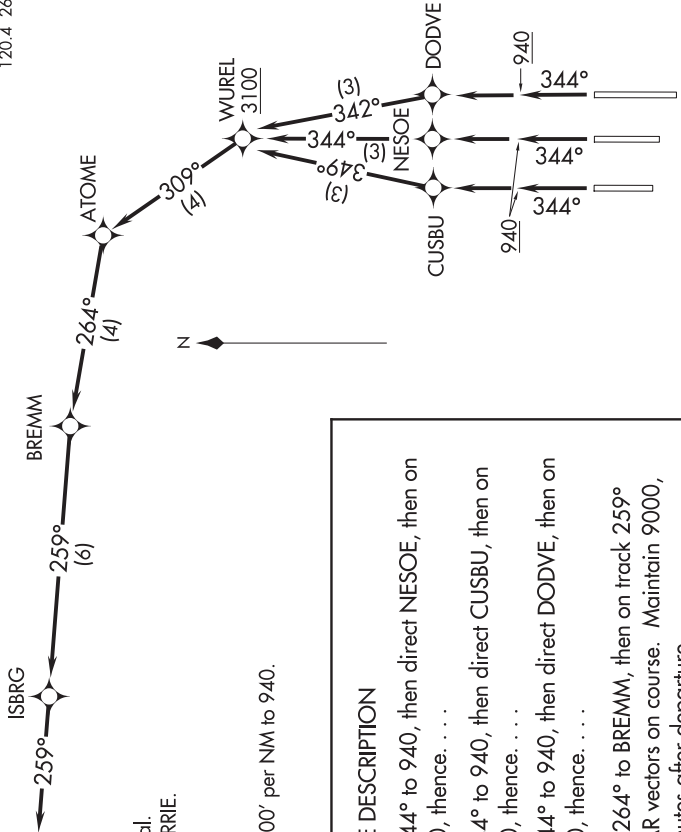
△ ARRIE

TOP ALTITUDE:
9000

(ISBRG1.ISBRG) 18200
ISBRG ONE DEPARTURE (RNAV)

AL-582 (FAA)
SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

D-ATIS
118.0
CLNC DEL
128.0
CPDLC
GND CON
121.7
SEATTLE TOWER
119.9 239.3 (Rwys 16L/34R, 16C/34C)
120.95 239.3 (Rwy 16R/34L)
SEATTLE DEP CON
120.4 269.125



NOTE: RNAV-1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Procedure available from 2200 to 0600 local.
NOTE: ARRIE departures expect direct/vectors to ARRIE.

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.

NW-1, 07 AUG 2025 to 02 OCT 2025

ISBRG ONE DEPARTURE (RNAV)
(ISBRG1.ISBRG) 19JUL18

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

(JEFPO1.JEFPO) 18200

JEFPO ONE DEPARTURE (RNAV)

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

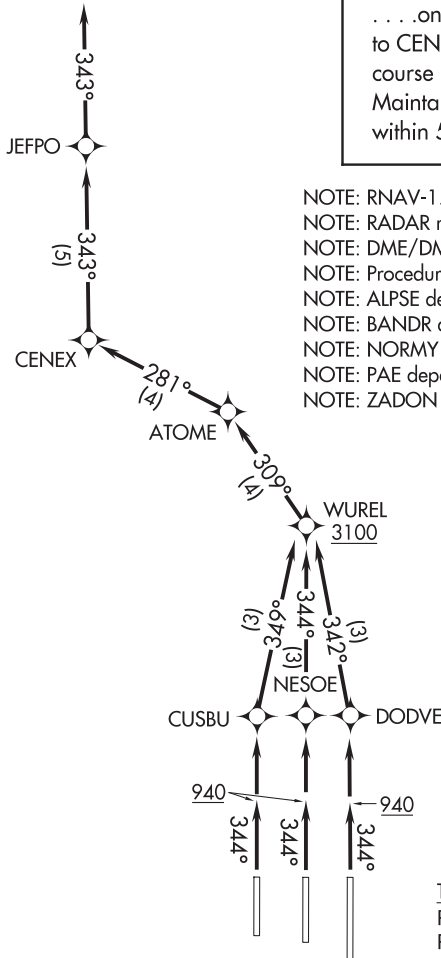
D-ATIS
118.0
CLNC DEL
128.0
CPDLC
GND CON
121.7

SEATTLE TOWER
119.9 239.3 (Rwys 16L/34R, 16C/34C)
120.95 239.3 (Rwy 16R/34L)
SEATTLE DEP CON
120.4 269.125

**TOP ALTITUDE:
9000**

ALPSE ✧

PAINE
PAE



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.

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.

JEFPO ONE DEPARTURE (RNAV)

(JEFPO1.JEFPO) 19JUL18

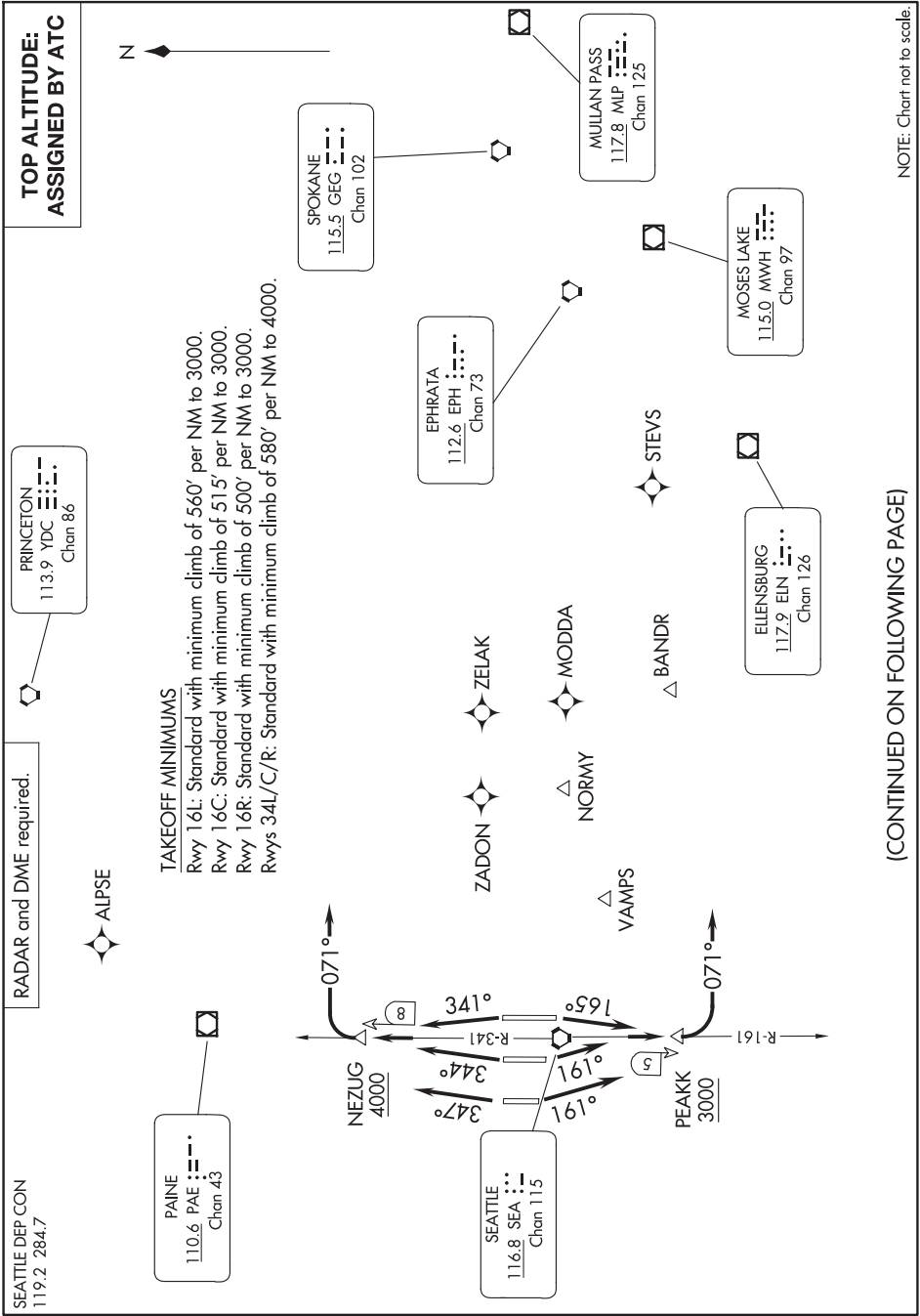
SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

MOUNTAIN TWO DEPARTURE

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

AL-582 (FAA)

NW-1, 07 AUG 2025 to 02 OCT 2025



(CONTINUED ON FOLLOWING PAGE)

NW-1, 07 AUG 2025 to 02 OCT 2025

MOUNTAIN TWO DEPARTURE

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16L: Climb on heading 165° and SEA VORTAC R-161 to cross PEAKK/SEA 5 DME at or above 3000, 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-161 to cross PEAKK/SEA 5 DME at or above 3000, 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 NEZUG/SEA 8 DME at or above 4000, then right 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 NEZUG/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.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

OZWLD ONE DEPARTURE (RNAV)

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

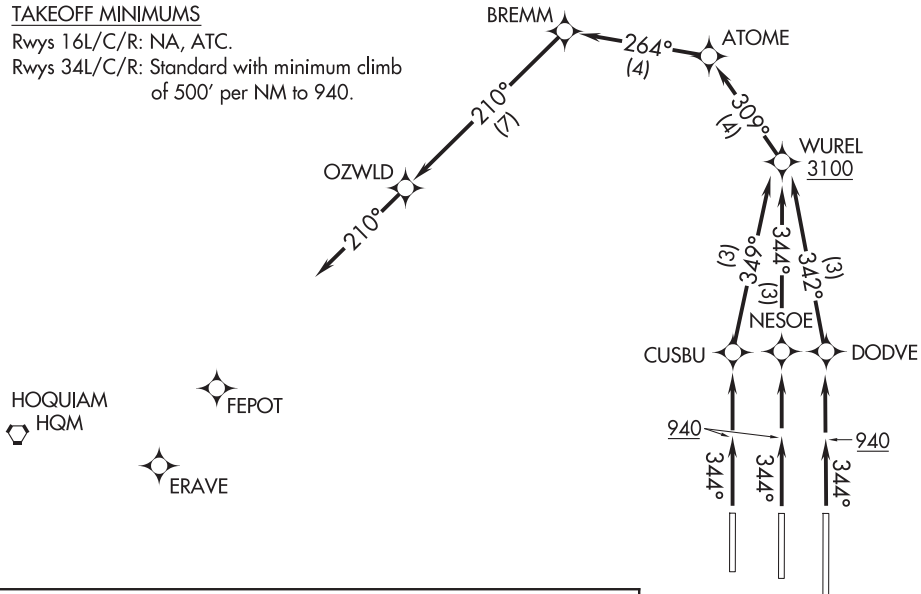
- NOTE: RNAV-1.
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Procedure available from 2200 to 0600 local.
- NOTE: ALDER departures expect direct/vectors to ALDER.
- NOTE: BUWZO departures expect direct/vectors to BUWZO.
- NOTE: ERAVE departures expect direct/vectors to ERAVE.
- 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.

TOP ALTITUDE:
9000

D-ATIS 118.0
CLNC DEL 128.0
CPDLC
GND CON 121.7
SEATTLE TOWER 119.9 239.3 (Rwys 16L/34R, 16C/34C)
120.95 239.3 (Rwy 16R/34L)
SEATTLE DEP CON 120.4 269.125

TAKEOFF MINIMUMS

Rwys 16L/C/R: NA, ATC.
Rwys 34L/C/R: Standard with minimum climb
of 500' per NM to 940.



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 210° to OZWLD, then on course 210°, expect RADAR vectors on course. Maintain 9000, expect clearance to filed altitude within 5 minutes after departure.

△ BUWZO

△ ALDER

SUMMA △

NOTE: Chart not to scale.

OZWLD ONE DEPARTURE (RNAV)

(SEA9.SEA) 24361

SEATTLE NINE DEPARTURE

AL-582 (FAA)

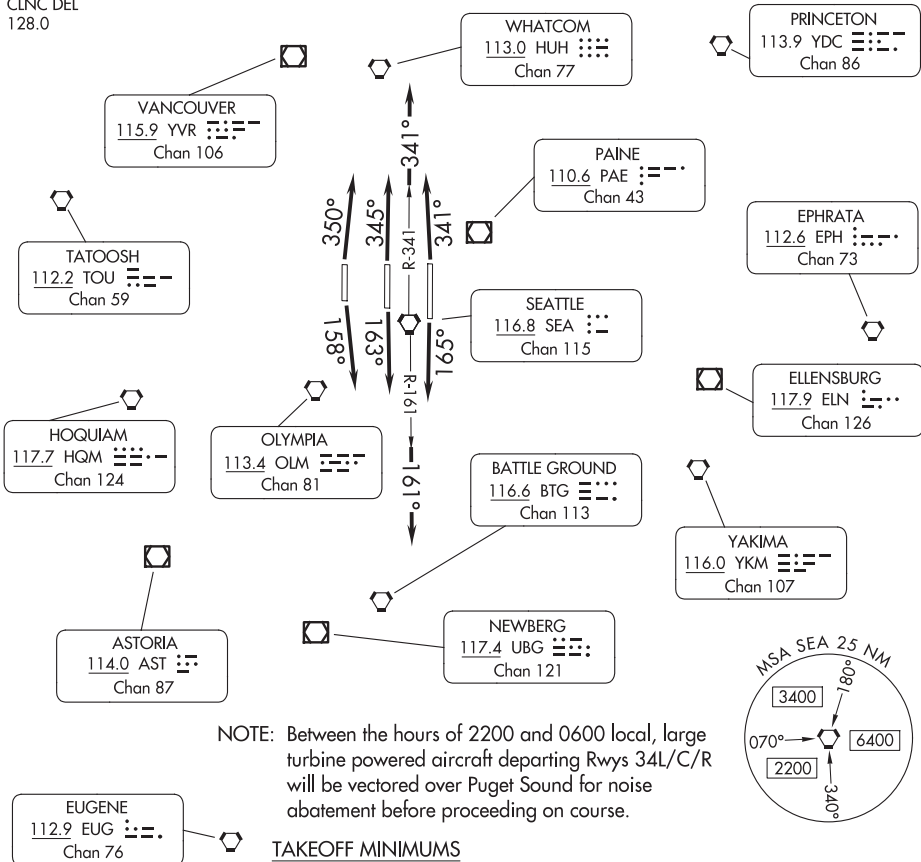
SEATTLE-TACOMA INTL (SEA)

SEATTLE, WASHINGTON

SEATTLE DEP CON
119.2 284.7
D-ATIS
118.0
CLNC DEL
128.0

**TOP ALTITUDE:
ASSIGNED BY ATC**

RADAR required.



NOTE: Between the hours of 2200 and 0600 local, large turbine powered aircraft departing Rwy 34L/C/R will be vectored over Puget Sound for noise abatement before proceeding on course.

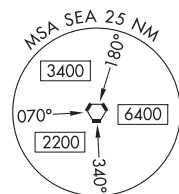
TAKEOFF MINIMUMS

Rwys 16C, 34L, 34C, 34R: Standard.

Rwy 16L: 300-1 or standard with minimum climb of 425'/NM to 600.

Rwy 16R: 300-1¼ or standard with minimum climb of 215'/NM to 600.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 16L: Climb on heading 165° and on SEA R-161, thence. . .

TAKEOFF RUNWAY 16C: Climb on heading 163° and on SEA R-161, thence. . .

TAKEOFF RUNWAY 16R: Climb on heading 158° and on SEA R-161, thence. . .

TAKEOFF RUNWAY 34L: Climb on heading 350° and on SEA R-341, thence. . .

TAKEOFF RUNWAY 34C: Climb on heading 345° and on SEA R-341, thence. . .

TAKEOFF RUNWAY 34R: Climb on heading 341° and on SEA R-341, thence. . .

. . . expect RADAR vectors to assigned route. Maintain ATC assigned altitude, expect requested altitude 15 NM after SEA.

SEATTLE NINE DEPARTURE

(SEA9.SEA) 26DEC24

SEATTLE, WASHINGTON

SEATTLE-TACOMA INTL (SEA)

SUMMA TWO DEPARTURE

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

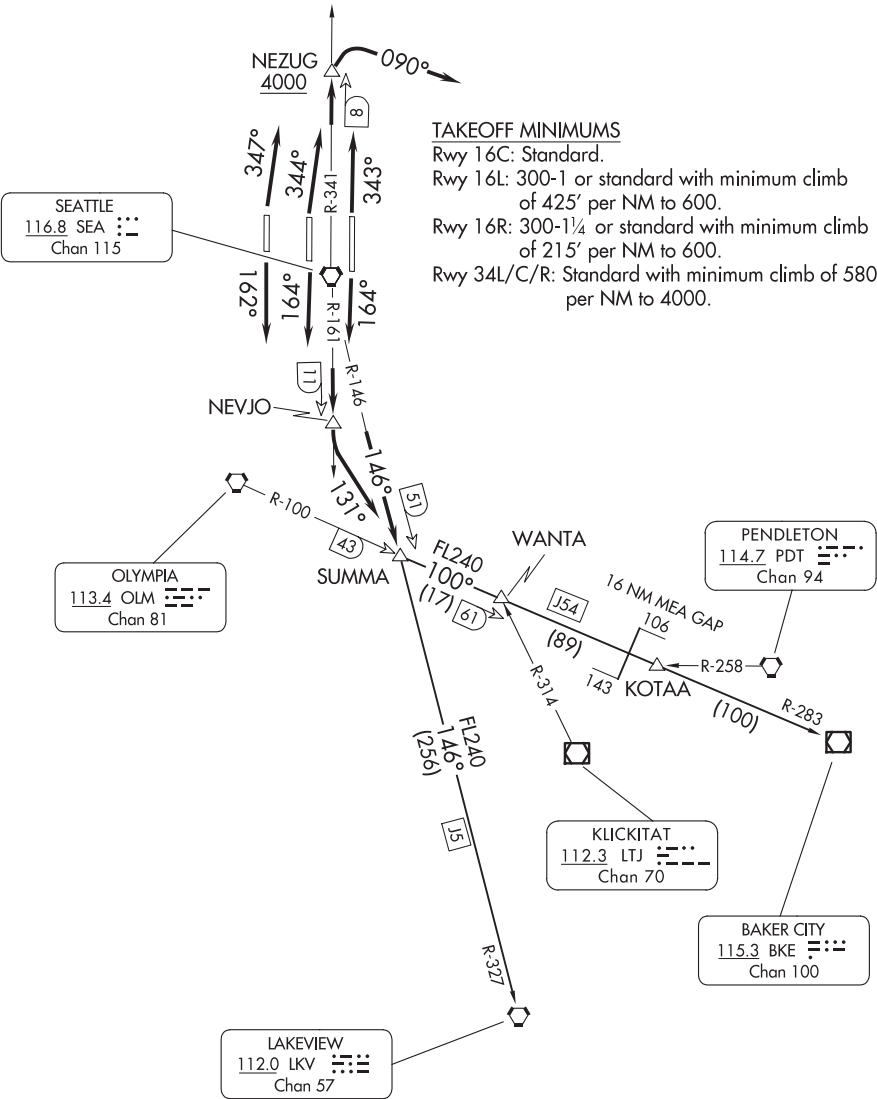
D-ATIS
118.0
CPDLC
SEATTLE DEP CON
119.2 284.7 (Rwys 34R/C/L) (N)
120.4 269.125 (Rwys 16L/C/R) (S)

**TOP ALTITUDE:
ASSIGNED BY ATC**

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: 300-1½ 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.



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SUMMA TWO DEPARTURE



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.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 69630 W05A	APP CRS 050°	Rwy Idg TDZE 3427 Apt Elev 3443
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RNAV (GPS) RWY 5

SHELBY (SBX)

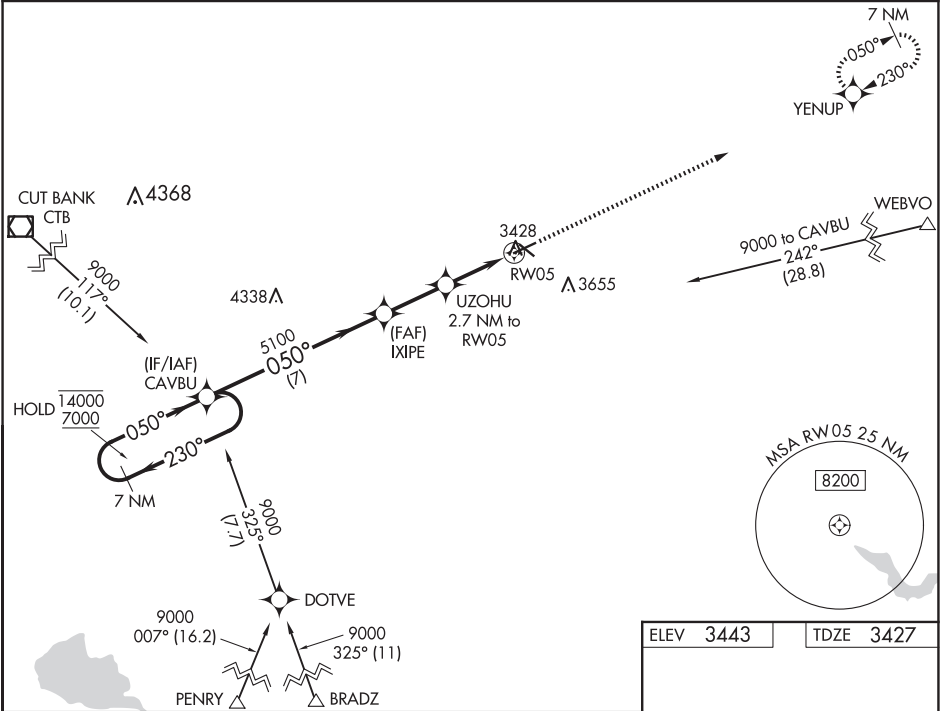
RNP APCH - GPS.

▼

Baro-VNAV and VDP NA when using Cut Bank altimeter setting. For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Cut Bank altimeter setting.

MISSED APPROACH: Climb 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) 0
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ELEV 3443

TDZE 3427

7 NM Holding Pattern

14000 7000

GP 3.00° TCH 45

CAVBU

IXIPE

UZOHU

3428

3427

7 NM

2.4 NM

1.6 NM

1.1 NM

YENUP

050°

0.5% UP

5005 X 75

3701 X 60

MIRL Rwy 5-23 and 11-29 0

CATEGORY		A	B	C	D
LPV	DA		3733-1	306 (300-1)	
UNAV/VNAV	DA		3783-1	356 (400-1)	
UNAV	MDA		3800-1	373 (400-1)	
CIRCLING		4020-1	4080-1	4100-1¾	4220-2½
		577 (600-1)	637 (700-1)	657 (700-1¾)	777 (800-2½)

SHELBY, MONTANA

AL-5372 (FAA)

23250

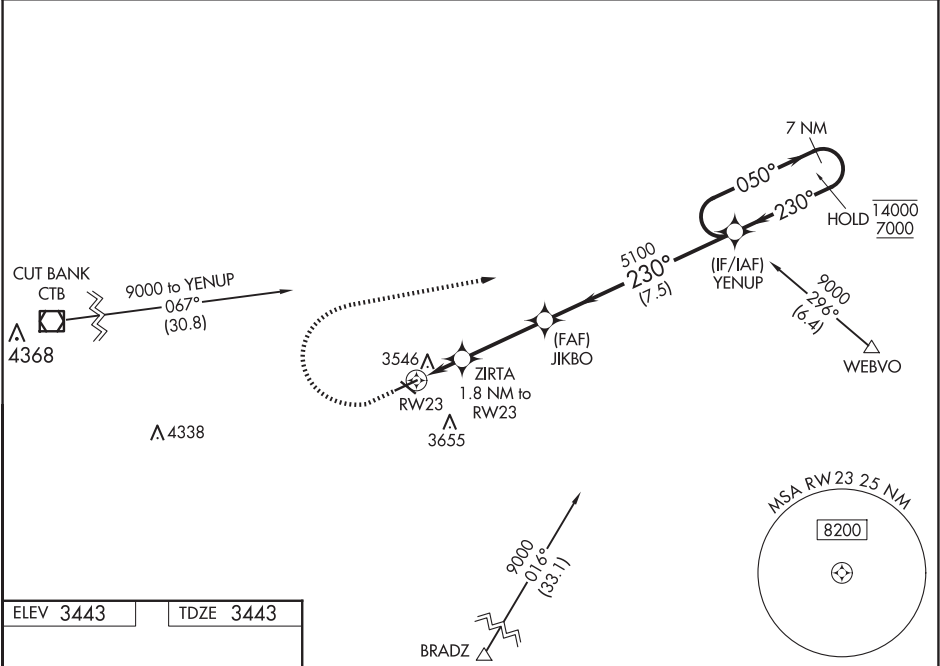
WAAS CH 78026 W23A	APP CRS 230°	Rwy Idg TDZE Apt Elev	5005 3443 3443
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RNAV (GPS) RWY 23

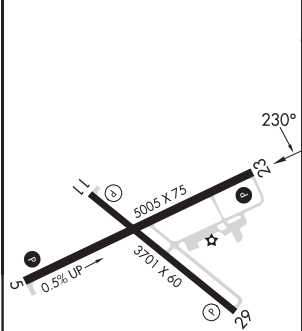
SHELBY (SBX)

RNP APCH - GPS.	
<div><div></div><div>Rwy 23 helicopter visibility reduction below ¾ 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.</div></div>	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) 0
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ELEV 3443	TDZE 3443
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	4300	9000	YENUP	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).	
				JIKBO	YENUP
				ZIRTA 1.8 NM to RW23	7 NM Holding Pattern
				5100	050° → 14000 ← 230° 7000
				4060	GP 3.00° TCH 45
				1.8 NM	3.3 NM
				7.5 NM	
CATEGORY	A	B	C	D	
LPV DA	3799-1 356 (400-1)				
LNAV/VNAV DA	3813-1 370 (400-1)				
LNAV MDA	3920-1	477 (500-1)	3920-1½	477 (500-1½)	
CIRCLING	4020-1 577 (600-1)	4080-1 637 (700-1)	4100-1¾ 657 (700-1¾)	4220-2½ 777 (800-2½)	

MIRL Rwy 5-23 and 11-29 0

SHELBY, MONTANA
Amdt 2C 07SEP23

48°32'N-111°52'W

SHELBY (SBX)

RNAV (GPS) RWY 23

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 61038 W05A	APP CRS 053°	Rwy Idg TDZE 270 Apt Elev 273
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RNAV (GPS) RWY 5

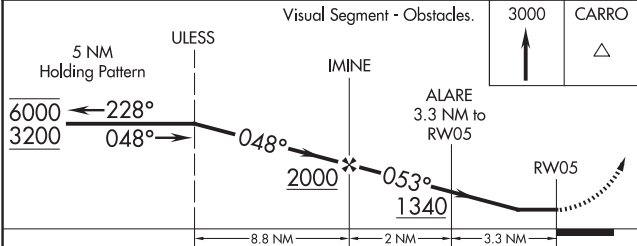
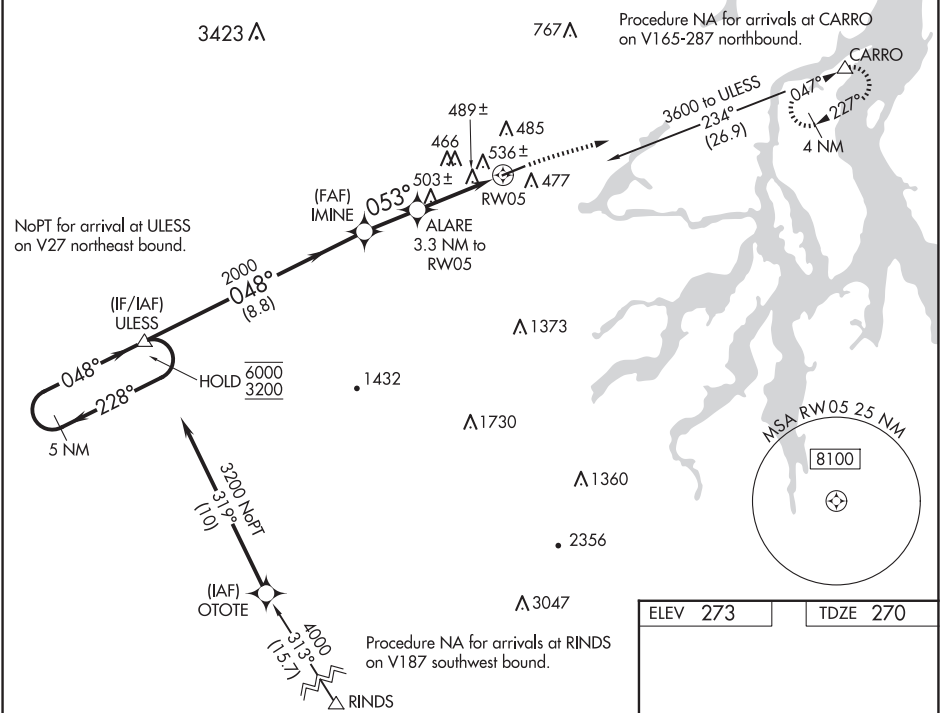
SANDERSON FLD (SHN)

RNP APCH - GPS.

Circling NA for Cats C and D south of Rwy 5-23. Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use OLM altimeter setting; increase all MDAs 60 feet and increase LNAV visibility Cats C and D ¼ SM; increase Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 direct CARRO and hold.

ASOS 119.275	SEATTLE APP CON 121.1 290.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
IP MDA	740-1	470 (500-1)	740-1 $\frac{3}{8}$	470 (500-1 $\frac{3}{8}$)
LNAV MDA	800-1	530 (600-1)	800-1 $\frac{1}{2}$	530 (600-1 $\frac{1}{2}$)
CIRCLING	840-1 567 (600-1)	860-1 587 (600-1)	860-1 $\frac{1}{2}$ 587 (600-1 $\frac{1}{2}$)	1200-3 927 (1000-3)

ELEV 273 TDZE 270

The diagram shows the runway and taxiway layout. The runway is 5005 x 100 ft. The taxiway is 053°. The diagram also shows the 0.3% UP slope and the 053° angle.

REIL Rwy 23 0
MIRL Rwy 5-23 0

SHELTON, WASHINGTON

AL-6643 (FAA)

23054

WAAS CH 58335 W23A	APP CRS 233°	Rwy Idg TDZE Apt Elev	5005 273 273
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RNAV (GPS) RWY 23

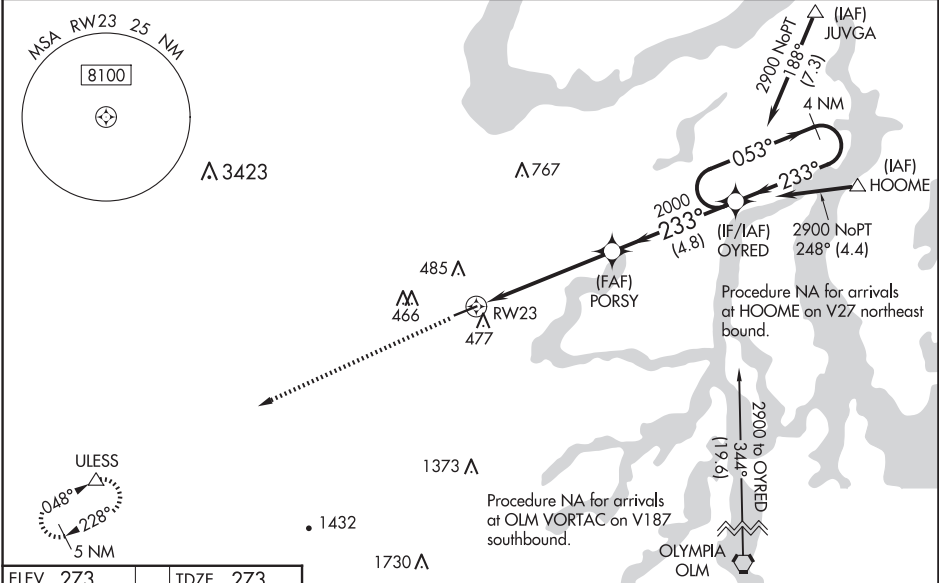
SANDERSON FLD (SHN)

RNP APCH.

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 ¼ SM; increase all MDAs 60 feet and visibility LNAV Cat C and D and Circling Cat C visibility ½ SM.
LPV missed approach requires minimum climb of 244 feet per NM to 1700.

MISSED APPROACH:
Climb to 3200 direct ULESS and hold.

ASOS 119.275	SEATTLE APP CON 121.1 290.9	UNICOM 122.8 (CTAF)
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ELEV 273

TDZE 273

3200

ULESS

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47).

*LNAV only

GP 3.00°
TCH 59

CATEGORY	A	B	C	D
LPV DA#	523-¾ 250 (300-¾)			
LPV DA	667-1¼ 394 (400-1¼)			
LNAV/VNAV DA	720-1½ 447 (500-1½)			
LNAV MDA	880-1 607 (700-1)		880-1¾ 607 (700-1¾)	
CIRCLING	880-1 607 (700-1)		880-1¾ 607 (700-1¾)	1200-3 927 (1000-3)

ILS or LOC/DME RWY 33
SHERIDAN COUNTY (SHR)

MISSED APPROACH: Climb to 7000 on heading 326° and on SHR VOR/DME R-127 to SHR VOR/DME and hold, continue climb-in-hold to 7000.

SHERIDAN
113.55 SHR
Chan 82(Y)

LOCALIZER 108.7
I-SHR
Chan 24

9700 to KEKNE
143° (26.2)

CIVSA
I-SHR [4.9]

NITLE
I-SHR [8.1]

FEKLI
I-SHR [11.5]

SORKE
I-SHR [15.3]

(IF/IAF)
KEKNE
I-SHR [21.5]

DME REQUIRED

9100 Not to KEKNE
(31.1)

IAF
CRAZY WOMAN
117.3 CZI
Chan 120

MSA SHR 25 NM

ELEV 4021 D TDZE 3985

[illegible]

SHERIDAN, WYOMING

AL-388 (FAA)

25107

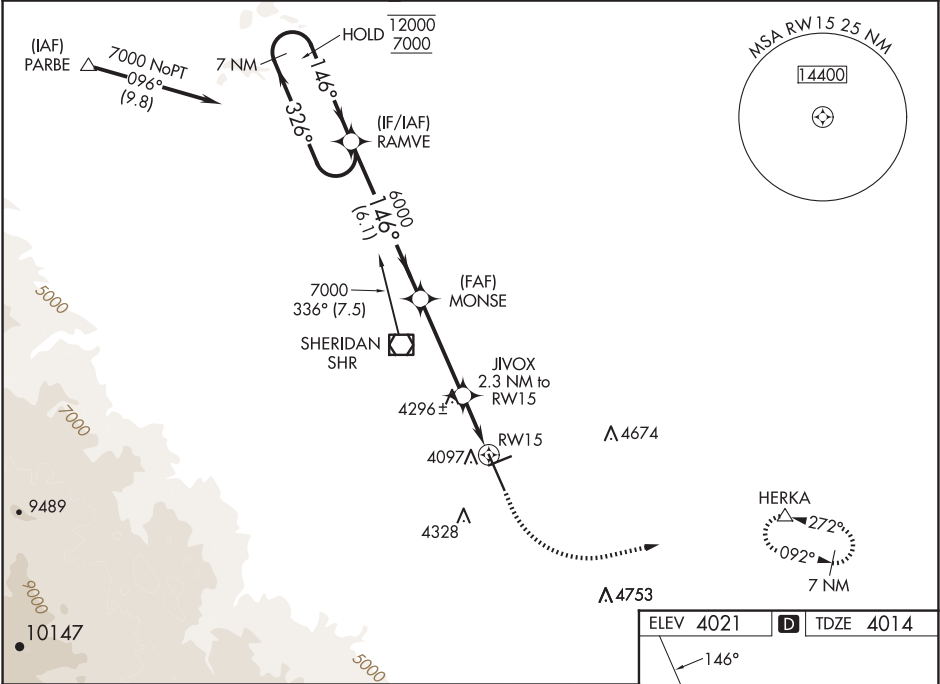
WAAS CH 81899 W15A	APP CRS 146°	Rwy Idg 8301 TDZE 4014 Apt Elev 4021
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RNAV (GPS) RWY 15

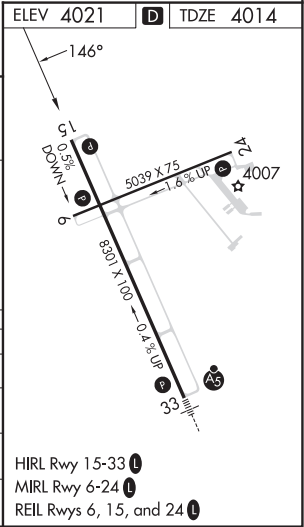
SHERIDAN COUNTY (SHR)

RNP APCH.	MISSED APPROACH: Climb to 4500 then climbing left turn to 7100 direct HERKA and hold, continue climb-in-hold to 7100.
<div><div><div>▼</div><div>▲</div><div>❄</div></div><div>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.</div></div>	

ASOS 135.175	SALT LAKE CENTER 127.75 351.9	UNICOM 123.0 (CTAF) 1
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7 NM Holding Pattern		RAMVE		MONSE		JIVOX 2.3 NM to RW15		HERKA △	
12000 ← 326° 7000 → 146°				6000		*1.6 NM to RW15		*LNAV only	
GP 3.00° TCH 50				6000		*4780		RW15	
		6.1 NM		3.8 NM		0.7 NM		1.6 NM	
CATEGORY	A		B		C		D		
LPV DA			4264-3/4		250 (300-3/4)				
LNAV/VNAV DA			4292-7/8		278 (300-7/8)				
LNAV MDA	4560-1		546 (600-1)		4560-1 5/8		546 (600-1 5/8)		
CIRCLING	4600-1 579 (600-1)		4640-1 619 (700-1)		4860-2 1/2 839 (900-2 1/2)		5220-3 1199 (1200-3)		



SHERIDAN, WYOMING
Amdt 1A 15AUG19

44°46'N-106°59'W

SHERIDAN COUNTY (SHR)
RNAV (GPS) RWY 15

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SHERIDAN, WYOMING

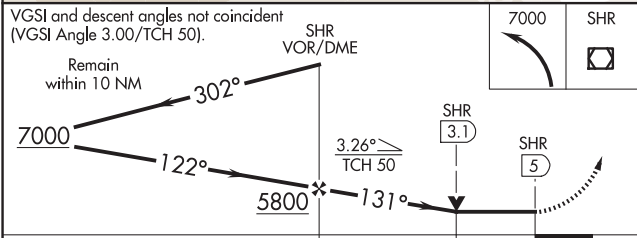
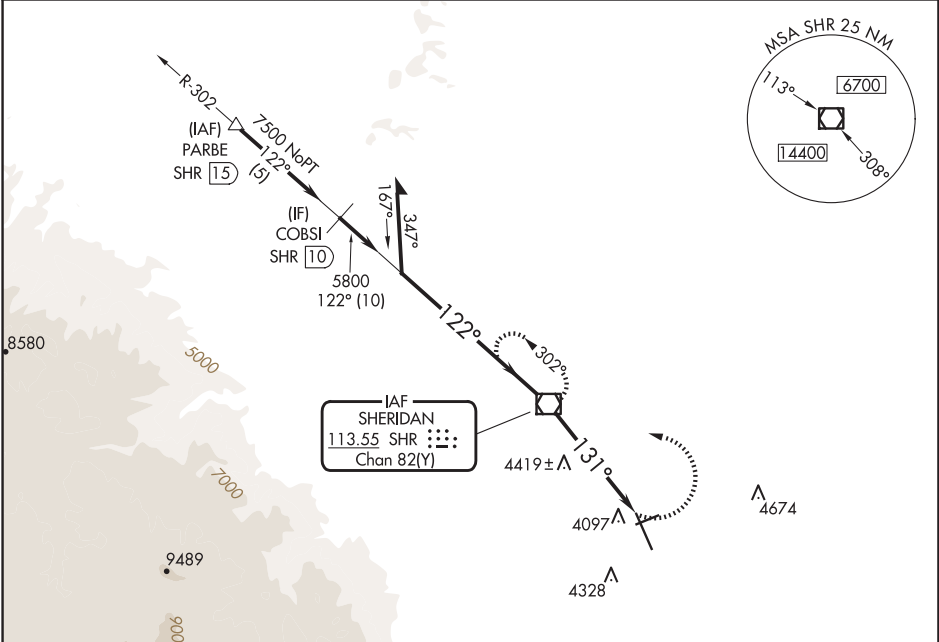
AL-388 (FAA)


VOR/DME SHR	APP CRS	Rwy Idg	8301
113.55	131°	TDZE	4014
Chan 82(Y)		Apt Elev	4021

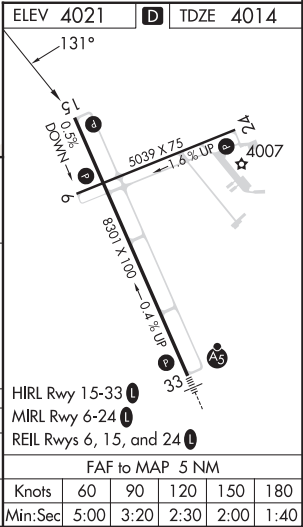
VOR RWY 15
SHERIDAN COUNTY (SHR)

 -19°C	When local altimeter setting not received, procedure NA. Night landing: Rwy 24 NA.	MISSED APPROACH: Climbing left turn to 7000 direct SHR VOR/DME and hold, continue climb-in-hold to 7000.
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ASOS 135,175	SALT LAKE CENTER 127.75 351.9	UNICOM 123.0 (CTAF) 
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CATEGORY	A	B	C	D
S-15	4680-1 666 (700-1)		4680-1 666 (700-1)	
 CIRCLING	4680-1 659 (700-1)		4860-2 839 (900-2)	5220-3 1199 (1200-3)



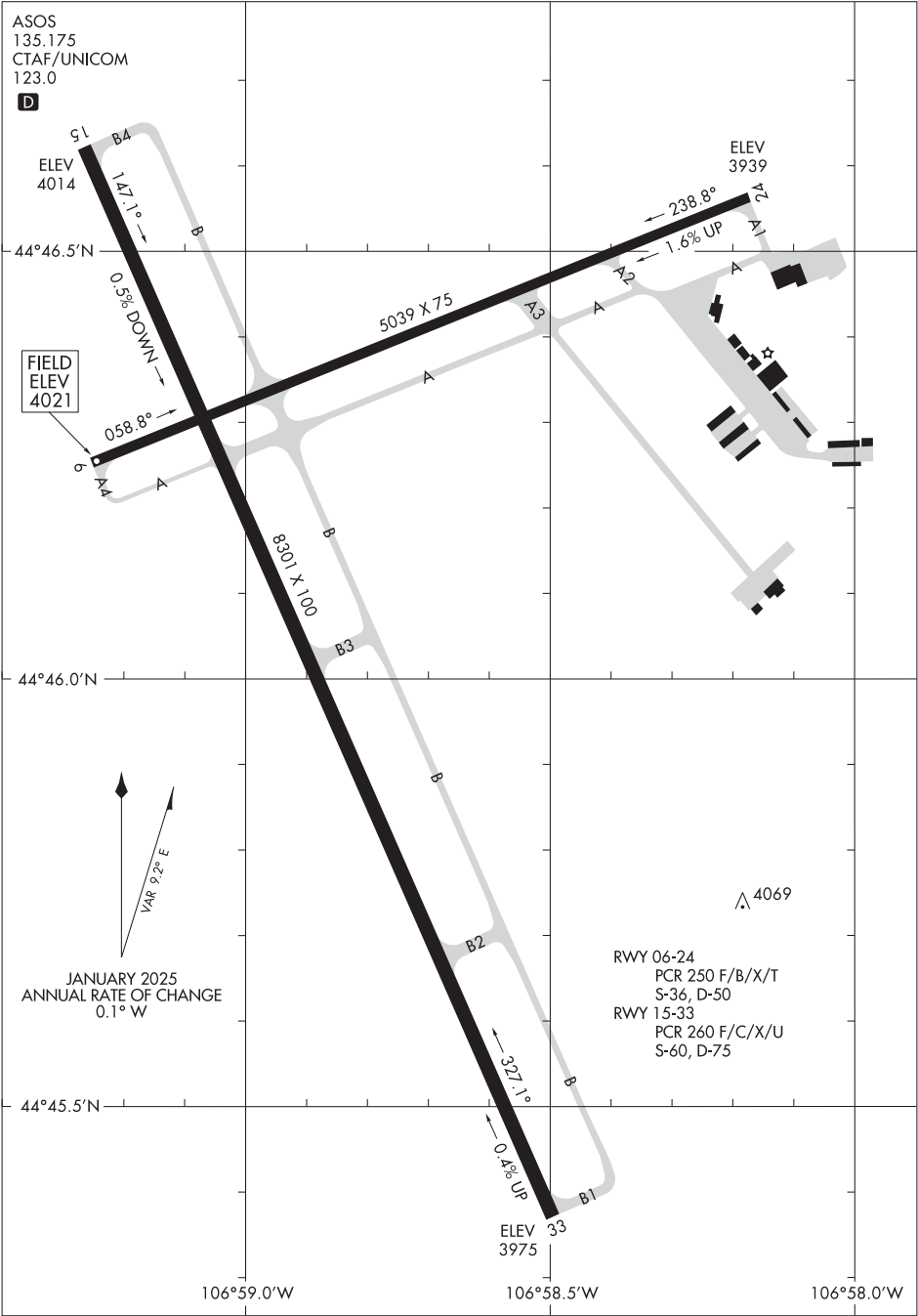
SHERIDAN, WYOMING
Amdt 2 25JUN15

44°46'N-106°59'W

SHERIDAN COUNTY (SHR)
VOR RWY 15

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



SIDNEY, MONTANA

AL-5303 (FAA)

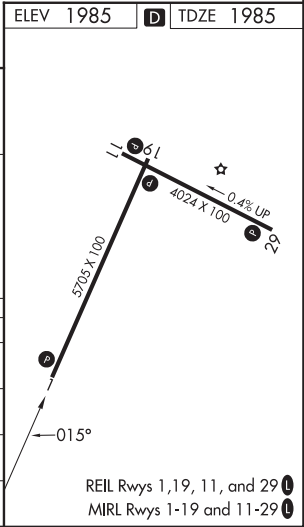
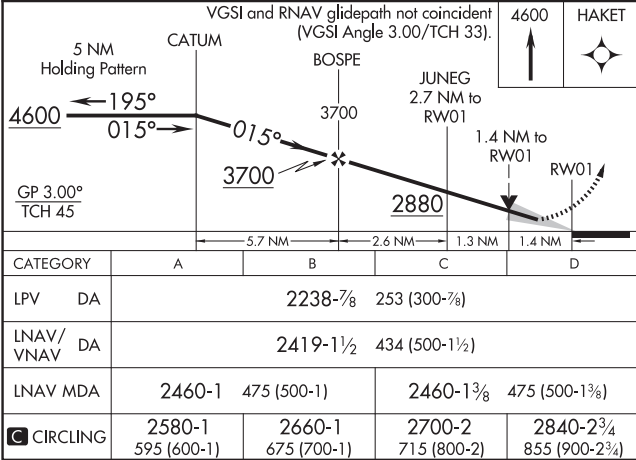
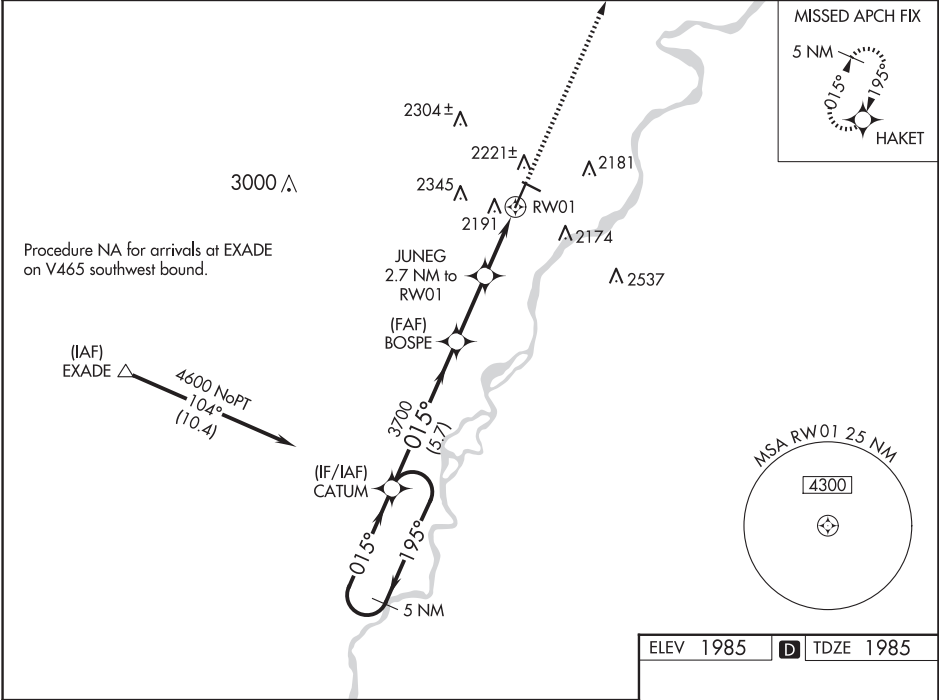
25163

WAAS CH 62918 W01A	APP CRS 015°	Rwy Ldg TDZE Apt Elev	5705 1985 1985
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RNAV (GPS) RWY 1
SIDNEY-RICHLAND RGNL (SDY)

RNP APCH - GPS. ▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Circling Rwy 11, 29 NA at night.	MISSED APPROACH: Climb to 4600 direct HAKET and hold.
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AWOS-3PT 119.275	SALT LAKE CENTER 126.85 305.2	UNICOM 122.8 (CTAF) 0
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SIDNEY, MONTANA
Amdt 2A 28DEC23

47°42'N-104°12'W

RNAV (GPS) RWY 1
SIDNEY-RICHLAND RGNL (SDY)

NW-1, 07 AUG 2025 to 02 OCT 2025

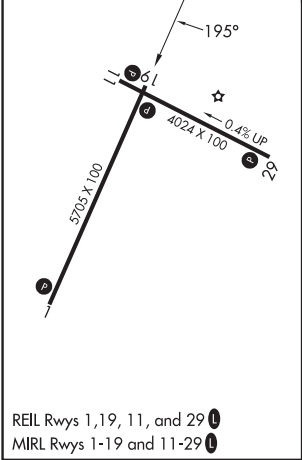
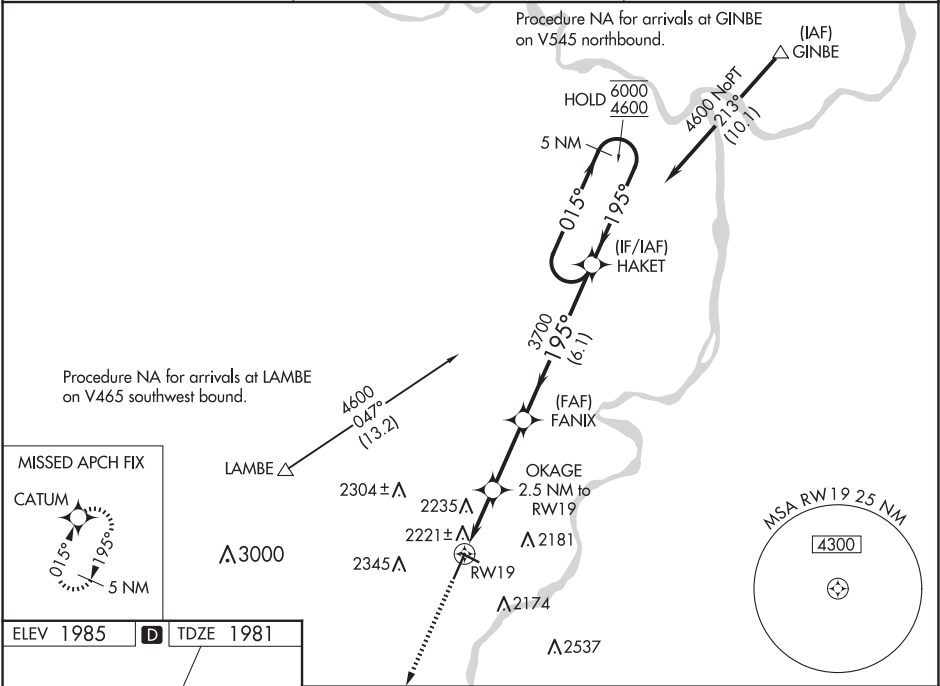
NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86818 W19A	APP CRS 195°	Rwy Ldg TDZE 1981 Apt Elev 1985
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RNAV (GPS) RWY 19
SIDNEY-RICHLAND RGNL (SDY)

RNP APCH - GPS. Rwy 19 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 11 and Rwy 29 NA at night.	MISSED APPROACH: Climb to 4600 direct CATUM and hold.
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AWOS-3PT 119.275	SALT LAKE CENTER 126.85 305.2	UNICOM 122.8 (CTAF) 0
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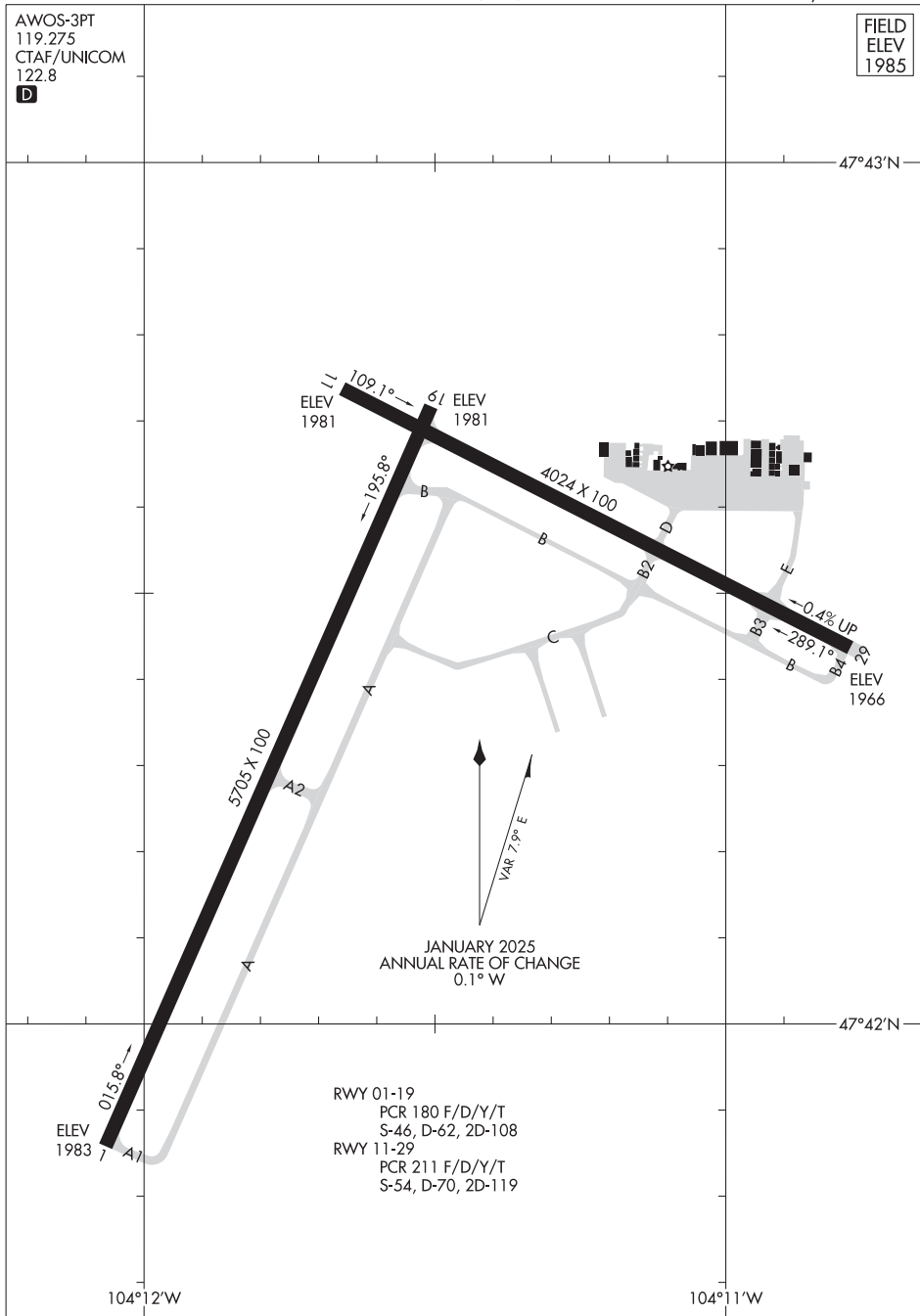
4600 CATUM	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).			
OKAGE 2.5 NM to RW19	FANIX 3700	HAKET 3700	5 NM Holding Pattern	
1.5 NM to RW19	2800	3700	GP 3.00° TCH 57	
1.5 NM	1 NM	2.7 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA	2234-1		253 (300-1)	
LNAV/VNAV DA	2543-1 5/8		562 (600-1 5/8)	
LNAV MDA	2500-1	519 (600-1)	2500-1 3/8	519 (600-1 3/8)
CIRCLING	2540-1 555 (600-1)	2620-1 635 (700-1)	2700-2 715 (800-2)	2840-2 3/4 855 (900-2 3/4)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

AWOS-3PT
119.275
CTAF/UNICOM
122.8

D

FIELD
ELEV
1985

AIRPORT DIAGRAM

25163

SIDNEY, MONTANA
SIDNEY-RICHLAND RGNL (SDY)

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	N/A
328°	TDZE	N/A
	Apt Elev	22

RNAV (GPS)-A

HARVEY FLD (S43)

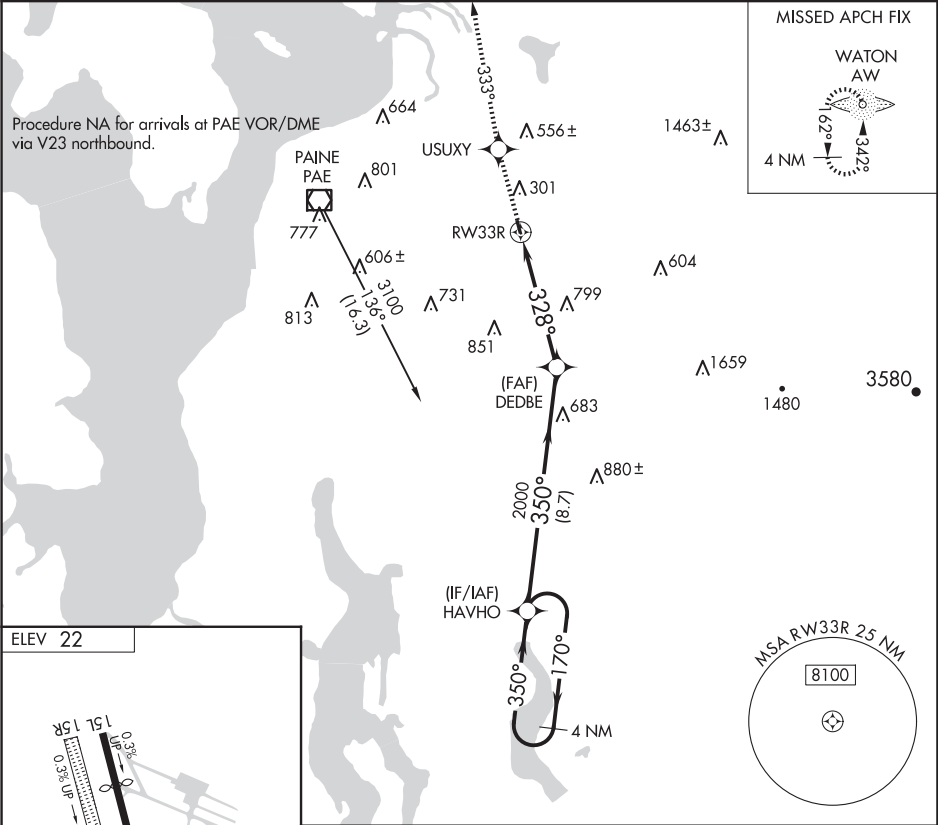
▼

NA

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.

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)
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2000	USUXY	333° tr	AW	Visual Segment - Obstacles.
				HAVHO 4 NM Holding Pattern
				DEDBE 2000
				RW33R 328°
				350° 170° 3100
				5 NM 8.7 NM
CATEGORY	A	B	C	D
CIRCLING	1220-1¼ 1198 (1200-1¼)	1220-1½ 1198 (1200-1½)	NA	

FELTS FLD (SFF)
ILS or LOC RWY 22R

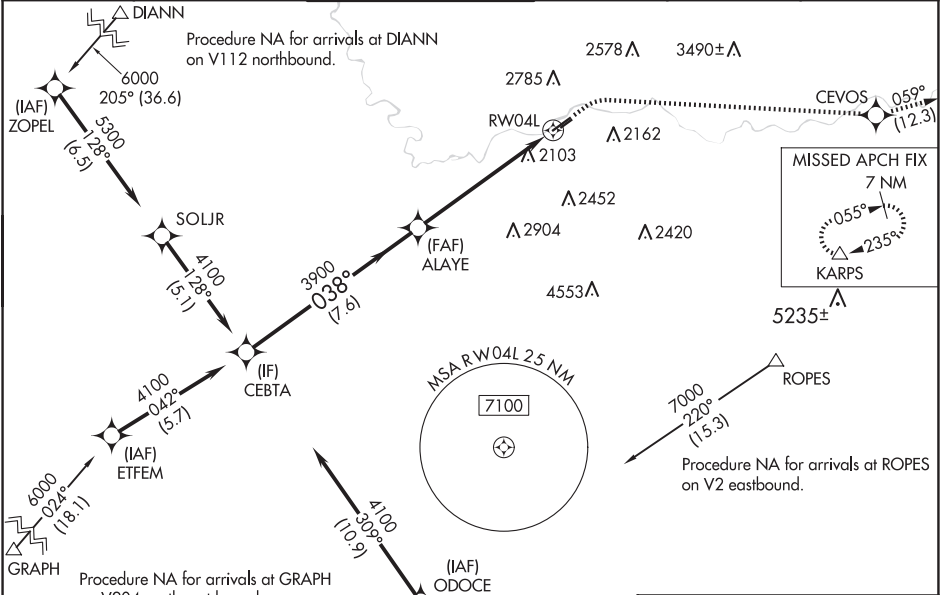
NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 65931 W04A	APP CRS 038°	Rwy Ldg TDZE 1949 Apt Elev 1957
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RNAV (GPS) RWY 4L
FELTS FLD (S'F'F')

RNP APCH - GPS.	MISSED APPROACH: Climb to 2850 then climbing right turn to 8000 direct CEVOS and on track 059° to KARPS and hold, continue climb-in-hold to 8000. * LPV missed approach requires minimum climb of 330 feet per NM to 5400.
 Circling to Rwy 22L NA at night. Circling NA northwest of Rwy 4L-22R. Rwy 4L helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.	

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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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).		2850	8000	CEVOS	tr 059°	KARPS
CEBTA						
4100		3900	2.6 NM to RWY 04L	RWY 04L		
GP 3.00° TCH 56						
7.6 NM		3.4 NM	2.6 NM			
CATEGORY	A	B	C	D		
LPV DA*		2203-3/4	254 (300-3/4)			
LPV DA		2529-1 5/8	580 (600-1 5/8)			
LNAV/VNAV DA		2779-2 1/2	830 (900-2 1/2)			
LNAV MDA	2820-1 871 (900-1)	2820-1 1/4 871 (900-1 1/4)	2820-2 1/2 871 (900-2 1/2)	871 (900-2 1/2)		
CIRCLING	2820-1 1/4	863 (900-1 1/4)	3100-3 1143 (1200-3)	3360-3 1403 (1500-3)		

SPOKANE, WASHINGTON

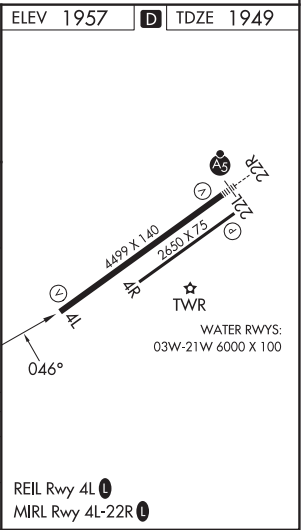
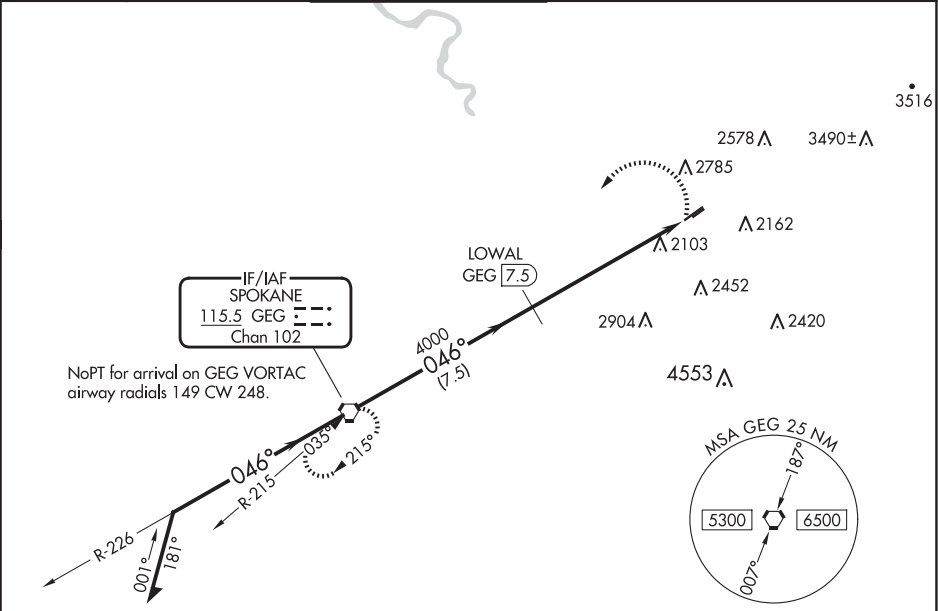
AL-402 (FAA)

25163

VORTAC GEG	APP CRS	Rwy Ldg	4499
115.5	046°	TDZE	1949
Chan 102		Apt Elev	1957

VOR RWY 4L
FELTS FLD (S'F'F')

DME required.		MISSED APPROACH: Climbing left turn to 4500 direct GEG VORTAC and hold.			
Circling NA northwest of Rwy 4L-22R. Circling Rwy 22L NA at night. Rwy 4L helicopter visibility reduction below ¾ 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



Remain within 10 NM		GEG VORTAC		4500 GEG	
4500		046°		4500	
226°		046°		4000	
7.5 NM		3.3 NM		3 NM	
CATEGORY	A	B	C	D	
S-4L	2960-1¼ 1011 (1100-1¼)	2960-1½ 1011 (1100-1½)	2960-3 1011 (1100-3)		
CIRCLING	2960-1¼ 1003 (1100-1¼)	2960-1½ 1003 (1100-1½)	3100-3 1143 (1200-3)	3360-3 1403 (1500-3)	

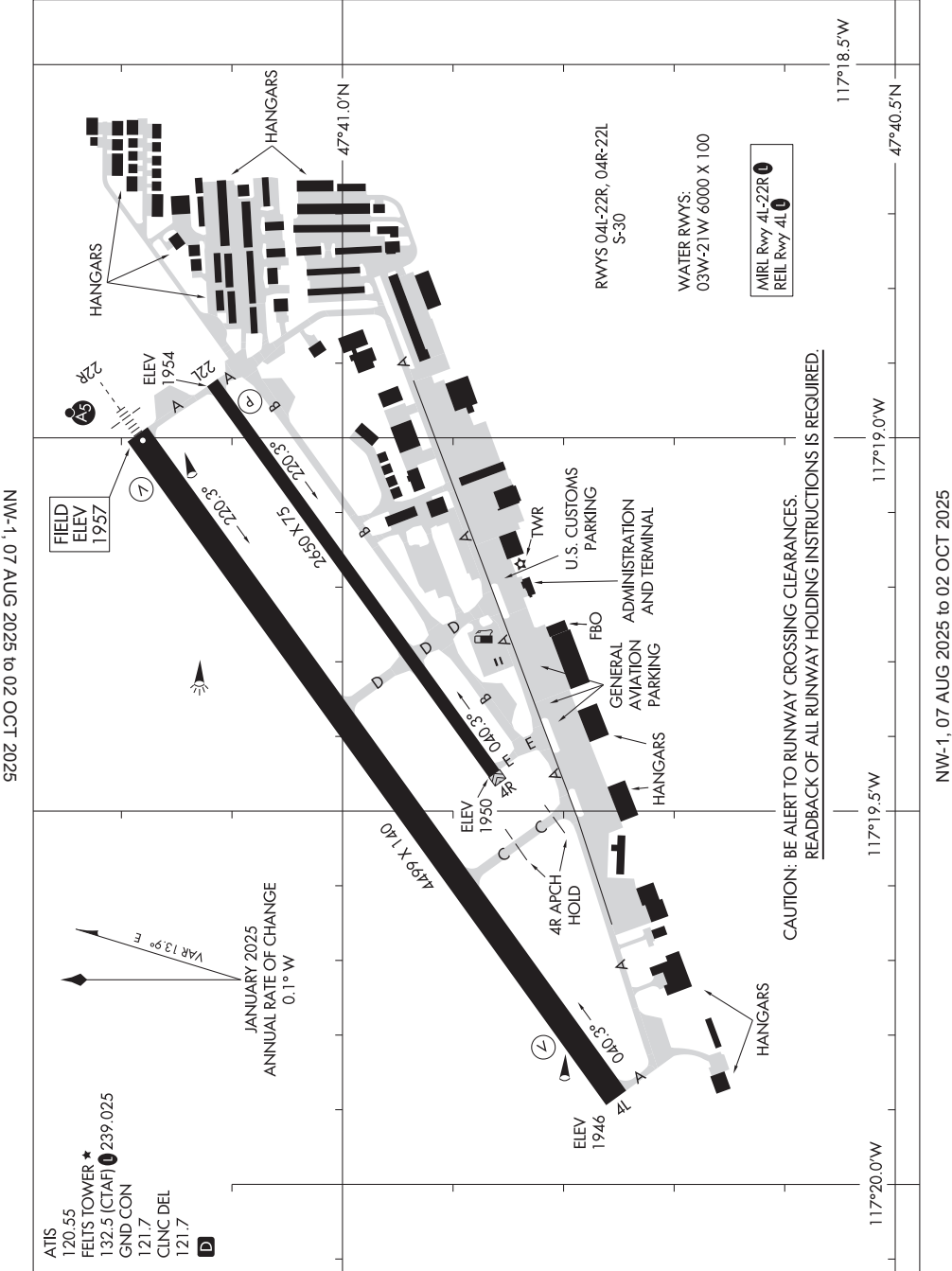
SPOKANE, WASHINGTON
Amdt 6B 15JUN23

47°41'N-117°19'W

FELTS FLD (S'F'F')
VOR RWY 4L

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



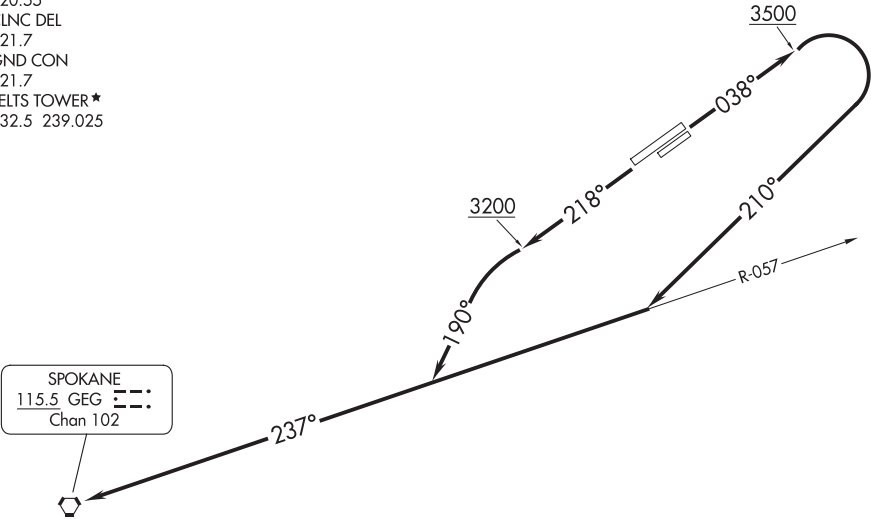
(MNITO1.GEG) 23334

MANITO ONE DEPARTURE (OBSTACLE)

AL-402 (FAA)

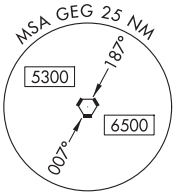
FELTS FLD (SFF)
SPOKANE, WASHINGTON

SPOKANE DEP CON
133.35 263.0
ATIS
120.55
CLNC DEL
121.7
GND CON
121.7
FELTS TOWER★
132.5 239.025



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.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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.

MANITO ONE DEPARTURE (OBSTACLE)

(MNITO1.GEG) 15JUN23

SPOKANE, WASHINGTON
FELTS FLD (SFF)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

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, 902' right of centerline, 62' AGL/2016' MSL.
Tree 1732' from DER, 862' right of centerline, 72' AGL/2026' MSL.
Trees beginning 1844' from DER, 586' 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.
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.
Tree, building, vehicles on road beginning 5631' from DER, 765' left of centerline, up to 113' AGL/2174' MSL.
Trees 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/2336' MSL.
Trees beginning 1.3 NM from DER, 927' left of centerline, up to 120' AGL/2346' MSL.
Trees beginning 1.4 NM from DER, 869' left of centerline, up to 96' AGL/2353' MSL.
Trees, building, terrain 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, building, terrain beginning 1.7 NM from DER, 706' left of centerline, up to 59' AGL/2459' 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: Light poles beginning 20' from DER, 389' right 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, buildings, 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, 86' 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 5292' 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 5987' from DER, 1868' 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, 1010' left of centerline, up to 111' AGL/2327' 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 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.

(CONTINUED ON FOLLOWING PAGE)

(CONTINUED)

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.

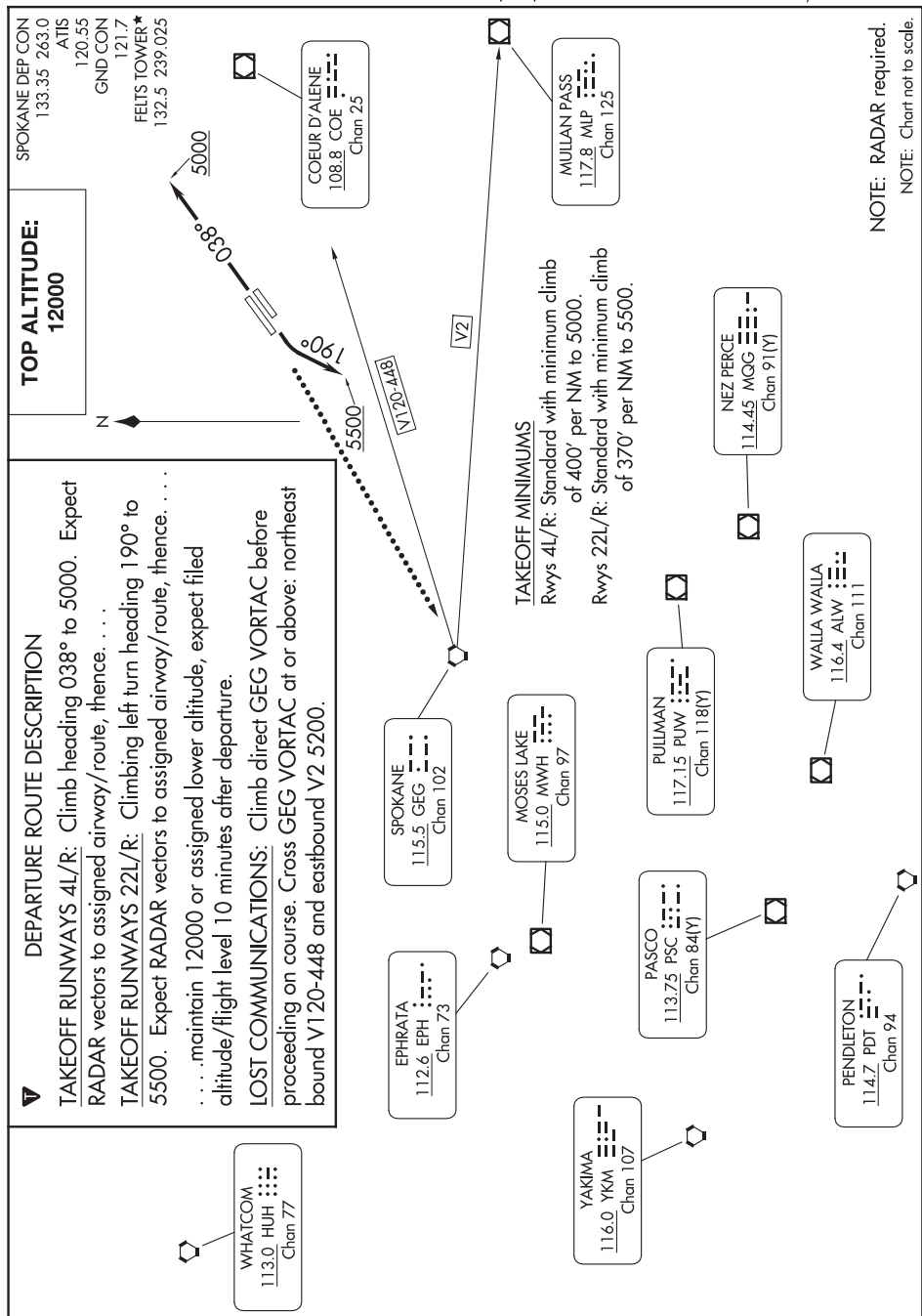
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

FELTS FOUR DEPARTURE

AL-402 (FAA)

FELTS FLD (SFF)
SPOKANE, WASHINGTON



FELTS FOUR DEPARTURE

SPOKANE, WASHINGTON
FELTS FLD (SFF)

21 JUL 16

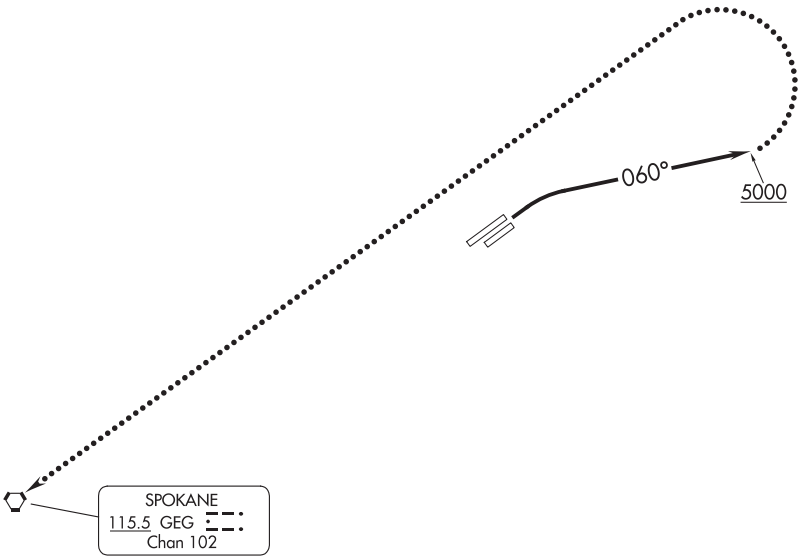
HAYDEN FOUR DEPARTURE

AL-402 (FAA)

FELTS FLD (SF'F)
SPOKANE, WASHINGTON

SPOKANE DEP CON
133.35 263.0
ATIS
120.55
GND CON
121.7
FELTS TOWER★
132.5 239.025

TOP ALTITUDE:
12000



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.

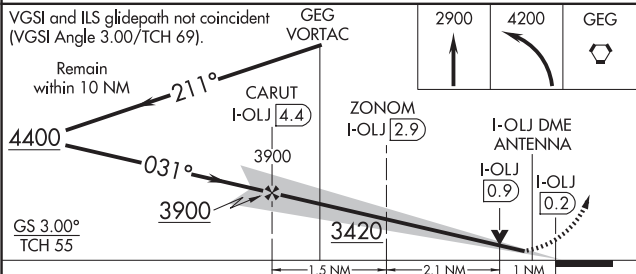
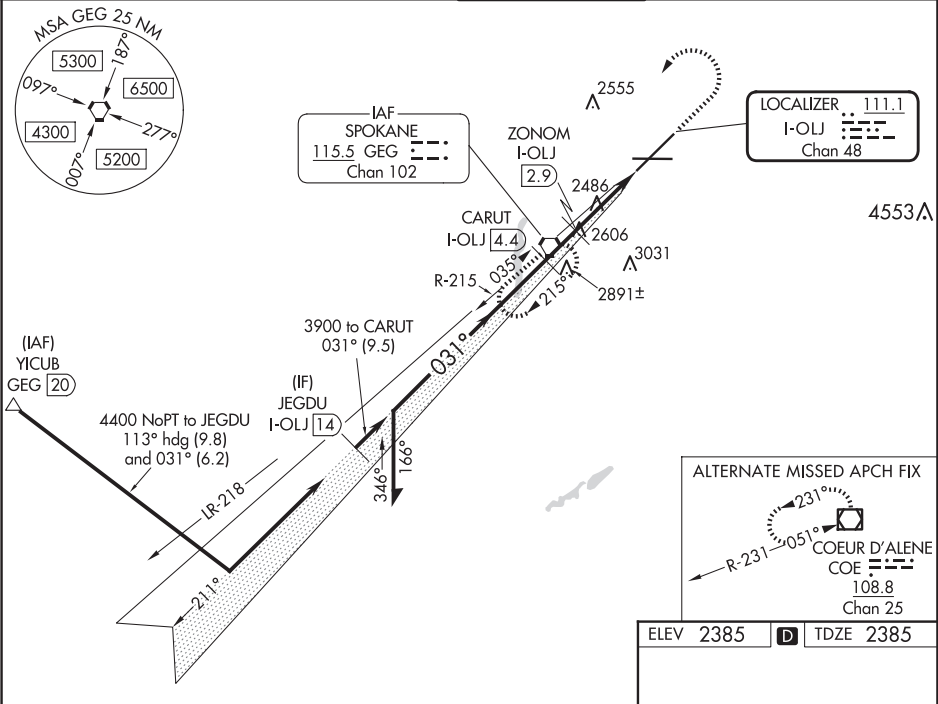
HAYDEN FOUR DEPARTURE

LOC/DME I-OLJ 111.1 Chan 48	APP CRS 031°	Rwy Ldg TDZE 2385 Apt Elev 2385
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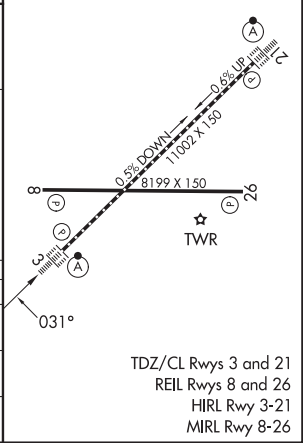
ILS or LOC RWY 3
SPOKANE INTL (GEG)

DME required for localizer only.	ALSIF-2	MISSED APPROACH: Climb to 2900 then climbing left turn to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.
For inop ALS, increase S-LOC 3 Cat C/D visibility to RVR 5500.		

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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CATEGORY	A	B	C	D
S-ILS 3	2585/18 200 (200-½)			
S-LOC 3	2780/24	395 (400-½)	2780/35	395 (400-¾)
CIRCLING	2960-1 575 (600-1)	2980-1 595 (600-1)	3180-2¼ 795 (800-2¼)	3380-3 995 (1000-3)



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SPOKANE, WASHINGTON

AL-403 (FAA)

25163

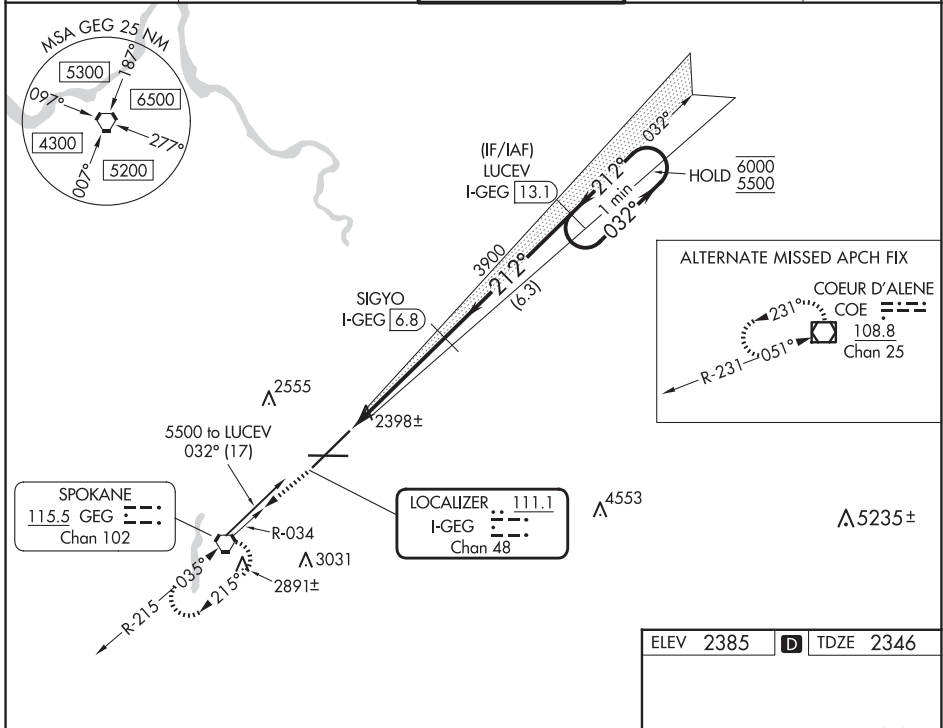
LOC/DME I-GEG 111.1 Chan 48	APP CRS 212°	Rwy Ldg TDZE 11002 2346 Apt Elev 2385
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ILS or LOC RWY 21

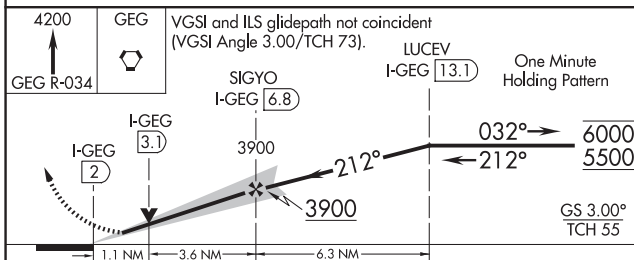
SPOKANE INTL (GEG)

DME required.	ALSIF-2 	MISSED APPROACH: Climb to 4200 on GEG VORTAC R-034 to GEG VORTAC and hold, continue climb-in-hold to 4200.
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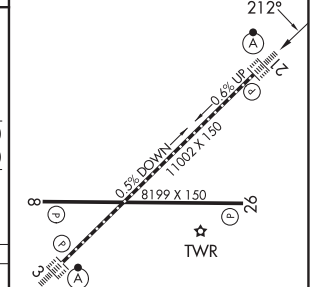
ATIS 124.325 254.375	SPOKANE APP CON 123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	SPOKANE TOWER 118.3 278.3	GND CON 121.9 348.6	CLNC DEL 127.55
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ELEV 2385 **D** TDZE 2346



CATEGORY	A	B	C	D
S-ILS 21	2546/18 200 (200-½)			
S-LOC 21	2760/24	414 (400-½)	2760/40	414 (400-¾)
C CIRCLING	2960-1 575 (600-1)	2980-1 595 (600-1)	3180-2¼ 795 (800-2¼)	3380-3 995 (1000-3)



TDZ/CL Rwy 3 and 21
REIL Rwy 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

SPOKANE, WASHINGTON

Amdt 24A 15JUN23

47°37'N-117°32'W

SPOKANE INTL (GEG)

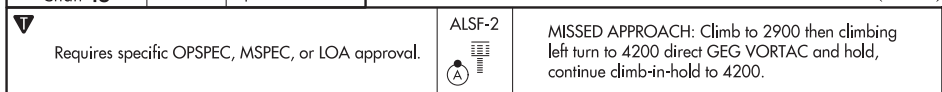
ILS or LOC RWY 21

NW-1, 07 AUG 2025 to 02 OCT 2025

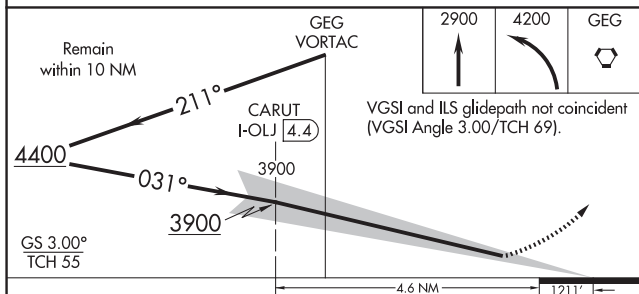
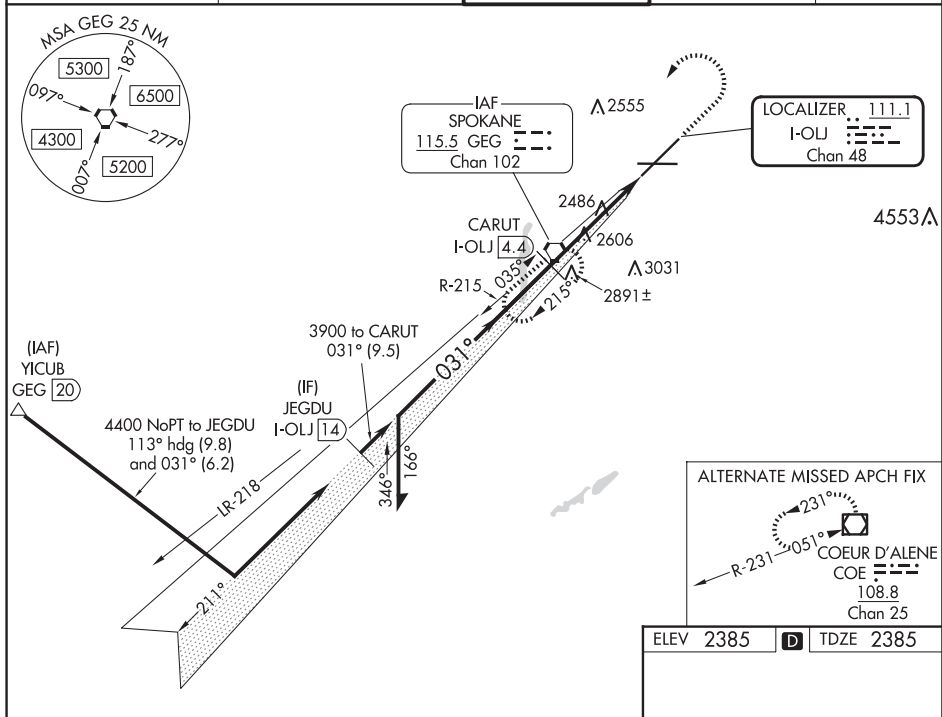
NW-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-OLJ <u>111.1</u> Chan 48	APP CRS 031°	Rwy Ldg 11002 TDZE 2385 Apt Elev 2385
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ILS RWY 3 (SA CAT I)
SPOKANE INTL (GEG)

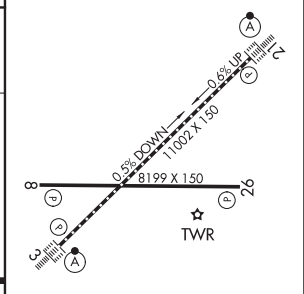


ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON	CLNC DEL
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6	127.55



CATEGORY	A	B	C	D
S-ILS 3	RA 154/14 150 DA 2535			

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 3 and 21
REIL Rwy 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

LOC/DME I-GEG 111.1 Chan 48	APP CRS 212°	Rwy Ldg 11002 TDZE 2346 Apt Elev 2385
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ILS RWY 21 (SA CAT I)
SPOKANE INTL (GEG)

DME required.

T Requires specific OPSPEC, MSPEC, or LOA approval.

ALSF-2



MISSED APPROACH: Climb to 4200 on GEG VORTAC R-034 to GEG VORTAC and hold, continue climb-in-hold to 4200.

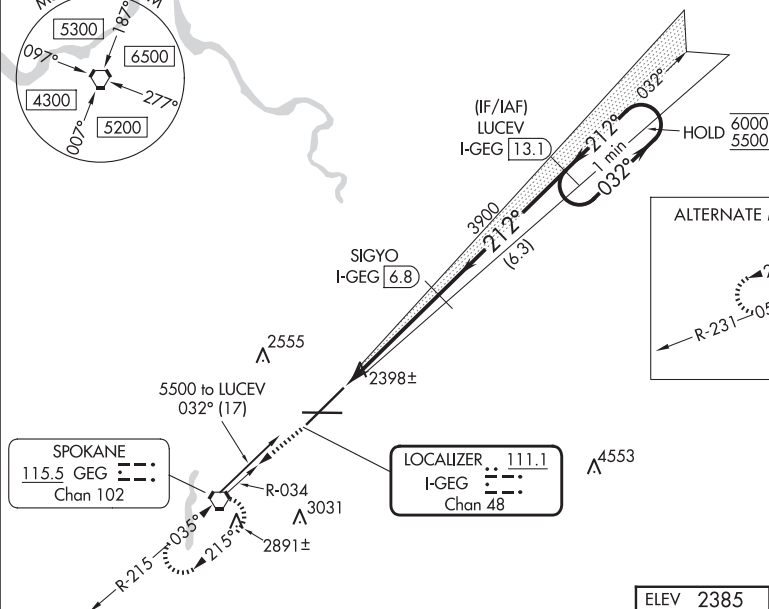
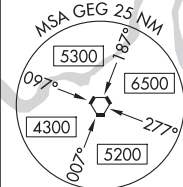
ATIS
124.325 254.375

SPOKANE APP CON		
123.75	282.25	(205°-025°)
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

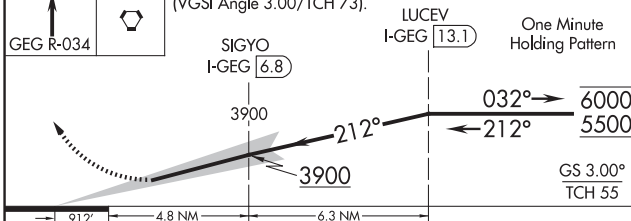
COEUR D'ALENE
COE $\equiv \equiv \equiv$
108.8
Chan 25

4200	GEG
↑	
GEG R-034	

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 73).

LUCEV
GEG 13.1

One Minute Holding Pattern



CATEGORY

	B
--	---

C

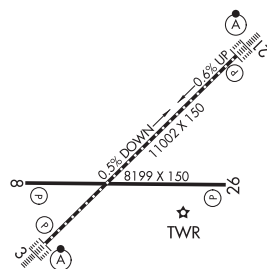
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S-ILS 21

RA 197/14 150 DA 2496

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ELEV 2385	D	TDZE 2346
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TDZ/CL Rwy 3 and 21
REIL Rwy 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

SPOKANE, WASHINGTON
Amdt 24A 15JUN23

47°37'N-117°32'W


SPOKANE INTL (GEG)

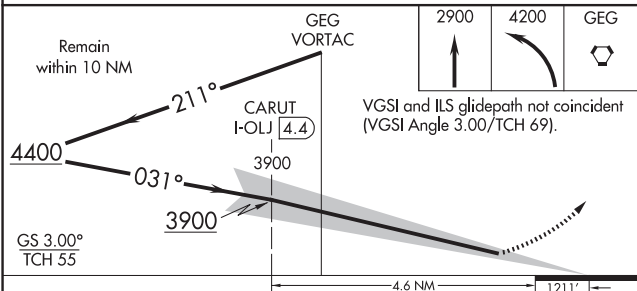
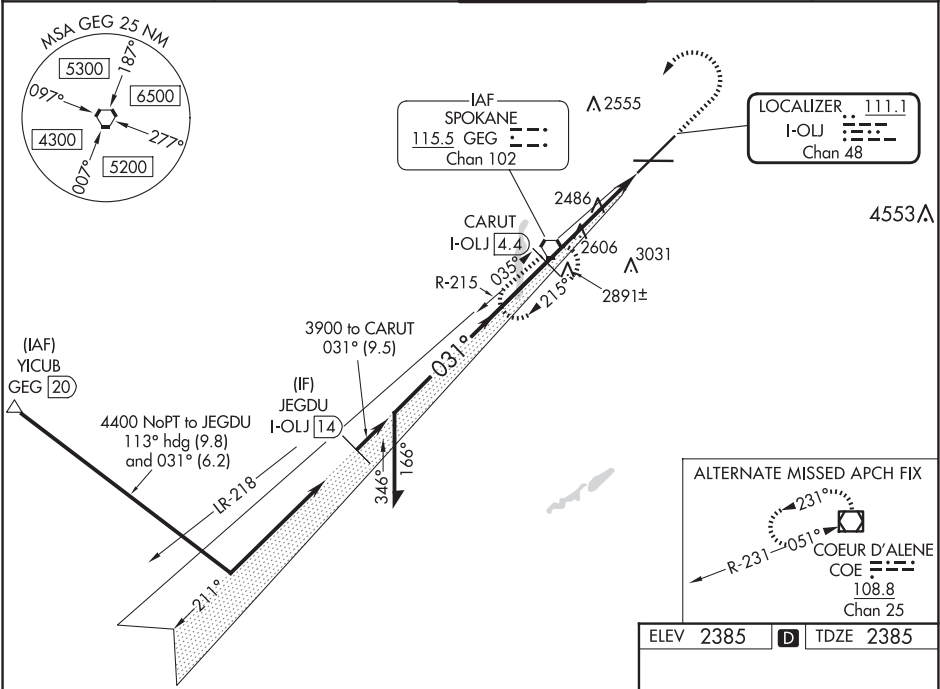
ILS RWY 21 (SA CAT I)

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-OLJ 111.1 Chan 48	APP CRS 031°	Rwy Ldg TDZE 2385 Apt Elev 2385
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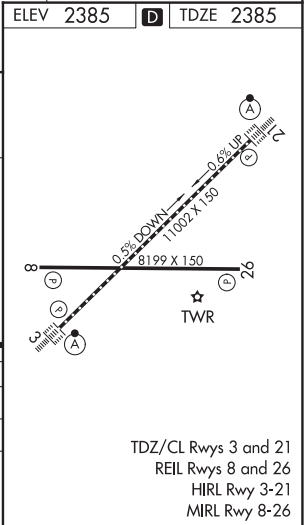
ILS RWY 3 (CAT II & III)
SPOKANE INTL (GEG)

V	CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.		ALSIF-2 	MISSED APPROACH: Climb to 2900 then climbing left turn to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.		
	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	



CATEGORY	A	B	C	D
S-ILS 3	CAT II	RA 104/12	100	DA 2485
S-ILS 3	CAT III	RVR 03		

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SPOKANE, WASHINGTON

AL-403 (FAA)

25163

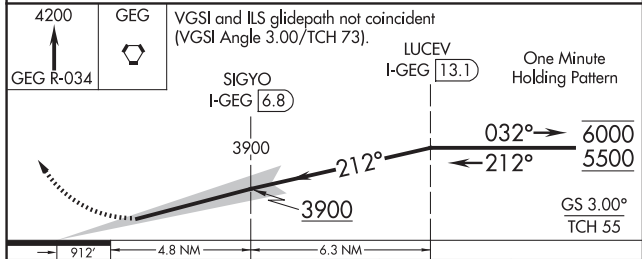
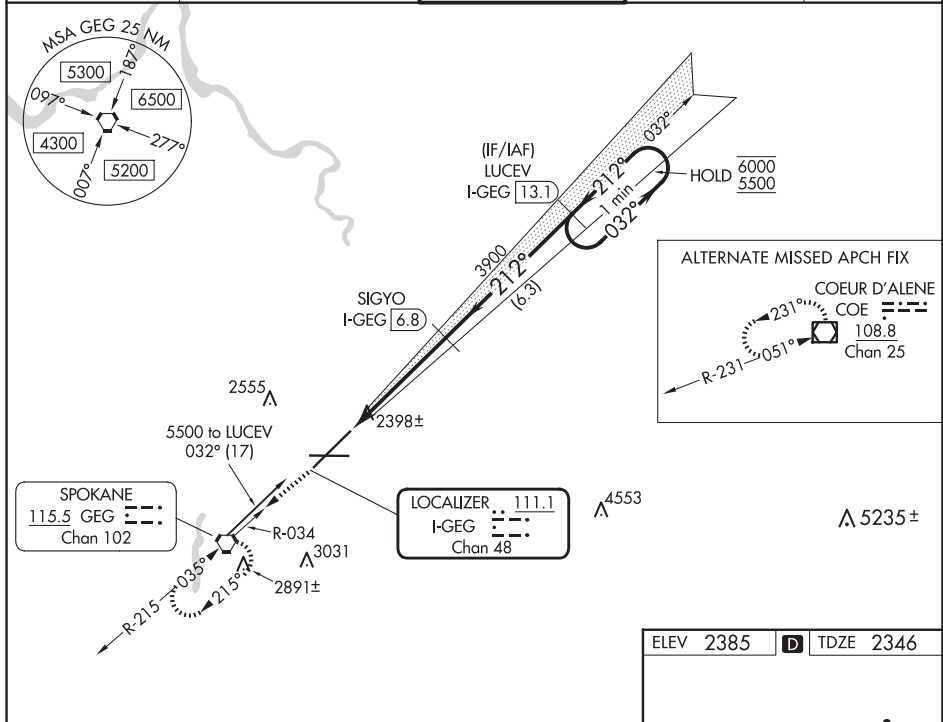
LOC/DME I-GEG 111.1 Chan 48	APP CRS 212°	Rwy Ldg 11002 TDZE 2346 Apt Elev 2385
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ILS RWY 21 (CAT II & III)

SPOKANE INTL (GEG)

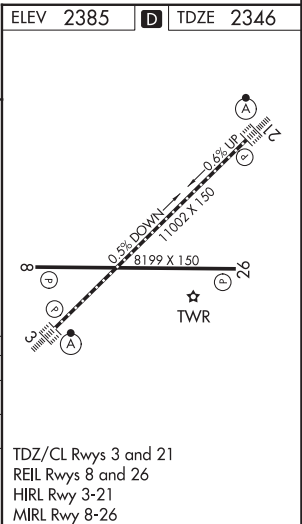
DME required.	ALSF-2 	MISSED APPROACH: Climb to 4200 on GEG VORTAC R-034 to GEG VORTAC and hold, continue climb-in-hold to 4200.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.		

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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CATEGORY	A	B	C	D
S-ILS 21	CAT II RA 147/12 100 DA 2446			
S-ILS 21	CAT III RVR 03			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SPOKANE, WASHINGTON
Amdt 24A 15JUN23

47°37'N-117°32'W

SPOKANE INTL (GEG)
ILS RWY 21 (CAT II & III)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SPOKANE, WASHINGTON

AL-403 (FAA)

25163

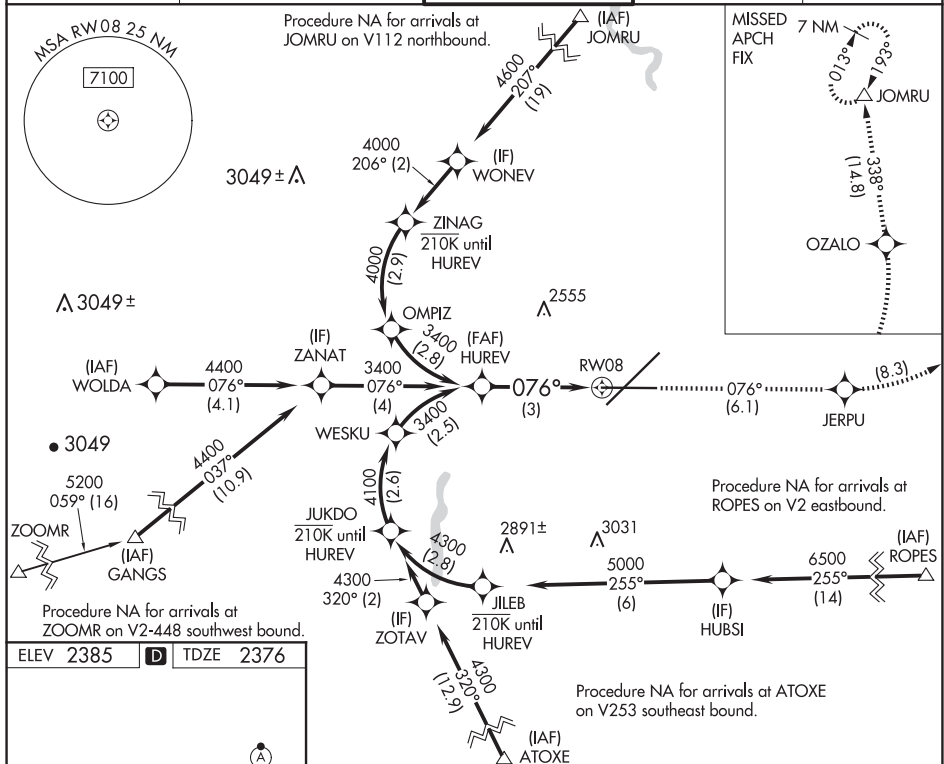
APP CRS	Rwy Ldg	8199
076°	TDZE	2376
	Apt Elev	2385

RNAV (RNP) Z RWY 8

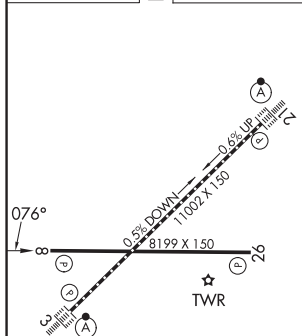
SPOKANE INTL (GEG)

RNP AR APCH. RF required.	MISSED APPROACH: Climb to 7000 on track 076° to JERPU, left turn to OZALO, and on track 338° to JOMRU and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 53°C.	

ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON	CLNC DEL
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6	127.55



ELEV 2385 **D** TDZE 2376



TDZ/CL Rwy 3 and 21
REIL Rwy 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

<div>HUREV 3400</div> <div>3400</div> <div>GP 3.00° TCH 60</div>		<div><div>7000 ↑ tr 076°</div><div>JERPU ✦</div><div></div><div>OZALO ✦</div><div>tr 338°</div><div>JOMRU △</div></div> <div>VGS1 and RNAV glidepath not coincident. (VGS1 Angle 3.00/TCH 45).</div> <div>RW08</div> <div>See planview for multiple IF locations.</div> <div>3 NM</div>			
CATEGORY	A	B	C	D	
RNP 0.11 DA	2665-7/8 289 (300-7/8)				
RNP 0.30 DA	2869-13/8 493 (500-13/8)				
AUTHORIZATION REQUIRED					

AUTHORIZATION REQUIRED

SPOKANE, WASHINGTON

Amdt 1A 25APR19

47°37'N-117°32'W

SPOKANE INTL (GEG)

RNAV (RNP) Z RWY 8

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	11002
212°	TDZE	2346
	Apt Elev	2385

RNAV (RNP) Z RWY 21

SPOKANE INTL (GEG)

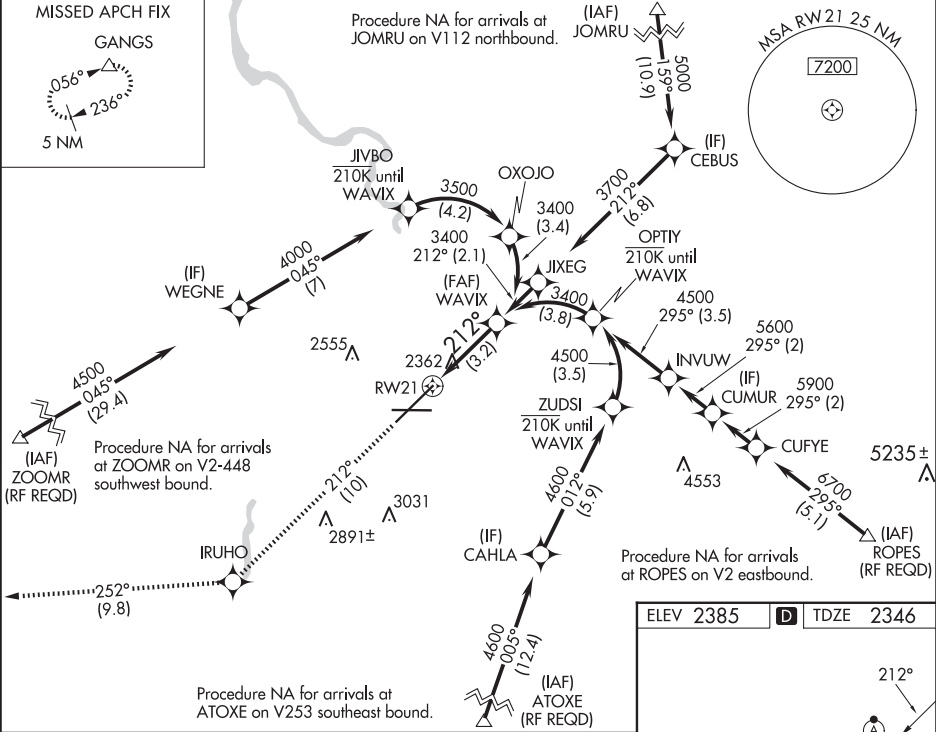
RNP AR APCH.

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 ¾, RNP 0.15 visibility all Cats to 1½ and RNP 0.30 visibility all Cats to 1¾.

ALSF-2

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.

ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON	CLNC DEL
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6	127.55



5000	IRUHO	GANGS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).	WAVIX
tr 212°	tr 252°	△		3400
See planview for multiple IF locations.				
RW21				
GP 3.00° TCH 55				
3.2 NM				
CATEGORY	A	B	C	D
RNP 0.11 DA*		2596/24	250 (300-½)	
RNP 0.15 DA		2699/30	353 (400-⅝)	
RNP 0.30 DA		2752/45	406 (400-⅞)	

ELEV 2385 TDZE 2346

212°

0.6% DOWN 11032 X 150

0.6% UP 8199 X 150

TWR

TDZ/CL Rws 3 and 21

REIL Rws 8 and 26

HIRL Rwy 3-21

MIRL Rwy 8-26

SPOKANE, WASHINGTON

AL-403 (FAA)

25163

APP CRS
257°

Rwy Ldg **8199**
TDZE **2372**
Apt Elev **2385**

RNAV (RNP) Z RWY 26

SPOKANE INTL (GEG)

RNP AR APCH.

▼ For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 5000 on track 257° to TEFXY and on track 220° to GANGS and hold.

ATIS
124.325 254.375

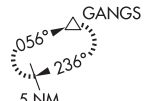
SPOKANE APP CON
123.75 282.25 (205°-025°)
133.35 263.0 (026°-204°)

SPOKANE TOWER
118.3 278.3

GND CON
121.9 348.6

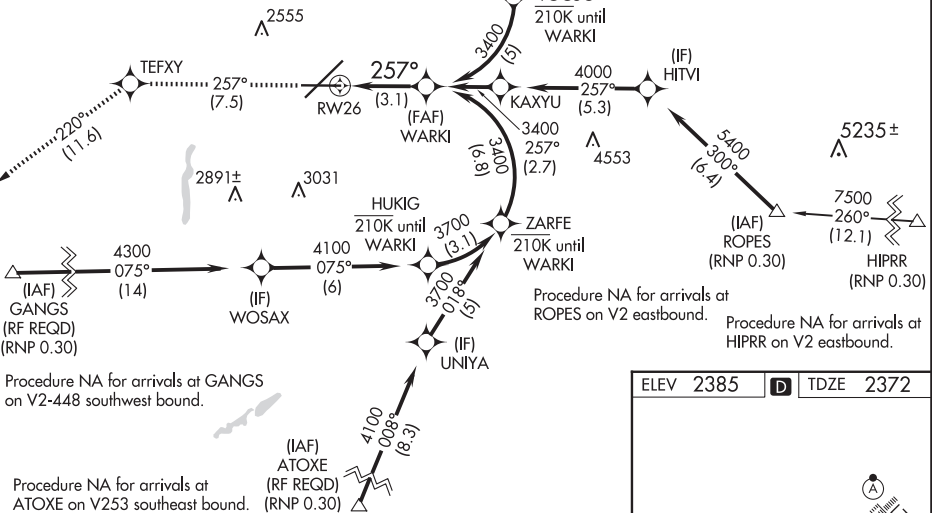
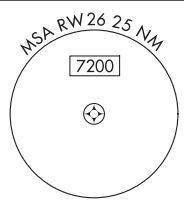
CLNC DEL
127.55

MISSED APCH FIX

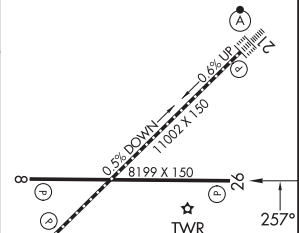


Procedure NA for arrivals at JOMRU on V112 northbound.

(IAF) JOMRU (RF REQD) (RNP 0.30)



ELEV 2385 TDZE 2372



TDZ/CL Rwy 3 and 21
REIL Rwy 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

SPOKANE, WASHINGTON

Amdt 1C 25APR19

47°37'N-117°32'W

SPOKANE INTL (GEG)

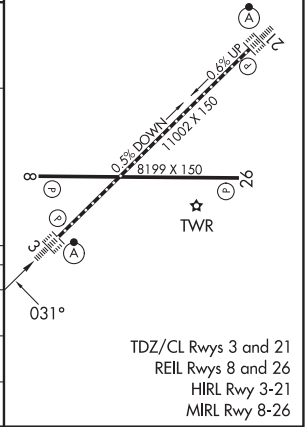
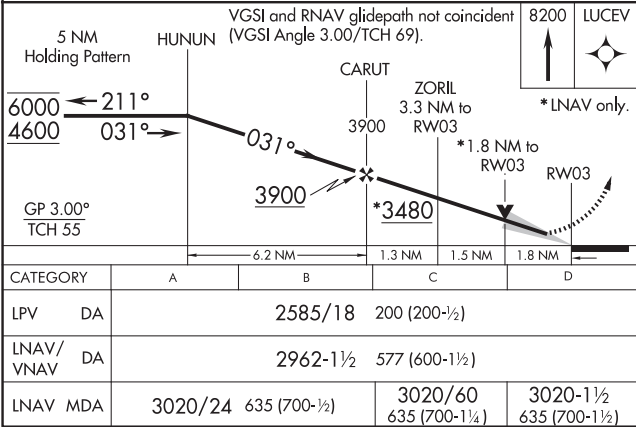
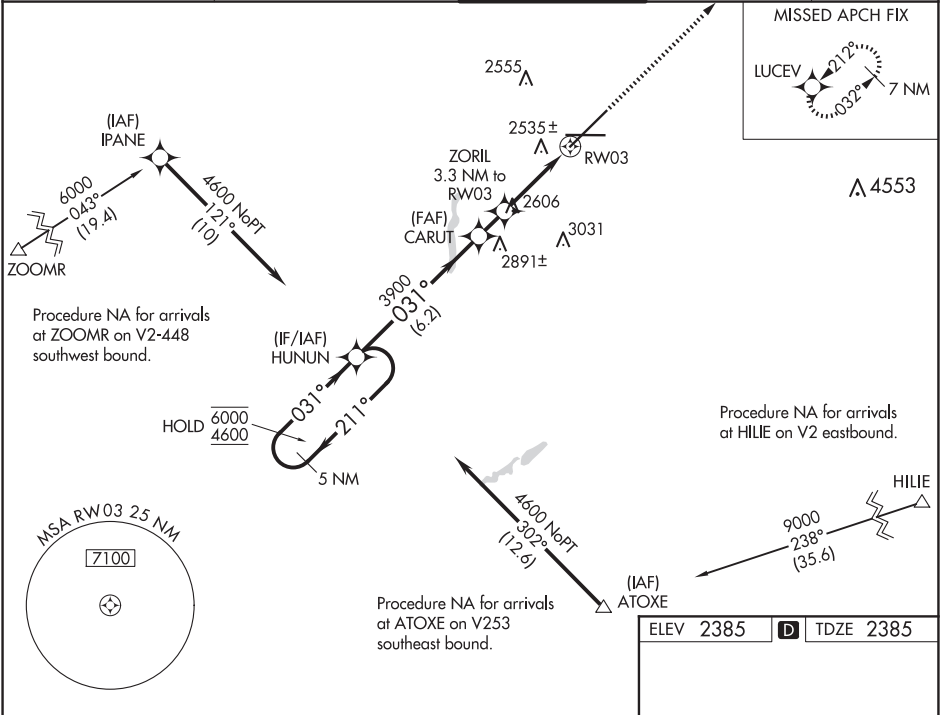
RNAV (RNP) Z RWY 26

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 81920 W03A	APP CRS 031°	Rwy Ldg TDZE 2385 Apt Elev 2385	11002 2385 2385
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RNAV (GPS) Y RWY 3
SPOKANE INTL (GEG)

RNP APCH.		ALSF-2	MISSED APPROACH: Climb to 8200 direct LUCEV and hold, continue climb-in-hold to 8200.	
▼ 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 1½ SM and increase LNAV Cats C and D visibility to 1¼ 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



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SPOKANE, WASHINGTON

AL-403 (FAA)

25163

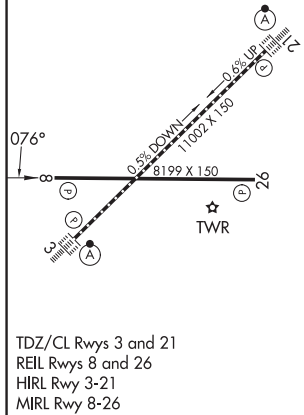
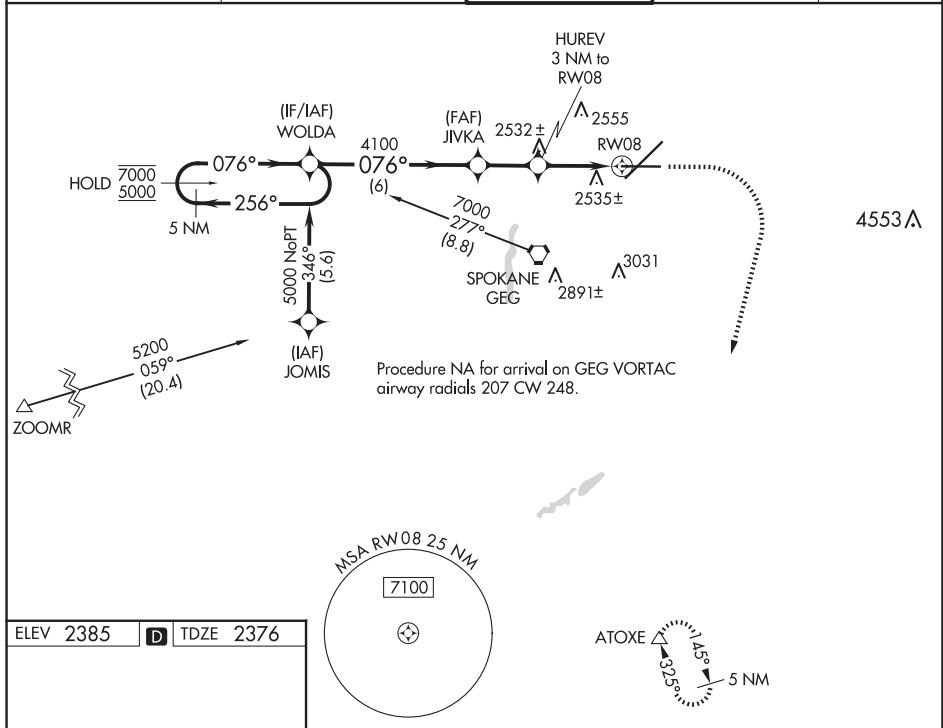
WAAS CH 48801 W08A	APP CRS 076°	Rwy Ldg TDZE Apt Elev	8199 2376 2385
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RNAV (GPS) Y RWY 8

SPOKANE INTL (GEG)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 52°C. ▲	MISSED APPROACH: Climb to 2900, then climbing right turn to 6000 direct ATOXE 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
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ELEV 2385 D TDZE 2376		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).		2900	6000	ATOXE
5 NM Holding Pattern		WOLDA	JIVKA	HUREV 3 NM to RWY 08	1.2 NM to RWY 08	ATOXE
7000 5000		256° 076°	4100	3400	1.2	
GP 3.00° TCH 60		6 NM	2.1 NM	1.8 NM	1.2	
CATEGORY	A	B	C	D		
LPV DA	2576-¾		200 (200-¾)			
LNAV/VNAV DA	2834-1½		458 (500-1½)			
LNAV MDA	2800-1	424 (500-1)	2800-1¼		424 (500-1¼)	

SPOKANE, WASHINGTON
Amdt 2F 10AUG23

47°37'N-117°32'W

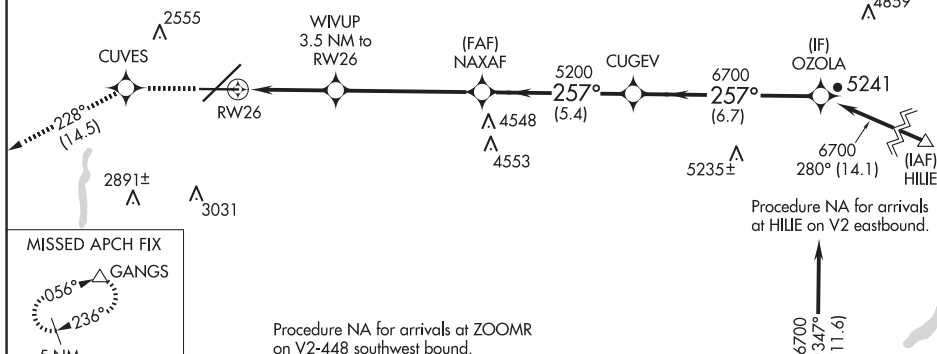
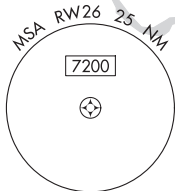
RNAV (GPS) Y RWY 8

NW-1, 07 AUG 2025 to 02 OCT 2025

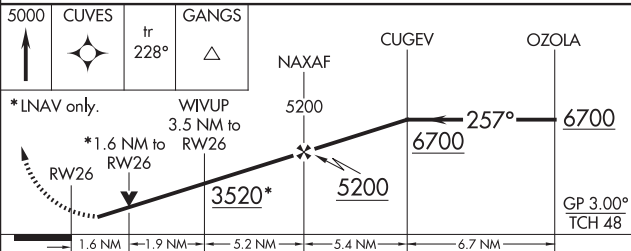
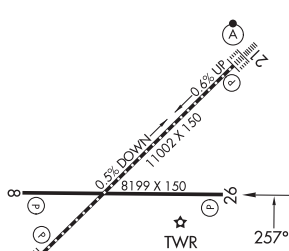
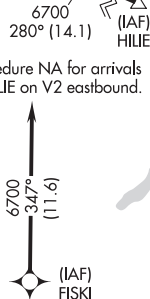
RNAV (GPS) Y RWY 26
SPOKANE INTL (GEG)


MISSED APPROACH: Climb to 5000 direct CUVES and on track 228° to GANGS and hold.

127 55



ZOOMR \gg 8000
 \triangle \rightarrow 076°
 (52.8)



CATEGORY		A	B	C	D
LPV	DA	2688-1		316 (400-1)	
LNAV/ VNAV	DA	2911-1½		539 (600-1½)	
LNAB	MDA	2920-1 548 (600-1)		2920-1⅝ 548 (600-1⅝)	
 CIRCLING		2960-1 575 (600-1)	2980-1 595 (600-1)	3300-2¾ 915 (1000-2¾)	3400-3 1015 (1100-3)

TDZ/CL Rwy 3 and 21
REIL Rwy 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

Amdt 4B 03JAN19

SPOKANE INTL (GEG)



47°37'N-117°32'W

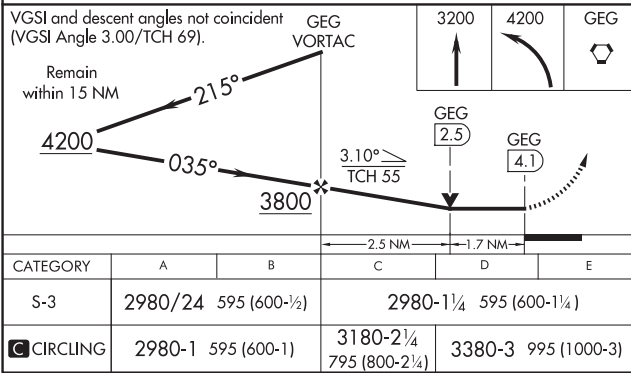
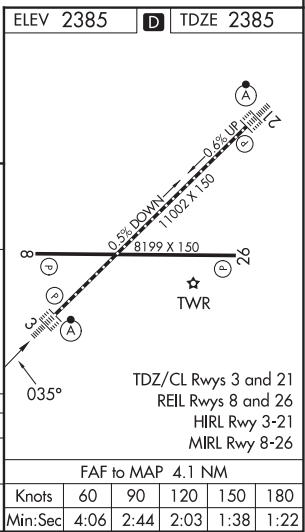
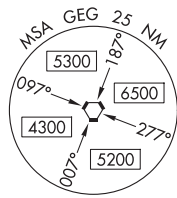
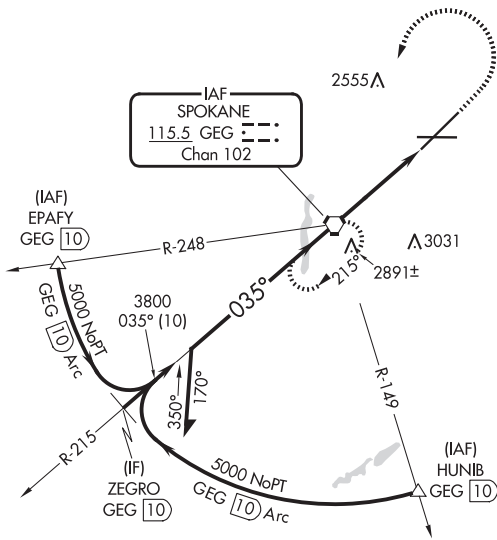
RNAV (GPS) Y RWY 26

NW-1, 07 AUG 2025 to 02 OCT 2025

VORTAC GEG	APP CRS	Rwy Ldg	11002
115.5	035°	TDZE	2385
Chan 102		Apt Elev	2385

VOR RWY 3
SPOKANE INTL (GEG)

	Circling NA for Cat E southeast of Rwy 3-21. For inop ALS, increase S-3 Cat E visibility to 1 1/4 SM.		ALSIF-2 		MISSED APPROACH: Climb to 3200 then climbing left turn to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.	
	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	



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

RIDDLE HILL VISUAL RWY 8

SPOKANE INTL (GEG)
SPOKANE, WASHINGTON

A diagram illustrating the relationship between a ship's hull and a smokestack. On the left, a cross-section of a ship's hull is shown with the text 'AIRWAY HEIGHTS' next to it. To the right of the hull is a tall, tapered smokestack with the text 'SMOKE STACK' next to it. The diagram shows the smokestack rising from the ship's deck.

Avoid overflying
Fairfield AFB (SKA)
and bunkers.

BUNKERS

MEDICAL
LAKE

RIDDLE
HILL 

SILVER
LAKE

CLEAR
LAKE

SPOKANE
115.5 GEG ::
Chan 102

RADAR REQUIRED

Vertical Guidance Navaid and Angle: VGSI indicator 3.0°.

Weather minimums: Ceiling 1500 feet. Visibility 7 miles.

1 NM	2	3	4	5	6	7	8	9
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RIDDLE HILL VISUAL APPROACH RWY 8

PROCEDURE NOT AUTHORIZED AT NIGHT.

Arrivals expect to be vectored south of the VOR to execute approach.

RIDDLE HILL VISUAL RWY 8

Amdt 1A 15JUN23

47°37'N-117°32'W

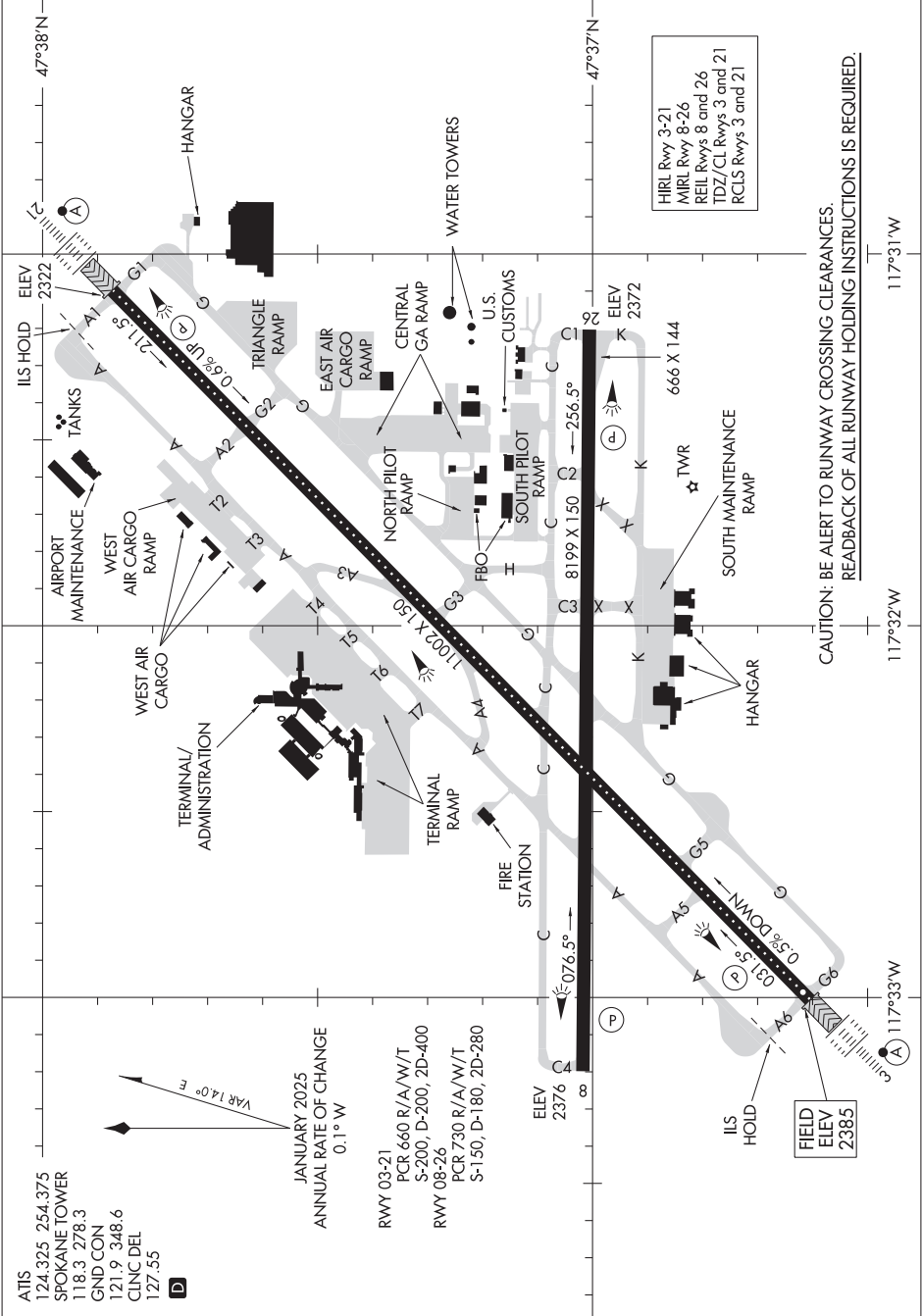
SPOKANE, WASHINGTON
SPOKANE INTL (GEG)

817

NW-1, 07 AUG 2025 to 02 OCT 2025

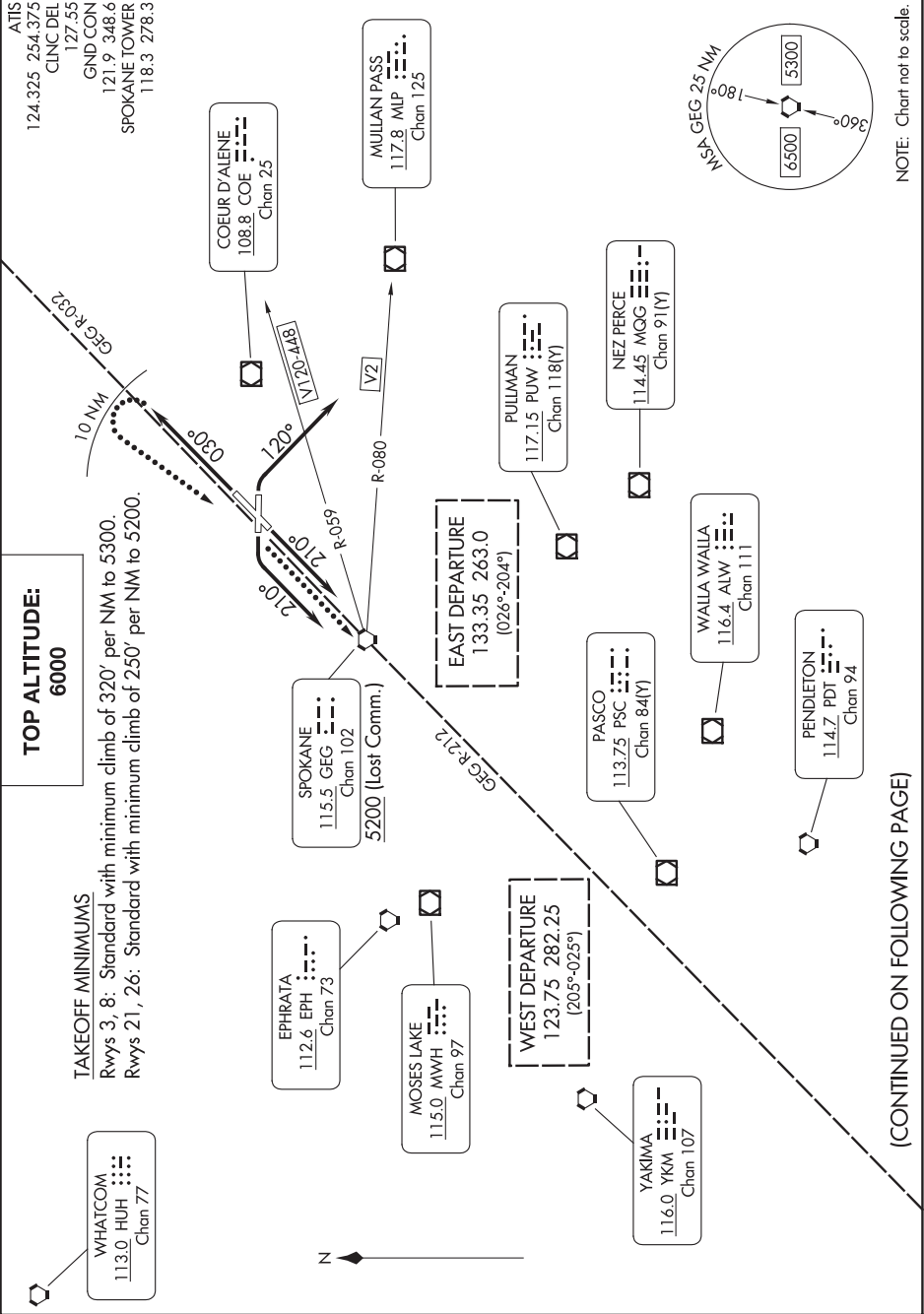
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



NW-1, 07 AUG 2025 to 02 OCT 2025

(CONTINUED ON FOLLOWING PAGE)

SPOKANE SEVEN DEPARTURE

AL-403 (FAA)

SPOKANE INTL (GEG)
SPOKANE, WASHINGTON

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.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS 116°	Rwy Ldg 4200
	TDZE 4325
	Apt Elev 4328

RNAV (GPS) RWY 12

STANFORD/BIGGERSTAFF FLD (S64)

RNP APCH - GPS.

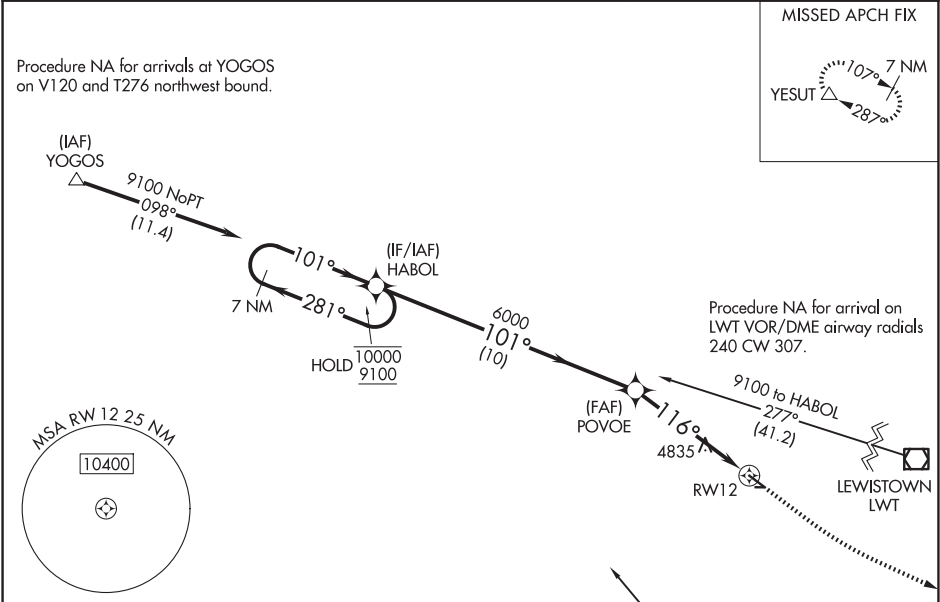
▼

NA

Rwy 12 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwy 7 and 25. Use LWT altimeter setting; when not received, use 19MT altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat A ¼ SM, and Circling visibility Cat B ¼ SM. Procedure NA at night.

MISSED APPROACH: Climb to 5200 then climbing left turn to 8000 direct YESUT and hold.

LWT ASOS 118.375	SALT LAKE CENTER 133.4 285.4	UNICOM 122.8 (CTAF) 0
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STANFORD, MONTANA

AL-10499 (FAA)

25219

WAAS CH 86947 W30A	APP CRS 296°	Rwy Ldg 4200 TDZE 4321 Apt Elev 4328
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RNAV (GPS) RWY 30
STANFORD/BIGGERSTAFF FLD (S64)

RNP APCH - GPS.

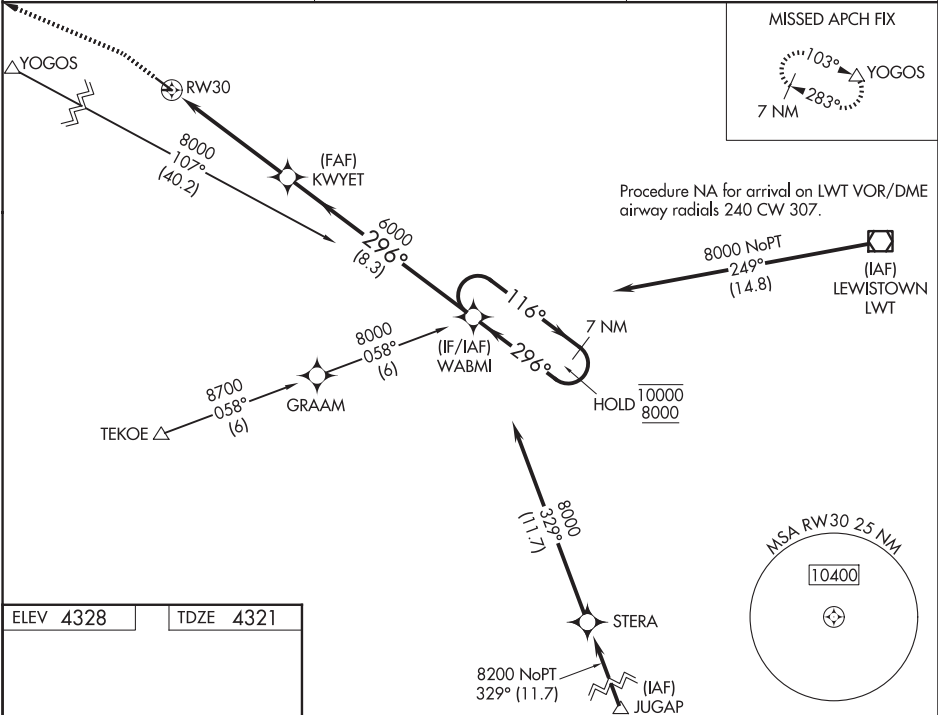
NA Baro-VNAV NA. Rwy 30 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 7 and 25. Use LWT altimeter setting; when not received, use 19MT altimeter setting and increase LPV DA to 4718 feet and all visibilities 1/8 SM. Increase LNAV/VNAV DA to 4794 feet and all visibilities 1/8 SM. Increase all MDAs 60 feet and LNAV visibility Cat B 1/4 SM, and Circling visibility Cat B 1/4 SM. Procedure NA at night.

MISSED APPROACH: Climb to 4900 then climbing left turn to 8500 direct YOGOS and hold.

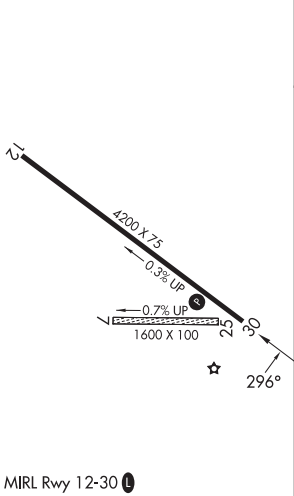
LWT ASOS
118.375

SALT LAKE CENTER
133.4 285.4

UNICOM
122.8 (CTAF)



ELEV 4328 TDZE 4321



4900	8500	YOGOS	WABMI	7 NM Holding Pattern
↑	↶	△	↶	↶
RW30		KWWYET	WABMI	7 NM Holding Pattern
6000		6000	10000	8000
5.2 NM		8.3 NM	GP 3.00° TCH 35	
CATEGORY	A	B	C	D
LPV DA	4667-1		346 (400-1)	
LNAV/VNAV DA	4743-1 1/4		422 (500-1 1/4)	
LNAV MDA	5020-1 699 (700-1)		5020-2 699 (700-2)	
CIRCLING	5020-1 692 (700-1)	5240-1 1/4 912 (1000-1 1/4)	5600-3 1272 (1300-3)	5880-3 1552 (1600-3)

STANFORD, MONTANA
Orig 07AUG25

47°09'N-110°14'W

STANFORD/BIGGERSTAFF FLD (S64)
RNAV (GPS) RWY 30

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

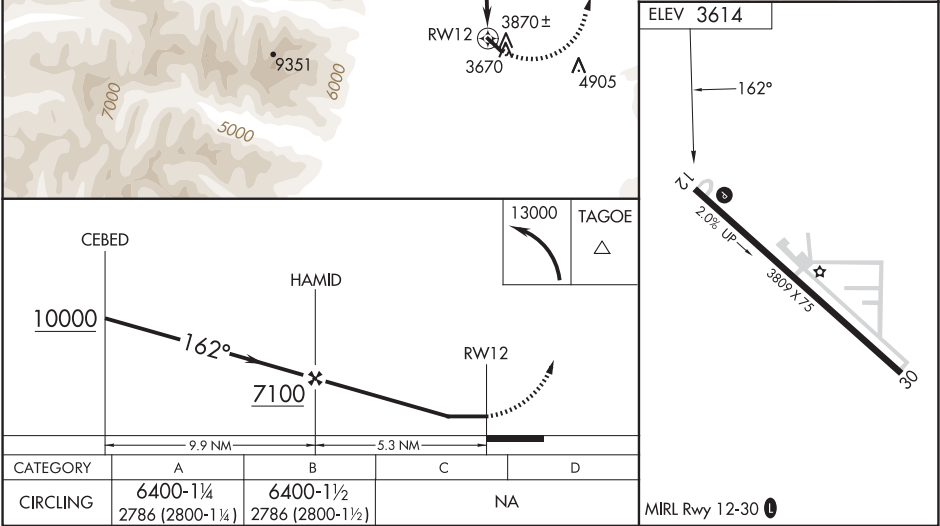
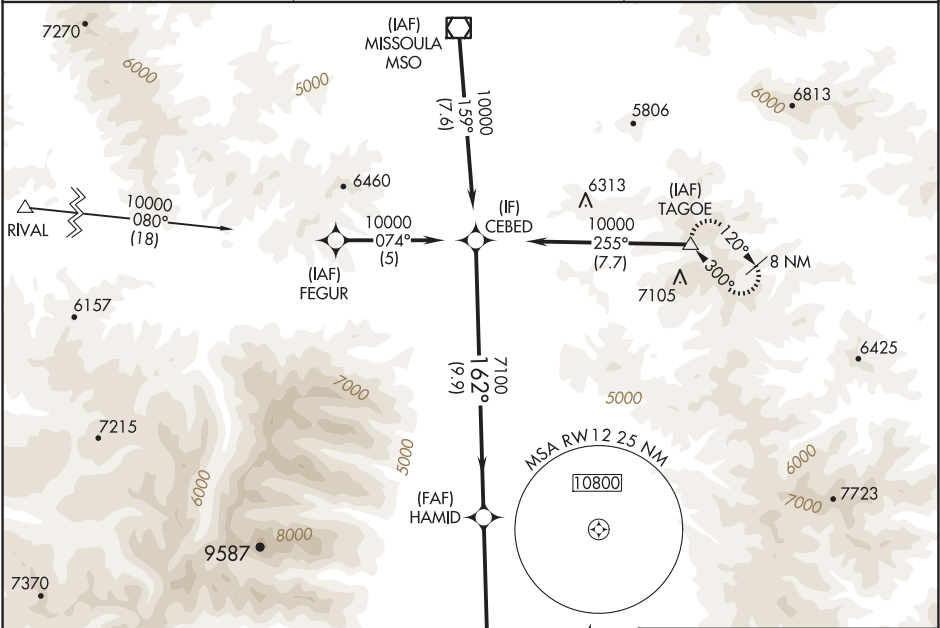
APP CRS 162°	Rwy Ldg TDZE Apt Elev	N/A N/A 3614
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RNAV (GPS)-A
STEVENSVILLE (32S)

RNP APCH.
<div><div><div></div><div>NA</div></div></div> <div>Procedure NA at night.</div>

MISSED APPROACH: Climbing left turn to 13000 direct TAGOE and hold, continue climb-in-hold to 13000.

AWOS-AV 120.925	SPOKANE APP CON★ 124.9 298.95	UNICOM 122.8 (CTAF) 1
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NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SUNRIVER, OREGON

AL-6978 (FAA)

25163

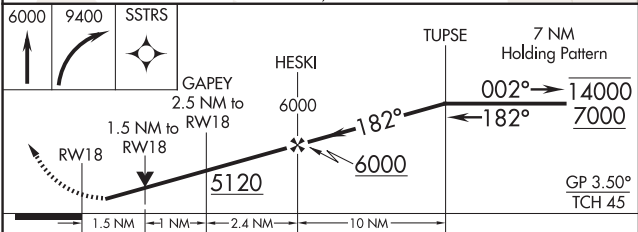
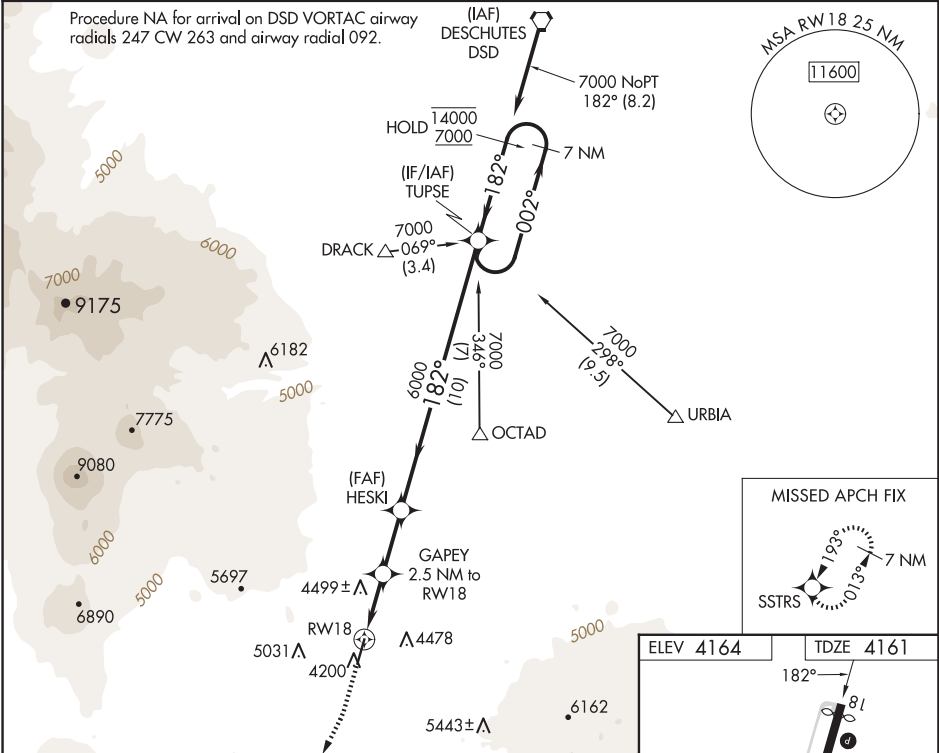
WAAS CH 77744 W18A	APP CRS 182°	Rwy Ldg TDZE 4161 Apt Elev 4164
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RNAV (GPS) RWY 18

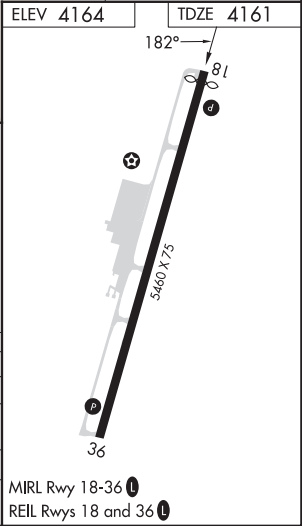
SUNRIVER (S21)

RNP APCH - GPS. CIRCLING NA for Cat D west of Rwy 18-36. Rwy 18 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 41°C.	MISSED APPROACH: Climb to 6000 then climbing right turn to 9400 direct SSTRS and hold, continue climb-in-hold to 9400.
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AWOS-3PT 128.325	SEATTLE CENTER 126.15 269.475	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		4431-7/8	270 (300-7/8)	
LNAV/VNAV DA		4760-1 3/4	599 (600-1 3/4)	
LNAV MDA	4760-1	599 (600-1)	4760-1 3/4	599 (600-1 3/4)
CIRCLING	4900-1 736 (800-1)	5140-1 1/2 976 (1000-1 1/2)	5660-3	1496 (1500-3)



SUNRIVER, OREGON
Amdt 2 30NOV23

43°53'N-121°27'W

SUNRIVER (S21)
RNAV (GPS) RWY 18

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 17

- MISSED APPROACH:** Climb to 1500, then climbing right turn to 2000 via heading 290° and SEA VORTAC R-227 to SCENN INT and hold.

A map of the Seattle area showing flight paths and navigation aids. The map includes the following elements:

- SEATTLE**: 116.8 SEA, Chan 115.
- LOCALIZER**: 109.1, I-TW.
- Navigation Aids**: Δ 2399, Δ 930, Δ 713, Δ 436, Δ 515.
- Flight Paths**: A series of paths with headings and distances: 122°, 302°, 167°, 347°, 227° (2000), 11.3, 347°, 499±, 515, 436.
- Other Labels**: (IAF) SCENN OM/INT, R-227, MSA SEA 25 NM, 3400, 3400, 2200, 6400, 070°, 090°, 340°.

1500 ↑	2000 hdg 290°	SEA R-227	SCENN INT	SCENN OM/INT	1964	347°	Remain within 10 NM	2000	GS 3.00° TCH 52
5 NM									
CATEGORY	A	B	C	D					
S-ILS 17	494-½ 200 (200-½)								
S-LOC 17	760-½	466 (500-½)	760-¾ 466 (500-¾)	760-1 466 (500-1)					
CIRCLING	760-1	465 (500-1)	820-1½ 525 (600-1½)	860-2 565 (600-2)					
MCCHORD FLD ALTIMETER SETTING MINIMUMS									
S-ILS 17	519-½ 225 (300-½)								
S-LOC 17	780-½	486 (500-½)	780-¾ 486 (500-¾)	780-1 486 (500-1)					
CIRCLING	800-1	505 (600-1)	860-1½ 565 (600-1½)	900-2 605 (700-2)					

NW-1, 07 AUG 2025 to 02 OCT 2025

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.

MSA RW17.25 NM

6300

4000 ↑	WAPGI ✦	tr 285° ↗	CARRO △	TETGE	FAVDU	Procedure Turn NA
<p>* LNAV only. * 2 NM to RW17</p> <p>RW17</p> <p>2 NM 3.1 NM 6.2 NM</p> <p>167°</p> <p>2000</p> <p>2000</p> <p>GP 3.00° TCH 52</p>						
CATEGORY	A		B	C	D	
LPV DA	638-5/8		344 (400-5/8)			
LNAV/ VNAV DA	992-2		698 (700-2)			
LNAV MDA	980-1/2 686 (700-1/2)		980-1 1/2 686 (700-1 1/2)			
C CIRCLING	980-1 685 (700-1)		980-2 685 (700-2)		980-2 1/4 685 (700-2 1/4)	

TACOMA NARROWS (TIW)
RNAV (GPS) RWY 17

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 50312 W35A	APP CRS 347°	Rwy Idg TDZE 295 Apt Elev 295
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RNAV (GPS) RWY 35

TACOMA NARROWS (TIW)

RNP APCH.

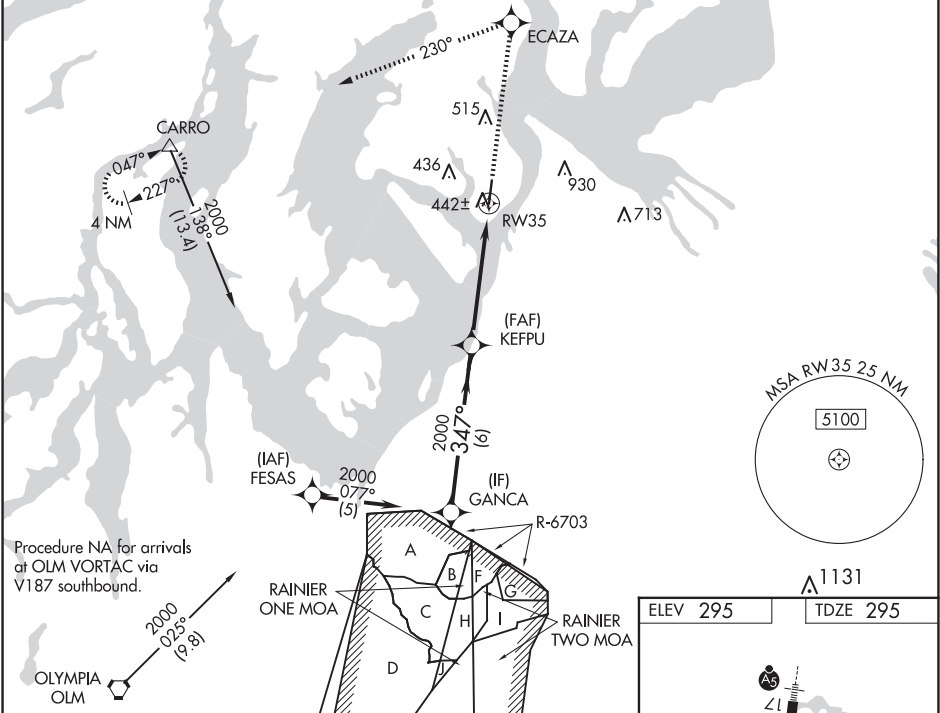
▼

⚠

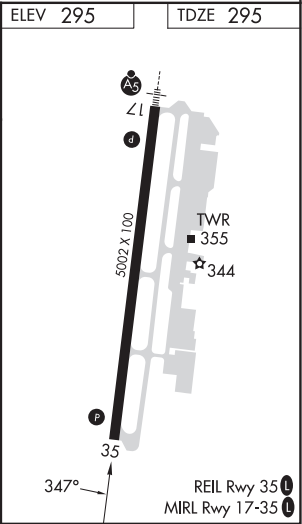
Baro-VNAV NA when using McChord Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Circling NA east of Rwy 17-35. When local altimeter setting not received, use McChord Fld altimeter setting and increase all DA 25 feet and all MDA 40 feet.

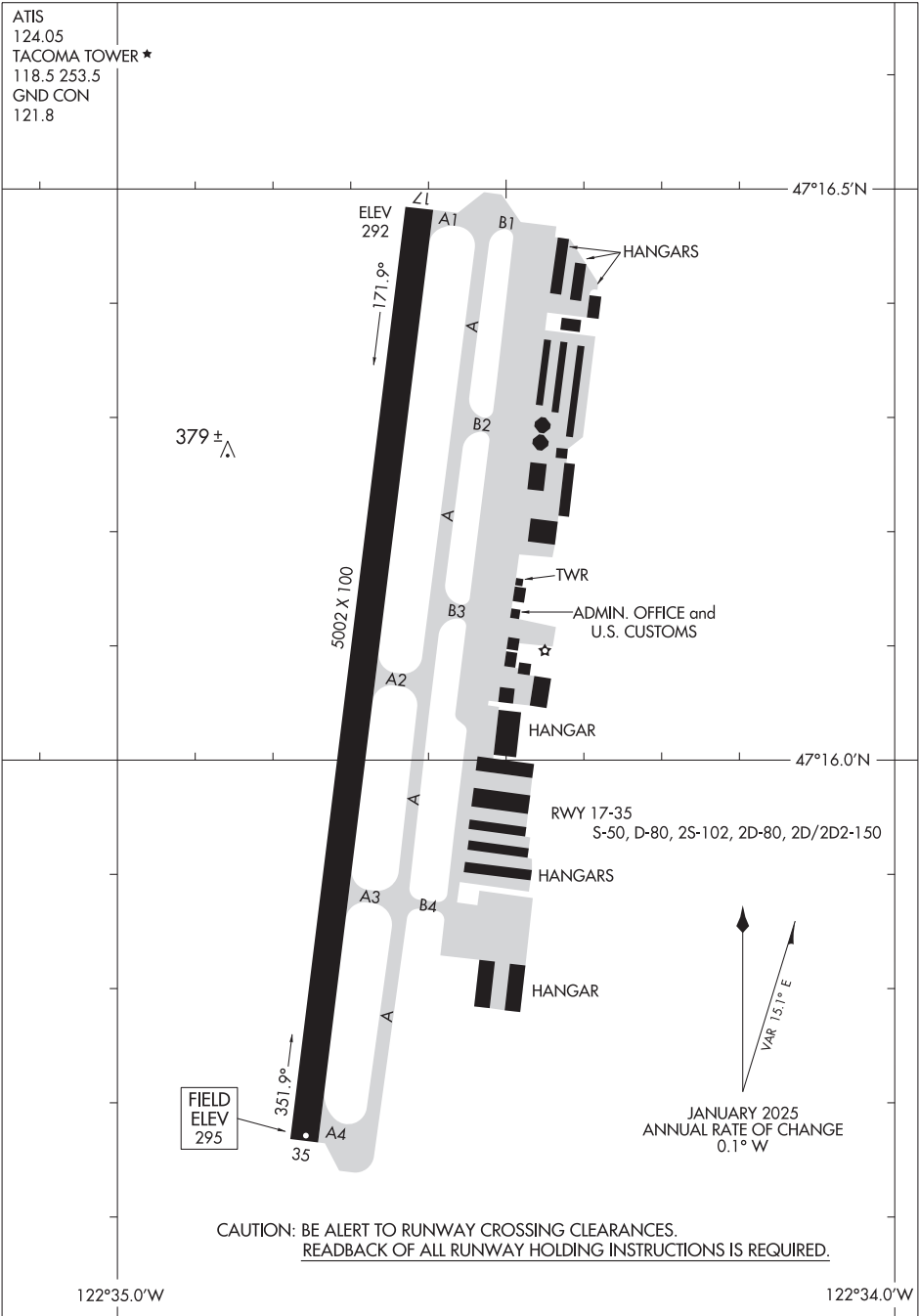
MISSED APPROACH: Climb to 4000 direct ECAZA and left turn via 230° track to CARRO and hold, continue climb-in-hold to 4000.

ATIS 124.05	SEATTLE APP CON 120.1 290.9	TACOMA TOWER ★ 118.5 (CTAF) 0 253.5	GND CON 121.8	UNICOM 122.95
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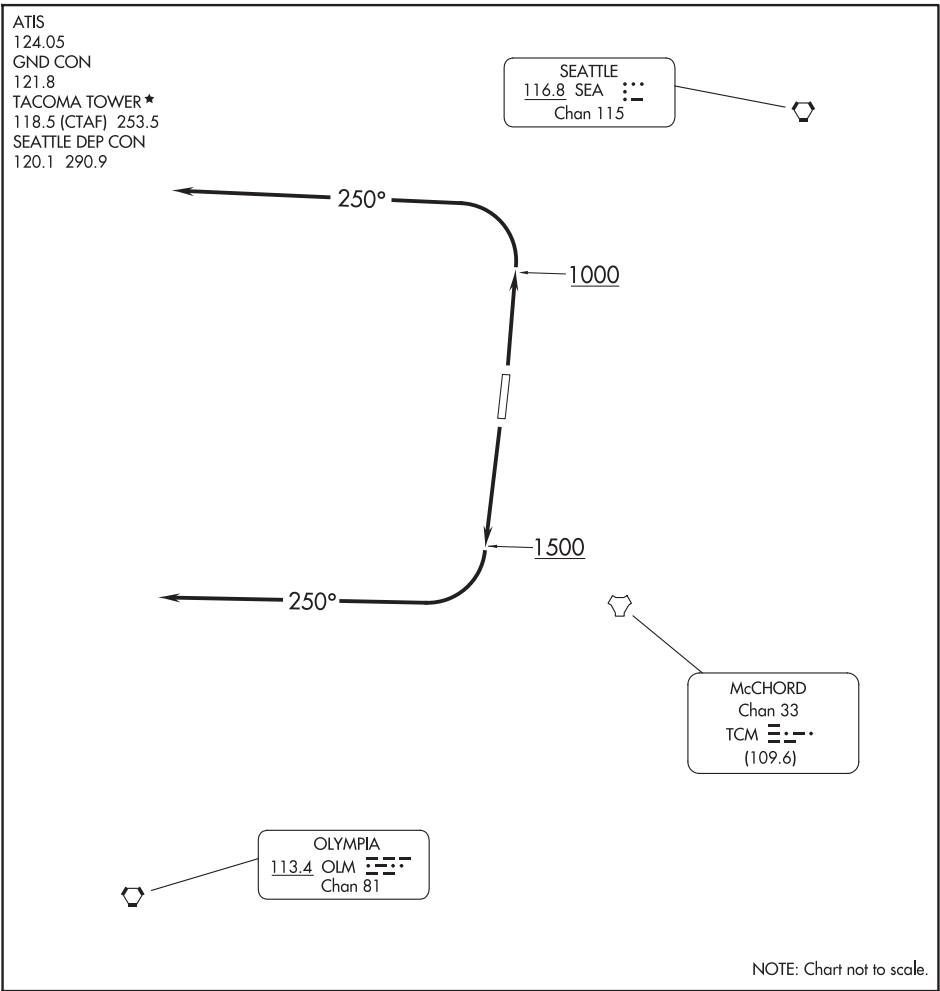
Procedure Turn NA		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45)		4000	ECAZA	CARRO
GANCA		KEFPU		tr 230°		△
GP 3.00° TCH 51		2000		*1.6 NM to RW35		*LNAV only
2000		347°		RW35		
6 NM		3.5 NM		1.6 NM		
CATEGORY	A	B	C	D		
LPV DA	561-7⁄8		266 (300-7⁄8)			
LNAV/VNAV DA	769-13⁄4		474 (500-13⁄4)			
LNAV MDA	840-1	545 (600-1)	840-1½	840-1¾		
			545 (600-1½)	545 (600-1¾)		
CIRCLING	980-1	685 (700-1)	980-2	980-2¼		
			685 (700-2)	685 (700-2¼)		





NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



T

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.

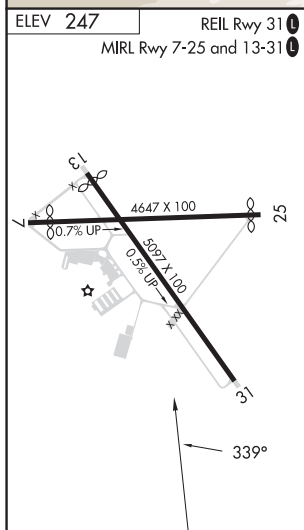
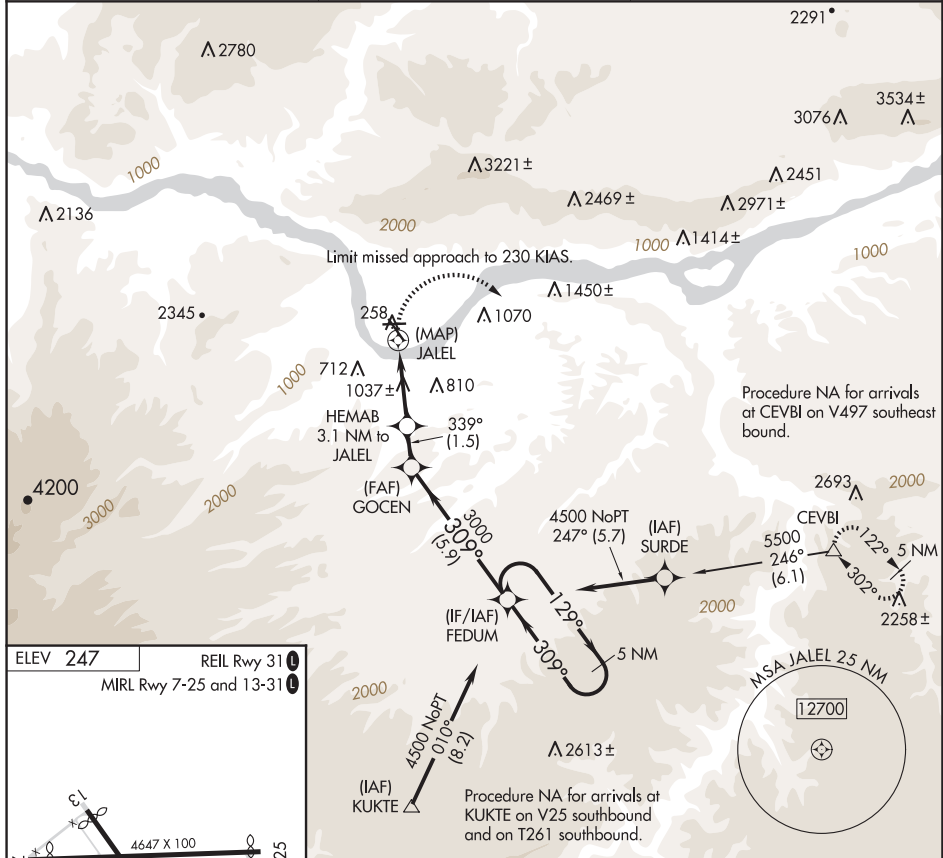
APP CRS 339°	Rwy Idg TDZE Apt Elev	N/A N/A 247
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RNAV (GPS)-A

COLUMBIA GORGE RGNL/THE DALLES MUNI(DLS)

T A	Circling to Rwy 7, 31 NA at night. When local altimeter setting not received, procedure NA. Circling NA for Cat D north of Rwy 7 and northeast of Rwy 31. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 4500 direct CEVBI and hold.
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ASOS 135,175	SEATTLE CENTER 119.65 257.6	UNICOM 123.0 (CTAF) 0
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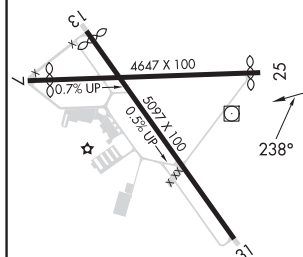


4500	CEVBI	HEMAB 3.1 NM to JALEL	GOCCN	FEDUM	5 NM Holding Pattern
		JALEL			
		2120	339°	309°	129°
		3.1 NM	1.5 NM	5.9 NM	
CATEGORY	A	B	C	D	
C CIRCLING	1320-1¼ 1073 (1100-1¼)	1340-1½ 1093 (1100-1½)	1720-3 1473 (1500-3)	2100-3 1853 (1900-3)	

LDA/DME RWY 25
COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

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.

UNICOM
123.0 (CTAF) 

TDZE 24

CATEGORY	A	B	C	D
-LDA/GS 25	1368-3	1125 (1200-3)	NA	

THE DALLES, OREGON

AL-530 (FAA)

25107

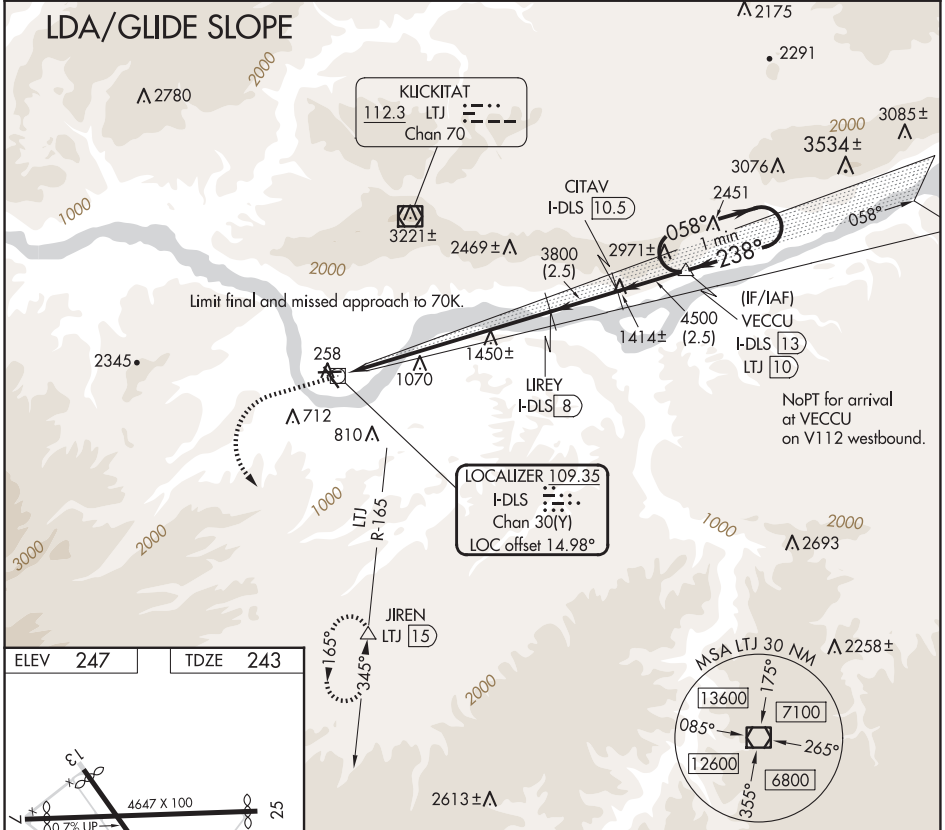
LOC/DME I-DLS 109.35 Chan 30 (Y)	APP CRS 238°	Rwy Idg TDZE Apt Elev	4451 243 247
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COPTER LDA/DME RWY 25

COLUMBIA GORGE RGNL/THE DALLES MUNI(DLS)

<p>NA When local altimeter setting not received, procedure NA. Glide slope provided by standard glide slope equipment.</p>	<p>MISSED 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.</p>
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ASOS 135.175	SEATTLE CENTER 119.65 257.6	UNICOM 123.0 (CTAF) 1
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ELEV 247	TDZE 243	<p>REIL Rwy 31 1 MIRL Rwy 7-25 and 13-31 1</p>		<p>1200 7000 LTJ JIREN Use I-DLS DME when on the localizer course.</p>		<p>VECCU I-DLS 13 One Minute Holding Pattern</p>	
<p>1200 7000 LTJ JIREN</p>		<p>LIREY I-DLS 8 CITAV I-DLS 10.5</p>		<p>3800 4500 5300</p>		<p>GS 4.20° HCH 43</p>	
<p>7.9 NM 2.5 NM 2.5 NM</p>		<p>CATEGORY</p>		<p>COPTER</p>		<p>H-25 783-1½ 540 (600-1½)</p>	

THE DALLES, OREGON

Amdt 1A 28APR16

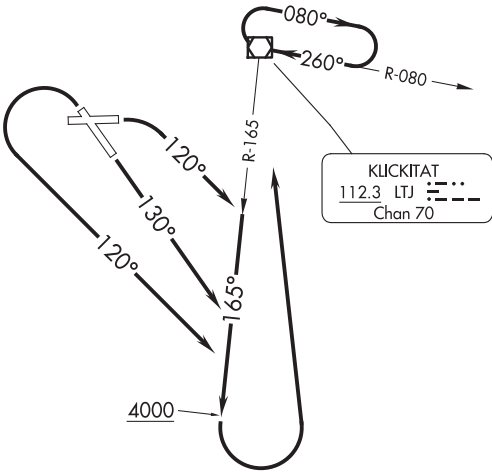
45°37'N-121°10'W

COLUMBIA GORGE RGNL/THE DALLES MUNI(DLS)

COPTER LDA/DME RWY 25

NW-1, 07 AUG 2025 to 02 OCT 2025

ASOS
135.175
SEATTLE CENTER
119.65 257.6



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 900-2¾ 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.
Trees beginning 3 NM from DER, left and right of centerline, up to 100' AGL/1220' MSL.
- Rwy 31: 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.

NOTE: Chart not to scale.

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: Climb 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 left 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.

APP CRS 066°	Rwy Ldg TDZE Apt Elev	6370 4882 4892
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RNAV (GPS) RWY 5

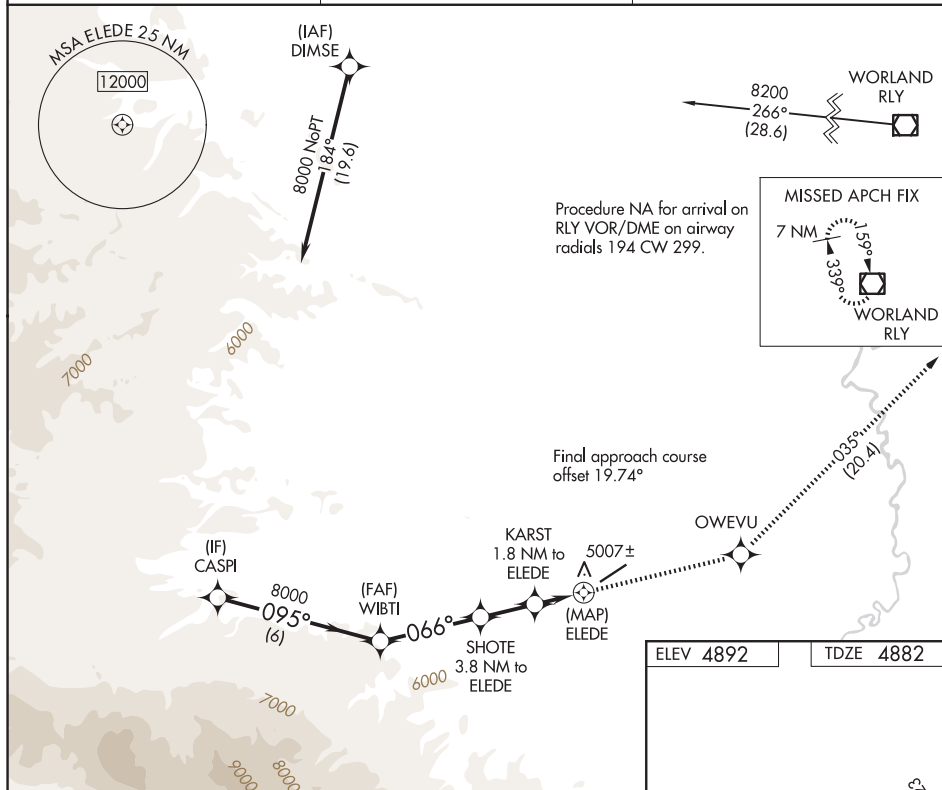
HOT SPRINGS COUNTY (HSG)

T Circling NA northwest of Rwy 5-23.
A DME/DME RNP-0.3 NA.
Rwy 5 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

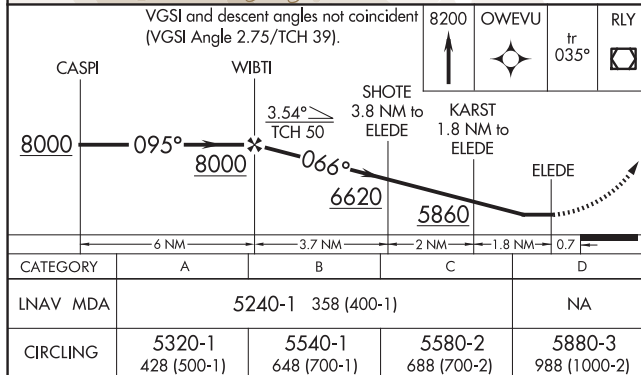
MISSED APPROACH: Climb to 8200 direct OWEVU and on track 035° to RLY VOR/DME and hold.

AWOS-3PT
121.125

SALT LAKE CENTER
133.25 285.6

UNICOM
122.8 (CTAF) **L**

VGSI and descent angles not coincident (VGSI Angle 2.75/TCH 39).



REIL Rwy 5 and 23 **L**

MIRL Rwy 5-23 **L**

THERMOPOLIS, WYOMING
Orig 02MAR17

43°43'N-108°23'W

HOT SPRINGS COUNTY (HSG)
RNAV (GPS) RWY 5

NW-1, 07 AUG 2025 to 02 OCT 2025

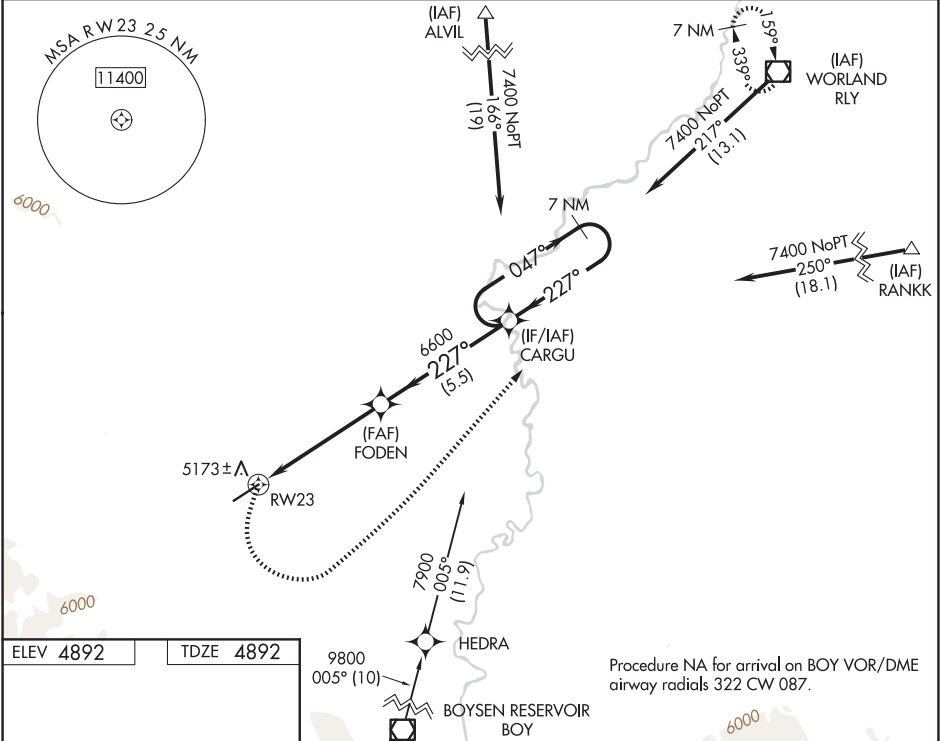
WAAS CH 53340 W23A	APP CRS 227°	Rwy Ldg TDZE 4892 Apt Elev 4892
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RNAV (GPS) RWY 23
HOT SPRINGS COUNTY (HSG)

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) 1
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ELEV 4892
TDZE 4892

8400
RLY

VGSi and RNAV glidepath not coincident (VGSi Angle 2.75/TCH 39).

*LNAV only

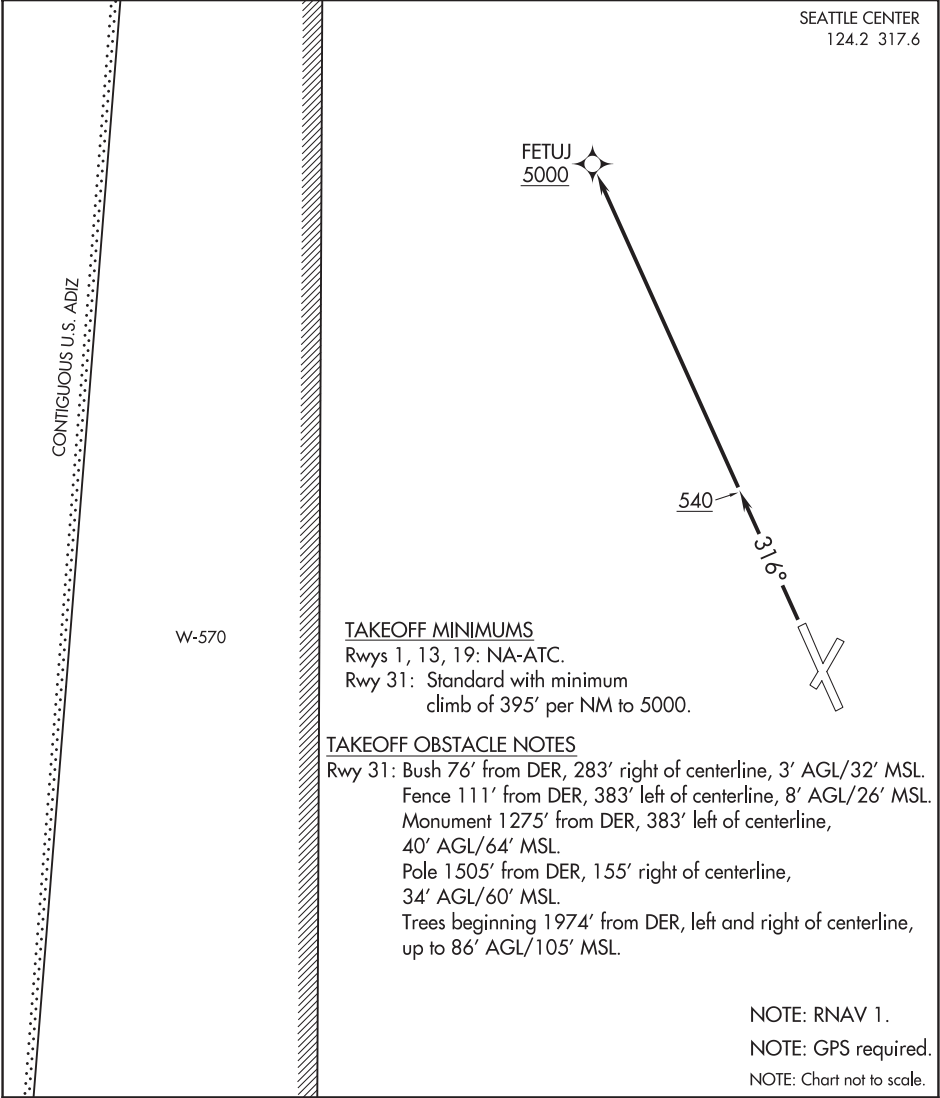
*2.4 NM to RWY 23

FODEN
6600

CARGU
7400

GP 3.00°
TCH 40

CATEGORY	A	B	C	D
LPV DA	5382-1¾ 490 (500-1¾)			
LNNAV/VNAV DA	5577-2½ 685 (700-2½)			
LNNAV MDA	5620-1 728 (800-1)		5620-2 728 (800-2)	
CIRCLING	5620-1 728 (800-1)		5620-2 728 (800-2)	5880-3 988 (1000-3)



DEPARTURE ROUTE DESCRIPTION
<u>TAKEOFF RUNWAY 31:</u> Climb heading 316° to 540, then climb to 5000, or as assigned by ATC, direct FETUJ. Cross FETUJ at or above 5000.

TOLEDO, WASHINGTON

AL-422 (FAA)

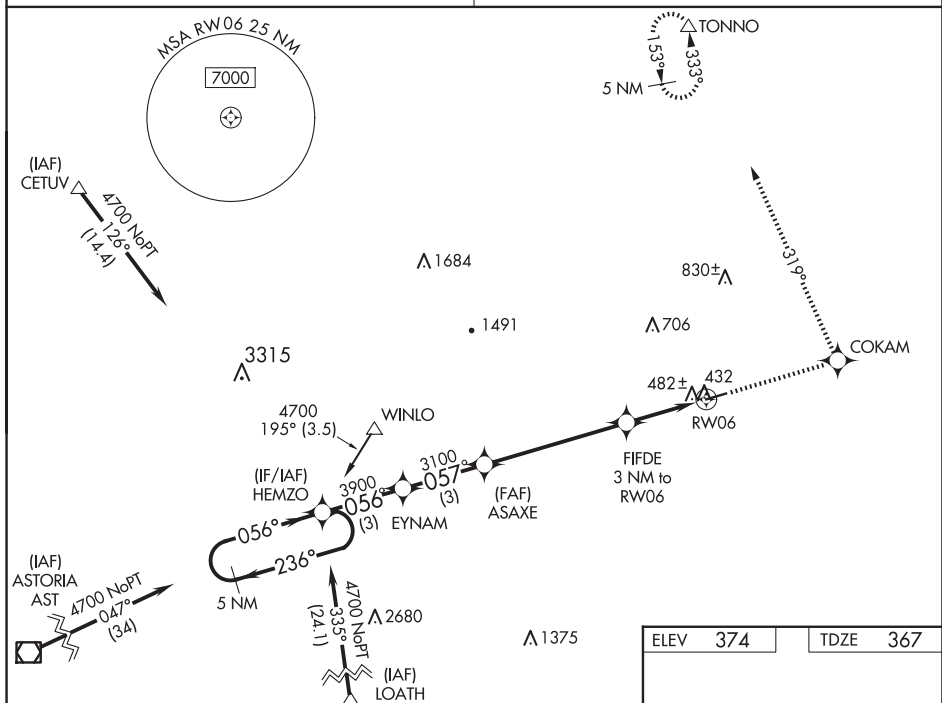
23278

WAAS CH 58017 W06A	APP CRS 057°	Rwy Idg TDZE 367 Apt Elev 374
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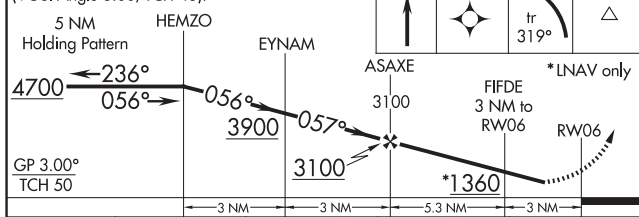
RNAV (GPS) RWY 6

ED CARLSON MEML FLD/SOUTH LEWIS COUNTY (TDO)

<p>NA 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.</p>	<p>MISSED APPROACH: Climb to 5000 direct COKAM and left turn on track 319° to TONNO and hold, continue climb-in-hold to 5000.</p>
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SEATTLE CENTER
124.2 317.6CTAF
122.9

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).



CATEGORY	A	B	C	D
LPV DA		767-1½	400 (400-1½)	
LNAV/VNAV DA		813-1½	446 (500-1½)	
LNAV MDA	800-1	433 (500-1)	800-1¼ 433 (500-1¼)	800-1½ 433 (500-1½)
CIRCLING	900-1	526 (600-1)	1060-2 686 (700-2)	1280-3 906 (1000-3)

REIL Rwy 6 and 24
MIRL Rwy 6-24TOLEDO, WASHINGTON
Orig-A 24MAR22ED CARLSON MEML FLD/SOUTH LEWIS COUNTY (TDO)
46°29'N-122°48'W

RNAV (GPS) RWY 6

NW-1, 07 AUG 2025 to 02 OCT 2025

(ATASY3.ATASY) 25163

ED CARLSON MEML FLD/SOUTH LEWIS COUNTY (TDO)

ATASY THREE DEPARTURE (OBSTACLE) (RNAV)

AL-422 (FAA)

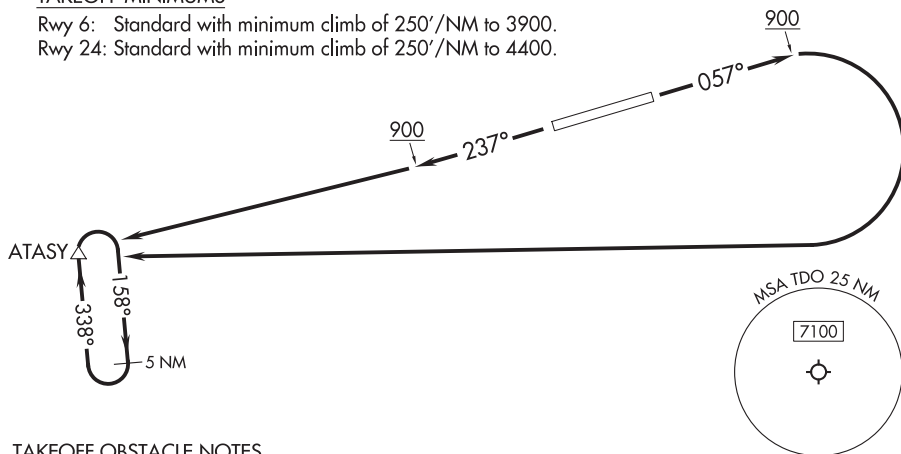
TOLEDO, WASHINGTON

RNAV 1 - GPS.

SEATTLE CENTER
124.2 317.6TAKEOFF MINIMUMS

Rwy 6: Standard with minimum climb of 250'/NM to 3900.

Rwy 24: Standard with minimum climb of 250'/NM to 4400.

TAKEOFF OBSTACLE NOTES

- Rwy 6:** Wind indicator, tower, fence, tree beginning 6' from DER, 158' left of centerline, up to 20' AGL/390' MSL.
 Trees beginning 16' from DER, 257' right of centerline, up to 20' AGL/393' MSL.
 Trees beginning 188' from DER, 16' right of centerline, up to 396' MSL.
 Tree 600' from DER, 277' right of centerline, 29' AGL/400' MSL.
 Tree 813' from DER, 378' right of centerline, 32' AGL/404' MSL.
 Tree 1568' from DER, 903' left of centerline, 47' AGL/423' MSL.
- Rwy 24:** Tree 16' from DER, 384' left of centerline, 39' AGL/396' MSL.
 Pole 64' from DER, 356' right of centerline, 20' AGL/372' MSL.
 Buildings beginning 77' from DER, 407' right of centerline, up to 28' AGL/378' MSL.
 Tree 107' from DER, 269' left of centerline, 48' AGL/402' MSL.
 Pole 225' from DER, 371' right of centerline, 31' AGL/381' MSL.
 Tree 226' from DER, 404' right of centerline, 384' MSL.
 Tree 249' from DER, 379' right of centerline, 386' MSL.
 Light poles, towers, traverse way, trees beginning 276' from DER, 135' right of centerline, up to 80' AGL/435' MSL.
 Trees, traverse way beginning 336' from DER, 83' left of centerline, up to 54' AGL/405' MSL.
 Trees beginning 2331' from DER, 191' right of centerline, up to 102' AGL/445' MSL.
 Trees beginning 2420' from DER, 211' right of centerline, up to 130' AGL/472' MSL.
 Trees beginning 2524' from DER, 35' right of centerline, up to 138' AGL/481' MSL.
 Tree 2720' from DER, 1090' left of centerline, 94' AGL/446' MSL.
 Tree 2841' from DER, 38' left of centerline, 108' AGL/453' MSL.
 Trees beginning 2974' from DER, 31' right of centerline, up to 482' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 057° to 900, then climbing right turn to 5000 direct ATASY and hold, thence. . . .

TAKEOFF RUNWAY 24: Climb on heading 237° to 900, then climb to 5000 direct ATASY and hold, thence. . . .

. . . .continue climb-in-hold to 5000 before proceeding on course. When authorized by ATC, continue climb to 6000 before proceeding on course.

ATASY THREE DEPARTURE (OBSTACLE) (RNAV)

TOLEDO, WASHINGTON

(ATASY3.ATASY) 12JUN25

ED CARLSON MEML FLD/SOUTH LEWIS COUNTY (TDO)

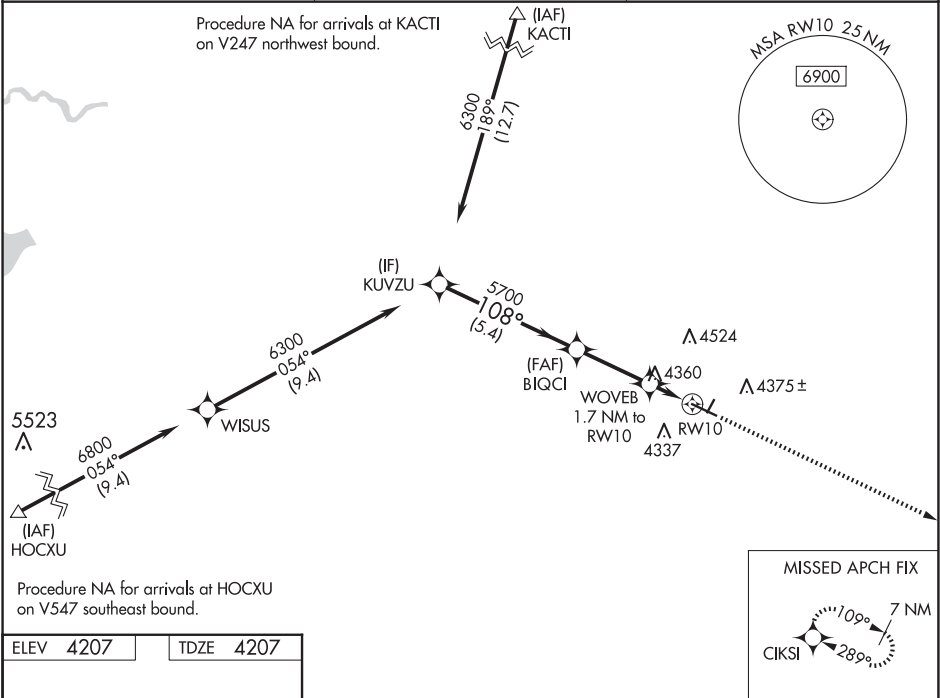
WAAS CH 61344 W10A	APP CRS 108°	Rwy Idg 5703 TDZE 4207 Apt Elev 4207
--	------------------------	---

RNAV (GPS) RWY 10

TORRINGTON MUNI (TOR)

RNP APCH - GPS.	MISSED APPROACH: Climb to 6200 direct CIKSI and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV ▲ NA below -26°C or above 54°C.	

ASOS 118.375	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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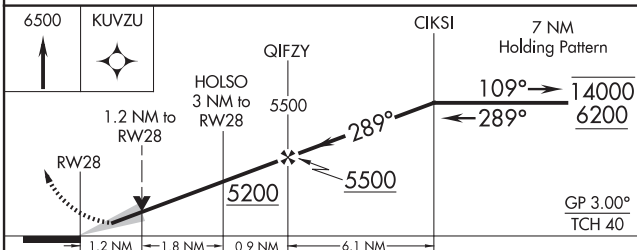
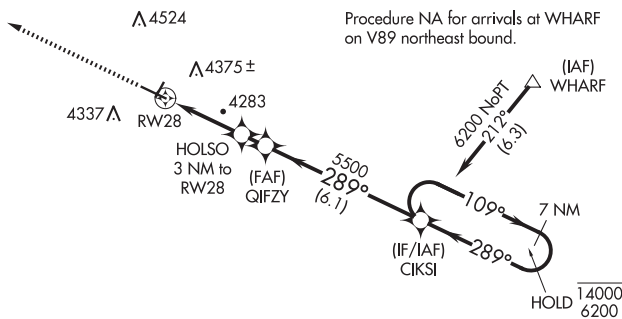


	KUVZU	BIQCI	WOVEB	CIKSI
	6300	5700	4780	6200
	108°	108°	108°	
	5.4 NM	2.9 NM	1.7 NM	
GP 3.00° TCH 40				
CATEGORY	A	B	C	D
LPV DA		4457-1	250 (300-1)	
LNAV/VNAV DA		4468-1	261 (300-1)	
LNAV MDA	4660-1	453 (500-1)	4660-1 3/8	453 (500-1 3/8)
CIRCLING	4740-1	533 (600-1)	4880-2 673 (700-2)	4960-2 1/2 753 (800-2 1/2)

RNAV (GPS) RWY 28

TORRINGTON MUNI (TOR)

MISSED APPROACH: Climb to 6500 direct KUVZU and hold.

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LPV DA	4452- ³ / ₄ 250 (300- ³ / ₄)			
LNAV/ VNAV DA	4560-1 358 (400-1)			
LNAV MDA	4620-1 418 (500-1)		4620-1 ¹ / ₈ 418 (500-1 ¹ / ₈)	
CIRCLING	4740-1 533 (600-1)		4880-2 673 (700-2)	4960-2 ¹ / ₂ 753 (800-2 ¹ / ₂)

TORRINGTON MUNI (TOR)
RNAV (GPS) RWY 28

NW-1. 07 AUG 2025 to 02 OCT 2025

TORRINGTON, WYOMING

AL-6845 (FAA)

22363

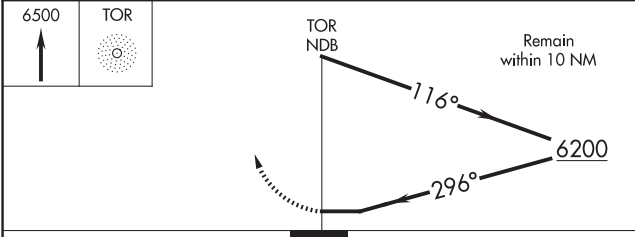
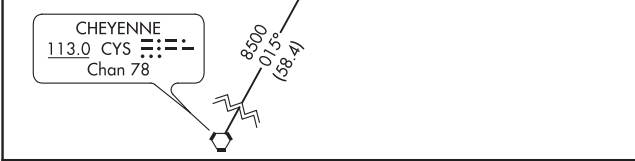
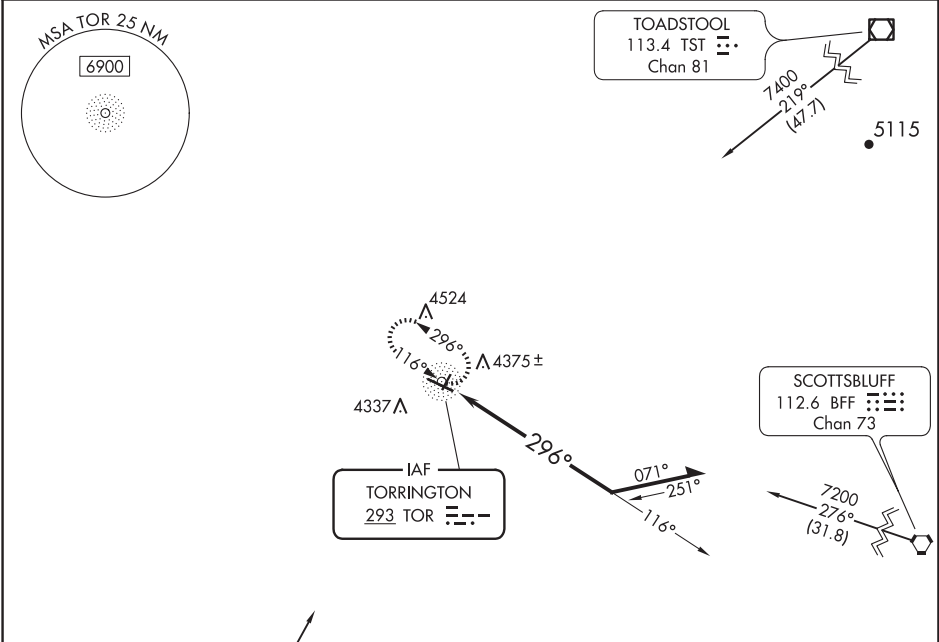
NDB TOR	APP CRS	Rwy Idg
293	296°	5703
		TDZE
		4202
		Apt Elev
		4207

NDB RWY 28
TORRINGTON MUNI (TOR)

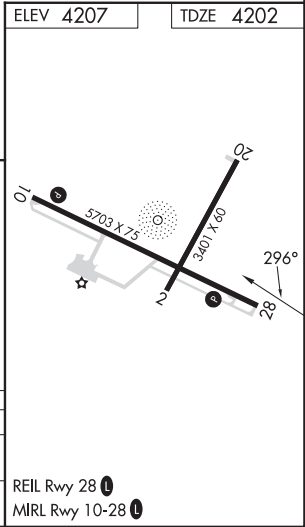
Procedure NA at night.
Rwy 28 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 6500 in TOR NDB holding pattern.

ASOS 118.375	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-28	4780-1	578 (600-1)	4780-1¾	578 (600-1¾)
CIRCLING	4780-1	573 (600-1)	4880-2 673 (700-2)	4960-2¼ 753 (800-2¼)



NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

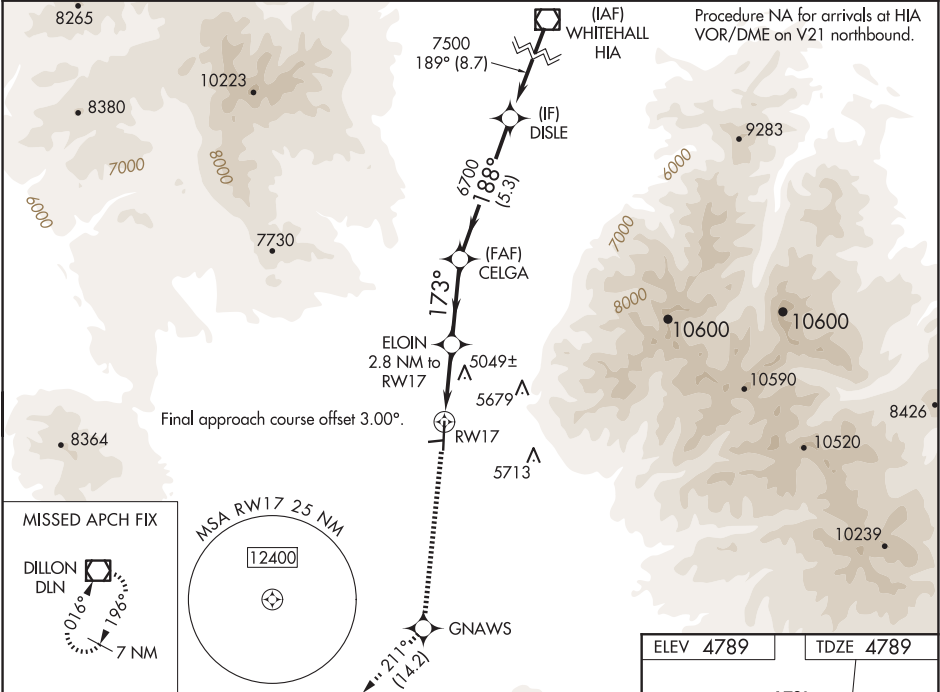
WAAS CH 93840 W17A	APP CRS 173°	Rwy Ldg TDZE Apt Elev	6000 4789 4789
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RNAV (GPS) RWY 17

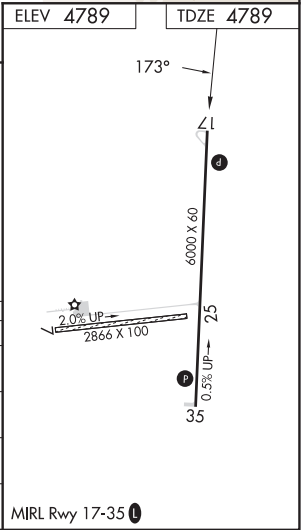
RUBY VALLEY FLD (RVF)

RNP APCH - GPS.	MISSED APPROACH: Climb to 11100 direct GNAWS and on track 211° to DLN VOR/DME and hold, continue climb-in-hold to 11100.
⚠ Circling NA to Rwy's 7 and 25. Circling NA east of Rwy 17-35. Rwy 17 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.	

AWOS-3PT 119.025	SALT LAKE CENTER 132.4 338.3	CTAF 122.90
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11100	GNAWS	tr 211°	DLN	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).	DISLE
↑	✱		☐		
<div><div><div>ELOIN 2.8 NM to RW17</div><div>1.5 NM to RW17</div><div>5720</div><div>173°</div></div><div><div>CELGA</div><div>6700</div><div>188°</div><div>7500</div></div><div><div>GP 3.00°</div><div>TCH 45</div></div></div>					
CATEGORY	A	B	C	D	
LPV DA	5064-1 275 (300-1)				
LNAV/VNAV DA	5443-1⅞ 654 (700-1⅞)				
LNAV MDA	5300-1	511 (600-1)	5300-1⅓	511 (600-1⅓)	
Ⓢ CIRCLING	5300-1	511 (600-1)	5300-1½ 511 (600-½)	5460-2¼ 671 (700-2¼)	



TWIN BRIDGES, MONTANA

AL-10303 (FAA)

25163

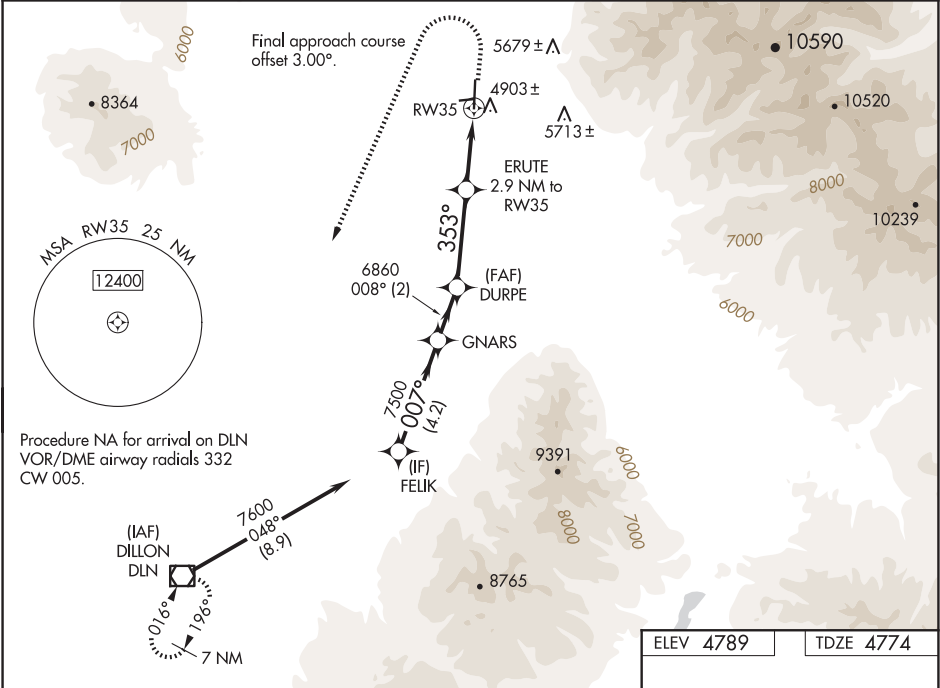
WAAS CH 42940 W35A	APP CRS 353°	Rwy Ldg TDZE Apt Elev 6000 4774 4789
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RNAV (GPS) RWY 35

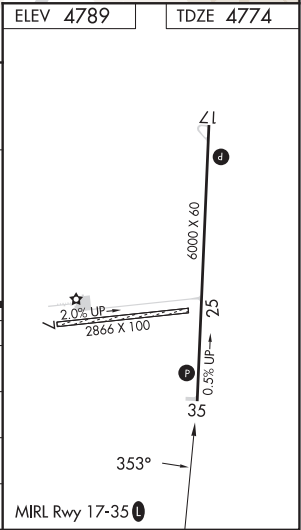
RUBY VALLEY FLD (RVF')

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 185K until DLN VOR/DME) Climb to 5500 then climbing left turn to 11100 direct DLN VOR/DME and hold, continue climb-in-hold to 11100.
<div><div></div><div></div></div> <div>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.</div>	

AWOS-3PT 119.025	SALT LAKE CENTER 132.4 338.3	CTAF 122.90
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 38).				
<div><div>FELIK</div><div>GNARS</div><div>DURPE</div><div>ERUTE 2.9 NM to RW35</div><div>RW35</div></div> <div>GP 3.00° TCH 45</div> <div>7600 007° 7500 008° 6860 353° 5740</div> <div>4.2 NM 2 NM 3.5 NM 1.2 NM 1.8 NM</div>				
CATEGORY	A	B	C	D
LPV DA	5024-1		250 (300-1)	
LNAV/VNAV DA	5196-1¼		422 (500-1¼)	
LNAV MDA	5360-1	586 (600-1)	5360-1¾	586 (600-1¾)
<div>CIRCLING</div>	5360-1	571 (600-1)	5360-1¾ 571 (600-1¾)	5460-2¼ 671 (700-2¼)



TWIN BRIDGES, MONTANA
Amdt 1 19MAY22

45°32'N-112°18'W

RUBY VALLEY FLD (RVF')

RNAV (GPS) RWY 35

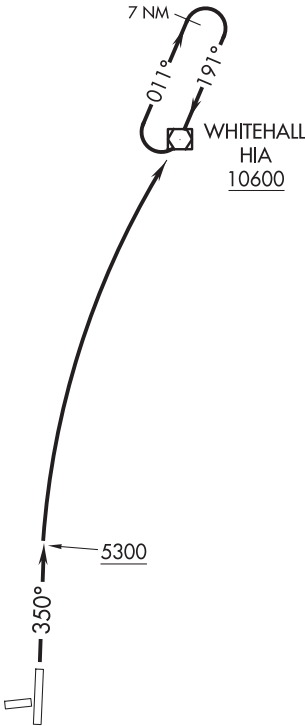
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SALT LAKE CENTER
132.4 338.3

TAKEOFF MINIMUMS
Rwys 7, 17, 25: NA - Environmental.
Rwy 35: Standard.

NOTE: GPS required.
NOTE: RNAV 1.



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.

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.

(DLN2.DLN) 21336

AL-10303 (FAA)

RUBY VALLEY FLD (RVF)
TWIN BRIDGES, MONTANA

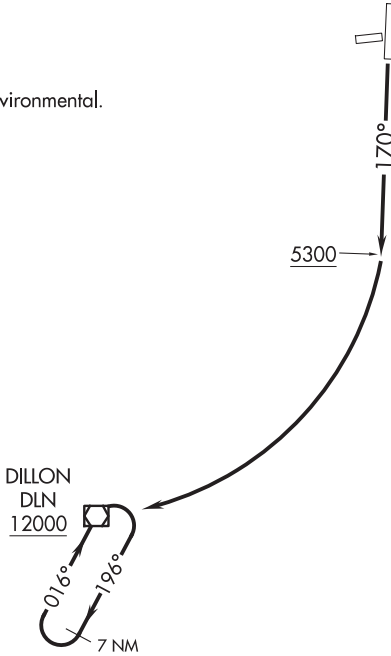
DILLON TWO DEPARTURE (OBSTACLE) (RNAV)

SALT LAKE CENTER
132.4 338.3

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.

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.

DILLON TWO DEPARTURE (OBSTACLE) (RNAV)
(DLN2.DLN) 31DEC20

TWIN BRIDGES, MONTANA
RUBY VALLEY FLD (RVF')

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 26
JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

MALS

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.

REIL Rwy 8 **L**

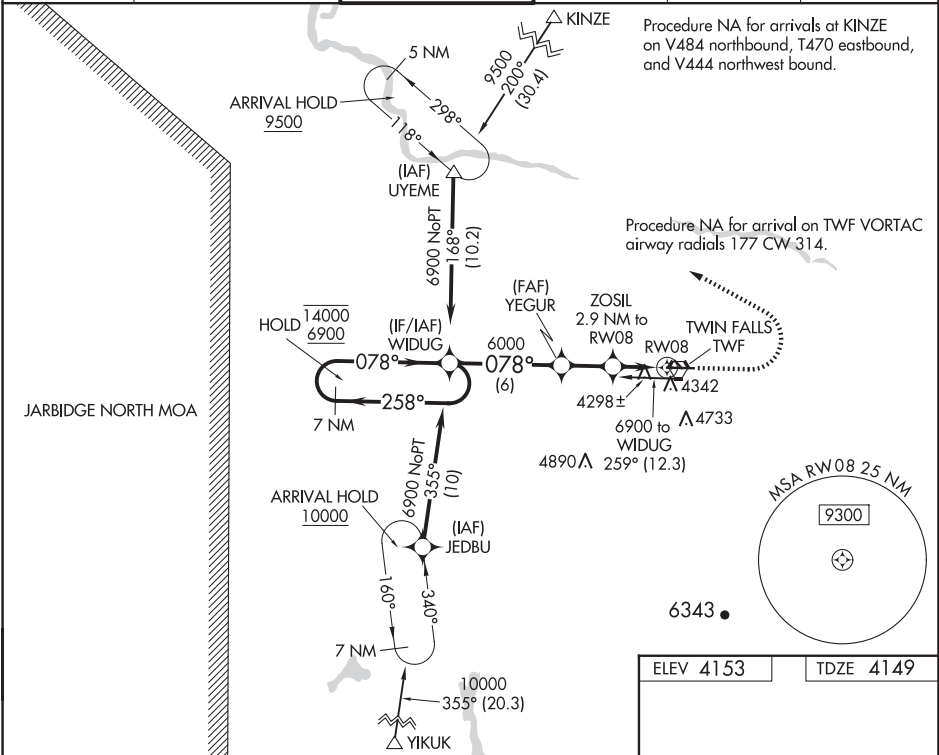
HIRL Rwy 8-26 **L**

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

WAAS CH 40211 W08A	APP CRS 078°	Rwy Ldg TDZE 4149 Apt Elev 4153
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RNAV (GPS) RWY 8
JOSLIN FLD/MAGIC VALLEY RGNL (TWF')

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 30 NA at night. ▲		MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct UYEME and hold.			
ASOS 135.025	TWIN FALLS APP CON★ 126.7 353.75	TWIN FALLS TOWER★ 118.2 (CTAF) 0 317.5	GND CON 121.7	CLNC DEL 123.65	UNICOM 122.95



WIDUG		UYEME		
7 NM Holding Pattern		5000 6000		
14000 6900		UYEME		
GP 3.00° TCH 49		5120		
6 NM		2.8 NM		
1.8 NM		1.2 NM		
CATEGORY	A	B	C	D
LPV DA	4349-3/4		200 (200-3/4)	
LNAV/VNAV DA	4583-1 1/4		434 (500-1 1/4)	
LNAV MDA	4560-1 411 (500-1)		4560-1 1/8 411 (500-1 1/8)	
CIRCLING	4700-1 547 (600-1)	4780-1 627 (700-1)	5100-2 3/4 947 (1000-2 3/4)	5100-3 947 (1000-3)

REIL Rwy 8 0

HIRL Rwy 8-26 0

TWIN FALLS, IDAHO

AL-885 (FAA)

25163

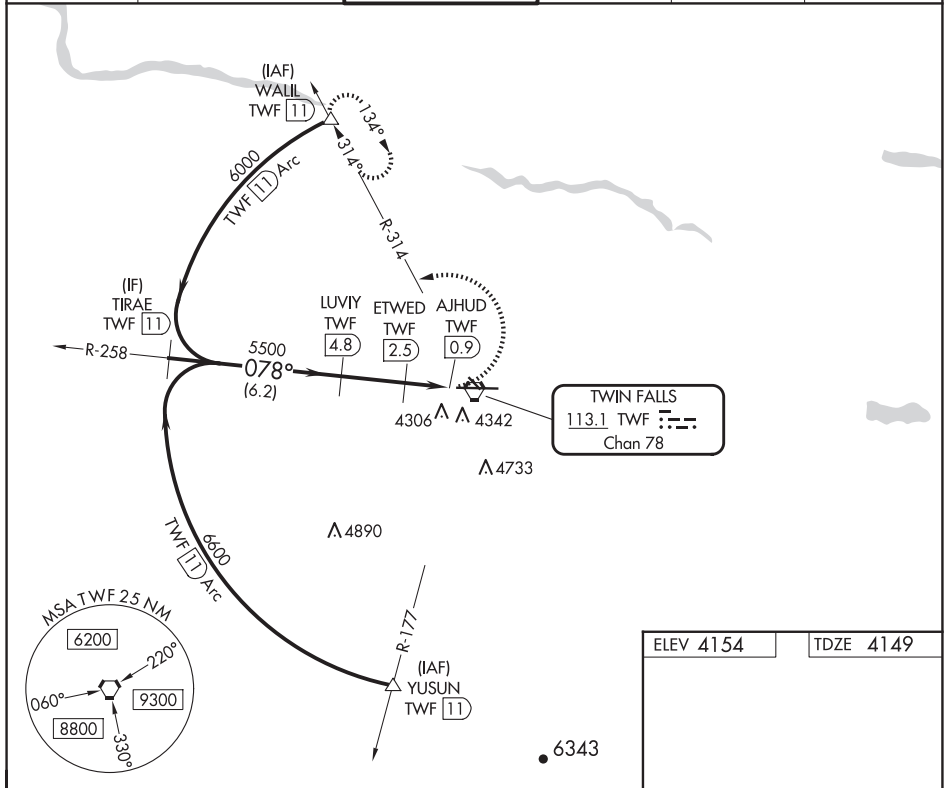
VORTAC TWF 113.1 Chan 78	APP CRS 078°	Rwy Ldg TDZE Apt Elev 8704 4149 4154
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VOR/DME RWY 8

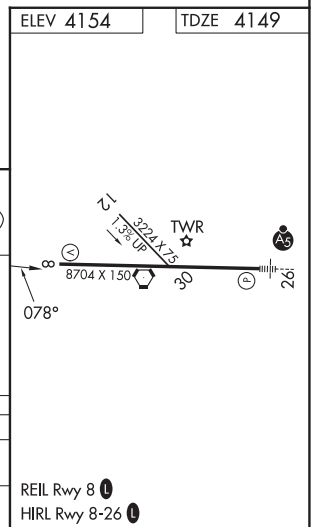
JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

<p>▼ Circling to Rwy 30 NA at night. VDP NA with Jerome altimeter setting. When local altimeter setting not received, use Jerome altimeter setting and increase all MDA 60 feet and S-8 Cats C and D visibility $\frac{1}{4}$ mile and Circling Cat C visibility $\frac{1}{4}$ mile.</p>	<p>MISSED APPROACH: Climbing left turn to 6000 on heading 245° and TWF R-314 to WALL/TWF 11 DME and hold.</p>
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ASOS 135.025	TWIN FALLS APP CON ★ 126.7 353.75	TWIN FALLS TOWER ★ 118.2 (CTAF) 0 317.5	GND CON 121.7	CLNC DEL 123.65	UNICOM 122.95
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VGSI and descent angle not coincident (VGSI Angle 3.00/TCH 49).			
TIRAE TWF 11	LUVIY TWF 4.8	ETWED TWF 2.5	TWF 1.7
6000	5500	4760	4760
078°	2.93°	245°	078°
6.2 NM	2.3 NM	0.8 NM	0.3 NM
CATEGORY	A	B	C
S-8	4560-1	411 (500-1)	4560-1 $\frac{1}{8}$
CIRCLING	4700-1	4780-1	5100-2 $\frac{3}{4}$
	546 (600-1)	626 (700-1)	946 (1000-2 $\frac{3}{4}$)
			5100-3
			946 (1000-3)



TWIN FALLS, IDAHO
Amdt 1B 21APR22

42°29'N-114°29'W

JOSLIN FLD/MAGIC VALLEY RGNL (TWF)
VOR/DME RWY 8

NW-1, 07 AUG 2025 to 02 OCT 2025

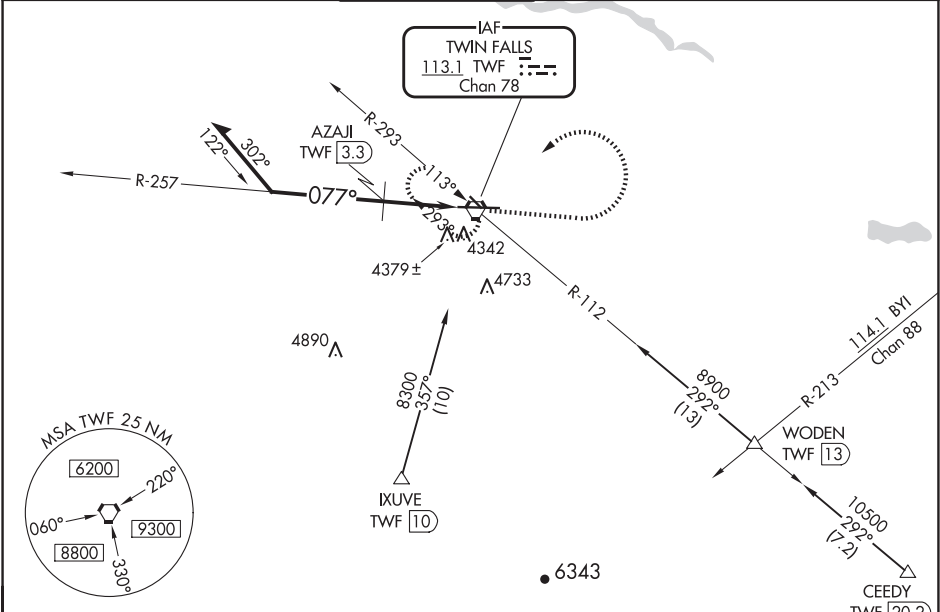
VORTAC TWF	APP CRS	Rwy Ldg	8704
113.1	077°	TDZE	4149
Chan 78		Apt Elev	4154

VOR RWY 8
JOSLIN FLD/MAGIC VALLEY RGNL (TWF')

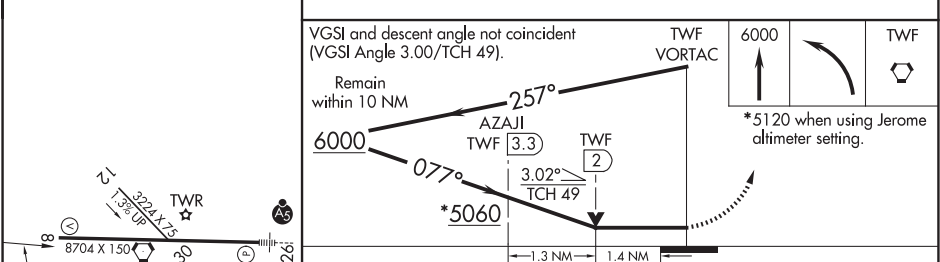
⚠ Circling to Rwy 30 NA at night. When local altimeter setting not received, use Jerome altimeter setting and increase all MDA 60 feet and S-8 Cats C and D visibility ½ mile, S-8 Cat B and Circling Cat B and C visibility ¼ mile. Increase AZAJI FIX minimums S-8 Cat C and D and Circling Cat C visibility 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) 0 317.5	GND CON 121.7	CLNC DEL 123.65	UNICOM 122.95
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ELEV 4154	TDZE 4149
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CATEGORY	A	B	C	D
S-8	5060-1¼	911 (1000-1¼)	5060-2½	911 (1000-2½)
CIRCLING	5060-1¼	906 (1000-1¼)	5100-2¾ 946 (1000-2¾)	5100-3 946 (1000-3)
AZAJI FIX MINIMUMS				
S-8	4640-1	491 (500-1)	4640-1¾	491 (500-1¾)
CIRCLING	4700-1 546 (600-1)	4780-1 626 (700-1)	5100-2¾ 946 (1000-2¾)	5100-3 946 (1000-3)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

TWIN FALLS, IDAHO

AL-885 (FAA)

25163

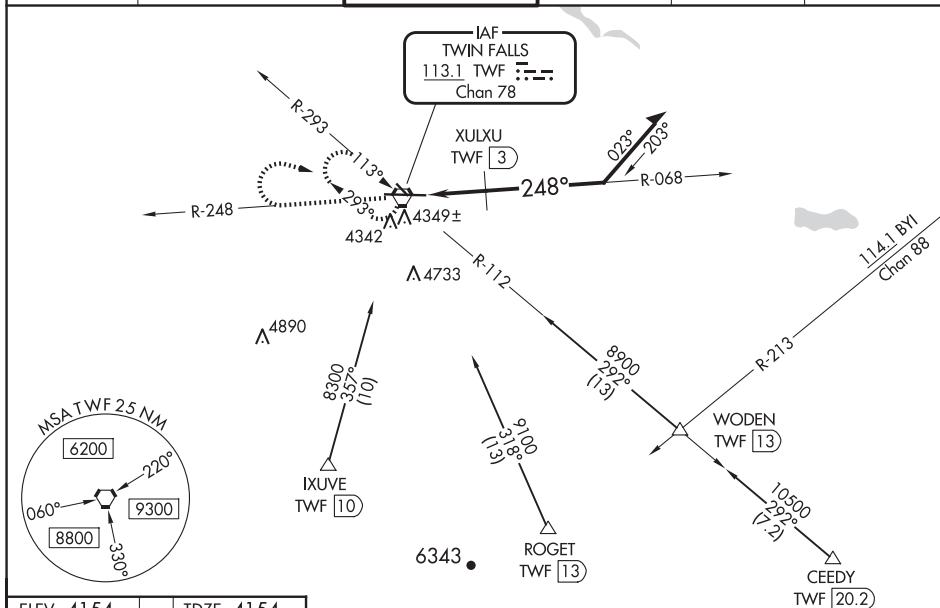
VORTAC TWF	APP CRS	Rwy Ldg	8704
113.1	248°	TDZE	4154
Chan 78		Apt Elev	4154

VOR RWY 26

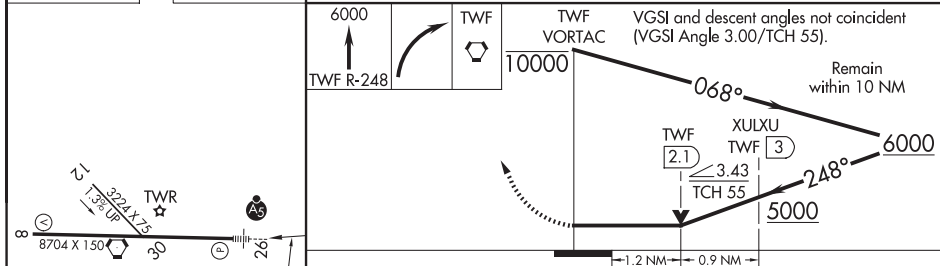
JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

<p>⚠ 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 $\frac{1}{4}$ mile, Cat C/D $\frac{1}{8}$ mile, Circling Cat C $\frac{1}{4}$ mile, and XULXU FIX S-26 Cat C/D $\frac{1}{8}$ mile. For inop MALSR, increase S-26 Cat C/D visibility to $2\frac{1}{2}$ miles; when using Jerome altimeter setting increase XULXU FIX S-26 Cat C/D visibility to $1\frac{1}{8}$ mile.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 6000 on TWF VORTAC R-248 then right turn direct TWF VORTAC and hold.</p>
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ASOS 135.025	TWIN FALLS APP CON ★ 126.7 353.75	TWIN FALLS TOWER ★ 118.2 (CTAF) 0 317.5	GND CON 121.7	CLNC DEL 123.65	UNICOM 122.95
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ELEV 4154	TDZE 4154
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CATEGORY	A	B	C	D
S-26	5000- $\frac{1}{2}$ 846 (900- $\frac{1}{2}$)	5000- $\frac{3}{4}$ 846 (900- $\frac{3}{4}$)	5000- $1\frac{7}{8}$ 846 (900- $1\frac{7}{8}$)	
C CIRCLING	5000- $1\frac{1}{4}$ 846 (900- $1\frac{1}{4}$)		5100- $2\frac{3}{4}$ 946 (1000- $2\frac{3}{4}$)	5100-3 946 (1000-3)
XULXU FIX MINIMUMS				
S-26	4600- $\frac{1}{2}$ 546 (600- $\frac{1}{2}$)	446 (500- $\frac{1}{2}$)	4600- $\frac{7}{8}$ 546 (600- $\frac{7}{8}$)	446 (500- $\frac{7}{8}$)
C CIRCLING	4700-1 546 (600-1)	4780-1 626 (700-1)	5100- $2\frac{3}{4}$ 946 (1000- $2\frac{3}{4}$)	5100-3 946 (1000-3)

TWIN FALLS, IDAHO

Amdt 16A 28APR16

JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

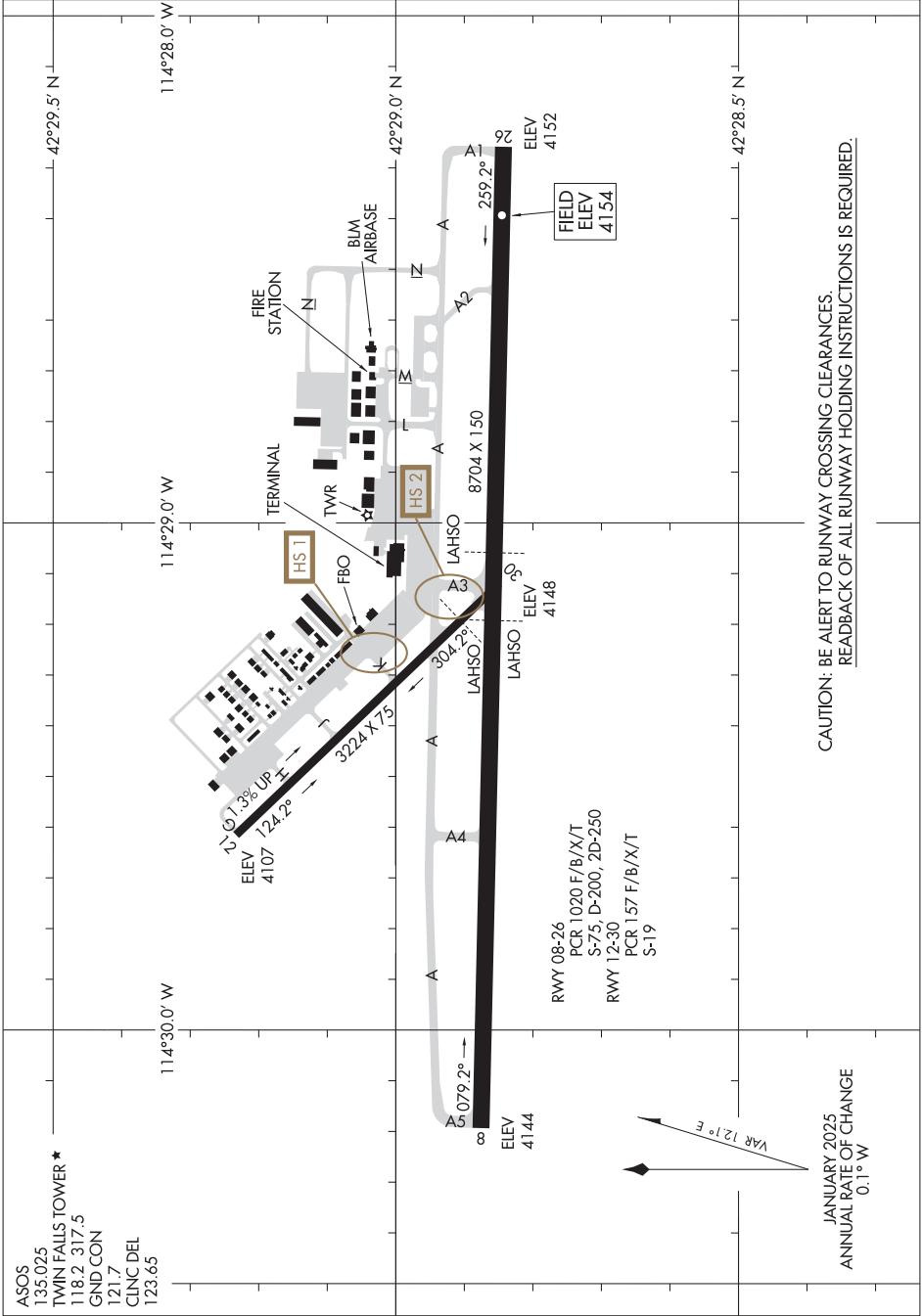
42°29'N-114°29'W

VOR RWY 26

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

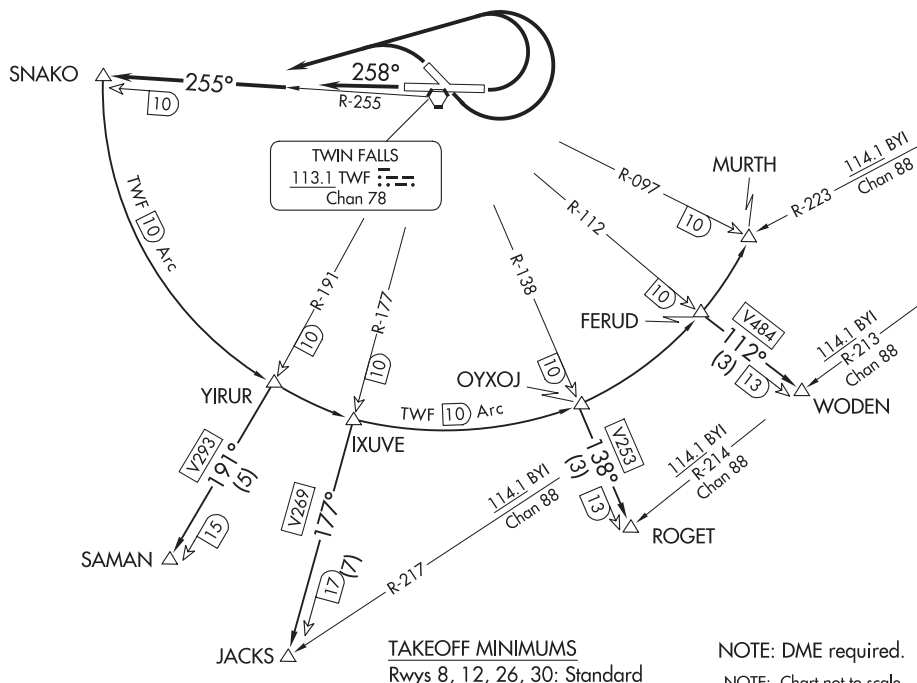
NW-1, 07 AUG 2025 to 02 OCT 2025

SNAKO THREE DEPARTURE

AL-885 (FAA)

TWIN FALLS DEP CON★
126.7 353.75
SALT LAKE CENTER
118.05

NOTE: ROGET Transition requires minimum climb of 290' per NM to 7600'.
NOTE: MURTH Transition requires minimum climb of 295' per NM to 15000'.
NOTE: SAMAN Transition requires minimum climb of 254' per NM to 10600'.
NOTE: JACKS Transition requires minimum climb of 292' per NM to 13000'.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 30 and 12: Climbing left turn to intercept TWF R-255 to SNAKO, thence. . . .

TAKEOFF RUNWAY 26: Climb 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.

NOTE: DME required.

NOTE: Chart not to scale.

SNAKO THREE DEPARTURE

(SNAKO3.SNAKO) 03APR14

TWIN FALLS, IDAHO
JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

TWIN FALLS, IDAHO

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
184°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
29

RNAV (GPS)-B
PEARSON FLD (VUO)

RNP APCH - GPS.

When local altimeter setting not received, use Portland Intl altimeter setting.

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct GLARA and hold, continue climb-in-hold to 5000.

ASOS 135.125	PORTLAND APP CON 124.35 360.8	CLNC DEL 119.0 (CTAF) 0
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Procedure NA for arrivals at COUGA on V23-287 north bound and T276 northwest bound.

Procedure NA for arrivals at TOUHL on V495 north bound.

Procedure NA for arrivals at OJUMU on V448 northeast bound.

MSA VUO 25 NM
5600

COUGA (IAF) TOUHL
9000 111° (6.8) 2955°
4500 NoPT (10.5)
5 NM
004° 184°
HOLD 6000 4500
2400 184° (6.4)
1800 184° (2.7)
BATYL
ACDEP 3.2 NM to NUTOE
(FAF) JABKI
519 445 377
(MAP) NUTOE
336±
441 500
945
379
YACLT 4500 240° (5.7) 1800
5500 NoPT 240° (10) 2570
OJUMU (IAF)
2833
2223
2600
3520
1993

ELEV 29 **D**

184° to NUTOE

3275 X 60

MISSED APCH FIX
5 NM
160°
340°
GLARA

900 5000 GLARA
ACDEP 3.2 NM to NUTOE
NUTOE JABKI BATYL HAGIR
1200 1800 2600
184° 004° 184°
6000 4500
5 NM Holding Pattern
3.2 NM 2.3 NM 2.7 NM 6.4 NM

CATEGORY	A	B	C	D
C CIRCLING	720-1 691 (700-1)	740-1 711 (800-1)	NA	

VANCOUVER, WASHINGTON
Orig 19MAY22

45°37'N-122°39'W
857

PEARSON FLD (VUO)
RNAV (GPS)-B

WALLA WALLA, WASHINGTON

AL-440 (FAA)

25107

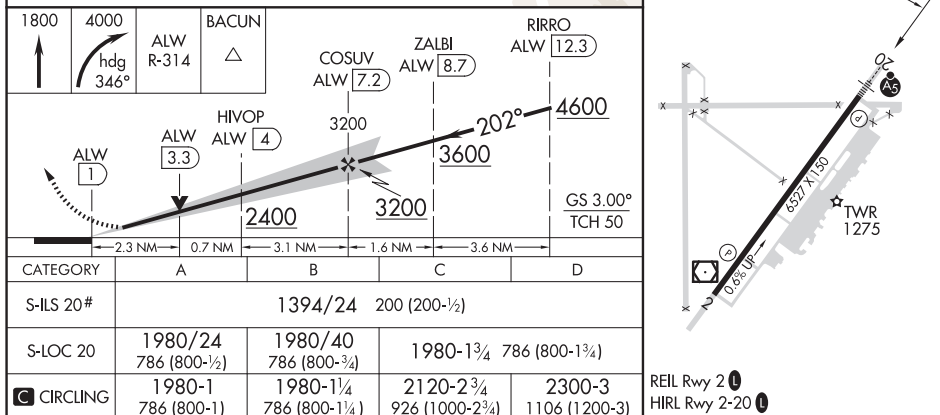
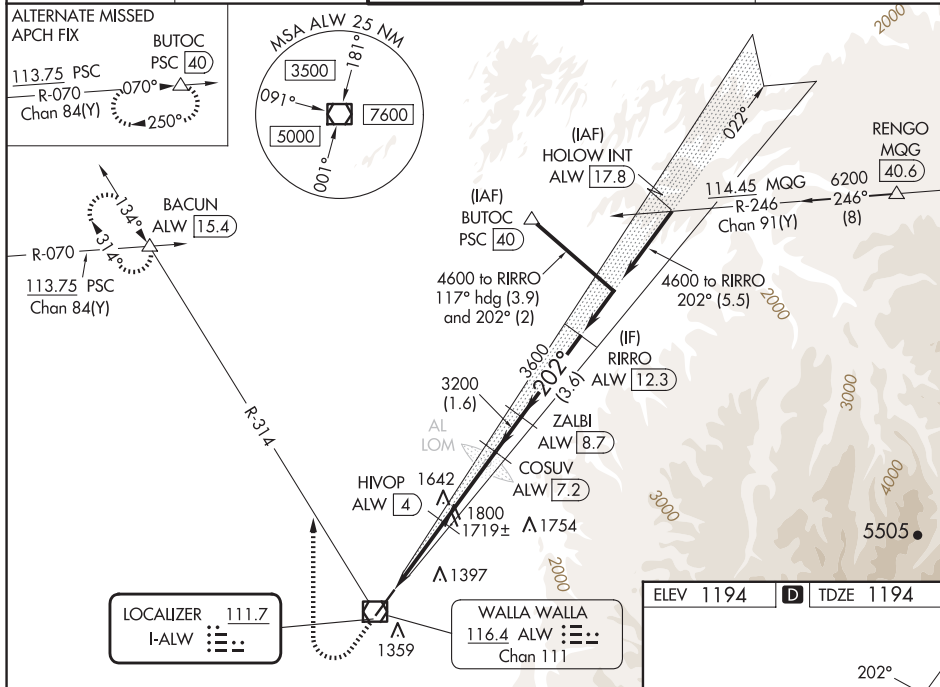
LOC I-ALW 111.7	APP CRS 202°	Rwy Ldg TDZE 1194 Apt Elev 1194
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ILS or LOC RWY 20

WALLA WALLA RGNL (ALW)

DME required.	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.
<p>▼ 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 2½ SM.</p> <p>⚠ #RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Pendleton altimeter setting).</p>		

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
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WALLA WALLA, WASHINGTON
Amdt 1A 08SEP22

46°06'N-118°17'W

WALLA WALLA RGNL (ALW)
ILS or LOC RWY 20

NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 72805 W02A	APP CRS 022°	Rwy Idg TDZE 1175 Apt Elev 1194
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RNAV (GPS) RWY 2

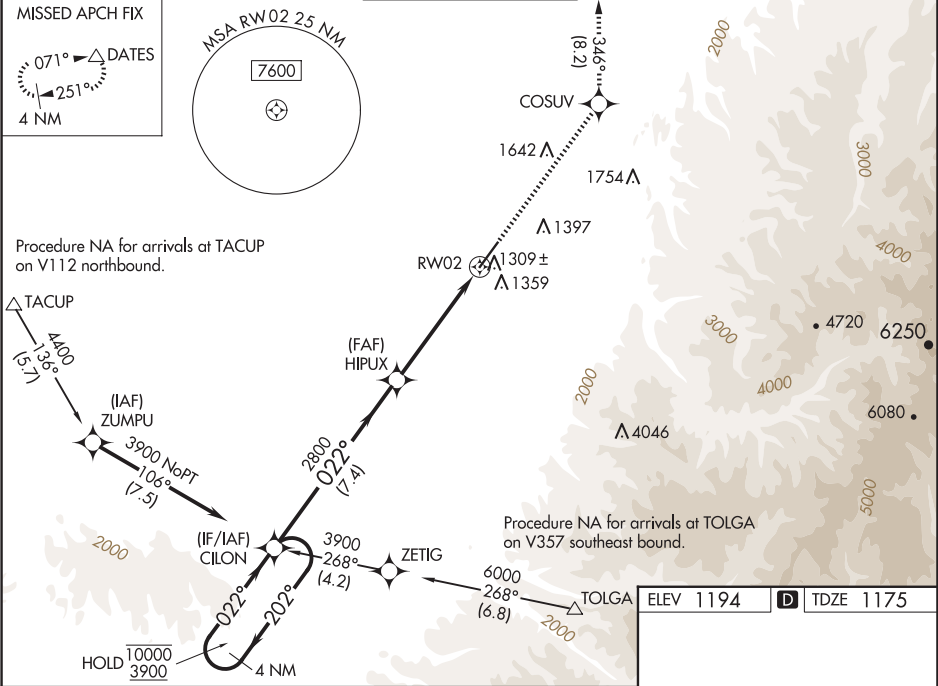
WALLA WALLA RGNL (ALW)

RNP APCH - GPS.

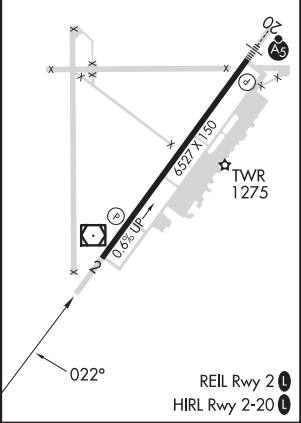
Rwy 2 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

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) 0 289.4	GND CON 121.6 289.4	UNICOM 122.95
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4 NM Holding Pattern		CILON		4000	COSUV	tr	DATES
10000 3900		202° 022°		2800	1.1 NM to RW02	RW02	
GP 3.00° TCH 45		7.4 NM		3.9 NM	1.1 NM		
CATEGORY	A	B	C	D			
LPV DA	1375-3/4		200 (200-3/4)				
LNAV/VNAV DA	1511-1		336 (400-1)				
LNAV MDA	1560-1	385 (400-1)	1560-1 1/8	385 (400-1 1/8)			
CIRCLING	1760-1 566 (600-1)	1820-1 626 (700-1)	2120-2 3/4 926 (1000-2 3/4)	2300-3 1106 (1200-3)			



WAAS CH 90299 W20A	APP CRS 202°	Rwy Idg TDZE 1194 Apt Elev 1194
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RNAV (GPS) RWY 20

WALLA WALLA RGNL (ALW)

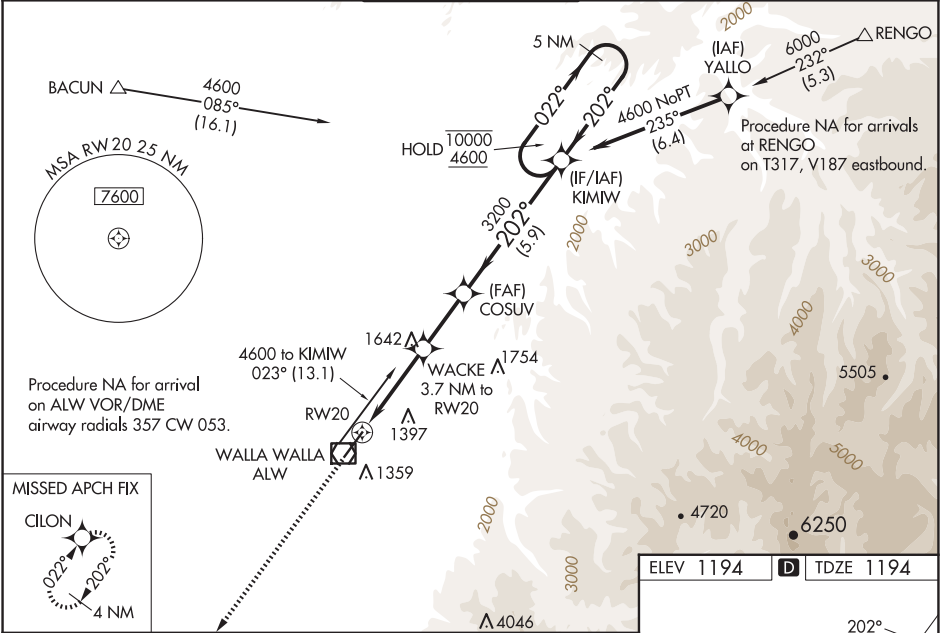
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility to 1% SM.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALS R

MISSED APPROACH:
Climb to 4000 direct
CILON 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
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4000	CILON	WACKE 3.7 NM to RW20	COSUV 3200	KIMI W 3200	5 NM Holding Pattern
2.9 NM to RW20	0.9 NM	2.4 NM	5.9 NM		
2420	3200	3200	10000 4600		
GP 3.00° TCH 50					
CATEGORY	A	B	C	D	
LPV DA*	1394/24	200 (200-½)			
LNAV/ VNAV DA	1773-1¼	579 (600-1¼)			
LNAV MDA	2160/40 966 (1000-¾)	2160/55 966 (1000-1)	2160-2½	966 (1000-2½)	
CIRCLING	2160-1¼ 966 (1000-1¼)	2160-1½ 966 (1000-1½)	2160-3 966 (1000-3)	2300-3 1106 (1200-3)	

ELEV 1194 D TDZE 1194

202°

1537 N 150

TWR 1275

REIL Rwy 2 0
HIRL Rwy 2-20 0

VOR/DME ALW
116.4
Chan **111**

APP CRS
021°

Rwy Idg **6527**
TDZE **1175**
Apt Elev **1194**

VOR RWY 2
WALLA WALLA RGNL (ALW)

DME required.

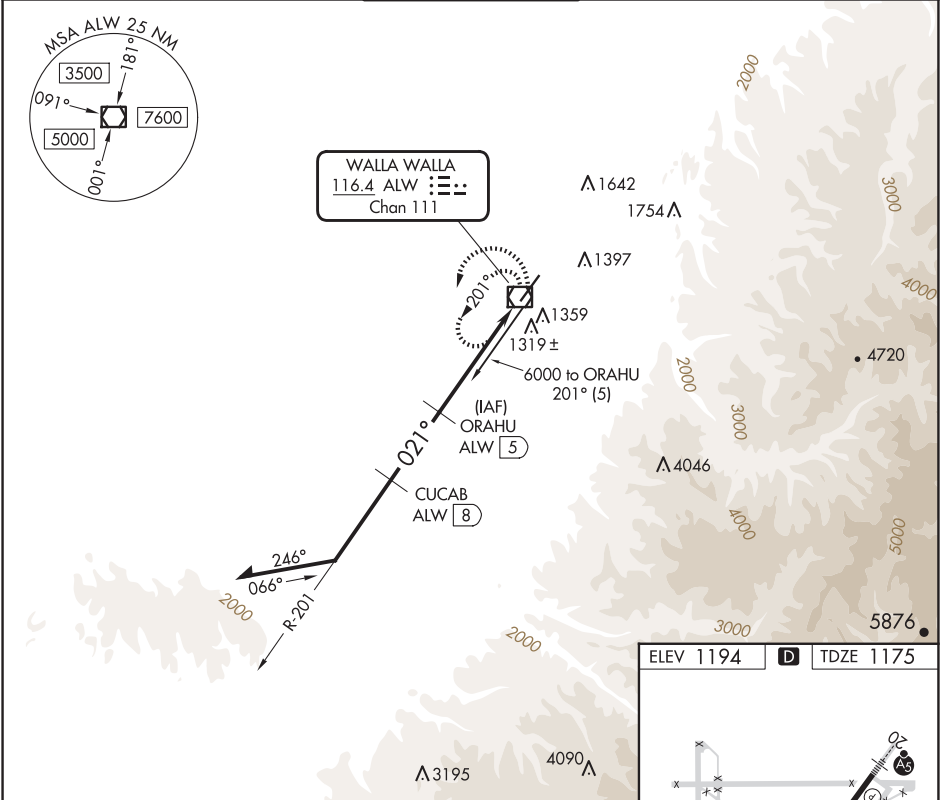
▼

▲

Rwy 2 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 4900 on ALW
VOR/DME R-201 within 10 DME then right turn direct ALW
VOR/DME and hold, continue climb-in-hold to 4900.

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
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Remain within 10 NM

ORAHU ALW 5

4900

ALW R-201

ALW

4800

021°

CUCAB ALW 8

3500

2800

3.05° TCH 45

ALW 1.3

ALW VOR/DME

3 NM

3.8 NM

1.2

CATEGORY	A	B	C	D
S-2	1580-1	405 (400-1)	1580-1 ⅛	405 (400-1 ⅛)
CIRCLING	1760-1 566 (600-1)	1820-1 626 (700-1)	2120-2 ¾ 926 (1000-2 ¾)	2300-3 1106 (1200-3)

ELEV 1194 D TDZE 1175

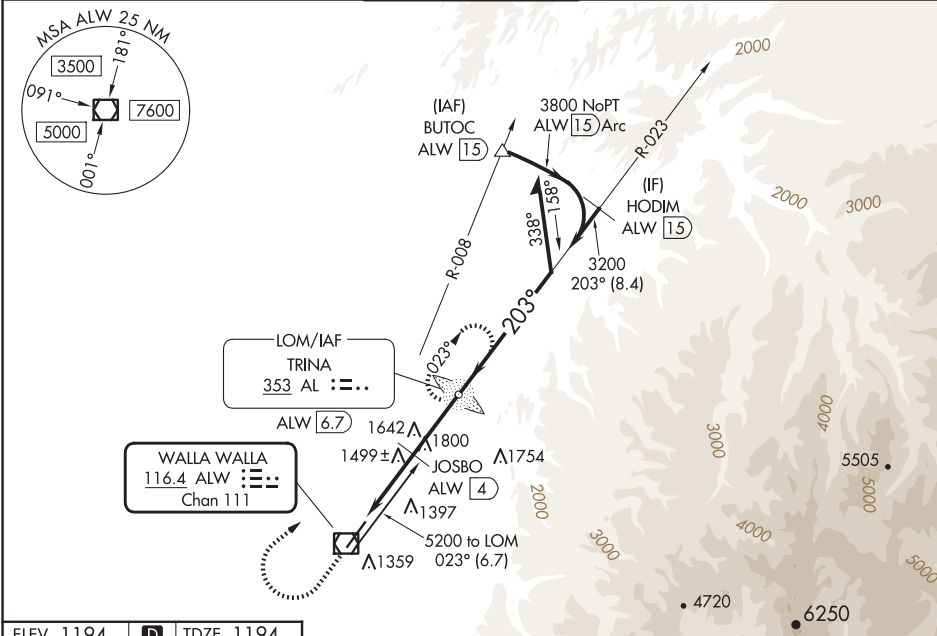
REIL Rwy 2 1
HIRL Rwy 2-20 1

VOR/DME ALW 116.4 Chan 111	APP CRS 203°	Rwy Idg 6527 TDZE 1194 Apt Elev 1194
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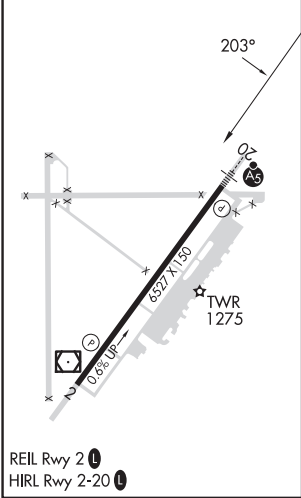
VOR RWY 20
WALLA WALLA RGNL (ALW)

ADF required. ▲ NA For inop ALS, increase JOSBO fix minimums S-20 Cats C/D visibility to 1½ SM.	MALSR A5	MISSED APPROACH: Climb to 2300 then climbing right turn to 5100 direct TRINA LOM/ALW 6.7 DME and hold, continue climb-in-hold to 5100.
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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
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ELEV 1194	D	TDZE 1194
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2300

↑

5100

↗

AL

TRINA

AL LOM

ALW 6.7

023°

↘

4900

↘

Remain within 10 NM

↗

203°

↗

3200

✱

2140*

↗

3.26°

≤

TCH 50

ALW 2.6

↓

1.6 NM

1.4 NM

2.7 NM

ALW VOR/DME

↙

JOSBO

ALW 4

2300

↙

2140-2

↙

2140-1 1/4

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2140-2 3/4

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2300-3

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2140-2 3/4

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946 (1000-2 3/4)

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2300-3

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1106 (1200-3)

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2140-1 1/4

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946 (1000-1 1/4)

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2140-40

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2140-2 3/4

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926 (1000-2 3/4)

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2300-3

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1106 (1200-3)

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2140-1

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566 (600-1)

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1820-1

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626 (700-1)

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2140-2 3/4

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926 (1000-2 3/4)

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2300-3

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626 (700-1)

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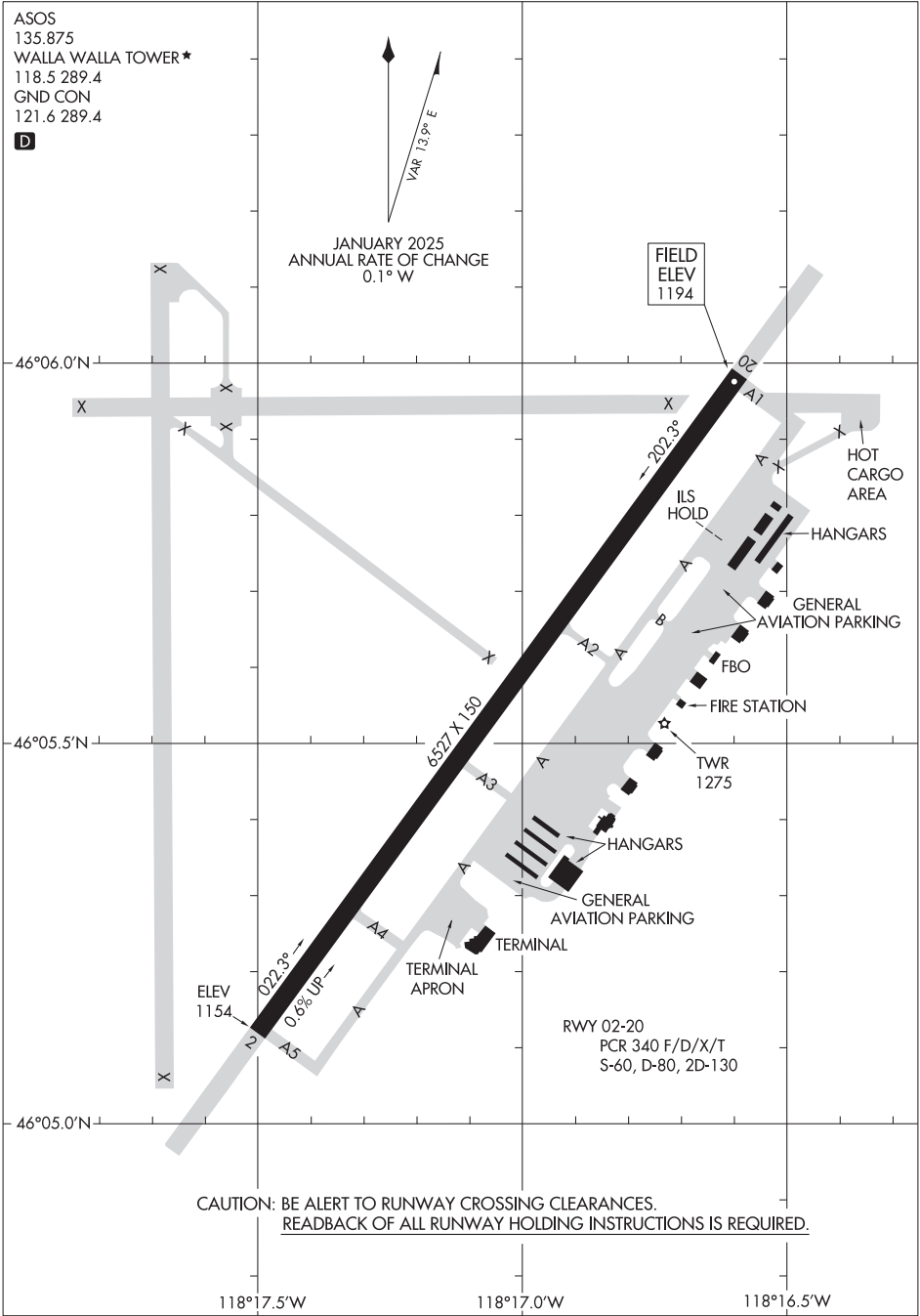
1106 (1200-3)

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2140-2 3/4

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926 (1000-2 3/4)



NW-1, 07 AUG 2025 to 02 OCT 2025

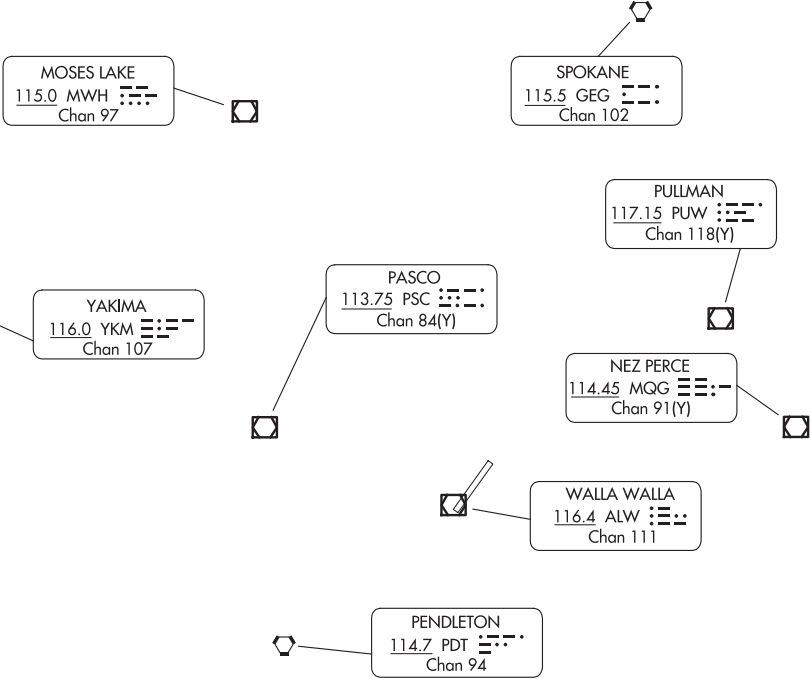
NW-1, 07 AUG 2025 to 02 OCT 2025

SPOKANE APP CON ★
133.15 379.15

RADAR required.

TOP ALTITUDE:
Assigned by ATC

TAKEOFF MINIMUMS
Rwy 20: Standard.
Rwy 2: 300-1 $\frac{5}{8}$ with minimum climb of 236' per NM to 2300 or standard
with minimum climb of 374' per NM climb gradient to 1600.



NOTE: Chart not to scale.

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.

APP CRS
301°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
2120

RNAV (GPS)-A
WEISER MUNI (S87)

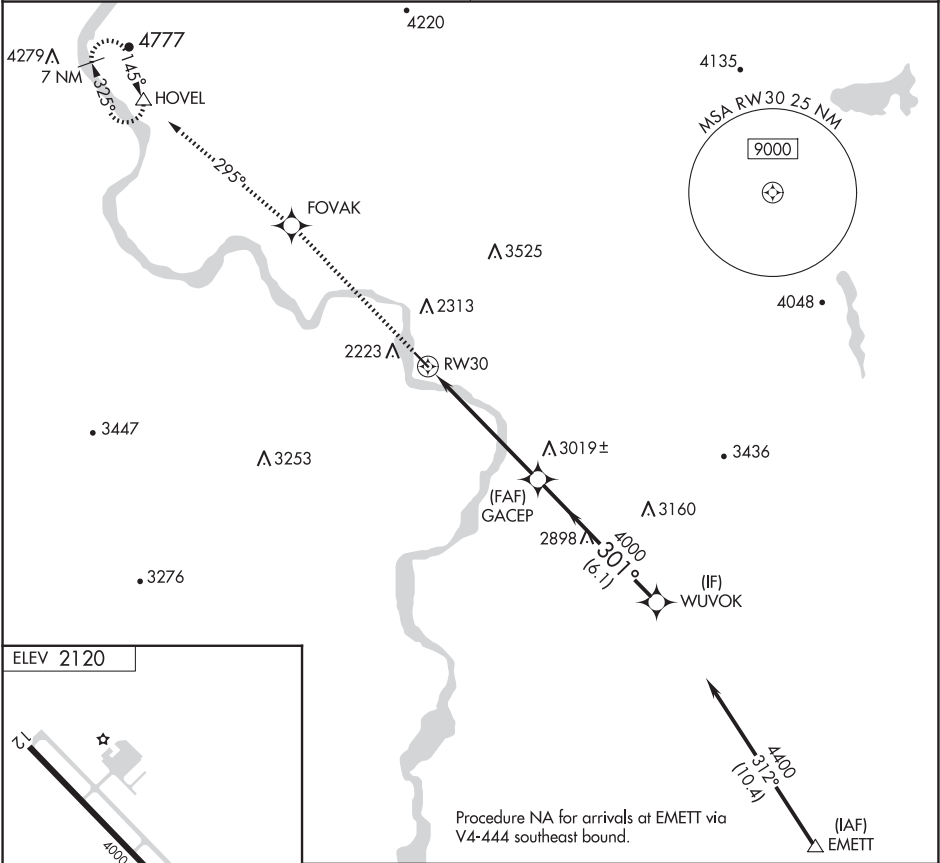
RNP APCH - GPS.

Procedure NA at night. Use Ontario altimeter setting; when not received, use Boise altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climb to 9000 direct FOVAK and via 295° track to HOVEL and hold, continue climb-in-hold to 9000.

SALT LAKE CENTER
128.05 306.95

UNICOM
122.8 (CTAF)



9000

FOVAK

295° tr

HOVEL

WUVOK

4400

Procedure Turn NA

RW30

GACEP

4000

301°

5.7 NM

6.1 NM

CATEGORY	A	B	C	D
CIRCLING	3480-1¼ 1360 (1400-1¼)	3480-1½ 1360 (1400-1½)	3480-3 1360 (1400-3)	3620-3 1500 (1500-3)

WENATCHEE, WASHINGTON

AL-641 (FAA)

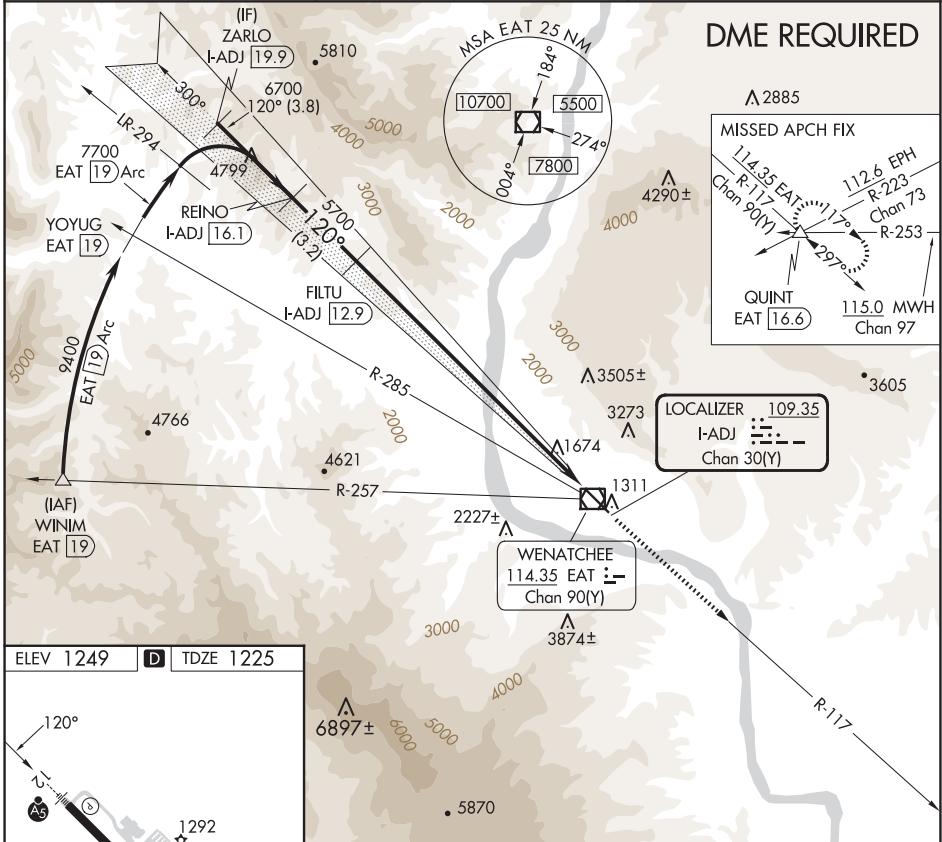
25163

LOC/DME I-ADJ 109.35 Chan 30(Y)	APP CRS 120°	Rwy Ldg TDZE 1225 Apt Elev 1249
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ILS Y RWY 12
PANGBORN MEML (EAT)

DME required. -7°C	MALSR	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.
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ASOS 119.925	SEATTLE CENTER 126.1	UNICOM 123.0 (CTAF) 1
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ELEV 1249	D	TDZE 1225				
			ZARLO I-ADJ 19.9	REINO I-ADJ 16.1	FILTU I-ADJ 12.9	<div>2700</div> <div>4000</div> <div>EAT</div> <div>EAT R-117</div> <div>QUINT</div>
<div>7700</div> <div>6700</div> <div>5700</div> <div>5700</div>			<div>120°</div> <div>3.8 NM</div> <div>3.2 NM</div> <div>11.6 NM</div>			
GS 3.60° TCH 58			Use I-ADJ DME when on the localizer course.			
CATEGORY			A	B	C	D
S-ILS 12			2433-4 1208 (1200-4)			NA

WENATCHEE, WASHINGTON

Amdt 1 10NOV16

47°24'N-120°12'W

PANGBORN MEML (EAT)

ILS Y RWY 12

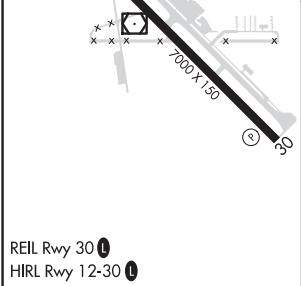
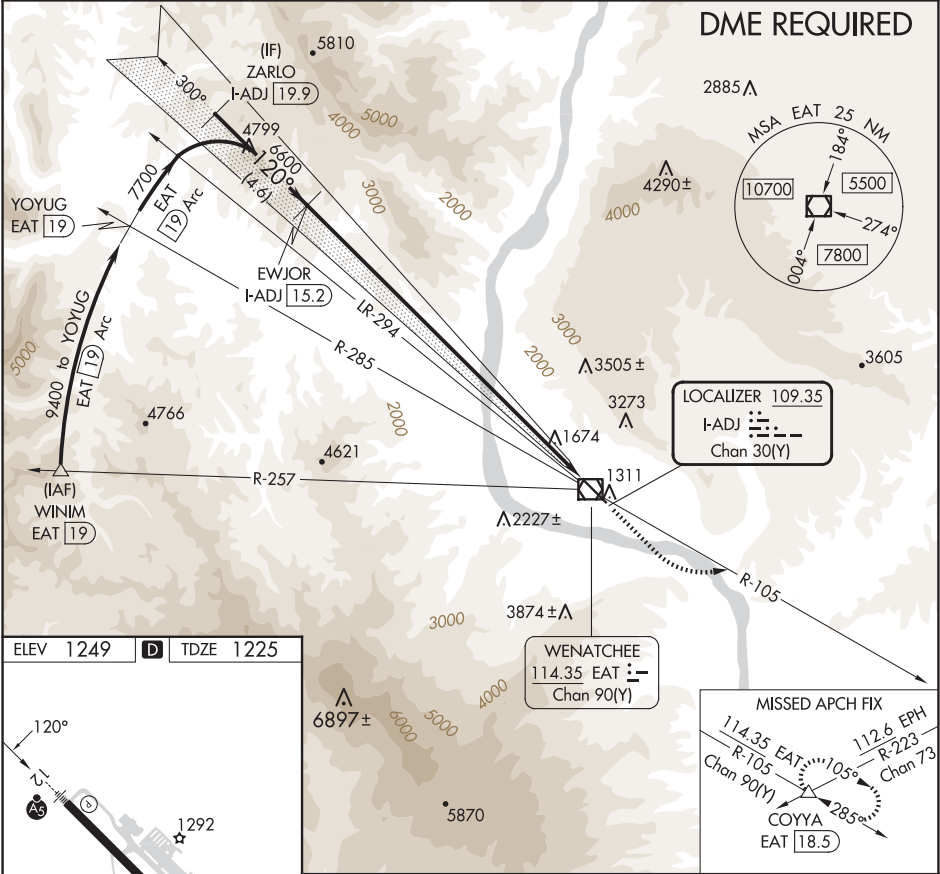
NW-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-ADJ 109.35 Chan 30(Y)	APP CRS 120°	Rwy Ldg TDZE Apt Elev 7000 1225 1249
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ILS Z RWY 12
PANGBORN MEML (EAT)

 DME required. -7°C	MALS R 	MISSED 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.
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ASOS 119.925	SEATTLE CENTER 126.1	UNICOM 123.0 (CTAF) 0
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ZARLO I-ADJ 19.9	EWJOR I-ADJ 15.2	1820	5500	COYYA
7700	6600	EAT R-105		
GS 3.60° TCH 58	6600			
4.6 NM	13.9 NM			
CATEGORY A	B	C	D	
S-ILS 12	1555-1/2	330 (400-1/2)	NA	

NW-1, 07 AUG 2025 to 02 OCT 2025

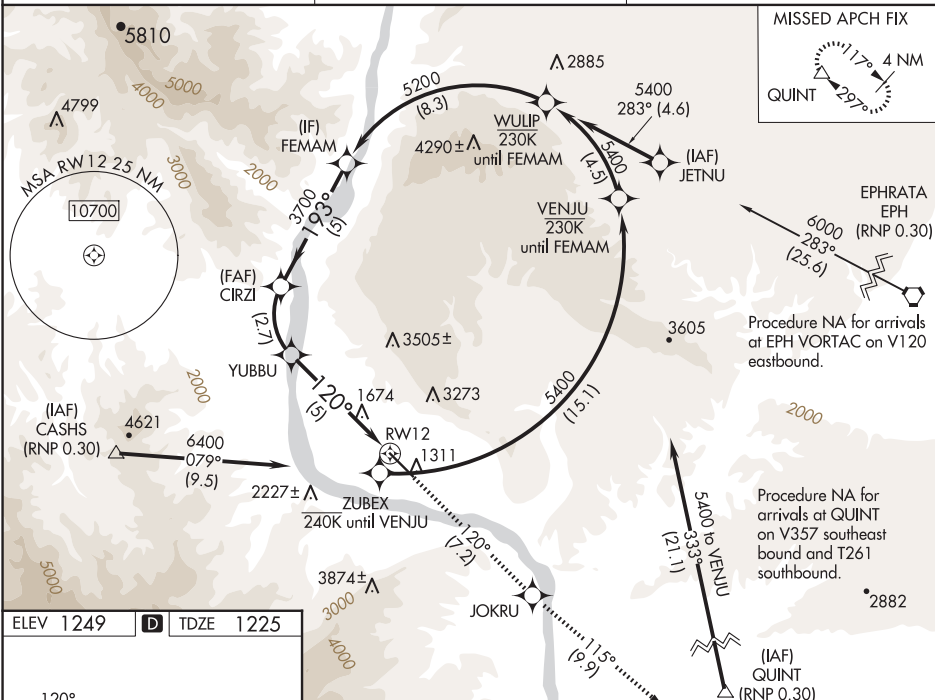
NW-1, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) RWY 12
PANGBORN MEML (EAT)

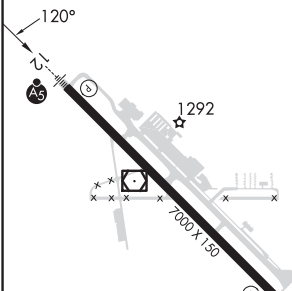
MISSED APPROACH: Climb to 5400 on track 120° to JOKRU and on track 115° to QUINT and hold.

*Missed approach requires a minimum climb of 319 feet per NM to 3700.

#Missed approach requires a minimum climb of 295 feet per NM to 3700.

UNICOM
123.0 (CTAF) **L**

D TDZE 1225



47°24'N-120°12'W

WENATCHEE, WASHINGTON
Amdt 1A 01FEB18

PANGBORN MEML (EAT)

RNAV (RNP) RWY 12

AUTHORIZATION REQUIRED

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.60/TCH 60).					<div>5400</div> <div>↑</div> <div>tr 120°</div>	<div>JOKRU</div> <div></div>	<div>tr 115°</div>	<div>QUINT</div> <div></div>
<div><div>FEMAM</div><div>5200</div><div>GP 3.00°</div><div>TCH 45</div><div>193°</div><div>3700</div><div>CIRZI</div><div>3700</div><div>YUBBU</div><div>2854</div><div>120°</div><div>RW12</div><div>5 NM</div><div>2.7 NM</div><div>5 NM</div></div>								
CATEGORY	A	B	C	D				
RNP 0.15 DA *		1995-3	770 (800-3)					
RNP 0.19 DA #		2072-3	847 (900-3)					
RNP 0.30 DA		2417-5	1192 (1200-5)					

APP CRS
300°

Rwy Ldg
TDZE
Apt Elev

7000
1232
1249

RNAV (RNP) Z RWY 30

PANGBORN MEML (EAT)

-7°C

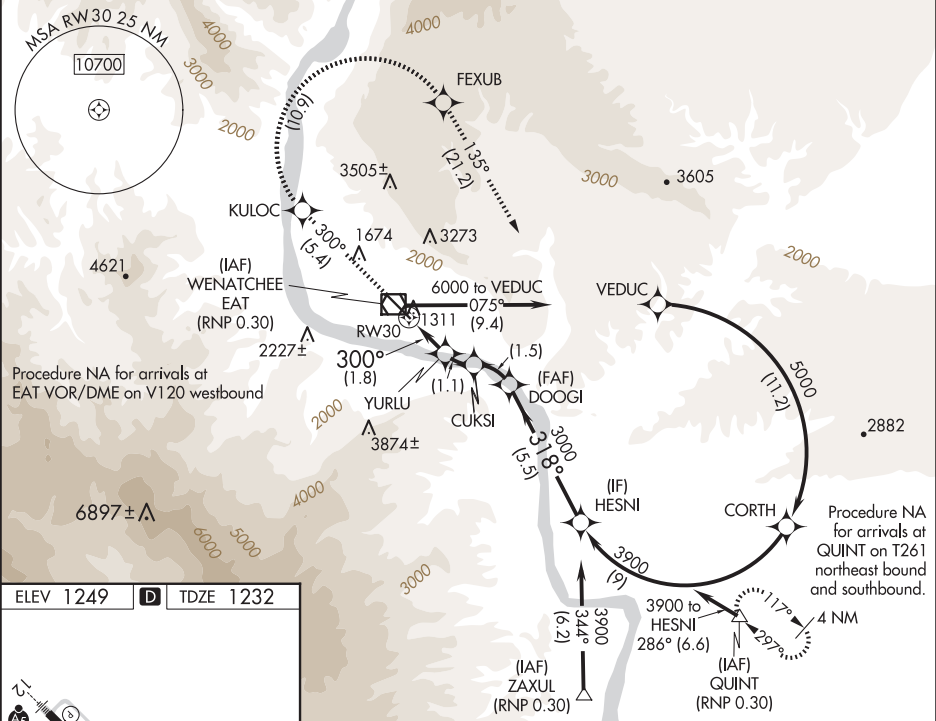
For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 44°C (111°F). RF required. GPS required. FD or HUD required.

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.

ASOS 119.925	SEATTLE CENTER 126.1	UNICOM 123.0 (CTAF) 0
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ELEV 1249 D TDZE 1232

REIL Rwy 30 0

HIRL Rwy 12-30 0

6000	KULOC	FEXUB	tr 135°	QUINT	HESNI
tr 300°					
VGSi and RNAV glidepath not coincident (VGSi Angle 4.30/TCH 46).					
RW30	YURLU	CUKSI	DOOGI	3000	3900
1799	2411				
300°					
318°					
GP 3.60° TCH 60					
1.8 NM		1.1 NM		1.5 NM	
5.5 NM					
CATEGORY	A	B	C	D	
RNP 0.17 DA*	1595-1		363 (400-1)		NA
RNP 0.30 DA#	1686-1 3/8		454 (500-1 3/8)		NA

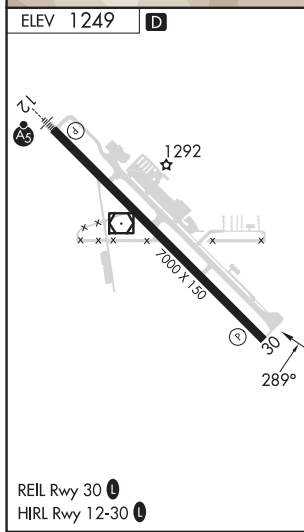
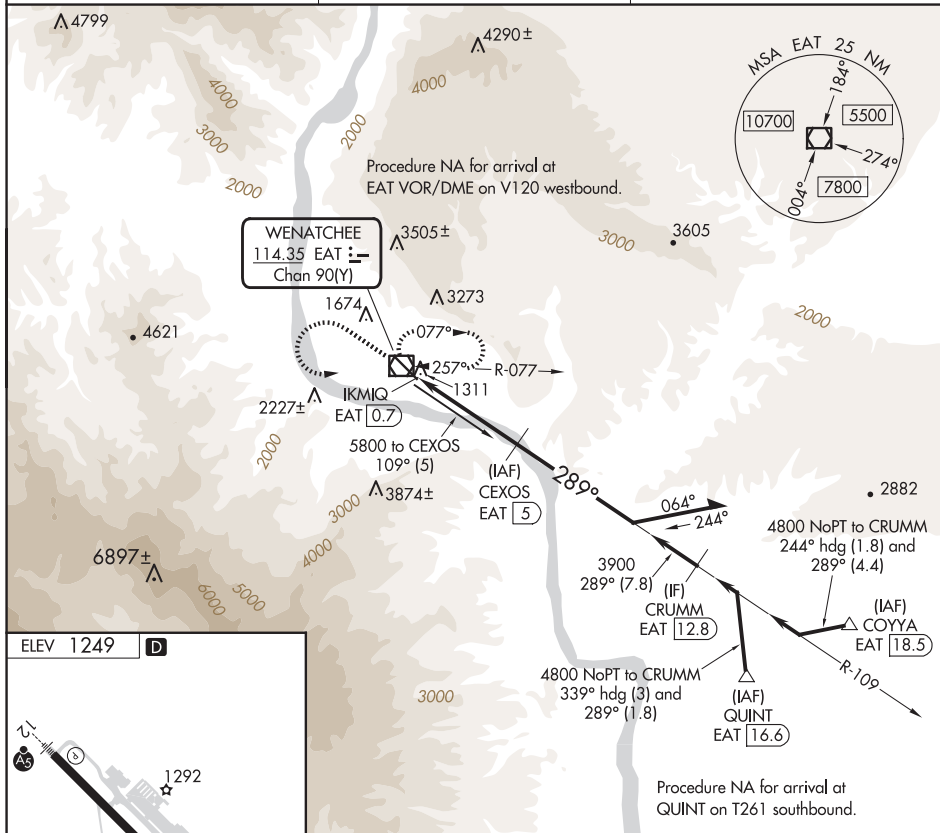
AUTHORIZATION REQUIRED

VOR/DME EAT 114.35 Chan 90(Y)	APP CRS 289°	Rwy Ldg TDZE Apt Elev N/A N/A 1249
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VOR-A
PANGBORN MEML (EAT)

 -7°C	DME required. Circling NA northeast of Rwy 12-30.	MISSED APPROACH: Climb to 3900 then climbing left turn to 6000 direct EAT VOR/DME and hold, continue climb-in-hold to 6000.
----------	--	---

ASOS 119.925	SEATTLE CENTER 126.1	UNICOM 123.0 (CTAF)
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3900	6000	EAT
EAT VOR/DME	IKMIQ EAT 0.7	CEXOS EAT 5
0.1	4.3 NM	5200
289°	109°	289°
3900	4800	4800
REIL Rwy 30	HIRL Rwy 12-30	Remain within 10 NM
WENATCHEE, WASHINGTON	Amdt 9C. 01FEB18	PANGBORN MEML (EAT)
47°24'N-120°12'W		VOR-A

NW-1, 07 AUG 2025 to 02 OCT 2025

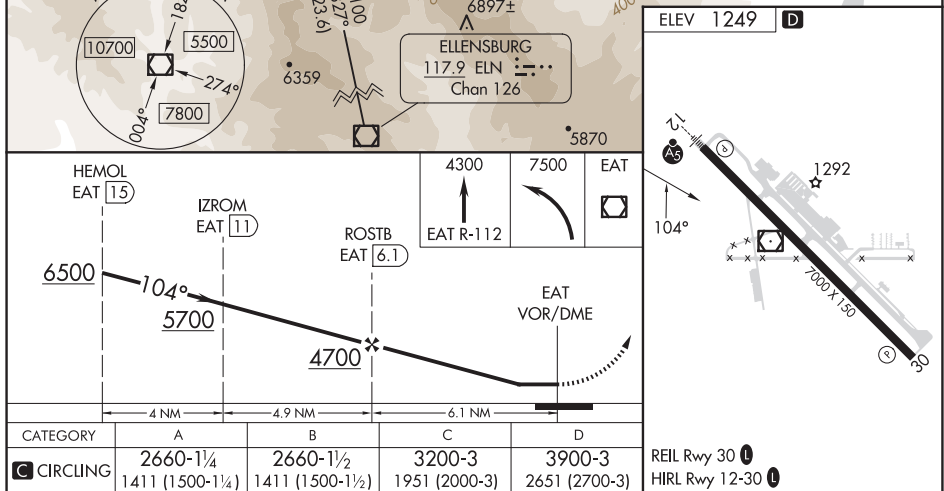
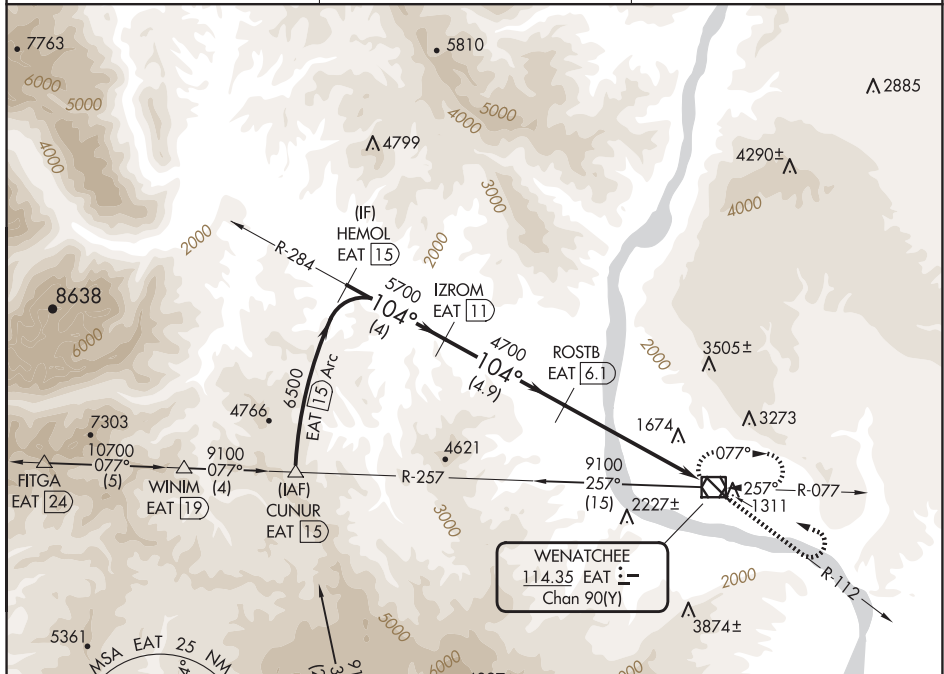
NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME EAT 114.35 Chan 90(Y)	APP CRS 104°	Rwy Ldg N/A TDZE N/A Apt Elev 1249
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VOR-B
PANGBORN MEML(EAT)

   -7°C	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.
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ASOS 119.925	SEATTLE CENTER 126.1	UNICOM 123.0 (CTAF) ①
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WENATCHEE, WASHINGTON

Orig-B 07DEC17

PANGBORN MEML (EAT)

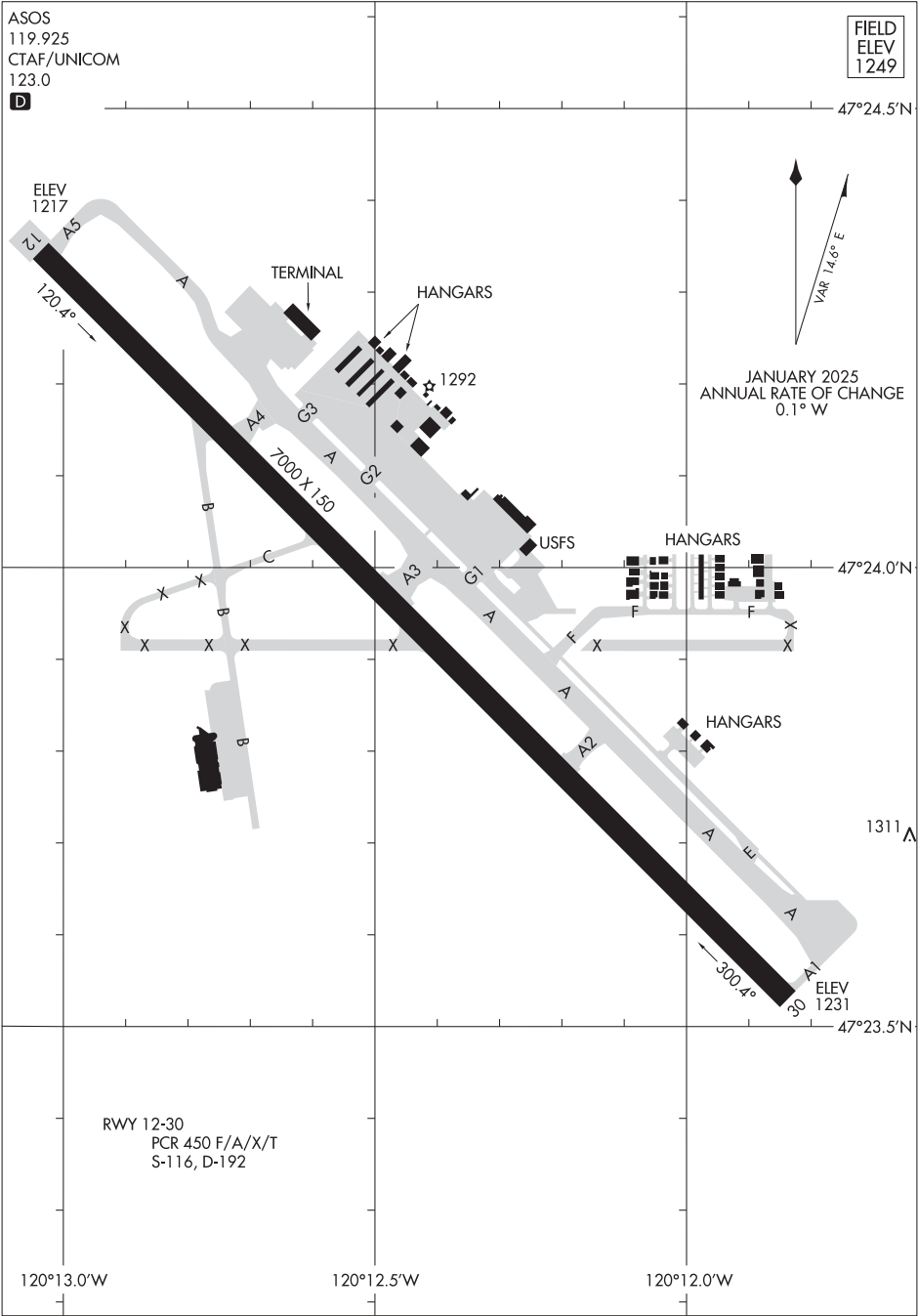
VOR-B

47°24'N-120°12'W

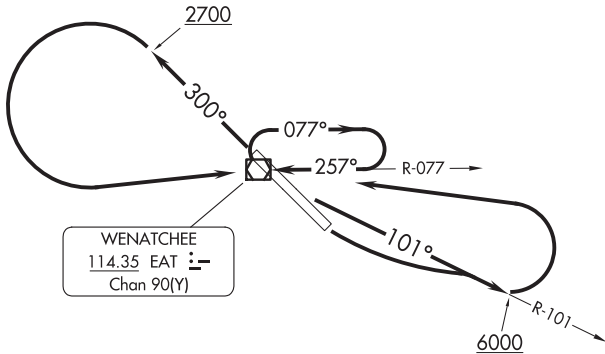
871

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025



SEATTLE CENTER
126.1
ASOS
119.925
UNICOM
123.0



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.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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.

WENATCHEE TWO DEPARTURE (OBSTACLE)

TAKEOFF OBSTACLE NOTES

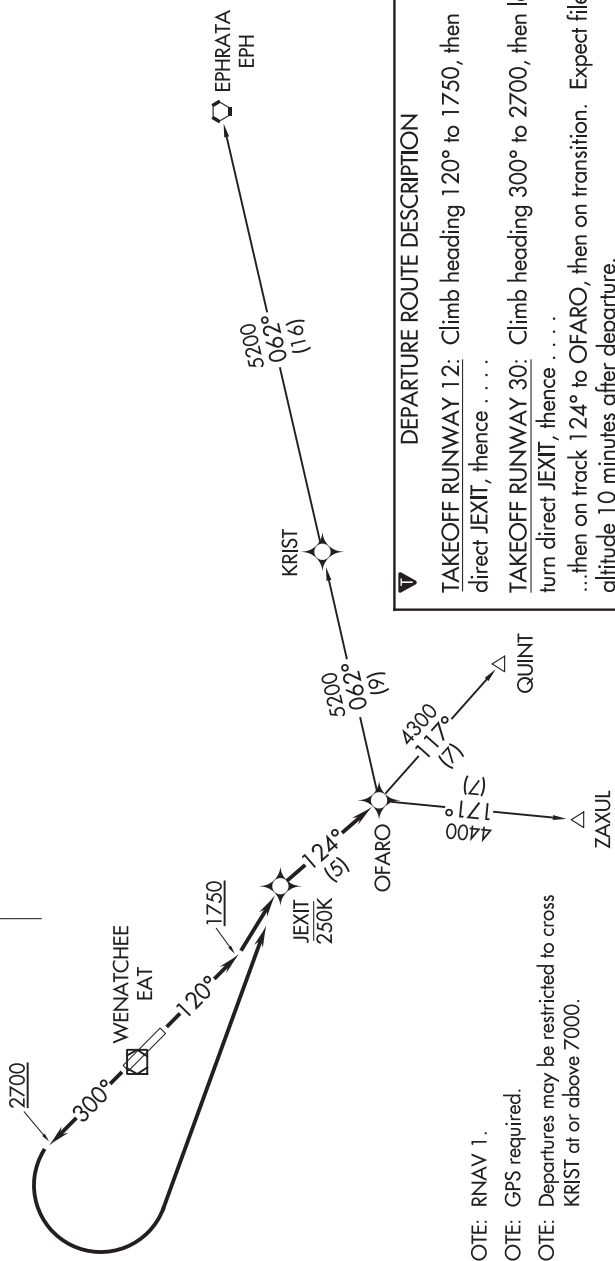
- Rwy 12: Terrain 25' from DER, 194' left of centerline, 1234' MSL.
 Sign 68' from DER, 474' left of centerline, 1237' MSL.
 Building beginning 133' from DER, 399' right of centerline, up to 19' AGL/1237' MSL.
 Terrain 171' from DER, 340' left of centerline, 1241' MSL.
 Terrain 317' from DER, 486' left 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.

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SEATTLE CENTER
126.1
UNICOM
123.0
ASOS
119.925



(NOTES CONTINUED ON FOLLOWING PAGE)

TOP ALTITUDE:
ASSIGNED BY ATC

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.

DEPARTURE ROUTE DESCRIPTION

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)

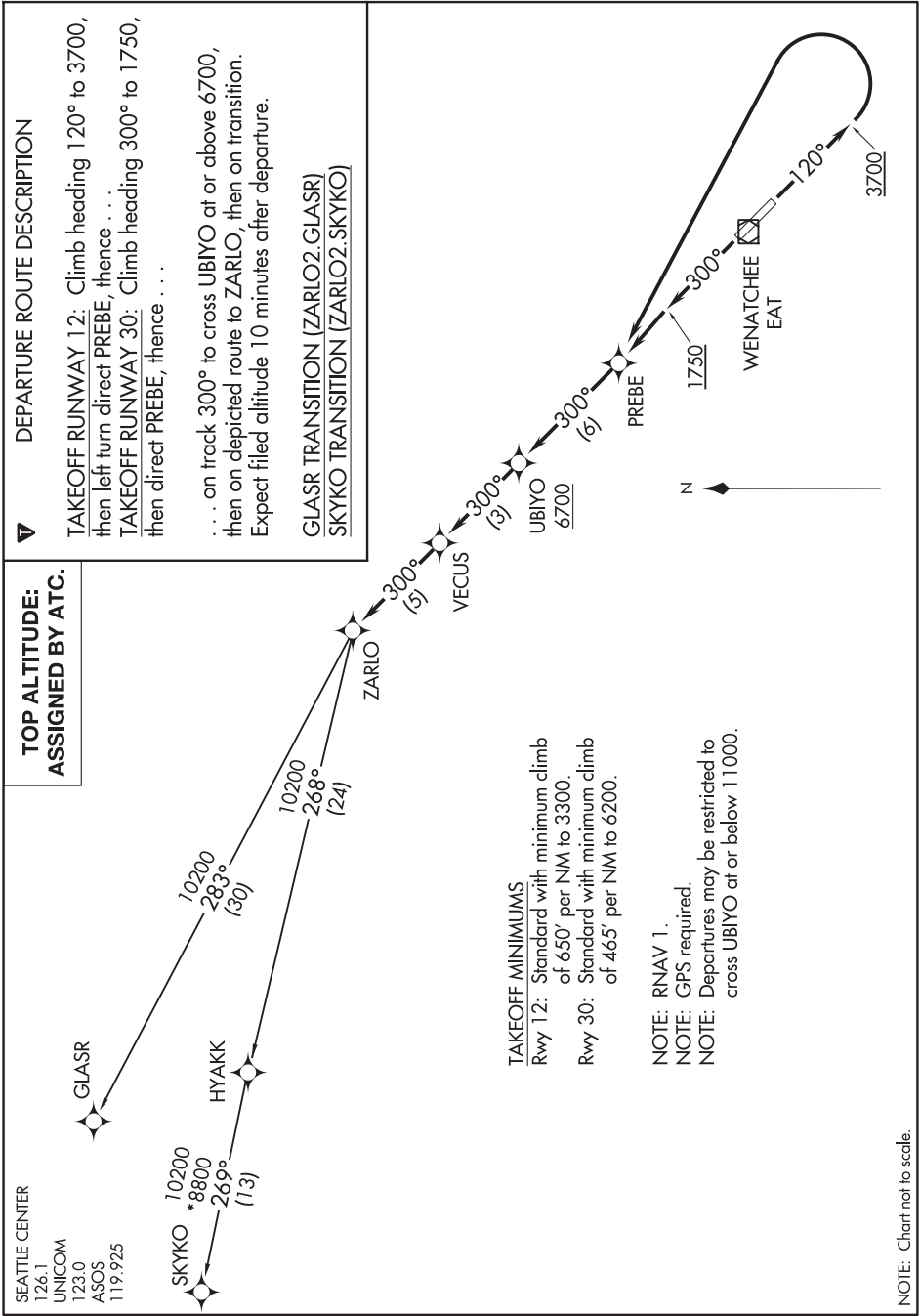
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

(ZARLO2.ZARLO) 21112

ZARLO TWO DEPARTURE (RNAV) AL-641 (FAA)

PANGBORN MEML (EAT)
WENATCHEE, WASHINGTON



ZARLO TWO DEPARTURE (RNAV)
(ZARLO2.ZARLO) 10NOV16

WENATCHEE, WASHINGTON
PANGBORN MEML (EAT)

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC I-LOW

110.7

APP CRS

012°

Rwy Ldg

8400

TDZE

6649

Apt Elev

6649

ILS or LOC RWY 1

YELLOWSTONE (WYS)

ADF required. DME required for MUPDE stepdown fix.

MALSR

AS

MISSED APPROACH: Climb to 9000, then climbing right turn to 10100 direct TARGY LOM and hold.

AWOS-3P

118.1

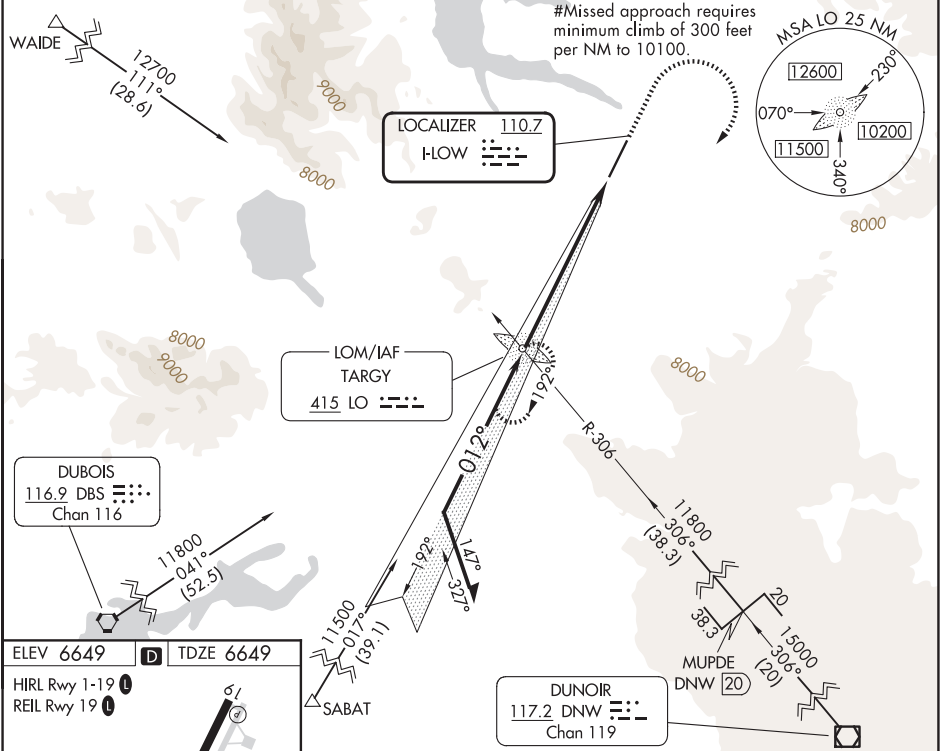
SALT LAKE CENTER

132.4 338.3

UNICOM

123.0 (CTAF)

0



ELEV 6649

D

TDZE 6649

HIRL Rwy 1-19

REIL Rwy 19

FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

Remain within 10 NM

10100

192°

012°

GS 3.00° TCH 50°

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).

LO LOM

8941

9600

*9000

6.9 NM

9000

10100

TARGY

* LOC only

CATEGORY	A	B	C	D
S-ILS 1#		6849-½	200 (200-½)	
S-ILS 1		7449-2¼	800 (800-2¼)	
S-LOC 1	7780-1¼ 1131 (1200-1¼)	7780-1 1131 (1200-1)	7780-2½ 1131 (1200-2½)	
CIRCLING	7780-1¼ 1131 (1200-1¼)	7780-1½ 1131 (1200-1½)	7780-3 1131 (1200-3)	8020-3 1371 (1400-3)

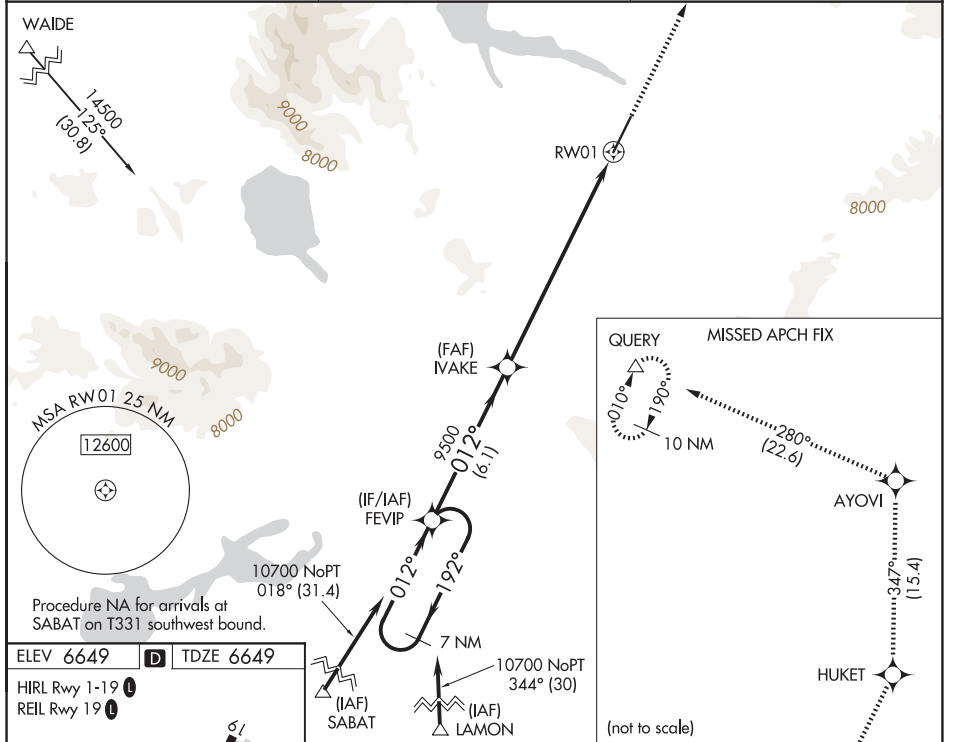
WAAS CH 86916 W01A	APP CRS 012°	Rwy Ldg TDZE 6649 Apt Elev 6649
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RNAV (GPS) RWY 1

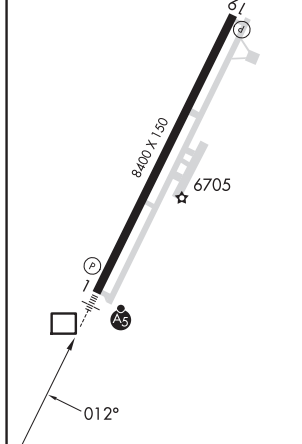
YELLOWSTONE (WYS)

NA -19°C	DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, procedure NA. Inop table does not apply to LNAV Cats A and B.	MALSR 	MISSED APPROACH: Climb to 15000 direct HUKET and on track 347° to AYОВI and on track 280° to QUERY and hold.
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AWOS-3P 118.1	SALT LAKE CENTER 132.4 338.3	UNICOM 123.0 (CTAF) 0
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ELEV 6649	D	TDZE 6649
HIRL Rwy 1-19		
REIL Rwy 19		



7 NM Holding Pattern FEVIP				15000 ↑ HUKET ✱		AYOVI fr 347° ✱		QUERY fr 280° △	
10700 ← 192° 012° →				IVAKE 9500		* LNAV only			
GP 3.00° TCH 50				9500		4.8 NM to RW01		RW01	
				6.1 NM		3.8 NM		4.8 NM	
CATEGORY		A		B		C		D	
LPV DA		6849-1/2 200 (200-1/2)							
LNAV MDA		8240-1¼ 1591 (1600-1¼)		8240-1½ 1591 (1600-1½)		8240-2½ 1591 (1600-2½)			
CIRCLING		8240-1¼ 1591 (1600-1¼)		8240-1½ 1591 (1600-1½)		8240-3 1591 (1600-3)			

NW-1, 07 AUG 2025 to 02 OCT 2025

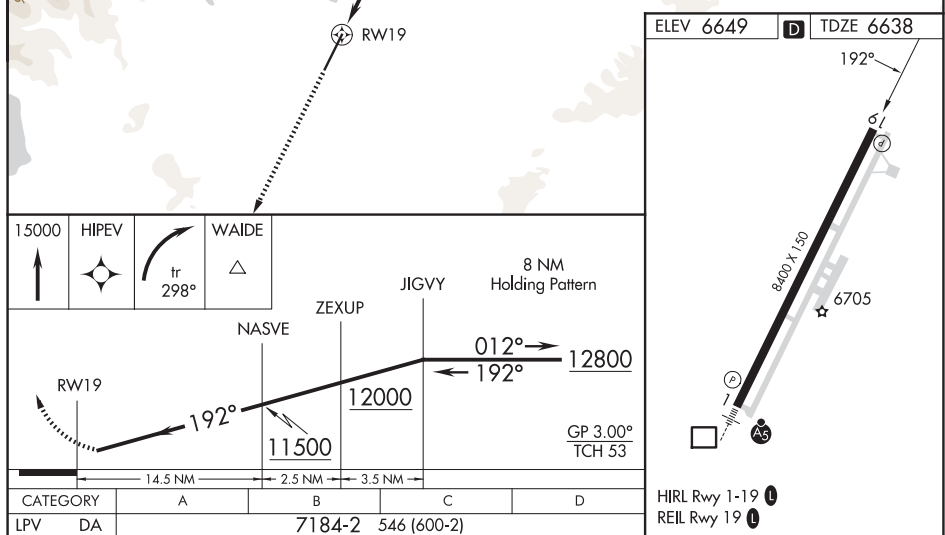
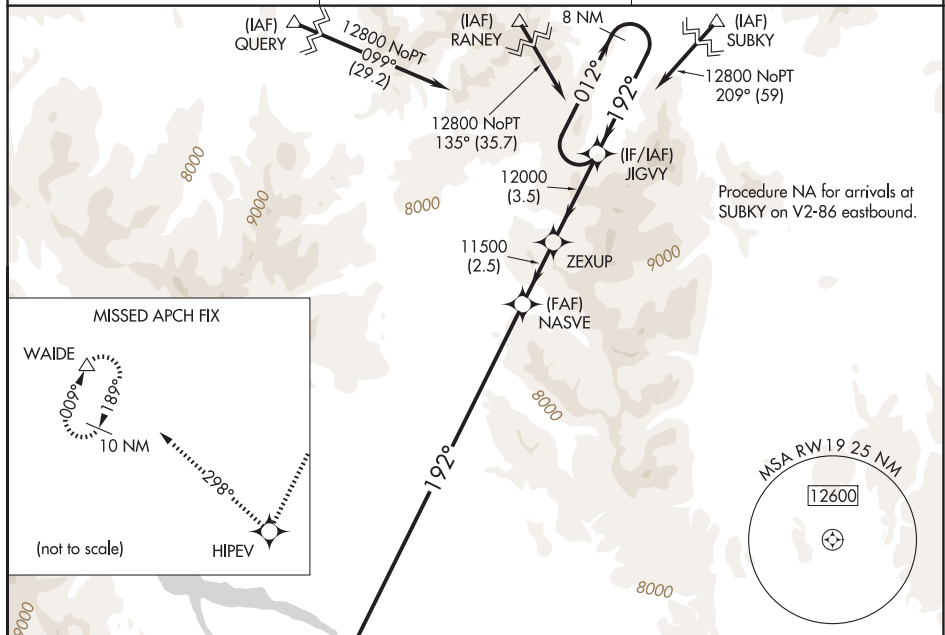
NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82016 W19A	APP CRS 192°	Rwy Ldg 8400 TDZE 6638 Apt Elev 6649
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RNAV (GPS) RWY 19
YELLOWSTONE (WYS)

<p>▼ DME/DME RNP- 0.3 NA. Visibility reduction by helicopters</p> <p>▲ NA. Obtain local altimeter setting on CTAF, when not</p> <p>❄ -19°C received, procedure NA.</p>	<p>MISSED APPROACH: Climb to 15000 direct HIPEV and right turn on track 298° to WAIDE and hold, continue climb-in-hold to 15000.</p>
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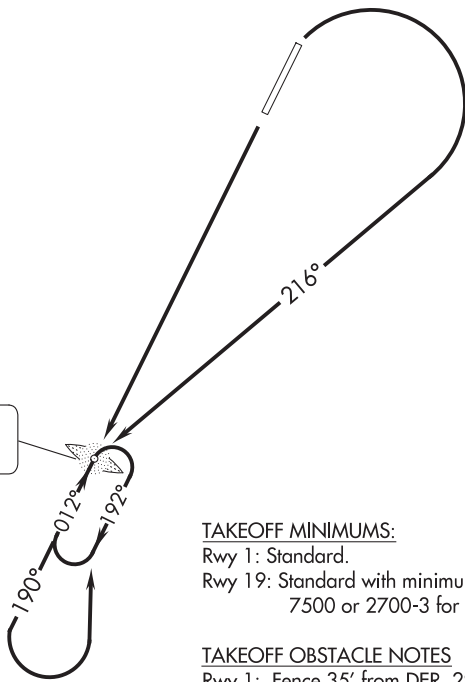
AWOS-3P 118.1	SALT LAKE CENTER 132.4 338.3	UNICOM 123.0 (CTAF) 0
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(LOW1.LOW) 23334

TARGY ONE DEPARTURE (OBSTACLE)

AL-632 (FAA)

YELLOWSTONE (WYS)
WEST YELLOWSTONE, MONTANASALT LAKE CENTER
132.4 338.30
CTAF
123.0


TARGY
415 LO ---
10100

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.

DEPARTURE ROUTE DESCRIPTION

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.

TARGY ONE DEPARTURE (OBSTACLE)

(LOW1.LOW) 09FEB12

WEST YELLOWSTONE, MONTANA
YELLOWSTONE (WYS)

WAAS CH 61342 W26A	APP CRS 261°	Rwy Idg TDZE 4775 Apt Elev 4779
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RNAV (GPS) RWY 26

PHIFER AIRFIELD (E.A.N)

RNP APCH.

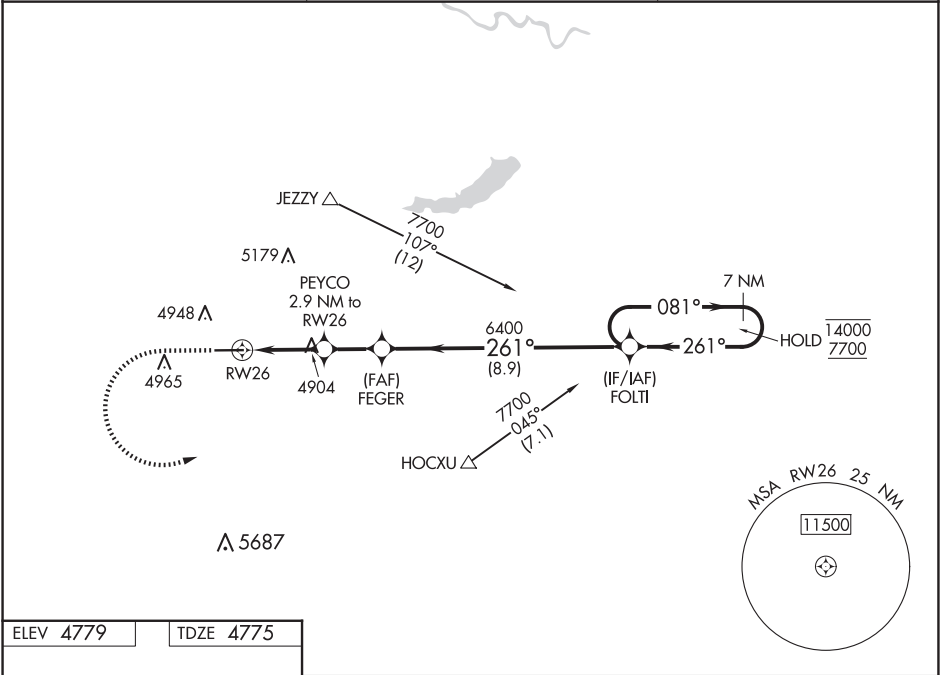
▼

▲

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.

AWOS-3PT 121.125	DENVER CENTER 135.6 363.025	CTAF 122.90
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ELEV 4779	TDZE 4775
------------------	------------------

5500

7700

FOLTI

*LNAV only.

PEYCO
2.9 NM to RW26

*1.1 NM to RW26

5740*

6400

6400

1.1 NM

1.8 NM

2.1 NM

8.9 NM

REIL Rwy 26

MIRL Rwy 8-26

CATEGORY	A	B	C	D
LPV DA	4975-1	200 (200-1)		NA
LNAV/VNAV DA	5025-1	250 (300-1)		NA
LNAV MDA	5160-1	385 (400-1)	5160-1½ 385 (400-1½)	NA
CIRCLING	5260-1 481 (500-1)	5280-1 501 (600-1)	5300-1½ 521 (600-1½)	NA

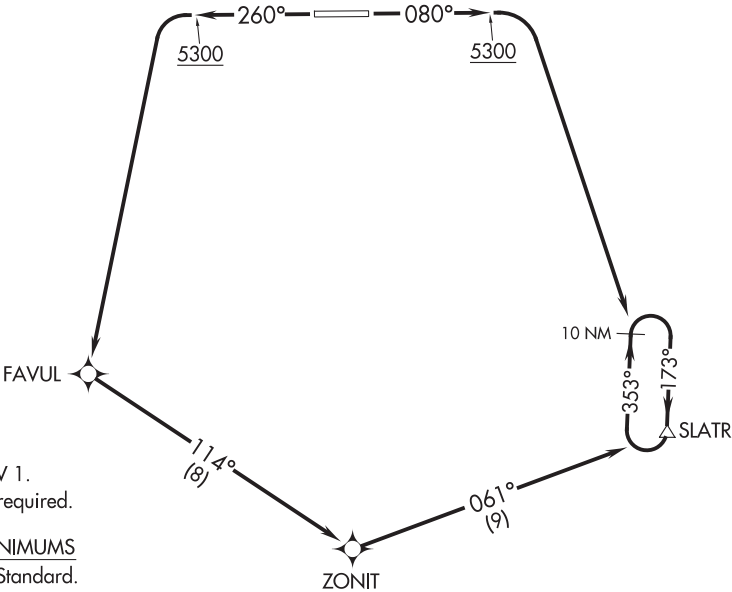
(SLATR1.SLATR) 23054

SLATR ONE DEPARTURE (OBSTACLE) (RNAV)

AL-10272 (FAA)

PHIFER AIRFIELD (E·AN)
WHEATLAND, WYOMING

DENVER CENTER
135.6 363.025



NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwys 8, 26: Standard.

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 38' AGL/4817' MSL.
Trees, 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.

NOTE: Chart not to scale.

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.

SLATR ONE DEPARTURE (OBSTACLE) (RNAV)

(SLATR1.SLATR) 30JAN20

WHEATLAND, WYOMING
PHIFER AIRFIELD (E·AN)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

OAK HARBOR, WASHINGTON

ILS or LOC/DME RWY 14

LOC/DME I-NUW 110.1 Chan 38	APCH CRS 137°	Rwy Idg 8000 TDZE 39 Arpt Elev 47
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[USN]

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

VOR, DME required.

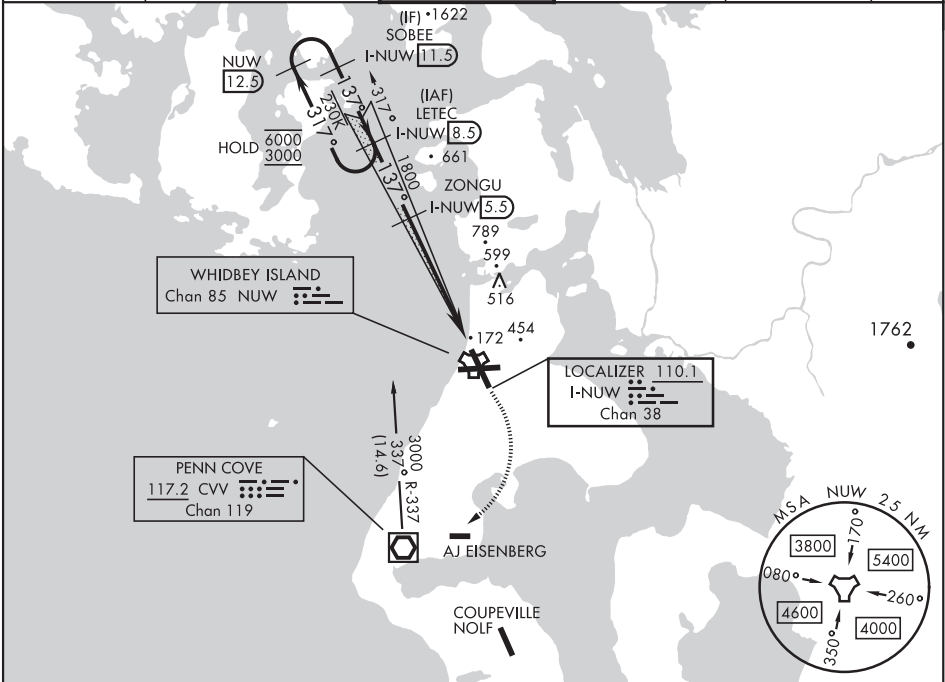
- ▼ *When TDZ/CL lights inop, increase RVR to 24.
When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55,
vis to 1 mile; CAT CDE RVR to 60, vis to 1½ miles.

ALSF-2

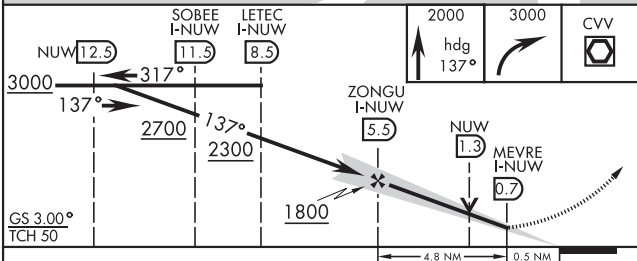


MISSED APPROACH: Climb to 2000 via hdg 137°, then climbing right turn to 3000, direct CVV VOR/DME, then via CVV R-337 to LETEC and hold.

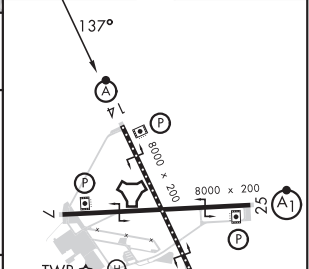
ATIS 134.15 281.5	WHIDBEY APP CON 120.7 270.8 (E) 118.2 285.65 (W)	WHIDBEY TOWER 127.9 340.2	GND CON 121.75 336.4	CLNC DEL 135.1 379.9	ASR/PAR
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EMERG SAFE ALT 100 NM 15,500



ELEV	47	TDZE	39
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CATEGORY	A	B	C	D	E
S-ILS 14 *	239/18		200	(200-½)	
S-LOC 14 **	440/24	401 (400-½)	440/40	401 (400-¾)	
CIRCLING	760-1	713 (800-1)	860-2½ 813 (900-2½)	900-2¾ 853 (900-2¾)	1200-3 1153 (1200-3)

HIRL Rwy 7-25, 14-32
TDZL/CL Rwy 14

OAK HARBOR, WASHINGTON

48°21'N-122°39'W

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

Amdt 2 31OCT24

ILS or LOC/DME RWY 14

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

OAK HARBOR, WASHINGTON

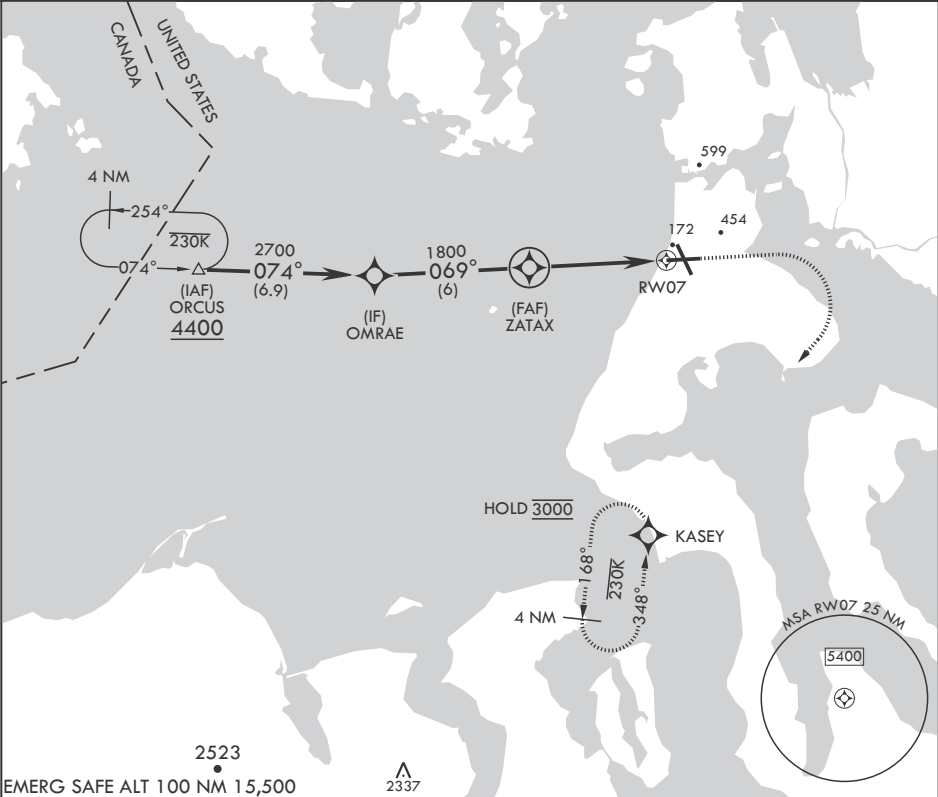
RNAV (GPS) RWY 7

APCH CRS	Rwy Idg	8000
069°	TDZE	25
	Arprt Elev	47

- (USN) WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

RNP APCH	MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct KASEY and hold. Do not exceed 230 KIAS until turn completion.
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ATIS 134.15 281.5	APP CON/DEP CON 118.2 285.65 (W) 120.7 270.8 (E)	TOWER 127.9 340.2	GND CON 121.75 336.4	CLNC DEL 135.1 379.9	ASR/PAR
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ORCUS 4400	OMRAE 2700	ZATAK 1800	RWY 07	1500	3000	KASEY	ELEV 47	TDZE 25
CATEGORY	A	B	C	D	E			
LNVA MDA	440/55	415 (400-1)	440/60	415	(400-1½)			
CIRCLING	760-1	713 (800-1)	860-2½ 813 (900-2½)	900-2¾ 853 (900-2¾)	1200-3 1153 (1200-3)	HIRL all Rwys TDZL/CL Rwy 14		

OAK HARBOR, WASHINGTON

48°21'N - 122°39'W

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

Amndt 2 31OCT24

RNAV (GPS) RWY 7

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

OAK HARBOR, WASHINGTON

WAAS CH 50004 W14A	APCH CRS 137°	Rwy ldg TDZE Arpt Elev	8000 39 47
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- (USN)

RNAV (GPS) RWY 14

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

RNP APCH

▼ * When TDZ/CL lights inop, increase RVR to 24. When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase RVR to 60, vis to 1 1/8 miles.

ALSF-2

MISSSED APPROACH: Climb to 3500 direct FIDPO, and on track 218° to WADPA and hold. Do not exceed 230K.

ATIS 134.15 281.5	APP CON/DEP CON 118.2 285.65 (W) 120.7 270.8 (E)	TOWER 127.9 340.2	GND CON 121.75 336.4	CLNC DEL 135.1 379.9	ASR/PAR
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4 NM Holding Pattern	SOBEE	3500	FIDPO	tr 218°	WADPA	ELEV 47	TDZE 39
8000 3500	302° 122°	137°	ZONGU	1800	1.3 NM to RWY 14	5.4 NM	
GP 3.00° TCH 50							
CATEGORY	A	B	C	D	E		
LPV DA*		239/18	200		(200-½)		
LNAV/VNAV DA**		457/40	418		(500-¾)		
LNAV MDA***	500/24	461 (500-½)	500/50	461	(500-1)		
CIRCLING	760-1	713 (800-1)	860-2½ 813 (900-2½)	900-2¾ 853 (900-2¾)	1200-3 1153 (1200-3)		
						HIRL all Rwys TDZL/CL Rwy 14	

OAK HARBOR, WASHINGTON

48°21'N - 122°39'W

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

Amdt 5 31OCT24

RNAV (GPS) RWY 14

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

OAK HARBOR, WASHINGTON

WAAS CH 44487 W25A	APCH CRS 249°	Rwy ldg TDZE 28 Arprt Elev 47
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- (USN)

RNAV (GPS) RWY 25

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

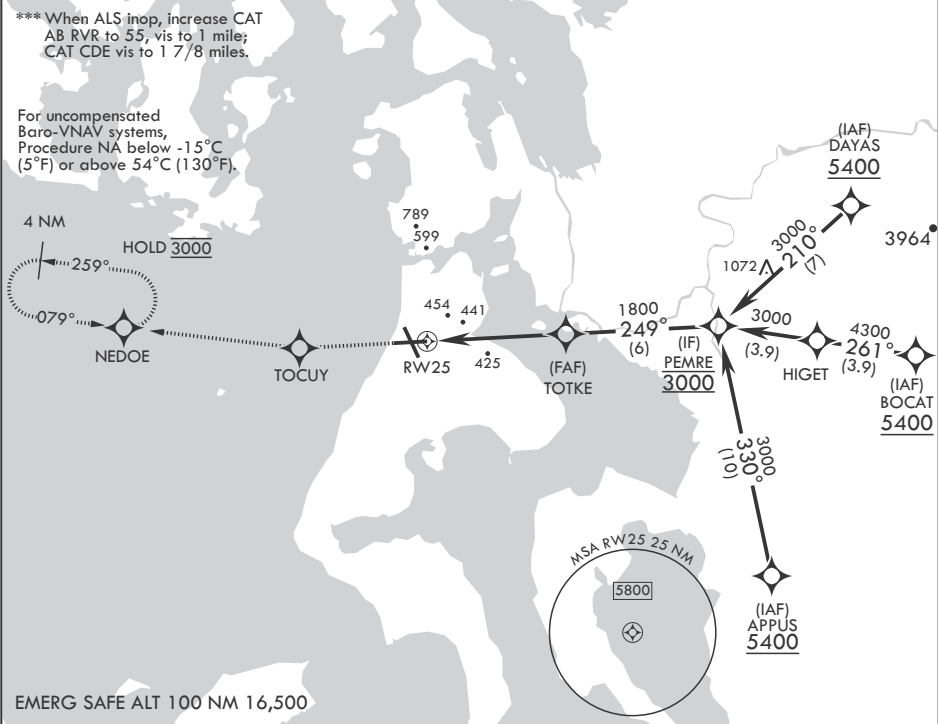
RNP APCH

▼ * When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase vis to 1 7/8 miles.

ALSF-1

MISSED APPROACH: Climb to 3000 direct TOCUY and track 259° to NEDOE and hold.

ATIS 134.15 281.5	APP CON/DEP CON 118.2 285.65 (W) 120.7 270.8 (E)	TOWER 127.9 340.2	GND CON 121.75 336.4	CLNC DEL 135.1 379.9	ASR/PAR
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3000 TOCUY tr 259° NEDOE

PEMRE 3000

ELEV 47 TDZE 28

The diagram shows the approach path from TOCUY to NEDOE, then to RW25, then to TOTKE, then to PEMRE, then to HIGET, then to DAYAS, then to BOCAT, then to APPUS. It also shows the MSA for RWY 25, which is 5800 feet. The EMERG SAFE ALT is 100 NM 16,500 feet.

CATEGORY	A	B	C	D	E
LPV DA*	278/24	250	(300-1/2)		
LNAV/VNAV DA**	685-1 7/8	657	(700-1 1/8)		
LNAV MDA***	680/24 652 (700-1/2)	680-1 7/8 652 (700-1 1/8)			
CIRCLING	760-1 713 (800-1)	860-2 1/2 813 (900-2 1/2)	900-2 3/4 853 (900-2 3/4)	1200-3 1153 (1200-3)	

BCN TWR

HIRL all Rwys TDZL/CL Rwy 14

OAK HARBOR, WASHINGTON

48°21'N - 122°39'W

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

Amdt 3 31OCT24

RNAV (GPS) RWY 25

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

OAK HARBOR, WASHINGTON

RNAV (GPS) RWY 32

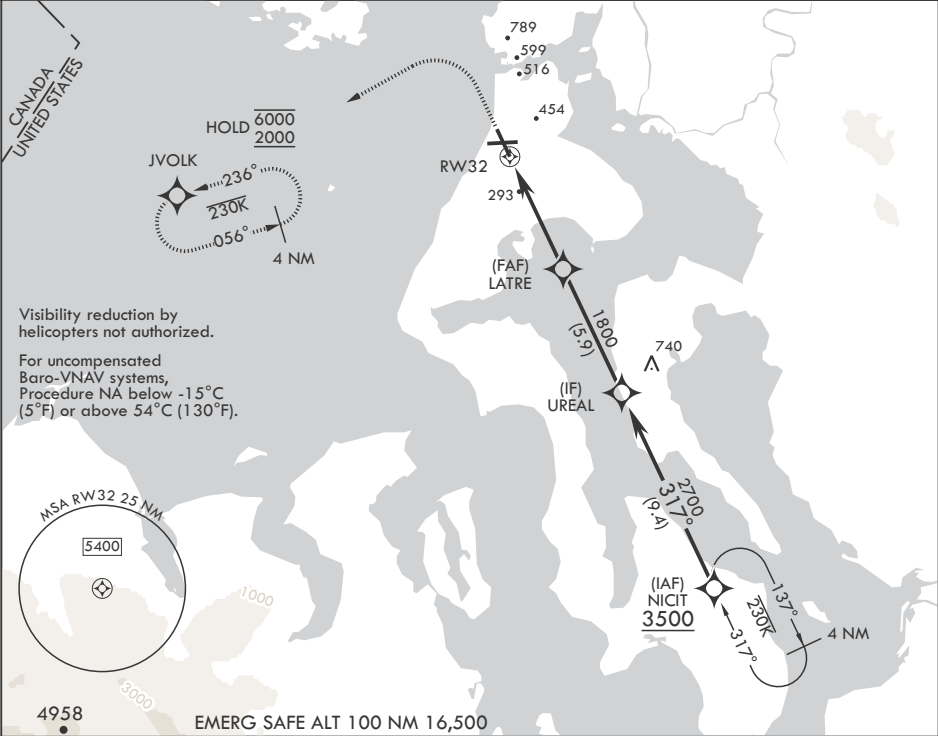
APCH CRS	Rwy Idg	8000
317°	TDZE	47
	Arprt Elev	47

- (USN)

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

RNP APCH	ALSF-2	MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct JVOLK and hold.
* When ALS inop, increase vis to 1 3/8 miles. ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/8 miles.		

ATIS 134.15 281.5	APP CON/DEP CON 118.2 285.65 (W) 120.7 270.8 (E)	TOWER 127.9 340.2	GND CON 121.75 336.4	CLNC DEL 135.1 379.9	ASR/PAR
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1200	2000	JVOLK	NICIT	ELEV 47	TDZE 47
CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	560/55		513	(600-1)	
LNAV MDA**	560/40	513 (600-¾)	560/55	513	(600-1)
CIRCLING	760-1	713 (800-1)	860-2½ 813 (900-2½)	900-2¾ 853 (900-2¾)	1200-3 1153 (1200-3)
HIRL all Rwys TDZL/CL Rwy 14					

OAK HARBOR, WASHINGTON

48°21'N - 122°39'W

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

Amdt 3 23JAN25

RNAV (GPS) RWY 32

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

OAK HARBOR, WASHINGTON

TACAN Y RWY 7

TACAN	NUW	APCH CRS	Rwy Idg
Chan 85		058°	8000
			TDZE 25
			Arprt Elev 47

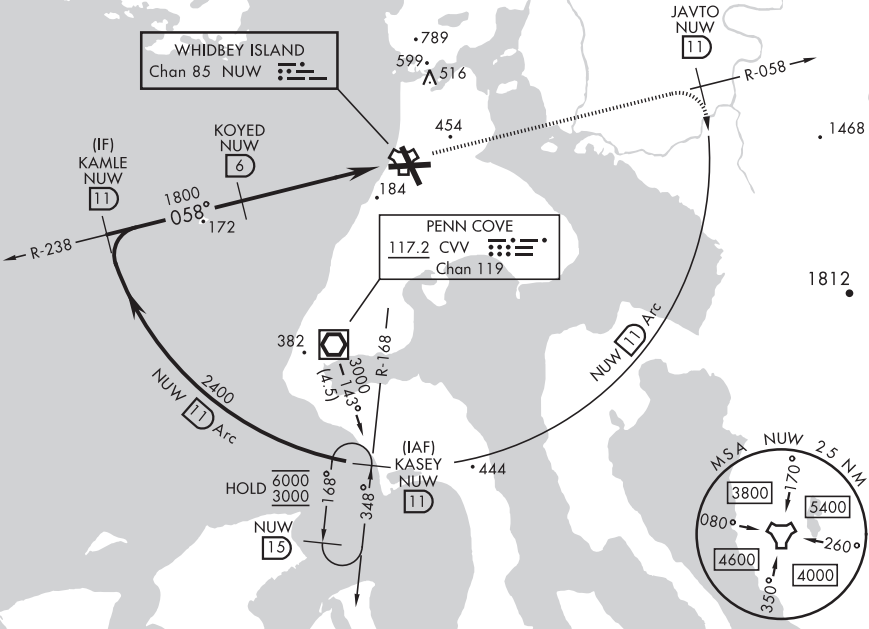
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WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

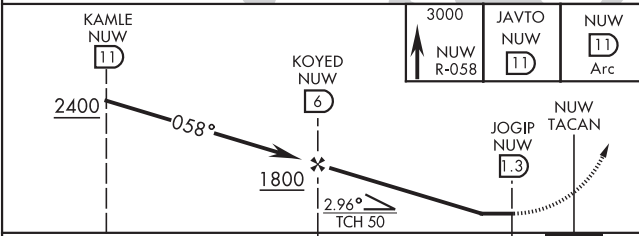
	MISSED APPROACH: Climb to 3000 via NUW TACAN R-058 to JAVTO, then arc SE of NUW via 11 DME Arc to KASEY and hold.
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ATIS	WHIDBEY APP CON	WHIDBEY TOWER	GND CON	CLNC DEL	ASR/PAR
134.15 281.5	120.7 270.8 (E) 118.2 285.65 (W)	127.9 340.2	121.75 336.4	135.1 379.9	

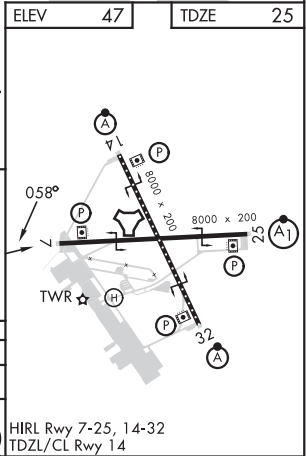
CAUTION: CAT CDE intmed seg length 5 NM



EMERG SAFE ALT 100 NM 15,500



CATEGORY	A	B	C	D	E
S-7	440/55 415 (400-1)		440/60 415 (400-1½)		
CIRCLING	760-1 713 (800-1)		860-2½ 813 (900-2½)	900-2¾ 853 (900-2¾)	1200-3 1153 (1200-3)



OAK HARBOR, WASHINGTON

48°21'N-122°39'W

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

Amdr 4 31OCT24

TACAN Y RWY 7

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

TACAN Y RWY 14

TACAN	NUW	APCH CRS	Rwy Idg	8000
Chan	85	141°	TDZE	39
			Arpt Elev	47

[UN]

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

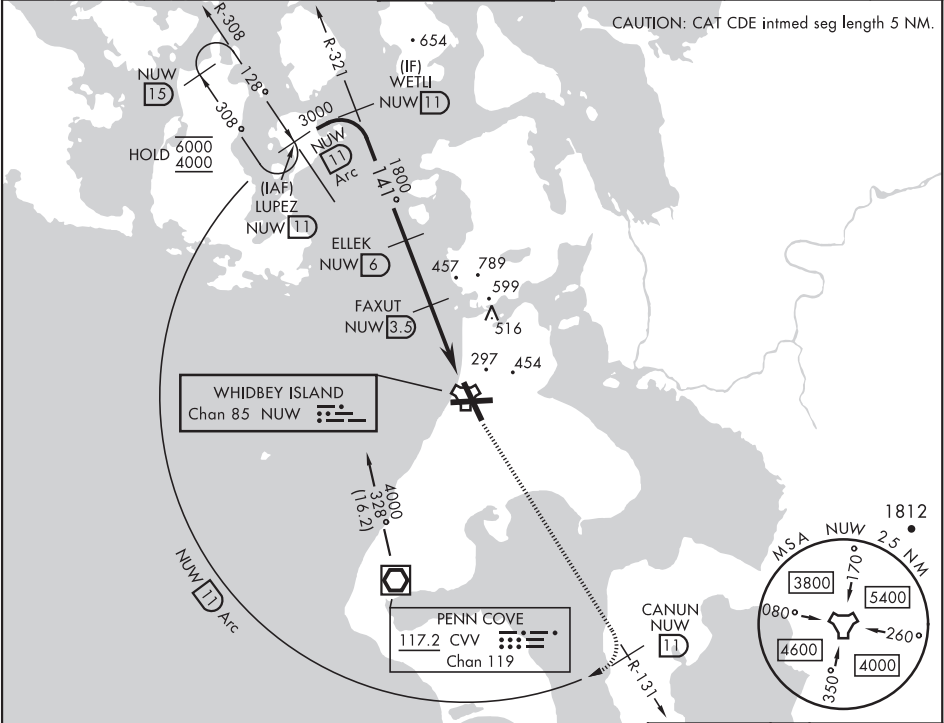
✦ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles.

ALS-F-2

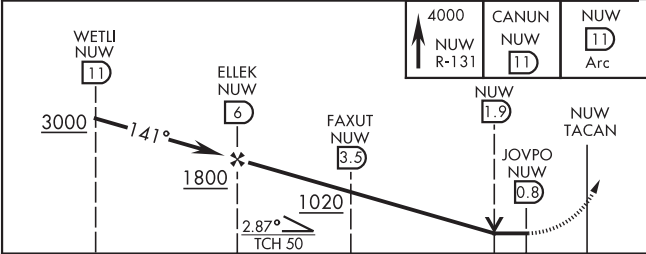
MISSED APPROACH: Climb to 4000 via NUW TACAN R-131 to CANUN, then arc SW of NUW via 11 DME Arc to LUPEZ and hold.

ATIS	WHIDBEY APP CON	WHIDBEY TOWER	GND CON	CLNC DEL	ASR/PAR
134.15 281.5	120.7 270.8 (E) 118.2 285.65 (W)	127.9 340.2	121.75 336.4	135.1 379.9	

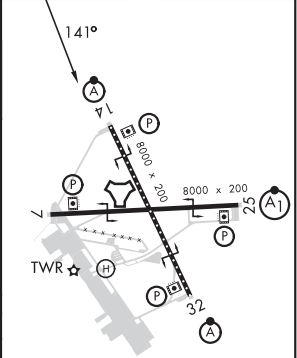
CAUTION: CAT CDE intmd seg length 5 NM.



EMERG SAFE ALT 100 NM 15,500



ELEV	47	TDZE	39
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CATEGORY	A	B	C	D	E
S-14 *	560/24	521 (600-½)	560/55	521 (600-1)	
CIRCLING	760-1	713 (800-1)	860-2½ 813 (900-2½)	900-2¾ 853 (900-2¾)	1200-3 1153 (1200-3)

HIRL Rwy 7-25, 14-32
TDZL/CL Rwy 14

TACAN Y RWY 14

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

OAK HARBOR, WASHINGTON

TACAN Y RWY 25

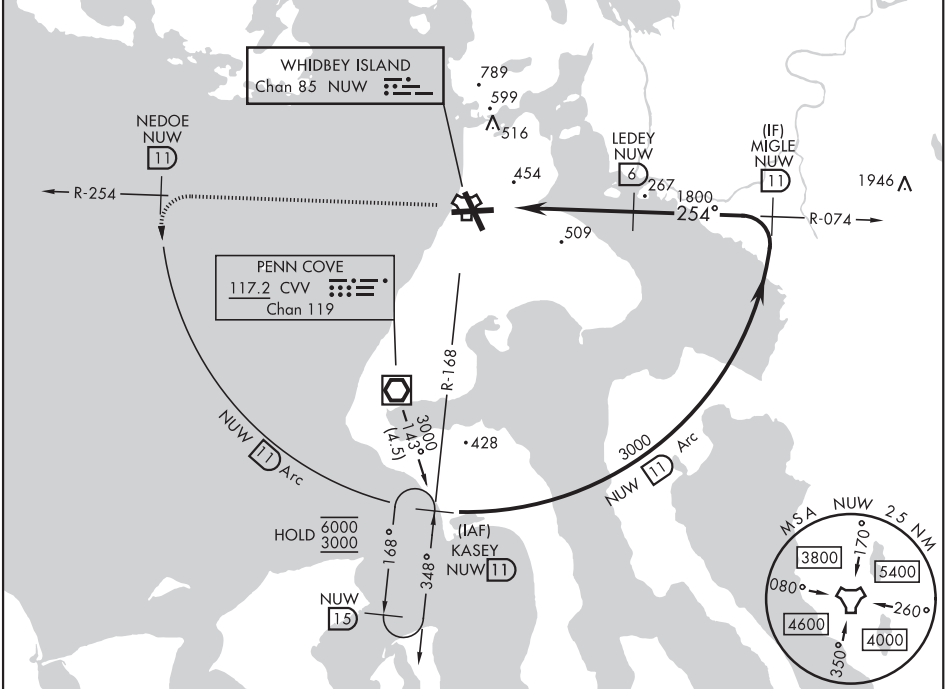
TACAN NUW Chan 85	APCH CRS 254°	Rwy Idg TDZE Arpt Elev 8000 28 47
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[USN]

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

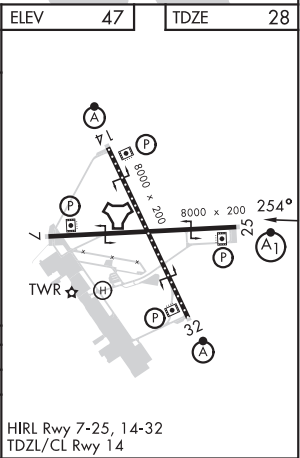
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 2 miles.			ALSF-1 A1	MISSED APPROACH: Climb to 3000 via NUW TACAN R-254 to NEDOE, then arc SW of NUW via 11 DME Arc to KASEY and hold.		
ATIS 134.15 281.5	WHIDBEY APP CON 120.7 270.8 (E) 118.2 285.65 (W)	WHIDBEY TOWER 127.9 340.2	GND CON 121.75 336.4	CLNC DEL 135.1 379.9	ASR/PAR	

CAUTION: CAT CDE intmed seg length 5 NM.



EMERG SAFE ALT 100 NM 15,500

3000 NUW R-254	NEDOE NUW 11	NUW 11 Arc			
NUW TACAN	KIGVE NUW 1.7	LEDEY NUW 6	MIGLE NUW 11		
CATEGORY	A	B	C	D	E
S-25 *	760/30	732 (800-¾)	760-1 ⅝	732 (800-1 ⅝)	
CIRCLING	760-1	713 (800-1)	860-2 ½ 813 (900-2 ½)	900-2 ¾ 853 (900-2 ¾)	1200-3 1153 (1200-3)



OAK HARBOR, WASHINGTON

48° 21' N-122° 39' W

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

Amtd 4 31OCT24

TACAN Y RWY 25

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

TACAN Y RWY 32

TACAN NUW	APCH CRS	Rwy ldg	8000
Chan 85	311°	TDZE	47
		Arpt Elev	47

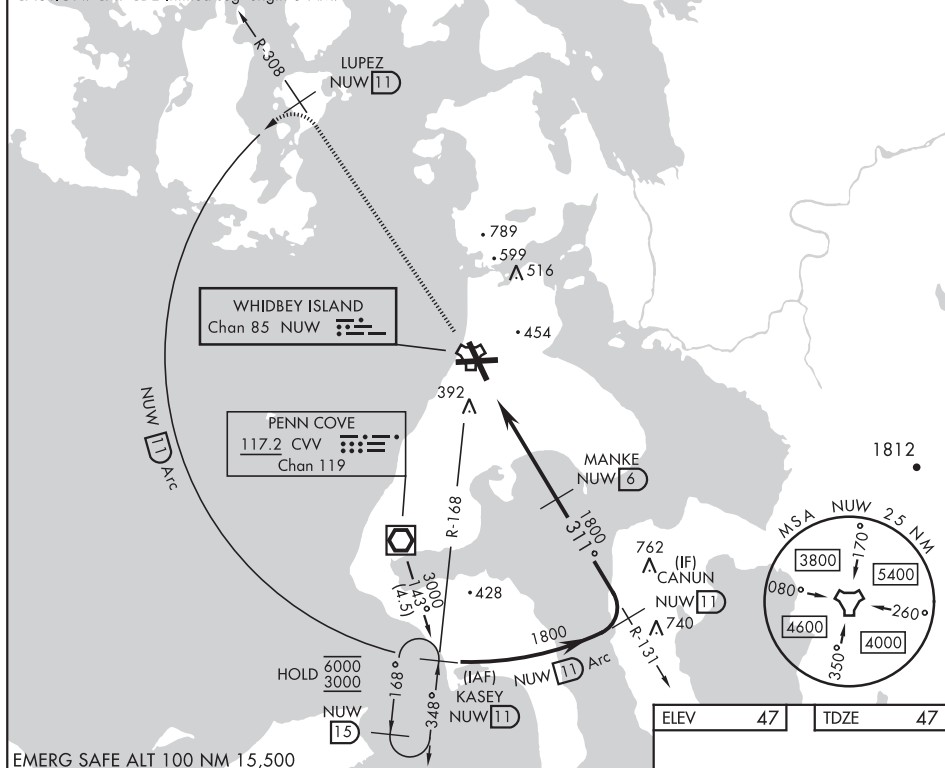
[USN]

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

V * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE to 1¾ miles.	ALSF-2 	MISSED APPROACH: Climb to 3000 via NUW TACAN R-308 to LUPEZ, then Arc SW of NUW via 11 DME Arc to KASEY and hold.
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ATIS 134.15 281.5	WHIDBEY APP CON 120.7 270.8 (E) 118.2 285.65 (W)	WHIDBEY TOWER 127.9 340.2	GND CON 121.75 336.4	CLNC DEL 135.1 379.9	ASR/PAR
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CAUTION: CAT CDE intmd seg length 5 NM.



EMERG SAFE ALT 100 NM 15,500

<div>3000 NUW R-308</div>	<div>LUPEZ NUW 11</div>	<div>NUW 11 Arc</div>			
<div>NUW TACAN</div>	<div>NAVJOE NUW 1.8</div>	<div>MANKE NUW 6</div>	<div>CANUN NUW 11</div>		
<div>4.2 NM</div>		<div>311°</div>	<div>1800</div>	<div>1800</div>	
<div>3.20° TCH 38</div>					
CATEGORY	A	B	C	D	E
S-32 *	680/30	633 (700-%)	680-1½	633 (700-1½)	
CIRCLING	760-1	713 (800-1)	860-2½ 813 (900-2½)	900-2¾ 853 (900-2¾)	1200-3 1153 (1200-3)
HIRL Rwy 7-25, 14-32 TDZL/CL Rwy 14					

Diagram illustrating the HIRL Rwy 7-25, 14-32 TDZL/CL Rwy 14. The diagram shows a runway layout with various navigation aids and distances. Key features include:

- Runway layout with distances of 8000 x 200 and 8000 x 200.
- Heading of 311° and 32°.
- Navigation aids labeled 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, and numbers 1 through 11.
- Diagram showing the layout of the runway and associated navigation aids.

OAK HARBOR, WASHINGTON

48° 21'N-122° 39'W

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

Amdt 4 31OCT24

TACAN Y RWY 32

NW-1, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

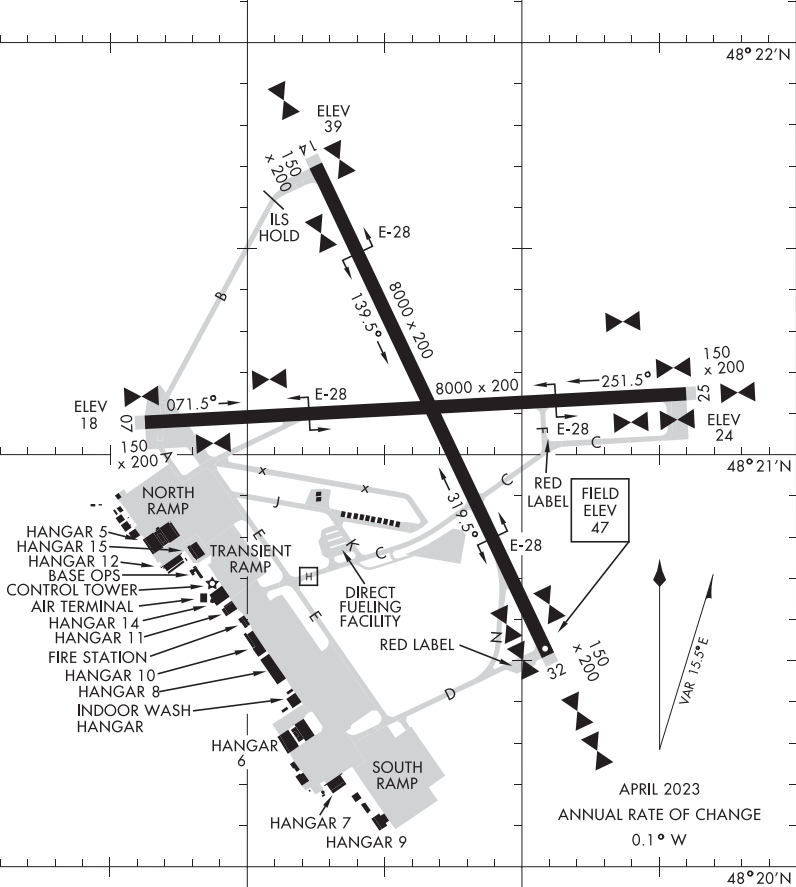
OAK HARBOR, WASHINGTON

[USN]

ATIS 134.15 281.5
 WHIDBEY TOWER
 127.9 340.2
 GND CON
 121.75 336.4
 CLNC DEL
 135.1 379.9

NW-1, 07 AUG 2025 to 02 OCT 2025

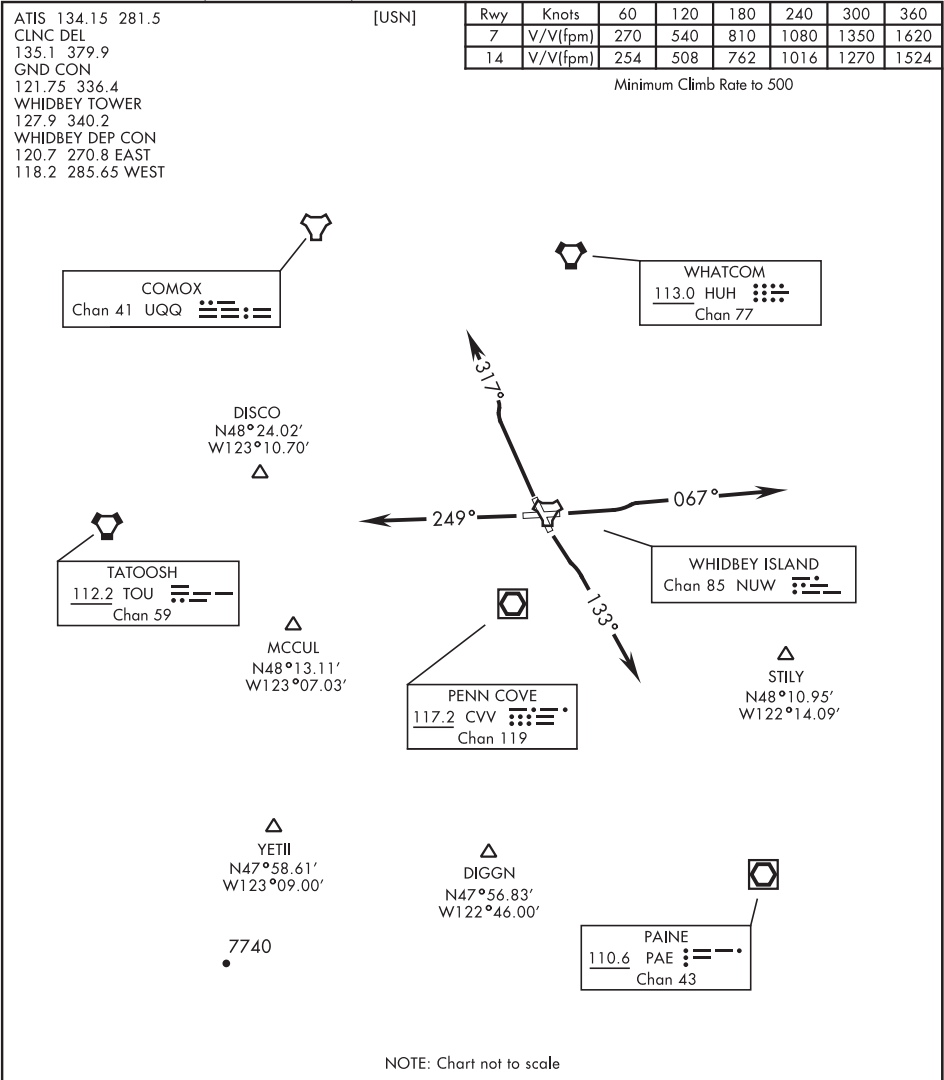
NW-1, 07 AUG 2025 to 02 OCT 2025



AIRPORT DIAGRAM

OAK HARBOR, WASHINGTON

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)



DEPARTURE ROUTE DESCRIPTION

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.

RWY 7: Climb to 2000 via heading 067°, then RADAR vectors to assigned route.

RWY 14: Climbing left turn to 2000 via heading 133°, 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.

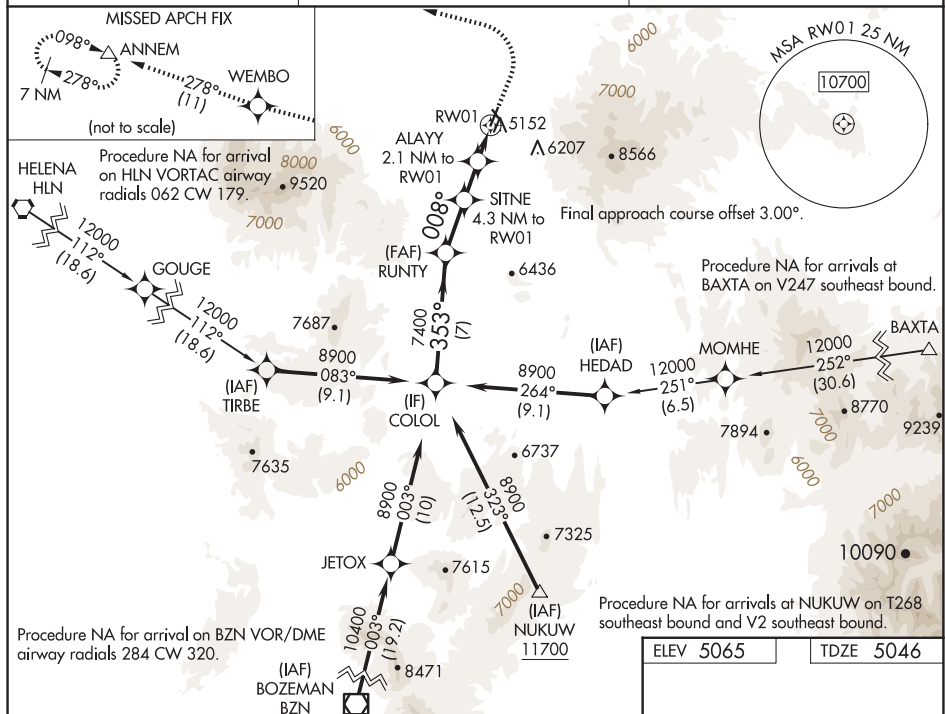
RNAV (GPS) RWY 1
WHITE SULPHUR SPRINGS (7S6)

RNP APCH - GPS.

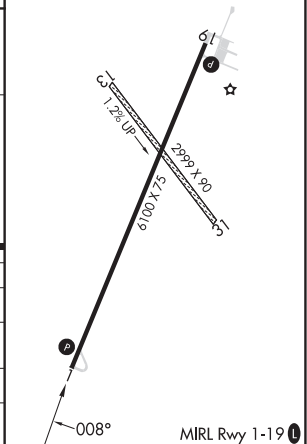
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C
A or above 54°C. Circling NA to Rwy 13 and 31. Circling NA for Cats C
 and D east of Rwy 1-19. Circling NA for all Cats east of Rwy 1-19 at night.

MISSED APPROACH: Climb to 5500 then climbing left turn to 9400 direct WEMBO and on track 278° to ANNEM and hold.

AWOS-3PT 118.525	SALT LAKE CENTER 133.4 285.4	CTAF 122.90
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VGSI and RNAV glidepath not coincident COLOL (VGSI Angle 3.00/TCH 39).		5500 		9400 		WEMBO 		tr 278° 		ANNNM	
8900 GP 3.00° TCH 39		RUNTY 7400		SITNE 4.3 NM to RW01		ALAYY 2.1 NM to RW01		008° 6440		5740 1.1 NM to RW01	
353° 7400		7 NM		3 NM		2.2 NM		1 NM		1.1 NM	
CATEGORY		A		B		C		D			
LPV DA				5296-1		250 (300-1)					
LNAV/VNAV DA				5313-1		267 (300-1)					
LNAV MDA				5420-1		374 (400-1)					
CIRCLING		5620-1 555 (600-1)		5920-1¼ 855 (900-1¼)		5920-2¾ 855 (900-2¾)				5920-3 855 (900-3)	



NW-1, 07 AUG 2025 to 02 OCT 2025

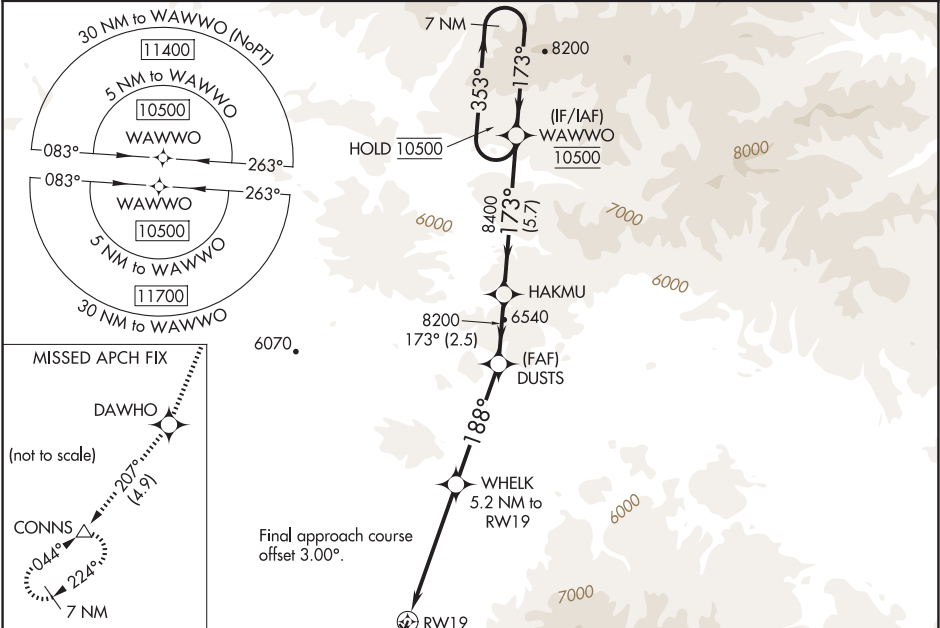
WAAS CH 65648 W19A	APP CRS 188°	Rwy Idg 6100 TDZE 5049 Apt Elev 5065
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RNAV (GPS) RWY 19

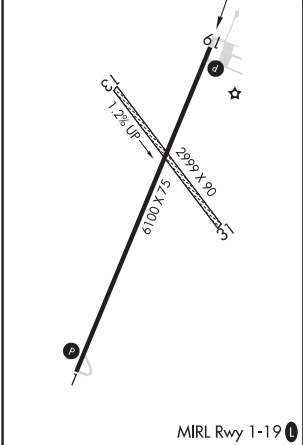
WHITE SULPHUR SPRINGS (7S6)

RNP APCH - GPS.	MISSED APPROACH: Climb to 5700 then climb to 10000 direct DAWHO and on track 207° to CONNS and hold, continue climb-in-hold to 10000.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Rwy 19 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 13 and 31. Circling NA for Cats C and D east of Rwy 1-19. Circling NA for all Cats east of Rwy 1-19 at night.	

AWOS-3PT 118.525	SALT LAKE CENTER 133.4 285.4	CTAF 122.9
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ELEV 5065	TDZE 5049
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5700	10000	DAWHO	tr 207°	CONNS	WAWWO	7 NM Holding Pattern
		WHEEL 5.2 NM to RW19	DUSTS 8200	HAKMU		
		2.5 NM to RW19	188°	173°	353°	10500
		6740	8200	8400		
		2.5 NM	2.7 NM	4.6 NM	2.5 NM	5.7 NM
CATEGORY	A	B	C	D		
LPV DA	5415-1	366 (400-1)				
LNAV/VNAV DA	5495-1 ¾	446 (500-1 ¾)				
LNAV MDA	5880-1 831 (900-1)	5880-1 ¼ 831 (900-1 ¼)	5880-2 ½ 831 (900-2 ½)			
CIRCLING	5880-1 ¼ 815 (900-1 ¼)	5920-1 ¼ 855 (900-1 ¼)	5920-2 ½ 855 (900-2 ½)	5920-2 ¾ 855 (900-2 ¾)		

WILBUR, WASHINGTON

AL-10463 (FAA)

24249

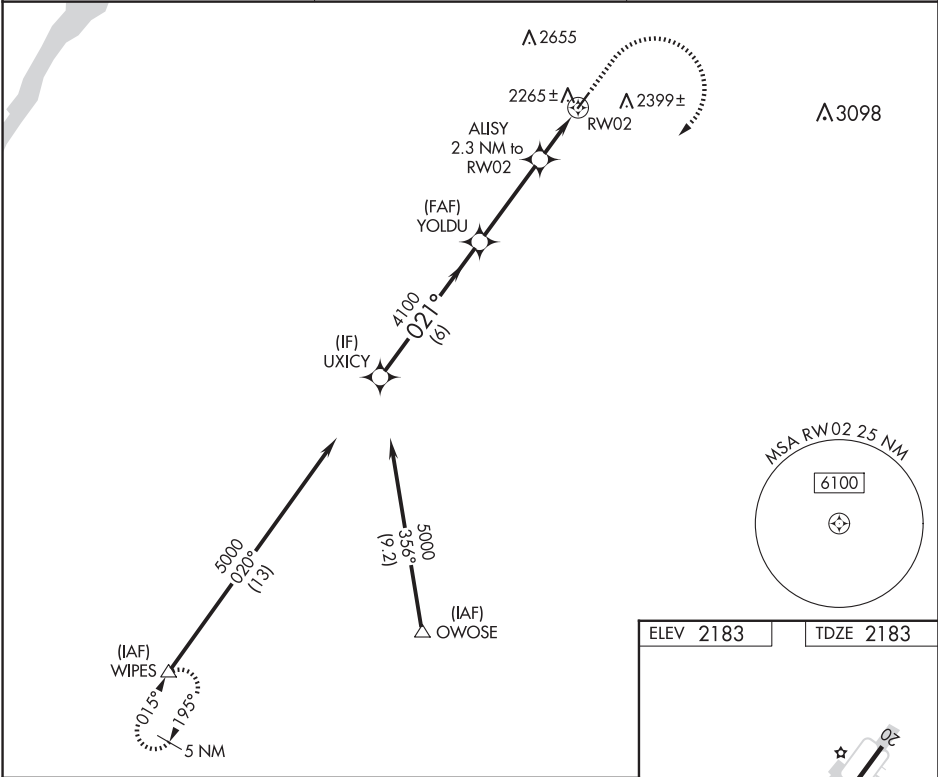
APP CRS	Rwy Idg	3851
021°	TDZE	2183
	Apt Elev	2183

RNAV (GPS) RWY 2

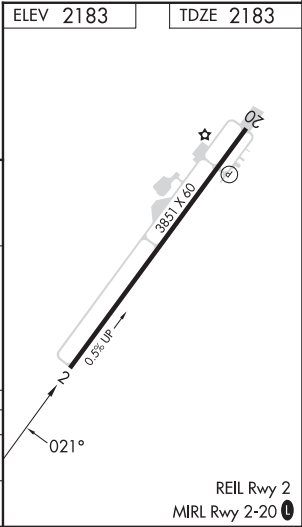
WILBUR (2S8)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2600, then climbing right turn to 5000 direct WIPES and hold.
V NA Circling Rwy 20 NA at night. When local altimeter setting not received, use EPH altimeter setting and increase all MDAs 240 feet and LNAV visibility Cat C/D ¾ SM, and Circling visibility Cat B/C/D ¾ SM. VDP NA with EPH altimeter setting.	

AWOS-2 124.175	GRANT COUNTY APP CON ★ 126.4 379.95	CTAF 122.9 0
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UXICY	YOLDU	ALISY	2600	5000	WIPES
5000	4100	2265±	↑	↗	△
021°	3.00° TCH 40	2.3 NM to RW02			
6 NM	3.6 NM	1.3 NM			
2940		1 NM to RW02			
		RW02			
CATEGORY	A	B	C	D	
LNAV MDA	2520-1 337 (400-1)				
CIRCLING	2660-1 477 (500-1)	2760-1 577 (600-1)	2960-2¼ 777 (800-2¼)	2960-2½ 777 (800-2½)	



WILBUR, WASHINGTON
Orig 05SEP24

47°45'N-118°45'W

RNAV (GPS) RWY 2

WILBUR (2S8)

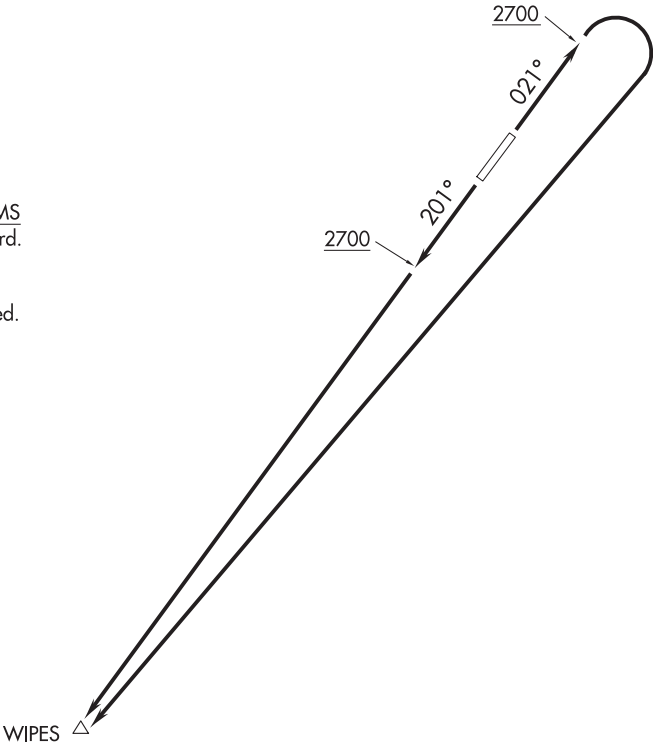
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

SEATTLE CENTER
126.1 291.6
GRANT COUNTY TOWER ★
118.25 257.8 (EAST)
128.0 257.8 (WEST)
CTAF
122.9

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)

MISSED APPROACH:
Climb to 4800 direct
CARAV and hold.

UNICOM
122.8 (CTAF) 

WAAS
CH **49229**
W29A

APP CRS
291°

Rwy Idg
TDZE
Apt Elev

5091
1989
1989

RNAV (GPS) RWY 29

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 2330 ft and visibility ¾ SM, LNAV/VNAV DA to 2380 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 4500 direct
RULIE and hold.

ASOS 118.325	SALT LAKE CENTER 126.85 305.2	UNICOM 122.8 (CTAF) 0
------------------------	---	---------------------------------

ELEV 1989

TDZE 1989

4500

RULIE

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 29).

*LNAV only.

GETKE 2.9 NM to RW29

FAXIS 3900

CARAV 4800

GP 3.00°
TCH 40

1 NM

1.9 NM

3 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	2189-¾ 200 (200-¾)			
LNAV/VNAV DA	2239-⅞ 250 (300-⅞)			
LNAV MDA	2340-1 351 (400-1)			
CIRCLING	2480-1 491 (500-1)		2660-2 671 (700-2)	2780-2½ 791 (800-2½)

MIRL Rwy 11-29 0

REIL Rwy 11-29 0

WOLF POINT, MONTANA

Amdt 1B 14JUL22

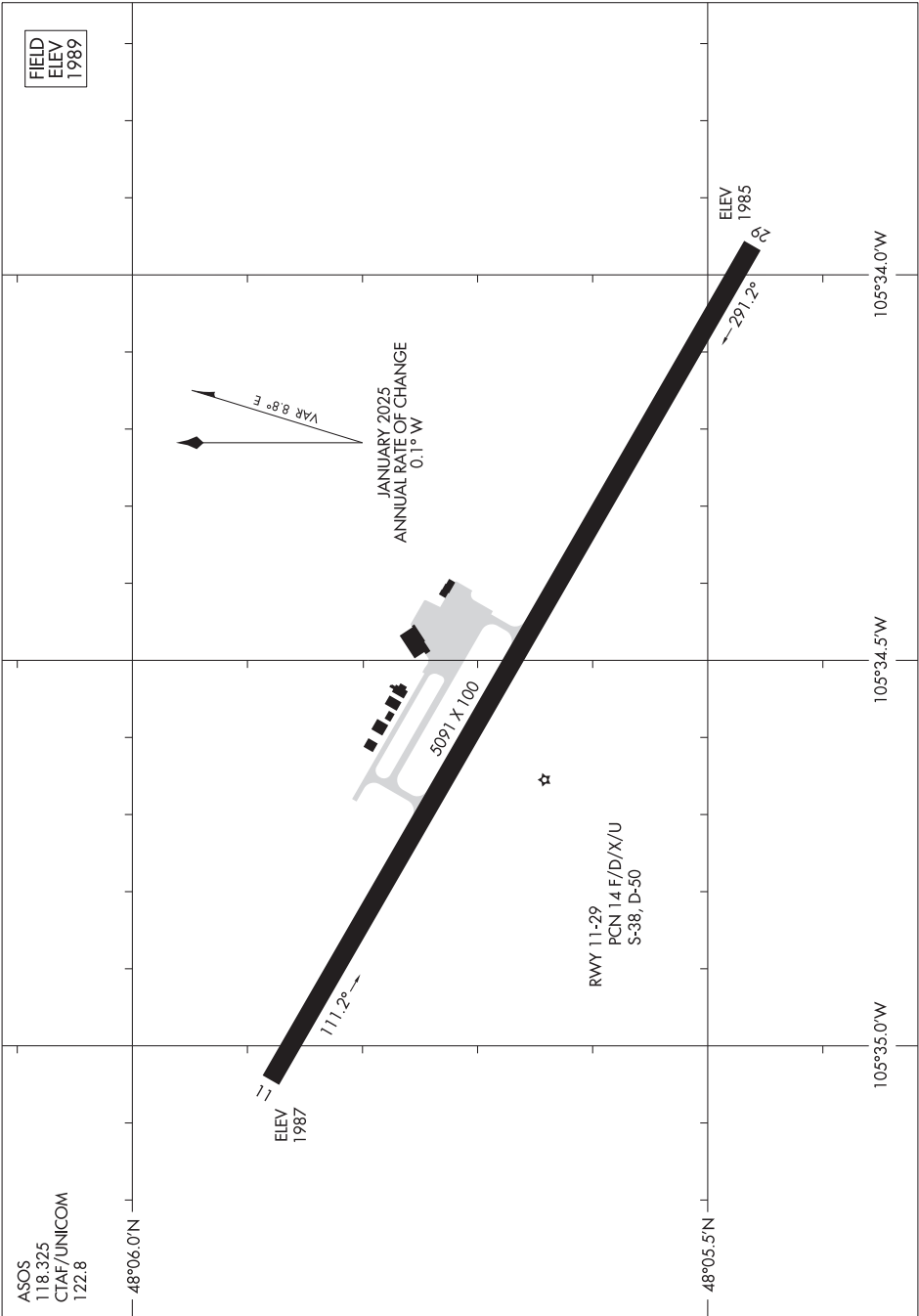
48°06'N-105°35'W

899

L M CLAYTON (OLF)

RNAV (GPS) RWY 29

NW-1, 07 AUG 2025 to 02 OCT 2025



NW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40228 W16A	APP CRS 162°	Rwy Idg TDZE Apt Elev 7000 4202 4252
--	------------------------	--

RNAV (GPS) RWY 16

WORLAND MUNI (WRL)

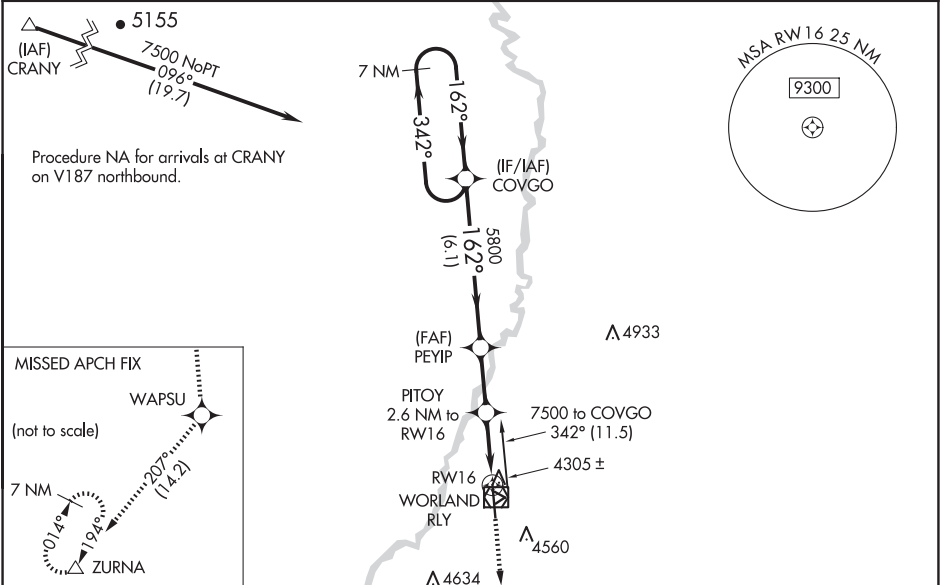
⚠

⚠

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 ¾ SM NA.

MISSED APPROACH: Climb to 9600 direct WAPSU and on track 207° to ZURNA and hold, continue climb-in-hold to 9600.

ASOS 135.475	SALT LAKE CENTER 133.25 285.6	UNICOM 123.05 (CTAF)
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).

7 NM Holding Pattern

COVGO

7500

342°

162°

162°

5800

PEYIP

5800

PITOIY

2.6 NM to RW16

*1.1 NM to RW16

RW16

GP 3.00°

TCH 55

6.1 NM

2.3 NM

1.5 NM

1.1 NM

ELEV 9600

WAPSU

tr 207°

ZURNA

*LNAV only

91

162° to RW16

4223

1.1° UP

1.0° UP

1.9° UP

0.5° UP

2241

1.60

7000 X 100

34

REIL Rwy 16 and 34

MIRL Rwy 16-34

CATEGORY	A	B	C	D
LPV DA	4452-¾ 250 (200-¾)			
LNAV/VNAV DA	4494-⅞ 292 (300-⅞)			
LNAV MDA	4560-1 358 (400-1)		4560-1½ 358 (400-1½)	
CIRCLING	4920-1 668 (700-1)		4920-1¾ 5020-2½ 768 (800-2½)	

NW-1, 07 AUG 2025 to 02 OCT 2025

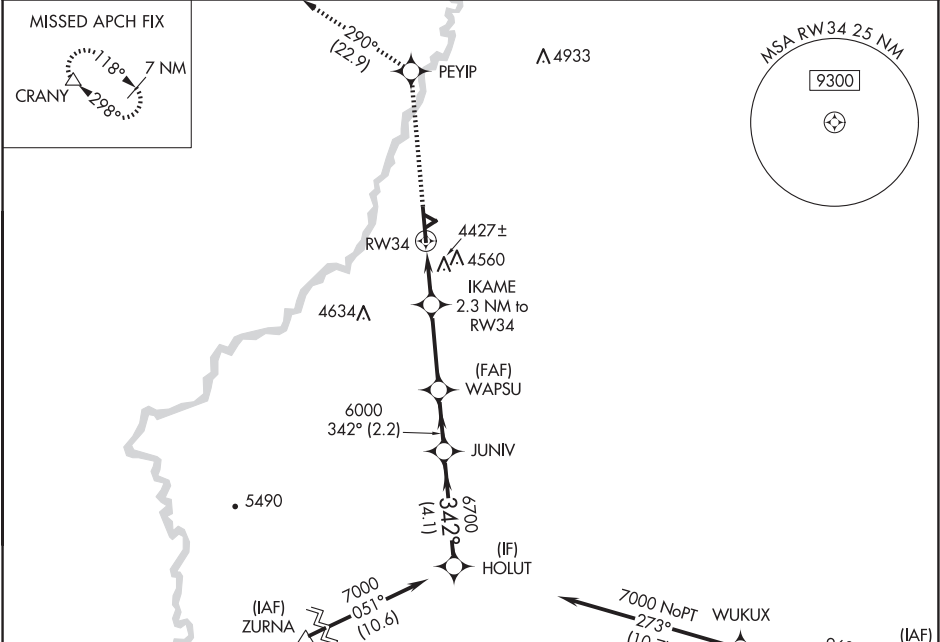
NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	7000
342°	TDZE	4252
	Apt Elev	4252

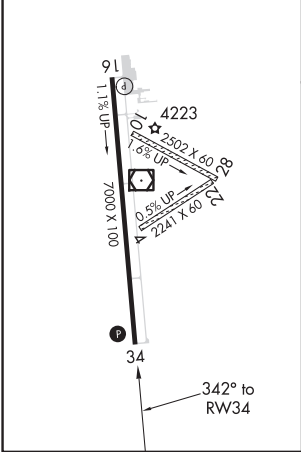
RNAV (GPS) RWY 34
WORLAND MUNI (WRL)

<p>⚠ 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 ¾ SM NA.</p>	<p>MISSED APPROACH: Climb to 8500 direct PEYIP and on track 290° to CRANY and hold.</p>
--	--

ASOS 135.475	SALT LAKE CENTER 133.25 285.6	UNICOM 123.05 (CTAF)
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ELEV 4252	TDZE 4252
REIL Rws 16 and 34	MIRL Rwy 16-34



77

Procedure NA for arrivals at
ZURNA on V319 southbound and
at JTIP on V401 eastbound.

6219

CATEGORY	A	B	C	D
LNAV MDA	4680-1	428 (500-1)	4680-1¼	428 (500-1¼)
CIRCLING	4920-1	668 (700-1)	4920-1¾ 668 (700-1¾)	5020-2½ 768 (800-2½)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

VOR/DME RLY 114.8 Chan 95	APP CRS 157°	Rwy Idg 7000 TDZE 4202 Apt Elev 4252
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VOR RWY 16
WORLAND MUNI (WRL)

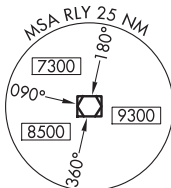
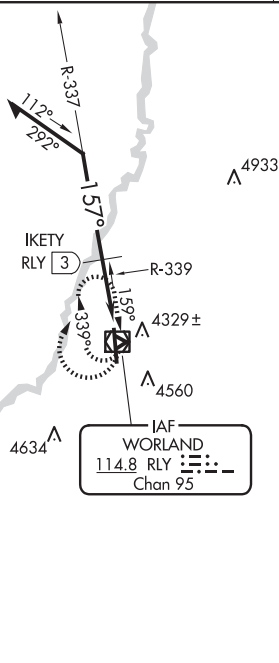
T
A

When local altimeter setting not received, use Greybull altimeter setting: increase all MDAs 140 feet; all Cats, and Circling Cat C/D visibilities $\frac{1}{2}$ SM. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA with Greybull altimeter setting.

MISSED APPROACH:
Climbing right turn to 7000
in RLY VOR/DME holding
pattern.

ASOS
135.475

SALT LAKE CENTER
133.25 285.6

UNICOM
123.05 (CTAF) **L**

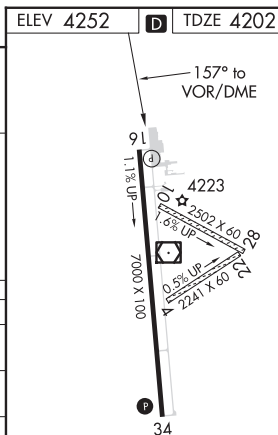
VGSI and descent angle not coincident (VGSI Angle 3.00/TCH 41).

Remain
within 10 NM

7000	RLY
------	-----

* 5180 when using Greybull altimeter setting.

CATEGORY	A	B	C	D
S-16	5040-1 838 (800-1)	5040-1¼ 838 (800-1¼)	5040-2½	838 (800-2½)
CIRCLING	5040-1 788 (800-1)	5040-1¼ 788 (800-1¼)	5040-2½	788 (800-2½)
IKETY FIX MINIMUMS				
S-16	4600-1	398 (400-1)	4600-1¼	398 (400-1¼)
CIRCLING	4920-1	668 (700-1)	4920-1¾ 668 (700-1¾)	5020-2½ 768 (800-2½)



REIL Rwy 16 and 34 **L**
MIRL Rwy 16-34 **L**

ASOS
135.475
CTAF/UNICOM
123.050
D

4213

ELEV
4174

91

A1

165.4°

1.1% UP

A2

ELEV
4185

108.6°

1.6% UP

JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W



43°58.0'N

2502 X 60

288.6°

ELEV
4225

28

A3

7000 X 100

2241 X 60

227.2°

ELEV
4225

ELEV
4214

0.5% UP

047.2°

RWY 16-34
PCN 18 F/C/X/T

A4

A

345.4°

FIELD
ELEV
4252

34

A5

43°57.0'N

107°57.5'W

107°56.5'W

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-YKM	APP CRS	Rwy Idg	7604
110.1	274°	TDZE	1068
Chan 38		Apt Elev	1099

ILS or LOC RWY 27

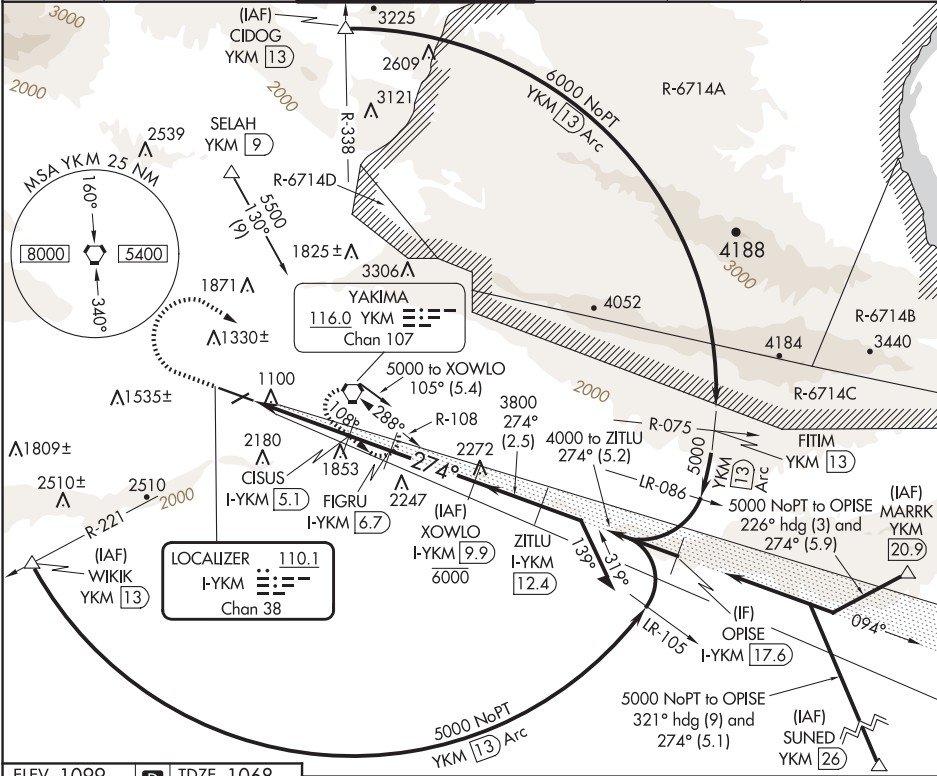
YAKIMA AIR TRML/MCALLISTER FLD (YKM)

DME required for procedure entry. DME required for LOC only.

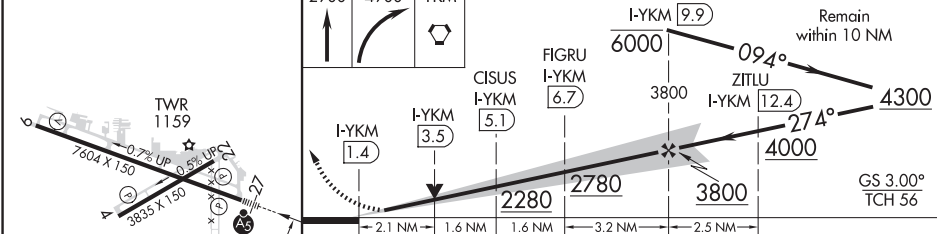
When local altimeter setting not received, procedure NA. Circling NA south of Rwy 9 and 27. For inop ALS, increase S-LOC 27 Cats C/D visibility to 2 SM. For inop ALS, increase S-ILS 27 all Cats visibility to 1½ SM. #RVR 1800 authorized with use of FD or AP or HUD to DA.

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.

ATIS	SPOKANE APP CON*	YAKIMA TOWER*	GND CON	CLNC DEL	UNICOM
125.25	123.8 263.15	133.25 (CTAF) 0 257.8	121.9	121.9	122.95



ELEV 1099	TDZE 1068
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CATEGORY	A	B	C	D
S-ILS 27 #	1268/24	200 (200-½)		
S-ILS 27	1713-1½	645 (700-1½)		
S-LOC 27	1780/24	712 (700-½)	1780-1½	712 (700-1½)
CIRCLING	1780-1	681 (700-1)	1940-2½	2280-3
			841 (900-2½)	1181 (1200-3)

YAKIMA, WASHINGTON
Amdt 1B 06OCT22

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

ILS or LOC RWY 27

YAKIMA, WASHINGTON

AL-465 (FAA)

25107

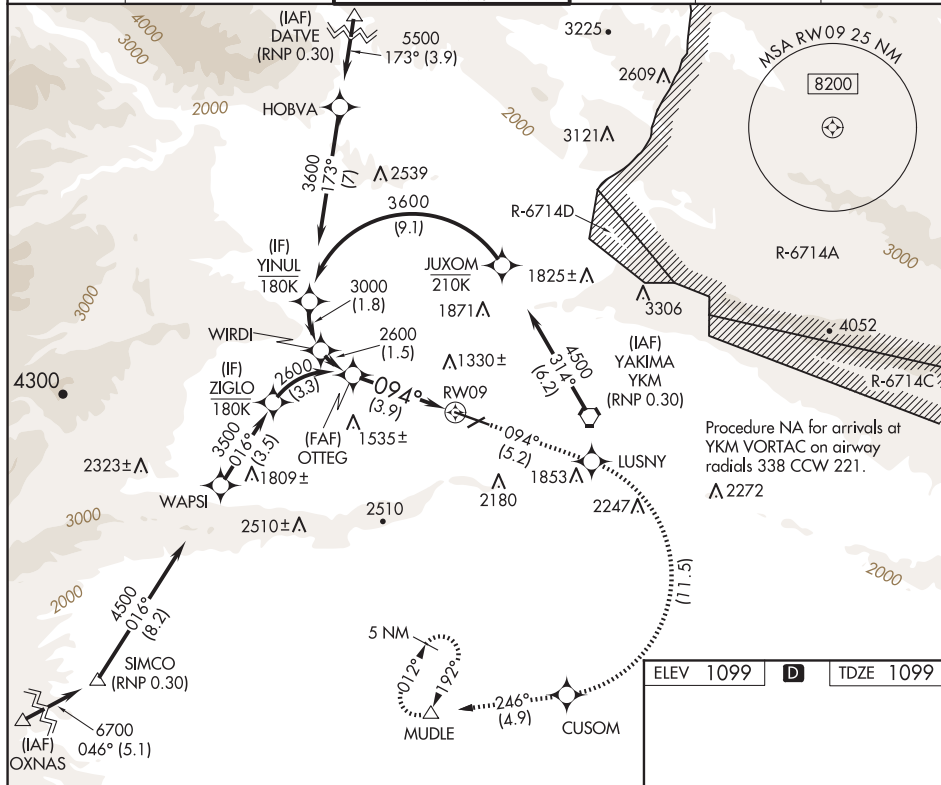
APP CRS	Rwy Idg	7604
094°	TDZE	1099
	Apt Elev	1099

RNAV (RNP) RWY 9

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

<p>RF required. GPS required. For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 45°C (113°F).</p> <p>* Missed approach requires a minimum climb of 425 feet per NM to 3000.</p>	<p>MISSED APPROACH: Climb to 5100 on track 094° to LUSNY right turn to CUSOM and on track 246° to MUDLE and hold.</p>
--	--

ATIS 125.25	SPOKANE APP CON★ 123.8 263.15	YAKIMA TOWER★ 133.25 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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OTTEG 2600	5100 ↑ tr 094°	LUSNY	CUSOM	MUDLE
2600	GP 3.50° TCH 57	See planview for multiple IF locations.	3.9 NM	
CATEGORY	A	B	C	D
RNP 0.30 DA*	1473-1	374 (400-1)		NA
RNP 0.30 DA	1934-2½	835 (900-2½)		NA
AUTHORIZATION REQUIRED				
<p>MIRL Rwy 4-22 HIRL Rwy 9-27 REIL Rws 4, 9, and 22</p>				

YAKIMA, WASHINGTON

Orig-B 25MAY17

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

46°34'N-120°33'W

RNAV (RNP) RWY 9

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

APP CRS
274°

Rwy Idg
TDZE
1068

Apt Elev
1099

RNAV (RNP) Y RWY 27

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

RNP APCH - GPS. From MUDE or OVTEE or YIGUN: RF.

▼ For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C. DATVE transition NA when R-6714 A, C, D active. For inop ALS, increase RNP 0.30* all Cats visibility to RVR 5500 and RNP 0.30 all Cats to 2½ SM.

MALSR

MISSED APPROACH: Climb to 5100 on track 274° to PUBBO left turn to SIBSY and on track 097° to MUDE and hold.

*Missed approach requires minimum climb of 425 feet per NM to 3400.

ATIS 125.25	SPOKANE APP CON* 123.8 263.15	YAKIMA TOWER* 133.25 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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ELEV 1099

TDZE 1068

MIRL Rwy 4-22

HIRL Rwy 9-27

REIL Rwy 4, 9, and 22

5100 PUBBO

tr 274°

SIBSY

MUDE

tr 097°

OAKSS

2900

See planview for multiple IF locations.

GP 3.00°

TCH 57

5.6 NM

CATEGORY	A	B	C	D
RNP 0.30 DA*	1418/30	350 (400-5%)		
RNP 0.30 DA	1845-13¼	777 (800-1¼)		

AUTHORIZATION REQUIRED

YAKIMA, WASHINGTON

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

Orig-D 23FEB23

46°34'N-120°33'W

RNAV (RNP) Y RWY 27

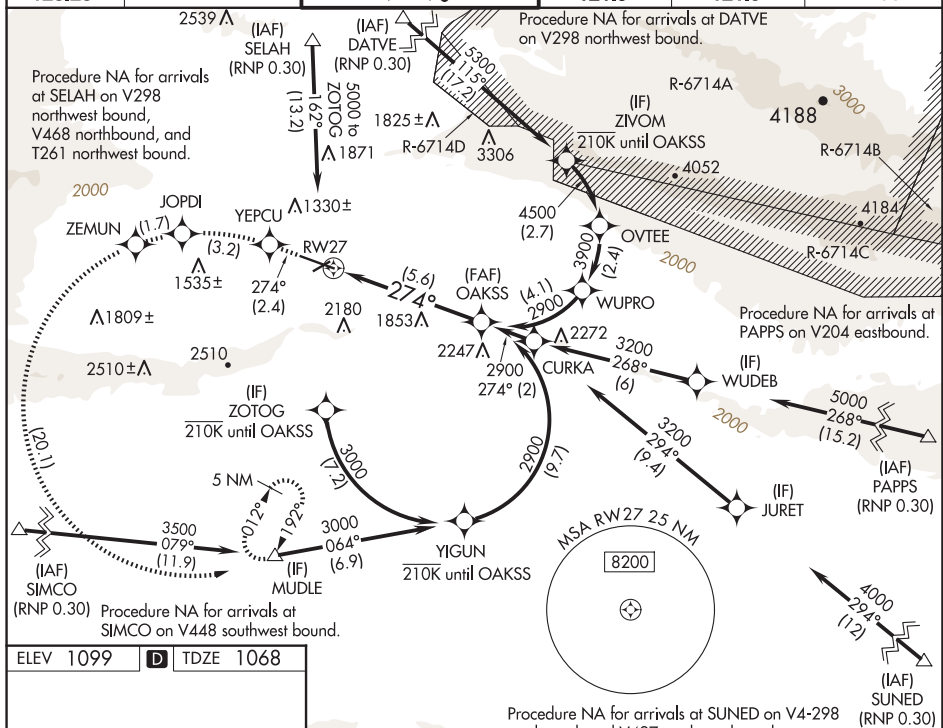
907

RNAV (RNP) Z RWY 27
YAKIMA AIR TRM /MCALLISTER FLD (YKM)

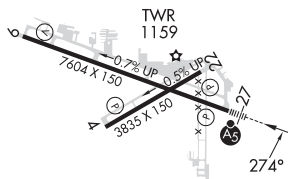
MALSR

MISSED APPROACH: Climb to 5100 on track 274° to YEPCU left turn to JOPDI left turn to ZEMUN left turn to MUDLE and hold.
* Missed approach requires a minimum climb of 215 feet per NM to 4300.

ATIS 125.25	SPOKANE APP CON★ 123.8 263.15	YAKIMA TOWER★ 133.25 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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ELEV 1099	D	TDZE 1068
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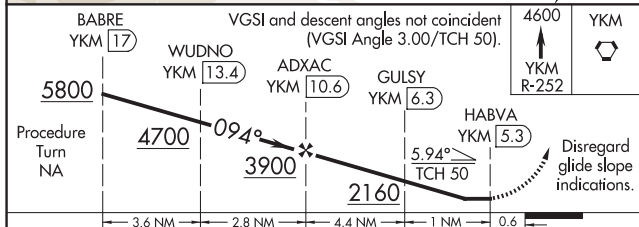
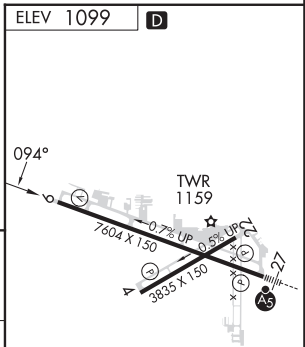
MIRL Rwy 4-22
HIRL Rwy 9-27 **L**
REIL Rwy 4, 9, and 22

5100 ↑ tr 274°	YEPCU ✱	JOPDI ↶	ZEMUN ✱	MUDLE ↶	OAKSS △ 2900
See planview for multiple IF locations.					
CATEGORY	A	B	C	D	
RNP 0.10 DA*	1348/24 280 (300-½)				
RNP 0.30 DA	1468/45 400 (400-¾)				

AUTHORIZATION REQUIRED

LOC/DME BC-B
YAKIMA AIR TRML/MCALLISTER FLD (YKM)

	<p>Simultaneous reception of I-YKM and YKM DME required. Circling NA south of Rwy 9-27. When local altimeter setting not received, procedure NA.</p>	<p>MISSED APPROACH: Climb to 4600 via YKM VORTAC R-252 to YKM VORTAC and hold, continue climb-in-hold to 4600.</p>
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MIRL Rwy 4-22
HIRL Rwy 9-27 **L**
REIL Rwy 4, 9, and 22

NW-1, 07 AUG 2025 to 02 OCT 2025

25107

VOR/DME or TACAN RWY 27
YAKIMA AIR TRML/MCALLISTER FLD (YKM)

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).

YKM **(26)**

2600
YKM
R-244

4600
YKM
R-276

YKM
VORTAC

VGSIs and descent angles not coincident
(VGSi Angle 3.00/TCH 57).

Remain within 10 NM

094°

274°

EMAME
YKM (4)

4400

3300

2400

3.40°
TCH 57

3.6 NM

4 NM

CATEGORY	A	B	C	D
S-27	2100/60 1032 (1100-1¼)	2100-1½ 1032 (1100-1½)	2100-3	1032 (1100-3)
C CIRCLING	2100-1¼ 1001 (1100-1¼)	2100-1½ 1001 (1100-1½)	2100-3 1001 (1100-3)	2280-3 1181 (1200-3)

YAKIMA AIR TRML/MCALLISTER FLD (YKM)
VOR/DME or TACAN RWY 27

NW-1, 07 AUG 2025 to 02 OCT 2025

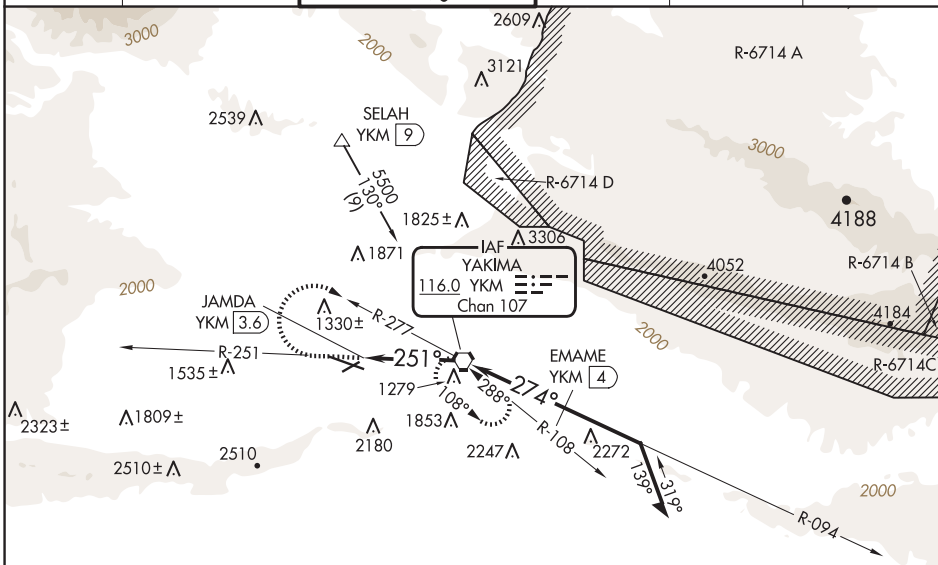
NW-1, 07 AUG 2025 to 02 OCT 2025

VORTAC YKM <u>116.0</u> Chn 107	APP CRS 251°	Rwy Idg TDZE Apt Elev	N/A N/A 1099
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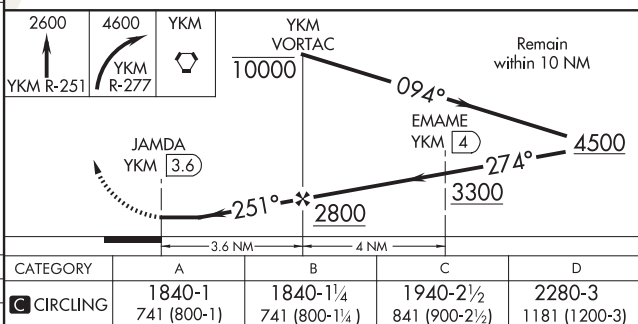
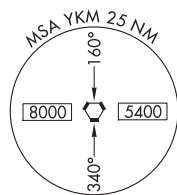
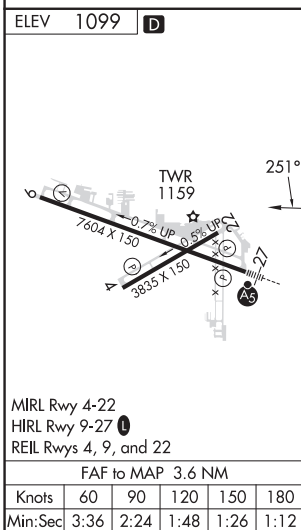
YAKIMA AIR TRML/MCALLISTER FLD (YKM)

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.

ATIS 125.25	SPOKANE APP CON★ 123.8 263.15	YAKIMA TOWER★ 133.25 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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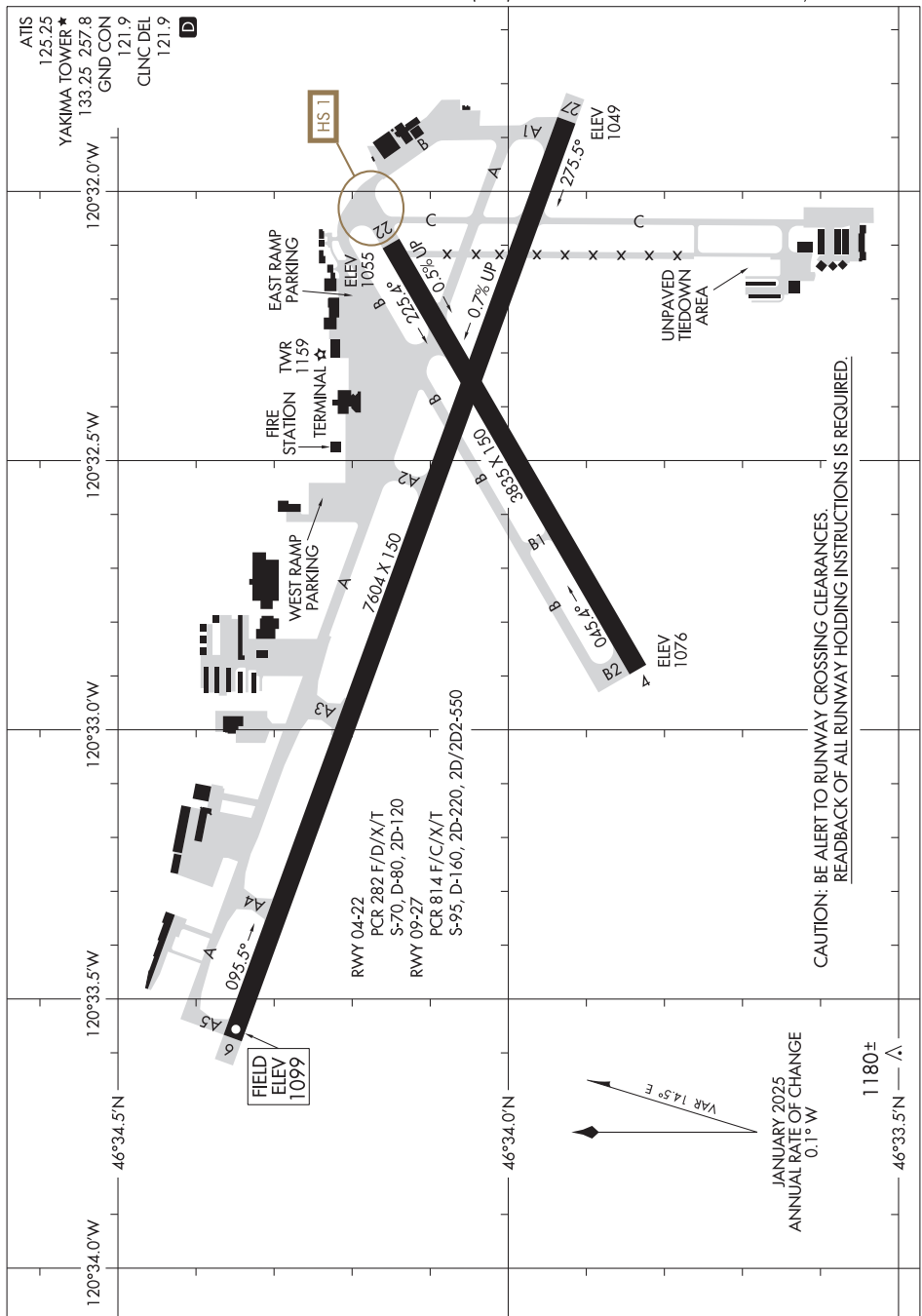
NW-1, 07 AUG 2025 to 02 OCT 2025



YAKIMA AIR TRML/MCALLISTER FLD (YKM)

46°34'N-120°33'W

VOR-A

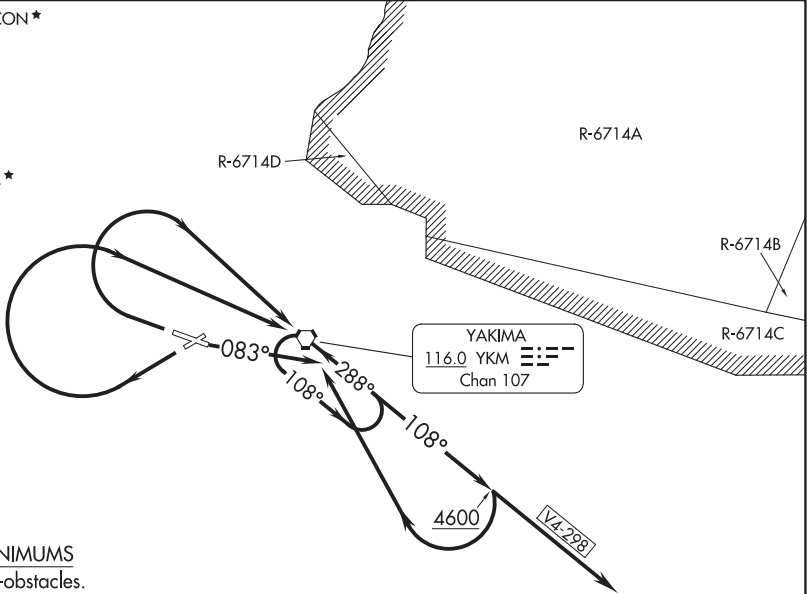


(ZILLA3.YKM) 23334

ZILLA THREE DEPARTURE (OBSTACLE)

YAKIMA AIR TRML/MCALLISTER FLD (YKM)
AL-465 (FAA) YAKIMA, WASHINGTON

SPOKANE DEP CON ★
123.8 263.15
ATIS
125.25
CLNC DEL
121.9
GND CON
121.9
YAKIMA TOWER ★
133.25 257.8



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.

NOTE: Chart not to scale.

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.

ZILLA THREE DEPARTURE (OBSTACLE)

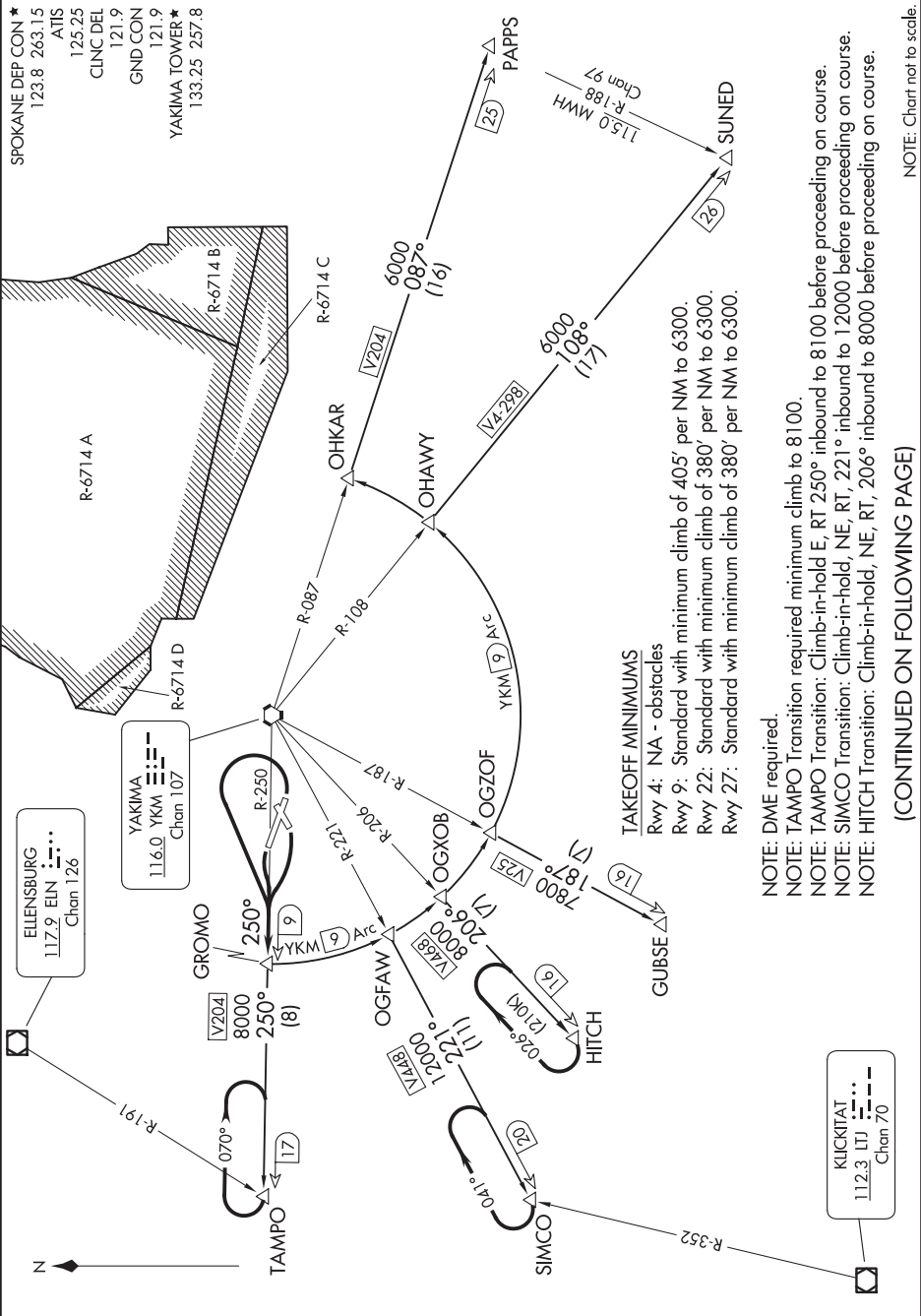
(ZILLA3.YKM) 26JUL12

YAKIMA, WASHINGTON
YAKIMA AIR TRML/MCALLISTER FLD (YKM)

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025





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.

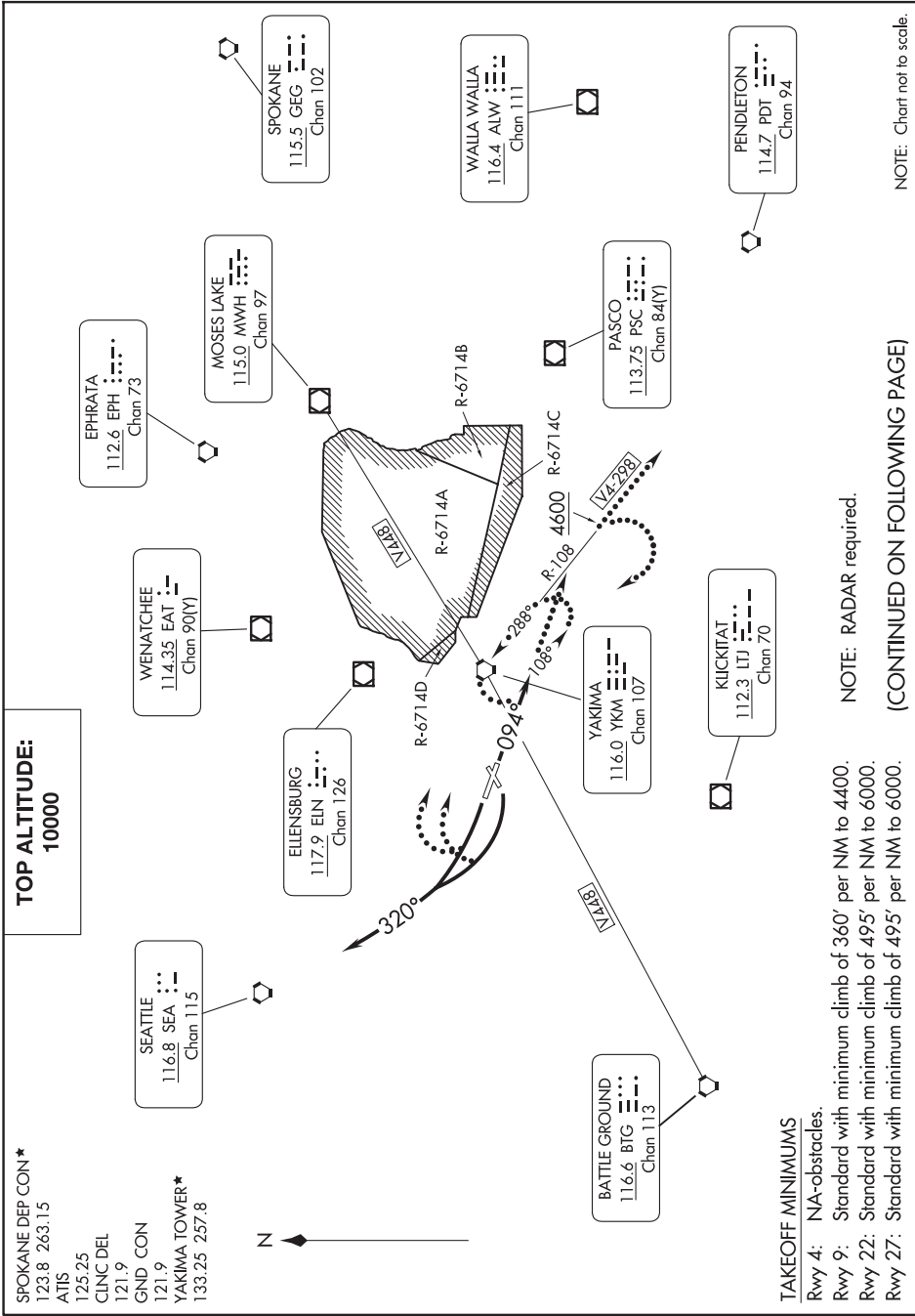
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

NACHES FOUR DEPARTURE

YAKIMA AIR TRML/MCALLISTER FLD (YKM)
AL-465 (FAA) YAKIMA, WASHINGTON

NW-1, 07 AUG 2025 to 02 OCT 2025





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.

NW-1, 07 AUG 2025 to 02 OCT 2025

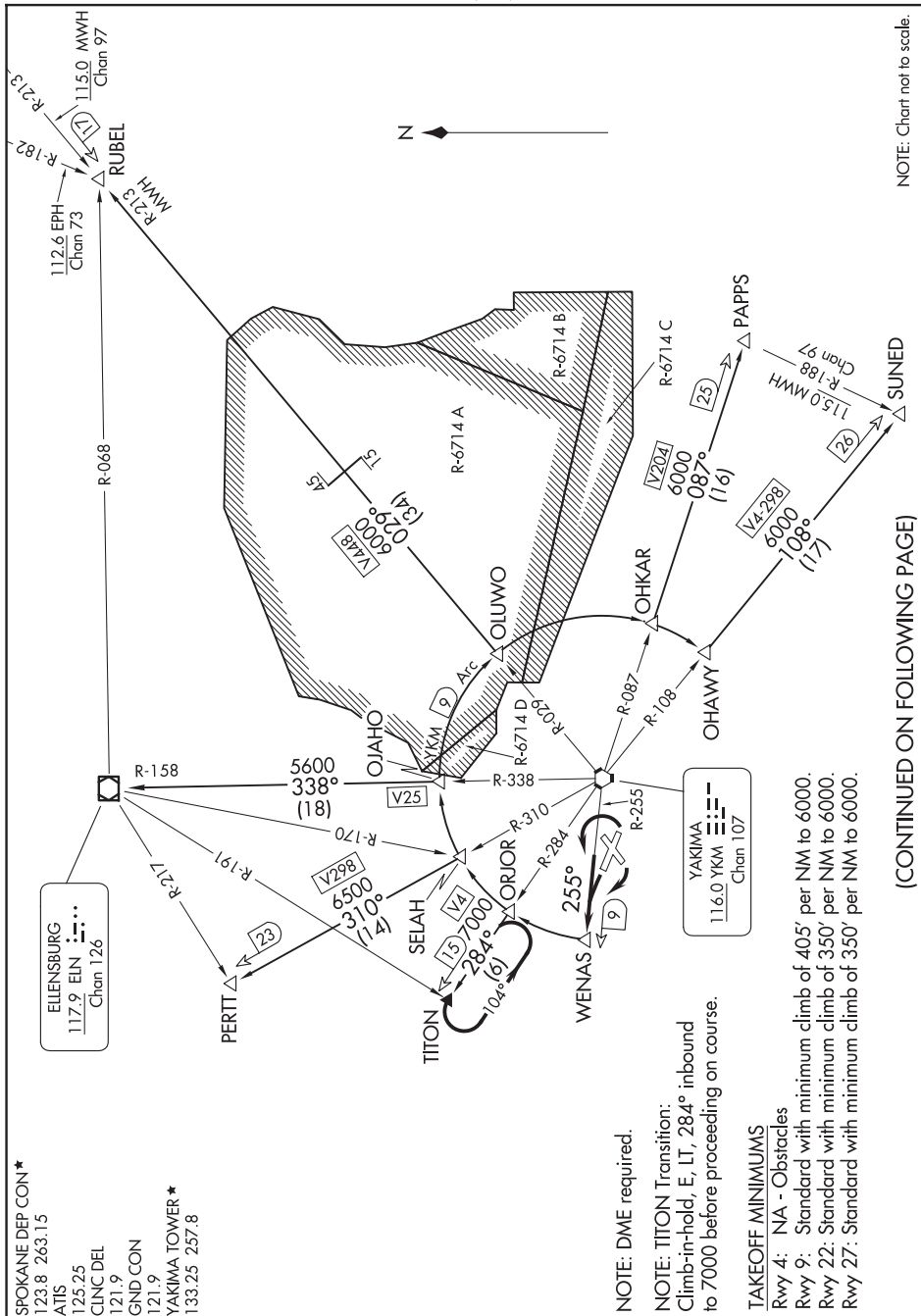
NW-1, 07 AUG 2025 to 02 OCT 2025

WENAS SEVEN DEPARTURE

AL-465 (FAA)

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

YAKIMA, WASHINGTON



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

NW-1, 07 AUG 2025 to 02 OCT 2025

WENAS SEVEN DEPARTURE

(WENAS7.WENAS) 10NOV16

YAKIMA, WASHINGTON

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

(WENAS7.WENAS) 21112

WENAS SEVEN DEPARTURE

AL-465 (FAA)

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

YAKIMA, WASHINGTON



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 OHKAR 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.

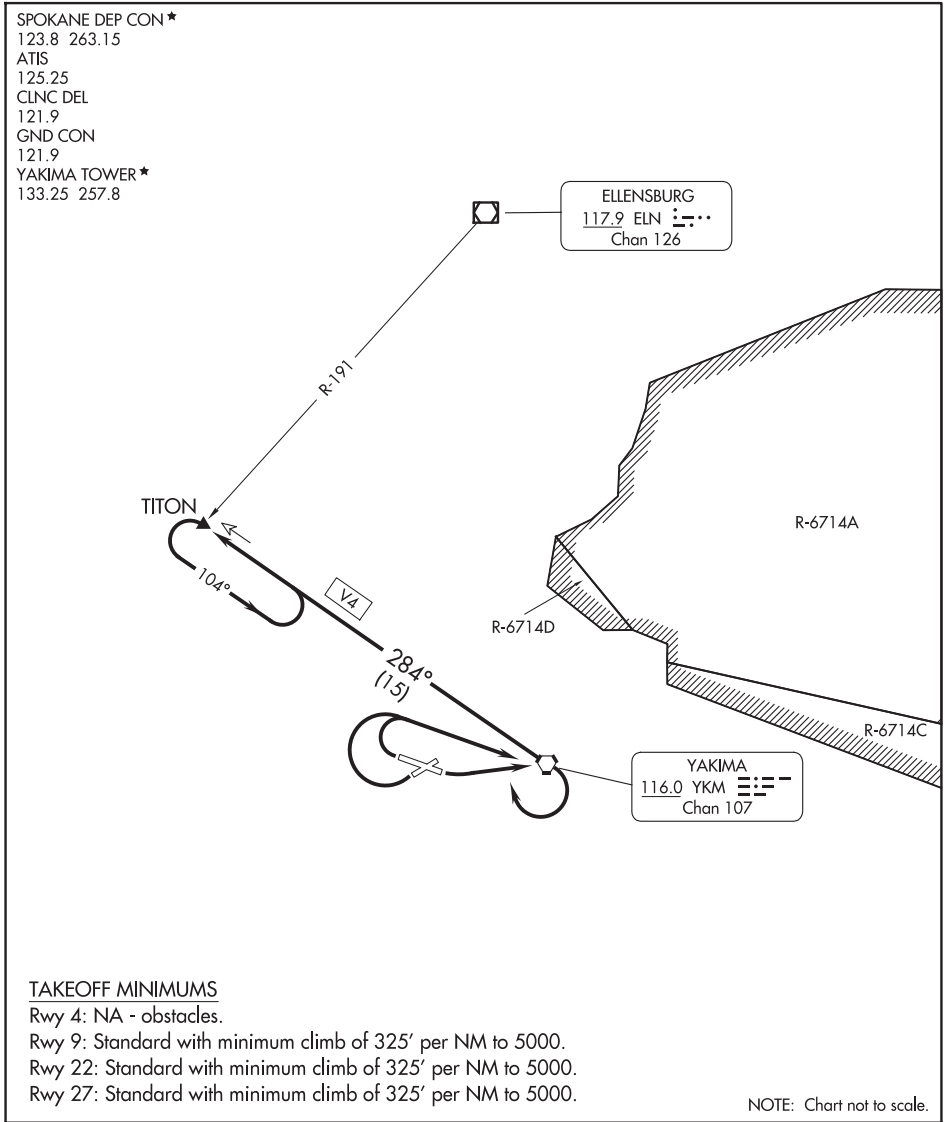
NW-1, 07 AUG 2025 to 02 OCT 2025

NW-1, 07 AUG 2025 to 02 OCT 2025

WENAS SEVEN DEPARTURE

(WENAS7.WENAS) 10NOV16

YAKIMA AIR TRML/MCALLISTER FLD (YKM)
YAKIMA, WASHINGTON



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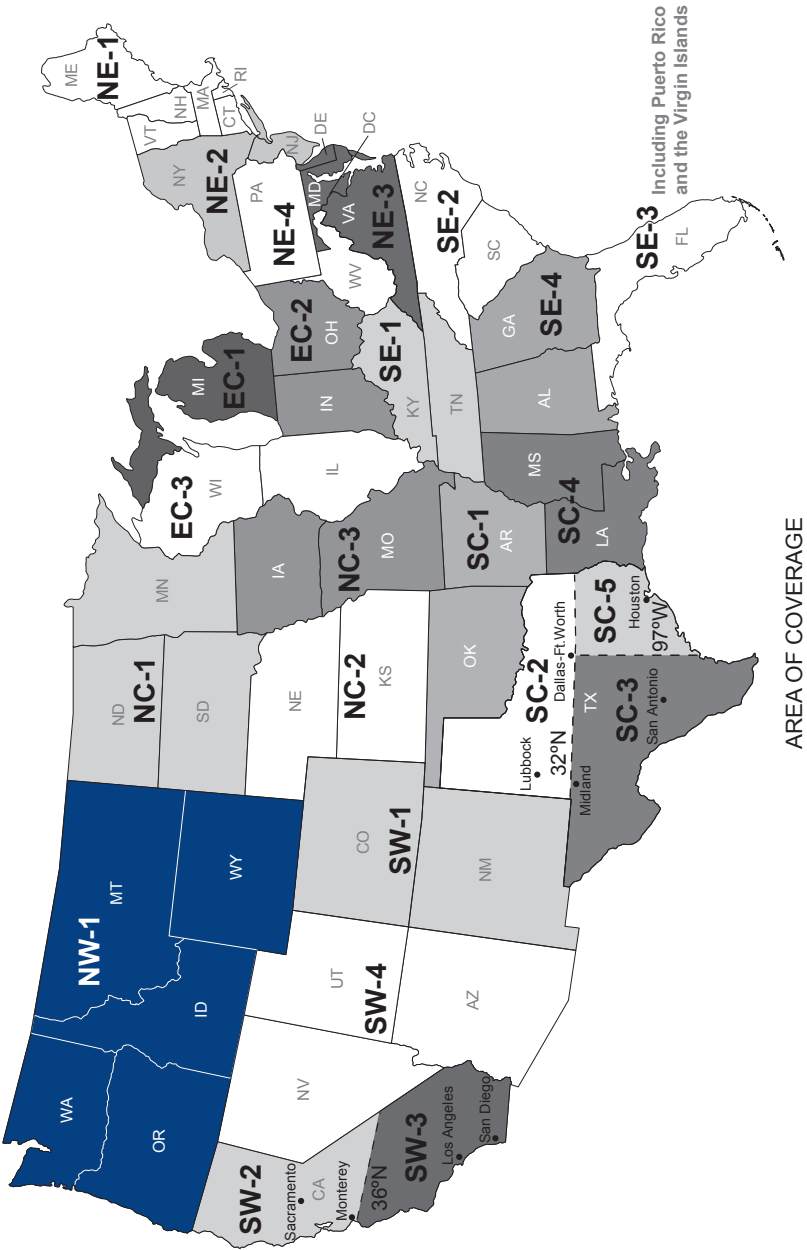
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