Federal Aviation Administration

TM

# U.S. Terminal Procedures Publication

## Northwest (NW) Vol 1 of 1

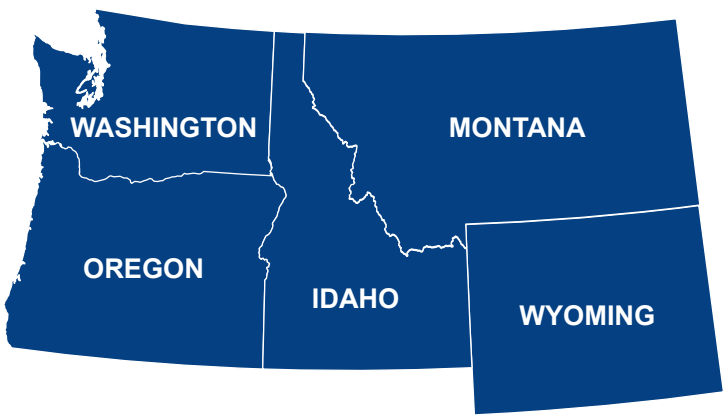
Effective: 0901Z

**12 JUN 2025**

to: 0901Z

**07 AUG 2025**

Consult the Change Notice (CN) effective 10 JUL 2025 for revised Instrument Procedure Charts for this volume

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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**

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**https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/**

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

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4

# INOP COMPONENTS 25051

## 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†<br>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, MALS, 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 |

INOP COMPONENTS 25051





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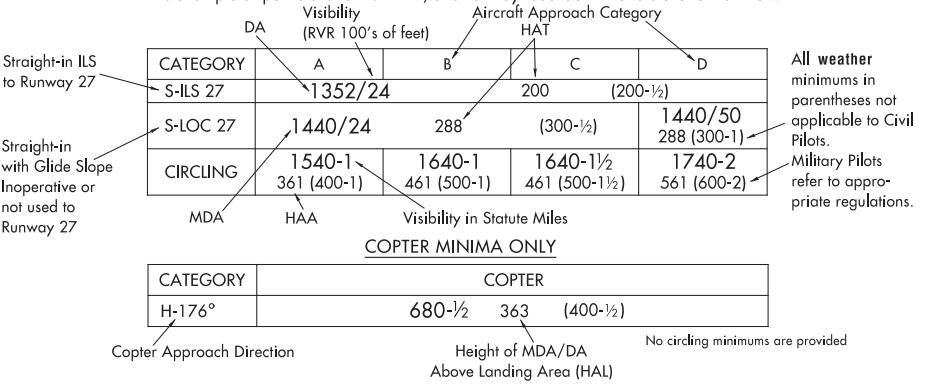
# TERMS/LANDING MINIMA DATA 20142

## 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.




### 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 | 90 |
| 0 | 20 | 20 | 30 | 30 | 40 | 40 | 50 | 50 | 60 | 90 | 120 | 170 | 230 | 280 |
| -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 |

TERMS/LANDING MINIMA DATA 20142





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# TERMS/LANDING MINIMA DATA 25163

## 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) |

Visibility (RVR 100's of feet)

Visibility in Statute Miles

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

Radar Minima:

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

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored
(V) VHF emergency frequency (121.5) monitored
(U) UHF emergency frequency (243.0) monitored
Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

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

TERMS/LANDING MINIMA DATA 25163





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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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# GENERAL INFO 24137



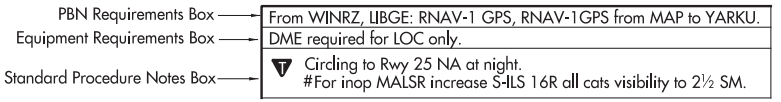
## STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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).

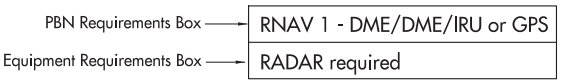
## PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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




RNAV STAR and DP PBN/Equipment Requirements Notes Box




## 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 contolled lighting, e.g., (A1), (V)

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

To activate lights, use frequency indicated in the communications section of the chart with a (L)

| KEY MIKE | FUNCTION |
|---|---|
| 7 times within 5 seconds | Highest intensity available |
| 5 times within 5 seconds | Medium or lower intensity (Lower REIL or REIL-off) |
| 3 times within 5 seconds | Lowest intensity available (Lower REIL or REIL-off) |

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GENERAL INFO 24137

# ABBREVIATIONS 25107

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

25107





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# ABBREVIATIONS 25107

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

25107



NW-1, 12 JUN 2025 to 07 AUG 2025

# 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 |



NW-1, 12 JUN 2025 to 07 AUG 2025

25107

# LEGEND 23334

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

## PLANVIEW SYMBOLS

### ROUTES

Procedure Track

Feeder Route

Missed Approach

Visual Flight Path

165°
345°
Procedure Turn
(Type degree and point of turn optional)

Minimum Route Altitude → 3100 NoPT to LOM
045°
Mileage → (14.2)

### HOLDING PATTERNS

Hold-in-lieu of Procedure Turn

HOLD 10000 / 8000
090° (IAS) 270°
4 NM

HOLD 10000 / 8000
090° 1 min 270°

Missed Approach
090° 270°

Arrival
HOLD 8000
090° 270°

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

Reporting Point

Waypoint

MAP WP (Flyby)

MAP WP (Flyover)

GLGHR INT Intersection

MYLES I-LVF 14.9 (Distance From Facility)

DME

Flyover Point

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

R-198 → Radial line and value

LR-198 → Lead Radial

LB-198 → Lead Bearing

### ALTITUDES

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

### INDICATED AIRSPEED

| 175K | 120K | 250K | 180K |
|---|---|---|---|
| Mandatory Airspeed | Minimum Airspeed | Maximum Airspeed | Recommended Airspeed |

### 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 postion off the end of the runway.)

Primary NAVAID
LIMA
114.5 LIM
Chan 92

Secondary NAVAID
LOM
AKRON
362 AK

TACAN or DME NAVAID
SCOTT
Chan 59
SKE
(112.2)
VHF Paired Frequency

LEGEND 23334



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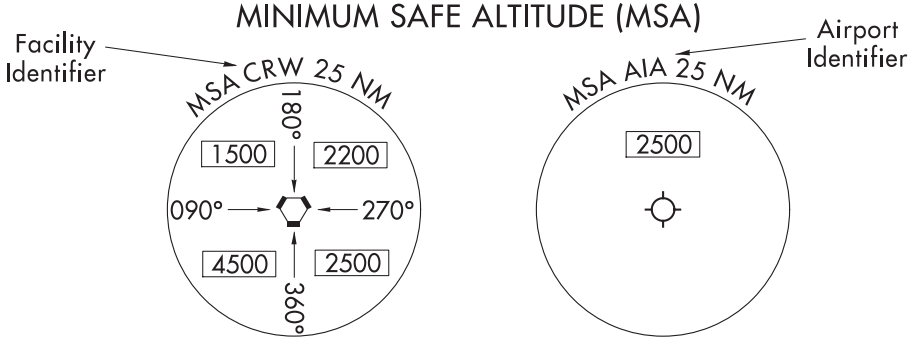
# LEGEND 23110

INSTRUMENT APPROACH PROCEDURES (CHARTS)



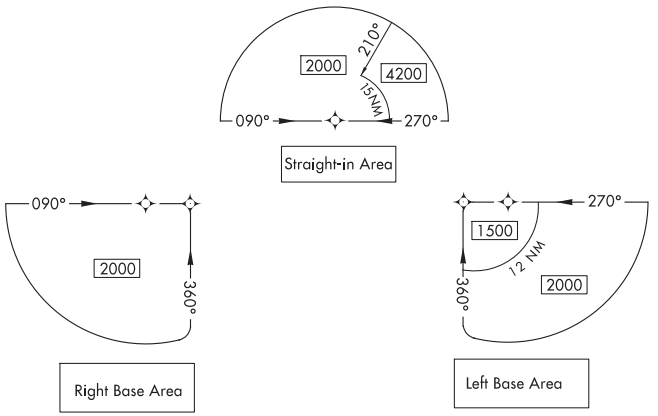
## PLANVIEW SYMBOLS

### MINIMUM SAFE ALTITUDE (MSA)




(arrows on distance circle identify sectors)

### TERMINAL ARRIVAL AREA (TAA)




### MISCELLANEOUS

VOR Changeover Point

RWY 15 S12° 00.52′ W77° 06.91′ — End of Rwy Coordinates (DoD only)

Distance not to scale

International Boundary

Air Defense Identification Zone

### SPECIAL USE AIRSPACE

R-352

R-Restricted W-Warning
P-Prohibited A-Alert
MOA-Military Operations Area

### AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

Joint (Civil-Military)

### OBSTACLES

- Spot Elevation
- Obstacle
- Highest Obstacle
- Highest Spot Elevation
- Group of Obstacles
- ± Doubtful accuracy

LEGEND 23110



NW-1, 12 JUN 2025 to 07 AUG 2025

# LEGEND 24361

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

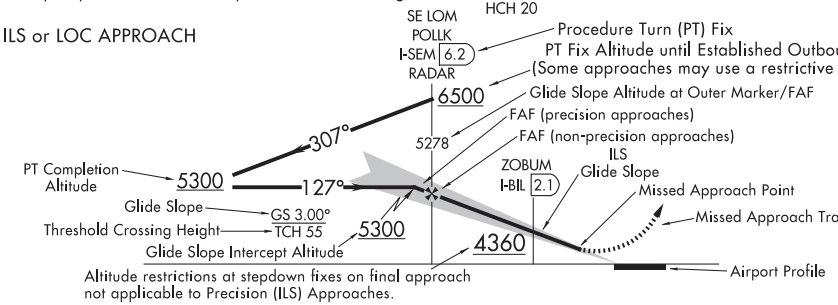
### PROFILE VIEW

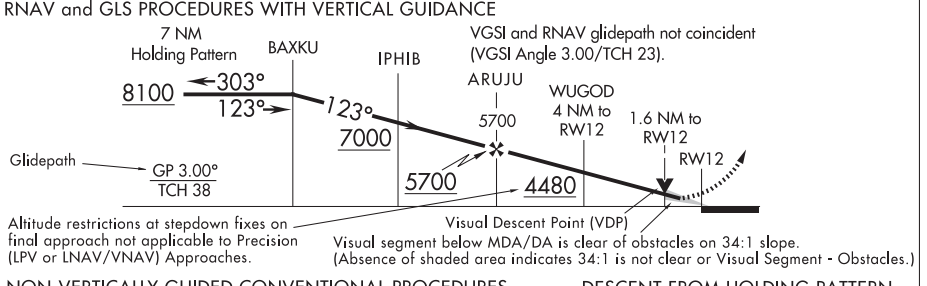
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

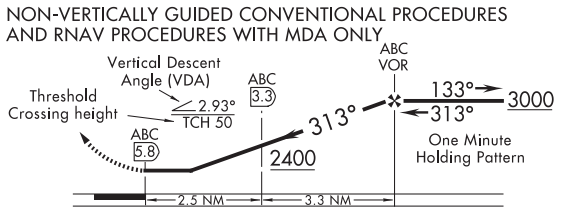
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°, TCH 55

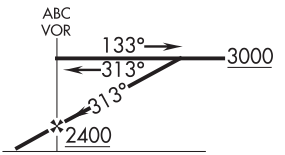
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°, TCH 50.

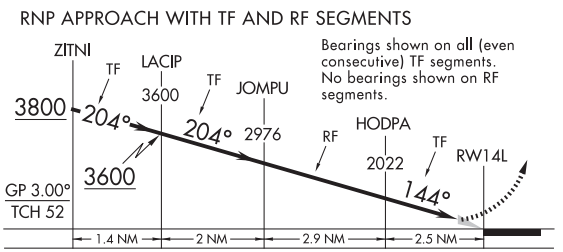
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: 3.00°, TCH 55. On Copter procedures this is depicted in the following format: 7.30°, HCH 20




#### ALTITUDES

| | | | |
|---|---|---|---|
| 5500 | Mandatory Altitude | 3000 | Recommended Altitude |
| 2500 | Minimum Altitude | 5000 / 3000 | Mandatory Block Altitude |
| 4300 | Maximum Altitude | | |

#### PROFILE SYMBOLS

2400 — Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.

▼ Visual Descent Point (VDP)

Visual Flight Path

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

LEGEND 24361



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS



## RADIO AIDS TO NAVIGATION

Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

Non-Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

## 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)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

x
(CFTSP) Computer Navigation Fix (CNF) - No ATC Function

## AIRPORTS

Civil · Military · Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil · Military · Joint (Civil-Military)

## 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

Transition Route

R-275 Radial line and value

Lost Communications Track

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

## SPECIAL USE AIRSPACE

R-352

R-Restricted W-Warning
P-Prohibited A-Alert
MOA-Military Operations Area

## ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000
12000
Block Altitude

Altitude change at other than Radio Aids to Navigation

## INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

## 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 Rwys 16L/C/R
Terminus identifier

LEGEND 23334

# LEGEND 23334 DEPARTURE PROCEDURE (DP) CHARTS

## RADIO AIDS TO NAVIGATION

Compulsory:

VOR VORTAC DME NDB/DME

VOR/DME TACAN NDB

Non-Compulsory:

VOR VORTAC DME NDB/DME

VOR/DME TACAN NDB

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

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

## 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)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

x (CFTSP) Computer Navigation Fix (CNF) - No ATC Function

## MISCELLANEOUS

Changeover Point

Distance not to scale

International Boundary

Sector Boundary

Air Defense Identification Zone

Takeoff Minimums and (Obstacle) Departure Procedures entry published.

## ROUTES

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route

(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

## SPECIAL USE AIRSPACE

R-352

R-Restricted W-Warning
P-Prohibited A-Alert
MOA-Military Operations Area

## ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000 / 12000 Block Altitude

TOP ALTITUDE: 5000 Top altitude restriction

## INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

## AIRPORTS

Heliport

Civil Military Joint (Civil-Military)

## MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

MSA CRW 25 NM
180°
4500 4100
090° 270°
5300 4700
360°

Airport Identifier

MSA AIA 25 NM
2500

(arrows on distance circle identify sectors)

LEGEND 23334





NW-1, 12 JUN 2025 to 07 AUG 2025

## 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 # TWR

| | Unlit | Lit |
|---|---|---|
| Wind Cone | | |
| Landing Tee | | |
| Tetrahedron | | |

# 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 ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

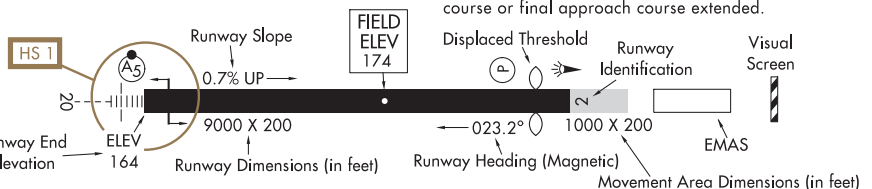
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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

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

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

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




SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.



NW-1, 12 JUN 2025 to 07 AUG 2025

# LEGEND 22195

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

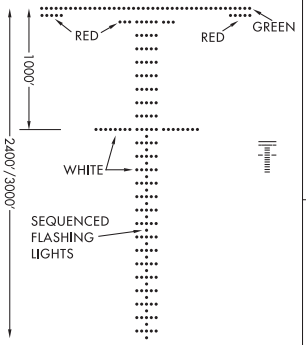
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

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).

## CATEGORY I APPROACH LIGHTING SYSTEM

(A1)

**ALSF-1**

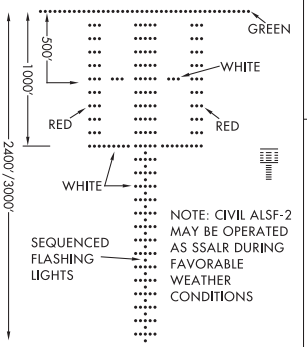



(High Intensity)
LENGTH 2400/3000 FEET

## CATEGORY II APPROACH LIGHTING SYSTEM

(A)

**ALSF-2**

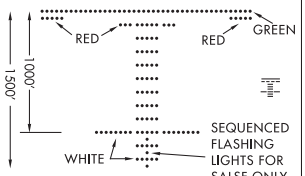



(High Intensity)
LENGTH 2400/3000 FEET

## SHORT APPROACH LIGHTING SYSTEM

(A2) (A2)

**SALS/SALSF**



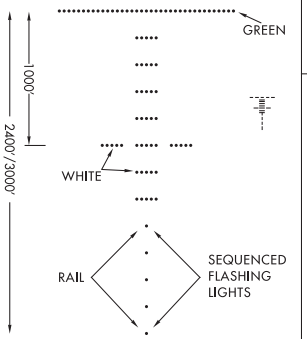

(High Intensity)
LENGTH 1500 FEET

## SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A3)

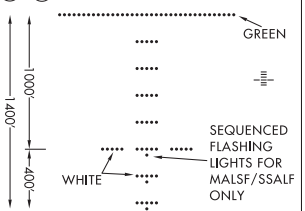
**SSALR**




(High Intensity)
LENGTH 2400/3000 FEET

## MEDIUM INTENSITY (**MALS** and **MALSF**) OR SIMPLIFIED SHORT (**SSALS** and **SSALF**) APPROACH LIGHTING SYSTEMS

(A4) (A4)



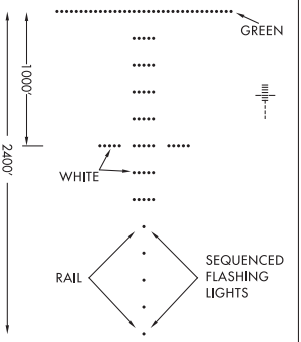

LENGTH 1400 FEET

## MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A5)

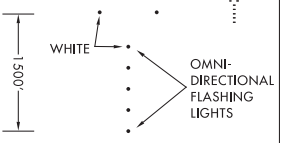
**MALSR**




LENGTH 2400 FEET

## OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

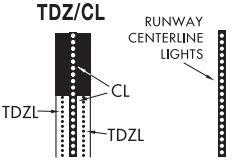
**ODALS**




LENGTH 1500 FEET

## RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

**TDZ/CL**




AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

LEGEND 22195





NW-1, 12 JUN 2025 to 07 AUG 2025

# LEGEND 22195

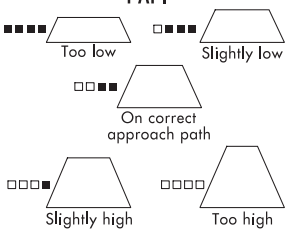
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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).

## (P) PRECISION APPROACH PATH INDICATOR

**PAPI**



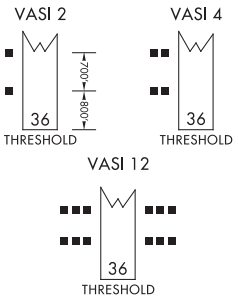

Legend: □ White ■ Red

## (V) VISUAL APPROACH SLOPE INDICATOR

**VASI**

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

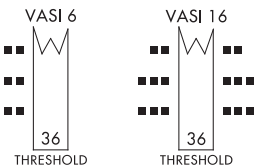
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW




## (V3) VISUAL APPROACH SLOPE INDICATOR

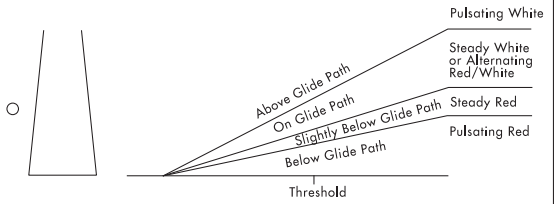
**VASI**

3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.




## (V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

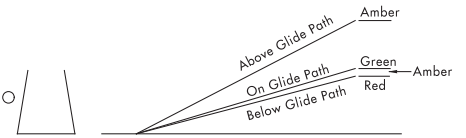
**PVASI**




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.

## (V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

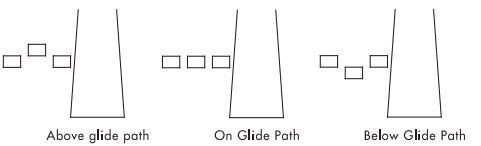
**TRCV**




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

## (V5) ALIGNMENT OF ELEMENTS SYSTEMS

**APAP**




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



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# 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



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# 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 executingdescents 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 OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

**ABBOTSFORD, BC**
**ABBOTSFORD(CYXX)**
STARS ..... MADEE FIVE (RNAV) ..... Z28

**AFTON, WY**
**AFTON LINCOLN COUNTY/GENERAL BOYD L EDDINS FLD(AFO)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 16 ..... 1
RNAV (GPS) RWY 34 ..... 2
DPS ..... AFTON FOUR (OBSTACLE) (RNAV) ..... 3
LUNDI TWO (OBSTACLE) (RNAV) ..... 4

**ALBANY, OR**
**ALBANY MUNI(S12)**
TAKEOFF MINIMUMS ..... L
IAPS ..... VOR-A ..... 5

**ANACONDA, MT**
**BOWMAN FLD(3U3)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS)-B ..... 6
VOR-A ..... 7

**ARCO, ID**
**ARCO-BUTTE COUNTY(AOC)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS)-A ..... 8
DPS ..... JATTS ONE (OBSTACLE) (RNAV) ..... 9

**ARLINGTON, WA**
**ARLINGTON MUNI(AWO)**
TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 34 ..... 10
LOC RWY 34 ..... 11
NDB RWY 34 ..... 12
DPS ..... ARLINGTON TWO ..... 13

**ASTORIA, OR**
**ASTORIA RGNL(AST)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS RWY 26 ..... 14
RNAV (GPS) RWY 08 ..... 15
RNAV (GPS) RWY 26 ..... 16
VOR RWY 08 ..... 17
COPTER LOC RWY 26 ..... 18
COPTER VOR RWY 08 ..... 19
DPS ..... ASTORIA THREE (OBSTACLE) ..... 20

**AUBURN, WA**
**AUBURN MUNI(S50)**
TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
IAPS ..... RNAV (GPS) RWY 35 ..... 22
RNAV (GPS)-A ..... 23
AIRPORT DIAGRAM ..... 24
DPS ..... VAMPS ONE (OBSTACLE) (RNAV) ..... 25

**AURORA, OR**
**AURORA STATE(UAO)**
TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS ..... HELNS SIX ..... Z17
IAPS ..... RNAV (GPS) RWY 17 ..... 26
RNAV (GPS) RWY 35 ..... 27
LOC RWY 17 ..... 28
AIRPORT DIAGRAM ..... 29
DPS ..... GLARA TWO (RNAV) ..... 30
GNNET TWO (RNAV) ..... 31
NEWBERG TWO (RNAV) ..... 32

**BAKER, MT**
**BAKER MUNI(BHK)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 13 ..... 33
RNAV (GPS) RWY 31 ..... 34

**BAKER CITY, OR**
**BAKER CITY MUNI(BKE)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 13 ..... 35
VOR/DME RWY 13 ..... 36
VOR-A ..... 37

**BEAR LAKE COUNTY**
**---SEE PARIS, ID**

**BELLINGHAM, WA**
**BELLINGHAM INTL(BLI)**
TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS ..... MADEE FIVE (RNAV) ..... Z28
IAPS ..... ILS OR LOC RWY 16 ..... 38
ILS RWY 16 (SA CAT I) ..... 39
RNAV (RNP) Z RWY 16 ..... 40
RNAV (RNP) Z RWY 34 ..... 41
RNAV (GPS) Y RWY 16 ..... 42
RNAV (GPS) Y RWY 34 ..... 43
AIRPORT DIAGRAM ..... 44
DPS ..... KLSHN TWO (RNAV) ..... 45

**BEND, OR**
**BEND MUNI(BDN)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 34 ..... 46
RNAV (GPS) Y RWY 16 ..... 47
RNAV (GPS) Z RWY 16 ..... 48
VOR RWY 16 ..... 49
DPS ..... BEND TWO (OBSTACLE) ..... 50

**BERT MOONEY**
**---SEE BUTTE, MT**

**BIG HORN COUNTY**
**---SEE HARDIN, MT**



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# INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

**BIG PINEY, WY**
**MILEY MEML FLD(BPI)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 31 ..... 51
VOR RWY 31 ..... 52

**BIG TIMBER, MT**
**BIG TIMBER AT HOWARD FLD(6S0)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 06 ..... 53
RNAV (GPS) RWY 24 ..... 54

**BILLINGS, MT**
**BILLINGS LOGAN INTL(BIL)**
TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS ..... BGHRN THREE (RNAV) ..... Z5
CRAZI FOUR (RNAV) ..... Z9
KUSTR THREE (RNAV) ..... Z25
YLSTN THREE (RNAV) ..... Z44
IAPS ..... ILS OR LOC RWY 28R ..... 55
ILS Y OR LOC Y RWY 10L ..... 56
RNAV (RNP) Z RWY 28R ..... 57
RNAV (GPS) RWY 07 ..... 58
RNAV (GPS) RWY 10L ..... 59
RNAV (GPS) RWY 25 ..... 60
RNAV (GPS) Y RWY 28R ..... 61
VOR/DME RWY 28R ..... 62
AIRPORT DIAGRAM ..... 63
DPS ..... BILLINGS FIVE ..... 64

**BLACKFOOT, ID**
**MCCARLEY FLD(U02)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS)-A ..... 65
RNAV (GPS)-B ..... 66
VOR/DME-C ..... 67
DPS ..... IDAHO FALLS THREE (RNAV) ..... 68
POCATELLO FOUR (RNAV) ..... 69

**BOEING FLD/KING COUNTY INTL**
**---SEE SEATTLE, WA**

**BOISE, ID**
**BOISE AIR TRML/GOWEN FLD(BOI)**
TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS ..... BEWTE FOUR (RNAV) ..... Z4
KOURT FOUR (RNAV) ..... Z22
KYAAN FOUR (RNAV) ..... Z26
SADYL FOUR (RNAV) ..... Z35
SPUUD FOUR (RNAV) ..... Z37
IAPS ..... ILS OR LOC RWY 28R ..... 70
ILS Y OR LOC Y RWY 10R ..... 71
ILS Y RWY 10R (SA CAT I) ..... 72
ILS Y RWY 10R (CAT II - III) ..... 73
RNAV (RNP) X RWY 28L ..... 74
RNAV (RNP) X RWY 28R ..... 75
RNAV (RNP) Z RWY 10L ..... 76
RNAV (RNP) Z RWY 10R ..... 77
RNAV (RNP) Z RWY 28L ..... 78
RNAV (RNP) Z RWY 28R ..... 79
RNAV (GPS) Y RWY 10L ..... 80
RNAV (GPS) Y RWY 10R ..... 81
RNAV (GPS) Y RWY 28L ..... 82
RNAV (GPS) Y RWY 28R ..... 83
VOR OR TACAN RWY 10L ..... 84
VOR Y OR TACAN Y RWY 28L ..... 85
AIRPORT DIAGRAM ..... 86
DPS ..... GOWEN FOUR (OBSTACLE) ..... 87
BOISE THREE ..... 88

**BONNERS FERRY, ID**
**BOUNDARY COUNTY(65S)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 02 ..... 89
DPS ..... KARPS TWO (OBSTACLE) (RNAV) ..... 90

**BOUNDARY BAY, BC**
**VANCOUVER/BOUNDARY BAY(CZBB)**
STARS ..... MADEE FIVE (RNAV) ..... Z28

**BOUNDARY COUNTY**
**---SEE BONNERS FERRY, ID**

**BOWERMAN FLD**
**---SEE HOQUIAM, WA**

**BOWERS FLD**
**---SEE ELLENSBURG, WA**

**BOWMAN FLD**
**---SEE ANACONDA, MT**


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## INDEX OF TERMINAL CHARTS AND MINIMUMS


| NAME | PROC | SECT PG |
|---|---|---|
| **BOZEMAN, MT** | | |
| **BOZEMAN YELLOWSTONE INTL(BZN)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| LAHSO | | O |
| HOT SPOT | | P |
| STARS | BGMAN ONE (RNAV) | Z6 |
| | EATZZ ONE (RNAV) | Z11 |
| | LOSST ONE (RNAV) | Z27 |
| | POWDA ONE (RNAV) | Z34 |
| | SUBKY ONE (RNAV) | Z38 |
| IAPS | ILS OR LOC RWY 12 | 91 |
| | RNAV (RNP) Z RWY 12 | 92 |
| | RNAV (RNP) Z RWY 30 | 93 |
| | RNAV (GPS) Y RWY 12 | 94 |
| | RNAV (GPS) Y RWY 30 | 95 |
| | RNAV (GPS)-A | 96 |
| | VOR RWY 12 | 97 |
| AIRPORT DIAGRAM | | 98 |
| DPS | BOZEMAN SIX (OBSTACLE) | 99 |
| | BGSKY TWO (RNAV) | 100 |
| | BOBKT FIVE (RNAV) | 101 |
| | MEADO TWO (RNAV) | 102 |
| | WHITEHALL FIVE | 103 |
| **BREMERTON, WA** | | |
| **BREMERTON NTL(PWT)** | | |
| TAKEOFF MINIMUMS | | L |
| DIVERSE VECTOR AREA | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | ILS OR LOC RWY 20 | 104 |
| | RNAV (GPS) RWY 02 | 105 |
| | RNAV (GPS) RWY 20 | 106 |
| **BROOKINGS, OR** | | |
| **BROOKINGS(BOK)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS)-A | 107 |
| **BUFFALO, WY** | | |
| **JOHNSON COUNTY(BYG)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 31 | 108 |
| | VOR/DME RWY 31 | 109 |
| **BURLEY, ID** | | |
| **BURLEY MUNI(BYI)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 20 | 110 |
| | VOR-A | 111 |
| **BURLINGTON/MOUNT VERNON, WA** | | |
| **SKAGIT RGNL(BVS)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 11 | 112 |
| | RNAV (GPS) RWY 29 | 113 |
| **BURNS, OR** | | |
| **BURNS MUNI(BNO)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 30 | 114 |
| | VOR RWY 30 | 115 |
| **BUTTE, MT** | | |
| **BERT MOONEY(BTM)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| HOT SPOT | | P |
| IAPS | ILS OR LOC RWY 15 | 116 |
| | RNAV (GPS) RWY 15 | 117 |
| | VOR-A | 118 |
| AIRPORT DIAGRAM | | 119 |
| **CALDWELL, ID** | | |
| **CALDWELL EXEC(EUL)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 12 | 120 |
| | RNAV (GPS) RWY 30 | 121 |
| **CAMP GUERNSEY** | | |
| **---SEE GUERNSEY, WY** | | |
| **CASPER, WY** | | |
| **CASPER/NATRONA COUNTY INTL(CPR)** | | |
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DPS ..... LA GRANDE ONE (OBSTACLE) ..... 394

**LAKE COUNTY**
**---SEE LAKEVIEW, OR**

**LAKEVIEW, OR**
**LAKE COUNTY(LKV)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 17 ..... 395
RNAV (GPS) RWY 35 ..... 396

**LANDER, WY**
**HUNT FLD(LND)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 22 ..... 397

**LARAMIE, WY**
**LARAMIE RGNL(LAR)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 03 ..... 398
RNAV (GPS) RWY 12 ..... 399
RNAV (GPS) RWY 21 ..... 400
RNAV (GPS) RWY 30 ..... 401
VOR/DME RWY 12 ..... 402
VOR/DME RWY 30 ..... 403
AIRPORT DIAGRAM ..... 404
DPS ..... LARAMIE ONE (OBSTACLE) ..... 405

**LAUREL, MT**
**LAUREL MUNI(6S8)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 04 ..... 406
RNAV (GPS) RWY 22 ..... 407
VOR RWY 22 ..... 408
DPS ..... BILLINGS FIVE ..... 409

**LEMHI COUNTY**
**---SEE SALMON, ID**

**LEWISTON, ID**
**LEWISTON/NEZ PERCE COUNTY(LWS)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS RWY 26 ..... 410
RNAV (RNP) RWY 30 ..... 411
RNAV (RNP) Z RWY 08 ..... 412
RNAV (RNP) Z RWY 12 ..... 413
RNAV (RNP) Z RWY 26 ..... 414
RNAV (GPS) Y RWY 08 ..... 415
RNAV (GPS) Y RWY 12 ..... 416
RNAV (GPS) Y RWY 26 ..... 417
AIRPORT DIAGRAM ..... 418
DPS ..... POTOR TWO ..... 419

**LEWISTON/NEZ PERCE COUNTY**
**---SEE LEWISTON, ID**

**LEWISTOWN, MT**
**LEWISTOWN MUNI(LWT)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 08 ..... 420
RNAV (GPS) RWY 26 ..... 421
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NAME PROC SECT PG

**LEXINGTON, OR**
**LEXINGTON(9S9)**
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IAPS ..... RNAV (GPS) RWY 08 ..... 423
RNAV (GPS)-A ..... 424

**LIBBY, MT**
**LIBBY(S59)**
TAKEOFF MINIMUMS ..... L
IAPS ..... GPS-A ..... 425
DPS ..... EYESE TWO (OBSTACLE) (RNAV) ..... 426

**LIVINGSTON, MT**
**MISSION FLD(LVM)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 22 ..... 428
VOR/DME-B ..... 429
DPS ..... LIVINGSTON TWO (OBSTACLE) ..... 430

**MADRAS, OR**
**MADRAS MUNI(S33)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 16 ..... 431
RNAV (GPS) RWY 34 ..... 432

**MAHLON SWEET FLD**
**---SEE EUGENE, OR**

**MALTA, MT**
**MALTA(M75)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 08 ..... 433
RNAV (GPS) RWY 26 ..... 434

**MC CALL, ID**
**MC CALL MUNI(MYL)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 16 ..... 435
RNAV (GPS) RWY 34 ..... 436
AIRPORT DIAGRAM ..... 437
DPS ..... PEPUC TWO (OBSTACLE) (RNAV) ..... 438

**MC MINNVILLE, OR**
**MC MINNVILLE MUNI(MMV)**
TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 22 ..... 439
RNAV (GPS) RWY 04 ..... 440
RNAV (GPS) RWY 22 ..... 441
VOR/DME-B ..... 442

**MCCARLEY FLD**
**---SEE BLACKFOOT, ID**

**MCCHORD FLD(KTCM)**
**TACOMA, WA**
TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
STARS ..... ADYMS THREE (RNAV) ..... Z1
ARRIE NINE ..... Z3
ELLENSBURG FOUR (RNAV) ..... Z12
GLASR THREE ..... Z13
JAWBN SEVEN ..... Z21
WHYTE SEVEN ..... Z42
IAPS ..... ILS OR LOC RWY 16 ..... 443
ILS OR LOC RWY 34 ..... 444
ILS RWY 34 (CAT II) ..... 445
RNAV (GPS) RWY 16 ..... 446
RNAV (GPS) RWY 34 ..... 447
TACAN RWY 16 ..... 448
TACAN RWY 34 ..... 449
AIRPORT DIAGRAM ..... 450
DPS ..... ALDER TWO ..... 451
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OLYMPIC FOUR ..... 453
PUGET SIX ..... 454

**MCNARY FLD**
**---SEE SALEM, OR**

**MEDFORD, OR**
**ROGUE VALLEY INTL/MEDFORD(MFR)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 14 ..... 455
RNAV (RNP) Z RWY 14 ..... 456
RNAV (RNP) Z RWY 32 ..... 457
RNAV (GPS) Y RWY 14 ..... 458
RNAV (GPS) Y RWY 32 ..... 459
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**MILES CITY, MT**
**FRANK WILEY FLD(MLS)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 04 ..... 470
RNAV (GPS) RWY 13 ..... 471
RNAV (GPS) RWY 22 ..... 472
RNAV (GPS) RWY 31 ..... 473
VOR RWY 04 ..... 474
VOR RWY 22 ..... 475
AIRPORT DIAGRAM ..... 476

**MILEY MEML FLD**
**---SEE BIG PINEY, WY**

**MISSION FLD**
**---SEE LIVINGSTON, MT**



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**MISSOULA MONTANA(MSO)**
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ALTERNATE MINIMUMS ....M
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ILS Z RWY 12 ....478
RNAV (RNP) RWY 30 ....479
RNAV (RNP) Z RWY 12 ....480
RNAV (GPS) Y RWY 12 ....481
RNAV (GPS)-D ....482
VOR-A ....483
VOR-B ....484
AIRPORT DIAGRAM ....485
DPS GRZLY FOUR (OBSTACLE) ....486
DIDLY FIVE ....487
MZULA FIVE ....488
VICTO ONE (RNAV) ....489

**MONDELL FLD**
**---SEE NEWCASTLE, WY**

**MOSES LAKE, WA**
**GRANT COUNTY INTL(MWH)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
LAHSO ....O
HOT SPOT ....P
IAPS ILS OR LOC RWY 32R ....490
RNAV (RNP) Z RWY 04 ....491
RNAV (RNP) Z RWY 14L ....492
RNAV (RNP) Z RWY 22 ....493
RNAV (RNP) Z RWY 32R ....494
RNAV (GPS) Y RWY 04 ....495
RNAV (GPS) Y RWY 14L ....496
RNAV (GPS) Y RWY 22 ....497
RNAV (GPS) Y RWY 32R ....498
VOR RWY 04 ....499
VOR RWY 22 ....500
VOR RWY 32R ....501
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NDB RWY 32R ....504
AIRPORT DIAGRAM ....505

**MOUNTAIN HOME, ID**
**MOUNTAIN HOME MUNI(U76)**
TAKEOFF MINIMUMS ....L
IAPS RNAV (GPS) RWY 10 ....506
RNAV (GPS) RWY 28 ....507
DPS ALKAL ONE (OBSTACLE) (RNAV) ....508

**MOUNTAIN HOME AFB(KMUO)**
**MOUNTAIN HOME, ID**
TAKEOFF MINIMUMS ....L
IAPS ILS OR LOC Z RWY 12 ....509
ILS OR LOC Z RWY 30 ....510
TACAN Z RWY 12 ....511
TACAN Z RWY 30 ....512
AIRPORT DIAGRAM ....513

**NAMPA, ID**
**NAMPA MUNI(MAN)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS RNAV (GPS) RWY 11 ....514
RNAV (GPS)-B ....515
DPS ADEXE ONE (OBSTACLE) (RNAV) ....516
CADKI ONE (OBSTACLE) (RNAV) ....517

**NEWCASTLE, WY**
**MONDELL FLD(ECS)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS RNAV (GPS) RWY 14 ....518
RNAV (GPS) RWY 32 ....519
VOR RWY 32 ....520

**NEWPORT, OR**
**NEWPORT MUNI(ONP)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ILS OR LOC RWY 16 ....521
RNAV (GPS) RWY 16 ....522
RNAV (GPS) RWY 34 ....523
VOR-A ....524
DPS NEWPORT ONE (OBSTACLE) ....525

**NORTH BEND, OR**
**SOUTHWEST OREGON RGNL(OTH)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
HOT SPOT ....P
IAPS ILS Z OR LOC Z RWY 05 ....526
RNAV (RNP) Z RWY 05 ....527
RNAV (GPS) Y RWY 05 ....528
VOR-B ....529
COPTER ILS Y OR LOC Y RWY 05 ....530
AIRPORT DIAGRAM ....531
DPS NORTH BEND SEVEN ....532

**NORTH BIG HORN COUNTY**
**---SEE COWLEY/LOVELL/BYRON, WY**

**NORTHEAST WYOMING RGNL**
**---SEE GILLETTE, WY**

**OAK HARBOR, WA**
**DELAURENTIS(OKH)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS RNAV (GPS) RWY 07 ....533

**OAK HARBOR, WA**
**---SEE WHIDBEY ISLAND NAS (AULT FLD)**


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**OLYMPIA, WA**
**OLYMPIA RGNL(OLM)**
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DIVERSE VECTOR AREA ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
IAPS ..... ILS OR LOC RWY 17 ..... 534
RNAV (GPS) RWY 17 ..... 535
RNAV (GPS) RWY 35 ..... 536
VOR RWY 35 ..... 537
VOR-A ..... 538
AIRPORT DIAGRAM ..... 539
DPS ..... YELM FIVE ..... 540

**OMAK, WA**
**OMAK(OMK)**
TAKEOFF MINIMUMS ..... L
IAPS ..... GPS RWY 35 ..... 541
DPS ..... EPHRATA ONE (OBSTACLE) (RNAV) ..... 542

**ONTARIO, OR**
**ONTARIO MUNI(ONO)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 15 ..... 543
RNAV (GPS) RWY 33 ..... 544

**ORCAS ISLAND**
**---SEE EASTSOUND, WA**

**PANGBORN MEML**
**---SEE WENATCHEE, WA**

**PARIS, ID**
**BEAR LAKE COUNTY(1U7)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 10 ..... 545
RNAV (GPS) RWY 28 ..... 546
DPS ..... BEAR LAKE ONE (OBSTACLE) (RNAV) ..... 547
FIROS ONE (OBSTACLE) (RNAV) ..... 548

**PASCO, WA**
**TRI-CITIES(PSC)**
TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
IAPS ..... ILS OR LOC RWY 21R ..... 549
RNAV (RNP) Z RWY 03L ..... 550
RNAV (RNP) Z RWY 12 ..... 551
RNAV (RNP) Z RWY 21R ..... 552
RNAV (RNP) Z RWY 30 ..... 553
RNAV (GPS) Y RWY 03L ..... 554
RNAV (GPS) Y RWY 12 ..... 555
RNAV (GPS) Y RWY 21R ..... 556
RNAV (GPS) Y RWY 30 ..... 557
VOR RWY 21R ..... 558
VOR RWY 30 ..... 559
AIRPORT DIAGRAM ..... 560
DPS ..... TRI-CITIES SEVEN ..... 561

**PEARSON FLD**
**---SEE VANCOUVER, WA**

**PENDLETON, OR**
**EASTERN OREGON RGNL AT PENDLETON(PDT)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 26 ..... 562
RNAV (GPS) RWY 08 ..... 563
RNAV (GPS) RWY 11 ..... 564
RNAV (GPS) RWY 26 ..... 565
RNAV (GPS) RWY 29 ..... 566
VOR RWY 08 ..... 567
AIRPORT DIAGRAM ..... 568

**PHIFER AIRFIELD**
**---SEE WHEATLAND, WY**

**PIERCE COUNTY/THUN FLD**
**---SEE PUYALLUP, WA**

**PINE BLUFFS, WY**
**PINE BLUFFS MUNI(82V)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 08 ..... 569
RNAV (GPS) RWY 26 ..... 570

**PINEDALE, WY**
**RALPH WENZ FLD(PNA)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 11 ..... 571
RNAV (GPS) RWY 29 ..... 572

**PLENTYWOOD, MT**
**SHER-WOOD(PWD)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 12 ..... 573
RNAV (GPS) RWY 30 ..... 574

**POCATELLO, ID**
**POCATELLO RGNL(PIH)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 21 ..... 575
RNAV (GPS) RWY 03 ..... 576
RNAV (GPS) RWY 21 ..... 577
VOR RWY 03 ..... 578
AIRPORT DIAGRAM ..... 579
DPS ..... KNURL ONE (OBSTACLE) ..... 580

**POLSON, MT**
**POLSON(8S1)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 18 ..... 581
RNAV (GPS) RWY 36 ..... 582
DPS ..... ANGIL ONE (OBSTACLE) (RNAV) ..... 583

**POPLAR, MT**
**POPLAR MUNI(PO1)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 09 ..... 584
RNAV (GPS) RWY 27 ..... 585






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**PORT ANGELES CGAS(NOW)**

TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... COPTER RNAV (GPS) RWY 26 ..... 586

**WILLIAM R FAIRCHILD INTL(CLM)**

TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 09 ..... 587
RNAV (GPS) RWY 09 ..... 588
RNAV (GPS) RWY 27 ..... 589
DPS ..... WATTR ONE (OBSTACLE) (RNAV) ..... 590

### PORT TOWNSEND, WA

**JEFFERSON COUNTY INTL(0S9)**

TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS)-A ..... 592

### PORTLAND, OR

**PORTLAND INTL(PDX)**

TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS ..... HELNS SIX ..... Z17
HHOOD FIVE (RNAV) ..... Z18
KRATR TWO (RNAV) ..... Z23
OCITY THREE ..... Z31
TMBRS THREE (RNAV) ..... Z39
IAPS ..... ILS OR LOC RWY 10L ..... 593
ILS OR LOC RWY 10R ..... 594
ILS OR LOC RWY 28L ..... 595
ILS OR LOC RWY 28R ..... 596
ILS RWY 10R (SA CAT I) ..... 597
ILS RWY 10R (CAT II - III) ..... 598
RNAV (RNP) Y RWY 28L ..... 599
RNAV (RNP) Y RWY 28R ..... 600
RNAV (RNP) Z RWY 10L ..... 601
RNAV (RNP) Z RWY 10R ..... 602
RNAV (RNP) Z RWY 28L ..... 603
RNAV (RNP) Z RWY 28R ..... 604
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RNAV (GPS) X RWY 28R ..... 606
RNAV (GPS) Y RWY 10L ..... 607
RNAV (GPS) Y RWY 10R ..... 608
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MILL VISUAL RWY 28L/R ..... 613
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LAVAA SEVEN (RNAV) ..... 617
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PORTLAND TWO ..... 619
WHAMY FIVE (RNAV) ..... 621

**PORTLAND-HILLSBORO(HIO)**

TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
ALTERNATE MINIMUMS ..... M
LAHSO ..... O
HOT SPOT ..... P
STARS ..... HELNS SIX ..... Z17
OCITY THREE ..... Z31
IAPS ..... ILS OR LOC RWY 13R ..... 622
RNAV (GPS) RWY 13R ..... 623
RNAV (GPS) RWY 31L ..... 624
NDB-B ..... 625
AIRPORT DIAGRAM ..... 626
DPS ..... BERNI THREE (RNAV) ..... 627
CANBY TWO ..... 628
CHISM FOUR (RNAV) ..... 629
FARMINGTON SEVEN ..... 630
SCAPO SEVEN ..... 631

**PORTLAND-TROUTDALE(TTD)**

TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
ALTERNATE MINIMUMS ..... M
STARS ..... HELNS SIX ..... Z17
OCITY THREE ..... Z31
IAPS ..... RNAV (GPS)-A ..... 632
AIRPORT DIAGRAM ..... 633
DPS ..... BLUE LAKE THREE ..... 634



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**POWELL MUNI(POY)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 13 ..... 635
RNAV (GPS) RWY 31 ..... 636

**PRINEVILLE, OR**
**PRINEVILLE(S39)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 11 ..... 637
RNAV (GPS) RWY 29 ..... 638
DPS ..... DESCHUTES THREE (RNAV) ..... 639

**PULLMAN/MOSCOW, WA**
**PULLMAN/MOSCOW RGNL(PUW)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 05 ..... 640
RNAV (RNP) Z RWY 23 ..... 641
RNAV (GPS) RWY 05 ..... 642
RNAV (GPS) Y RWY 23 ..... 643
VOR RWY 05 ..... 644
AIRPORT DIAGRAM ..... 645

**PUYALLUP, WA**
**PIERCE COUNTY/THUN FLD(PLU)**
TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 35 ..... 646

**RALPH WENZ FLD**
**---SEE PINEDALE, WY**

**RAVALLI COUNTY**
**---SEE HAMILTON, MT**

**RAWLINS, WY**
**RAWLINS MUNI/HARVEY FLD(RWL)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 22 ..... 647

**REDMOND, OR**
**ROBERTS FLD(RDM)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
IAPS ..... ILS OR LOC RWY 23 ..... 648
RNAV (RNP) Z RWY 05 ..... 649
RNAV (RNP) Z RWY 23 ..... 650
RNAV (GPS) RWY 11 ..... 651
RNAV (GPS) Y RWY 05 ..... 652
RNAV (GPS) Y RWY 23 ..... 653
RNAV (GPS) Y RWY 29 ..... 654
RNAV (GPS) Z RWY 29 ..... 655
VOR-A ..... 656
JUNIPER VISUAL RWY 23 ..... 657
AIRPORT DIAGRAM ..... 658
DPS ..... REDMOND THREE ..... 659

**RENTON, WA**
**RENTON MUNI(RNT)**
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ALTERNATE MINIMUMS ..... M
STARS ..... CHINS FIVE ..... Z7
GLASR THREE ..... Z13
OLYMPIA TWO ..... Z32
SKYKO ONE ..... Z36
IAPS ..... RNAV (GPS) RWY 34 ..... 660
RNAV (GPS) Y RWY 16 ..... 661
RNAV (GPS) Z RWY 16 ..... 662
AIRPORT DIAGRAM ..... 663
DPS ..... BELLEVUE FOUR ..... 664
RENTN THREE ..... 665

**REXBURG, ID**
**REXBURG-MADISON COUNTY(RXE)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 35 ..... 666
VOR RWY 35 ..... 667

**RICHLAND, WA**
**RICHLAND(RLD)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 26 ..... 668
RNAV (GPS) Y RWY 19 ..... 669
RNAV (GPS) Z RWY 19 ..... 670
LOC RWY 19 ..... 671
VOR/DME-A ..... 672

**RIVERTON, WY**
**CENTRAL WYOMING RGNL(RIW)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 28 ..... 673
RNAV (GPS) RWY 10 ..... 674
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VOR RWY 10 ..... 676
VOR RWY 28 ..... 677
AIRPORT DIAGRAM ..... 678

**ROBERTS FLD**
**---SEE REDMOND, OR**

**ROCK SPRINGS, WY**
**SOUTHWEST WYOMING RGNL(RKS)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 27 ..... 679
RNAV (GPS) RWY 09 ..... 680
RNAV (GPS) RWY 27 ..... 681
VOR RWY 09 ..... 682
VOR/DME RWY 27 ..... 683
AIRPORT DIAGRAM ..... 684

**ROGUE VALLEY INTL/MEDFORD**
**---SEE MEDFORD, OR**




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|---|---|---|
| **RONAN, MT** | | |
| **RONAN(7S0)** | | |
| TAKEOFF MINIMUMS | | L |
| IAPS | RNAV (GPS) RWY 16 | 685 |
| | RNAV (GPS) RWY 34 | 686 |
| DPS | HANIM TWO (RNAV) | 687 |
| | RONAN THREE (RNAV) | 688 |
| **ROSEBURG, OR** | | |
| **ROSEBURG RGNL(RBG)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS)-B | 689 |
| | VOR-A | 690 |
| **ROUNDUP, MT** | | |
| **ROUNDUP(RPX)** | | |
| TAKEOFF MINIMUMS | | L |
| IAPS | RNAV (GPS) RWY 07 | 691 |
| | RNAV (GPS) RWY 25 | 692 |
| **RUBY VALLEY FLD** | | |
| **---SEE TWIN BRIDGES, MT** | | |
| **SALEM, OR** | | |
| **MCNARY FLD(SLE)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| LAHSO | | O |
| IAPS | ILS OR LOC Z RWY 31 | 693 |
| | RNAV (GPS) RWY 13 | 694 |
| | RNAV (GPS) RWY 31 | 695 |
| | LOC Y RWY 31 | 696 |
| | LOC BC RWY 13 | 697 |
| AIRPORT DIAGRAM | | 698 |
| DPS | SALEM FOUR | 699 |
| **SALMON, ID** | | |
| **LEMHI COUNTY(SMN)** | | |
| TAKEOFF MINIMUMS | | L |
| IAPS | RNAV (GPS) RWY 17 | 700 |
| | RNAV (GPS)-D | 701 |
| | VOR/DME-B | 702 |
| DPS | AHEHU THREE (RNAV) | 703 |
| | ORELE ONE (RNAV) | 704 |
| **SANDERSON FLD** | | |
| **---SEE SHELTON, WA** | | |
| **SANDPOINT, ID** | | |
| **SANDPOINT(SZT)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) Y RWY 02 | 705 |
| | RNAV (GPS) Y RWY 20 | 706 |
| | RNAV (GPS) Z RWY 02 | 707 |
| | RNAV (GPS) Z RWY 20 | 708 |
| | RNAV (GPS)-B | 709 |
| **SARATOGA, WY** | | |
| **SHIVELY FLD(SAA)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 05 | 710 |
| | RNAV (GPS) RWY 23 | 711 |
| DPS | TRUMA ONE (OBSTACLE) (RNAV) | 712 |
| **SCAPPOOSE, OR** | | |
| **SCAPPOOSE(SPB)** | | |
| TAKEOFF MINIMUMS | | L |
| DIVERSE VECTOR AREA | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 15 | 714 |
| | LOC/DME RWY 15 | 715 |
| | VOR/DME-A | 716 |
| **SCOBEY, MT** | | |
| **SCOBEY(9S2)** | | |
| TAKEOFF MINIMUMS | | L |
| IAPS | RNAV (GPS) RWY 12 | 717 |




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| **BOEING FLD/KING COUNTY INTL(BFI)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| HOT SPOT | | P |
| STARS | CHINS FIVE | Z7 |
| | GLASR THREE | Z13 |
| | JAWBN SEVEN | Z21 |
| | OLYMPIA TWO | Z32 |
| | SKYKO ONE | Z36 |
| IAPS | ILS OR LOC RWY 14R | 718 |
| | ILS OR LOC RWY 32L | 719 |
| | RNAV (RNP) Z RWY 14R | 720 |
| | RNAV (RNP) Z RWY 32L | 721 |
| | RNAV (GPS) Y RWY 14R | 722 |
| | RNAV (GPS) Y RWY 32L | 723 |
| | HARBOR VISUAL RWY 14R | 724 |
| AIRPORT DIAGRAM | | 725 |
| DPS | CBAIN ONE (RNAV) | 726 |
| | KENT NINE | 727 |
| | NEEDLE TWO | 729 |
| | NRVNA ONE (RNAV) | 730 |

| NAME | PROC | SECT PG |
|---|---|---|
| **SEATTLE, WA** | | |
| **SEATTLE-TACOMA INTL(SEA)** | | |
| TAKEOFF MINIMUMS | | L |
| DIVERSE VECTOR AREA | | L |
| HOT SPOT | | P |
| STARS | CHINS FIVE | Z7 |
| | GLASR THREE | Z13 |
| | HAWKZ EIGHT (RNAV) | Z15 |
| | JAWBN SEVEN | Z21 |
| | MARNR EIGHT (RNAV) | Z29 |
| | OLYMPIA TWO | Z32 |
| | SKYKO ONE | Z36 |
| IAPS | ILS OR LOC RWY 16C | 731 |
| | ILS OR LOC RWY 16L | 733 |
| | ILS OR LOC RWY 16R | 734 |
| | ILS OR LOC RWY 34C | 735 |
| | ILS OR LOC RWY 34L | 736 |
| | ILS OR LOC RWY 34R | 737 |
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| | ILS RWY 16R (SA CAT I) | 740 |
| | ILS RWY 34C (SA CAT I - II) | 741 |
| | ILS RWY 34L (SA CAT I - II) | 742 |
| | ILS RWY 34R (SA CAT I - II) | 743 |
| | ILS RWY 16C (CAT II - III) | 744 |
| | ILS RWY 16L (CAT II - III) | 745 |
| | ILS RWY 16R (CAT II - III) | 746 |
| | RNAV (RNP) Z RWY 16C | 747 |
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| | RNAV (RNP) Z RWY 16R | 750 |
| | RNAV (RNP) Z RWY 34C | 751 |
| | RNAV (RNP) Z RWY 34L | 752 |
| | RNAV (RNP) Z RWY 34R | 753 |
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| | SUMMA TWO | 778 |

**SEATTLE PAINE FLD INTL**
**---SEE EVERETT, WA**

**SHELBY, MT**
**SHELBY(SBX)**

| | | |
|---|---|---|
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 05 | 780 |
| | RNAV (GPS) RWY 23 | 781 |




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| **SHELTON, WA** | | |
| **SANDERSON FLD(SHN)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 05 | 782 |
| | RNAV (GPS) RWY 23 | 783 |
| **SHERIDAN, WY** | | |
| **SHERIDAN COUNTY(SHR)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | ILS OR LOC/DME RWY 33 | 784 |
| | RNAV (GPS) RWY 15 | 785 |
| | RNAV (GPS) RWY 33 | 786 |
| | VOR RWY 15 | 787 |
| AIRPORT DIAGRAM | | 788 |
| **SHER-WOOD** | | |
| **---SEE PLENTYWOOD, MT** | | |
| **SHIVELY FLD** | | |
| **---SEE SARATOGA, WY** | | |
| **SIDNEY, MT** | | |
| **SIDNEY-RICHLAND RGNL(SDY)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 01 | 789 |
| | RNAV (GPS) RWY 19 | 790 |
| AIRPORT DIAGRAM | | 791 |
| **SIDNEY-RICHLAND RGNL** | | |
| **---SEE SIDNEY, MT** | | |
| **SKAGIT RGNL** | | |
| **---SEE BURLINGTON/MOUNT VERNON, WA** | | |
| **SNOHOMISH, WA** | | |
| **HARVEY FLD(S43)** | | |
| TAKEOFF MINIMUMS | | L |
| IAPS | RNAV (GPS)-A | 792 |
| **SOUTH BIG HORN COUNTY** | | |
| **---SEE GREYBULL, WY** | | |
| **SOUTHWEST OREGON RGNL** | | |
| **---SEE NORTH BEND, OR** | | |
| **SOUTHWEST WASHINGTON RGNL** | | |
| **---SEE KELSO, WA** | | |
| **SOUTHWEST WYOMING RGNL** | | |
| **---SEE ROCK SPRINGS, WY** | | |
| **SPOKANE, WA** | | |
| **FELTS FLD(SFF)** | | |
| TAKEOFF MINIMUMS | | L |
| DIVERSE VECTOR AREA | | L |
| ALTERNATE MINIMUMS | | M |
| STARS | HILIE THREE | Z20 |
| | ZOOMR TWO | Z45 |
| IAPS | ILS OR LOC RWY 22R | 793 |
| | RNAV (GPS) RWY 04L | 794 |
| | VOR RWY 04L | 795 |
| AIRPORT DIAGRAM | | 796 |
| DPS | MANITO ONE (OBSTACLE) | 797 |
| | FELTS FOUR | 800 |
| | HAYDEN FOUR | 801 |
| **SPOKANE INTL(GEG)** | | |
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| DIVERSE VECTOR AREA | | L |
| ALTERNATE MINIMUMS | | M |
| STARS | HILIE THREE | Z20 |
| | ZOOMR TWO | Z45 |
| IAPS | ILS OR LOC RWY 03 | 802 |
| | ILS OR LOC RWY 21 | 803 |
| | ILS RWY 03 (SA CAT I) | 804 |
| | ILS RWY 21 (SA CAT I) | 805 |
| | ILS RWY 03 (CAT II - III) | 806 |
| | ILS RWY 21 (CAT II - III) | 807 |
| | RNAV (RNP) Z RWY 03 | 808 |
| | RNAV (RNP) Z RWY 08 | 809 |
| | RNAV (RNP) Z RWY 21 | 810 |
| | RNAV (RNP) Z RWY 26 | 811 |
| | RNAV (GPS) Y RWY 03 | 812 |
| | RNAV (GPS) Y RWY 08 | 813 |
| | RNAV (GPS) Y RWY 21 | 814 |
| | RNAV (GPS) Y RWY 26 | 815 |
| | VOR RWY 03 | 816 |
| | VOR RWY 21 | 817 |
| | RIDDLE HILL VISUAL RWY 08 | 818 |
| AIRPORT DIAGRAM | | 819 |
| DPS | SPOKANE SEVEN | 820 |
| **SPOKANE, WA** | | |
| **---SEE FAIRCHILD AFB** | | |
| **STEVENSVILLE, MT** | | |
| **STEVENSVILLE(32S)** | | |
| TAKEOFF MINIMUMS | | L |
| IAPS | RNAV (GPS)-A | 822 |
| **SUNRIVER, OR** | | |
| **SUNRIVER(S21)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 18 | 823 |
| **TACOMA, WA** | | |
| **TACOMA NARROWS(TIW)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| IAPS | ILS OR LOC RWY 17 | 824 |
| | RNAV (GPS) RWY 17 | 825 |
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| **TACOMA, WA** | | |
| **---SEE MCCHORD FLD** | | |




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**HOT SPRINGS COUNTY(HSG)**
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**TILLAMOOK(TMK)**
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**TILLITT FLD**
**---SEE FORSYTH, MT**

**TOLEDO, WA**
**ED CARLSON MEML FLD/SOUTH LEWIS COUNTY (TDO)**
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RNAV (GPS) RWY 24 ..... 838
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**TORRINGTON, WY**
**TORRINGTON MUNI(TOR)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 10 ..... 840
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NDB RWY 10 ..... 842
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**TRI-CITIES**
**---SEE PASCO, WA**

**TWIN BRIDGES, MT**
**RUBY VALLEY FLD(RVF)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 17 ..... 844
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**TWIN FALLS, ID**
**JOSLIN FLD/MAGIC VALLEY RGNL(TWF)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
LAHSO ..... O
HOT SPOT ..... P
IAPS ..... ILS OR LOC RWY 26 ..... 848
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**VANCOUVER/BOUNDARY BAY**
**---SEE BOUNDARY BAY, BC**

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**WEISER MUNI(S87)**
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IAPS ..... RNAV (GPS)-A ..... 864

**WENATCHEE, WA**
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**YELLOWSTONE(WYS)**
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RNAV (GPS) RWY 01 ..... 877
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**WHEATLAND COUNTY AT HARLOWTON**
**---SEE HARLOWTON, MT**

**WHIDBEY ISLAND NAS (AULT FLD)(KNUW)**
**OAK HARBOR, WA**
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**WHITE SULPHUR SPRINGS, MT**
**WHITE SULPHUR SPRINGS(7S6)**
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**WILBUR(2S8)**
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**WILLIAM R FAIRCHILD INTL**
**---SEE PORT ANGELES, WA**

**WOKAL FLD/GLASGOW-VALLEY COUNTY**
**---SEE GLASGOW, MT**

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RNAV (GPS) RWY 34 ..... 901
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**YAKIMA AIR TRML/MCALLISTER FLD(YKM)**
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**YELLOWSTONE**
**---SEE WEST YELLOWSTONE, MT**

**YELLOWSTONE RGNL**
**---SEE CODY, WY**




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



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.



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### 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**

**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)

25163

## 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)

AMDT 1 15SEP16 (16259) (FAA)

**Rwy 16,** heading as assigned by ATC.
**Rwy 34,** heading as assigned by ATC; requires min. climb of 260' per NM to 1400.

## ASTORIA, OR

ASTORIA RGNL (AST)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 19JUL18 (18200) (FAA)

DEPARTURE PROCEDURE:

See ASTORIA DEPARTURE.

TAKEOFF OBSTACLE NOTES:

**Rwy 8,** bush 57' from DER, 120' left of centerline, 14' MSL.
Fence, bushes, trees beginning 65' from DER, 102' left of centerline, up to 17' AGL/27' MSL.
Fence, bush, trees, beginning 70' from DER, 215' right of centerline, up to 22' MSL.
Trees, building beginning 151' from DER, 76' right of centerline, up to 36' MSL.
Trees beginning 207' right of centerline, up to 41' MSL.
Trees beginning 510' from DER, 79' left of centerline, up to 34' MSL.
Trees beginning 668' from DER, 281' right of centerline, up to 43' MSL.
Trees beginning 815' from DER, 336' right of centerline, up to 52' MSL.
Tree 1112' from DER, 453' right of centerline, 58' MSL.
Trees beginning 3167' from DER, 1145' right of centerline, up to 119' AGL/124' MSL.
**Rwy 14,** pole 44' from DER, 224' left of centerline, 12' AGL/25' MSL.
Tree 354' from DER, 381' left of centerline, 67' MSL.
Tree 524' from DER, 316' right of centerline, 33' MSL.
Trees beginning 571' from DER, 641' left of centerline, up to 87' MSL.
Tree 666' from DER, 544' right of centerline, 78' MSL.
Trees beginning 1255' from DER, 450' right of centerline, up to 121' MSL.
Tree 1792' from DER, 104' left of centerline, 89' MSL.
Tree 2493' from DER, 280' left of centerline, 121' MSL.
Tree 3291' from DER, 312' right of centerline, 154' MSL.
Tree 1.3 NM from DER, 2289' left of centerline, 100' AGL/249' MSL.
Tree 1.5 NM from DER, 2813' left of centerline, 100' AGL/299' MSL.
Tree 1.5 NM from DER, 2950' left of centerline, 100' AGL/349' MSL.
Tree 2.1 NM from DER, 3088' left of centerline, 100' AGL/399' MSL.
Tree 2.3 NM from DER, 2635' left of centerline, 100' AGL/449' MSL.
Tree 2.3 NM from DER, 2875' left of centerline, up to 100' AGL/499' MSL.
**Rwy 26,** terrain 25' from DER, 14' left of centerline, 13' MSL.
Bushes beginning 38' from DER, 241' left of centerline, up to 16' MSL.
Trees and bush beginning 42' from DER, 266' right of centerline, up to 18' AGL/27' MSL.
Traverse way 226' from DER, 439' left of centerline, 24' MSL.
Trees, bush beginning 247' from DER, 372' right of centerline, up to 30' MSL.
Trees beginning 695' from DER, 625' left of centerline, up to 54' MSL.
Tree 736' from DER, 620' right of centerline, 36' MSL.
Tree 1380' from DER, 720' left of centerline, 58' MSL.
Tree 1698' from DER, 702' left of centerline, 73' MSL.
Trees beginning 1975' from DER, 273' left of centerline, up to 92' MSL.
Sign 1982' from DER, 1010' right of centerline, 64' MSL.
Tree 2137' from DER, 490' left of centerline, 93' MSL.
Trees beginning 2239' from DER, 64' left of centerline, up to 102' AGL/107' MSL.
Tree 3051' from DER, 1157' left of centerline, 116' MSL.
Tree 3089' from DER, 849' left of centerline, 122' MSL.
Tree 3140' from DER, 699' left of centerline, 124' MSL.
Trees beginning 3194' from DER, 248' left of centerline, up to 131' AGL/139' MSL.
Trees beginning 4022' from DER, 879' right of centerline, up to 130' MSL.
Trees beginning 4103' from DER, 273' right of centerline, up to 145' MSL.
Trees beginning 4206' from DER, 150' right of centerline, up to 141' AGL/148' MSL.
Trees beginning 4250' from DER, 229' left of centerline, up to 146' MSL.
Trees beginning 4690' from DER, 1267' left of centerline, up to 149' MSL.
Tree 4744' from DER, 1488' left of centerline, 150' MSL.
Trees beginning 4821' from DER, 218' left of centerline, up to 164' MSL.

**CON'T**

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





NW-1, 12 JUN 2025 to 07 AUG 2025

**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.



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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.

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**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**

**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.

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**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.
**CON'T**


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

25163

## 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 heading 175° to intercept CEC VORTAC R-326 to CEC VORTAC.
VCOA:
**All runways,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Brookings airport at or above 3700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 12,** trees beginning 43' from DER, 172' right of centerline, up to 80' AGL/477' MSL.
Tree 43' from DER, 352' left of centerline, 75' AGL/479' MSL.
Trees beginning 78' from DER, 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 121' AGL/777' MSL.
Trees beginning 1 NM from DER, 69' right of centerline, up to 8' AGL/790' MSL.
Trees beginning 1.1 NM from DER, 132' left of centerline, up to 123' AGL/673' MSL.
Trees beginning 1.2 NM from DER, 791' right of centerline, up to 119' AGL/801' MSL.
Trees beginning 1.3 NM from DER, 1387' right of centerline, up to 125' AGL/838' MSL.
Trees building beginning 1.8 NM from DER, 1397' right of centerline, up to 123' AGL/1018' MSL.
Tree 2.2 NM from DER, 1786' left of centerline, 350' AGL/829' MSL.
**CON'T**

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



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**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.




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**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)

25163

**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,** 400-2¾ or std. w/min. climb of 240' per NM to 700.
**Rwy 34,** std. w/min. climb of 210' per NM to 500.
DEPARTURE PROCEDURE:
**Rwy 16,** 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**




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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.


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**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.



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

25163

## 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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**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.

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**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 5606' from DER, 1931' left of centerline, 100' AGL/2325' MSL.
**Rwy 16,** lighting 18' from DER, 112' right of centerline, 2' AGL/2187' MSL.
Tree 344' from DER, 574' left of centerline, 60' AGL/2234' MSL.
Trees, beginning 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 2979' from DER, 632' right of centerline, 114' AGL/2276' MSL.

**CON'T**

**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.



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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.

**CON’T**



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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**



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

25163

## 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.


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## 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**

**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 (16203)
**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**



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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.



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## 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**

**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 NELLL DEPARTURE.
**CON'T**



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## 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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**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.



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

25163



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## 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**

**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,** 300-1¾ or std. w/ min. climb of 217' per NM to 3300.
DEPARTURE PROCEDURE:
**Rwy 3,** climb heading 032° to 3300 then climbing left turn to 8000 direct HVR VOR/DME thence…
**Rwy 8,** climb heading 077° to 3300 then climbing left turn to 8000 via HVR R-025 to HVR VOR/DME thence…
**Rwy 21,** climb heading 212° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence…
**CON'T**



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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 with/min climb of 260' per NM to 600.

DEPARTURE PROCEDURE:
**Rwy 6,** climbing right turn heading 110°:
**Rwy 24,** climb runway heading.
**All aircraft,** climb to 600 continue climb on course.

**HULETT, WY**

HULETT MUNI (W43)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20DEC07 (07354) (FAA)

TAKEOFF MINIMUMS:
**Rwy 13,** std. w/ min. climb of 450' per NM to 6300, or 500-2¼ w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
**Rwy 13,** climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course.
**Rwy 31,** climbing right turn on a heading between 090° clockwise to 115° from DER to 7700 before proceeding on course.

**CON'T**



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**HULETT, WY (CON'T)**

HULETT MUNI (W43) (CON'T)

TAKEOFF OBSTACLE NOTES:

**Rwy 13,** road 398' from DER, 37' left of centerline, 15' AGL/4296' MSL.
Truck on road 1126' from DER, 346' right of centerline, 15' AGL/4334' MSL.
Trees beginning 4945' from DER, across centerline, up to 100' AGL/4657' MSL.
**Rwy 31,** terrain 104' from DER, 420' left of centerline, 4200' MSL.
Terrain 344' from DER, 233' left of centerline, 4207' MSL.

**IDAHO FALLS, ID**

IDAHO FALLS RGNL (IDA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

**Rwy 17,** NA - Environmental.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**JACKSON, WY**

JACKSON HOLE (JAC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 10JUN04 (04162) (FAA)

DEPARTURE PROCEDURE:

**Rwy 1,** use GEYSER DEPARTURE.
**Rwy 19,** use TETON DEPARTURE.

**JEROME, ID**

JEROME COUNTY (JER)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 05SEP24 (24249) (FAA)

TAKEOFF MINIMUMS:

**Rwy 9,** 500-1⅞ 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.
Fence 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.

**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.



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**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.
**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.



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**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.
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.



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**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.

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 beginning105' from DER, 192' right of centerline, up to 7' AGL/1643' MSL.

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**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.
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/2432' MSL.
Tree 72' from DER, 496' right of centerline, 3' AGL/2435' MSL.
Tree 91' from DER, 133' right of centerline, 2437' MSL.

**MALTA, MT**

MALTA (M75)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

DEPARTURE PROCEDURE:

**Rwy 26,** climb heading 257° to 3000 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 8,** wind sock 37' from DER, 433' left of centerline, 12' AGL/2273' MSL.
**Rwy 26,** vehicle on roadway 348' from DER, 507' left of centerline, 15' AGL/2265' MSL.

**MC CALL, ID**

MC CALL MUNI (MYL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20OCT11 (11293) (FAA)

TAKEOFF MINIMUMS:

**Rwy 34**, NA-Obstacles.

DEPARTURE PROCEDURE:

**Rwy 16**, use PEPUC (RNAV) DEPARTURE.



NW-1, 12 JUN 2025 to 07 AUG 2025

**MCCHORD FLD (JOINT BASE LEWIS-MCCHORD) (KTCM)**

TACOMA, WA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

17JUN21 (21168) (USAF)

DEPARTURE PROCEDURE:

**Rwy 16,** track hdg 160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER). Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight.

**Rwy 34,** track hdg 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLE NOTES:

**Rwy 16,** grove of trees 4892' from DER, 1353' left of cntrln, 143' AGL/454' MSL.
Grove of trees 2395' from DER, 1028' right of cntrln, 102' AGL/419' MSL.
Trees 2867' from DER, 1261' left of cntrln, 136' AGL/447' MSL.
Trees 2594' from DER, 1113' left of cntrln, 120' AGL/430' MSL.
Trees 2310' from DER, 957' left of cntrln, 85' AGL/394' MSL.
Trees 2006' from DER, 959' left of cntrln, 83' AGL/392' MSL.
Trees 1758' from DER, 971' left of cntrln, 87' AGL/389' MSL.
**Rwy 34,** tree 2307' from DER, 1038' left of cntrln, 106' AGL/348' MSL.
Tree 3190' from DER, 526' right of cntrln, 121' AGL/370' MSL.
Aircraft 186' from DER, 407' left of cntrln, 65' AGL/317' MSL.
Tree 2260' from DER, 1036' left of cntrln, 64' AGL/343' MSL.
Bldg 1668' from DER, 810' left of cntrln, 40' AGL/321' MSL.

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.
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.
**CON'T**



NW-1, 12 JUN 2025 to 07 AUG 2025

**MC MINNVILLE, OR (CON'T)**

MC MINNVILLE MUNI (MMV) (CON'T)

**Rwy 22,** tree, lighting beginning 1' from DER, 124' right of centerline, up to 191' MSL.
Lighting 42' from DER, 125' left of centerline, 3' AGL/162' MSL.
Tree 283' from DER, 563' left of centerline, 229' MSL.
Trees beginning 314' from DER, 5' left of centerline, up to 255' MSL.
Tree 1285' from DER, 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.

**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.

**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,** 300-1¾ 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.
Tree 2.3 NM from DER, 2038' right of centerline, 648' MSL.
Trees beginning 2.5 NM from DER, 894' right of centerline, up to 767' MSL.

**CON'T**



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NW-1, 12 JUN 2025 to 07 AUG 2025

## NORTH BEND, OR (CON'T)

SOUTHWEST OREGON RGNL (OTH) (CON'T)

**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.
**CON'T**


NW-1, 12 JUN 2025 to 07 AUG 2025

**OLYMPIA, WA (CON'T)**

OLYMPIA RGNL (OLM) (CON'T)

**Rwy 17,** trees beginning 751' from DER, 658' right of centerline, up to 281' MSL.
Trees beginning 1005' from DER, 634' left of centerline, up to 293' MSL.
Trees beginning 1160' from DER, 719' right of centerline, up to 306' MSL.
Trees beginning 1203' from DER, 664' left of centerline, up to 298' MSL.
Trees beginning 1293' from DER, 681' right of centerline, up to 331' MSL.
Trees beginning 1418' from DER, 70' right of centerline, up to 340' MSL.
Trees beginning 1758' from DER, 221' left of centerline, up to 337' MSL.
Trees beginning 1820' from DER, 112' left of centerline, up to 366' MSL.
Trees beginning 3873' from DER, 437' left of centerline, up to 377' MSL.
Trees beginning 3953' from DER, 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.
**CON'T**



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**ONTARIO, OR (CON'T)**

ONTARIO MUNI (ONO) (CON'T)

TAKEOFF OBSTACLE NOTES:

**Rwy 15,** fence beginning 5' from DER, 340' left of centerline, up to 4' AGL/2191' MSL.
Lighting 9' from DER, 39' right of centerline, 2' AGL/2190' MSL.
Fence 19' from DER, 337' left of centerline, 9' AGL/2194' MSL.
Transmission line 582' from DER, 478' right of centerline, 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.
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.

**CON'T**



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## PASCO, WA (CON'T)

TRI-CITIES (PSC) (CON'T)

**Rwy 3R (CON'T),** 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.

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,** 400-2¾ 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.

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.



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**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,** 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.

## 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.

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## 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.

**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.
**T**errain 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**



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

25163

## 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)





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

25163

## 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,** 300-1⅛ 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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## 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 Rawlings 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**



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**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.


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**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,** lt 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.

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

25163

## 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,** lt 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,** lt support structure 10' from DER, 17' right of centerline, 2' AGL/5465' MSL.
Vehicles on road and fence beginning 13' from DER, 255' right of centerline, up to 15' AGL/5473' MSL.
T-l tower 936' from DER, 682' right of centerline, 31' AGL/5490' MSL.
**Rwy 28,** vehicles on road and terrain beginning 18' from DER, 305' left of centerline, up to 15' AGL/5552' MSL.
Vehicles on road beginning 32' from DER, 281' right of centerline, up to 15' AGL/5538' MSL.
Building 956' from DER, 287' right of centerline, 4' AGL/5545' MSL.
NAVAID 1002' from DER, 2' left of centerline, 7' AGL/5546' MSL.
Vehicle on road 1074' from DER, 5' right of centerline, up to 15' AGL/5555' MSL.
Vehicles on road and terrain beginning 1300' from DER, 111' right of centerline, up to 15' AGL/5580' MSL.
Terrain beginning 1796' from DER, crossing centerline, up to 5571' MSL.
Vehicles on road and fence beginning 2497' from DER, crossing centerline, up to 15' AGL/5594' MSL.
Vehicles on road beginning 2067' from DER, 754' left of centerline, up to 15' AGL/5597' MSL.
Poles beginning 1987' from DER, 365' left of centerline, up to 28' AGL/5611' MSL.
T-l towers and catenaries beginning 3401' from DER, crossing centerline, up to 72' AGL/5656' MSL.
Antenna and pole beginning 5656' from DER, 1594' right of centerline, up to 50' AGL/5682' MSL.
Tower 5972' from DER, 1848' left of centerline, 64' AGL/5679' MSL.

## 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**



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## 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**



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**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,** 400-1¾ 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**



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## 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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**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.

**CON'T**



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**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.


NW-1, 12 JUN 2025 to 07 AUG 2025

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

25163

## SEATTLE, WA

### BOEING FLD/KING COUNTY INTL (BFI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 14SEP17 (21112)

TAKEOFF MINIMUMS:

**Rwy 14L,** 500-2¾ 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,** 400-1⅞ 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)





NW-1, 12 JUN 2025 to 07 AUG 2025

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

25163

## 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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## 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 MEA/MCA 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.

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**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.

**CON'T**

## 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, 12 JUN 2025 to 07 AUG 2025

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

25163

## 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)





NW-1, 12 JUN 2025 to 07 AUG 2025

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

25163

## 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.




NW-1, 12 JUN 2025 to 07 AUG 2025

**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. **CON'T**

**TACOMA, WA**

TACOMA NARROWS (TIW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 06SEP01 (01249) (FAA)

TAKEOFF MINIMUMS:

**Rwy 35**, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE:

**Rwy 17,** turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC.

**Rwy 35,** turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

**THE DALLES, OR**

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12DEC13 (13346) (FAA)

DEPARTURE PROCEDURE:

Use DALLES DEPARTURE.

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

25163

**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.

**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.

**CON'T**





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**TWIN BRIDGES, MT (CON'T)**

RUBY VALLEY FLD (RVF) (CON'T)

**Rwy 35 (CON'T),** 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.

**WALLA WALLA, WA**

WALLA WALLA RGNL (ALW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:
**Rwy 2,** 300-1⅝ 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.

**CON'T**



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**WALLA WALLA, WA (CON'T)**

WALLA WALLA RGNL (ALW) (CON'T)

**Rwy 2 (CON'T),** 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 TARGY DEPARTURE.

**WHEATLAND, WY**

PHIFER AIRFIELD (EAN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30JAN20 (20030) (FAA)

DEPARTURE PROCEDURE:
Use SLATR (RNAV) departure.
TAKEOFF OBSTACLE NOTES:
**Rwy 26,** vehicles on road 7' from DER, 153' right of centerline, 4781' MSL.
Buildings, pole, fence, vertical point beginning 18' from DER, 186' left of centerline, up to 17' AGL/4796' MSL.
Vehicles on road 60' from DER, 150' right of centerline, 4786' MSL.
Trees, vehicles on road beginning 61' from DER, 151' right of centerline, up to 4814' MSL.
Pole, fence, terrain, tank, vehicles on road, tree beginning 149' from DER, 137' left of centerline, up to 25' AGL/4804' MSL.
Trees, poles beginning 365' from DER, 7' right of centerline, up to 4823' MSL.
Poles beginning 562' from DER, 353' left of centerline, up to 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.
**CON'T**



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**WHEATLAND, WY (CON'T)**

PHIFER AIRFIELD (EAN) (CON'T)

**Rwy 26 (CON'T),** 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.

**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.

**CON'T**



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**WORLAND, WY (CON'T)**

WORLAND MUNI (WRL) (CON'T)

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.


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INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. ANA 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 ANA designation are not listed in this section. A designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

**Alternate Minima (ref: 14 CFR 91.169)**

| | Precision Approach | Non-Precision Approach |
|---|---|---|
| Standard | **600-2** | **800-2** |
| ANon-Standard or restrictions | As indicated below | As indicated below |
| Helicopters | For the selected approach:<br>Ceiling: 200' above published ceiling<br>Visibility: the greater of 1 SM visibility or the published visibility | |
| US Military<br>(USA/USN/USAF) | See Service Regulations | |

***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).

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NAME — ALTERNATE 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 26**[1]
**RNAV (GPS) Rwy 8**[2]
**RNAV (GPS) Rwy 26**[3]
**VOR Rwy 8**[12]
[1]NA when local weather not available.
[2]Category C, 1100-3; Category D, 1200-3.
[3]Categories A, B, 900-2; Category C, 1100-3; Category D, 1200-3.

**AURORA, OR**

AURORA STATE (UAO)……**LOC Rwy 17**[1]
**RNAV (GPS) Rwy 17**[2]
**RNAV (GPS) Rwy 35**[2]
NA when local weather not available.
[1]Categories C, D, 800-2½.
[2]Category D, 800-2¼.

NAME — ALTERNATE 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 13**[1]
**VOR-A**[23]
**VOR/DME Rwy 13**[45]
[1]Categories A, B, 900-2; Category C, 1200-3; Category D, 1400-3.
[2]NA when local weather not available.
[3]Categories A, B, 1900-2; Categories C, D, 1900-3.
[4]Category D, 900-2¾.
[5]NA when control zone not in effect.

**BELLINGHAM, WA**

BELLINGHAM INTL (BLI)……**ILS or LOC Rwy 16**[1]
**RNAV (GPS) Y Rwy 16**[2]
**RNAV (GPS) Y Rwy 34**[2]
**RNAV (RNP) Z Rwy 34**
NA when local weather not available.
[1]LOC, Category D, 1000-3.
[2]Category D, 1000-3

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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 28R[1]**
**ILS Y or LOC Y Rwy 10L[1]**
**RNAV (GPS) Rwy 7[2]**
**RNAV (GPS) Rwy 10L[2]**
**RNAV (GPS) Rwy 25[2]**
**RNAV (GPS) Y Rwy 28R[2]**
[1]LOC, Category D, 1000-3.
[2]Category D, 1000-3.

**BOISE, ID**

BOISE AIR TRML/GOWEN
FLD (BOI)……..…..…..…..**ILS or LOC Rwy 28R[1]**
**ILS Y or LOC Y Rwy 10R[2]**
**RNAV (GPS) Y Rwy 10L[3]**
**RNAV (GPS) Y Rwy 10R[3]**
**RNAV (GPS) Y Rwy 28L[3]**
**RNAV (GPS) Y Rwy 28R[4]**
**VOR or TACAN Rwy 10L[5]**
**VOR Y or TACAN Y Rwy 28L[5]**
[1]LOC, Categories A, B 900-2, Category C 900-2½, Category D 1000-3.
[2]LOC, Category C, 800-2¼; Category D, 1000-3.
[3]Category C, 800-2¼; Category D, 1000-3.
[4]Category C, 900-2½; Category D, 1000-3.
[5]Category C, 800-2¼; Category D, 1000-3; Category E, 1100-3.

NAME ALTERNATE MINIMUMS

**BOZEMAN, MT**

BOZEMAN YELLOWSTONE
INTL (BZN)……**ILS or LOC Rwy 12[12]**
**RNAV (GPS)-A[3]**
**RNAV (GPS) Y Rwy 12[4]**
**RNAV (GPS) Y Rwy 30[5]**
**VOR Rwy 12[6]**
[1]LOC, Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1600-2; Category C, 1600-3; Category D, 1900-3.
[4]Category D, 900-3.
[5]Category D, 900-2¾.
[6]Categories A, B, 1000-2; Categories C, D, 1000-3.

**BREMERTON, WA**

BREMERTON
NTL (PWT)…..…..…..…..**ILS or LOC Rwy 20[1]**
**RNAV (GPS) Rwy 2[2]**
**RNAV (GPS) Rwy 20[3]**
NA when local weather not available.
[1]LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2½.
[3]Categories 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 31[1]**
NA when local weather not available.
[1]Category 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.

**BUTTE, MT**

BERT MOONEY (BTM)……**RNAV (GPS) Rwy 15[1]**
**VOR-A[2]**
[1]Categories A, B, 1300-2; Categories C, D, 1600-3.
[2]Categories A, B, 1600-2; Categories C, D, 1600-3.

NAME ALTERNATE MINIMUMS

**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 3[12]**
**RNAV (GPS) Rwy 3[3]**
**RNAV (GPS) Rwy 8[3]**
**RNAV (GPS) Rwy 21[3]**
**RNAV (GPS) Rwy 26[3]**
**VOR/DME Rwy 21[3]**
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Categories A, B, 900-2;
Category C, 900-2½; Category D, 900-2¾.
[3]Category 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 27[1]**
**RNAV (GPS) Rwy 9[2]**
**RNAV (GPS) Rwy 13[2]**
**RNAV (GPS) Rwy 27[2]**
**RNAV (GPS) Rwy 31[2]**
**VOR or TACAN-A[2]**
[1]ILS, Category C, 800-2; Category D, 800-2½;
LOC, Category D, 800-2½.
[2]Category D, 800-2½.

**CODY, WY**
YELLOWSTONE
RGNL (COD).....**RNAV (GPS) Rwy 4[1]**
**RNAV (GPS) Rwy 22[2]**
**RNAV (GPS)-B[3]**
**VOR-A[4]**
NA when local weather not available.
[1]Categories A, B, C, 900-2½; Category D, 1900-3.
[2]Category C, 900-2½; Category D, 1900-3.
[3]Categories A, B, 1100-2; Category C, 1100-3;
Category D, 1900-3.
[4]Category B, 900-2; Category C, 900-2½;
Category D, 1900-3.

**COEUR D'ALENE, ID**
COEUR D'ALENE/PAPPY BOYINGTON
FLD (COE).....**ILS or LOC Rwy 6[1]**
**RNAV (GPS) Rwy 2[2]**
**RNAV (GPS) Rwy 6[3]**
NA when local weather not available.
[1]LOC, Category D, 900-2¾.
[2]Category D, 1700-3.
[3]Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

**CORVALLIS, OR**
CORVALLIS
MUNI (CVO).....**ILS or LOC Rwy 17[1]**
**RNAV (GPS) Rwy 17[23]**
**RNAV (GPS) Rwy 35[23]**
**VOR Rwy 17[23]**
**VOR-A[4]**
[1]LOC, Category D, 900-2½.
[2]NA when local weather not available.
[3]Category D, 900-2¾.
[4]Categories 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 17[2]**
**RNAV (GPS) Rwy 35[2]**
**VOR-A[1]**
**VOR/DME-B[2]**
[1]Categories A, B, 2900-2; Categories C, D,
2900-3.
[2]Category 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 29[1]**
**VOR Rwy 29[2]**
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 900-3.
[2]Categories A, B, 1100-2; Categories C, D,
1100-3.

**DRIGGS, ID**
DRIGGS/REED
MEML (DIJ).....**RNAV (GPS) Rwy 4[1]**
**RNAV (GPS)-A**
Category D, 1200-3.
[1]NA when local weather not available.

**DUBOIS, WY**
DUBOIS MUNI (DUB).....**RNAV (GPS) Rwy 29**
Categories A, B, 1500-2½; Category C, 1600-3.



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NAME ALTERNATE MINIMUMS

**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)-C**[1]
**VOR-B**[2]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[2]Category A, 1500-2.

**ENNIS, MT**
ENNIS BIG SKY (EKS)..……**RNAV (GPS) Rwy 16**[1]
**RNAV (GPS) Rwy 34**[2]
[1]Categories A, B, C, D, 1200-5.
[2]Categories A, B, 900-2; Categories C, D, 900-2½.

**EPHRATA, WA**
EPHRATA MUNI (EPH)……...**RNAV (GPS) Rwy 3**[1]
**RNAV (GPS) Rwy 21**[2]
**VOR Rwy 21**[1]
NA when local weather not available.
[1]Category D, 1300-3.
[2]Category C, 800-2¼; Category D, 1300-3.

**EUGENE, OR**
MAHLON SWEET
FLD (EUG)……..…..**ILS or LOC Rwy 16L**[1]
**ILS or LOC Rwy 16R**[1]
**RNAV (GPS) Y Rwy 16L**[23]
**RNAV (GPS) Y Rwy 16R**[2]
**RNAV (GPS) Y Rwy 34L**[2]
**RNAV (GPS) Y Rwy 34R**[2]
**VOR or TACAN Rwy 34L**[2]
[1]LOC, Category D, 800-2½.
[2]Category D, 800-2½ .
[3]NA when local weather not available.

**EVANSTON, WY**
EVANSTON-UINTA COUNTY BURNS
FLD (EVW)…..……**ILS or LOC/DME Rwy 23**[1]
**RNAV (GPS) Rwy 23**[2]
[1]LOC, Category D, 900-2¾.
[2]Category D, 900-2¾.

**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.

NAME ALTERNATE MINIMUMS

**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 34**[12]
**RNAV (GPS) Rwy 16**[3]
**RNAV (GPS) Rwy 34**[4]
**VOR Rwy 16**[5]
[1]NA when local weather not available, NA when airport unattended.
[2]LOC, Categories A, B, 900-2; Categories C, D, 1100-3.
[3]Category A, 800-1⅞; Category B, 900-1⅞; Categories C, D, 1100-3.
[4]Categories A, B, C, D, 1200-4.
[5]Category 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 12**[1]
**VOR Rwy 30**
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**GLENDIVE, 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.

**GRANGEVILLE, ID**
IDAHO COUNTY (GIC)……..**RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 26**[1]
NA when local weather not available.
[1]Category 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.


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**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 3[1]**
**RNAV (GPS) Rwy 17[2]**
**RNAV (GPS) Rwy 35[2]**
**RNAV (GPS) Y Rwy 3[2]**
**RNAV (GPS) Y Rwy 21[2]**
**VOR Rwy 21[2]**
[1]ILS, Category C, 700-2; Category D, 800-2¼;
LOC, Category D, 800-2¼.
[2]Category 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 31[1]**
**RNAV (GPS) Y Rwy 31[2]**
[1]Categories A, B, 1700-2; Categories C, D, 1700-3.
[2]Categories 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.

**HAVRE, MT**
HAVRE CITY-
COUNTY (HVR)……..…**RNAV (GPS) Rwy 8[1]**
**RNAV (GPS) Rwy 26[1]**
**VOR Rwy 8[1]**
**VOR Rwy 26[2]**
[1]Category C, 800-2¼; Category D, 1200-3.
[2]Categories A, B, 900-2; Category C, 900-2¾;
Category D, 1200-3.

NAME ALTERNATE MINIMUMS

**HELENA, MT**
HELENA
RGNL (HLN)……..…**ILS Y or LOC Y Rwy 27[12]**
**ILS Z or LOC Z Rwy 27[13]**
**LOC BC-C[14]**
**RNAV (GPS) X Rwy 27[5]**
**RNAV (GPS) Y Rwy 9[6]**
**RNAV (RNP) Z Rwy 27[7]**
**VOR-A[8]**
**VOR-B[9]**
[1]NA when control tower closed.
[2]LOC, Categories A, B, 1800-2;
Categories C, D, E, 2200-3.
[3]LOC, Categories A, B, 1800-2;
Categories C, D, E, 2100-3.
[4]Categories A, B, 1300-2; Category C, 2200-3.
[5]Categories A, B, 1100-2½;
Categories C, D, 2200-3.
[6]Categories A, B, 1400-2;
Categories C, D, 2200-3.
[7]Categories A, B, C, D, 1000-4.
[8]Categories A, B, 3400-2;
Categories C, D, 3400-3.
[9]Category 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 24[1]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 24[3]**
**VOR Rwy 6[2]**
[1]LOC, Category C, 800-2¼.
[2]Category C, 800-2¼; Category D, 900-2¾.
[3]Category C, 800-2¼.

**HULETT, WY**
HULETT
MUNI (W43)…….....**RNAV (GPS)-A**
**RNAV (GPS) Rwy 13[1]**
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½;
Category D, 1200-3.

**IDAHO FALLS, ID**
IDAHO FALLS
RGNL (IDA)……**ILS or LOC Rwy 21[14]**
**LOC BC Rwy 3[12]**
**RNAV (GPS) Y Rwy 3[34]**
**RNAV (GPS) Y Rwy 21[34]**
**RNAV (RNP) Z Rwy 3[4]**
**RNAV (RNP) Z Rwy 21[4]**
**VOR Rwy 3[3]**
**VOR Rwy 21[3]**
[1]LOC, Category D, 800-2¼; Category E, 800-2½.
[2]NA when control tower closed.
[3]Category D, 800-2¼;
[4]NA when local weather not available.



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**JACKSON, WY**
JACKSON
HOLE (JAC)……**ILS Y or LOC Y Rwy 19[1]**
**ILS Z or LOC Z Rwy 19[2]**
**RNAV (GPS) X Rwy 1[3]**
**RNAV (GPS) Z Rwy 19[4]**
**RNAV (RNP) Y Rwy 1,** 1000-4
**VOR Rwy 1[5]**
**VOR Rwy 19[6]**
[1]LOC, Categories A, B, 1100-2; Categories C, D, 1100-3.
[2]LOC, Category C, 1000-3.
[3]Categories A, B, C, D, 1200-4.
[4]Category C, 1000-3.
[5]Categories A, B, 1400-2; Categories C, D, 1400-3.
[6]Categories A, B, 1500-2; Categories C, D, 1500-3.

**JEROME, ID**
JEROME
COUNTY (JER)……..**RNAV (GPS) Rwy 9[1]**
**RNAV (GPS) Rwy 27[2]**
**VOR-A**
NA when local weather not available.
[1]Categories C, D, 900-2½.
[2]Categories 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.

**KALISPELL, MT**
GLACIER PARK
INTL (GPI)……**ILS or LOC Rwy 2[1]**
**RNAV (GPS) Rwy 30[2]**
**RNAV (GPS) Z Rwy 2[2]**
**RNAV (RNP) Y Rwy 2[3]**
**VOR/DME Rwy 30[2]**
[1]LOC, Category A, B, 1500-2; Category C, D, 1500-3.
[2]Category D, 800-2½.
[3]NA 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 32[1]**
**RNAV (GPS) Rwy 14[2]**
**RNAV (GPS) Rwy 32[2]**
**VOR/DME or TACAN Rwy 14[3]**
**VOR/DME or TACAN Rwy 32[3]**
[1]LOC, Category B, 900-2; Category C, 1400-3; Category D, 1600-3.
[2]Categories A, B, 900-2; Category C, 1400-3; Category D, 1600-3.
[3]Category 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.

**LAUREL, MT**
LAUREL
MUNI (6S8)……..**RNAV (GPS) Rwy 4[1]**
**RNAV (GPS) Rwy 22[1]**
**VOR Rwy 22[23]**
[1]Category D, 800-2¼.
[2]Categories A, B, 900-2; Category C, 1000-2¾; Category D, 1100-3.
[3]NA when local weather not available.

**LEWISTON, ID**
LEWISTON/NEZ PERCE
COUNTY (LWS)……..**ILS Rwy 26[12]**
**RNAV (GPS) Y Rwy 8[3]**
**RNAV (GPS) Y Rwy 26[3]**
**RNAV (RNP) Z Rwy 8[2]**
**RNAV (RNP) Z Rwy 26[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category C, 900-2½; Category D, 1100-3.


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**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 22**[1]
**VOR/DME-B**[2]
[1]Category C, 800-2¼; Category D, 2100-3.
[2]Categories A, B, 900-2; Category C, 900-2¾.

**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 16**[1]
**RNAV (GPS) Rwy 34**[23]
[1]Categories A, B, 1000-2; Category C, 1200-3.
[2]Category B, 900-2; Category C, 1200-3; Category D, 1700-3.
[3]NA when local weather not available.

**MC MINNVILLE, OR**
MC MINNVILLE
MUNI (MMV)……**ILS or LOC Rwy 22**[1]
**RNAV (GPS) Rwy 4**[2]
**RNAV (GPS) Rwy 22**
**VOR/DME-B**[3]
NA when local weather not available.
[1]LOC, Category C, 800-2¼; Category D, 1200-3.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 1200-3.

**MEDFORD, OR**
ROGUE VALLEY INTL/
MEDFORD (MFR)…..……**ILS or LOC Rwy 14**[12]
**LOC/DME BC-B**[23]
**RNAV (GPS)-D**[3]
**RNAV (GPS) Y Rwy 14**[4]
**VOR-A**[5]
**VOR/DME-C**[3]
**VOR/DME Rwy 14**[5]
[1]ILS, Categories A, B, C, D, 700-2; LOC, Category C, 800-2½; Category D, 1100-3.
[2]NA when control tower closed.
[3]Categories A, B, 2300-2; Categories C, D, 2300-3.
[4]Categories A, B, 1300-2; Category C, 2000-3; Category D, 2200-3.
[5]Categories A, B, 1400-2; Category C, D, 1400-3.

NAME ALTERNATE MINIMUMS

**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 12**[1]
**RNAV (GPS)-D**[2]
**RNAV (GPS) Y Rwy 12**[3]
**RNAV (RNP) Rwy 30**[4]
**RNAV (RNP) Z Rwy 12**[4]
**VOR-A**[5]
**VOR-B**[6]
[1]NA when control tower closed.
[2]Category A, 1100-2; Category B, 1500-2; Category C, 1500-3; Category D, 2000-3.
[3]Category A, 1400-2; Category B, 1500-2; Category C, 1500-3; Category D, 2000-3.
[4]NA when local weather not available.
[5]Categories A, B, 2000-2; Categories C, D, 2000-3.
[6]Categories A, B, 1800-2; Category C, 1800-3; Category D, 2000-3.

**MOSES LAKE, WA**
GRANT COUNTY
INTL (MWH)……**ILS or LOC Rwy 32R**[1]
**NDB Rwy 32R**[2]
**RNAV (GPS) Y Rwy 4**[1]
**RNAV (GPS) Y Rwy 14L**[1]
**RNAV (GPS) Y Rwy 22**[1]
**RNAV (GPS) Y Rwy 32R**[1]
**RNAV (RNP) Z Rwy 4**[1]
**RNAV (RNP) Z Rwy 22**[1]
**RNAV (RNP) Z Rwy 32R**[1]
**VOR Rwy 4**[2]
**VOR-1 Rwy 14L**[23]
**VOR-3 Rwy 14L**[2]
**VOR Rwy 22**[2]
**VOR Rwy 32R**[2]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D 800-2¼.

**NAMPA, ID**
NAMPA
MUNI (MAN)……..**RNAV (GPS) Rwy 11**
**RNAV (GPS)-B**[1]
Category D, 800-2¼.
[1]NA when local weather not available.

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NAME ALTERNATE MINIMUMS

**NEWCASTLE, WY**
MONDELL FLD (ECS)……..**RNAV (GPS) Rwy 14**[2]
**RNAV (GPS ) Rwy 32**[3]
**VOR Rwy 32**[1]
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 800-2¼; Category D, 900-2¾.
[3]Category D, 900-2¾.

**NEWPORT, OR**
NEWPORT MUNI (ONP)…..**RNAV (GPS) Rwy 16**[12]
**RNAV (GPS ) Rwy 34**[2]
**VOR-A**[3]
[1]NA when local weather not available.
[2]Category B, 900-2; Category C, 1300-3; Category D, 1500-3.
[3]Categories A, B, 900-2; Category C, 1300-3; Category D, 1500-3.

**NORTH BEND, OR**
SOUTHWEST OREGON RGNL (OTH)…...**COPTER ILS Y or LOC Y Rwy 5**[1]
**ILS Z or LOC Z Rwy 5**[12]
**RNAV (GPS) Y Rwy 5**[3]
**VOR-B**[3]
[1]NA when local weather not available.
[2]LOC, Category B, 900-2; Category C, 1100-3, Category D, 1200-3.
[3]Category B, 900-2; Category C, 1100-3, Category D, 1200-3.

**OAK HARBOR, WA**
DELAURENTIS (OKH)……..**RNAV (GPS) Rwy 7**
NA when local weather not available.

**OLYMPIA, WA**
OLYMPIA RGNL (OLM)..……**ILS or LOC Rwy 17**[12]
**RNAV (GPS) Rwy 17**[3]
**RNAV (GPS) Rwy 35**[3]
**VOR Rwy 35**[3]
**VOR-A**[3]
[1]NA when tower closed.
[2]ILS, Category B, 700-2; Category C, 900-2½; Category D, 900-2¾; LOC, Category C, 900-2½; Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 900-2¾.

**ONTARIO, OR**
ONTARIO MUNI (ONO)..……**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
NA when local weather not available.
Category C, 1000-2¾; Category D, 1100-3.

**PARIS, ID**
BEAR LAKE COUNTY (1U7)…….....**RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 28**
NA when local weather not available.
Category C, 800-2¼; Category D, 1300-3.

NAME ALTERNATE MINIMUMS

**PASCO, WA**
TRI-CITIES (PSC)……..**ILS or LOC Rwy 21R**[12]
**RNAV (GPS) Y Rwy 3L**[3]
**RNAV (GPS) Y Rwy 12**[3]
**RNAV (GPS) Y Rwy 21R**[3]
**RNAV (GPS) Y Rwy 30**[3]
**VOR Rwy 21R**[3]
**VOR Rwy 30**[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

**PENDLETON, OR**
EASTERN OREGON RGNL AT PENDLETON (PDT)…...……**ILS or LOC Rwy 26**[12]
**RNAV (GPS) Rwy 8**[3]
**RNAV (GPS) Rwy 11**[3]
**RNAV (GPS) Rwy 26**[3]
**RNAV (GPS) Rwy 29**[3]
**VOR Rwy 8**[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

**PINE BLUFFS, WY**
PINE BLUFFS MUNI (82V)…….....**RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 26**
NA when local weather not available.

**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 21**[12]
**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
**VOR Rwy 3**
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category E, 800-2¼.

**PORT ANGELES, WA**
PORT ANGELES CGAS (NOW)……..**COPTER RNAV (GPS) Rwy 26**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**PORT ANGELES, WA (CON'T)**
WILLIAM R FAIRCHILD
INTL (CLM)..... **ILS or LOC Rwy 9[1]**
**RNAV (GPS) Rwy 9[2]**
**RNAV (GPS) Rwy 27[2]**
NA when local weather not available.
[1]LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

**PORT TOWNSEND, WA**
JEFFERSON COUNTY
INTL (0S9)..... **RNAV (GPS)-A**
NA when local weather not available.
Categories A, B, 900-2.

**PORTLAND, OR**
PORTLAND
INTL (PDX)..... **ILS or LOC Rwy 10L[1]**
**ILS or LOC Rwy 10R[2]**
**ILS or LOC Rwy 28L[3]**
**ILS or LOC Rwy 28R[3]**
**LOC/DME Rwy 21[4]**
**RNAV (GPS) Y Rwy 10L[4]**
**RNAV (GPS) Y Rwy 10R[4]**
**RNAV (GPS) X Rwy 28L[4]**
**RNAV (GPS) X Rwy 28R[4]**
**TACAN Rwy 28L[5]**
**VOR-A[6]**
[1]LOC, Categories C, D, 1100-3; Category E, 1200-3.
[2]LOC, Categories A, B, 900-2; Categories C, D, 1100-3; Category E, 1200-3.
[3]ILS, 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.
[4]Categories C, D, 1100-3.
[5]Categories C, D, 1100-3; Category E, 1200-3.
[6]Categories A, B, 1000-2; Categories C, D, 1100-3.

PORTLAND-
HILLSBORO (HIO)..... **ILS or LOC Rwy 13R[12]**
**RNAV (GPS) Rwy 13R[34]**
**RNAV (GPS) Rwy 31L[34]**
[1]NA when control tower closed.
[2]LOC, Categories A, B, 1500-2; Categories C, D, 1500-3.
[3]Category D, 800-2½.
[4]NA 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.

NAME ALTERNATE MINIMUMS

**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 5[1]**
**RNAV (GPS) Rwy 5[2]**
**RNAV (GPS) Y Rwy 23**
**VOR Rwy 5[2]**
NA when local weather not available.
[1]LOC, Category D, 900-2¾.
[2]Category D, 900-2¾.

**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 23[13]**
**RNAV (GPS) Rwy 11[1]**
**RNAV (GPS) Y Rwy 5[1]**
**RNAV (GPS) Y Rwy 23[2]**
**RNAV (GPS) Z Rwy 29[1]**
**VOR-A[12]**
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3] LOC, 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 35[12]**
**VOR Rwy 35[3]**
[1]NA when local weather not available.
[2]Category C, 900-2½; Category D, 900-3.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.


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NAME ALTERNATE MINIMUMS

**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.

**ROCK SPRINGS, WY**
SOUTHWEST WYOMING
RGNL (RKS)……**ILS or LOC Rwy 27**[1]
**RNAV (GPS) Rwy 9**[2]
**RNAV (GPS) Rwy 27**[2]
[1]LOC, Category D, 800-2½.
[2]Category 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 31**[12]
**LOC BC Rwy 13**[13]
**LOC Y Rwy 31**[13]
**RNAV (GPS) Rwy 13**[3]
**RNAV (GPS) Rwy 31**[14]
[1]NA when local weather not available.
[2]LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 1100-3.
[3]Category C, 900-2½; Category D, 1100-3.
[4]Category C, 800-2¼; Category D, 1100-3.

**SANDPOINT, ID**
SANDPOINT (SZT)……**RNAV (GPS) Y Rwy 2**[12]
**RNAV (GPS) Y Rwy 20**[13]
**RNAV (GPS) Z Rwy 2**[14]
**RNAV (GPS) Z Rwy 20**[1]
**RNAV (GPS)-B**[5]
[1]NA when local weather not available.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1300-2; Category C, 1300-3.
[4]Categories A, B, 1000-2; Category C, 1000-3.
[5]Categories 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, 900-2¾.

**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, 900-2½.

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, 1000-2¾; 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, 800-½.

**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 33**[1]
**RNAV (GPS) Rwy 15**[2]
**RNAV (GPS) Rwy 33**[2]
**VOR Rwy 15**[2]
[1]ILS, Category B, 700-2; Category C, 900-2½; Category D, 1200-3; LOC, Category C, 900-2 ½; Category D, 1200-3.
[2]Category C, 900-2 ½; Category D, 1200-3.

**SIDNEY, MT**
SIDNEY-RICHLAND
RGNL (SDY)……**RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 19**[1]
Category D, 900-2¾.
[1]NA when local weather not available.

**SPOKANE, WA**
FELTS FLD (SFF)……**ILS or LOC Rwy 22R**[1]
**RNAV (GPS) Rwy 4L**[2]
**VOR Rwy 4L**[3]
NA when local weather not available.
[1]LOC, Categories A, B, 900-2; Category C, 1200-3.
[2]Categories A, B, 900-2½; Category C, 1200-3; Category D, 1500-3.
[3]Categories A, B, 1100-2; Categories C, 1200-3; Category D, 1500-3.


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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 17**[1]
**RNAV (GPS) Rwy 17**[12]
**RNAV (GPS) Rwy 35**[23]
[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA 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 10**[1]
**NDB Rwy 28**[2]
**RNAV (GPS) Rwy 10**[3]
**RNAV (GPS) Rwy 28**[3]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-2¾.
[2]Category D, 800-2¼.
[3]Category 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, 800-2¼.

NAME ALTERNATE MINIMUMS

**TWIN FALLS, ID**
JOSLIN FLD/MAGIC VALLEY
RGNL (TWF)……**ILS or LOC Rwy 26**[12]
**RNAV (GPS) Rwy 8**[3]
**RNAV (GPS) Rwy 26**[4]
**VOR Rwy 8**[5]
**VOR Rwy 26**
**VOR/DME Rwy 8**[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category C, 1000-2¾; Categories D, E,
1000-3.
[3]Category C, 1000-2¾; Category D, 1000-3.
[4]Categories C, D, 1100-3.
[5]Categories A, B, 1000-2; Category C, 1000-2¾;
Categories D, 1000-3.

**VANCOUVER, WA**
PEARSON FLD (VUO)……..……**RNAV (GPS)-B**
NA when local weather not available.

**WALLA WALLA, WA**
WALLA WALLA
RGNL (ALW)……..…**ILS or LOC Rwy 20**[12]
**RNAV (GPS) Rwy 2**[3]
**RNAV (GPS) Rwy 20**[4]
**VOR Rwy 2**[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category C, 1000-2¾;
Category D, 1200-3.
[3]Category C, 1000-2¾; Category D, 1200-3.
[4]Categories A, B, 1000-2; Category C, 1000-3;
Category D, 1200-3.

**WENATCHEE, WA**
PANGBORN
MEML (EAT)…….....**ILS Y Rwy 12**, 1300-4
**ILS Z Rwy 12**[1]
**RNAV (RNP) Rwy 12**, 1200-5
**VOR-A**[2]
**VOR-B**[3]
[1]NA when local weather not available.
[2]Categories A, B, 2000-2; Category C, 2000-3;
Category D, 2700-3.
[3]Categories A, B, 1500-2; Category C, 2000-3;
Category D, 2700-3.

**WHEATLAND, WY**
PHIFER
AIRFIELD (EAN)…….....**RNAV (GPS) Rwy 26**
NA when local weather not available.

**WHITE SULPHUR SPRINGS, MT**
WHITE SULPHUR
SPRINGS (7S6)……..**RNAV (GPS) Rwy 1**[1]
**RNAV (GPS) Rwy 19**[2]
[1]Category B, 900-2; Category C, 900-2¾;
Category D, 900-3.
[2]Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-2¾.

| NAME | ALTERNATE MINIMUMS | NAME | ALTERNATE MINIMUMS |
|---|---|---|---|

**WOLF POINT, MT**

L.M. CLAYTON (OLF)……..**RNAV (GPS) Rwy 11**
**RNAV (GPS) Rwy 29**
NA when local weather not available.
Category D, 800-2½.

**WORLAND, WY**

WORLAND
MUNI (WRL)……..…..**RNAV (GPS) Rwy 16**[1]
**RNAV (GPS) Rwy 34**[1]
**VOR Rwy 16**[2]
NA when local weather not available.
[1]Category D, 800-2½.
[2]Categories A, B, 900-2;
Categories C, D, 900-2½.

**YAKIMA, WA**

YAKIMA AIR TRML/MCALLISTER
FLD (YKM)……..…….....**ILS or LOC Rwy 27**[1]
**LOC/DME BC-B**[23]
**RNAV (GPS) X Rwy 27**[4]
**RNAV (RNP) Rwy 9**[5]
**VOR/DME or TACAN Rwy 27**[26]
**VOR-A**[23]
[1]ILS, Categories A, B, C, D, 700-2; LOC,
Category C, 900-2½; Category D, 1200-3.
[2]NA when local weather not available.
[3]Category C, 900-2½; Category D, 1200-3.
[4]Category C, 800-2¼; Category D, 1200-3.
[5]Categories A, B, C, 900-2½.
[6]Categories A, B, 1100-2;
Category C, 1100-3; Category D, 1200-3.


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## 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 T A NA

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| 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) |
| C 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 MINS
24305

N1

## 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 T

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAT | CEIL-VIS |
|---|---|---|---|---|---|---|
| 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 | (400-⅝) |
| | | | CDE | **440**/40 | 401 | (400-¾) |
| | 7 | | ABCDE | **400**/55 | 375 | (400-1) |
| | 25[6] | | AB | **560**/30 | 532 | (600-⅝) |
| | | | 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**-1⅝ | 732 | (800-1⅝) |
| | 32[12] | | AB | **700**/24 | 653 | (700-½) |
| | | | CDE | **700**-1⅜ | 653 | (700-1⅜) |
| C 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) |

[1]No-NOTAM MP: PAR 1600-0800Z++ Mon.
[2]When ALS inop, increase RVR to 24, vis to ½ mile.
[3]When TDZ/CL inop, increase RVR to 24.
[4]VGSI and PAR glidepath not coincident (VGSI Angle 3.00/TCH 38).
[5]When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1⅛ miles.
[6]When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1½ miles.
[7]When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅜ miles.
[8]When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅝ miles.
[9]Step down fix at 3 NM from thld, 1040 min.
[10]When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 2 miles.
[11]Step down fix at 2 NM from thld, 780 min.
[12]When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅞ miles.


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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
24305

N2

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 |

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## 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)







NW-1, 12 JUN 2025 to 07 AUG 2025

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/ | HS 1 | Twy Z restricted access area. |
| KING COUNTY INTL (BFI) | 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 | HS 1 | Twy K in close proximity to ramp, rwy incursion risk. |
| VALLEY RGNL (TWF) | 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.

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D-ATIS
135.825 270.1
SEATTLE APP CON
126.5 377.15
MCCHORD TOWER
124.8 259.3
GND CON
118.175 279.65
RNAV 1- DME/DME/IRU or GPS.
RADAR required.
NOTE: Turbojet aircraft descend via mach number until intercepting 280K.
Maintain 280K until 10000.
CUBIT
087°
267°
9 NM
077°
STEIL
257°
9 NM
RIMOE
4000
(2)
324°
ZOTAN
4400
324°
(5)
ELBBE
4000 210K
346°
(2)
346°
HUNAM
(3)
346°
ALDER
5000
279°
(2)
ROCCI
280°
(2)
MUIRE
6200
279°
(4)
WRKHS
7500
280°
(5)
WEBIM
11000
9000
280°
(22)
WHYTE
14000
280°
(22)
ADYMS
FL240
17000
*8900
264°
(50)
SUNED
17000
*8600
281°
(103)
PENDLETON
PDT
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

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.



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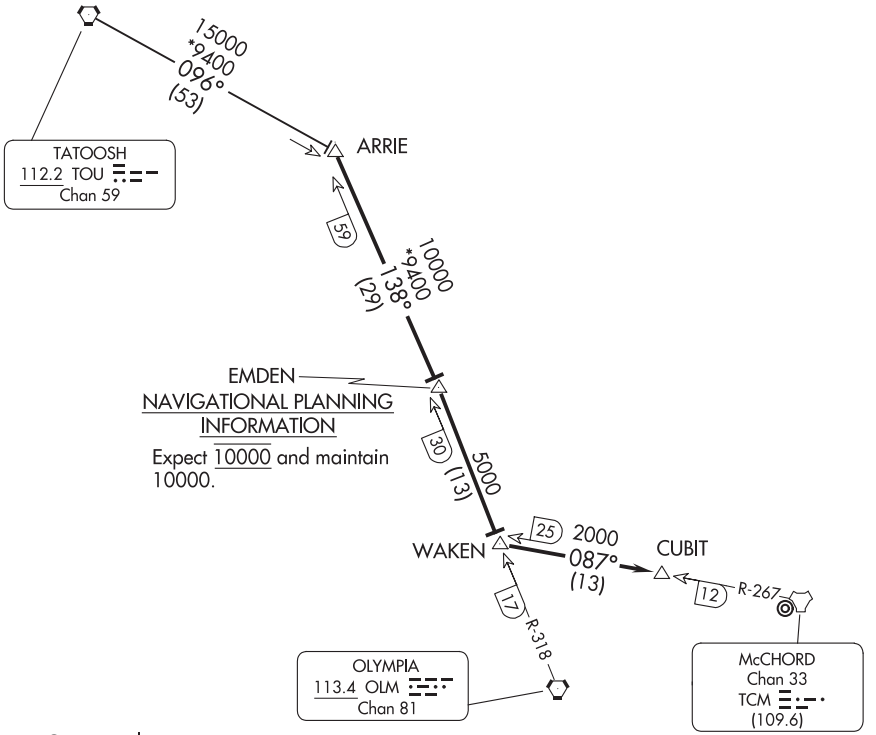
SEATTLE APP CON
126.5 377.15
D-ATIS
135.825 270.1

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.



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(BEWTE.BEWTE4) 22195

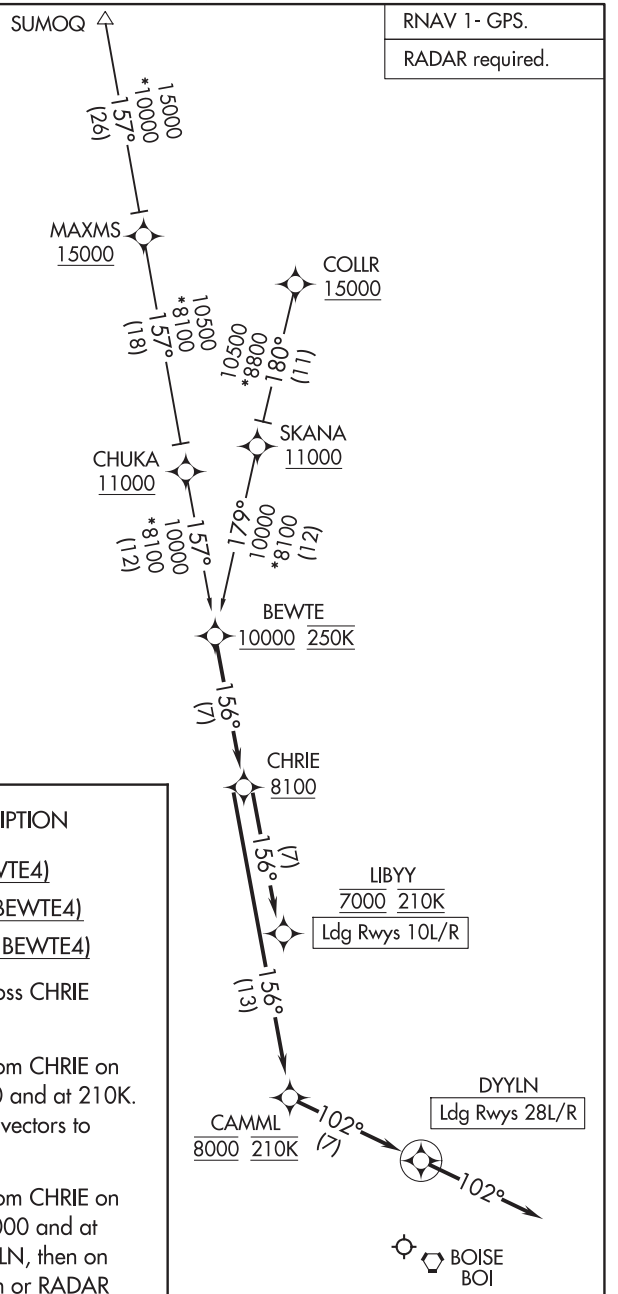
# BEWTE FOUR ARRIVAL (RNAV)

BOISE AIR TRML/GOWEN FLD (BOI)
BOISE, IDAHO

AL-57 (FAA)

BIG SKY APP CON
119.6 269.4 (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

COLLR TRANSITION (COLLR.BEWTE4)

MAXMS TRANSITION (MAXMS.BEWTE4)

SUMOQ TRANSITION (SUMOQ.BEWTE4)

From BEWTE on track 156° to cross CHRIE at or above 8100.

LANDING RUNWAYS 10L/R: From CHRIE on track 156° to cross LIBYY at 7000 and at 210K. Expect RNP approach or RADAR vectors to final approach course.

LANDING RUNWAYS 28L/R: From CHRIE on track 156° to cross CAMML at 8000 and at 210K, then on track 102° to DYYLN, then on track 102°. Expect RNP approach or RADAR vectors to final approach course.

NOTE: Chart not to scale.

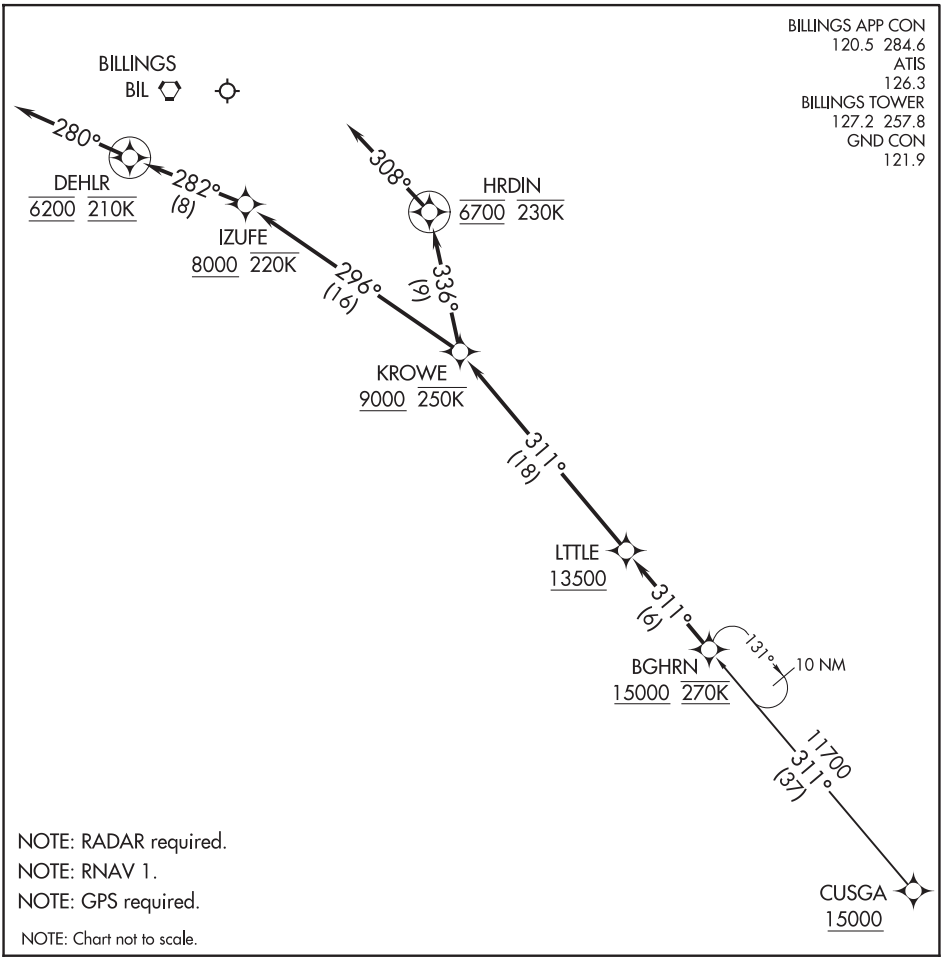
BEWTE FOUR ARRIVAL (RNAV)

(BEWTE.BEWTE4) 14JUL22

BOISE, IDAHO
BOISE AIR TRML/GOWEN FLD (BOI)

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025





NW-1, 12 JUN 2025 to 07 AUG 2025

## ARRIVAL ROUTE DESCRIPTION

CUSGA TRANSITION (CUSGA.BGHRN3)

From BGHRN on track 311° to cross LTTLE 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)

BOZEMAN YELLOWSTONE INTL (BZN)
BOZEMAN, MONTANA

AL-59 (FAA)






BGMAN ONE ARRIVAL (RNAV)
BOZEMAN, MONTANA
BOZEMAN YELLOWSTONE INTL (BZN)

(BGMAN.BGMAN1) 11JUL24

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

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.

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NW-1, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION
BYRCH TRANSITION (BYRCH.CRAZI4)
EDYTH TRANSITION (EDYTH.CRAZI4)
LOKOW TRANSITION (LOKOW.CRAZI4)
LANDING RUNWAY 10L: From CRAZI on track 105° to cross LRSUN at 8000 and at 230K. Expect assigned approach or RADAR vectors to final approach course.
LANDING RUNWAY 28R: From CRAZI on track 098° to cross BBCAT at 8000 and at 210K, then on heading 102° or as assigned by ATC. Expect assigned approach or RADAR vectors to final approach course.
BILLINGS APP CON
120.5 284.6
ATIS
126.3
BILLINGS TOWER
127.2 257.8
GND CON
121.9
RNAV 1 - GPS
RADAR required.
N
EDYTH
LOKOW
BYRCH
11400
132°
(56)
11400
098°
(53)
13500
061°
(33)
10 NM
13500
061°
(24)
278°
TYMBR
17000
CRAZI
16000 270K
NOTE: GPS required.
105°
(37)
LRSUN
8000 230K
(58)
098°
BBCAT
8000 210K
102°
BILLINGS
BIL
NOTE: Chart not to scale.

# DEVYN TWO ARRIVAL (RNAV)

(KYCKR.DEVYN2) 07DEC17

SEATTLE PAINE FLD INTL (PAE)

EVERETT, WASHINGTON

(KYCKR.DEVYN2) 23278

DEVYN TWO ARRIVAL (RNAV)

SEATTLE PAINE FLD INTL (PAE)

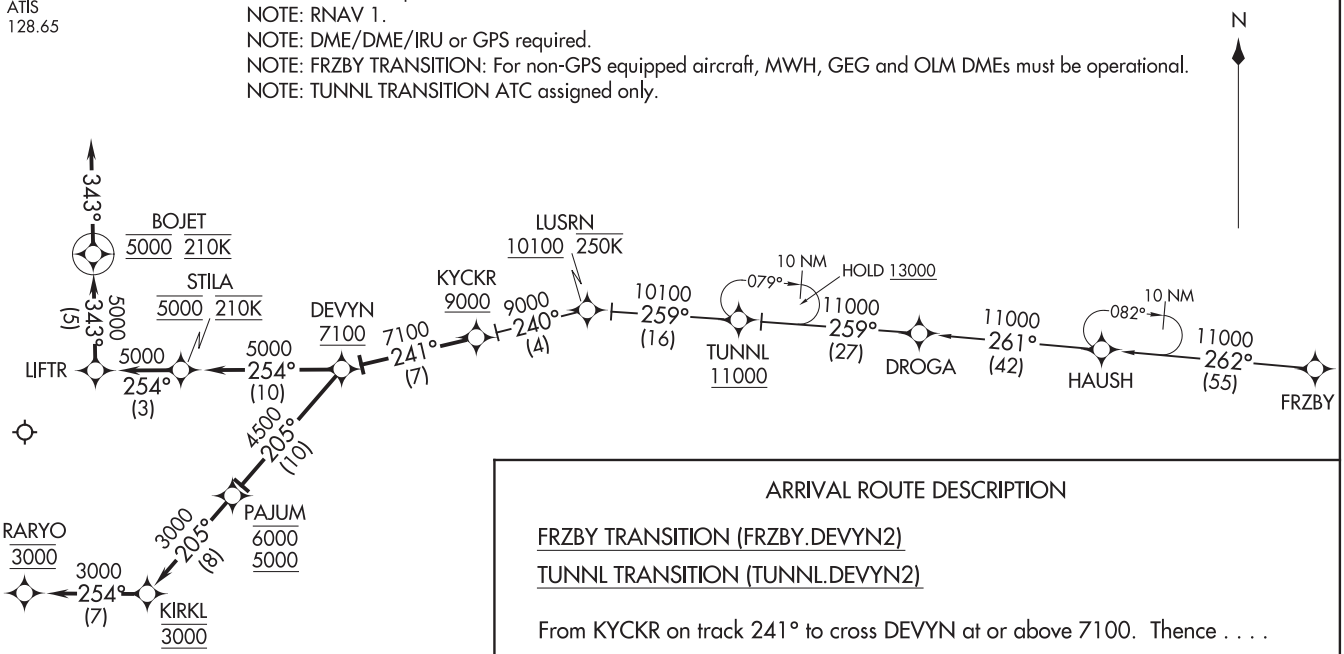
EVERETT, WASHINGTON

AL-142 (FAA)

Z10

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.




NOTE: Chart not to scale.

## 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.

# EATZZ ONE ARRIVAL (RNAV)



BOZEMAN YELLOWSTONE INTL (BZN)
BOZEMAN, MONTANA




## ARRIVAL ROUTE DESCRIPTION

DOXIE TRANSITION (DOXIE.EATZZ1)

JIROS TRANSITION (JIROS.EATZZ1)

LANDING RUNWAY 12: From EATZZ on track 082° to cross VECTR at or above 12000, then on track 083° to cross THESE at or above 9000, then on track 042°. Expect RNAV (RNP) RWY 12 approach or RADAR vectors to final approach course.

LANDING RUNWAY 30: From EATZZ on track 102° to cross BEARY at 12000, then on track 110°. Expect RNAV (RNP) RWY 30 approach or RADAR vectors to final approach course.



EATZZ ONE ARRIVAL (RNAV)
(EATZZ.EATZZ1) 11JUL24
BOZEMAN, MONTANA
BOZEMAN YELLOWSTONE INTL (BZN)



NW-1, 12 JUN 2025 to 07 AUG 2025

(ELN.ELN4) 22027

# ELLENSBURG FOUR ARRIVAL (RNAV)

MCCHORD FLD (JOINT BASE LEWIS-MCCHORD) (KTCM)

AL-414 (FAA)

TACOMA, WASHINGTON

D-ATIS 135.825 270.1
SEATTLE APP CON 126.5 377.15
MCCHORD TOWER 124.8 259.3
GND CON 118.175 279.65

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

## ARRIVAL ROUTE DESCRIPTION

### ELLENSBURG TRANSITION (ELN.ELN4)

LANDING RUNWAY 16: From KPOWW on track 275° to cross WAALP between 4700 and 5700, then on heading 330° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING RUNWAY 34: From KPOWW on track 210° to cross OWSIN at or above 5600, then on track 259° to TUNNR, then on track 316° to cross JETEM at or above 3200. Expect ILS or visual approach.

LOST COMMUNICATIONS

RUNWAY 16: At WAALP, proceed direct STEIL and execute approach, if unable hold as published, maintain 4000, squawk appropriate beacon code.

RUNWAY 34: At JETEM, execute approach, if unable, proceed direct CUBIT and hold as published, maintain 4000, squawk appropriate beacon code.




NOTE: Turbojet aircraft descend via mach number until intercepting 280K, maintain 280K until 10000.

NOTE: Chart not to scale.



ELLENSBURG FOUR ARRIVAL (RNAV)
(ELN.ELN4) 27JAN22
TACOMA, WASHINGTON
MCCHORD FLD (JOINT BASE LEWIS-MCCHORD) (KTCM)

NW-1, 12 JUN 2025 to 07 AUG 2025

GLASR THREE ARRIVAL 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.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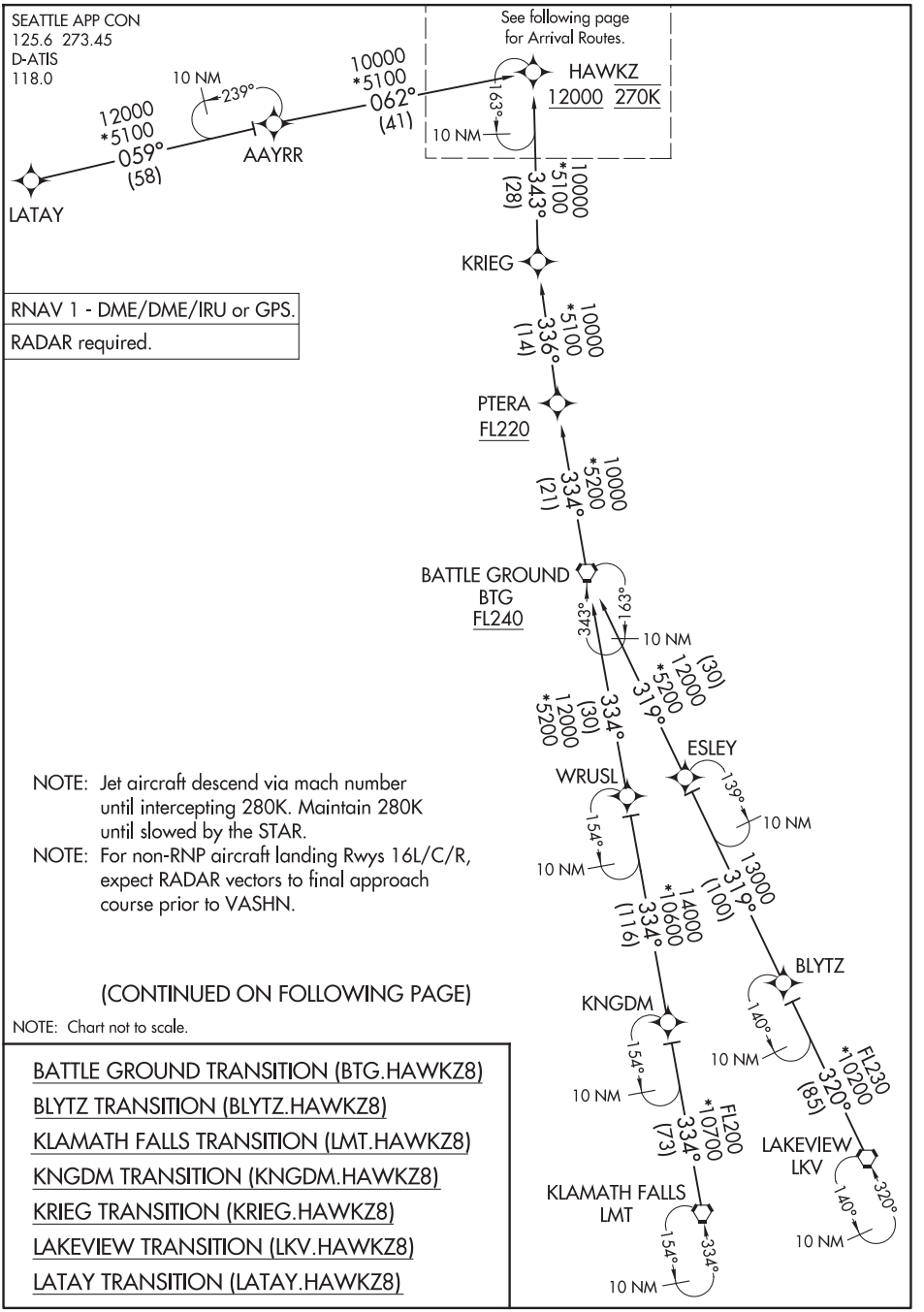
# HAWKZ EIGHT ARRIVAL (RNAV) Transition Routes




NOTE: Jet aircraft descend via mach number until intercepting 280K. Maintain 280K until slowed by the STAR.

NOTE: For non-RNP aircraft landing Rwys 16L/C/R, expect RADAR vectors to final approach course prior to VASHN.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BATTLE GROUND TRANSITION (BTG.HAWKZ8)
BLYTZ TRANSITION (BLYTZ.HAWKZ8)
KLAMATH FALLS TRANSITION (LMT.HAWKZ8)
KNGDM TRANSITION (KNGDM.HAWKZ8)
KRIEG TRANSITION (KRIEG.HAWKZ8)
LAKEVIEW TRANSITION (LKV.HAWKZ8)
LATAY TRANSITION (LATAY.HAWKZ8)

(HAWKZ.HAWKZ8) 24249

AL-582 (FAA)

# HAWKZ EIGHT ARRIVAL (RNAV) Arrival Routes

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON



## 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.

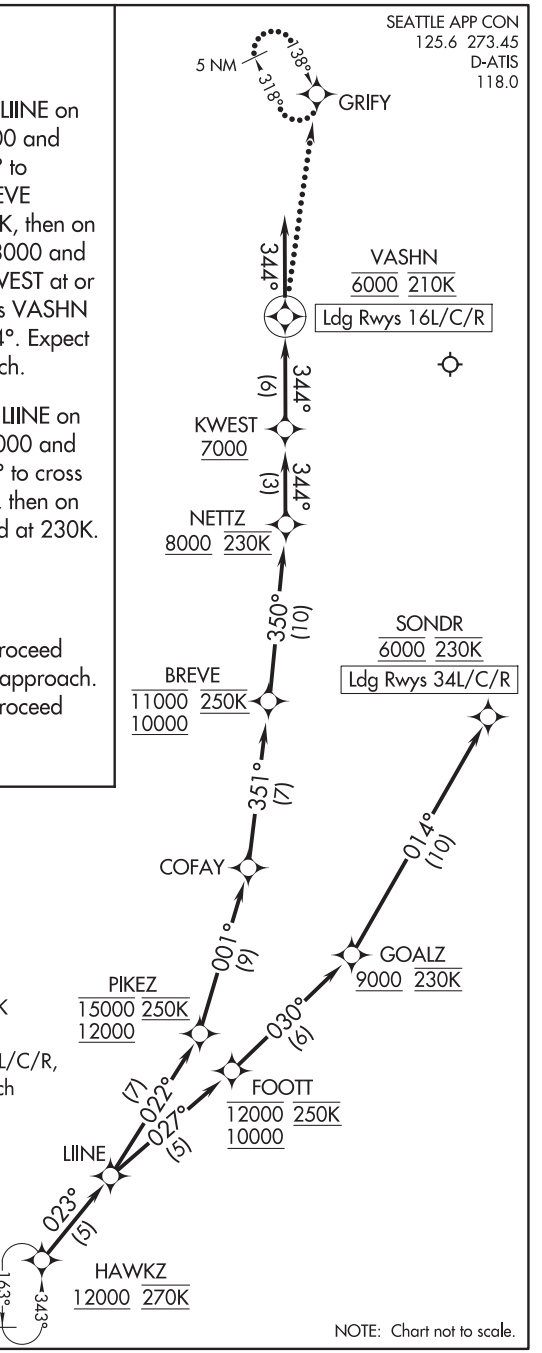
LOST COMMUNICATIONS

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.

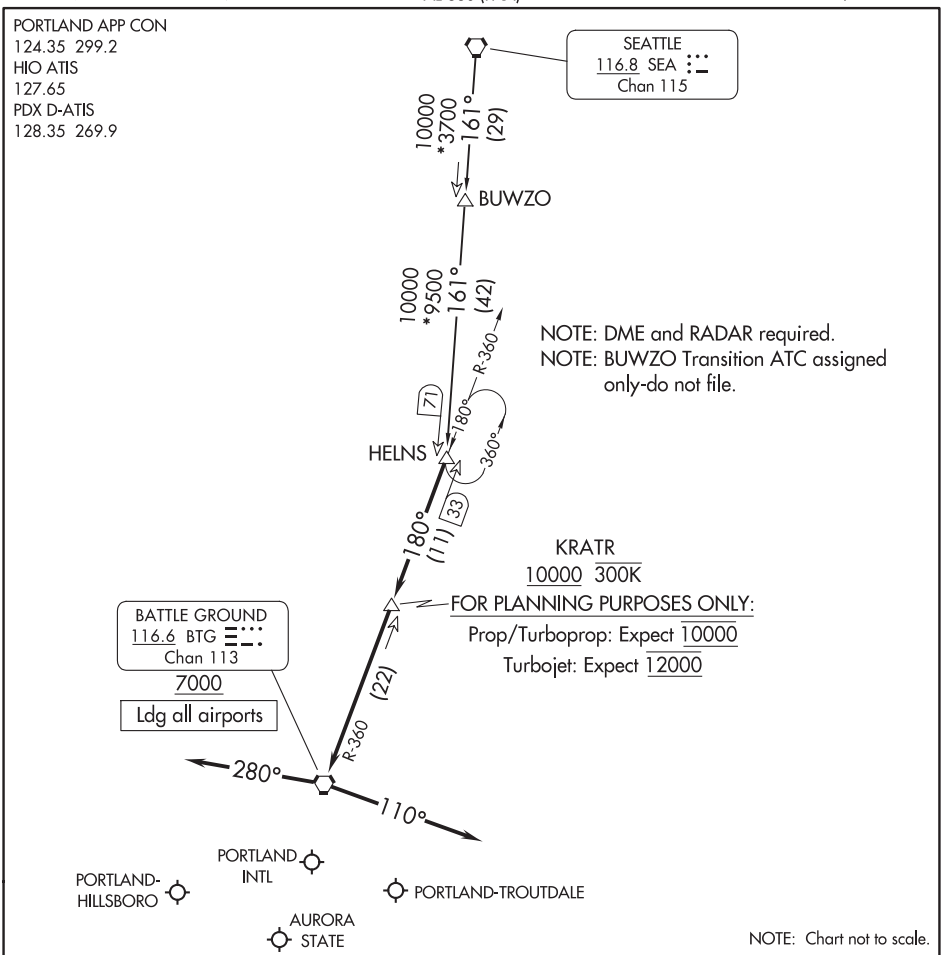
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Jet aircraft descend via mach number until intercepting 280K. Maintain 280K until slowed by the STAR.

NOTE: For non-RNP aircraft landing Rwys 16L/C/R, expect RADAR vectors to final approach course prior to VASHN.




NW-1, 12 JUN 2025 to 07 AUG 2025




## 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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(HHOOD.HHOOD5) 24305 AL-330 (FAA)

# HHOOD FIVE ARRIVAL (RNAV) Transition Routes

PORTLAND INTL (PDX)
PORTLAND, OREGON




HHOOD FIVE ARRIVAL (RNAV) Transition Routes
(HHOOD.HHOOD5) 31OCT24
PORTLAND, OREGON
PORTLAND INTL (PDX)

## ARRIVAL ROUTE DESCRIPTION

From HHOOD on track 256° to cross BEEVS at or above 7100, then on track 259° to BLRUN.

LANDING RUNWAYS 10L/R: From BLRUN on track 271° to cross SSDEE between 9000 and 11000, then on track 270° to cross THEID between 8000 and 10000 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 BLRUN on track 279° to cross SOOZN at 8000 and at 210K, then on track 279°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 28L/R: From BLRUN on track 259° to cross SHAFR at 6700 and at 210K. Expect RNAV 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.

(HILIE.HILIE3) 23334

# HILIE THREE ARRIVAL

AL-403 (FAA)

SPOKANE, WASHINGTON




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.

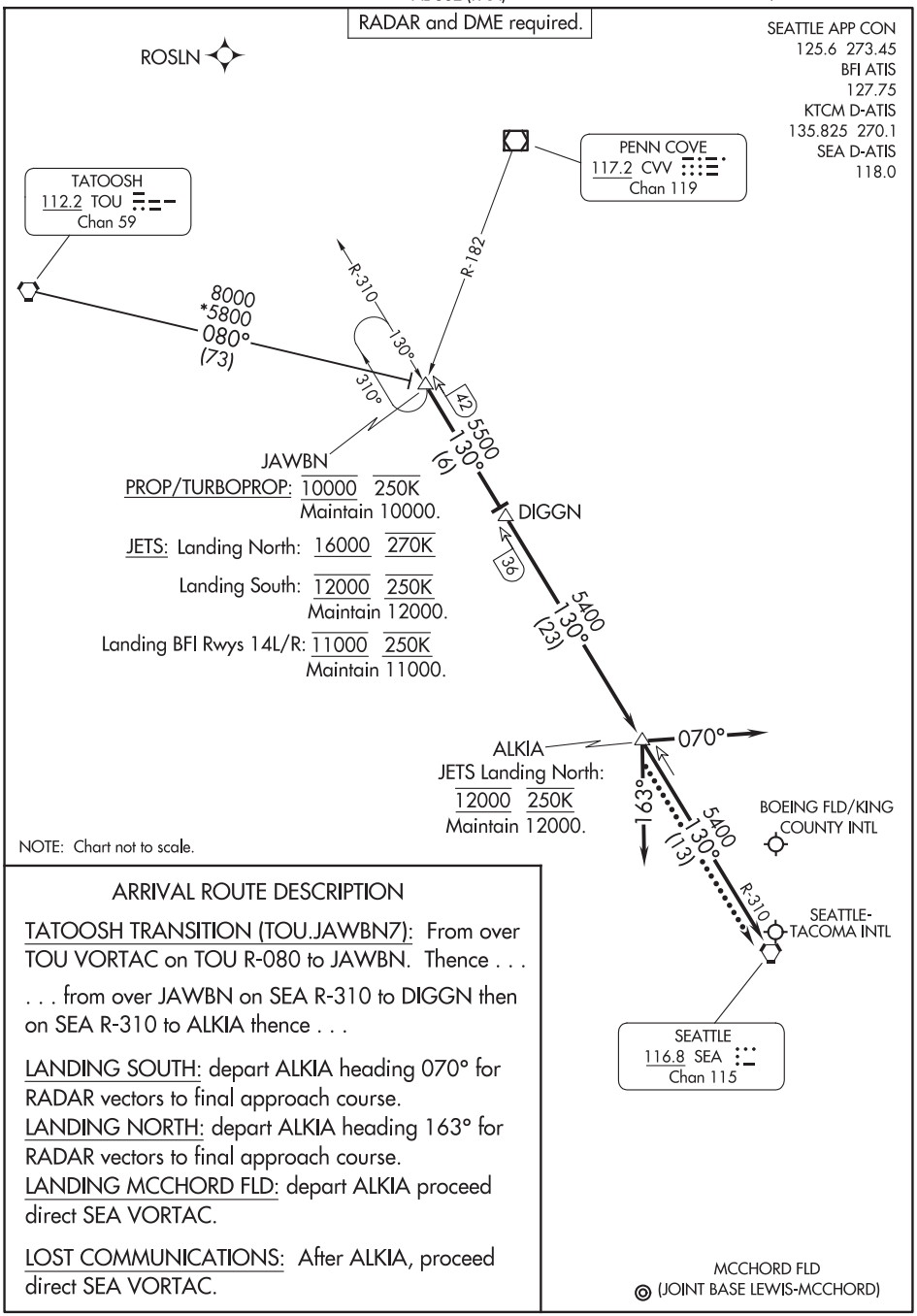


HILIE THREE ARRIVAL
(HILIE.HILIE3) 15JUN23
SPOKANE, WASHINGTON
NW-1, 12 JUN 2025 to 07 AUG 2025

# JAWBN SEVEN ARRIVAL

AL-582 (FAA)

SEATTLE, WASHINGTON




## ARRIVAL ROUTE DESCRIPTION

TATOOSH TRANSITION (TOU.JAWBN7): From over TOU VORTAC on TOU R-080 to JAWBN. Thence . . .

. . . from over JAWBN on SEA R-310 to DIGGN then on SEA R-310 to ALKIA thence . . .

LANDING SOUTH: depart ALKIA heading 070° for RADAR vectors to final approach course.

LANDING NORTH: depart ALKIA heading 163° for RADAR vectors to final approach course.

LANDING MCCHORD FLD: depart ALKIA proceed direct SEA VORTAC.

LOST COMMUNICATIONS: After ALKIA, proceed direct SEA VORTAC.

JAWBN SEVEN ARRIVAL

SEATTLE, WASHINGTON

(JAWBN.JAWBN7) 26DEC24



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

(KOURT.KOURT4) 22195

# KOURT FOUR ARRIVAL (RNAV)

AL-57 (FAA)

BOISE AIR TRML/GOWEN FLD (BOI)
BOISE, IDAHO




## ARRIVAL ROUTE DESCRIPTION

DERSO TRANSITION (DERSO.KOURT4)

REAPS TRANSITION (REAPS.KOURT4)

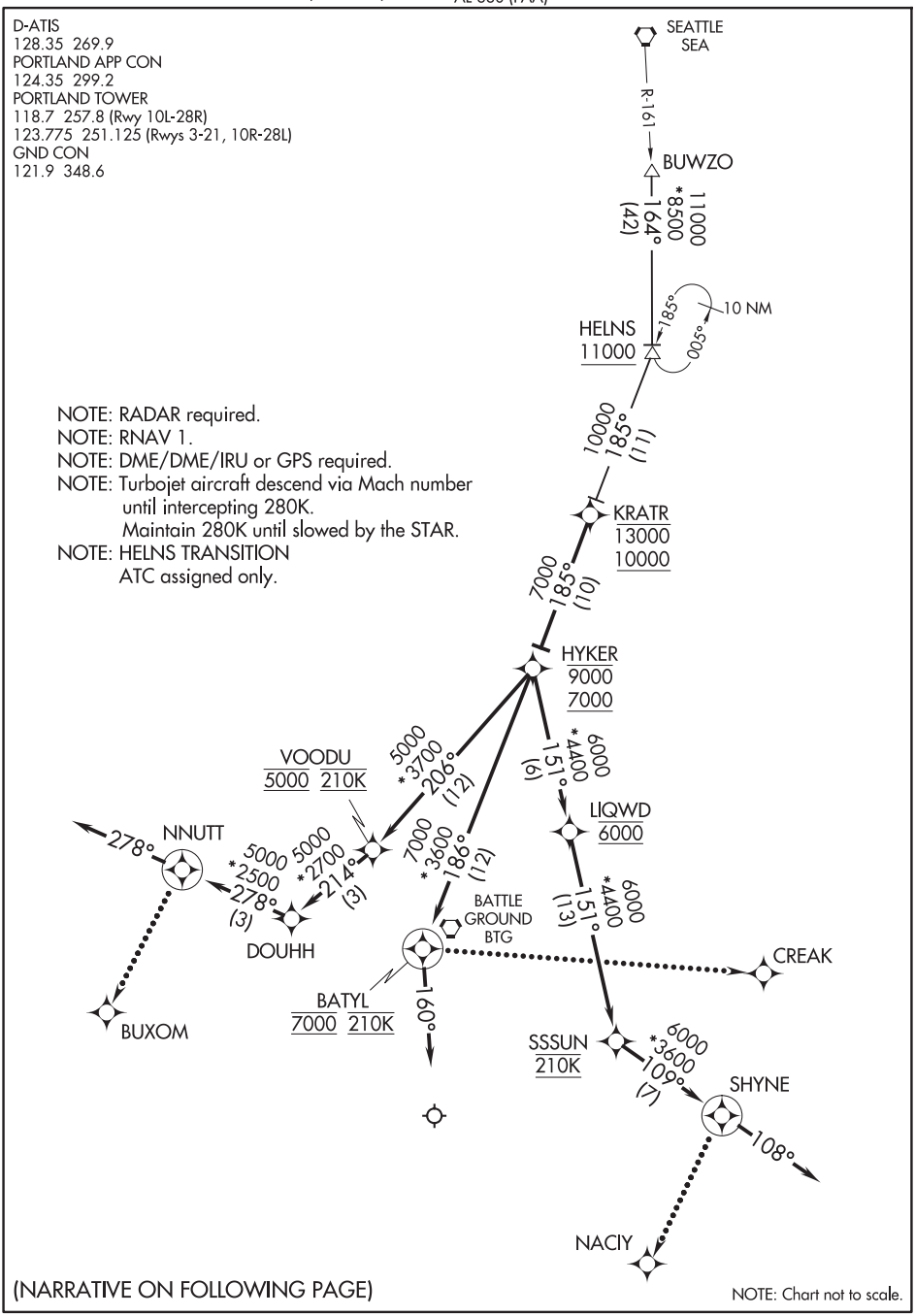
From KOURT on track 271° to cross BOLLS at or above 9900, then on track 271° to cross EREXE at or above 9600 and at 250K.

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.

NW-1, 12 JUN 2025 to 07 AUG 2025

KOURT FOUR ARRIVAL (RNAV)
(KOURT.KOURT4) 14JUL22
BOISE AIR TRML/GOWEN FLD (BOI)
BOISE, IDAHO
NW-1, 12 JUN 2025 to 07 AUG 2025






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

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, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

CONUK TRANSITION (CONUK.KUSTR3)

From FSYTH on track 243° to cross KUSTR at or above 10000 and at or below 250K.

LANDING RUNWAY 10L: From KUSTR on track 247° to cross HYTES at 8000 and at or below 230K, then on heading 280° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING RUNWAY 28R: From KUSTR on track 207° to YUTUR, then on track 207° to cross PILLR at 6300 and at 230K, then on heading 254° or as assigned by ATC. Expect assigned approach or RADAR vectors to final approach course.

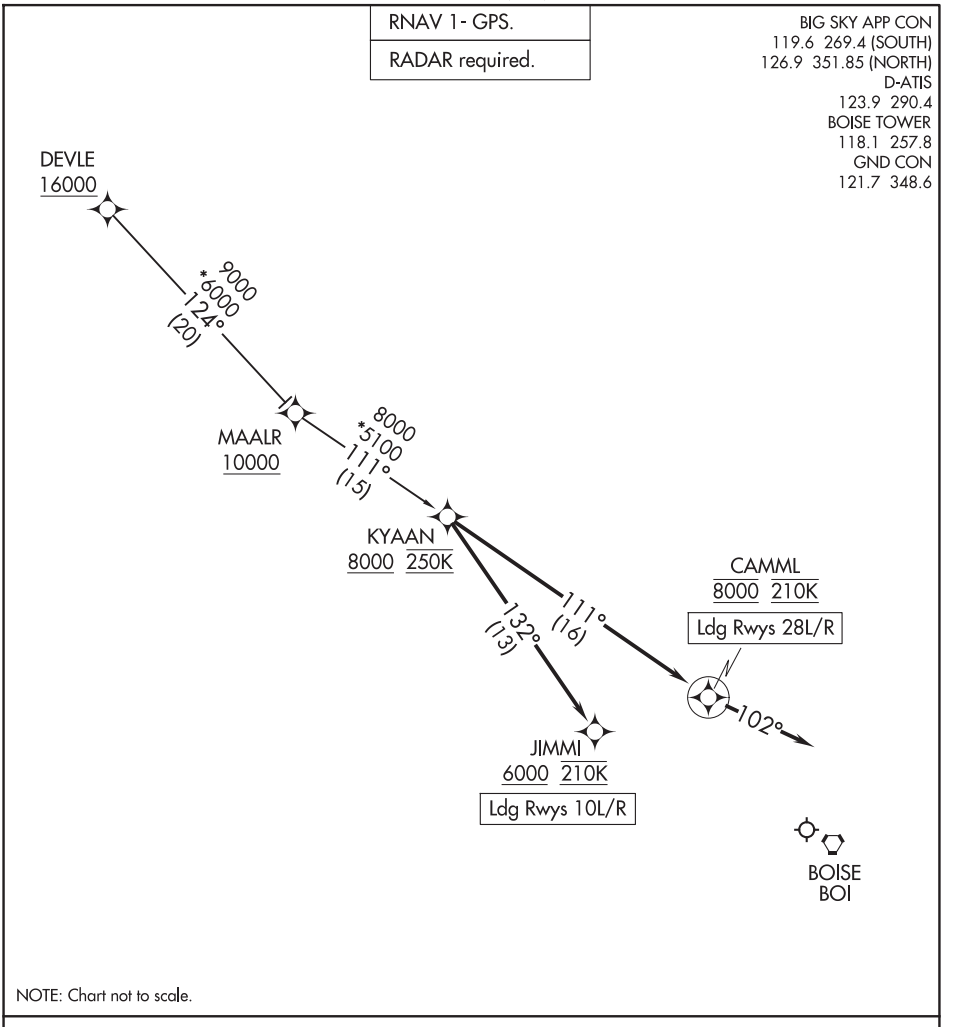

NW-1, 12 JUN 2025 to 07 AUG 2025

(KYAAN.KYAAN4) 22195

# KYAAN FOUR ARRIVAL (RNAV)

AL-57 (FAA)

BOISE AIR TRML/GOWEN FLD (BOI)
BOISE, IDAHO





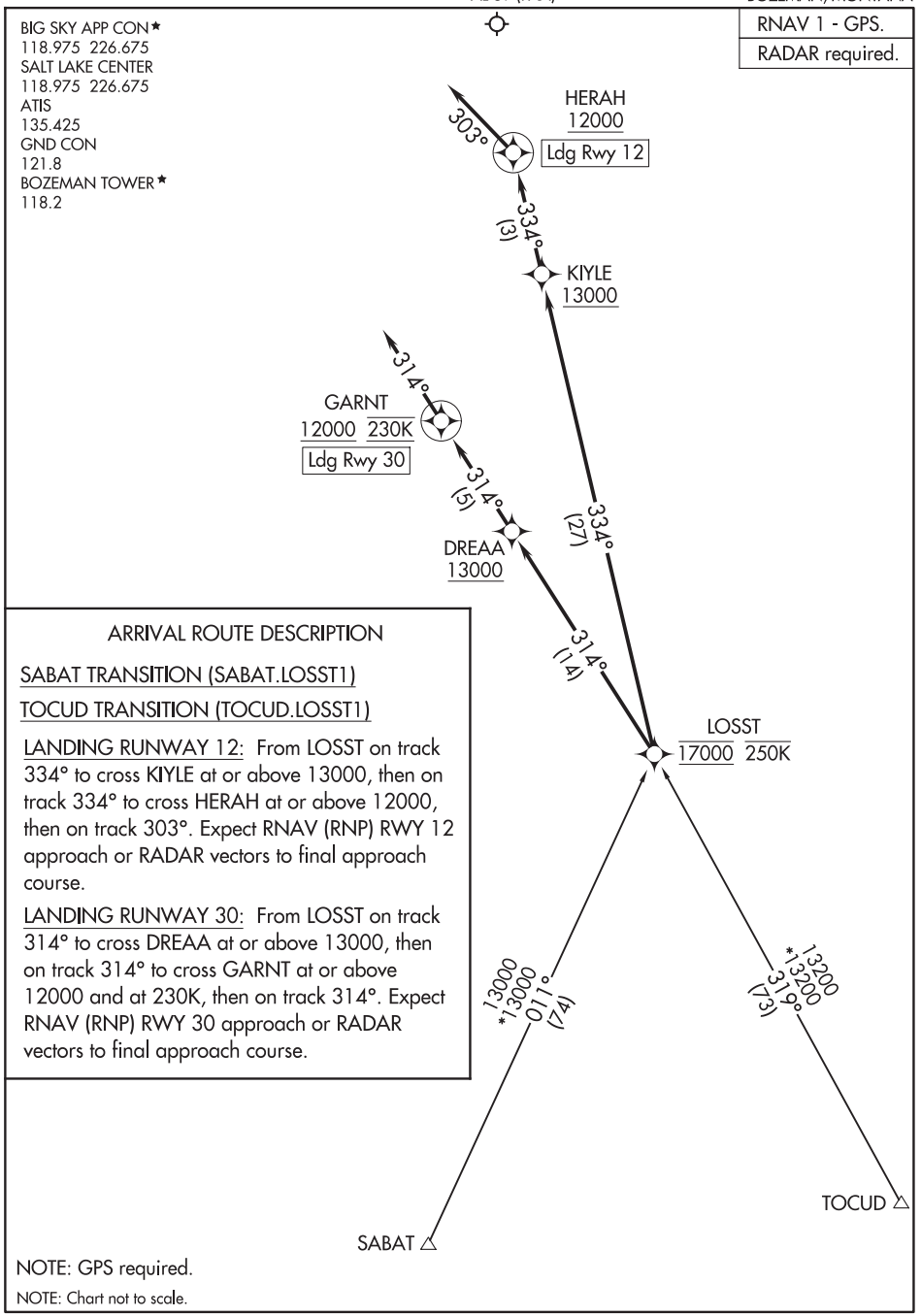

NW-1, 12 JUN 2025 to 07 AUG 2025

## 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.




ARRIVAL ROUTE DESCRIPTION

SABAT TRANSITION (SABAT.LOSST1)

TOCUD TRANSITION (TOCUD.LOSST1)

LANDING RUNWAY 12: From LOSST on track 334° to cross KIYLE at or above 13000, then on track 334° to cross HERAH at or above 12000, then on track 303°. Expect RNAV (RNP) RWY 12 approach or RADAR vectors to final approach course.

LANDING RUNWAY 30: From LOSST on track 314° to cross DREAA at or above 13000, then on track 314° to cross GARNT at or above 12000 and at 230K, then on track 314°. Expect RNAV (RNP) RWY 30 approach or RADAR vectors to final approach course.

NOTE: GPS required.

NOTE: Chart not to scale.



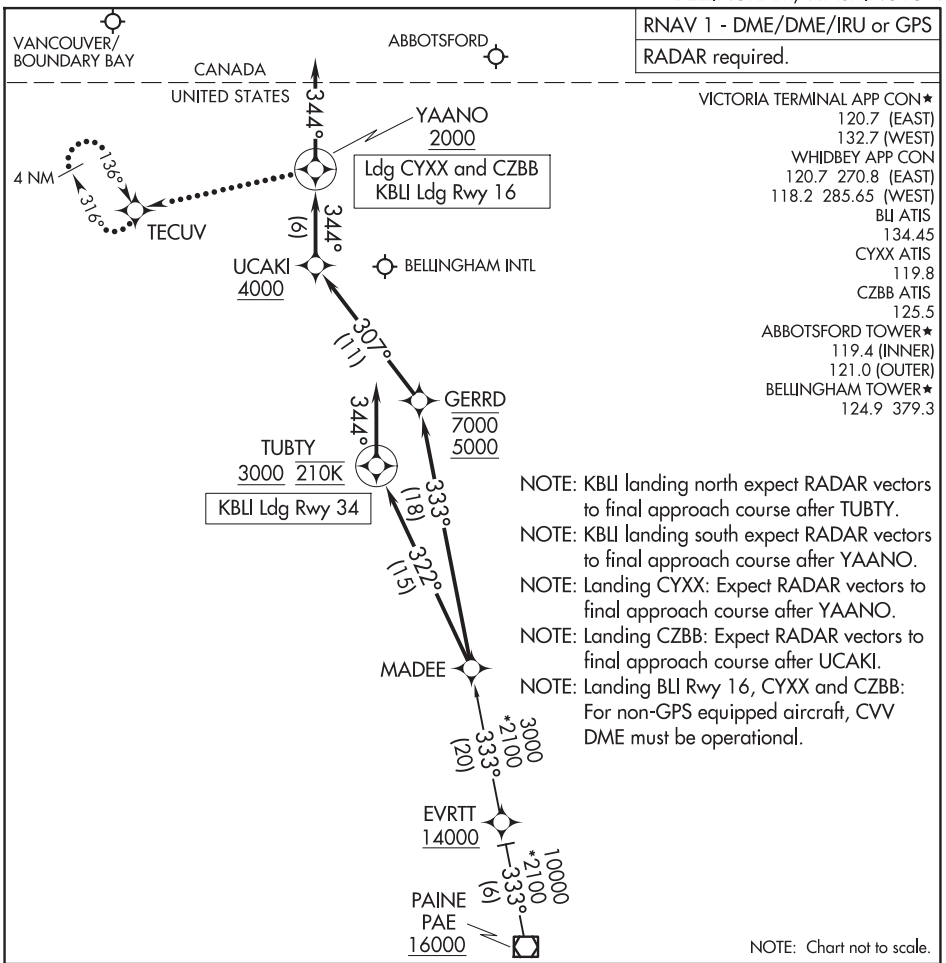
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(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, 12 JUN 2025 to 07 AUG 2025

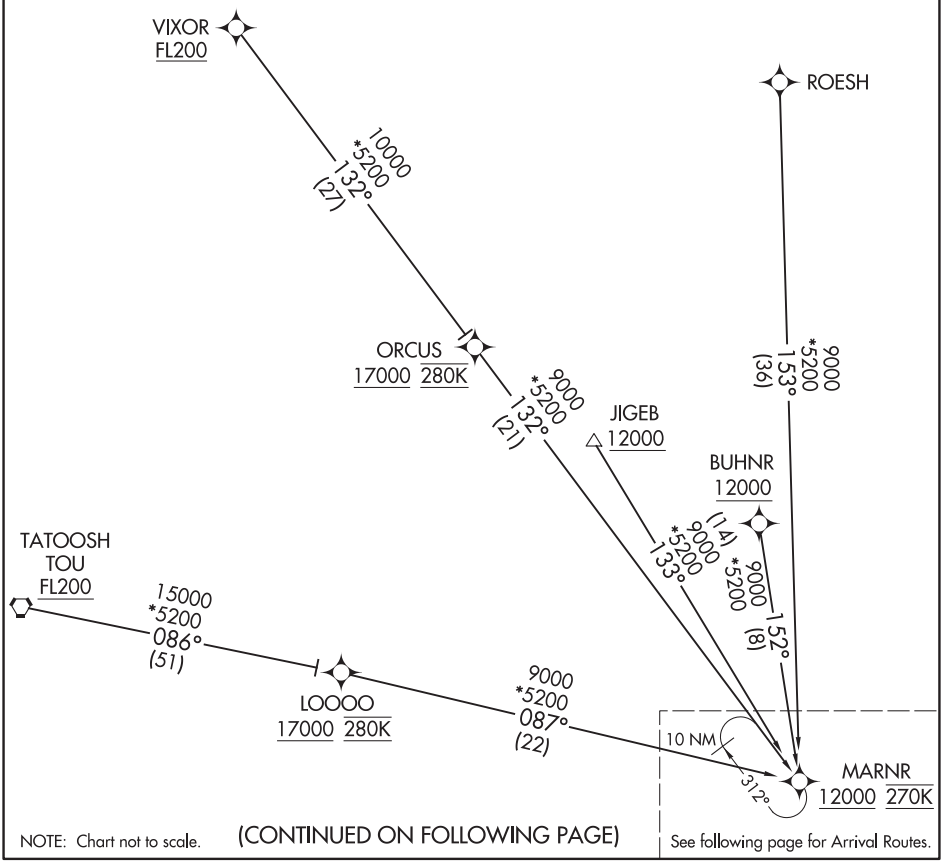
# MARNR EIGHT ARRIVAL (RNAV) Transition Routes

BUHNR TRANSITION (BUHNR.MARNR8)
JIGEB TRANSITION (JIGEB.MARNR8)
ROESH TRANSITION (ROESH.MARNR8)
TATOOSH TRANSITION (TOU.MARNR8)
VIXOR TRANSITION (VIXOR.MARNR8)

SEATTLE APP CON
125.6 273.45
D-ATIS
118.0

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: Non-RNP AR aircraft landing Rwys 34L/C/R, expect RADAR vectors to final approach course prior to EMMSS.
NOTE: Expect assigned instrument approach prior to GRIFY.




NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

See following page for Arrival Routes.

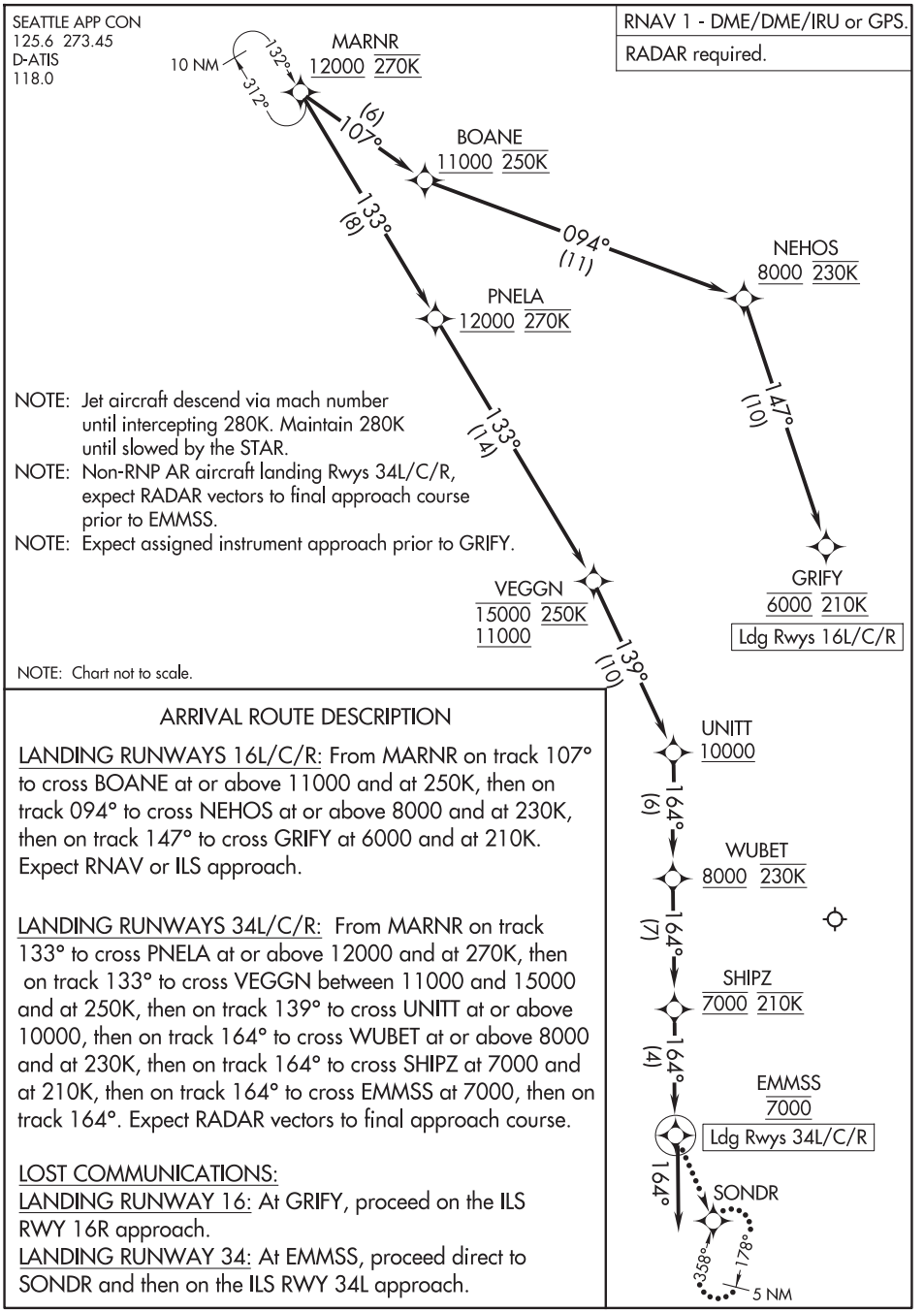



NW-1, 12 JUN 2025 to 07 AUG 2025

(MARNR.MARNR8) 24361 AL-582 (FAA)

# MARNR EIGHT ARRIVAL (RNAV) Arrival Routes

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON




NOTE: Jet aircraft descend via mach number until intercepting 280K. Maintain 280K until slowed by the STAR.

NOTE: Non-RNP AR aircraft landing Rwys 34L/C/R, expect RADAR vectors to final approach course prior to EMMSS.

NOTE: Expect assigned instrument approach prior to GRIFY.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 16L/C/R: From MARNR on track 107° to cross BOANE at or above 11000 and at 250K, then on track 094° to cross NEHOS at or above 8000 and at 230K, then on track 147° to cross GRIFY at 6000 and at 210K. Expect RNAV or ILS approach.

LANDING RUNWAYS 34L/C/R: From MARNR on track 133° to cross PNELA at or above 12000 and at 270K, then on track 133° to cross VEGGN between 11000 and 15000 and at 250K, then on track 139° to cross UNITT at or above 10000, then on track 164° to cross WUBET at or above 8000 and at 230K, then on track 164° to cross SHIPZ at 7000 and at 210K, then on track 164° to cross EMMSS at 7000, then on track 164°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
LANDING RUNWAY 16: At GRIFY, proceed on the ILS RWY 16R approach.
LANDING RUNWAY 34: At EMMSS, proceed direct to SONDR and then on the ILS RWY 34L approach.

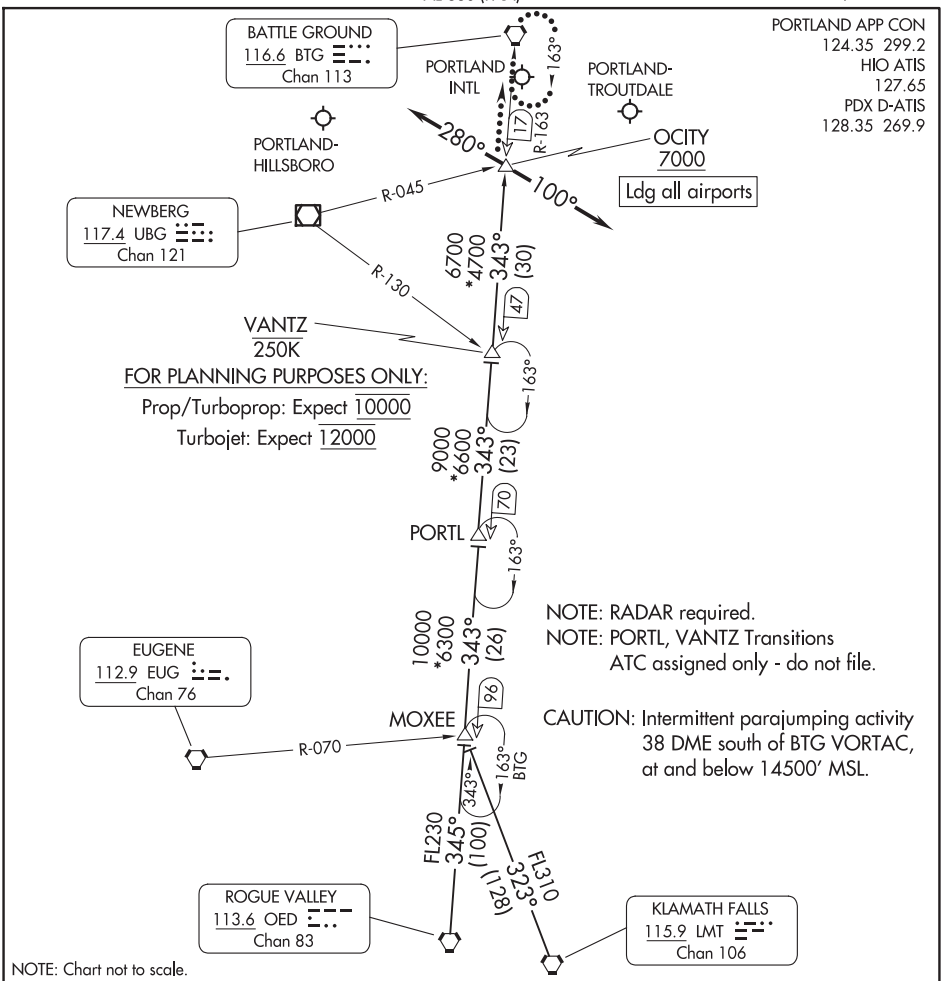
MARNR EIGHT ARRIVAL (RNAV) Arrival Routes

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

(MARNR.MARNR8) 26DEC24



NW-1, 12 JUN 2025 to 07 AUG 2025




## 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.



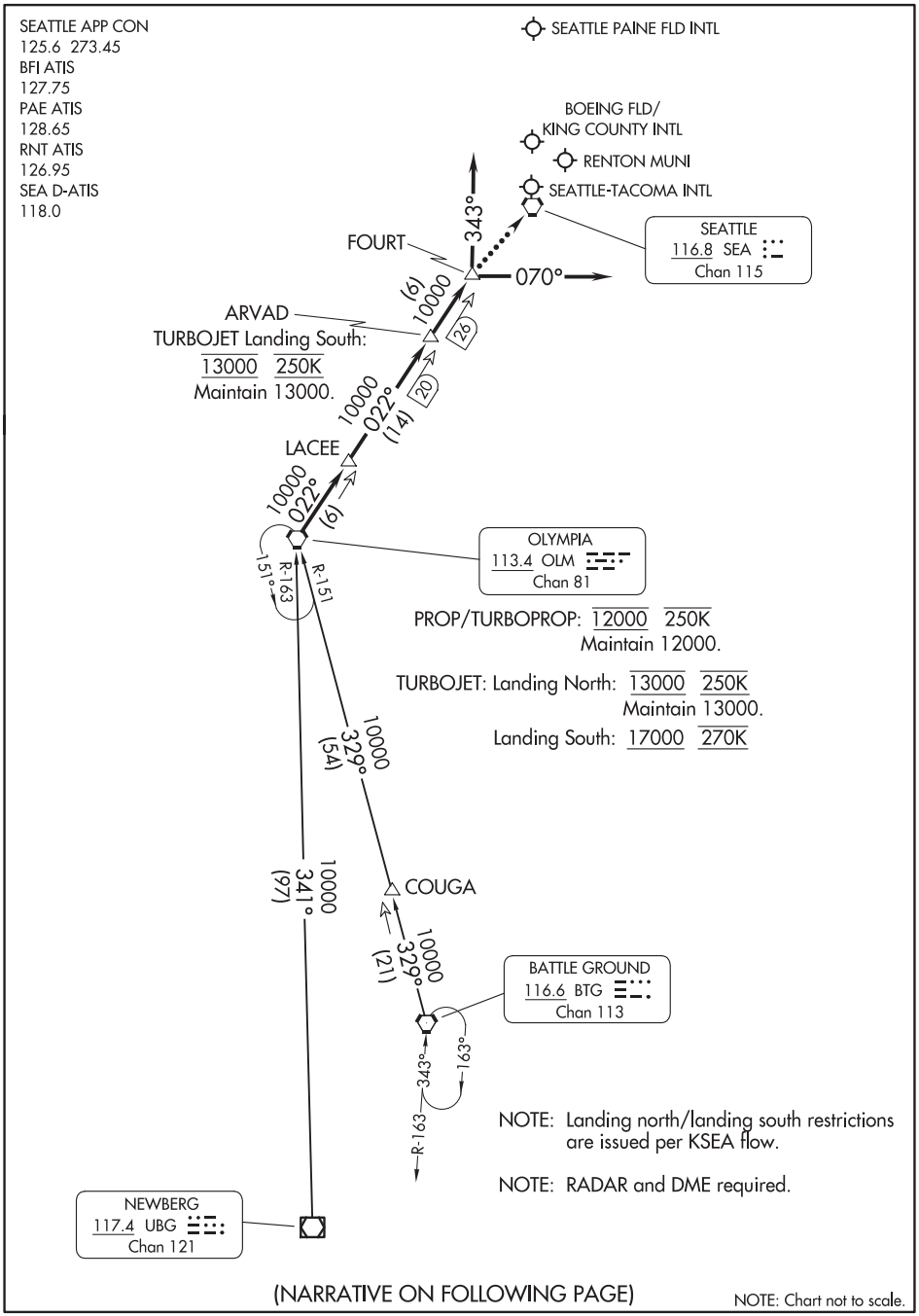
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(OLM.OLM2) 25163

# OLYMPIA TWO ARRIVAL

AL-582 (FAA)

SEATTLE, WASHINGTON




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

OLYMPIA TWO ARRIVAL

SEATTLE, WASHINGTON

(OLM.OLM2) 10NOV16

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(CREKK.POWDA1) 24193

# POWDA ONE ARRIVAL (RNAV)

BOZEMAN YELLOWSTONE INTL (BZN)
BOZEMAN, MONTANA

AL-59 (FAA)




## ARRIVAL ROUTE DESCRIPTION

From CREKK on track 254° to cross POWDA at 17000 and at or below 250K, then on track 262° to cross JOLIE at or above 14000, then on track 262° to cross RUFSS at or above 11000, then on track 261° to cross CEDEX at or above 10000 and at 220K, then on track 303°. Expect RADAR vectors to final approach course.

NW-1, 12 JUN 2025 to 07 AUG 2025

POWDA ONE ARRIVAL (RNAV)

(CREKK.POWDA1) 11JUL24

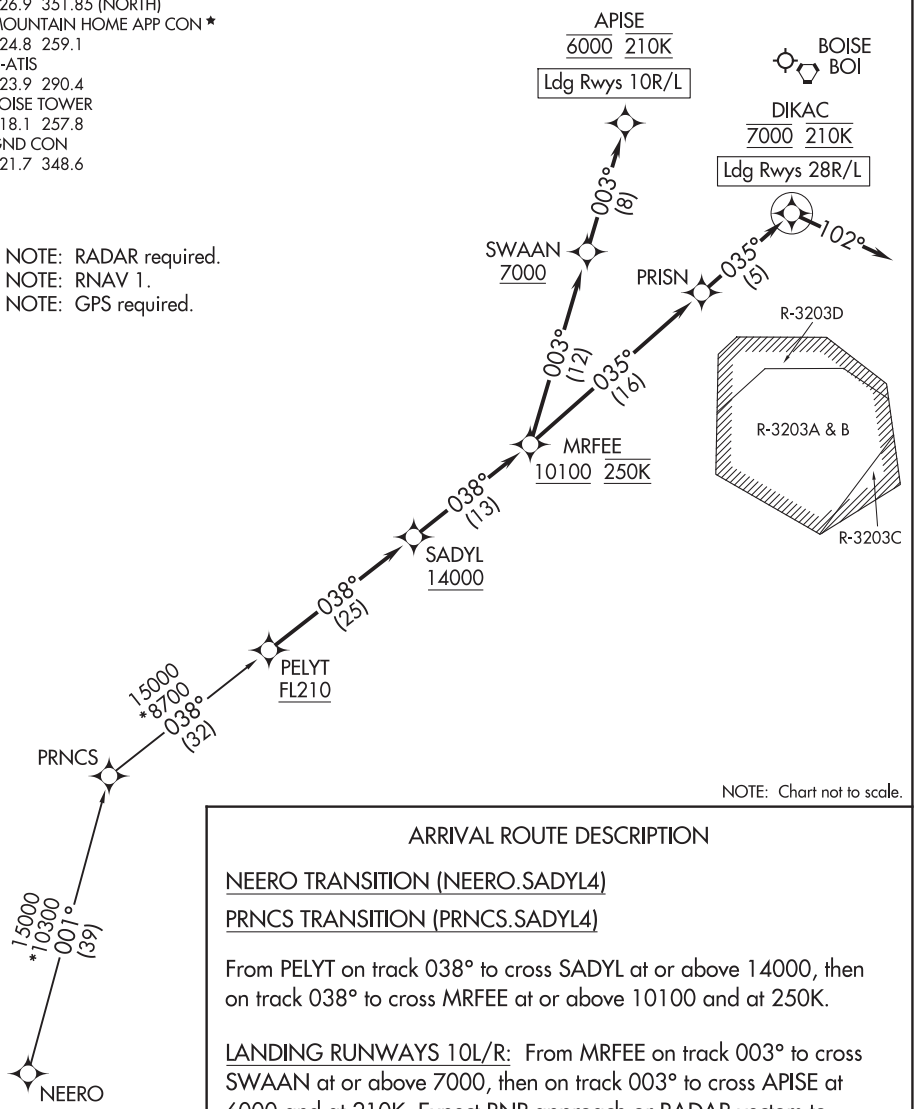
BOZEMAN, MONTANA
BOZEMAN YELLOWSTONE INTL (BZN)

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 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 MRFEE at or above 10100 and at 250K.

LANDING RUNWAYS 10L/R: From MRFEE 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 MRFEE on track 035° to PRISN, then on track 035° to cross DIKAC at 7000 and at 210K, then on heading 102° or as assigned by ATC. Expect RNP approach or RADAR vectors to final approach course.



NW-1, 12 JUN 2025 to 07 AUG 2025

# SKYKO ONE ARRIVAL
(SKYKO.SKYKO1) 19MAY22

SEATTLE, WASHINGTON

SEATTLE APP CON
123.9 338.2
BFI ATIS
127.75
RNT ATIS
126.95
SEA D-ATIS
118.0

## ARRIVAL ROUTE DESCRIPTION

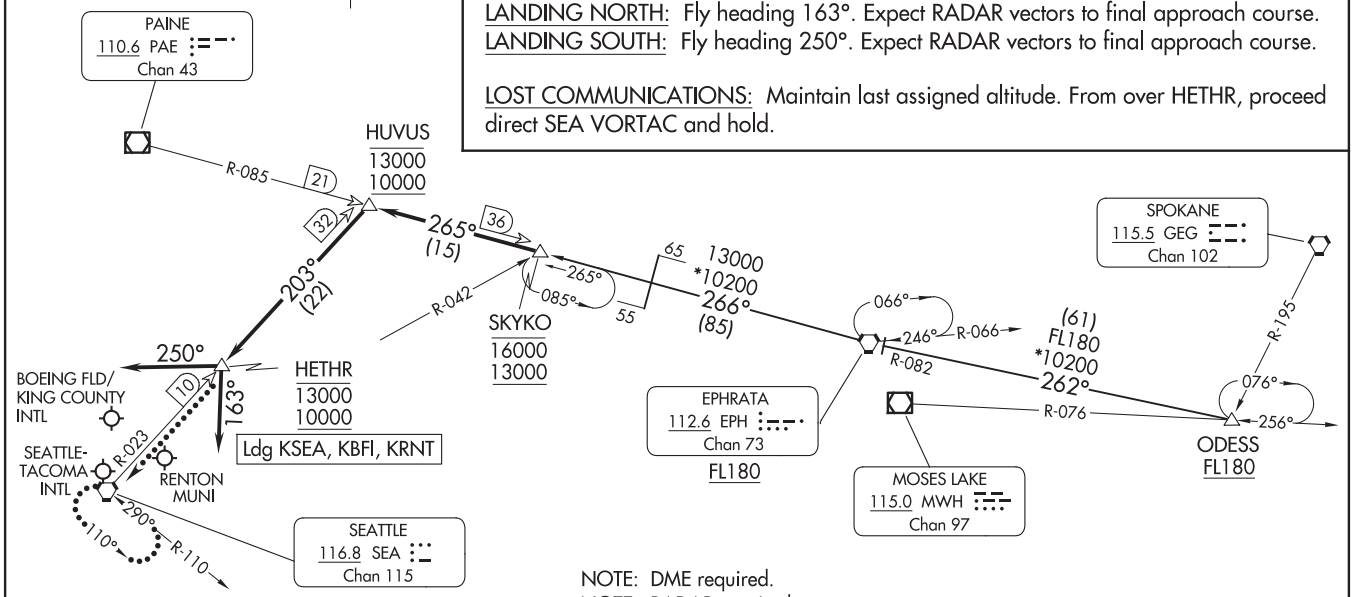
EPHRATA TRANSITION (EPH.SKYKO1): From over EPH VORTAC on EPH R-266 and PAE R-085 to SKYKO. Thence . . . .

ODESS TRANSITION (ODESS.SKYKO1): From over ODESS on EPH R-082 to EPH VORTAC, then on EPH R-266 and PAE R-085 to SKYKO. Thence . . . .

. . . . from SKYKO on PAINE VOR/DME (PAE) R-085 to cross HUVUS between 10000 and 13000, then on SEATTLE VORTAC (SEA) SEA R-023 to cross HETHR between 10000 and 13000, thence . . . .

LANDING NORTH: Fly heading 163°. Expect RADAR vectors to final approach course.
LANDING SOUTH: Fly heading 250°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: Maintain last assigned altitude. From over HETHR, proceed direct SEA VORTAC and hold.




NOTE: DME required.
NOTE: RADAR required.
NOTE: Turboprop and prop aircraft only.

NOTE: Chart not to scale.

# SKYKO ONE ARRIVAL
(SKYKO.SKYKO1) 25163

AL-582 (FAA)

SEATTLE, WASHINGTON

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
RNAV 1 - GPS.
RADAR required.
BOISE
BOI
282°
EKEME
7000 210K
Ldg Rwys 10L/R
282°
(4)
ELUMY
284°
(15)
FALDI
8000
284°
(10)
304°
(9)
CELOR
8000 230K
Ldg Rwys 28L/R
SPUUD
10000 250K
9500
*7800
300°
(4)
MOUNTAIN
HOME MUNI
MASSH
11000 250K
11000
*8700
300°
(7)
TAUTT
11000
MOUNTAIN HOME
MUO
11000
*8700
300°
(20)
ORYDA
17000
*8700
300°
(17)
BROPH
N
NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION
BROPH TRANSITION (BROPH.SPUUD4)
ORYDA TRANSITION (ORYDA.SPUUD4)
LANDING RUNWAYS 10L/R: From SPUUD on track 284° to cross FALDI at or above 8000, then on track 284° to ELUMY, then on track 282° to cross EKEME at 7000 and at 210K, then on track 282°. Expect assigned approach or RADAR vectors to final approach course.
LANDING RUNWAYS 28L/R: From SPUUD on track 304° to cross CELOR at or above 8000 and at 230K. Expect assigned approach or RADAR vectors to final approach course.

(BIL.SUBKY1) 24193

# SUBKY ONE ARRIVAL (RNAV)

BOZEMAN YELLOWSTONE INTL (BZN)

AL-59 (FAA)

BOZEMAN, MONTANA




NOTE: GPS required.
NOTE: This STAR serves KBZN Rwy 30.
NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

From BIL VORTAC on track 253° to cross SUBKY at 17000 and at or below 250K, then on track 252° to cross LVM VOR/DME at 13000, then on track 252°. Expect RADAR vectors to final approach course.

NW-1, 12 JUN 2025 to 07 AUG 2025

SUBKY ONE ARRIVAL (RNAV)

BOZEMAN, MONTANA

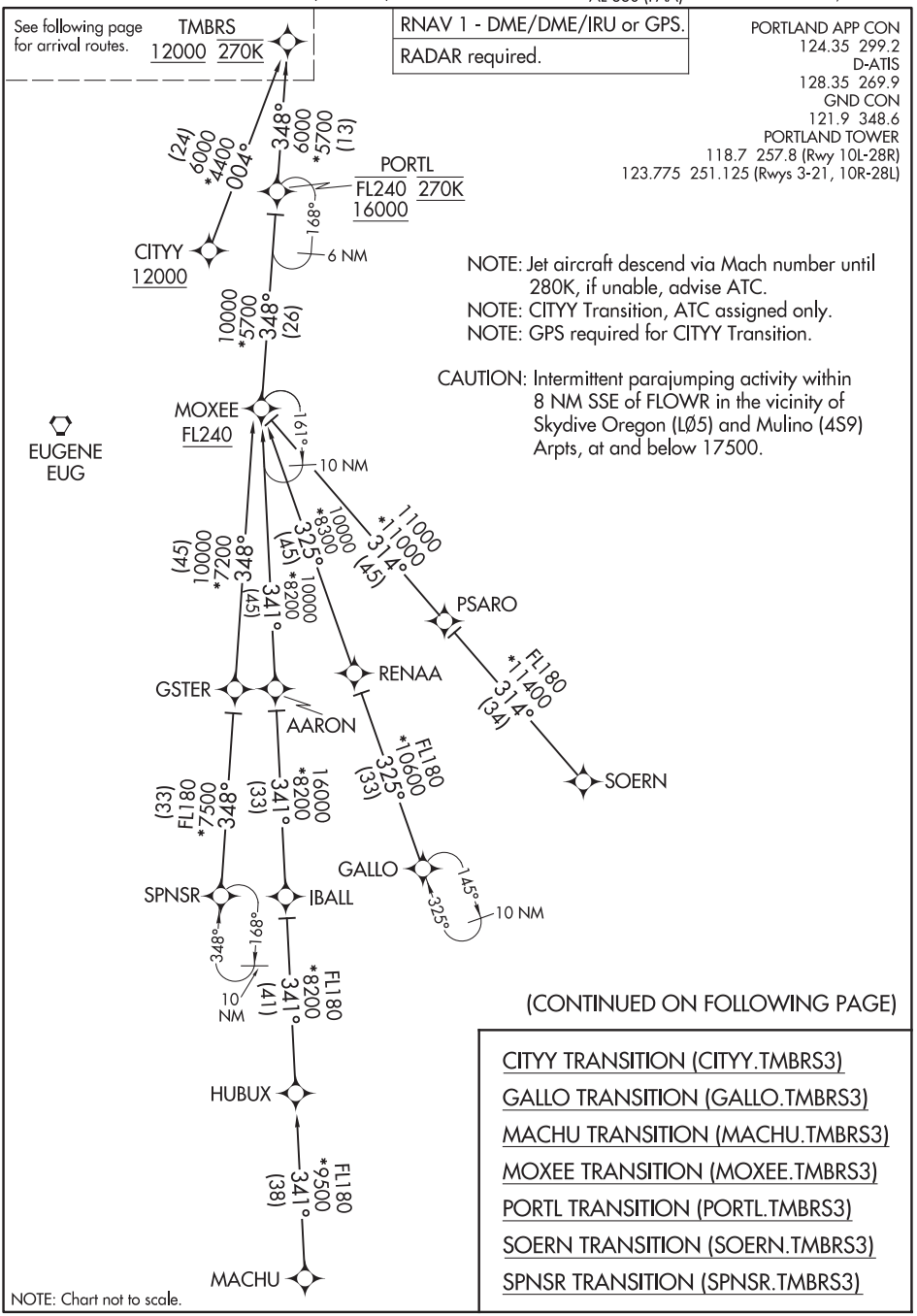
BOZEMAN YELLOWSTONE INTL (BZN)

(BIL.SUBKY1) 11JUL24

NW-1, 12 JUN 2025 to 07 AUG 2025

# TMBRS THREE ARRIVAL (RNAV) Transition Routes






(CONTINUED ON FOLLOWING PAGE)

CITYY TRANSITION (CITYY.TMBRS3)
GALLO TRANSITION (GALLO.TMBRS3)
MACHU TRANSITION (MACHU.TMBRS3)
MOXEE TRANSITION (MOXEE.TMBRS3)
PORTL TRANSITION (PORTL.TMBRS3)
SOERN TRANSITION (SOERN.TMBRS3)
SPNSR TRANSITION (SPNSR.TMBRS3)



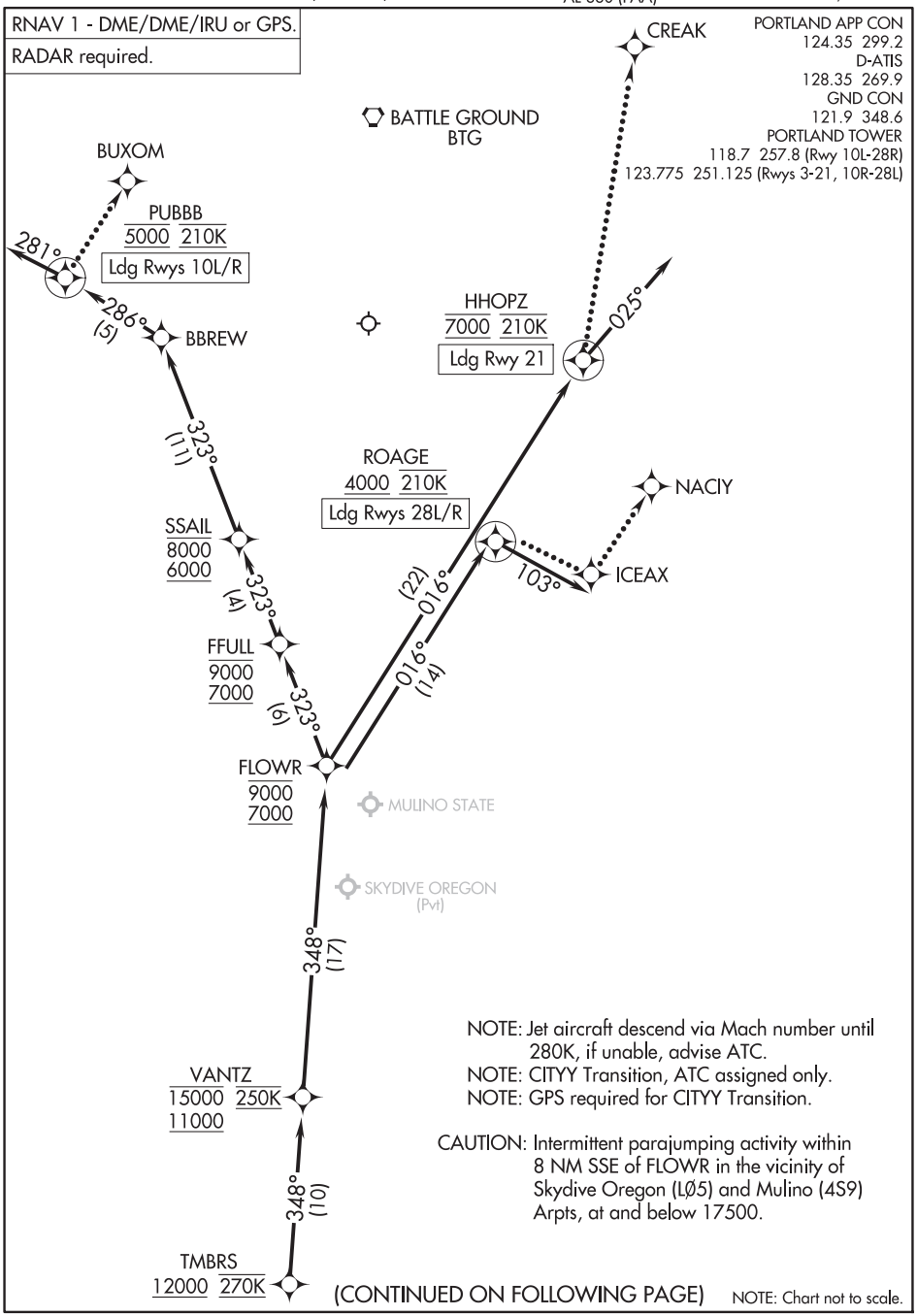

NW-1, 12 JUN 2025 to 07 AUG 2025

(TMBRS.TMBRS3) 24305

# TMBRS THREE ARRIVAL (RNAV) Arrival Routes

AL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON




TMBRS THREE ARRIVAL (RNAV) Arrival Routes

PORTLAND, OREGON
PORTLAND INTL (PDX)

(TMBRS.TMBRS3) 31OCT24

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

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

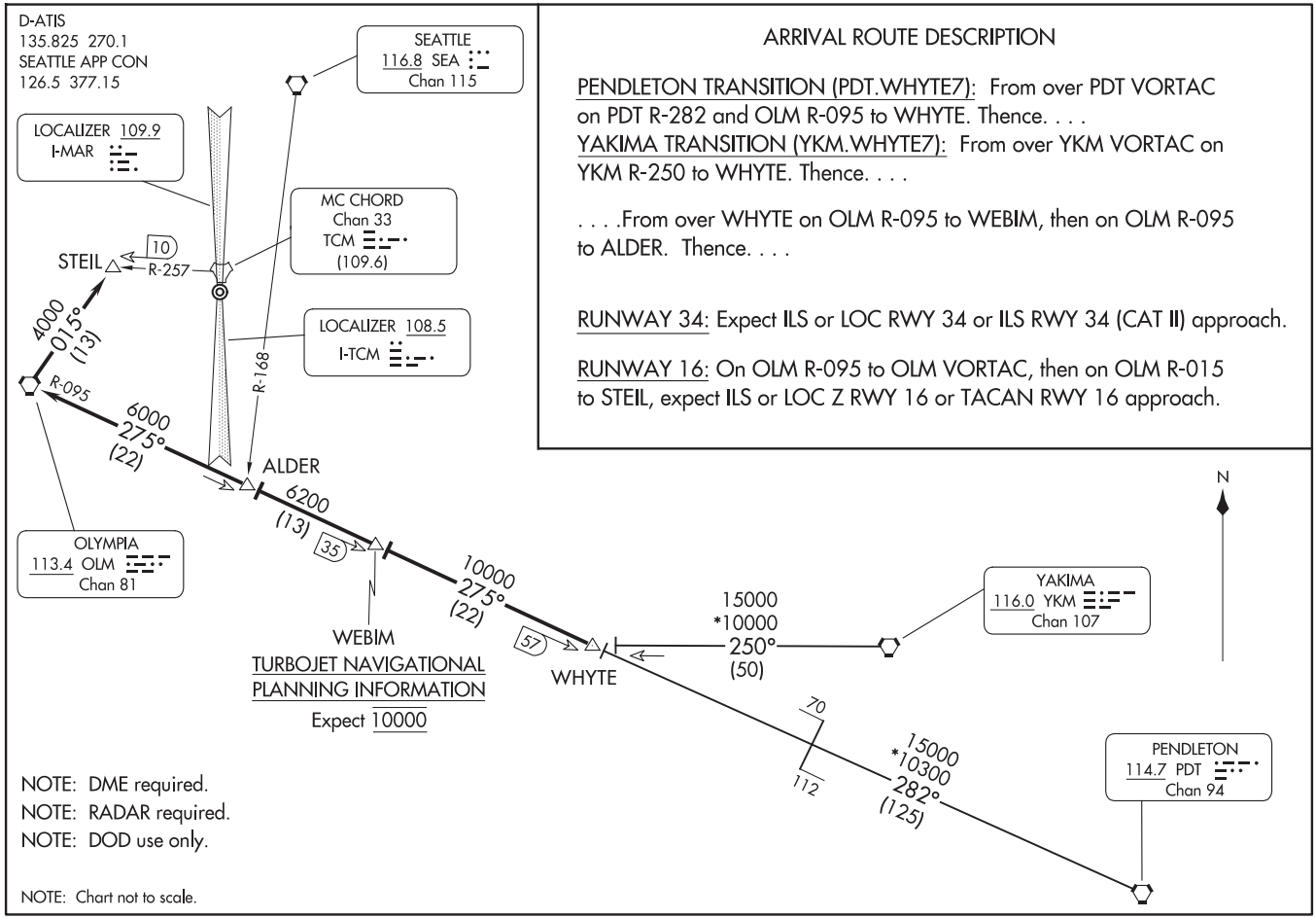
Maintain Rwy transition terminus altitude until established on approach procedure.
RUNWAYS 10L/R: After PUBBB turn right to BUXOM and proceed on the ILS or LOC RWY 10L approach.
RUNWAY 21: After HHOPZ, turn left to CREAK and proceed on the LOC/DME RWY 21 approach.
RUNWAYS 28L/R: After ROAGE, proceed to ICEAX , then to NACIY and proceed on the ILS or LOC RWY 28R approach.

# WHYTE SEVEN ARRIVAL

(WHYTE.WHYTE7) 27JAN22

MCCHORD FLD (JOINT BASE LEWIS-MCCHORD) (KTCM)

TACOMA, WASHINGTON




## ARRIVAL ROUTE DESCRIPTION

PENDLETON TRANSITION (PDT.WHYTE7): From over PDT VORTAC on PDT R-282 and OLM R-095 to WHYTE. Thence. . . .

YAKIMA TRANSITION (YKM.WHYTE7): From over YKM VORTAC on YKM R-250 to WHYTE. Thence. . . .

. . . .From over WHYTE on OLM R-095 to WEBIM, then on OLM R-095 to ALDER. Thence. . . .

RUNWAY 34: Expect ILS or LOC RWY 34 or ILS RWY 34 (CAT II) approach.

RUNWAY 16: On OLM R-095 to OLM VORTAC, then on OLM R-015 to STEIL, expect ILS or LOC Z RWY 16 or TACAN RWY 16 approach.

(WHYTE.WHYTE7) 23334

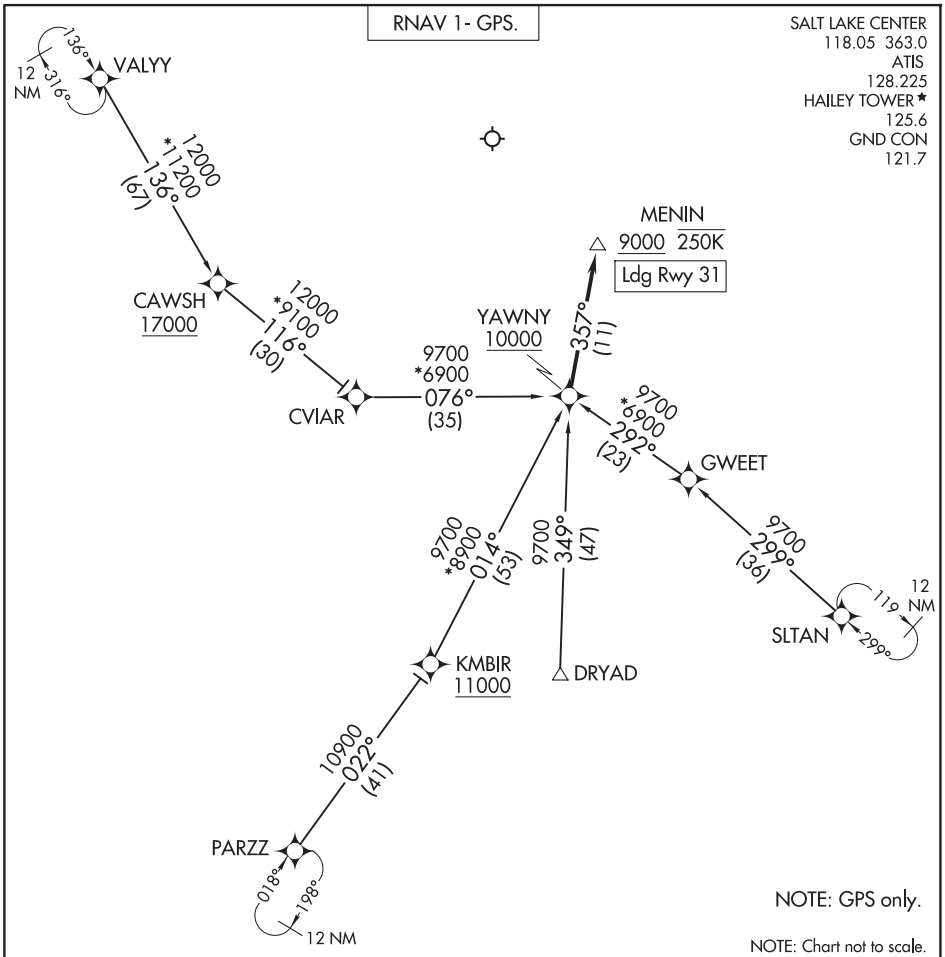
WHYTE SEVEN ARRIVAL

MCCHORD FLD (JOINT BASE LEWIS-MCCHORD) (KTCM)

TACOMA, WASHINGTON

AL-414 (FAA)

Z42




ARRIVAL ROUTE DESCRIPTION

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.



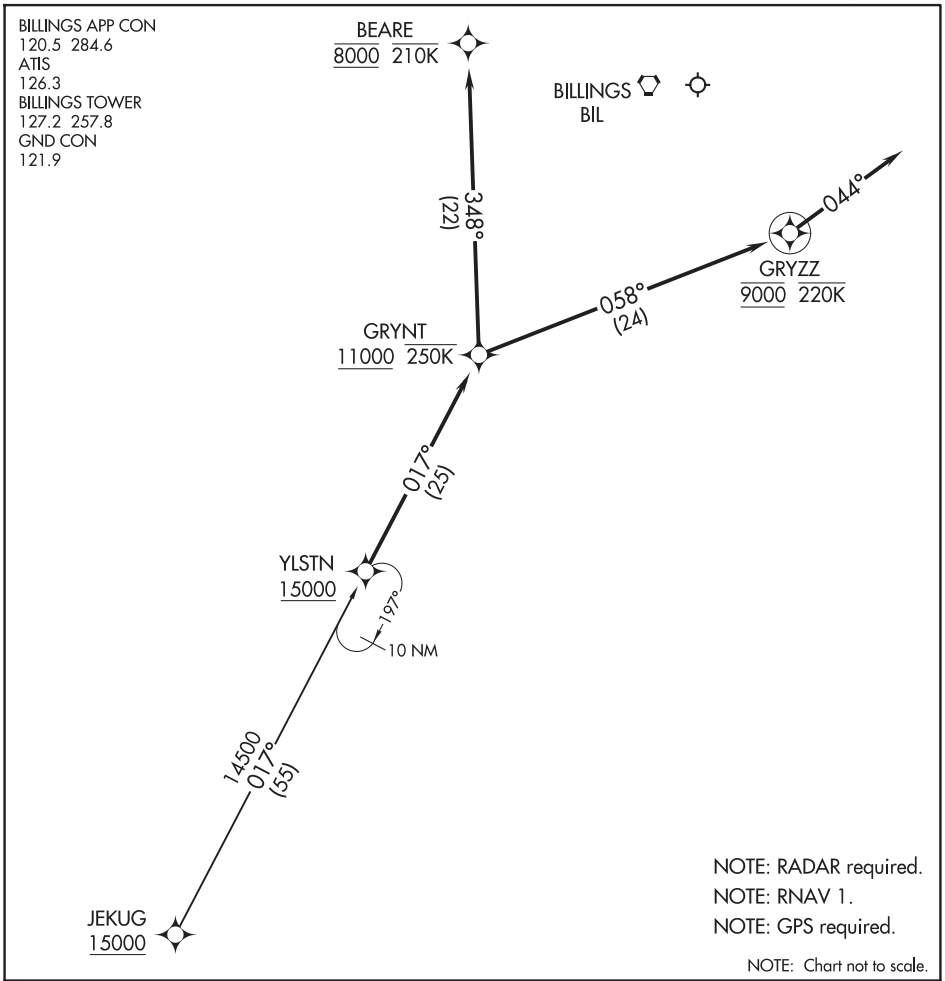
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(YLSTN.YLSTN3) 18256

# YLSTN THREE ARRIVAL (RNAV)

BILLINGS LOGAN INTL (BIL)
BILLINGS, MONTANA

AL-48 (FAA)




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)

BILLINGS, MONTANA
BILLINGS LOGAN INTL (BIL)

(YLSTN.YLSTN3) 13SEP18

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION
EPHRATA TRANSITION (EPH.ZOOMR2): From over EPH VORTAC on EPH R-065 to ZOOMR. Thence. . . .
MOSES LAKE TRANSITION (MWH.ZOOMR2): From over MWH VOR/DME on MWH R-054 to ZOOMR. Thence. . . .
. . . . From over ZOOMR on SPOKANE VORTAC (GEG) R-239 to GANGS. Expect RADAR vectors to final approach course.
LOST COMMUNICATIONS
After GANGS:
LANDING SPOKANE INTL or FELTS FLD: Proceed to GEG VORTAC on GEG R-239, maintain last assigned altitude to GEG.
LANDING FAIRCHILD AFB: Proceed to KNOCK DME fix direct, maintain last assigned altitude to KNOCK.
SPOKANE APP CON
123.75 282.25
GEG ATIS
124.325 254.375
KSKA ATIS
257.625
SFF ATIS
120.55
FELTS FLD
SPOKANE INTL
FAIRCHILD AFB
FAIRCHILD
Chan 51
SKA
(111.4)
KNOCK
14
R-320
R-239
13
GANGS
SPOKANE
115.5 GEG
Chan 102
PULLMAN
117.15 PUW
Chan 118(Y)
R-310
R-296
N
059°
(16)
29
ZOOMR
5000
065°
(46)
5000
054°
(43)
EPHRATA
112.6 EPH
Chan 73
MOSES LAKE
115.0 MWH
Chan 97
YAKIMA
116.0 YKM
Chan 107
NOTE: DME and RADAR required.
NOTE: Chart not to scale.

INTENTIONALLY

LEFT

BLANK

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 7025 |
|---|---|---|---|
| CH 69643 | 166° | TDZE | 6188 |
| W16A | | Apt Elev | 6221 |

# RNAV (GPS) RWY 16

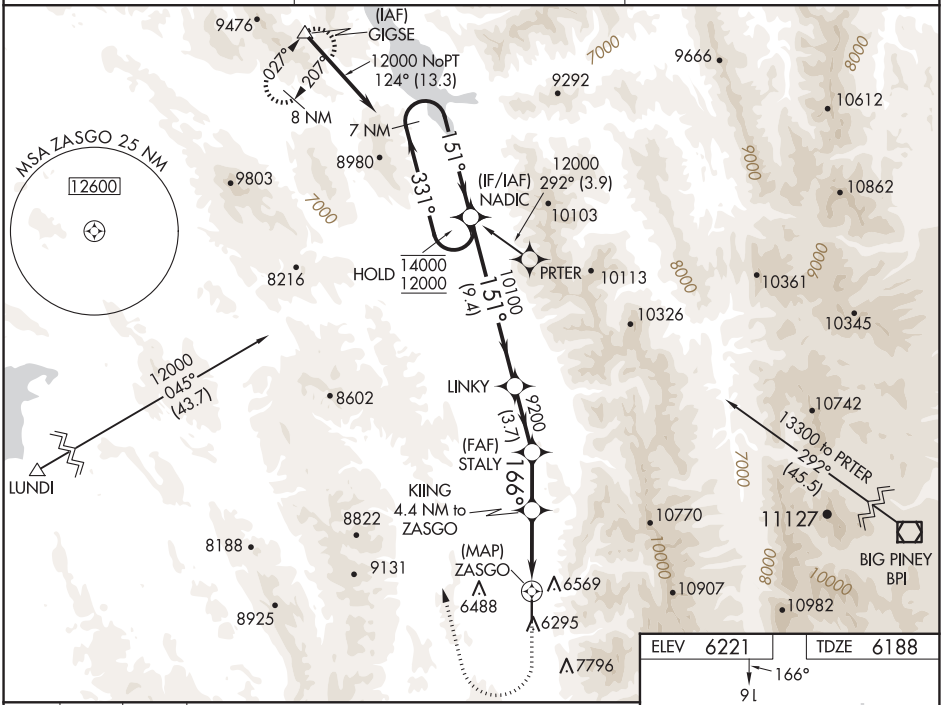
## AFTON LINCOLN COUNTY/GENERAL BOYD L EDDINS FLD (AFO)

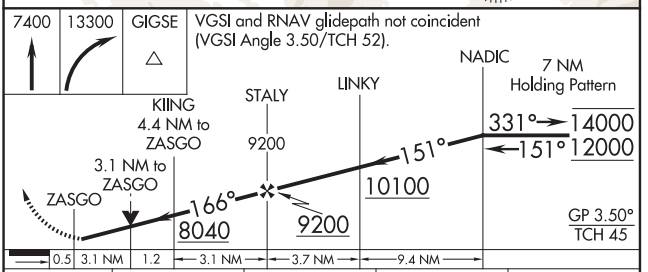
RNP APCH - GPS.

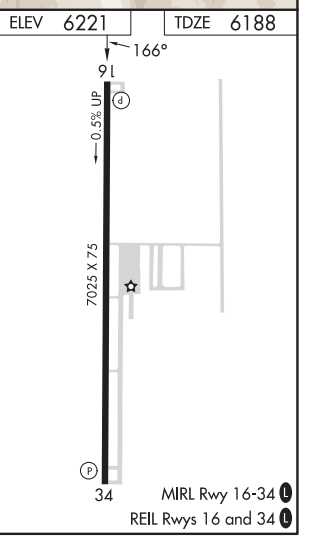
Rwy 16 helicopter visibility reduction below ¾ SM NA. When Afton altimeter setting not received, procedure NA. -18°C

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.

| AWOS-3P | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.35 239.25 | 122.8 (CTAF) L |




| 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 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 34

## AFTON LINCOLN COUNTY/GENERAL BOYD L EDDINS FLD (AFO)

| APP CRS | Rwy Idg | 7025 |
|---|---|---|
| 346° | TDZE | 6221 |
| | Apt Elev | 6221 |

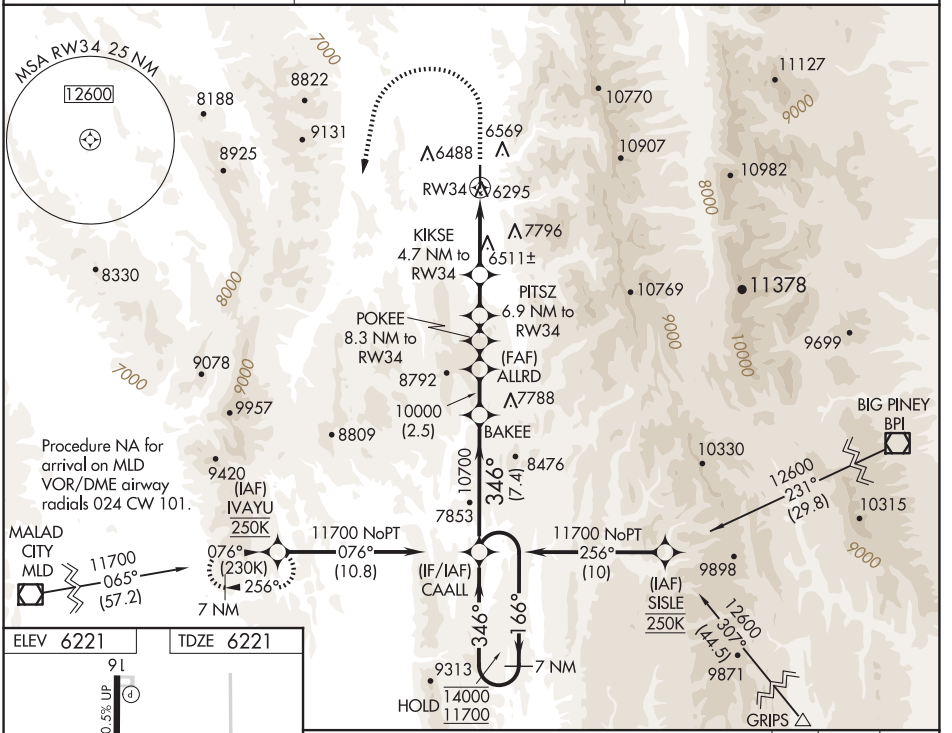
RNP APCH - GPS.

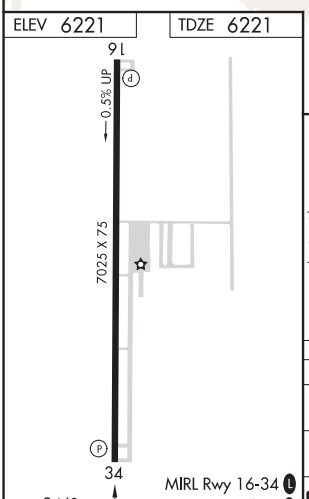
NA
-18°C

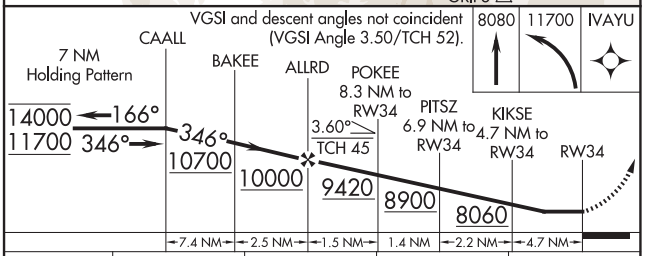
Circling NA east of Rwy 16-34. Procedure NA at night.
Rwy 34 helicopter visibility reduction below 1 SM NA.
When Afton altimeter setting not received, procedure NA.

MISSED APPROACH: (Do not exceed 200K until IVAYU) Climb to 8080 then climbing left turn to 11700 direct IVAYU and hold.
*Missed approach requires minimum climb of 364 feet per NM to 8900.

| AWOS-3P | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.35 239.25 | 122.8 (CTAF) L |



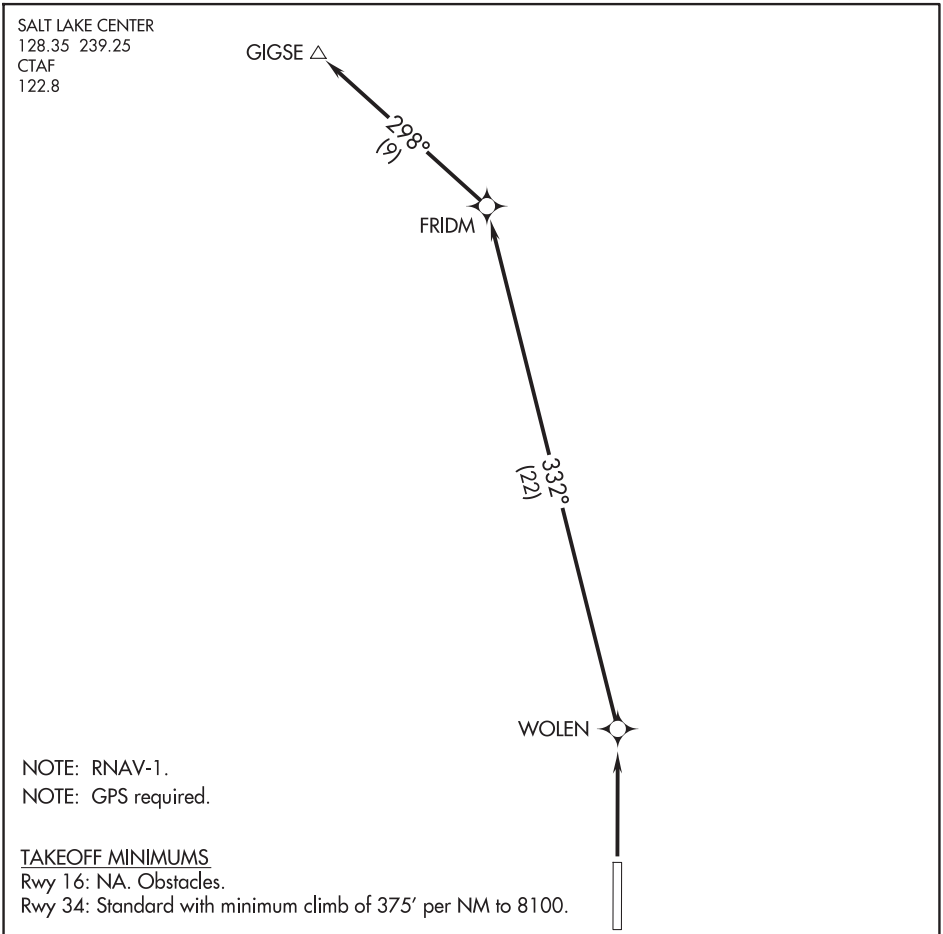




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA* | 7520-1¼<br>1299 (1300-1¼) | 7520-1½<br>1299 (1300-1½) | 7520-3<br>1299 (1300-3) | NA |
| LNAV MDA | 7800-1¼<br>1579 (1600-1¼) | 7800-1½<br>1579 (1600-1½) | 7800-3<br>1579 (1600-3) | NA |
| C CIRCLING | 7800-1¼<br>1579 (1600-1¼) | 7800-1½<br>1579 (1600-1½) | 7800-3<br>1579 (1600-3) | NA |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025




NOTE: RNAV-1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 16: NA. Obstacles.
Rwy 34: Standard with minimum climb of 375′ per NM to 8100.

TAKEOFF OBSTACLE NOTES
Rwy 34: Fence beginning 160′ from DER, 412′ from DER, up to 6200′ MSL.
Pole 474′ from DER, 364′ right of centerline, 5′ AGL/6205′ MSL.
Trees beginning 1038′ from DER, 428′ right of centerline, up to 6238′ MSL.
Trees beginning 1065′ from DER, 324′ left of centerline, up to 6218′ MSL.
Trees, transmission line beginning 1101′ from DER, 279′ left of centerline, up to 6229′ MSL.
Trees, transmission lines, traverse way beginning 1104′ from DER, 408′ right of centerline, up to 6246′ MSL.

NOTE: Chart not to scale.

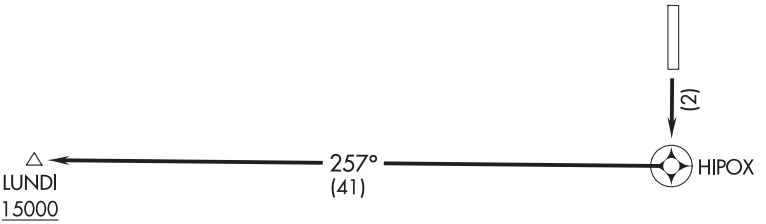
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34: Climb direct WOLEN, then on depicted route to GIGSE, maintain 16000 or ATC assigned altitude; expect clearance to filed altitude five minutes after departure.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

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.



NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME CVO | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.4 | 032° | TDZE | N/A |
| Chan 101 | | Apt Elev | 227 |

# VOR-A

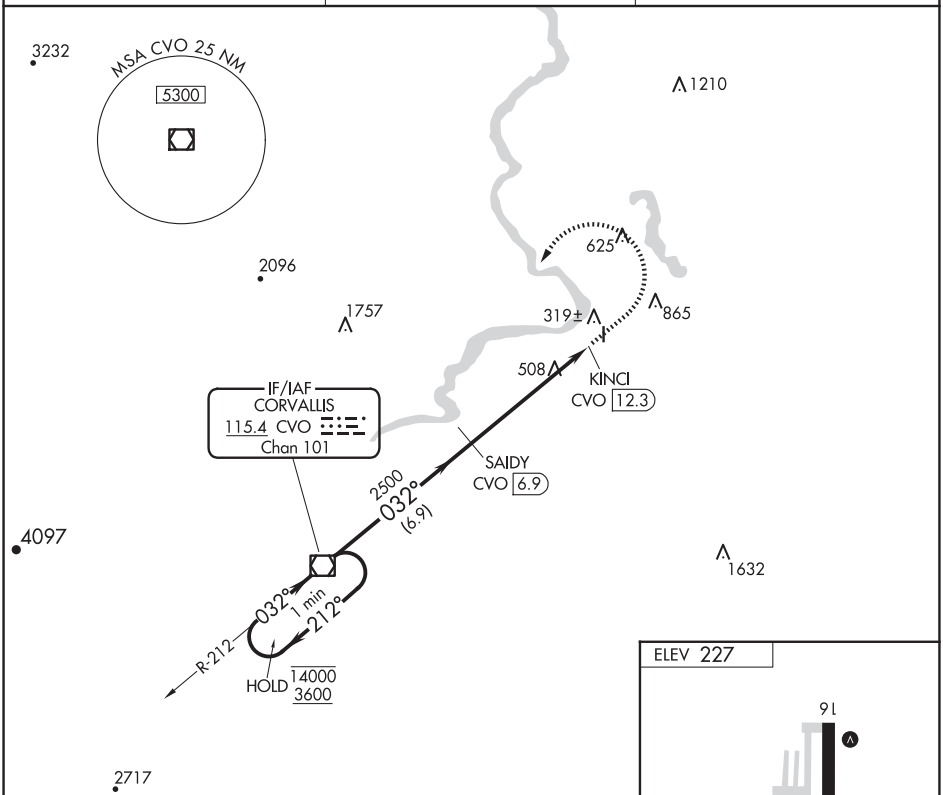
ALBANY MUNI (S12)

DME required.

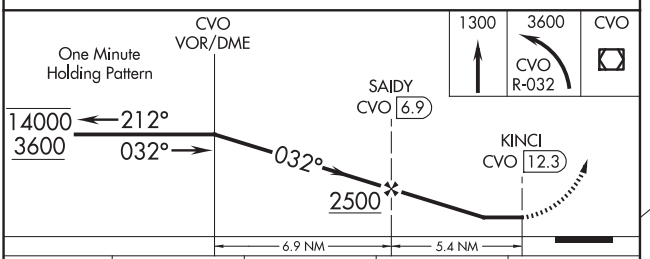
T A NA Rwy 16 and 34 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Corvallis altimeter setting.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3600 on CVO VOR/DME R-032 to CVO VOR/DME and hold.

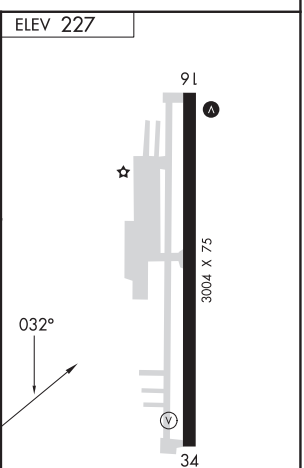
| AWOS-3PT | CASCADE APP CON * | UNICOM |
|---|---|---|
| 119.925 | 127.5 348.7 | 122.725 (CTAF) L |




NoPT for arrival on CVO VOR/DME airway radials R-154 and R-177.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 940-1<br>713 (800-1) | 1020-1<br>793 (800-1) | NA | |




MIRL Rwy 16-34 L

REIL Rwys 16 and 34 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

ANACONDA, MONTANA AL-6986 (FAA) 24305

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 311° | TDZE | N/A |
| | Apt Elev | 5034 |

# RNAV (GPS)-B
BOWMAN FLD (3U3)

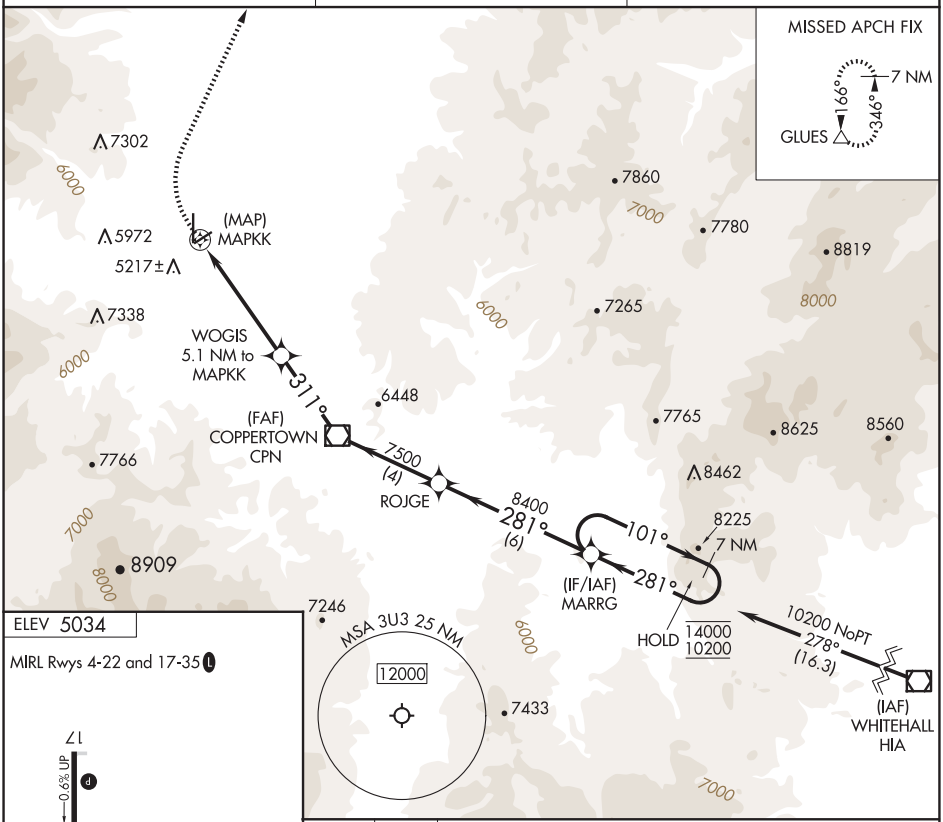
RNP APCH - GPS.

NA
-25°C

When local altimeter setting not received, use Butte altimeter setting and increase all MDAs 120 feet. Circling NA for Cats C and D west of Rwy 17-35.

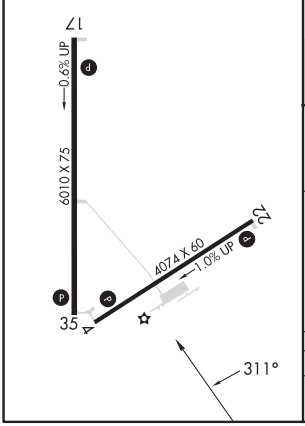
MISSED APPROACH: Climbing right turn to 9200 direct GLUES and hold.

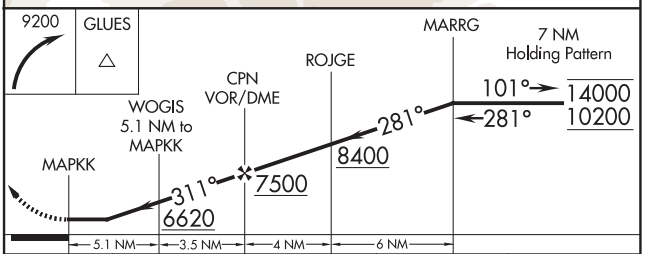
| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 124.175 | 132.4 338.3 | 122.8 (CTAF) L |




ELEV 5034

MIRL Rwys 4-22 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 6120-1¼<br>1086 (1100-1¼) | 6240-1½<br>1206 (1300-1½) | 6240-3<br>1206 (1300-3) | 6640-3<br>1606 (1700-3) |

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

ANACONDA, MONTANA
Orig 21MAR24

46°09'N-112°52'W

BOWMAN FLD (3U3)
RNAV (GPS)-B

| VOR/DME CPN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.05 | 309° | TDZE | N/A |
| Chan 107 (Y) | | Apt Elev | 5034 |

# VOR-A

BOWMAN FLD (3U3)

DME required.

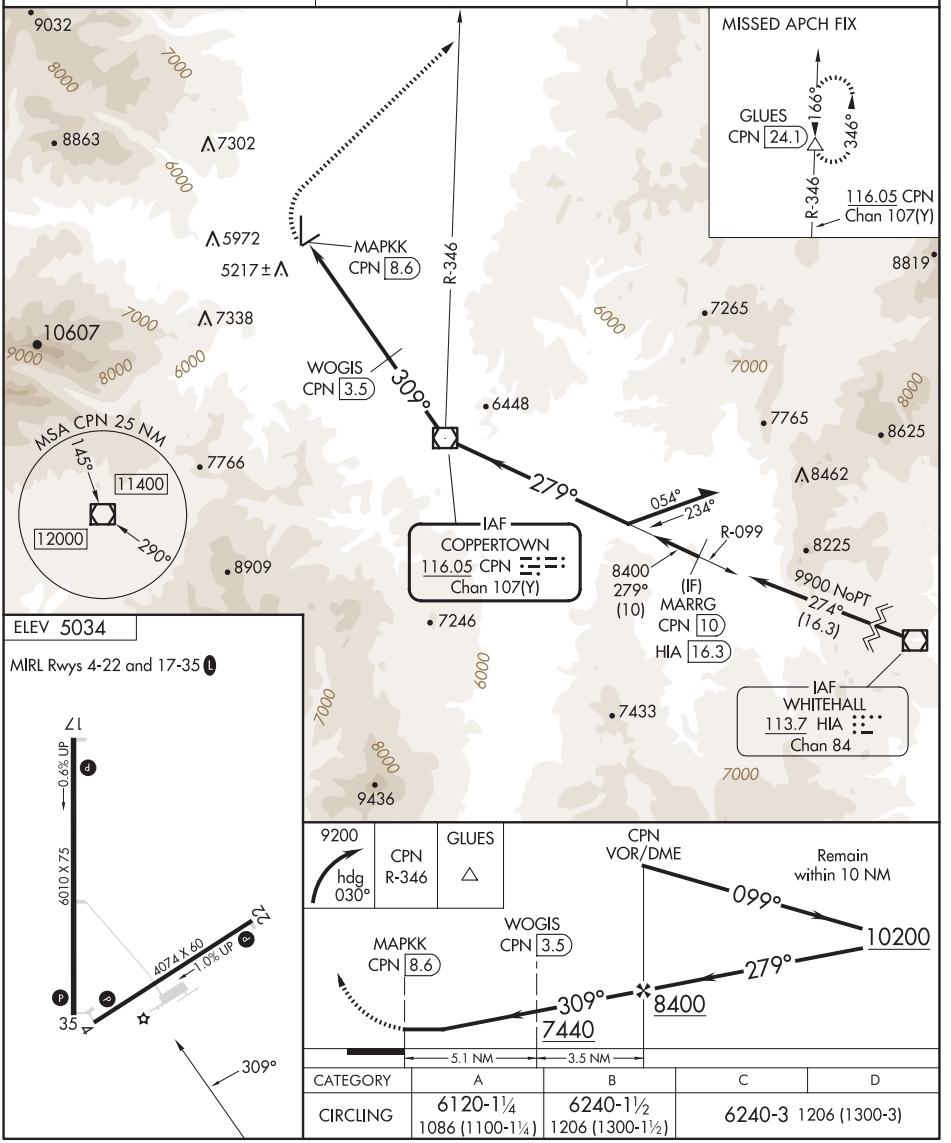
When local altimeter settings not received, use Butte altimeter setting and increase all MDAs 120 feet. Circling NA for Cats C and D west of Rwy 17-35.

NA

-25°C

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 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 124.175 | 132.4 338.3 | 122.8 (CTAF) L |




ELEV 5034

MIRL Rwys 4-22 and 17-35 L







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 6120-1¼ 1086 (1100-1¼) | 6240-1½ 1206 (1300-1½) | 6240-3 1206 (1300-3) | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS)-A

## ARCO-BUTTE COUNTY (AOC)

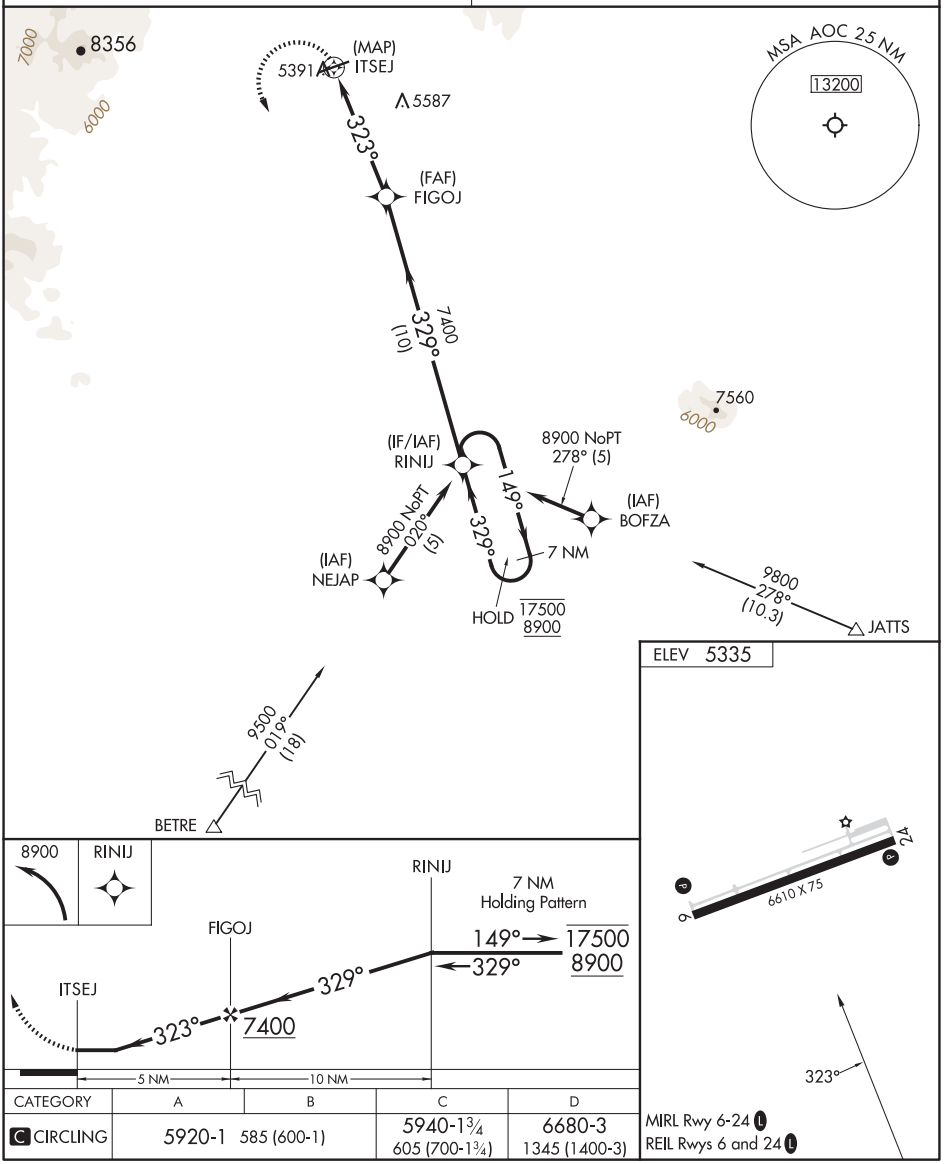
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 323° | TDZE | N/A |
| | Apt Elev | 5335 |

RNP APCH.

T A 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.

MISSED APPROACH: Climbing left turn to 8900 direct RINIJ and hold, continue climb in hold to 8900.

| SALT LAKE CENTER | UNICOM |
|---|---|
| 128.35 239.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 5920-1 585 (600-1) | | 5940-1¾ 605 (700-1¾) | 6680-3 1345 (1400-3) |

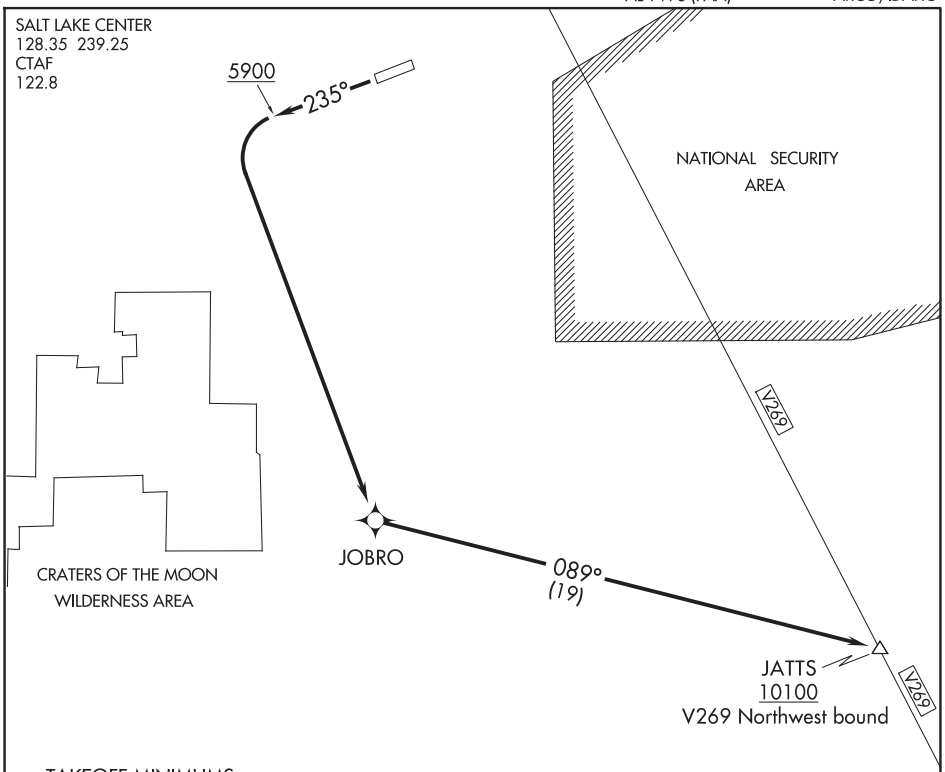


43°36′N-113°20′W





NW-1, 12 JUN 2025 to 07 AUG 2025




TAKEOFF MINIMUMS
Rwy 6: NA- Obstacles.
Rwy 24: Standard.

TAKEOFF OBSTACLE NOTE
Rwy 24: Numerous vehicles beginning 641′ from DER, 629′ right of centerline, 17′ AGL/5355′ MSL.

NOTE: GPS required.
NOTE: RNAV 1

NOTE: Chart not to scale.

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 34

ARLINGTON MUNI (AWO)

| WAAS | APP CRS | Rwy Idg | 5332 |
|---|---|---|---|
| CH 90324 | 342° | TDZE | 135 |
| W34A | | Apt Elev | 142 |

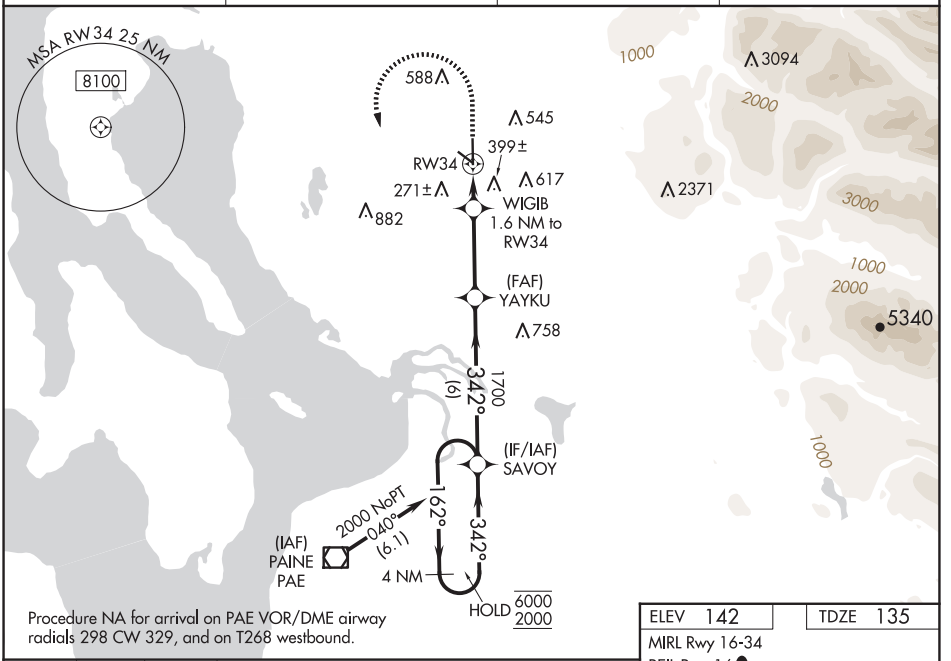
RNP APCH-GPS.

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 1⅜ SM and LNAV Cat C and D visibility to 1⅛ SM.

MALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct SAVOY and hold.

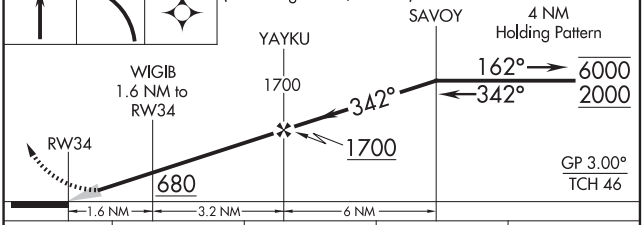
| AWOS-3PT | SEATTLE APP CON | CLNC DEL | CTAF |
|---|---|---|---|
| 135.625 | 128.5 306.9 | 121.725 | 122.725 L |




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).



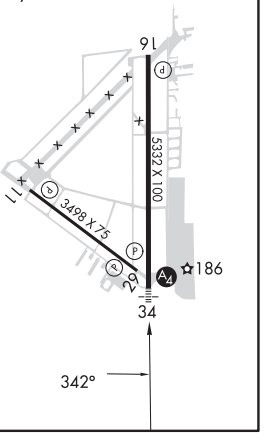

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 335-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 510-¾ 375 (400-¾) | | | |
| LNAV MDA | 540-¾ 405 (400-¾) | | 540-1 405 (400-1) | |
| C CIRCLING | 840-1 698 (700-1) | 900-1 758 (800-1) | 1000-2½ 858 (900-2½) | 1040-3 898 (900-3) |

ELEV 142 TDZE 135

MIRL Rwy 16-34

REIL Rwy 16 L

REIL Rwys 11 and 29






NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC I-AWO | APP CRS | Rwy Idg | 5332 |
|---|---|---|---|
| 111.5 | 342° | TDZE | 135 |
| | | Apt Elev | 142 |

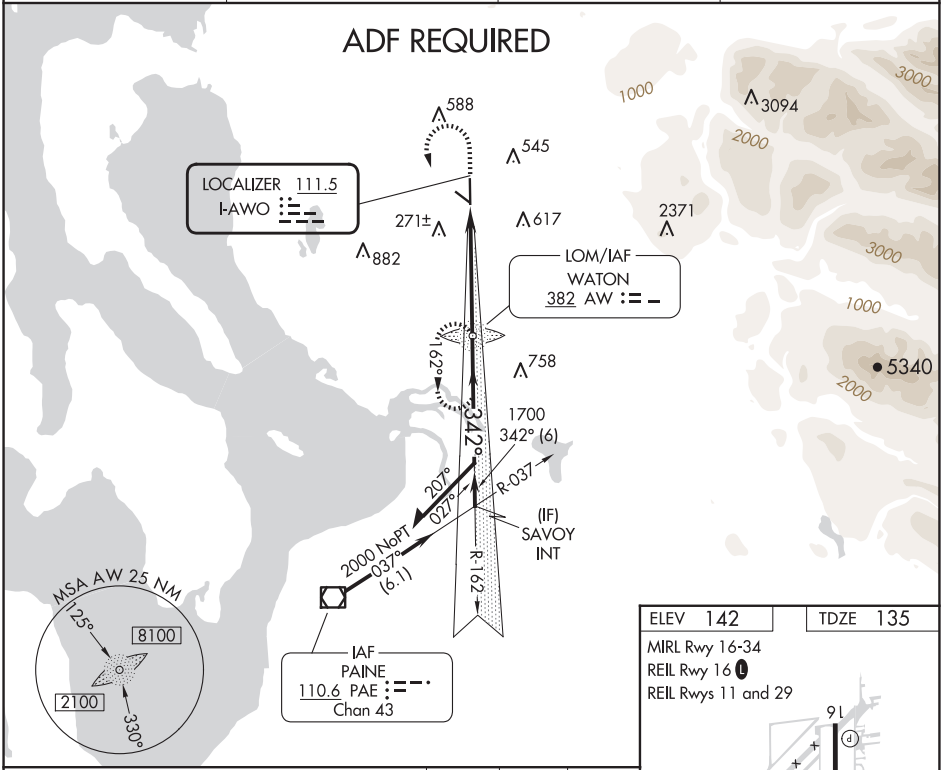
# LOC RWY 34
## ARLINGTON MUNI (AWO)

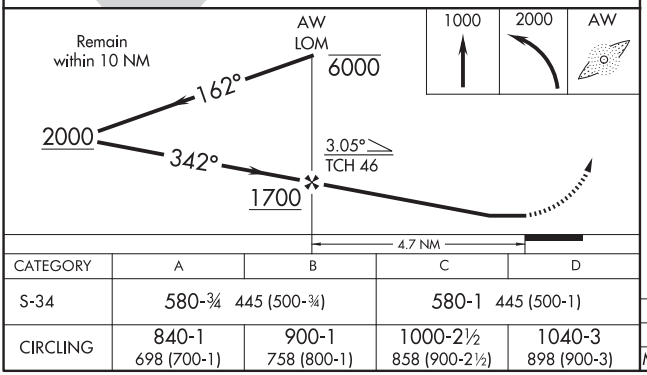
T A NA — ADF required. When local altimeter setting not received, use Whidbey Island NAS (Ault Field) altimeter setting: increase all MDA 80 feet and visibility S-34 Cats C and D and Circling Cats B and C ¼ SM. For inop MALS, increase S-34 Cats C and D visibility to 1⅜ .

MALS A4

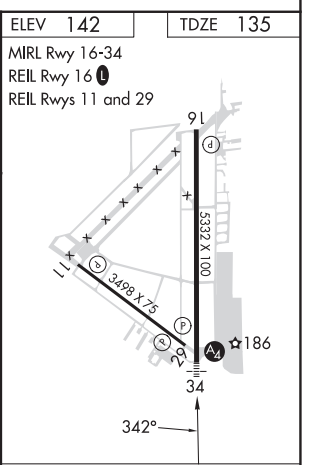
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct WATON LOM and hold.

| AWOS-3PT | SEATTLE APP CON | CLNC DEL | CTAF |
|---|---|---|---|
| 135.625 | 128.5 306.9 | 121.725 | 122.725 L |




| 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 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| LOM AW | APP CRS | Rwy Idg | 5332 |
|---|---|---|---|
| 382 | 342° | TDZE | 135 |
| | | Apt Elev | 142 |

# NDB RWY 34

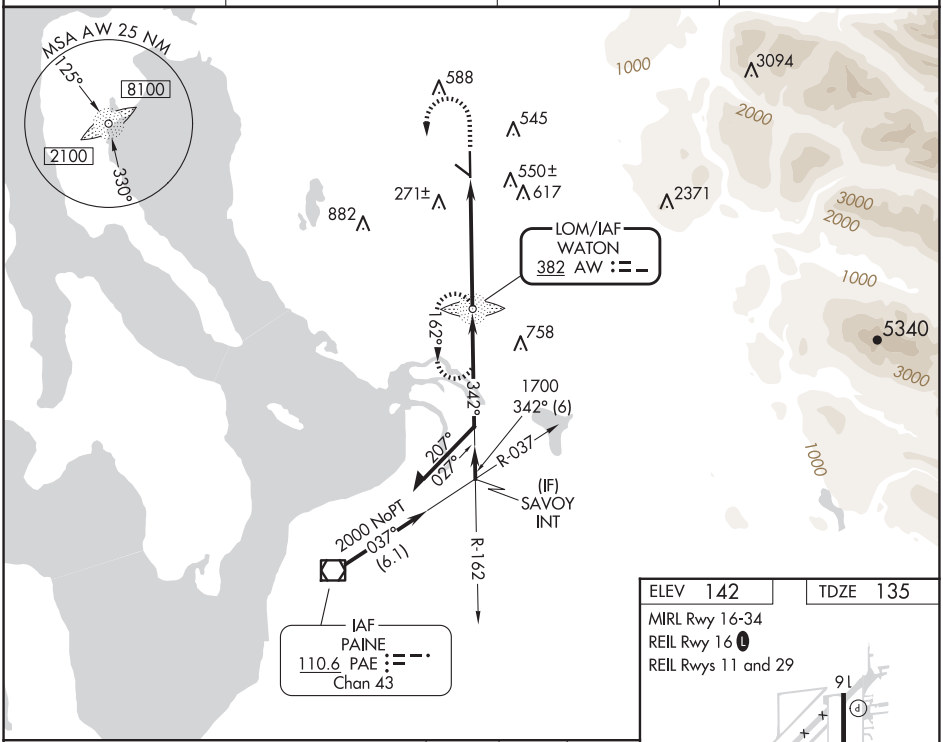
## ARLINGTON MUNI (AWO)

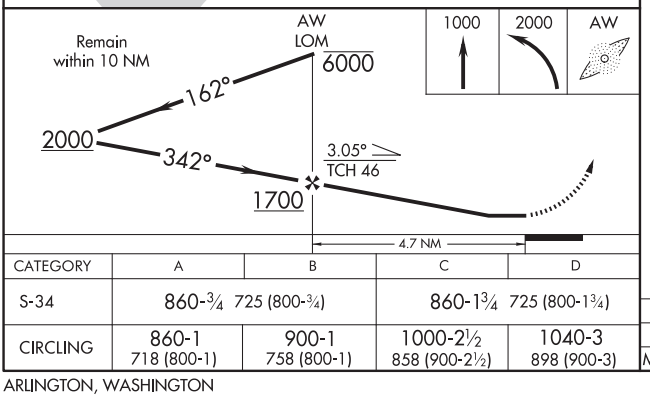
T A NA — When local altimeter setting not received, use Whidbey Island NAS (Ault Field) altimeter setting: increase all MDA 80 feet and visibility S-34 Cats B, C, and D and Circling Cats B and C ¼ SM. For inop MALS when using Whidbey Island NAS (Ault Field) altimeter setting, increase S-34 Cats C and D visibility to 2½.

MALS

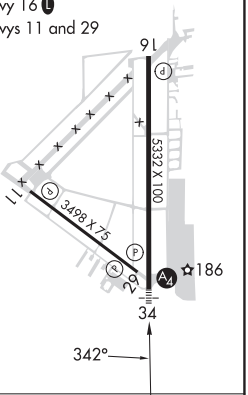
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct AW LOM and hold.

| AWOS-3PT | SEATTLE APP CON | CLNC DEL | CTAF |
|---|---|---|---|
| 135.625 | 128.5 306.9 | 121.725 | 122.725 L |




| ELEV 142 | TDZE 135 |
|---|---|
| MIRL Rwy 16-34 | |
| REIL Rwy 16 L | |
| REIL Rwys 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 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

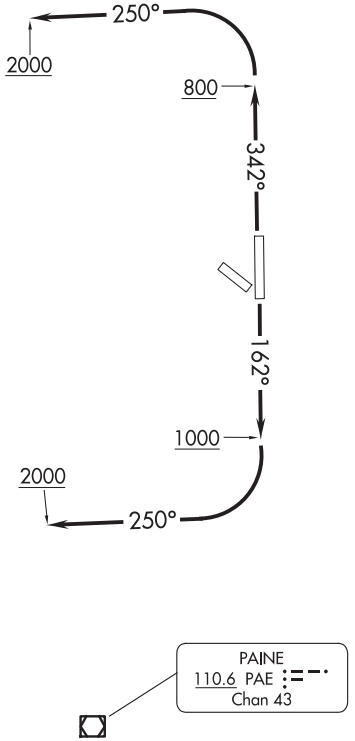
# ARLINGTON TWO DEPARTURE

AL-795 (FAA)

ARLINGTON MUNI (AWO)
ARLINGTON, WASHINGTON

SEATTLE CLNC DEL
121.725
SEATTLE APP CON
128.5 306.9

**TOP ALTITUDE: 2000**




NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwys 11, 29: NA - ATC.
Rwys 16, 34: Standard.

NOTE: Chart not to scale.

## 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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

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)

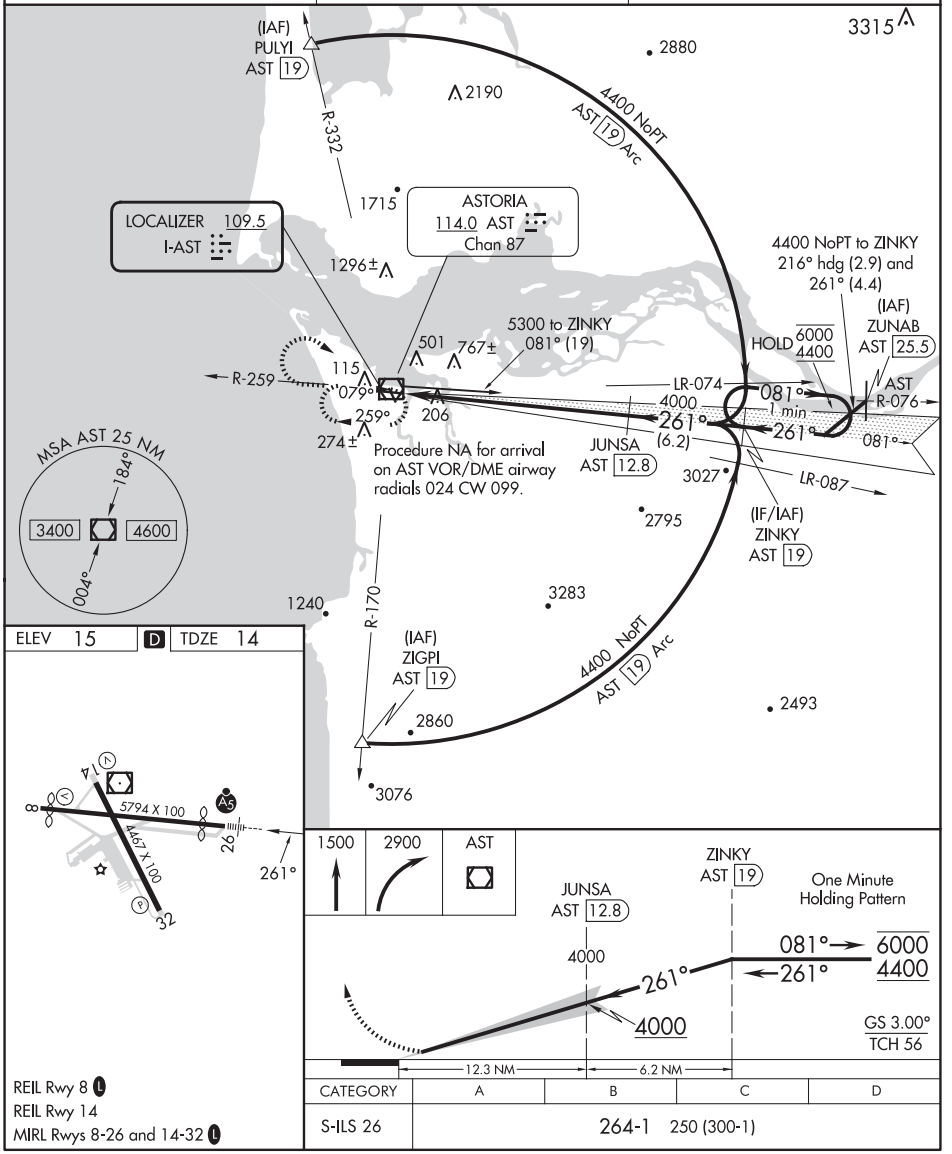
DME required for procedure entry.

Rwy 26 helicopter visibility reduction below ¾ SM NA. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct AST VOR/DME and hold.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.375 | 124.2 317.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26 | 264-1 250 (300-1) | | | |

REIL Rwy 8 L
REIL Rwy 14
MIRL Rwys 8-26 and 14-32 L

ASTORIA, OREGON
Amdt 3C 11JUL24

46°09'N-123°53'W

ASTORIA RGNL (AST)

ILS RWY 26

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 8

ASTORIA RGNL (AST)

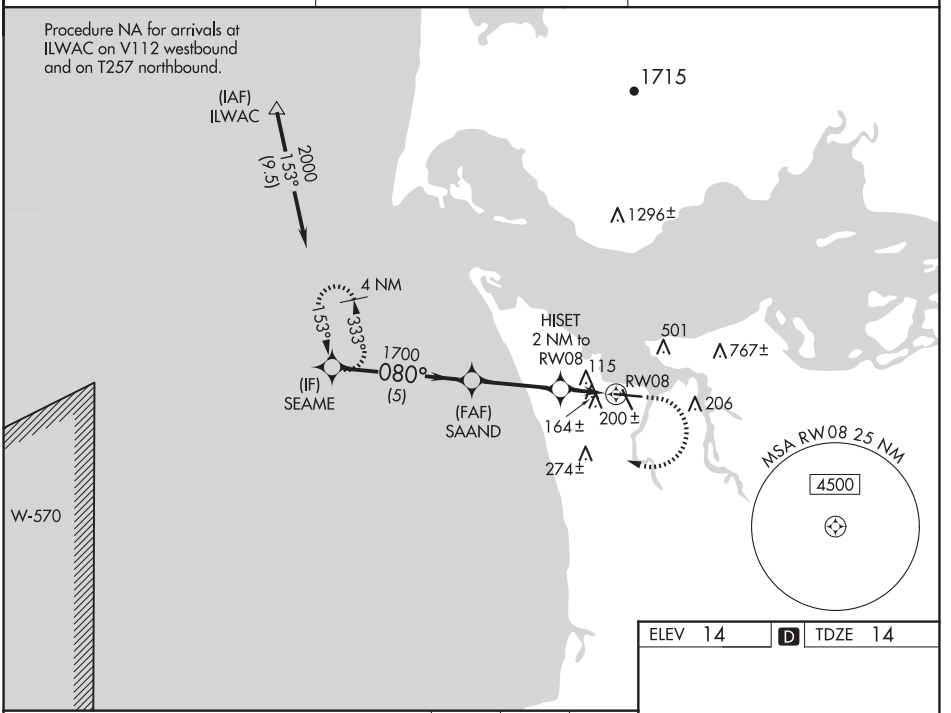
| WAAS | APP CRS | Rwy Ldg | 4894 |
|---|---|---|---|
| CH 40032 | 080° | TDZE | 14 |
| W08A | | Apt Elev | 14 |

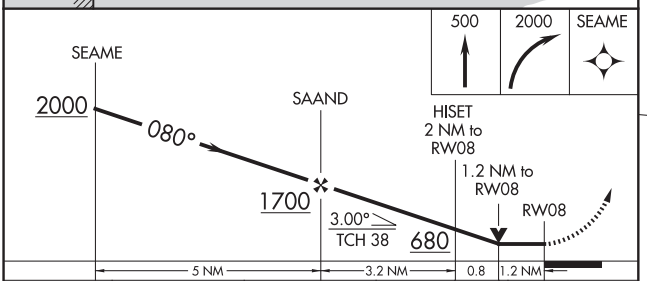
RNP APCH.

Rwy 8 helicopter visibility reduction below ¾ SM NA.

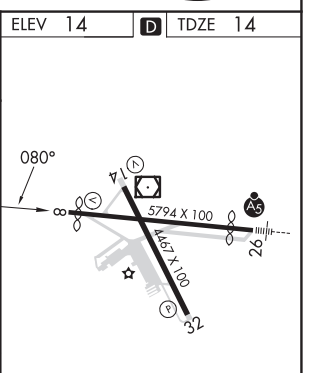
MISSED APPROACH: (Do not exceed 225K until SEAME) Climb to 500, then climbing right turn to 2000 direct SEAME and hold.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.375 | 124.2 317.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 420-1 406 (500-1) | | 420-1⅛ 406 (500-1⅛) | |
| LNAV MDA | 460-1 446 (500-1) | | 460-1⅜ 446 (500-1⅜) | |
| C CIRCLING | 660-1 646 (700-1) | 800-1 786 (800-1) | 1080-3 1066 (1100-3) | 1160-3 1146 (1200-3) |




REIL Rwy 8 L
REIL Rwy 14
MIRL Rwys 8-26 and 14-32 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 26

ASTORIA RGNL (AST)

| WAAS | APP CRS | Rwy Ldg | 4780 |
|---|---|---|---|
| CH 97711 | 261° | TDZE | 14 |
| W26A | | Apt Elev | 14 |

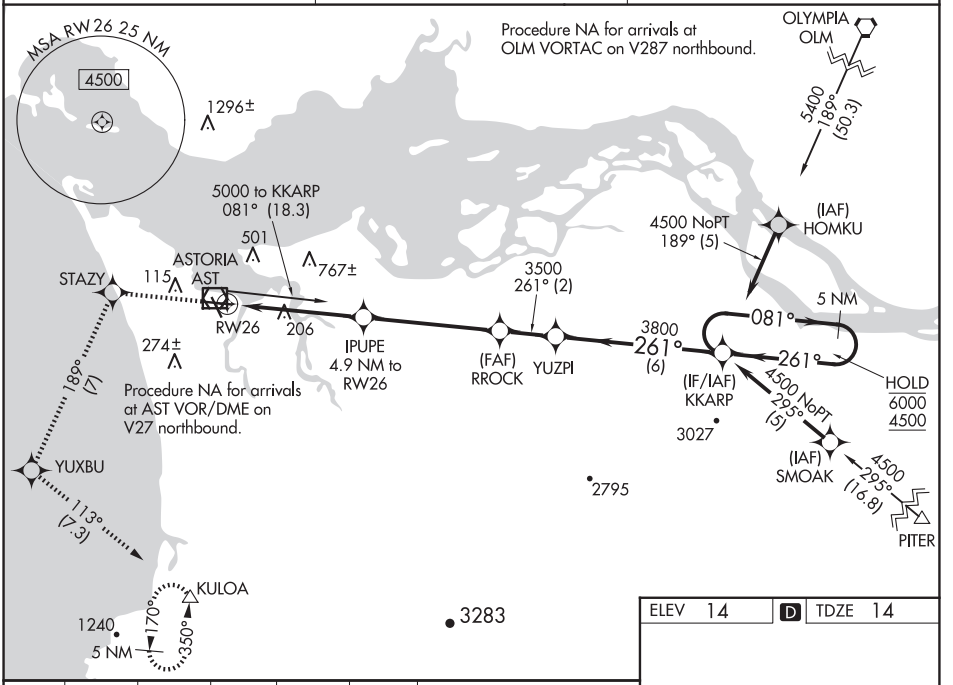
RNP APCH.

T A Inop table does not apply to LPV all Cats. Rwy 26 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LNAV Cat A/B visibility to 1 SM and Cat C/D to 2 ½ SM.

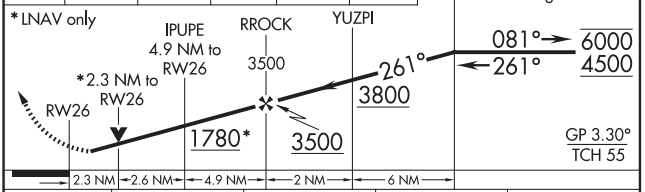
MALSR

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.

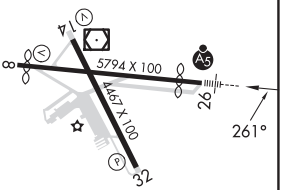
| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.375 | 124.2 317.6 | 122.8 (CTAF) L |




| 5000 | STAZY | tr 189° | YUXBU | tr 113° | KULOA |
|---|---|---|---|---|---|




ELEV 14 D TDZE 14




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 264-¾ 250 (300-¾) | | | |
| LNAV MDA | 860-¾ 846 (900-¾) | | 860-1⅞ 846 (900-1⅞) | |
| C CIRCLING | 860-1¼ 846 (900-1¼) | | 1080-3 1066 (1100-3) | 1160-3 1146 (1200-3) |

REIL Rwy 8 L
REIL Rwy 14
MIRL Rwys 8-26 and 14-32 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

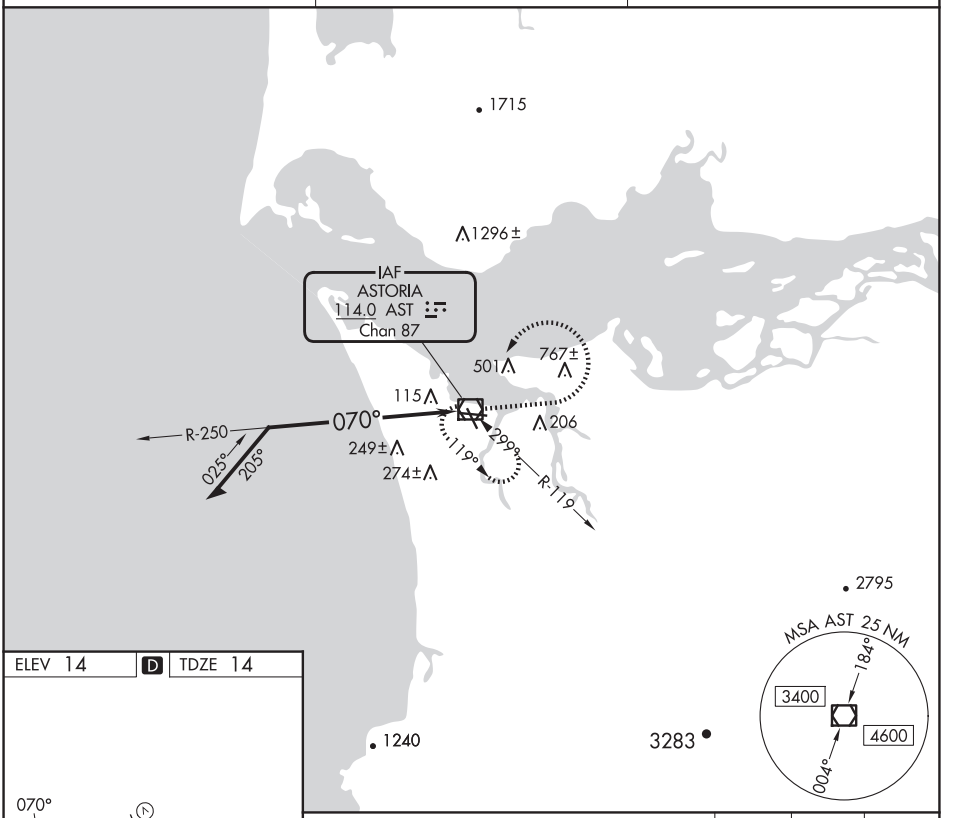
| VOR/DME AST | APP CRS | Rwy Ldg | 4894 |
|---|---|---|---|
| 114.0 | 070° | TDZE | 14 |
| Chan 87 | | Apt Elev | 14 |

# VOR RWY 8
## ASTORIA RGNL (AST)

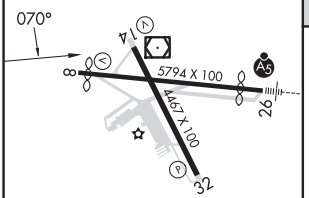
Rwy 8 helicopter visibility reduction below ¾ SM NA.

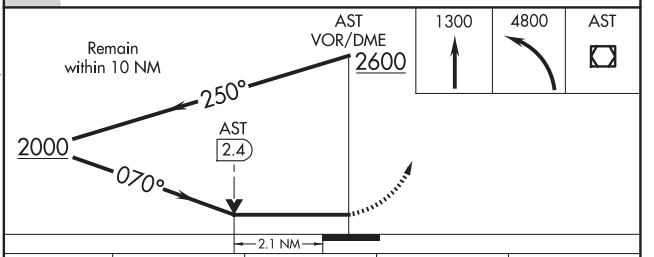
MISSED APPROACH: Climb to 1300 then climbing left turn to 4800 in AST VOR/DME holding pattern, continue climb-in-hold to 4800.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.375 | 124.2 317.6 | 122.8 (CTAF) L |




ELEV 14 | D | TDZE 14




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 720-1 706 (800-1) | | 720-2 706 (800-2) | |
| C CIRCLING | 720-1 706 (800-1) | 800-1 786 (800-1) | 1080-3 1066 (1100-3) | 1160-3 1146 (1200-3) |

REIL Rwy 8 L
REIL Rwy 14
MIRL Rwys 8-26 and 14-32 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# COPTER LOC RWY 26

ASTORIA RGNL (AST)

| LOC I-AST | APP CRS | Rwy Ldg | 4780 |
|---|---|---|---|
| 109.5 | 261° | TDZE | 14 |
| | | Elev | 14 |

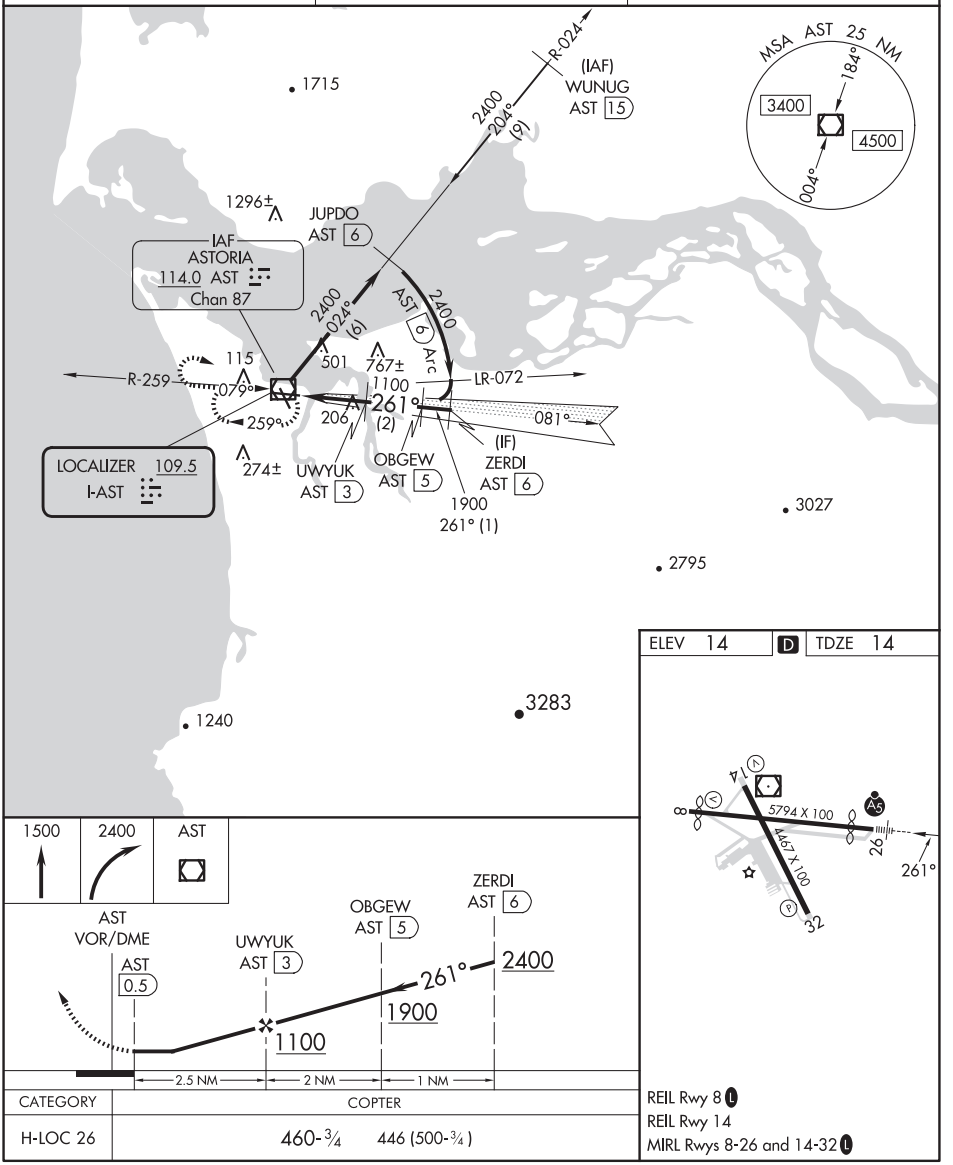
DME required.

T A NA DME from AST VOR/DME. Simultaneous reception of I-AST and AST DME required. For inop ALS increase visibility to 1 SM.

MALSR A5

MISSED APPROACH: Climb to 1500 then climbing right turn to 2400 direct AST VOR/DME and hold.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.375 | 124.2 317.6 | 122.8 (CTAF) L |







| CATEGORY | COPTER |
|---|---|
| H-LOC 26 | 460-¾ 446 (500-¾) |




REIL Rwy 8 L
REIL Rwy 14
MIRL Rwys 8-26 and 14-32 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME AST | APP CRS | Rwy Ldg | 4894 |
|---|---|---|---|
| 114.0 | 070° | TDZE | 14 |
| Chan 87 | | Apt Elev | 14 |

# COPTER VOR RWY 8

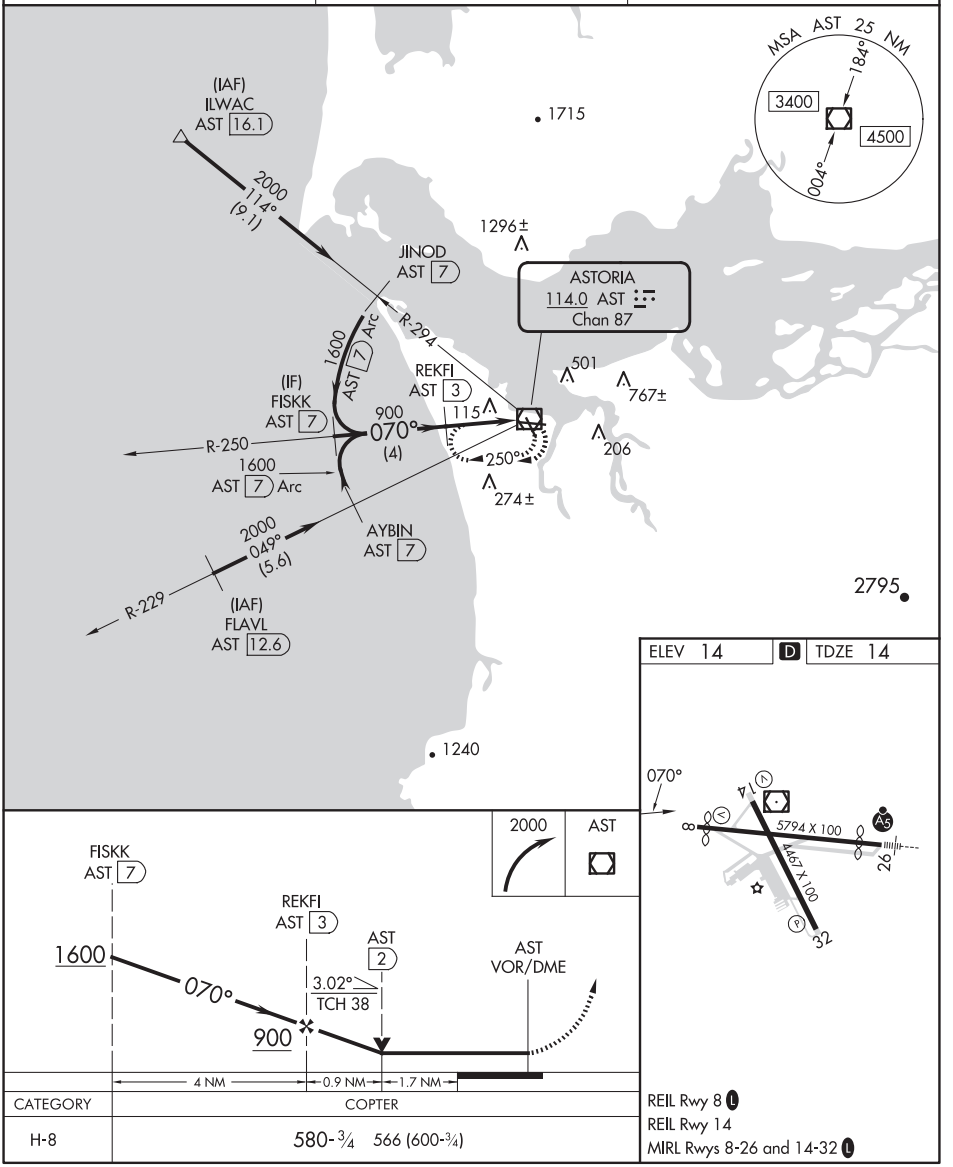
ASTORIA RGNL (AST)

DME required.

NA

MISSED APPROACH: Climbing right turn to 2000 in AST VOR/DME holding pattern.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.375 | 124.2 317.6 | 122.8 (CTAF) L |





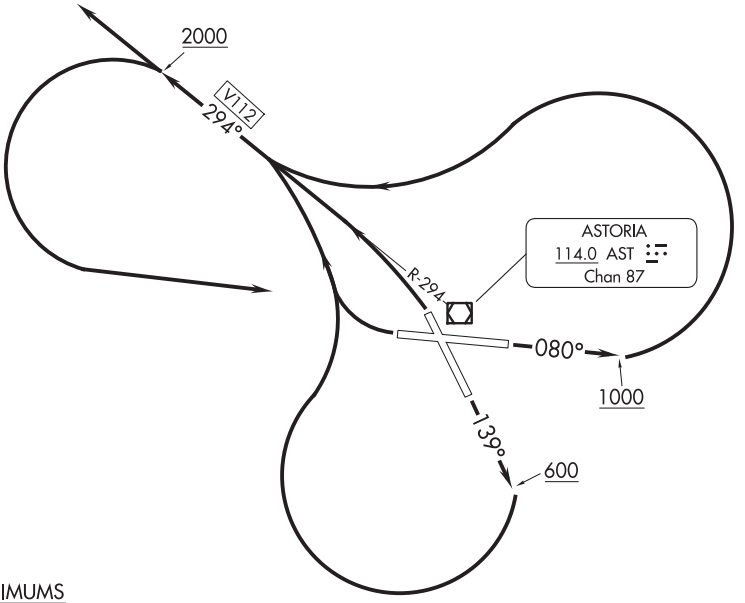

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(AST3.AST) 23334 AL-24 (FAA)

# ASTORIA THREE DEPARTURE (OBSTACLE)

ASTORIA RGNL (AST)
ASTORIA, OREGON

SEATTLE CENTER
124.2 317.6




TAKEOFF MINIMUMS

Rwy 32: Standard.
Rwy 8: Standard with a minimum climb of 218′ per NM to 800, or 2300-3 for climb in visual conditions.
Rwy 14: 600-3 with a minimum climb gradient of 239′ per NM to 800, or standard with a minimum climb of 285′ per NM to 600 or 2300-3 for climb in visual conditions.
Rwy 26: 300-1¼ or standard with a minimum climb of 234′ per NM to 300 or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1800′ prior to DER or 2300-3 for climb in visual conditions.

(CONTINUED ON FOLLOWING PAGE)

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.




NW-1, 12 JUN 2025 to 07 AUG 2025

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, 12 JUN 2025 to 07 AUG 2025

AUBURN, WASHINGTON

AL-10224 (FAA)

24305

# RNAV (GPS) RWY 35

AUBURN MUNI (S50)

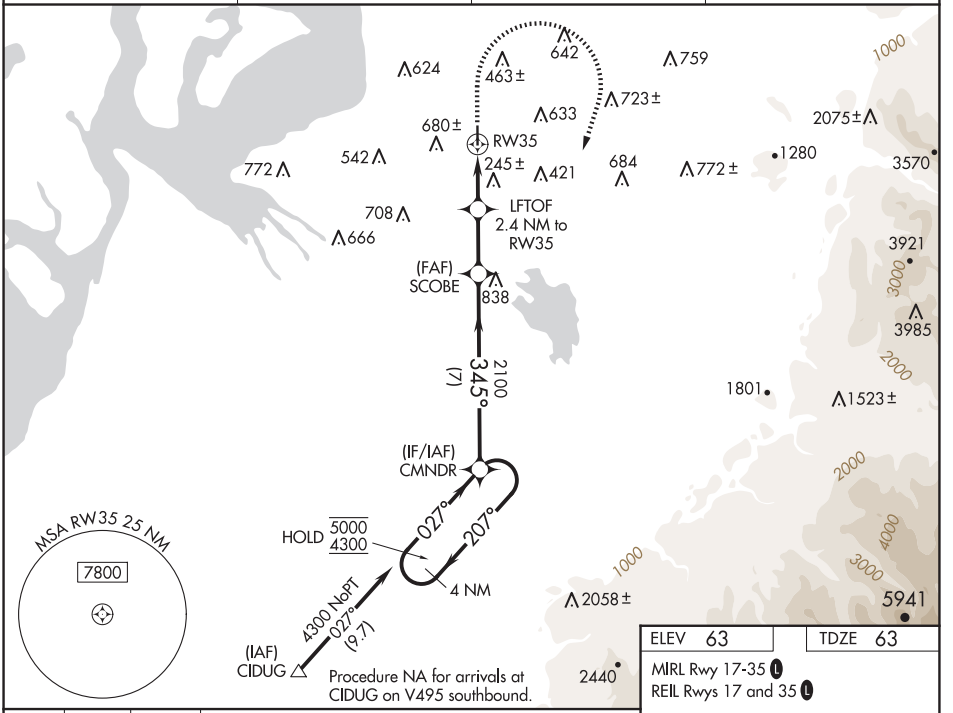
| WAAS | APP CRS | Rwy Idg | 3601 |
|---|---|---|---|
| CH 50346 | 345° | TDZE | 63 |
| W35A | | Apt Elev | 63 |

RNP APCH - GPS.

T A 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.

MISSED APPROACH: Climb to 700 then climbing right turn to 4400 direct CMNDR and hold, continue climb-in-hold to 4400.

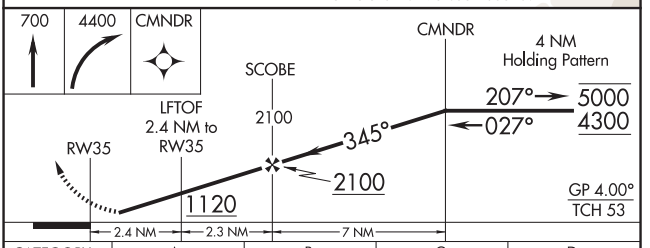
| SEA ASOS | SEATTLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.0 | 123.85 | 123.85 | 122.975 (CTAF) L |

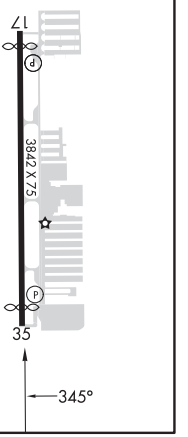



| ELEV 63 | TDZE 63 |
|---|---|

MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 459-1⅛ 396 (400-1⅛) | | NA | |
| LNAV/VNAV DA | 702-1¾ 639 (700-1¾) | | NA | |
| LNAV MDA | 740-1 677 (700-1) | | NA | |
| CIRCLING | 920-1¼ 857 (900-1¼) | 1040-1½ 977 (1000-1½) | NA | |



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS)-A
AUBURN MUNI (S50)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 333° | TDZE | N/A |
| | Apt Elev | 63 |

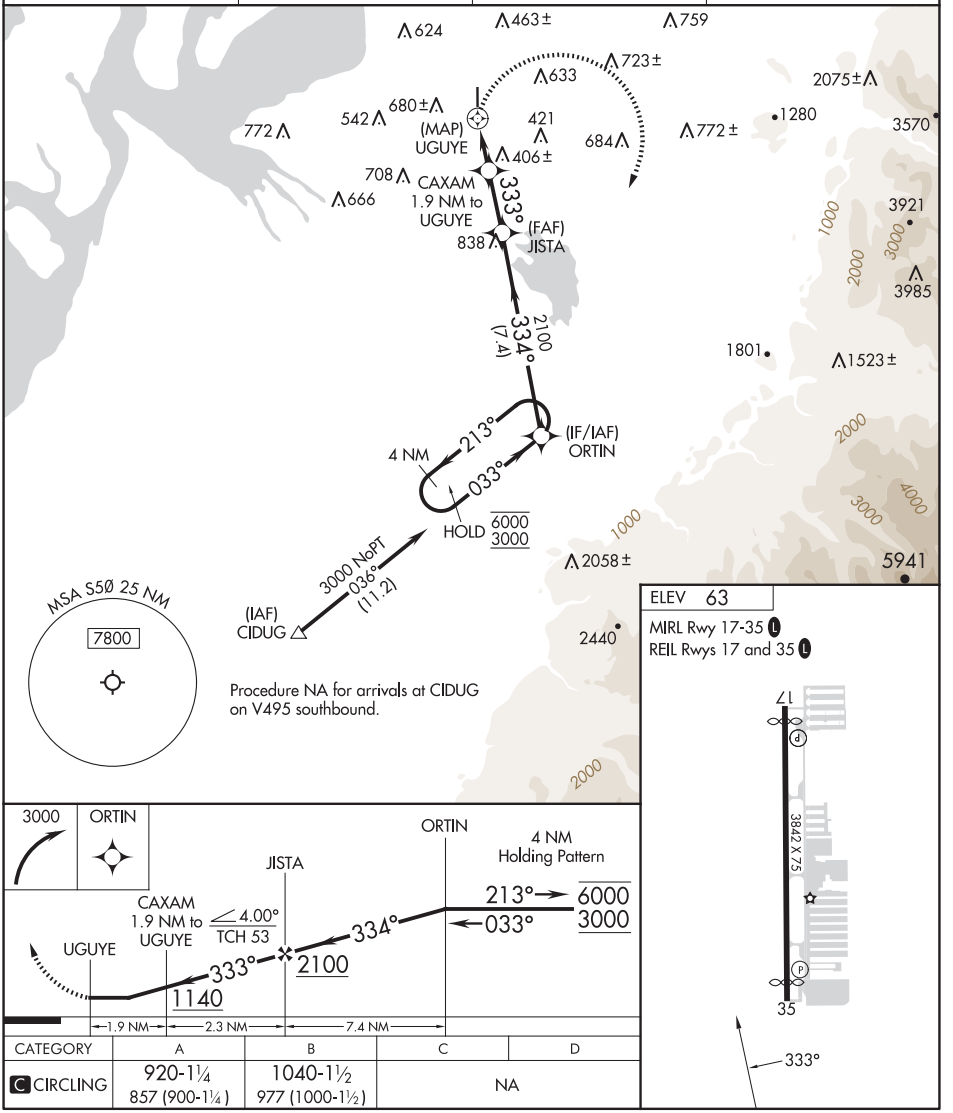
RNP APCH - GPS.

T 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 | SEATTLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.0 | 123.85 | 123.85 | 122.975 (CTAF) L |




ELEV 63
MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 920-1¼<br>857 (900-1¼) | 1040-1½<br>977 (1000-1½) | NA | |

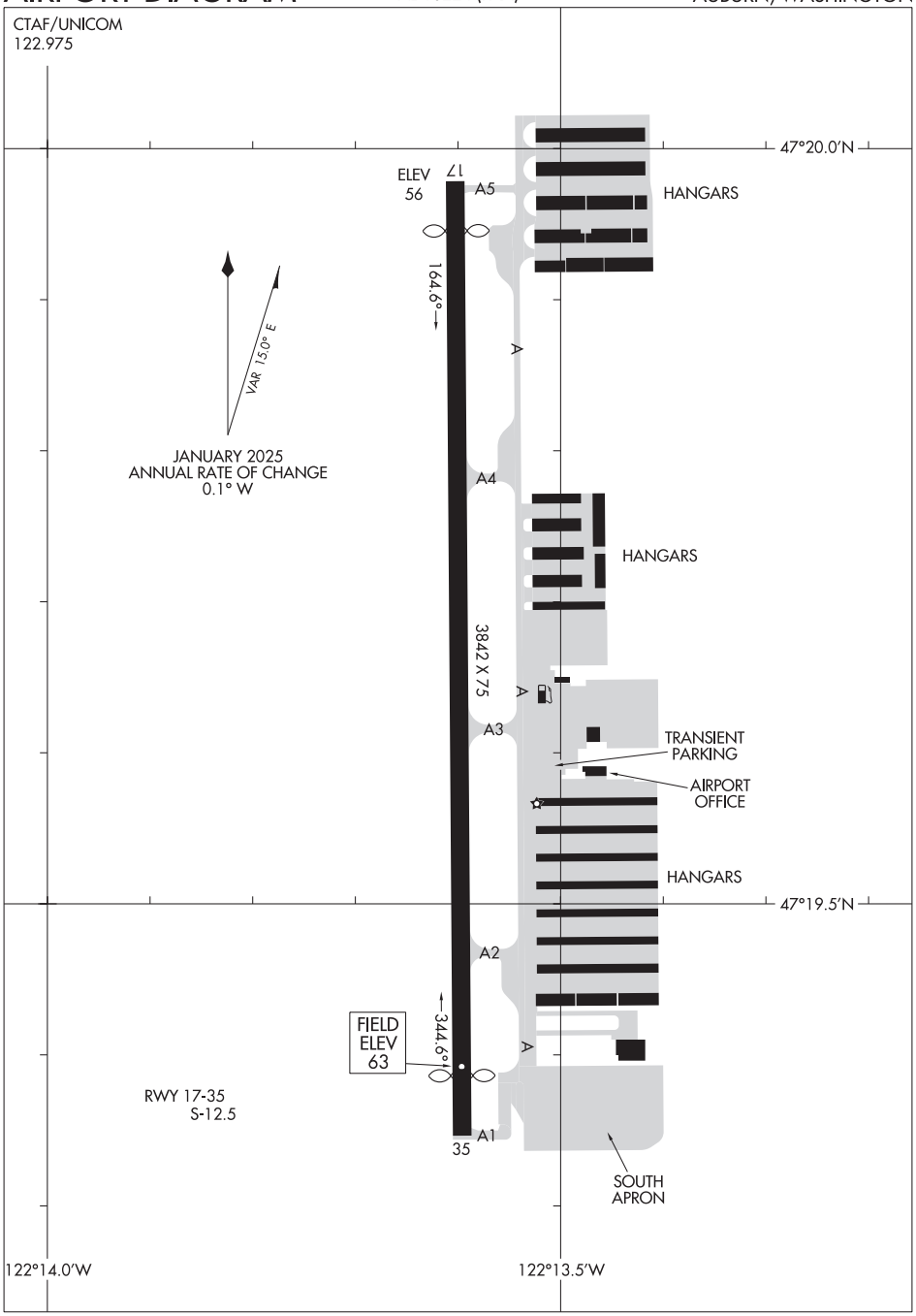


NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25107
# AIRPORT DIAGRAM

AL-10224 (FAA)

AUBURN MUNI (S50)
AUBURN, WASHINGTON




NW-1, 12 JUN 2025 to 07 AUG 2025

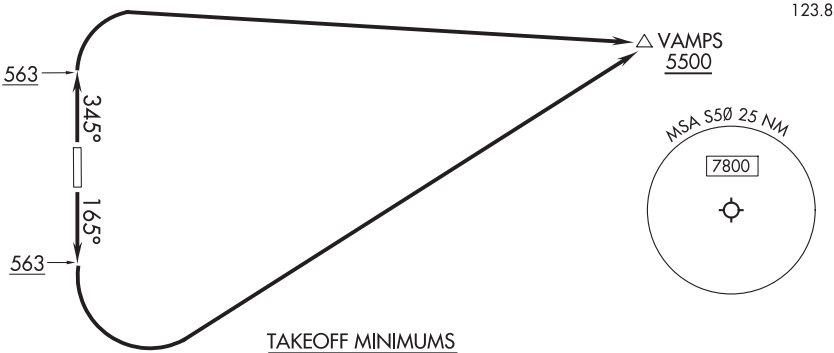
NW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107

AUBURN, WASHINGTON
AUBURN MUNI (S50)

RNAV 1 - GPS.

SEATTLE DEP CON
123.85
CLNC DEL
123.85




TAKEOFF MINIMUMS

Rwy 17: Standard with minimum climb of 260′ per NM to 1000.
Rwy 35: Standard with minimum climb of 380′ per NM to 800.

TAKEOFF OBSTACLE NOTES

Rwy 17: Buildings, fences, trees, signs beginning 15′ from DER, on centerline, up to 36′ AGL/102′ MSL.
Fences beginning 57′ from DER, 157′ left of centerline, up to 7′AGL/72′ MSL.
Building 88′ from DER, 342′ left of centerline, 25′ AGL/90′ MSL.
Poles, vegetation, building beginning 111′ from DER, 124′ left of centerline, up to 35′ AGL/102′ MSL.
Sign, antenna, buildings, poles, tree beginning 176′ from DER, 48′ left of centerline, up to 40′ AGL/108′ MSL.
Tree 232′ from DER, 319′ right of centerline 39′ AGL/106′ MSL.
Trees, poles, signs, buildings, antenna beginning 237′ from DER, 5′ right of centerline, up to 60′ AGL/130′ MSL.
Poles, trees, buildings beginning 254′ from DER, 46′ left of centerline, up to 40′ AGL/109′ MSL.
Trees, poles, vegetation, buildings, signs beginning 440′ from DER, 43′ left of centerline, up to 44′ AGL/113′ MSL.
Building 1353′ from DER, 167′ left of centerline, 46′AGL/118′ MSL.
Buildings beginning 1353′ from DER, 161′ 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.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 165° to 563, then climbing left turn direct VAMPS at or above 5500.

TAKEOFF RUNWAY 35: Climb on heading 345° to 563, then climbing right turn direct VAMPS at or above 5500.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 17
## AURORA STATE (UAO)

| WAAS CH 70308 W17A | APP CRS 172° | Rwy Idg 5003 TDZE 200 Apt Elev 200 |
|---|---|---|

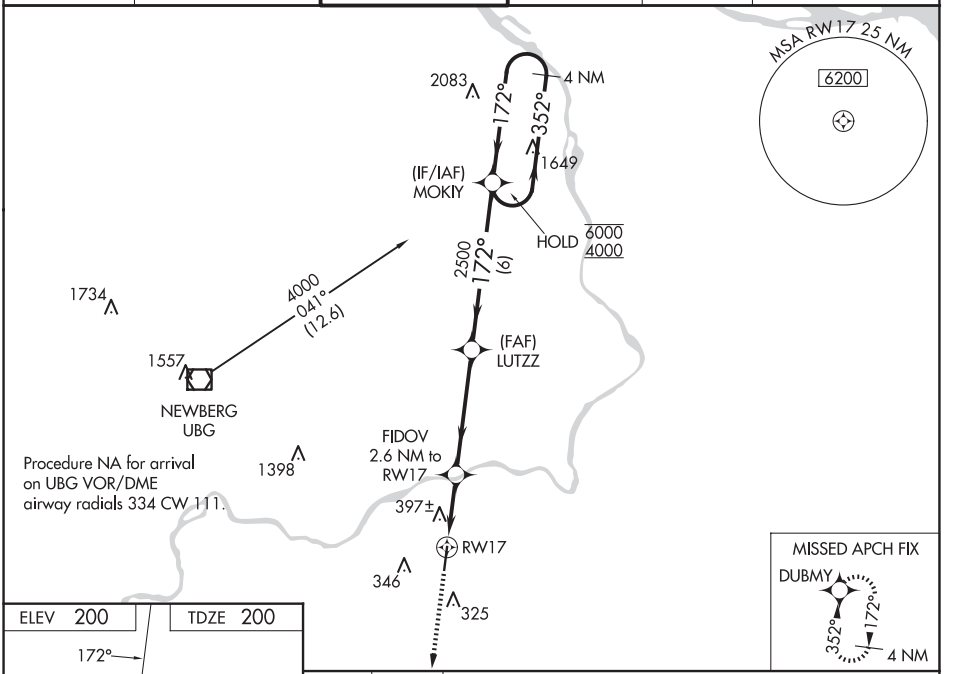
RNP APCH.

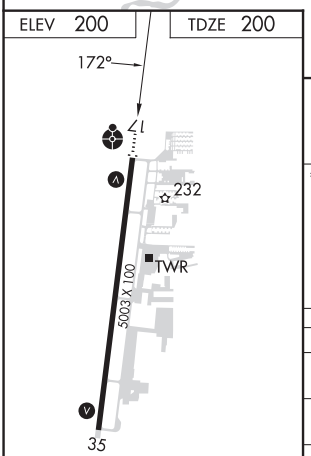
Rwy 17 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. For inop ALS, increase LNAV/VNAV Cat A/B and LNAV Cat C/D visibility to 1⅜ SM. Inop table does not apply to LPV and LNAV Cat A/B.

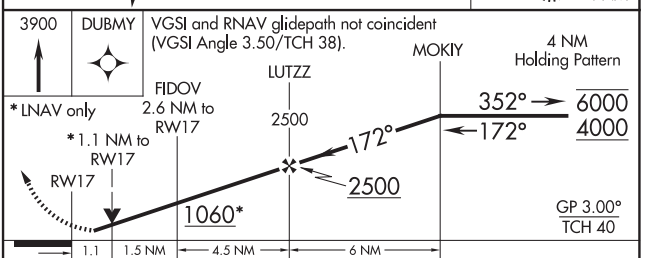
ODALS

MISSED APPROACH: Climb to 3900 direct DUBMY and hold, continue climb-in-hold to 3900.

| ATIS | PORTLAND APP CON | AURORA TOWER★ | GND CON | CLNC DEL | PORTLAND CLNC DEL |
|---|---|---|---|---|---|
| 118.525 | 126.0 269.175 | 120.35 (CTAF) L | 119.15 | 119.15 | 119.95 (When tower closed) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 511-⅞ 311 (400-⅞) | | | |
| LNAV/VNAV DA | 661-1¼ 461 (500-1¼) | | | |
| LNAV MDA | 660-1 460 (500-1) | | 660-1⅛ 460 (500-1⅛) | |
| C CIRCLING | 700-1 500 (500-1) | | 700-1½ 500 (500-1½) | 940-2¼ 740 (800-2¼) |

MIRL Rwy 17-35 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 35

AURORA STATE (UAO)

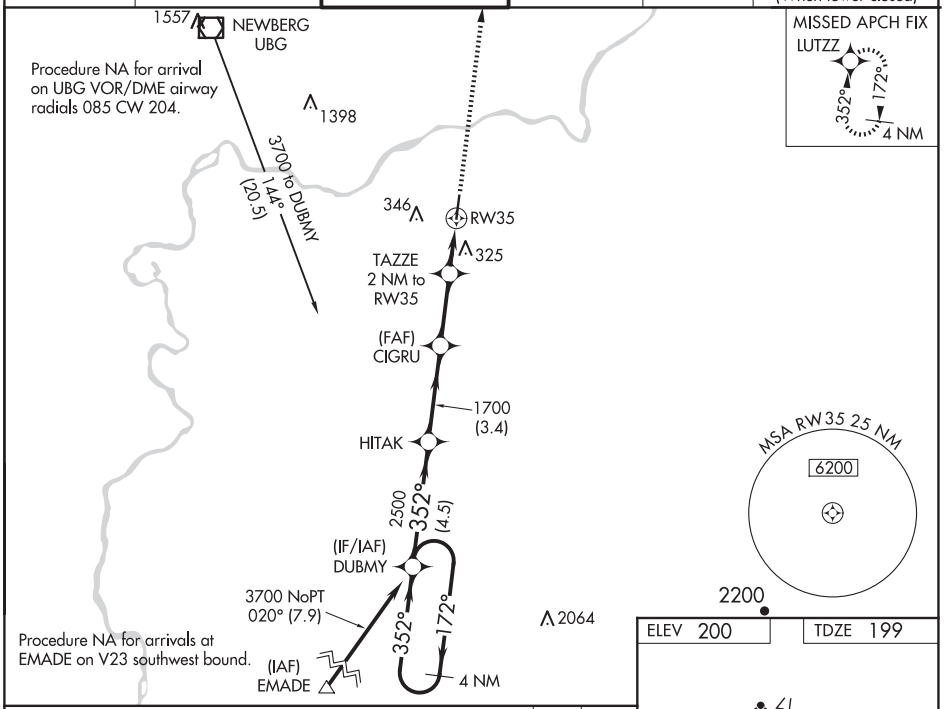
| WAAS CH 77508 W35A | APP CRS 352° | Rwy Idg 5003 TDZE 199 Apt Elev 200 |
|---|---|---|

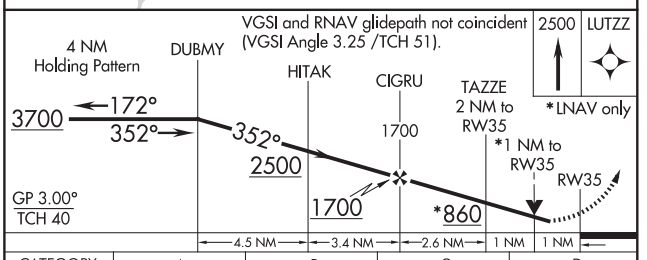
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. Rwy 35 helicopter visibility reduction below ¾ SM NA.

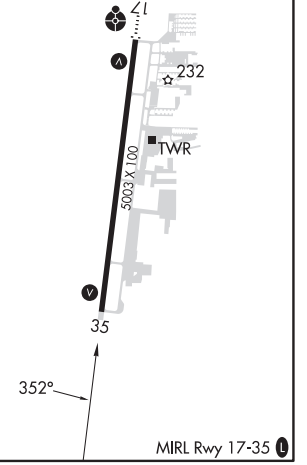
MISSED APPROACH: Climb to 2500 direct LUTZZ and hold.

| ATIS | PORTLAND APP CON | AURORA TOWER★ | GND CON | CLNC DEL | PORTLAND CLNC DEL |
|---|---|---|---|---|---|
| 118.525 | 126.0 269.175 | 120.35 (CTAF) L | 119.15 | 119.15 | 119.95 (When tower closed) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 453-⅞ 254 (300-⅞) | | | |
| LNAV/VNAV DA | 515-1 316 (400-1) | | | |
| LNAV MDA | 620-1 421 (500-1) | | 620-1¼ 421 (500-1¼) | |
| C CIRCLING | 700-1 500 (500-1) | | 700-1½ 500 (500-1½) | 940-2¼ 740 (800-2¼) |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# LOC RWY 17
## AURORA STATE (UAO)

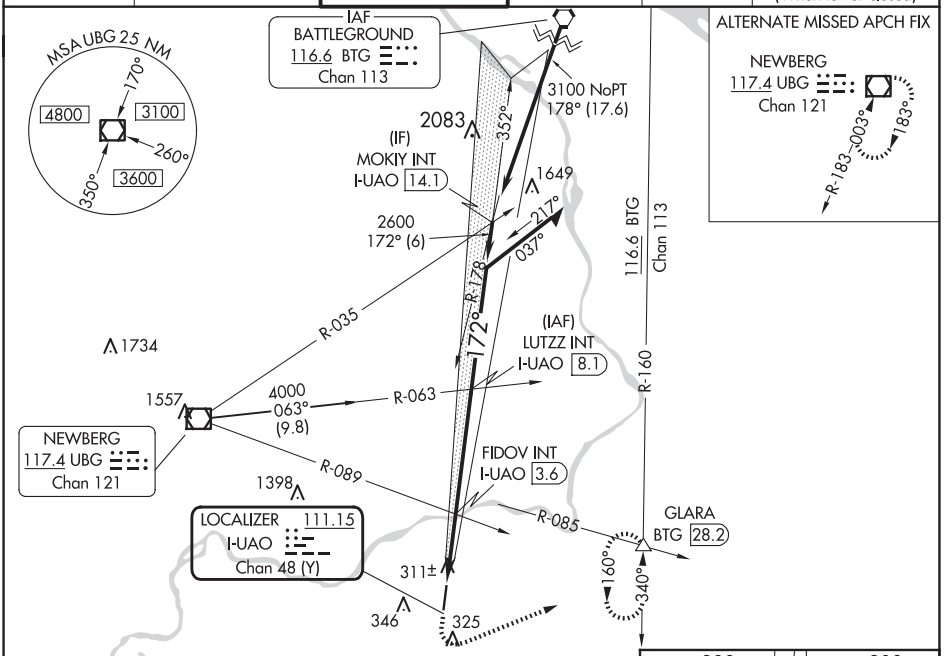
| LOC/DME I-UAO | APP CRS | Rwy Idg 5003 |
|---|---|---|
| 111.15 | 172° | TDZE 200 |
| Chan 48 (Y) | | Apt Elev 200 |

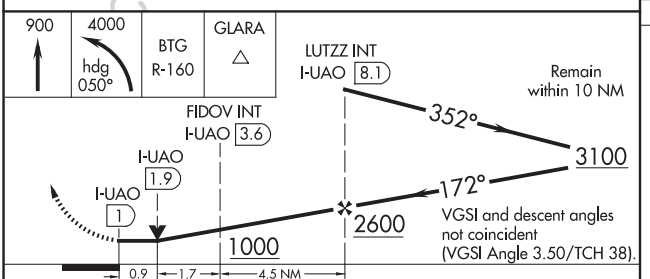
T Rwy 17 helicopter visibility reduction below ¾ SM NA.
A FIDOV fix minimums: Inop table does not apply to Cats C/D. For inop ALS, increase S-17 Cats C/D visibility to 2½ SM.

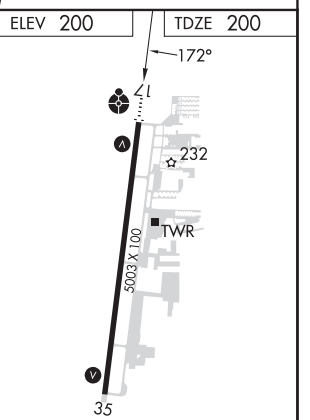
ODALS

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.

| ATIS | PORTLAND APP CON | AURORA TOWER★ | GND CON | CLNC DEL | PORTLAND CLNC DEL |
|---|---|---|---|---|---|
| 118.525 | 126.0 269.175 | 120.35 (CTAF) L | 119.15 | 119.15 | 119.95 (When tower closed) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1000-¾ 800 (800-¾) | 1000-1 800 (800-1) | 1000-2 800 (800-2) | |
| C CIRCLING | 1000-1 800 (800-1) | 1000-1¼ 800 (800-1¼) | 1000-2½ 800 (800-2½) | |
| FIDOV FIX MINIMUMS | | | | |
| S-17 | 580-¾ 380 (400-¾) | | 580-1 380 (400-1) | |
| C CIRCLING | 700-1 500 (500-1) | | 700-1½ 500 (500-1½) | 940-2¼ 740 (800-2¼) |

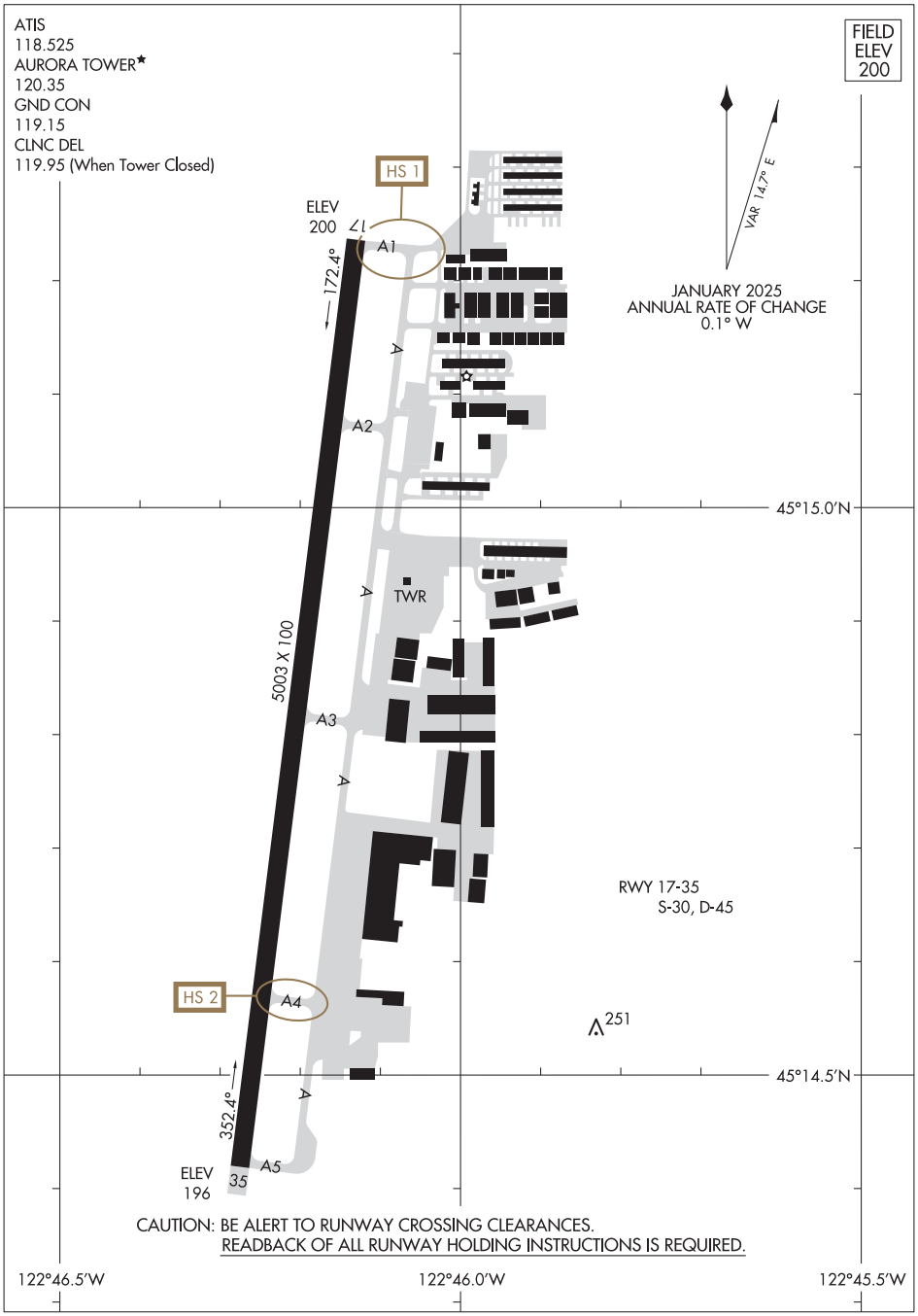
MIRL Rwy 17-35 L

FAF to MAP 7.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:06 | 4:44 | 3:33 | 2:50 | 2:22 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025





NW-1, 12 JUN 2025 to 07 AUG 2025

(GLARA2.GLARA) 25051

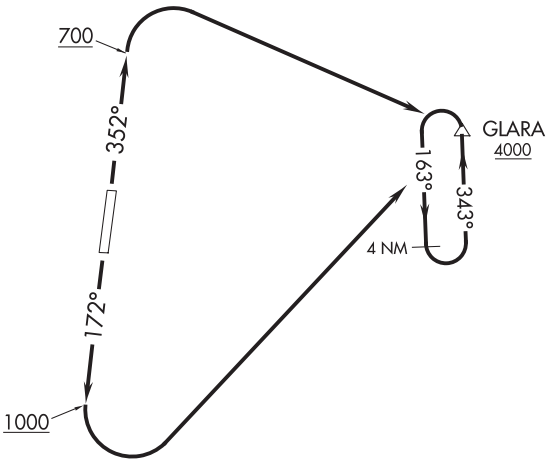
# GLARA TWO DEPARTURE (RNAV)

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
126.0 284.6




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

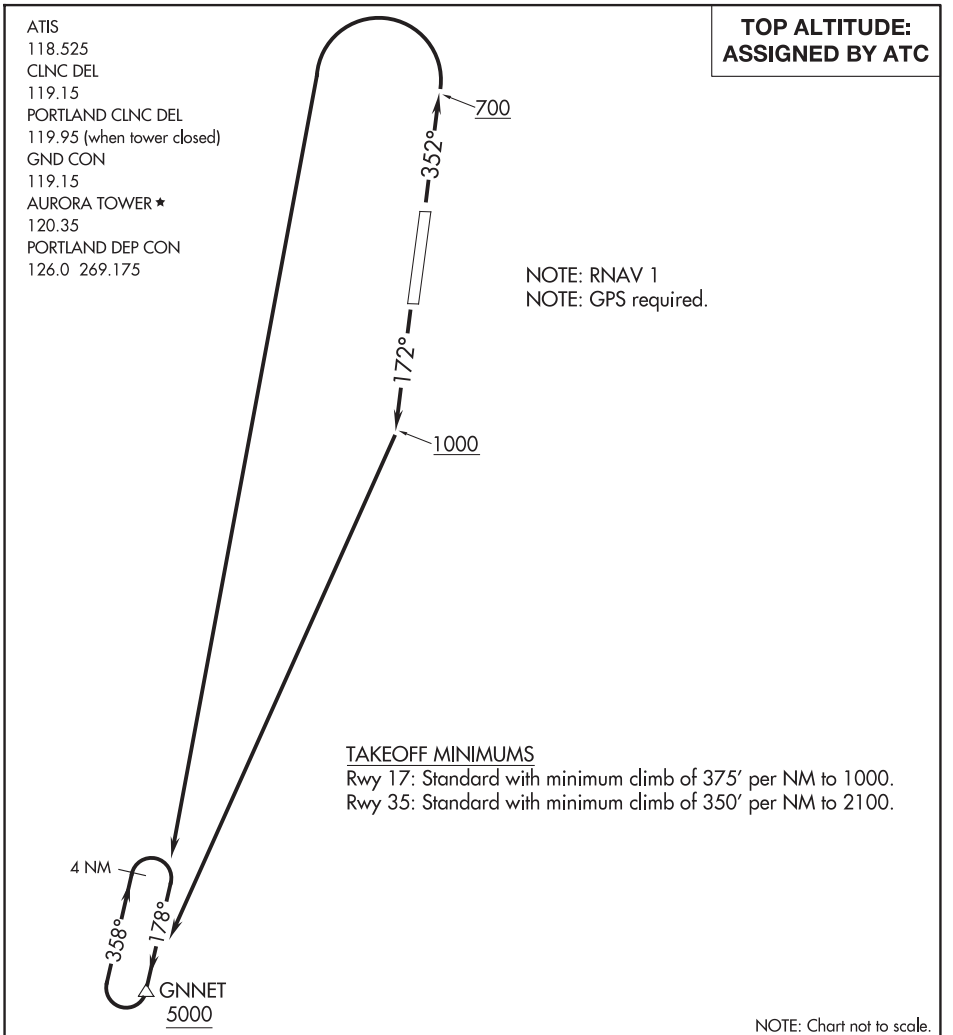
TAKEOFF RUNWAY 17: Climb heading 172° to 1000, then climbing left turn direct GLARA. Thence . . . .

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025




DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 172° to 1000, then climbing right turn direct GNNET. Thence . . . .

TAKEOFF RUNWAY 35: Climb heading 352° to 700, then climbing left turn direct GNNET. Thence . . . .

. . . . continue climb in GNNET holding pattern to cross GNNET at or above 5000 before proceeding on course.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(UBG2.UBG) 25051

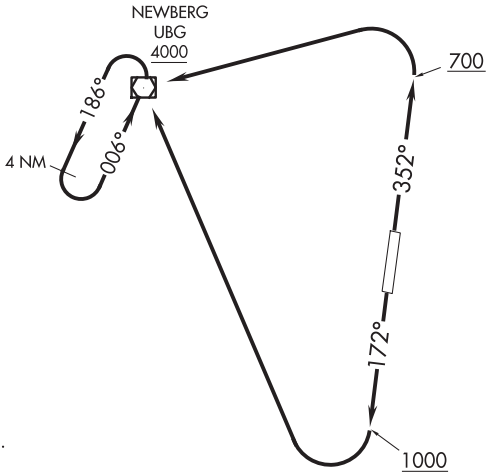
# NEWBERG TWO DEPARTURE (RNAV)

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.



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 13

BAKER MUNI (BHK)

| WAAS | APP CRS | Rwy Idg | 5904 |
|---|---|---|---|
| CH 86339 | 129° | TDZE | 2974 |
| W13A | | Apt Elev | 2981 |

T A DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3500 then climbing right turn to 6000 direct KIXCO and hold.

| ASOS | SALT LAKE CENTER | CTAF |
|---|---|---|
| 135.475 | 126.85 305.2 | 122.9 L |

NoPT for arrivals at KIXCO on V2 eastbound.

5 NM
129°
309°
(IF/IAF) KIXCO
4800
129°
(14.8)
3741
3623
(FAF) ZUXIB
OVSEE
2.5 NM to RW13
3180
3073
RW13
3430
3525
MSA RW13 25 NM
5200

ELEV 2981 TDZE 2974

3500 6000 KIXCO

5 NM Holding Pattern
KIXCO
ZUXIB
OVSEE
2.5 NM to RW13
6000
309°
129°
129°
3.25°
TCH 39
1 NM to RW13
RW13
4800
3860
14.8 NM 2.7 NM 1.5 NM 1 NM

129° to RW13
0.3% UP
5904 X 75

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 3340-1 | 366 (400-1) | | |
| LNAV MDA | 3480-1 | 506 (500-1) | 3480-1⅜ | 506 (500-1⅜) |
| C CIRCLING | 3540-1 | 559 (600-1) | 3620-1¾ 639 (700-1¾) | 3820-2¾ 839 (900-2¾) |

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 31

## BAKER MUNI (BHK)

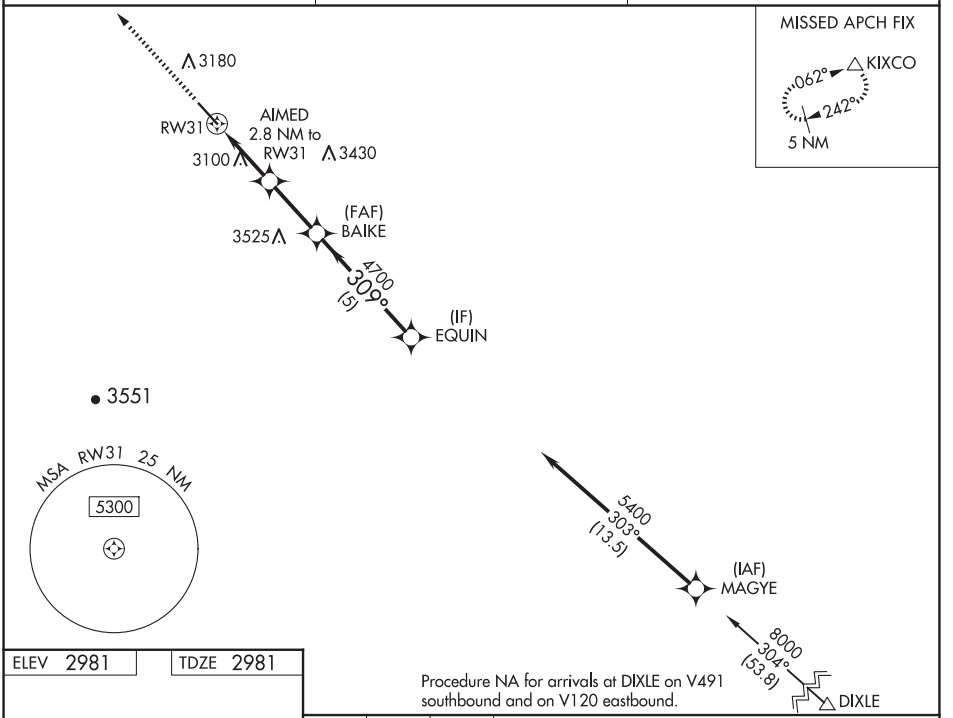
| WAAS | APP CRS | Rwy Idg | 5904 |
|---|---|---|---|
| CH 50138 | 309° | TDZE | 2981 |
| W31A | | Apt Elev | 2981 |

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. When local altimeter setting not received, procedure NA.

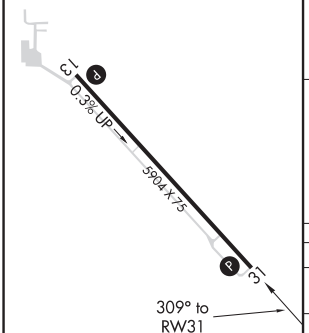
MISSED APPROACH: Climb to 3500 then climbing right turn 6000 direct KIXCO and hold.

| ASOS | SALT LAKE CENTER | CTAF |
|---|---|---|
| 135.475 | 126.85 305.2 | 122.9 L |

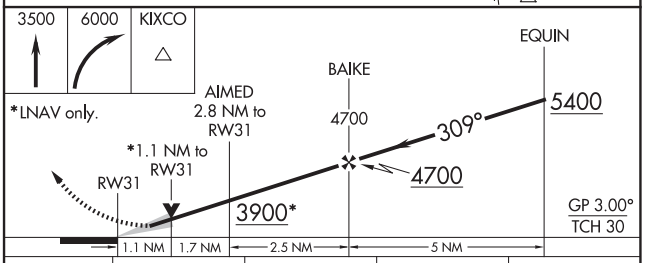



Procedure NA for arrivals at DIXLE on V491 southbound and on V120 eastbound.

ELEV 2981 TDZE 2981




MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3231-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 3267-1 286 (300-1) | | | |
| LNAV MDA | 3360-1 379 (400-1) | | | |
| C CIRCLING | 3540-1 559 (600-1) | | 3620-1¾ 639 (700-1¾) | 3820-2¾ 839 (900-2¾) |



46°21′N-104°15W





NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 5084 |
|---|---|---|---|
| CH 90133 | 125° | TDZE | 3370 |
| W13A | | Apt Elev | 3373 |

# RNAV (GPS) RWY 13

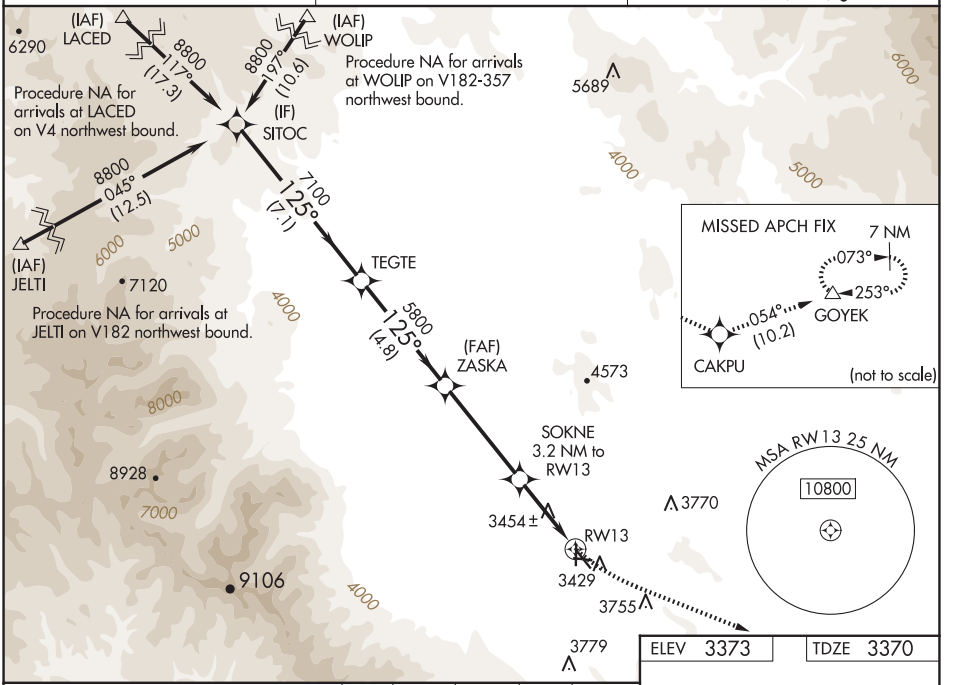
## BAKER CITY MUNI (BKE)

RNP APCH - GPS.

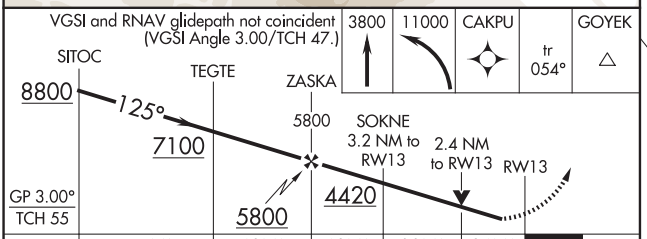
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 51°C. Rwy 13 helicopter visibility reduction below ¾ SM NA. Circling Rwy 8, 17, 26, and 35 NA at night.

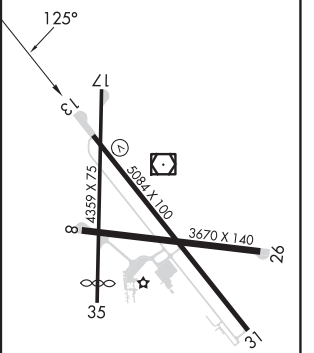
MISSED APPROACH: Climb to 3800 then climbing left turn to 11000 direct CAKPU and on track 054° to GOYEK and hold, continue climb-in-hold to 11000. # Missed approach requires minimum climb of 266 feet per NM to 4580.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 134.275 | 128.05 306.95 | 123.0 (CTAF) L |




ELEV 3373 TDZE 3370




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA # | 3621-¾ 251 (300-¾) | | | |
| LPV DA | 3833-1½ 463 (500-1½) | | | |
| LNAV/VNAV DA | 3916-1⅞ 546 (600-1⅞) | | | |
| LNAV MDA | 4200-1 830 (900-1) | 4200-1¼ 830 (900-1¼) | 4200-2½ 830 (900-2½) | |
| C CIRCLING | 4200-1¼ 827 (900-1¼) | | 4560-3 1187 (1200-3) | 4720-3 1347 (1400-3) |

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BAKER CITY, OREGON | AL-35 (FAA) | 25107

| VOR/DME BKE | APP CRS | Rwy Idg | 5084 |
|---|---|---|---|
| 115.3 | 118° | TDZE | 3370 |
| Chan 100 | | Apt Elev | 3373 |

# VOR/DME RWY 13

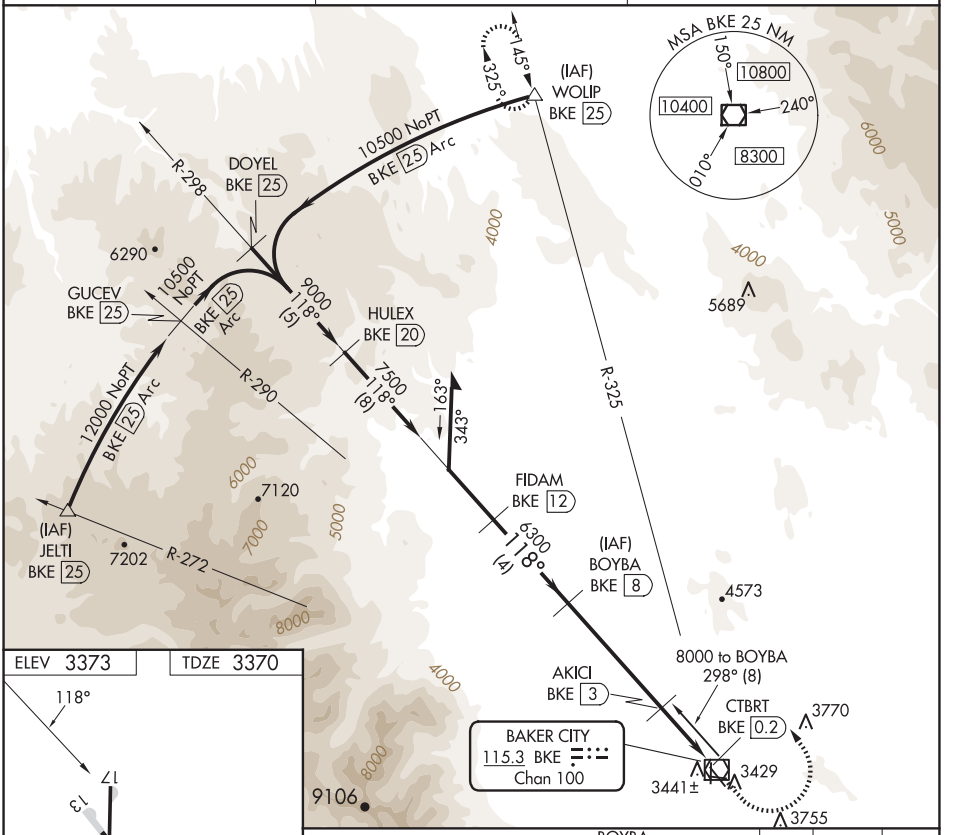
## BAKER CITY MUNI (BKE)

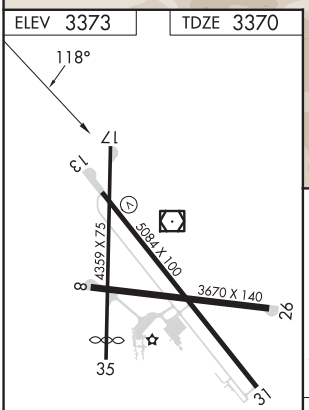
T A -23°C

Circling to Rwy 8/17/26/35 NA at night.
Helicopter visibility reduction below 1 SM NA.

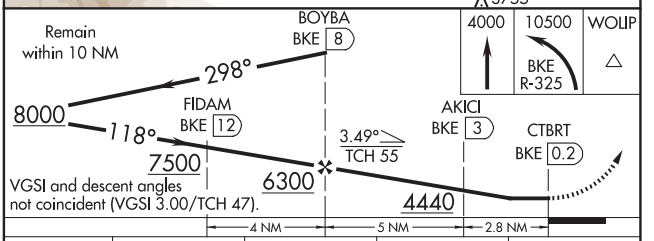
MISSED APPROACH: Climb to 4000 then climbing left turn to 10500 via BKE R-325 to WOLIP and hold.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 134.275 | 128.05 306.95 | 123.0 (CTAF) L |




REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 4000-1 | 630 (700-1) | 4000-1¾ 630 (700-1¾) | 4000-2 630 (700-2) |
| C CIRCLING | 4000-1 | 627 (700-1) | 4560-3 1187 (1200-3) | 4720-3 1347 (1400-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME BKE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.3 | 135° | TDZE | N/A |
| Chan 100 | | Apt Elev | 3373 |

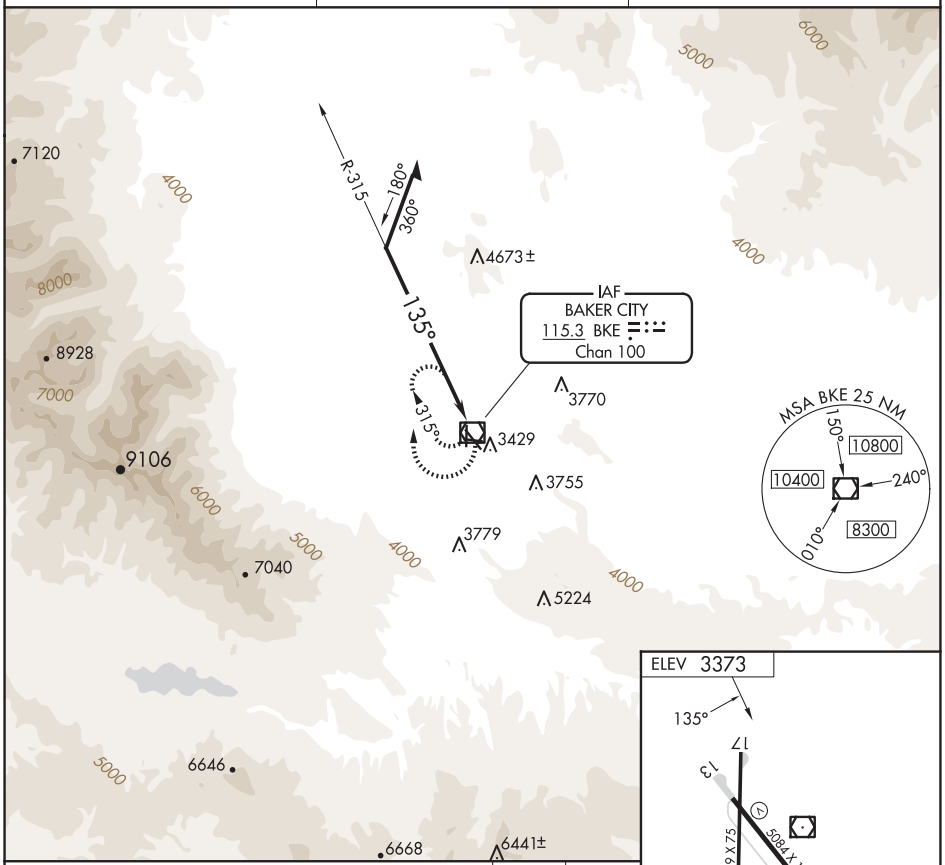
# VOR-A
## BAKER CITY MUNI (BKE)

T A -23°C

Circling to Rwy 8/17/26/35 NA at night.
Helicopter visibility reduction below 1 SM NA.

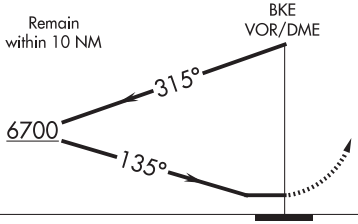
MISSED APPROACH: Climbing right turn to 6900 in BKE VOR/DME holding pattern.

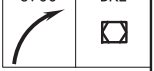
| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 134.275 | 128.05 306.95 | 123.0 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 5200-1¼ 1827 (1900-1¼) | 5200-1½ 1827 (1900-1½) | 5200-3 1827 (1900-3) | |

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BELLINGHAM, WASHINGTON | AL-45 (FAA) | 25163

# ILS or LOC RWY 16

BELLINGHAM INTL (BLI)

| LOC/DME I-BLI | APP CRS | Rwy Ldg | 6700 |
|---|---|---|---|
| 108.5 | 164° | TDZE | 163 |
| Chan 22 | | Apt Elev | 171 |

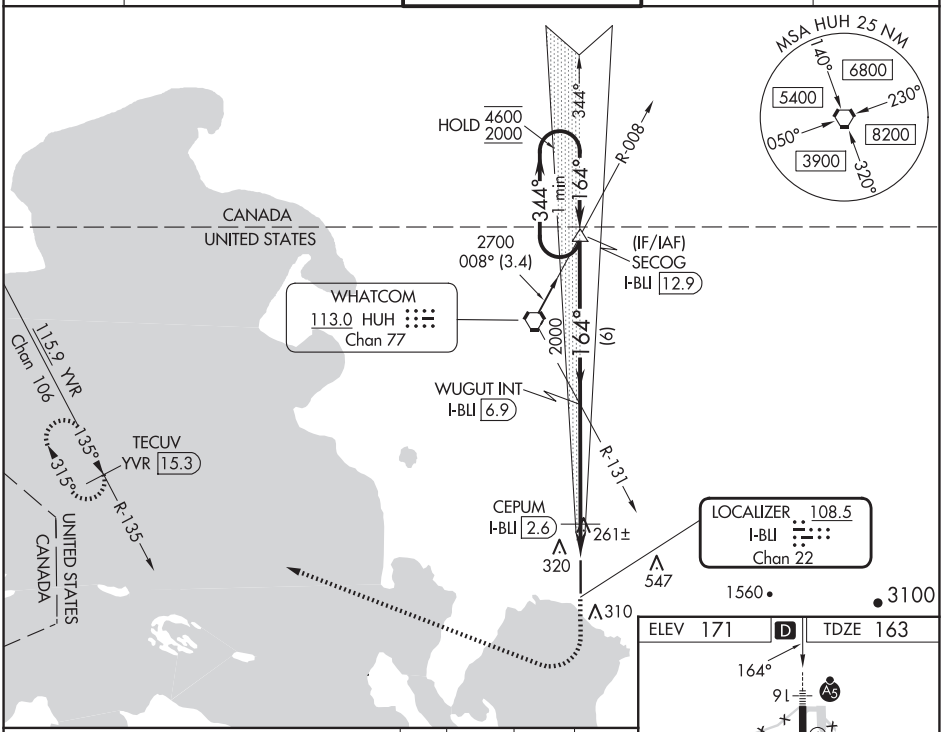
DME or RADAR required.

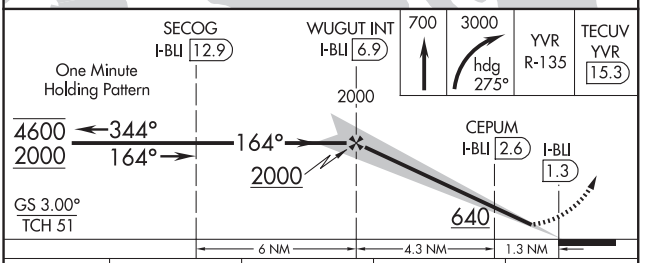
T A Autopilot coupled approach NA below 500. For inop ALS, increase S-LOC Cat C/D visibility to RVR 6000.
*RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using FHR altimeter setting).

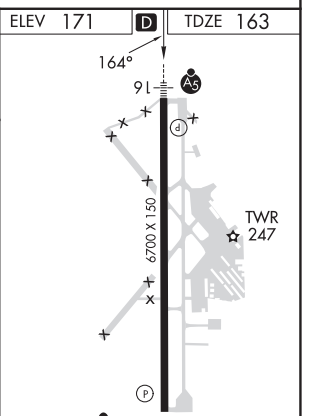
MALSR

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.

| ATIS | VICTORIA TERMINAL APP CON | BELLINGHAM TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 134.45 | 132.7 | 124.9 (CTAF) L 379.3 | 127.4 379.3 | 122.95 |




REIL Rwy 34 L
HIRL Rwy 16-34 L

| 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) | |
| C CIRCLING | 640-1 469 (500-1) | | 900-2 729 (800-2) | 1160-3 989 (1000-3) |

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS RWY 16 (SA CAT I)

BELLINGHAM INTL (BLI)

| LOC/DME I-BLI | APP CRS | Rwy Ldg | 6700 |
|---|---|---|---|
| 108.5 | 164° | TDZE | 163 |
| Chan 22 | | Apt Elev | 171 |

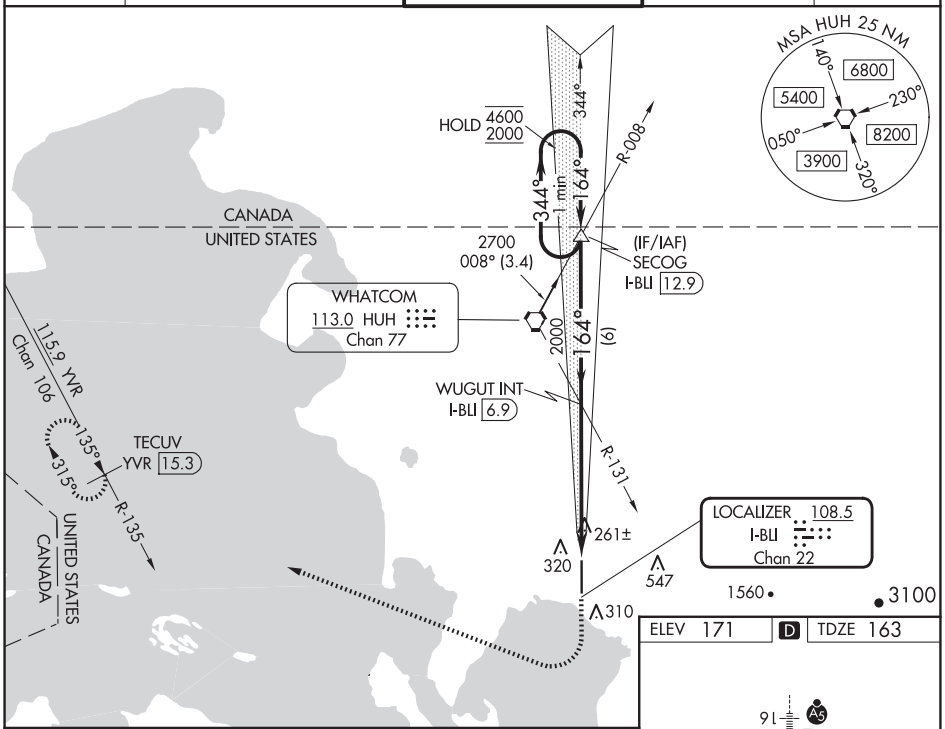
DME or RADAR required.

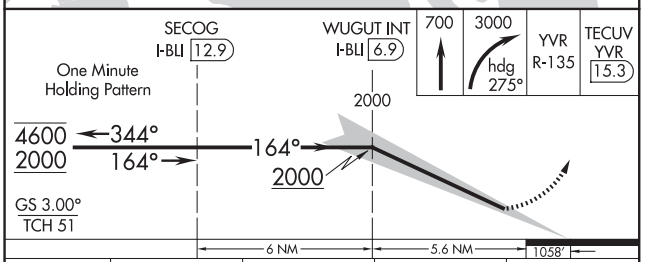
Requires specific OPSPEC, MSPEC or LOA approval. Autopilot coupled approach NA below 500. Procedure NA when tower closed.

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.

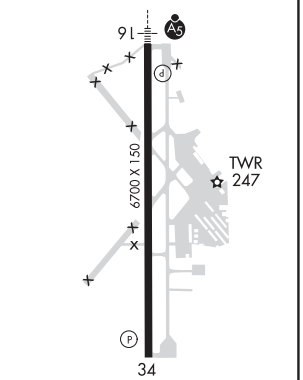
| ATIS | VICTORIA TERMINAL APP CON | BELLINGHAM TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.45 | 132.7 | 124.9 (CTAF) L 379.3 | 127.4 379.3 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | RA 244/14 150 DA 313 | | | |

**SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




REIL Rwy 34 L
HIRL Rwy 16-34 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BELLINGHAM, WASHINGTON | AL-45 (FAA) | 25163

# RNAV (RNP) Z RWY 16

BELLINGHAM INTL (BLI)

| APP CRS | Rwy Ldg | 6700 |
|---|---|---|
| 164° | TDZE | 163 |
| | Apt Elev | 171 |

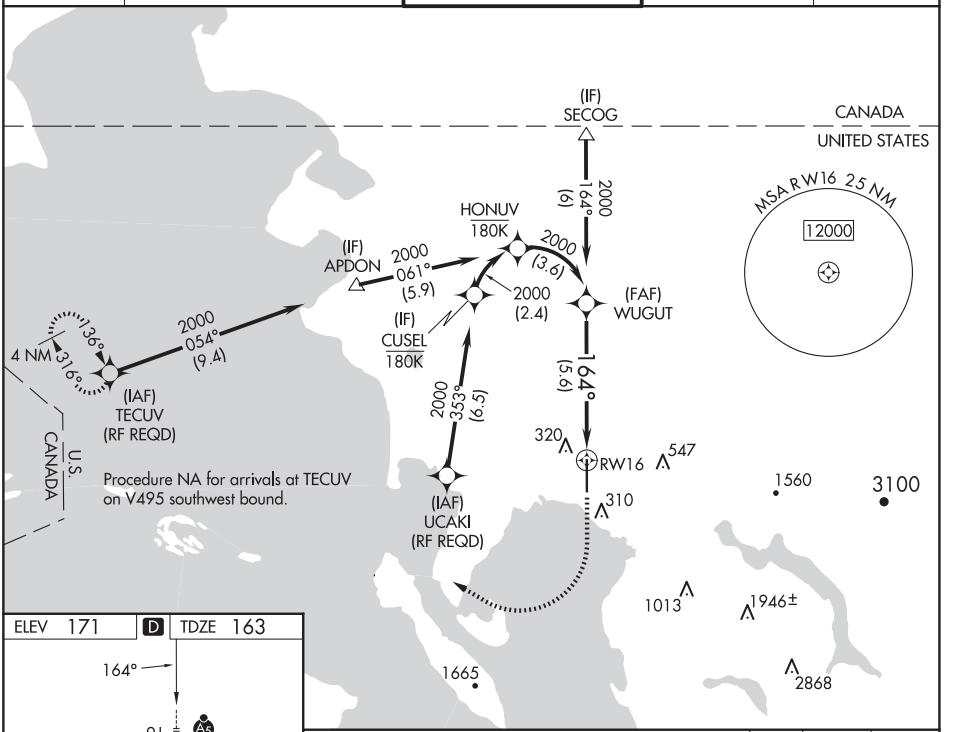
RNP AR APCH

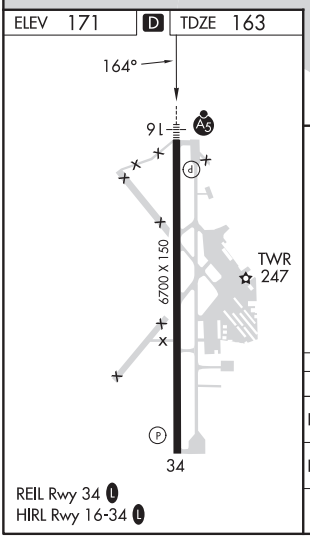
For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. For inop ALS, increase RNP 0.27 all Cats visibility to RVR 4500, increase RNP 0.30 all Cats visibility to RVR 6000.

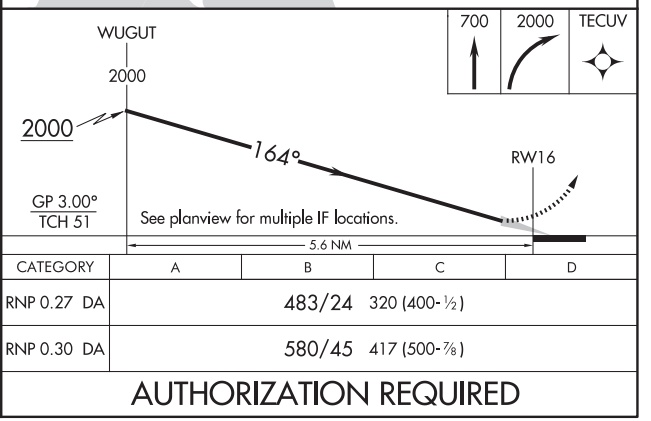
MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct TECUV and hold.

| ATIS | VICTORIA TERMINAL APP CON | BELLINGHAM TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 134.45 | 132.7 | 124.9 (CTAF) L 379.3 | 127.4 379.3 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.27 DA | 483/24 320 (400-½) | | | |
| RNP 0.30 DA | 580/45 417 (500-⅞) | | | |

AUTHORIZATION REQUIRED

BELLINGHAM, WASHINGTON
Amdt 1A 15AUG19

48°48'N-122°32'W

BELLINGHAM INTL (BLI)

RNAV (RNP) Z RWY 16

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 34

BELLINGHAM INTL (BLI)

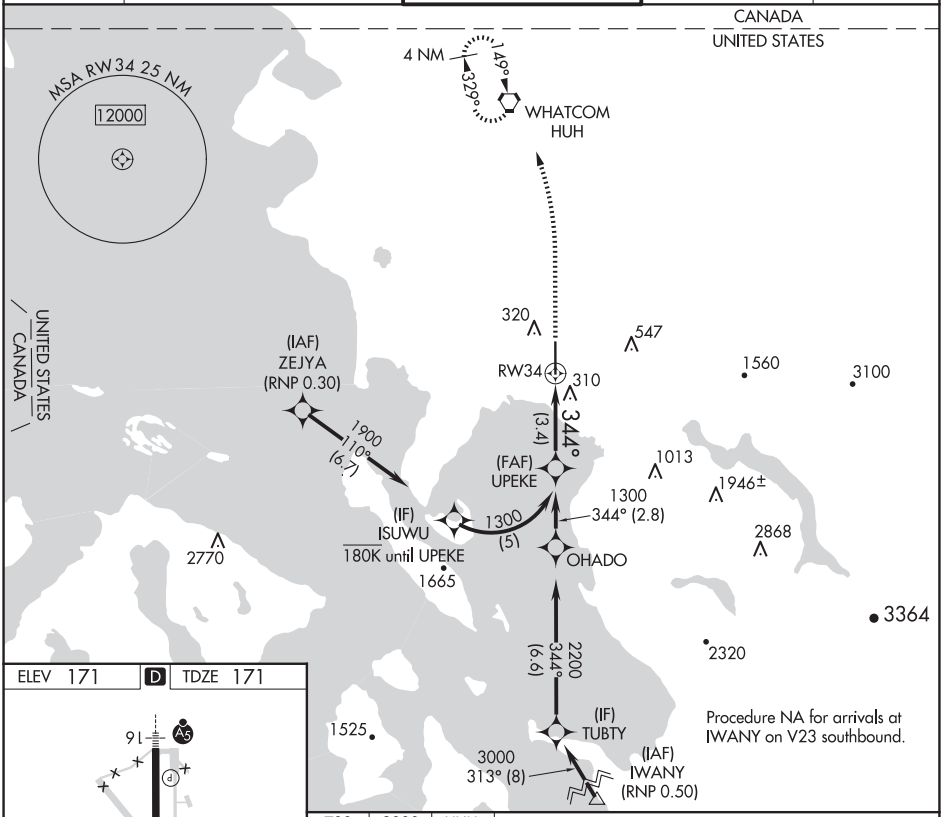
| APP CRS | Rwy Ldg | 6700 |
|---|---|---|
| 344° | TDZE | 171 |
| | Apt Elev | 171 |

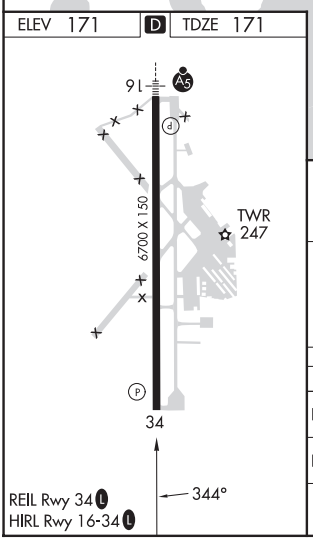
RNP AR APCH-GPS.

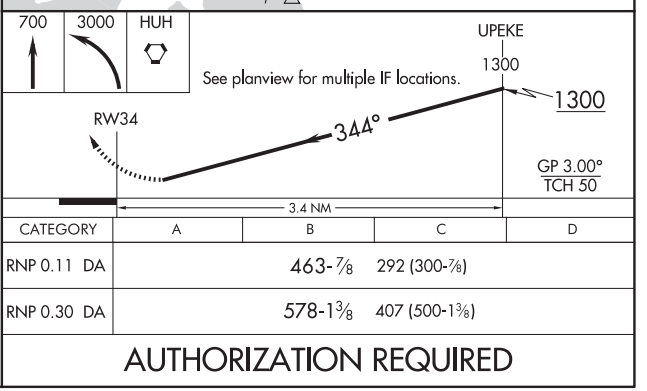
For uncompensated Baro-VNAV systems, procedure NA below -7°C or above 54°C.

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct WHATCOM VORTAC and hold, continue climb-in-hold to 3000.

| ATIS | VICTORIA TERMINAL APP CON | BELLINGHAM TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.45 | 132.7 | 124.9 (CTAF) L 379.3 | 127.4 379.3 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 463-7/8 | 292 (300-7/8) | | |
| RNP 0.30 DA | 578-1 3/8 | 407 (500-1 3/8) | | |

**AUTHORIZATION REQUIRED**



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BELLINGHAM, WASHINGTON AL-45 (FAA) 25163

# RNAV (GPS) Y RWY 16

BELLINGHAM INTL (BLI)

| WAAS CH 45999 W16A | APP CRS 164° | Rwy Ldg 6700 TDZE 163 Apt Elev 171 |
|---|---|---|

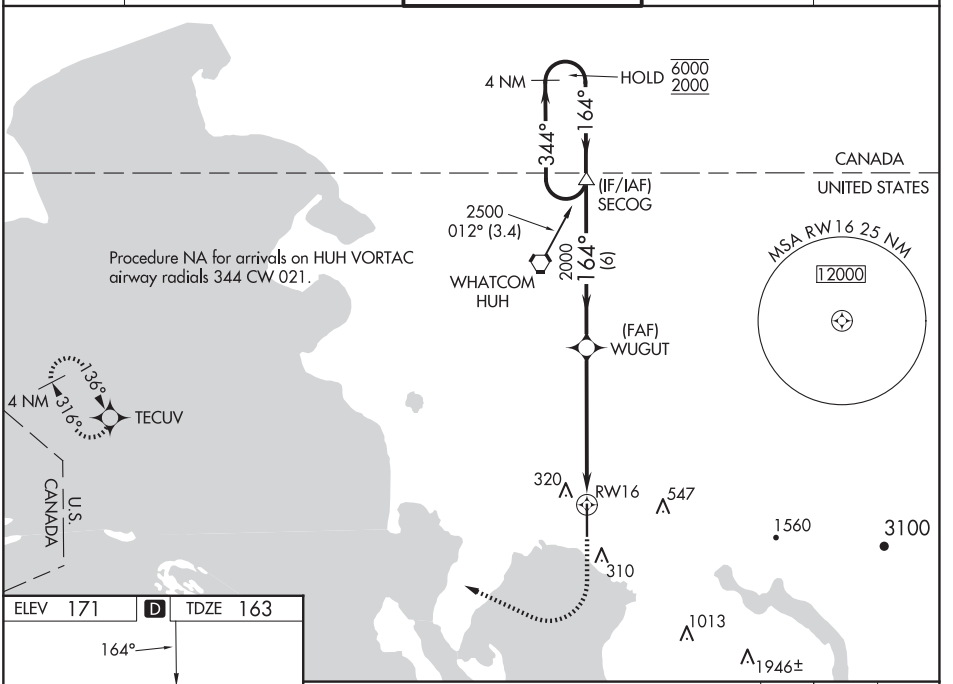
RNP APCH.

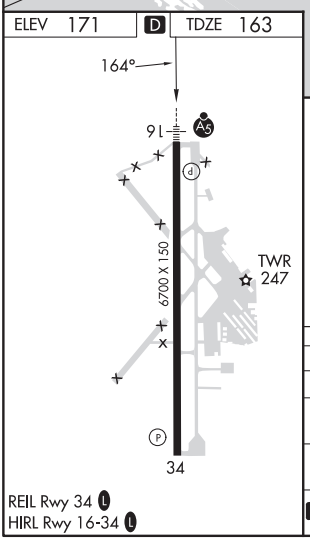
TA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C .
#RVR 1800 authorized with use of FD or AP or HUD to DA.

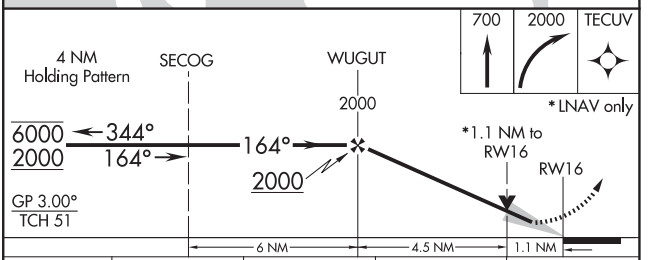
MALSR

MISSED APPROACH:
Climb to 700 then climbing right turn to 2000 direct TECUV and hold.

| ATIS | VICTORIA TERMINAL APP CON | BELLINGHAM TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.45 | 132.7 | 124.9 (CTAF) L 379.3 | 127.4 379.3 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA # | 363/24 200 (200-½) | | | |
| LNAV/VNAV DA | 491/30 328 (400-⅝) | | | |
| LNAV MDA | 560/24 397 (400-½) | | 560/35 397 (400-⅝) | |
| C CIRCLING | 640-1 469 (500-1) | | 900-2 729 (800-2) | 1160-3 989 (1000-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 34

BELLINGHAM INTL (BLI)

| WAAS CH 86223 W34A | APP CRS 344° | Rwy Ldg 6700 TDZE 171 Apt Elev 171 |
|---|---|---|

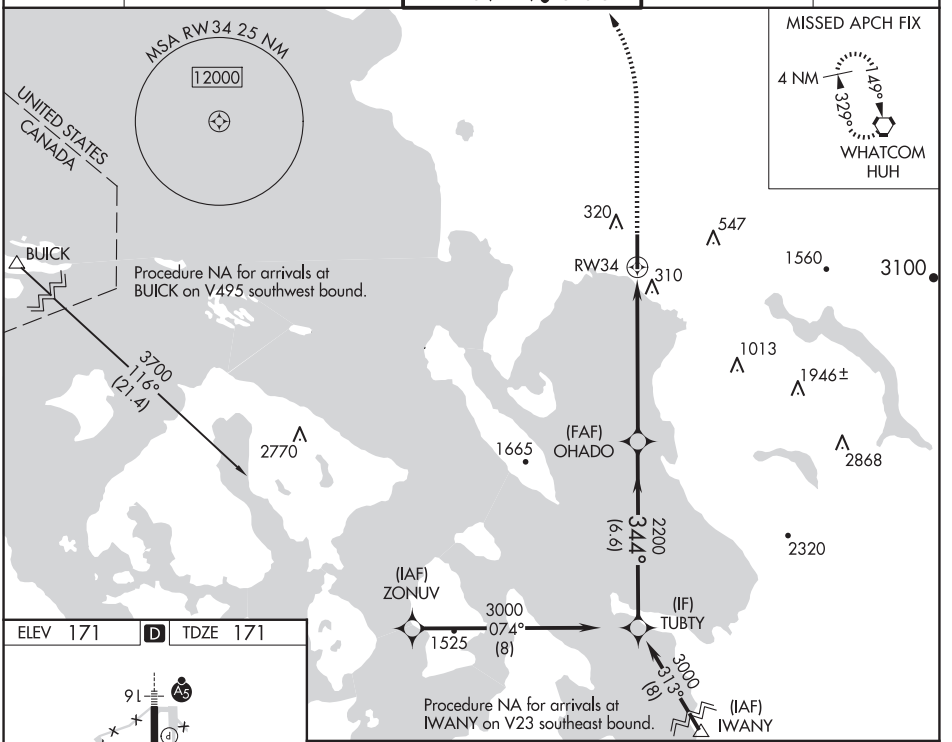
RNP APCH - GPS.

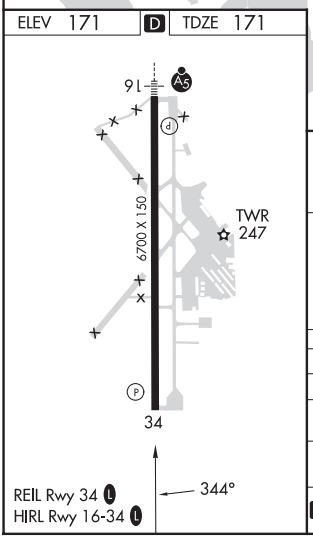
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

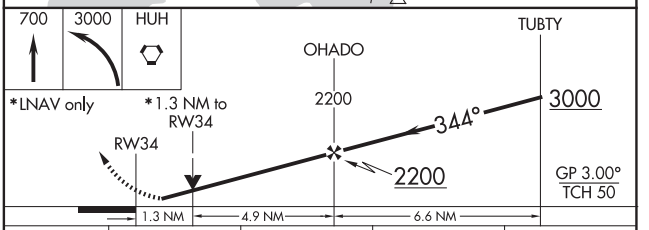
A Baro-VNAV and VDP NA when using Friday Harbor altimeter setting. When local altimeter setting not received, use Friday Harbor altimeter setting and increase all DAs 67 feet and all MDA 80 feet; increase LPV all Cats visibility, LNAV/VNAV all Cats visibility, LNAV Cats C/D and Circling Cat C ¼ mile. 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.

| ATIS | VICTORIA TERMINAL APP CON | BELLINGHAM TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.45 | 132.7 | 124.9 (CTAF) L 379.3 | 127.4 379.3 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 421-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 503-1⅛ 332 (400-1⅛) | | | |
| LNAV MDA | 640-1 469 (500-1) | | 640-1⅜ 469 (500-1⅜) | |
| C CIRCLING | 640-1 469 (500-1) | | 900-2 729 (800-2) | 1160-3 989 (1000-3) |



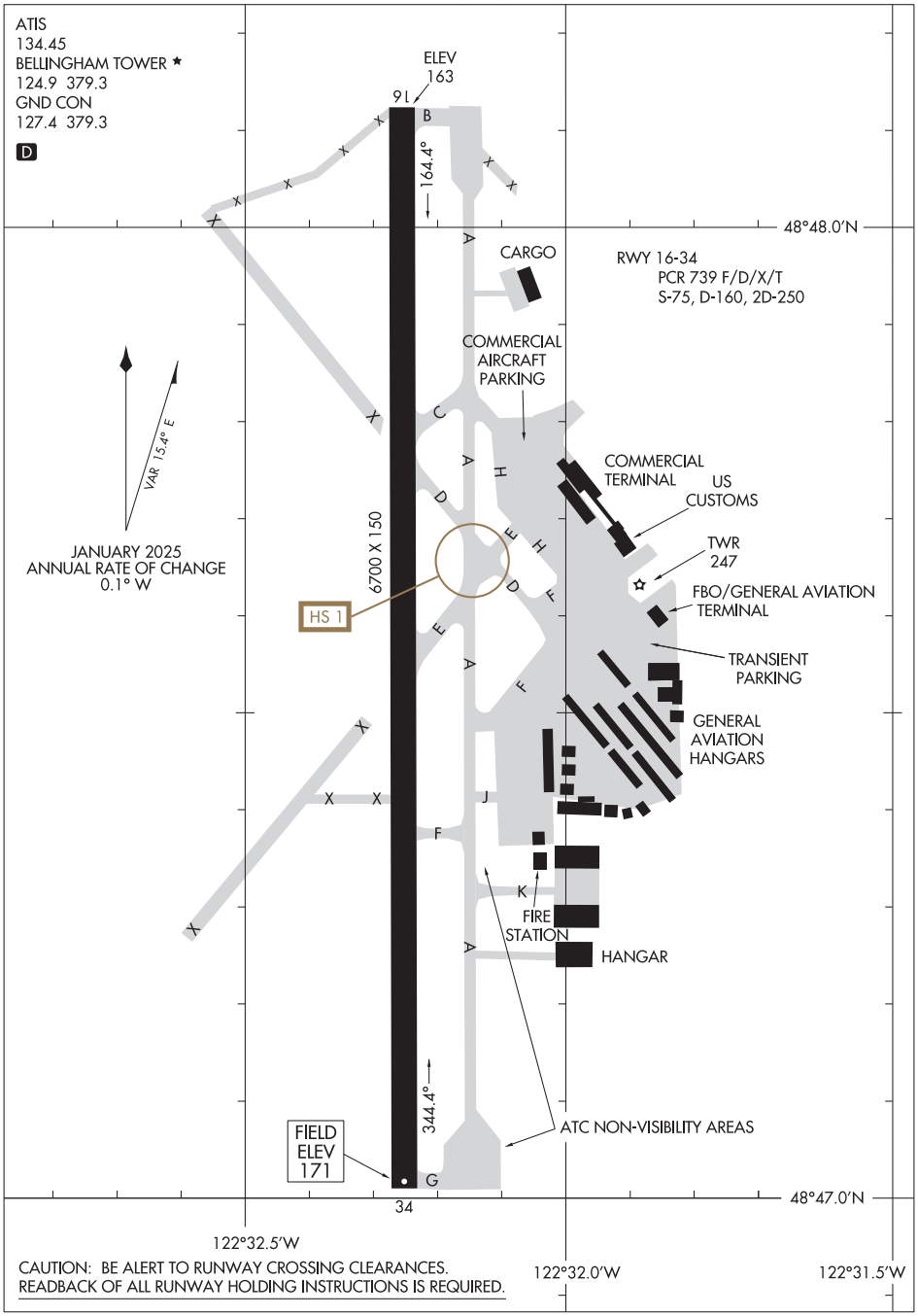
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

BELLINGHAM INTL (BLI)
BELLINGHAM, WASHINGTON

AL-45 (FAA)




AIRPORT DIAGRAM
25107
BELLINGHAM, WASHINGTON
BELLINGHAM INTL (BLI)

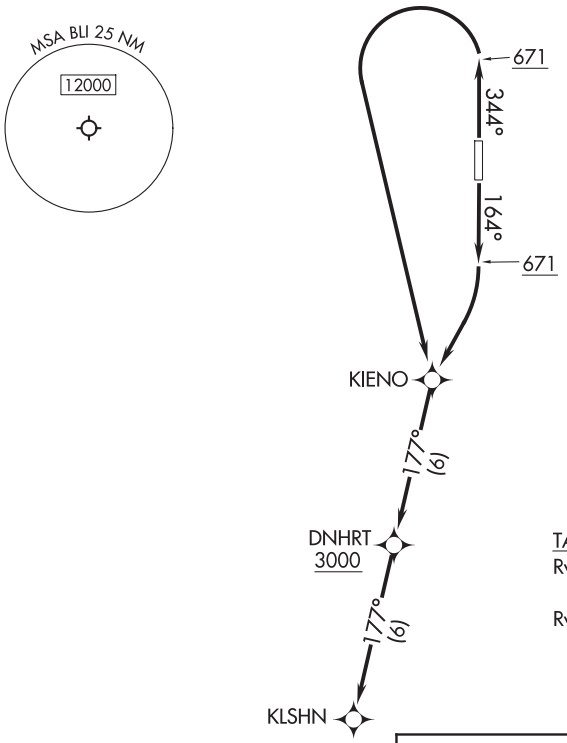
NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

**TOP ALTITUDE: ASSIGNED BY ATC**

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

VICTORIA TERMINAL DEP CON
132.7
ATIS
134.45
GND CON
127.4 379.3
BELLINGHAM TOWER★
124.9 379.3




TAKEOFF MINIMUMS
Rwy 16: Standard with minimum climb of 250'/NM to 2300.
Rwy 34: Standard with minimum climb of 220'/NM to 2500.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 164° to 671, then right turn direct KIENO, then on track 177° to cross DNHRT at or above 3000, thence. . . .

TAKEOFF RUNWAY 34: Climb on heading 344° to 671, then left turn direct KIENO, then on track 177° to cross DNHRT at or above 3000, thence. . . .

. . . .on track 177° to KLSHN. Maintain ATC assigned altitude. Expect filed altitude within 5 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for 2 minutes after departure, proceed direct DNHRT, then on last routing cleared.

BEND, OREGON | AL-5579 (FAA) | 25163

# RNAV (GPS) RWY 34

BEND MUNI (BDN)

| APP CRS | Rwy Ldg | 5201 |
|---|---|---|
| 331° | TDZE | 3459 |
| | Apt Elev | 3459 |

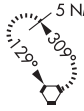
RNP APCH - GPS.

T A Rwy 34 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Redmond altimeter setting and increase all MDAs 100 feet and LNAV visibility Cats B, C, and D ½ SM and Circling visibility Cats A, B, and C ½ SM.

MISSED APPROACH: Climb to 6000 direct CELVA and on track 319° to DSD VORTAC and hold.

| AWOS-3 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 134.425 | 126.15 269.475 | 123.0 (CTAF) L |

MISSED APCH FIX




DESCHUTES DSD

Procedure NA for arrival on DSD VORTAC airway radials 092 CW 196.

8000 to HARBU
144° (26.7)

319°

CELVA

5335

3664

3511

4570

3813

(MAP)
FEDKU

6182

Final approach course offset 15.00°.

GUPYE
4.5 NM to
FEDKU

MSA RW34 25 NM
11600

331°

5850

(FAF)
CODAY

6700
(2.6)

5148

NALOE

7400
316°
(3.4)

HOLD 17500 8000

136°

(IF/IAF)
HARBU
230K

6162

316°

8000 NoPT
338° (8.5)

(IAF)
POCIT

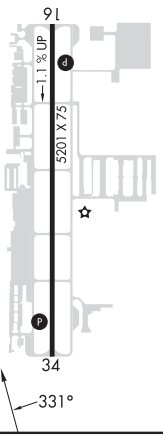
7 NM

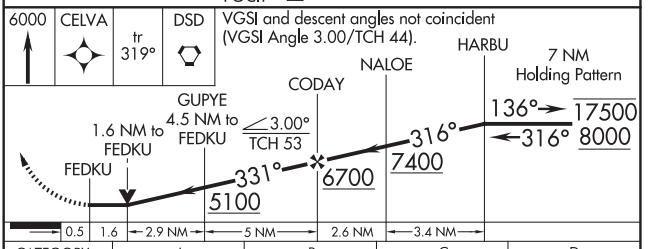
6509

ELEV 3459 | TDZE 3459

REIL Rwys 16 and 34 L

MIRL Rwy 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4180-1 | 721 (800-1) | 4180-2 | 721 (800-2) |
| C CIRCLING | 4180-1 | 721 (800-1) | 4180-2<br>721 (800-2) | 4640-3<br>1181 (1200-3) |

BEND, OREGON
Amdt 1 10AUG23

44°06'N-121°12'W

BEND MUNI (BDN)

RNAV (GPS) RWY 34

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Ldg | 5201 |
|---|---|---|---|
| CH 90137 | 153° | TDZE | 3432 |
| W16B | | Apt Elev | 3459 |

# RNAV (GPS) Y RWY 16

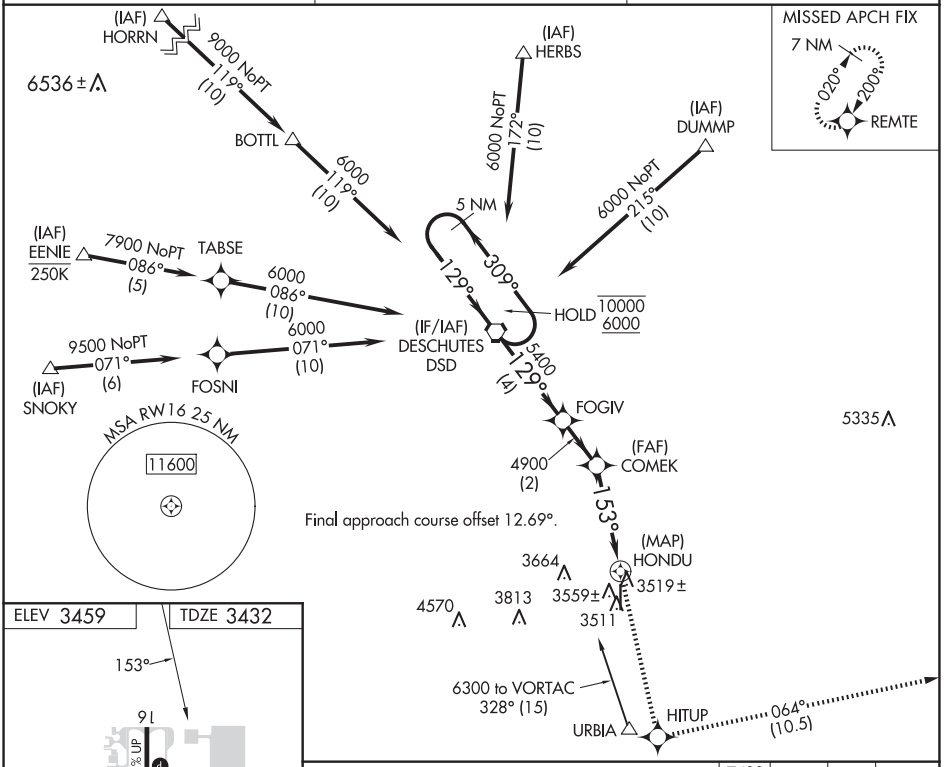
BEND MUNI (BDN)

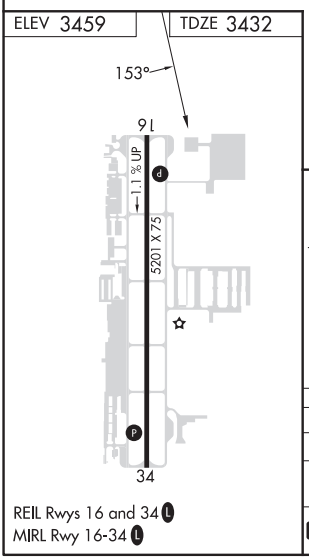
RNP APCH - GPS.

T A Rwy 16 helicopter visibility reduction below ¾ 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 ⅜ SM, LNAV visibility Cats C and D ¼ SM, and Circling visibility Cat C ½ SM.

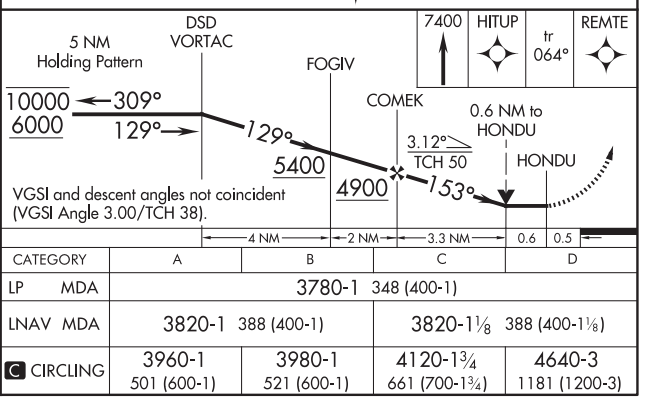
MISSED APPROACH: Climb to 7400 direct HITUP and on track 064° to REMTE and hold, continue climb-in-hold to 7400.

| AWOS-3 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 134.425 | 126.15 269.475 | 123.0 (CTAF) L |




REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 3780-1 348 (400-1) | | | |
| LNAV MDA | 3820-1 388 (400-1) | | 3820-1⅛ 388 (400-1⅛) | |
| C CIRCLING | 3960-1 501 (600-1) | 3980-1 521 (600-1) | 4120-1¾ 661 (700-1¾) | 4640-3 1181 (1200-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Z RWY 16

BEND MUNI (BDN)

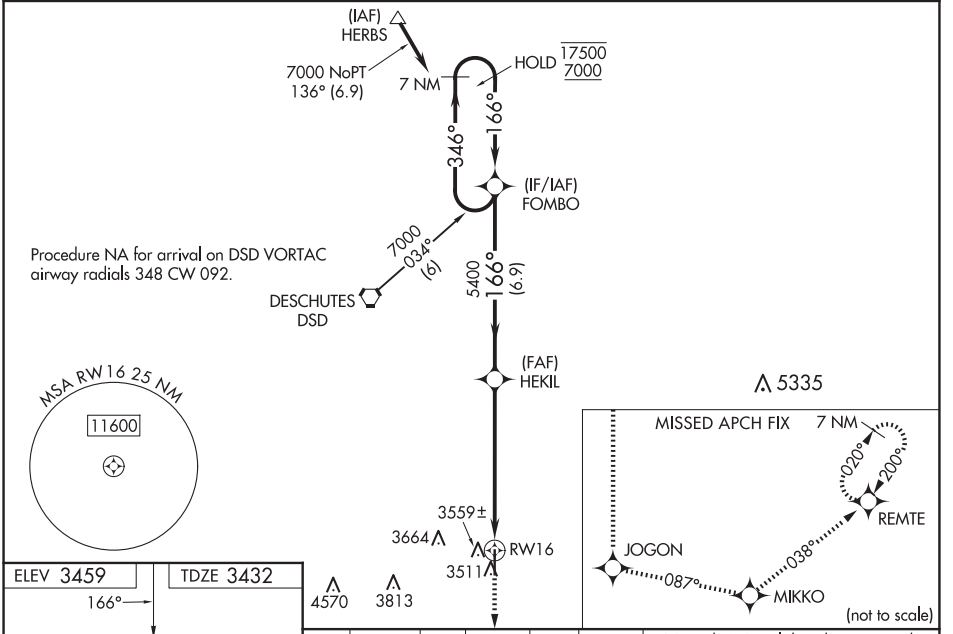
| WAAS | APP CRS | Rwy Ldg | 5201 |
|---|---|---|---|
| CH 81906 | 166° | TDZE | 3432 |
| W16A | | Apt Elev | 3459 |

RNP APCH - GPS.

Baro-VNAV and VDP NA when using Redmond altimeter setting. Rwy 16 helicopter visibility reduction below ¾ 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 ¼ SM; increase LNAV/VNAV DA to 3821 feet and all visibilities ¼ SM; increase all MDAs 100 feet and LNAV visibility Cats C and D ¼ SM, and Circling visibility Cat C ½ SM.

MISSED APPROACH: Climb to 7400 direct JOGON and on track 087° to MIKKO and on track 038° to REMTE and hold, continue climb-in-hold to 7400.

| AWOS-3 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 134.425 | 126.15 269.475 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3682-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 3740-⅞ 308 (300-⅞) | | | |
| LNAV MDA | 3820-1 388 (400-1) | | 3820-1⅛ 388 (400-1⅛) | |
| C CIRCLING | 3960-1 501 (600-1) | 3980-1 521 (600-1) | 4120-1¾ 661 (700-1¾) | 4640-3 1181 (1200-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VORTAC DSD | APP CRS | Rwy Ldg | 5201 |
|---|---|---|---|
| 117.6 | 136° | TDZE | 3432 |
| Chan 123 | | Apt Elev | 3459 |

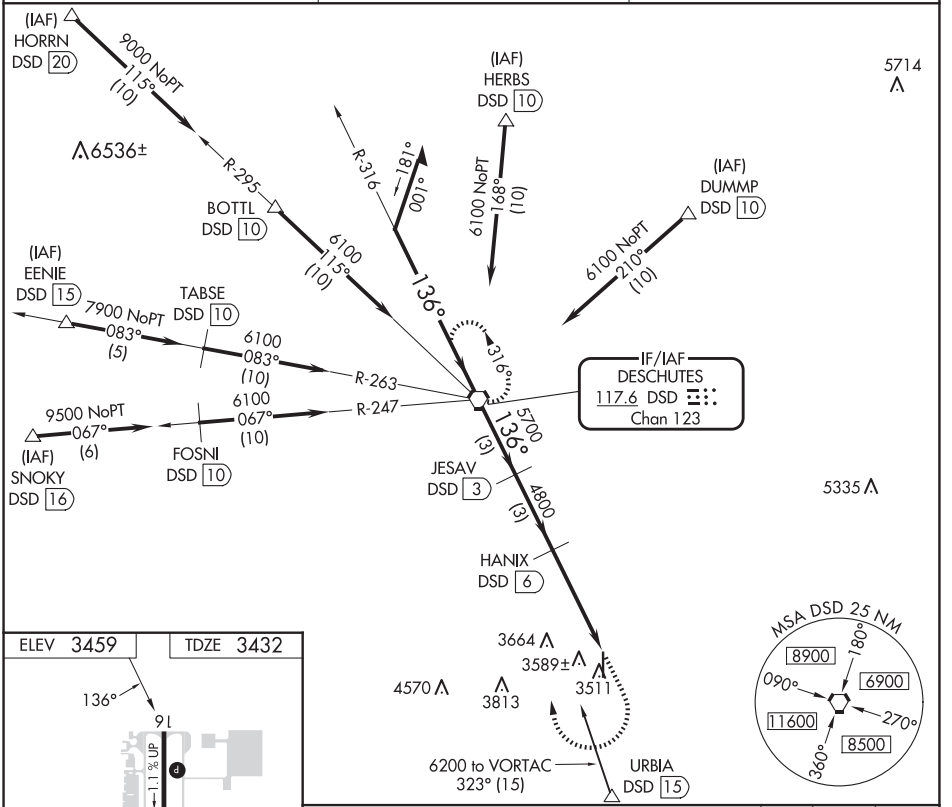
# VOR RWY 16
## BEND MUNI (BDN)

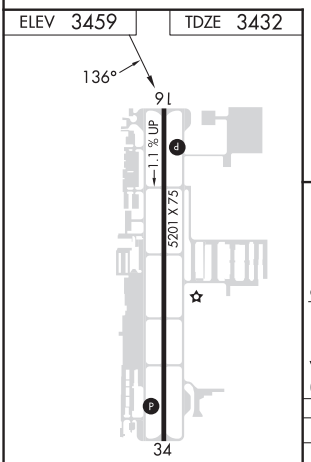
DME required.

Rwy 16 helicopter visibility reduction below ¾ 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 ¼ SM, and Circling visibility Cat C ½ SM.

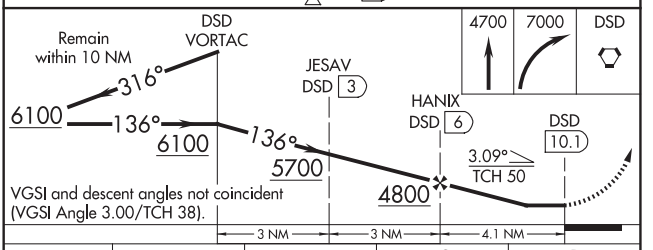
MISSED APPROACH: Climb to 4700 then climbing right turn to 7000 direct DSD VORTAC and hold, continue climb-in-hold to 7000.

| AWOS-3 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 134.425 | 126.15 269.475 | 123.0 (CTAF) L |




REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 3880-1 448 (500-1) | | 3880-1⅜ 448 (500-1⅜) | |
| C CIRCLING | 3960-1 501 (600-1) | 3980-1 521 (600-1) | 4120-1¾ 661 (700-1¾) | 4640-3 1181 (1200-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

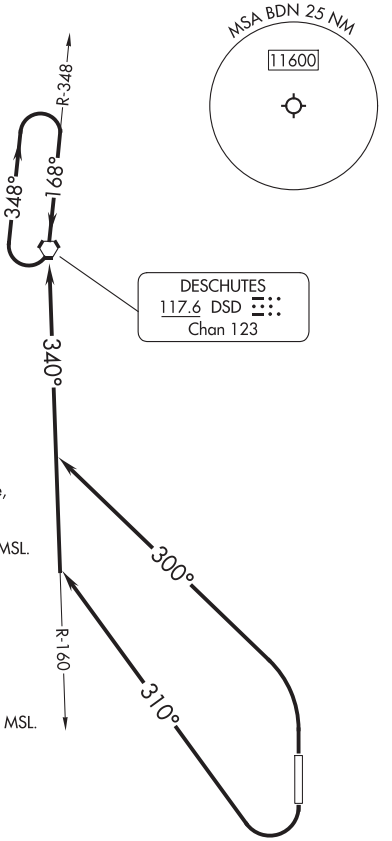
(BDN2.BDN) 23334

# 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.

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.

| APP CRS | Rwy Idg | 6803 |
|---|---|---|
| 318° | TDZE | 6969 |
| | Apt Elev | 6994 |

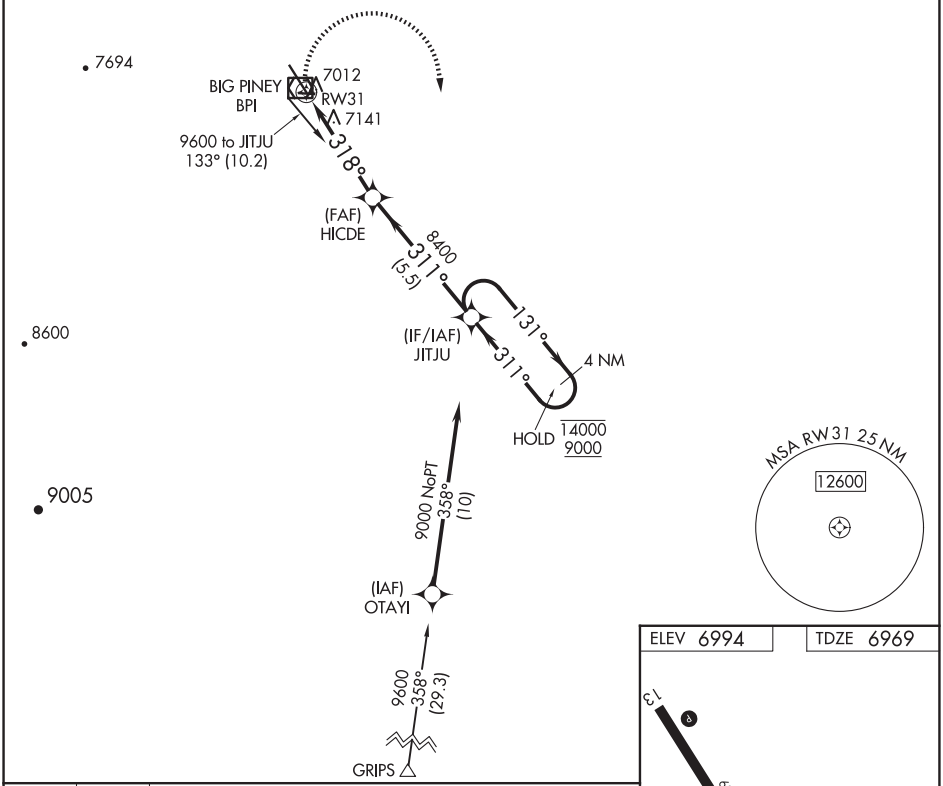
# RNAV (GPS) RWY 31
## MILEY MEML FLD (BPI)

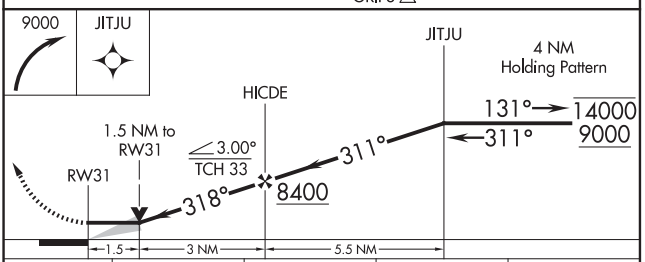
RNP APCH - GPS.

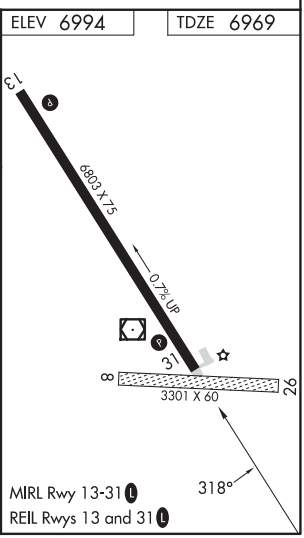
Circling NA to Rwys 8 and 26.

MISSED APPROACH: Climbing right turn to 9000 direct JITJU and hold.

| ASOS | SALT LAKE CENTER | UNICOM | |
|---|---|---|---|
| 135.225 | 128.35 239.25 | 122.8 (CTAF) | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7460-1 491 (500-1) | | 7460-1⅜ 491 (500-1⅜) | |
| CIRCLING | 7460-1 466 (500-1) | 7560-1 566 (600-1) | 7800-2¼ 806 (900-2¼) | 7820-2¾ 826 (900-2¾) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

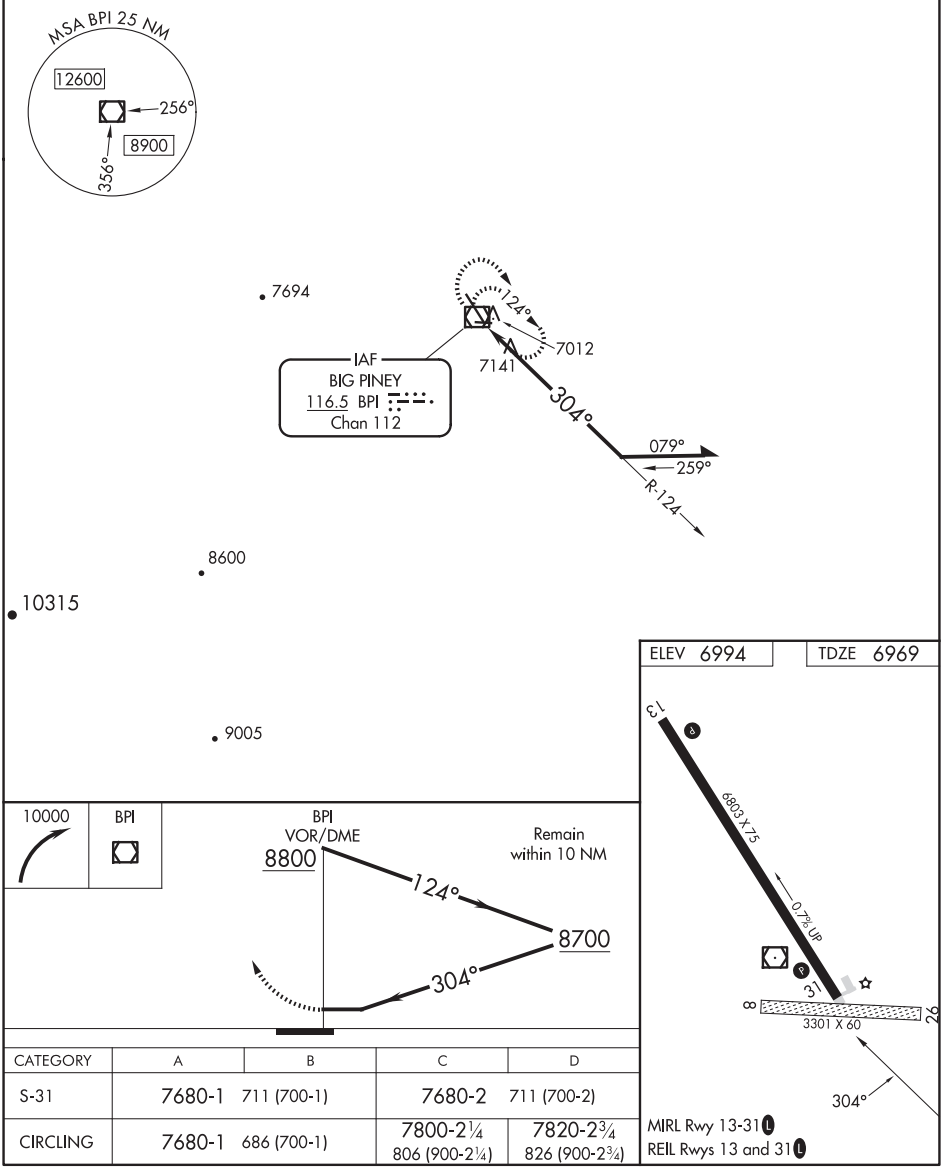
| VOR/DME BPI | APP CRS | Rwy Idg | 6803 |
|---|---|---|---|
| 116.5 | 304° | TDZE | 6969 |
| Chan 112 | | Apt Elev | 6994 |

# VOR RWY 31
## MILEY MEML FLD (BPI)

T
A NA — Circling NA to Rwys 8 and 26.

MISSED APPROACH: Climbing right turn to 10000 in BPI VOR/DME holding pattern.

| ASOS | SALT LAKE CENTER | UNICOM | 122.7 L |
|---|---|---|---|
| 135.225 | 128.35 239.25 | 122.8 (CTAF) | |




| 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) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Ldg | 5285 |
|---|---|---|---|
| CH 65642 | 063° | TDZE | 4490 |
| W06A | | Apt Elev | 4494 |

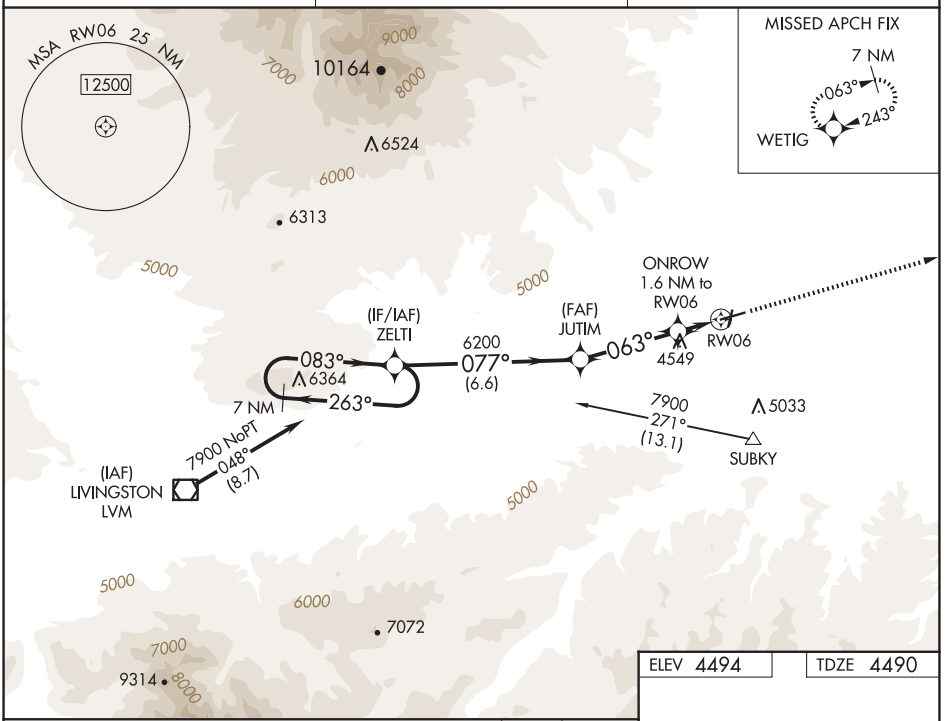
# RNAV (GPS) RWY 6

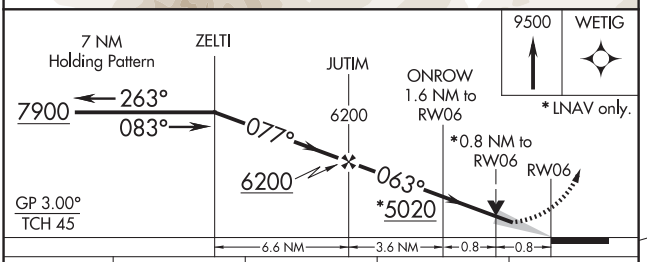
## BIG TIMBER AT HOWARD FLD (6S0)

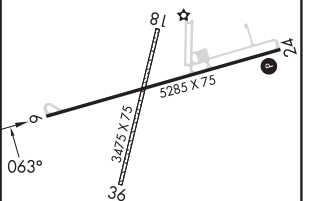
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 51°C (124°F). Circling Rwy 18, 36 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 9500 direct WETIG and hold, continue climb-in-hold to 9500.

| AWOS-3 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 132.05 | 127.75 351.9 | 122.8 (CTAF) L |




| 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) | | | |
| C CIRCLING | 4860-1 366 (400-1) | 4960-1 466 (500-1) | 5160-1¾ 666 (700-1¾) | 5340-2¾ 846 (900-2¾) |




NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 24

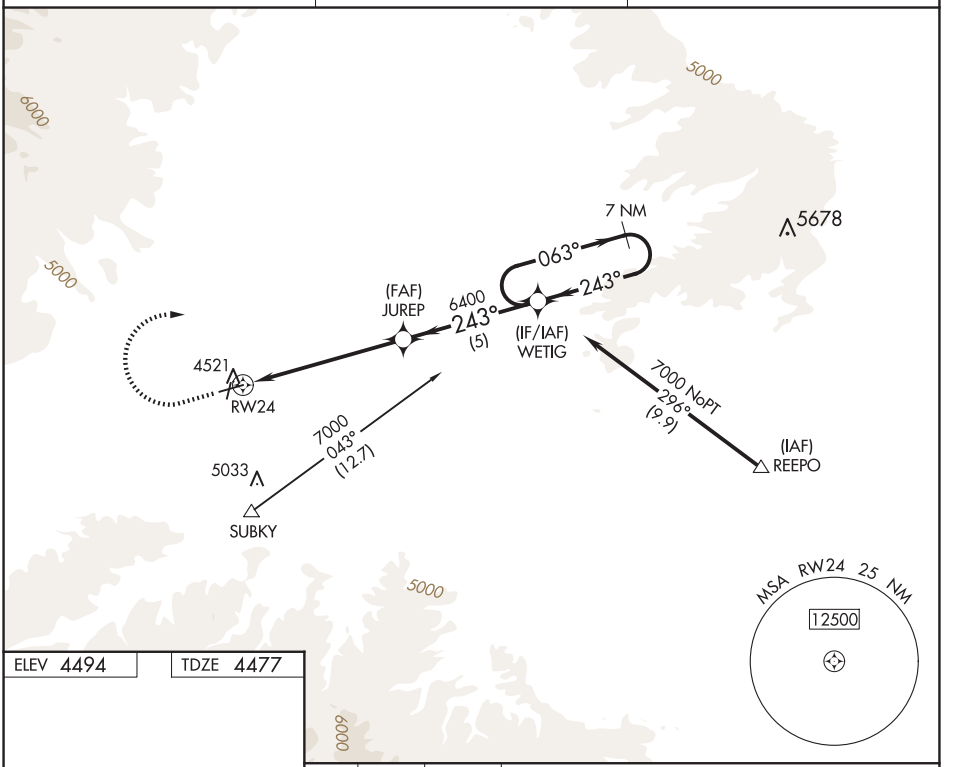
## BIG TIMBER AT HOWARD FLD (6S0)

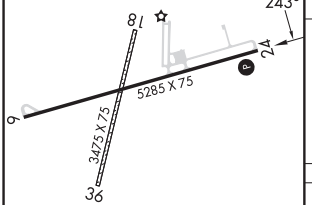
| WAAS | APP CRS | Rwy Ldg | 5285 |
|---|---|---|---|
| CH 70640 | 243° | TDZE | 4477 |
| W24A | | Apt Elev | 4494 |

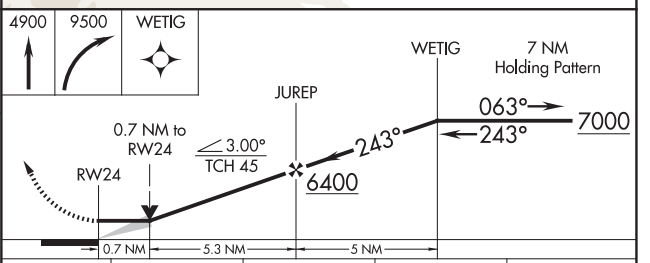
Circling Rwy 18, 36 NA at night.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 4900 then climbing right turn to 9500 direct WETIG and hold, continue climb-in-hold to 9500.

| AWOS-3 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 132.05 | 127.75 351.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 4740-1 263 (300-1) | | | |
| LNAV MDA | 4780-1 303 (300-1) | | | |
| C CIRCLING | 4860-1 366 (400-1) | 4960-1 466 (500-1) | 5160-1¾ 666 (700-1¾) | 5340-2¾ 846 (900-2¾) |

MIRL Rwy 6-24 L



45°48'N-109°59'W



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 28R

BILLINGS LOGAN INTL (BIL)

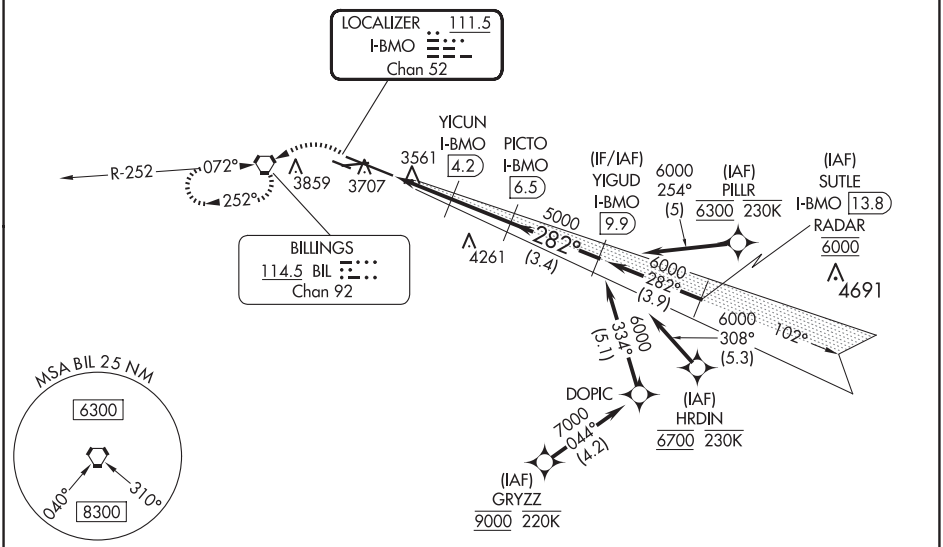
| LOC/DME I-BMO | APP CRS | Rwy Idg | 10518 |
|---|---|---|---|
| 111.5 | 282° | TDZE | 3517 |
| Chan 52 | | Apt Elev | 3662 |

DME required.
Aircraft not GPS equipped - RADAR required for procedure entry.
RNP APCH-GPS. from GRYZZ or HRDIN or PILLR.

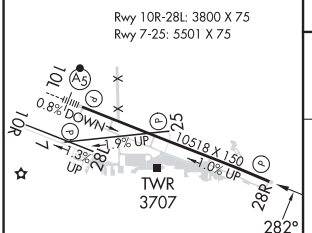
T A Rwy 28R helicopter visibility reduction below ¾ SM NA.

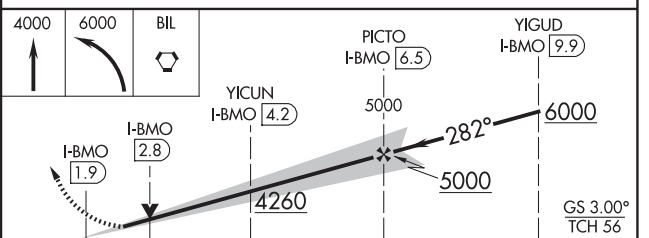
MISSED APPROACH: Climb to 4000 then climbing left turn to 6000 direct BIL VORTAC and hold, continue climb-in-hold to 6000.

| 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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R | 3767-¾ 250 (200-¾) | | | |
| S-LOC 28R | 3840-1 323 (200-1) | | | |
| C CIRCLING | 4160-1 498 (500-1) | | 4180-1½ 518 (600-1½) | 4580-3 918 (1000-3) |

HIRL Rwy 10L-28R
REIL Rwys 25 and 28R
MIRL Rwys 7-25 and 10R-28L



NW-1, 12 JUN 2025 to 07 AUG 2025
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# ILS Y or LOC Y RWY 10L

BILLINGS LOGAN INTL (BIL)

| LOC/DME I-BIL | APP CRS | Rwy Idg | 10518 |
|---|---|---|---|
| 111.5 | 102° | TDZE | 3585 |
| Chan 52 | | Apt Elev | 3662 |

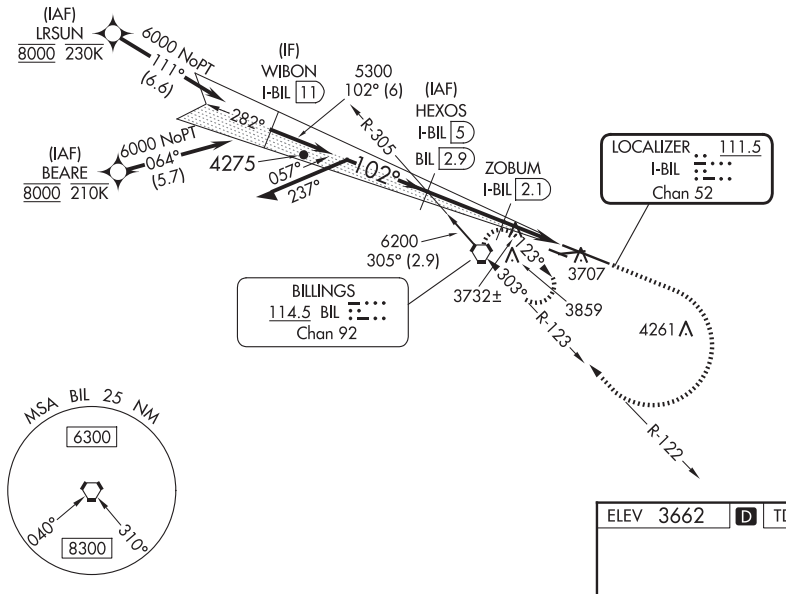
DME required.
RNP APCH-GPS. From BEARE or LRSUN.

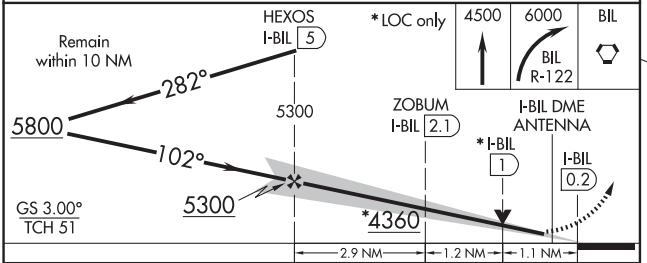
For inop ALS, increase S-LOC 10L Cat C/D visibility to RVR 6000.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

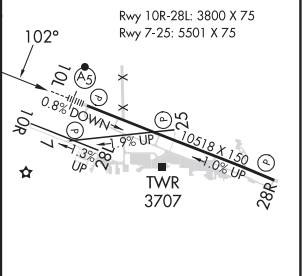
MALSR

MISSED APPROACH: Climb to 4500 then climbing right turn to 6000 on BIL VORTAC R-122 to BIL VORTAC 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 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10L# | 3785/24 200 (200-½) | | | |
| S-LOC 10L | 4000/24 415 (400-½) | | 4000/40 415 (400-¾) | |
| C CIRCLING | 4160-1 498 (500-1) | | 4180-1½ 518 (600-1½) | 4580-3 918 (1000-3) |

REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |



NW-1, 12 JUN 2025 to 07 AUG 2025
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# RNAV (RNP) Z RWY 28R

BILLINGS LOGAN INTL (BIL)

| APP CRS | Rwy Idg | 10518 |
|---|---|---|
| 282° | TDZE | 3517 |
| | Apt Elev | 3662 |

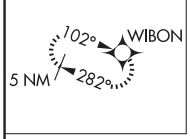
RNP AR APCH-GPS

For uncompensated Baro-VNAV systems, procedure NA below -24°C or above 50°C.

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 |

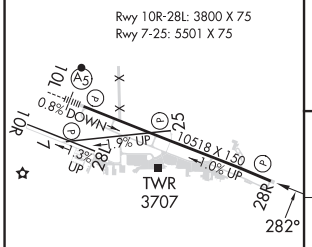
MISSED APCH FIX

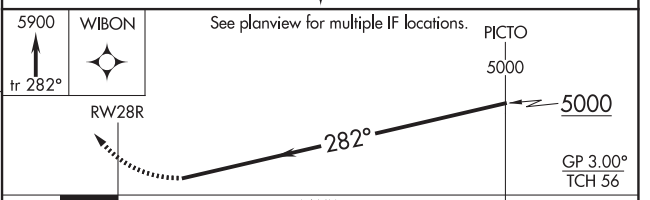






ELEV 3662 D TDZE 3517




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 3903-1¼ 386 (300-1¼) | | | |

REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BILLINGS, MONTANA

AL-48 (FAA)

25107

# RNAV (GPS) RWY 7

BILLINGS LOGAN INTL (BIL)

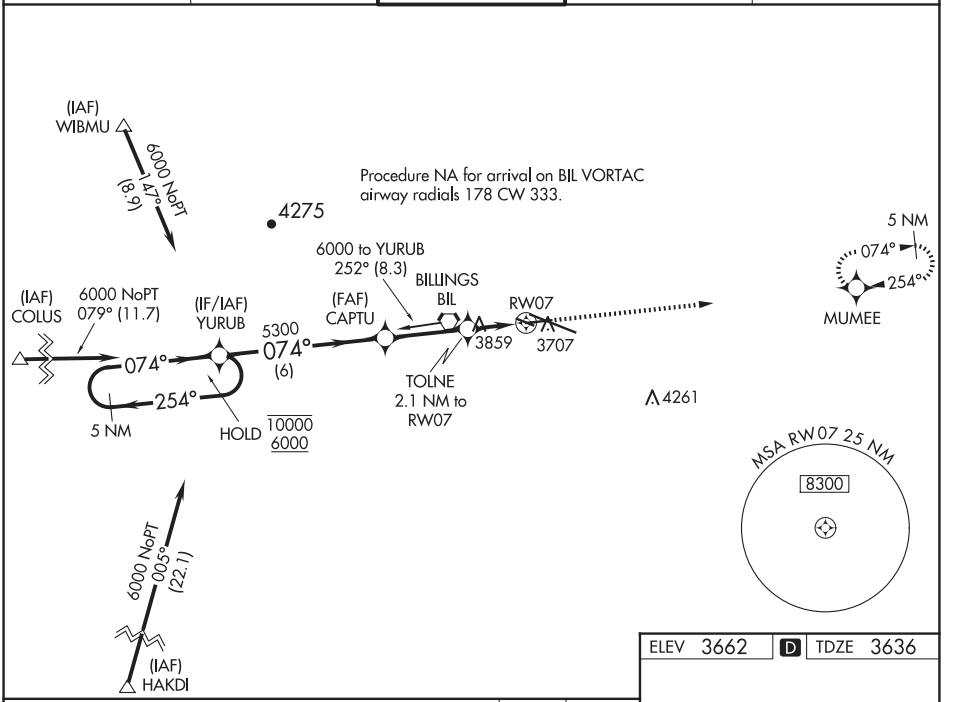
| WAAS | APP CRS | Rwy Idg | 5501 |
|---|---|---|---|
| CH 87127 | 074° | TDZE | 3636 |
| W07A | | Apt Elev | 3662 |

RNP APCH - GPS.

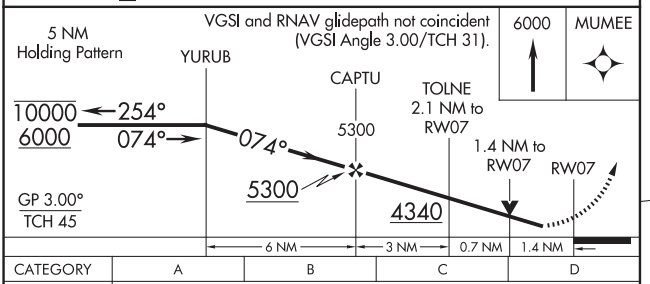
T A Rwy 7 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 53°C.

MISSED APPROACH: Climb to 6000 direct MUMEE and hold.

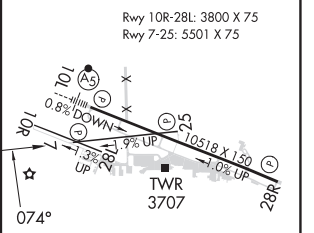
| ATIS | BILLINGS APP CON | BILLINGS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.3 | 120.5 284.6 | 127.2 257.8 | 121.9 | 121.9 |




| ELEV 3662 | D | TDZE 3636 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3886-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 3950-⅞ 314 (300-⅞) | | | |
| LNAV MDA | 4120-1 484 (500-1) | | 4120-1⅜ 484 (500-1⅜) | |
| C CIRCLING | 4160-1 498 (500-1) | | 4180-1½ 518 (600-1½) | 4580-3 918 (1000-3) |




REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 10L

BILLINGS LOGAN INTL (BIL)

| WAAS | APP CRS | Rwy Idg | 10518 |
|---|---|---|---|
| CH 50122 | 102° | TDZE | 3585 |
| W10A | | Apt Elev | 3662 |

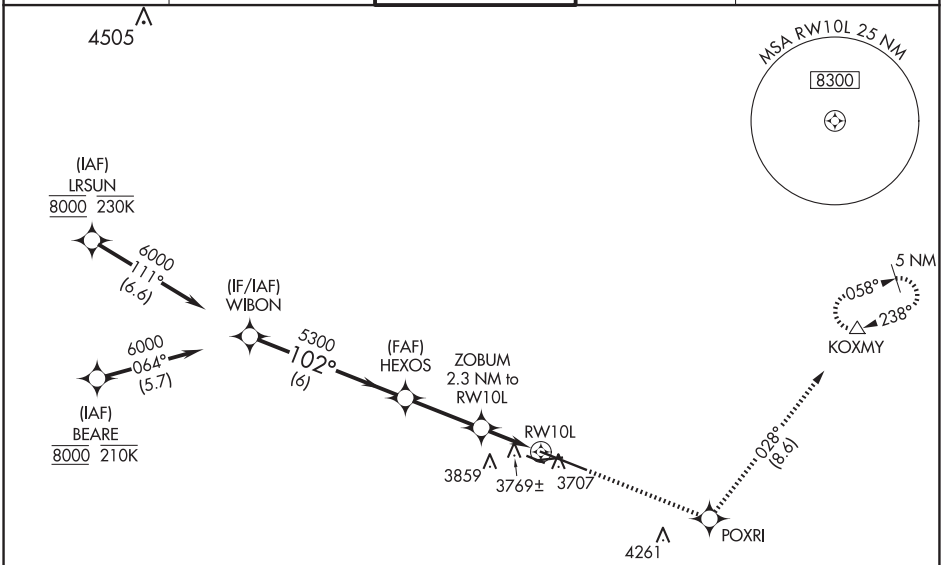
RNP APCH - GPS.

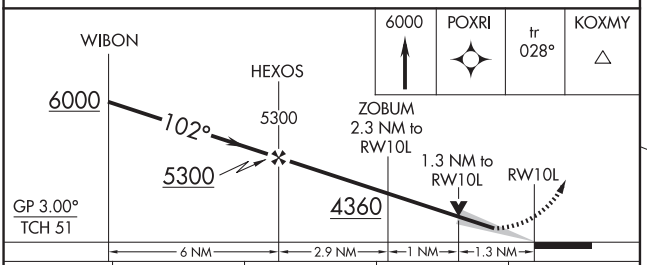
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 50°C. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 6000 direct POXRI and on track 028° to KOXMY 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 |

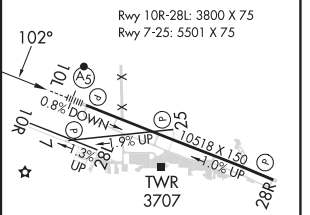



| 6000 | POXRI | tr 028° | KOXMY |
|---|---|---|---|

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 3785/24 200 (200-½) | | | |
| LNAV/VNAV DA | 4041/45 456 (400-⅞) | | | |
| LNAV MDA | 4020/24 435 (400-½) | | 4020/40 435 (400-¾) | |
| C CIRCLING | 4160-1 498 (500-1) | | 4180-1½ 518 (600-1½) | 4580-3 918 (1000-3) |

ELEV 3662 D TDZE 3585




REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 25

## BILLINGS LOGAN INTL (BIL)

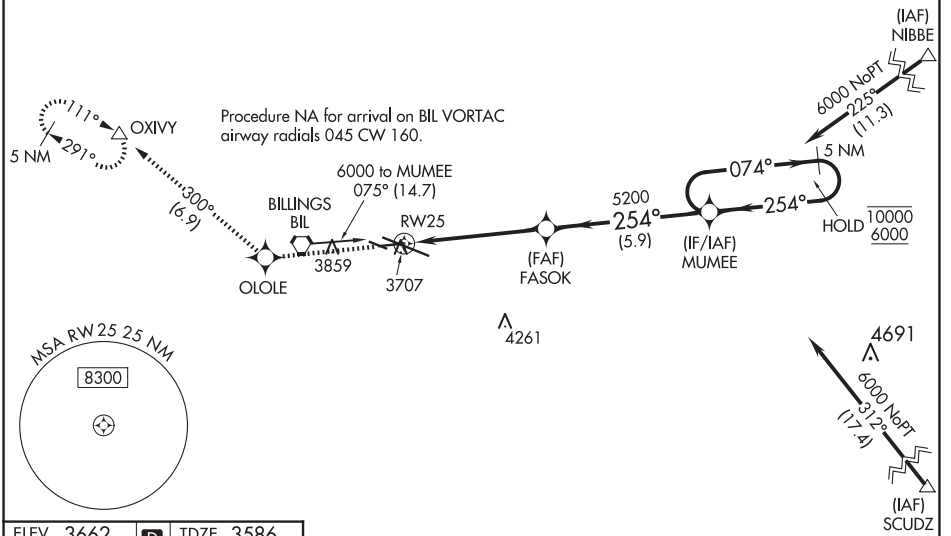
| WAAS CH 78028 W25A | APP CRS 254° | Rwy Idg 5501 TDZE 3586 Apt Elev 3662 |
|---|---|---|

RNP APCH - GPS.

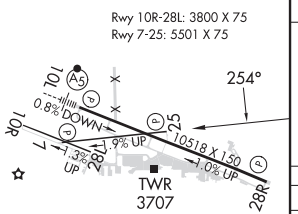
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.

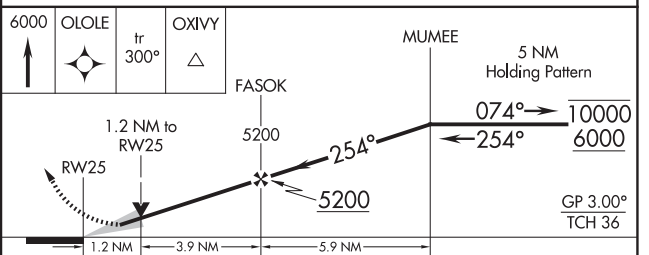
MISSED APPROACH: Climb to 6000 direct OLOLE and on track 300° to OXIVY and hold.

| 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 3586




| 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) |

REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 28R

BILLINGS LOGAN INTL (BIL)

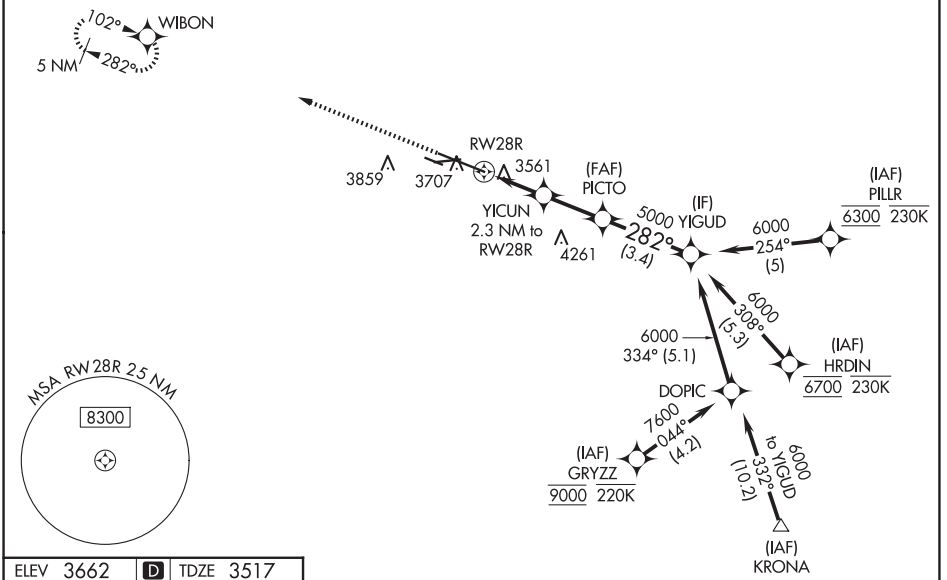
| WAAS CH 56222 W28A | APP CRS 282° | Rwy Idg 10518 TDZE 3517 Apt Elev 3662 |
|---|---|---|

RNP APCH - GPS.

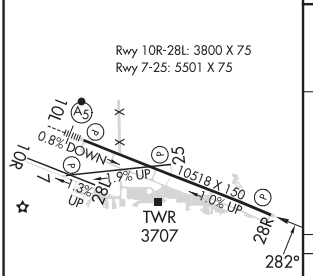
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 50°C.

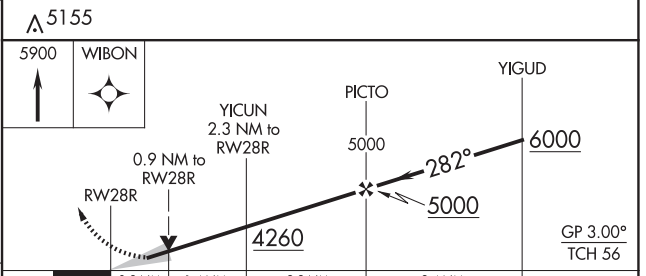
MISSED APPROACH: Climb to 5900 direct WIBON and hold.

| 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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3767-¾ 250 (200-¾) | | | |
| LNAV/VNAV DA | 3786-⅞ 269 (200-⅞) | | | |
| LNAV MDA | 3820-1 303 (200-1) | | | |
| C CIRCLING | 4160-1 498 (500-1) | | 4180-1½ 518 (600-1½) | 4580-3 918 (1000-3) |

HIRL Rwy 10L-28R
REIL Rwys 25 and 28R
MIRL Rwys 7-25 and 10R-28L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BILLINGS, MONTANA

AL-48 (FAA)

25107

# VOR/DME RWY 28R

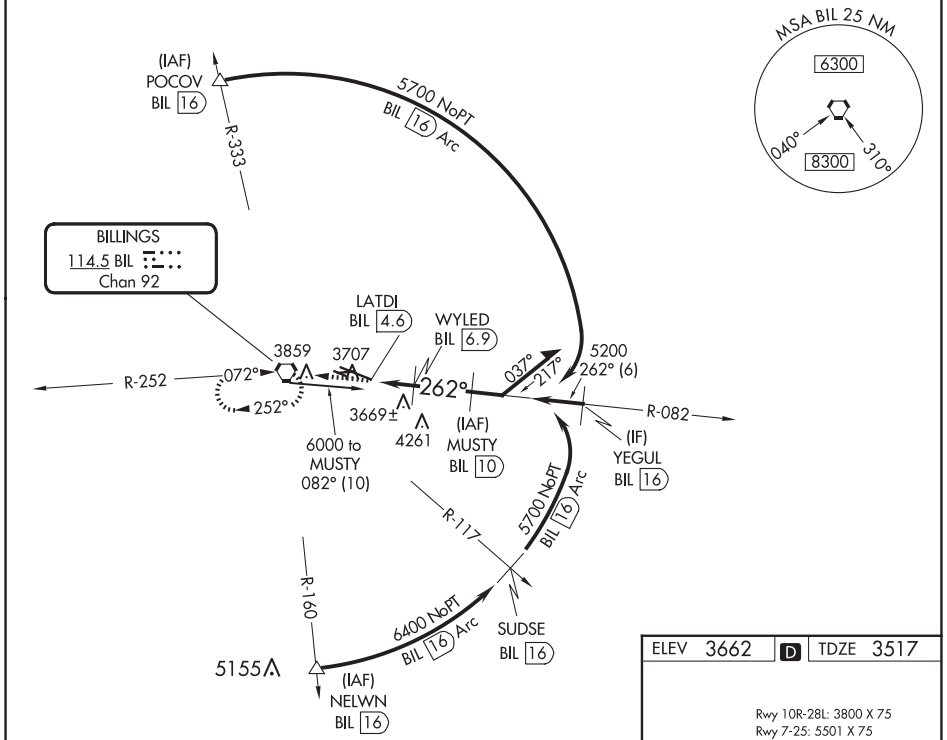
BILLINGS LOGAN INTL (BIL)

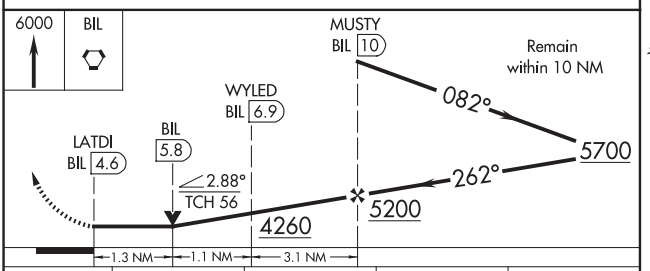
| VORTAC BIL | APP CRS | Rwy Idg | 10518 |
|---|---|---|---|
| 114.5 | 262° | TDZE | 3517 |
| Chan 92 | | Apt Elev | 3662 |

Helicopter visibility reduction below ¾ SM NA.

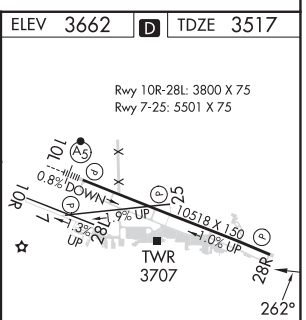
MISSED APPROACH: Climb to 6000 direct BIL VORTAC and hold, continue climb-in-hold to 6000.

| ATIS | BILLINGS APP CON | BILLINGS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.3 | 120.5 284.6 | 127.2 257.8 | 121.9 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28R | 3940-1 423 (300-1) | | 3940-1⅜ 423 (300-1⅜) | |
| C CIRCLING | 4160-1 498 (500-1) | 4180-1 518 (600-1) | 4180-1½ 518 (600-1½) | 4580-3 918 (1000-3) |




REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

BILLINGS, MONTANA
Amdt 14C 02JAN20

45°48′N-108°33′W

BILLINGS LOGAN INTL (BIL)

VOR/DME RWY 28R

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W
VAR 10.1° E
HS 1
10518 X 150
3800 X 75
5501 X 75
10L
28R
10R
28L
25
7
101.6°
281.6°
253.9°
073.9°
0.8% DOWN
1.0% UP
1.9% UP
1.3% UP
ELEV 3584
ELEV 3534
ELEV 3614
ELEV 3636
ELEV 3488
FIELD ELEV 3662
HIRL Rwy 10L-28R
MIRL Rwys 10R-28L and 7-25
REIL Rwys 28R and 25
ATIS 126.3
BILLINGS TOWER 127.2 257.8
GND CON 121.9
CLNC DEL 121.9
D
TWR 3707
TERMINAL
FBO
FIRE STATION
EXECUTIVE HANGAR AREA
RWY 07-25
PCR 303 F/B/X/T
S-12.5
RWY 10L-28R
PCR 745 F/B/X/T
S-120, D-214, 2D-365
RWY 10R-28L
PCR 107 F/B/X/T
S-12.5
45°49'N
45°48'N
108°34'W
108°33'W
108°32'W
108°31'W

(BIL5.BIL) 23334

# 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
(BIL5.BIL) 01FEB18
BILLINGS, MONTANA
BILLINGS LOGAN INTL (BIL)

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS)-A

MCCARLEY FLD (UØ2)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 189° | TDZE | N/A |
| | Apt Elev | 4492 |

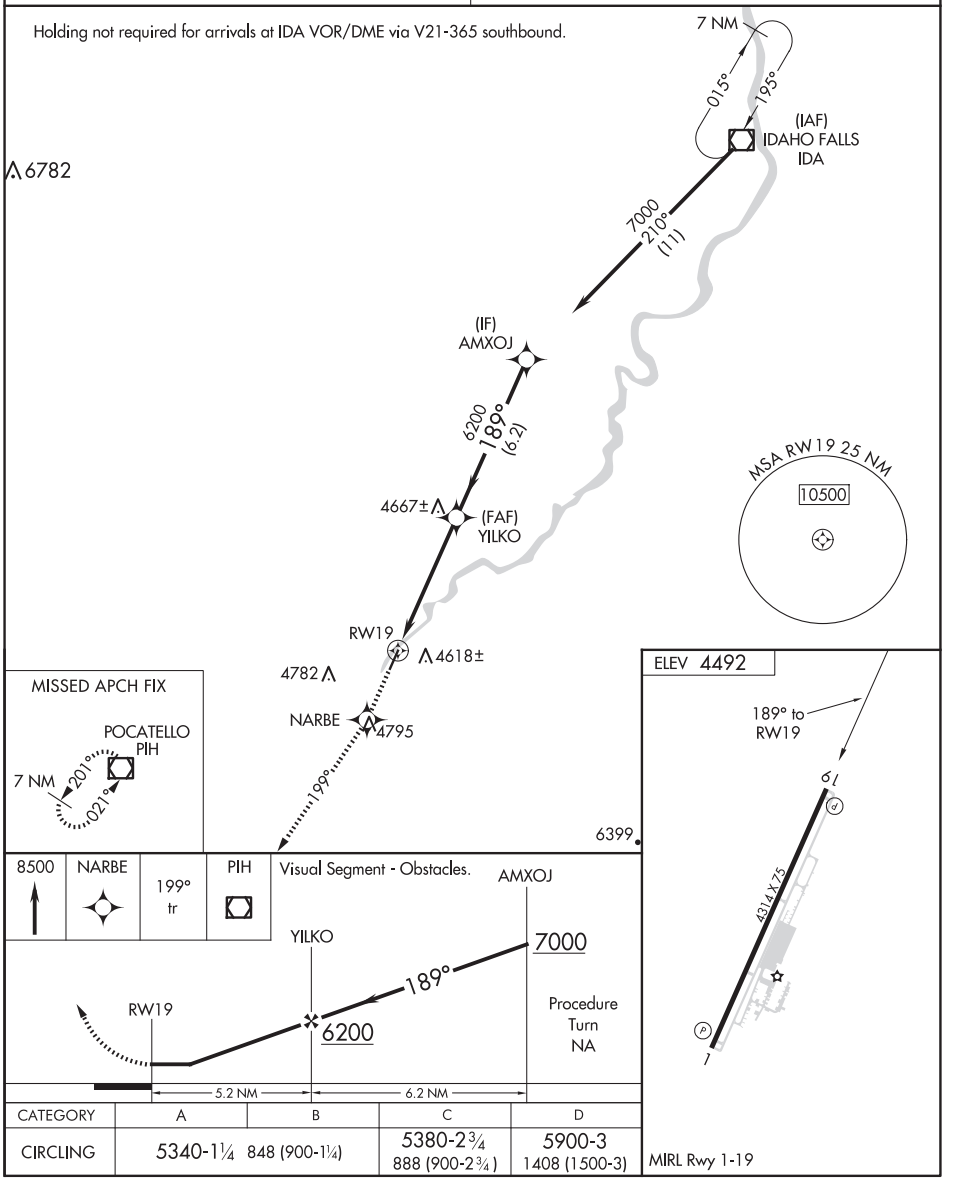
RNP APCH.

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 | UNICOM |
|---|---|
| 128.35 239.25 | 122.8 (CTAF) |

Holding not required for arrivals at IDA VOR/DME via V21-365 southbound.




| 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



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BLACKFOOT, IDAHO | AL-9351 (FAA) | 21252

# RNAV (GPS)-B

MCCARLEY FLD (UØ2)

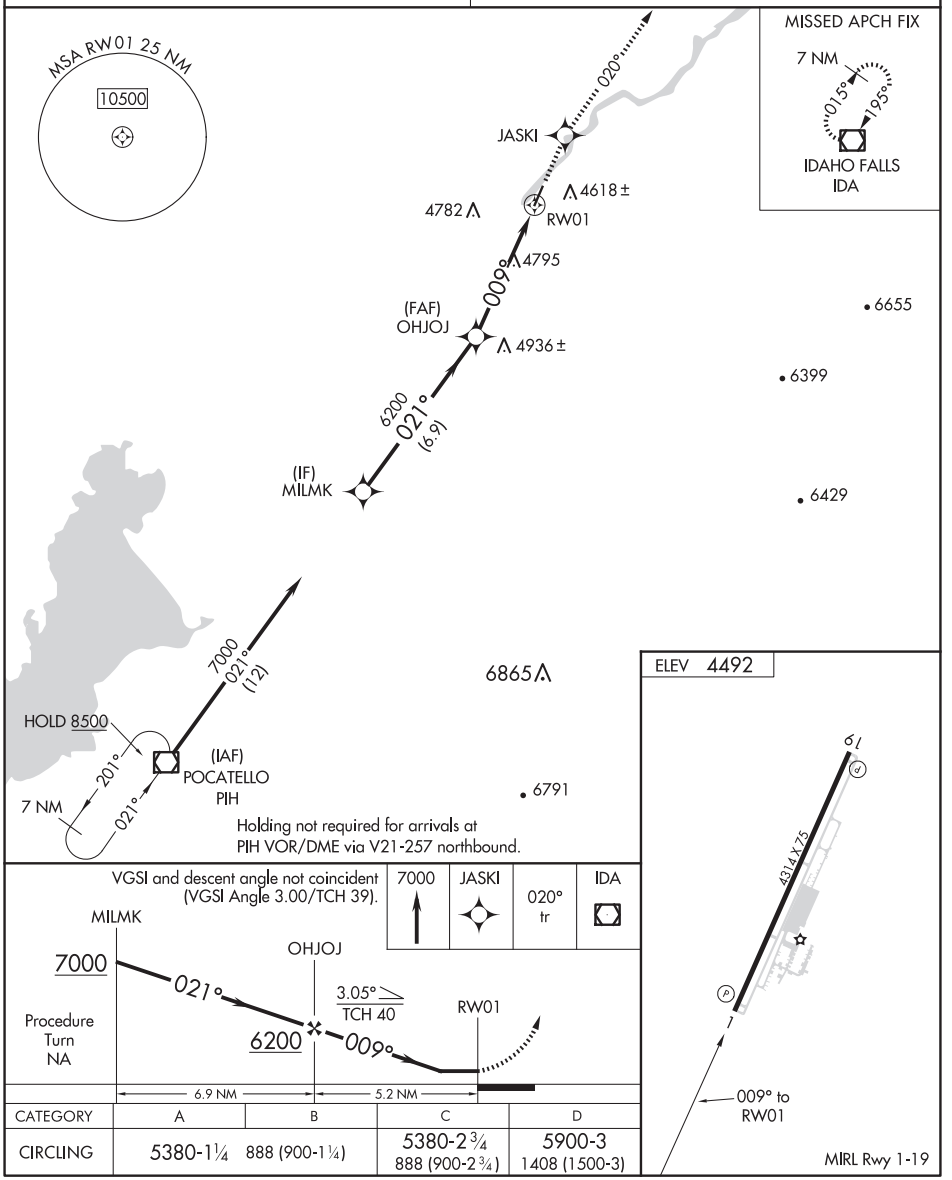
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 009° | TDZE | N/A |
| | Apt Elev | 4492 |

RNP APCH.

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 JASKI and on 020° track to IDA VOR/DME and hold.

| SALT LAKE CITY CENTER | UNICOM |
|---|---|
| 128.35 239.25 | 122.8 (CTAF) |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5380-1¼ 888 (900-1¼) | | 5380-2¾ 888 (900-2¾) | 5900-3 1408 (1500-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME PIH | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.6 | 016° | TDZE | N/A |
| Chan 73 | | Apt Elev | 4492 |

# VOR/DME-C

MCCARLEY FLD (U∅2)

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)

MSA PIH 25 NM
10500

MISSED APCH FIX
199°
019°
IDAHO FALLS
IDA
113.85
Chan 85(Y)
R-199
R-019

AVIPE
PIH 24
4782
4618±
4795

CASAP
PIH 19
4919±
4999±

6655
6399
6429

6100
016°
(10)

(IF)
HORUM
PIH 9
R-016

IAF
POCATELLO
112.6 PIH
Chan 73

7000
016°
(9)

6865

ELEV 4492

Holding not required for arrivals at PIH VOR/DME via V21-257 northbound.

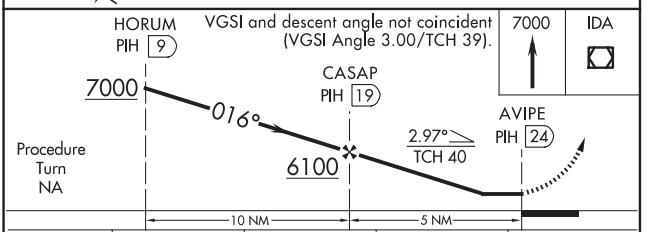
6791

196°
016°
R-196
HOLD 8500




016° 5 NM from FAF

MIRL Rwy 1-19




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5460-1¼<br>968 (1000-1¼) | 5460-1½<br>968 (1000-1½) | 5460-3<br>968 (1000-3) | 5900-3<br>1408 (1500-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

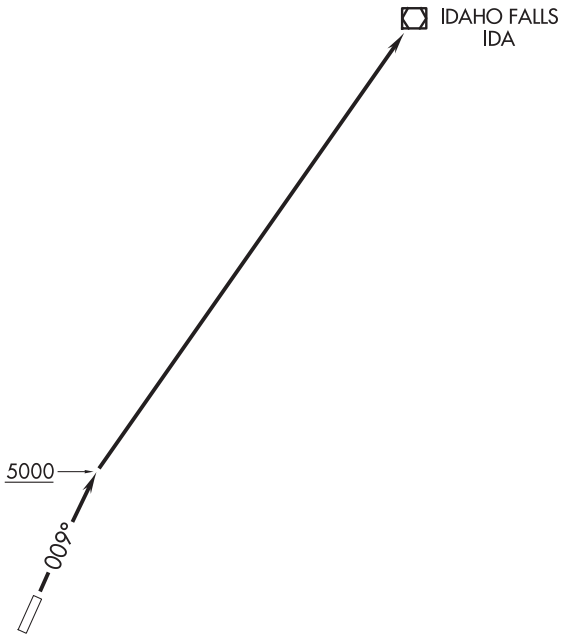
(IDA3.IDA) 21252

# 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.

IDAHO FALLS THREE DEPARTURE (RNAV)

(IDA3.IDA) 22AUG13

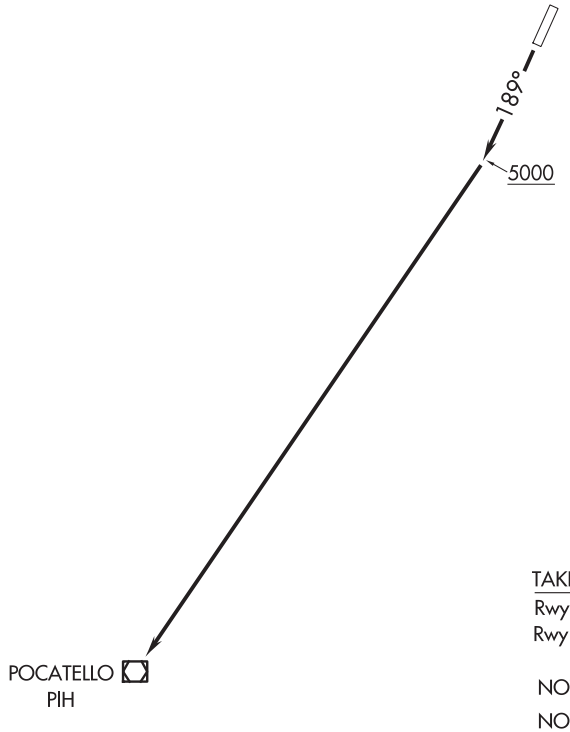
BLACKFOOT, IDAHO
MCCARLEY FLD (U02)

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

SALT LAKE CITY CENTER
128.35 239.25
CTAF
122.8

**TOP ALTITUDE: 7000**




TAKEOFF MINIMUMS
Rwy 1: NA- obstacles.
Rwy 19: Standard.

NOTE: GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 19: Climb heading 189° to 5000, continue climb to 7000 direct PIH VOR/DME.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BOISE, IDAHO | AL-57 (FAA) | 25163

| LOC/DME I-AAD | APP CRS | Rwy Ldg | 10000 |
|---|---|---|---|
| 110.15 | 282° | TDZE | 2871 |
| Chan 38(Y) | | Apt Elev | 2871 |

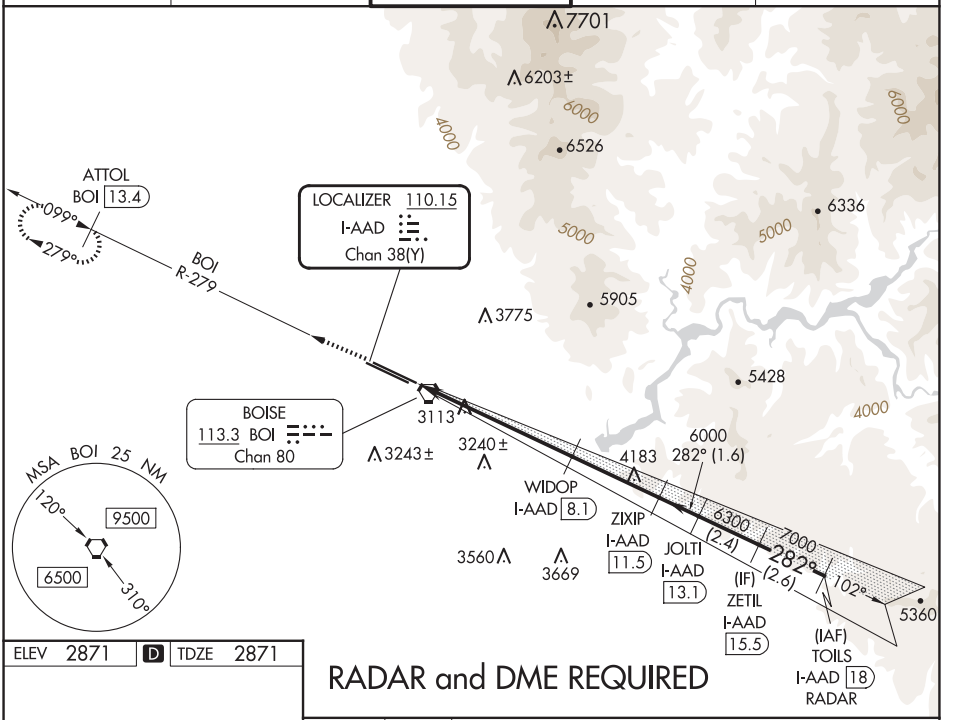
# ILS or LOC RWY 28R

BOISE AIR TRML/GOWEN FLD (BOI)

Circling NA north of Rwy 10L-28R. DME required.

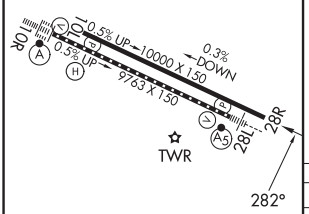
MISSED APPROACH: Climb to 6000 on BOI VORTAC R-279 to ATTOL/BOI 13.4 DME and hold.

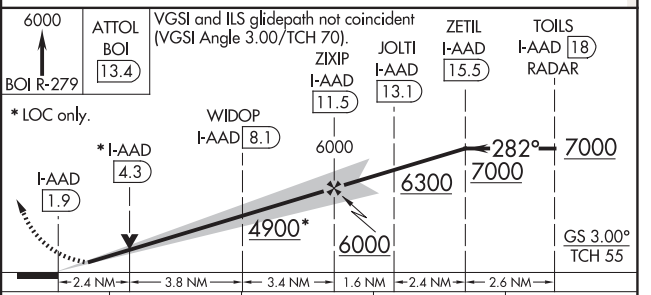
| D-ATIS | BIG SKY APP CON | BOISE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 123.9 290.4 | 119.6 269.4 | 118.1 257.8 | 121.7 348.6 | 125.9 323.2 |




ELEV 2871 | D | TDZ 2871

## RADAR and DME REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R | 3121-¾ 250 (300-¾) | | | |
| S-LOC 28R | 3700-1 829 (900-1) | 3700-1¼ 829 (900-1¼) | 3700-2½ 829 (900-2½) | |
| C CIRCLING | 3700-1¼ 829 (900-1¼) | | 3740-2½ 869 (900-2½) | 3820-3 949 (1000-3) |

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

BOISE, IDAHO
Orig-B 29MAR18

43°34'N-116°13'W

BOISE AIR TRML/GOWEN FLD (BOI)

ILS or LOC RWY 28R

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS Y or LOC Y RWY 10R

BOISE AIR TRML/GOWEN FLD (BOI)

| LOC/DME I-BOI | APP CRS | | 10R | 10L |
|---|---|---|---|---|
| 111.1 Chan 48 | 102° | Rwy Ldg | 9763 | 10000 |
| | | TDZE | 2836 | 2844 |
| | | Apt Elev | 2872 | 2872 |

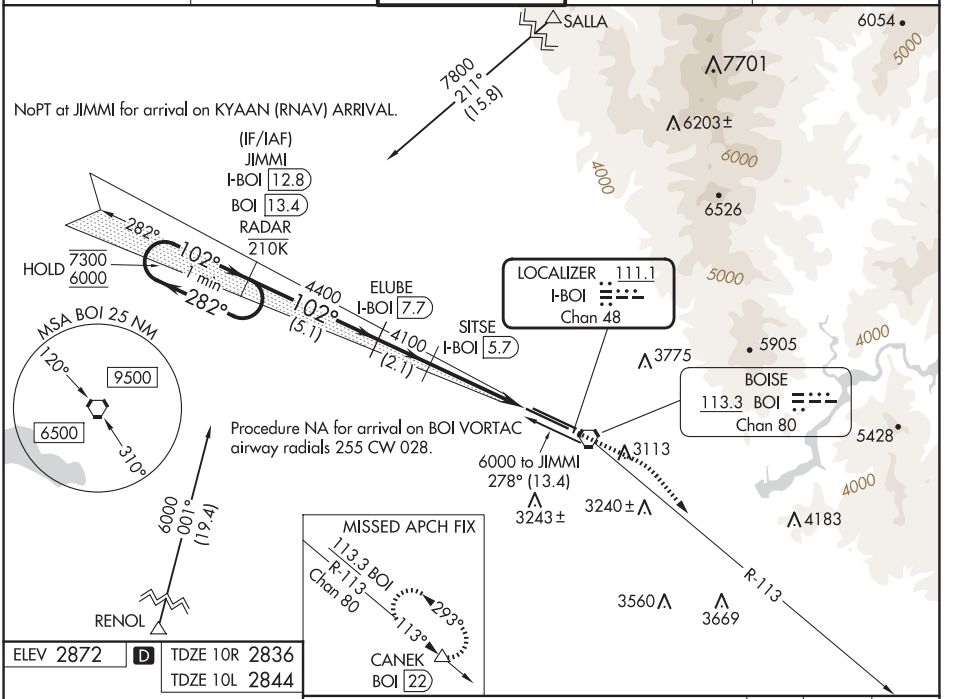
DME required. RNAV 1 - GPS. From SALLA and RENOL.

For inop ALS, increase S-LOC 10R Cats C/D visibility to RVR 5500. Circling NA north of Rwy 10L-28R.

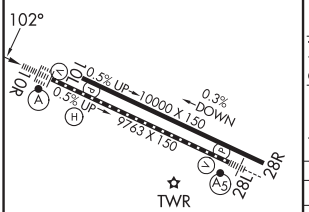
ALSF-2 Rwy 10R

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 | 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 |




| ELEV 2872 | D | TDZE 10R 2836 |
|---|---|---|
| | | TDZE 10L 2844 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10R | 3036/18 200 (200-½) | | | |
| S-LOC 10R | 3200/24 364 (400-½) | | 3200/35 364 (400-⅝) | |
| SIDESTEP 10L | 3220-1 376 (400-1) | | 3220-1½ 376 (400-1½) | 3220-2 376 (400-2) |
| C CIRCLING | 3440-1 568 (600-1) | | 3640-2¼ 768 (800-2¼) | 3820-3 948 (1000-3) |

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 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)

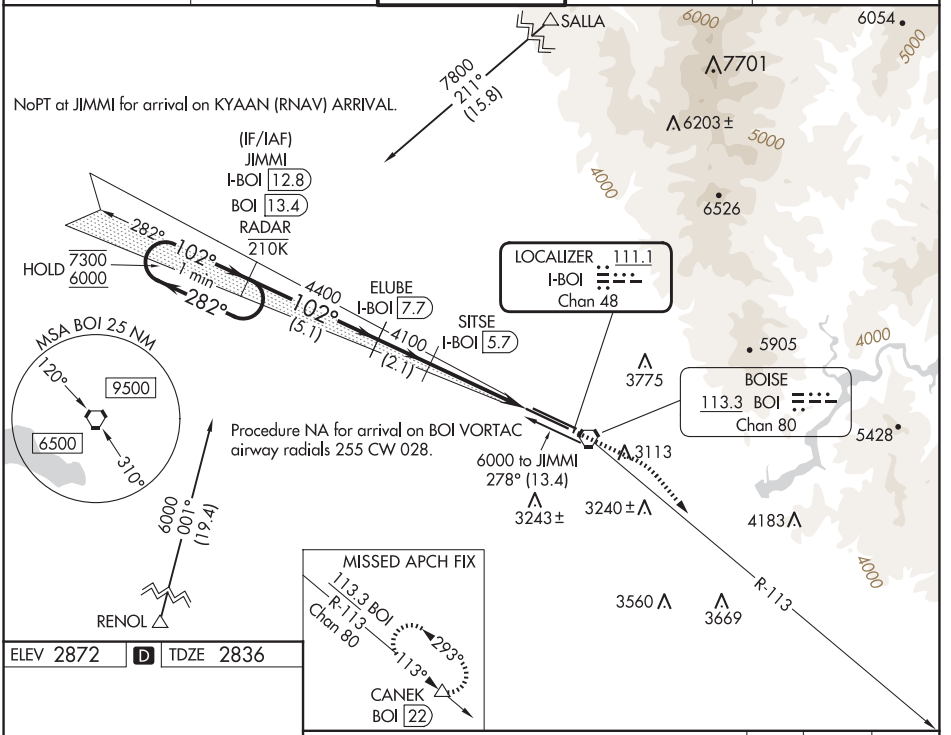
DME required. RNAV 1 - GPS. From SALLA and RENOL.

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

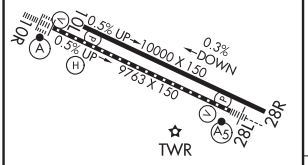
ALSF-2

MISSED APPROACH: Climb to 3300 then climbing right turn to 7300 on BOI VORTAC R-113 to CANEK/BOI VORTAC 22 DME and hold.

| 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 |




ELEV 2872 D TDZE 2836




REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).

| 3300 | 7300 | CANEK |
|---|---|---|
| | BOI R-113 | |

One Minute Holding Pattern

JIMMI I-BOI 12.8 BOI 13.4 RADAR

ELUBE I-BOI 7.7

SITSE I-BOI 5.7

Use I-BOI DME when on the localizer course.

7300 6000 282° 102° 102°

4400 4100 4100

GS 3.00° TCH 54

5.1 NM 2.1 NM 3.8 NM 978'

| 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, 12 JUN 2025 to 07 AUG 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)

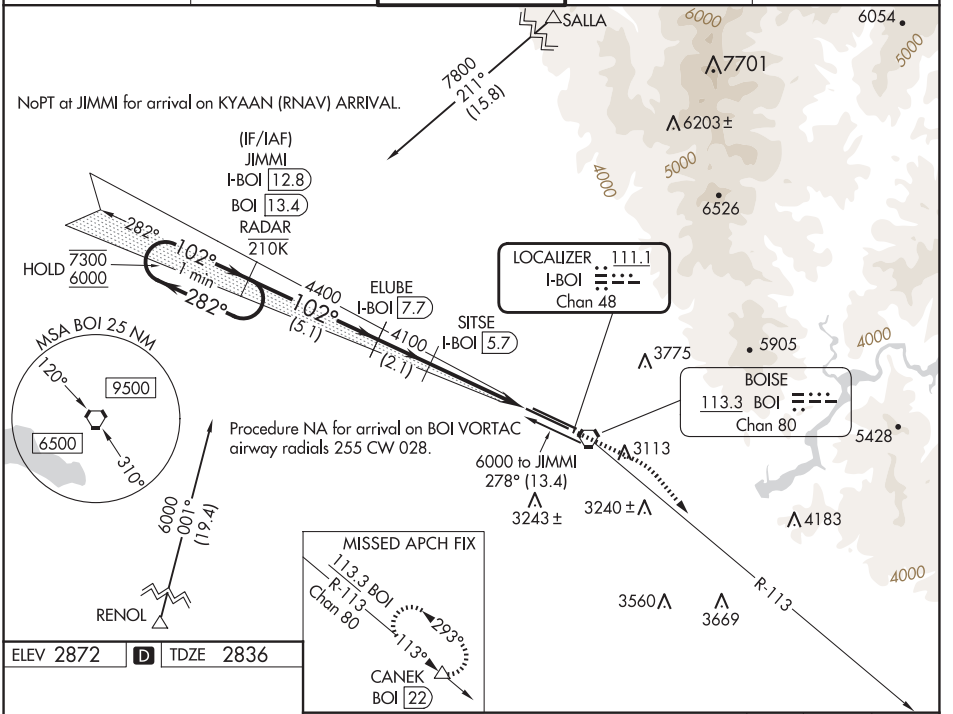
DME required. RNAV 1 - GPS. From SALLA and RENOL.

CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

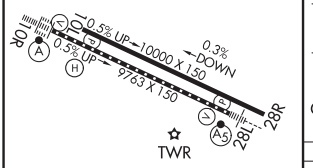
ALSF-2

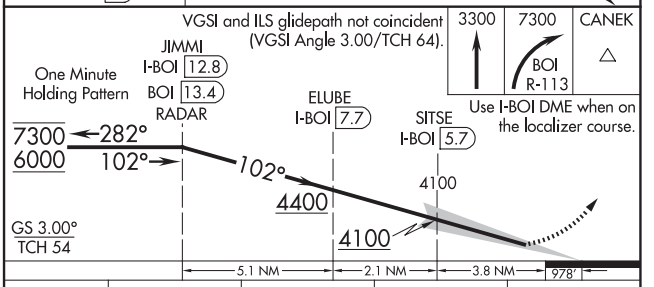
MISSED APPROACH: Climb to 3300 then climbing right turn to 7300 on BOI VORTAC R-113 to CANEK/BOI VORTAC 22 DME and hold.

| 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 |




ELEV 2872 | D | TDZE 2836




| 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 Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BOISE, IDAHO AL-57 (FAA) 25163

# RNAV (RNP) X RWY 28L

BOISE AIR TRML/GOWEN FLD (BOI)

| APP CRS | Rwy Ldg | 9763 |
|---|---|---|
| 282° | TDZE | 2858 |
| | Apt Elev | 2872 |

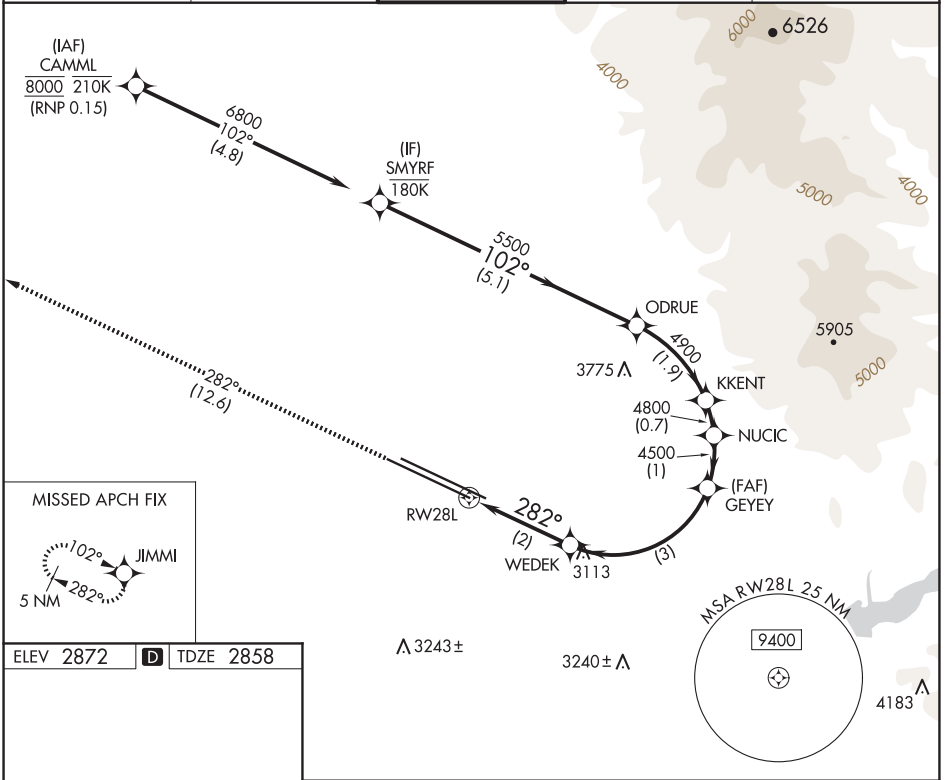
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C .

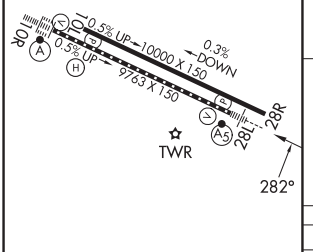
MALSR

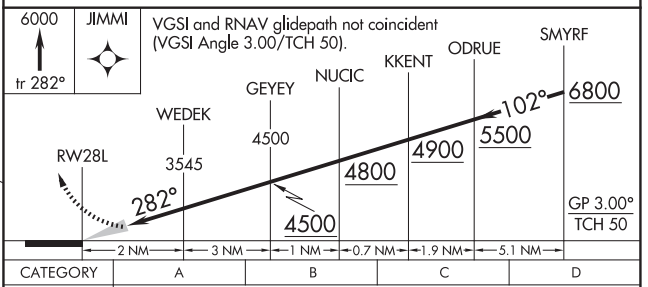
MISSED APPROACH: Climb to 6000 on track 282° to JIMMI and hold, continue climb-in-hold to 6000.

| 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 |




ELEV 2872 D TDZ 2858




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 3229/35 371 (400-⅝) | | | |

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

## AUTHORIZATION REQUIRED

BOISE, IDAHO
Amdt 1 14JUL22

43°34'N-116°13'W

BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) X RWY 28L


NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) X RWY 28R

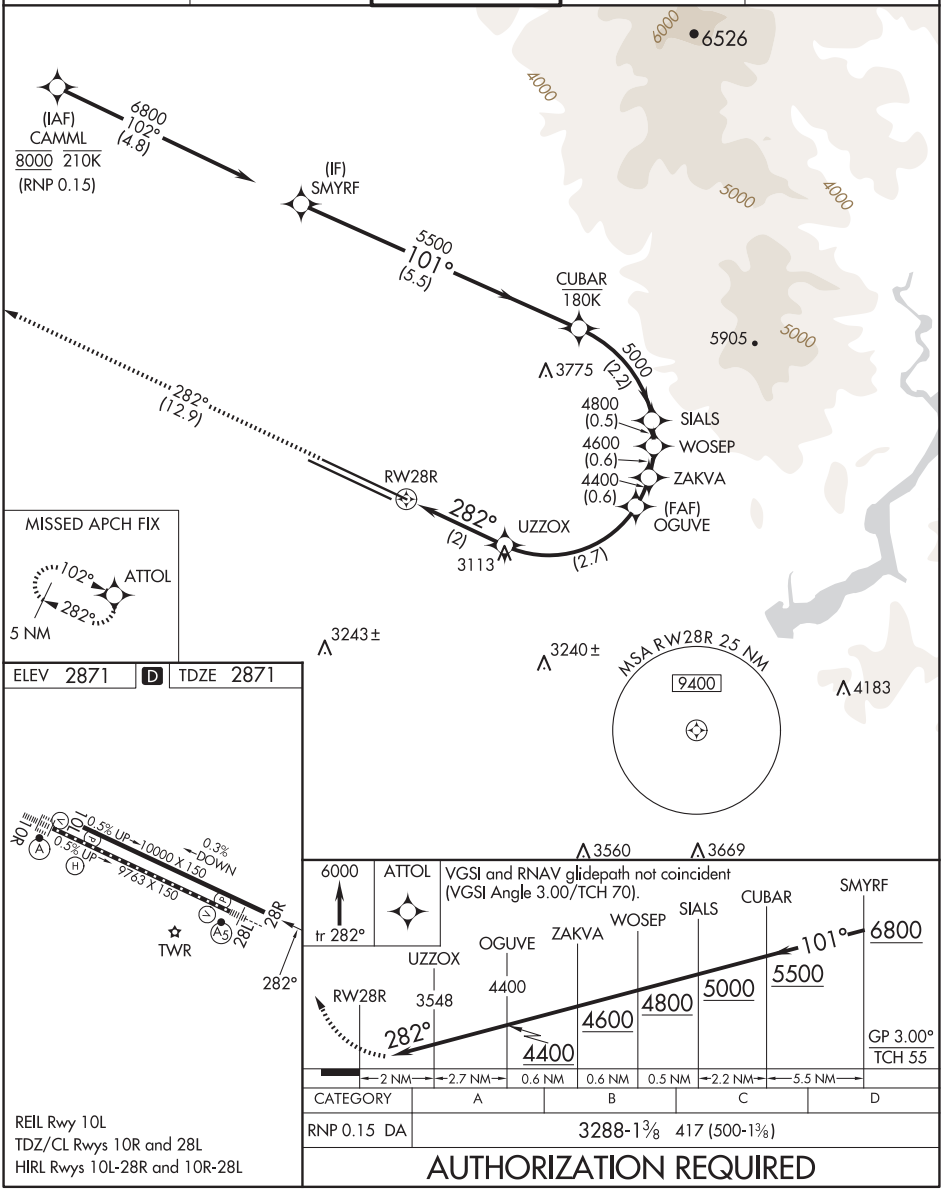
BOISE AIR TRML/GOWEN FLD (BOI)

| APP CRS | Rwy Ldg | 10000 |
|---|---|---|
| 282° | TDZE | 2871 |
| | Apt Elev | 2871 |

T 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 | 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 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 3288-1⅜ 417 (500-1⅜) | | | |

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

## AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BOISE, IDAHO AL-57 (FAA) 25163

| APP CRS | Rwy Ldg | 10000 |
|---|---|---|
| 102° | TDZE | 2844 |
| | Apt Elev | 2872 |

# RNAV (RNP) Z RWY 10L

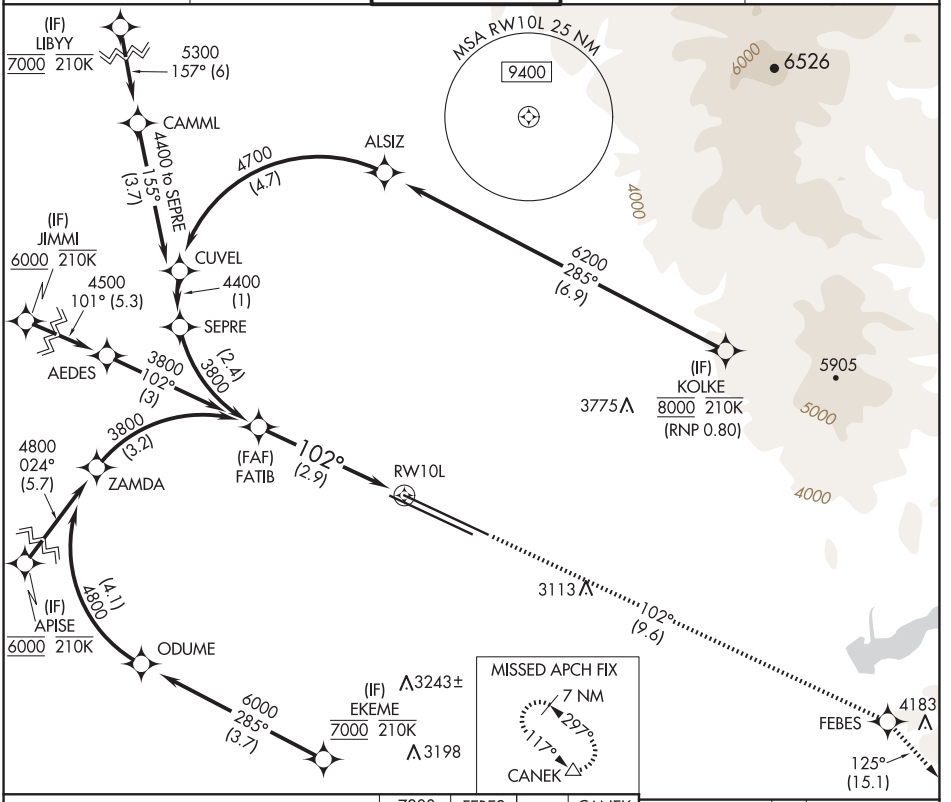
BOISE AIR TRML/GOWEN FLD (BOI)

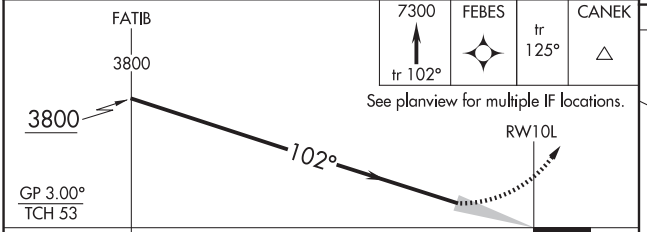
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C .

MISSED APPROACH: Climb to 7300 on track 102° to FEBES and on track 125° to CANEK and hold.

| 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 |

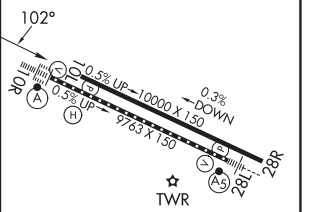



| 7300 ↑ tr 102° | FEBES | tr 125° | CANEK |
|---|---|---|---|

See planview for multiple IF locations.

ELEV 2872 D TDZE 2844




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 3237-1⅛ 393 (400-1⅛) | | | |

AUTHORIZATION REQUIRED

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

BOISE, IDAHO
Amdt 2 14JUL22

43°34'N-116°13'W

BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) Z RWY 10L


NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 10R

BOISE AIR TRML/GOWEN FLD (BOI)

| APP CRS | | |
|---|---|---|
| 102° | Rwy Ldg | 9763 |
| | TDZE | 2836 |
| | Apt Elev | 2872 |

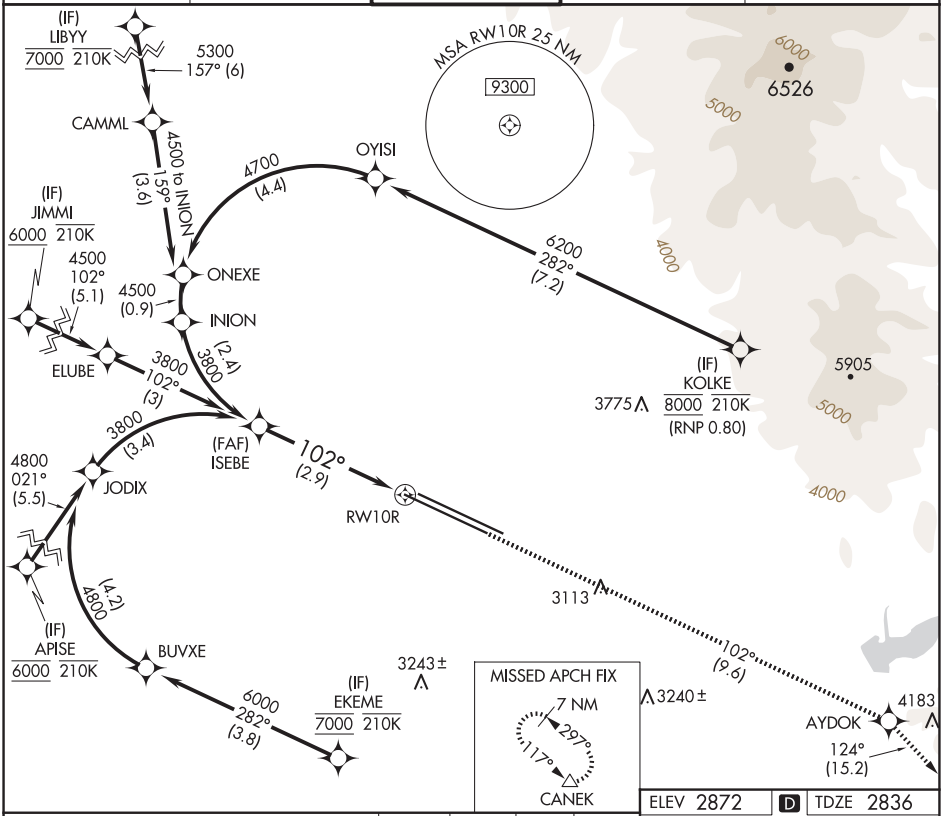
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.

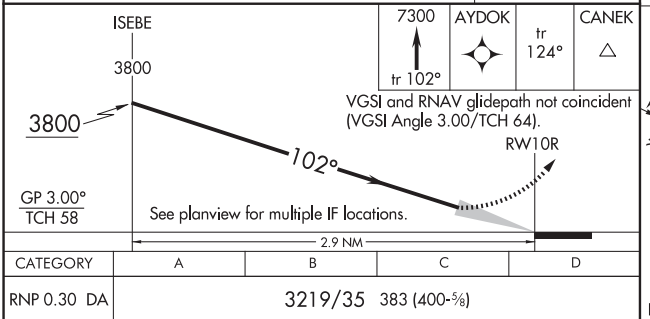
ALSF-2

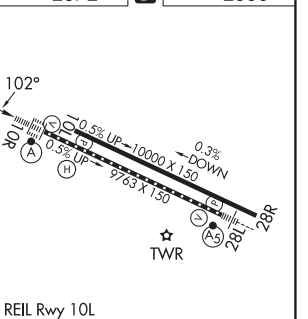
MISSED APPROACH: Climb to 7300 on track 102° to AYDOK and on track 124° to CANEK and hold.

| 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 |




ELEV 2872 D TDZE 2836




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 3219/35 383 (400-⅝) | | | |

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

## AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BOISE, IDAHO AL-57 (FAA) 25163

# RNAV (RNP) Z RWY 28L

BOISE AIR TRML/GOWEN FLD (BOI)

| APP CRS | Rwy Ldg | 9763 |
|---|---|---|
| 282° | TDZE | 2858 |
| | Apt Elev | 2872 |

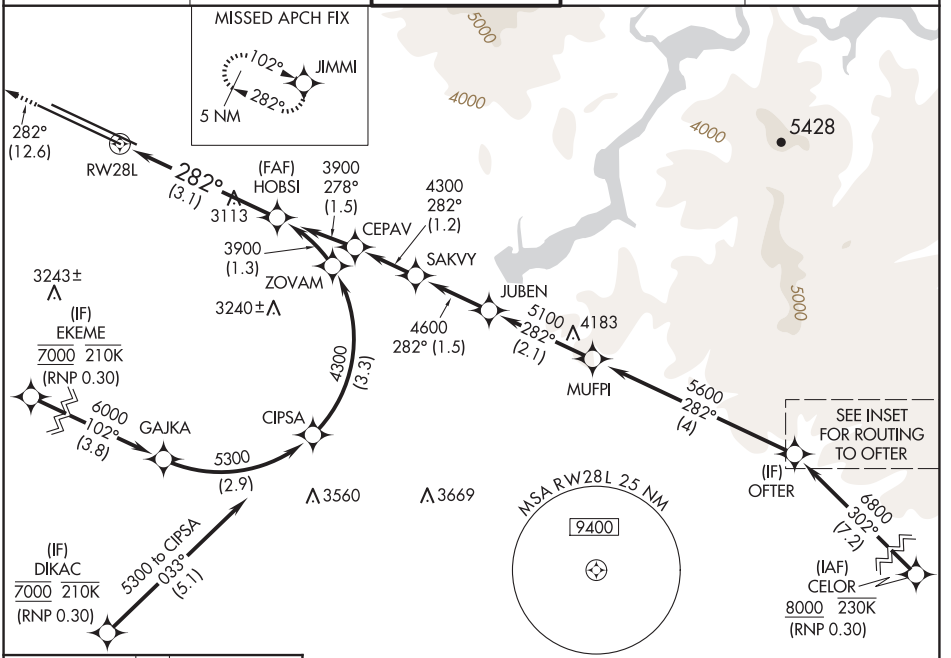
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5500.

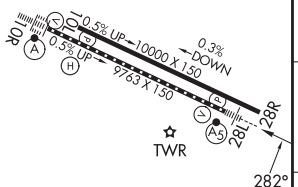
MALSR

MISSED APPROACH: Climb to 6000 on track 282° to JIMMI and hold, continue climb-in-hold to 6000.

| 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 |



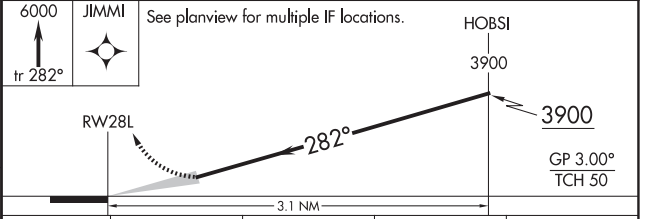

ELEV 2872 D TDZE 2858




REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

ROUTING TO OFTER (not to scale)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 3220/35 | 362 (400-⅝) | | |
| RNP 0.30 DA | 3315/45 | 457 (500-⅞) | | |

AUTHORIZATION REQUIRED

BOISE, IDAHO
Amdt 3 14JUL22

43°34'N-116°13'W

BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) Z RWY 28L


NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 28R

BOISE AIR TRML/GOWEN FLD (BOI)

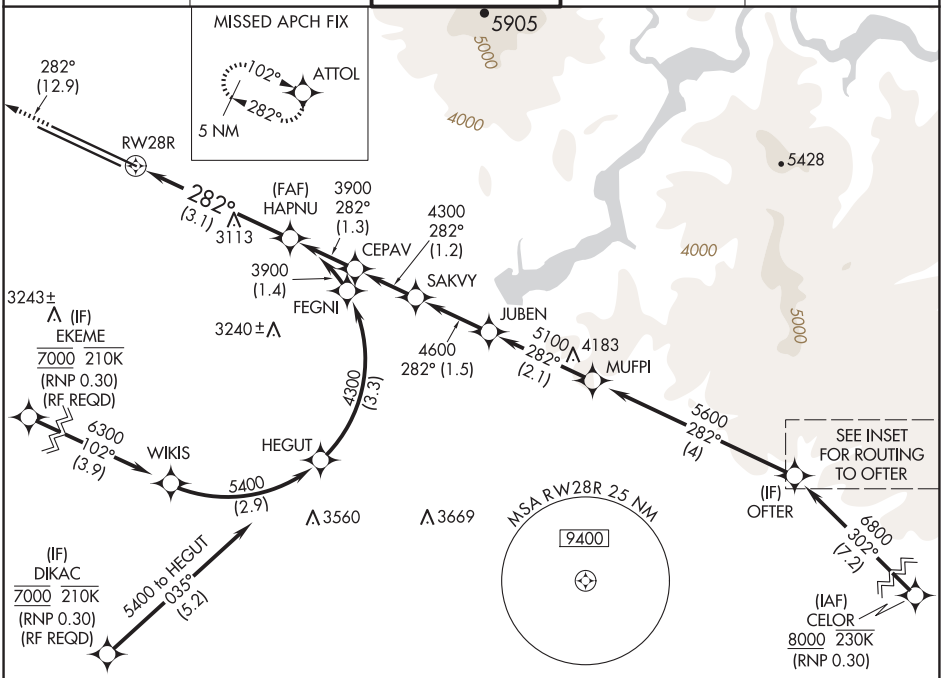
| APP CRS | Rwy Ldg | 10000 |
|---|---|---|
| 282° | TDZE | 2872 |
| | Apt Elev | 2872 |

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.

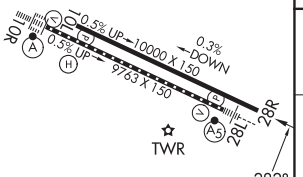
| D-ATIS | BIG SKY APP CON | BOISE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 123.9 290.4 | 119.6 269.4 | 118.1 257.8 | 121.7 348.6 | 125.9 323.2 |




NW-1, 12 JUN 2025 to 07 AUG 2025

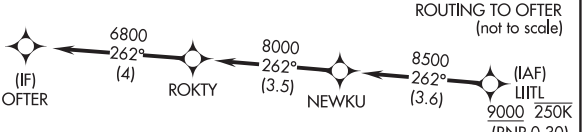
NW-1, 12 JUN 2025 to 07 AUG 2025

ELEV 2872 D TDZE 2872




REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

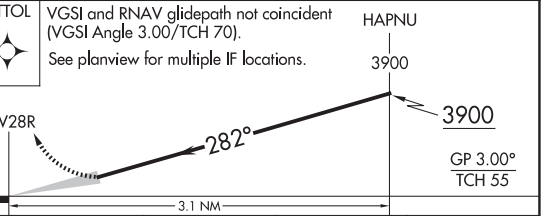
ROUTING TO OFTER (not to scale)




6000
tr 282°
ATTOL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

See planview for multiple IF locations.




| 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 | APP CRS | Rwy Ldg 10000 |
|---|---|---|
| CH 78102 | 102° | TDZE 2844 |
| W10A | | Apt Elev 2872 |

# RNAV (GPS) Y RWY 10L

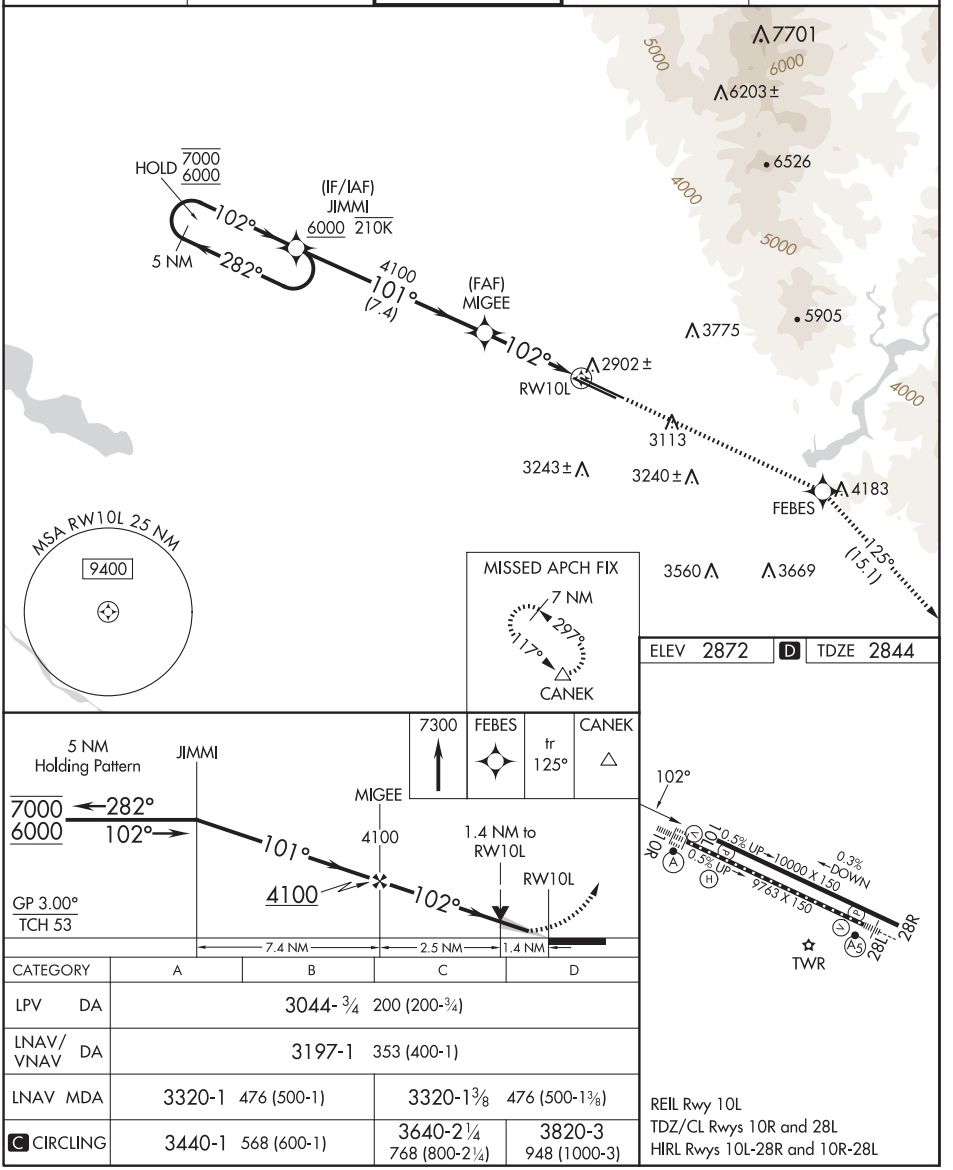
BOISE AIR TRML/GOWEN FLD (BOI)

RADAR required for procedure entry. RNP APCH - GPS.

Circling NA north of Rwy 10L-28R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

MISSED APPROACH: Climb to 7300 direct FEBES then on track 125° to CANEK and hold.

| 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 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3044-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 3197-1 353 (400-1) | | | |
| LNAV MDA | 3320-1 476 (500-1) | | 3320-1⅜ 476 (500-1⅜) | |
| C CIRCLING | 3440-1 568 (600-1) | | 3640-2¼ 768 (800-2¼) | 3820-3 948 (1000-3) |

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 10R

BOISE AIR TRML/GOWEN FLD (BOI)

| WAAS CH 40203 W10B | APP CRS 102° | Rwy Ldg 9763 TDZE 2836 Apt Elev 2872 |
|---|---|---|

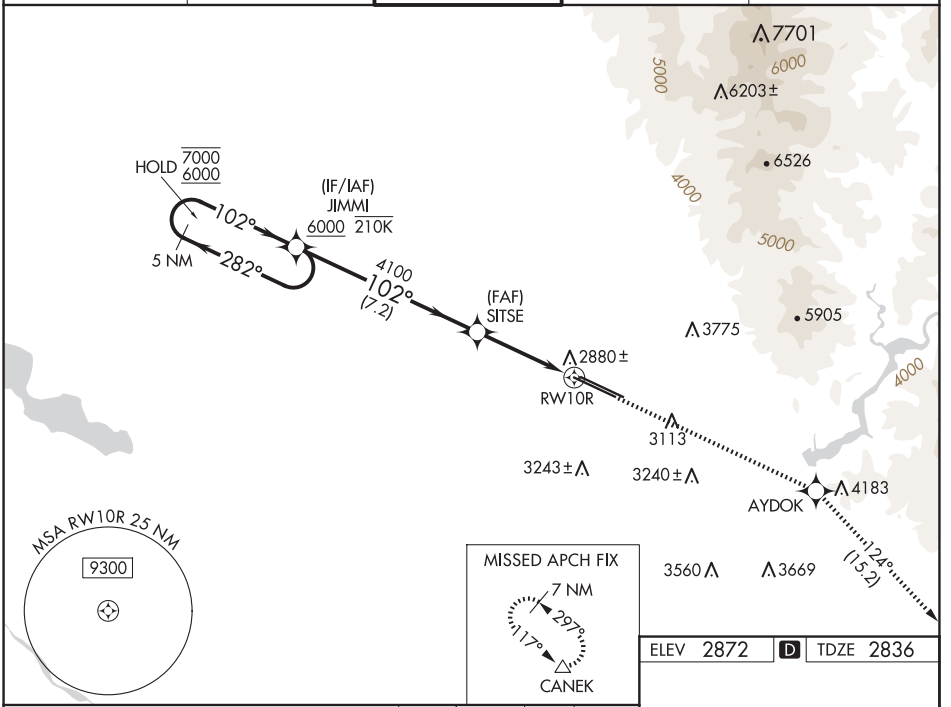
RADAR required for procedure entry. RNP APCH - GPS.

Circling NA north of Rwy 10L-28R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

ALSF-2

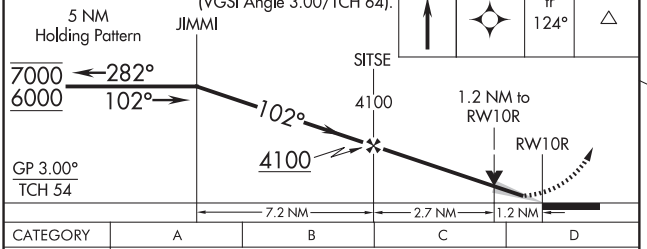
MISSED APPROACH: Climb to 7300 direct AYDOK and on track 124° to CANEK and hold.

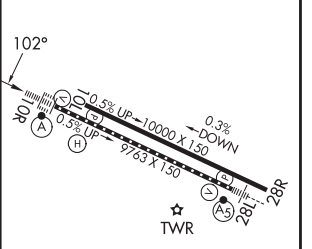
| D-ATIS | BIG SKY APP CON | BOISE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 123.9 290.4 | 119.6 269.4 | 118.1 257.8 | 121.7 348.6 | 125.9 323.2 |




VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 64).

| 7300 | AYDOK | tr 124° | CANEK |
|---|---|---|---|




| 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) | |
| C CIRCLING | 3440-1 568 (600-1) | | 3640-2¼ 768 (800-2¼) | 3820-3 948 (1000-3) |

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BOISE, IDAHO | AL-57 (FAA) | 25163

# RNAV (GPS) Y RWY 28L

BOISE AIR TRML/GOWEN FLD (BOI)

| WAAS | APP CRS | Rwy Ldg | 9763 |
|---|---|---|---|
| CH 77702 | 282° | TDZE | 2858 |
| W28A | | Apt Elev | 2872 |

RNP APCH - GPS.

Circling NA north of Rwy 10L-28R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500, and LNAV/VNAV all Cats visibility to RVR 6000.

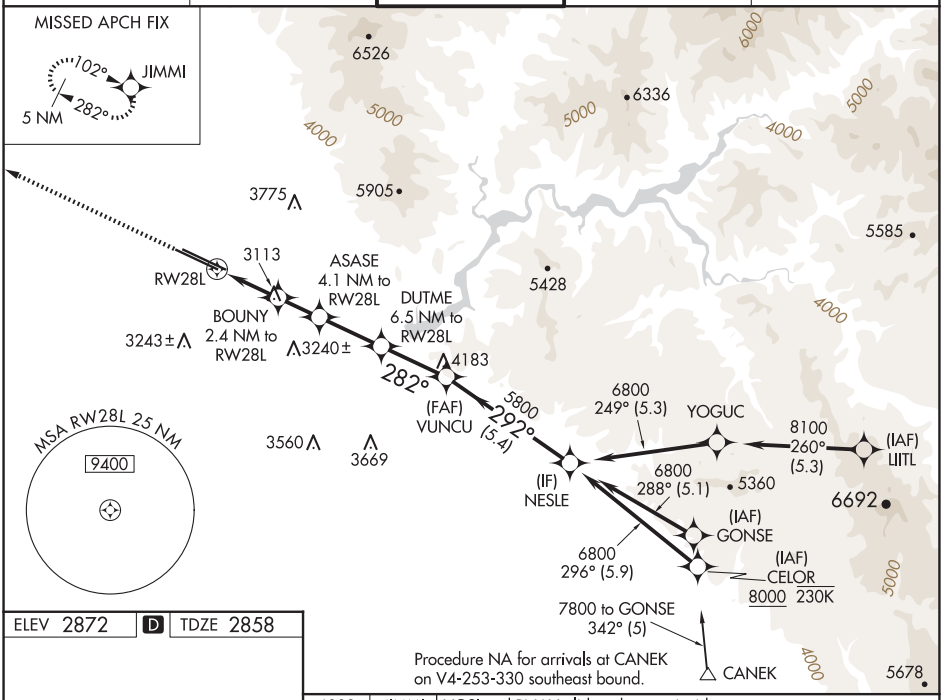
MALSR

MISSED APPROACH: Climb to 6000 direct JIMMI and hold, continue climb-in-hold to 6000.

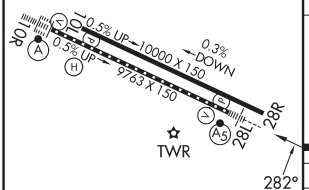
| D-ATIS | BIG SKY APP CON | BOISE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 123.9 290.4 | 119.6 269.4 | 118.1 257.8 | 121.7 348.6 | 125.9 323.2 |

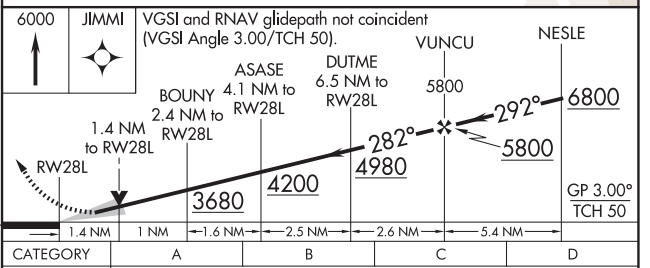
MISSED APCH FIX

102° JIMMI 282° 5 NM




ELEV 2872 | D | TDZE 2858




| 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) |

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

BOISE, IDAHO
Amdt 6 14JUL22

43°34'N-116°13'W

BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (GPS) Y RWY 28L


NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 28R

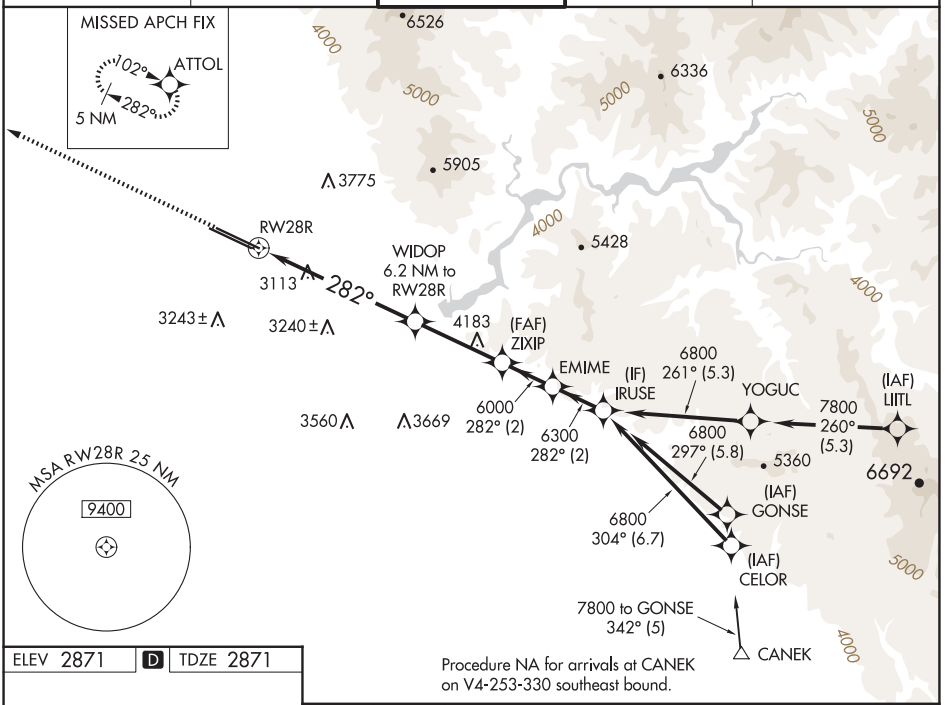
BOISE AIR TRML/GOWEN FLD (BOI)

| WAAS | APP CRS | Rwy Ldg | 10000 |
|---|---|---|---|
| CH 65803 | 282° | TDZE | 2871 |
| W28B | | Apt Elev | 2871 |

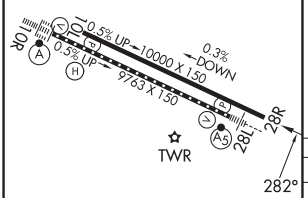
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 52°C (126°F).
Circling NA north of Rwy 10L-28R. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct ATTOL and hold, continue climb-in-hold to 6000.

| D-ATIS | 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 |



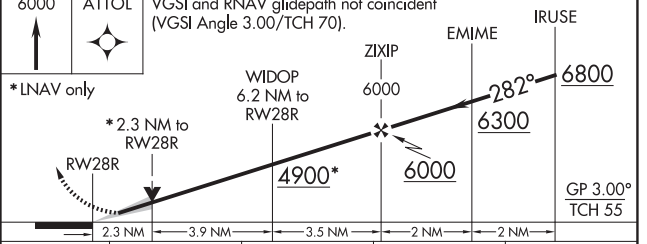

ELEV 2871 | D | TDZE 2871




6000 ATTOL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

*LNAV only




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3121-¾ | 250 (300-¾) | | |
| LNAV/VNAV DA | 3199-1 | 328 (400-1) | | |
| LNAV MDA | 3660-1¼ | 789 (800-1¼) | 3660-2½ | 789 (800-2½) |
| C CIRCLING | 3660-1¼ | 789 (800-1¼) | 3740-2½ 869 (900-2½) | 3820-3 949 (1000-3) |

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BOISE, IDAHO | AL-57 (FAA) | 25163

# VOR or TACAN RWY 10L

BOISE AIR TRML/GOWEN FLD (BOI)

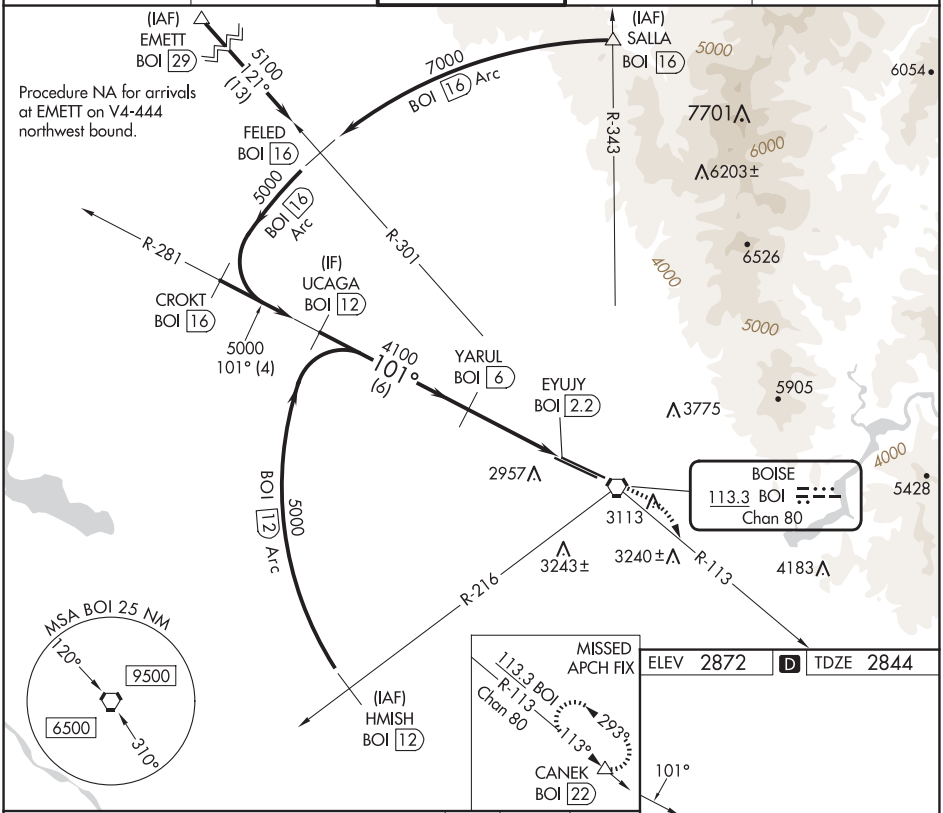
| VORTAC BOI 113.3 Chan 80 | APP CRS 101° | Rwy Ldg 10000 TDZE 2844 Apt Elev 2872 |
|---|---|---|

DME required.

Circling NA north of Rwy 10L-28R.

MISSED APPROACH: Climb to 3400 then climbing right turn to 7300 on BOI VORTAC R-113 to CANEK/BOI VORTAC 22 DME and hold.

| 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 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-10L | 3240-1 | 396 (400-1) | 3240-1⅛ | 396 (400-1⅛) | |
| C CIRCLING | 3440-1 | 568 (600-1) | 3640-2¼ 768 (800-2¼) | 3820-3 948 (1000-3) | 3880-3 1008 (1100-3) |

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# VOR Y or TACAN Y RWY 28L

BOISE AIR TRML/GOWEN FLD (BOI)

| VORTAC BOI 113.3 Chan 80 | APP CRS 278° | | 28L | 28R |
|---|---|---|---|---|
| | | Rwy Ldg | 9763 | 10000 |
| | | TDZE | 2858 | 2872 |
| | | Apt Elev | 2872 | 2872 |

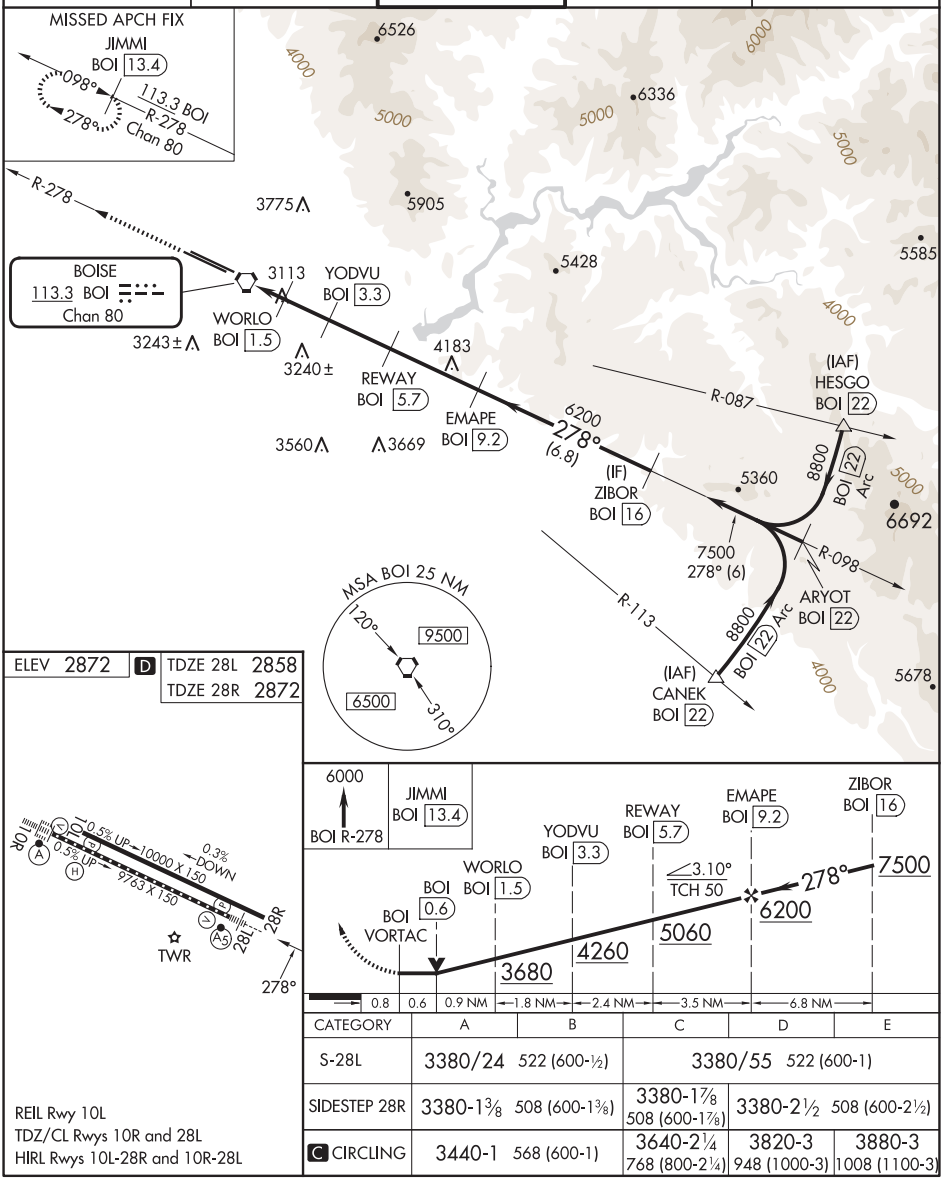
DME required.

T A Circling NA north of Rwy 10L-28R. For inop ALS, increase S-28L Cat E visibility to 1½ SM.

MALSR Rwy 28L

MISSED APPROACH: Climb to 6000 on BOI VORTAC R-278 to JIMMI/13.4 DME and hold.

| 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 |










| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-28L | 3380/24 522 (600-½) | | 3380/55 522 (600-1) | | |
| SIDESTEP 28R | 3380-1⅜ 508 (600-1⅜) | | 3380-1⅞ 508 (600-1⅞) | 3380-2½ 508 (600-2½) | |
| C CIRCLING | 3440-1 568 (600-1) | | 3640-2¼ 768 (800-2¼) | 3820-3 948 (1000-3) | 3880-3 1008 (1100-3) |

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25163
# AIRPORT DIAGRAM
BOISE AIR TRML/GOWEN FLD (BOI)
AL-57 (FAA)
BOISE, IDAHO



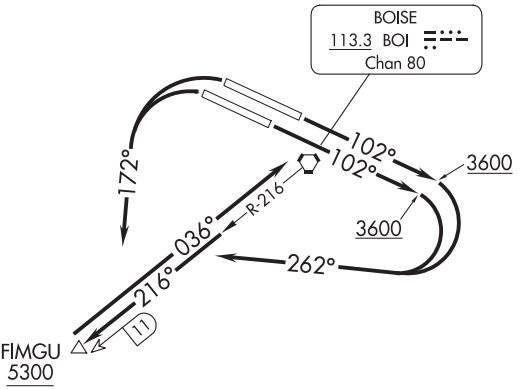

AIRPORT DIAGRAM
25163
BOISE, IDAHO
BOISE AIR TRML/GOWEN FLD (BOI)


NW-1, 12 JUN 2025 to 07 AUG 2025

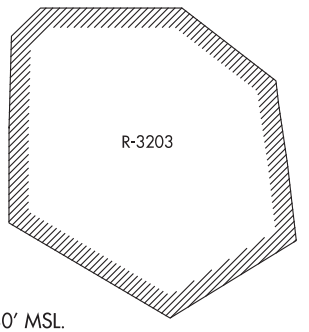
# GOWEN FOUR DEPARTURE (OBSTACLE) AL-57 (FAA)



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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(BOI3.BOI) 23278

# BOISE THREE DEPARTURE

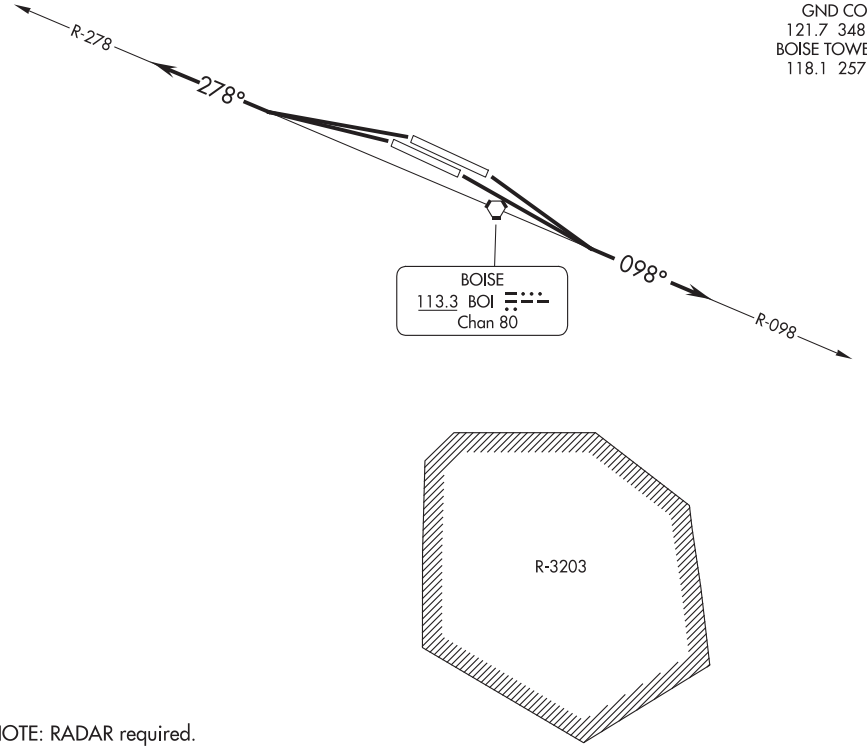
AL-57 (FAA)

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.



NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 2

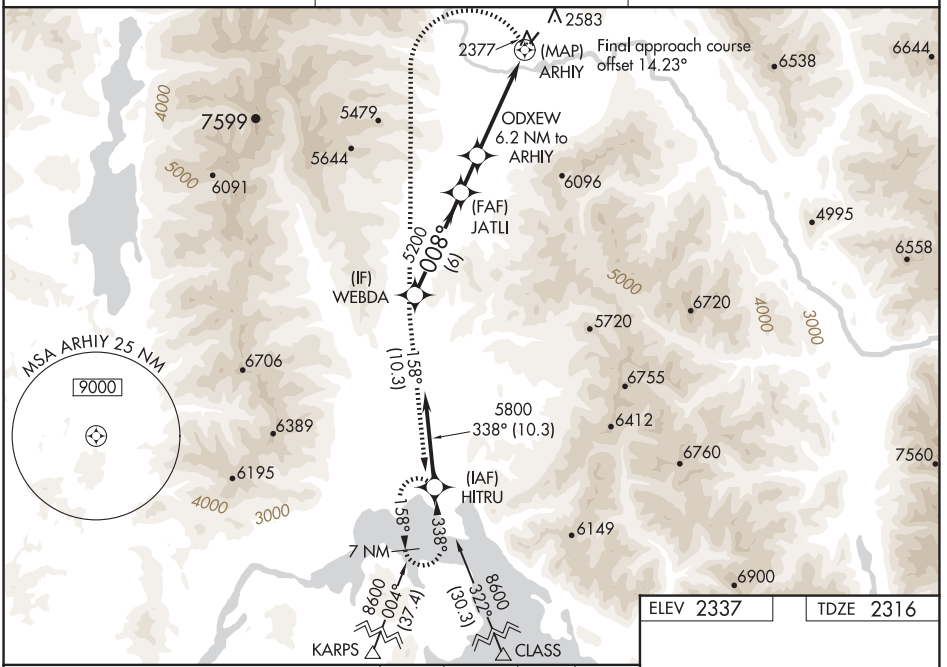
BOUNDARY COUNTY (65S)

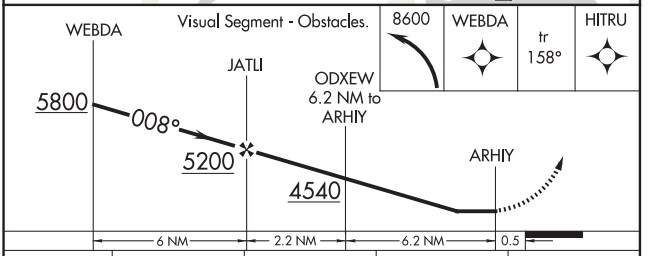
| APP CRS | Rwy Ldg | 4002 |
|---|---|---|
| 008° | TDZE | 2316 |
| | Apt Elev | 2337 |

T When local altimeter setting not received, procedure NA.
NA DME/DME RNP-0.3 NA.
-6°C 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.

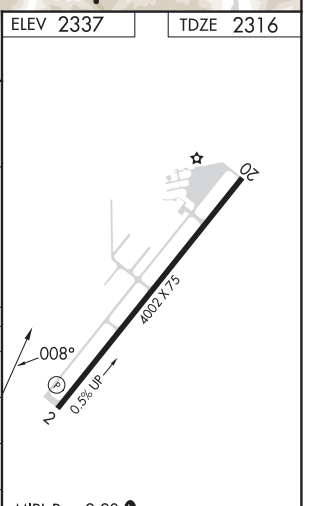
MISSED APPROACH: Climbing left turn to 8600 direct WEBDA and on track 158° to HITRU, continue climb-in-hold to 8600.

| AWOS-3PT | SEATTLE CENTER | UNICOM |
|---|---|---|
| 132.575 | 123.95 290.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA* | 3260-1¼ 944 (1000-1¼) | | 3260-2¾ 944 (1000-2¾) | NA |
| LNAV MDA# | 3880-1¼ 1564 (1600-1¼) | 3880-1½ 1564 (1600-1½) | 3880-3 1564 (1600-3) | NA |
| LNAV MDA | 4480-1¼ 2164 (2200-1¼) | 4480-1½ 2164 (2200-1½) | 4480-3 2164 (2200-3) | NA |
| C CIRCLING | 4480-1¼ 2143 (2200-1¼) | 4480-1½ 2143 (2200-1½) | 4480-3 2143 (2200-3) | NA |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

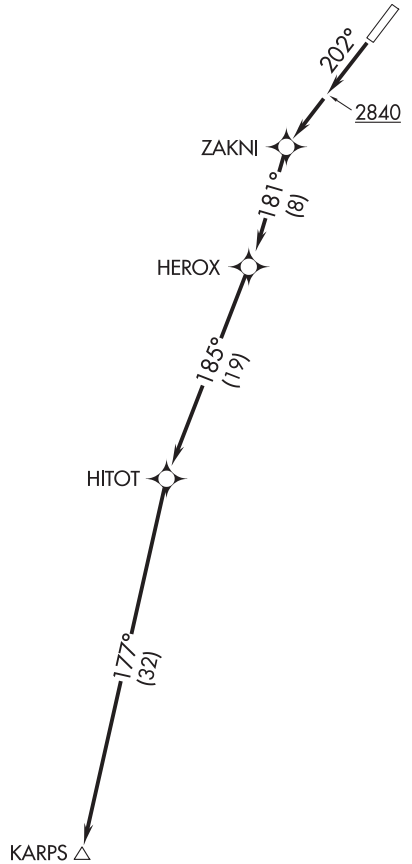
(KARPS2.KARPS) 19003

# KARPS TWO DEPARTURE (OBSTACLE) (RNAV)

BOUNDARY COUNTY (65S)
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.



NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 12

## BOZEMAN YELLOWSTONE INTL (BZN)

| LOC I-BZN | APP CRS | Rwy Ldg | 8994 |
|---|---|---|---|
| 109.3 | 123° | TDZE | 4443 |
| | | Apt Elev | 4473 |

RADAR required for procedure entry at BRIGR INT.

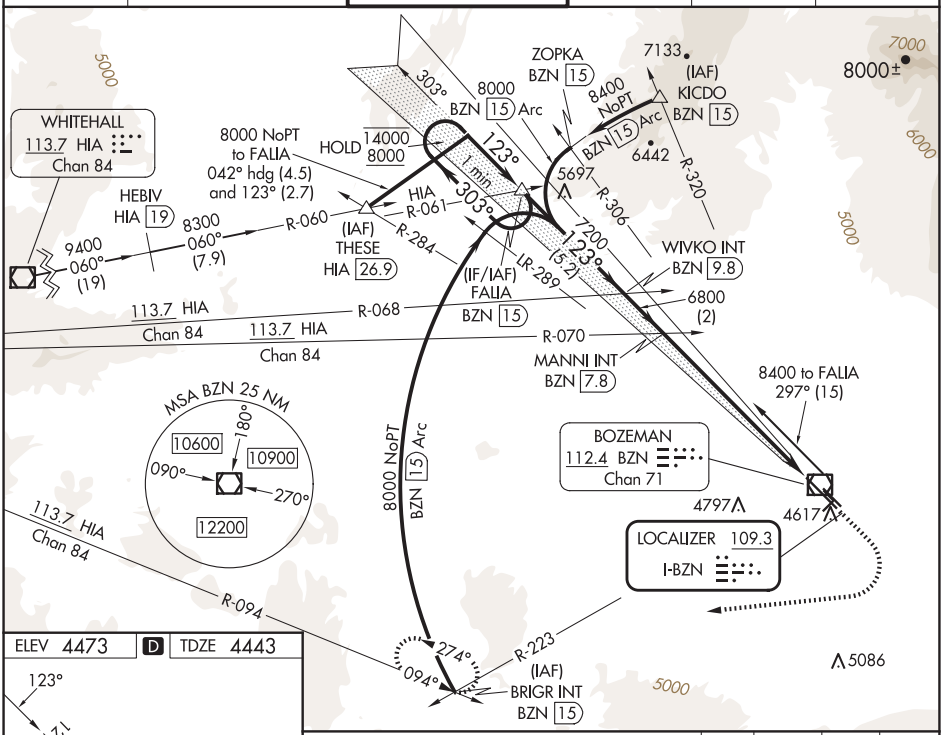
Circling NA to Rwys 3-21 and 11-29. DME from BZN VOR/DME. DME use requires simultaneous reception of I-BZN and BZN DME. For inop ALS, increase S-LOC 12 Cat C/D visibility to 2 SM.

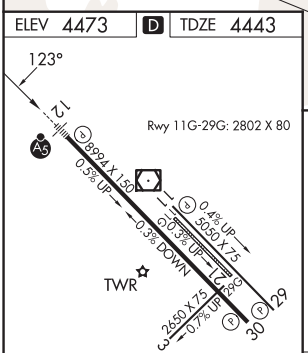
-22°C

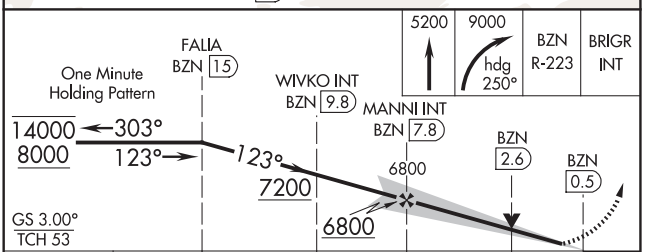
MALSR

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.

| ATIS | BIG SKY APP CON★ | BOZEMAN TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.425 | 118.975 226.675 | 118.2 (CTAF) L | 121.8 | 124.05 | 122.95 |




| FAF to MAP 7.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:18 | 4:52 | 3:39 | 2:55 | 2:26 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12 | 4643-½ 200 (200-½) | | | |
| S-LOC 12 | 5160-½ 717 (700-½) | | 5160-1⅝ 717 (700-1⅝) | |
| C CIRCLING | 5160-1 687 (700-1) | | 5160-2 687 (700-2) | 5360-3 887 (900-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BOZEMAN, MONTANA | AL-59 (FAA) | 25163

# RNAV (RNP) Z RWY 12

BOZEMAN YELLOWSTONE INTL (BZN)

| APP CRS | Rwy Ldg | 8994 |
|---|---|---|
| 123° | TDZE | 4443 |
| | Apt Elev | 4473 |

RNP AR APCH - GPS.

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 ⅞ SM and RNP 0.30 visibility to 1 SM.

-22°C

MALSR

MISSED APPROACH: Climb to 10000 on track 123° to HETSI, and right turn to HAXAG, and on track 320° to THESE and hold.

| ATIS | BIG SKY APP CON ★ | BOZEMAN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.425 | 118.975 226.675 | 118.2 (CTAF) L | 121.8 | 124.05 | 122.95 |

Procedure NA for arrivals at THESE on V343 northwest bound.

(IAF) THESE 9000

095° 275° 7 NM

7400 092° (8.6)

(IAF) CEDEX 10000 220K

8600 182° (4.5)

6442

5697

TIBMY

7400 182° (2.7)

(IF) HUXAN

6400 129° (4.5)

WOSAG 5600 123° (2.6)

FIBEV 210K

5600 (3.5)

(FAF) JURAL

123° (3.5)

RW12

6600 (4.9)

6600 to FIBEV 047° (9.8)

(IF) KEVBY

320° (21.7)

MISME 210K

4797

4617

123° (4.4)

HETSI

MSA RW12 25 NM

12200

(IAF) JAZMN 12000

9000 047° (10.3)

7900 303° (6.7)

(IF) WADEK 10000

5086

10000 303° (5.6)

5888

5941

HAXAG

(IAF) HERAH 12000

5447 (18.9)

6257

8331

8471

9650

8000

7000

6000

5000

ELEV 4473 | D | TDZE 4443

123°

12°

Rwy 11G-29G: 2802 X 80

8994 X 150

0.5% UP

0.4% UP

5050 X 75

0.3% UP

0.3% DOWN

2650 X 75

0.7% UP

TWR

11

29

30

REIL Rwy 30 L

HIRL Rwy 12-30 L

MIRL Rwy 11-29 L

JURAL 5600

10000 tr 123°

HETSI

HAXAG

tr 320°

THESE

See planview for multiple IF locations.

5600

123°

RW12

GP 3.00°

TCH 53

3.5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 4723-½ 280 (300-½) | | | |
| RNP 0.30 DA | 4795-⅝ 352 (400-⅝) | | | |

## AUTHORIZATION REQUIRED

BOZEMAN, MONTANA

Amdt 1A 20FEB25

45°47'N-111°09'W

BOZEMAN YELLOWSTONE INTL (BZN)

RNAV (RNP) Z RWY 12

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Ldg | 8994 |
|---|---|---|
| 303° | TDZE | 4462 |
| | Apt Elev | 4473 |

# RNAV (RNP) Z RWY 30

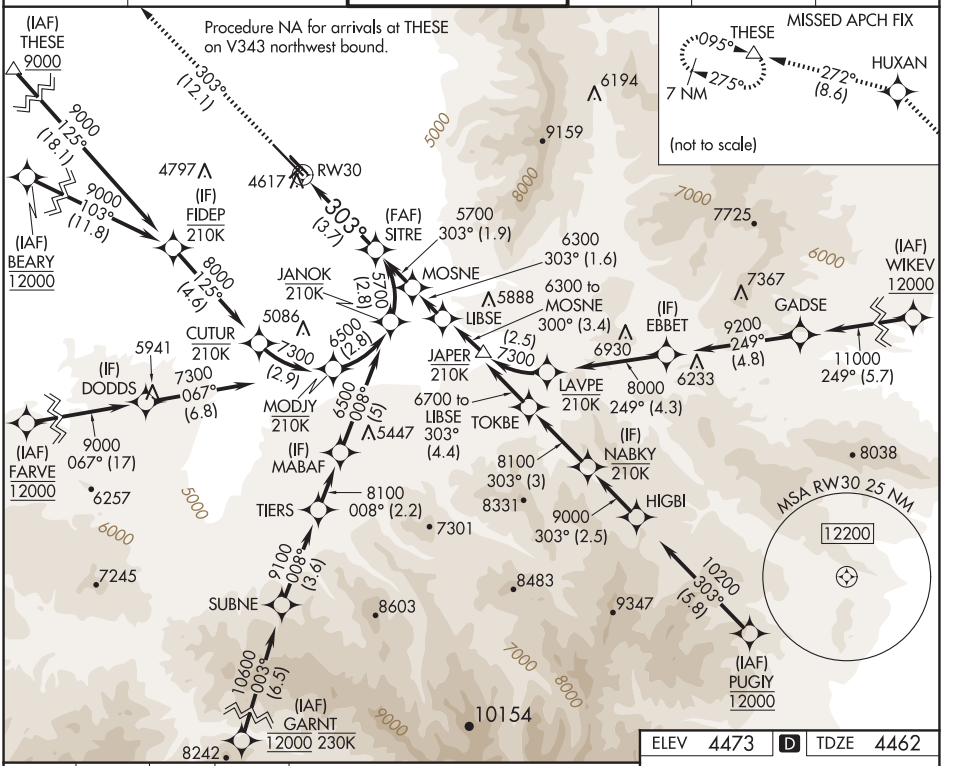
## BOZEMAN YELLOWSTONE INTL (BZN)

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 54°C. When local altimeter setting not received, procedure NA.

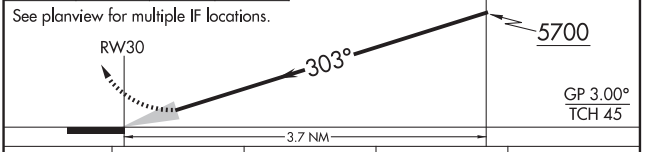
MISSED APPROACH: Climb to 10000 on track 303° to HUXAN and on track 272° to THESE and hold, continue climb-in-hold to 10000.

| ATIS | BIG SKY APP CON ★ | BOZEMAN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.425 | 118.975 226.675 | 118.2 (CTAF) L | 121.8 | 124.05 | 122.95 |




| 10000 tr 303° | HUXAN | tr 272° | THESE |
|---|---|---|---|

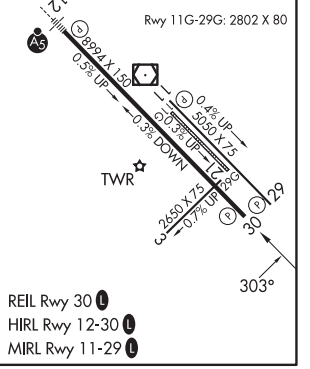
See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 4806-1 344 (400-1) | | | |
| RNP 0.30 DA | 4885-1¼ 423 (500-1¼) | | | |

**AUTHORIZATION REQUIRED**

ELEV 4473 D TDZE 4462




REIL Rwy 30 L
HIRL Rwy 12-30 L
MIRL Rwy 11-29 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 12

## BOZEMAN YELLOWSTONE INTL (BZN)

| WAAS | APP CRS | Rwy Ldg | 8994 |
|---|---|---|---|
| CH 72816 | 123° | TDZE | 4443 |
| W12A | | Apt Elev | 4473 |

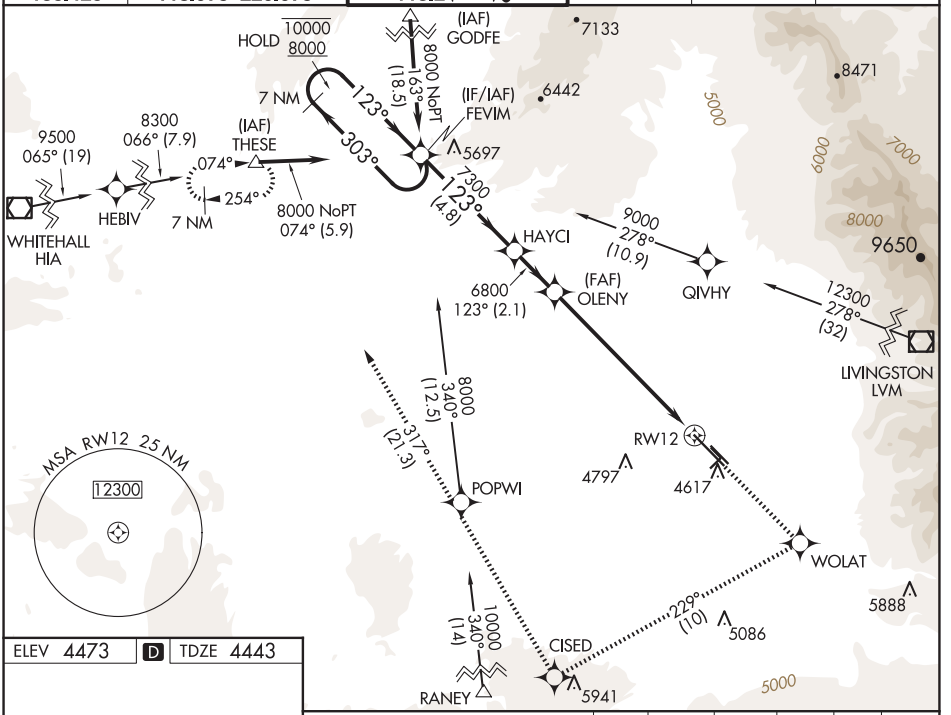
RNP APCH.

Circling NA to Rwys 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 1⅞ SM and LNAV visibility Cats C and D to 1⅜ SM.

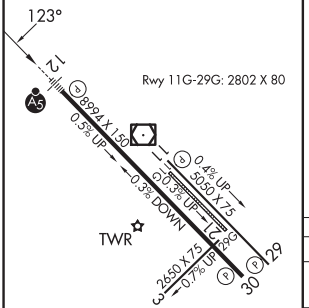
MALSR

MISSED APPROACH: Climb to 8300 direct WOLAT and right turn on track 229° to CISED and on track 317° to THESE and hold.

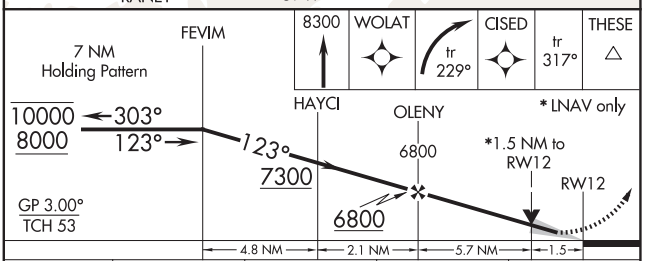
| ATIS | BIG SKY APP CON* | BOZEMAN TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.425 | 118.975 226.675 | 118.2 (CTAF) L | 121.8 | 124.05 | 122.95 |




ELEV 4473 D TDZE 4443




REIL Rwy 30 L
HIRL Rwy 12-30 L
MIRL Rwy 11-29 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4693-½ | 250 (300-½) | | |
| LNAV/VNAV DA | 5094-1¾ | 651 (700-1¾) | | |
| LNAV MDA | 4960-½ | 517 (500-½) | 4960-1 517 (500-1) | 4960-1¼ 517 (500-1¼) |
| C CIRCLING | 4960-1 | 487 (500-1) | 5160-2 687 (700-2) | 5360-3 887 (900-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 30

## BOZEMAN YELLOWSTONE INTL (BZN)

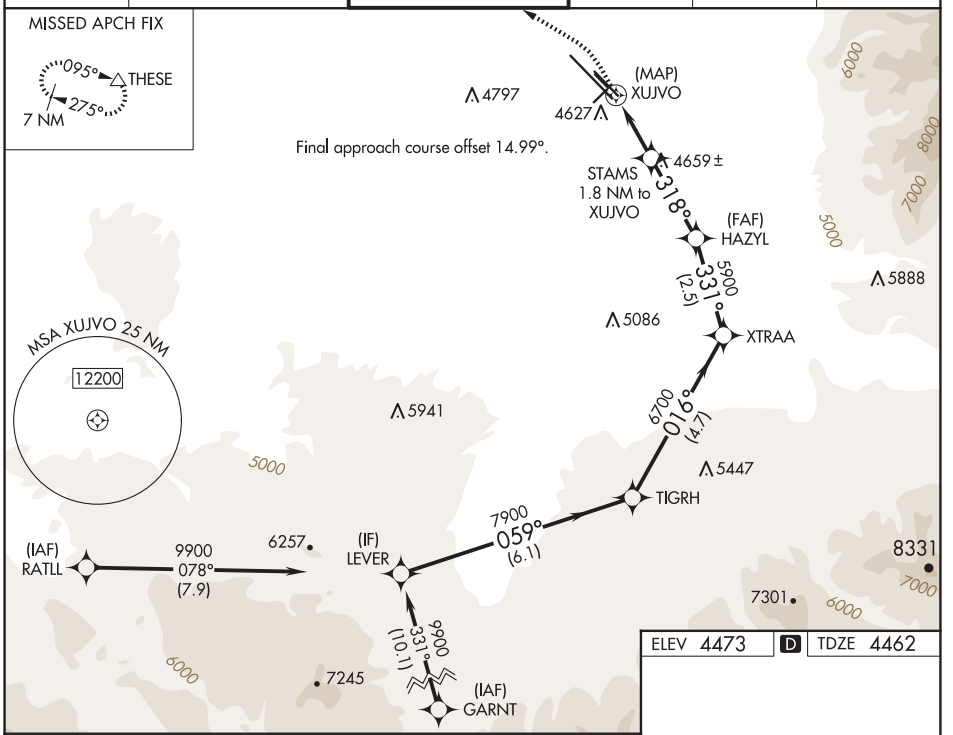
| APP CRS | Rwy Ldg | 8994 |
|---|---|---|
| 318° | TDZE | 4462 |
| | Apt Elev | 4473 |

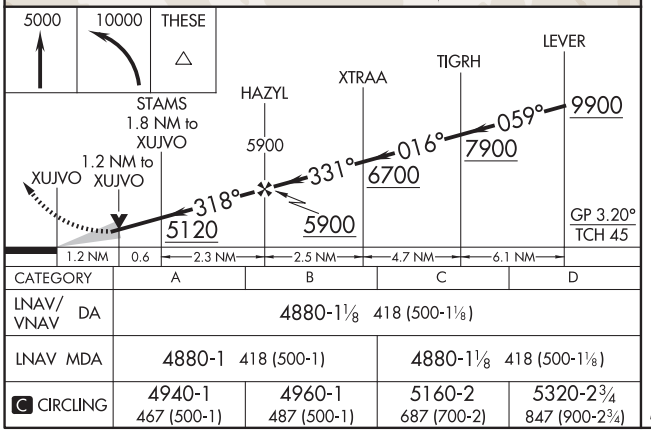
RNP APCH - GPS.

T A -22°C For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C or above 54°C. Circling NA to Rwys 3, 11, 21 and 29.

MISSED APPROACH: Climb to 5000 then climbing left turn to 10000 direct THESE and hold, continue climb-in-hold to 10000.

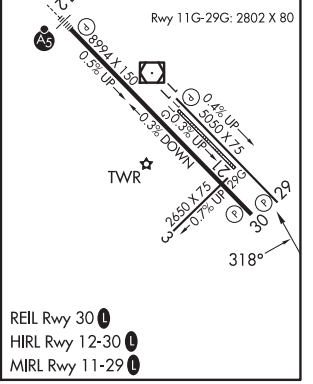
| ATIS | BIG SKY APP CON ★ | BOZEMAN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.425 | 118.975 226.675 | 118.2 (CTAF) L | 121.8 | 124.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 4880-1⅛ 418 (500-1⅛) | | | |
| LNAV MDA | 4880-1 418 (500-1) | | 4880-1⅛ 418 (500-1⅛) | |
| C CIRCLING | 4940-1 467 (500-1) | 4960-1 487 (500-1) | 5160-2 687 (700-2) | 5320-2¾ 847 (900-2¾) |

ELEV 4473 D TDZE 4462




REIL Rwy 30 L
HIRL Rwy 12-30 L
MIRL Rwy 11-29 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BOZEMAN, MONTANA | AL-59 (FAA) | 25163

# RNAV (GPS)-A

BOZEMAN YELLOWSTONE INTL (BZN)

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 303° | TDZE | N/A |
| | Apt Elev | 4473 |

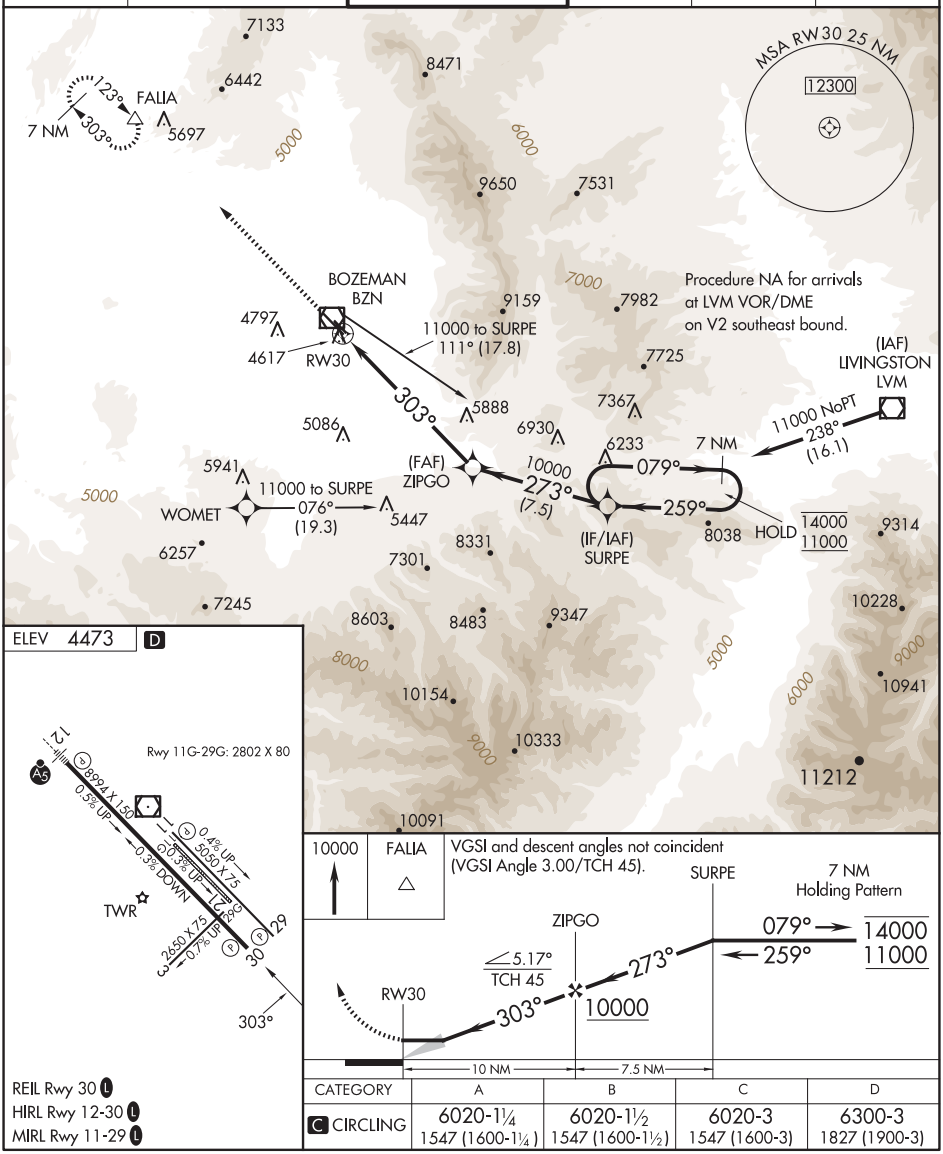
RNP APCH.

Circling NA to Rwys 3-21 and 11-29.

-22°C

MISSED APPROACH: Climb to 10000 direct FALIA 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) L | 121.8 | 124.05 | 122.95 |




REIL Rwy 30 L
HIRL Rwy 12-30 L
MIRL Rwy 11-29 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 6020-1¼ 1547 (1600-1¼) | 6020-1½ 1547 (1600-1½) | 6020-3 1547 (1600-3) | 6300-3 1827 (1900-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# VOR RWY 12

## BOZEMAN YELLOWSTONE INTL (BZN)

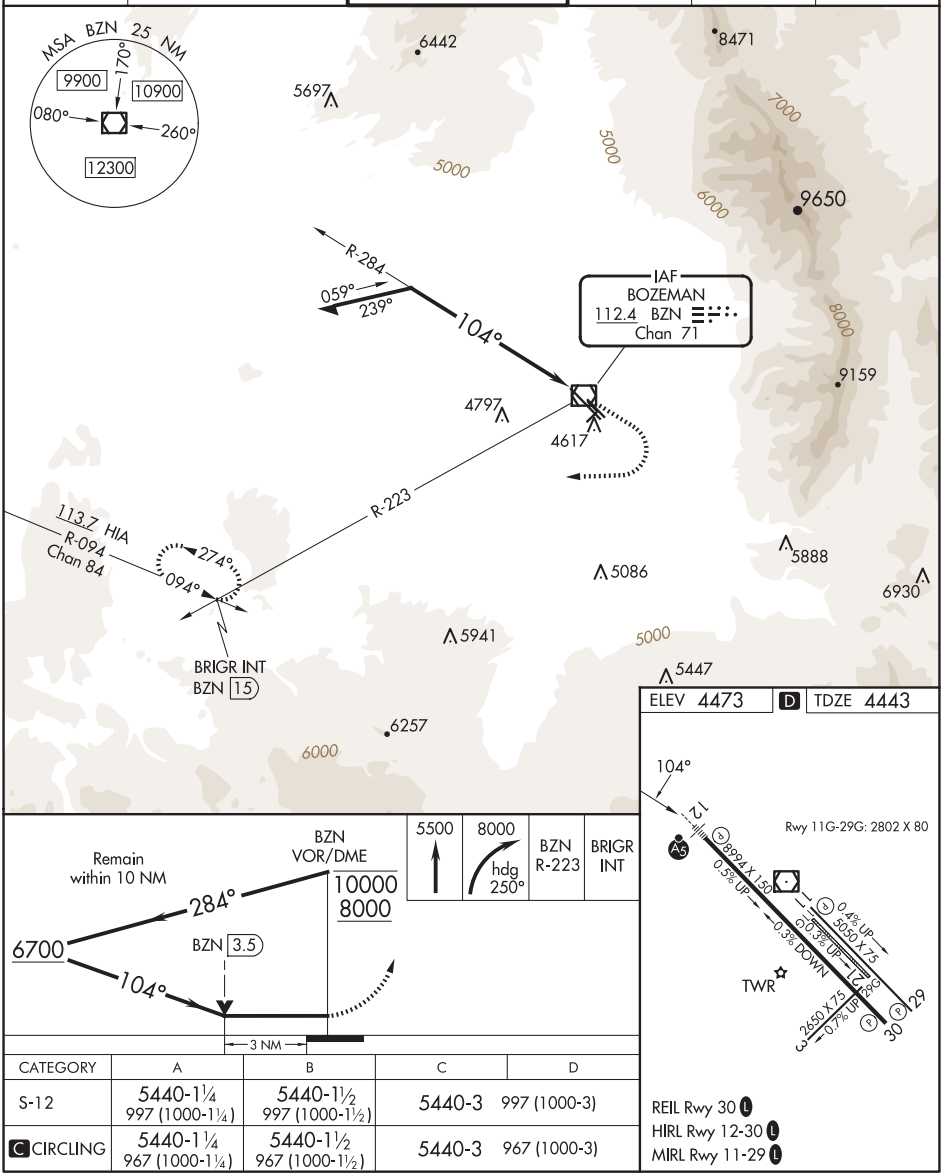
| VOR/DME BZN | APP CRS | Rwy Ldg | 8994 |
|---|---|---|---|
| 112.4 | 104° | TDZE | 4443 |
| Chan 71 | | Apt Elev | 4473 |

T A -22°C — Circling NA to Rwys 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.

| ATIS | BIG SKY APP CON★ | BOZEMAN TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.425 | 118.975 226.675 | 118.2 (CTAF) L | 121.8 | 124.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 5440-1¼ 997 (1000-1¼) | 5440-1½ 997 (1000-1½) | 5440-3 | 997 (1000-3) |
| C CIRCLING | 5440-1¼ 967 (1000-1¼) | 5440-1½ 967 (1000-1½) | 5440-3 | 967 (1000-3) |

REIL Rwy 30 L
HIRL Rwy 12-30 L
MIRL Rwy 11-29 L



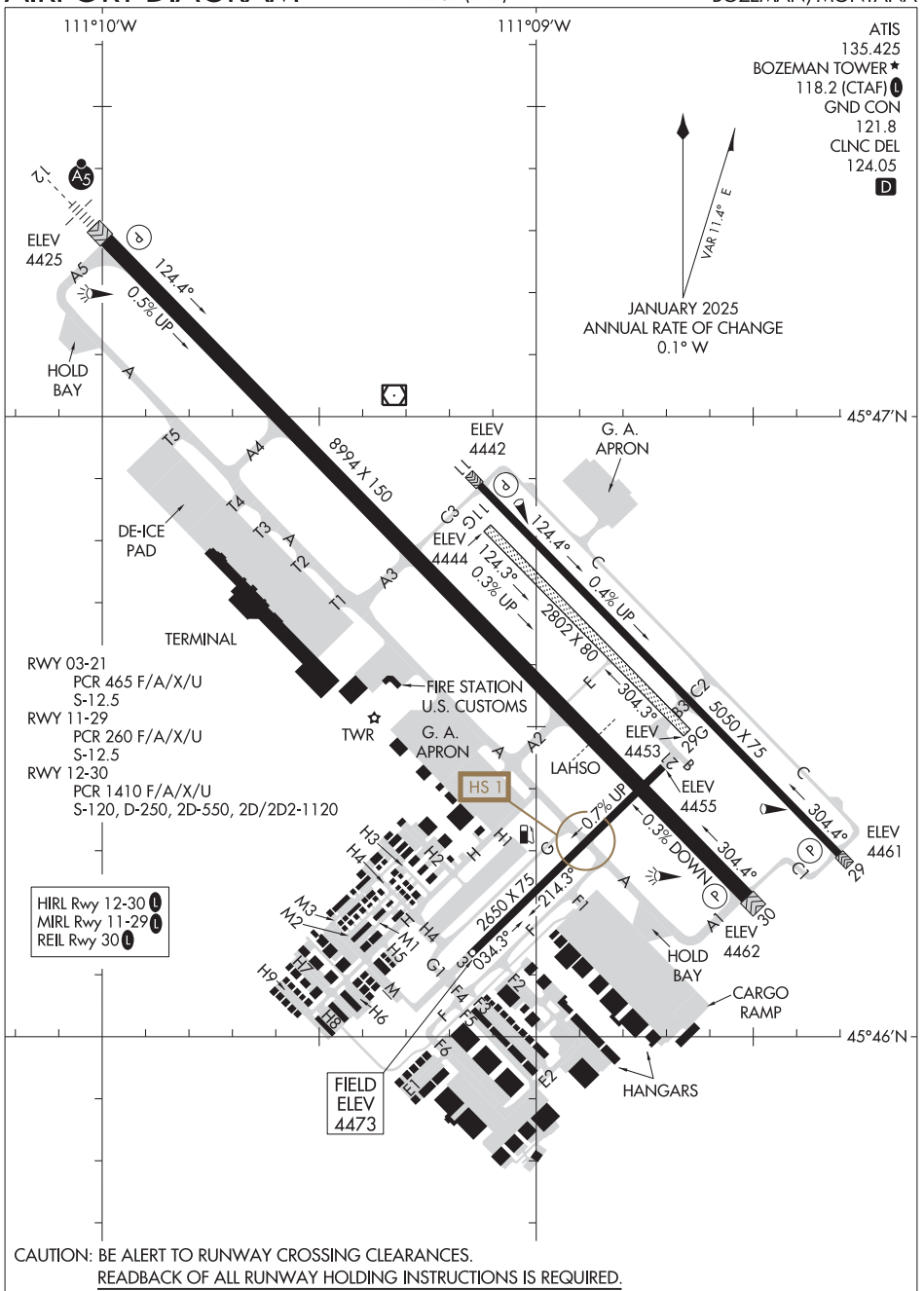
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25163

# AIRPORT DIAGRAM

AL-59 (FAA)

BOZEMAN YELLOWSTONE INTL (BZN)
BOZEMAN, MONTANA



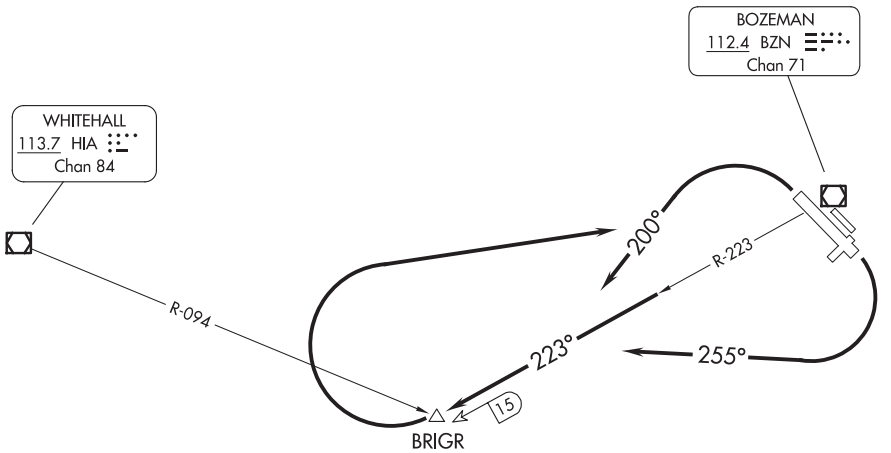

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
25163
BOZEMAN, MONTANA
BOZEMAN YELLOWSTONE INTL (BZN)

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# BOZEMAN SIX DEPARTURE (OBSTACLE)

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(BGSKY2.BGSKY) 24361

# BGSKY TWO DEPARTURE (RNAV)

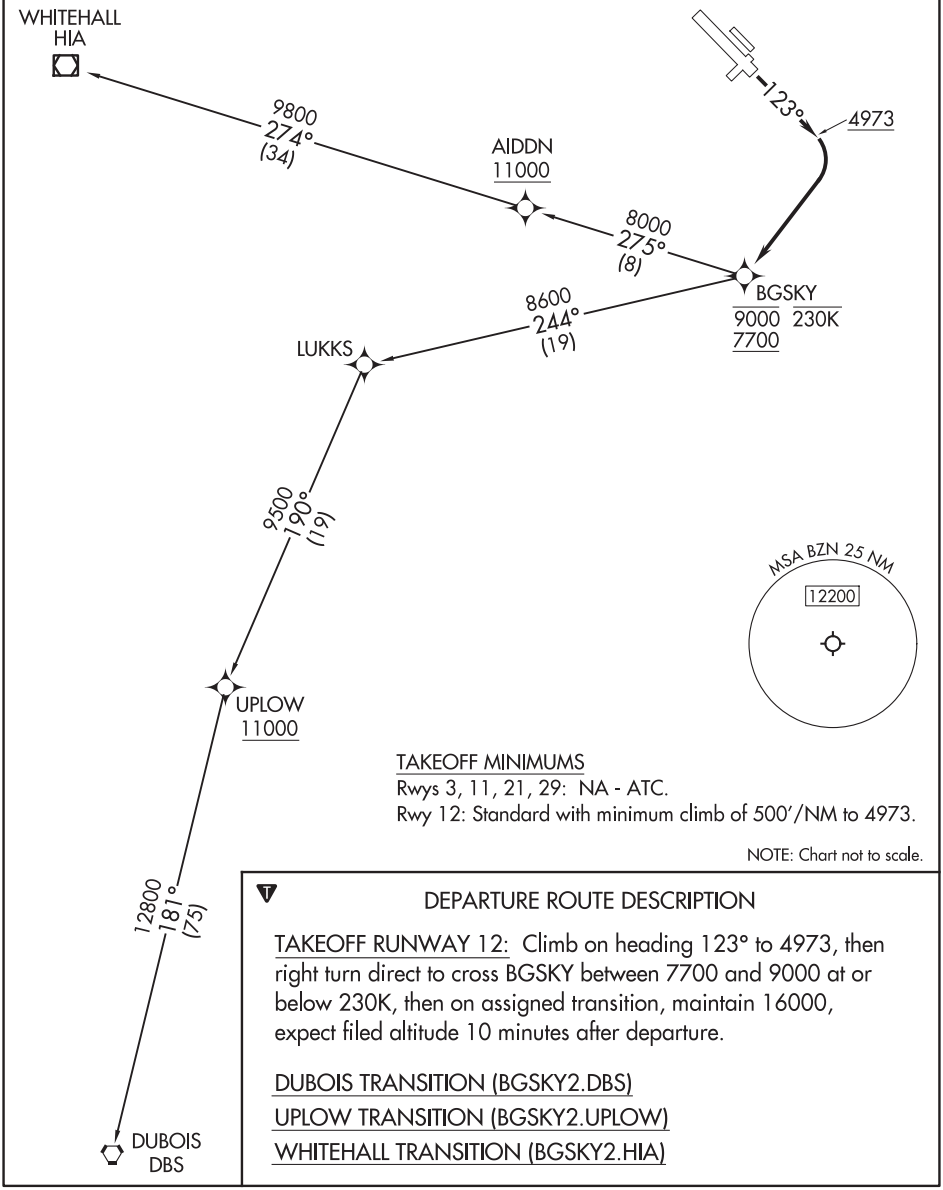
AL-59 (FAA)

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




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)



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# BOBKT FIVE DEPARTURE (RNAV)

AL-59 (FAA)





NW-1, 12 JUN 2025 to 07 AUG 2025

(MEADO2.MEADO) 24361

# MEADO TWO DEPARTURE (RNAV)

AL-59 (FAA)

BOZEMAN YELLOWSTONE INTL (BZN)
BOZEMAN, MONTANA

RNAV 1 - GPS.

**TOP ALTITUDE: 16000**

TAKEOFF MINIMUMS
Rwys 3, 11, 21, 29: NA - ATC.
Rwy 30: Standard with minimum climb of 230'/NM to 6600.

MSA BZN 25 NM
12200

BIG SKY DEP CON*
118.975 226.675
GND CON
121.8
BOZEMAN TOWER*
118.2

VVNUS
10800 250K

MEADO
9200

WASAT
13000

LILY
13000

POWDA

RYDE
11800

AALING
14000

YODOG

CREKK

TOOLS

UPLOW

DUBOIS
DBS

WHITEHALL
HIA

13500
080°
(43)

11800
111°
(11)

11900
136°
(10)

13400
136°
(32)

12000
073°
(72)

13000
134°
(26)

9300
252°
(24)

7600
252°
(11)

9500
190°
(35)

12800
181°
(75)

N

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 30: Climb direct MEADO, cross MEADO at or above 9200, then on assigned transition, maintain 16000, expect filed altitude 10 minutes after departure.

CREKK TRANSITION (MEADO2.CREKK)
DUBOIS TRANSITION (MEADO2.DBS)
TOOLS TRANSITION (MEADO2.TOOLS)
UPLOW TRANSITION (MEADO2.UPLOW)
WHITEHALL TRANSITION (MEADO2.HIA)

NOTE: Chart not to scale.

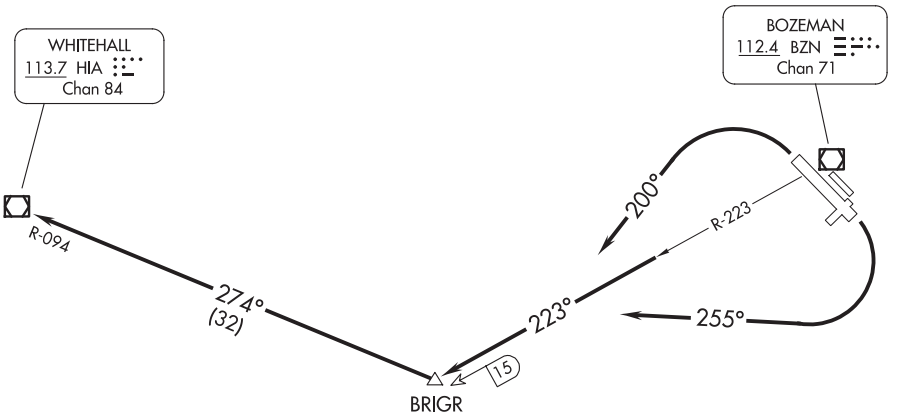
NW-1, 12 JUN 2025 to 07 AUG 2025

MEADO TWO DEPARTURE (RNAV)
(MEADO2.MEADO) 26DEC24
BOZEMAN, MONTANA
BOZEMAN YELLOWSTONE INTL (BZN)

NW-1, 12 JUN 2025 to 07 AUG 2025

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 20

BREMERTON NTL (PWT)

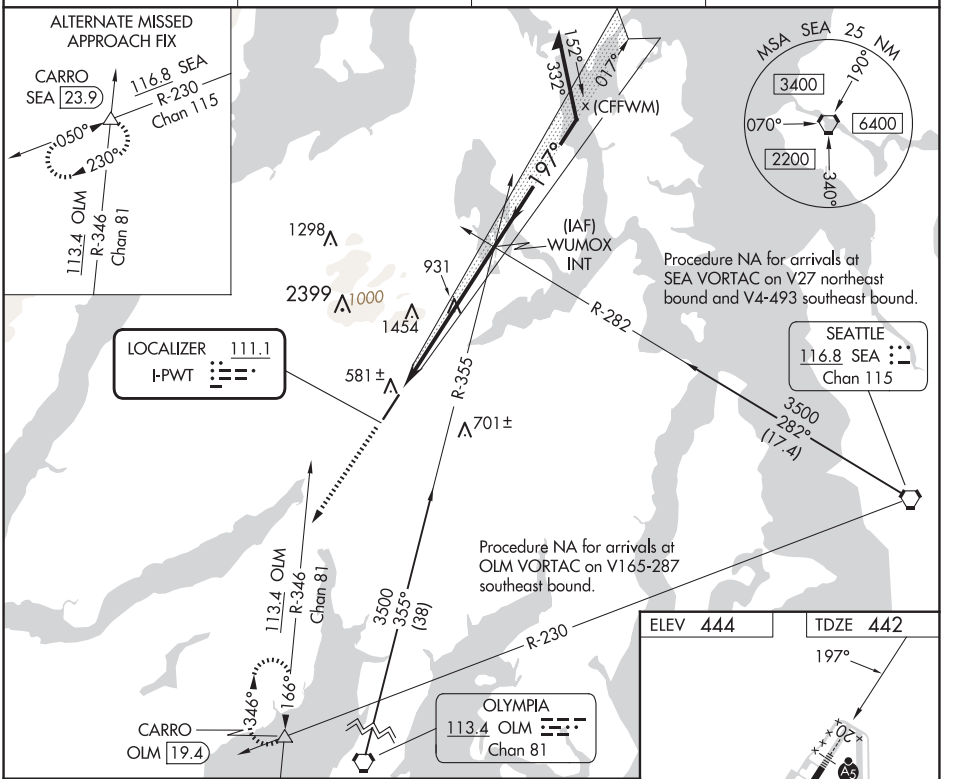
| LOC I-PWT | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 111.1 | 197° | TDZE | 442 |
| | | Apt Elev | 444 |

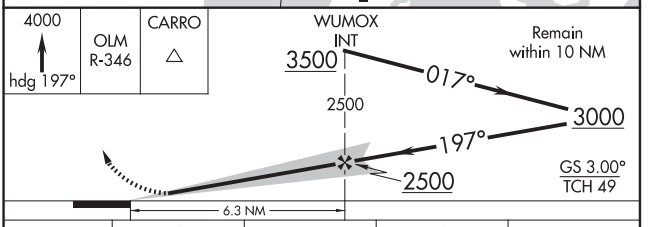
T A Circling NA for Cats C and D west of Rwy 2-20. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting and increase all DA 45 feet, all MDA 60 feet and increase S-LOC 20 Cat C and D visibility ⅛ SM, Circling Cat A, C and D visibility ¼ SM. For inop ALS, increase S-LOC 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.

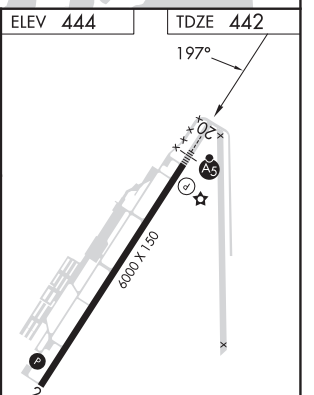
MALSR

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 | SEATTLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.2 | 120.1 254.4 269.125 | 127.1 | 123.05 (CTAF) L |




| 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 758 (800-1¾) | |
| C CIRCLING | 1200-1 756 (800-1) | 1200-1¼ 756 (800-1¼) | 1200-2¼ 756 (800-2¼) | 1240-2½ 796 (800-2½) |

FAF to MAP 6.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| CH 49232 | 017° | TDZE | 444 |
| W02A | | Apt Elev | 444 |

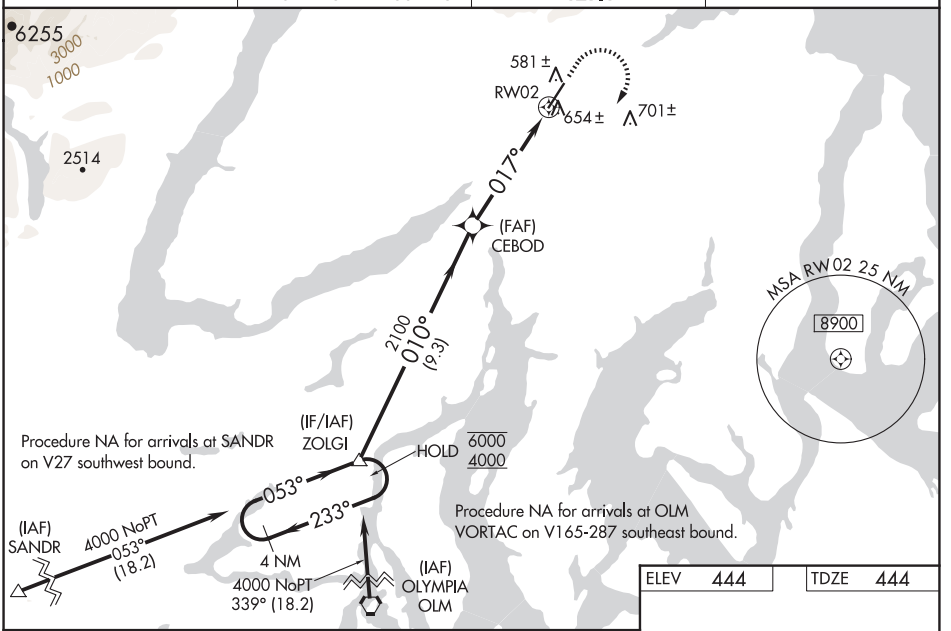
# RNAV (GPS) RWY 2
## BREMERTON NTL (PWT)

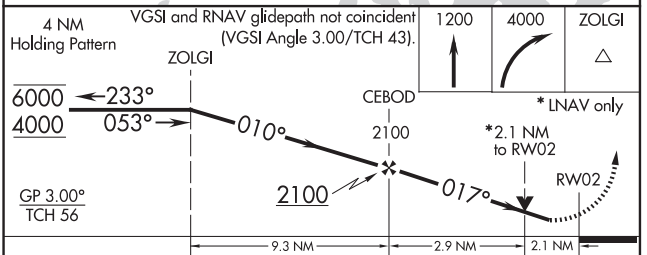
RNP APCH - GPS.

Circling NA for Cats C and D west of Rwy 2-20.
Rwy 2 helicopter visibility reduction below ¾ SM NA.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C above 54°C.

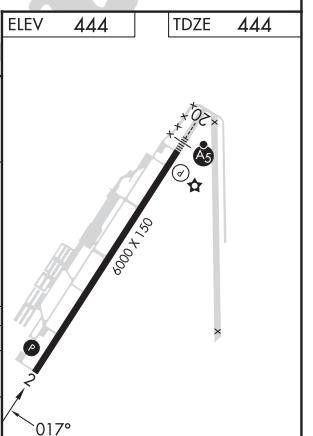
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct ZOLGI and hold, continue climb-in-hold to 4000.

| AWOS-3PT | SEATTLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.2 | 120.1 254.4 269.125 | 127.1 | 123.05 (CTAF) L |




| 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) | |
| C CIRCLING | 1160-1 716 (800-1) | | 1160-2 716 (800-2) | 1240-2½ 796 (800-2½) |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BREMERTON, WASHINGTON | AL-5107 (FAA) | 25107

# RNAV (GPS) RWY 20

BREMERTON NTL (PWT)

| WAAS CH 61106 W20A | APP CRS 197° | Rwy Idg 6000 / TDZE 442 / Apt Elev 444 |
|---|---|---|

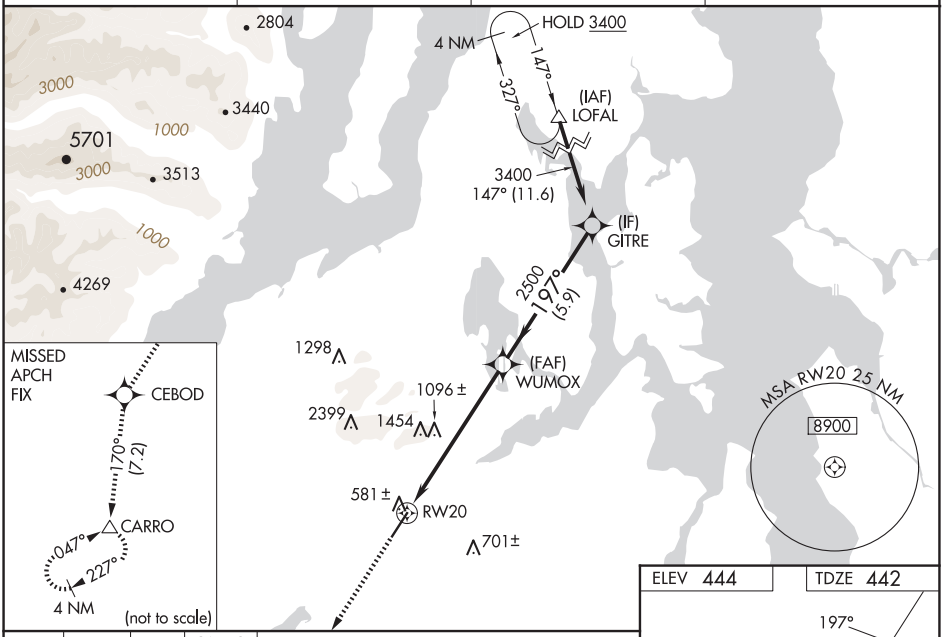
RNP APCH.

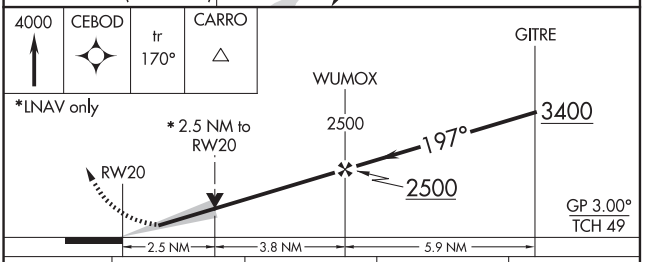
Circling NA for Cats C and D west of Rwy 2-20. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Seattle-Tacoma Intl altimeter setting. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet; increase LNAV Cat A and increase Circling Cats C/D visibility ¼ SM. Inop table does not apply to LNAV/VNAV all Cats.

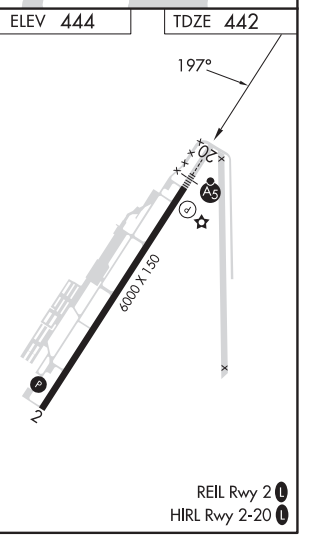
MALSR

MISSED APPROACH: Climb to 4000 direct CEBOD and on track 170° to CARRO and hold, continue climb-in-hold to 4000.

| AWOS-3PT | SEATTLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.2 | 120.1 254.4 269.125 | 127.1 | 123.05 (CTAF) L |




| 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) | |
| C CIRCLING | 1300-1¼ 856 (900-1¼) | | 1300-2½ 856 (900-2½) | 1300-2¾ 856 (900-2¾) |

BREMERTON, WASHINGTON
Amdt 1B 20JUN19

47°29'N-122°46'W

BREMERTON NTL (PWT)

RNAV (GPS) RWY 20

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS)-A
## BROOKINGS (BOK)

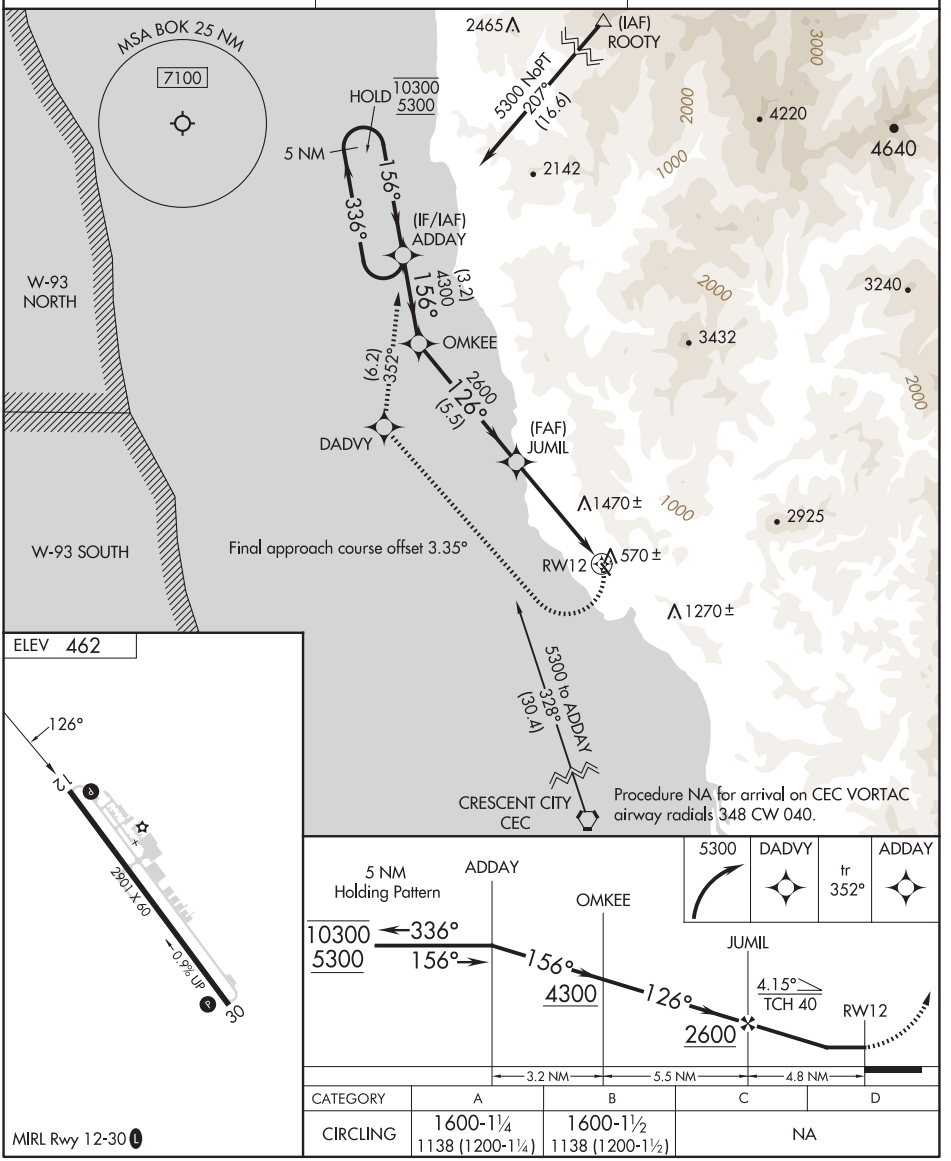
| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 126° | TDZE | N/A |
| | Apt Elev | 462 |

RNP APCH - GPS.

Procedure NA at night. Circling NA northeast of Rwy 12-30. Rwy 12 and 30 helicopter visibility reduction below 1 SM NA.

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 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 132.025 | 124.85 306.3 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1600-1¼ 1138 (1200-1¼) | 1600-1½ 1138 (1200-1½) | NA | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BUFFALO, WYOMING | AL-5705 (FAA) | 25163

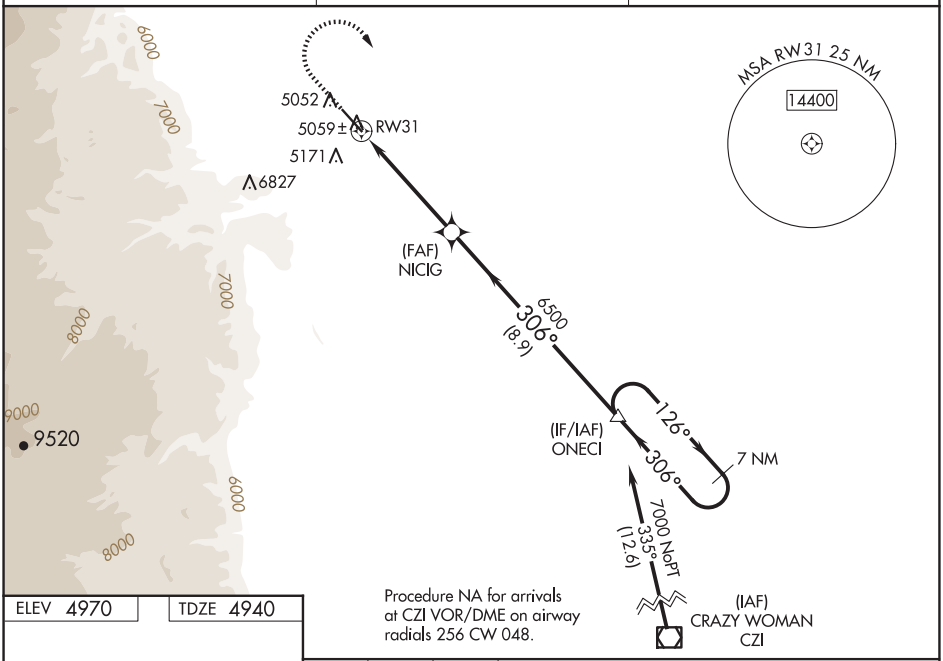
| WAAS CH 48835 W31A | APP CRS 306° | Rwy Ldg 6143 | TDZE 4940 | Apt Elev 4970 |
|---|---|---|---|---|

# RNAV (GPS) RWY 31
## JOHNSON COUNTY (BYG)

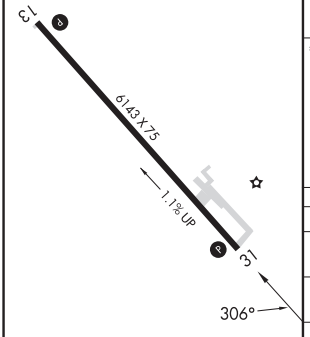
When Rwy 13 VGSI inop, Circling Rwy 13 NA at night. Baro-VNAV and VDP NA when using Sheridan altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 48°C (120°F). Circling NA southwest of Rwy 13-31. DME/DME RNP-0.3 NA. When local altimeter setting not received, 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 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.425 | 127.75 351.9 | 122.8 (CTAF) L |



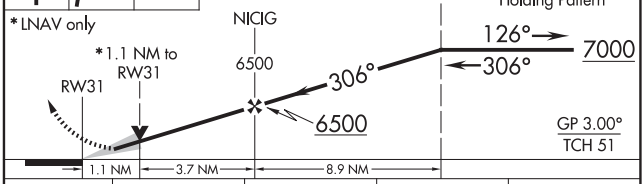

ELEV 4970 | TDZE 4940




REIL Rwy 31 L
MIRL Rwy 13-31 L

6000 | 7000 | ONECI △

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5190-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 5275-1⅛ 335 (400-1⅛) | | | |
| LNAV MDA | 5320-1 380 (400-1) | | 5320-1⅛ 380 (400-1⅛) | |
| 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, 12 JUN 2025 to 07 AUG 2025

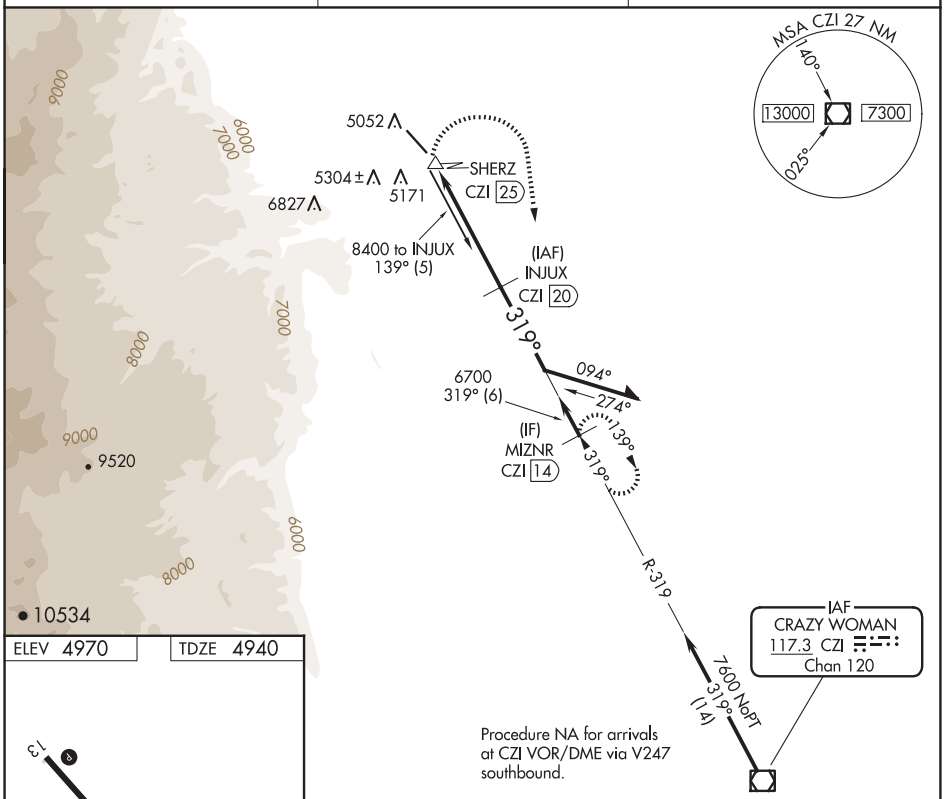
| VOR/DME CZI | APP CRS | Rwy Ldg | 6143 |
|---|---|---|---|
| 117.3 | 319° | TDZE | 4940 |
| Chan 120 | | Apt Elev | 4970 |

# VOR/DME RWY 31
## JOHNSON COUNTY (BYG)

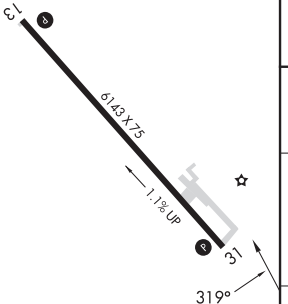
Visibility reduction by helicopters NA. If local altimeter setting not received, use Sheridan altimeter setting and increase all MDAs 600 feet. When VGSI inoperative, procedure NA at night. Circling NA southwest of Rwy 13-31.

MISSED APPROACH: Climbing right turn to 7600 via heading 160° and CZI VOR/DME R-319 to MIZNR/14 DME and hold.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.425 | 127.75 351.9 | 122.8 (CTAF) L |

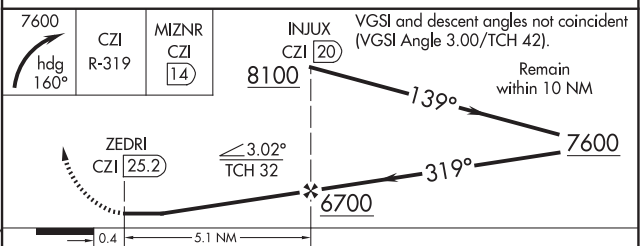



| ELEV 4970 | TDZE 4940 |
|---|---|




REIL Rwy 31 L
MIRL Rwy 13-31 L

| 7600 hdg 160° | CZI R-319 | MIZNR CZI 14 |
|---|---|---|




VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 42).

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 5680-1<br>740 (800-1) | 5680-1¼<br>740 (800-1¼) | 5680-2¼<br>740 (800-2¼) | 5680-2½<br>740 (800-2½) |
| C CIRCLING | 5680-1<br>710 (800-1) | 5680-1¼<br>710 (800-1¼) | 5680-2¼<br>710 (800-2¼) | 5680-2½<br>710 (800-2½) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BURLEY, IDAHO | AL-68 (FAA) | 25051

| APP CRS | Rwy Idg | 3787 |
|---|---|---|
| 202° | TDZE | 4152 |
| | Apt Elev | 4154 |

# RNAV (GPS) RWY 20

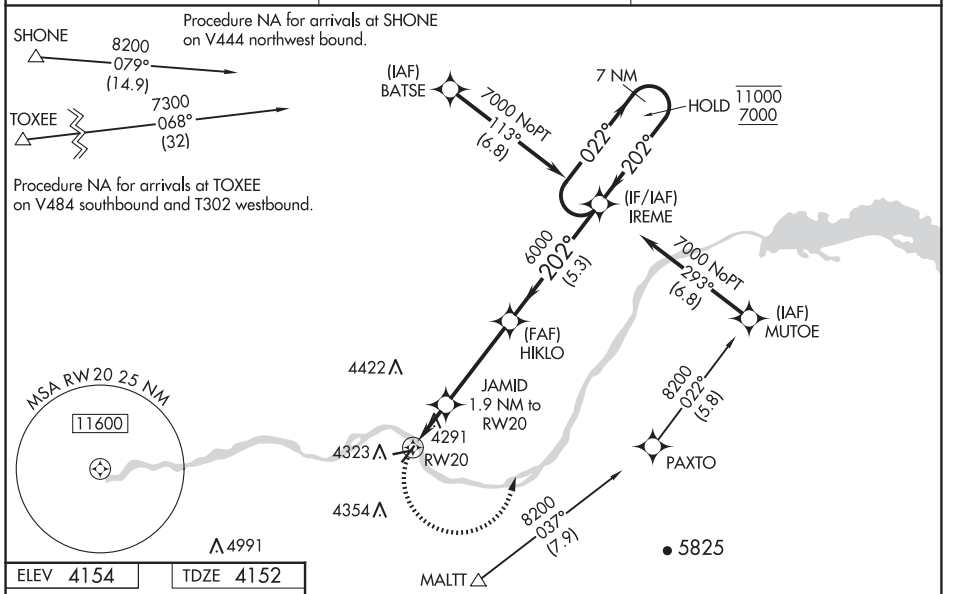
BURLEY MUNI (BYI)

RNP APCH-GPS.

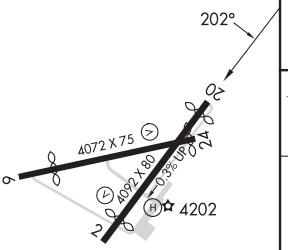
Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use TWF altimeter setting and increase all MDAs 80 feet and LNAV visibility Cats C ⅛ SM, and Circling visibility Cat C ¼ SM. Exhaust stacks located along Rwy 20 extended final approach 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.

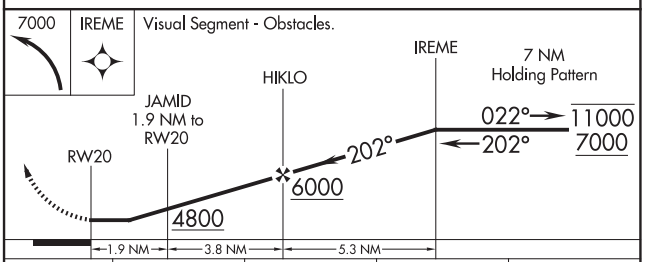
| ASOS | TWIN FALLS APP CON ★ | CTAF |
|---|---|---|
| 135.575 | 126.7 353.75 | 122.9 L |




| ELEV 4154 | TDZE 4152 |
|---|---|




REIL Rwy 20 L
MIRL Rwys 2-20 and 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4600-1 448 (500-1) | | 4600-1⅜ 448 (500-1⅜) | NA |
| C CIRCLING | 4640-1 486 (500-1) | 4660-1 506 (600-1) | 4740-1½ 586 (600-1½) | NA |

BURLEY, IDAHO
Amdt 1 20FEB25

42°33'N-113°46'W

BURLEY MUNI (BYI)

RNAV (GPS) RWY 20


NW-1, 12 JUN 2025 to 07 AUG 2025

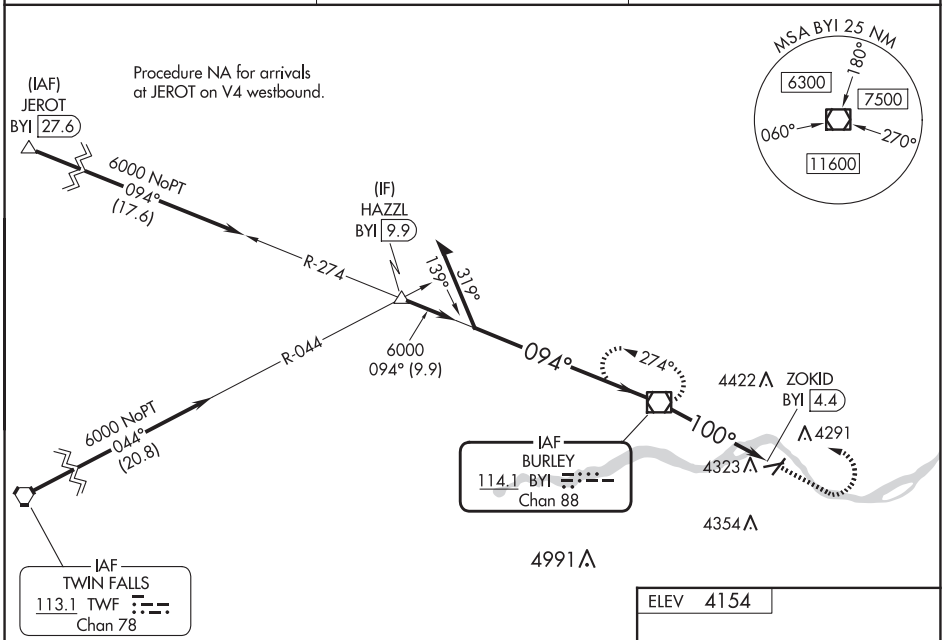
| VOR/DME BYI | APP CRS | Rwy Idg N/A |
|---|---|---|
| 114.1 | 100° | TDZE N/A |
| Chan 88 | | Apt Elev 4154 |

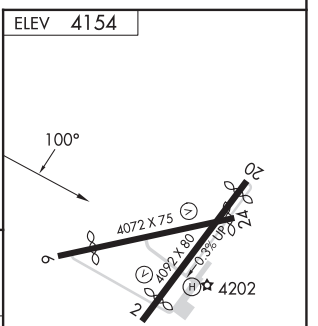
# VOR-A
## BURLEY MUNI (BYI)

T A 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.

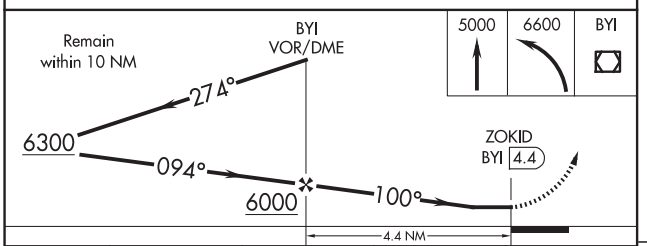
MISSED APPROACH: Climb to 5000 then climbing left turn to 6600 direct BYI VOR/DME and hold, continue climb-in-hold to 6600.

| ASOS | TWIN FALLS APP CON ★ | CTAF |
|---|---|---|
| 135.575 | 126.7 353.75 | 122.9 L |




REIL Rwy 20 L
MIRL Rwys 2-20 and 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 4640-1<br>486 (500-1) | 4660-1<br>506 (600-1) | 4740-1½<br>586 (600-1½) | 4780-2<br>626 (700-2) |

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **53500** | **110°** | Rwy Ldg | **5480** |
| **W11A** | | TDZE | **145** |
| | | Apt Elev | **145** |

# RNAV (GPS) RWY 11

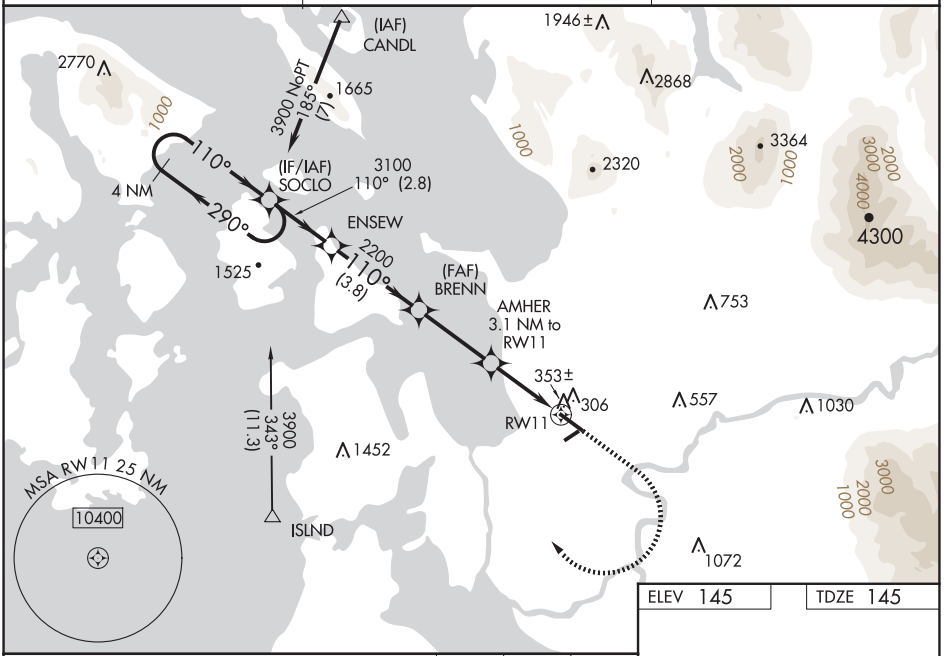
## SKAGIT RGNL (BVS)

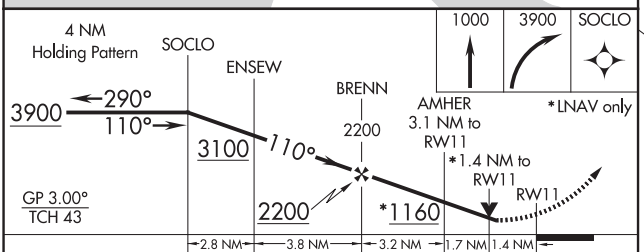
T
A

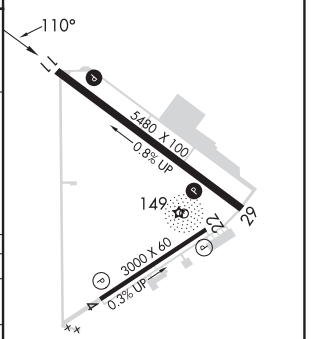
Circling to Rwy 04 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Friday Harbor altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received use Friday Harbor altimeter setting: increase LPV DA 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 | WHIDBEY APP CON | UNICOM |
|---|---|---|
| **121.125** | **120.7 270.8** | **123.075** (CTAF) L |




| 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) | | 620-1⅜ 475 (500-1⅜) | 700-1⅝ 555 (600-1⅝) |
| CIRCLING | 680-1 535 (600-1) | 700-1 555 (600-1) | 700-1½ 555 (600-1½) | 1000-2¾ 855 (900-2¾) |

LIRL Rwy 4-22 L
REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 29

SKAGIT RGNL (BVS)

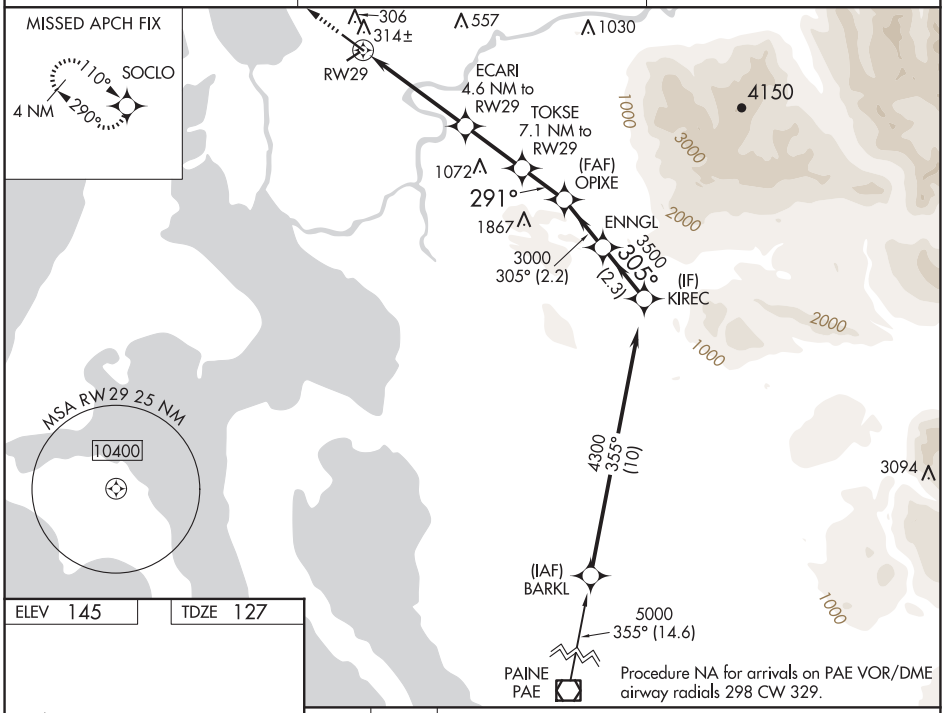
| WAAS | APP CRS | Rwy Ldg | 5480 |
|---|---|---|---|
| CH 70407 | 291° | TDZE | 127 |
| W29A | | Apt Elev | 145 |

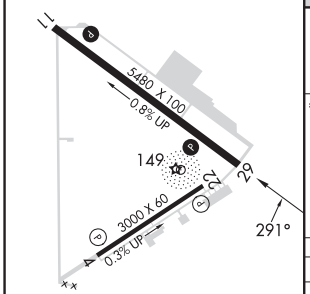
RNP APCH.

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.

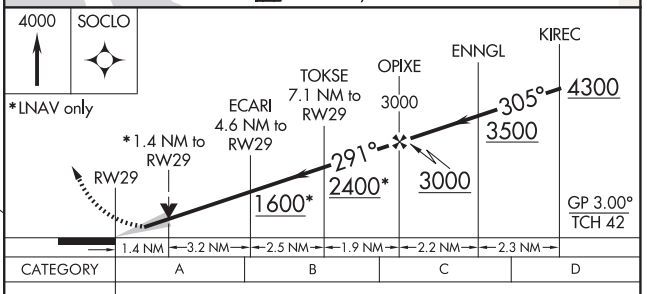
MISSED APPROACH: Climb to 4000 direct SOCLO and hold, continue climb-in-hold to 4000.

| AWOS-3 | WHIDBEY APP CON | UNICOM |
|---|---|---|
| 121.125 | 120.7 270.8 | 123.075 (CTAF) L |




LIRL Rwy 4-22 L
REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 377-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 475-1¼ 348 (400-1¼) | | | |
| LNAV MDA | 580-1 453 (500-1) | | 580-1⅜ 453 (500-1⅜) | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BURNS, OREGON AL-6331 (FAA) 23054

| APP CRS | Rwy Idg | 5101 |
|---|---|---|
| 297° | TDZE | 4148 |
| | Apt Elev | 4148 |

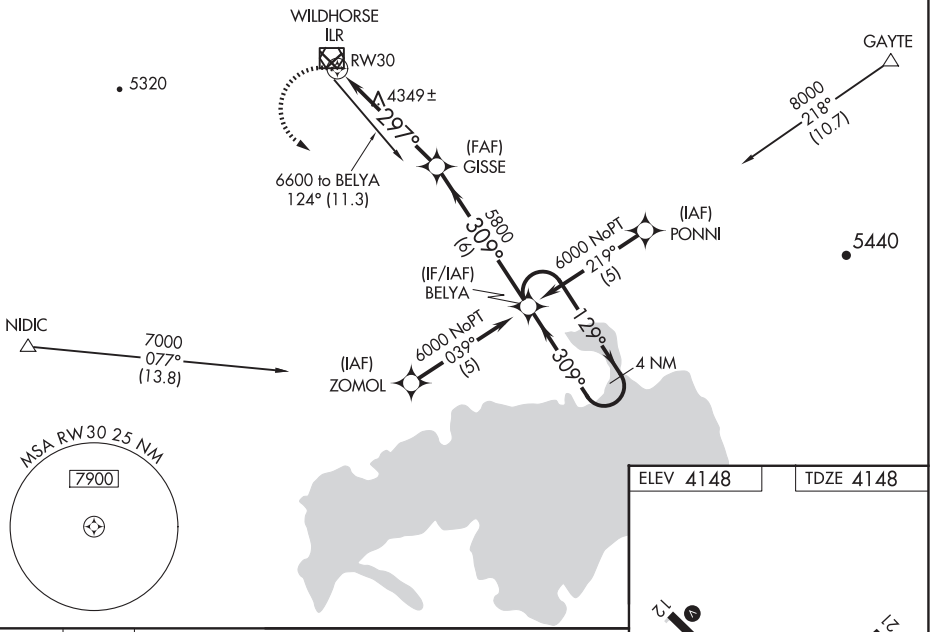
# RNAV (GPS) RWY 30
BURNS MUNI (BNO)

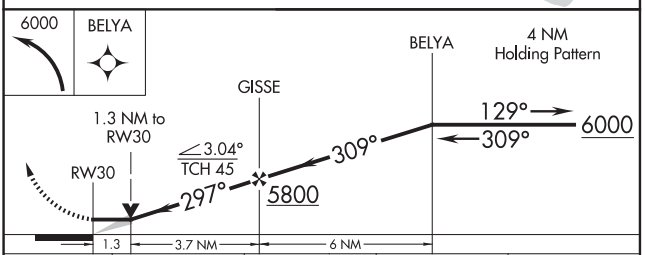
RNP APCH - GPS.

MISSED APPROACH: Climbing left turn to 6000 direct BELYA and hold.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.575 | 128.05 306.95 | 122.8 (CTAF) L |

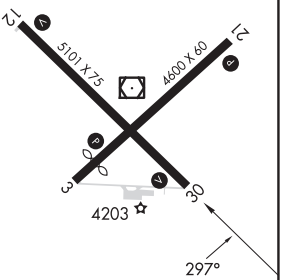
Procedure NA for arrivals on ILR VOR/DME airway radial 123.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4600-1 | 452 (500-1) | 4600-1⅜ | 452 (500-1⅜) |
| CIRCLING | 4680-1<br>532 (600-1) | 4720-1<br>572 (600-1) | 4740-1½<br>592 (600-1½) | 5000-2¾<br>852 (900-2¾) |

ELEV 4148 TDZE 4148




REIL Rwys 3, 12, 21 and 30 L
MIRL Rwys 3-21 and 12-30 L



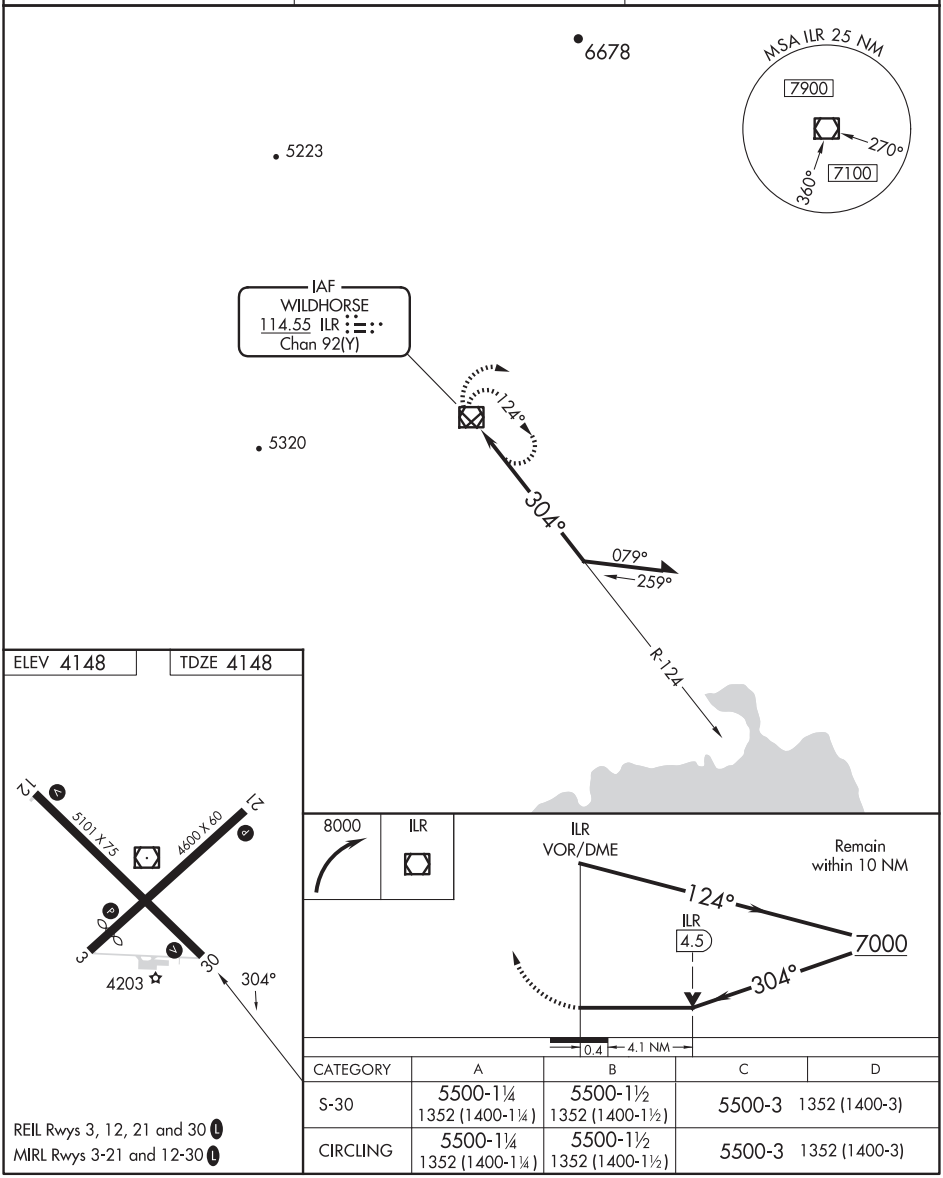
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME ILR | APP CRS | Rwy Idg | 5101 |
|---|---|---|---|
| 114.55 | 304° | TDZE | 4148 |
| Chan 92 (Y) | | Apt Elev | 4148 |

# VOR RWY 30
## BURNS MUNI (BNO)

MISSED APPROACH: Climbing right turn to 8000 in ILR VOR/DME holding pattern.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.575 | 128.05 306.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 5500-1¼ 1352 (1400-1¼) | 5500-1½ 1352 (1400-1½) | 5500-3 | 1352 (1400-3) |
| CIRCLING | 5500-1¼ 1352 (1400-1¼) | 5500-1½ 1352 (1400-1½) | 5500-3 | 1352 (1400-3) |

REIL Rwys 3, 12, 21 and 30 L
MIRL Rwys 3-21 and 12-30 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BUTTE, MONTANA | AL-588 (FAA) | 25163

# ILS or LOC RWY 15

BERT MOONEY (BTM)

| LOC/DME I-BEY | APP CRS | Rwy Ldg | 9000 |
|---|---|---|---|
| 110.9 | 155° | TDZE | 5523 |
| Chan 46 | | Apt Elev | 5551 |

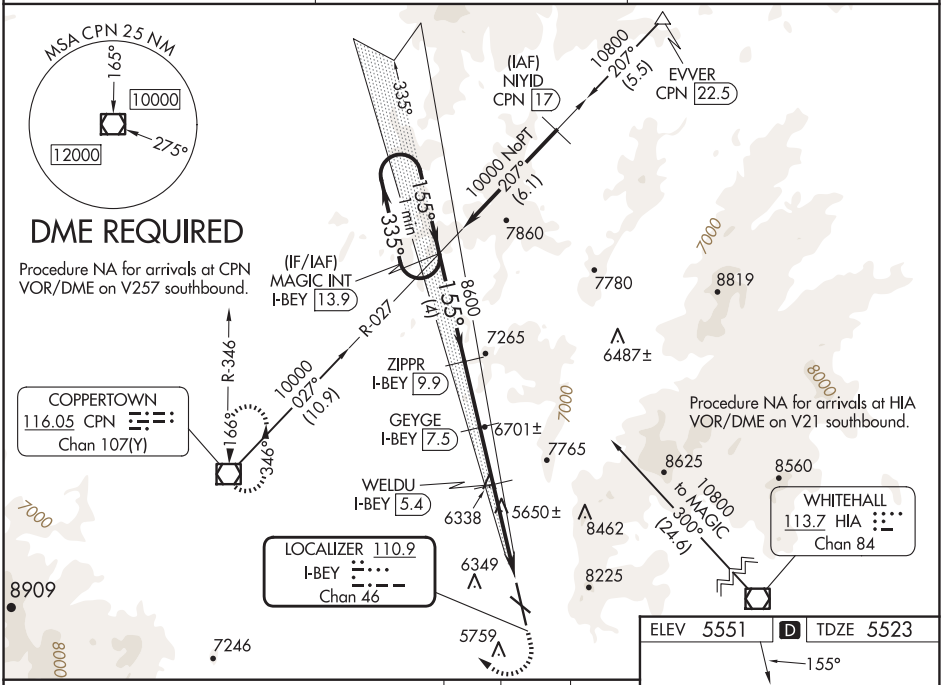
T
A NA
-24°C

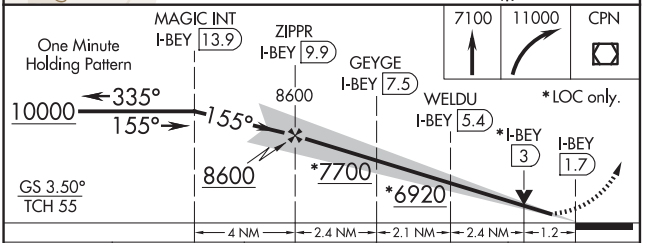
Circling NA northeast of Rwy 15-33. DME required.
S-ILS 15 for inop ALS, increase all Cats visibility to 2½ SM.
#S-ILS 15 for inop ALS, increase Cat C/D visibility to 1 SM.
#S-LOC 15 for inop ALS, increase Cat C/D visibility to 1⅜ SM.

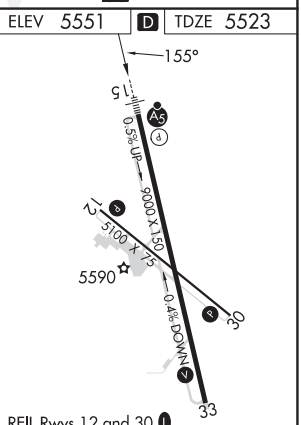
MALSR

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.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.175 | 132.4 338.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15# | 5778-½ 255 (300-½) | | 5848-½ 325 (300-½) | |
| S-ILS 15 | 6280-1⅞ 757 (800-1⅞) | | | |
| S-LOC 15 | 6500-¾ 977 (1000-¾) | 6500-1 977 (1000-1) | 6500-2½ 977 (1000-2½) | |
| C CIRCLING | 6660-1¼ 1109 (1200-1¼) | 6660-1½ 1109 (1200-1½) | 7060-3 1509 (1600-3) | 7120-3 1569 (1600-3) |
| WELDU FIX MINIMUMS | | | | |
| S-LOC 15# | 6020-½ 497 (500-½) | | 6020-1 497 (500-1) | |

FAF to MAP 8.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 8:12 | 5:28 | 4:06 | 3:17 | 2:44 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 15

BERT MOONEY (BTM)

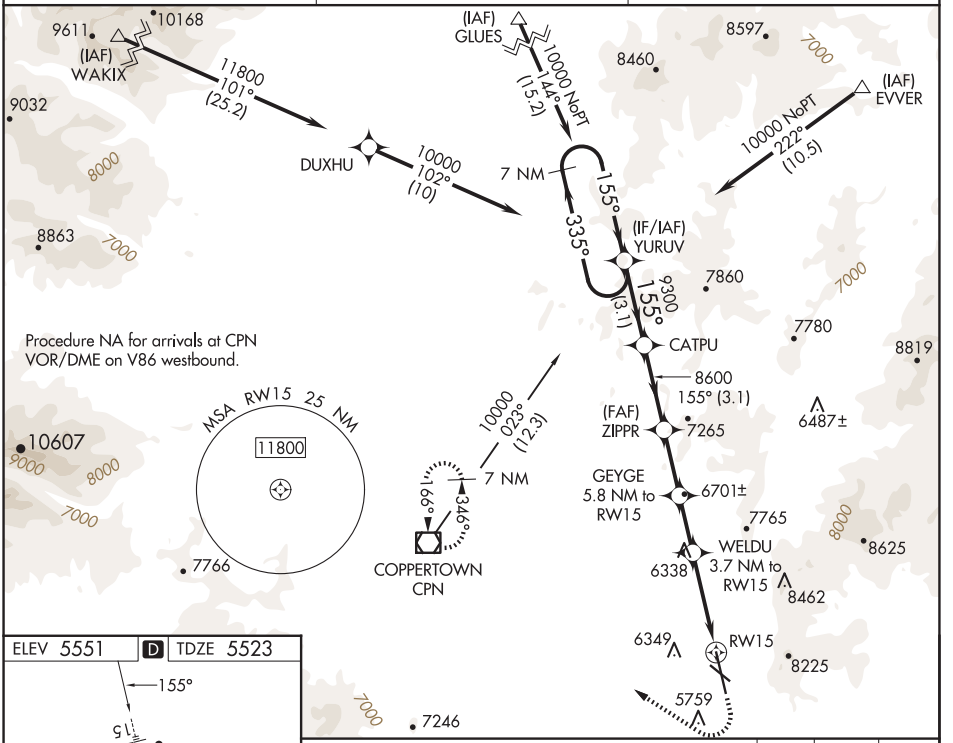
| WAAS | APP CRS | Rwy Ldg | 9000 |
|---|---|---|---|
| CH 56341 | 155° | TDZE | 5523 |
| W15A | | Apt Elev | 5551 |

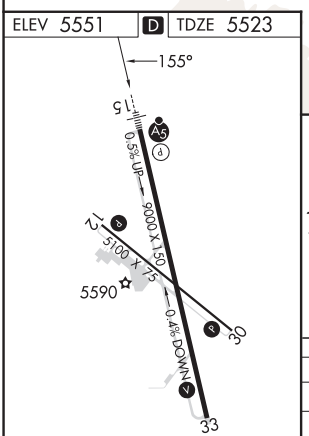
T A -24°C — Circling NA northeast of Rwy 15-33. DME/DME RNP- 0.3 NA. For inop ALS, increase LPV all Cats visibility to 2½ SM, increase LPV# Cat C/D visibility to ⅞ SM. Inop table does not apply to LNAV Cats C/D.

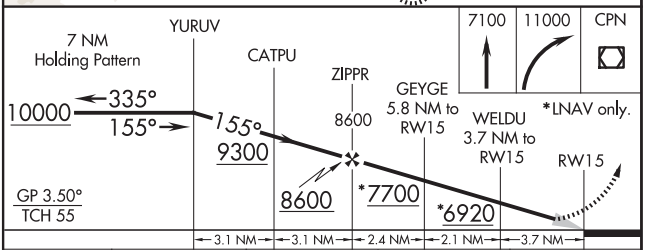
MALSR

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.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.175 | 132.4 338.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6281-1⅞ 758 (800-1⅞) | | | |
| LPV DA# | 5825-½ 302 (300-½) | | | |
| LNAV MDA | 6780-¾ 1257 (1300-¾) | 6780-1 1257 (1300-1) | 6780-3 1257 (1300-3) | |
| C CIRCLING | 6780-1¼ 1229 (1300-1¼) | | 7060-3 1509 (1600-3) | 7120-3 1569 (1600-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

BUTTE, MONTANA | AL-588 (FAA) | 25163

| VOR/DME CPN | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 116.05 | 098° | TDZE | N/A |
| Chan 107(Y) | | Apt Elev | 5551 |

# VOR-A

BERT MOONEY (BTM)

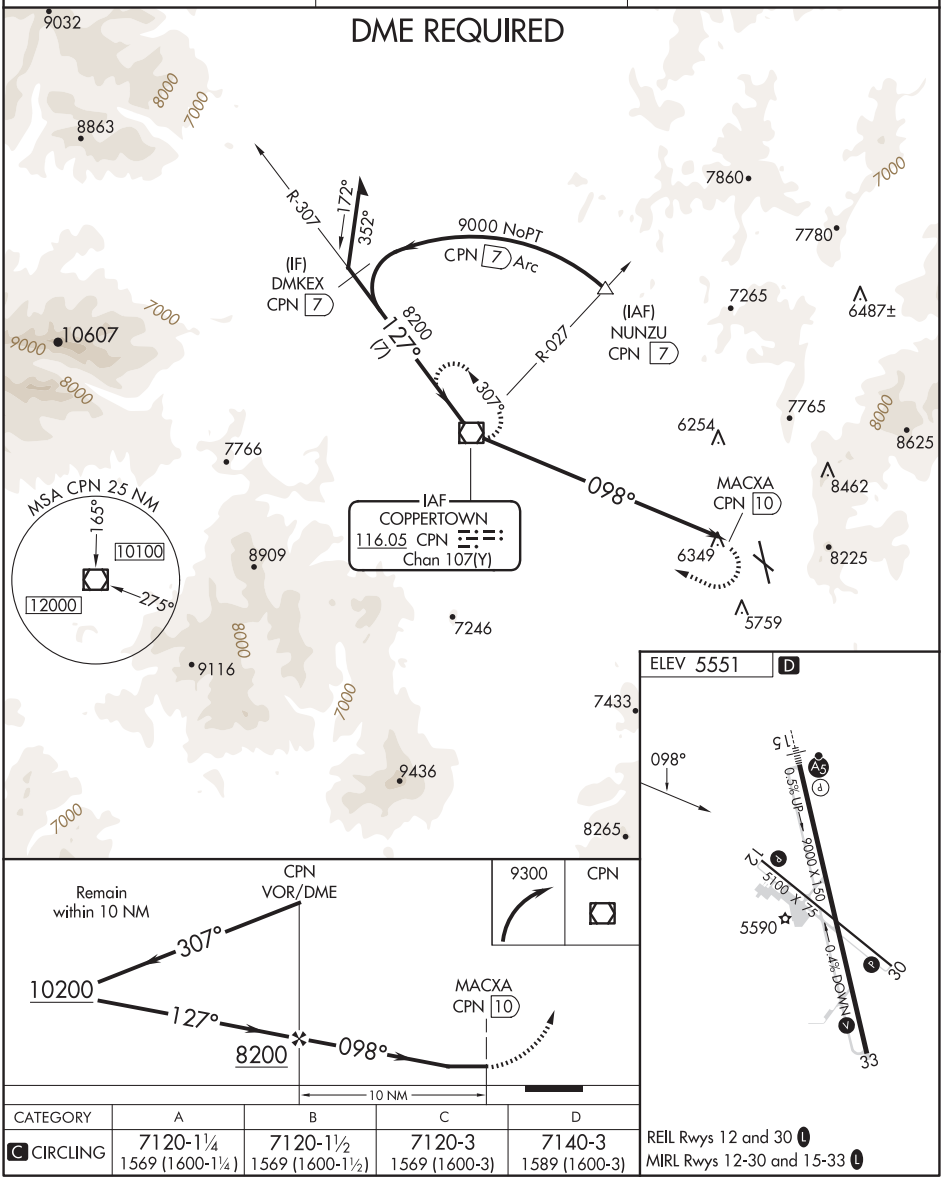
T A -24°C

DME required.
Circling NA northeast of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 9300 direct CPN VOR/DME and hold.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.175 | 132.4 338.3 | 123.0 (CTAF) L |

## DME REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 7120-1¼ 1569 (1600-1¼) | 7120-1½ 1569 (1600-1½) | 7120-3 1569 (1600-3) | 7140-3 1589 (1600-3) |

REIL Rwys 12 and 30 L
MIRL Rwys 12-30 and 15-33 L

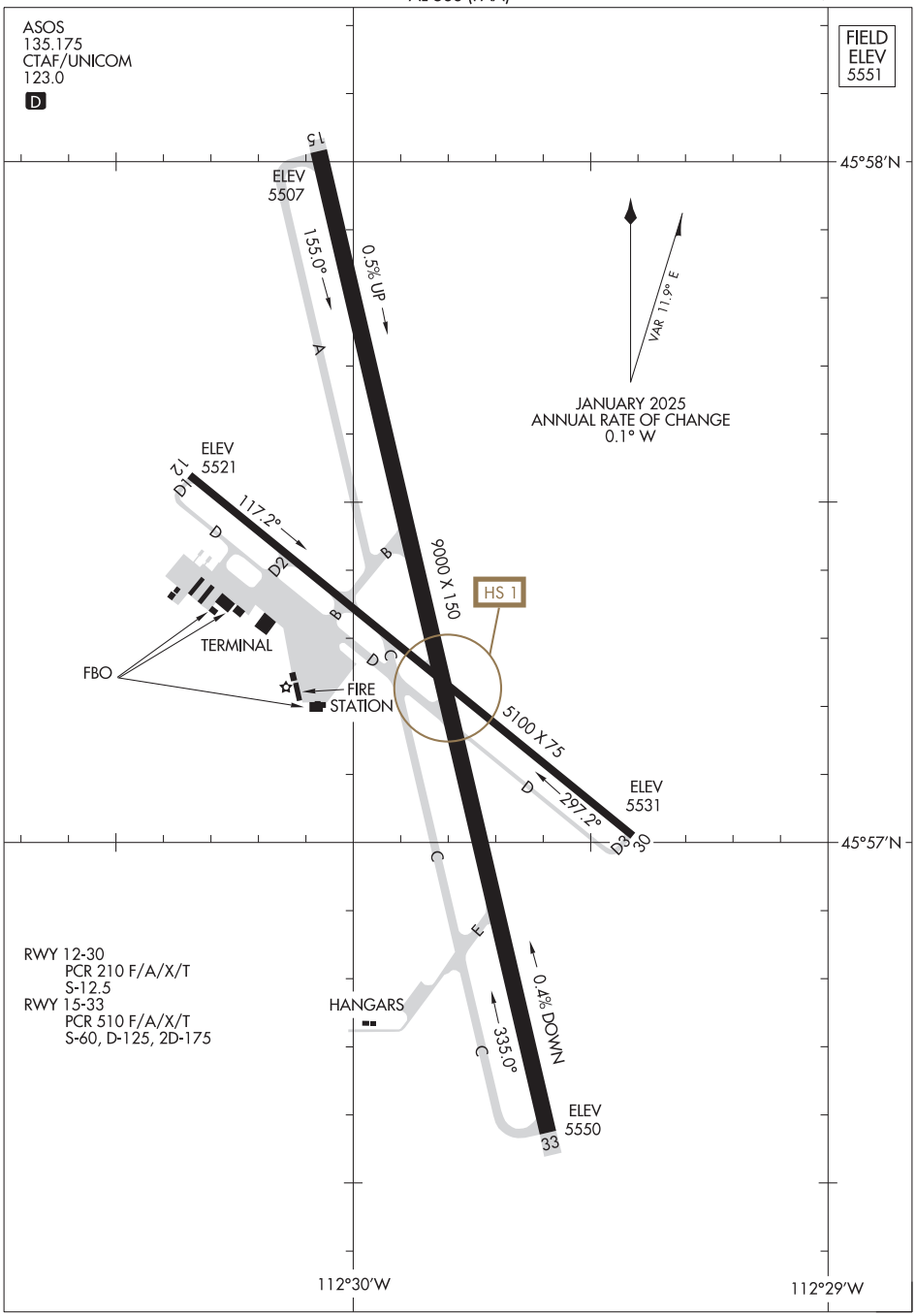
BUTTE, MONTANA
Orig 07DEC17

45°57'N-112°30'W

BERT MOONEY (BTM)

VOR-A


NW-1, 12 JUN 2025 to 07 AUG 2025





NW-1, 12 JUN 2025 to 07 AUG 2025

CALDWELL, IDAHO AL-6806 (FAA) 24361

| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 97707 | 119° | TDZE | 2431 |
| W12A | | Apt Elev | 2432 |

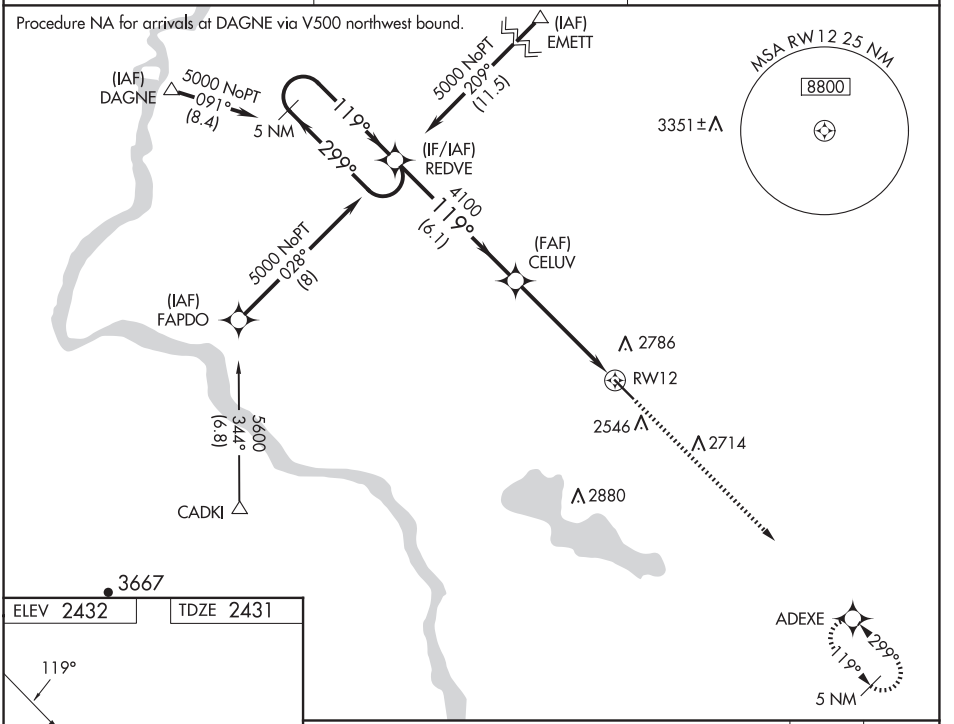
# RNAV (GPS) RWY 12
## CALDWELL EXEC (EUL)

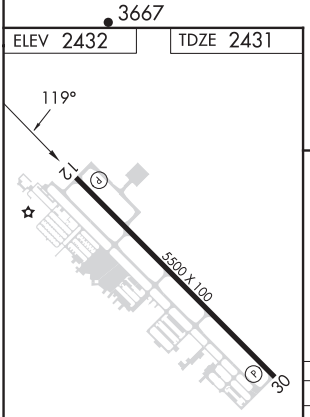
RNP APCH-GPS.

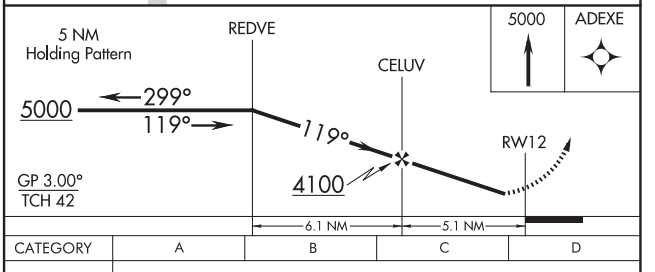
Procedure NA at night. Rwy 12 helicopter visibility reduction below 1 SM NA.
Baro-VNAV NA when using Boise altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 44°C. When local altimeter setting not received, use Boise altimeter setting and increase all DA/MDA 120 feet and all visibilities ½ mile.

MISSED APPROACH: Climb to 5000 direct ADEXE and hold.

| AWOS-3PT | BIG SKY APP CON | UNICOM |
|---|---|---|
| 135.075 | 119.6 269.4 | 123.0 (CTAF) L |




| 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) | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 73007 | 299° | TDZE | 2432 |
| W30A | | Apt Elev | 2432 |

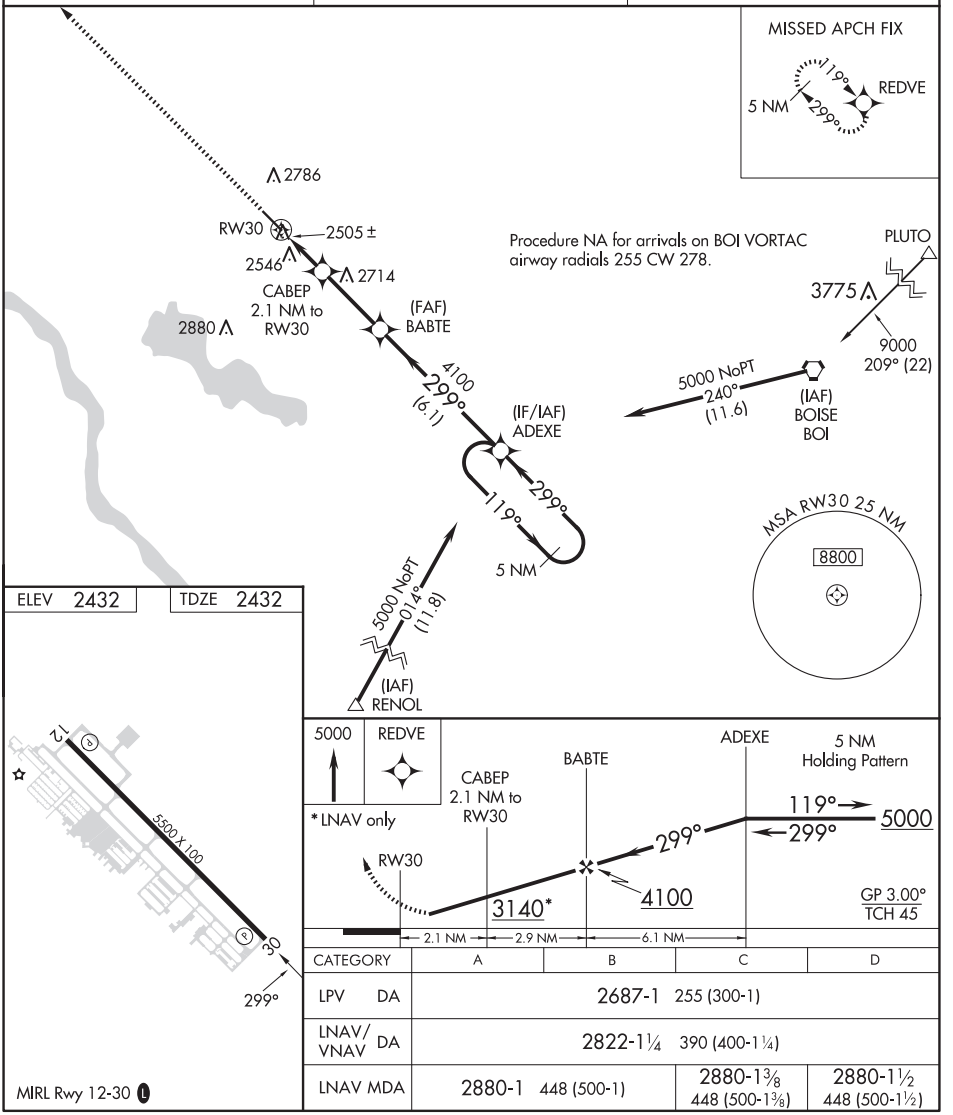
# RNAV (GPS) RWY 30
## CALDWELL EXEC (EUL)

RNP APCH.

T A Rwy 30 helicopter visibility reduction below ¾ 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 REDVE and hold.

| AWOS-3PT | BIG SKY APP CON | UNICOM |
|---|---|---|
| 135.075 | 119.6 269.4 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2687-1 255 (300-1) | | | |
| LNAV/VNAV DA | 2822-1¼ 390 (400-1¼) | | | |
| LNAV MDA | 2880-1 448 (500-1) | | 2880-1⅜ 448 (500-1⅜) | 2880-1½ 448 (500-1½) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC I-SYD | APP CRS | Rwy Idg | 10165 |
|---|---|---|---|
| 111.3 | 032° | TDZE | 5328 |
| | | Apt Elev | 5344 |

# ILS or LOC RWY 3

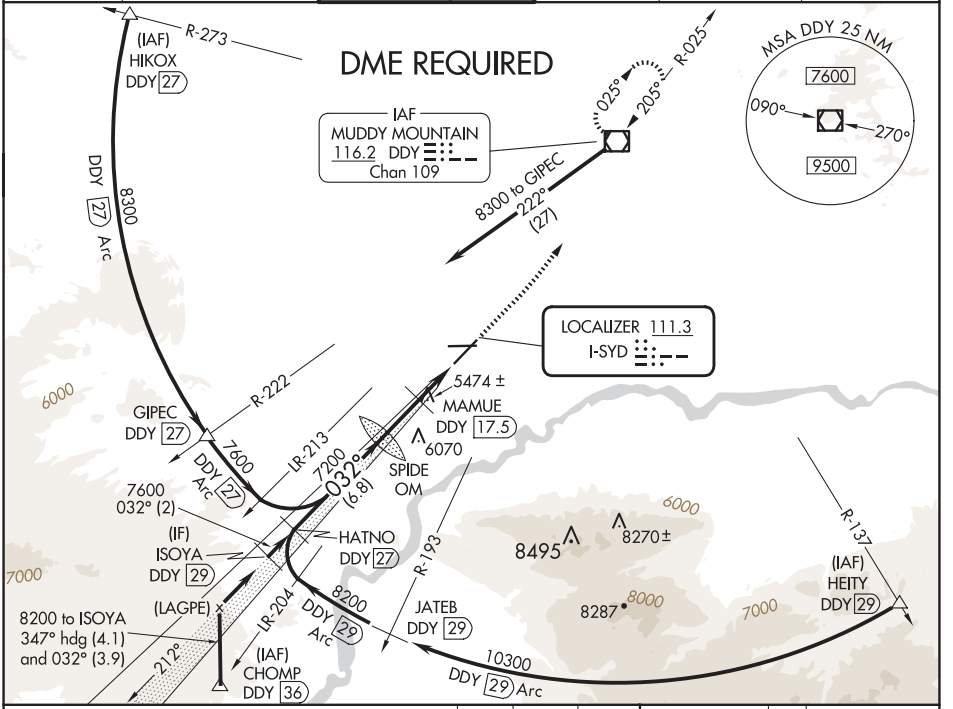
## CASPER/NATRONA COUNTY INTL (CPR)

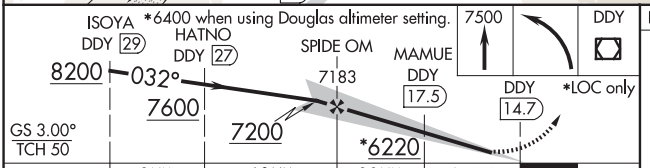
T DME from DDY VOR/DME. Simultaneous reception of I-SYD and DDY DME required. When local altimeter setting not received, use Douglas altimeter setting and increase DA to 5697 feet and all MDAs 180 feet, increase S-ILS visibility all Cats ¼ SM and S-LOC visibility Cat B, C, D and Circling Cats B, C, D visibility ½ SM, increase MAMUE FIX MINIMUM Circling visibility Cat C ½ SM and Cat D ¼ SM. For inoperative MALSR when using Douglas altimeter setting increase S-ILS visibility all Cats to 1¼ mile. MAMUE FIX MINIMUMS: For inoperative MALSR, increase S-LOC visibility Cats C, and D to 1⅛ mile. #RVR 1800 authorized with use of FD or AP or HUD to DA.

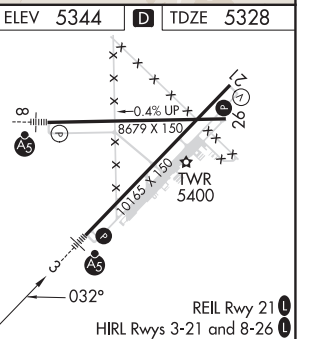
MALSR

MISSED APPROACH: Climb to 7500 then left turn direct DDY VOR/DME and hold.

| ATIS | CASPER APP CON ★ | CASPER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.15 | 120.65 354.1 | 118.3 (CTAF) L 257.8 | 121.9 | 121.9 257.8 | 122.95 |




| 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) |

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 73006 W03A | APP CRS 032° | Rwy Idg 10165 TDZE 5328 Apt Elev 5344 |
|---|---|---|

# RNAV (GPS) RWY 3

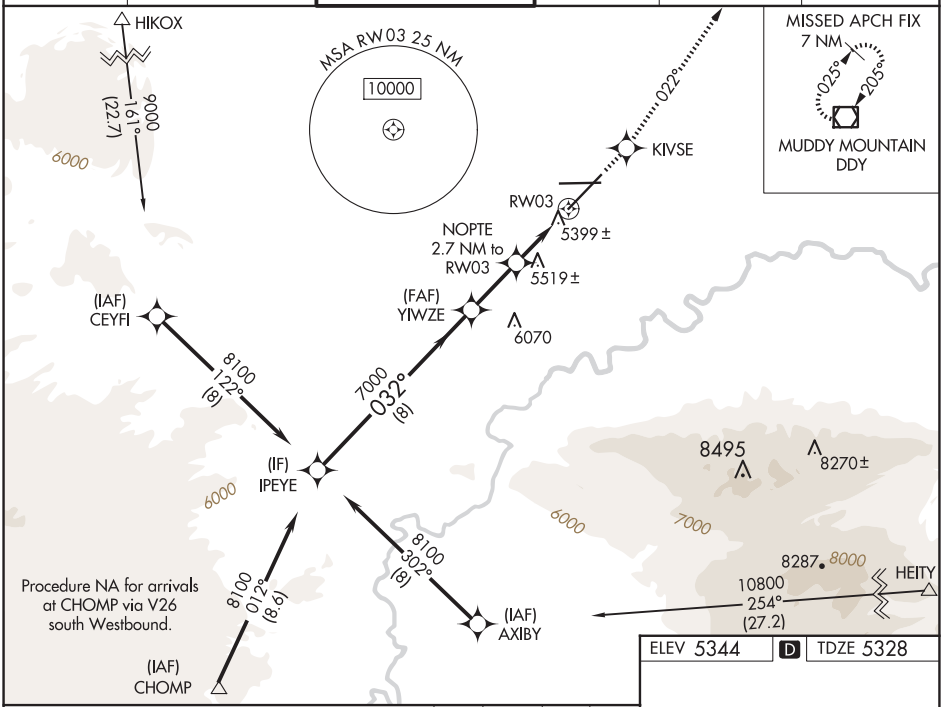
## CASPER/NATRONA COUNTY INTL (CPR)

T A 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.

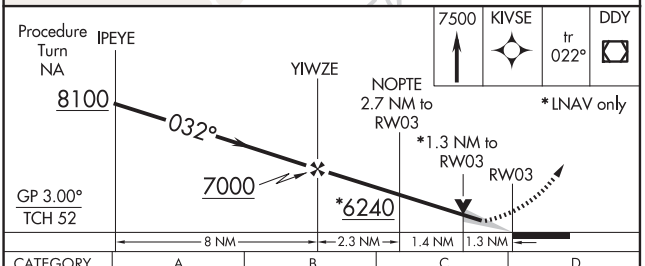
MALSR

MISSED APPROACH: Climb to 7500 direct KIVSE and via track 022° to DDY VOR/DME and hold.

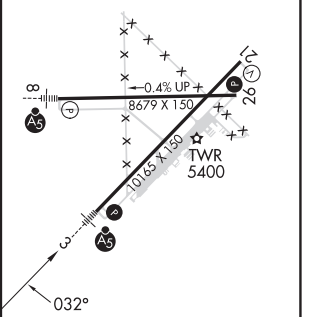
| ATIS | CASPER APP CON ★ | CASPER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.15 | 120.65 354.1 | 118.3 (CTAF) L 257.8 | 121.9 | 121.9 257.8 | 122.95 |




ELEV 5344 D TDZE 5328




| 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) |




REIL Rwy 21 L
HIRL Rwys 3-21 and 8-26 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 8679 |
|---|---|---|---|
| CH 86306 | 077° | TDZE | 5344 |
| W08A | | Apt Elev | 5344 |

# RNAV (GPS) RWY 8

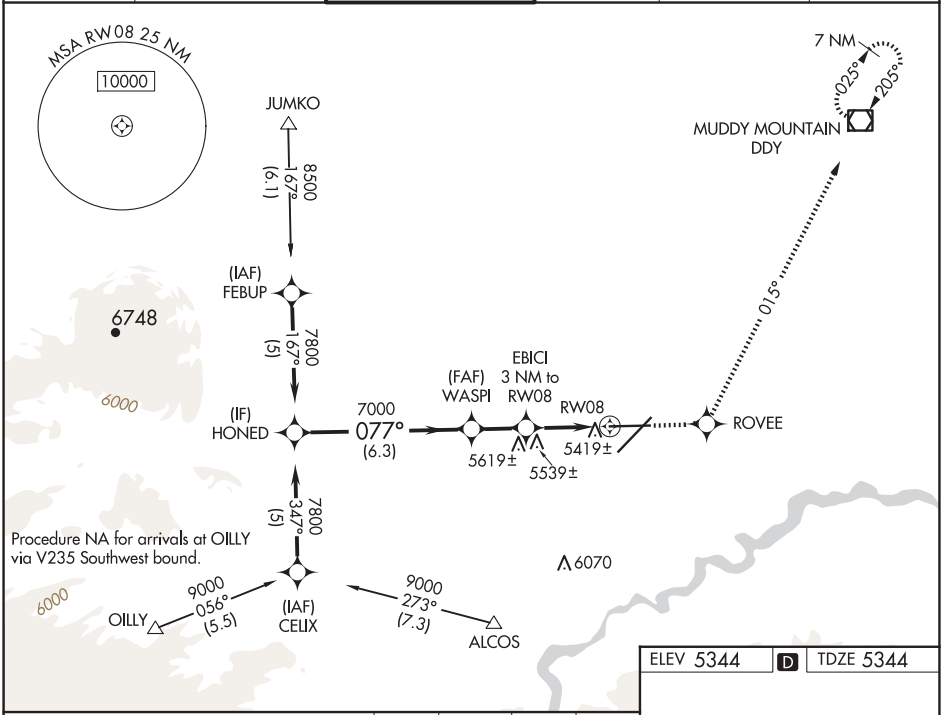
## CASPER/NATRONA COUNTY INTL (CPR)

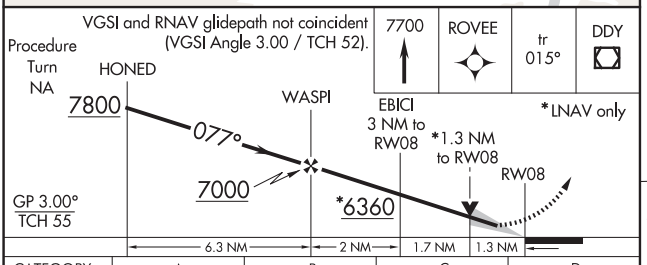
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.

MALSR

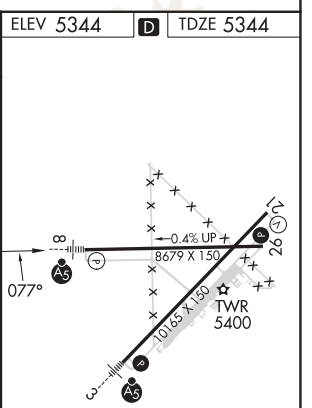
MISSED APPROACH: Climb to 7700 direct ROVEE and via track 015° to DDY VOR/DME and hold.

| ATIS | CASPER APP CON ★ | CASPER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.15 | 120.65 354.1 | 118.3 (CTAF) L 257.8 | 121.9 | 121.9 257.8 | 122.95 |




| 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) |




REIL Rwy 21 L
HIRL Rwys 3-21 and 8-26 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 10165 |
|---|---|---|---|
| CH 63012 | 212° | TDZE | 5330 |
| W21A | | Apt Elev | 5344 |

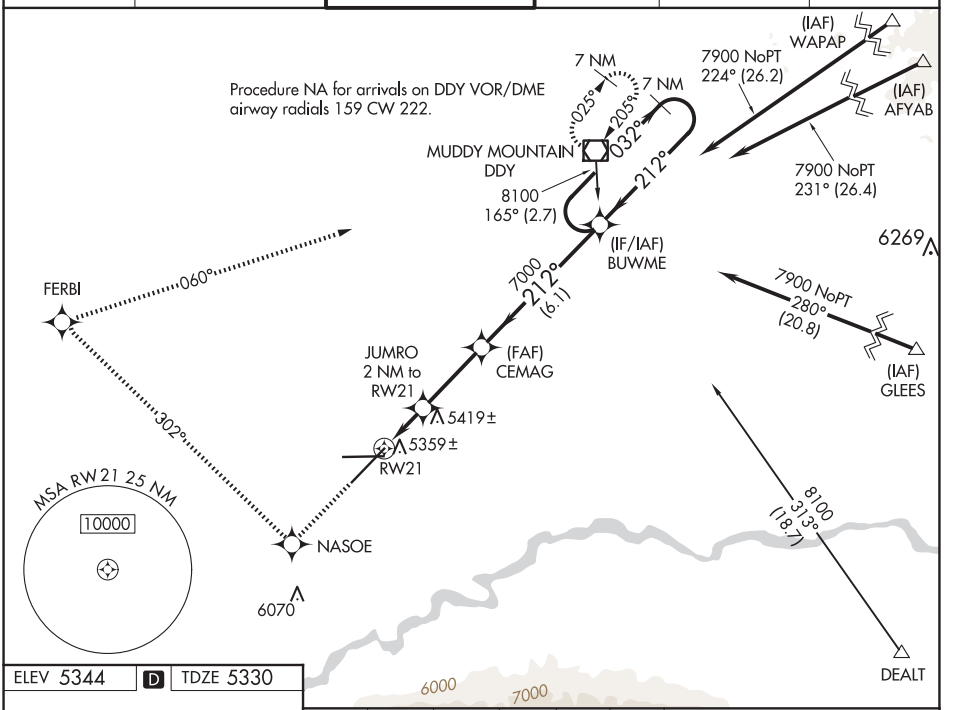
# RNAV (GPS) RWY 21

## CASPER/NATRONA COUNTY INTL (CPR)

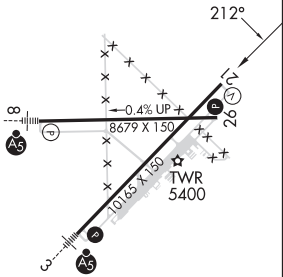
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.

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.

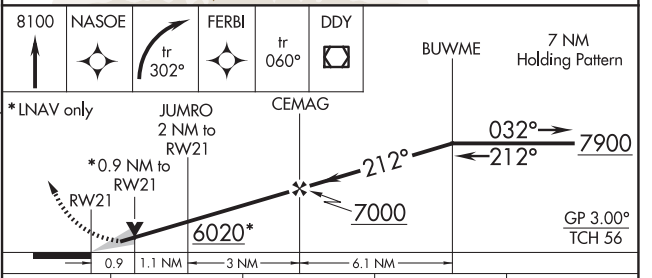
| ATIS | CASPER APP CON ★ | CASPER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.15 | 120.65 354.1 | 118.3 (CTAF) L 257.8 | 121.9 | 121.9 257.8 | 122.95 |




ELEV 5344 D TDZE 5330




REIL Rwy 21 L
HIRL Rwys 3-21 and 8-26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5580-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 5629-1 299 (300-1) | | | |
| LNAV MDA | 5680-1 350 (400-1) | | | 5680-1¼ 350 (400-1¼) |
| CIRCLING | 5780-1 436 (500-1) | 5800-1 456 (500-1) | 5860-1½ 516 (600-1½) | 6200-2¾ 856 (900-2¾) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

CASPER, WYOMING AL-72 (FAA) 24361

| WAAS | APP CRS | Rwy Idg | 8679 |
|---|---|---|---|
| CH 78112 | 257° | TDZE | 5335 |
| W26A | | Apt Elev | 5344 |

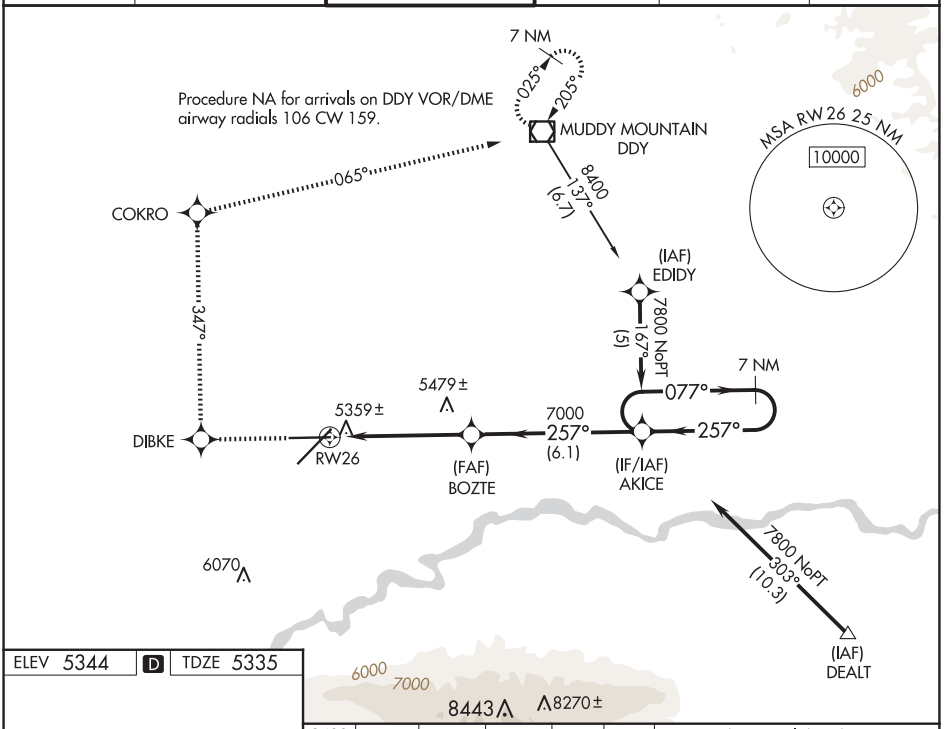
# RNAV (GPS) RWY 26

## CASPER/NATRONA COUNTY INTL (CPR)

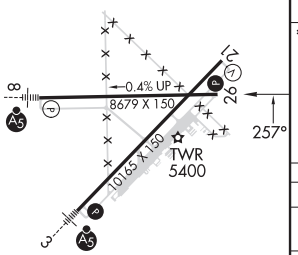
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.

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.

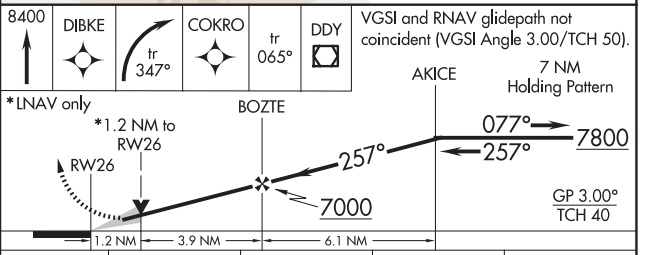
| ATIS | CASPER APP CON ★ | CASPER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.15 | 120.65 354.1 | 118.3 (CTAF) L 257.8 | 121.9 | 121.9 257.8 | 122.95 |




ELEV 5344 D TDZE 5335




REIL Rwy 21 L
HIRL Rwys 3-21 and 8-26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5585-1 250 (300-1) | | | |
| LNAV/VNAV DA | 5629-1 294 (300-1) | | | |
| LNAV MDA | 5740-1 405 (400-1) | | 5740-1¼ 405 (400-1¼) | |
| CIRCLING | 5780-1 436 (500-1) | 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 26


NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME DDY | APP CRS | Rwy Idg | 10165 |
|---|---|---|---|
| 116.2 | 203° | TDZE | 5330 |
| Chan 109 | | Apt Elev | 5344 |

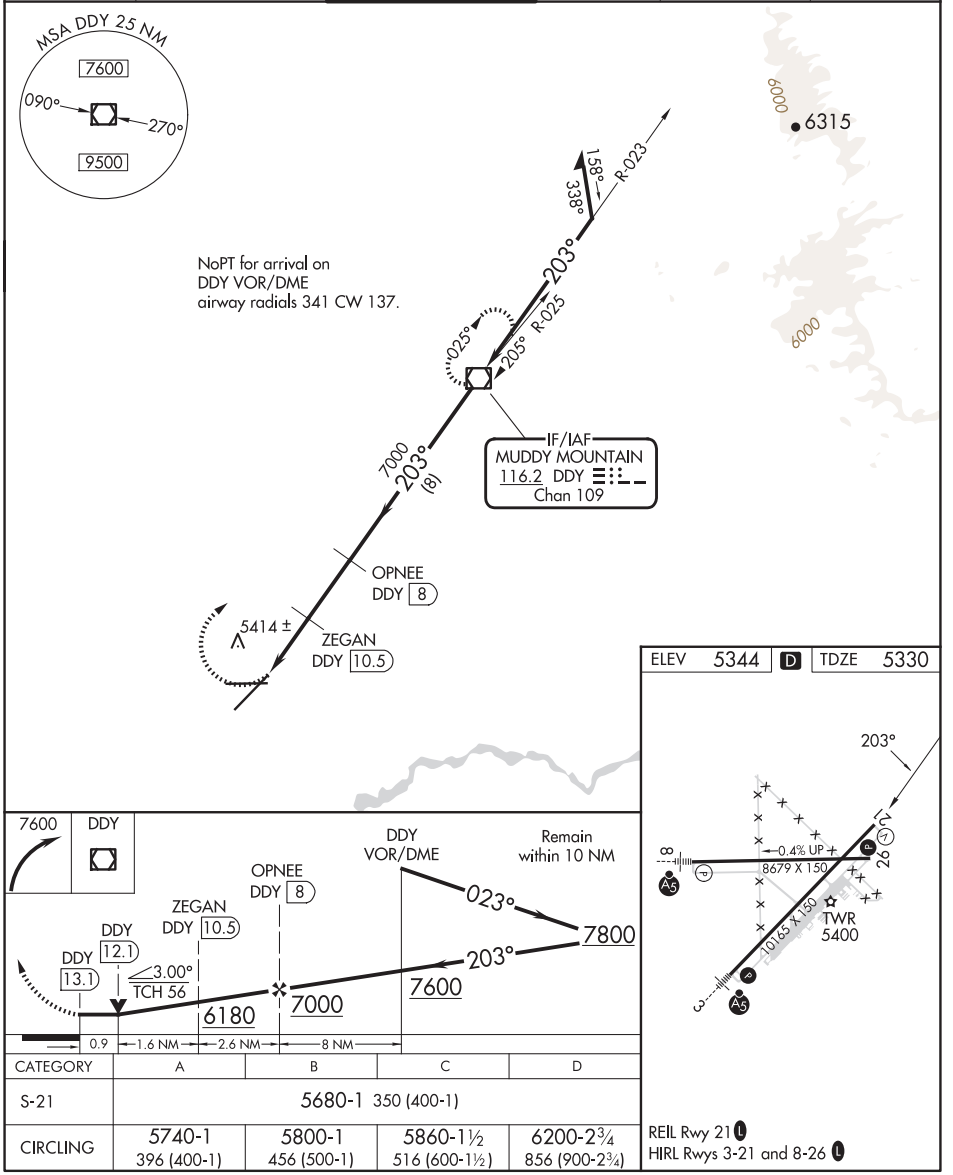
# VOR/DME RWY 21

## CASPER/NATRONA COUNTY INTL (CPR)

T VDP NA with Douglas altimeter setting. When local altimeter setting not received, use Douglas altimeter setting and increase all MDAs 180 feet, increase S-21 visibility Cats C/D ½ SM, Circling Cat C ½ SM and Cat D ¼ SM.

MISSED APPROACH: Climbing right turn to 7600 direct DDY VOR/DME and hold.

| ATIS | CASPER APP CON ★ | CASPER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.15 | 120.65 354.1 | 118.3 (CTAF) L 257.8 | 121.9 | 121.9 257.8 | 122.95 |




| 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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

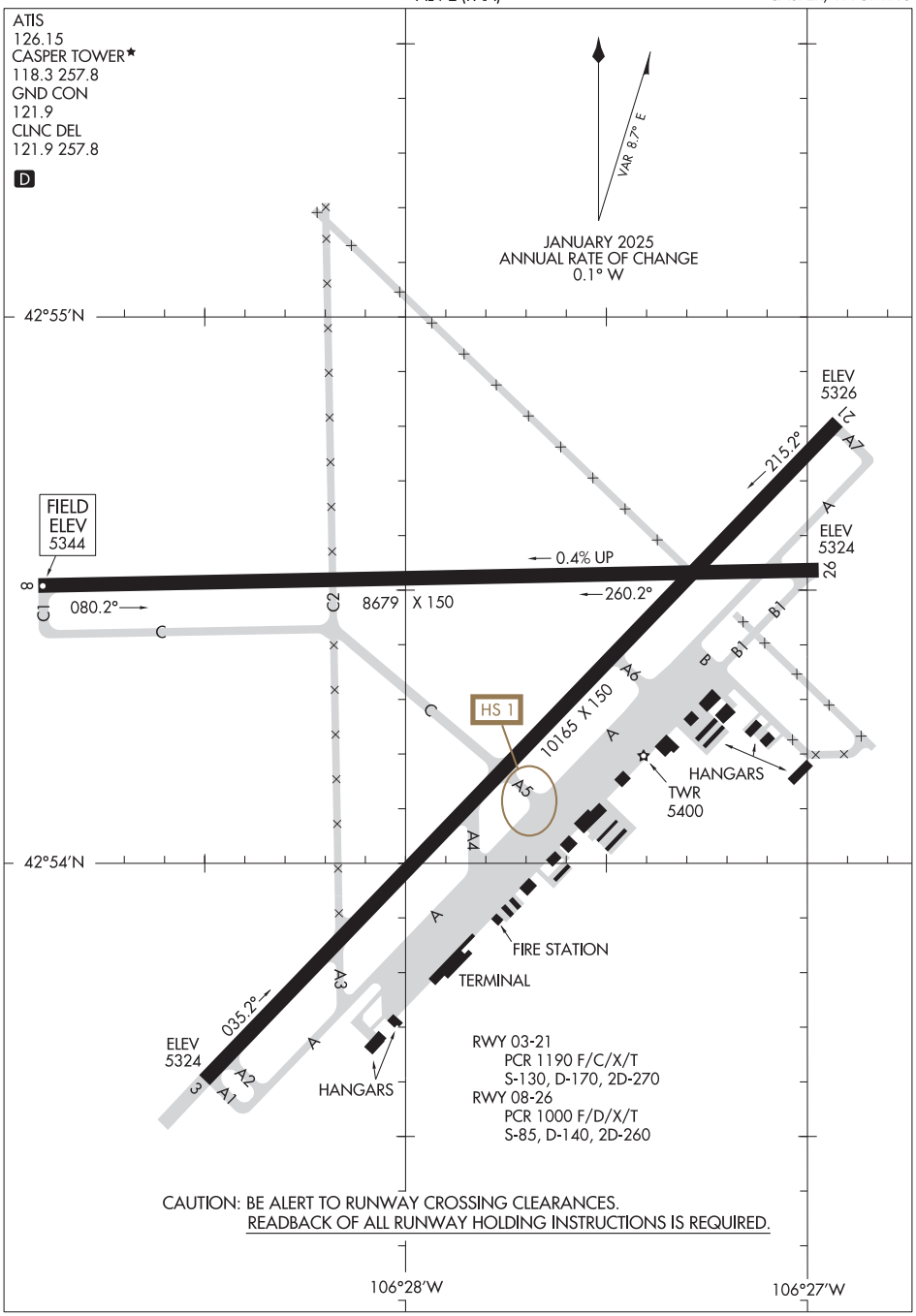
25107

# AIRPORT DIAGRAM

CASPER/NATRONA COUNTY INTL (CPR)

AL-72 (FAA)

CASPER, WYOMING




AIRPORT DIAGRAM

CASPER, WYOMING

CASPER/NATRONA COUNTY INTL (CPR)

25107

NW-1, 12 JUN 2025 to 07 AUG 2025

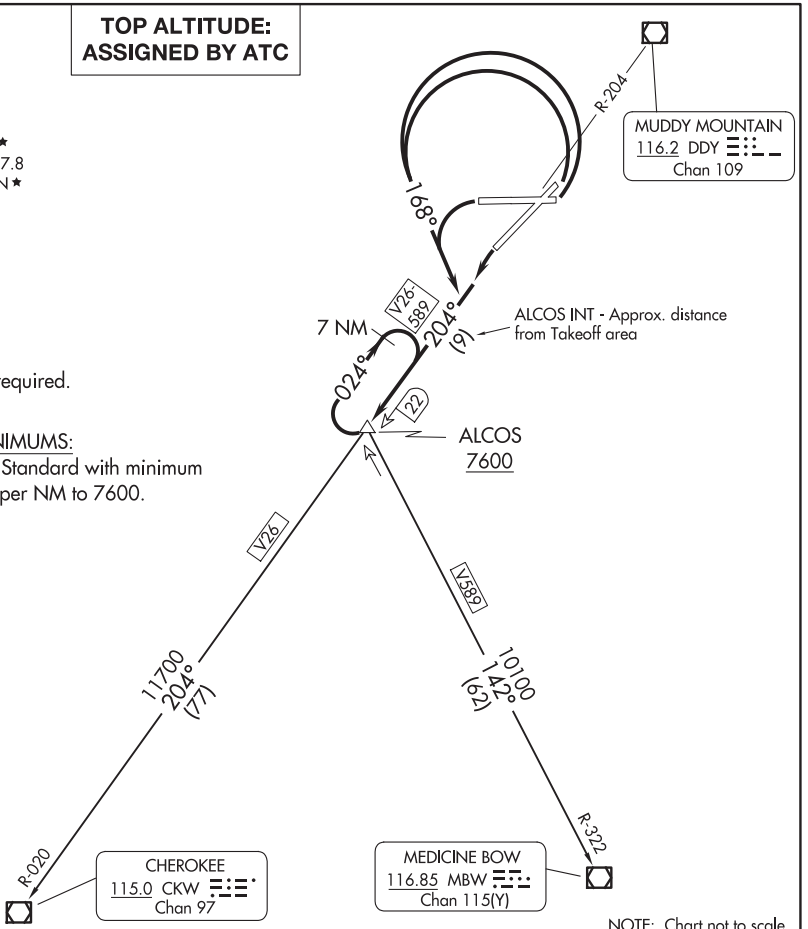
NW-1, 12 JUN 2025 to 07 AUG 2025

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.




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.



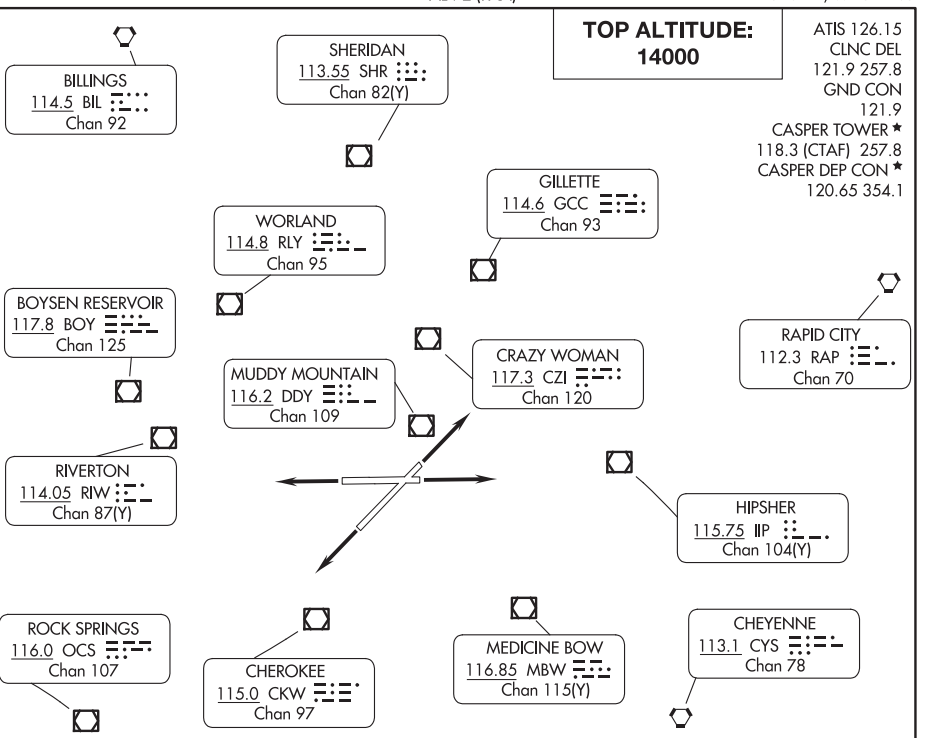
NW-1, 12 JUN 2025 to 07 AUG 2025

(CPR3.CPR) 23334

# 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.

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

## 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.

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 82129 | 162° | TDZE | 176 |
| W16A | | Apt Elev | 177 |

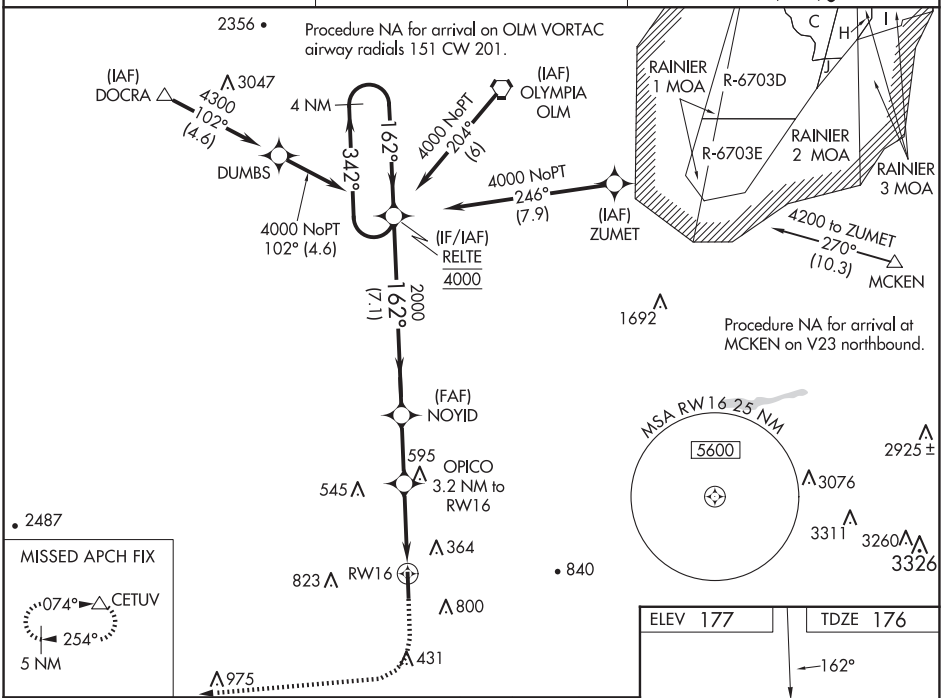
# RNAV (GPS) RWY 16

## CHEHALIS-CENTRALIA (CLS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°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 | SEATTLE APP CON | UNICOM |
|---|---|---|
| 118.025 | 121.1 377.15 | 122.8 (CTAF) L |




| 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) | |
| C CIRCLING | 900-1 723 (800-1) | 1080-1¼ 903 (1000-1¼) | 1200-3 1023 (1100-3) | 1300-3 1123 (1200-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 27

## CHEYENNE RGNL/JERRY OLSON FLD (CYS)

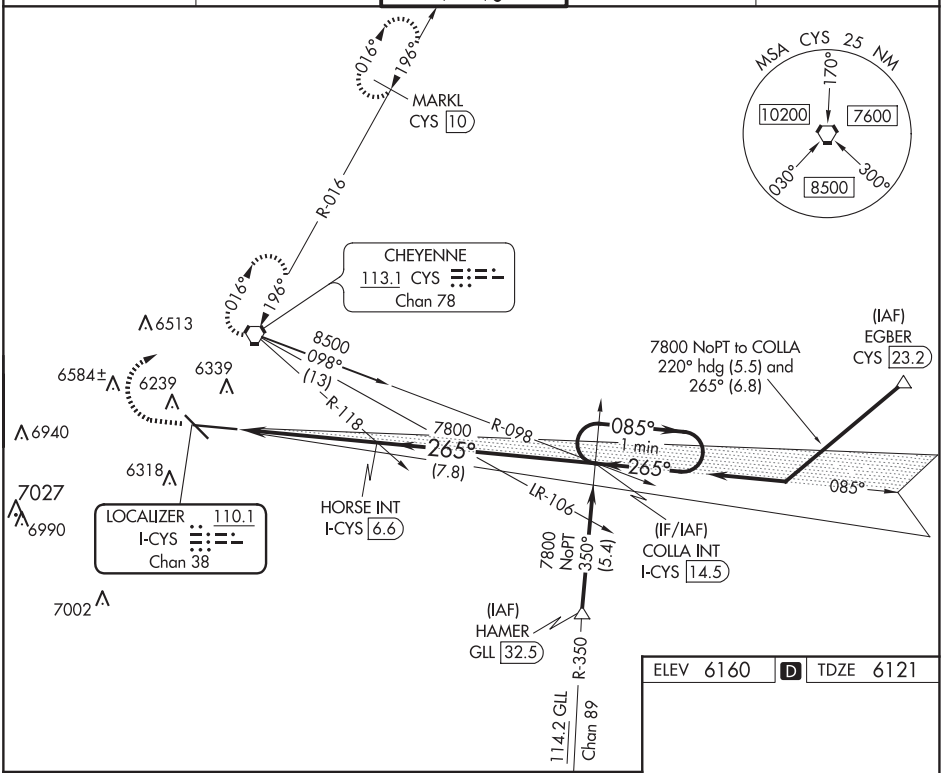
| LOC/DME I-CYS | APP CRS | Rwy ldg | 7985 |
|---|---|---|---|
| 110.1 | 265° | TDZE | 6121 |
| Chan 38 | | Apt Elev | 6160 |

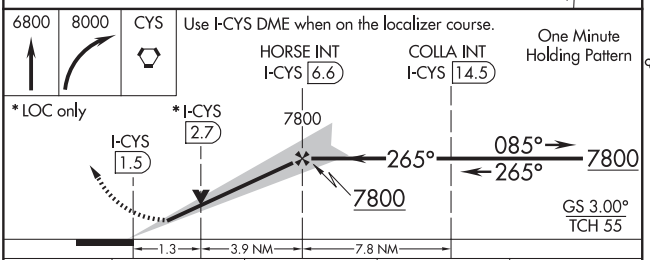
T A ASR/PAR — # RVR 1800 authorized with the use of FD or AP or HUD to DA.

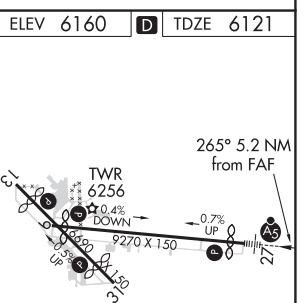
MALSR

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 | CHEYENNE APP CON ★ | CHEYENNE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.425 278.3 | 124.55 263.075 | 118.7 (CTAF) L 257.8 | 121.9 254.275 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 # | 6321/24 200 (200-½) | | | |
| S-LOC 27 | 6560/24 439 (400-½) | | 6560/40 439 (400-¾) | |
| C CIRCLING | 6640-1 480 (500-1) | | 6900-2 740 (800-2) | 6920-2½ 760 (800-2½) |

REIL Rwys 9, 13, and 31 L
HIRL Rwy 9-27 L
MIRL Rwy 13-31 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 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 7985 |
|---|---|---|---|
| CH 73009 | 085° | TDZE | 6144 |
| W09A | | Apt Elev | 6160 |

# RNAV (GPS) RWY 9

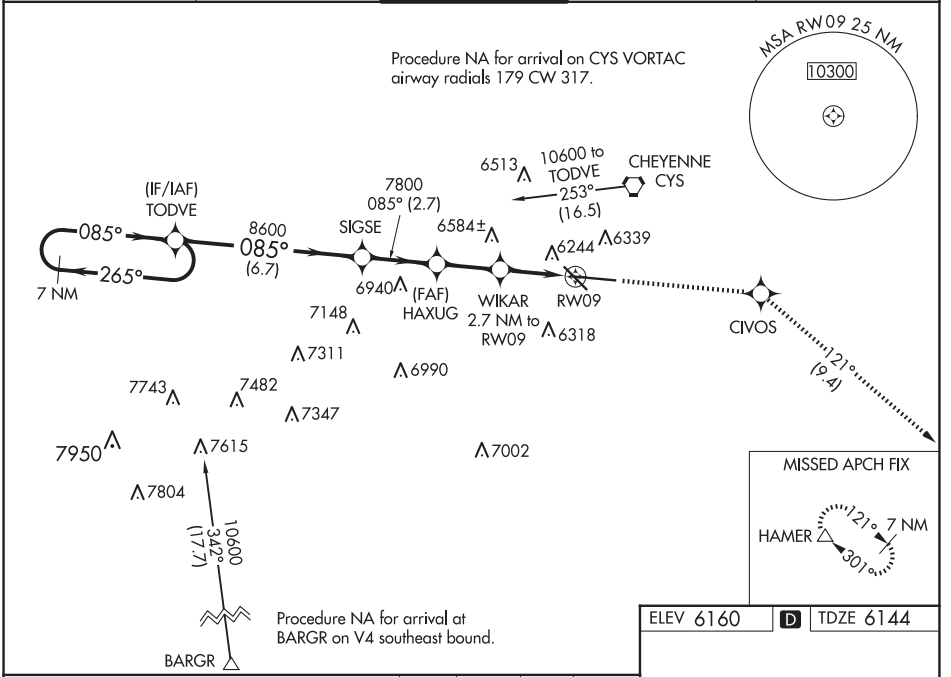
## CHEYENNE RGNL/JERRY OLSON FLD (CYS)

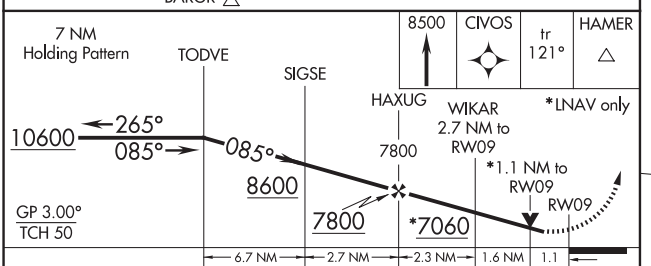
T A ASR/PAR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 36°C (96°F). DME/DME RNP-0.3 NA. Rwy 9 helicopter visibility reduction below ¾ SM NA.

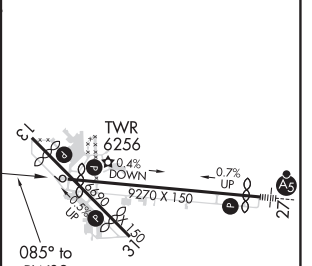
MISSED APPROACH: Climb to 8500 direct CIVOS and on track 121° to HAMER and hold.

| ATIS | CHEYENNE APP CON★ | CHEYENNE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.425 278.3 | 124.55 263.075 | 118.7 (CTAF) L 257.8 | 121.9 254.275 | 122.95 |




| 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) |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

CHEYENNE, WYOMING | AL-80 (FAA) | 21336

| WAAS CH 56609 W13A | APP CRS 125° | Rwy Idg 4830<br>TDZE 6155<br>Apt Elev 6160 |
|---|---|---|

# RNAV (GPS) RWY 13

## CHEYENNE RGNL/JERRY OLSON FLD (CYS)

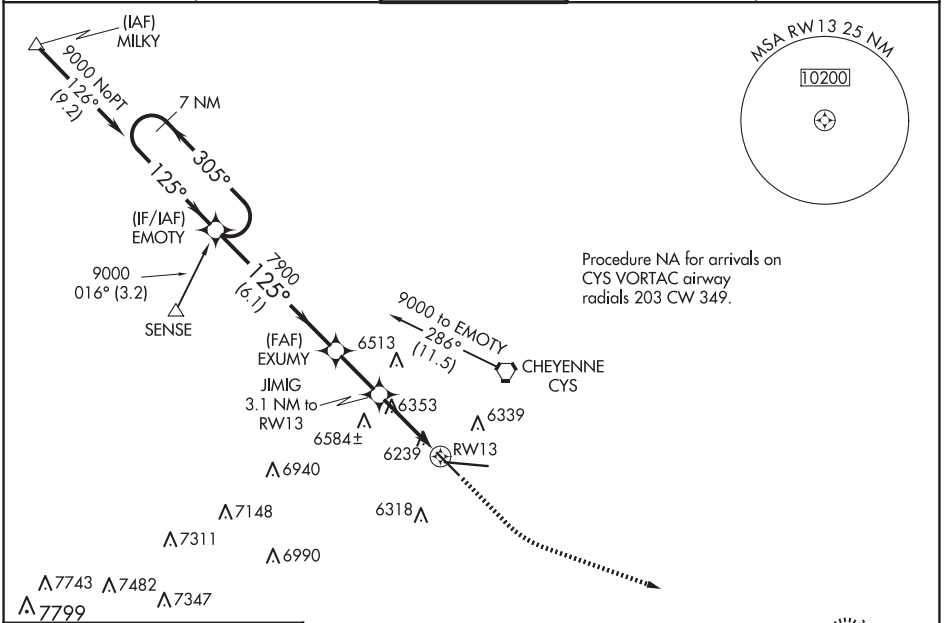
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 45°C. Rwy 13 helicopter visibility reduction below ¾ SM NA.

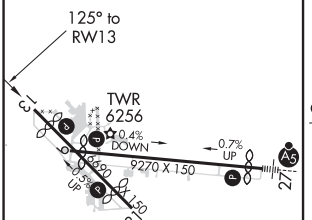
ASR/PAR

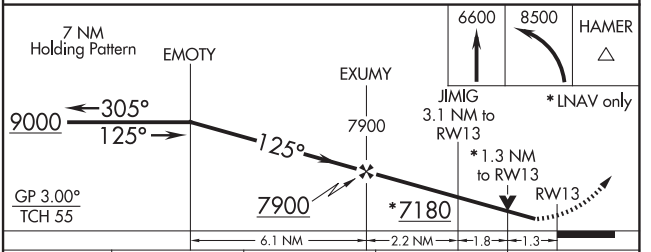
MISSED APPROACH: Climb to 6600, then climbing left turn to 8500 direct HAMER and hold.

| ATIS | CHEYENNE APP CON★ | CHEYENNE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.425 278.3 | 124.55 263.075 | 118.7 (CTAF) L 257.8 | 121.9 254.275 | 122.95 |




ELEV 6160 | D | TDZE 6155




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6405-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 6419-⅞ 264 (300-⅞) | | | |
| LNAV MDA | 6620-1 465 (500-1) | | 6620-1⅜ 465 (500-1⅜) | |
| C CIRCLING | 6640-1 480 (500-1) | | 6900-2 740 (800-2) | 6920-2½ 760 (800-2½) |

REIL Rwys 9, 13 and 31 L
HIRL Rwy 9-27 L
MIRL Rwy 13-31 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 27

## CHEYENNE RGNL/JERRY OLSON FLD (CYS)

| WAAS | APP CRS | Rwy Idg | 7985 |
|---|---|---|---|
| CH 70307 | 265° | TDZE | 6121 |
| W27A | | Apt Elev | 6160 |

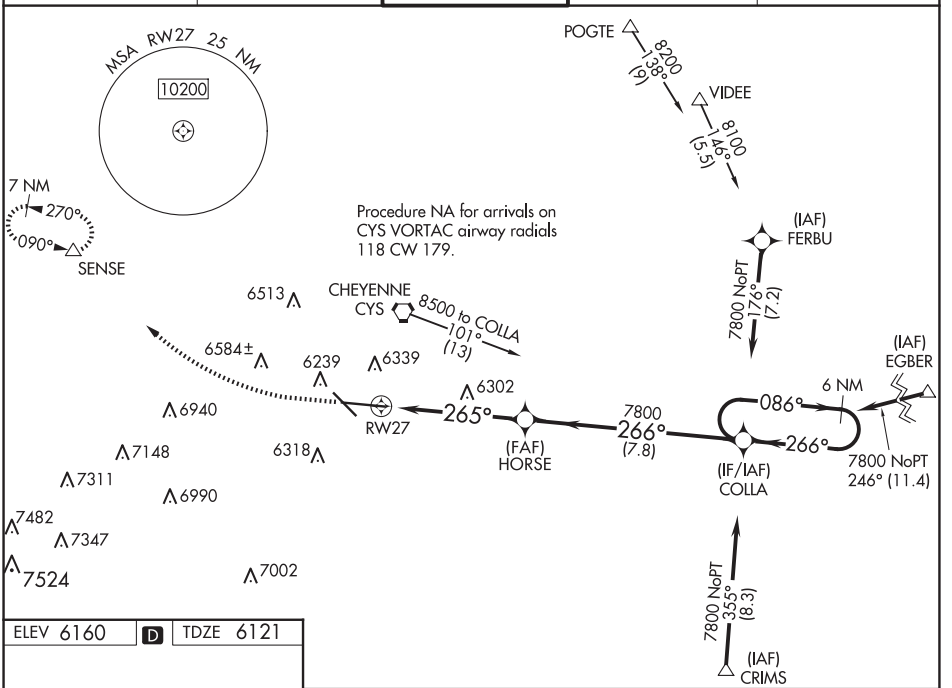
RNP APCH.

T A ASR/PAR — 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.

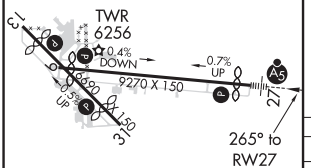
MALSR A5

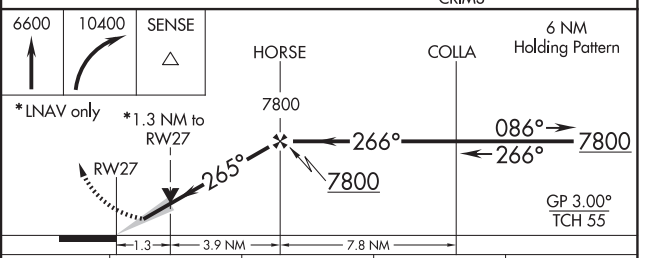
MISSED APPROACH: Climb to 6600, then climbing right turn to 10400 direct SENSE and hold, continue climb-in-hold to 10400.

| ATIS | CHEYENNE APP CON★ | CHEYENNE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.425 278.3 | 124.55 263.075 | 118.7 (CTAF) L 257.8 | 121.9 254.275 | 122.95 |




ELEV 6160 D TDZE 6121




| 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) | |
| C CIRCLING | 6640-1 480 (500-1) | | 6900-2 740 (800-2) | 6920-2½ 760 (800-2½) |

REIL Rwys 9, 13 and 31 L
HIRL Rwy 9-27 L
MIRL Rwy 13-31 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

CHEYENNE, WYOMING AL-80 (FAA) 21336

| WAAS | APP CRS | Rwy Idg | 4880 |
|---|---|---|---|
| CH 99609 | 305° | TDZE | 6147 |
| W31A | | Apt Elev | 6160 |

# RNAV (GPS) RWY 31

## CHEYENNE RGNL/JERRY OLSON FLD (CYS)

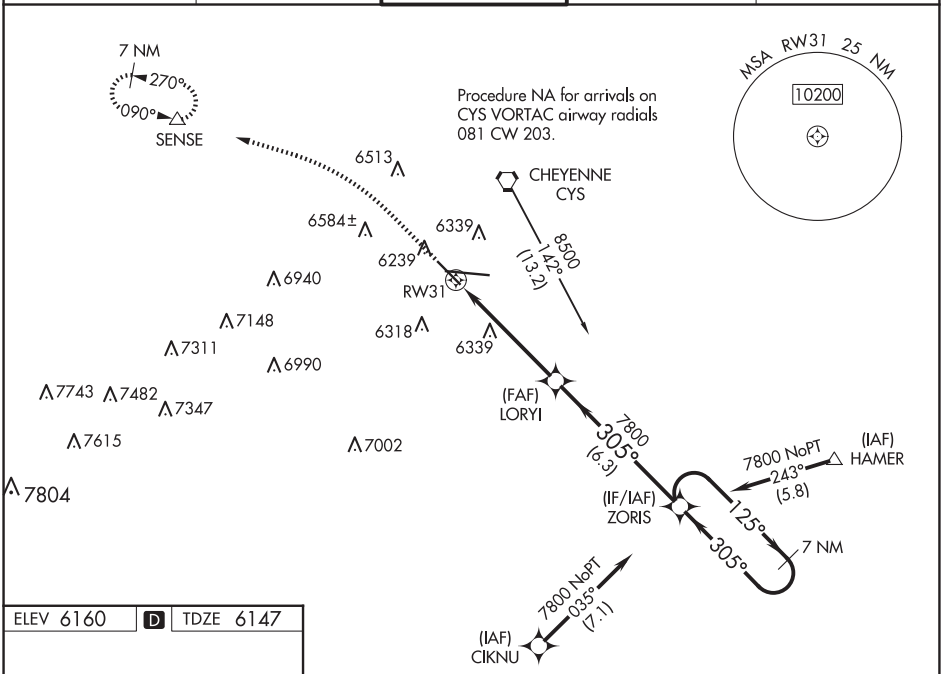
RNP APCH.

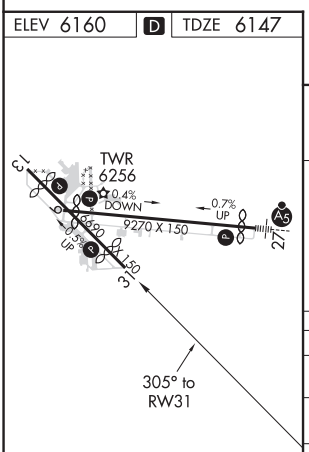
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 45°C.

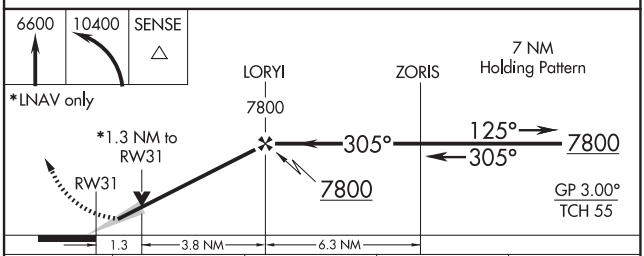
ASR/PAR

MISSED APPROACH: Climb to 6600, then climbing left turn to 10400 direct SENSE and hold, continue climb-in-hold to 10400.

| ATIS | CHEYENNE APP CON★ | CHEYENNE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.425 278.3 | 124.55 263.075 | 118.7 (CTAF) L 257.8 | 121.9 254.275 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6397-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 6458-⅞ 311 (300-⅞) | | | |
| LNAV MDA | 6600-1 453 (500-1) | | 6600-1⅜ 453 (500-1⅜) | |
| C CIRCLING | 6640-1 480 (500-1) | | 6900-2 740 (800-2) | 6920-2½ 760 (800-2½) |

REIL Rwys 9, 13 and 31 L
HIRL Rwy 9-27 L
MIRL Rwy 13-31 L




NW-1, 12 JUN 2025 to 07 AUG 2025

| VORTAC CYS 113.1 Chan 78 | APP CRS 196° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 6160 |
|---|---|---|

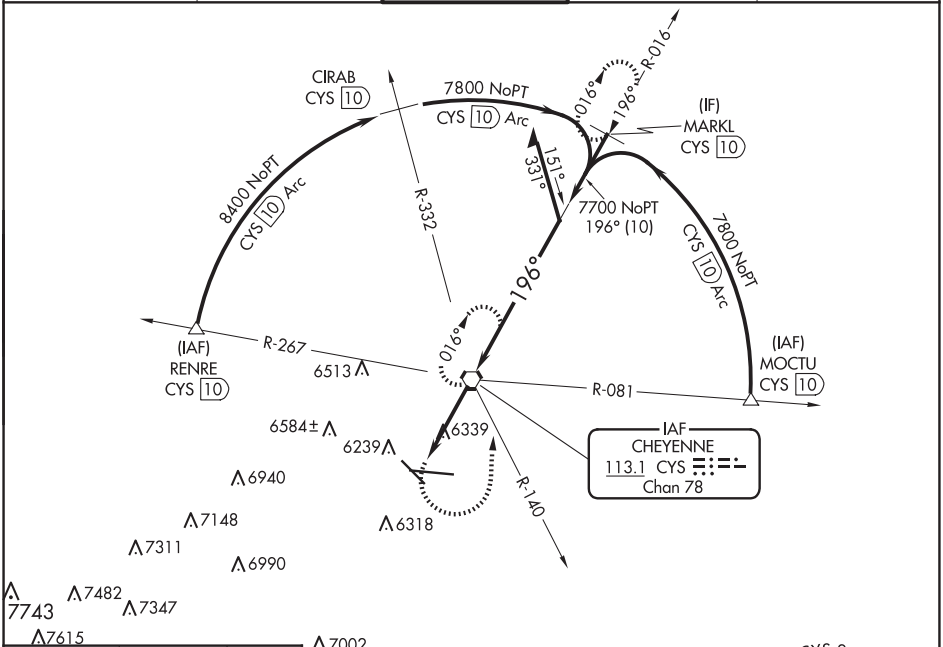
# VOR or TACAN-A

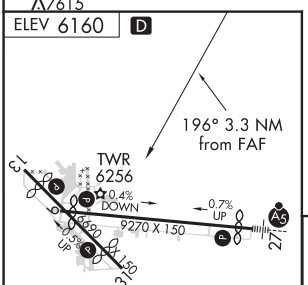
## CHEYENNE RGNL/JERRY OLSON FLD (CYS)

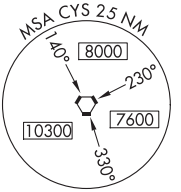
ASR/PAR

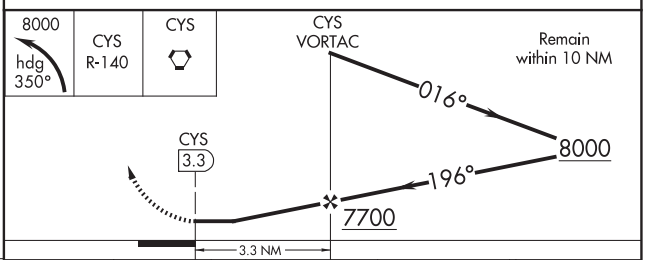
MISSED APPROACH: Climbing left turn to 8000 on heading 350° and on CYS VORTAC R-140 to CYS VORTAC and hold, continue climb-in-hold to 8000 (TACAN aircraft continue on CYS VORTAC R-016 to MARKL/10 DME and hold north, right turn, 196° inbound.)

| ATIS | CHEYENNE APP CON★ | CHEYENNE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.425 278.3 | 124.55 263.075 | 118.7 (CTAF) L 257.8 | 121.9 254.275 | 122.95 |




REIL Rwys 9, 13 and 31 L
HIRL Rwy 9-27 L
MIRL Rwy 13-31 L

| FAF to MAP 3.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 6640-1 | 480 (500-1) | 6900-2<br>740 (800-2) | 6940-2½<br>780 (800-2½) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

CHEYENNE RGNL/JERRY OLSON FLD (CYS)

AL-80 (FAA)

CHEYENNE, WYOMING




CHEYENNE, WYOMING

CHEYENNE RGNL/JERRY OLSON FLD (CYS)

# AIRPORT DIAGRAM

25107

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 15

CHOTEAU (CII)

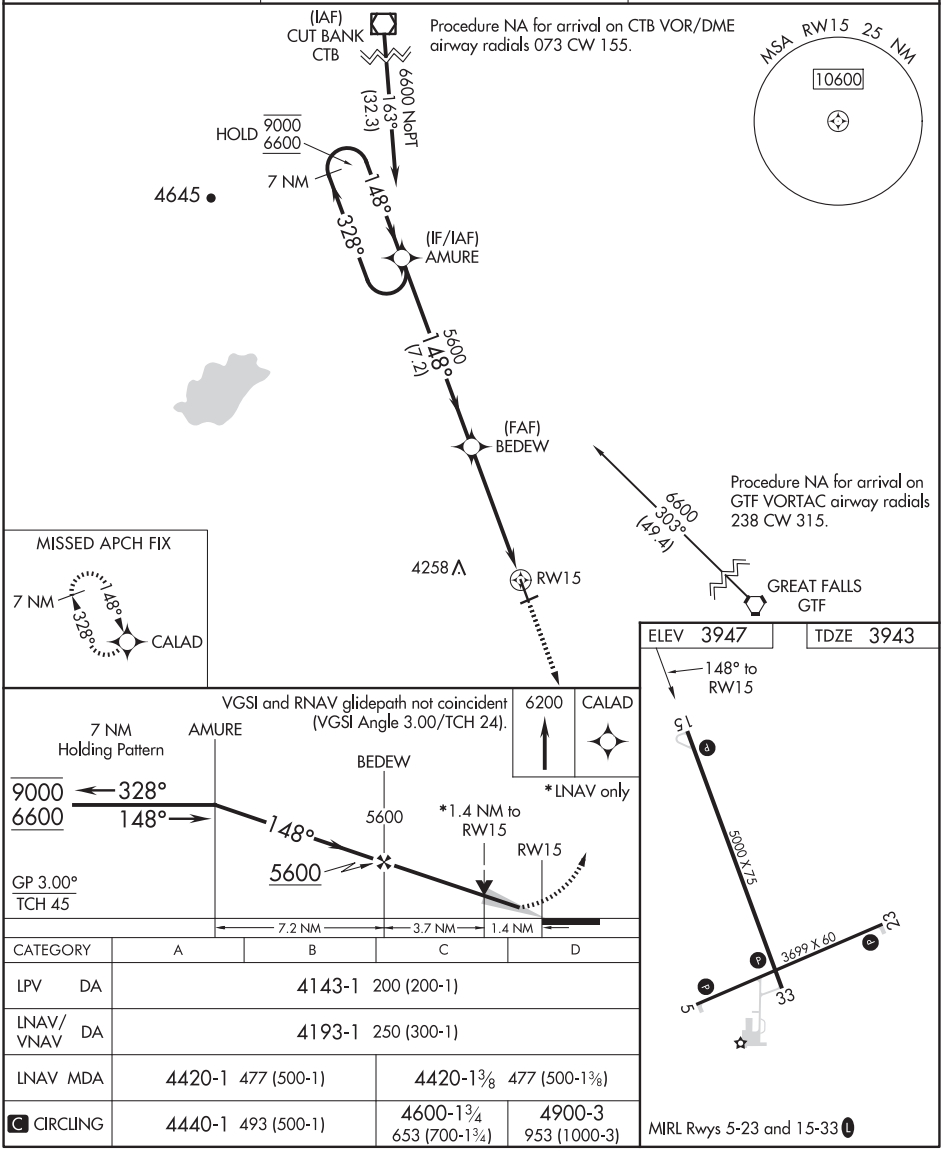
| WAAS | APP CRS | | |
|---|---|---|---|
| CH **70443** | **148°** | Rwy Idg | **5000** |
| **W15A** | | TDZE | **3943** |
| | | Apt Elev | **3947** |

RNP APCH.

T A NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22° C or above 54° C.

MISSED APPROACH: Climb to 6200 direct CALAD and hold.

| AWOS-2 | SALT LAKE CITY CENTER | UNICOM |
|---|---|---|
| **119.275** | **133.4 285.4** | **122.8** (CTAF) L |




| 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) | | 4420-1⅜ 477 (500-1⅜) | |
| C CIRCLING | 4440-1 493 (500-1) | | 4600-1¾ 653 (700-1¾) | 4900-3 953 (1000-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

CHOTEAU, MONTANA | AL-6814 (FAA) | 21168

# RNAV (GPS) RWY 33

CHOTEAU (CII)

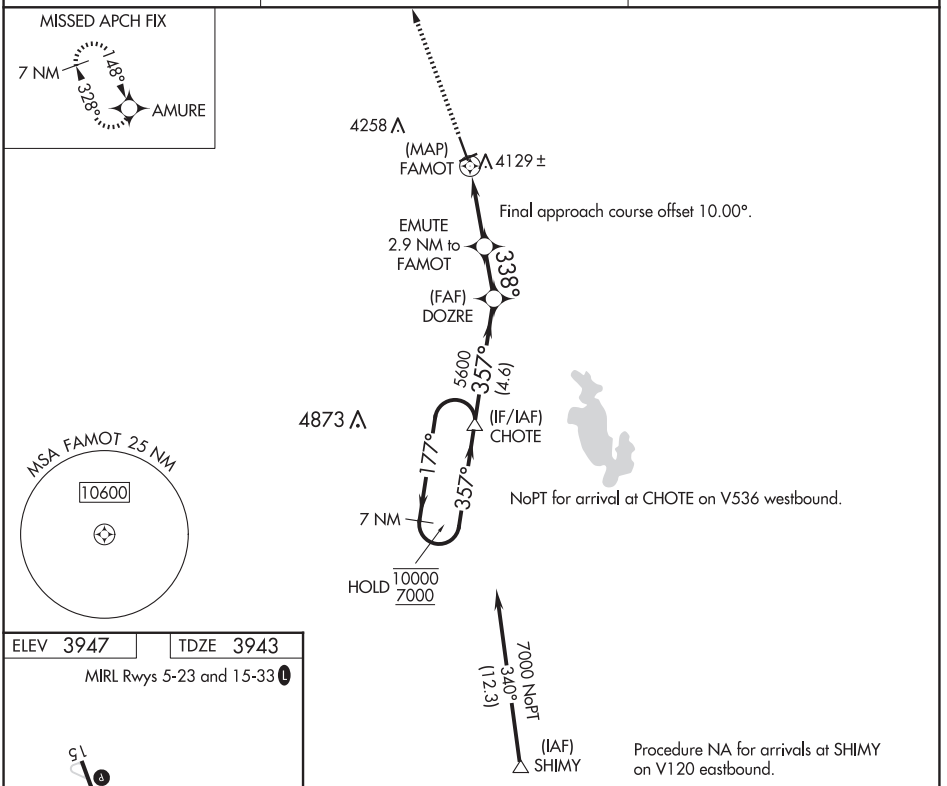
| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 338° | TDZE | 3943 |
| | Apt Elev | 3947 |

RNP APCH.

T A NA Rwy 33 helicopter visibility reduction below ¾ SM NA.

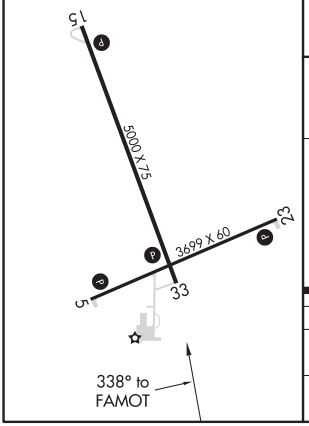
MISSED APPROACH: Climb to 6600 direct AMURE and hold.

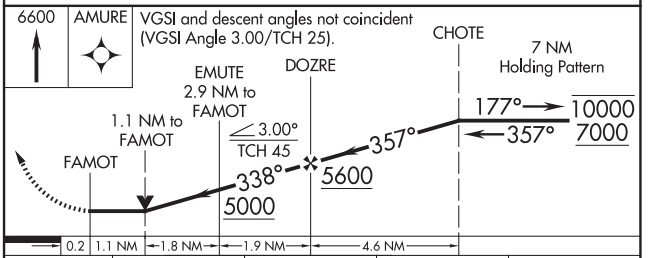
| AWOS-2 | SALT LAKE CITY CENTER | UNICOM |
|---|---|---|
| 119.275 | 133.4 285.4 | 122.8 (CTAF) L |




ELEV 3947 | TDZE 3943

MIRL Rwys 5-23 and 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4380-1 437 (500-1) | | 4380-1¼ 437 (500-1¼) | |
| C CIRCLING | 4440-1 493 (500-1) | | 4600-1¾ 653 (700-1¾) | 4900-3 953 (1000-3) |

CHOTEAU, MONTANA | CHOTEAU (CII)

Orig 05DEC19 | 47°50′N-112°10′W

RNAV (GPS) RWY 33



NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 150° | TDZE | N/A |
| | Apt Elev | 4320 |

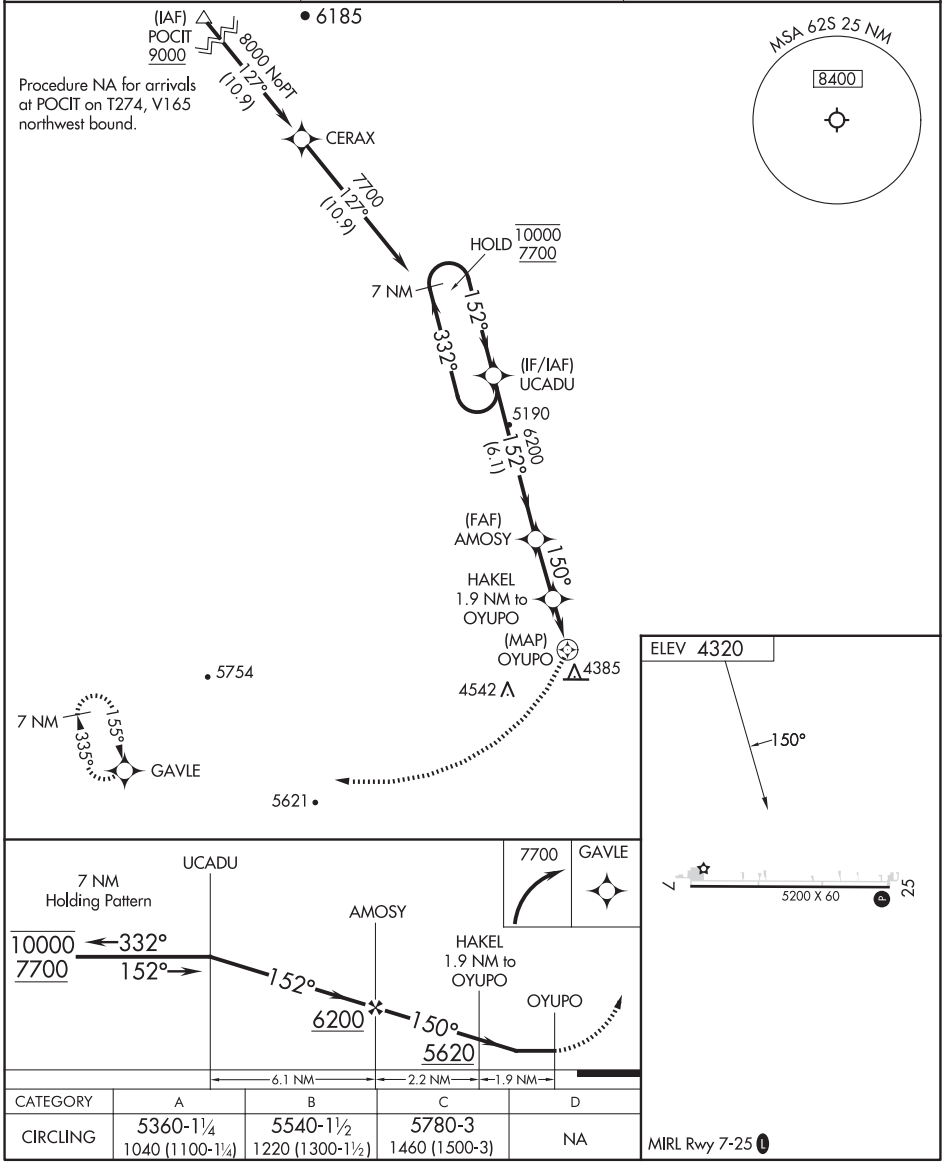
# RNAV (GPS)-A
## CHRISTMAS VALLEY (62S)

RNP APCH-GPS.

T NA Rwy 25 helicopter visibility reduction below 1 SM NA. Circling Rwy 25 NA at night. Use Bend Muni altimeter setting.

MISSED APPROACH: Climbing right turn 7700 direct GAVLE and hold.

| BDN AWOS-3 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 134.425 | 127.6 346.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5360-1¼<br>1040 (1100-1¼) | 5540-1½<br>1220 (1300-1½) | 5780-3<br>1460 (1500-3) | NA |

MIRL Rwy 7-25 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

CIRCLE, MONTANA AL-10493 (FAA) 22027

| WAAS | APP CRS | Rwy Idg | 4100 |
|---|---|---|---|
| CH 86930 | 131° | TDZE | 2429 |
| W12A | | Apt Elev | 2441 |

# RNAV (GPS) RWY 12

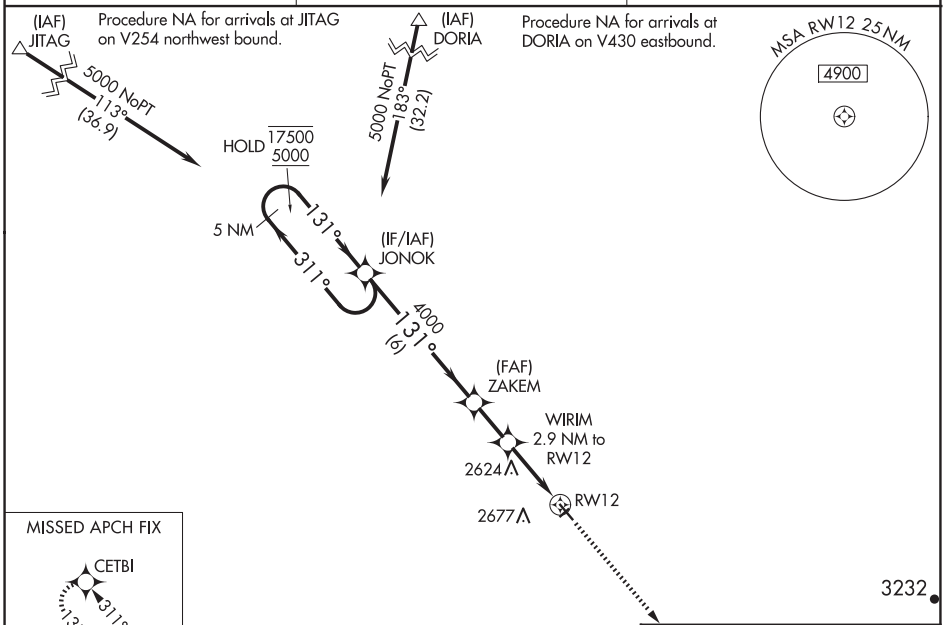
## CIRCLE TOWN COUNTY (4U6)

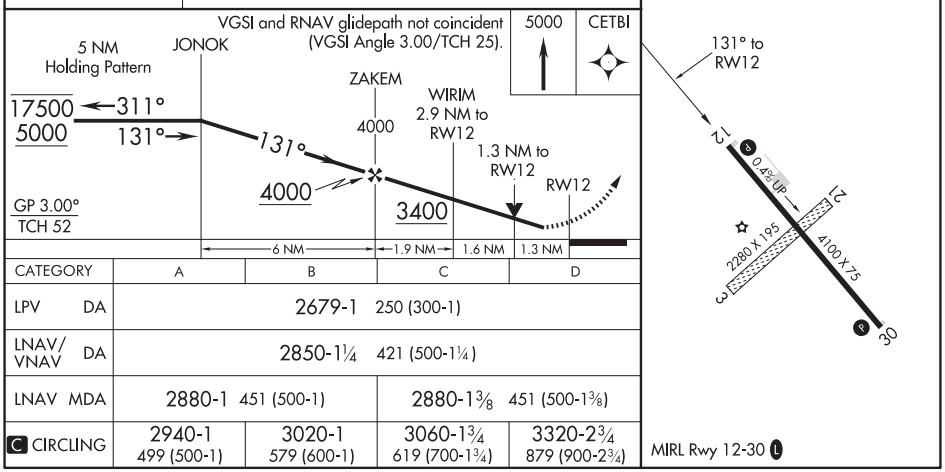
RNP APCH-GPS.

T A NA Rwy 12 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Circling NA to Rwys 3 and 21.

MISSED APPROACH: Climb to 5000 direct CETBI and hold.

| AWOS-2 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.85 305.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2679-1 250 (300-1) | | | |
| LNAV/VNAV DA | 2850-1¼ 421 (500-1¼) | | | |
| LNAV MDA | 2880-1 451 (500-1) | | 2880-1⅜ 451 (500-1⅜) | |
| C CIRCLING | 2940-1 499 (500-1) | 3020-1 579 (600-1) | 3060-1¾ 619 (700-1¾) | 3320-2¾ 879 (900-2¾) |

MIRL Rwy 12-30 L

CIRCLE, MONTANA
Amdt 1 27JAN22

47°25'N-105°34'W

CIRCLE TOWN COUNTY (4U6)
RNAV (GPS) RWY 12


NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 4100 |
|---|---|---|---|
| CH 49030 | 311° | TDZE | 2441 |
| W30A | | Apt Elev | 2441 |

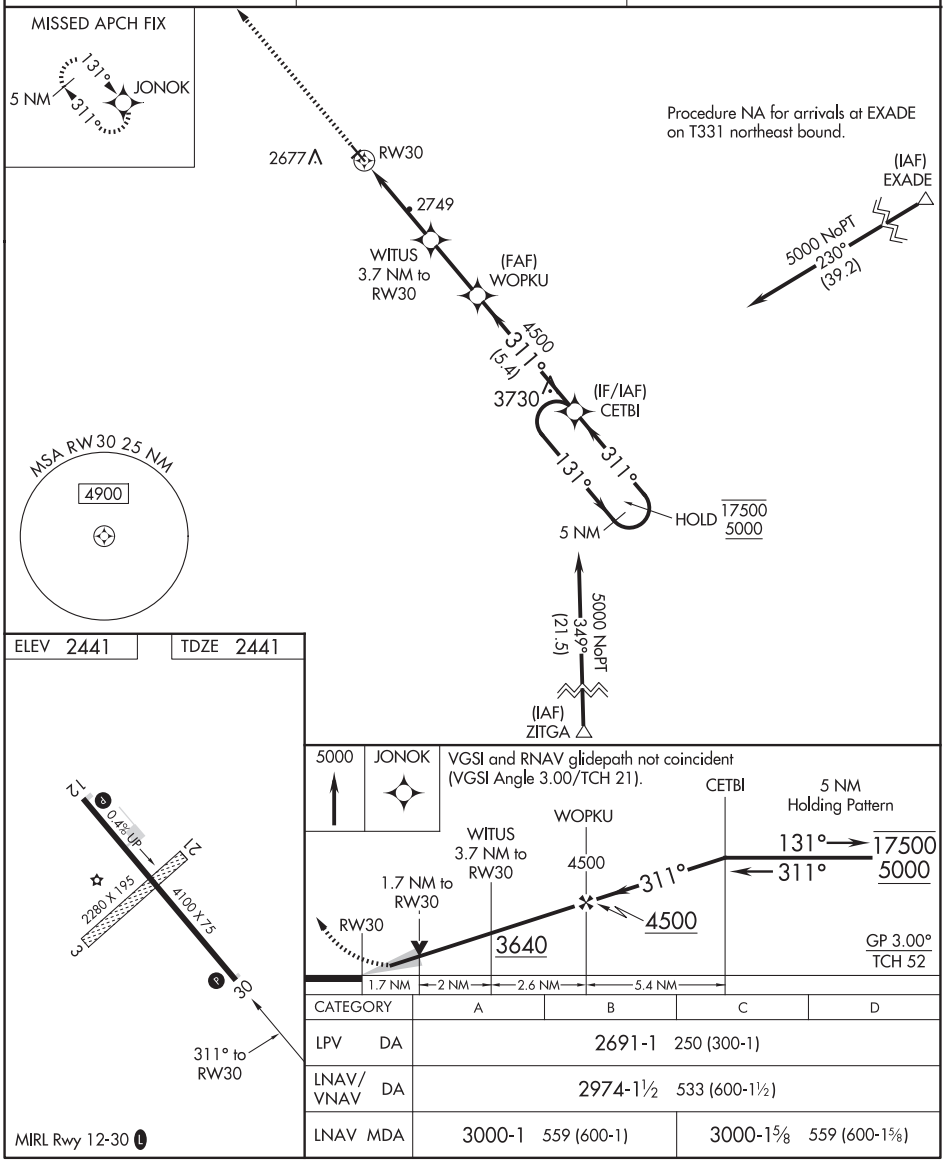
# RNAV (GPS) RWY 30
## CIRCLE TOWN COUNTY (4U6)

RNP APCH-GPS.

NA

MISSED APPROACH: Climb to 5000 direct JONOK and hold, continue climb-in-hold to 5000.

| AWOS-2 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.85 305.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2691-1 250 (300-1) | | | |
| LNAV/VNAV DA | 2974-1½ 533 (600-1½) | | | |
| LNAV MDA | 3000-1 559 (600-1) | | 3000-1⅝ 559 (600-1⅝) | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

CODY, WYOMING | AL-5243 (FAA) | 25163

# RNAV (GPS) RWY 4

YELLOWSTONE RGNL (COD)

| WAAS | APP CRS | Rwy Ldg | 7178 |
|---|---|---|---|
| CH 45943 | 038° | TDZE | 5097 |
| W04A | | Apt Elev | 5102 |

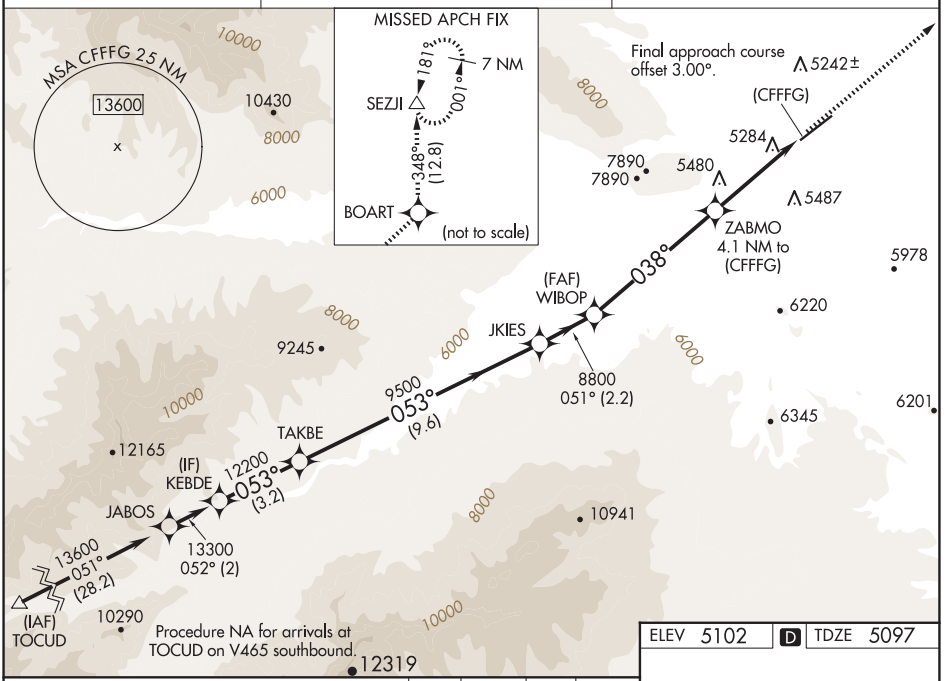
RNP APCH.

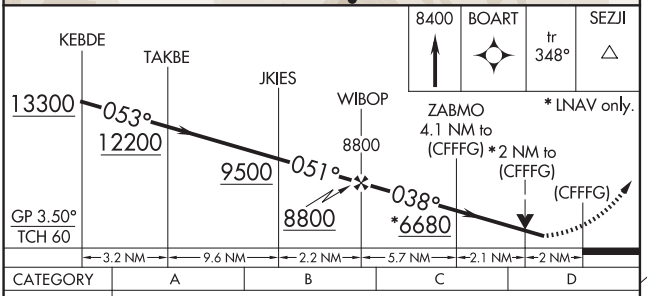
T A -10°C Rwy 4 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.

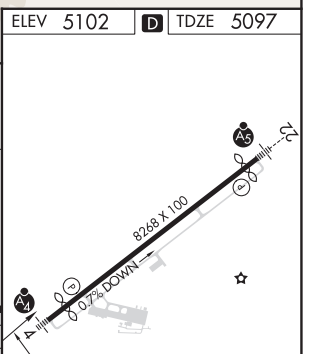
MALSF

MISSED APPROACH: Climb to 8400 direct BOART and on track 348° to SEZJI and hold.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.075 | 127.75 351.9 | 122.8 (CTAF) L |




| 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) | |
| C CIRCLING | 5920-1¼ 818 (900-1¼) | | 5940-2½ 838 (900-2½) | 7000-3 1898 (1900-3) |

HIRL Rwy 4-22 L
REIL Rwys 4 and 22

CODY, WYOMING
Amdt 1 31DEC20

44°31′N-109°01′W

YELLOWSTONE RGNL (COD)

RNAV (GPS) RWY 4


NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 22

YELLOWSTONE RGNL (COD)

| WAAS | APP CRS | Rwy Ldg | 7178 |
|---|---|---|---|
| CH 90543 | 221° | TDZE | 5076 |
| W22A | | Apt Elev | 5102 |

RNP APCH - GPS.

For inop ALS, increase LPV all Cats visibility to 1 SM.

-10°C

MALSR

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 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.075 | 127.75 351.9 | 122.8 (CTAF) L |

Procedure NA for arrivals at SEZJI on V85 northbound.

(IAF) SEZJI

8400 NoPT 131° (10.6)

MSA RW 22 25 NM

13600

7 NM

041°

221°

HOLD 14000 8400

(IF/IAF) DUSCA 180K

7500 221° (6.1)

(FAF) ELYPS

JACKB 6.3 NM to RW22

8400 NoPT 312° (7)

(IAF) HOZZR 210K

JUSIL 2.6 NM to RW22

COYAV 4.6 NM to RW22

6662

5242±

5140

RW22

8123

6000

8000

MISSED APCH FIX

NICQE

146°

326°

7 NM

5284

5333

5487

5978

Procedure NA for arrivals at CRANY on V187, V319, T317 southbound.

9000 060° (16.1)

9000 318° (21.5)

Procedure NA for arrivals at NICQE on V85 southeast bound.

NICQE

CRANY

ELEV 5102 D TDZE 5076

221°

8268 X 100

0.2% DOWN

| 5740 | 9600 | NICQE |
|---|---|---|

DUSCA 7 NM Holding Pattern

041° 14000

221° 8400

ELYPS 7500

JACKB 6.3 NM to RW22

COYAV 4.6 NM to RW22

JUSIL 2.6 NM to RW22

1.5 NM to RW22

RW22

7500

7120

6580

5940

GP 3.00°

TCH 53

1.5 1.1 2.1 NM 1.6 NM 1.2 NM 6.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5400-½ 324 (300-½) | | | |
| LNAV MDA | 5600-½ 524 (500-½) | | 5600-1 524 (500-1) | |
| C CIRCLING | 5780-1 678 (700-1) | 5900-1 798 (800-1) | 5940-2½ 838 (900-2½) | 7000-3 1898 (1900-3) |

HIRL Rwy 4-22 L

REIL Rwys 4 and 22



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

CODY, WYOMING | AL-5243 (FAA) | 25163

# RNAV (GPS)-B

YELLOWSTONE RGNL (COD)

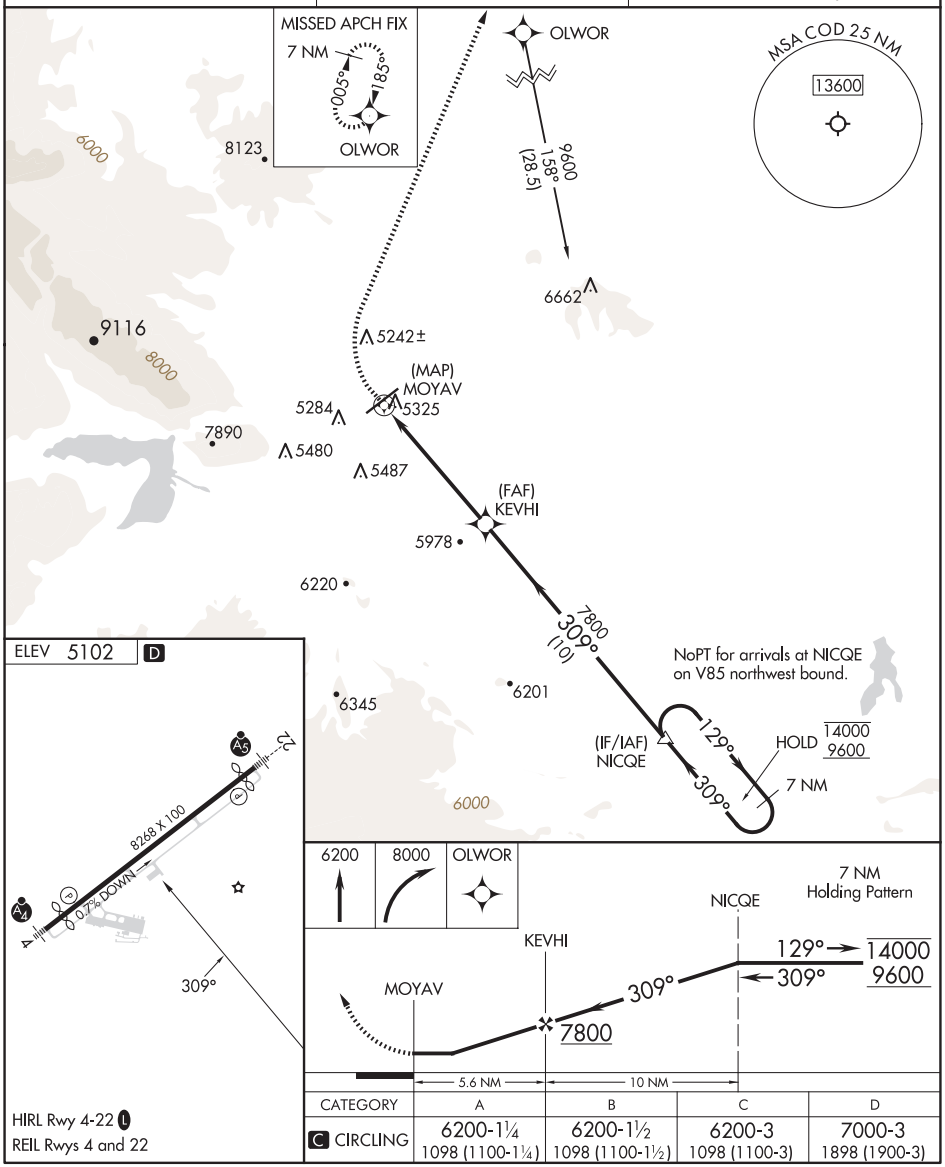
| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 309° | TDZE | N/A |
| | Apt Elev | 5102 |

RNP APCH - GPS.

T A -10°C

MISSED APPROACH: Climb to 6200 then climbing right turn to 8000 direct OLWOR and hold.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.075 | 127.75 351.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 6200-1¼ 1098 (1100-1¼) | 6200-1½ 1098 (1100-1½) | 6200-3 1098 (1100-3) | 7000-3 1898 (1900-3) |

HIRL Rwy 4-22 L
REIL Rwys 4 and 22

CODY, WYOMING
Amdt 1A 26DEC24

44°31′N-109°01′W

YELLOWSTONE RGNL (COD)

RNAV (GPS)-B

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME COD | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 111.8 | 191° | TDZE | N/A |
| Chan 55 | | Apt Elev | 5102 |

# VOR-A

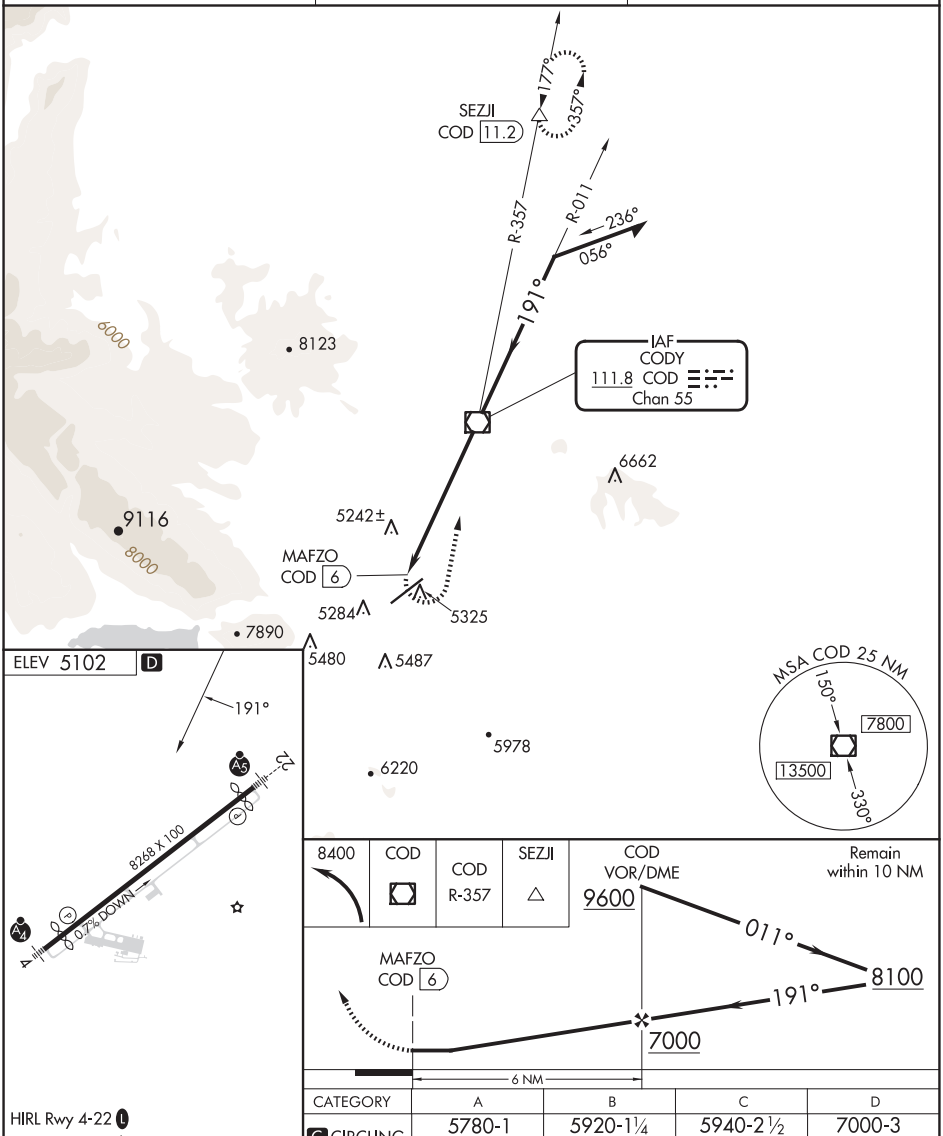
YELLOWSTONE RGNL (COD)

DME required.

-10°C

MISSED APPROACH: Climbing left turn to 8400 direct COD VOR/DME and on COD VOR/DME R-357 to SEZJI/COD 11.2 DME and hold.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.075 | 127.75 351.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 5780-1<br>678 (700-1) | 5920-1¼<br>818 (900-1¼) | 5940-2½<br>838 (900-2½) | 7000-3<br>1898 (1900-3) |

HIRL Rwy 4-22 L

REIL Rwys 4 and 22



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC I-COE | APP CRS | Rwy Idg | 7400 |
|---|---|---|---|
| 110.7 | 051° | TDZE | 2291 |
| | | Apt Elev | 2320 |

# ILS or LOC RWY 6

## COEUR D'ALENE/PAPPY BOYINGTON FLD (COE)

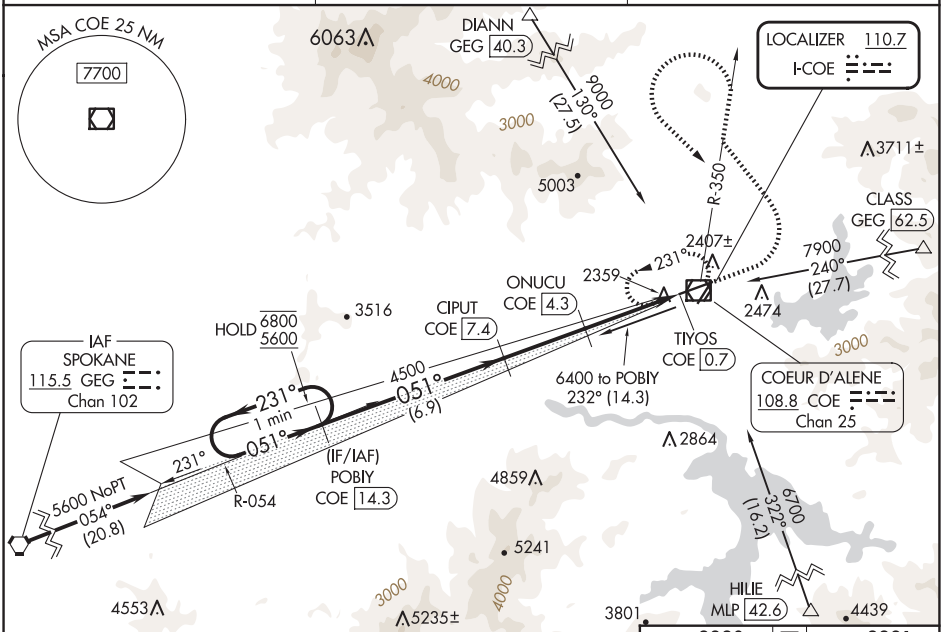
DME required.

Circling Rwy 2 NA at night. Autopilot coupled approach NA below 2840. Simultaneous reception of I-COE localizer and COE DME required. Circling NA for Cat D southeast of Rwy 6-24.

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.

| AWOS-3PT | SPOKANE APP CON | UNICOM |
|---|---|---|
| 135.075 | 132.1 263.0 | 122.8 (CTAF) L |

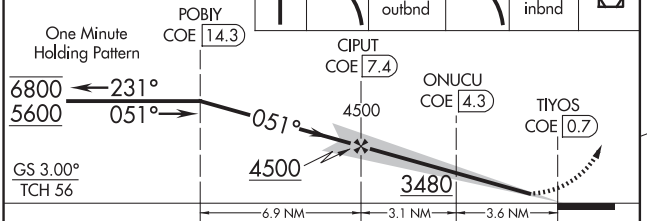


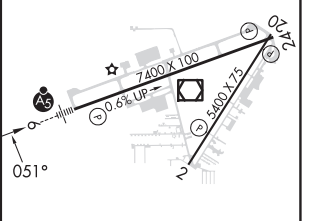

Procedure NA for arrival on GEG VORTAC airway radials 006 CW 073.

| ELEV 2320 | D | TDZE 2291 |
|---|---|---|

Use COE DME when on the localizer course.

| 2900 | 6000 | COE R-350 outbnd | 6500 | COE R-350 inbnd | COE |
|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 2491-½ 200 (200-½) | | | |
| S-LOC 6 | 2860-½ 569 (600-½) | | 2860-1 569 (600-1) | 2860-1¼ 569 (600-1¼) |
| CIRCLING | 2860-1 540 (600-1) | 2880-1 560 (600-1) | 3020-2 700 (700-2) | 3180-2¾ 860 (900-2¾) |

MIRL Rwy 2-20 L
HIRL Rwy 6-24 L
REIL Rwys 2 and 24 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Idg | 5400 |
|---|---|---|
| 354° | TDZE | 2311 |
| | Apt Elev | 2320 |

# RNAV (GPS) RWY 2

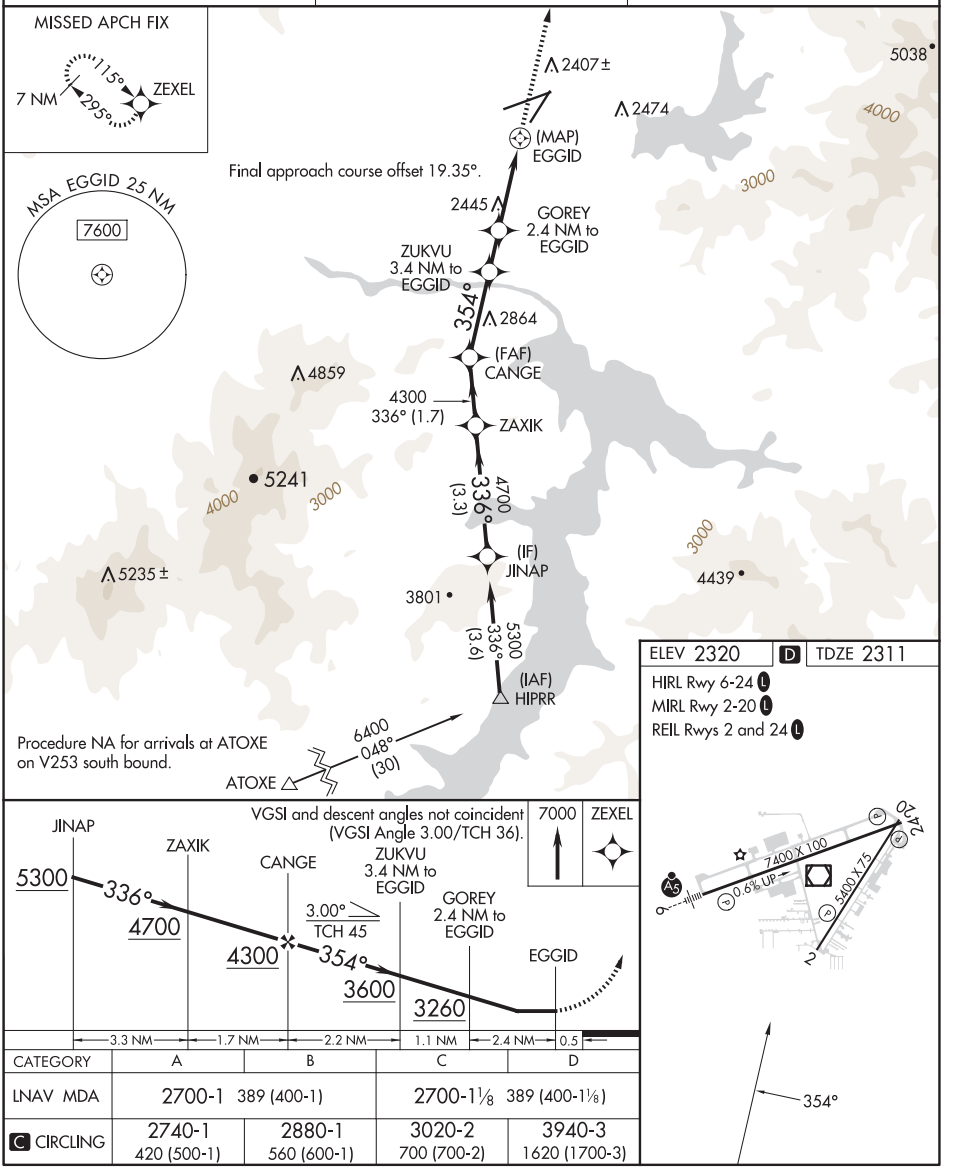
## COEUR D'ALENE/PAPPY BOYINGTON FLD (COE)

RNP APCH-GPS.

V Rwy 2 helicopter visibility reduction below 1 SM NA.
A 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 | SPOKANE APP CON | UNICOM |
|---|---|---|
| 135.075 | 132.1 263.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2700-1 389 (400-1) | | 2700-1⅛ 389 (400-1⅛) | |
| C CIRCLING | 2740-1 420 (500-1) | 2880-1 560 (600-1) | 3020-2 700 (700-2) | 3940-3 1620 (1700-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

COEUR D'ALENE, IDAHO | AL-527 (FAA) | 25107

| WAAS CH 70608 W06A | APP CRS 051° | Rwy Idg 7400 TDZE 2291 Apt Elev 2320 |
|---|---|---|

# RNAV (GPS) RWY 6

COEUR D'ALENE/PAPPY BOYINGTON FLD (COE)

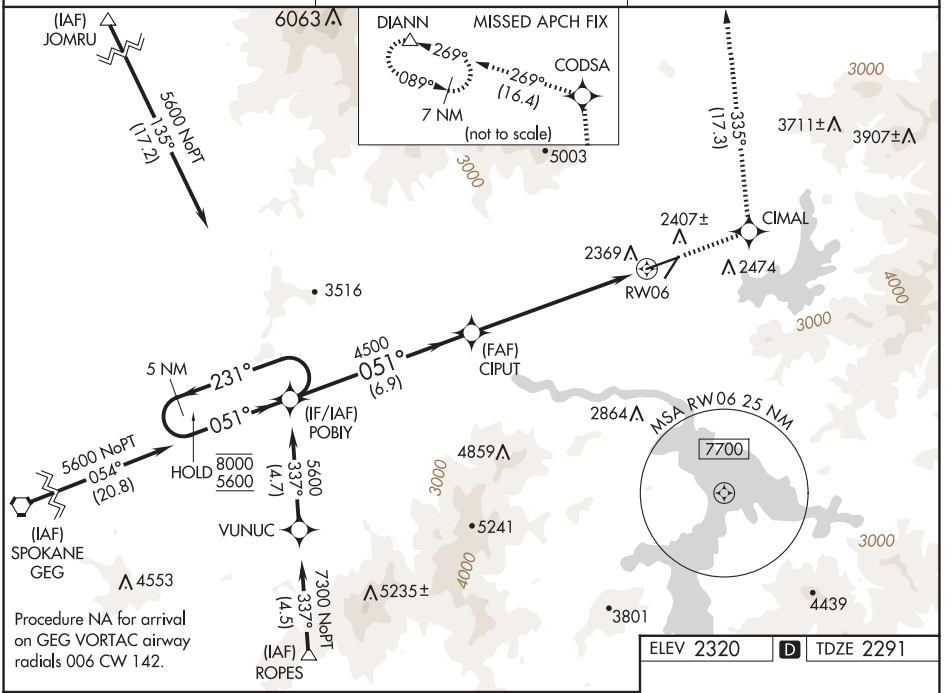
RNP APCH - GPS.

T A 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.

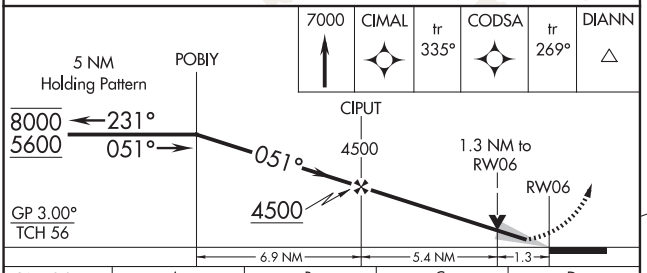
MALSR

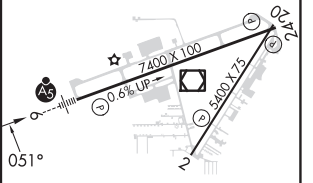
MISSED APPROACH: Climb to 7000 direct CIMAL and on track 335° to CODSA and on track 269° to DIANN and hold.

| AWOS-3PT | SPOKANE APP CON | UNICOM |
|---|---|---|
| 135.075 | 132.1 263.0 | 122.8 (CTAF) L |




ELEV 2320 D TDZE 2291



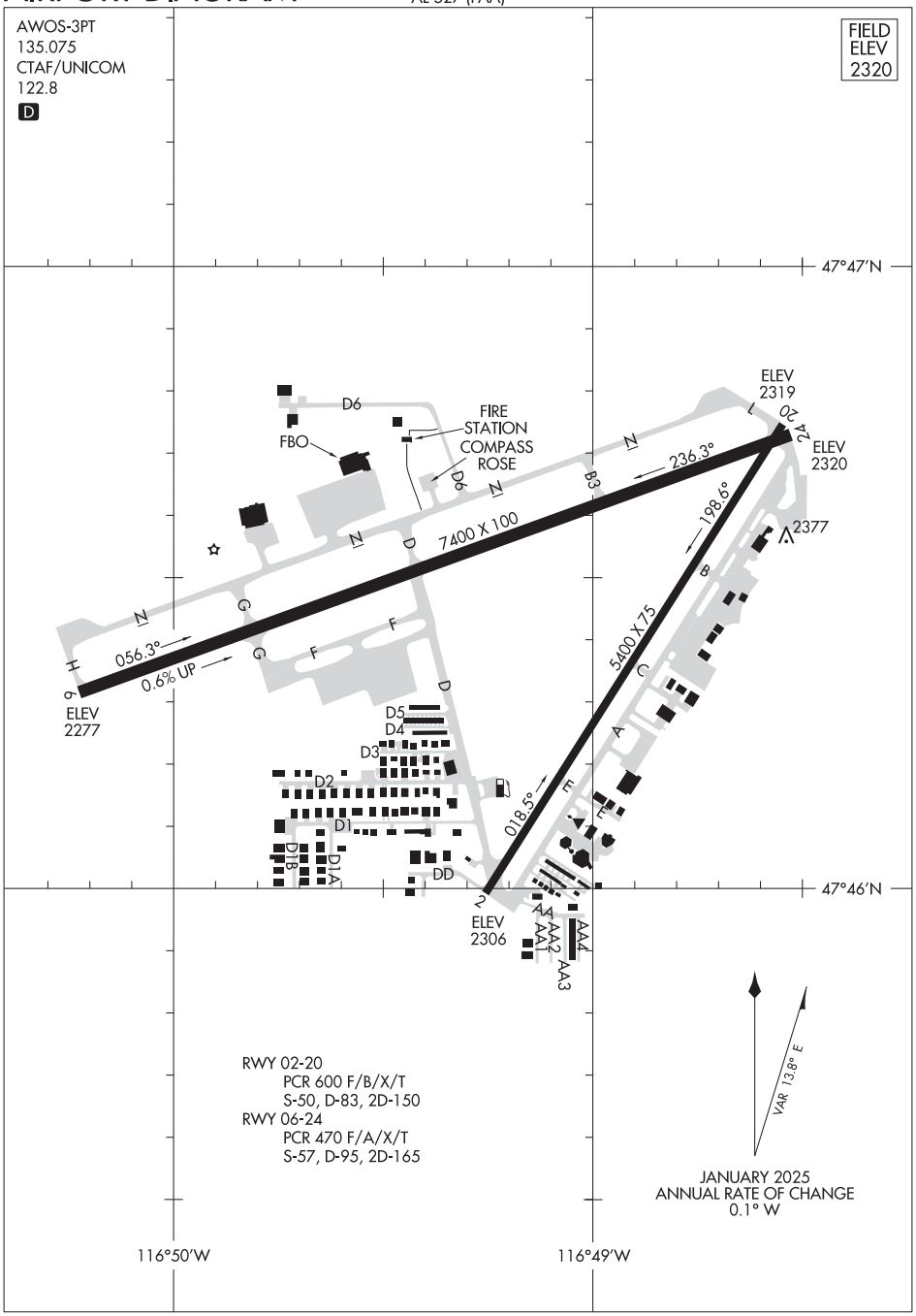




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2491-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 2654-¾ 363 (400-¾) | | | |
| LNAV MDA | 2740-½ 449 (500-½) | | 2740-1 449 (500-1) | |
| CIRCLING | 2740-1 420 (500-1) | 2880-1 560 (600-1) | 3020-2 700 (700-2) | 3180-2¾ 860 (900-2¾) |

MIRL Rwy 2-20 L
HIRL Rwy 6-24 L
REIL Rwys 2 and 24 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025



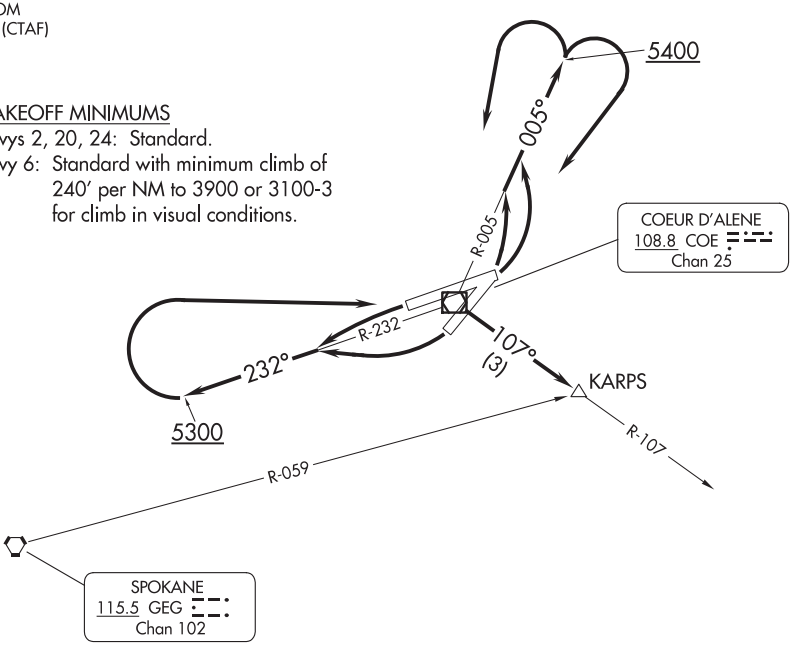


NW-1, 12 JUN 2025 to 07 AUG 2025

# COEUR D'ALENE TWO DEPARTURE (OBSTACLE)



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.





NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Ldg | 5100 |
|---|---|---|
| 061° | TDZE | 3426 |
| | Apt Elev | 3426 |

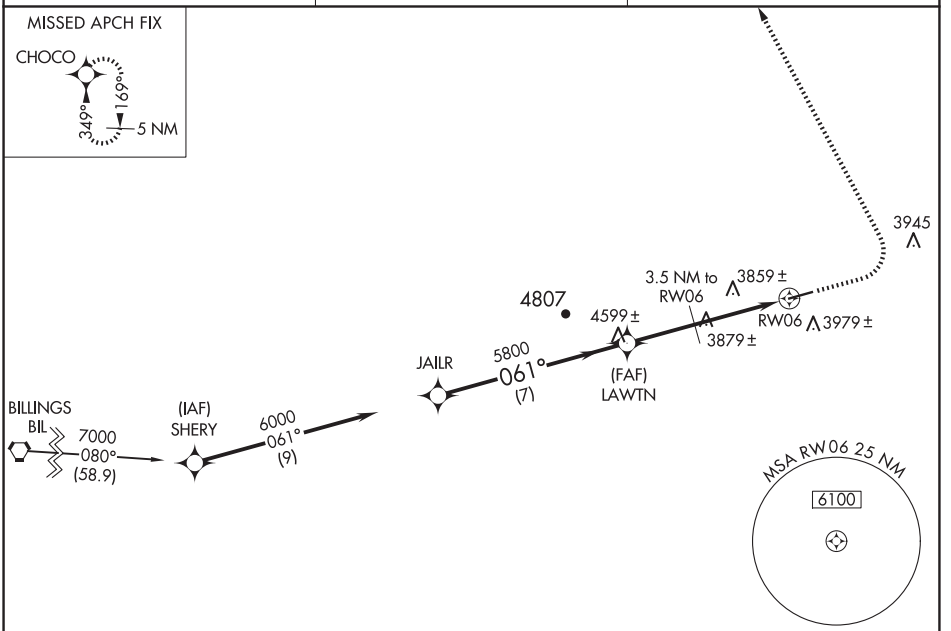
# GPS RWY 6
## COLSTRIP (M46)

T
NA
-34°C

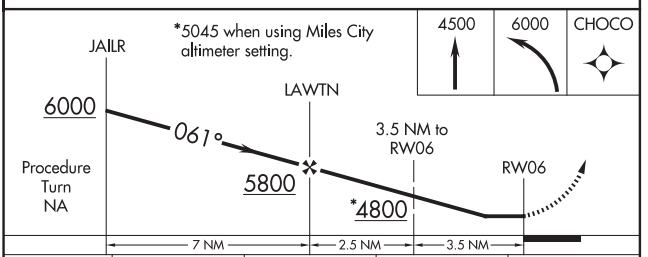
When local altimeter not received use Miles City altimeter setting.
Helicopter visibility reduction below ¾ SM NA.

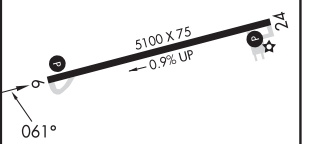
MISSED APPROACH: Climb to 4500 then climbing left turn to 6000 direct CHOCO WP and hold.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.525 | 126.85 305.2 | 122.7 (CTAF) L |




ELEV 3426 TDZ 3426




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 4220-1<br>794 (800-1) | 4220-1¼<br>794 (800-1¼) | 4220-2¼<br>794 (800-2¼) | NA |
| CIRCLING | 4340-1¼ 914 (1000-1¼) | | 4340-2¾<br>914 (1000-2¾) | NA |
| MILES CITY ALTIMETER SETTING | | | | |
| S-6 | NA | | | |
| CIRCLING | 4580-1¼<br>1154 (1200-1¼) | 4580-1½<br>1154 (1200-1½) | 4580-3<br>1154 (1200-3) | NA |

MIRL Rwy 6-24 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

COLSTRIP, MONTANA AL-9401 (FAA) 25163

| APP CRS | Rwy Ldg | 5100 |
|---|---|---|
| 242° | TDZE | 3411 |
| | Apt Elev | 3426 |

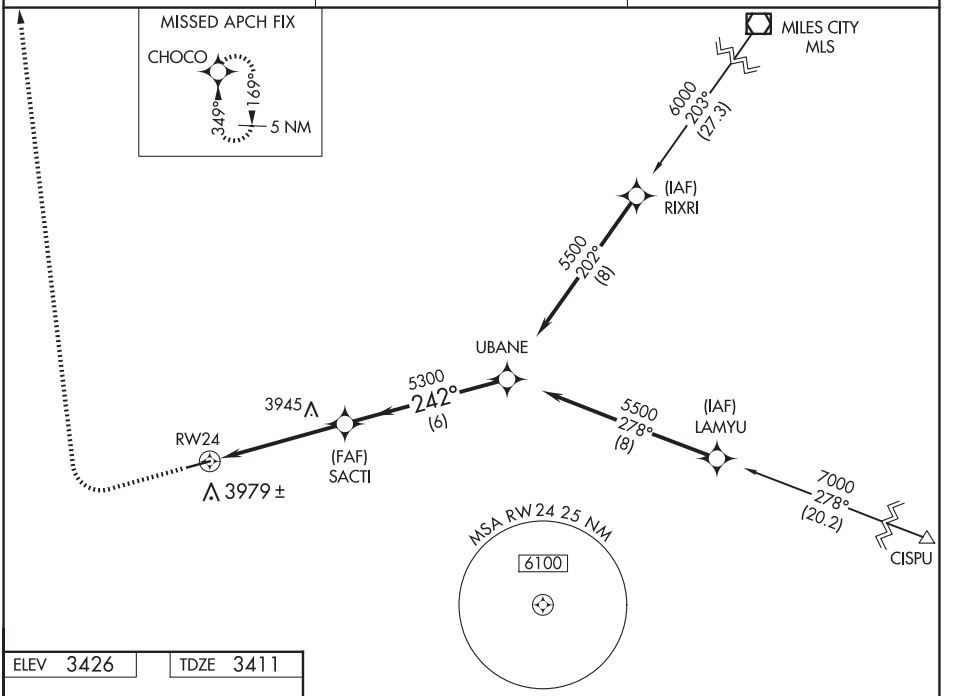
# GPS RWY 24
COLSTRIP (M46)

NA
-34°C

When local altimeter not received use Miles City altimeter setting. Helicopter visibility reduction below ¾ SM NA.

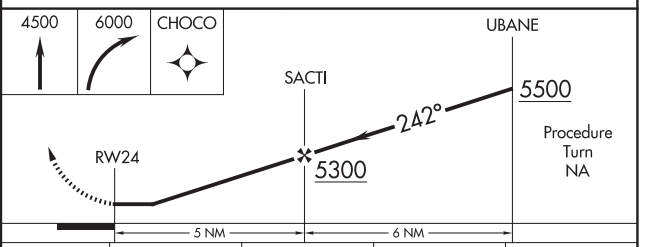
MISSED APPROACH: Climb to 4500 then climbing right turn to 6000 direct CHOCO WP and hold.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.525 | 126.85 305.2 | 122.7 (CTAF) L |




ELEV 3426 TDZE 3411



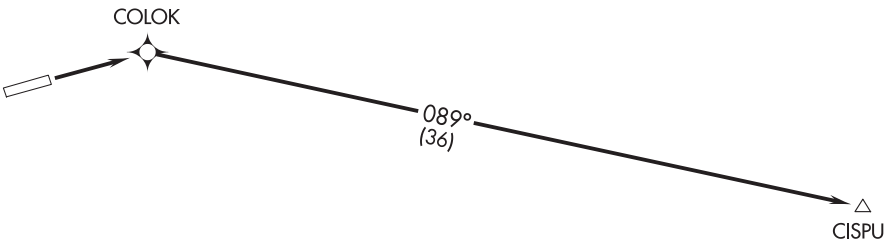

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 4200-1<br>789 (800-1) | 4200-1¼<br>789 (800-1¼) | 4200-2¼<br>789 (800-2¼) | NA |
| CIRCLING | 4340-1¼ 914 (1000-1¼) | | 4340-2¾<br>914 (1000-2¾) | NA |
| MILES CITY ALTIMETER SETTING | | | | |
| S-24 | 4440-1¼<br>1029 (1100-1¼) | 4440-1½<br>1029 (1100-1½) | 4440-2¾<br>1029 (1100-2¾) | NA |
| CIRCLING | 4580-1¼<br>1154 (1200-1¼) | 4580-1½<br>1154 (1200-1½) | 4580-3<br>1154 (1200-3) | NA |

MIRL Rwy 6-24 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 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.





NW-1, 12 JUN 2025 to 07 AUG 2025

(CONUK1.CONUK) 20198

# CONUK ONE DEPARTURE (OBSTACLE) (RNAV)

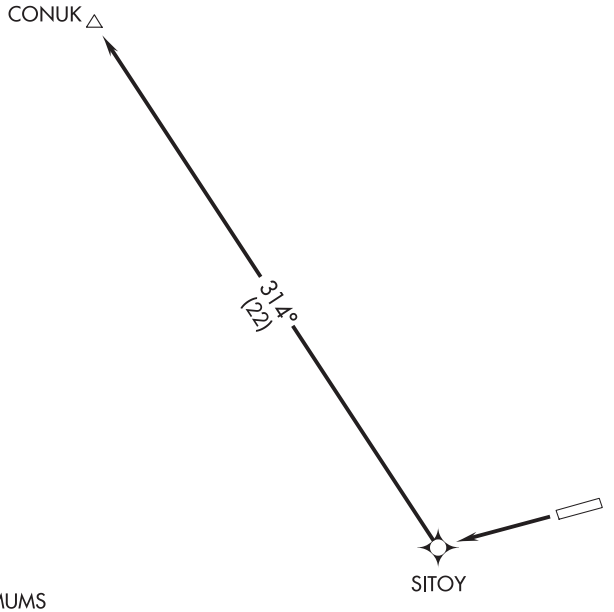
AL-9401 (FAA)

COLSTRIP (M46)
COLSTRIP, MONTANA



NW-1, 12 JUN 2025 to 07 AUG 2025

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.

| WAAS CH 58342 W06A | APP CRS 058° | Rwy Idg 4602<br>TDZE 3548<br>Apt Elev 3548 |
|---|---|---|

# RNAV (GPS) RWY 6

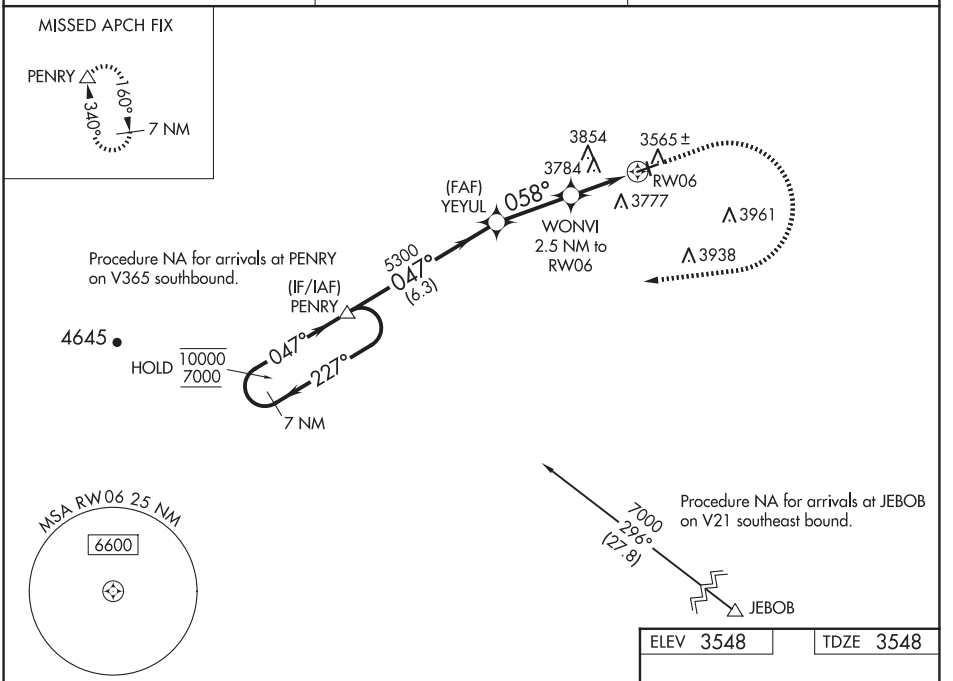
CONRAD (SØ1)

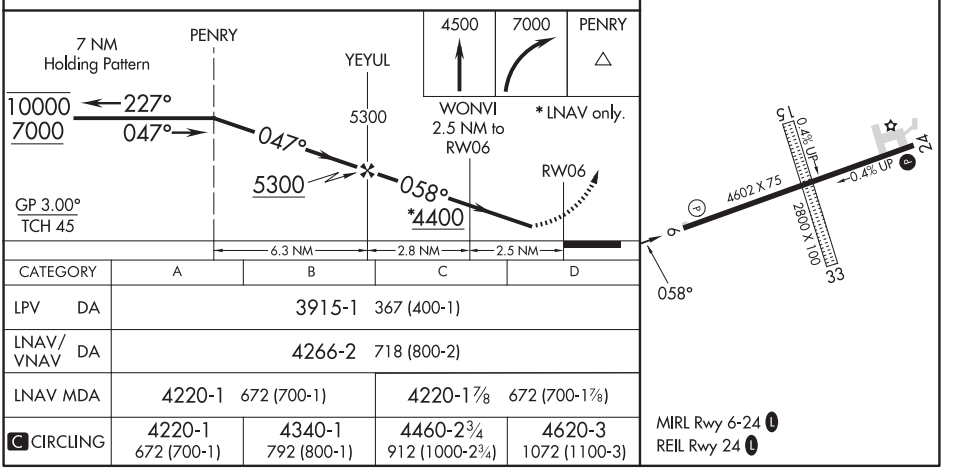
RNP APCH.

T A NA — Circling NA to Rwys 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.

MISSED APPROACH: Climb to 4500, then climbing right turn to 7000 direct PENRY and hold, continue climb in hold to 7000.

| CTB ASOS | SALT LAKE CITY CENTER | AUNICOM |
|---|---|---|
| 119.025 | 133.4 285.4 | 122.8 (CTAF) L |




| 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) | | 4220-1⅞ 672 (700-1⅞) | |
| C CIRCLING | 4220-1 672 (700-1) | 4340-1 792 (800-1) | 4460-2¾ 912 (1000-2¾) | 4620-3 1072 (1100-3) |

MIRL Rwy 6-24 L
REIL Rwy 24 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

CONRAD, MONTANA | AL-6090 (FAA) | 24193

# RNAV (GPS) RWY 24

CONRAD (SØ1)

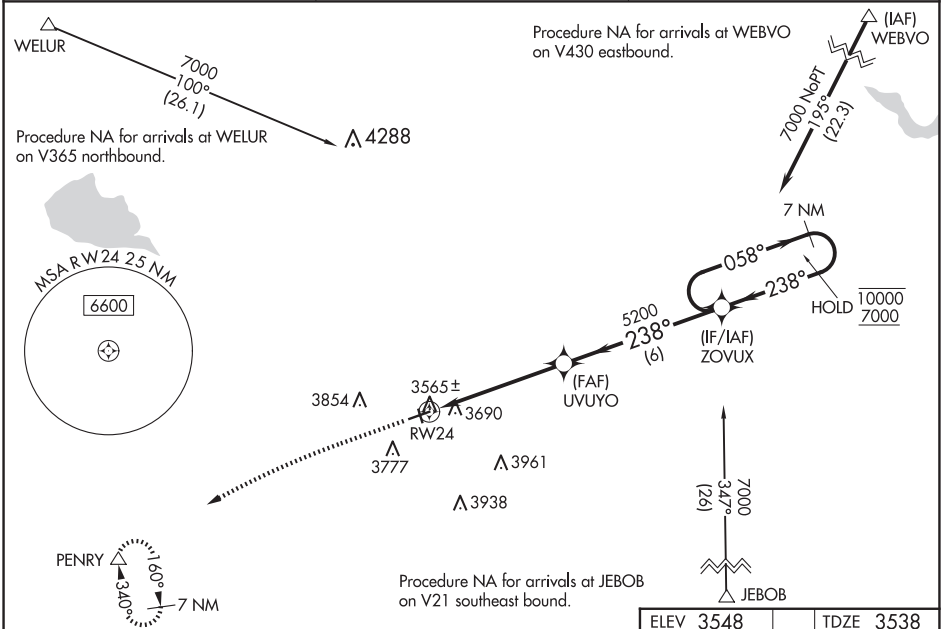
| WAAS CH 69642 W24A | APP CRS 238° | Rwy Idg 4602 | TDZE 3538 | Apt Elev 3548 |
|---|---|---|---|---|

RNP APCH.

V A NA Circling NA to Rwys 15 and 33. Rwy 24 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Cut Bank altimeter setting.

MISSED APPROACH: Climb to 4120 then climbing left turn to 7000 direct PENRY and hold, continue climb-in-hold to 7000.

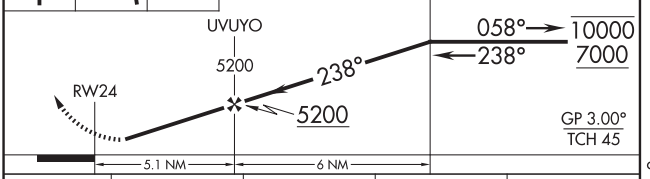
| CTB ASOS | SALT LAKE CITY CENTER | AUNICOM |
|---|---|---|
| 119.025 | 133.4 285.4 | 122.8 (CTAF) L |

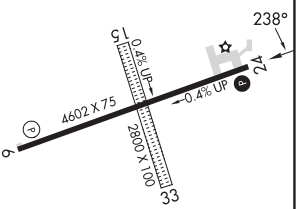



ELEV 3548 | TDZE 3538

| 4120 | 7000 | PENRY |
|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3905-1 367 (400-1) | | | |
| LNAV/VNAV DA | 4018-1⅜ 480 (500-1⅜) | | | |
| LNAV MDA | 4120-1 582 (600-1) | | 4120-1¾ 582 (600-1¾) | |
| C CIRCLING | 4140-1 592 (600-1) | 4340-1 792 (800-1) | 4460-2¾ 912 (1000-2¾) | 4620-3 1072 (1100-3) |

MIRL Rwy 6-24 L
REIL Rwy 24 L

CONRAD, MONTANA
Orig-A 31DEC20

48°10′N-111°59′W

CONRAD (SØ1)
RNAV (GPS) RWY 24


NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 17

## CORVALLIS MUNI (CVO)

| LOC I-CVO | APP CRS | Rwy Idg | 5900 |
|---|---|---|---|
| 111.9 | 172° | TDZE | 248 |
| | | Apt Elev | 250 |

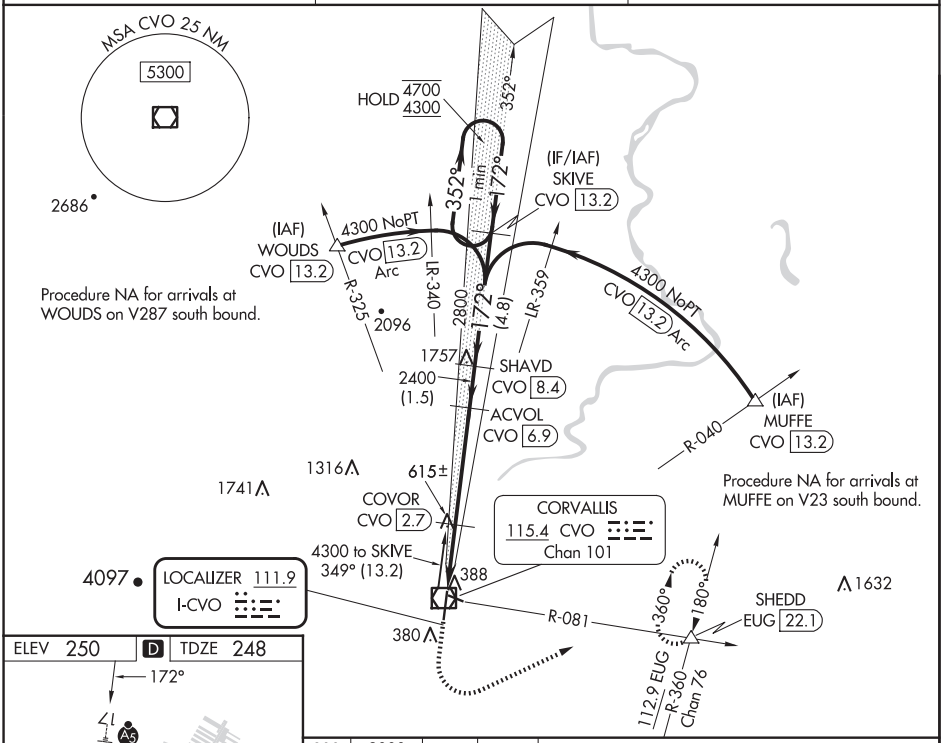
DME required.

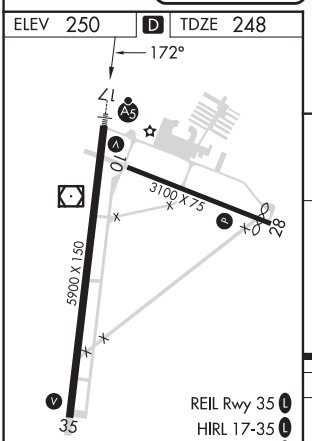
Circling Rwy 28 NA at night. For inop ALS, increase S-LOC 17 Cat C/D visibility to 1¾ SM. DME from CVO VOR/DME. DME use requires simultaneous reception of I-CVO and CVO DME.

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.

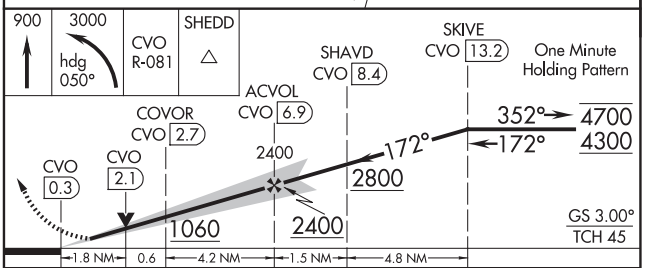
| AWOS-3PT | CASCADE APP CON ★ | UNICOM |
|---|---|---|
| 135.775 | 127.5 348.7 | 123.075 (CTAF) L |




FAF to MAP 6.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:36 | 4:24 | 3:18 | 2:38 | 2:14 |




| 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) | |
| C CIRCLING | 880-1 630 (700-1) | | 920-1¾ 670 (700-1¾) | 1060-2½ 810 (900-2½) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

CORVALLIS, OREGON | AL-782 (FAA) | 24081

# RNAV (GPS) RWY 17

CORVALLIS MUNI (CVO)

| WAAS | APP CRS | Rwy Idg | 5900 |
|---|---|---|---|
| CH 78311 | 172° | TDZE | 248 |
| W17A | | Apt Elev | 250 |

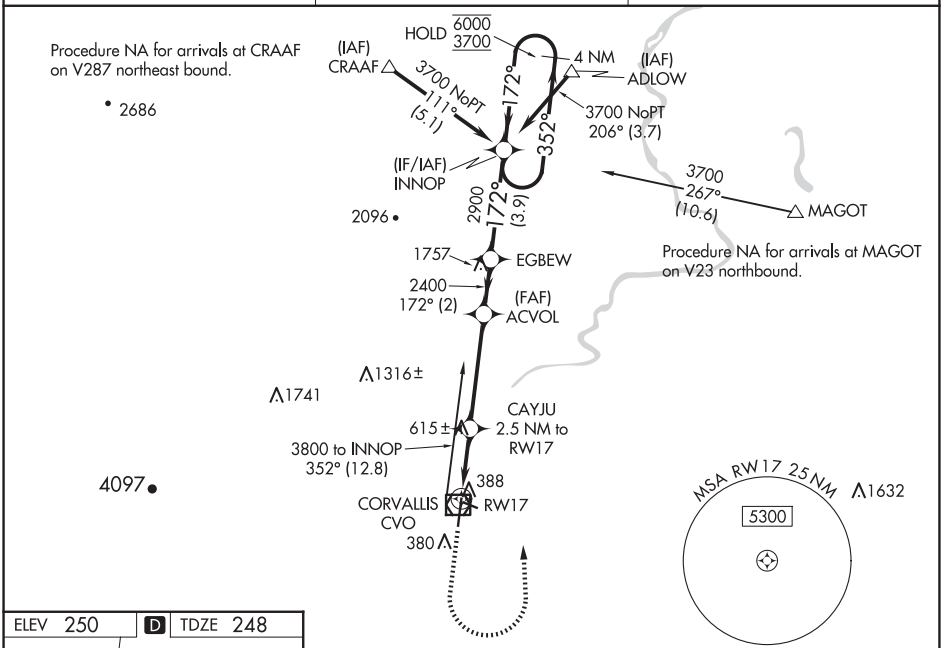
RNP APCH - GPS.

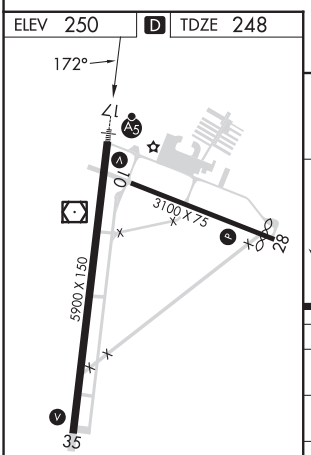
Circling Rwy 28 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, procedure NA. For inop ALS, increase LNAV Cat C/D visibility to 1¾ SM.

MALSR

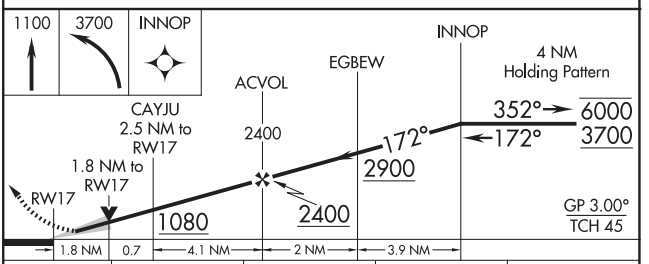
MISSED APPROACH: Climb to 1100 then climbing left turn to 3700 direct INNOP and hold, continue climb-in-hold to 3700.

| AWOS-3PT | CASCADE APP CON ★ | UNICOM |
|---|---|---|
| 135.775 | 127.5 348.7 | 123.075 (CTAF) L |




REIL Rwy 35 L
HIRL Rwys 17-35 L
MIRL Rwys 10-28 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 448-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 571-½ 323 (400-½) | | | |
| LNAV 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) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 35

## CORVALLIS MUNI (CVO)

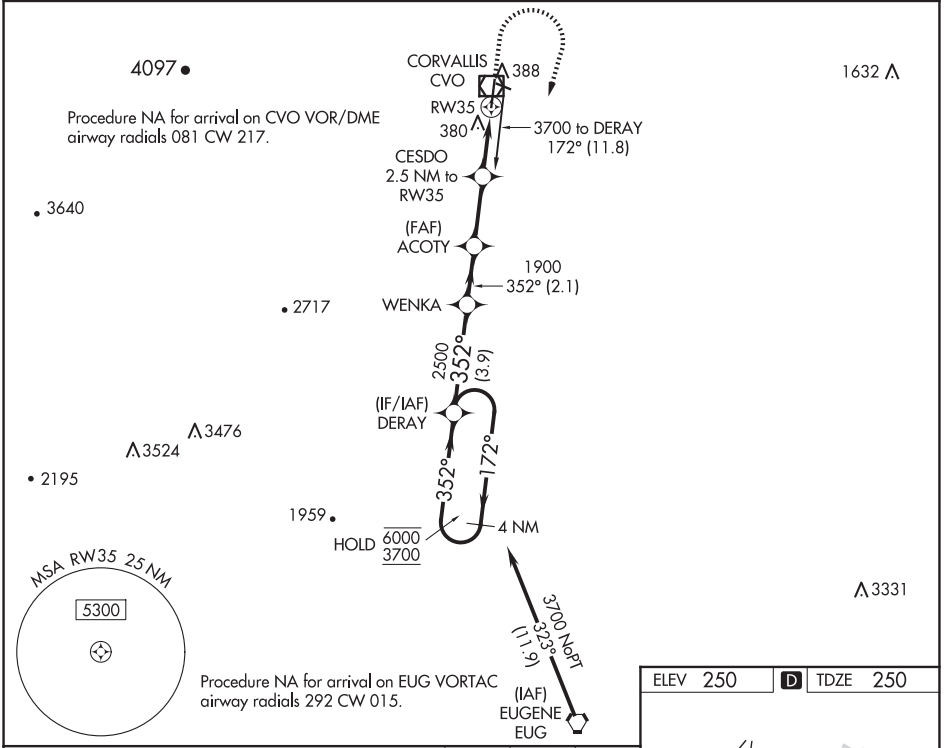
| WAAS | APP CRS | Rwy Idg | 5900 |
|---|---|---|---|
| CH 69517 | 352° | TDZE | 250 |
| W35A | | Apt Elev | 250 |

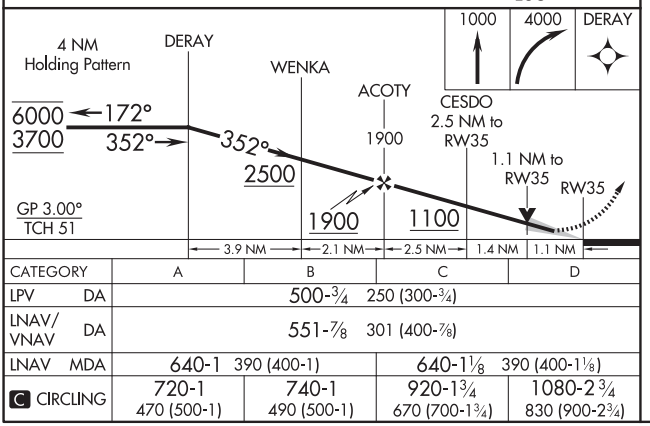
RNP APCH - GPS.

Circling Rwy 28 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C . When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 4000 direct DERAY and hold, continue climb-in-hold to 4000.

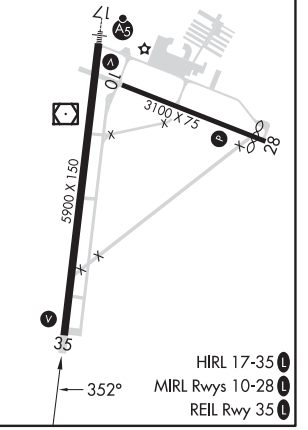
| AWOS-3PT | CASCADE APP CON ★ | UNICOM |
|---|---|---|
| 135.775 | 127.5 348.7 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 500-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 551-⅞ 301 (400-⅞) | | | |
| LNAV MDA | 640-1 390 (400-1) | | 640-1⅛ 390 (400-1⅛) | |
| C CIRCLING | 720-1 470 (500-1) | 740-1 490 (500-1) | 920-1¾ 670 (700-1¾) | 1080-2¾ 830 (900-2¾) |

ELEV 250 D TDZE 250






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# VOR RWY 17

## CORVALLIS MUNI (CVO)

| VOR/DME CVO | APP CRS | Rwy Idg | 5900 |
|---|---|---|---|
| 115.4 | 177° | TDZE | 248 |
| Chan 101 | | Apt Elev | 250 |

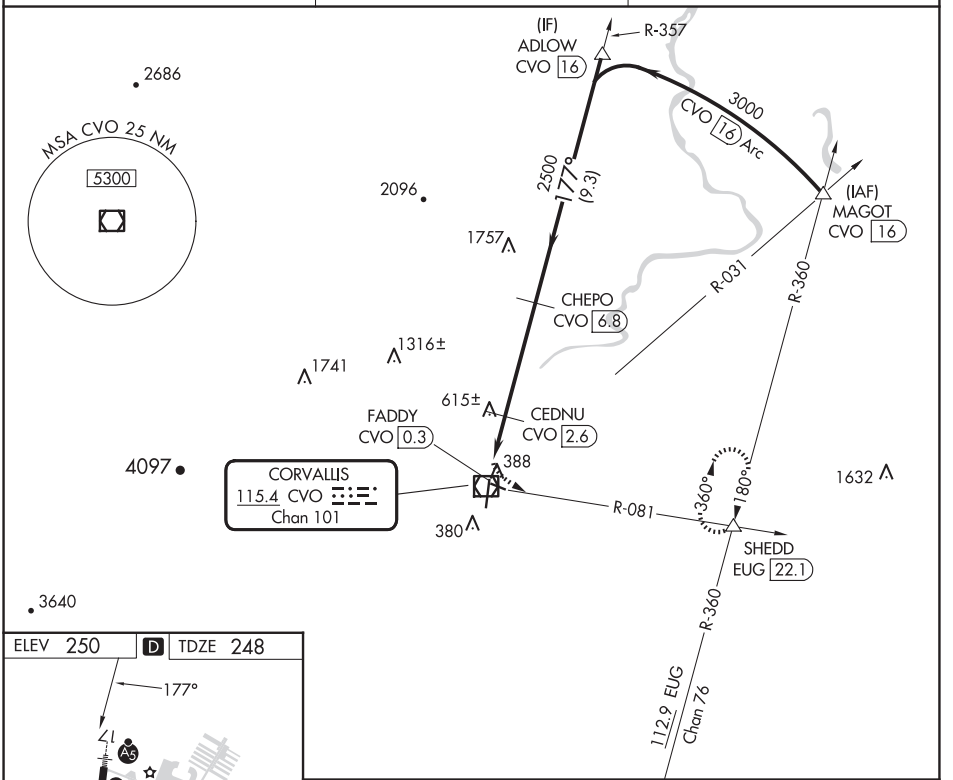
DME required.

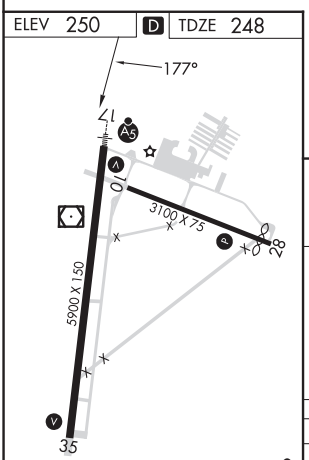
Circling Rwy 28 NA at night. When local altimeter setting not received, procedure NA. For inop ALS, increase S-17 Cat C/D visibility to 1¾ SM.

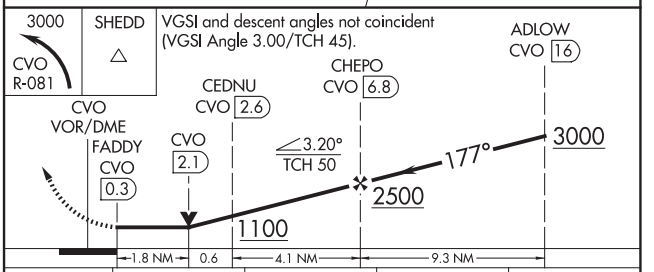
MALSR

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.

| AWOS-3PT | CASCADE APP CON ★ | UNICOM |
|---|---|---|
| 135.775 | 127.5 348.7 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 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) |

HIRL 17-35 L
MIRL Rwys 10-28 L
REIL Rwy 35 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME CVO | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.4 | 252° | TDZE | N/A |
| Chan 101 | | Apt Elev | 250 |

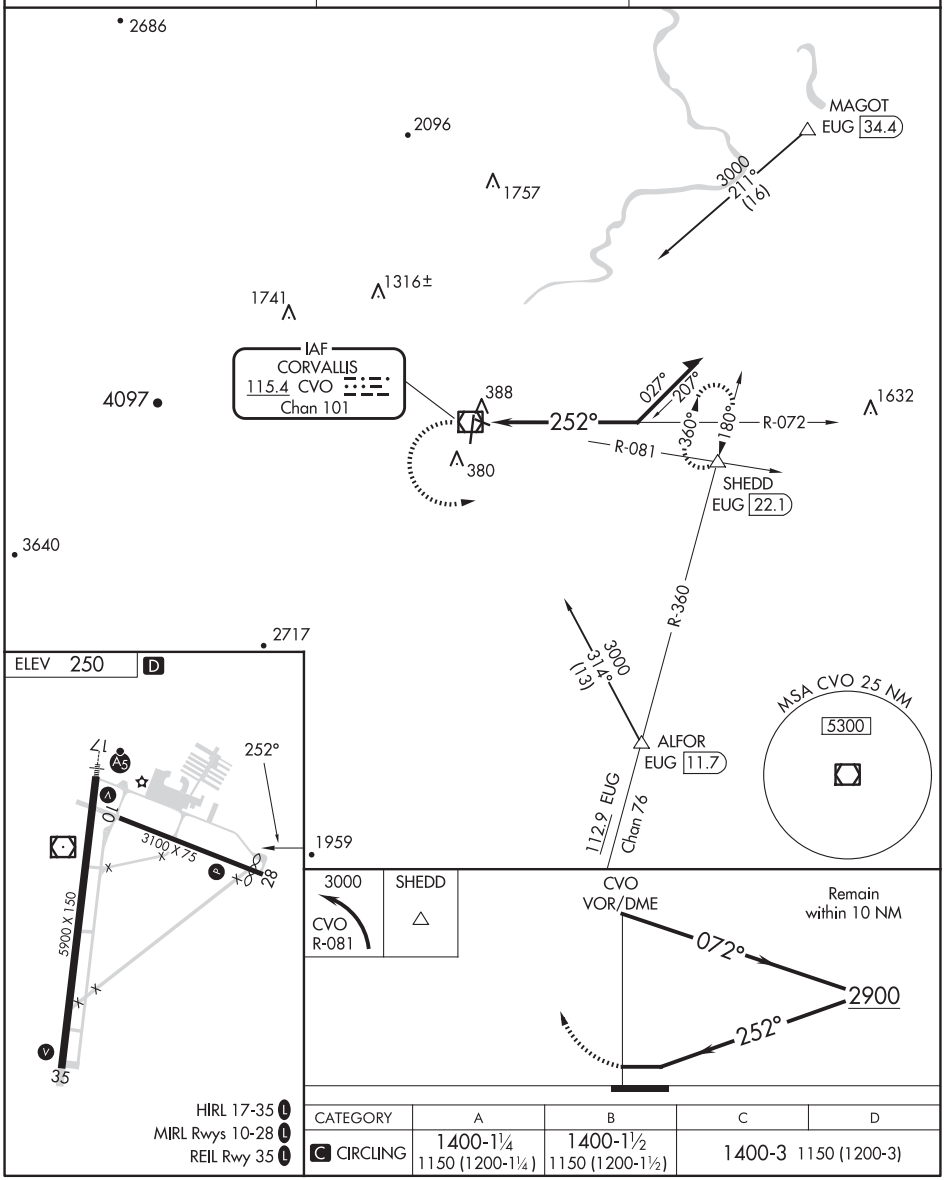
# VOR-A

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 | CASCADE APP CON ★ | UNICOM |
|---|---|---|
| 135.775 | 127.5 348.7 | 123.075 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1400-1¼ 1150 (1200-1¼) | 1400-1½ 1150 (1200-1½) | 1400-3 1150 (1200-3) | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

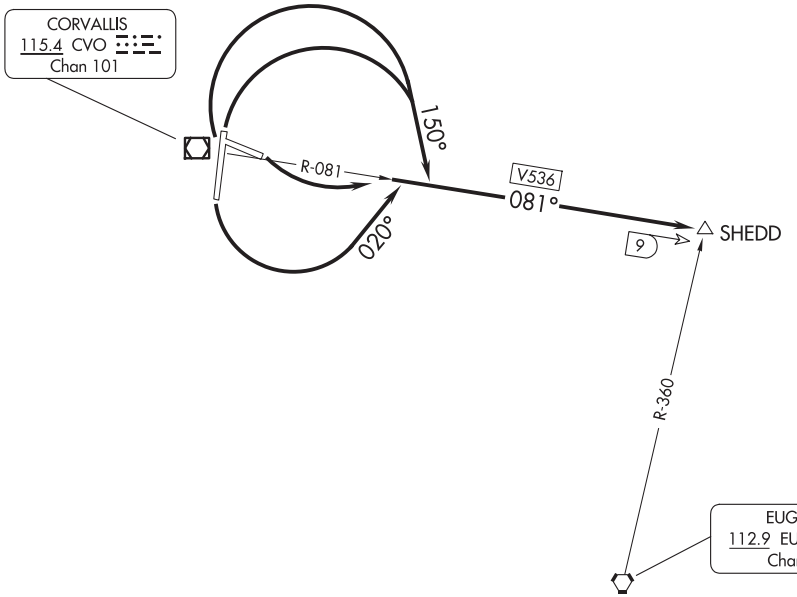
(SHEDD4.SHEDD) 23334
# SHEDD FOUR DEPARTURE

AL-782 (FAA)

CORVALLIS MUNI (CVO)
CORVALLIS, OREGON

**TOP ALTITUDE: 3000**

AWOS-3PT
135.775
CASCADE DEP CON ★
127.5 348.7
SEATTLE CENTER
125.8 291.7
CTAF
123.075




TAKEOFF MINUMUMS
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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 86333 W09A | APP CRS 095° | Rwy Ldg 5200 TDZE 4086 Apt Elev 4094 |
|---|---|---|

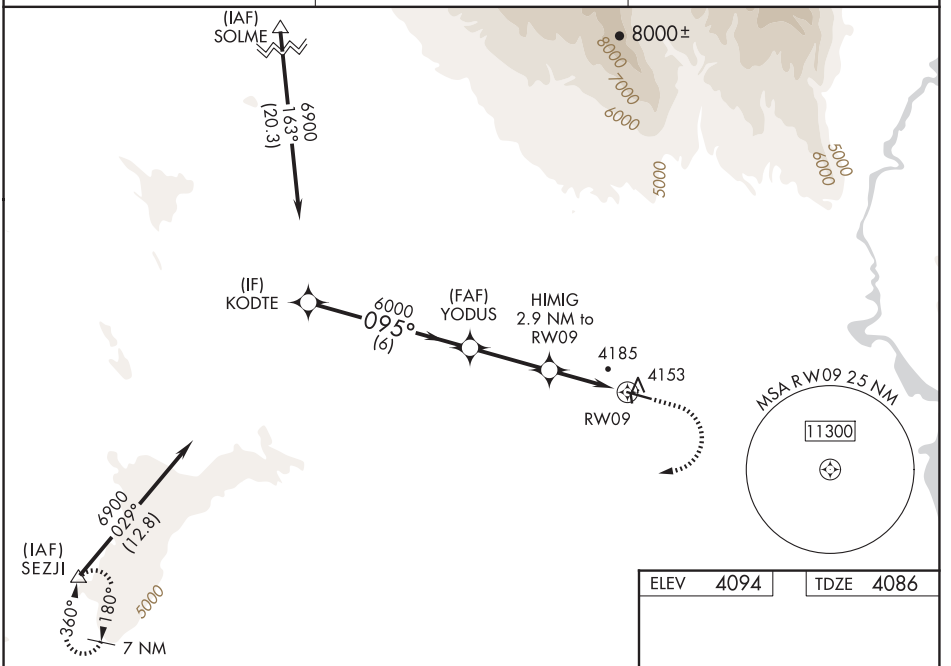
# RNAV (GPS) RWY 9
## NORTH BIG HORN COUNTY (U68)

RNP APCH - GPS.

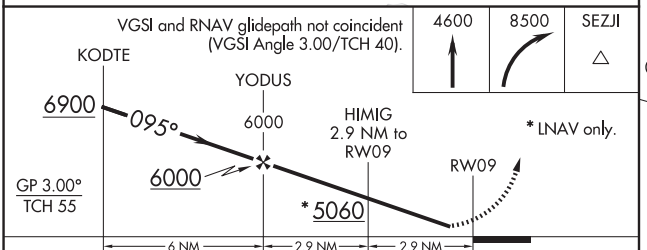
T NA Baro-VNAV NA when using Greybull altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 49°C. When Rwy 9 VGSI inop, Straight-in and Circling minimums NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Greybull altimeter setting and increase all DA 87 feet and all LPV and LNAV/VNAV visibility ⅛ mile, increase all MDA 100 feet and LNAV Cats C/D visibility ⅜ mile and increase Circling Cat C visibility ¼ mile. Circling NA to Rwys 16 and 34.

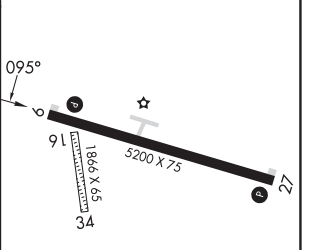
MISSED APPROACH: Climb to 4600 then climbing right turn to 8500 direct SEZJI and hold.

| AWOS-3 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 119.925 | 133.25 285.6 | 123.0 (CTAF) L |




| ELEV 4094 | TDZE 4086 |
|---|---|




| 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) | |
| C CIRCLING | 4520-1 426 (500-1) | 4680-1 586 (600-1) | 4940-2½ 846 (900-2½) | 5260-3 1166 (1200-3) |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

CRESWELL, OREGON | AL-10215 (FAA) | 24193

| WAAS | APP CRS | Rwy Idg | 3102 |
|---|---|---|---|
| CH 78341 | 159° | TDZE | 541 |
| W16A | | Apt Elev | 541 |

# RNAV (GPS) RWY 16

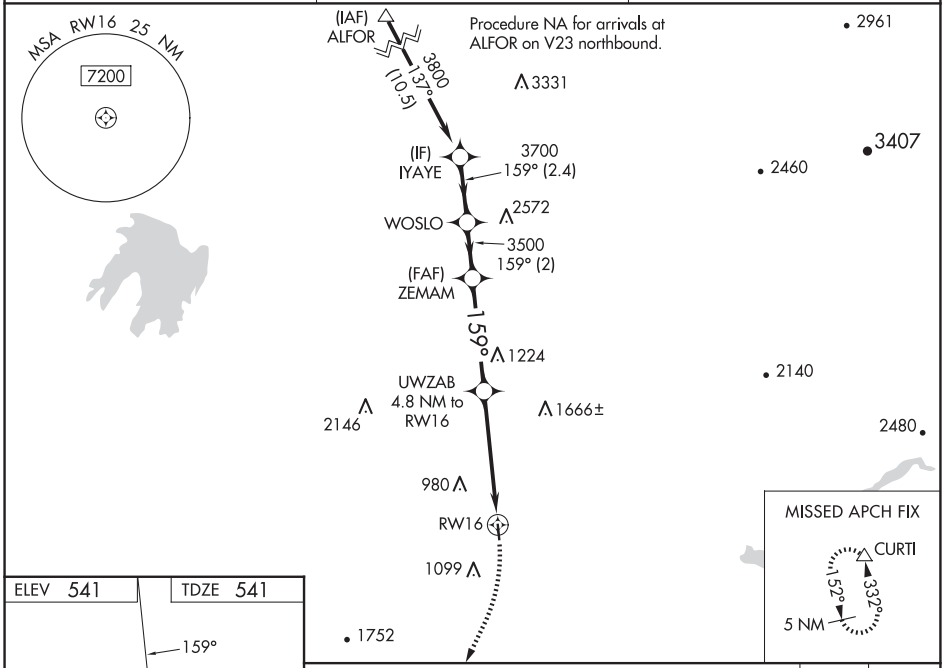
HOBBY FLD (77S)

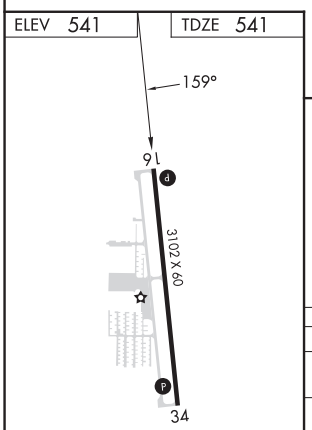
RNP APCH.

T 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.

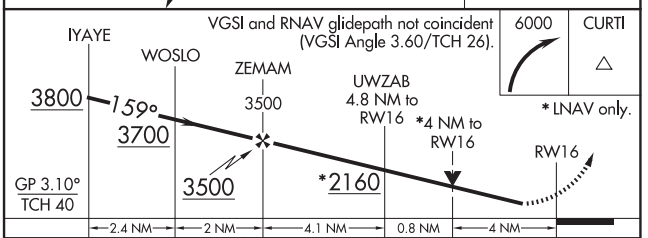
MISSED APPROACH: Climbing right turn to 6000 direct CURTI and hold, continue climb-in-hold to 6000.

| AWOS-3 | CASCADE APP CON ★ | UNICOM |
|---|---|---|
| 119.275 | 119.6 | 122.7 (CTAF) L |




MIRL Rwy 16-34 L
REIL Rwys 16 and 34

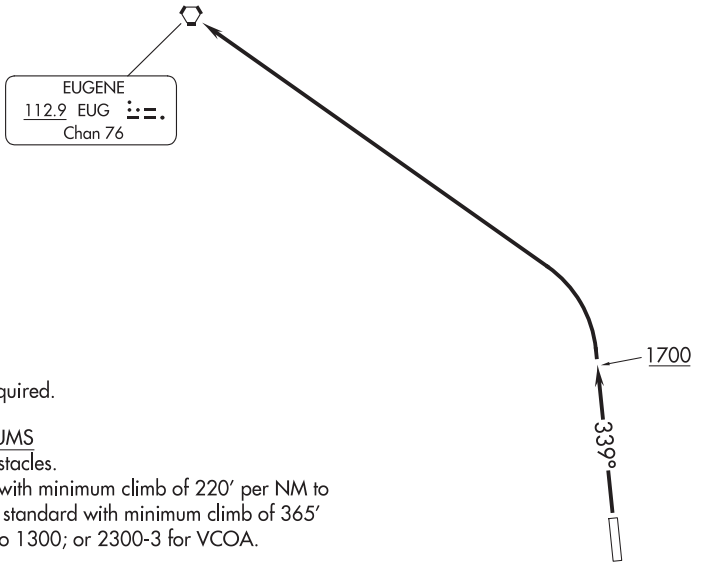



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1041-1⅜ 500 (500-1⅜) | | | |
| LNAV/VNAV DA | 1413-2½ 872 (900-2½) | | | |
| LNAV MDA | 1820-1¼ 1279 (1300-1¼) | 1820-1½ 1279 (1300-1½) | 1820-3 1279 (1300-3) | |
| C CIRCLING | 1820-1¼ 1279 (1300-1¼) | 1820-1½ 1279 (1300-1½) | 2260-3 1719 (1800-3) | 2740-3 2199 (2200-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

CUT BANK, MONTANA | AL-484 (FAA) | 25163

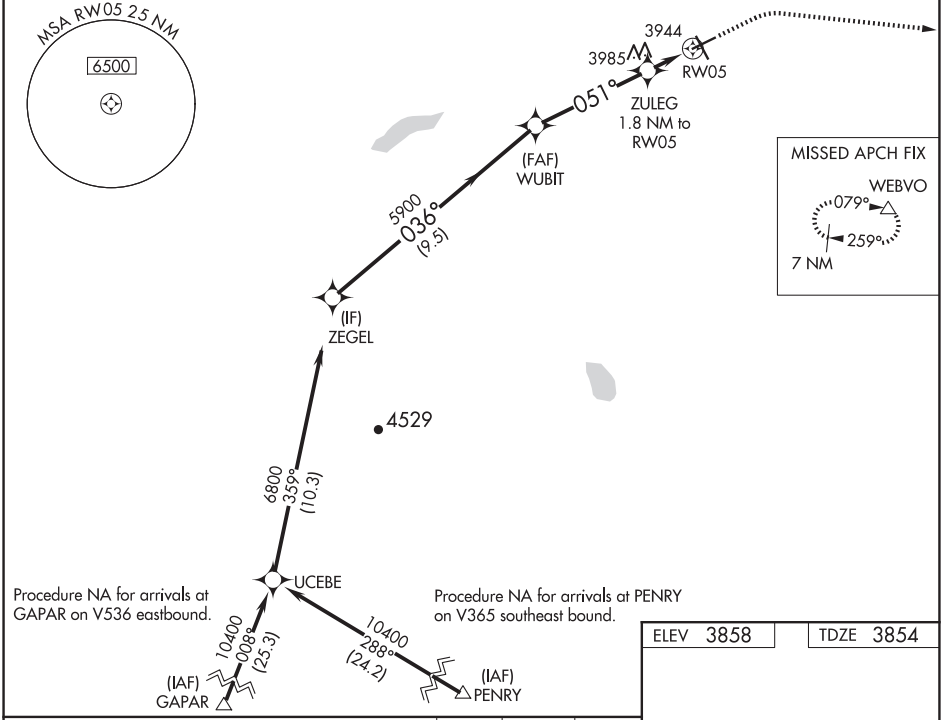
| WAAS | APP CRS | Rwy Ldg | 5300 |
|---|---|---|---|
| CH 86737 | 051° | TDZE | 3854 |
| W05A | | Apt Elev | 3858 |

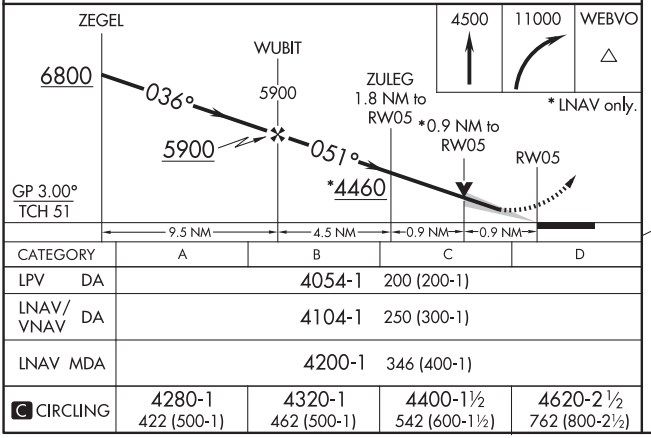
# RNAV (GPS) RWY 5
## CUT BANK INTL (CTB)

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

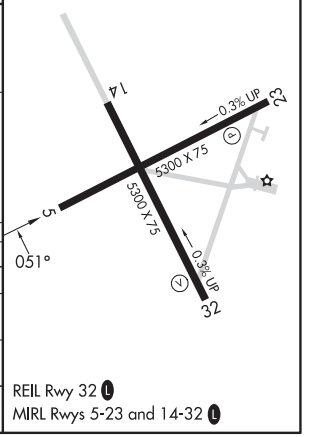
MISSED APPROACH: Climb to 4500 then climbing right turn to 11000 direct WEBVO and hold.

| ASOS | SALT LAKE CITY CENTER | UNICOM |
|---|---|---|
| 119.025 | 133.4 285.4 | 123.0 (CTAF) L |




| 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) | | | |
| C 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

CUT BANK INTL (CTB)
RNAV (GPS) RWY 5


NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Ldg | 5300 |
|---|---|---|---|
| CH 93537 | 139° | TDZE | 3858 |
| W14A | | Apt Elev | 3858 |

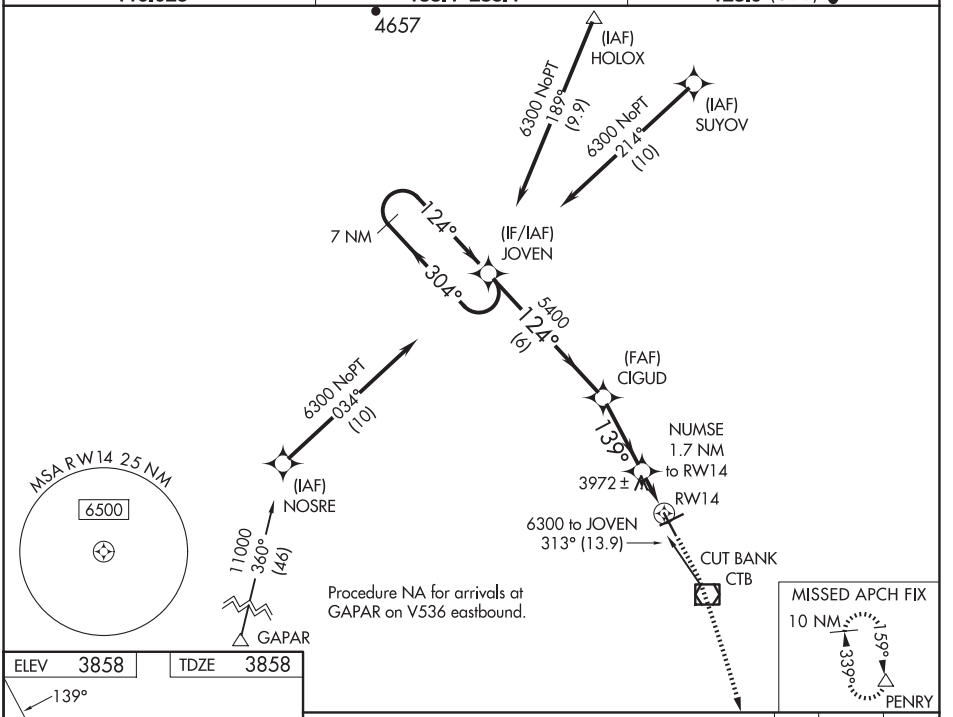
# RNAV (GPS) RWY 14

CUT BANK INTL (CTB)

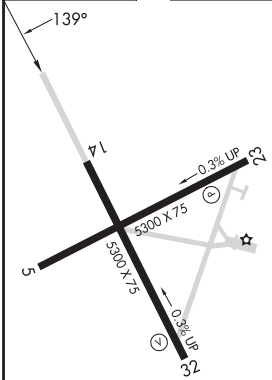
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 51°C (124°F). DME/DME RNP-0.3 NA. -28°C

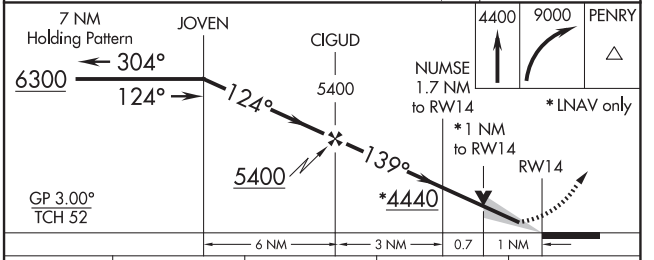
MISSED APPROACH: Climb to 4400 then climbing right turn to 9000 direct PENRY and hold.

| ASOS | SALT LAKE CITY CENTER | UNICOM |
|---|---|---|
| 119.025 | 133.4 285.4 | 123.0 (CTAF) L |




ELEV 3858 TDZE 3858




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4058-1 | | 200 (200-1) | |
| LNAV/VNAV DA | 4108-1 | | 250 (300-1) | |
| LNAV MDA | 4240-1 | 382 (400-1) | 4240-1⅛ | 382 (400-1⅛) |
| C CIRCLING | 4280-1<br>422 (500-1) | 4320-1<br>462 (500-1) | 4400-1½<br>542 (600-1½) | 4620-2½<br>762 (800-2½) |

REIL Rwy 32 L
MIRL Rwys 5-23 and 14-32 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

CUT BANK, MONTANA AL-484 (FAA) 25163

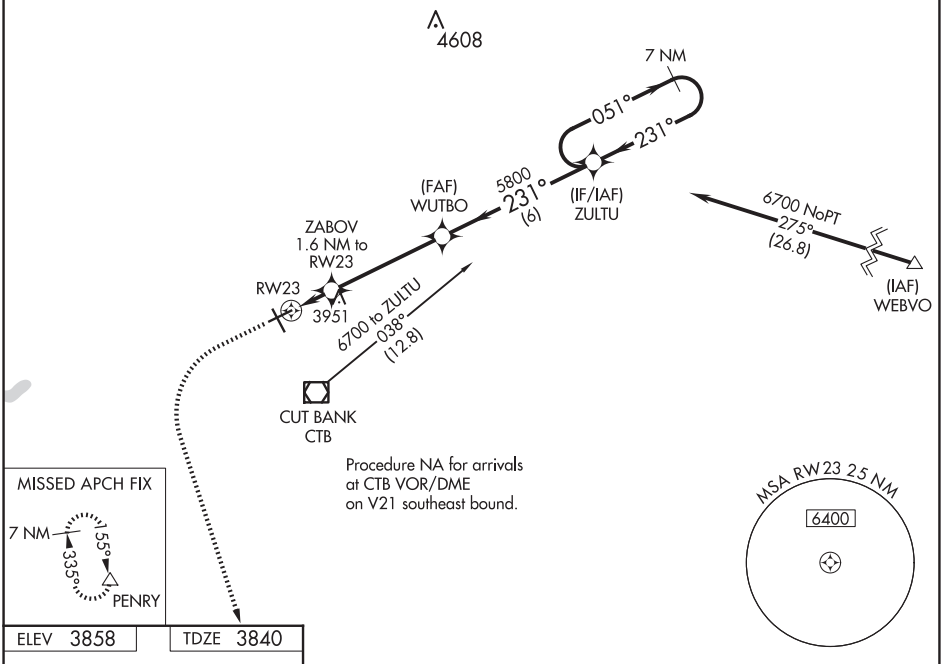
| WAAS | APP CRS | Rwy Ldg | 5300 |
|---|---|---|---|
| CH 53337 | 231° | TDZE | 3840 |
| W23A | | Apt Elev | 3858 |

# RNAV (GPS) RWY 23
## CUT BANK INTL (CTB)

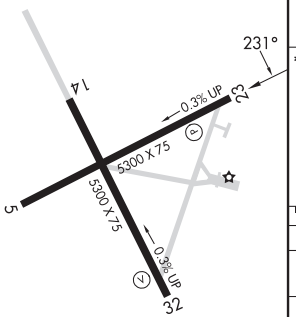
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 51°C (124°F). DME/DME RNP-0.3 NA. -28°C

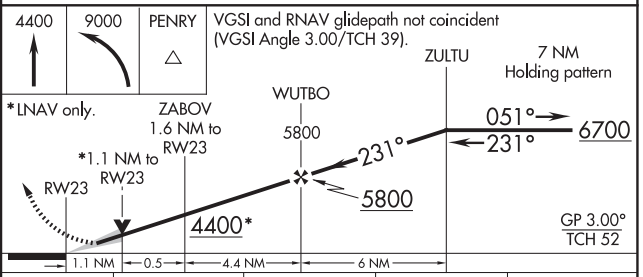
MISSED APPROACH: Climb to 4400 then climbing left turn to 9000 direct PENRY and hold.

| ASOS | SALT LAKE CITY CENTER | UNICOM |
|---|---|---|
| 119.025 | 133.4 285.4 | 123.0 (CTAF) L |




ELEV 3858 TDZE 3840




| 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) | | | |
| C CIRCLING | 4280-1 422 (500-1) | 4320-1 462 (500-1) | 4400-1½ 542 (600-1½) | 4620-2½ 762 (800-2½) |

REIL Rwy 32 L
MIRL Rwys 5-23 and 14-32 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

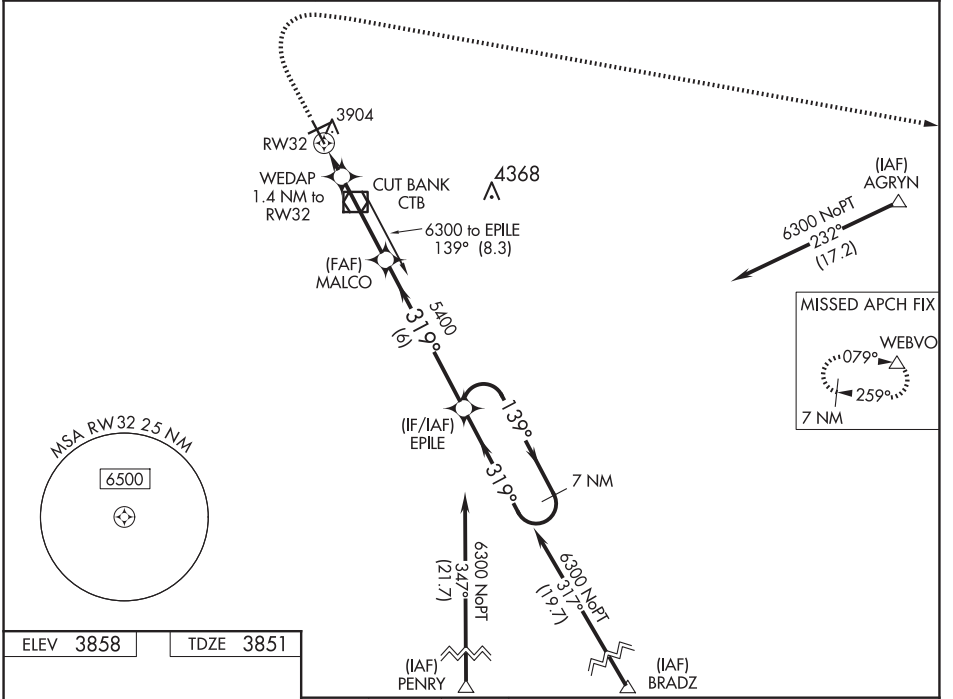
| WAAS | APP CRS | Rwy Ldg | 5300 |
|---|---|---|---|
| CH 99337 | 319° | TDZE | 3851 |
| W32A | | Apt Elev | 3858 |

# RNAV (GPS) RWY 32
## CUT BANK INTL (CTB)

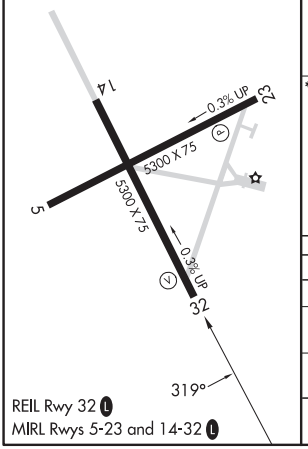
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 51°C (124°F). DME/DME RNP-0.3 NA. -28°C

MISSED APPROACH: Climb to 4400 then climbing right turn to 11000 direct WEBVO and hold.

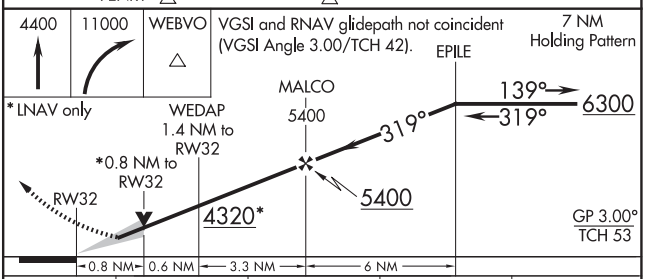
| ASOS | SALT LAKE CITY CENTER | UNICOM |
|---|---|---|
| 119.025 | 133.4 285.4 | 123.0 (CTAF) L |




ELEV 3858 TDZE 3851




REIL Rwy 32 L
MIRL Rwys 5-23 and 14-32 L




| 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) | |
| C CIRCLING | 4280-1 422 (500-1) | 4320-1 462 (500-1) | 4400-1½ 542 (600-1½) | 4620-2½ 762 (800-2½) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

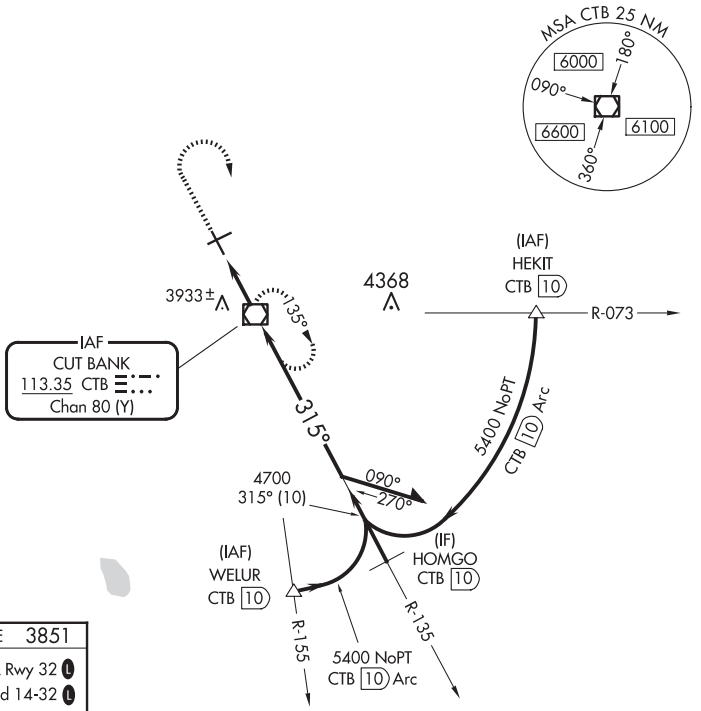
| VOR/DME CTB | APP CRS | Rwy Ldg | 5300 |
|---|---|---|---|
| 113.35 | 315° | TDZE | 3851 |
| Chan 80 (Y) | | Apt Elev | 3858 |

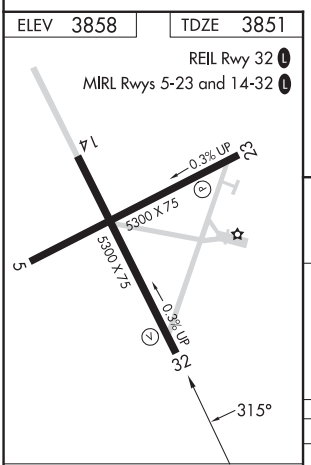
# VOR RWY 32
## CUT BANK INTL (CTB)

-28°C

MISSED APPROACH: Climb to 5400 then right turn direct CTB VOR/DME and hold.

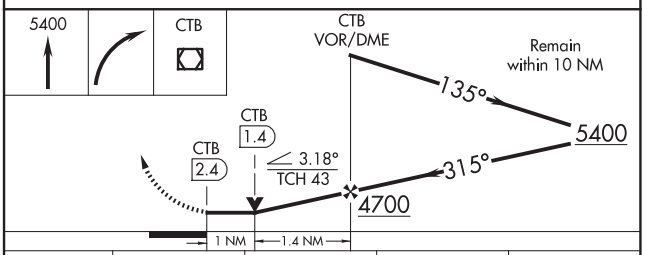
| ASOS | SALT LAKE CITY CENTER | UNICOM |
|---|---|---|
| 119.025 | 133.4 285.4 | 123.0 (CTAF) L |




FAF to MAP 2.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:24 | 1:36 | 1:12 | 0:58 | 0:48 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 4200-1 349 (400-1) | | | |
| C CIRCLING | 4280-1 422 (500-1) | 4320-1 462 (500-1) | 4400-1½ 542 (600-1½) | 4620-2½ 762 (800-2½) |

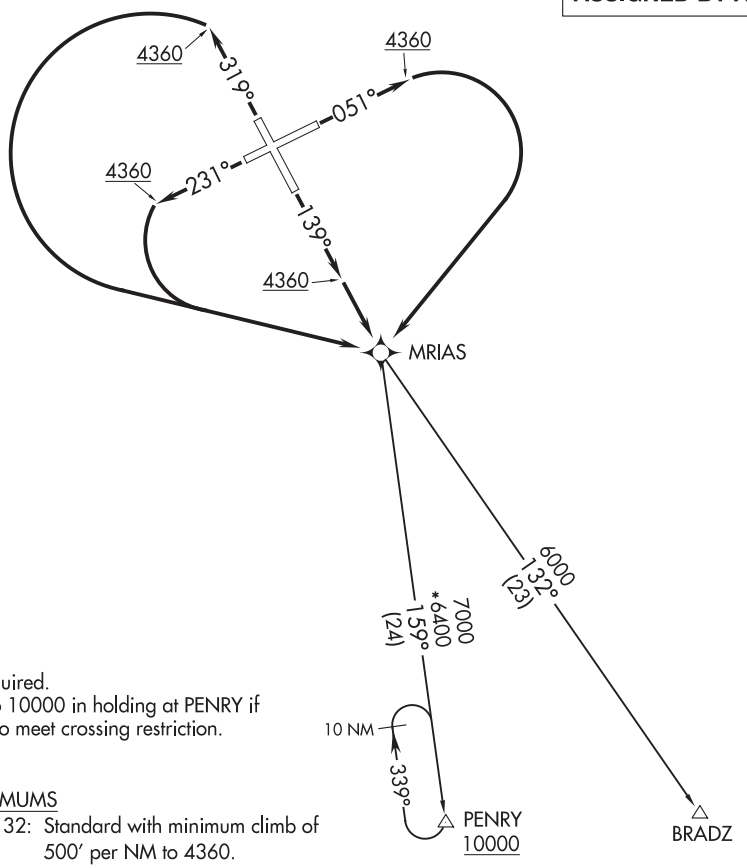


NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

SALT LAKE CITY CENTER
133.4 285.4
CTAF
123.0

**TOP ALTITUDE: ASSIGNED BY ATC**




NOTE: GPS required.
NOTE: Climb to 10000 in holding at PENRY if unable to meet crossing restriction.
NOTE: RNAV 1

TAKEOFF MINIMUMS
Rwy 5, 14, 23, 32: Standard with minimum climb of 500′ per NM to 4360.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 051° to 4360, then right turn direct MRIAS. Thence. . .
TAKEOFF RUNWAY 14: Climb heading 139° to 4360, then direct MRIAS. Thence. . .
TAKEOFF RUNWAY 23: Climb heading 231° to 4360, then left turn direct MRIAS. Thence. . .
TAKEOFF RUNWAY 32: Climb heading 319° to 4360, then left turn direct MRIAS. Thence. . .
. . . via transition.

BRADZ TRANSITION (MRIAS3.BRADZ)
PENRY TRANSITION (MRIAS3. PENRY)

DEER LODGE, MONTANA | AL-10421 (FAA) | 25163

# RNAV (GPS)-A

## DEER LODGE-CITY-COUNTY (38S)

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 347° | TDZE | N/A |
| | Apt Elev | 4693 |

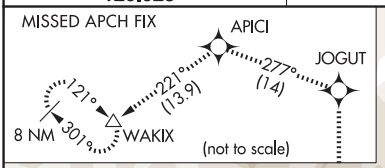
Circling Rwy 13 NA at night. DME/DME RNP-0.3 NA. Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Anaconda altimeter setting and increase all MDA 100 feet; increase Cat B visibility ¼ SM.

NA

-23°C

MISSED APPROACH: Climb to 13000 direct JOGUT and on track 277° to APICI and on track 221° to WAKIX and hold, continue climb-in-hold to 13000.

| AWOS-AV | SALT LAKE CENTER | CTAF |
|---|---|---|
| 120.025 | 133.4 285.4 | 122.9 L |













| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 5440-1<br>747 (800-1) | 5460-1<br>767 (800-1) | 5720-3<br>1027 (1100-3) | 6300-3<br>1607 (1700-3) |

DEER LODGE, MONTANA
Amdt 1 15SEP16

46°23′N-112°46′W

DEER LODGE-CITY-COUNTY (38S)
RNAV (GPS)-A


NW-1, 12 JUN 2025 to 07 AUG 2025

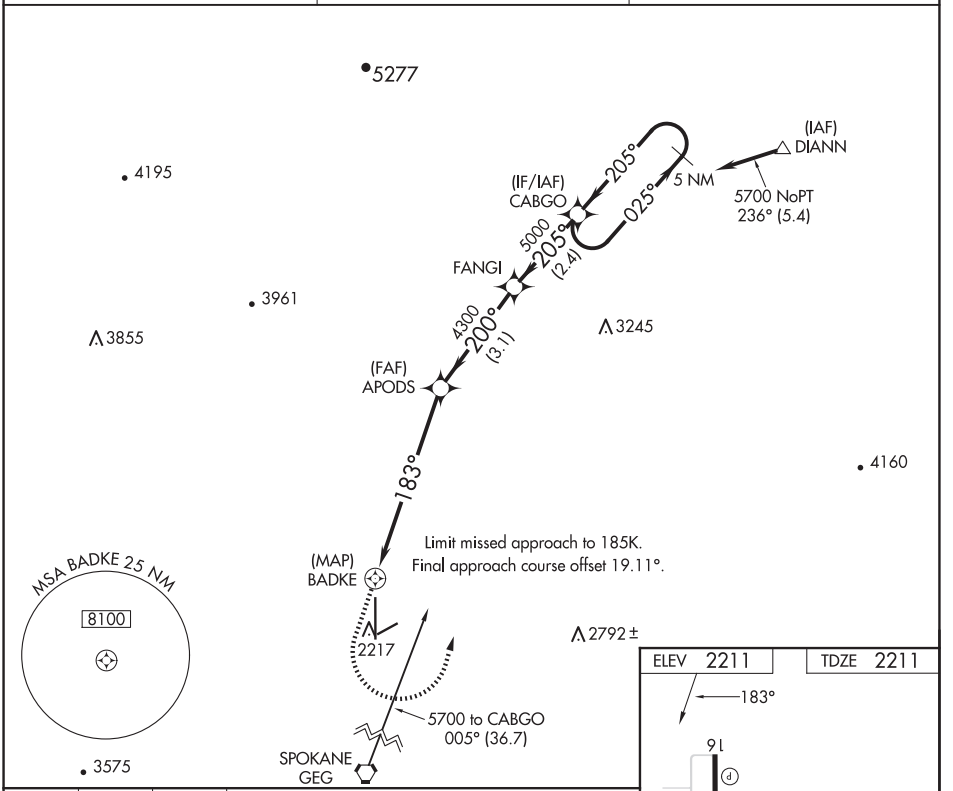
| APP CRS | Rwy Idg | 6101 |
|---|---|---|
| 183° | TDZE | 2211 |
| | Apt Elev | 2211 |

# RNAV (GPS) RWY 16
DEER PARK (DEW)

When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ 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 | SPOKANE APP CON | UNICOM |
|---|---|---|
| 135.175 | 123.75 282.25 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2640-1 429 (500-1) | | 2640-1¼ 429 (500-1¼) | |
| C CIRCLING | 2700-1 489 (500-1) | | 2700-1½ 489 (500-1½) | 2860-2 649 (700-2) |

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 34

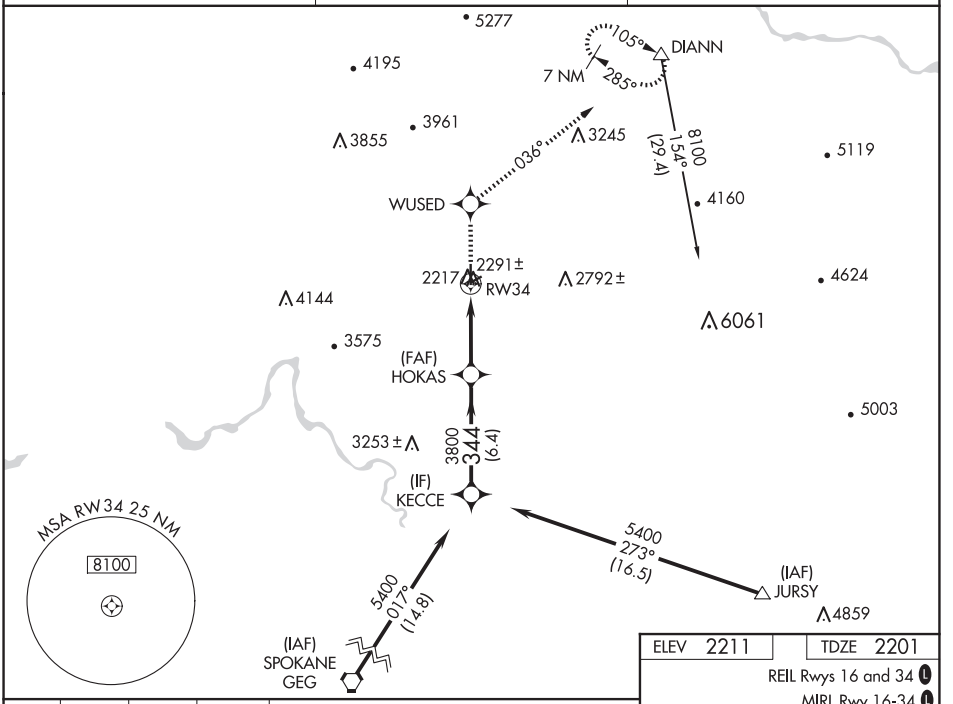
DEER PARK (DEW)

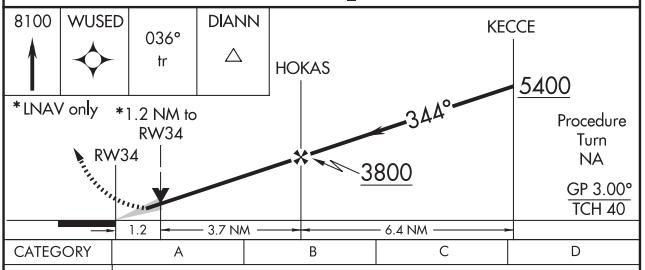
| WAAS | APP CRS | | |
|---|---|---|---|
| CH **61306** | **344°** | Rwy Idg | **6101** |
| **W34A** | | TDZE | **2201** |
| | | Apt Elev | **2211** |

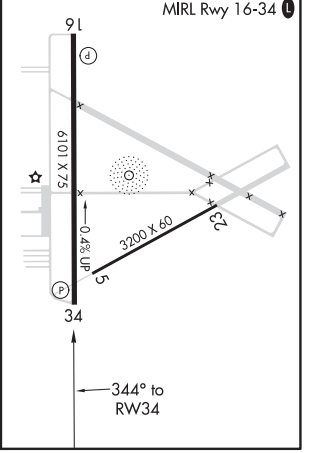
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). When local altimeter setting not received, use Spokane Intl altimeter setting and increase all DA/MDA 80 feet and all visibilities ¼ SM. Circling NA west of Rwy 16-34. DME/DME RNP- 0.3 NA. VDP and Baro-VNAV NA 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 | SPOKANE APP CON | UNICOM |
|---|---|---|
| **135.175** | **123.75 282.25** | **123.0** (CTAF) |




| 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) |
| C CIRCLING | 2700-1 489 (500-1) | | 2700-1½ 489 (500-1½) | 2860-2 649 (700-2) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 17

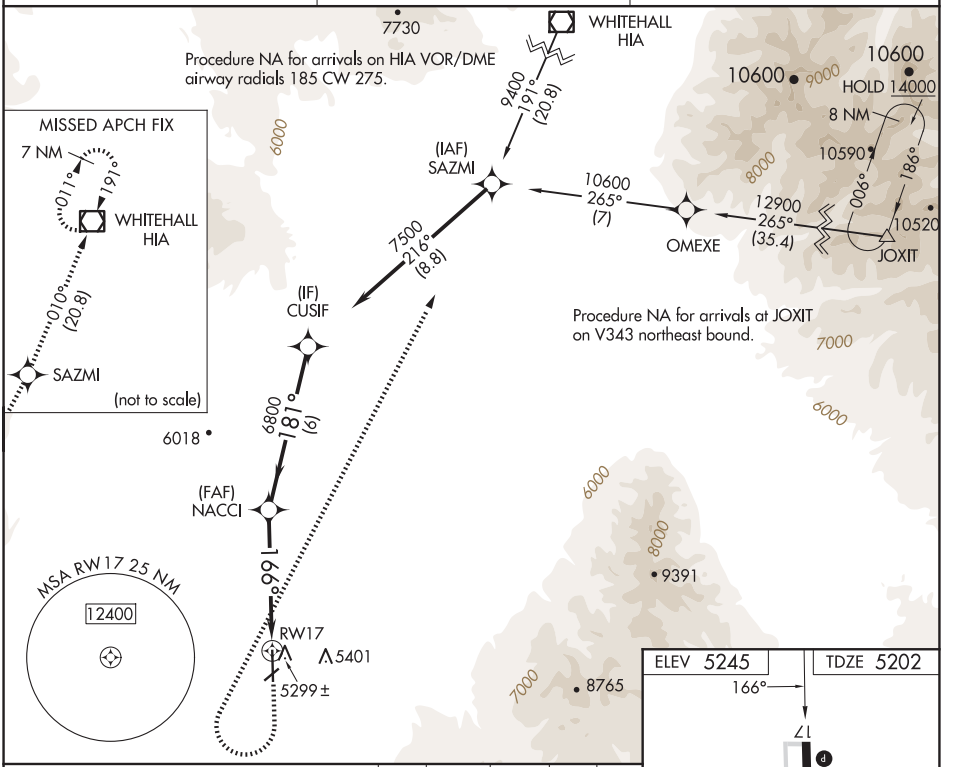
DILLON (DLN)

| WAAS | APP CRS | Rwy Idg | 6501 |
|---|---|---|---|
| CH 93927 | 166° | TDZE | 5202 |
| W17A | | Apt Elev | 5245 |

When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 51°C (124°F).
Night Landing: Rwy 4, 22, 35 NA.

MISSED APPROACH: Climb to 5800 then climbing right turn to 10600 direct SAZMI and on track 010° to HIA VOR/DME and hold.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.225 | 132.4 338.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5452-⅞ | | 250 (200-⅞) | |
| LNAV/VNAV DA | 5525-1⅛ | | 323 (300-1⅛) | |
| LNAV MDA | 5560-1 | 358 (400-1) | 5560-1⅛ | 358 (400-1⅛) |
| C CIRCLING | 5760-1 515 (600-1) | 5860-1 615 (700-1) | 5980-2 735 (800-2) | 6300-3 1055 (1100-3) |

MIRL Rwys 17-35 and 4-22 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

DILLON, MONTANA | AL-121 (FAA) | 25107

# RNAV (GPS) RWY 35

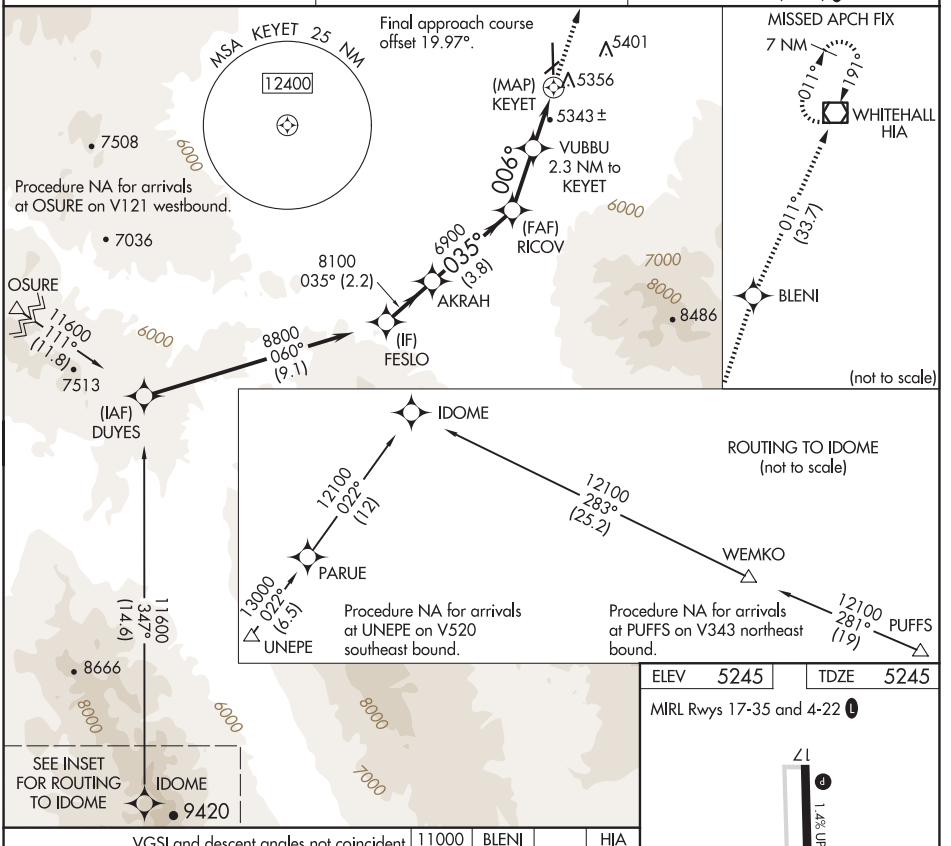
DILLON (DLN)

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **49227** | **006°** | Rwy Idg | **6501** |
| **W35A** | | TDZE | **5245** |
| | | Apt Elev | **5245** |

When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 4, 22, 35 NA.

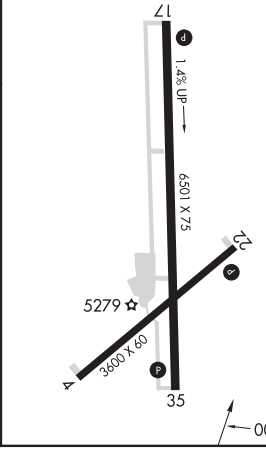
MISSED APPROACH: Climb to 11000 direct BLENI and on track 011° to HIA VOR/DME and hold.

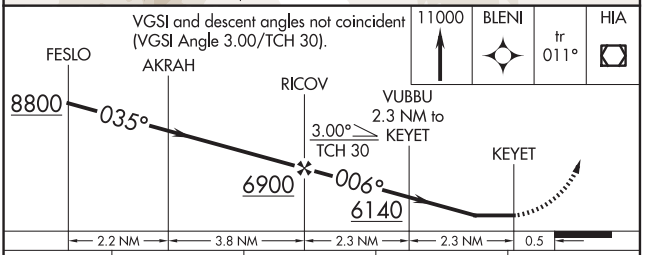
| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| **135.225** | **132.4 338.3** | **122.8** (CTAF) L |




ELEV 5245 | TDZE 5245

MIRL Rwys 17-35 and 4-22 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 5600-1 355 (500-1) | | | |
| LNAV MDA | 5620-1 375 (400-1) | | | |
| C CIRCLING | 5760-1 515 (600-1) | 5860-1 615 (700-1) | 5980-2 735 (800-1) | 6300-3 1055 (1100-3) |

DILLON, MONTANA | 45°15′N-112°33′W | DILLON (DLN)

Orig 10DEC15

RNAV (GPS) RWY 35


NW-1, 12 JUN 2025 to 07 AUG 2025

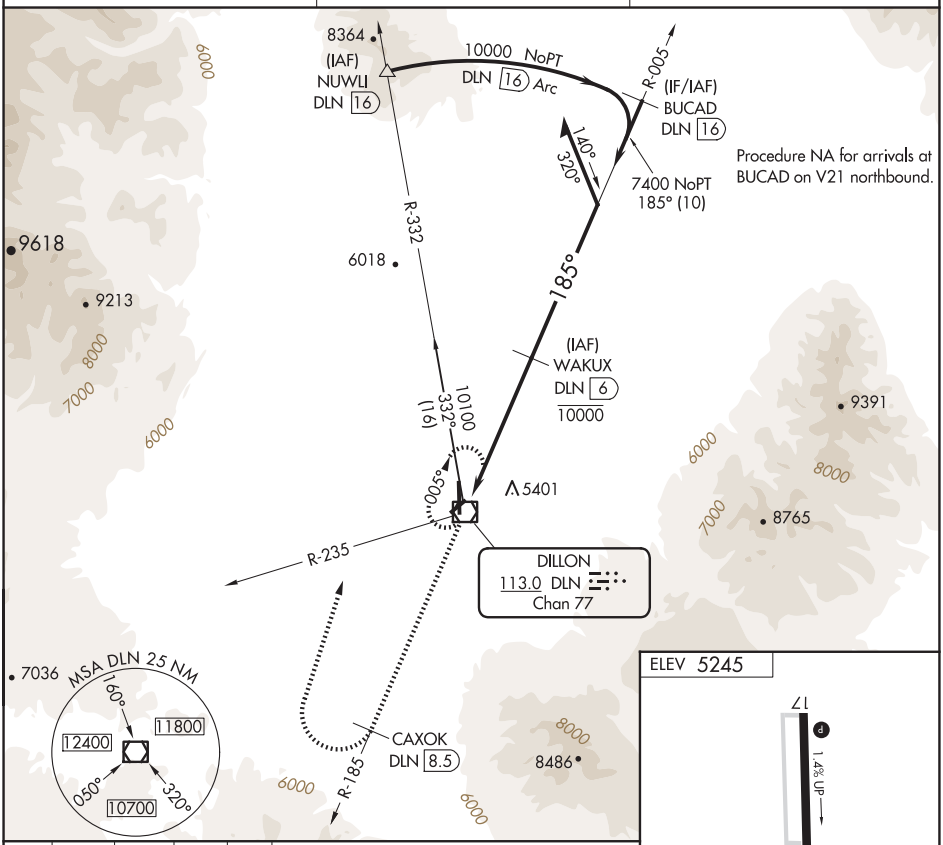
| VOR/DME DLN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.0 | 185° | TDZE | N/A |
| Chan 77 | | Apt Elev | 5245 |

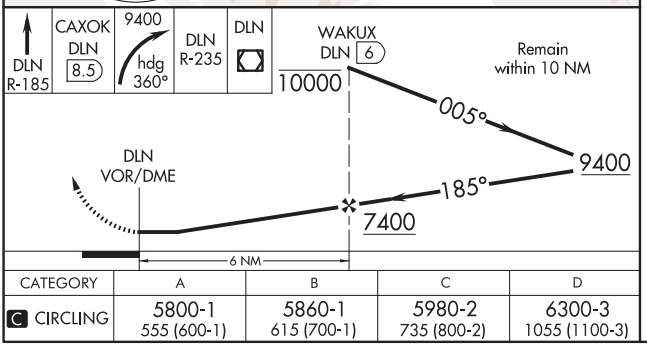
# VOR/DME-B
## DILLON (DLN)

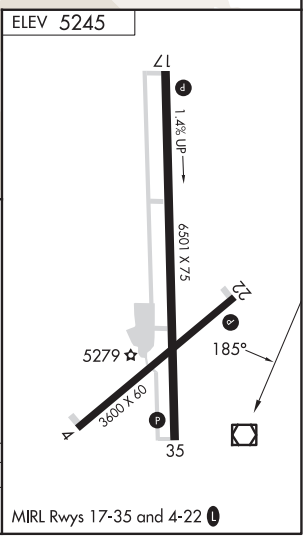
T A When local altimeter setting not received, procedure NA. Night Landing: Rwy 4, 22, 35 NA. Helicopter visibility reduction below 1 SM not authorized.

MISSED APPROACH: Climb 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.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.225 | 132.4 338.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 5800-1<br>555 (600-1) | 5860-1<br>615 (700-1) | 5980-2<br>735 (800-2) | 6300-3<br>1055 (1100-3) |

MIRL Rwys 17-35 and 4-22 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

DILLON, MONTANA | AL-121 (FAA) | 25107

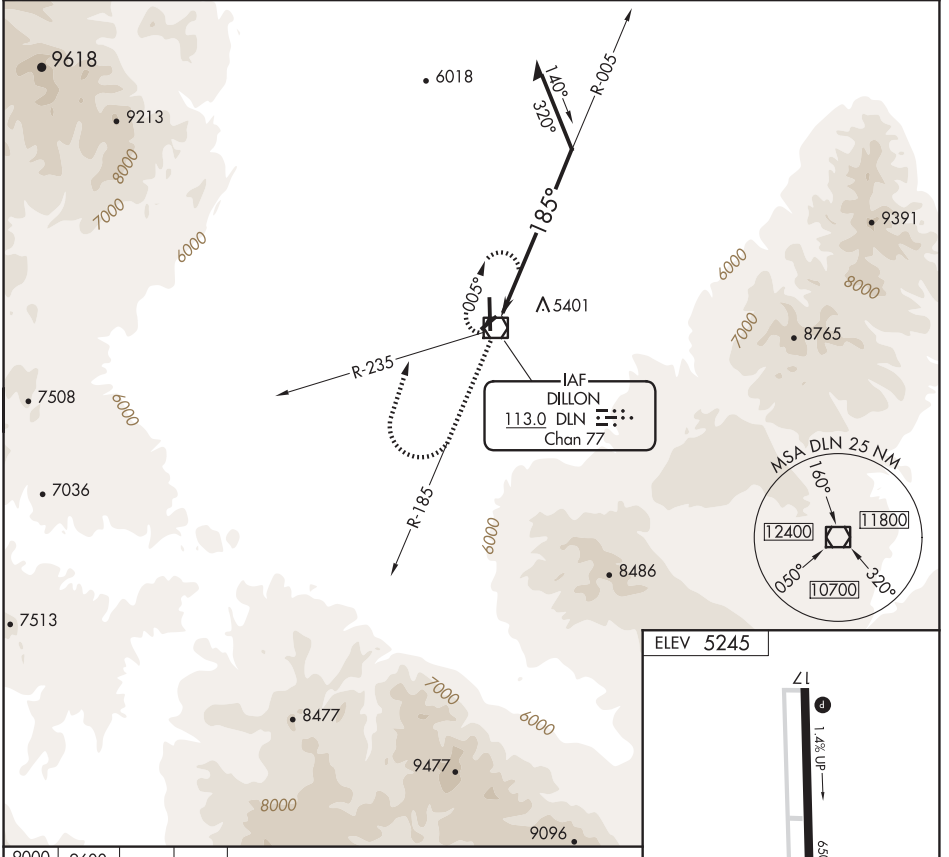
| VOR/DME DLN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.0 | 185° | TDZE | N/A |
| Chan 77 | | Apt Elev | 5245 |

# VOR-A
## DILLON (DLN)

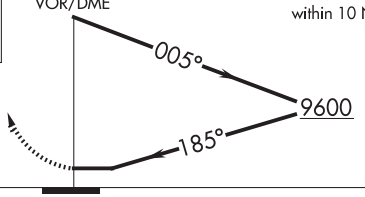
T A When local altimeter setting not received, procedure NA. Night Landing: Rwy 4, 22, 35 NA. Helicopter visibility reduction below 1 SM not authorized.

MISSED APPROACH: Climb to 9000 on DLN VOR/DME R-185 then climbing right turn to 9600 on heading 360° and DLN VOR/DME R-235 to DLN VOR/DME and hold.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.225 | 132.4 338.3 | 122.8 (CTAF) L |




| 9000 ↑ DLN R-185 | 9600 hdg 360° | DLN R-235 | DLN |
|---|---|---|---|




Remain within 10 NM




MIRL Rwys 17-35 and 4-22 L

| 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, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 24

DIXON (DWX)

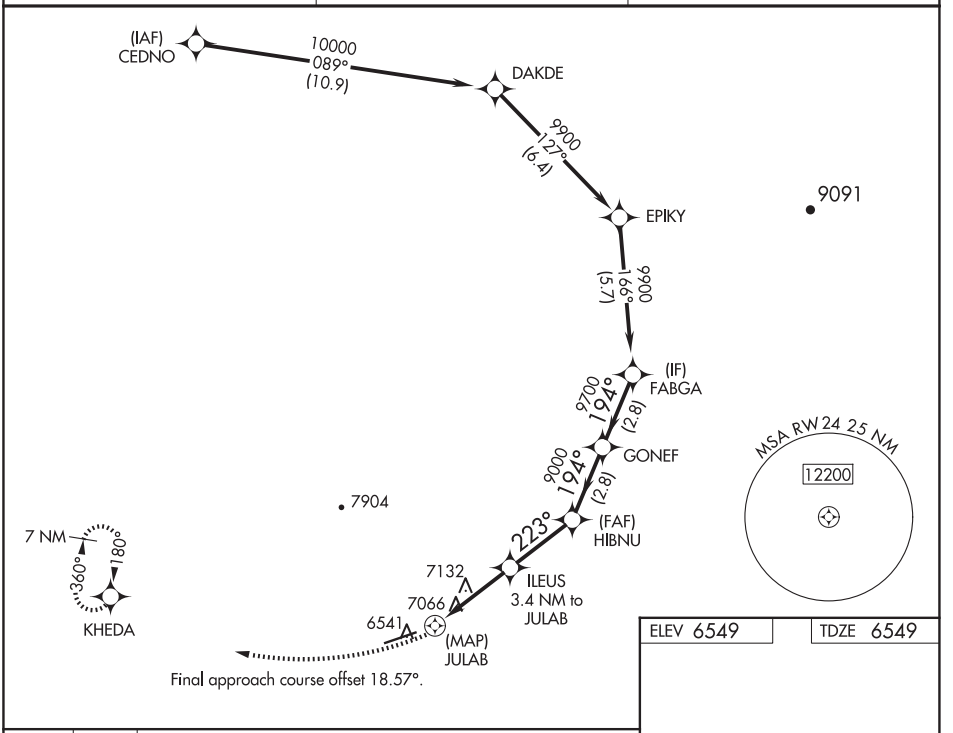
| WAAS | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| CH 60942 | 223° | TDZE | 6549 |
| W24A | | Apt Elev | 6549 |

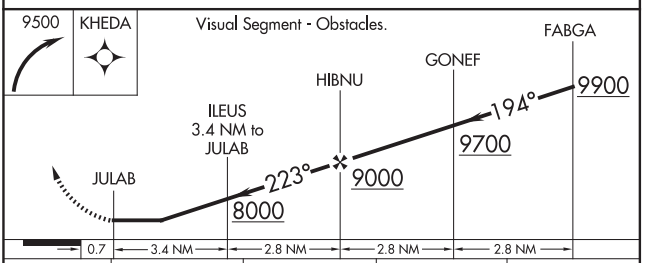
RNP APCH - GPS.

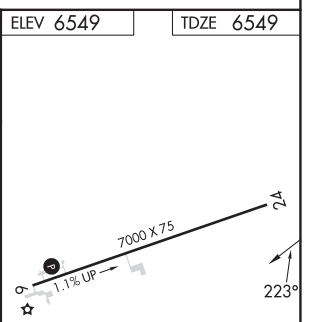
T A -37°C Rwy 24 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 24 NA at night, Circling Rwy 24 NA at night.

MISSED APPROACH: Climbing right turn to 9500 direct KHEDA and hold, continue climb-in-hold to 9500.

| AWOS-3PT | DENVER CENTER | CTAF |
|---|---|---|
| 119.425 | 120.475 235.975 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| 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) | |
| C CIRCLING | 7420-1¼ 871 (900-1¼) | | 7440-2¾ 891 (900-2¾) | 7900-3 1351 (1400-3) |

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L



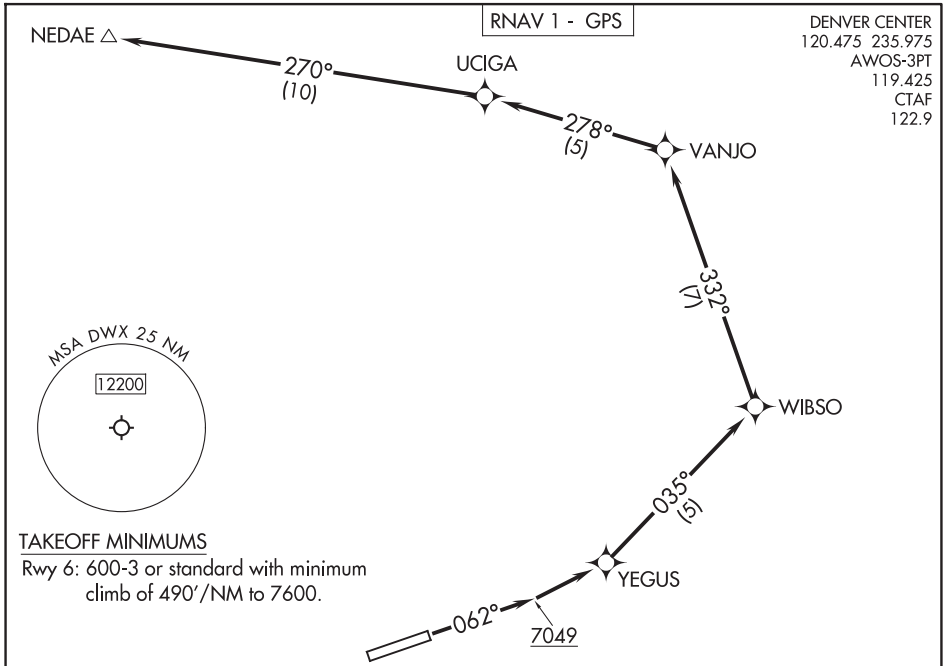
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(CRBN2.NEDAE) 23278

# CARBON TWO DEPARTURE (OBSTACLE)(RNAV)

AL-11441 (FAA)

DIXON (DWX)
DIXON, WYOMING




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.



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 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)





NW-1, 12 JUN 2025 to 07 AUG 2025

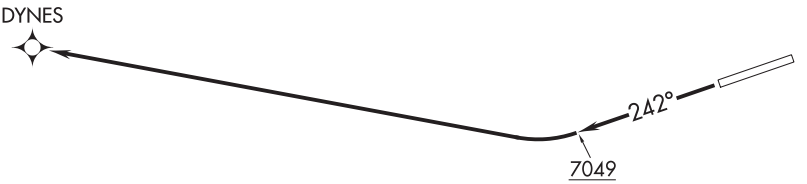
NW-1, 12 JUN 2025 to 07 AUG 2025

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, terain, 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.

RNAV 1 - GPS

DENVER CENTER
120.475 235.975
AWOS-3PT
119.425
CTAF
122.9



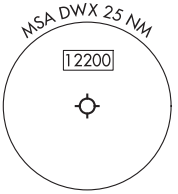



TAKEOFF MINIMUMS

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

# RNAV (GPS) RWY 11

CONVERSE COUNTY (DGW)

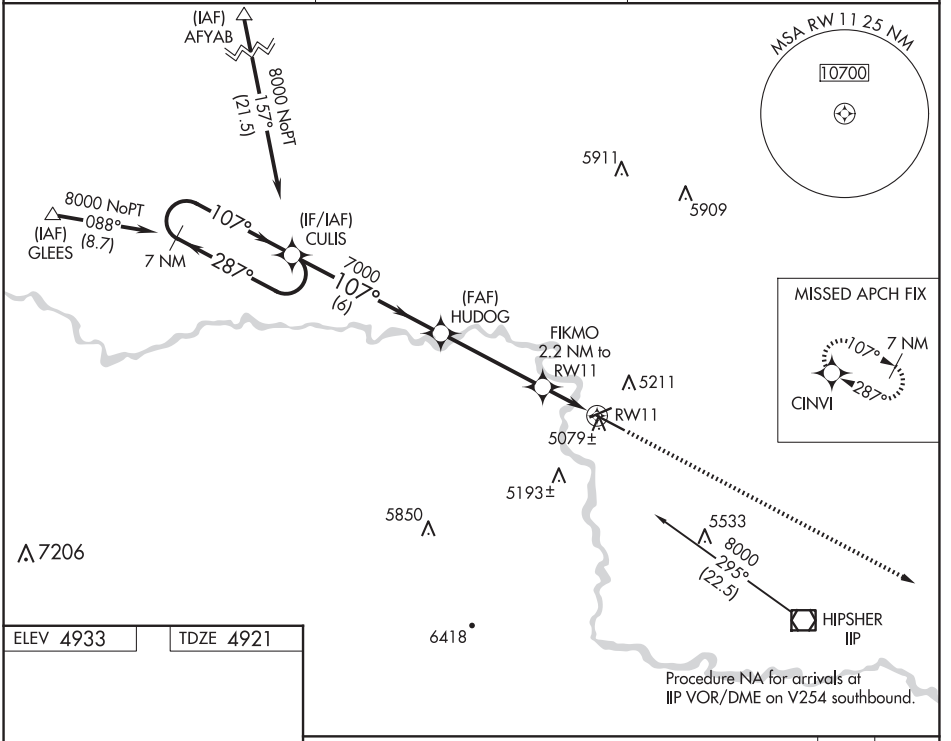
| WAAS | APP CRS | | |
|---|---|---|---|
| CH 58018 | 107° | Rwy Idg | 6534 |
| W11A | | TDZE | 4921 |
| | | Apt Elev | 4933 |

RNP APCH.

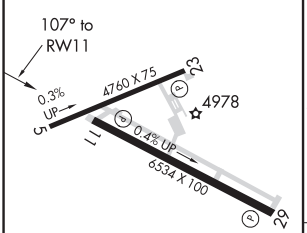
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F).

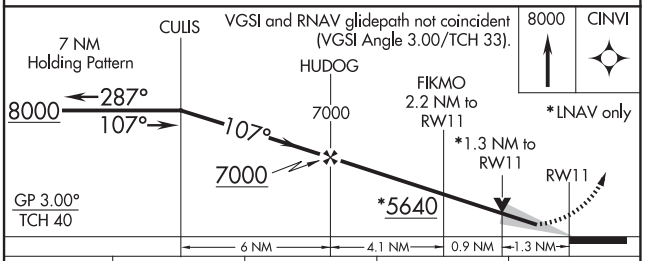
MISSED APPROACH: Climb to 8000 direct CINVI and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 135.6 363.025 | 122.8 (CTAF) L |




ELEV 4933 | TDZE 4921




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5121-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 5329-1½ 408 (400-1½) | | | |
| LNAV MDA | 5340-1 419 (500-1) | | 5340-1¼ 419 (500-1¼) | |

REIL Rwy 11 and 29 L
MIRL Rwys 11-29 and 5-23 L

DOUGLAS, WYOMING
Orig-A 07NOV19

42°48'N-105°23'W

CONVERSE COUNTY (DGW)

RNAV (GPS) RWY 11


NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 29

CONVERSE COUNTY (DGW)

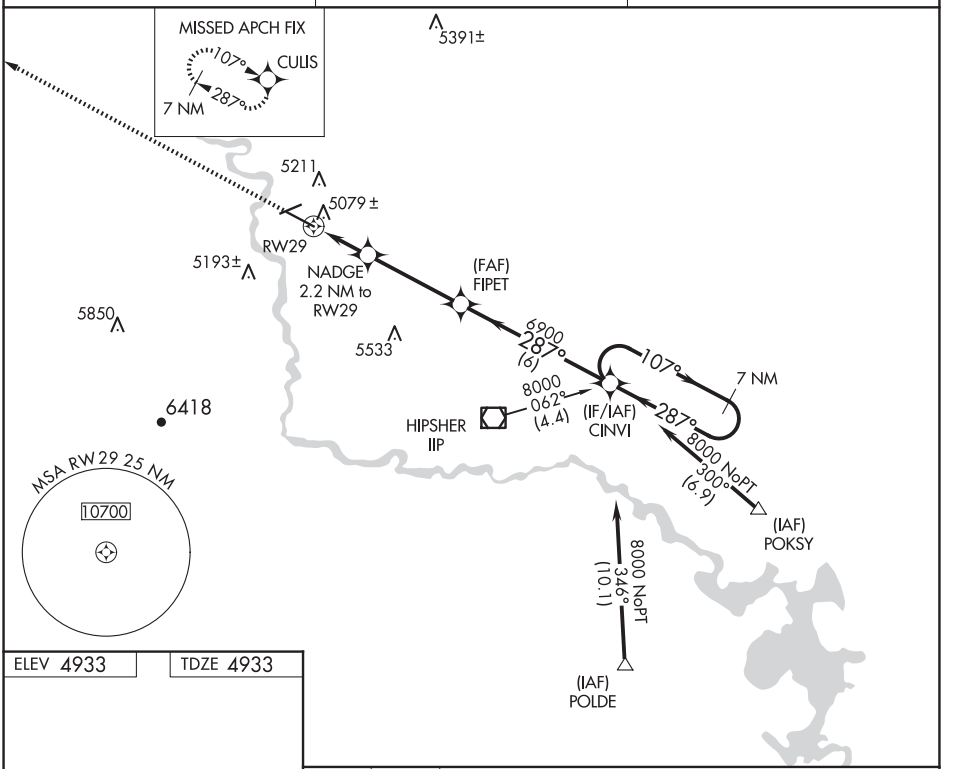
| WAAS CH 61018 W29A | APP CRS 287° | Rwy Idg 6534 TDZE 4933 Apt Elev 4933 |
|---|---|---|

RNP APCH-GPS.

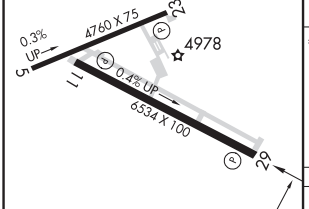
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 39°C.

MISSED APPROACH: Climb to 8000 direct CULIS and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 135.6 363.025 | 122.8 (CTAF) L |

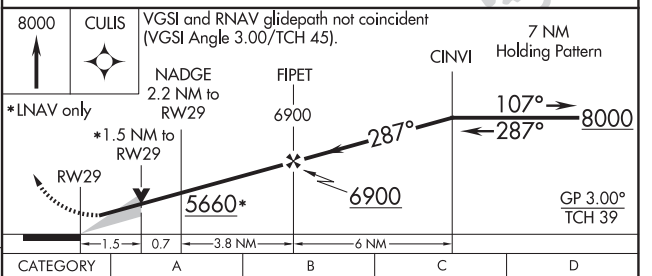



| ELEV 4933 | TDZE 4933 |
|---|---|




REIL Rwy 11 and 29 L

MIRL Rwys 11-29 and 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5133-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 5369-1½ 436 (500-1½) | | | |
| LNAV MDA | 5440-1 507 (600-1) | | 5440-1½ 507 (600-1½) | |
| CIRCLING | 5520-1 587 (600-1) | | 5680-2¼ 747 (800-2¼) | 5820-3 887 (900-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

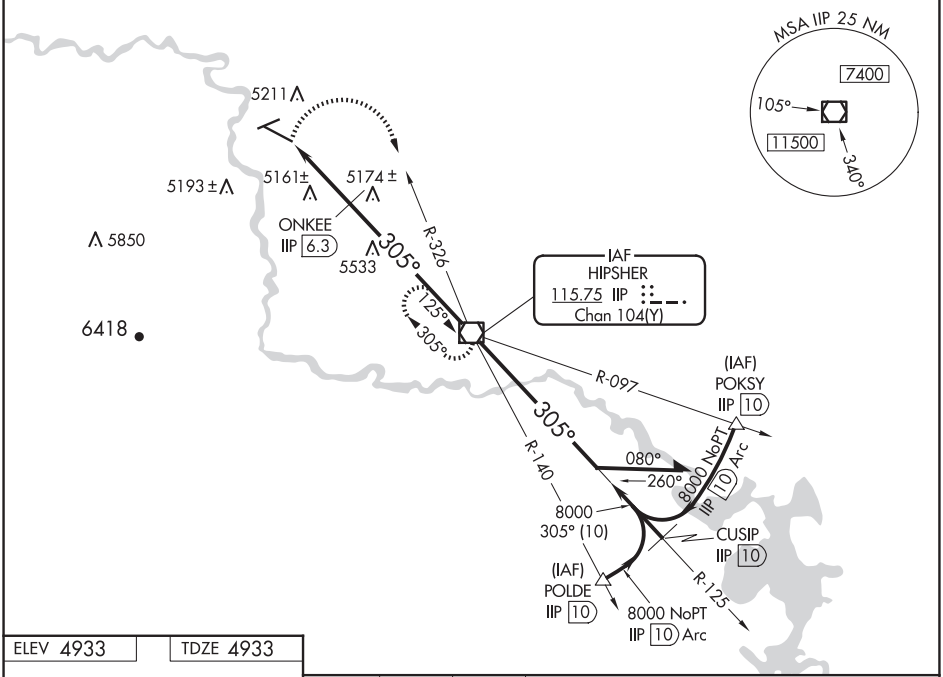
# VOR RWY 29

## CONVERSE COUNTY (DGW)

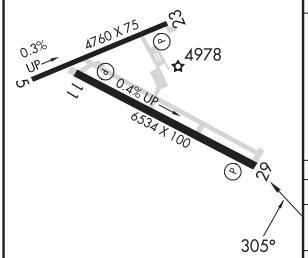
| VOR/DME IIP | APP CRS | Rwy Idg | 6534 |
|---|---|---|---|
| 115.75 | 305° | TDZE | 4933 |
| Chan 104(Y) | | Apt Elev | 4933 |

MISSED APPROACH: Climbing right turn to 8000 via heading 160° and IIP VOR/DME R-326 to IIP VOR/DME and hold, continue climb-in-hold to 8000.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 135.6 363.025 | 122.8 (CTAF) L |




ELEV 4933 TDZE 4933

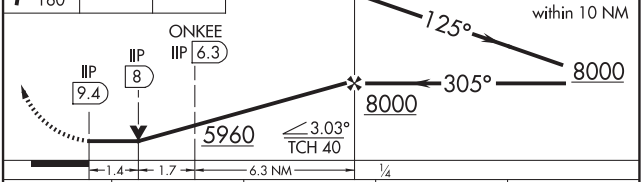



REIL Rwy 11 and 29 L
MIRL Rwys 11-29 and 5-23 L

| FAF to MAP 9.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 9:24 | 6:16 | 4:42 | 3:46 | 3:08 |

| 8000 hdg 160° | IIP R-326 | IIP |
|---|---|---|

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 5960-1¼ 1027 (1100-1¼) | 5960-1½ 1027 (1100-1½) | 5960-3 1027 (1100-3) | |
| CIRCLING | 5960-1¼ 1027 (1100-1¼) | 5960-1½ 1027 (1100-1½) | 5960-3 1027 (1100-3) | |
| ONKEE FIX MINIMUMS | | | | |
| S-29 | 5420-1 487 (500-1) | | 5420-1¼ 487 (500-1¼) | 5420-1½ 487 (500-1½) |
| CIRCLING | 5520-1 587 (600-1) | | 5680-2¼ 747 (800-2¼) | 5820-3 887 (900-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 4

DRIGGS/REED MEML (DIJ)

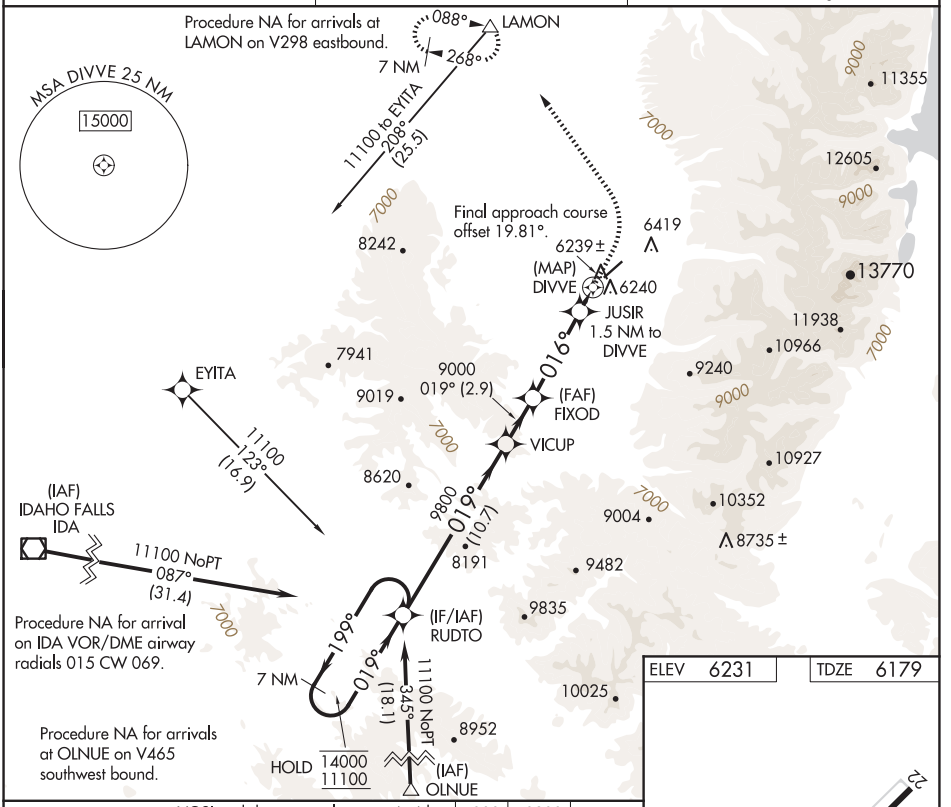
| WAAS | APP CRS | Rwy Ldg | 7300 |
|---|---|---|---|
| CH 48827 | 016° | TDZE | 6179 |
| W04A | | Apt Elev | 6231 |

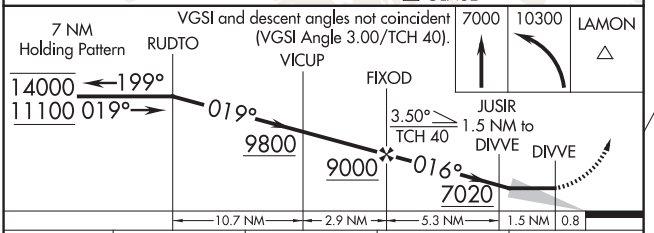
RNP APCH.

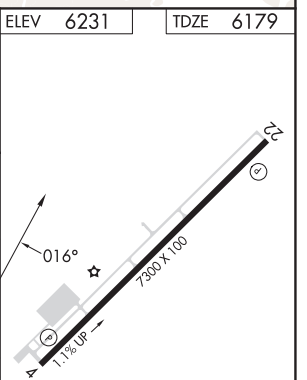
Circling NA for Cats C and D southeast of Rwy 4-22.

MISSED APPROACH: Climb to 7000 then climbing left turn to 10300 direct LAMON and hold, continue climb-in-hold to 10300.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 120.775 | 128.35 239.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 6500-1 321 (300-1) | | | |
| LNAV MDA | 6540-1 361 (400-1) | | | |
| C CIRCLING | 6760-1 529 (600-1) | 6820-1 589 (600-1) | 6880-1¾ 649 (700-1¾) | 7400-3 1169 (1200-3) |

MIRL Rwy 4-22 L

REIL Rwy 22 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 168° | TDZE | N/A |
| | Apt Elev | 6231 |

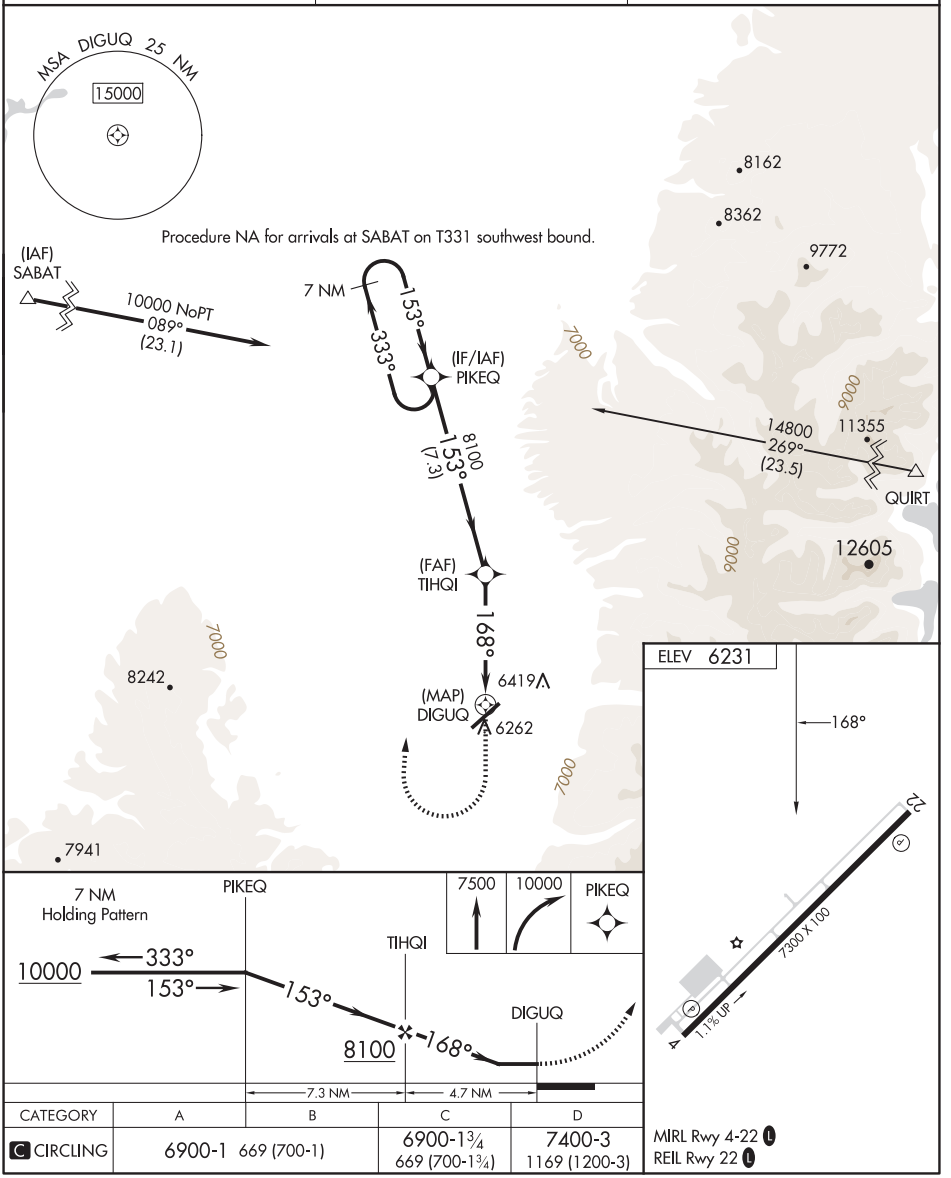
# RNAV (GPS)-A

DRIGGS/REED MEML (DIJ)

Circling NA for Cats C and D southeast of Rwy 4-22.
DME/DME RNP-0.3 NA.

MISSED APPROACH: (Do not exceed 185K until established direct PIKEQ) Climb to 7500 then climbing right turn to 10000 direct PIKEQ and hold.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 120.775 | 128.35 239.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 6900-1 669 (700-1) | | 6900-1¾ 669 (700-1¾) | 7400-3 1169 (1200-3) |

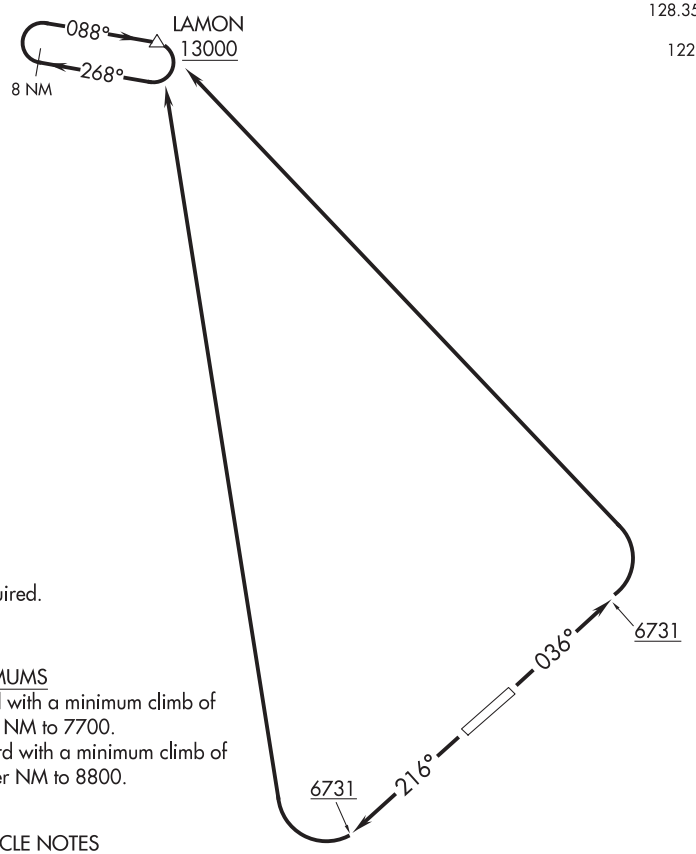
MIRL Rwy 4-22 L
REIL Rwy 22 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 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.

DUBOIS, WYOMING AL-10397 (FAA) 25163

# RNAV (GPS) RWY 29

DUBOIS MUNI (DUB)

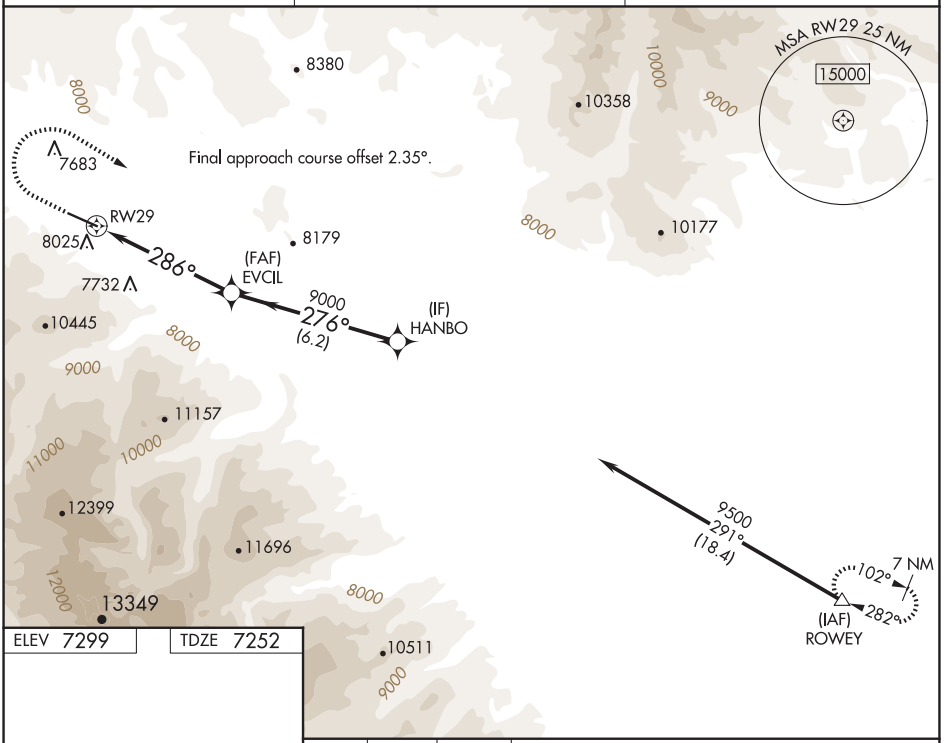
| WAAS | APP CRS | Rwy Idg | 6700 |
|---|---|---|---|
| CH 70447 | 286° | TDZE | 7252 |
| W29A | | Apt Elev | 7299 |

RNP APCH - GPS.

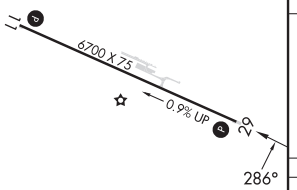
When local altimeter setting not received, procedure NA. Rwy 29 helicopter visibility reduction below ¾ SM NA. Procedure NA at night. Circling NA south of Rwy 11-29.

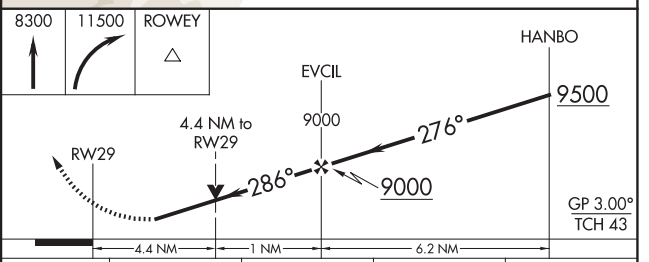
MISSED APPROACH: Climb to 8300 then climbing right turn to 11500 direct ROWEY and hold.
*Missed approach requires minimum climb of 300 feet per NM to 9100.

| AWOS-3PT | SALT LAKE CENTER | CTAF |
|---|---|---|
| 118.275 | 133.25 285.6 | 122.9 L |




ELEV 7299 TDZE 7252




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 8020-2½ 768 (800-2½) | | | NA |
| LNAV MDA | 8700-1¼ 1448 (1500-1¼) | 8700-1½ 1448 (1500-1½) | 8700-3 1448 (1500-3) | NA |
| CIRCLING | 8700-1¼ 1401 (1500-1¼) | 8700-1½ 1401 (1500-1½) | 8800-3 1501 (1600-3) | NA |

REIL Rwy 29 L
MIRL Rwy 11-29 L

DUBOIS, WYOMING
Orig-A 12JUN25

43°33'N-109°41'W

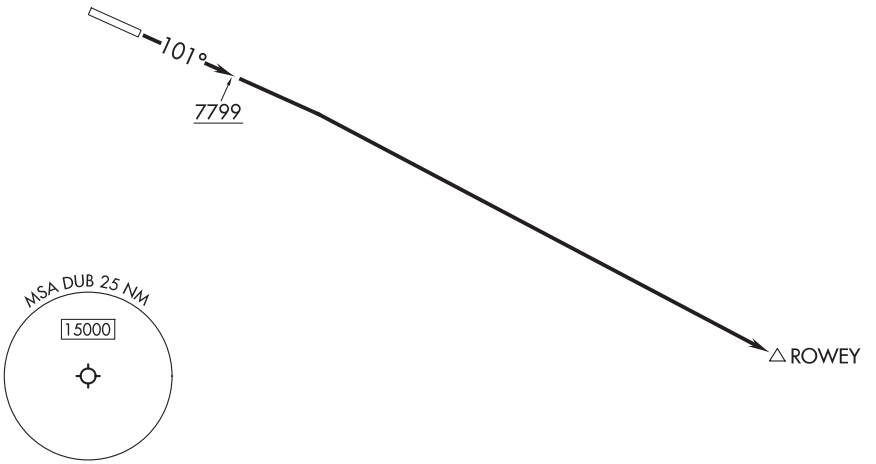
DUBOIS MUNI (DUB)

RNAV (GPS) RWY 29


NW-1, 12 JUN 2025 to 07 AUG 2025

SALT LAKE CENTER DEP CON
133.25 285.6

RNAV 1 - GPS.




TAKEOFF MINIMUMS

Rwy 11: 300-1⅜ 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.




NW-1, 12 JUN 2025 to 07 AUG 2025

EASTSOUND, WASHINGTON | AL-10384 (FAA) | 25163

| WAAS | APP CRS | Rwy Ldg | 2901 |
|---|---|---|---|
| CH 40038 | 193° | TDZE | 35 |
| W16A | | Apt Elev | 35 |

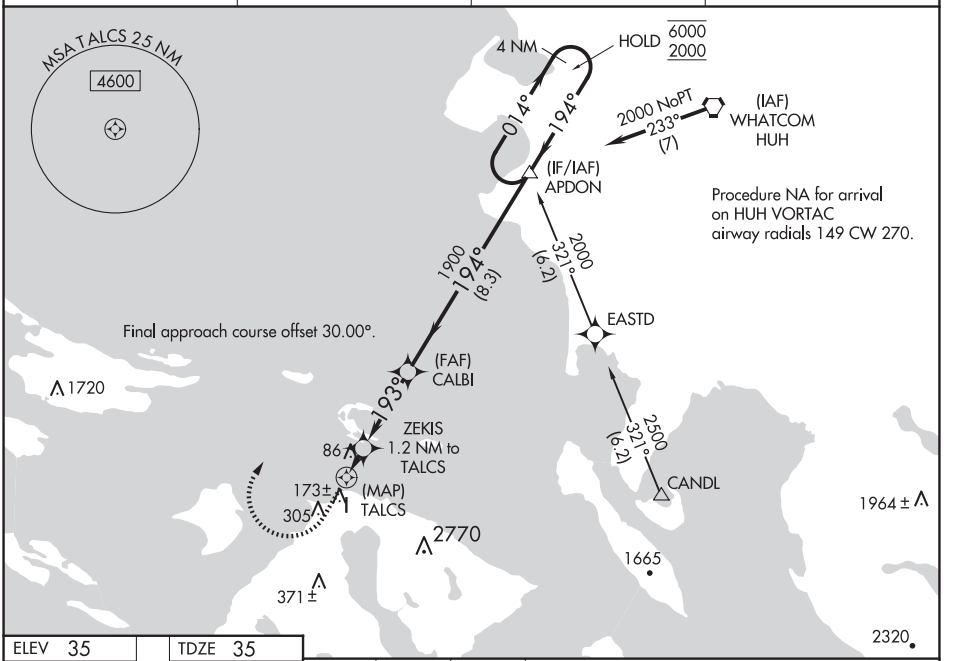
# RNAV (GPS) RWY 16
## ORCAS ISLAND (ORS)

RNP APCH.

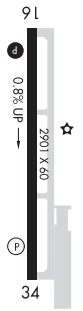
Circling to Rwy 34 NA at night. Rwy 16 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Friday Harbor altimeter setting and increase all MDA 40 feet.

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.

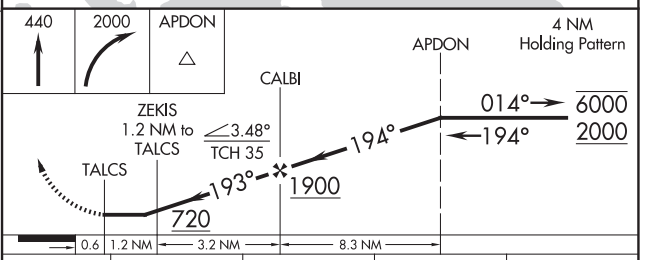
| AWOS-3P | WHIDBEY APP CON | VICTORIA APP CON | CTAF |
|---|---|---|---|
| 135.425 | 118.2 285.65 (SOUTH) | 132.7 (NORTH) | 128.25 L |




| ELEV 35 | TDZE 35 |
|---|---|




MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA # | 340-1 | 305 (400-1) | NA | |
| LP MDA | 400-1 | 365 (400-1) | NA | |
| LNAV MDA # | 440-1 | 405 (500-1) | NA | |
| LNAV MDA | 700-1 | 665 (700-1) | NA | |
| C CIRCLING | 1120-1¼ 1085 (1100-1¼) | 1820-1½ 1785 (1800-1½) | NA | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

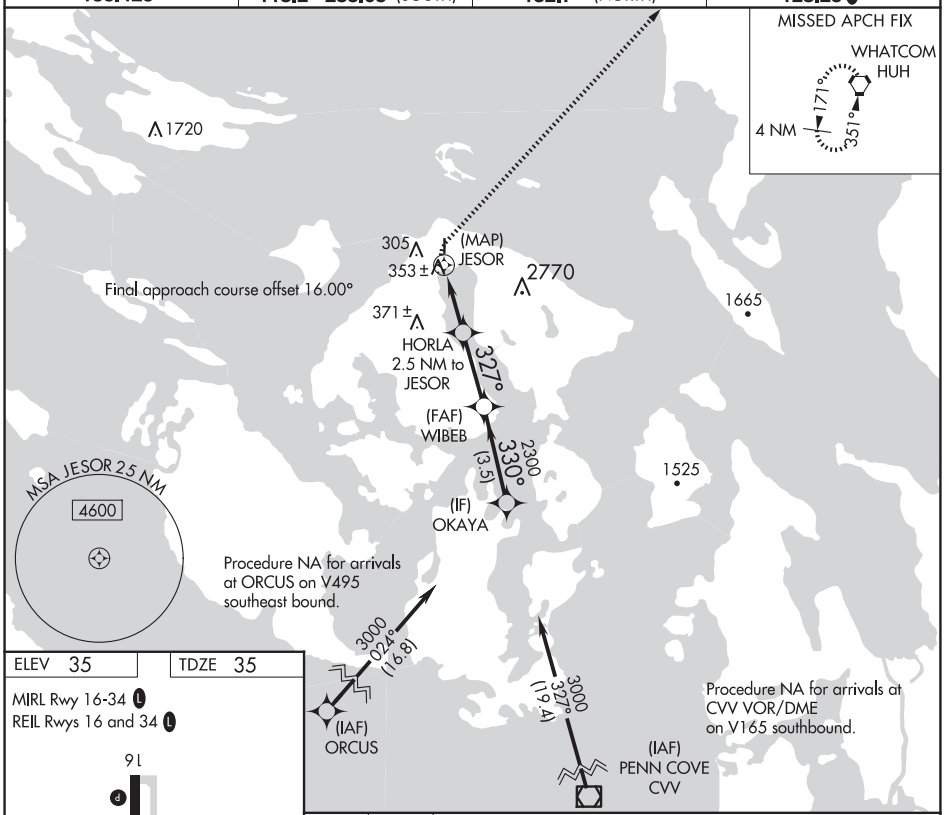
| WAAS CH 99538 W34A | APP CRS 327° | Rwy Ldg 2901 / TDZE 35 / Apt Elev 35 |
|---|---|---|

# RNAV (GPS) RWY 34
## ORCAS ISLAND (ORS)

T A 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.

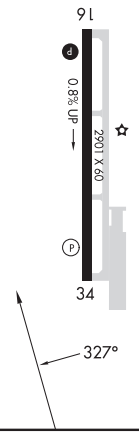
MISSED APPROACH: Climbing right turn to 2000 direct HUH VORTAC and hold.

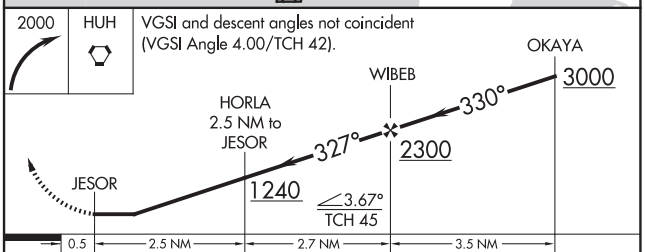
| AWOS-3P | WHIDBEY APP CON | VICTORIA APP CON | CTAF |
|---|---|---|---|
| 135.425 | 118.2 285.65 (SOUTH) | 132.7 (NORTH) | 128.25 L |




| ELEV 35 | TDZE 35 |
|---|---|

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 760-1 725 (800-1) | | NA | |
| C CIRCLING | 1120-1¼ 1085 (1100-1¼) | 1820-1½ 1785 (1800-1½) | NA | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

EASTSOUND, WASHINGTON

AL-10384 (FAA)

25163

# RNAV (GPS)-A

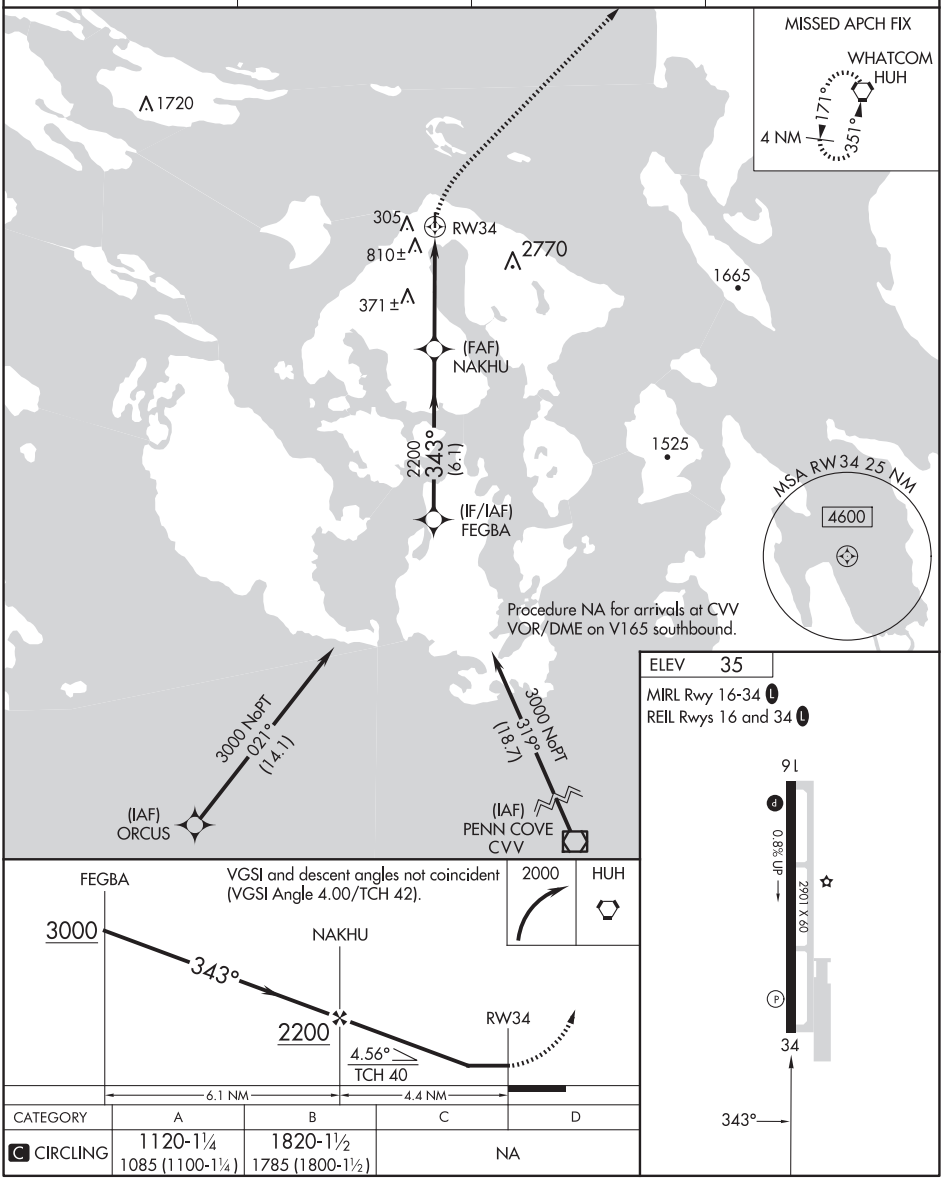
ORCAS ISLAND (ORS)

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 343° | TDZE | N/A |
| | Apt Elev | 35 |

T A DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Friday Harbor altimeter setting and increase MDA 40 feet. Night landing: Rwy 34 NA.

MISSED APPROACH: Climbing right turn to 2000 direct HUH VORTAC and hold.

| AWOS-3P | WHIDBEY APP CON | VICTORIA APP CON | CTAF |
|---|---|---|---|
| 135.425 | 118.2 285.65 (SOUTH) | 132.7 (NORTH) | 128.25 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1120-1¼ 1085 (1100-1¼) | 1820-1½ 1785 (1800-1½) | NA | |

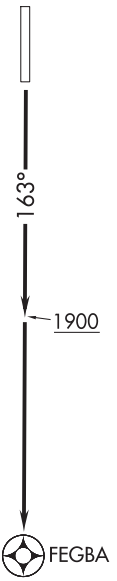


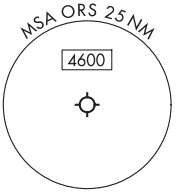
NW-1, 12 JUN 2025 to 07 AUG 2025

WHIDBEY DEP CON
118.2 285.65 (SOUTH)
VICTORIA DEP CON
132.7 (NORTH)
AWOS-3P
135.425
CTAF
128.25

RNAV 1 - GPS.
RADAR required.

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwy 16: 400-1 with minimum climb of 500'/NM to 1900.

NOTE: Chart not to scale.

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Idg | 4300 |
|---|---|---|
| 297° | TDZE | 1759 |
| | Apt Elev | 1764 |

# RNAV (GPS) RWY 29

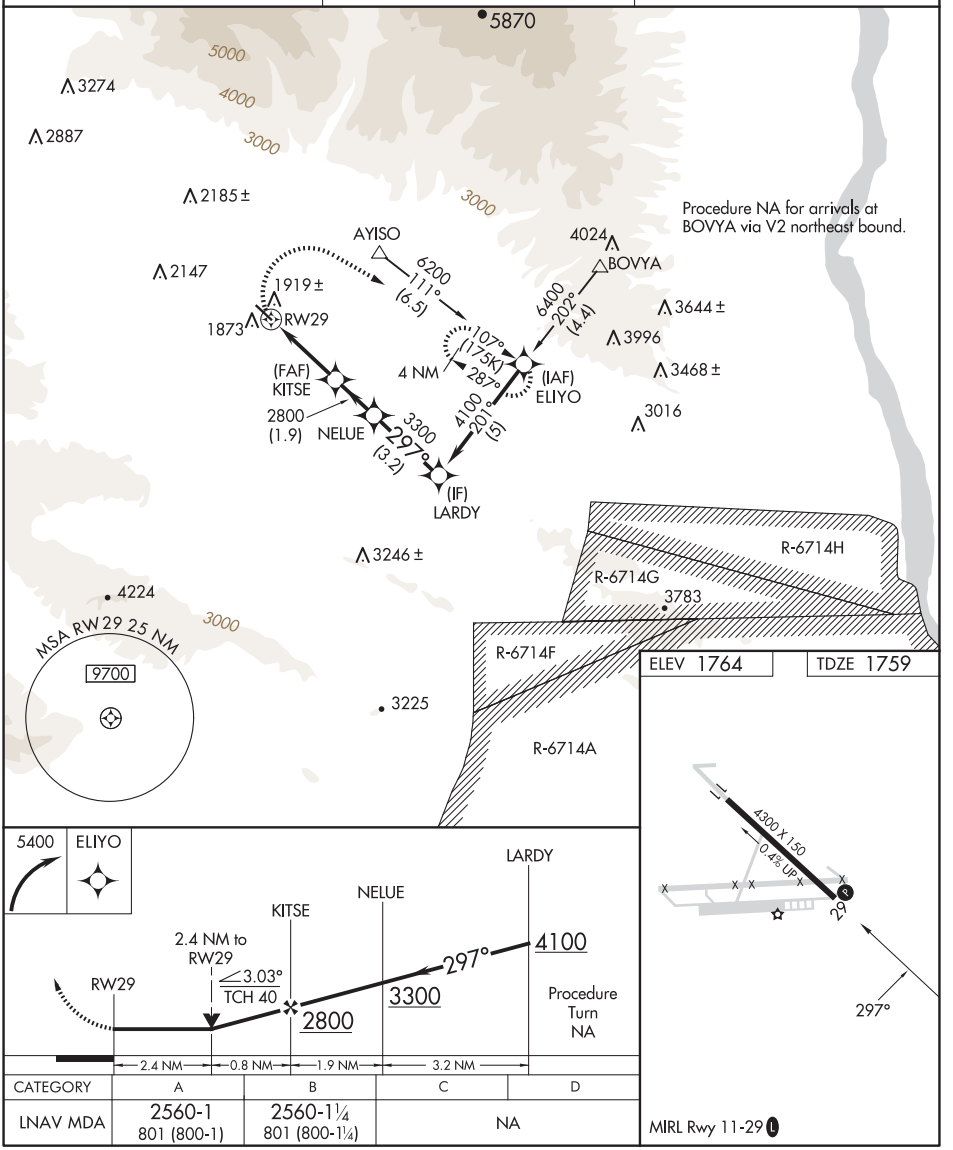
BOWERS FLD (ELN)

RNP APCH.

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.

MISSED APPROACH: Climbing right turn to 5400 direct ELIYO and hold, continue climb-in hold to 5400.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 118.375 | 132.6 269.35 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2560-1 801 (800-1) | 2560-1¼ 801 (800-1¼) | NA | |

MIRL Rwy 11-29 L



47°02'N-120°32'W





NW-1, 12 JUN 2025 to 07 AUG 2025

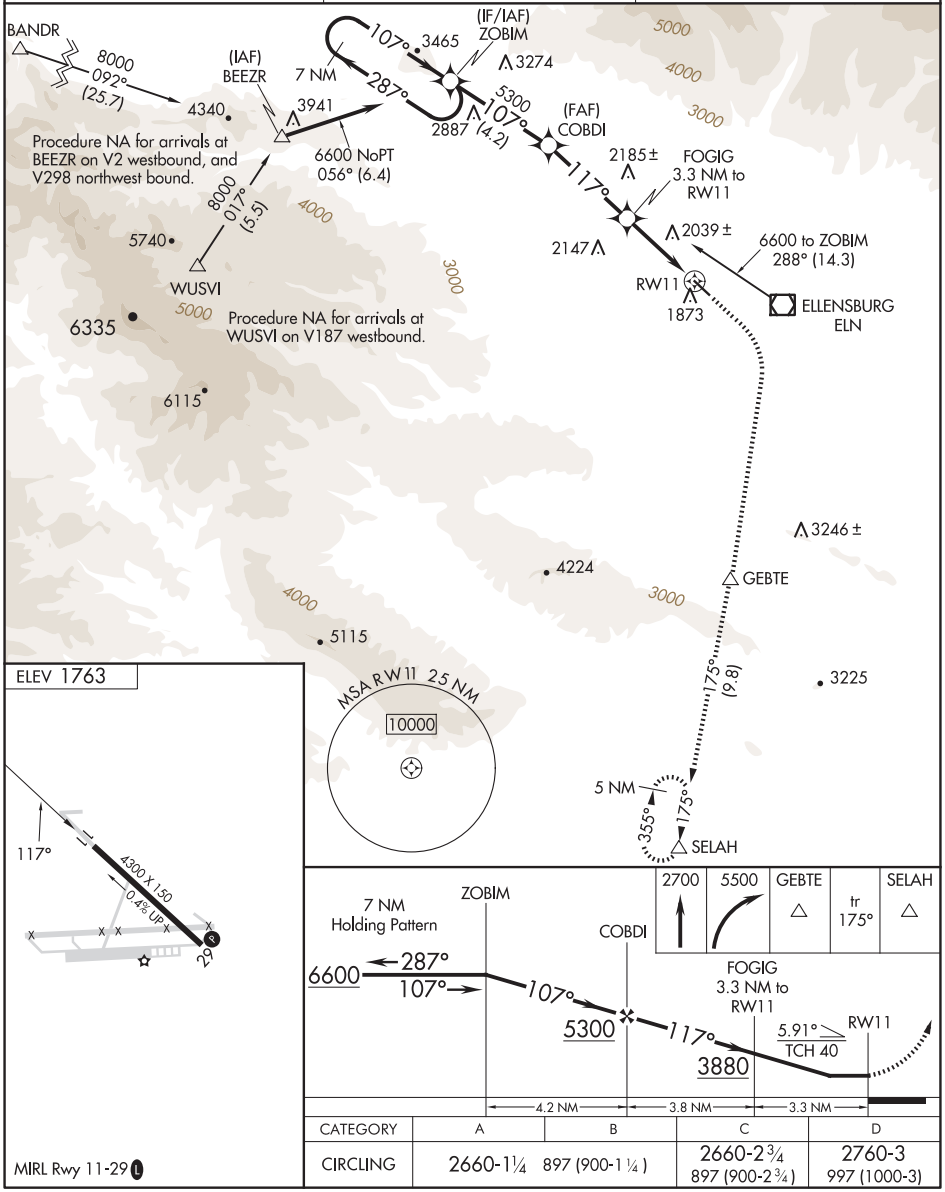
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 117° | TDZE | N/A |
| | Apt Elev | 1763 |

# 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 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 118.375 | 132.6 269.35 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2660-1¼ 897 (900-1¼) | | 2660-2¾ 897 (900-2¾) | 2760-3 997 (1000-3) |

MIRL Rwy 11-29 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

ELLENSBURG, WASHINGTON | AL-130 (FAA) | 25107

# VOR-A

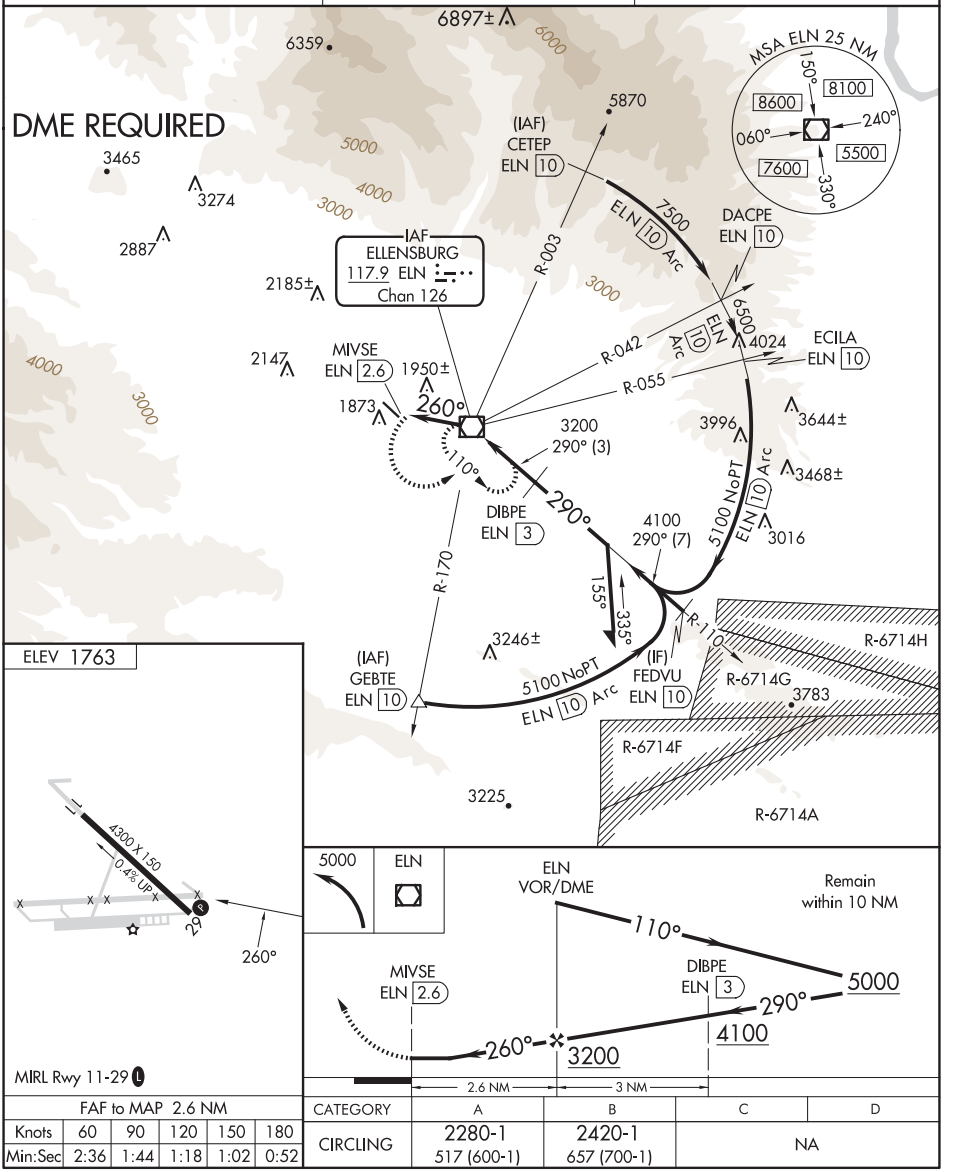
BOWERS FLD (ELN)

| VOR/DME ELN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.9 | 260° | TDZE | N/A |
| Chan 126 | | Apt Elev | 1763 |

T NA — Procedure NA when R-6714A, F, G, H are in operation. DME required.

MISSED APPROACH: Climbing left turn to 5000 direct ELN VOR/DME and hold.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 118.375 | 132.6 269.35 | 123.0 (CTAF) L |










| FAF to MAP 2.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2280-1<br>517 (600-1) | 2420-1<br>657 (700-1) | NA | |

ELLENSBURG, WASHINGTON
Amdt 3C 15JUL21

47°02'N-120°32'W

BOWERS FLD (ELN)
VOR-A


NW-1, 12 JUN 2025 to 07 AUG 2025

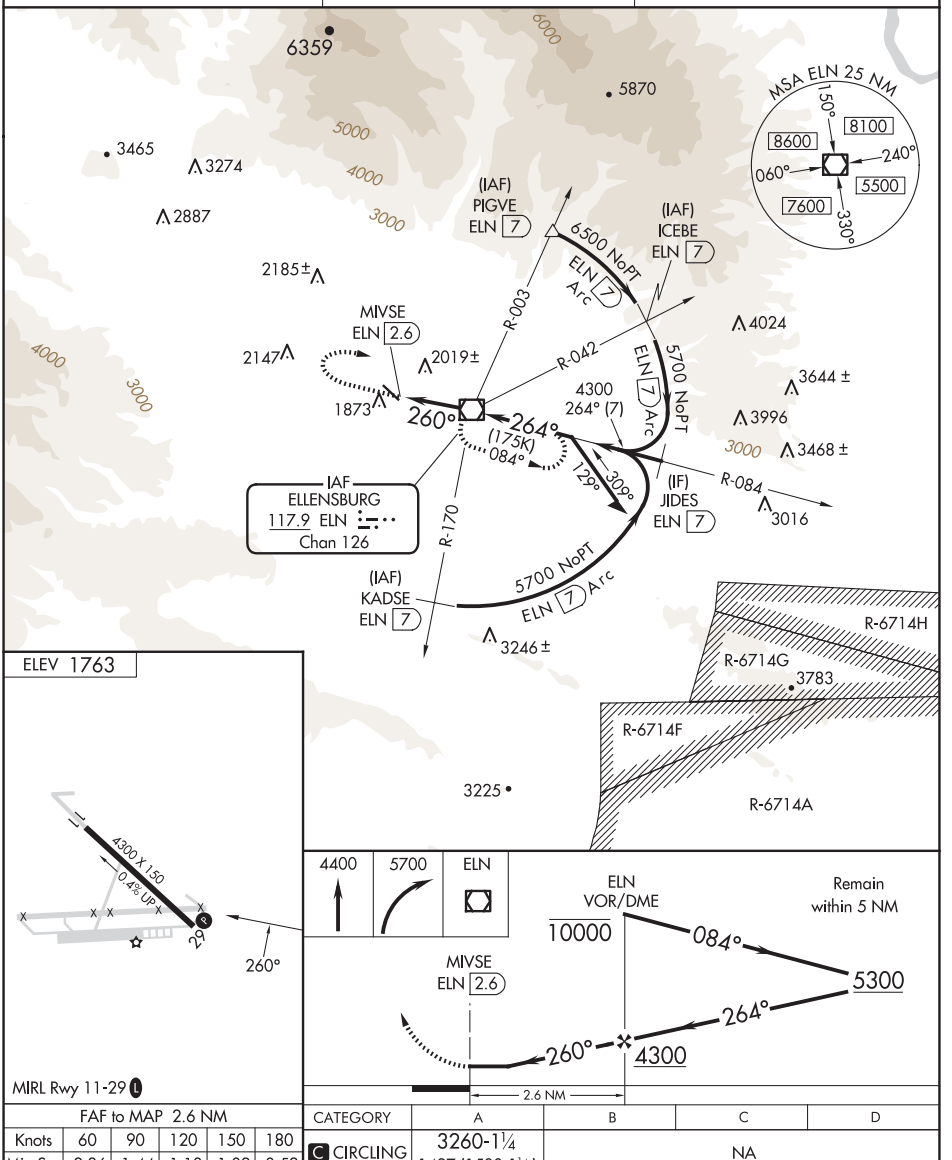
| VOR/DME ELN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.9 | 260° | TDZE | N/A |
| Chan 126 | | Apt Elev | 1763 |

# VOR-B
## BOWERS FLD (ELN)

When local altimeter setting not received, use Wentachee altimeter setting.

MISSED APPROACH: Climb to 4400 then climbing right turn to 5700 direct ELN VOR/DME and hold, continue climb-in-hold to 5700.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 118.375 | 132.6 269.35 | 123.0 (CTAF) L |




| FAF to MAP 2.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 3260-1¼ 1497 (1500-1¼) | NA | | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

ENNIS, MONTANA | AL-9491 (FAA) | 25163

# RNAV (GPS) RWY 16

ENNIS BIG SKY (EKS)

| WAAS | APP CRS | Rwy Ldg | 7600 |
|---|---|---|---|
| CH 65735 | 165° | TDZE | 5433 |
| W16A | | Apt Elev | 5433 |

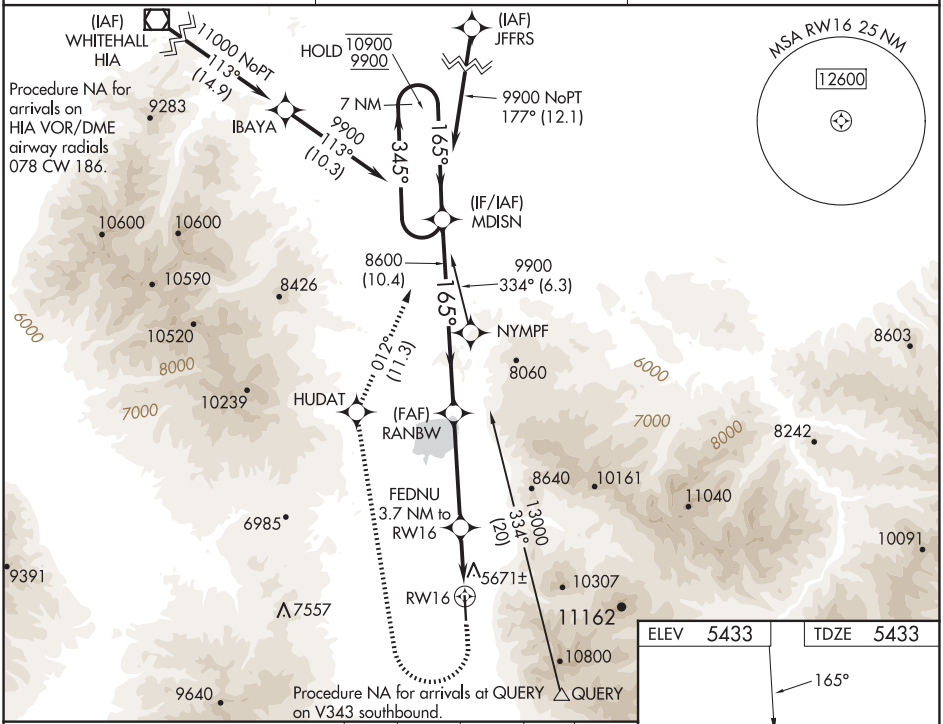
RNP APCH-GPS.

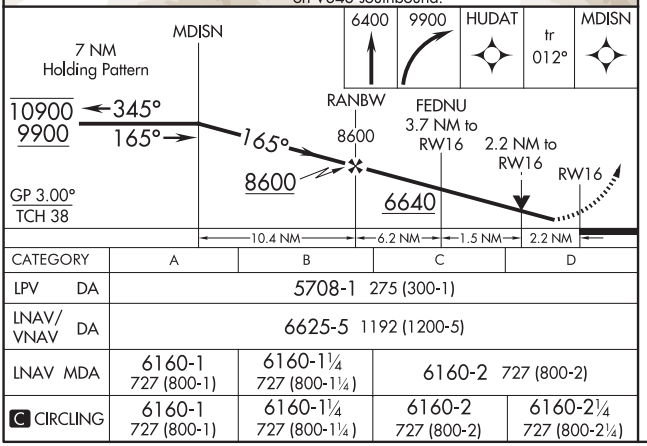
T A -24°C

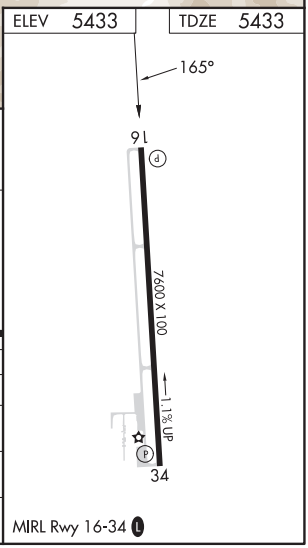
Circling NA east of Rwy 16-34. Rwy 16 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.

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.

| AWOS-3P | BIG SKY APP CON ★ | UNICOM |
|---|---|---|
| 119.85 | 118.975 226.675 | 122.8 (CTAF) L |




| 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) | |
| C CIRCLING | 6160-1 727 (800-1) | 6160-1¼ 727 (800-1¼) | 6160-2 727 (800-2) | 6160-2¼ 727 (800-2¼) |

MIRL Rwy 16-34 L

ENNIS, MONTANA
Amdt 2 17JUN21

45°17′N-111°39′W

ENNIS BIG SKY (EKS)

RNAV (GPS) RWY 16

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 34

ENNIS BIG SKY (EKS)

| WAAS | APP CRS | Rwy Ldg | 7600 |
|---|---|---|---|
| CH 45539 | 345° | TDZE | 5370 |
| W34A | | Apt Elev | 5433 |

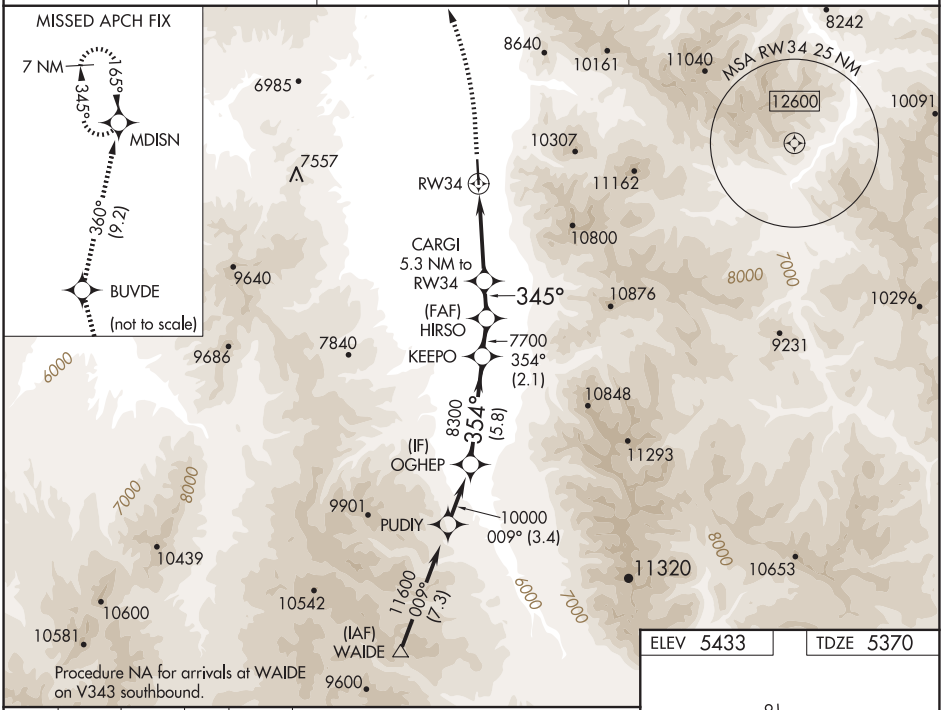
RNP APCH-GPS.

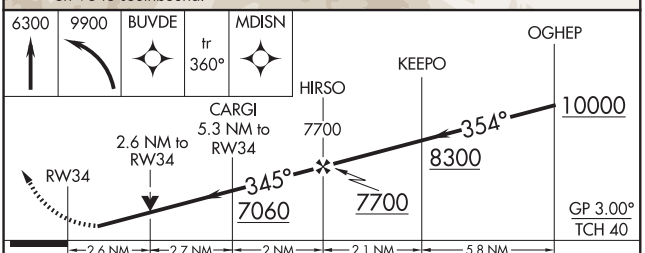
T A -24°C

Circling NA east of Rwy 16-34. Rwy 34 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.

MISSED APPROACH: Climb to 6300, then climbing left turn to 9900 direct BUVDE and on track 360° to MDISN and hold.

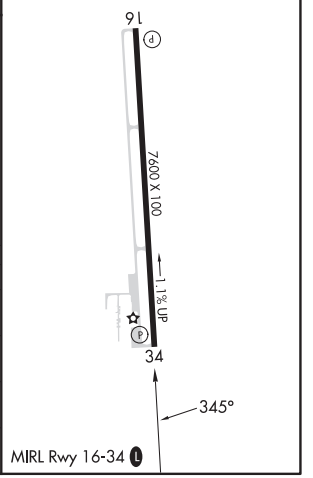
| AWOS-3P | BIG SKY APP CON * | UNICOM |
|---|---|---|
| 119.85 | 118.975 226.675 | 122.8 (CTAF) L |




| 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) | |
| C CIRCLING | 6220-1 787 (800-1) | 6220-1¼ 787 (800-1¼) | 6220-2½ 787 (800-2½) | |

ELEV 5433 TDZE 5370






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

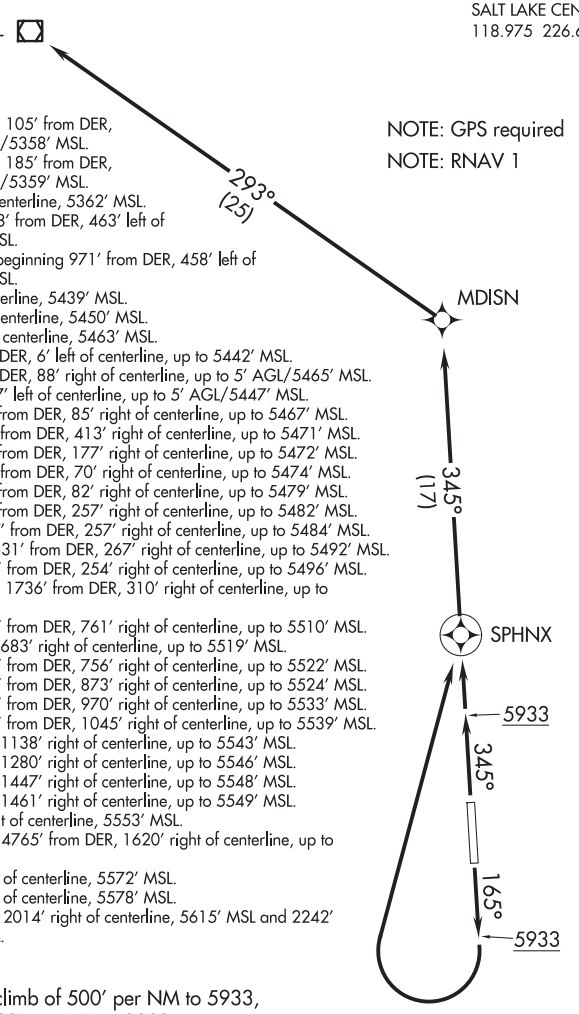
(ENNIS2.ENNIS) 21168

# ENNIS TWO DEPARTURE (OBSTACLE) (RNAV)

AL-9491 (FAA)

ENNIS BIG SKY (EKS)
ENNIS, MONTANA

SALT LAKE CENTER
118.975 226.675




NOTE: GPS required

NOTE: RNAV 1

## 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.

## 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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 50208 W03A | APP CRS 027° | Rwy Ldg 5500 TDZE 1269 Apt Elev 1276 |
|---|---|---|

# RNAV (GPS) RWY 3

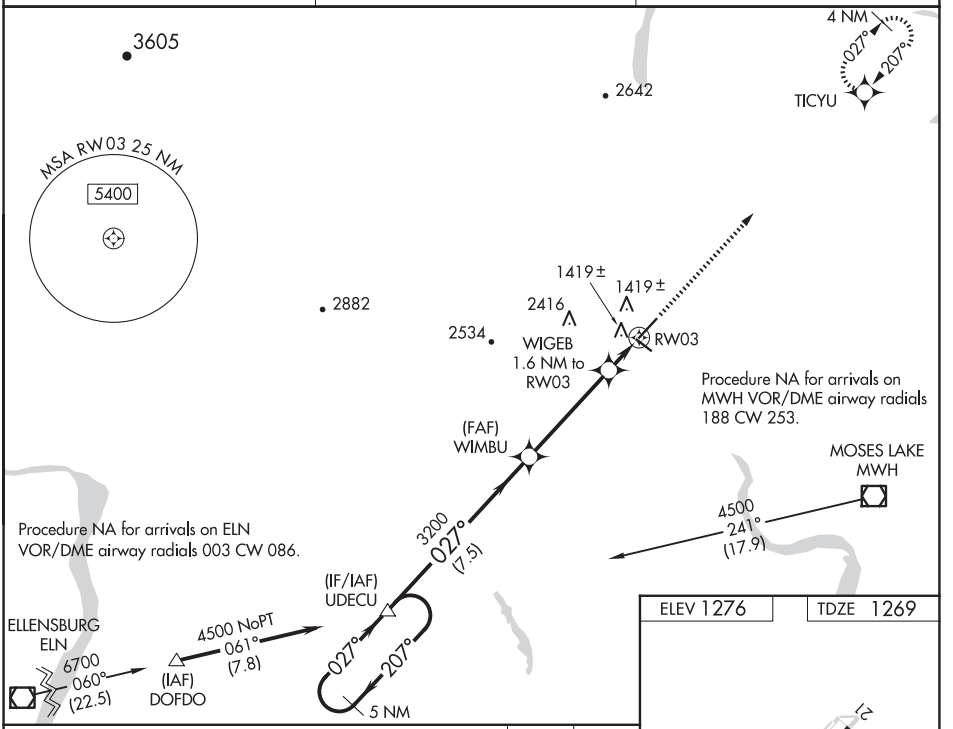
EPHRATA MUNI (EPH)

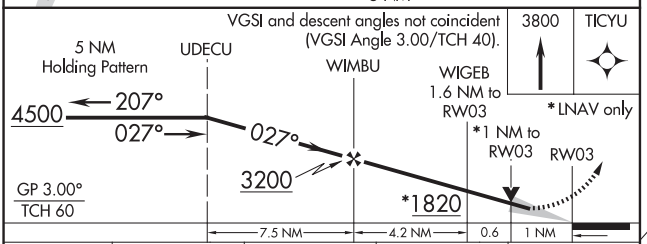
RNP APCH.

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 and LNAV Cat C and D visibility ¼ SM.

MISSED APPROACH: Climb to 3800 direct TICYU and hold.

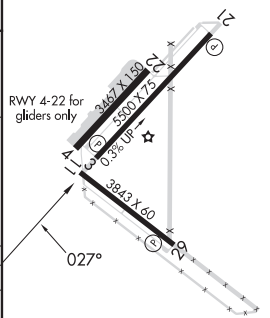
| ASOS | GRANT COUNTY APP CON * | UNICOM |
|---|---|---|
| 135.775 | 126.4 379.95 | 122.8 (CTAF) L |




| 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




REIL Rwys 3, 11, 21 and 29 L
MIRL Rwys 11-29 and 3-21 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

EPHRATA, WASHINGTON AL-138 (FAA) 25163

| WAAS | APP CRS | Rwy Ldg | 5500 |
|---|---|---|---|
| CH 82308 | 207° | TDZE | 1276 |
| W21A | | Apt Elev | 1276 |

# RNAV (GPS) RWY 21

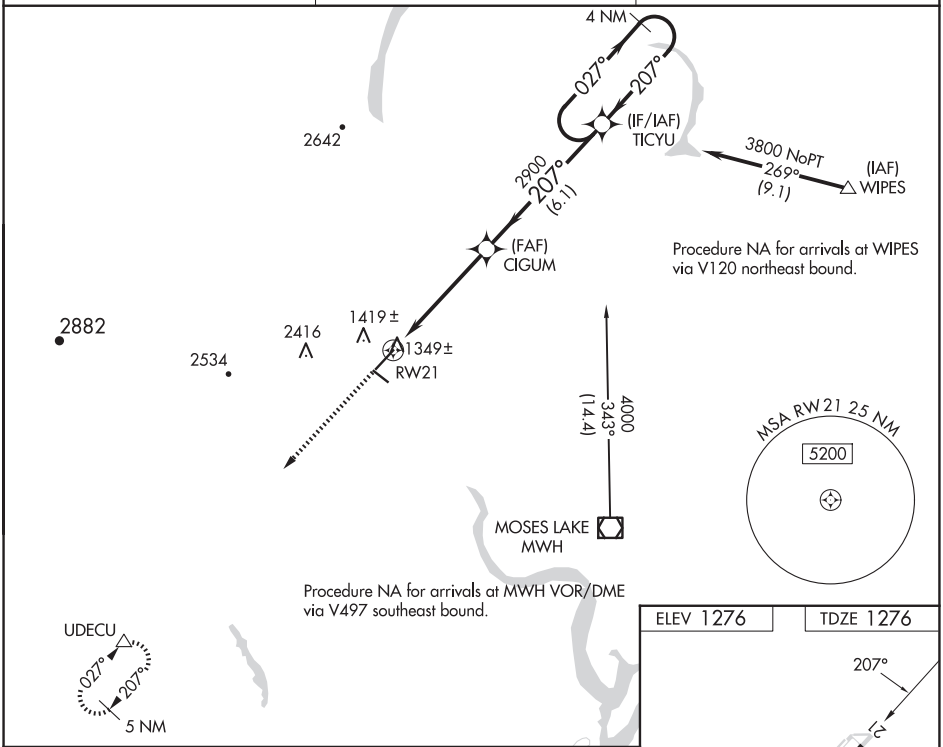
EPHRATA MUNI (EPH)

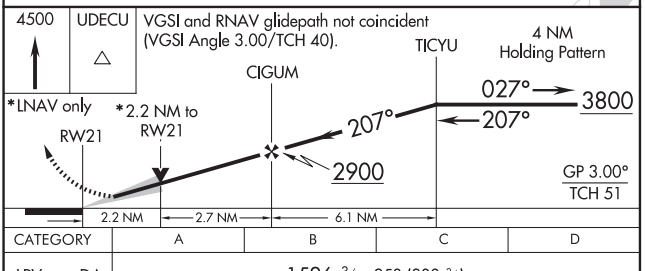
RNP APCH.

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.

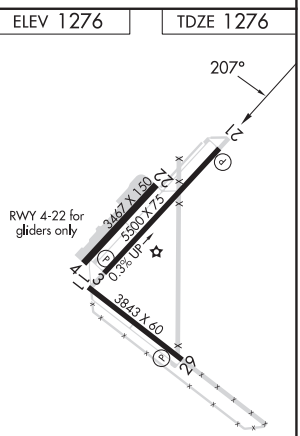
MISSED APPROACH: Climb to 4500 direct UDECU and hold.

| ASOS | GRANT COUNTY APP CON ★ | UNICOM |
|---|---|---|
| 135.775 | 126.4 379.95 | 122.8 (CTAF) L |




| 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) |




REIL Rwys 3, 11, 21 and 29 L

MIRL Rwys 11-29 and 3-21 L

EPHRATA, WASHINGTON

Orig-B 18JUL19

47°18'N-119°31'W

EPHRATA MUNI (EPH)

RNAV (GPS) RWY 21



NW-1, 12 JUN 2025 to 07 AUG 2025

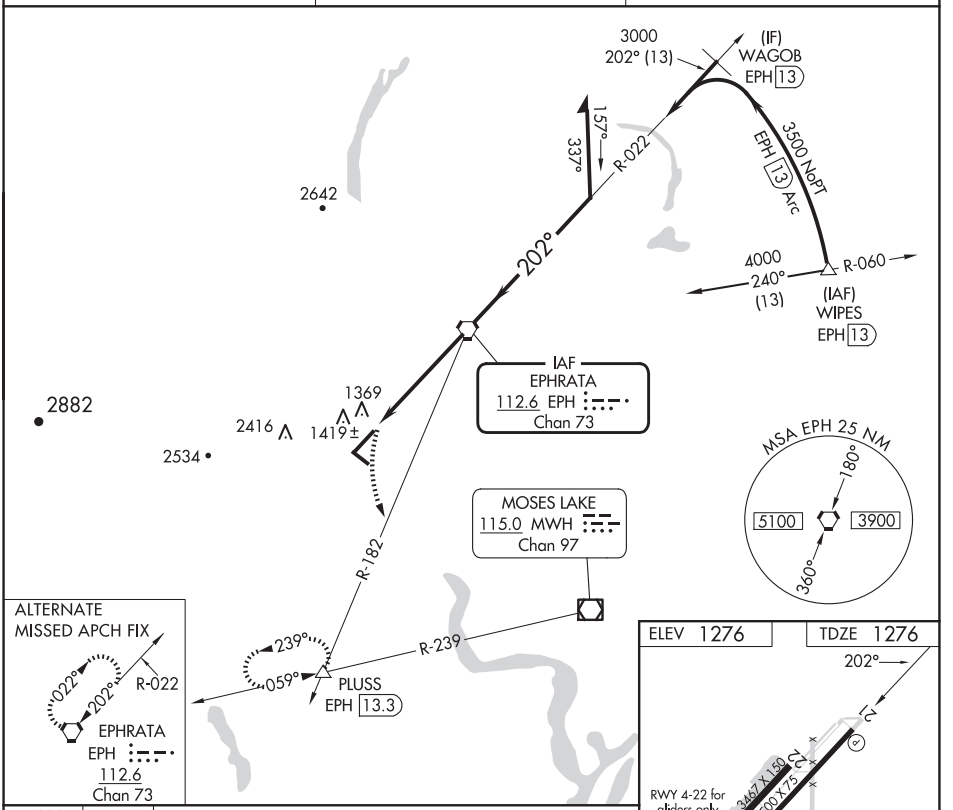
| VORTAC EPH | APP CRS | Rwy Ldg | 5500 |
|---|---|---|---|
| 112.6 | 202° | TDZE | 1276 |
| Chan 73 | | Apt Elev | 1276 |

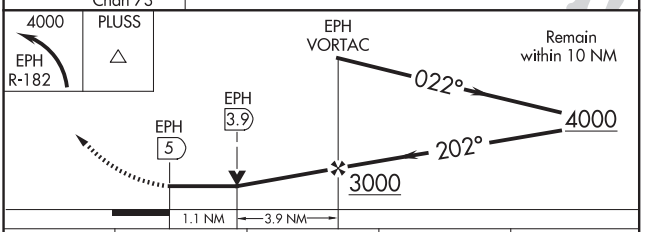
# VOR RWY 21
## EPHRATA MUNI (EPH)

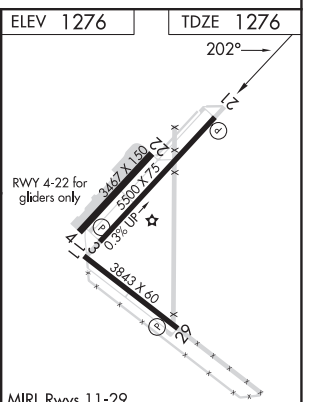
When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all MDA 40 feet, increase S-21 Cat D visibility ¼ mile. VDP NA when using Moses Lake/Grant County Intl altimeter setting. Final approach from EPH VORTAC holding pattern not authorized. Procedure turn required. Circling NA for Cats B, C and D northwest of Rwy 03-21.

MISSED APPROACH: Climbing left turn to 4000 via EPH R-182 to PLUSS INT/EPH 13.3 DME and hold. Continue climb-in-hold to 4000.

| ASOS | GRANT COUNTY APP CON* | UNICOM |
|---|---|---|
| 135.775 | 126.4 379.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 1680-1 | 404 (500-1) | 1680-1¼ | 404 (500-1¼) |
| CIRCLING | 1740-1<br>464 (500-1) | 1740-1<br>464 (500-1) | 1780-1½<br>504 (600-1½) | 2500-3<br>1224 (1300-3) |

MIRL Rwys 11-29 and 3-21 L
REIL Rwys 3, 11, 21 and 29 L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

EUGENE, OREGON | AL-140 (FAA) | 25107

# ILS or LOC RWY 16L

MAHLON SWEET FLD (EUG)

| LOC/DME I-ADE | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 111.75 | 164° | TDZE | 369 |
| Chan 54 (Y) | | Apt Elev | 374 |

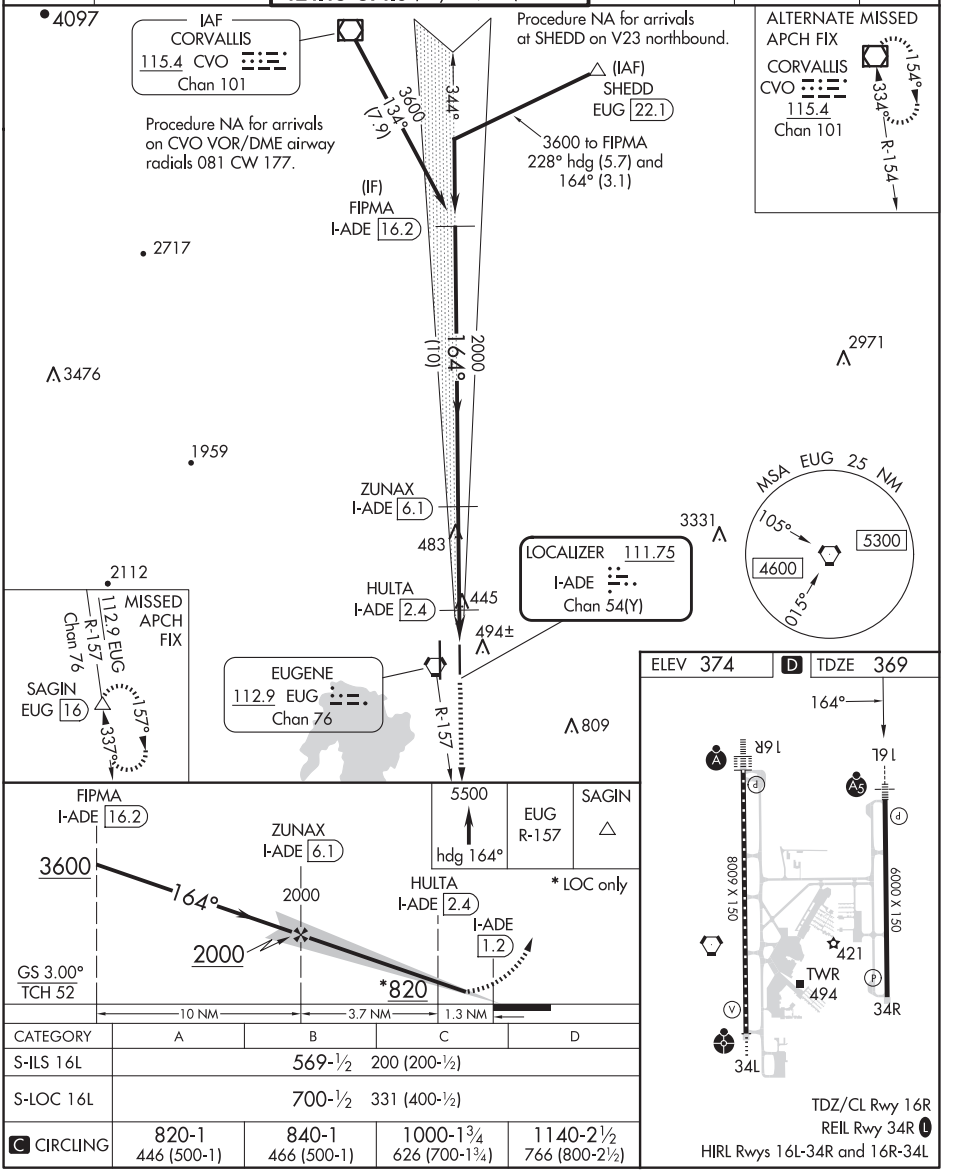
DME required.

Simultaneous approach authorized.

MALSR

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.

| ATIS | CASCADE APP CON★ | EUGENE TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.225 | 119.6 348.7 | 118.9 (CTAF) L 371.9 (Rwy 16R/34L)<br>124.15 371.9 (Rwy 16L/34R) | 121.7 269.5 | 121.7 269.5 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16L | 569-½ 200 (200-½) | | | |
| S-LOC 16L | 700-½ 331 (400-½) | | | |
| C CIRCLING | 820-1 446 (500-1) | 840-1 466 (500-1) | 1000-1¾ 626 (700-1¾) | 1140-2½ 766 (800-2½) |

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and 16R-34L

EUGENE, OREGON
Amdt 2A 13SEP18

44°07'N-123°13'W

MAHLON SWEET FLD (EUG)

ILS or LOC RWY 16L

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 16R

MAHLON SWEET FLD (EUG)

| LOC/DME I-EUG | APP CRS | Rwy Idg | 8009 |
|---|---|---|---|
| 110.1 | 164° | TDZE | 364 |
| Chan 38 | | Apt Elev | 374 |

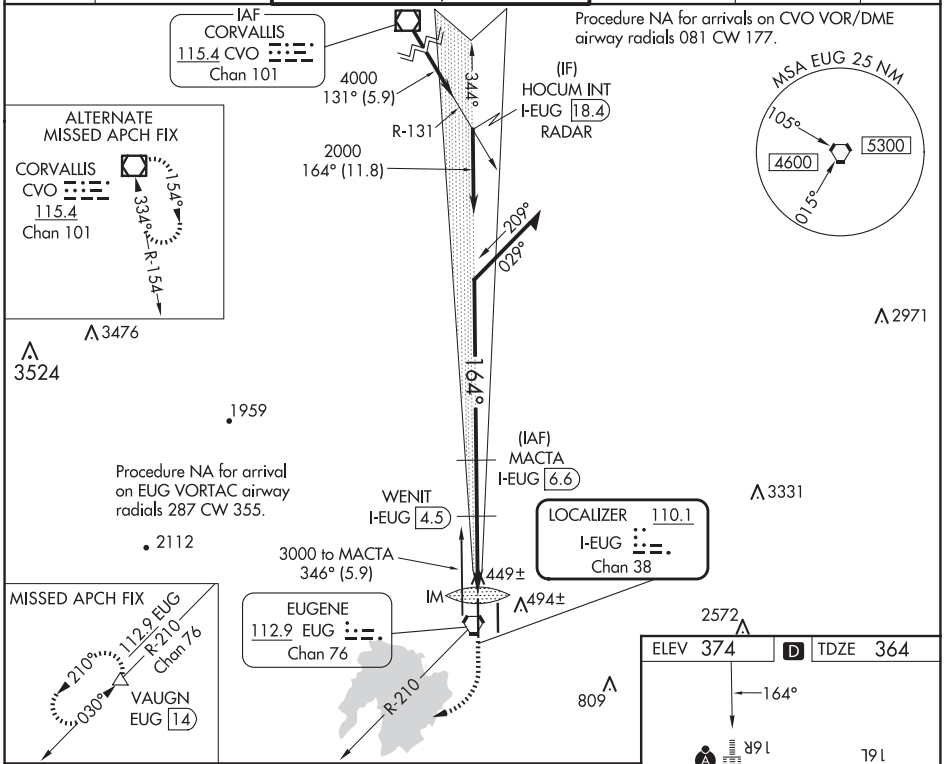
DME required.

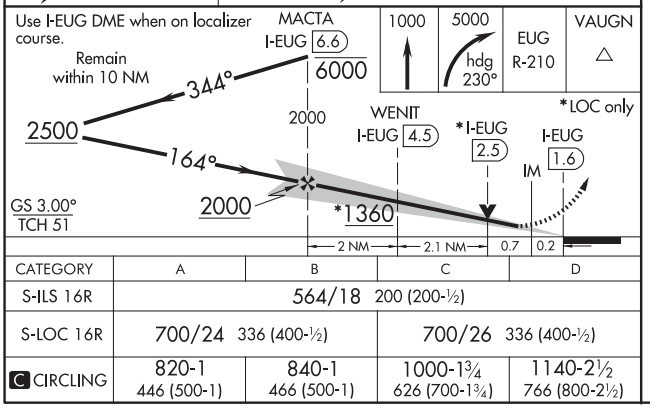
Simultaneous approach authorized.

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.

| ATIS | CASCADE APP CON★ | EUGENE TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.225 | 119.6 348.7 | 118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R) | 121.7 269.5 | 121.7 269.5 | 122.95 |




| 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) |

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and 16R-34L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

EUGENE, OREGON | AL-140 (FAA) | 25107

# ILS RWY 16R (SA CAT I)

MAHLON SWEET FLD (EUG)

| LOC/DME I-EUG | APP CRS | Rwy Idg | 8009 |
|---|---|---|---|
| 110.1 | 164° | TDZE | 364 |
| Chan 38 | | Apt Elev | 374 |

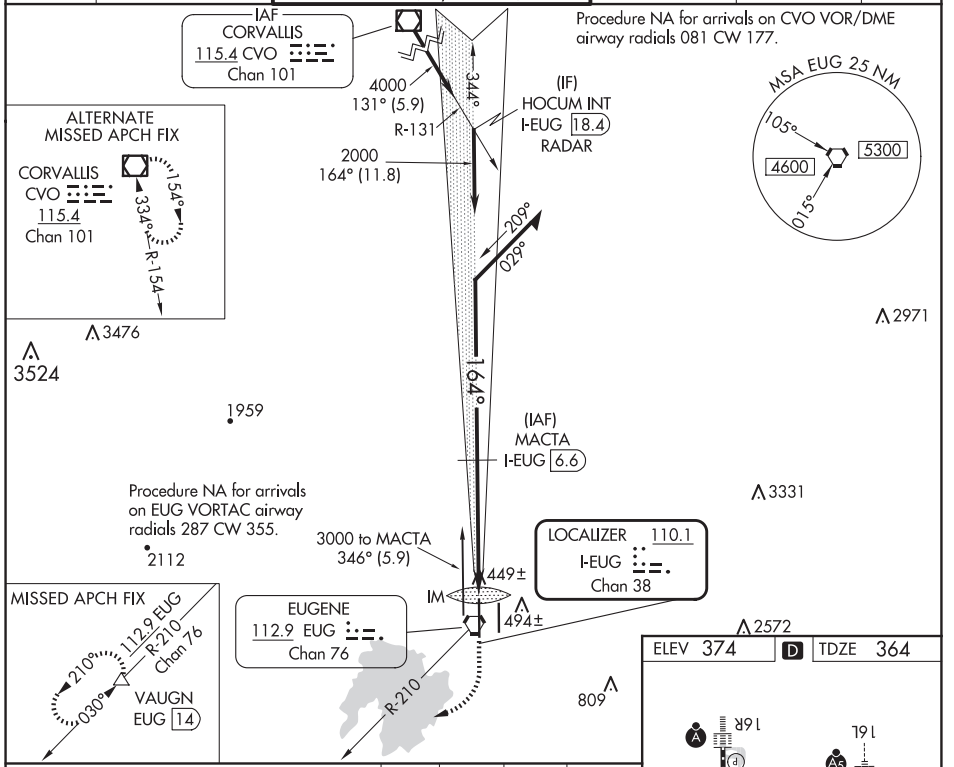
DME required.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA Cat I minimums NA when control tower closed.

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.

| ATIS | CASCADE APP CON ★ | EUGENE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.225 | 119.6 348.7 | 118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R) | 121.7 269.5 | 121.7 269.5 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16R | RA 164/14 150 DA 514 | | | |

## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and 16R-34L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS RWY 16R (CAT II & III)

MAHLON SWEET FLD (EUG)

| LOC/DME I-EUG | APP CRS | Rwy Idg | 8009 |
|---|---|---|---|
| 110.1 | 164° | TDZE | 364 |
| Chan 38 | | Apt Elev | 374 |

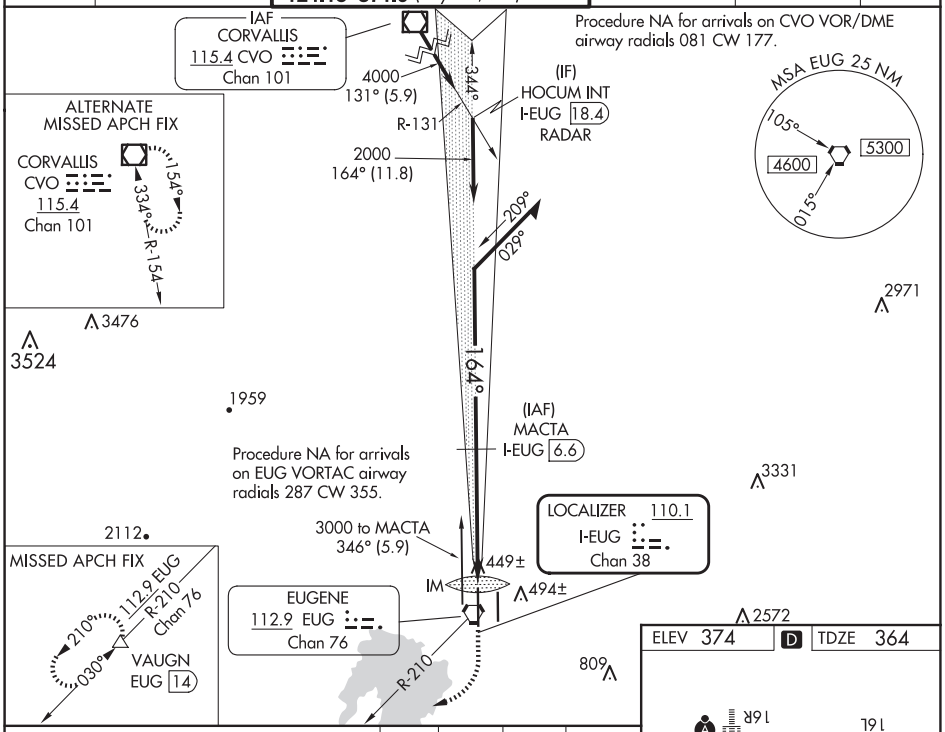
DME required.

T Simultaneous approach authorized. Cat II RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Cat II and III minimums NA when control tower closed.

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.

| ATIS | CASCADE APP CON ★ | EUGENE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.225 | 119.6 348.7 | 118.9 (CTAF) L 371.9 (Rwy 16R/34L)<br>124.15 371.9 (Rwy 16L/34R) | 121.7 269.5 | 121.7 269.5 | 122.95 |




| 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 Rwys 16L-34R and 16R-34L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

EUGENE, OREGON | AL-140 (FAA) | 25107

# RNAV (RNP) Z RWY 16L

MAHLON SWEET FLD (EUG)

| APP CRS | Rwy Idg | 6000 |
|---|---|---|
| 164° | TDZE | 369 |
| | Apt Elev | 374 |

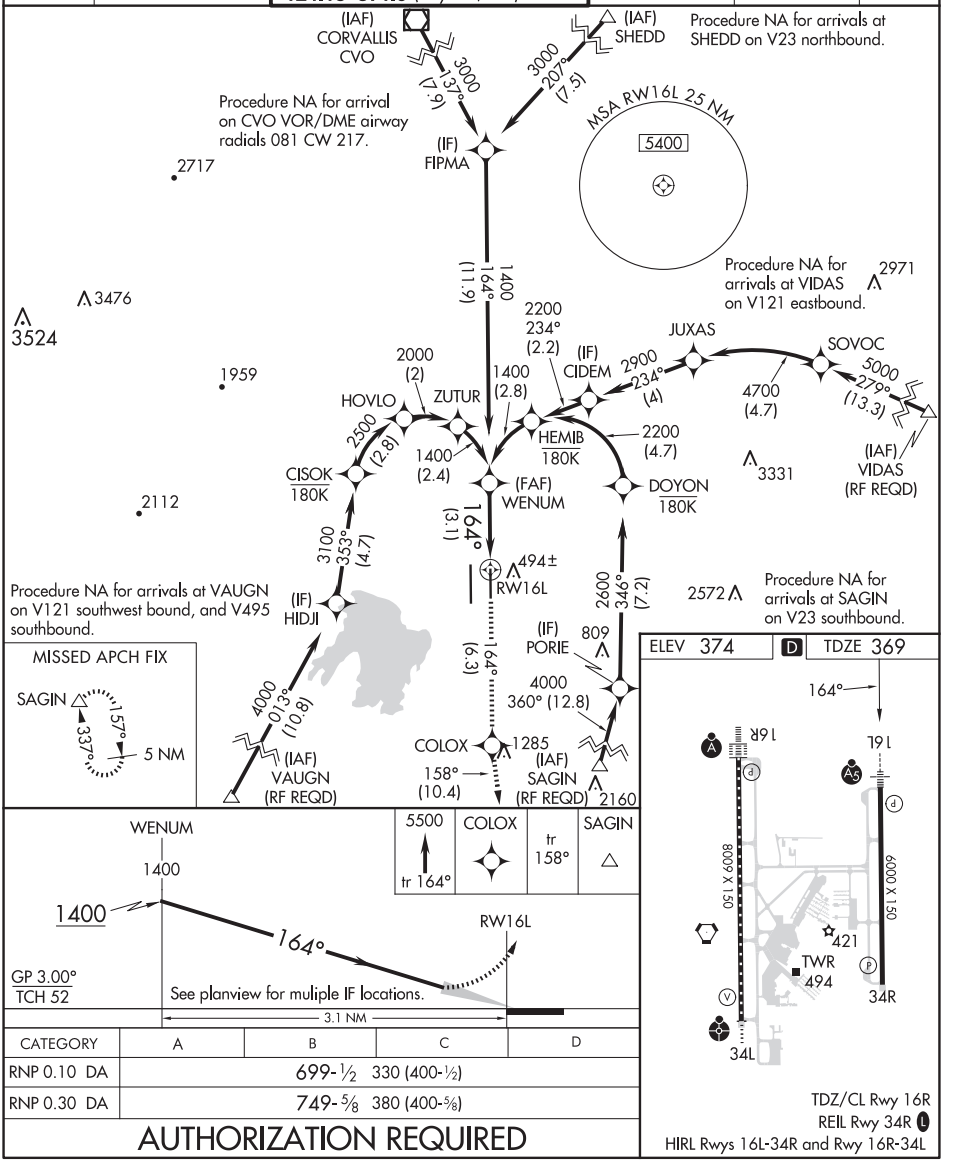
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 5500 on track 164° to COLOX and on track 158° to SAGIN and hold, continue climb-in-hold to 5500.

| ATIS | CASCADE APP CON ★ | EUGENE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.225 | 119.6 348.7 | 118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R) | 121.7 269.5 | 121.7 269.5 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 699-½ 330 (400-½) | | | |
| RNP 0.30 DA | 749-⅝ 380 (400-⅝) | | | |

AUTHORIZATION REQUIRED

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and Rwy 16R-34L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Idg | 8009 |
|---|---|---|
| 164° | TDZE | 364 |
| | Apt Elev | 374 |

# RNAV (RNP) Z RWY 16R

## MAHLON SWEET FLD (EUG)

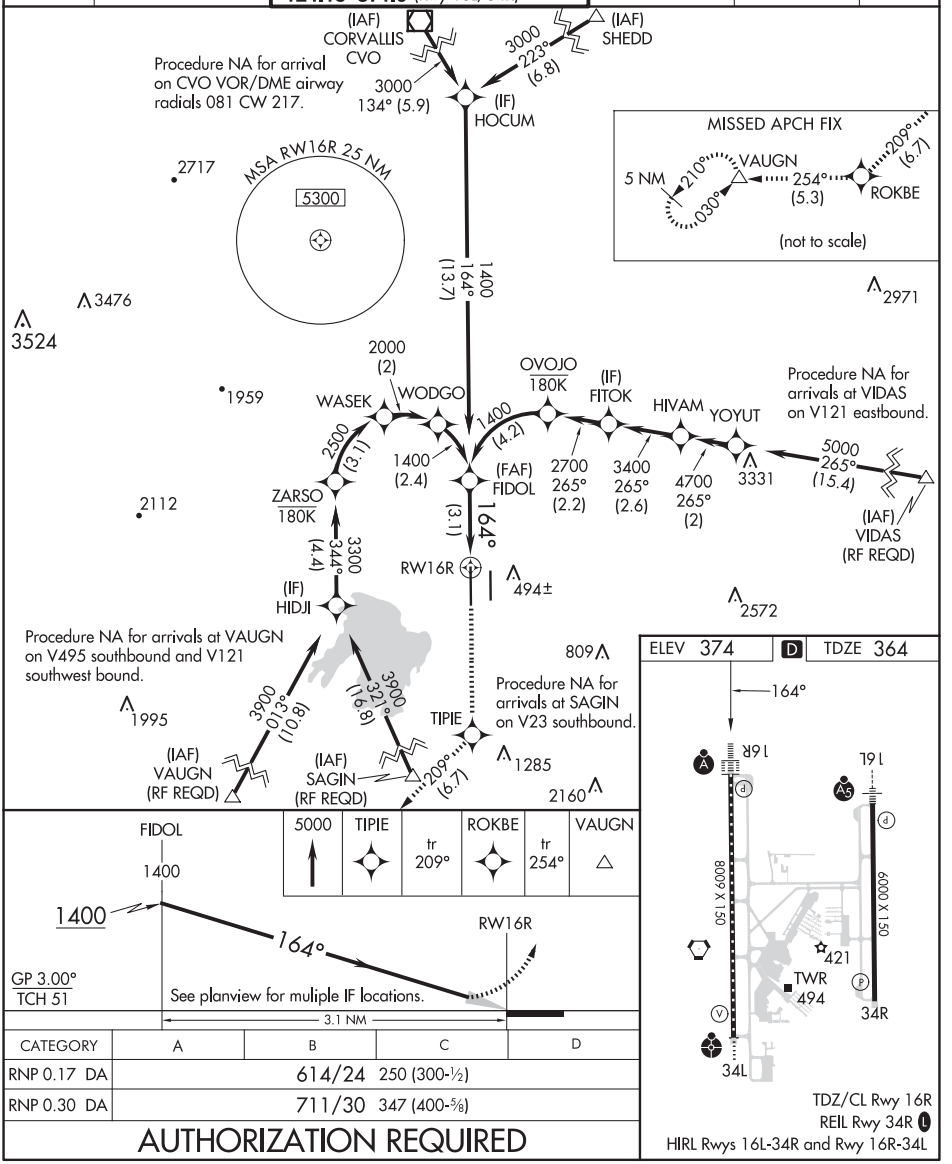
RNP AR APCH.

T 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.

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.

| ATIS | CASCADE APP CON★ | EUGENE TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.225 | 119.6 348.7 | 118.9 (CTAF) L 371.9 (Rwy 16R/34L)<br>124.15 371.9 (Rwy 16L/34R) | 121.7 269.5 | 121.7 269.5 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.17 DA | 614/24 250 (300-½) | | | |
| RNP 0.30 DA | 711/30 347 (400-⅝) | | | |

**AUTHORIZATION REQUIRED**

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and Rwy 16R-34L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

EUGENE, OREGON | AL-140 (FAA) | 25107

# RNAV (RNP) Z RWY 34L

MAHLON SWEET FLD (EUG)

| APP CRS | Rwy Idg | 8009 |
|---|---|---|
| 344° | TDZE | 368 |
| | Apt Elev | 374 |

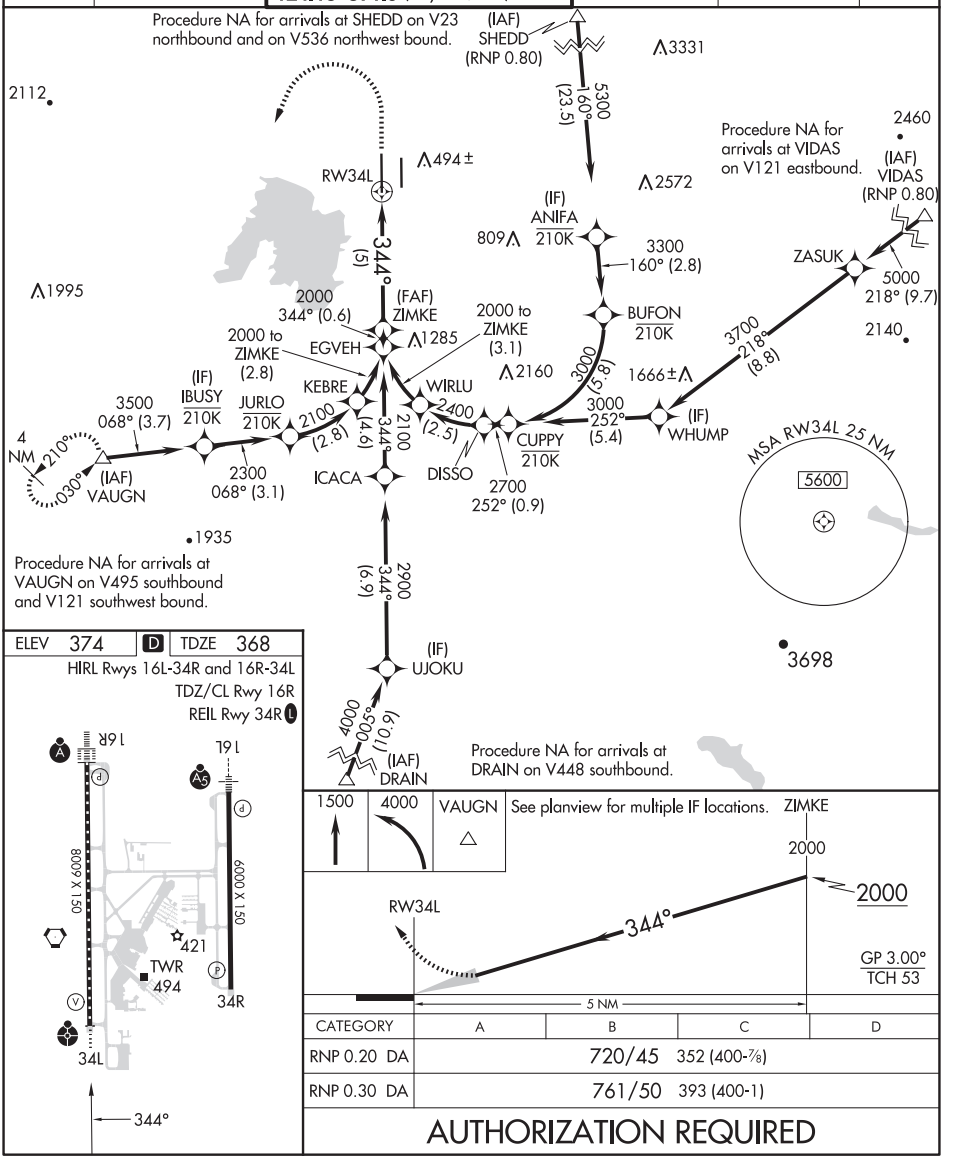
RNP AR APCH - GPS.

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.

ODALS

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 direct VAUGN and hold.

| ATIS | CASCADE APP CON ★ | EUGENE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.225 | 119.6 348.7 | 118.9 (CTAF) 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R) | 121.7 269.5 | 121.7 269.5 | 122.95 |




| ELEV 374 | D | TDZE 368 |
|---|---|---|

HIRL Rwys 16L-34R and 16R-34L
TDZ/CL Rwy 16R
REIL Rwy 34R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.20 DA | 720/45 352 (400-⅞) | | | |
| RNP 0.30 DA | 761/50 393 (400-1) | | | |

AUTHORIZATION REQUIRED

EUGENE, OREGON
Amdt 2 14JUL22

44°07'N-123°13'W

MAHLON SWEET FLD (EUG)

RNAV (RNP) Z RWY 34L

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 34R

MAHLON SWEET FLD (EUG)

| APP CRS | Rwy Idg | 6000 |
|---|---|---|
| 344° | TDZE | 374 |
| | Apt Elev | 374 |

RNP AR APCH - GPS.

NA Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C.

MISSED APPROACH: Climb to 3000 on track 344° to KIBKE and 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) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R) | 121.7 269.5 | 121.7 269.5 | 122.95 |

Procedure NA for arrivals at SHEDD on V536 westbound and on V23 northbound.

(IAF) SHEDD 210K (RNP 0.40)

007° (6)

160° (23.5) 5300

KIBKE

344° (5.9)

RW34R

MISSED APCH FIX

ALFOR 180° 360° 4 NM

1959 2112 3331 2572 1995 2140 2460

(IAF) VIDAS (RNP 0.40)

ZASUK 5000 218° (9.7)

(IF) ANIFA 809 3300 160° (2.8)

BUFON

3700 218° (8.8)

(FAF) ICAVA

344° (5)

2000 (2.9) 1285 2000 (2.8)

3000 (5.8)

Procedure NA for arrivals at VAUGN on V495 southbound and V121 southwest bound.

HABGI WOLRI 2160 1666±

2100 (2.9) 2000 344° (5.3) 2600 (3)

WOLKU

(IF) IBUSY

(IAF) VAUGN 210K 3500 068° (3.7) 2300 068° (3.7)

CUPPY 3000 252° (5.4)

(IF) WHUMP 210K

(IF) SEYOK

2700 332° (2.2)

ZUMAG 1935

3100 332° (3.3)

(IAF) SAGIN 210K (RNP 0.30)

Procedure NA for arrivals at SAGIN on V23 southbound.

3698

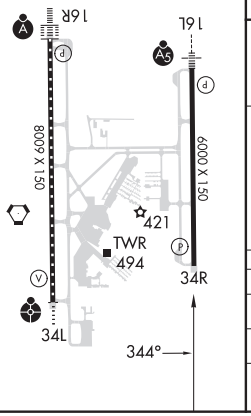
MSA RW34R 25 NM 5600

| ELEV 374 | D | TDZ 374 |
|---|---|---|

HIRL Rwys 16L-34R and 16R-34L

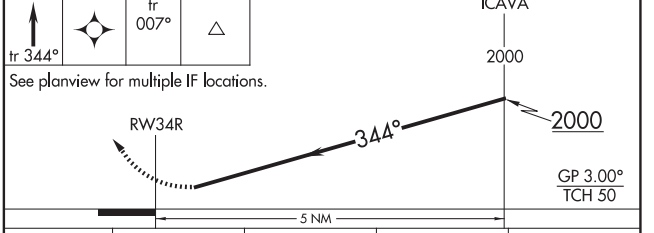
TDZ/CL Rwy 16R

REIL Rwy 34R L




| 3000 tr 344° | KIBKE | tr 007° | ALFOR |
|---|---|---|---|

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.20 DA | 754-1 380 (400-1) | | | |
| RNP 0.30 DA | 786-1⅛ 412 (500-1⅛) | | | |

AUTHORIZATION REQUIRED

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

EUGENE, OREGON | AL-140 (FAA) | 25107

# RNAV (GPS) Y RWY 16L

MAHLON SWEET FLD (EUG)

| WAAS | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| CH 81827 | 164° | TDZE | 369 |
| W16A | | Apt Elev | 374 |

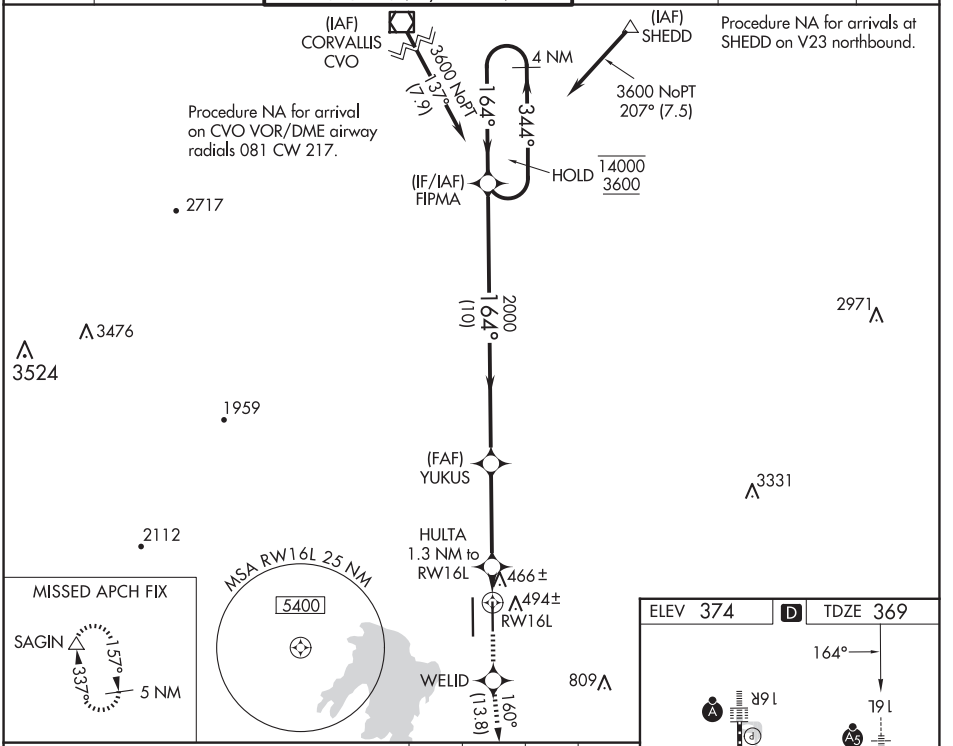
RNP APCH.

T A 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 ⅞ SM, increase LNAV Cat C/D visibility to 1 SM.

MALSR (A5)

MISSED APPROACH: Climb to 5500 direct WELID and on track 160° to SAGIN and hold, continue climb-in-hold to 5500.

| ATIS | CASCADE APP CON★ | EUGENE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.225 | 119.6 348.7 | 118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R) | 121.7 269.5 | 121.7 269.5 | 122.95 |




| 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) | |
| C CIRCLING | 820-1 446 (500-1) | 840-1 466 (500-1) | 1000-1¾ 626 (700-1¾) | 1140-2½ 766 (800-2½) |

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and Rwy 16R-34L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 16R

MAHLON SWEET FLD (EUG)

| WAAS | APP CRS | Rwy Idg | 8009 |
|---|---|---|---|
| CH 86518 | 164° | TDZE | 364 |
| W16B | | Apt Elev | 374 |

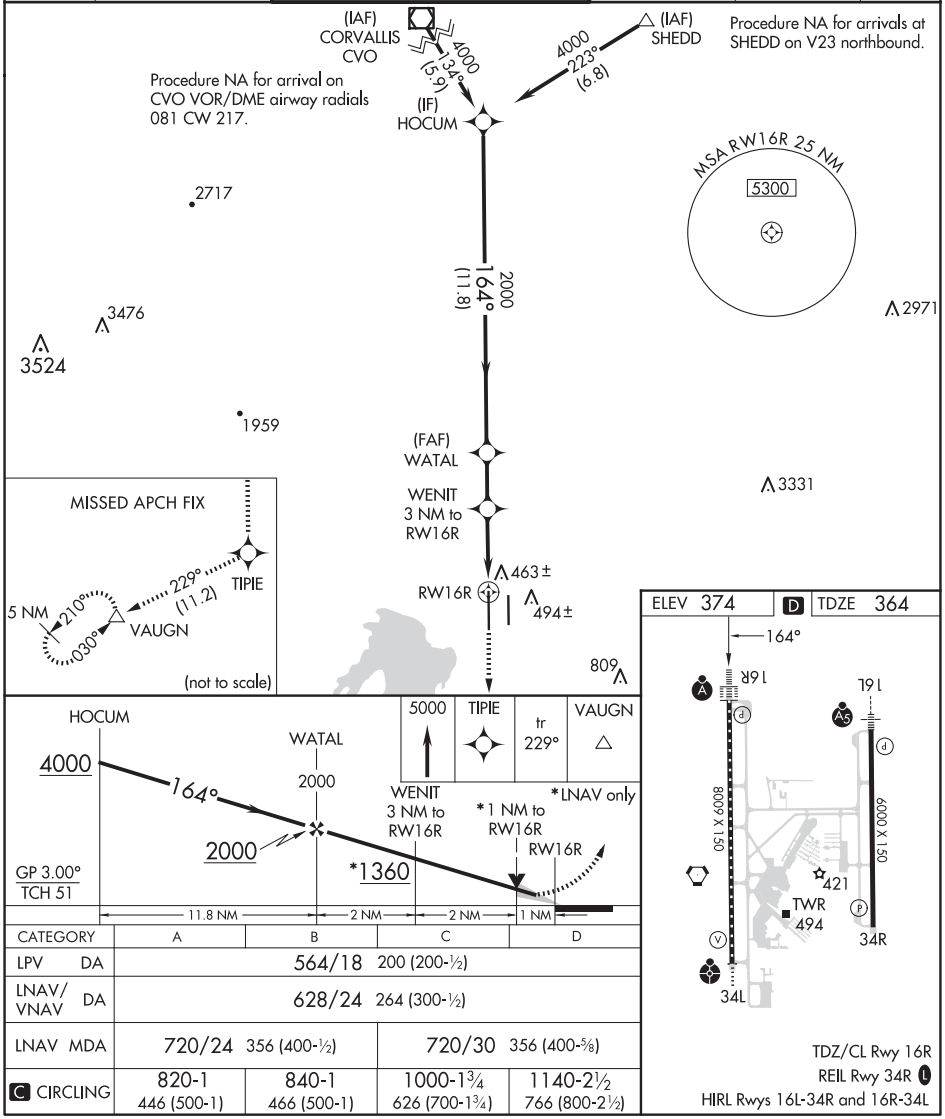
RNP APCH.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV/VNAV 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 | CASCADE APP CON★ | EUGENE TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.225 | 119.6 348.7 | 118.9 (CTAF) L 371.9 (Rwy 16R/34L)<br>124.15 371.9 (Rwy 16L/34R) | 121.7 269.5 | 121.7 269.5 | 122.95 |




| 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 (400-⅝) | |
| C CIRCLING | 820-1 446 (500-1) | 840-1 466 (500-1) | 1000-1¾ 626 (700-1¾) | 1140-2½ 766 (800-2½) |

TDZ/CL Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and 16R-34L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 34L

MAHLON SWEET FLD (EUG)

| WAAS | APP CRS | Rwy Idg | 8009 |
|---|---|---|---|
| CH 45600 | 344° | TDZE | 368 |
| W34A | | Apt Elev | 374 |

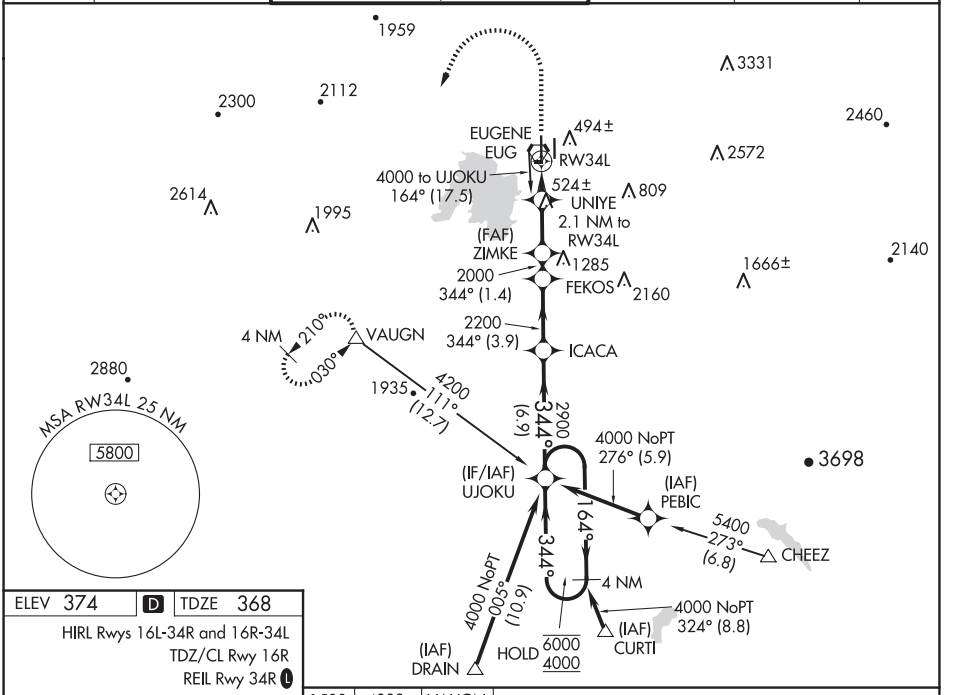
RNP APCH.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS increase LNAV/VNAV visibility Cats A-B to RVR 4500. Inop table does not apply to LPV minimums.

ODALS

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 direct VAUGN and hold.

| ATIS | CASCADE APP CON★ | EUGENE TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.225 | 119.6 348.7 | 118.9 (CTAF) L 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R) | 121.7 269.5 | 121.7 269.5 | 122.95 |

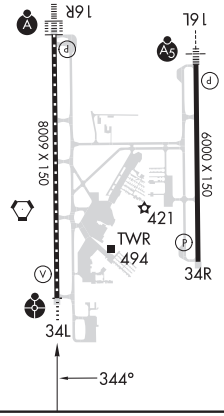


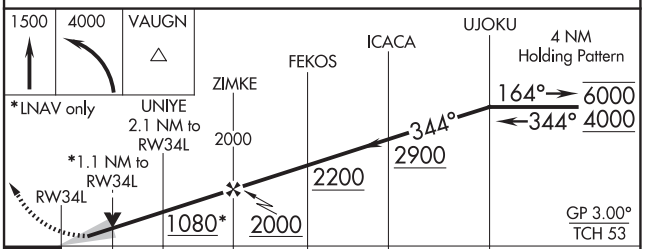

ELEV 374 D TDZE 368

HIRL Rwys 16L-34R and 16R-34L

TDZ/CL Rwy 16R

REIL Rwy 34R L




| 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) | |
| C CIRCLING | 820-1 446 (500-1) | 840-1 466 (500-1) | 1000-1¾ 626 (700-1¾) | 1140-2½ 766 (800-2½) |



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# RNAV (GPS) Y RWY 34R

MAHLON SWEET FLD (EUG)

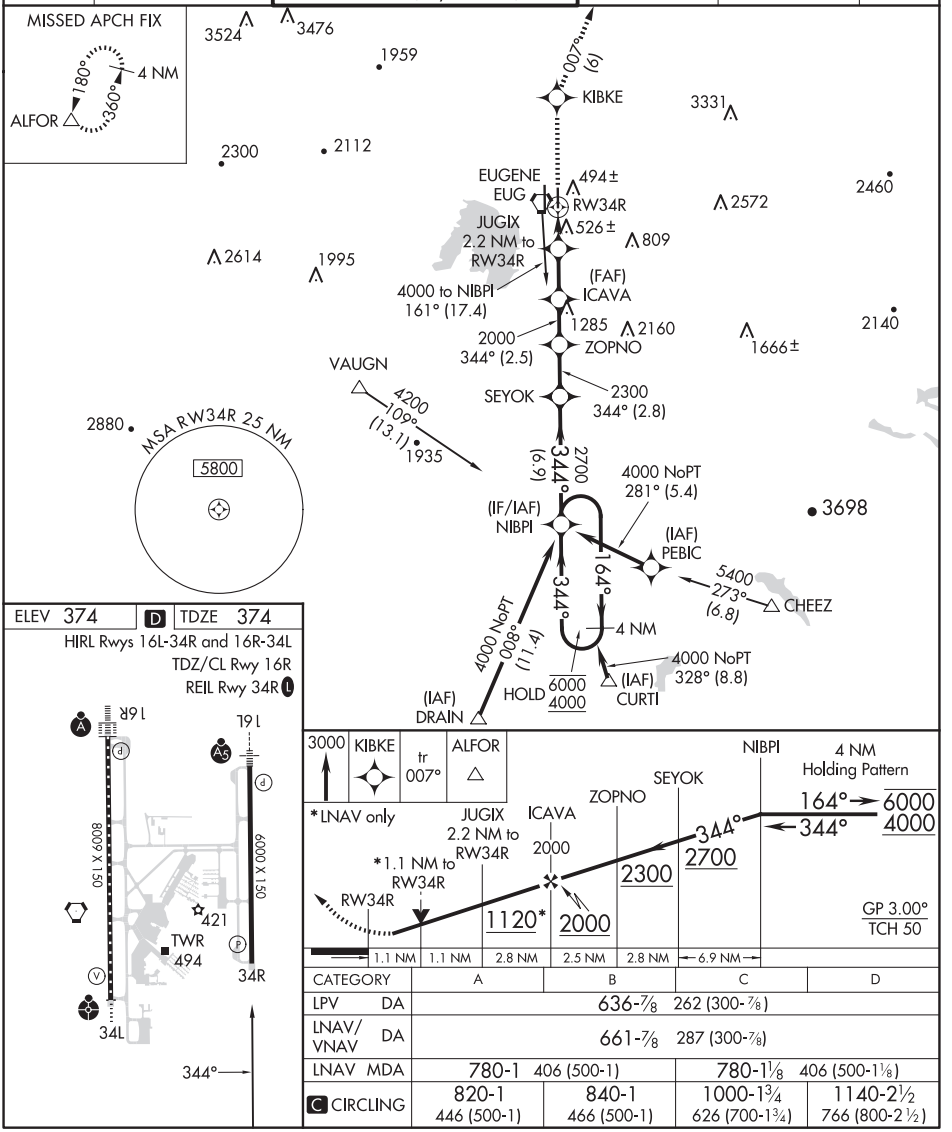
| WAAS CH 81900 W34B | APP CRS 344° | Rwy Idg 6000<br>TDZE 374<br>Apt Elev 374 |
|---|---|---|

RNP APCH.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Rwy 34R helicopter visibility reduction below ¾ 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) L 371.9 (Rwy 16R/34L)<br>124.15 371.9 (Rwy 16L/34R) | 121.7 269.5 | 121.7 269.5 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 636-⅞ 262 (300-⅞) | | | |
| LNAV/VNAV DA | 661-⅞ 287 (300-⅞) | | | |
| LNAV MDA | 780-1 406 (500-1) | | 780-1⅛ 406 (500-1⅛) | |
| C CIRCLING | 820-1 446 (500-1) | 840-1 466 (500-1) | 1000-1¾ 626 (700-1¾) | 1140-2½ 766 (800-2½) |



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EUGENE, OREGON | AL-140 (FAA) | 25107

# VOR or TACAN RWY 34L

MAHLON SWEET FLD (EUG)

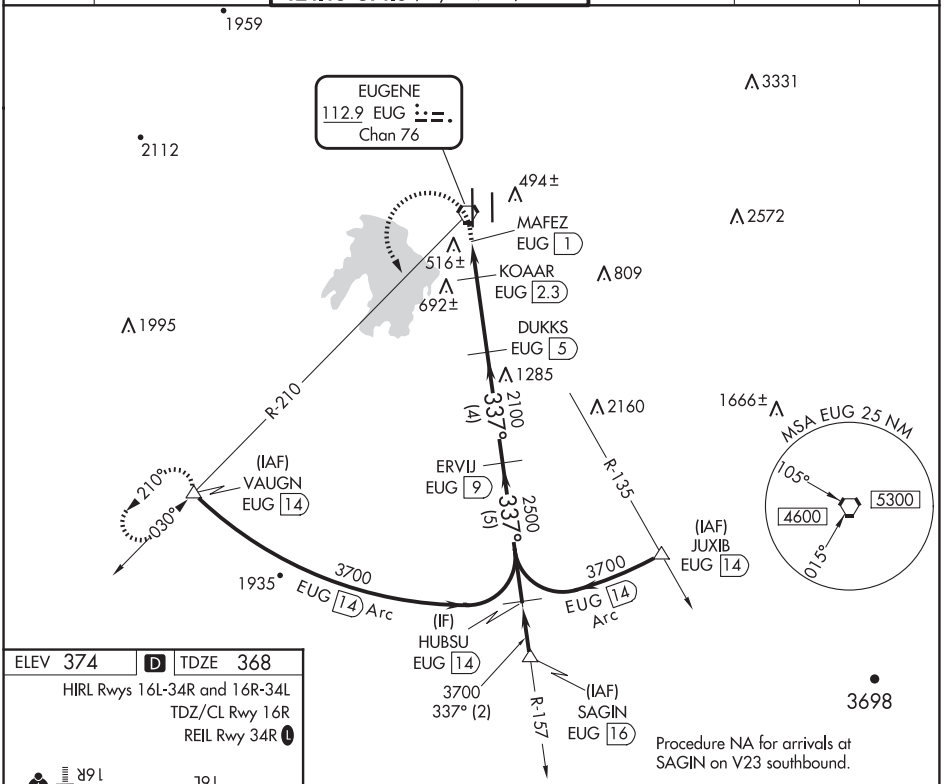
| VORTAC EUG | APP CRS | Rwy Idg | 8009 |
|---|---|---|---|
| 112.9 | 337° | TDZE | 368 |
| Chan 76 | | Apt Elev | 374 |

DME required for procedure entry. DME required.

ODALS

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 | CASCADE APP CON★ | EUGENE TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.225 | 119.6 348.7 | 118.9 (CTAF) L 371.9 (Rwy 16R/34L)<br>124.15 371.9 (Rwy 16L/34R) | 121.7 269.5 | 121.7 269.5 | 122.95 |

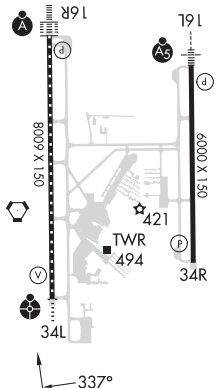


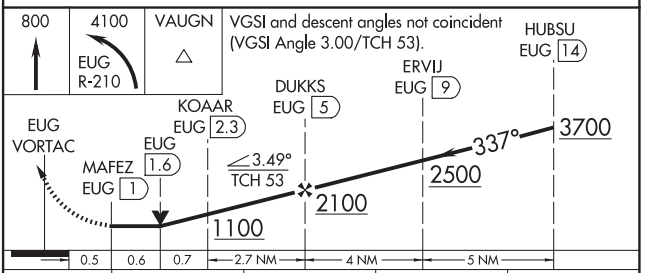

ELEV 374 | D | TDZE 368

HIRL Rwys 16L-34R and 16R-34L

TDZ/CL Rwy 16R

REIL Rwy 34R L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34L | 780/40 412 (500-¾) | | 780/55 412 (500-1) | |
| C CIRCLING | 820-1<br>446 (500-1) | 840-1<br>466 (500-1) | 1000-1¾<br>626 (700-1¾) | 1140-2½<br>766 (800-2½) |



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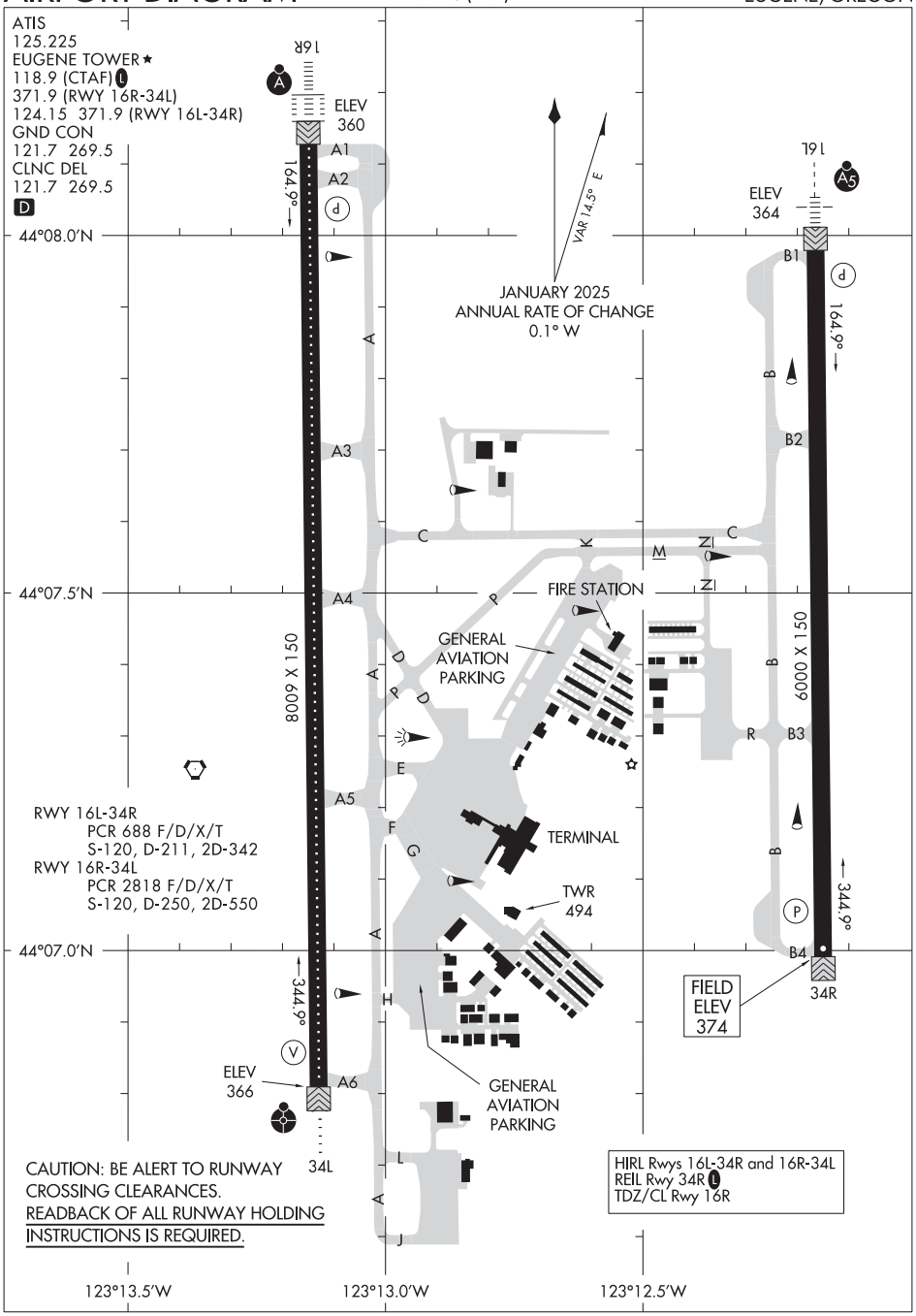
NW-1, 12 JUN 2025 to 07 AUG 2025





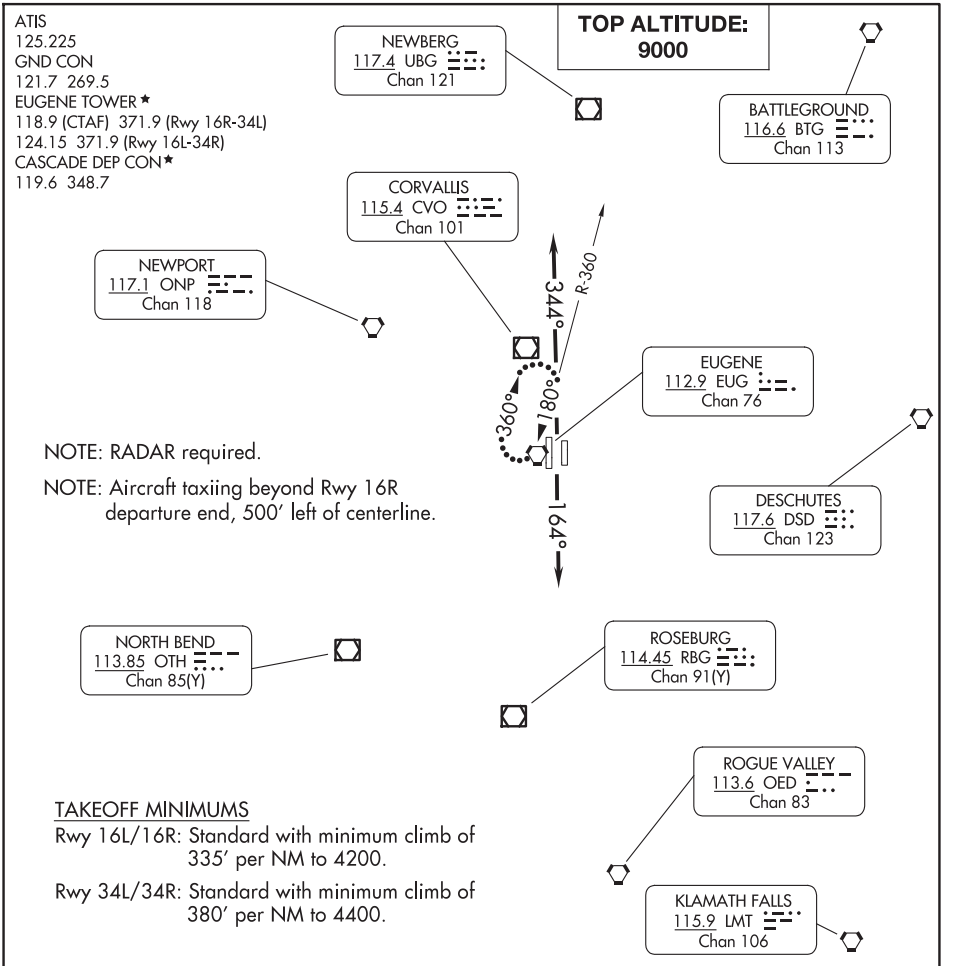

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25163

# EUGENE ONE DEPARTURE

AL-140 (FAA)

MAHLON SWEET FLD (EUG)
EUGENE, OREGON




## 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 | APP CRS | Rwy Idg | 7300 |
|---|---|---|---|
| 108.9 | 234° | TDZE | 7143 |
| Chan 26 | | Apt Elev | 7143 |

# ILS or LOC/DME RWY 23

## EVANSTON-UINTA COUNTY BURNS FLD (EVW)

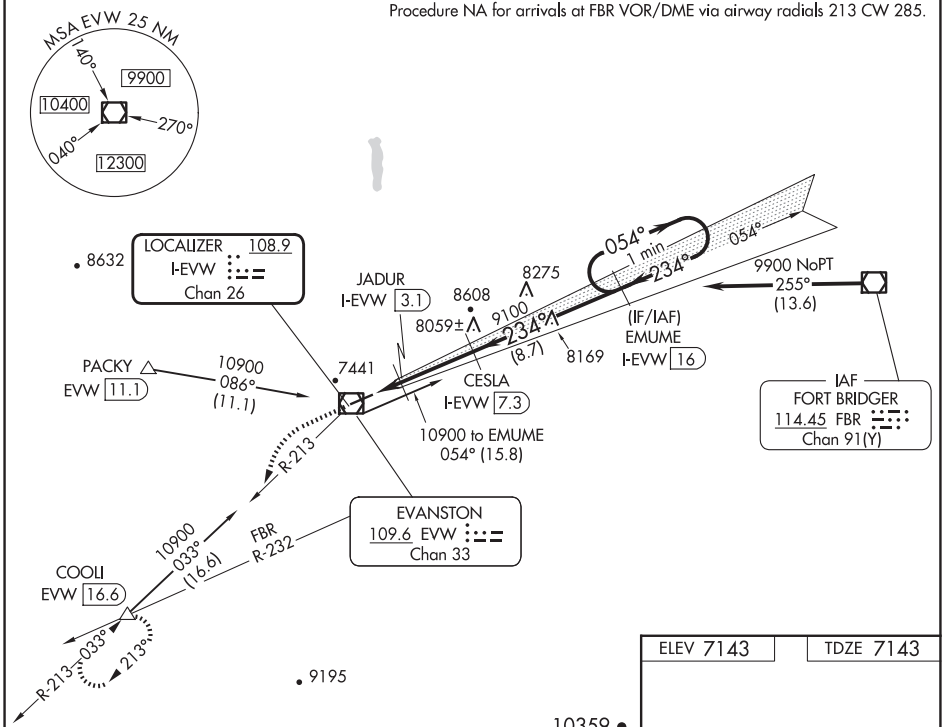
For inoperative MALSR, increase S-LOC 23 Cat D visibility to 1 mile. When local altimeter setting not received, procedure NA.

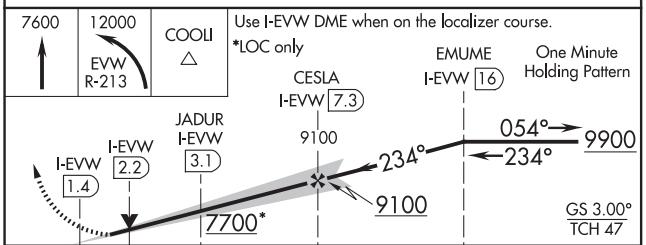
MALSR

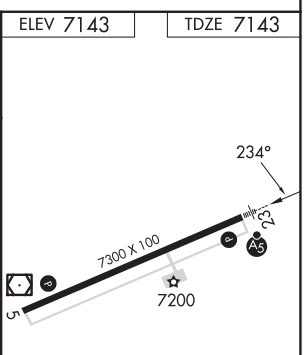
MISSED APPROACH: Climb to 7600 then climbing left turn to 12000 via EVW VOR/DME R-213 to COOLI/EVW VOR/DME 16.6 DME and hold, continue climb-in-hold to 12000.

| ASOS | SALT LAKE CENTER | GCO | UNICOM |
|---|---|---|---|
| 120.0 | 127.7 354.125 | 121.72 | 123.0 (CTAF) L |

Procedure NA for arrivals at FBR VOR/DME via airway radials 213 CW 285.




| 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 L
HIRL Rwy 5-23 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 7300 |
|---|---|---|---|
| CH 78302 | 054° | TDZE | 7141 |
| W05A | | Apt Elev | 7143 |

# RNAV (GPS) RWY 5

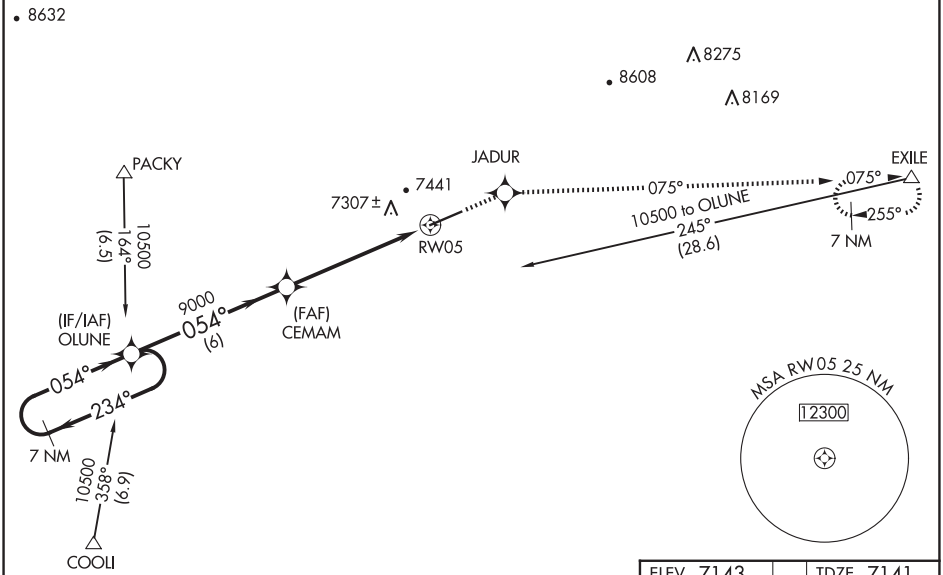
## EVANSTON-UINTA COUNTY BURNS FLD (EVW)

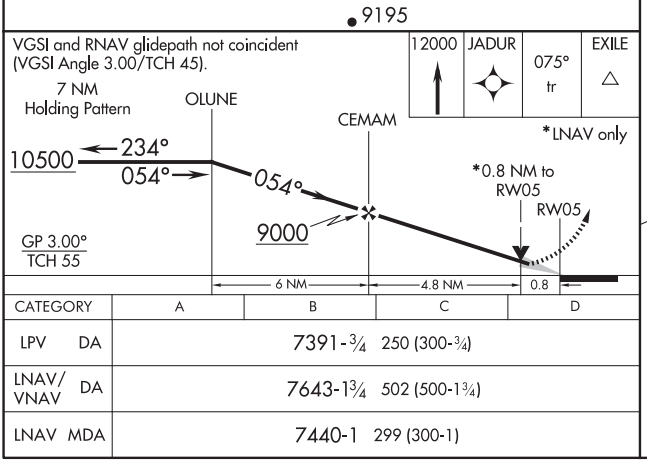
RNP APCH.

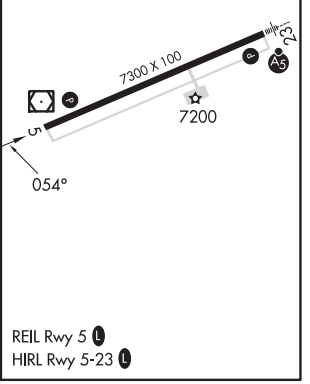
If local altimeter setting not received, procedure NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 34°C (94°F).

MISSED APPROACH: Climb to 12000 direct JADUR and via 075° track to EXILE and hold, continue climb-in-hold to 12000.

| ASOS | SALT LAKE CENTER | GCO | UNICOM |
|---|---|---|---|
| 120.0 | 127.7 354.125 | 121.72 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 7391-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 7643-1¾ 502 (500-1¾) | | | |
| LNAV MDA | 7440-1 299 (300-1) | | | |

REIL Rwy 5 L
HIRL Rwy 5-23 L



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NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH **77905** **W23A** | APP CRS **234°** | Rwy Idg **7300** TDZE **7143** Apt Elev **7143** |
|---|---|---|

# RNAV (GPS) RWY 23

## EVANSTON-UINTA COUNTY BURNS FLD (EVW)

RNP APCH - GPS.

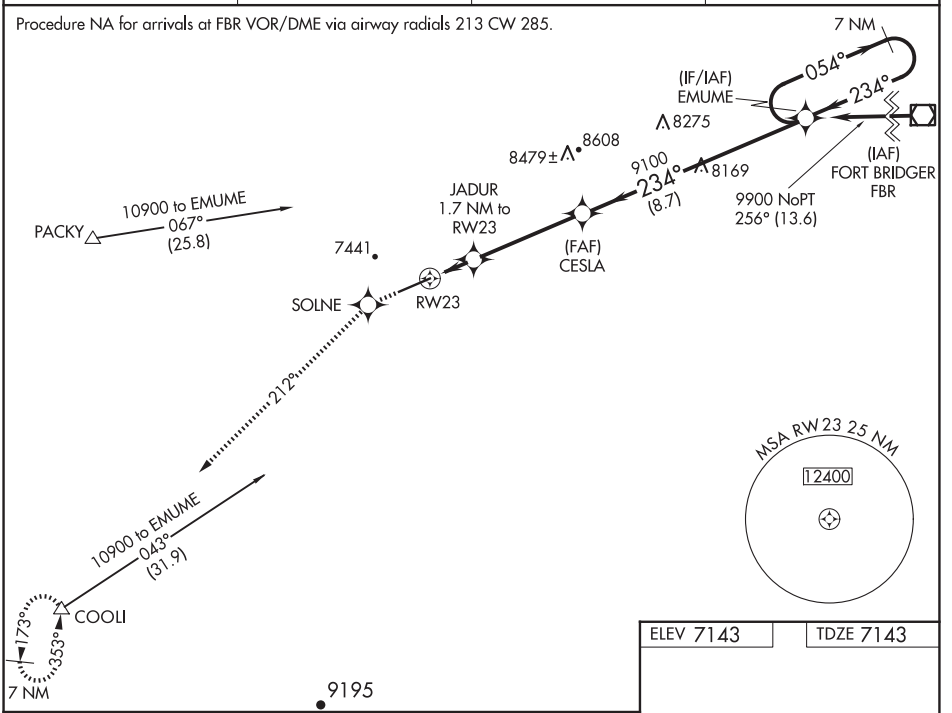
For inoperative MALSR, increase LPV all Cats visibility to 1, LNAV/VNAV Cat D to 1 and LNAV Cat D to 1¼. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C or above 34°C.

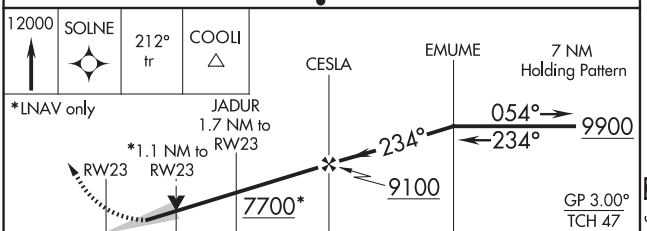
MALSR

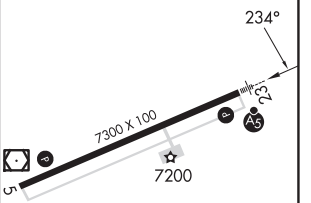
MISSED APPROACH: Climb to 12000 direct SOLNE and via 212° track to COOLI and hold, continue climb-in-hold to 12000.

| ASOS | SALT LAKE CENTER | GCO | UNICOM |
|---|---|---|---|
| **120.0** | **127.7 354.125** | **121.72** | **123.0** (CTAF) L |

Procedure NA for arrivals at FBR VOR/DME via airway radials 213 CW 285.




| 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 L
HIRL Rwy 5-23 L



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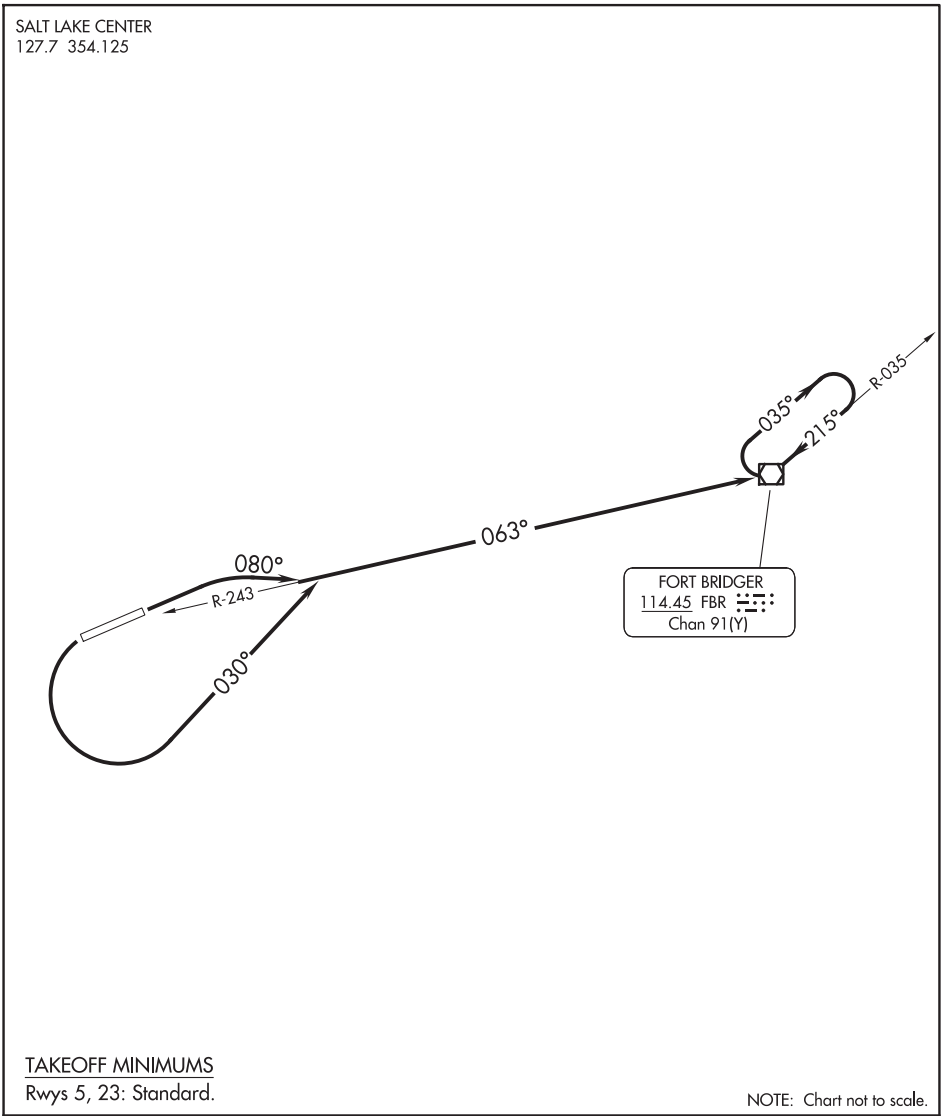
(FBR1.FBR) 23334 AL-6858 (FAA) EVANSTON-UINTA COUNTY BURNS FLD (EVW)

# FORT BRIDGER ONE DEPARTURE (OBSTACLE)

EVANSTON, WYOMING




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.





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# ILS Y or LOC Y RWY 16R

SEATTLE PAINE FLD INTL (PAE)

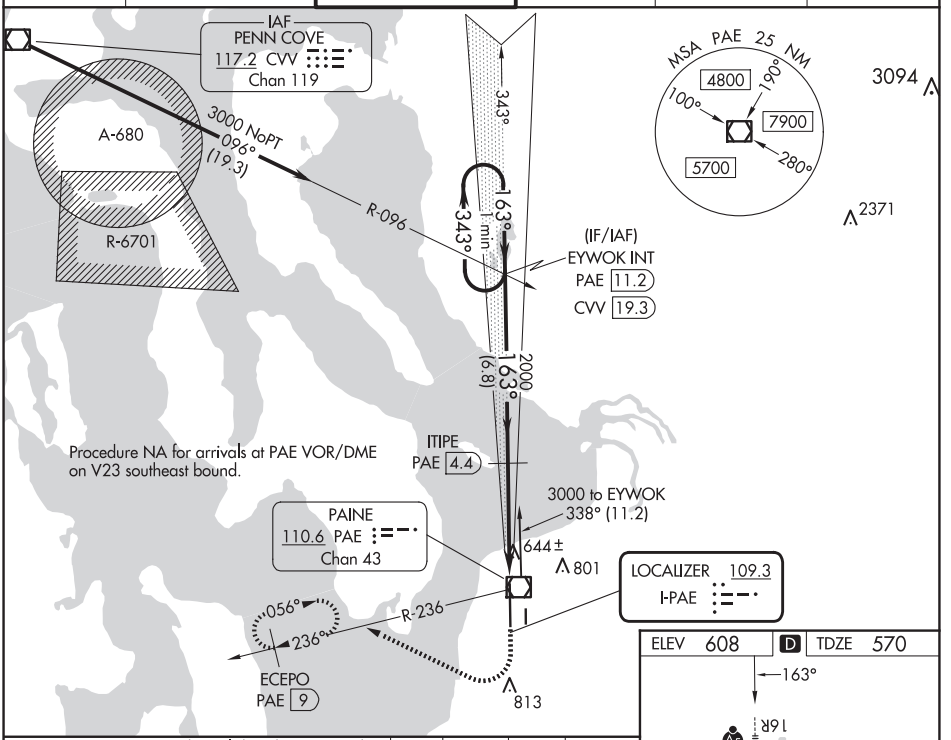
| LOC I-PAE | APP CRS | Rwy Idg | 9010 |
|---|---|---|---|
| 109.3 | 163° | TDZE | 570 |
| | | Apt Elev | 608 |

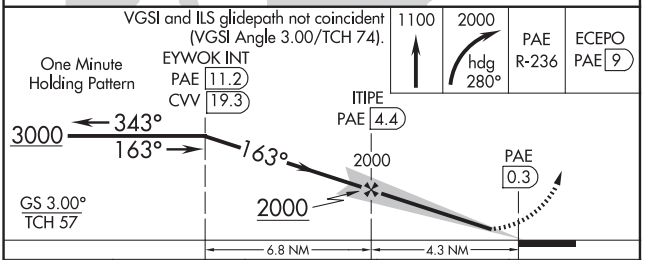
Circling Rwy 34R NA at night. DME required. DME from PAE VOR/DME. Simultaneous reception of I-PAE and PAE DME required.

MALSR

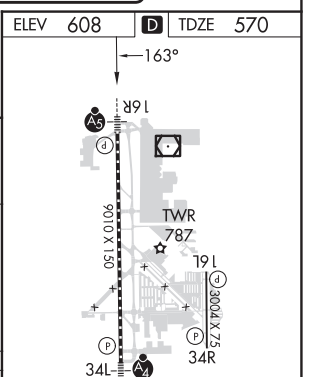
MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 on heading 280° and PAE VOR/DME R-236 to ECEPO/PAE 9 DME and hold.

| ATIS | SEATTLE APP CON | PAINE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.65 | 128.5 306.9 | 132.95 (CTAF) L 256.7 | 121.8 339.8 | 127.175 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16R | 770/18 | 200 (200-½) | NA | |
| S-LOC 16R | 940/24 | 370 (400-½) | NA | |
| C CIRCLING | 1100-1 | 492 (500-1) | NA | |




TDZ/CL Rwy 16R
HIRL Rwy 16R-34L L
REIL Rwys 16L and 34R
MIRL Rwy 16L-34R



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NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS Z or LOC Z RWY 16R

SEATTLE PAINE FLD INTL (PAE)

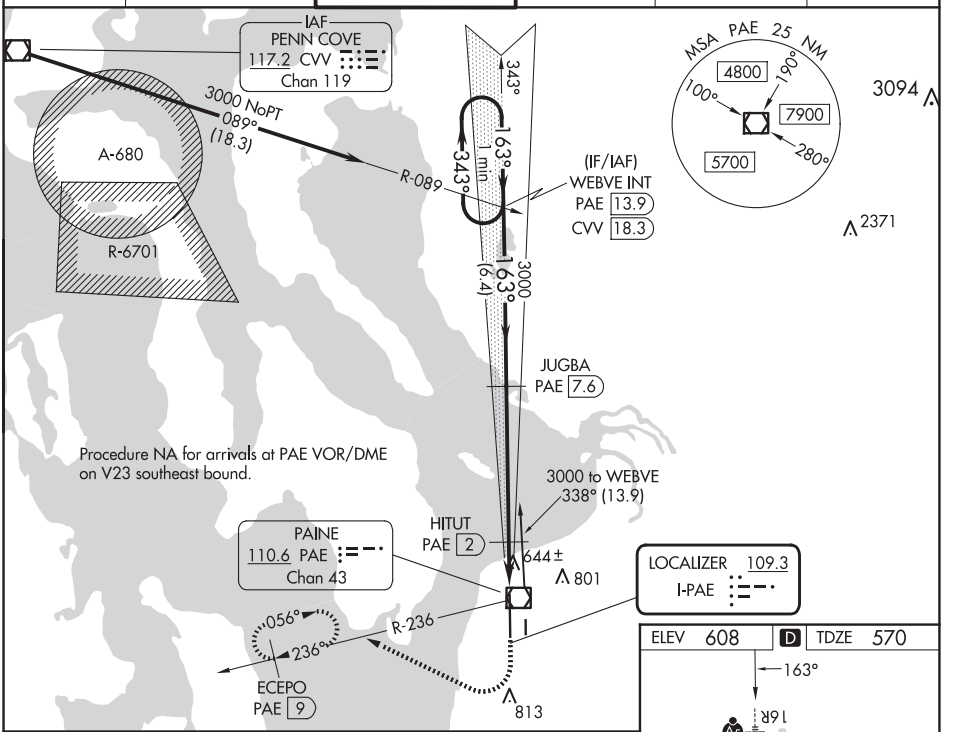
| LOC I-PAE | APP CRS | | |
|---|---|---|---|
| 109.3 | 163° | Rwy Idg | 9010 |
| | | TDZE | 570 |
| | | Apt Elev | 608 |

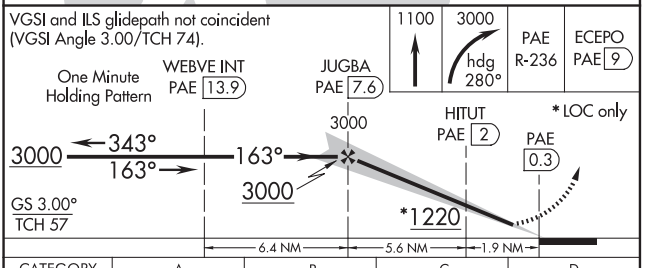
Circling Rwy 34R NA at night. DME required. For inop ALS, increase S-LOC 16R Cats C/D visibility to RVR 5500. DME from PAE VOR/DME. Simultaneous reception of I-PAE and PAE DME required.

MALSR

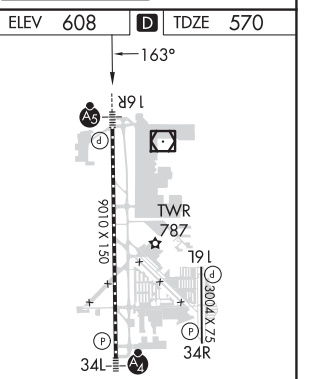
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 280° and PAE VOR/DME R-236 to ECEPO/PAE 9 DME and hold, continue climb-in-hold to 3000.

| ATIS | SEATTLE APP CON | PAINE TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.65 | 128.5 306.9 | 132.95 (CTAF) L 256.7 | 121.8 339.8 | 127.175 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16R | 770/18 200 (200-½) | | | |
| S-LOC 16R | 940/24 370 (400-½) | | 940/35 370 (400-⅝) | |
| C CIRCLING | 1100-1 492 (500-1) | | 1120-1½ 512 (600-1½) | 1160-2 552 (600-2) |




TDZ/CL Rwy 16R
HIRL Rwy 16R-34L L
REIL Rwys 16L and 34R
MIRL Rwy 16L-34R



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC I-PAE | APP CRS | Rwy Idg | 9010 |
|---|---|---|---|
| 109.3 | 163° | TDZE | 570 |
| | | Apt Elev | 608 |

# ILS Z RWY 16R (SA CAT II)

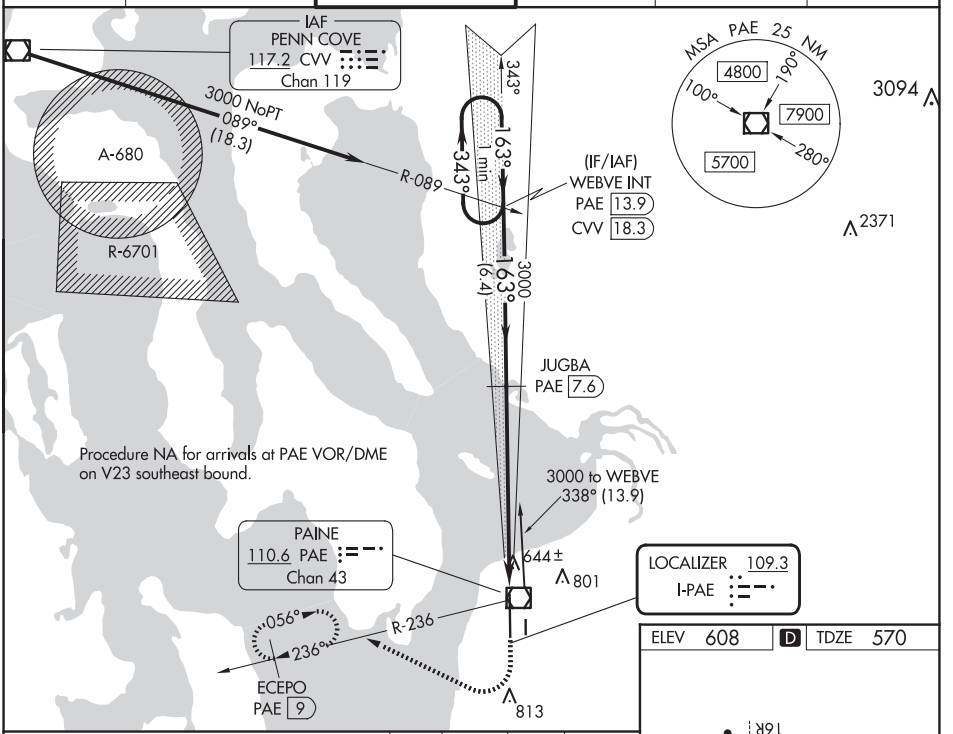
## SEATTLE PAINE FLD INTL (PAE)

T DME required. Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. DME from PAE VOR/DME. Simultaneous reception of I-PAE and PAE DME required. Procedure NA when control tower closed.

MALSR

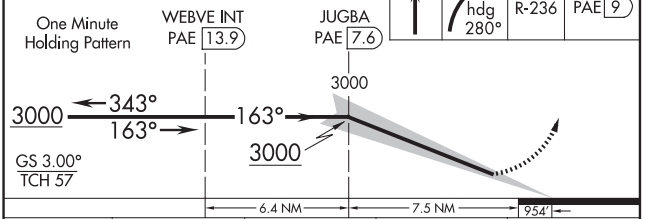
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 280° and PAE VOR/DME R-236 to ECEPO/PAE 9 DME and hold, continue climb-in-hold to 3000.

| ATIS | SEATTLE APP CON | PAINE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.65 | 128.5 306.9 | 132.95 (CTAF) L 256.7 | 121.8 339.8 | 127.175 | 122.95 |




VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).

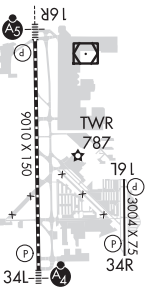
| 1100 | 3000 hdg 280° | PAE R-236 | ECEPO PAE 9 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16R | RA 116/12 100 DA 670 | | | |

**SA CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

ELEV 608 D TDZE 570




TDZ/CL Rwy 16R
HIRL Rwy 16R-34L L
REIL Rwys 16L and 34R
MIRL Rwy 16L-34R



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Idg | 9010 |
|---|---|---|
| 343° | TDZE | 584 |
| | Apt Elev | 608 |

# RNAV (GPS) RWY 34L

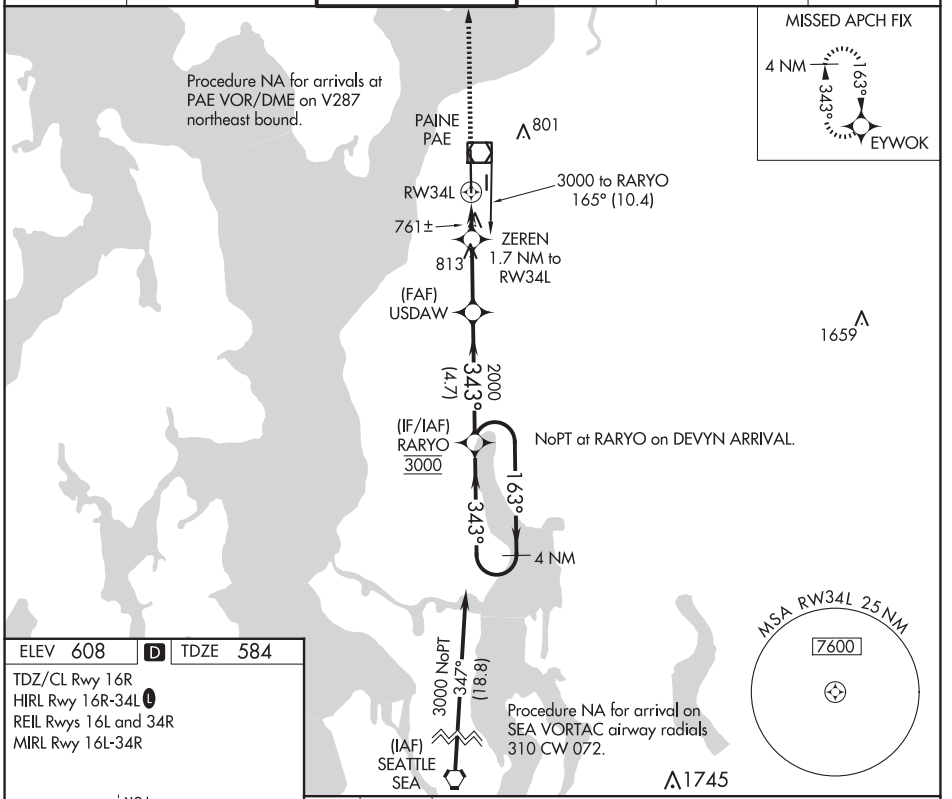
SEATTLE PAINE FLD INTL (PAE)

Circling Rwy 34R NA at night.
Rwy 34L helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

MALSF

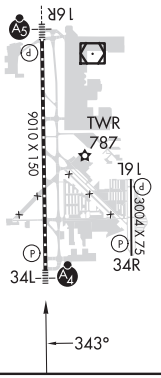
MISSED APPROACH: Climb to 3000 direct EYWOK and hold.

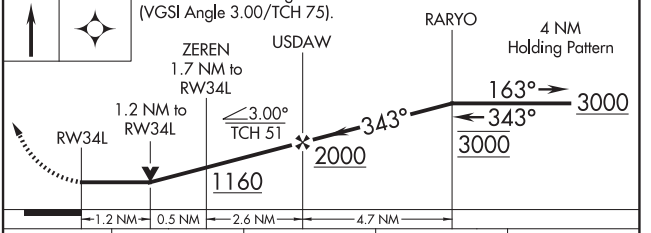
| ATIS | SEATTLE APP CON | PAINE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.65 | 128.5 306.9 | 132.95 (CTAF) L 256.7 | 121.8 339.8 | 127.175 | 122.95 |




| ELEV 608 | D | TDZE 584 |
|---|---|---|

TDZ/CL Rwy 16R
HIRL Rwy 16R-34L L
REIL Rwys 16L and 34R
MIRL Rwy 16L-34R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-¾ 436 (500-¾) | | 1020-1 436 (500-1) | |
| C CIRCLING | 1100-1 492 (500-1) | | 1120-1½ 512 (600-1½) | 1160-2 552 (600-2) |



47°54′N-122°17′W



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 9010 |
|---|---|---|---|
| CH 60911 | 163° | TDZE | 570 |
| W16B | | Apt Elev | 608 |

# RNAV (GPS) Y RWY 16R

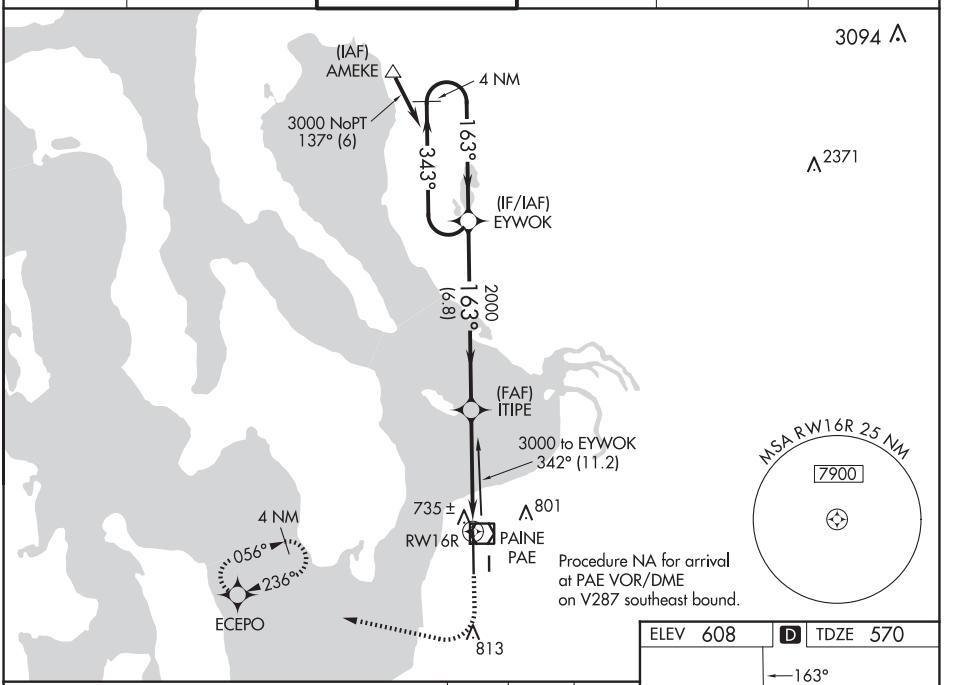
## SEATTLE PAINE FLD INTL (PAE)

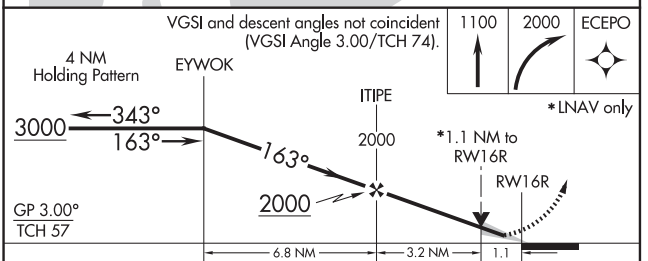
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). Circling Rwy 34R NA at night. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV Cats A/B visibility to RVR 5000.

MALSR

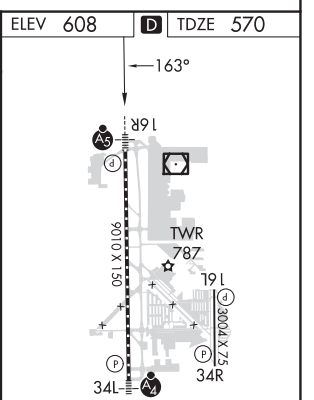
MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct ECEPO and hold.

| ATIS | SEATTLE APP CON | PAINE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.65 | 128.5 306.9 | 132.95 (CTAF) L 256.7 | 121.8 339.8 | 127.175 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 770/18 | 200 (200-½) | NA | |
| LNAV/VNAV DA | 894/30 | 324 (300-⅝) | NA | |
| LNAV MDA | 1000/24 | 430 (400-½) | NA | |
| C CIRCLING | 1100-1 | 492 (500-1) | NA | |




TDZ/CL Rwy 16R
HIRL Rwy 16R-34L L
REIL Rwys 16L and 34R
MIRL Rwy 16L-34R



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 9010 |
|---|---|---|---|
| CH 61129 | 163° | TDZE | 570 |
| W16A | | Apt Elev | 608 |

# RNAV (GPS) Z RWY 16R

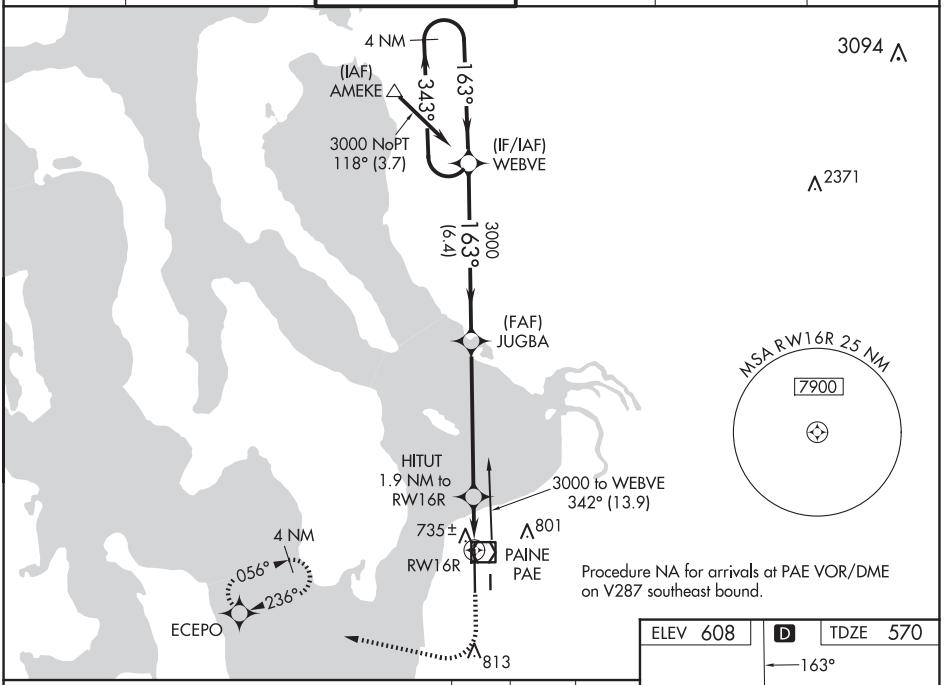
## SEATTLE PAINE FLD INTL (PAE)

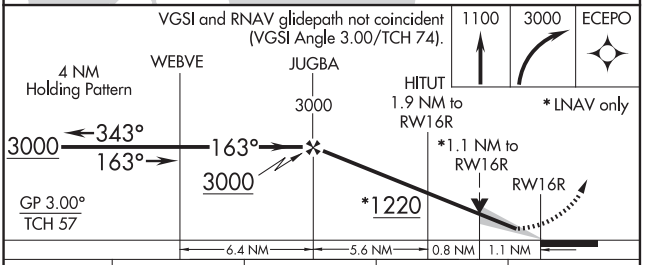
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). Circling Rwy 34R NA at night. DME/DME RNP-0.3 NA.

MALSR

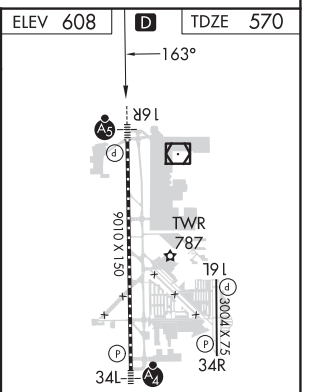
MISSED APPROACH: (Do not exceed 240K until ECEPO) Climb to 1100 then climbing right turn to 3000 direct ECEPO and hold, continue climb-in-hold to 3000.

| ATIS | SEATTLE APP CON | PAINE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.65 | 128.5 306.9 | 132.95 (CTAF) L 256.7 | 121.8 339.8 | 127.175 | 122.95 |




| 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) | |
| C CIRCLING | 1100-1 492 (500-1) | | 1120-1½ 512 (600-1½) | 1160-2 552 (600-2) |




TDZ/CL Rwy 16R
HIRL Rwy 16R-34L L
REIL Rwys 16L and 34R
MIRL Rwy 16L-34R



47°54′N-122°17′W



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME PAE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.6 | 160° | TDZE | N/A |
| Chan 43 | | Apt Elev | 608 |

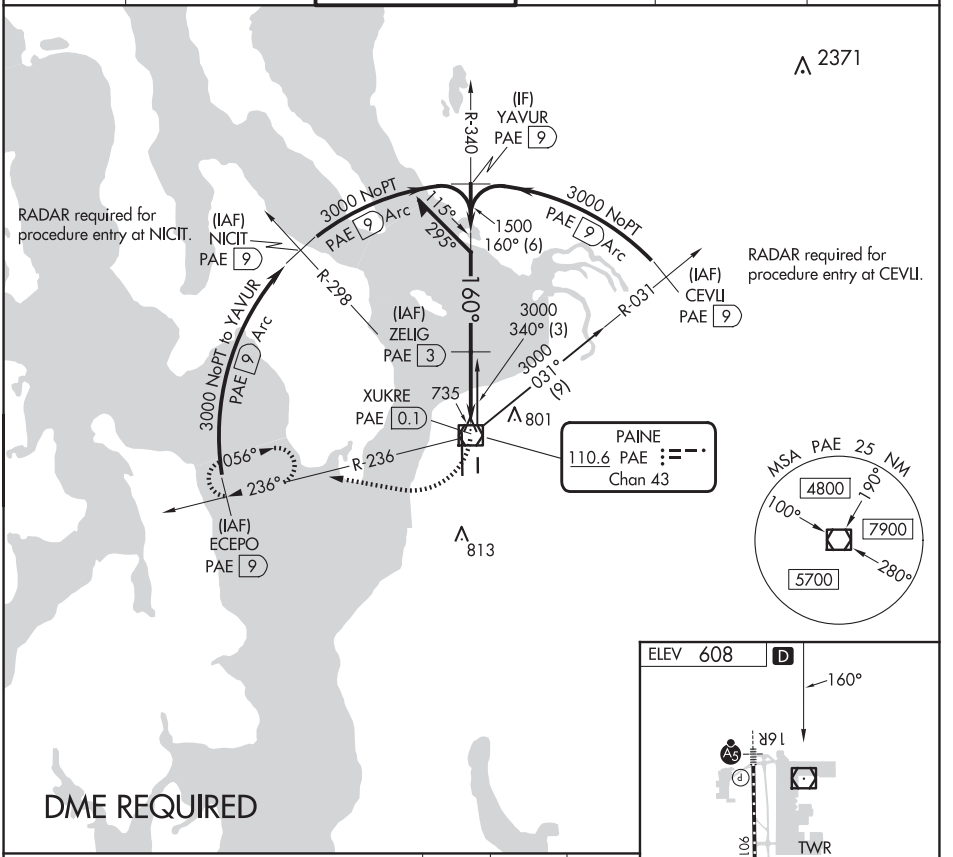
# VOR-A

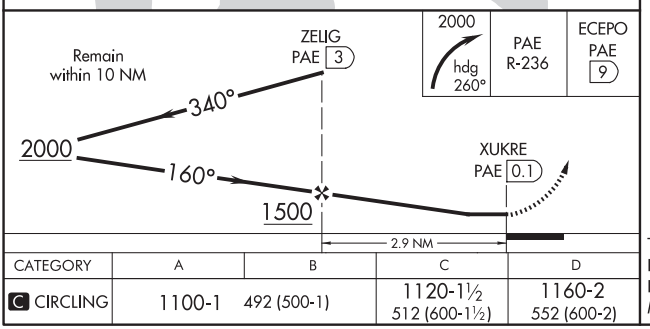
## SEATTLE PAINE FLD INTL (PAE)

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) L 256.7 | 121.8 339.8 | 127.175 | 122.95 |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1100-1 | 492 (500-1) | 1120-1½ 512 (600-1½) | 1160-2 552 (600-2) |

TDZ/CL Rwy 16R
HIRL Rwy 16R-34L L
REIL Rwys 16L and 34R
MIRL Rwy 16L-34R



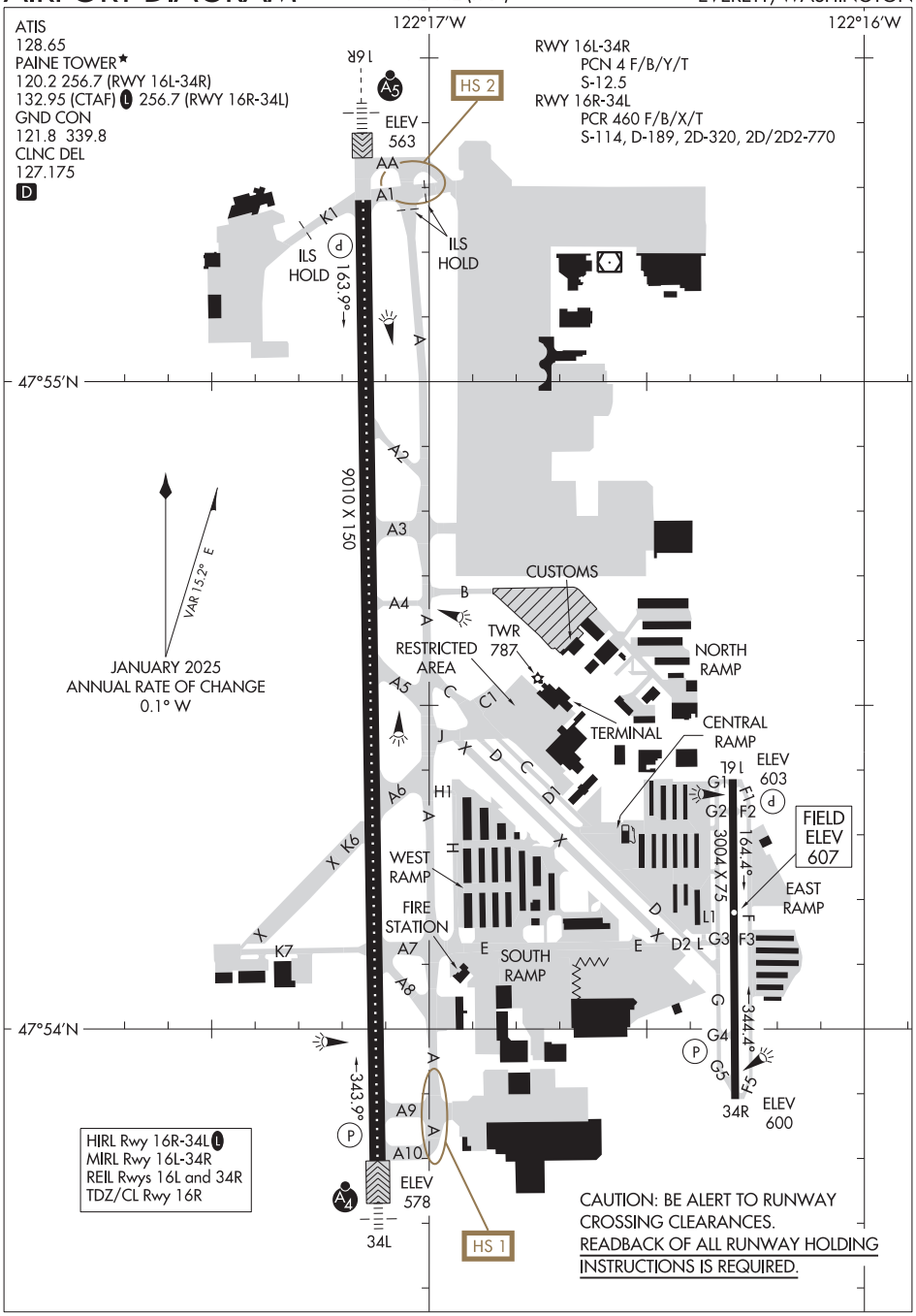
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

AL-142 (FAA)

SEATTLE PAINE FLD INTL (PAE)
EVERETT, WASHINGTON

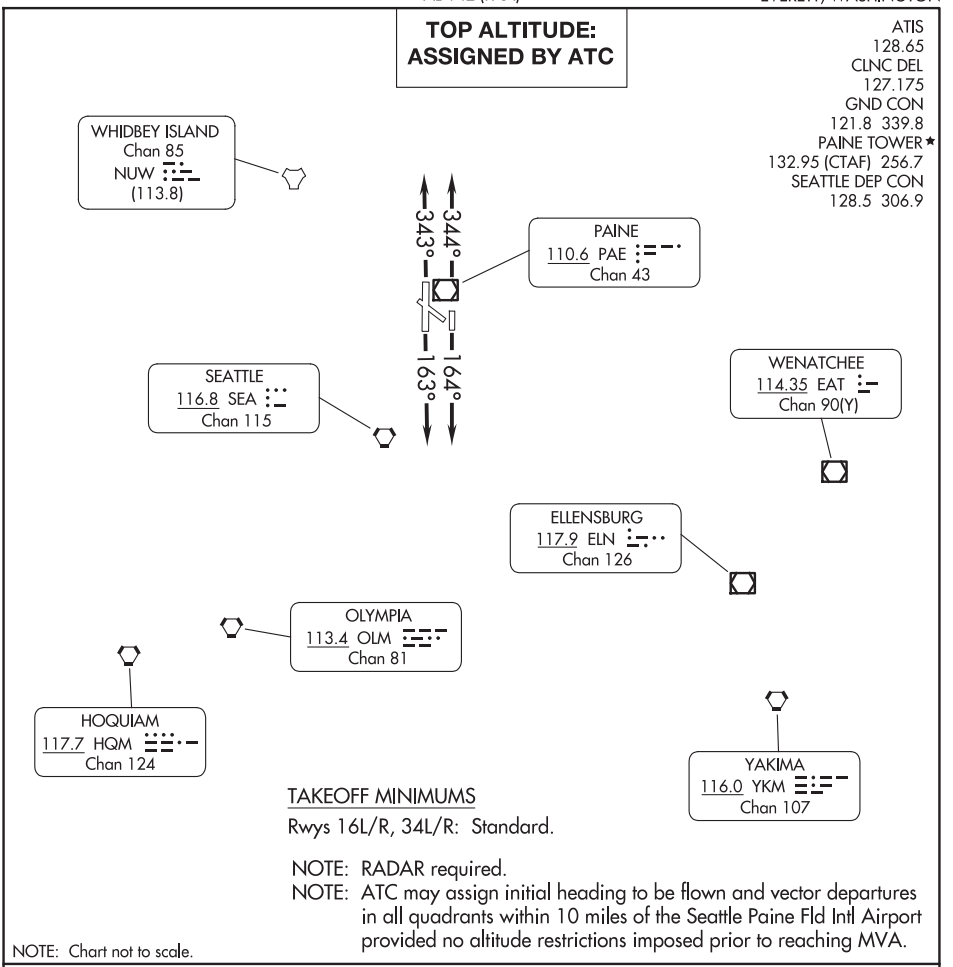



AIRPORT DIAGRAM
25107

EVERETT, WASHINGTON
SEATTLE PAINE FLD INTL (PAE)



NW-1, 12 JUN 2025 to 07 AUG 2025




TAKEOFF MINIMUMS

Rwys 16L/R, 34L/R: Standard.

NOTE: RADAR required.

NOTE: ATC may assign initial heading to be flown and vector departures in all quadrants within 10 miles of the Seattle Paine Fld Intl Airport provided no altitude restrictions imposed prior to reaching MVA.

NOTE: Chart not to scale.

## 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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

24361

SPOKANE, WASHINGTON

# ILS or LOC RWY 5

FAIRCHILD AFB (KSKA)

| LOC I-FRC | APCH CRS | Rwy ldg 13,899 / TDZE 2462 / Arpt Elev 2462 |
|---|---|---|
| 110.3 | 051° | [USAF] |

DME or RADAR rqrd for LOC. RADAR rqrd for KNOCK holding.

ALSF-2

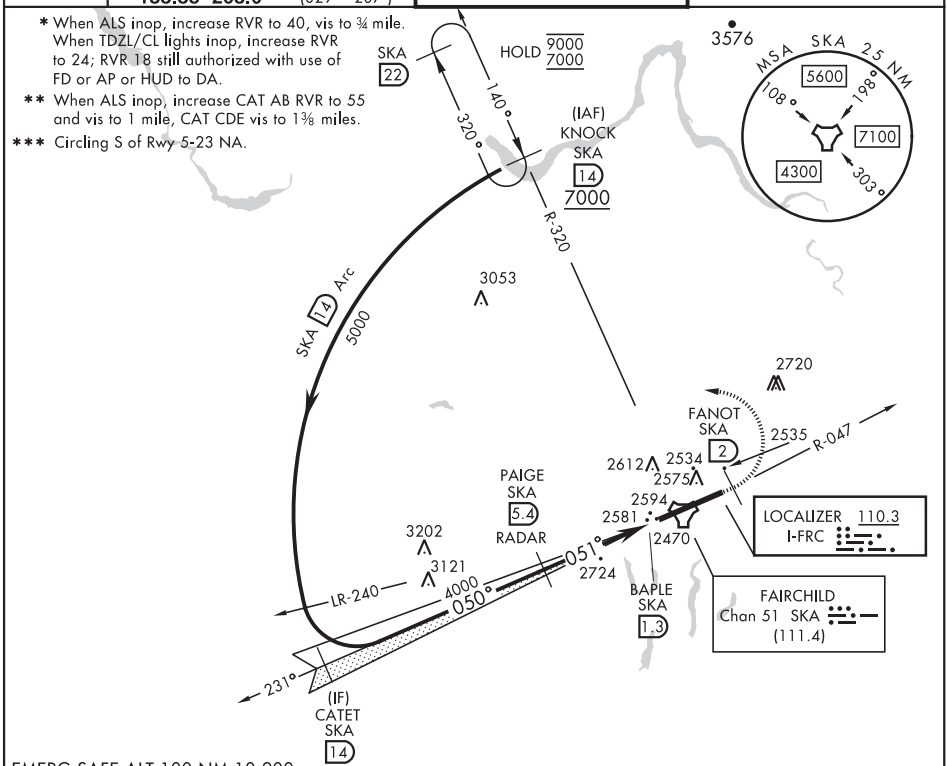
MISSED APPROACH: Climb to 7000 via SKA TACAN R-047. At FANOT turn left hdg 275° to intcp SKA R-320 to KNOCK and hold, cont climb in hold to 7000.

| ATIS | SPOKANE APP CON | TOWER | GND CON |
|---|---|---|---|
| 257.625 | 123.75 282.25 (208° - 028°)<br>133.35 263.0 (029° - 207°) | 120.35 233.7 | 123.6 275.8 |

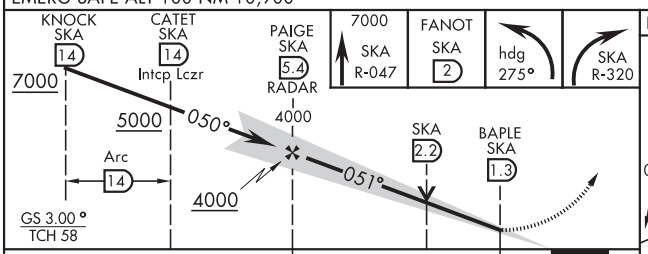
* When ALS inop, increase RVR to 40, vis to ¾ mile. When TDZL/CL lights inop, increase RVR to 24; RVR 18 still authorized with use of FD or AP or HUD to DA.

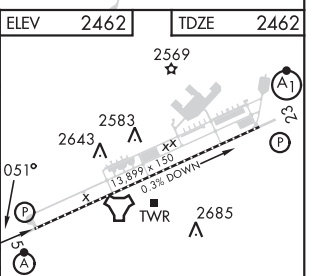
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

*** Circling S of Rwy 5-23 NA.




EMERG SAFE ALT 100 NM 10,900




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 5 * | 2662/18 | | 200 | (200-½) | |
| S-LOC 5 ** | 2960/24 498 (500-½) | | 2960/50 498 (500-1) | | |
| C *** CIRCLING | 2960-1 498 (500-1) | | 3040-1½ 578 (600-1½) | 3040-2 578 (600-2) | 3600-3 1138 (1200-3) |

HIRL Rwy 5-23
TDZL/CL Rwy 5

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

SPOKANE, WASHINGTON

47°37'N-117°39'W

FAIRCHILD AFB (KSKA)

Amdt 6 03NOV22

ILS or LOC RWY 5



NW-1, 12 JUN 2025 to 07 AUG 2025

SPOKANE, WASHINGTON

# ILS or LOC RWY 23

| LOC I-SKA | APCH CRS | Rwy ldg 13,899 / TDZE 2423 / Arpt Elev 2462 |
|---|---|---|
| 110.3 | 231° | [USAF] FAIRCHILD AFB (KSKA) |

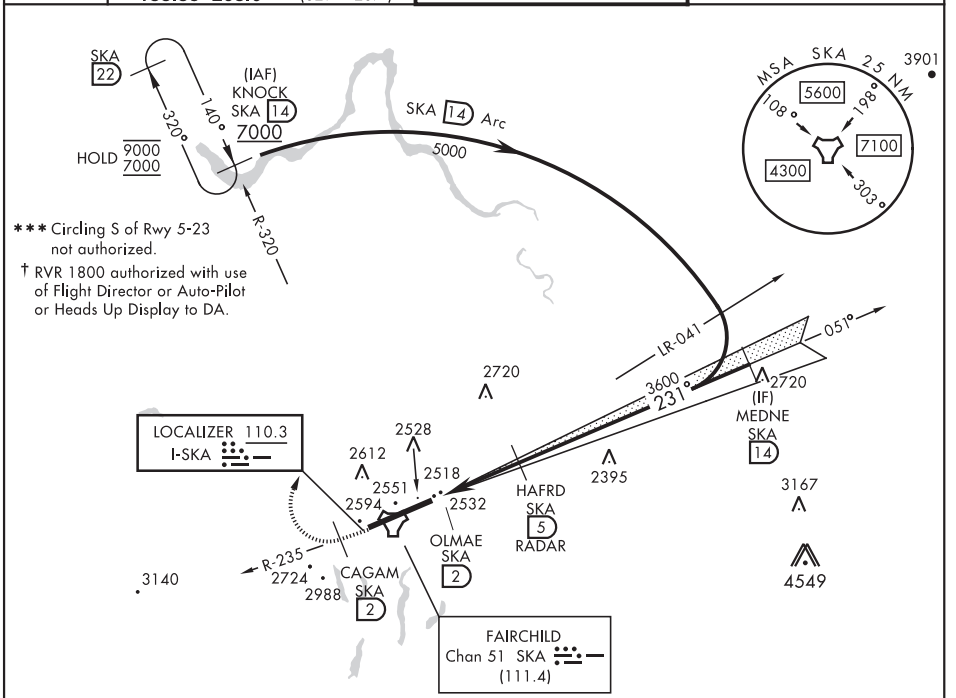
DME or RADAR rqrd for LOC. RADAR rqrd for KNOCK holding.

▼* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase RVR to 55 and vis to 1 mile.

ALSF-1

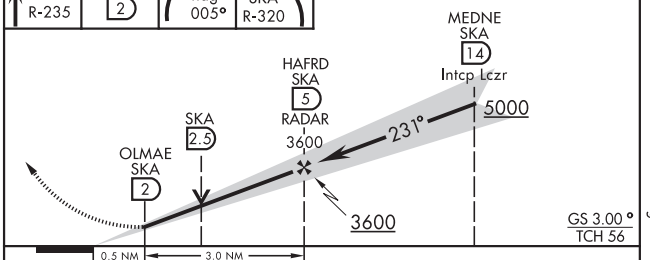
MISSED APPROACH: Climb to 7000 via SKA R-235. At CAGAM, turn right heading 005° to intcp SKA R-320 to KNOCK and hold, cont climb in hold to 7000.

| ATIS | SPOKANE APP CON | TOWER | GND CON |
|---|---|---|---|
| 257.625 | 123.75 282.25 (208° - 028°)<br>133.35 263.0 (029° - 207°) | 120.35 233.7 | 123.6 275.8 |

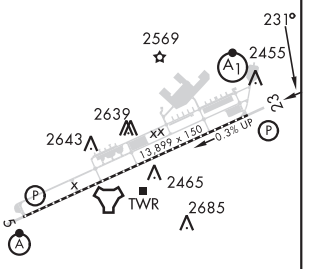



EMERG SAFE ALT 100 NM 10,900

| 7000 SKA R-235 | CAGAM SKA 2 | hdg 005° | SKA R-320 |
|---|---|---|---|




ELEV 2462 TDZE 2423




HIRL Rwy 5-23
TDZL/CL Rwy 5

| 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 | (400-⅝) |
| *** CIRCLING | 2900-1<br>438 (500-1) | 2920-1<br>458 (500-1) | 3040-1½<br>578 (600-1½) | 3040-2<br>578 (600-2) | 3600-3<br>1138(1200-3) |

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)

Amdt 4 03NOV22

ILS or LOC RWY 23





NW-1, 12 JUN 2025 to 07 AUG 2025

SPOKANE, WASHINGTON

# ILS RWY 5 (CAT II)

| LOC I-FRC | APCH CRS | Rwy ldg 13,899<br>TDZE 2462<br>Arpt Elev 2462 |
|---|---|---|
| 110.3 | 051° | |

[USAF]

FAIRCHILD AFB (KSKA)

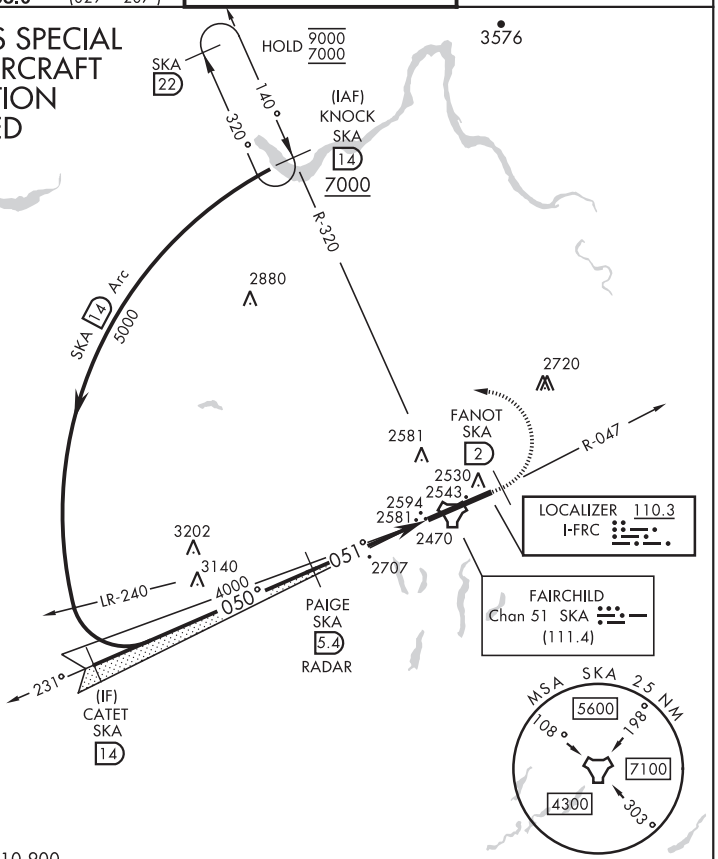
RADAR required for KNOCK holding.

ALSF-2

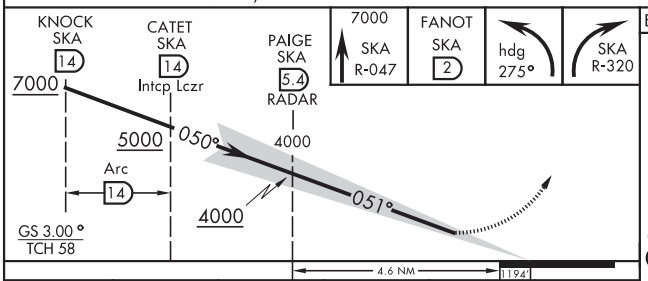
MISSED APPROACH: Climb to 7000 via SKA TACAN R-047. At FANOT turn left hdg 275° to intcp SKA R-320 to KNOCK and hold, continue climb in hold to 7000.

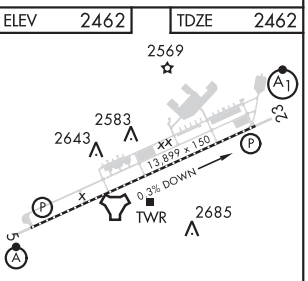
| ATIS | SPOKANE APP CON | TOWER | GND CON |
|---|---|---|---|
| 257.625 | 123.75 282.25 (208° - 028°)<br>133.35 263.0 (029° - 207°) | 120.35 233.7 | 123.6 275.8 |

CATEGORY II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED




EMERG SAFE ALT 100 NM 10,900




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 5 | RA 98/12 | | 100 | DA 2562 | |

HIRL Rwy 5-23
TDZL/CL Rwy 5

SPOKANE, WASHINGTON 47°37'N-117°39'W FAIRCHILD AFB (KSKA)

Amdt 2 03NOV22

ILS RWY 5 (CAT II)



NW-1, 12 JUN 2025 to 07 AUG 2025

SPOKANE, WASHINGTON

# RNAV (GPS) RWY 5

FAIRCHILD AFB (KSKA)

| APCH CRS | Rwy ldg | 13,899 |
|---|---|---|
| 051° | TDZE | 2462 |
| | Arpt Elev | 2462 |

- (USAF)

RNP APCH

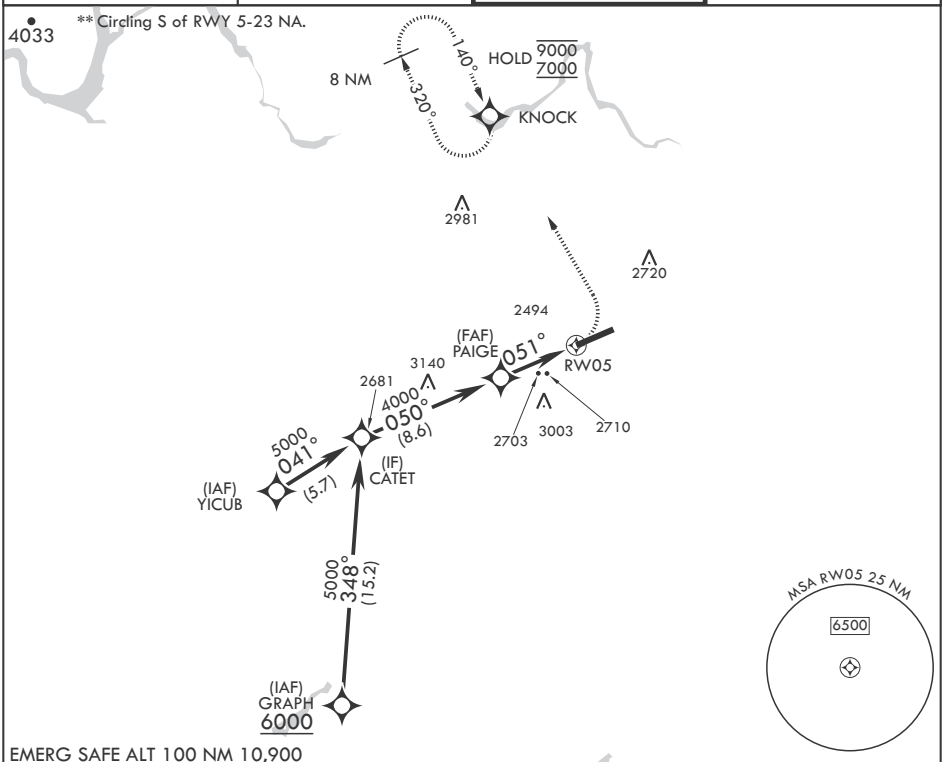
RADAR required for KNOCK holding.

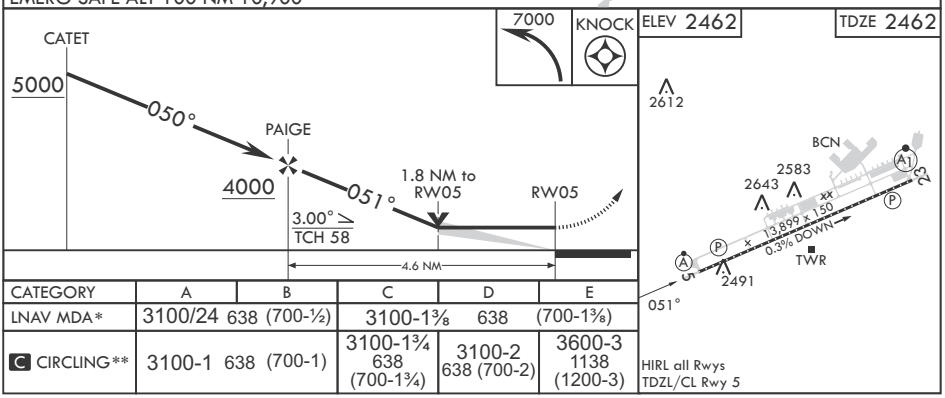
T * When ALS inop, increase CAT A RVR to 55, vis to 1 mile, CAT B RVR to 60, vis to 1 1/4 miles, and CAT CDE vis to 2 1/2 miles.

ALSF-2

MISSED APPROACH: Climbing left turn to 7000 direct KNOCK and hold, continue climb in hold to 7000.

| ATIS | SPOKANE APP CON | TOWER | GND CON |
|---|---|---|---|
| 257.625 | 123.75 282.25 (208°-028°)<br>133.35 263.0 (029°-207°) | 120.35 233.7 | 123.6 275.8 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA* | 3100/24 638 (700-½) | | 3100-1⅜ 638 (700-1⅜) | | |
| C CIRCLING** | 3100-1 638 (700-1) | | 3100-1¾ 638 (700-1¾) | 3100-2 638 (700-2) | 3600-3 1138 (1200-3) |

HIRL all Rwys
TDZL/CL Rwy 5

SPOKANE, WASHINGTON

Amdt 2 03NOV22

47°37'N - 117°39'W

FAIRCHILD AFB (KSKA)

RNAV (GPS) RWY 5



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

24361

SPOKANE, WASHINGTON

# RNAV (GPS) RWY 23

| APCH CRS | Rwy ldg | 13,899 |
|---|---|---|
| 231° | TDZE | 2423 |
| | Arpt Elev | 2462 |

- (USAF)

FAIRCHILD AFB (KSKA)

RNP APCH

RADAR required for KNOCK holding.

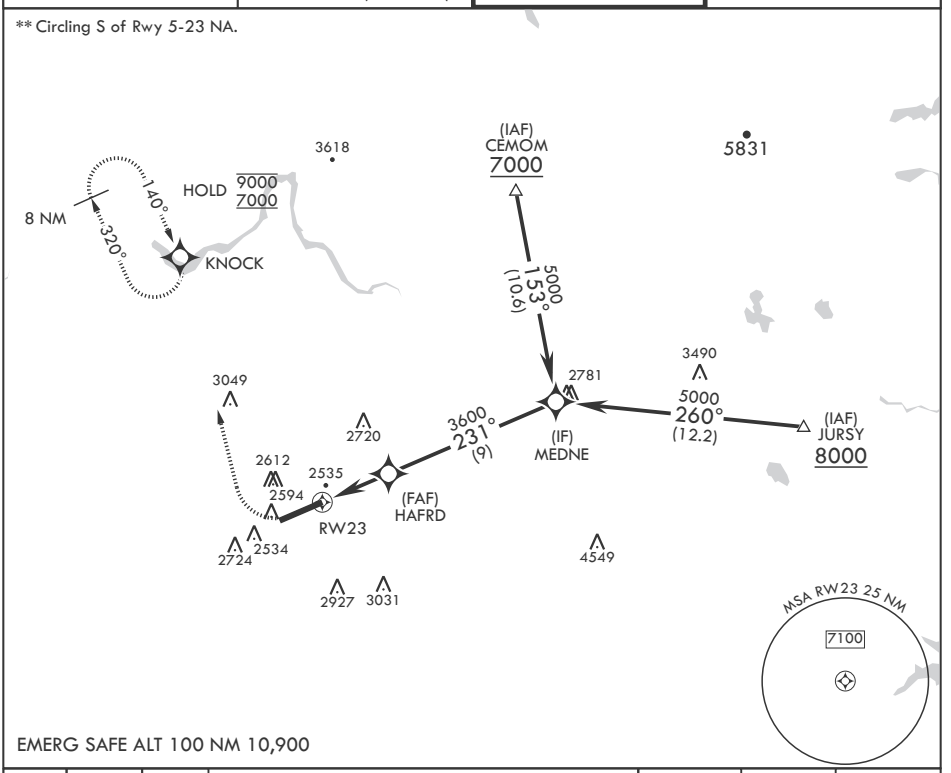
T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles.

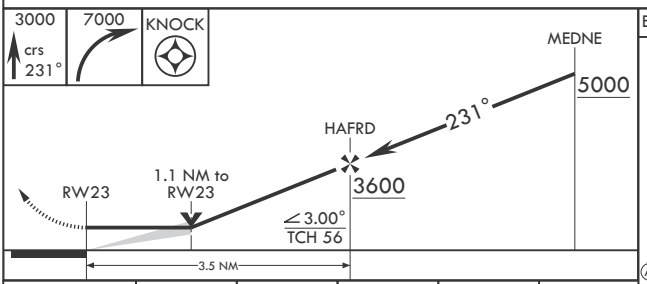
ALSF-1 (A1)

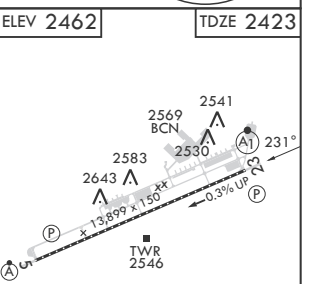
MISSED APPROACH: Climb to 3000, then climbing right turn to 7000 direct to KNOCK and hold, continue climb in hold to 7000.

| ATIS | SPOKANE APP CON | TOWER | GND CON |
|---|---|---|---|
| 257.625 | 123.75 282.25 (208°-028°)<br>133.35 263.0 (029°-207°) | 120.35 233.7 | 123.6 275.8 |

** Circling S of Rwy 5-23 NA.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA* | 2820/24 397 (400-½) | | 2820/35 | 397 | (400-⅝) |
| C CIRCLING** | 2900-1<br>438 (500-1) | 2920-1<br>458 (500-1) | 3040-1½<br>578<br>(600-1½) | 3040-2<br>578 (600-2) | 3600-3<br>1138<br>(1200-3) |

HIRL all Rwys
TDZL/CL Rwy 5

SPOKANE, WASHINGTON

Amdt 2 03NOV22

47°37'N - 117°39'W

FAIRCHILD AFB (KSKA)

RNAV (GPS) RWY 23



NW-1, 12 JUN 2025 to 07 AUG 2025

SPOKANE, WASHINGTON

# TACAN RWY 5

FAIRCHILD AFB (KSKA)

| TACAN | APCH CRS | Rwy Idg | TDZE | Arpt Elev |
|---|---|---|---|---|
| SKA Chan 51 | 058° | 13,899 | 2462 | 2462 |

[USAF]

RADAR required for KNOCK holding.

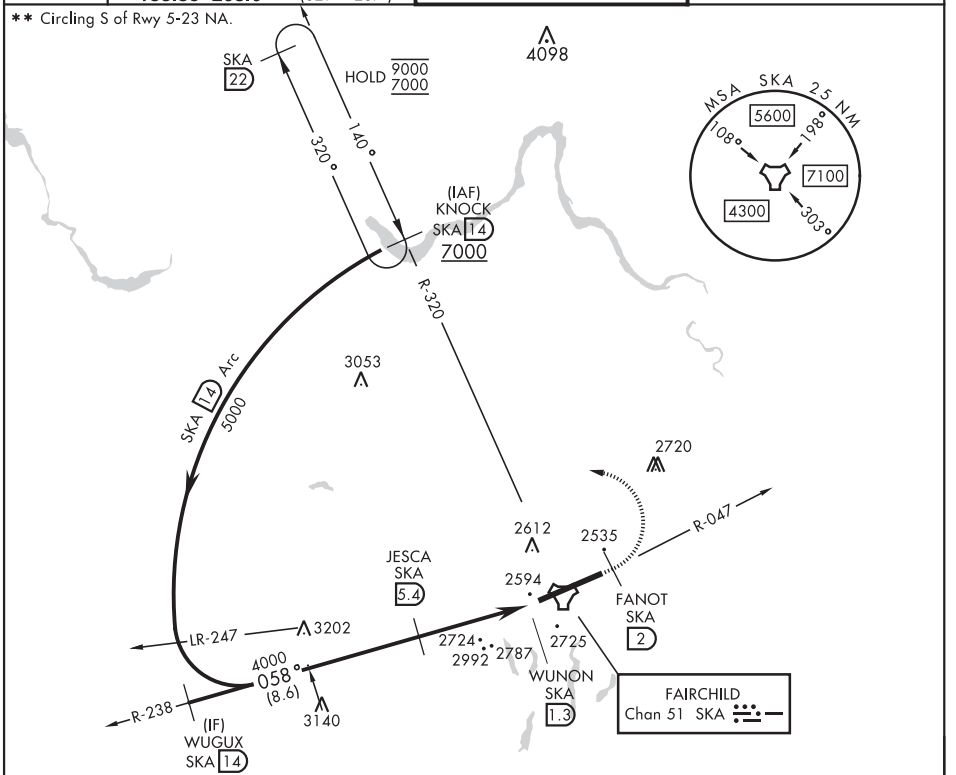
▼* When ALS inop, increase CAT A RVR to 55, vis to 1 mile, CAT B vis to 1¼ miles, CAT CDE vis to 2½ miles.

ALSF-2

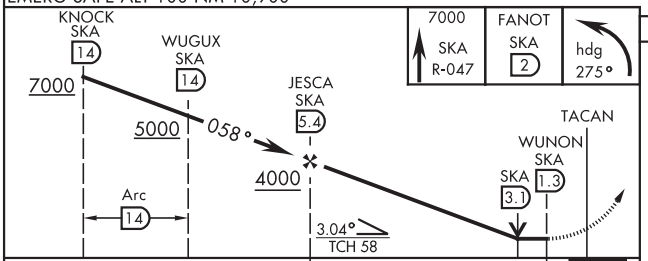
MISSED APPROACH: Climb to 7000 via SKA TACAN R-047. At FANOT turn left hdg 275° to intcp SKA R-320 to KNOCK and hold, cont climb in hold to 7000.

| ATIS | SPOKANE APP CON | TOWER | GND CON |
|---|---|---|---|
| 257.625 | 123.75 282.25 (208° - 028°)<br>133.35 263.0 (029° - 207°) | 120.35 233.7 | 123.6 275.8 |

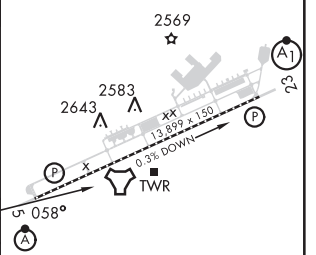
** Circling S of Rwy 5-23 NA.




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) | 3260-1¾ | 798 | (800-1¾) |
| C 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



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

24361

SPOKANE, WASHINGTON

# TACAN RWY 23

| TACAN | APCH CRS | Rwy Idg | 13,899 |
|---|---|---|---|
| SKA Chan 51 | 226° | TDZE | 2423 |
| | | Arpt Elev | 2462 |

[USAF]

FAIRCHILD AFB (KSKA)

RADAR required for KNOCK holding.

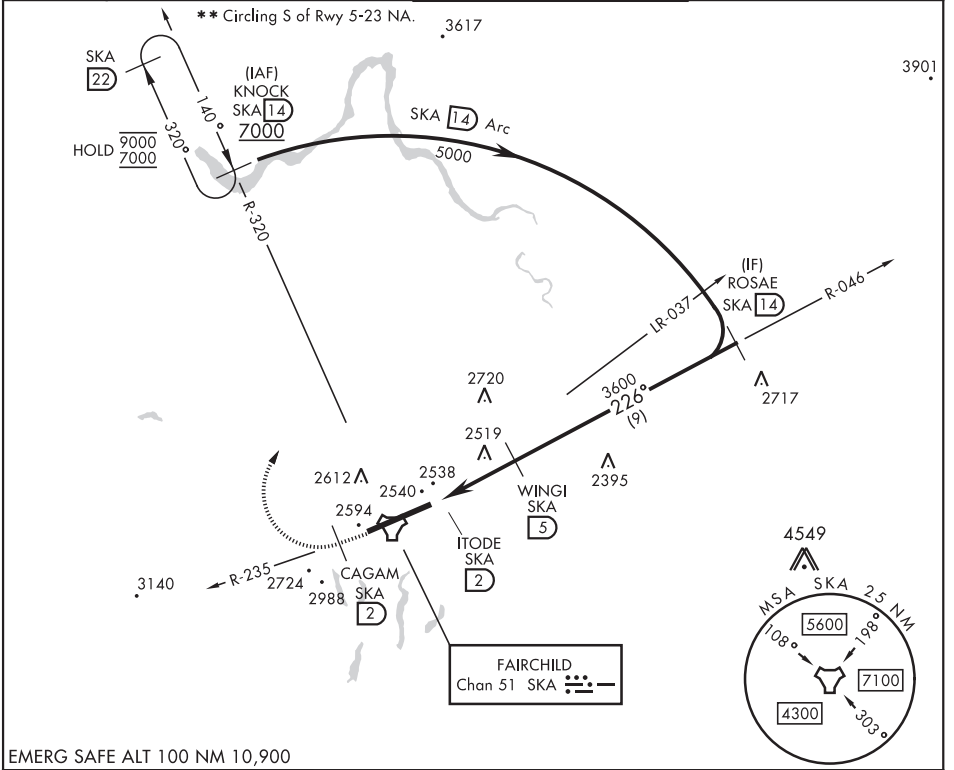
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60, vis to 1⅛ miles.

ALSF-1

MISSED APPROACH: Climb to 7000 via SKA TACAN R-235. At CAGAM, turn right hdg 005° to intcp SKA R-320 to KNOCK and hold, cont climb in hold to 7000.

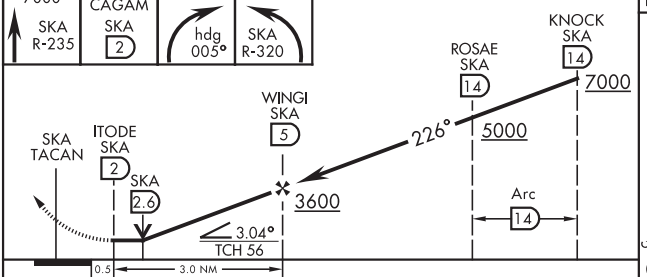
| ATIS | SPOKANE APP CON | TOWER | GND CON |
|---|---|---|---|
| 257.625 | 123.75 282.25 (208° - 028°)<br>133.35 263.0 (029° - 207°) | 120.35 233.7 | 123.6 275.8 |

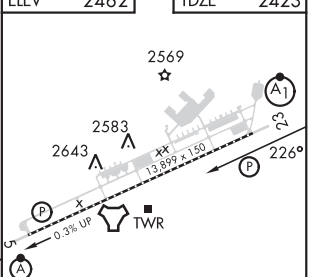
** Circling S of Rwy 5-23 NA.




EMERG SAFE ALT 100 NM 10,900

| 7000 | CAGAM | hdg | SKA |
|---|---|---|---|
| SKA R-235 | SKA 2 | 005° | R-320 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-23 * | 2820/24 397 (400-½) | | 2820/35 397 (400-⅝) | | |
| C CIRCLING ** | 2900-1<br>438 (500-1) | 2920-1<br>458 (500-1) | 3040-1½<br>578 (600-1½) | 3040-2<br>578 (600-2) | 3600-3<br>1138(1200-3) |

HIRL Rwy 5-23
TDZL/CL Rwy 5

SPOKANE, WASHINGTON — 47°37'N-117°39'W — FAIRCHILD AFB (KSKA)

Amdt 4 03NOV22

TACAN RWY 23



NW-1, 12 JUN 2025 to 07 AUG 2025

# AIRPORT DIAGRAM

[USAF]

FAIRCHILD AFB (KSKA)

SPOKANE, WASHINGTON




AIRPORT DIAGRAM

SPOKANE, WASHINGTON

FAIRCHILD AFB (KSKA)

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 78125 W27A | APP CRS 268° | Rwy Ldg 4799 / TDZE 2728 / Apt Elev 2729 |
|---|---|---|

# RNAV (GPS) RWY 27

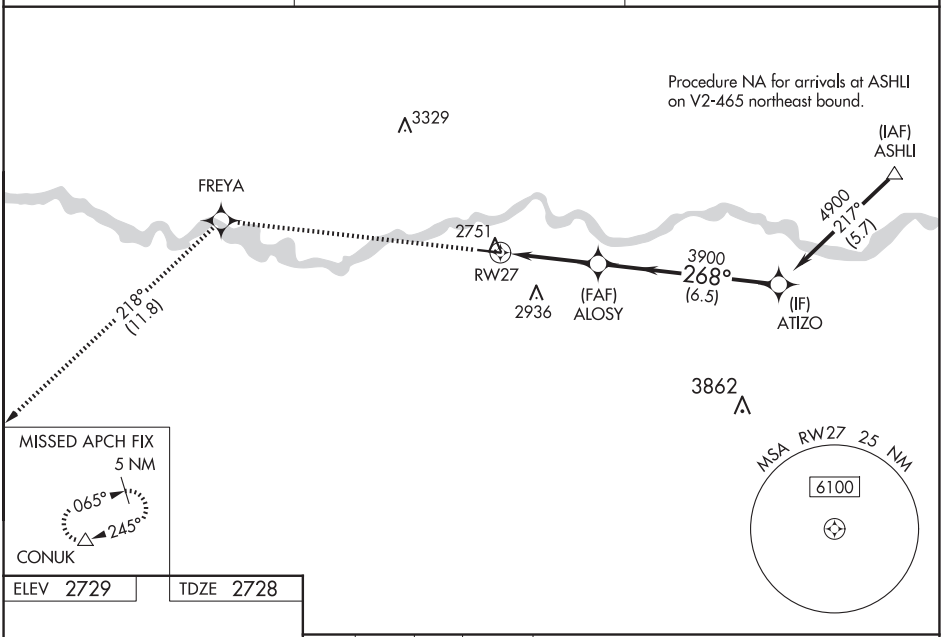
TILLITT FLD (1S3)

T NA

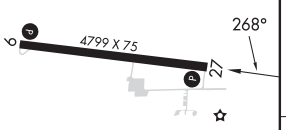
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 53°C (128°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Miles City altimeter setting: increase LPV and LNAV/VNAV DA to 3066 and all visibilities ⅛ mile. 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.

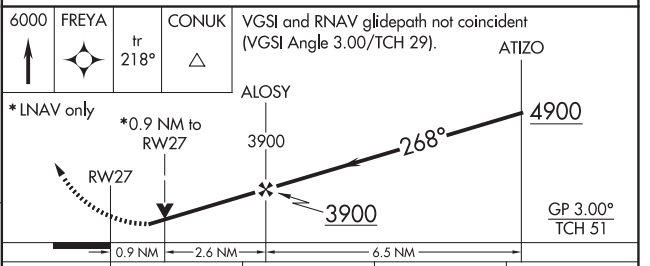
MISSED APPROACH: Climb to 6000 direct FREYA and on track 218° to CONUK and hold.

| AWOS-AV | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 122.8 | 126.85 305.2 | 122.8 (CTAF) L |




| ELEV 2729 | TDZE 2728 |
|---|---|




| 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) | | |
| C CIRCLING | 3160-1<br>431 (500-1) | 3320-1<br>591 (600-1) | 3340-1¾<br>611 (700-1¾) | 3700-3<br>971 (1000-3) |

MIRL Rwy 9-27 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | | |
|---|---|---|
| 228° | Rwy Idg | 4300 |
| | TDZE | 2864 |
| | Apt Elev | 2869 |

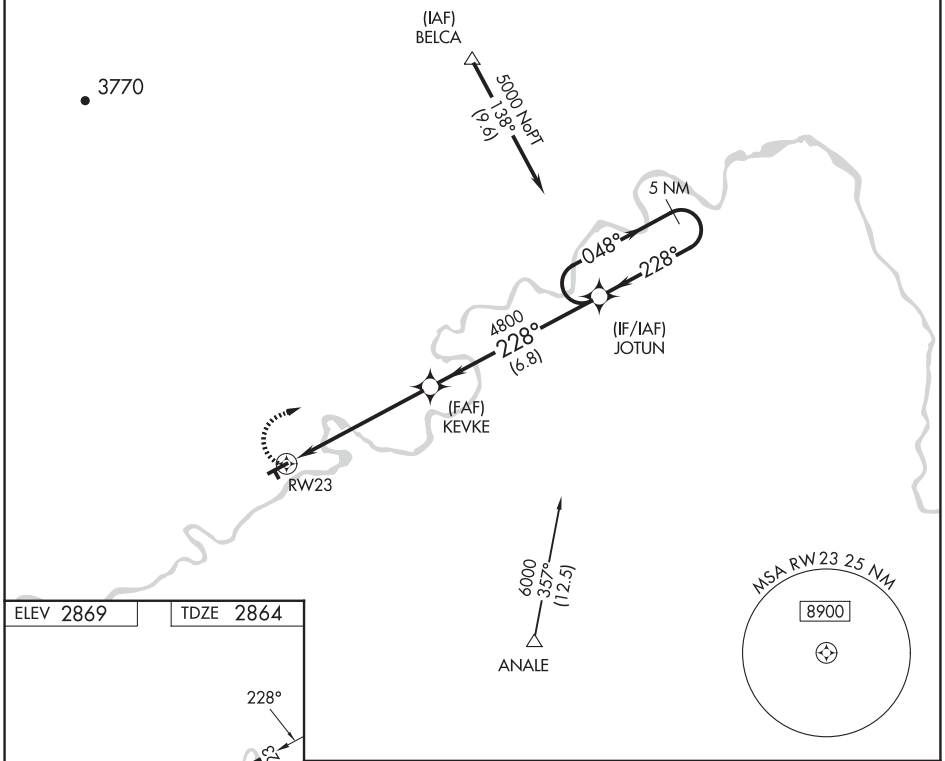
# RNAV (GPS) RWY 23

## FORT BENTON (79S)

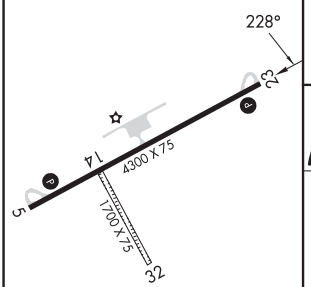
DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Great Falls altimeter setting and increase all MDAs 200 feet and LNAV visibility Cat C ½ SM, and Circling visibility Cat C ¾ SM. Circling NA to Rwys 14-32.

MISSED APPROACH: Climbing right turn to 5000 direct JOTUN and hold.

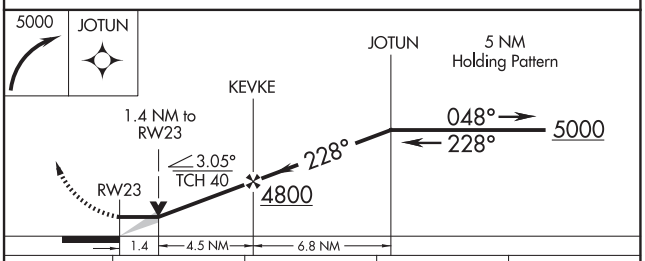
| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 121.125 | 133.4 285.4 | 122.8 (CTAF) L |




ELEV 2869 TDZE 2864




MIRL Rwy 5-23 L




| 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 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

FORT BRIDGER, WYOMING | AL-148 (FAA) | 25163

# RNAV (GPS) RWY 22

FORT BRIDGER (FBR)

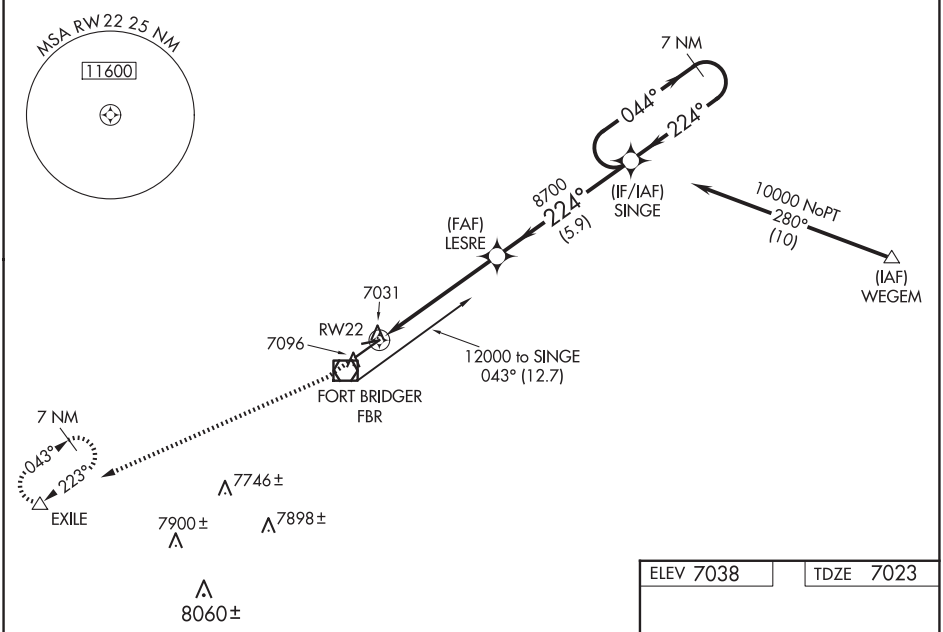
| WAAS | APP CRS | Rwy Ldg | 6404 |
|---|---|---|---|
| CH 78234 | 224° | TDZE | 7023 |
| W22A | | Apt Elev | 7038 |

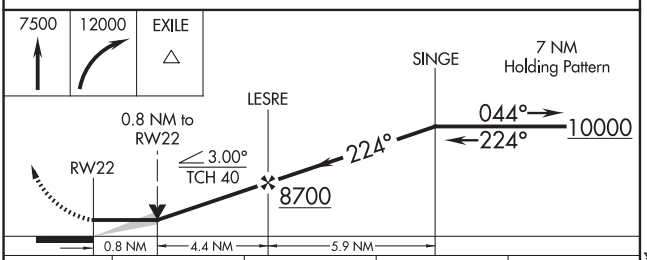
RNP APCH.

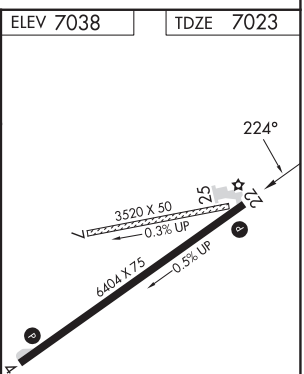
T NA Circling NA to Rwys 7 and 25. When local altimeter setting not received, use Evanston altimeter setting and increase all MDAs 100 feet, increase LNAV Cats C and D visibility ⅛ SM, Circling Cat C visibility ¼ SM and Cat D visibility ½ SM.

MISSED APPROACH: Climb to 7500, then climbing right turn to 12000 direct EXILE and hold, continue climb-in-hold to 12000.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.8 | 124.35 353.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 7300-1 277 (300-1) | | | |
| LNAV MDA | 7340-1 317 (400-1) | | | |
| C CIRCLING | 7400-1 362 (400-1) | 7500-1 462 (500-1) | 7660-1¾ 622 (700-1¾) | 7680-2 642 (700-2) |

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

FORT BRIDGER, WYOMING
Amdt 1B 10OCT19

41°24'N-110°24'W

FORT BRIDGER (FBR)

RNAV (GPS) RWY 22


NW-1, 12 JUN 2025 to 07 AUG 2025

# VOR RWY 22

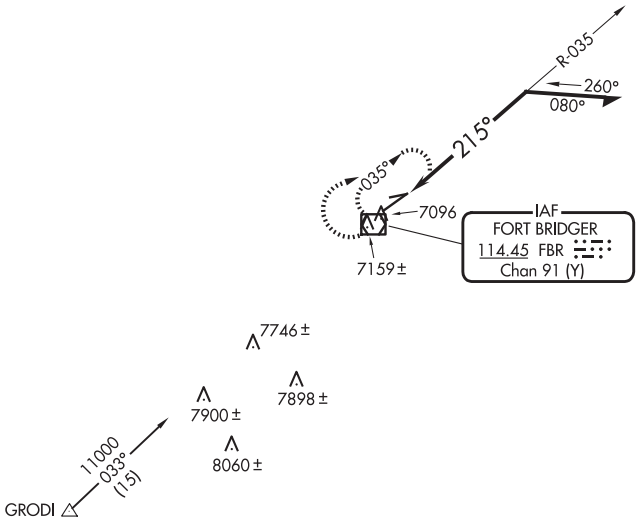
FORT BRIDGER (FBR)

| VOR/DME FBR | APP CRS | Rwy Ldg | 6404 |
|---|---|---|---|
| 114.45 | 215° | TDZE | 7018 |
| Chan 91 (Y) | | Apt Elev | 7038 |

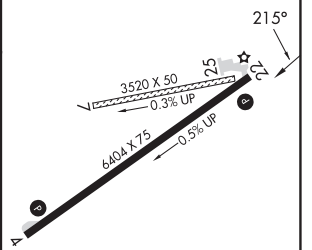
NA Circling NA to Rwys 7 and 25. When local altimeter setting not received, use Evanston altimeter setting and increase all MDAs 100 feet, increase S-22 Cats C and D and Circling Cat C visibility ¼ SM, and Circling Cat D visibility ½ SM.

MISSED APPROACH: Climbing right turn to 9000 in FBR VOR/DME holding pattern.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.8 | 124.35 353.5 | 122.8 (CTAF) L |

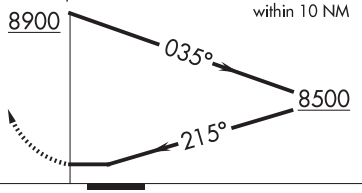



ELEV 7038 TDZE 7018




REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

9000 FBR




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 7440-1 422 (500-1) | | 7440-1¼ 422 (500-1¼) | |
| C CIRCLING | 7480-1 442 (500-1) | 7500-1 462 (500-1) | 7660-1¾ 622 (700-1¾) | 7680-2 642 (700-2) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

FRIDAY HARBOR, WASHINGTON | AL-6598 (FAA) | 25163

# RNAV (GPS) RWY 34

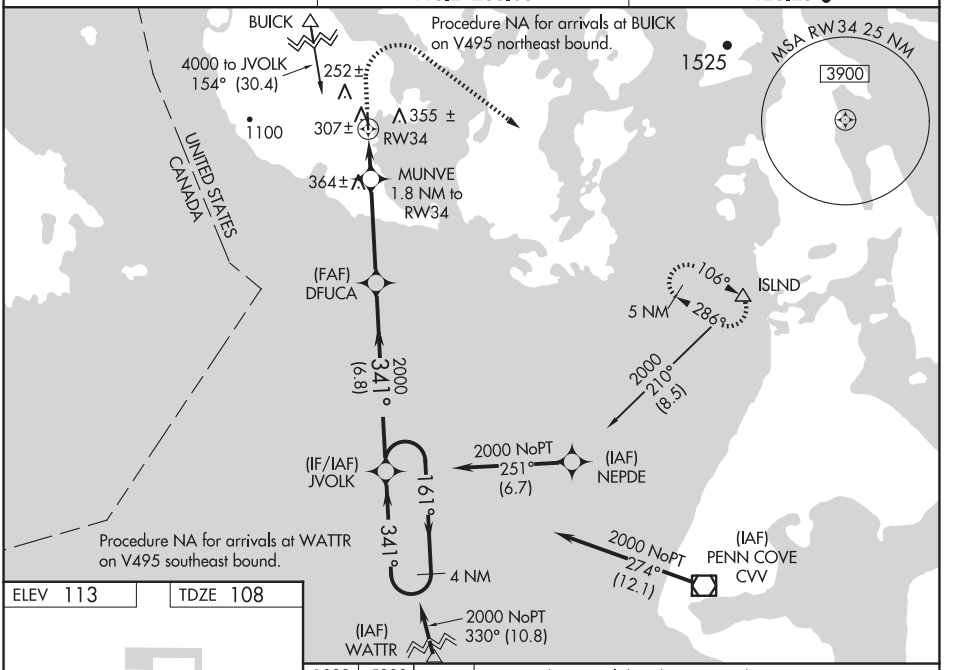
## FRIDAY HARBOR (FHR)

| WAAS | APP CRS | Rwy Ldg | 3402 |
|---|---|---|---|
| CH 40024 | 341° | TDZE | 108 |
| W34A | | Apt Elev | 113 |

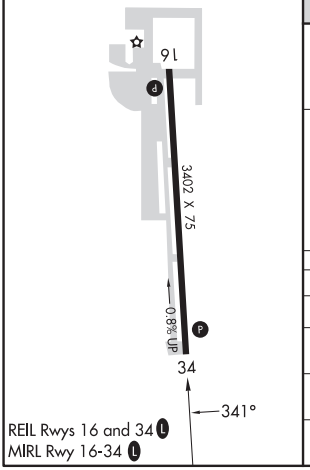
When VGSI inop, Circling Rwy 16 NA at night. Baro-VNAV NA when using Burlington/Mount Vernon altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When VGSI inop, Straight-in/Circling Rwy 34 procedure NA at night. Circling NA west of Rwy 16-34. 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.

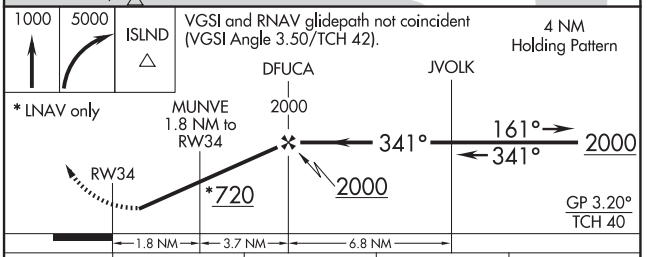
MISSED APPROACH: Climb to 1000, then climbing right turn to 5000 direct ISLND and hold, continue climb-in-hold to 5000.

| ASOS | WHIDBEY APP CON | CTAF |
|---|---|---|
| 135.675 | 118.2 285.65 | 128.25 L |




ELEV 113 | TDZE 108




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 467-1⅛ 359 (400-1⅛) | | | NA |
| LNAV/VNAV DA | 513-1¼ 405 (400-1¼) | | | NA |
| LNAV MDA | 620-1 512 (600-1) | | 620-1½ 512 (600-1½) | NA |
| CIRCLING | 720-1 607 (700-1) | 820-1 707 (800-1) | 840-2 727 (800-2) | NA |

FRIDAY HARBOR, WASHINGTON
Amdt 2B 04NOV21

48°31′N-123°01′W

FRIDAY HARBOR (FHR)
RNAV (GPS) RWY 34


NW-1, 12 JUN 2025 to 07 AUG 2025

| NDB FHR | APP CRS | Rwy Ldg | 3402 |
|---|---|---|---|
| 284 | 339° | TDZE | 108 |
| | | Apt Elev | 113 |

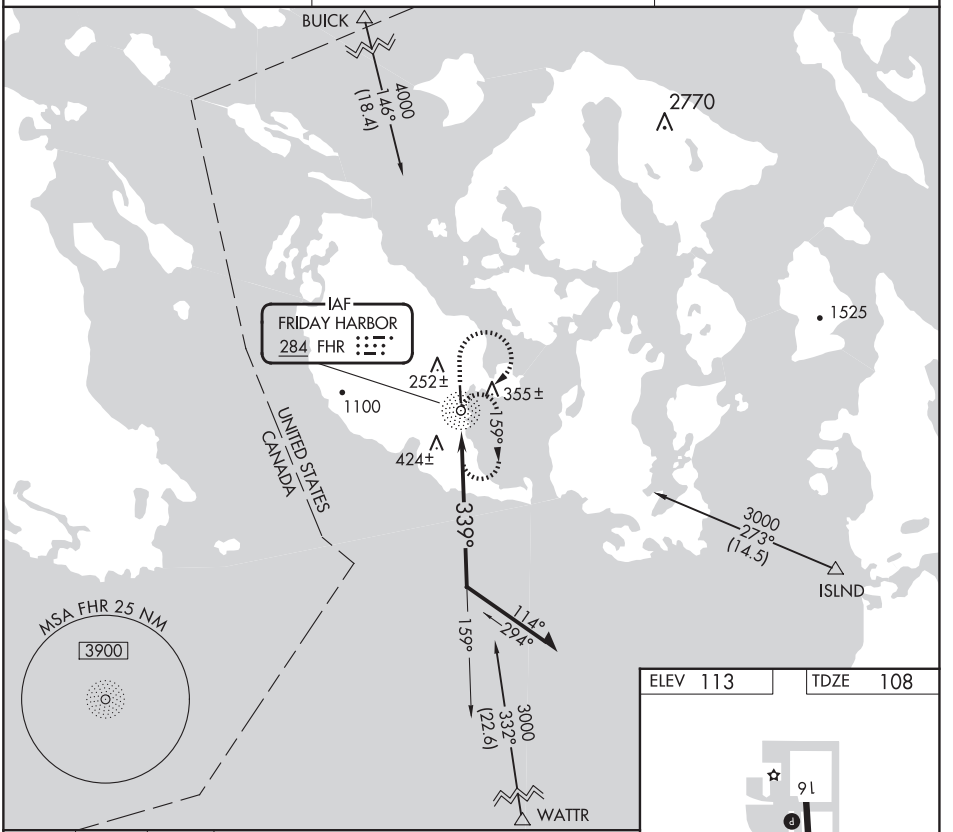
# NDB RWY 34

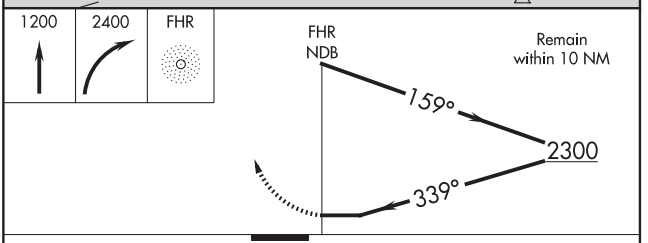
## FRIDAY HARBOR (FHR)

Circling NA west of Rwy 16-34.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct FHR NDB and hold, continue climb-in-hold to 2400.

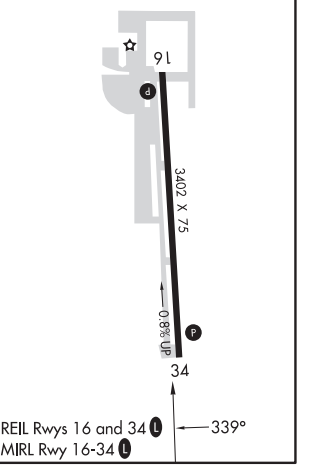
| ASOS | WHIDBEY APP CON | CTAF |
|---|---|---|
| 135.675 | 118.2 285.65 | 128.25 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 800-1 | 692 (700-1) | 800-2<br>692 (700-2) | NA |
| CIRCLING | 800-1<br>687 (700-1) | 820-1<br>707 (800-1) | 840-2<br>727 (800-2) | NA |

ELEV 113 TDZE 108






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

GILLETTE, WYOMING | AL-5728 (FAA) | 25163

# ILS or LOC RWY 34

NORTHEAST WYOMING RGNL (GCC)

| LOC/DME I-LLT | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| 110.1 | 341° | TDZE | 4365 |
| Chan 38 | | Apt Elev | 4365 |

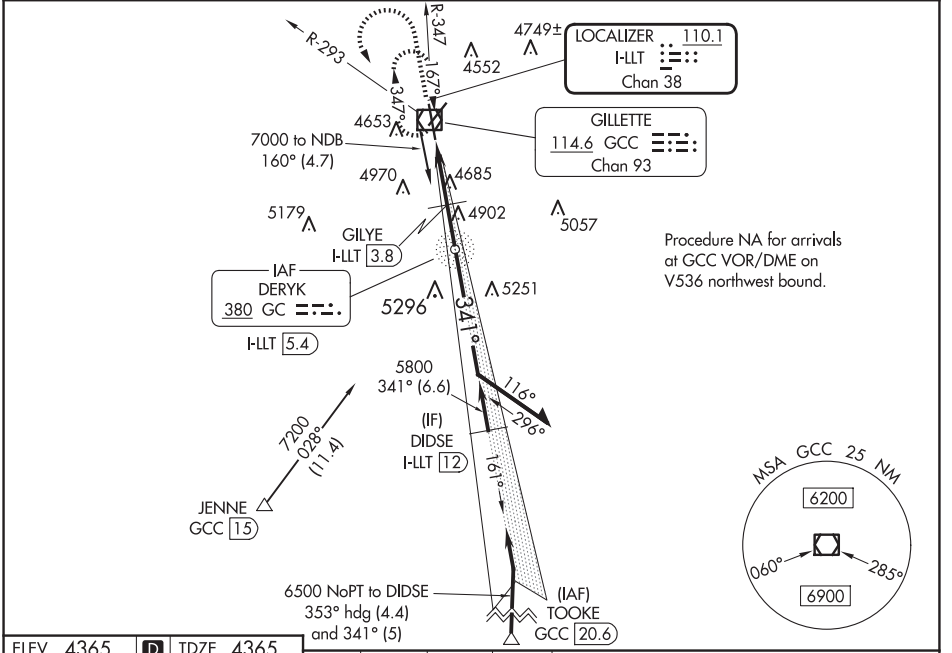
ADF or DME required.

Circling Rwy 3 NA at night. For inop ALS when using GILYE FIX minimums, increase Cat C/D visibility to 1⅝ SM.

MALSR

MISSED APPROACH: Climb to 5700 then climbing left turn to 7000 on heading 150° and on GCC VOR/DME R-293 to GCC VOR/DME and hold, continue climb-in-hold to 7000.

| ASOS | DENVER CENTER | UNICOM | CTAF |
|---|---|---|---|
| 124.175 | 135.6 363.025 | 122.95 | 118.5 L |

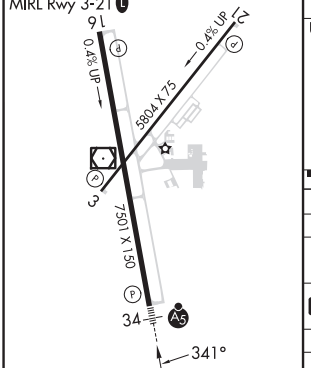



ELEV 4365 D TDZE 4365

HIRL Rwy 16-34 L

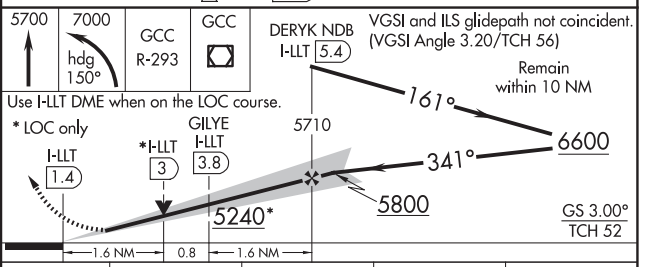
REIL Rwys 3, 16, and 21

MIRL Rwy 3-21 L




FAF to MAP 4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-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) | | 4940-1¼ | 575 (600-1¼) |
| C CIRCLING | 5040-1 675 (700-1) | 5240-1¼ 875 (900-1¼) | 5400-3 | 1035 (1100-3) |

GILLETTE, WYOMING
Amdt 4B 12JUN25

44°21′N-105°32′W

NORTHEAST WYOMING RGNL (GCC)

ILS or LOC RWY 34



NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 16

## NORTHEAST WYOMING RGNL (GCC)

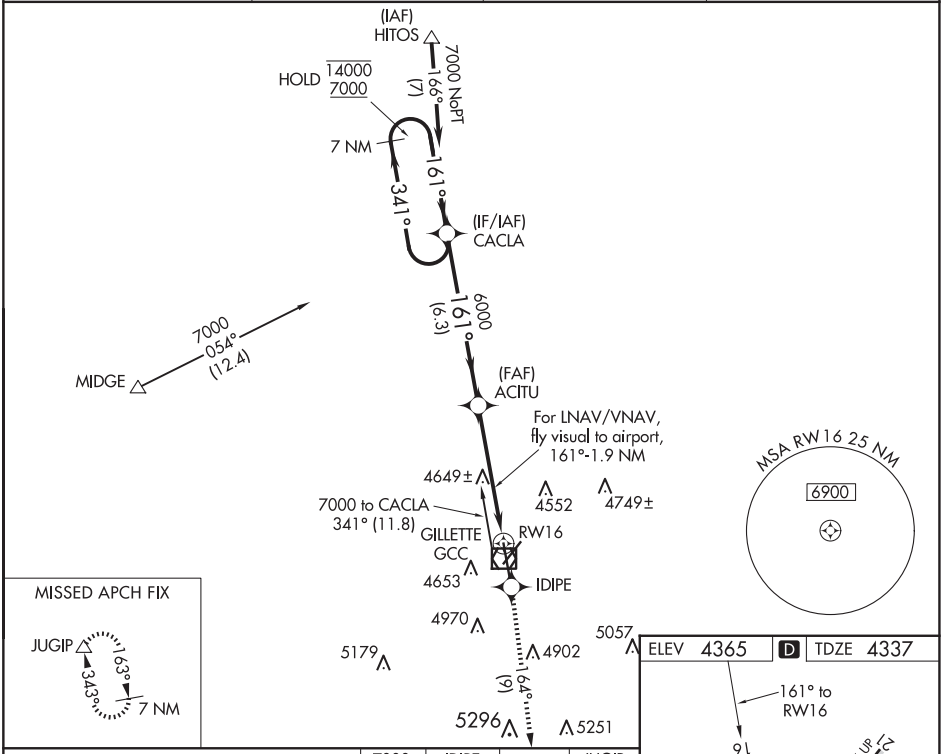
| WAAS | APP CRS | Rwy Idg | 7500 |
|---|---|---|---|
| CH 86221 | 161° | TDZE | 4337 |
| W16A | | Apt Elev | 4365 |

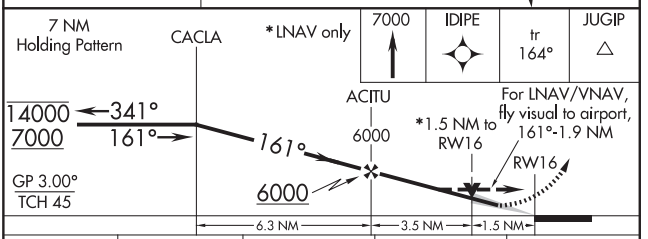
RNP APCH.

Circling Rwy 3 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.

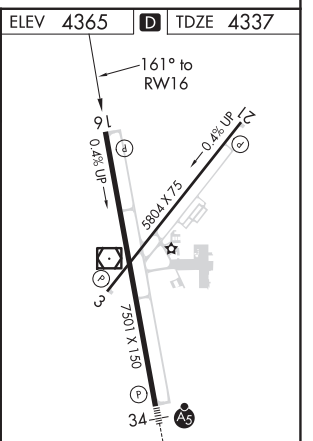
MISSED APPROACH: Climb to 7000 direct IDIPE and on track 164° to JUGIP and hold.

| ASOS | DENVER CENTER | UNICOM | CTAF |
|---|---|---|---|
| 124.175 | 135.6 363.025 | 122.95 | 118.5 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4660-1 323 (300-1) | | | |
| LNAV/VNAV DA | 4980-1⅞ 643 (700-1⅞) | | | |
| LNAV MDA | 4900-1 563 (600-1) | | 4900-1⅝ 563 (600-1⅝) | |
| C CIRCLING | 5040-1 675 (700-1) | 5240-1¼ 875 (900-1¼) | 5400-3 1035 (1100-3) | |




HIRL Rwy 16-34 L
REIL Rwys 3, 16, and 21
MIRL Rwy 3-21 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

GILLETTE, WYOMING | AL-5728 (FAA) | 21168

# RNAV (GPS) RWY 34

## NORTHEAST WYOMING RGNL (GCC)

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 86204 | 341° | Rwy Idg | 7500 |
| W34A | | TDZE | 4365 |
| | | Apt Elev | 4365 |

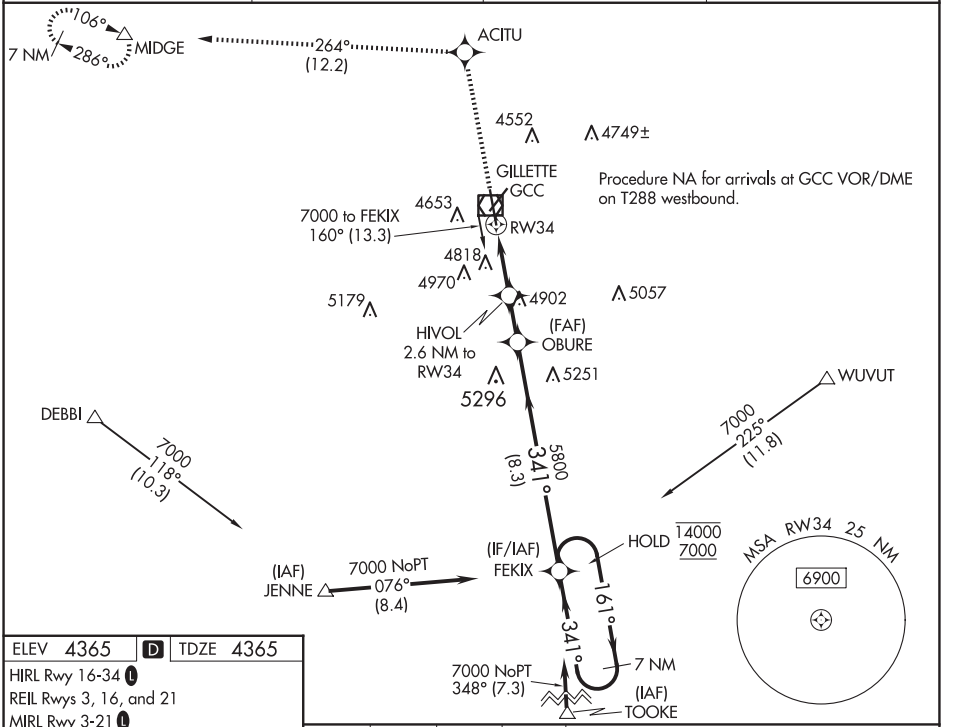
RNP APCH.

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.

| ASOS | DENVER CENTER | UNICOM | CTAF |
|---|---|---|---|
| 124.175 | 135.6 363.025 | 122.95 | 118.5 L |

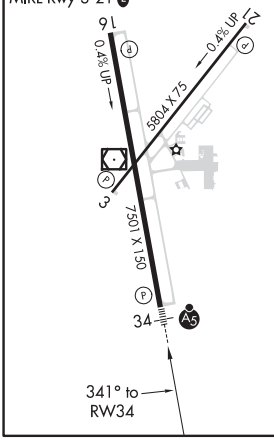


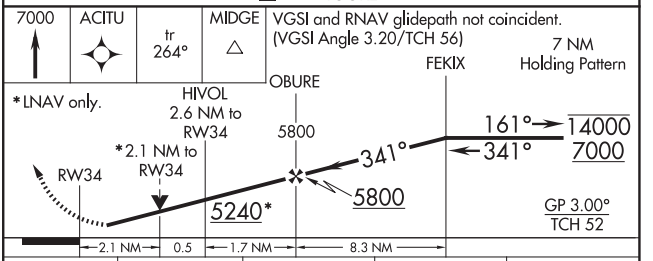

ELEV 4365 | D | TDZE 4365

HIRL Rwy 16-34 L

REIL Rwys 3, 16, and 21

MIRL Rwy 3-21 L




| 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) | |
| C 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, 12 JUN 2025 to 07 AUG 2025

| VOR/DME GCC | APP CRS | Rwy Idg | 7500 |
|---|---|---|---|
| 114.6 | 161° | TDZE | 4337 |
| Chan 93 | | Apt Elev | 4365 |

# VOR RWY 16

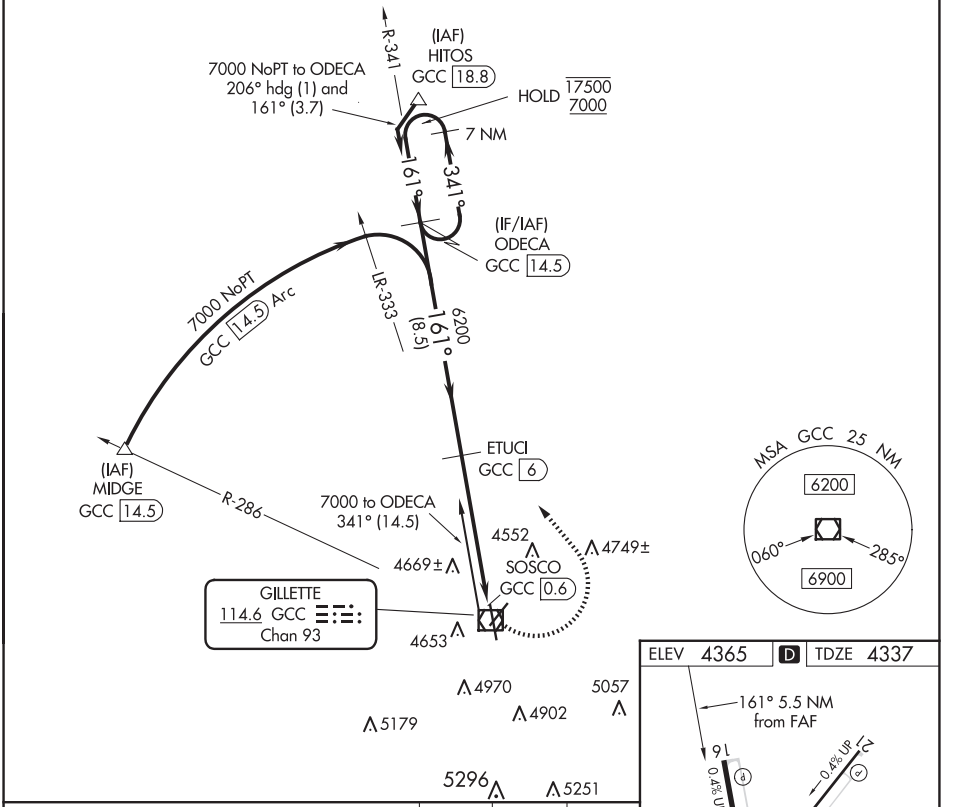
## NORTHEAST WYOMING RGNL (GCC)

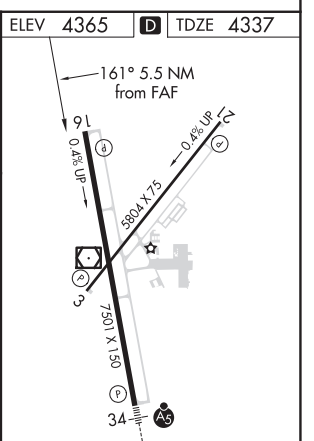
DME required.

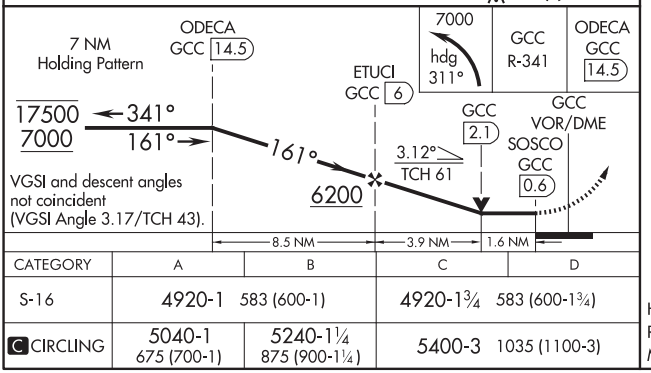
T A Circling Rwy 3 NA at night. Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 7000 on heading 311° and GCC R-341 to ODECA/14.5 DME and hold.

| ASOS | DENVER CENTER | UNICOM | CTAF |
|---|---|---|---|
| 124.175 | 135.6 363.025 | 122.95 | 118.5 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 4920-1 | 583 (600-1) | 4920-1¾ | 583 (600-1¾) |
| C CIRCLING | 5040-1<br>675 (700-1) | 5240-1¼<br>875 (900-1¼) | 5400-3 | 1035 (1100-3) |

HIRL Rwy 16-34 L
REIL Rwys 3, 16, and 21
MIRL Rwy 3-21 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

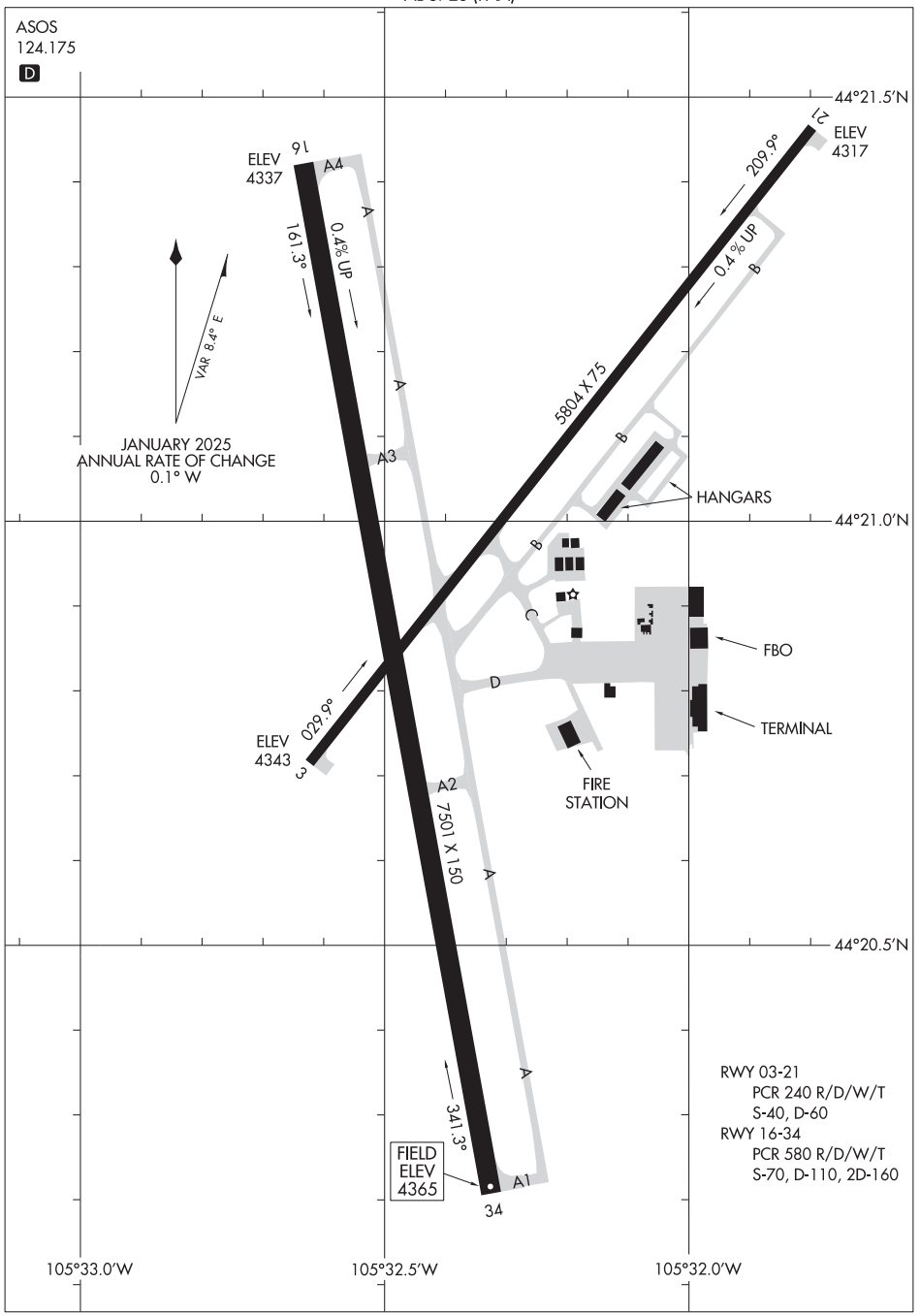
25107

# AIRPORT DIAGRAM

## NORTHEAST WYOMING RGNL (GCC)

GILLETTE, WYOMING

AL-5728 (FAA)




NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
GILLETTE, WYOMING
NORTHEAST WYOMING RGNL (GCC)

# RNAV (GPS) RWY 12

WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)

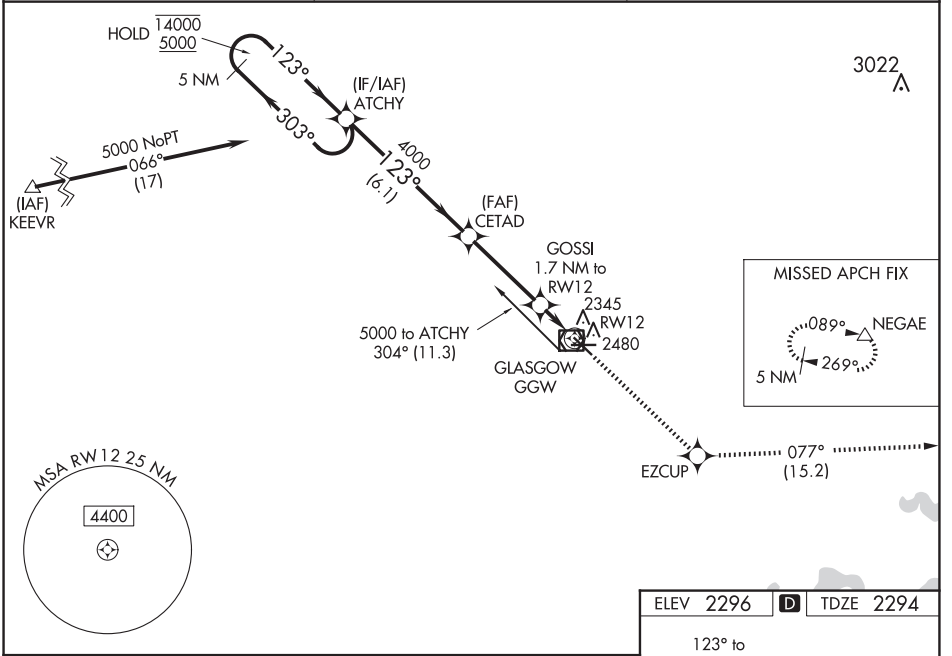
| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH **93620** | **123°** | TDZE | **2294** |
| **W12A** | | Apt Elev | **2296** |

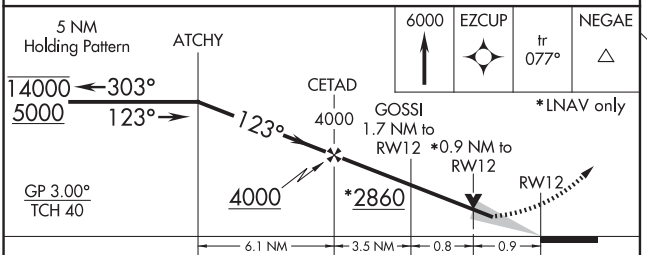
RNP APCH.

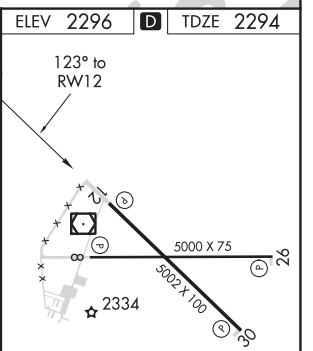
V A For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -14°C or above 54°C. When local altimeter setting not received, use Wolf Point altimeter setting and increase LPV DA to 2685 feet and visibility all Cats ½ SM; Increase LNAV/VNAV DA to 2728 feet and visibility all Cats ½ SM; increase all MDAs 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 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| **135.175** | **126.85 305.2** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2544-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 2587-1 293 (300-1) | | | |
| LNAV MDA | 2600-1 306 (400-1) | | 2600-⅞ 306 (400-⅞) | |
| CIRCLING | 2780-1 484 (500-1) | | 2780-1½ 484 (500-1½) | 2900-2 604 (700-2) |

REIL Rwys 8, 12, 26 and 30 L
MIRL Rwys 8-26 and 12-30 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

GLASGOW, MONTANA AL-5382 (FAA) 21196

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 99620 | 303° | TDZE | 2294 |
| W30A | | Apt Elev | 2296 |

# RNAV (GPS) RWY 30

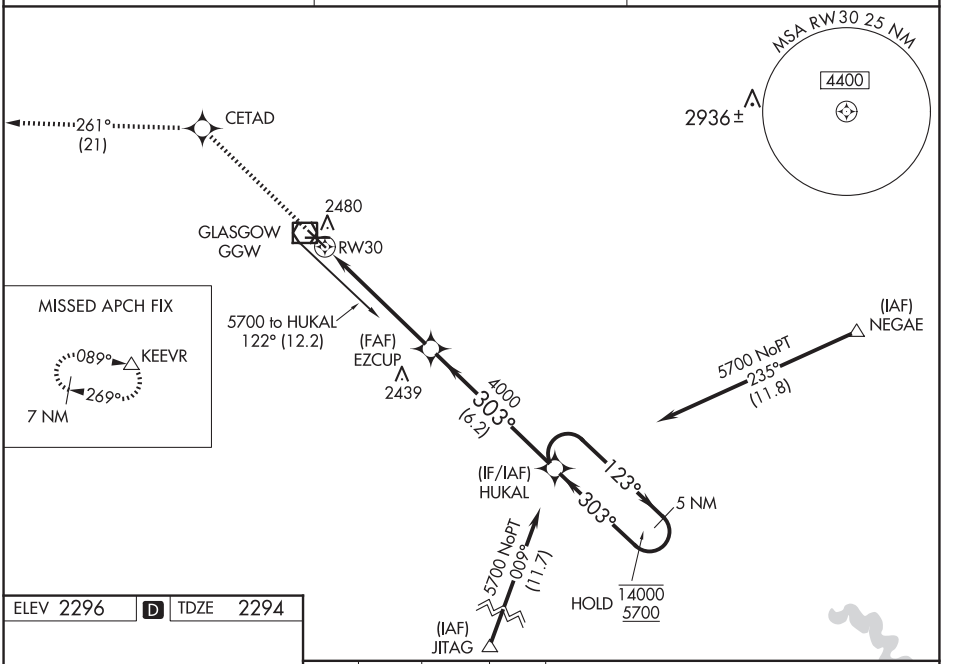
WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)

RNP APCH.

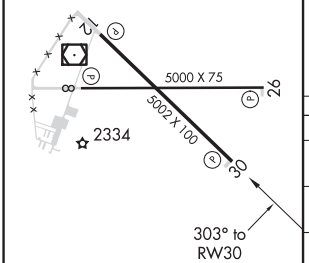
V A For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -14°C or above 54°C. When local altimeter setting not received, use Wolf Point altimeter setting and increase LPV DA to 2635 feet and all visibilities ⅜ SM; increase LNAV/VNAV DA to 2728 feet and all visibilities ½ SM; increase all MDAs 160 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 6500 direct CETAD and on track 261° to KEEVR and hold.

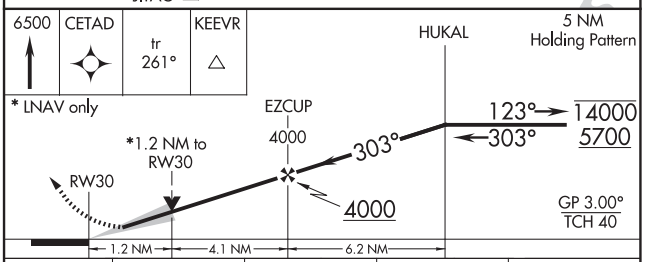
| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.175 | 126.85 305.2 | 122.8 (CTAF) L |




ELEV 2296 D TDZE 2294




REIL Rwys 8, 12, 26 and 30 L
MIRL Rwys 8-26 and 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2494-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 2587-1 293 (300-1) | | | |
| LNAV MDA | 2700-1 406 (500-1) | | 2700-1⅛ 406 (500-1⅛) | |
| CIRCLING | 2780-1 484 (500-1) | | 2780-1½ 484 (500-1½) | 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, 12 JUN 2025 to 07 AUG 2025

| VOR/DME GGW | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 113.9 | 133° | TDZE | 2294 |
| Chan 86 | | Apt Elev | 2296 |

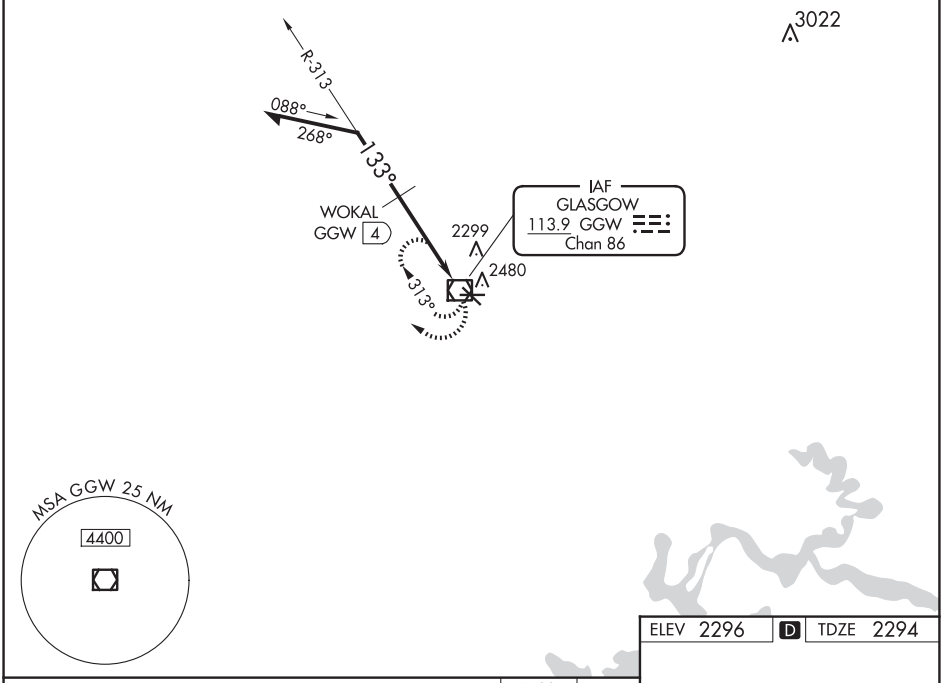
# VOR RWY 12

## 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 ⅛ SM, and Circling Cat C ¼ SM, Cat D ½ SM.

MISSED APPROACH: Climb to 4100 in GGW VOR/DME holding pattern.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.175 | 126.85 305.2 | 122.8 (CTAF) L |




| 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 Rwys 8, 12, 26 and 30 L
MIRL Rwys 8-26 and 12-30 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

GLASGOW, MONTANA AL-5382 (FAA) 21196

| VOR/DME GGW | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 113.9 | 293° | TDZE | 2294 |
| Chan 86 | | Apt Elev | 2296 |

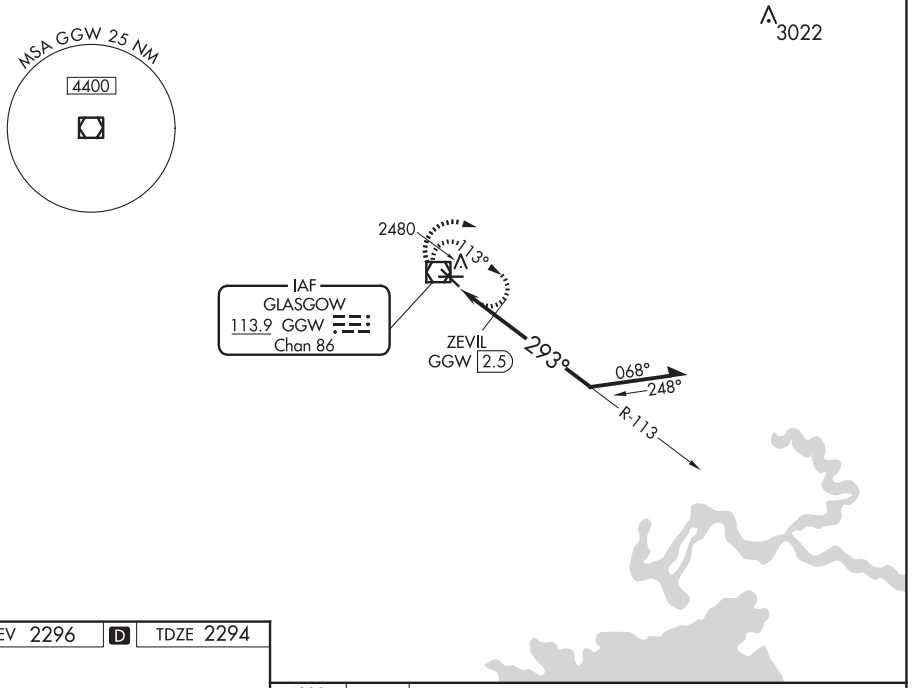
# VOR RWY 30

## WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)

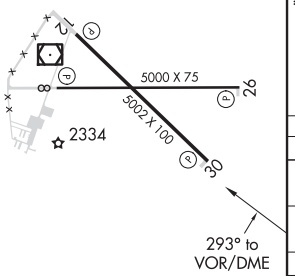
ZEVIL fix Straight-in minimums NA when using Wolf Point altimeter setting. When local altimeter setting not received, use Wolf Point altimeter setting and increase all MDA 160 feet and increase visibilities all Cats ½ SM.

MISSED APPROACH: Climb to 4000 in GGW VOR/DME holding pattern.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.175 | 126.85 305.2 | 122.8 (CTAF) L |



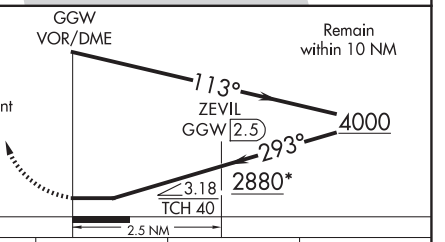

ELEV 2296 D TDZE 2294




REIL Rwys 8, 12, 26 and 30 L
MIRL Rwys 8-26 and 12-30 L

4000 GGW

* 3040 when using Wolf Point altimeter setting.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 2880-1 | 586 (600-1) | 2880-1¾ | 586 (600-1¾) |
| CIRCLING | 2880-1 | 584 (600-1) | 2880-1¾ 584 (600-1¾) | 2900-2 604 (700-2) |
| ZEVIL FIX MINIMUMS | | | | |
| S-30 | 2740-1 | 446 (500-1) | 2740-1⅜ | 446 (500-1⅜) |
| CIRCLING | 2780-1 | 484 (500-1) | 2780-1½ 484 (500-1½) | 2900-2 604 (700-2) |

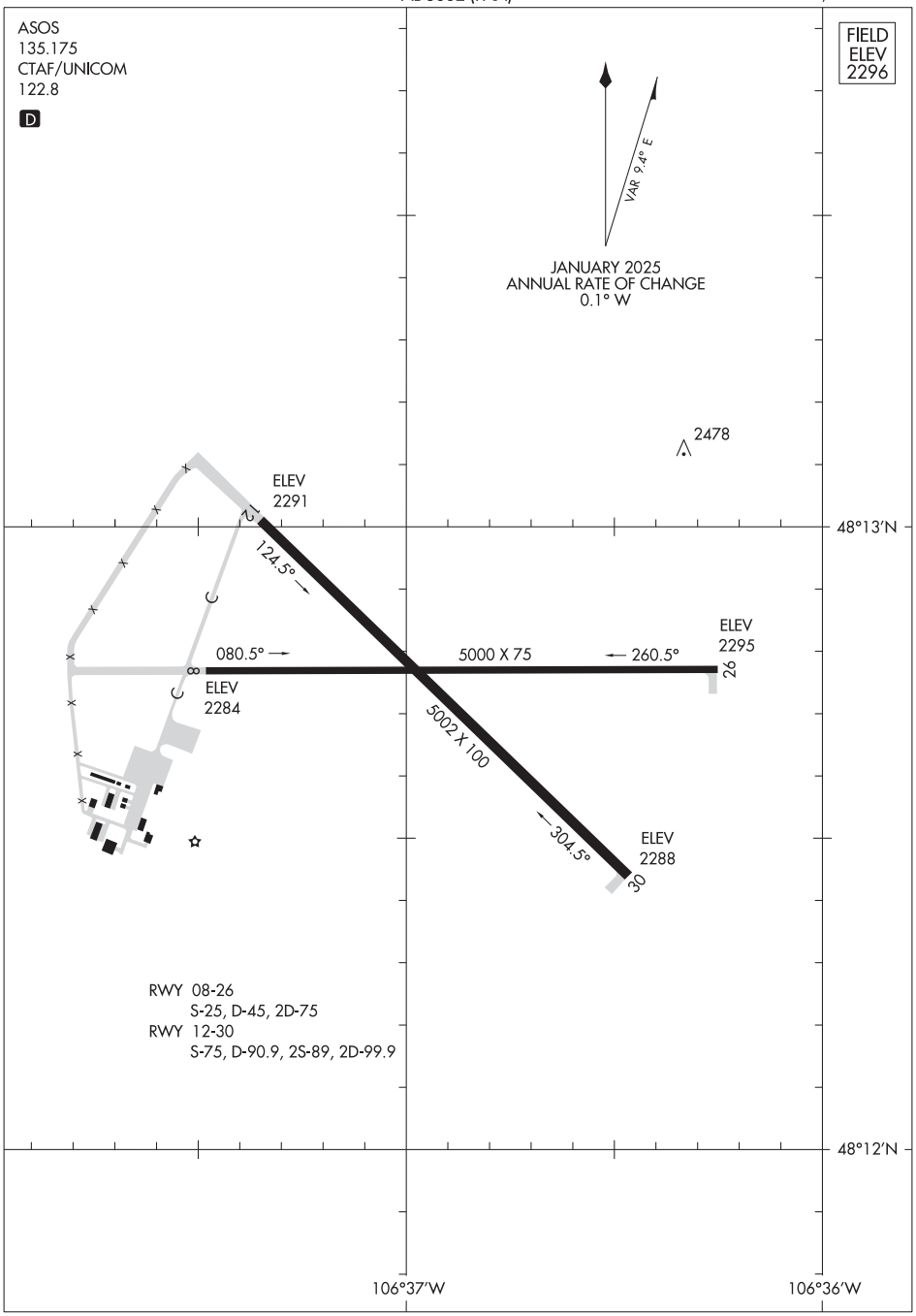


NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)

AL-5382 (FAA)

GLASGOW, MONTANA




NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

GLENDIVE, MONTANA | AL-6078 (FAA) | 21224

| WAAS | APP CRS | Rwy Idg | 5704 |
|---|---|---|---|
| CH 40423 | 126° | TDZE | 2458 |
| W12A | | Apt Elev | 2458 |

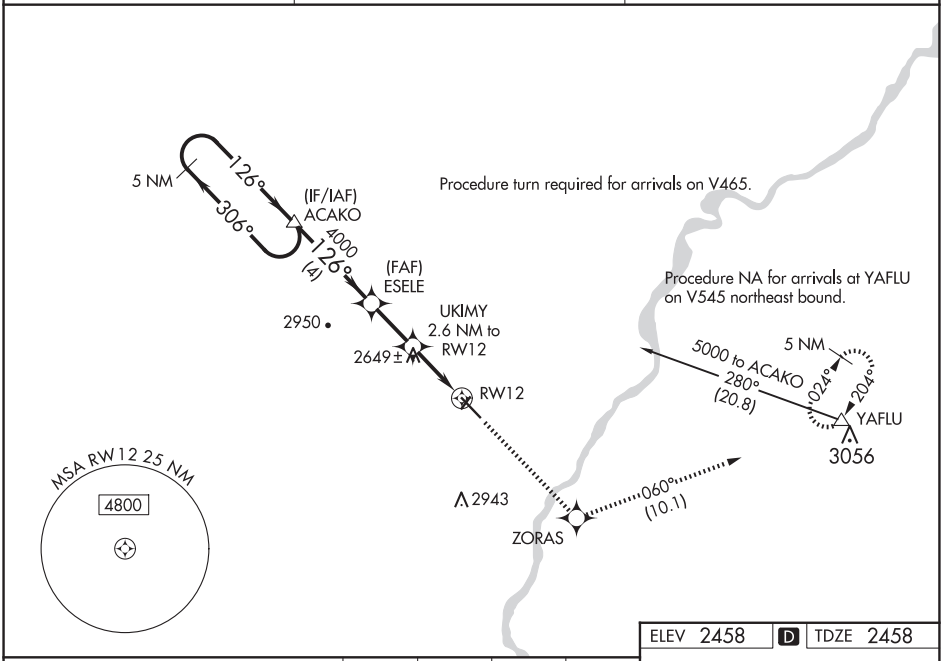
# RNAV (GPS) RWY 12
## DAWSON COMMUNITY (GDV)

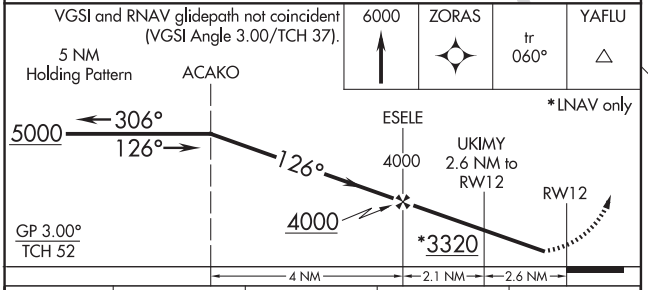
RNP APCH.

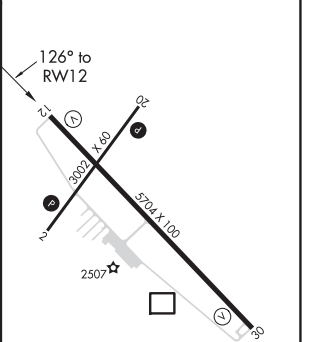
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 28°C. When local altimeter setting not received, procedure NA. Rwy 12 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 6000 direct ZORAS and on track 060° to YAFLU and hold, continue climb-in-hold to 6000.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.075 | 126.85 305.2 | 122.8 (CTAF) L |




| 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) | | 2900-1⅜ 442 (500-1⅜) | |
| CIRCLING | 2900-1 442 (500-1) | 2920-1 462 (500-1) | 3280-2½ 822 (900-2½) | 3280-2¾ 822 (900-2¾) |

REIL Rwys 12 and 30 L
MIRL Rwys 2-20 and 12-30 L




NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 86623 W30A | APP CRS 306° | Rwy Idg 5704<br>TDZE 2456<br>Apt Elev 2458 |
|---|---|---|

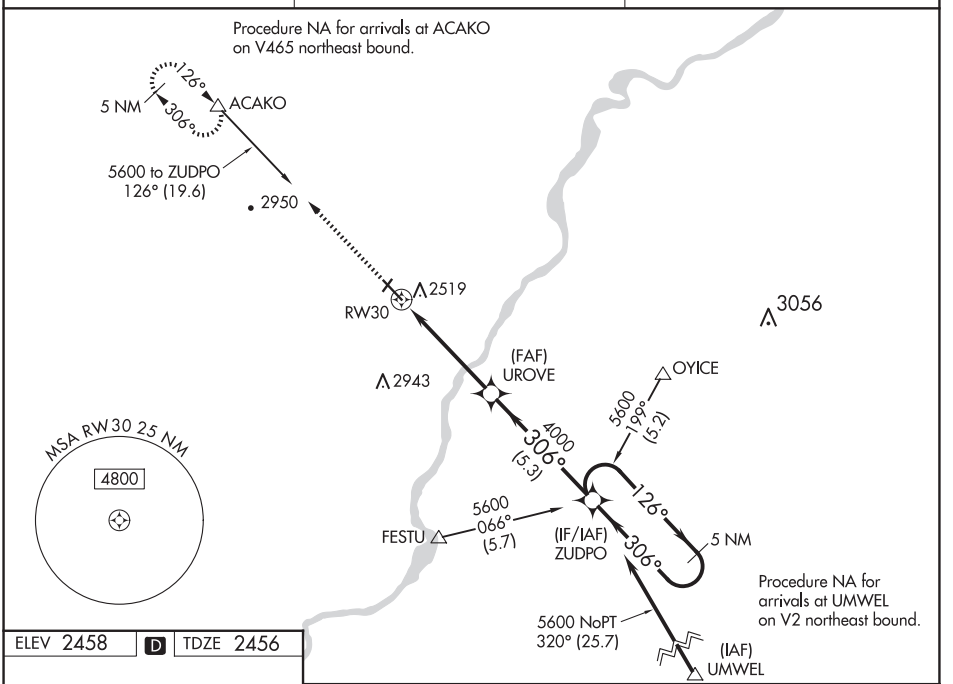
# RNAV (GPS) RWY 30
## DAWSON COMMUNITY (GDV)

RNP APCH.

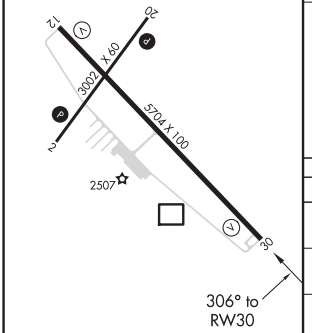
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 28°C. When local altimeter setting not received, procedure NA. Rwy 30 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 6000 direct ACAKO and hold, continue climb-in-hold to 6000.

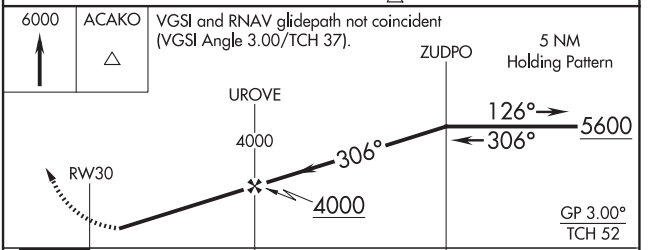
| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.075 | 126.85 305.2 | 122.8 (CTAF) L |




| ELEV 2458 | D | TDZE 2456 |
|---|---|---|




REIL Rwys 12 and 30 L
MIRL Rwys 2-20 and 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2706-1 250 (300-1) | | | |
| LNAV/VNAV DA | 2706-1 250 (300-1) | | | |
| LNAV MDA | 2780-1 324 (400-1) | | | |
| CIRCLING | 2840-1 382 (400-1) | 2920-1 462 (500-1) | 3280-2½ 822 (900-2½) | 3280-2¾ 822 (900-2¾) |



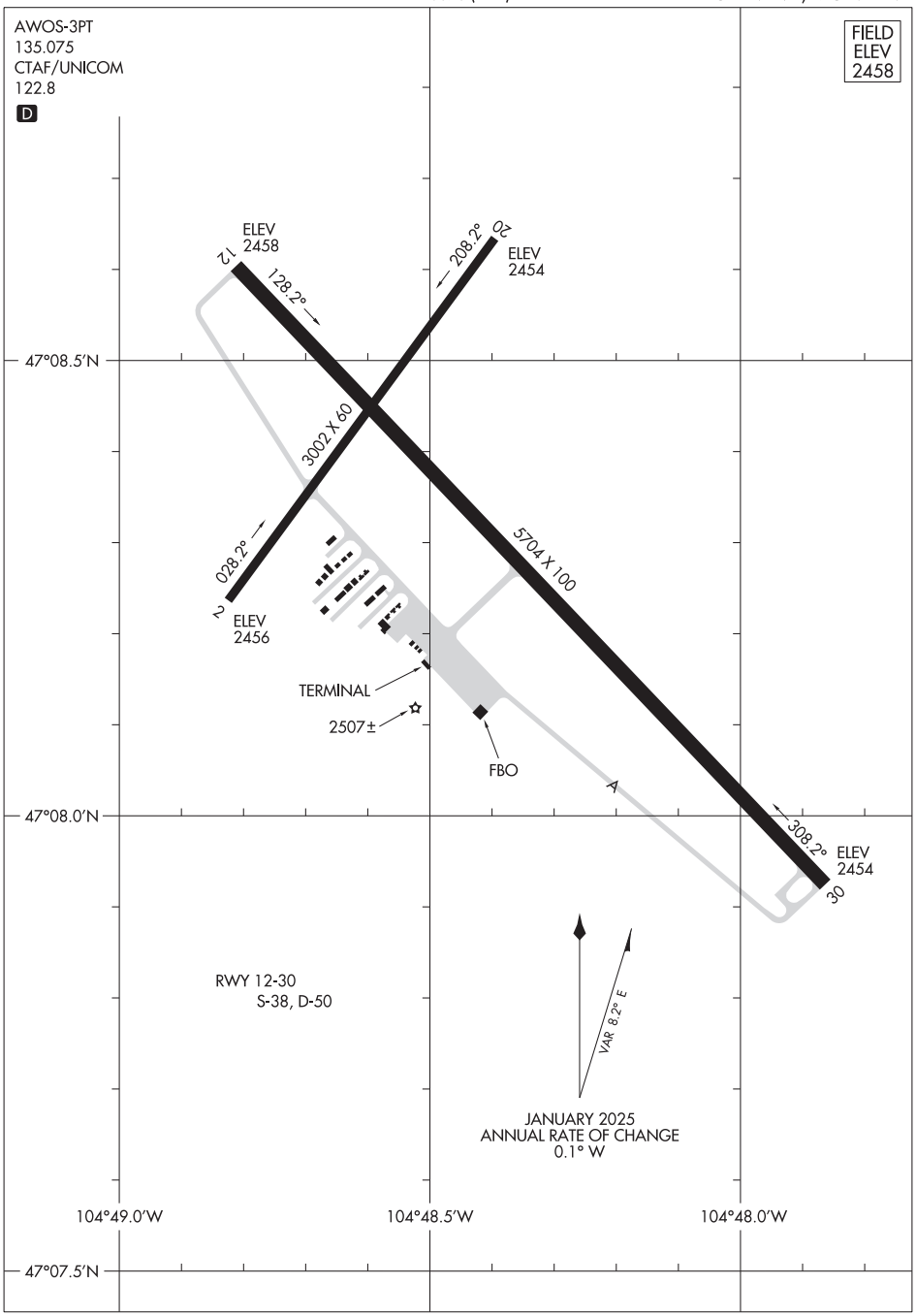
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

DAWSON COMMUNITY (GDV)
GLENDIVE, MONTANA

AL-6078 (FAA)




AIRPORT DIAGRAM

25107

GLENDIVE, MONTANA
DAWSON COMMUNITY (GDV)



NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS)-A

## GOLD BEACH MUNI (4S1)

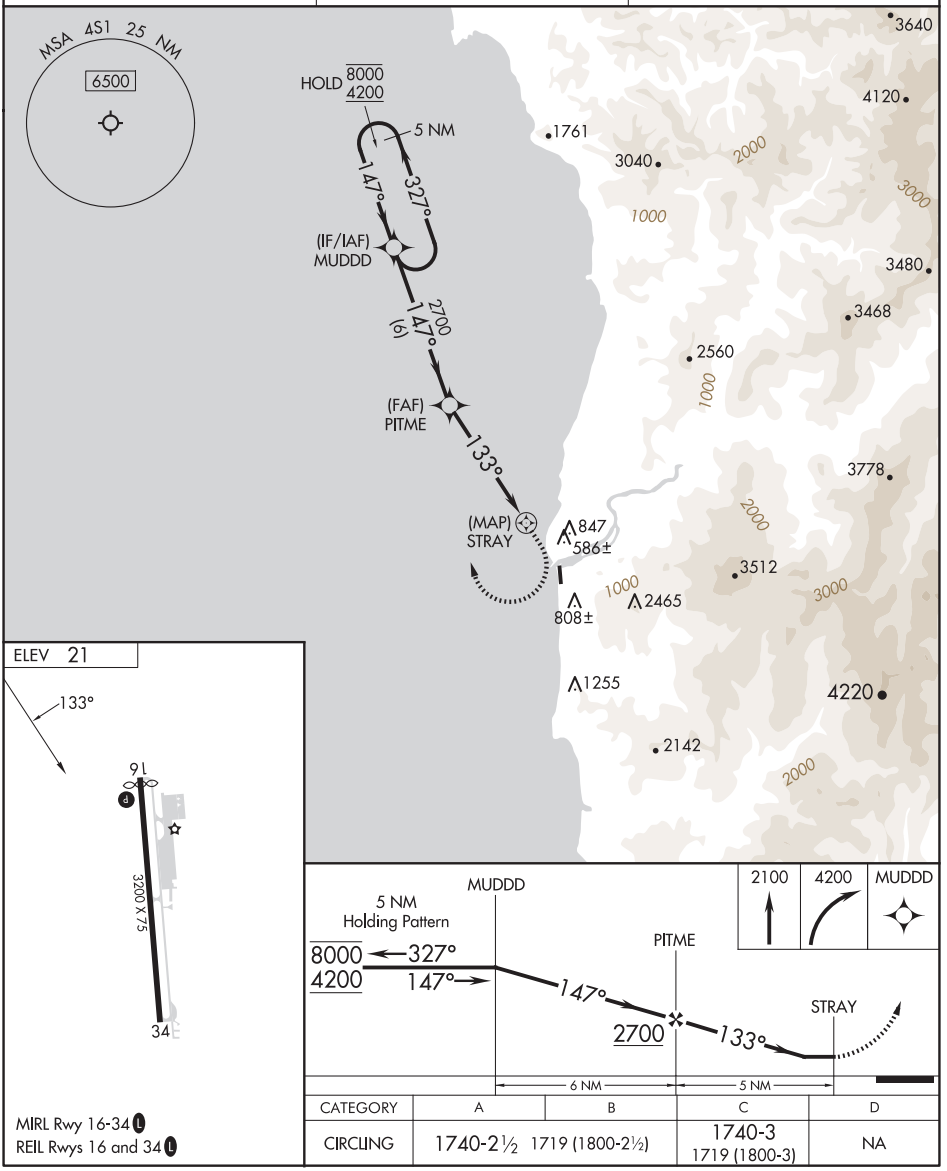
| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 133° | TDZE | N/A |
| | Apt Elev | 21 |

RNP APCH-GPS.

T A — 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 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 118.15 | 127.55 254.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1740-2½ 1719 (1800-2½) | | 1740-3 1719 (1800-3) | NA |

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(NELLL1.NELLL) 25163

# NELLL ONE DEPARTURE (OBSTACLE) (RNAV)

GOLD BEACH MUNI (4S1)
AL-11017 (FAA) GOLD BEACH, OREGON

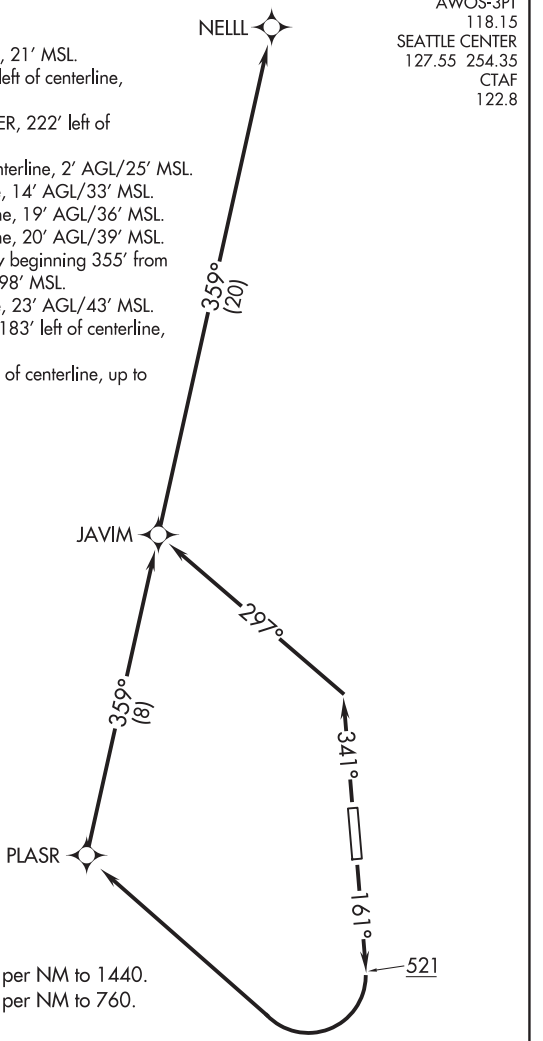


NW-1, 12 JUN 2025 to 07 AUG 2025

AWOS-3PT
118.15
SEATTLE CENTER
127.55 254.35
CTAF
122.8

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.




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 NELLL, thence. . . .

TAKEOFF RUNWAY 34: Climb on heading 341° to intercept course 297° to JAVIM, then climbing right turn on track 359° to NELLL, thence. . . .

. . . .on assigned route, expect clearance to filed altitude within 10 minutes after departure.

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.


NW-1, 12 JUN 2025 to 07 AUG 2025

GOODING, IDAHO | AL-657 (FAA) | 23334

# RNAV (GPS) RWY 7

GOODING MUNI (GNG)

| WAAS | APP CRS | Rwy Idg | 5371 |
|---|---|---|---|
| CH 53709 | 071° | TDZE | 3702 |
| W07A | | Apt Elev | 3732 |

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 7400 direct CABTT and on track 037° to KINZE and hold.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 124.175 | 118.05 363.0 | 122.8 (CTAF) L |

MISSED APCH FIX

7 NM, 354°, 174°, KINZE

Procedure NA for arrivals at ALKAL on V253 northwest bound and T470 westbound.

(IAF) ALKAL

5900 NoPT 106° (14.8)

(IF/IAF) FEVDO

HOLD 10000 5900 071° 251° 5 NM

5400 071° (6.1)

(FAF) JEGAP

RW07 3700 • 3841

CABTT 037° (14.5)

5900 272° (6.9) SOCDO

6500 272° (6.1) GOODE

Procedure NA for arrivals at GOODE on V4 eastbound and V293 southeast bound.

MSA RW07 25 NM 8100

4095

ELEV 3732 | TDZE 3702

071° 1.4% UP 5371 X 75 25

REIL Rwy 7 L

MIRL Rwy 7-25 L

VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 40).

| 7400 | CABTT | tr 037° | KINZE |
|---|---|---|---|

5 NM Holding Pattern

FEVDO

10000 5900 251° 071°

071°

JEGAP

5400

0.9 NM to RW07

RW07

5400

GP 3.00° TCH 45

6.1 NM | 4.4 NM | 0.9

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3952-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 3952-¾ 250 (300-¾) | | | |
| LNAV MDA | 3960-1 258 (300-1) | | 3960-¾ 258 (300-¾) | |



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 25

GOODING MUNI (GNG)

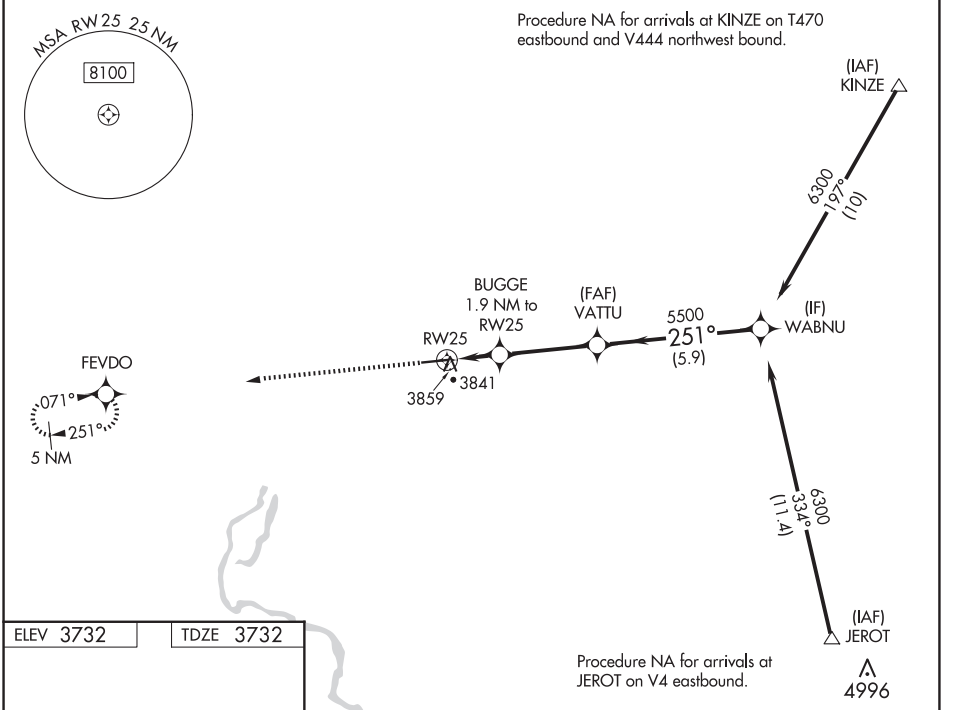
| WAAS | APP CRS | Rwy Idg | 5371 |
|---|---|---|---|
| CH 45909 | 251° | TDZE | 3732 |
| W25A | | Apt Elev | 3732 |

RNP APCH - GPS.

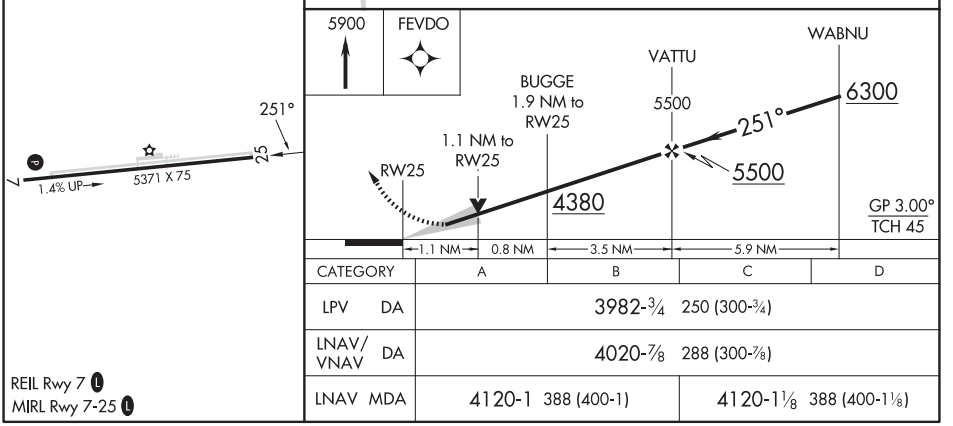
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 5900 direct FEVDO and hold.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 124.175 | 118.05 363.0 | 122.8 (CTAF) L |




| ELEV 3732 | TDZE 3732 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3982-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 4020-⅞ 288 (300-⅞) | | | |
| LNAV MDA | 4120-1 388 (400-1) | | 4120-1⅛ 388 (400-1⅛) | |

REIL Rwy 7 L
MIRL Rwy 7-25 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

GRANGEVILLE, IDAHO | AL-9060 (FAA) | 25163

| APP CRS | Rwy Ldg | 5101 |
|---|---|---|
| 076° | TDZE | 3305 |
| | Apt Elev | 3313 |

# RNAV (GPS) RWY 8

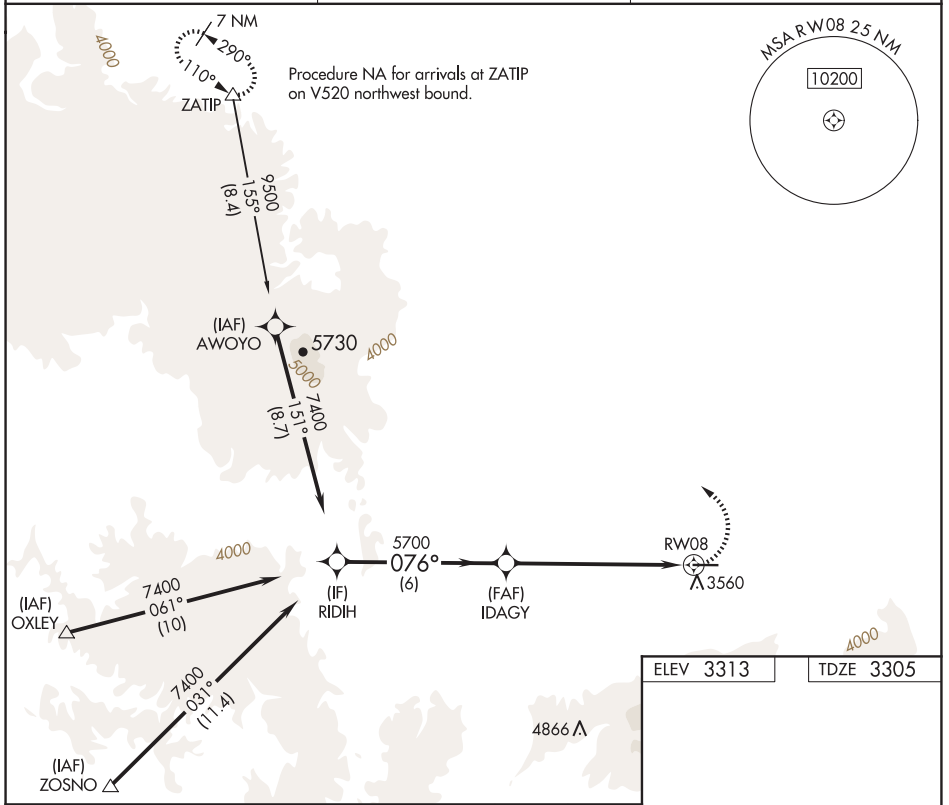
IDAHO COUNTY (GIC)

RNP APCH - GPS.

Rwy 8 helicopter visibility reduction below ¾ SM NA.
Circling NA south of Rwy 8-26.

MISSED APPROACH: Climbing left turn to 7300 direct ZATIP and hold.

| AWOS-3 | SEATTLE CENTER | CTAF |
|---|---|---|
| 118.175 | 123.95 290.55 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3820-1 515 (600-1) | | 3820-1⅜ 515 (600-1⅜) | |
| C CIRCLING | 3820-1 507 (600-1) | | 3820-1½ 507 (600-1½) | 3880-2 567 (600-2) |

REIL Rwy 8 L
MIRL Rwy 8-26 L

GRANGEVILLE, IDAHO
Amdt 1 12JUN25

45°57′N-116°07′W

IDAHO COUNTY (GIC)

RNAV (GPS) RWY 8


NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Ldg | 5101 |
|---|---|---|
| 239° | TDZE | 3313 |
| | Apt Elev | 3313 |

# RNAV (GPS) RWY 26

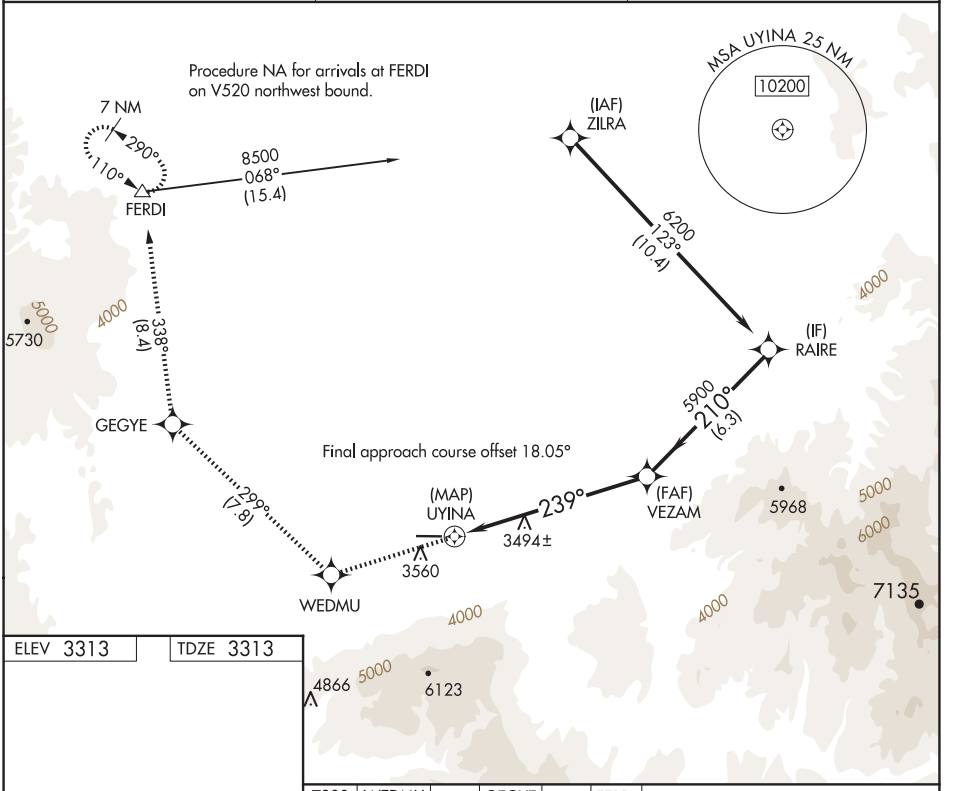
IDAHO COUNTY (GIC)

RNP APCH - GPS.

Circling NA south of Rwy 8-26.

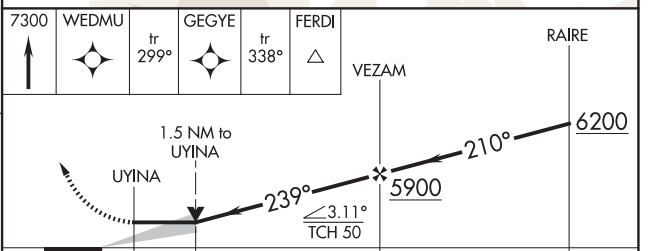
MISSED APPROACH: Climb to 7300 direct WEDMU and on track 299° to GEGYE and on track 338° to FERDI and hold, continue climb-in-hold to 7300.

| AWOS-3 | SEATTLE CENTER | CTAF |
|---|---|---|
| 118.175 | 123.95 290.55 | 122.8 L |




ELEV 3313 TDZE 3313




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4000-1 687 (700-1) | | 4000-2 687 (700-2) | |
| C CIRCLING | 4000-1 687 (700-1) | | 4000-2 687 (700-2) | 4000-2¼ 687 (700-2¼) |

REIL Rwy 8 L
MIRL Rwy 8-26 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

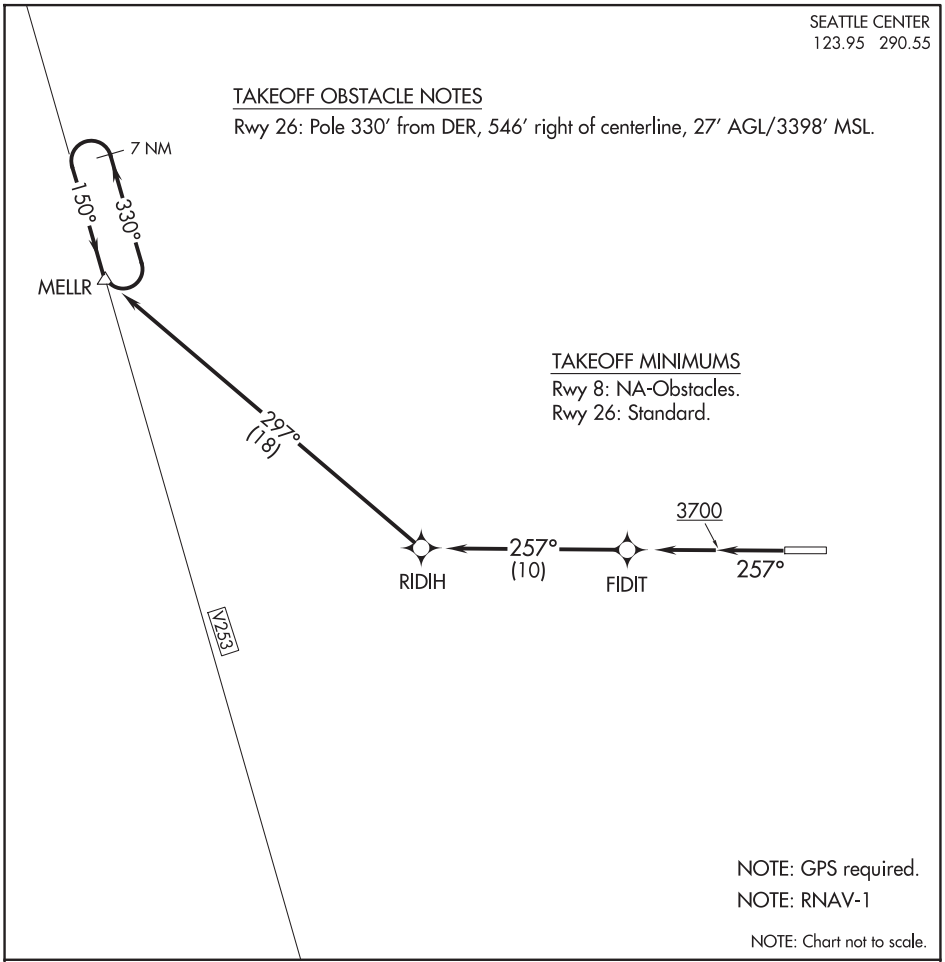
(MELLR1.MELLR) 23278

# MELLR ONE DEPARTURE (OBSTACLE) (RNAV)

AL-9060 (FAA)

IDAHO COUNTY (GIC)
GRANGEVILLE, IDAHO

SEATTLE CENTER
123.95 290.55




## 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.


NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 56242 W13A | APP CRS 143° | Rwy Ldg 4001 TDZE 1115 Apt Elev 1130 |
|---|---|---|

# RNAV (GPS) RWY 13

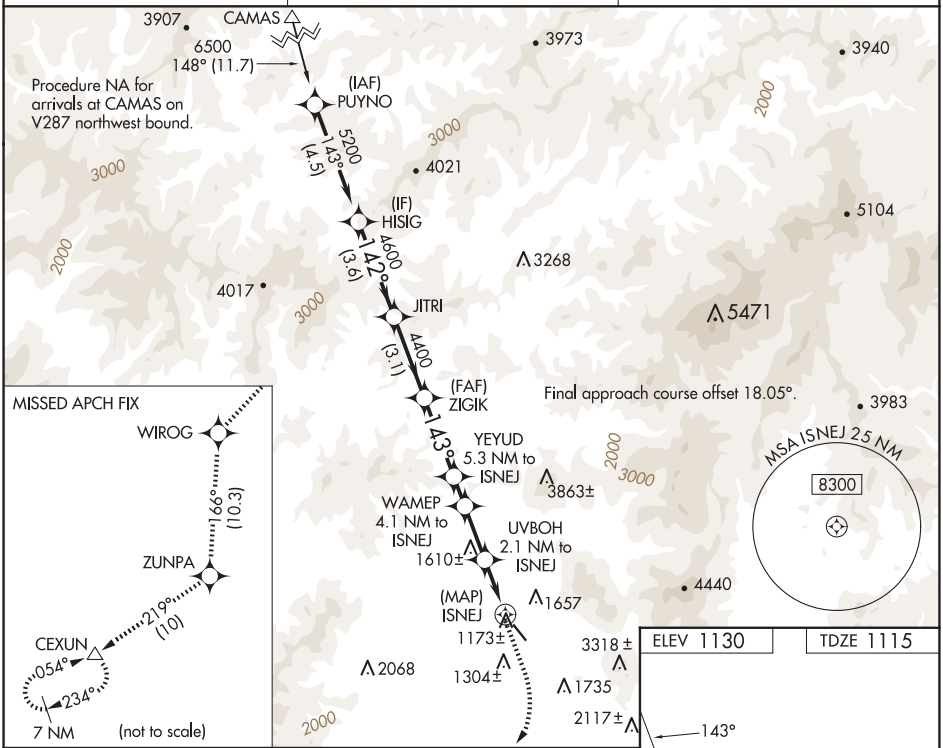
GRANTS PASS (3S8)

RNP APCH-GPS.

Circling NA northeast of Rwy 13-31. Rwy 13 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 13 NA at night, Circling Rwy 13 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 8000 direct WIROG and track 166° to ZUNPA and track 219° to CEXUN and hold.

| AWOS-3PT | CASCADE APP CON ★ | UNICOM |
|---|---|---|
| 120.0 | 124.3 379.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1720-1 605 (600-1) | | 1720-1¾ 605 (600-1¾) | |
| C CIRCLING | 1840-1 710 (800-1) | 2080-1¼ 950 (1000-1¼) | 2220-3 1090 (1100-3) | 2340-3 1210 (1300-3) |

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS)-A

## GRANTS PASS (3S8)

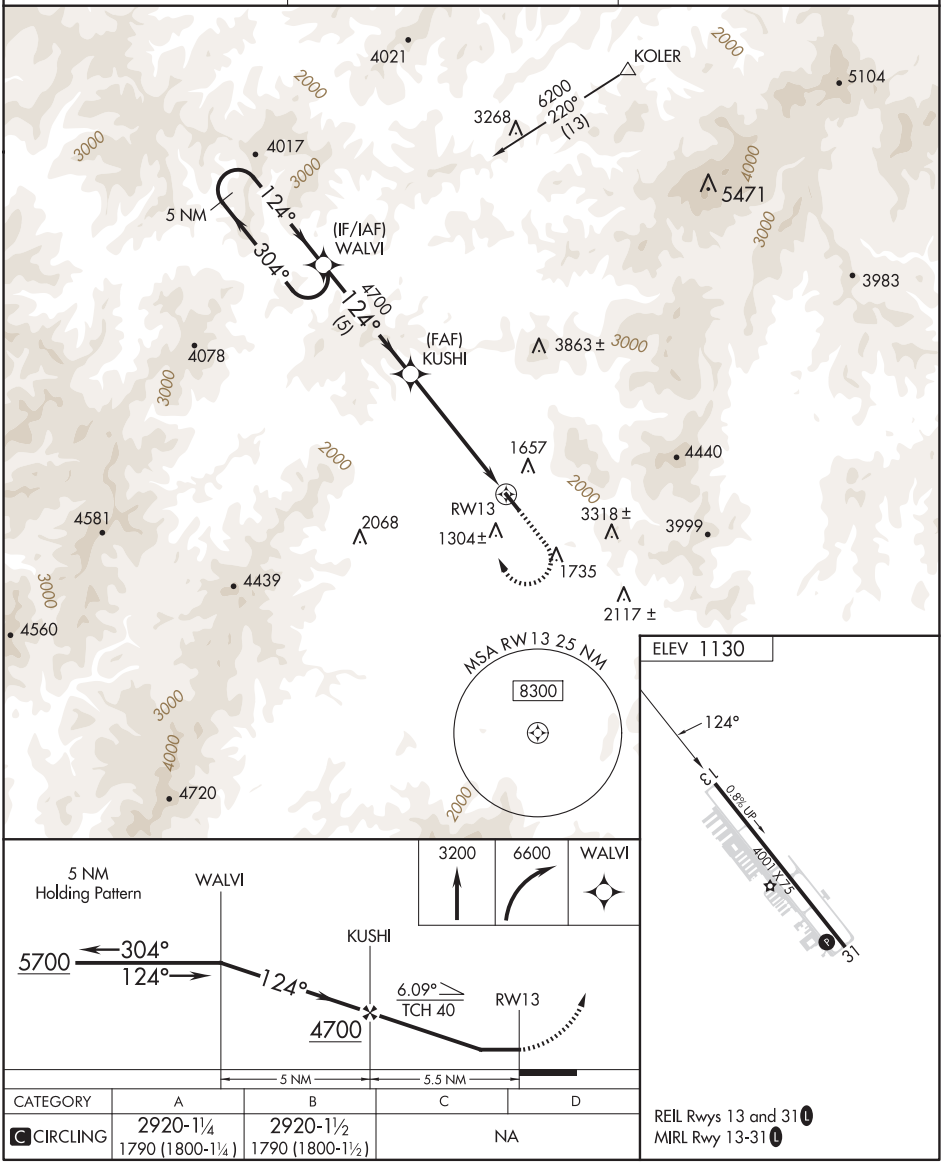
| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 124° | TDZE | N/A |
| | Apt Elev | 1130 |

RNP APCH-GPS.

T 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 | CASCADE APP CON ★ | UNICOM |
|---|---|---|
| 120.0 | 124.3 379.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 2920-1¼ 1790 (1800-1¼) | 2920-1½ 1790 (1800-1½) | NA | |

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

FORT LEWIS, WASHINGTON

# ILS or LOC RWY 15

| LOC I-GRF | APCH CRS | Rwy ldg | 6124 |
|---|---|---|---|
| 108.3 | 151° | TDZE | 300 |
| Chan 20 | | Arpt Elev | 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.

SSALR

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 | SEATTLE APP CON | TOWER * | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.65 306.2 | 120.1 290.9 | 119.325 (CTAF) 256.8 | 121.9 290.2 | 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.

HOLD 4000 2000

IAF SEATTLE 116.8 SEA Chan 115

2000 NoPT 211° (17.5)

953

(IF/IAF) CIKRI

I-GRF 16.1

I-GRF 11.1

I-GRF 5.1

EMOFO

LOCALIZER 108.3 I-GRF Chan 20

OLYMPIA 113.4 OLM Chan 81

R-014

2000 014° (19.9)

R6703A

RAINIER 1 MOA

RAINIER 2 MOA

MSA OLM 25 NM 200° 4500 020° 5400

ZAPEB I-GRF 3.3

VGSI and descent angles not coincident.

1000 3000 4000 hdg 270° OLM R-014

ELEV 301 TDZE 300

GS 3.00° TCH 55

1.8 NM 2.1 NM

| 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) | |
| C 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) | |
| C CIRCLING ** | 860-1 559 (600-1) | | 860-1½ 559 (600-1½) | 940-2 639 (700-2) |

HIRL Rwy 15-33

| FAF to MAP 4.0 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

FORT LEWIS, WASHINGTON 47°05'N-122°35'W GRAY AAF (JOINT BASE LEWIS MCCHORD) (KGRF)

Amdt 8A 05DEC19

ILS or LOC RWY 15



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

24305

FORT LEWIS, WASHINGTON

# RNAV (GPS) RWY 15

- (USA)

GRAY AAF (JOINT BASE LEWIS MCCHORD) (KGRF)

| APCH CRS | Rwy ldg | 6124 |
|---|---|---|
| 151° | TDZE | 300 |
| | Arpt Elev | 301 |

RNP APCH

* Circling not authorized W of Rwy 15-33.

SSALR

MISSED APPROACH: Climbing left turn to 2000 direct CIKRI and hold.

| ATIS | SEATTLE APP CON/DEP CON | TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.65 306.2 | 120.1 290.9 | 119.325 (CTAF) 256.8 | 121.9 290.2 | 121.9 290.2 |

When local altimeter setting not received, use McChord Fld altimeter setting.

(IAF) SEATTLE SEA

2000 NoPT 214° (17.5)

(IAF) CARRO

2000 NoPT 091° (9.4) 5 NM

151° 331°

723 953 368 417

(IF/IAF) CIKRI

1600 151° (6)

Procedure NA for arrivals at CARRO on V165-287 northbound and for arrivals on OLM VORTAC airway R-012 CW R-095 and arrivals on SEA VORTAC airway R-168 CW R-178.

(FAF) EMOFO

ZAPEB 490 539 526

RW15

2000 017° (19.9)

OLYMPIA OLM

RAINIER 1 MOA

R6703A

MSA RW15 25 NM 6700 955

VGSI and descent angles not coincident.

2000 CIKRI

CIKRI 331° 2000 151° 151° EMOFO 3.00° TCH 55

5 NM Holding Pattern

1600 ZAPEB 1020 1.4 NM to † RW15 RW15

† VDP NA with McChord Fld altimeter setting.

1.8 NM 2.2 NM

ELEV 301 TDZE 300

151° 15 33 6124 x 150 BCN TWR

HIRL all Rwys

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800/24 500 (500-½) | | 800/50 500 (500-1) | |
| C CIRCLING* | 840-1 539 (600-1) | | 840-1½ 539 (600-1½) | 920-2 619 (700-2) |
| MC CHORD FLD ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 820/24 520 (600-½) | | | |
| C CIRCLING* | 860-1 559 (600-1) | | 860-1½ 559 (600-1½) | 940-2 639 (700-2) |



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

FORT LEWIS, WASHINGTON

# RNAV (GPS) RWY 33

GRAY AAF (JOINT BASE LEWIS MCCHORD) (KGRF) - (USA)

| APCH CRS | Rwy ldg | 6124 |
|---|---|---|
| 331° | TDZE | 301 |
| | Arpt Elev | 301 |

RNP APCH

T * Circling not authorized W of Rwy 15-33.

SSALR (A3)

MISSED APPROACH: Climb to 2000 direct CIKRI and hold.

| ATIS | SEATTLE APP CON/DEP CON | TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.65 306.2 | 120.1 290.9 | 119.325 (CTAF) 256.8 | 121.9 290.2 | 121.9 290.2 |

When local altimeter setting not recieved, use McChord Fld altimeter setting.

MISSED APPROACH
5 NM
151°
331°
CIKRI

388
490
539
RW33
R6703A
UGVIF
472
331°
(FAF)
ETAHO
OLYMPIA
OLM
4000
122°
(7.2)
1600
344°
(6)
RAINIER 1 MOA
3300
063°
(10)
(IF)
HUMUT
(IAF)
ECEKO
4000
1582
604
3300
295°
(7.8)
(IAF)
ALDER
2012

Procedure NA for arrivals at ALDER on V204 eastbound and V495 southbound and arrivals on OLM VORTAC airway R-095 CW R-201.

MSA RW33 25 NM
6700

2000
CIKRI

† VDP NA with McChord Fld altimeter setting.

HUMUT
3300
344°
ETAHO
1600
UGVIF
331°
980
† 1.4 NM to RW33
RW33
3.00°
TCH 55
2 NM
1.9 NM

ELEV 301
TDZE 301
15
33
6124 x 150
BCN
TWR
HIRL all Rwys
331°

| CATEGORY | A | | B | | C | | D | |
|---|---|---|---|---|---|---|---|---|
| LNAV MDA | 800-½ | 499 | (500-½) | | 800-1 | 499 | (500-1) | |
| C CIRCLING* | 840-1 | 539 | (600-1) | | 840-1½ | 539 (600-1½) | 920-2 | 619 (700-2) |
| MC CHORD FLD ALTIMETER SETTING MINIMUMS | | | | | | | | |
| LNAV MDA | 820-½ | 519 | (600-½) | | 820-1 | 519 | (600-1) | |
| C CIRCLING* | 860-1 | 559 | (600-1) | | 860-1½ | 559 (600-1½) | 940-2 | 639 (700-2) |



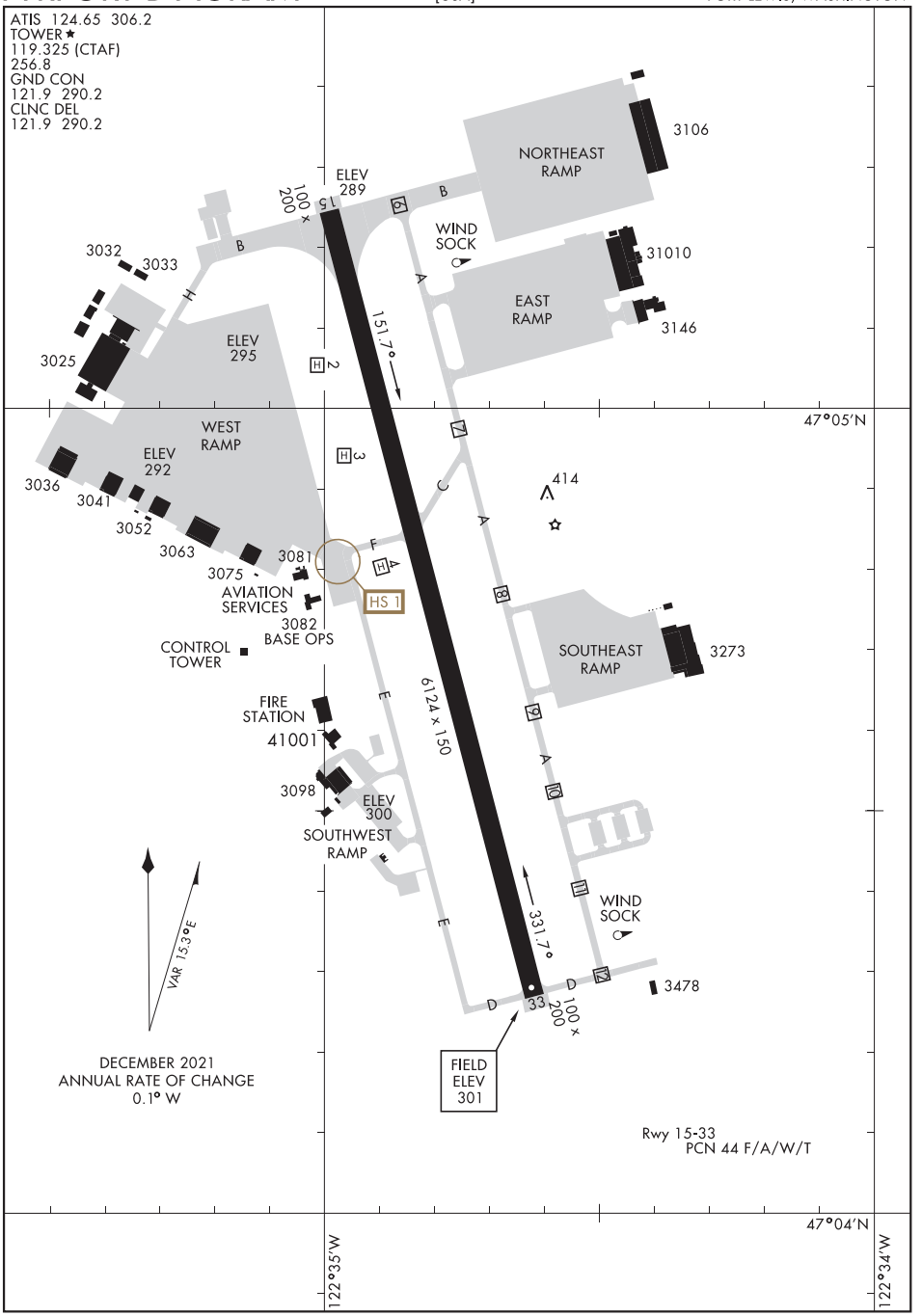
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

GRAY AAF (JOINT BASE LEWIS MCCHORD) (KGRF)

[USA] FORT LEWIS, WASHINGTON




AIRPORT DIAGRAM

FORT LEWIS, WASHINGTON

GRAY AAF (JOINT BASE LEWIS MCCHORD) (KGRF)

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# LEWIS THREE DEPARTURE (GRAY3 • GRAY)

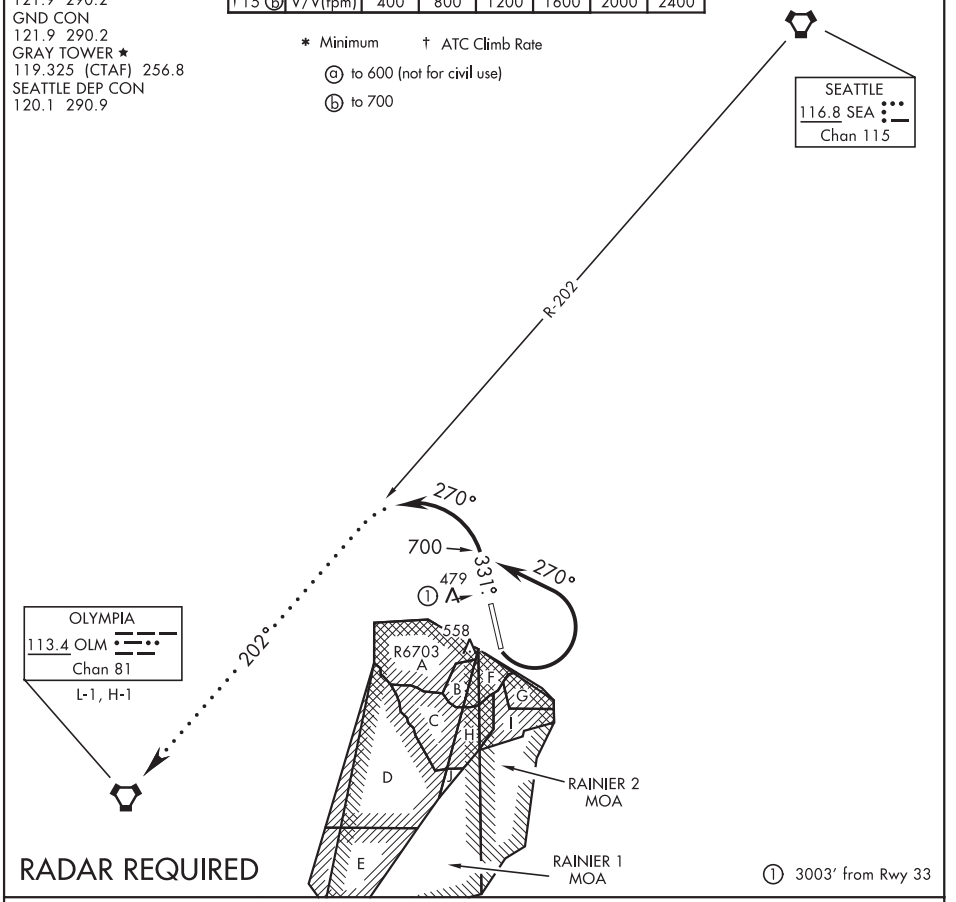
FORT LEWIS, WASHINGTON

ATIS 124.65 306.2
CLNC DEL
121.9 290.2
GND CON
121.9 290.2
GRAY TOWER ★
119.325 (CTAF) 256.8
SEATTLE DEP CON
120.1 290.9

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| *33 ⓐ | V/V(fpm) | 469 | 938 | 1407 | 1876 | 2345 | 2814 |
| †15 ⓑ | V/V(fpm) | 400 | 800 | 1200 | 1600 | 2000 | 2400 |

AL-413 [USA]

* Minimum † ATC Climb Rate
ⓐ to 600 (not for civil use)
ⓑ to 700




## 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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 3

GREAT FALLS INTL (GTF)

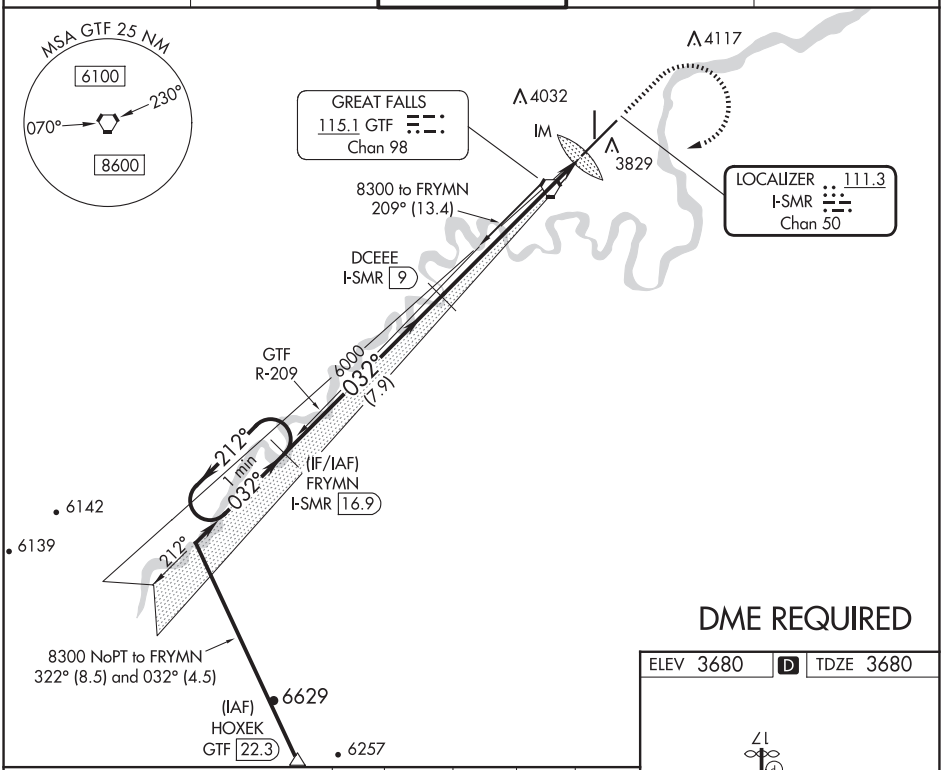
| LOC/DME I-SMR | APP CRS | Rwy Ldg | 10502 |
|---|---|---|---|
| 111.3 | 032° | TDZE | 3680 |
| Chan 50 | | Apt Elev | 3680 |

T A DME required.

ALSF-2

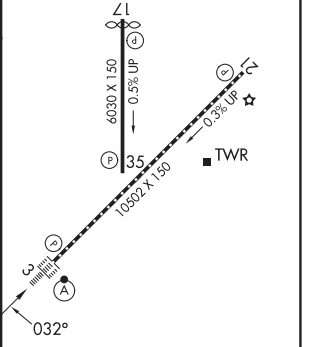
MISSED APPROACH: Climb to 5000 then climbing right turn to 8300 direct GTF VORTAC then on GTF VORTAC R-209 to FRYMN/I-SMR 16.9 DME and hold.

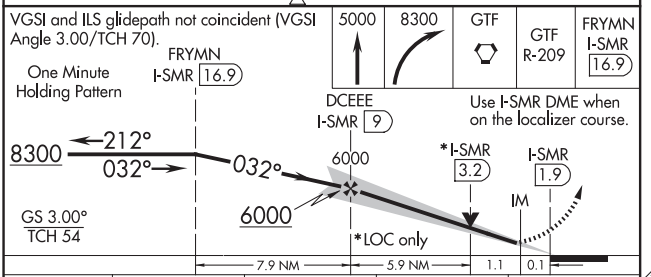
| ATIS | GREAT FALLS APP CON | GREAT FALLS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.6 269.0 | 128.6 379.175 | 118.7 282.2 | 121.7 348.6 | 121.7 348.6 |




## DME REQUIRED

ELEV 3680 D TDZE 3680




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 3880/18 200 (200-½) | | | |
| S- LOC 3 | 4140/24 460 (500-½) | | 4140/45 460 (500-⅞) | |
| C CIRCLING | 4140-1 460 (500-1) | | 4340-1¾ 660 (700-1¾) | 4420-2¼ 740 (800-2¼) |

TDZ/CL Rwy 3
REIL Rwy 21
HIRL Rwy 3-21
MIRL Rwy 17-35



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-SMR | APP CRS | Rwy Ldg | 10502 |
|---|---|---|---|
| 111.3 | 032° | TDZE | 3680 |
| Chan 50 | | Apt Elev | 3680 |

# ILS RWY 3 (SA CAT I)

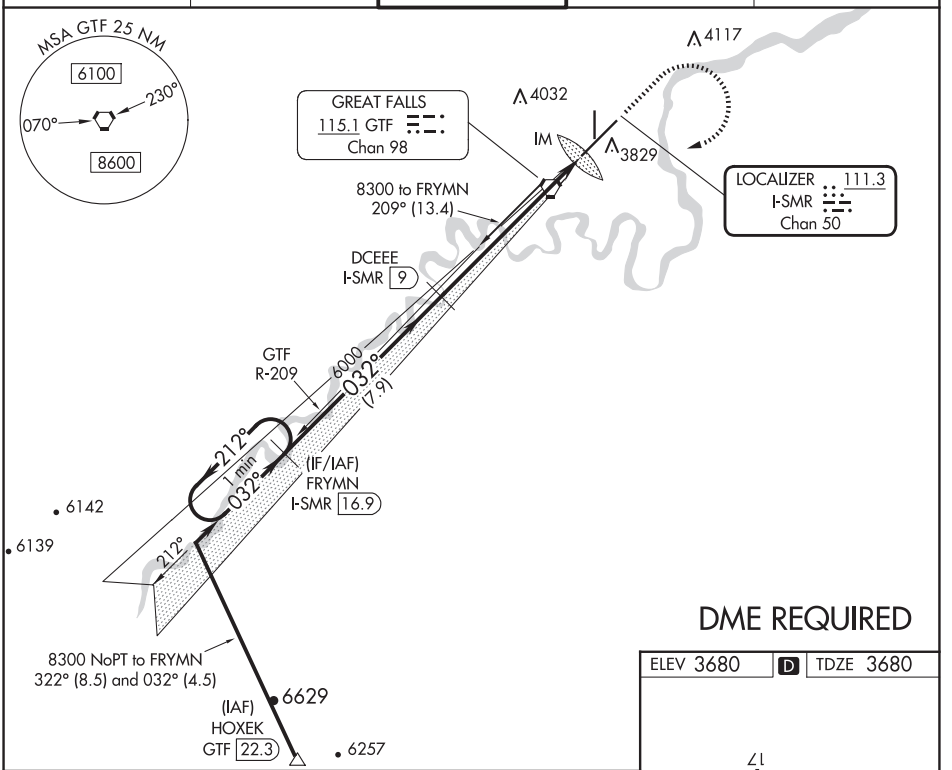
GREAT FALLS INTL (GTF)

T A Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. DME required.

ALSF-2

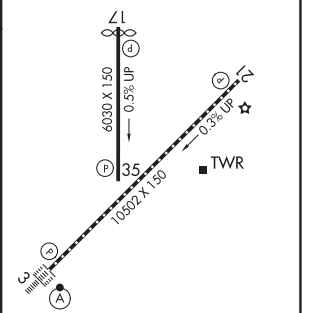
MISSED APPROACH: Climb to 5000 then climbing right turn to 8300 direct GTF VORTAC then on GTF VORTAC R-209 to FRYMN/I-SMR 16.9 DME and hold.

| ATIS | GREAT FALLS APP CON | GREAT FALLS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.6 269.0 | 128.6 379.175 | 118.7 282.2 | 121.7 348.6 | 121.7 348.6 |




DME REQUIRED

ELEV 3680 D TDZE 3680




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).

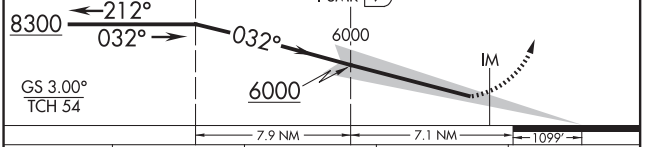
One Minute Holding Pattern

FRYMN I-SMR 16.9

DCEEE I-SMR 9

| 5000 | 8300 | GTF | GTF R-209 | FRYMN I-SMR 16.9 |
|---|---|---|---|---|

Use I-SMR DME when on the localizer course.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | RA 140/14 150 DA 3830 | | | |

## SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| 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)

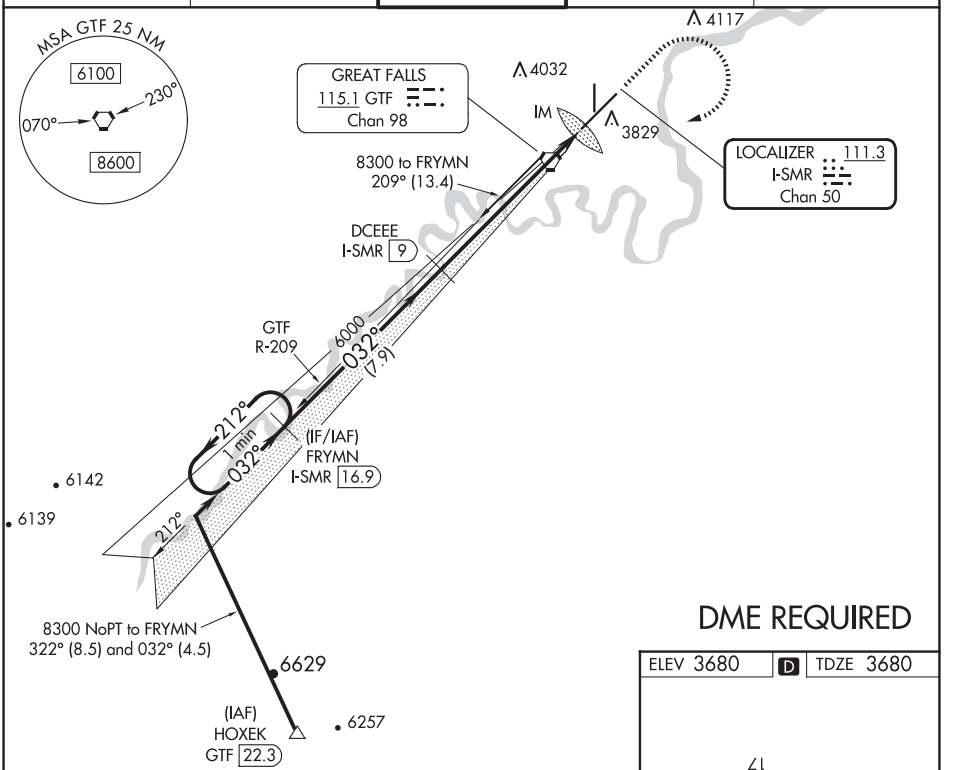
## GREAT FALLS INTL (GTF)

CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. DME required.

ALSF-2

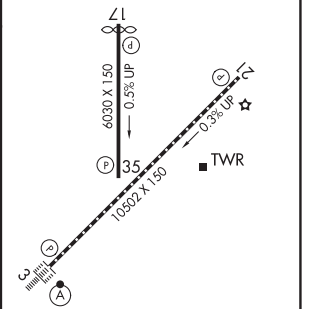
MISSED APPROACH: Climb to 5000 then climbing right turn to 8300 direct GTF VORTAC then on GTF VORTAC R-209 to FRYMN/I-SMR 16.9 DME and hold.

| ATIS | GREAT FALLS APP CON | GREAT FALLS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.6 269.0 | 128.6 379.175 | 118.7 282.2 | 121.7 348.6 | 121.7 348.6 |

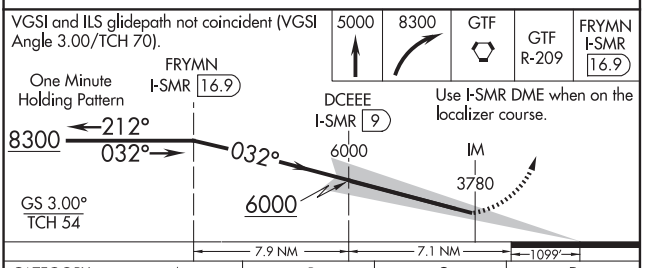



DME REQUIRED

ELEV 3680 D TDZE 3680




TDZ/CL Rwy 3
REIL Rwy 21
HIRL Rwy 3-21
MIRL Rwy 17-35




| 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**



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 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 | GREAT FALLS APP CON | GREAT FALLS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.6 269.0 | 128.6 379.175 | 118.7 282.2 | 121.7 348.6 | 121.7 348.6 |

MISSED APCH FIX

7 NM 032° 212° PSHKN

Procedure NA for arrivals at KYELL on V21 northwest bound.

(IAF) KYELL (RNP 0.90) (RF REQD)

5300 to DVINT 170° (8.5)

Procedure NA for arrivals at PSHKN on V257 northeast bound.

(IAF) HANTZ

6700 238° (13.8) 4621

5400 to KEPPR 209° (8.2)

PSHKN (RNP 0.90) (RF REQD)

032° (10.7)

4117 DEELM

032° (6.7)

(IF) KEPPR 180K

4032

Procedure NA for arrivals at SHIMY on V120 westbound and V365 northbound.

(IF) DVINT 180K

5300 (1.9)

RW03 3829

6300 082° (18.7)

(IAF) SHIMY (RNP 0.90) (RF REQD)

5200 083° (7)

(IF) NIMPH

5200 (4.3)

4700 (2.5)

032° (3)

Procedure NA for arrivals at JAYKE on V120 eastbound.

MUDLR 180K

(FAF) TESTR

4700 (4.1)

(IF) DCEEE

AUERR

4700 032° (4.1)

5100 (2.6)

(IF) BELLT 180K

5700 244° (9.3)

(IAF) JAYKE (RNP 0.50) (RF REQD)

MSA RW03 25 NM 8500

5200 027° (9.5)

(IAF) MSURY (RNP 0.30)

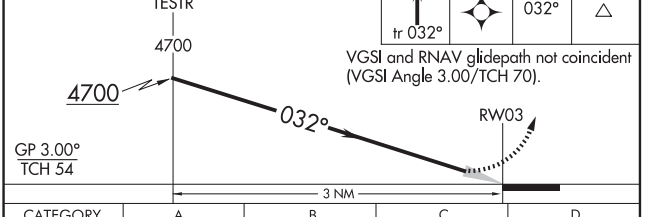
Procedure NA for arrivals at MSURY on V257 southbound.

6142

See planview for multiple IF locations.

| 6200 tr 032° | DEELM | tr 032° | PSHKN |
|---|---|---|---|

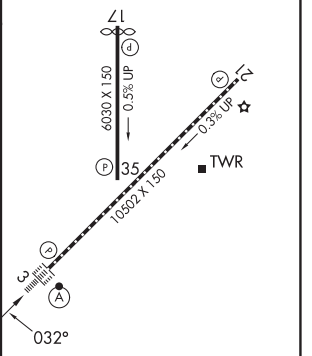
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | | 3990/24 | 310 (400-½) | |
| RNP 0.30 DA | | 4079/45 | 399 (400-⅞) | |

AUTHORIZATION REQUIRED

ELEV 3680 D TDZE 3680




HIRL Rwy 3-21
MIRL Rwy 17-35
REIL Rwy 21
TDZ/CL Rwy 3



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

GREAT FALLS, MONTANA | AL-177 (FAA) | 25163

| APP CRS | Rwy Ldg | 10502 |
|---|---|---|
| 212° | TDZE | 3669 |
| | Apt Elev | 3680 |

# RNAV (RNP) Z RWY 21

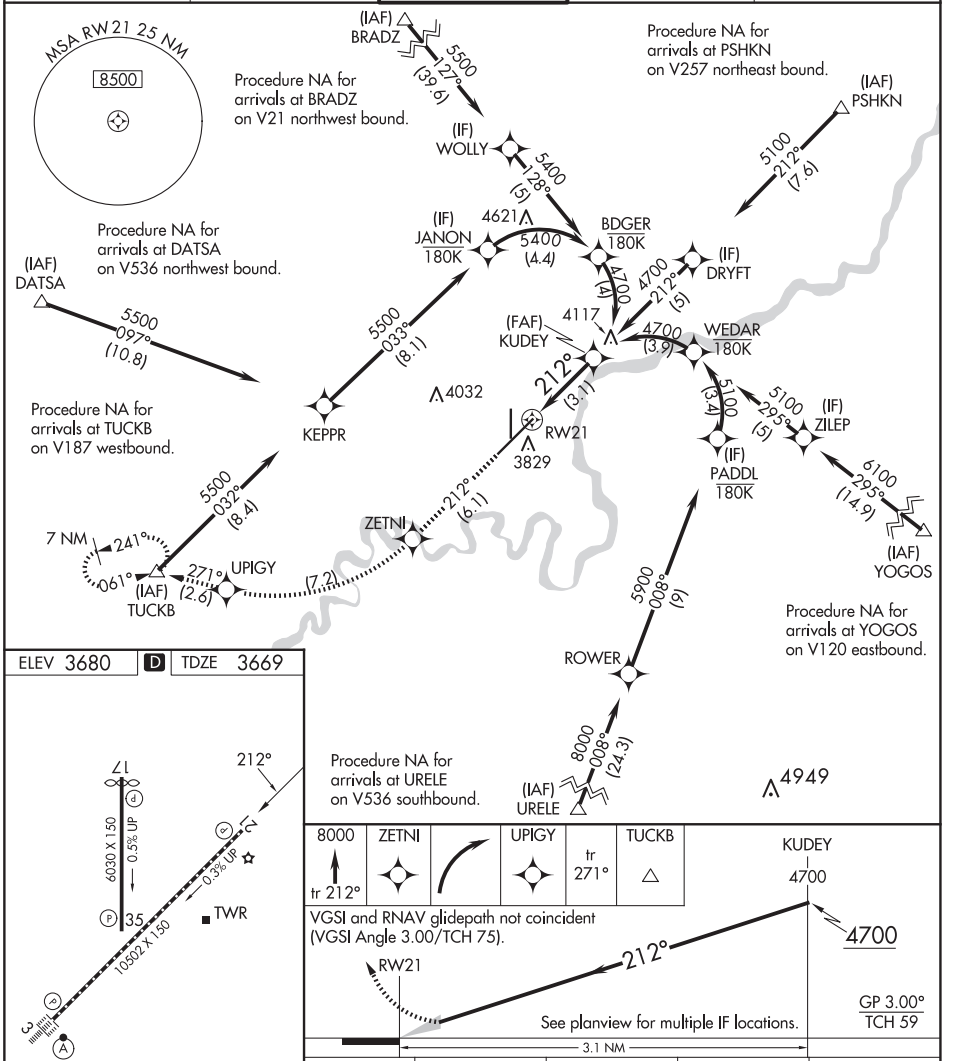
GREAT FALLS INTL (GTF)

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 | GREAT FALLS APP CON | GREAT FALLS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.6 269.0 | 128.6 379.175 | 118.7 282.2 | 121.7 348.6 | 121.7 348.6 |




ELEV 3680 | D | TDZE 3669




| 8000 tr 212° | ZETNI | | UPIGY | tr 271° | TUCKB |
|---|---|---|---|---|---|

KUDEY 4700

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 3942/45 273 (300-⅞) | | | |
| RNP 0.30 DA | 3992/50 323 (400-1) | | | |

TDZ/CL Rwy 3
REIL Rwy 21
HIRL Rwy 3-21
MIRL Rwy 17-35

## 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, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 17

GREAT FALLS INTL (GTF)

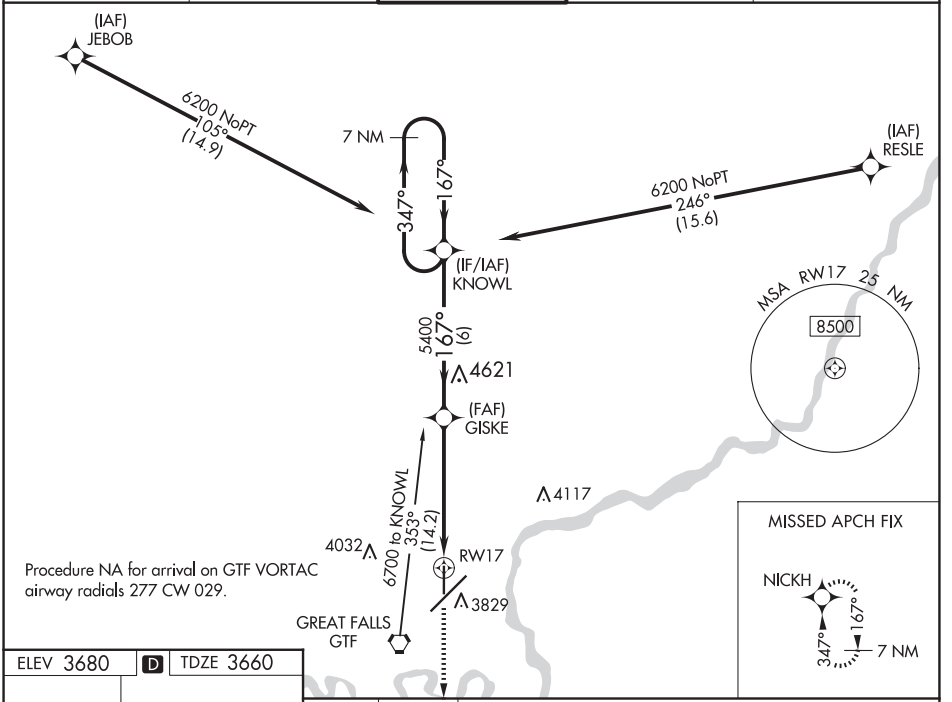
| WAAS | APP CRS | Rwy Ldg | 5800 |
|---|---|---|---|
| CH 49240 | 167° | TDZE | 3660 |
| W17A | | Apt Elev | 3680 |

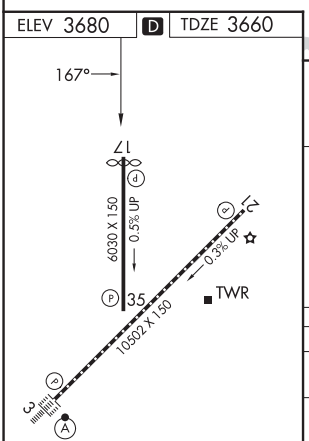
RNP APCH - GPS.

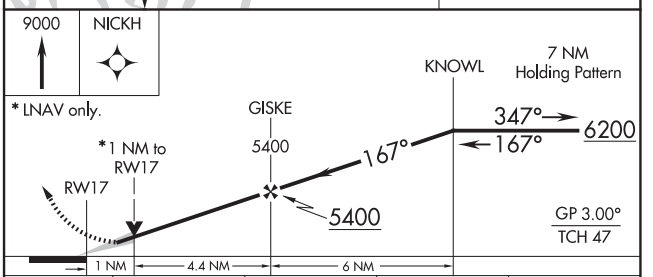
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 52°C.

MISSED APPROACH: Climb to 9000 direct NICKH and hold, continue climb-in-hold to 9000.

| ATIS | GREAT FALLS APP CON | GREAT FALLS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.6 269.0 | 128.6 379.175 | 118.7 282.2 | 121.7 348.6 | 121.7 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3910-¾ | | 250 (300-¾) | |
| LNAV/VNAV DA | 3910-¾ | | 250 (300-¾) | |
| LNAV MDA | 4000-1 | | 340 (400-1) | |
| C CIRCLING | 4140-1 | 460 (500-1) | 4340-1¾ 660 (700-1¾) | 4420-2¼ 740 (800-2¼) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 35

## GREAT FALLS INTL (GTF)

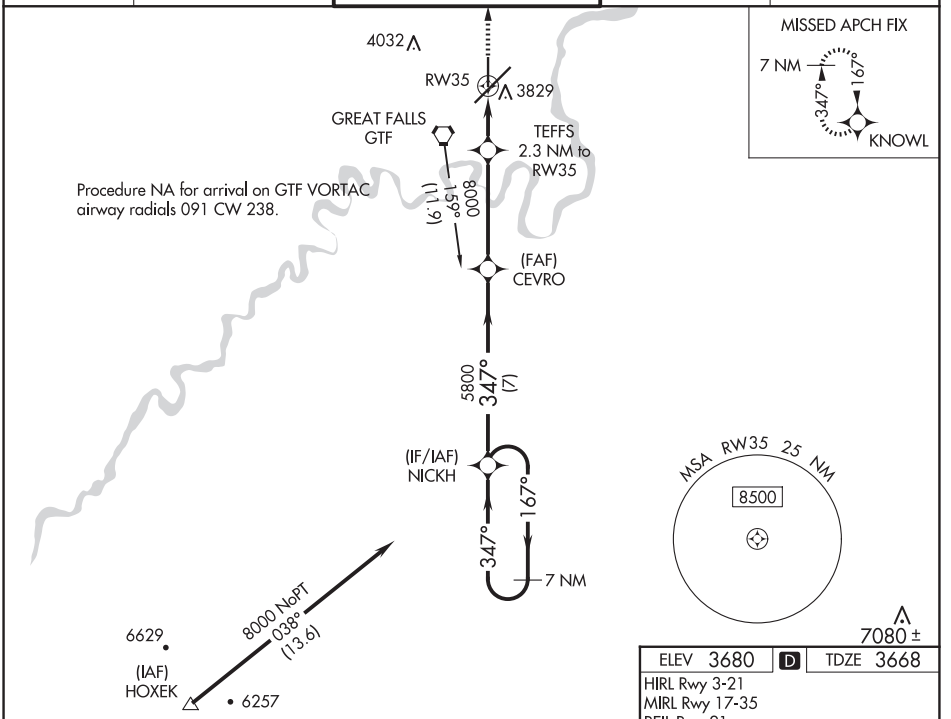
| WAAS CH 82240 W35A | APP CRS 347° | Rwy Ldg 5400 / TDZE 3668 / Apt Elev 3680 |
|---|---|---|

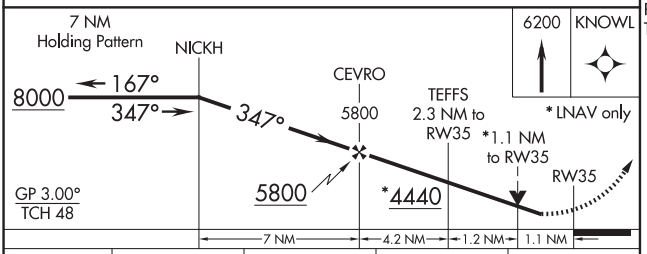
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 52°C. Rwy 35 helicopter visibility reduction below ¾ SM NA.

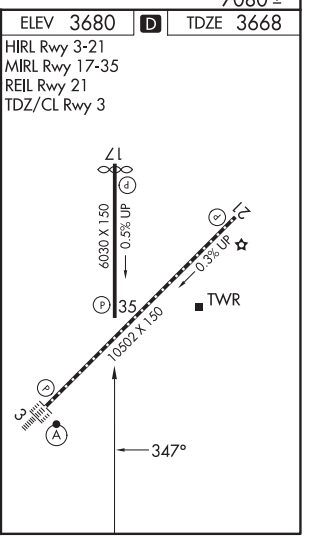
MISSED APPROACH: Climb to 6200 direct KNOWL and hold.

| ATIS | GREAT FALLS APP CON | GREAT FALLS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.6 269.0 | 128.6 379.175 | 118.7 282.2 | 121.7 348.6 | 121.7 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 3918-¾ | 250 (300-¾) | |
| LNAV/VNAV DA | | 4086-1⅛ | 418 (500-1⅛) | |
| LNAV MDA | 4080-1 | 412 (400-1) | 4080-1⅛ | 412 (400-1⅛) |
| C CIRCLING | 4140-1 | 460 (500-1) | 4340-1¾ 660 (700-1¾) | 4420-2¼ 740 (800-2¼) |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Ldg | 10502 |
|---|---|---|---|
| CH 70602 | 032° | TDZE | 3680 |
| W03A | | Apt Elev | 3680 |

# RNAV (GPS) Y RWY 3

## GREAT FALLS INTL (GTF)

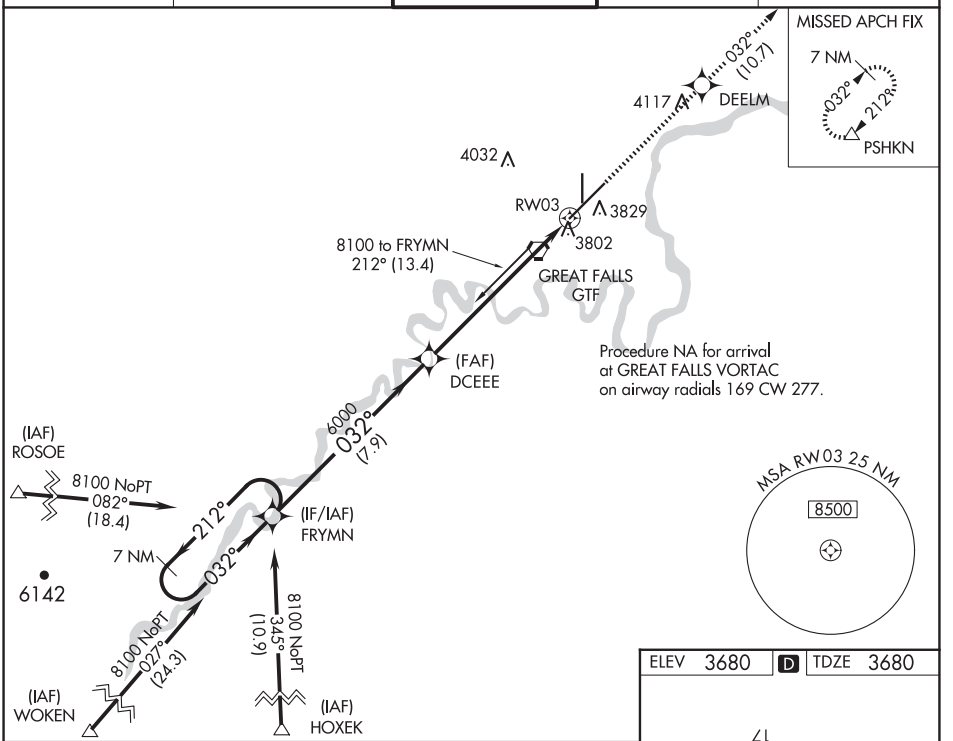
RNP APCH - GPS.

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.

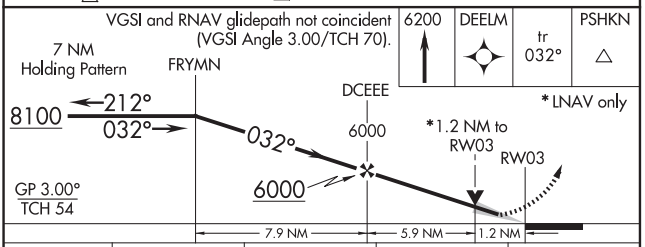
ALSF-2

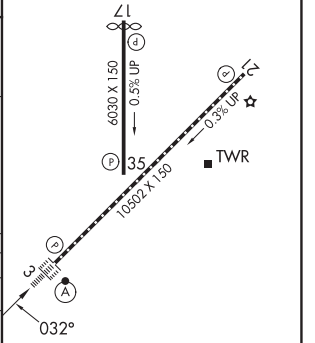
MISSED APPROACH: Climb to 6200 direct DEELM and on track 032° to PSHKN and hold.

| ATIS | GREAT FALLS APP CON | GREAT FALLS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.6 269.0 | 128.6 379.175 | 118.7 282.2 | 121.7 348.6 | 121.7 348.6 |




| ELEV 3680 | D | TDZE 3680 |
|---|---|---|




| 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 (500-⅞) | |
| C CIRCLING | 4140-1 460 (500-1) | | 4340-1¾ 660 (700-1¾) | 4420-2¼ 740 (800-2¼) |

HIRL Rwy 3-21
MIRL Rwy 17-35
REIL Rwy 21
TDZ/CL Rwy 3



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

GREAT FALLS, MONTANA | AL-177 (FAA) | 25163

# RNAV (GPS) Y RWY 21

GREAT FALLS INTL (GTF)

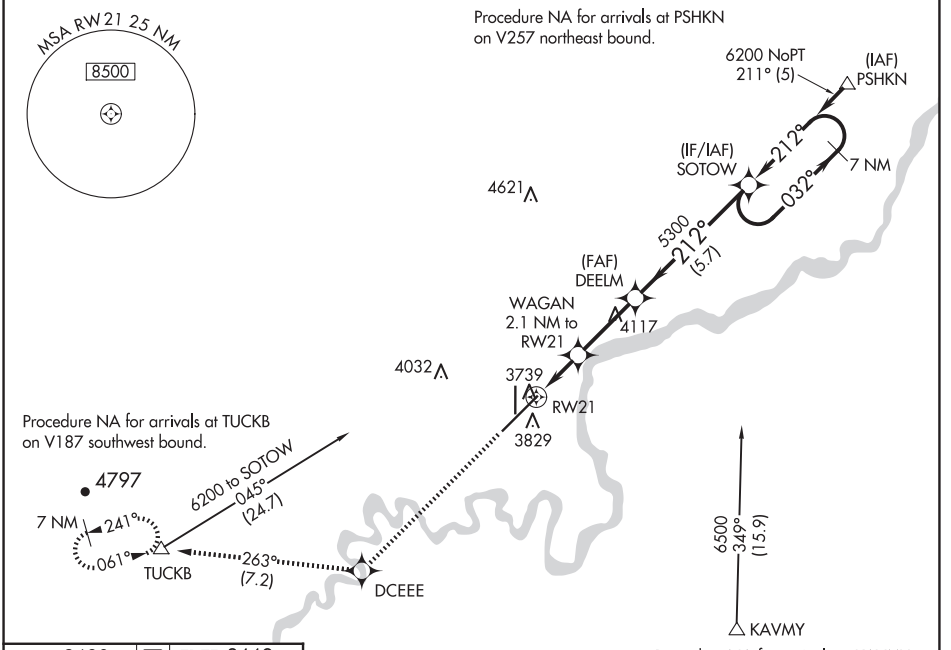
| WAAS | APP CRS | Rwy Ldg | 10502 |
|---|---|---|---|
| CH 90221 | 212° | TDZE | 3669 |
| W21A | | Apt Elev | 3680 |

RNP APCH - GPS.

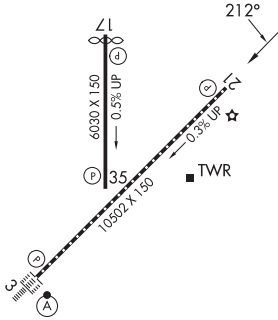
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 49°C.

MISSED APPROACH: Climb to 8000 direct DCEEE and on track 263° to TUCKB and hold, continue climb-in-hold to 8000.

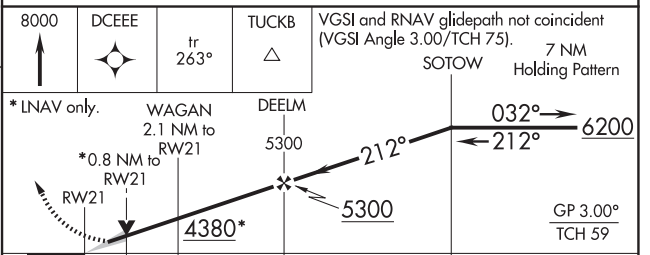
| ATIS | GREAT FALLS APP CON | GREAT FALLS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.6 269.0 | 128.6 379.175 | 118.7 282.2 | 121.7 348.6 | 121.7 348.6 |




ELEV 3680 | D | TDZE 3669




HIRL Rwy 3-21
MIRL Rwy 17-35
REIL Rwy 21
TDZ/CL Rwy 3




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3869/40 200 (200-¾) | | | |
| LNAV/VNAV DA | 3927/45 258 (300-⅞) | | | |
| 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) |

GREAT FALLS, MONTANA
Orig-D 01DEC22

47°29'N-111°22'W

GREAT FALLS INTL (GTF)

RNAV (GPS) Y RWY 21


NW-1, 12 JUN 2025 to 07 AUG 2025

# VOR RWY 3

GREAT FALLS INTL (GTF)

| VORTAC GTF | APP CRS | Rwy Ldg | 10502 |
|---|---|---|---|
| 115.1 | 029° | TDZE | 3680 |
| Chan 98 | | Apt Elev | 3680 |

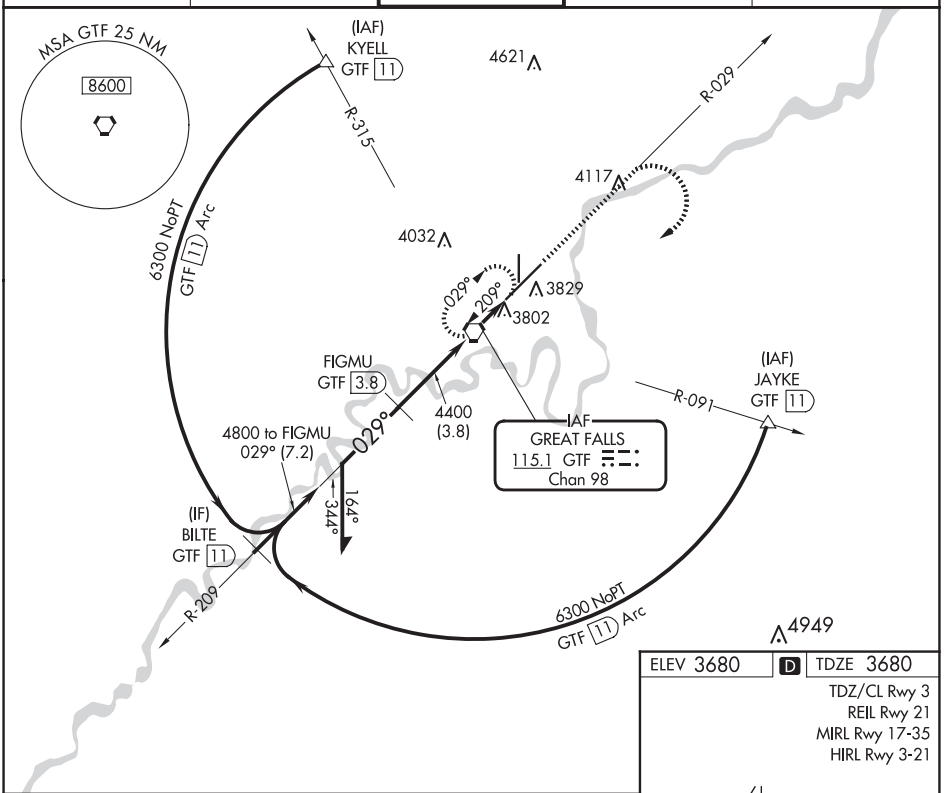
DME required.

For inoperative ALS, increase Cat C visibility to RVR 5500.

ALSF-2

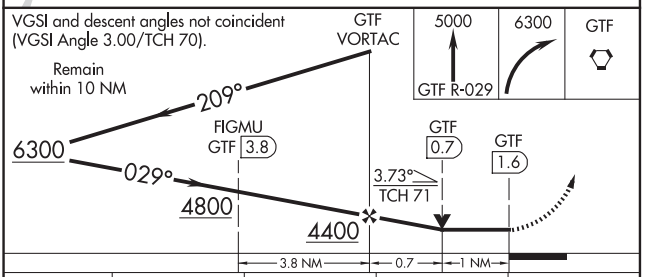
MISSED APPROACH: Climb to 5000 on GTF VORTAC R-029 then climbing right turn to 6300 direct GTF VORTAC and hold, continue climb-in-hold to 6300.

| ATIS | GREAT FALLS APP CON | GREAT FALLS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.6 269.0 | 128.6 379.175 | 118.7 282.2 | 121.7 348.6 | 121.7 348.6 |

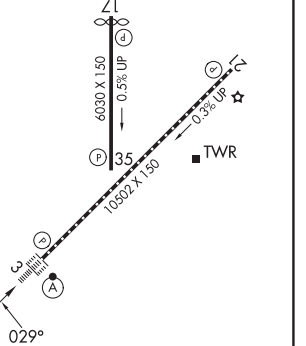



| ELEV 3680 | D | TDZE 3680 |
|---|---|---|

TDZ/CL Rwy 3
REIL Rwy 21
MIRL Rwy 17-35
HIRL Rwy 3-21




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 4060/24 380 (400-½) | | | NA |
| C CIRCLING | 4140-1 460 (500-1) | | 4320-1¾ 640 (700-1¾) | NA |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

GREAT FALLS, MONTANA AL-177 (FAA) 25163

| VORTAC GTF | APP CRS | Rwy Ldg | 10502 |
|---|---|---|---|
| 115.1 | 209° | TDZE | 3669 |
| Chan 98 | | Apt Elev | 3680 |

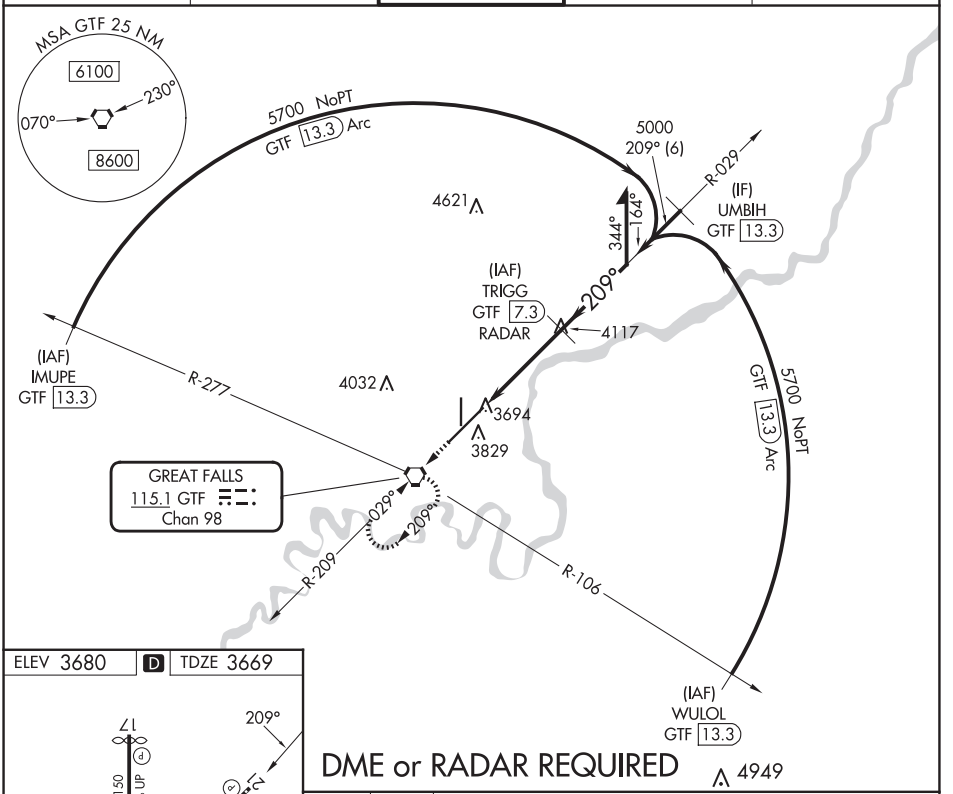
# VOR RWY 21

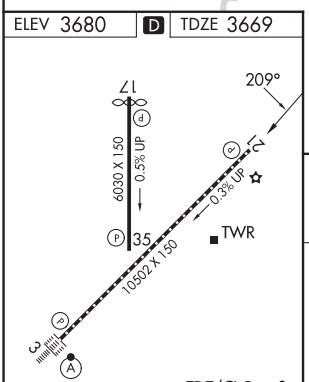
GREAT FALLS INTL (GTF)

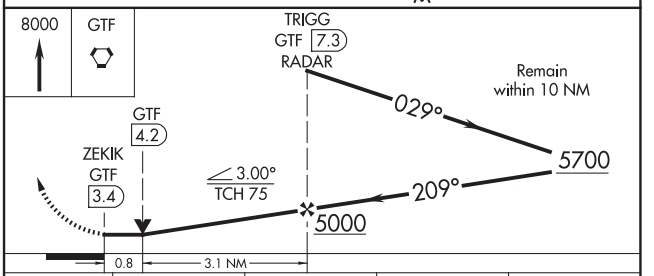
DME or RADAR required.

MISSED APPROACH: Climb to 8000 direct GTF VORTAC and hold, continue climb-in-hold to 8000.

| ATIS | GREAT FALLS APP CON | GREAT FALLS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.6 269.0 | 128.6 379.175 | 118.7 282.2 | 121.7 348.6 | 121.7 348.6 |




FAF to MAP 4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 4000/55 331 (400-1) | | | |
| C CIRCLING | 4140-1 460 (500-1) | | 4340-1¾ 660 (700-1¾) | 4420-2¼ 740 (800-2¼) |

GREAT FALLS, MONTANA
Amdt 10B 05SEP24

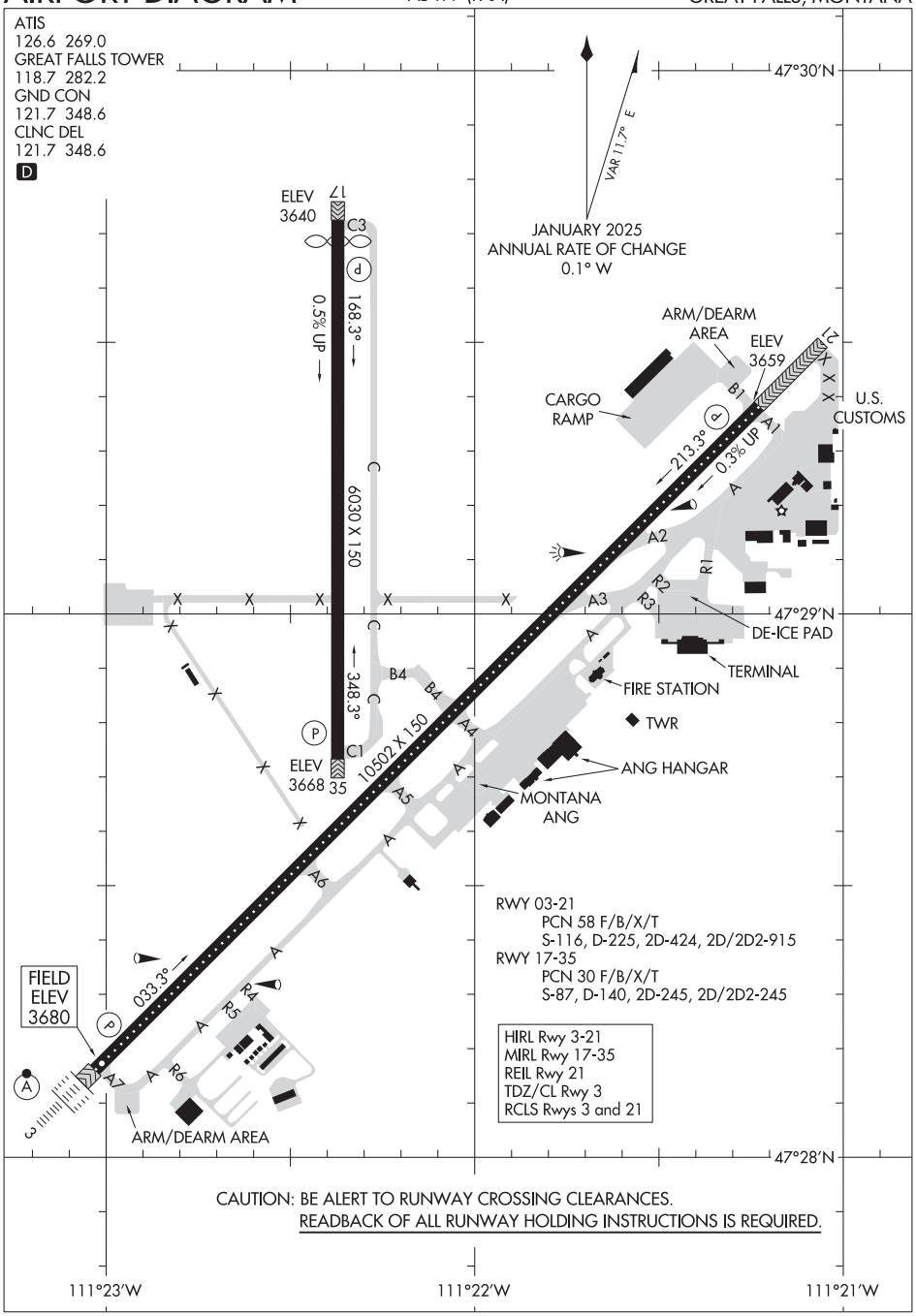
47°29′N-111°22′W

GREAT FALLS INTL (GTF)

VOR RWY 21

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 56530 W08A | APP CRS 076° | Rwy Idg 3953 | TDZE 3942 | Apt Elev 3942

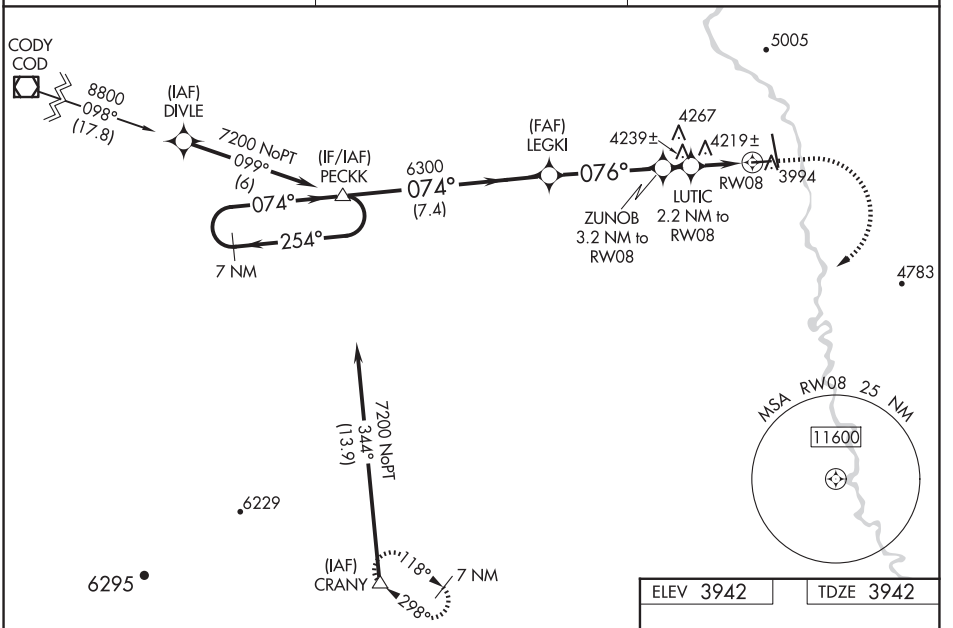
# RNAV (GPS) RWY 8

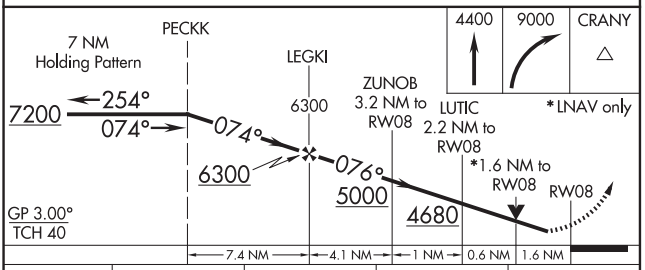
SOUTH BIG HORN COUNTY (GEY)

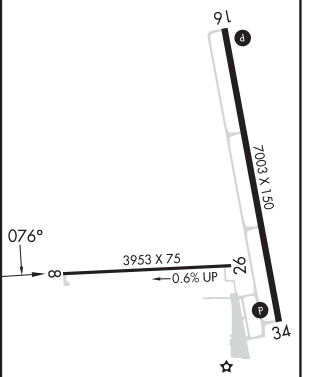
T A DME/DME RNP-0.3 NA. Straight-in minimums NA at night. When local altimeter setting not received use Cowley/Lovell/Byron altimeter setting: increase LPV DA to 4279 feet and LNAV/VNAV DA to 4654 feet. Increase LPV visibility, all Cats ⅛ SM; increase all MDA 100 feet and LNAV Cats C/D visibility ¼ SM. Rwy 8 helicopter visibility reduction below ¾ 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 | SALT LAKE CENTER | CTAF |
|---|---|---|
| 135.325 | 127.75 351.9 | 122.9 L |




| 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) | |
| C CIRCLING | 4680-1 738 (800-1) | 4700-1 758 (800-1) | 5320-3 1378 (1400-3) | 5460-3 1518 (1600-3) |

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

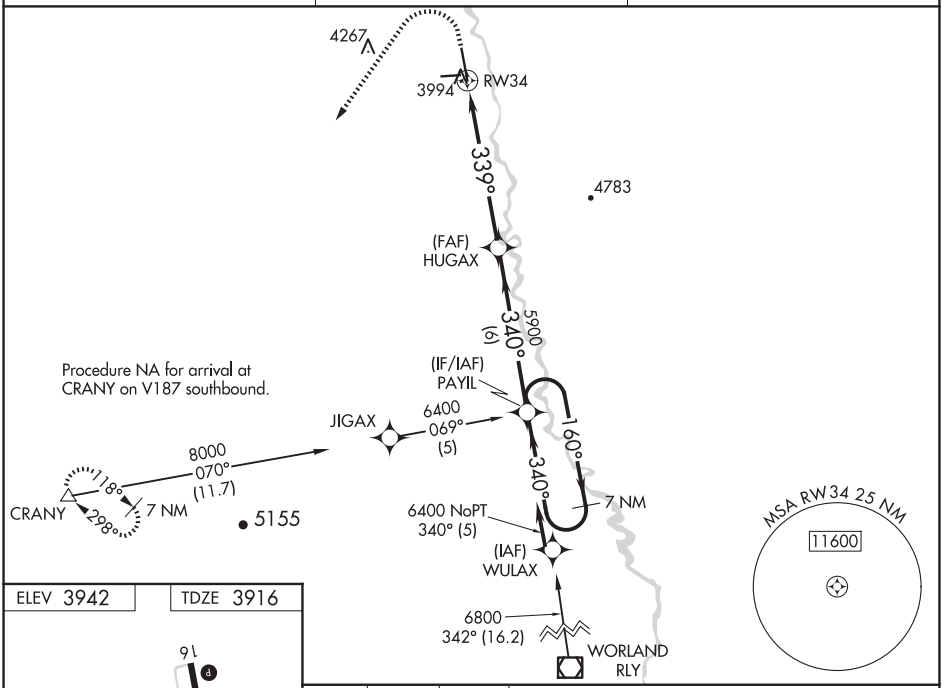
| WAAS | APP CRS | Rwy Idg | 7003 |
|---|---|---|---|
| CH 77542 | 339° | TDZE | 3916 |
| W34A | | Apt Elev | 3942 |

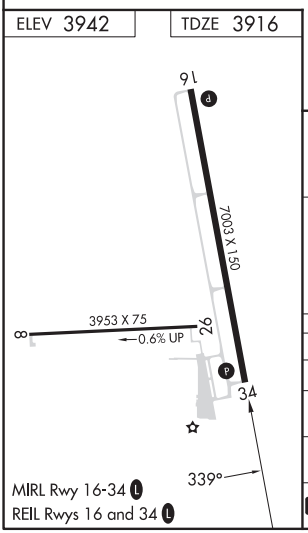
# RNAV (GPS) RWY 34
## SOUTH BIG HORN COUNTY (GEY)

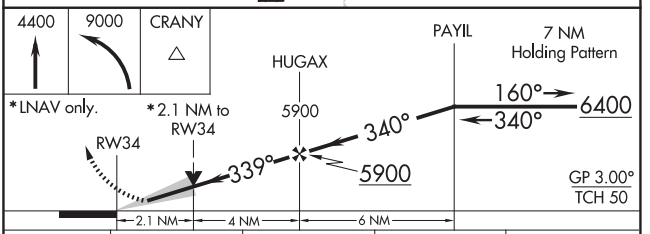
Baro-VNAV NA when using Cowley/Lovell/Byron altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 51°C (124°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cowley/Lovell/Byron altimeter setting and increase LPV DA to 4253 feet and LNAV/VNAV DA to 4327 feet. Increase LPV and LNAV/VNAV visibility all Cats ⅜ SM. Increase all MDAs 100 feet and LNAV visibility Cat B ¼ SM, Cats C/D ½ SM and Circling Cat B ¼ 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 | SALT LAKE CENTER | CTAF |
|---|---|---|
| 135.325 | 127.75 351.9 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4166-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 4240-1 324 (300-1) | | | |
| LNAV MDA | 4640-1 724 (700-1) | | 4640-2 724 (700-2) | |
| C CIRCLING | 4640-1 698 (700-1) | 4700-1¼ 758 (800-1¼) | 5320-3 1378 (1400-3) | 5460-3 1518 (1600-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(PECKK2.PECKK) 17285

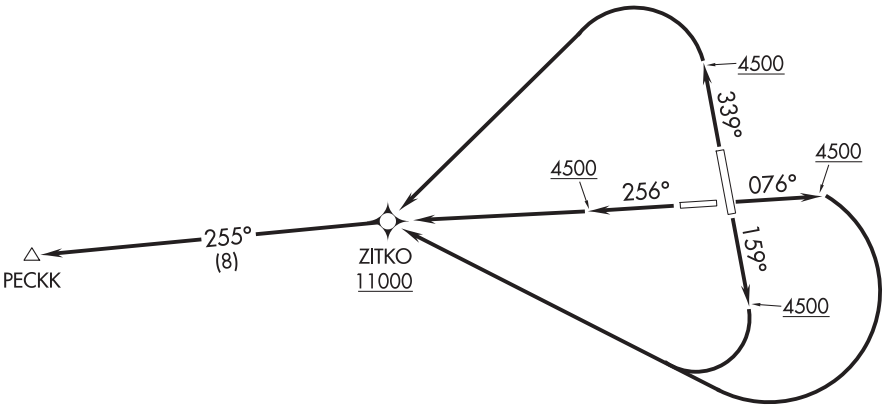
# PECKK TWO DEPARTURE (RNAV)

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 32

CAMP GUERNSEY (GUR)

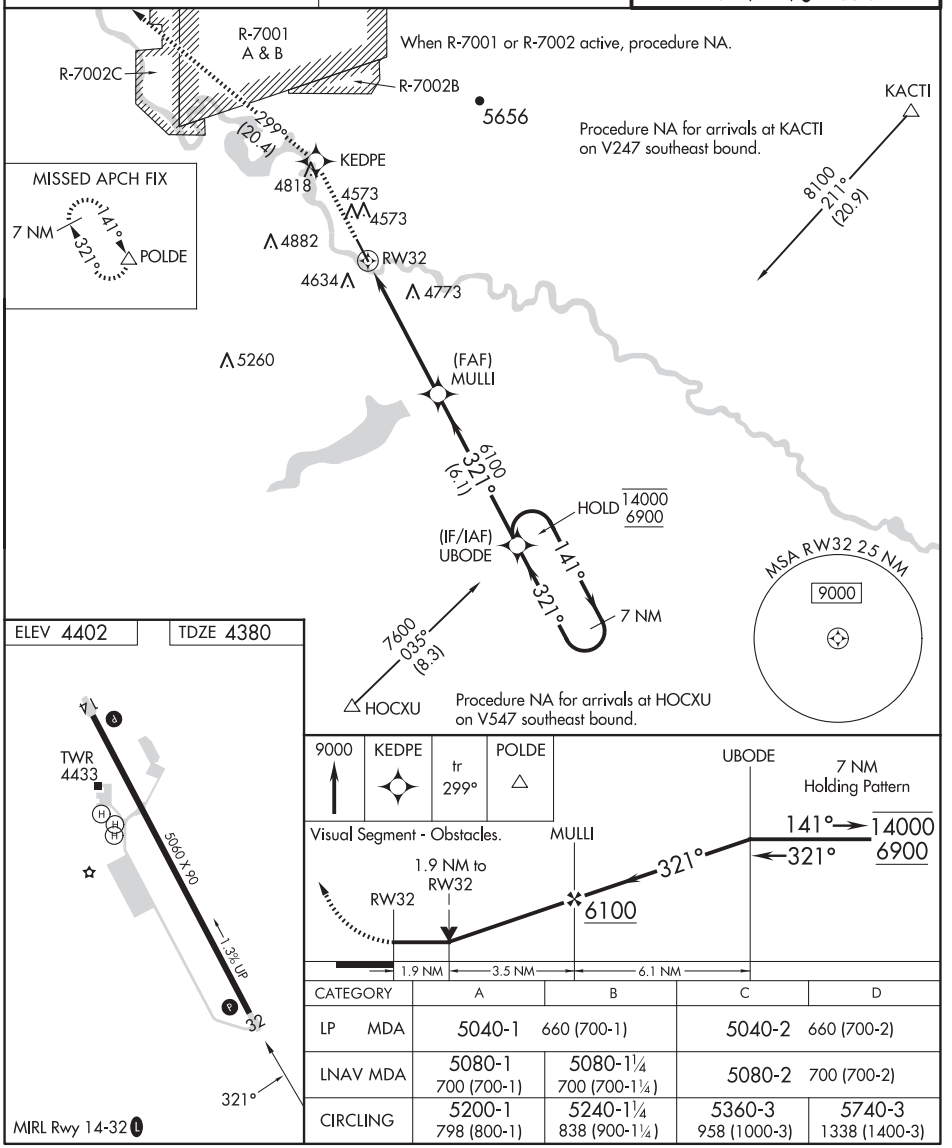
| WAAS | APP CRS | Rwy Idg | 5060 |
|---|---|---|---|
| CH 69426 | 321° | TDZE | 4380 |
| W32A | | Apt Elev | 4402 |

RNP APCH - GPS.

T A 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.

MISSED APPROACH: Climb to 9000 direct KEDPE and on track 299° to POLDE and hold.

| ATIS | DENVER CENTER | GUERNSEY TOWER★ |
|---|---|---|
| 119.825 | 135.6 363.025 | 126.2 (CTAF) L 233.3 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 5040-1 660 (700-1) | | 5040-2 660 (700-2) | |
| LNAV MDA | 5080-1 700 (700-1) | 5080-1¼ 700 (700-1¼) | 5080-2 700 (700-2) | |
| CIRCLING | 5200-1 798 (800-1) | 5240-1¼ 838 (900-1¼) | 5360-3 958 (1000-3) | 5740-3 1338 (1400-3) |



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# NDB RWY 32

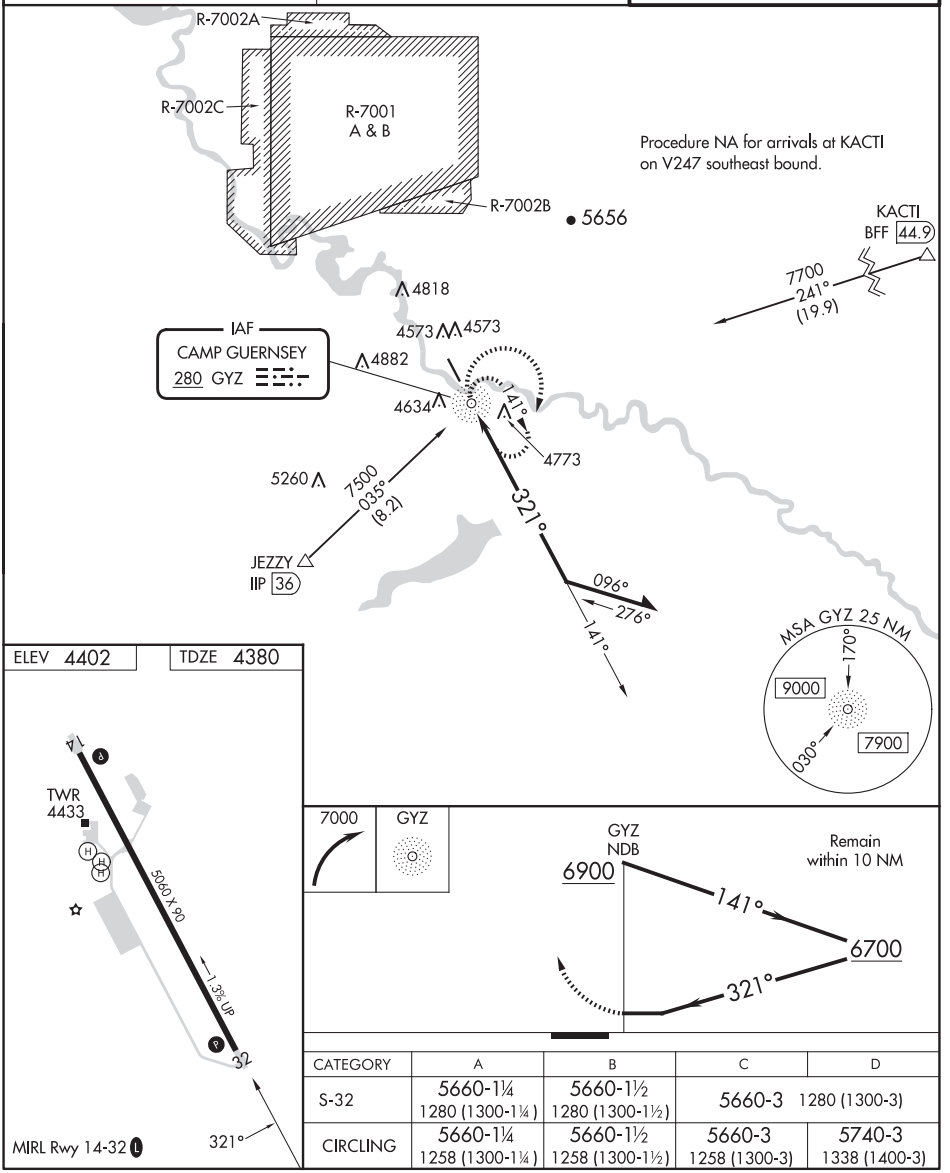
## CAMP GUERNSEY (GUR)

| NDB GYZ | APP CRS | Rwy Idg | 5060 |
|---|---|---|---|
| 280 | 321° | TDZE | 4380 |
| | | Apt Elev | 4402 |

T A NA Rwy 32 helicopter visibility reduction below ¾ 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 | DENVER CENTER | GUERNSEY TOWER★ |
|---|---|---|
| 119.825 | 135.6 363.025 | 126.2 (CTAF) L 233.3 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 5660-1¼<br>1280 (1300-1¼) | 5660-1½<br>1280 (1300-1½) | 5660-3 1280 (1300-3) | |
| CIRCLING | 5660-1¼<br>1258 (1300-1¼) | 5660-1½<br>1258 (1300-1½) | 5660-3<br>1258 (1300-3) | 5740-3<br>1338 (1400-3) |



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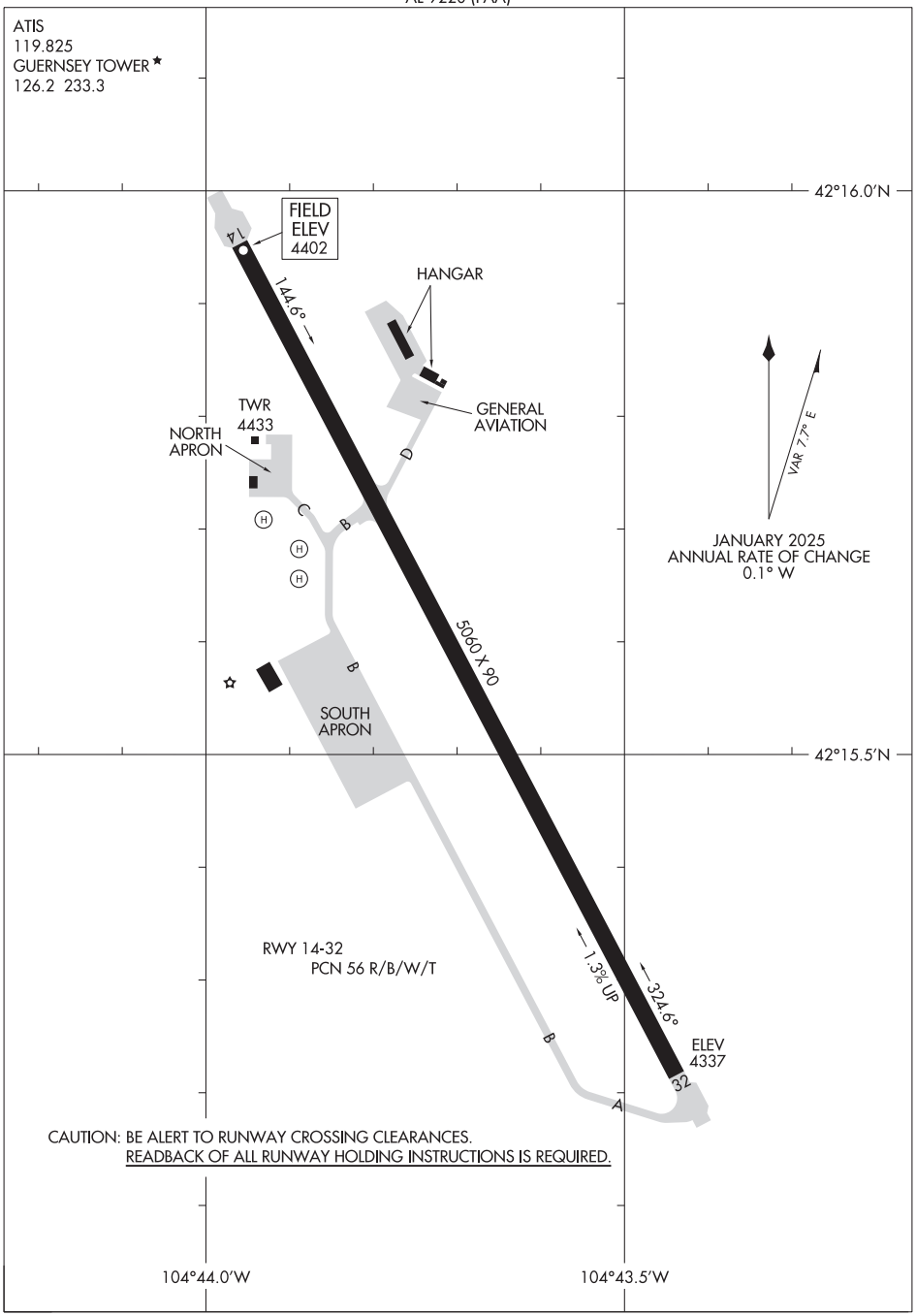
AL-9220 (FAA)





NW-1, 12 JUN 2025 to 07 AUG 2025

HAILEY, IDAHO

AL-6239 (FAA)

25163

# RNAV (GPS) X RWY 31

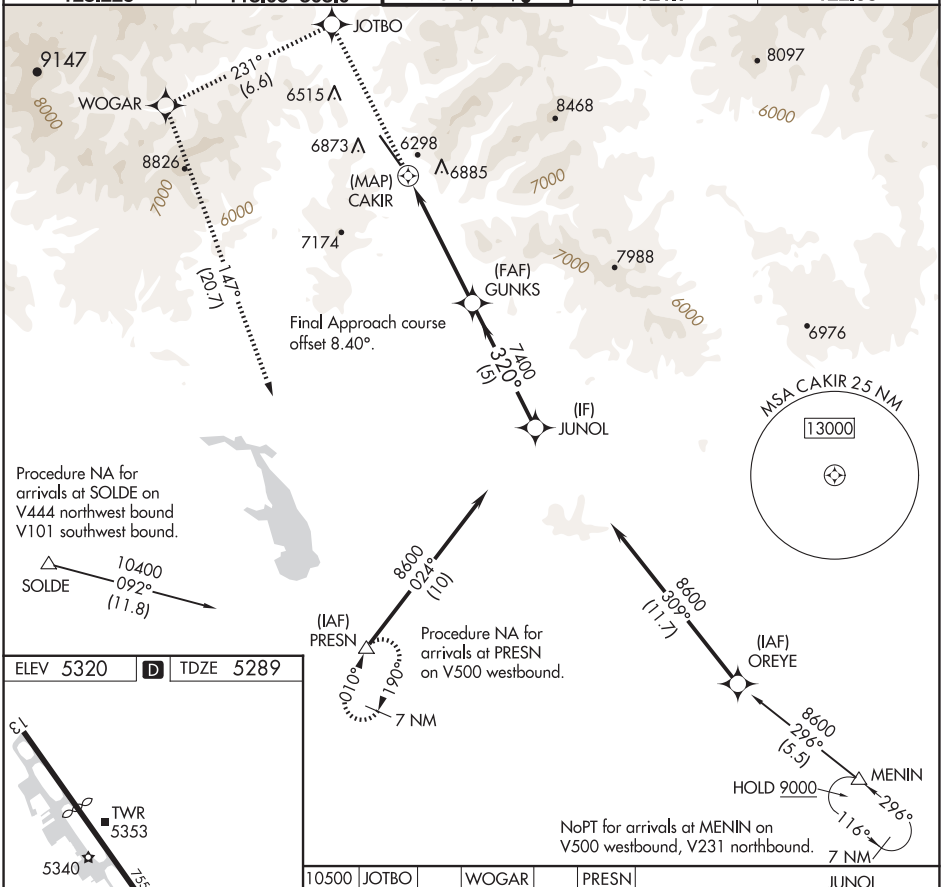
FRIEDMAN MEML (SUN)

| WAAS | APP CRS | Rwy Ldg | 6631 |
|---|---|---|---|
| CH 77639 | 320° | TDZE | 5289 |
| W31A | | Apt Elev | 5320 |

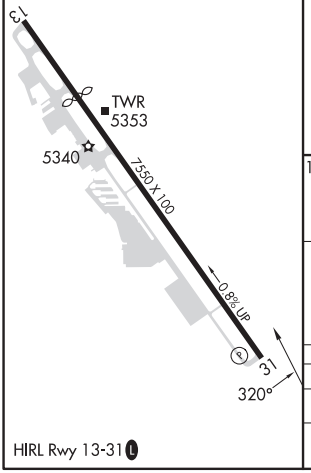
DME/DME RNP-0.3 NA. Rwy 31 helicopter visibility reduction below 1 SM NA. -13°C

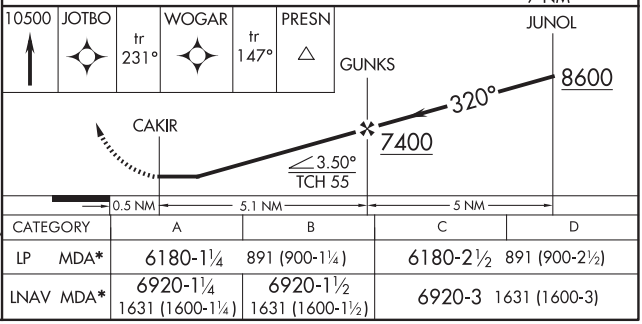
MISSED APPROACH: (Do not exceed 185 KIAS until WOGAR) Climb to 10500 direct JOTBO and on track 231° to WOGAR and on track 147° to PRESN and hold. *Missed approach requires minimum climb of 420 feet per NM to 9500; if unable to meet climb gradient, see RNAV (GPS) Y RWY 31.

| ATIS | SALT LAKE CENTER | HAILEY TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 128.225 | 118.05 363.0 | 125.6 (CTAF) L | 121.7 | 122.95 |




ELEV 5320 D TDZE 5289




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA* | 6180-1¼ | 891 (900-1¼) | 6180-2½ | 891 (900-2½) |
| LNAV MDA* | 6920-1¼ 1631 (1600-1¼) | 6920-1½ 1631 (1600-1½) | 6920-3 | 1631 (1600-3) |

HIRL Rwy 13-31 L

HAILEY, IDAHO

Orig 21JUL16

43°30'N-114°18'W

FRIEDMAN MEML (SUN)

RNAV (GPS) X RWY 31



NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 31

FRIEDMAN MEML (SUN)

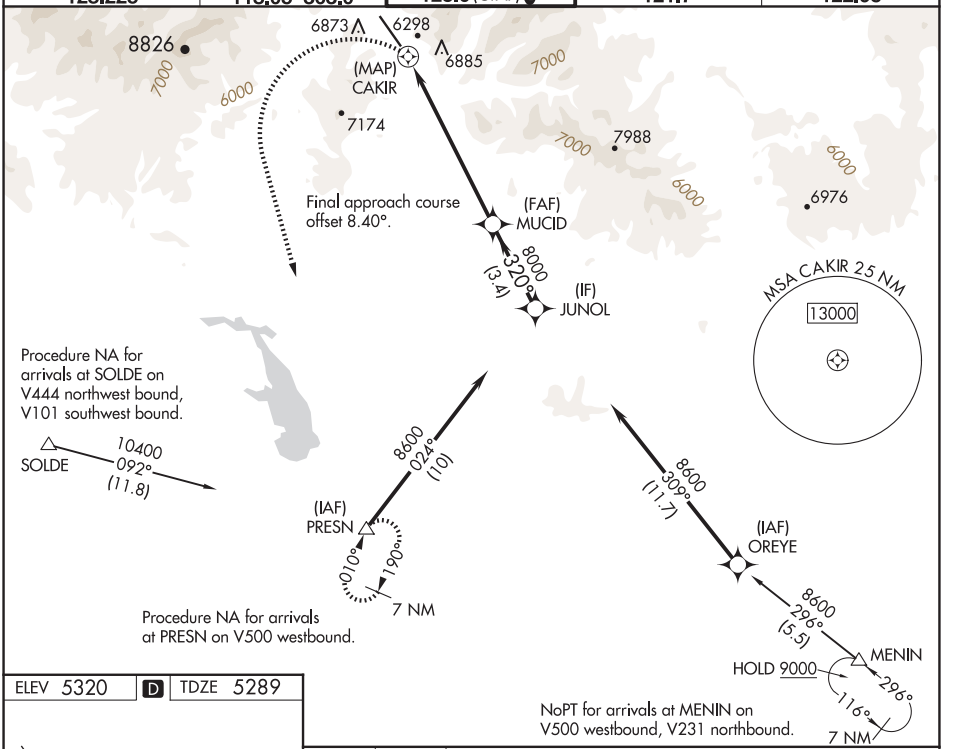
| WAAS | APP CRS | Rwy Ldg | 6631 |
|---|---|---|---|
| CH 62939 | 320° | TDZE | 5289 |
| W31B | | Apt Elev | 5320 |

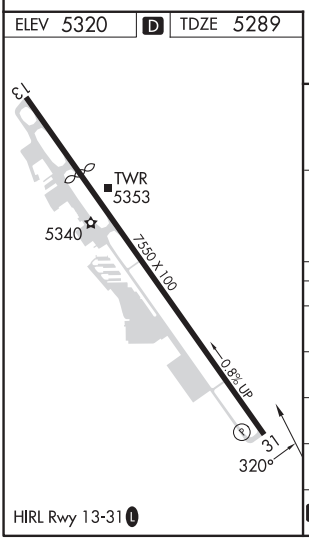
T A -13°C

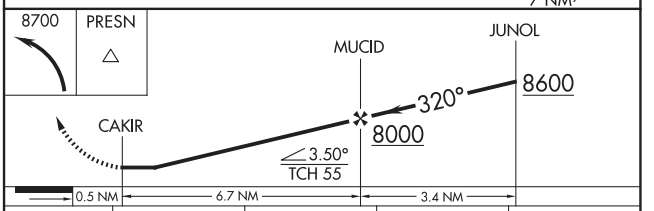
Circling NA northeast of Rwy 13-31.
DME/DME RNP-0.3 NA. Rwy 31 helicopter visibility reduction below 1 SM NA.

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 | SALT LAKE CENTER | HAILEY TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 128.225 | 118.05 363.0 | 125.6 (CTAF) L | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA* | 6900-1¼ 1611 (1600-1¼) | 6900-1½ 1611 (1600-1½) | 6900-3 1611 (1600-3) | |
| LP MDA | 7220-1¼ 1931 (1900-1¼) | 7220-1½ 1931 (1900-1½) | 7220-3 1931 (1900-3) | |
| LNAV MDA* | 7100-1¼ 1811 (1800-1¼) | 7100-1½ 1811 (1800-1½) | 7100-3 1811 (1800-3) | |
| LNAV MDA | 7340-1¼ 2051 (2100-1¼) | 7340-1½ 2051 (2100-1½) | 7340-3 2051 (2100-3) | |
| C CIRCLING | 7340-1¼ 2020 (2100-1¼) | 7360-1½ 2040 (2100-1½) | 7580-3 2260 (2300-3) | 7940-3 2620 (2700-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# NDB/DME-A

## FRIEDMAN MEML (SUN)

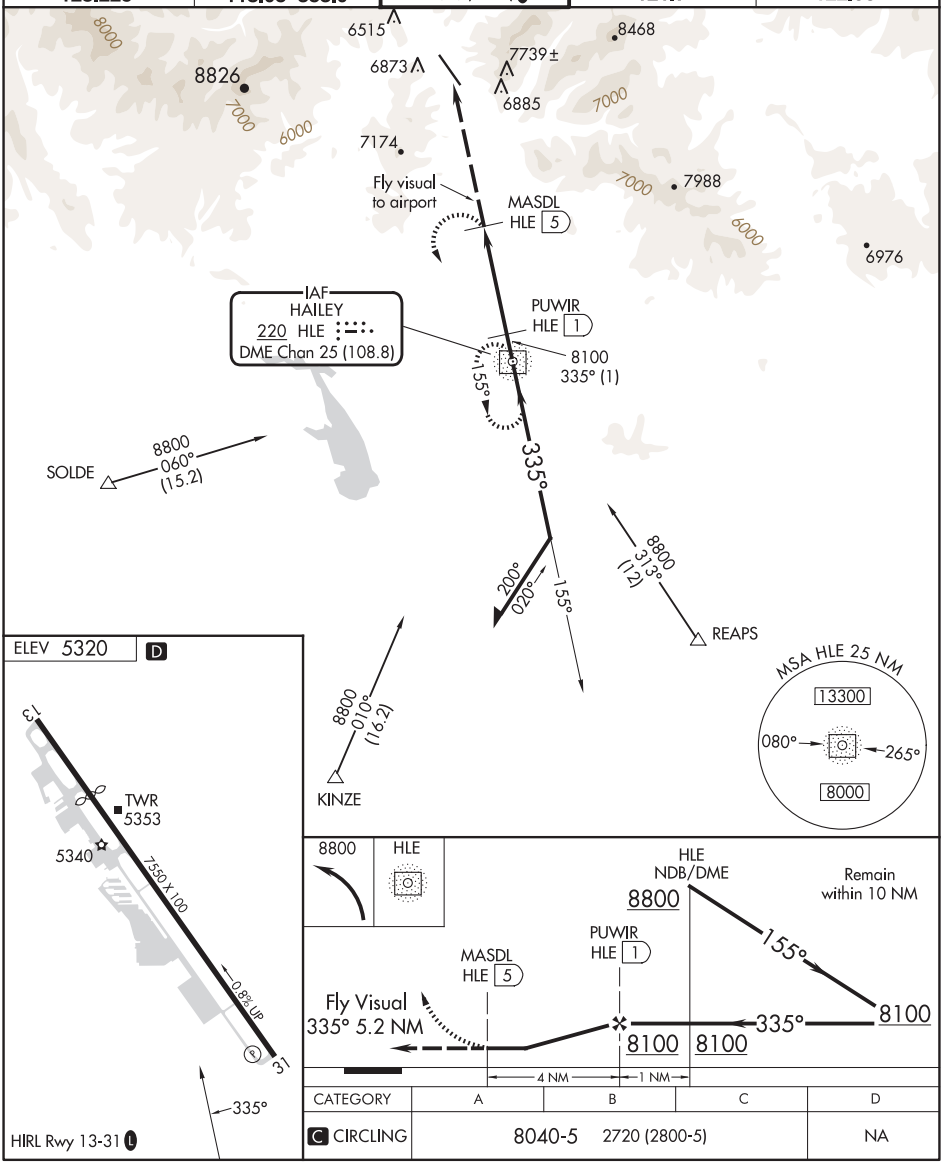
| NDB/DME HLE 220 Chan 25 (108.8) | APP CRS 335° | Rwy Ldg N/A TDZE N/A Apt Elev 5320 |
|---|---|---|

T NA -13°C

Circling NA NE of Rwy 13-31. Visibility reduction by helicopters NA. When control tower closed, procedure not authorized. Occasional ADF needle swings away from the final approach course are to be expected north of missed approach point. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 8800 direct HLE NDB and hold.

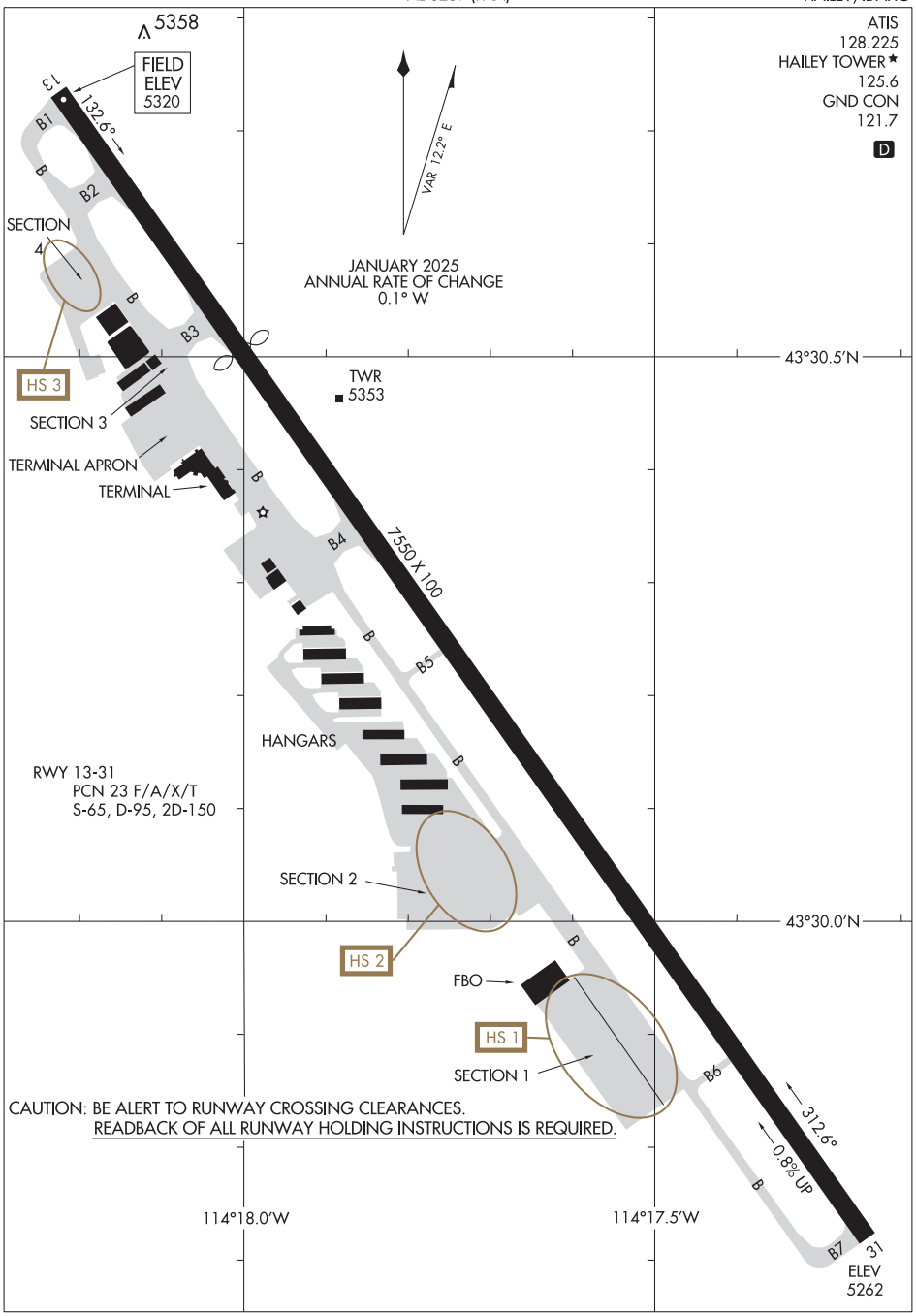
| ATIS | SALT LAKE CENTER | HAILEY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.225 | 118.05 353.0 | 125.6 (CTAF) L | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 8040-5 | 2720 (2800-5) | | NA |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025





NW-1, 12 JUN 2025 to 07 AUG 2025

(AUREL4.SIRPE) 25163

# AURELIA FOUR DEPARTURE (RNAV)

AL-6239 (FAA)

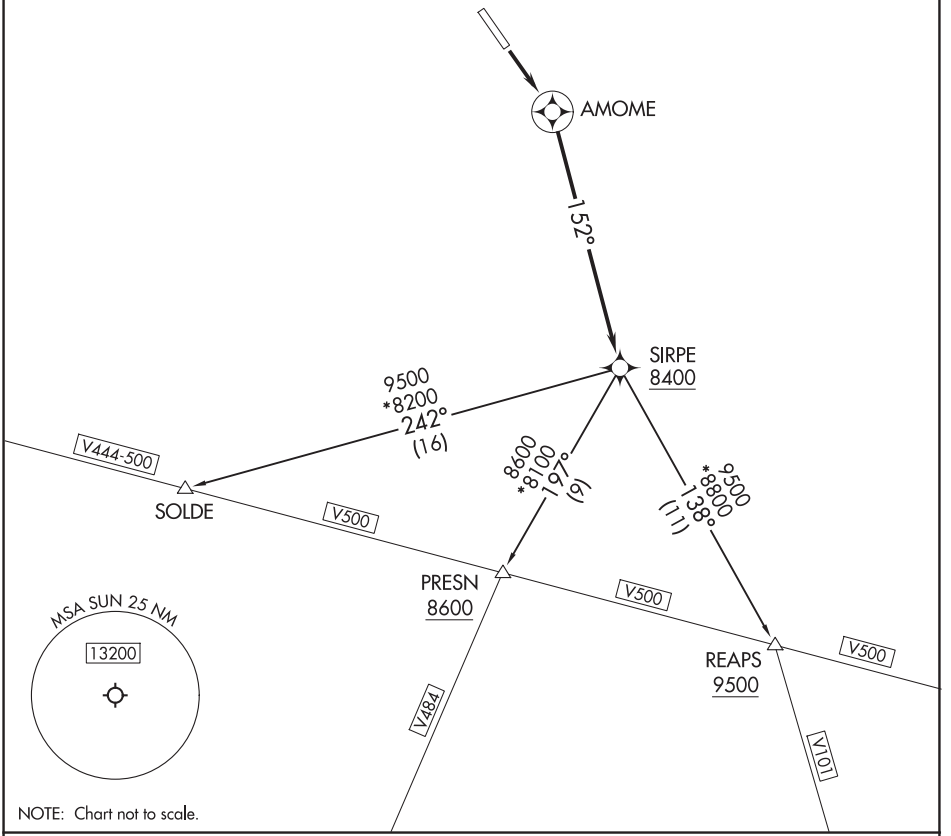
FRIEDMAN MEML (SUN)
HAILEY, IDAHO

**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.




NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

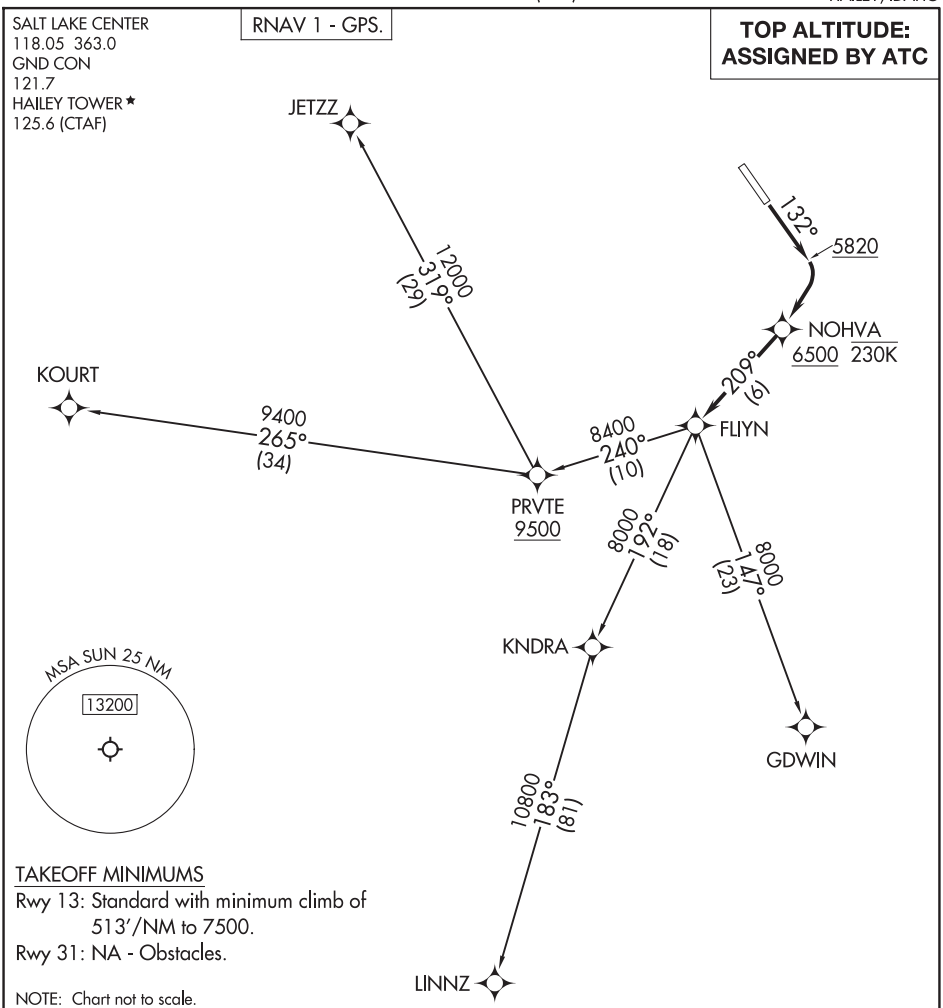
## DEPARTURE ROUTE DESCRIPTION

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)




NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

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 5200<br>TDZE 3636<br>Apt Elev 3636 |
|---|---|---|

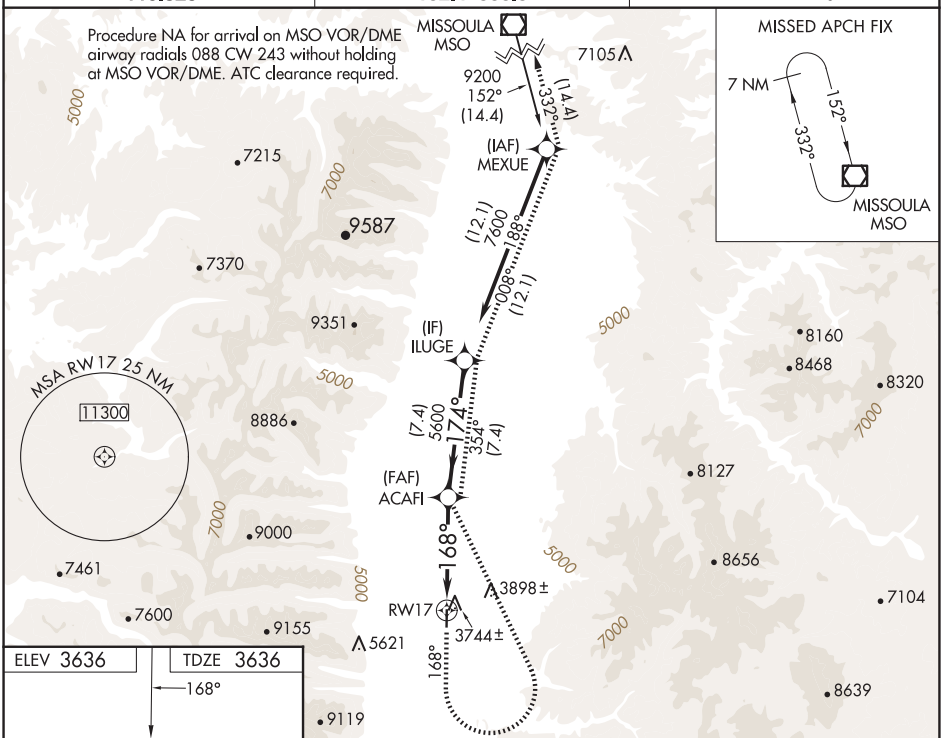
# RNAV (GPS) RWY 17
RAVALLI COUNTY (HRF)

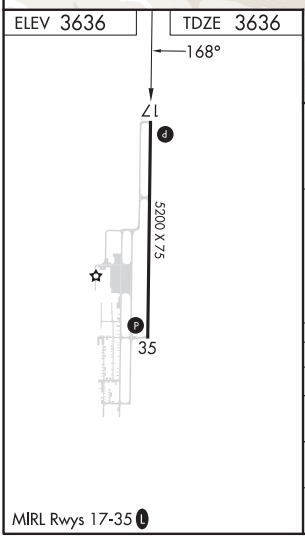
RNP APCH-GPS.

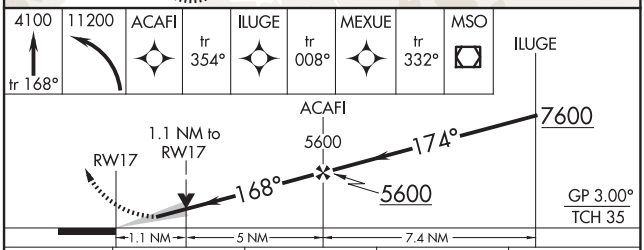
Circling Rwy 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

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.

| AWOS-3P | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 119.825 | 132.4 338.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3886-1 | 250 (300-1) | NA | |
| LNAV/VNAV DA | 3920-1<br>284 (300-1) | 4084-1⅜<br>448 (500-1⅜) | NA | |
| LNAV MDA | 4020-1<br>384 (400-1) | 4320-1<br>684 (700-1) | NA | |
| C CIRCLING | 4240-1<br>604 (700-1) | 4320-1<br>684 (700-1) | NA | |

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

HAMILTON, MONTANA
Orig-A 14JUL22

46°15′N-114°07′W

RAVALLI COUNTY (HRF)
RNAV (GPS) RWY 17

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 004° | TDZE | N/A |
| | Apt Elev | 3636 |

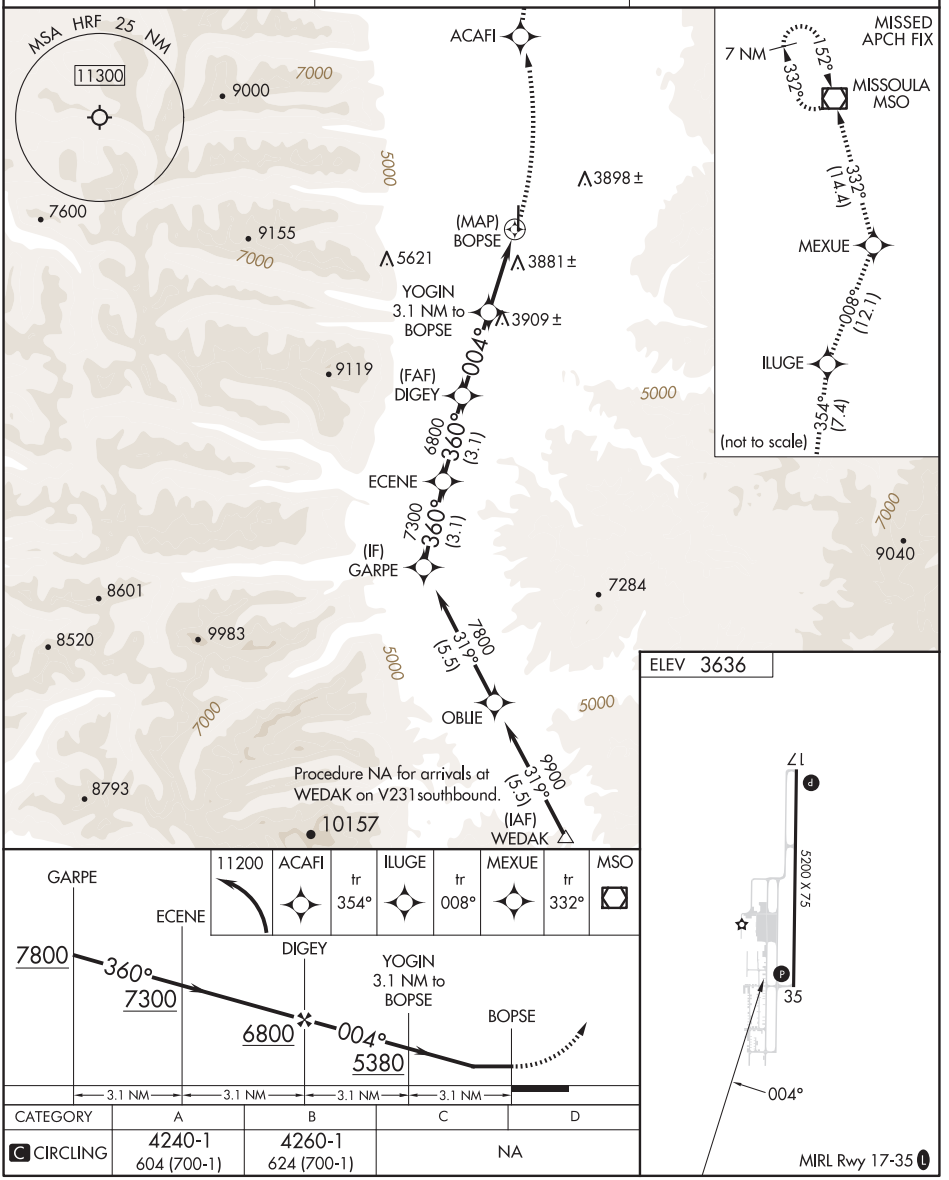
# RNAV (GPS)-A
## RAVALLI COUNTY (HRF)

RNP APCH-GPS.

T 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 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 119.825 | 132.4 338.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 4240-1<br>604 (700-1) | 4260-1<br>624 (700-1) | NA | |



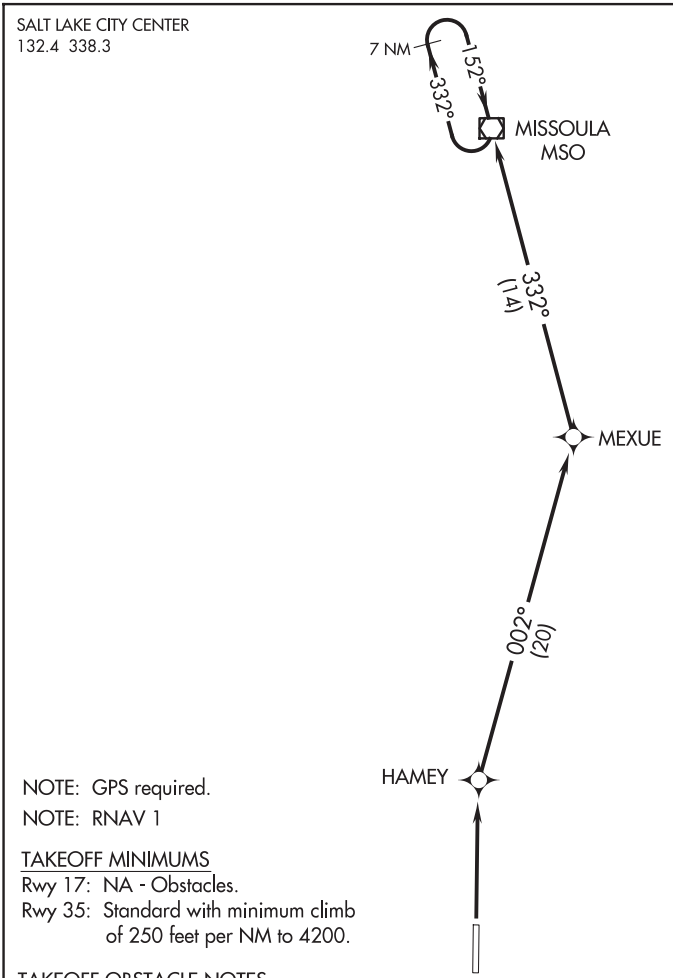
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(HAMEY2.HAMEY) 24249

# HAMEY TWO DEPARTURE (OBSTACLE) (RNAV)

AL-9473 (FAA)

RAVALLI COUNTY (HRF)
HAMILTON, MONTANA




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.



NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 26

BIG HORN COUNTY (ØØU)

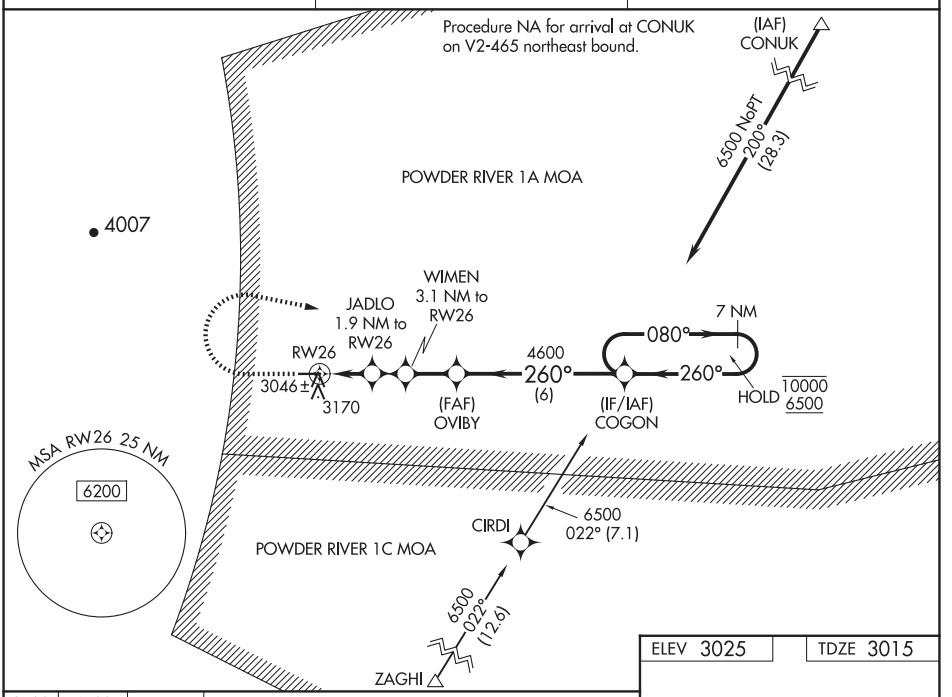
| WAAS | APP CRS | | |
|---|---|---|---|
| CH **65644** | **260°** | Rwy Idg | **4491** |
| **W26A** | | TDZE | **3015** |
| | | Apt Elev | **3025** |

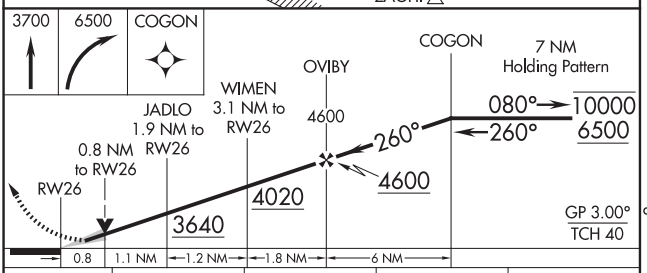
RNP APCH-GPS.

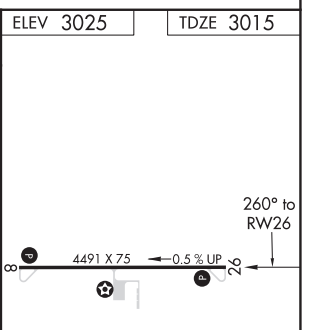
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 3700 then climbing right turn to 6500 direct COGON and hold, continure climb-in-hold to 6500.

| AWOS-3 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| **118.325** | **132.425 317.45** | **122.8** (CTAF) L |




| 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 | |
| C CIRCLING | 3480-1 455 (500-1) | 3500-1 475 (500-1) | NA | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 9

## WHEATLAND COUNTY AT HARLOWTON (HWQ)

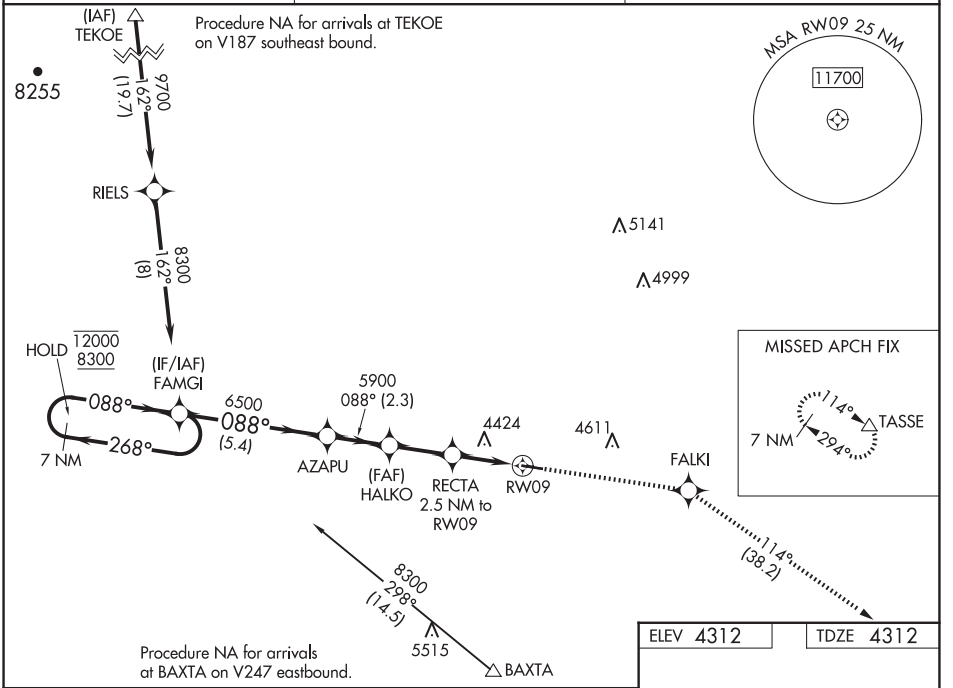
| WAAS | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| CH 99443 | 088° | TDZE | 4312 |
| W09A | | Apt Elev | 4312 |

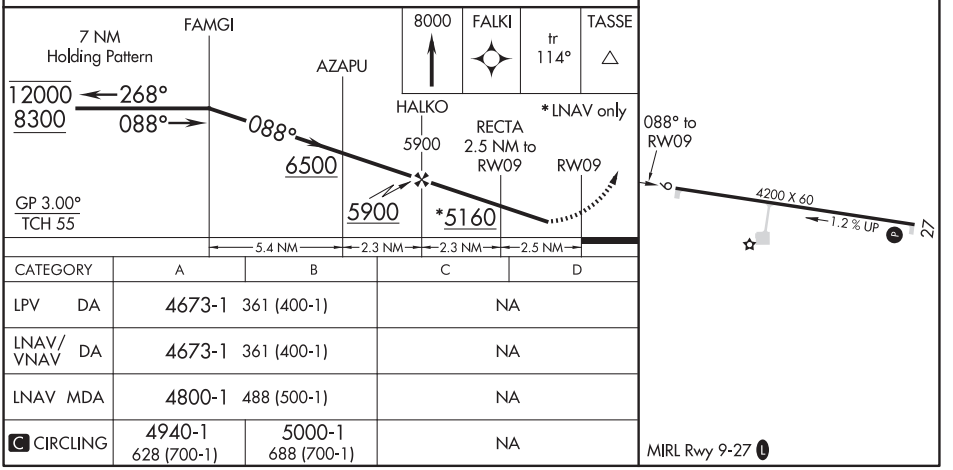
RNP APCH.

T A 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 | SALT LAKE CENTER | CTAF |
|---|---|---|
| 118.375 | 127.75 351.9 | 122.9 L |




| 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 | |
| C CIRCLING | 4940-1 | 628 (700-1) | 5000-1 688 (700-1) | NA |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| CH 62943 | 268° | TDZE | 4295 |
| W27A | | Apt Elev | 4312 |

# RNAV (GPS) RWY 27

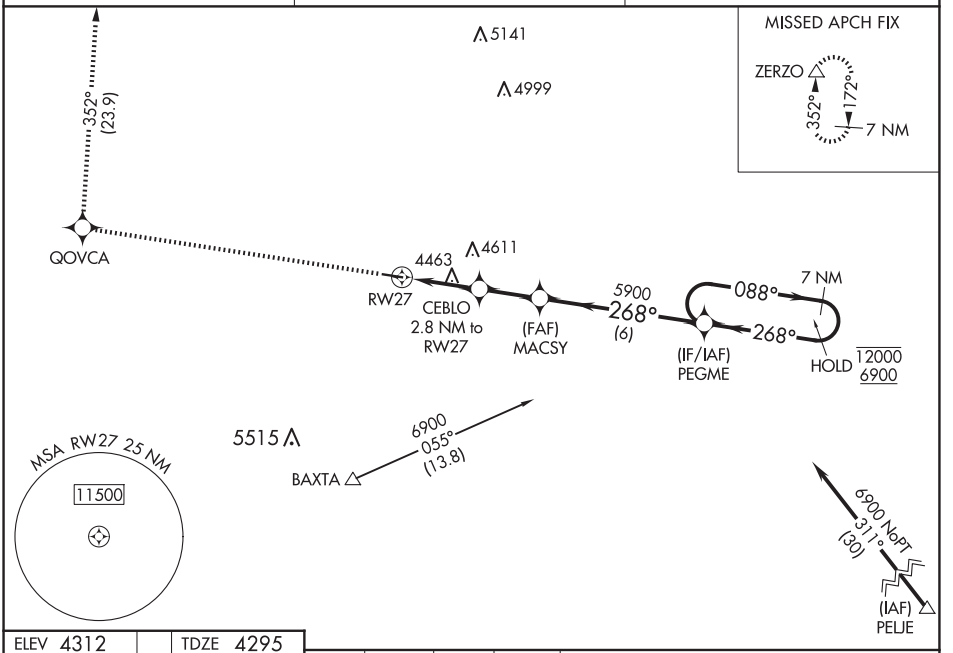
## WHEATLAND COUNTY AT HARLOWTON (HWQ)

RNP APCH.

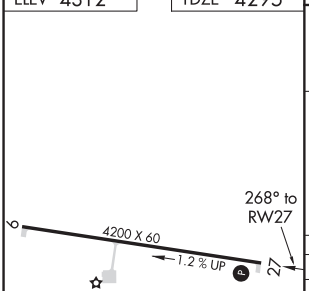
T A NA — Circling Rwy 9 NA at night. Baro-VNAV NA. Use Lewistown altimeter setting.

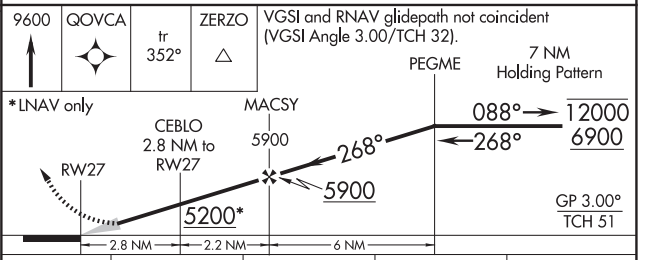
MISSED APPROACH: Climb to 9600 direct QOVCA and on track 352° to ZERZO and hold.
#Missed approach requires minimum climb of 220 feet per NM to 9200.

| LWT ASOS | SALT LAKE CENTER | CTAF |
|---|---|---|
| 118.375 | 127.75 351.9 | 122.9 L |




ELEV 4312 TDZE 4295




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 4606-1 311 (300-1) | | NA | |
| LPV DA | 4950-1⅞ 655 (700-1⅞) | | NA | |
| LNAV/VNAV DA | 4999-2 704 (700-2) | | NA | |
| LNAV MDA | 5140-1 845 (900-1) | 5140-1¼ 845 (900-1¼) | NA | |
| CIRCLING | 5140-1¼ 828 (900-1¼) | | NA | |

MIRL Rwy 9-27 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

HAVRE, MONTANA | AL-5575 (FAA) | 21280

| WAAS | APP CRS | Rwy Idg | 5205 |
|---|---|---|---|
| CH 99316 | 077° | TDZE | 2585 |
| W08A | | Apt Elev | 2591 |

# RNAV (GPS) RWY 8

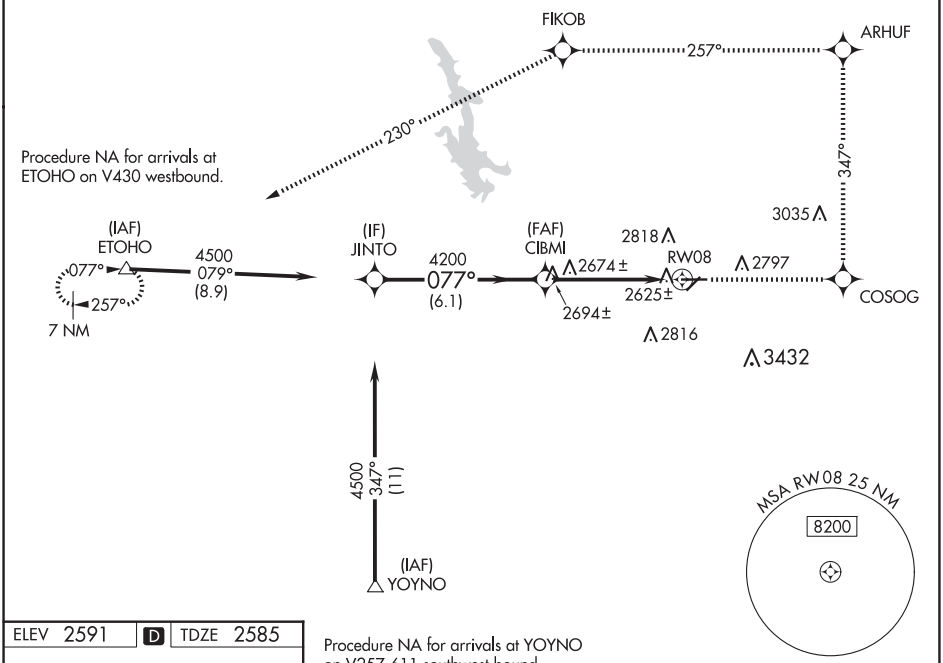
## HAVRE CITY-COUNTY (HVR)

RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

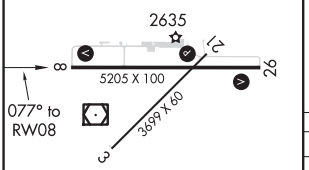
MISSED APPROACH: Climb to 8000 direct COSOG and left on track 347° to ARHUF and left turn on track 257° to FIKOB and on track 230° to ETOHO and hold.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.225 | 133.4 285.4 | 122.8 (CTAF) L |

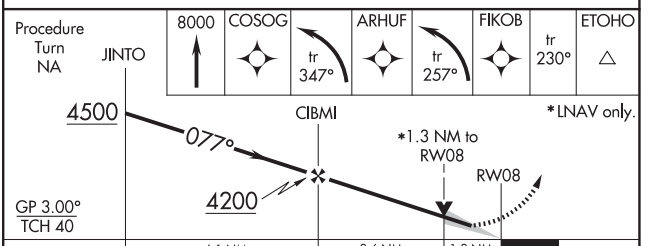



ELEV 2591 | D | TDZE 2585

Procedure NA for arrivals at YOYNO on V257-611 southwest bound.




REIL Rwys 8 and 26 L
MIRL Rwy 8-26
MIRL Rwy 3-21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2835-1 250 (300-1) | | | |
| LNAV/VNAV DA | 2906-1¼ 321 (400-1¼) | | | |
| LNAV MDA | 3020-1 435 (500-1) | | 3020-1¼ 435 (500-1¼) | 3020-1½ 435 (500-1½) |
| CIRCLING | 3080-1 489 (500-1) | 3120-1 529 (600-1) | 3360-2¼ 769 (800-2¼) | 3740-3 1149 (1200-3) |

HAVRE, MONTANA
Orig-C 07OCT21

48°33′N-109°46′W

HAVRE CITY-COUNTY (HVR)

RNAV (GPS) RWY 8

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 26

## HAVRE CITY-COUNTY (HVR)

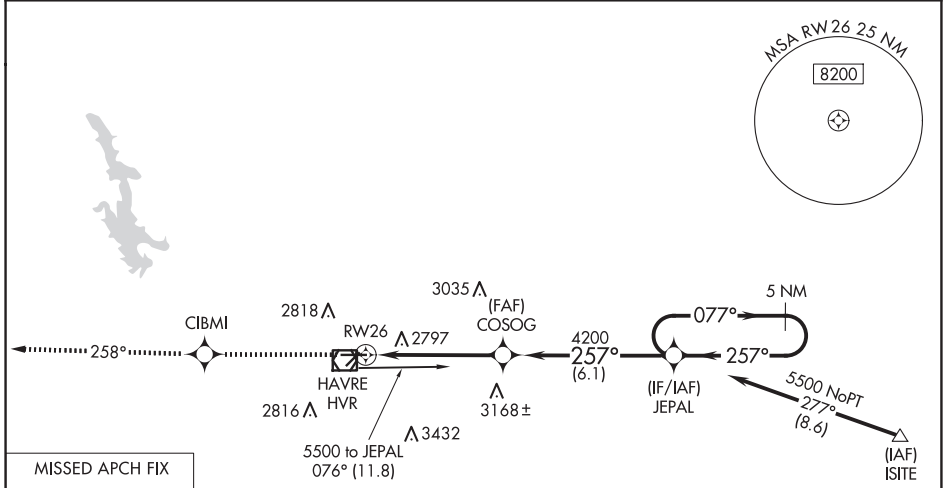
| WAAS | APP CRS | Rwy Idg | 5205 |
|---|---|---|---|
| CH 48816 | 257° | TDZE | 2586 |
| W26A | | Apt Elev | 2591 |

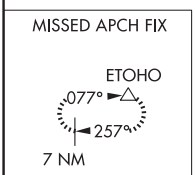
RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

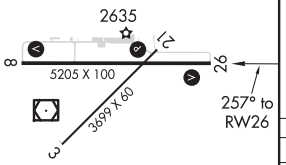
MISSED APPROACH: Climb to 8000 direct CIBMI and on track 258° to ETOHO and hold, continue climb-in-hold to 8000.

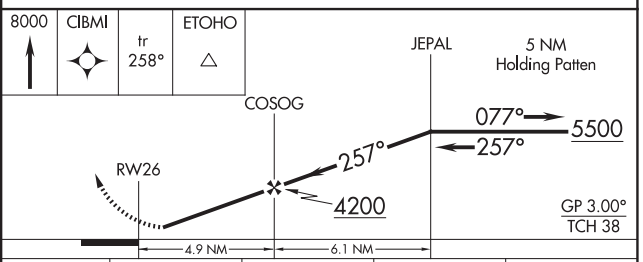
| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.225 | 133.4 285.4 | 122.8 (CTAF) L |




ELEV 2591 D TDZE 2586




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2836-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 3097-1¾ 511 (600-1¾) | | | |
| LNAV MDA | 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) |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26
MIRL Rwy 3-21 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME HVR | APP CRS | Rwy Idg | 5205 |
|---|---|---|---|
| 114.65 | 094° | TDZE | 2585 |
| Chan 93(Y) | | Apt Elev | 2591 |

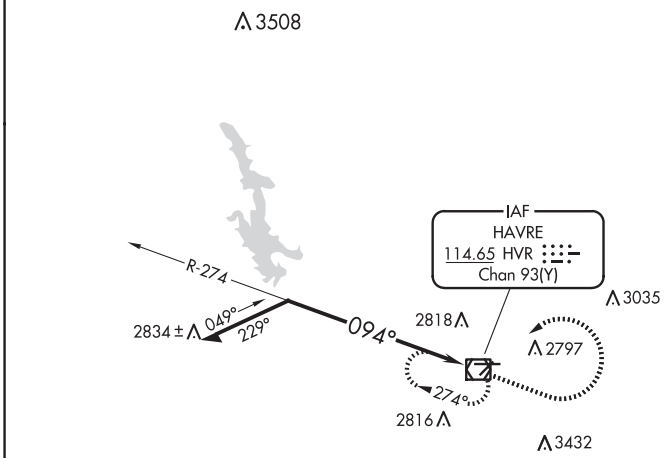
# VOR RWY 8

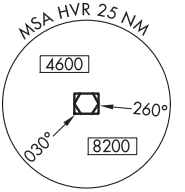
## HAVRE CITY-COUNTY (HVR)

T
A

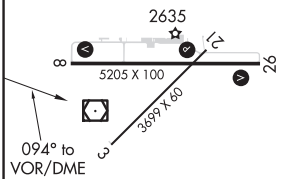
MISSED APPROACH: Climb to 3500 then climbing left turn to 8000 direct HVR VOR/DME and hold, continue climb-in-hold to 8000.

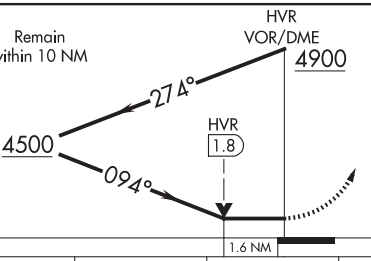
| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.225 | 133.4 285.4 | 122.8 (CTAF) L |

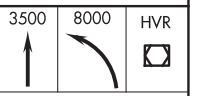



ELEV 2591 D TDZE 2585




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 3140-1 555 (600-1) | | 3140-1⅝ 555 (600-1⅝) | |
| CIRCLING | 3140-1 549 (600-1) | | 3360-2¼ 769 (800-2¼) | 3740-3 1149 (1200-3) |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26
MIRL Rwy 3-21 L



48°33′N-109°46′W



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

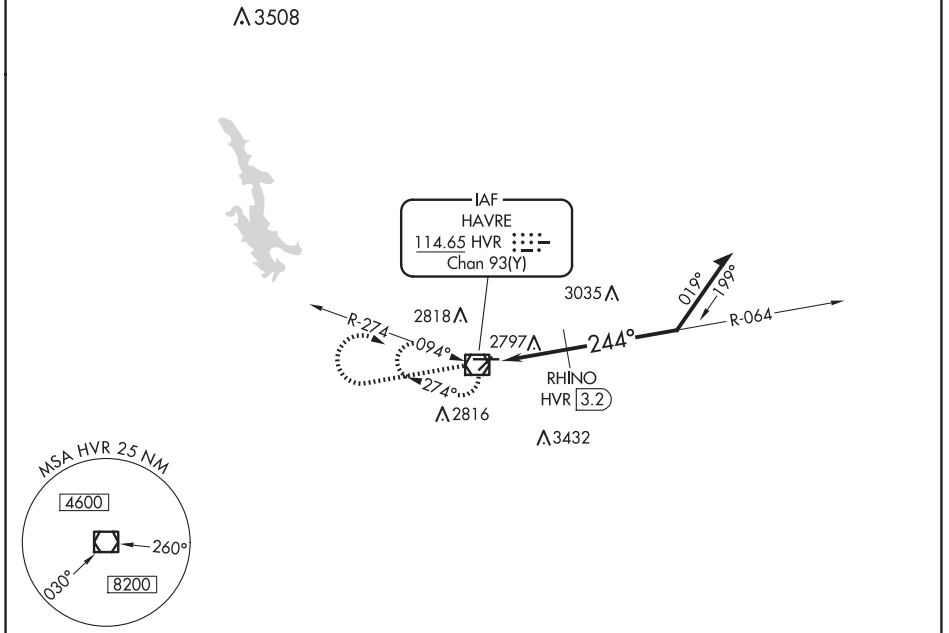
# VOR RWY 26

## HAVRE CITY-COUNTY (HVR)

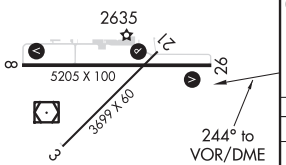
| VOR/DME HVR | APP CRS | Rwy Idg | 5205 |
|---|---|---|---|
| 114.65 | 244° | TDZE | 2586 |
| Chan 93(Y) | | Apt Elev | 2591 |

MISSED APPROACH: Climb to 4500 then climbing right turn to 8000 direct HVR VOR/DME and hold, continue climb-in-hold to 8000.

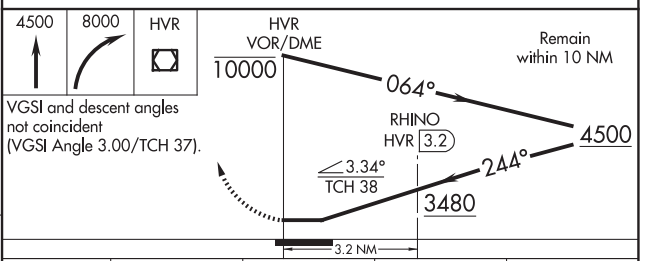
| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.225 | 133.4 285.4 | 122.8 (CTAF) L |




ELEV 2591 D TDZE 2586




REIL Rwys 8 and 26 L
MIRL Rwy 8-26
MIRL Rwy 3-21 L




| 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) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

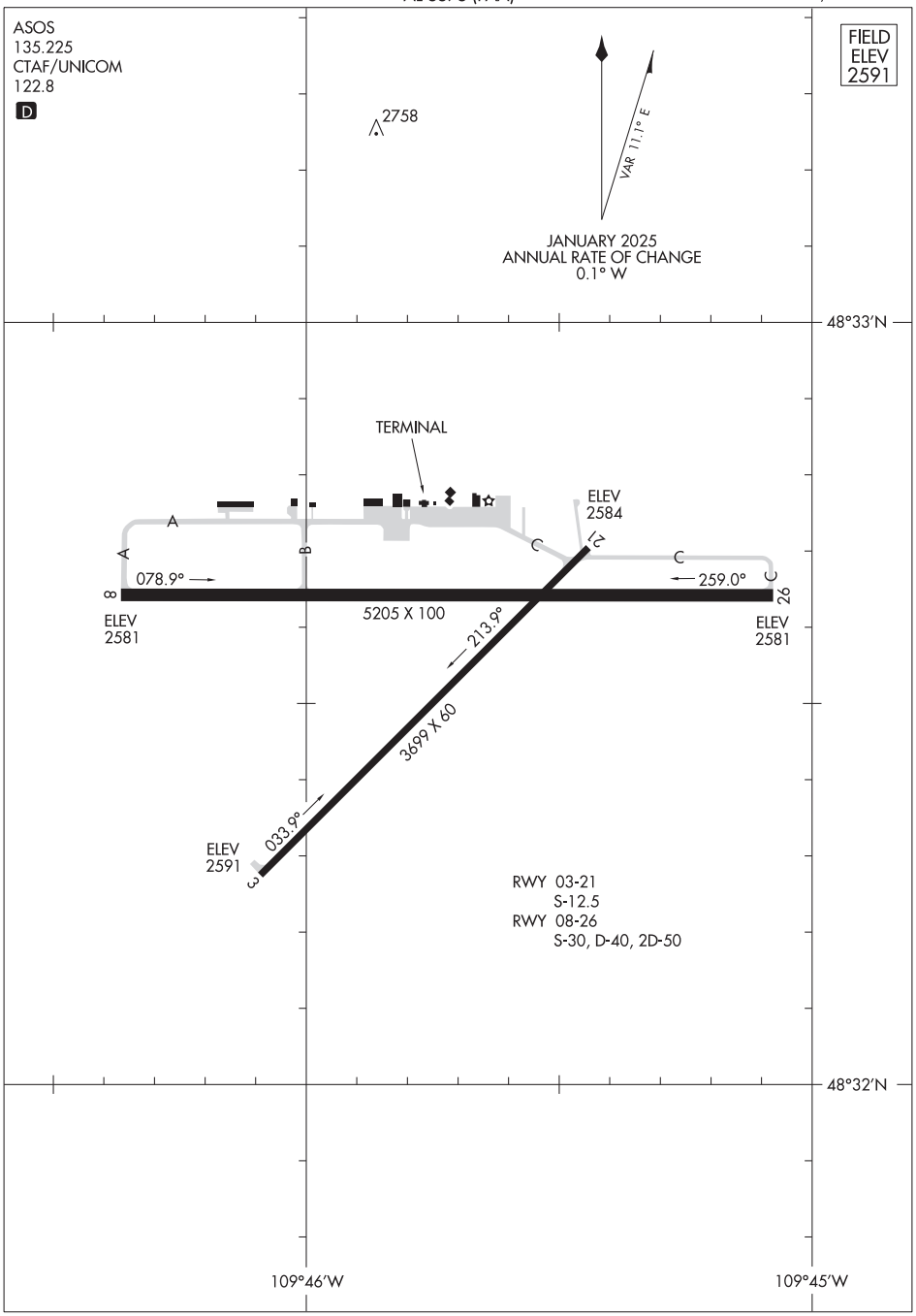
25107

# AIRPORT DIAGRAM

AL-5575 (FAA)

## HAVRE CITY-COUNTY (HVR)

HAVRE, MONTANA




NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
HAVRE, MONTANA
HAVRE CITY-COUNTY (HVR)

| LOC I-HLN | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| 110.1 | 271° | TDZE | 3852 |
| | | Apt Elev | 3877 |

# ILS Y or LOC Y RWY 27

## HELENA RGNL (HLN)

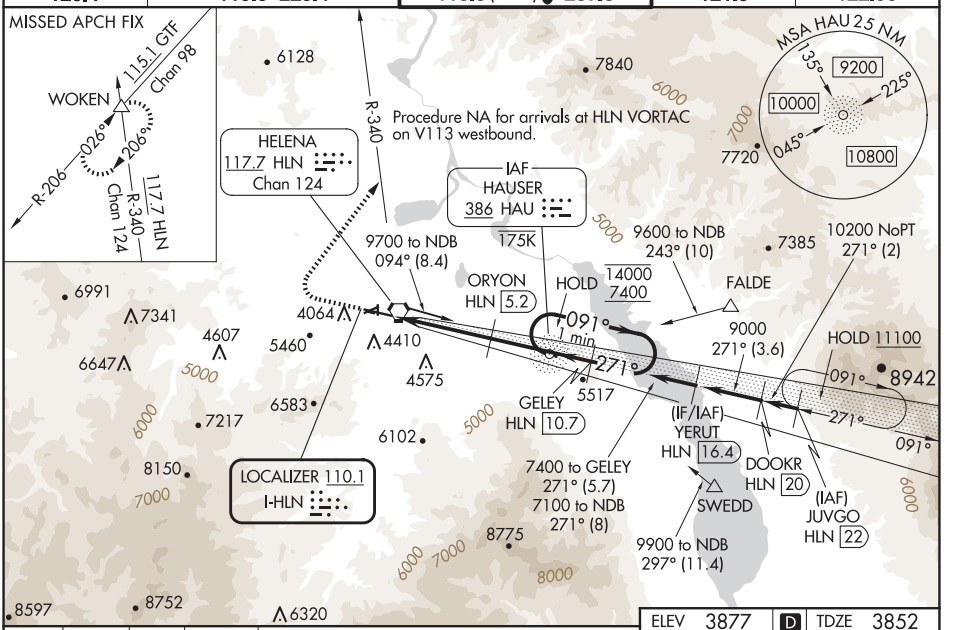
ADF or RADAR required for procedure entry. ADF or DME required.

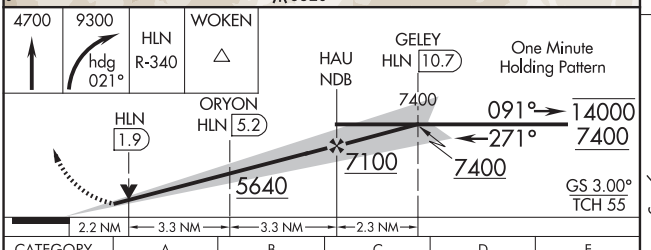
T A -17°C Circling NA to Rwys 10 and 28. Circling Rwy 5, 23, 35 NA at night. Inop table does not apply to S-LOC 27 all Cats. For inop ALS, increase S-ILS 27 all Cats visibility to 1⅞ SM, ORYON fix minimums: S-LOC 27 Cat C/D/E visibility to 2 SM. Holding at HAU NDB authorized for Cat A and B aircraft 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.

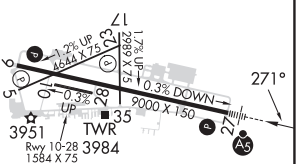
MALSR

MISSED APPROACH: Climb to 4700 then climbing right turn to 9300 on heading 021° and on HLN VORTAC R-340 to WOKEN INT and hold, continue climb-in-hold to 9300.

| ATIS | HELENA APP CON* | HELENA TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 120.4 | 119.5 229.4 | 118.3 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 27 | 4496-1⅜ 644 (700-1⅜) | | | | |
| S-LOC 27 | 5640-1¼ 1788 (1800-1¼) | 5640-1½ 1788 (1800-1½) | 5640-3 1788 (1800-3) | | |
| C 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) | | |
| C CIRCLING | 4640-1 763 (800-1) | 4800-1¼ 923 (1000-1¼) | 6000-3 2123 (2200-3) | | |

REIL Rwys 9, 17 and 35 L
MIRL Rwys 5-23 and 17-35 L
HIRL Rwy 9-27 L

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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

HELENA, MONTANA | AL-192 (FAA) | 25107

| LOC I-HLN | APP CRS | | |
|---|---|---|---|
| 110.1 | 271° | Rwy Idg | 9000 |
| | | TDZE | 3852 |
| | | Apt Elev | 3877 |

# ILS Z or LOC Z RWY 27

## HELENA RGNL (HLN)

ADF or DME required.

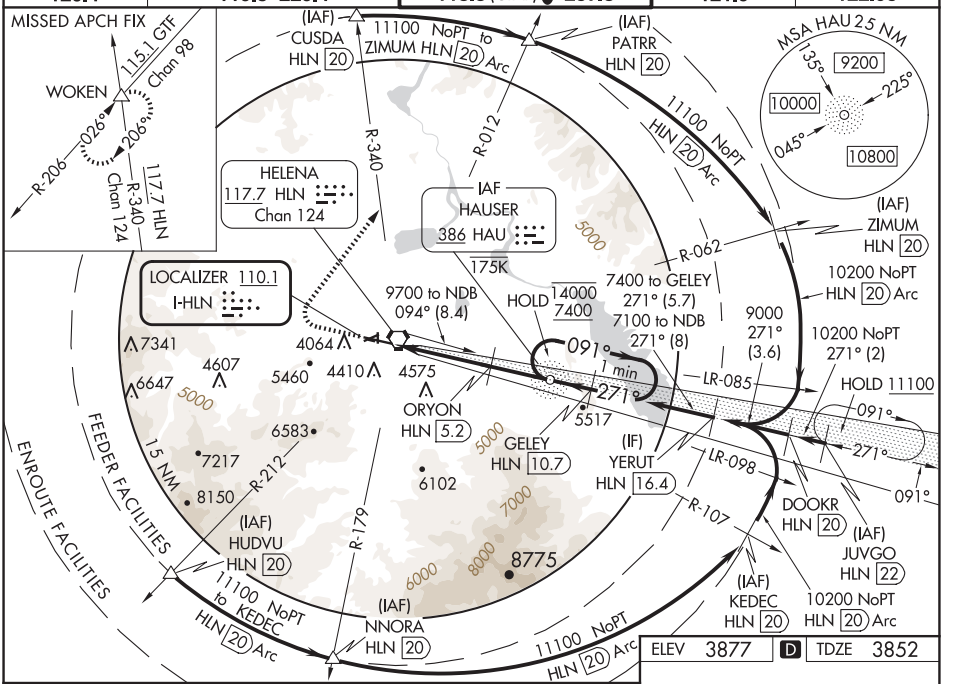
Circling NA to Rwys 10 and 28. Circling Rwy 5, 23, 35 NA at night. Inop table does not apply to S-LOC 27 all Cats. For inop ALS, increase S-ILS 27 Cat E visibility to ¾ mile, increase ORYON fix minimums: S-LOC 27 Cat C/D/E visibility to 2 miles. Circling NA for Cats D and E south of Rwy 9-27.

-17°C Holding at HAU NDB authorized for Cat A and B aircraft only. * DME from HLN VORTAC. DME use requires simultaneous reception of I-HLN and HLN DME.

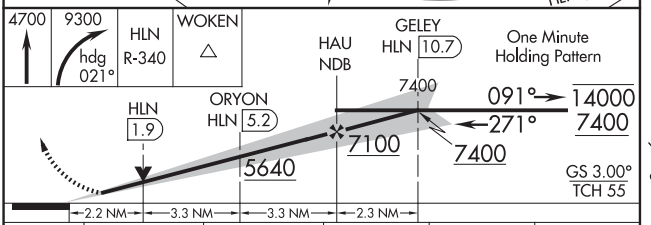
MALSR

MISSED APPROACH: Climb to 4700 then climbing right turn to 9300 on heading 021° and on HLN VORTAC R-340 to WOKEN INT and hold, continue climb-in-hold to 9300.
#Missed approach requires minimum climb of 300 feet per NM to 6000; if unable to meet climb gradient, see ILS Y or LOC Y RWY 27.

| ATIS | HELENA APP CON * | HELENA TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 120.4 | 119.5 229.4 | 118.3 (CTAF) L 257.8 | 121.9 | 122.95 |




ELEV 3877 | D | TDZE 3852







| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 27# | 4052-½ 200 (200-½) | | | | |
| S-LOC 27 | 5640-1¼ 1788 (1800-1¼) | 5640-1½ 1788 (1800-1½) | 5640-3 1788 (1800-3) | | |
| CIRCLING C | 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 C | 4640-1 763 (800-1) | 4800-1¼ 923 (1000-1¼) | 6000-3 2123 (2200-3) | | |

REIL Rwys 9, 17 and 35 L
MIRL Rwys 5-23 and 17-35 L
HIRL Rwy 9-27 L

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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Y RWY 27

HELENA RGNL (HLN)

| APP CRS | Rwy Idg | 9000 |
|---|---|---|
| 271° | TDZE | 3852 |
| | Apt Elev | 3877 |

RNP AR APCH - GPS.

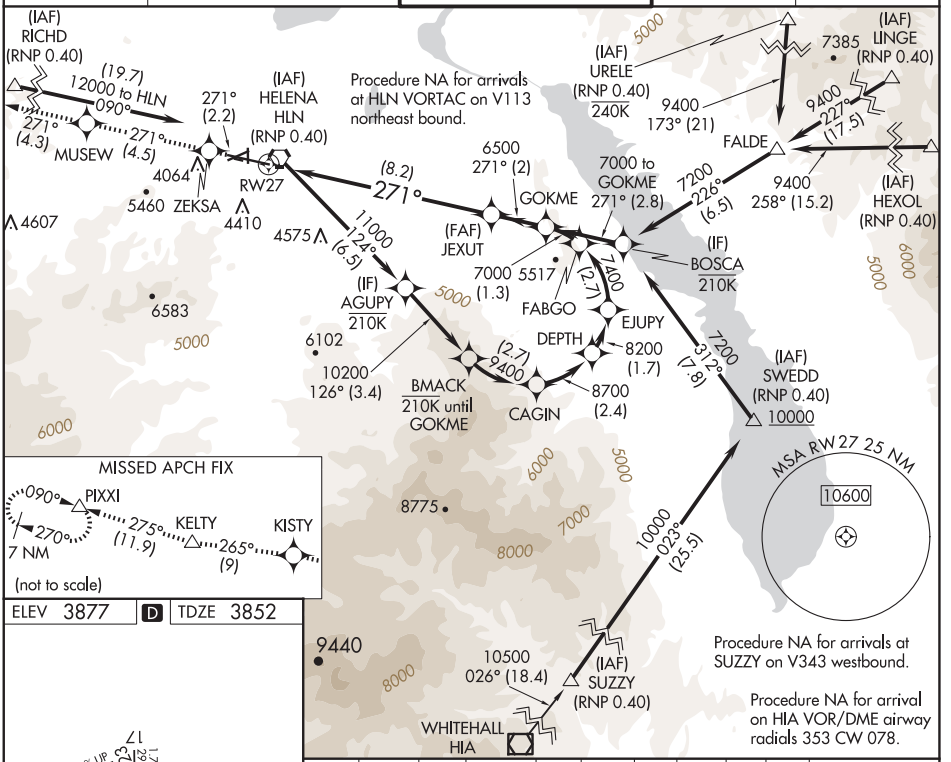
For uncompensated Baro-VNAV systems, -17°C procedure NA below -28°C or above 54°C. Missed approach requires RNP less than 1.0. For inop ALS, increase RNP 0.30 DA* visibility all Cats to 1⅜ SM.

MALSR

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 260 feet per NM to 7900; if unable to meet climb gradient, see RNAV (RNP) Z RWY 27.

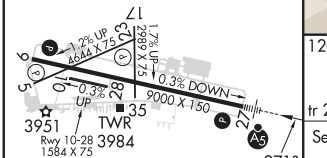
| ATIS | HELENA APP CON * | HELENA TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 120.4 | 119.5 229.4 | 118.3 (CTAF) L 257.8 | 121.9 | 122.95 |





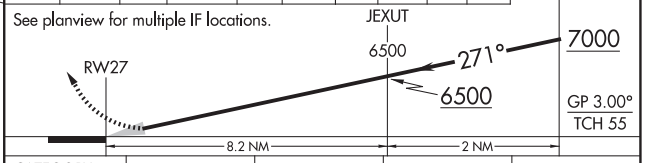


ELEV 3877 D TDZE 3852




| 12000 | ZEKSA | tr 271° | MUSEW | tr 271° | KISTY | tr 265° | KELTY | tr 275° | PIXXI |
|---|---|---|---|---|---|---|---|---|---|
| tr 271° | | | | | | | | | |

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA* | 4284-¾ | 432 (500-¾) | | |
| RNP 0.30 DA* | 4321-1 | 469 (500-1) | | |

AUTHORIZATION REQUIRED

REIL Rwys 9, 17, and 35 L
MIRL Rwys 5-23 and 17-35 L
HIRL Rwy 9-27 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

HELENA, MONTANA

AL-192 (FAA)

25107

# RNAV (RNP) Z RWY 9

HELENA RGNL (HLN)

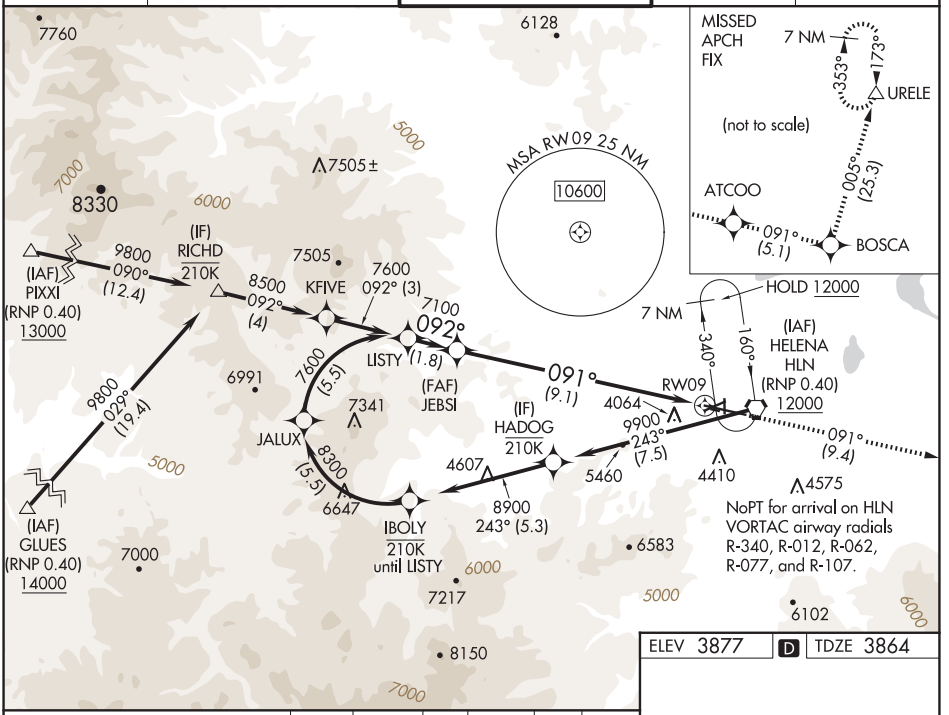
| APP CRS | Rwy Idg | 9000 |
|---|---|---|
| 091° | TDZE | 3864 |
| | Apt Elev | 3877 |

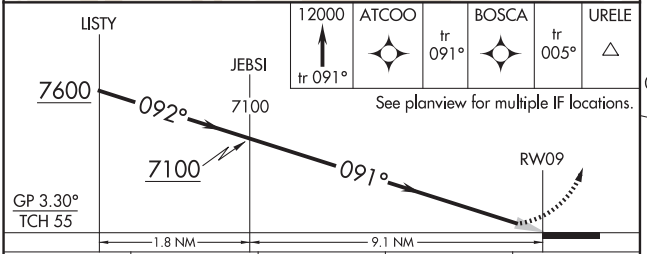
RNP AR APCH - GPS.

-17°C For uncompensated Baro-VNAV systems, procedure NA below -28°C or above 54°C.

MISSED APPROACH: Climb to 12000 on track 091° to ATCOO and on track 091° to BOSCA and on track 005° to URELE and hold.

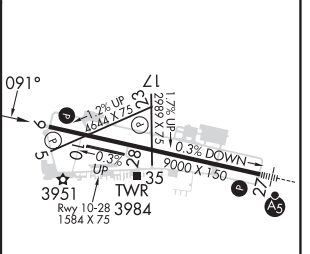
| ATIS | HELENA APP CON ★ | HELENA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.4 | 119.5 229.4 | 118.3 (CTAF) L 257.8 | 121.9 | 122.95 |




| 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




REIL Rwys 9, 17, and 35 L

MIRL Rwys 5-23 and 17-35 L

HIRL Rwy 9-27 L



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 27

HELENA RGNL (HLN)

| APP CRS | Rwy Idg | 9000 |
|---|---|---|
| 271° | TDZE | 3852 |
| | Apt Elev | 3877 |

RNP AR APCH - GPS.

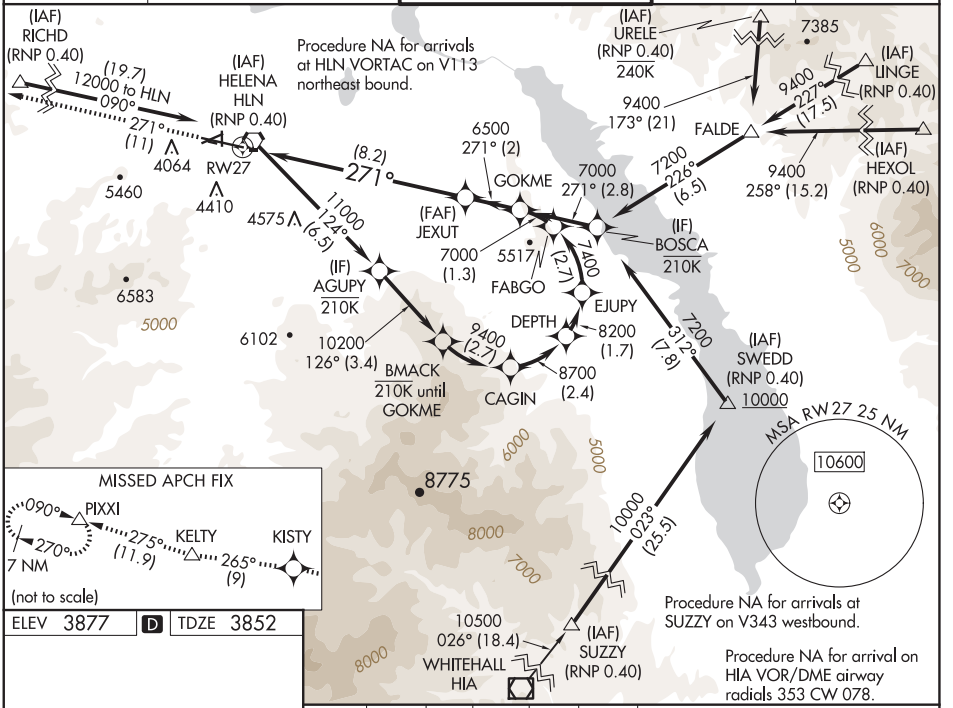
T A -17°C

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 ⅞ SM, RNP 0.30 DA* visibility all Cats to 1⅜ SM.

MALSR

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.

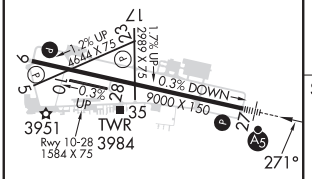
| ATIS | HELENA APP CON* | HELENA TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 120.4 | 119.5 229.4 | 118.3 (CTAF) L 257.8 | 121.9 | 122.95 |







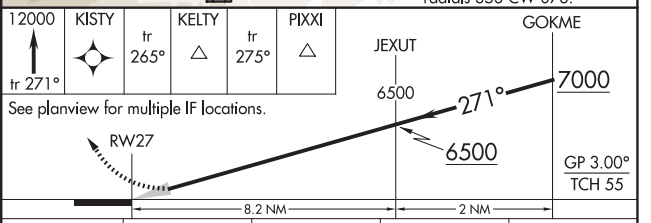
ELEV 3877 D TDZE 3852




REIL Rwys 9, 17, and 35 L
MIRL Rwys 5-23 and 17-35 L
HIRL Rwy 9-27 L

| 12000 tr 271° | KISTY | tr 265° | KELTY | tr 275° | PIXXI |
|---|---|---|---|---|---|

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.13 DA* | 4172-½ | 320 (300-½) | | |
| RNP 0.20 DA# | 4303-⅞ | 451 (500-⅞) | | |
| RNP 0.30 DA# | 4353-1 | 501 (500-1) | | |
| RNP 0.30 DA | 4866-4 | 1014 (1000-4) | | |

## AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) X RWY 27

HELENA RGNL (HLN)

| WAAS | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| CH 69405 | 271° | TDZE | 3852 |
| W27A | | Apt Elev | 3877 |

RNP APCH - GPS.

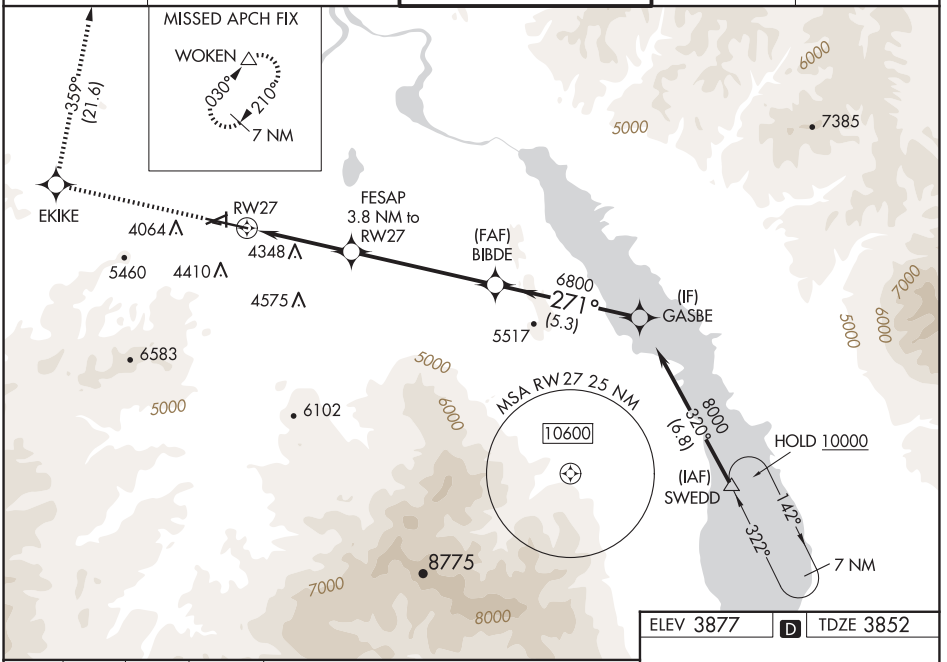
Circling NA to Rwys 10 and 28. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C. Circling Rwy 5, 23, 35 NA at night. For inop ALS, increase LPV all Cats visibility to 1⅞ SM. Circling NA for Cat D south of Rwy 9-27.

-17°C

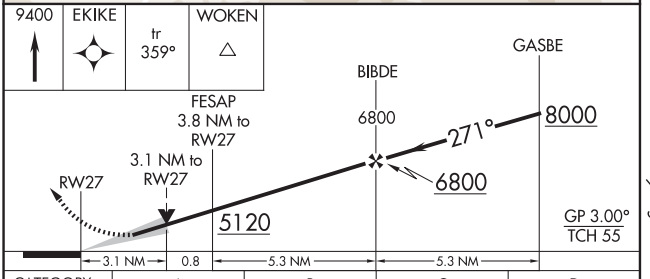
MALSR

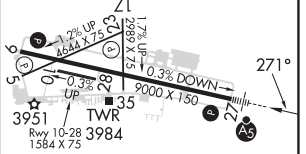
MISSED APPROACH: Climb to 9400 direct EKIKE and on track 359° to WOKEN and hold.

| ATIS | HELENA APP CON ★ | HELENA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.4 | 119.5 229.4 | 118.3 (CTAF) L 257.8 | 121.9 | 122.95 |




ELEV 3877 D TDZE 3852




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4501-1⅜ 649 (700-1⅜) | | | |
| LNAV/VNAV DA | 4724-2 872 (900-2) | | | |
| LNAV MDA | 4880-¾ 1028 (1100-¾) | 4880-1 1028 (1100-1) | 4880-2½ 1028 (1100-2½) | |
| CIRCLING | 4880-1¼ 1003 (1100-1¼) | 4880-1½ 1003 (1100-1½) | 6000-3 2123 (2200-3) | |

REIL Rwys 9, 17, and 35 L
MIRL Rwys 5-23 and 17-35 L
HIRL Rwy 9-27 L



46°36′N-111°59′W





NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 9

HELENA RGNL (HLN)

| APP CRS | Rwy Idg | 9000 |
|---|---|---|
| 091° | TDZE | 3864 |
| | Apt Elev | 3877 |

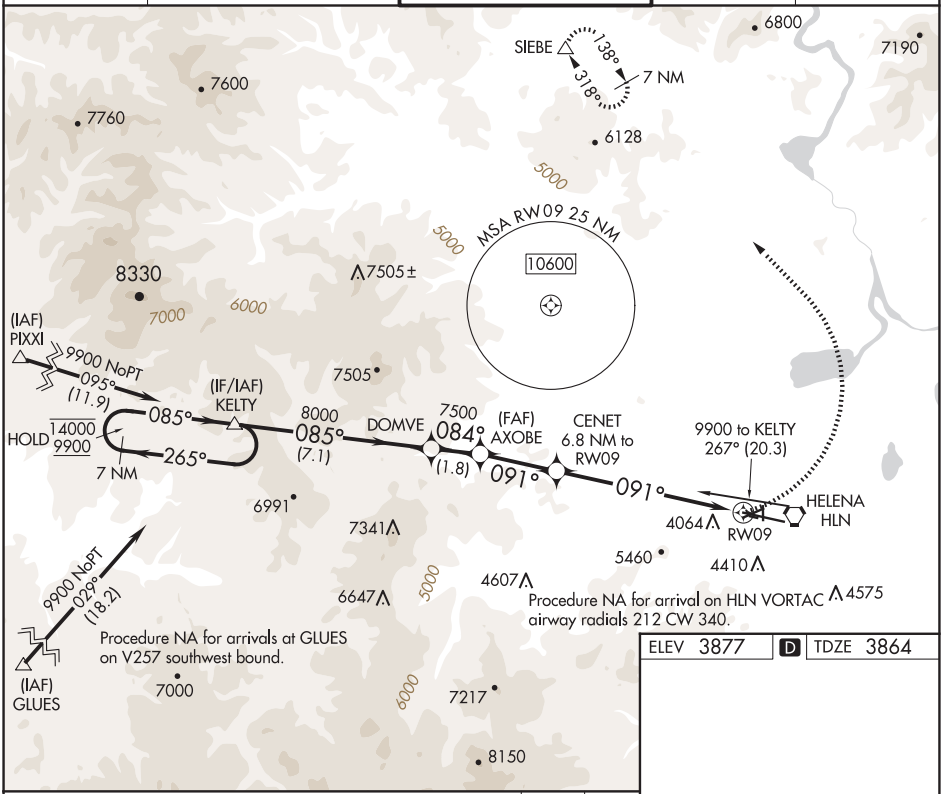
RNP APCH - GPS.

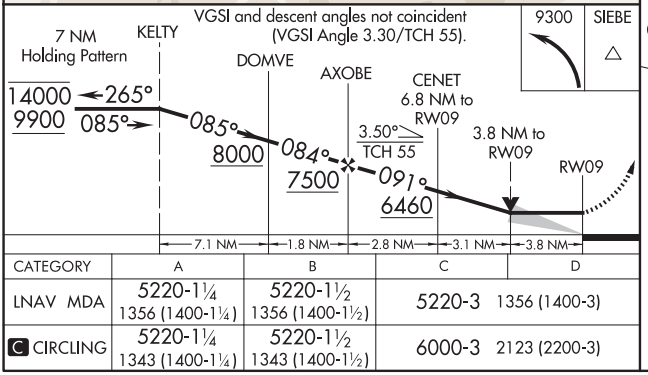
T A -17°C

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.

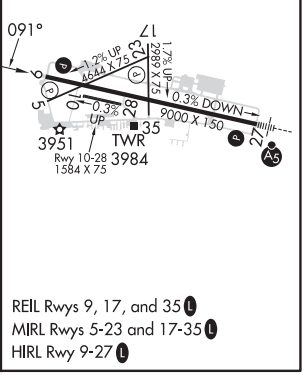
MISSED APPROACH: Climbing left turn to 9300 direct SIEBE and hold, continue climb-in-hold to 9300.

| ATIS | HELENA APP CON ★ | HELENA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.4 | 119.5 229.4 | 118.3 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5220-1¼ 1356 (1400-1¼) | 5220-1½ 1356 (1400-1½) | 5220-3 1356 (1400-3) | |
| C CIRCLING | 5220-1¼ 1343 (1400-1¼) | 5220-1½ 1343 (1400-1½) | 6000-3 2123 (2200-3) | |




REIL Rwys 9, 17, and 35 L
MIRL Rwys 5-23 and 17-35 L
HIRL Rwy 9-27 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

HELENA, MONTANA | AL-192 (FAA) | 25107

# LOC BC-C

HELENA RGNL (HLN)

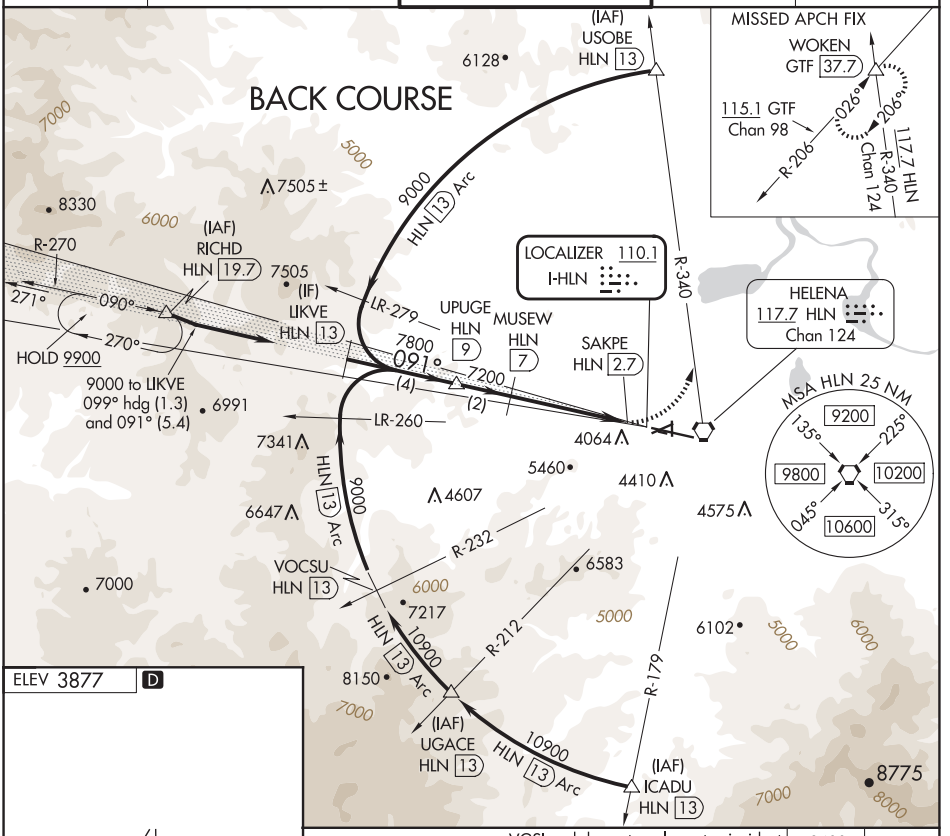
| LOC I-HLN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.1 | 091° | TDZE | N/A |
| | | Apt Elev | 3877 |

DME required.

T A -17°C — Circling NA to Rwys 10 and 28. Circling Rwy 5, 23, 35 NA at night. DME from HLN VORTAC. Simultaneous reception of I-HLN and HLN DME required. Rwy 5, 23, 35 helicopter visibility reduction below 1 SM NA.

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.

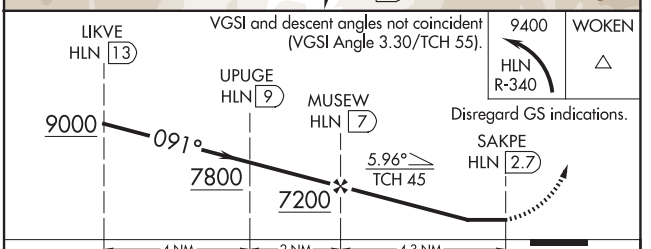
| ATIS | HELENA APP CON ★ | HELENA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.4 | 119.5 229.4 | 118.3 (CTAF) L 257.8 | 121.9 | 122.95 |







REIL Rwys 9, 17, and 35 L
MIRL Rwys 5-23 and 17-35 L
HIRL Rwy 9-27 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 5140-1¼ 1263 (1300-1¼) | 5140-1½ 1263 (1300-1½) | 6000-3 2123 (2200-3) | NA |

HELENA, MONTANA
Amdt 6 23FEB23

46°36′N-111°59′W

HELENA RGNL (HLN)
LOC BC-C


NW-1, 12 JUN 2025 to 07 AUG 2025

| VORTAC HLN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.7 | 270° | TDZE | N/A |
| Chan 124 | | Apt Elev | 3877 |

# VOR-A

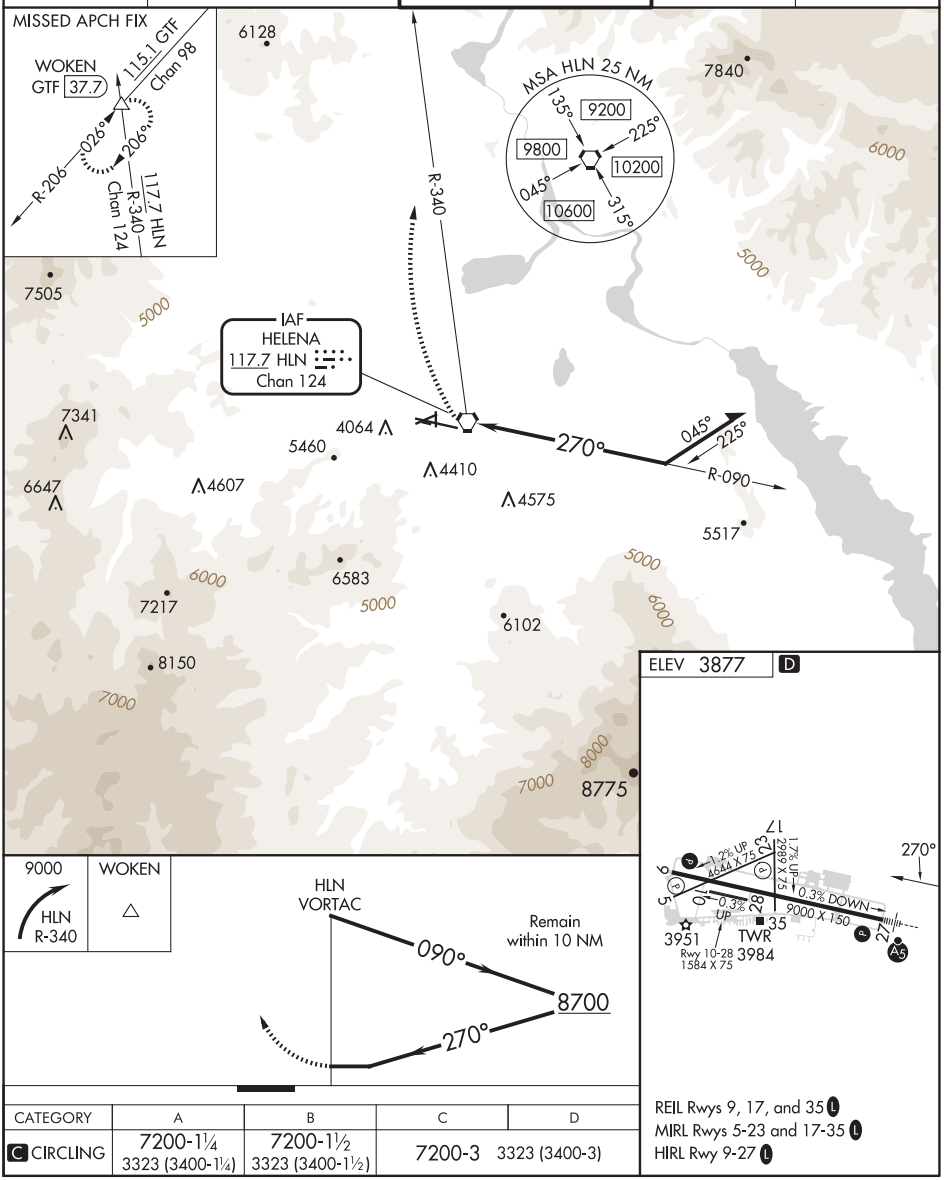
## HELENA RGNL (HLN)

T A -17°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 | HELENA APP CON ★ | HELENA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.4 | 119.5 229.4 | 118.3 (CTAF) L 257.8 | 121.9 | 122.95 |




| 9000 | WOKEN |
|---|---|
| HLN R-340 | △ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 7200-1¼ 3323 (3400-1¼) | 7200-1½ 3323 (3400-1½) | 7200-3 3323 (3400-3) | |

REIL Rwys 9, 17, and 35 L
MIRL Rwys 5-23 and 17-35 L
HIRL Rwy 9-27 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

HELENA, MONTANA | AL-192 (FAA) | 25107

# VOR-B
## HELENA RGNL (HLN)

| VORTAC HLN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.7 | 270° | TDZE | N/A |
| Chan 124 | | Apt Elev | 3877 |

DME required.

T A -17°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. DME Arc to final approach course required for turbojet aircraft. Holding at SEWAL authorized for Cat A and B aircraft only.

MISSED APPROACH: Climbing right turn to 9000 on HLN VORTAC R-340 to WOKEN INT/GTF 37.7 DME and hold.

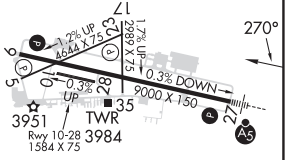
| ATIS | HELENA APP CON ★ | HELENA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.4 | 119.5 229.4 | 118.3 (CTAF) L 257.8 | 121.9 | 122.95 |

MISSED APCH FIX
WOKEN
GTF 37.7
115.1 GTF
R-206
Chan 98
026°
206°
117.7 HLN
R-340
Chan 124

(IAF) KOTLE HLN 15
10000 HLN 15 Arc
(IAF) TICUS HLN 15
7840
R-340
R-012
HLN 15 Arc 10000
6000
7000
7720
(IAF) HONVI HLN 15
5000
R-062
7385
HLN 15 Arc 9400
(IAF) FAVOX HLN 15
8400 NoPT
HLN 15 Arc
R-077
LR-082
(IF) JOVIX HLN 15
R-090
MSA HLN 25 NM
135° 9200
225° 9800
10200
045° 10600
315°
HELENA
117.7 HLN
Chan 124
JUBTI HLN 4
HOLD 14000 7500
090° 1 min 270°
4064
5460
4348
4410
4607
4575
8300 to SEWAL
090° (8.4)
(IAF) SEWAL HLN 8.4
175K
5517
7300
270° (6.6)
R-107
8400 NoPT
HLN 15 Arc
LR-098
(IAF) CUSRI HLN 15
6583
7217
6102
8150
R-212
R-179
R-128
HLN 15 Arc 10000
(IAF) JEVAM HLN 15
(IAF) LOCIS HLN 15
HLN 15 Arc 11100
8775
HUDUB HLN 15
HLN 15 Arc 11100

ELEV 3877 D

9000
HLN
R-340
WOKEN
SEWAL
HLN 8.4
One Minute Holding Pattern
JUBTI
HLN 4
090° 14000
270° 7500
HLN
VORTAC
270° 7300
6020
4 NM
4.4 NM




REIL Rwys 9, 17, and 35 L
MIRL Rwys 5-23 and 17-35 L
HIRL Rwy 9-27 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 4760-1¼ 883 (900-1¼) | 4800-1¼ 923 (1000-1¼) | 6000-3 | 2123 (2200-3) |

HELENA, MONTANA
Amdt 8 23FEB23

46°36′N-111°59′W

HELENA RGNL (HLN)
VOR-B


NW-1, 12 JUN 2025 to 07 AUG 2025

# COPTER VOR 258°

HELENA RGNL (HLN)

| VORTAC HLN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.7 | 258° | Surface Elev | 3846 |
| Chan 124 | | Apt Elev | 3877 |

NA
-17°C
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 4700 then climbing right turn to 8000 direct HLN VORTAC and hold, continue climb-in-hold to 8000.

| ATIS | HELENA APP CON ★ | HELENA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.4 | 119.5 229.4 | 118.3 (CTAF) L 257.8 | 121.9 | 122.95 |

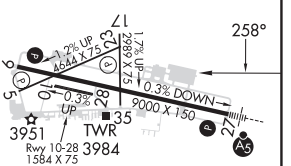
Limit final and missed approach to 70K.
Increase to 90K upon reaching the holding fix.

Designated landing area at WOSLA; intersection of Rwy 9-27 and Taxiway G.

760 foot descent gradient may be required for PT outbound.

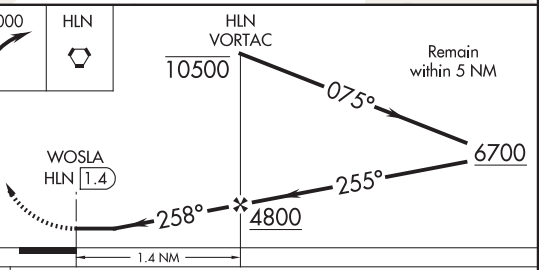
WOSLA
HLN 1.4
258°
075°
255°
030°
210°
R-075
4064
4054±
4410
4575
5460
IAF
HELENA
117.7 HLN
Chan 124
MSA HLN 25 NM
135°
9200
225°
9800
10200
045°
315°
10700
6583
6000
5000
5000
6102

ELEV 3877 D




REIL Rwys 9, 17, and 35 L
MIRL Rwys 5-23 and 17-35 L
HIRL Rwy 9-27 L

| 4700 | 8000 | HLN |
|---|---|---|




Remain within 5 NM

| CATEGORY | COPTER |
|---|---|
| H-258 | 4320-1 474 (500-1) |

FAF to MAP 1.4 NM

| Knots | 45 | 60 | 75 | 90 | 105 |
|---|---|---|---|---|---|
| Min:Sec | 1:52 | 1:24 | 1:07 | 0:56 | 0:48 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

HELENA RGNL (HLN)

HELENA, MONTANA

AL-192 (FAA)




AIRPORT DIAGRAM

HELENA, MONTANA
HELENA RGNL (HLN)

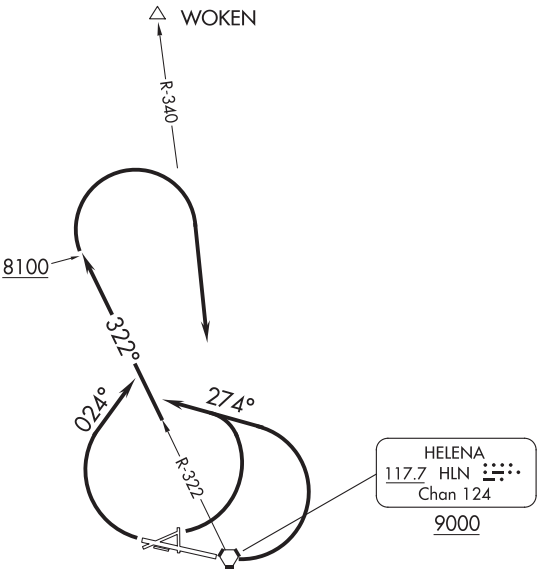
25107

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# DIVIDE TWO DEPARTURE (OBSTACLE)

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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(HLN5.HLN) 23334

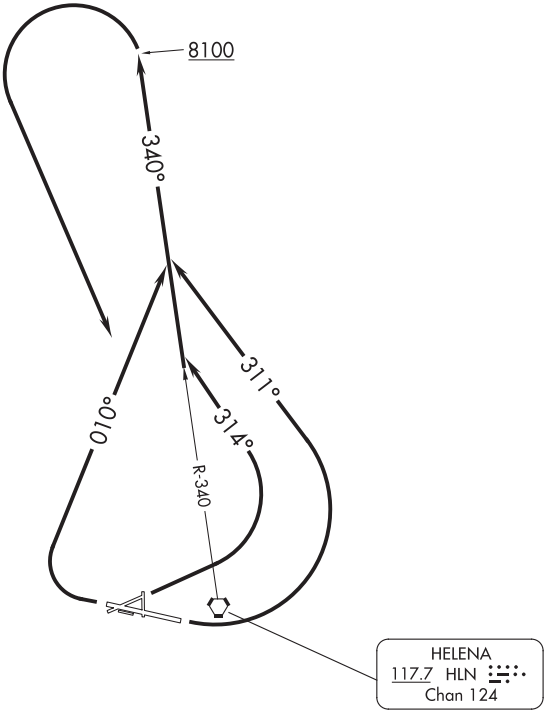
# HELENA FIVE DEPARTURE

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 . . . .

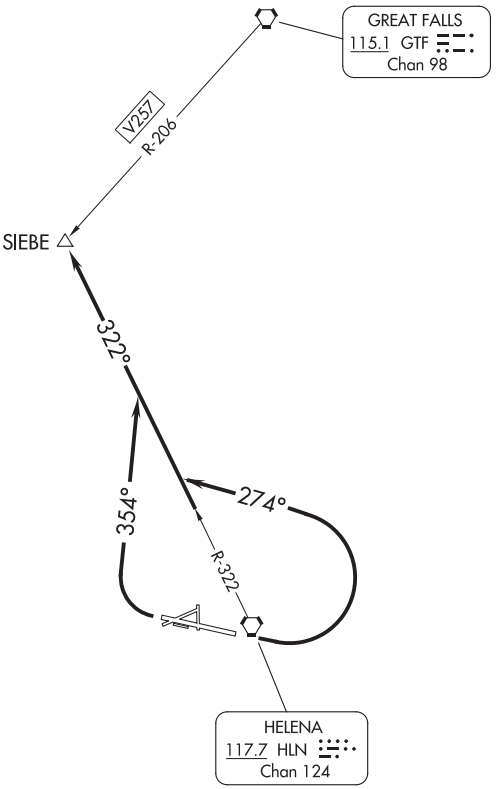
. . . . intercept HLN VORTAC R-340 to 8100, then climbing left turn to 9000 on HLN VORTAC R-340 to HLN VORTAC.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

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.

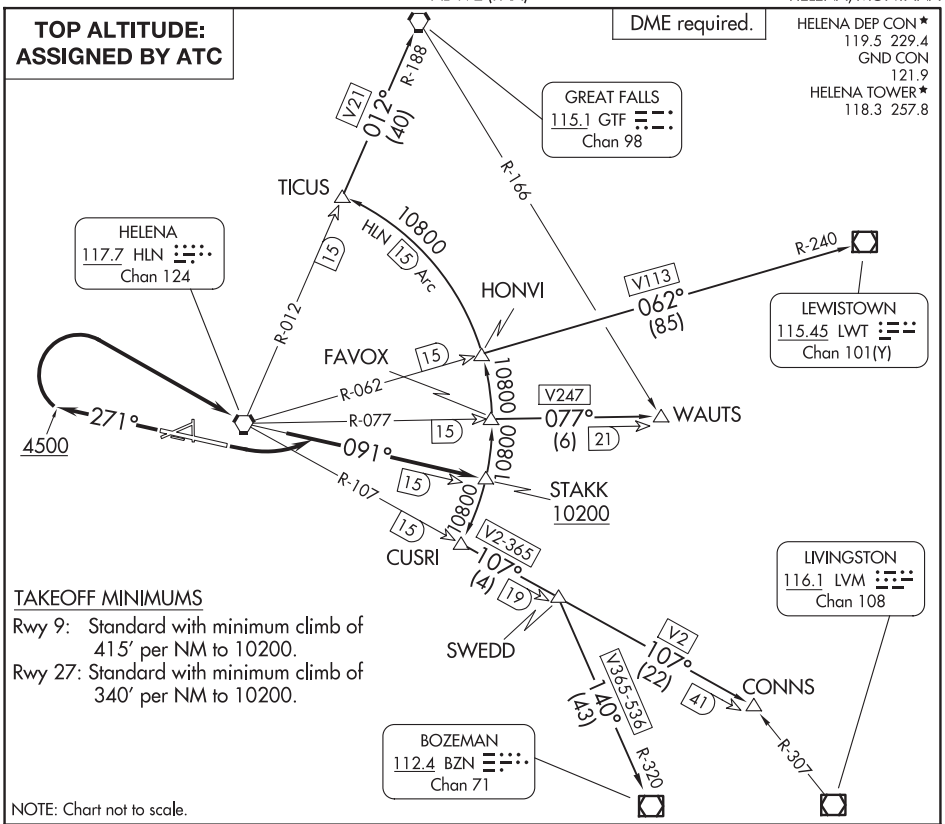


NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(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.


NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS)-B

HERMISTON MUNI (HRI)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 286° | TDZE | N/A |
| | Apt Elev | 644 |

RNP APCH.

Circling Rwy 5 NA at night.

MISSED APPROACH: Climbing right turn to 4000 direct PDT VORTAC and hold.

| ASOS | SPOKANE APP CON ★ | UNICOM |
|---|---|---|
| 135.225 | 133.15 379.15 | 122.8 (CTAF) L |

MSA MLIPS 25 NM
4800

698
769
833
(MAP)
MLIPS
778
HONUP
2 NM to
MLIPS
(FAF)
BAYKA
2700
286°
(9.5)
106°
4 NM
(IF/IAF)
PENDLETON
PDT
286°
HOLD
14000
4000

NoPT for arrival on
PDT VORTAC
airway radial R-029.

2435

5100 NoPT
281°
(16)
3765
(IAF)
CABAN

5100 NoPT
303°
(17.1)
3611
(IAF)
PIANO

2880

ELEV 644

23
5
4501 X 75
286°

REIL Rwy 23 L
MIRL Rwy 5-23 L

4000 | PDT

PDT
VORTAC
4 NM
Holding Pattern

BAYKA
HONUP
2 NM to
MLIPS
MLIPS
106°
14000
4000
286°
286°
2700
1400

2 NM — 3.9 NM — 9.5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1140-1 496 (500-1) | | 1140-1½ 496 (500-1½) | 1260-2 616 (700-2) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

HERMISTON, OREGON AL-6475 (FAA) 23334

# VOR-A
## HERMISTON MUNI (HRI)

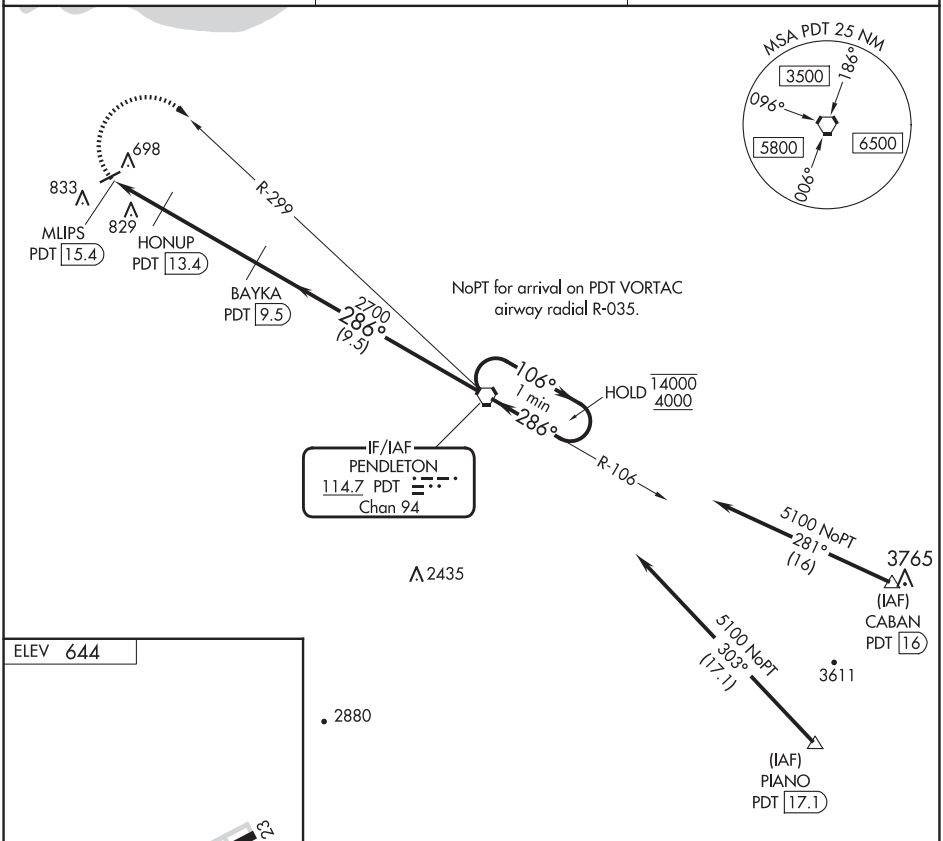
| VORTAC PDT | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 114.7 | 286° | TDZE | N/A |
| Chan 94 | | Apt Elev | 644 |

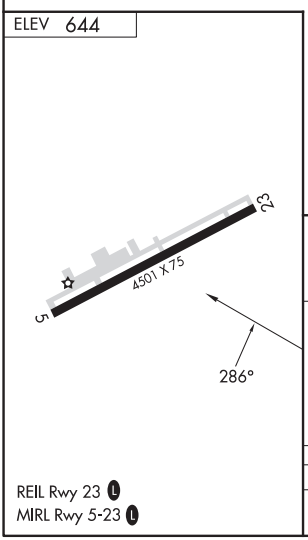
DME required.

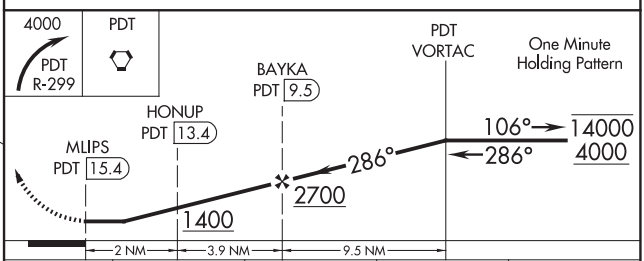
Circling Rwy 5 NA at night.

MISSED APPROACH: Climbing right turn to 4000 on PDT VORTAC R-299 to PDT VORTAC and hold.

| ASOS | SPOKANE APP CON ★ | UNICOM |
|---|---|---|
| 135.225 | 133.15 379.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1140-1 496 (500-1) | | | 1260-2 616 (700-2) |

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

HERMISTON, OREGON
Amdt 4A 05DEC19

45°50′N-119°16′W

HERMISTON MUNI (HRI)
VOR-A

# ILS or LOC RWY 24

BOWERMAN FLD (HQM)

| LOC/DME I-HQM | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 108.7 | 241° | TDZE | 16 |
| Chan 24 | | Apt Elev | 18 |

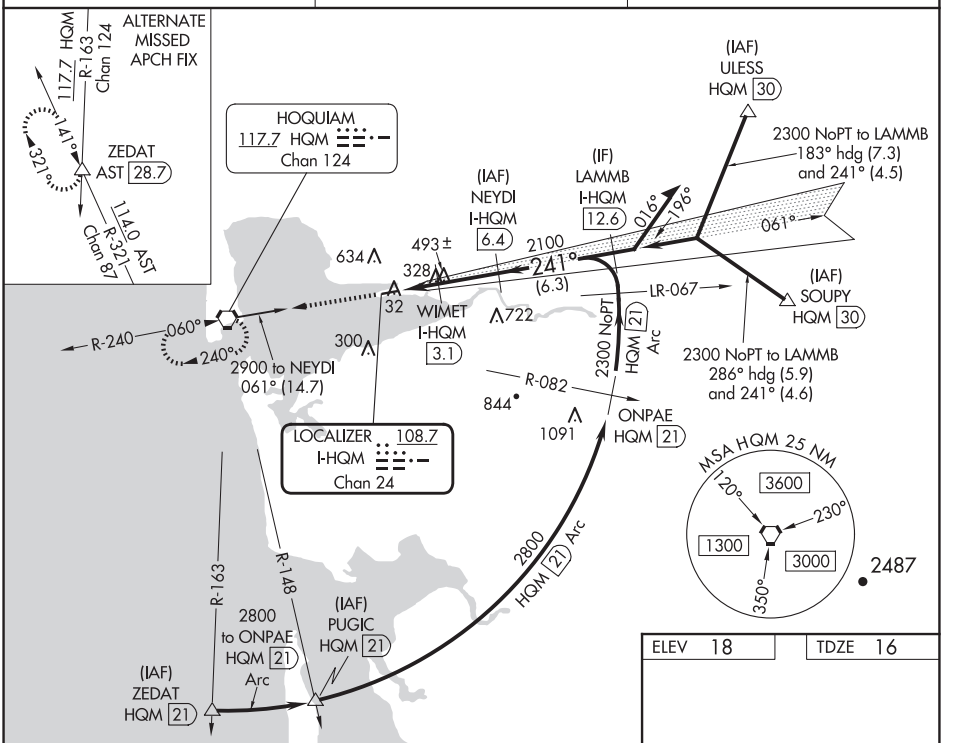
DME required.

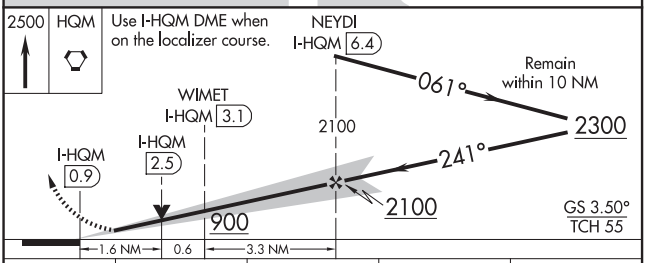
Circling NA northwest of Rwy 6-24. When local altimeter setting not received, procedure NA. For inop ALS, increase S-ILS 24 Cat C visibility to ⅞ and S-LOC 24 Cat C visibility to 1⅝ SM.

MALSR

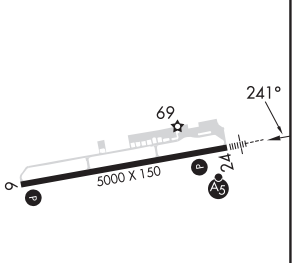
MISSED APPROACH: Climb to 2500 direct HQM VORTAC and hold.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.775 | 128.3 269.0 | 122.7 (CTAF) L |




| 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 |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

HOQUIAM, WASHINGTON

AL-889 (FAA)

24305

# RNAV (GPS) RWY 6

BOWERMAN FLD (HQM)

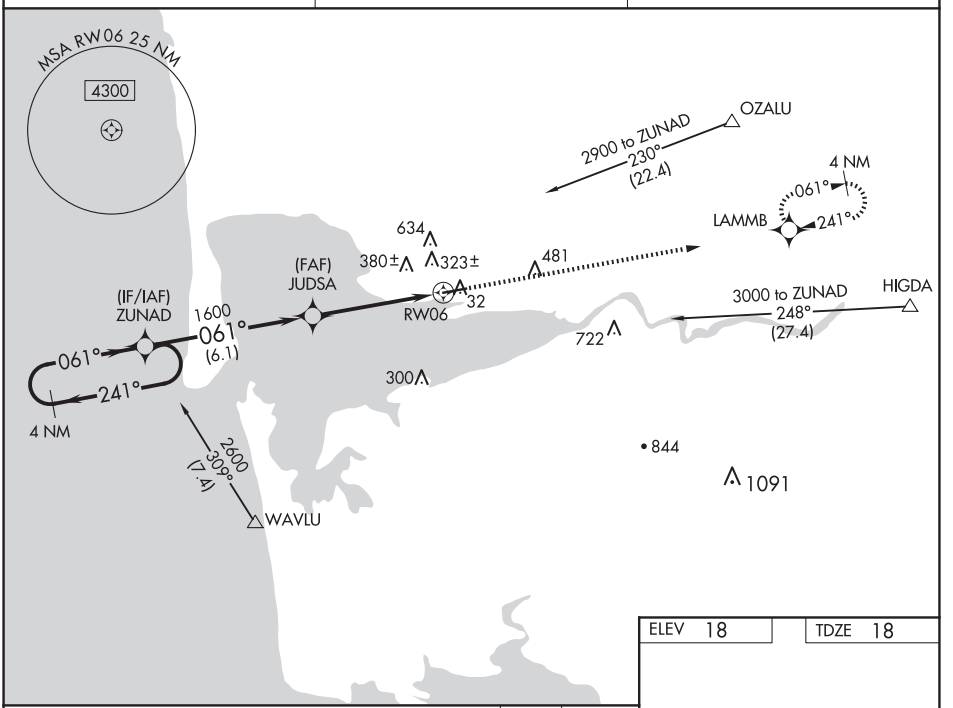
| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 82015 | 061° | TDZE | 18 |
| W06A | | Apt Elev | 18 |

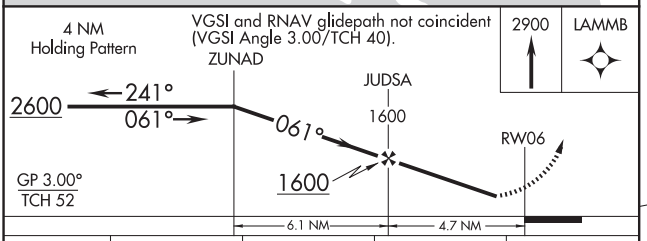
RNP APCH.

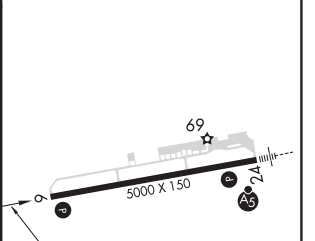
T A Circling NA northwest of Rwy 6-24. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118° F). Rwy 6 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2900 direct LAMMB and hold.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.775 | 128.3 269.0 | 122.7 (CTAF) L |




| 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) |

REIL Rwy 6 L

HIRL Rwy 6-24 L

HOQUIAM, WASHINGTON

Amdt 1C 07OCT21

46°58'N-123°56'W

BOWERMAN FLD (HQM)

RNAV (GPS) RWY 6



NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 24

BOWERMAN FLD (HQM)

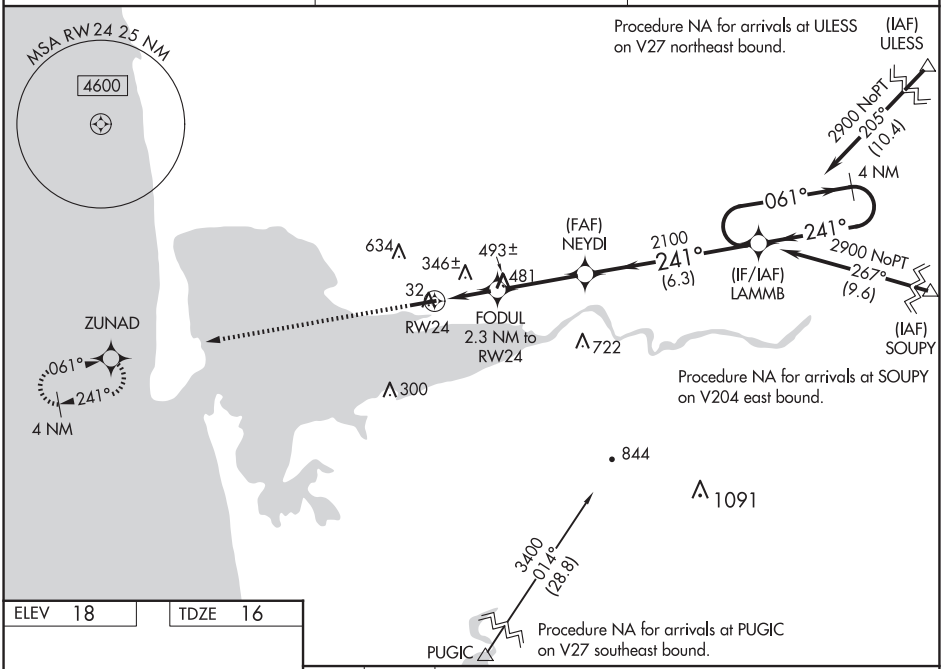
| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 86902 | 241° | TDZE | 16 |
| W24A | | Apt Elev | 18 |

T A — 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 ⅞ mile and LNAV Cat C visibility to 2½ miles.

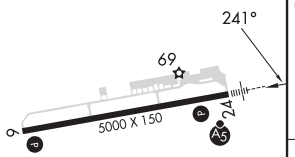
MALSR (A5)

MISSED APPROACH: Climb to 2600 direct ZUNAD and hold.

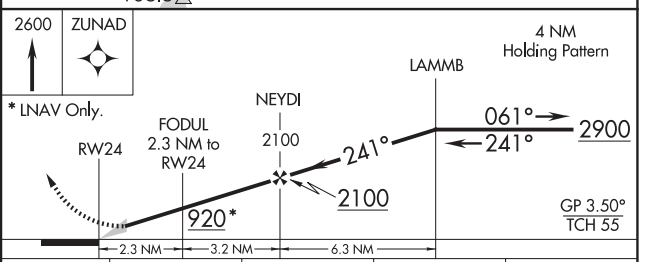
| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.775 | 128.3 269.0 | 122.7 (CTAF) L |




ELEV 18 | TDZE 16




REIL Rwy 6 L
HIRL Rwy 6-24 L




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 226-½ 210 (300-½) | | 286-½ 270 (300-½) | NA |
| LNAV/VNAV | DA | 676-1½ 660 (700-1½) | | | 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 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

HOQUIAM, WASHINGTON AL-889 (FAA) 24305

| VORTAC HQM | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 117.7 | 062° | TDZE | 18 |
| Chan 124 | | Apt Elev | 18 |

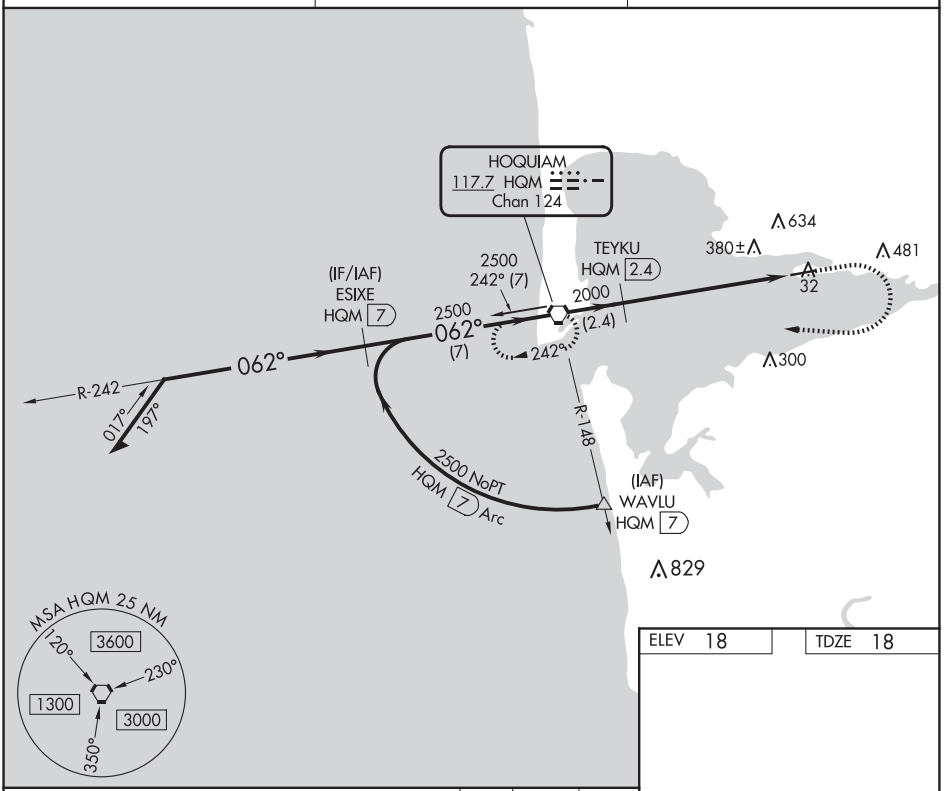
# VOR RWY 6
## BOWERMAN FLD (HQM)

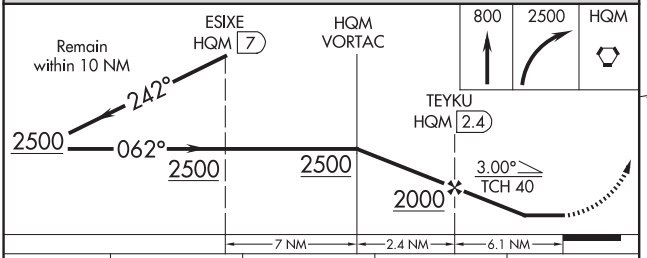
DME required.

Circling NA northwest of Rwy 6-24. Rwy 6 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 6 NA at night, Circling Rwy 6 NA at night.

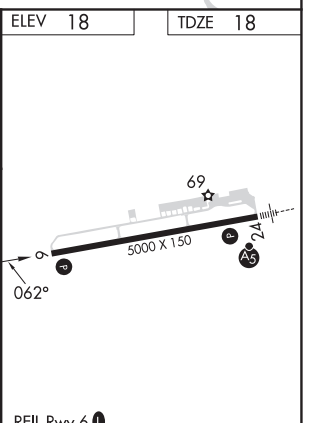
MISSED APPROACH: Climb to 800 then climbing right turn 2500 direct HQM VORTAC and hold, continue climb-in-hold to 2500.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.775 | 128.3 269.0 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 640-1 | 622 (700-1) | 640-1¾ | 622 (700-1¾) |
| CIRCLING | 640-1 | 622 (700-1) | 800-2¼ 782 (800-2¼) | 840-2¾ 822 (900-2¾) |




REIL Rwy 6 L
HIRL Rwy 6-24 L

| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| 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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 82039 | 132° | TDZE | 4227 |
| W13A | | Apt Elev | 4264 |

# RNAV (GPS) RWY 13

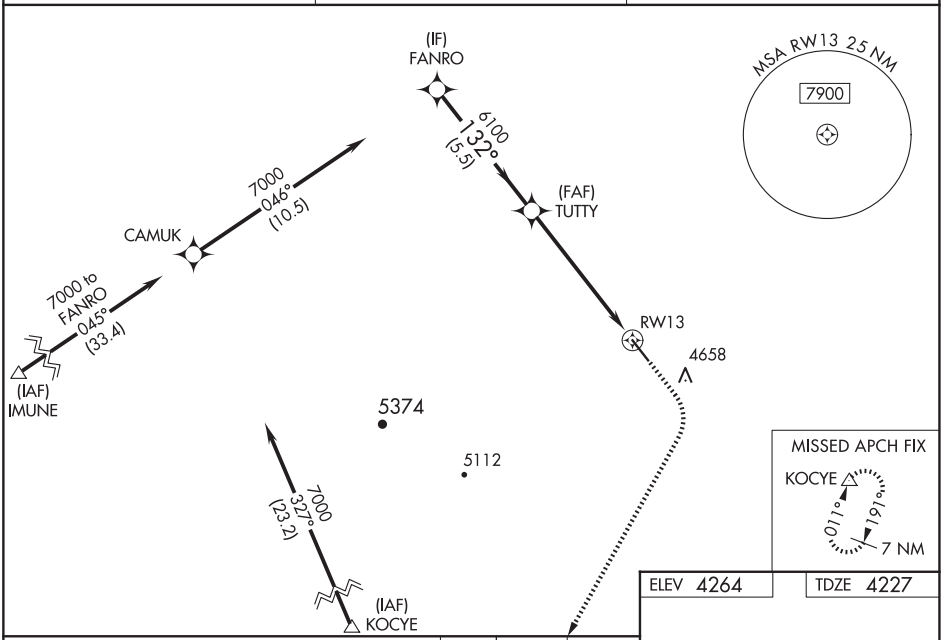
HULETT MUNI (W43)

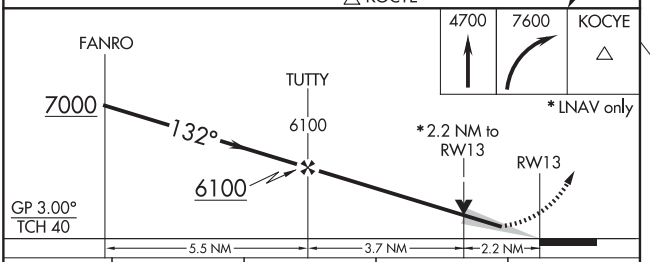
RNP APCH.

T A 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.

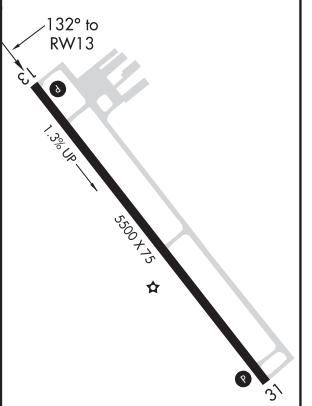
MISSED APPROACH: Climb to 4700 then climbing right turn to 7600 direct KOCYE and hold.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 128.775 | 127.95 338.2 | 122.8 (CTAF) L |




ELEV 4264 TDZE 4227




MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4542-1⅛ 315 (300-1⅛) | | | |
| LNAV/VNAV DA | 4687-1¾ 460 (500-1¾) | | | |
| LNAV MDA | 5100-1 873 (900-1) | 5100-1¼ 873 (900-1¼) | 5100-2½ 873 (900-2½) | |
| C CIRCLING | 5100-1 836 (900-1) | 5100-1¼ 836 (900-1¼) | 5100-2½ 836 (900-2½) | 5400-3 1136 (1200-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

HULETT, WYOMING | AL-10288 (FAA) | 24249

# RNAV (GPS)-A

HULETT MUNI (W43)

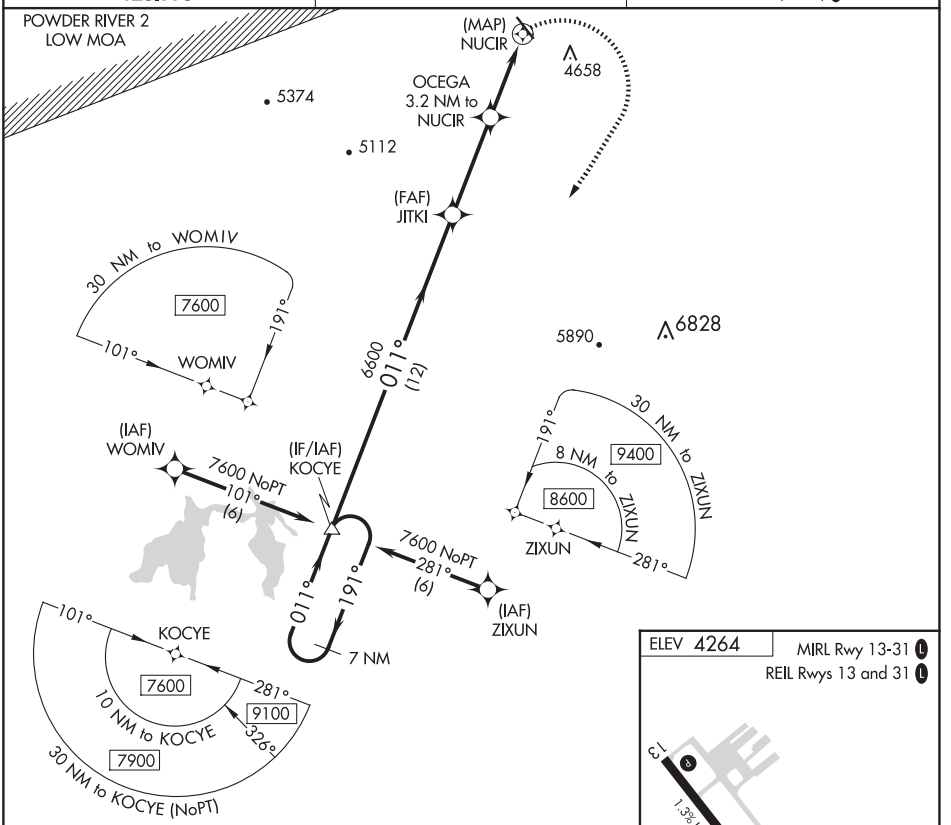
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 011° | TDZE | N/A |
| | Apt Elev | 4264 |

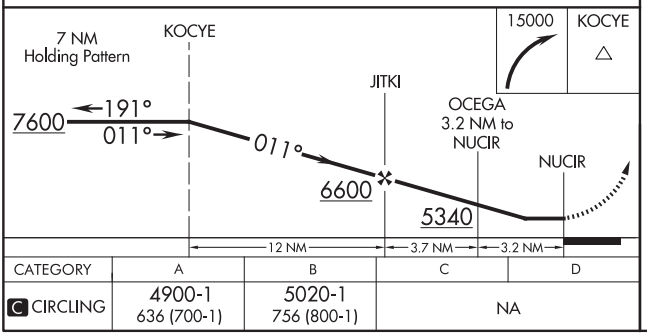
RNP APCH - GPS.

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.

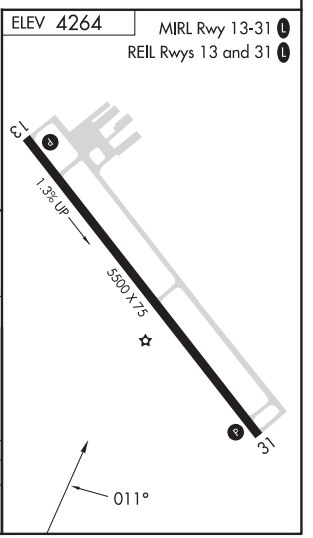
MISSED APPROACH: Climbing right turn to 15000 direct KOCYE and hold, continue climb-in-hold to 15000.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 128.775 | 127.95 338.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 4900-1<br>636 (700-1) | 5020-1<br>756 (800-1) | NA | |




HULETT, WYOMING
Amdt 1C 05SEP24

44°40'N-104°34'W

HULETT MUNI (W43)

RNAV (GPS)-A


NW-1, 12 JUN 2025 to 07 AUG 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.

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, 12 JUN 2025 to 07 AUG 2025

IDAHO FALLS, IDAHO | AL-590 (FAA) | 22139

| LOC/DME I-IDA | APP CRS | Rwy Idg | 9002 |
|---|---|---|---|
| 111.1 | 206° | TDZE | 4735 |
| Chan 48 | | Apt Elev | 4744 |

# ILS or LOC RWY 21

IDAHO FALLS RGNL (IDA)

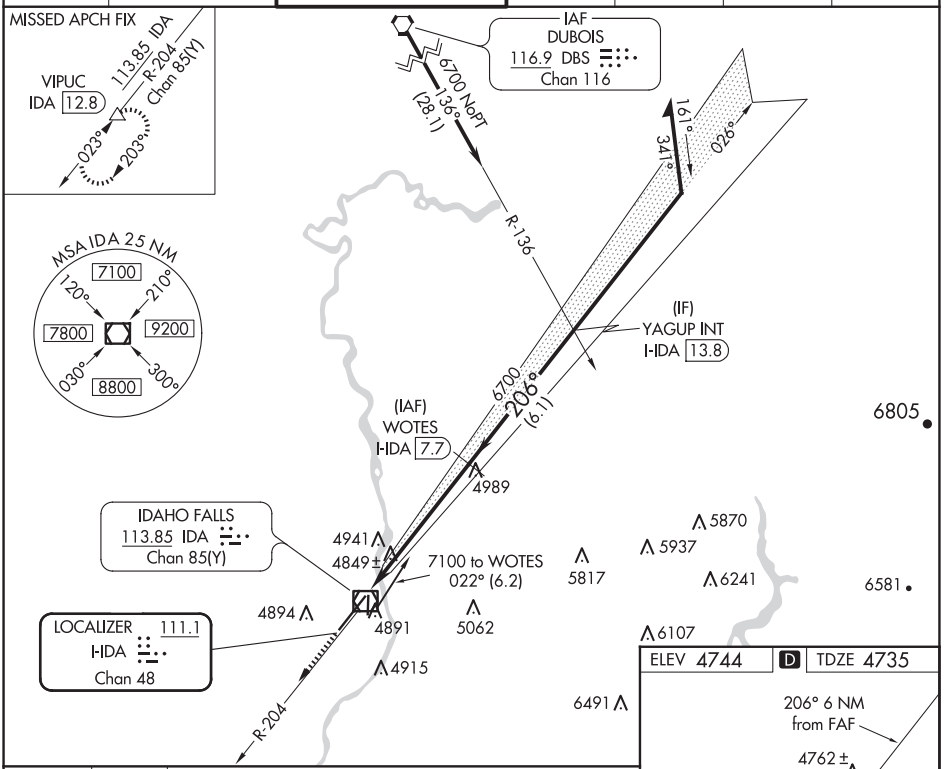
DME required.

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

MISSED APPROACH: Climb to 7000 on IDA VOR/DME R-204 to VIPUC/12.8 DME and hold.

| ATIS | SALT LAKE CENTER | IDAHO FALLS TOWER★ | GND CON | CLNC DEL | GCO | UNICOM |
|---|---|---|---|---|---|---|
| 135.325 | 128.35 239.25 | 118.5 (CTAF) L 257.8 | 121.7 | 121.7 | 121.725 | 122.95 |




FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 21 | 4985/24 250 (300-½) | | | | |
| S-LOC 21 | 5120/24 385 (400-½) | | 5120/35 385 (400-⅝) | | |
| C CIRCLING | 5200-1 456 (500-1) | 5300-1 556 (600-1) | 5400-1¾ 656 (700-1¾) | 5420-2¼ 676 (700-2¼) | 5420-2½ 676 (700-2½) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 3

IDAHO FALLS RGNL (IDA)

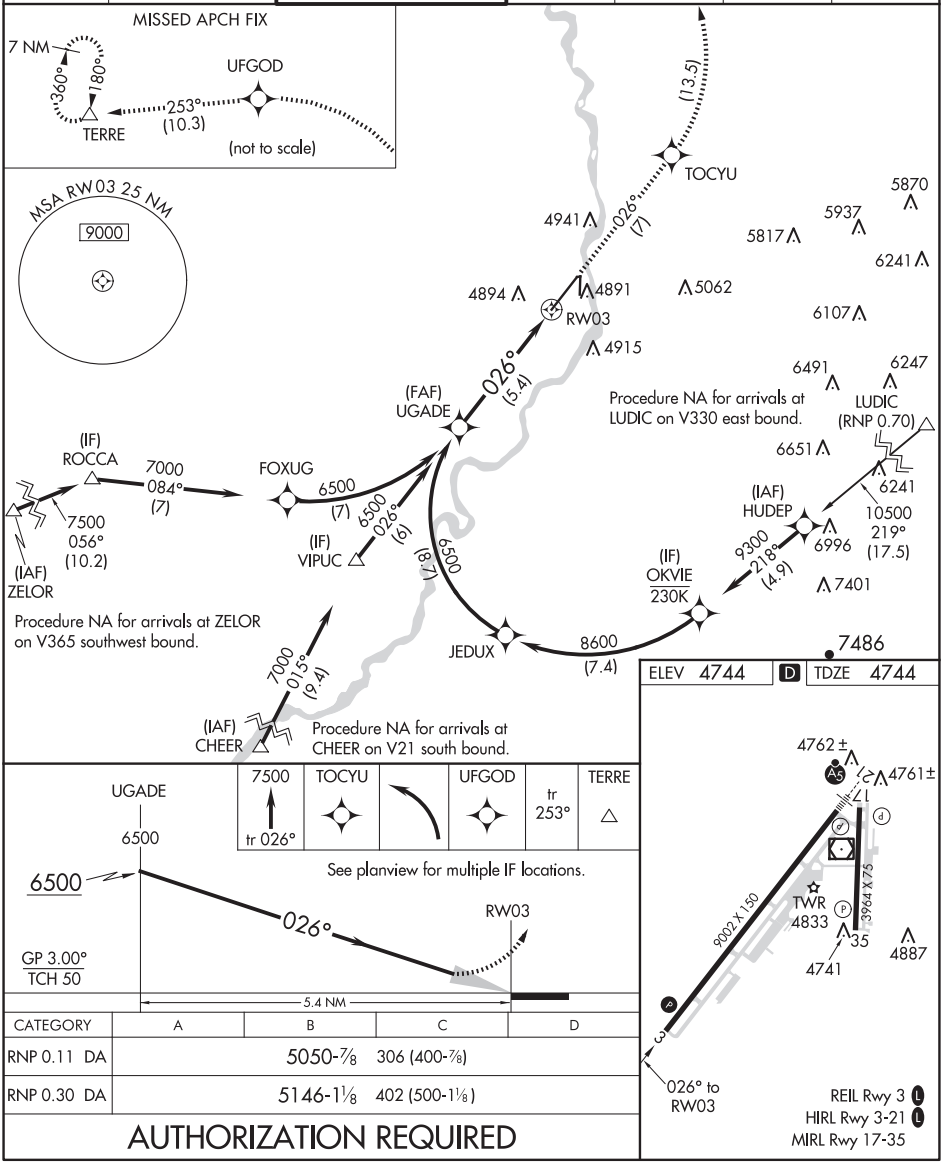
| APP CRS | Rwy Idg | 9002 |
|---|---|---|
| 026° | TDZE | 4744 |
| | Apt Elev | 4744 |

RNP AR APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 54°C.

MISSED APPROACH: Climb to 7500 on track 026° to TOCYU, left turn to UFGOD, and on track 253° to TERRE and hold.

| ATIS | SALT LAKE CENTER | IDAHO FALLS TOWER★ | GND CON | CLNC DEL | GCO | UNICOM |
|---|---|---|---|---|---|---|
| 135.325 | 128.35 239.25 | 118.5 (CTAF) L 257.8 | 121.7 | 121.7 | 121.725 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | | 5050-⅞ 306 (400-⅞) | | |
| RNP 0.30 DA | | 5146-1⅛ 402 (500-1⅛) | | |

AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

IDAHO FALLS, IDAHO | AL-590 (FAA) | 22139

# RNAV (RNP) Z RWY 21

IDAHO FALLS RGNL (IDA)

| APP CRS | Rwy Idg | 9002 |
|---|---|---|
| 206° | TDZE | 4735 |
| | Apt Elev | 4744 |

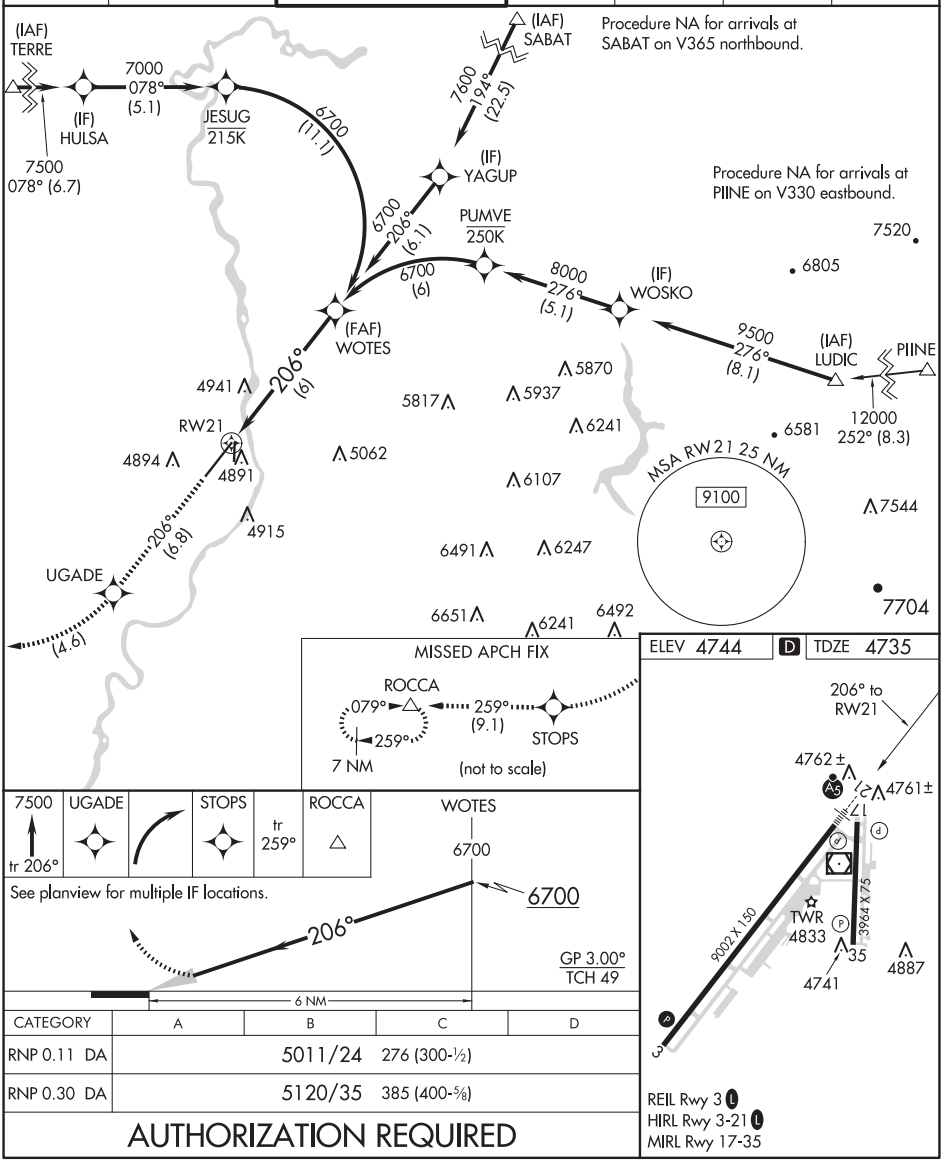
RNP AR APCH-GPS.

T A 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.

MALSR

MISSED APPROACH: Climb to 7500 on track 206° to UGADE, right turn to STOPS, and on track 259° to ROCCA and hold.

| ATIS | SALT LAKE CENTER | IDAHO FALLS TOWER★ | GND CON | CLNC DEL | GCO | UNICOM |
|---|---|---|---|---|---|---|
| 135.325 | 128.35 239.25 | 118.5 (CTAF) L 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 (400-⅝) | | | |

## AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 3

IDAHO FALLS RGNL (IDA)

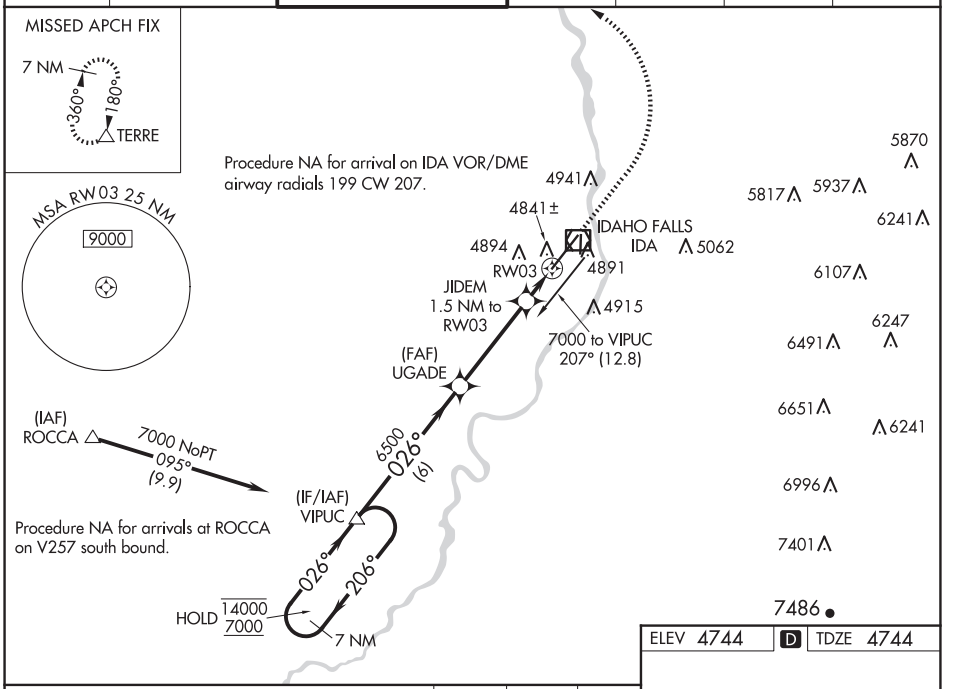
| WAAS CH 97501 W03A | APP CRS 026° | Rwy Idg 9002 TDZE 4744 Apt Elev 4744 |
|---|---|---|

RNP APCH-GPS.

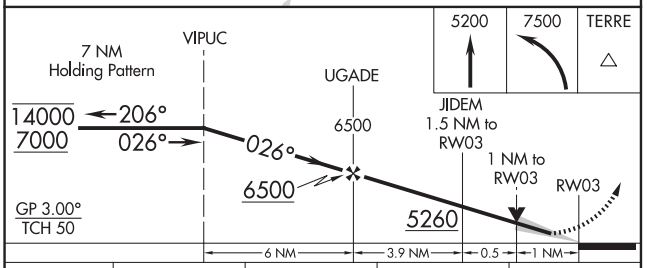
Circling to Rwy 35 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C.

MISSED APPROACH: Climb to 5200 then climbing left turn to 7500 direct TERRE and hold.

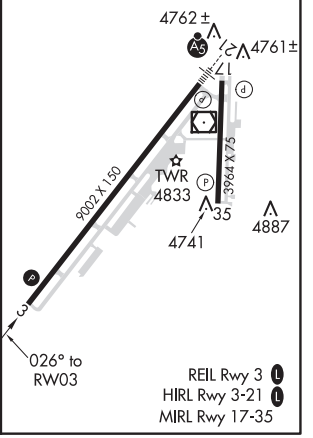
| ATIS | SALT LAKE CENTER | IDAHO FALLS TOWER* | GND CON | CLNC DEL | GCO | UNICOM |
|---|---|---|---|---|---|---|
| 135.325 | 128.35 239.25 | 118.5 (CTAF) 257.8 | 121.7 | 121.7 | 121.725 | 122.95 |




ELEV 4744 D TDZE 4744




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4944-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 5002-¾ 258 (300-¾) | | | |
| LNAV MDA | 5100-1 356 (400-1) | | | |
| C CIRCLING | 5200-1 456 (500-1) | 5300-1 556 (600-1) | 5400-1¾ 656 (700-1¾) | 5420-2¼ 676 (700-2¼) |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

IDAHO FALLS, IDAHO AL-590 (FAA) 22139

# RNAV (GPS) Y RWY 21

IDAHO FALLS RGNL (IDA)

| WAAS CH 40111 W21A | APP CRS 206° | Rwy Idg 9002 TDZE 4735 Apt Elev 4744 |
|---|---|---|

RNP APCH-GPS.

T A 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 | SALT LAKE CENTER | IDAHO FALLS TOWER★ | GND CON | CLNC DEL | GCO | UNICOM |
|---|---|---|---|---|---|---|
| 135.325 | 128.35 239.25 | 118.5 (CTAF) L 257.8 | 121.7 | 121.7 | 121.725 | 122.95 |

Procedure NA for arrival on DBS VORTAC airway radials 098 CW 180.

(IAF) DUBOIS DBS

7600 NoPT 139° (28.1)

(IAF) SABAT

7600 NoPT 194° (22.5)

MSA RW 21 25 NM

9100

7 NM

HOLD 14000 7600

026° 206°

(IF/IAF) YAGUP

7600 285° (6)

6700 206° (6.1)

ZEKOL

6805

(FAF) WOTES

HUROD 1.7 NM to RW21

4989

8200 NoPT 285° (9.9)

(IAF) LUDIC

5870

4941

4849±

7600 to YAGUP 025° (12.2)

5817 5937

6241

IDAHO FALLS IDA RW21

4894 4891 5062

6581

6107

4915

6491 6247

MISSED APCH FIX

ROCCA 079° 259° 7 NM (not to scale) 250° (13.3) UGADE

7500 UGADE tr 250° ROCCA

YAGUP

7 NM Holding Pattern

WOTES

HUROD 1.7 NM to RW21

1 NM to RW21

RW21

6700

026° 206° 14000 7600

206° 6700

5320

GP 3.00° TCH 49

1 NM 0.7 NM 4.3 NM 6.1 NM

ELEV 4744 D TDZE 4735

206° to RW21

4762± 4761±

17 35

TWR 4833

9002 X 150

3964 X 75

4887 4741

REIL Rwy 3 L

HIRL Rwy 3-21 L

MIRL Rwy 17-35

| 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 (400-⅝) | |
| C CIRCLING | 5200-1 456 (500-1) | 5300-1 556 (600-1) | 5400-1¾ 656 (700-1¾) | 5420-2¼ 676 (700-2¼) |



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-IDA | APP CRS | Rwy Idg | 9002 |
|---|---|---|---|
| 111.1 | 026° | TDZE | 4744 |
| Chan 48 | | Apt Elev | 4744 |

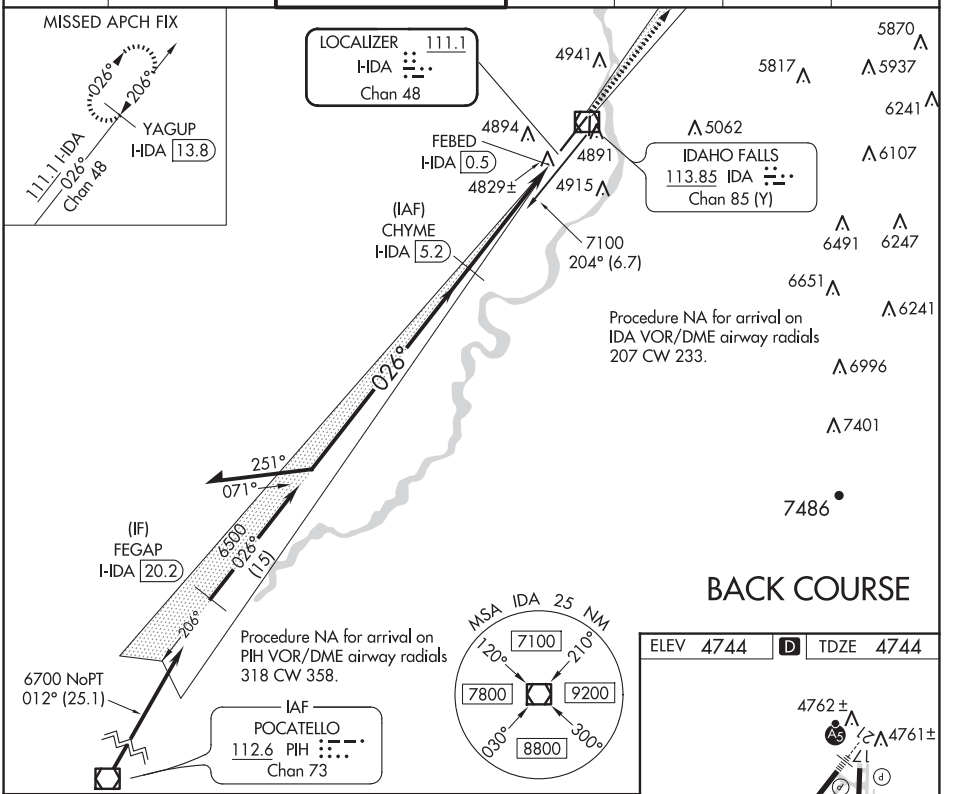
# LOC BC RWY 3

IDAHO FALLS RGNL (IDA)

DME required.

MISSED APPROACH: Climb to 7000 on I-IDA localizer NE course 026° to YAGUP/I-IDA 13.8 DME and hold.

| ATIS | SALT LAKE CENTER | IDAHO FALLS TOWER★ | GND CON | CLNC DEL | GCO | UNICOM |
|---|---|---|---|---|---|---|
| 135.325 | 128.35 239.25 | 118.5 (CTAF) L 257.8 | 121.7 | 121.7 | 121.725 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-LOC 3 | 5080-1 336 (400-1) | | | | |
| C CIRCLING | 5200-1 456 (500-1) | 5300-1 556 (600-1) | 5400-1¾ 656 (700-1¾) | 5420-2¼ 676 (700-2¼) | 5420-2½ 676 (700-2½) |

REIL Rwy 3 L
HIRL Rwy 3-21 L
MIRL Rwy 17-35



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

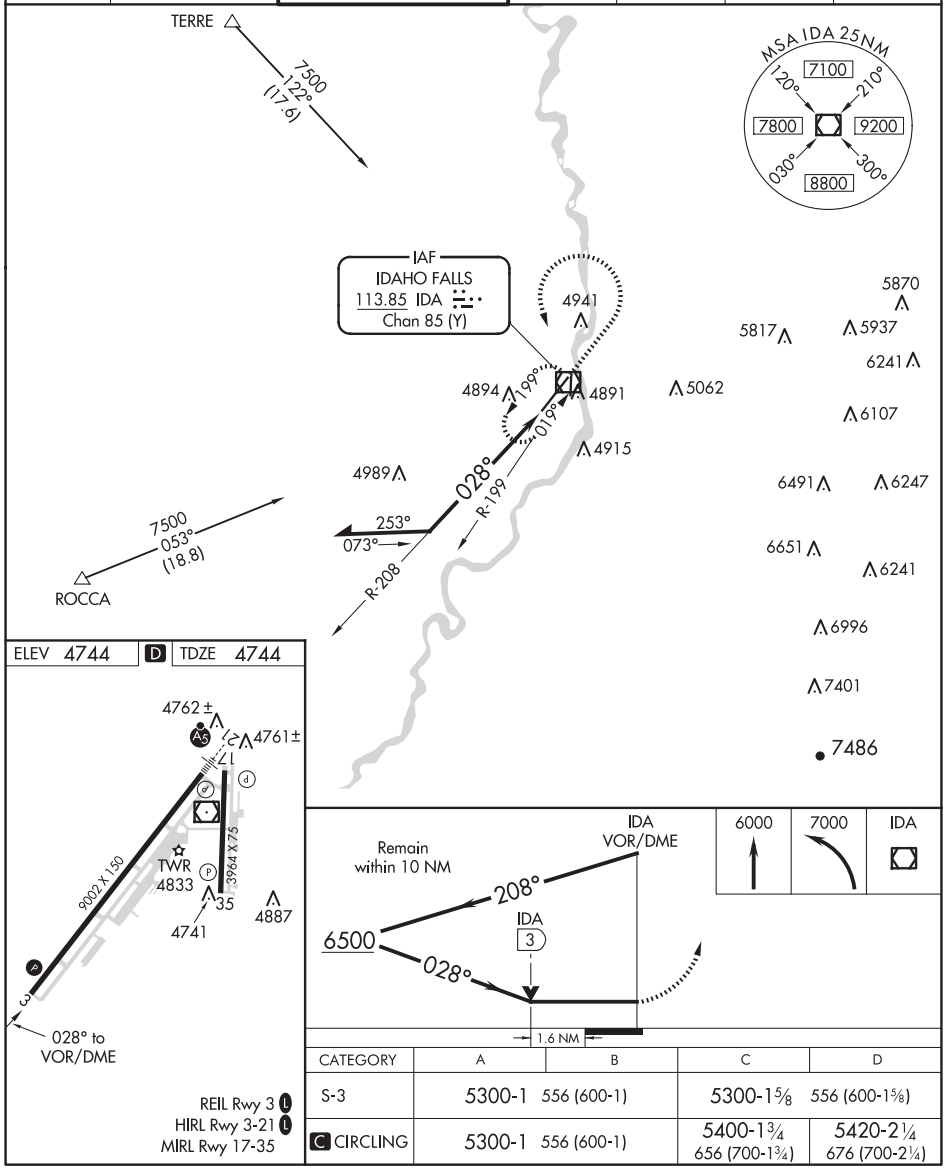
# VOR RWY 3

## IDAHO FALLS RGNL (IDA)

| VOR/DME IDA | APP CRS | Rwy Idg | 9002 |
|---|---|---|---|
| 113.85 | 028° | TDZE | 4744 |
| Chan 85 (Y) | | Apt Elev | 4744 |

MISSED APPROACH: Climb to 6000 then climbing left turn to 7000 direct IDA VOR/DME and hold.

| ATIS | SALT LAKE CENTER | IDAHO FALLS TOWER★ | GND CON | CLNC DEL | GCO | UNICOM |
|---|---|---|---|---|---|---|
| 135.325 | 128.35 239.25 | 118.5 (CTAF) L 257.8 | 121.7 | 121.7 | 121.725 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 5300-1 | 556 (600-1) | 5300-1⅝ | 556 (600-1⅝) |
| C CIRCLING | 5300-1 | 556 (600-1) | 5400-1¾ 656 (700-1¾) | 5420-2¼ 676 (700-2¼) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME IDA | APP CRS | Rwy Idg | 9002 |
|---|---|---|---|
| 113.85 | 192° | TDZE | 4735 |
| Chan 85 (Y) | | Apt Elev | 4744 |

# VOR RWY 21

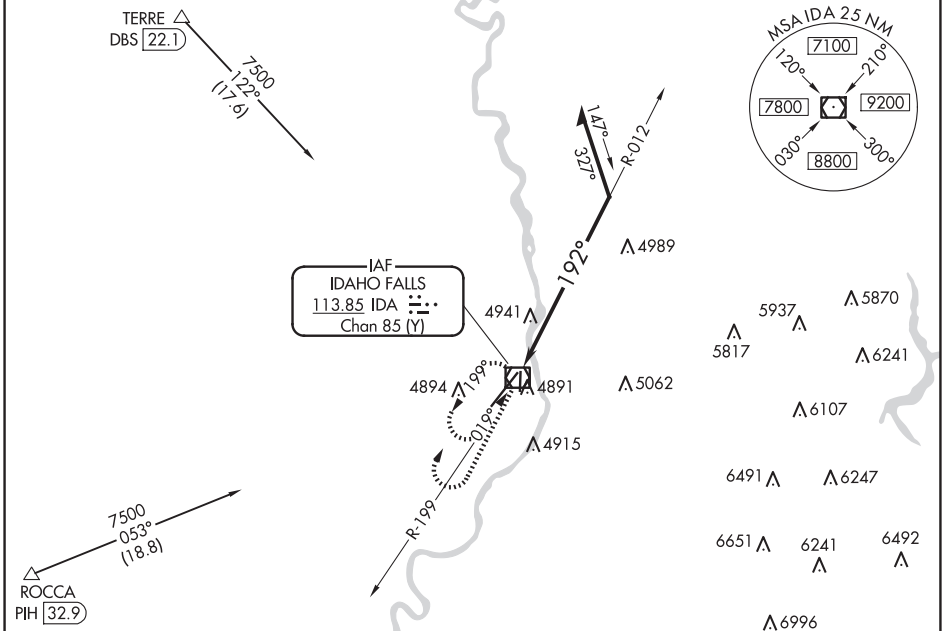
## IDAHO FALLS RGNL (IDA)

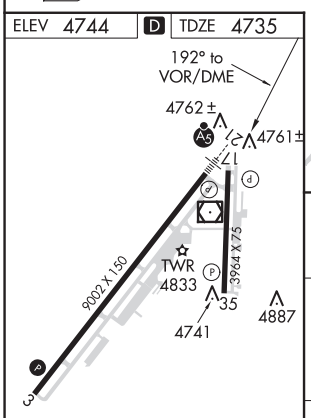
T A For inop ALS increase S-21 Cats C/D visibility to 1⅞ SM.

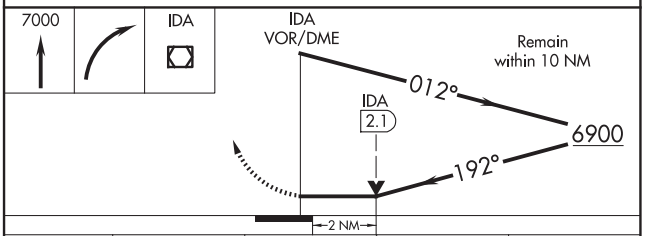
MALSR

MISSED APPROACH: Climb to 7000 then right turn direct IDA VOR/DME and hold.

| ATIS | SALT LAKE CENTER | IDAHO FALLS TOWER★ | GND CON | CLNC DEL | GCO | UNICOM |
|---|---|---|---|---|---|---|
| 135.325 | 128.35 239.25 | 118.5 (CTAF) L 257.8 | 121.7 | 121.7 | 121.725 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 5400/24 665 (700-½) | | 5400-1½ 665 (700-1½) | |
| C CIRCLING | 5400-1 656 (700-1) | | 5400-1⅞ 656 (700-1⅞) | 5420-2¼ 676 (700-2¼) |

REIL Rwy 3 L
HIRL Rwy 3-21 L
MIRL Rwy 17-35



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

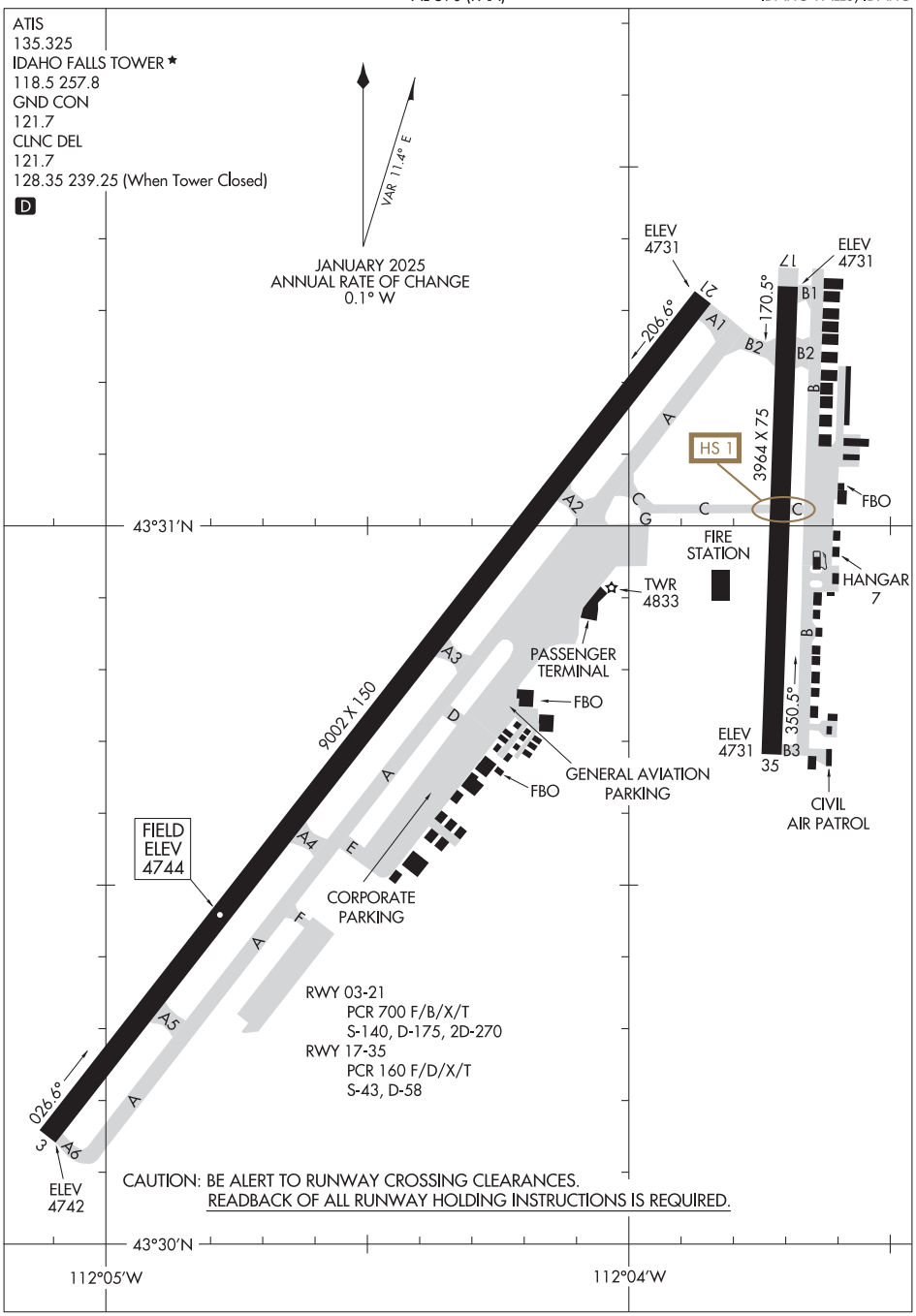
25107

# AIRPORT DIAGRAM

AL-590 (FAA)

## IDAHO FALLS RGNL (IDA)

IDAHO FALLS, IDAHO




NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107

IDAHO FALLS, IDAHO
IDAHO FALLS RGNL (IDA)

# ILS Y or LOC Y RWY 19

JACKSON HOLE (JAC)

| LOC/DME I-JAC | APP CRS | Rwy Ldg | 6300 |
|---|---|---|---|
| 109.1 | 187° | TDZE | 6451 |
| Chan 28 | | Apt Elev | 6451 |

RADAR required for procedure entry at MOSSS.

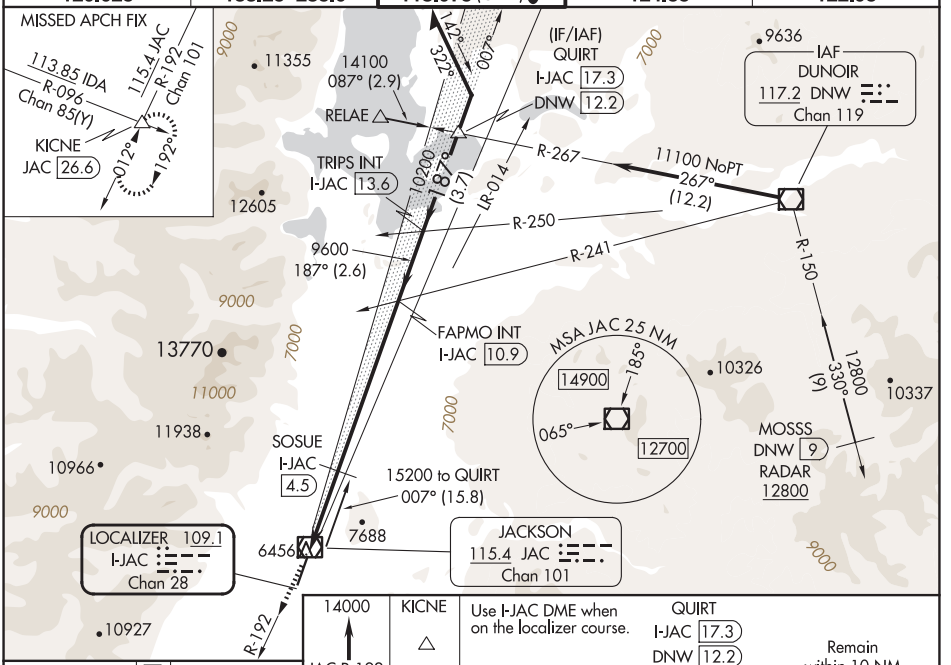
Circling NA for Cats A, B and C east of Rwy 1-19. Circling NA for Cat D. For inop ALS, increase SOSUE fix minimums S-LOC 19 Cats C and D visibility to 2½ SM. For inop ALS, increase S-LOC Cat C and D visibility to 3 SM.

-22°C

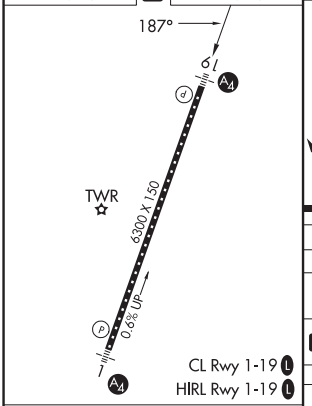
MALS

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 | SALT LAKE CENTER | JACKSON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.625 | 133.25 285.6 | 118.075 (CTAF) L | 124.55 | 122.95 |

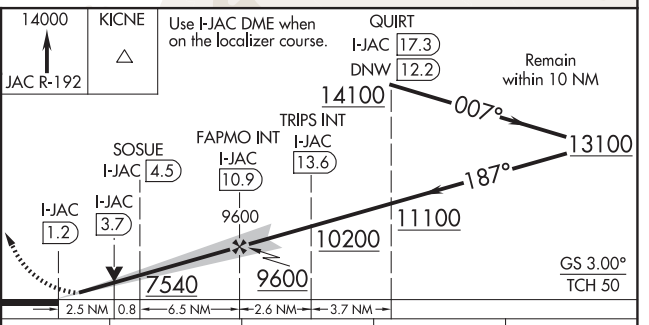



| ELEV 6451 | D | TDZE 6451 |
|---|---|---|




FAF to MAP 9.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 9:42 | 6:28 | 4:51 | 3:53 | 3:14 |




| 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) | | 7400-2¾ 949 (1000-2¾) | NA |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

JACKSON, WYOMING | AL-504 (FAA) | 25163

# ILS Z or LOC Z RWY 19

JACKSON HOLE (JAC)

| LOC/DME I-JAC | APP CRS | Rwy Ldg | 6300 |
|---|---|---|---|
| 109.1 | 187° | TDZE | 6451 |
| Chan 28 | | Apt Elev | 6451 |

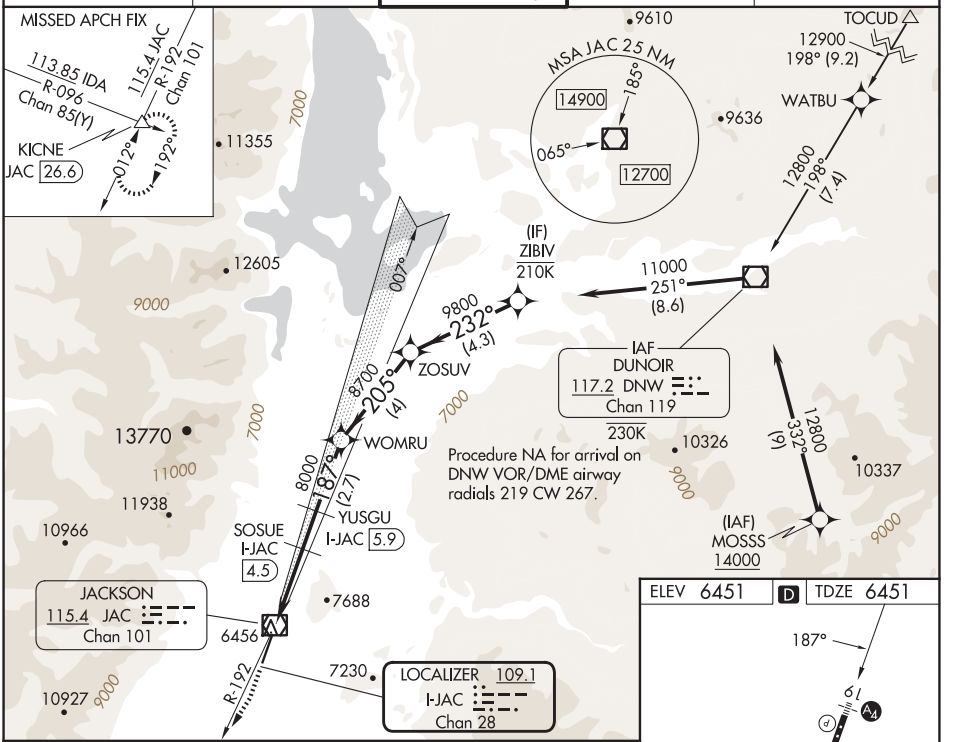
DME required for LOC only. RNAV 1-GPS required. RADAR required for procedure entry at MOSSS.

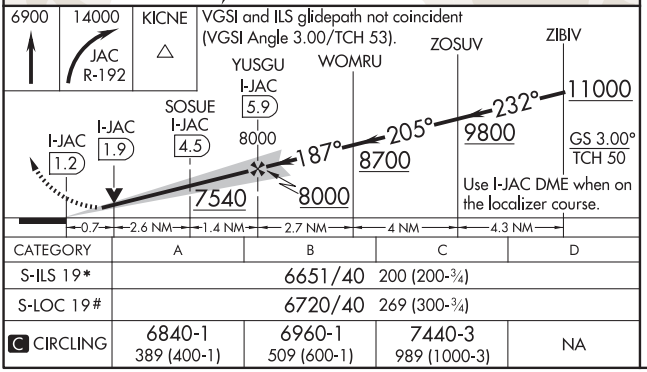
T A -22°C — Circling NA for Cats A, B, and C east of Rwy 1-19. Inop table does not apply to S-ILS 19*. Circling NA for Cat D. For inop ALS increase S-LOC 19# Cats C and D visibility to RVR 4500.

MALS

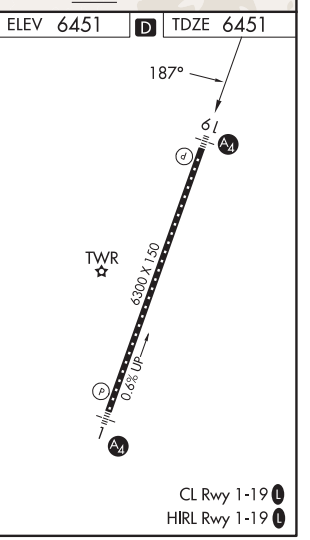
MISSED APPROACH: Climb to 6900 then climbing right turn to 14000 on JAC VOR/DME R-192 to KICNE INT/JAC 26.6 DME and hold, continue climb-in-hold to 14000.
*Missed approach requires minimum climb of 225 feet per NM to 9400; if unable to meet climb gradient, see ILS Y or LOC Y RWY 19.
#Missed approach 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 | SALT LAKE CENTER | JACKSON TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 120.625 | 133.25 285.6 | 118.075 (CTAF) L | 124.55 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19* | 6651/40 200 (200-¾) | | | |
| S-LOC 19# | 6720/40 269 (300-¾) | | | |
| C 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, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) X RWY 19

JACKSON HOLE (JAC)

| APP CRS | Rwy Ldg | 6300 |
|---|---|---|
| 190° | TDZE | 6451 |
| | Apt Elev | 6451 |

RNP AR APCH-GPS.

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 1¾ SM.

-22°C

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.

| D-ATIS | SALT LAKE CENTER | JACKSON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.625 | 133.25 285.6 | 118.075 (CTAF) L | 124.55 | 122.95 |

ROUTING to DNW (not to scale)

TOCUD (RNP 0.50)

12900 198° (9.2)

(IAF) WATBU 230K

12800 198° (7.4)

(IAF) DUNOIR DNW (RNP 0.50)

MSA RW19 25 NM 14900

Procedure NA for arrival on DNW VOR/DME airway radials 219 CW 267.

(IAF) DUNOIR DNW (RNP 0.50)

11000 243° (7)

SEE INSET FOR ROUTING TO DNW

(IF) MENDE 210K

9700 224° (5.2)

MOTHS 190K

8800 224° (3.5)

RENKE

LISBN

LEXEY

10000 (1.2)

LAMBB

9600 (1.4)

8800 250° (2.6)

LOUDD

10400 (0.9)

10600 (2.3)

KEEYS 190K until LISBN

8000 202° (2.5)

(FAF) PREMO

190° (4.7)

7688

(CFFRV)

Final approach course offset 3.00°.

11400 015° (4)

(IF) KEELR 210K (RNP 0.40)

7230

190° (6.5)

(IAF) KEEKY 12600 210K

12600 015° (4.7)

10326

12800 332° (9)

(IAF) MOSSS 12800 230K (RNP 0.50)

MISSED APCH FIX HIPUL (not to scale)

193° (19.8)

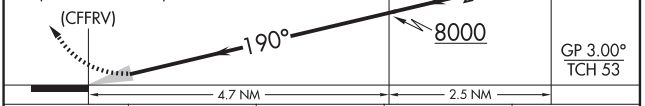
KICNE

013° 193° 8 NM

9000 7000

| 14000 | HIPUL | tr 193° | KICNE |
|---|---|---|---|
| tr 190° | | | |

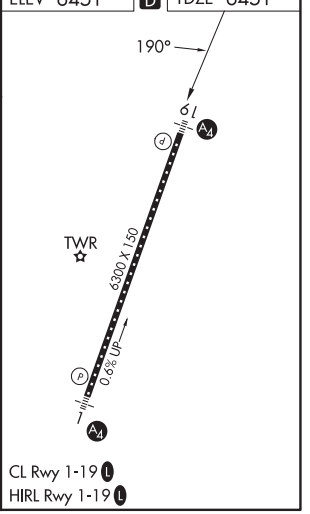
See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA* | | 6777/40 | 326 (400-¾) | |
| RNP 0.20 DA# | | 6856/60 | 405 (500-1) | |
| RNP 0.30 DA# | | 6938/60 | 487 (500-1¼) | |
| RNP 0.30 DA | | 7045-1⅜ | 594 (600-1⅜) | |

AUTHORIZATION REQUIRED

ELEV 6451 D TDZE 6451




CL Rwy 1-19 L

HIRL Rwy 1-19 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Y RWY 1

JACKSON HOLE (JAC)

| APP CRS | Rwy Ldg | 6300 |
|---|---|---|
| 006° | TDZE | 6431 |
| | Apt Elev | 6451 |

RNP AR APCH.

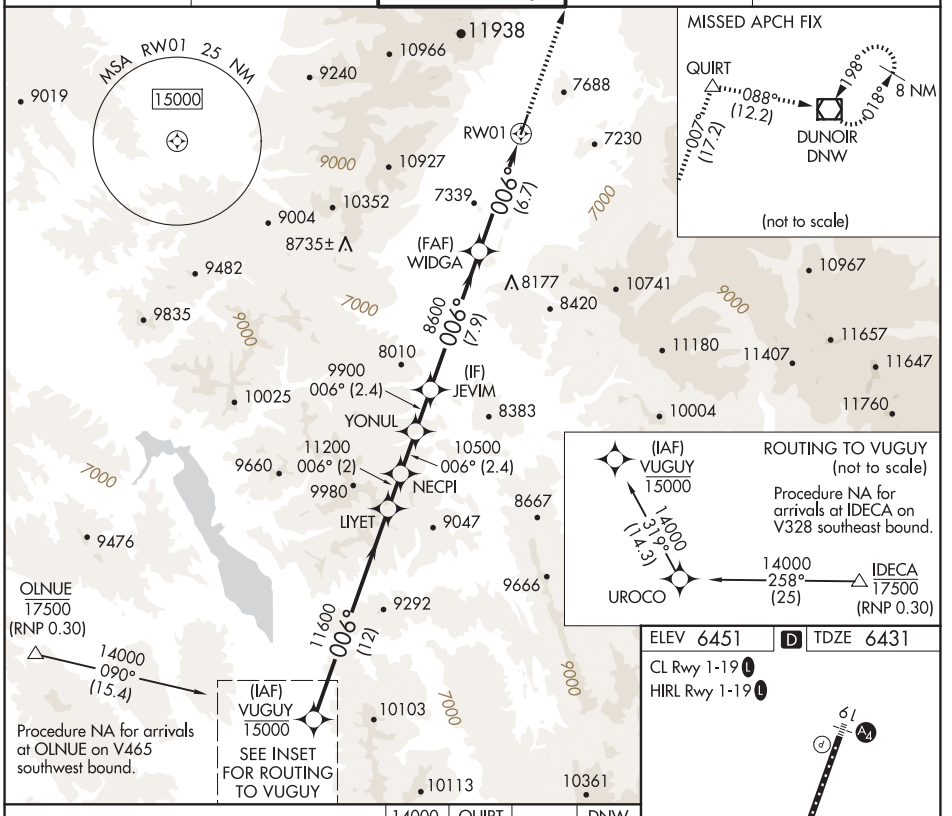
Inop table does not apply.
For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 54°C .

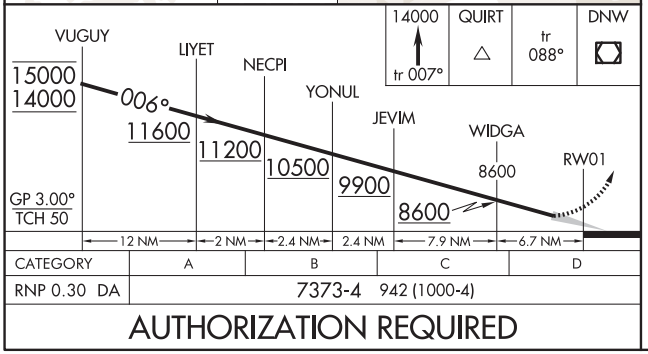
-22°C

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.

| D-ATIS | SALT LAKE CENTER | JACKSON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.625 | 133.25 285.6 | 118.075 (CTAF) L | 124.55 | 122.95 |



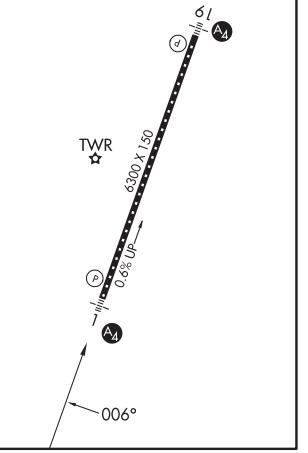




AUTHORIZATION REQUIRED

ELEV 6451 D TDZE 6431

CL Rwy 1-19 L

HIRL Rwy 1-19 L






43°36'N-110°44'W



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Y RWY 19

JACKSON HOLE (JAC)

| APP CRS | Rwy Ldg | 6300 |
|---|---|---|
| 187° | TDZE | 6451 |
| | Apt Elev | 6451 |

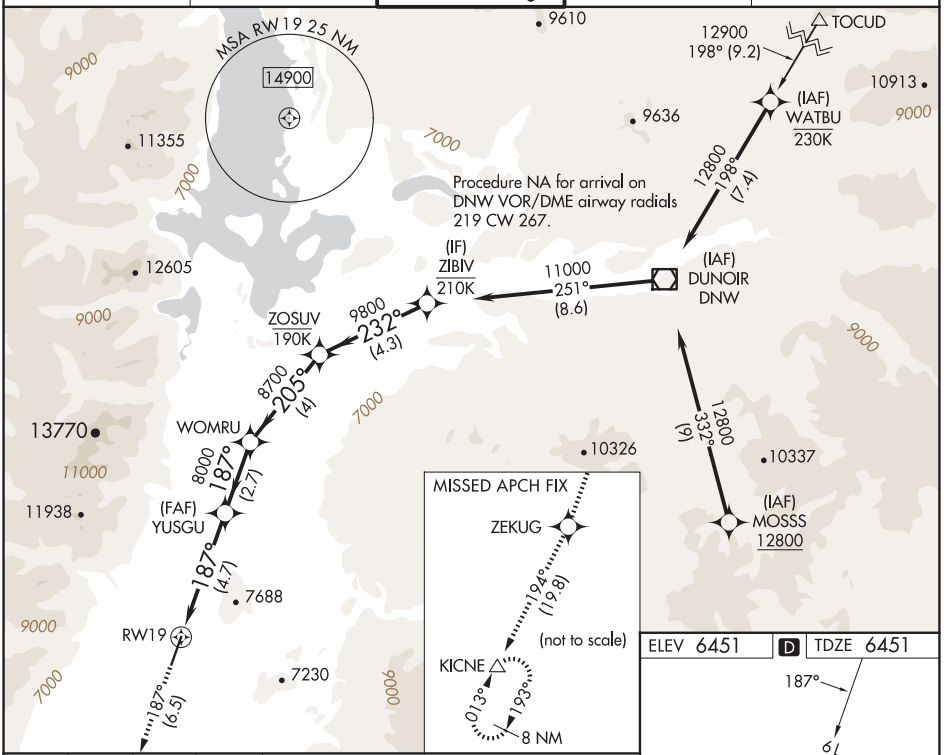
RNP AR APCH-GPS.

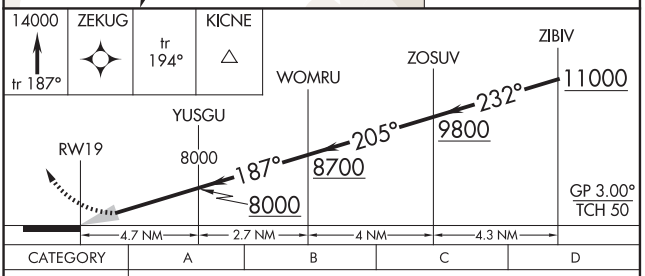
T -22°C For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1¾ SM.

MALS A4

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.

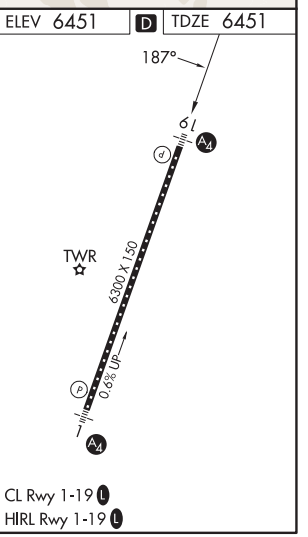
| D-ATIS | SALT LAKE CENTER | JACKSON TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 120.625 | 133.25 285.6 | 118.075 (CTAF) L | 124.55 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA* | 6781/40 | 330 (400-¾) | | |
| RNP 0.30 DA# | 6935/60 | 484 (500-1¼) | | |
| RNP 0.30 DA | 7038-1⅜ | 587 (600-1⅜) | | |

AUTHORIZATION REQUIRED






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

JACKSON, WYOMING | AL-504 (FAA) | 25163

# RNAV (RNP) Z RWY 1

JACKSON HOLE (JAC)

| APP CRS | Rwy Ldg | 6300 |
|---|---|---|
| 006° | TDZE | 6431 |
| | Apt Elev | 6451 |

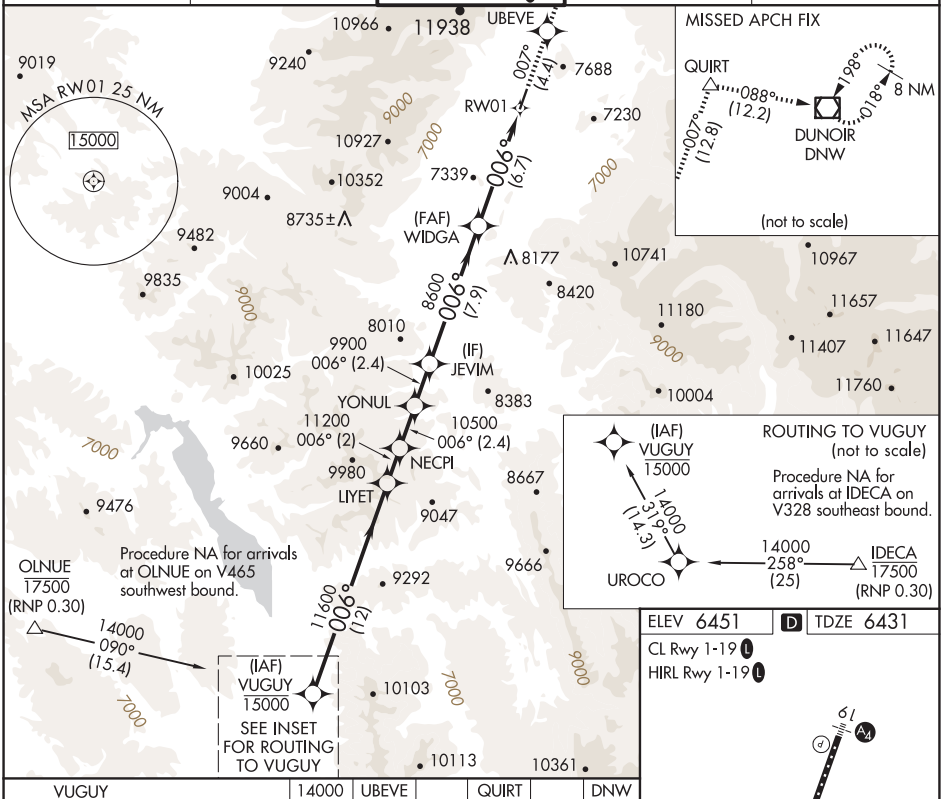
RNP AR APCH.

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 ⅞ SM.
Missed approach requires RNP less than 1.0.

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.

| D-ATIS | SALT LAKE CENTER | JACKSON TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 120.625 | 133.25 285.6 | 118.075 (CTAF) L | 124.55 | 122.95 |




MISSED APCH FIX

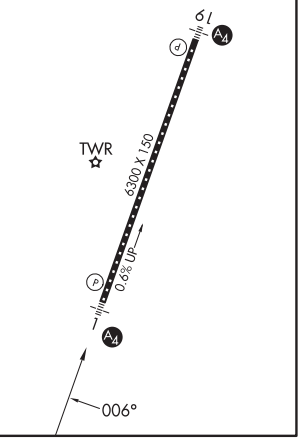


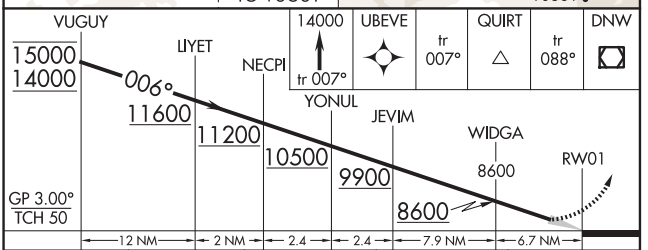

ROUTING TO VUGUY (not to scale)




ELEV 6451 | D | TDZE 6431

CL Rwy 1-19 L
HIRL Rwy 1-19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA* | 6690-¾ | 259 (300-¾) | | |
| RNP 0.30 DA* | 6743-¾ | 312 (300-¾) | | |

AUTHORIZATION REQUIRED

JACKSON, WYOMING
Amdt 1 13SEP18

43°36'N-110°44'W

JACKSON HOLE (JAC)

RNAV (RNP) Z RWY 1


NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) X RWY 1

## JACKSON HOLE (JAC)

| WAAS CH 58299 W01A | APP CRS 006° | Rwy Ldg 6300 TDZE 6431 Apt Elev 6451 |
|---|---|---|

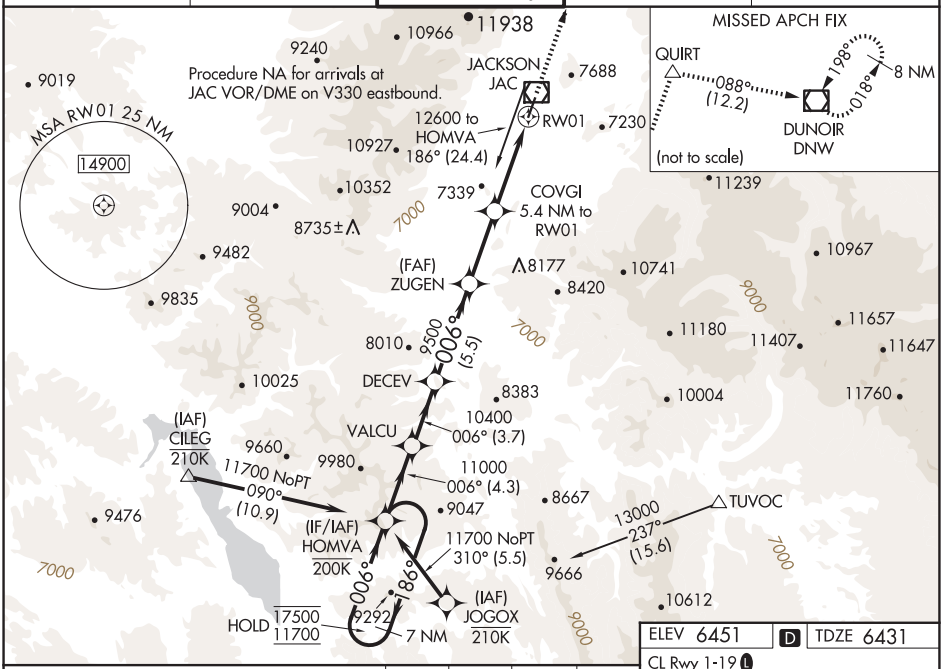
RNP APCH-GPS.

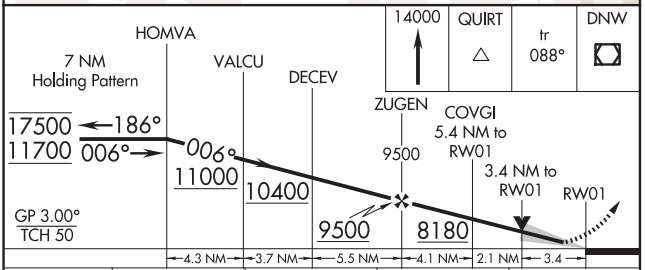
T A -22°C Circling NA east of Rwy 1-19. Baro-VNAV NA. Circling NA for Cat D. Inop table does not apply to LPV, LPV*, LNAV/VNAV, and LNAV Cat C/D.

MALS A4

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 | SALT LAKE CENTER | JACKSON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.625 | 133.25 285.6 | 118.075 (CTAF) L | 124.55 | 122.95 |



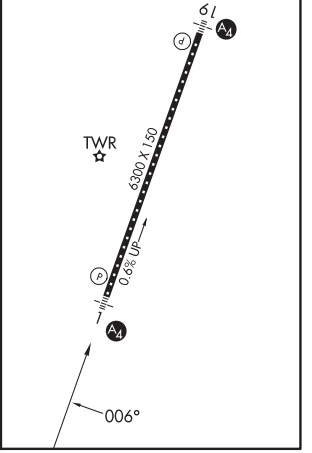




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 6651/40 220 (200-¾) | | | |
| LPV DA | 7445-4 1014 (1000-4) | | | |
| LNAV/VNAV DA | 7327-4 896 (900-4) | | | |
| LNAV MDA | 7540/55 1109 (1100-1) | 7540-1¼ 1109 (1100-1¼) | 7540-3 1109 (1100-3) | |
| C CIRCLING | 7540-1¼ 1089 (1100-1¼) | 7540-1½ 1089 (1100-1½) | 7560-3 1109 (1200-3) | NA |

ELEV 6451 D TDZE 6431

CL Rwy 1-19 L

HIRL Rwy 1-19 L






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

JACKSON, WYOMING | AL-504 (FAA) | 25163

# RNAV (GPS) Z RWY 19

## JACKSON HOLE (JAC)

| WAAS | APP CRS | Rwy Ldg | 6300 |
|---|---|---|---|
| CH 90232 | 187° | TDZE | 6451 |
| W19A | | Apt Elev | 6451 |

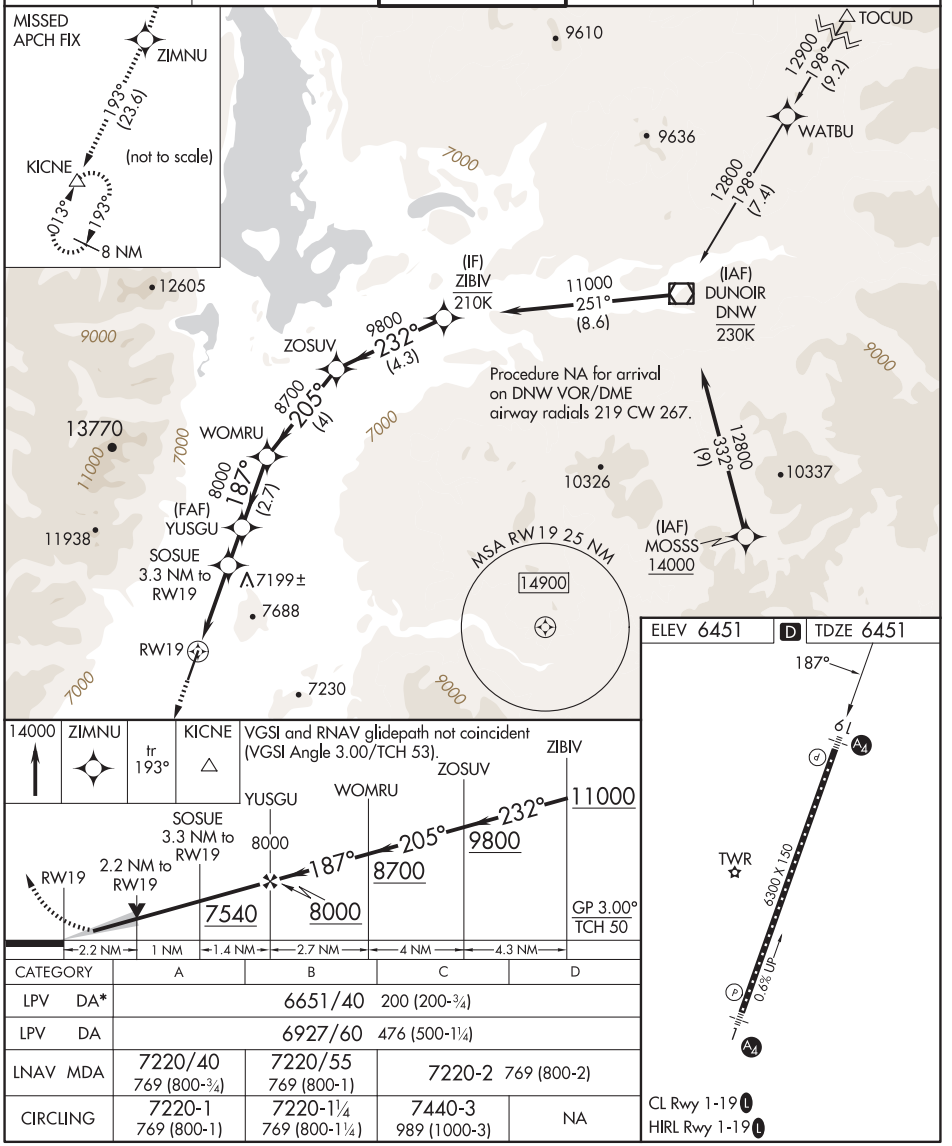
RNP APCH - GPS.

T A -22°C 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.

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.

| D-ATIS | SALT LAKE CENTER | JACKSON TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 120.625 | 133.25 285.6 | 118.075 (CTAF) L | 124.55 | 122.95 |










| 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


NW-1, 12 JUN 2025 to 07 AUG 2025

# VOR RWY 1

## JACKSON HOLE (JAC)

| VOR/DME JAC | APP CRS | Rwy Ldg | 6300 |
|---|---|---|---|
| 115.4 | 008° | TDZE | 6431 |
| Chan 101 | | Apt Elev | 6451 |

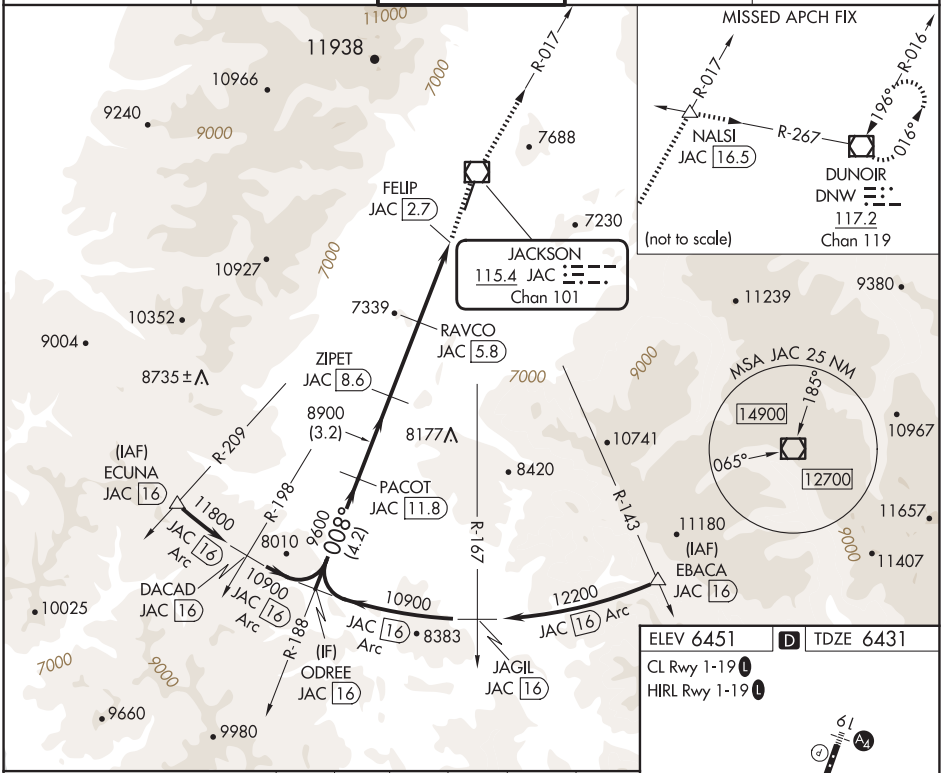
DME required.

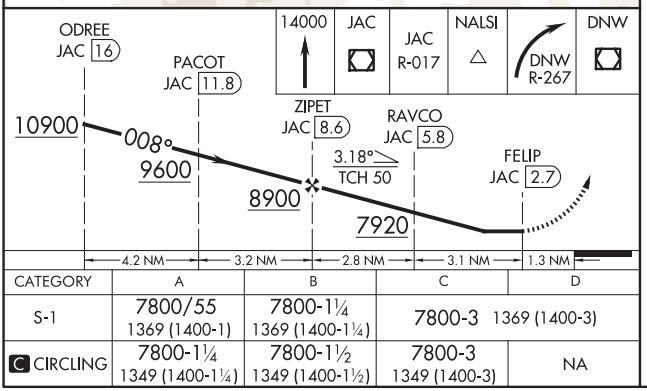
T A -22°C Circling NA east of Rwy 1-19. Circling NA for Cat D. Inop table does not apply to S-1 Cats C/D.

MALS

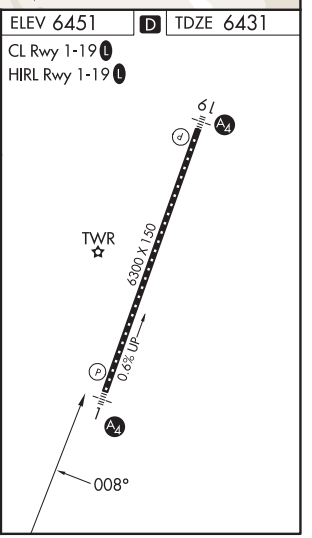
MISSED APPROACH: Climb to 14000 direct JAC VOR/DME and on JAC R-017 to NALSI INT/JAC 16.5 DME and right turn on DNW R-267 to DNW VOR/DME and hold, continue climb-in-hold to 14000.

| D-ATIS | SALT LAKE CENTER | JACKSON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.625 | 133.25 285.6 | 118.075 (CTAF) L | 124.55 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 7800/55 1369 (1400-1) | 7800-1¼ 1369 (1400-1¼) | 7800-3 1369 (1400-3) | |
| C CIRCLING | 7800-1¼ 1349 (1400-1¼) | 7800-1½ 1349 (1400-1½) | 7800-3 1349 (1400-3) | NA |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

JACKSON, WYOMING | AL-504 (FAA) | 25163

# VOR RWY 19

## JACKSON HOLE (JAC)

| VOR/DME JAC | APP CRS | Rwy Ldg | 6300 |
|---|---|---|---|
| 115.4 | 193° | TDZE | 6451 |
| Chan 101 | | Apt Elev | 6451 |

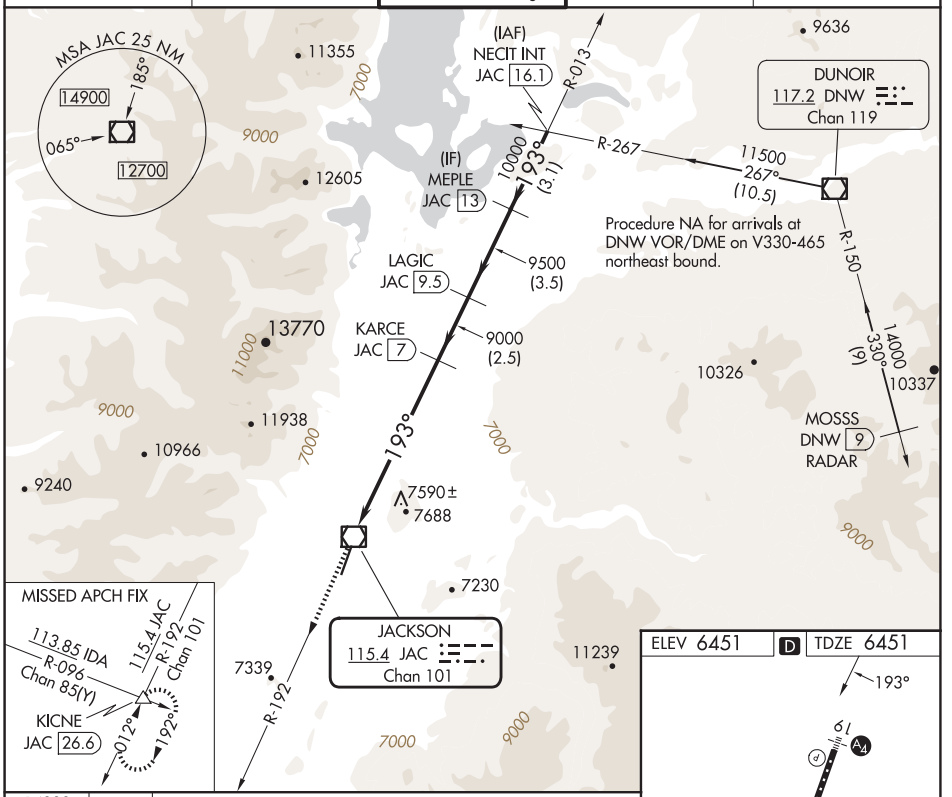
DME required. RADAR required for procedure entry at MOSSS.

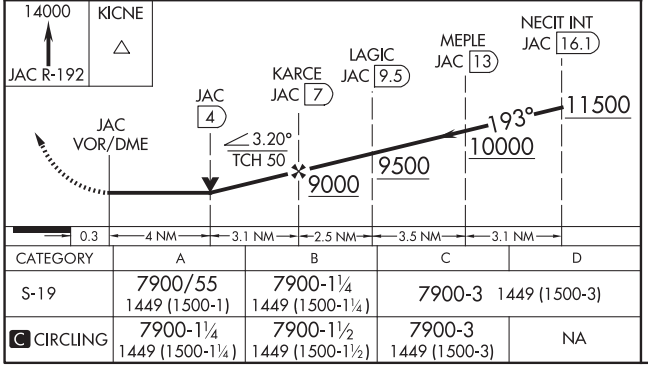
Circling NA east of Rwy 1-19. Rwy 19 helicopter visibility reduction below RVR 4000 NA. Circling NA for Cat D. Inop table does not apply to S-19 Cat C/D. -22°C

MALS

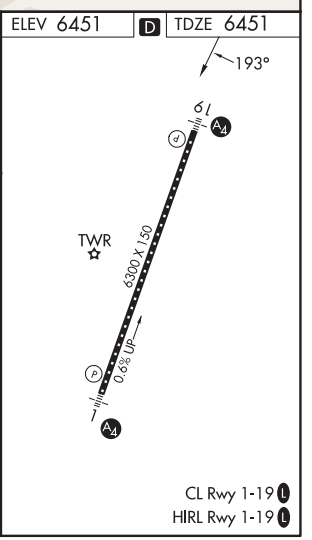
MISSED APPROACH: Climb to 14000 on JAC VOR/DME R-192 to KICNE INT/26.6 DME and hold, continue climb-in-hold to 14000.

| D-ATIS | SALT LAKE CENTER | JACKSON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.625 | 133.25 285.6 | 118.075 (CTAF) L | 124.55 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 7900/55<br>1449 (1500-1) | 7900-1¼<br>1449 (1500-1¼) | 7900-3 1449 (1500-3) | |
| C CIRCLING | 7900-1¼<br>1449 (1500-1¼) | 7900-1½<br>1449 (1500-1½) | 7900-3<br>1449 (1500-3) | NA |



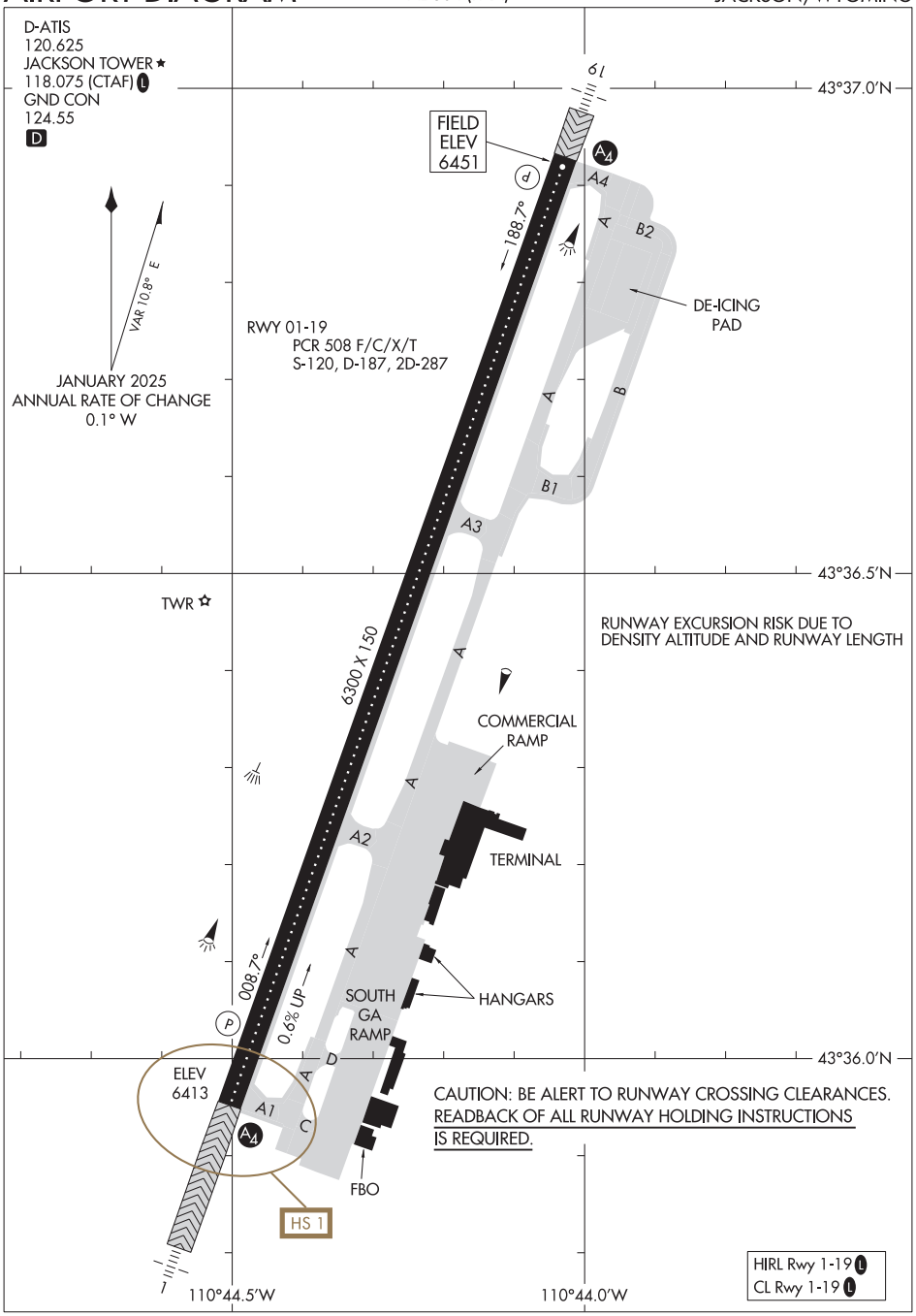

CL Rwy 1-19 L
HIRL Rwy 1-19 L

JACKSON, WYOMING
Amdt 1 02DEC21

43°36'N-110°44'W

JACKSON HOLE (JAC)
VOR RWY 19


NW-1, 12 JUN 2025 to 07 AUG 2025







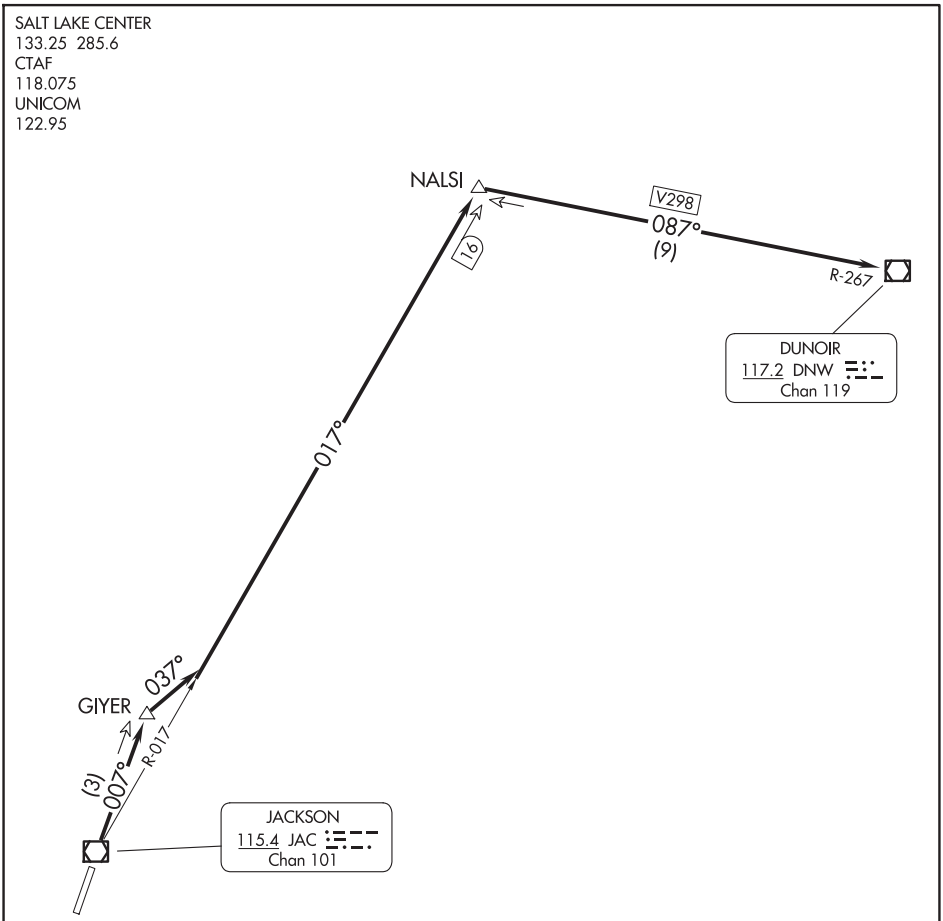
NW-1, 12 JUN 2025 to 07 AUG 2025

(GEYSR6.DNW) 23334

# GEYSER SIX DEPARTURE (OBSTACLE)

AL-504 (FAA)

JACKSON HOLE (JAC)
JACKSON, WYOMING




NOTE: DME required.

TAKEOFF MINIMUMS

Rwy 1: Standard with minimum climb of 234' per NM to 12400.
Rwy 19: NA - ATC.

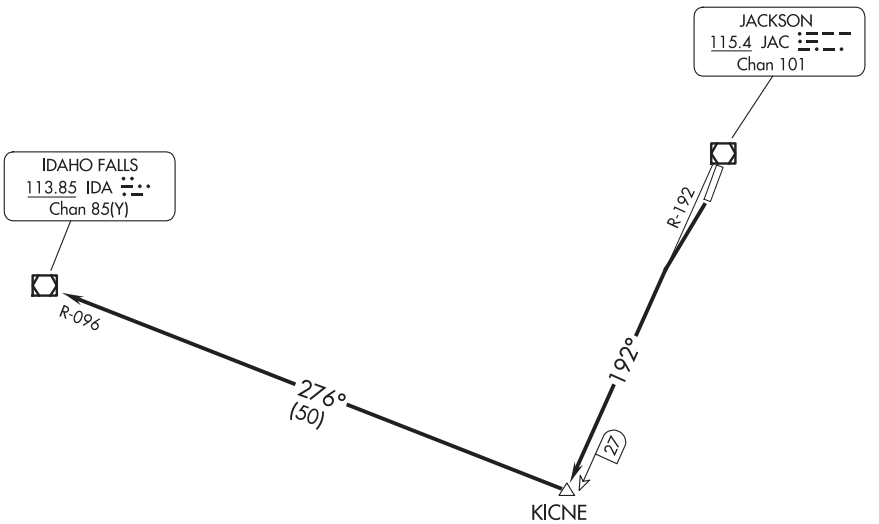
NOTE: Chart not to scale.

## 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.


NW-1, 12 JUN 2025 to 07 AUG 2025

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.



NW-1, 12 JUN 2025 to 07 AUG 2025

(ALPIN4.KICNE) 23334

# ALPIN FOUR DEPARTURE

AL-504 (FAA)

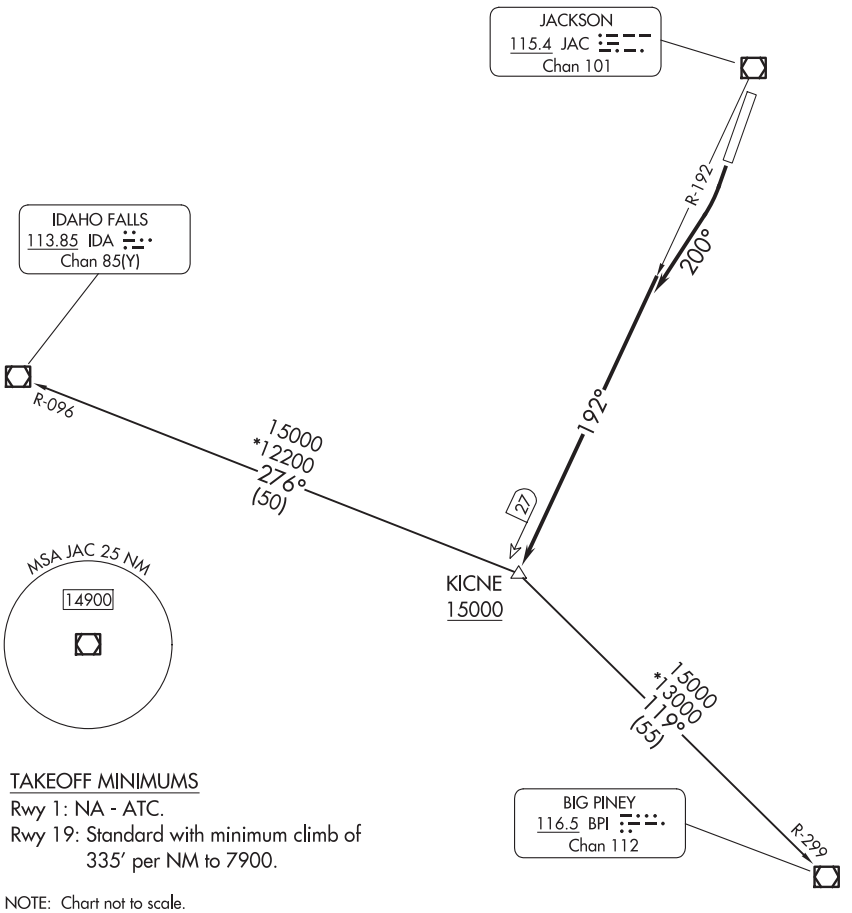
JACKSON HOLE (JAC)
JACKSON, WYOMING



NW-1, 12 JUN 2025 to 07 AUG 2025

**TOP ALTITUDE: AS ASSIGNED BY ATC**

SALT LAKE CENTER
133.25 285.6




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.

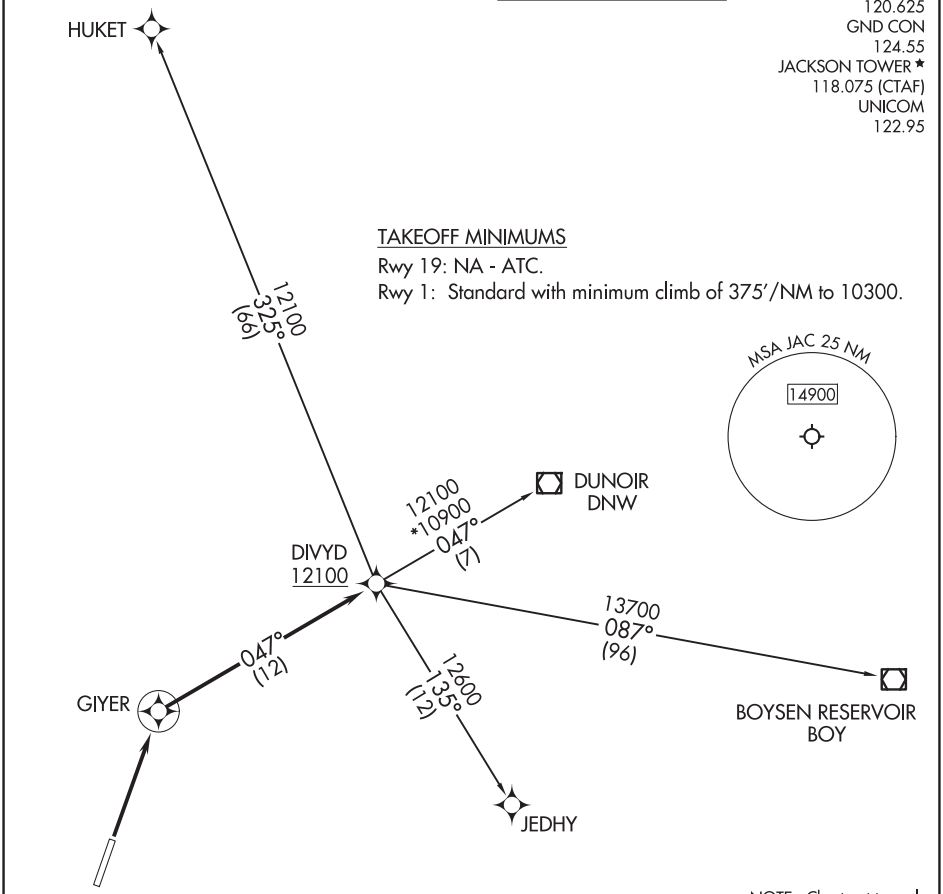
BIG PINEY TRANSITION (ALPIN4.BPI): From over KICNE INT on BPI R-299 to BPI VOR/DME.

IDAHO FALLS TRANSITION (ALPIN4.IDA): From over KICNE INT on IDA R-096 to IDA VOR/DME.

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




NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb direct GIYER, then on track 047° to cross DIVYD at or above 12100, thence. . . .

. . . . (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BOYSEN RESERVOIR TRANSITION (DIVYD2.BOY)
DUNOIR TRANSITION (DIVYD2.DNW)
HUKET TRANSITION (DIVYD2.HUKET)
JEDHY TRANSITION (DIVYD2.JEDHY)

# RNAV (GPS) RWY 9

JEROME COUNTY (JER)

| WAAS | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| CH 90144 | 086° | TDZE | 4019 |
| W09A | | Apt Elev | 4053 |

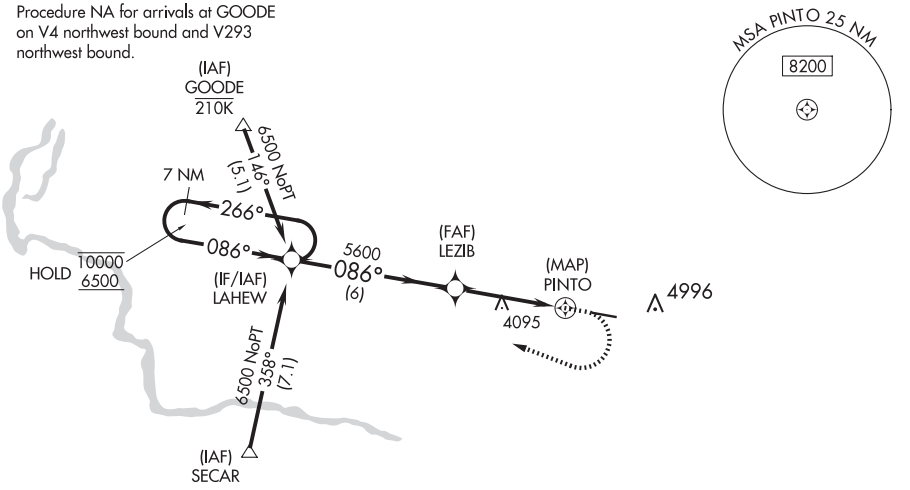
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA north of Rwy 9-27.

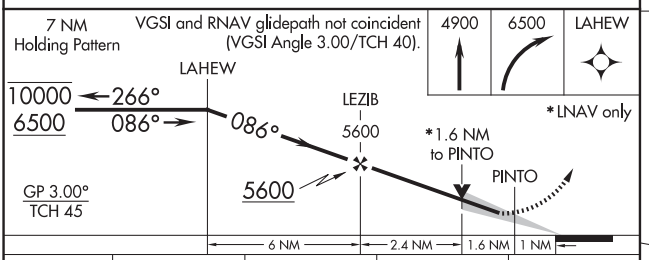
MISSED APPROACH: (Do not exceed 185K until LAHEW) Climb to 4900 then climbing right turn to 6500 direct LAHEW and hold. # Missed approach requires minimum climb of 300 feet per NM to 5200.

| ASOS | TWIN FALLS APP CON★ | UNICOM |
|---|---|---|
| 135.225 | 126.7 353.75 | 122.8 (CTAF) L |

Procedure NA for arrivals at GOODE on V4 northwest bound and V293 northwest bound.




Procedure NA for arrivals at SECAR on V253 southeast bound.




ELEV 4053 TDZE 4019




MIRL Rwy 9-27 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| 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) |
| C CIRCLING | 4820-1 767 (800-1) | 4820-1¼ 767 (800-1¼) | 4820-2½ | 767 (800-2½) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 27

JEROME COUNTY (JER)

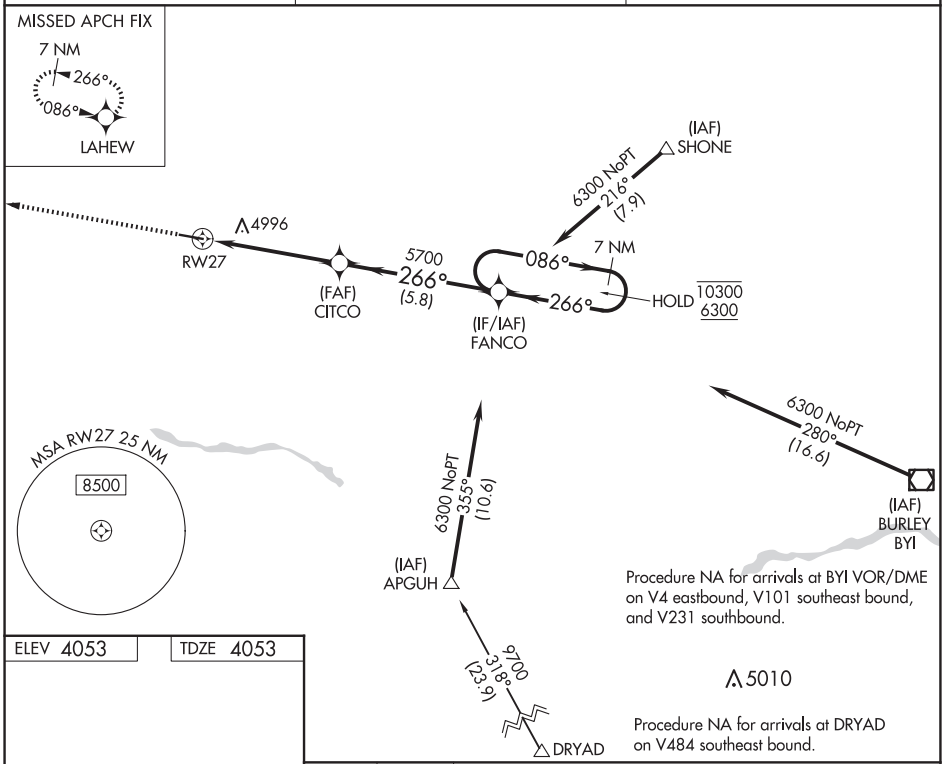
| WAAS | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| CH 90514 | 266° | TDZE | 4053 |
| W27A | | Apt Elev | 4053 |

RNP APCH - GPS.

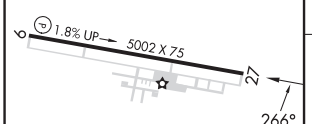
Procedue NA at night. Circling NA north of Rwy 9-27.
Rwy 27 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 6500 direct LAHEW and hold.

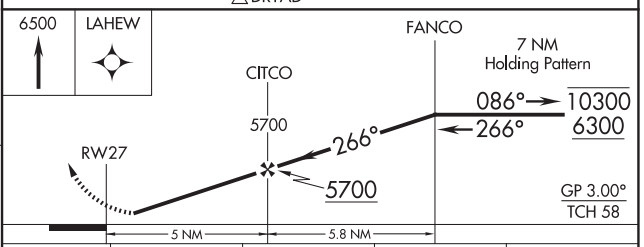
| ASOS | TWIN FALLS APP CON ★ | UNICOM |
|---|---|---|
| 135.225 | 126.7 353.75 | 122.8 (CTAF) L |




ELEV 4053 TDZE 4053




MIRL Rwy 9-27 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4403-1 350 (400-1) | | | |
| LNAV MDA | 5300-1¼ 1247 (1300-1¼) | 5300-1½ 1247 (1300-1½) | 5300-3 1247 (1300-3) | |
| C CIRCLING | 5300-1¼ 1247 (1300-1¼) | 5300-1½ 1247 (1300-1½) | 5300-3 1247 (1300-3) | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VORTAC TWF | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.1 | 346° | TDZE | N/A |
| Chan 78 | | Apt Elev | 4053 |

# VOR-A

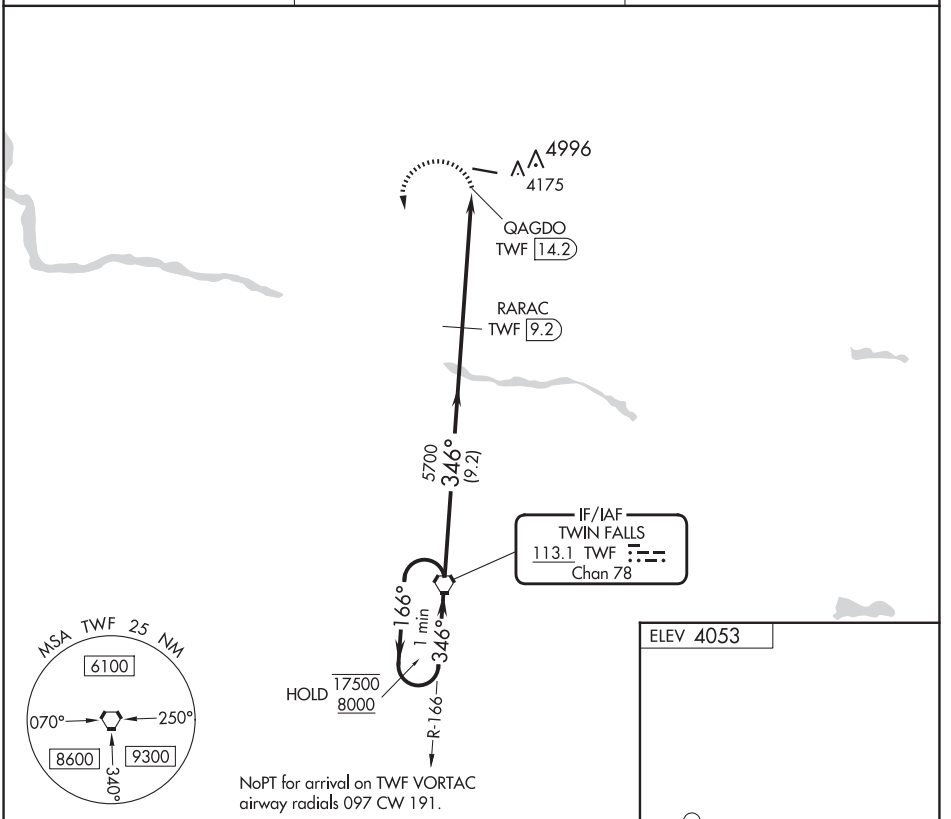
JERUSALEM COUNTY (JER)

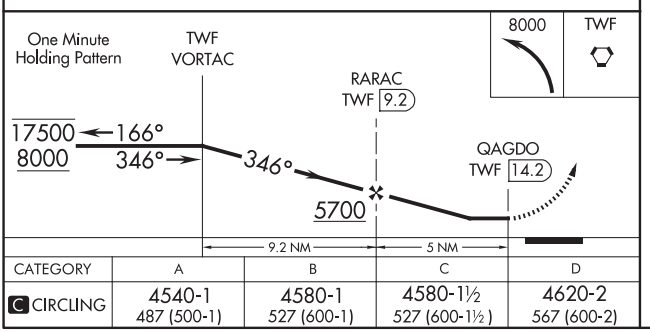
DME required.

T A Circling NA north of Rwy 9-27.

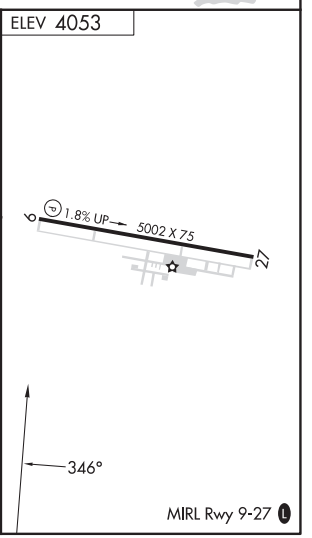
MISSED APPROACH: Climbing left turn to 8000 direct TWF VORTAC and hold, continue climb-in-hold to 8000.

| ASOS | TWIN FALLS APP CON★ | UNICOM |
|---|---|---|
| 135.225 | 126.7 353.75 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 4540-1<br>487 (500-1) | 4580-1<br>527 (600-1) | 4580-1½<br>527 (600-1½) | 4620-2<br>567 (600-2) |






42°44′N-114°27′W



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Ldg | 4100 |
|---|---|---|
| 083° | TDZE | 3669 |
| | Apt Elev | 3703 |

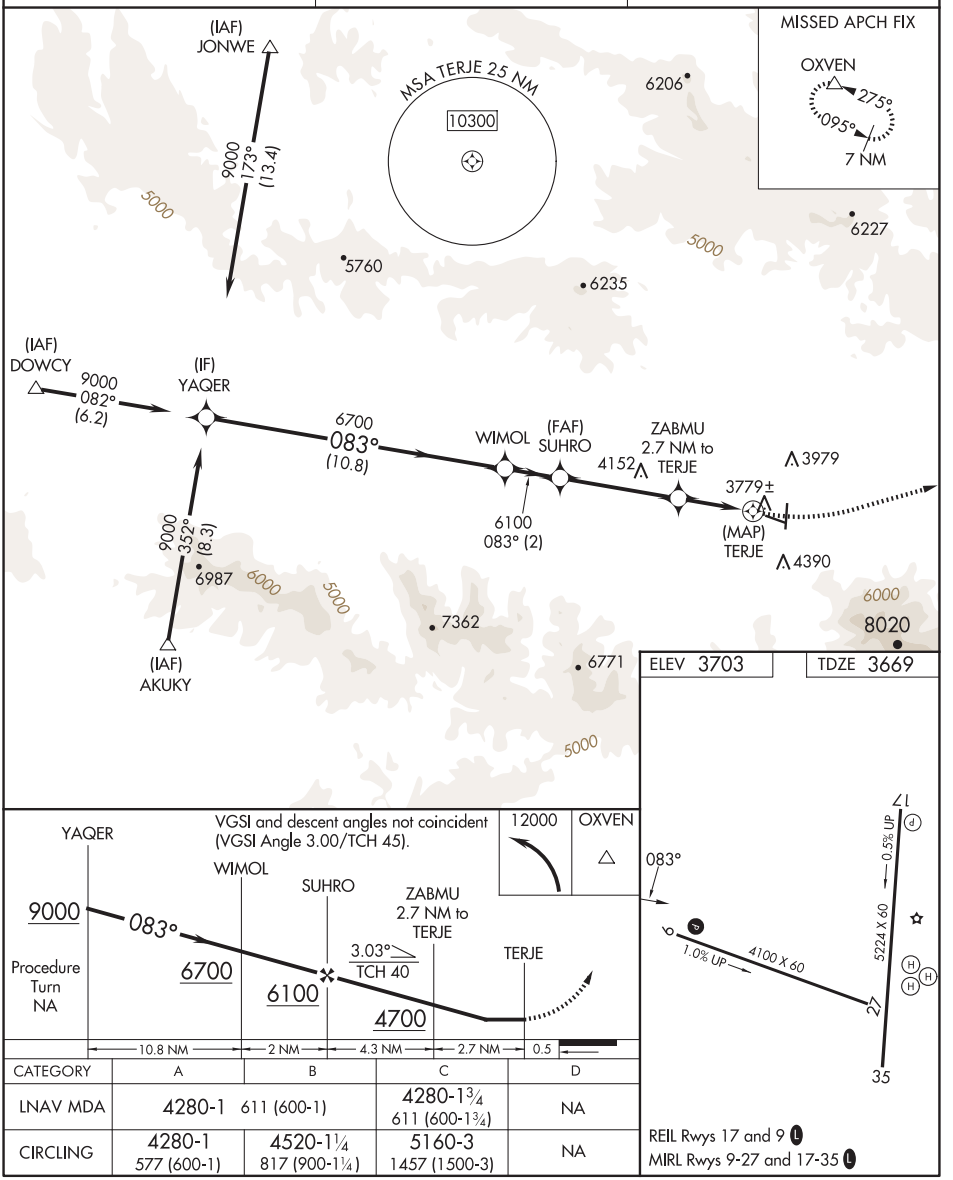
# RNAV (GPS) Y RWY 9

## 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 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 118.375 | 128.15 257.75 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4280-1 611 (600-1) | | 4280-1¾ 611 (600-1¾) | NA |
| CIRCLING | 4280-1 577 (600-1) | 4520-1¼ 817 (900-1¼) | 5160-3 1457 (1500-3) | NA |

REIL Rwys 17 and 9 L
MIRL Rwys 9-27 and 17-35 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Ldg | 4100 |
|---|---|---|---|
| CH 73010 | 091° | TDZE | 3669 |
| W09A | | Apt Elev | 3703 |

# RNAV (GPS) Z RWY 9

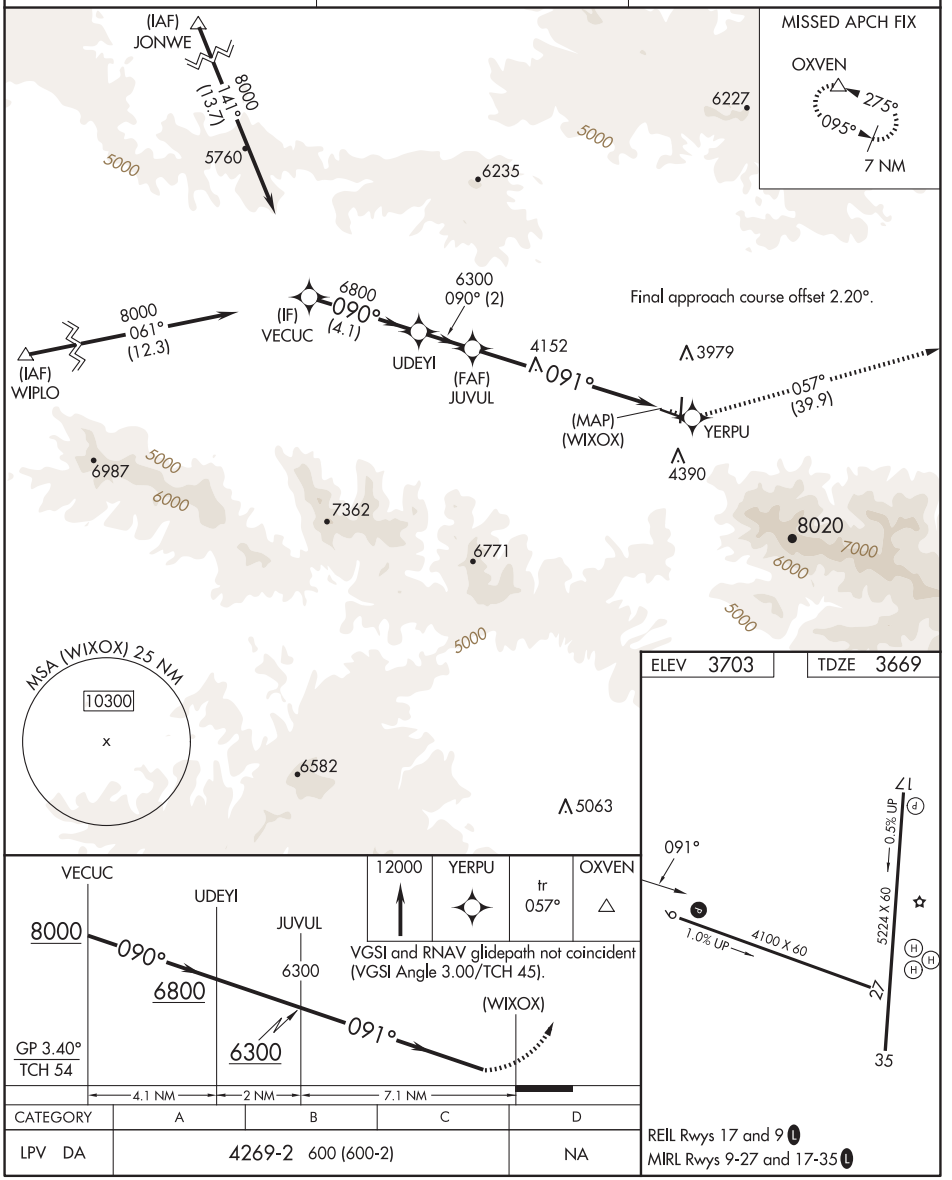
## GRANT COUNTY RGNL/OGILVIE FLD (GCD)

RNP APCH - GPS.

When local altimeter setting not received, procedure NA.
Rwy 9 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 12000 direct YERPU and on track 057° to OXVEN and hold, continue climb-in-hold to 12000.

| AWOS-3 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 118.375 | 128.15 257.75 | 122.8 (CTAF) L |

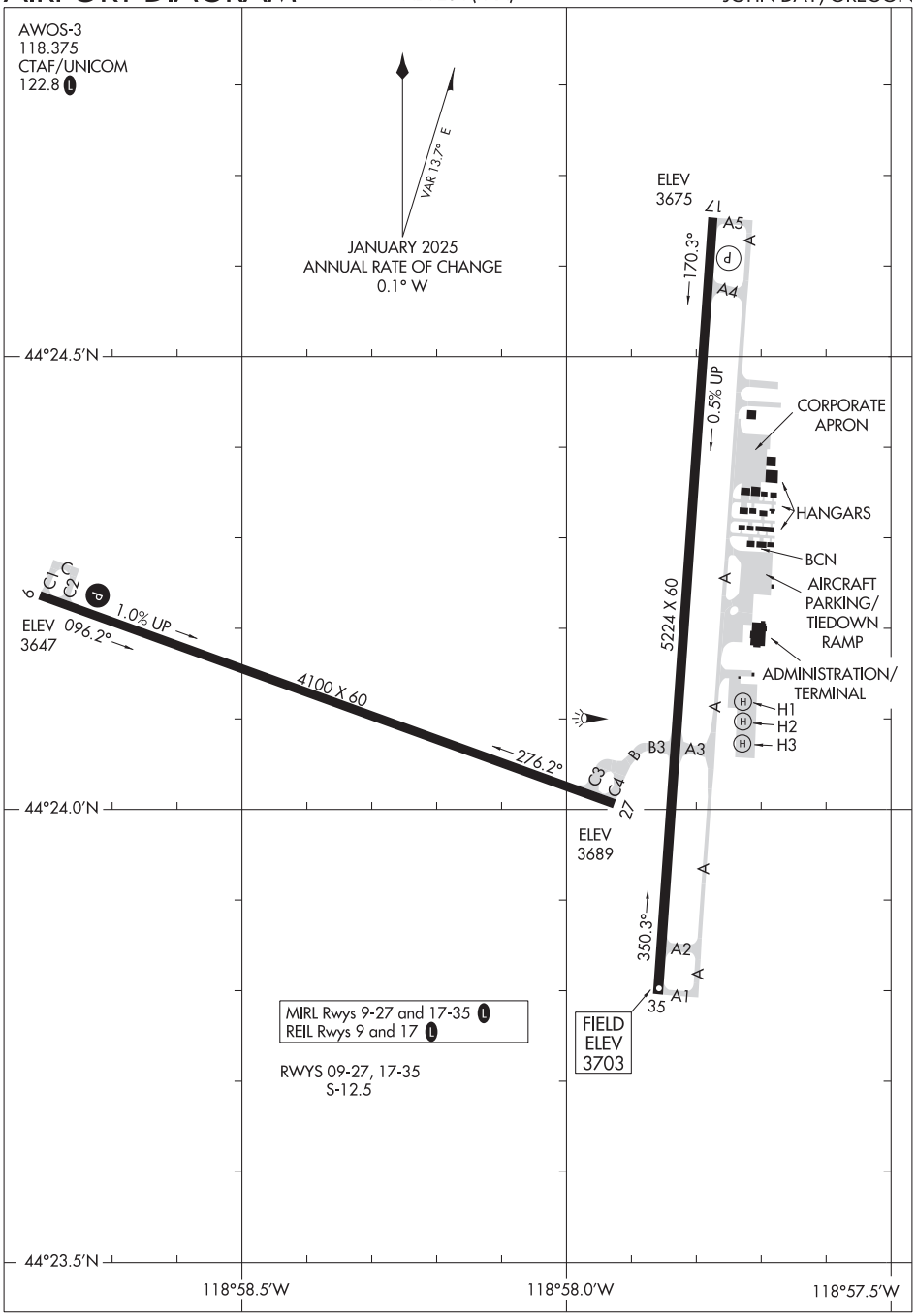



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4269-2 600 (600-2) | | | NA |

REIL Rwys 17 and 9 L
MIRL Rwys 9-27 and 17-35 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025





NW-1, 12 JUN 2025 to 07 AUG 2025

JOSEPH, OREGON | AL-10516 (FAA) | 25163

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 142° | TDZE | N/A |
| | Apt Elev | 4126 |

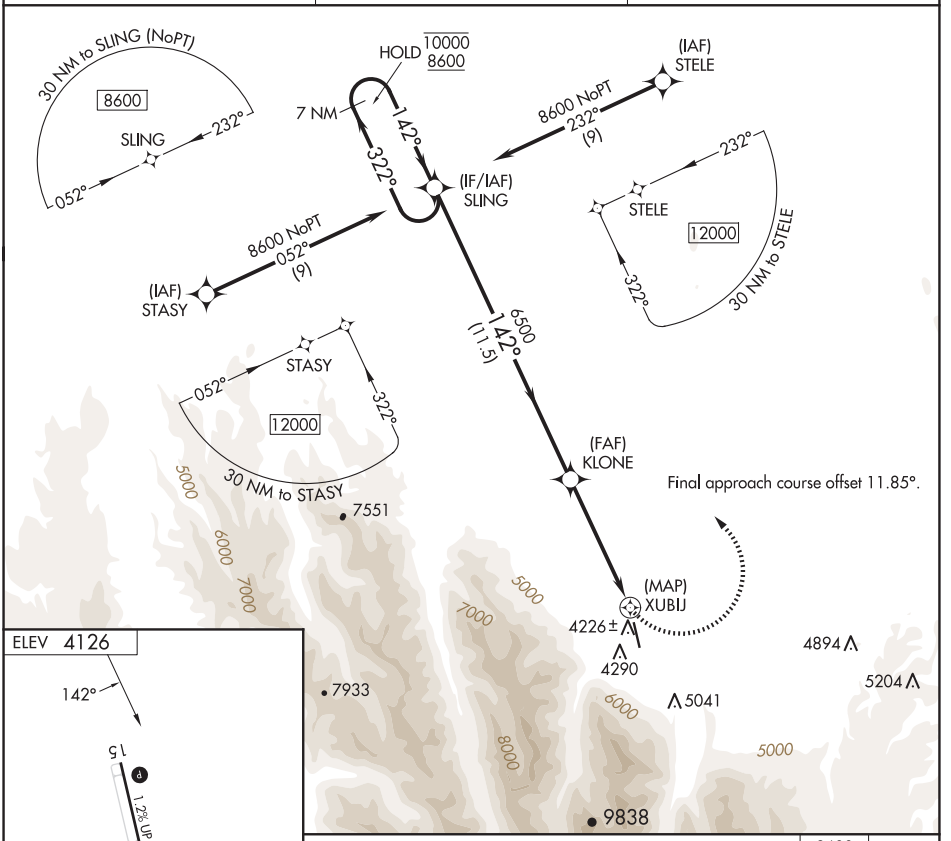
# RNAV (GPS)-A
## JOSEPH STATE (JSY)

RNP APCH - GPS.

Circling NA southwest of Rwy 15-33.
Procedure NA at night.
Rwy 15 and 33 helicopter visibility reduction below 1 SM NA.

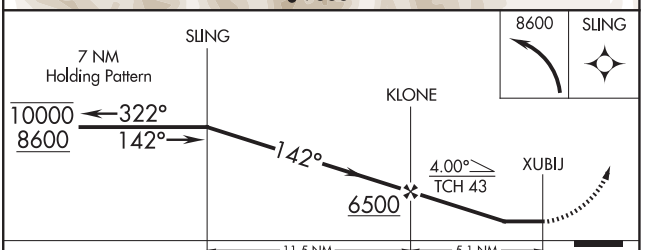
MISSED APPROACH: Climbing left turn to 8600 direct SLING and hold, continue climb-in-hold to 8600.

| AWOS-3P | SEATTLE CENTER | UNICOM |
|---|---|---|
| 123.775 | 123.95 290.55 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 5000-1¼<br>874 (900-1¼) | 5480-1½<br>1354 (1400-1½) | NA | |

REIL Rwy 15 L
MIRL Rwy 15-33 L

JOSEPH, OREGON
Orig 20APR23

45°22'N-117°15'W

JOSEPH STATE (JSY)
RNAV (GPS)-A


NW-1, 12 JUN 2025 to 07 AUG 2025

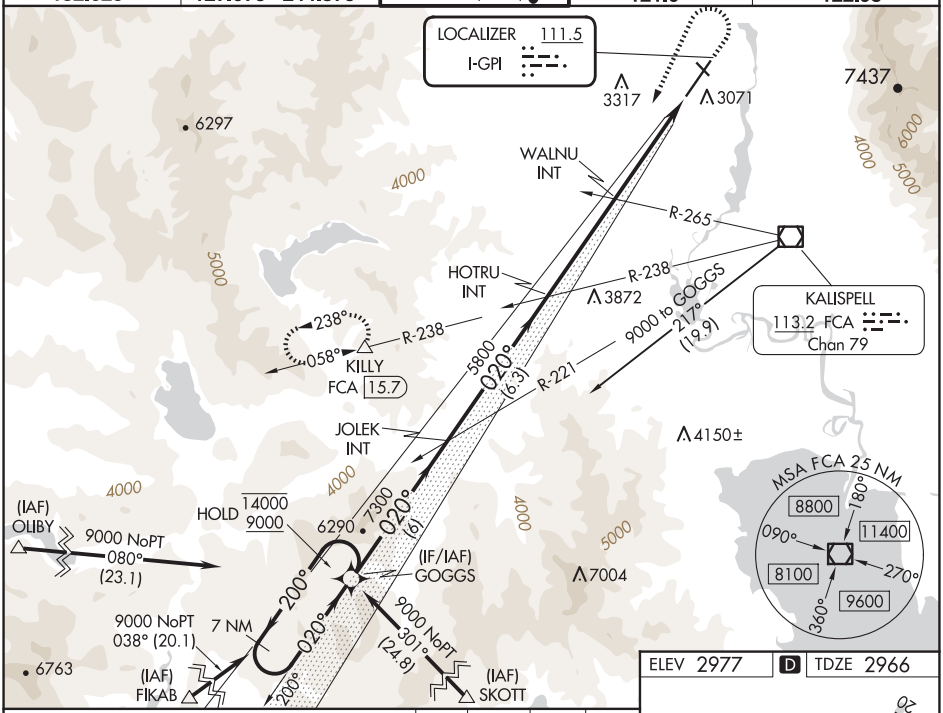
| LOC I-GPI | APP CRS | Rwy Idg | 9007 |
|---|---|---|---|
| 111.5 | 020° | TDZE | 2966 |
| | | Apt Elev | 2977 |

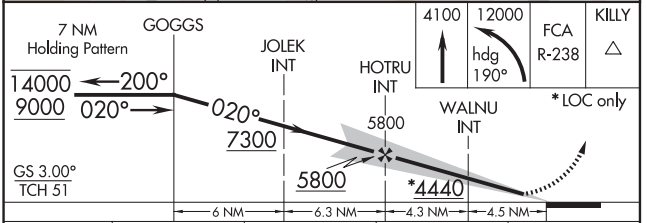
# ILS or LOC RWY 2
GLACIER PARK INTL (GPI)

DME required. RNAV 1-GPS or RADAR required for procedure entry.
Inop table does not apply to S-LOC 2 Cats C/D.
-15°C
MALSR

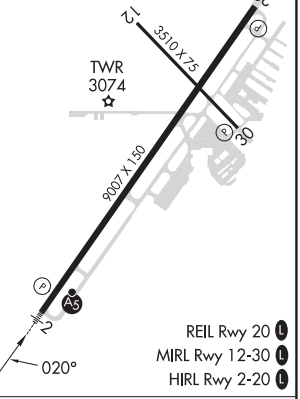
MISSED APPROACH: Climb to 4100 then climbing left turn to 12000 on heading 190° and FCA VOR/DME R-238 to KILLY/15.7 DME and hold, continue climb-in-hold to 12000.

| ATIS | SALT LAKE CENTER | GLACIER TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 132.625 | 127.075 244.875 | 124.55 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | 3166-½ 200 (200-½) | | | |
| S-LOC 2 | 4440-¾ 1474 (1500-¾) | 4440-1 1474 (1500-1) | 4440-3 1474 (1500-3) | |
| C CIRCLING | 4440-1¼ 1463 (1500-1¼) | 4440-1½ 1463 (1500-1½) | 4440-3 1463 (1500-3) | |
| WALNU FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED) | | | | |
| S-LOC 2 | 3520-½ 554 (600-½) | | 3520-1⅛ 554 (600-1⅛) | |
| C CIRCLING | 3520-1 543 (600-1) | 3580-1 603 (700-1) | 3680-2 703 (800-2) | 3760-2½ 783 (800-2½) |




FAF to MAP 8.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 8:48 | 5:52 | 4:24 | 3:31 | 2:56 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

KALISPELL, MONTANA | AL-887 (FAA) | 25051

# RNAV (RNP) RWY 20

GLACIER PARK INTL (GPI)

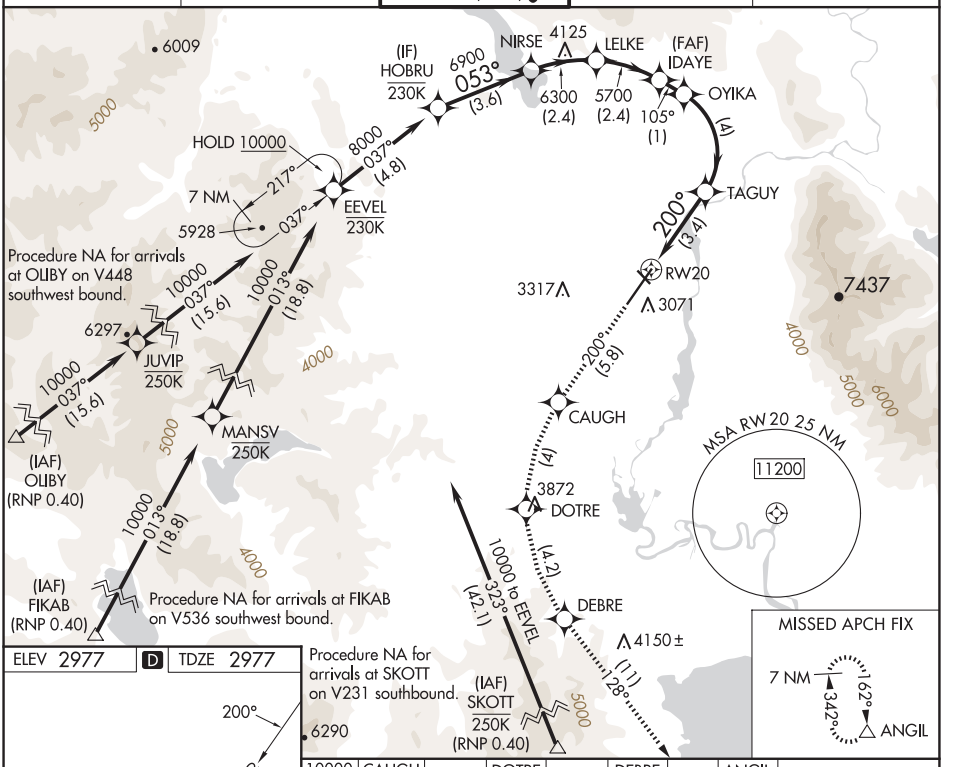
| APP CRS | Rwy Idg | 9007 |
|---|---|---|
| 200° | TDZE | 2977 |
| | Apt Elev | 2977 |

RNP AR APCH - GPS.

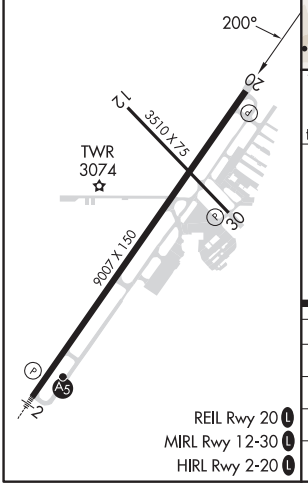
-15°C For uncompensated Baro-VNAV systems, procedure NA below -25°C or above 54°C.

MISSED APPROACH: Climb to 10000 on track 200° to CAUGH, left turn to DOTRE, left turn to DEBRE, and on track 128° to ANGIL and hold, continue climb-in-hold to 10000.
*Missed approach requires minimum climb of 230 feet per NM to 6800.

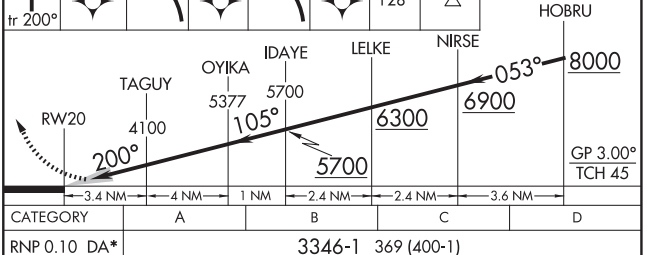
| ATIS | SALT LAKE CENTER | GLACIER TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 132.625 | 127.075 244.875 | 124.55 (CTAF) L | 121.6 | 122.95 |




ELEV 2977 | D | TDZ 2977




| 10000 tr 200° | CAUGH | | DOTRE | | DEBRE | tr 128° | ANGIL |
|---|---|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA* | 3346-1 | 369 (400-1) | | |
| RNP 0.30 DA* | 3418-1⅜ | 441 (500-1⅜) | | |
| RNP 0.30 DA | 3637-1⅞ | 660 (700-1⅞) | | |

AUTHORIZATION REQUIRED

KALISPELL, MONTANA
Amdt 1 30NOV23

48°19'N-114°15'W

GLACIER PARK INTL (GPI)

RNAV (RNP) RWY 20

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Idg | 9007 |
|---|---|---|
| 020° | TDZE | 2966 |
| | Apt Elev | 2977 |

# RNAV (RNP) Y RWY 2

GLACIER PARK INTL (GPI)

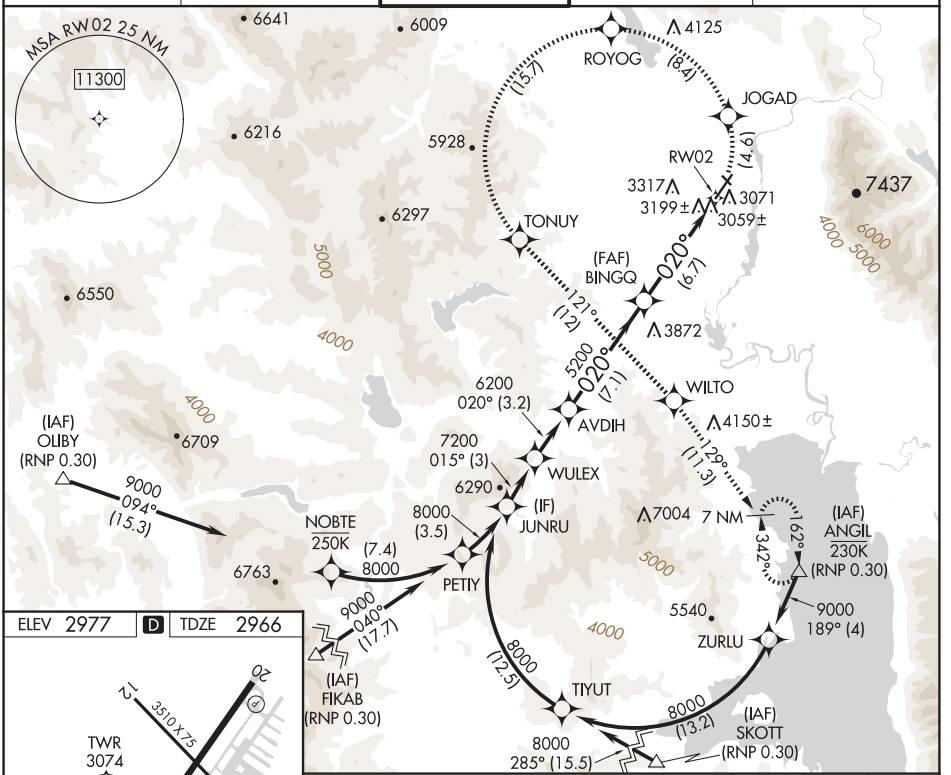
T A -15°C

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.

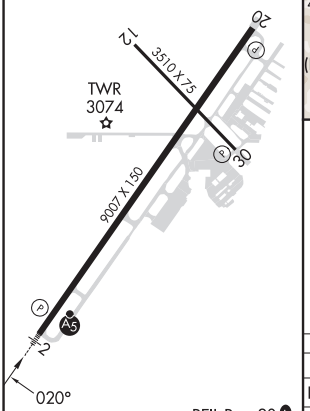
MALSR

MISSED APPROACH: Climb to 10000 via left turn to JOGAD, and via left turn to ROYOG and via left turn to TONUY, and via 121° track to WILTO and via 129° track to ANGIL and hold.

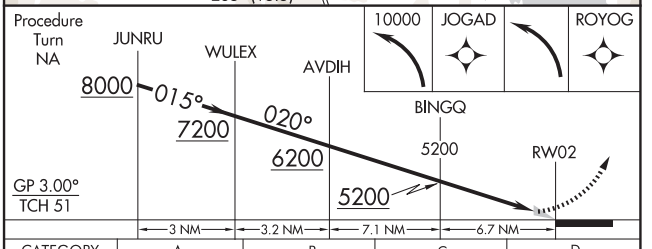
| ATIS | SALT LAKE CENTER | GLACIER TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 132.625 | 127.075 244.875 | 124.55 (CTAF) L | 121.6 | 122.95 |




ELEV 2977 D TDZE 2966




REIL Rwy 20 L
MIRL Rwy 12-30 L
HIRL Rwy 2-20 L




| 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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

KALISPELL, MONTANA | AL-887 (FAA) | 25107

# RNAV (GPS) RWY 30

GLACIER PARK INTL (GPI)

| APP CRS | Rwy Idg | 3510 |
|---|---|---|
| 301° | TDZE | 2974 |
| | Apt Elev | 2977 |

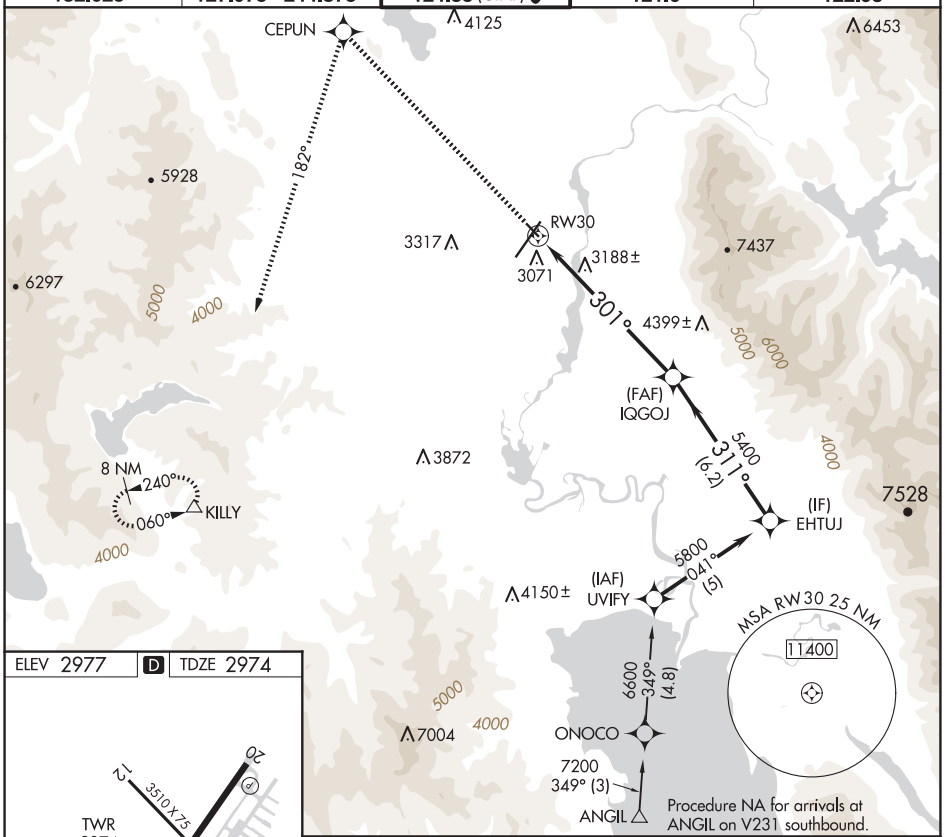
RNP APCH - GPS.

Rwy 30 helicopter visibility reduction below ¾ SM NA.

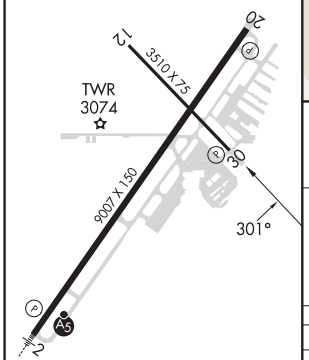
-15°C

MISSED APPROACH: Climb to 12000 direct CEPUN and left turn via track 182° to KILLY and hold, continue climb-in-hold to 12000.

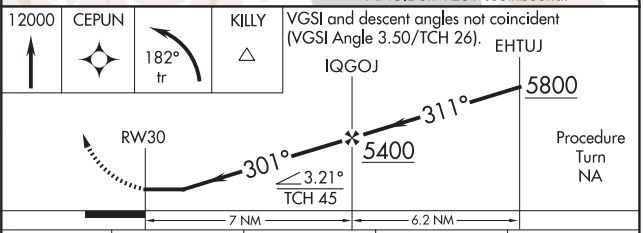
| ATIS | SALT LAKE CENTER | GLACIER TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 132.625 | 127.075 244.875 | 124.55 (CTAF) L | 121.6 | 122.95 |




ELEV 2977 | D | TDZ 2974




REIL Rwy 20 L
MIRL Rwy 12-30 L
HIRL Rwy 2-20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3500-1 526 (600-1) | | 3500-1½ 526 (600-1½) | |
| C 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, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Z RWY 2

GLACIER PARK INTL (GPI)

| WAAS | APP CRS | Rwy Idg | 9007 |
|---|---|---|---|
| CH 70799 | 020° | TDZE | 2966 |
| W02A | | Apt Elev | 2977 |

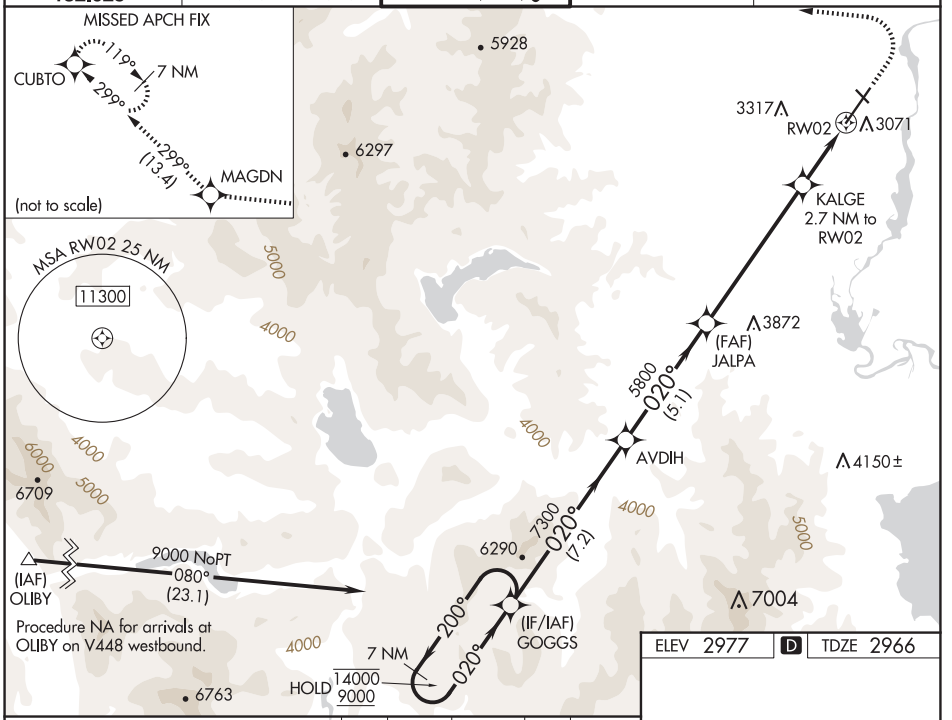
RNP APCH - GPS.

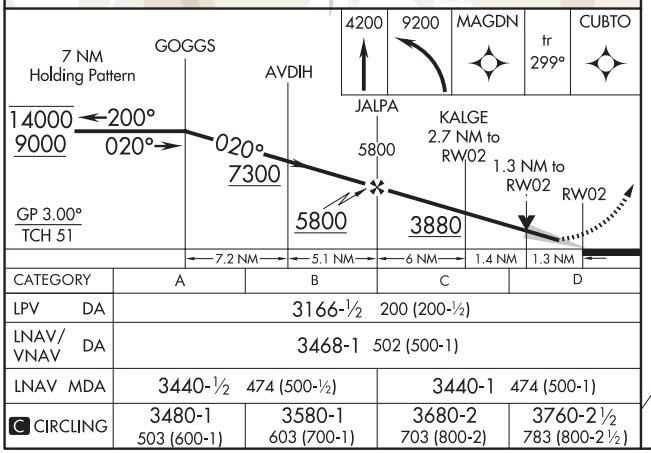
T A -15°C For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility, and LNAV Cats C and D visibility to 1⅜ SM.

MALSR A5

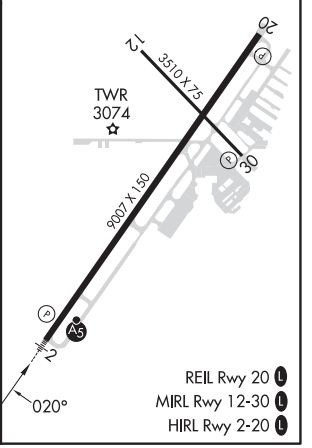
MISSED APPROACH: (Do not exceed 185K until CUBTO) Climb to 4200 then climbing left turn 9200 direct MAGDN and on track 299° to CUBTO and hold, continue climb-in-hold to 9200.

| ATIS | SALT LAKE CENTER | GLACIER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 132.625 | 127.075 244.875 | 124.55 (CTAF) L | 121.6 | 122.95 |




| 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) | |
| C CIRCLING | 3480-1 503 (600-1) | 3580-1 603 (700-1) | 3680-2 703 (800-2) | 3760-2½ 783 (800-2½) |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

KALISPELL, MONTANA | AL-887 (FAA) | 25107

# VOR/DME RWY 30

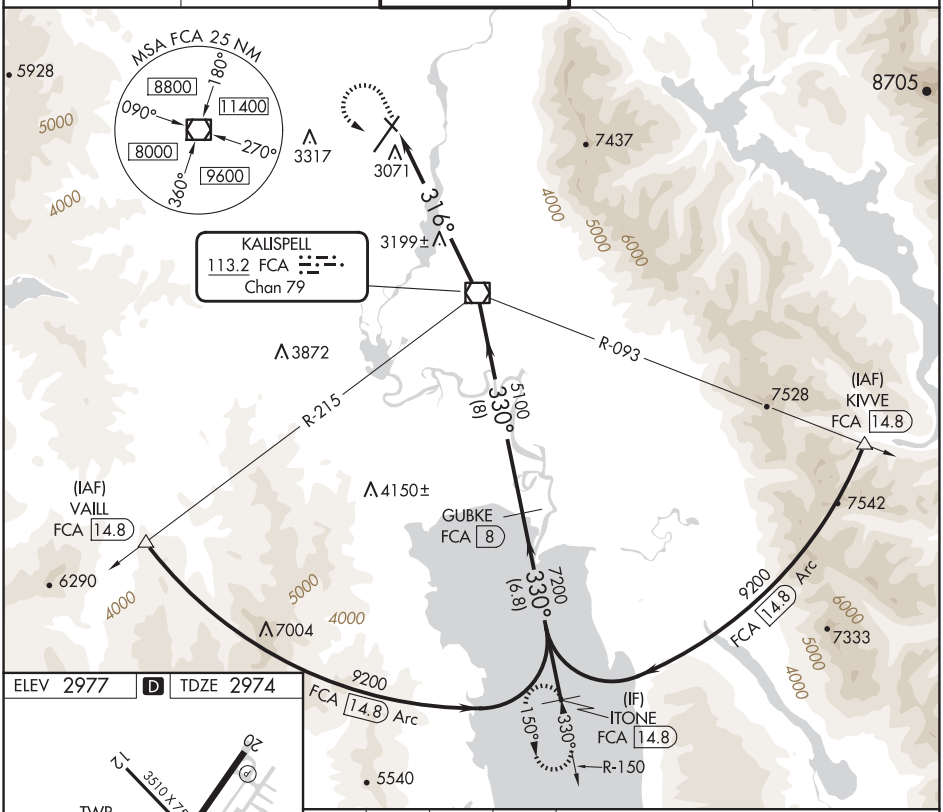
GLACIER PARK INTL (GPI)

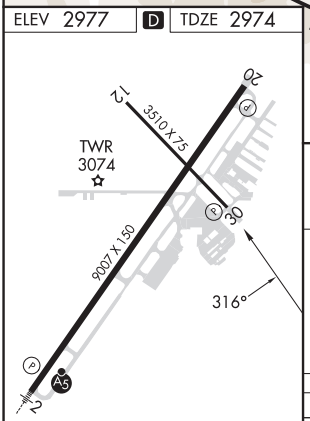
| VOR/DME FCA | APP CRS | Rwy Idg | 3510 |
|---|---|---|---|
| 113.2 | 316° | TDZE | 2974 |
| Chan 79 | | Apt Elev | 2977 |

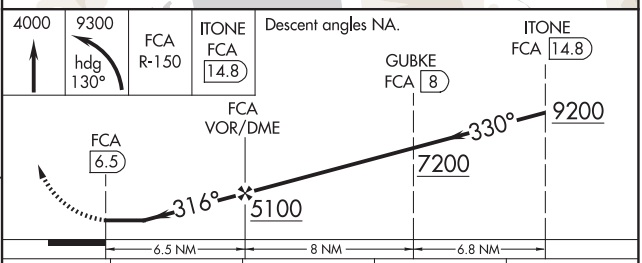
T A -15°C — Rwy 30 helicopter visibility reduction below ¾ SM NA.

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.

| ATIS | SALT LAKE CENTER | GLACIER TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 132.625 | 127.075 244.875 | 124.55 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 3480-1 506 (600-1) | | 3480-1½ 506 (600-1½) | |
| C CIRCLING | 3520-1 543 (600-1) | 3580-1 603 (700-1) | 3680-2 703 (800-2) | 3760-2½ 783 (800-2½) |

REIL Rwy 20 L
MIRL Rwy 12-30 L
HIRL Rwy 2-20

KALISPELL, MONTANA
Amdt 10C 17APR25

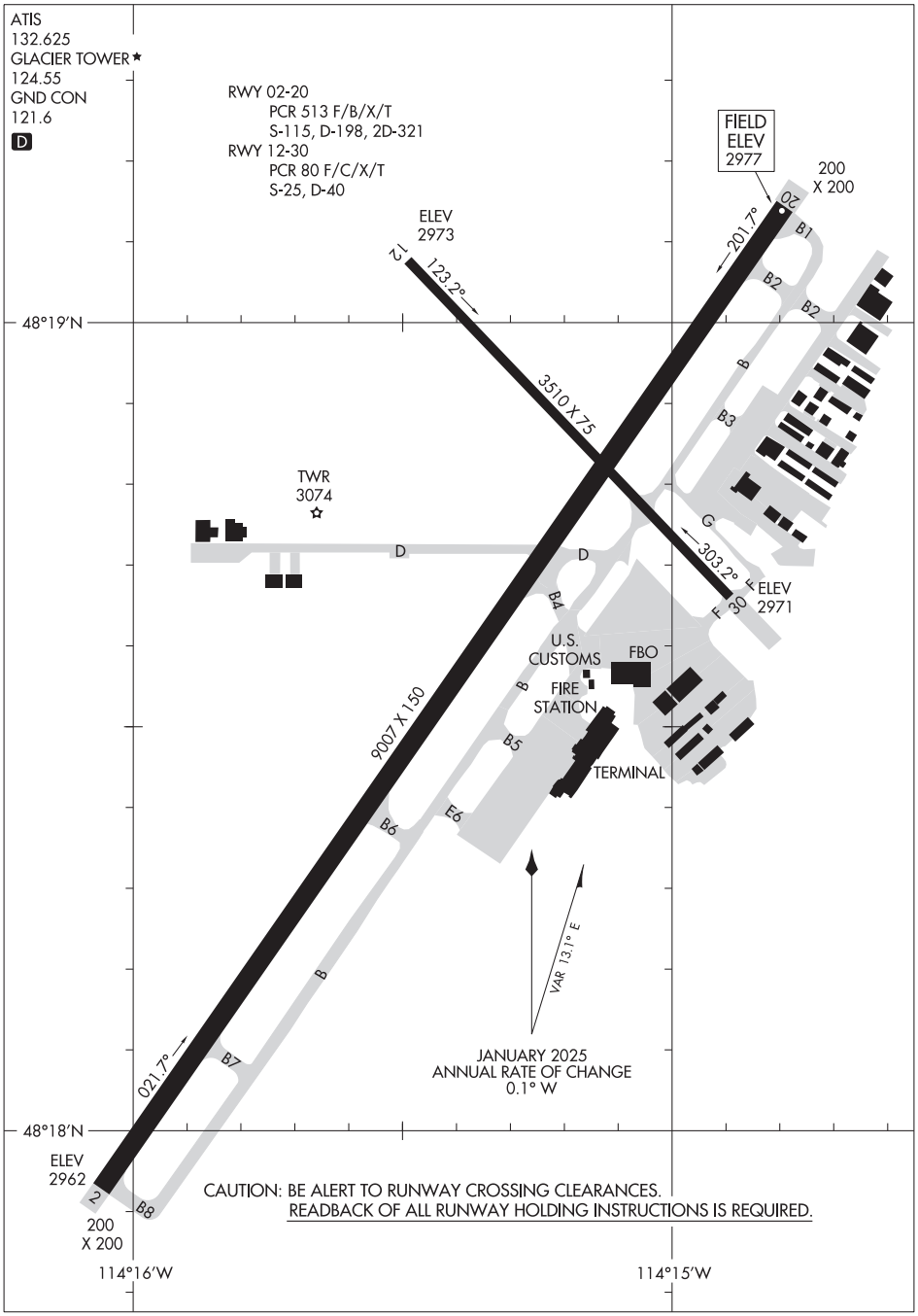
48°19'N-114°15'W

GLACIER PARK INTL (GPI)

VOR/DME RWY 30


NW-1, 12 JUN 2025 to 07 AUG 2025

AL-887 (FAA)





NW-1, 12 JUN 2025 to 07 AUG 2025

(SKOTT2.SKOTT) 23334

# SKOTT TWO DEPARTURE (OBSTACLE)

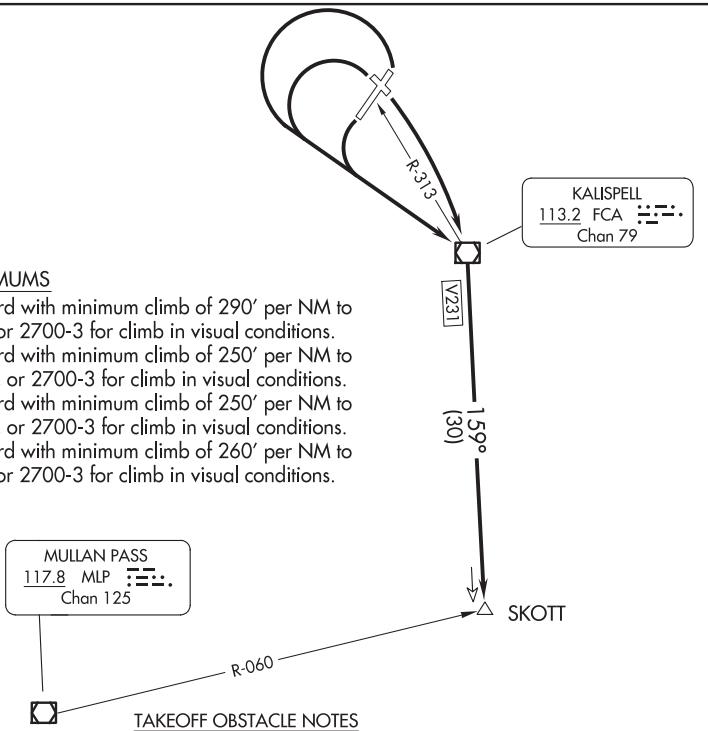
AL-887 (FAA)

GLACIER PARK INTL (GPI)
KALISPELL, MONTANA



NW-1, 12 JUN 2025 to 07 AUG 2025

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

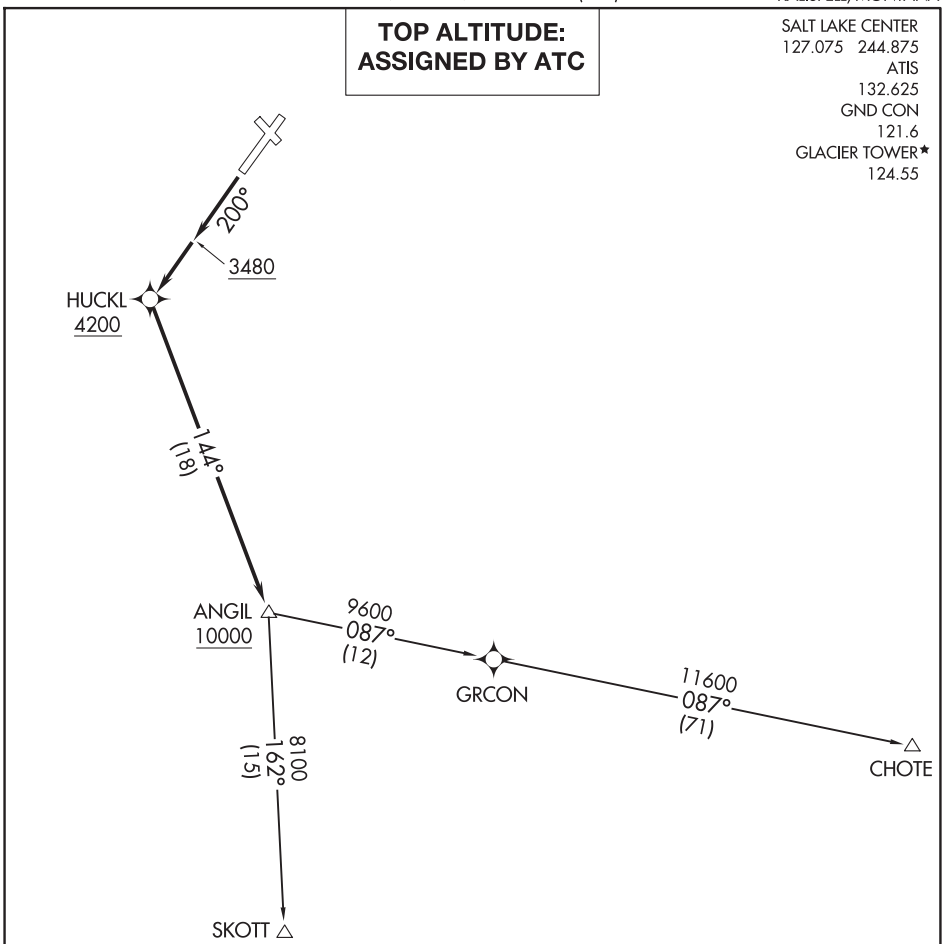
TAKEOFF RUNWAY 2: Climbing left turn direct FCA VOR/DME, thence.... or, climb in visual conditions to cross Glacier Park Intl Airport southeast bound at or above 5600, then on FCA R-313 to FCA VOR/DME, thence. . . .

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.




NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 2, 12, 30: NA - ATC.
Rwy 20: Standard with minimum climb of 500' per NM to 3480.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 200° to 3480, then climb direct to cross HUCKL at or above 4200, then on track 144° to cross ANGIL at or above 10000, thence. . . .

. . . .on (transition). Maintain ATC assigned altitude. Expect filed altitude five minutes after departure.

CHOTE TRANSITION (GPI1.CHOTE)

SKOTT TRANSITION (GPI1.SKOTT)



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(RIDDG1.RIDDG) 23278

# RIDDG ONE DEPARTURE (RNAV)

GLACIER PARK INTL (GPI)
KALISPELL, MONTANA

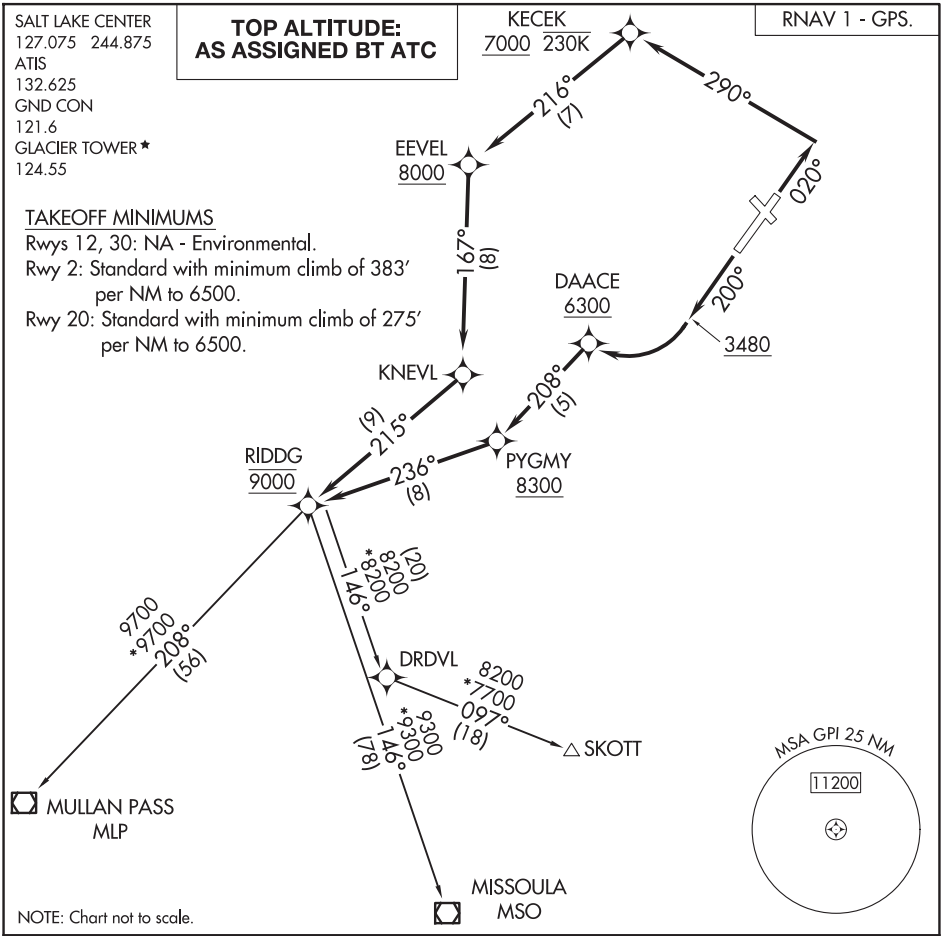
AL-887 (FAA)

RNAV 1 - GPS.

SALT LAKE CENTER
127.075 244.875
ATIS
132.625
GND CON
121.6
GLACIER TOWER ★
124.55

**TOP ALTITUDE: AS ASSIGNED BT ATC**

TAKEOFF MINIMUMS
Rwys 12, 30: NA - Environmental.
Rwy 2: Standard with minimum climb of 383' per NM to 6500.
Rwy 20: Standard with minimum climb of 275' per NM to 6500.




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 020° to intercept course 290° to cross KECEK at or above 7000, then on track 216° to cross EEVEL at or above 8000, then on track 167° to KNEVL, then on track 215° to cross RIDDG at 9000, thence. . . .

TAKEOFF RUNWAY 20: Climb on heading 200° to 3480, then right turn direct to cross DAACE at or above 6300, then on track 208° to cross PYGMY at or above 8300, then on track 236° to cross RIDDG at 9000, thence. . . .

. . . .on filed transition. Maintain ATC assigned altitude. Expect clearance to filed altitude five minutes after departure.

MISSOULA TRANSITION (RIDDG1.MSO)
MULLAN PASS TRANSITION (RIDDG1.MLP)
SKOTT TRANSITION (RIDDG1.SKOTT)



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 12

SOUTHWEST WASHINGTON RGNL (KLS)

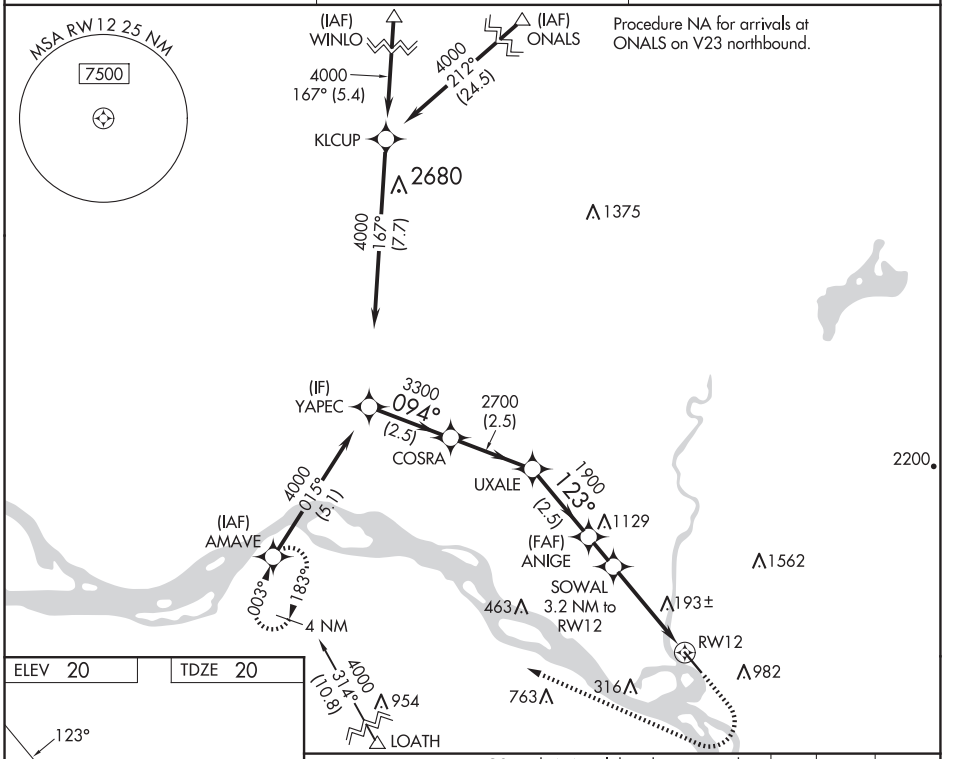
| WAAS | APP CRS | Rwy Idg | 4391 |
|---|---|---|---|
| CH 65743 | 123° | TDZE | 20 |
| W12A | | Apt Elev | 20 |

RNP APCH.

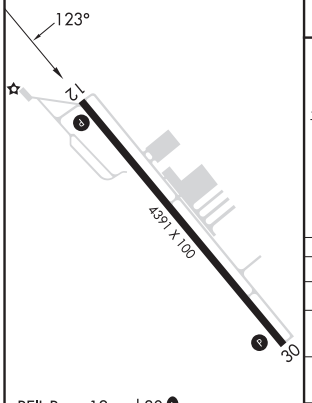
Circling NA northeast of Rwy 12-30. Circling Rwy 30 NA at night. Rwy 12 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 direct AMAVE and hold, continue climb-in-hold to 4000.

| AWOS-3PT | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.075 | 124.2 317.6 | 122.725 (CTAF) L |

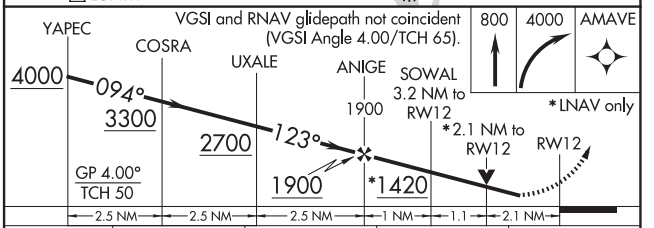



ELEV 20 TDZE 20




REIL Rwys 12 and 30 L

MIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 608-1¾ 588 (600-1¾) | | NA | |
| LNAV/VNAV DA | 766-2 746 (800-2) | | NA | |
| LNAV MDA | 980-1¼ 960 (1000-1¼) | 980-1½ 960 (1000-1½) | NA | |
| C CIRCLING | 980-1¼ 960 (1000-1¼) | 980-1½ 960 (1000-1½) | NA | |



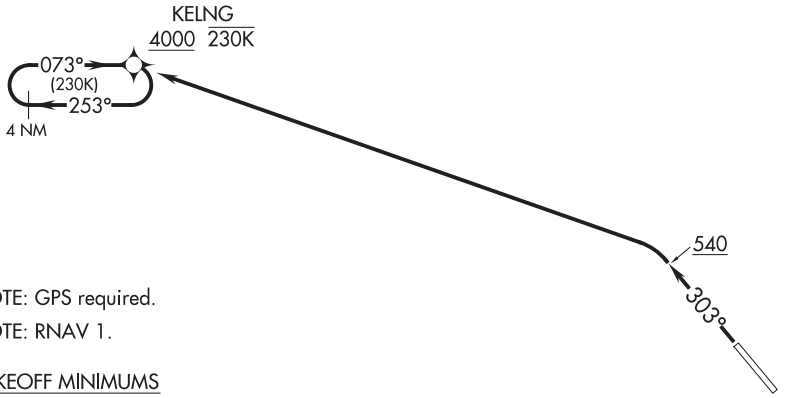
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(KELSO2.KELNG) 23054

# KELSO TWO DEPARTURE (OBSTACLE) (RNAV)

SOUTHWEST WASHINGTON RGNL (KLS)
AL-5638 (FAA)
KELSO, WASHINGTON

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.




NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 8203 |
|---|---|---|---|
| CH 82437 | 163° | TDZE | 7289 |
| W16A | | Apt Elev | 7289 |

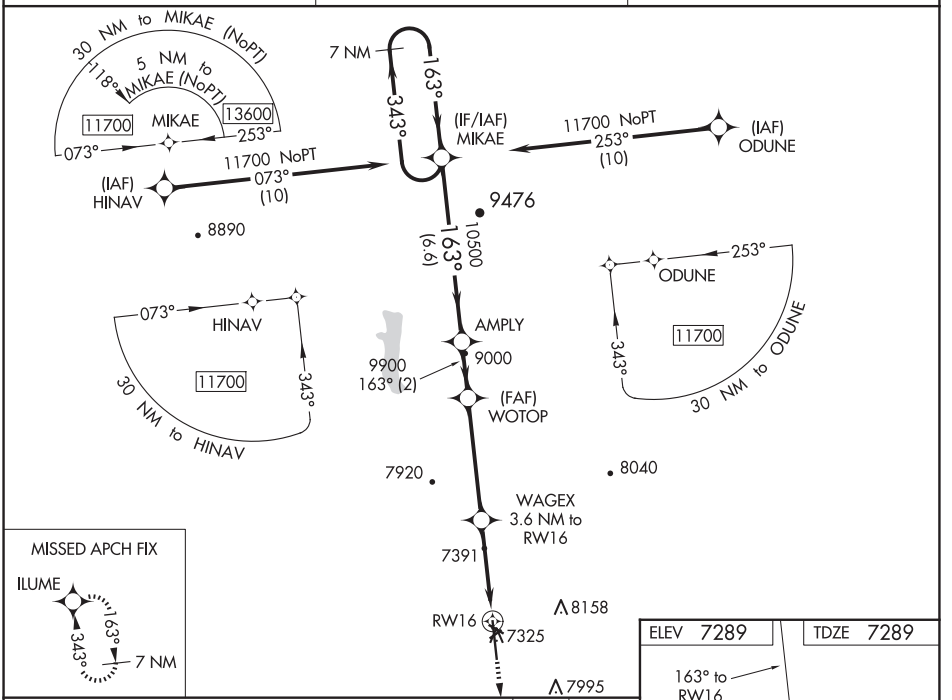
# RNAV (GPS) RWY 16

## KEMMERER MUNI (EMM)

T A 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 | SALT LAKE CITY CENTER | UNICOM |
|---|---|---|
| 119.675 | 124.35 353.5 | 122.8 (CTAF) L ★ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 7539-1 | 250 (300-1) | NA | |
| LNAV/VNAV DA | 7539-1 | 250 (300-1) | NA | |
| LNAV MDA | 7660-1 | 371 (400-1) | NA | |
| C CIRCLING | 7660-1<br>371 (400-1) | 8240-1½<br>951 (1000-1½) | NA | |

REIL Rwys 16 and 34 L
MIRL Rwys 16-34 and 4-22 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

KEMMERER, WYOMING | AL-507 (FAA) | 21168

| WAAS CH 90337 W34A | APP CRS 343° | Rwy Idg 8203 | TDZE 7280 | Apt Elev 7289 |
|---|---|---|---|---|

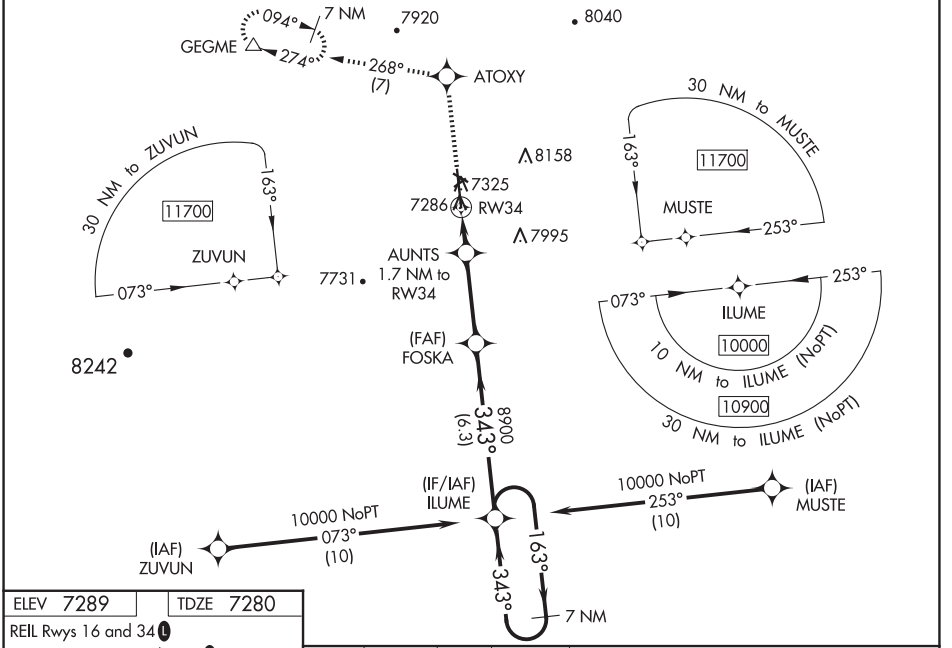
# RNAV (GPS) RWY 34

KEMMERER MUNI (EMM)

Baro-VNAV and VDP 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. 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 ⅛ 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.

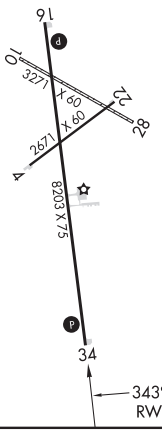
| AWOS-3PT | SALT LAKE CITY CENTER | UNICOM |
|---|---|---|
| 119.675 | 124.35 353.5 | 122.8 (CTAF) L★ |

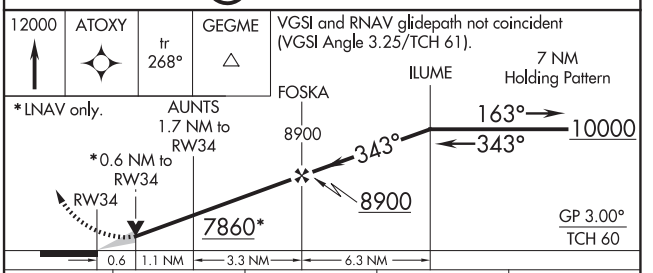



| ELEV 7289 | TDZE 7280 |
|---|---|

REIL Rwys 16 and 34 L

MIRL Rwys 16-34 and 4-22 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 7530-1 250 (300-1) | | NA | |
| LNAV/VNAV DA | 7530-1 250 (300-1) | | NA | |
| LNAV MDA | 7540-1 260 (300-1) | | NA | |
| C CIRCLING | 7660-1 371 (400-1) | 8240-1½ 951 (1000-1½) | NA | |



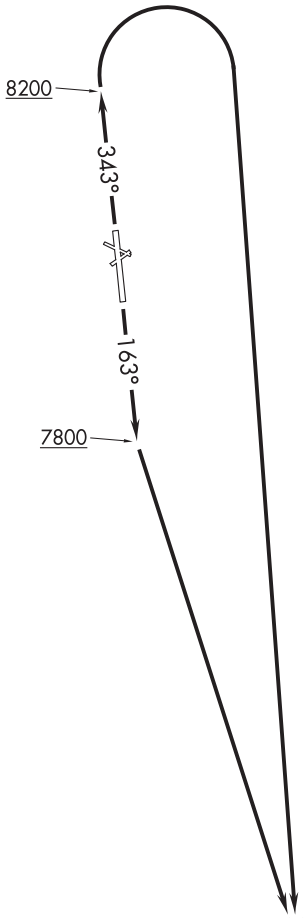
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# KEMRR FIVE DEPARTURE (RNAV)

AL-507 (FAA)

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.

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

KLAMATH FALLS, OREGON | AL-473 (FAA) | 24361

| LOC I-LMT | APP CRS | Rwy Idg | 10302 |
|---|---|---|---|
| 109.5 | 324° | TDZE | 4095 |
| | | Apt Elev | 4095 |

# ILS Y or LOC Y RWY 32

CRATER LAKE/KLAMATH RGNL (LMT)

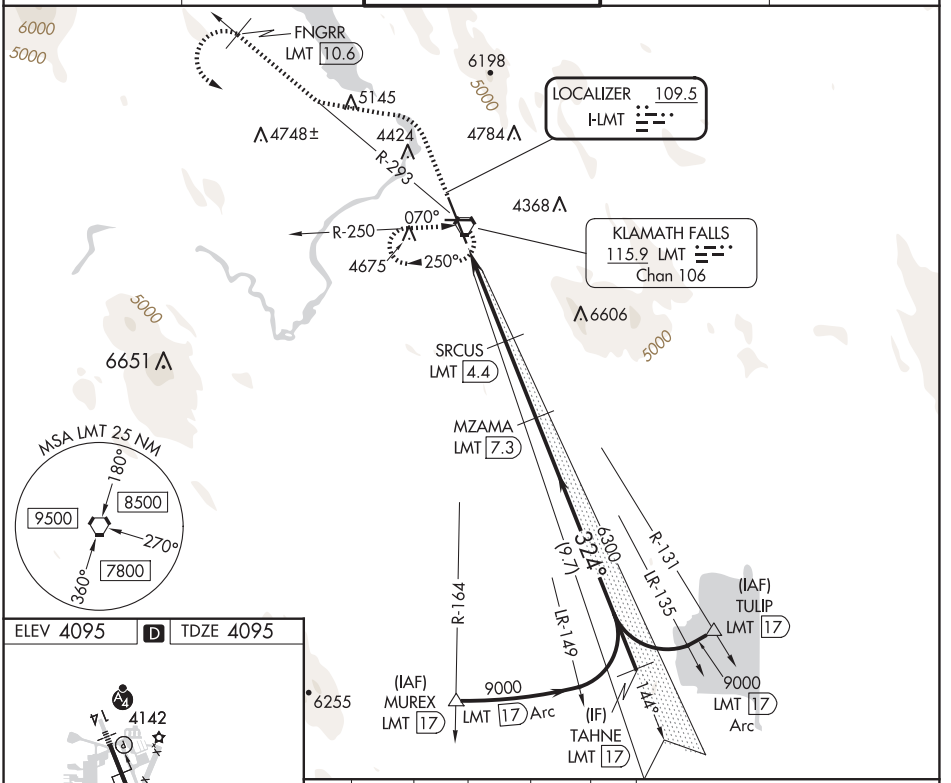
DME required.

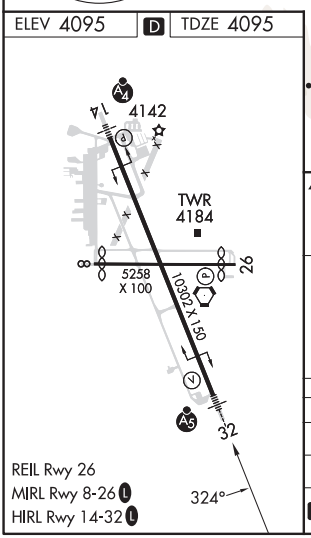
T A Circling NA for Cat D northeast of Rwy 14-32. When local altimeter setting not received, procedure NA. DME from LMT VORTAC. Simultaneous reception of I-LMT and LMT DME required. For inop ALS, increase LOC Cats C/D visibility to 1¾ SM.

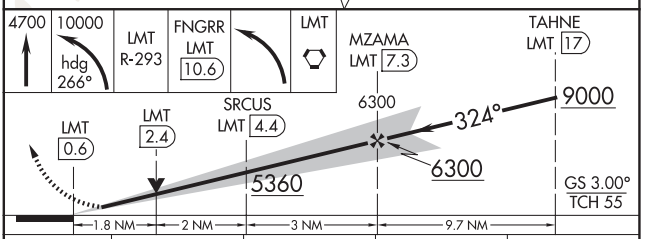
MALSR

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 | KINGSLEY APP CON★ | KINGSLEY TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.5 263.0 | 123.675 270.8 | 133.975 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 4315/24 220 (300-½) | | | |
| S-LOC 32 | 4720/24 625 (700-½) | | 4720-1⅜ 625 (700-1⅜) | |
| C CIRCLING | 4840-1 745 (800-1) | 4980-1¼ 885 (900-1¼) | 5420-3 1325 (1400-3) | 5680-3 1585 (1600-3) |

KLAMATH FALLS, OREGON
Amdt 21 31OCT24

42°09′N-121°44′W

CRATER LAKE/KLAMATH RGNL (LMT)

ILS Y or LOC Y RWY 32


NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 14

## CRATER LAKE/KLAMATH RGNL (LMT)

| WAAS | APP CRS | Rwy Idg | 10302 |
|---|---|---|---|
| CH 58001 | 144° | TDZE | 4091 |
| W14A | | Apt Elev | 4095 |

RNP APCH - GPS.

For inop ALS, increase LNAV Cats C and D visibility to 2½ SM. Circling NA for Cat D northeast of Rwy 14-32.

MALSF

MISSED APPROACH: Climb to 9400 direct HAXIG and track 171° to MUREX and hold, continue climb-in-hold to 9400.

| ATIS | KINGSLEY APP CON★ | KINGSLEY TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.5 263.0 | 123.675 270.8 | 133.975 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |

Procedure NA for arrivals at MIXUP on V452 northwest bound.

Procedure NA for arrivals at SPRAG on V25 northbound.

(IAF) MIXUP

8400 127° (9.8)

(IAF) SPRAG

8400 214° (12.5)

6551

(IF) SUCOT

7000 144° (5.9)

5841

7406±

5868

8208

(FAF) PIMTE 5953

BOPHI 7.2 NM to RW14

FUFPO 4.7 NM to RW14 6198

5145

4748±

4784

4424

RW14

4368

4675

HAXIG 6606

171° (14.3)

MSA RW14 25 NM

9500

MISSED APCH FIX

MUREX

344° 164° 7 NM

6651

ELEV 4095 D TDZE 4091

144°

4142

TWR 4184

5258 X 100

10302 X 150

8 26

32

REIL Rwy 26

MIRL Rwy 8-26 L

HIRL Rwy 14-32 L

9400 HAXIG tr 171° MUREX

SUCOT 8400 144° 7000

PIMTE 7000

BOPHI 7.2 NM to RW14

FUFPO 4.7 NM to RW14

2.3 NM to RW14

RW14

7000 6600 5740

GP 3.20° TCH 53

5.9 NM 1.2 NM 2.5 NM 2.4 NM 2.3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4650-1⅜ 559 (600-1⅜) | | | |
| 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) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

KLAMATH FALLS, OREGON | AL-473 (FAA) | 24361

| WAAS | APP CRS | Rwy Idg | 10302 |
|---|---|---|---|
| CH 70702 | 324° | TDZE | 4095 |
| W32A | | Apt Elev | 4095 |

# RNAV (GPS) RWY 32

## CRATER LAKE/KLAMATH RGNL (LMT)

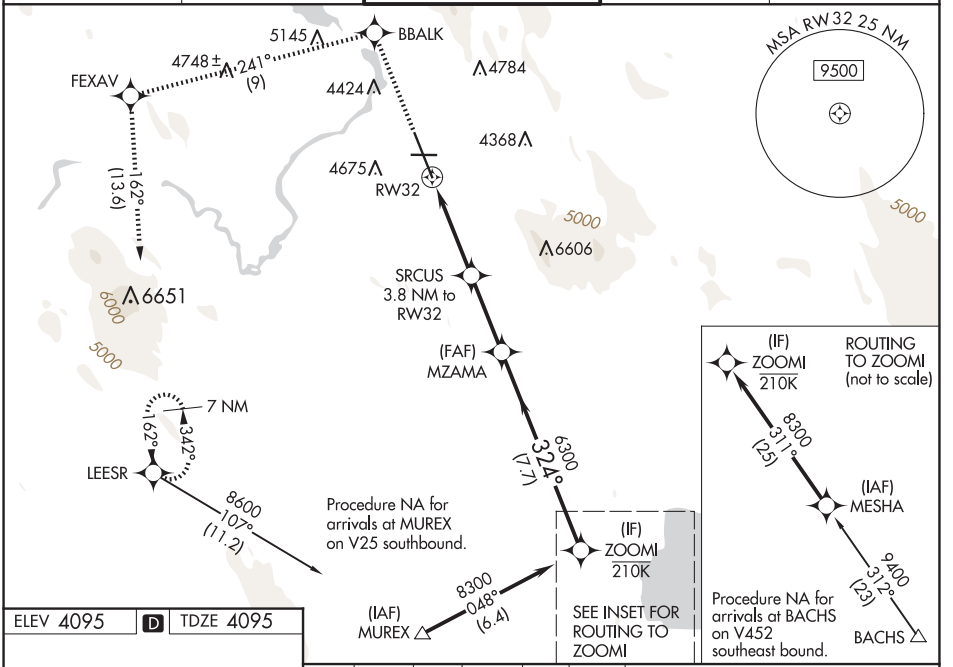
RNP APCH - GPS.

T A Baro-VNAV NA. Circling NA for Cat D northeast of Rwy 14-32. For inop ALS, increase LPV all Cats visibility to 1⅝ SM, LPV* (CG 235) all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to 1¾ SM, and LNAV Cat C/D visibility to 2½ SM.

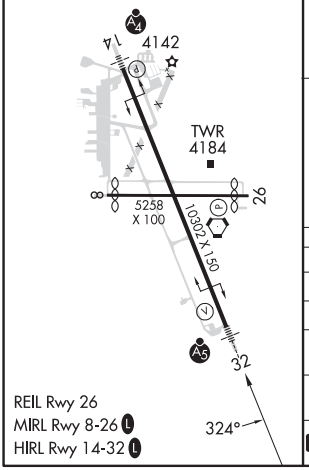
MALSR

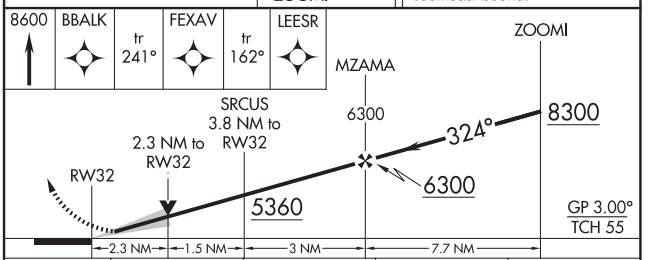
MISSED APPROACH: Climb to 8600 direct BBALK and on track 241° to FEXAV and on track 162° to LEESR and hold.
*Missed approach requires minimum climb of 235 feet per NM to 6100.

| ATIS | KINGSLEY APP CON* | KINGSLEY TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 126.5 263.0 | 123.675 270.8 | 133.975 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |




ELEV 4095 | D | TDZE 4095




| 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
Amdt 1 31OCT24

42°09'N-121°44'W

CRATER LAKE/KLAMATH RGNL (LMT)
RNAV (GPS) RWY 32


NW-1, 12 JUN 2025 to 07 AUG 2025

| VORTAC LMT | APP CRS | Rwy Idg 10302 |
|---|---|---|
| 115.9 | 134° | TDZE 4091 |
| Chan 106 | | Apt Elev 4095 |

# VOR/DME or TACAN RWY 14

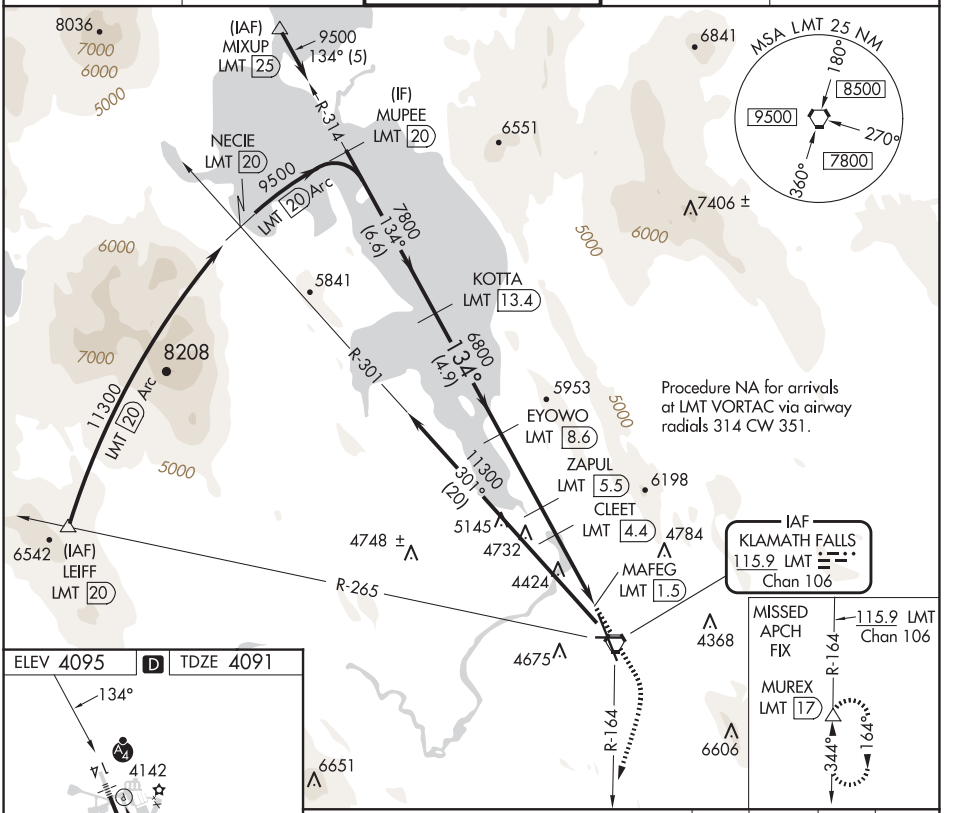
CRATER LAKE/KLAMATH RGNL (LMT)

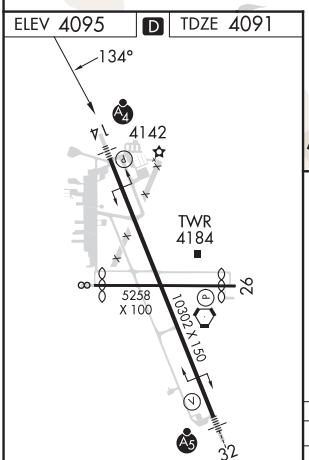
Circling NA for Cat D and E east of Rwy 14-32. Inop table does not apply to Cats B and C. Helicopter visibility reduction below ¾ SM NA.

MALSF

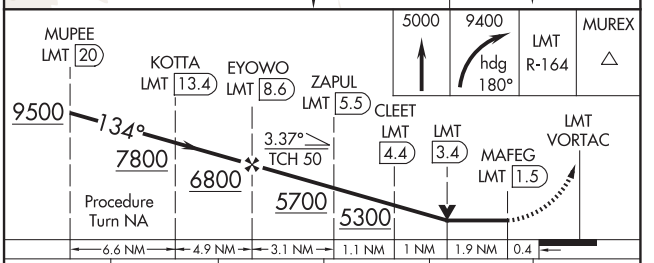
MISSED APPROACH: Climb to 5000 then climbing right turn to 9400 via heading 180° and LMT VORTAC R-164 to MUREX/ LMT 17 DME and hold, continue climb-in-hold to 9400.

| ATIS | KINGSLEY APP CON★ | KINGSLEY TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.5 263.0 | 123.675 270.8 | 133.975 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |




REIL Rwy 26
MIRL Rwy 8-26 L
HIRL Rwy 14-32 L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-14 | 4860-¾ 769 (800-¾) | 4860-1¼ 769 (800-1¼) | 4860-2¼ 769 (800-2¼) | 4860-2½ 769 (800-2½) | 4860-2¾ 769 (800-2¾) |
| C CIRCLING | 4880-1 785 (800-1) | 4980-1¼ 885 (900-1¼) | 5420-3 1325 (1400-3) | 5660-3 1565 (1600-3) | 5700-3 1605 (1700-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

KLAMATH FALLS, OREGON | AL-473 (FAA) | 24361

# VOR/DME or TACAN RWY 32

CRATER LAKE/KLAMATH RGNL (LMT)

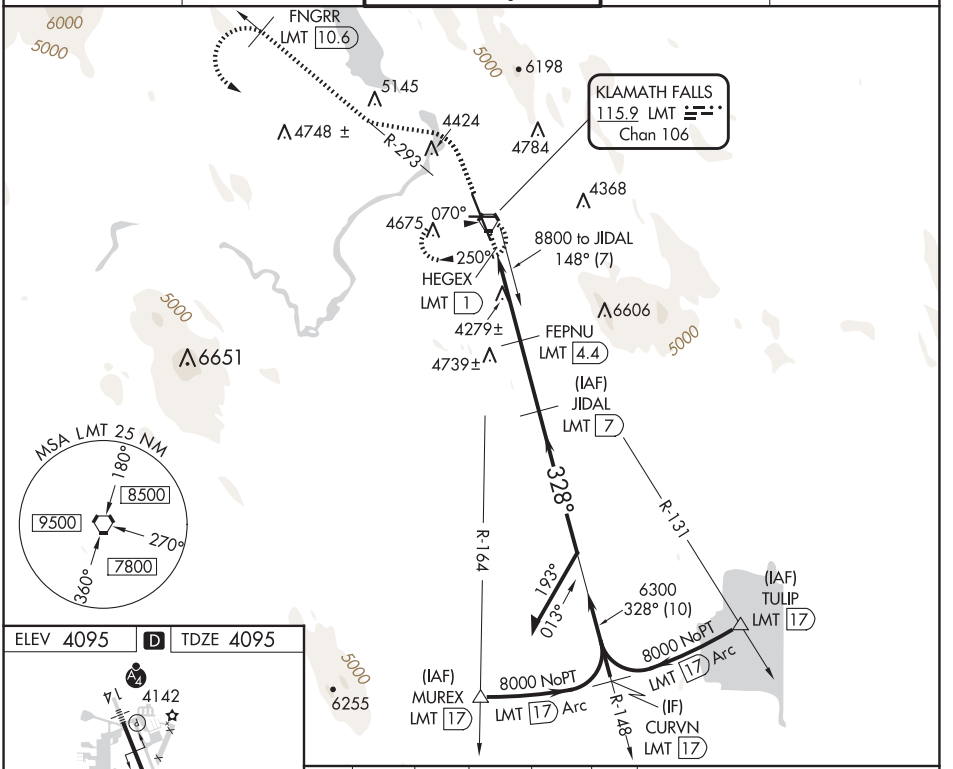
| VORTAC LMT | APP CRS | Rwy Idg 10302 |
|---|---|---|
| 115.9 | 328° | TDZE 4095 |
| Chan 106 | | Apt Elev 4095 |

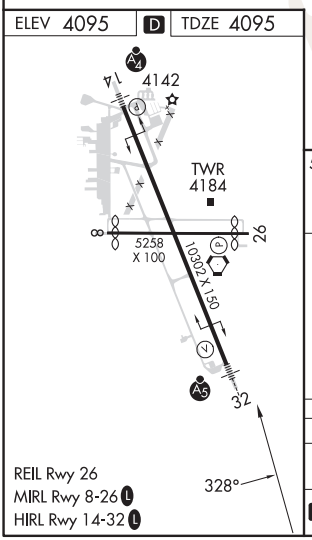
T A — For inop MALSR, increase S-32 Cat E visibility to 1¾ mile. Circling NA for Cat D and E east of Rwy 14-32. Procedure turn NA for Cat E aircraft.

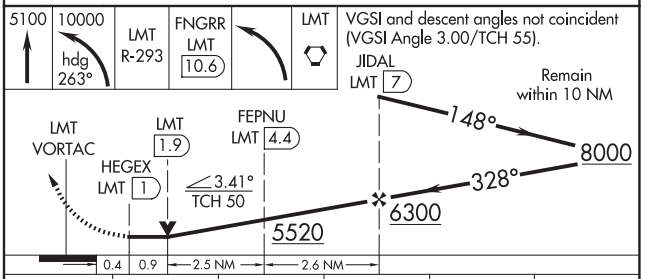
MALSR

MISSED APPROACH: Climb to 5100 then climbing left turn to 10000 via heading 263° and via LMT VORTAC R-293 to FNGRR/LMT 10.6 DME then left turn direct LMT VORTAC and hold. (TACAN aircraft climb to 5000 then climbing left turn to 9000 via heading 230° and LMT VORTAC R-265 to OLEBY/15 DME.)

| ATIS | KINGSLEY APP CON★ | KINGSLEY TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.5 263.0 | 123.675 270.8 | 133.975 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-32 | 4560/24 465 (500-½) | | 4560/40 465 (500-¾) | 4560/50 465 (500-1) | 4560/60 465 (500-1¼) |
| C CIRCLING | 4840-1 745 (800-1) | 4980-1¼ 885 (900-1¼) | 5420-3 1325 (1400-3) | 5660-3 1565 (1600-3) | 5700-3 1605 (1700-3) |

KLAMATH FALLS, OREGON | 42°09'N-121°44'W | CRATER LAKE/KLAMATH RGNL (LMT)

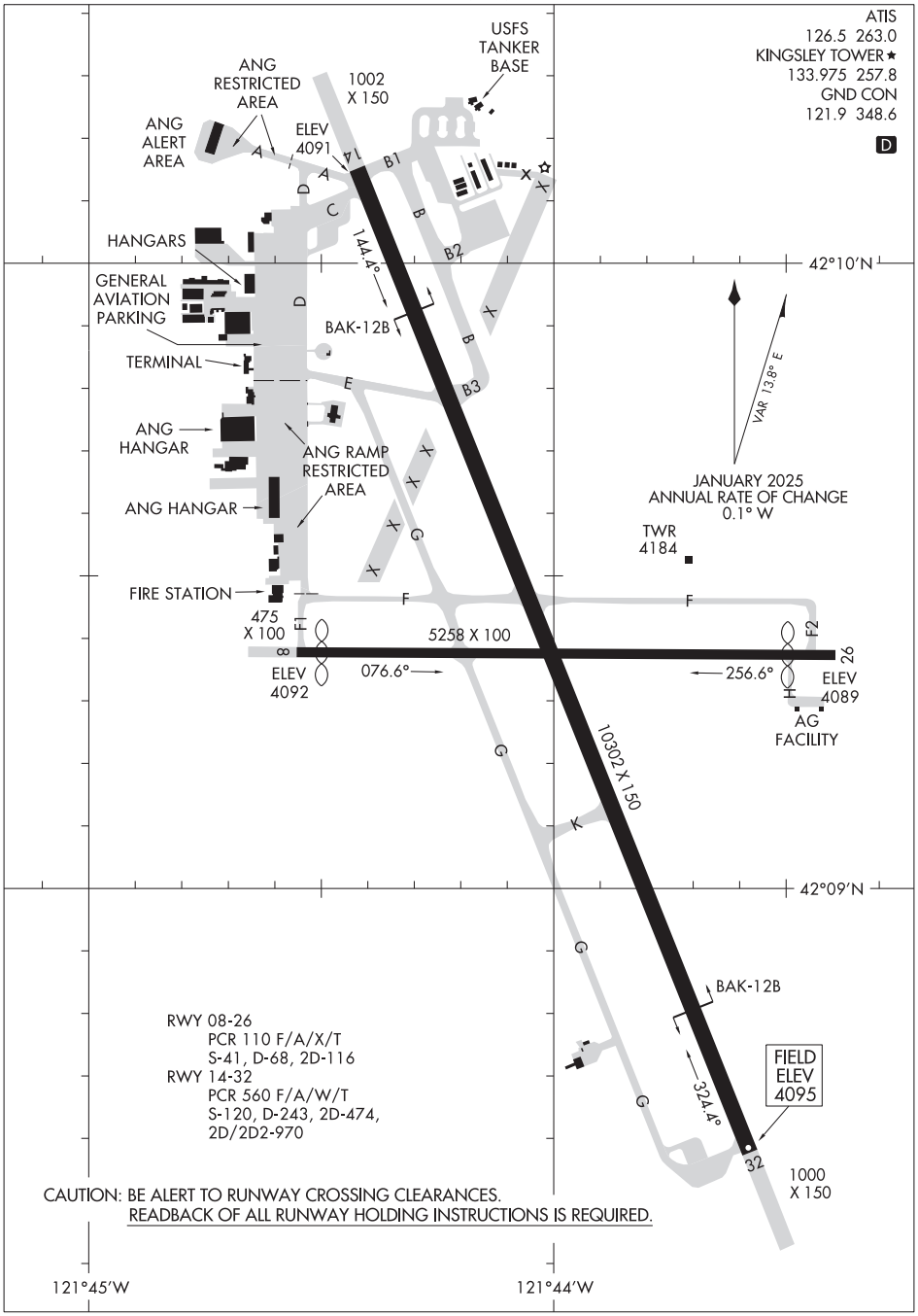
Amdt 5A 21JUL16

VOR/DME or TACAN RWY 32



NW-1, 12 JUN 2025 to 07 AUG 2025

AL-473 (FAA)




RWY 08-26
PCR 110 F/A/X/T
S-41, D-68, 2D-116
RWY 14-32
PCR 560 F/A/W/T
S-120, D-243, 2D-474,
2D/2D2-970

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

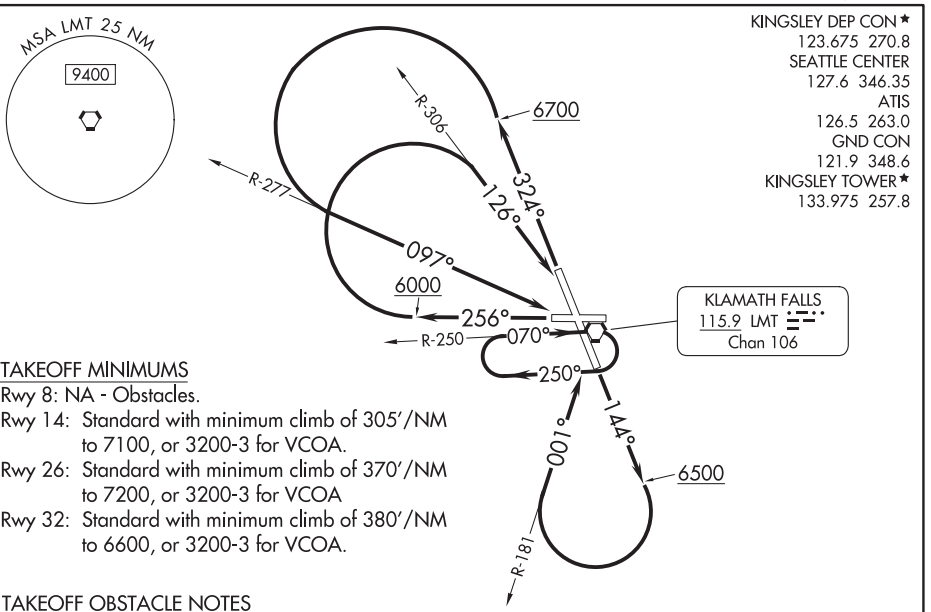

NW-1, 12 JUN 2025 to 07 AUG 2025

(CRATR1.LMT) 24305

# CRATER ONE DEPARTURE (OBSTACLE)

AL-473 (FAA)

CRATER LAKE/KLAMATH RGNL (LMT)
KLAMATH FALLS, OREGON




TAKEOFF MINIMUMS

Rwy 8: NA - Obstacles.

Rwy 14: Standard with minimum climb of 305′/NM to 7100, or 3200-3 for VCOA.

Rwy 26: Standard with minimum climb of 370′/NM to 7200, or 3200-3 for VCOA

Rwy 32: Standard with minimum climb of 380′/NM to 6600, or 3200-3 for VCOA.

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.

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.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb on heading 144° to 6500 then climbing right turn to intercept LMT VORTAC R-181 to LMT VORTAC, thence . . . .

TAKEOFF RUNWAY 26: Climb on heading 256° to 6000 then climbing right turn to intercept LMT VORTAC R-306 to LMT VORTAC, thence . . . .

TAKEOFF RUNWAY 32: Climb heading 324° to 6700 then climbing left turn to intercept LMT VORTAC R-277 to LMT VORTAC, thence . . . .

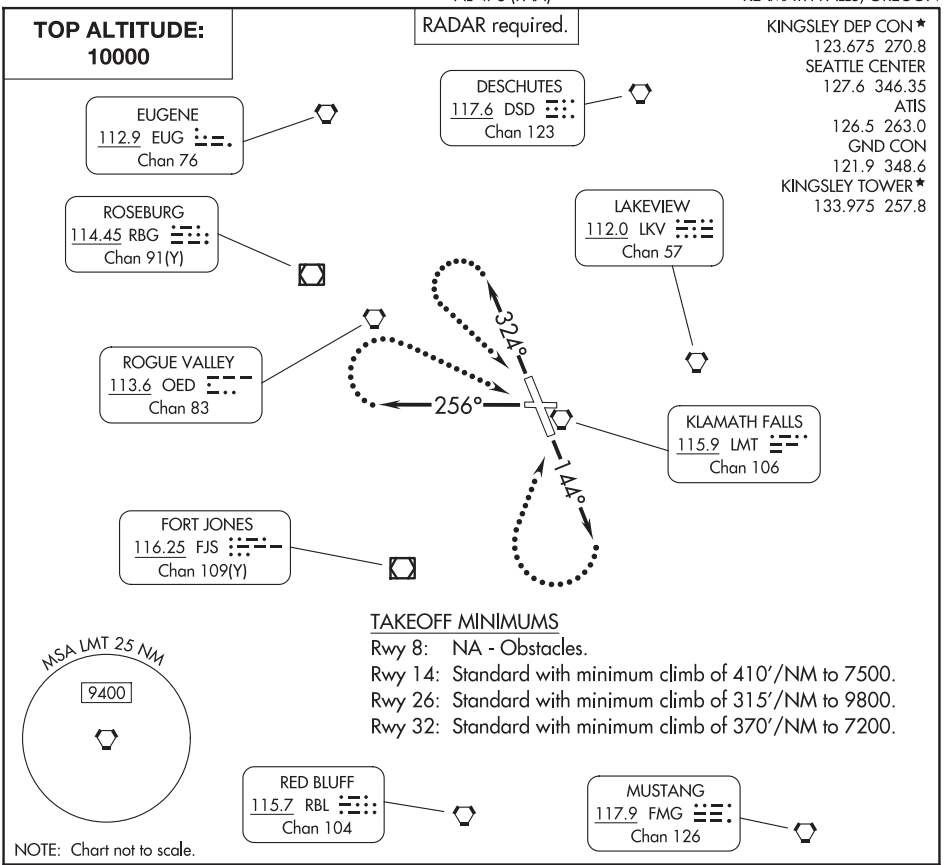
. . . . continue climb in LMT VORTAC holding pattern to cross LMT VORTAC at or above MEA for direction of flight before proceeding on course.

VCOA RUNWAYS 14, 26, 32: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross LMT VORTAC at or above 7100, continue climb in LMT VORTAC holding pattern to cross LMT VORTAC at or above MEA for direction of flight before proceeding on course.



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025




TAKEOFF MINIMUMS

Rwy 8: NA - Obstacles.
Rwy 14: Standard with minimum climb of 410′/NM to 7500.
Rwy 26: Standard with minimum climb of 315′/NM to 9800.
Rwy 32: Standard with minimum climb of 370′/NM to 7200.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb on heading 144° (or ATC assigned heading 144° CW 323°). Thence . . . .
TAKEOFF RUNWAY 26: Climb on heading 256°. Thence . . . .
TAKEOFF RUNWAY 32: Climb on heading 324°. Thence . . . .

. . . . for vectors to assigned route. Maintain 10000. Expect clearance to filed altitude five minutes after departure.

LOST COMMUNICATIONS

If not in contact with Seattle Center/Kingsley Approach Control after passing 10000 or assigned altitude:
TAKEOFF RUNWAY 14: Climbing right turn direct LMT VORTAC. Thence . . . .
TAKEOFF RUNWAY 26: Climbing right turn direct LMT VORTAC. Thence . . . .
TAKEOFF RUNWAY 32: Climbing left turn direct LMT VORTAC. Thence . . . .

. . . . on assigned route.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

LA GRANDE, OREGON AL-591 (FAA) 25163

| WAAS | APP CRS | Rwy Idg | 3400 |
|---|---|---|---|
| CH 66000 | 166° | TDZE | 2714 |
| W17A | | Apt Elev | 2718 |

# RNAV (GPS) RWY 17

## LA GRANDE/UNION COUNTY (LGD)

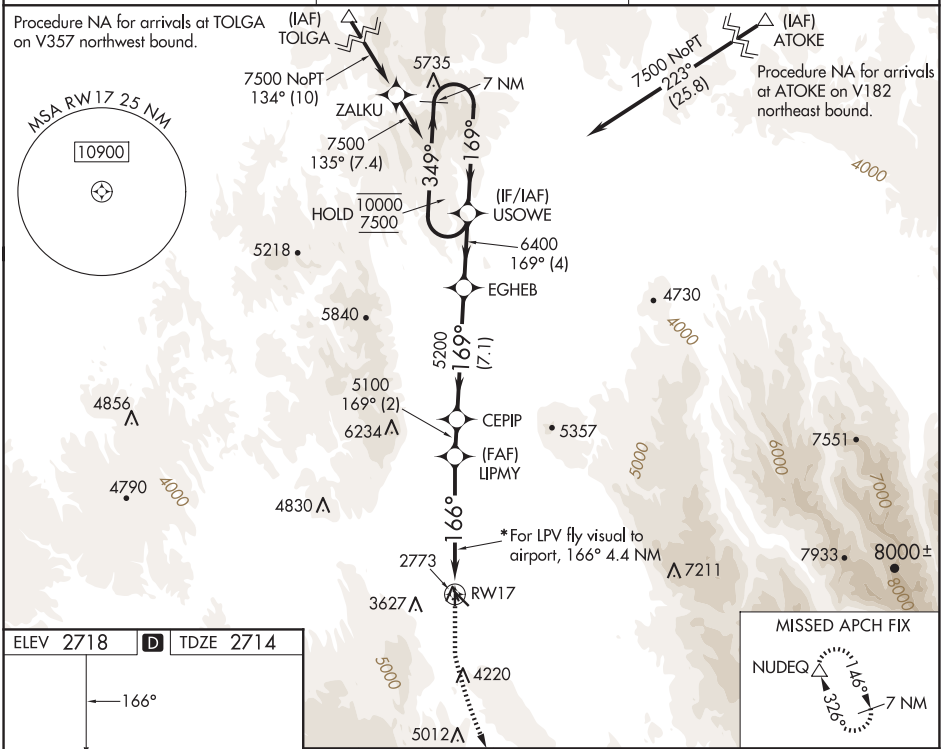
RNP APCH - GPS.

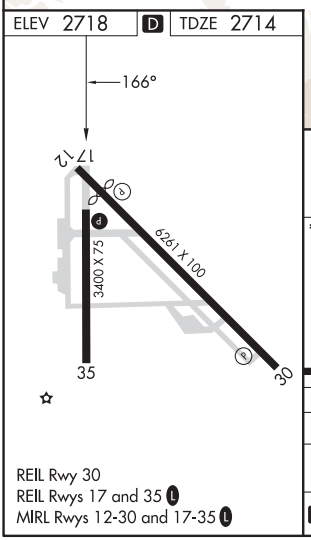
Circling NA for Cats C and D southwest of Rwy 12-30. Fly visual to airport authorized during day only.

-17°C *Day visibility minimums 3 SM.

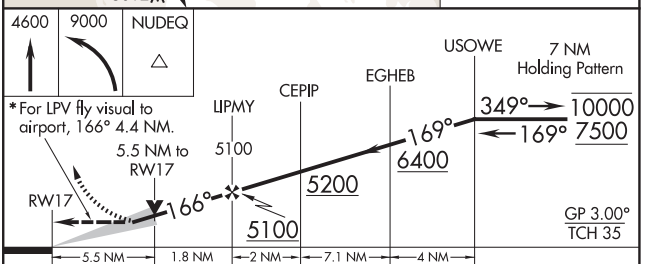
MISSED APPROACH: Climb to 4600 then climbing left turn to 9000 direct NUDEQ and hold, continue climb-in-hold to 9000.

| AWOS-3PT | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.075 | 132.6 269.35 | 122.8 (CTAF) L |




REIL Rwy 30
REIL Rwys 17 and 35 L
MIRL Rwys 12-30 and 17-35 L




| 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) |
| C CIRCLING | 4540-1¼ 1822 (1900-1¼) | 4540-1½ 1822 (1900-1½) | 4560-3 1842 (1900-3) | 4580-3 1862 (1900-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| NDB LGD 296 | APP CRS 196° | Rwy Ldg N/A<br>TDZE N/A<br>Apt Elev 2718 |
|---|---|---|

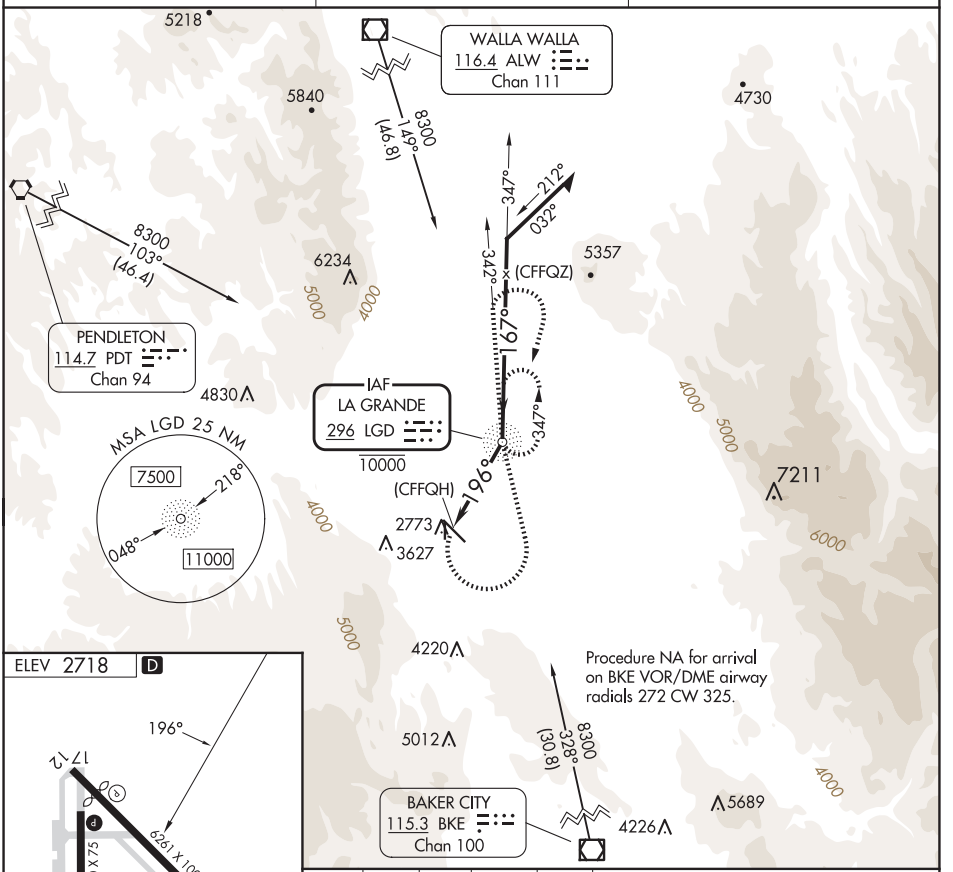
# NDB-B

## LA GRANDE/UNION COUNTY (LGD)

NA
-17°C
Circling NA for Cat C southwest of Rwy 12-30.

MISSED APPROACH: Climbing left turn to 6500 direct LGD NDB and on bearing 342° from LGD NDB, then climbing right turn to 7700 direct LGD NDB and hold.

| AWOS-3PT | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.075 | 132.6 269.35 | 122.8 (CTAF) L |




| FAF to MAP 3.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 4600-1¼<br>1882 (1900-1¼) | 4600-1½<br>1882 (1900-1½) | 4600-3<br>1882 (1900-3) | NA |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

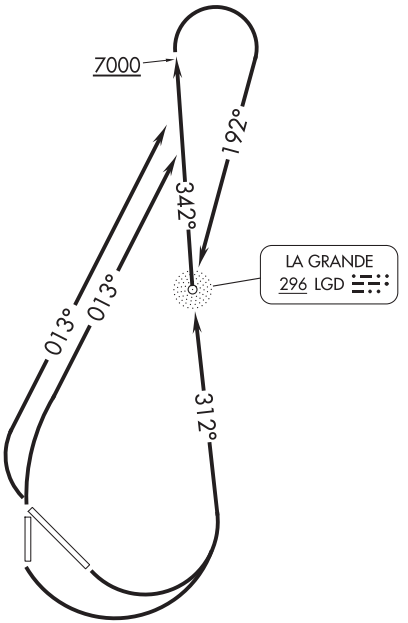
(LGD1.LGD) 23334 AL-591 (FAA)

# LA GRANDE ONE DEPARTURE (OBSTACLE)

LA GRANDE/UNION COUNTY (LGD)
LA GRANDE, OREGON

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.




NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 17

LAKE COUNTY (LKV)

| WAAS | APP CRS | Rwy Ldg | 5318 |
|---|---|---|---|
| CH 93532 | 166° | TDZE | 4734 |
| W17A | | Apt Elev | 4734 |

RNP APCH.

T A -26°C

Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 50°C.

MISSED APPROACH: Climb to 11000 direct EYIGO and on track 152° to CHOIR and hold.

| AWOS-3PT | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.525 | 127.6 346.35 | 122.8 (CTAF) L |

Procedure NA for arrivals at LKV VORTAC on V122 southwest bound.

(IAF) LAKEVIEW LKV 7462

7 NM

9000 NoPT 124° (7.3)

HOLD 14000 9000

346° 166°

(IF/IAF) FASAB

7700 166° (4.7)

7000 166° (2.3) ZIKEX

(FAF) YOCKU

BEPVE 2.6 NM to RW17

4849± 4967± 6558

RW17

10500 to FASAB 337° (53.1)

CHOIR

MSA RW17 25 NM 9700

7270 7543 7834 7919 8407 7768

6000 7000

MISSED APCH FIX EYIGO 152° (33.3) (not to scale) 7 NM 153° 333° CHOIR

| 11000 | EYIGO | tr 152° | CHOIR |
|---|---|---|---|

*LNAV only.

BEPVE 2.6 NM to RW17

*1 NM to RW17

RW17 5620* 7000 7700 YOCKU ZIKEX FASAB 7 NM Holding Pattern 346° 166° 14000 9000

GP 3.00° TCH 45

1 NM 1.6 NM 4.3 NM 2.3 NM 4.7 NM

ELEV 4734 TDZE 4734

MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L

166° 17 5318 X 100 4772 35

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4984-1 250 (300-1) | | | |
| LNAV/VNAV DA | 5139-1⅛ 405 (500-1⅛) | | | |
| LNAV MDA | 5100-1 366 (400-1) | | | |
| C CIRCLING | 5160-1 426 (500-1) | 5220-1 486 (500-1) | 5460-2 726 (800-2) | 5500-2½ 766 (800-2½) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

LAKEVIEW, OREGON | AL-5552 (FAA) | 25163

| WAAS | APP CRS | Rwy Ldg | 5318 |
|---|---|---|---|
| CH 99332 | 346° | TDZE | 4729 |
| W35A | | Apt Elev | 4734 |

# RNAV (GPS) RWY 35

## LAKE COUNTY (LKV)

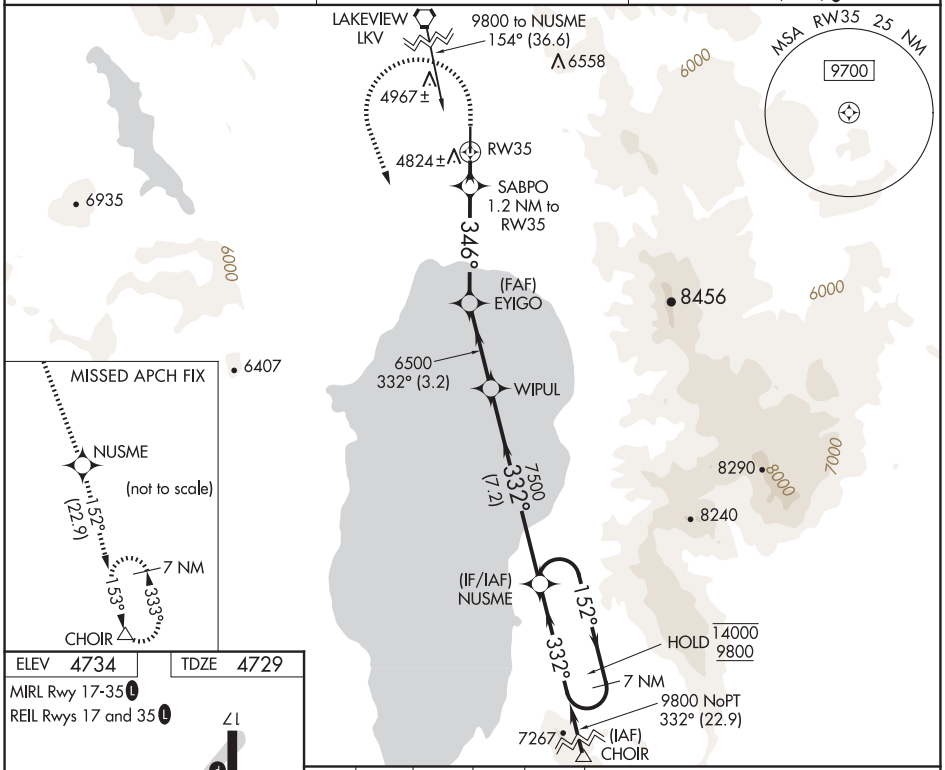
RNP APCH.

T A -26°C

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 50°C. Circling NA east of Rwy 17-35.

MISSED APPROACH: (Do not exceed 235K until NUSME) Climb to 5200 then climbing left turn to 11000 direct NUSME and on track 152° to CHOIR and hold.

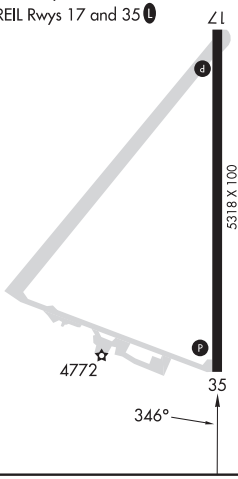
| AWOS-3PT | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.525 | 127.6 346.35 | 122.8 (CTAF) L |

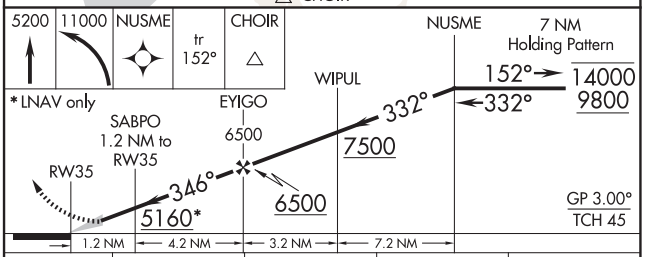



| ELEV 4734 | TDZE 4729 |
|---|---|

MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4979-1 250 (300-1) | | | |
| LNAV/VNAV DA | 5121-1⅛ 392 (400-1⅛) | | | |
| LNAV MDA | 5080-1 351 (400-1) | | | |
| C CIRCLING | 5160-1 426 (500-1) | 5220-1 486 (500-1) | 5320-2 586 (600-2) | 5480-2½ 746 (800-2½) |

LAKEVIEW, OREGON | Amdt 1 28FEB19 | 42°10′N-120°24′W | LAKE COUNTY (LKV) RNAV (GPS) RWY 35



NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 50343 | 220° | TDZE | 5577 |
| W22A | | Apt Elev | 5589 |

# RNAV (GPS) RWY 22
## HUNT FLD (LND)

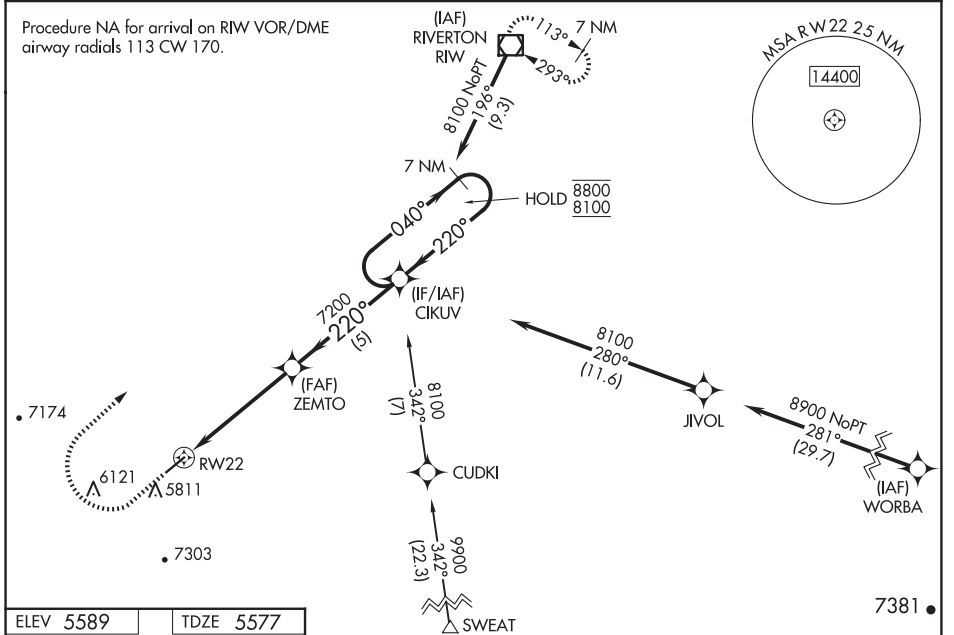
RNP APCH.

T A Circling NA southeast of Rwys 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.

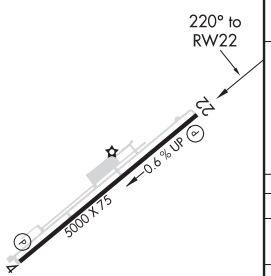
MISSED APPROACH: (Do not exceed 165K until RIW VOR/DME) Climb to 6280 then climbing right turn to 8200 direct RIW VOR/DME and hold.
#Missed approach requires minimum climb of 355 feet per NM to 6700.

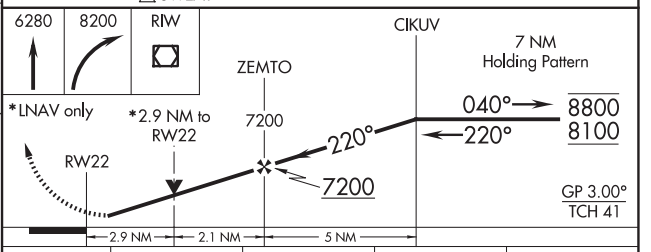
| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.15 | 133.25 285.6 | 122.8 (CTAF) L |

Procedure NA for arrival on RIW VOR/DME airway radials 113 CW 170.




ELEV 5589 TDZE 5577




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 5827-¾ 250 (300-¾) | | | NA |
| LPV DA | 6060-1⅜ 483 (500-1⅜) | | | NA |
| LNAV/VNAV DA | 6040-1⅜ 463 (500-1⅜) | | | NA |
| LNAV MDA | 6460-1¼ 883 (900-1¼) | | 6460-2½ 883 (900-2½) | NA |
| C CIRCLING | 6460-1¼ 871 (900-1¼) | | 6540-3 951 (1000-3) | NA |

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 3

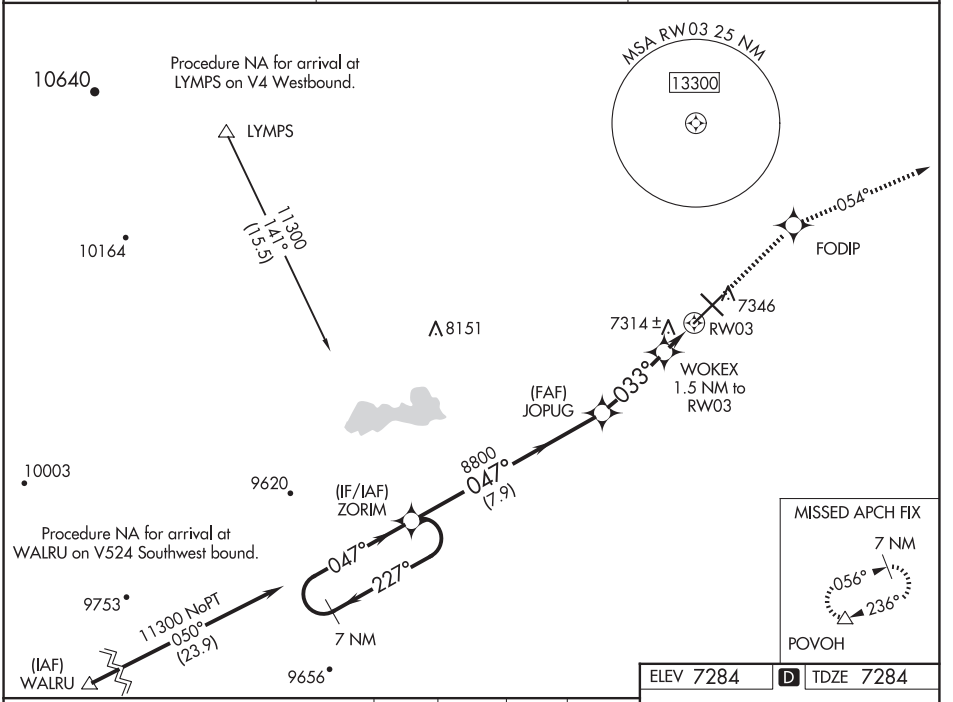
LARAMIE RGNL (LAR)

| WAAS | APP CRS | Rwy Idg | 8503 |
|---|---|---|---|
| CH 86325 | 033° | TDZE | 7284 |
| W03A | | Apt Elev | 7284 |

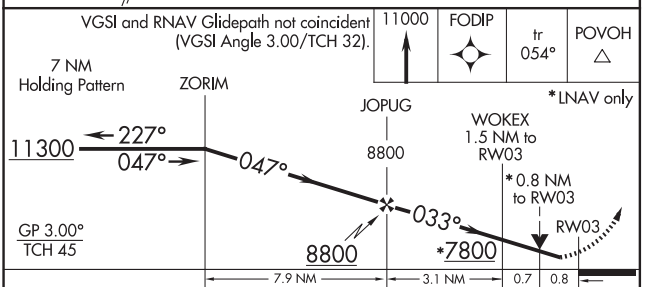
T A — DME/DME RNP-0.3 NA. Circling to Rwy 30 NA at night. Baro-VNAV NA. Helicopter visibility reduction below ¾ SM NA.

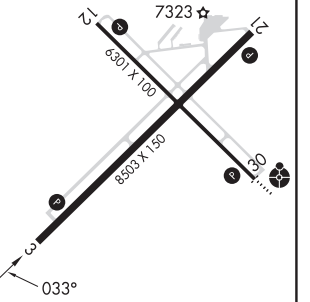
MISSED APPROACH: Climb to 11000 direct FODIP and on track 054° to POVOH and hold, continue climb-in-hold to 11000.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.475 | 125.9 284.7 | 123.05 (CTAF) L |




ELEV 7284 D TDZ 7284




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 7534-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 7534-¾ 250 (300-¾) | | | |
| LNAV MDA | 7580-1 296 (300-1) | | 7580-⅞ 296 (300-⅞) | |
| CIRCLING | 7660-1 376 (400-1) | 7760-1 476 (500-1) | 7880-1½ 596 (600-1½) | 7920-2 636 (700-2) |

REIL Rwys 3, 12 and 21 L
MIRL Rwys 3-21 and 12-30 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 6301 |
|---|---|---|---|
| CH 70600 | 122° | TDZE | 7275 |
| W12A | | Apt Elev | 7284 |

# RNAV (GPS) RWY 12

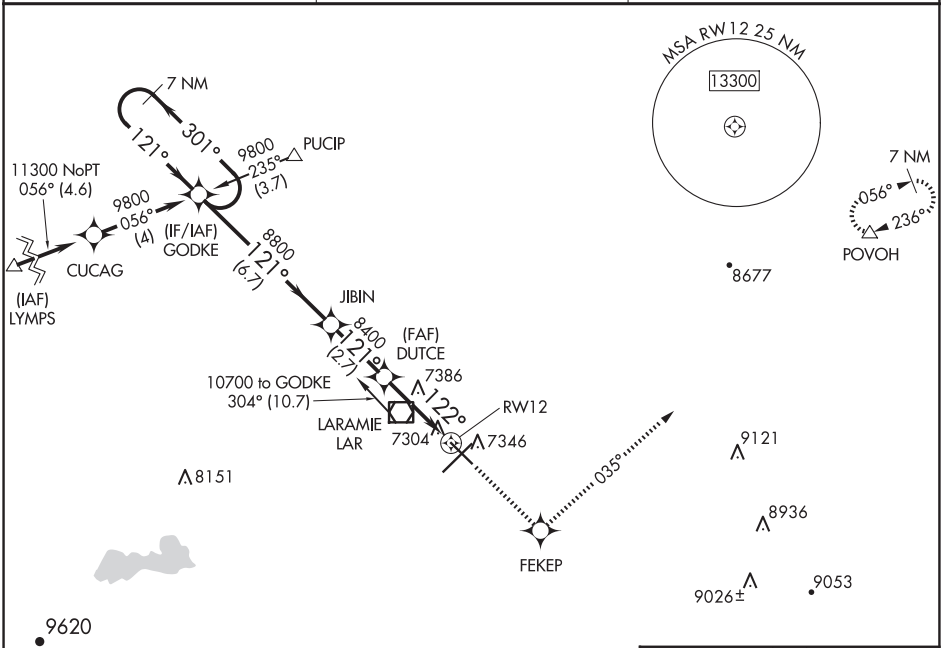
LARAMIE RGNL (LAR)

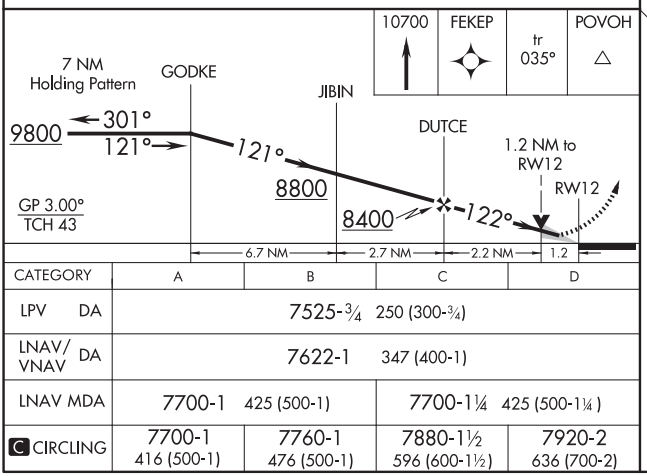
RNP APCH-GPS.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C or above 34°C.

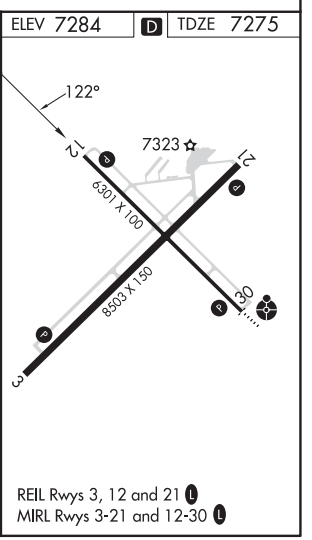
MISSED APPROACH: Climb to 10700 direct FEKEP and via 035° track to POVOH and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.475 | 125.9 284.7 | 123.05 (CTAF) L |




| 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) | |
| C CIRCLING | 7700-1 416 (500-1) | 7760-1 476 (500-1) | 7880-1½ 596 (600-1½) | 7920-2 636 (700-2) |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

LARAMIE, WYOMING AL-225 (FAA) 24305

# RNAV (GPS) RWY 21

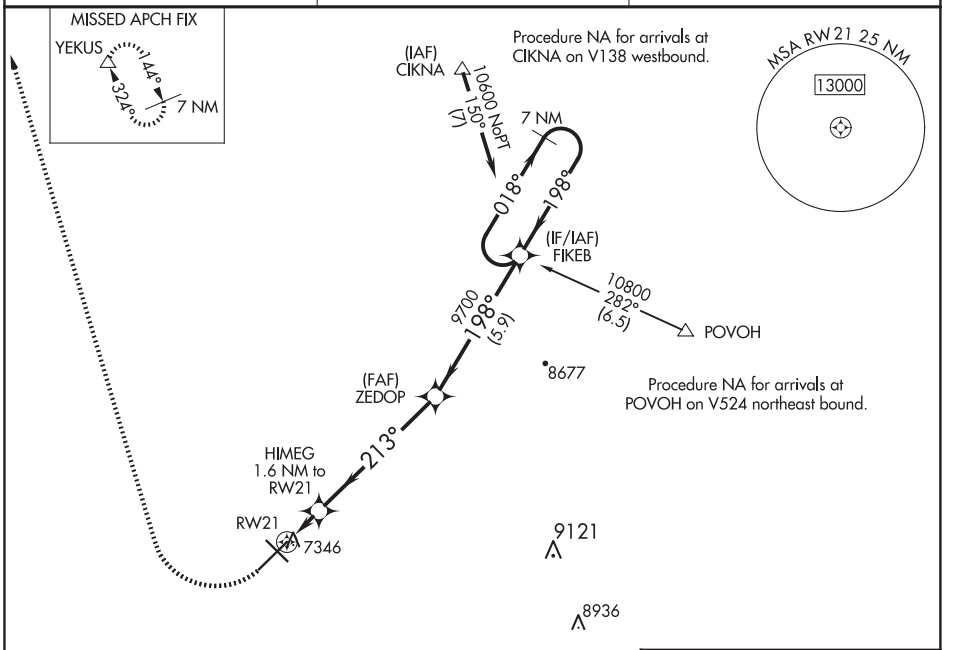
LARAMIE RGNL (LAR)

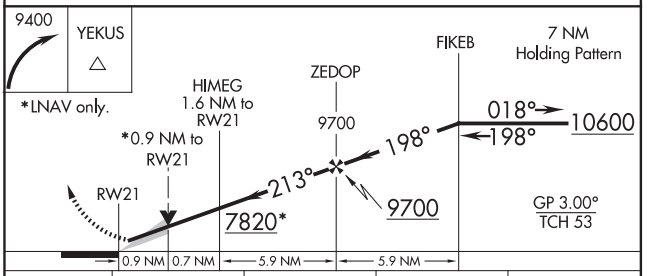
| WAAS | APP CRS | Rwy Idg | 8503 |
|---|---|---|---|
| CH 72825 | 213° | TDZE | 7277 |
| W21A | | Apt Elev | 7284 |

Circling to Rwy 30 NA at night.
Baro-VNAV NA.
DME/DME RNP-0.3 NA.

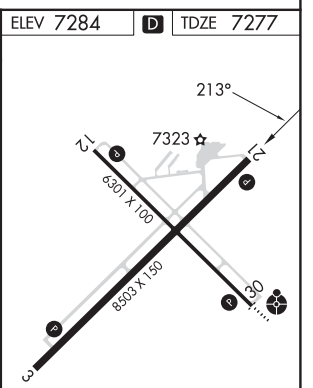
MISSED APPROACH: Climbing right turn to 9400 direct YEKUS and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.475 | 125.9 284.7 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 7527-¾ | 250 (300-¾) | | |
| LNAV/VNAV DA | 7527-¾ | 250 (300-¾) | | |
| LNAV MDA | 7600-1 | 323 (400-1) | | |
| CIRCLING | 7660-1<br>376 (400-1) | 7760-1<br>476 (500-1) | 7880-1½<br>596 (600-1½) | 7920-2<br>636 (700-2) |




REIL Rwys 3, 12 and 21 L
MIRL Rwys 3-21 and 12-30 L

LARAMIE, WYOMING
Orig-B 15JUL21

41°19'N - 105°41'W

LARAMIE RGNL (LAR)

RNAV (GPS) RWY 21


NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 6301 |
|---|---|---|---|
| CH 53600 | 302° | TDZE | 7278 |
| W30A | | Apt Elev | 7284 |

# RNAV (GPS) RWY 30

LARAMIE RGNL (LAR)

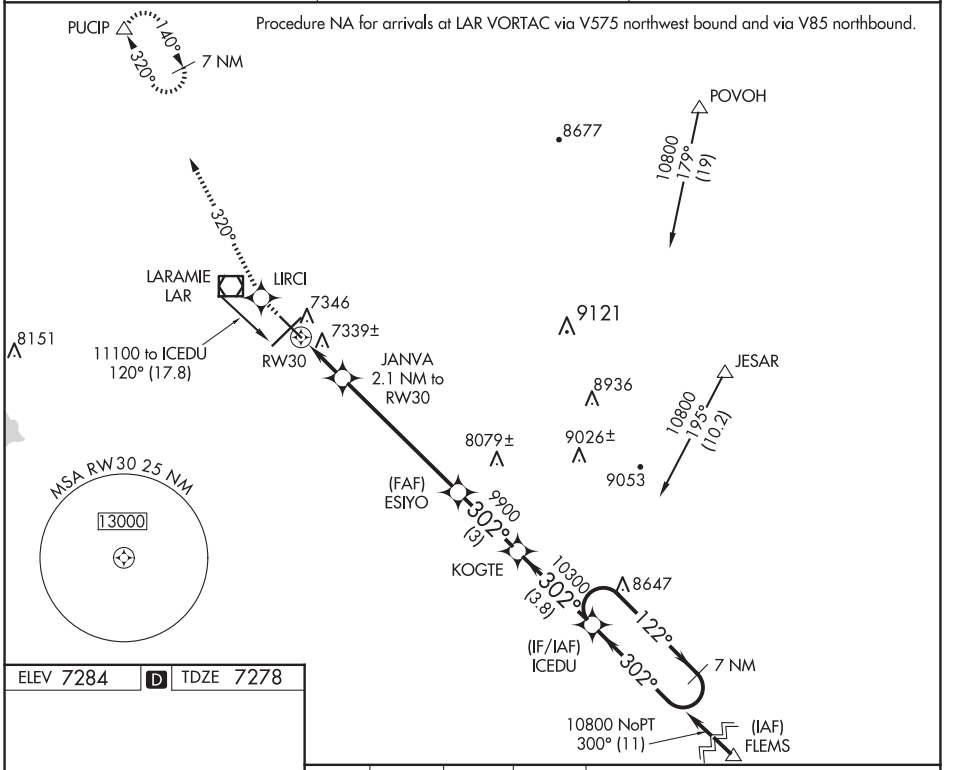
Inop table does not apply. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 35°C (95°F).

ODALS

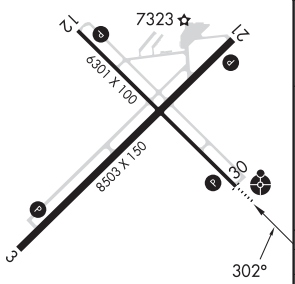
MISSED APPROACH: Climb to 9400 direct LIRCI and via 320° track to PUCIP and hold.

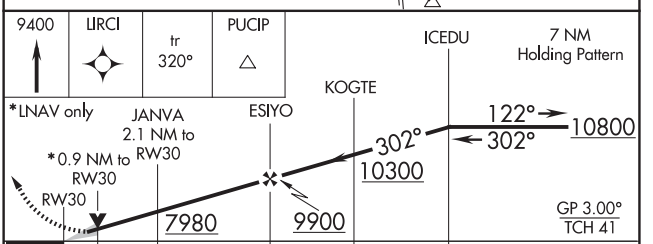
| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.475 | 125.9 284.7 | 123.05 (CTAF) L |

Procedure NA for arrivals at LAR VORTAC via V575 northwest bound and via V85 northbound.




ELEV 7284 D TDZE 7278




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 7528-1 250 (300-1) | | | |
| LNAV/VNAV DA | 7629-1¼ 351 (400-1¼) | | | |
| LNAV MDA | 7600-1 322 (400-1) | | | |
| CIRCLING | 7660-1¼ 376 (400-1¼) | 7760-1¼ 476 (500-1¼) | 7880-1½ 596 (600-1½) | 7920-2 636 (700-2) |

REIL Rwys 3,12 and 21 L
MIRL Rwys 3-21 and 12-30 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

LARAMIE, WYOMING | AL-225 (FAA) | 24305

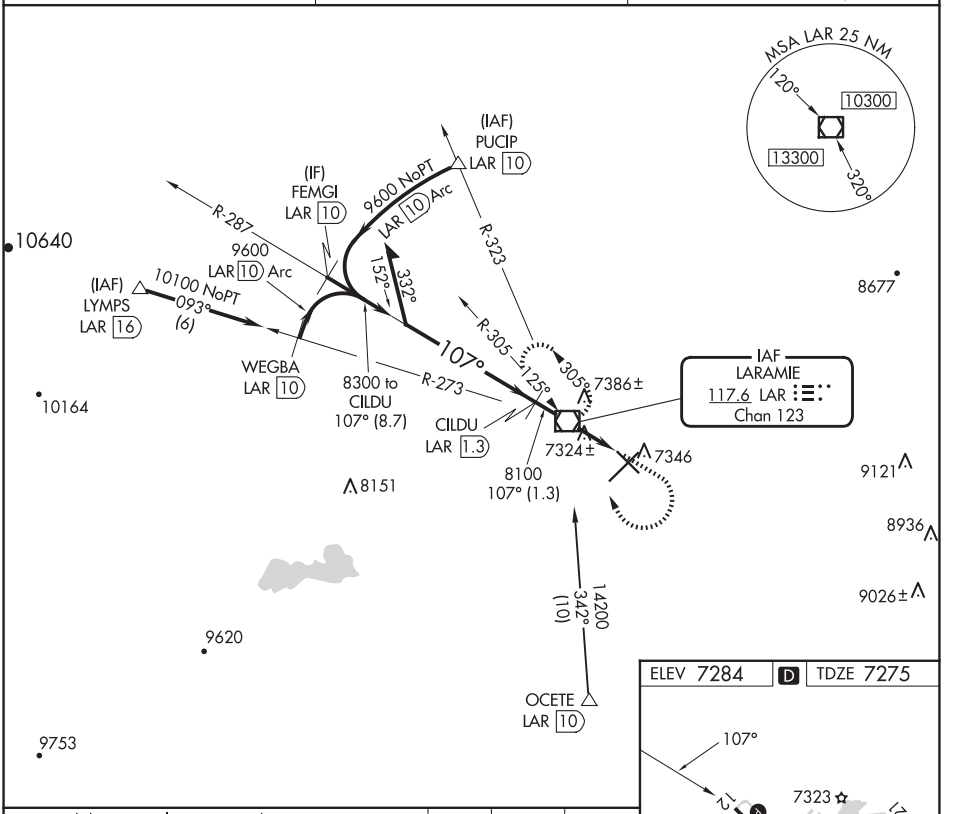
# VOR/DME RWY 12

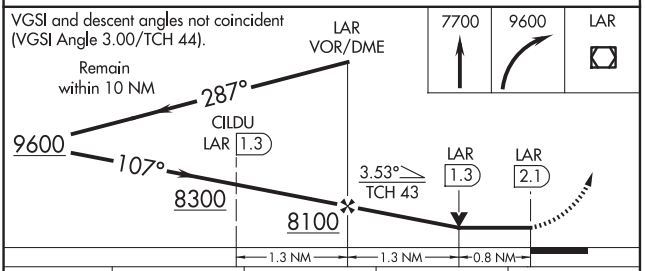
LARAMIE RGNL (LAR)

| VOR/DME LAR | APP CRS | Rwy Idg | 6301 |
|---|---|---|---|
| 117.6 | 107° | TDZE | 7275 |
| Chan 123 | | Apt Elev | 7284 |

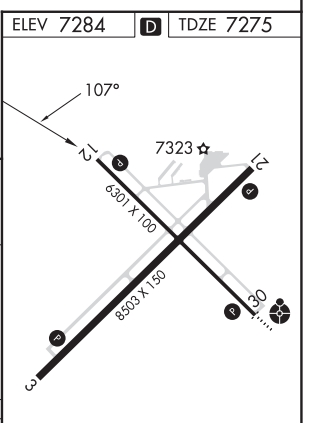
MISSED APPROACH: Climb to 7700 then climbing right turn to 9600 direct LAR VOR/DME and hold, continue climb-in-hold to 9600.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.475 | 125.9 284.7 | 123.05 (CTAF) L |




| 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 Rwys 3, 12 and 21 L
MIRL Rwys 3-21 and 12-30 L

LARAMIE, WYOMING
Amdt 6B 15JUL21

41°19′N-105°41′W

LARAMIE RGNL (LAR)

VOR/DME RWY 12


NW-1, 12 JUN 2025 to 07 AUG 2025

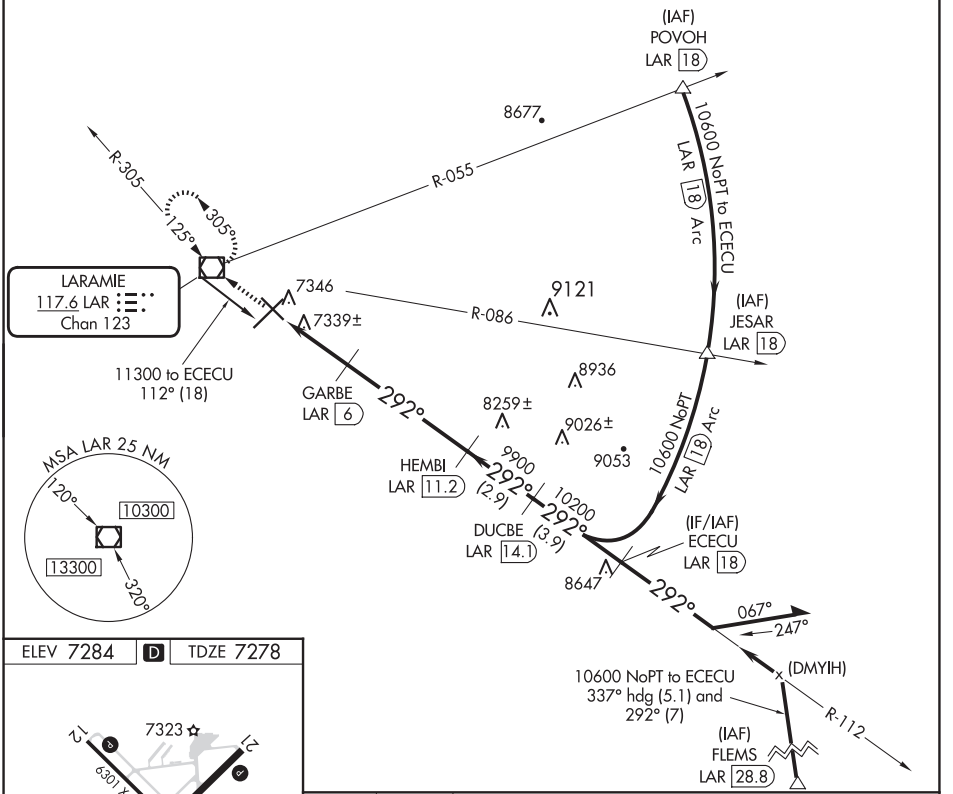
| VOR/DME LAR | APP CRS | Rwy Idg | 6301 |
|---|---|---|---|
| 117.6 | 292° | TDZE | 7278 |
| Chan 123 | | Apt Elev | 7284 |

# VOR/DME RWY 30
LARAMIE RGNL (LAR)

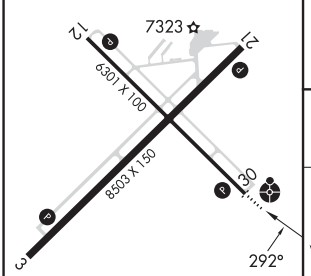
ODALS

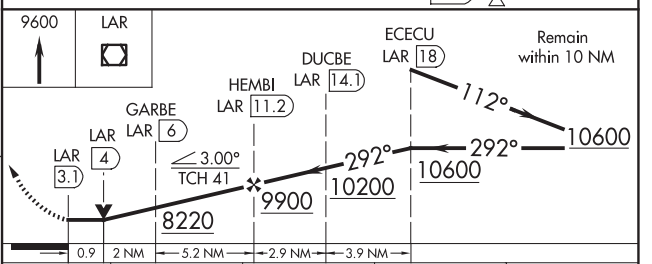
MISSED APPROACH: Climb to 9600 direct LAR VOR/DME and hold, continue climb-in-hold to 9600.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.475 | 125.9 284.7 | 123.05 (CTAF) L |




ELEV 7284 D TDZE 7278




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 7600-¾ 322 (400-¾) | | | 7600-1 322 (400-1) |
| CIRCLING | 7660-1 376 (400-1) | 7760-1 476 (500-1) | 7880-1½ 596 (600-1½) | 7920-2 636 (700-2) |

REIL Rwys 3, 12 and 21 L
MIRL Rwys 3-21 and 12-30 L



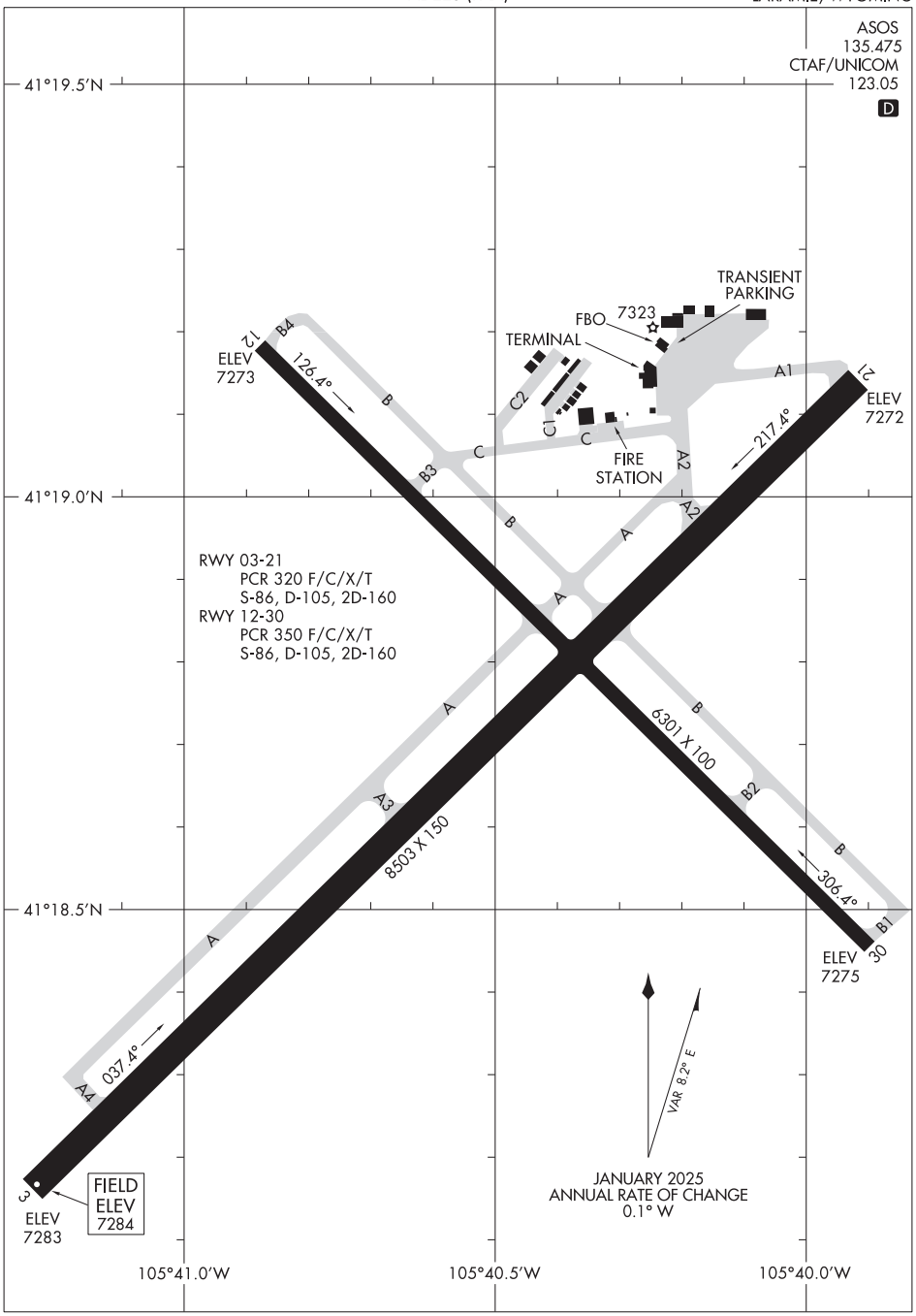
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

AL-225 (FAA)

LARAMIE RGNL (LAR)
LARAMIE, WYOMING



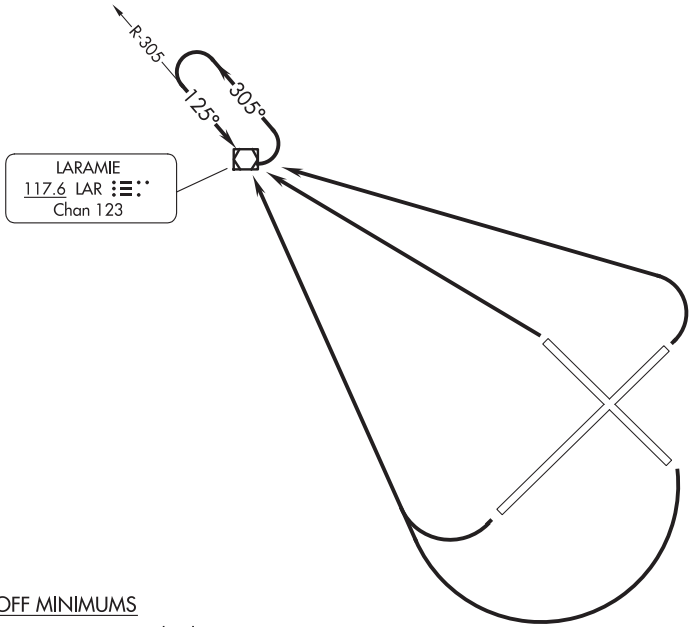

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107

LARAMIE, WYOMING
LARAMIE RGNL (LAR)

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.



NW-1, 12 JUN 2025 to 07 AUG 2025

LAUREL, MONTANA AL-6781 (FAA) 21168

| WAAS CH 70422 W04A | APP CRS 036° | Rwy Idg 5199<br>TDZE 3488<br>Apt Elev 3543 |
|---|---|---|

# RNAV (GPS) RWY 4

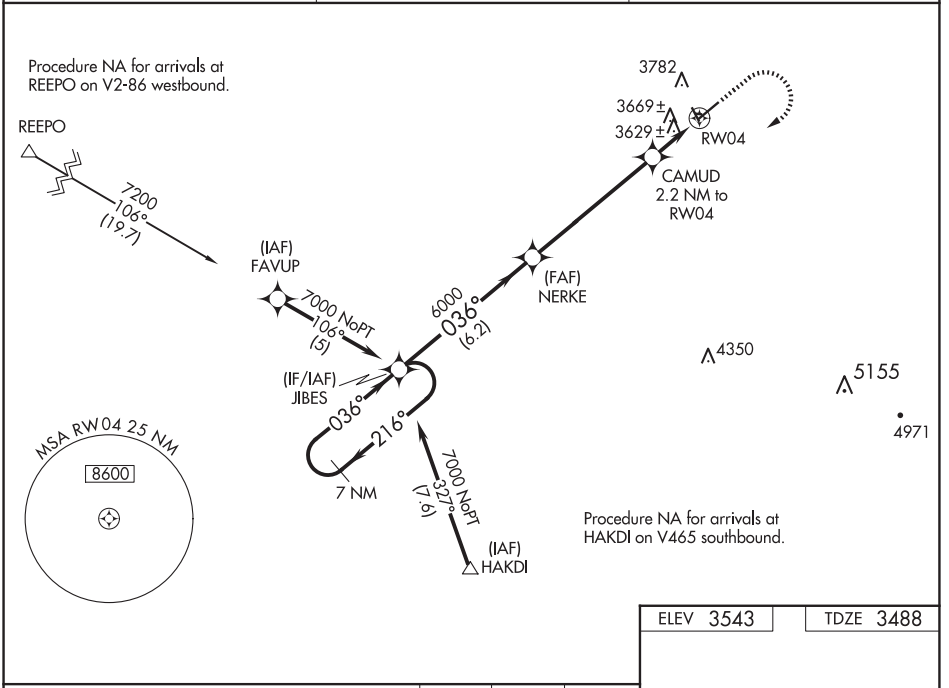
LAUREL MUNI (6S8)

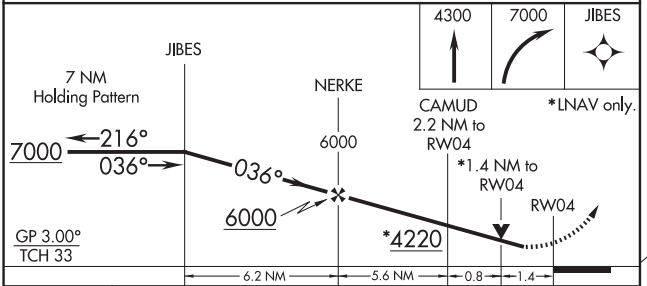
RNP APCH.

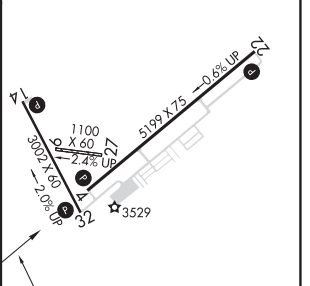
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Billings altimeter setting. Baro-VNAV and VDP NA when using Billings altimeter setting. Rwy 4 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4300 then climbing right turn to 7000 direct JIBES and hold.

| AWOS-2 | BILLINGS APP CON | AUNICOM |
|---|---|---|
| 135.05 | 119.2 120.5 284.6 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3783-1 295 (300-1) | | | |
| LNAV/VNAV DA | 3981-1¾ 493 (500-1¾) | | | |
| LNAV MDA | 3980-1 492 (500-1) | | 3980-1⅜ 492 (500-1⅜) | |

MIRL Rwys 4-22 and 14-32 L

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 5199 |
|---|---|---|---|
| CH 86822 | 216° | TDZE | 3472 |
| W22A | | Apt Elev | 3543 |

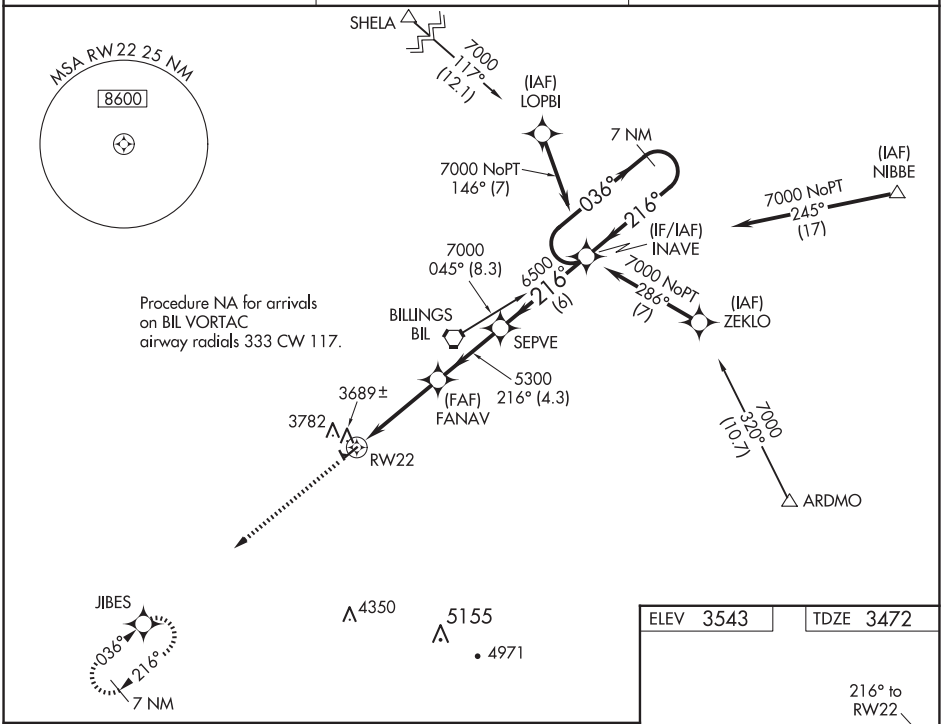
# RNAV (GPS) RWY 22
LAUREL MUNI (6S8)

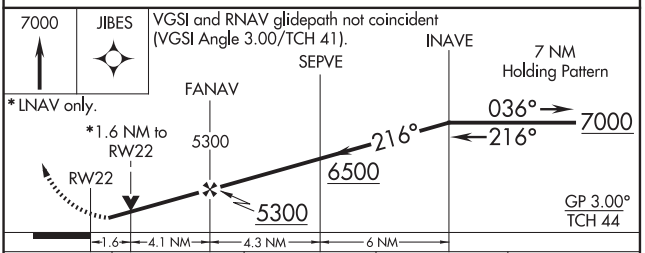
RNP APCH.

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.

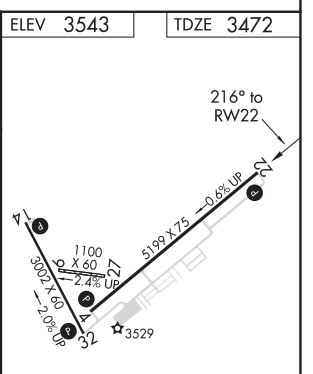
MISSED APPROACH: Climb to 7000 direct JIBES and hold, continue climb-in-hold to 7000.

| AWOS-2 | BILLINGS APP CON | AUNICOM |
|---|---|---|
| 135.05 | 119.2 120.5 284.6 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3767-1 295 (300-1) | | | |
| LNAV/VNAV DA | 3965-1⅝ 493 (500-1⅝) | | | |
| LNAV MDA | 4000-1 528 (500-1) | | 4000-1⅝ 528 (500-1⅝) | |




MIRL Rwys 4-22 and 14-32 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VORTAC BIL | APP CRS | Rwy Idg | 5199 |
|---|---|---|---|
| 114.5 | 208° | TDZE | 3472 |
| Chan 92 | | Apt Elev | 3543 |

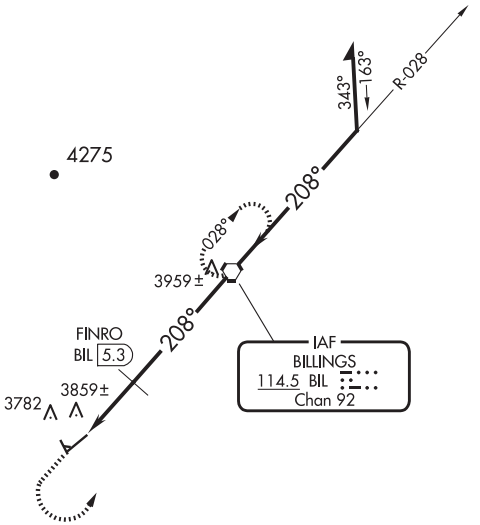
# VOR RWY 22

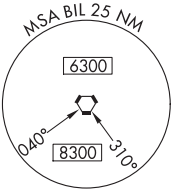
## LAUREL MUNI (6S8)

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 Rwys 9 and 27. Circling Rwy 14, 32 NA at night.

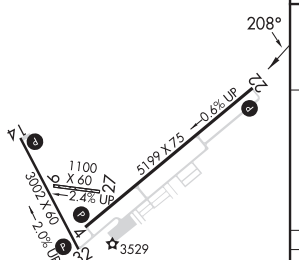
MISSED APPROACH: Climb to 4700 then climbing left turn to 6300 direct BIL VORTAC and hold.

| AWOS-2 | BILLINGS APP CON | AUNICOM |
|---|---|---|
| 135.05 | 119.2 120.5 284.6 | 123.05 (CTAF) L |



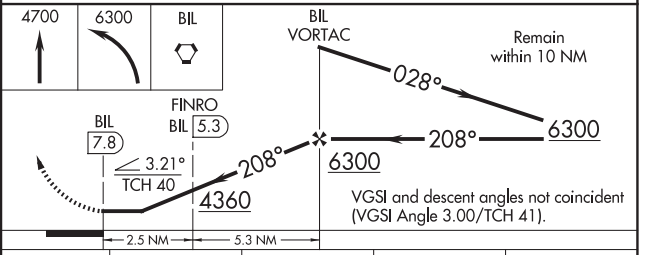

ELEV 3543 TDZE 3472




MIRL Rwys 4-22 and 14-32 L

FAF to MAP 7.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:48 | 5:12 | 3:54 | 3:07 | 2:36 |




| 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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 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.

LEWISTON, IDAHO | AL-515 (FAA) | 23334

# ILS RWY 26

LEWISTON/NEZ PERCE COUNTY (LWS)

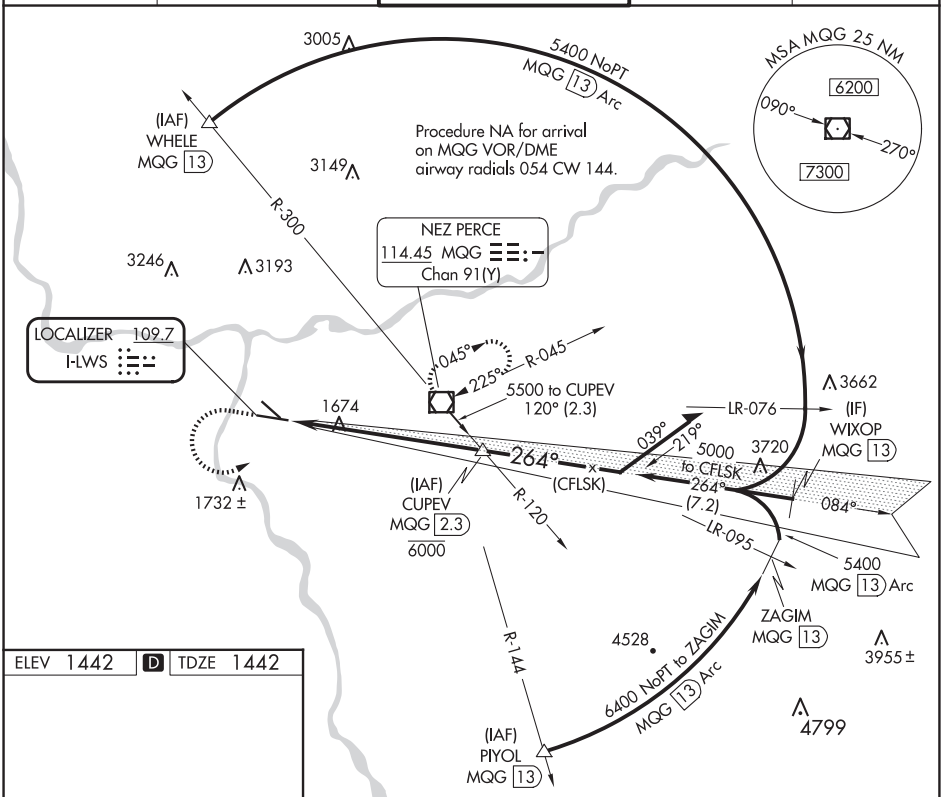
| LOC I-LWS | APP CRS | Rwy Idg | 6511 |
|---|---|---|---|
| 109.7 | 264° | TDZE | 1442 |
| | | Apt Elev | 1442 |

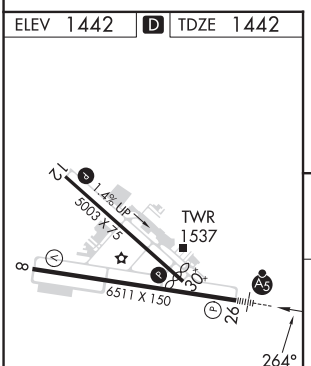
When local altimeter setting not received, procedure NA. Autopilot coupled approach NA below 2500.

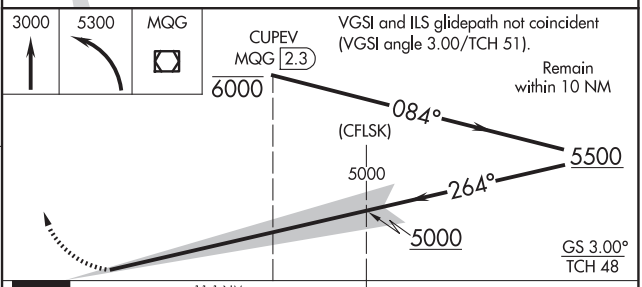
MALSR

MISSED APPROACH: Climb to 3000 then climbing left turn to 5300 direct MQG VOR/DME and hold, continue climb-in-hold to 5300.

| ASOS | SEATTLE CENTER | LEWISTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.575 | 123.95 290.55 | 119.4 (CTAF) L 318.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26 | 1642-½ 200 (200-½) | | | |

REIL Rwy 8 L
REIL RWY 12
HIRL Rwy 8-26
MIRL Rwy 12-30

LEWISTON, IDAHO
Amdt 13C 26JUN14

46°22'N-117°01'W

LEWISTON/NEZ PERCE COUNTY (LWS)

ILS RWY 26


NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) RWY 30

## LEWISTON/NEZ PERCE COUNTY (LWS)

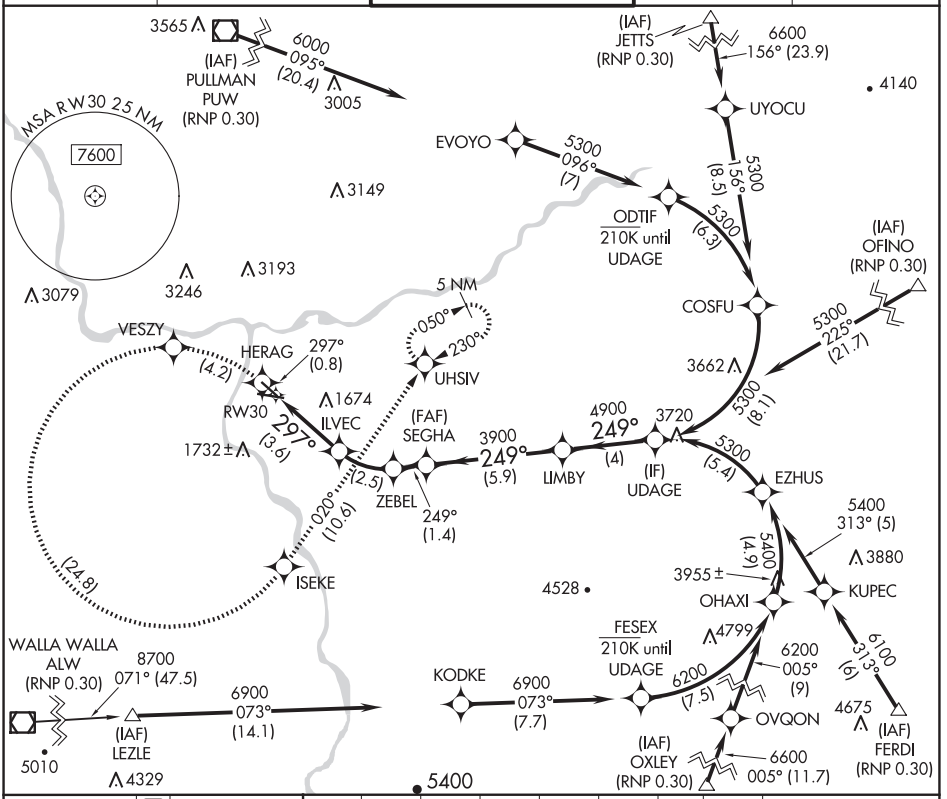
| APP CRS | Rwy Idg | 4750 |
|---|---|---|
| 297° | TDZE | 1439 |
| | Apt Elev | 1442 |

RNP AR APCH-GPS.

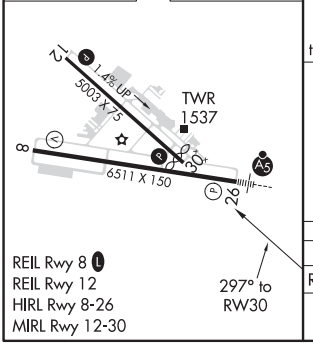
For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C.
Missed approach requires RNP less than RNP 1.00.

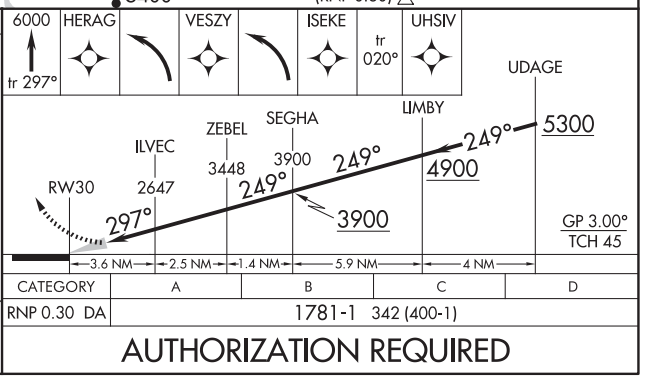
MISSED APPROACH: Climb to 6000 on track 297° to HERAG then left turn to VESZY then left turn to ISEKE and track 020° to UHSIV and hold.

| ASOS | SEATTLE CENTER | LEWISTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.575 | 123.95 290.55 | 119.4 (CTAF) L 318.8 | 121.9 | 122.95 |




| ELEV 1442 | D | TDZE 1439 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 1781-1 342 (400-1) | | | |

## AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

LEWISTON, IDAHO | AL-515 (FAA) | 24221

# RNAV (RNP) Z RWY 8

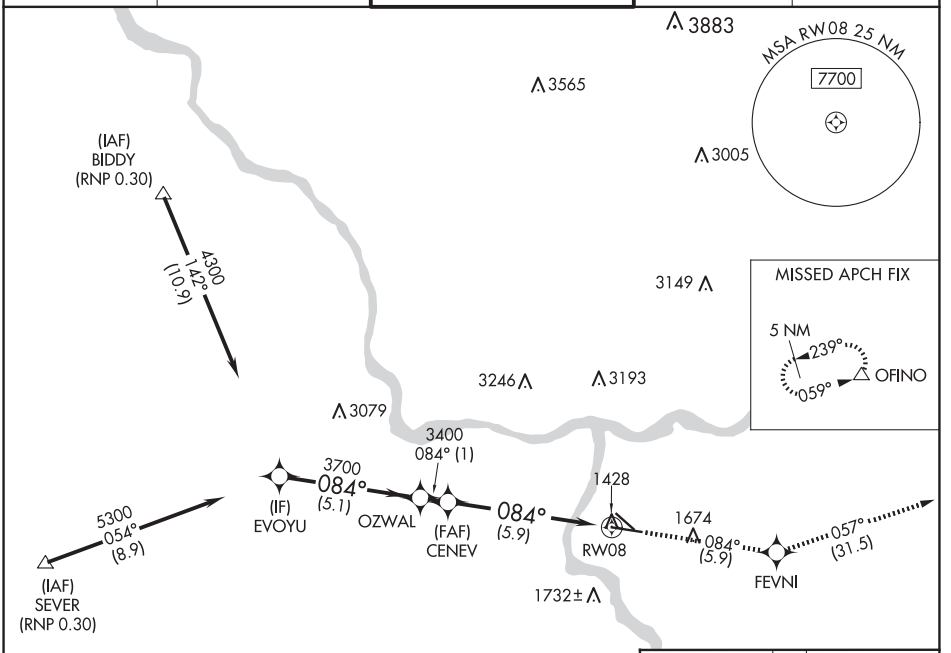
LEWISTON/NEZ PERCE COUNTY (LWS)

| APP CRS | Rwy Idg | 6511 |
|---|---|---|
| 084° | TDZE | 1440 |
| | Apt Elev | 1442 |

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.

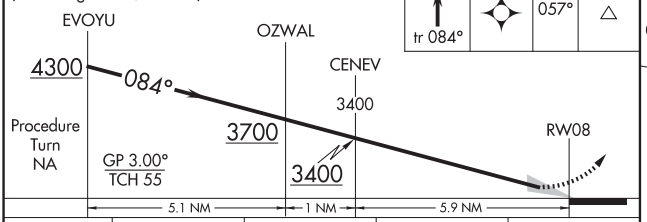
MISSED APPROACH: Climb to 6000 via track 084° to FEVNI and via track 057° to OFINO and hold.

| ASOS | SEATTLE CENTER | LEWISTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.575 | 123.95 290.55 | 119.4 (CTAF) L 318.8 | 121.9 | 122.95 |




ELEV 1442 D TDZE 1440

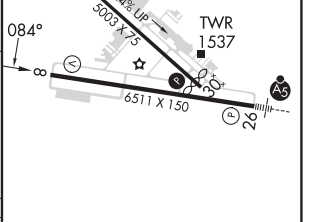
VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 45).




| 6000 | FEVNI | tr 057° | OFINO |
|---|---|---|---|
| tr 084° | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 1752-1 312 (400-1) | | | |

AUTHORIZATION REQUIRED




REIL Rwy 8 L
REIL Rwy 12
HIRL Rwy 8-26
MIRL Rwy 12-30

LEWISTON, IDAHO
Orig-A 30JUN11

46°22'N-117°01'W

LEWISTON/NEZ PERCE COUNTY (LWS)

RNAV (RNP) Z RWY 8

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Idg | 4750 |
|---|---|---|
| 117° | TDZE | 1417 |
| | Apt Elev | 1442 |

# RNAV (RNP) Z RWY 12

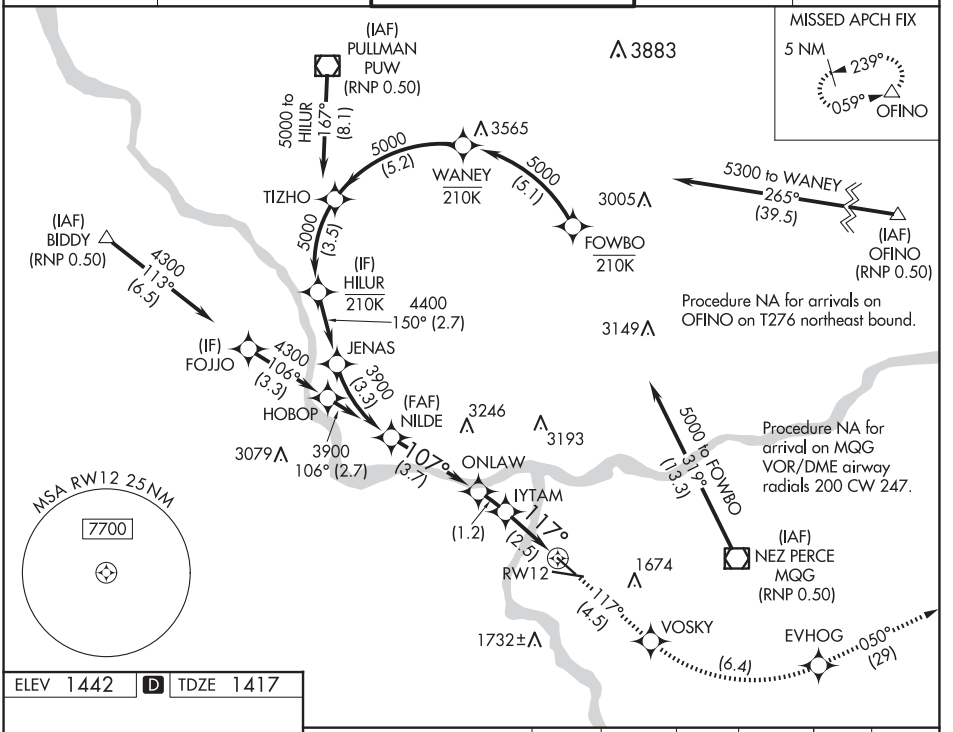
LEWISTON/NEZ PERCE COUNTY (LWS)

RNP AR APCH-GPS.

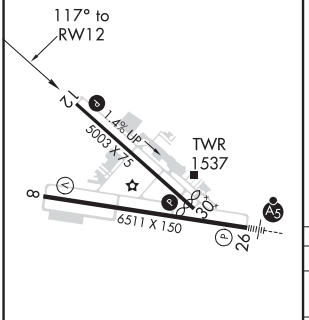
T For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C.

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.

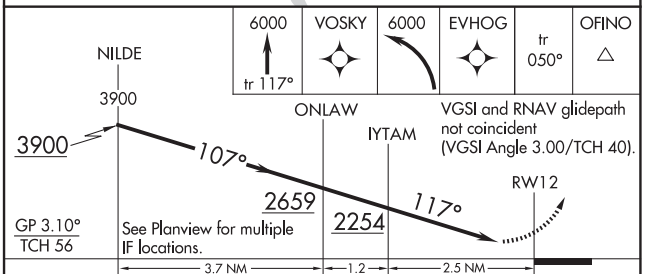
| ASOS | SEATTLE CENTER | LEWISTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.575 | 123.95 290.55 | 119.4 (CTAF) L 318.8 | 121.9 | 122.95 |




ELEV 1442 D TDZ 1417




REIL Rwy 8 L
REIL Rwy 12
HIRL Rwy 8-26
MIRL Rwy 12-30




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA* | 1685-⅞ 268 (300-⅞) | | | |
| RNP 0.30 DA | 1889-1⅜ 472 (500-1⅜) | | | |

AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

LEWISTON, IDAHO | AL-515 (FAA) | 22027

| APP CRS | Rwy Idg | 6511 |
|---|---|---|
| 264° | TDZE | 1442 |
| | Apt Elev | 1442 |

# RNAV (RNP) Z RWY 26

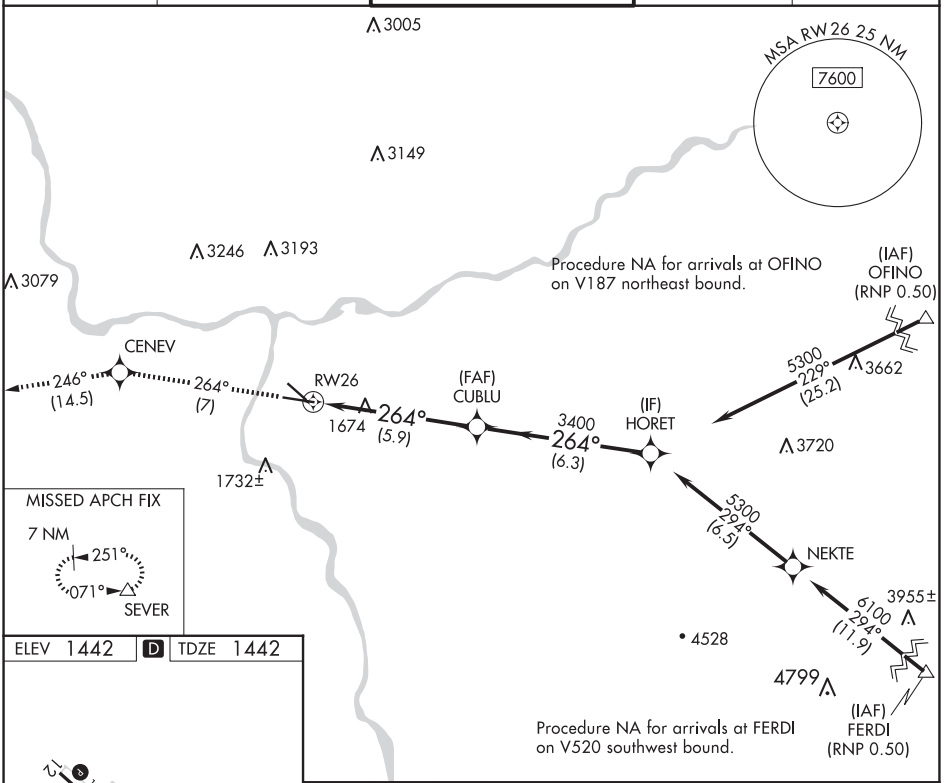
LEWISTON/NEZ PERCE COUNTY (LWS)

For uncompensated Baro-VNAV systems, procedure NA below -16°C (3°F) or above 46°C (115°F). GPS required. For inoperative MALSR, increase RNP 0.30 visibility all Cats to 1⅞ miles.

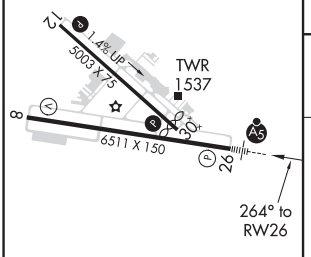
MALSR

MISSED APPROACH: Climb to 7000 on track 264° to CENEV and on track 246° to SEVER and hold, continue climb-in-hold to 7000.

| ASOS | SEATTLE CENTER | LEWISTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.575 | 123.95 290.55 | 119.4 (CTAF) L 318.8 | 121.9 | 122.95 |



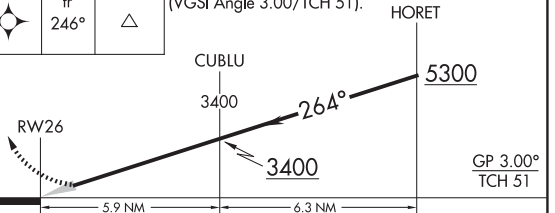

ELEV 1442 | D | TDZE 1442




REIL Rwy 8 L
REIL Rwy 12
HIRL Rwy 8-26
MIRL Rwy 12-30

| 7000 | CENEV | tr | SEVER |
|---|---|---|---|
| ↑ tr 264° | | 246° | |

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.20 DA | 1806-¾ 364 (400-¾) | | | |
| RNP 0.30 DA | 2003-1½ 561 (600-1½) | | | |

AUTHORIZATION REQUIRED

LEWISTON, IDAHO
Orig-B 17AUG17

46°22'N-117°01'W

LEWISTON/NEZ PERCE COUNTY (LWS)

RNAV (RNP) Z RWY 26

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 6511 |
|---|---|---|---|
| CH 97600 | 084° | TDZE | 1440 |
| W08A | | Apt Elev | 1442 |

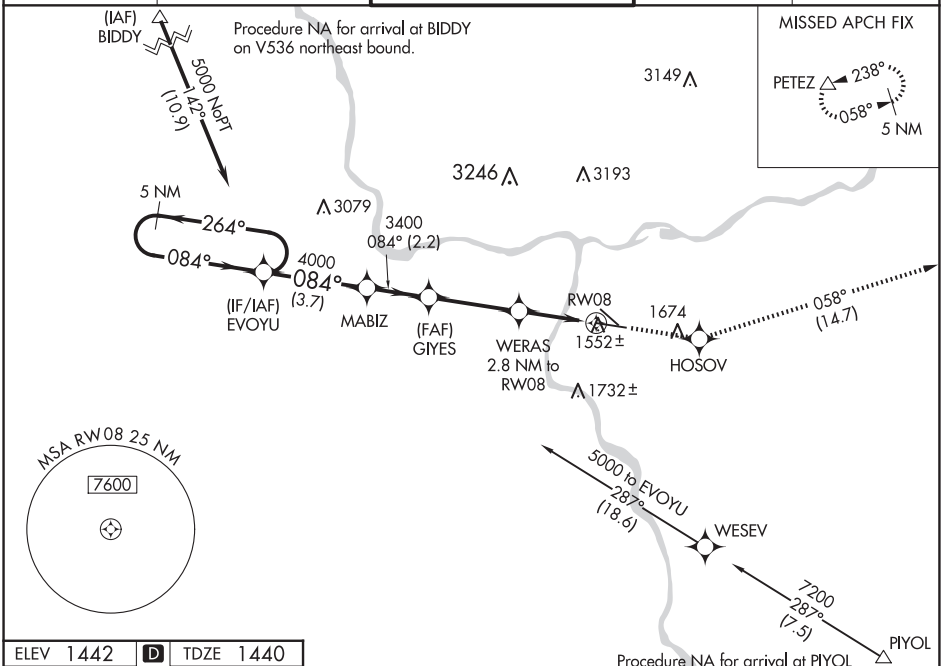
# RNAV (GPS) Y RWY 8

## LEWISTON/NEZ PERCE COUNTY (LWS)

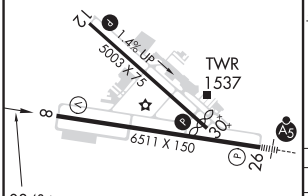
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 34°C (93°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5700 direct HOSOV and on track 058° to PETEZ and hold, continue climb-in-hold to 5700.

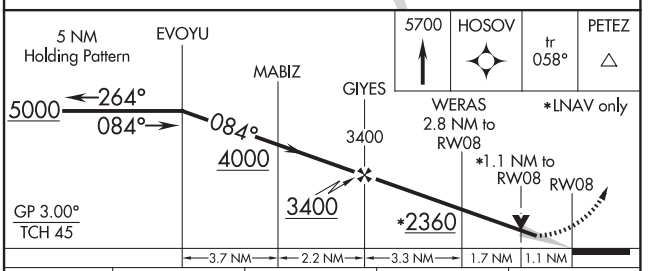
| ASOS | SEATTLE CENTER | LEWISTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.575 | 123.95 290.55 | 119.4 (CTAF) L 318.8 | 121.9 | 122.95 |




ELEV 1442 D TDZE 1440




REIL Rwy 8 L
REIL Rwy 12
HIRL Rwy 8-26
MIRL Rwy 12-30




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1690-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1736-1 296 (300-1) | | | |
| LNAV MDA | 1820-1 380 (400-1) | | 1820-1⅛ 380 (400-1⅛) | |
| CIRCLING | 2000-1 558 (600-1) | | 2280-2½ 838 (900-2½) | 2500-3 1058 (1100-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 12

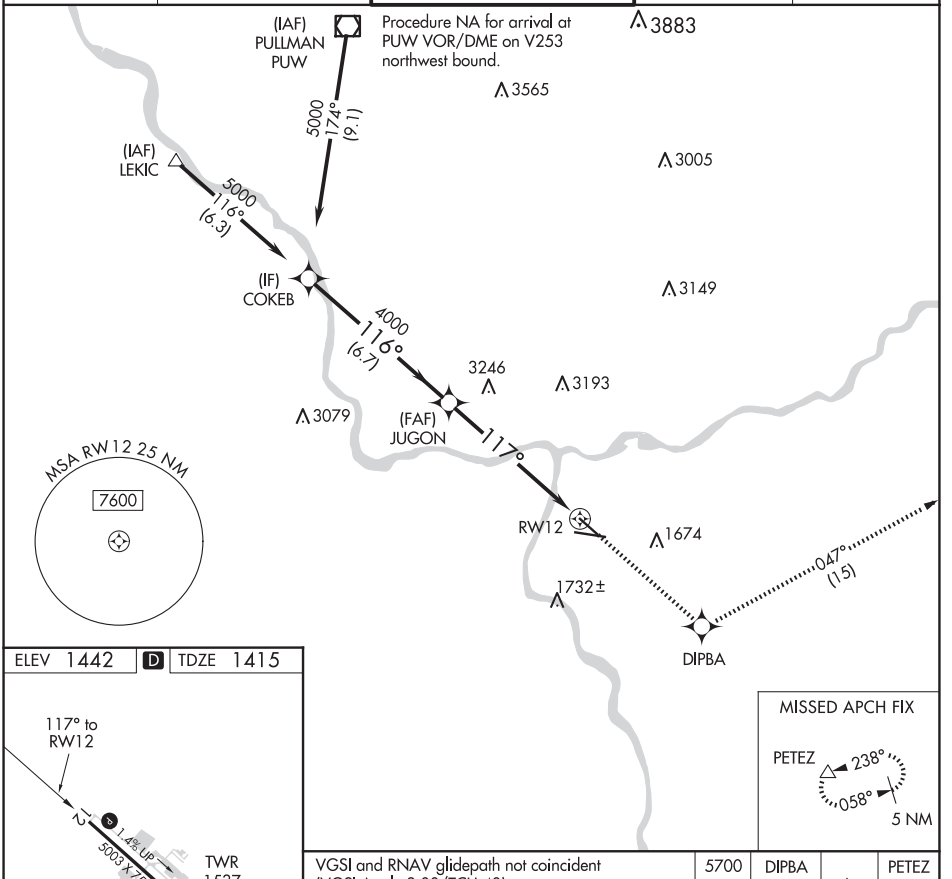
LEWISTON/NEZ PERCE COUNTY (LWS)

| WAAS | APP CRS | Rwy Idg | 4750 |
|---|---|---|---|
| CH 56500 | 117° | TDZE | 1415 |
| W12A | | Apt Elev | 1442 |

T A NA — When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

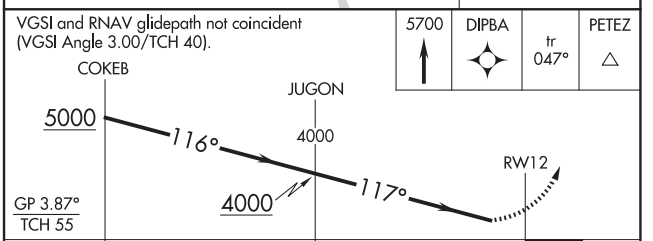
MISSED APPROACH: Climb to 5700 direct DIPBA and on track 047° to PETEZ and hold, continue climb-in-hold to 5700.

| ASOS | SEATTLE CENTER | LEWISTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.575 | 123.95 290.55 | 119.4 (CTAF) L 318.8 | 121.9 | 122.95 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1793-1 | 378 (400-1) | NA | |

REIL Rwy 8 L
REIL Rwy 12
HIRL Rwy 8-26
MIRL Rwy 12-30



46°22'N-117°01'W





NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 26

LEWISTON/NEZ PERCE COUNTY (LWS)

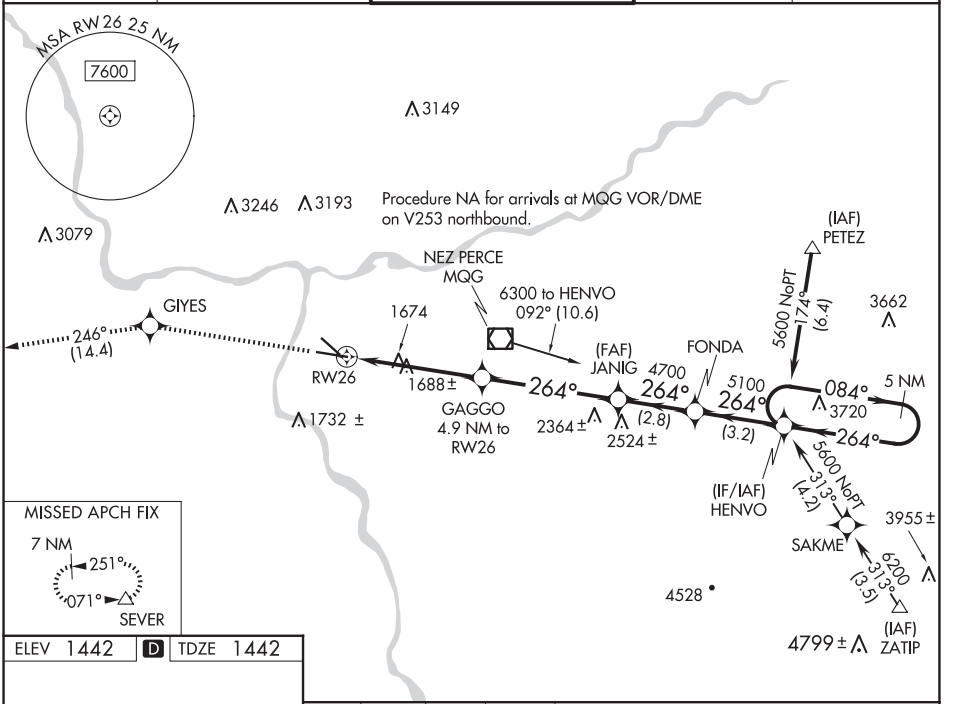
| WAAS | APP CRS | Rwy Idg | 6511 |
|---|---|---|---|
| CH 78012 | 264° | TDZE | 1442 |
| W26A | | Apt Elev | 1442 |

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

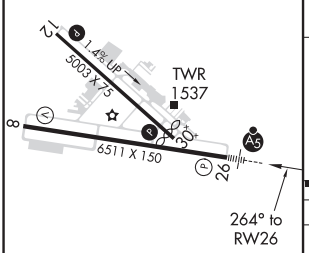
MALSR A5

MISSED APPROACH: Climb to 7000 direct GIYES and on track 246° to SEVER and hold, continue climb-in-hold to 7000.

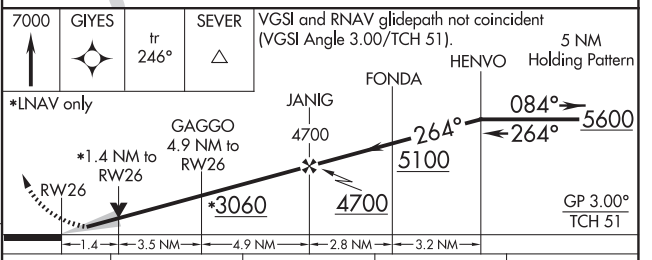
| ASOS | SEATTLE CENTER | LEWISTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.575 | 123.95 290.55 | 119.4 (CTAF) L 318.8 | 121.9 | 122.95 |




ELEV 1442 D TDZ 1442




REIL Rwy 8 L
REIL Rwy 12
HIRL Rwy 8-26
MIRL Rwy 12-30




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1642-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1962-1¼ 520 (600-1¼) | | | |
| LNAV MDA | 1940-½ 498 (500-½) | | 1940-1 498 (500-1) | |
| CIRCLING | 2000-1 558 (600-1) | | 2280-2½ 838 (900-2½) | 2500-3 1058 (1100-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

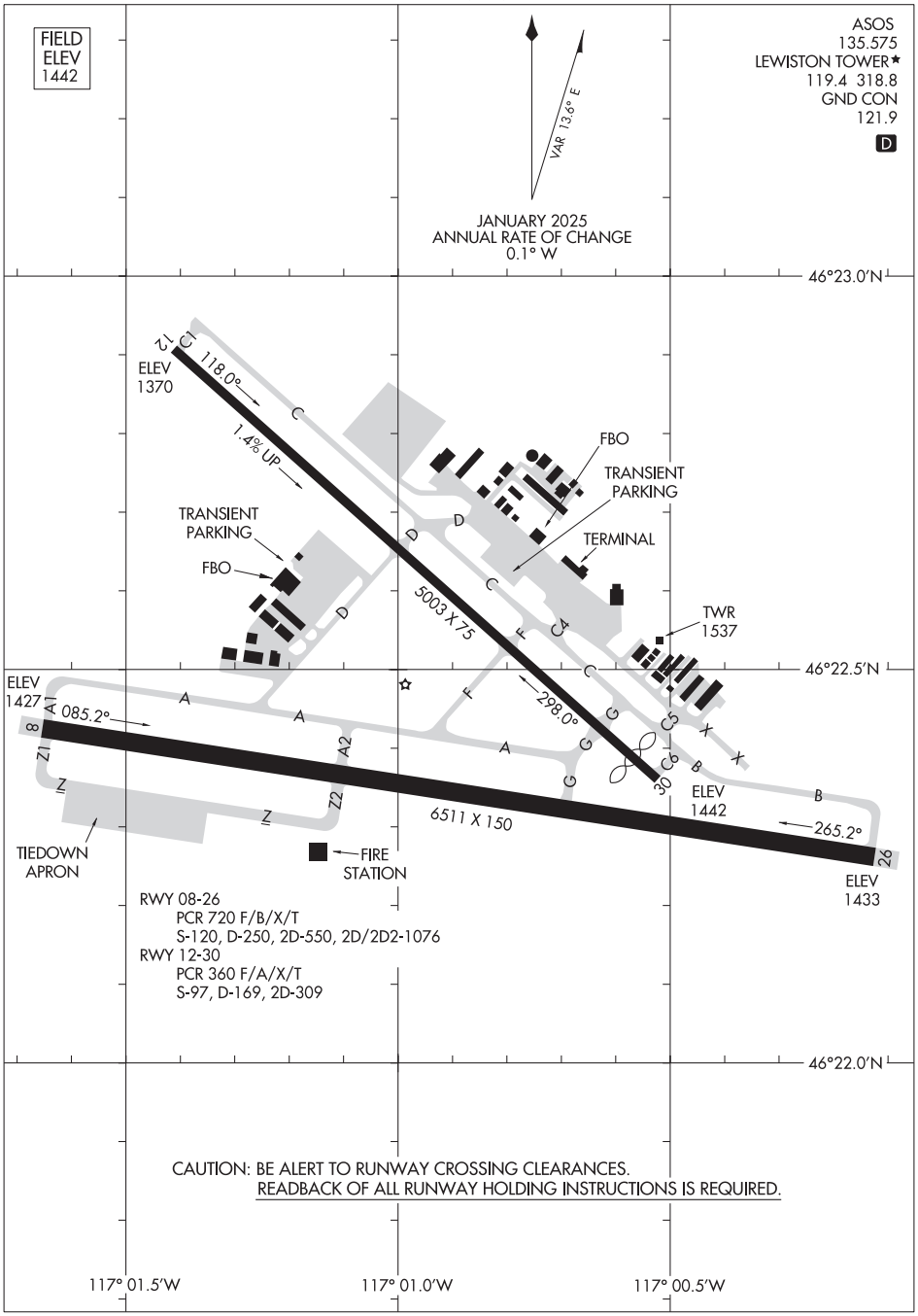
25107

# AIRPORT DIAGRAM

LEWISTON/NEZ PERCE COUNTY (LWS)

LEWISTON, IDAHO

AL-515 (FAA)




RWY 08-26
PCR 720 F/B/X/T
S-120, D-250, 2D-550, 2D/2D2-1076
RWY 12-30
PCR 360 F/A/X/T
S-97, D-169, 2D-309

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NW-1, 12 JUN 2025 to 07 AUG 2025

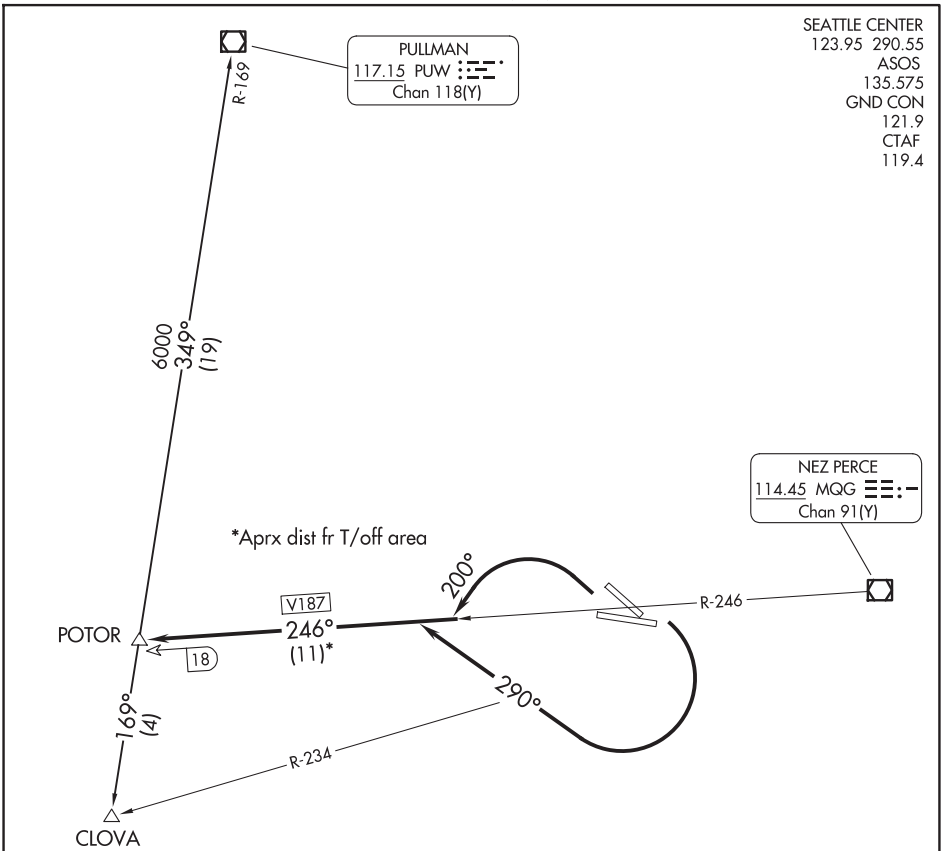
NW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

LEWISTON, IDAHO

LEWISTON/NEZ PERCE COUNTY (LWS)

25107




NOTE: Minimum climb required: Rwys 26 and 30-300'/NM to 4700'
(750 FPM/150K, 1000 FPM/200K); Rwys 8 and 12-270'/NM to 4700'
(675 FPM/150K, 900 FPM/200K) or 4600' ceiling and three miles visibility.
NOTE: 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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 8

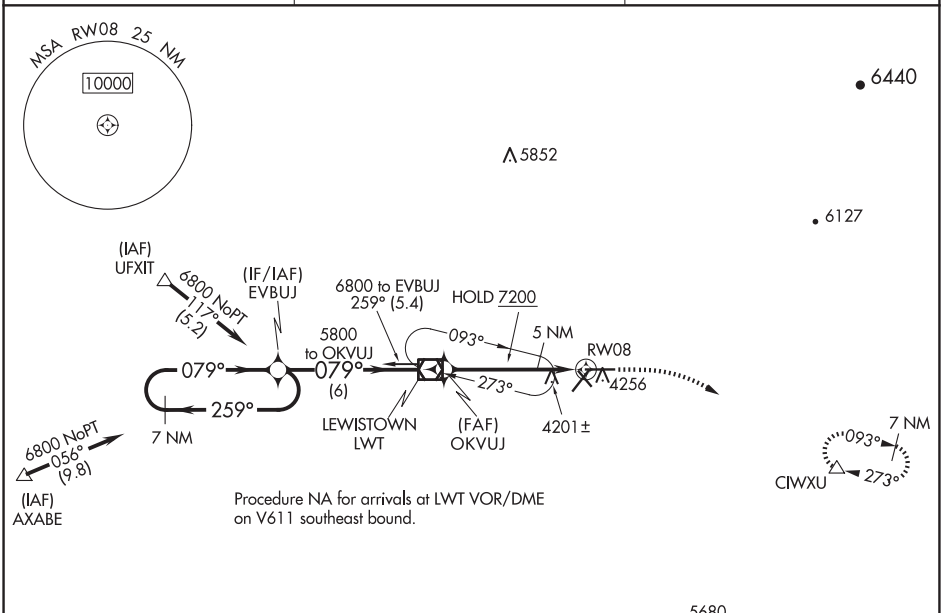
LEWISTOWN MUNI (LWT)

| WAAS | APP CRS | Rwy Ldg | 6100 |
|---|---|---|---|
| CH 86700 | 079° | TDZE | 4129 |
| W08A | | Apt Elev | 4170 |

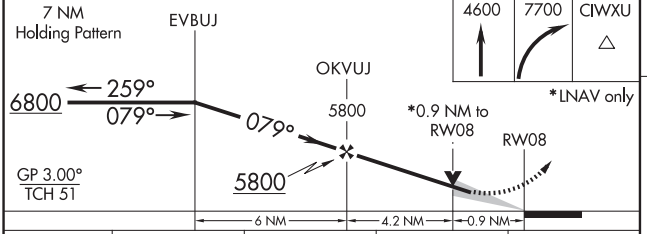
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 50°C (123°F). DME/DME RNP- 0.3 NA.

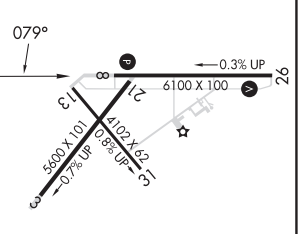
MISSED APPROACH: Climb to 4600, then climbing right turn to 7700 direct CIWXU and hold, continue climb-in-hold to 7700.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.375 | 133.4 285.4 | 123.0 (CTAF) L |




ELEV 4170 D TDZE 4129




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4379-¾ | | 250 (300-¾) | |
| LNAV/VNAV DA | 4419-⅞ | | 290 (300-⅞) | |
| LNAV MDA | 4460-1 | | 331 (300-1) | |
| C CIRCLING | 4680-1<br>510 (600-1) | 4820-1<br>650 (700-1) | 4980-2¼<br>810 (900-2¼) | 5240-3<br>1070 (1100-3) |

REIL Rwys 8 and 26 L
MIRL 8-26 and 13-31 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 26

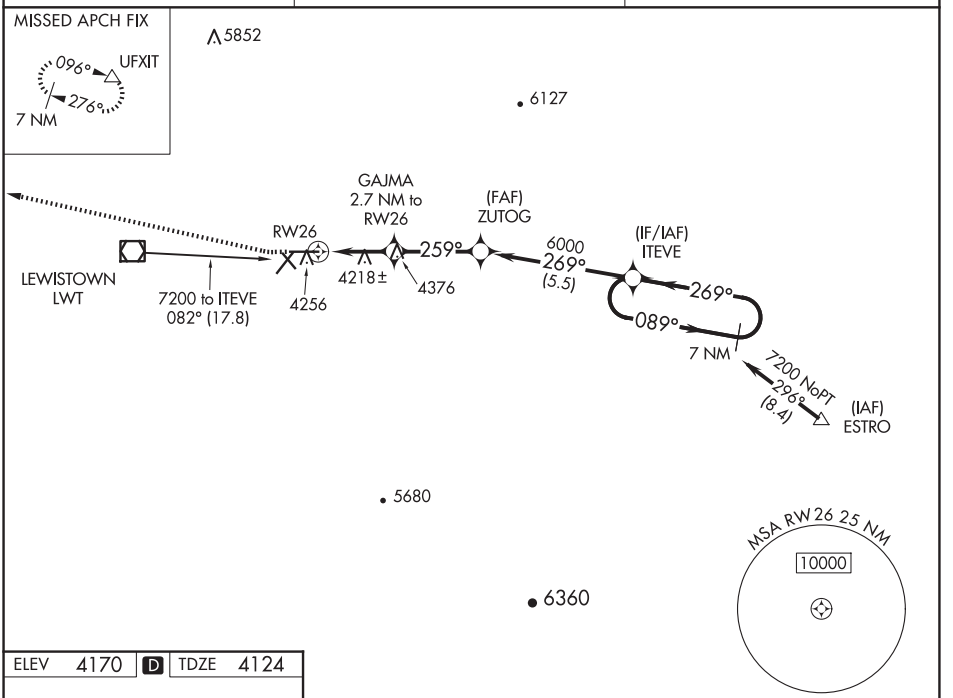
LEWISTOWN MUNI (LWT)

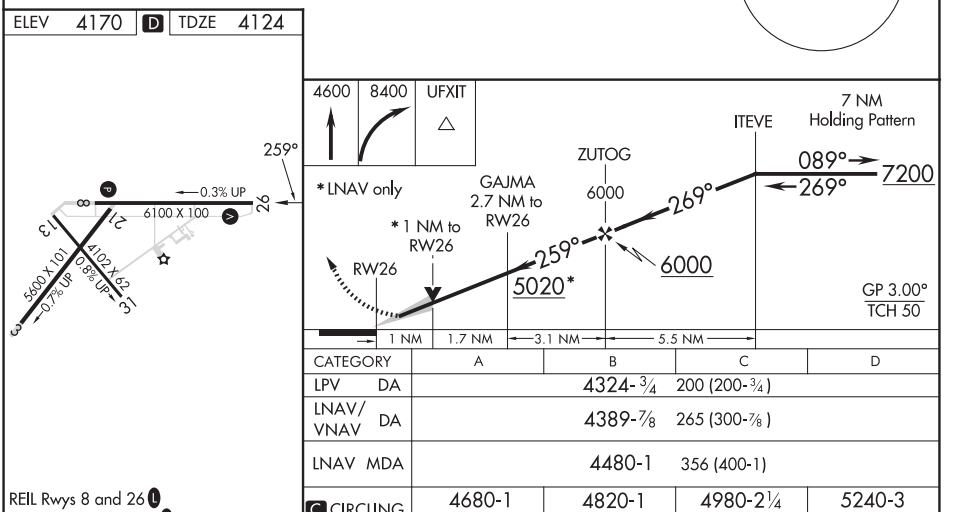
| WAAS CH 50230 W26A | APP CRS 259° | Rwy Ldg 6100 TDZE 4124 Apt Elev 4170 |
|---|---|---|

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 50°C (123°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4600 then climbing right turn to 8400 direct UFXIT and hold, continue climb-in-hold to 8400.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.375 | 133.4 285.4 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4324- 3/4 | 200 (200- 3/4 ) | | |
| LNAV/VNAV DA | 4389- 7/8 | 265 (300- 7/8 ) | | |
| LNAV MDA | 4480-1 | 356 (400-1) | | |
| C 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 Rwys 8 and 26 L
MIRL 8-26 and 13-31 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

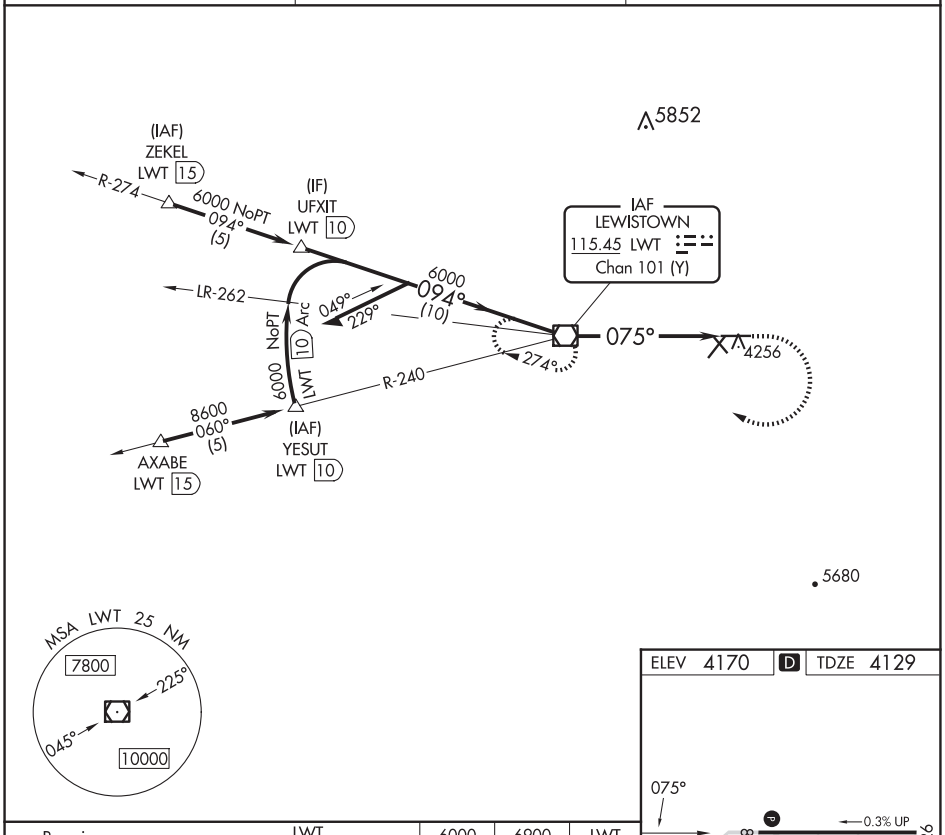
| VOR/DME LWT | APP CRS | Rwy Ldg 6100 |
|---|---|---|
| 115.45 | 075° | TDZE 4129 |
| Chan 101 (Y) | | Apt Elev 4170 |

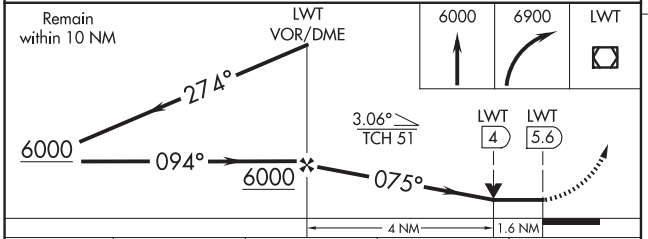
# VOR RWY 8

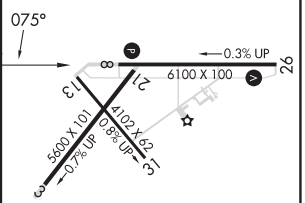
## LEWISTOWN MUNI (LWT)

MISSED APPROACH: Climb to 6000 then climbing right turn to 6900 direct LWT VOR/DME and hold.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.375 | 133.4 285.4 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 4680-1 | 551 (600-1) | 4680-1⅝ | 551 (600-1⅝) |
| C CIRCLING | 4680-1<br>510 (600-1) | 4820-1<br>650 (700-1) | 4980-2¼<br>810 (900-2¼) | 5240-3<br>1070 (1100-3) |

REIL Rwys 8 and 26 L
MIRL 8-26 and 13-31 L

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 8

LEXINGTON (9S9)

| APP CRS | | |
|---|---|---|
| 082° | Rwy Idg | 4156 |
| | TDZE | 1618 |
| | Apt Elev | 1635 |

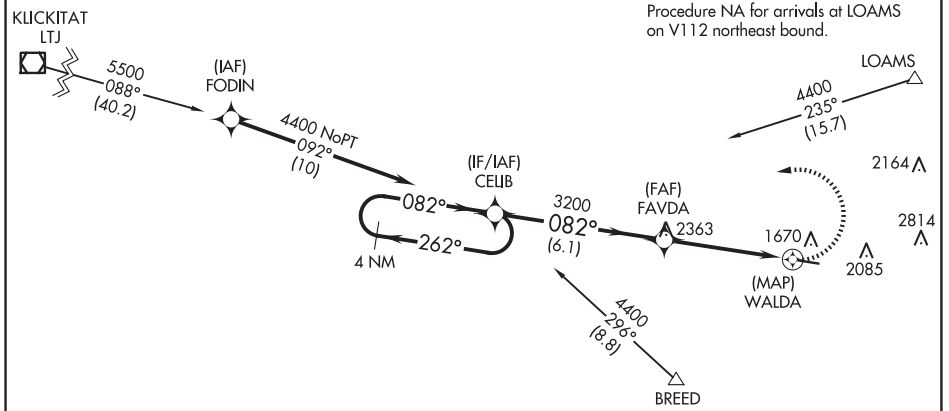
RNP APCH - GPS.

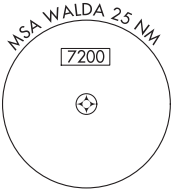
T NA Circling Cat D NA when using HRI altimeter setting. When local altimeter not received, use HRI altimeter setting and increase all MDAs 220 feet and LNAV visibility Cat C ½ SM, and Circling visibility Cats A and B ¼ SM. Procedure NA at night. Rwy 8 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 4400 direct CELIB and hold.

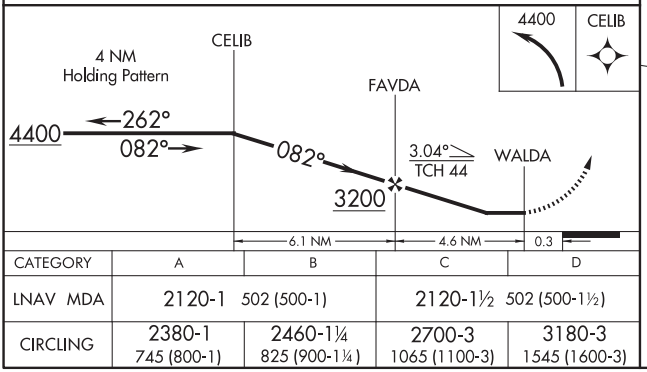
| AWOS-3 | SEATTLE CENTER | CTAF |
|---|---|---|
| 134.475 | 132.6 269.35 | 122.9 L |

Procedure NA for arrival on LTJ VOR/DME airway radials 032 CW 116.

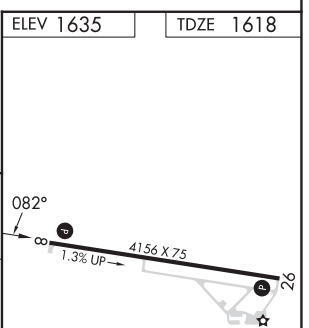



3562




| 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) |




MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

LEXINGTON, OREGON | AL-9524 (FAA) | 25051

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 210° | TDZE | N/A |
| | Apt Elev | 1635 |

# RNAV (GPS)-A
LEXINGTON (9S9)

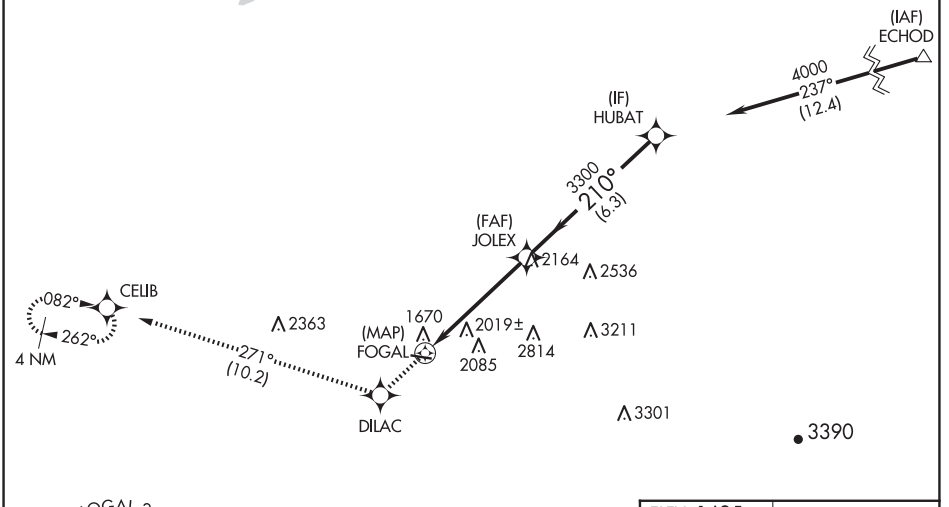
RNP APCH - GPS.

T NA — 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 Circling visibility Cats A and B ¼ 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 CELIB and hold.

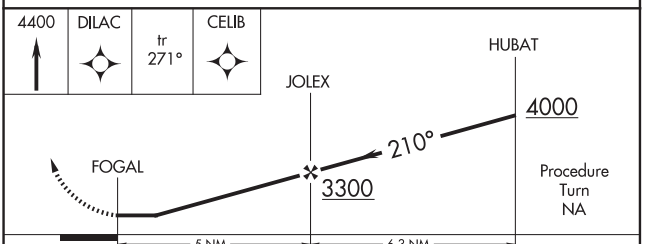
| AWOS-3 | SEATTLE CENTER | CTAF |
|---|---|---|
| 134.475 | 132.6 269.35 | 122.9 L |

Procedure NA for arrivals at ECHOD on V112 northeast bound.

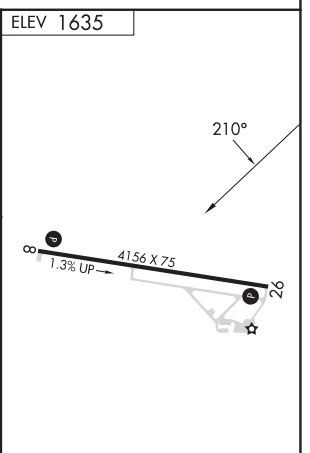









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2380-1<br>745 (800-1) | 2460-1¼<br>825 (900-1¼) | 2700-3<br>1065 (1100-3) | 3180-3<br>1545 (1600-3) |




MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

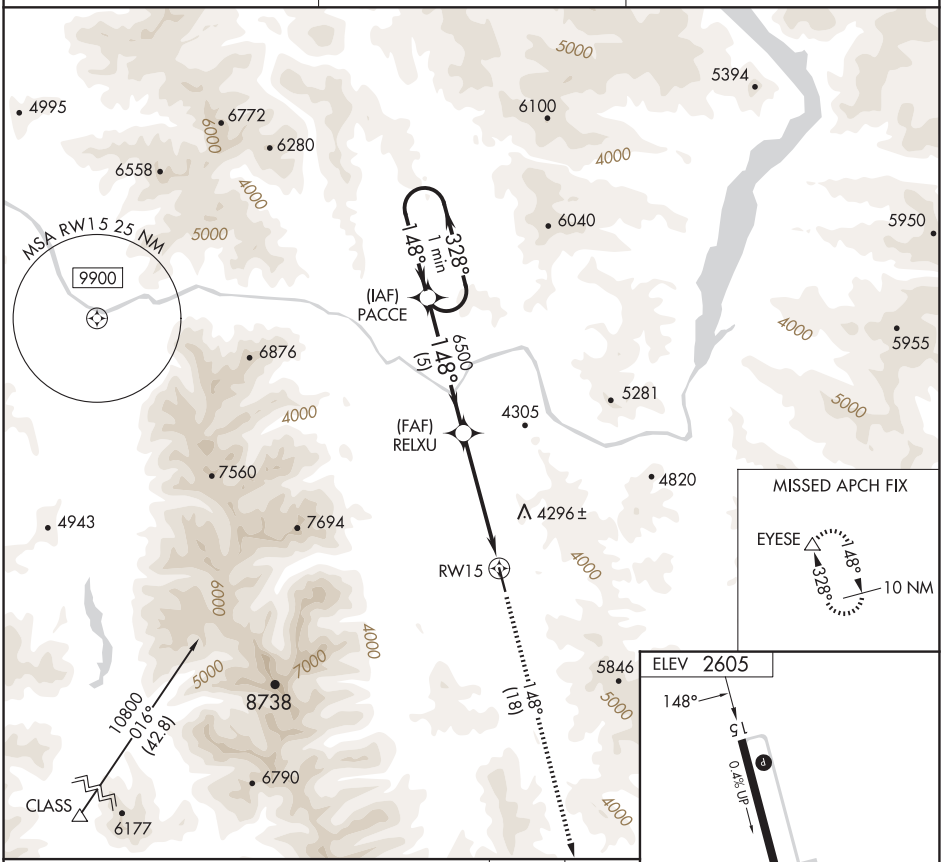
| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 148° | TDZE | N/A |
| | Apt Elev | 2605 |

# GPS-A
LIBBY (S59)

NA — Procedure NA at night. Rwy 15, 33 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 9600 on 148° course to EYESE and hold.

| AWOS-A | SEATTLE CENTER | UNICOM |
|---|---|---|
| 118.575 | 123.95 290.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5240-1¼ 2635 (2700-1¼) | 5240-1½ 2635 (2700-1½) | NA | |

REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

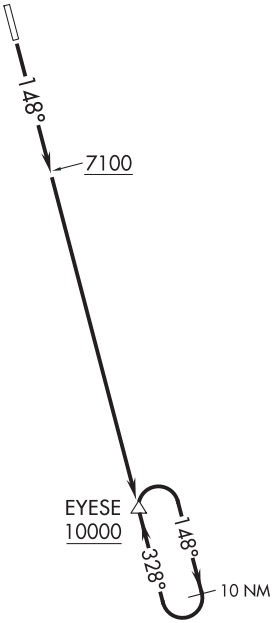
(EYESE2.EYESE) 22307

# EYESE TWO DEPARTURE (OBSTACLE) (RNAV)

AL-6840 (FAA)

LIBBY (S59)
LIBBY, MONTANA

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 EYESE. Continue climb in EYESE holding pattern to cross EYESE at or above MEA for route of flight.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

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.

NW-1, 12 JUN 2025 to 07 AUG 2025

LIVINGSTON, MONTANA | AL-5348 (FAA) | 25163

# RNAV (GPS) RWY 22

MISSION FLD (LVM)

| WAAS CH 48824 W22A | APP CRS 228° | Rwy Ldg 5701 / TDZE 4652 / Apt Elev 4659 |
|---|---|---|

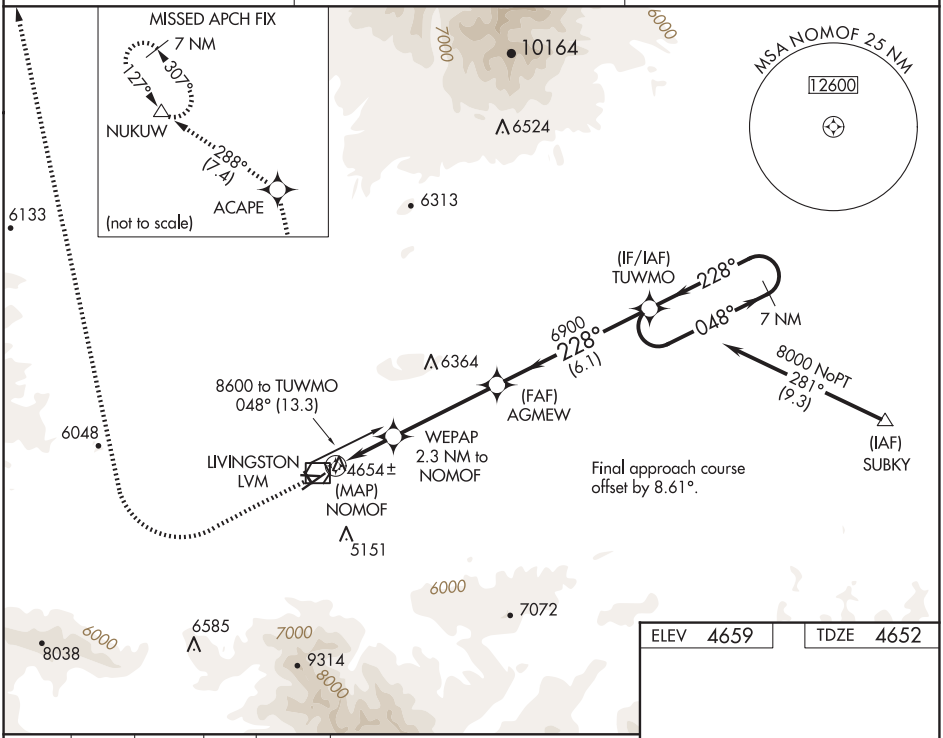
RNP APCH - GPS.

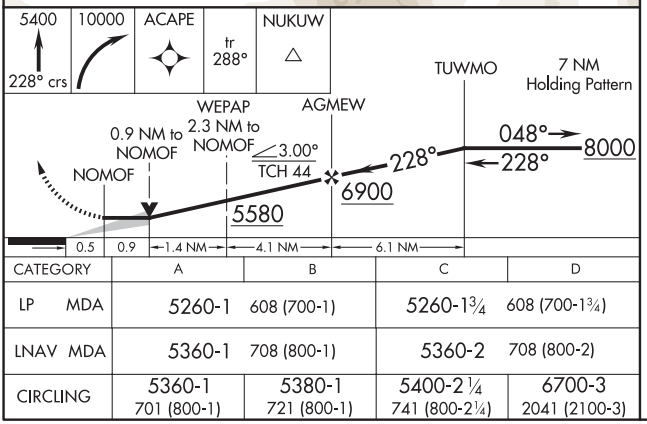
T A ❄ -29°C

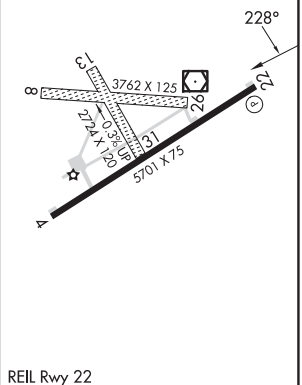
Circling NA for Cats C and D southeast of Rwy 4-22.
Circling NA to Rwys 8-26 and 13-31.

MISSED APPROACH: Climb to 5400 on course 228° then climbing right turn to 10000 direct ACAPE and on track 288° to NUKUW and hold.

| ASOS | BIG SKY APP CON ★ | UNICOM |
|---|---|---|
| 135.275 | 119.55 235.775 | 123.0 (CTAF) L |




| 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) |

REIL Rwy 22
MIRL Rwy 4-22 L

LIVINGSTON, MONTANA
Orig-C 25JAN24

45°42′N-110°27′W

MISSION FLD (LVM)

RNAV (GPS) RWY 22

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME LVM | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 116.1 | 145° | TDZE | N/A |
| Chan 108 | | Apt Elev | 4659 |

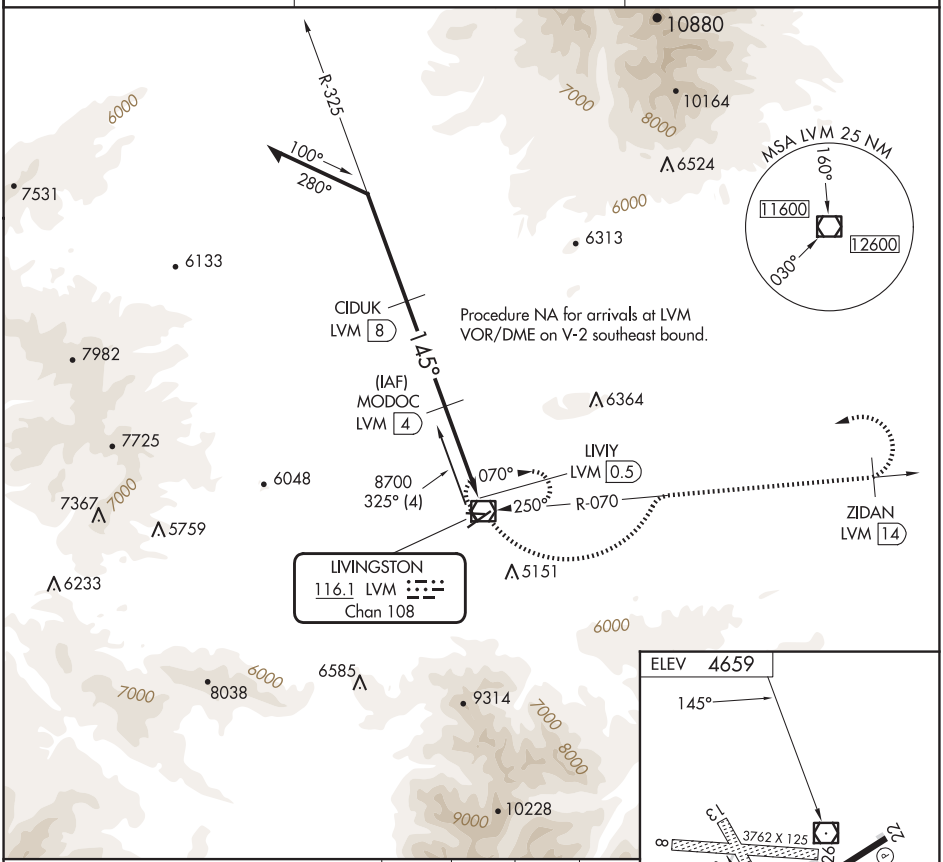
# VOR/DME-B
## MISSION FLD (LVM)

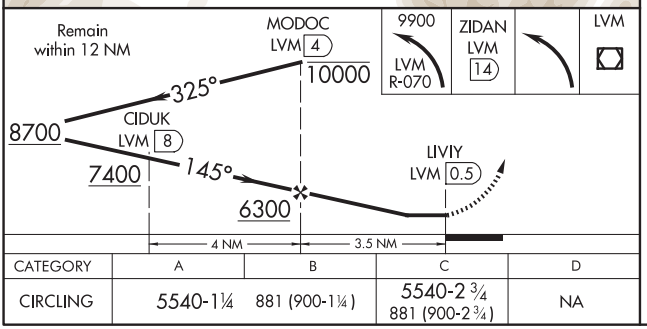
T A ❄ -29°C

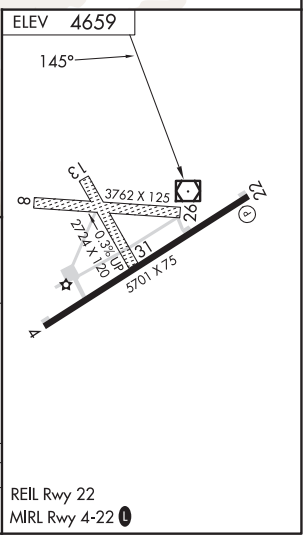
Circling NA for Cats C southeast of Rwy 4-22.
Circling NA to Rwys 8-26 and 13-31.

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.

| ASOS | BIG SKY APP CON ★ | UNICOM |
|---|---|---|
| 135.275 | 119.55 235.775 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5540-1¼ | 881 (900-1¼) | 5540-2 ¾ | 881 (900-2 ¾) | NA |

REIL Rwy 22
MIRL Rwy 4-22 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(LVM2.LVM) 23334

# LIVINGSTON TWO DEPARTURE (OBSTACLE)

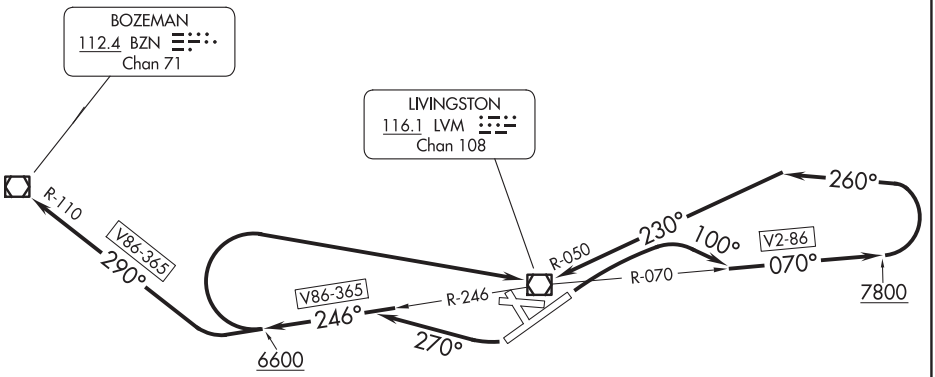
AL-5348 (FAA)

MISSION FLD (LVM)
LIVINGSTON, MONTANA

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 5089 |
|---|---|---|---|
| CH 93518 | 164° | TDZE | 2433 |
| W16A | | Apt Elev | 2437 |

# RNAV (GPS) RWY 16

## MADRAS MUNI (S33)

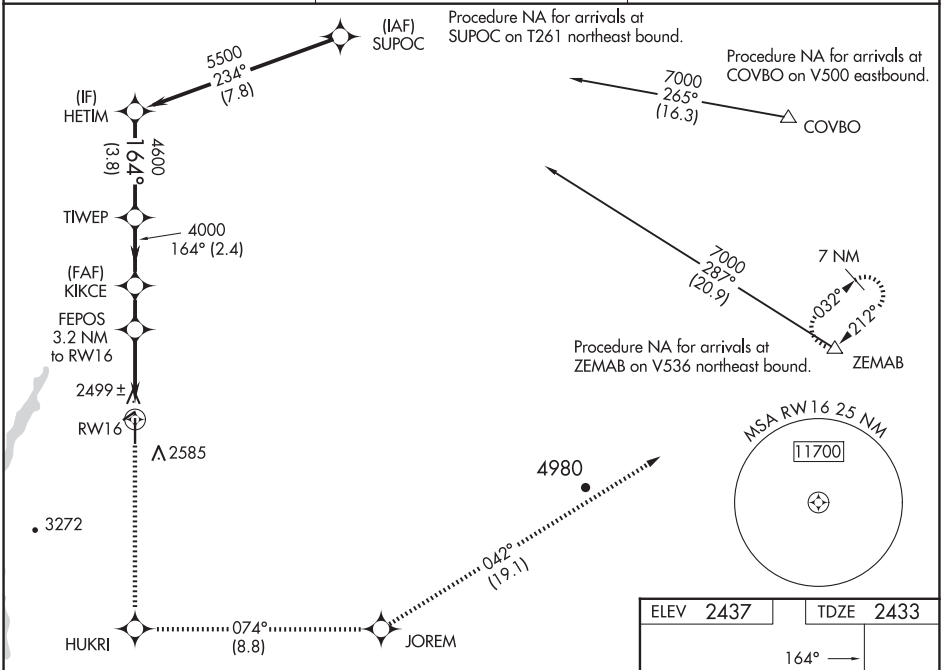
Baro-VNAV NA when using Redmond altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Rwy 16 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Redmond altimeter setting and increase all DA and MDA 580 feet; increase LPV all Cats visibility 2⅞ SM, LNAV/VNAV all Cats visibility 2⅝ 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 1¼ SM.

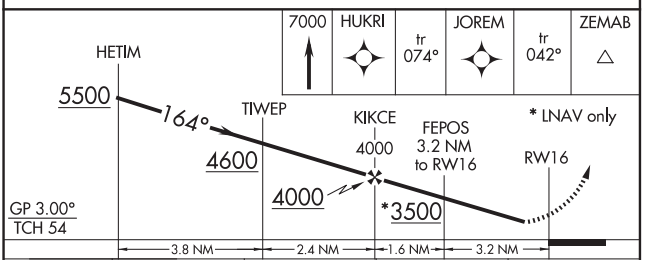
NA

-20°C

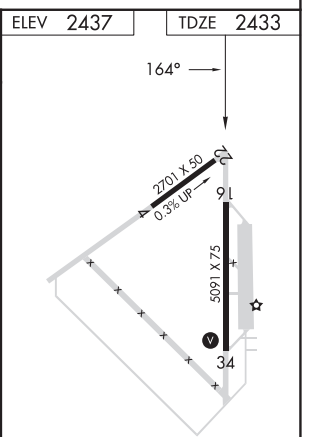
MISSED APPROACH: Climb to 7000 direct HUKRI and on track 074° to JOREM and on track 042° to ZEMAB and hold.

| AWOS-3PT | SEATTLE CENTER | UNICOM |
|---|---|---|
| 132.425 | 126.15 269.475 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2783-1⅛ 350 (400-1⅛) | | | NA |
| LNAV/VNAV DA | 2843-1⅜ 410 (500-1⅜) | | | 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 |




REIL Rwy 34 L
MIRL Rwy 16-34 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

MADRAS, OREGON | AL-10307 (FAA) | 24249

| WAAS | APP CRS | Rwy Idg | 5091 |
|---|---|---|---|
| CH 60930 | 344° | TDZE | 2438 |
| W34A | | Apt Elev | 2438 |

# RNAV (GPS) RWY 34

## MADRAS MUNI (S33)

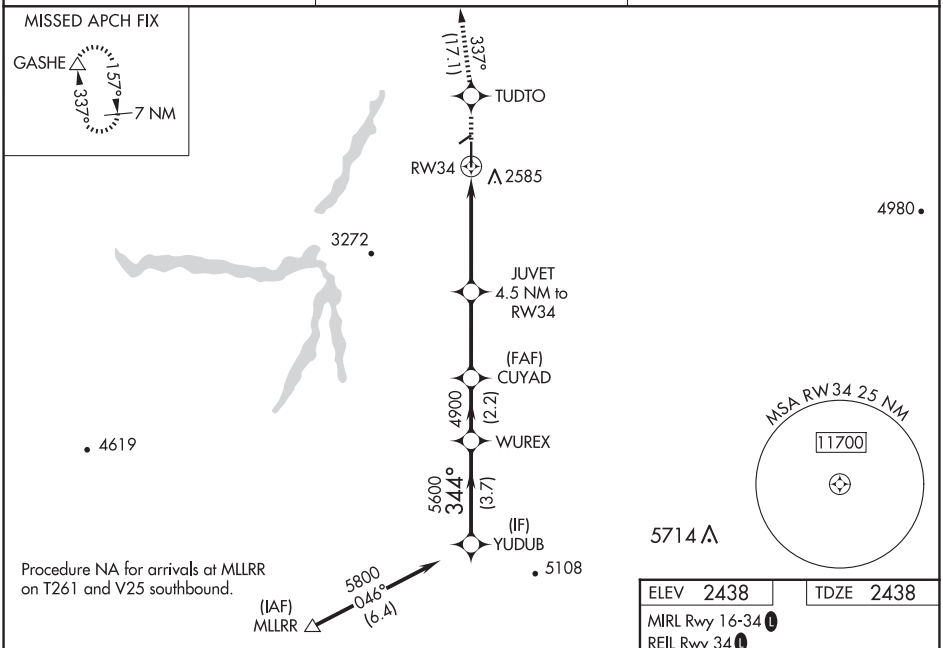
RNP APCH - GPS.

T A -20°C

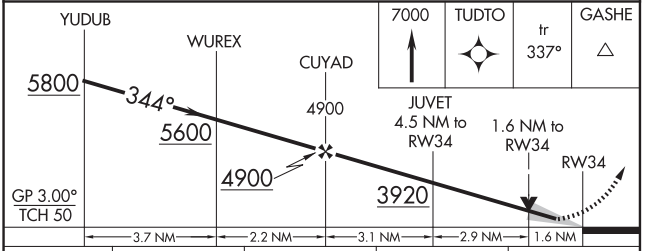
Circling Rwy 22 NA at night. Baro-VNAV and VDP NA when using Redmond altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Redmond altimeter setting and increase LPV DA to 2832 feet and all visibilities ⅜ SM. Increase LNAV/VNAV DA to 2846 feet and all visibilities ¼ SM. Increase all MDAs 160 feet and LNAV visibility Cat C ⅜ SM, and Circling visibility Cat C ⅝ SM.

MISSED APPROACH: Climb to 7000 direct TUDTO and on track 337° to GASHE and hold, continue climb-in-hold to 7000.

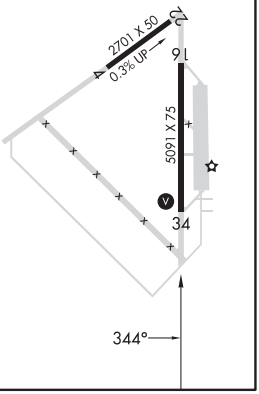
| AWOS-3PT | SEATTLE CENTER | UNICOM |
|---|---|---|
| 132.425 | 126.15 269.475 | 122.8 (CTAF) L |




| ELEV 2438 | TDZE 2438 |
|---|---|
| MIRL Rwy 16-34 L | |
| REIL Rwy 34 L | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2688-¾ 250 (300-¾) | | | NA |
| LNAV/VNAV DA | 2702-⅞ 264 (300-⅞) | | | NA |
| LNAV MDA | 3000-1 562 (600-1) | | 3000-1⅝ 562 (600-1⅝) | NA |
| CIRCLING | 3000-1 562 (600-1) | 3020-1 582 (600-1) | 3020-1⅝ 582 (600-1⅝) | NA |




MADRAS, OREGON
Amdt 1 15JUN23

44°40'N-121°09'W

MADRAS MUNI (S33)

RNAV (GPS) RWY 34

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 8

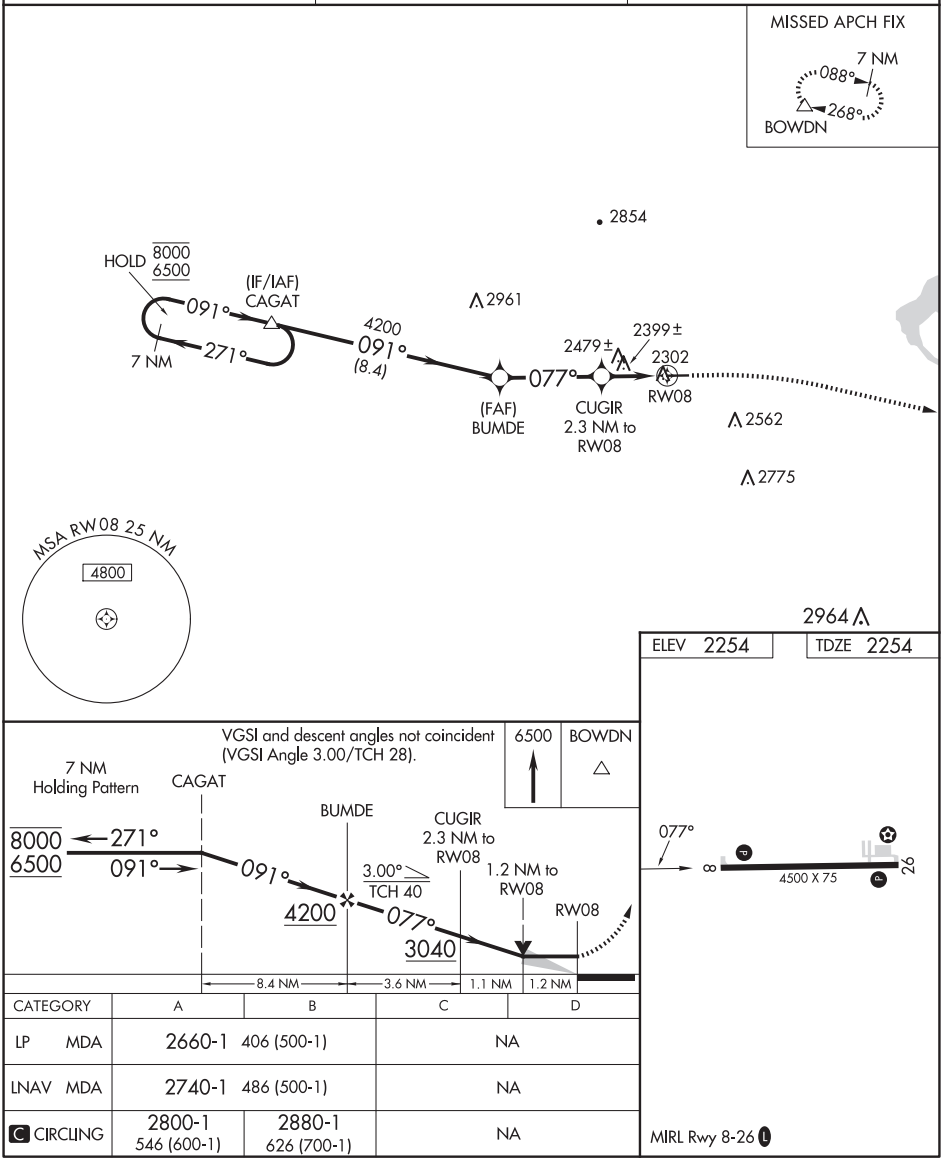
MALTA (M75)

| WAAS | APP CRS | Rwy Idg | 4500 |
|---|---|---|---|
| CH 86621 | 077° | TDZE | 2254 |
| W08A | | Apt Elev | 2254 |

RNP APCH - GPS.

MISSED APPROACH: Climb to 6500 direct BOWDN and hold, continue climb-in-hold to 6500.

| AWOS-3 | SALT LAKE CITY CENTER | AUNICOM |
|---|---|---|
| 119.25 | 126.85 305.2 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 2660-1 406 (500-1) | | NA | |
| LNAV MDA | 2740-1 486 (500-1) | | NA | |
| C CIRCLING | 2800-1 546 (600-1) | 2880-1 626 (700-1) | NA | |

MIRL Rwy 8-26



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

MALTA, MONTANA | AL-9493 (FAA) | 21168

# RNAV (GPS) RWY 26

MALTA (M75)

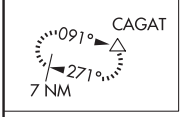
| WAAS | APP CRS | Rwy Idg | 4500 |
|---|---|---|---|
| CH 97721 | 257° | TDZE | 2254 |
| W26A | | Apt Elev | 2254 |

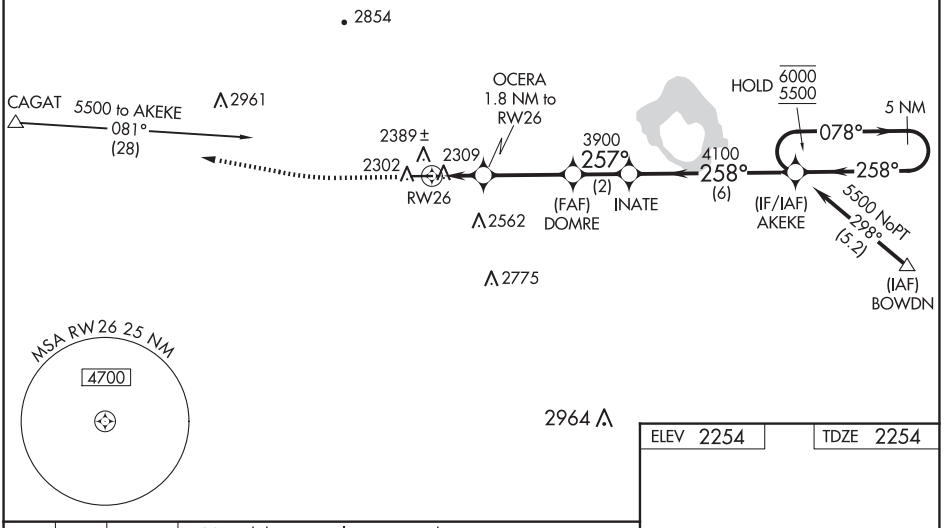
RNP APCH.

MISSED APPROACH: Climb to 2700, then climb to 6500 direct CAGAT and hold, continue climb-in-hold 6500.

| AWOS-3 | SALT LAKE CITY CENTER | AUNICOM |
|---|---|---|
| 119.25 | 126.85 305.2 | 122.8 (CTAF) L |

MISSED APCH FIX





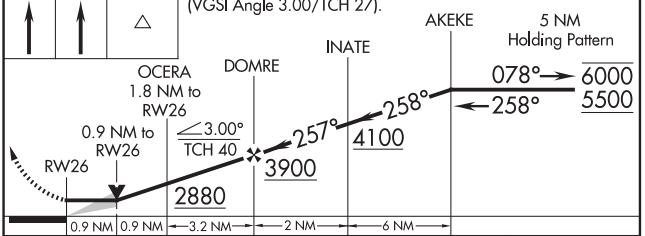


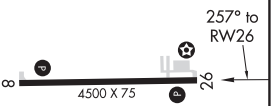
2964

| ELEV 2254 | TDZE 2254 |
|---|---|

| 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 | |
| C CIRCLING | 2800-1 546 (600-1) | 2880-1 626 (700-1) | NA | |

MIRL Rwy 8-26 L

MALTA, MONTANA
Amdt 2 20JUN19

48°22'N-107°55'W

MALTA (M75)

RNAV (GPS) RWY 26



NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Ldg | 6101 |
|---|---|---|
| 181° | TDZE | 5024 |
| | Apt Elev | 5024 |

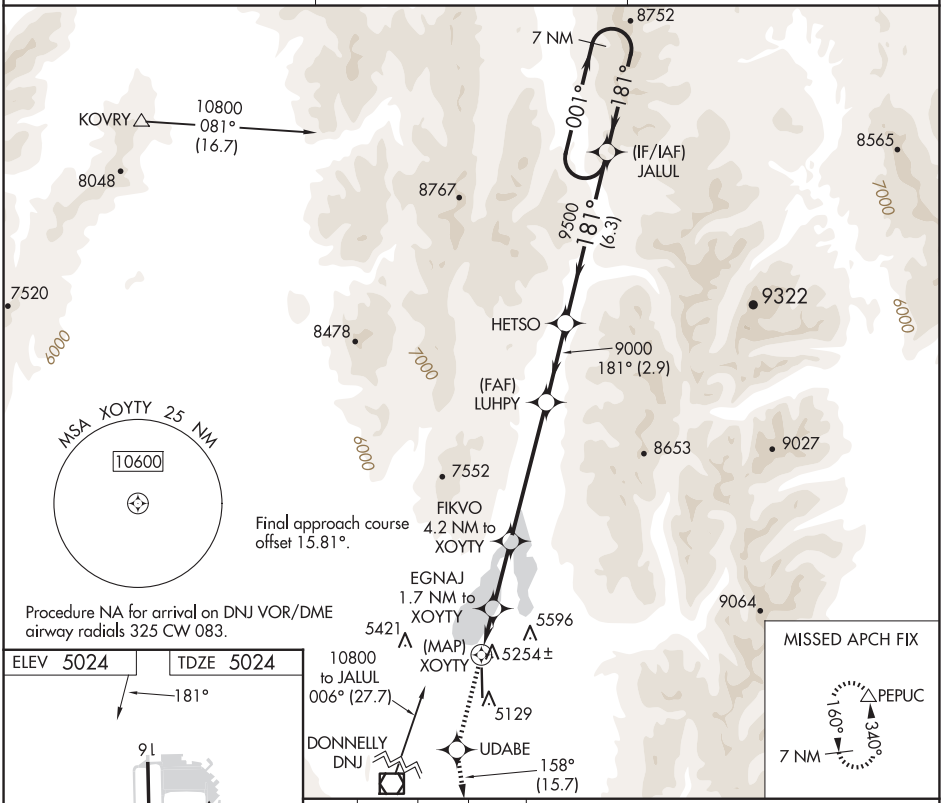
# RNAV (GPS) RWY 16

## MC CALL MUNI (MYL)

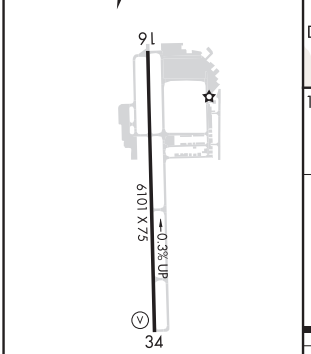
Rwy 16 helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA.
-19°C Straight-in Rwy 16 NA at night, Circling Rwy 16 NA at night.

MISSED APPROACH: Climb to 11700 direct UDABE and on track 158° to PEPUC and hold, continue climb-in-hold to 11700.

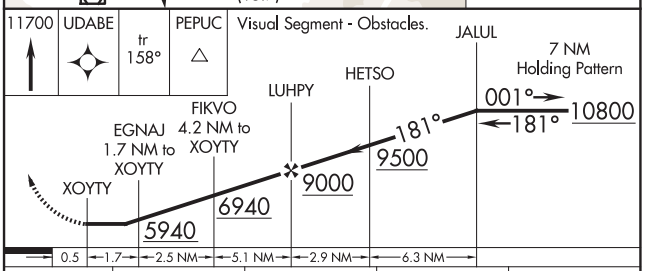
| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 119.925 | 128.05 306.95 | 122.8 (CTAF) L |




ELEV 5024 | TDZE 5024




MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5520-1 | 496 (500-1) | 5520-1⅜ 496 (500-1⅜) | NA |
| C CIRCLING | 5940-1¼ | 916 (1000-1¼) | 6140-3 1116 (1200-3) | NA |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

MC CALL, IDAHO

AL-6936 (FAA)

25163

# RNAV (GPS) RWY 34

MC CALL MUNI (MYL)

| WAAS | APP CRS | Rwy Ldg | 6101 |
|---|---|---|---|
| CH 49016 | 346° | TDZE | 5012 |
| W34A | | Apt Elev | 5024 |

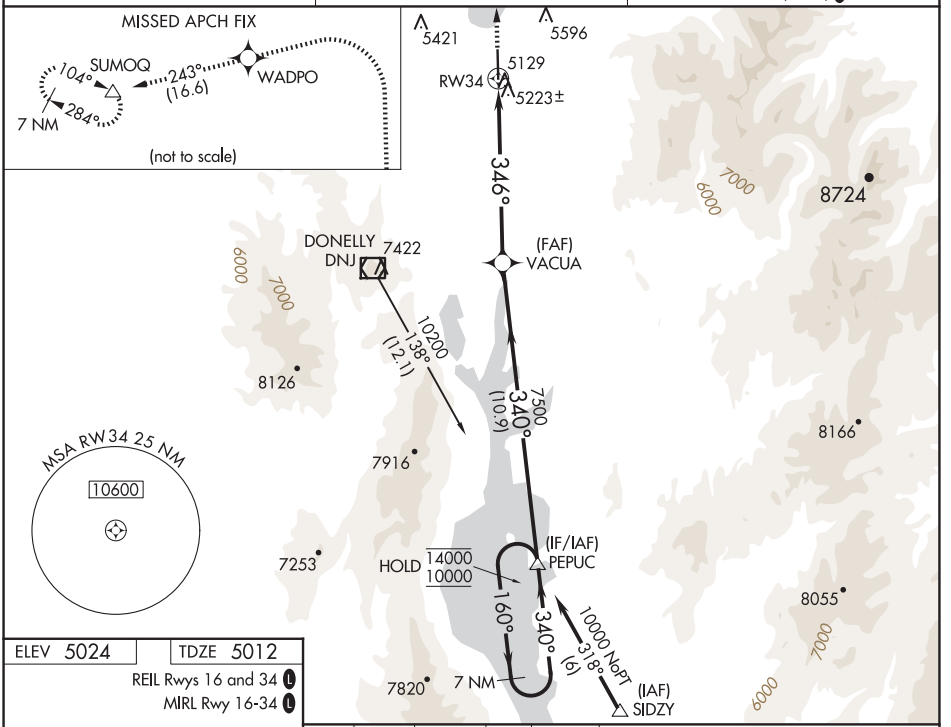
RNP APCH - GPS.

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.

-19°C

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 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 119.925 | 128.05 306.95 | 122.8 (CTAF) L |

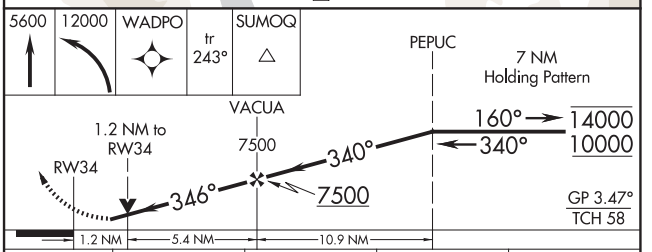



ELEV 5024 | TDZE 5012

REIL Rwys 16 and 34 L

MIRL Rwy 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5375-1 363 (400-1) | | | |
| LNAV/VNAV DA | 5683-1⅞ 671 (700-1⅞) | | | |
| LNAV MDA* | 5520-1 508 (500-1) | | 5520-1⅜ 508 (500-1⅜) | |
| LNAV MDA | 5680-1 668 (700-1) | | 5680-1⅞ 668 (700-1⅞) | |
| C CIRCLING | 5700-1 676 (700-1) | 5920-1¼ 896 (900-1¼) | 6140-3 1116 (1200-3) | 6660-3 1636 (1700-3) |

MC CALL, IDAHO

Amdt 1C 20FEB25

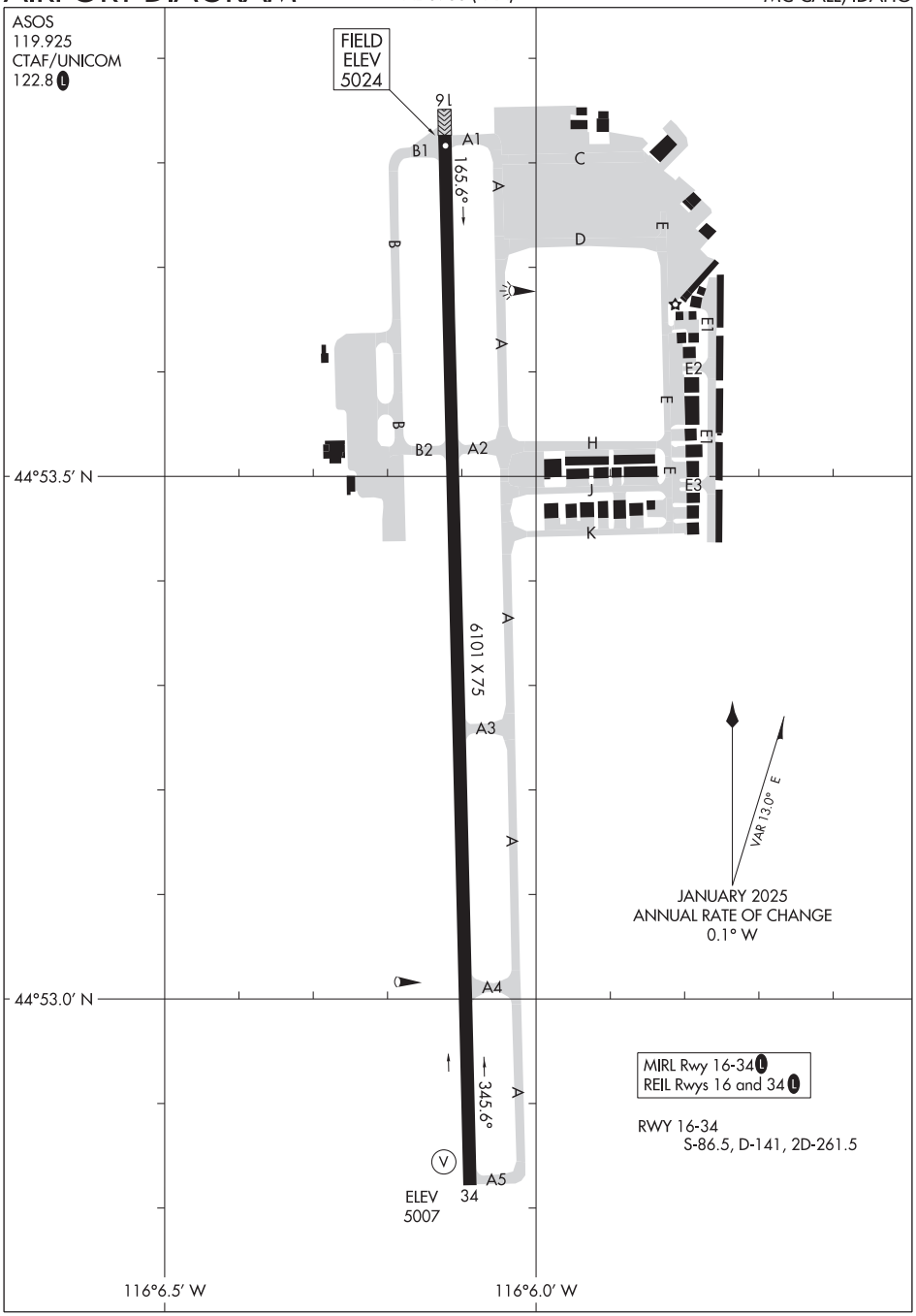
44°53'N-116°06'W

MC CALL MUNI (MYL)

RNAV (GPS) RWY 34



NW-1, 12 JUN 2025 to 07 AUG 2025





NW-1, 12 JUN 2025 to 07 AUG 2025

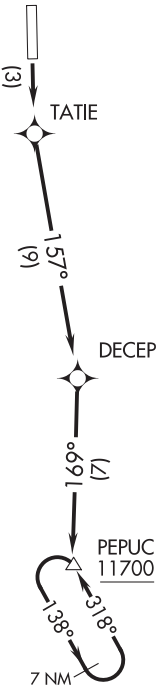
(PEPUC2.PEPUC) 20086 AL-6936 (FAA)

# PEPUC TWO DEPARTURE (OBSTACLE) (RNAV)

MC CALL MUNI (MYL)
MC CALL, IDAHO

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.




NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC I-MMV | APP CRS | Rwy Idg | 5420 |
|---|---|---|---|
| 110.9 | 218° | TDZE | 161 |
| | | Apt Elev | 163 |

# ILS or LOC RWY 22

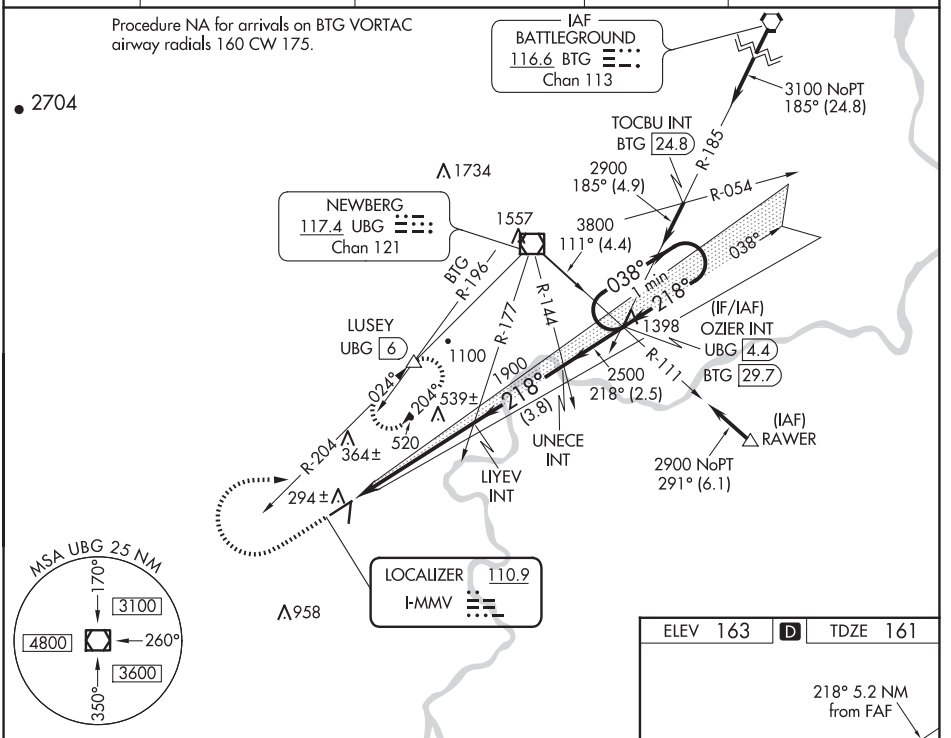
## MC MINNVILLE MUNI (MMV)

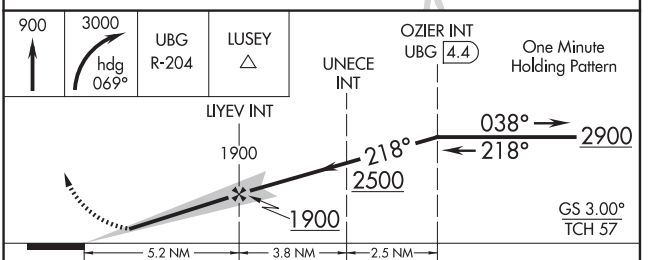
T A DME required. When local altimeter setting not received, use Aurora State altimeter setting: increase all DA to 403 feet; increase all MDA 60 feet and S-LOC 22 all Cats and Circling Cat C visibility ¼ SM.

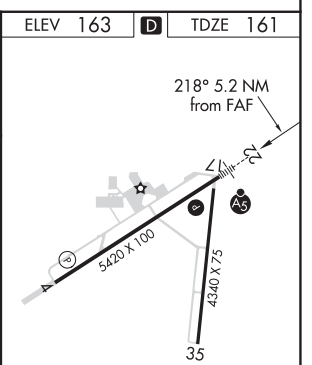
MALSR

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 | PORTLAND APP CON | SEATTLE CENTER | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 135.675 | 126.0 284.6 (NORTH) | 125.8 291.7 (SOUTH) | 118.35 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | 361-½ 200 (200-½) | | | |
| S-LOC 22 | 600-½ 439 (500-½) | | 600-¾ 439 (500-¾) | 600-1 439 (500-1) |
| CIRCLING | 660-1 497 (500-1) | 840-1 677 (700-1) | 920-2¼ 757 (800-2¼) | 1320-3 1157 (1200-3) |

REIL Rwy 4 L
HIRL Rwy 4-22 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 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

MC MINNVILLE, OREGON | AL-5626 (FAA) | 24081

| APP CRS | Rwy Idg | 5320 |
|---|---|---|
| 038° | TDZE | 161 |
| | Apt Elev | 163 |

# RNAV (GPS) RWY 4

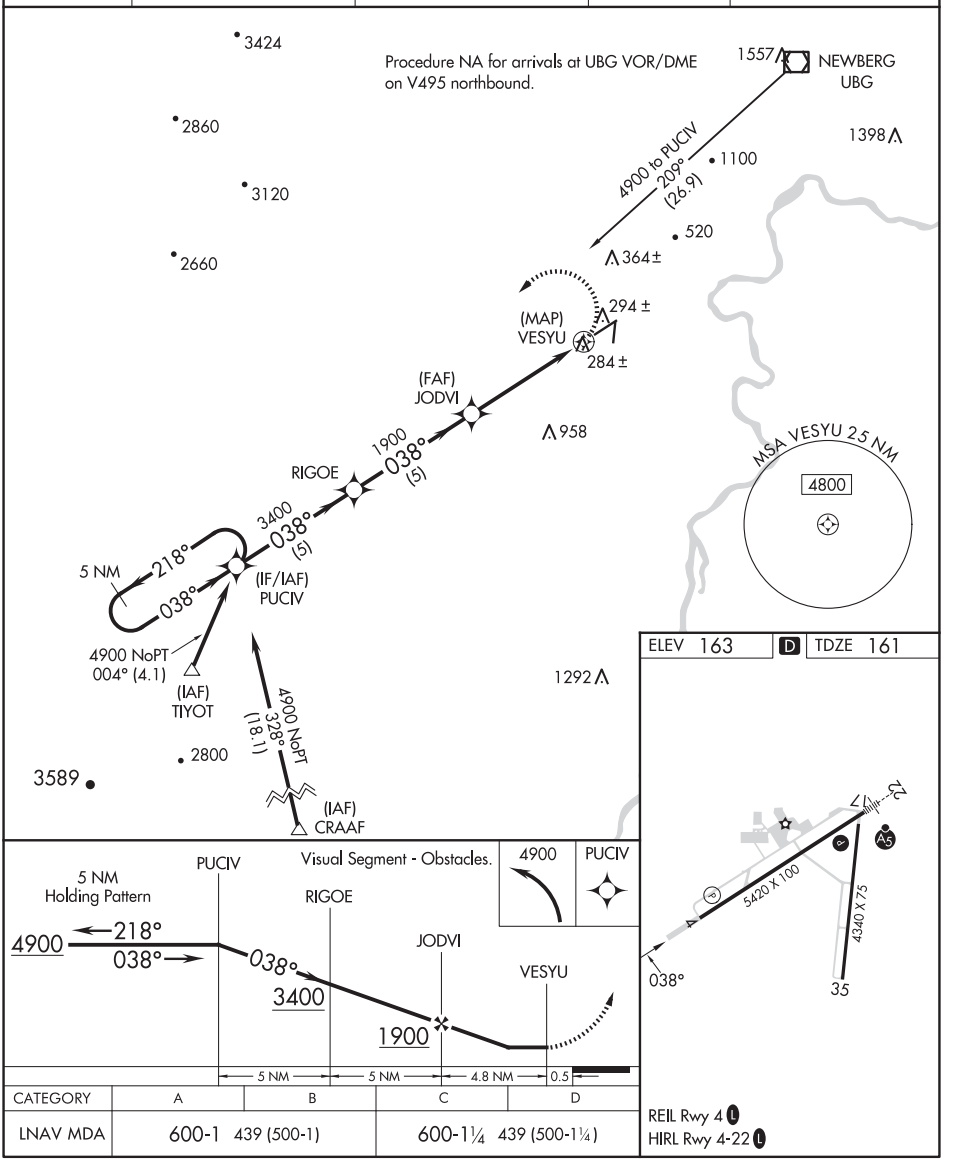
## MC MINNVILLE MUNI (MMV)

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 1⅜. 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 | PORTLAND APP CON | SEATTLE CENTER | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 135.675 | 126.0 284.6 (NORTH) | 125.8 291.7 (SOUTH) | 118.35 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 439 (500-1) | | 600-1¼ 439 (500-1¼) | |

REIL Rwy 4 L
HIRL Rwy 4-22 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 50309 W22A | APP CRS 218° | Rwy Idg 5420 / TDZE 161 / Apt Elev 163 |
|---|---|---|

# RNAV (GPS) RWY 22

## MC MINNVILLE MUNI (MMV)

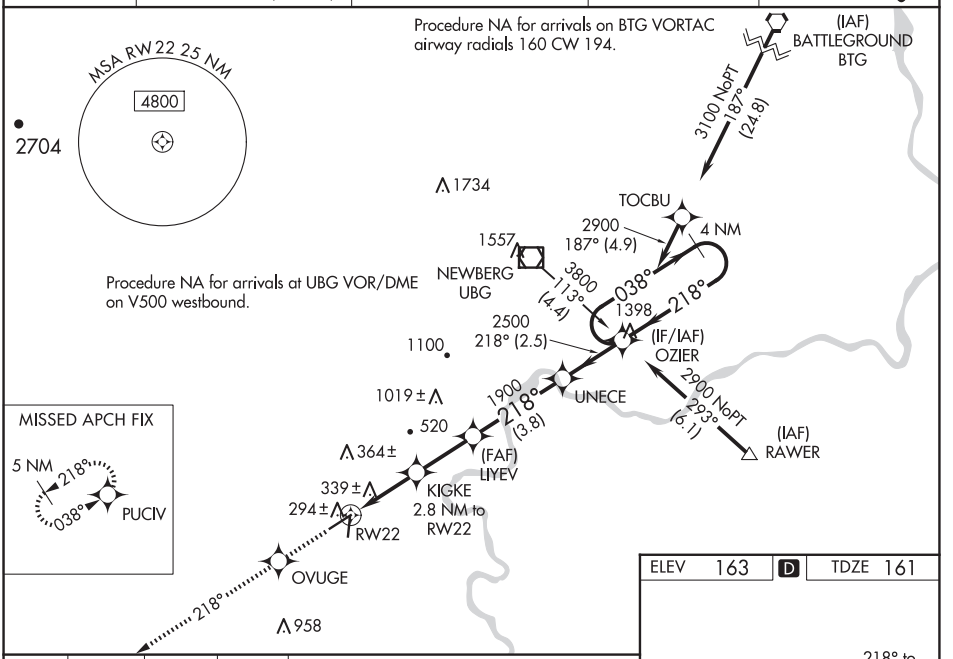
RNP APCH.

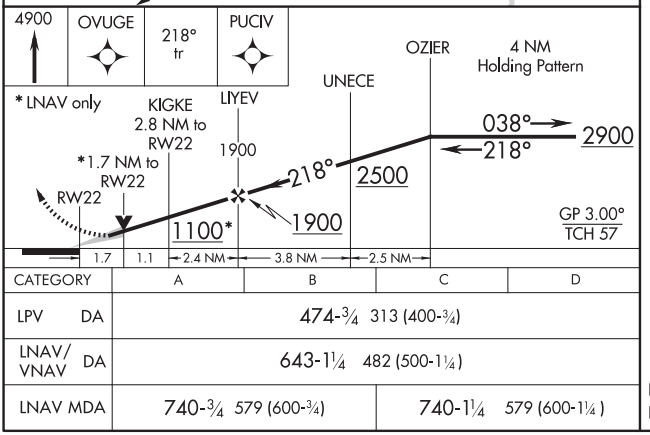
Baro-VNAV NA when using Aurora State altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local altimeter setting not received, use Aurora State altimeter setting; increase LPV DA to 534 feet, LNAV/VNAV DA to 703 feet; increase all MDAs 60 feet and visibility LNAV Cats C and D ⅛ SM. For inop ALS, increase LPV all Cats visibility to ⅞ SM, LNAV/VNAV all Cats to 1⅜ SM, LNAV Cat A/B to 1 SM and Cat C/D to 1⅝ SM. For inop ALS when using Aurora State altimeter setting, increase LNAV/VNAV all Cats visibility to 1⅝ SM, LNAV Cat A/B to 1 SM and Cat C/D to 1¾ SM. VDP NA when using Aurora State altimeter setting.

MALSR

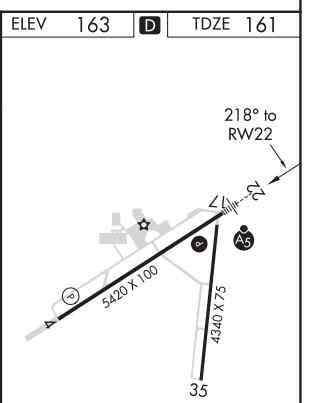
MISSED APPROACH: Climb to 4900 direct OVUGE then on 218° track to PUCIV and hold, continue climb-in-hold to 4900.

| ASOS | PORTLAND APP CON | SEATTLE CENTER | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 135.675 | 126.0 284.6 (NORTH) | 125.8 291.7 (SOUTH) | 118.35 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 474-¾ 313 (400-¾) | | | |
| LNAV/VNAV DA | 643-1¼ 482 (500-1¼) | | | |
| LNAV MDA | 740-¾ 579 (600-¾) | | 740-1¼ 579 (600-1¼) | |




REIL Rwy 4 L
HIRL Rwy 4-22 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

MC MINNVILLE, OREGON AL-5626 (FAA) 21280

| VOR/DME UBG | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.4 | 014° | TDZE | N/A |
| Chan 121 | | Apt Elev | 163 |

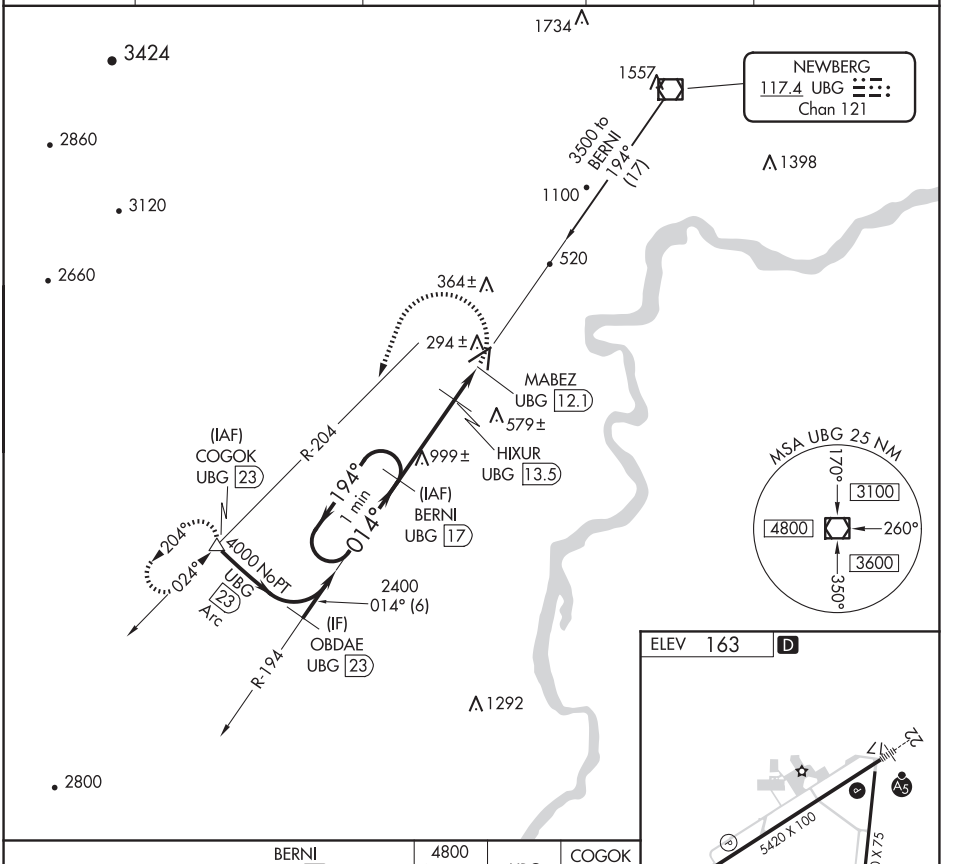
# VOR/DME-B

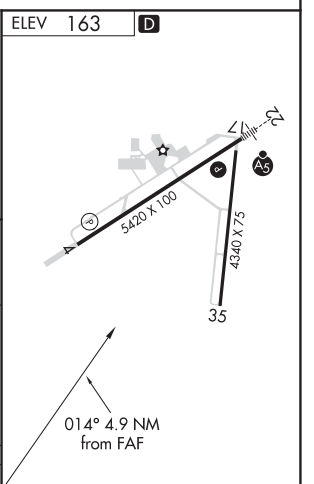
## MC MINNVILLE MUNI (MMV)

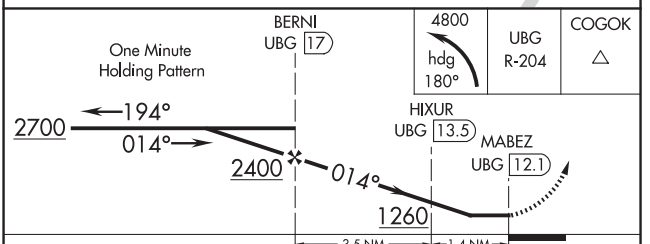
When local altimeter setting not received, use Aurora State altimeter setting: increase all MDA 60 feet and Circling Cat C visibility ¼ SM.

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 | PORTLAND APP CON | SEATTLE CENTER | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 135.675 | 126.0 284.6 (NORTH) | 125.8 291.7 (SOUTH) | 118.35 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 840-1 | 677 (700-1) | 920-2¼ 757 (800-2¼) | 1320-3 1157 (1200-3) |

REIL Rwy 4 L
HIRL Rwy 4-22 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

TACOMA, WASHINGTON

# ILS or LOC RWY 16

| LOC I-MAR | APCH CRS | Rwy ldg 10,108 / TDZE 286 / Arpt Elev 322 |
|---|---|---|
| 109.9 | 165° | |

[USAF]

MCCHORD FLD (KTCM)

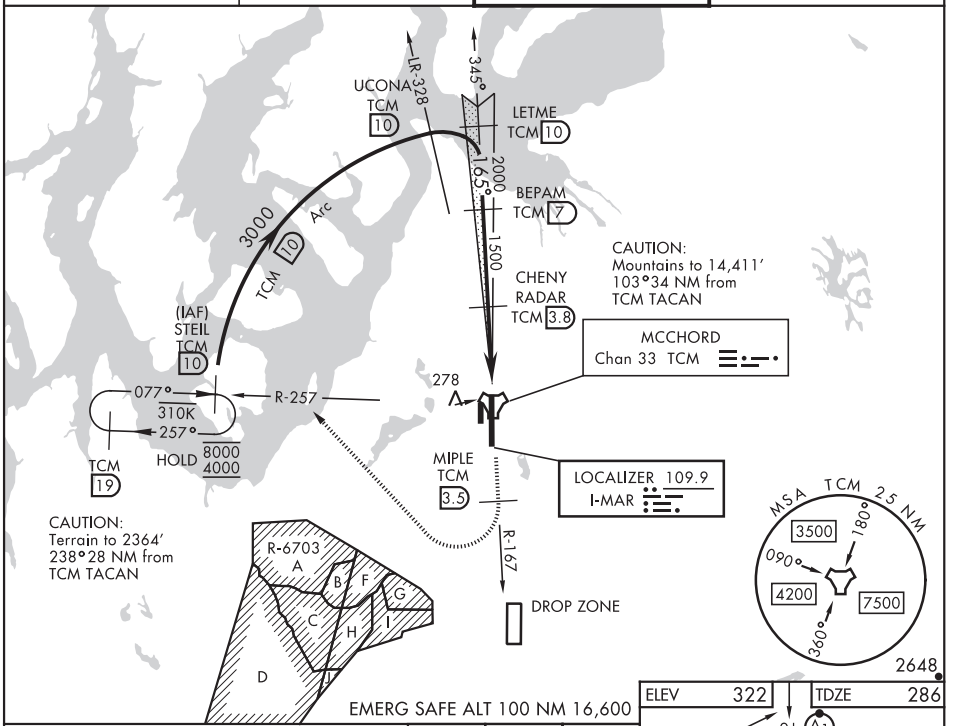
RADAR or DME required.

* When ALS inop, increase RVR to 45, vis to 7/8 mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 5/8 miles.
*** Circling not authorized E of Rwy 16-34.

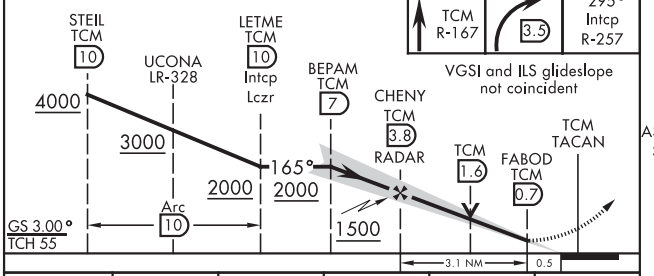
ALSF-1

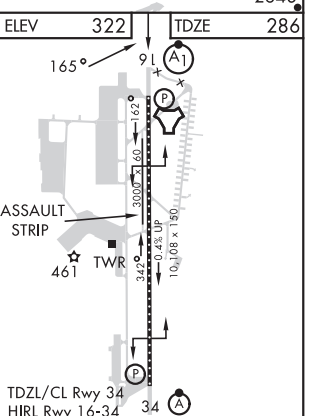
MISSED APPROACH: Climb to 4000 on TCM TACAN R-167. At 3.5 DME turn right via 295° course to intercept TCM R-257 to STEIL and hold. Continue climb in hold to 4000.

| ATIS | SEATTLE APP CON | TOWER | GND CON |
|---|---|---|---|
| 135.825 270.1 | 126.5 377.15 | 124.8 259.3 | 118.175 279.65 |




| 4000 TCM R-167 | MIPLE TCM 3.5 | tr 295° Intcp R-257 |
|---|---|---|




| 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) |
| *** C CIRCLING | 940-1 | 618 (700-1) | 940-1¾ 618 (700-1¾) | 940-2 618 (700-2) | 1020-2½ 698 (700-2½) |

| FAF to MAP 3.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:06 | 2:04 | 1:33 | 1:14 | 1:02 |

TACOMA, WASHINGTON

Amdt 5 20APR23

47°08'N-122°29'W

MCCHORD FLD (KTCM)

ILS or LOC RWY 16



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

TACOMA, WASHINGTON

# ILS or LOC RWY 34

MCCHORD FLD (KTCM)

| LOC I-TCM | APCH CRS | Rwy ldg 10,108 / TDZE 322 / Arpt Elev 322 |
|---|---|---|
| 108.5 | 345° | [USAF] |

RADAR or DME required.

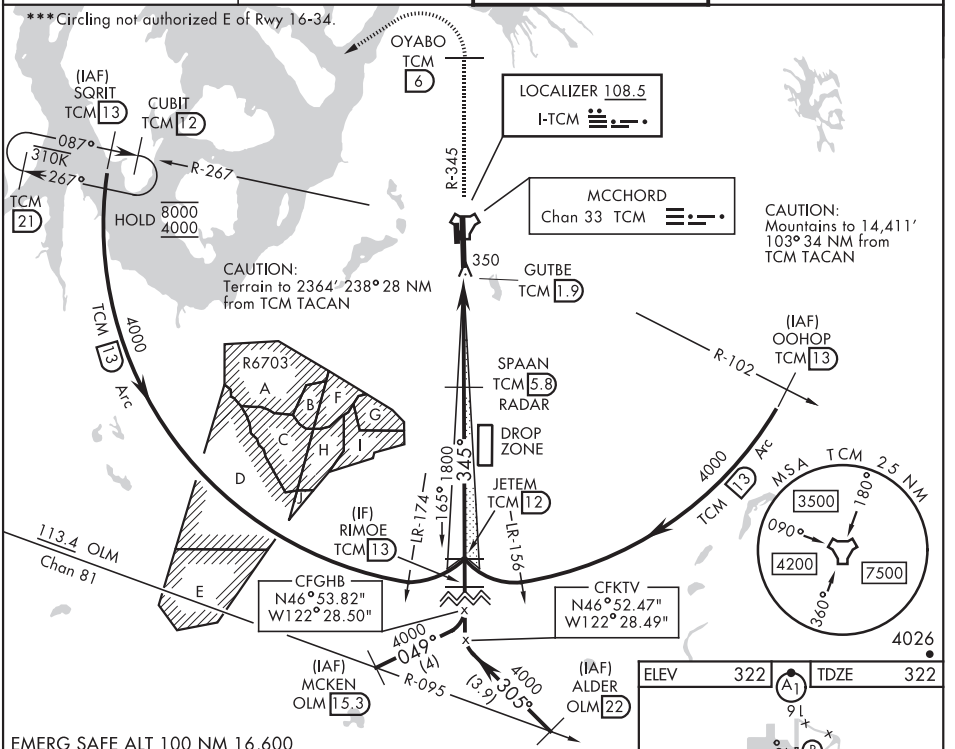
* When ALS inop, increase RVR to 40, vis to ¾ mile. When TDZ/CL lights inop increase RVR to 24.

** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1½ miles.

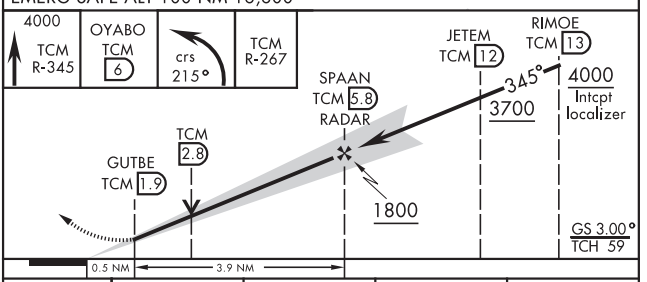
ALSF-2

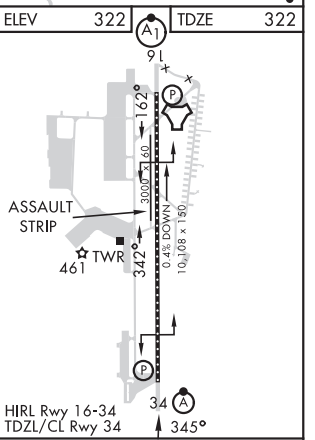
MISSED APPROACH: Climb to 4000 on TCM TACAN R-345 to OYABO, then turn left via 215° course to intercept TCM R-267 to CUBIT and hold, continue climb-in-hold to 4000. Cross OYABO at or above 3000.

| ATIS | SEATTLE APP CON | TOWER | GND CON |
|---|---|---|---|
| 135.825 270.1 | 126.5 377.15 | 124.8 259.3 | 118.175 279.65 |




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) | |
| C CIRCLING *** | 940-1 618 (700-1) | | 940-1¾ 618 (700-1¾) | 940-2 618 (700-2) |

FAF to MAP 3.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

TACOMA, WASHINGTON

Amdt 5 30NOV23

47°08'N-122°29'W

MCCHORD FLD (KTCM)

ILS or LOC RWY 34



NW-1, 12 JUN 2025 to 07 AUG 2025

TACOMA, WASHINGTON

# ILS RWY 34 (CAT II)

MCCHORD FLD (KTCM)

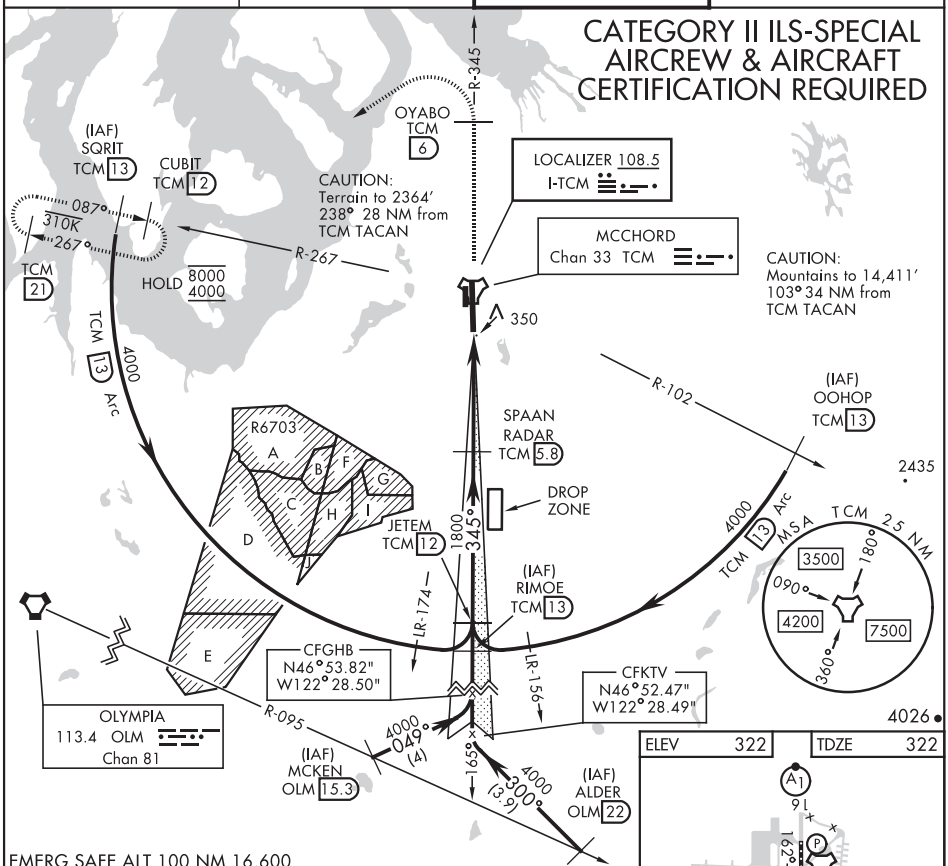
| LOC I-TCM | APCH CRS | Rwy ldg 10,108 |
|---|---|---|
| 108.5 | 345° | TDZE 322 |
| | | Arpt Elev 322 |

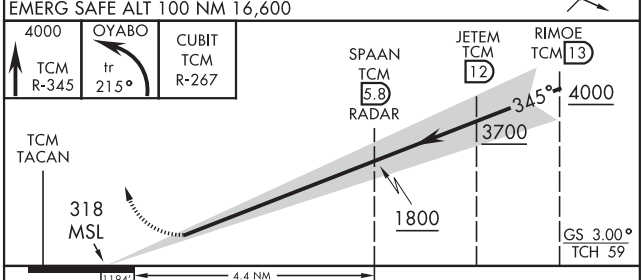
[USAF]

ALSF-2

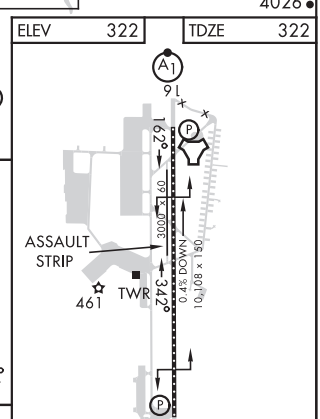
MISSED APPROACH: Climb to 4000 on TCM TACAN R-345 to OYABO, then turn left via 215° course to intercept TCM R-267 to CUBIT and hold, continue climb in hold to 4000. Cross OYABO at or above 3000.

| ATIS | SEATTLE APP CON | TOWER | GND CON |
|---|---|---|---|
| 135.825 270.1 | 126.5 377.15 | 124.8 259.3 | 118.175 279.65 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 34 | RA 139/12 | | 100 | DA 422 | |




TACOMA, WASHINGTON 47°08'N-122°29'W MCCHORD FLD (KTCM)

Amdt 4 10SEP20

# ILS RWY 34 (CAT II)

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

25107

TACOMA, WASHINGTON

# RNAV (GPS) RWY 16

| APCH CRS | Rwy ldg | 10,108 |
|---|---|---|
| 165° | TDZE | 286 |
| | Arpt Elev | 322 |

[USAF] MCCHORD FLD (KTCM)

RADAR required

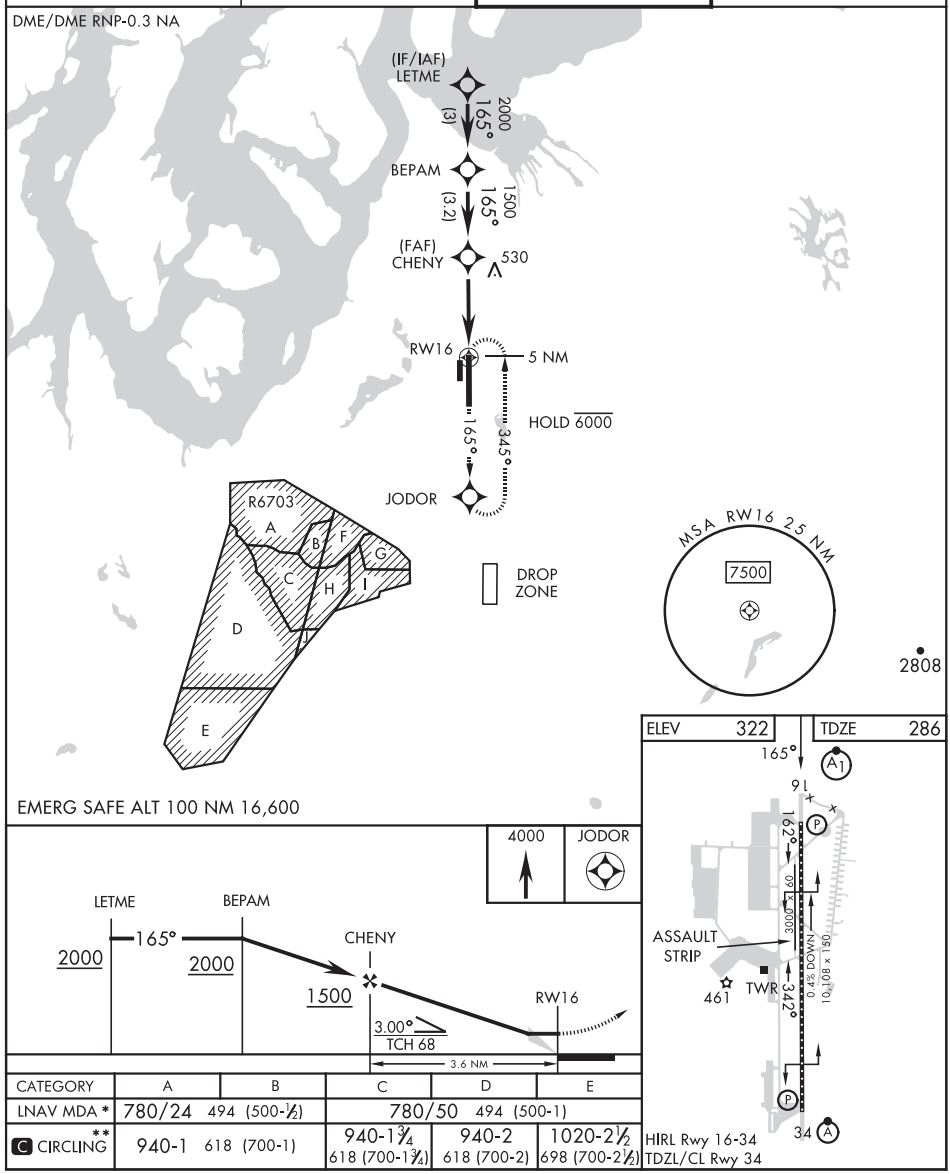
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling not authorized E of rwy 16-34.

ALSF-1

MISSED APPROACH: Climb to 4000 direct JODOR 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 |

DME/DME RNP-0.3 NA




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 780/24 494 (500-½) | | 780/50 494 (500-1) | | |
| C CIRCLING ** | 940-1 618 (700-1) | | 940-1¾ 618 (700-1¾) | 940-2 618 (700-2) | 1020-2½ 698 (700-2½) |

HIRL Rwy 16-34
TDZL/CL Rwy 34

TACOMA, WASHINGTON 47°08'N-122°29'W MCCHORD FLD (KTCM)

Amdt 4 20APR23

RNAV (GPS) RWY 16

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

TACOMA, WASHINGTON

# RNAV (GPS) RWY 34

| APCH CRS | Rwy ldg | 10,108 |
|---|---|---|
| 345° | TDZE | 322 |
| | Arpt Elev | 322 |

[USAF] MCCHORD FLD (KTCM)

RADAR required.

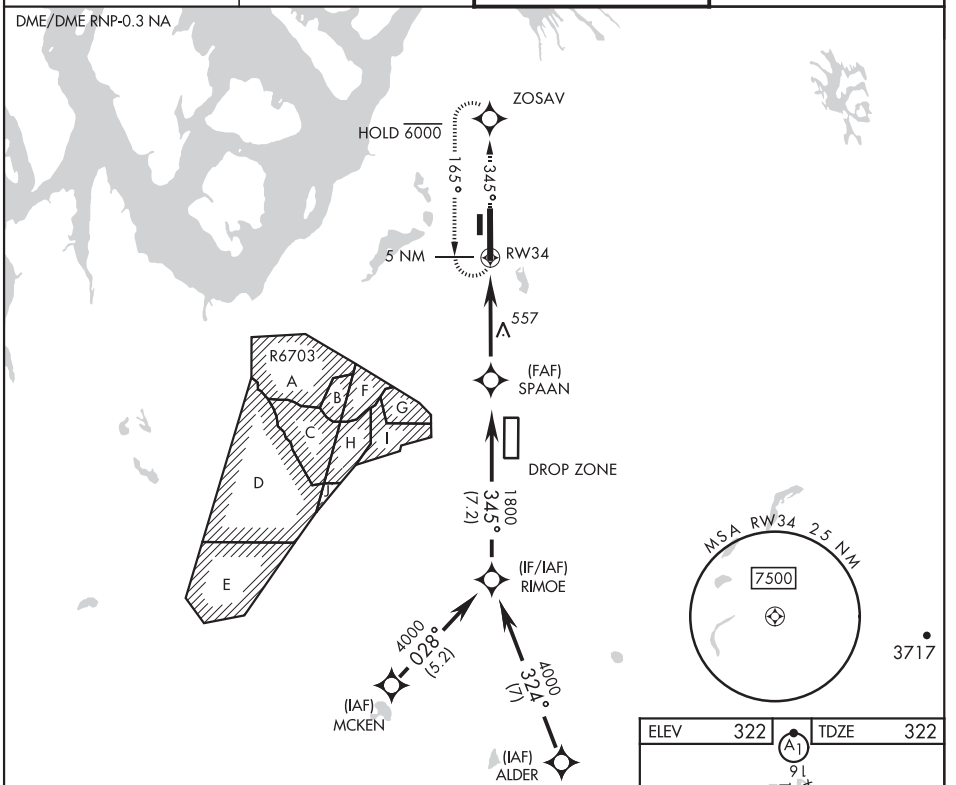
▼ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅜ miles.
** Circling not authorized E of rwy 16-34.

ALSF-2

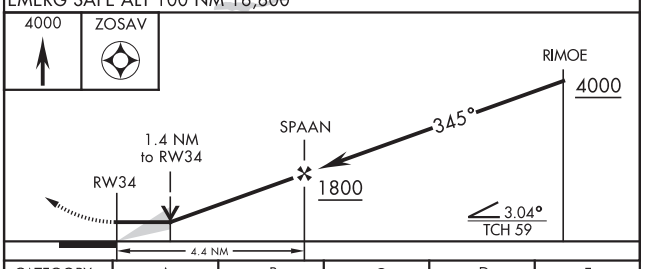
MISSED APPROACH: Climb to 4000 direct ZOSAV and hold, continue climb in hold to 4000.

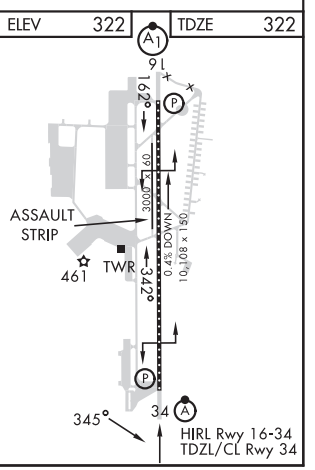
| ATIS | SEATTLE APP CON | TOWER | GND CON |
|---|---|---|---|
| 135.825 270.1 | 126.5 377.15 | 124.8 259.3 | 118.175 279.65 |

DME/DME RNP-0.3 NA




EMERG SAFE ALT 100 NM 16,600




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 820/24 498 (500-½) | | 820/50 498 (500-1) | | |
| ** C 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 (KTCM)

Amdt 4 20APR23

RNAV (GPS) RWY 34



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

TACOMA, WASHINGTON

# TACAN RWY 16

MCCHORD FLD (KTCM)

| TACAN | APCH CRS | Rwy Idg | 10,108 |
|---|---|---|---|
| TCM Chan 33 | 160° | TDZE | 286 |
| | | Arpt Elev | 322 |

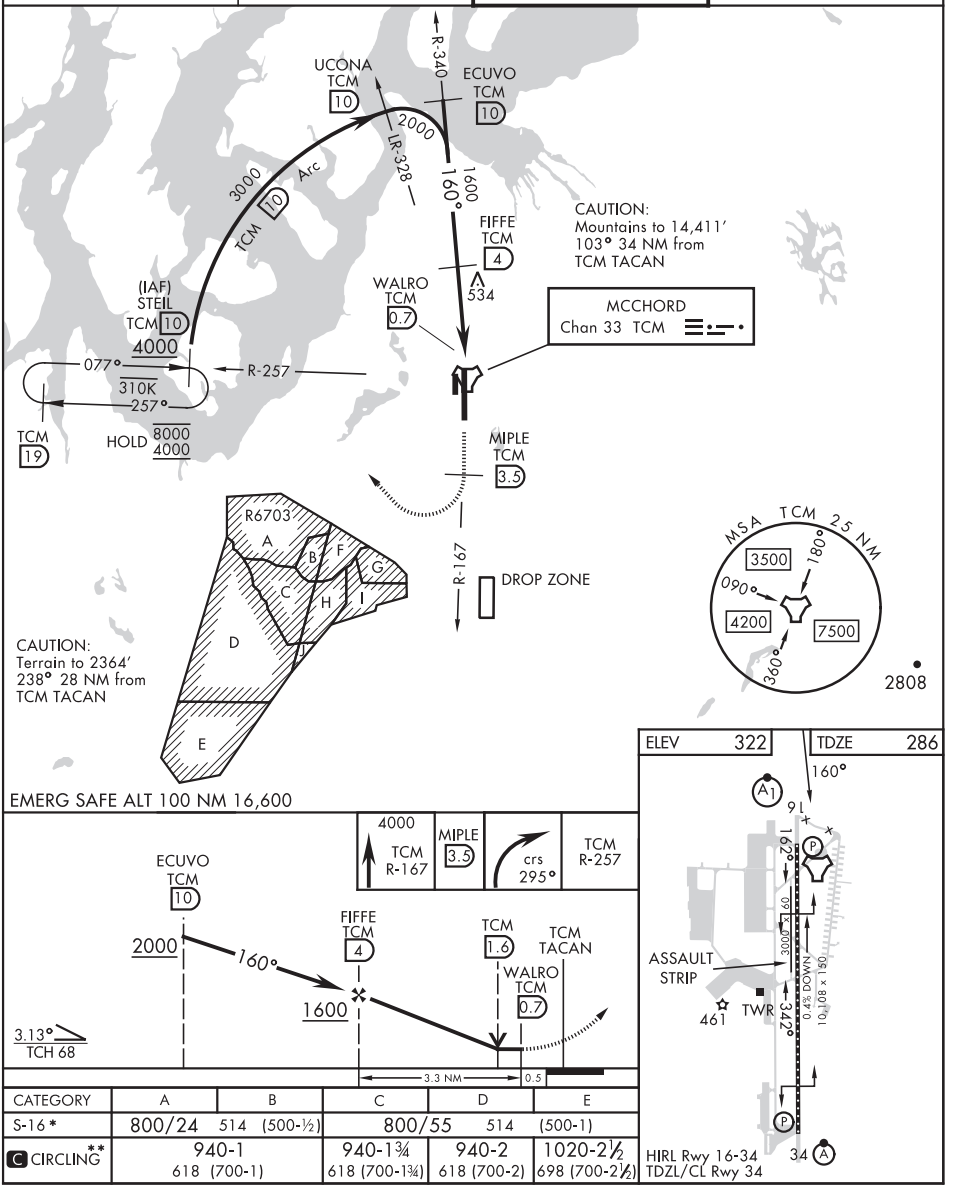
[USAF]

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling not authorized E of Rwy 16-34.

ALSF-1

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 | 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-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) |











NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

TACOMA, WASHINGTON

# TACAN RWY 34

MCCHORD FLD (KTCM)

| TACAN | APCH CRS | Rwy ldg | 10,108 |
|---|---|---|---|
| Chan 33 TCM | 347° | TDZE | 322 |
| | | Arpt Elev | 322 |

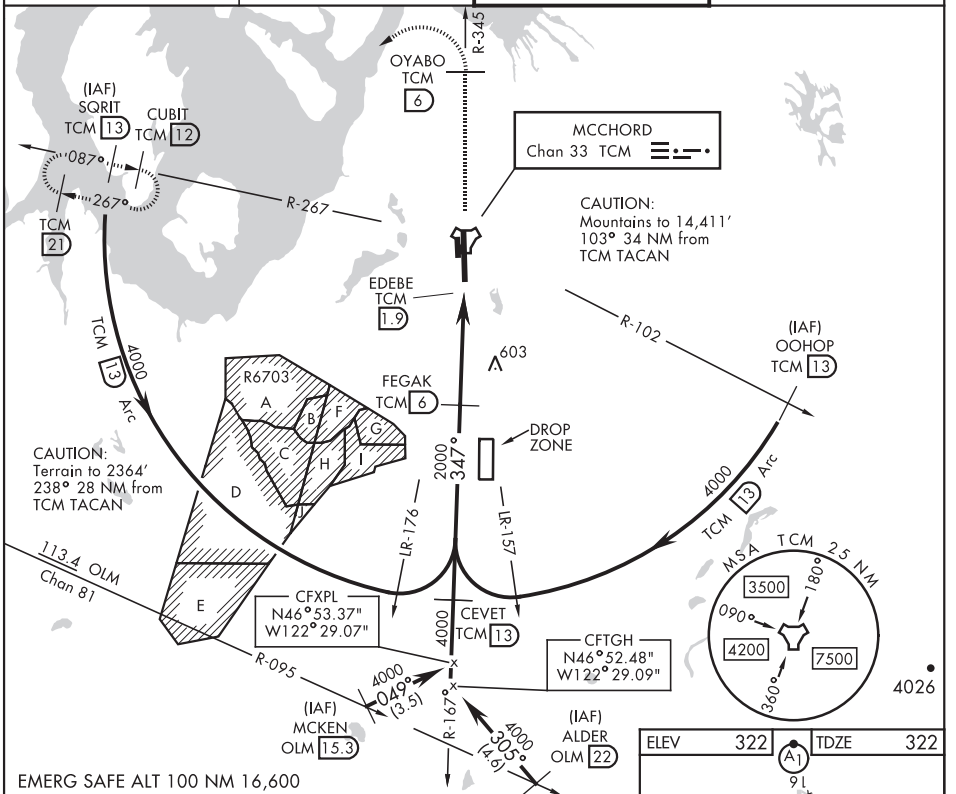
[USAF]

T * 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.

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. Cross OYABO at or above 3000. 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 |
|---|---|---|---|---|
| S-34* | 860/24 538 (600-½) | | 860/55 538 (600-1) | |
| C CIRCLING ** | 940-1 618 (700-1) | | 940-1¾ 618 (700-1¾) | 940-2 618 (700-2) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

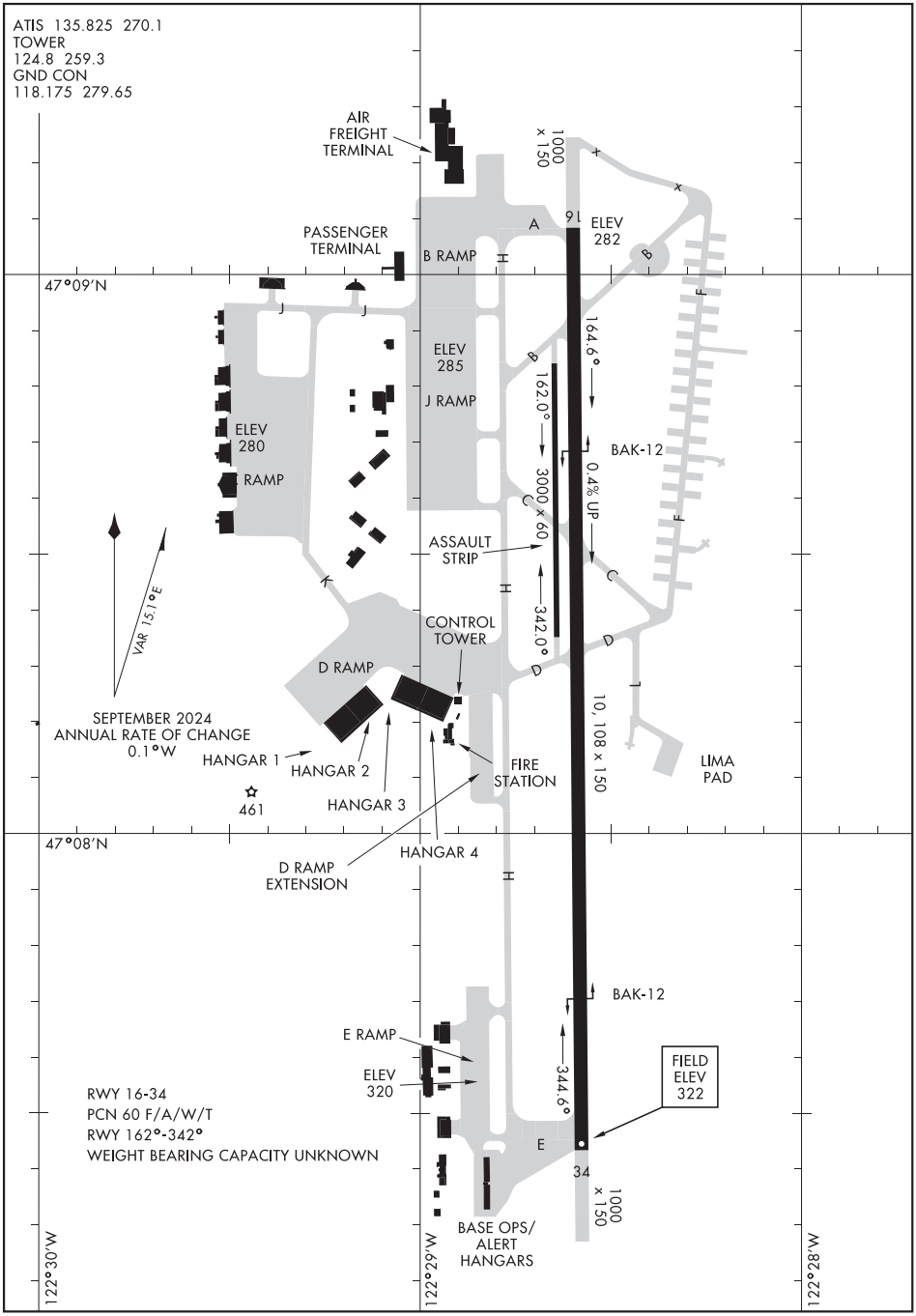
25107

# AIRPORT DIAGRAM

MCCHORD FLD (KTCM)

[USAF]

TACOMA, WASHINGTON




AIRPORT DIAGRAM

TACOMA, WASHINGTON

MCCHORD FLD (KTCM)

NW-1, 12 JUN 2025 to 07 AUG 2025

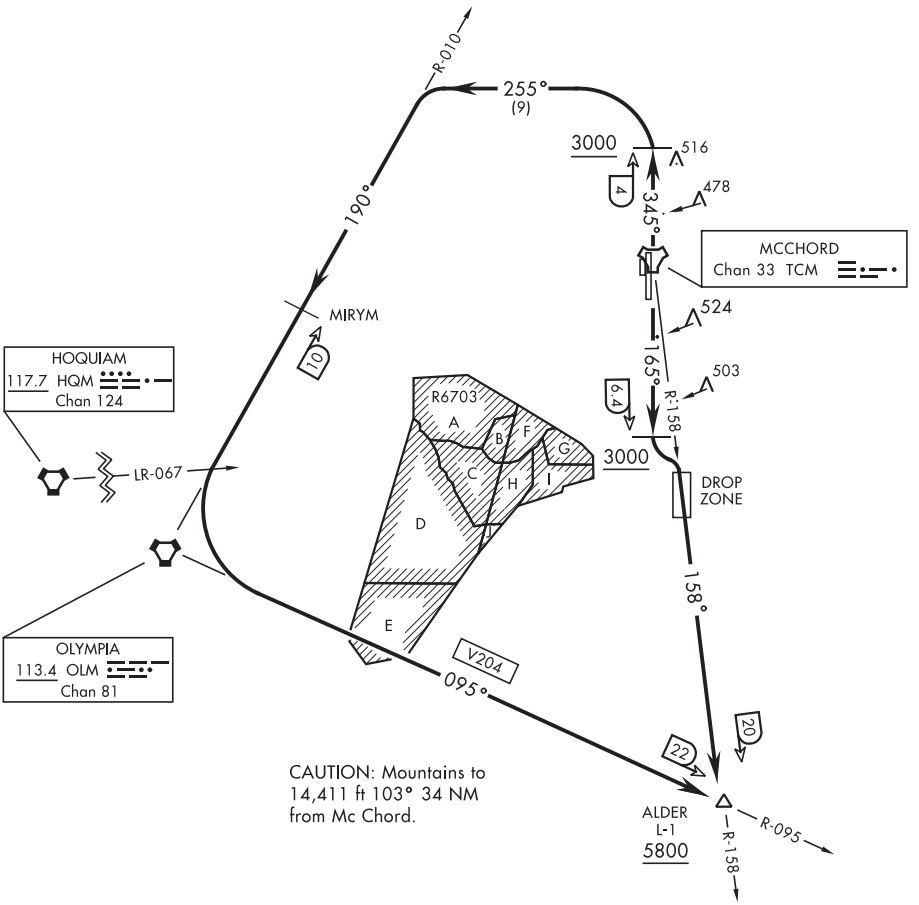
NW-1, 12 JUN 2025 to 07 AUG 2025

# 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

AL-414 [USAF]

If unable to make ATC charted crossing restricitons 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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(MOCAA4.MOCAA) 22027

MCCHORD FLD (JOINT BASE LEWIS-MCCHORD) (KTCM)

# MOCAA FOUR DEPARTURE (RNAV)

AL-414 (FAA)

TACOMA, WASHINGTON




NW-1, 12 JUN 2025 to 07 AUG 2025

MOCAA FOUR DEPARTURE (RNAV)

TACOMA, WASHINGTON

(MOCAA4.MOCAA) 27JAN22

MCCHORD FLD (JOINT BASE LEWIS-MCCHORD) (KTCM)

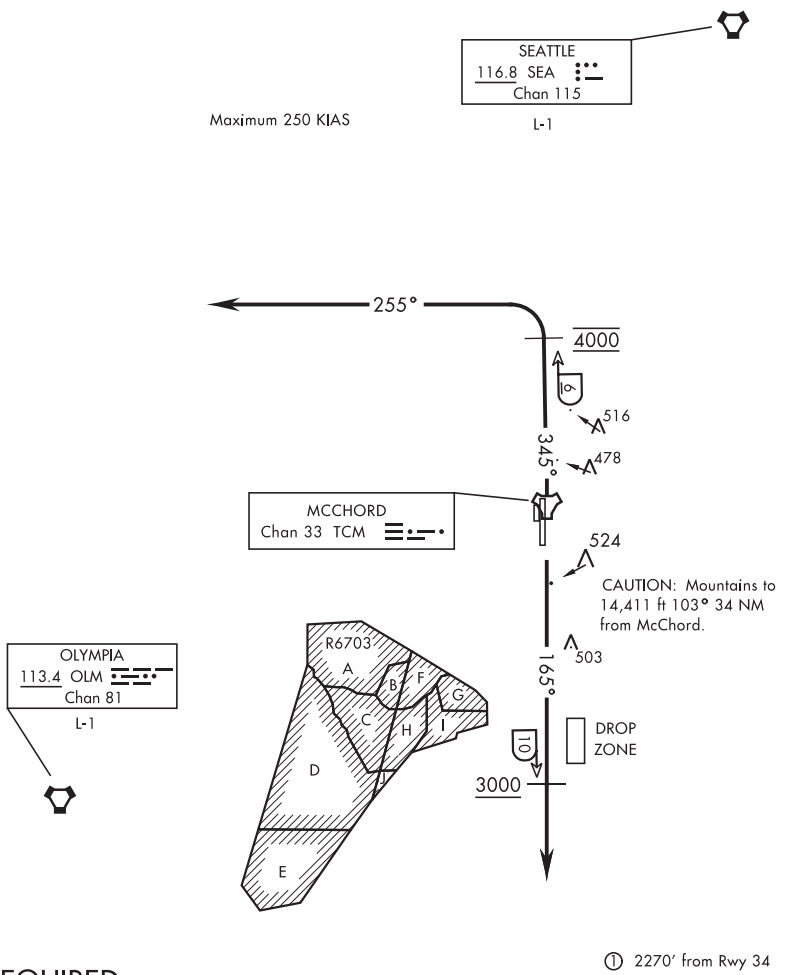
NW-1, 12 JUN 2025 to 07 AUG 2025

# OLYMPIC-FOUR DEPARTURE

AL-414 [USAF]

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.




## RADAR REQUIRED

### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climb on track of 165° to cross TCM TACAN 10 DME at or above 3000. Expect radar vectors within TCM 8 DME. Maintain ATC assigned altitude.

TAKEOFF RWY 34: Climb on track 345° to cross TCM TACAN 6 DME at 4000. Then turn left tracking 255° to expect radar vectors. Maintain ATC assigned altitude.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

21224

# PUGET-SIX DEPARTURE

AL-414 [USAF]

MCCHORD FLD (KTCM)
TACOMA, WASHINGTON

ATIS
135.825 270.1
GND CON
118.175 279.65
TOWER
124.8 259.3
SEATTLE DEP CON
126.5 377.15

If unable to make ATC charted crossing restriction advise ATC prior to departure.

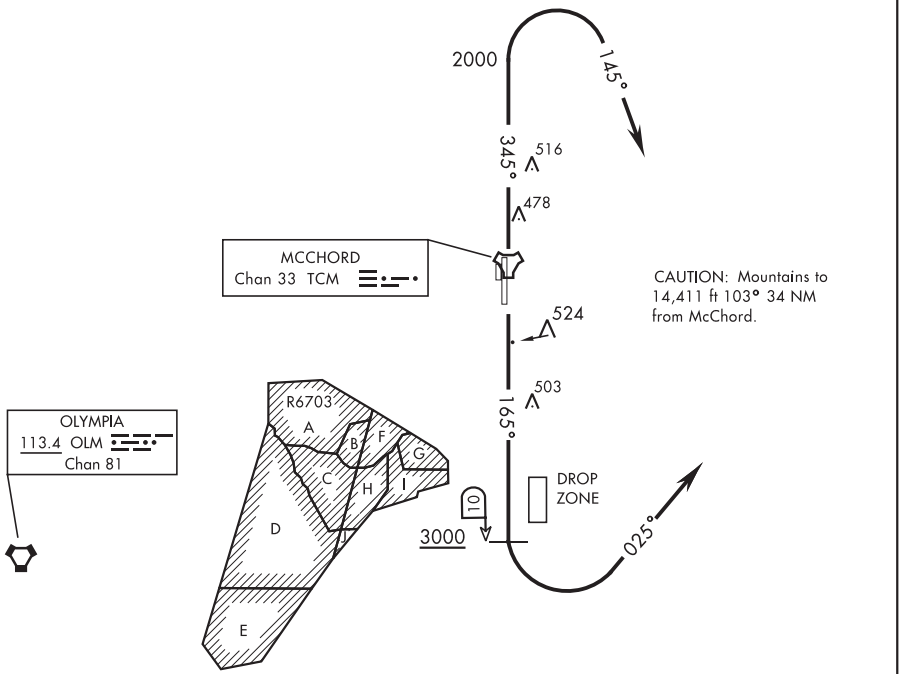
## RADAR REQUIRED

Maximum 250 KIAS

Radar vectors required within 10 NM after departure.

SEATTLE
116.8 SEA
Chan 115

L-1




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climb on track 165° to cross TCM TACAN 10 DME at or above 3000. Then turn left tracking 025° to expect radar vectors. Maintain ATC assigned altitude.

TAKEOFF RWY 34: Climb on track 345° to 2000, then turn right tracking 145° to expect radar vectors. Maintain ATC assigned altitude.



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 14

## ROGUE VALLEY INTL/MEDFORD (MFR)

| LOC/DME I-MFR | APP CRS | Rwy Idg | 8800 |
|---|---|---|---|
| 110.3 | 143° | TDZE | 1303 |
| Chan 40 | | Apt Elev | 1335 |

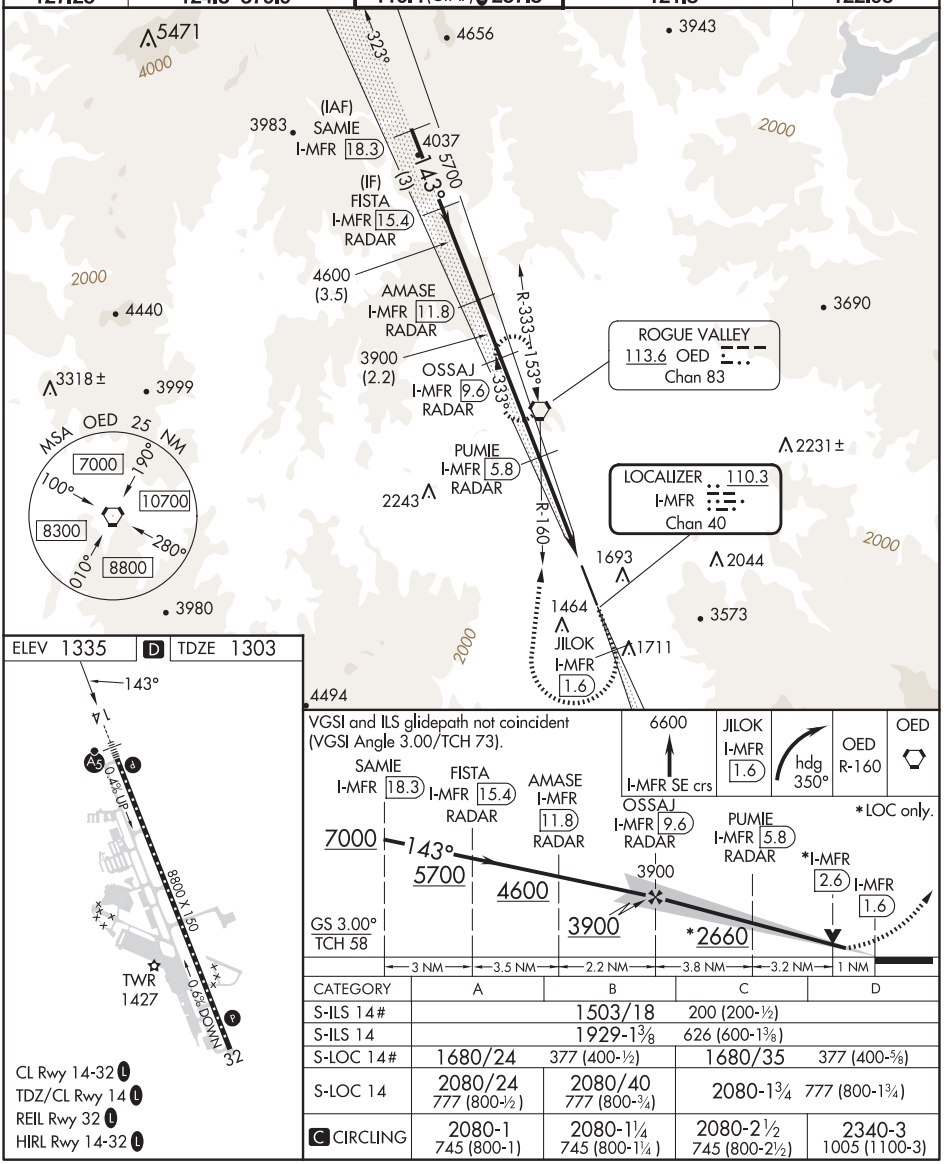
DME required. DME or RADAR required for procedure entry.

T A -3°C 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 1¾ 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.

MALSR

MISSED APPROACH: Climb to 6600 on I-MFR SE course to JILOK/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.

| ATIS | CASCADE APP CON* | MEDFORD TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 127.25 | 124.3 379.9 | 119.4 (CTAF) L 257.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 14# | | 1503/18 | 200 (200-½) | |
| S-ILS 14 | | 1929-1⅜ | 626 (600-1⅜) | |
| S-LOC 14# | 1680/24 | 377 (400-½) | 1680/35 | 377 (400-⅝) |
| S-LOC 14 | 2080/24 777 (800-½) | 2080/40 777 (800-¾) | 2080-1¾ | 777 (800-1¾) |
| C CIRCLING | 2080-1 745 (800-1) | 2080-1¼ 745 (800-1¼) | 2080-2½ 745 (800-2½) | 2340-3 1005 (1100-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

MEDFORD, OREGON | AL-251 (FAA) | 24305

# RNAV (RNP) Z RWY 14

## ROGUE VALLEY INTL/MEDFORD (MFR)

| APP CRS | Rwy Idg | 8800 |
|---|---|---|
| 143° | TDZE | 1303 |
| | Apt Elev | 1335 |

RNP AR APCH-GPS.

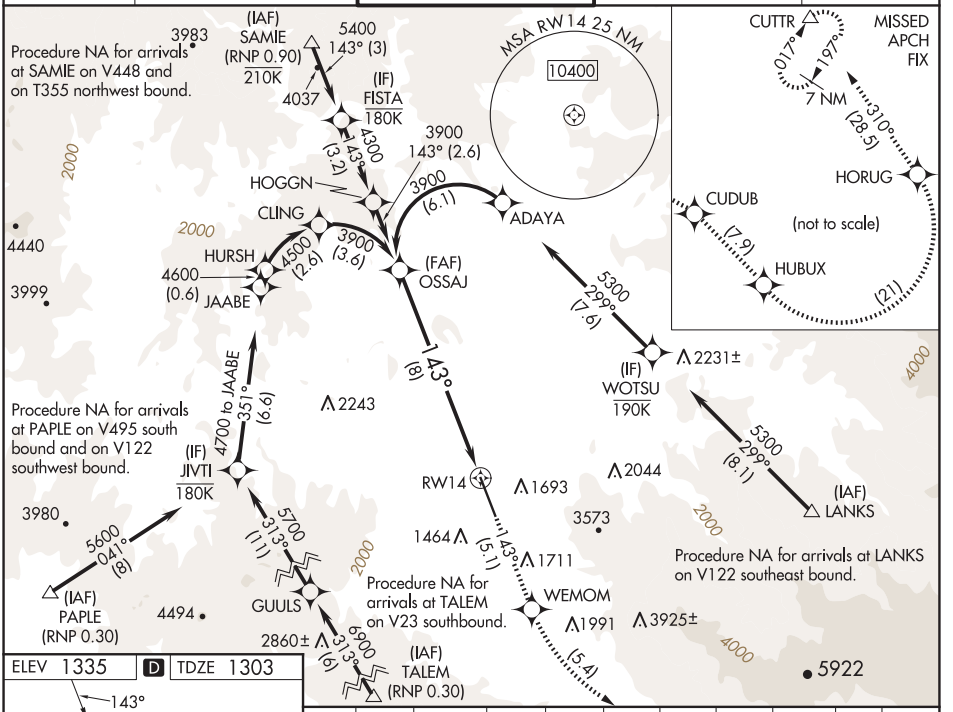
For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 2 SM.

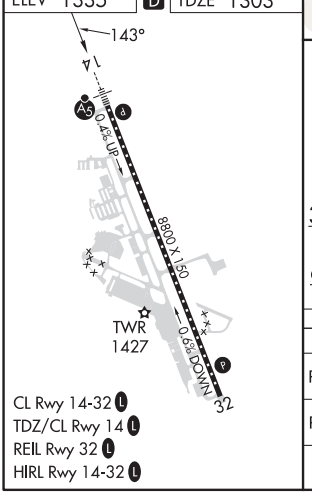
-3°C

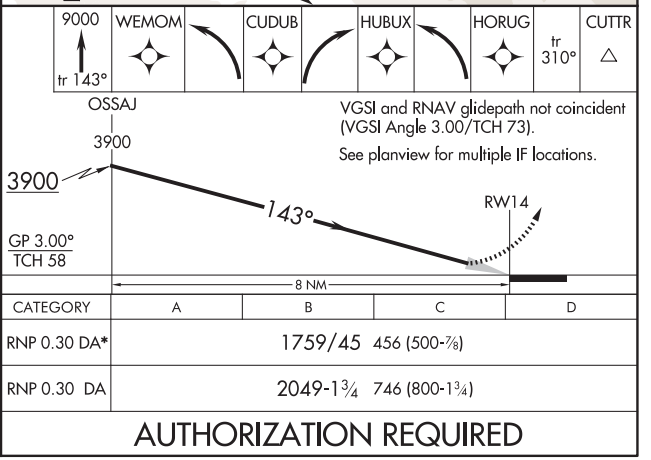
MALSR

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.

| ATIS | CASCADE APP CON * | MEDFORD TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 127.25 | 124.3 379.9 | 119.4 (CTAF) L 257.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA* | 1759/45 456 (500-⅞) | | | |
| RNP 0.30 DA | 2049-1¾ 746 (800-1¾) | | | |

**AUTHORIZATION REQUIRED**

MEDFORD, OREGON
Amdt 1 03NOV22

42°22'N-122°52'W

ROGUE VALLEY INTL/MEDFORD (MFR)

RNAV (RNP) Z RWY 14


NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 32

## ROGUE VALLEY INTL/MEDFORD (MFR)

| APP CRS | Rwy Idg | 8800 |
|---|---|---|
| 323° | TDZE | 1335 |
| | Apt Elev | 1335 |

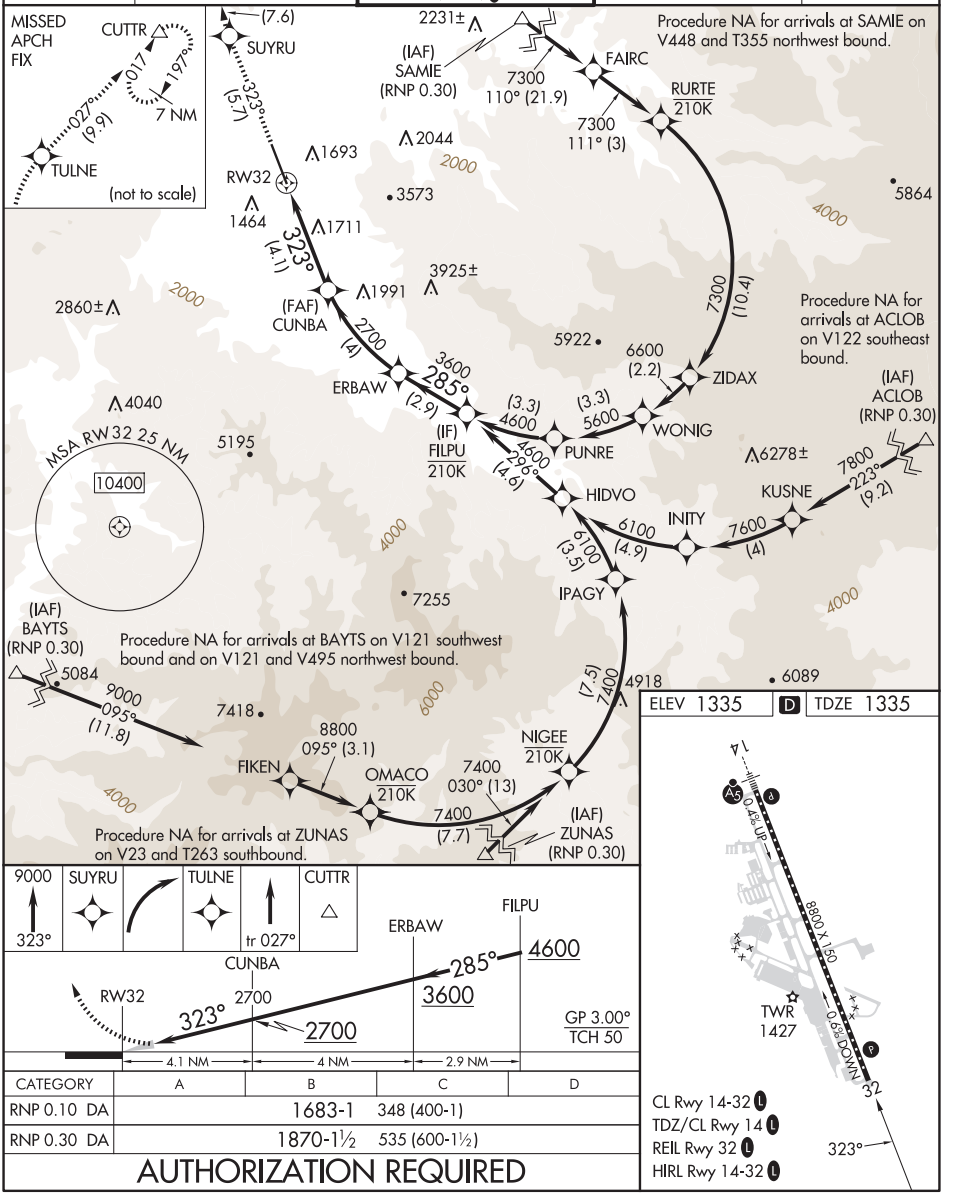
RNP AR APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C.

-3°C

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.

| ATIS | CASCADE APP CON ★ | MEDFORD TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.25 | 124.3 379.9 | 119.4 (CTAF) L 257.8 | 121.8 | 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

ELEV 1335 D TDZE 1335






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

MEDFORD, OREGON

AL-251 (FAA)

24305

# RNAV (GPS) Y RWY 14

ROGUE VALLEY INTL/MEDFORD (MFR)

| APP CRS | Rwy Idg | 8800 |
|---|---|---|
| 143° | TDZE | 1303 |
| | Apt Elev | 1335 |

RNP APCH.

When Medford altimeter setting not received, procedure NA. Inop table does not apply to Cats C and D.

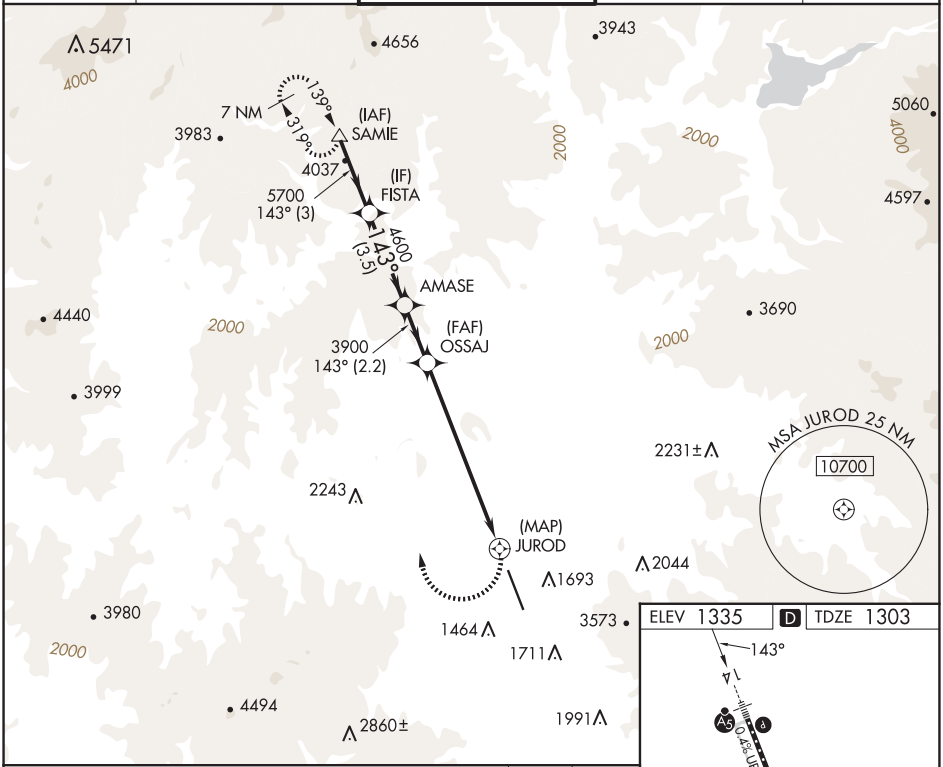
-3°C

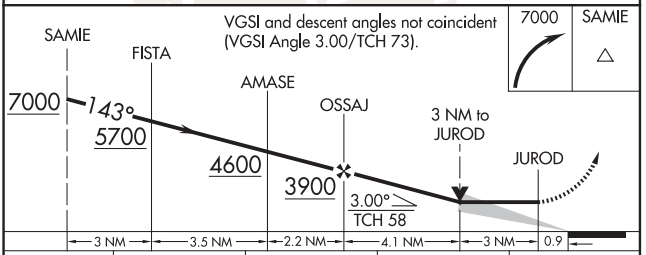
MALSR

MISSED APPROACH: Climbing right turn 7000 direct SAMIE and hold, continue climb-in-hold to 7000.

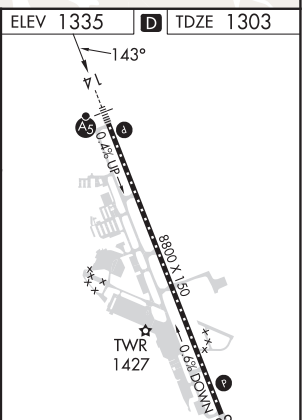
*Missed approach requires minimum climb of 334 feet per NM to 4800.

| ATIS | CASCADE APP CON * | MEDFORD TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 127.25 | 124.3 379.9 | 119.4 (CTAF) L 257.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA* | 2600/40 1297 (1300-¾) | 2600/55 1297 (1300-1) | 2600-3 1297 (1300-3) | |
| LNAV MDA | 2600/40 1297 (1300-¾) | 2600/55 1297 (1300-1) | 3320-3 2017 (2000-3) | 3460-3 2157 (2200-3) |




CL Rwy 14-32 L

TDZ/CL Rwy 14 L

REIL Rwy 32 L

HIRL Rwy 14-32 L

MEDFORD, OREGON

Amdt 2A 07NOV19

42°22'N-122°52'W

ROGUE VALLEY INTL/MEDFORD (MFR)

RNAV (GPS) Y RWY 14

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 32

ROGUE VALLEY INTL/MEDFORD (MFR)

| WAAS | APP CRS | Rwy Idg | 8800 |
|---|---|---|---|
| CH 56544 | 323° | TDZE | 1335 |
| W32A | | Apt Elev | 1335 |

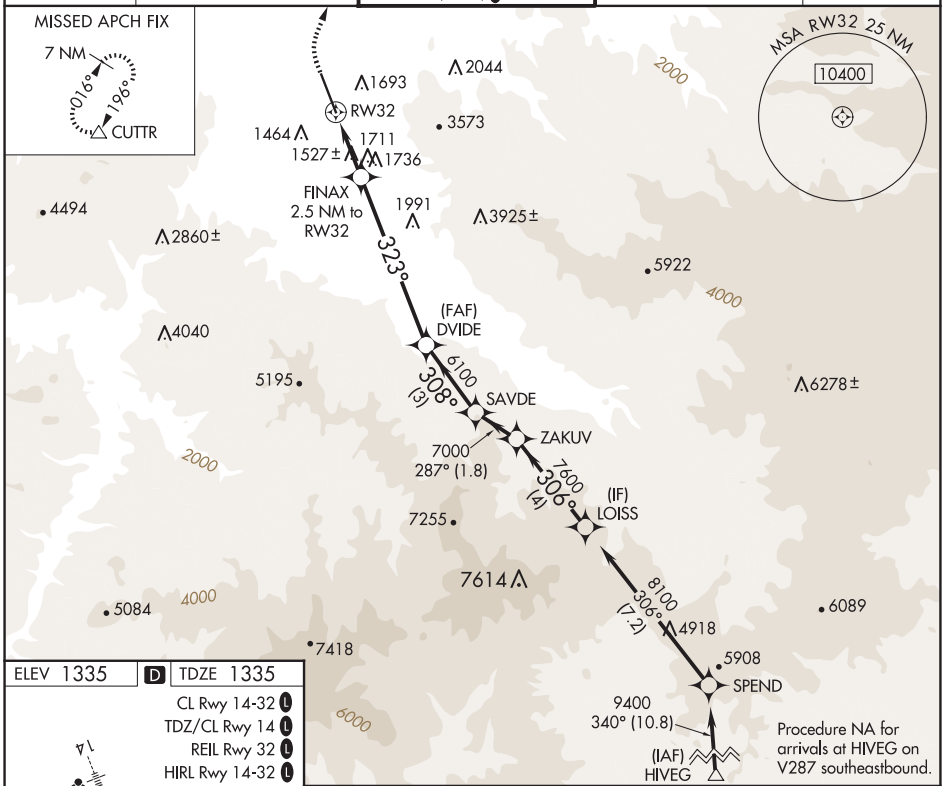
RNP APCH - GPS.

-3°C

Baro-VNAV NA.

MISSED APPROACH: Climb to 1900 then climbing right turn to 10500 direct CUTTR and hold, continue climb-in-hold to 10500.

| ATIS | CASCADE APP CON ★ | MEDFORD TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.25 | 124.3 379.9 | 119.4 (CTAF) L 257.8 | 121.8 | 122.95 |



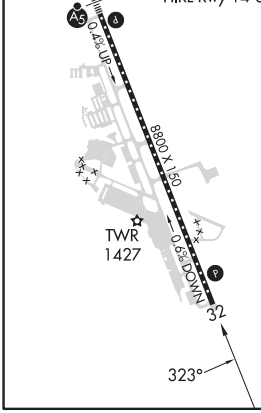

ELEV 1335 D TDZE 1335

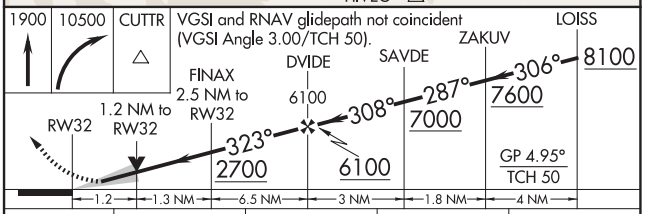
CL Rwy 14-32 L

TDZ/CL Rwy 14 L

REIL Rwy 32 L

HIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1610-⅞<br>275 (300-⅞) | NA | | |
| LNAV/VNAV DA | 1768-1¼<br>433 (500-1¼) | NA | | |
| LNAV MDA | 1780-1<br>445 (500-1) | NA | | |
| CIRCLING | 2000-1<br>665 (700-1) | NA | | |



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 328° | TDZE | N/A |
| | Apt Elev | 1335 |

# RNAV (GPS)-D

## ROGUE VALLEY INTL/MEDFORD (MFR)

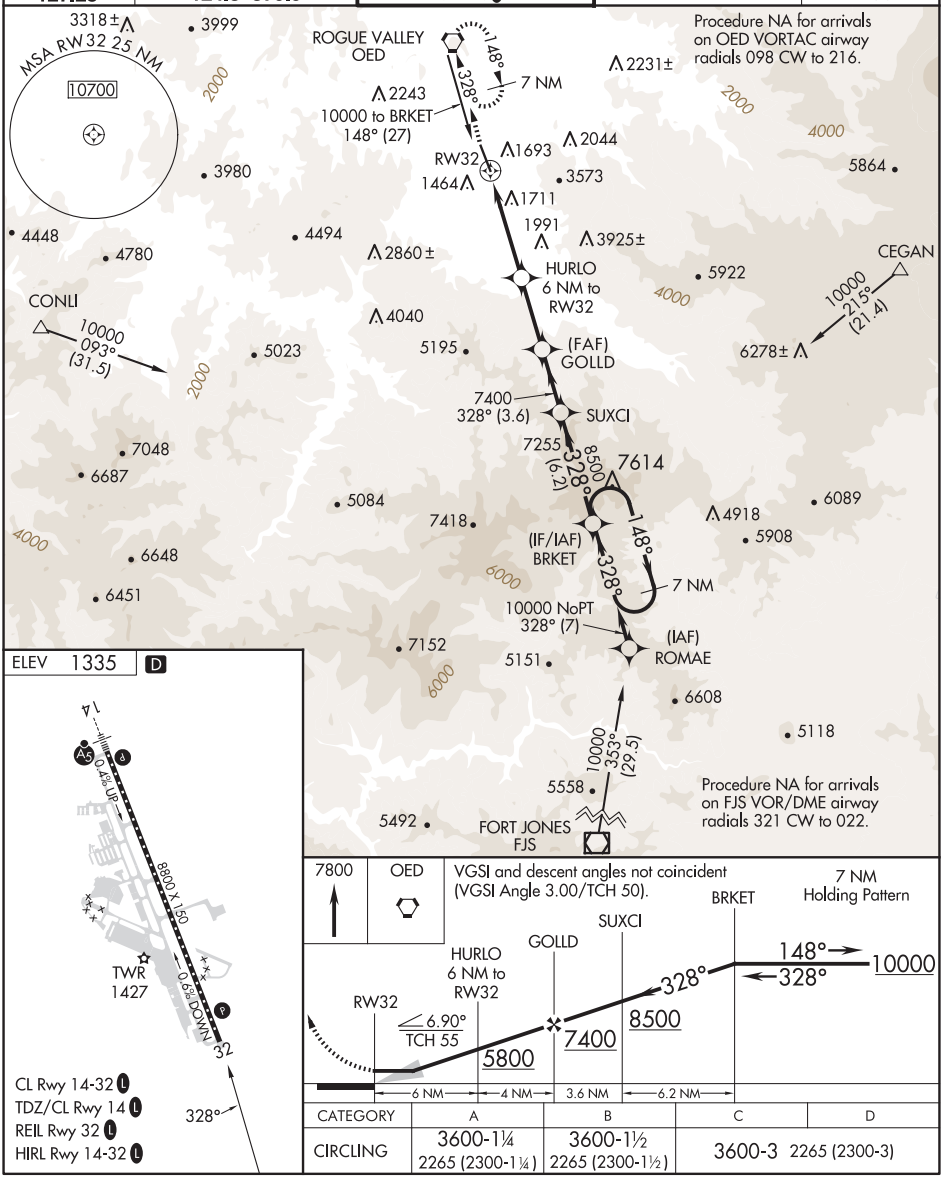
RNP APCH.

T A -3°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 | CASCADE APP CON ★ | MEDFORD TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.25 | 124.3 379.9 | 119.4 (CTAF) L 257.8 | 121.8 | 122.95 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3600-1¼ 2265 (2300-1¼) | 3600-1½ 2265 (2300-1½) | 3600-3 2265 (2300-3) | |



42°22'N-122°52'W





NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-MFR | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.3 | 323° | TDZE | N/A |
| Chan 40 | | Apt Elev | 1335 |

# LOC/DME BC-B

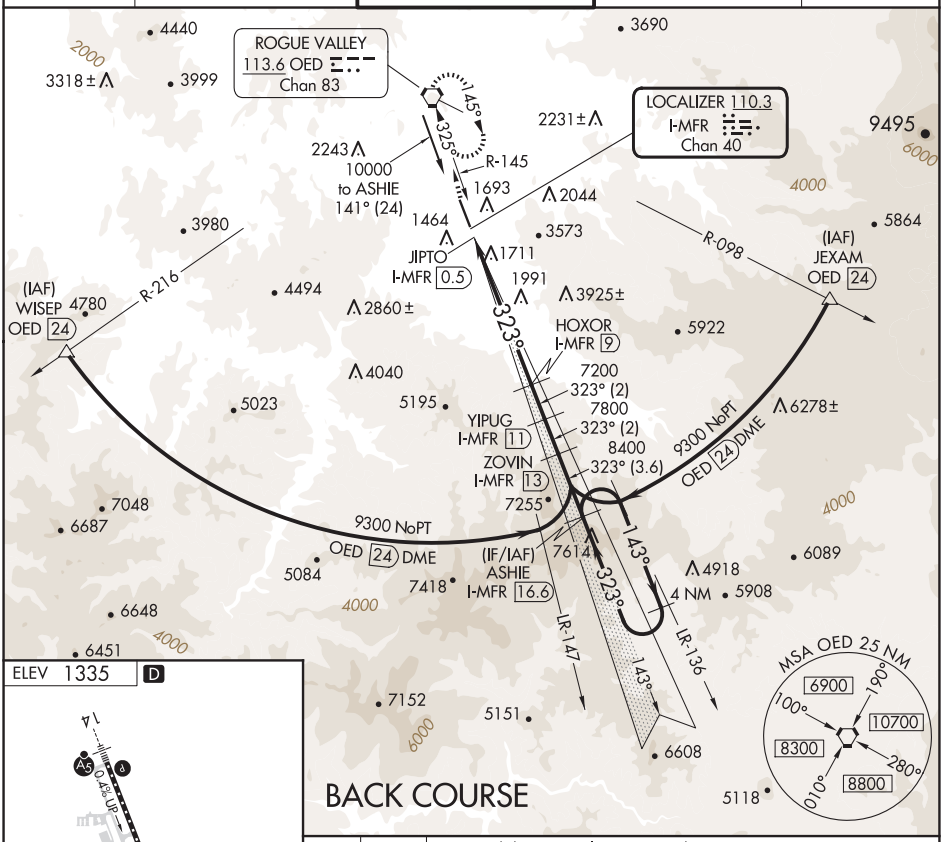
## ROGUE VALLEY INTL/MEDFORD (MFR)

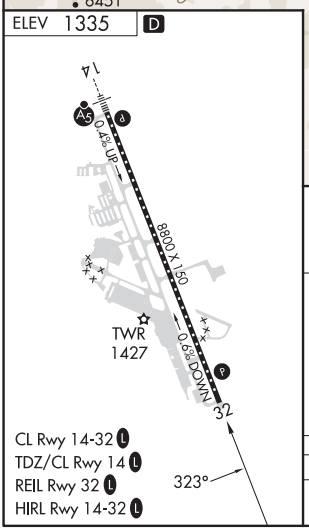
Visibility reduction by helicopters NA. Circling NA for Cats C and D northeast of Rwy 14-32.

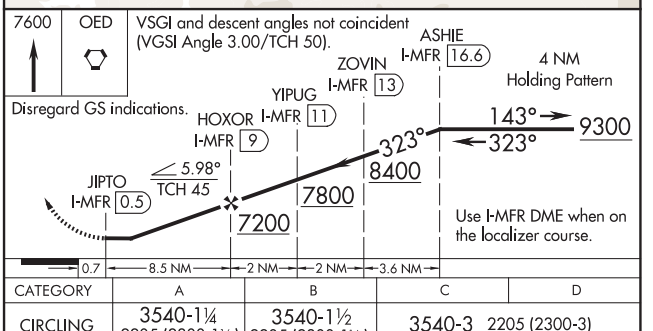
-3°C

MISSED APPROACH: Climb to 7600 direct OED VORTAC and hold, continue climb-in-hold to 7600.

| ATIS | CASCADE APP CON ★ | MEDFORD TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.25 | 124.3 379.9 | 119.4 (CTAF) L 257.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3540-1¼ 2205 (2300-1¼) | 3540-1½ 2205 (2300-1½) | 3540-3 2205 (2300-3) | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# VOR/DME RWY 14

## ROGUE VALLEY INTL/MEDFORD (MFR)

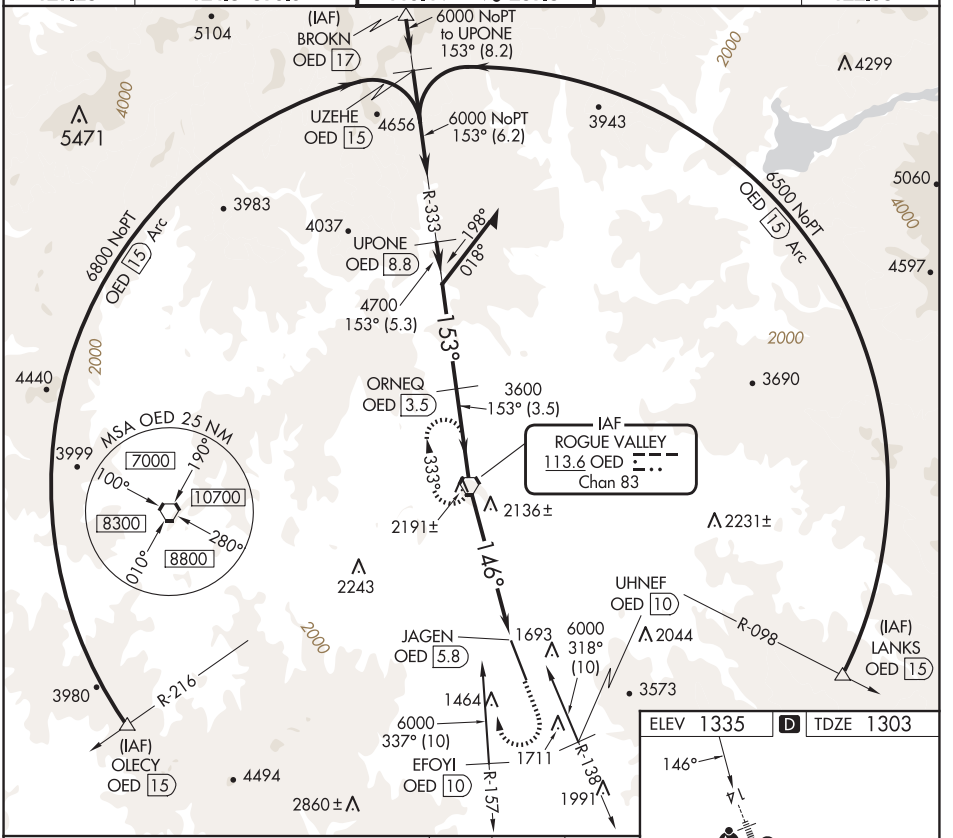
| VORTAC OED 113.6 Chan 83 | APP CRS 146° | Rwy Idg 8800 TDZE 1303 Apt Elev 1335 |
|---|---|---|

T A -3°C — Inop table does not apply to S-14 Cat A. For inop ALS increase S-14 Cat B visibility to 1½ SM. Circling NA for Cats C and D northeast of Rwy 14-32.

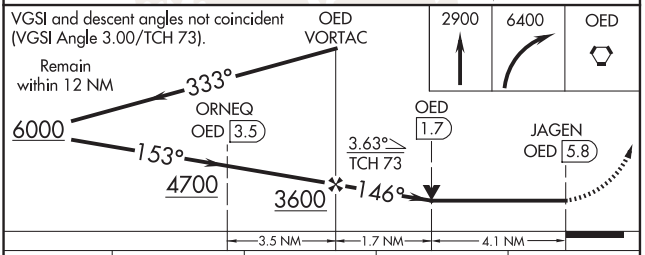
MALSR

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) L 257.8 | 121.8 | 122.95 |

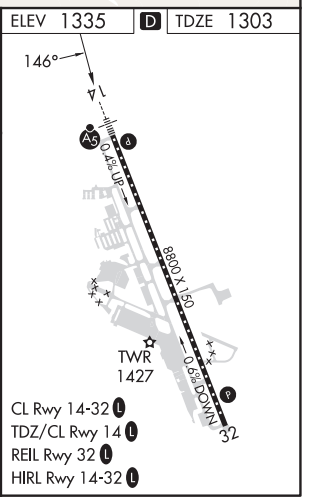



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 73).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 2680/60 1377 (1400-1¼) | | 2680-3 1377 (1400-3) | |
| CIRCLING | 2680-1¼ 1345 (1400-1¼) | 2680-1½ 1345 (1400-1½) | 2680-3 1345 (1400-3) | |

ELEV 1335 D TDZ 1303




CL Rwy 14-32 L
TDZ/CL Rwy 14 L
REIL Rwy 32 L
HIRL Rwy 14-32 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VORTAC OED | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.6 | 325° | TDZE | N/A |
| Chan 83 | | Apt Elev | 1335 |

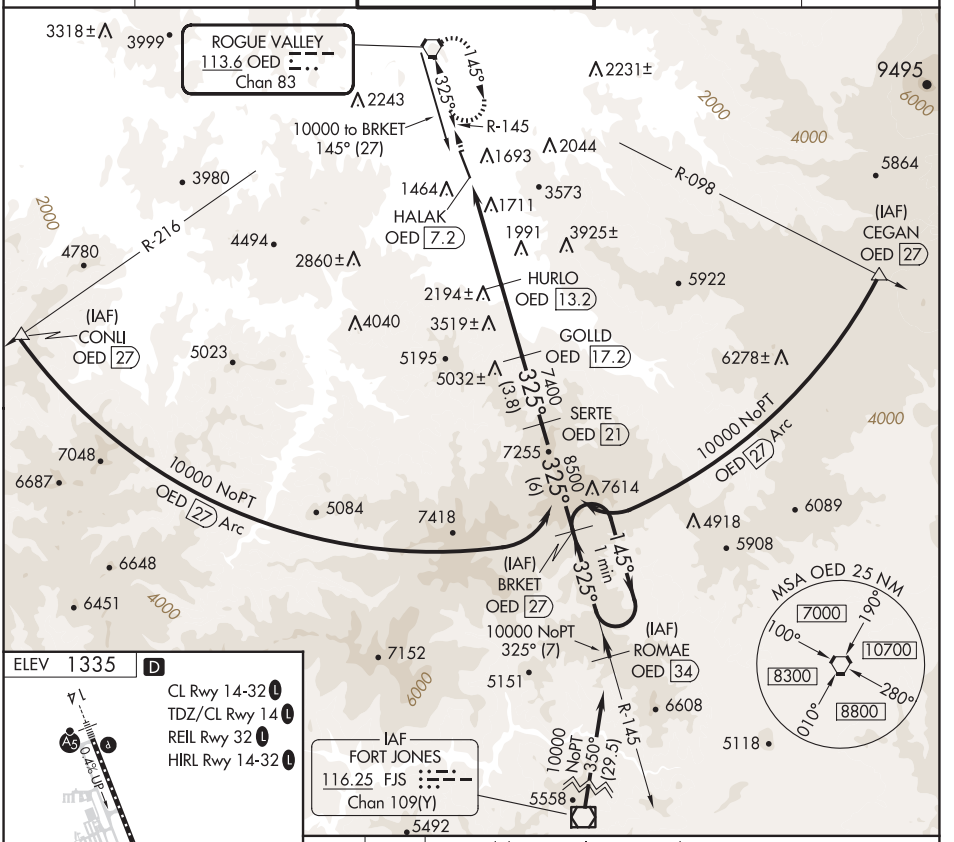
# VOR/DME-C

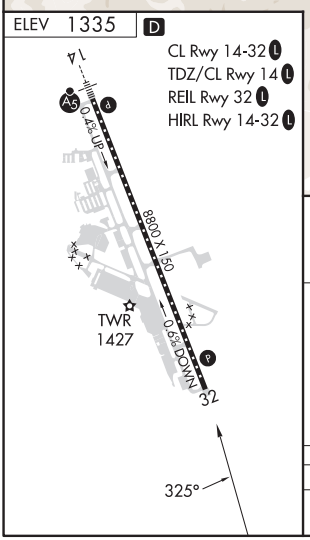
## ROGUE VALLEY INTL/MEDFORD (MFR)

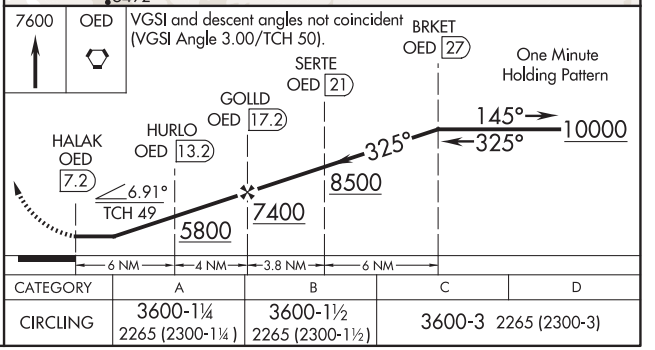
T A -3°C — Circling NA for Cats C and D northeast of Rwy 14-32.

MISSED APPROACH: Climb to 7600 direct OED VORTAC and hold, continue climb-in-hold to 7600.

| ATIS | CASCADE APP CON ★ | MEDFORD TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.25 | 124.3 379.9 | 119.4 (CTAF) L 257.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3600-1¼ 2265 (2300-1¼) | 3600-1½ 2265 (2300-1½) | 3600-3 2265 (2300-3) | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

MEDFORD, OREGON | AL-251 (FAA) | 24305

| VORTAC OED | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.6 | 146° | TDZE | N/A |
| Chan 83 | | Apt Elev | 1335 |

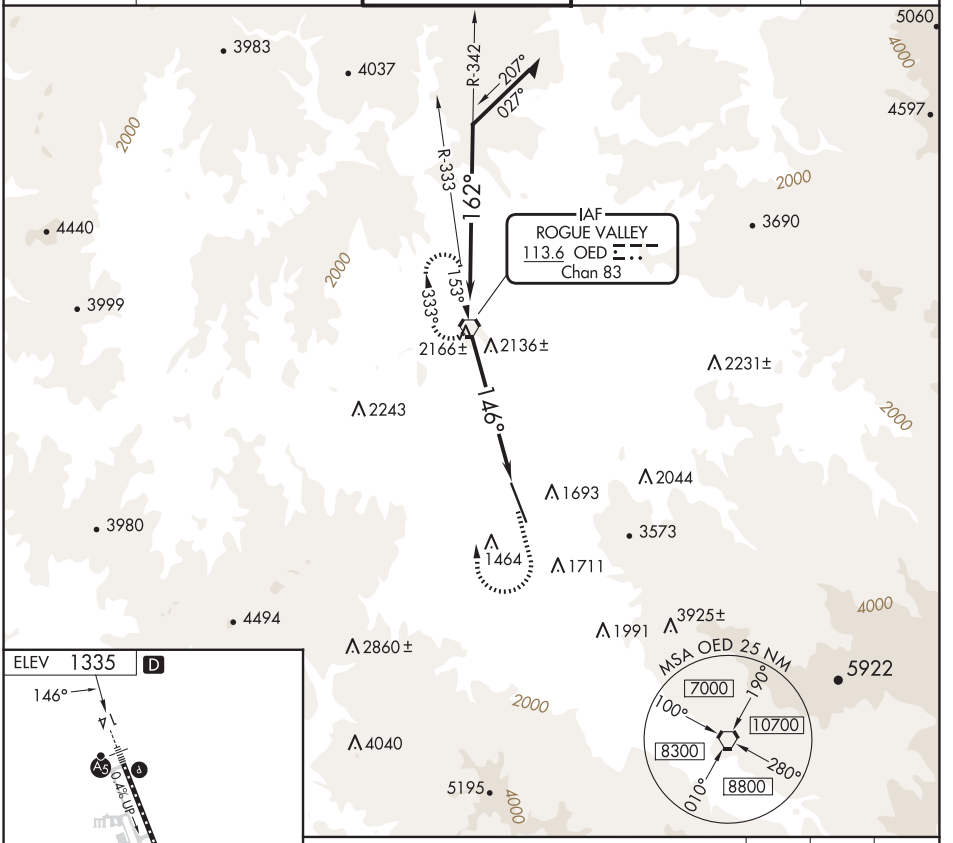
# VOR-A

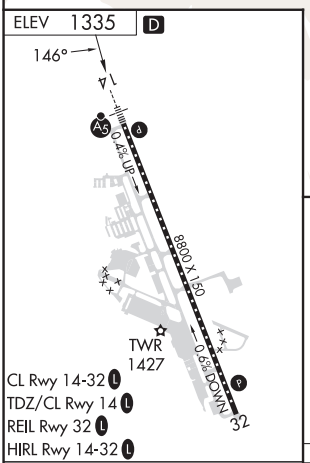
## ROGUE VALLEY INTL/MEDFORD (MFR)

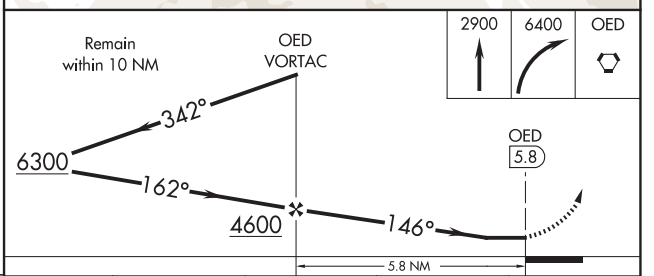
T A -3°C — If local altimeter setting not received, procedure NA. Circling NA for Cats C and D northeast of Rwy 14-32.

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) L 257.8 | 121.8 | 122.95 |




| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2680-1¼ 1345 (1400-1¼) | 2680-1½ 1345 (1400-1½) | 2680-3 1345 (1400-3) | |

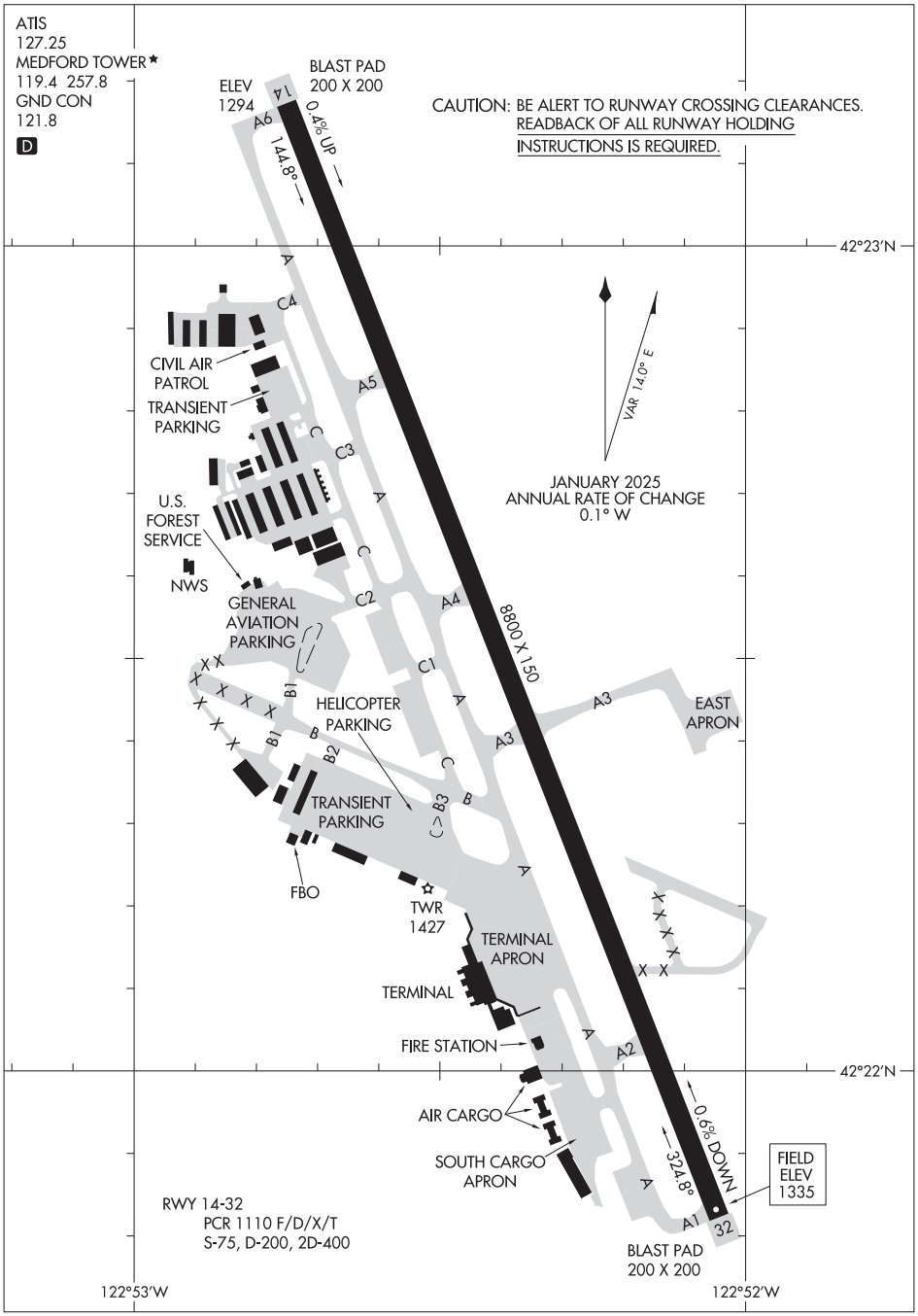
MEDFORD, OREGON
Amdt 4A 07OCT21

42°22′N-122°52′W

ROGUE VALLEY INTL/MEDFORD (MFR)
VOR-A

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

24305

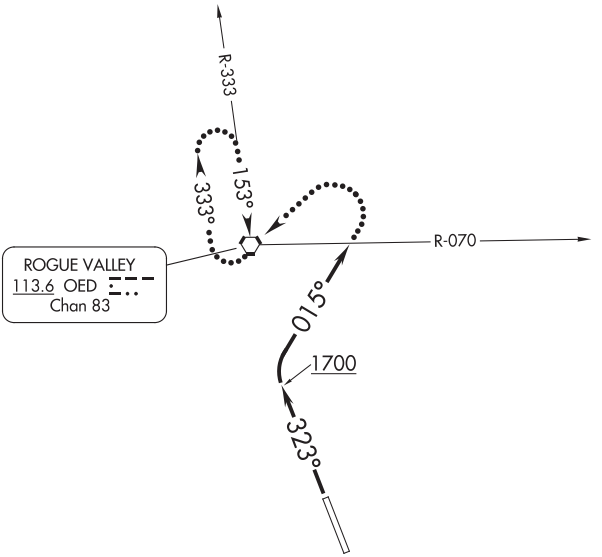
# EAGLE SIX DEPARTURE

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

**TOP ALTITUDE: 11000**




TAKEOFF MINIMUMS
Rwys 14: NA - ATC.
Rwy 32: Standard with minimum climb of 410' per NM to 6300.

NOTE: Chart not to scale.

NW-1, 12 JUN 2025 to 07 AUG 2025

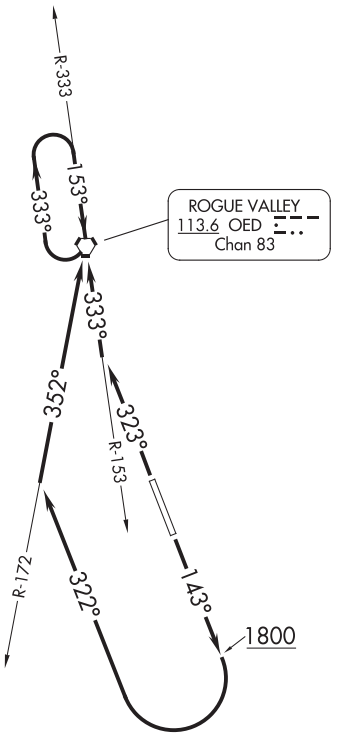
NW-1, 12 JUN 2025 to 07 AUG 2025

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.

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(MFR1.LMT) 24305 AL-251 (FAA)

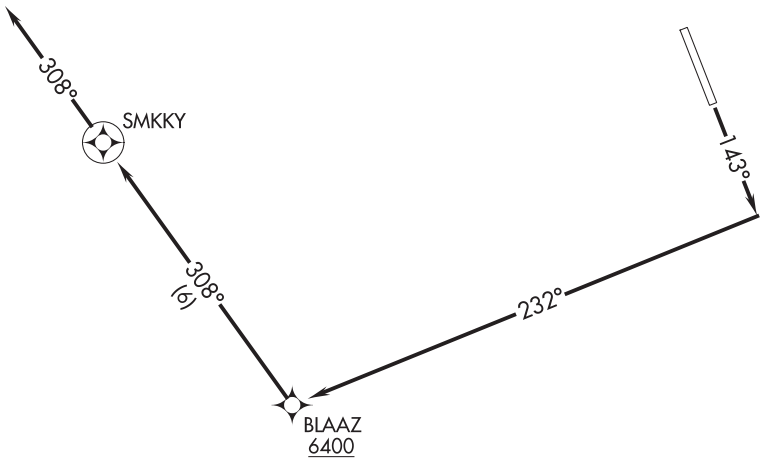
# KLAMATH FALLS ONE DEPARTURE (RNAV)

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

MILES CITY, MONTANA | AL-259 (FAA) | 23362

| WAAS | APP CRS | Rwy Idg | 5764 |
|---|---|---|---|
| CH 42600 | 043° | TDZE | 2634 |
| W04A | | Apt Elev | 2634 |

# RNAV (GPS) RWY 4

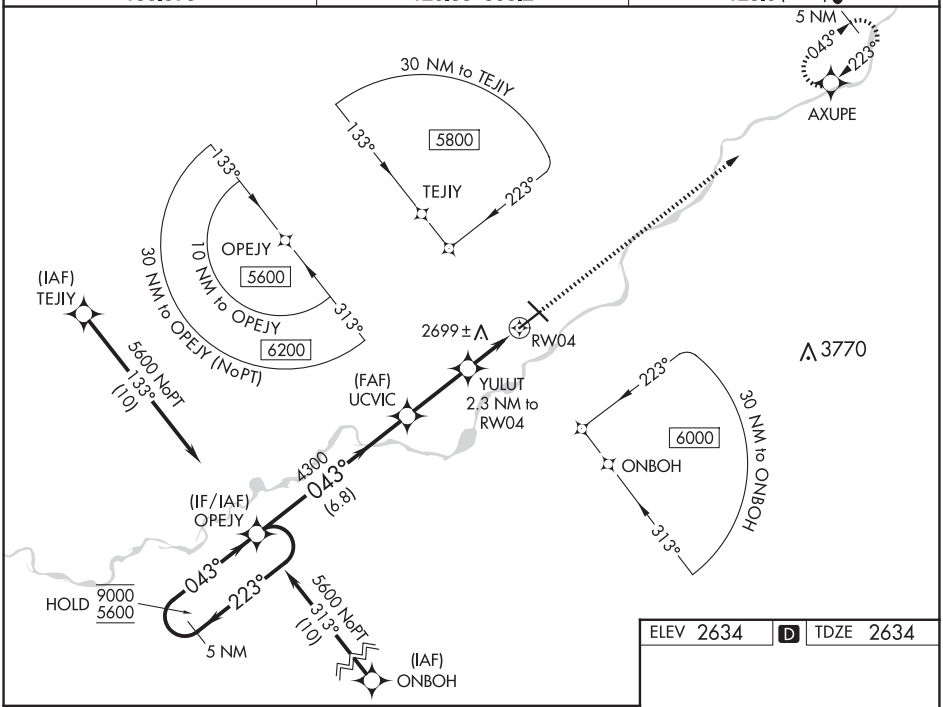
FRANK WILEY FLD (MLS)

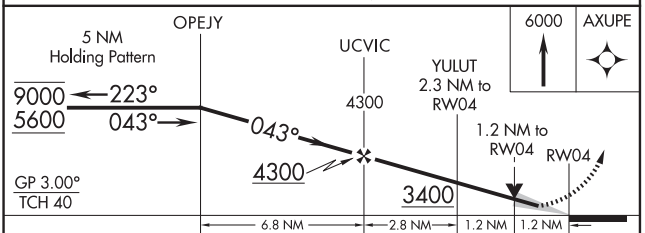
RNP APCH-GPS.

T A 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 ⅛ SM. Increase all MDA 180 feet and LNAV Cat C and D visibilities ⅝ 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.

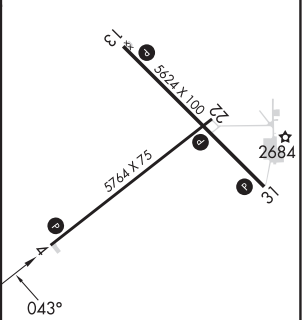
| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.575 | 126.85 305.2 | 123.0 (CTAF) L |




| 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) | | 3040-1⅛ 406 (500-1⅛) | |
| C CIRCLING | 3060-1 426 (500-1) | 3100-1 466 (500-1) | 3160-1½ 526 (600-1½) | 3320-2¼ 686 (700-2¼) |

ELEV 2634 | D | TDZE 2634




MIRL Rwys 4-22 and 13-31 L
REIL Rwys 4, 13, 22 and 31 L

MILES CITY, MONTANA
Amdt 4A 28DEC23

46°26'N-105°53'W

FRANK WILEY FLD (MLS)
RNAV (GPS) RWY 4


NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 13

FRANK WILEY FLD (MLS)

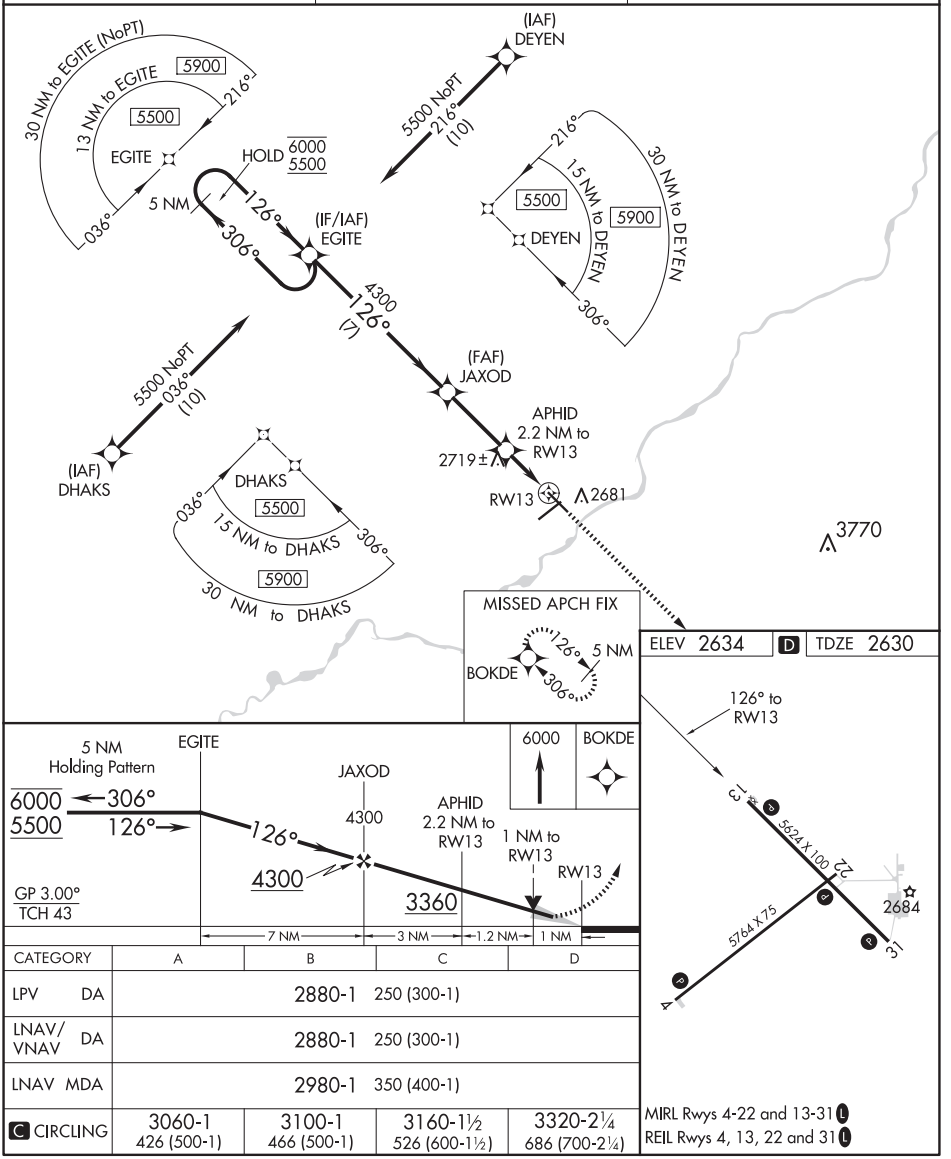
| WAAS | APP CRS | | |
|---|---|---|---|
| CH 97340 | 126° | Rwy Idg | 5624 |
| W13A | | TDZE | 2630 |
| | | Apt Elev | 2634 |

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 6000 direct BOKDE and hold, continue climb-in-hold to 6000.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.575 | 126.85 305.2 | 123.0 (CTAF) L |




| 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) | | | |
| C CIRCLING | 3060-1 426 (500-1) | 3100-1 466 (500-1) | 3160-1½ 526 (600-1½) | 3320-2¼ 686 (700-2¼) |

MIRL Rwys 4-22 and 13-31 L

REIL Rwys 4, 13, 22 and 31 L



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# RNAV (GPS) RWY 22

FRANK WILEY FLD (MLS)

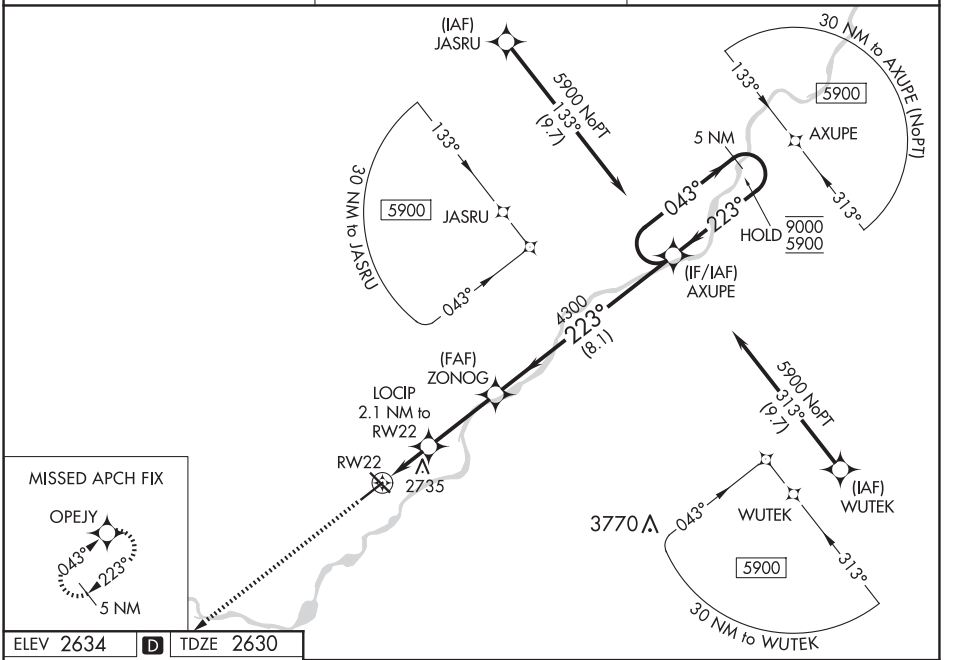
| WAAS | APP CRS | Rwy Idg | 5764 |
|---|---|---|---|
| CH 77924 | 223° | TDZE | 2630 |
| W22A | | Apt Elev | 2634 |

RNP APCH-GPS.

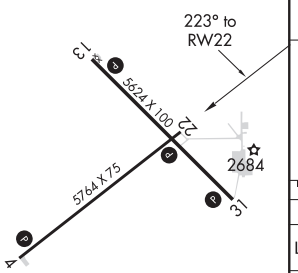
Baro-VNAV and VDP NA when using Glendive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. When local altimeter setting not received, use Glendive altimeter setting: increase LPV and LNAV/VNAV DA to 3047 and all visibilities ⅛ SM. Increase all MDA 180 feet and LNAV Cat C and D visibilities ⅝ SM and Circling Cat C and D visibilities ½ SM.

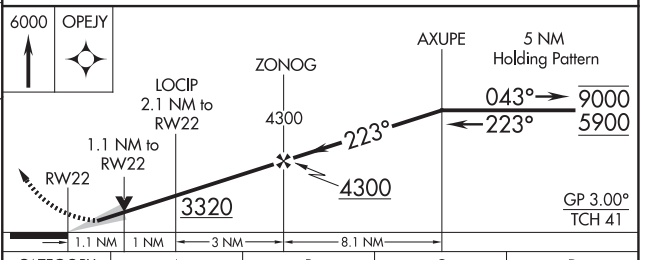
MISSED APPROACH: Climb to 6000 direct OPEJY and hold, continue climb-in-hold to 6000.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.575 | 126.85 305.2 | 123.0 (CTAF) L |




ELEV 2634 D TDZE 2630




| 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) | | |
| C CIRCLING | 3060-1<br>426 (500-1) | 3100-1<br>466 (500-1) | 3160-1½<br>526 (600-1½) | 3320-2¼<br>686 (700-2¼) |

MIRL Rwys 4-22 and 13-31 L
REIL Rwys 4, 13, 22 and 31 L



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# RNAV (GPS) RWY 31

FRANK WILEY FLD (MLS)

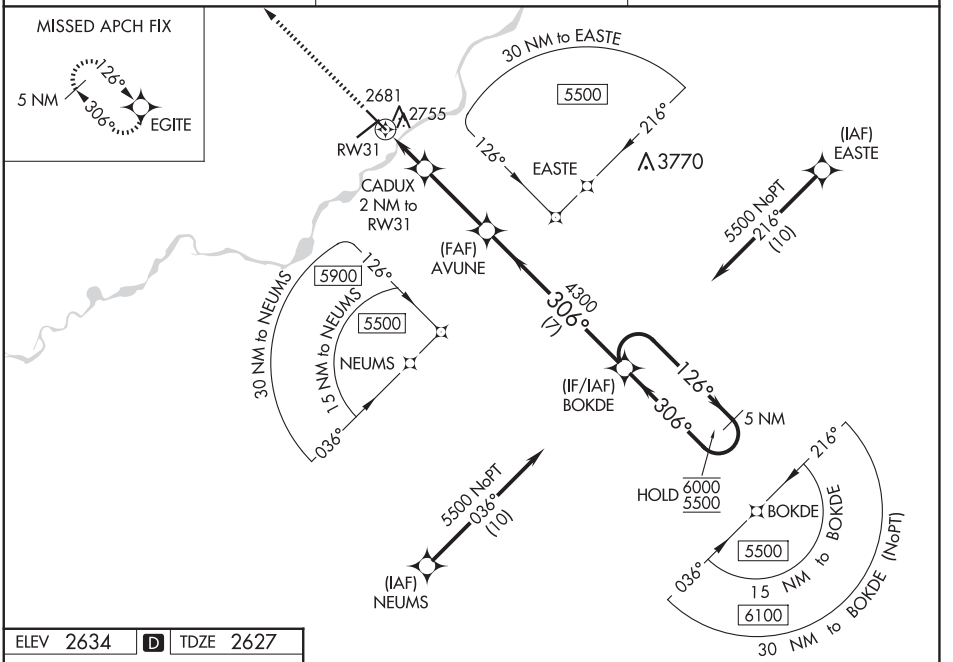
| WAAS CH 56240 W31A | APP CRS 306° | Rwy ldg 5624 | TDZE 2627 | Apt Elev 2634 |
|---|---|---|---|---|

RNP APCH - GPS.

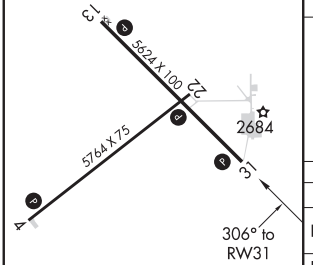
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 6000 direct EGITE and hold, continue climb-in-hold to 6000.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.575 | 126.85 305.2 | 123.0 (CTAF) L |

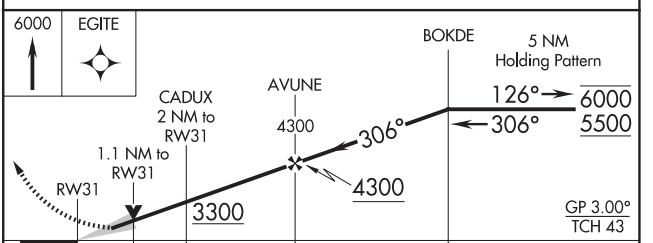



ELEV 2634 D TDZE 2627




MIRL Rwys 4-22 and 13-31 L

REIL Rwys 4, 13, 22 and 31 L




| 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) | | 3020-1⅛ 393 (400-1⅛) | |
| C CIRCLING | | 3060-1 426 (500-1) | 3100-1 466 (500-1) | 3160-1½ 526 (600-1½) | 3320-2¼ 686 (700-2¼) |



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MILES CITY, MONTANA | AL-259 (FAA) | 23362

| VOR/DME MLS | APP CRS | Rwy Idg | 5764 |
|---|---|---|---|
| 112.1 | 035° | TDZE | 2634 |
| Chan 58 | | Apt Elev | 2634 |

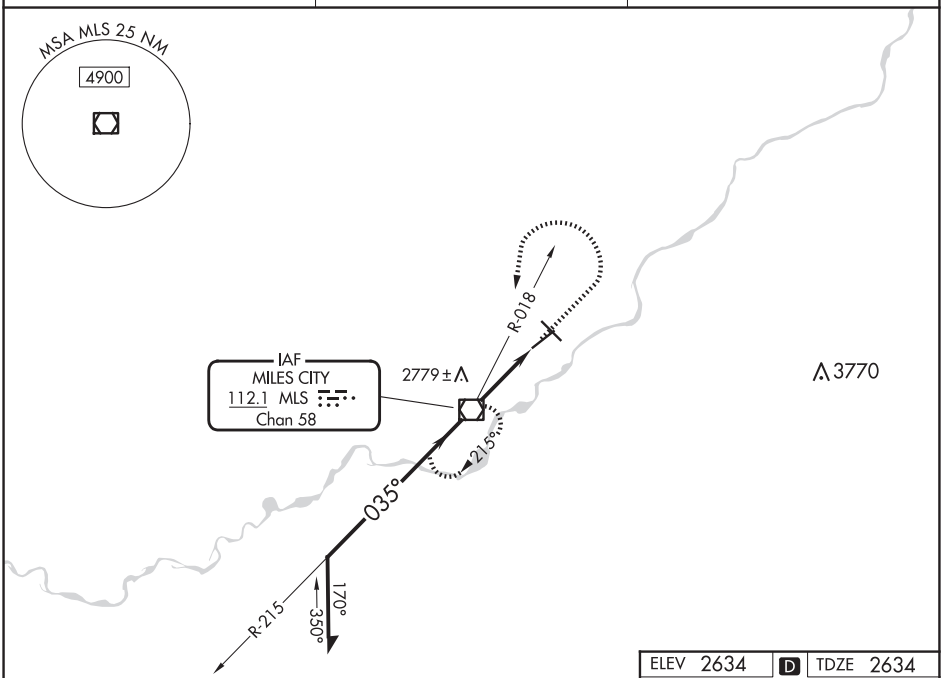
# VOR RWY 4

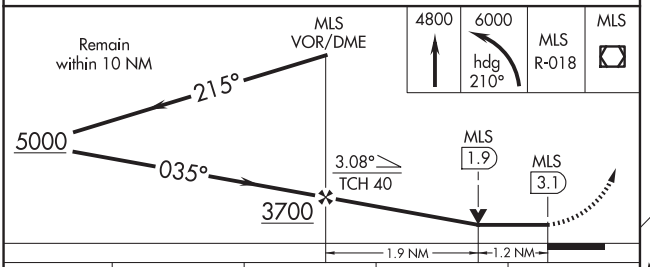
FRANK WILEY FLD (MLS)

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.

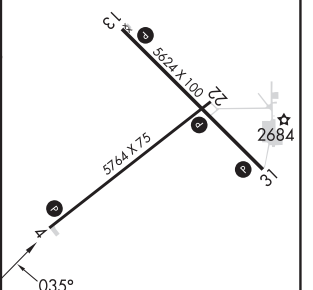
MISSED APPROACH: Climb to 4800. Then climbing left turn to 6000 on heading 210° and MLS R-018 to MLS VOR/DME and hold. Continue climb-in-hold to 6000.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.575 | 126.85 305.2 | 123.0 (CTAF) L |




ELEV 2634 | D | TDZE 2634




MIRL Rwys 4-22 and 13-31 L

REIL Rwys 4, 13, 22 and 31 L

| 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) |

FAF to MAP 3.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:06 | 2:04 | 1:33 | 1:14 | 1:02 |



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| VOR/DME MLS | APP CRS | Rwy Idg | 5764 |
|---|---|---|---|
| 112.1 | 217° | TDZE | 2630 |
| Chan 58 | | Apt Elev | 2634 |

# VOR RWY 22

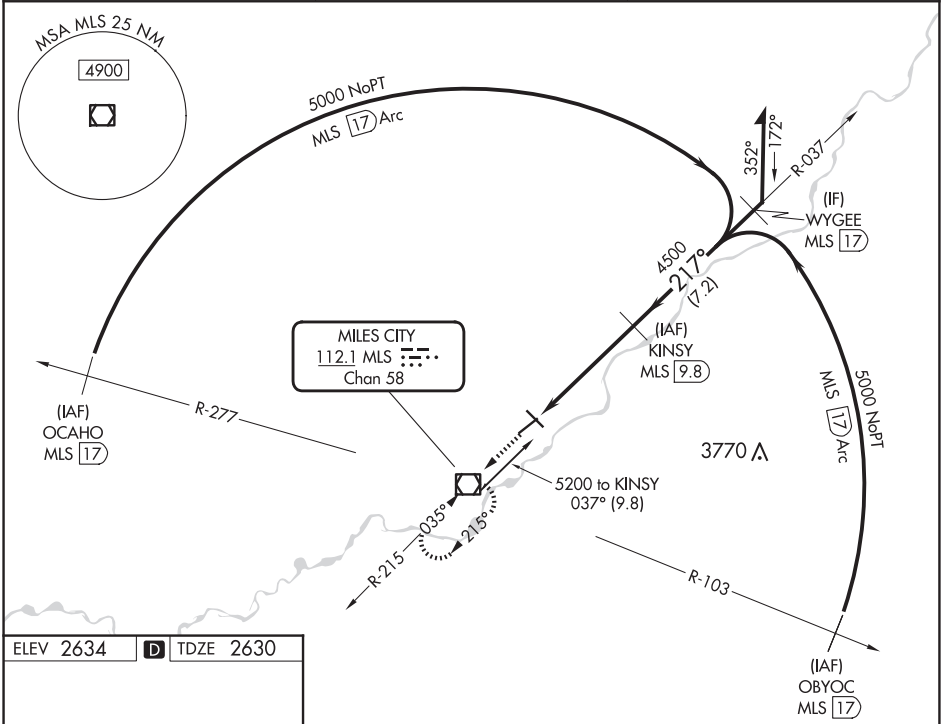
## FRANK WILEY FLD (MLS)

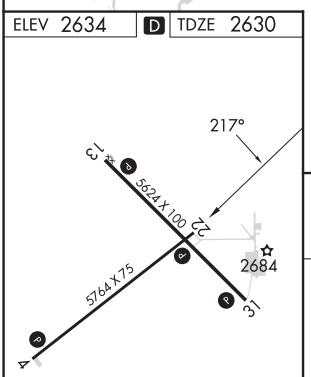
DME required.

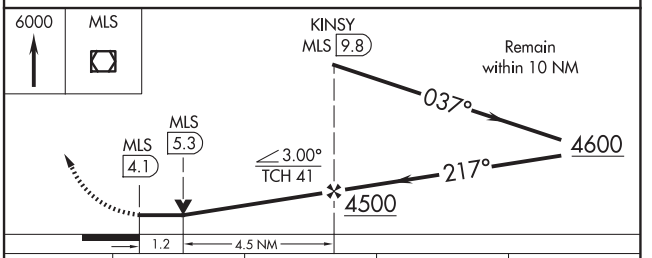
When local altimeter setting not received, use Glendive altimeter setting and increase all MDA 180 feet and all Cat C and D visibilities ½ SM.

MISSED APPROACH: Climb to 6000 direct MLS VOR/DME and hold, continue climb-in-hold to 6000.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.575 | 126.85 305.2 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 3060-1 430 (500-1) | | 3060-1¼ 430 (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 Rwys 4-22 and 13-31 L
REIL Rwys 4, 13, 22 and 31 L



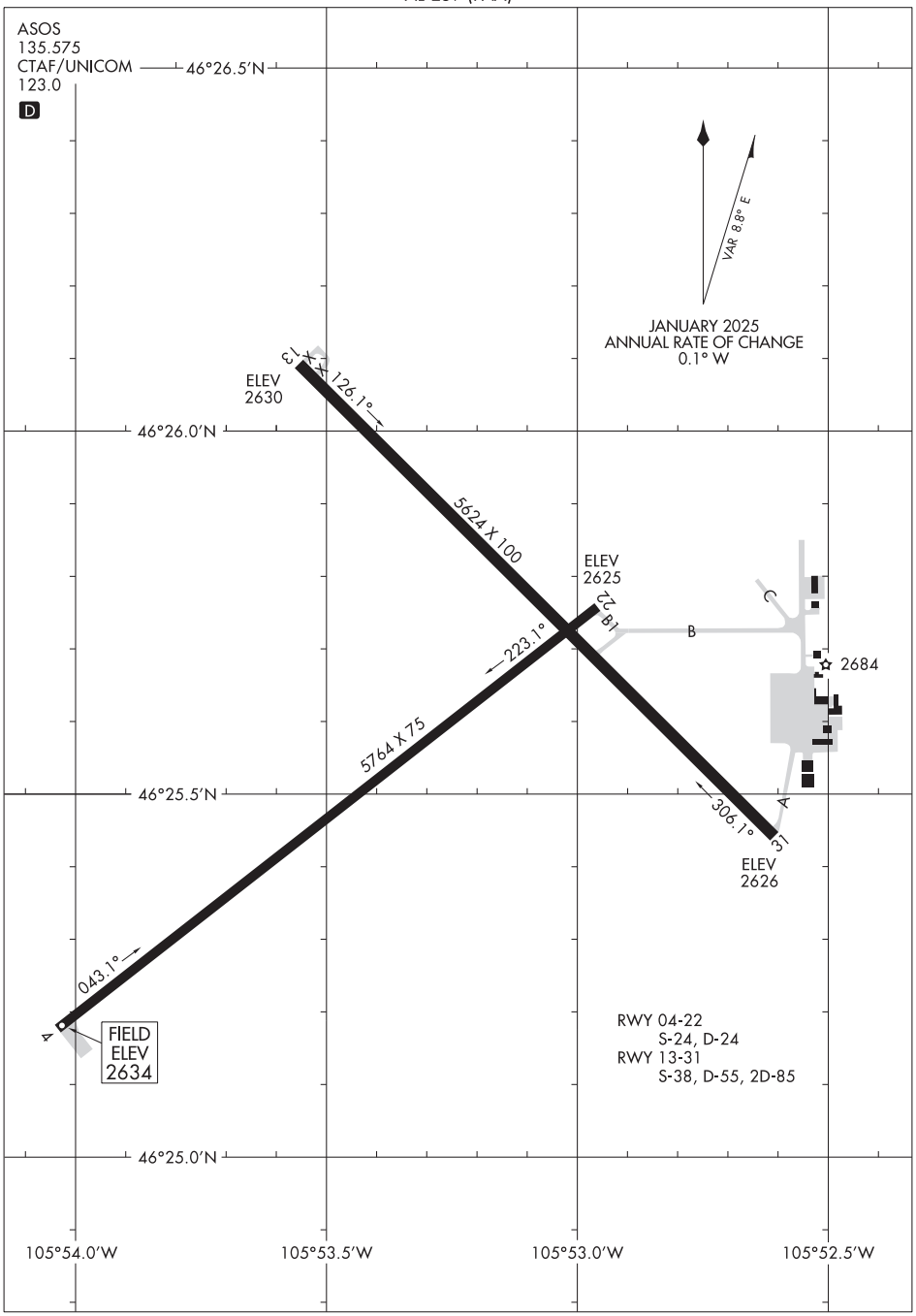
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

AL-259 (FAA)

FRANK WILEY FLD (MLS)
MILES CITY, MONTANA




NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107

MILES CITY, MONTANA
FRANK WILEY FLD (MLS)

# ILS Y RWY 12
## MISSOULA MONTANA (MSO)

| LOC I-MSO | APP CRS | Rwy ldg | 9501 |
|---|---|---|---|
| 109.3 | 117° | TDZE | 3200 |
| | | Apt Elev | 3206 |

DME required.

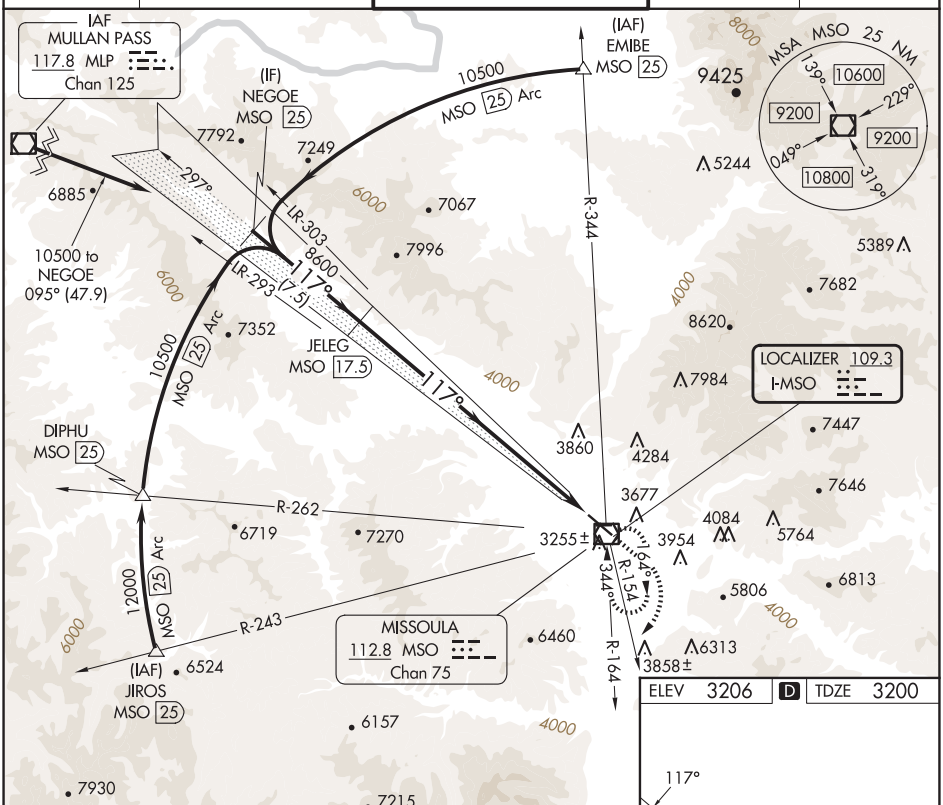
T
A NA
-12°C

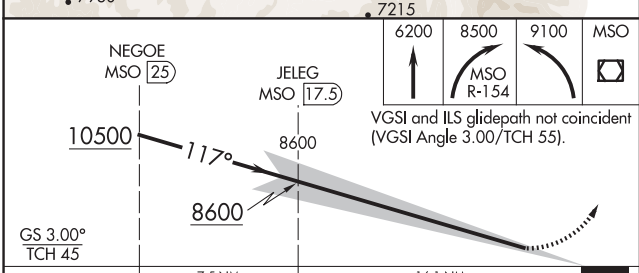
Inoperative table does not apply.

MALSR

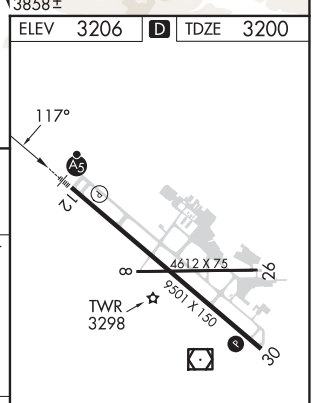
MISSED APPROACH: Climb to 6200 then climbing right turn to 8500 on MSO VOR/DME R-154 then climbing left turn to 9100 direct MSO VOR/DME and hold.

| ATIS | SPOKANE APP CON ★ | MISSOULA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.65 | 124.9 298.95 | 118.4 (CTAF) L 377.175 | 121.9 | 122.95 |




VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12 | 5022-7 1822 (1900-7) | | | |

REIL Rwy 30
MIRL Rwy 8-26 L
HIRL Rwy 12-30 L

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# ILS Z RWY 12

MISSOULA MONTANA (MSO)

| LOC I-MSO | APP CRS | Rwy Idg | 9501 |
|---|---|---|---|
| 109.3 | 117° | TDZE | 3200 |
| | | Apt Elev | 3206 |

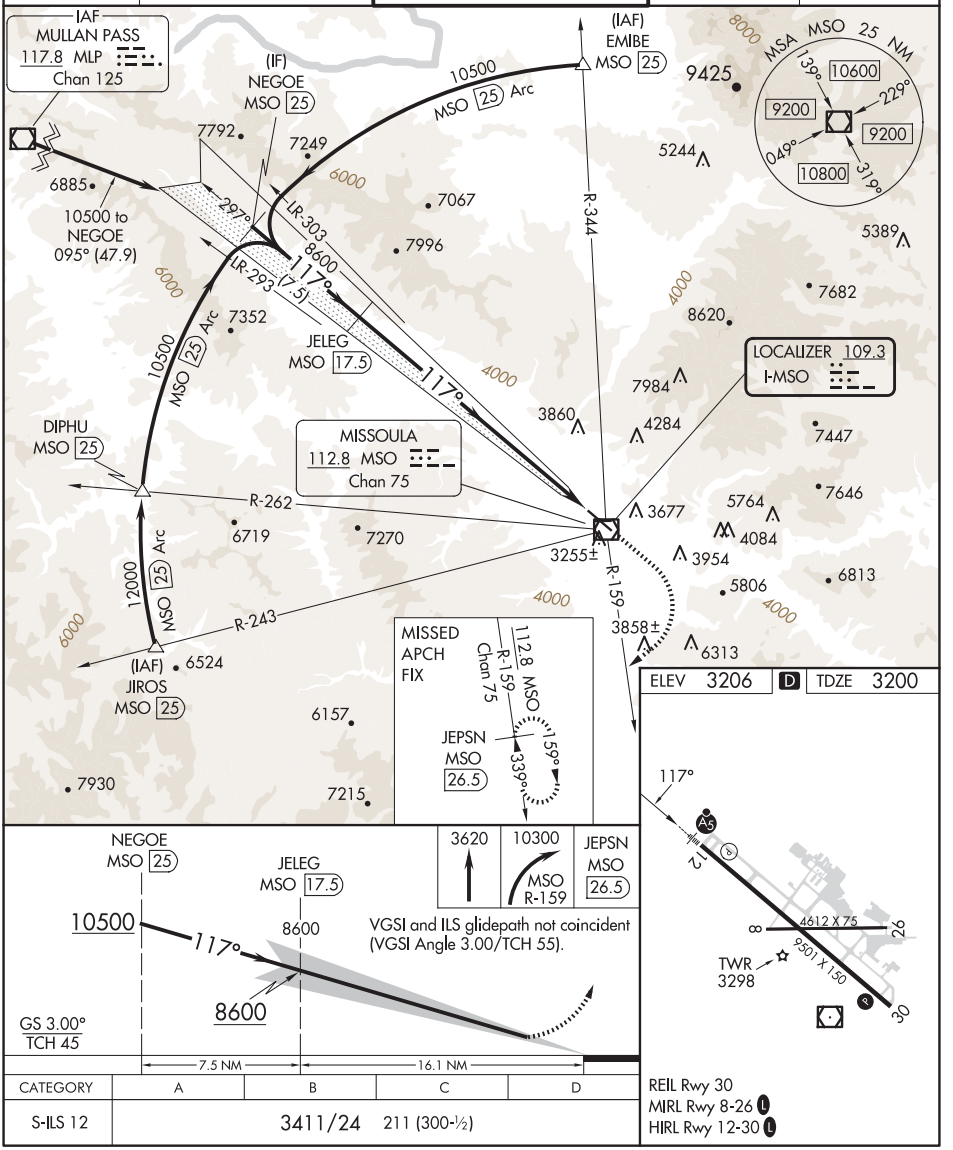
DME required.

T A -12°C

MALSR

MISSED APPROACH: Climb to 3620 then climbing right turn to 10300 on MSO VOR/DME R-159 to JEPSN/MSO 26.5 DME and hold. Missed approach requires minimum climb of 410 feet per NM to 9800; if unable to meet climb gradient, see ILS Y RWY 12.

| ATIS | SPOKANE APP CON ★ | MISSOULA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.65 | 124.9 298.95 | 118.4 (CTAF) L 377.175 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12 | 3411/24 | 211 (300-½) | | |

REIL Rwy 30
MIRL Rwy 8-26 L
HIRL Rwy 12-30 L





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# RNAV (RNP) RWY 30

## MISSOULA MONTANA (MSO)

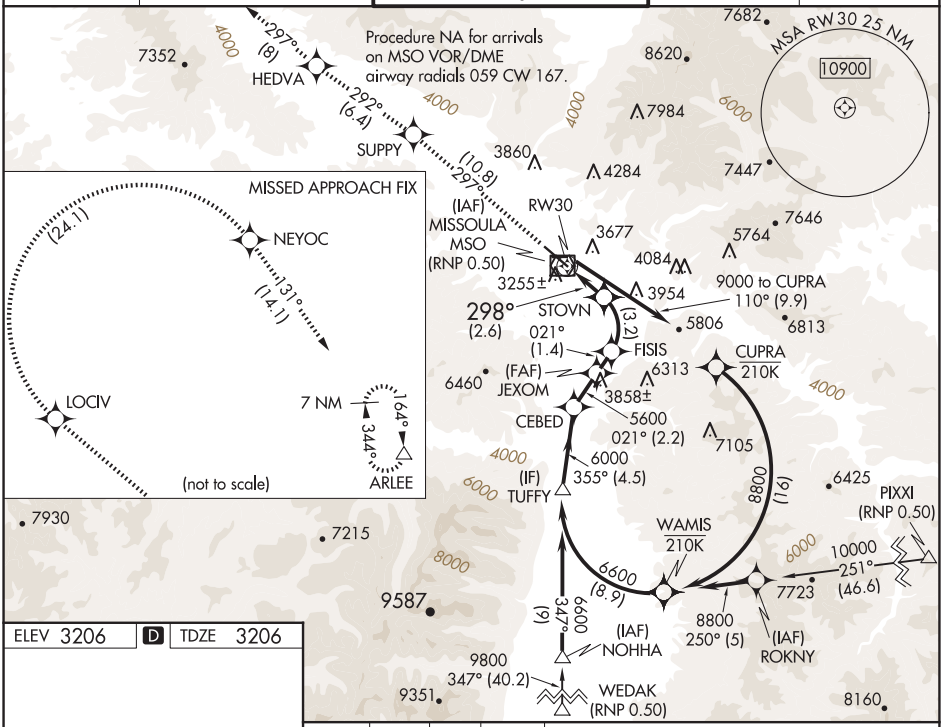
| APP CRS | Rwy Idg | 9501 |
|---|---|---|
| 298° | TDZE | 3206 |
| | Apt Elev | 3206 |

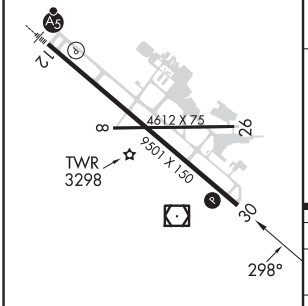
RNP AR APCH. RF required.

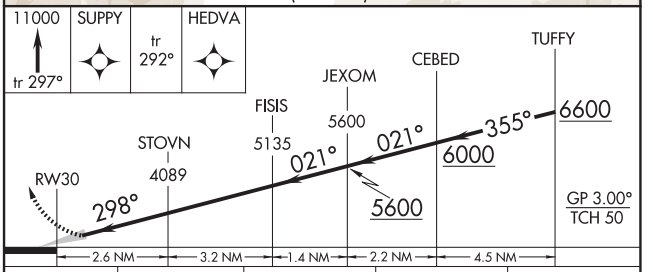
T A -12°C For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 43°C (109°F). When local altimeter setting not received, procedure NA.

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.

| ATIS | SPOKANE APP CON * | MISSOULA TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 126.65 | 124.9 298.95 | 118.4 (CTAF) L 377.175 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA * | 3524-1 318 (400-1) | | | |
| RNP 0.30 DA | 3582-1¼ 376 (400-1¼) | | | |

REIL Rwy 30
MIRL Rwy 8-26 L
HIRL Rwy 12-30 L

## AUTHORIZATION REQUIRED



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MISSOULA, MONTANA AL-266 (FAA) 25107

# RNAV (RNP) Z RWY 12

## MISSOULA MONTANA (MSO)

| APP CRS | Rwy Idg | 9501 |
|---|---|---|
| 117° | TDZE | 3200 |
| | Apt Elev | 3206 |

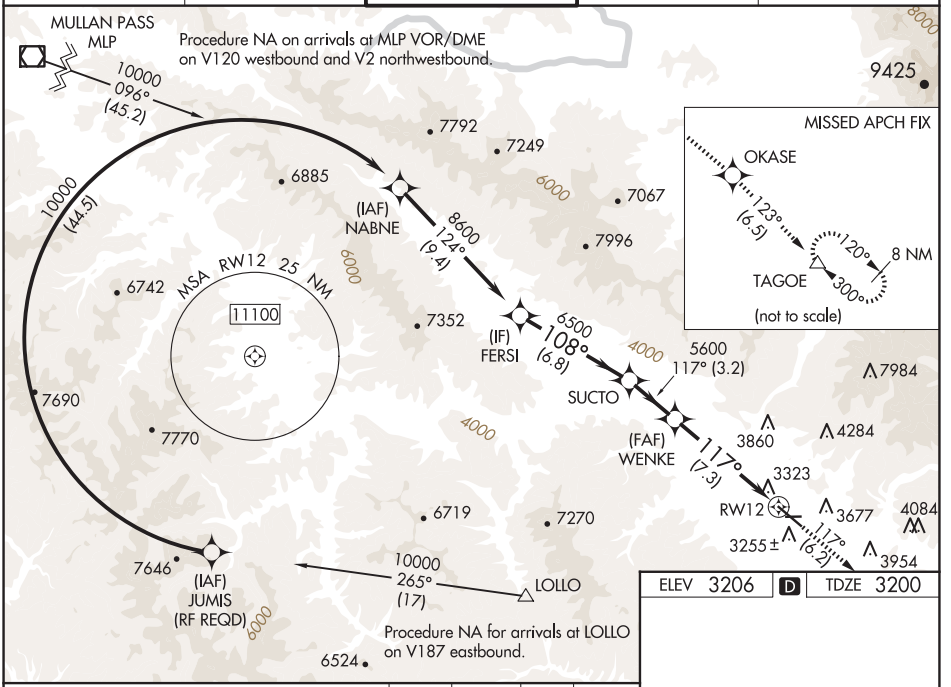
RNP AR APCH.

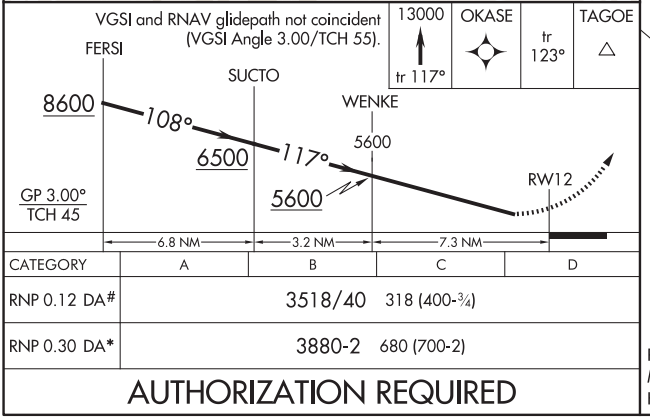
T A -12°C For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21° C (-6°F) or above 43°C (109°F). For inop ALS, increase RNP 0.12 all Cats visibility to RVR 6000. For inop ALS, increase RNP 0.30 all Cats visibility to 2½ SM. When local weather not received, procedure NA.

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.

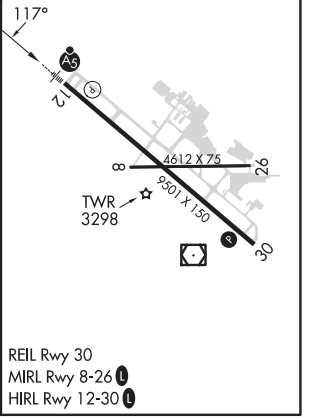
| ATIS | SPOKANE APP CON ★ | MISSOULA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.65 | 124.9 298.95 | 118.4 (CTAF) L 377.175 | 121.9 | 122.95 |




| 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

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# RNAV (GPS) Y RWY 12

## MISSOULA MONTANA (MSO)

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 65715 | 117° | Rwy Idg | 9501 |
| W12B | | TDZE | 3200 |
| | | Apt Elev | 3206 |

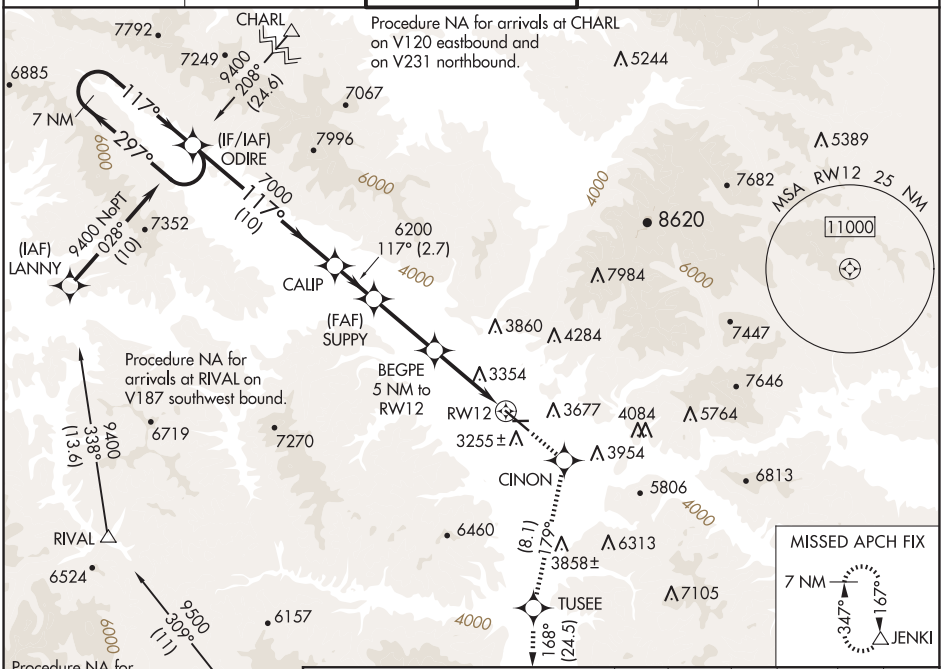
RNP APCH.

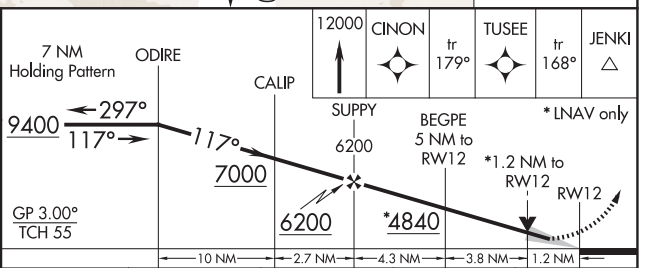
T A -12°C Circling NA for Cats C and D northeast of Rwy 12-30. Inop table does not apply to LNAV # Cats C/D. Inop table does not apply to LPV† all Cats. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

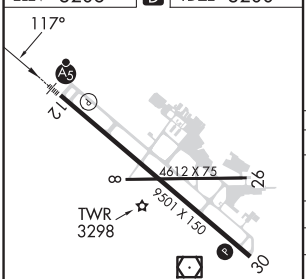
MISSED APPROACH: (Do not exceed 200K until CINON) Climb to 12000 direct CINON and on track 179° to TUSEE and on track 168° to JENKI and hold, continue climb-in-hold to 12000. ## Missed approach requires minimum climb of 325 feet per NM to 7700.

| ATIS | SPOKANE APP CON * | MISSOULA TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 126.65 | 124.9 298.95 | 118.4 (CTAF) L 377.175 | 121.9 | 122.95 |




ELEV 3206 D TDZE 3200




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA ** ## | 3400/24 200 (200-½) | | | |
| LPV | DA † | 4229-4 1029 (1100-4) | | | |
| LNAV | MDA ## | 3640/24 440 (500-½) | | 3640/40 440 (500-¾) | |
| LNAV | MDA # | 4520/40 1320 (1400-¾) | 4520/55 1320 (1400-1) | 4520-3 1320 (1400-3) | |
| C | CIRCLING | 4520-1¼ 1314 (1400-1¼) | 4700-1½ 1494 (1500-1½) | 4700-3 1494 (1500-3) | 5140-3 1934 (2000-3) |



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MISSOULA, MONTANA | AL-266 (FAA) | 25107

# RNAV (GPS)-D

MISSOULA MONTANA (MSO)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 339° | TDZE | N/A |
| | Apt Elev | 3206 |

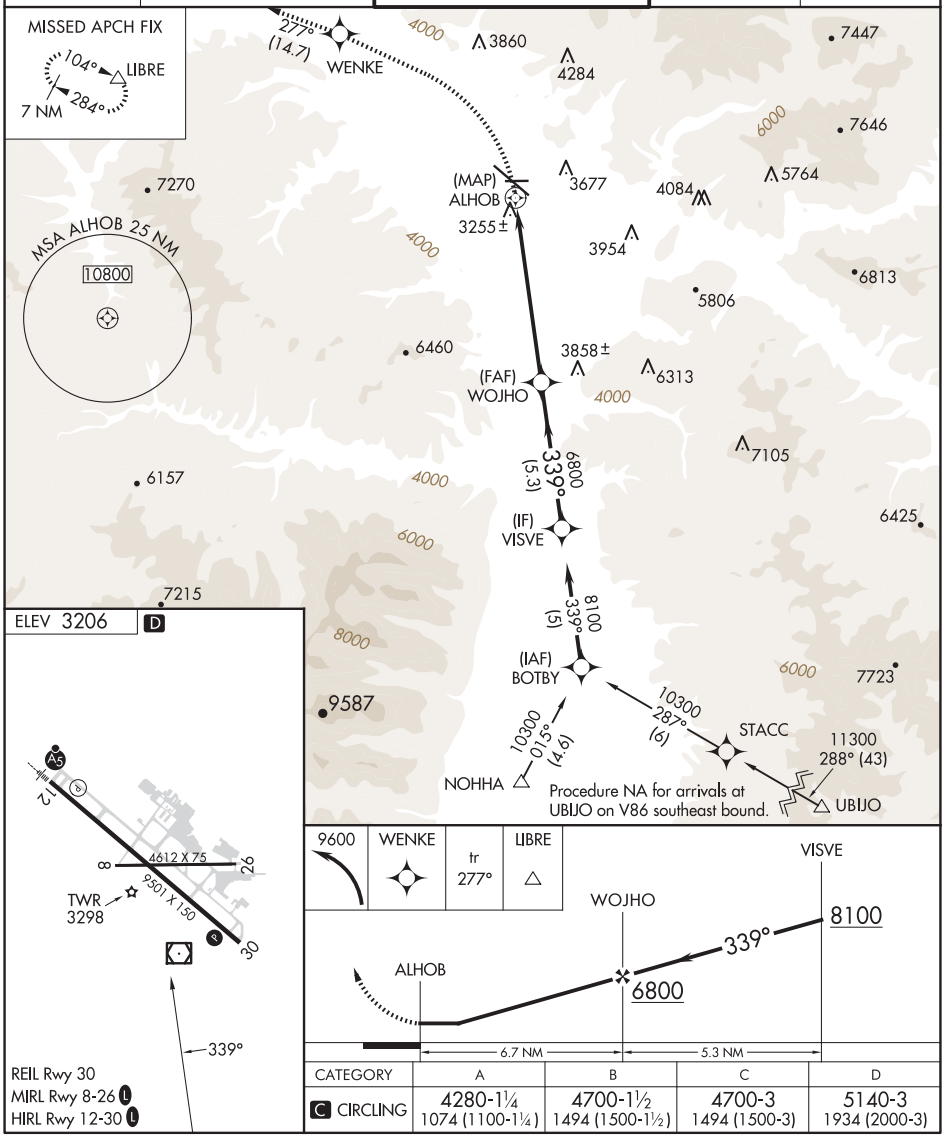
RNP APCH.

Circling NA for Cats C and D northeast of Rwy 12-30.

-12°C

MISSED APPROACH: Climbing left turn to 9600 direct WENKE and on track 277° to LIBRE and hold, continue climb-in-hold to 9600.

| ATIS | SPOKANE APP CON ★ | MISSOULA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.65 | 124.9 298.95 | 118.4 (CTAF) L 377.175 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 4280-1¼ 1074 (1100-1¼) | 4700-1½ 1494 (1500-1½) | 4700-3 1494 (1500-3) | 5140-3 1934 (2000-3) |

REIL Rwy 30
MIRL Rwy 8-26 L
HIRL Rwy 12-30 L

MISSOULA, MONTANA
Amdt 1 24MAY18

46°55'N-114°05'W

MISSOULA MONTANA (MSO)

RNAV (GPS)-D


NW-1, 12 JUN 2025 to 07 AUG 2025

# VOR-A

MISSOULA MONTANA (MSO)

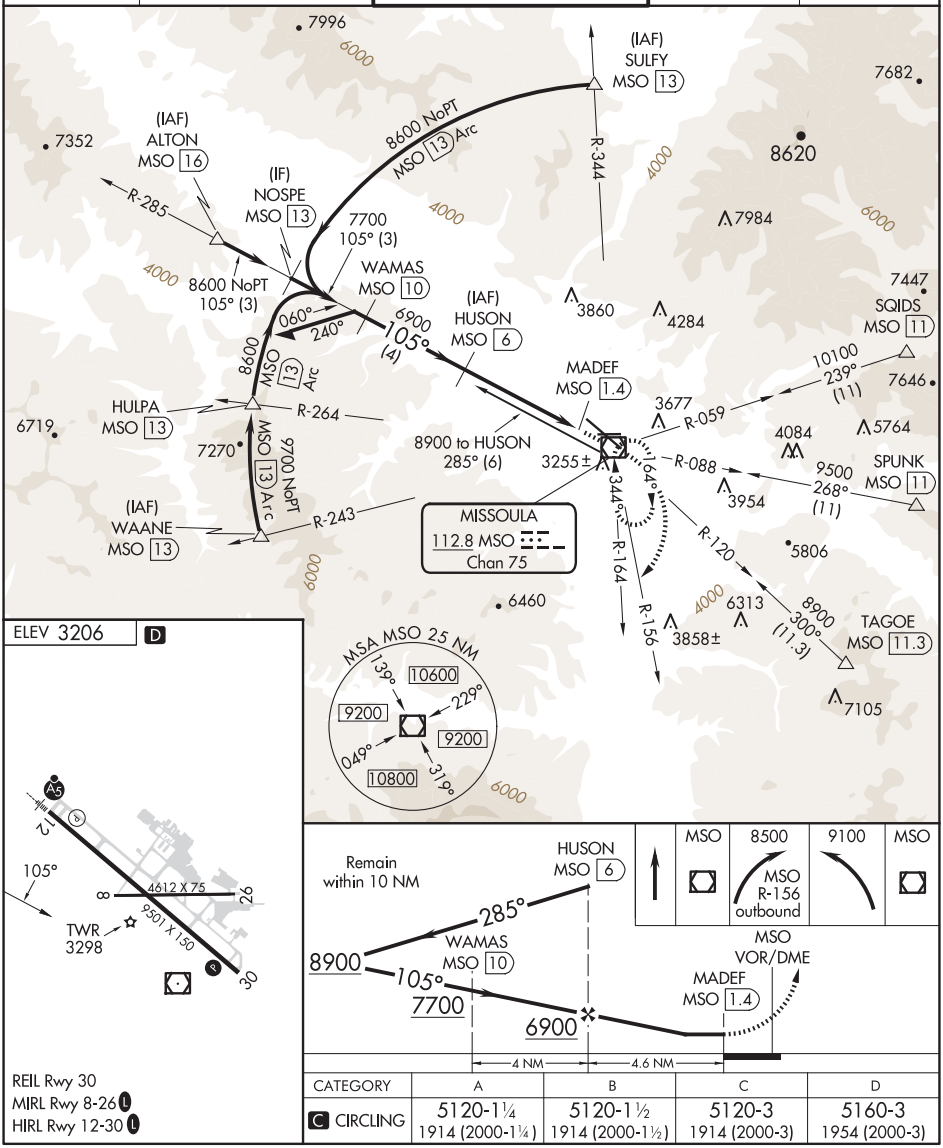
| VOR/DME MSO | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.8 | 105° | TDZE | N/A |
| Chan 75 | | Apt Elev | 3206 |

DME required.

-12°C

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.

| ATIS | SPOKANE APP CON ★ | MISSOULA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.65 | 124.9 298.95 | 118.4 (CTAF) L 377.175 | 121.9 | 122.95 |




ELEV 3206 D




REIL Rwy 30
MIRL Rwy 8-26 L
HIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 5120-1¼ 1914 (2000-1¼) | 5120-1½ 1914 (2000-1½) | 5120-3 1914 (2000-3) | 5160-3 1954 (2000-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# VOR-B

## MISSOULA MONTANA (MSO)

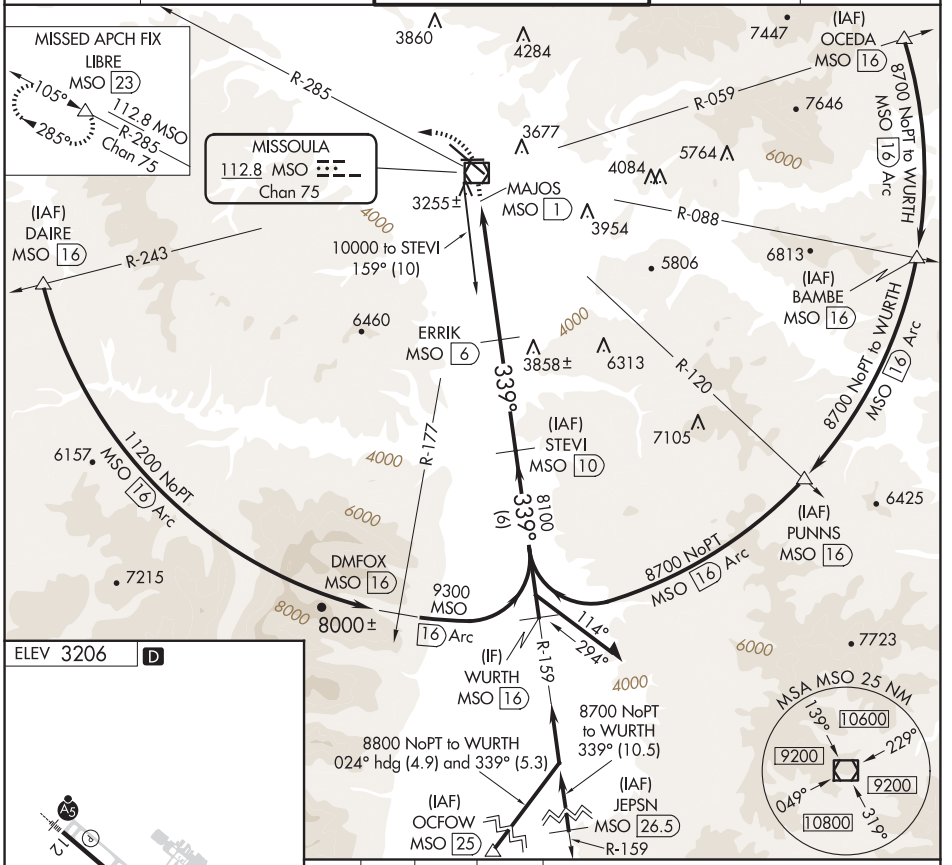
| VOR/DME MSO | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.8 | 339° | TDZE | N/A |
| Chan 75 | | Apt Elev | 3206 |

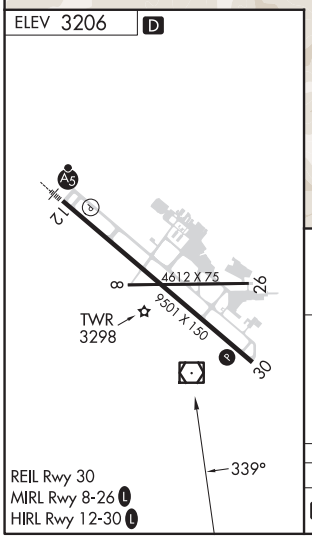
RADAR required for procedure entry at JEPSN. DME required.

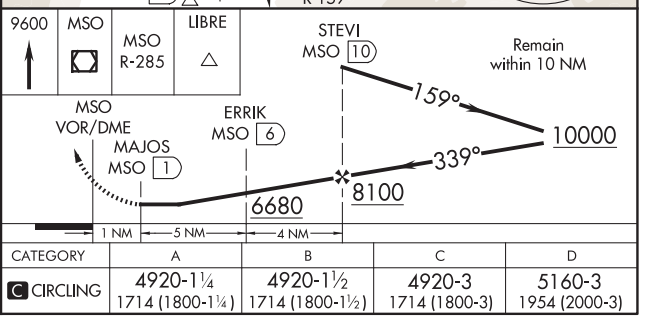
T A -12°C

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.

| ATIS | SPOKANE APP CON ★ | MISSOULA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.65 | 124.9 298.95 | 118.4 (CTAF) L 377.175 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 4920-1¼ 1714 (1800-1¼) | 4920-1½ 1714 (1800-1½) | 4920-3 1714 (1800-3) | 5160-3 1954 (2000-3) |



46°55′N-114°05′W



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

AL-266 (FAA)
ATIS
126.65
MISSOULA TOWER
118.4 377.175
GND CON
121.9
HANGAR
CARGO
FIELD
ELEV
3206
ELEV
3204
GENERAL
AVIATION
PARKING
TERMINAL
GENERAL
AVIATION
PARKING
GENERAL
AVIATION
PARKING
EAST LT
HANGARS
FIRE
STATION
NWS
DE-ICE
APRON
AIR CARRIER
APRON
4612 X 75
256.6°
076.6°
117.8°
297.8°
9501 X 150
ELEV
3192
ELEV
3199
TWR
3300 ±
VAR 12.7° E
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W
RWY 08-26
PCR 175 F/D/X/T
S-30, D-50
RWY 12-30
PCR 730 F/D/X/T
S-145, D-170, 2D-255
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
46°55.5'N
46°55.0'N
46°54.5'N
114°06.5'W
114°06.0'W
114°05.5'W
114°05.0'W
114°04.5'W

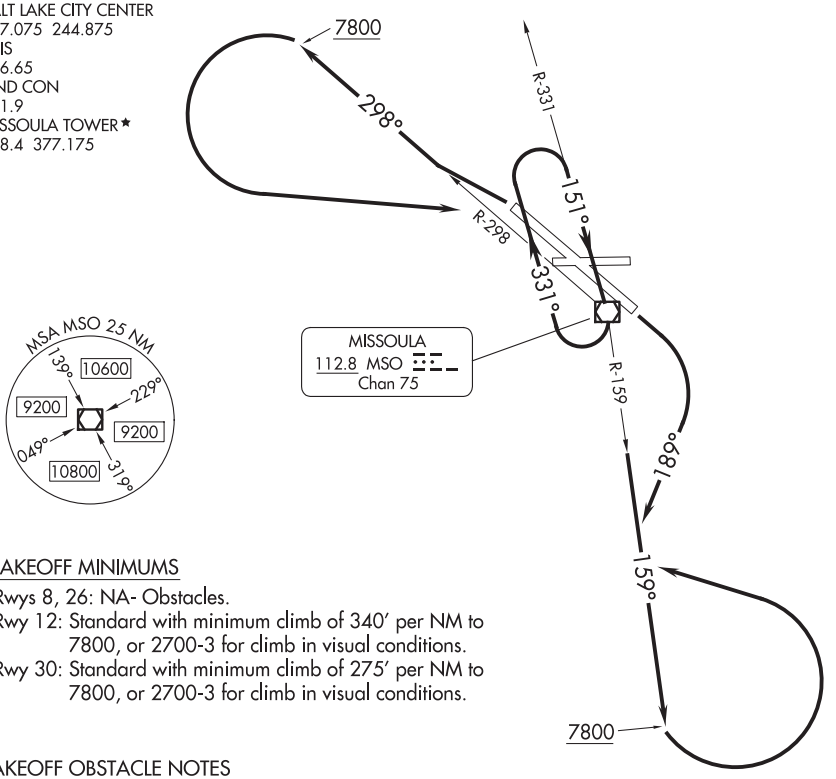
(GRZLY4.MSO) 25051

# GRZLY FOUR DEPARTURE (OBSTACLE)

AL-266 (FAA)

MISSOULA MONTANA (MSO)
MISSOULA, MONTANA

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

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

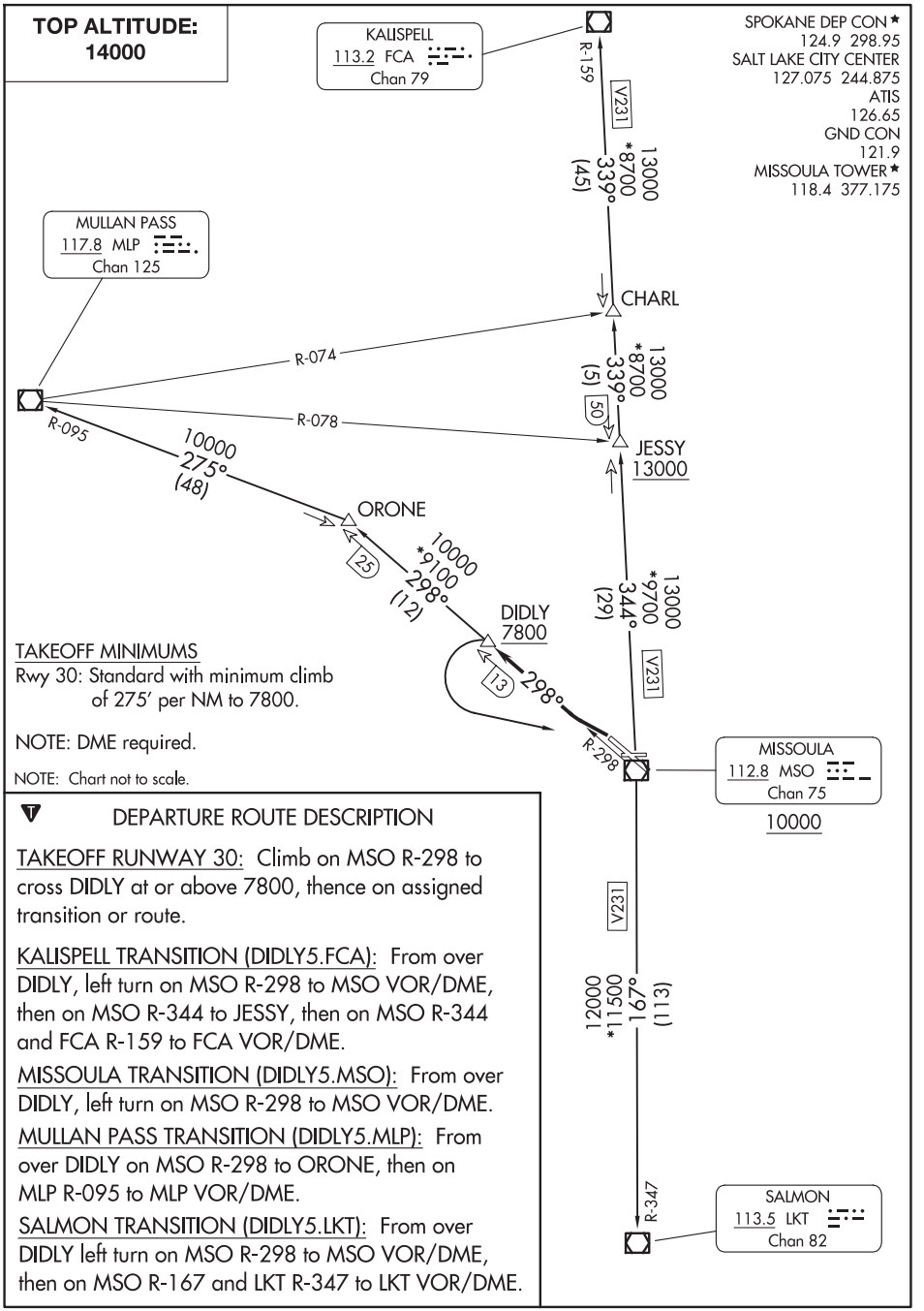
TAKEOFF RUNWAY 12: Climbing right turn heading 189° to intercept MSO R-159, southeast bound to 7800, thence. . . .
or, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross MSO VOR/DME southeast bound at or above 5800, continue climb to 7800 on MSO VOR/DME R-159, 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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025





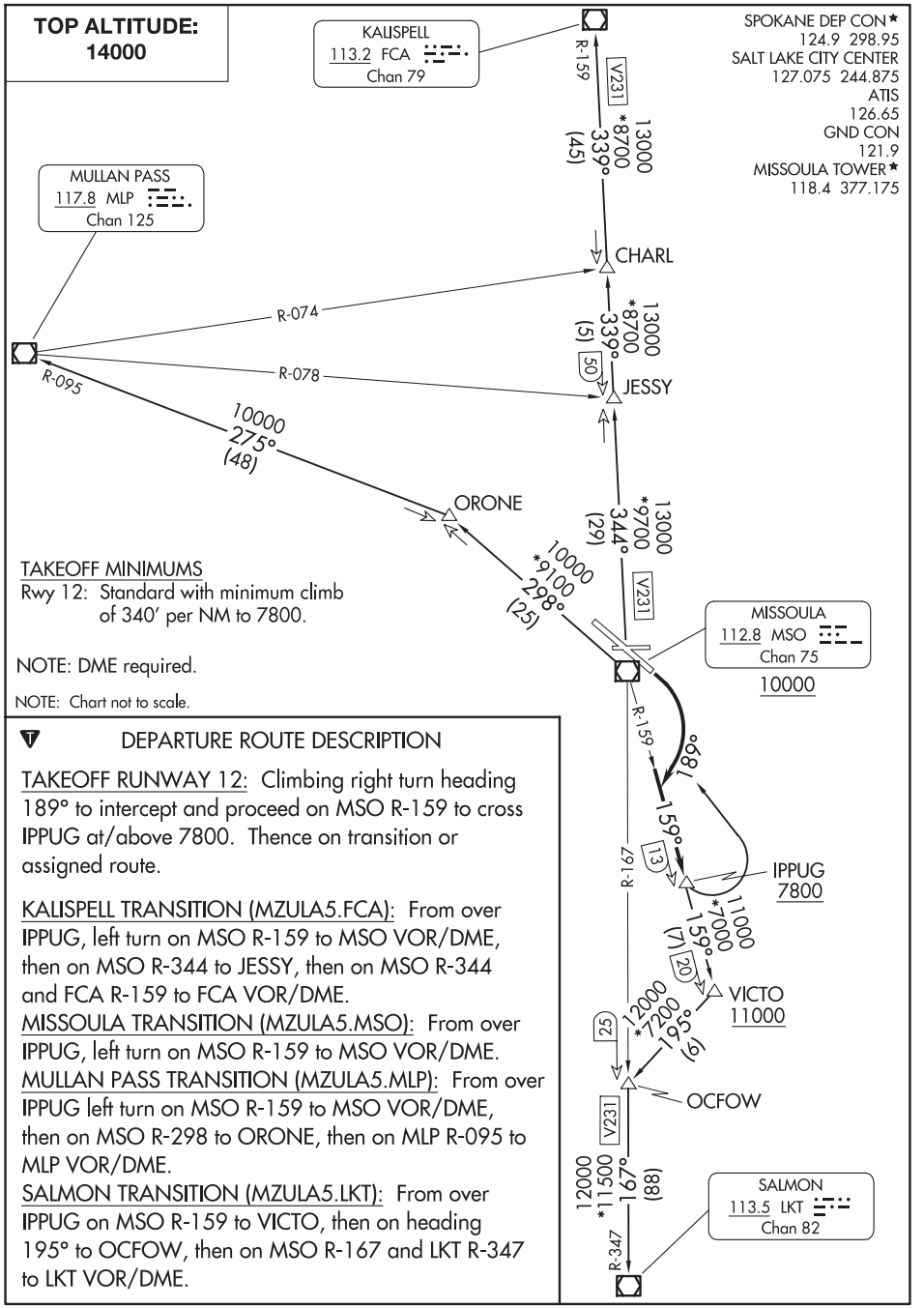

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(MZULA5.IPPUG) 23278

# MZULA FIVE DEPARTURE

AL-266 (FAA)

MISSOULA MONTANA (MSO)
MISSOULA, MONTANA




TAKEOFF MINIMUMS
Rwy 12: Standard with minimum climb of 340′ per NM to 7800.

NOTE: DME required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climbing right turn heading 189° to intercept and proceed on MSO R-159 to cross IPPUG at/above 7800. Thence on transition or assigned route.

KALISPELL TRANSITION (MZULA5.FCA): From over IPPUG, left turn on MSO R-159 to MSO VOR/DME, then on MSO R-344 to JESSY, then on MSO R-344 and FCA R-159 to FCA VOR/DME.

MISSOULA TRANSITION (MZULA5.MSO): From over IPPUG, left turn on MSO R-159 to MSO VOR/DME.

MULLAN PASS TRANSITION (MZULA5.MLP): From over IPPUG left turn on MSO R-159 to MSO VOR/DME, then on MSO R-298 to ORONE, then on MLP R-095 to MLP VOR/DME.

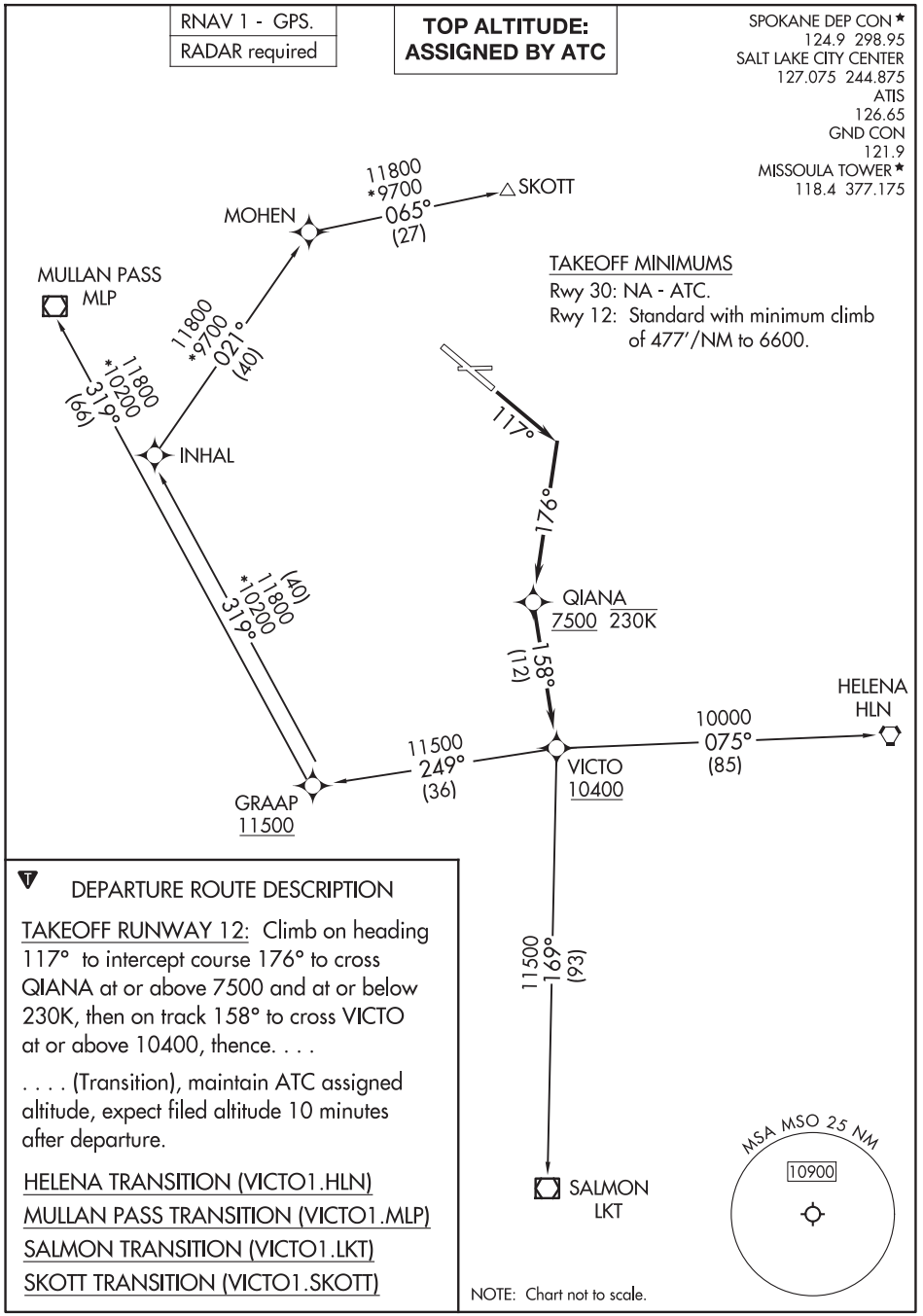
SALMON TRANSITION (MZULA5.LKT): From over IPPUG on MSO R-159 to VICTO, then on heading 195° to OCFOW, then on MSO R-167 and LKT R-347 to LKT VOR/DME.

MZULA FIVE DEPARTURE
(MZULA5.IPPUG) 24MAY18

MISSOULA, MONTANA
MISSOULA MONTANA (MSO)



NW-1, 12 JUN 2025 to 07 AUG 2025




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)



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 32R
## GRANT COUNTY INTL (MWH)

| LOC I-MWH | APP CRS | Rwy Idg | 13492 |
|---|---|---|---|
| 109.5 | 324° | TDZE | 1167 |
| | | Apt Elev | 1189 |

T 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 MALSR, increase S-LOC 32R Cat D visibility to RVR 5000.
A *RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Ephrata altimeter setting.

MALSR

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) L 257.8 (EAST) 128.0 257.8 (WEST) | 121.9 | 122.95 |

ADF OR DME REQUIRED

EPHRATA 112.6 EPH Chan 73

WIPES

4000 183° (19.1)

3700 to LOM 138° (16.9)

R-096

ALTERNATE MISSED APCH FIX

R-315 135° 315°

EPHRATA EPH 112.6 Chan 73

BATUM MWH 9.8

234° 054°

2416

2534

LOCALIZER 109.5 I-MWH

MOSES LAKE 115.0 MWH Chan 97

R-054

3900 203° (11.6)

1202

1301±

1251

1191

1492±

3600 145° (6)

1335

203°

QUINT

PLUSS

4300 084° (26.6)

3600 089° (11.8)

1303

LOM/IAF PELLY 408 MW

MWH 6

MSA MW 25 NM

170° 4200 3300 350°

4000 053° (15.7)

RUBEL

324°

099° 279°

144°

(QOBGE) x

ELEV 1189 D TDZE 1167

MIRL Rwys 4-22 and 18-36
REIL Rwys 14L and 22
HIRL Rwy 14L-32R
REIL Rwy 4 L

14 14R 32L 22 18 36 4

9236 X 75 3500 X 90 0.3% UP 13503 X 200 0.3% UP 10000 X 100 0.4% DOWN 3327 X 75

TWR 1299

32R 324°

1800 4000 MWH R-054 BATUM

MW LOM PELLY MWH 6

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).

Remain within 10 NM

MWH 1.3

2748

144° 3300

324° 2800

GS 3.00° TCH 55

4.7 NM

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| 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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy ldg | 10000 |
|---|---|---|
| 036° | TDZE | 1189 |
| | Apt Elev | 1189 |

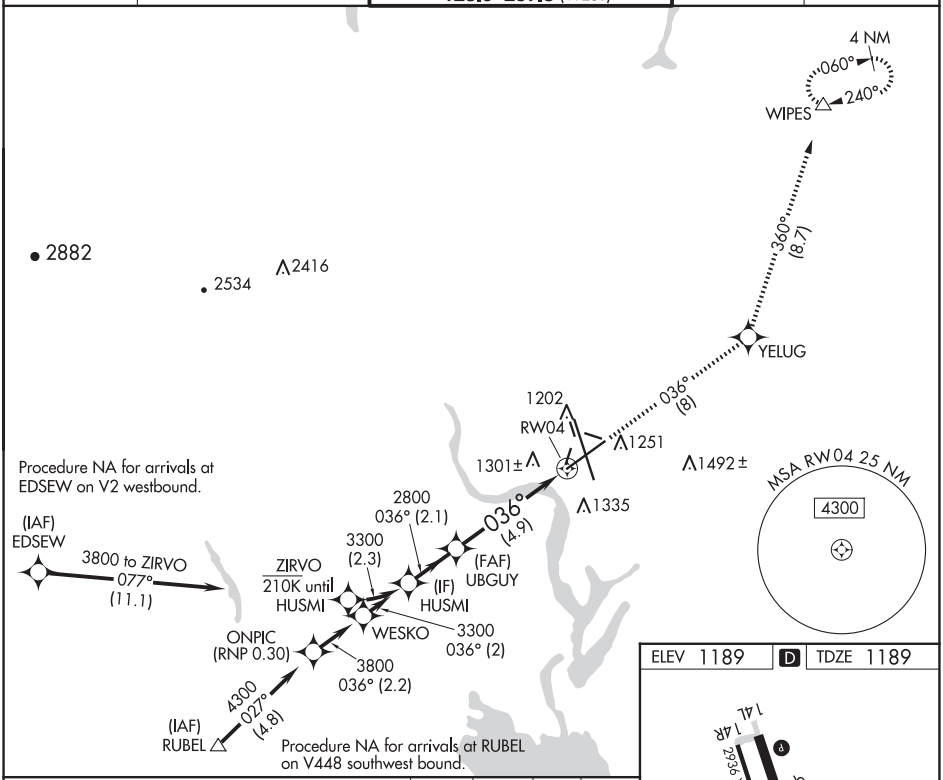
# RNAV (RNP) Z RWY 4
## GRANT COUNTY INTL (MWH)

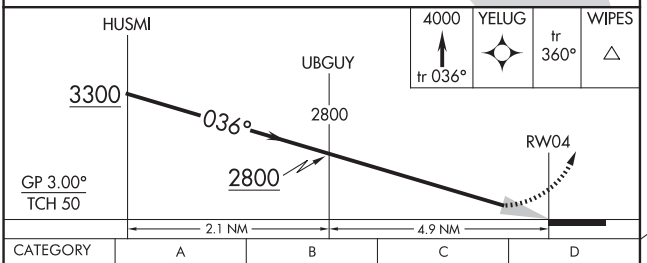
RNP AR APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 4000 on track 036° to YELUG and track 360° to WIPES and hold.

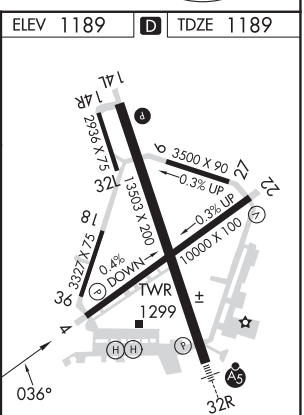
| ATIS | GRANT COUNTY APP CON ★ | GRANT COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.05 | 126.4 379.95 | 118.25 (CTAF) L 257.8 (EAST) 128.0 257.8 (WEST) | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 1549-1 360 (400-1) | | | |
| RNP 0.30 DA | 1644-1⅜ 455 (500-1⅜) | | | |

**AUTHORIZATION REQUIRED**




REIL Rwy 4 L
REIL Rwys 14L and 22
HIRL Rwy 14L-32R
MIRL Rwys 4-22 and 18-36



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

MOSES LAKE, WASHINGTON | AL-961 (FAA) | 23222

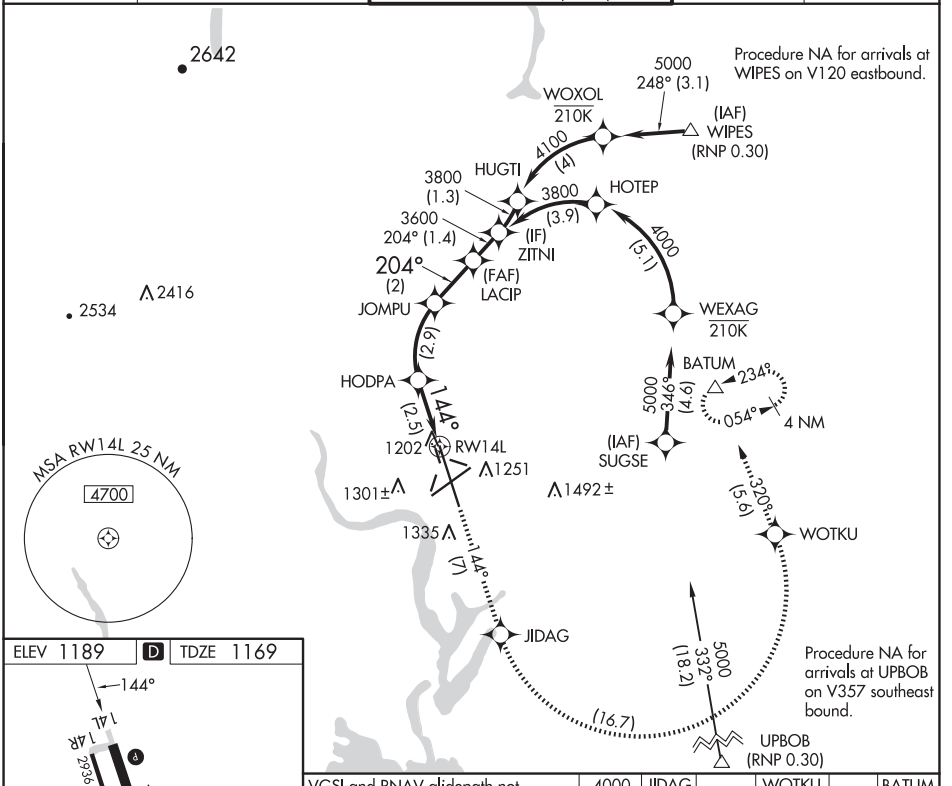
| APP CRS | Rwy ldg | 13503 |
|---|---|---|
| 144° | TDZE | 1169 |
| | Apt Elev | 1189 |

# RNAV (RNP) Z RWY 14L
## GRANT COUNTY INTL (MWH)

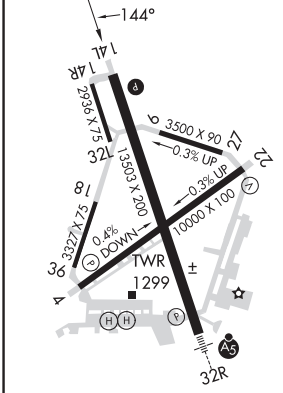
For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 47°C (116°F). RF required. GPS required.

MISSED APPROACH: Climb to 4000 on track 144° to JIDAG left turn to WOTKU and track 320° to BATUM and hold.

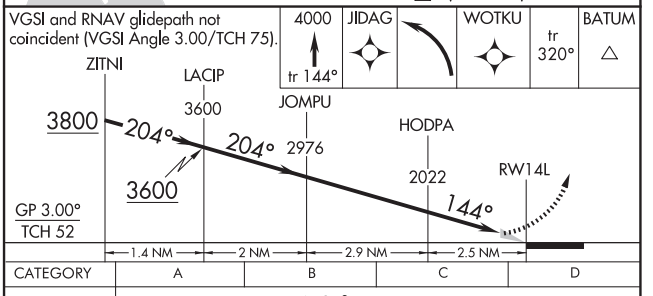
| ATIS | GRANT COUNTY APP CON ★ | GRANT COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.05 | 126.4 379.95 | 118.25 (CTAF) L 257.8 (EAST) 128.0 257.8 (WEST) | 121.9 | 122.95 |




ELEV 1189 | D | TDZE 1169




REIL Rwy 4 L
REIL Rwys 14L and 22
HIRL Rwy 14L-32R
MIRL Rwys 4-22 and 18-36




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 1419-¾ 250 (300-¾) | | | |
| RNP 0.30 DA | 1479-1 310 (300-1) | | | |

**AUTHORIZATION REQUIRED**

MOSES LAKE, WASHINGTON
Orig-A 01MAY14

47°13′N-119°19′W

GRANT COUNTY INTL (MWH)
RNAV (RNP) Z RWY 14L


NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Idg | 10000 |
|---|---|---|
| 216° | TDZE | 1166 |
| | Apt Elev | 1189 |

# RNAV (RNP) Z RWY 22

GRANT COUNTY INTL (MWH)

RNP AR APCH-GPS.

T A For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 4000 on track 216° to ONPIC and hold.

| ATIS | GRANT COUNTY APP CON ★ | GRANT COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.05 | 126.4 379.95 | 118.25 (CTAF) L 257.8 (EAST) 128.0 257.8 (WEST) | 121.9 | 122.95 |

Procedure NA for arrivals at EPH VORTAC on radials 060 CW 135.

(IAF) EPHRATA EPH

4000 063° (7.9)

YERUD 210K until OPMIE (RNP 0.30)

3100 (10.4)

Procedure NA for arrivals at SUBDY on T268 and V2-448 northeast bound.

(IAF) SUBDY

4000 252° (11.3)

MALEE

2800 216° (2)

3100 216° (4.2)

(IF) OPMIE

(FAF) IPROF

216° (5)

2416

1202

1251

1301±

RW22

1492±

1335

216° (12.9)

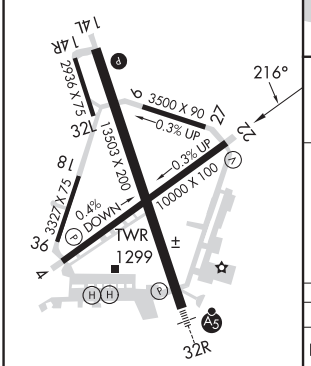
ONPIC

036° 216° 4 NM

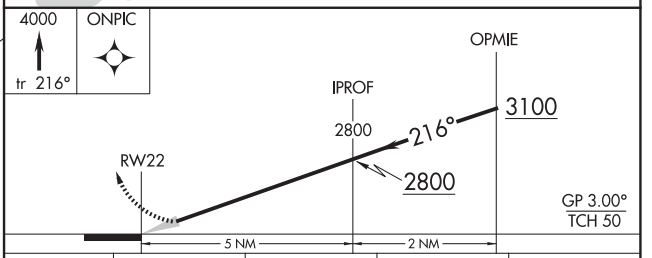
MSA RW 22 25 NM

4300

ELEV 1189 D TDZE 1166




REIL Rwy 4 L
REIL Rwys 14L and 22
HIRL Rwy 14L-32R
MIRL Rwys 4-22 and 18-36




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 1421-¾ 255 (300-¾) | | | |
| RNP 0.30 DA | 1508-1 342 (400-1) | | | |

AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

MOSES LAKE, WASHINGTON | AL-961 (FAA) | 23222

# RNAV (RNP) Z RWY 32R

GRANT COUNTY INTL (MWH)

| APP CRS | Rwy Idg | 13492 |
|---|---|---|
| 324° | TDZE | 1167 |
| | Apt Elev | 1189 |

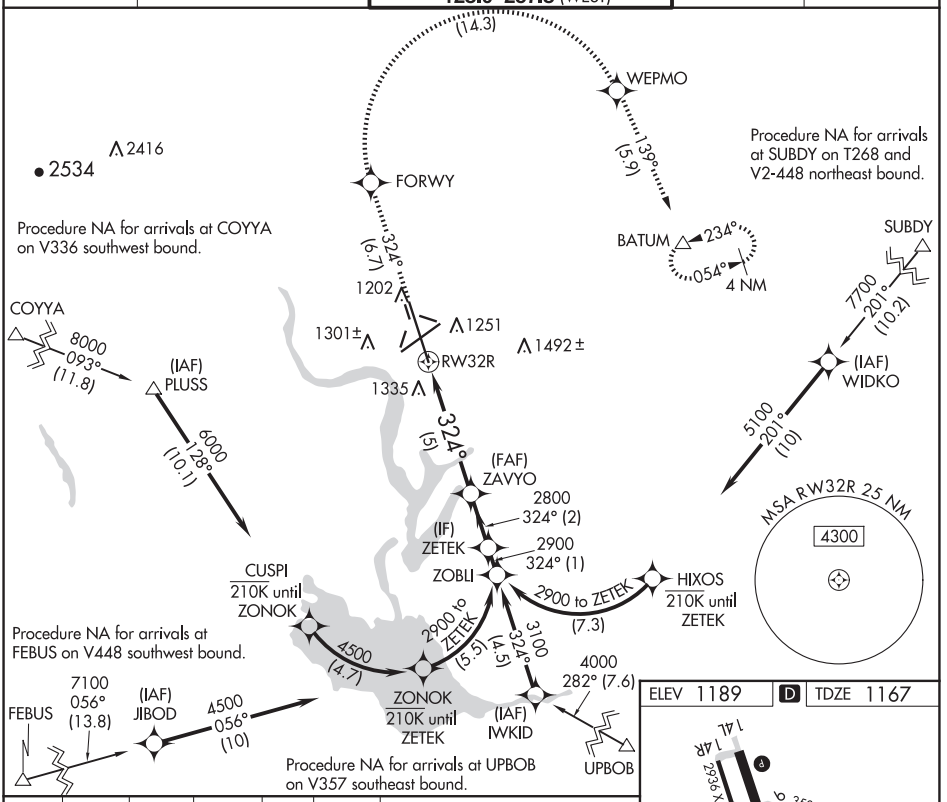
RNP AR APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C. For inoperative ALS increase RNP 0.10 visibility all Cats to RVR 4000, increase RNP 0.30 visibility all Cats to RVR 6000.

MALSR

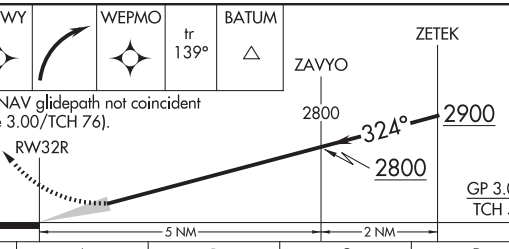
MISSED APPROACH: Climb to 4000 on track 324° to FORWY right turn to WEPMO and track 139° to BATUM and hold.

| ATIS | GRANT COUNTY APP CON ★ | GRANT COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.05 | 126.4 379.95 | 118.25 (CTAF) L 257.8 (EAST) 128.0 257.8 (WEST) | 121.9 | 122.95 |




| 4000 | FORWY | | WEPMO | tr 139° | BATUM |
|---|---|---|---|---|---|
| tr 324° | | | | | |

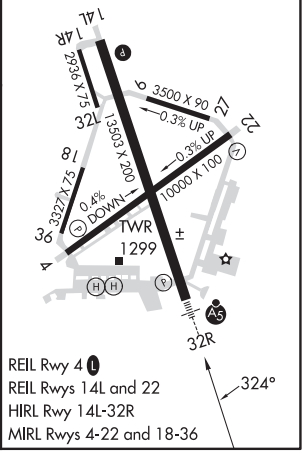
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 1417/24 | | 250 (300-½) | |
| RNP 0.30 DA | 1564/35 | | 397 (400-⅝) | |

AUTHORIZATION REQUIRED

ELEV 1189 | D | TDZE 1167




MOSES LAKE, WASHINGTON
Orig-B 24MAR22

47°13'N-119°19'W

GRANT COUNTY INTL (MWH)

RNAV (RNP) Z RWY 32R

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 4

GRANT COUNTY INTL (MWH)

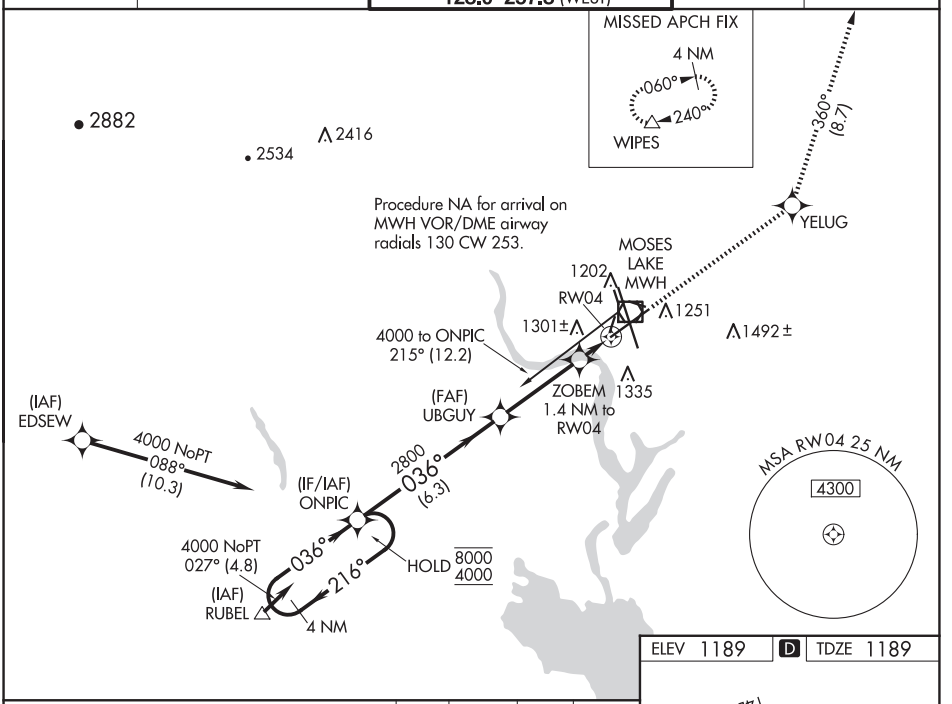
| WAAS CH 42809 W04A | APP CRS 036° | Rwy Idg 10000 TDZE 1189 Apt Elev 1189 |
|---|---|---|

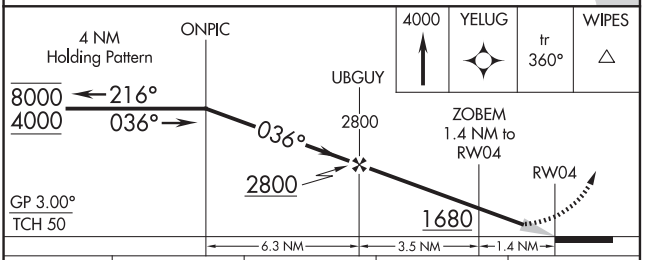
RNP APCH-GPS.

Circling Rwy 9/27, 18/36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

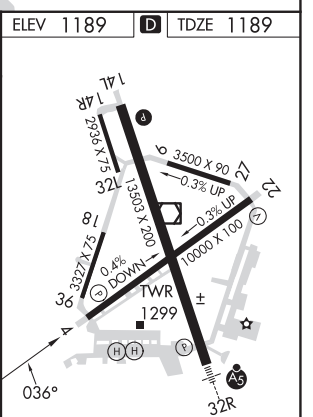
MISSED APPROACH: Climb to 4000 direct YELUG and on track 360° to WIPES and hold.

| ATIS | GRANT COUNTY APP CON ★ | GRANT COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.05 | 126.4 379.95 | 118.25 (CTAF) L 257.8 (EAST) 128.0 257.8 (WEST) | 121.9 | 122.95 |




| 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) | | | |
| C CIRCLING | 1660-1 471 (500-1) | | 1680-1½ 491 (500-1½) | 1820-2 631 (700-2) |




REIL Rwy 4 L
REIL Rwys 14L and 22
HIRL Rwy 14L-32R
MIRL Rwys 4-22 and 18-36

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

MOSES LAKE, WASHINGTON | AL-961 (FAA) | 23222

| WAAS | APP CRS | Rwy Idg | 13503 |
|---|---|---|---|
| CH 90509 | 144° | TDZE | 1169 |
| W14A | | Apt Elev | 1189 |

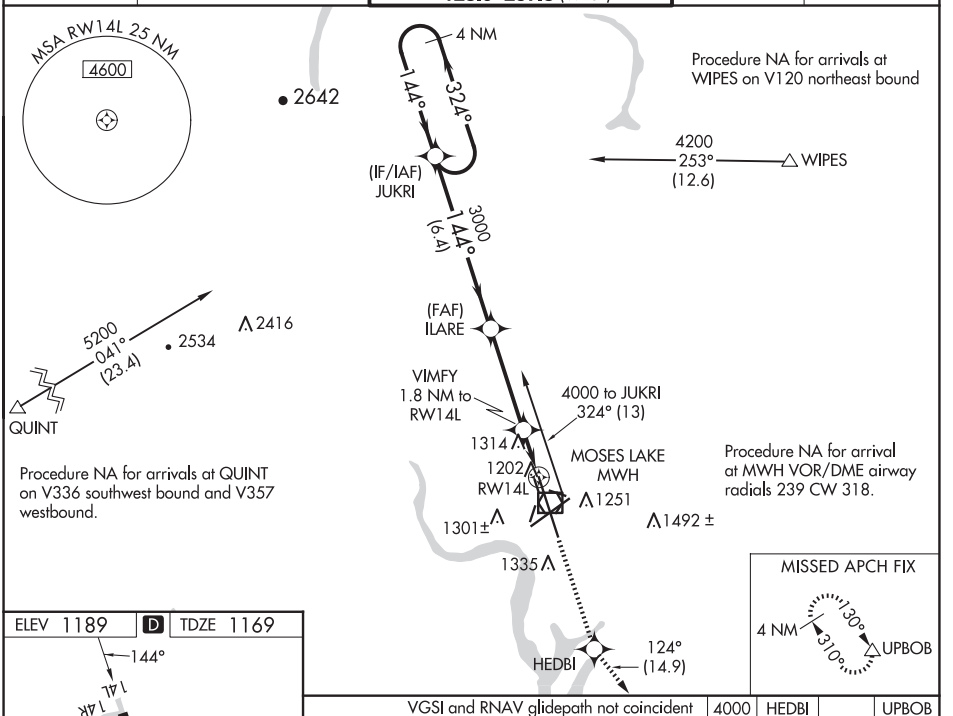
# RNAV (GPS) Y RWY 14L
## GRANT COUNTY INTL (MWH)

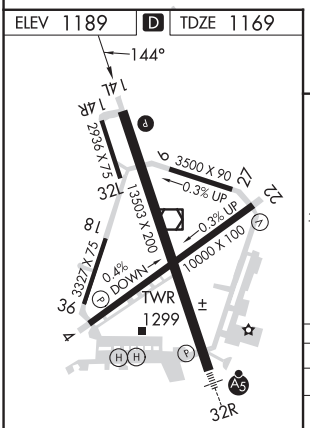
RNP APCH.

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 visibility all Cats ⅛ SM, LNAV Cats C and D and Circling Cat D ¼ SM.

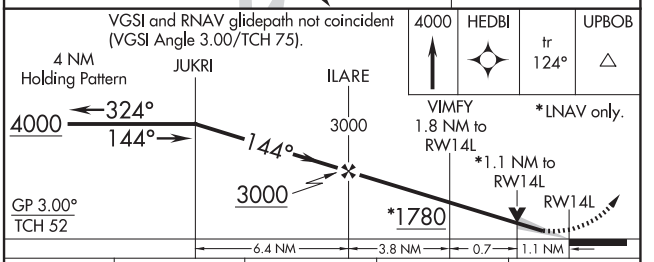
MISSED APPROACH: Climb to 4000 direct HEDBI and on track 124° to UPBOB and hold.

| 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 |




REIL Rwy 4 L
REIL Rwys 14L and 22
HIRL Rwy 14L-32R
MIRL Rwys 4-22 and 18-36




| 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) | | 1580-1⅛ 411 (400-1⅛) | |
| CIRCLING | 1660-1 471 (500-1) | | 1680-1½ 491 (500-1½) | 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 14L

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 70410 W22A | APP CRS 216° | Rwy Idg 10000 / TDZE 1166 / Apt Elev 1189 |
|---|---|---|

# RNAV (GPS) Y RWY 22

## GRANT COUNTY INTL (MWH)

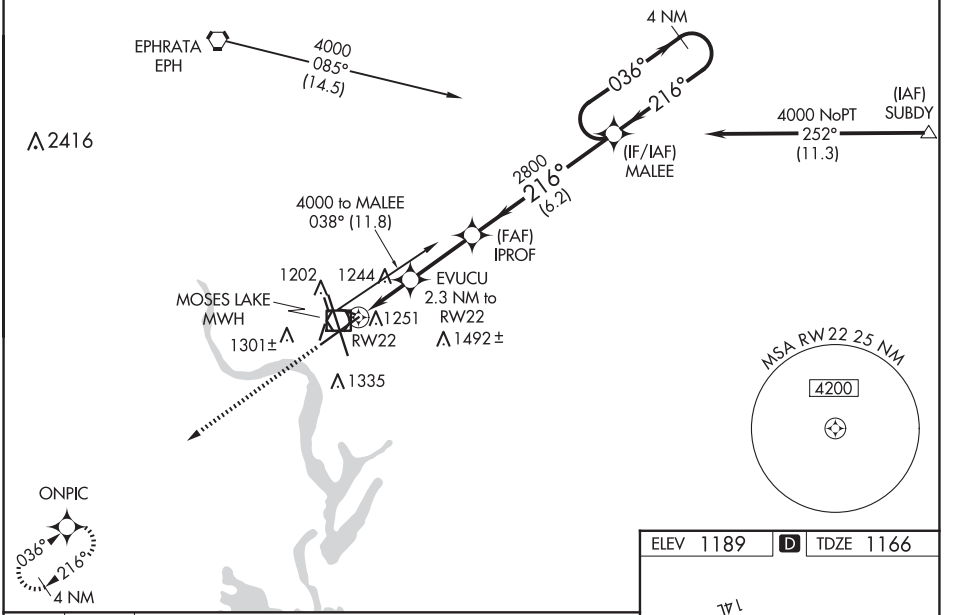
RNP APCH.

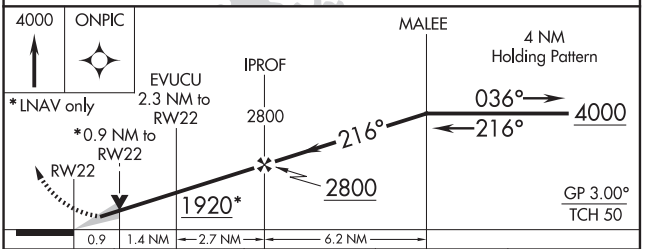
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 36°C. Baro-VNAV and VDP NA when using Ephrata altimeter setting. When local altimeter setting not received, use Ephrata altimeter setting; increase all DA 36 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility and LNAV Cats C and D visibility ⅛ SM and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 4000 direct ONPIC and hold.

| ATIS | GRANT COUNTY APP CON * | GRANT COUNTY TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 119.05 | 126.4 379.95 | 118.25 (CTAF) L 257.8 (EAST) 128.0 257.8 (WEST) | 121.9 | 122.95 |

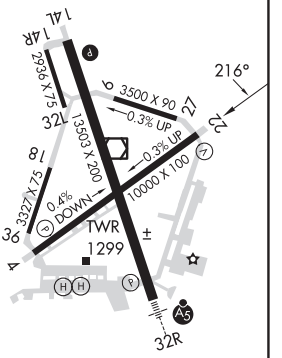
Procedure NA for arrivals at EPH VORTAC on airway radials 060 CW 135.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1366-¾ | 200 (200-¾) | | |
| LNAV/VNAV DA | 1429-⅞ | 263 (300-⅞) | | |
| LNAV MDA | 1500-1 | 334 (400-1) | | |
| CIRCLING | 1660-1 471 (500-1) | | 1680-1½ 491 (500-1½) | 1820-2 631 (700-2) |

ELEV 1189 D TDZE 1166




REIL Rwy 4 L
REIL Rwys 14L and 22
HIRL Rwy 14L-32R
MIRL Rwys 4-22 and 18-36



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

MOSES LAKE, WASHINGTON | AL-961 (FAA) | 23222

# RNAV (GPS) Y RWY 32R

## GRANT COUNTY INTL (MWH)

| WAAS | APP CRS | Rwy Idg | 13492 |
|---|---|---|---|
| CH 77799 | 324° | TDZE | 1167 |
| W32A | | Apt Elev | 1189 |

RNP APCH-GPS.

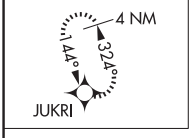
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 9/27, 18/36 NA at night. For inop ALS increase LNAV/VNAV all Cats visibility to RVR 5500, increase LNAV Cat C and D visibility to 1⅜ SM.
*RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Ephrata altimeter setting).

MALSR (A5)

MISSED APPROACH: Climb to 4000 direct JUKRI and hold.

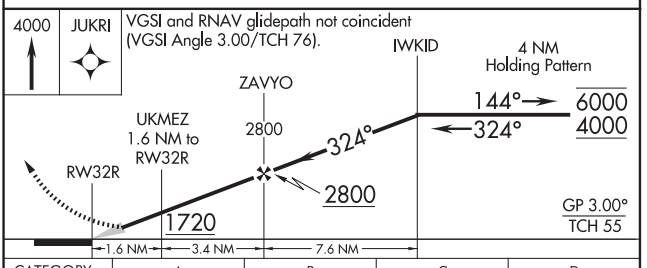
| ATIS | GRANT COUNTY APP CON * | GRANT COUNTY TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 119.05 | 126.4 379.95 | 118.25 (CTAF) L 257.8 (EAST) 128.0 257.8 (WEST) | 121.9 | 122.95 |

MISSED APCH FIX



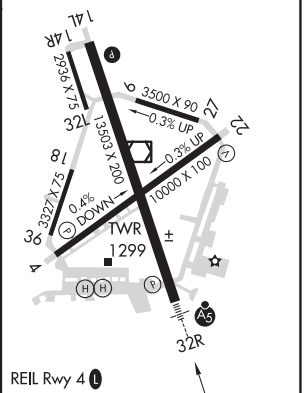







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 1367/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1540/35 373 (400-⅝) | | | |
| LNAV MDA | 1620/24 453 (500-½) | | 1620/45 453 (500-⅞) | |
| C CIRCLING | 1660-1 471 (500-1) | | 1680-1½ 491 (500-1½) | 1820-2 631 (700-2) |

ELEV 1189 | D | TDZE 1167




NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

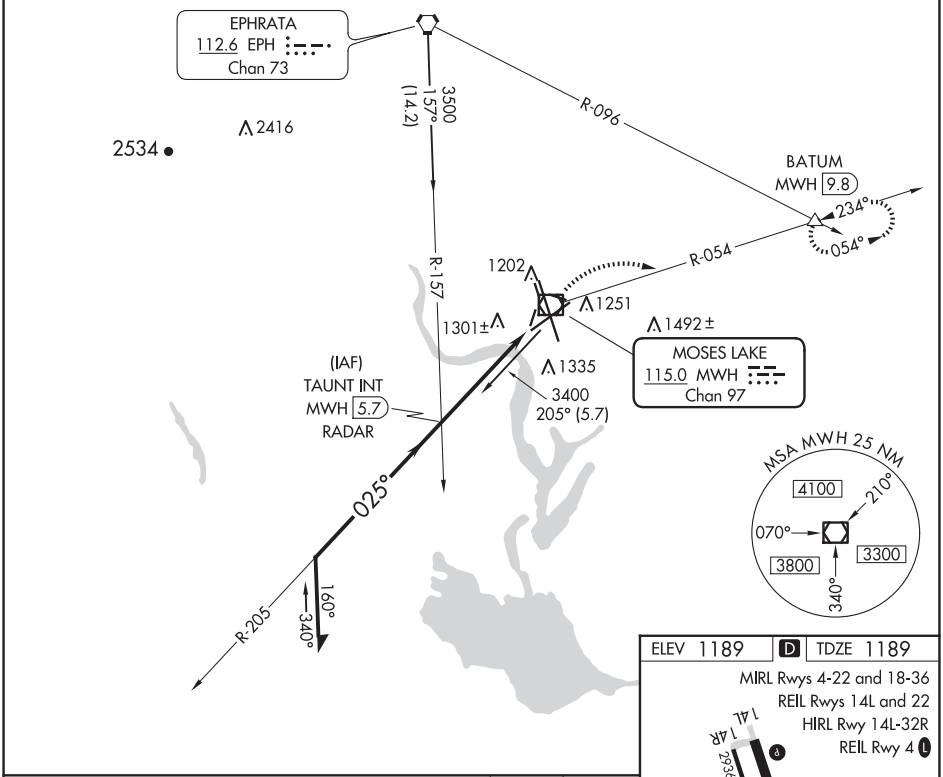
| VOR/DME MWH | APP CRS | Rwy Idg | 10000 |
|---|---|---|---|
| 115.0 | 025° | TDZE | 1189 |
| Chan 97 | | Apt Elev | 1189 |

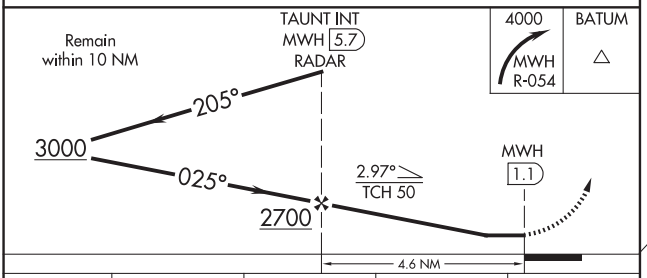
# VOR RWY 4

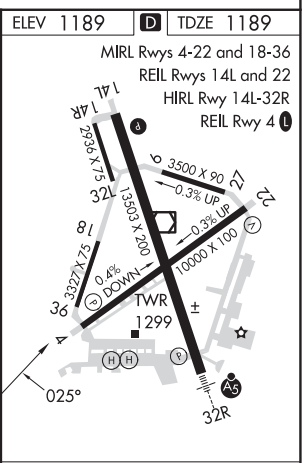
## GRANT COUNTY INTL (MWH)

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) L 257.8 (EAST) 128.0 257.8 (WEST) | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1620-1 | 431 (500-1) | 1620-1¼ 431 (500-1¼) | 1620-1½ 431 (500-1½) |
| CIRCLING | 1680-1 | 491 (500-1) | 1680-1½ 491 (500-1½) | 1820-2 631 (700-2) |

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

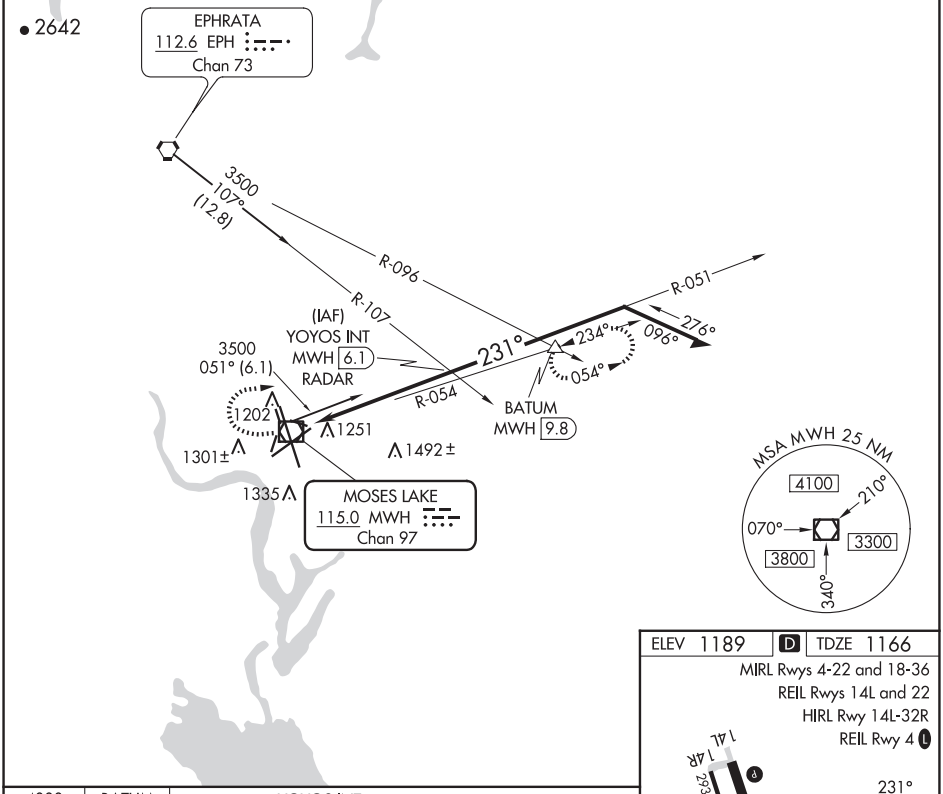
# VOR RWY 22

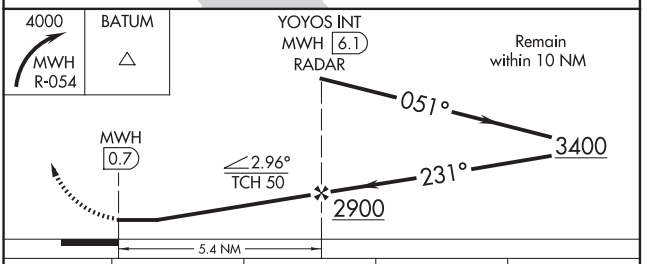
## GRANT COUNTY INTL (MWH)

| VOR/DME MWH 115.0 Chan 97 | APP CRS 231° | Rwy Idg 10000 TDZE 1166 Apt Elev 1189 |
|---|---|---|

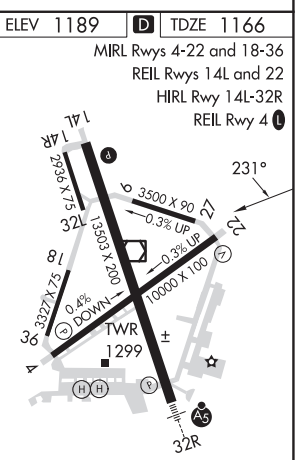
MISSED APPROACH: Climbing right turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.

| ATIS | GRANT COUNTY APP CON ★ | GRANT COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.05 | 126.4 379.95 | 118.25 (CTAF) (L) 257.8 (EAST) 128.0 257.8 (WEST) | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1760-1 | 594 (600-1) | 1760-1½ 594 (600-1½) | 1760-1¾ 594 (600-1¾) |
| CIRCLING | 1760-1 | 571 (600-1) | 1760-1½ 571 (600-1½) | 1820-2 631 (700-2) |




| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

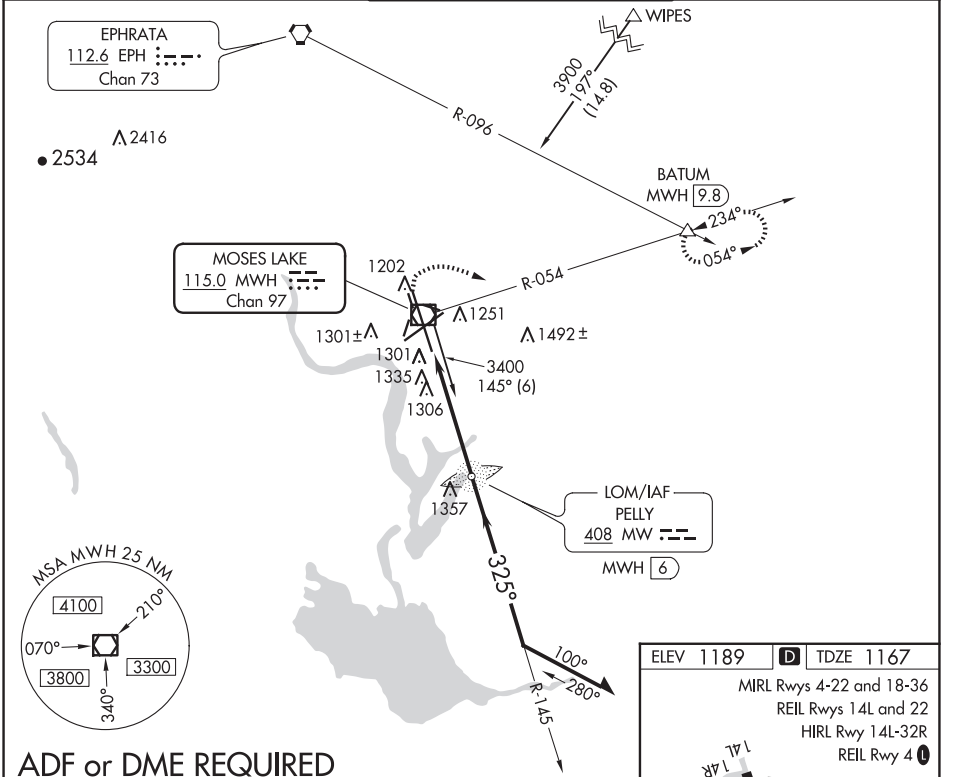
| VOR/DME MWH | APP CRS | Rwy Idg 13492 |
|---|---|---|
| 115.0 | 325° | TDZE 1167 |
| Chan 97 | | Apt Elev 1189 |

# VOR RWY 32R
## GRANT COUNTY INTL (MWH)

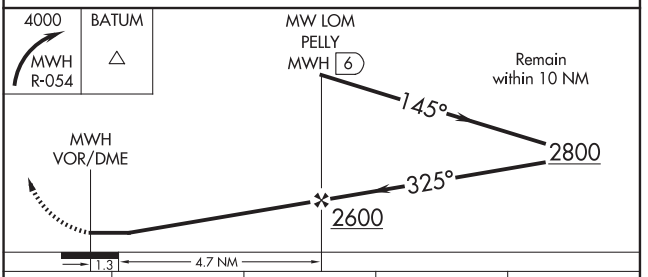
MALSR

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) L 257.8 (EAST) 128.0 257.8 (WEST) | 121.9 | 122.95 |



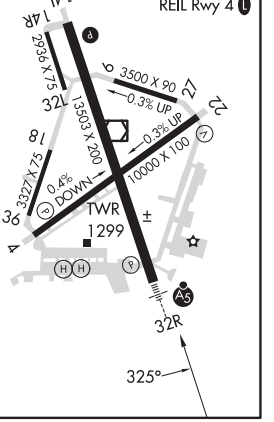

## ADF or DME REQUIRED




| 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) |

ELEV 1189 D TDZE 1167

MIRL Rwys 4-22 and 18-36
REIL Rwys 14L and 22
HIRL Rwy 14L-32R
REIL Rwy 4 L






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

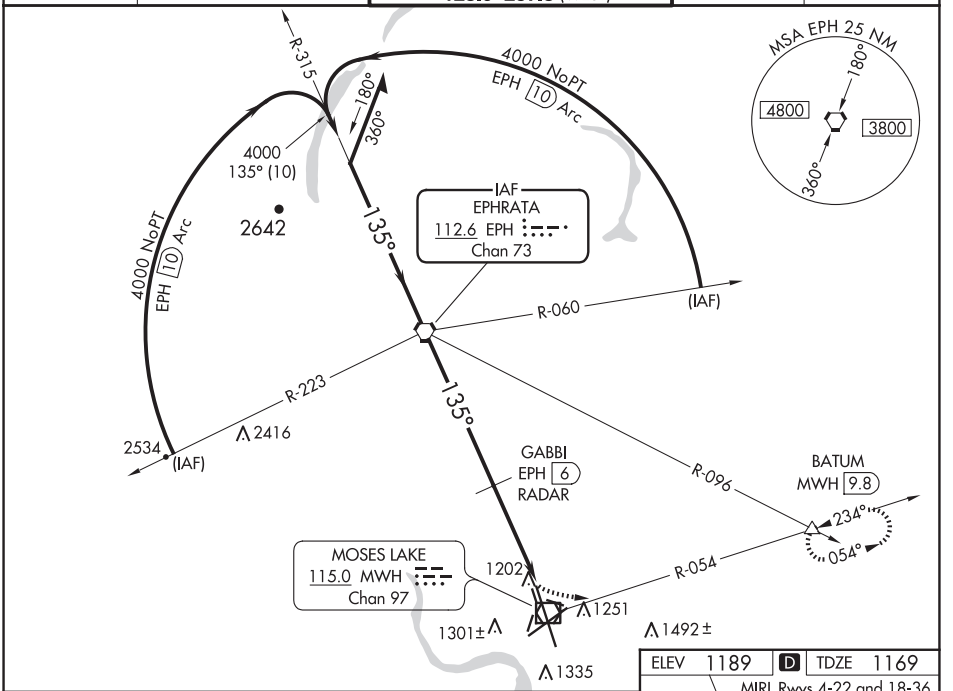
MOSES LAKE, WASHINGTON | AL-961 (FAA) | 23222

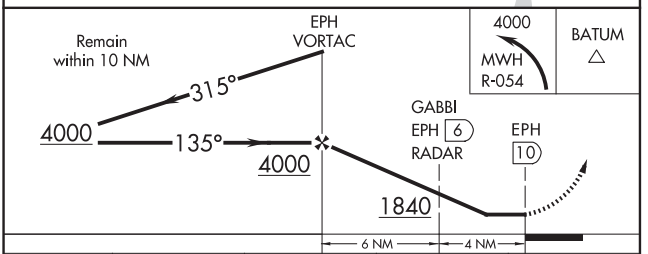
| VORTAC EPH | APP CRS | Rwy Idg | 13503 |
|---|---|---|---|
| 112.6 | 135° | TDZE | 1169 |
| Chan 73 | | Apt Elev | 1189 |

# 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 | GRANT COUNTY APP CON ★ | GRANT COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.05 | 126.4 379.95 | 118.25 (CTAF) L 257.8 (EAST) 128.0 257.8 (WEST) | 121.9 | 122.95 |

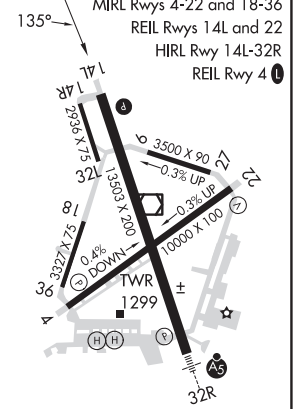



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14L | 1840-1 671 (700-1) | | 1840-2 671 (700-2) | 1840-2¼ 671 (700-2¼) |
| CIRCLING | 1840-1 651 (700-1) | | 1840-2 651 (700-2) | 1840-2¼ 651 (700-2¼) |
| GABBI DME or RADAR MINIMUMS | | | | |
| S-14L | 1640-1 471 (500-1) | | 1640-1¼ 471 (500-1¼) | 1640-1½ 471(500-1½) |
| CIRCLING | 1680-1 491 (500-1) | | 1680-1½ 491 (500-1½) | 1820-2 631 (700-2) |

ELEV 1189 | D | TDZE 1169

MIRL Rwys 4-22 and 18-36
REIL Rwys 14L and 22
HIRL Rwy 14L-32R
REIL Rwy 4 L




FAF to MAP 10 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 10:00 | 6:40 | 5:00 | 4:00 | 3:20 |

MOSES LAKE, WASHINGTON
Amdt 1C 20MAY21

47°13′N-119°19′W

GRANT COUNTY INTL (MWH)
VOR-1 RWY 14L

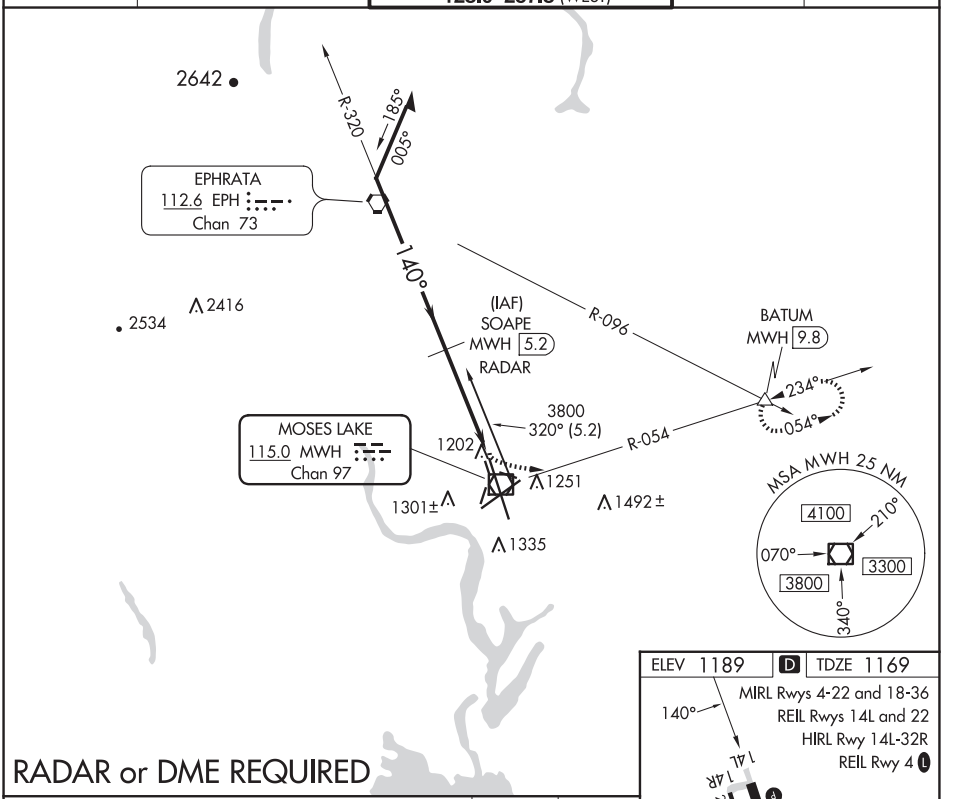

NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME MWH | APP CRS | Rwy Idg | 13503 |
|---|---|---|---|
| 115.0 | 140° | TDZE | 1169 |
| Chan 97 | | Apt Elev | 1189 |

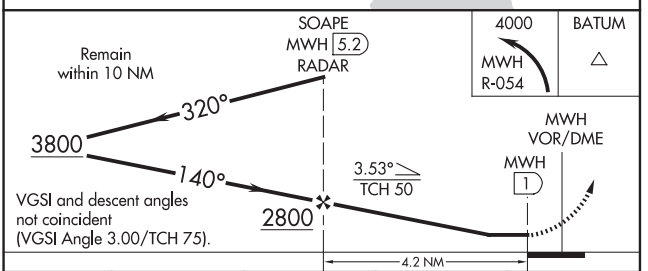
# VOR-3 RWY 14L
## GRANT COUNTY INTL (MWH)

MISSED APPROACH: Climbing left turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.

| ATIS | GRANT COUNTY APP CON ★ | GRANT COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.05 | 126.4 379.95 | 118.25 (CTAF) L 257.8 (EAST) 128.0 257.8 (WEST) | 121.9 | 122.95 |

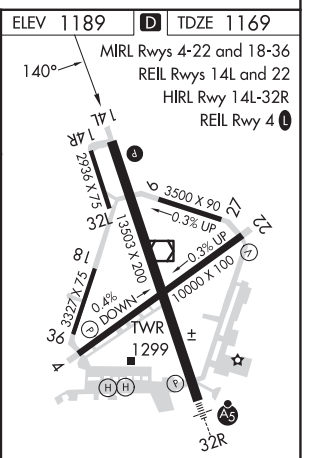



RADAR or DME REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14L | 1620-1 | 451 (500-1) | 1620-1¼ 451 (500-1¼) | 1620-1½ 451 (500-1½) |
| CIRCLING | 1680-1 | 491 (500-1) | 1680-1½ 491 (500-1½) | 1820-2 631 (700-2) |

ELEV 1189 D TDZE 1169




FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| LOM MW | APP CRS | Rwy Idg | 13492 |
|---|---|---|---|
| 408 | 324° | TDZE | 1167 |
| | | Apt Elev | 1189 |

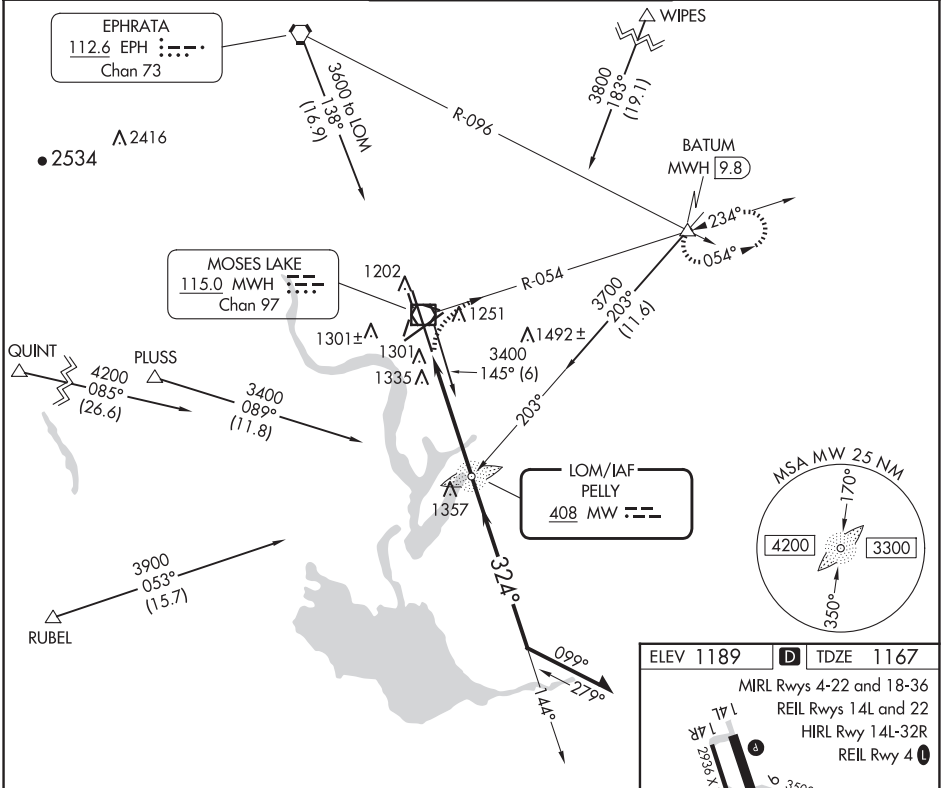
# NDB RWY 32R

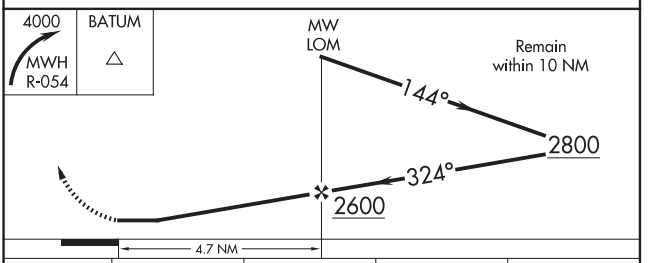
## GRANT COUNTY INTL (MWH)

MALSR

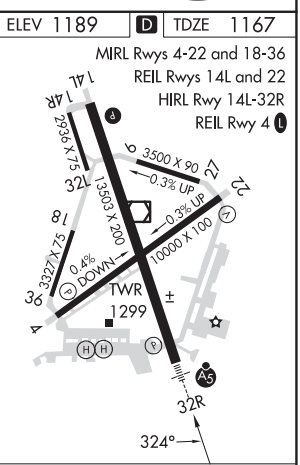
MISSED APPROACH: Climbing right turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.

| ATIS | GRANT COUNTY APP CON ★ | GRANT COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.05 | 126.4 379.95 | 118.25 (CTAF) L 257.8 (EAST) 128.0 257.8 (WEST) | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32R | 1680/40 | 513 (500-¾) | 1680/50 513 (500-1) | 1680-1½ 513 (500-1½) |
| CIRCLING | 1680-1 | 491 (500-1) | 1680-1½ 491 (500-1½) | 1820-2 631 (700-2) |

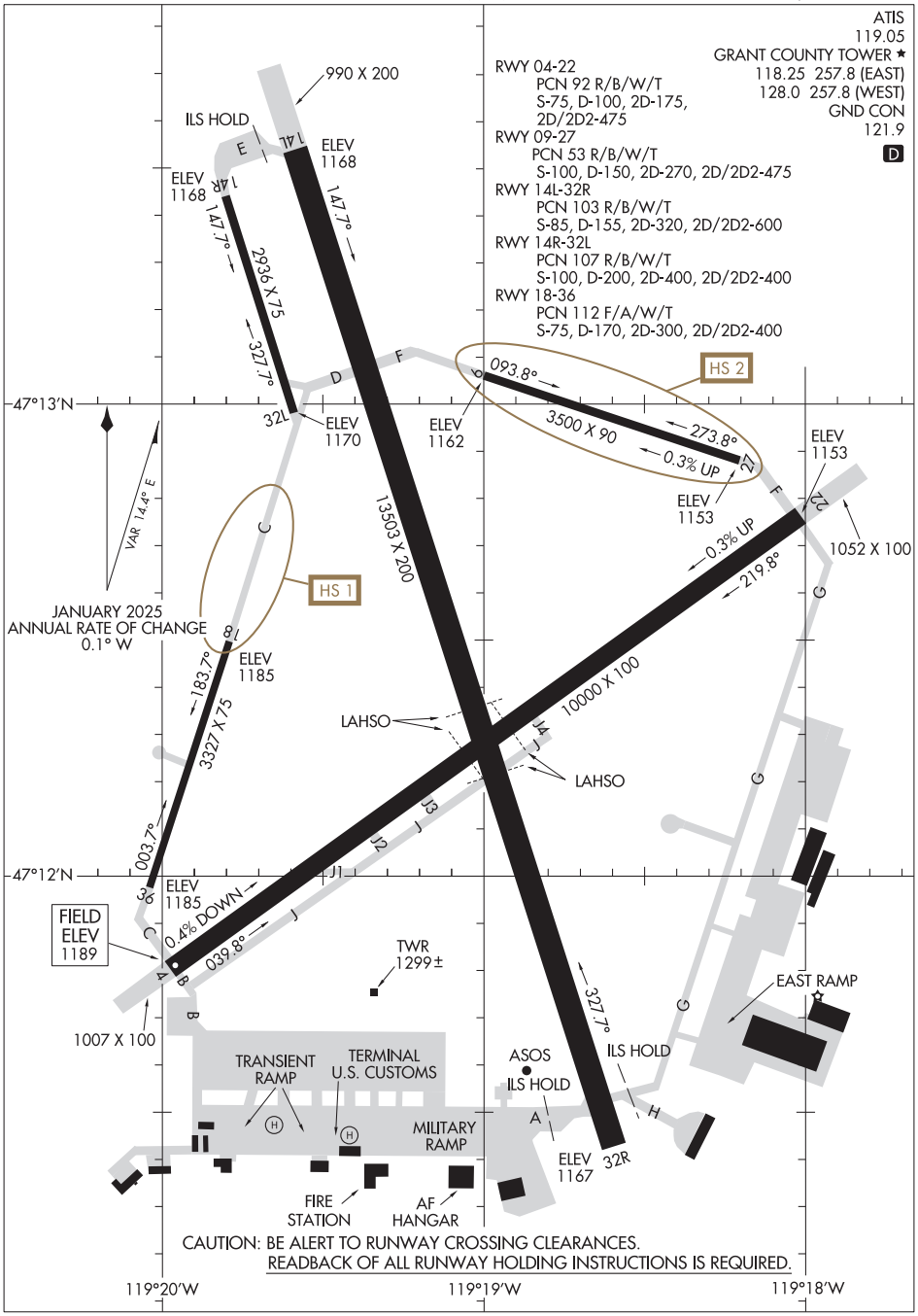



FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

MOUNTAIN HOME, IDAHO | AL-6595 (FAA) | 25163

# RNAV (GPS) RWY 10

## MOUNTAIN HOME MUNI (U76)

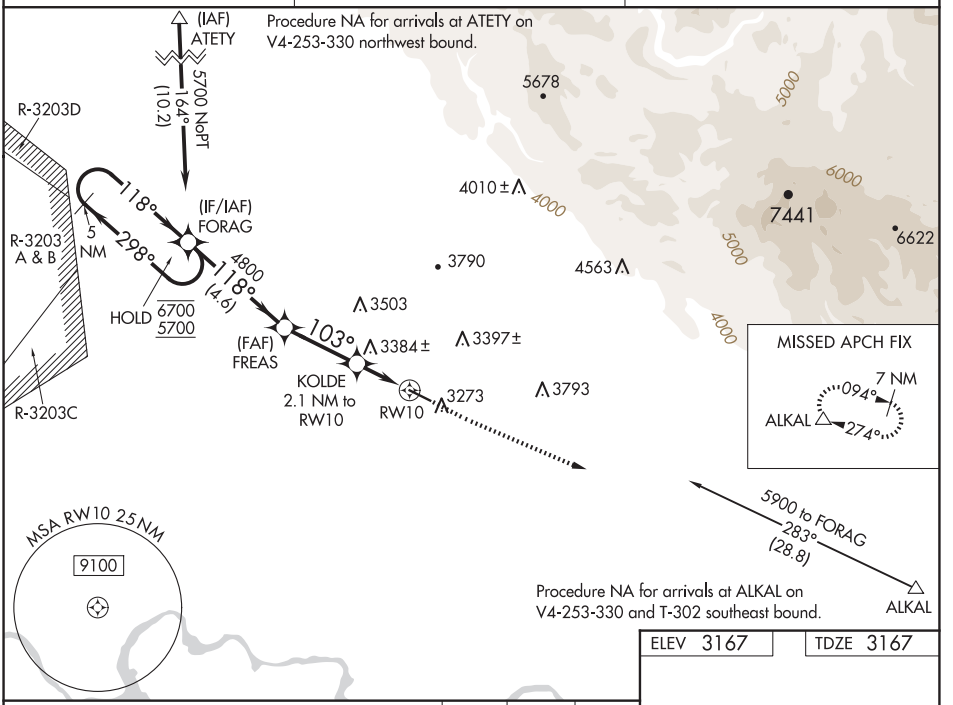
| WAAS | APP CRS | Rwy Ldg | 5000 |
|---|---|---|---|
| CH 90344 | 103° | TDZE | 3167 |
| W10A | | Apt Elev | 3167 |

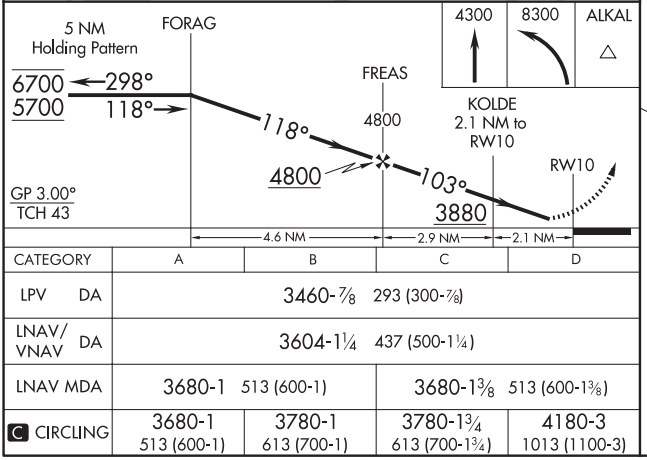
RNP APCH-GPS.

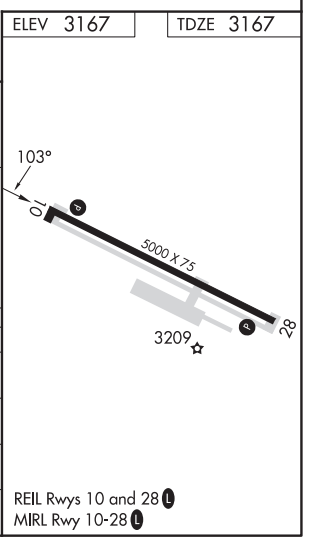
T NA Rwy 10 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Hold-in-lieu NA when R-3203A/B/C/D is active. Use Mountain Home AFB altimeter setting.

MISSED APPROACH: Climb to 4300 then climbing left turn to 8300 direct ALKAL and hold, continue climb-in-hold to 8300.

| KMUO ATIS | MOUNTAIN HOME APP CON ★ | AUNICOM |
|---|---|---|
| 273.5 | 124.8 259.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3460-⅞ 293 (300-⅞) | | | |
| LNAV/VNAV DA | 3604-1¼ 437 (500-1¼) | | | |
| LNAV MDA | 3680-1 513 (600-1) | | 3680-1⅜ 513 (600-1⅜) | |
| C CIRCLING | 3680-1 513 (600-1) | 3780-1 613 (700-1) | 3780-1¾ 613 (700-1¾) | 4180-3 1013 (1100-3) |

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

MOUNTAIN HOME, IDAHO
Orig 19MAY22

43°08′N-115°44′W

MOUNTAIN HOME MUNI (U76)
RNAV (GPS) RWY 10


NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 42815 W28A | APP CRS 284° | Rwy Ldg 5000<br>TDZE 3165<br>Apt Elev 3167 |
|---|---|---|

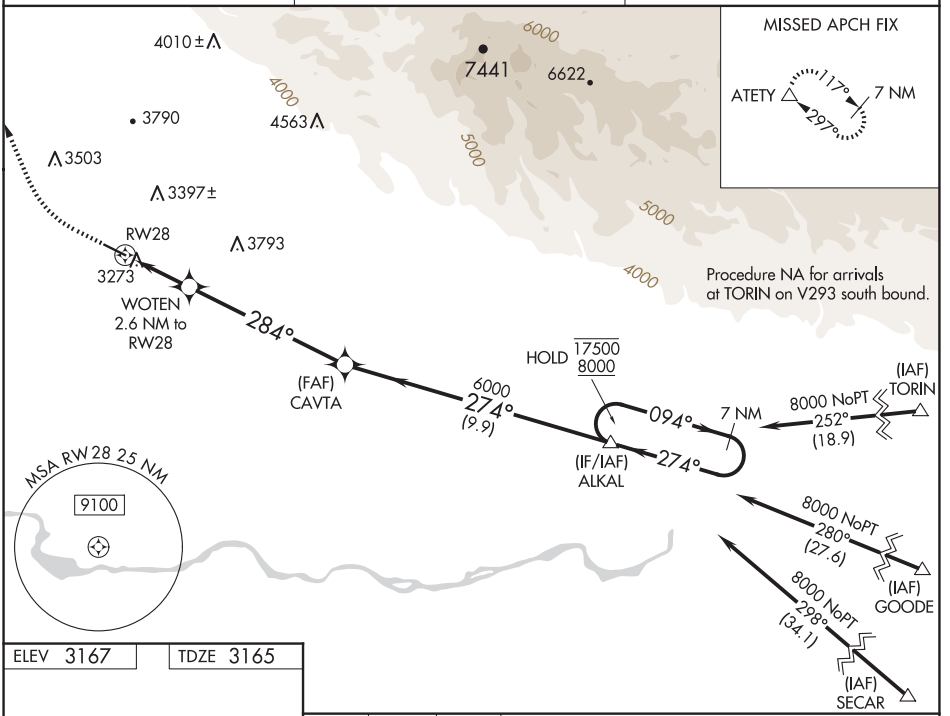
# RNAV (GPS) RWY 28
## MOUNTAIN HOME MUNI (U76)

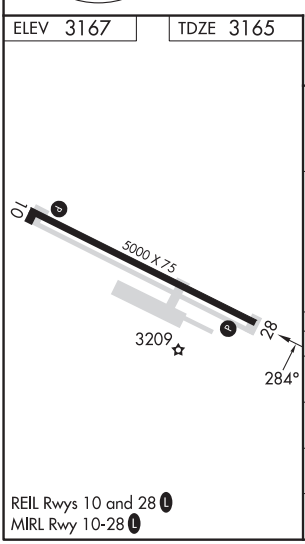
RNP APCH-GPS.

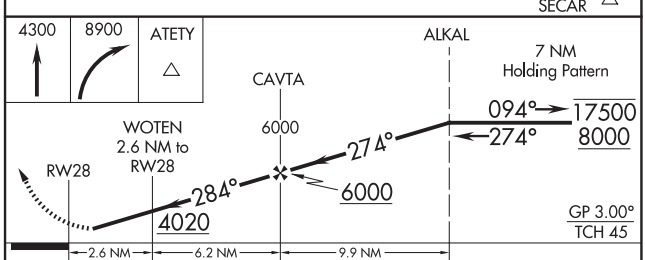
T Rwy 28 helicopter visibility reduction below ¾ SM NA.
A NA Baro-VNAV NA. Use Mountain Home AFB altimeter setting.

MISSED APPROACH: Climb to 4300 then climbing right turn 8900 direct ATETY and hold, continue climb-in-hold to 8900.

| KMUO ATIS | MOUNTAIN HOME APP CON ★ | AUNICOM |
|---|---|---|
| 273.5 | 124.8 259.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3458-⅞ 293 (300-⅞) | | | |
| LNAV/VNAV DA | 3517-1 352 (400-1) | | | |
| LNAV MDA | 3580-1 415 (500-1) | | 3580-1⅛ 415 (500-1⅛) | |
| C CIRCLING | 3640-1 473 (500-1) | 3780-1 613 (700-1) | 3780-1¾ 613 (700-1¾) | 4180-3 1013 (1100-3) |

MOUNTAIN HOME, IDAHO
Amdt 2 19MAY22
43°08′N-115°44′W
MOUNTAIN HOME MUNI (U76)
RNAV (GPS) RWY 28
507

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

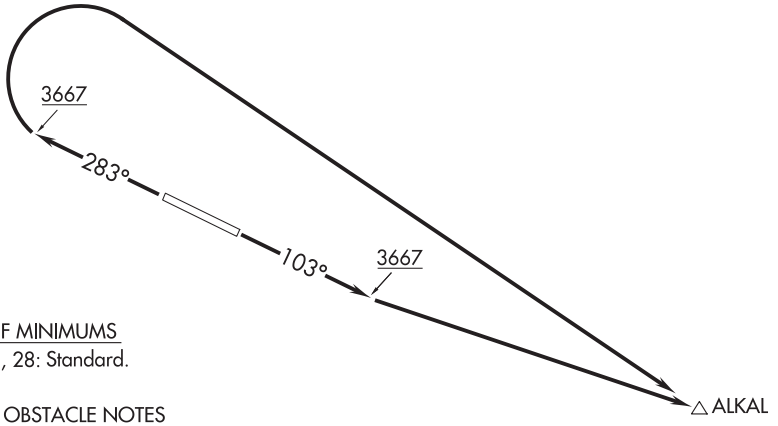
(ALKAL1.ALKAL) 22139 AL-6595 (FAA)

MOUNTAIN HOME MUNI (U76)
MOUNTAIN HOME, IDAHO

# ALKAL ONE DEPARTURE (OBSTACLE) (RNAV)

RNAV 1-GPS

MOUNTAIN HOME APP CON★
124.8 259.1




TAKEOFF MINIMUMS

Rwys 10, 28: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 10: Lighting 9′ from DER, 28′ left of centerline, 1′ AGL/3159′ MSL.
Vegetation 17′ from DER, 209′ left of centerline, 3′ AGL/3160′ MSL.
Vegetation beginning 37′ from DER, 193′ left of centerline, up to 5′ AGL/3162′ MSL.
Terrain beginning 39′ from DER, 379′ right of centerline, up to 3159′ MSL.
Vehicles on road beginning 381′ from DER, 487′ right of centerline, up to 3174′ MSL.
Buildings beginning 574′ from DER, 555′ right of centerline, up to 41′ AGL/3197′ MSL.
Transmission lines, catenary beginning 1106′ from DER, 461′ left of centerline, up to 46′ AGL/3196′ MSL.
Catenaries, pole, transmission lines beginning 1243′ from DER, 65′ left of centerline, up to 52′ AGL/3198′ MSL.
Transmission lines, pole beginning 1483′ from DER, 49′ right of centerline, up to 52′ AGL/3201′ MSL.
Tower 3249′ from DER, 889′ right of centerline, 126′ AGL/3273′ MSL.

Rwy 28: Fence 32′ from DER, 494′ right of centerline, 9′ AGL/3175′ MSL.
Fence 150′ from DER, 494′ right of centerline, 9′ AGL/3178′ MSL.
Fence 274′ from DER, 493′ right of centerline, 9′ AGL/3180′ MSL.
Fence 366′ from DER, 494′ right of centerline, 9′ AGL/3181′ MSL.
Fence 566′ from DER, 494′ right of centerline, 9′ AGL/3183′ MSL.
Vehicles on road beginning 898′ from DER, 268′ right of centerline, up to 3196′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 103° to 3667, then direct ALKAL, thence . . . .
TAKEOFF RUNWAY 28: Climb on heading 283° to 3667, then climbing right turn direct ALKAL, thence . . . .

. . . . cross ALKAL at above MEA or MCA for route of flight.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

MOUNTAIN HOME, IDAHO

# ILS or LOC Z RWY 12

| LOC I-MUO | APCH CRS | Rwy ldg 13,510 TDZE 2986 Arpt Elev 2996 |
|---|---|---|
| 110.3 | 122° | |

[USAF] MOUNTAIN HOME AFB (KMUO)

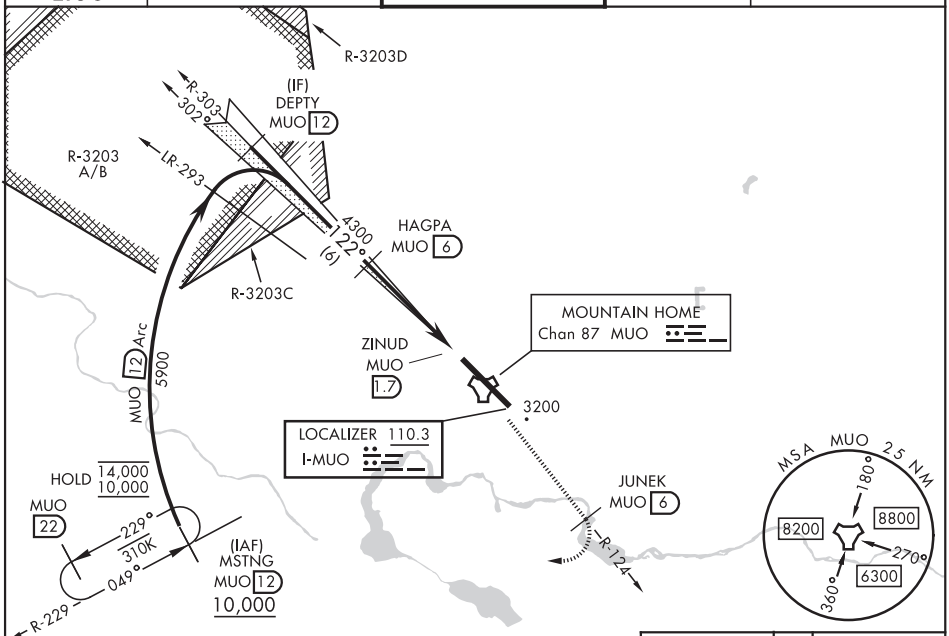
RADAR or DME required

* When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
*** Circling not authorized NE of Rwy 12-30.

ALSF-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 | MOUNTAIN HOME APP CON | MOUNTAIN HOME TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 273.5 | 124.8 259.1 | 133.85 253.5 | 120.5 275.8 | 127.1 290.425 |

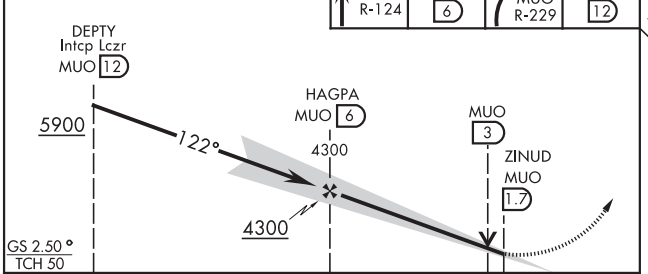


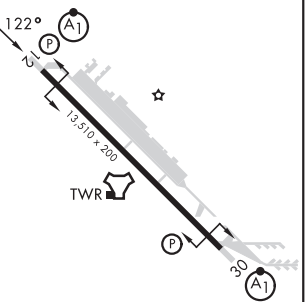

EMERG SAFE ALT 100 NM 14,100

ELEV 2996 TDZE 2986

VGSI and ILS glidepath not coincident (VGSI Angle 2.50/TCH 41).

| 10,000 MUO R-124 | JUNEK MUO 6 | MUO R-229 | MSTNG MUO 12 |
|---|---|---|---|




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 12 * | 3186/24 | | 200 | (200-½) | |
| S-LOC 12 ** | 3500/24 | 514 (600-½) | 3500/55 | 514 | (600-1) |
| *** C CIRCLING | 3520-1 | 524 (600-1) | 3520-1½ 524 (600-1½) | 3560-2 564 (600-2) | 3700-2½ 704 (800-2½) |

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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

MOUNTAIN HOME, IDAHO

# ILS or LOC Z RWY 30

| LOC I-BRN | APCH CRS | Rwy ldg 13,510 / TDZE 2996 / Arpt Elev 2996 |
|---|---|---|
| 111.7 | 302° | [USAF] MOUNTAIN HOME AFB (KMUO) |

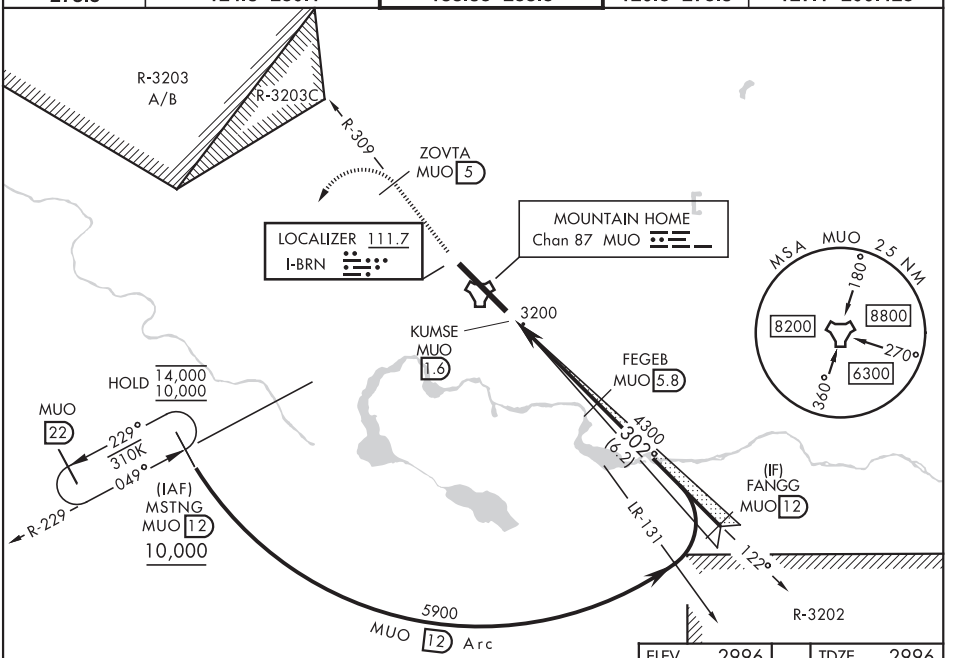
RADAR or DME required.

* 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 1⅜ miles.
*** Circling not authorized NE of Rwy 12-30.

ALSF-1

MISSED APPROACH: Climb to 10,000 via MUO R-309 to ZOVTA/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.

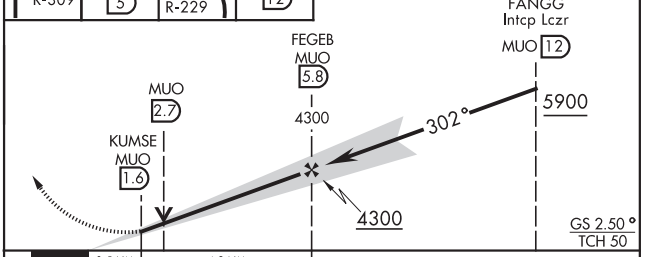
| ATIS | MOUNTAIN HOME APP CON | MOUNTAIN HOME TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 273.5 | 124.8 259.1 | 133.85 253.5 | 120.5 275.8 | 127.1 290.425 |




EMERG SAFE ALT 100 NM 14,100

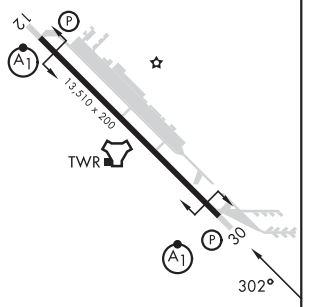
| 10,000 MUO R-309 | ZOVTA MUO 5 | MUO R-229 | MSTNG MUO 12 |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 2.50/TCH 40).




| 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) | | |
| C 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




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 |

MOUNTAIN HOME, IDAHO 43°03'N-115°52'W MOUNTAIN HOME AFB (KMUO)

Amdt 4 12JUN25

ILS or LOC Z RWY 30



NW-1, 12 JUN 2025 to 07 AUG 2025

MOUNTAIN HOME, IDAHO

# TACAN Z RWY 12

| TACAN | APCH CRS | Rwy ldg | 13,510 |
|---|---|---|---|
| MUO Chan 87 | 129° | TDZE | 2986 |
| | | Arpt Elev | 2996 |

[USAF]

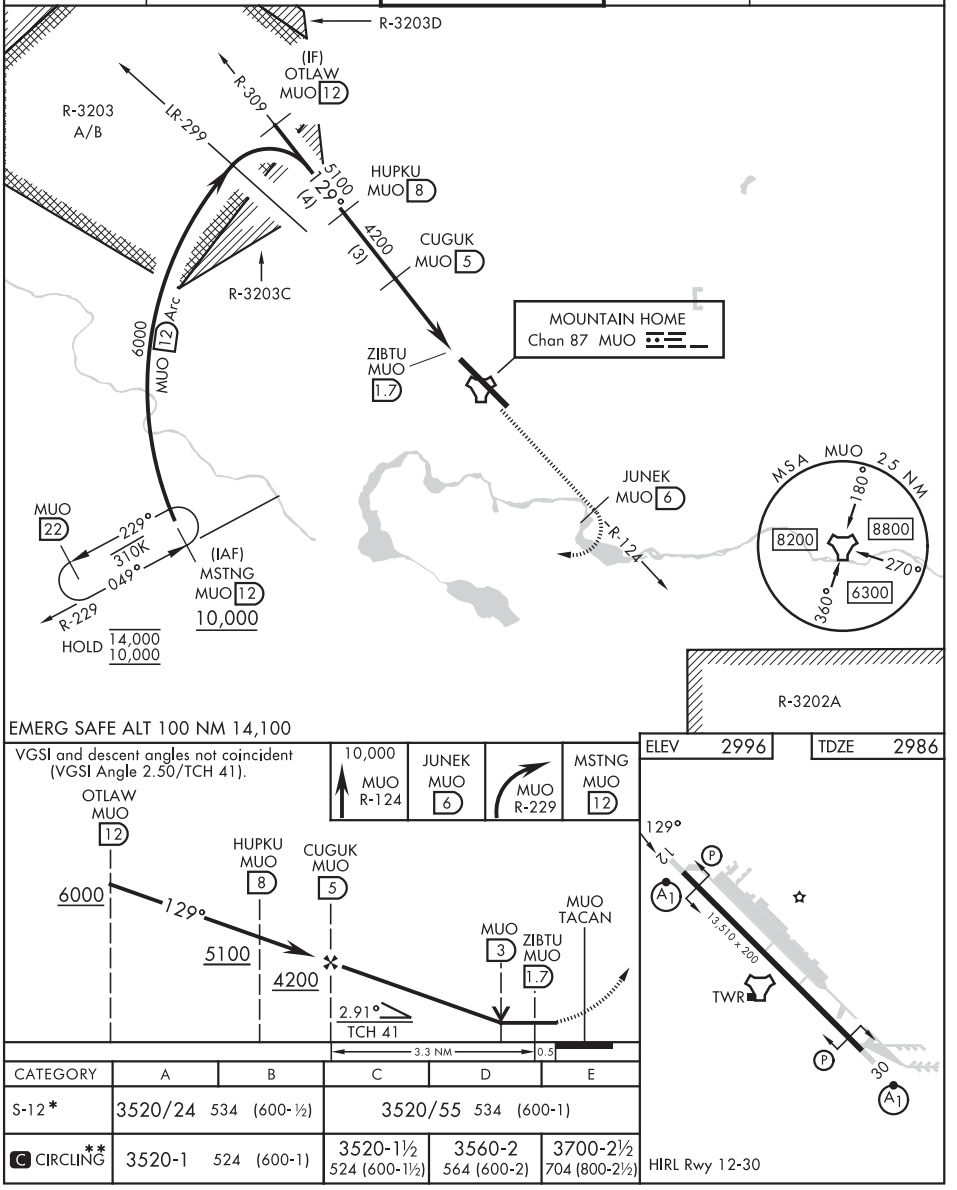
MOUNTAIN HOME AFB (KMUO)

T * 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.

ALSF-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 | MOUNTAIN HOME APP CON | MOUNTAIN HOME TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 273.5 | 124.8 259.1 | 133.85 253.5 | 120.5 275.8 | 127.1 290.425 |




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) | | |
| C 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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25163

MOUNTAIN HOME, IDAHO

# TACAN Z RWY 30

MOUNTAIN HOME AFB (KMUO)

| TACAN MUO Chan 87 | APCH CRS 295° | Rwy ldg 13,510 TDZE 2996 Arpt Elev 2996 |
|---|---|---|

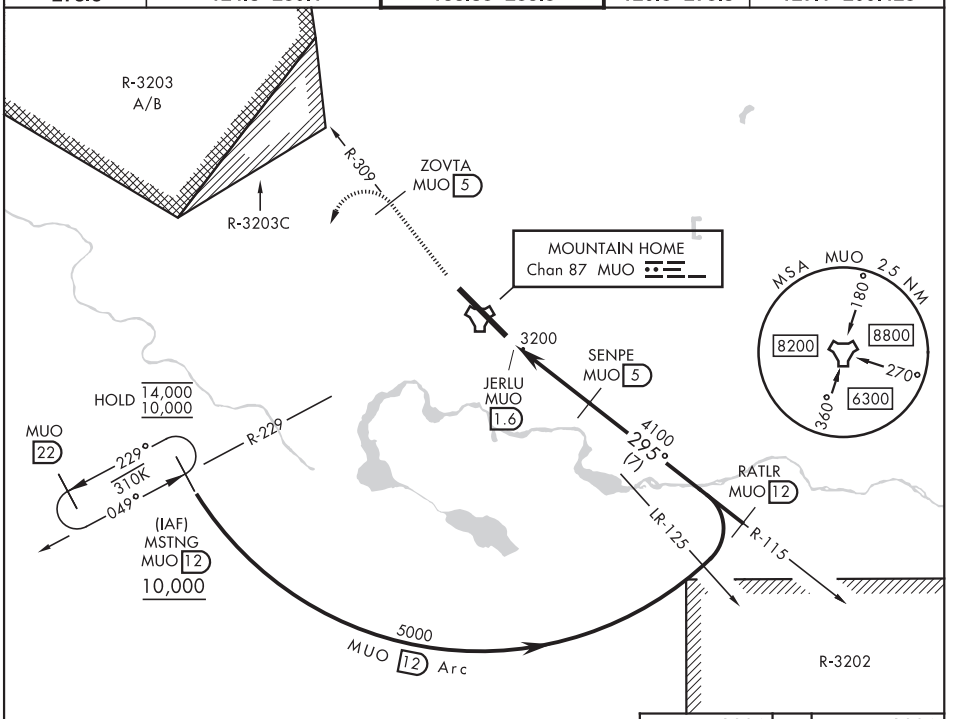
[USAF]

* 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

MISSED APPROACH: Climb to 10,000 on MUO TACAN R-309 to ZOVTA/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.

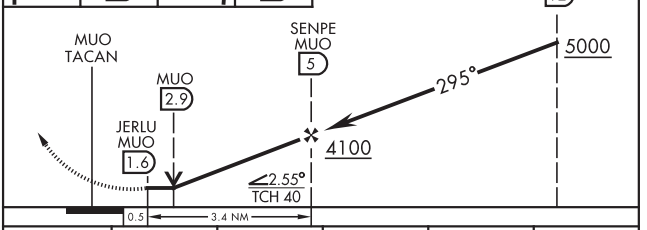
| ATIS | MOUNTAIN HOME APP CON | MOUNTAIN HOME TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 273.5 | 124.8 259.1 | 133.85 253.5 | 120.5 275.8 | 127.1 290.425 |

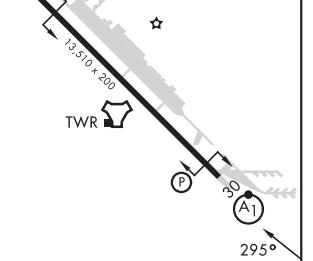



ELEV 2996 TDZE 2996

EMERG SAFE ALT 100 NM 14,100

10,000 MUO R-309 | ZOVTA MUO 5 | MUO R-229 | MSTNG MUO 12




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-30 * | 3520/24 524 (600-½) | | 3520/55 524 (600-1) | | |
| C CIRCLING ** | 3520-1 524 (600-1) | | 3520-1½ 524 (600-1½) | 3560-2 564 (600-2) | 3700-2½ 704 (800-2½) |

HIRL Rwy 12-30

MOUNTAIN HOME, IDAHO

Amdt 4 12JUN25

43°03'N-115°52'W

MOUNTAIN HOME AFB (KMUO)

TACAN Z RWY 30

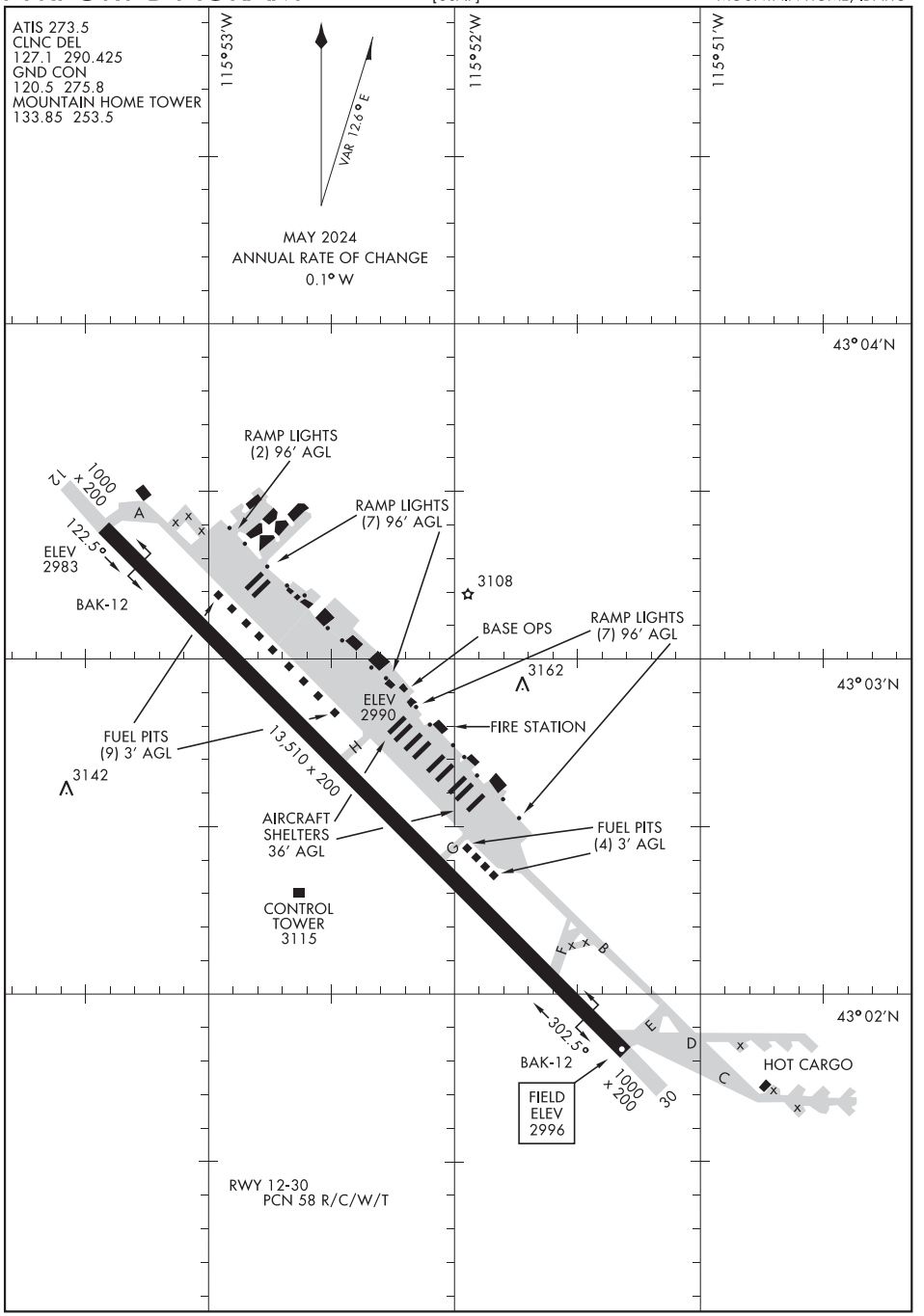


NW-1, 12 JUN 2025 to 07 AUG 2025

# AIRPORT DIAGRAM

[USAF]

MOUNTAIN HOME, IDAHO




AIRPORT DIAGRAM

MOUNTAIN HOME, IDAHO

MOUNTAIN HOME AFB (KMUO)



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

NAMPA, IDAHO AL-6807 (FAA) 25051

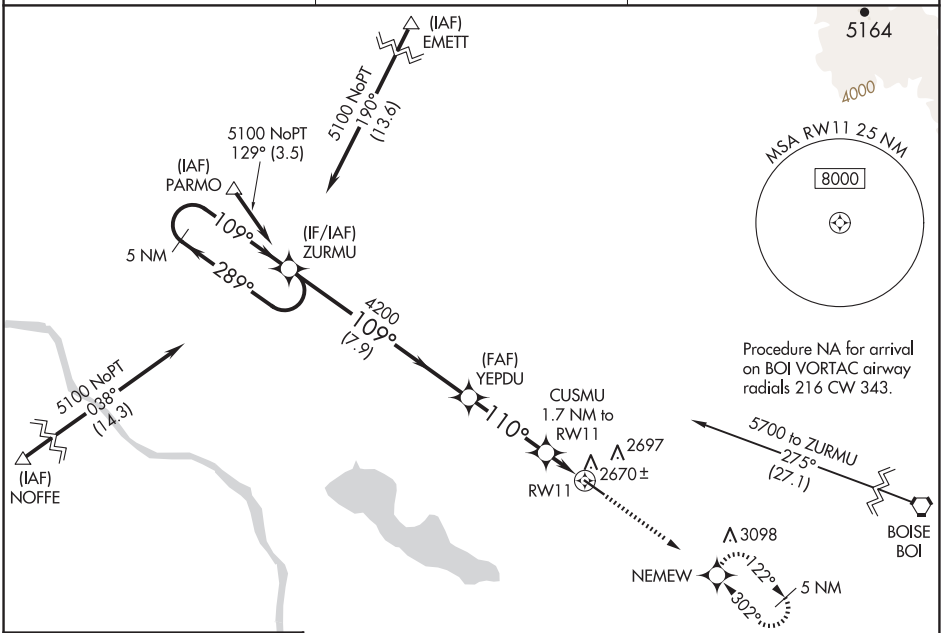
| WAAS CH 78202 W11A | APP CRS 110° | Rwy ldg 5000<br>TDZE 2537<br>Apt Elev 2537 |
|---|---|---|

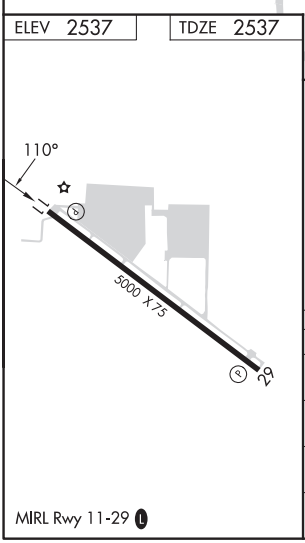
# RNAV (GPS) RWY 11
## NAMPA MUNI (MAN)

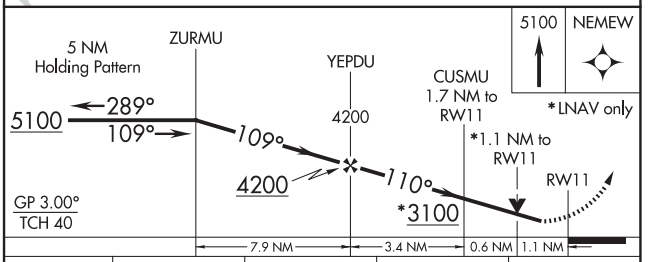
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. DME/DME RNP-0.3 NA. Rwy 11 helicopter visibiliy reduction below ¾ SM NA.

MISSED APPROACH: Climb to 5100 direct NEMEW and hold, continue climb-in-hold to 5100.

| AWOS-3 | BIG SKY APP CON | UNICOM |
|---|---|---|
| 118.325 | 119.6 269.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2787-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 2851-1 314 (400-1) | | | |
| LNAV MDA | 2920-1 383 (400-1) | | 2920-1⅛ 383 (400-1⅛) | |
| C CIRCLING | 3060-1 523 (600-1) | | 3100-1½ 563 (600-1½) | 3220-2¼ 683 (700-2¼) |

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

NAMPA, IDAHO
Amdt 2B 12OCT17

43°35′N-116°31′W

NAMPA MUNI (MAN)
RNAV (GPS) RWY 11

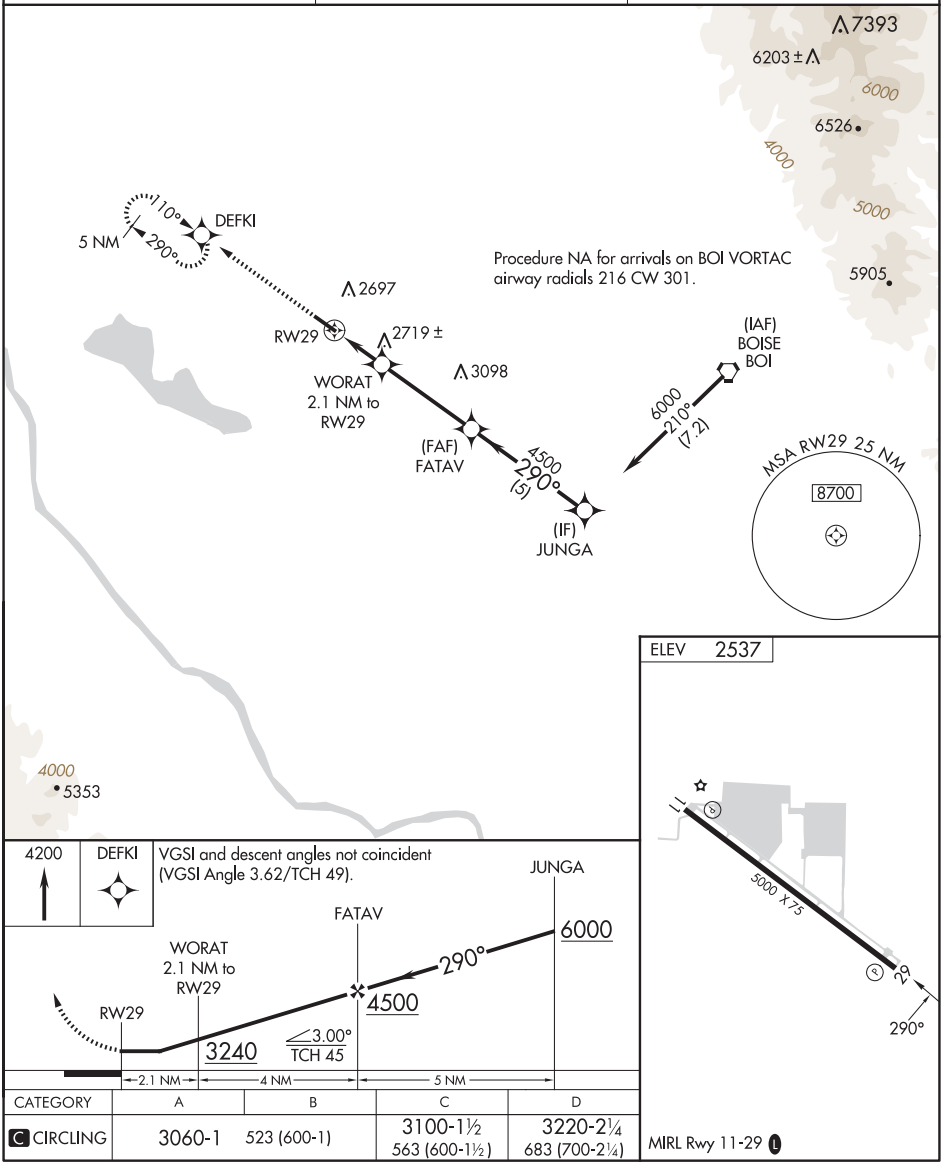
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 290° | TDZE | N/A |
| | Apt Elev | 2537 |

# 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 | BIG SKY APP CON | UNICOM |
|---|---|---|
| 118.325 | 119.6 269.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 3060-1 | 523 (600-1) | 3100-1½ 563 (600-1½) | 3220-2¼ 683 (700-2¼) |

MIRL Rwy 11-29 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

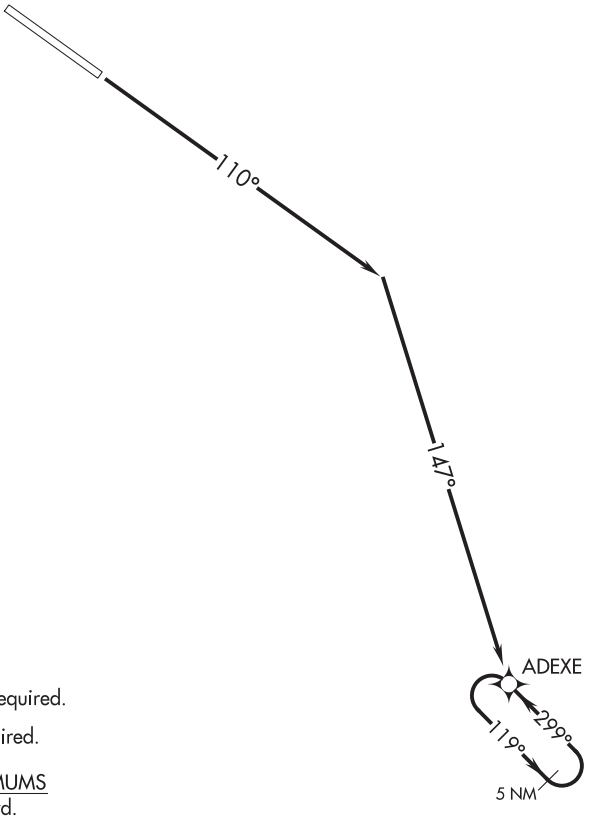
(ADEXE1.ADEXE) 20030

# ADEXE ONE DEPARTURE (OBSTACLE) (RNAV)

AL-6807 (FAA)

NAMPA MUNI (MAN)
NAMPA, IDAHO

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

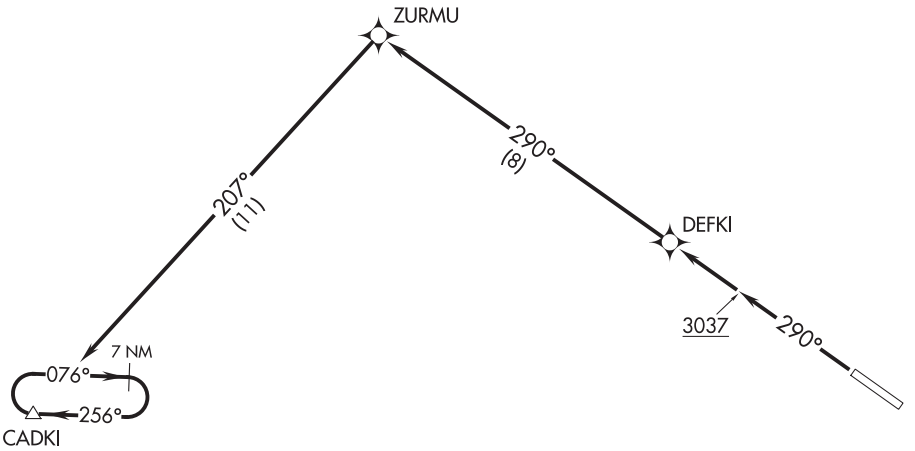
TAKEOFF RUNWAY 11: Climb heading 110° to intercept course 147° to ADEXE then continue climb in ADEXE holding pattern. Expect further clearance when reaching 5000.



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

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.



NW-1, 12 JUN 2025 to 07 AUG 2025

NEWCASTLE, WYOMING | AL-5774 (FAA) | 21280

# RNAV (GPS) RWY 14

MONDELL FLD (ECS)

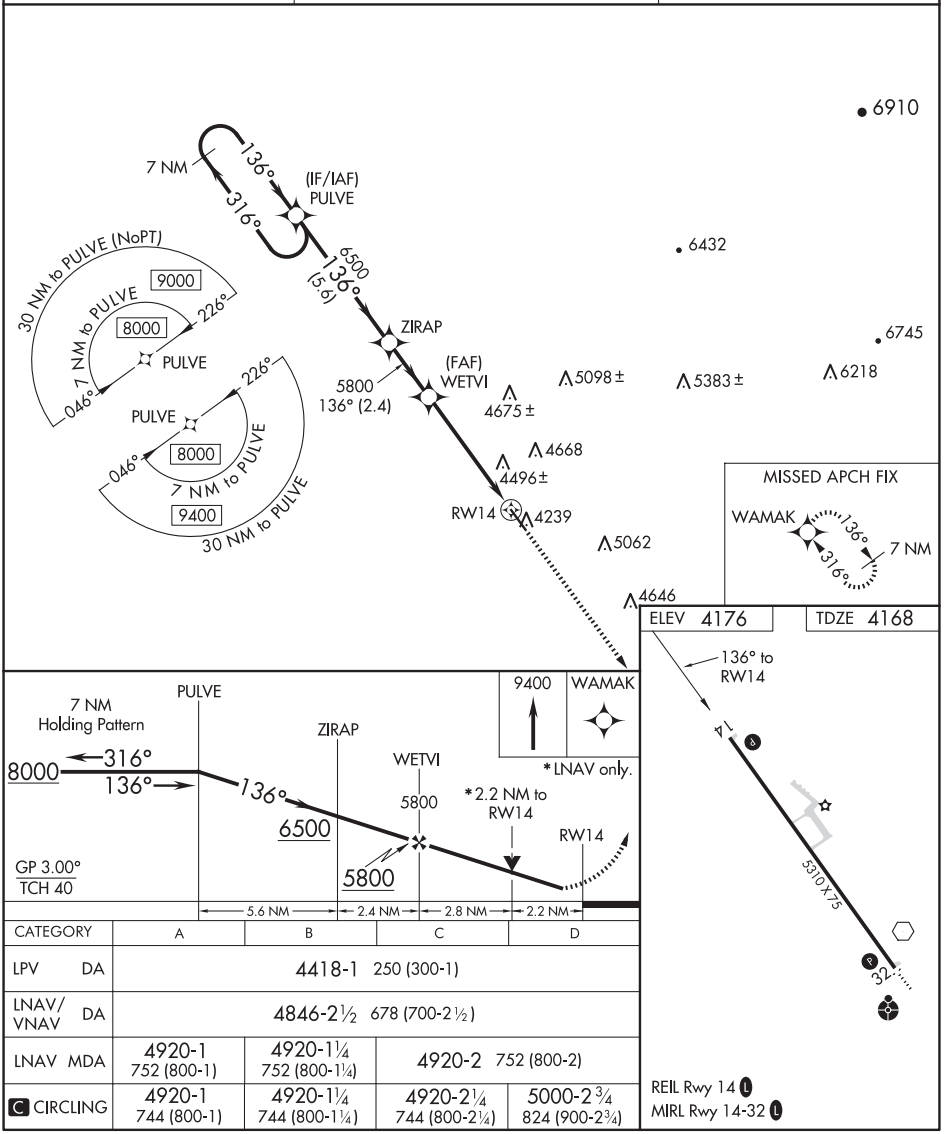
| WAAS | APP CRS | Rwy Idg | 5310 |
|---|---|---|---|
| CH 56525 | 136° | TDZE | 4168 |
| W14A | | Apt Elev | 4176 |

RNP APCH.

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.

MISSED APPROACH: Climb to 9400 direct WAMAK and hold, continue climb-in-hold to 9400.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 118.0 | 127.95 338.2 | 122.8 (CTAF) L |




| 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) | |
| C CIRCLING | 4920-1 744 (800-1) | 4920-1¼ 744 (800-1¼) | 4920-2¼ 744 (800-2¼) | 5000-2¾ 824 (900-2¾) |

REIL Rwy 14 L
MIRL Rwy 14-32 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 32

MONDELL FLD (ECS)

| WAAS | APP CRS | Rwy Idg | 5310 |
|---|---|---|---|
| CH 61225 | 316° | TDZE | 4176 |
| W32A | | Apt Elev | 4176 |

RNP APCH.

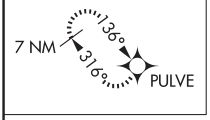
When Newcastle altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 53°C (128°F). Circling NA northeast of Rwy 14-32. For inop ODAL, increase LNAV/VNAV visibility all Cats and LNAV Cats C/D ⅛ mile. Inop table does not apply to LPV all Cats and LNAV Cats A/B.

ODALS

MISSED APPROACH: Climb to 9500 direct PULVE and hold, continue climb-in-hold to 9500.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 118.0 | 127.95 338.2 | 122.8 (CTAF) L |

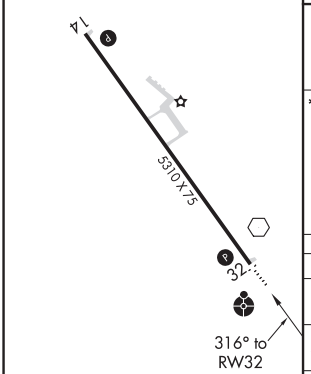
MISSED APCH FIX



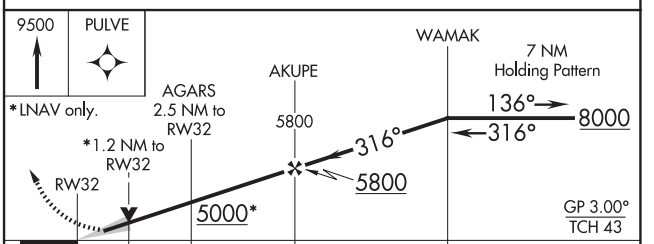




ELEV 4176 TDZE 4176




REIL Rwy 14 L
MIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4385-1 209 (300-1) | | | |
| LNAV/VNAV DA | 4618-1⅜ 442 (500-1⅜) | | | |
| LNAV MDA | 4600-1 424 (500-1) | | 4600-1⅛ 424 (500-1⅛) | |
| C CIRCLING | 4700-1 524 (600-1) | | 4720-1½ 544 (600-1½) | 5000-2¾ 824 (900-2¾) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# VOR RWY 32
MONDELL FLD (ECS)

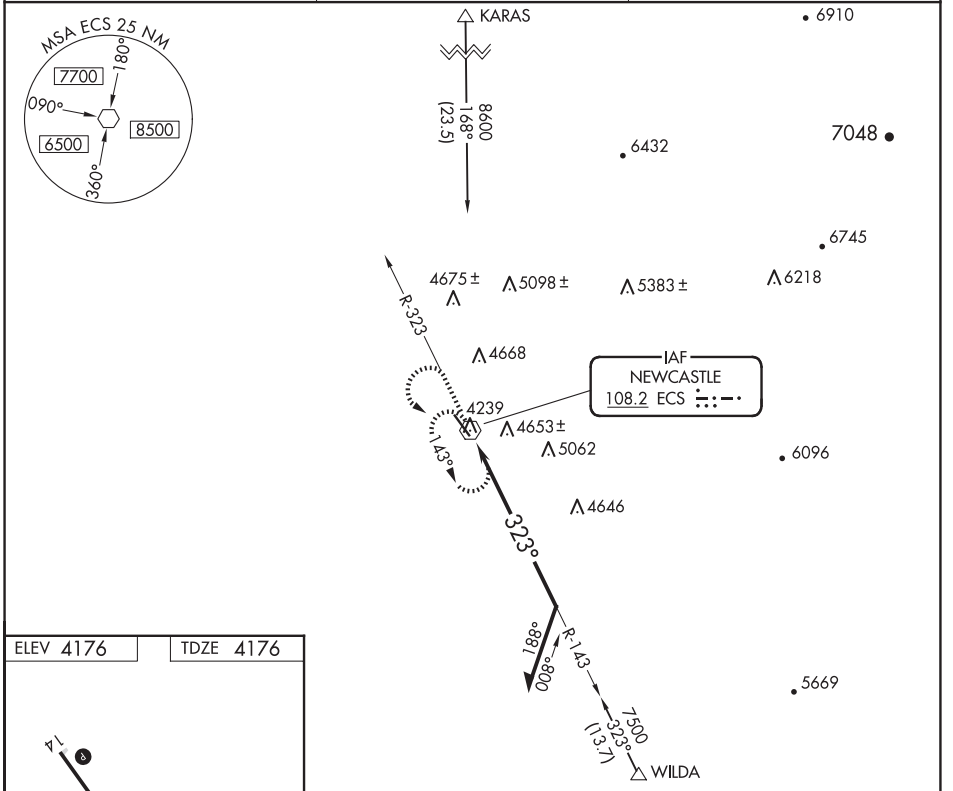
| VOR ECS | APP CRS | Rwy Idg | 5310 |
|---|---|---|---|
| 108.2 | 323° | TDZE | 4176 |
| | | Apt Elev | 4176 |

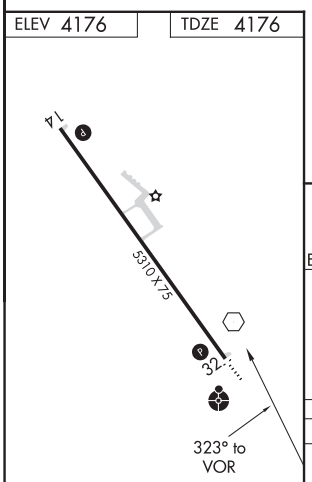
When Newcastle altimeter setting not received, procedure NA. Circling NA northeast of Rwy 14-32.

ODALS

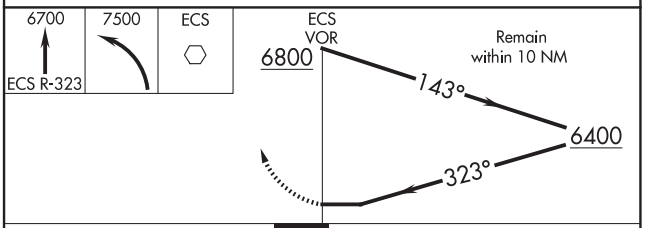
MISSED APPROACH: Climb to 6700 on ECS VOR R-323 then climbing left turn to 7500 direct ECS VOR and hold, continue climb-in-hold to 7500.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 118.0 | 127.95 338.2 | 122.8 (CTAF) L |




REIL Rwy 14 L
MIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 4980-¾ 804 (900-¾) | 4980-1 804 (900-1) | 4980-2½ | 804 (900-2½) |
| C CIRCLING | 4980-1 804 (900-1) | 4980-1¼ 804 (900-1¼) | 4980-2½ 804 (900-2½) | 5000-2¾ 824 (900-2¾) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 16

NEWPORT MUNI (ONP)

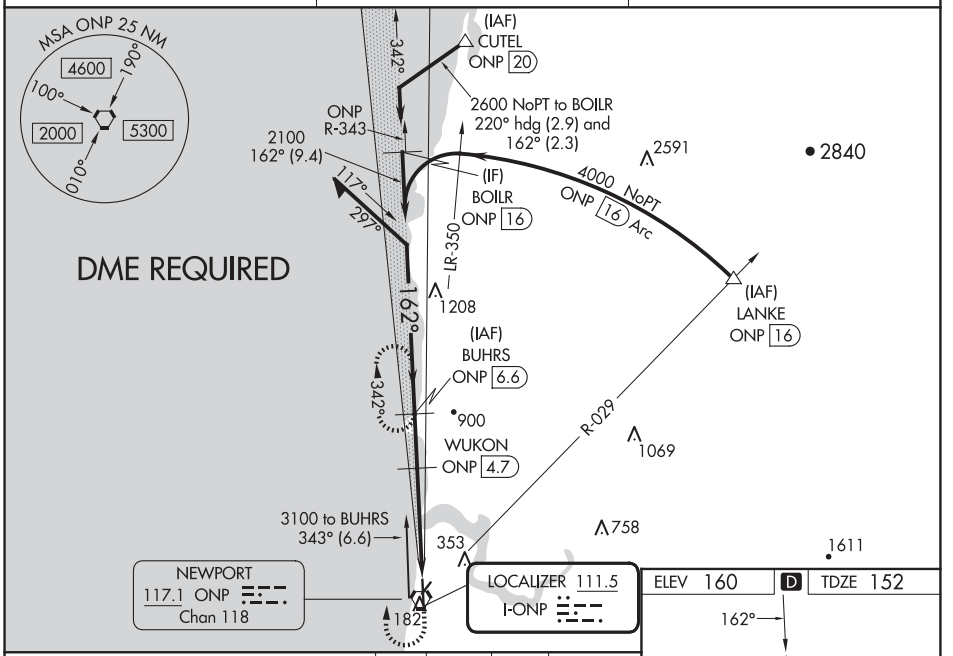
| LOC I-ONP | APP CRS | Rwy Idg | 5398 |
|---|---|---|---|
| 111.5 | 162° | TDZE | 152 |
| | | Apt Elev | 160 |

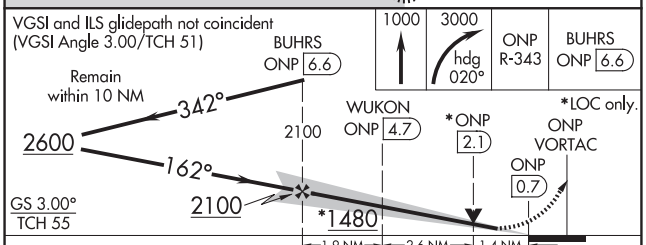
T NA — Inop table does not apply to S-ILS Rwy 16, all Cats. DME required. VDP NA when using Tillamook altimeter setting. Rwy 16 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Tillamook altimeter setting; increase DA to 537 feet and all MDA 140 feet; increase S-LOC 16 Cat C/D visibility ⅜ mile and increase Circling Cat B visibility ¼ mile. For inop MALSR, increase S-LOC 16 Cat A/B visibility to 1 mile and Cat C/D visibility to 1⅜ mile. For inop MALSR when using Tillamook altimeter setting, increase S-ILS 16 all Cats visibility to 1¼ 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 (A5)

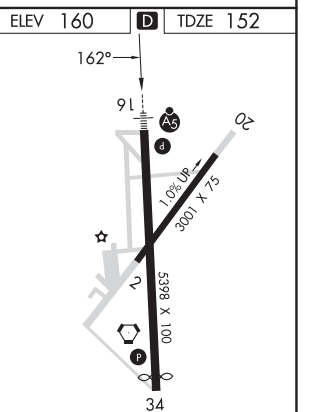
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 020° and on ONP VORTAC R-343 to BUHRS/ONP 6.6 DME and hold, continue climb-in-hold to 3000.

| AWOS-3 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 133.9 | 125.8 291.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | 402-¾ 250 (300-¾) | | | |
| S-LOC 16 | 660-¾ 508 (500-¾) | | 660-1 508 (500-1) | |
| C CIRCLING | 880-1 720 (800-1) | 1000-1¼ 840 (900-1¼) | 1400-3 1240 (1300-3) | 1600-3 1440 (1500-3) |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

NEWPORT, OREGON | AL-735 (FAA) | 21224

| WAAS | APP CRS | Rwy Idg | 5398 |
|---|---|---|---|
| CH 53439 | 162° | TDZE | 152 |
| W16A | | Apt Elev | 160 |

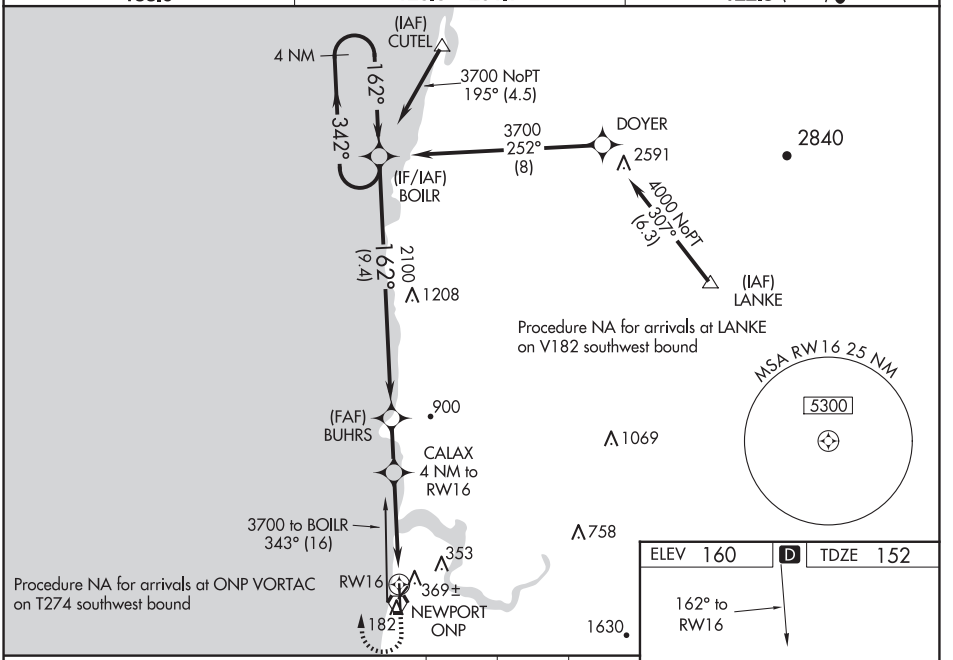
# RNAV (GPS) RWY 16
## NEWPORT MUNI (ONP)

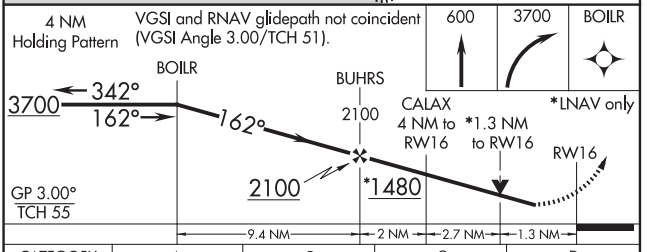
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Tillamook altimeter setting. DME/DME RNP-0.3 NA. Inop table does not apply to LPV all Cats. When local altimeter setting not received, use Tillamook altimeter setting: increase 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 ⅜ mile and increase Circling Cat B visibility ¼ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile, and increase LNAV Cat A/B visibility to 1 mile, Cat C/D to 1⅜ mile. For inop MALSR when using Tillamook altimeter setting, increase LPV all Cats visibility to 1 ¼ mile, and LNAV Cat A/B visibility to 1 mile, LNAV Cat C/D to 1¾ mile. Rwy 16 helicopter visibility reduction below ¾ SM NA.

MALSR (A5)

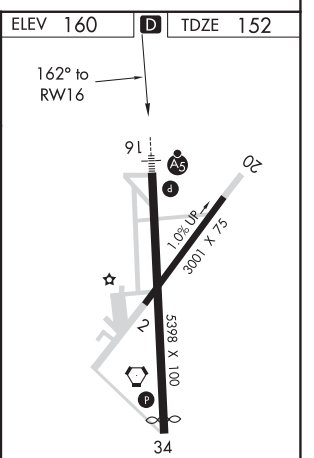
MISSED APPROACH: Climb to 600 then climbing right turn to 3700 direct BOILR and hold.

| AWOS-3 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 133.9 | 125.8 291.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 402-¾ | 250 (300-¾) | | |
| LNAV/VNAV DA | 613-1⅛ | 461 (500-1⅛) | | |
| LNAV MDA | 620-¾ | 468 (500-¾) | 620-1 | 468 (500-1) |
| C CIRCLING | 880-1 720 (800-1) | 1000-1¼ 840 (900-1¼) | 1400-3 1240 (1300-3) | 1600-3 1440 (1500-3) |




NEWPORT, OREGON
Amdt 1A 30MAR17

44°35′N-124°03′W

NEWPORT MUNI (ONP)
RNAV (GPS) RWY 16

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 34

## NEWPORT MUNI (ONP)

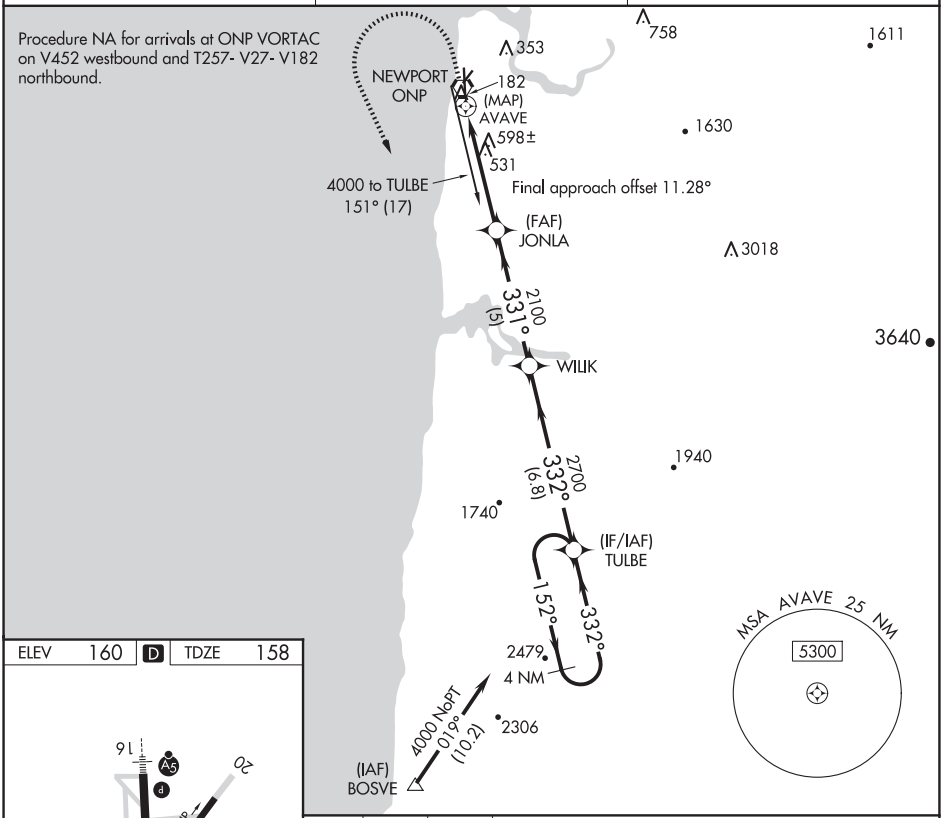
| APP CRS | Rwy Idg | 5098 |
|---|---|---|
| 331° | TDZE | 158 |
| | Apt Elev | 160 |

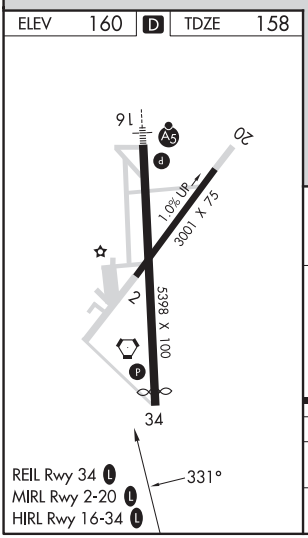
Rwy 34 helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

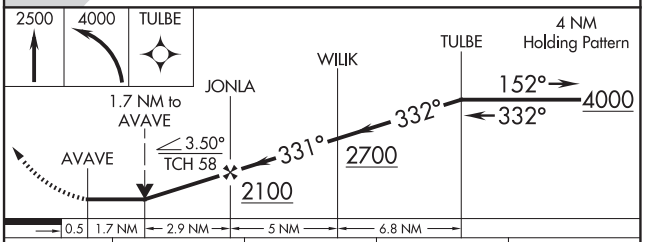
MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct TULBE and hold.

| AWOS-3 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 133.9 | 125.8 291.7 | 122.8 (CTAF) L |

Procedure NA for arrivals at ONP VORTAC on V452 westbound and T257- V27- V182 northbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-1 702 (700-1) | | 860-2 | 702 (700-2) |
| C CIRCLING | 880-1 720 (800-1) | 1000-1¼ 840 (900-1¼) | 1400-3 1240 (1300-3) | 1600-3 1440 (1500-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

NEWPORT, OREGON AL-735 (FAA) 23334

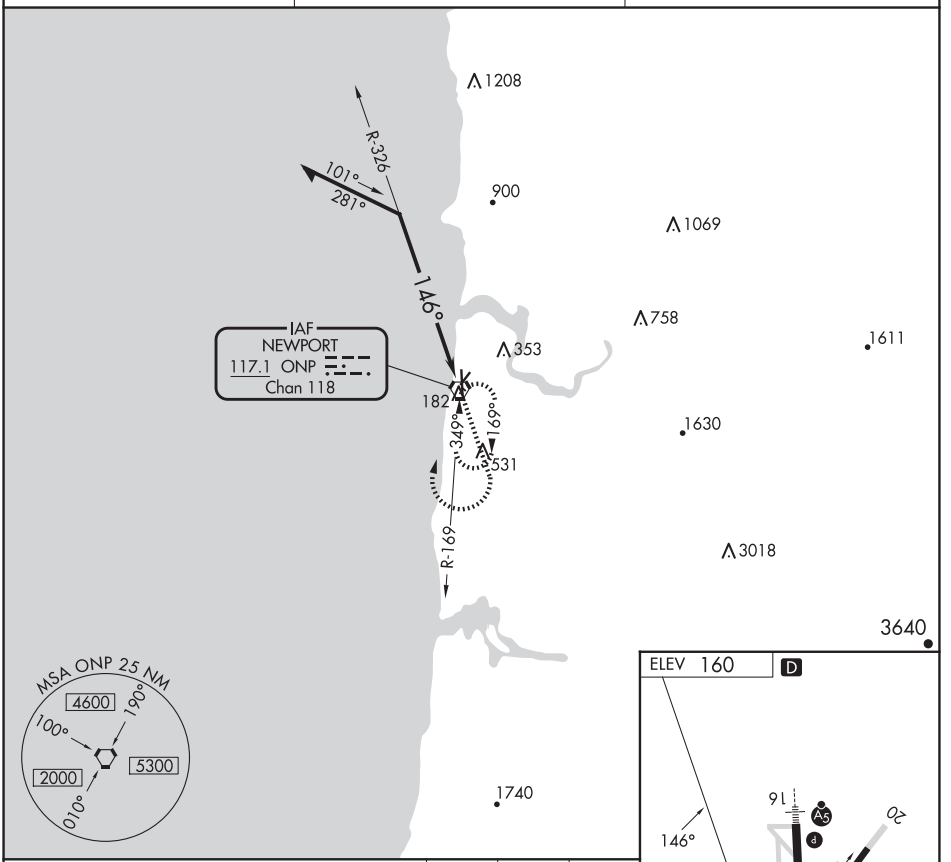
| VORTAC ONP 117.1 Chan 118 | APP CRS 146° | Rwy Idg N/A TDZE N/A Apt Elev 160 |
|---|---|---|

# VOR-A
## NEWPORT MUNI (ONP)

T A When local altimeter setting not received, use Tillamook altimeter setting: increase all MDA 140 feet, increase Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 2900 then climbing right turn to 4000 direct ONP VORTAC and hold, continue climb-in-hold to 4000.

| AWOS-3 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 133.9 | 125.8 291.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1060-1¼ | 900 (900-1¼) | 1400-3 1240 (1300-3) | 1600-3 1440 (1500-3) |

REIL Rwy 34 L
MIRL Rwy 2-20 L
HIRL Rwy 16-34 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

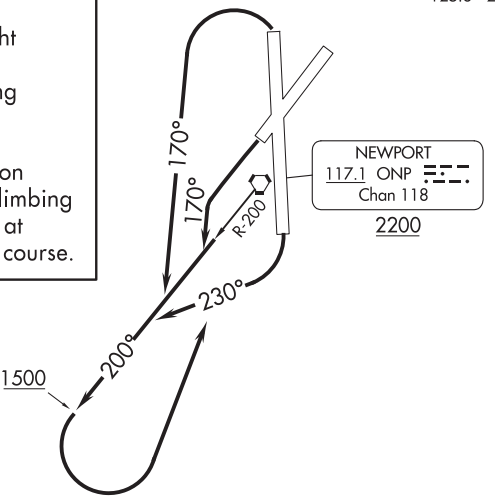
SEATTLE CENTER
125.8 291.7

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS Z or LOC Z RWY 5

## SOUTHWEST OREGON RGNL (OTH)

| LOC/DME I-OTH | APP CRS | Rwy Idg | 5320 |
|---|---|---|---|
| 108.5 | 046° | TDZE | 16 |
| Chan 22 | | Apt Elev | 17 |

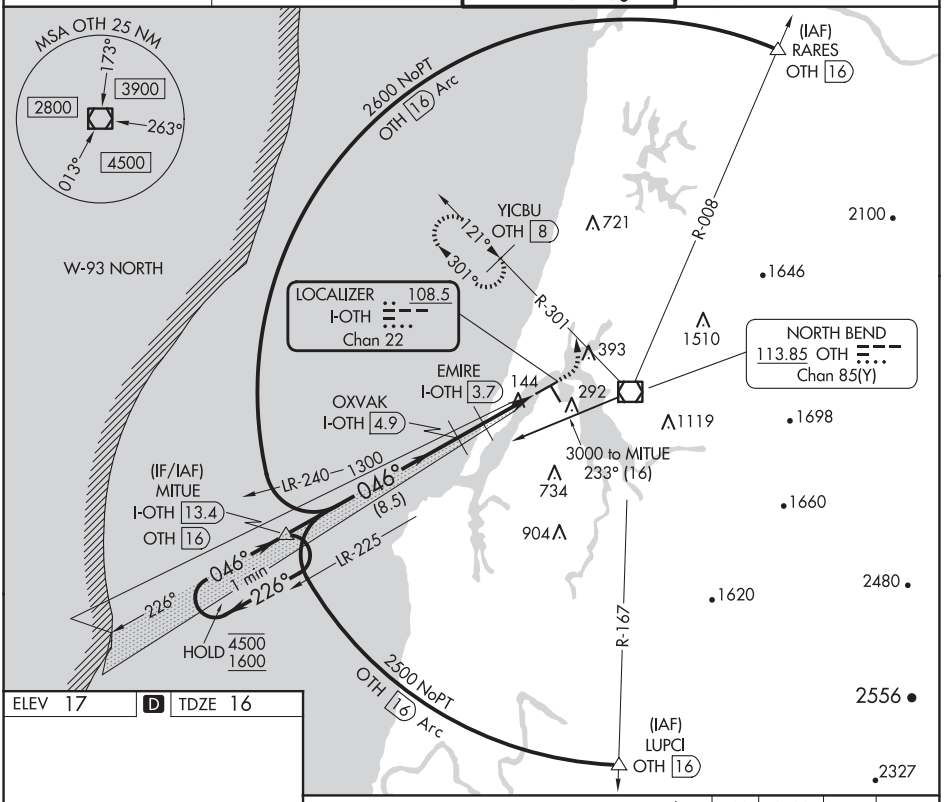
DME required.

Circling Rwy 13, 31 NA at night.

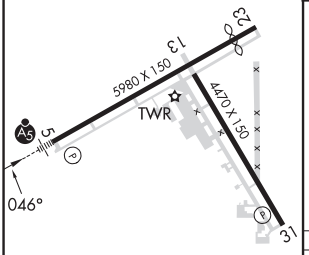
MALSR

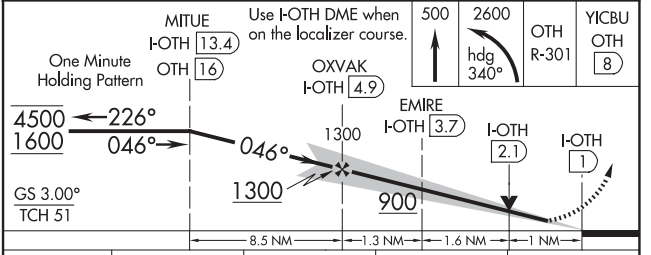
MISSED APPROACH: Climb to 500 then climbing left turn to 2600 on heading 340° and OTH VOR/DME R-301 to YICBU/OTH 8 DME and hold, continue climb-in-hold to 2600.

| AWOS-3PT | SEATTLE CENTER | NORTH BEND TOWER★ | GND CON |
|---|---|---|---|
| 135.075 | 127.55 254.35 | 118.45 (CTAF) | 127.1 |




ELEV 17 D TDZE 16




| 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) | |
| C CIRCLING | 680-1 663 (700-1) | 820-1 803 (900-1) | 1080-3 1063 (1100-3) | 1160-3 1143 (1200-3) |

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23 and 31 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Idg | 5320 |
|---|---|---|
| 046° | TDZE | 16 |
| | Apt Elev | 17 |

# RNAV (RNP) Z RWY 5
## SOUTHWEST OREGON RGNL (OTH)

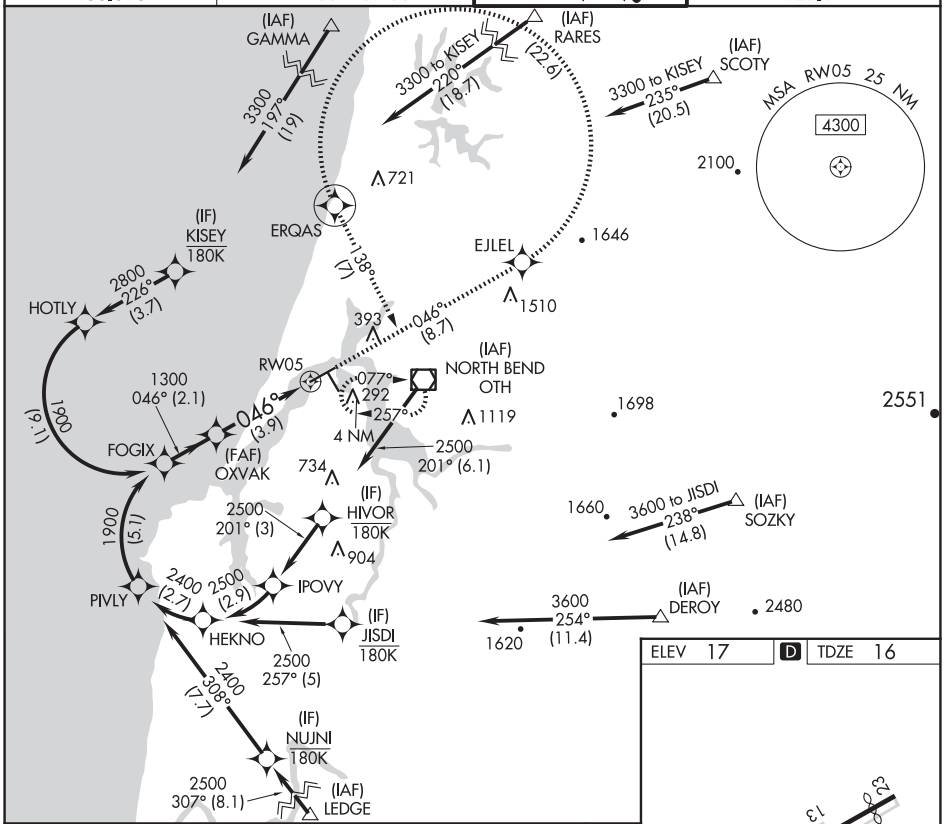
RNP AR APCH. RF required.

T For inop ALS, increase *RNP 0.11 all Cats visibility to 1 SM, #RNP 0.30 all Cats visibility to 1⅜ SM, and RNP 0.30 all Cats visibility to 1⅝ SM. For uncompensated Baro-VNAV systems, procedure NA below -2°C or above 54°C.

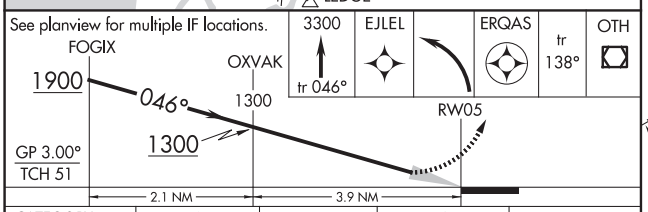
MALSR

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 | SEATTLE CENTER | NORTH BEND TOWER* | GND CON |
|---|---|---|---|
| 135.075 | 127.55 254.35 | 118.45 (CTAF) L | 127.1 |



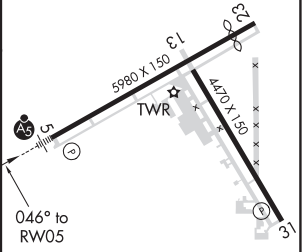

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA* | | 394-⅝ | 378 (400-⅝) | |
| RNP 0.30 DA# | | 477-1⅛ | 461 (500-1⅛) | |
| RNP 0.30 DA | | 569-1⅜ | 553 (600-1⅜) | |

AUTHORIZATION REQUIRED

ELEV 17 D TDZE 16




HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23 and 31 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 5

## SOUTHWEST OREGON RGNL (OTH)

| WAAS | APP CRS | Rwy Idg | 5320 |
|---|---|---|---|
| CH 82416 | 046° | TDZE | 16 |
| W05A | | Apt Elev | 17 |

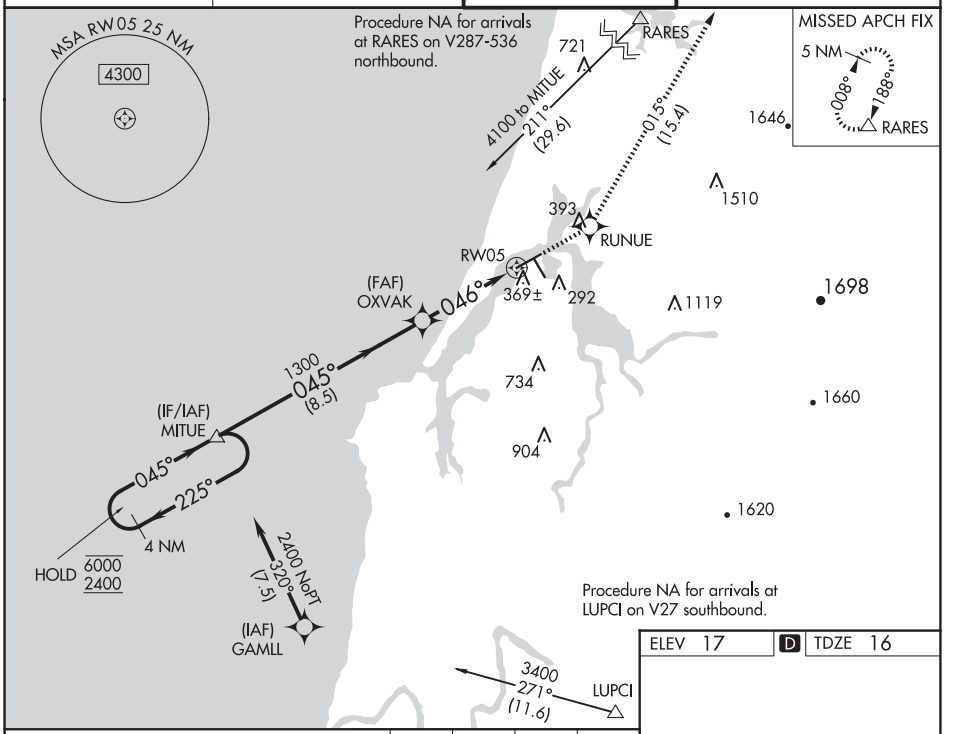
RNP APCH.

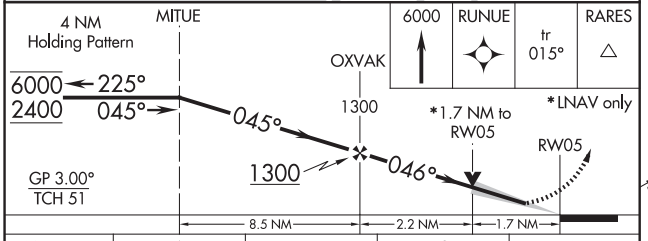
T A Circling Rwy 13, 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. For inop ALS, increase LPV all Cats visibility to ⅞ SM, LNAV/VNAV all Cats visibility to 1½ SM, and increase LNAV Cat C/D visibility to 1¾ SM.

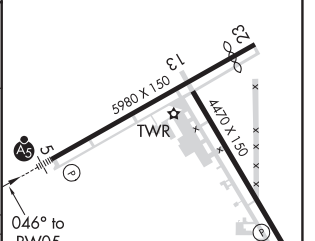
MALSR

MISSED APPROACH: Climb to 6000 direct RUNUE and on track 015° to RARES and hold, continue climb-in-hold to 6000.

| AWOS-3PT | SEATTLE CENTER | NORTH BEND TOWER★ | GND CON |
|---|---|---|---|
| 135.075 | 127.55 254.35 | 118.45 (CTAF) L | 127.1 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 319-½ 303 (400-½) | | | |
| LNAV/VNAV DA | 550-1⅜ 534 (600-1⅜) | | | |
| LNAV MDA | 620-½ 604 (700-½) | | 620-1⅜ 604 (700-1⅜) | |
| C CIRCLING | 680-1 663 (700-1) | 820-1 803 (900-1) | 1100-3 1083 (1100-3) | 1160-3 1143 (1200-3) |

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23 and 31 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME OTH | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.85 | 257° | TDZE | N/A |
| Chan 85(Y) | | Apt Elev | 17 |

# VOR-B

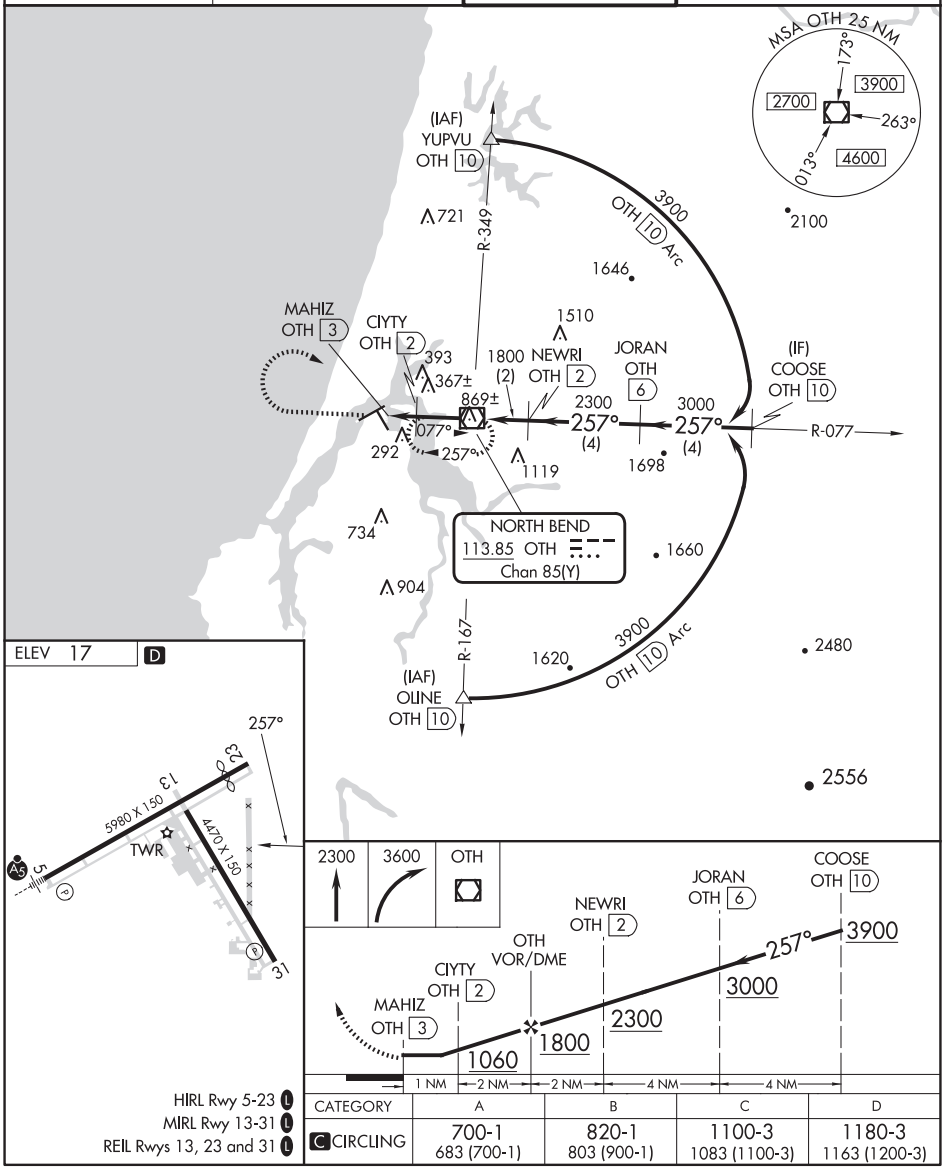
## SOUTHWEST OREGON RGNL (OTH)

DME required.

Circling Rwy 13, 31 NA at night.
Rwy 13, 31 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 then climbing right turn to 3600 direct OTH VOR/DME and hold.

| AWOS-3PT | SEATTLE CENTER | NORTH BEND TOWER★ | GND CON |
|---|---|---|---|
| 135.075 | 127.55 254.35 | 118.45 (CTAF) L | 127.1 |




HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23 and 31 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 700-1<br>683 (700-1) | 820-1<br>803 (900-1) | 1100-3<br>1083 (1100-3) | 1180-3<br>1163 (1200-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

NORTH BEND, OREGON | AL-929 (FAA) | 24305

# COPTER ILS Y or LOC Y RWY 5

SOUTHWEST OREGON RGNL (OTH)

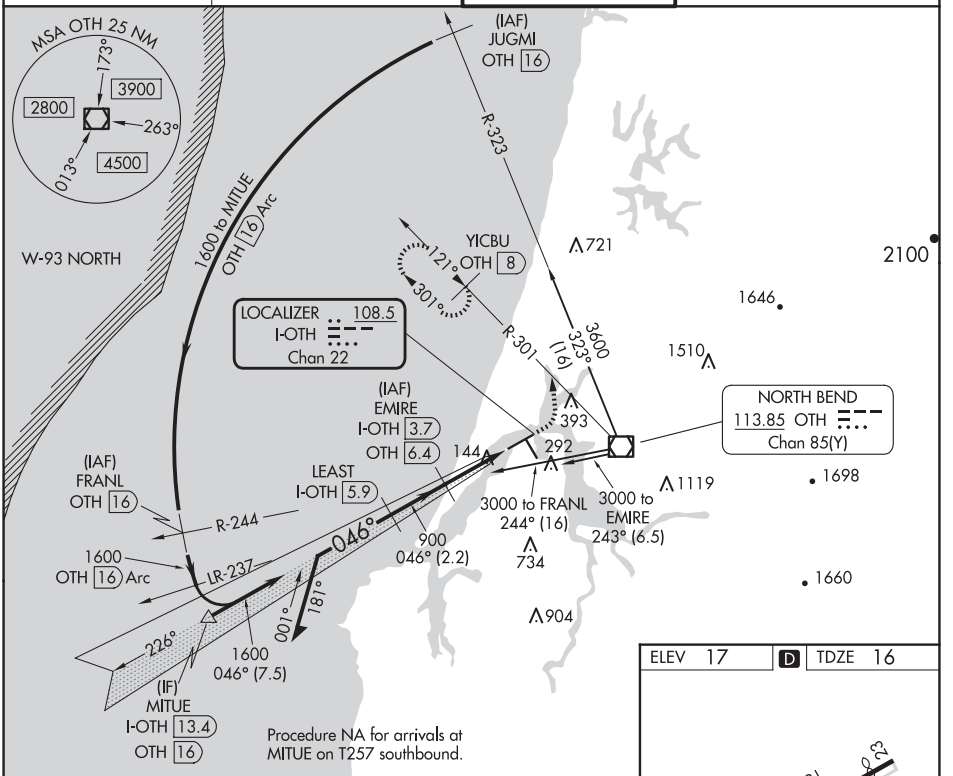
| LOC/DME I-OTH | APP CRS | Rwy Idg | 5320 |
|---|---|---|---|
| 108.5 | 046° | TDZE | 16 |
| Chan 22 | | Apt Elev | 17 |

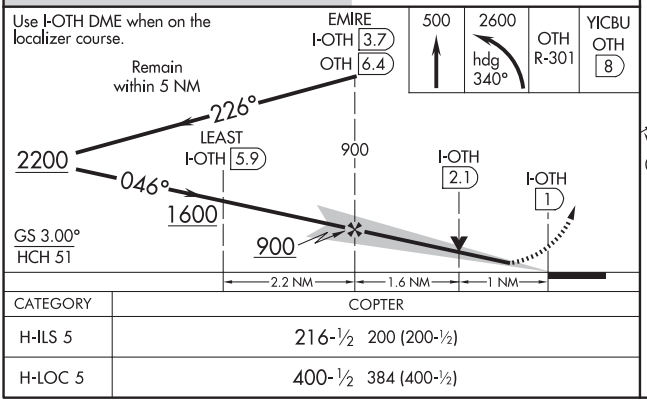
DME required.

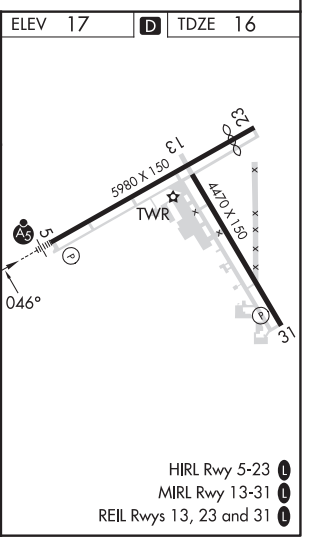
MALSR

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 | SEATTLE CENTER | NORTH BEND TOWER★ | GND CON |
|---|---|---|---|
| 135.075 | 127.55 254.35 | 118.45 (CTAF) L | 127.1 |




| CATEGORY | COPTER |
|---|---|
| H-ILS 5 | 216-½ 200 (200-½) |
| H-LOC 5 | 400-½ 384 (400-½) |

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23 and 31 L

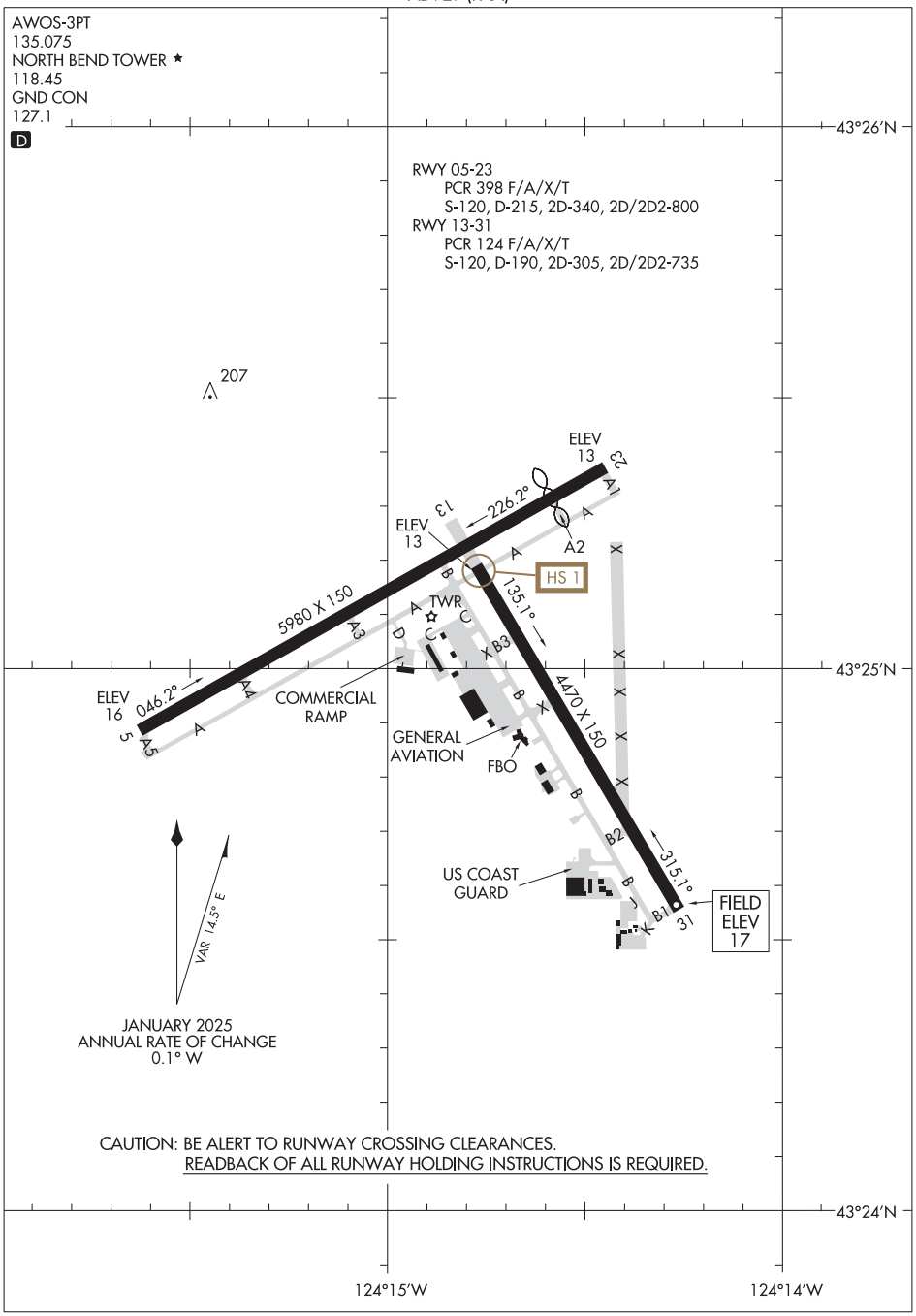
NORTH BEND, OREGON | 43°25'N-124°15'W | SOUTHWEST OREGON RGNL (OTH)

Amdt 2 31OCT24

COPTER ILS Y or LOC Y RWY 5



NW-1, 12 JUN 2025 to 07 AUG 2025



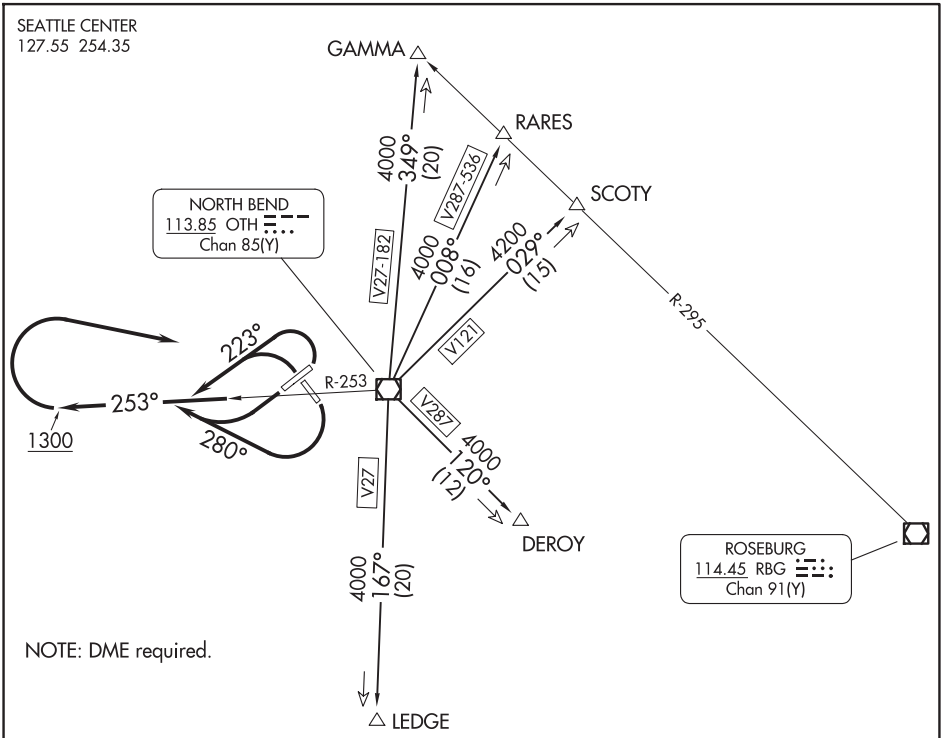


NW-1, 12 JUN 2025 to 07 AUG 2025

(OTH7.OTH) 25163

# NORTH BEND SEVEN DEPARTURE AL-929 (FAA)

SOUTHWEST OREGON RGNL (OTH)
NORTH BEND, OREGON




NOTE: DME required.

TAKEOFF MINIMUMS

Rwy 5: 900-3 with minimum climb of 300′ per NM to 900 or
Standard with minimum climb of 475′ per NM to 1200.
Rwy 13: 400-1 with minimum climb of 330′ per NM to 1200.
Rwy 23: Standard.
Rwy 31: 300-1¾ or Standard with minimum climb of 280′ per NM to 300.

NOTE: Chart not to scale.

## 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.

| APP CRS | Rwy Idg | 2758 |
|---|---|---|
| 071° | TDZE | 193 |
| | Apt Elev | 193 |

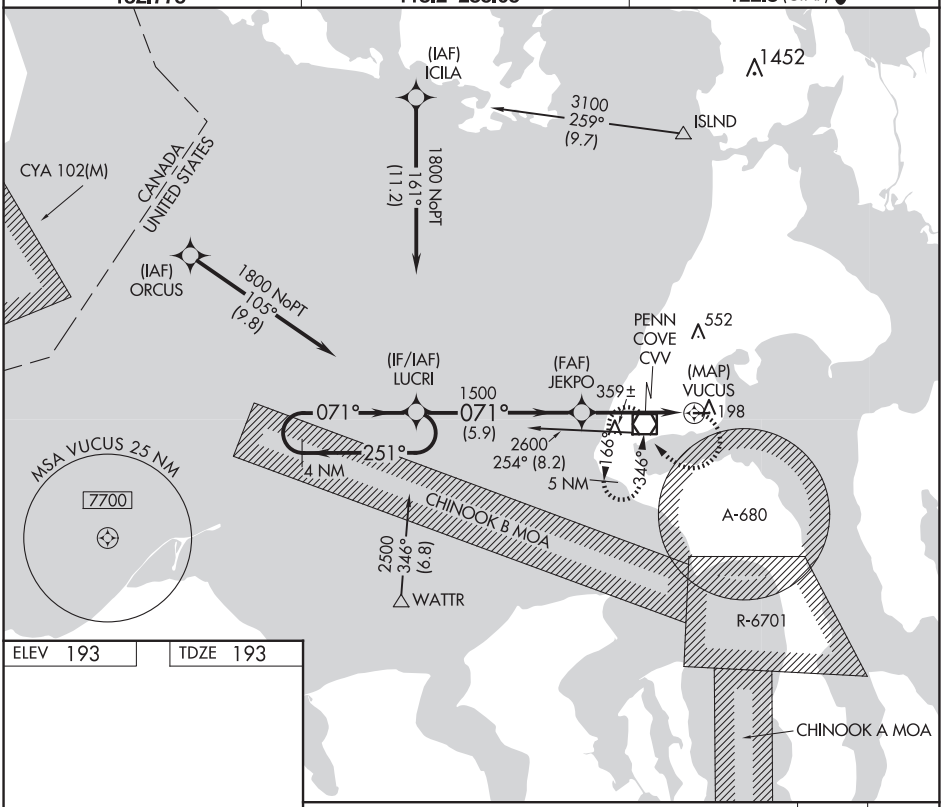
# RNAV (GPS) RWY 7

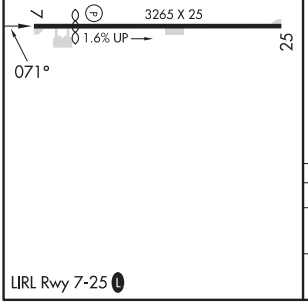
DELAURENTIS (OKH)

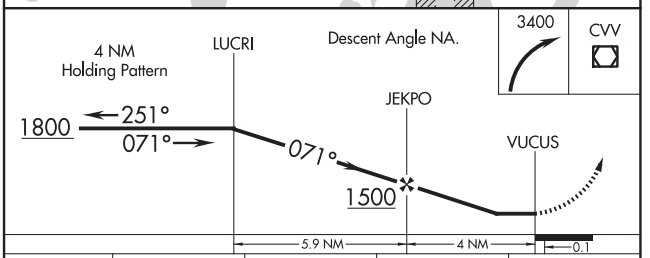
DME/DME RNP- 0.3 NA. Helicopter visibility reduction below ¾ SM NA. Circling north of Rwy 7-25 NA at night. When local altimeter setting not received, use Whidbey Island NAS (Ault Fld) altimeter setting and increase all MDAs 40 feet. Night landing: Rwy 25 NA.

MISSED APPROACH: Climbing right turn to 3400 direct CVV VOR/DME and hold, continue climb-in-hold to 3400.

| AWOS-3 | WHIDBEY APP CON | UNICOM |
|---|---|---|
| 132.775 | 118.2 285.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 427 (500-1) | | NA | |
| CIRCLING | 620-1 427 (500-1) | 660-1 467 (500-1) | NA | |

LIRL Rwy 7-25 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 17

OLYMPIA RGNL (OLM)

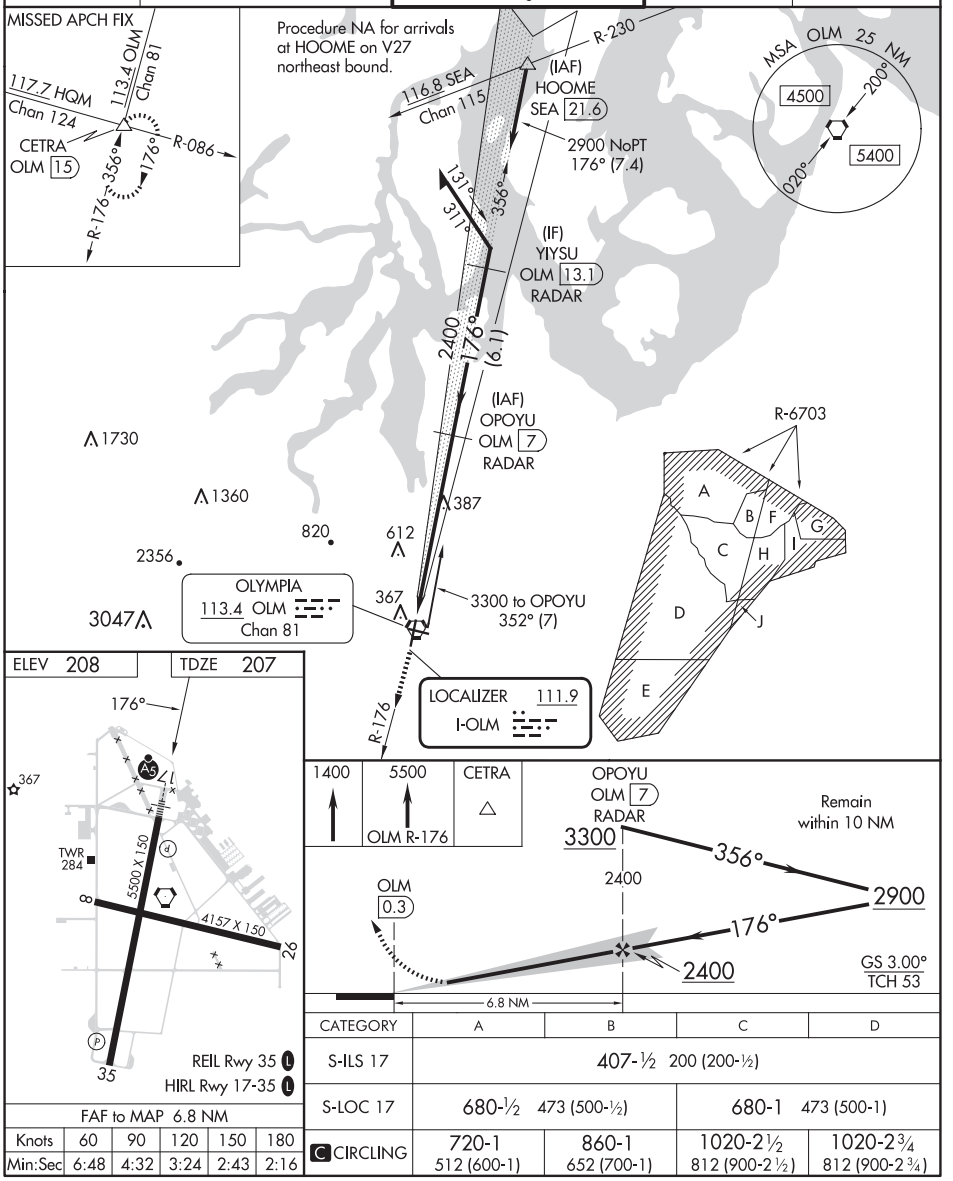
| LOC I-OLM | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| 111.9 | 176° | TDZE | 207 |
| | | Apt Elev | 208 |

DME or RADAR required. For inop ALS, increase S-LOC 17 Cat C/D visibility to 1⅜ SM.

MALSR

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 | SEATTLE APP CON | OLYMPIA TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.725 | 121.1 290.9 | 124.4 (CTAF) L 254.25 | 121.6 | 122.95 |




FAF to MAP 6.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:48 | 4:32 | 3:24 | 2:43 | 2:16 |

| 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) | |
| C CIRCLING | 720-1 512 (600-1) | 860-1 652 (700-1) | 1020-2½ 812 (900-2½) | 1020-2¾ 812 (900-2¾) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 17

OLYMPIA RGNL (OLM)

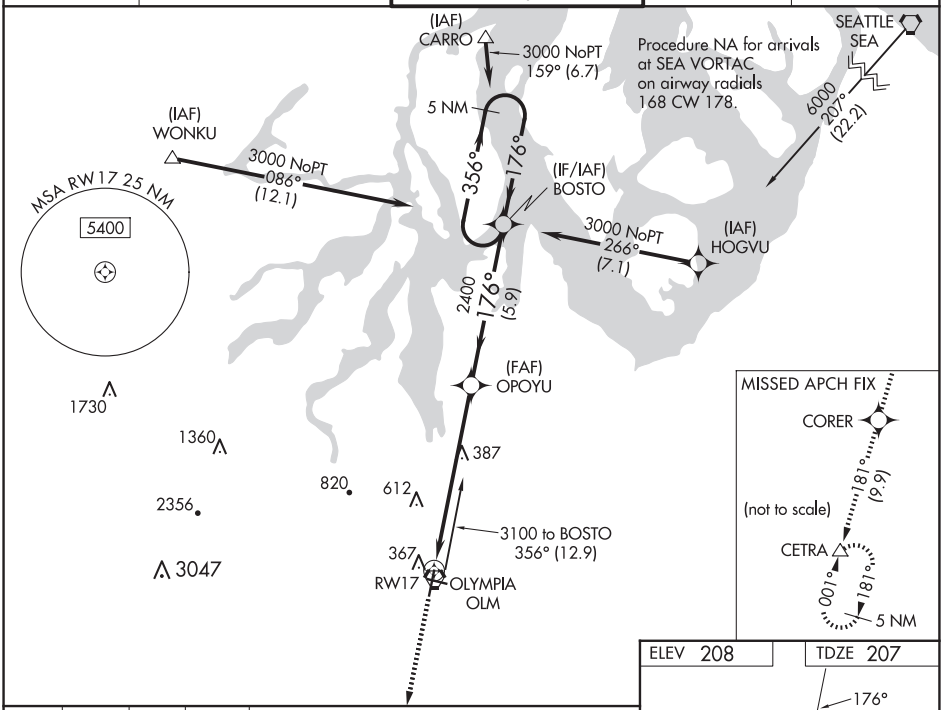
| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 45599 | 176° | TDZE | 207 |
| W17A | | Apt Elev | 208 |

T 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 1⅛ SM. Increase LNAV Cats C/D to 1⅜ SM.

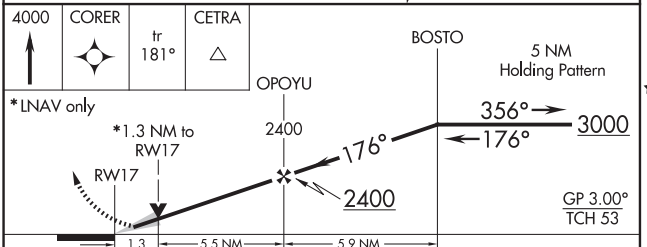
MALSR A5

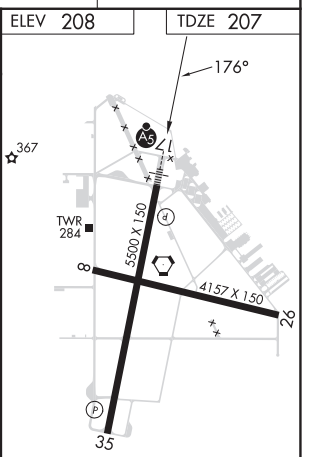
MISSED APPROACH: Climb to 4000 direct CORER and on track 181° to CETRA and hold, continue climb-in-hold to 4000.

| ATIS | SEATTLE APP CON | OLYMPIA TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 135.725 | 121.1 290.9 | 124.4 (CTAF) 254.25 | 121.6 | 122.95 |




| 4000 | CORER | tr 181° | CETRA |
|---|---|---|---|




| 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) | |
| C CIRCLING | 720-1 512 (600-1) | 860-1 652 (700-1) | 1020-2½ 812 (900-2½) | 1020-2¾ 812 (900-2¾) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

OLYMPIA, WASHINGTON | AL-645 (FAA) | 25051

# RNAV (GPS) RWY 35

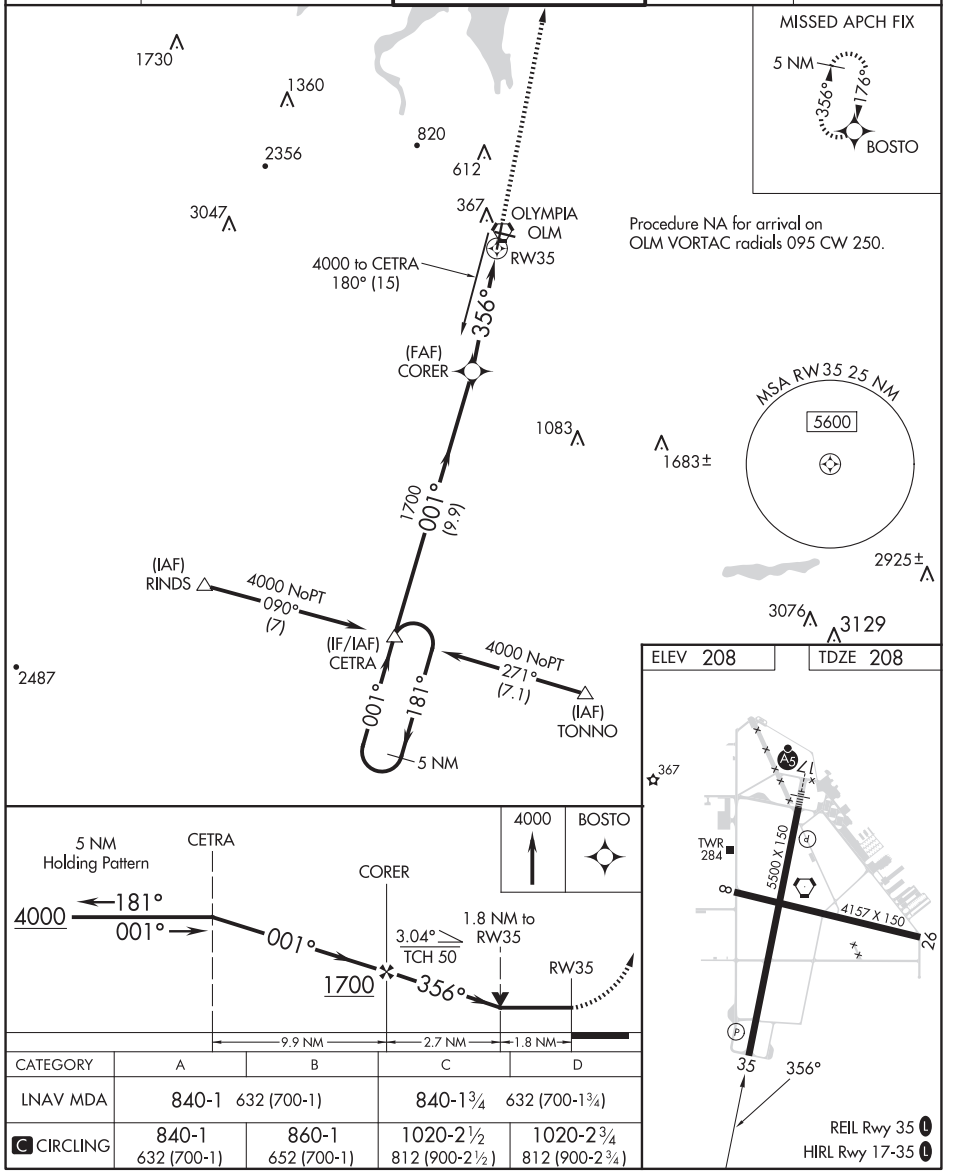
## OLYMPIA RGNL (OLM)

| APP CRS | Rwy Idg | 5500 |
|---|---|---|
| 356° | TDZE | 208 |
| | Apt Elev | 208 |

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 | SEATTLE APP CON | OLYMPIA TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 135.725 | 121.1 290.9 | 124.4 (CTAF) L 254.25 | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 632 (700-1) | | 840-1¾ 632 (700-1¾) | |
| C CIRCLING | 840-1 632 (700-1) | 860-1 652 (700-1) | 1020-2½ 812 (900-2½) | 1020-2¾ 812 (900-2¾) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

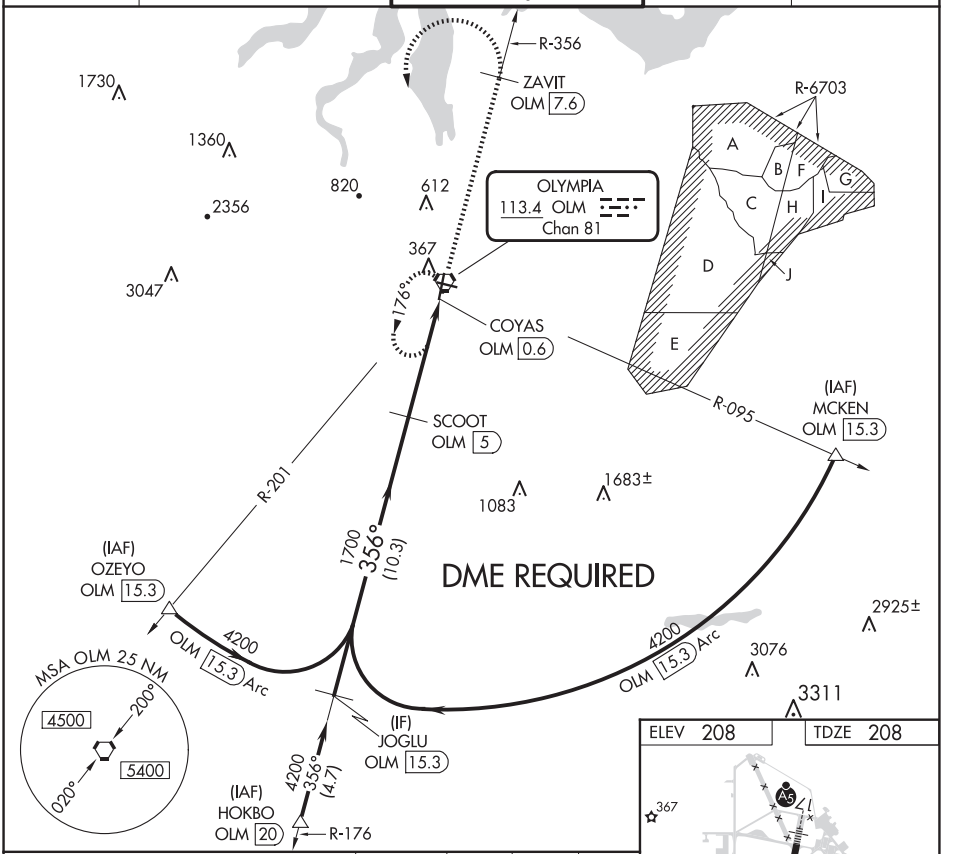
| VORTAC OLM | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| 113.4 | 356° | TDZE | 208 |
| Chan 81 | | Apt Elev | 208 |

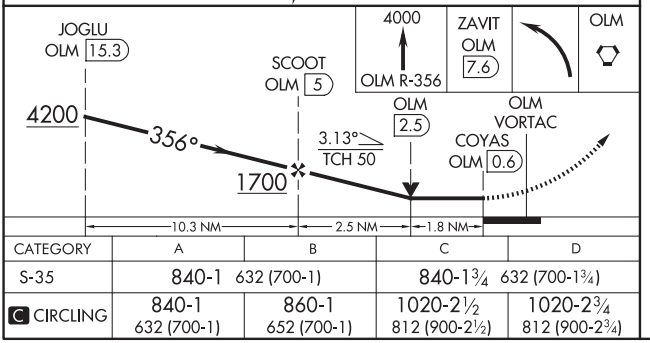
# VOR RWY 35
## OLYMPIA RGNL (OLM)

Rwy 35 helicopter visibility reduction below ¾ SM NA.
DME required.

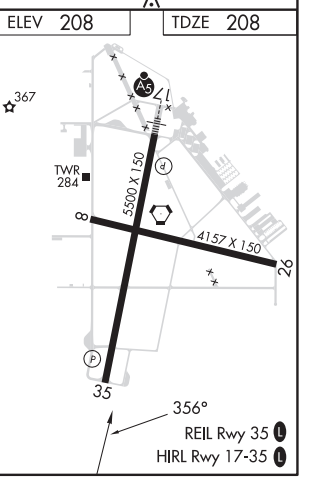
MISSED APPROACH: Climb to 4000 on OLM VORTAC R-356 to ZAVIT/OLM 7.6 DME then climbing left turn direct OLM VORTAC and hold.

| ATIS | SEATTLE APP CON | OLYMPIA TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 135.725 | 121.1 290.9 | 124.4 (CTAF) L 254.25 | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 840-1 632 (700-1) | | 840-1¾ 632 (700-1¾) | |
| C CIRCLING | 840-1 632 (700-1) | 860-1 652 (700-1) | 1020-2½ 812 (900-2½) | 1020-2¾ 812 (900-2¾) |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

OLYMPIA, WASHINGTON | AL-645 (FAA) | 25051

| VORTAC OLM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.4 | 171° | TDZE | N/A |
| Chan 81 | | Apt Elev | 208 |

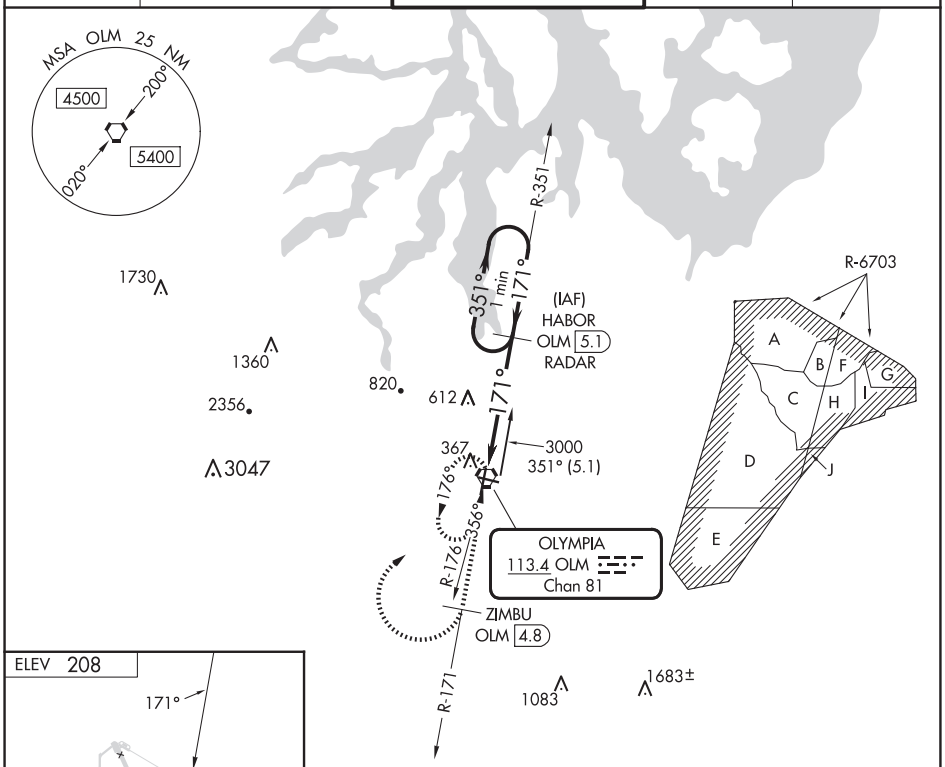
# VOR-A

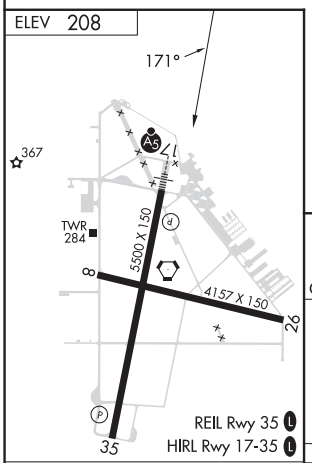
OLYMPIA RGNL (OLM)

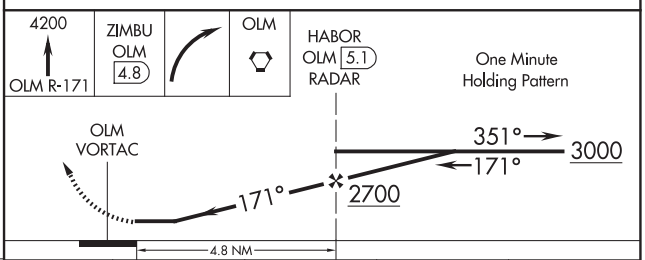
T A — DME required.

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 | SEATTLE APP CON | OLYMPIA TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 135.725 | 121.1 290.9 | 124.4 (CTAF) L 254.25 | 121.6 | 122.95 |



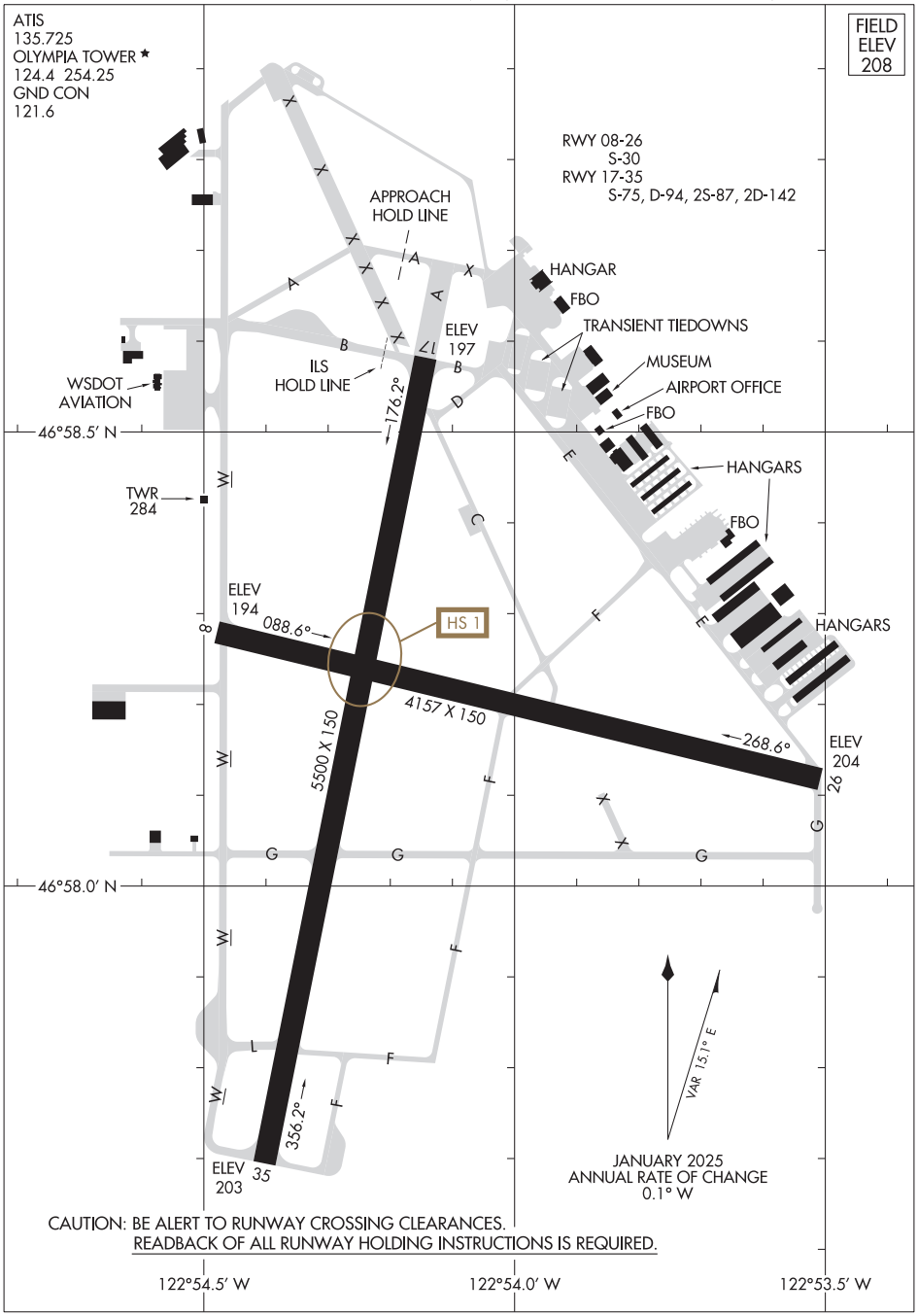




| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 880-1 | 672 (700-1) | 1020-2½ 812 (900-2½) | 1020-2¾ 812 (900-2¾) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025





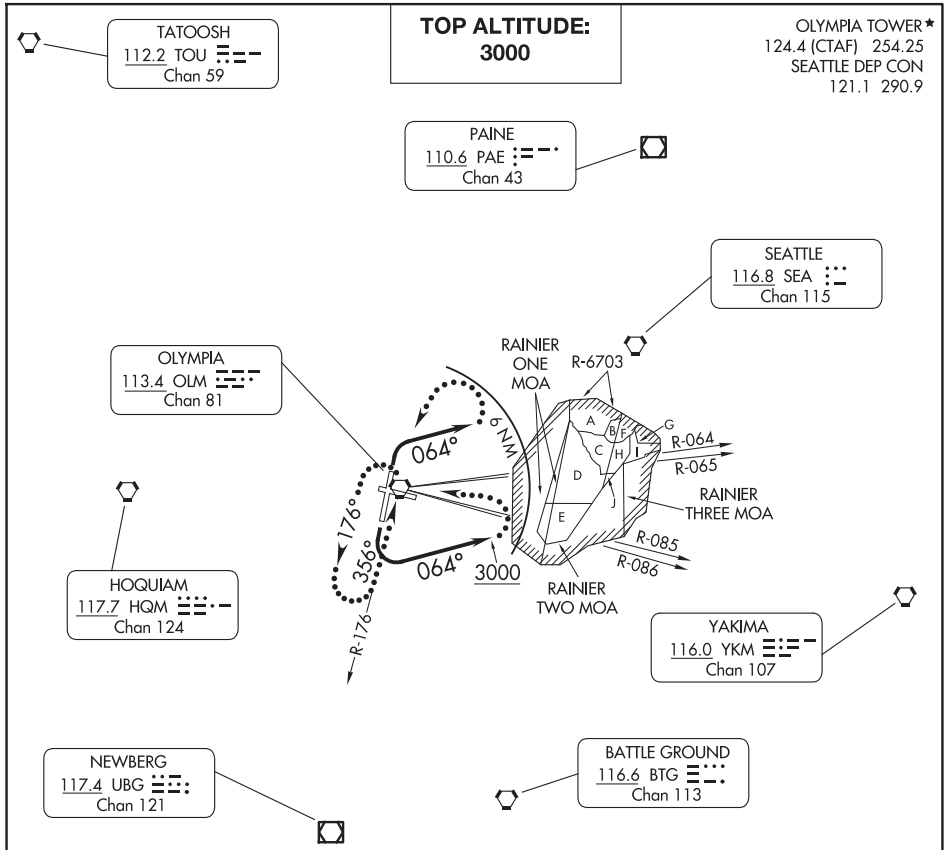

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(YELM5.YELM) 23334

# YELM FIVE DEPARTURE

AL-645 (FAA)

OLYMPIA RGNL (OLM)
OLYMPIA, WASHINGTON




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.




NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Ldg | 4667 |
|---|---|---|
| 335° | TDZE | 1303 |
| | Apt Elev | 1305 |

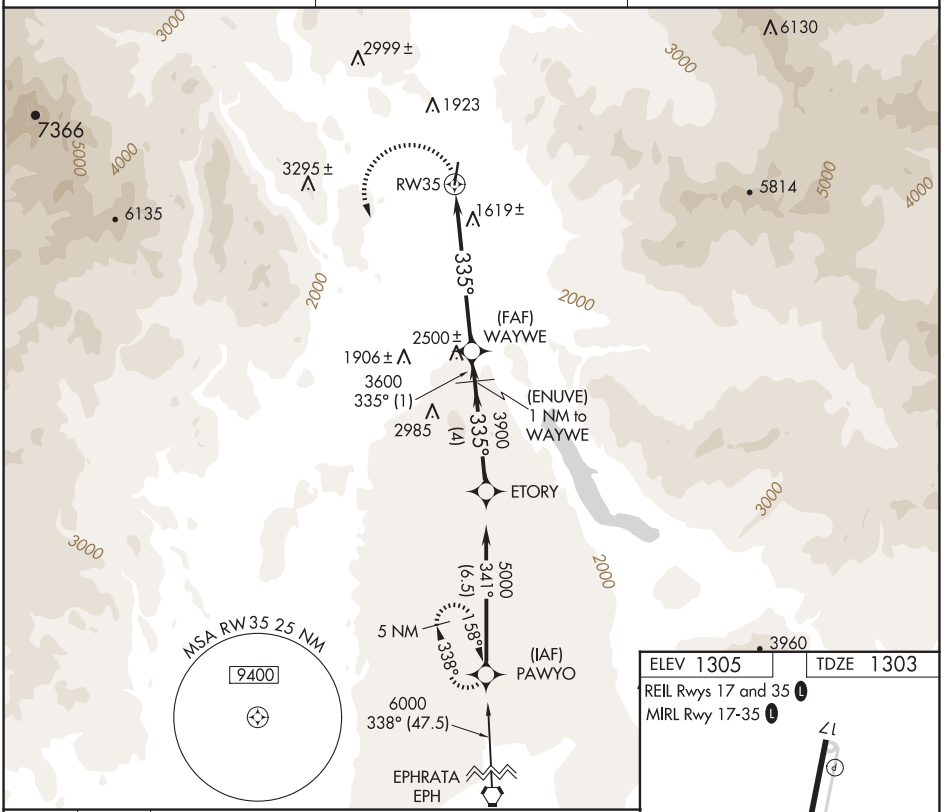
# GPS RWY 35
OMAK (OMK)

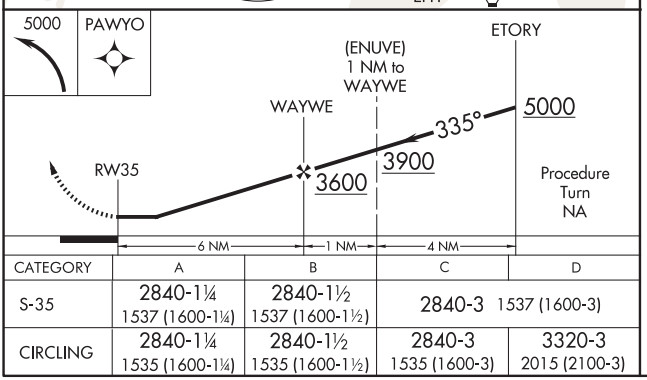
NA
-15°C

Circling NA east of Rwy 17-35.

MISSED APPROACH: Climbing left turn to 5000 direct PAWYO WP and hold.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 118.325 | 126.1 291.6 | 122.8 (CTAF) L |



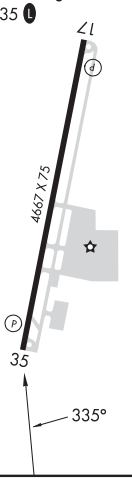




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 2840-1¼<br>1537 (1600-1¼) | 2840-1½<br>1537 (1600-1½) | 2840-3 1537 (1600-3) | |
| CIRCLING | 2840-1¼<br>1535 (1600-1¼) | 2840-1½<br>1535 (1600-1½) | 2840-3<br>1535 (1600-3) | 3320-3<br>2015 (2100-3) |

ELEV 1305 TDZE 1303

REIL Rwys 17 and 35 L

MIRL Rwy 17-35 L






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(EPH1.EPH) 21336

# EPHRATA ONE DEPARTURE (OBSTACLE) (RNAV)

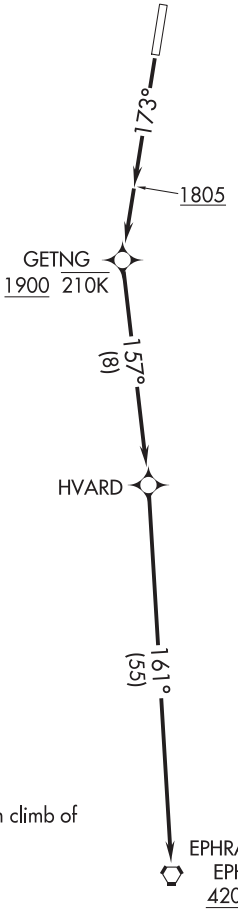
AL-5453 (FAA)

OMAK (OMK)
OMAK, WASHINGTON



NW-1, 12 JUN 2025 to 07 AUG 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.

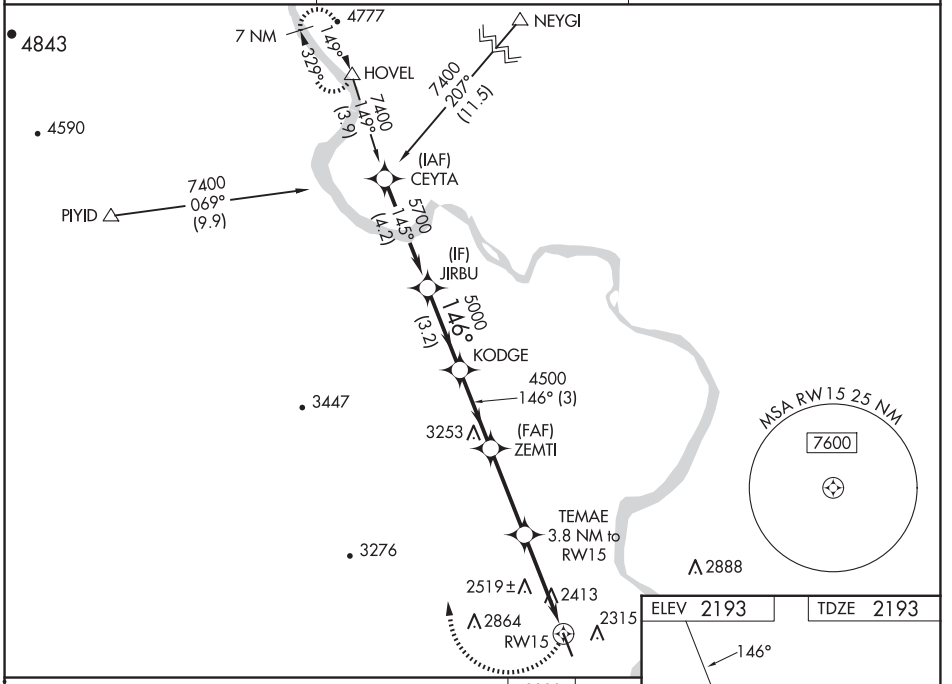
| WAAS | APP CRS | Rwy Ldg | 5006 |
|---|---|---|---|
| CH 78207 | 146° | TDZE | 2193 |
| W15A | | Apt Elev | 2193 |

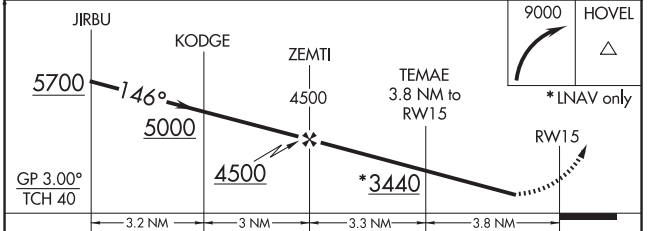
# RNAV (GPS) RWY 15
## ONTARIO MUNI (ONO)

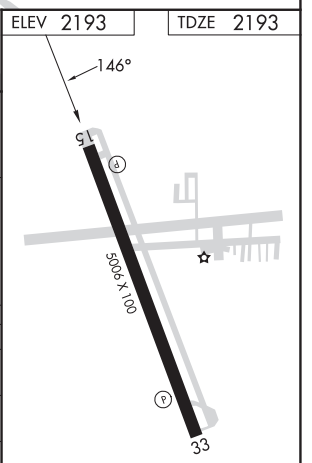
T Baro-VNAV NA when using Caldwell altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
A When local altimeter setting not received, use Caldwell altimeter setting and increase LPV DA to 2867 feet, LNAV/VNAV DA to 2911 feet, 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 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.275 | 128.05 306.95 | 122.8 (CTAF) L |




| 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) | |
| C CIRCLING | 2780-1 587 (600-1) | 2800-1 607 (700-1) | 3120-2¾ 927 (1000-2¾) | 3240-3 1047 (1100-3) |

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

ONTARIO, OREGON | AL-802 (FAA) | 25163

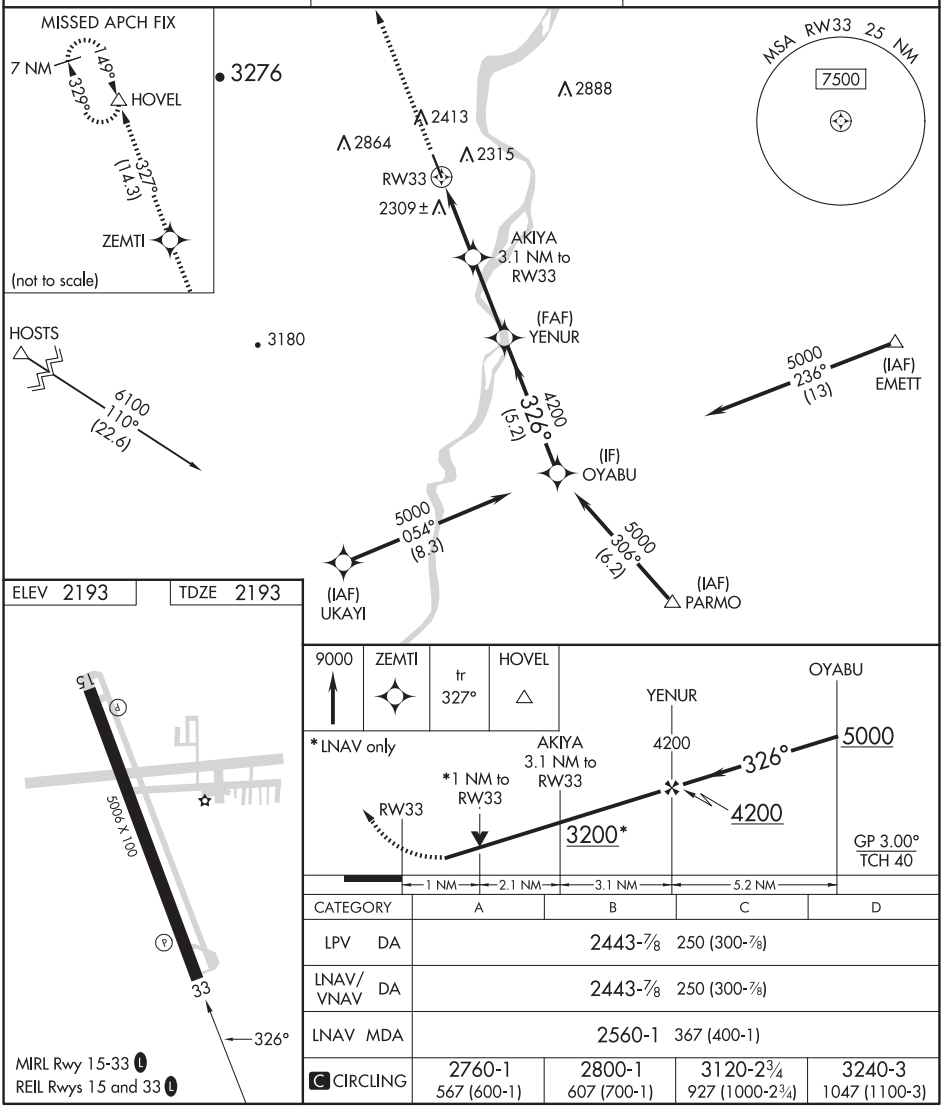
| WAAS | APP CRS | Rwy Ldg | 5006 |
|---|---|---|---|
| CH 87007 | 326° | TDZE | 2193 |
| W33A | | Apt Elev | 2193 |

# RNAV (GPS) RWY 33
## ONTARIO MUNI (ONO)

T A 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 ⅜ SM all Cats; increase all MDA 100 feet and increase LNAV Cat C and D ⅜ SM and Circling Cat C visibility ½ SM. Circling Rwy 15 NA at night. Rwy 33 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 9000 direct ZEMTI and on track 327° to HOVEL and hold, continue climb-in-hold 9000.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.275 | 128.05 306.95 | 122.8 (CTAF) L |




ELEV 2193 | TDZE 2193







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2443-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 2443-⅞ 250 (300-⅞) | | | |
| LNAV MDA | 2560-1 367 (400-1) | | | |
| C CIRCLING | 2760-1 567 (600-1) | 2800-1 607 (700-1) | 3120-2¾ 927 (1000-2¾) | 3240-3 1047 (1100-3) |

ONTARIO, OREGON
Amdt 1 07DEC17

44°01'N-117°01'W

ONTARIO MUNI (ONO)
RNAV (GPS) RWY 33


NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 10

BEAR LAKE COUNTY (1U7)

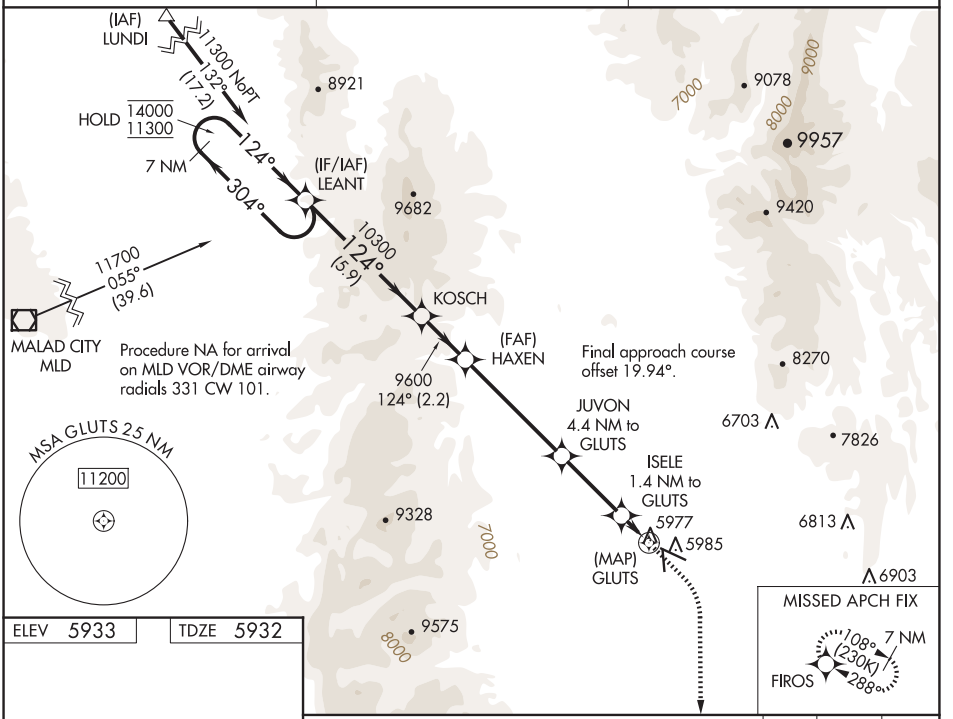
| WAAS | APP CRS | Rwy Ldg | 5728 |
|---|---|---|---|
| CH 65742 | 124° | TDZE | 5932 |
| W10A | | Apt Elev | 5933 |

RNP APCH - GPS.

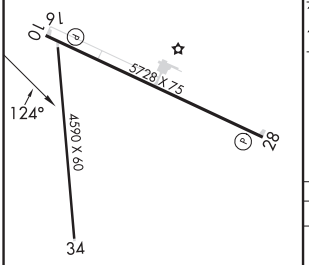
-22°C

MISSED APPROACH: (Do not exceed 185K until FIROS) Climb to 6340 then climbing right turn to 11000 direct FIROS and hold.

| AWOS-3 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.525 | 128.35 239.25 | 122.8 (CTAF) L |

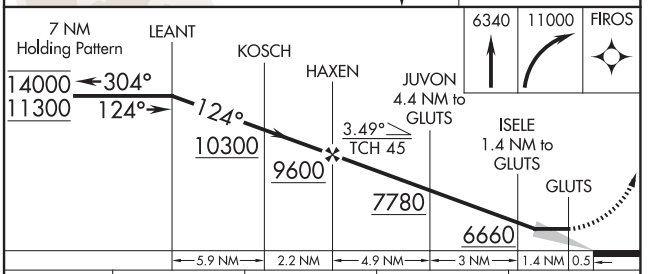



| ELEV 5933 | TDZE 5932 |
|---|---|




MIRL Rwy 10-28 L

REIL Rwys 10 and 28 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 6240-1 308 (400-1) | | | |
| LNAV MDA | 6240-1 308 (400-1) | | | |
| C CIRCLING | 6320-1 387 (400-1) | 6440-1 507 (600-1) | 6720-2¼ 787 (800-2¼) | 7140-3 1207 (1300-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PARIS, IDAHO | AL-10475 (FAA) | 25163

# RNAV (GPS) RWY 28

BEAR LAKE COUNTY (1U7)

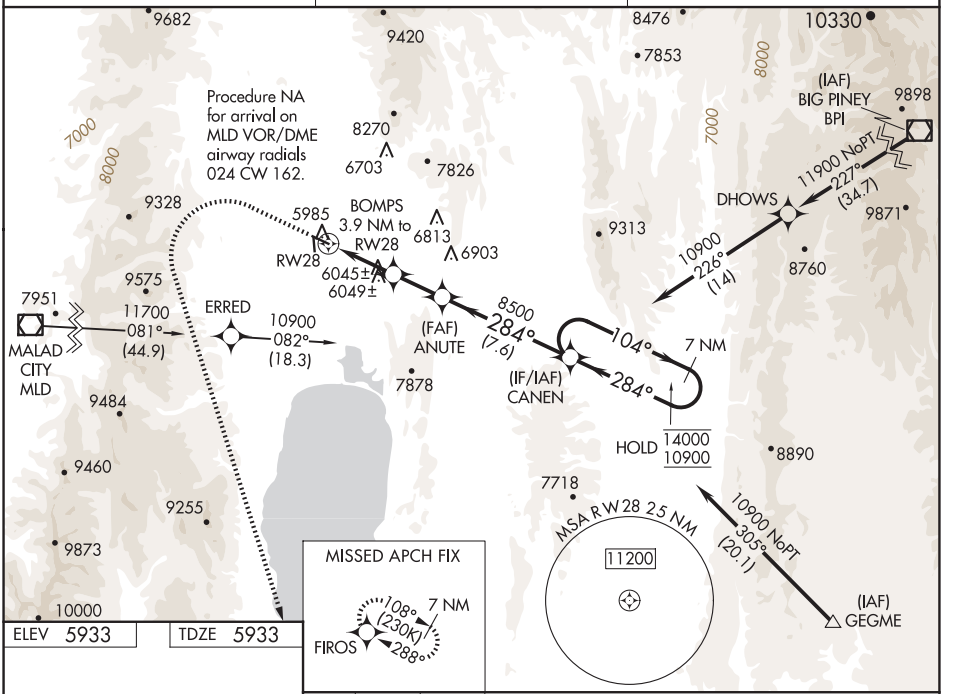
| WAAS | APP CRS | Rwy Ldg | 5728 |
|---|---|---|---|
| CH 62842 | 284° | TDZE | 5933 |
| W28A | | Apt Elev | 5933 |

RNP APCH - GPS.

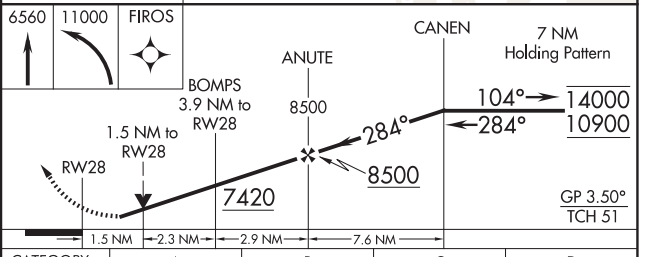
T
A
-22°C For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 35°C.

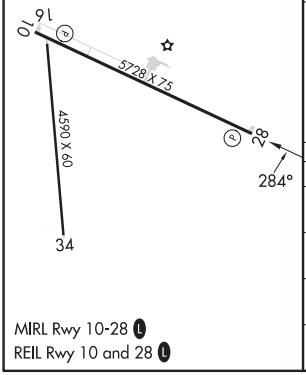
MISSED APPROACH: (Do not exceed 185K until FIROS) Climb to 6560 then climbing left turn to 11000 direct FIROS and hold.

| AWOS-3 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.525 | 128.35 239.25 | 122.8 (CTAF) L |




ELEV 5933 | TDZE 5933




MIRL Rwy 10-28 L
REIL Rwy 10 and 28 L

| 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) | |
| C 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

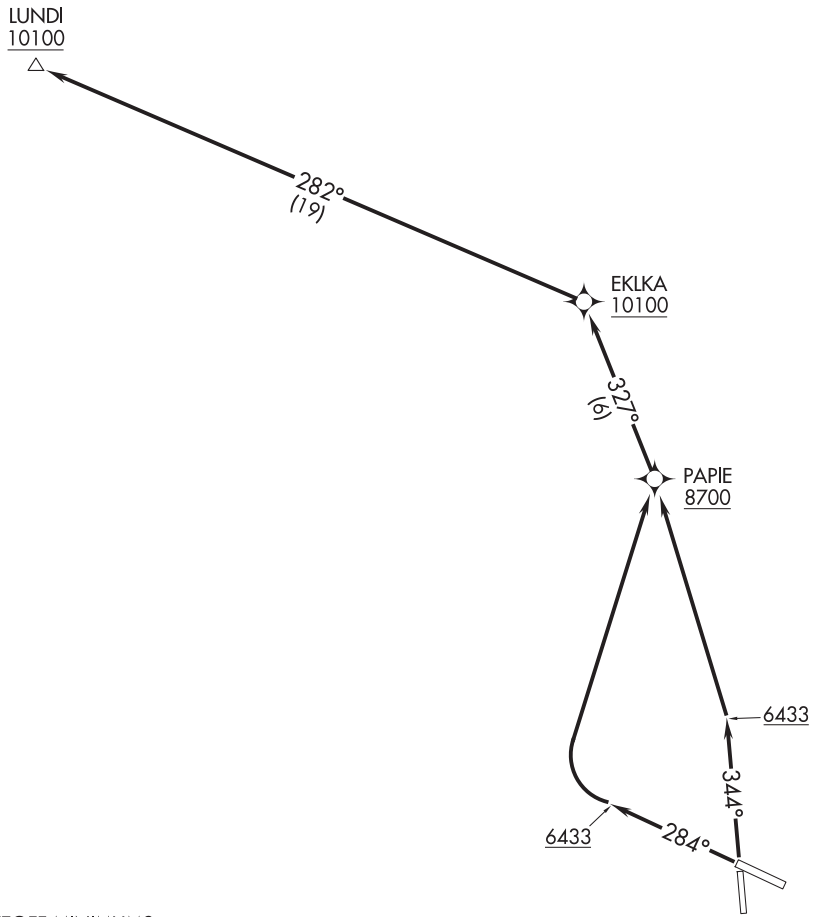
NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# BEAR LAKE ONE DEPARTURE (OBSTACLE) (RNAV)

SALT LAKE CENTER
128.35 239.25

RNAV 1 - GPS.




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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

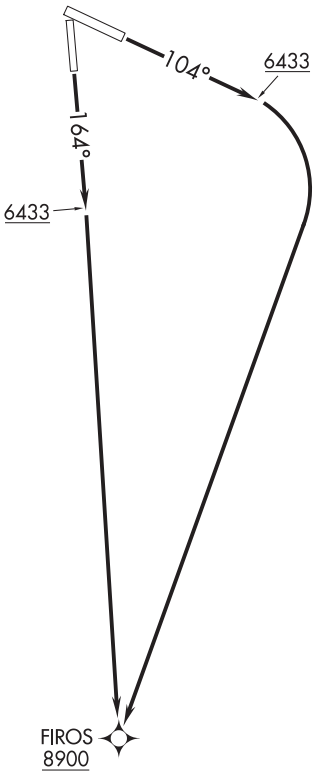
(FIROS1.FIROS) 23110 AL-10475 (FAA)

# FIROS ONE DEPARTURE (OBSTACLE) (RNAV)

BEAR LAKE COUNTY (1U7)
PARIS, IDAHO

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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 21R

TRI-CITIES (PSC)

| LOC/DME I-PSC | APP CRS | Rwy Idg | 7110 |
|---|---|---|---|
| 108.7 | 211° | TDZE | 403 |
| Chan 24 | | Apt Elev | 410 |

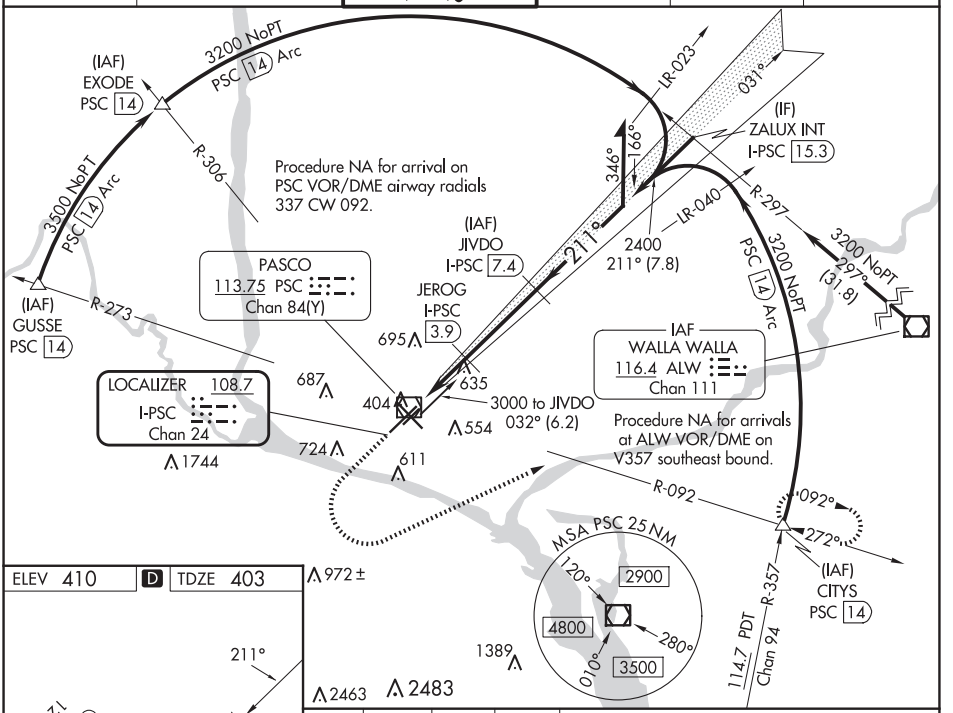
DME required for LOC only.
DME required for procedure entry at GUSSE, EXODE, CITYS, PSC VOR/DME.

T A VDP NA when using Hermiston altimeter setting. For inop ALS when using Hermiston altimeter setting, increase S-ILS 21R all Cats visibility to RVR 4500, increase S-LOC 21R Cats C and D visibility to 1¾ SM. When local altimeter setting not received, use Hermiston altimeter setting: increase DA to 698 feet and all MDAs 100 feet; increase S-LOC 21R Cat C and D visibility ⅜ SM and Circling Cat C and D visibility ¼ SM. *RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Hermiston altimeter setting).

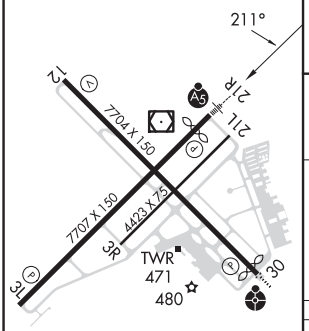
MALSR

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.

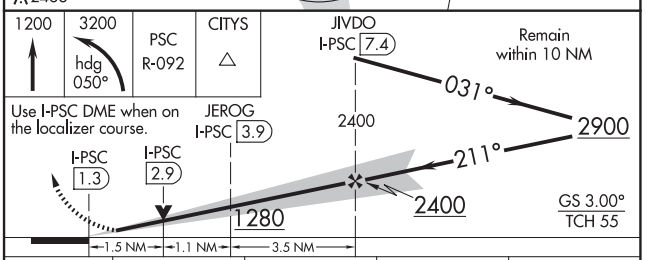
| ATIS | SPOKANE APP CON * | TRI-CITIES TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.65 | 128.75 377.2 | 135.3 (CTAF) L 323.3 | 121.8 | 120.0 | 122.95 |




ELEV 410 D TDZE 403




REIL Rwys 3L and 12
MIRL Rwy 12-30 L
HIRL Rwy 3L-21R L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 21R* | 603/24 200 (200-½) | | | |
| S-LOC 21R | 940/24 537 (600-½) | | 940/55 537 (600-1) | |
| C CIRCLING | 940-1 530 (600-1) | | 1040-1¾ 630 (700-1¾) | 1100-2¼ 690 (700-2¼) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PASCO, WASHINGTON AL-474 (FAA) 23166

# RNAV (RNP) Z RWY 3L

TRI-CITIES (PSC)

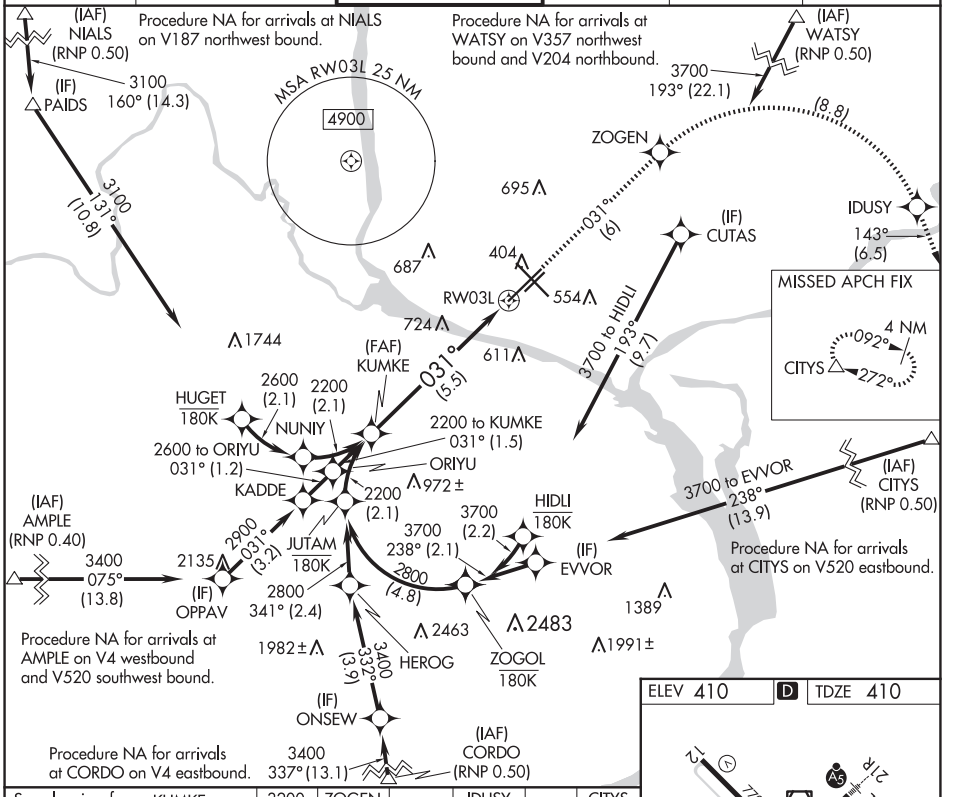
| APP CRS | Rwy Idg | 7707 |
|---|---|---|
| 031° | TDZE | 410 |
| | Apt Elev | 410 |

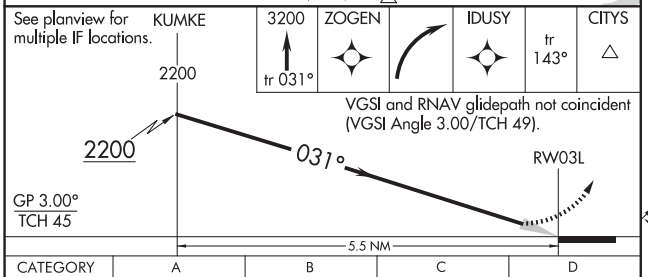
RNP AR APCH. RF required.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.

MISSED APPROACH: Climb to 3200 on track 031° to ZOGEN, right turn to IDUSY, and on track 143° to CITYS and hold.

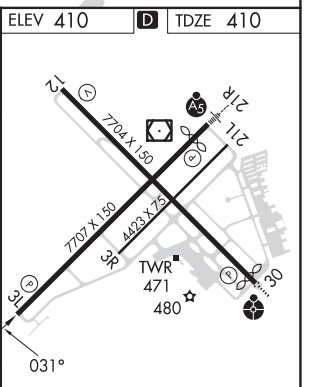
| ATIS | SPOKANE APP CON ★ | TRI-CITIES TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.65 | 128.75 377.2 | 135.3 (CTAF) L 323.3 | 121.8 | 120.0 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 729-1 319 (400-1) | | | |
| RNP 0.30 DA | 849-1½ 439 (500-1½) | | | |

AUTHORIZATION REQUIRED




PASCO, WASHINGTON
Amdt 1A 10SEP20

46°16'N-119°07'W

TRI-CITIES (PSC)

RNAV (RNP) Z RWY 3L


NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Idg | 7504 |
|---|---|---|
| 121° | TDZE | 402 |
| | Apt Elev | 410 |

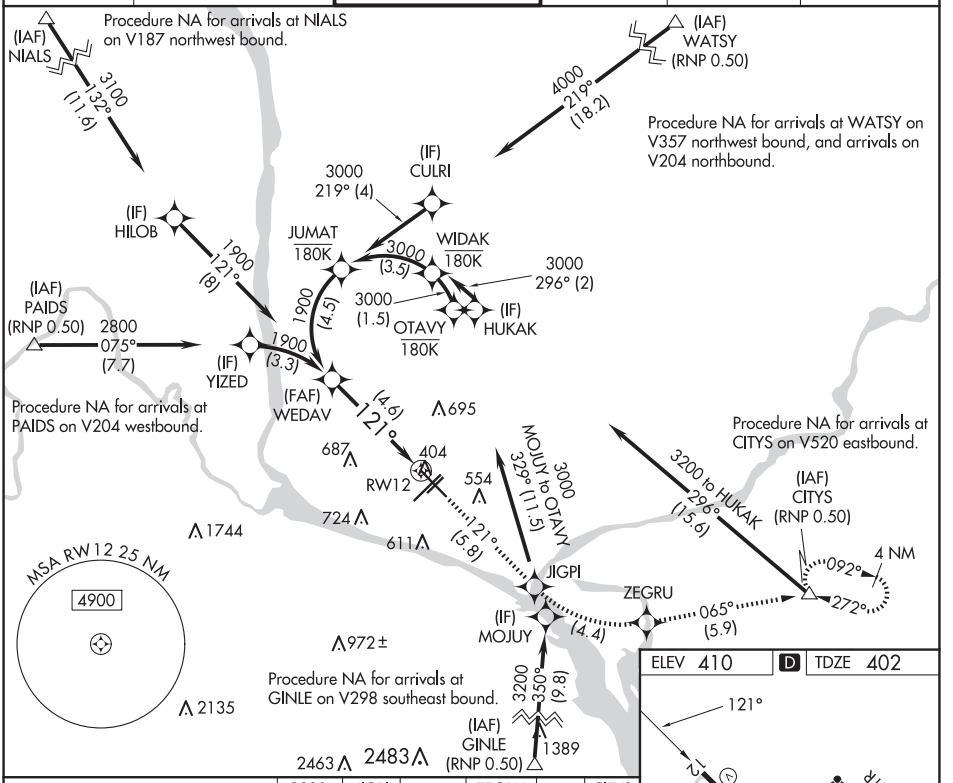
# RNAV (RNP) Z RWY 12

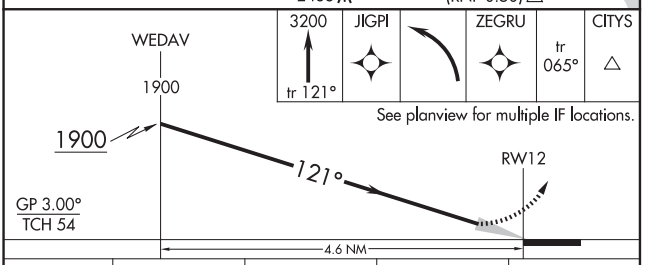
TRI-CITIES (PSC)

For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). GPS required. RF required.

MISSED APPROACH: Climb to 3200 on track 121° to JIGPI, left turn to ZEGRU, and on track 065° to CITYS and hold.

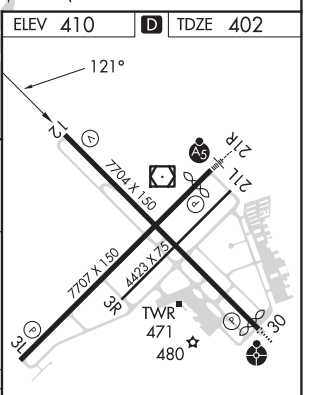
| ATIS | SPOKANE APP CON ★ | TRI-CITIES TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.65 | 128.75 377.2 | 135.3 (CTAF) L 323.3 | 121.8 | 120.0 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | | 769-1¼ | 367 (400-1¼) | |
| RNP 0.30 DA | | 883-1⅝ | 481 (500-1⅝) | |

AUTHORIZATION REQUIRED






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PASCO, WASHINGTON | AL-474 (FAA) | 23166

# RNAV (RNP) Z RWY 21R

TRI-CITIES (PSC)

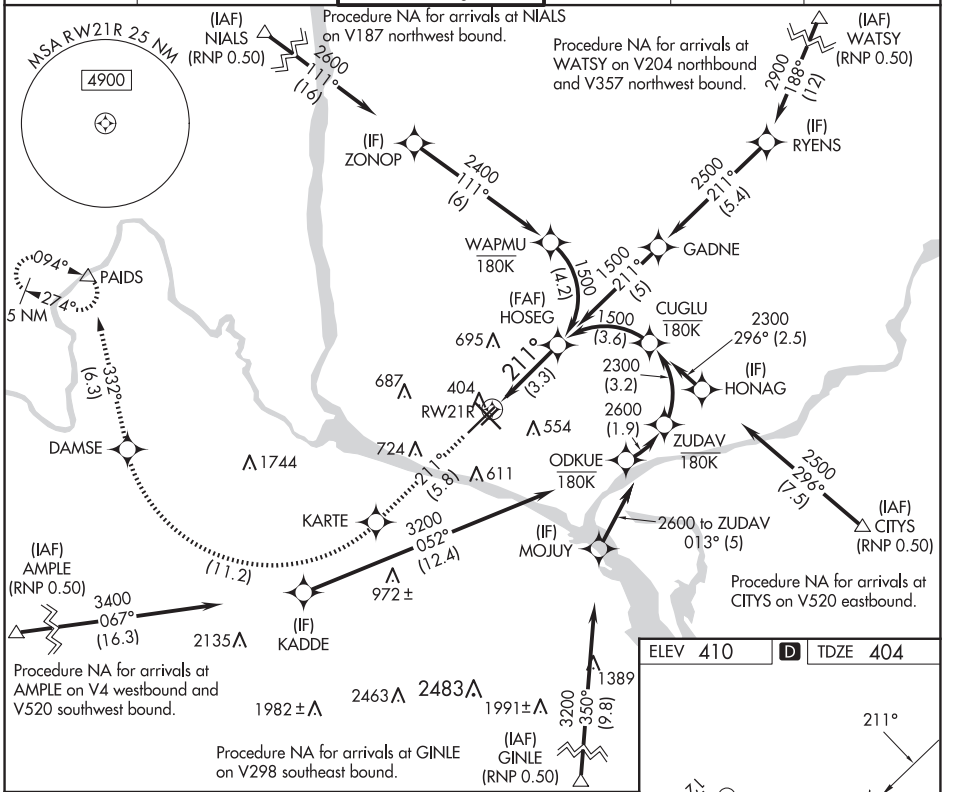
| APP CRS | Rwy Idg | 7110 |
|---|---|---|
| 211° | TDZE | 404 |
| | Apt Elev | 410 |

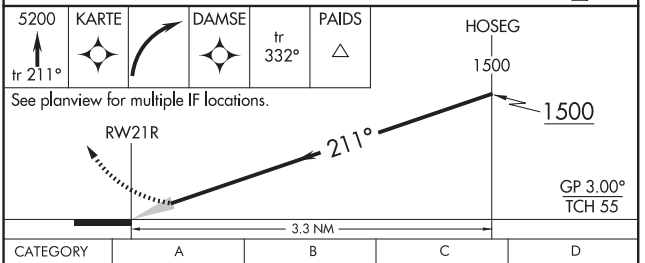
For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). GPS required. RF required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 5700 and RNP 0.30 all Cats visibility to 1⅜ mile.

MALSR

MISSED APPROACH: Climb to 5200 on track 211° to KARTE, right turn to DAMSE, and on track 332° to PAIDS and hold.

| ATIS | SPOKANE APP CON ★ | TRI-CITIES TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.65 | 128.75 377.2 | 135.3 (CTAF) L 323.3 | 121.8 | 120.0 | 122.95 |

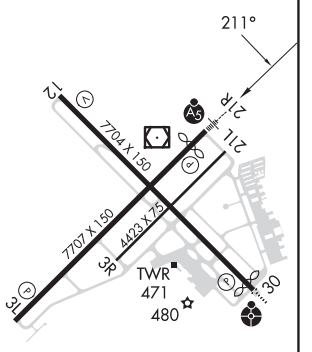



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 754/33 | 350 (400-⅝) | | |
| RNP 0.30 DA | 832/48 | 428 (500-1) | | |

AUTHORIZATION REQUIRED

ELEV 410 | D | TDZE 404




REIL Rwys 3L and 12
MIRL Rwy 12-30 L
HIRL Rwy 3L-21R L

PASCO, WASHINGTON
Amdt 1 13NOV14

46°16′N-119°07′W

TRI-CITIES (PSC)

RNAV (RNP) Z RWY 21R

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 30

TRI-CITIES (PSC)

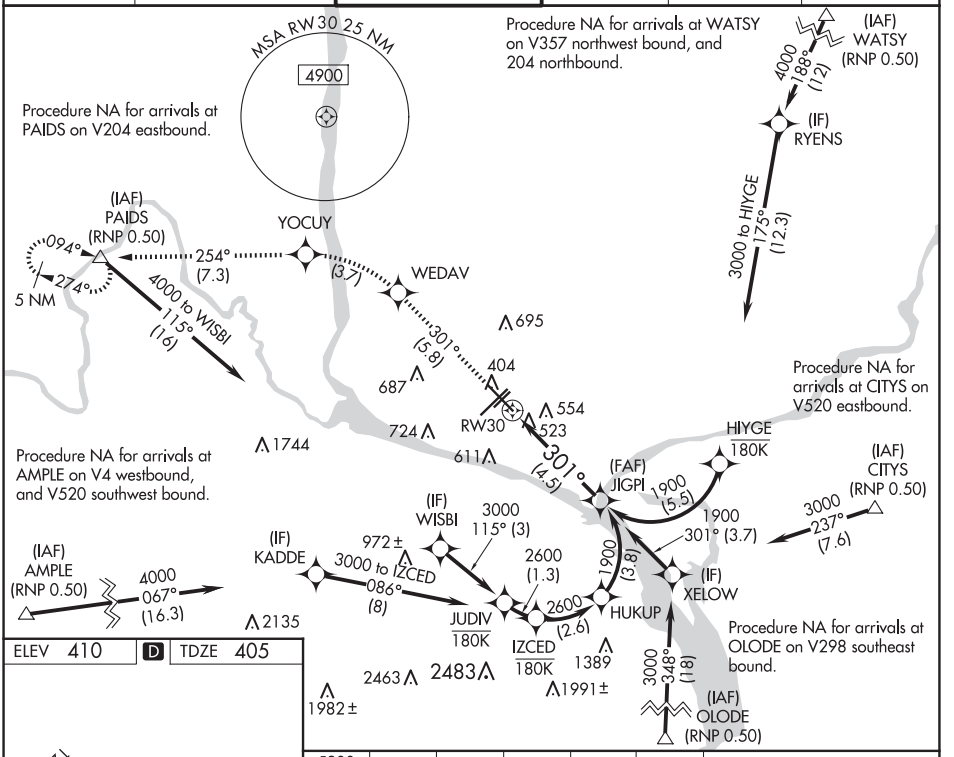
| APP CRS | Rwy Idg | 7504 |
|---|---|---|
| 301° | TDZE | 405 |
| | Apt Elev | 410 |

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 1⅜ mile.

ODALS

MISSED APPROACH: Climb to 5200 on track 301° to WEDAV, left turn to YOCUY, and on track 254° to PAIDS and hold.

| ATIS | SPOKANE APP CON ★ | TRI-CITIES TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.65 | 128.75 377.2 | 135.3 (CTAF) L 323.3 | 121.8 | 120.0 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 778-1⅛ 373 (400-1⅛) | | | |
| RNP 0.30 DA | 834-1¼ 429 (500-1¼) | | | |

AUTHORIZATION REQUIRED

REIL Rwys 3L and 12
MIRL Rwy 12-30 L
HIRL Rwy 3L-21R L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 40206 W03A | APP CRS 031° | Rwy Idg 7707 / TDZE 410 / Apt Elev 410 |
|---|---|---|

# RNAV (GPS) Y RWY 3L

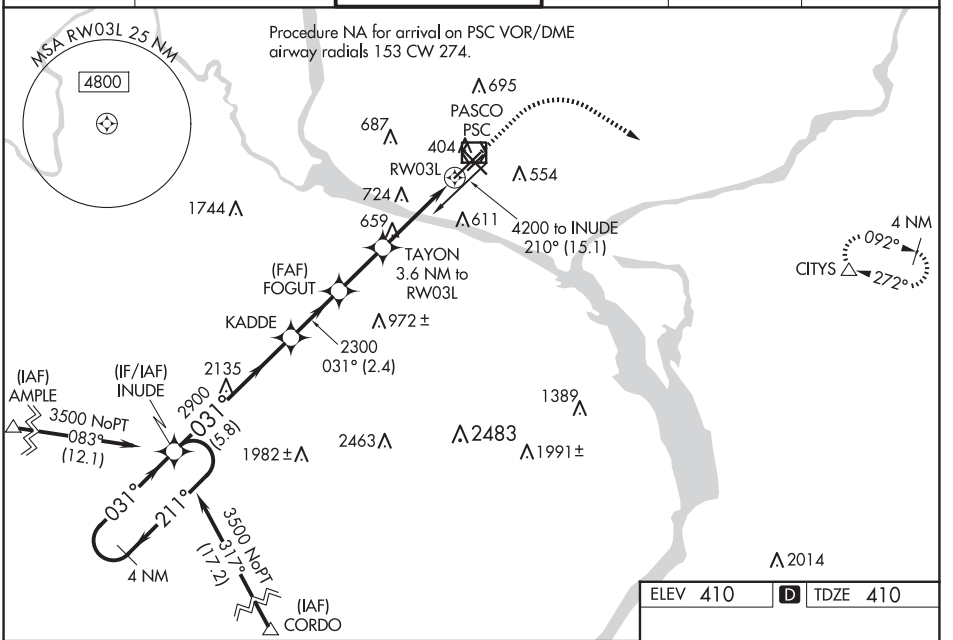
TRI-CITIES (PSC)

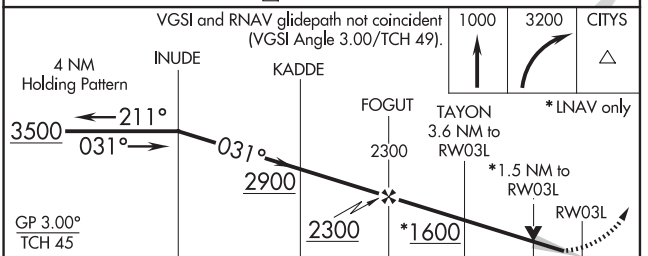
RNP APCH.

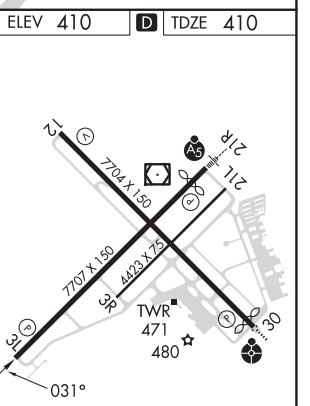
Baro-VNAV NA when using Hermiston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C . VDP NA with Hermiston altimeter setting. When local altimeter setting not received, use Hermiston altimeter setting: increase all DA 95 feet and all MDA 100 feet. Increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibilities ⅜ mile: increase LNAV Cats C and D visibility ⅜ 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 | SPOKANE APP CON★ | TRI-CITIES TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.65 | 128.75 377.2 | 135.3 (CTAF) L 323.3 | 121.8 | 120.0 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 610-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 708-1 298 (300-1) | | | |
| LNAV MDA | 920-1 510 (600-1) | | 920-1⅜ 510 (600-1⅜) | |
| C CIRCLING | 920-1 510 (600-1) | 940-1 530 (600-1) | 1040-1¾ 630 (700-1¾) | 1100-2¼ 690 (700-2¼) |

REIL Rwys 3L and 12
MIRL Rwy 12-30 L
HIRL Rwy 3L-21R L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 58006 W12A | APP CRS 121° | Rwy Idg 7504 / TDZE 402 / Apt Elev 410 |
|---|---|---|

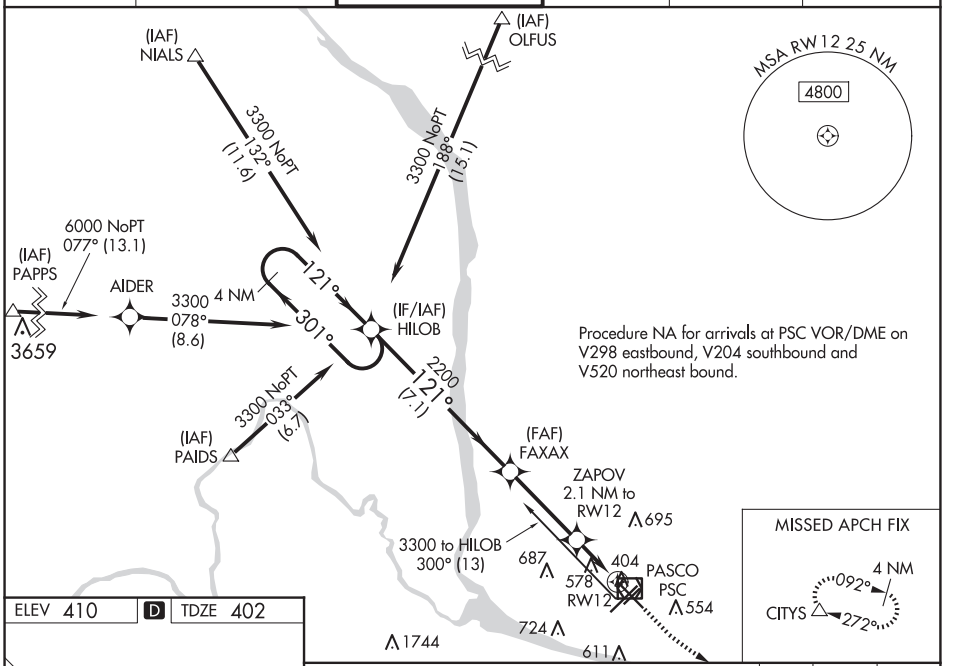
# RNAV (GPS) Y RWY 12

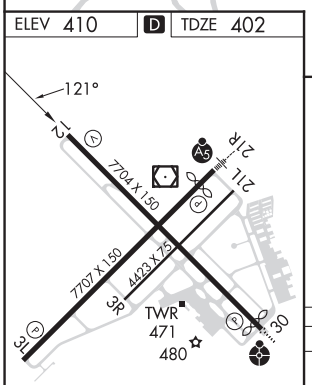
TRI-CITIES (PSC)

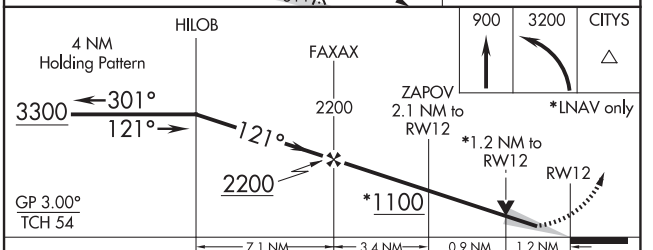
T A Baro-VNAV NA when using Hermiston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Hermiston altimeter setting. When local altimeter setting not received, use Hermiston altimeter setting: increase all DA 95 feet and all MDA 100 feet. Increase LPV all Cats visibilities ⅛ mile; LNAV/VNAV all Cats visibilities ⅜ mile; increase LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 900 then climbing left turn to 3200 direct CITYS and hold.

| ATIS | SPOKANE APP CON ★ | TRI-CITIES TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.65 | 128.75 377.2 | 135.3 (CTAF) L 323.3 | 121.8 | 120.0 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 602-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 755-1⅛ 353 (400-1⅛) | | | |
| LNAV MDA | 840-1 438 (500-1) | | 840-1⅜ 438 (500-1⅜) | |
| C CIRCLING | 880-1 470 (500-1) | 940-1 530 (600-1) | 1040-1¾ 630 (700-1¾) | 1100-2¼ 690 (700-2¼) |

REIL Rwys 3L and 12
MIRL Rwy 12-30 L
HIRL Rwy 3L-21R L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PASCO, WASHINGTON AL-474 (FAA) 23166

# RNAV (GPS) Y RWY 21R

TRI-CITIES (PSC)

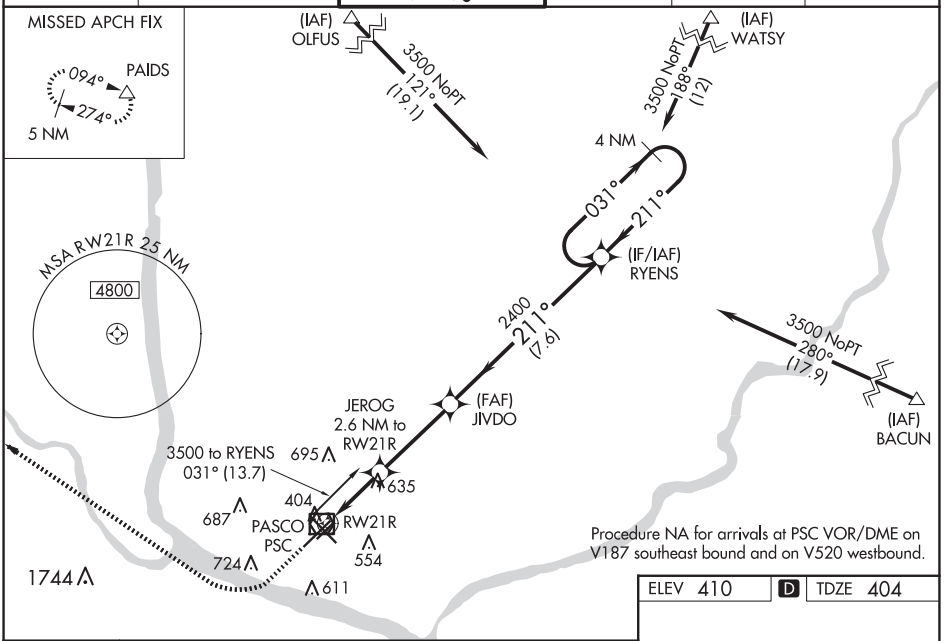
| WAAS CH 40303 W21A | APP CRS 211° | Rwy Idg 7110 TDZE 404 Apt Elev 410 |
|---|---|---|

T A 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 ⅜ mile; LNAV Cat C and D visibility ⅜ mile and Circling Cat C and D visibility ¼ mile.
# RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Hermiston altimeter setting.

MALSR A5

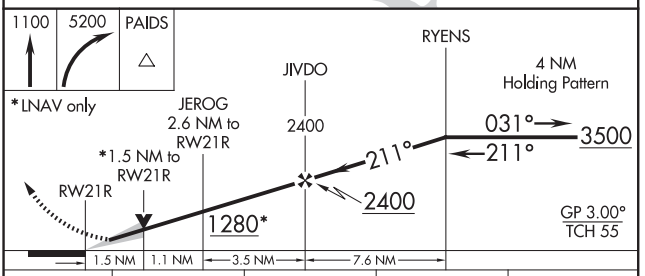
MISSED APPROACH: Climb to 1100 then climbing right turn to 5200 direct PAIDS and hold, continue climb-in-hold to 5200.

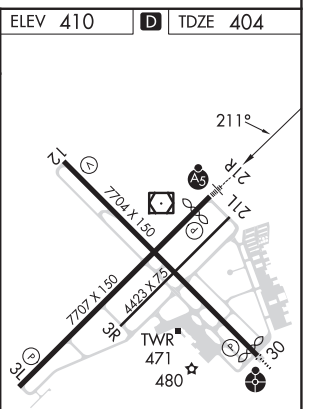
| ATIS | SPOKANE APP CON ★ | TRI-CITIES TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.65 | 128.75 377.2 | 135.3 (CTAF) L 323.3 | 121.8 | 120.0 | 122.95 |




NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 604/24 200 (200-½) | | | |
| LNAV/VNAV DA | 844/51 440 (500-1) | | | |
| LNAV MDA | 940/24 536 (600-½) | | 940/55 536 (600-1) | |
| C CIRCLING | 940-1 530 (600-1) | | 1040-1¾ 630 (700-1¾) | 1100-2¼ 690 (700-2¼) |

PASCO, WASHINGTON
Amdt 2B 07DEC17

46°16′N-119°07′W

TRI-CITIES (PSC)

RNAV (GPS) Y RWY 21R

# RNAV (GPS) Y RWY 30

TRI-CITIES (PSC)

| WAAS CH 86605 W30A | APP CRS 301° | Rwy Idg 7504 / TDZE 405 / Apt Elev 410 |
|---|---|---|

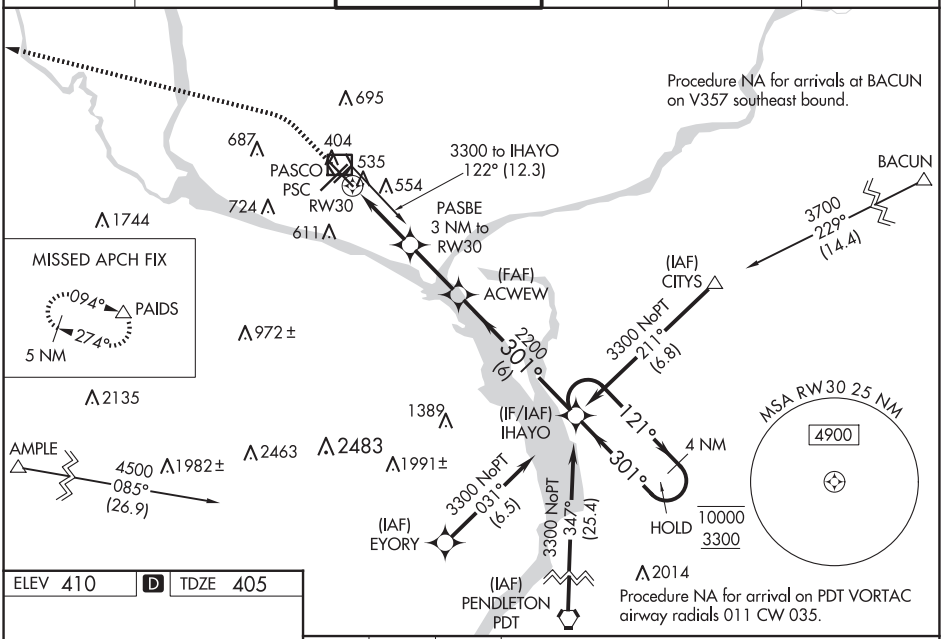
RNP APCH.

Baro-VNAV and VDP NA when using Hermiston altimeter setting. Rwy 30 helicopter visibility reduction below ¾ 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 ¼ mile; increase LNAV and Circling Cats C and D visibility ¼ mile.

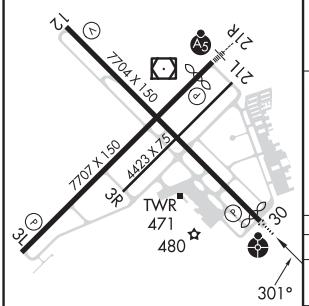
ODALS

MISSED APPROACH: Climb to 900 then climbing left turn to 5200 direct PAIDS and hold, continue climb-in-hold to 5200.

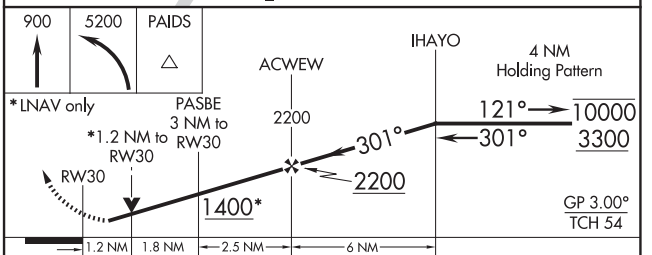
| ATIS | SPOKANE APP CON ★ | TRI-CITIES TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.65 | 128.75 377.2 | 135.3 (CTAF) L 323.3 | 121.8 | 120.0 | 122.95 |




ELEV 410 D TDZE 405




REIL Rwys 3L and 12
MIRL Rwy 12-30 L
HIRL Rwy 3L-21R L




| 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) | |
| C CIRCLING | 880-1 470 (500-1) | 940-1 530 (600-1) | 1040-1¾ 630 (700-1¾) | 1100-2¼ 690 (700-2¼) |



NW-1, 12 JUN 2025 to 07 AUG 2025
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# VOR RWY 21R
## TRI-CITIES (PSC)

| VOR/DME PSC | APP CRS | Rwy Idg | 7110 |
|---|---|---|---|
| 113.75 | 217° | TDZE | 404 |
| Chan 84 (Y) | | Apt Elev | 410 |

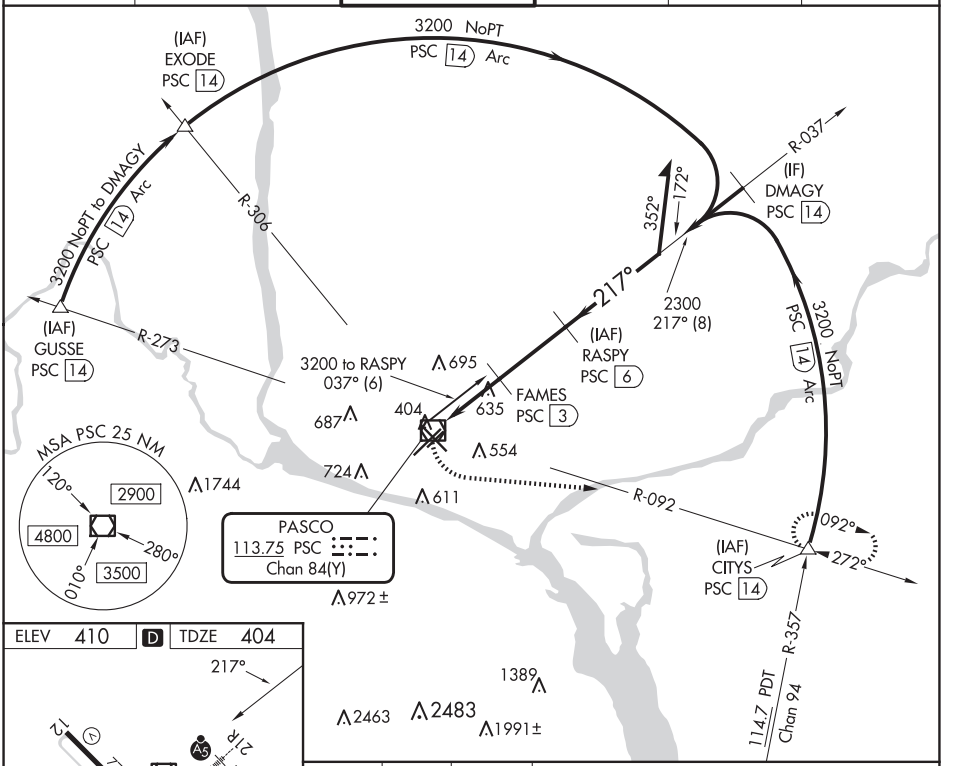
DME required.

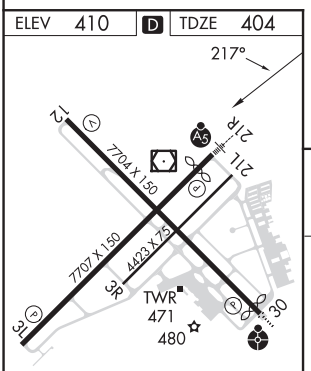
T A VDP NA when using Hermiston altimeter setting. When local altimeter setting not received, use Hermiston altimeter setting and increase all MDA 100 feet and increase S-21R Cat C/D visibilty ⅜ SM and Circling Cat C/D visibility ¼ SM. For inop ALS when using Hermiston altimeter setting, increase Cat C/D visibility to 1¾ SM.

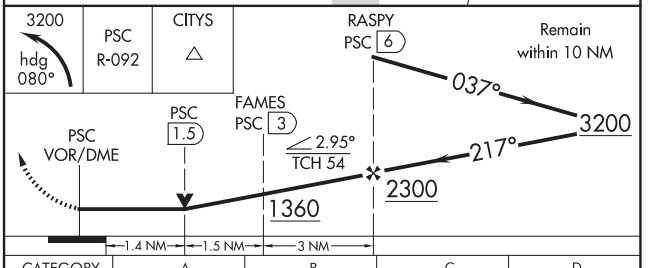
MALSR (A5)

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 | SPOKANE APP CON ★ | TRI-CITIES TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.65 | 128.75 377.2 | 135.3 (CTAF) L 323.3 | 121.8 | 120.0 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21R | 940/24 | 536 (600-½) | 940/55 | 536 (600-1) |
| C CIRCLING | 940-1 | 530 (600-1) | 1040-1¾ 630 (700-1¾) | 1100-2¼ 690 (700-2¼) |

REIL Rwys 3L and 12
MIRL Rwy 12-30 L
HIRL Rwy 3L-21R L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME PSC | APP CRS | Rwy Idg | 7504 |
|---|---|---|---|
| 113.75 | 307° | TDZE | 405 |
| Chan 84(Y) | | Apt Elev | 410 |

# VOR RWY 30

TRI-CITIES (PSC)

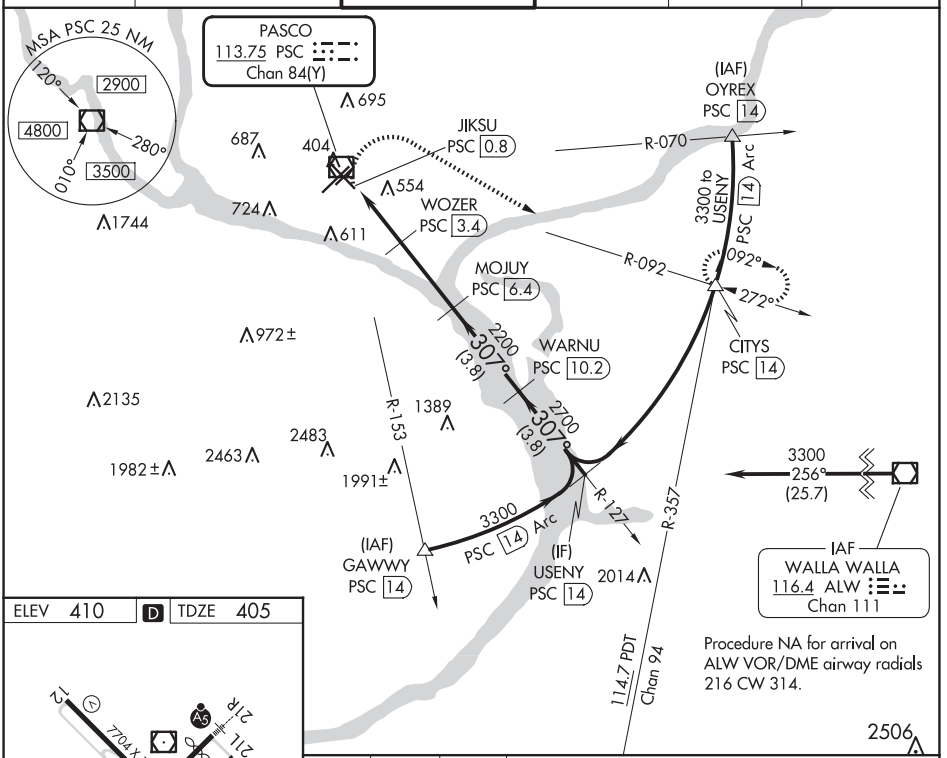
DME required.

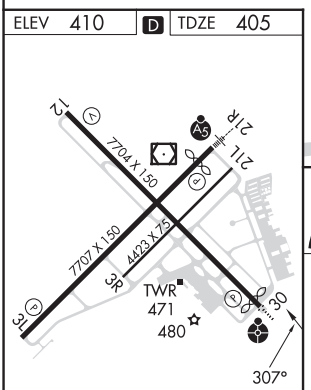
T A Rwy 30 helicopter visibility reduction below ¾ SM NA. VDP NA when using Hermiston altimeter setting. When local altimeter setting not received, use Hermiston altimeter setting and increase all MDAs 100 feet, increase S-30 visibility Cat C/D ⅜ SM and Circling Cat C/D visibility ¼ SM. For inop ALS, increase S-30 Cat C/D visibility to 1⅛ SM.

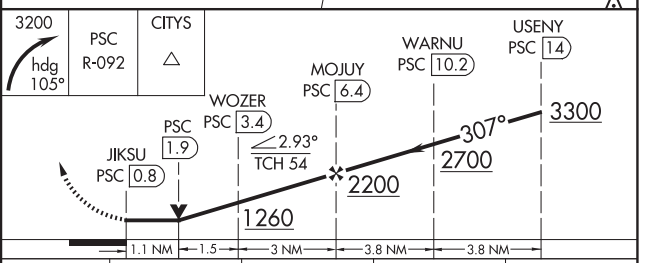
ODALS

MISSED APPROACH: Climbing right turn to 3200 on heading 105° and PSC R-092 to CITYS/PSC 14 DME and hold.

| ATIS | SPOKANE APP CON ★ | TRI-CITIES TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.65 | 128.75 377.2 | 135.3 (CTAF) L 323.3 | 121.8 | 120.0 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 820-¾ 415 (500-¾) | | 820-1 415 (500-1) | |
| C CIRCLING | 880-1 470 (500-1) | 940-1 530 (600-1) | 1040-1¾ 630 (700-1¾) | 1100-2¼ 690 (700-2¼) |

REIL Rwys 3L and 12
MIRL Rwy 12-30 L
HIRL Rwy 3L-21R L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

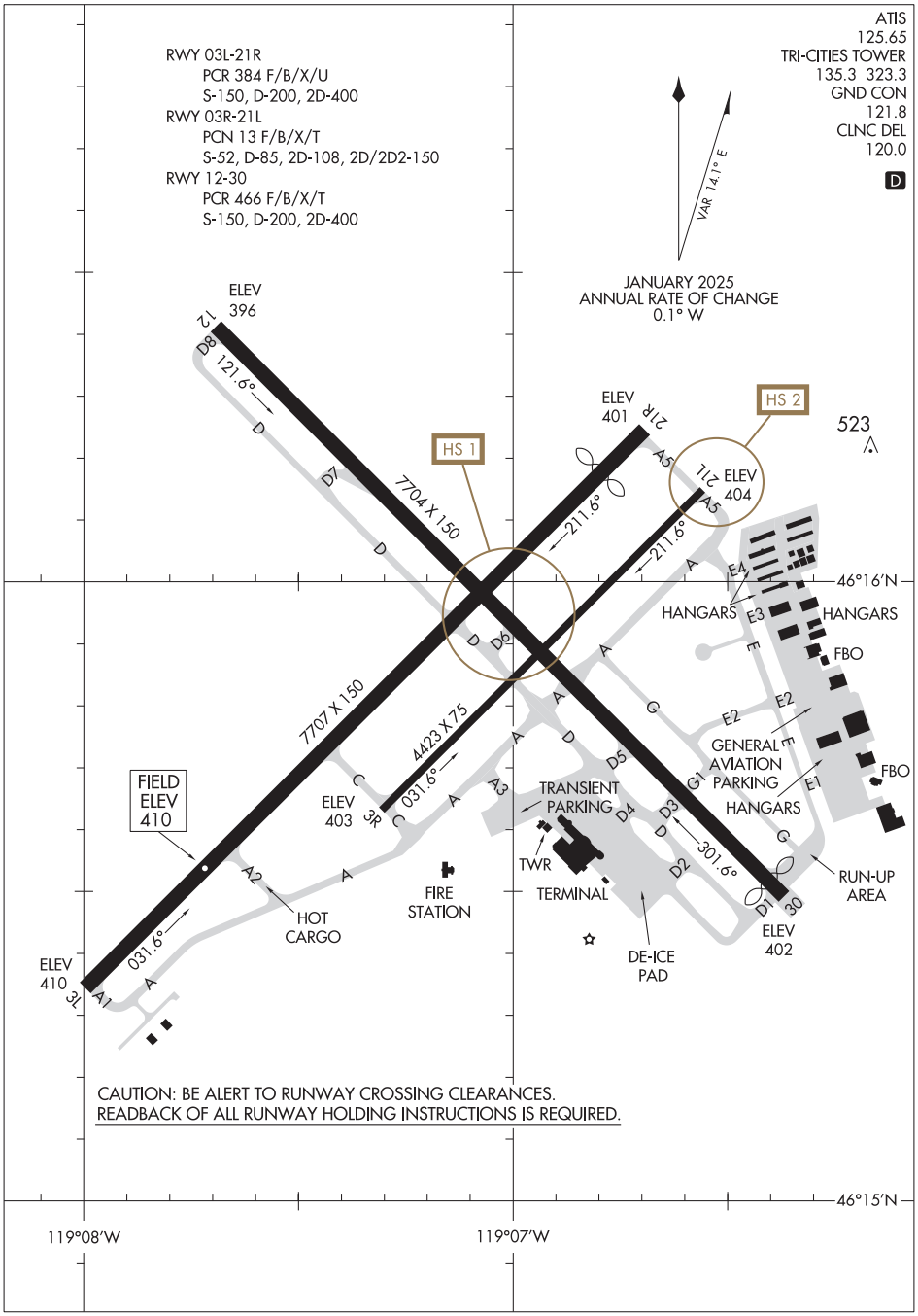
25107

# AIRPORT DIAGRAM

AL-474 (FAA)

## TRI-CITIES (PSC)

PASCO, WASHINGTON




NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107

PASCO, WASHINGTON
TRI-CITIES (PSC)

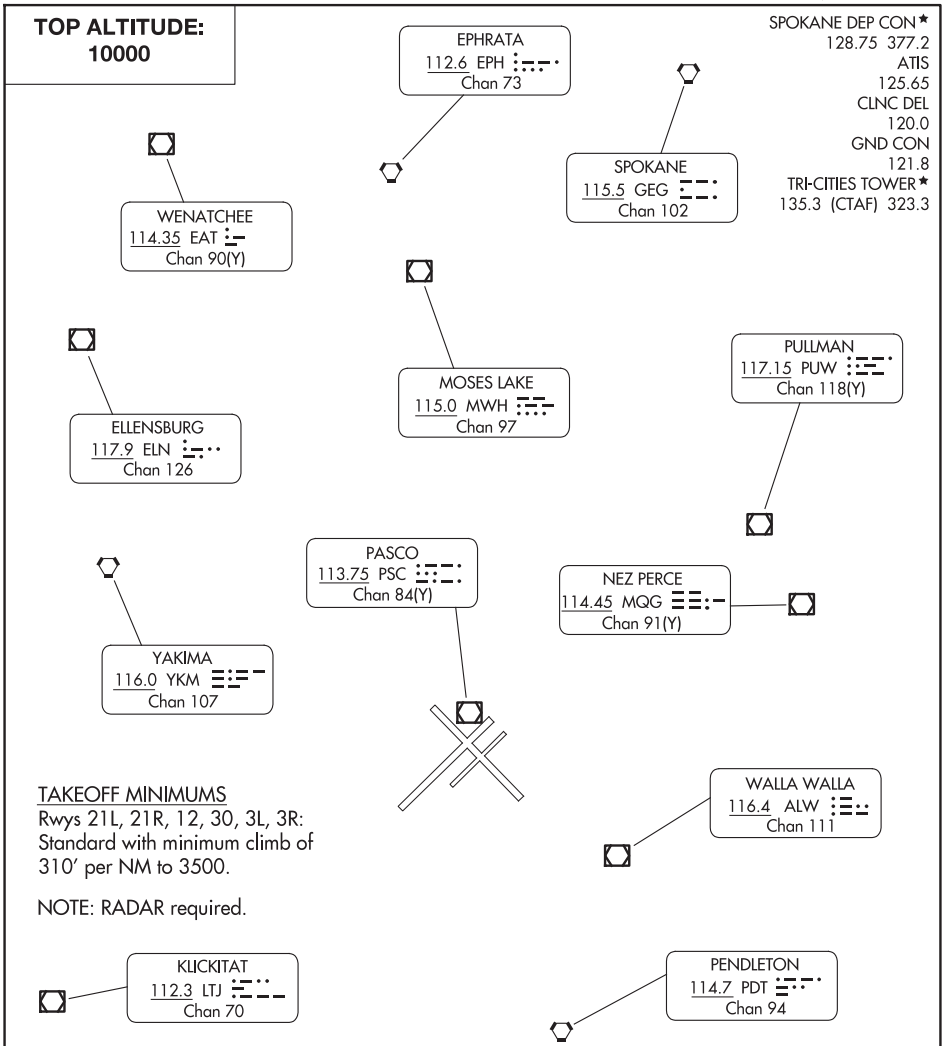
# TRI-CITIES SEVEN DEPARTURE

AL-474 (FAA)

TRI-CITIES (PSC)
PASCO, WASHINGTON



NW-1, 12 JUN 2025 to 07 AUG 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.

PENDLETON, OREGON | AL-316 (FAA) | 24137

| LOC I-PDT | APP CRS | Rwy Idg | 6301 |
|---|---|---|---|
| 110.3 | 254° | TDZE | 1487 |
| | | Apt Elev | 1497 |

# ILS or LOC RWY 26

## EASTERN OREGON RGNL AT PENDLETON (PDT)

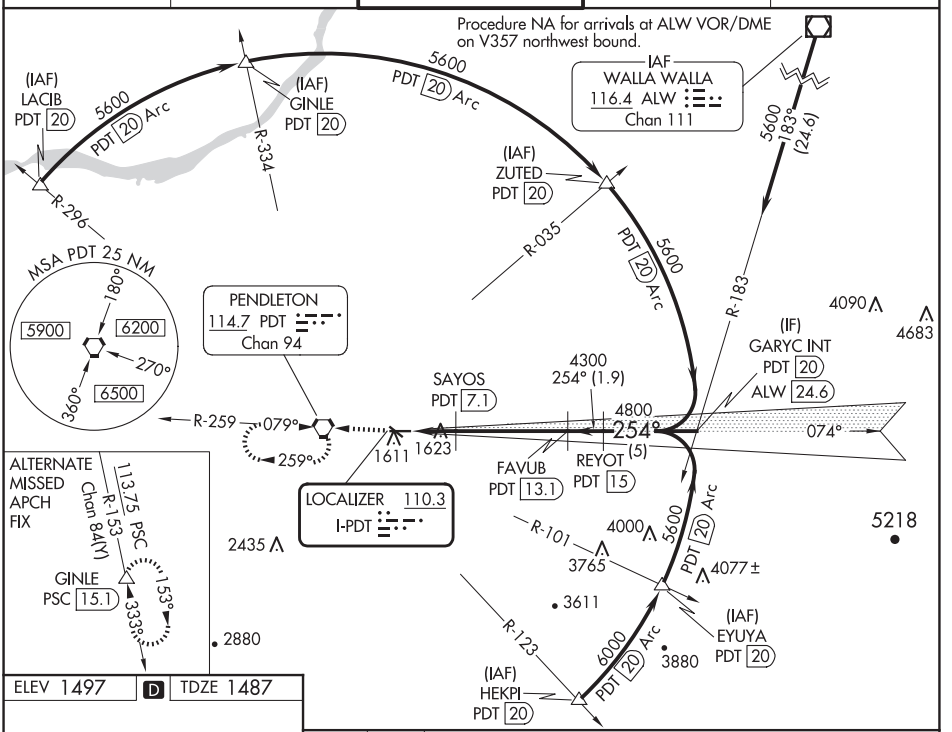
DME required.

DME from PDT VORTAC. Simultaneous reception of I-PDT and PDT DME required.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

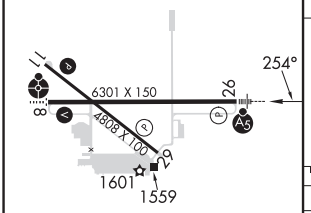
MALSR

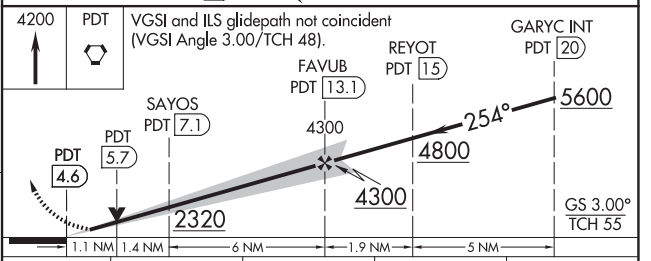
MISSED APPROACH: Climb to 4200 direct PDT VORTAC and hold, continue climb-in-hold to 4200.

| ASOS | SPOKANE APP CON * | PENDLETON TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 133.15 379.15 | 119.7 (CTAF) L 257.8 | 121.9 257.8 | 122.95 |




ELEV 1497 | D | TDZE 1487




| 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) |

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 8-26 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 73012 W08A | APP CRS 074° | Rwy Idg 6301<br>TDZE 1486<br>Apt Elev 1497 |
|---|---|---|

# RNAV (GPS) RWY 8

## EASTERN OREGON RGNL AT PENDLETON (PDT)

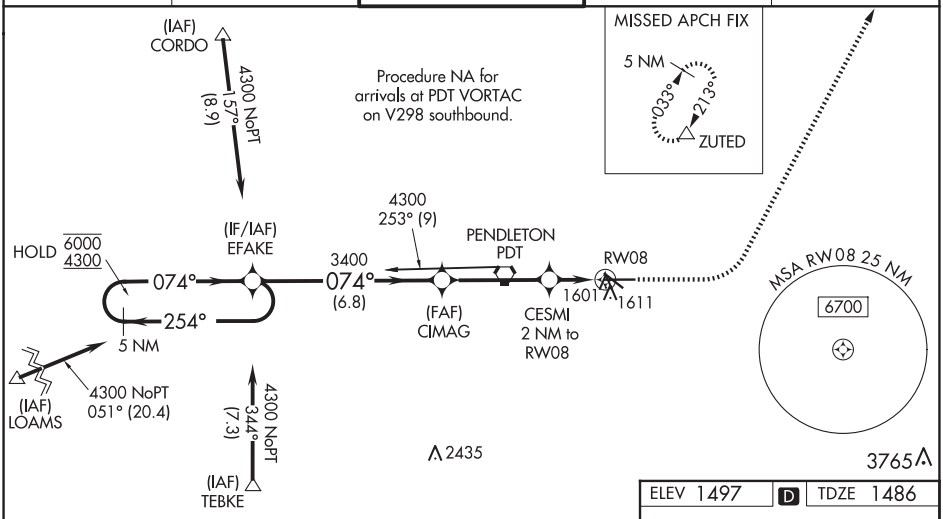
RNP APCH.

Circling to Rwy 11 NA at night. Baro-VNAV and VDP NA when using Walla Walla altimeter setting. Rwy 8 helicopter visibility reduction below ¾ 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 ¼ SM. Increase all MDA 140 feet and LNAV Cat C/D and Circling Cat C visibilities¼ SM and Circling Cat D ½ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM. For inop ALS when using Walla Walla altimeter setting, increase LNAV/VNAV all Cats visibility to 1⅛ SM.

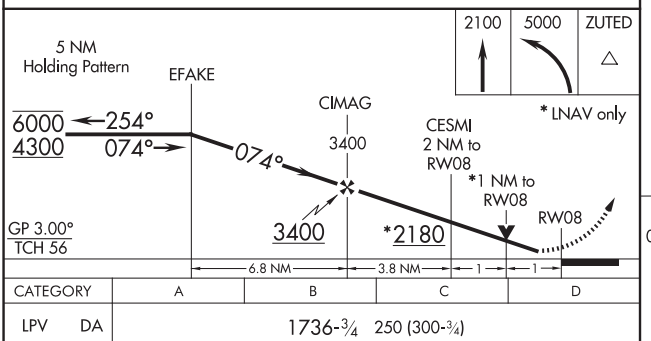
ODALS

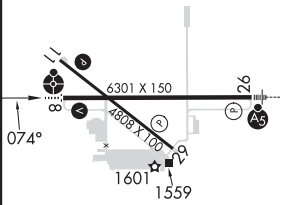
MISSED APPROACH: Climb to 2100 then climbing left turn 5000 to ZUTED and hold.

| ASOS | SPOKANE APP CON * | PENDLETON TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 133.15 379.15 | 119.7 (CTAF) L 257.8 | 121.9 257.8 | 122.95 |




ELEV 1497 D TDZE 1486




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1736-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1769-¾ 283 (300-¾) | | | |
| LNAV MDA | 1860-¾ 374 (400-¾) | | 1860-1 374 (400-1) | |
| C CIRCLING | 1920-1 423 (500-1) | 1960-1 463 (500-1) | 1980-1½ 483 (500-1½) | 2200-2¼ 703 (800-2¼) |

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 8-26 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 82712 W11A | APP CRS 112° | Rwy Idg 4808<br>TDZE 1487<br>Apt Elev 1497 |
|---|---|---|

# RNAV (GPS) RWY 11

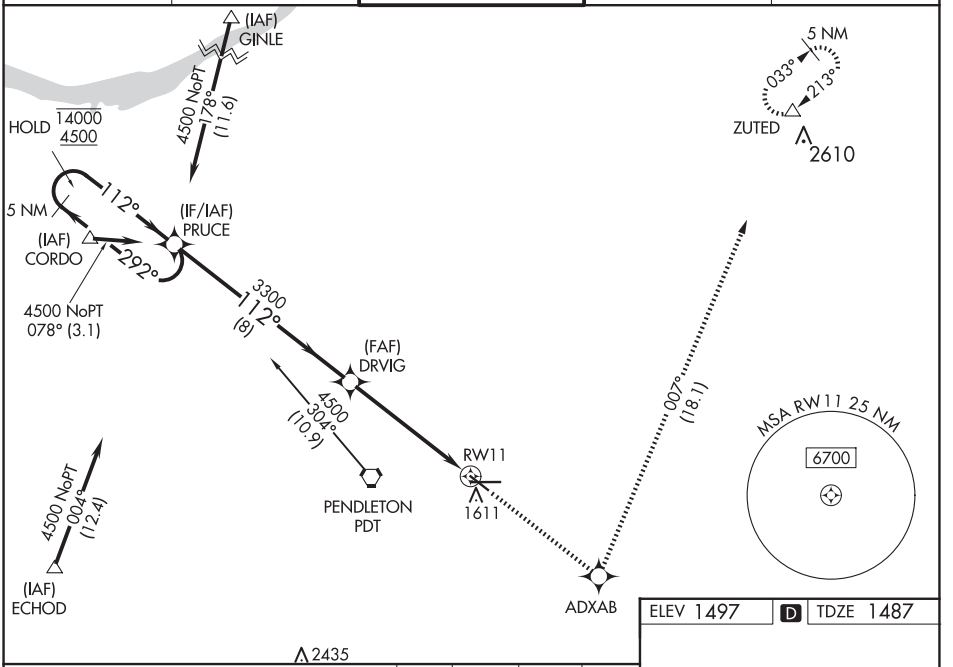
## EASTERN OREGON RGNL AT PENDLETON (PDT)

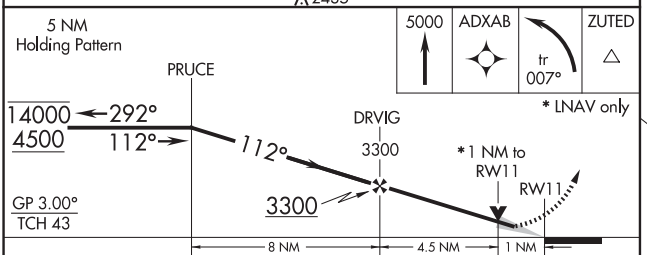
RNP APCH.

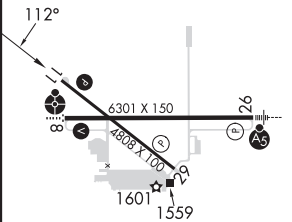
T A Baro-VNAV and VDP NA when using Walla Walla altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Walla Walla altimeter setting and increase all DA/MDA 120 feet; VNAV all Cats visibility ⅛ SM, LNAV Cat C visibility ⅜ SM and Cat D visibility ⅛ SM, Circling Cat C visiblity ¼ SM and Circling Cat D visiblity ½ SM.

MISSED APPROACH: Climb to 5000 direct ADXAB and on track 007° to ZUTED and hold.

| ASOS | SPOKANE APP CON ★ | PENDLETON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 133.15 379.15 | 119.7 (CTAF) L 257.8 | 121.9 257.8 | 122.95 |




ELEV 1497 D TDZE 1487

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1737-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1850-1¼ 363 (400-1¼) | | | |
| LNAV MDA | 1860-1 373 (400-1) | | | 1860-1¼ 373 (400-1¼) |
| C CIRCLING | 1920-1 423 (500-1) | 1960-1 463 (500-1) | 1980-1½ 483 (500-1½) | 2200-2¼ 703 (800-2¼) |

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 8-26 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 6301 |
|---|---|---|---|
| CH 78412 | 254° | TDZE | 1487 |
| W26A | | Apt Elev | 1497 |

# RNAV (GPS) RWY 26

## EASTERN OREGON RGNL AT PENDLETON (PDT)

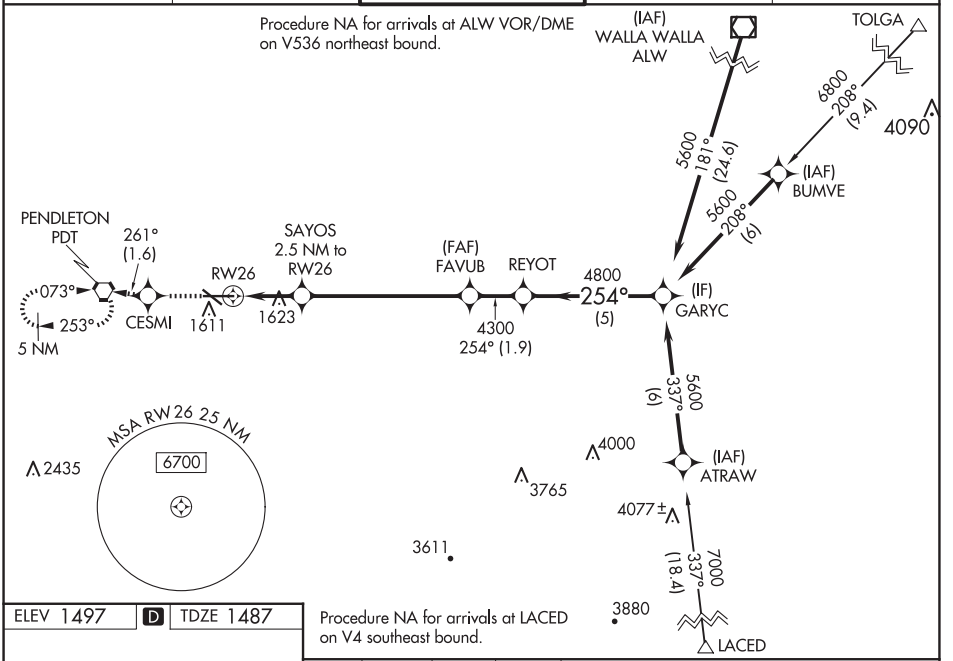
RNP APCH.

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 all Cats visibilty to RVR 4500.
#RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

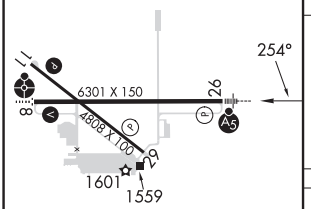
MISSED APPROACH: Climb to 4300 direct CESMI and on track 261° to PDT VORTAC and hold, continue climb-in-hold to 4300.

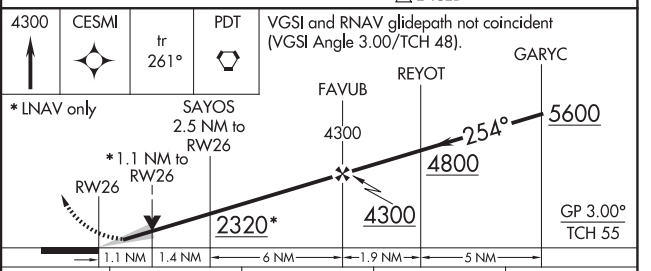
| ASOS | SPOKANE APP CON ★ | PENDLETON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 133.15 379.15 | 119.7 (CTAF) L 257.8 | 121.9 257.8 | 122.95 |




ELEV 1497 D TDZE 1487

Procedure NA for arrivals at LACED on V4 southeast bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 1687/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1800/24 313 (400-½) | | | |
| LNAV MDA | 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) |

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 8-26 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PENDLETON, OREGON AL-316 (FAA) 24137

| WAAS CH 42513 W29A | APP CRS 292° | Rwy Idg 4808<br>TDZE 1494<br>Apt Elev 1494 |
|---|---|---|

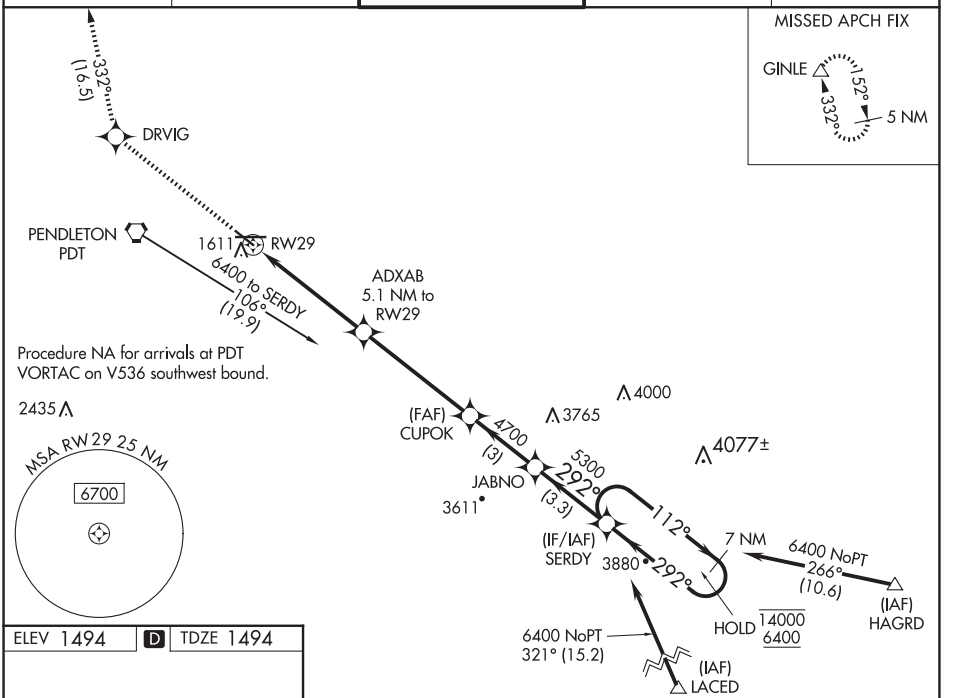
# RNAV (GPS) RWY 29
## EASTERN OREGON RGNL AT PENDLETON (PDT)

RNP APCH - GPS.

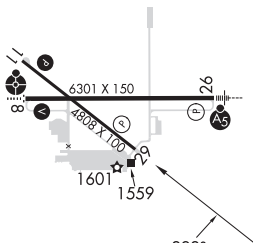
Rwy 29 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Straight-in Rwy 29 NA at night, Circling Rwy 8, 29 NA at night.

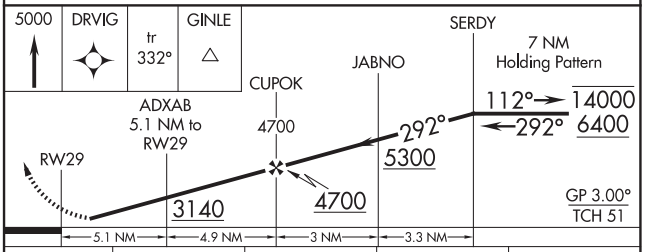
MISSED APPROACH: Climb to 5000 direct DRVIG and on track 332° to GINLE and hold.

| ASOS | SPOKANE APP CON★ | PENDLETON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 133.15 379.15 | 119.7 (CTAF) L 257.8 | 121.9 257.8 | 122.95 |




ELEV 1494 D TDZE 1494




| 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) | | 1880-1⅛ 386 (400-1⅛) | |
| C CIRCLING | 1920-1 426 (500-1) | 1960-1 466 (500-1) | 1980-1½ 486 (500-1½) | 2200-2¼ 706 (800-2¼) |

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 8-26 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VORTAC PDT | APP CRS | Rwy Idg | 6301 |
|---|---|---|---|
| 114.7 | 079° | TDZE | 1486 |
| Chan 94 | | Apt Elev | 1497 |

# VOR RWY 8

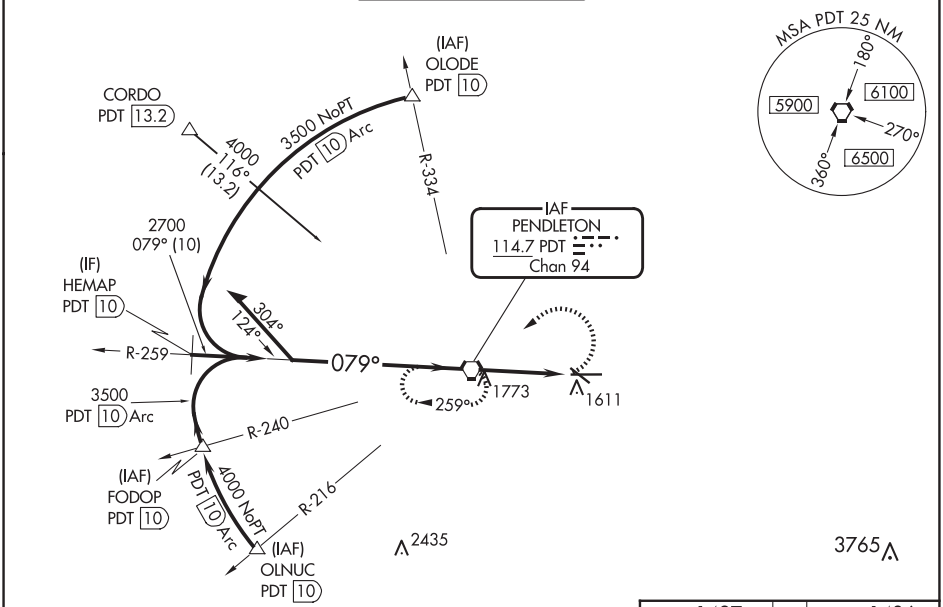
## EASTERN OREGON RGNL AT PENDLETON (PDT)

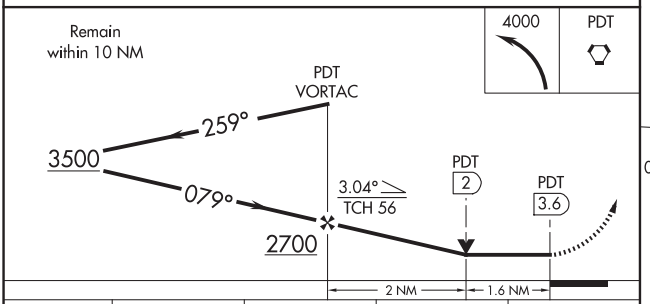
Circling to Rwy 11 NA at night. Rwy 8 helicopter visibility reduction below ¾ SM NA. VDP NA when using Walla Walla altimeter setting. When local altimeter setting not received, use Walla Walla altimeter setting and increase all MDA 140 feet, increase S-8 Cat C/D visibility to 1⅞ SM, Circling Cat C visibility ¼ SM and Cat D visibility ½ SM. For inop ALS, increase S-8 Cat C visibility to 1⅝ SM. For inop ALS when using Walla Walla altimeter setting, increase S-8 Cat C/D visibility to 2 SM.

ODALS

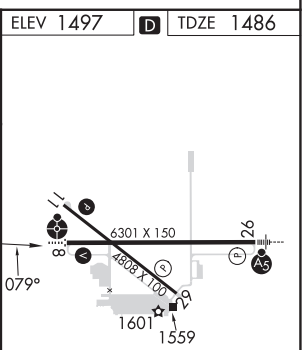
MISSED APPROACH: Climbing left turn to 4000 direct PDT VORTAC and hold, continue climb-in-hold to 4000.

| ASOS | SPOKANE APP CON ★ | PENDLETON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 133.15 379.15 | 119.7 (CTAF) L 257.8 | 121.9 257.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 2040-¾ 554 (600-¾) | | 2040-1½ 554 (600-1½) | 2040-1¾ 554 (600-1¾) |
| C CIRCLING | 2040-1 543 (600-1) | | 2040-1⅝ 543 (600-1⅝) | 2200-2¼ 703 (800-2¼) |




REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 8-26 L

| FAF to MAP 3.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

## EASTERN OREGON RGNL AT PENDLETON (PDT)

AL-316 (FAA)

PENDLETON, OREGON






NW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107

PENDLETON, OREGON
EASTERN OREGON RGNL AT PENDLETON (PDT)

| WAAS | APP CRS | Rwy Ldg | 5330 |
|---|---|---|---|
| CH 69447 | 083° | TDZE | 5152 |
| W08A | | Apt Elev | 5152 |

# RNAV (GPS) RWY 8

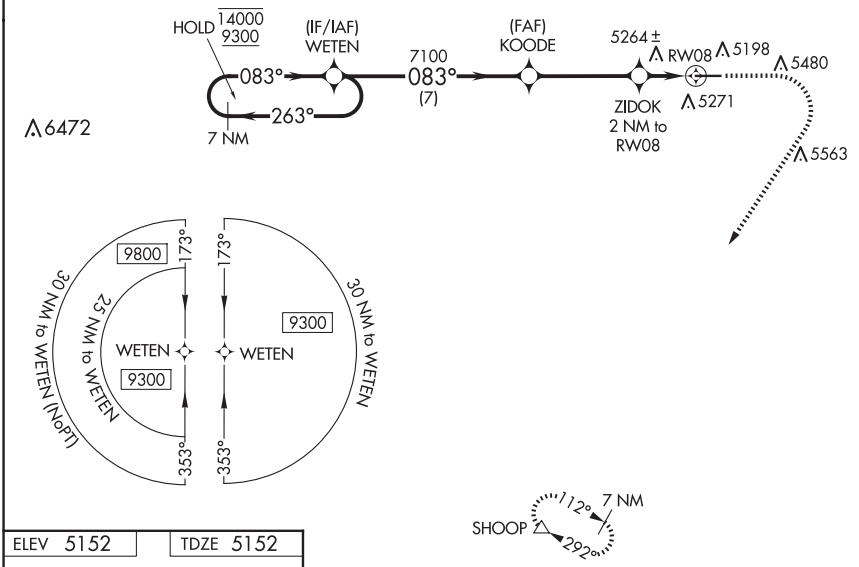
PINE BLUFFS MUNI (82V)

RNP APCH - GPS.

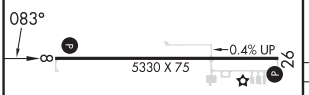
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. Procedure NA at night.

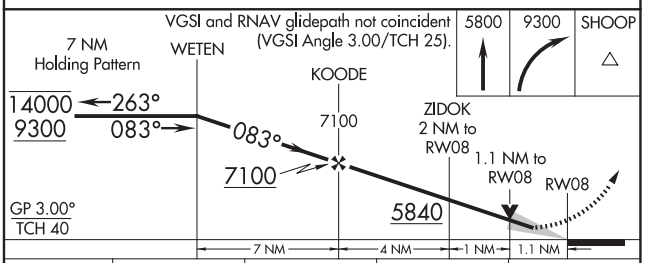
MISSED APPROACH: Climb to 5800 then climbing right turn to 9300 direct SHOOP and hold, continue climb-in-hold to 9300.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 132.425 | 125.9 284.7 | 122.8 (CTAF) L |




ELEV 5152 TDZE 5152




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5402-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 5531-1 379 (400-1) | | | NA |
| LNAV MDA | 5520-1 368 (400-1) | | | NA |
| CIRCLING | 5620-1 468 (500-1) | 5680-1 528 (600-1) | 5780-1¾ 628 (700-1¾) | NA |

REIL Rwys 8 and 26 L

MIRL Rwy 8-26 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PINE BLUFFS, WYOMING | AL-10395 (FAA) | 25163

| WAAS | APP CRS | Rwy Ldg | 5330 |
|---|---|---|---|
| CH 58147 | 263° | TDZE | 5143 |
| W26A | | Apt Elev | 5152 |

# RNAV (GPS) RWY 26

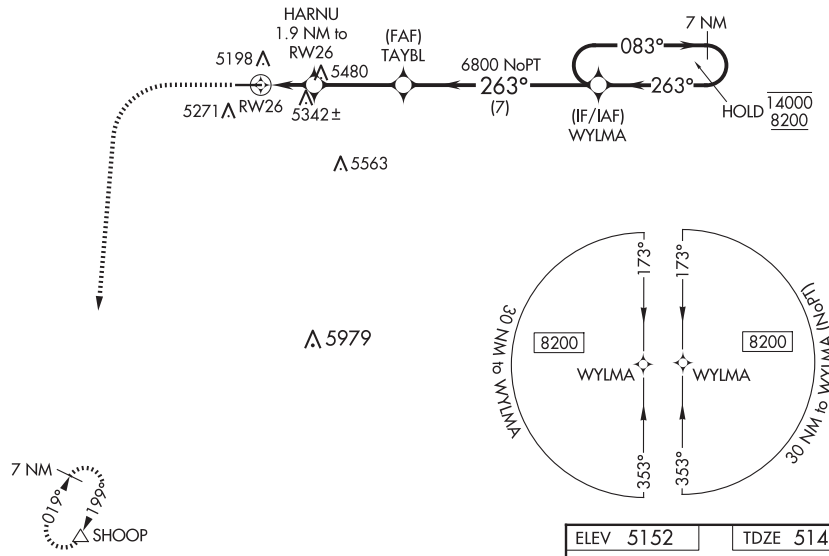
PINE BLUFFS MUNI (82V)

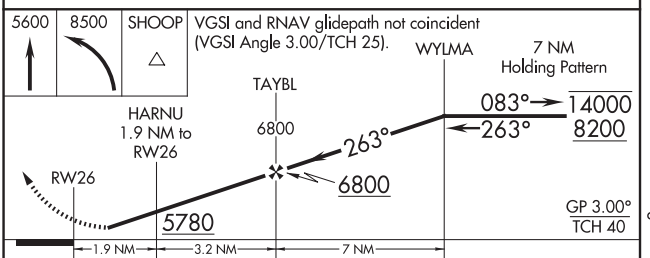
RNP APCH - GPS.

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.

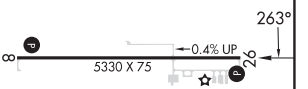
| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 132.425 | 125.9 284.7 | 122.8 (CTAF) L |




| 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) | | 5600-1⅜ 457 (500-1⅜) | NA |
| CIRCLING | 5620-1 468 (500-1) | 5680-1 528 (600-1) | 5780-1¾ 628 (700-1¾) | NA |

ELEV 5152 | TDZE 5143




REIL Rwys 8 and 26 L

MIRL Rwy 8-26 L

PINE BLUFFS, WYOMING

Orig 12JUN25

41°09'N-104°08'W

PINE BLUFFS MUNI (82V)

RNAV (GPS) RWY 26

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 58326 | 110° | Rwy Idg | 8900 |
| W11A | | TDZE | 7096 |
| | | Apt Elev | 7096 |

# RNAV (GPS) RWY 11

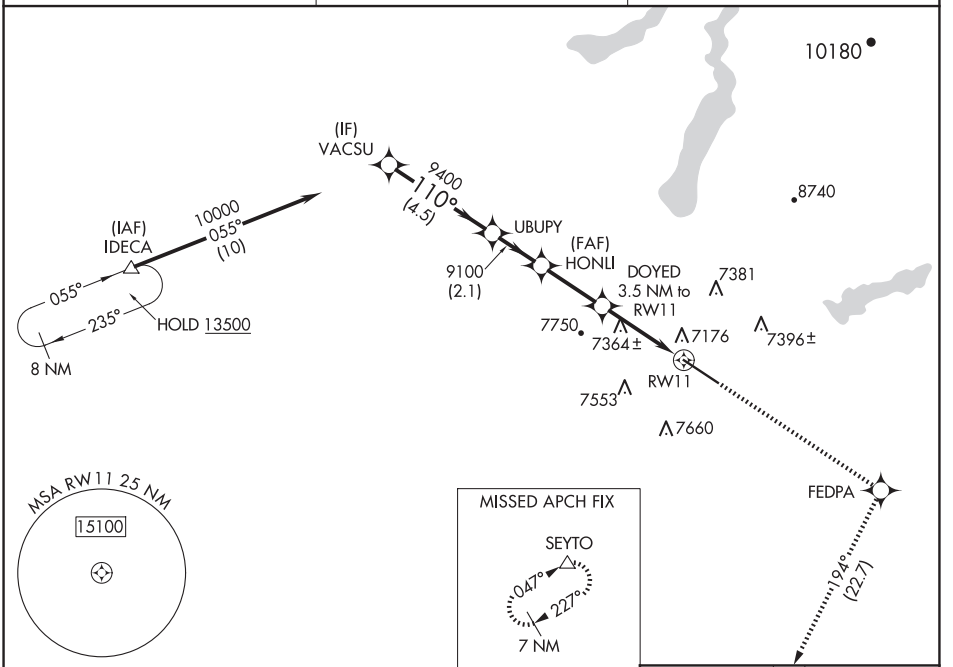
## RALPH WENZ FLD (PNA)

Baro-VNAV NA. When local altimeter setting not received, use Big Piney altimeter setting and increase LPV DA to 7404 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 7413 feet and all visibilities ¼ SM; increase all MDA 60 feet and LNAV Cat C/D visibility ¼ SM. Circling NA south of Rwy 11/29. DME/DME RNP- 0.3 NA. VDP NA with Big Piney altimeter setting.

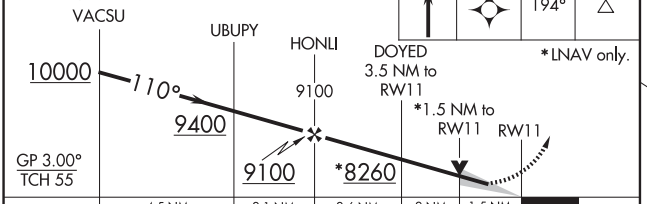
ODALS

MISSED APPROACH: Climb to 10000 direct FEDPA and on track 194° to SEYTO and hold.

| AWOS-3 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.325 | 128.35 239.25 | 122.8 (CTAF) L |

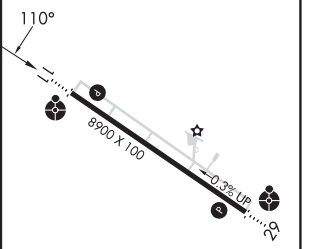



VGSI and RNAV glidepath not coincident (VGSI Angle 2.83/TCH 40).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 7346-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 7355-¾ 259 (300-¾) | | | |
| LNAV MDA | 7620-1 524 (600-1) | | 7620-1½ 524 (600-1½) | |
| CIRCLING | 7640-1 544 (600-1) | | 7840-2¼ 744 (800-2¼) | 7980-3 884 (900-3) |

ELEV 7096 TDZE 7096




MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PINEDALE, WYOMING | AL-6884 (FAA) | 25107

# RNAV (GPS) RWY 29

RALPH WENZ FLD (PNA)

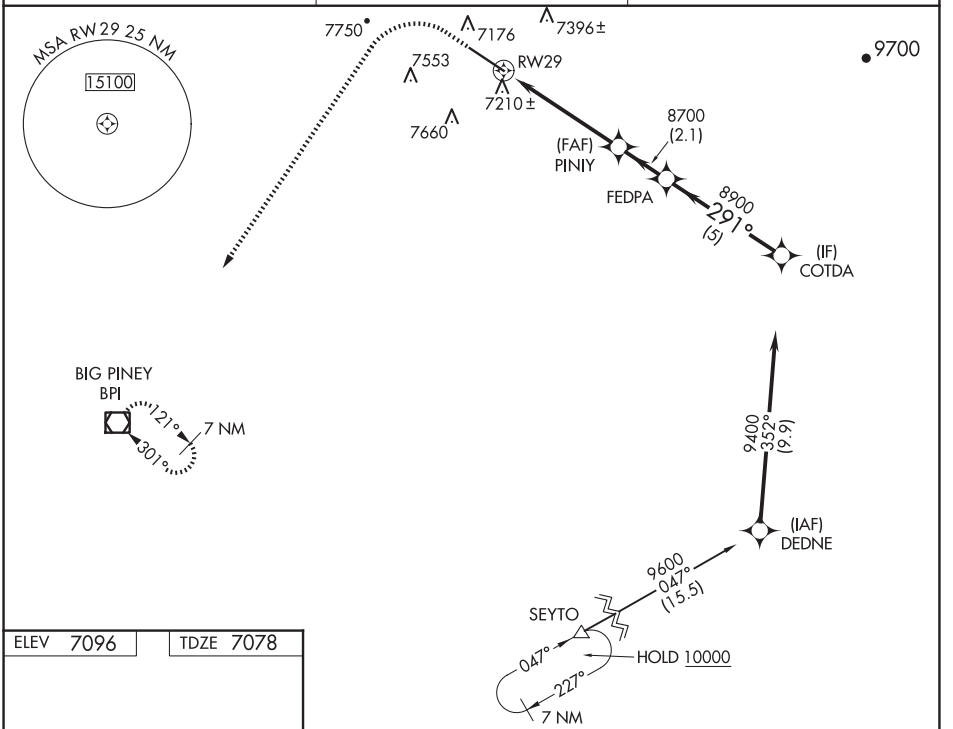
| WAAS CH 40426 W29A | APP CRS 291° | Rwy ldg 8900 | TDZE 7078 | Apt Elev 7096 |
|---|---|---|---|---|

T 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 ⅛ 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.

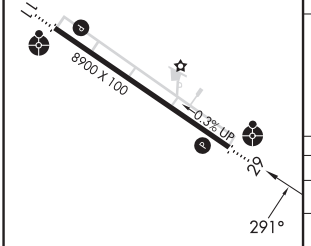
ODALS

MISSED APPROACH: Climb to 7600 then climbing left turn to 10000 direct BPI VOR/DME and hold.

| AWOS-3 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.325 | 128.35 239.25 | 122.8 (CTAF) L |

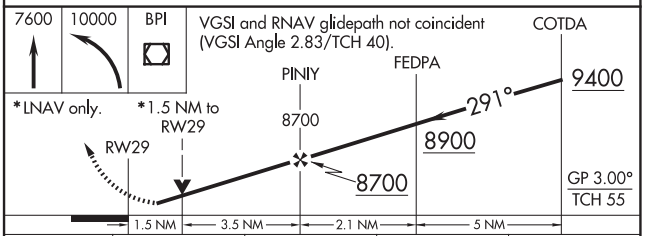



ELEV 7096 | TDZE 7078




MIRL Rwy 11-29 L

REIL Rwys 11 and 29 L




| 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 744 (800-2¼) | 7980-3 884 (900-3) |

PINEDALE, WYOMING
Amdt 2B 04NOV21

42°48′N-109°49′W

RALPH WENZ FLD (PNA)

RNAV (GPS) RWY 29



NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH **97729** **W12A** | APP CRS **122°** | Rwy Idg **3900** TDZE **2252** Apt Elev **2264** |
|---|---|---|

# RNAV (GPS) RWY 12

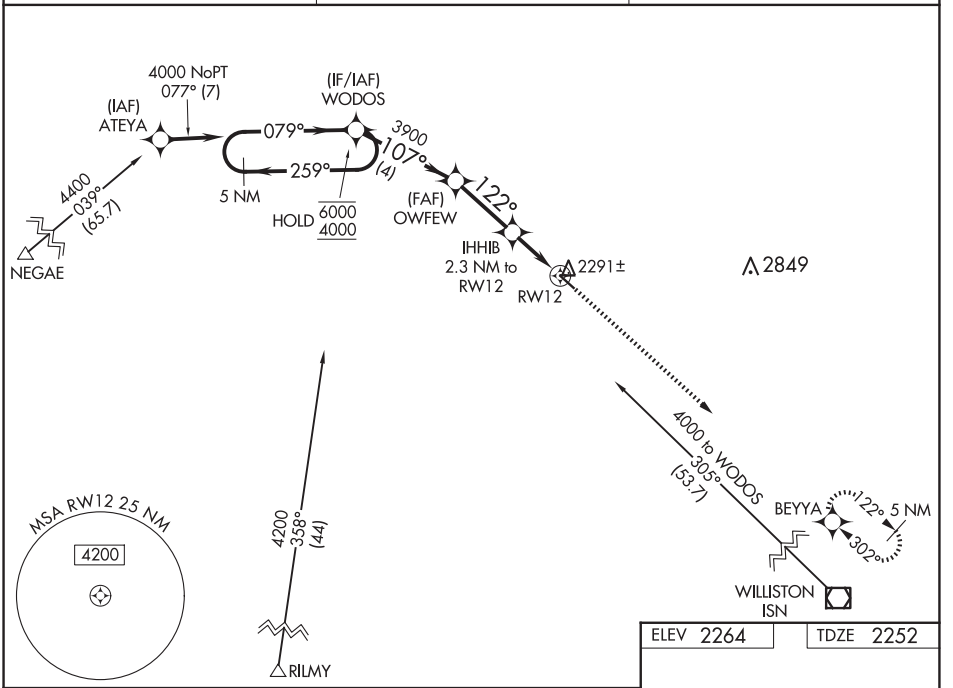
## SHER-WOOD (PWD)

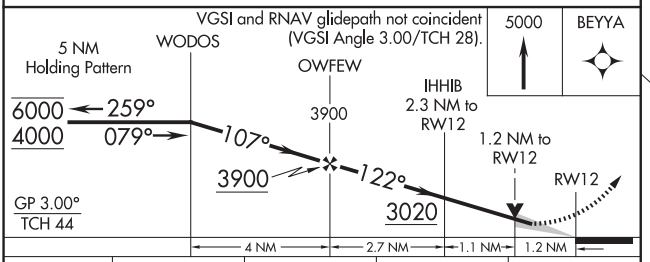
RNP APCH-GPS.

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.

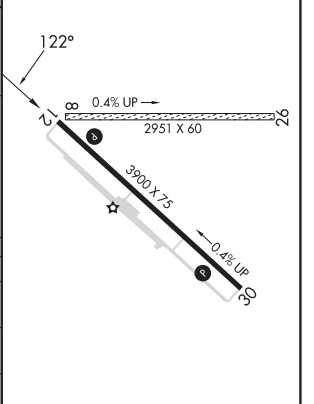
MISSED APPROACH: Climb to 5000 direct BEYYA and hold.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| **135.025** | **126.85 305.2** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2567-⅞ | 315 (400-⅞) | | |
| LNAV/VNAV DA | 2617-1 | 365 (400-1) | | |
| LNAV MDA | 2660-1 | 408 (400-1) | 2660-1⅛ | 408 (400-1⅛) |
| C CIRCLING | 2780-1 | 516 (600-1) | 2880-1¾ 616 (700-1¾) | 3100-2¾ 836 (900-2¾) |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PLENTYWOOD, MONTANA | AL-10315 (FAA) | 24193

# RNAV (GPS) RWY 30
## SHER-WOOD (PWD)

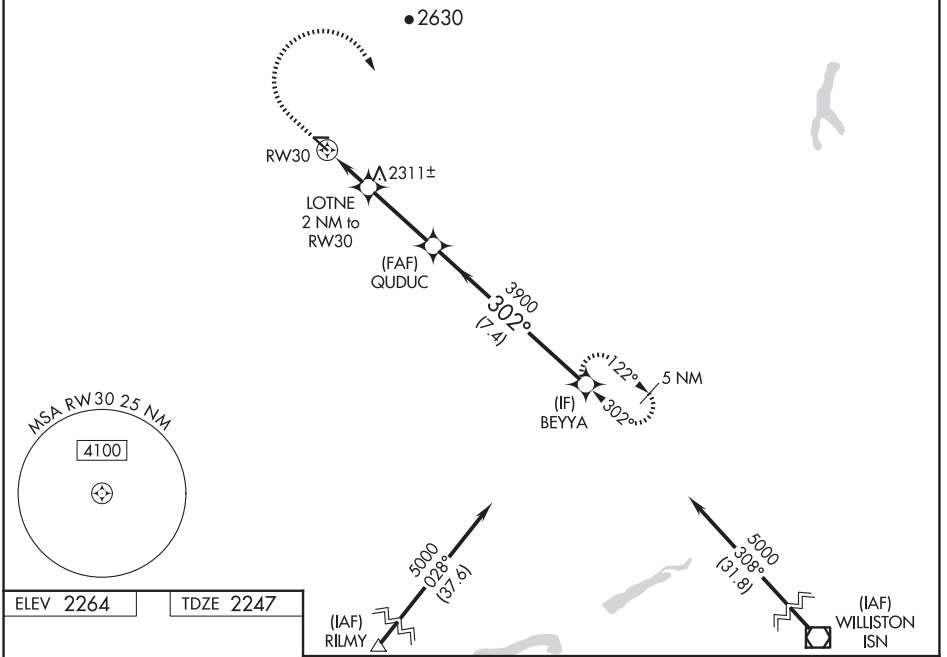
| WAAS CH 50529 W30A | APP CRS 302° | Rwy Idg 3900 / TDZE 2247 / Apt Elev 2264 |
|---|---|---|

RNP APCH-GPS.

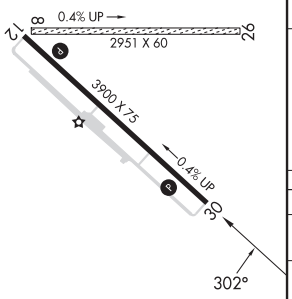
Circling Rwy 8, 26 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Williston altimeter setting.

MISSED APPROACH: Climb to 2900 then climbing right turn to 5000 direct BEYYA and hold.

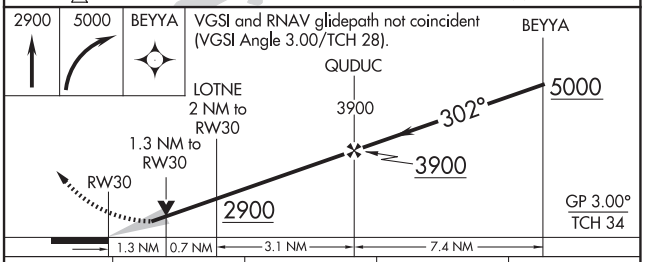
| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.025 | 126.85 305.2 | 122.8 (CTAF) L |




ELEV 2264 | TDZE 2247




MIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2562-¾ 315 (300-¾) | | | |
| LNAV/VNAV DA | 2612-1 365 (400-1) | | | |
| LNAV MDA | 2680-1 433 (500-1) | | 2680-1¼ 433 (500-1¼) | |
| C CIRCLING | 2780-1 516 (600-1) | | 2880-1¾ 616 (700-1¾) | 3100-2¾ 836 (900-2¾) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-PIH | APP CRS | Rwy Idg | 9059 |
|---|---|---|---|
| 110.3 | 211° | TDZE | 4452 |
| Chan 40 | | Apt Elev | 4452 |

# ILS or LOC RWY 21

## POCATELLO RGNL (PIH)

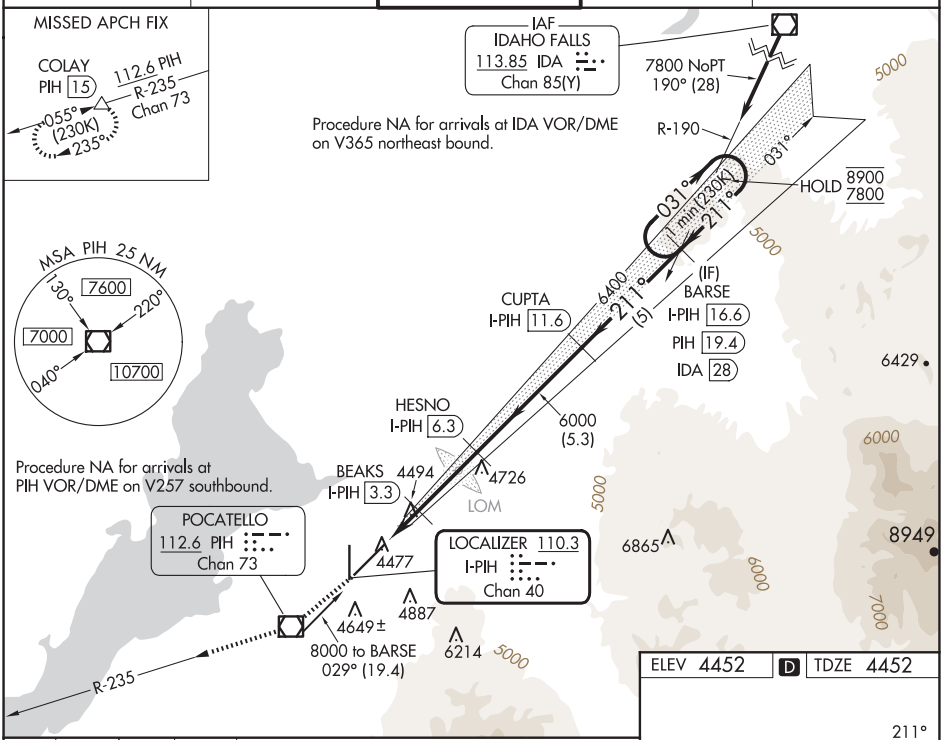
DME required.

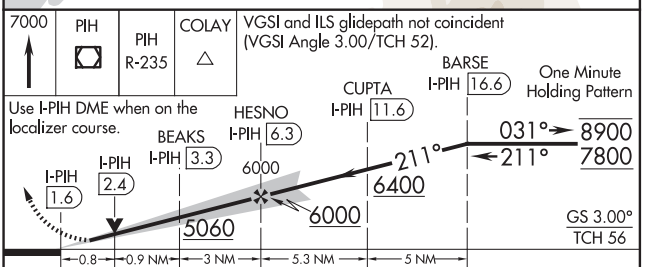
Circling NA southeast of Rwy 3-21. For inop ALS, increase S-ILS-21 Cat E visibility to RVR 4000, S-LOC-21 Cat C/D/E to RVR 4500.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

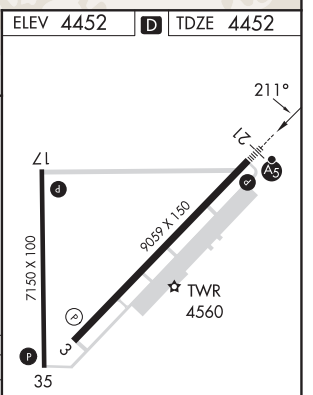
MALSR

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.

| ATIS | SALT LAKE CENTER | POCATELLO TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 135.625 | 128.35 239.25 | 119.1 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 21* | 4652/24 200 (200-½) | | | | |
| S-LOC 21 | 4760/24 308 (400-½) | | | | |
| C CIRCLING | 4860-1 408 (500-1) | 4920-1 468 (500-1) | 4920-1½ 468 (500-1½) | 5020-2 568 (600-2) | 5060-2¼ 608 (700-2¼) |

HIRL Rwy 3-21 L
MIRL Rwy 17-35 L
REIL Rwys 3 and 17 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

POCATELLO, IDAHO | AL-327 (FAA) | 25107

# RNAV (GPS) RWY 3

POCATELLO RGNL (PIH)

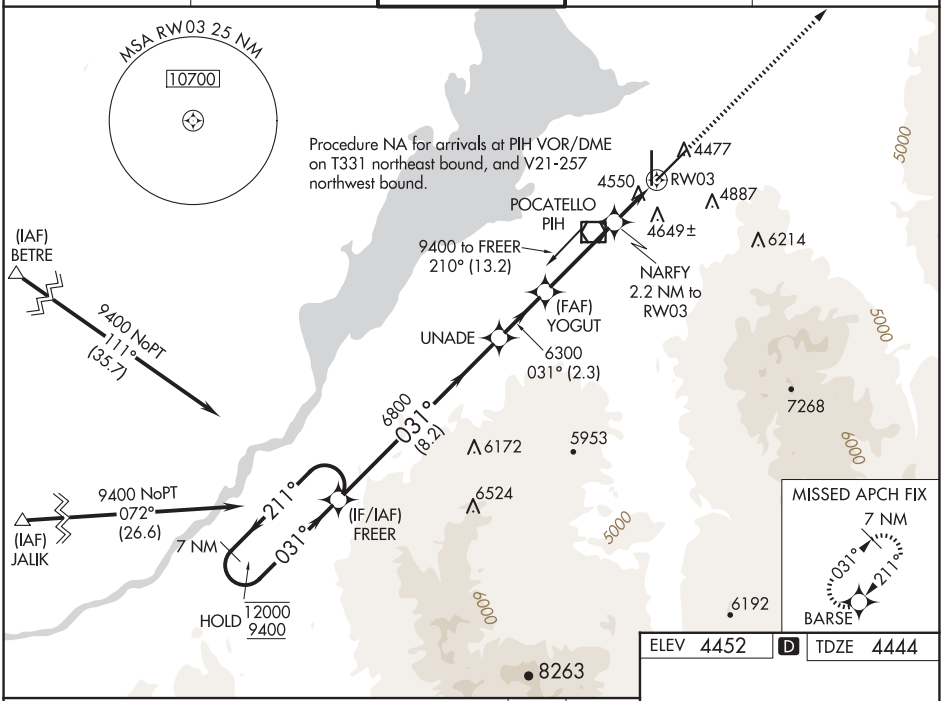
| WAAS | APP CRS | Rwy Idg | 9059 |
|---|---|---|---|
| CH 97502 | 031° | TDZE | 4444 |
| W03A | | Apt Elev | 4452 |

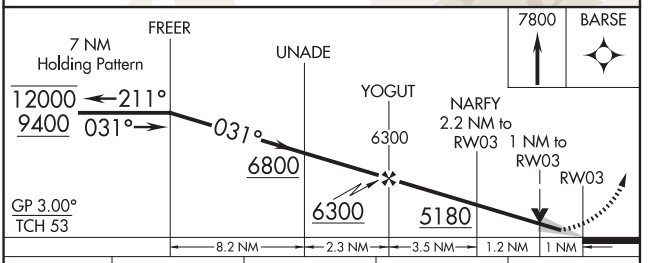
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. Circling NA southeast of Rwy 3-21.

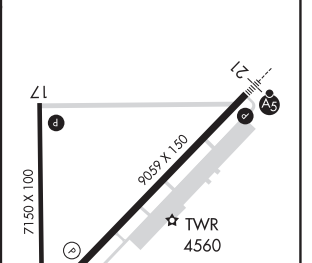
MISSED APPROACH: Climb to 7800 direct BARSE and hold.

| ATIS | SALT LAKE CENTER | POCATELLO TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.625 | 128.35 239.25 | 119.1 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4694-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 4712-⅞ 268 (300-⅞) | | | |
| LNAV MDA | 4800-1 356 (400-1) | | | |
| C CIRCLING | 4860-1 408 (500-1) | 4920-1 468 (500-1) | 4920-1½ 468 (500-1½) | 5020-2 568 (600-2) |




HIRL Rwy 3-21 L
MIRL Rwy 17-35 L
REIL Rwys 3 and 17 L

POCATELLO, IDAHO
Amdt 2 19MAY22

42°55'N-112°36'W

POCATELLO RGNL (PIH)

RNAV (GPS) RWY 3

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 21

POCATELLO RGNL (PIH)

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **78212** | **211°** | Rwy Idg | **9059** |
| **W21A** | | TDZE | **4452** |
| | | Apt Elev | **4452** |

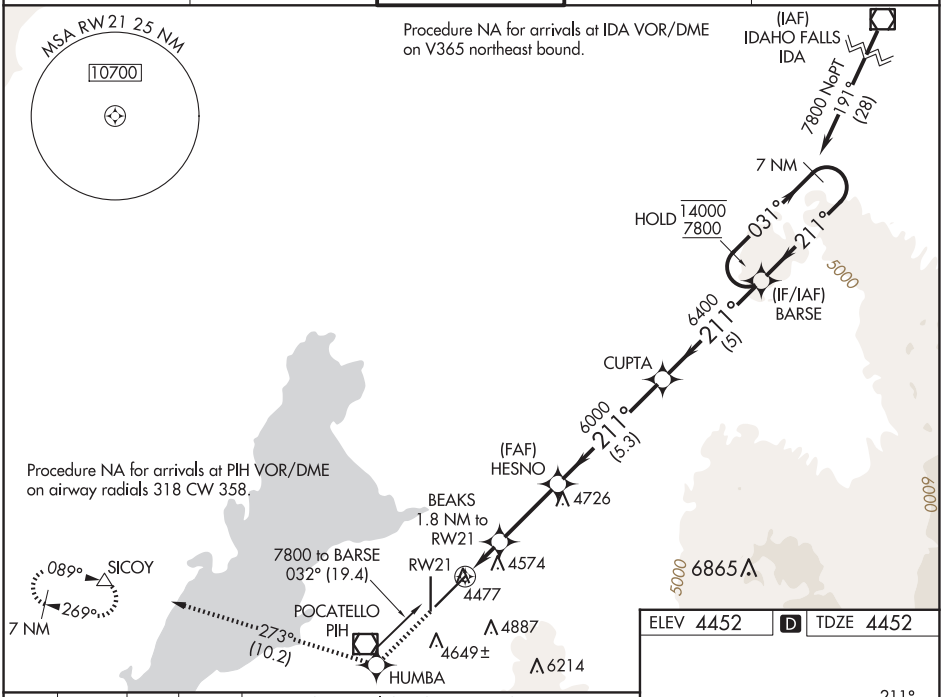
RNP APCH - GPS.

T A 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.

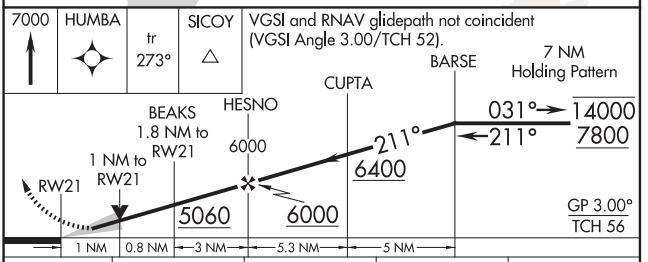
MALSR A5

MISSED APPROACH: Climb to 7000 direct HUMBA and track 273° to SICOY and hold.

| ATIS | SALT LAKE CENTER | POCATELLO TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| **135.625** | **128.35 239.25** | **119.1** (CTAF) L **257.8** | **121.9** | **122.95** |

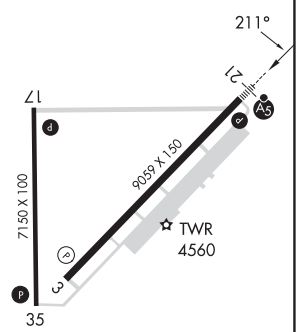



| 7000 | HUMBA | tr 273° | SICOY | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52). |
|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 4652/24 200 (200-½) | | | |
| LNAV/VNAV DA | 4835/35 383 (400-⅝) | | | |
| LNAV MDA | 4820/24 368 (400-½) | | 4820/35 368 (400-⅝) | |
| C CIRCLING | 4860-1 408 (500-1) | 4920-1 468 (500-1) | 4920-1½ 468 (500-1½) | 5020-2 568 (600-2) |

ELEV 4452 D TDZE 4452




HIRL Rwy 3-21 L
MIRL Rwy 17-35 L
REIL Rwys 3 and 17 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

POCATELLO, IDAHO | AL-327 (FAA) | 25107

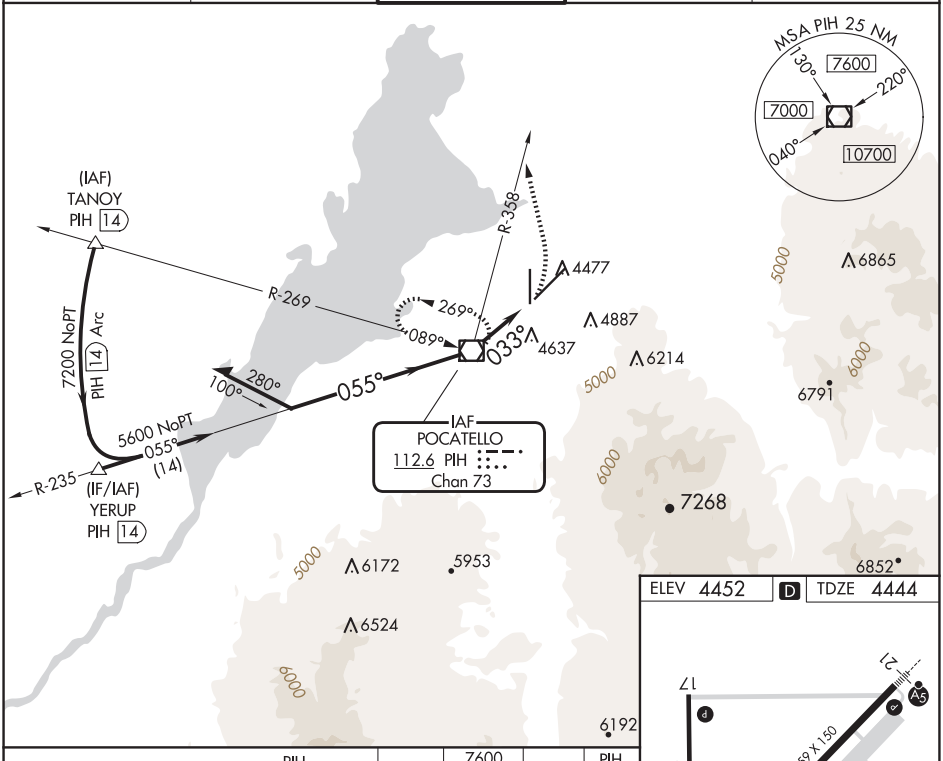
| VOR/DME PIH | APP CRS | Rwy Idg | 9059 |
|---|---|---|---|
| 112.6 | 033° | TDZE | 4444 |
| Chan 73 | | Apt Elev | 4452 |

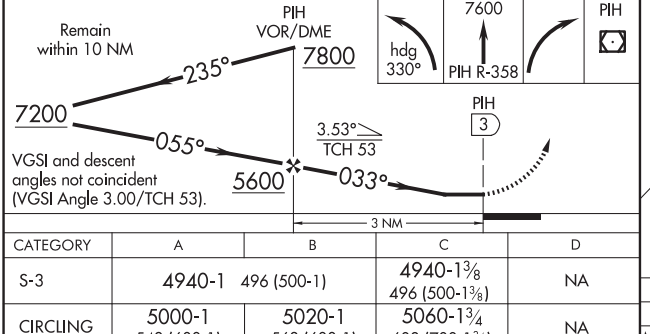
# VOR RWY 3
## POCATELLO RGNL (PIH)

T A 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.

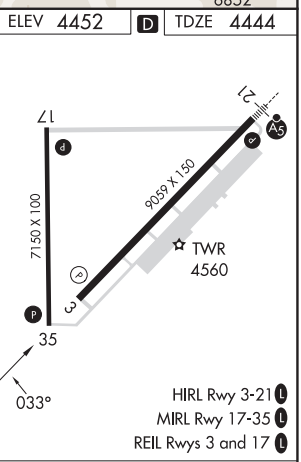
MISSED APPROACH: Climbing left turn on heading 330° and PIH VOR/DME R-358 to 7600 then right turn direct PIH VOR/DME and hold.

| ATIS | SALT LAKE CENTER | POCATELLO TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.625 | 128.35 239.25 | 119.1 (CTAF) L 257.8 | 121.9 | 122.95 |



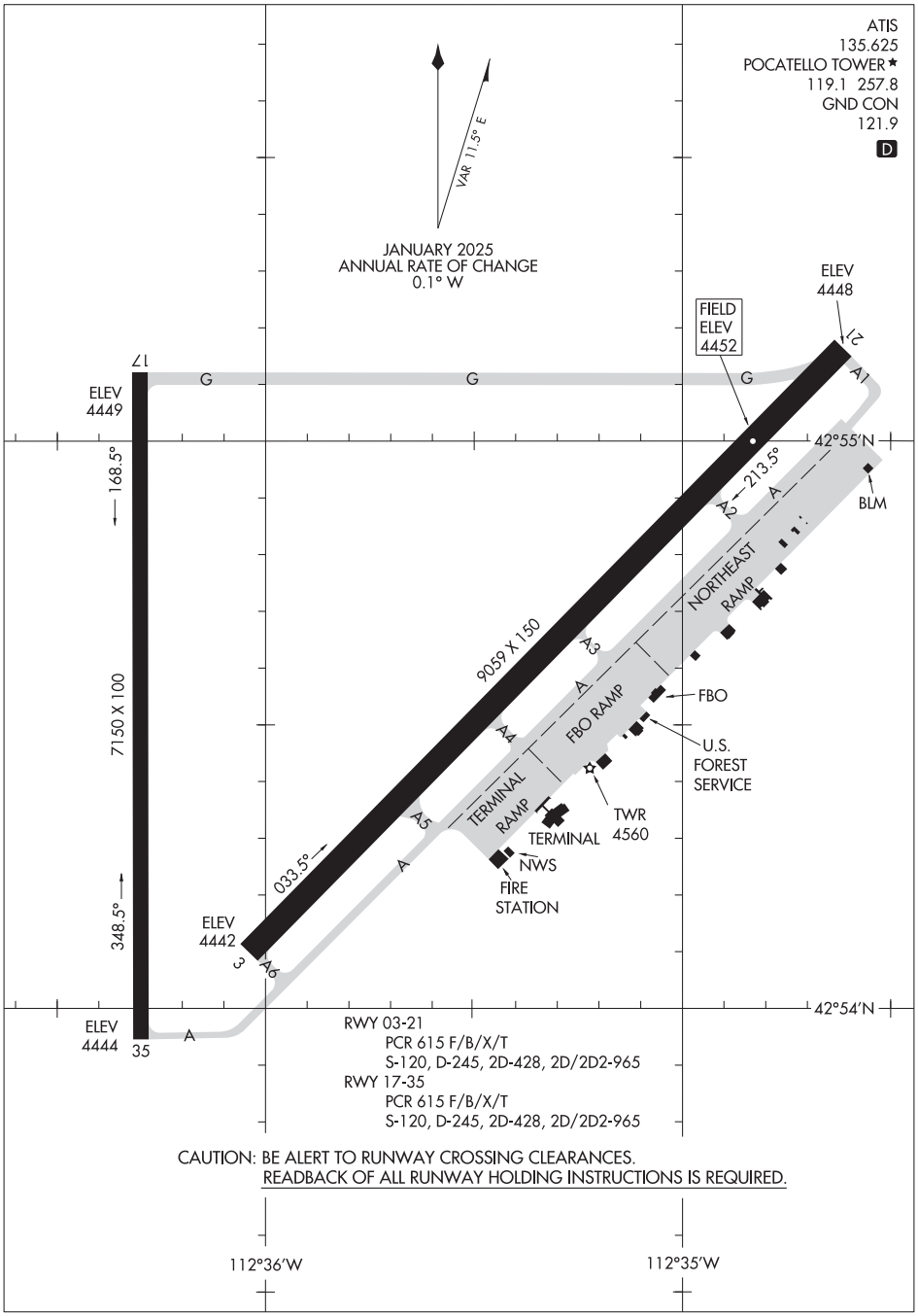

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 4940-1 496 (500-1) | | 4940-1⅜ 496 (500-1⅜) | NA |
| CIRCLING | 5000-1 548 (600-1) | 5020-1 568 (600-1) | 5060-1¾ 608 (700-1¾) | NA |




| 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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025





NW-1, 12 JUN 2025 to 07 AUG 2025

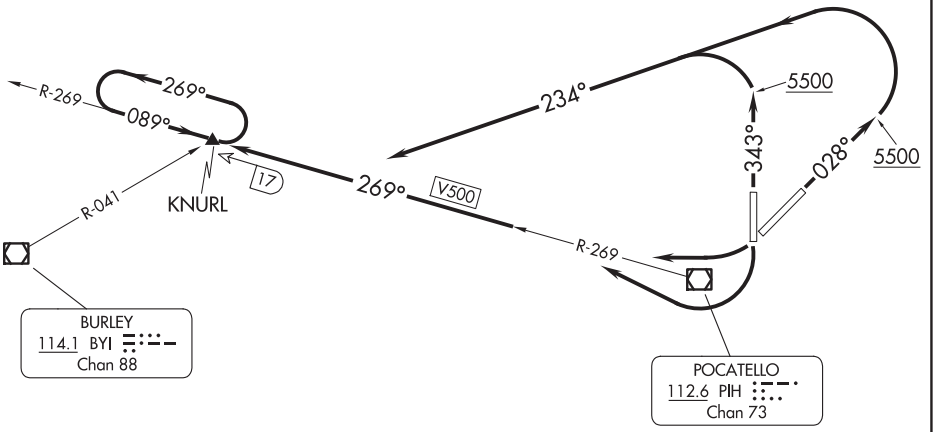
(KNURL1.KNURL) 23334

# KNURL ONE DEPARTURE (OBSTACLE)

AL-327 (FAA)

POCATELLO RGNL (PIH)
POCATELLO, IDAHO

SALT LAKE CENTER
128.35 239.25
POCATELLO TOWER ★
119.1 (CTAF) 257.8




TAKEOFF MINIMUMS

Rwys 3, 21, 35: Standard.
Rwy 17, 400-2 or standard with minimum climb of 270′ per NM to 4900.

TAKEOFF OBSTACLE NOTES

Rwy 3, Trees beginning 3353′ from DER, 735′ left of centerline, up to 100′ AGL/4549′ MSL.
Rod on obstruction light 978′ from DER, 759′ right of centerline, 39′ AGL/4486′ MSL.
Rwy 17, Transmission tower 1.1 NM from DER, 2395′ left of centerline, 252′ AGL/4693′ MSL.
Trees beginning 1.6 NM from DER, 2642′ left of centerline, up to 100′ AGL/4759′ MSL.
Fence 112′ from DER, 416′ right of centerline, 12′ AGL/4453′ MSL.
Bush 30′ from DER, 261′ right of centerline, 3′ AGL/4445′ MSL.
Fence 208′ from DER, 421′ right of centerline, 13′ AGL/4449′ MSL.
Rwy 21, Antenna 453′ from DER, 309′ left of centerline, 20′ AGL/4466′ MSL.
Light on localizer, 543′ from DER, 286′ left of centerline, 20′ AGL/4462′ MSL.
Rwy 35, Electrical equipment 197′ from DER, 248′ left of centerline, 7′ AGL/4454′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 028° to 5500, then climbing left turn to 7500 via heading 234° and PIH R-269 to KNURL INT, thence . . . .
TAKEOFF RUNWAY 35: Climb heading 343° to 5500, then climbing left turn to 7500 via heading 234° and PIH R-269 to KNURL INT, thence . . . .
TAKEOFF RUNWAY 17: Climbing right turn to 7500 via PIH R-269 to KNURL INT, thence . . . .
TAKEOFF RUNWAY 21: Climbing right turn to 7500 via PIH R-269 to KNURL INT, thence . . . .

. . . . via assigned route expect filed altitude 10 minutes after departure.


NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 18

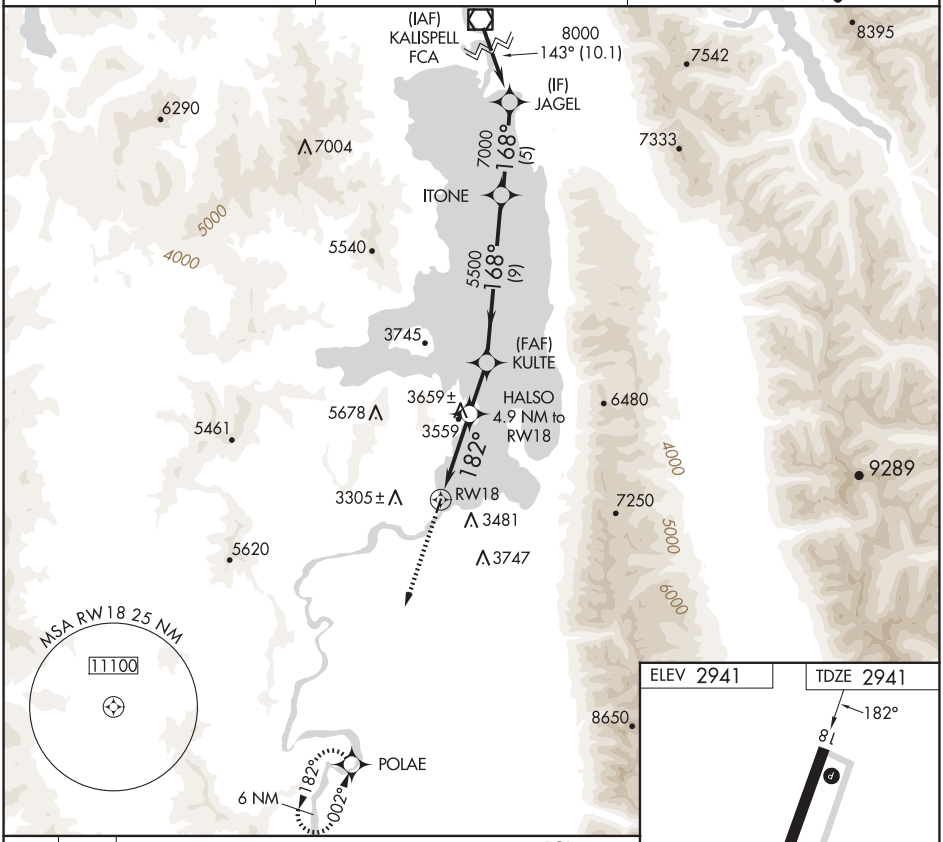
POLSON (8S1)

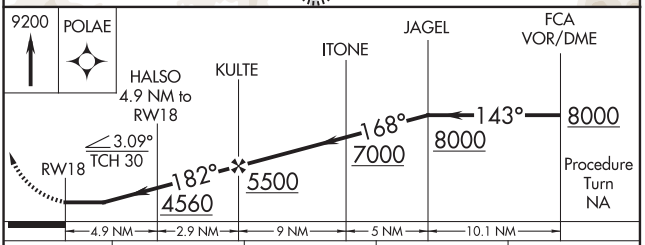
| APP CRS | Rwy Ldg | 4195 |
|---|---|---|
| 182° | TDZE | 2941 |
| | Apt Elev | 2941 |

Procedure NA at night. DME/DME RNP-0.3 NA.
Use Glacier Park Intl altimeter setting.
Helicopter visibility reduction below 1 SM NA.

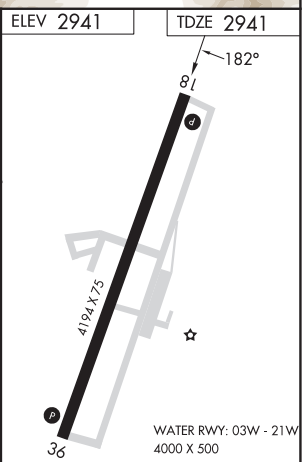
MISSED APPROACH: Climb to 9200 direct POLAE and hold.

| GPI ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 132.625 | 127.075 244.875 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4480-1¼<br>1539 (1600-1¼) | 4480-1½<br>1539 (1600-1½) | NA | |
| CIRCLING | 4480-1¼<br>1539 (1600-1¼) | 4480-1½<br>1539 (1600-1½) | NA | |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

POLSON, MONTANA | AL-9529 (FAA) | 25163

# RNAV (GPS) RWY 36

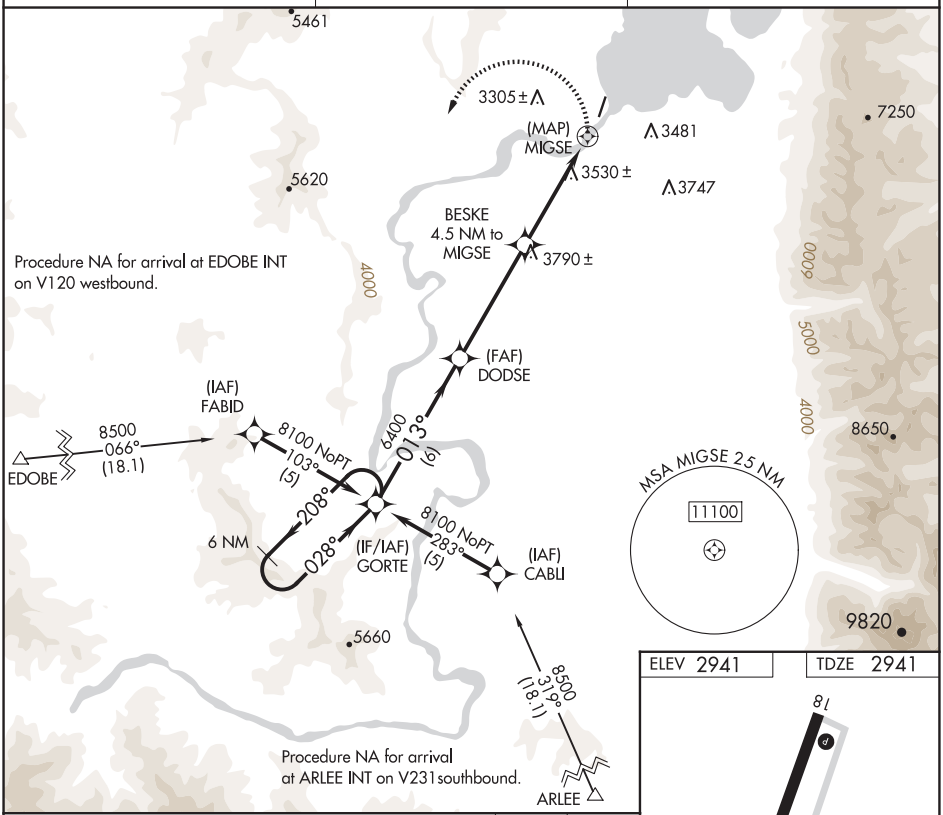
POLSON (8S1)

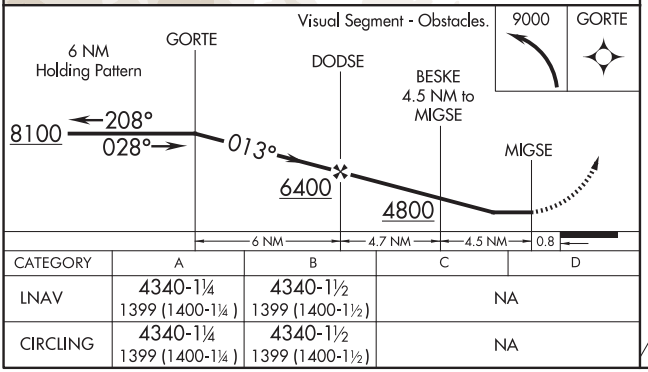
| APP CRS | Rwy Ldg | 4195 |
|---|---|---|
| 013° | TDZE | 2941 |
| | Apt Elev | 2941 |

NA — Procedure NA at night. DME/DME RNP-0.3 NA. Use Glacier Park Intl altimeter setting. Helicopter visibility reduction below 1 SM NA.

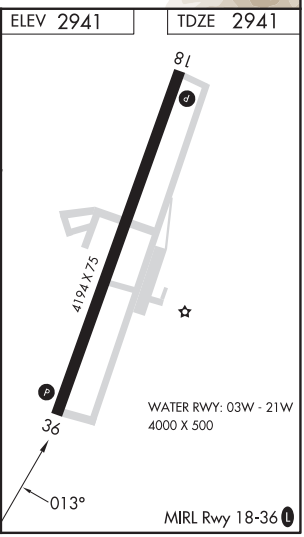
MISSED APPROACH: Climbing left turn to 9000 direct GORTE WP and hold.

| GPI ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 132.625 | 127.075 244.875 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | 4340-1¼ 1399 (1400-1¼) | 4340-1½ 1399 (1400-1½) | NA | |
| CIRCLING | 4340-1¼ 1399 (1400-1¼) | 4340-1½ 1399 (1400-1½) | NA | |




POLSON, MONTANA
Orig-B 26MAY16

47°42'N-114°11'W

POLSON (8S1)

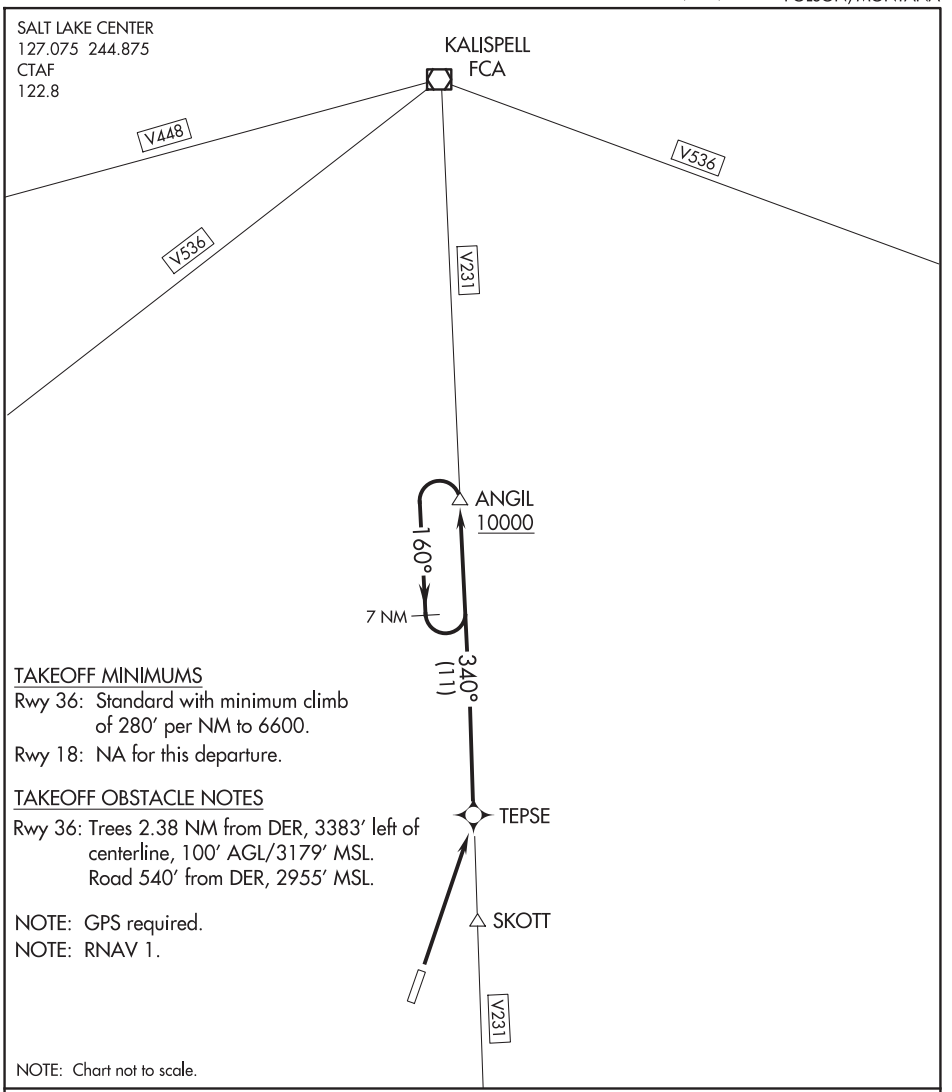
RNAV (GPS) RWY 36

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ANGIL ONE DEPARTURE (OBSTACLE) (RNAV)

AL-9529 (FAA)

POLSON, MONTANA




TAKEOFF MINIMUMS

Rwy 36: Standard with minimum climb of 280′ per NM to 6600.

Rwy 18: NA for this departure.

TAKEOFF OBSTACLE NOTES

Rwy 36: Trees 2.38 NM from DER, 3383′ left of centerline, 100′ AGL/3179′ MSL. Road 540′ from DER, 2955′ MSL.

NOTE: GPS required.

NOTE: RNAV 1.

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

POPLAR, MONTANA AL-10424 (FAA) 22307

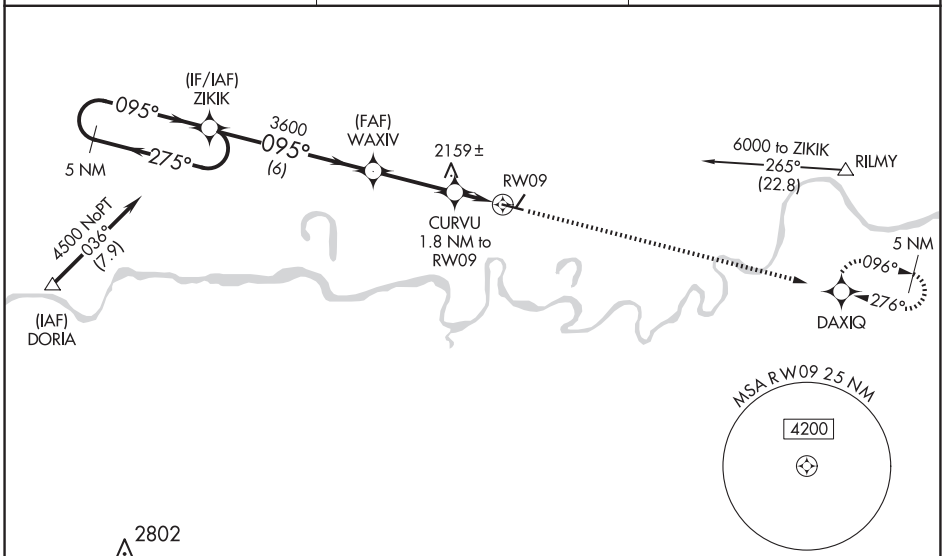
| WAAS | APP CRS | Rwy Idg | 4403 |
|---|---|---|---|
| CH 66031 | 095° | TDZE | 2033 |
| W09A | | Apt Elev | 2037 |

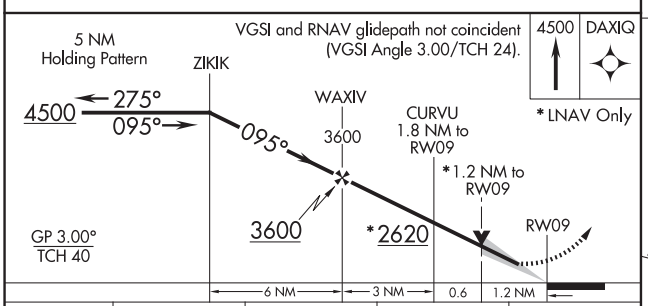
# RNAV (GPS) RWY 9
## POPLAR MUNI (P01)

T 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. Baro-VNAV and VDP NA with Wolf Point altimeter setting. When local altimeter not received, use Wolf Point altimeter setting: increase LPV DA to 2279, LNAV/VNAV DA to 2329; increase all MDAs 60 feet and LNAV Cat C/D visibility ¼ SM and Circling Cat C/D visibility ¼ SM. Helicopter visibility reduction below 1 SM not authorized. Circling NA to Rwy 2/20.

MISSED APPROACH: Climb to 4500 direct DAXIQ and hold.

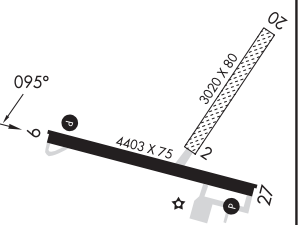
| AWOS-3PT | SALT LAKE CITY CENTER | UNICOM |
|---|---|---|
| 135.325 | 126.85 305.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2233-1 200 (200-1) | | | |
| LNAV/VNAV DA | 2283-1 250 (300-1) | | | |
| LNAV MDA | 2420-1 387 (400-1) | | 2420-1⅛ 387 (400-1⅛) | |
| CIRCLING | 2560-1 523 (600-1) | 2600-1 563 (600-1) | 2600-1½ 563 (600-1½) | 2740-2¼ 703 (800-2¼) |

ELEV 2037 TDZE 2033




MIRL Rwy 9-27 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

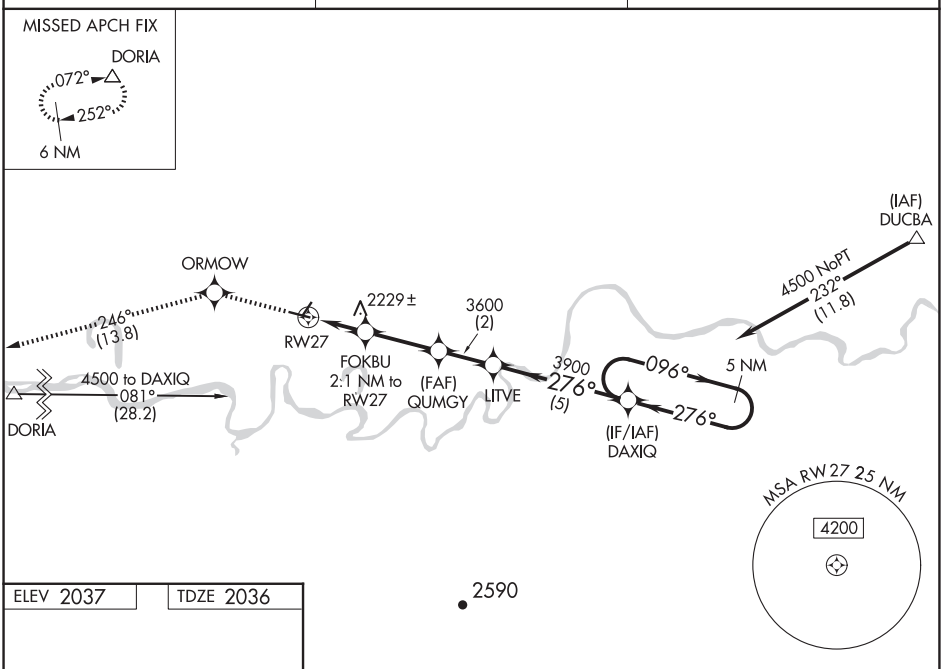
| WAAS CH 69531 W27A | APP CRS 276° | Rwy Ldg 4403<br>TDZE 2036<br>Apt Elev 2037 |
|---|---|---|

# RNAV (GPS) RWY 27
## POPLAR MUNI (P01)

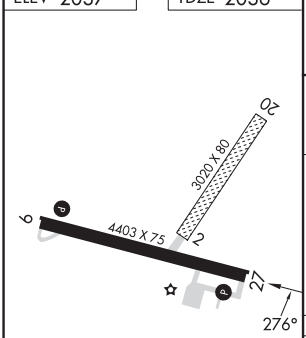
T A NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Wolf Point altimeter setting: increase LPV DA to 2332, LNAV/VNAV DA to 2582 and all Cats visibility ⅛ SM; increase all MDAs 60 feet and 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.

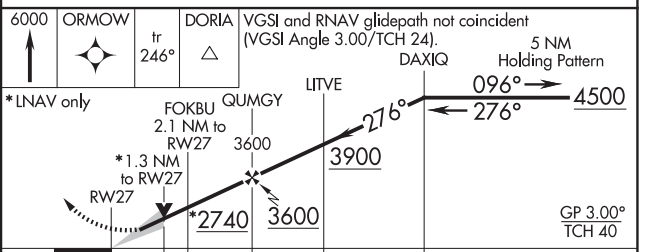
| AWOS-3PT | SALT LAKE CITY CENTER | UNICOM |
|---|---|---|
| 135.325 | 126.85 305.2 | 122.8 (CTAF) L |




| ELEV 2037 | TDZE 2036 |
|---|---|




MIRL Rwy 9-27 L




| 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 (P01)
RNAV (GPS) RWY 27
585

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PORT ANGELES, WASHINGTON | AL-653 (FAA) | 25107

# COPTER RNAV (GPS) RWY 26

PORT ANGELES CGAS (NOW)

| APP CRS | Rwy Idg | 4500 |
|---|---|---|
| 257° | TDZE | 9 |
| | Apt Elev | 13 |

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.

MISSED APPROACH: Climbing right turn to 1900 direct KACNE and hold.

| AWOS-3P | WHIDBEY APP CON | PORT ANGELES AIR | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 118.325 | 118.2 285.65 | 127.7 345.0 | 124.15 | 122.975 (CTAF) |

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

RADAR REQUIRED

MSA RW26 25 NM
9200

CANADA
UNITED STATES

Limit all segments airspeed to 90 KIAS.

RW26
178
(FAF)
GOLTE
077°
4 NM
257°
1600
257° (3)
(IF/IAF)
KACNE
694±
1244±
488
424
886
580
1000
2796
3000
5600
6454
2580
2337
5000
3480
2240
6779
4116
7218
6280

ELEV 13 | TDZE 9

4500 X 150

26

257°

1900 | KACNE

KACNE
4 NM
Holding Pattern
GOLTE
077°
257°
1900
257°
RW26
3.00°
TCH 30
1600
4.9 NM
3 NM

| CATEGORY | COPTER |
|---|---|
| LNAV MDA | 560-1 551 (600-1) |

MIRL Rwy 8-26

# ILS or LOC RWY 9

WILLIAM R FAIRCHILD INTL (CLM)

| LOC/DME I-CLM | APP CRS | Rwy Idg | 6347 |
|---|---|---|---|
| 108.9 | 089° | TDZE | 285 |
| Chan 26 | | Apt Elev | 291 |

RNAV 1 - GPS. From JIGEB or WATTR.

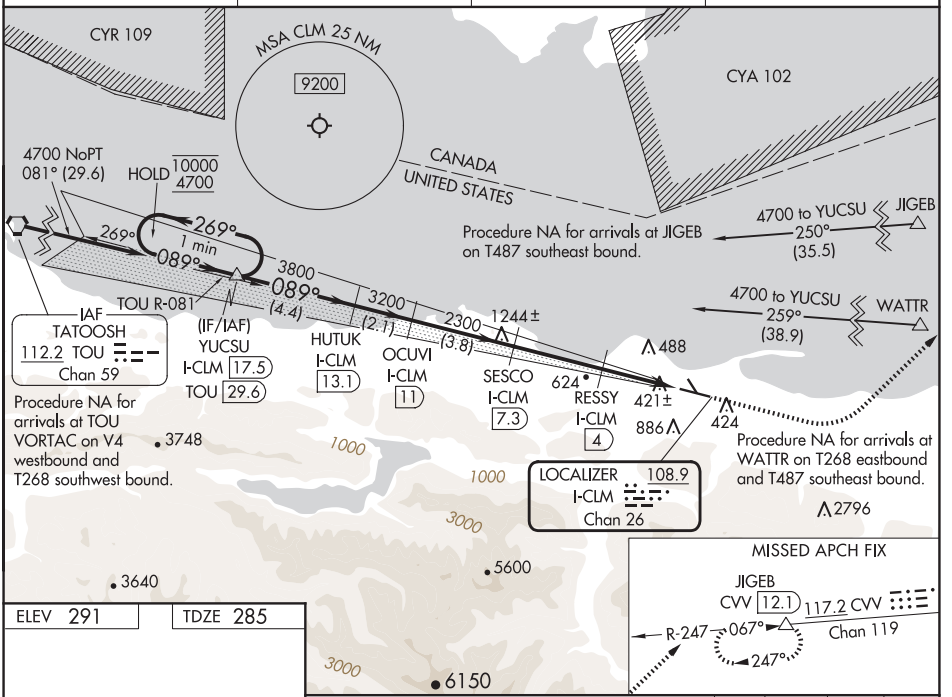
DME required.

Circling NA south of Rwy 9-27. Circling Rwy 13, 31 NA at night. For inop ALS, increase S-ILS 9 visibility to ⅞ SM.

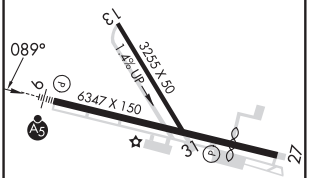
MALSR

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 | WHIDBEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.175 | 118.2 285.65 | 124.15 | 122.975 (CTAF) L |

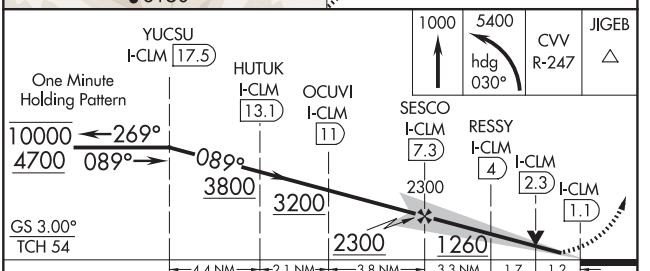



| ELEV 291 | TDZE 285 |
|---|---|




MIRL Rwy 9-27 L

REIL Rwy 27




| 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) | |
| C CIRCLING | 800-1 509 (600-1) | | 800-1½ 509 (600-1½) | 1000-2¼ 709 (800-2¼) |

FAF to MAP 6.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:12 | 4:08 | 3:06 | 2:29 | 2:04 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PORT ANGELES, WASHINGTON | AL-886 (FAA) | 25051

# RNAV (GPS) RWY 9

## WILLIAM R FAIRCHILD INTL (CLM)

| WAAS CH 77703 W09A | APP CRS 088° | Rwy Idg 6347 TDZE 285 Apt Elev 291 |
|---|---|---|

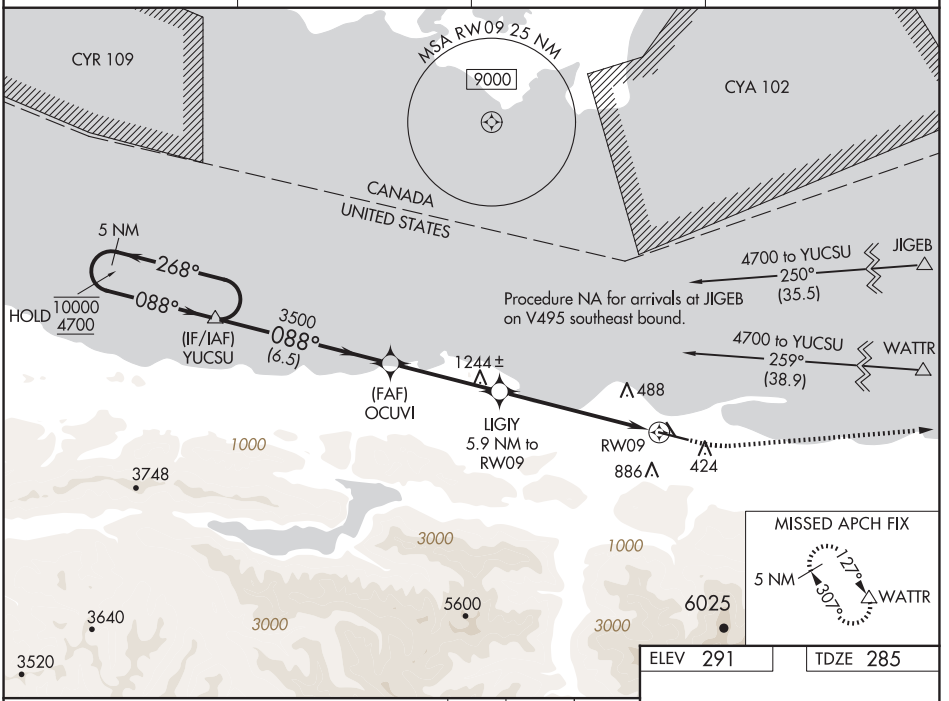
RNP APCH - GPS.

Circling Rwy 13, 31 NA at night. Baro-VNAV NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM and LNAV Cat C/D visibility to 1⅞ SM. Circling NA south of Rwy 9-27.

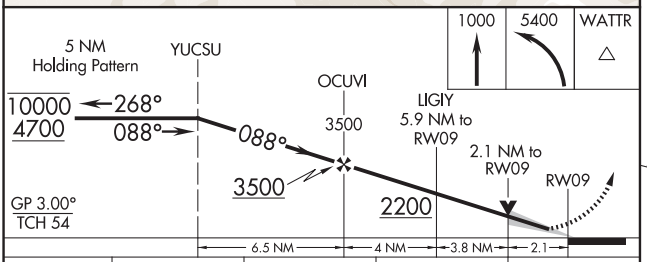
MALSR

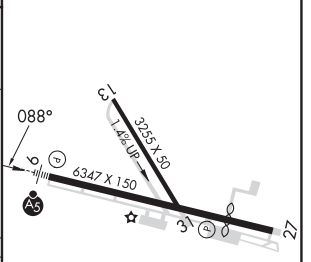
MISSED APPROACH: Climb to 1000 then climbing left turn to 5400 direct WATTR and hold, continue climb-in-hold to 5400.

| ASOS | WHIDBEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.175 | 118.2 285.65 | 124.15 | 122.975 (CTAF) L |




ELEV 291 | TDZE 285




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 505-½ 220 (300-½) | | | |
| LNAV/VNAV DA | 757-1⅛ 472 (500-1⅛) | | | |
| LNAV MDA | 960-½ 675 (700-½) | | 960-1½ 675 (700-1½) | |
| C CIRCLING | 960-1 669 (700-1) | | 960-1⅞ 669 (700-1⅞) | 1000-2¼ 709 (800-2¼) |

MIRL Rwy 9-27 L
REIL Rwy 27

PORT ANGELES, WASHINGTON
Amdt 1B 25JAN24

48°07′N-123°30′W

WILLIAM R FAIRCHILD INTL (CLM)

RNAV (GPS) RWY 9


NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 4993 |
|---|---|---|---|
| CH 90338 | 269° | TDZE | 282 |
| W27A | | Apt Elev | 291 |

# RNAV (GPS) RWY 27

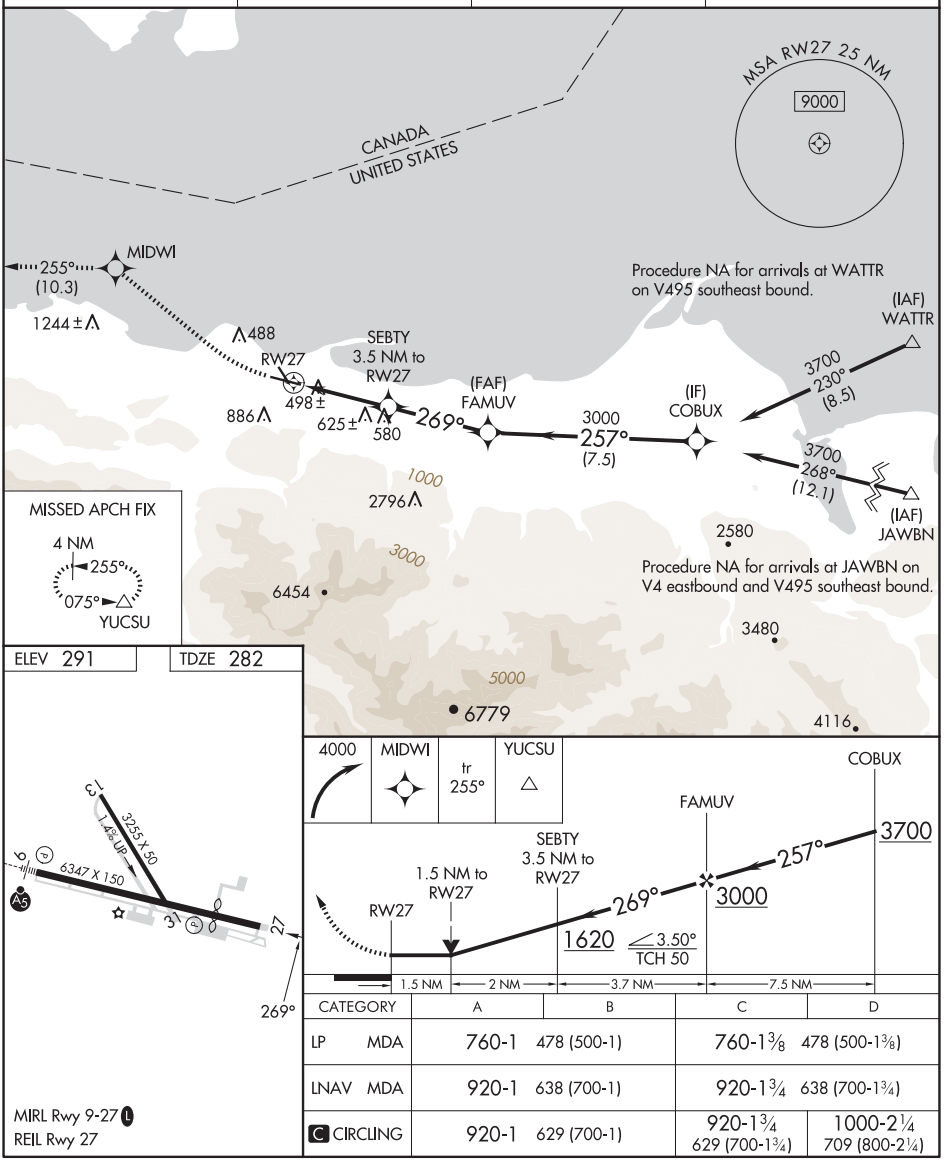
## WILLIAM R FAIRCHILD INTL (CLM)

RNP APCH - GPS.

Circling Rwy 13, 31 NA at night.
Rwy 27 helicopter visibility reduction below ¾ SM NA.
Circling NA south of Rwy 9-27.

MISSED APPROACH: Climbing right turn to 4000 direct MIDWI and on track 255° to YUCSU and hold.

| ASOS | WHIDBEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.175 | 118.2 285.65 | 124.15 | 122.975 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 760-1 | 478 (500-1) | 760-1⅜ | 478 (500-1⅜) |
| LNAV MDA | 920-1 | 638 (700-1) | 920-1¾ | 638 (700-1¾) |
| C CIRCLING | 920-1 | 629 (700-1) | 920-1¾ 629 (700-1¾) | 1000-2¼ 709 (800-2¼) |

MIRL Rwy 9-27
REIL Rwy 27



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

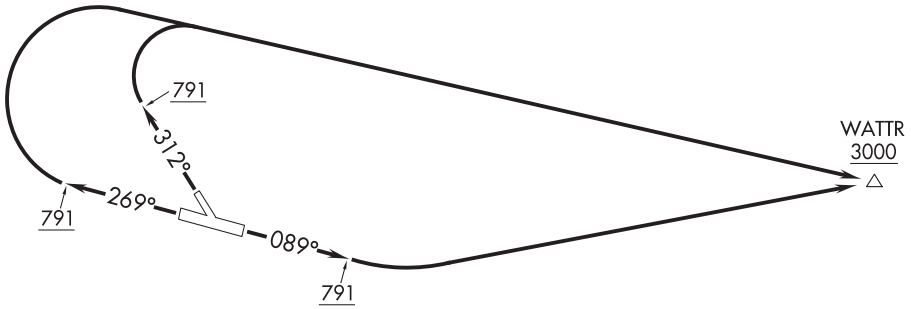
(WATTR1.WATTR) 25107 AL-886 (FAA)

# WATTR ONE DEPARTURE (OBSTACLE) (RNAV)

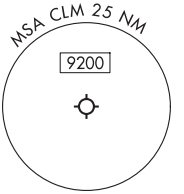
WILLIAM R FAIRCHILD INTL (CLM)
PORT ANGELES, WASHINGTON

RNAV 1- GPS.

WHIDBEY DEP CON
118.2 285.65
CTAF
122.975




TAKEOFF MINIMUMS
Rwy 13: NA - Obstacles.
Rwy 31: Standard.
Rwy 27: Standard with minimum climb of 236'/NM to 1100.
Rwy 9: 300-1.




NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 089° to 791, then climbing left turn direct WATTR at or above 3000.

TAKEOFF RUNWAY 27: Climb on heading 269° to 791, then climbing right turn direct WATTR at or above 3000.

TAKEOFF RUNWAY 31: Climb on heading 312° to 791, then climbing right turn direct WATTR at or above 3000.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 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′ left of centerline, up to 406′ MSL.
Trees beginning 3951′ from DER, 530′ right of centerline, up to 393′ MSL.
Trees beginning 4446′ from DER, 1173′ left of centerline, up to 421′ MSL.
Rwy 31: Tree, pole beginning 1′ from DER, 222′ right of centerline, up to 315′ MSL.
Trees beginning 8′ from DER, 4′ left of centerline, up to 321′ MSL.
Tree 338′ from DER, 524′ right of centerline, 316′ MSL.
Trees beginning 431′ from DER, 121′ right of centerline, up to 320′ MSL.
Trees beginning 505′ from DER, 39′ left of centerline, up to 324′ MSL.
Trees beginning 638′ from DER, 8′ right of centerline, up to 323′ MSL.

NW-1, 12 JUN 2025 to 07 AUG 2025

PORT TOWNSEND, WASHINGTON | AL-10225 (FAA) | 25163

# RNAV (GPS)-A

JEFFERSON COUNTY INTL (ØS9)

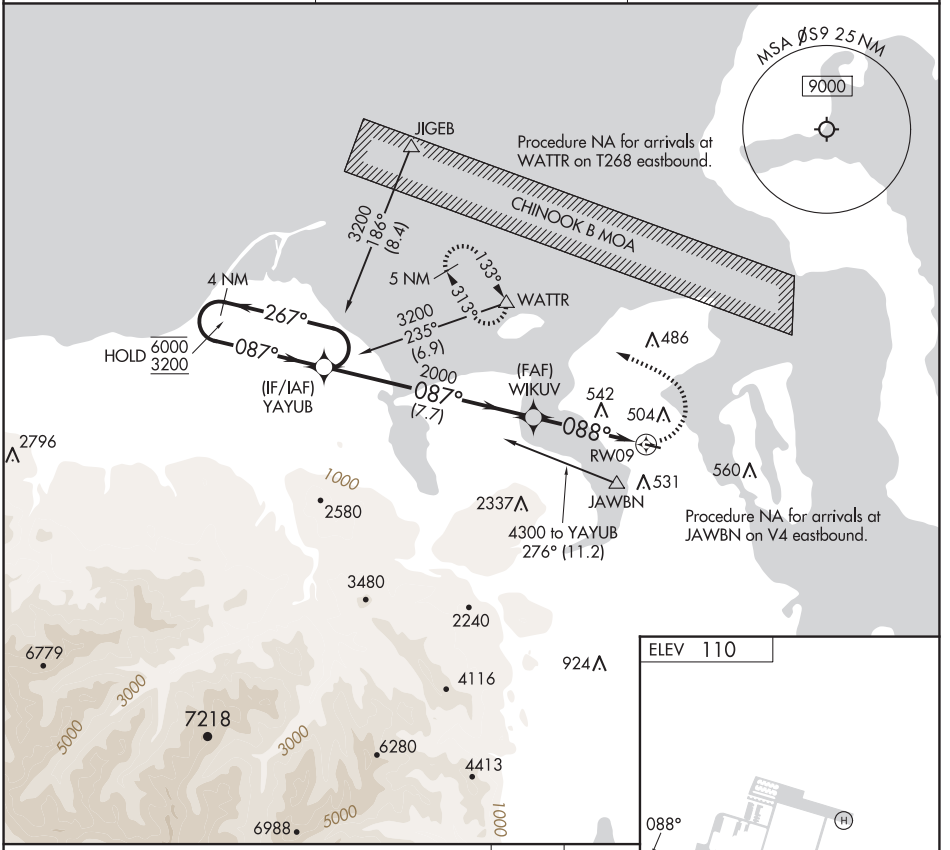
| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 088° | TDZE | N/A |
| | Apt Elev | 110 |

RNP APCH - GPS.

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 | WHIDBEY APP CON | UNICOM |
|---|---|---|
| 119.025 | 118.2 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 960-1¼ 850 (900-1¼) | 980-1¼ 870 (900-1¼) | NA | |

REIL Rwy 9 L
MIRL Rwy 9-27 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 10L

PORTLAND INTL (PDX)

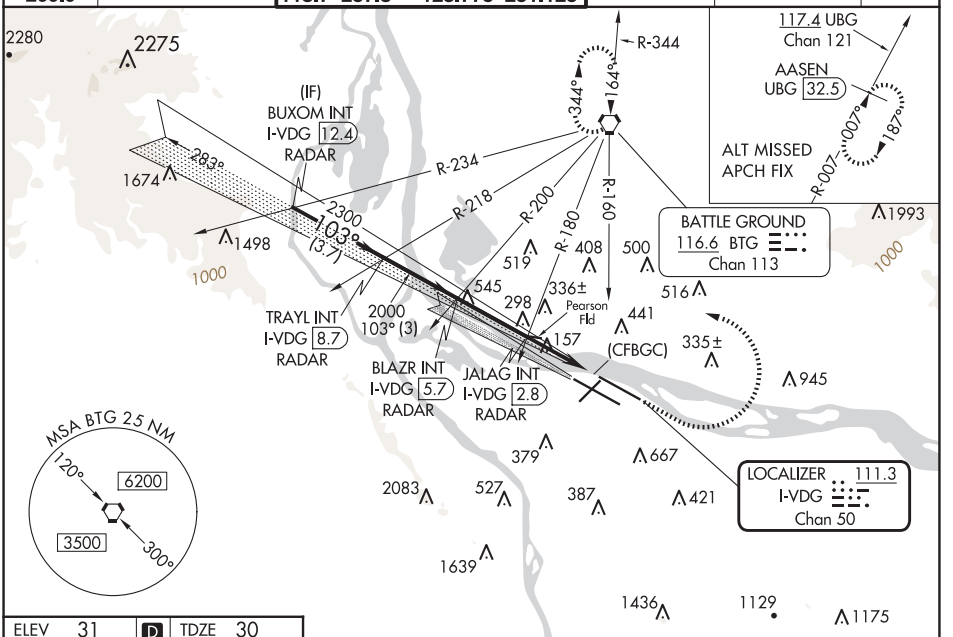
| LOC/DME I-VDG | APP CRS | Rwy Idg | 8535 |
|---|---|---|---|
| 111.3 | 103° | TDZE | 30 |
| Chan 50 | | Apt Elev | 31 |

Simultaneous approach authorized with Rwy 10R.
For inoperative MALSR, increase S-ILS visibility all Cats to RVR 4500.
S-LOC Cat E visibility to RVR 6000. RADAR or DME required.

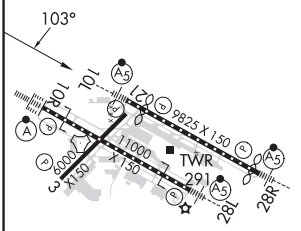
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 4200 on BTG VORTAC 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 |
|---|---|---|---|---|---|---|
| 128.35 269.9 | 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 | |




| ELEV 31 | D | TDZE 30 |
|---|---|---|

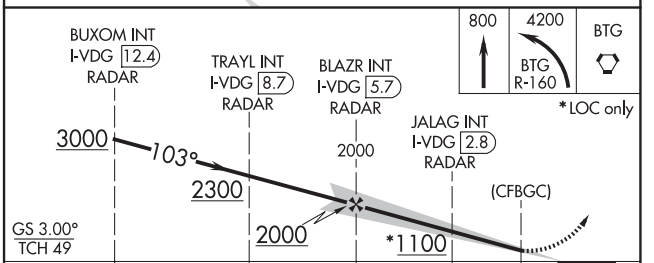



REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwys 3-21
HIRL Rwys 10L-28R and 10R-28L

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

## RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 10L | 293/24 263 (300-½) | | | | |
| S-LOC 10L | 420/24 390 (400-½) | | 420/35 390 (400-⅝) | | |
| C CIRCLING | 720-1 689 (700-1) | 760-1 729 (800-1) | 1060-3 1029 (1100-3) | | 1140-3 1109 (1200-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PORTLAND, OREGON AL-330 (FAA) 24305

# ILS or LOC RWY 10R

PORTLAND INTL (PDX)

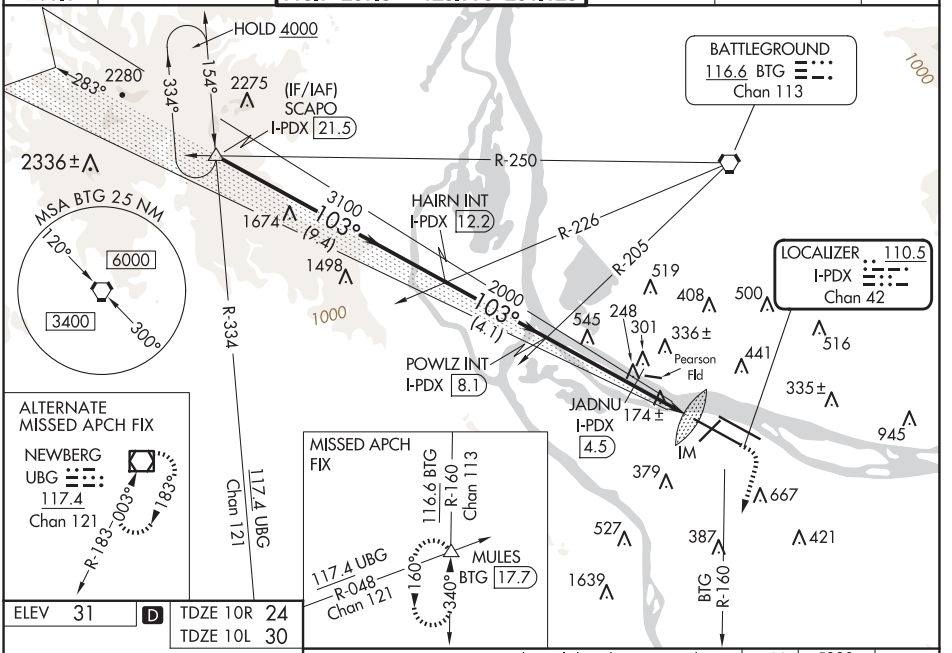
| LOC/DME I-PDX | APP CRS | | 10R | 10L |
|---|---|---|---|---|
| 110.5 | 103° | Rwy Idg | 11000 | 8535 |
| Chan 42 | | TDZE | 24 | 30 |
| | | Apt Elev | 31 | 31 |

T A 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.

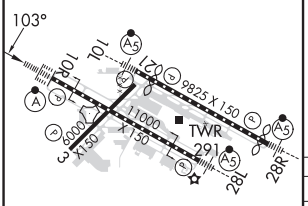
ALSF-2 Rwy 10R (A) MALSR Rwy 10L (A5)

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.

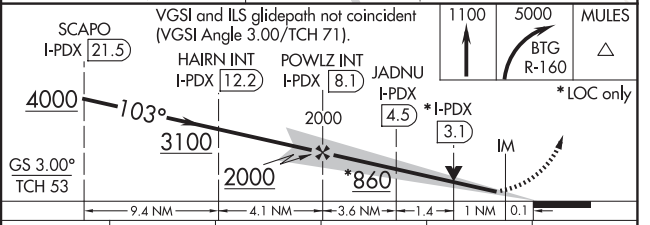
| D-ATIS | PORTLAND APP CON | PORTLAND TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 128.35 269.9 | 124.35 299.2 | Rwy 10L-28R 118.7 257.8 | Rwys 3-21, 10R-28L 123.775 251.125 | 121.9 348.6 | 120.125 318.1 | |




| ELEV 31 | D | TDZE 10R 24 |
|---|---|---|
| | | TDZE 10L 30 |




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 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 10R | 224/18 200 (200-½) | | | | |
| S-LOC 10R | 860/24 836 (900-½) | 860/40 836 (900-¾) | 860-1⅞ 836 (900-1⅞) | | |
| C 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 | 800-1 770 (800-1) | 800-1¼ 770 (800-1¼) | 800-2½ 770 (800-2½) | | 800-2¾ 770 (800-2¾) |

PORTLAND, OREGON
Amdt 35A 08OCT20

45°35′N-122°36′W

PORTLAND INTL (PDX)

ILS or LOC RWY 10R

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 28L

PORTLAND INTL (PDX)

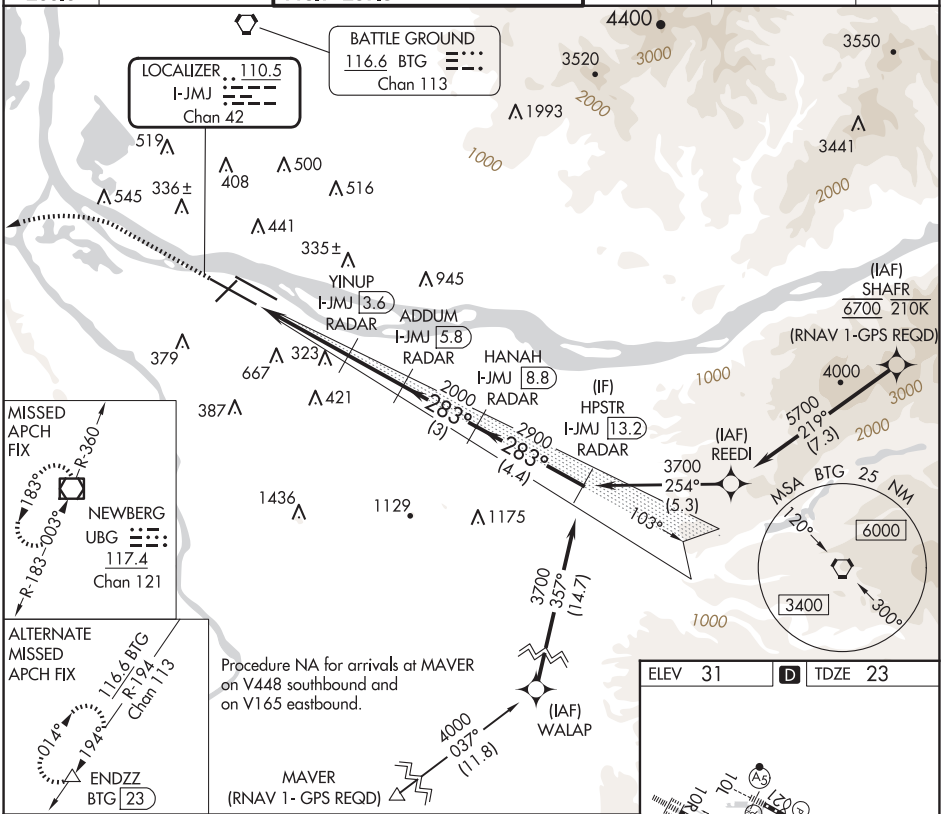
| LOC/DME I-JMJ | APP CRS | Rwy ldg | 11000 |
|---|---|---|---|
| 110.5 | 283° | TDZE | 23 |
| Chan 42 | | Apt Elev | 31 |

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 1⅜ SM.

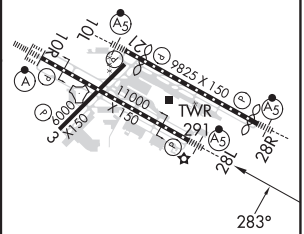
MALSR

MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 on UBG R-360 to UBG VOR/DME and hold.

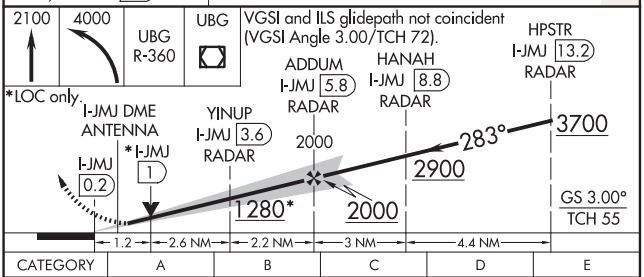
| D-ATIS | PORTLAND APP CON | PORTLAND TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 128.35 269.9 | 124.35 299.2 | Rwy 10L-28R 118.7 257.8 | Rwys 3-21, 10R-28L 123.775 251.125 | 121.9 348.6 | 120.125 318.1 | |




ELEV 31 D TDZE 23




REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 28L | 306/24 283 (300-½) | | | | |
| S-LOC 28L | 480/24 457 (500-½) | | 480/45 457 (500-⅞) | | |
| C CIRCLING | 720-1 689 (700-1) | 760-1 729 (800-1) | 1060-3 1029 (1100-3) | | 1140-3 1109 (1200-3) |

FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PORTLAND, OREGON AL-330 (FAA) 24305

# ILS or LOC RWY 28R

PORTLAND INTL (PDX)

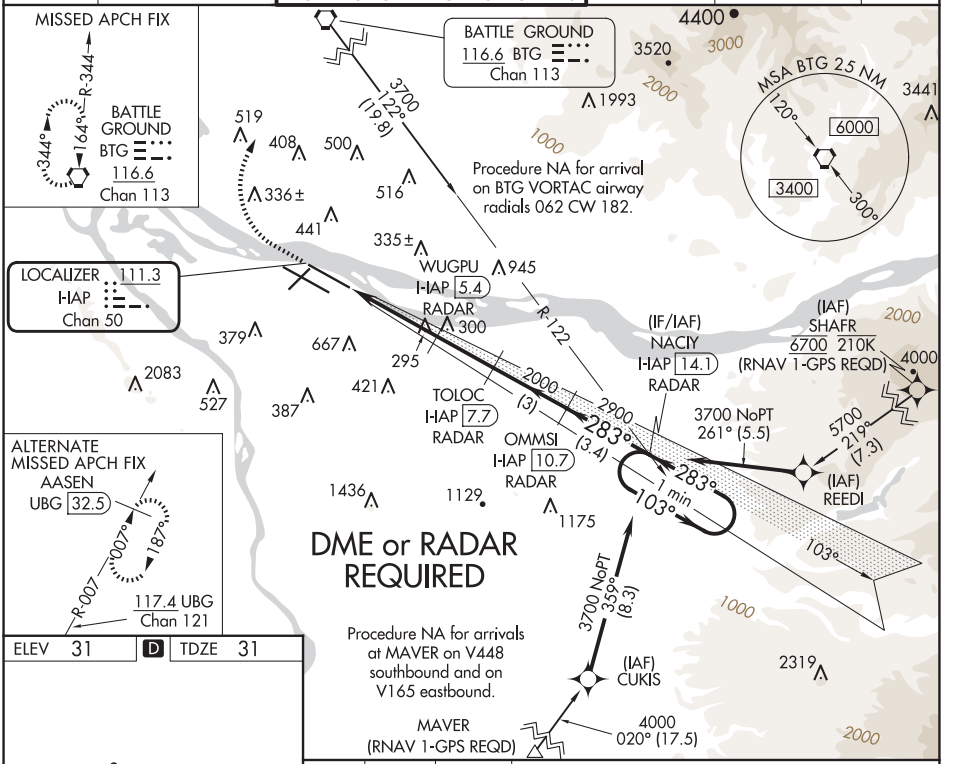
| LOC/DME I-IAP | APP CRS | Rwy Idg | 9290 |
|---|---|---|---|
| 111.3 | 283° | TDZE | 31 |
| Chan 50 | | Apt Elev | 31 |

T A 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.

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 |
|---|---|---|---|---|---|---|
| 128.35 269.9 | 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 | |




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 |

| 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) | | |
| C CIRCLING | 720-1 689 (700-1) | 760-1 729 (800-1) | 1060-3 1029 (1100-3) | | 1140-3 1109 (1200-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS RWY 10R (SA CAT I)

PORTLAND INTL (PDX)

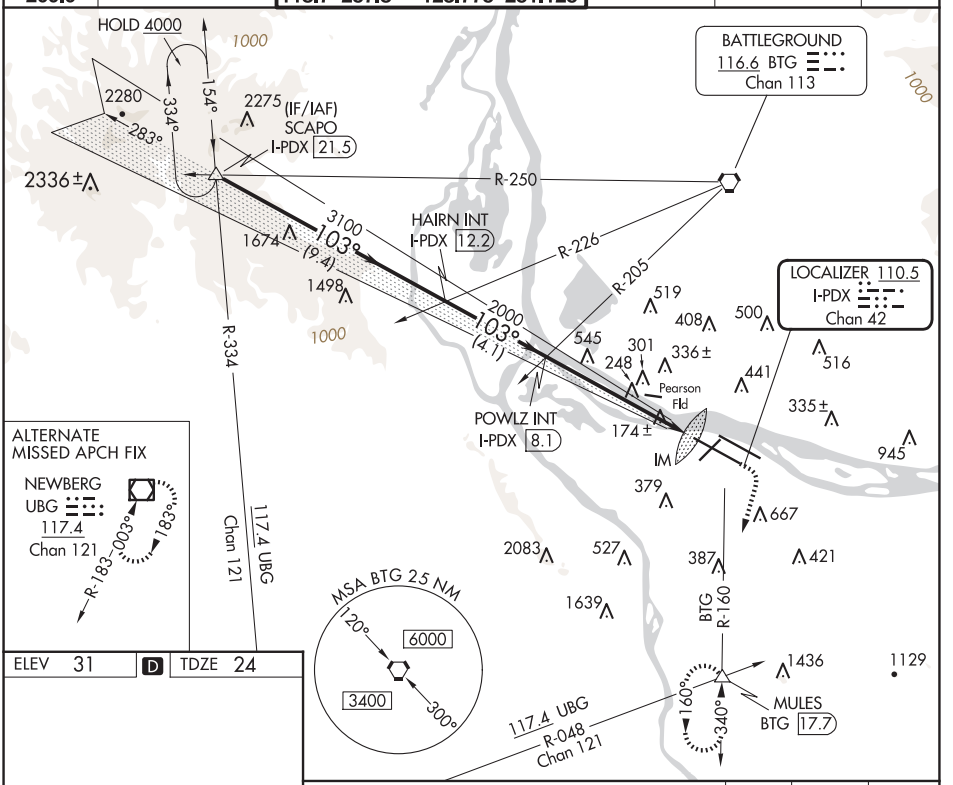
| LOC/DME I-PDX | APP CRS | Rwy Idg | 11000 |
|---|---|---|---|
| 110.5 | 103° | TDZE | 24 |
| Chan 42 | | Apt Elev | 31 |

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 | PORTLAND APP CON | PORTLAND TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| | | Rwy 10L-28R | Rwys 3-21, 10R-28L | | | |
| 128.35 269.9 | 124.35 299.2 | 118.7 257.8 | 123.775 251.125 | 121.9 348.6 | 120.125 318.1 | |




REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

**SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PORTLAND, OREGON | AL-330 (FAA) | 24305

# ILS RWY 10R (CAT II & III)

PORTLAND INTL (PDX)

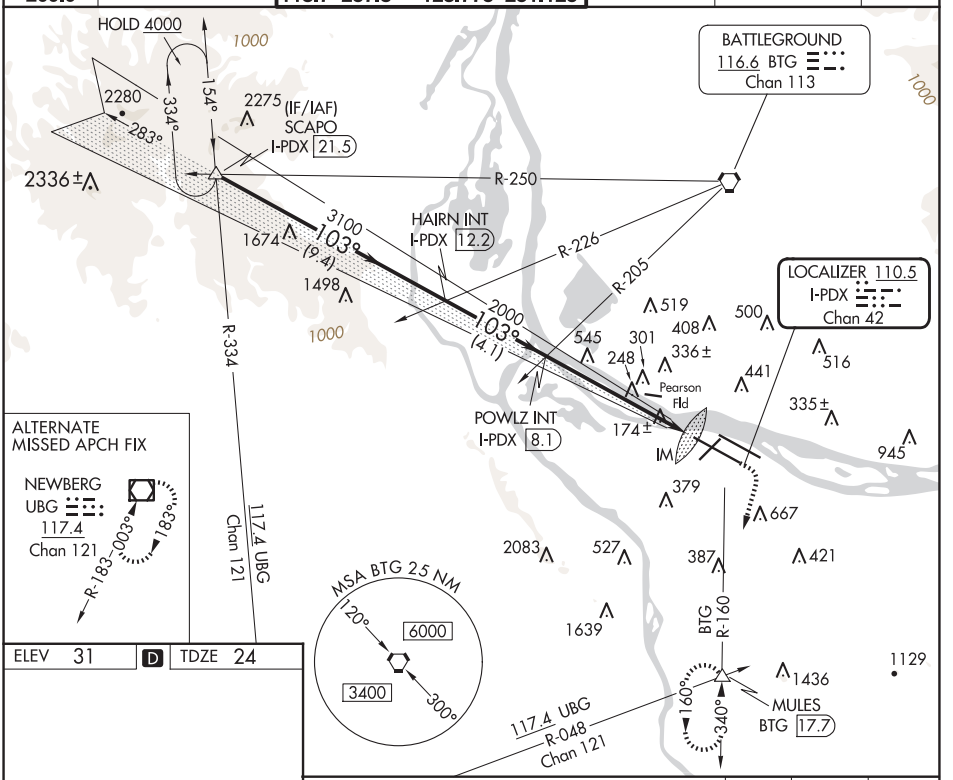
| LOC/DME I-PDX | APP CRS | Rwy Idg | 11000 |
|---|---|---|---|
| 110.5 | 103° | TDZE | 24 |
| Chan 42 | | Apt Elev | 31 |

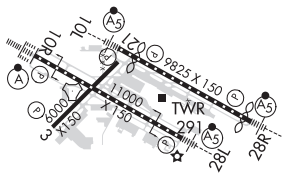
T Simultaneous approach authorized.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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 | PORTLAND APP CON | PORTLAND TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| | | Rwy 10L-28R | Rwys 3-21, 10R-28L | | | |
| 128.35 269.9 | 124.35 299.2 | 118.7 257.8 | 123.775 251.125 | 121.9 348.6 | 120.125 318.1 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10R | CAT II RA 107/12 100 DA 124 | | | |
| S-ILS 10R | CAT III RVR 03 | | | |

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

PORTLAND, OREGON
Amdt 35A 08OCT20

45°35'N-122°36'W

PORTLAND INTL (PDX)

ILS RWY 10R (CAT II & III)

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Y RWY 28L

PORTLAND INTL (PDX)

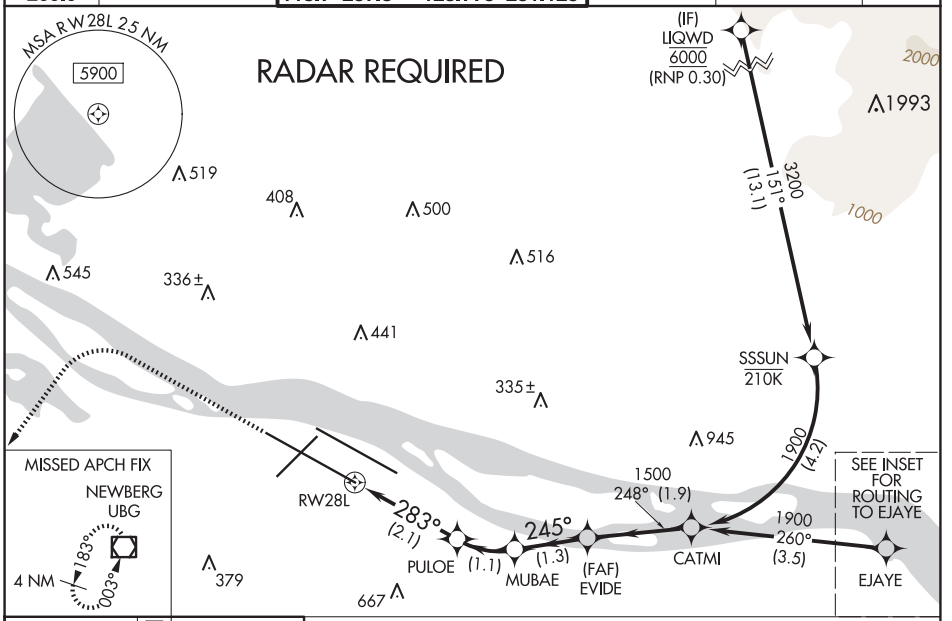
| APP CRS | Rwy Idg | 11000 |
|---|---|---|
| 283° | TDZE | 23 |
| | Apt Elev | 31 |

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. GPS 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.

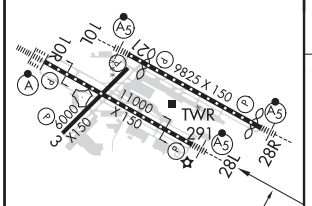
| D-ATIS | PORTLAND APP CON | PORTLAND TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| | | Rwy 10L-28R | Rwys 3-21, 10R-28L | | | |
| 128.35 269.9 | 124.35 299.2 | 118.7 257.8 | 123.775 251.125 | 121.9 348.6 | 120.125 318.1 | |




ELEV 31 D TDZ 23




ROUTING TO EJAYE (not to scale)

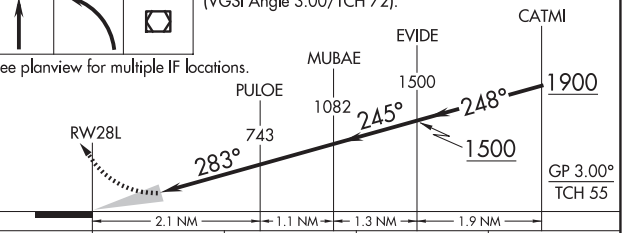



MIRL Rwy 3-21
TDZ/CL Rwy 10R
REIL Rwys 3 and 21
HIRL Rwys 10L-28R and 10R-28L

2100 | 4000 | UBG

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.23 DA | 370/33 347 (400-5/8) | | | |
| RNP 0.30 DA | 476/53 453 (500-1) | | | |

## AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PORTLAND, OREGON | AL-330 (FAA) | 24305

| APP CRS | Rwy Idg | 9290 |
|---|---|---|
| 283° | TDZE | 31 |
| | Apt Elev | 31 |

# RNAV (RNP) Y RWY 28R

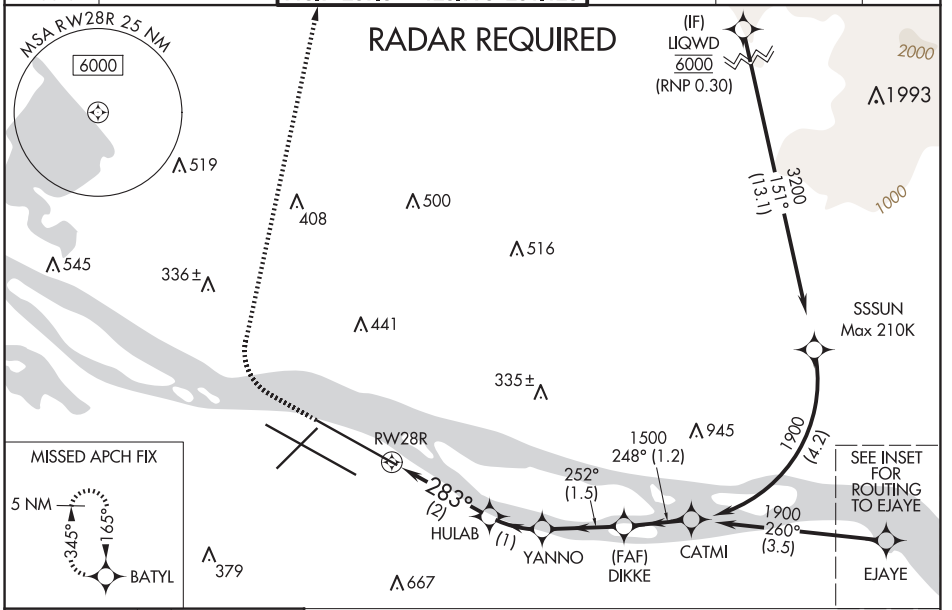
PORTLAND INTL (PDX)

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 1⅜ mile. RF required. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 28L.

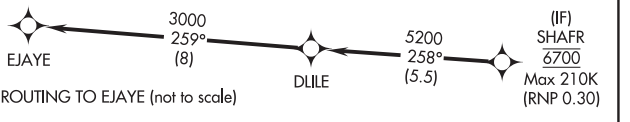
MALSR

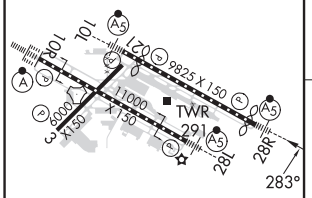
MISSED APPROACH: Climb to 600 then climbing right turn to 4400 direct BATYL and hold, continue climb-in-hold to 4400.

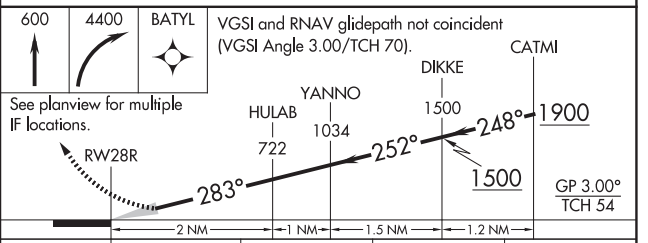
| D-ATIS | PORTLAND APP CON | PORTLAND TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| | | Rwy 10L-28R | Rwys 3-21, 10R-28L | | | |
| 128.35 269.9 | 124.35 299.2 | 118.7 257.8 | 123.775 251.125 | 121.9 348.6 | 120.125 318.1 | |




ELEV 31 | D | TDZE 31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.20 DA | 403/40 | 372 (400-¾) | | |
| RNP 0.30 DA | 455/50 | 424 (500-1) | | |

## AUTHORIZATION REQUIRED

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 10L

PORTLAND INTL (PDX)

| APP CRS | Rwy Idg | 8535 |
|---|---|---|
| 103° | TDZE | 30 |
| | Apt Elev | 31 |

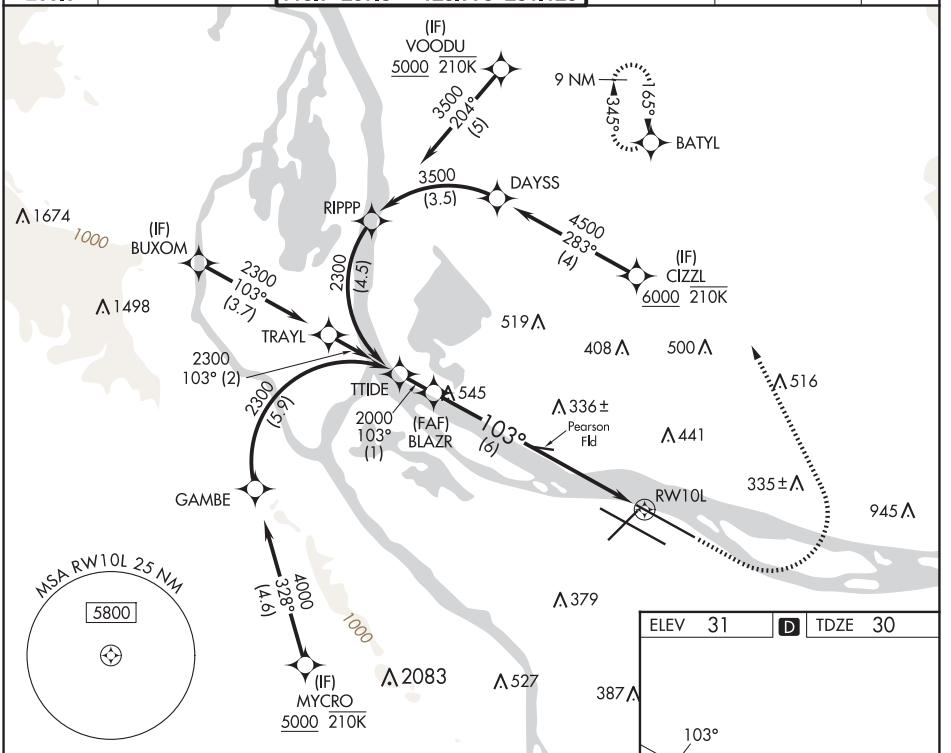
RNP AR APCH - GPS. Authorization required. From DAYSS, RIPPP, or GAMBE: RF.

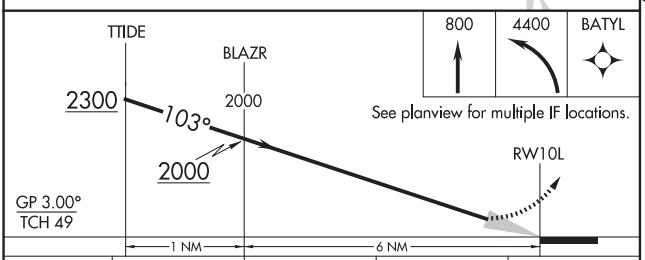
For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. Simultaneous approach authorized.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 4400 direct BATYL and hold, continue climb-in-hold to 4400.

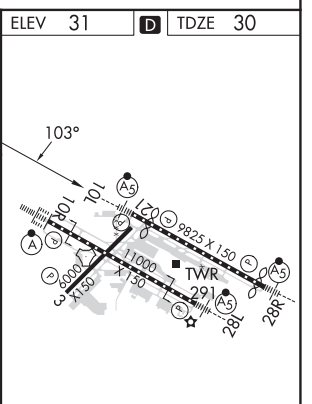
| D-ATIS | PORTLAND APP CON | PORTLAND TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 128.35 269.9 | 124.35 299.2 | Rwy 10L-28R 118.7 257.8 | Rwys 3-21, 10R-28L 123.775 251.125 | 121.9 348.6 | 120.125 318.1 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 365/26 | 335 (400-½) | | |

## AUTHORIZATION REQUIRED




REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PORTLAND, OREGON | AL-330 (FAA) | 24305

# RNAV (RNP) Z RWY 10R

PORTLAND INTL (PDX)

| APP CRS | Rwy Idg | 11000 |
|---|---|---|
| 103° | TDZE | 24 |
| | Apt Elev | 31 |

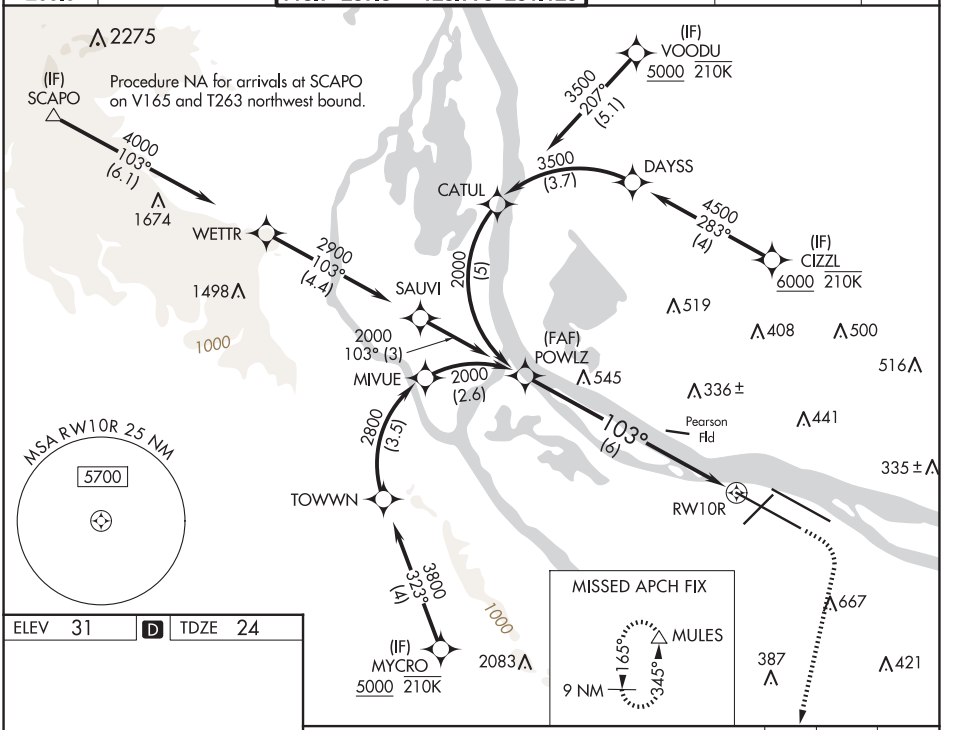
RNP AR APCH - GPS. Authorization required. From DAYSS, CATUL, or TOWNN: RF.

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.

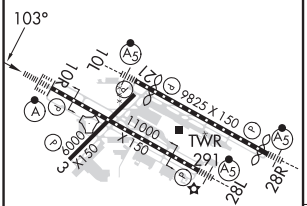
ALSF-2

MISSED APPROACH: Climb to 440 then climbing right turn to 5000 direct MULES and hold, continue climb-in-hold to 5000.

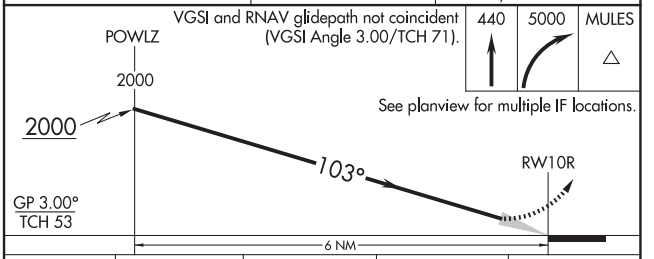
| D-ATIS | PORTLAND APP CON | PORTLAND TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| | | Rwy 10L-28R | Rwys 3-21, 10R-28L | | | |
| 128.35 269.9 | 124.35 299.2 | 118.7 257.8 | 123.775 251.125 | 121.9 348.6 | 120.125 318.1 | |




ELEV 31 | D | TDZE 24




REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.18 DA | 324/24 300 (300-½) | | | |
| RNP 0.30 DA | 397/35 373 (400-⅝) | | | |

AUTHORIZATION REQUIRED

PORTLAND, OREGON
Amdt 1 31OCT24

45°35′N-122°36′W

PORTLAND INTL (PDX)

RNAV (RNP) Z RWY 10R

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Idg | 11000 |
|---|---|---|
| 283° | TDZE | 23 |
| | Apt Elev | 31 |

# RNAV (RNP) Z RWY 28L

PORTLAND INTL (PDX)

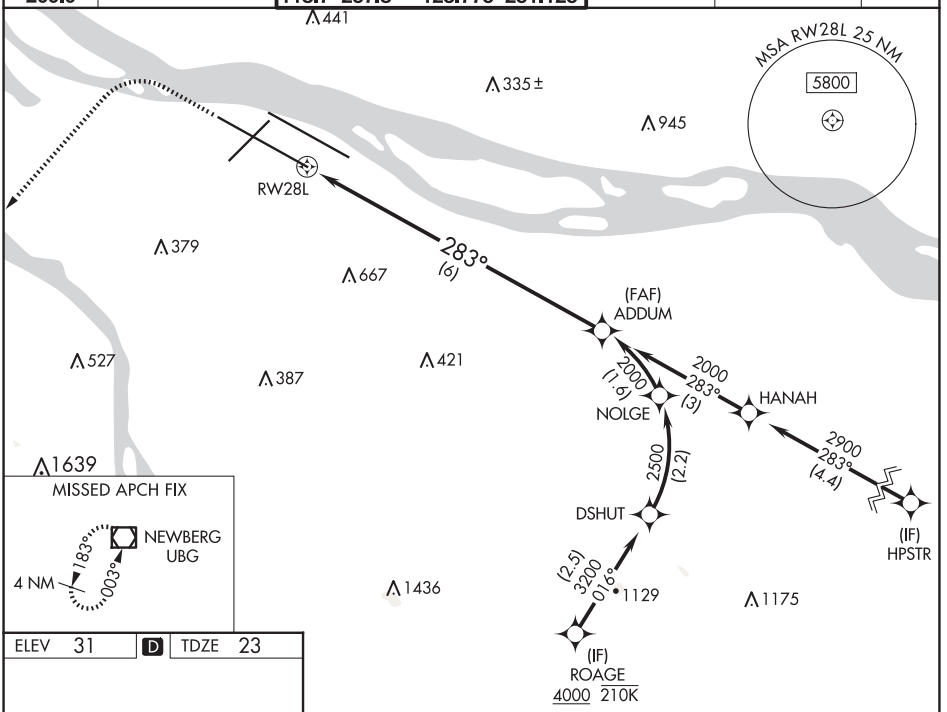
RNP AR APCH - GPS. Authorization required. From DSHUT: RF.

For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. Simultaneous approach authorized.

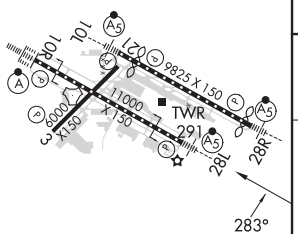
MALSR

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 |
|---|---|---|---|---|---|---|
| | | Rwy 10L-28R | Rwys 3-21, 10R-28L | | | |
| 128.35 269.9 | 124.35 299.2 | 118.7 257.8 | 123.775 251.125 | 121.9 348.6 | 120.125 318.1 | |




ELEV 31 | D | TDZE 23

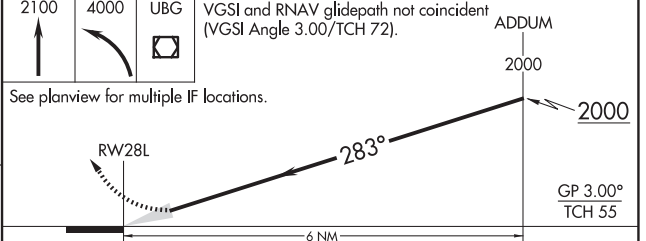



REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwys 3-21
HIRL Rwys 10L-28R and 10R-28L

| 2100 | 4000 | UBG |
|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 399/60 376 (400-1¼) | | | |

## AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PORTLAND, OREGON | AL-330 (FAA) | 24305

| APP CRS | Rwy Idg | 9290 |
|---|---|---|
| 283° | TDZE | 31 |
| | Apt Elev | 31 |

# RNAV (RNP) Z RWY 28R

PORTLAND INTL (PDX)

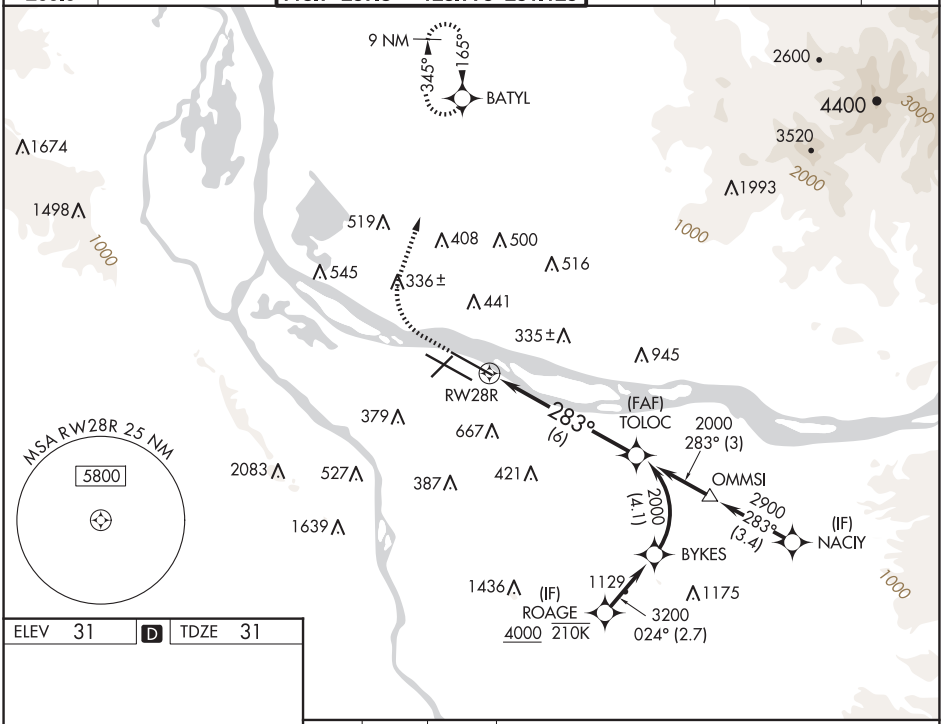
RNP AR APCH - GPS. Authorization required. From BYKES: RF

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.

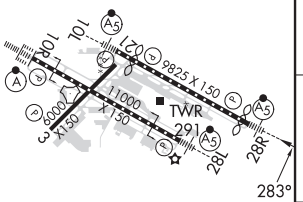
MALSR

MISSED APPROACH: Climb to 600 then climbing right 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 |
|---|---|---|---|---|---|---|
| | | Rwy 10L-28R | Rwys 3-21, 10R-28L | | | |
| 128.35 269.9 | 124.35 299.2 | 118.7 257.8 | 123.775 251.125 | 121.9 348.6 | 120.125 318.1 | |



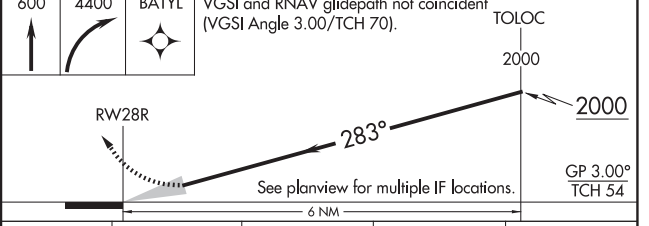

| ELEV | 31 | D | TDZE | 31 |
|---|---|---|---|---|




REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

600 | 4400 | BATYL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).




| 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

PORTLAND, OREGON
Amdt 2 31OCT24

45°35′N-122°36′W

PORTLAND INTL (PDX)

RNAV (RNP) Z RWY 28R

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) X RWY 28L

PORTLAND INTL (PDX)

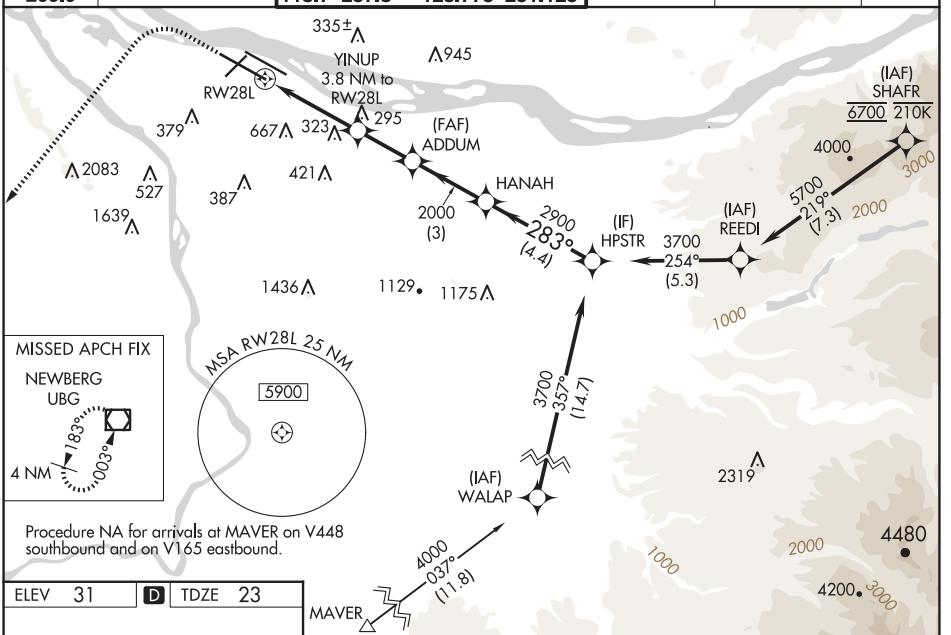
| WAAS CH 56205 W28B | APP CRS 283° | Rwy Idg 11000 TDZE 23 Apt Elev 31 |
|---|---|---|

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 1⅜ SM.

MALSR

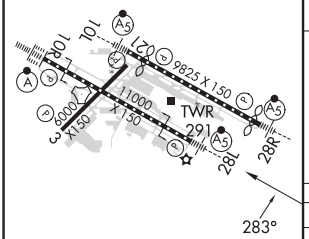
MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 direct UBG VOR/DME and hold.

| D-ATIS | PORTLAND APP CON | PORTLAND TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 128.35 269.9 | 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 | |




Procedure NA for arrivals at MAVER on V448 southbound and on V165 eastbound.

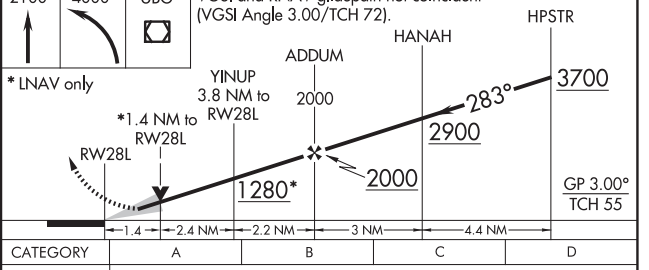
ELEV 31 | D | TDZE 23




REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

| 2100 | 4000 | UBG |
|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 309/22 286 (300-½) | | | |
| LNAV/VNAV DA | 368/30 345 (400-⅝) | | | |
| LNAV MDA | 540/24 517 (600-½) | | 540/55 517 (600-1) | |
| C CIRCLING | 720-1 689 (700-1) | 760-1 729 (800-1) | 1060-3 1029 (1100-3) | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PORTLAND, OREGON AL-330 (FAA) 24305

# RNAV (GPS) X RWY 28R

PORTLAND INTL (PDX)

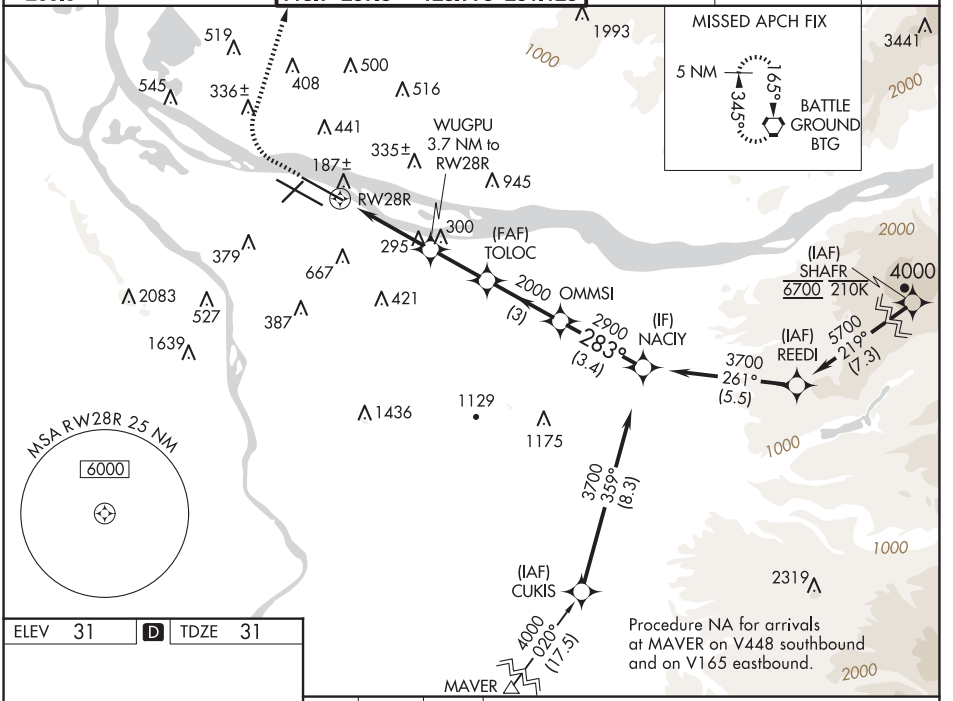
| WAAS | APP CRS | Rwy Idg | 9290 |
|---|---|---|---|
| CH 60905 | 283° | TDZE | 31 |
| W28A | | Apt Elev | 31 |

T A 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.

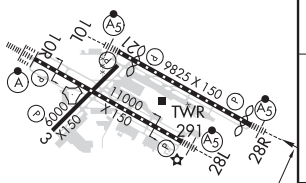
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 4200 direct BTG VORTAC and hold, continue climb-in-hold to 4200.

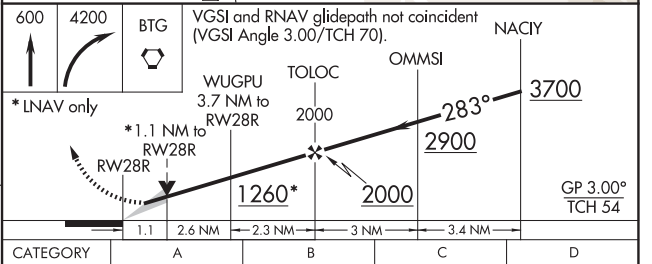
| D-ATIS | PORTLAND APP CON | PORTLAND TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| | | Rwy 10L-28R | Rwys 3-21, 10R-28L | | | |
| 128.35 269.9 | 124.35 299.2 | 118.7 257.8 | 123.775 251.125 | 121.9 348.6 | 120.125 318.1 | |




ELEV 31 D TDZE 31




REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 281/24 250 (300-½) | | | |
| LNAV/VNAV DA | 446/45 415 (500-⅞) | | | |
| LNAV MDA | 440/24 409 (500-½) | | 440/40 409 (500-¾) | |
| C CIRCLING | 720-1 689 (700-1) | 760-1 729 (800-1) | 1060-3 1029 (1100-3) | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **81804** | **103°** | Rwy Idg | **8535** |
| **W10B** | | TDZE | **30** |
| | | Apt Elev | **31** |

# RNAV (GPS) Y RWY 10L

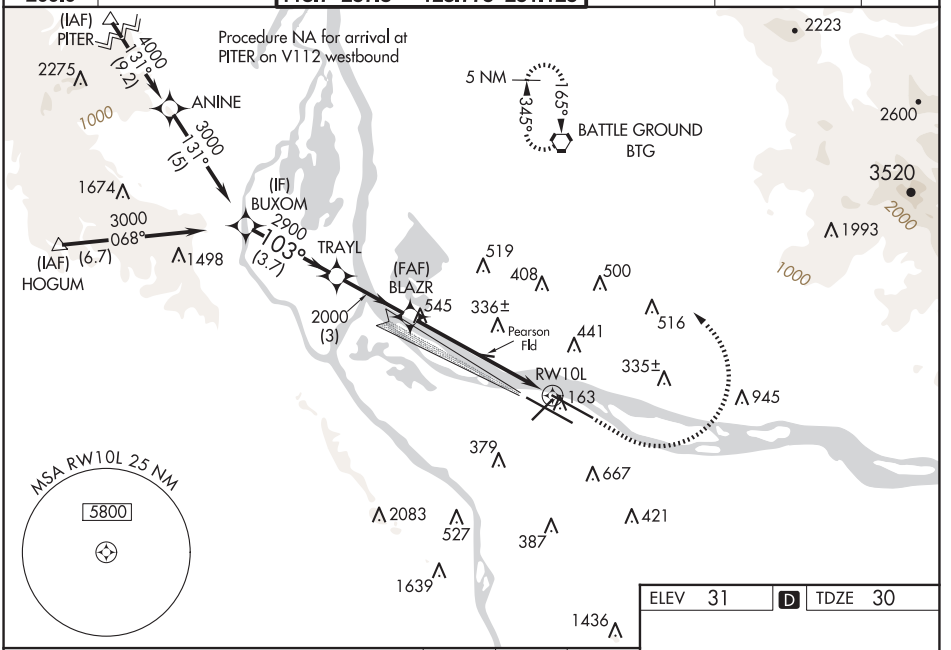
PORTLAND INTL (PDX)

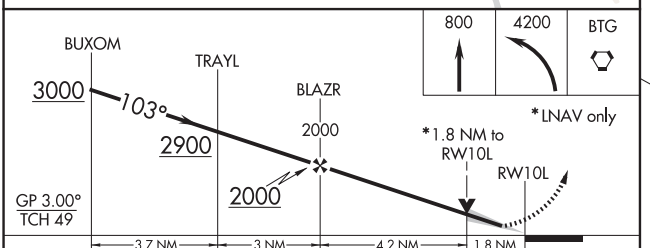
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 10R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inoperative MALSR, increase LPV visibility all Cats to RVR 4500. Increase LNAV/VNAV visibility all Cats to 1¼ mile, and LNAV Cat C and D visibility to 1¾ mile.

MALSR (A5)

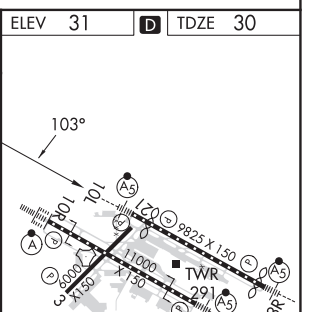
MISSED APPROACH: Climb to 800 then climbing left turn to 4200 direct BTG VORTAC and hold, continue climb-in-hold to 4200.

| D-ATIS | PORTLAND APP CON | PORTLAND TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| | | Rwy 10L-28R | Rwys 3-21, 10R-28L | | | |
| **128.35** | **124.35 299.2** | **118.7 257.8** | **123.775 251.125** | **121.9 348.6** | **120.125 318.1** | |
| **269.9** | | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 296/24 266 (300-½) | | | |
| LNAV/VNAV DA | 413/45 383 (400-⅞) | | | |
| LNAV MDA | 640-1 610 (700-1) | | 640-1⅜ 610 (700-1⅜) | |
| C CIRCLING | 720-1 689 (700-1) | 760-1 729 (800-1) | 1060-3 1029 (1100-3) | |




REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PORTLAND, OREGON AL-330 (FAA) 24305

# RNAV (GPS) Y RWY 10R

PORTLAND INTL (PDX)

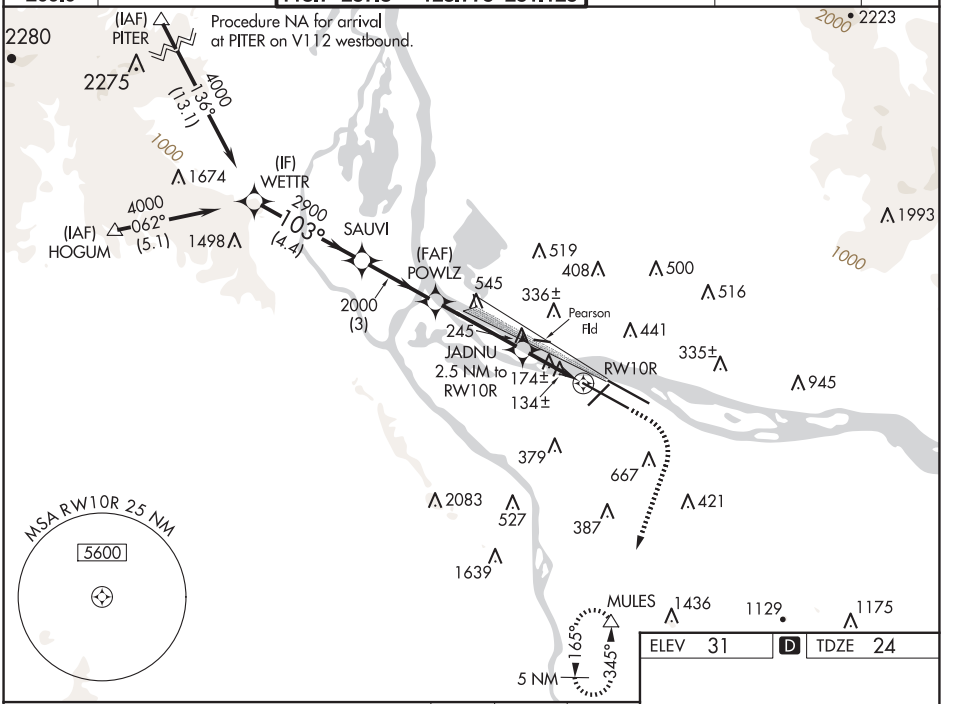
| WAAS | APP CRS | Rwy Idg | 11000 |
|---|---|---|---|
| CH 40004 | 103° | TDZE | 24 |
| W10A | | Apt Elev | 31 |

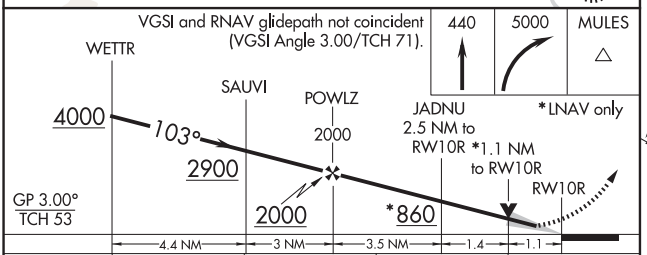
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 10L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

ALSF-2

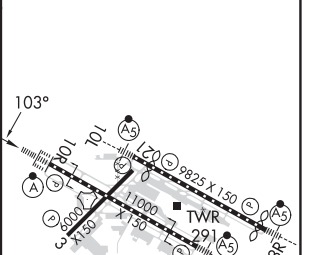
MISSED APPROACH: Climb to 440 then climbing right turn to 5000 direct MULES and hold.

| D-ATIS | PORTLAND APP CON | PORTLAND TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 128.35 269.9 | 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 |
|---|---|---|---|---|
| LPV DA | | 224/18 | 200 (200-½) | |
| LNAV/VNAV DA | | 329/24 | 305 (300-½) | |
| LNAV MDA | 440/24 | 416 (500-½) | 440/40 | 416 (500-¾) |
| C CIRCLING | 720-1 689 (700-1) | 760-1 729 (800-1) | 1060-3 | 1029 (1100-3) |




REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

PORTLAND, OREGON
Amdt 2C 08OCT20

45°35'N-122°36'W

PORTLAND INTL (PDX)

RNAV (GPS) Y RWY 10R


NW-1, 12 JUN 2025 to 07 AUG 2025

# LOC/DME RWY 21

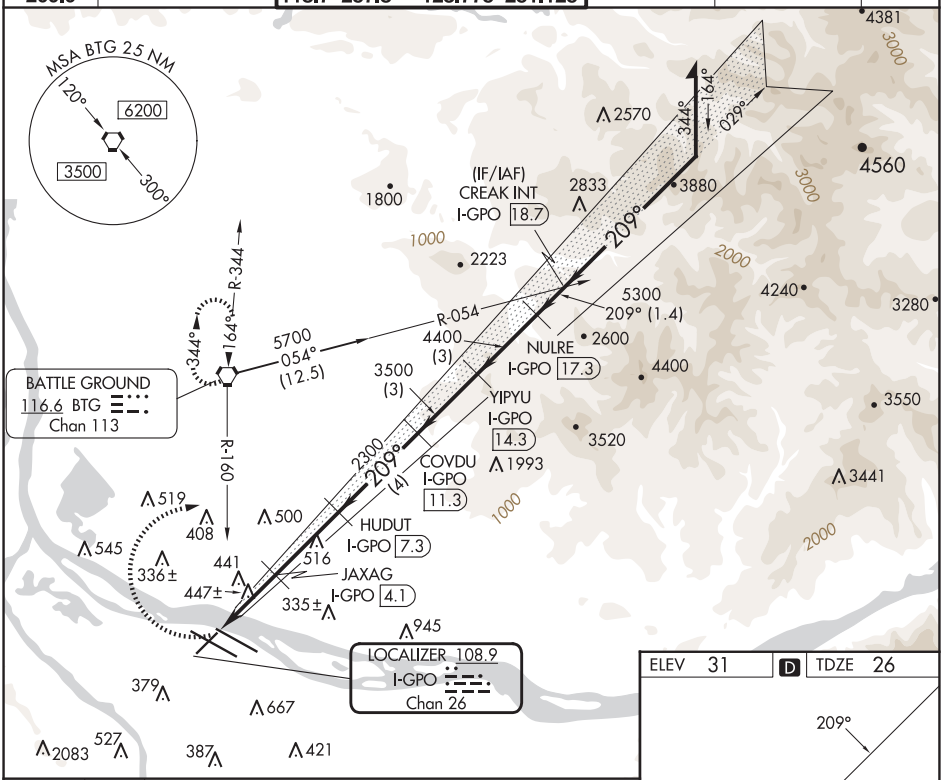
PORTLAND INTL (PDX)

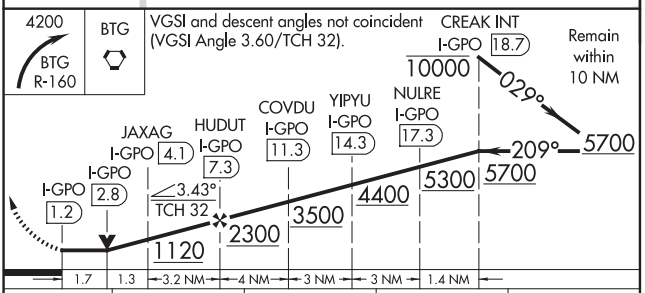
| LOC/DME I-GPO | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 108.9 | 209° | TDZE | 26 |
| Chan 26 | | Apt Elev | 31 |

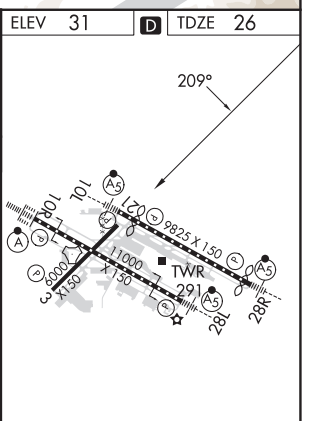
T A Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 4200 on BTG VORTAC 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 |
|---|---|---|---|---|---|---|
| 128.35 269.9 | 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 |
|---|---|---|---|---|
| S-21 | 700-1 674 (700-1) | | 700-1⅞ 674 (700-1⅞) | |
| C CIRCLING | 720-1 689 (700-1) | 760-1 729 (800-1) | 1060-3 1029 (1100-3) | |

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

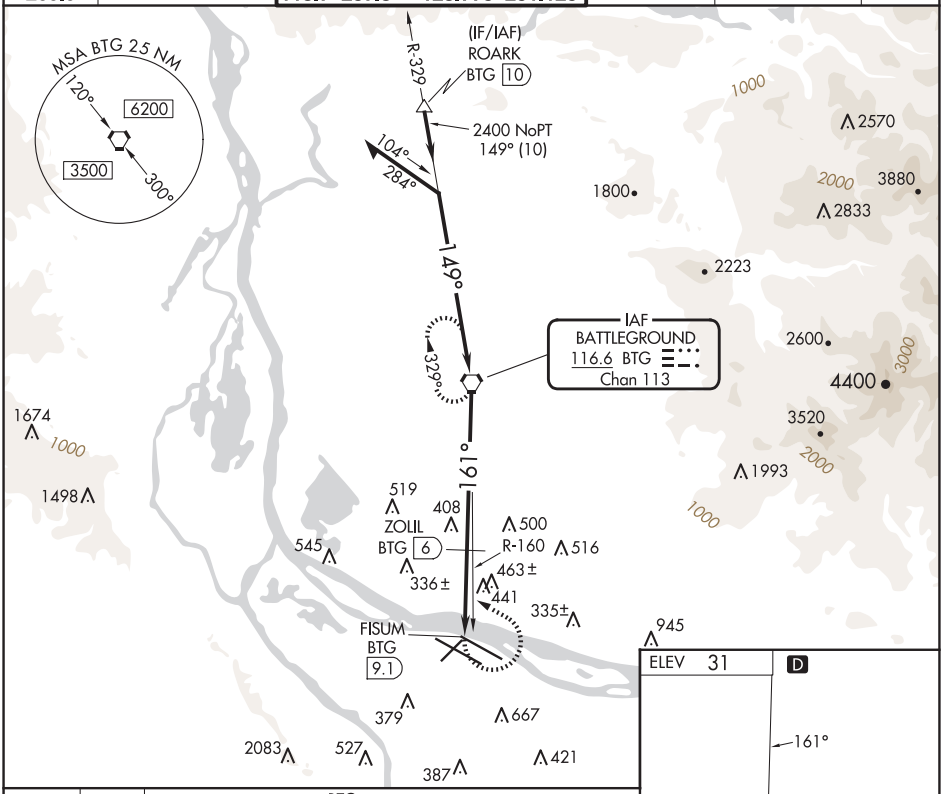
| VORTAC BTG | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.6 | 161° | TDZE | N/A |
| Chan 113 | | Apt Elev | 31 |

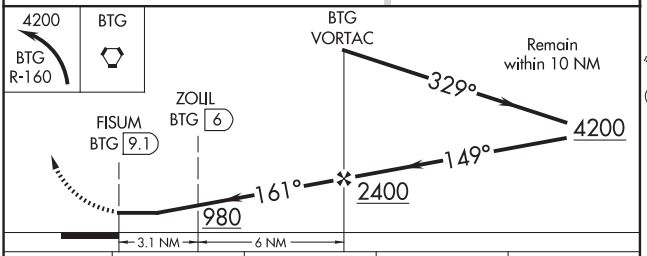
# VOR-A

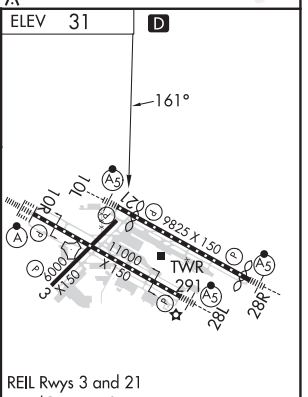
PORTLAND INTL (PDX)

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 |
|---|---|---|---|---|---|---|
| 128.35 269.9 | 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 |
|---|---|---|---|---|
| C CIRCLING | 980-1¼ 949 (1000-1¼) | | 1060-3 1029 (1100-3) | |

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

ZOLIL FIX MINIMUMS

| | | | | |
|---|---|---|---|---|
| C CIRCLING | 720-1 689 (700-1) | 760-1 729 (800-1) | 1060-3 | 1029 (1100-3) |

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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# TACAN RWY 28L

PORTLAND INTL (PDX)

| TACAN | APP CRS | Rwy Idg | 11000 |
|---|---|---|---|
| CBU Chan 29 (109.2) | 280° | TDZE | 23 |
| | | Apt Elev | 31 |

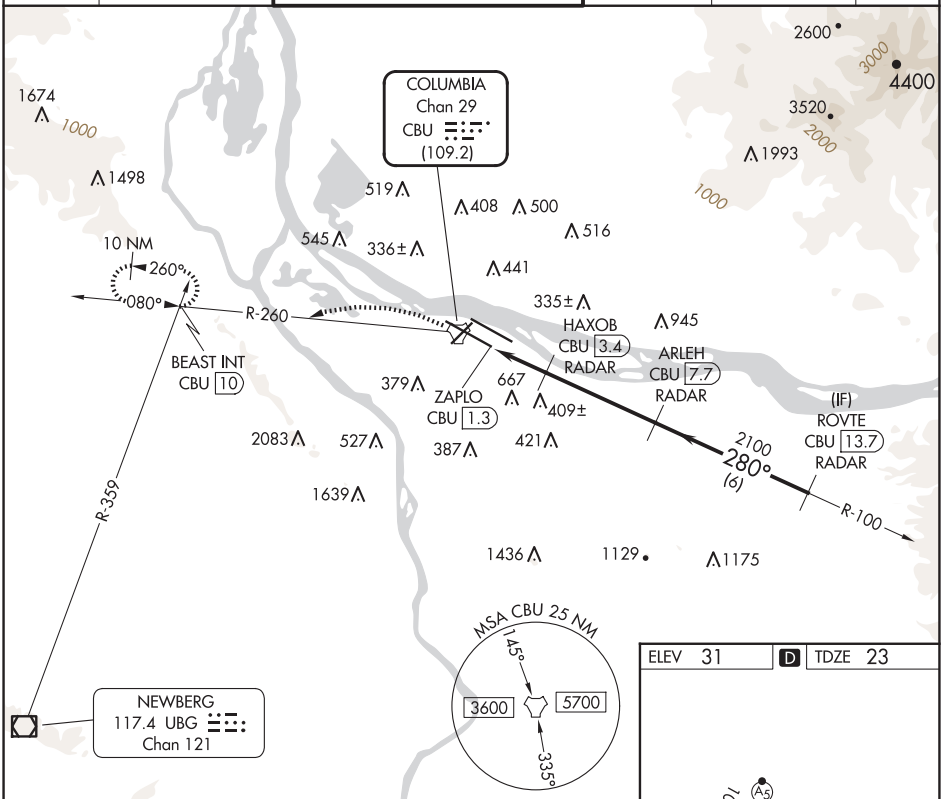
RADAR required for procedure entry.

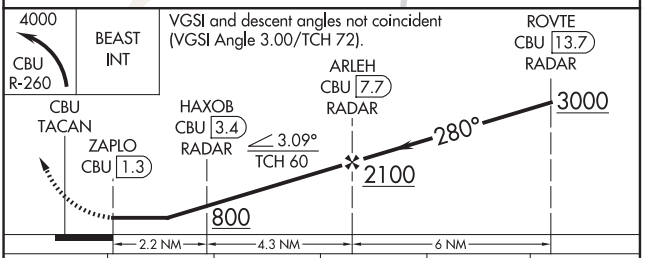
For inop ALS, increase S-28L Cat C/D/E visibility to 1¾ SM.

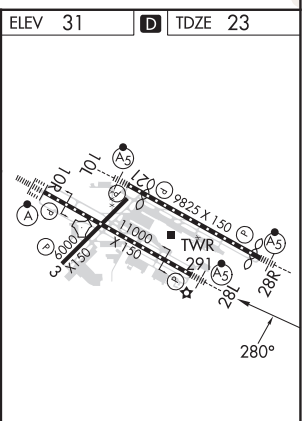
MALSR

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.

| 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 | E |
|---|---|---|---|---|---|
| S-28L | 660/24 | 637 (700-½) | 660-1⅜ | 637 (700-1⅜) | |
| C CIRCLING | 740-1 709 (800-1) | 760-1 729 (800-1) | 1060-3 | 1029 (1100-3) | 1140-3 1109 (1200-3) |

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L



NW-1, 12 JUN 2025 to 07 AUG 2025
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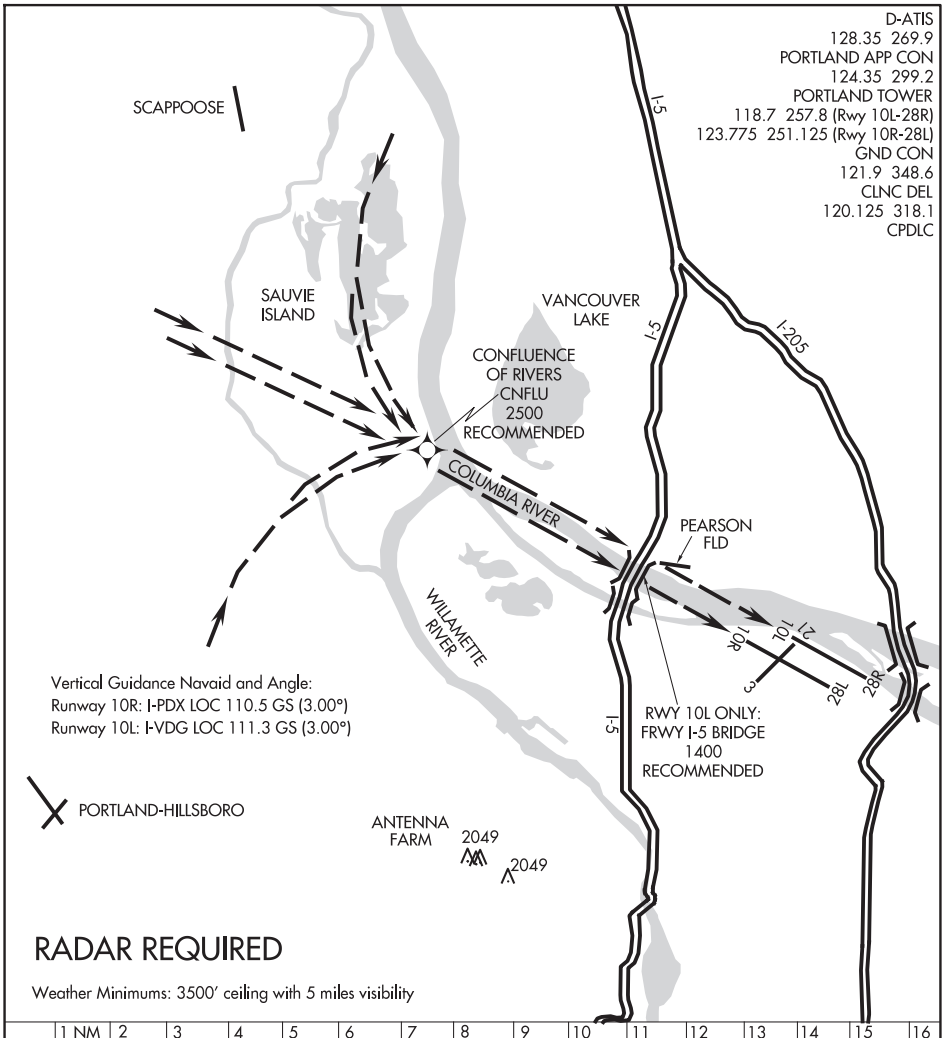
21168

# COLUMBIA VISUAL RWY 10L/R

AL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON




COLUMBIA VISUAL RWY 10L/R
PROCEDURE NOT AUTHORIZED AT NIGHT

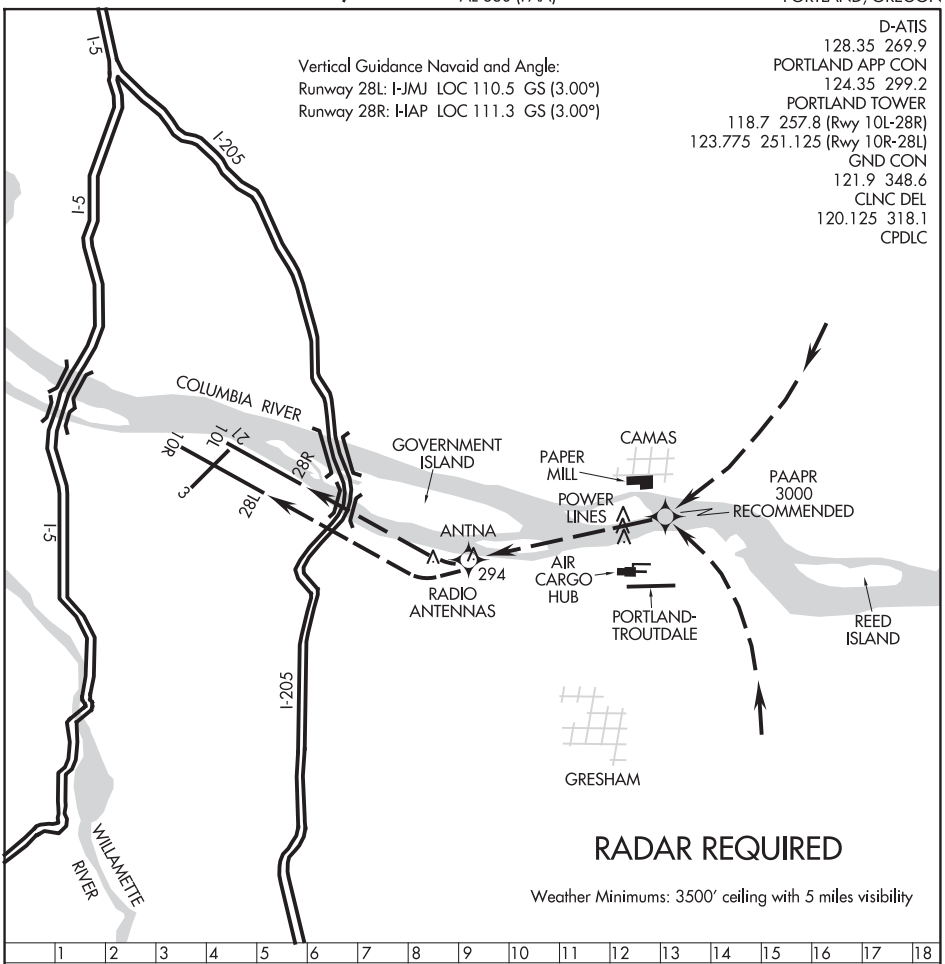


NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# MILL VISUAL RWY 28L/R

AL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON




## 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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25107
# AIRPORT DIAGRAM

PORTLAND INTL (PDX)
PORTLAND, OREGON

AL-330 (FAA)




AIRPORT DIAGRAM
25107
PORTLAND, OREGON
PORTLAND INTL (PDX)


NW-1, 12 JUN 2025 to 07 AUG 2025

RUTGE
5000 250K
KELYY
TOSEH
PEGTY
RIVRR
COSUG
HADIS
CHISM
10100
DESCHUTES
DSD
PUHTS
SYNKR
JUDAH
237° (6)
148° (7)
284° (7)
269°
283°
103°
082°
078°
088° (6)
131° (4)
152° (26)
116° (43)
148°
13000
*12500
(135)
13000
127° (61)
131° (84)
13000
*12500
145° (135)
N
WSA PDX 25 NM
5800
RNAV 1 - DME/DME/IRU or GPS required.
RADAR required for non-GPS equipped aircraft.
TOP ALTITUDE:
ASSIGNED BY ATC
PORTLAND DEP CON
118.1 284.6
D-ATIS
128.35 269.9
CLNC DEL
120.125 318.1
CPDLC
GND CON
121.9 348.6
PORTLAND TOWER
118.7 257.8 (Rwy 10L-28R)
123.775 251.125 (Rwys 3-21, 10R-28L)
TAKEOFF MINIMUMS
Rwys 10L/R: Standard with minimum climb of 500'/NM to 540.
Rwy 28L: Standard with minimum climb of 350'/NM to 540.
Rwy 28R: Standard with minimum climb of 300'/NM to 540.
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 10L: Climb on heading 103° to intercept course 082° to RIVRR, then on depicted route to cross CHISM at or above 10100, thence. . . .
TAKEOFF RUNWAY 10R: Climb on heading 103° to intercept course 078° to RIVRR, then on depicted route to cross CHISM at or above 10100, thence. . . .
TAKEOFF RUNWAY 28L: Climb direct PEGTY, then on depicted route to cross CHISM at or above 10100, thence. . . .
TAKEOFF RUNWAY 28R: Climb on heading 283° to intercept course 269° to PEGTY, then on depicted route to cross CHISM at or above 10100, thence. . . .
. . . .on transition, maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.
DESCHUTES TRANSITION (CASCD4.DSD)
JUDAH TRANSITION (CASCD4.JUDAH)
PUHTS TRANSITION (CASCD4.PUHTS)
SYNKR TRANSITION (CASCD4.SYNKR)
NOTE: Jet aircraft only.
NOTE: Chart not to scale.

(HRMNS6.HRMNS) 24305

# HRMNS SIX DEPARTURE (RNAV)

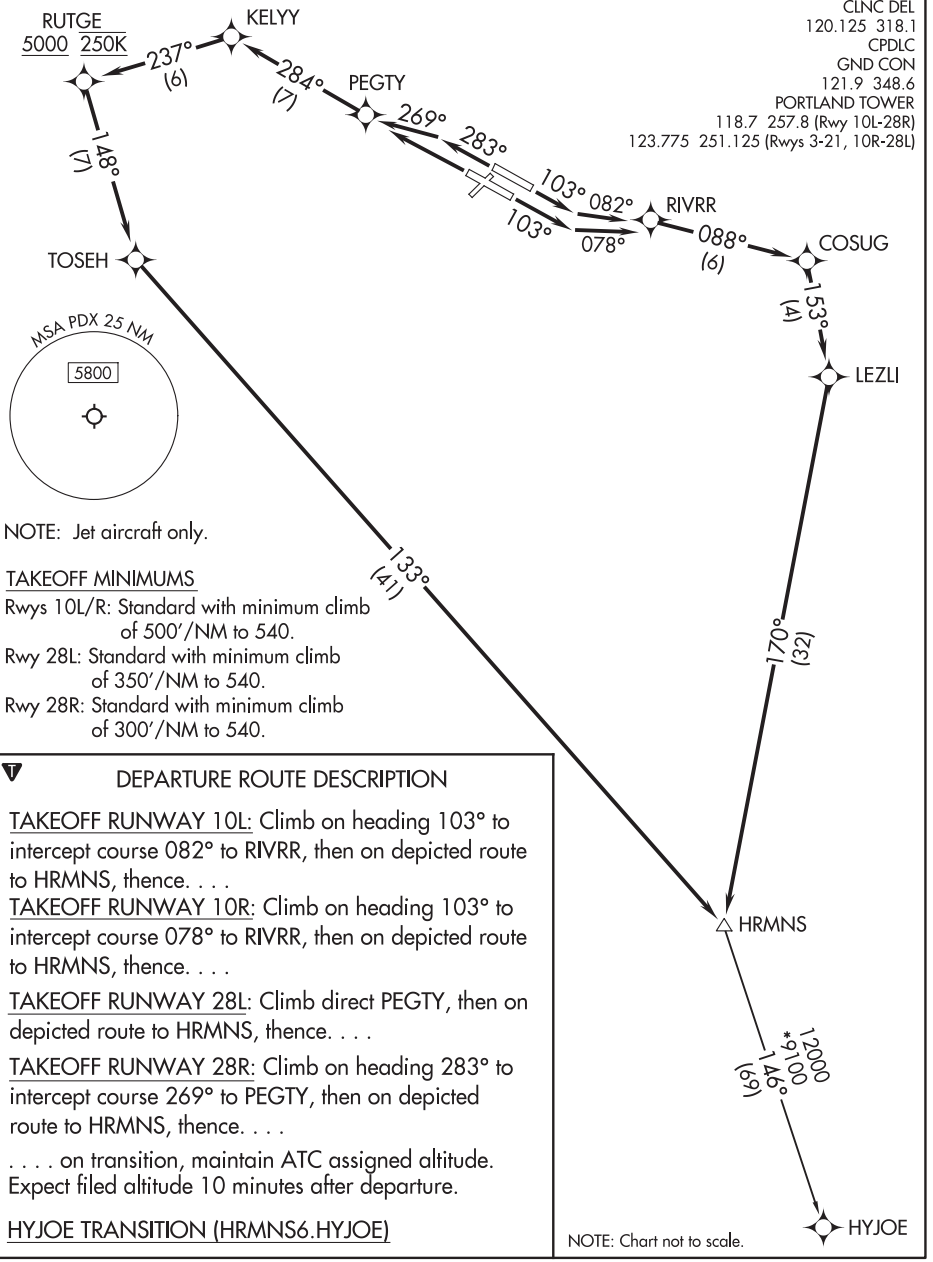
PORTLAND INTL (PDX)
PORTLAND, OREGON

AL-330 (FAA)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

**TOP ALTITUDE: ASSIGNED BY ATC**

PORTLAND DEP CON
118.1 284.6
D-ATIS
128.35 269.9
CLNC DEL
120.125 318.1
CPDLC
GND CON
121.9 348.6
PORTLAND TOWER
118.7 257.8 (Rwy 10L-28R)
123.775 251.125 (Rwys 3-21, 10R-28L)




NOTE: Jet aircraft only.

TAKEOFF MINIMUMS

Rwys 10L/R: Standard with minimum climb of 500'/NM to 540.
Rwy 28L: Standard with minimum climb of 350'/NM to 540.
Rwy 28R: Standard with minimum climb of 300'/NM to 540.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L: Climb on heading 103° to intercept course 082° to RIVRR, then on depicted route to HRMNS, thence. . . .

TAKEOFF RUNWAY 10R: Climb on heading 103° to intercept course 078° to RIVRR, then on depicted route to HRMNS, thence. . . .

TAKEOFF RUNWAY 28L: Climb direct PEGTY, then on depicted route to HRMNS, thence. . . .

TAKEOFF RUNWAY 28R: Climb on heading 283° to intercept course 269° to PEGTY, then on depicted route to HRMNS, thence. . . .

. . . . on transition, maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

HYJOE TRANSITION (HRMNS6.HYJOE)

NOTE: Chart not to scale.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

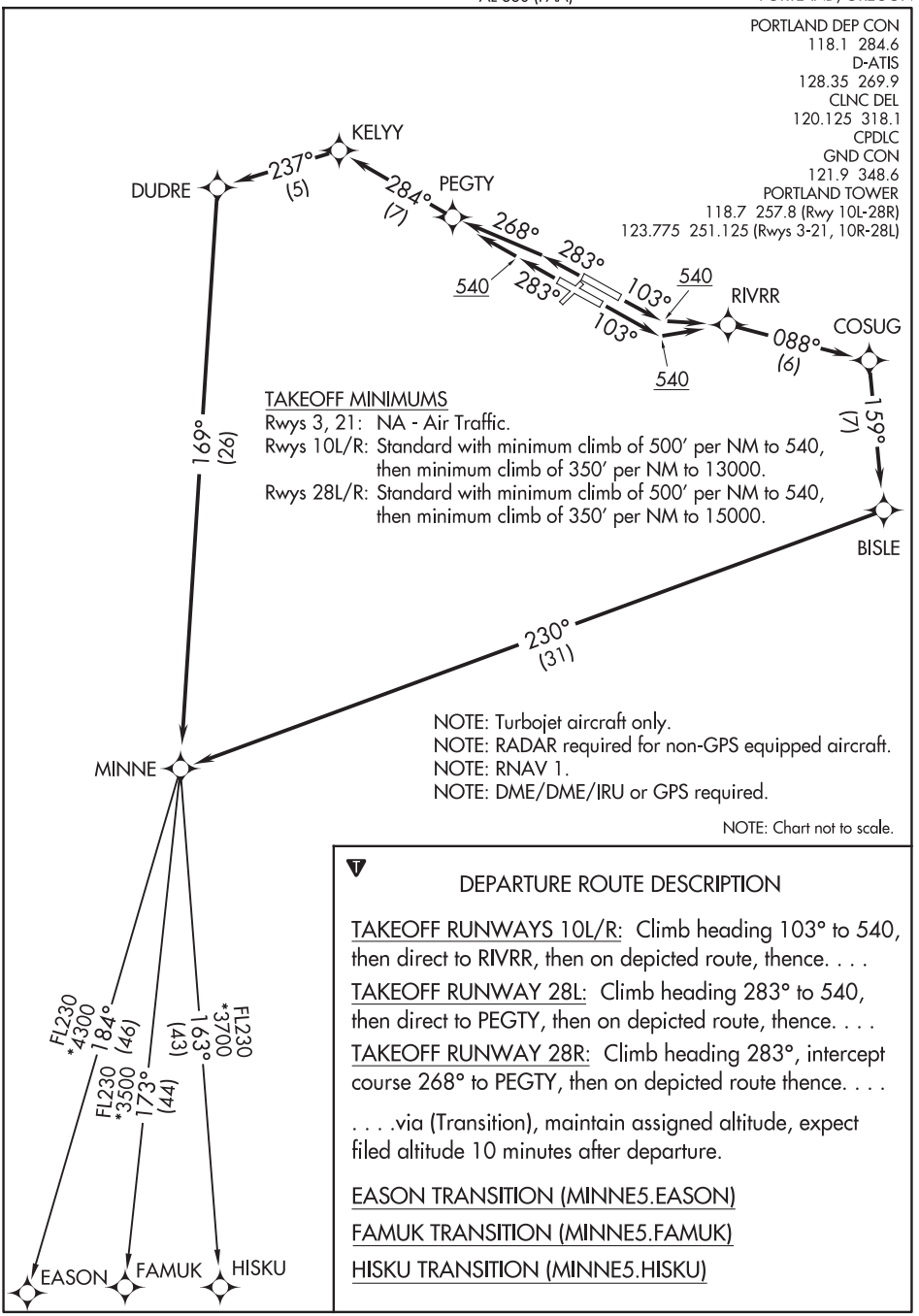
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 10L: Climb on heading 103° to intercept course 082° to RIVRR, then on depicted route to LAVAA, thence. . . .
TAKEOFF RUNWAY 10R: Climb on heading 103° to intercept course 078° to RIVRR, then on depicted route to LAVAA, thence. . . .
TAKEOFF RUNWAY 28L: Climb direct PEGTY, then on track 284° to KELYY, then on depicted route to LAVAA, thence. . . .
TAKEOFF RUNWAY 28R: Climb on heading 283° to intercept course 269° to PEGTY, then on depicted route to LAVAA, thence. . . .
. . . .on transition, maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.
PENDLETON TRANSITION (LAVAA7.PDT)
SUNED TRANSITION (LAVAA7.SUNED)
RNAV 1 - DME/DME/IRU or GPS required.
RADAR required for non-GPS equipped aircraft.
TOP ALTITUDE: ASSIGNED BY ATC
MSA PDX 25 NM
5800
N
PORTLAND DEP CON 124.35 299.2
D-ATIS 128.35 269.9
CLNC DEL 120.125 318.1
CPDLC
GND CON 121.9 348.6
PORTLAND TOWER 118.7 257.8 (Rwy 10L-28R) 123.775 251.125 (Rwys 3-21, 10R-28L)
ARUPT
5000 250K
013° (6)
KELYY
284° (7)
PEGTY
269° 283°
103° 082° RIVRR
103° 078°
088° (6)
COSUG
031° (6)
OKKOR
040° (11)
075° (37)
LAVAA
051° (8)
10000 *8100
10000 *6300
074° (123)
PENDLETON PDT
SUNED
TAKEOFF MINIMUMS
Rwys 10L/R: Standard with minimum climb of 500'/NM to 540.
Rwy 28L: Standard with minimum climb of 350'/NM to 540, then minimum climb of 205'/NM to 6100.
Rwy 28R: Standard with minimum climb of 300'/NM to 540, then minimum climb of 205'/NM to 6100.
NOTE: Jet aircraft only.
NOTE: Chart not to scale.

(MINNE5.MINNE) 25163

# MINNE FIVE DEPARTURE (RNAV)

AL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L/R: Climb heading 103° to 540, then direct to RIVRR, then on depicted route, thence. . . .

TAKEOFF RUNWAY 28L: Climb heading 283° to 540, then direct to PEGTY, then on depicted route, thence. . . .

TAKEOFF RUNWAY 28R: Climb heading 283°, intercept course 268° to PEGTY, then on depicted route thence. . . .

. . . .via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after departure.

EASON TRANSITION (MINNE5.EASON)

FAMUK TRANSITION (MINNE5.FAMUK)

HISKU TRANSITION (MINNE5.HISKU)

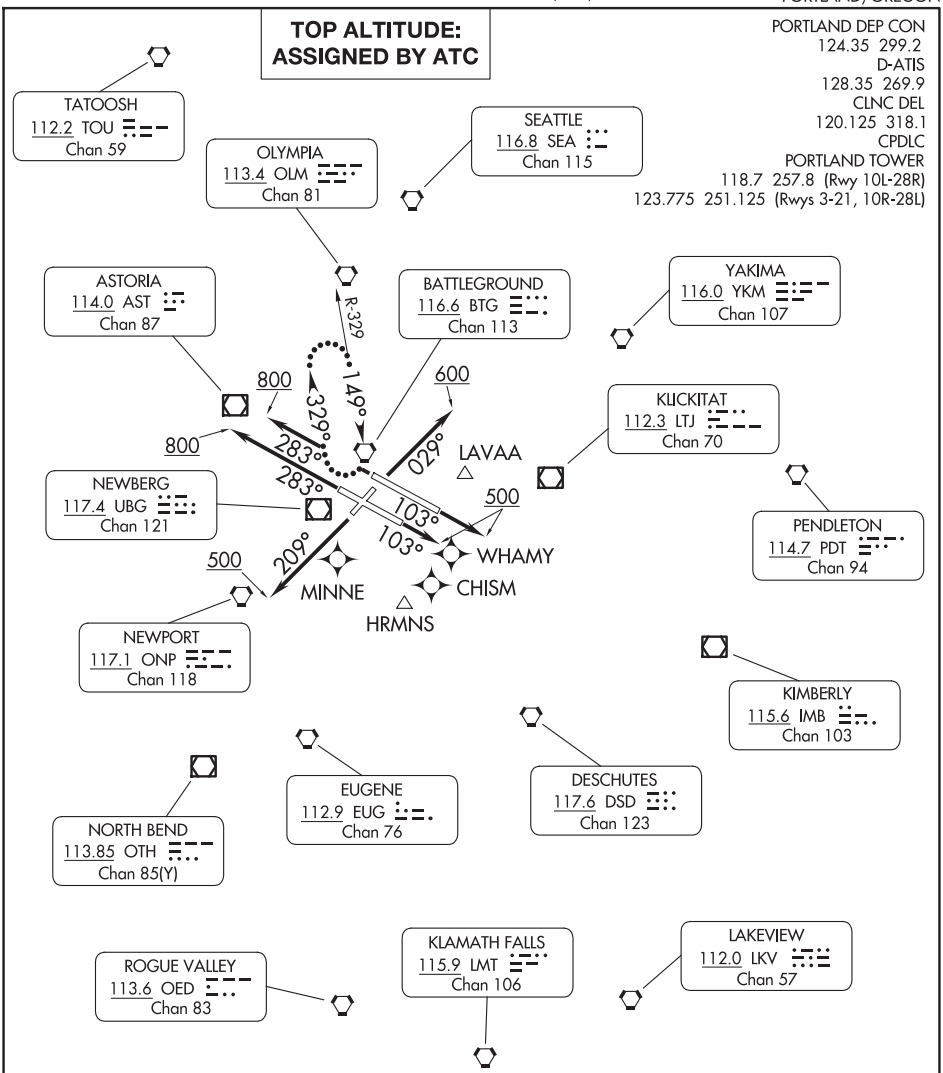
MINNE FIVE DEPARTURE (RNAV)

(MINNE5.MINNE) 08JAN15

PORTLAND, OREGON
PORTLAND INTL (PDX)

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025




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)



NW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 029° to 600, thence. . . .
TAKEOFF RUNWAY 10L: Climb heading 103° to 500, thence. . . .
TAKEOFF RUNWAY 10R: Climb heading 103° to 500, thence. . . .
TAKEOFF RUNWAY 21: Climb heading 209° to 500, thence. . . .
TAKEOFF RUNWAY 28L: Climb heading 283° to 800, thence. . . .
TAKEOFF RUNWAY 28R: Climb heading 283° to 800, thence. . . .

. . . . climb on assigned heading for RADAR vectors to assigned route/fix. Maintain assigned altitude, expect filed altitude five minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC within 10 NM of airport, continue climb to assigned altitude and proceed direct BTG VORTAC. Climb in BTG VORTAC holding pattern to cross BTG VORTAC at or above MCA/MEA before proceeding on course.



NW-1, 12 JUN 2025 to 07 AUG 2025

RUTGE
5000 250K
KELYY
PEGTY
TOSEH
RIVRR
COSUG
HADIS
WHAMY
10000
KIMBERLY
IMB
KOATA
237° (6)
284° (7)
148° (7)
269°
283°
103°
082°
078°
103°
088° (6)
131° (4)
122° (19)
098° (42)
10000
*8200
094° (103)
15000
*9200
113° (169)
MSA PDX 25 NM
5800
N
RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.
TOP ALTITUDE:
ASSIGNED BY ATC
PORTLAND DEP CON
118.1 284.6
D-ATIS
128.35 269.9
CLNC DEL
120.125 318.1
CPDLC
GND CON
121.9 348.6
PORTLAND TOWER
118.7 257.8 (Rwy 10L-28R)
123.775 251.125 (Rwys 3-21, 10R-28L)
TAKEOFF MINIMUMS
Rwys 10L/R: Standard with minimum climb of 500'/NM to 540, then minimum climb 205'/NM to 6200.
Rwy 28L: Standard with minimum climb of 350'/NM to 540.
Rwy 28R: Standard with minimum climb of 300'/NM to 540.
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 10L: Climb on heading 103° to intercept course 082° to RIVRR, then on depicted route to cross WHAMY at or above 10000, thence. . . .
TAKEOFF RUNWAY 10R: Climb on heading 103° to intercept course 078° to RIVRR, then on depicted route to cross WHAMY at or above 10000, thence. . . .
TAKEOFF RUNWAY 28L: Climb direct PEGTY, then on depicted route to cross WHAMY at or above 10000, thence. . . .
TAKEOFF RUNWAY 28R: Climb on heading 283° to intercept course 269° to PEGTY, then on depicted route to cross WHAMY at or above 10000, thence. . . .
. . . . on transition, maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.
KIMBERLY TRANSITION (WHAMY5.IMB)
KOATA TRANSITION (WHAMY5.KOATA)
NOTE: Jet aircraft only.
NOTE: Chart not to scale.

# ILS or LOC RWY 13R

## PORTLAND-HILLSBORO (HIO)

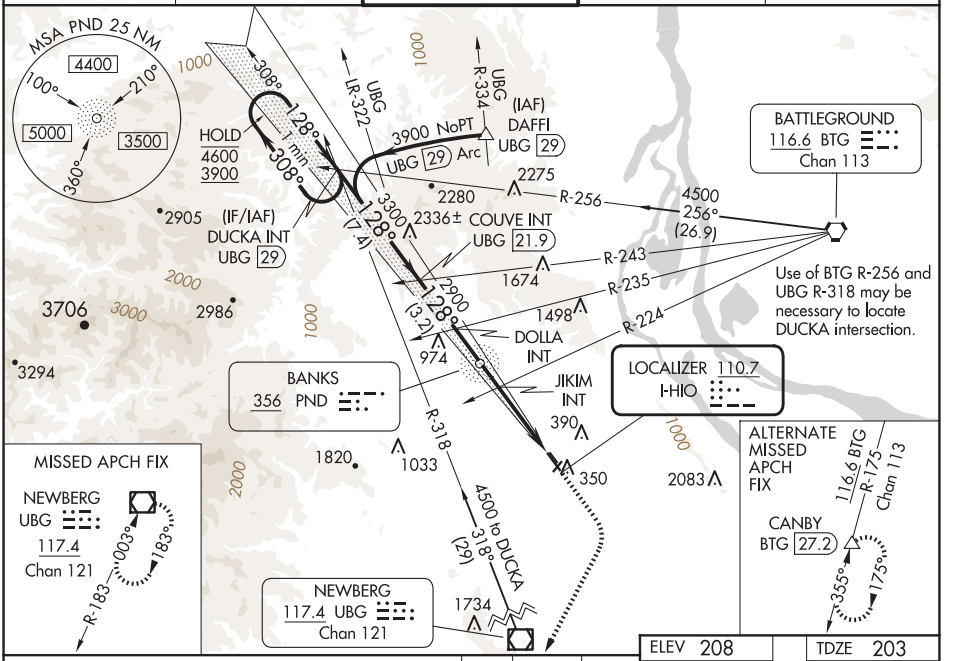
| LOC I-HIO | APP CRS | Rwy Idg | 6600 |
|---|---|---|---|
| 110.7 | 128° | TDZE | 203 |
| | | Apt Elev | 208 |

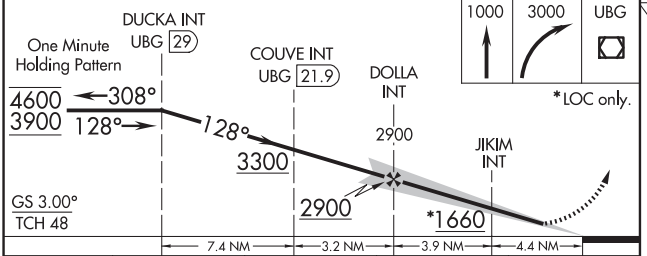
Circling to Rwy 13L, 31R NA at night. Inop table does not apply to S-LOC Rwy 13R all Cats. For inop ALS, increase JIKIM fix minimums Cat C/D visibility to 1⅜ SM.

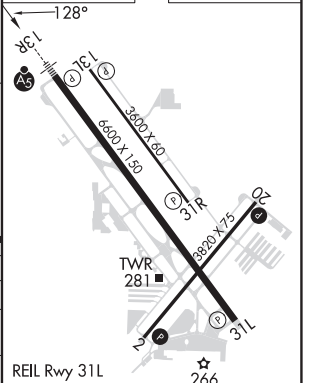
MALSR

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 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13R | 403/24 200 (200-½) | | | |
| S-LOC 13R | 1660/60 1457 (1500-1¼) | 1660-1½ 1457 (1500-1½) | 1660-3 1457 (1500-3) | |
| C CIRCLING | 1660-1¼ 1452 (1500-1¼) | 1660-1½ 1452 (1500-1½) | 1660-3 1452 (1500-3) | |
| JIKIM FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED) | | | | |
| S-LOC 13R | 680/24 477 (500-½) | | 680/50 477 (500-1) | |
| C CIRCLING | 680-1 472 (500-1) | 720-1 512 (600-1) | 720-1½ 512 (600-1½) | 980-2½ 772 (800-2½) |

FAF to MAP 8.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 8:18 | 5:32 | 4:09 | 3:19 | 2:46 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **69502** | **127°** | Rwy Idg | **6600** |
| **W13A** | | TDZE | **203** |
| | | Apt Elev | **208** |

# RNAV (GPS) RWY 13R

## PORTLAND-HILLSBORO (HIO)

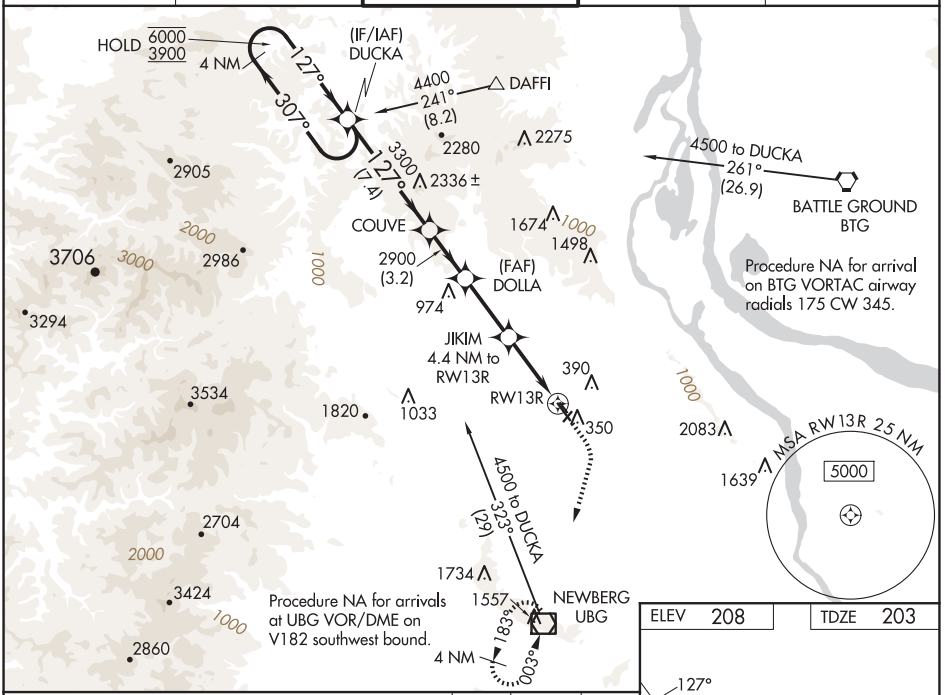
RNP APCH.

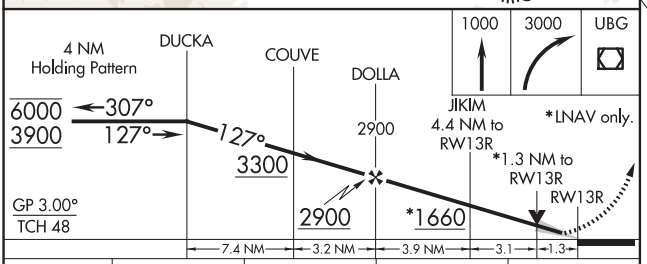
T A Circling to Rwy 13L-31R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS, increase LNAV Cat A/B visibility to RVR 5500 and Cat C/D to 1⅜ SM.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

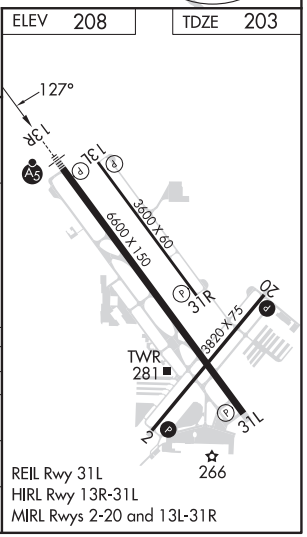
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct UBG VOR/DME and hold. Continue climb-in-hold to 3000.

| ATIS | PORTLAND APP CON | HILLSBORO TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| **127.65** | **126.0 269.175** | **119.3** (CTAF) L **239.3** | **121.7** | **122.95** |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 403/24 200 (200-½) | | | |
| LNAV/VNAV DA | 661/45 458 (500-⅞) | | | |
| LNAV MDA | 660/40 457 (500-¾) | | 660/50 457 (500-1) | |
| C CIRCLING | 680-1 472 (500-1) | 720-1 512 (600-1) | 720-1½ 512 (600-1½) | 980-2½ 772 (800-2½) |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PORTLAND, OREGON | AL-5063 (FAA) | 25107

| APP CRS | Rwy Idg | 6600 |
|---|---|---|
| 308° | TDZE | 204 |
| | Apt Elev | 208 |

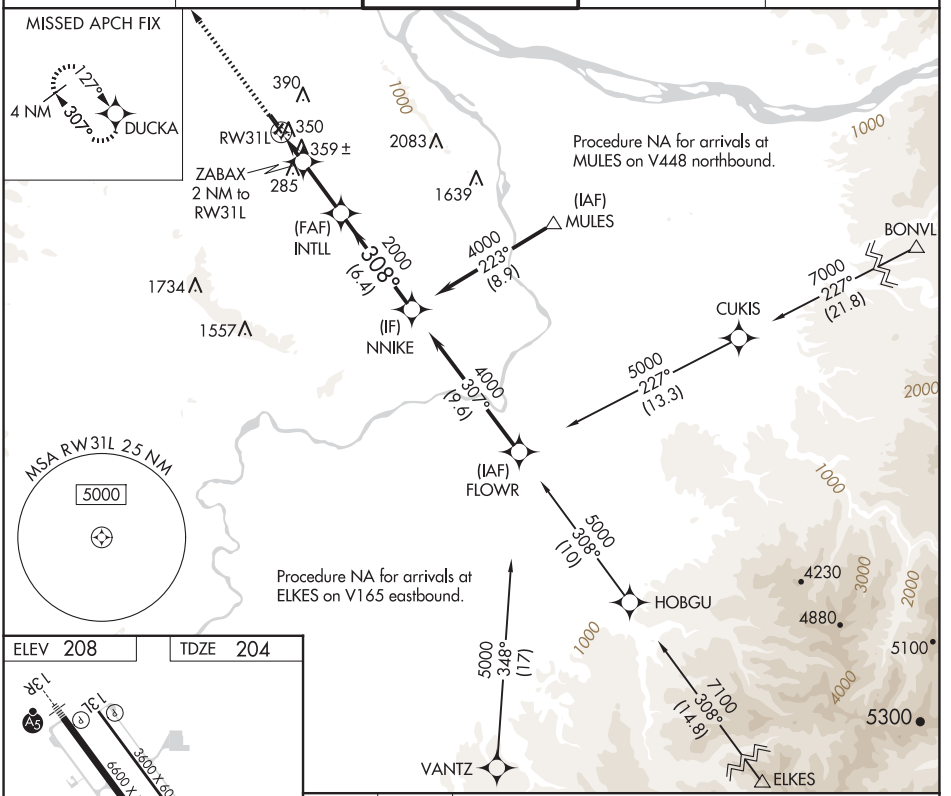
# RNAV (GPS) RWY 31L
## PORTLAND-HILLSBORO (HIO)

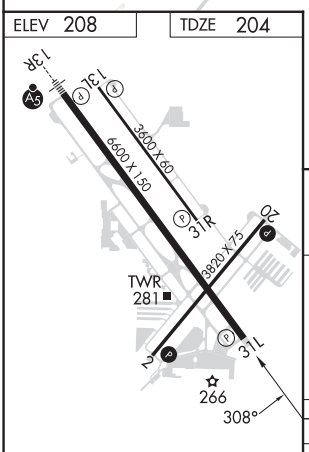
RNP APCH.

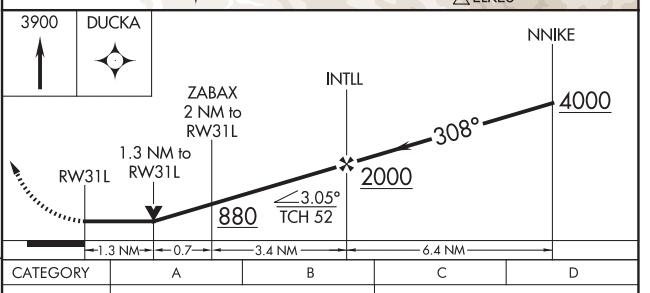
Circling to Rwy 13L, 31R NA at night.
Rwy 31L helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3900 direct DUCKA and hold.

| ATIS | PORTLAND APP CON | HILLSBORO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.65 | 126.0 269.175 | 119.3 (CTAF) L 239.3 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 456 (500-1) | | 660-1⅜ 456 (500-1⅜) | |
| C CIRCLING | 680-1 472 (500-1) | 720-1 512 (600-1) | 720-1½ 512 (600-1½) | 980-2½ 772 (800-2½) |

REIL Rwy 31L
HIRL Rwy 13R-31L
MIRL Rwys 2-20 and 13L-31R

PORTLAND, OREGON
Amdt 1A 26MAR20

45°33′N-122°57′W

PORTLAND-HILLSBORO (HIO)
RNAV (GPS) RWY 31L


NW-1, 12 JUN 2025 to 07 AUG 2025

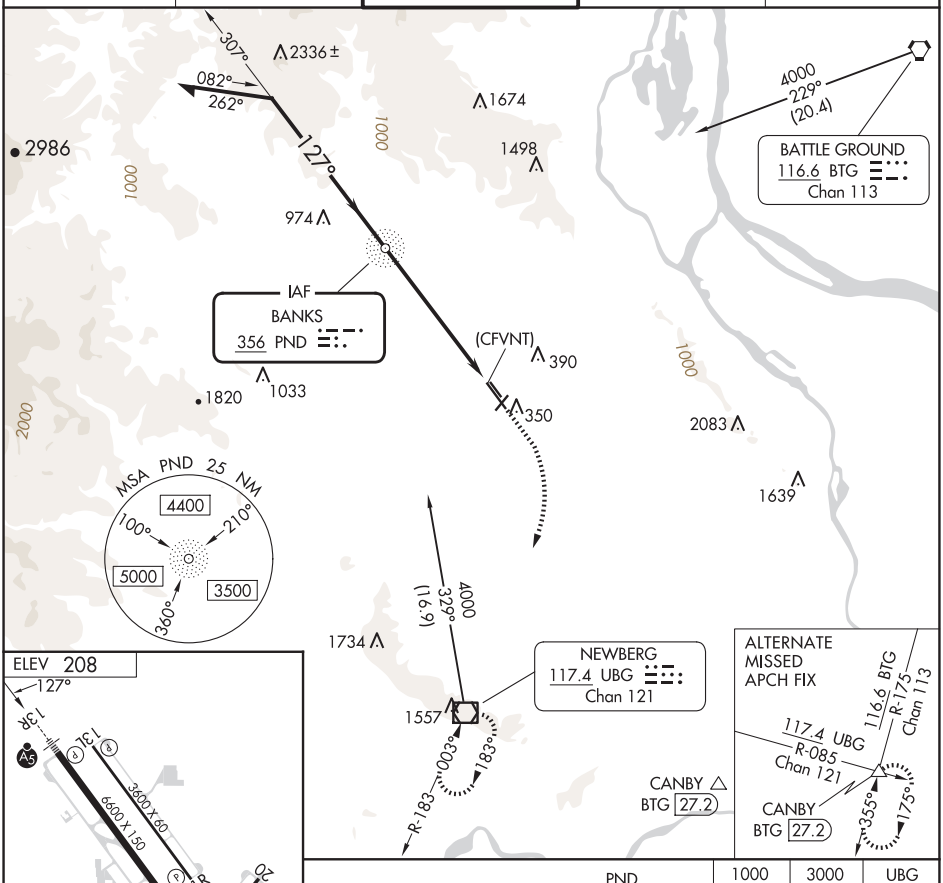
| PND NDB | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 356 | 127° | TDZE | N/A |
| | | Apt Elev | 208 |

# NDB-B
## PORTLAND-HILLSBORO (HIO)

NA Circling to Rwy 13L, 31R NA at night.

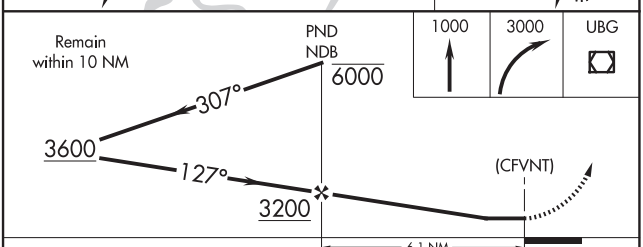
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct UBG VOR/DME and hold.

| ATIS | PORTLAND APP CON | HILLSBORO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.65 | 126.0 269.175 | 119.3 (CTAF) 239.3 | 121.7 | 122.95 |










| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 960-1 752 (800-1) | | 960-2¼ 752 (800-2¼) | 980-2½ 772 (800-2½) |



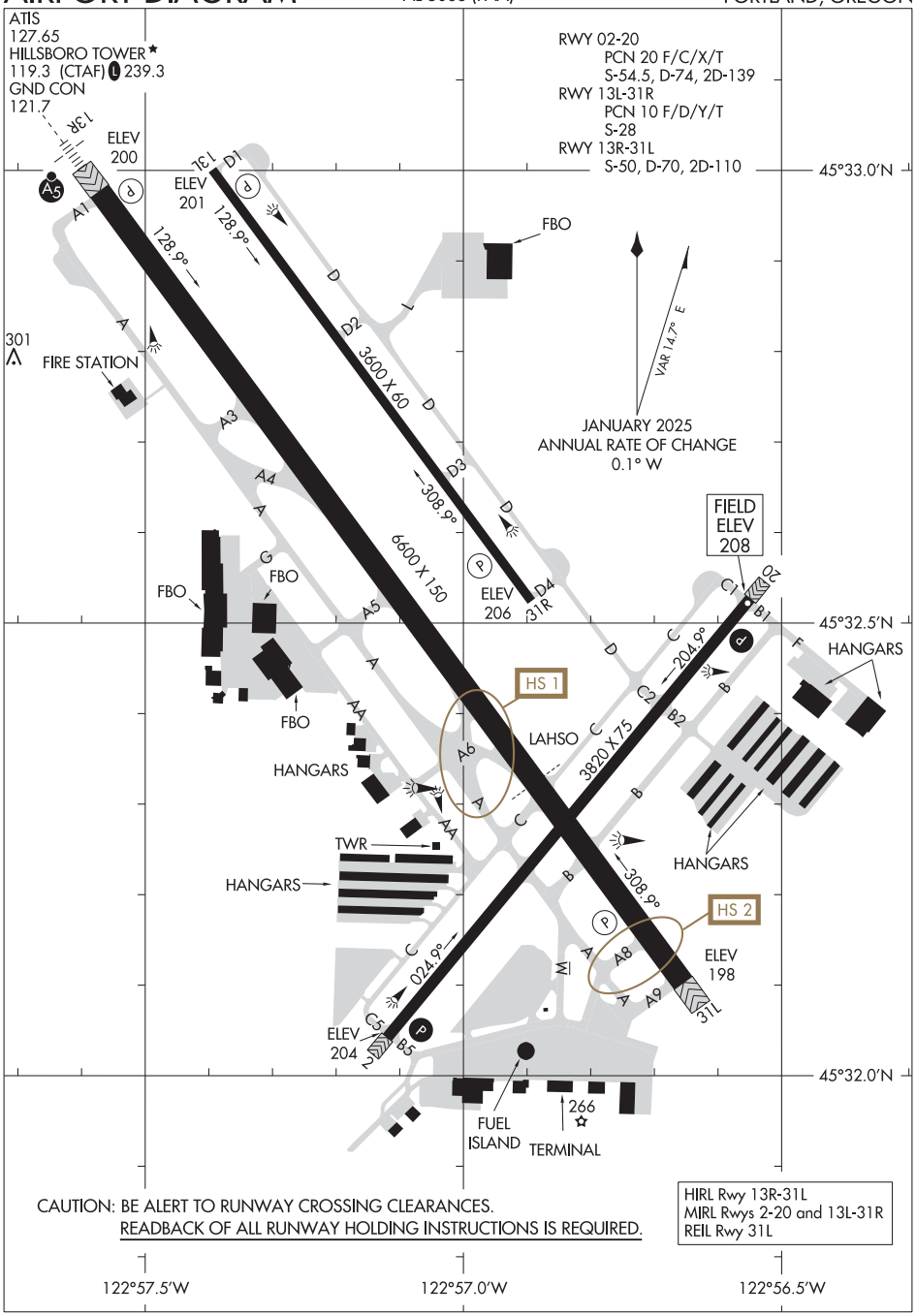
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

AL-5063 (FAA)

PORTLAND-HILLSBORO (HIO)
PORTLAND, OREGON




NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

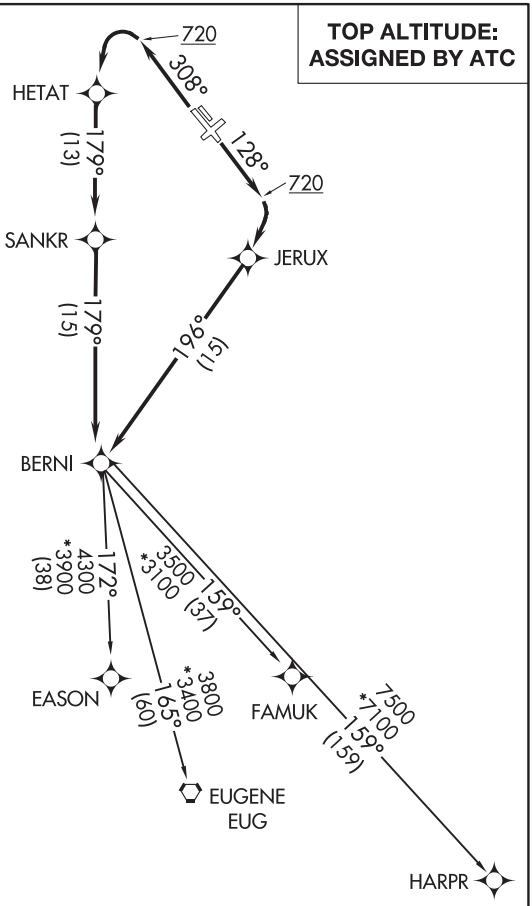
AIRPORT DIAGRAM
25107
PORTLAND, OREGON
PORTLAND-HILLSBORO (HIO)

# BERNI THREE DEPARTURE (RNAV)

AL-5063 (FAA)

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**




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)



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(CANBY2.CANBY) 23334

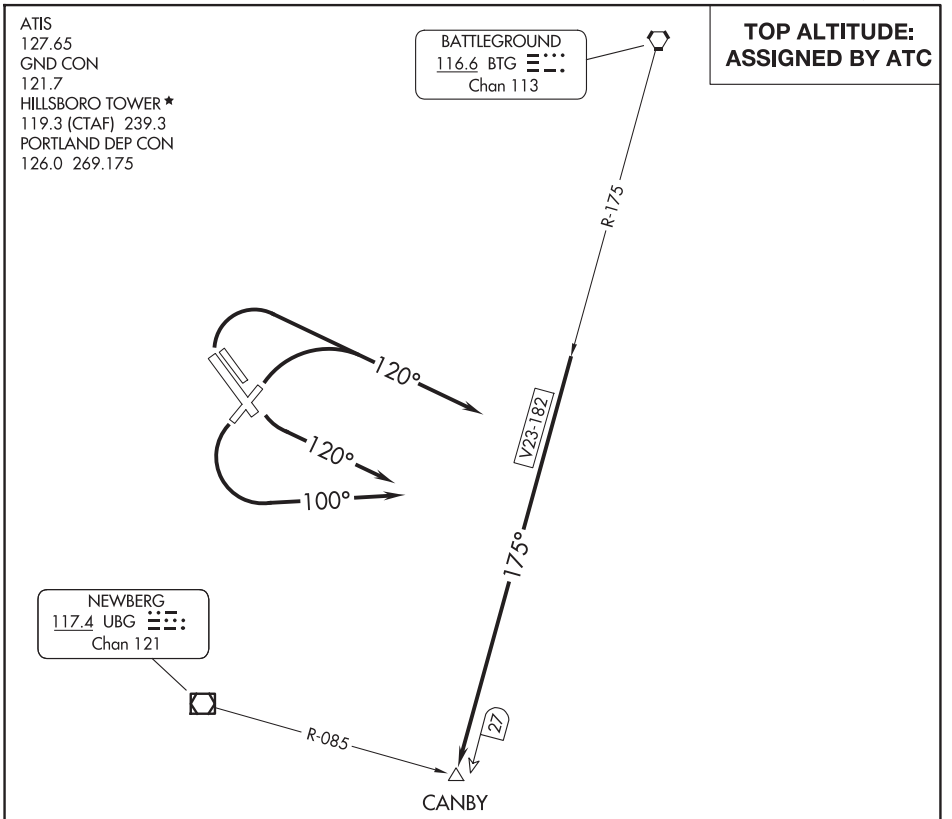
# CANBY TWO DEPARTURE

AL-5063 (FAA)

PORTLAND-HILLSBORO (HIO)
PORTLAND, OREGON



NW-1, 12 JUN 2025 to 07 AUG 2025




TAKEOFF MINIMUMS
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.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2, 31L/R: Climbing right turn heading 120°, thence. . . .
TAKEOFF RUNWAYS 13L/R: Climbing left turn heading 120°, thence. . . .
TAKEOFF RUNWAY 20: Climbing left turn heading 100°, thence. . . .

. . . .intercept BTG VORTAC R-175 to CANBY. Then on assigned route.
Maintain ATC assigned altitude.

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
ATIS 127.65
GND CON 121.7
HILLSBORO TOWER★ 119.3 (CTAF) 239.3
PORTLAND DEP CON 126.0 269.175
HETAT
FORAS
EMELY
GERDD
CHISM
KIMBERLY IMB
DESCHUTES DSD
JOGEN
SMIGE
PAWLI
RIELY
720
308°
128°
157° (5)
108° (10)
108° (35)
112° (37)
8200 *8200 087° (107)
9600 *9600 108° (130)
12700 *12700 127° (61)
12700 *12700 138° (49)
12700 *12700 138° (81)
12700 *12700 139° (125)
N
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.

(FARM7.UBG) 23334

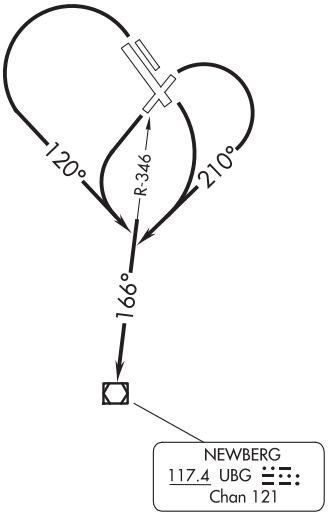
# FARMINGTON SEVEN DEPARTURE

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 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.

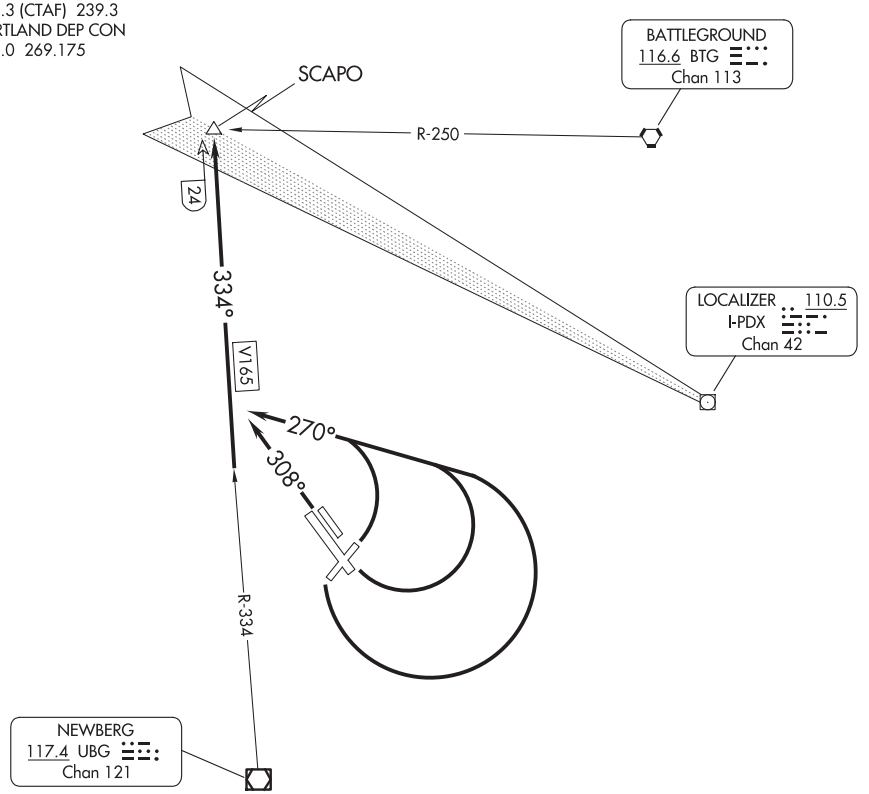


NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

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 SCAPO. Then on assigned route.
Maintain ATC assigned altitude.



NW-1, 12 JUN 2025 to 07 AUG 2025

PORTLAND, OREGON AL-649 (FAA) 25163

# RNAV (GPS)-A

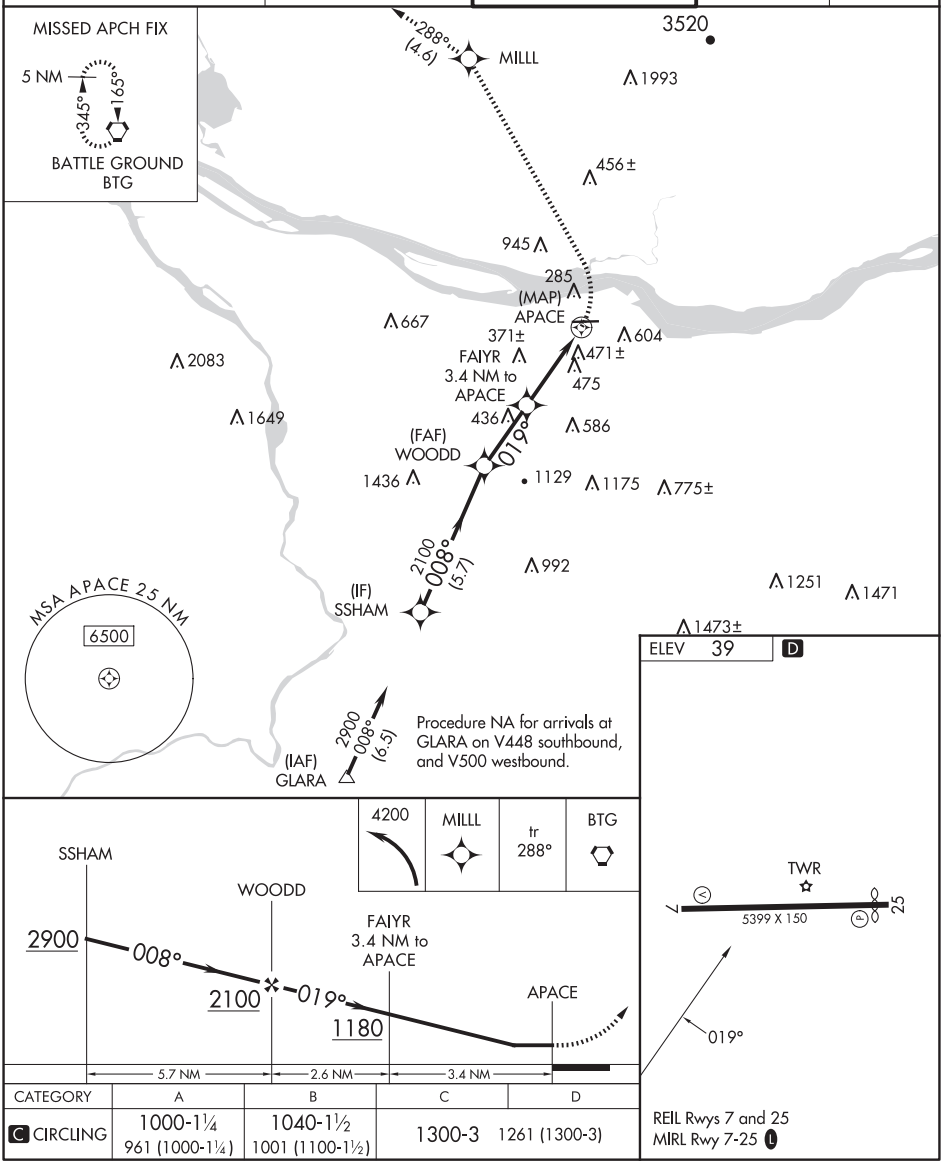
PORTLAND-TROUTDALE (TTD)

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 019° | TDZE | N/A |
| | Apt Elev | 39 |

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 MILLL and on track 288° to BTG VORTAC and hold, continue climb-in-hold to 4200.

| ATIS | PORTLAND APP CON | TROUTDALE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.625 | 124.35 299.2 | 120.9 (CTAF) L 254.3 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1000-1¼ 961 (1000-1¼) | 1040-1½ 1001 (1100-1½) | 1300-3 | 1261 (1300-3) |

REIL Rwys 7 and 25
MIRL Rwy 7-25 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

ATIS
135.625
TROUTDALE TOWER*
120.9 254.3
GND CON
121.8
D
45°33.0'N
45°32.5'N
122°23.5'W
122°24.0'W
122°24.5'W
FIELD
ELEV
39
25
7
ELEV
28
074.0°
254.0°
5399 X 150
HANGARS
TRANSIENT
PARKING
TWR
SOUTH
RAMP
DOT
HANGARS
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RWY 07-25
S-19, D-25
VAR 14.7° E
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

23334

# BLUE LAKE THREE DEPARTURE

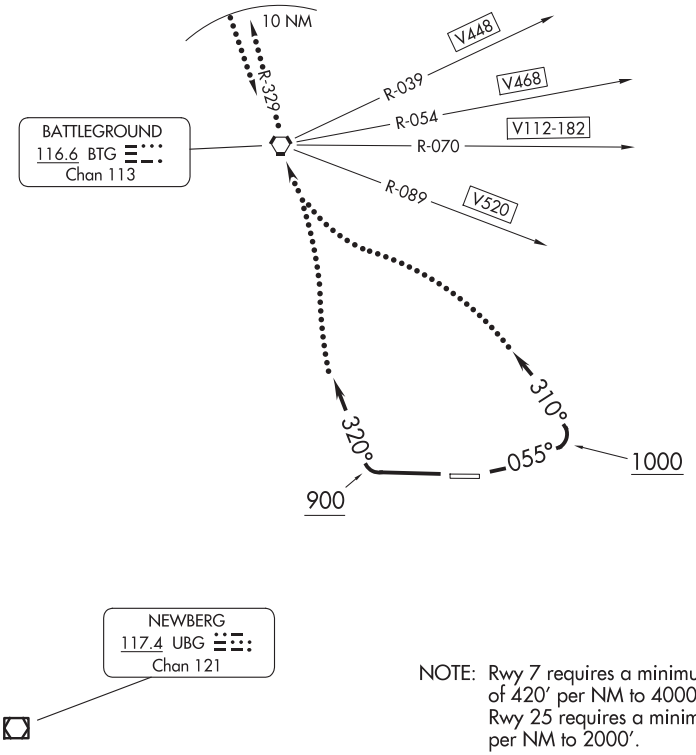
AL-649 (FAA)

PORTLAND-TROUTDALE (TTD)
PORTLAND, OREGON



NW-1, 12 JUN 2025 to 07 AUG 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

POWELL MUNI (POY)

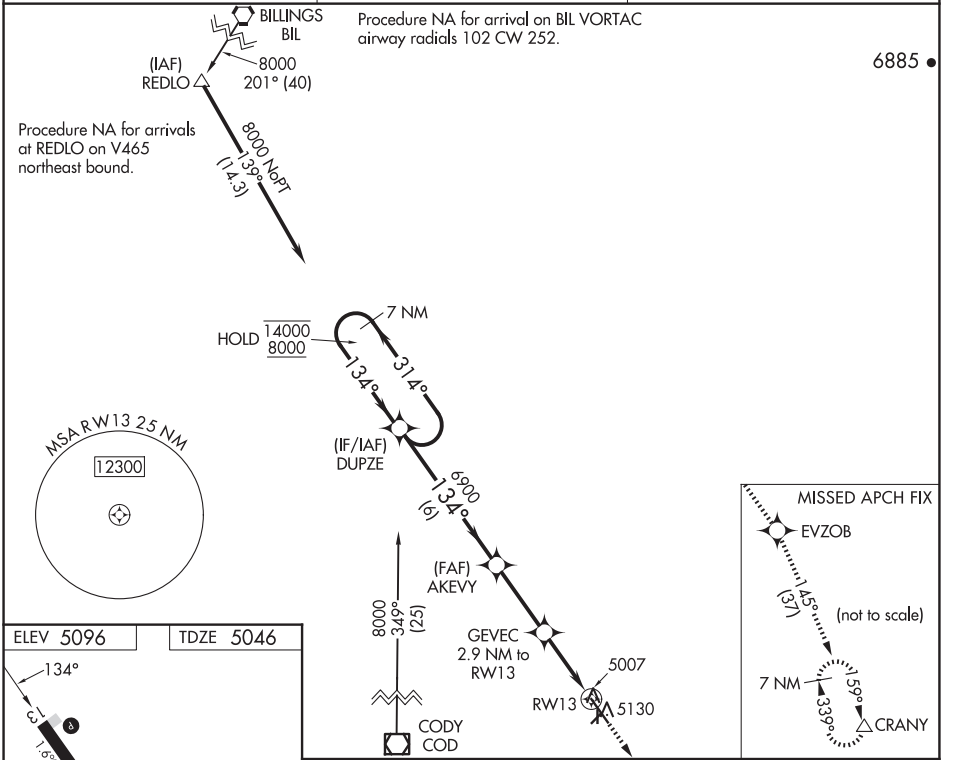
| WAAS | APP CRS | Rwy Idg | 6200 |
|---|---|---|---|
| CH 90233 | 134° | TDZE | 5046 |
| W13A | | Apt Elev | 5096 |

RNP APCH.

T A NA Circling NA to Rwys 3, 17, 21 and 35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 51°C. Baro-VNAV and VDP NA when using Cody altimeter setting. When local altimeter setting not received, use Cody altimeter setting and increase all DA 54 feet and all MDA 60 feet.

MISSED APPROACH: Climb to 8500 direct EVZOB and on track 145° to CRANY and hold.

| AWOS-3 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 119.275 | 127.75 351.9 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5296-1 250 (200-1) | | | |
| LNAV/VNAV DA | 5296-1 250 (200-1) | | | |
| LNAV MDA | 5300-1 254 (300-1) | | | |
| C CIRCLING | 5500-1 404 (500-1) | 5560-1 464 (500-1) | 5560-1½ 464 (500-1½) | 5660-2 564 (600-2) |




NW-1, 12 JUN 2025 to 07 AUG 2025

POWELL, WYOMING | AL-686 (FAA) | 23166

| WAAS CH 50233 W31A | APP CRS 314° | Rwy Idg 6200 TDZE 5096 Apt Elev 5096 |
|---|---|---|

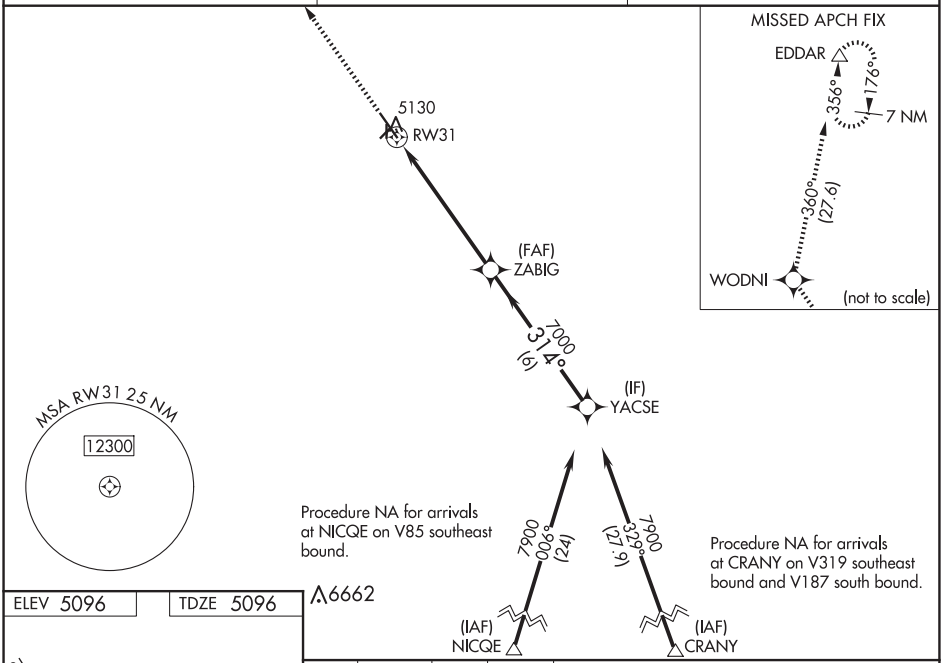
# RNAV (GPS) RWY 31
## POWELL MUNI (POY)

RNP APCH.

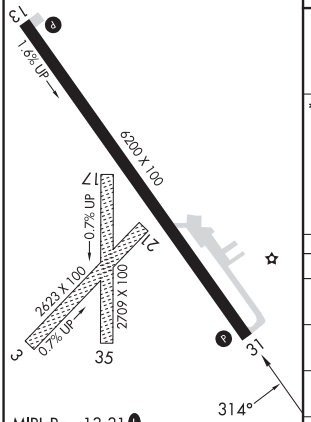
Circling NA to Rwys 3, 17, 21 and 35. Baro-VNAV and VDP NA when using Cody altimeter setting. Rwy 31 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 48°C. When local altimeter setting not received, use Cody altimeter setting and increase all DA 54 feet and all MDA 60 feet.

MISSED APPROACH: Climb to 9500 direct WODNI and on track 360° to EDDAR and hold.

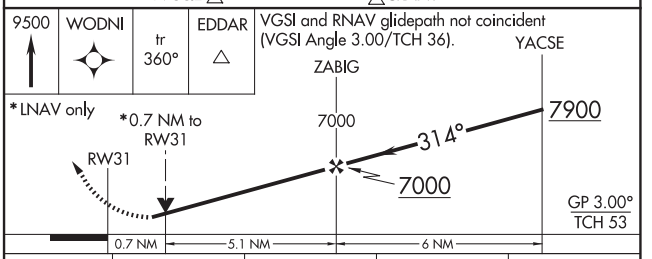
| AWOS-3 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 119.275 | 127.75 351.9 | 122.7 (CTAF) L |




| ELEV 5096 | TDZE 5096 |
|---|---|




MIRL Rwy 13-31 L
REIL Rwy 31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5346-1 250 (300-1) | | | |
| LNAV/VNAV DA | 5346-1 250 (300-1) | | | |
| LNAV MDA | 5380-1 284 (300-1) | | | |
| C CIRCLING | 5500-1 404 (500-1) | 5560-1 464 (500-1) | 5560-1½ 464 (500-1½) | 5660-2 564 (600-2) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 11

PRINEVILLE (S39)

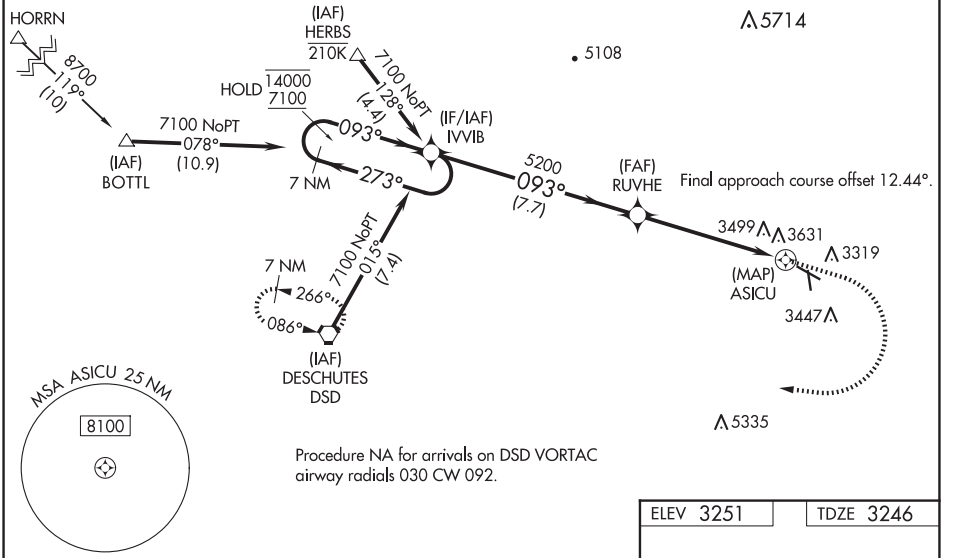
| WAAS | APP CRS | Rwy Idg | 5405 |
|---|---|---|---|
| CH 60936 | 093° | TDZE | 3246 |
| W11A | | Apt Elev | 3251 |

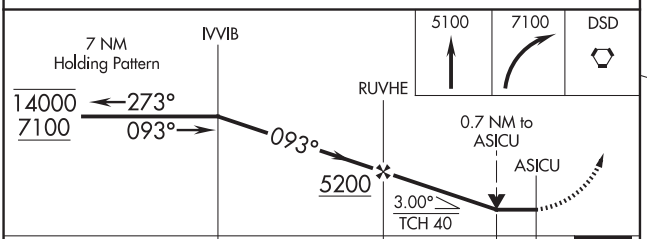
RNP APCH-GPS.

Circling NA for Cat D south of Rwy 11-29.
Rwy 11 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 15 NA at night.

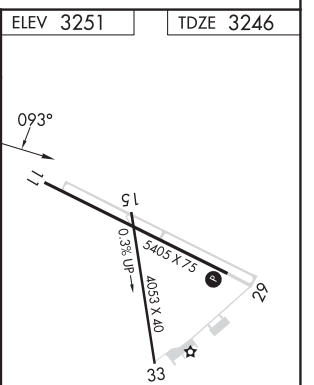
MISSED APPROACH: Climb to 5100 then climbing right turn to 7100 direct DSD VORTAC and hold.
*Missed approach requires minimum climb of 215 feet per NM to 5400.

| AWOS-3PT | SEATTLE CENTER | UNICOM |
|---|---|---|
| 118.325 | 126.15 269.475 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA* | 3660-1 414 (500-1) | | 3660-1⅛ 414 (500-1⅛) | |
| LP MDA | 3760-1 514 (600-1) | | 3760-1⅜ 514 (600-1⅜) | |
| LNAV MDA | 3900-1 654 (700-1) | | 3900-1⅞ 654 (700-1⅞) | |
| C CIRCLING | 3960-1 709 (800-1) | 4040-1 789 (800-1) | 4040-2¼ 789 (800-2¼) | 4040-2½ 789 (800-2½) |




MIRL Rwy 11-29 L
LIRL Rwy 15-33 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

PRINEVILLE, OREGON AL-9340 (FAA) 24137

# RNAV (GPS) RWY 29

PRINEVILLE (S39)

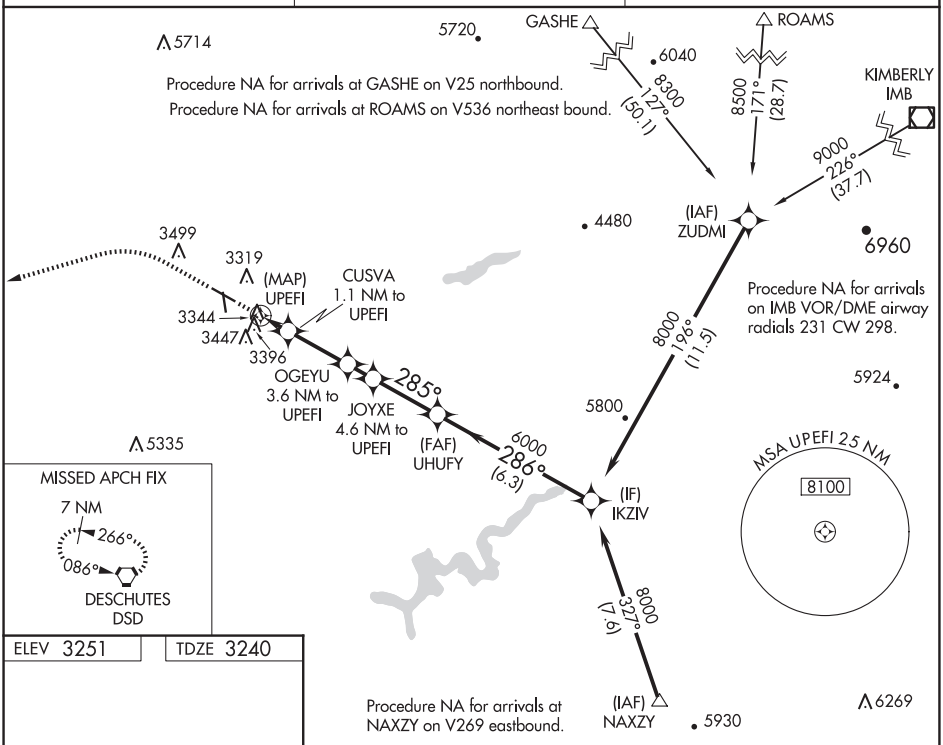
| WAAS CH 56235 W29A | APP CRS 285° | Rwy ldg 5405<br>TDZE 3240<br>Apt Elev 3251 |
|---|---|---|

RNP APCH-GPS.

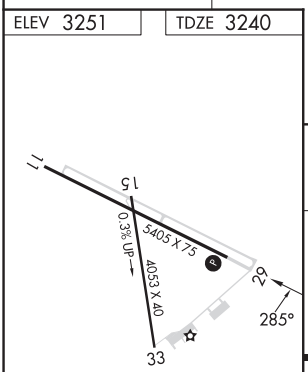
Circling NA for Cat D south of Rwy 11-29.
Circling Rwy 15 NA at night.

MISSED APPROACH: Climb to 4700 then climbing left turn to 7100 direct DSD VORTAC and hold.

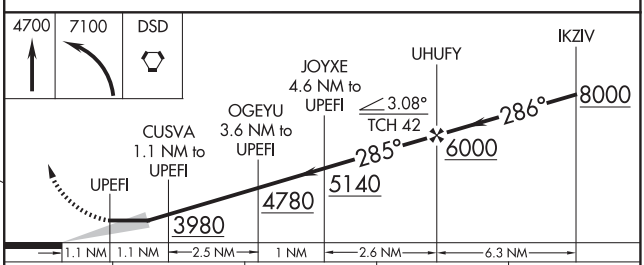
| AWOS-3PT | SEATTLE CENTER | UNICOM |
|---|---|---|
| 118.325 | 126.15 269.475 | 122.7 (CTAF) L |




ELEV 3251 TDZE 3240




MIRL Rwy 11-29 L
LIRL Rwy 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 3660-1¼ 420 (500-1¼) | | | |
| LNAV MDA | 3660-1¼ 420 (500-1¼) | | | |
| C CIRCLING | 3960-1¼ 709 (800-1¼) | 4040-1¼ 789 (800-1¼) | 4040-2¼ 789 (800-2¼) | 4040-2½ 789 (800-2½) |

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

PRINEVILLE, OREGON
Amdt 3 17JUN21

44°17′N-120°54′W

PRINEVILLE (S39)

RNAV (GPS) RWY 29

NW-1, 12 JUN 2025 to 07 AUG 2025

**TOP ALTITUDE: ASSIGNED BY ATC**

SEATTLE CENTER
126.15 269.475

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 11: Climb on heading 105° to 3760, then climbing right turn direct DSD VORTAC. Thence . . . .

TAKEOFF RUNWAY 15: Climb on heading 157° to 3760, then climbing right turn direct DSD VORTAC. Thence . . . .

TAKEOFF RUNWAY 29: Climb on heading 285° to 3760, then climbing left turn direct DSD VORTAC. Thence . . . .

TAKEOFF RUNWAY 33: Climb on heading 337° to 3760, then climbing left turn direct DSD VORTAC. Thence . . . .

. . . . cross DSD VORTAC at or above MEA/MCA for route of flight.

TAKEOFF MINIMUMS

Rwy 11: Standard with minimum climb of 500′ per NM to 3760 then climb 400′ per NM to 9000.

Rwy 15: Standard with minimum climb of 500′ per NM to 3760 then climb 480′ per NM to 9000.

Rwy 29: Standard with minimum climb of 500′ per NM to 3760 then climb 475′ per NM to 9000.

Rwy 33: Standard with minimum climb of 500′ per NM to 3760 then climb 430′ per NM to 9000.

PULLMAN/MOSCOW, WASHINGTON AL-798 (FAA) 24193

# ILS or LOC RWY 5

PULLMAN/MOSCOW RGNL (PUW)

| LOC/DME I-PUW | APP CRS | Rwy Idg | 7100 |
|---|---|---|---|
| 110.35 | 050° | TDZE | 2567 |
| Chan 40(Y) | | Apt Elev | 2567 |

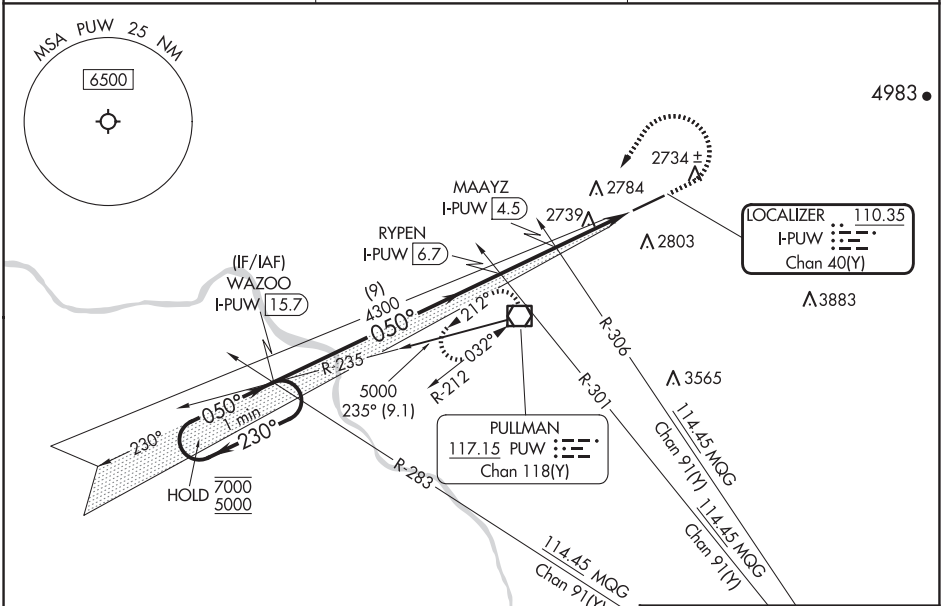
DME required.

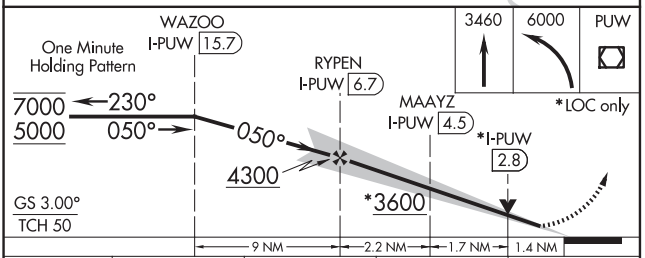
T A For inop ALS, increase S-ILS 5 all Cats visibility to RVR 4500 and S-LOC 5 Cat C/D visibility to 1⅜ SM.
† RVR 1800 authorized with use of FD or AP or HUD to DA.

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.

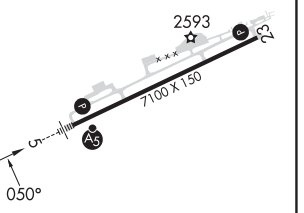
| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.675 | 123.95 290.55 | 122.8 (CTAF) L |




| 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) | |
| C CIRCLING | 3080-1 513 (600-1) | 3120-1 553 (600-1) | 3140-1½ 573 (600-1½) | 3420-2¾ 853 (900-2¾) |

ELEV 2567 D TDZE 2567




REIL Rwy 23 L
HIRL Rwy 5-23 L

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | | |
|---|---|---|
| 230° | Rwy Idg | 7100 |
| | TDZE | 2552 |
| | Apt Elev | 2567 |

# RNAV (RNP) Z RWY 23

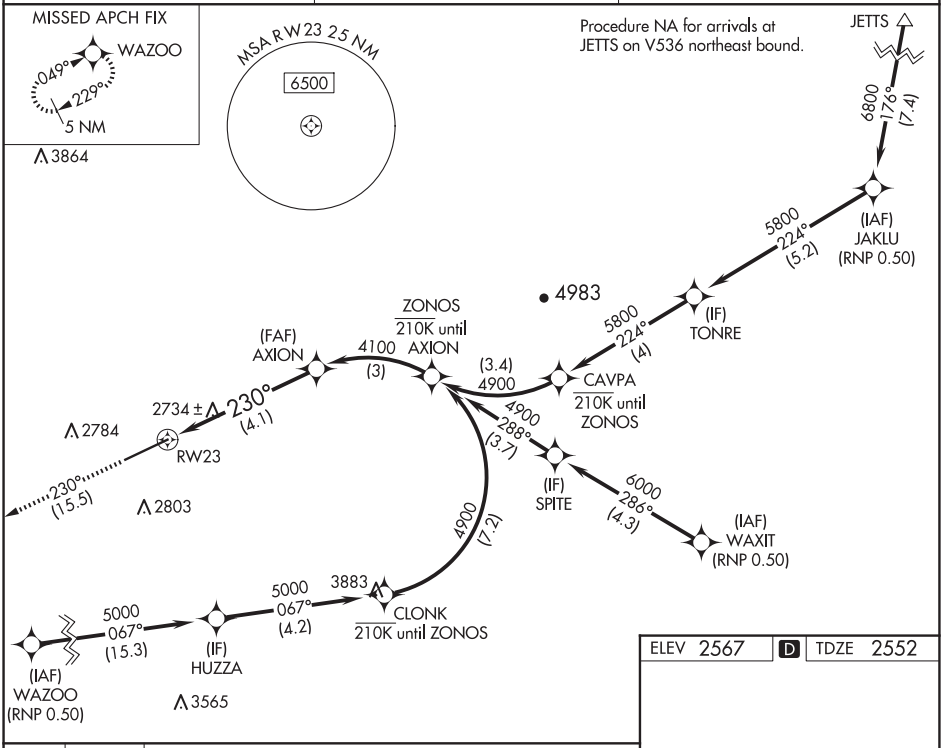
PULLMAN/MOSCOW RGNL (PUW)

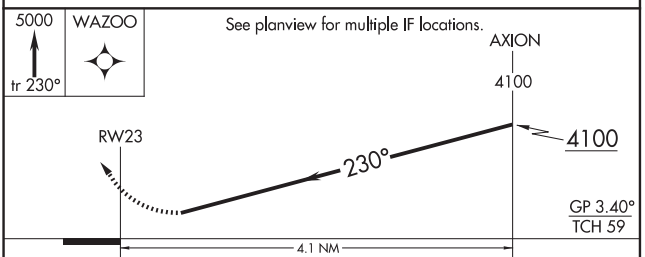
RNP AR APCH. RF required.

NA For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 50°C .

MISSED APPROACH: Climb to 5000 on track 230° to WAZOO and hold.

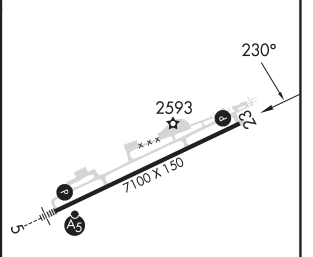
| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.675 | 123.95 290.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.22 DA | 3041-1⅜ 489 (500-1⅜) | | | |
| RNP 0.30 DA | 3146-1¾ 594 (600-1¾) | | | |

AUTHORIZATION REQUIRED




REIL Rwy 23 L
HIRL Rwy 5-23 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 5

PULLMAN/MOSCOW RGNL (PUW)

| WAAS CH 40243 W05B | APP CRS 049° | Rwy Idg 7100 TDZE 2567 Apt Elev 2567 |
|---|---|---|

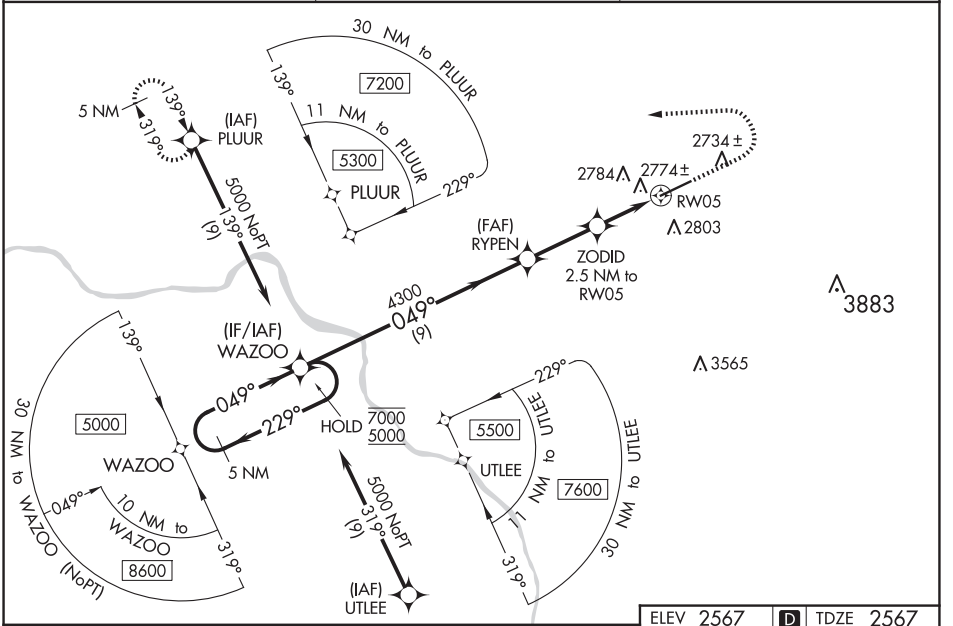
RNP APCH.

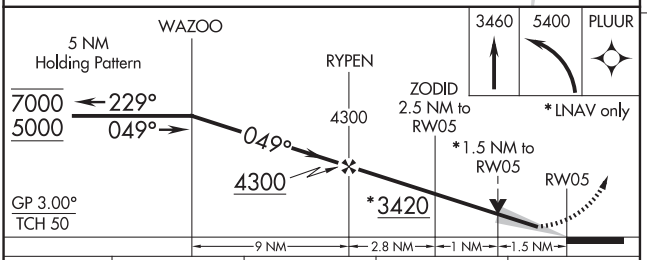
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20° C or above 54° C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cat C/D visibility to 1⅜ SM. †RVR 1800 authorized with use of FD or AP or HUD to DA.

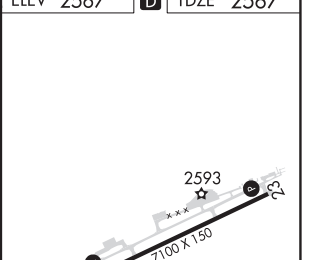
MALSR

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 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.675 | 123.95 290.55 | 122.8 (CTAF) L |




| 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) | |
| C CIRCLING | 3080-1 513 (600-1) | 3120-1 553 (600-1) | 3140-1½ 573 (600-1½) | 3420-2¾ 853 (900-2¾) |

REIL Rwy 23 L
HIRL Rwy 5-23 L



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NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 23

PULLMAN/MOSCOW RGNL (PUW)

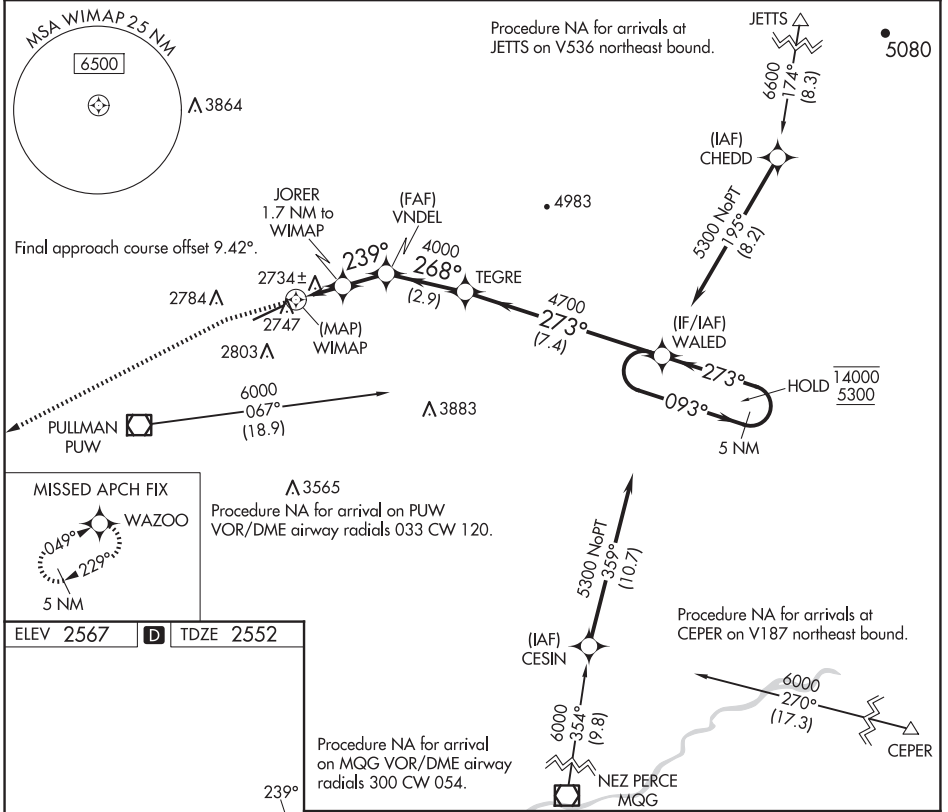
| APP CRS | Rwy Idg | 7100 |
|---|---|---|
| 239° | TDZE | 2552 |
| | Apt Elev | 2567 |

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 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.675 | 123.95 290.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3000-1 448 (500-1) | | 3000-1⅜ 448 (500-1⅜) | |

REIL Rwy 23 L
HIRL Rwy 5-23 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME PUW | APP CRS | Rwy Idg | 7100 |
|---|---|---|---|
| 117.15 | 027° | TDZE | 2567 |
| Chan 118 (Y) | | Apt Elev | 2567 |

# VOR RWY 5

## PULLMAN/MOSCOW RGNL (PUW)

DME required.

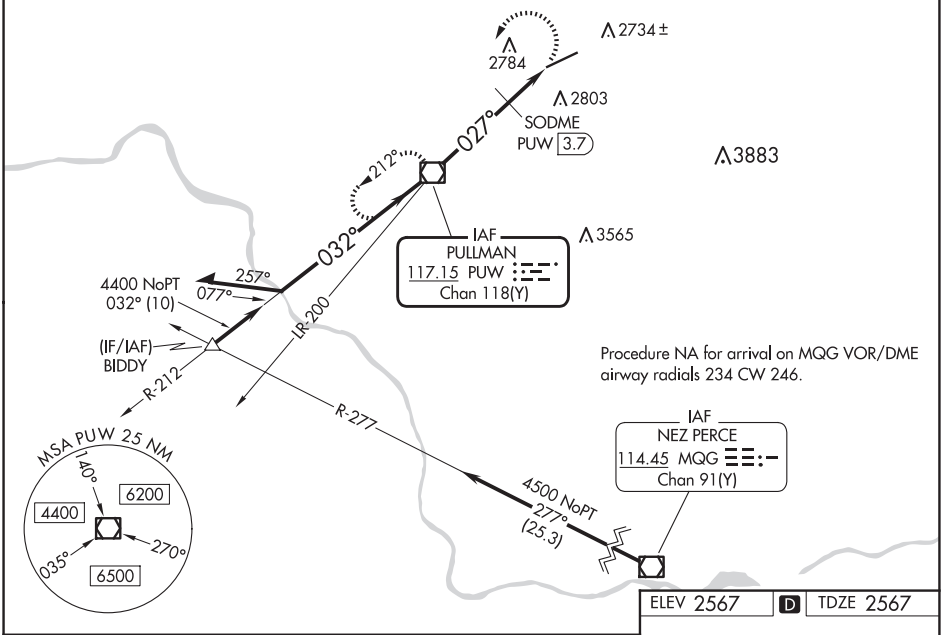
T Procedure NA at night.

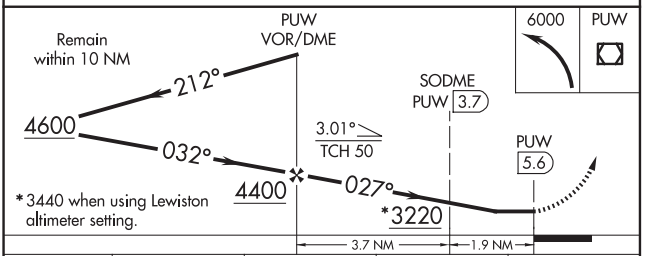
A Rwy 5 helicopter visibility reduction below 1 SM NA.
Inop table does not apply to S-5 and SODME fix minimums Cats A/B.
For inop ALS, increase S-5 SODME fix minimums Cat C/D visibility to 1⅜ SM.

MALSR

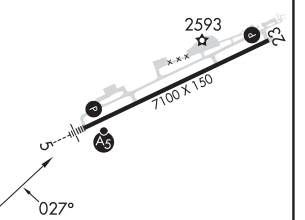
MISSED APPROACH: Climbing left turn to 6000 direct PUW VOR/DME and hold, continue climb-in-hold to 6000.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.675 | 123.95 290.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 3220/50 653 (700-1) | | 3220-1⅜ 653 (700-1⅜) | |
| C CIRCLING | 3220-1 653 (700-1) | | 3220-1⅞ 653 (700-1⅞) | 3420-2¾ 853 (900-2¾) |
| SODME FIX MINIMUMS | | | | |
| S-5 | 3040/50 473 (500-1) | | | |
| C CIRCLING | 3080-1 513 (600-1) | 3120-1 553 (600-1) | 3140-1½ 573 (600-1½) | 3420-2¾ 853 (900-2¾) |



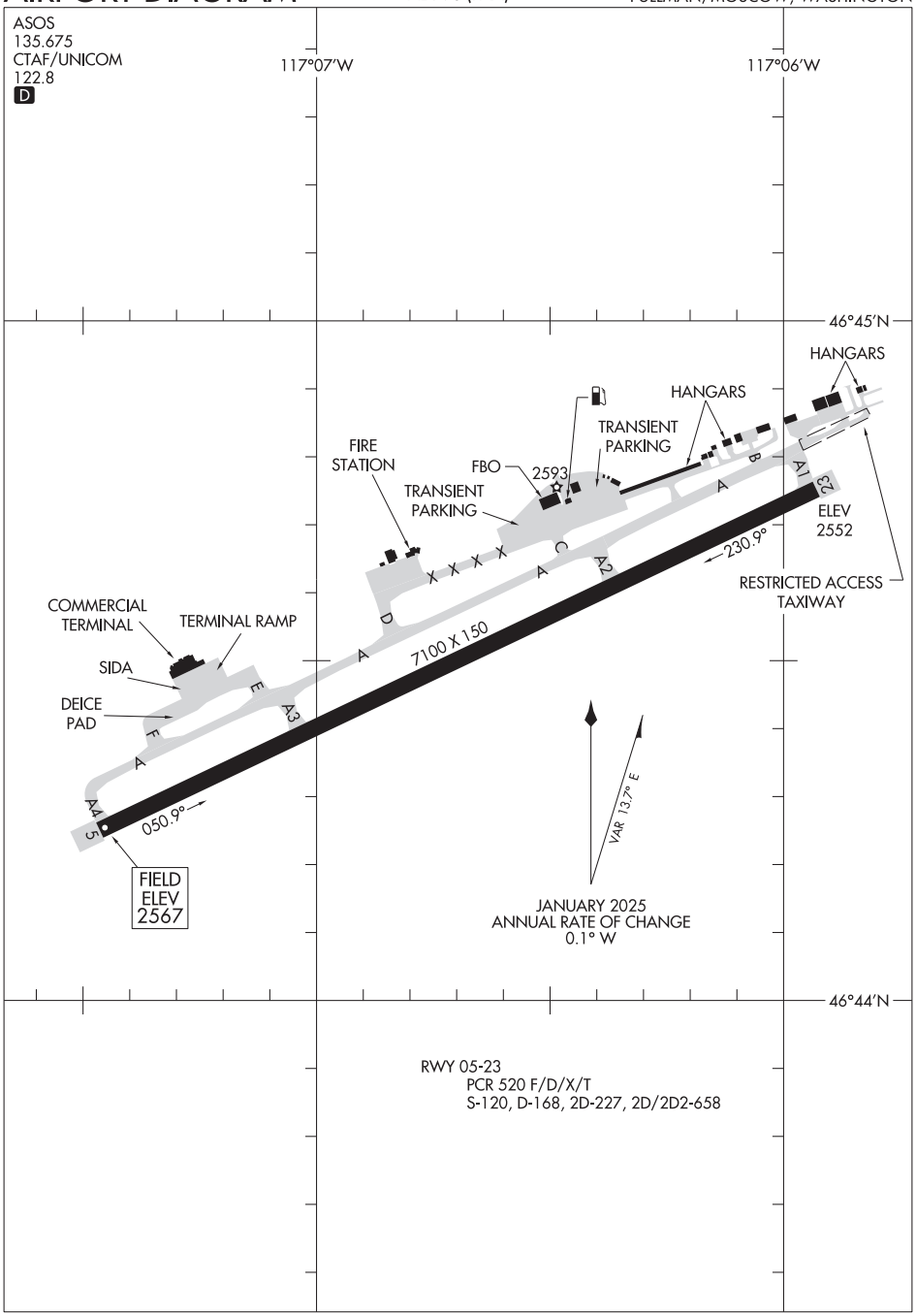

REIL Rwy 23 L
HIRL Rwy 5-23 L

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025





NW-1, 12 JUN 2025 to 07 AUG 2025

PUYALLUP, WASHINGTON | AL-9104 (FAA) | 25107

| WAAS | APP CRS | Rwy Idg | 3651 |
|---|---|---|---|
| CH 57938 | 346° | TDZE | 538 |
| W35A | | Apt Elev | 538 |

# RNAV (GPS) RWY 35

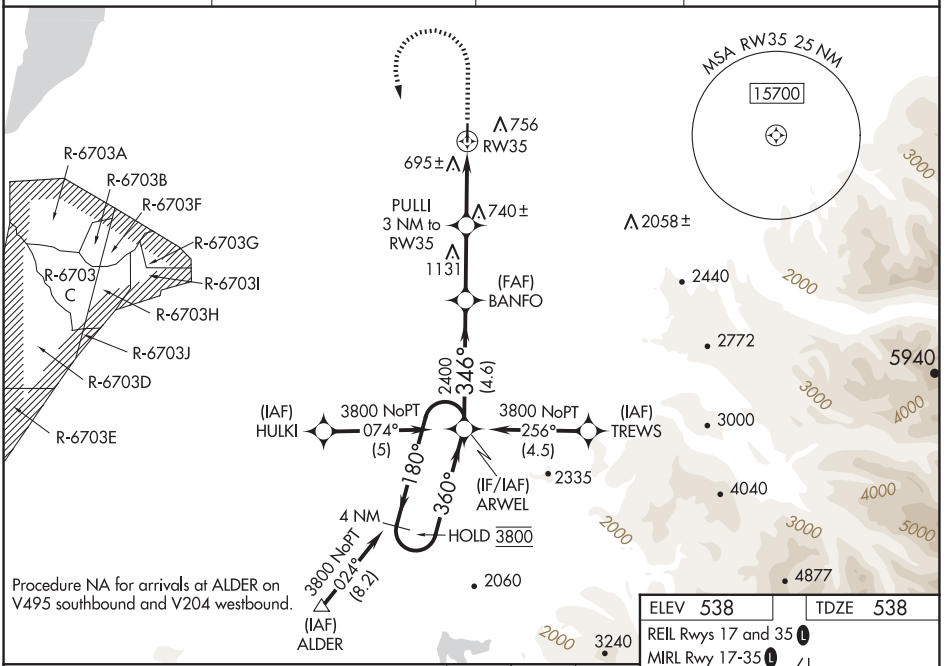
## PIERCE COUNTY/THUN FLD (PLU)

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.

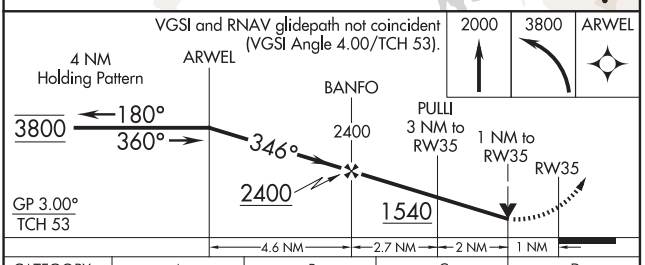
MISSED APPROACH: Climb to 2000 then climbing left turn to 3800 direct ARWEL and hold.

| AWOS-3 | SEATTLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.575 | 126.5 377.15 | 121.85 | 122.7 (CTAF) L |

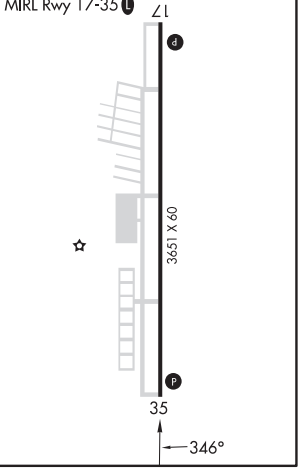



Procedure NA for arrivals at ALDER on V495 southbound and V204 westbound.

| ELEV 538 | TDZE 538 |
|---|---|
| REIL Rwys 17 and 35 L | |
| MIRL Rwy 17-35 L | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 911-1 373 (400-1) | | NA | |
| LNAV/VNAV DA | 1000-1⅜ 462 (500-1⅜) | | NA | |
| LNAV MDA | 1000-1 462 (500-1) | | NA | |
| C CIRCLING | 1080-1 542 (600-1) | | NA | |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 7008 |
|---|---|---|---|
| CH 93716 | 224° | TDZE | 6817 |
| W22A | | Apt Elev | 6817 |

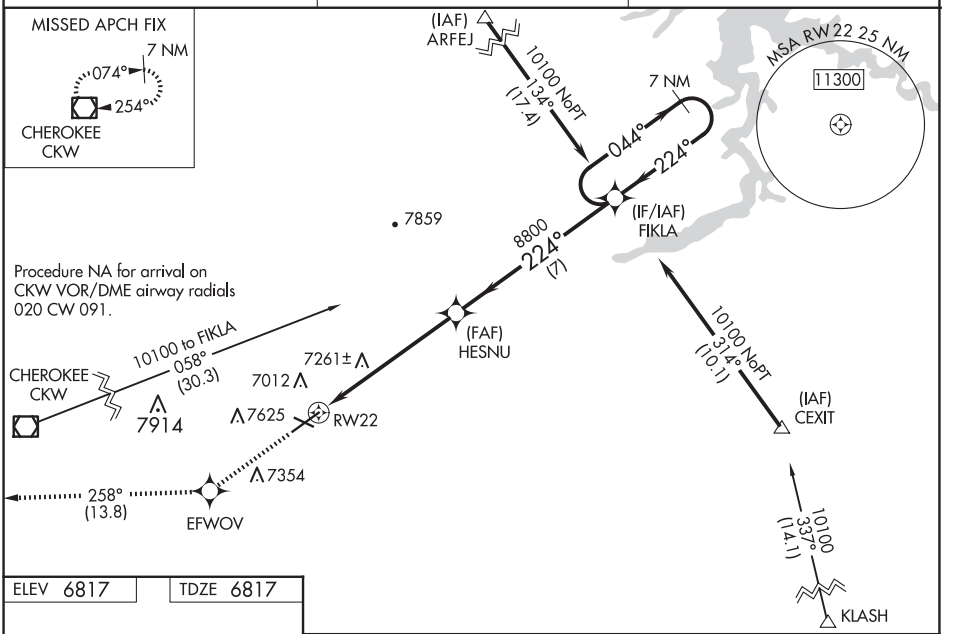
# RNAV (GPS) RWY 22

## RAWLINS MUNI/HARVEY FLD (RWL)

T A 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 ⅜ mile, and LNAV/VNAV visibility 1 mile; increase all MDA 100 feet and LNAV visibility Cat B ¼ mile, Cats C and D ½ mile, Circling visibility Cats B and C ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 11700 direct EFWOV and on track 258° to CKW VOR/DME and hold, continue climb-in-hold to 11700.

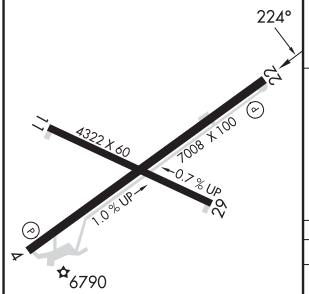
| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 118.525 | 132.1 254.35 | 123.0 (CTAF) L |



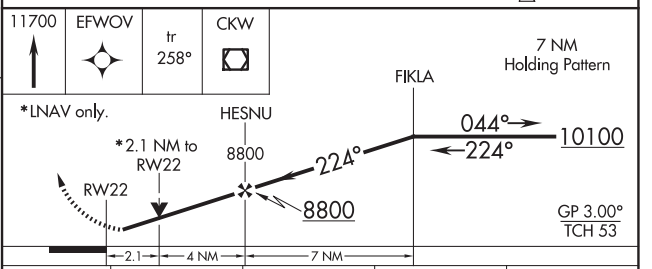

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

ELEV 6817 TDZE 6817




REIL Rwys 22 and 29 L
MIRL Rwys 4-22 and 11-29 L




| 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) | |
| C CIRCLING | 7520-1 703 (800-1) | 7540-1 723 (800-1) | 7660-2½ 843 (900-2½) | 7900-3 1083 (1100-3) |

REDMOND, OREGON | AL-345 (FAA) | 25163

| 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.

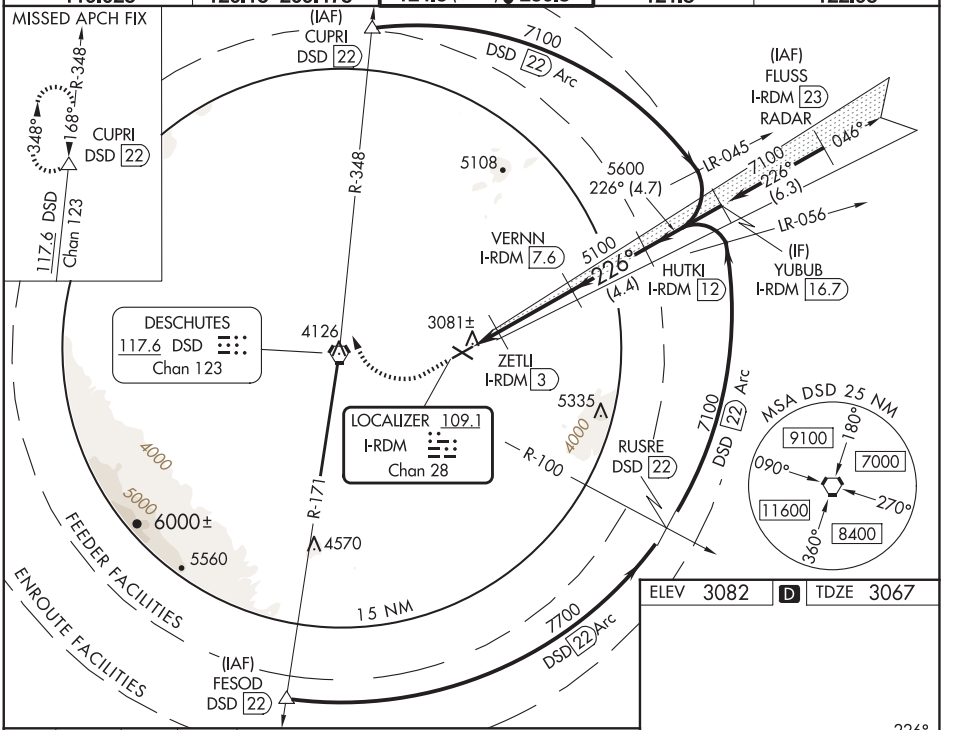
T A ❄ -17°C

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 ⅜ 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 ⅞ SM and increase S-LOC 23 Cats C/D/E visibility to 1⅜ SM. VDP NA when using Bend altimeter setting.

MALSR

MISSED APPROACH: Climb to 3700 then climbing right turn to 7000 on heading 320° and DSD VORTAC R-348 to CUPRI/DSD 22 DME and hold.

| ATIS | SEATTLE CENTER | REDMOND TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 126.15 269.475 | 124.5 (CTAF) L 256.8 | 121.8 | 122.95 |



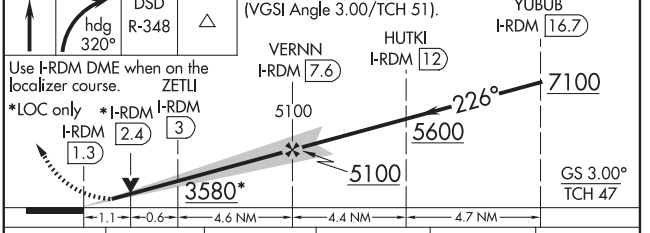

ELEV 3082 | D | TDZE 3067

| 3700 | 7000 | DSD | CUPRI |
|---|---|---|---|
| | hdg 320° | R-348 | △ |

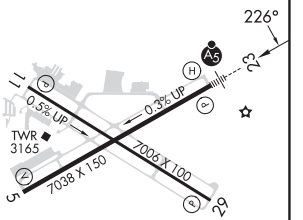
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 51).

Use I-RDM DME when on the localizer course.

*LOC only




| 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) | | |
| C 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 Rwys 5, 11, and 29 L
HIRL Rwy 5-23 L
MIRL Rwy 11-29 L

REDMOND, OREGON
Amdt 5B 14JUL22

44°15'N-121°09'W

ROBERTS FLD (RDM)

ILS or LOC RWY 23

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 5

ROBERTS FLD (RDM)

| APP CRS | Rwy Ldg | 7038 |
|---|---|---|
| 046° | TDZE | 3075 |
| | Apt Elev | 3082 |

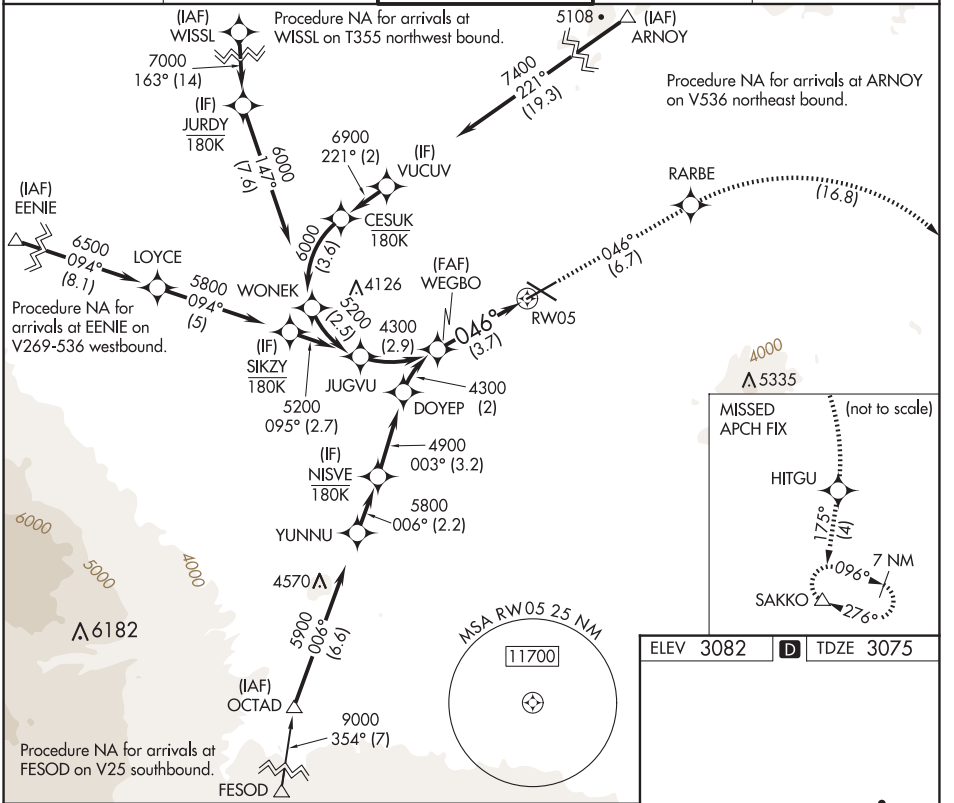
RNP AR APCH - GPS, RF. Authorization required. From ARNOY, EENIE, WISSL: min RNP 0.70.

For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C.

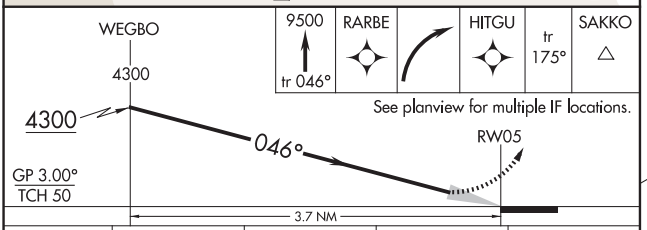
-17°C

MISSED APPROACH: Climb to 9500 on track 046° to RARBE right turn to HITGU and on track 175° to SAKKO and hold, continue climb-in-hold to 9500.

| ATIS | SEATTLE CENTER | REDMOND TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 126.15 269.475 | 124.5 (CTAF) L 256.8 | 121.8 | 122.95 |

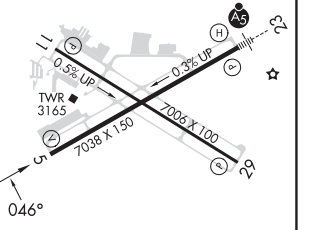



ELEV 3082 D TDZE 3075




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 3368-⅞ 293 (300-⅞) | | | |
| RNP 0.30 DA | 3574-1⅝ 499 (500-1⅝) | | | |

AUTHORIZATION REQUIRED




REIL Rwys 5, 11, and 29 L
HIRL Rwy 5-23 L
MIRL Rwy 11-29 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

REDMOND, OREGON | AL-345 (FAA) | 25163

# RNAV (RNP) Z RWY 23

ROBERTS FLD (RDM)

| APP CRS | Rwy Ldg | 7031 |
|---|---|---|
| 226° | TDZE | 3067 |
| | Apt Elev | 3082 |

RNP AR APCH - GPS, RF. Authorization required. From ARNOY: min RNP 0.70.

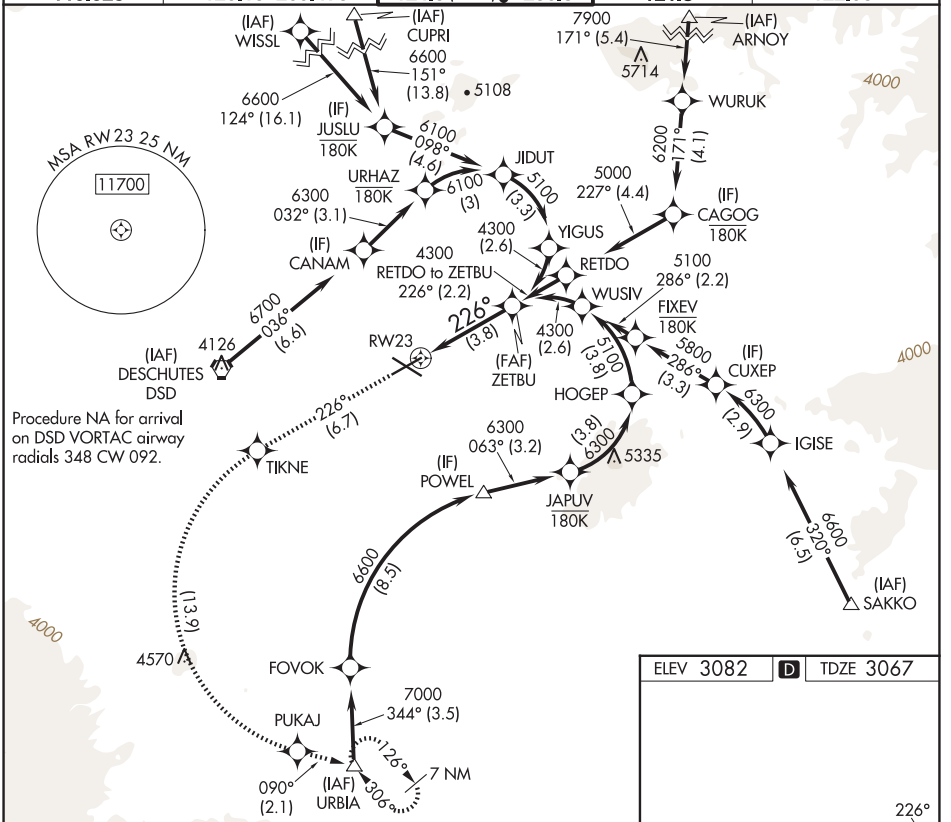
For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to ¾ SM. For inop ALS, increase RNP 0.30 all Cats visibility to 1⅜ SM.

-17°C

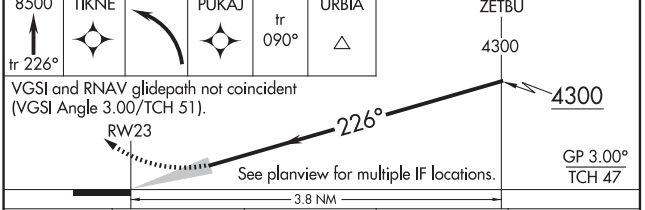
MALSR

MISSED APPROACH: Climb to 8500 on track 226° to TIKNE left turn to PUKAJ and on track 090° to URBIA and hold, continue climb-in-hold to 8500.

| ATIS | SEATTLE CENTER | REDMOND TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 126.15 269.475 | 124.5 (CTAF) L 256.8 | 121.8 | 122.95 |




| 8500 | TIKNE | | PUKAJ | tr 090° | URBIA |
|---|---|---|---|---|---|
| tr 226° | | | | | |

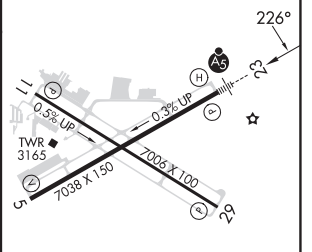



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 3322-½ 255 (300-½) | | | |
| RNP 0.30 DA | 3552-1 485 (500-1) | | | |

## AUTHORIZATION REQUIRED

ELEV 3082 | D | TDZE 3067




REIL Rwys 5, 11, and 29 L
HIRL Rwy 5-23 L
MIRL Rwy 11-29 L

REDMOND, OREGON
Amdt 2A 12JUN25

44°15'N-121°09'W

ROBERTS FLD (RDM)

RNAV (RNP) Z RWY 23

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 53514 | 108° | Rwy Ldg | 7006 |
| W11A | | TDZE | 3068 |
| | | Apt Elev | 3082 |

# RNAV (GPS) RWY 11

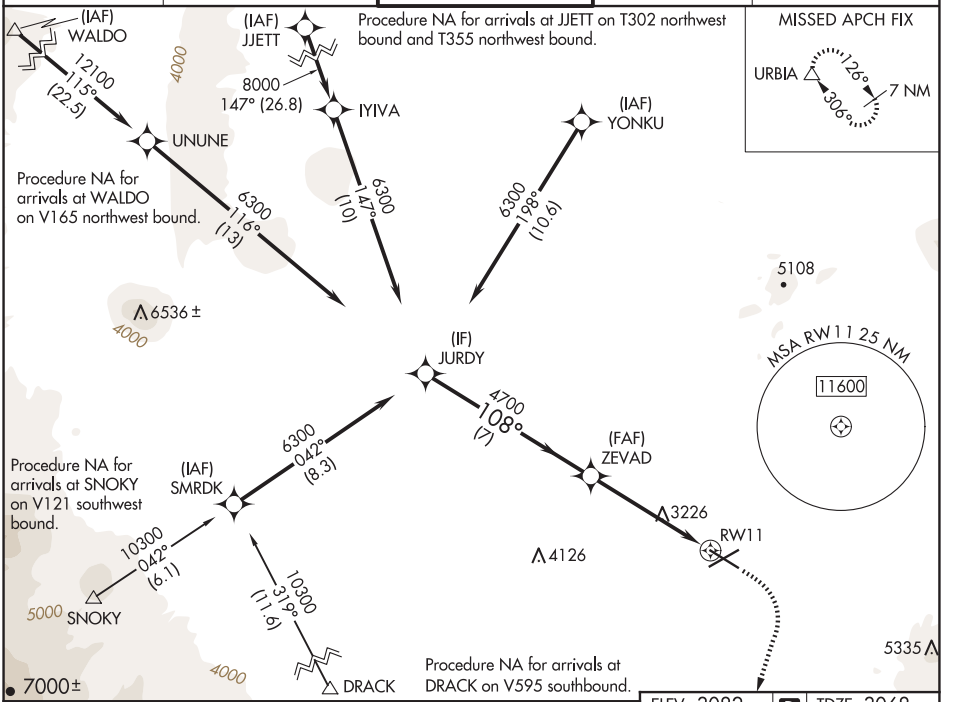
ROBERTS FLD (RDM)

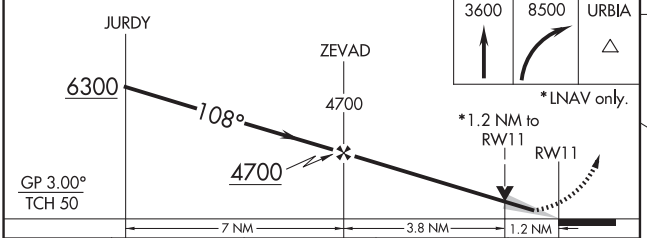
RNP APCH.

T A -17°C For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 3600 then climbing right turn to 8500 direct URBIA and hold, continue climb-in-hold to 8500.

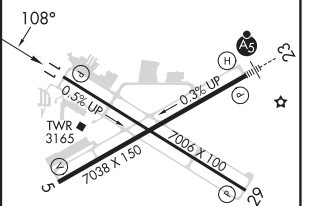
| ATIS | SEATTLE CENTER | REDMOND TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 126.15 269.475 | 124.5 (CTAF) L 256.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3268-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 3370-⅞ 302 (300-⅞) | | | |
| LNAV MDA | 3480-1 412 (400-1) | | 3480-1⅛ 412 (400-1⅛) | |
| C CIRCLING | 3540-1 458 (500-1) | 3560-1 478 (500-1) | 3640-1½ 558 (600-1½) | 3740-2 658 (700-2) |

ELEV 3082 D TDZE 3068




REIL Rwys 5, 11, and 29 L
HIRL Rwy 5-23 L
MIRL Rwy 11-29 L


NW-1, 12 JUN 2025 to 07 AUG 2025

REDMOND, OREGON | AL-345 (FAA) | 25163

| WAAS | APP CRS | Rwy Ldg | 7038 |
|---|---|---|---|
| CH 70514 | 046° | TDZE | 3075 |
| W05A | | Apt Elev | 3082 |

# RNAV (GPS) Y RWY 5

ROBERTS FLD (RDM)

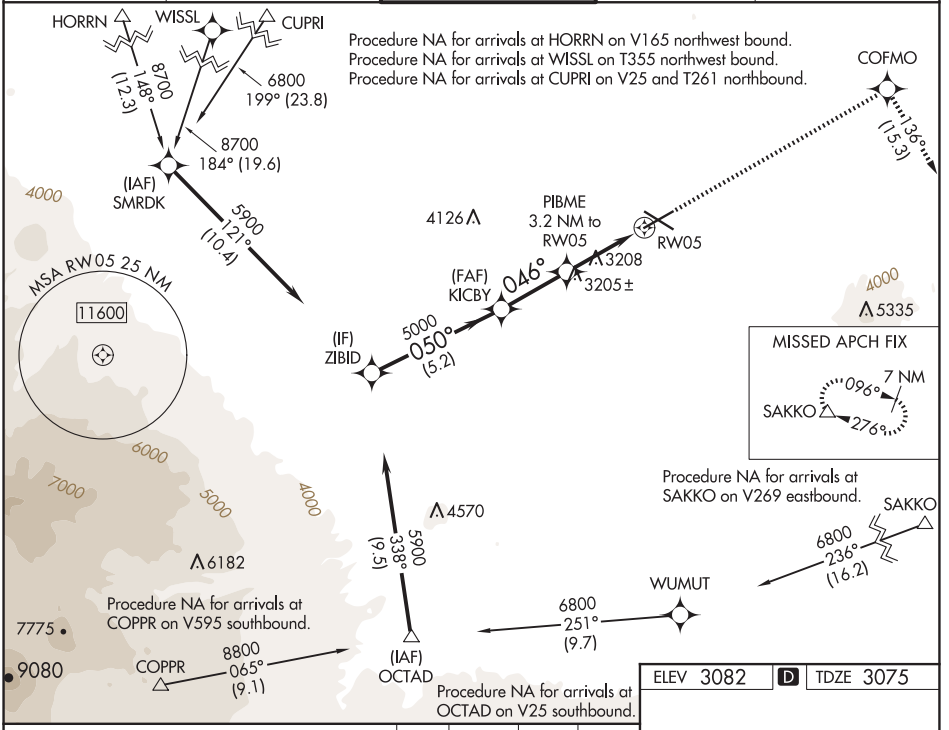
RNP APCH.

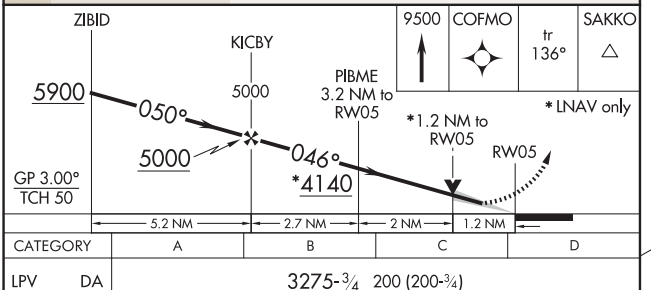
T A -17°C

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

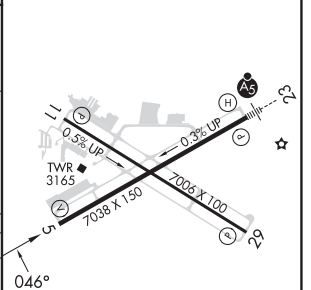
MISSED APPROACH: Climb to 9500 direct COFMO and on track 136° to SAKKO and hold, continue climb-in-hold to 9500.

| ATIS | SEATTLE CENTER | REDMOND TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 126.15 269.475 | 124.5 (CTAF) L 256.8 | 121.8 | 122.95 |




| 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) | | 3520-1⅜ 445 (500-1⅜) | |
| C CIRCLING | 3540-1 458 (500-1) | 3560-1 478 (500-1) | 3640-1½ 558 (600-1½) | 3740-2 658 (700-2) |




REIL Rwys 5, 11, and 29 L
HIRL Rwy 5-23 L
MIRL Rwy 11-29 L

REDMOND, OREGON
Amdt 3A 10SEP20

44°15′N-121°09′W

ROBERTS FLD (RDM)

RNAV (GPS) Y RWY 5

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 23

ROBERTS FLD (RDM)

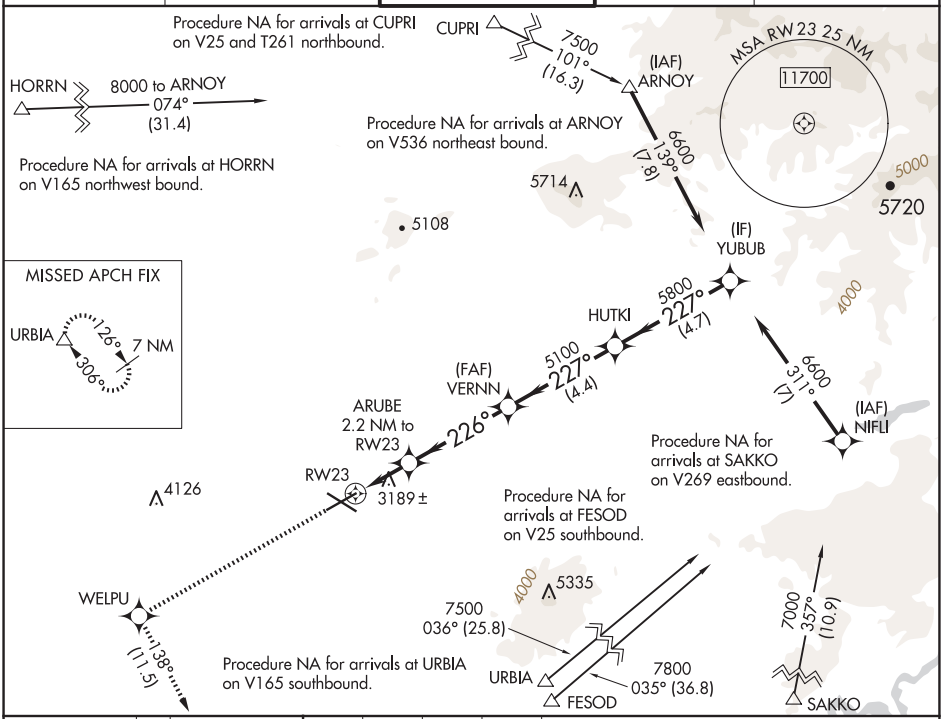
| WAAS | APP CRS | Rwy Ldg | 7031 |
|---|---|---|---|
| CH 82514 | 226° | TDZE | 3067 |
| W23A | | Apt Elev | 3080 |

T A -17°C — 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 ⅞ SM and LNAV Cat C/D visibility to 1 SM.

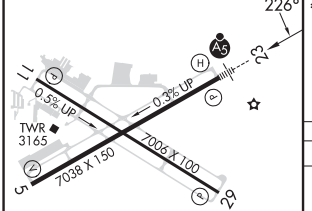
MALSR

MISSED APPROACH: Climb to 8500 direct WELPU and on track 138° to URBIA and hold, continue climb-in-hold to 8500.

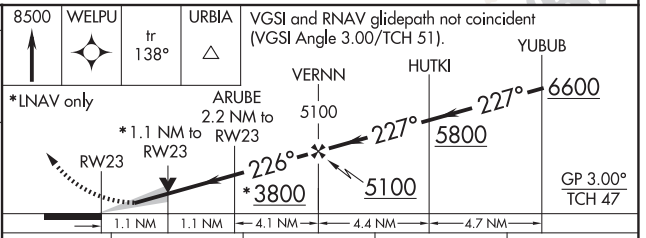
| ATIS | SEATTLE CENTER | REDMOND TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 126.15 269.475 | 124.5 (CTAF) L 256.8 | 121.8 | 122.95 |




ELEV 3080 D TDZE 3067




REIL Rwys 5, 11, and 29 L
HIRL Rwy 5-23 L
MIRL Rwy 11-29 L




| 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) | |
| C CIRCLING | 3540-1 460 (500-1) | 3560-1 480 (500-1) | 3640-1½ 560 (600-1½) | 3760-2¼ 680 (700-2¼) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

REDMOND, OREGON AL-345 (FAA) 25163

| APP CRS | Rwy Ldg | 7006 |
|---|---|---|
| 288° | TDZE | 3080 |
| | Apt Elev | 3080 |

# RNAV (GPS) Y RWY 29

ROBERTS FLD (RDM)

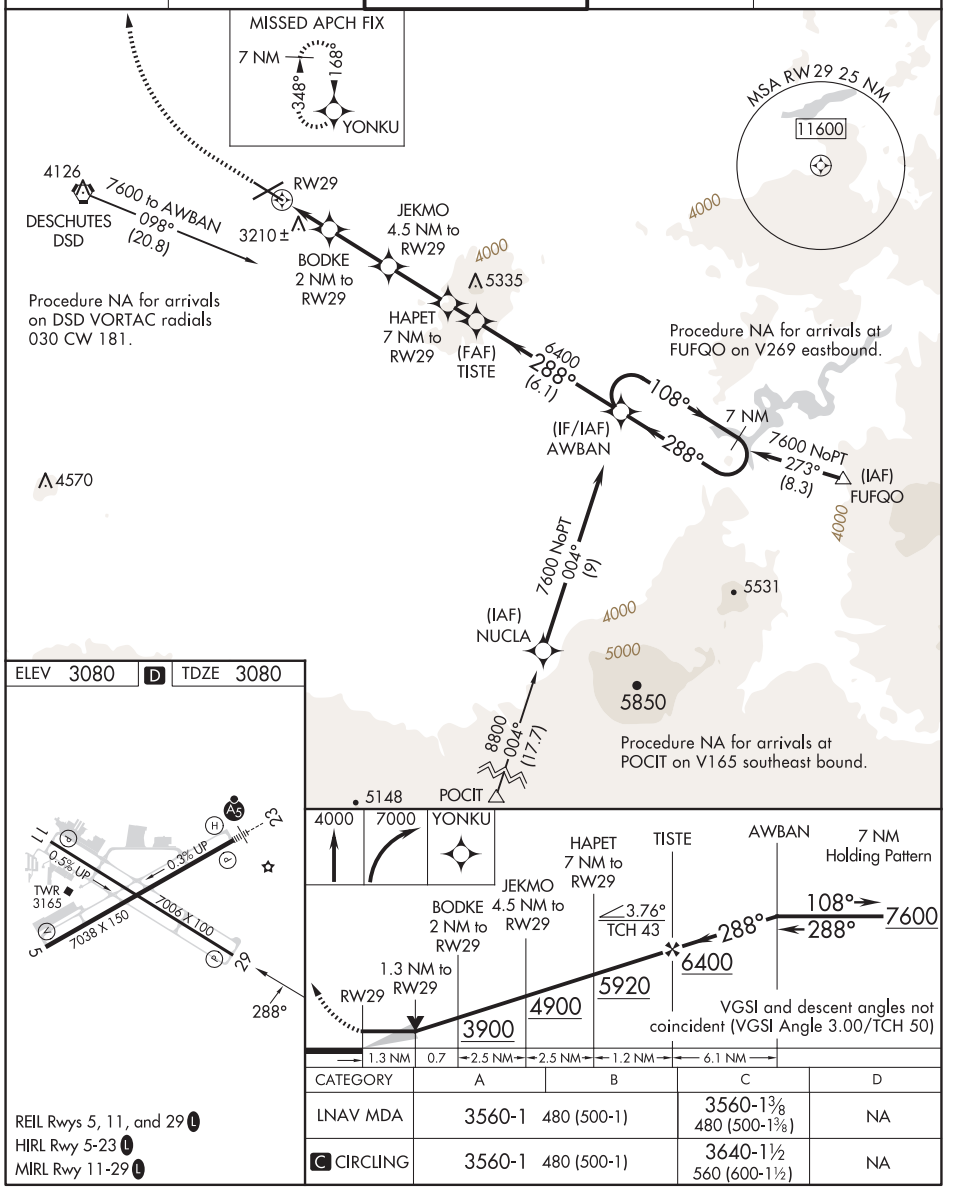
RNP APCH.

T

-17°C

MISSED APPROACH: Climb to 4000 then climbing right turn to 7000 direct YONKU and hold, continue climb-in-hold to 7000.

| ATIS | SEATTLE CENTER | REDMOND TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 126.15 269.475 | 124.5 (CTAF) L 256.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3560-1 | 480 (500-1) | 3560-1⅜ 480 (500-1⅜) | NA |
| C CIRCLING | 3560-1 | 480 (500-1) | 3640-1½ 560 (600-1½) | NA |

REIL Rwys 5, 11, and 29 L

HIRL Rwy 5-23 L

MIRL Rwy 11-29 L

REDMOND, OREGON

Amdt 2B 28FEB19

ROBERTS FLD (RDM)

44°15′N-121°09′W

RNAV (GPS) Y RWY 29



NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Z RWY 29

ROBERTS FLD (RDM)

| WAAS | APP CRS | Rwy Ldg | 7006 |
|---|---|---|---|
| CH 90214 | 288° | TDZE | 3082 |
| W29A | | Apt Elev | 3082 |

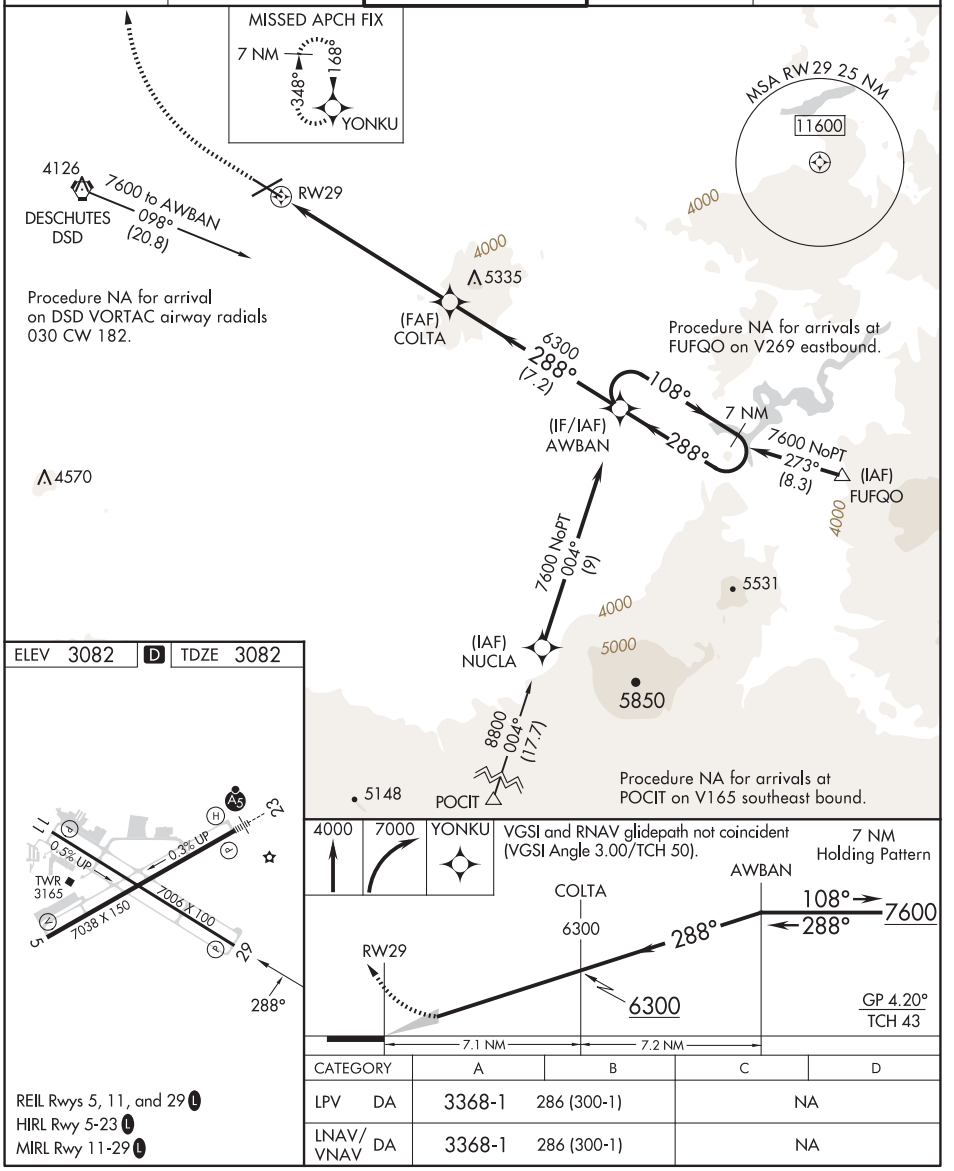
RNP APCH-GPS.

T A -17°C

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 43°C.

MISSED APPROACH: Climb to 4000 then climbing right turn to 7000 direct YONKU and hold, continue climb-in-hold to 7000.

| ATIS | SEATTLE CENTER | REDMOND TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 126.15 269.475 | 124.5 (CTAF) L 256.8 | 121.8 | 122.95 |










| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 3368-1 | 286 (300-1) | NA | |
| LNAV/VNAV | DA | 3368-1 | 286 (300-1) | NA | |

REIL Rwys 5, 11, and 29 L

HIRL Rwy 5-23 L

MIRL Rwy 11-29 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

REDMOND, OREGON | AL-345 (FAA) | 25163

| VORTAC DSD | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 117.6 | 071° | TDZE | N/A |
| Chan 123 | | Apt Elev | 3080 |

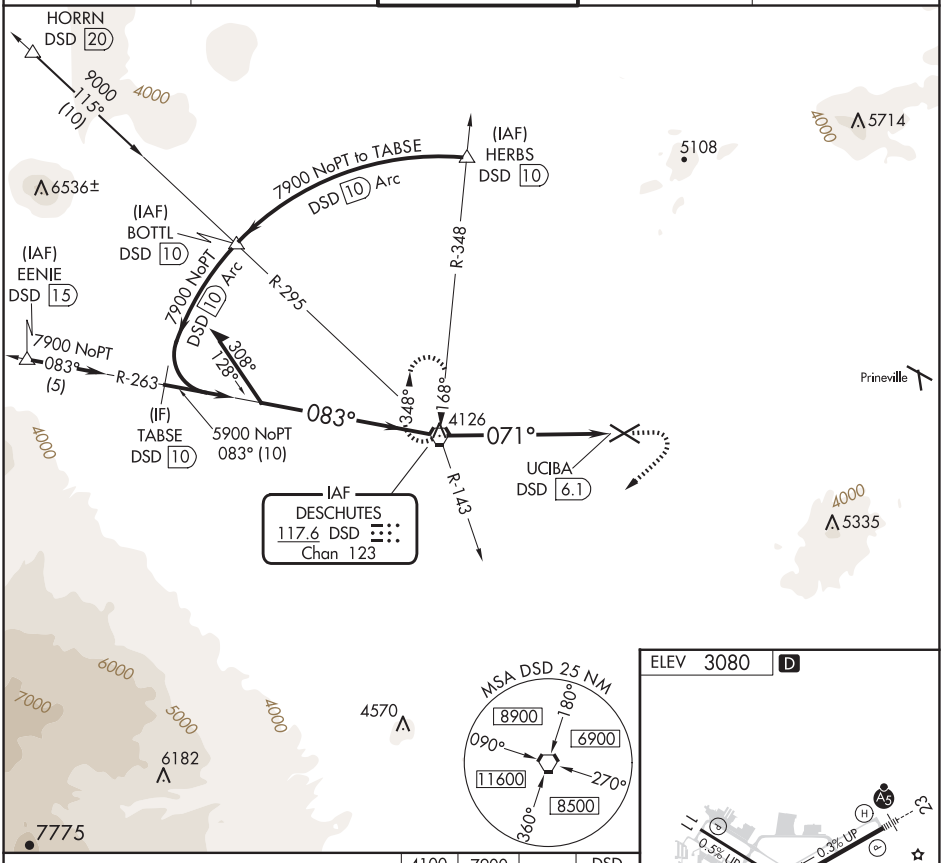
# VOR-A

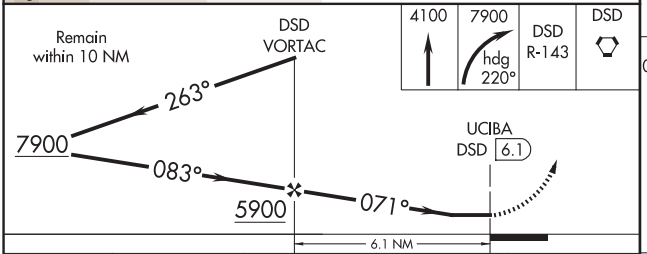
ROBERTS FLD (RDM)

T A -17°C — 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 | SEATTLE CENTER | REDMOND TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 126.15 269.475 | 124.5 (CTAF) L 256.8 | 121.8 | 122.95 |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 3660-1 | 580 (600-1) | 3660-1½ 580 (600-1½) | 3760-2¼ 680 (700-2¼) |

| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

REDMOND, OREGON
Amdt 6 24JUL14

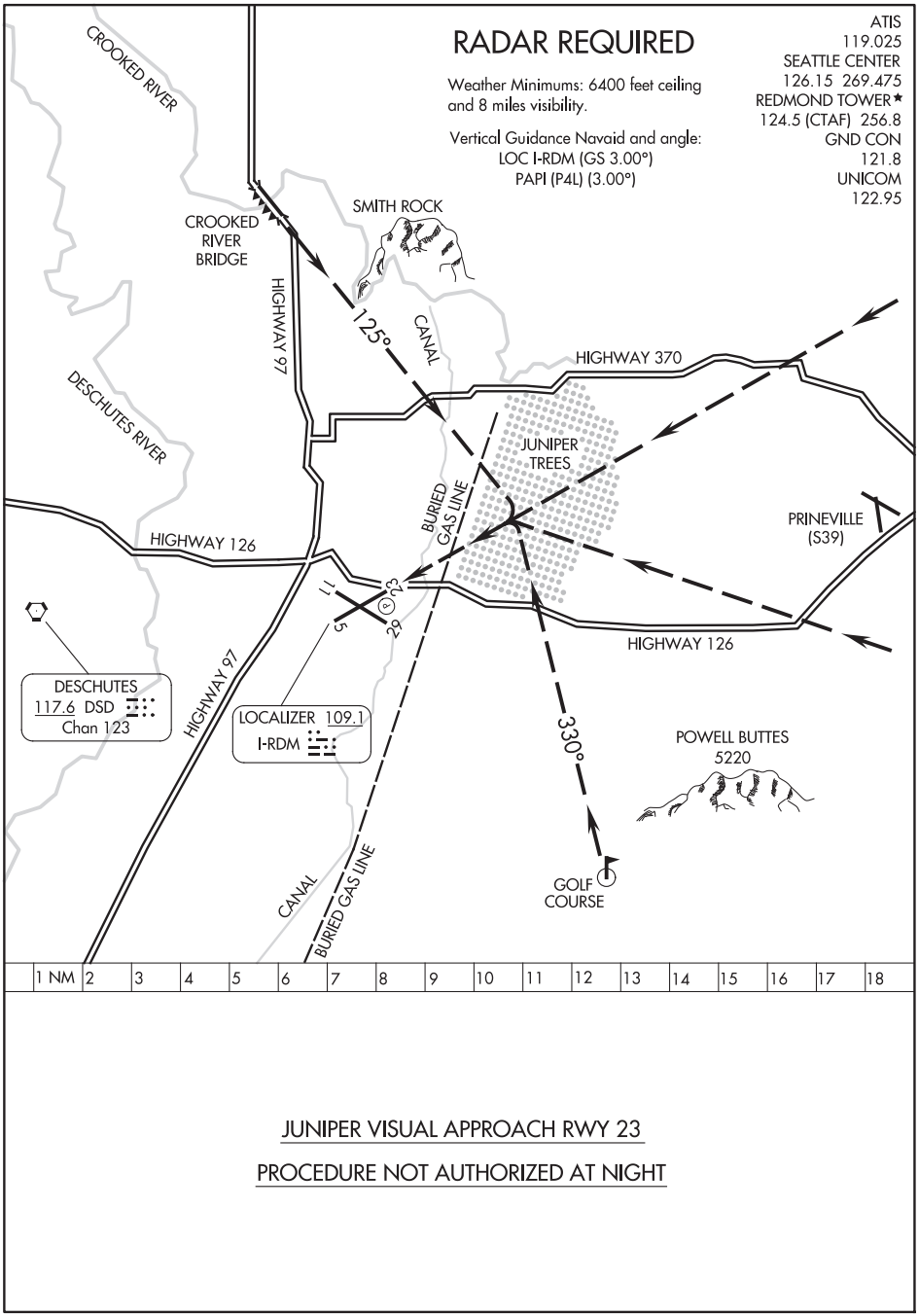
44°15′N-121°09′W

ROBERTS FLD (RDM)
VOR-A


NW-1, 12 JUN 2025 to 07 AUG 2025

# JUNIPER VISUAL RWY 23

ROBERTS FLD (RDM)
REDMOND, OREGON




JUNIPER VISUAL APPROACH RWY 23

PROCEDURE NOT AUTHORIZED AT NIGHT

JUNIPER VISUAL RWY 23

REDMOND, OREGON
ROBERTS FLD (RDM)



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

AL-345 (FAA)

ROBERTS FLD (RDM)
REDMOND, OREGON



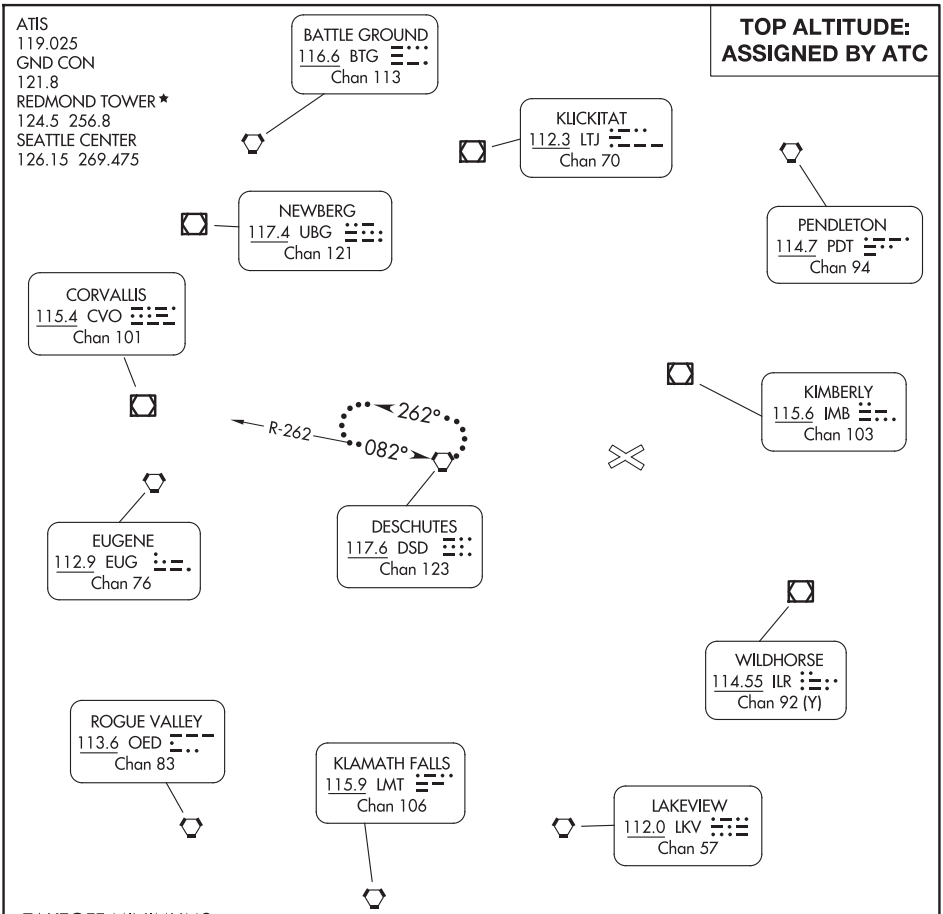

AIRPORT DIAGRAM

25107

REDMOND, OREGON
ROBERTS FLD (RDM)



NW-1, 12 JUN 2025 to 07 AUG 2025




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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

RENTON, WASHINGTON AL-5396 (FAA) 23222

| APP CRS | Rwy Idg | 4742 |
|---|---|---|
| 337° | TDZE | 30 |
| | Apt Elev | 32 |

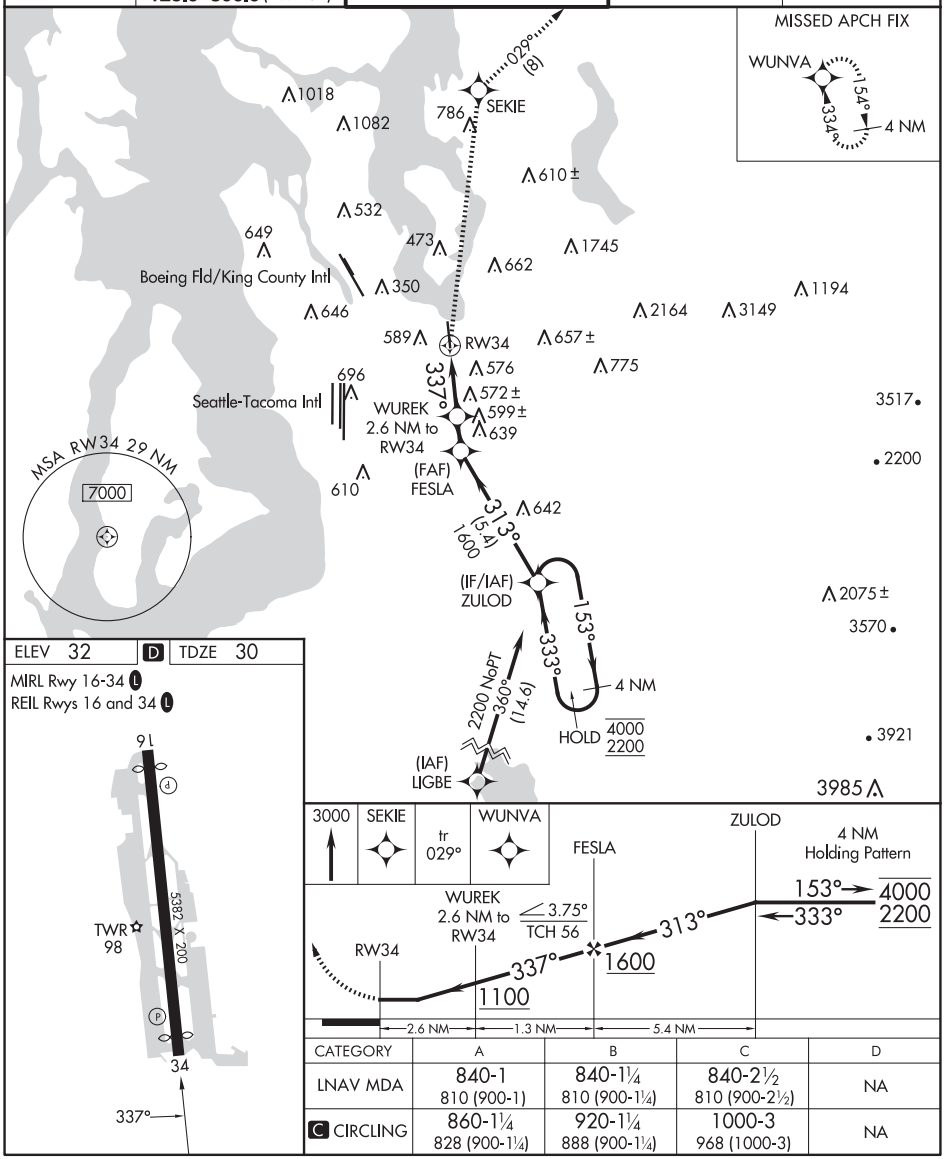
# RNAV (GPS) RWY 34
## RENTON MUNI (RNT)

RNP APCH-GPS.

Circling NA west of Rwy 16-34. Rwy 34 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 34 at night, Circling Rwy 34 at night, operational VGSI required, remain on or above VGSI glidepath until threshhold.

MISSED APPROACH: Climb to 3000 direct SEKIE and on track 029° to WUNVA and hold.

| ATIS | SEATTLE APP CON | RENTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.95 | 123.9 338.2 (RWY 16)<br>125.9 306.9 (RWY 34) | 124.7 (CTAF) L 256.9 | 121.6 256.9 | 122.95 |




ELEV 32 D TDZE 30

MIRL Rwy 16-34 L

REIL Rwys 16 and 34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1<br>810 (900-1) | 840-1¼<br>810 (900-1¼) | 840-2½<br>810 (900-2½) | NA |
| C CIRCLING | 860-1¼<br>828 (900-1¼) | 920-1¼<br>888 (900-1¼) | 1000-3<br>968 (1000-3) | NA |

RENTON, WASHINGTON
Amdt 1 24MAR22

47°30'N-122°13'W

RENTON MUNI (RNT)
RNAV (GPS) RWY 34

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 16

RENTON MUNI (RNT)

| APP CRS | Rwy Idg | 4742 |
|---|---|---|
| 157° | TDZE | 26 |
| | Apt Elev | 32 |

RNP APCH - GPS.

Rwy 16 helicopter visibility reduction below ¾ SM NA.
Circling NA west of Rwy 16-34. Circling Rwy 34 NA at night.

MISSED APPROACH: Climbing left turn to 2500 direct BLAKO and hold.

| ATIS | SEATTLE APP CON | RENTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.95 | 123.9 338.2 (RWY 16)<br>125.9 306.9 (RWY 34) | 124.7 (CTAF) L 256.9 | 121.6 256.9 | 122.95 |

Procedure NA for arrival on PAE VOR/DME airway radials 163 CW 236.

(IAF) PAINE PAE
2100 NoPT
158° (14.6)
(IAF) WUNVA
2100 NoPT
231° (8.6)
(IF/IAF) LUTSY
231°
HOLD 4000 2100
4 NM
051°
1600
157° (5.9)
1018
1082
786
(FAF) BLEIR
610±
532
AMILL
2.3 NM to TOYOL
473
514±
649
1745
662
350
1194
(MAP) TOYOL
646
2164
3149
589
657±
576
775
696
639
2200
610
642
4 NM
133°
313°
BLAKO
2075±
3570

MSA TOYOL 25 NM
7200

ELEV 32 D TDZE 26
157°
9L
5382 X 200
TWR 98
34

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

LUTSY
4 NM Holding Pattern
4000 2100
051°
231°
BLEIR
AMILL 2.3 NM to TOYOL
157°
3.00°
TCH 50
1600
920
TOYOL
2500
BLAKO
5.9 NM
2.1 NM
2.3 NM
0.4

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 780-1<br>754 (800-1) | 780-1¼<br>754 (800-1¼) | 780-2 754 (800-2) | |
| C CIRCLING | 860-1¼<br>828 (900-1¼) | 920-1¼<br>888 (900-1¼) | 1000-3<br>968 (1000-3) | NA |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

RENTON, WASHINGTON AL-5396 (FAA) 25163

| WAAS CH 93610 W16A | APP CRS 157° | Rwy Ldg 4742 TDZE 26 Apt Elev 32 |
|---|---|---|

# RNAV (GPS) Z RWY 16

RENTON MUNI (RNT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 2400 direct ZEBKU and hold.

| ATIS | SEATTLE APP CON | RENTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.95 | 123.9 338.2 (RWY 16) 125.9 306.9 (RWY 34) | 124.7 (CTAF) L 256.9 | 121.6 256.9 | 122.95 |

Procedure NA for arrival on PAE VOR/DME airway radials 163 CW 236.

(IAF) PAINE PAE

2100 NoPT 158° (14.6)

(IAF) WUNVA

2100 NoPT 231° (8.6)

(IF/IAF) LUTSY

231° 051° 4 NM

1018 1082 157° (6.4) 2000 786 610± 532 (FAF) WIBAT 473 649 662 1745 350 1194 646 RW16 2164 3149 589 657± 576 775 3508 696 639 2200 610 642 ZEBKU 130° 310° 4 NM

MSA RW16 25 NM 7000

ELEV 32 D TDZE 26

157° 9L 4 5382 X 200 TWR 98 P 34

MIRL Rwy 16-34 L

REIL Rwys 16 and 34 L

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 58).

2400 ZEBKU

4 NM Holding Pattern

LUTSY WIBAT

2100 051° 231° 157° 2000 RW16

GP 4.20° TCH 50

6.4 NM 4.3 NM

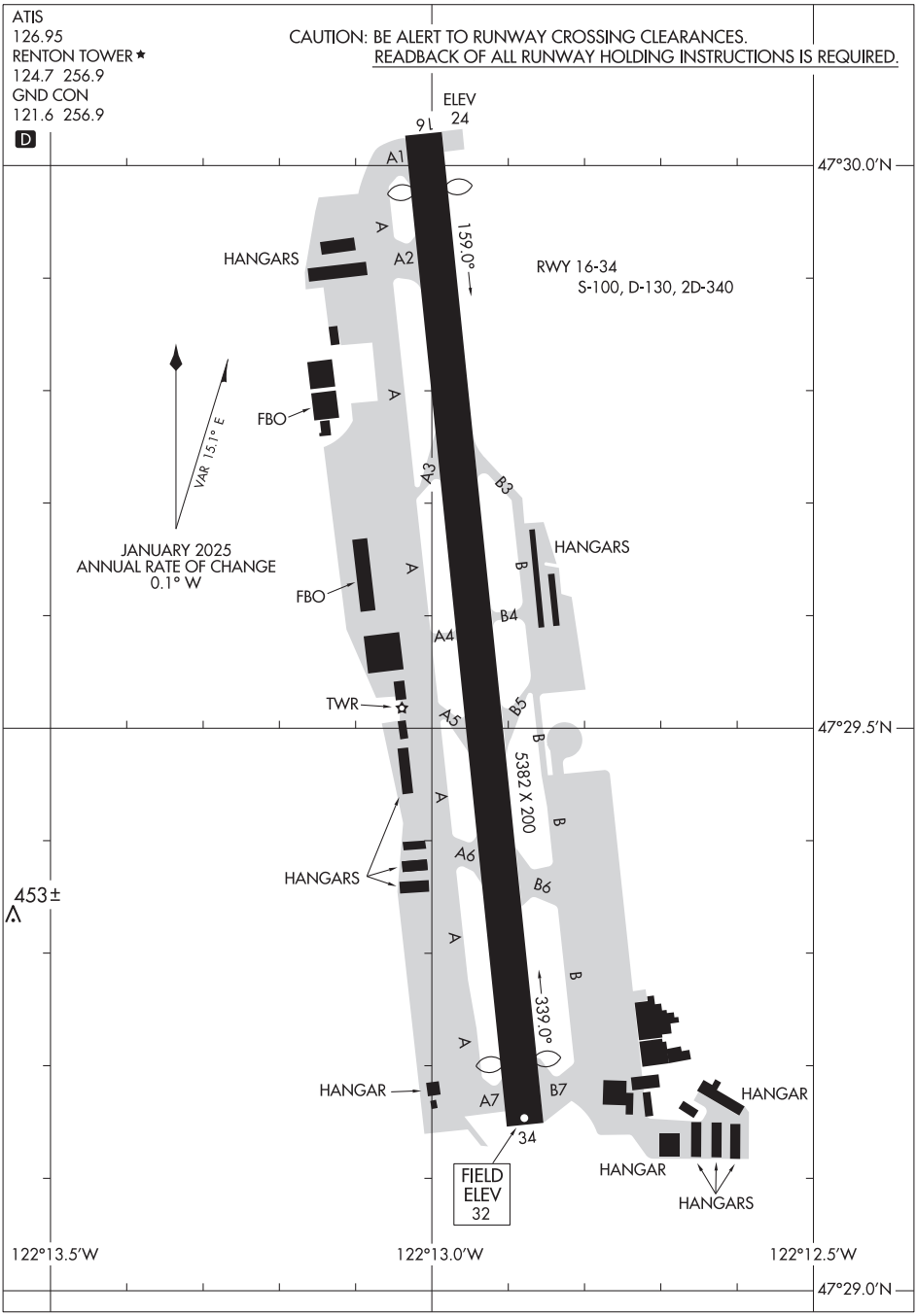
| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 526-1⅜ | 500 (500-1⅜) | NA | |
| LNAV/VNAV | DA | 668-1⅞ | 642 (700-1⅞) | NA | |



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

AL-5396 (FAA)






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(BELVU4.BELVU) 24193

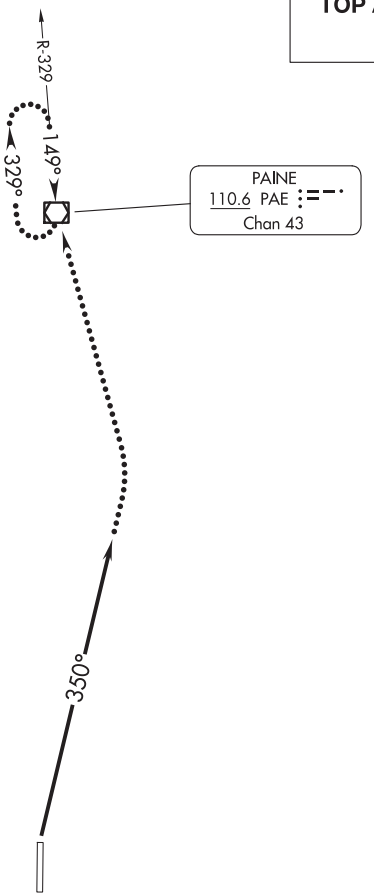
# BELLEVUE FOUR DEPARTURE

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.

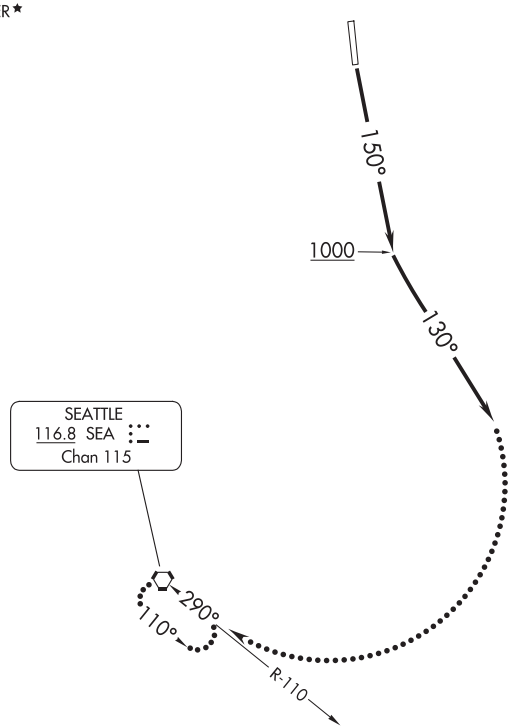


NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

REXBURG, IDAHO AL-5977 (FAA) 25163

# RNAV (GPS) RWY 35

REXBURG-MADISON COUNTY (RXE)

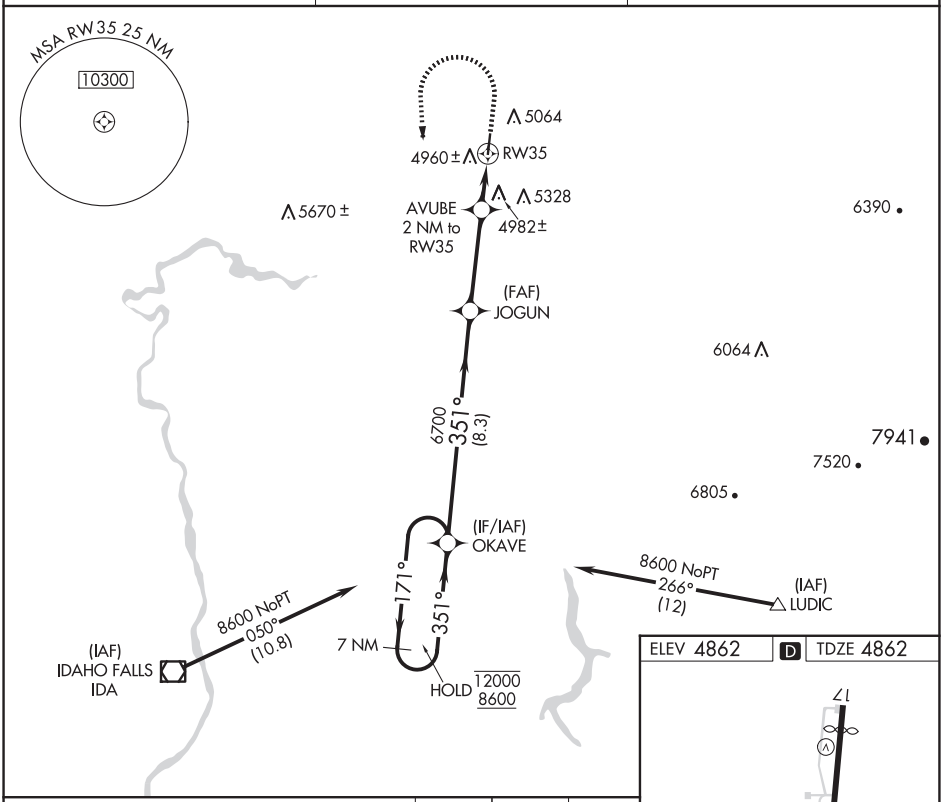
| APP CRS | Rwy Ldg | 3900 |
|---|---|---|
| 351° | TDZE | 4862 |
| | Apt Elev | 4862 |

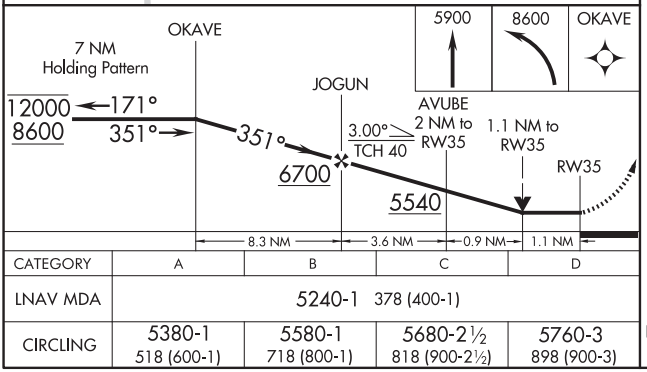
RNP APCH - GPS.

T A Rwy 35 helicopter visibility reduction below ¾ SM NA.

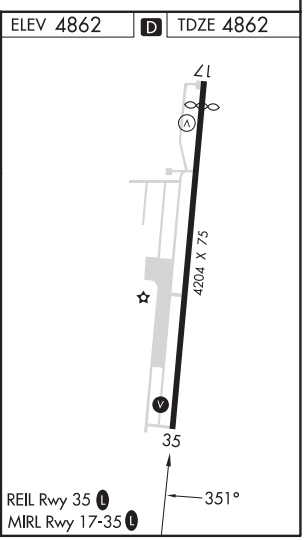
MISSED APPROACH: Climb to 5900 then climbing left turn to 8600 direct OKAVE and hold.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.075 | 128.35 239.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV 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) |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME IDA | APP CRS | Rwy Ldg | 3900 |
|---|---|---|---|
| 113.85 | 016° | TDZE | 4862 |
| Chan 85 (Y) | | Apt Elev | 4862 |

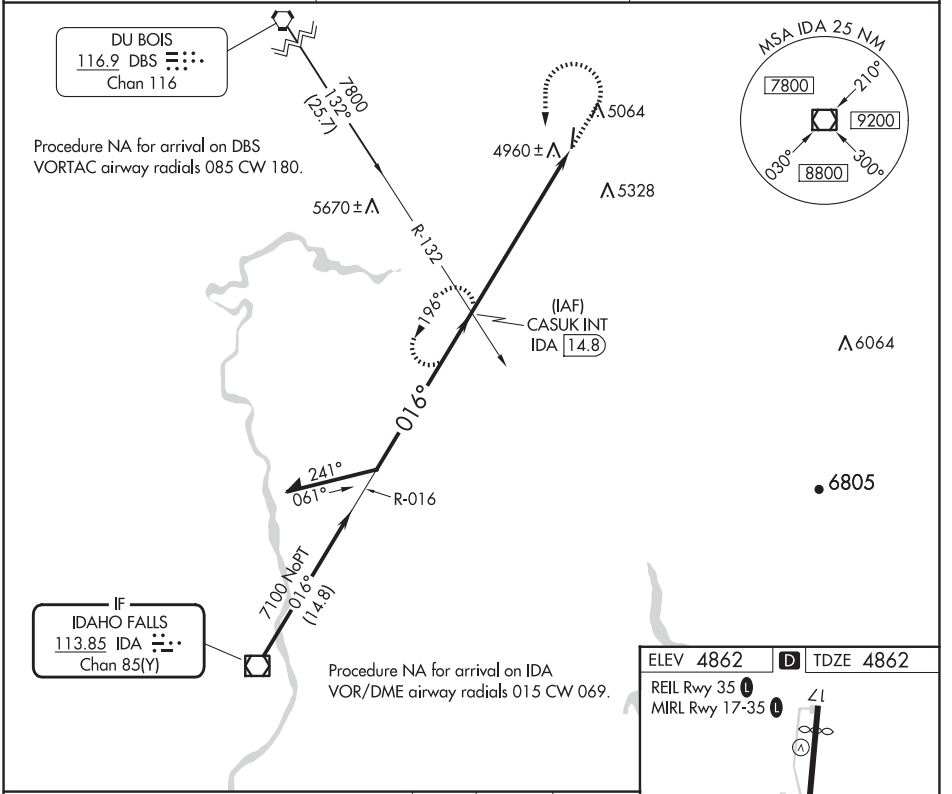
# VOR RWY 35

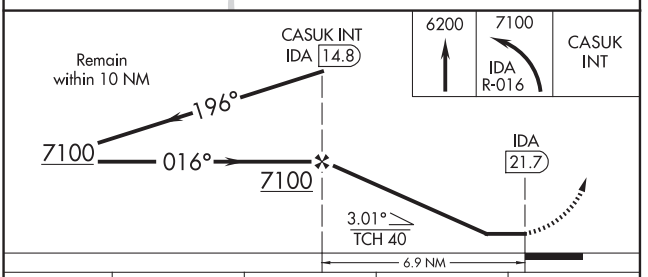
REXBURG-MADISON COUNTY (RXE)

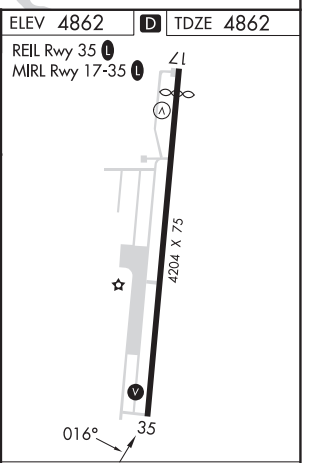
▼ Rwy 35 helicopter visibility reduction below 1 SM NA.
▲ Straight-in Rwy 35 NA at night, Circling Rwy 35 NA at night.

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 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.075 | 128.35 239.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 5680-1<br>818 (900-1) | 5680-1¼<br>818 (900-1¼) | 5680-2½ 818 (900-2½) | |
| C CIRCLING | 5680-1¼ 818 (900-1¼) | | 5680-2½<br>818 (900-2½) | 5760-3<br>898 (900-3) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:54 | 4:36 | 3:27 | 2:46 | 2:18 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

RICHLAND, WASHINGTON AL-5966 (FAA) 23334

# RNAV (GPS) RWY 26

RICHLAND (RLD)

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 77903 | 259° | Rwy Idg | 4001 |
| W26A | | TDZE | 389 |
| | | Apt Elev | 394 |

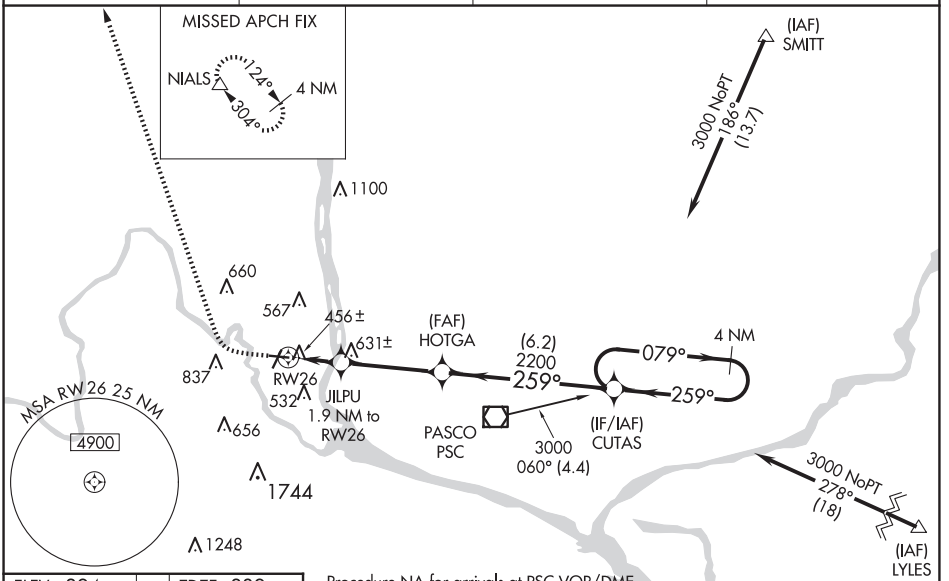
RNP APCH.

When local altimeter setting not received, use Pasco altimeter setting and increase all DA 21 feet and all MDA 40 feet and increase LNAV/VNAV Cats A and B visibility ⅛ mile, Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Pasco altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 41°C (107°F). Rwy 26 helicopter visibility reduction below ¾ SM NA.

NA

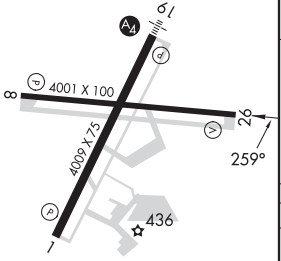
MISSED APPROACH: Climb to 900 then climbing right turn to 3500 direct NIALS and hold.

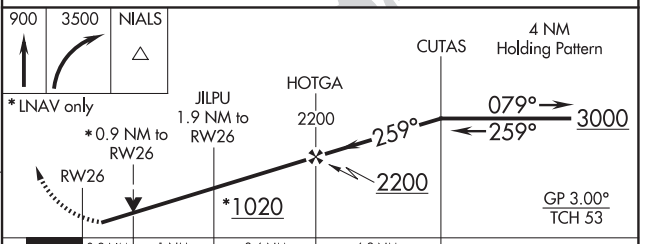
| AWOS-3PT | SPOKANE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.675 | 128.75 377.2 | 122.4 | 122.7 (CTAF) L |




| ELEV 394 | TDZE 389 |
|---|---|

Procedure NA for arrivals at PSC VOR/DME on V187 southwest bound and on V281 southeast bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 657-⅞ 268 (300-⅞) | | 657-1 268 (300-1) | |
| LNAV/VNAV DA | 639-¾ 250 (300-¾) | | 639-1 250 (300-1) | |
| LNAV MDA | 720-1 331 (400-1) | | | |
| C CIRCLING | 920-1 526 (600-1) | 1000-1 606 (700-1) | 1200-2¼ 806 (900-2¼) | 1940-3 1546 (1600-3) |

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 and 8-26 L



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# RNAV (GPS) Y RWY 19

RICHLAND (RLD)

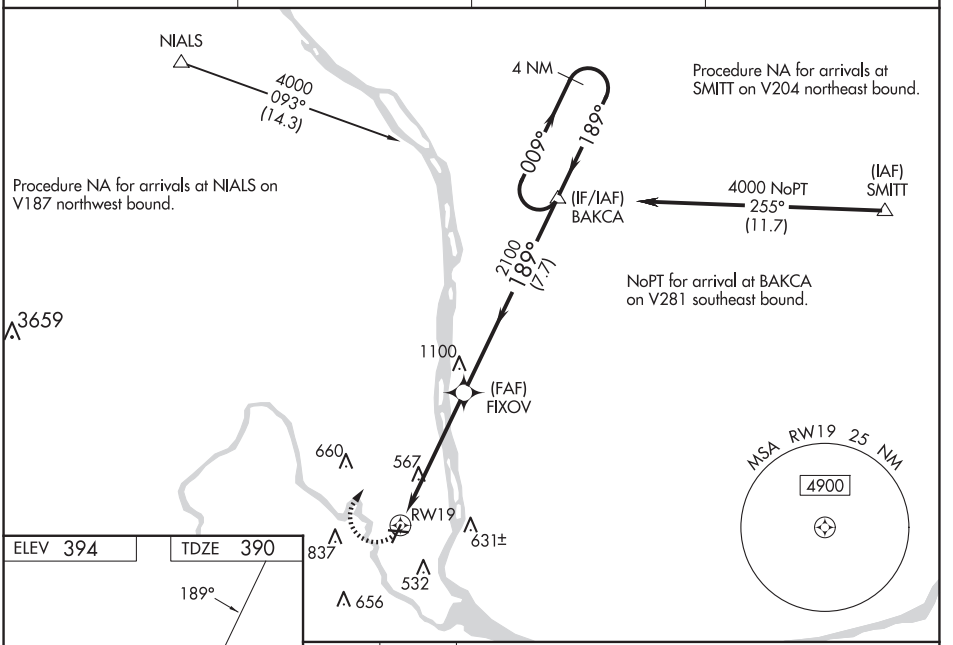
| APP CRS | Rwy Idg | 4009 |
|---|---|---|
| 189° | TDZE | 390 |
| | Apt Elev | 394 |

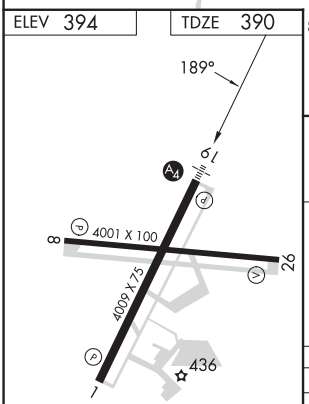
T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 41°C (106°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pasco altimeter setting and increase all DA 21 feet and all MDA 40 feet and increase LNAV Cat A visibility ¼ mile, Cat C and D ½ mile, and Circling Cat C visibility ¼ mile. For inop MALS increase LNAV/VNAV Cat D visibility to 1⅝ mile, LNAV Cat C and D visibility to 2½ mile. When using Pasco altimeter setting increase LNAV/VNAV all Cats visibility to 1¾ mile, LNAV Cat C and D visibility to 2½ mile. VDP and Baro-VNAV NA when using Pasco altimeter setting. Helicopter visibility reduction below ¾ SM NA.

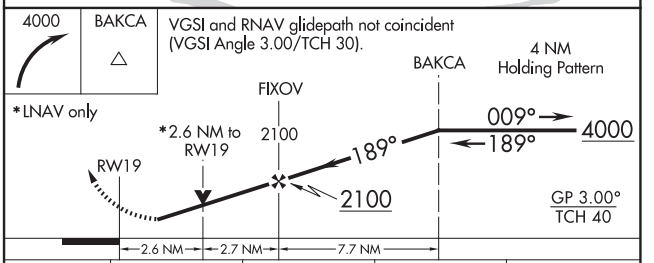
MALS

MISSED APPROACH: Climbing right turn 4000 direct BAKCA and hold, continue climb-in-hold to 4000.

| AWOS-3PT | SPOKANE APP CON * | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.675 | 128.75 377.2 | 122.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 861-1⅜ 471 (500-1⅜) | | | |
| LNAV MDA | 1240-¾ 850 (900-¾) | 1240-1 850 (900-1) | 1240-2 850 (900-2) | |
| C CIRCLING | 1240-1¼ 846 (900-1¼) | | 1240-2½ 846 (900-2½) | 1940-3 1546 (1600-3) |

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 and 8-26 L



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| APP CRS | Rwy Idg | 4009 |
|---|---|---|
| 189° | TDZE | 390 |
| | Apt Elev | 394 |

# RNAV (GPS) Z RWY 19

RICHLAND (RLD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 41°C (106°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pasco altimeter setting and increase all DA 21 feet and all MDA 40 feet. Increase LNAV Cats C and D visibility ⅛ mile and Circling Cat C ¼ mile. For inop MALS increase LNAV/VNAV all Cats visibility to ⅞ mile and increase LNAV Cat D visibility to 1⅜ mile. Helicopter visibility reduction below ¾ SM NA. VDP and Baro/VNAV NA when using Pasco altimeter setting. For inoperative MALS when using Pasco altimeter setting increase LNAV/VNAV all Cats visibility to ⅞ and LNAV Cats C and D visibility to 1½.

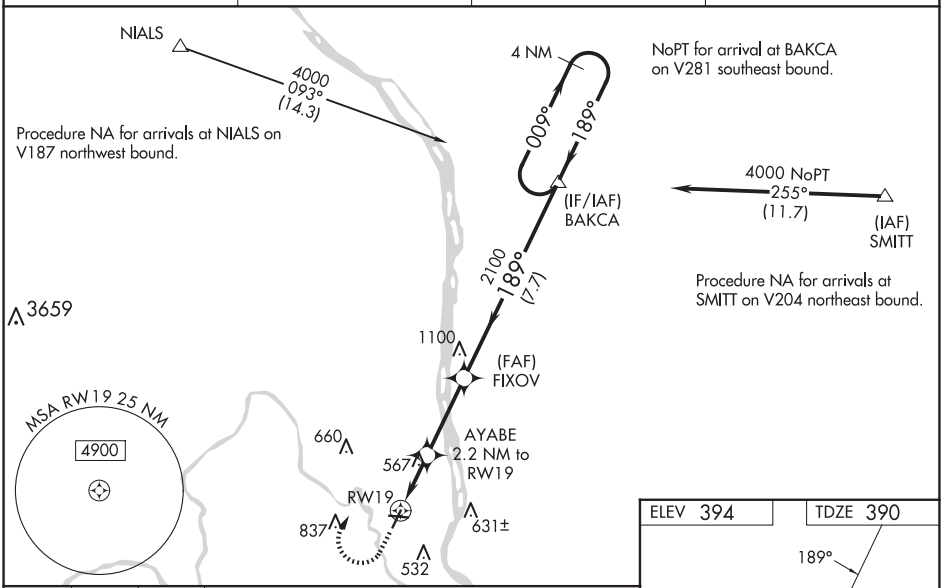
# Missed approach requires minimum climb of 340 feet per NM to 2000; if unable to meet climb gradient see RNAV (GPS) Y Rwy 19.

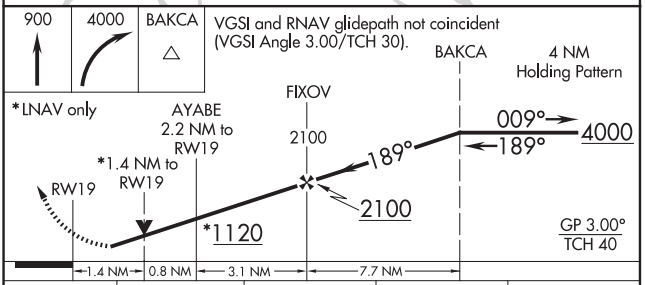
NA

MALS

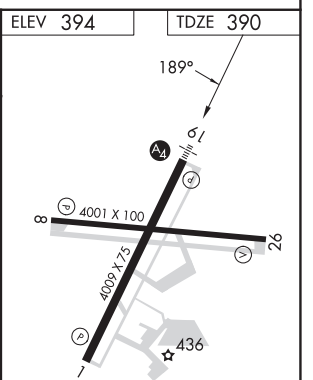
MISSED APPROACH: Climb to 900 then climbing right turn to 4000 direct BAKCA and hold, continue climb-in-hold to 4000.

| AWOS-3PT | SPOKANE APP CON * | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.675 | 128.75 377.2 | 122.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | #640-¾ 250 (300-¾) | | | |
| LNAV MDA | #880-¾ 490 (500-¾) | | #880-1⅛ 490 (500-1⅛) | |
| C CIRCLING | 920-1 526 (600-1) | 1000-1 606 (700-1) | 1200-2¼ 806 (900-2¼) | 1940-3 1546 (1600-3) |




REIL Rwys 1 and 19 L

MIRL Rwy 1-19 and 8-26 L



NW-1, 12 JUN 2025 to 07 AUG 2025

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| LOC/DME I-RLD | APP CRS | Rwy Idg | 4009 |
|---|---|---|---|
| 110.5 | 189° | TDZE | 390 |
| Chan 42 | | Apt Elev | 394 |

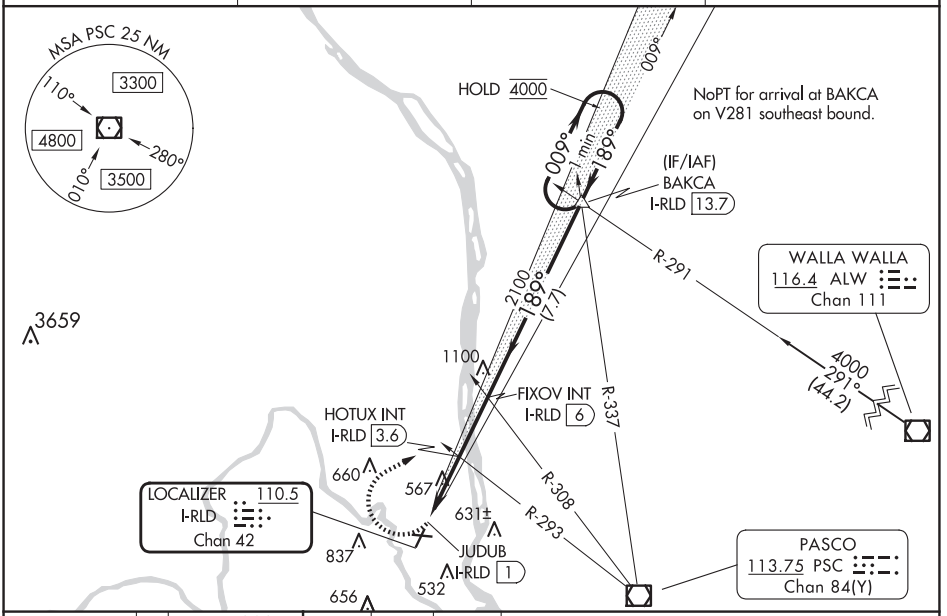
# LOC RWY 19
RICHLAND (RLD)

Rwy 19 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-19 Cat C. For inop ALS increase HOTUX fix minimums S-19 Cat D visibility ¼ SM.

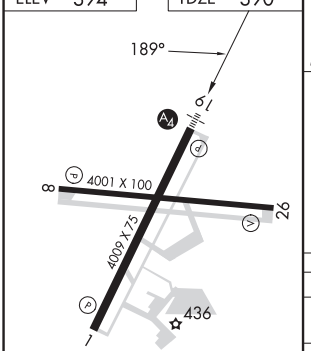
MALS

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.

| AWOS-3PT | SPOKANE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.675 | 128.75 377.2 | 122.4 | 122.7 (CTAF) L |




ELEV 394 TDZE 390



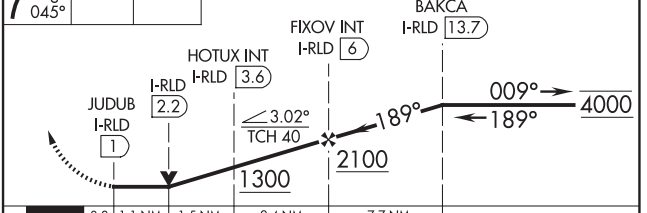

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 and 8-26 L

| 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).

One Minute Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 1300-1 910 (1000-1) | | 1300-2½ 910 (1000-2½) | |
| C CIRCLING | 1300-1¼ 906 (1000-1¼) | | 1300-2¾ 906 (1000-2¾) | 1940-3 1546 (1600-3) |
| HOTUX FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-19 | 880-¾ 490 (500-¾) | | 880-1⅛ 490 (500-1⅛) | |
| C CIRCLING | 920-1 526 (600-1) | 1000-1 606 (700-1) | 1200-2¼ 806 (900-2¼) | 1940-3 1546 (1600-3) |



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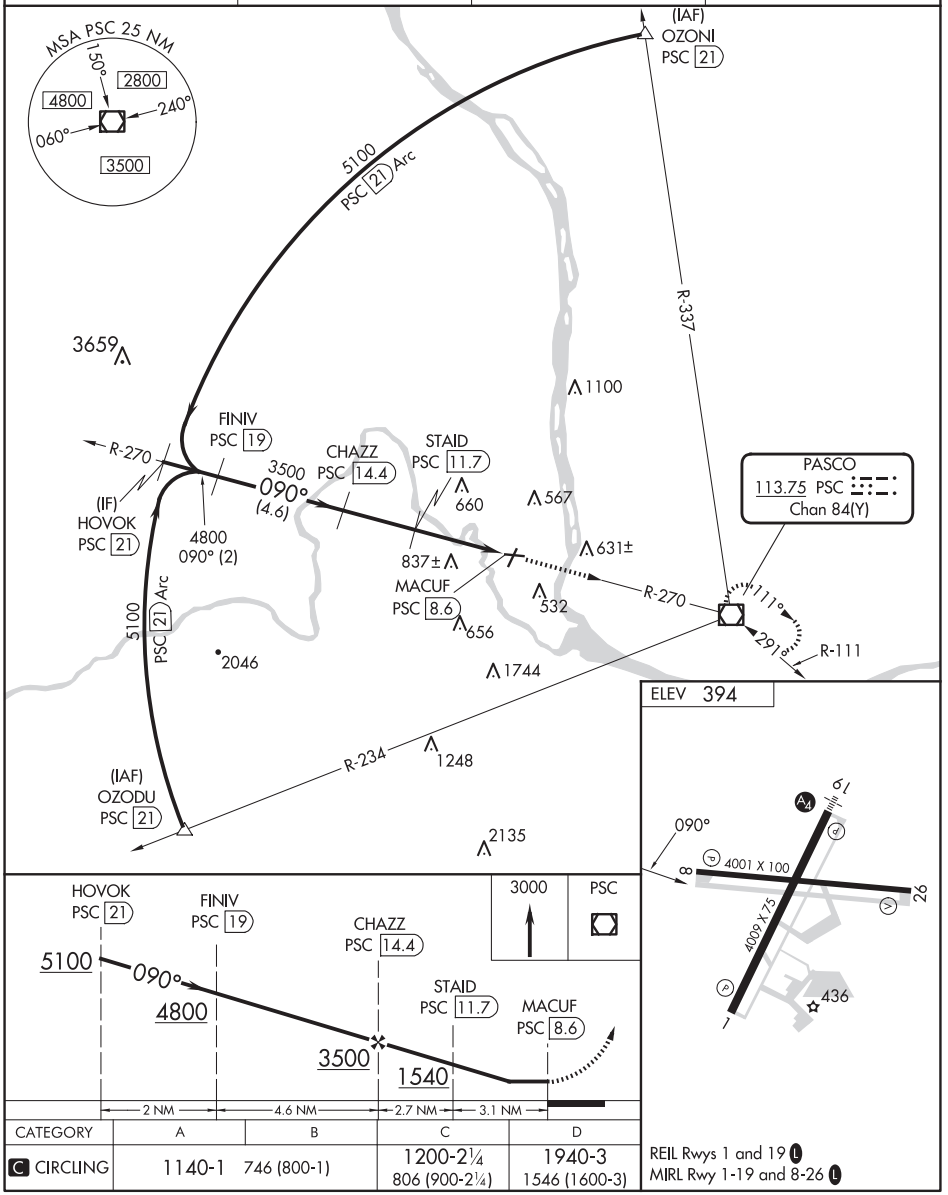
| VOR/DME PSC | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.75 | 090° | TDZE | N/A |
| Chan 84(Y) | | Apt Elev | 394 |

# 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 | SPOKANE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.675 | 128.75 377.2 | 122.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1140-1 | 746 (800-1) | 1200-2¼ | 1940-3 |
| | | | 806 (900-2¼) | 1546 (1600-3) |

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 and 8-26 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC I-RIW | APP CRS | Rwy Idg | 8204 |
|---|---|---|---|
| 110.5 | 284° | TDZE | 5459 |
| | | Apt Elev | 5516 |

# ILS or LOC RWY 28

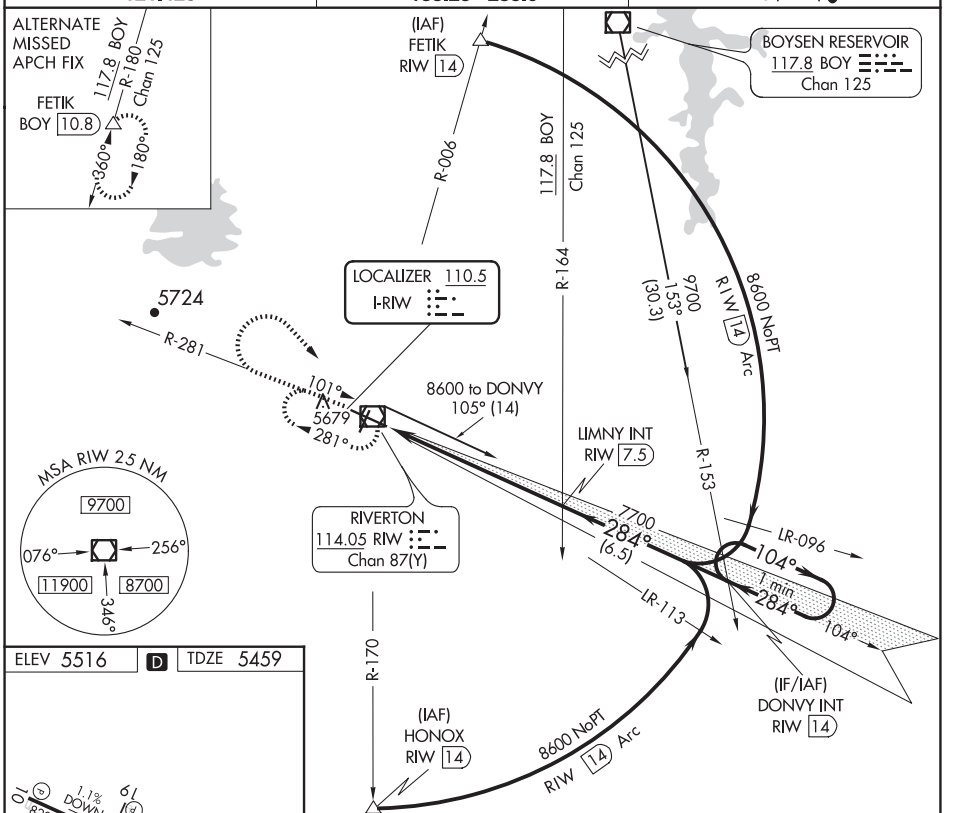
CENTRAL WYOMING RGNL (RIW)

T NA — When local altimeter setting not received, use Lander altimeter setting: increase DA to 5713 feet; increase all MDA 60 feet and S-LOC 28 Cat C and D visibility ¼ mile. For inop MALSR, when using Lander altimeter setting, increase S-ILS 28 all Cats visibility to ⅞ mile and S-LOC 28 Cat C and D visibility to 1⅜ mile. VDP NA when using Lander altimeter setting.

MALSR

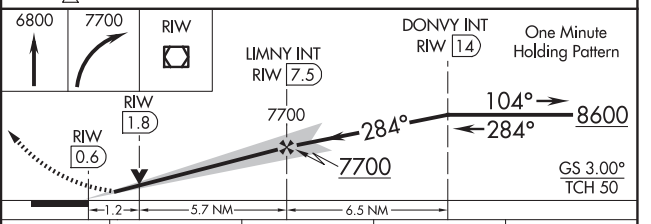
MISSED APPROACH: Climb to 6800 then climbing right turn to 7700 direct RIW VOR/DME and hold, continue climb-in-hold to 7700.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 121.425 | 133.25 285.6 | 122.8 (CTAF) L |










REIL Rwys 1, 10 and 19 L
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L

FAF to MAP 6.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:54 | 4:36 | 3:27 | 2:46 | 2:18 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | 5659-½ 200 (200-½) | | | |
| S-LOC 28 | 5880-½ 421 (400-½) | | 5880-¾ 421 (400-¾) | |
| C CIRCLING | 6000-1 484 (500-1) | | 6000-1½ 484 (500-1½) | 6120-2 604 (700-2) |



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# RNAV (GPS) RWY 10

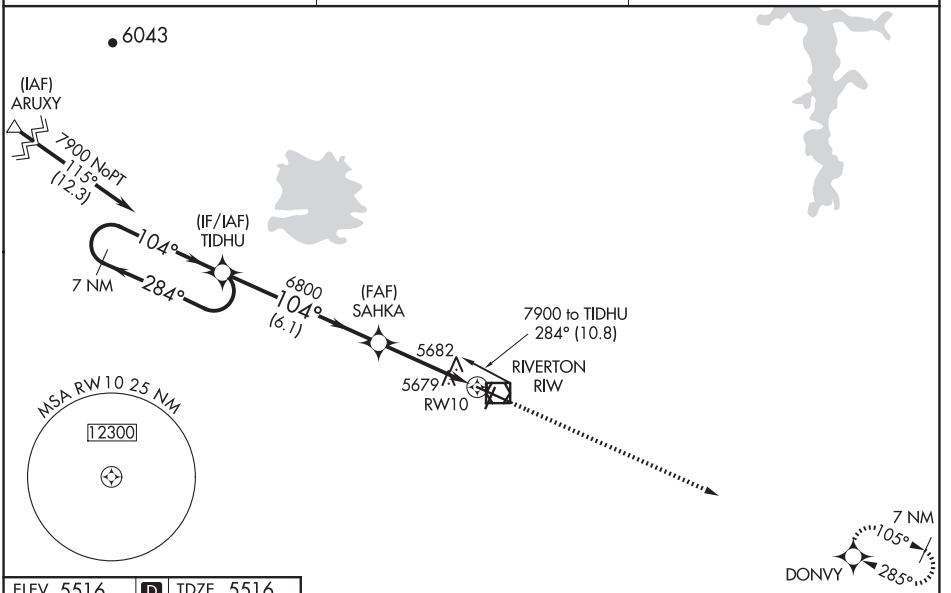
## CENTRAL WYOMING RGNL (RIW)

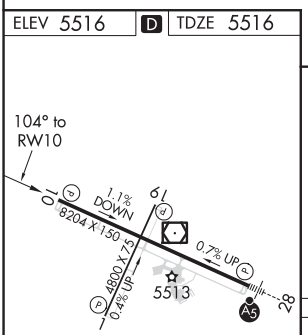
| WAAS | APP CRS | | |
|---|---|---|---|
| CH 42899 W10A | 104° | Rwy Idg | 8204 |
| | | TDZE | 5516 |
| | | Apt Elev | 5516 |

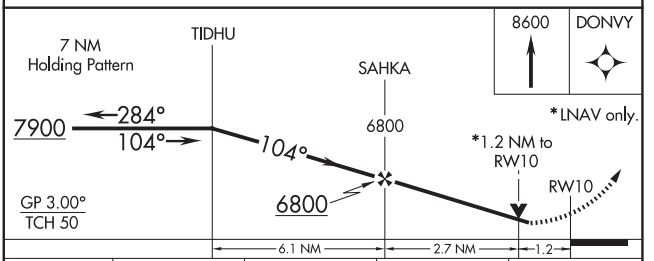
T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lander altimeter setting and increase all DA 54 feet and all MDA 60 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ mile and increase LNAV Cat C/D visibility ⅛ mile. Baro-VNAV and VDP NA when using Lander altimeter setting. 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 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 121.425 | 133.25 285.6 | 122.8 (CTAF) L |




| 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 484 (500-1½) | 6120-2 604 (700-2) |

REIL Rwys 1, 10 and 19 L
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L



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| WAAS CH **61115** **W28A** | APP CRS **284°** | Rwy Idg **8204** TDZE **5459** Apt Elev **5516** |
|---|---|---|

# RNAV (GPS) RWY 28

## CENTRAL WYOMING RGNL (RIW)

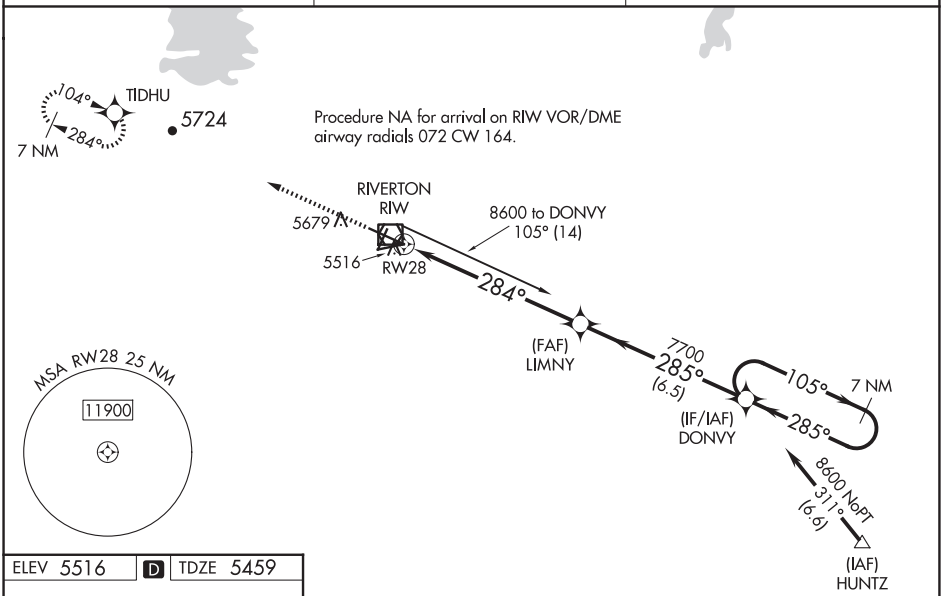
RNP APCH - GPS.

T A Baro-VNAV and VDP NA when using Lander altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 48°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to ⅞ mile and LNAV Cat C and D visibility to 1 mile. When local altimeter setting not received, use Lander altimeter setting: increase LPV DA to 5713 feet, LNAV/VNAV DA to 5763 and all visibilities ⅛ mile; increase all MDA 60 feet and LNAV Cat C and D visibility ⅛ mile. For inop MALSR, when using Lander altimeter setting, increase LPV all Cats visibility to ⅞ mile and LNAV/VNAV all Cats visibility to 1 mile.

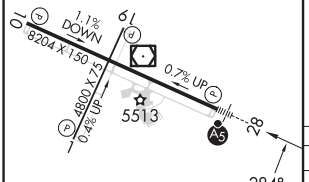
MALSR

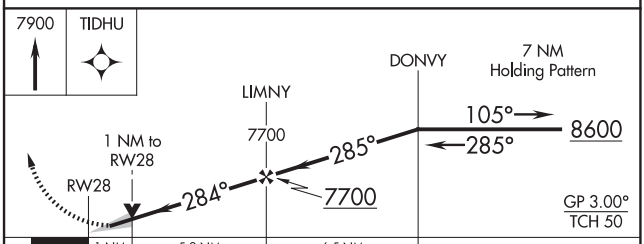
MISSED APPROACH: Climb to 7900 direct TIDHU and hold.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| **121.425** | **133.25 285.6** | **122.8** (CTAF) L |




ELEV 5516 D TDZE 5459




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5659-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 5709-½ 250 (200-½) | | | |
| LNAV MDA | 5820-½ 361 (400-½) | | 5820-⅝ 361 (400-⅝) | |
| C CIRCLING | 6000-1 484 (500-1) | | 6000-1½ 484 (500-1½) | 6120-2 604 (700-2) |

REIL Rwys 1, 10, and 19 L
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L



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RIVERTON, WYOMING | AL-691 (FAA) | 20310

| VOR/DME RIW | APP CRS | Rwy Idg | 8204 |
|---|---|---|---|
| 114.05 | 101° | TDZE | 5516 |
| Chan 87(Y) | | Apt Elev | 5516 |

# VOR RWY 10

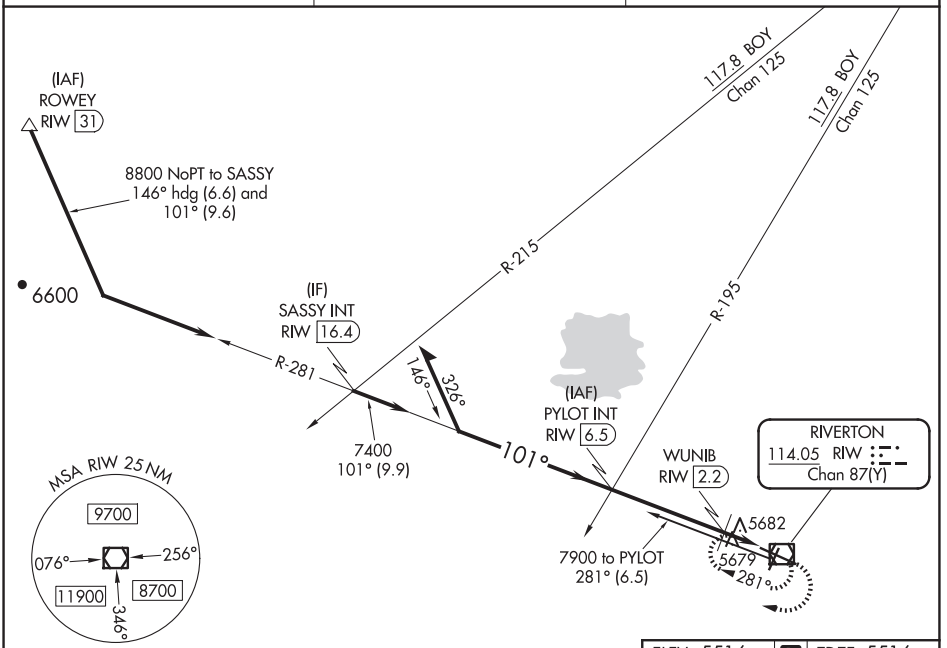
## CENTRAL WYOMING RGNL (RIW)

T 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 ⅛ mile, increase WUNIB fix minimums Cat C and D visibility ⅛ mile. Rwy 10 helicopter visibility reduction below ¾ SM NA.

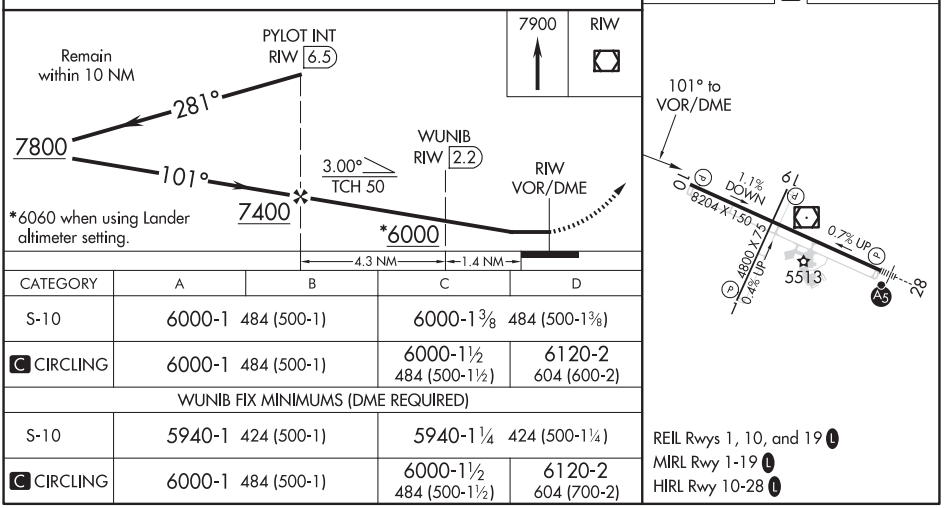
A

MISSED APPROACH: Climb to 7900 in RIW VOR/DME holding pattern.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 121.425 | 133.25 285.6 | 122.8 (CTAF) L |




ELEV 5516 | D | TDZE 5516




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 6000-1 484 (500-1) | | 6000-1⅜ 484 (500-1⅜) | |
| C CIRCLING | 6000-1 484 (500-1) | | 6000-1½ 484 (500-1½) | 6120-2 604 (600-2) |
| WUNIB FIX MINIMUMS (DME REQUIRED) | | | | |
| S-10 | 5940-1 424 (500-1) | | 5940-1¼ 424 (500-1¼) | |
| C CIRCLING | 6000-1 484 (500-1) | | 6000-1½ 484 (500-1½) | 6120-2 604 (700-2) |

REIL Rwys 1, 10, and 19 L
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L

RIVERTON, WYOMING
Amdt 10B 12OCT17

43°04′N-108°28′W

CENTRAL WYOMING RGNL (RIW)
VOR RWY 10


NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME RIW | APP CRS | Rwy Idg | 8204 |
|---|---|---|---|
| 114.05 | 293° | TDZE | 5459 |
| Chan 87(Y) | | Apt Elev | 5516 |

# VOR RWY 28

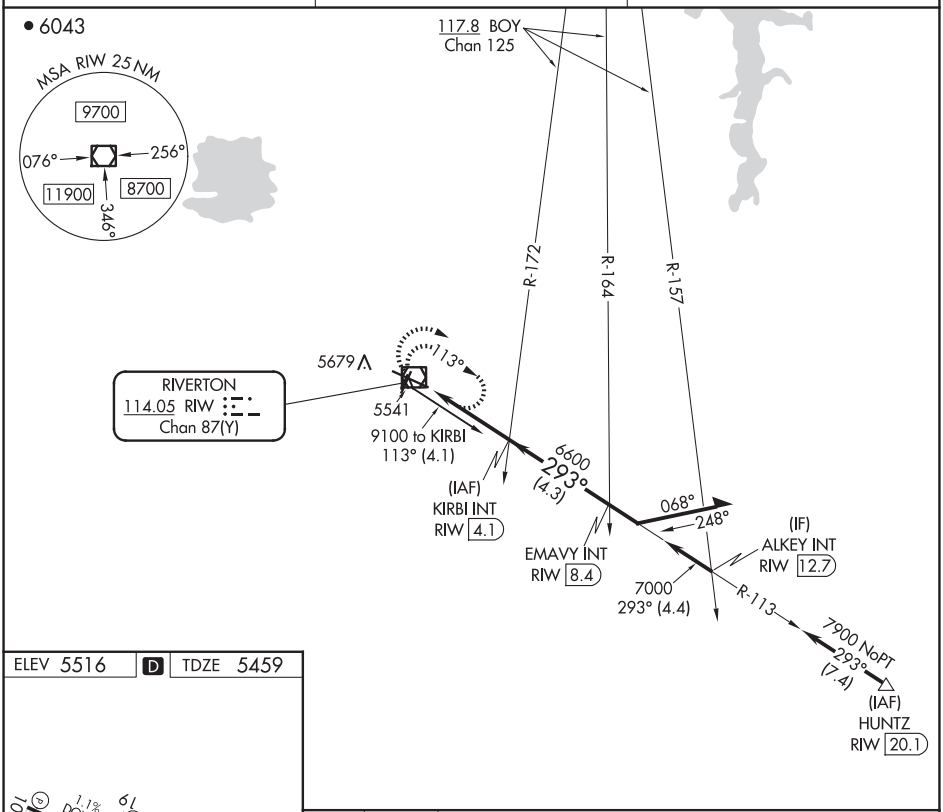
## CENTRAL WYOMING RGNL (RIW)

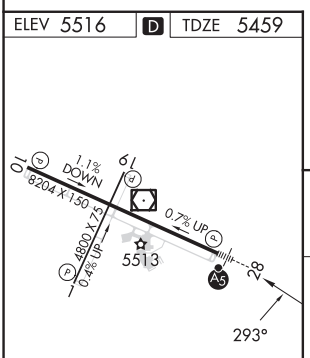
When local altimeter setting not received, use Lander altimeter setting and increase all MDA 60 feet. VDP NA when using Lander altimeter setting. For inop MALSR, increase S-28 Cat C and D visibility to 1⅜ miles.

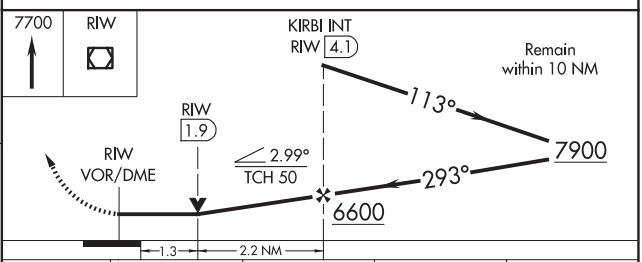
MALSR

MISSED APPROACH: Climb to 7700 in RIW VOR/DME holding pattern.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 121.425 | 133.25 285.6 | 122.8 (CTAF) L |




| 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) |

REIL Rwys 1, 10 and 19 L
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

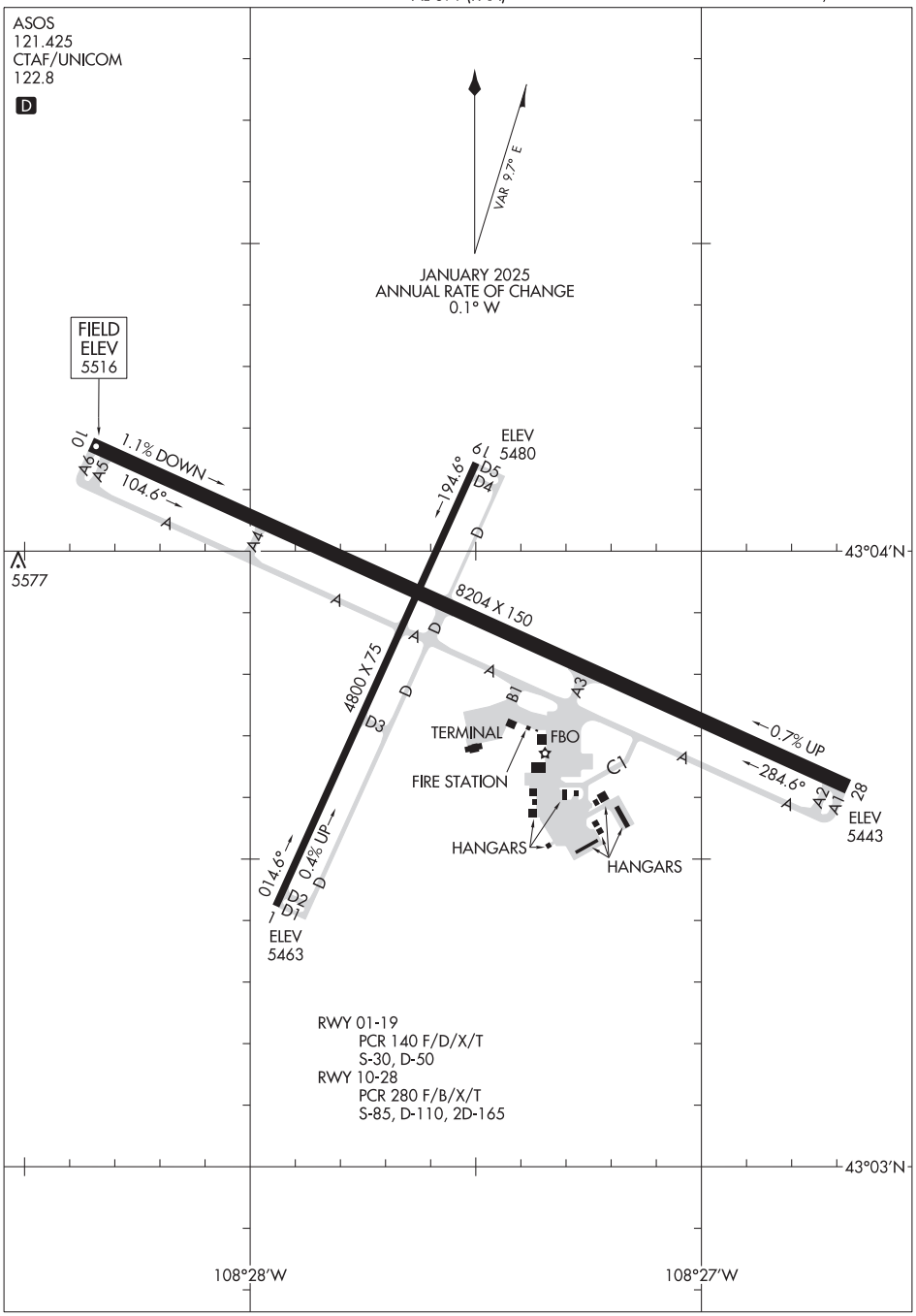
25107

# AIRPORT DIAGRAM

CENTRAL WYOMING RGNL (RIW)

RIVERTON, WYOMING

AL-691 (FAA)




AIRPORT DIAGRAM

25107

RIVERTON, WYOMING

CENTRAL WYOMING RGNL (RIW)



NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-RKS | APP CRS | Rwy Idg | 10002 |
|---|---|---|---|
| 109.3 | 270° | TDZE | 6765 |
| Chan 30 | | Apt Elev | 6765 |

# ILS or LOC RWY 27

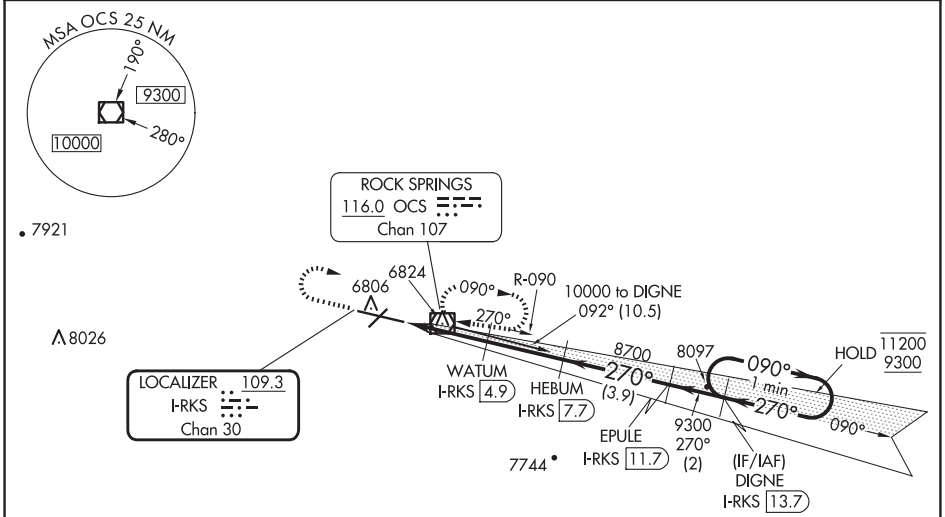
## SOUTHWEST WYOMING RGNL (RKS)

DME required.

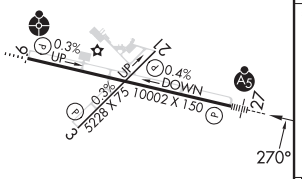
MALSR

MISSED APPROACH: Climb to 7600 then climbing right turn to 9300 direct OCS VOR/DME and hold, continue climb-in-hold to 9300.

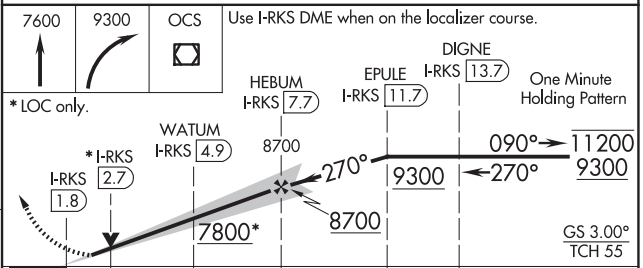
| AWOS-3 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.35 353.5 | 122.8 (CTAF) L |




ELEV 6765 D TDZE 6765




MIRL Rwy 3-21
HIRL Rwy 9-27 L
REIL Rwys 3 and 21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS-27 | 6965- ½ 200 (200-½) | | | |
| S-LOC 27 | 7100- ½ 335 (400-½) | | | |
| C CIRCLING | 7140-1 375 (400-1) | 7220-1 455 (500-1) | 7220-1½ 455 (500-1½) | 7540-2½ 775 (800-2½) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

ROCK SPRINGS, WYOMING | AL-353 (FAA) | 25107

| WAAS | APP CRS | Rwy Idg | 10002 |
|---|---|---|---|
| CH 66016 | 090° | TDZE | 6741 |
| W09A | | Apt Elev | 6765 |

# RNAV (GPS) RWY 9

## SOUTHWEST WYOMING RGNL (RKS)

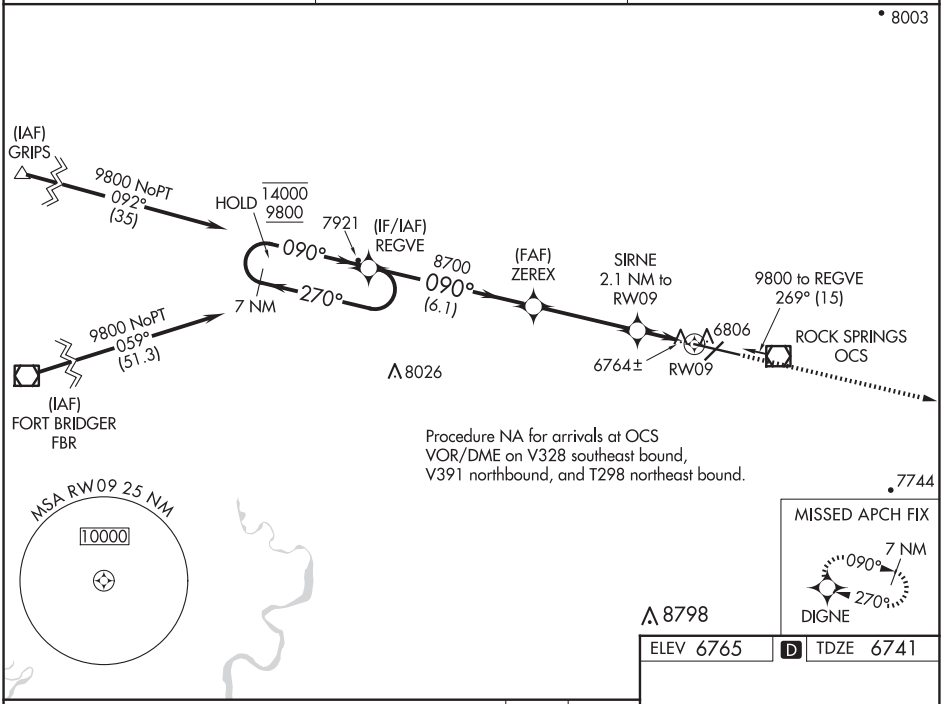
RNP APCH.

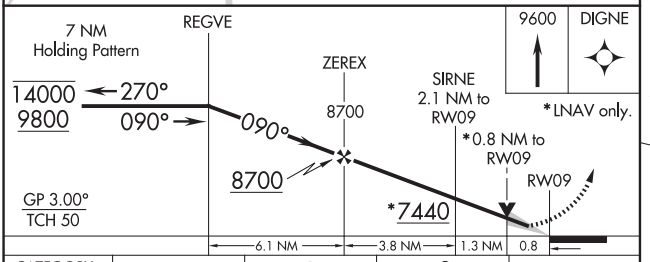
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 45°C .

ODALS

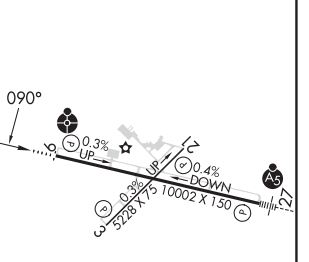
MISSED APPROACH: Climb to 9600 direct DIGNE and hold.

| AWOS-3 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.35 353.5 | 122.8 (CTAF) L |




| 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) |
| C 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 L
REIL Rwys 3 and 21 L

ROCK SPRINGS, WYOMING
Orig-B 08NOV18

41°36'N-109°04'W

SOUTHWEST WYOMING RGNL (RKS)

RNAV (GPS) RWY 9


NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 10002 |
|---|---|---|---|
| CH 49216 | 270° | TDZE | 6765 |
| W27A | | Apt Elev | 6765 |

# 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 ⅞ SM.

MALSR

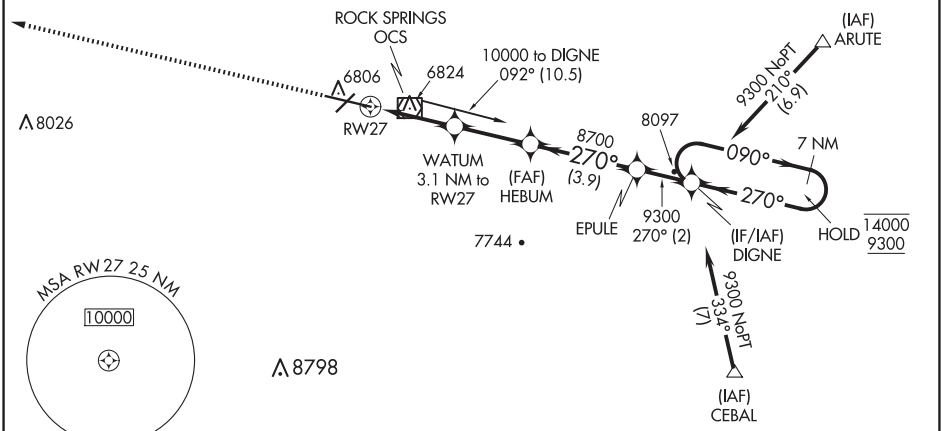
MISSED APPROACH: Climb to 9800 direct REGVE and hold.

| AWOS-3 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.35 353.5 | 122.8 (CTAF) L |

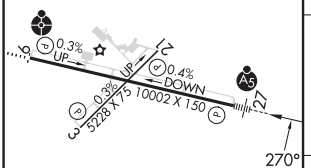
MISSED APCH FIX

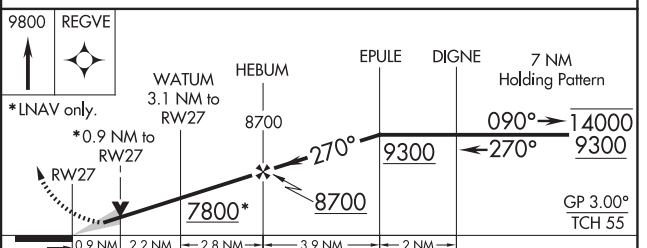
090° REGVE
270°
7 NM

Procedure NA for arrivals at OCS VOR/DME on V235 southwest bound, V187 north and southbound and T298 southwest bound.




ELEV 6765 D TDZE 6765




| 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) | 7540-2½ 775 (800-2½) |

MIRL Rwy 3-21
HIRL Rwy 9-27 L
REIL Rwys 3 and 21 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

ROCK SPRINGS, WYOMING | AL-353 (FAA) | 25107

| VOR/DME OCS | APP CRS | Rwy Idg | 10002 |
|---|---|---|---|
| 116.0 | 085° | TDZE | 6741 |
| Chan 107 | | Apt Elev | 6765 |

# VOR RWY 9

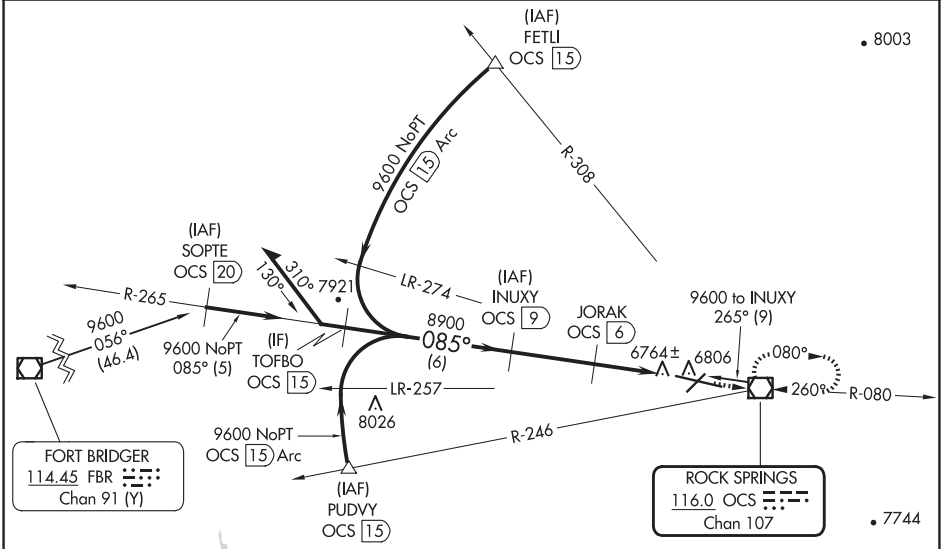
## SOUTHWEST WYOMING RGNL (RKS)

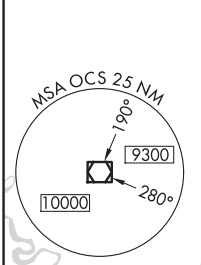
DME required.

ODALS

MISSED APPROACH: Climb to 9300 direct OCS VOR/DME and hold, continue climb-in-hold to 9300.

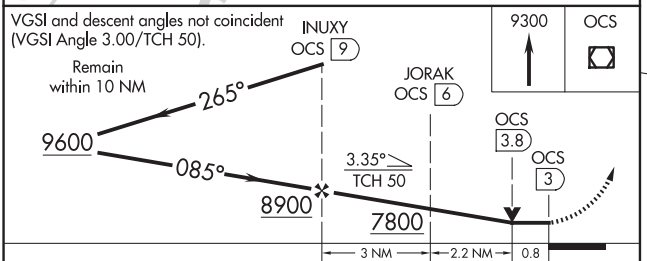
| AWOS-3 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.35 353.5 | 122.8 (CTAF) L |

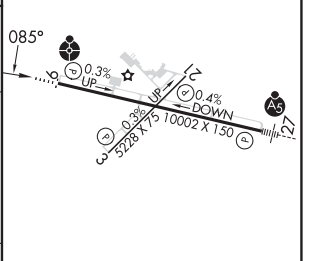



8798

ELEV 6765 | D | TDZE 6741




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 7020- ¾ 279 (300-¾) | | | 7020-1 279 (300-1) |
| C 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 L
REIL Rwys 3 and 21 L

ROCK SPRINGS, WYOMING
Amdt 3B 30JAN20

41°36'N-109°04'W

SOUTHWEST WYOMING RGNL (RKS)

VOR RWY 9

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME OCS | APP CRS | Rwy Idg | 10002 |
|---|---|---|---|
| 116.0 | 255° | TDZE | 6765 |
| Chan 107 | | Apt Elev | 6765 |

# VOR/DME RWY 27

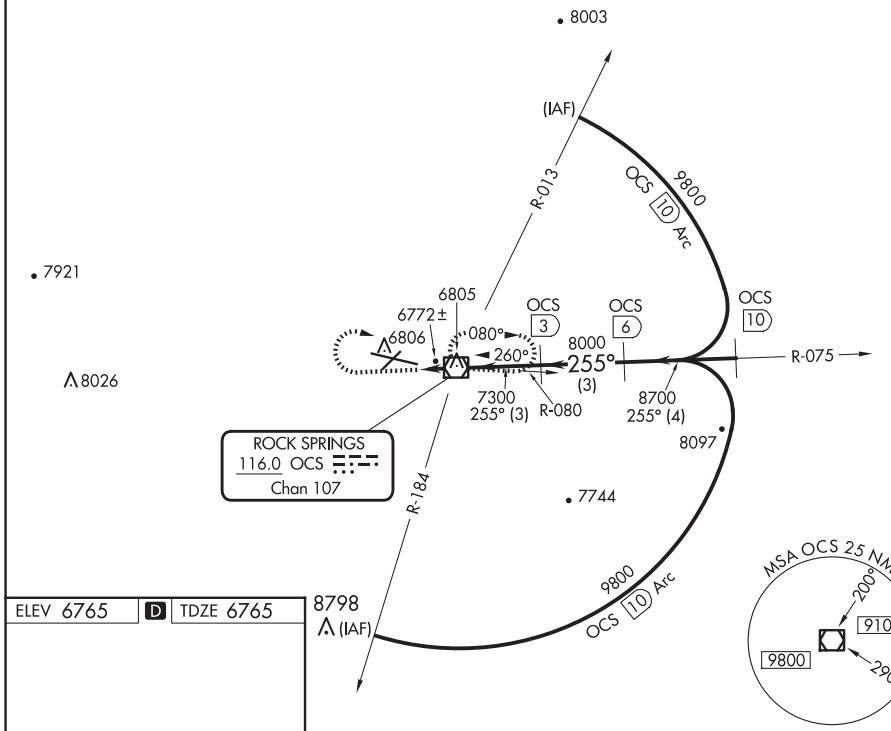
## SOUTHWEST WYOMING RGNL (RKS)

Inoperative table does not apply to Cat D.

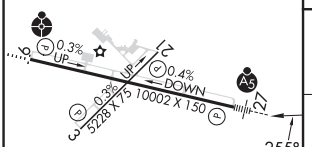
MALSR

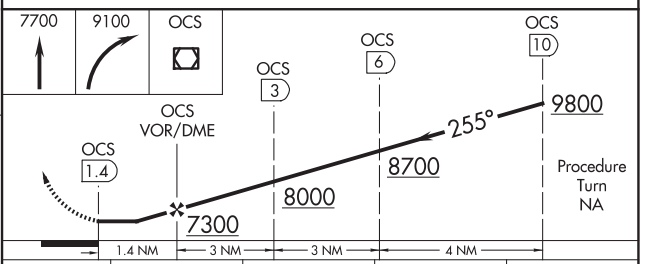
MISSED APPROACH: Climb to 7700, then climbing right turn to 9100 direct OCS VOR/DME and hold.

| AWOS-3 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.35 353.5 | 122.8 (CTAF) L |




ELEV 6765 D TDZE 6765




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 7040-½ 275 (300-½) | | | 7040-1 275 (300-1) |
| C CIRCLING | 7140-1 375 (400-1) | 7220-1 455 (500-1) | 7220-1½ 455 (500-1½) | NA |

MIRL Rwy 3-21
HIRL Rwy 9-27 L
REIL Rwys 3 and 21 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25107
# AIRPORT DIAGRAM
SOUTHWEST WYOMING RGNL (RKS)
AL-353 (FAA)
ROCK SPRINGS, WYOMING




AIRPORT DIAGRAM
25107
ROCK SPRINGS, WYOMING
SOUTHWEST WYOMING RGNL (RKS)


NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 16

RONAN (7SØ)

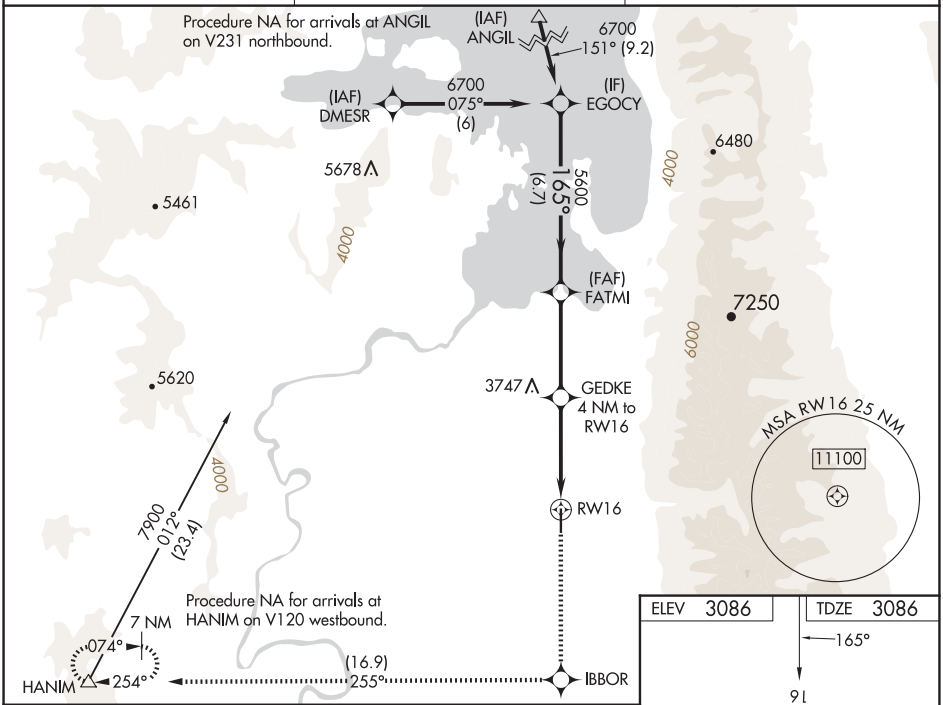
| WAAS | APP CRS | Rwy Idg | 4798 |
|---|---|---|---|
| CH 45814 | 165° | TDZE | 3086 |
| W16A | | Apt Elev | 3086 |

RNP APCH.

T A NA 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 ¼ SM; increase all MDAs 120 feet and LNAV Cat B and Circling Cats A and B visibility ¼ SM.

MISSED APPROACH: Climb to 13000 direct IBBOR and on track 255° to HANIM and hold, continue climb-in-hold to 13000.

| AWOS-3 | SALT LAKE CITY CENTER | AUNICOM |
|---|---|---|
| 119.925 | 127.075 244.875 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3443-1¼ | 357 (400-1¼) | NA | |
| LNAV/VNAV DA | 3532-1⅜ | 446 (500-1⅜) | NA | |
| LNAV MDA | 3800-1 | 714 (800-1) | NA | |
| C CIRCLING | 3800-1 | 714 (800-1) | NA | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

RONAN, MONTANA | AL-9978 (FAA) | 25051

| WAAS | APP CRS | Rwy Idg | 4798 |
|---|---|---|---|
| CH 86614 | 345° | TDZE | 3081 |
| W34A | | Apt Elev | 3086 |

# RNAV (GPS) RWY 34

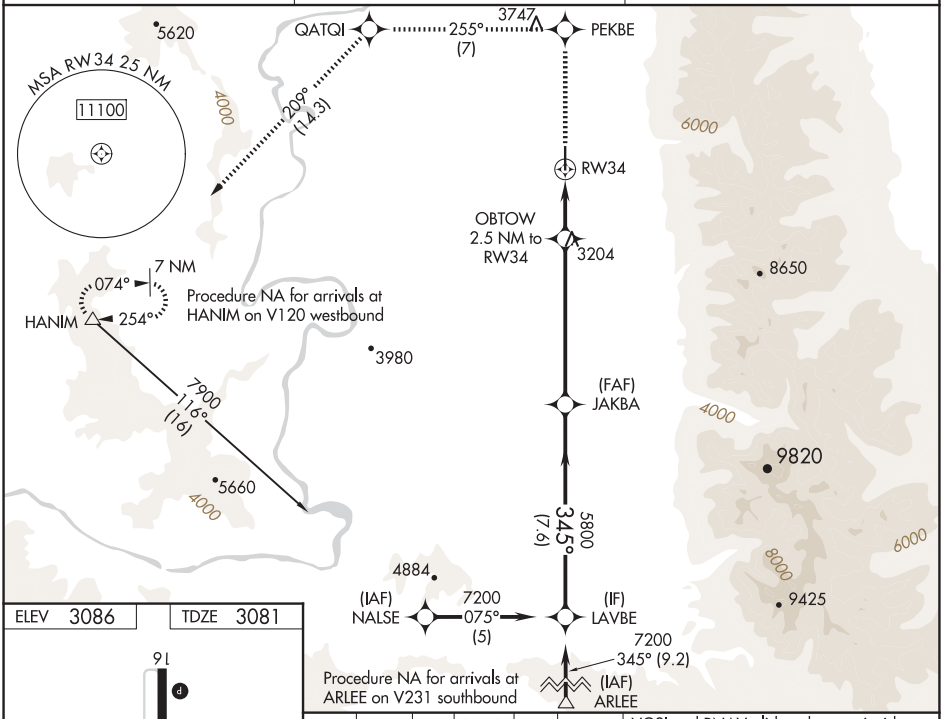
RONAN (7SØ)

RNP APCH.

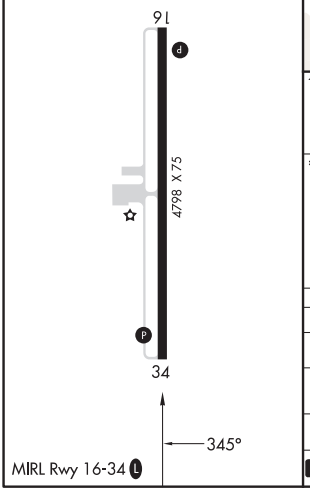
T A NA — Baro-VNAV NA when using Missoula altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C. Circling NA east of Rwy 16-34. When local altimeter setting not received, use Missoula altimeter setting and increase LPV DA to 3545 and all visibilities ⅜ SM, LNAV/VNAV DA to 3545 and all visibilities ⅜ SM; and increase all MDAs 120 feet.

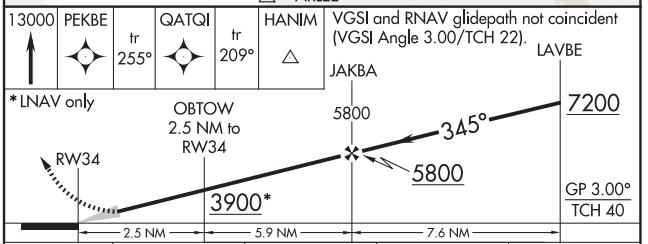
MISSED APPROACH: Climb to 13000 direct PEKBE and on track 255° to QATQI and on track 209° to HANIM and hold, continue climb-in-hold to 13000.

| AWOS-3 | SALT LAKE CITY CENTER | AUNICOM |
|---|---|---|
| 119.925 | 127.075 244.875 | 122.8 (CTAF) L |




ELEV 3086 | TDZE 3081




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3438-1 | 357 (400-1) | NA | |
| LNAV/VNAV DA | 3438-1¼ | 357 (400-1¼) | NA | |
| LNAV MDA | 3520-1 | 439 (500-1) | NA | |
| C CIRCLING | 3560-1 | 474 (500-1) | NA | |

RONAN, MONTANA
Amdt 1B 25FEB21

47°34′N-114°06′W

RONAN (7SØ)
RNAV (GPS) RWY 34

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

SALT LAKE CITY CENTER
127.075 244.875
CTAF
122.8

**TOP ALTITUDE: 13000**




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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(RONAN3.ANGIL) 22363

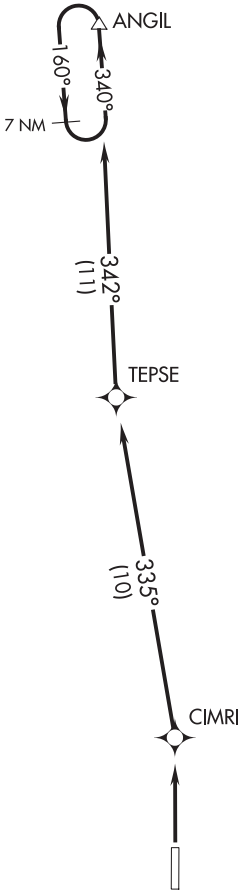
# RONAN THREE DEPARTURE (RNAV)

AL-9978 (FAA)

RONAN (7SØ)
RONAN, MONTANA

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.



NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 346° | TDZE | N/A |
| | Apt Elev | 533 |

# RNAV (GPS)-B

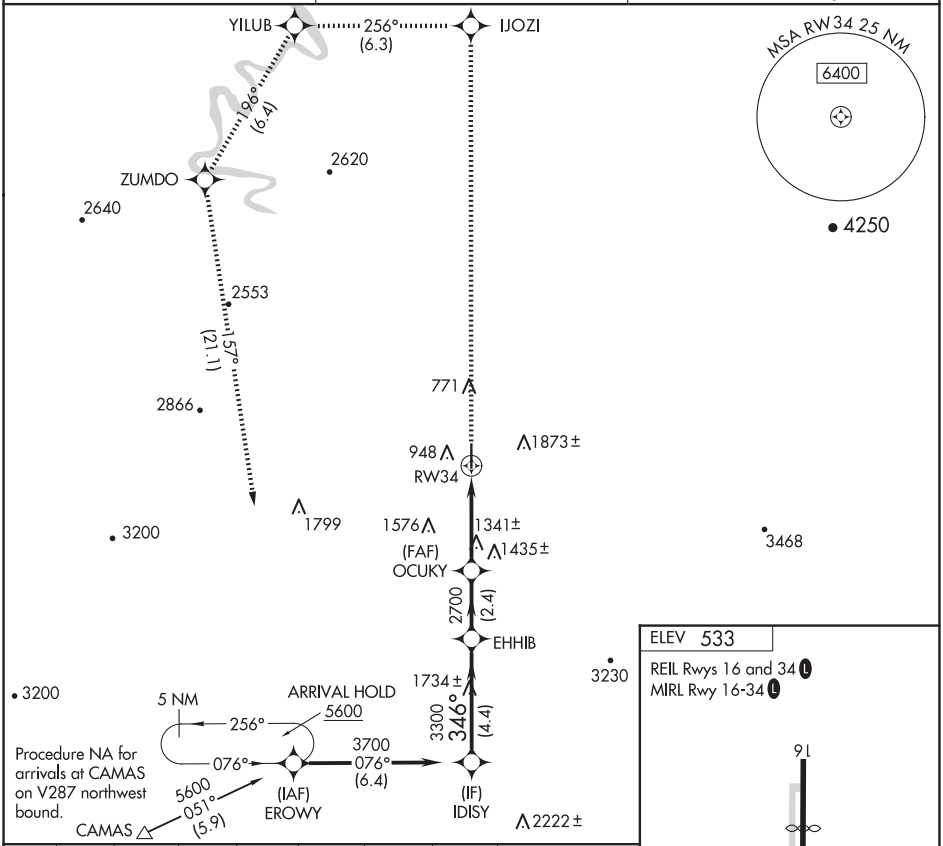
ROSEBURG RGNL (RBG)

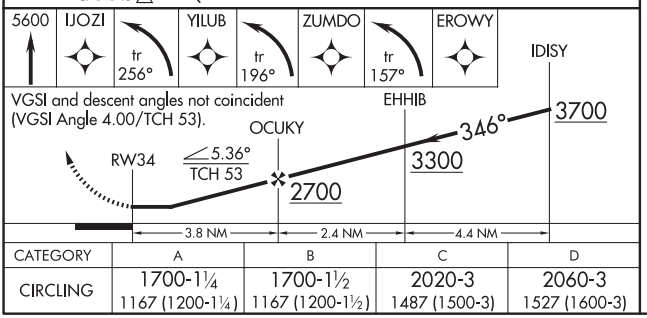
RNP APCH - GPS.

Circling NA east of Rwy 16-34. Procedure NA at night. Rwy 16, 34 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 5600 direct IJOZI and left turn on track 256° to YILUB and left turn on track 196° to ZUMDO and left turn on track 157° to EROWY and hold.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.475 | 127.55 239.0 | 122.8 (CTAF) L |



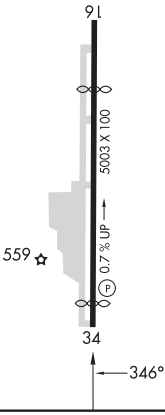




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1700-1¼<br>1167 (1200-1¼) | 1700-1½<br>1167 (1200-1½) | 2020-3<br>1487 (1500-3) | 2060-3<br>1527 (1600-3) |

ELEV 533

REIL Rwys 16 and 34 L

MIRL Rwy 16-34 L






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

ROSEBURG, OREGON | AL-888 (FAA) | 25163

| VOR/DME RBG | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 114.45 | 337° | TDZE | N/A |
| Chan 91(Y) | | Apt Elev | 534 |

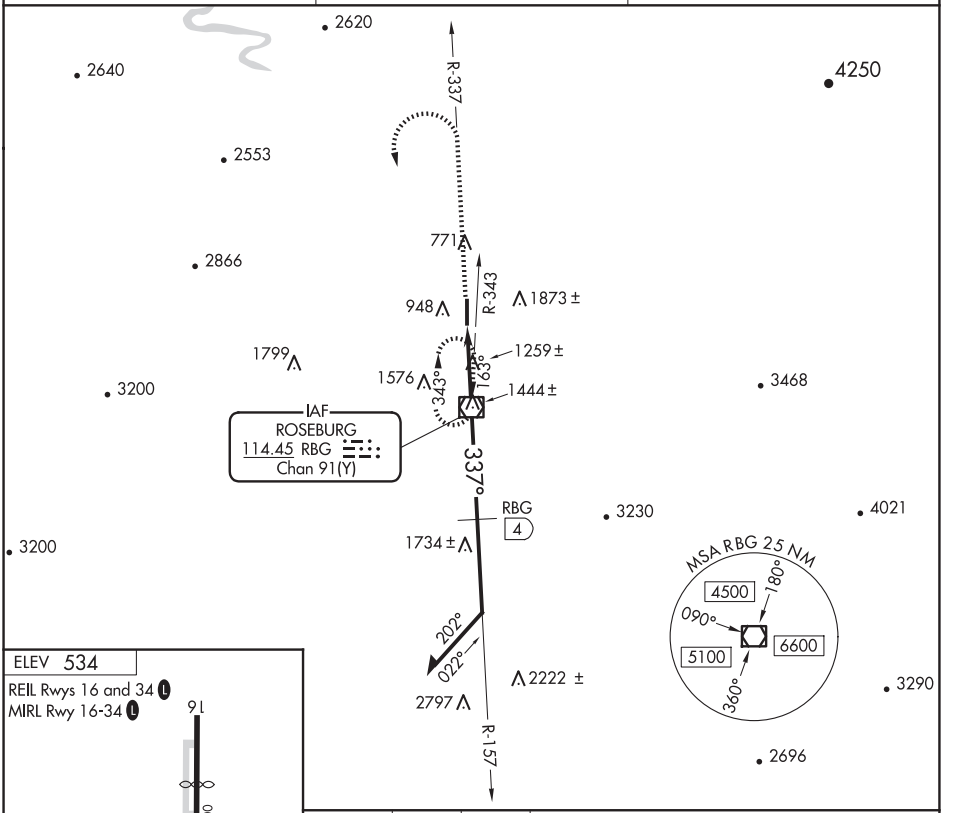
# VOR-A

ROSEBURG RGNL (RBG)

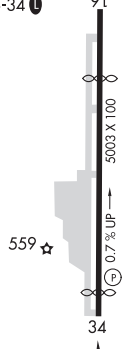
Circling not authorized east of Rwy 16-34.
NA Procedure NA at night.
Rwy 34 helicopter visibility reduction below 1 SM NA.

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 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.475 | 127.55 239.0 | 122.8 (CTAF) L |

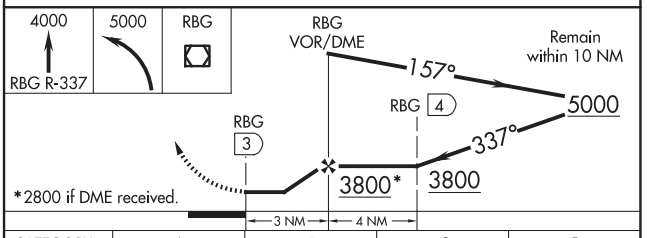



ELEV 534
REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L




FAF to MAP 3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:00 | 2:00 | 1:30 | 1:12 | 1:00 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2600-1¼ 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) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 5099 |
|---|---|---|---|
| CH 56529 | 067° | TDZE | 3490 |
| W07A | | Apt Elev | 3490 |

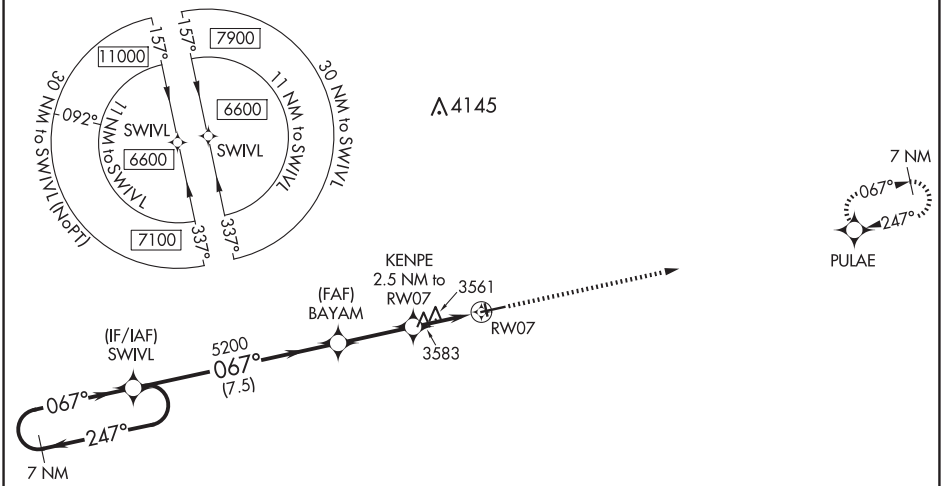
# RNAV (GPS) RWY 7

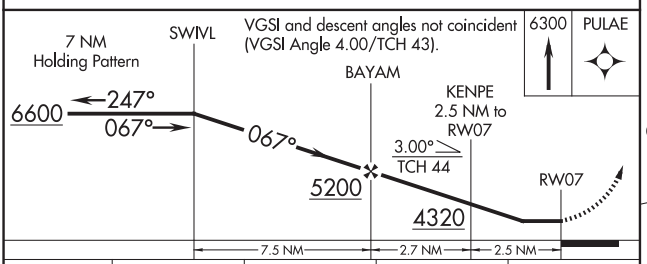
ROUNDUP (RPX)

Use Billings altimeter setting, when not received, procedure NA.
When VGSI inop, Straight-in/Circling Rwy 7 procedure NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

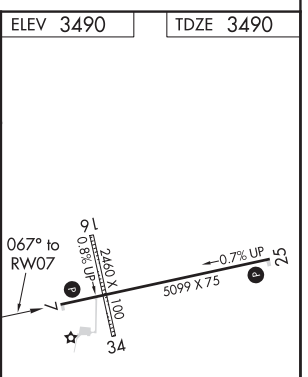
MISSED APPROACH: Climb to 6300 direct PULAE and hold.

| BIL ASOS | SALT LAKE CENTER | UNICOM | |
|---|---|---|---|
| 126.3 | 126.85 305.2 | 122.8 (CTAF) | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 3940-1 450 (500-1) | | 3940-1⅜ 450 (500-1⅜) | |
| LNAV MDA | 3960-1 470 (500-1) | | 3960-1⅜ 470 (500-1⅜) | |
| CIRCLING | 4000-1 510 (600-1) | | 4140-1¾ 650 (700-1¾) | 4340-2¾ 850 (900-2¾) |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

ROUNDUP, MONTANA AL-10287 (FAA) 22195

| WAAS | APP CRS | Rwy Idg | 5099 |
|---|---|---|---|
| CH 61229 | 247° | TDZE | 3453 |
| W25A | | Apt Elev | 3490 |

# RNAV (GPS) RWY 25

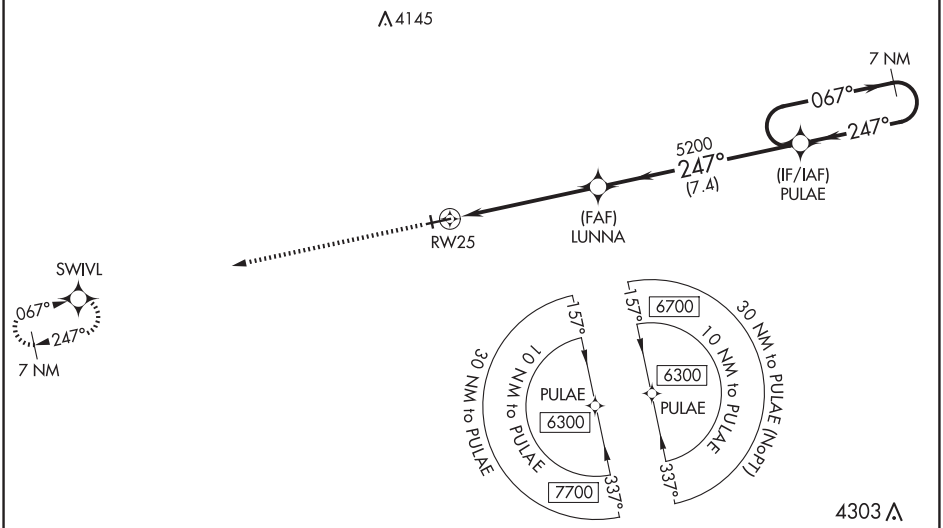
ROUNDUP (RPX)

NA

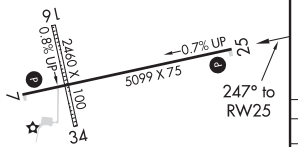
When VGSI inop, Circling to Rwy 7 NA at night. Baro-VNAV NA. Use Billings altimeter setting; when not received, procedure NA. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 6600 direct SWIVL and hold

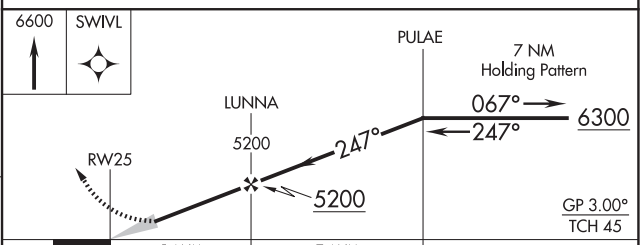
| BIL ASOS | SALT LAKE CENTER | UNICOM | |
|---|---|---|---|
| 126.3 | 126.85 305.2 | 122.8 (CTAF) | 122.7 L |




ELEV 3490 TDZE 3453




MIRL Rwy 7-25 L




| 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) | | 3900-1⅜ 447 (500-1⅜) | |
| CIRCLING | 4000-1 510 (600-1) | | 4140-1¾ 650 (700-1¾) | 4340-2¾ 850 (900-2¾) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC Z RWY 31

MCNARY FLD (SLE)

| LOC/DME I-SLE | APP CRS | Rwy Idg | 5811 |
|---|---|---|---|
| 110.3 | 313° | TDZE | 213 |
| Chan 40 | | Apt Elev | 213 |

RADAR required for procedure entry at ARTTY.

Circling Rwy 16, 34 NA at night. For inop ALS, increase S-LOC 31 Cat C/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).

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.

| ATIS | SEATTLE CENTER | SALEM TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.55 | 125.8 291.7 | 119.1 (CTAF) L 257.2 | 121.9 | 122.95 |

NEWBERG 117.4 UBG Chan 121

ALTERNATE MISSED APCH FIX
GNNET
BTG 40.1
116.6 BTG R-175 Chan 113
354° 174°

ARTTY I-SLE 5.6

313° 133° 313°

1292

3300 to LOTKE
133° (12.5)

3800
155° (32.1)

LOCALIZER 110.3
I-SLE
Chan 40

717 358 395 505 255 566

R-359 R-155

1449 807 789

(IAF)
LOTKE INT
I-SLE 6.9

MSA UBG 30 NM
5600

133° 1 min 313°

CORVALLIS
115.4 CVO
Chan 101

1210 R-021

HOLD 9000 2400

2100
313° (4.4)

SCIOS
I-SLE 11.3

3500
021°
(24.8)

115.4 CVO Chan 101

2564

Procedure NA for arrivals at GLORR on V448 southbound.

R-031

3200 NoPT
313°
(7.3)

(IF/IAF)
GLORR
I-SLE 18.5

5400 NoPT
313° (16.1)

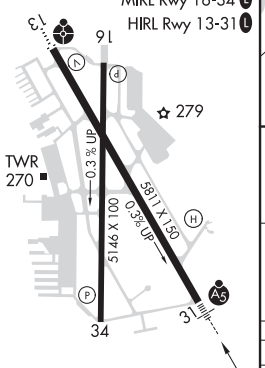
(IAF)
JAIME
I-SLE 34.6

Procedure NA for arrivals at JAIME on V536 eastbound and on T274 eastbound.

133°

ELEV 213 D TDZE 213

REIL Rwys 13, 16 and 34 L
MIRL Rwy 16-34 L
HIRL Rwy 13-31 L




4000
I-SLE NW crs
(313°)

ARTTY

LOTKE INT
I-SLE 6.9

One Minute Holding Pattern

2100

133° 9000
313° 2400

I-SLE 1.1

I-SLE 3.5

313°

2100

GS 3.00°
TCH 42

2.4 NM 3.4 NM

FAF to MAP 5.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

| 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) | 1020-1⅞ 807 (900-1⅞) | |
| C CIRCLING | 1020-1 807 (900-1) | 1020-1¼ 807 (900-1¼) | 1060-2½ 847 (900-2½) | 1260-3 1047 (1100-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 13

MCNARY FLD (SLE)

| WAAS CH 97642 W13A | APP CRS 133° | Rwy Idg 5811 / TDZE 204 / Apt Elev 213 |
|---|---|---|

RNP APCH.

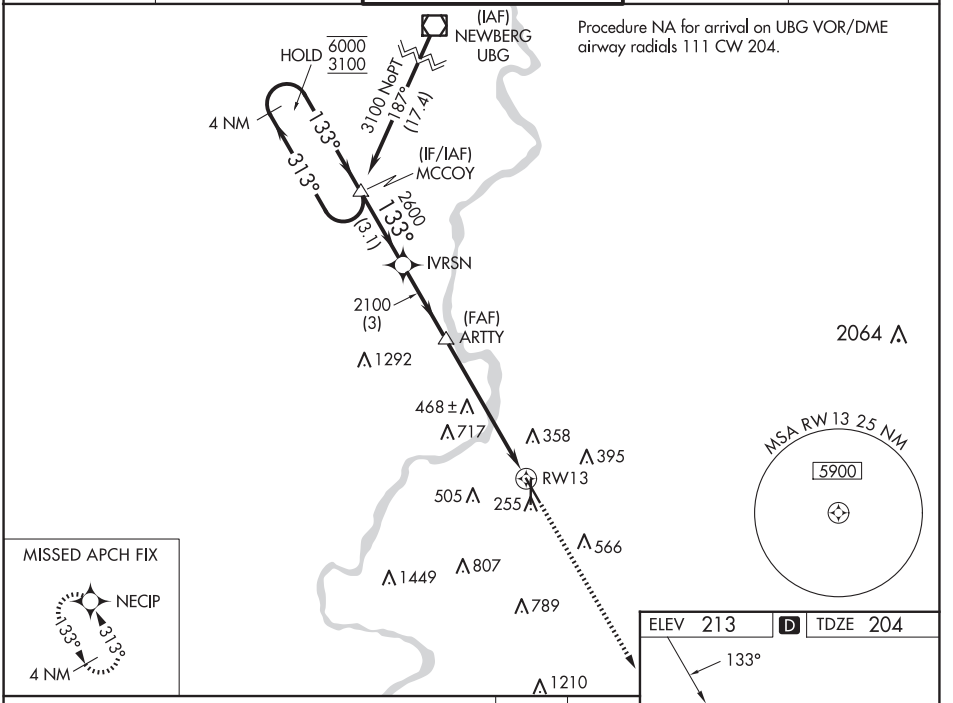
T A Circling Rwy 16, 34 NA at night. Rwy 13 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

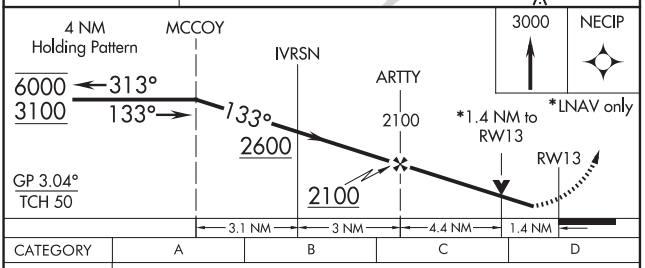
ODALS

MISSED APPROACH: Climb to 3000 direct NECIP and hold.

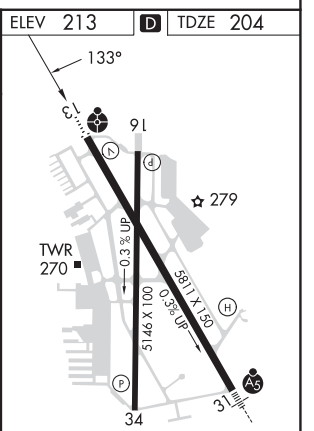
| ATIS | SEATTLE CENTER | SALEM TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.55 | 125.8 291.7 | 119.1 (CTAF) L 257.2 | 121.9 | 122.95 |

Procedure NA for arrival on UBG VOR/DME airway radials 111 CW 204.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 454-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 580-1 376 (400-1) | | | |
| LNAV MDA | 700-¾ 496 (500-¾) | | 700-1¼ 496 (500-1¼) | |
| C CIRCLING | 880-1 667 (700-1) | 960-1 747 (800-1) | 1060-2½ 847 (900-2½) | 1260-3 1047 (1100-3) |




REIL Rwys 13, 16 and 34 L
HIRL Rwy 13-31 L
MIRL Rwy 16-34 L



44°55'N-123°00'W



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 31

MCNARY FLD (SLE)

| WAAS | APP CRS | Rwy Idg | 5811 |
|---|---|---|---|
| CH 86202 | 313° | TDZE | 214 |
| W31A | | Apt Elev | 214 |

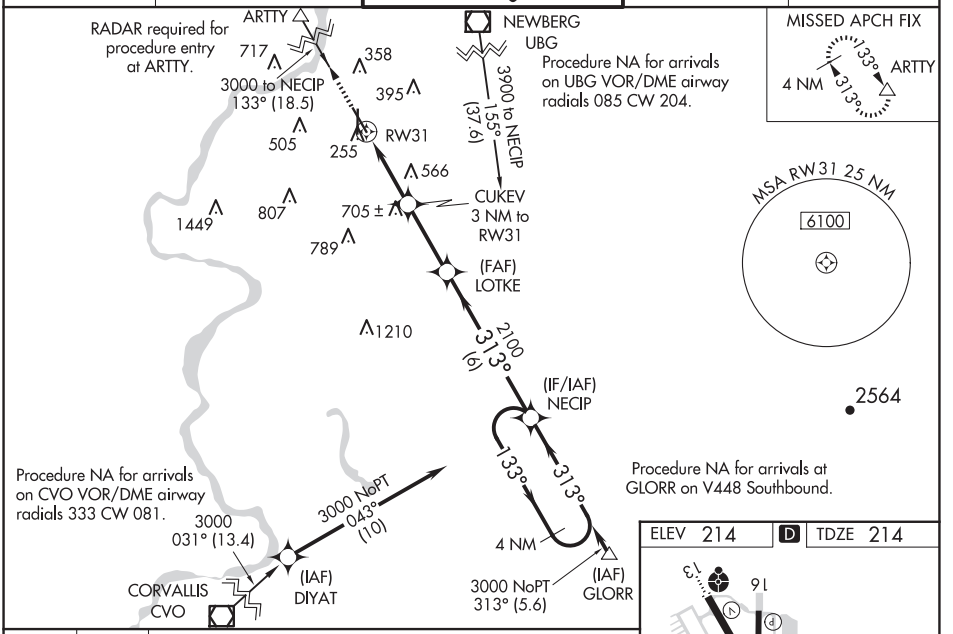
RNP APCH.

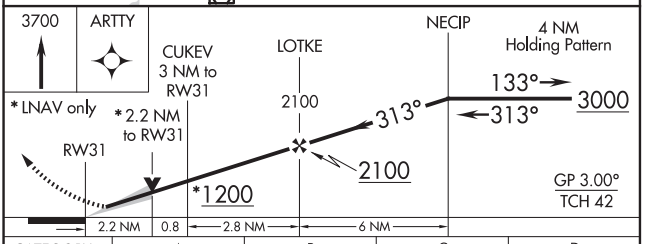
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Mc Minnville altimeter setting and increase all DA 49 feet; increase all MDAs 60 feet; increase LNAV/VNAV visibility all Cats to 1 5/8 SM, LNAV Cat C and D visibility to 2 SM, and 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 1⅞ 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.

MALSR

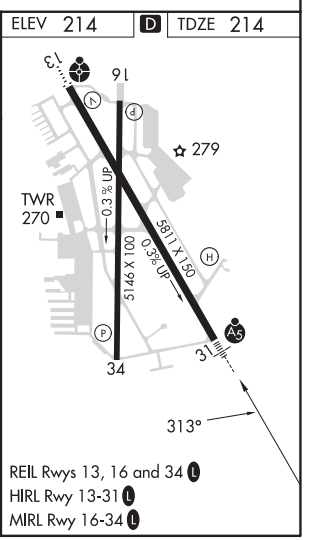
MISSED APPROACH: Climb to 3700 direct ARTTY and hold, continue climb-in-hold to 3700.

| ATIS | SEATTLE CENTER | SALEM TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.55 | 125.8 291.7 | 119.1 (CTAF) L 257.2 | 121.9 | 122.95 |




| 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) |
| C CIRCLING | 1020-1 | 1020-1¼ | 1060-2½ | 1260-3 |
| | 806 (900-1) | 806 (900-1¼) | 846 (900-2½) | 1046 (1100-3) |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SALEM, OREGON | AL-361 (FAA) | 23334

# LOC Y RWY 31

MCNARY FLD (SLE)

| LOC/DME I-SLE | APP CRS | Rwy Idg | 5811 |
|---|---|---|---|
| 110.3 | 313° | TDZE | 213 |
| Chan 40 | | Apt Elev | 213 |

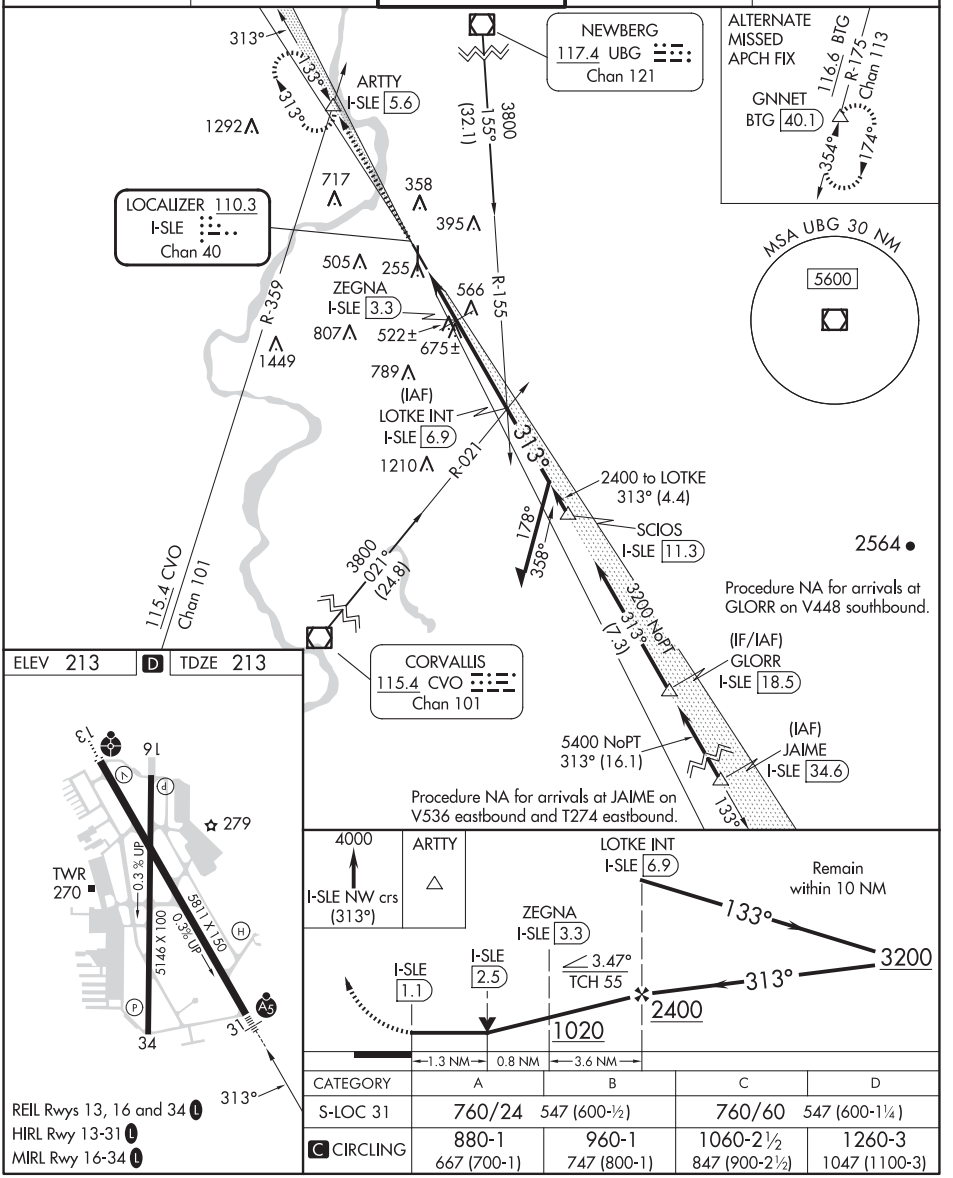
DME required. RADAR required.

Circling Rwy 16, 34 NA at night.

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.

| ATIS | SEATTLE CENTER | SALEM TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.55 | 125.8 291.7 | 119.1 (CTAF) L 257.2 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 31 | 760/24 547 (600-½) | | 760/60 | 547 (600-1¼) |
| C CIRCLING | 880-1 667 (700-1) | 960-1 747 (800-1) | 1060-2½ 847 (900-2½) | 1260-3 1047 (1100-3) |

REIL Rwys 13, 16 and 34 L
HIRL Rwy 13-31 L
MIRL Rwy 16-34 L

SALEM, OREGON
Amdt 5 15JUN23

44°55′N-123°00′W

MCNARY FLD (SLE)

LOC Y RWY 31


NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-SLE | APP CRS | Rwy Idg | 5811 |
|---|---|---|---|
| 110.3 | 133° | TDZE | 204 |
| Chan 40 | | Apt Elev | 213 |

# LOC BC RWY 13

MCNARY FLD (SLE)

DME required.

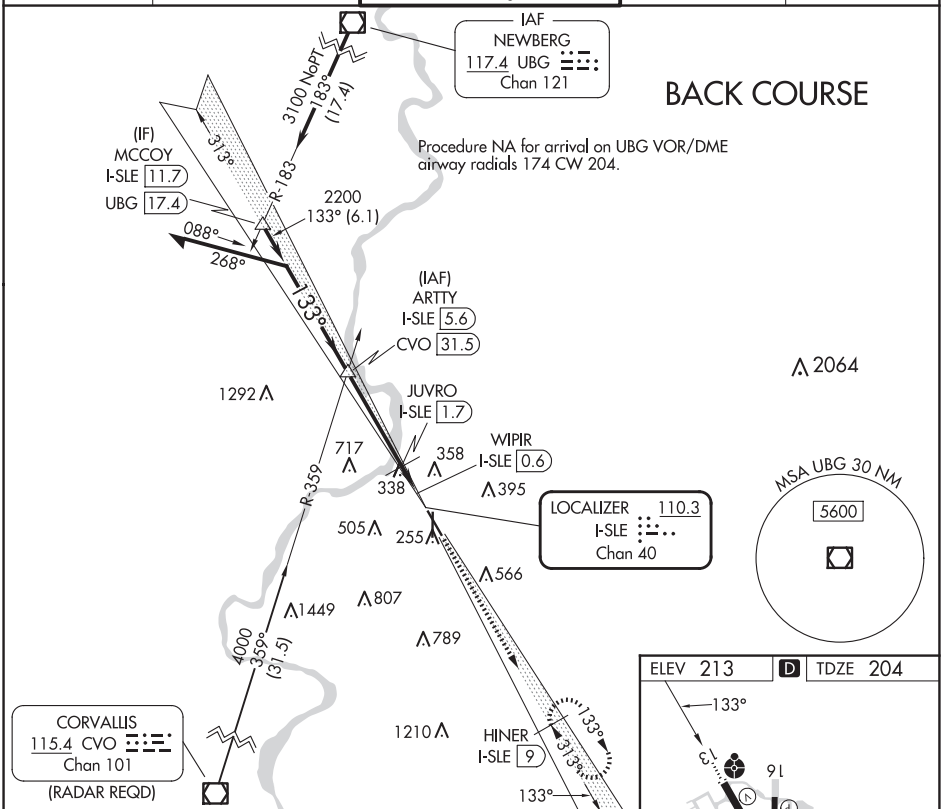
Circling Rwy 16, 34 NA at night.

Rwy 13 helicopter visibility reduction below ¾ SM NA.

ODALS

MISSED APPROACH: Climb to 2600 on I-SLE localizer SE course 133° to HINER/I-SLE 9 DME and hold.

| ATIS | SEATTLE CENTER | SALEM TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.55 | 125.8 291.7 | 119.1 (CTAF) L 257.2 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 13 | 700-¾ 496 (500-¾) | | 700-1¼ 496 (500-1¼) | |
| C CIRCLING | 880-1 667 (700-1) | 960-1 747 (800-1) | 1060-2½ 847 (900-2½) | 1260-3 1047 (1100-3) |

REIL Rwys 13, 16 and 34 L

HIRL Rwy 13-31 L

MIRL Rwy 16-34 L



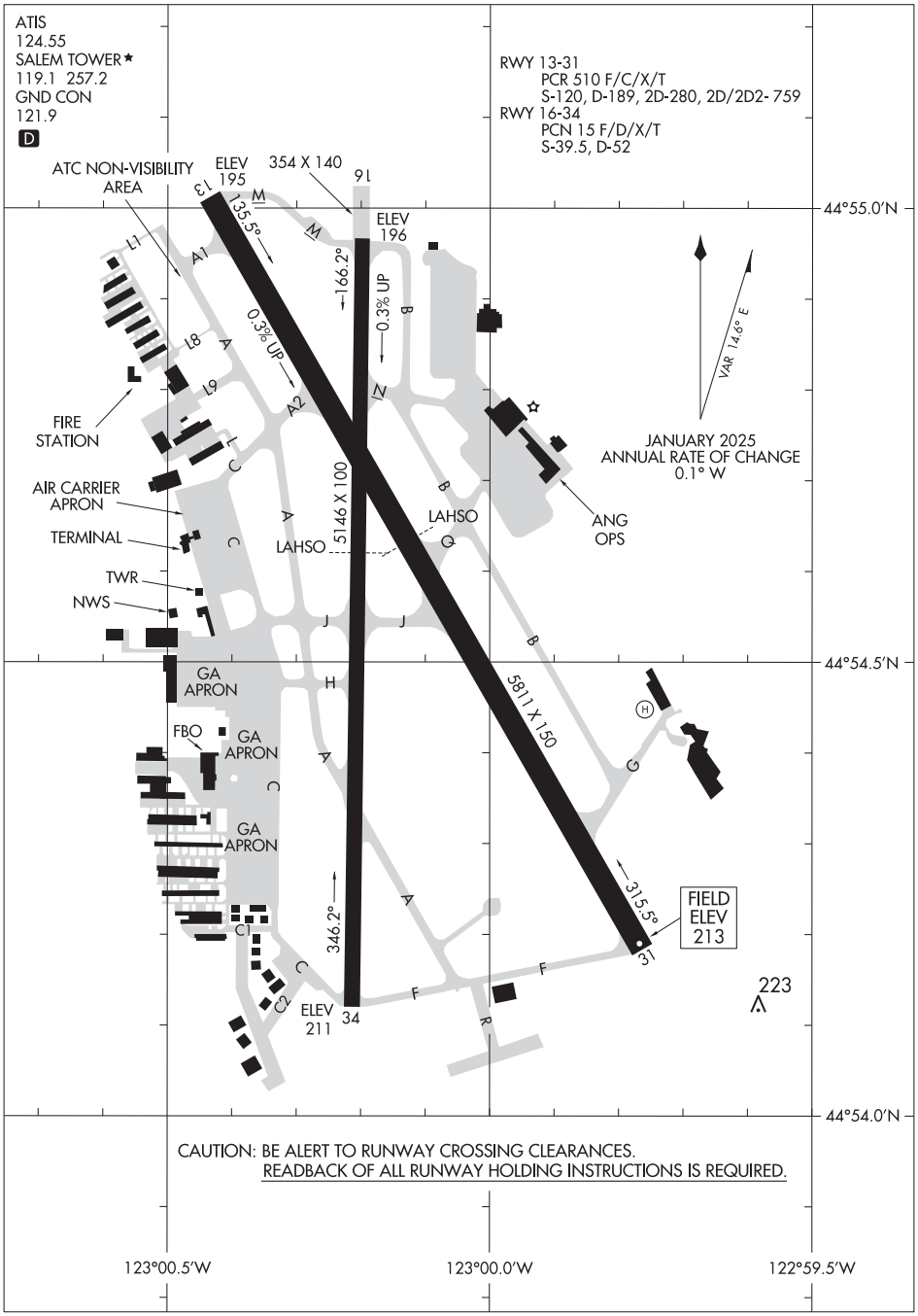
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

MCNARY FLD (SLE)
SALEM, OREGON

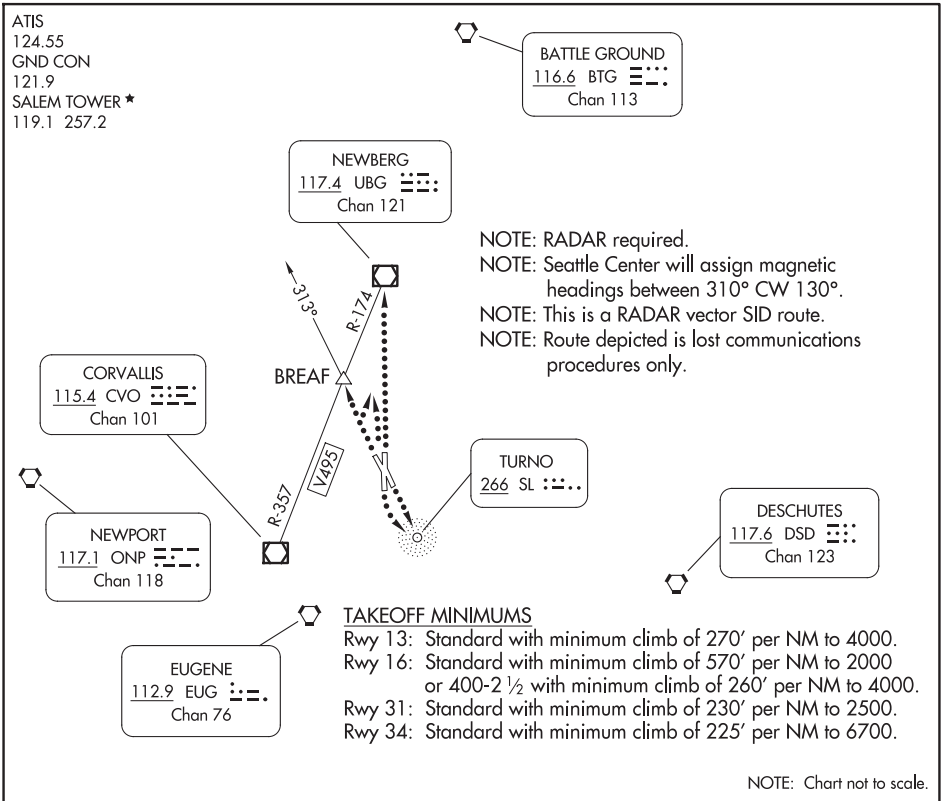
AL-361 (FAA)




NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
SALEM, OREGON
MCNARY FLD (SLE)




## 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 BREAF INT, thence on (assigned route) (ADF required).



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SALMON, IDAHO AL-9513 (FAA) 25163

| APP CRS | Rwy Ldg | 5510 |
|---|---|---|
| 175° | TDZE | 4041 |
| | Apt Elev | 4044 |

# RNAV (GPS) RWY 17

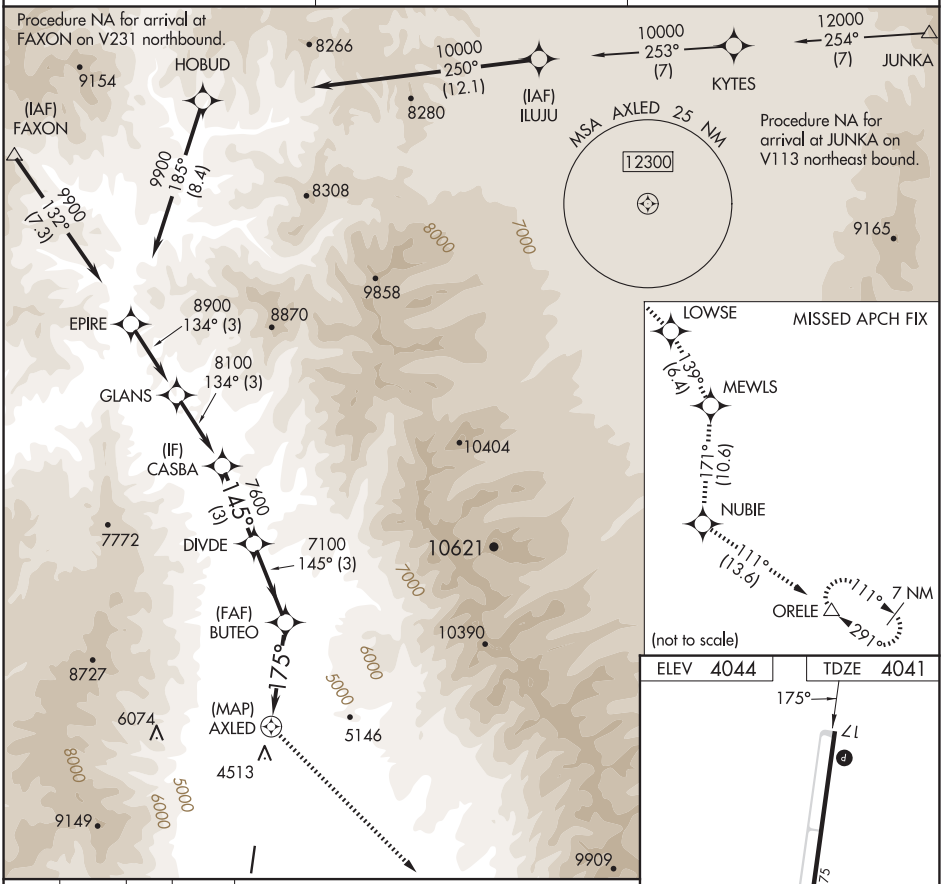
LEMHI COUNTY (SMN)

T A NA ❄ -12°C

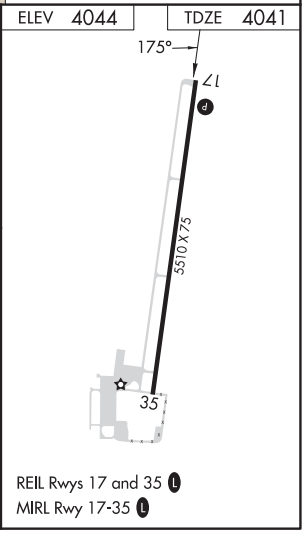
DME/DME RNP-0.3 NA. Night landing: Rwy 35 NA. Circling NA for Cats B and C east of Rwy 17-35. Helicopter visibility reduction below ¾ SM NA.

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 | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.075 | 132.4 338.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5740-5 1699 (1700-5) | | | NA |
| C CIRCLING | 5740-5 1696 (1700-5) | | 6180-5 2136 (2200-5) | NA |




REIL Rwys 17 and 35 L

MIRL Rwy 17-35 L

SALMON, IDAHO
Orig 31MAR16

45°07'N-113°53'W

LEMHI COUNTY (SMN)

RNAV (GPS) RWY 17

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS)-D

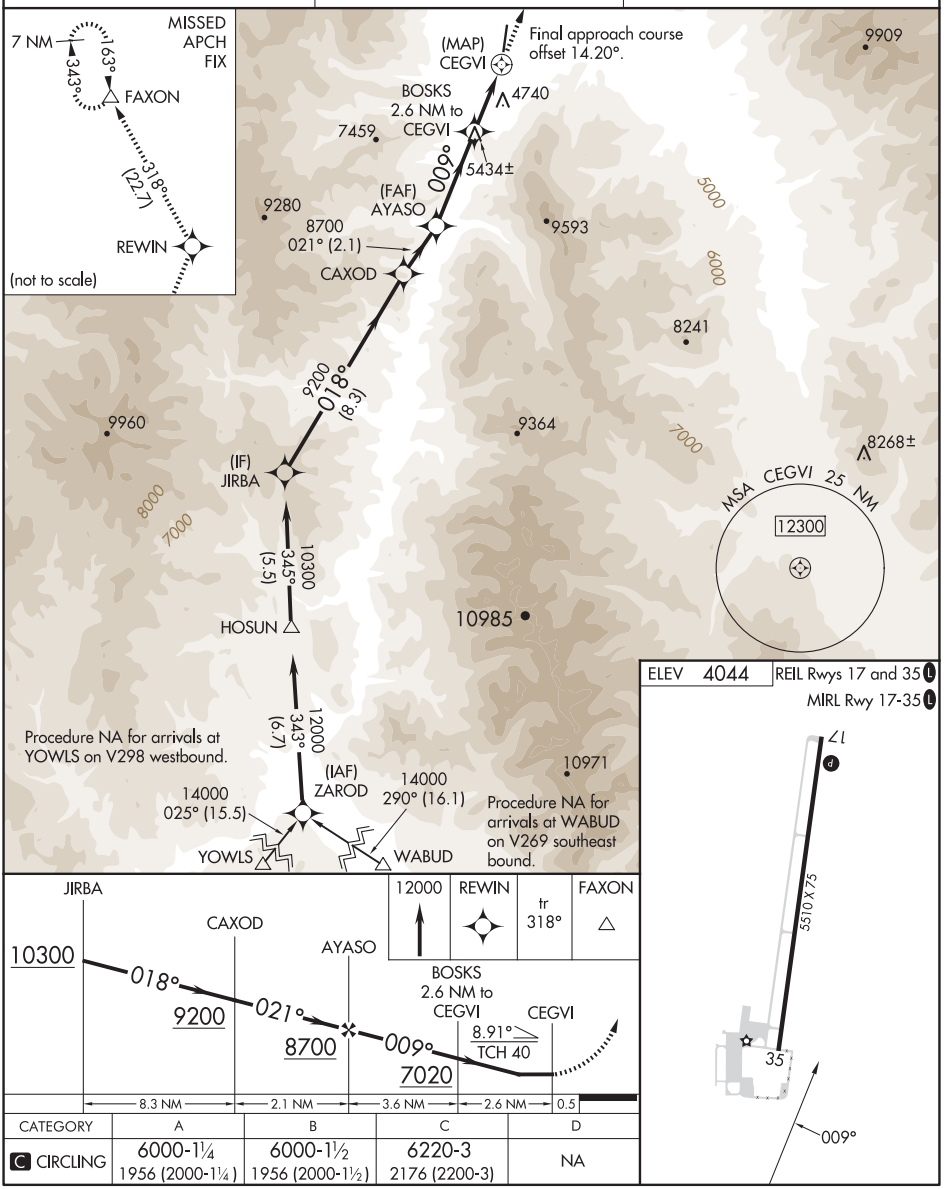
LEMHI COUNTY (SMN)

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 009° | TDZE | N/A |
| | Apt Elev | 4044 |

Circling Rwy 35 NA at night.
NA
DME/DME RNP-0.3 NA.
-12°C
Circling NA for Cat C east of Rwy 17-35.

MISSED APPROACH: Climb to 12000 direct REWIN and on track 318° to FAXON and hold, continue climb-in-hold to 12000.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.075 | 132.4 338.3 | 122.8 (CTAF) L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 6000-1¼ 1956 (2000-1¼) | 6000-1½ 1956 (2000-1½) | 6220-3 2176 (2200-3) | NA |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SALMON, IDAHO | AL-9513 (FAA) | 25163

| VOR/DME LKT | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 113.5 | 043° | TDZE | N/A |
| Chan 82 | | Apt Elev | 4044 |

# VOR/DME-B

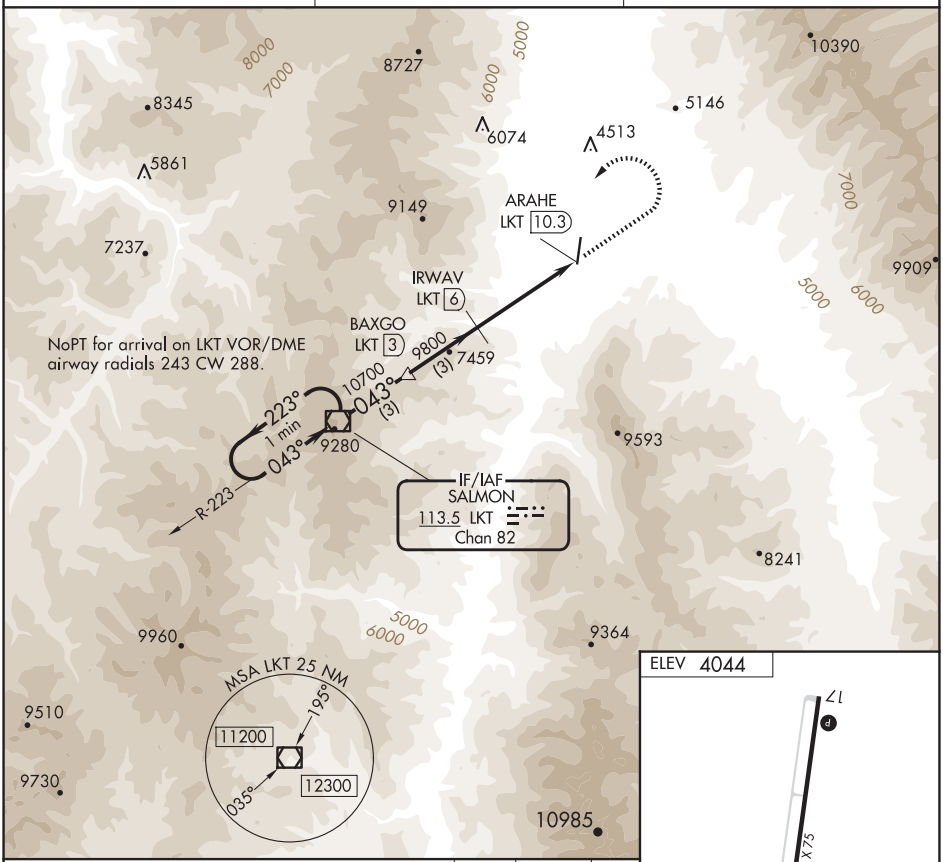
LEMHI COUNTY (SMN)

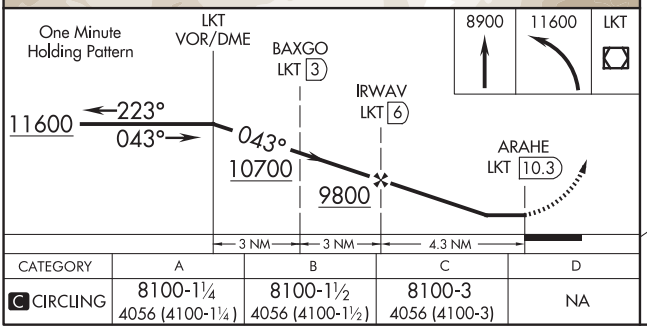
NA
-12°C

Circling NA for Cat C east of Rwy 17-35.
Night Landing: Rwy 35 NA.

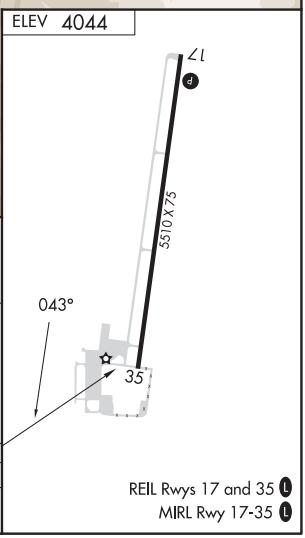
MISSED APPROACH: Climb to 8900 then climbing left turn to 11600 direct LKT VOR/DME and hold, continue climb-in-hold to 11600.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.075 | 132.4 338.3 | 122.8 (CTAF) L |



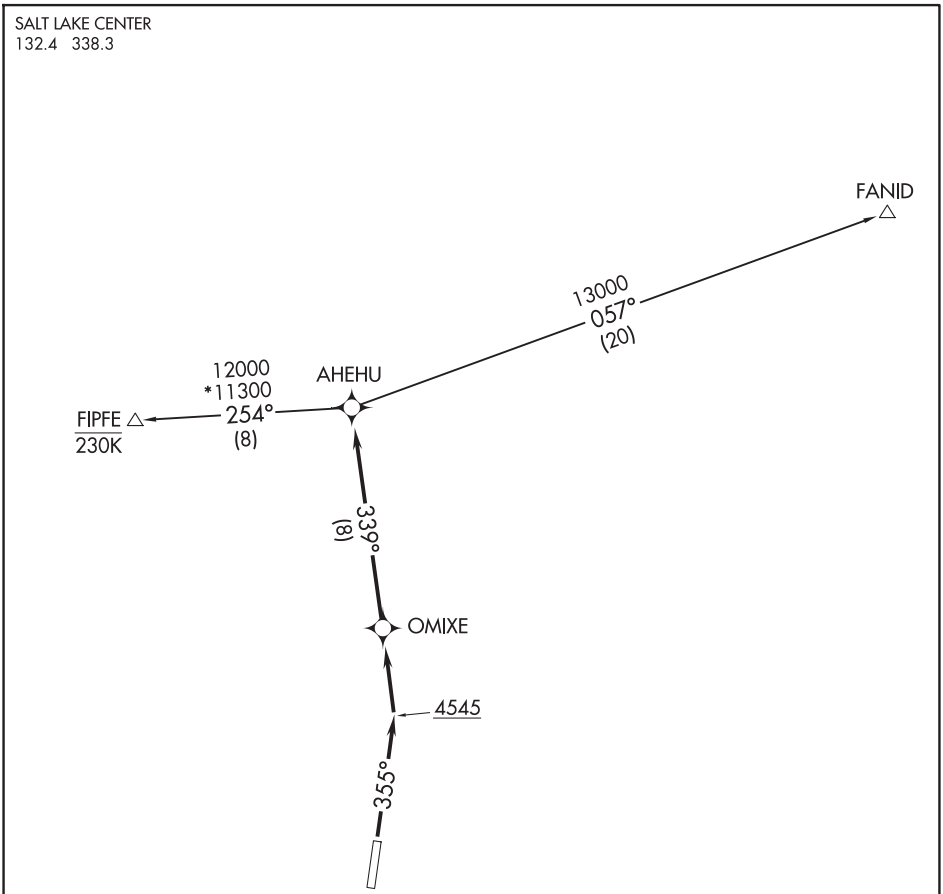

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 8100-1¼<br>4056 (4100-1¼) | 8100-1½<br>4056 (4100-1½) | 8100-3<br>4056 (4100-3) | NA |




REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025




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)



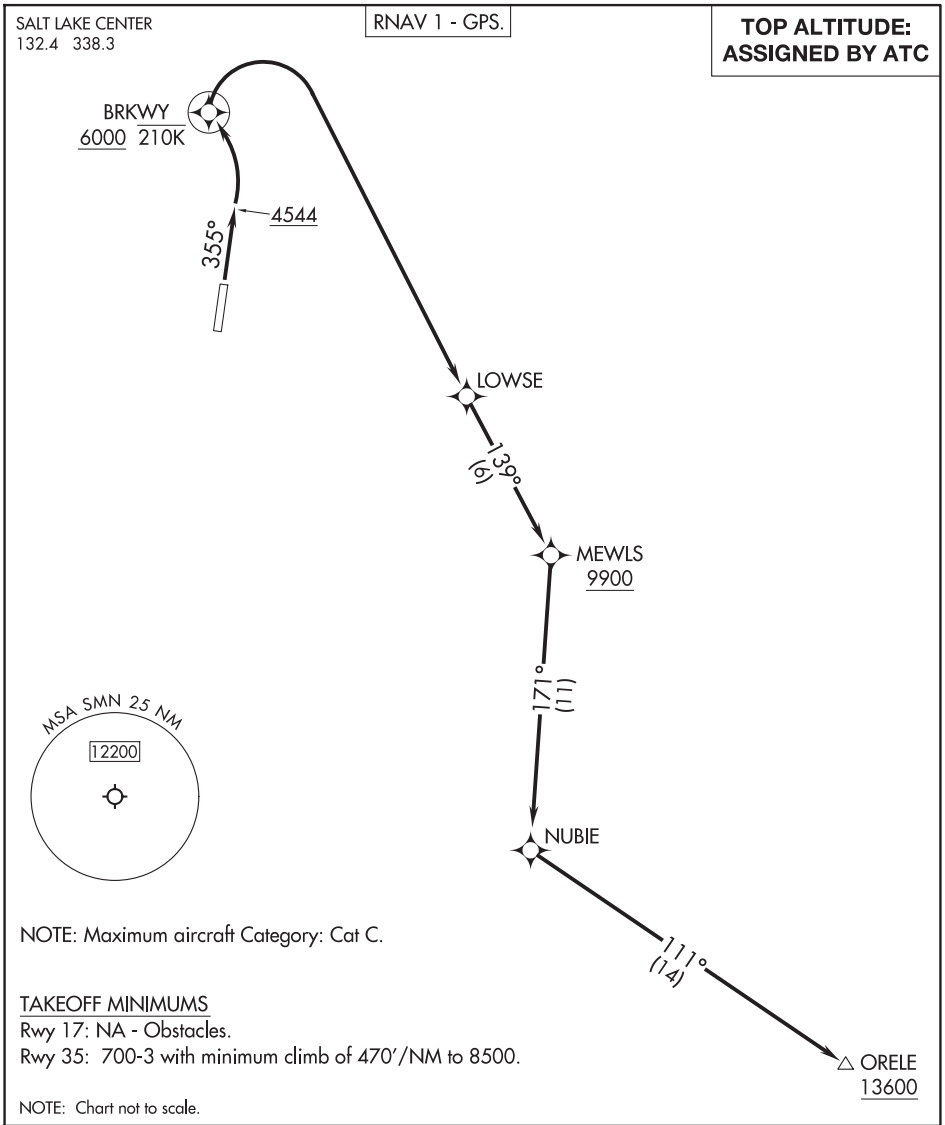
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(ORELE1.ORELE) 24305

# ORELE ONE DEPARTURE (RNAV)

AL-9513 (FAA)

LEMHI COUNTY (SMN)
SALMON, IDAHO




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 35: Climb on heading 355° to 4544, then climbing left turn direct BRKWY, cross BRKWY 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.

ORELE ONE DEPARTURE (RNAV)

(ORELE1.ORELE) 31OCT24

SALMON, IDAHO
LEMHI COUNTY (SMN)

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 2

SANDPOINT (SZT)

| APP CRS | Rwy Ldg | 5501 |
|---|---|---|
| 034° | TDZE | 2131 |
| | Apt Elev | 2131 |

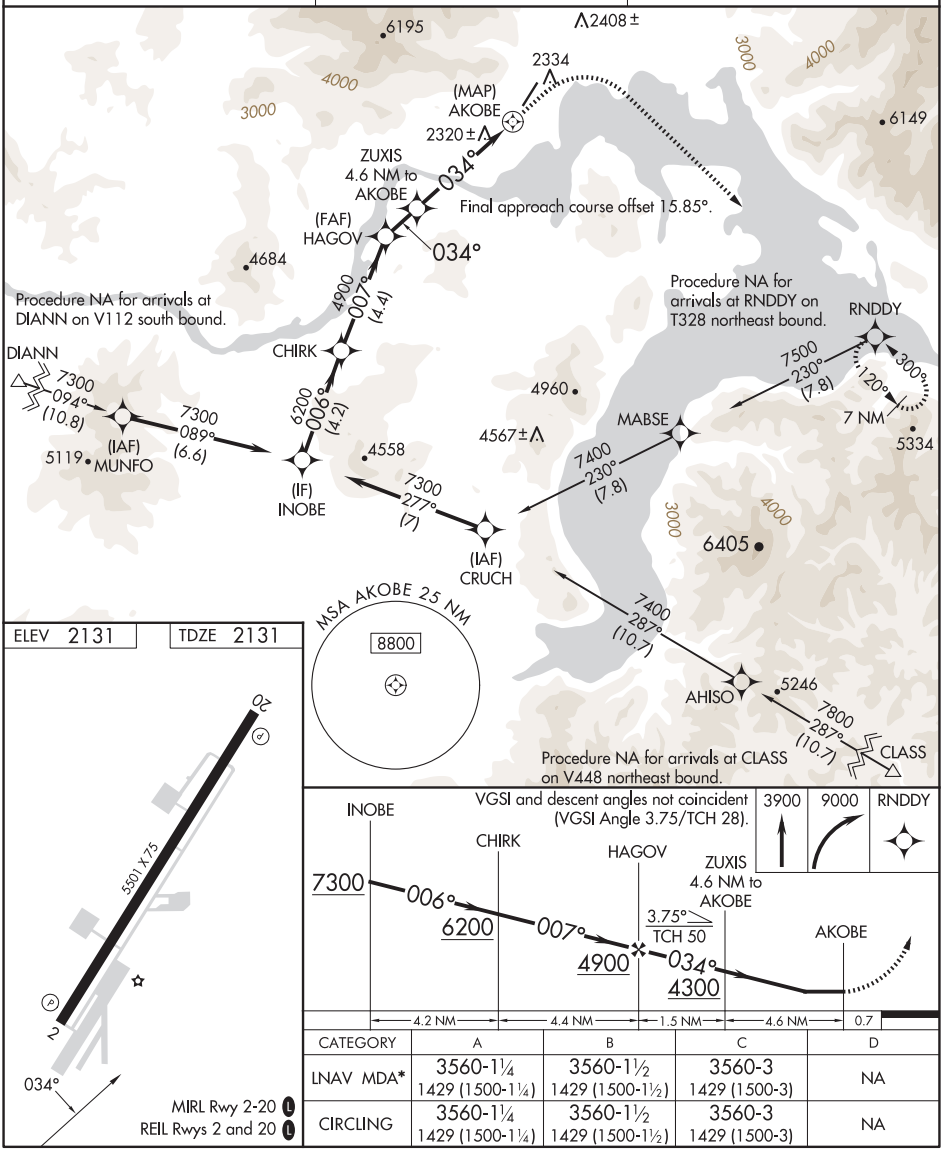
RNP APCH - GPS.

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.

-16°C

MISSED APPROACH: Climb to 3900 then climbing right turn to 9000 direct RNDDY and hold, continue climb-in-hold to 9000.
*Missed approach requires minimum climb of 310 feet per NM to 8100; If unable to meet climb gradient, see RNAV (GPS)-B.

| AWOS-2 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.425 | 123.95 290.55 | 122.7 (CTAF) L |




ELEV 2131 TDZ 2131







| 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 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SANDPOINT, IDAHO | AL-9140 (FAA) | 25163

# RNAV (GPS) Y RWY 20

SANDPOINT (SZT)

| APP CRS | Rwy Ldg | 5501 |
|---|---|---|
| 198° | TDZE | 2131 |
| | Apt Elev | 2131 |

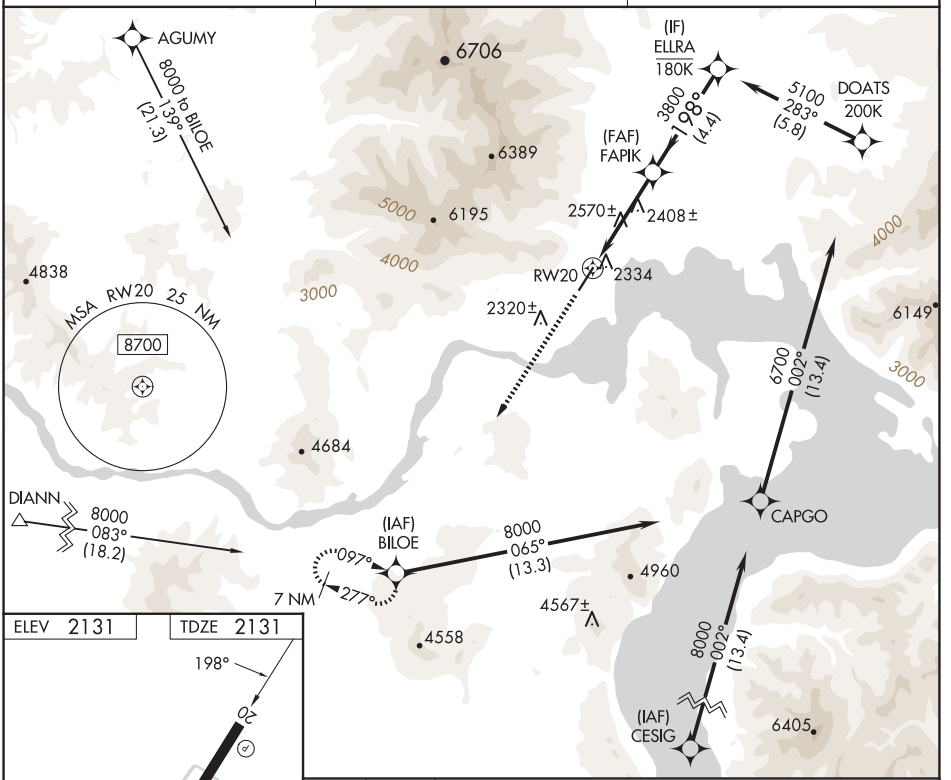
RNP APCH.

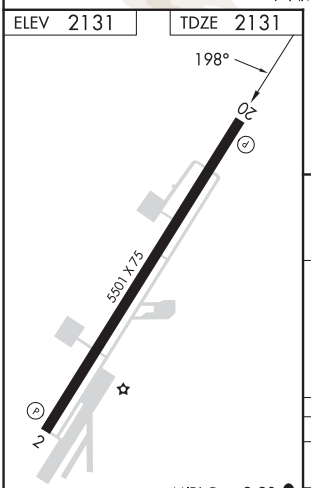
T A -16°C

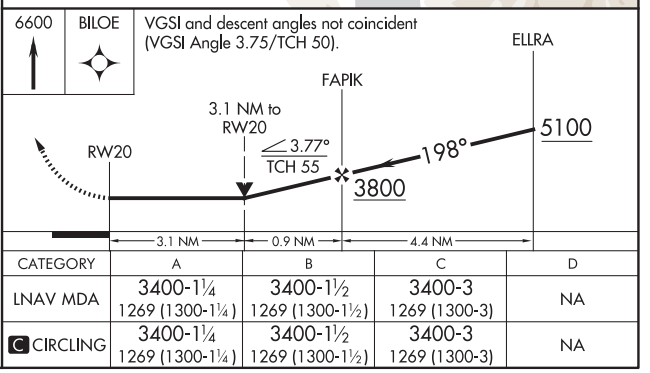
Circling NA west of Rwy 2-20. Rwy 20 helicopter visibility reduction below ¾ SM NA. VDP NA with Deer Park altimeter setting. When local altimeter not received, use Deer Park altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climb to 6600 direct BILOE and hold, continue climb in hold to 6600.

| AWOS-2 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.425 | 123.95 290.55 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV 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 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 63146 W02A | APP CRS 034° | Rwy Ldg 5501<br>TDZE 2131<br>Apt Elev 2131 |
|---|---|---|

# RNAV (GPS) Z RWY 2

SANDPOINT (SZT)

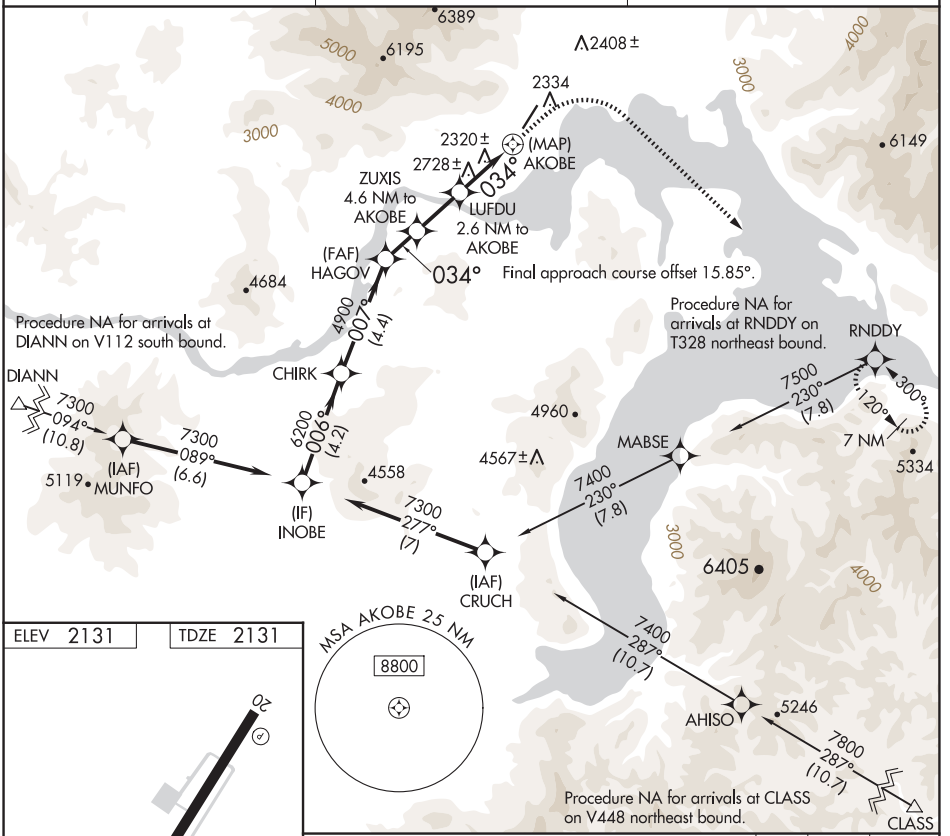
RNP APCH - GPS.

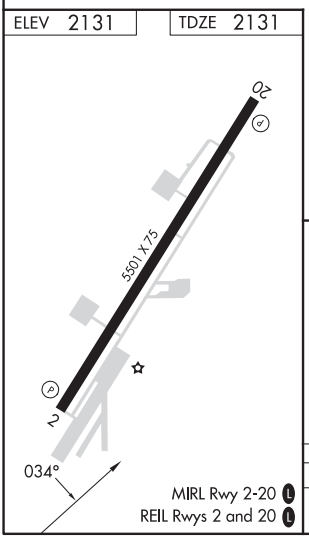
Rwy 2 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

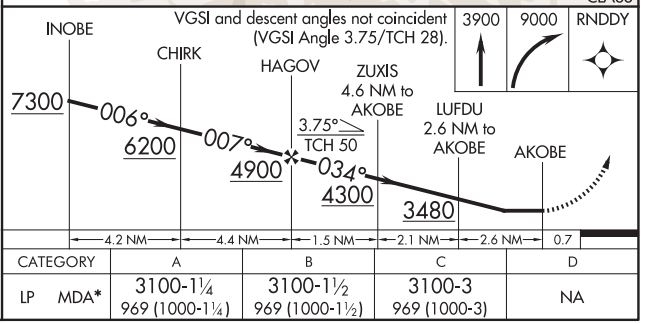
-16°C

MISSED APPROACH: Climb to 3900 then climbing right turn to 9000 direct RNDDY and hold, continue climb-in-hold to 9000.
*Missed approach requires minimum climb of 350 feet per NM to 6500; If unable to meet climb gradient, see RNAV (GPS)-B.

| AWOS-2 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.425 | 123.95 290.55 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA* | 3100-1¼<br>969 (1000-1¼) | 3100-1½<br>969 (1000-1½) | 3100-3<br>969 (1000-3) | NA |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SANDPOINT, IDAHO | AL-9140 (FAA) | 25163

# RNAV (GPS) Z RWY 20

SANDPOINT (SZT)

| WAAS CH 99542 W20A | APP CRS 198° | Rwy Ldg 5501 TDZE 2131 Apt Elev 2131 |
|---|---|---|

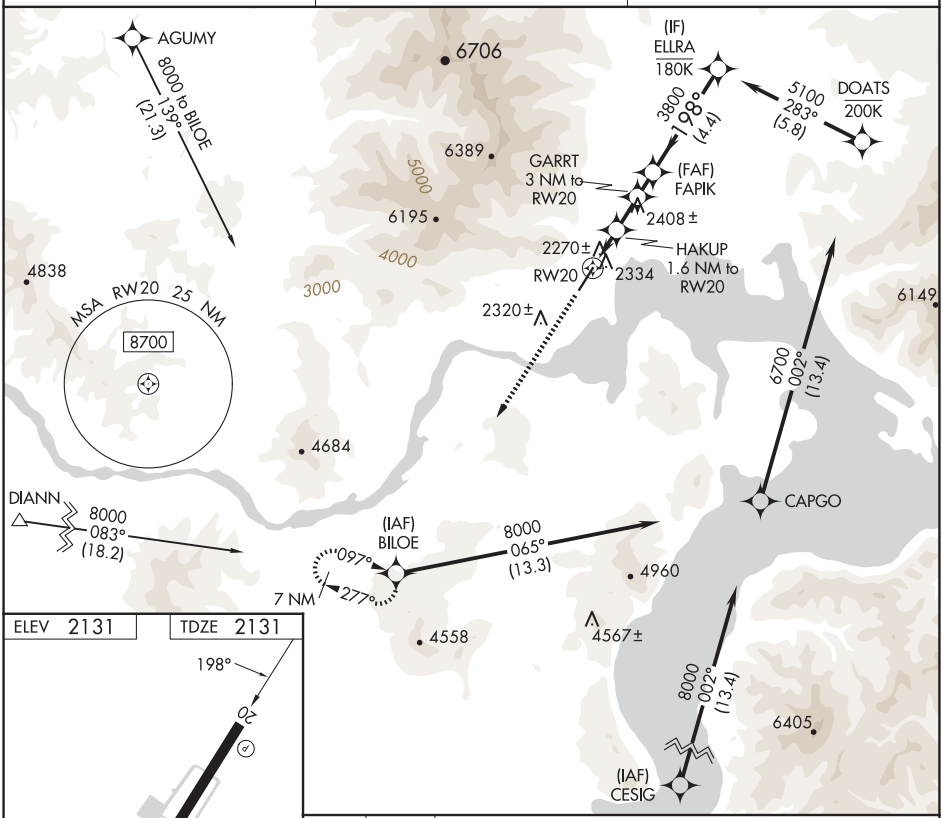
RNP APCH.

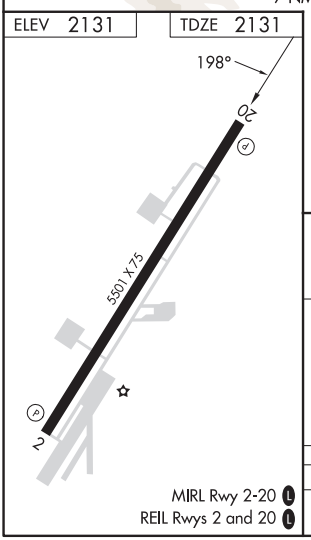
T A -16°C

Rwy 20 helicopter visibility reduction below ¾ SM NA. When local altimeter not received, procedure NA.

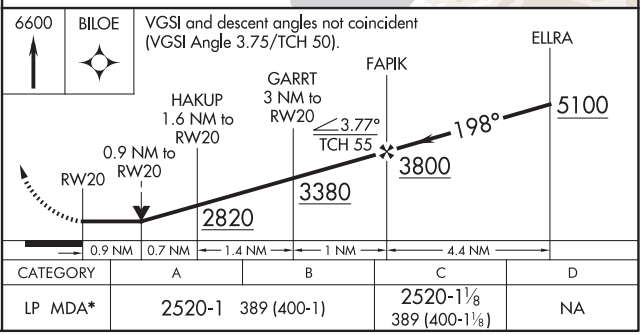
MISSED APPROACH: Climb to 6600 direct BILOE and hold, continue climb-in-hold to 6600.
*Missed approach requires minimum climb of 318 feet per NM to 4500; if unable to meet climb gradient, see RNAV (GPS) Y RWY 20.

| AWOS-2 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.425 | 123.95 290.55 | 122.7 (CTAF) L |




MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA* | 2520-1 389 (400-1) | | 2520-1⅛ 389 (400-1⅛) | NA |

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

SANDPOINT, IDAHO
Orig 28FEB19

48°18'N-116°34'W

SANDPOINT (SZT)
RNAV (GPS) Z RWY 20

# RNAV (GPS)-B

SANDPOINT (SZT)

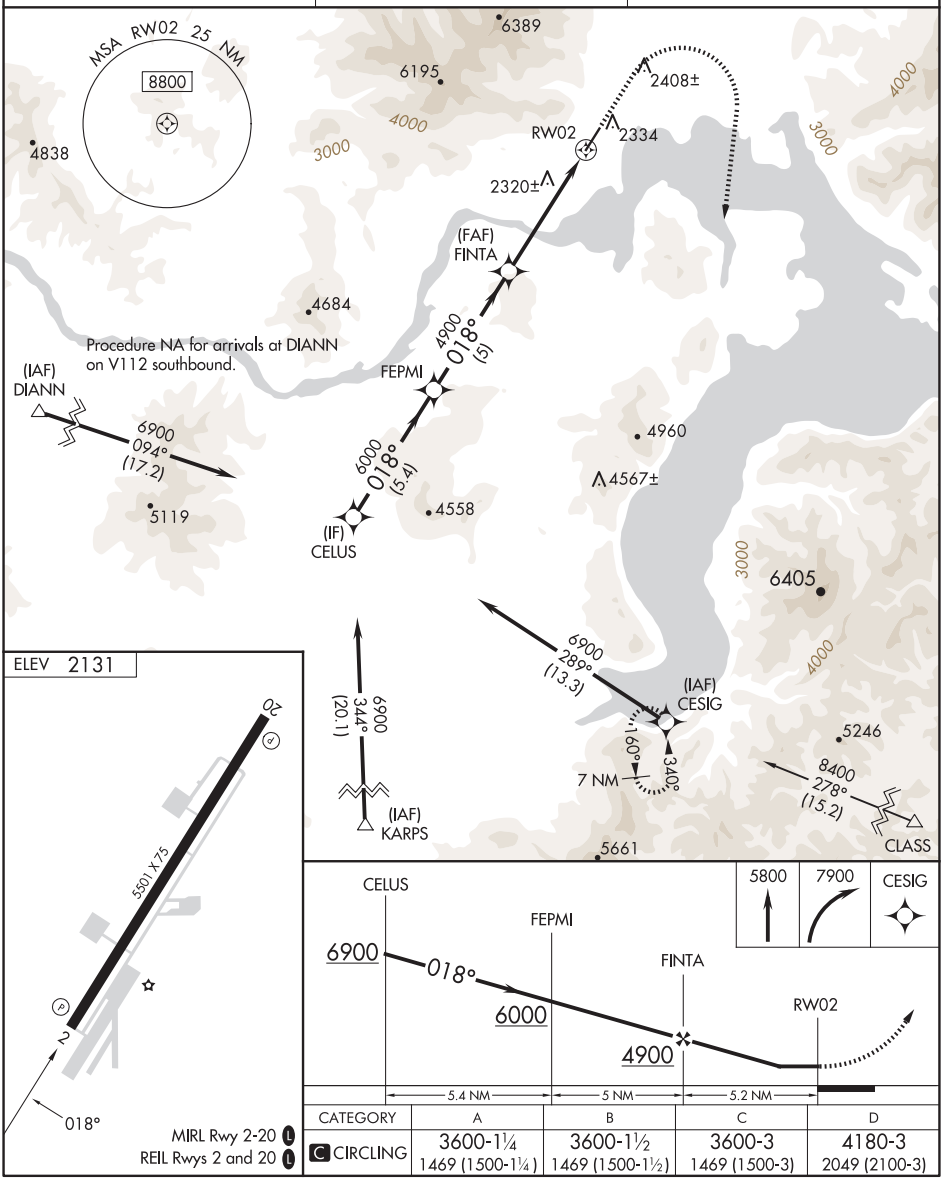
| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 018° | TDZE | N/A |
| | Apt Elev | 2131 |

DME/DME RNP-0.3 NA. Circling NA west of Rwy 2-20. When local altimeter setting not received, use Deer Park altimeter setting and increase all MDA 120 feet.

-16°C

MISSED APPROACH: Climb to 5800 then climbing right turn to 7900 direct CESIG and hold.

| AWOS-2 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.425 | 123.95 290.55 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 3600-1¼ 1469 (1500-1¼) | 3600-1½ 1469 (1500-1½) | 3600-3 1469 (1500-3) | 4180-3 2049 (2100-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SARATOGA, WYOMING | AL-9074 (FAA) | 25163

# RNAV (GPS) RWY 5

SHIVELY FLD (SAA)

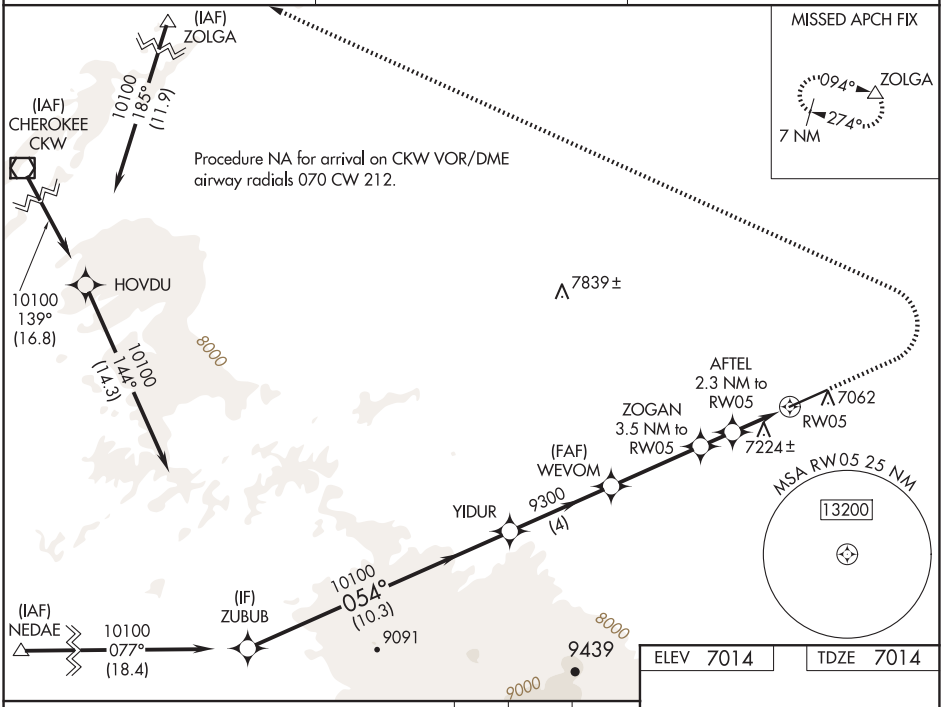
| WAAS | APP CRS | Rwy Ldg | 8801 |
|---|---|---|---|
| CH 65820 | 054° | TDZE | 7014 |
| W05A | | Apt Elev | 7014 |

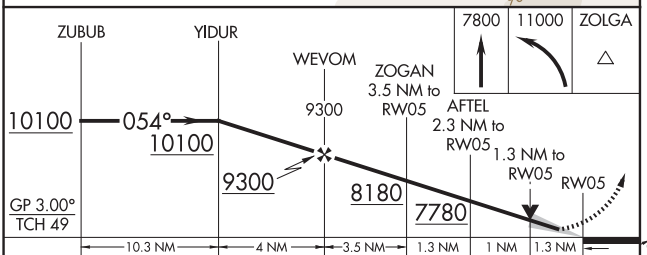
RNP APCH - GPS.

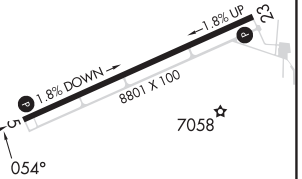
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.

MISSED APPROACH: Climb to 7800 then climbing left turn to 11000 direct ZOLGA and hold.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 118.175 | 132.1 254.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 7264-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 7546-1½ 532 (600-1½) | | | |
| LNAV MDA | 7480-1 466 (500-1) | | 7480-1⅜ 466 (500-1⅜) | |
| C CIRCLING | 7540-1 526 (600-1) | | 7740-2 726 (800-2) | 7860-2¾ 846 (900-2¾) |

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

SARATOGA, WYOMING
Amdt 1 20APR23

41°27'N-106°50'W

SHIVELY FLD (SAA)

RNAV (GPS) RWY 5

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 23

SHIVELY FLD (SAA)

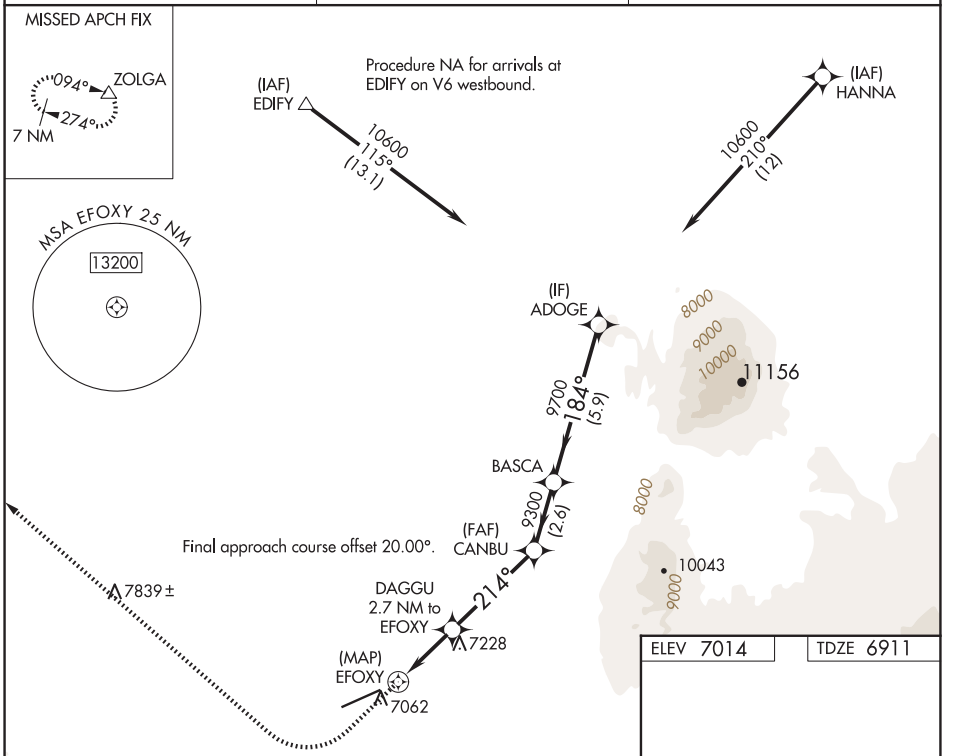
| APP CRS | Rwy Ldg | 8801 |
|---|---|---|
| 214° | TDZE | 6911 |
| | Apt Elev | 7014 |

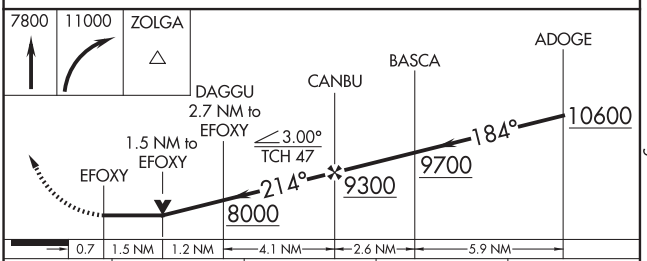
RNP APCH - GPS.

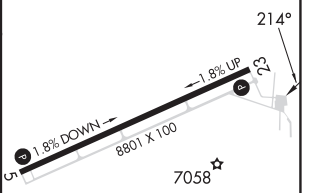
Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 7800 then climbing right turn to 11000 direct ZOLGA and hold.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 118.175 | 132.1 254.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7620-1 709 (700-1) | | 7620-2 709 (700-2) | |
| C CIRCLING | 7620-1 606 (700-1) | | 7740-2 726 (800-2) | 7860-2¾ 846 (900-2¾) |

REIL Rwys 5 and 23 L

MIRL Rwy 5-23 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

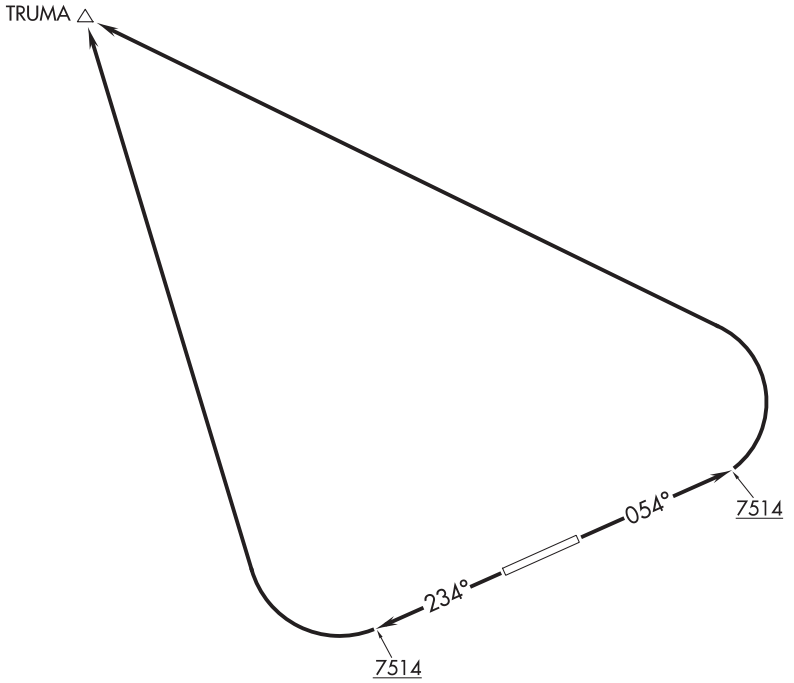
(TRUMA1.TRUMA) 23110 AL-9074 (FAA)

SHIVELY FLD (SAA)
SARATOGA, WYOMING

# TRUMA ONE DEPARTURE (OBSTACLE) (RNAV)

RNAV 1 - GPS.

DENVER CENTER
132.1 254.35
AWOS-3PT
118.175
CTAF
122.8




TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

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.

SCAPPOOSE, OREGON | AL-6314 (FAA) | 25163

| WAAS | APP CRS | Rwy Ldg | 5100 |
|---|---|---|---|
| CH 65720 | 152° | TDZE | 58 |
| W15A | | Apt Elev | 58 |

# RNAV (GPS) RWY 15

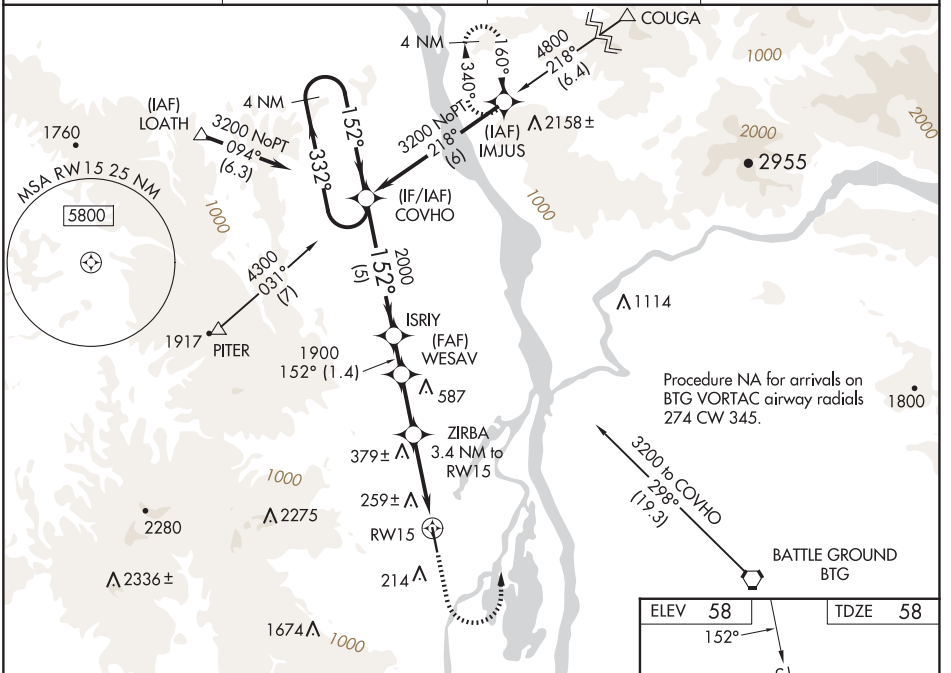
SCAPPOOSE (SPB)

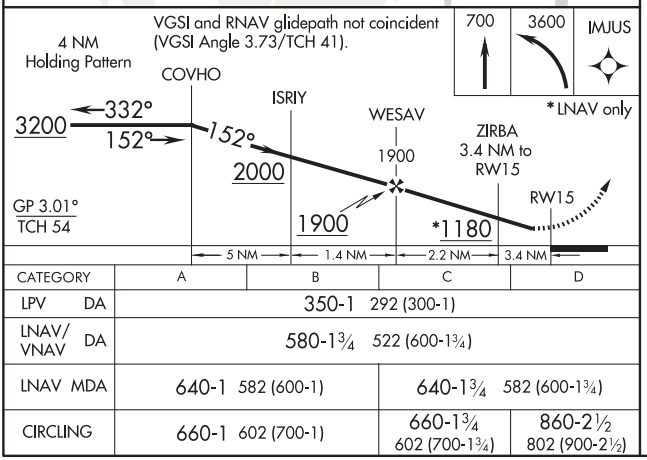
RNP APCH-GPS.

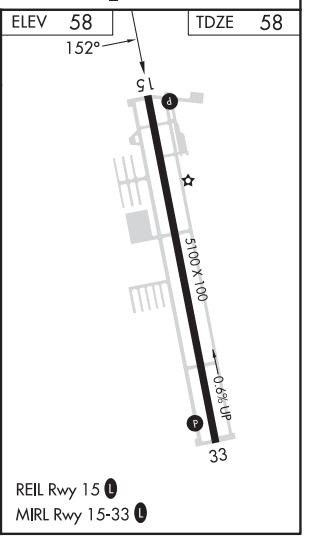
T A Circling NA west of Rwy 15-33. Rwy 15 helicopter visibility reduction below 1 SM NA. When VGSI inop, Straight-in and Circling to Rwy 15 NA at night. When local altimeter setting not received, use Portland Intl altimeter setting; increase all DA/MDA 40 feet and increase LNAV/VNAV all Cats visibility ⅛ SM, Circling Cat D visibility ¼ 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 | PORTLAND APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.875 | 124.35 299.2 | 121.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 350-1 292 (300-1) | | | |
| LNAV/VNAV DA | 580-1¾ 522 (600-1¾) | | | |
| LNAV MDA | 640-1 582 (600-1) | | 640-1¾ 582 (600-1¾) | |
| CIRCLING | 660-1 602 (700-1) | | 660-1¾ 602 (700-1¾) | 860-2½ 802 (900-2½) |

SCAPPOOSE, OREGON
Orig-B 15JUL21

45°46′N-122°52′W

SCAPPOOSE (SPB)

RNAV (GPS) RWY 15


NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-FKO | APP CRS | Rwy Ldg 5100 |
|---|---|---|
| 111.1 | 152° | TDZE 58 |
| Chan 48 | | Apt Elev 58 |

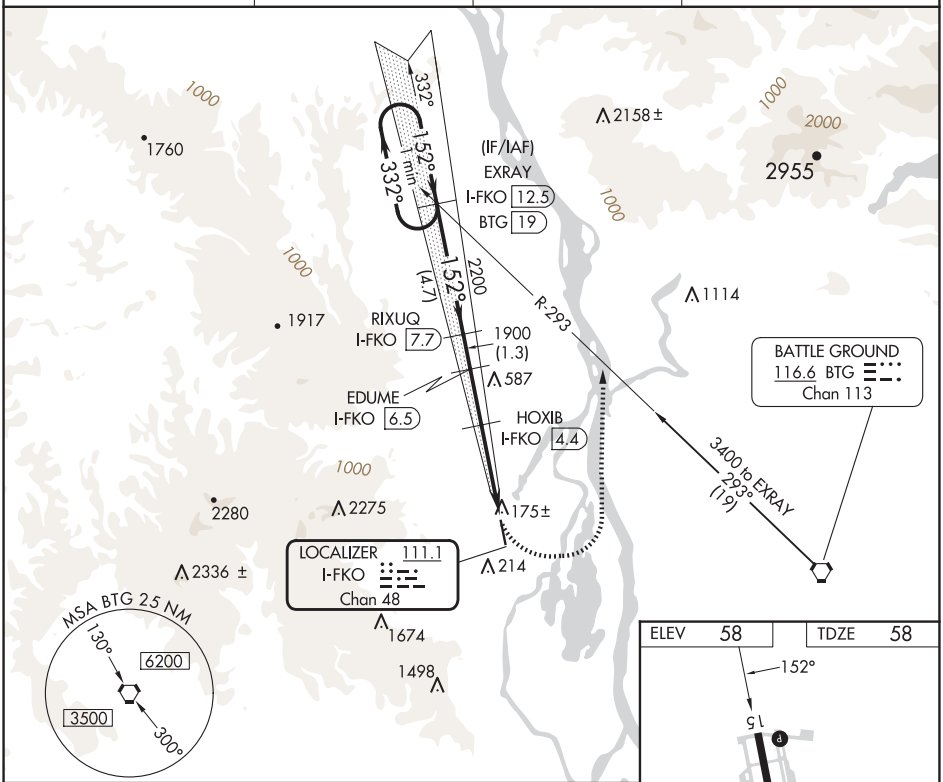
# LOC/DME RWY 15

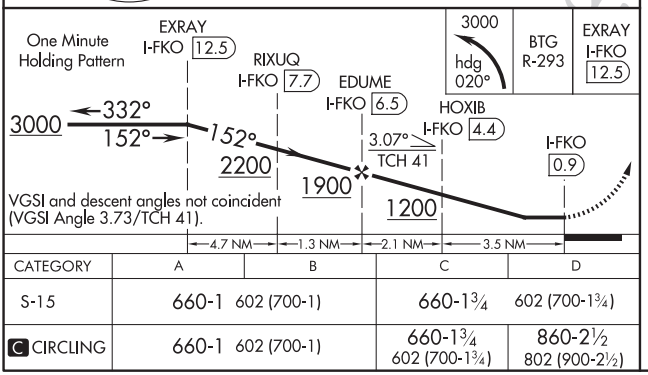
SCAPPOOSE (SPB)

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 ⅛ mile, Cat D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Night Landing Rwy 15 NA.

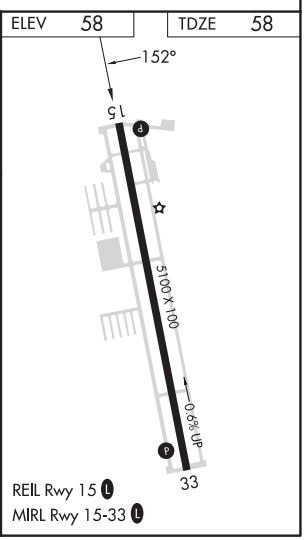
MISSED APPROACH: Climbing left turn to 3000 on heading 020° and on BTG VORTAC R-293 to EXRAY/I-FKO 12.5 DME and hold.

| ASOS | PORTLAND APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.875 | 124.35 299.2 | 121.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 660-1 | 602 (700-1) | 660-1¾ | 602 (700-1¾) |
| C CIRCLING | 660-1 | 602 (700-1) | 660-1¾ 602 (700-1¾) | 860-2½ 802 (900-2½) |




REIL Rwy 15 L

MIRL Rwy 15-33 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SCAPPOOSE, OREGON | AL-6314 (FAA) | 25163

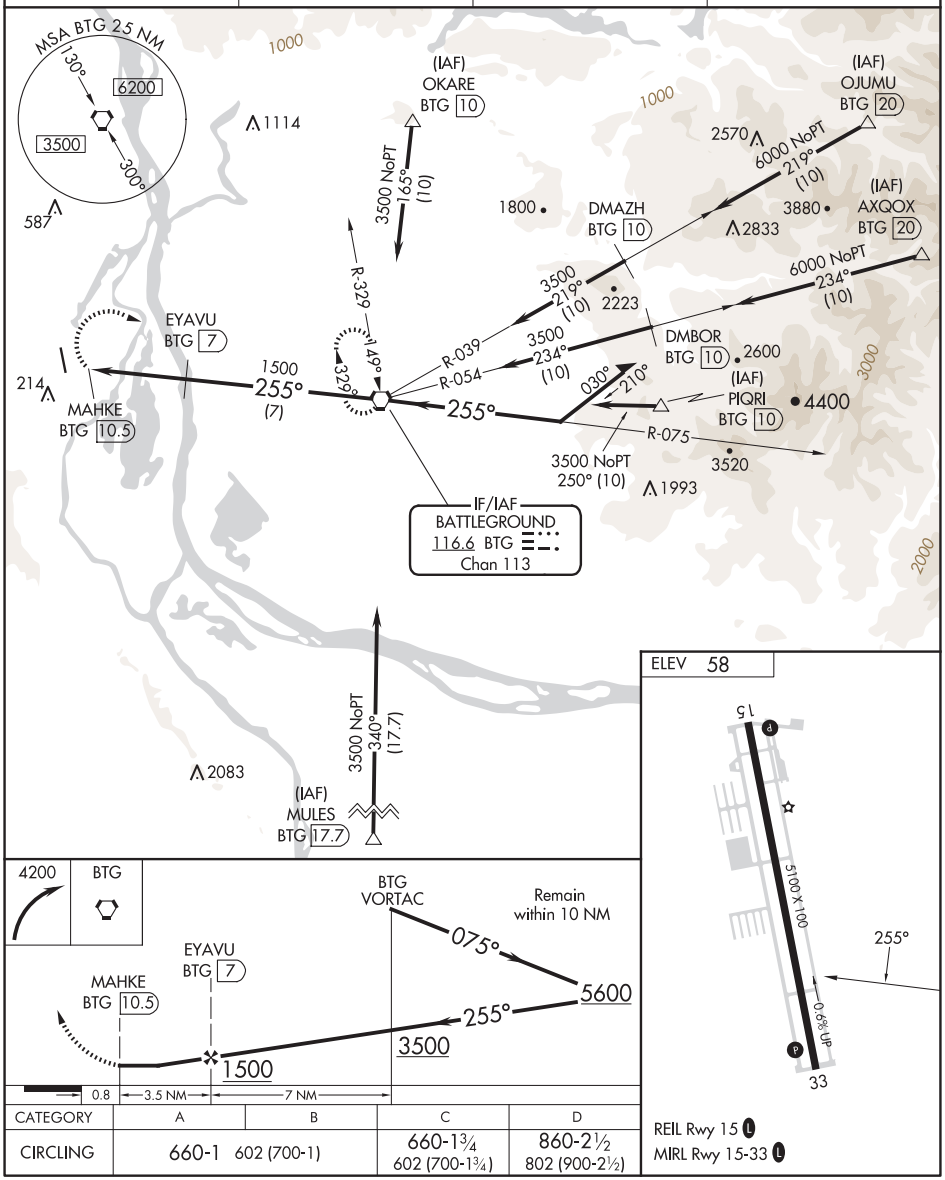
| VORTAC BTG | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 116.6 | 255° | TDZE | N/A |
| Chan 113 | | Apt Elev | 58 |

# VOR/DME-A
## SCAPPOOSE (SPB)

T A 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 ¼ SM.

MISSED APPROACH: Climbing right turn to 4200 direct BTG VORTAC and hold, continue climb-in-hold to 4200.

| ASOS | PORTLAND APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.875 | 124.35 299.2 | 121.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 660-1 602 (700-1) | | 660-1¾ 602 (700-1¾) | 860-2½ 802 (900-2½) |

REIL Rwy 15 L
MIRL Rwy 15-33 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 12

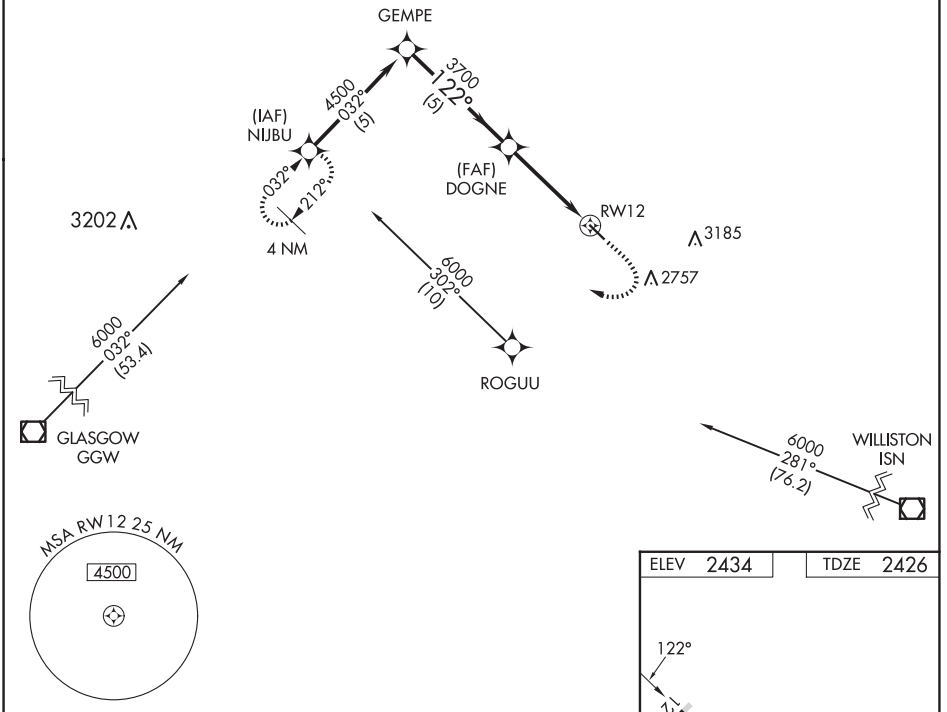
SCOBEY (9S2)

| APP CRS | Rwy Idg | 4020 |
|---|---|---|
| 122° | TDZE | 2426 |
| | Apt Elev | 2434 |

DME/DME RNP-0.3 NA. Use Wolf Point altimeter setting; when not received procedure not authorized. Helicopter visibility reduction below ¾ SM NA.

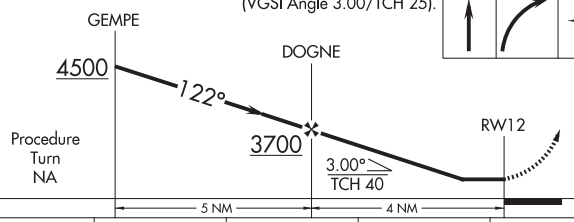
MISSED APPROACH: Climb to 3600 then climbing right turn to 6000 direct NIJBU WP and hold.

| AWOS-3PT | OLF ASOS | SALT LAKE CITY CENTER | AUNICOM |
|---|---|---|---|
| 128.325 | 118.325 | 126.85 305.2 | 122.8 (CTAF) L |



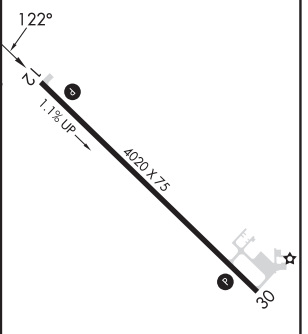

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).

| 3600 | 6000 | NIJBU |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3100-1 | 674 (700-1) | NA | |
| CIRCLING | 3100-1 666 (700-1) | 3160-1 726 (800-1) | NA | |

ELEV 2434 TDZE 2426




MIRL Rwy 12-30 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 14R

## BOEING FLD/KING COUNTY INTL (BFI)

| LOC/DME I-BFI | APP CRS | Rwy Idg | 9120 |
|---|---|---|---|
| 110.9 | 135° | TDZE | 18 |
| Chan 46 | | Apt Elev | 22 |

DME and RADAR required.

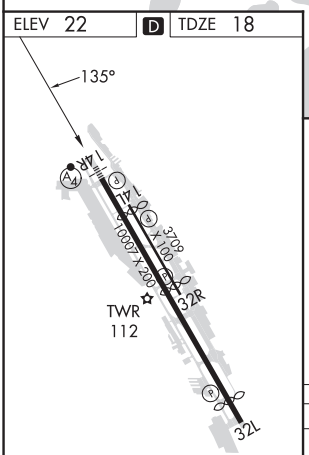
Circling NA for Cats C and D northeast of Rwy 14L-32R. Circling Rwy 32R NA at night. Rwy 14R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 14R all Cats to RVR 4500. S-ILS 14R* minimums NA when VGSI inop.

MALSF

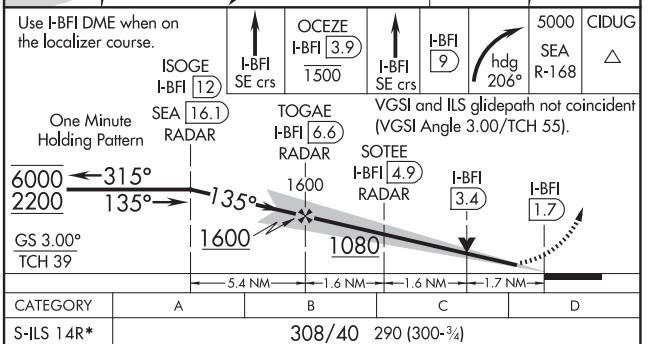
MISSED APPROACH: Climb on I-BFI SE course to cross OCEZE/I-BFI 3.9 DME/RADAR at or below 1500 then climb on I-BFI SE course to I-BFI 9 DME then right turn on heading 206° and on SEA R-168 to 5000 to CIDUG/SEA 25.8 DME and hold.

| ATIS | SEATTLE APP CON | BOEING TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.75 | 125.9 306.9 | 120.6 257.8 | 121.9 | 132.4 |




MIRL Rwy 14L-32R
HIRL Rwy 14R-32L
REIL Rwys 14L, 32L and 32R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 14R* | 308/40 290 (300-¾) | | | |
| S-LOC 14R | 600/40 582 (600-¾) | | 600-1⅜ 582 (600-1⅜) | |
| C CIRCLING | 760-1 738 (800-1) | 880-1¼ 858 (900-1¼) | 960-2¾ 938 (1000-2¾) | 960-3 938 (1000-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 32L

## BOEING FLD/KING COUNTY INTL (BFI)

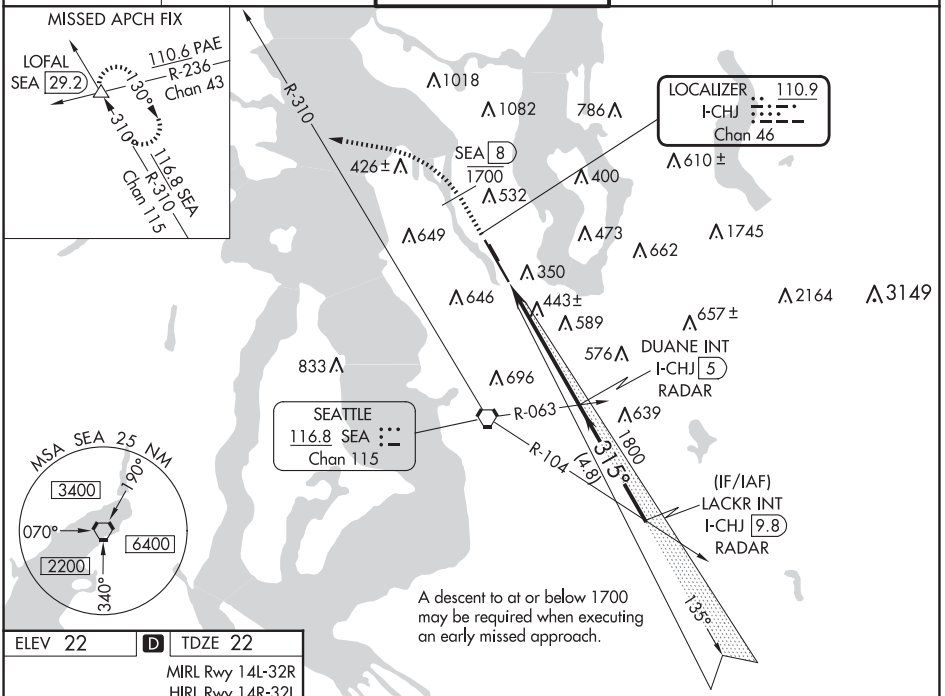
| LOC/DME I-CHJ | APP CRS | Rwy Idg | 9120 |
|---|---|---|---|
| 110.9 | 315° | TDZE | 22 |
| Chan 46 | | Apt Elev | 22 |

DME and RADAR required.

T Circling NA for Cats C and D northeast of Rwy 14L-32R.
A Circling Rwy 32R NA at night. Rwy 32L helicopter visibility reduction below ¾ SM NA.

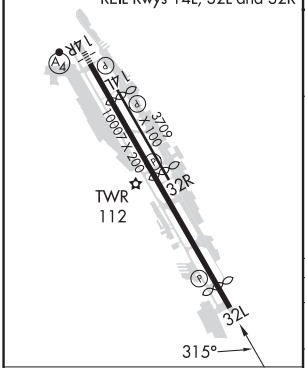
MISSED APPROACH: Climb on heading 315° to cross SEA 8 DME at or below 1700, then climbing left turn to 6000 on heading 265° and on SEA R-310 to LOFAL INT/SEA 29.2 DME and hold, continue climb-in-hold to 6000.

| ATIS | SEATTLE APP CON | BOEING TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.75 | 125.9 306.9 | 120.6 257.8 | 121.9 | 132.4 |



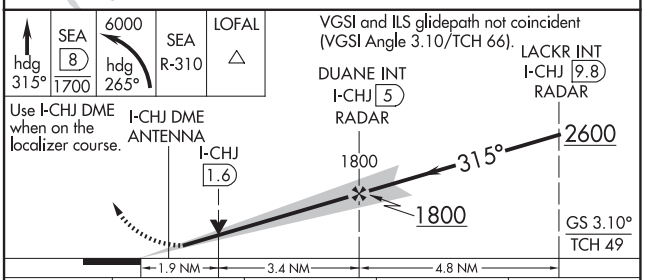

ELEV 22 D TDZE 22

MIRL Rwy 14L-32R
HIRL Rwy 14R-32L
REIL Rwys 14L, 32L and 32R




FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32L | 453-1¼ 431 (500-1¼) | | | |
| S-LOC 32L | 700-1 678 (700-1) | | 700-1⅞ 678 (700-1⅞) | |
| C CIRCLING | 760-1 738 (800-1) | 880-1¼ 858 (900-1¼) | 960-2¾ 938 (1000-2¾) | 960-3 938 (1000-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 14R

## BOEING FLD/KING COUNTY INTL (BFI)

| APP CRS | Rwy Idg | 9120 |
|---|---|---|
| 135° | TDZE | 18 |
| | Apt Elev | 22 |

RNP AR APCH - GPS.

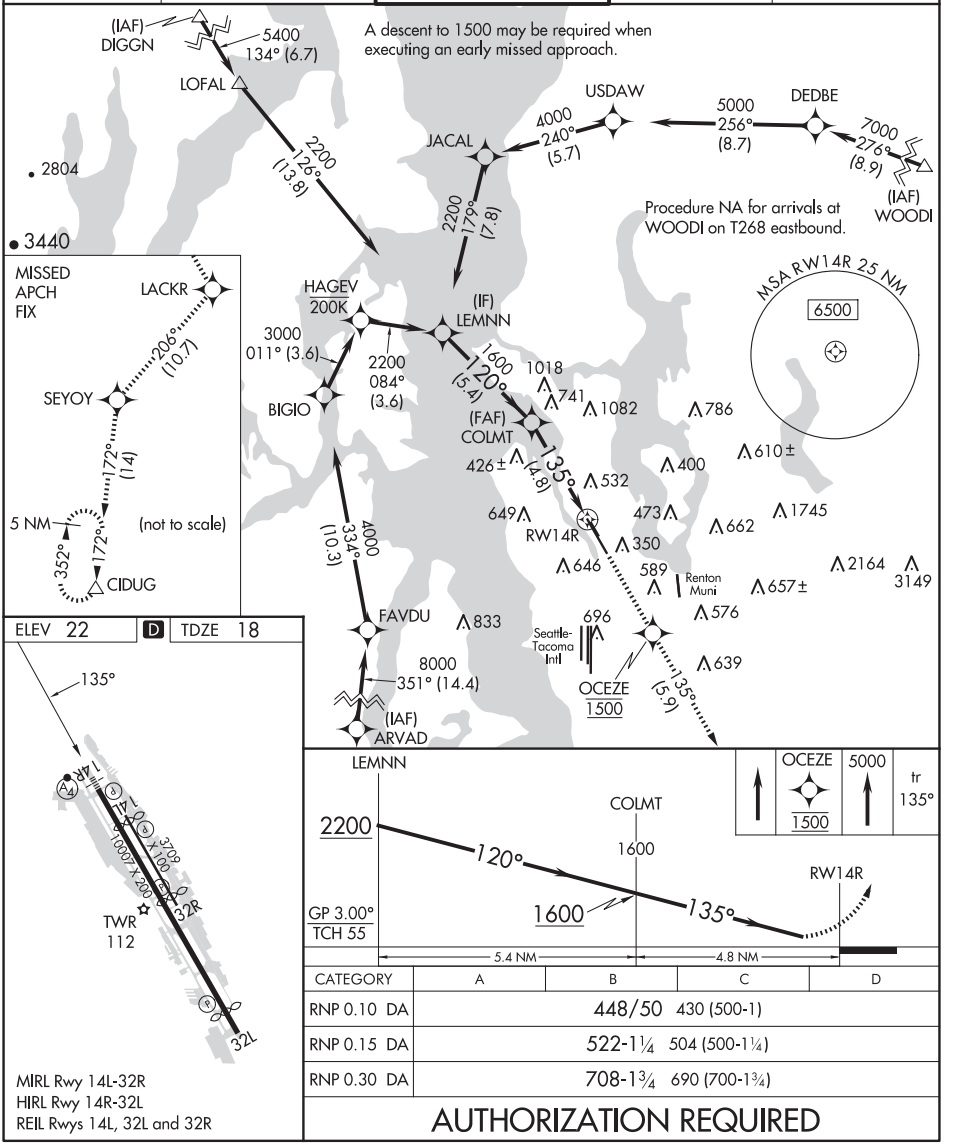
RADAR required for missed approach.

For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. For inop ALS, increase RNP 0.15 visibility to 1⅜ SM.

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 | SEATTLE APP CON | BOEING TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.75 | 125.9 306.9 | 120.6 257.8 | 121.9 | 132.4 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 448/50 430 (500-1) | | | |
| RNP 0.15 DA | 522-1¼ 504 (500-1¼) | | | |
| RNP 0.30 DA | 708-1¾ 690 (700-1¾) | | | |

## AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 32L

## BOEING FLD/KING COUNTY INTL (BFI)

| APP CRS | Rwy Idg | 9120 |
|---|---|---|
| 315° | TDZE | 22 |
| | Apt Elev | 22 |

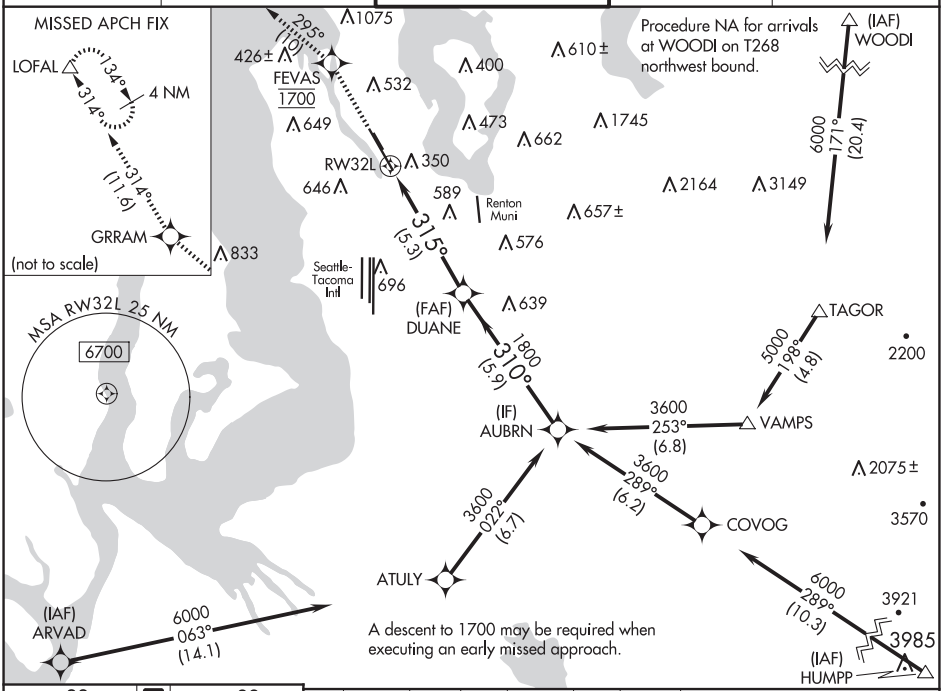
RNP AR APCH - GPS.

RADAR required for missed approach.

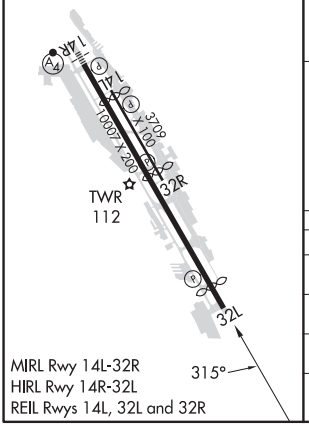
For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C.

MISSED APPROACH: Climb direct FEVAS, cross FEVAS at 1700, then climb to 3000 on the RNAV missed approach route to LOFAL 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 |

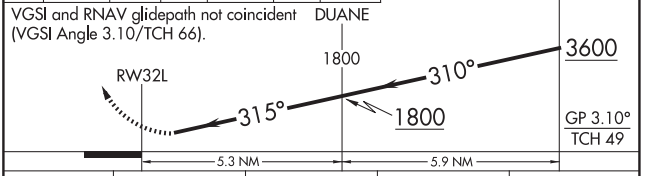



| ELEV 22 | D | TDZE 22 |
|---|---|---|




| FEVAS | 3000 | tr | GRRAM | tr | LOFAL |
|---|---|---|---|---|---|
| 1700 | | 295° | | 314° | |

VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 66).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 567-1⅝ 545 (600-1⅝) | | | |
| RNP 0.15 DA | 681-1⅞ 659 (700-1⅞) | | | |
| RNP 0.30 DA | 836-2½ 814 (900-2½) | | | |

AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SEATTLE, WASHINGTON AL-384 (FAA-O) 25051

# RNAV (GPS) Y RWY 14R

## BOEING FLD/KING COUNTY INTL (BFI)

| WAAS | APP CRS | Rwy Idg | 9120 |
|---|---|---|---|
| CH 92568 | 135° | TDZE | 18 |
| W14A | | Apt Elev | 22 |

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 | SEATTLE APP CON | BOEING TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.75 | 125.9 306.9 | 120.6 257.8 | 121.9 | 132.4 |

A descent to 1500 may be required when executing an early missed approach.

Procedure NA for arrivals at WOODI on T268 eastbound.

MSA RW14R 25 NM 6500

MISSED APCH FIX

5 NM (not to scale)

ELEV 22 D TDZE 18

MIRL Rwy 14L-32R
HIRL Rwy 14R-32L
REIL Rwys 14L, 32L and 32R

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 301/40 283 (300-¾) | | | |
| LNAV/VNAV DA | 744-1¾ 726 (800-1¾) | | | |

SEATTLE, WASHINGTON
Orig-A 20FEB25

BOEING FLD/KING COUNTY INTL (BFI)
47°32'N-122°18'W
RNAV (GPS) Y RWY 14R

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 9120 |
|---|---|---|---|
| CH 89057 | 315° | TDZE | 22 |
| W32A | | Apt Elev | 22 |

# RNAV (GPS) Y RWY 32L

## BOEING FLD/KING COUNTY INTL (BFI)

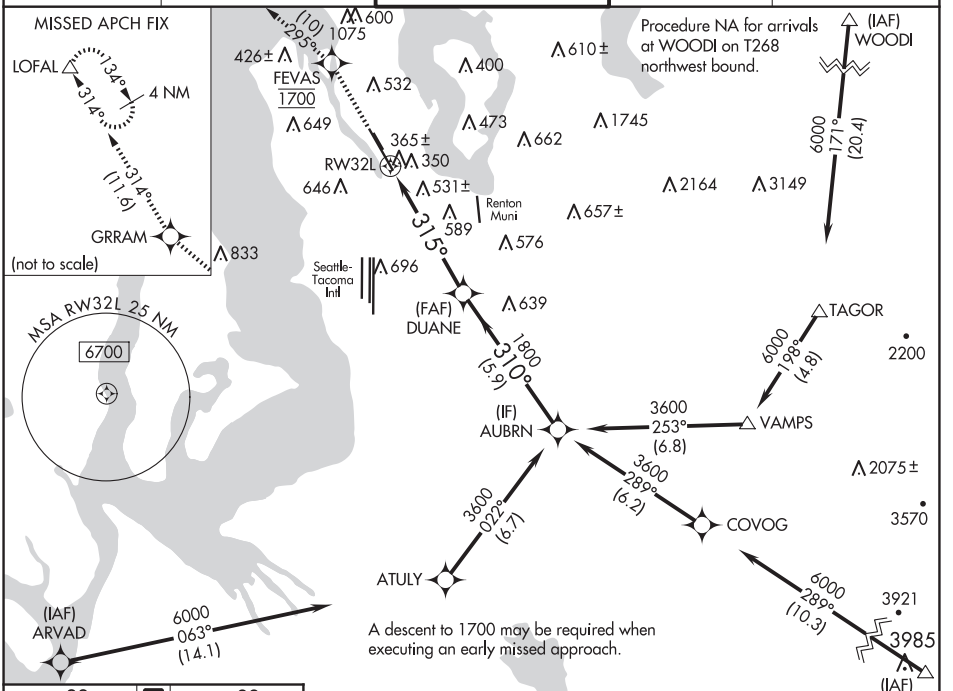
RNP APCH - GPS.

RADAR required for missed approach.

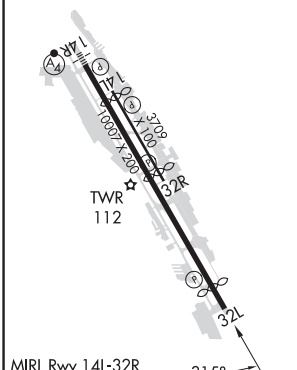
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. Rwy 32L helicopter visibility reduction below ¾ SM NA.

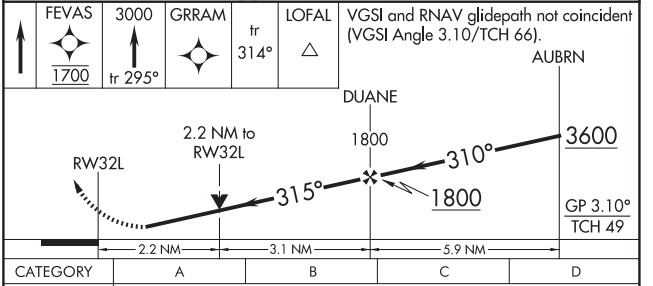
MISSED APPROACH: Climb direct FEVAS, cross FEVAS at 1700, then climb to 3000 on the RNAV missed approach route to LOFAL and hold.

| ATIS | 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 22 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 478-1⅜ 456 (500-1⅜) | | | |
| LNAV/VNAV DA | 884-2½ 862 (900-2½) | | | |
| LNAV MDA | 800-1 778 (800-1) | 800-1¼ 778 (800-1¼) | 800-2½ 778 (800-2½) | |



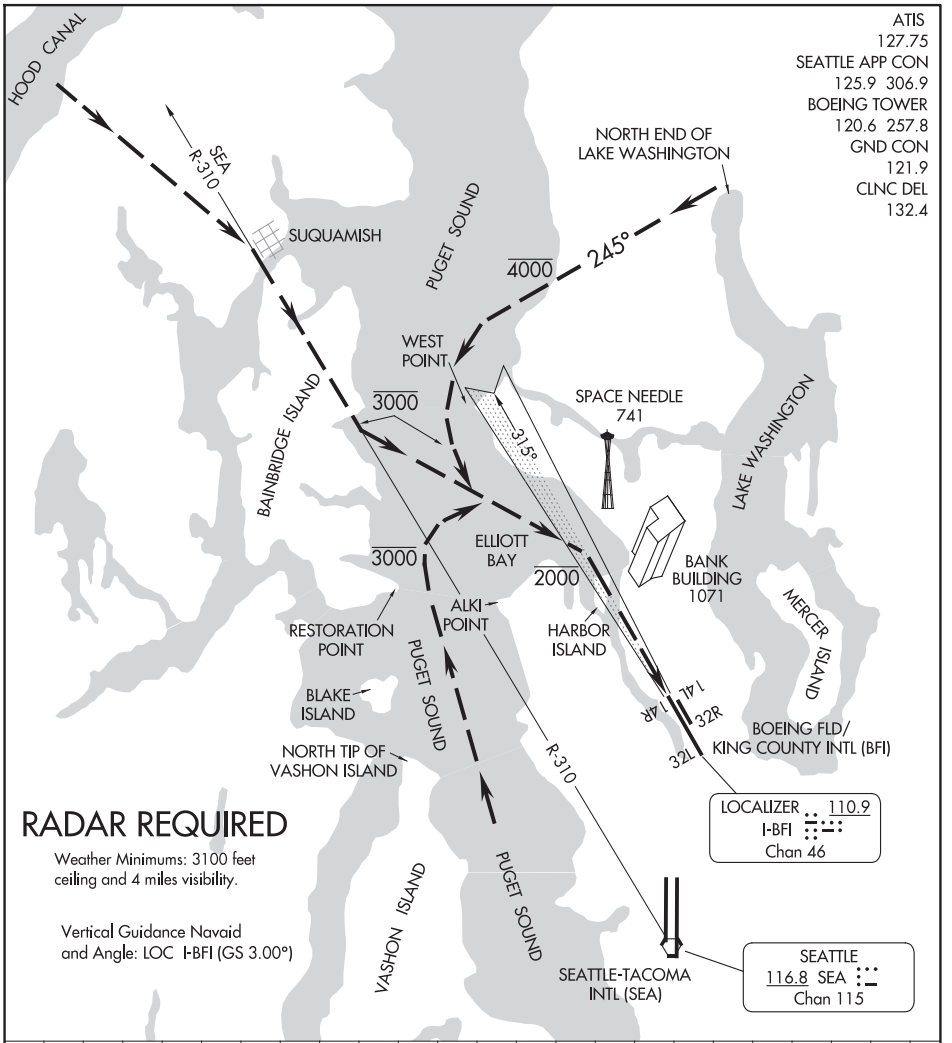
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

Amdt 4 23334

# HARBOR VISUAL RWY 14R

AL-384 (FAA)

BOEING FLD/KING COUNTY INTL (BFI)
SEATTLE, WASHINGTON

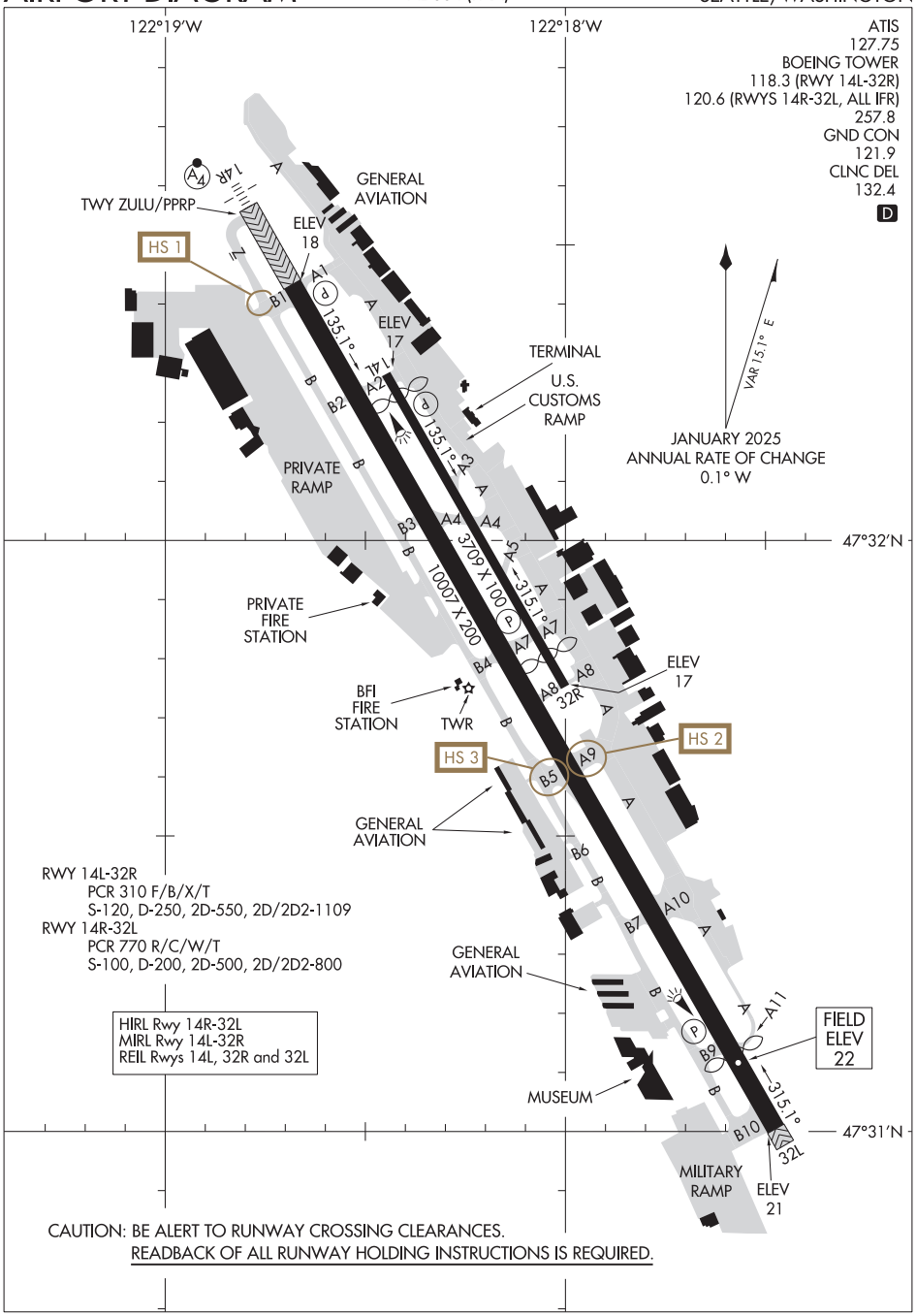



## HARBOR VISUAL APPROACH RWY 14R

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025



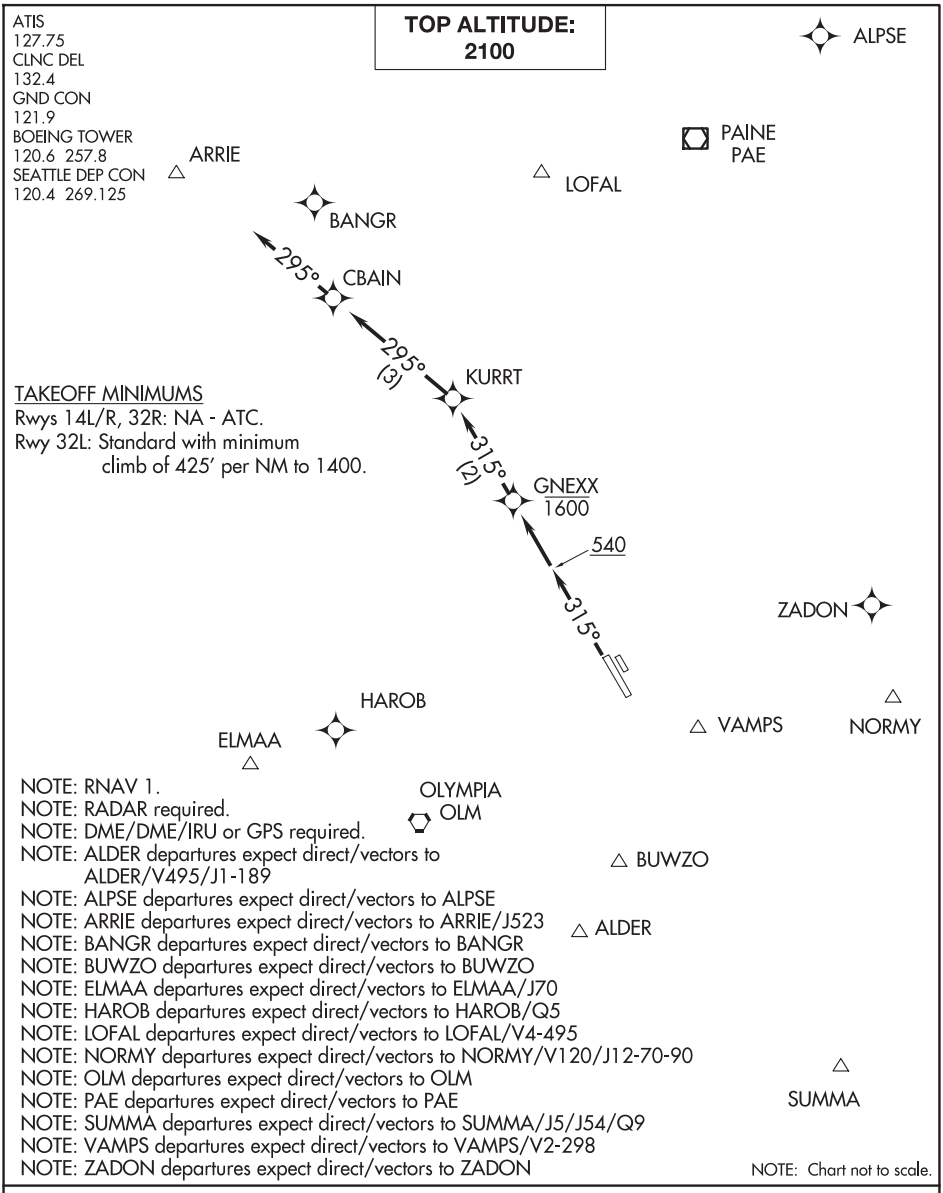


NW-1, 12 JUN 2025 to 07 AUG 2025

(CBAIN1.CBAIN) 23054 AL-384 (FAA)

# CBAIN ONE DEPARTURE (RNAV)

BOEING FLD/KING COUNTY INTL (BFI)
SEATTLE, WASHINGTON




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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

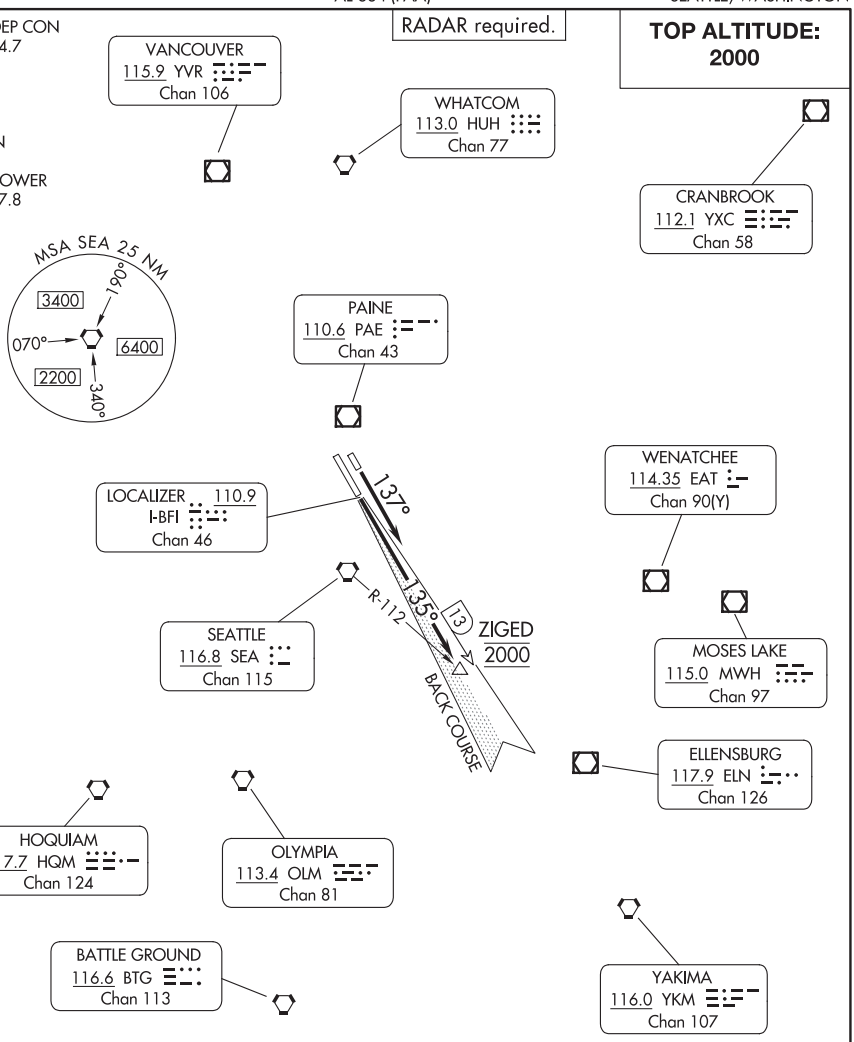
# KENT NINE DEPARTURE

AL-384 (FAA)

RADAR required.

**TOP ALTITUDE: 2000**

SEATTLE DEP CON
119.2 284.7
ATIS
127.75
CLNC DEL
132.4
GND CON
121.9
BOEING TOWER
120.6 257.8




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)



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 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.

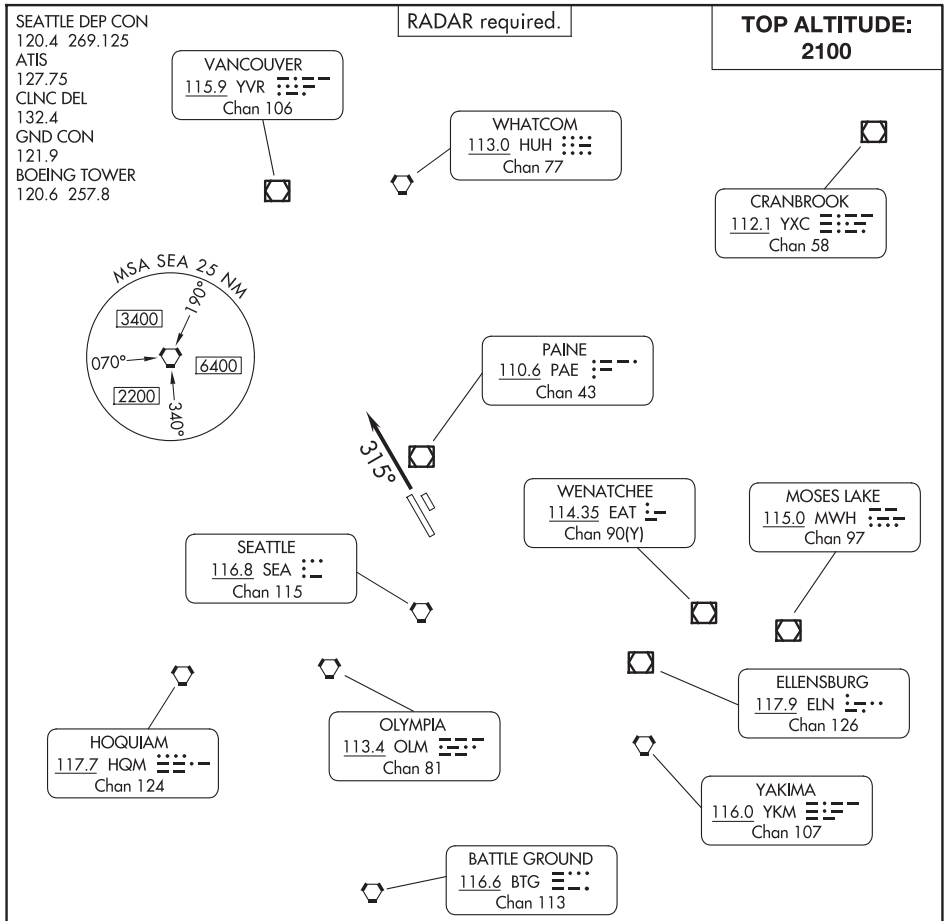
TAKEOFF RUNWAY 14R: Climb on heading 135° and I-BFI SE course to cross ZIGED INT/I-BFI 13 DME at 2000 for RADAR vectors to assigned route/fix. Expect clearance to filed altitude within 3 minutes after departure.

# NEEDLE TWO DEPARTURE

AL-384 (FAA)

BOEING FLD/KING COUNTY INTL (BFI)
SEATTLE, WASHINGTON






TAKEOFF MINIMUMS

Rwy 32L: Standard with minimum climb of 425'/NM to 1400 or 400-1⅞ with minimum climb of 240'/NM to 1400.

Rwy 32R: Standard with minimum climb of 345'/NM to 1400 or 400-2 with minimum climb of 240'/NM to 1400.

NOTE: Rwys 32L/R, no right turns authorized until leaving 1400'.

NOTE: Chart not to scale.

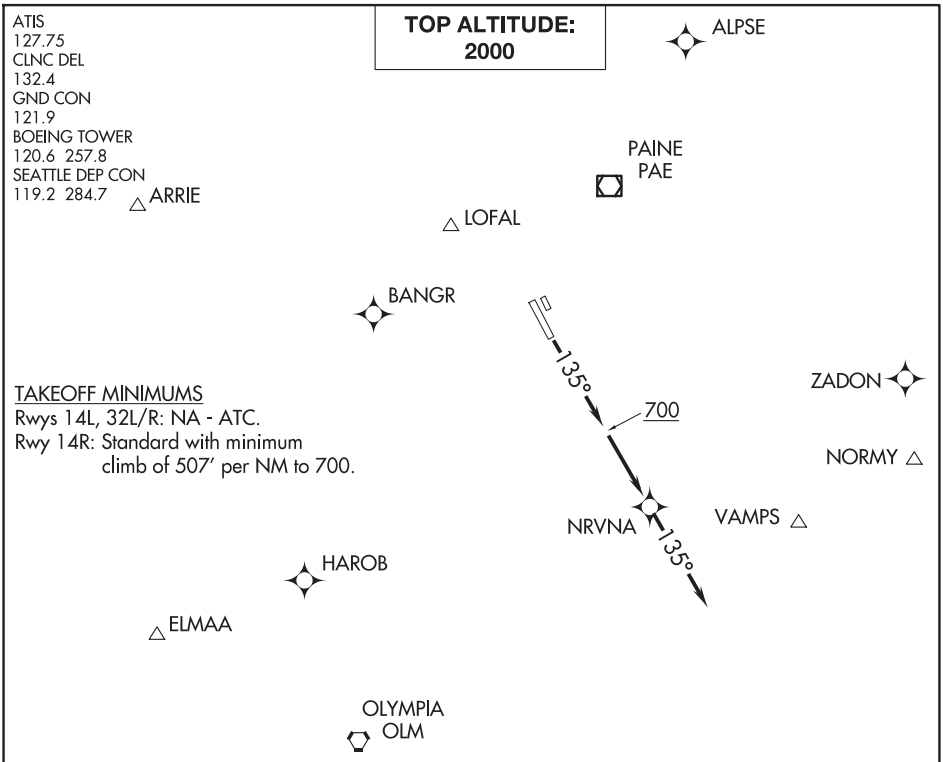
## DEPARTURE ROUTE DESCRIPTION

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.

(NRVNA1.NRVNA) 23054 AL-384 (FAA)

# NRVNA ONE DEPARTURE (RNAV)

BOEING FLD/KING COUNTY INTL (BFI)
SEATTLE, WASHINGTON




TAKEOFF MINIMUMS
Rwys 14L, 32L/R: NA - ATC.
Rwy 14R: Standard with minimum climb of 507' per NM to 700.

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 14R: Climb heading 135° to 700, then direct NRVNA, then on track 135° for RADAR vectors to assigned route/fix, maintain 2000 or as assigned by ATC.
Expect clearance to filed altitude/flight level within three minutes after departure.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 16C
## SEATTLE-TACOMA INTL (SEA)

| LOC/DME I-SZI | APP CRS | | 16C | 16L |
|---|---|---|---|---|
| 111.7 | 164° | Rwy ldg | 9426 | 11901 |
| Chan 54 | | TDZE | 430 | 432 |
| | | Apt Elev | 432 | 432 |

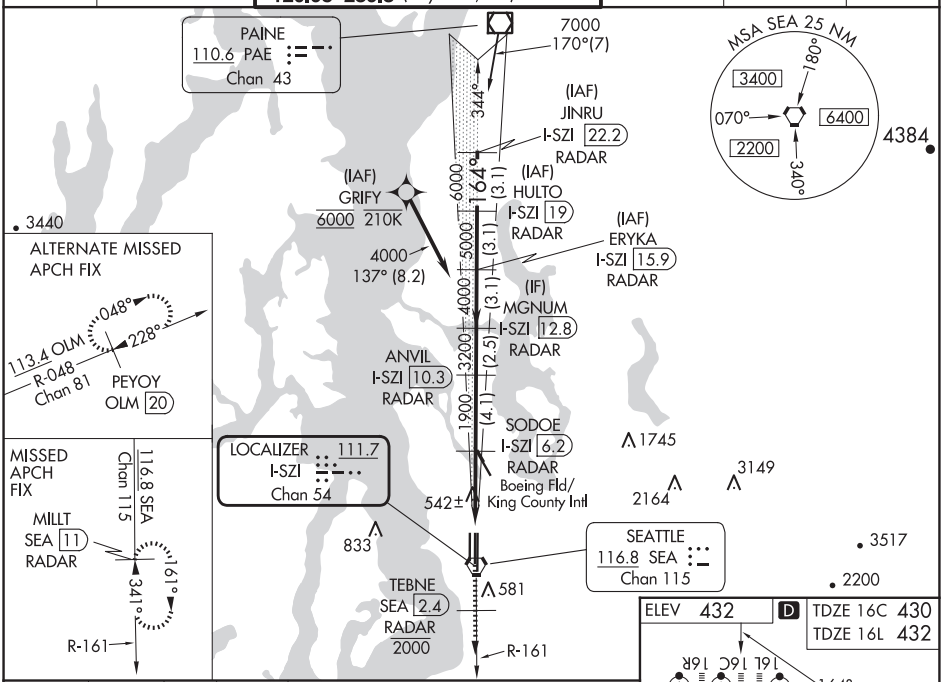
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

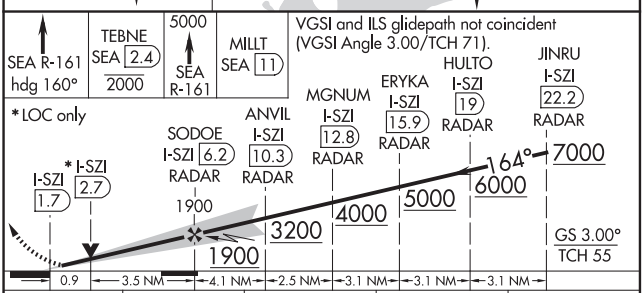
T Inop table does not apply to Sidstep 16L Cats A/B. Simultaneous approach authorized with Rwy 16R. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. For inop ALS, increase S-LOC 16C Cat C, D visibility to RVR 5500. See additional requirements on adjacent information page.

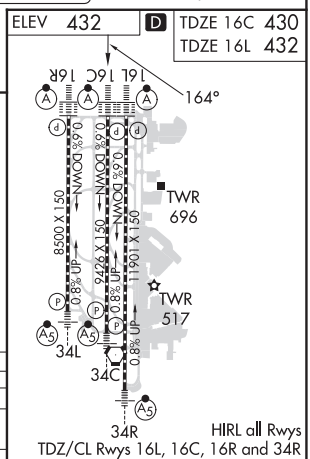
ALSF-2 Rwy 16C/L

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 MILLT/SEA 11 DME/RADAR 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16C | 630/18 200 (200-½) | | | |
| S-LOC 16C | 800/24 370 (400-½) | | 800/35 370 (400-⅝) | |
| SIDESTEP 16L | 800/55 368 (400-1) | | | 800-1½ 368 (400-1½) |
| C CIRCLING | 1000-1 568 (600-1) | | 1000-1½ 568 (600-1½) | 1000-2 568 (600-2) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

## SEATTLE-TACOMA INTL AIRPORT

# ALERT NOTICE

**ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:**

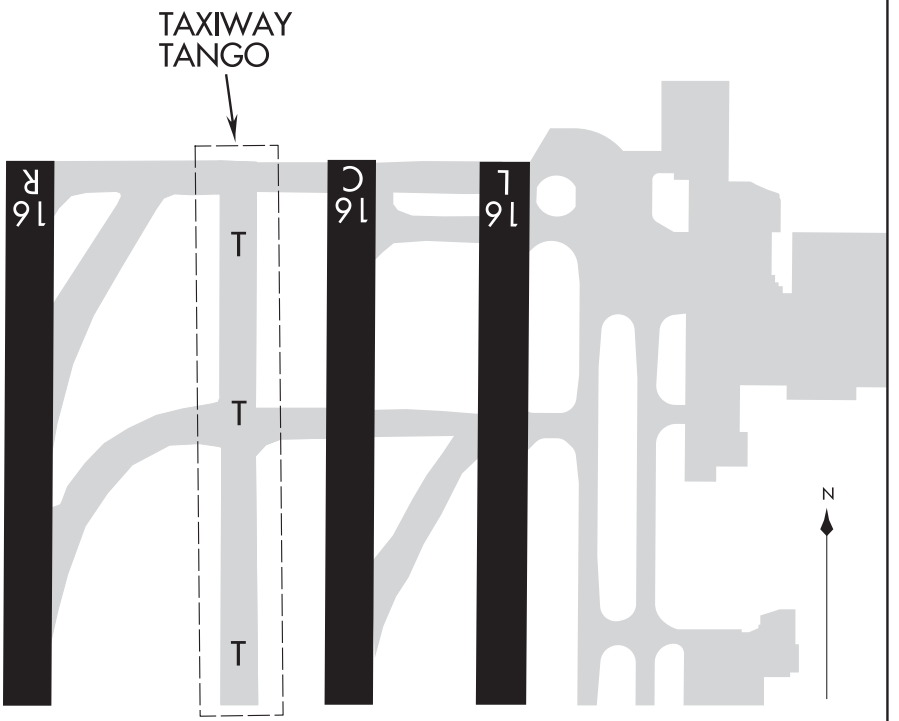
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

**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, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-SNQ | APP CRS | Rwy Idg 11901 |
|---|---|---|
| 110.3 | 164° | TDZE 432 |
| Chan 40 | | Apt Elev 432 |

# ILS or LOC RWY 16L

## SEATTLE-TACOMA INTL (SEA)

DME or RADAR required. RNP APCH-GPS, from GRIFY.

Simultaneous approach authorized.

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 MILLT/SEA 11 DME/RADAR 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 | |

PAINE 110.6 PAE Chan 43

7000 to ZEDKI 169° (7)

MSA SEA 25 NM: 3400 (180°–070°), 6400 (070°–340°), 2200 (340°–180°)

4384

(IAF) ZEDKI I-SNQ 22.3 RADAR

(IAF) GRIFY 6000 210K

(IAF) WUMUL I-SNQ 19.1 RADAR

(IAF) KENMO I-SNQ 15.9 RADAR

4000 to HELZR 136° (8.3)

(IF) HELZR I-SNQ 12.8 RADAR

KARFO I-SNQ 10.3 RADAR

DGLAS I-SNQ 6.2 RADAR

1745

SEATTLE 116.8 SEA Chan 115

Boeing Fld/ King County Intl

542±

2164

3149

833

LOCALIZER 110.3 I-SNQ Chan 40

3517

2200

581

TEBNE SEA 2.4 RADAR 2000

R-161

3440

ALTERNATE MISSED APCH FIX

113.4 OLM R-048 Chan 81 PEYOY OLM 20

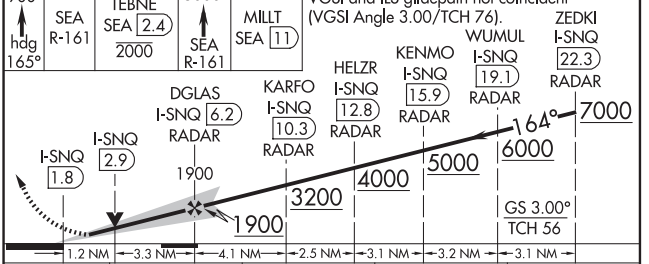
MISSED APCH FIX

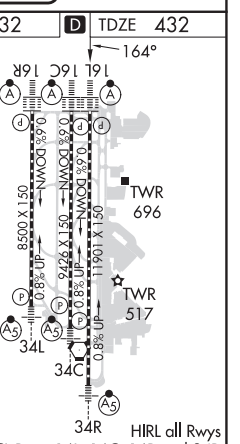
MILLT SEA 11 RADAR

R-161

| 900 hdg 165° | SEA R-161 | TEBNE SEA 2.4 2000 | 5000 SEA R-161 | MILLT SEA 11 |
|---|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).




| 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 (500-⅞) | |
| C CIRCLING | 1000-1 568 (600-1) | | 1000-1½ 568 (600-1½) | 1000-2 568 (600-2) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SEATTLE, WASHINGTON | AL-582 (FAA) | 24137

# ILS or LOC RWY 16R

SEATTLE-TACOMA INTL (SEA)

| LOC/DME I-CJL | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 110.75 | 164° | TDZE | 415 |
| Chan 44 (Y) | | Apt Elev | 432 |

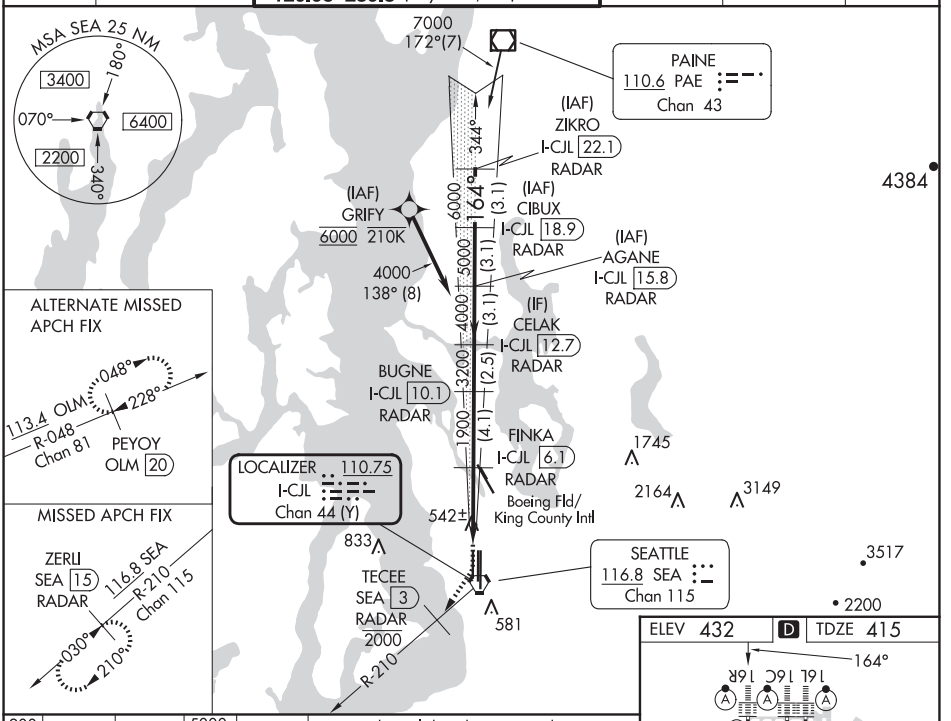
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

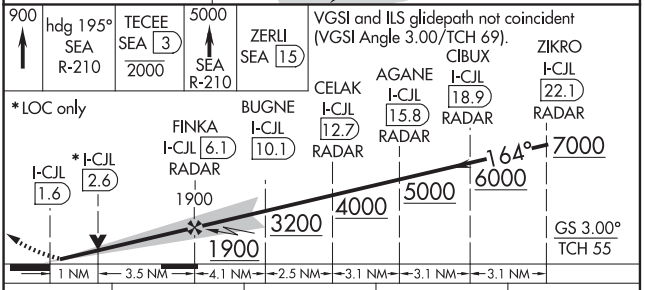
T Simultaneous approach authorized with Rwy 16L and 16C. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope.

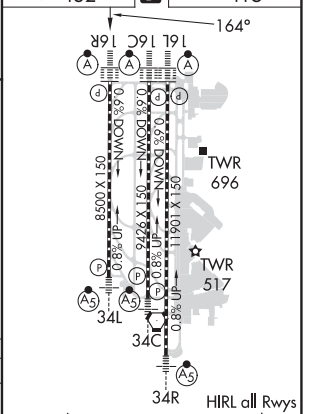
ALSF-2

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.

| 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16R | 615/18 200 (200-½) | | | |
| S-LOC 16R | 800/24 385 (400-½) | | 800/35 385 (400-⅝) | |
| C CIRCLING | 1000-1 568 (600-1) | | 1000-1½ 568 (600-1½) | 1000-2 568 (600-2) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 34C

SEATTLE-TACOMA INTL (SEA)

| LOC/DME I-TUC | APP CRS | | 34C | 34R |
|---|---|---|---|---|
| 111.7 | 344° | Rwy Idg | 9426 | 11901 |
| Chan 54 | | TDZE | 387 | 372 |
| | | Apt Elev | 432 | 432 |

DME or RADAR required.
From SONDR: RNAV 1-GPS required.

Inop table does not apply to ALS Rwy 34R.
Simultaneous approach authorized with Rwy 34L.

MALSR Rwy 34C/R

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 | 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |

MISSED APCH FIX
R-341
110.6 PAE Chan 43
341°
161°
MGNUM SEA 12.7 RADAR
R-164
116.8 SEA Chan 115

ALTERNATE MISSED APCH FIX
R-329
149°
329°
PAINE PAE 110.6 Chan 43

LOCALIZER 111.7 I-TUC Chan 54

R-341
COYLA SEA 4.7 RADAR 3000

1745
2164
3149
833
507±
476±
577
UFMOP I-TUC 0.3 RADAR
RYBKA I-TUC 1.7 RADAR

SEATTLE 116.8 SEA Chan 115

3517
2200
4140
3570
3921
3985
4382

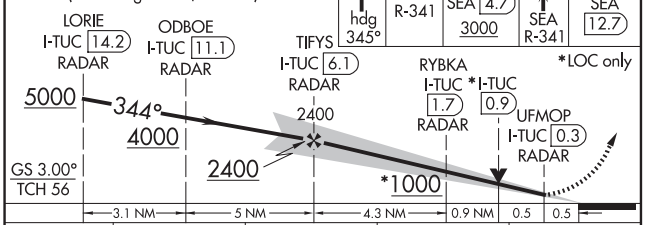
TIFYS I-TUC 6.1 RADAR
2400
344°
(5)
ODBOE I-TUC 11.1 RADAR
4000
344° (3.1)
5000
002° (4.7)
(IF) LORIE I-TUC 14.2 RADAR
(IAF) SONDR 6000

MSA SEA 25 NM
180°
3400
070°
6400
2200
340°

5000 to LORIE
027° hdg (4) and
344° (8.6)
(IAF) CIDUG SEA 25.8
164°

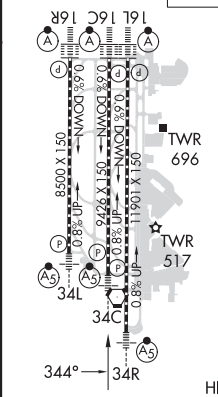
Procedure NA for arrivals at CIDUG on V495 southbound.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34C | 604/24 217 (200-½) | | | |
| S-LOC 34C | 760/24 373 (400-½) | | 760/35 373 (400-⅝) | |
| SIDESTEP 34R | 760/50 388 (400-1) | | 760/60 388 (400-1¼) | |
| CIRCLING | 1000-1 568 (600-1) | | 1000-1½ 568 (600-1½) | 1000-2 568 (600-2) |

ELEV 432 D TDZE 34C 387 TDZE 34R 372




HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SEATTLE, WASHINGTON | AL-582 (FAA) | 24137

# ILS or LOC RWY 34L

SEATTLE-TACOMA INTL (SEA)

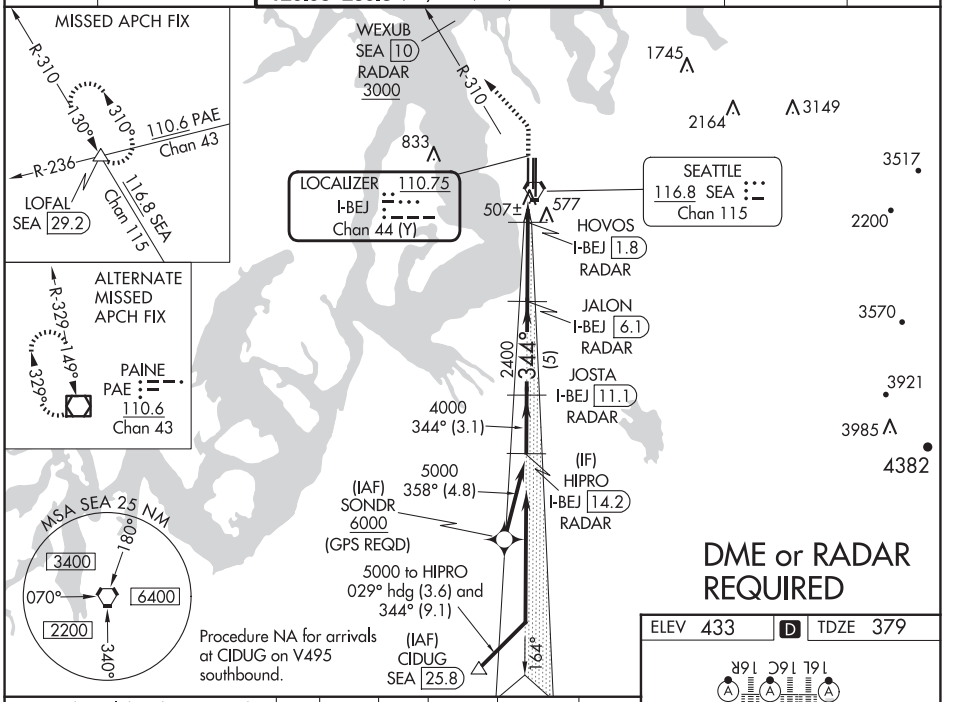
| LOC/DME I-BEJ | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 110.75 | 344° | TDZE | 379 |
| Chan 44 (Y) | | Apt Elev | 433 |

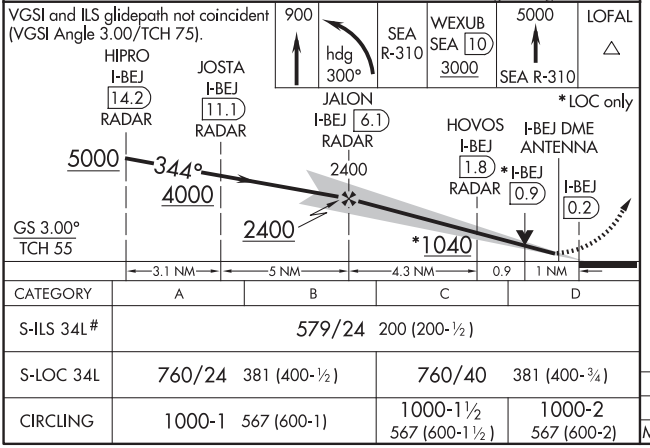
T DME or RADAR required.
Simultaneous approach authorized with Rwy 34R/C.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

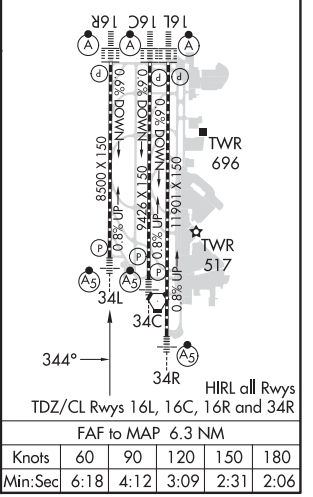
MALSR

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 | 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |




| 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) |

FAF to MAP 6.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |

SEATTLE, WASHINGTON
Amdt 1F 26APR18

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)

ILS or LOC RWY 34L

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 34R

SEATTLE-TACOMA INTL (SEA)

| LOC/DME I-SEA | APP CRS | | 34R | 34C |
|---|---|---|---|---|
| 110.3 | 344° | Rwy Idg | 11901 | 9426 |
| Chan 40 | | TDZE | 372 | 387 |
| | | Apt Elev | 432 | 432 |

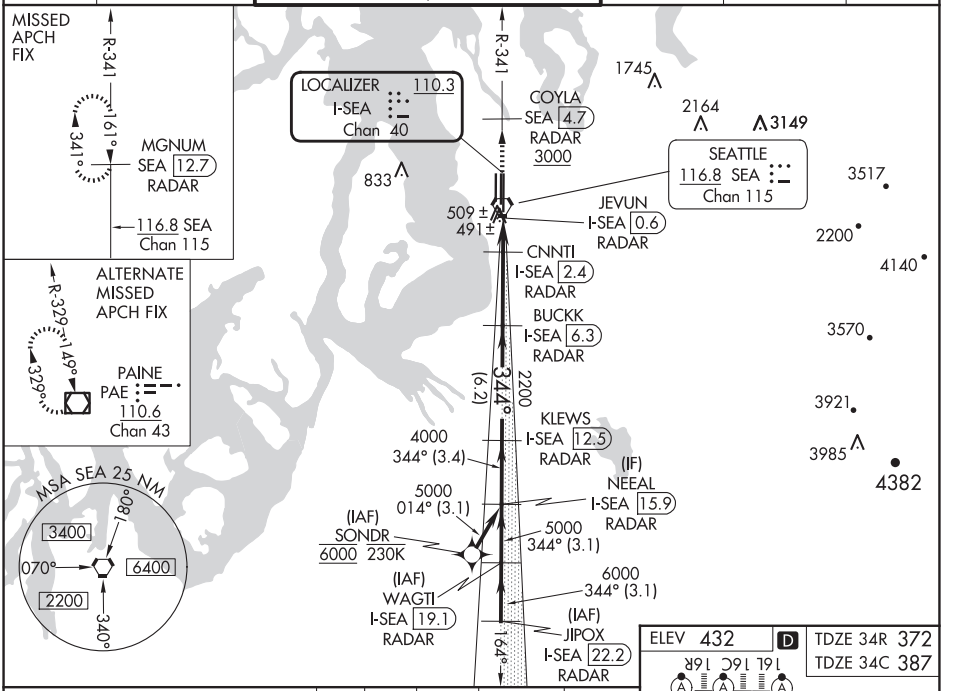
From SONDR: RNAV 1-GPS required.
DME or RADAR required.

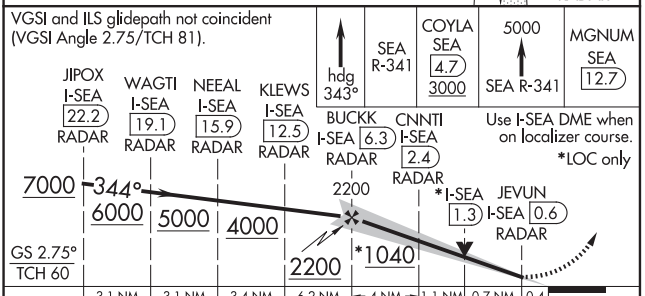
Inop table does not apply to Sidestep 34C Cats A/B.
Simultaneous approach authorized with Rwy 34L.

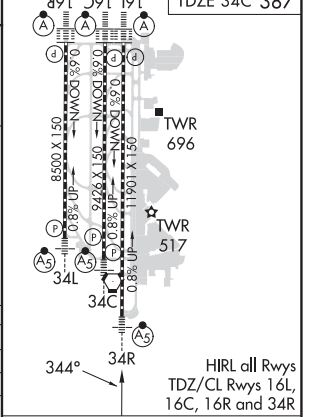
MALSR Rwy 34R/C

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.

| 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34R | 572/18 200 (200-½) | | | |
| S-LOC 34R | 740/24 368 (400-½) | | 740/35 368 (400-⅝) | |
| 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 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SEATTLE, WASHINGTON AL-582 (FAA) 24137

# ILS RWY 16C (SA CAT I)

SEATTLE-TACOMA INTL (SEA)

| LOC/DME I-SZI | APP CRS | Rwy ldg 9426 |
|---|---|---|
| 111.7 | 164° | TDZE 430 |
| Chan 54 | | Apt Elev 432 |

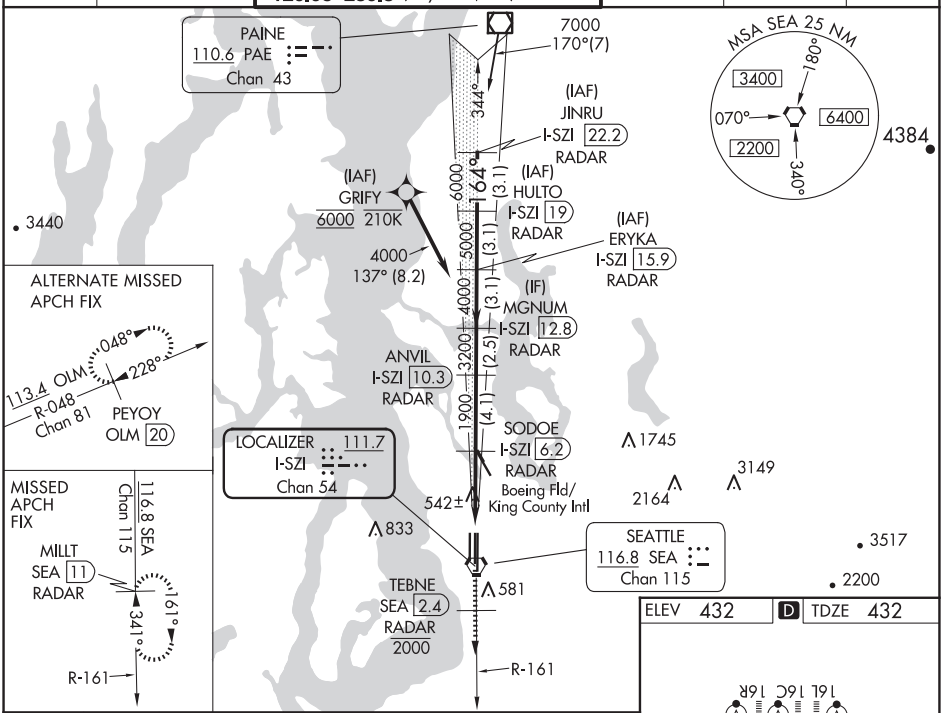
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

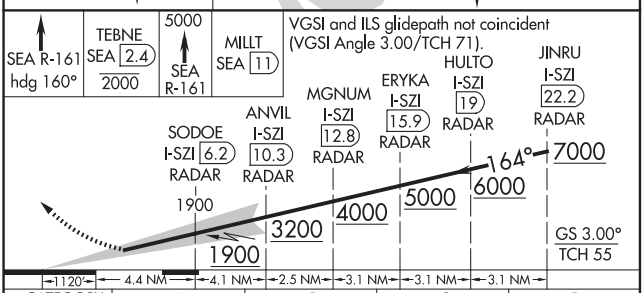
T Simultaneous approach authorized with Rwy 16R. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

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 MILLT/SEA 11 DME/RADAR 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |

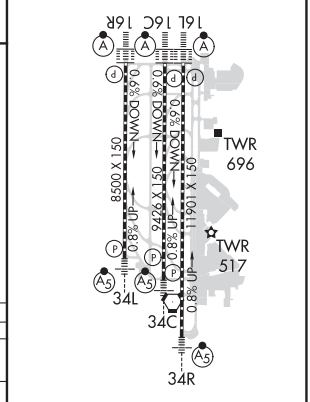



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16C | RA 292/14 150 DA 580 | | | |

## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 432 D TDZE 432




HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

SEATTLE, WASHINGTON
Amdt 17 28FEB19

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)
ILS RWY 16C (SA CAT I)

| LOC/DME I-SNQ 110.3 Chan 40 | APP CRS 164° | Rwy ldg 11901 TDZE 432 Apt Elev 432 |
|---|---|---|

# ILS RWY 16L (SA CAT I)
## SEATTLE-TACOMA INTL (SEA)

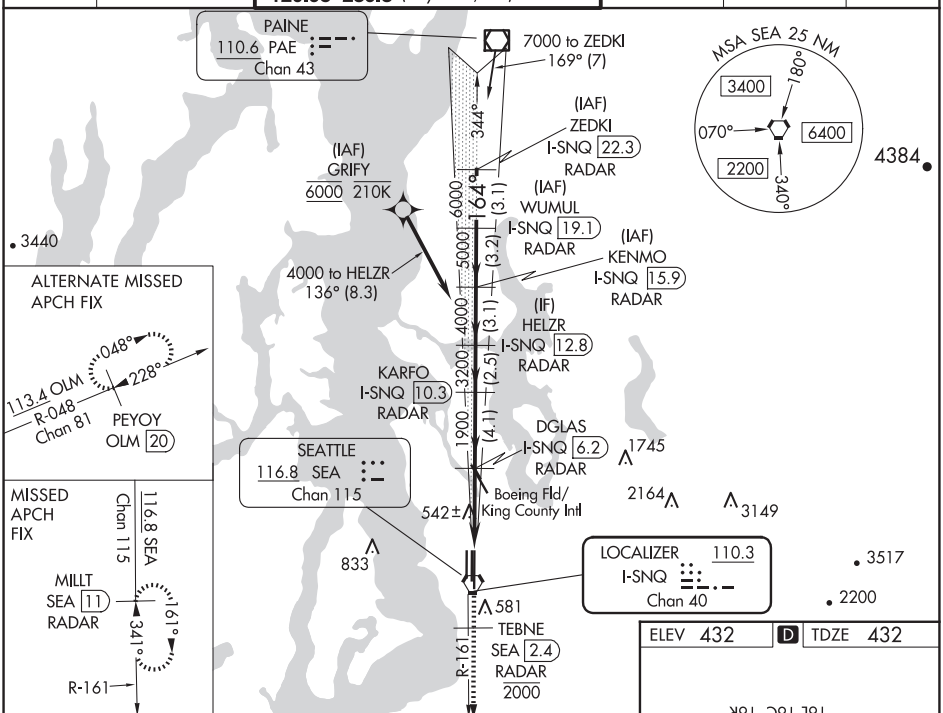
DME or RADAR required. RNP APCH-GPS, from GRIFY.

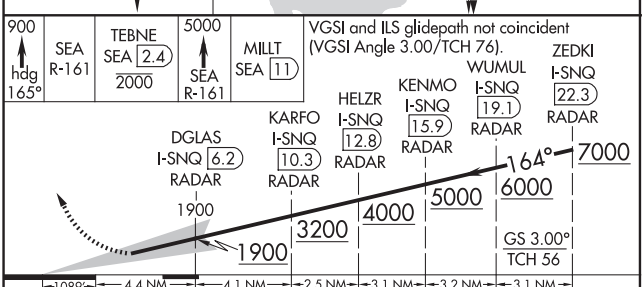
T Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.

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 MILLT/SEA 11 DME/RADAR 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 | |

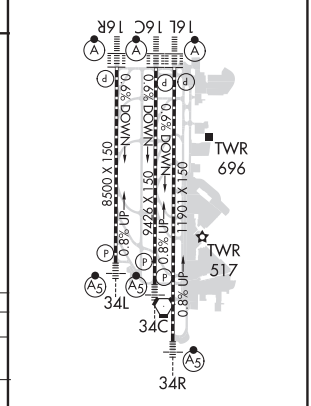



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16L | NA | RA 248/14 150 DA 582 | | |

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

ELEV 432 D TDZE 432




HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

SEATTLE, WASHINGTON | AL-582 (FAA) | 24137

# ILS RWY 16R (SA CAT I)

## SEATTLE-TACOMA INTL (SEA)

| LOC/DME I-CJL | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 110.75 | 164° | TDZE | 415 |
| Chan 44 (Y) | | Apt Elev | 432 |

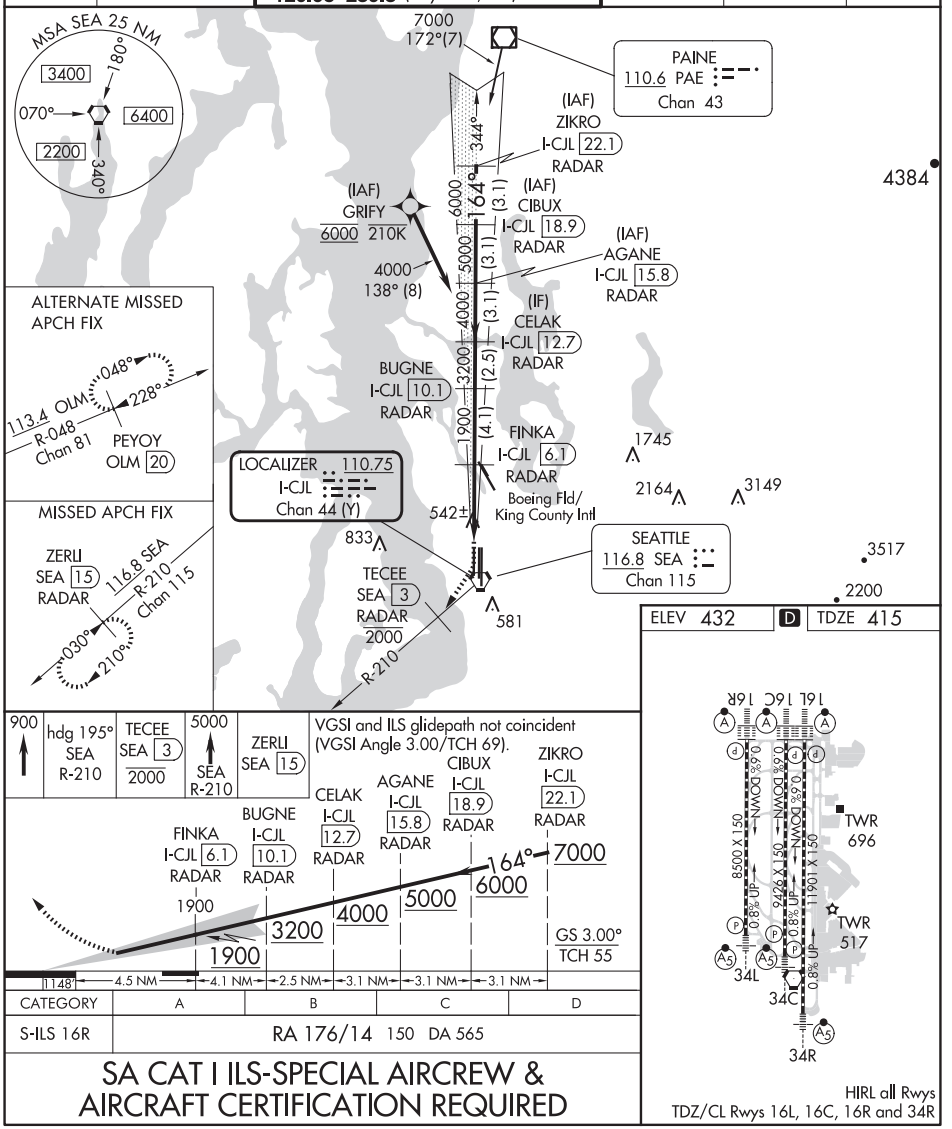
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

T Simultaneous approach authorized with Rwy 16L and 16C. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. 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.

| 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16R | RA 176/14 150 DA 565 | | | |

## SA CAT I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-TUC | APP CRS | Rwy ldg | 9426 |
|---|---|---|---|
| 111.7 | 344° | TDZE | 387 |
| Chan 54 | | Apt Elev | 432 |

# ILS RWY 34C (SA CAT I & II)
## SEATTLE-TACOMA INTL (SEA)

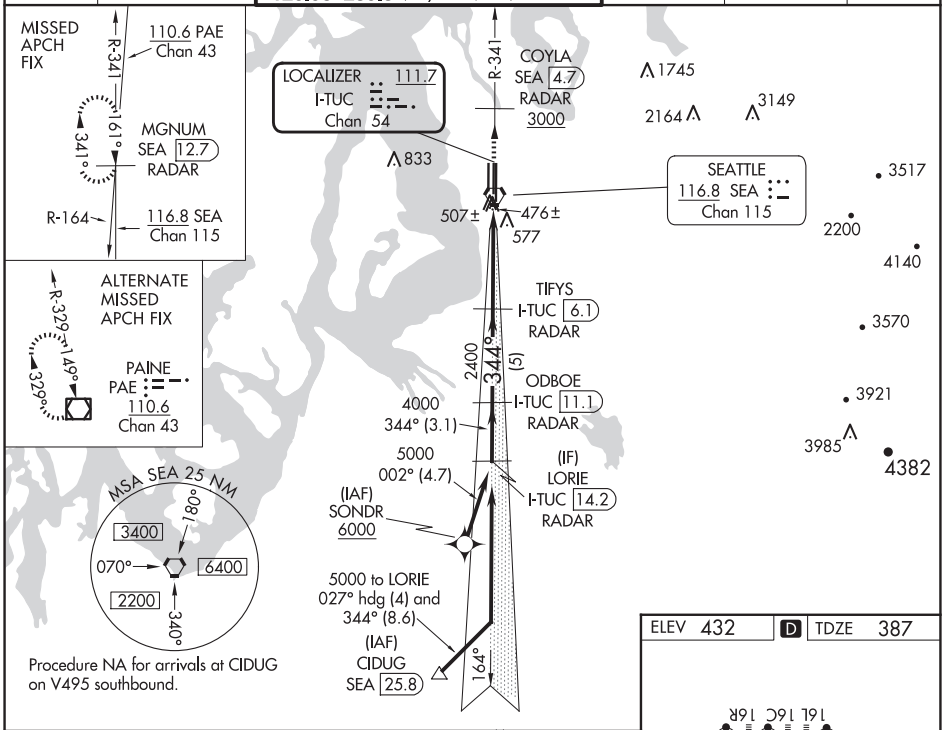
DME or RADAR required. From SONDR: RNAV 1-GPS required.

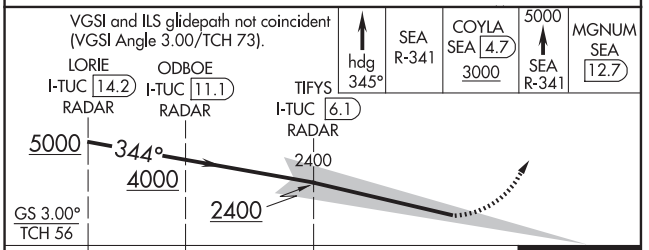
T Simultaneous approach authorized with Rwy 34L. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR A5

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 | 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |

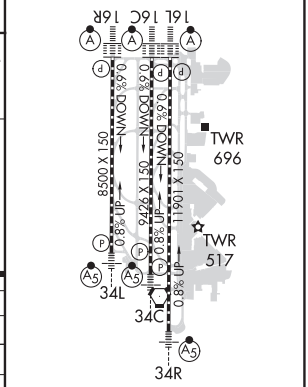



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34C | SA CAT I RA 231/14 150 DA 537 | | | |
| S-ILS 34C | SA CAT II RA 112/12 100 DA 487 | | | |

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

ELEV 432 D TDZE 387




HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

SEATTLE, WASHINGTON | AL-582 (FAA) | 24137

# ILS RWY 34L (SA CAT I & II)

## SEATTLE-TACOMA INTL (SEA)

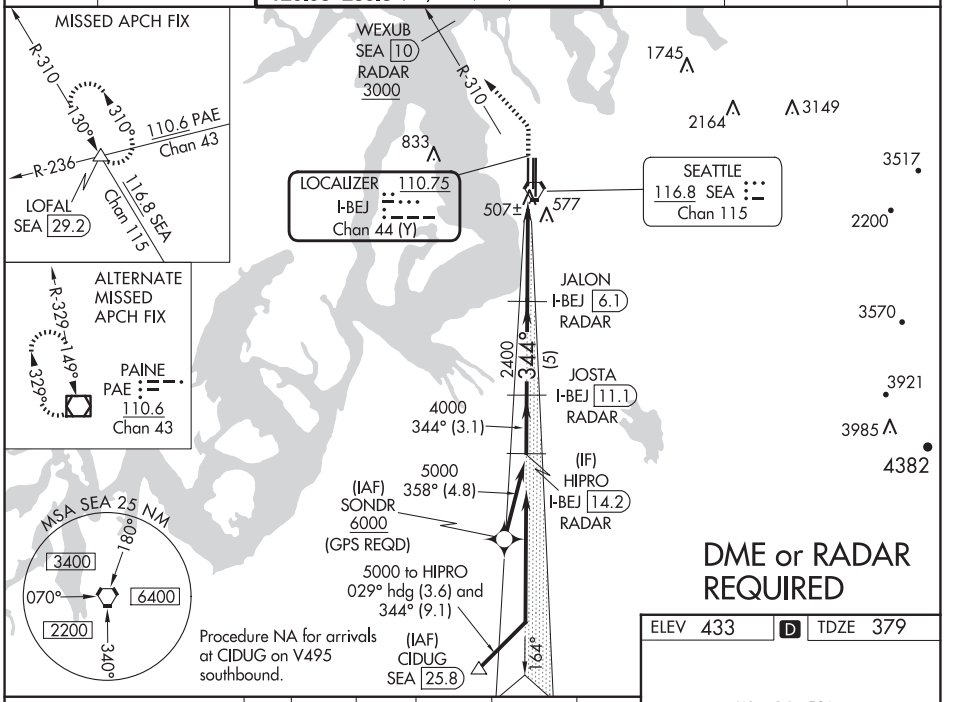
| LOC/DME I-BEJ | APP CRS | Rwy ldg | 8500 |
|---|---|---|---|
| 110.75 | 344° | TDZE | 379 |
| Chan 44 (Y) | | Apt Elev | 433 |

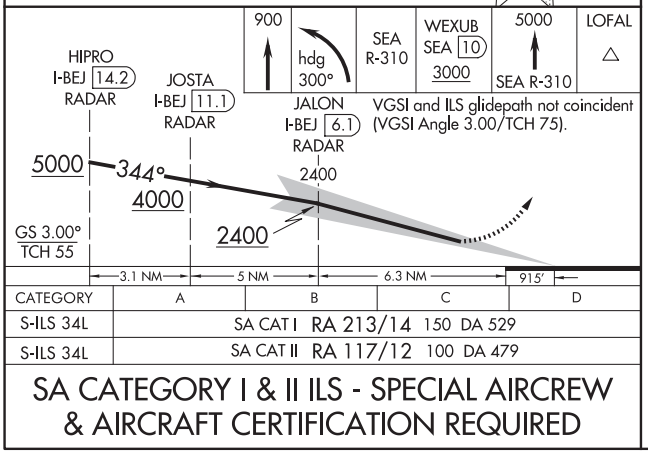
DME or RADAR required. Simultaneous approach authorized with Rwy 34R/C. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting, requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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 | 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34L | SA CAT I RA 213/14 150 DA 529 | | | |
| S-ILS 34L | SA CAT II RA 117/12 100 DA 479 | | | |

## SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-SEA | APP CRS | Rwy Idg | 11901 |
|---|---|---|---|
| 110.3 | 344° | TDZE | 372 |
| Chan 40 | | Apt Elev | 432 |

# ILS RWY 34R (SA CAT I & II)

SEATTLE-TACOMA INTL (SEA)

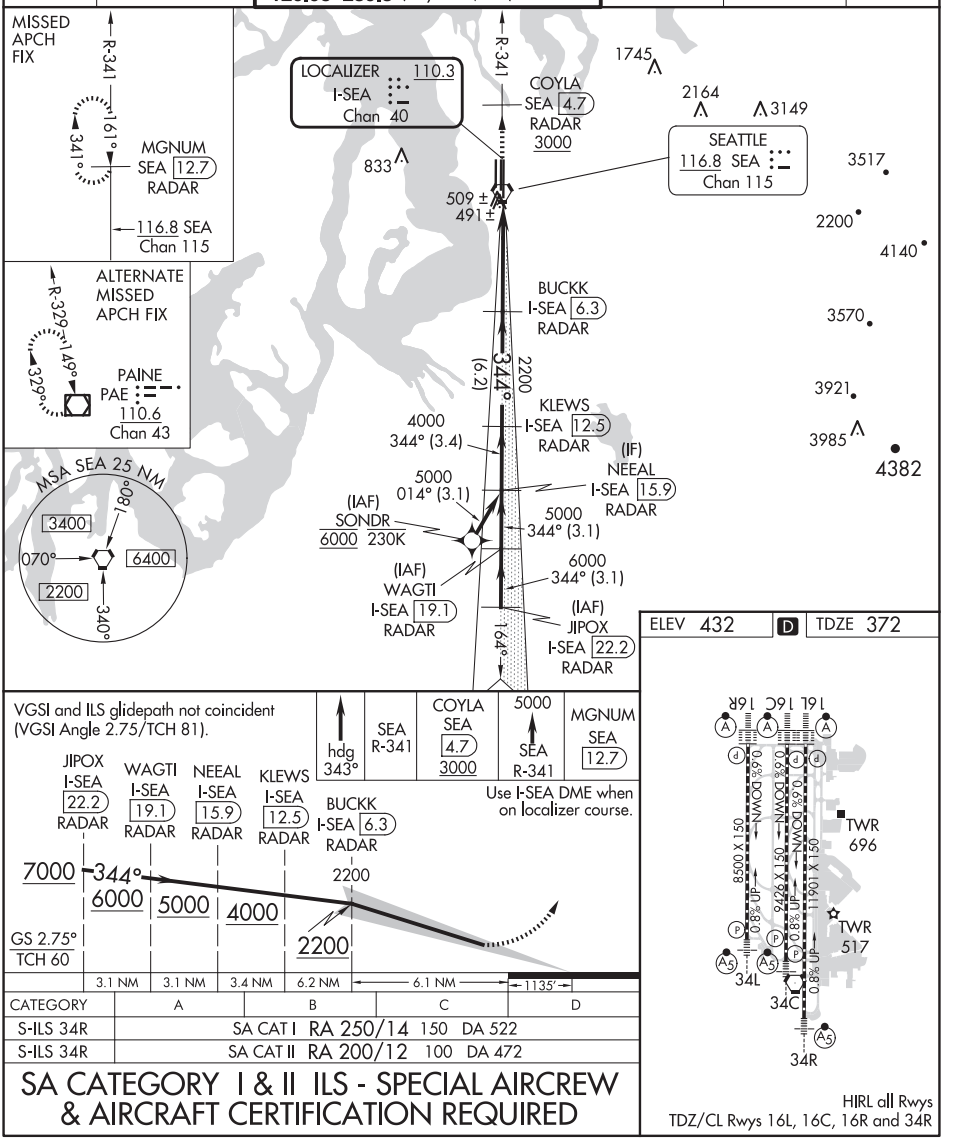
From SONDR: RNAV 1-GPS required. DME or RADAR required.

Simultaneous approach authorized with Rwy 34L. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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.

| 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |




| 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



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SEATTLE, WASHINGTON AL-582 (FAA) 24137

# ILS RWY 16C (CAT II & III)

SEATTLE-TACOMA INTL (SEA)

| LOC/DME I-SZI 111.7 Chan 54 | APP CRS 164° | Rwy ldg 9426 TDZE 430 Apt Elev 432 |
|---|---|---|

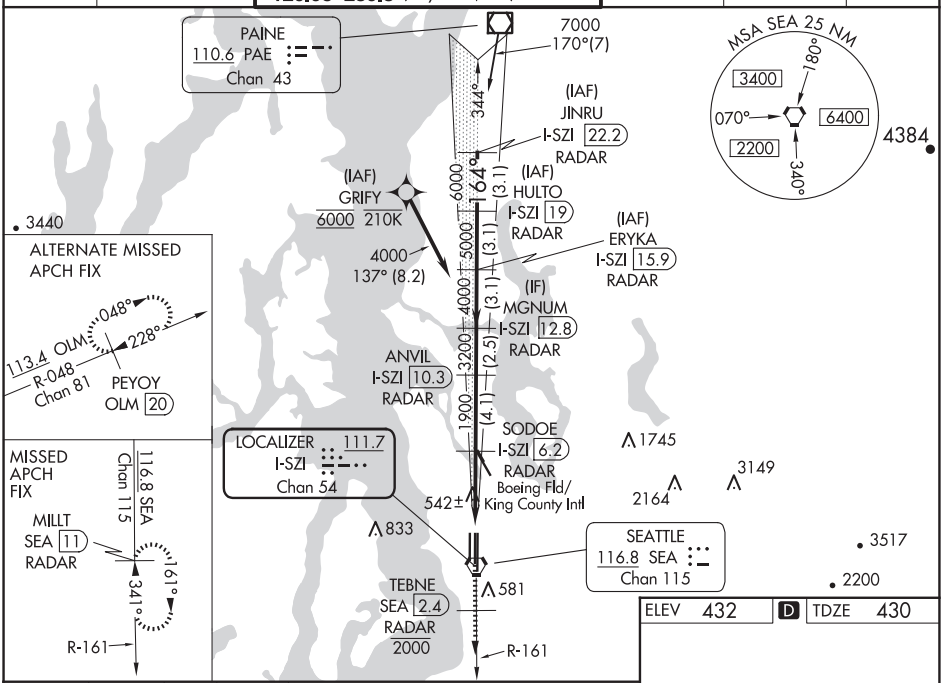
DME or RADAR required. From GRIFY:RNAV 1-GPS required.

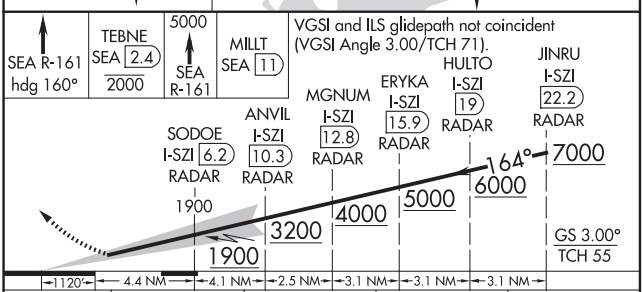
T Simultaneous approach authorized with Rwy 16R. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

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 MILLT/SEA 11 DME/RADAR 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 | |

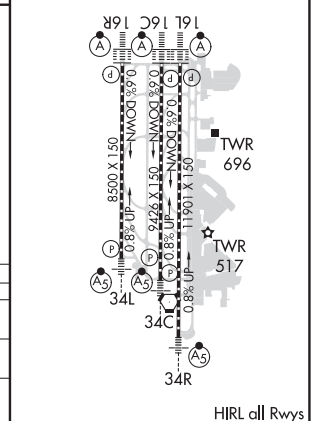



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16C | CAT II RA 126/12 100 DA 530 | | | |
| S-ILS 16C | CAT III RVR 03 | | | |

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 432 D TDZE 430




HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-SNQ | APP CRS | Rwy Idg 11901 |
|---|---|---|
| 110.3 | 164° | TDZE 432 |
| Chan 40 | | Apt Elev 432 |

# ILS RWY 16L (CAT II & III)

## SEATTLE-TACOMA INTL (SEA)

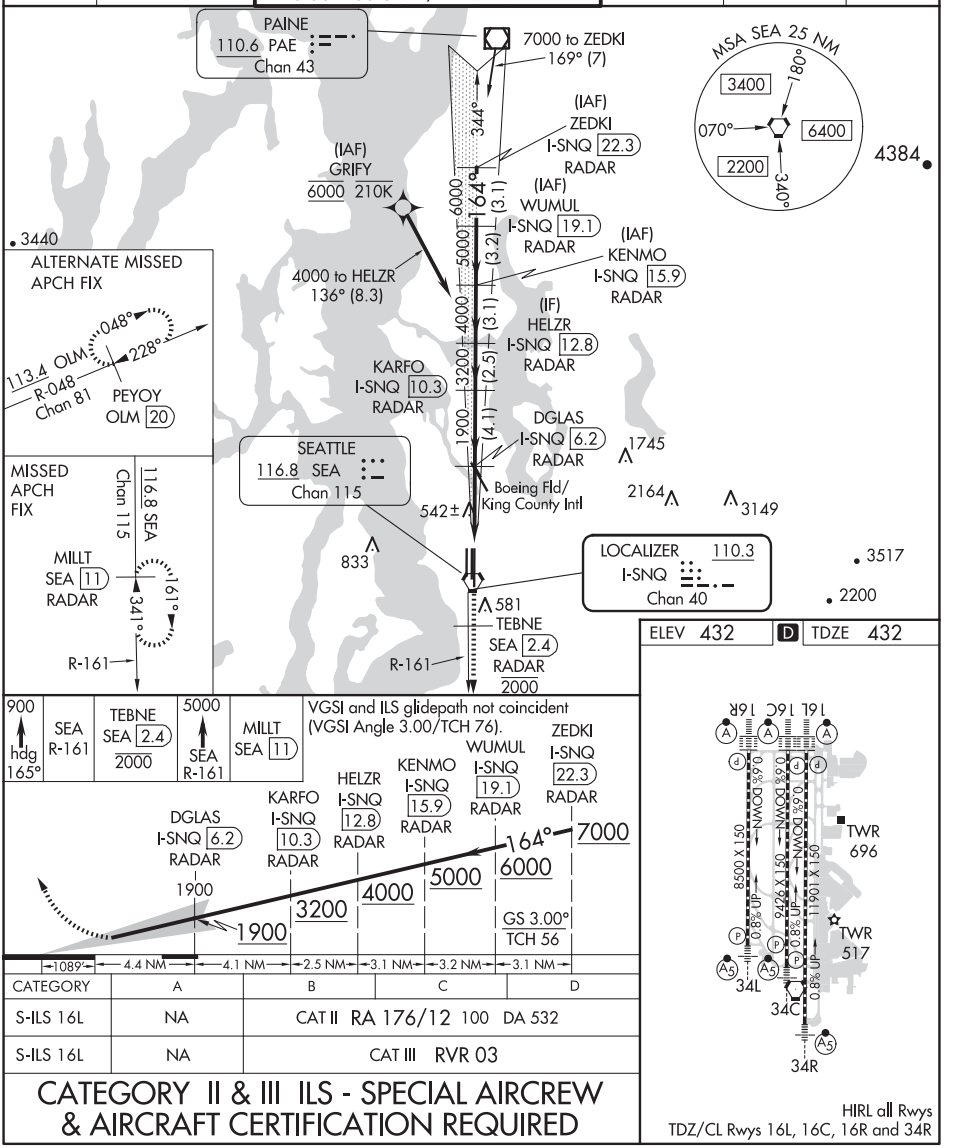
DME or RADAR required. RNP APCH-GPS, from GRIFY.

Simultaneous approach authorized. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

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 MILLT/SEA 11 DME/RADAR 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |




| 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

HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SEATTLE, WASHINGTON | AL-582 (FAA) | 24137

# ILS RWY 16R (CAT II & III)

## SEATTLE-TACOMA INTL (SEA)

| LOC/DME I-CJL | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 110.75 | 164° | TDZE | 415 |
| Chan 44 (Y) | | Apt Elev | 432 |

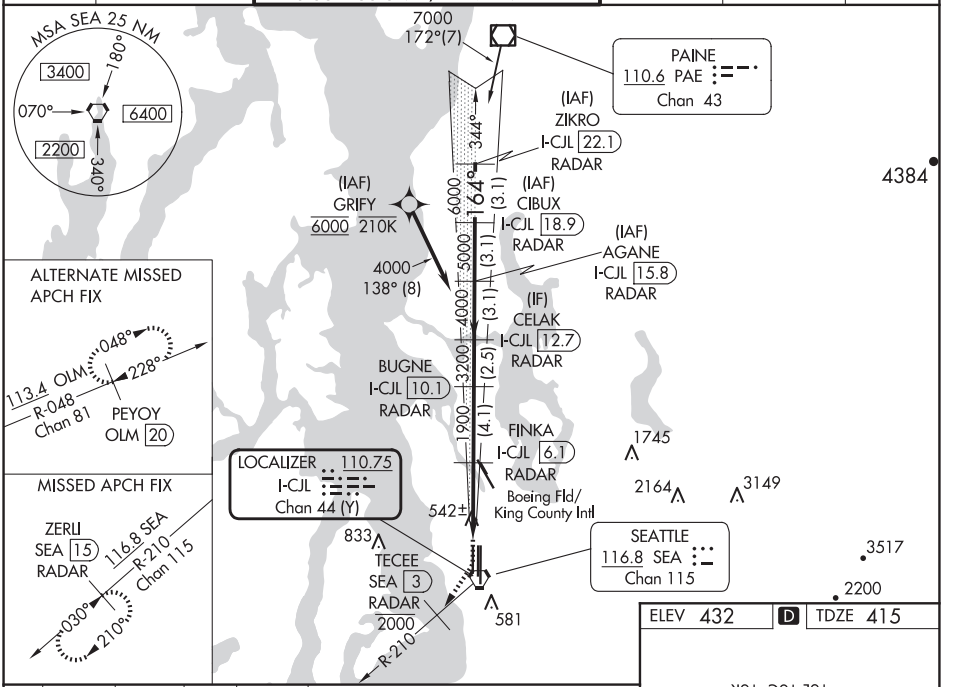
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

Simultaneous approach authorized with Rwy 16L and 16C. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of Autoland or HUD to touchdown.

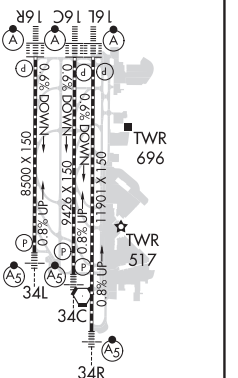
ALSF-2

MISSED APPROACH: Climb to 900 then climb on heading 195° and on SEA VORTAC R-210 to cross 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.

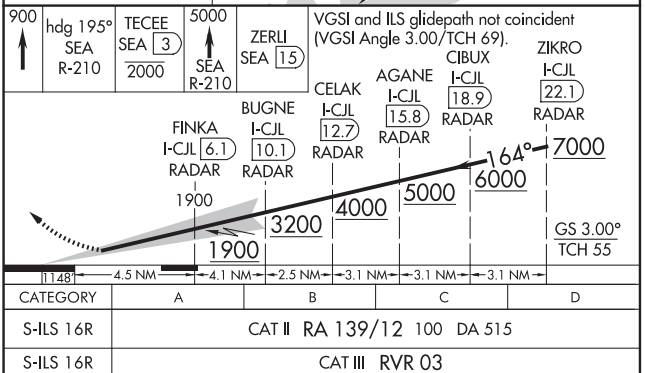
| D-ATIS | SEATTLE APP CON | SEATTLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.0 | 133.65 273.45 | 119.9 239.3 (Rwys 16L, 16C, 34C, 34R)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |




ELEV 432 | D | TDZE 415




HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R




| 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



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 16C

SEATTLE-TACOMA INTL (SEA)

| APP CRS | Rwy Idg | 9426 |
|---|---|---|
| 164° | TDZE | 430 |
| | Apt Elev | 433 |

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 1⅜ SM.

ALSF-2

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.

| 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |

Procedure NA for arrival on PAE VOR/DME airway radials 163 CW 236.

PAINE PAE (RNP 0.30)

5000 169° (13.3)

(IAF) GRIFY 6000 210K (RNP 0.30)

(IF) PPAUL 5900 (RNP 0.30) (RF REQD)

4000 137° (8.2)

5300 146° (2.8)

FERIE

5000 146° (3.2)

(IAF) ERYKA

4000 164° (3.1)

(IF) MGNUM

HEGEM 230K

3700 (4)

SEGAW 210K

3200 (1.5)

3200 164° (2.5)

ANVIL

3700 (4.4)

2200 164° (3.1)

PINTR

RAYUU

2200 (3.5)

EPUDE 1900 164° (1)

5000 344° (3.1)

(FAF) SODOE

Boeing Fld/ King County Intl

(IF) VASHN 6000 210K (RNP 0.30) (RF REQD)

833

164° (4.4)

RW16C

577

MSA RW16C 25 NM

6400

RADAR REQUIRED

1745

2164

3149

MISSED APCH FIX

ZIVDI 2000

163° (9.6)

MILLT

344° 164°

5 NM

ELEV 433 D TDZE 430

164°

16L 16C 16R

0.6% DOWN

8500 X 150

9426 X 150

11901 X 150

0.8% UP

TWR 696

TWR 517

34L 34C 34R

HIRL all Rwys

TDZ/CL Rwys 16L, 16C, 16R and 34R

| ZIVDI | 5000 | MILLT |
|---|---|---|
| 2000 | tr 163° | |

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

See Planview for multiple IF locations.

SODOE 1900

EPUDE 2200

164°

1900

RW16C

GP 3.00° TCH 57

4.4 NM 1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.12 DA | | 758/29 | 328 (400-⅝) | |
| RNP 0.30 DA | | 834/43 | 404 (500-⅞) | |

## AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

## SEATTLE-TACOMA INTL AIRPORT

# ALERT NOTICE

**ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:**

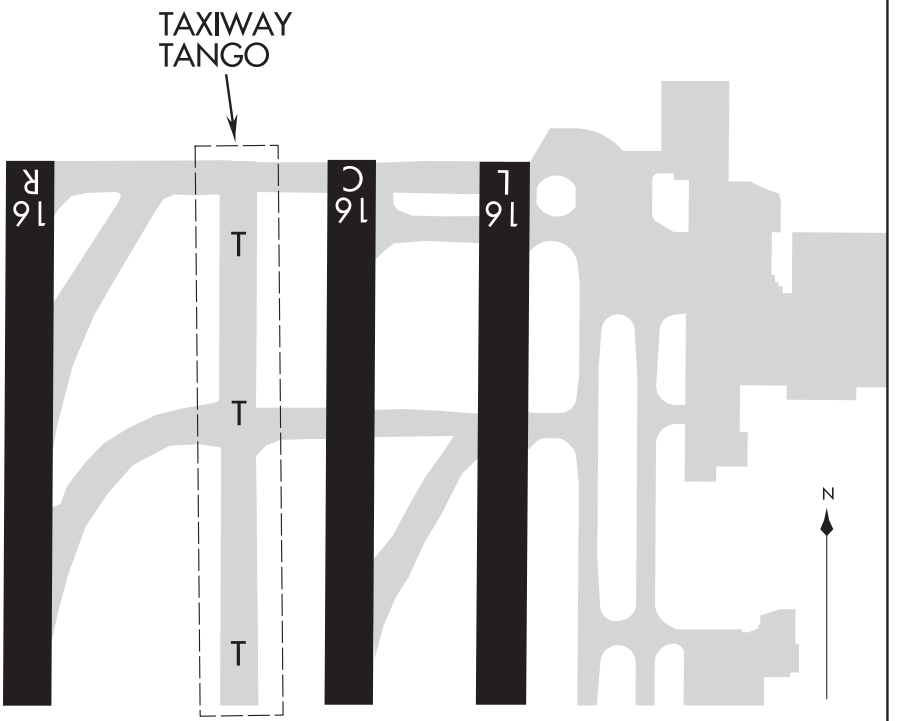
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

**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, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 16L

SEATTLE-TACOMA INTL (SEA)

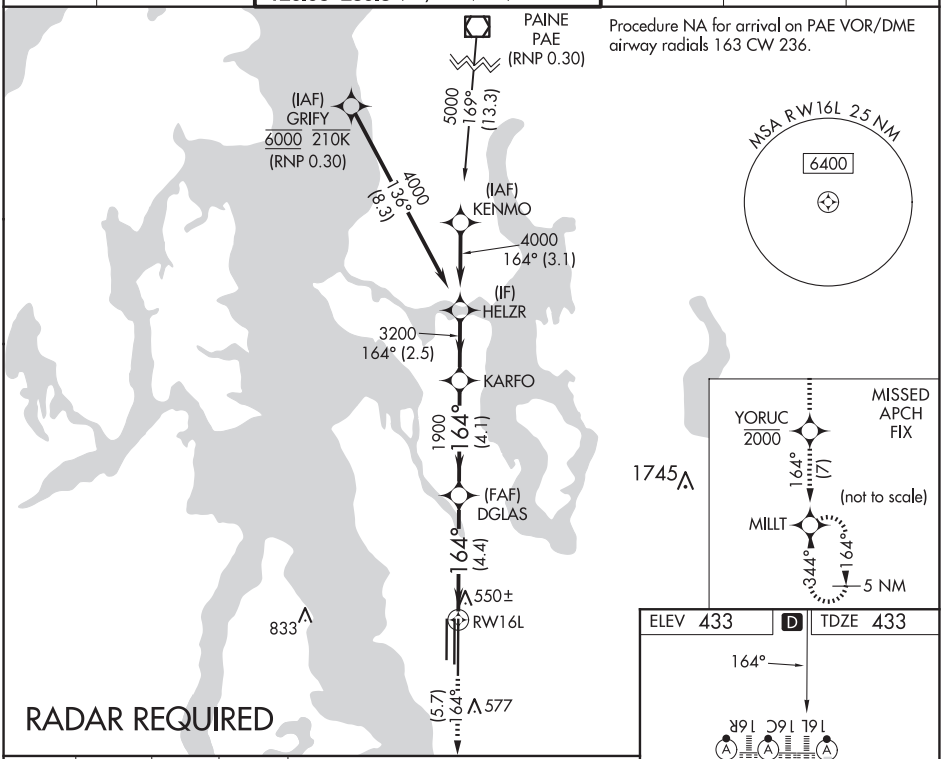
| APP CRS | Rwy Idg | 11901 |
|---|---|---|
| 164° | TDZE | 433 |
| | Apt Elev | 433 |

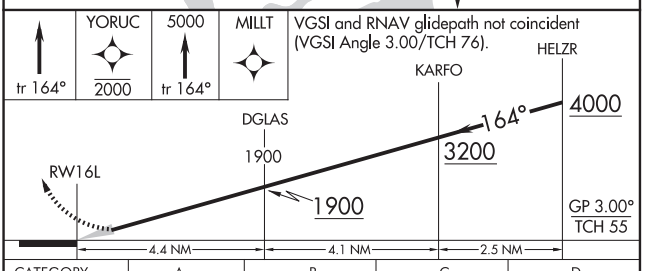
For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16R. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.30 all Cats visibility to 1⅜ mile.

ALSF-2

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.

| 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 842/45 409 (500-⅞) | | | |

AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SEATTLE, WASHINGTON | AL-582 (FAA) | 24137

# RNAV (RNP) Z RWY 16R

SEATTLE-TACOMA INTL (SEA)

| APP CRS | Rwy ldg | 8500 |
|---|---|---|
| 164° | TDZE | 415 |
| | Apt Elev | 433 |

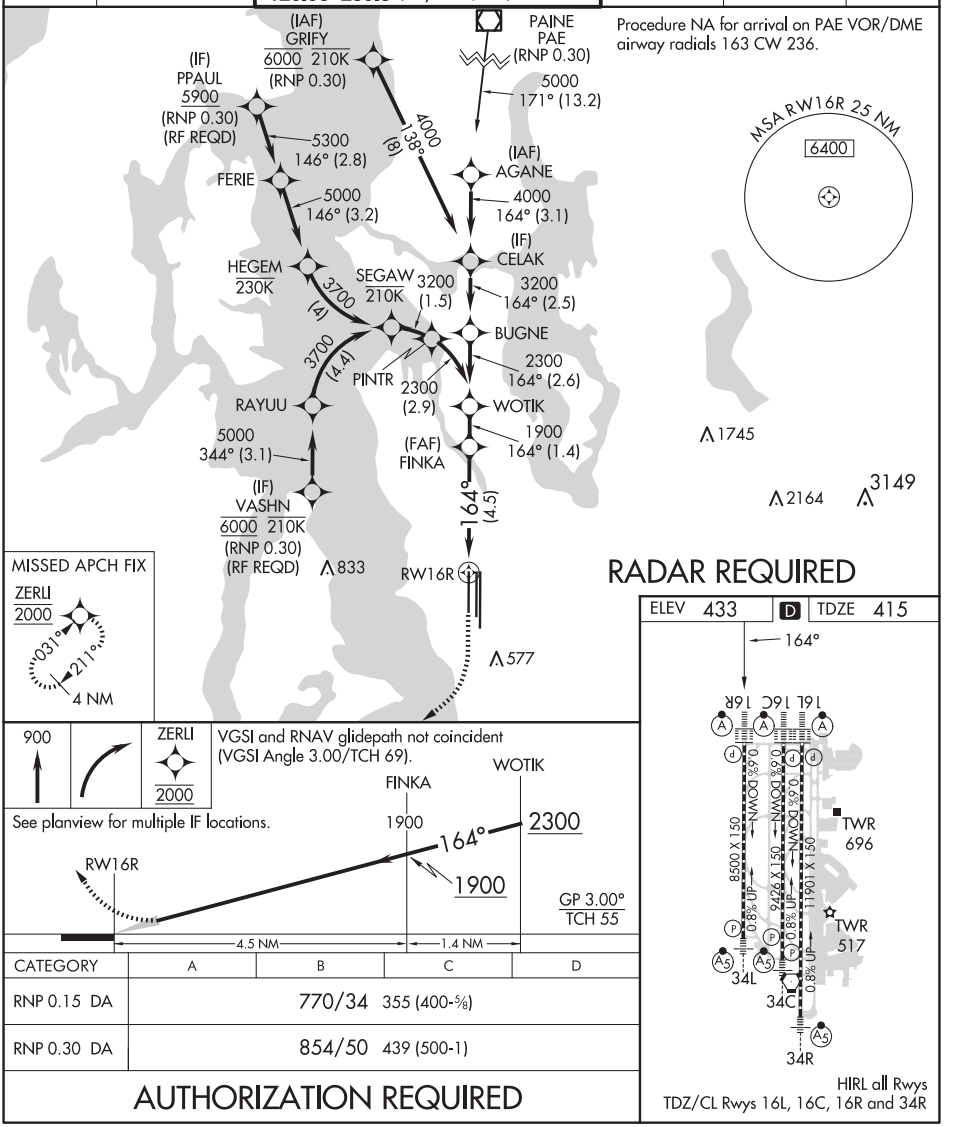
For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16L, except for arrivals at PPAUL and VASHN. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase 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 | 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |

Procedure NA for arrival on PAE VOR/DME airway radials 163 CW 236.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 770/34 355 (400-5/8) | | | |
| RNP 0.30 DA | 854/50 439 (500-1) | | | |

## AUTHORIZATION REQUIRED

SEATTLE, WASHINGTON
Amdt 1A 12OCT17

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)

RNAV (RNP) Z RWY 16R

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Idg | 9426 |
|---|---|---|
| 344° | TDZE | 387 |
| | Apt Elev | 432 |

# RNAV (RNP) Z RWY 34C

SEATTLE-TACOMA INTL (SEA)

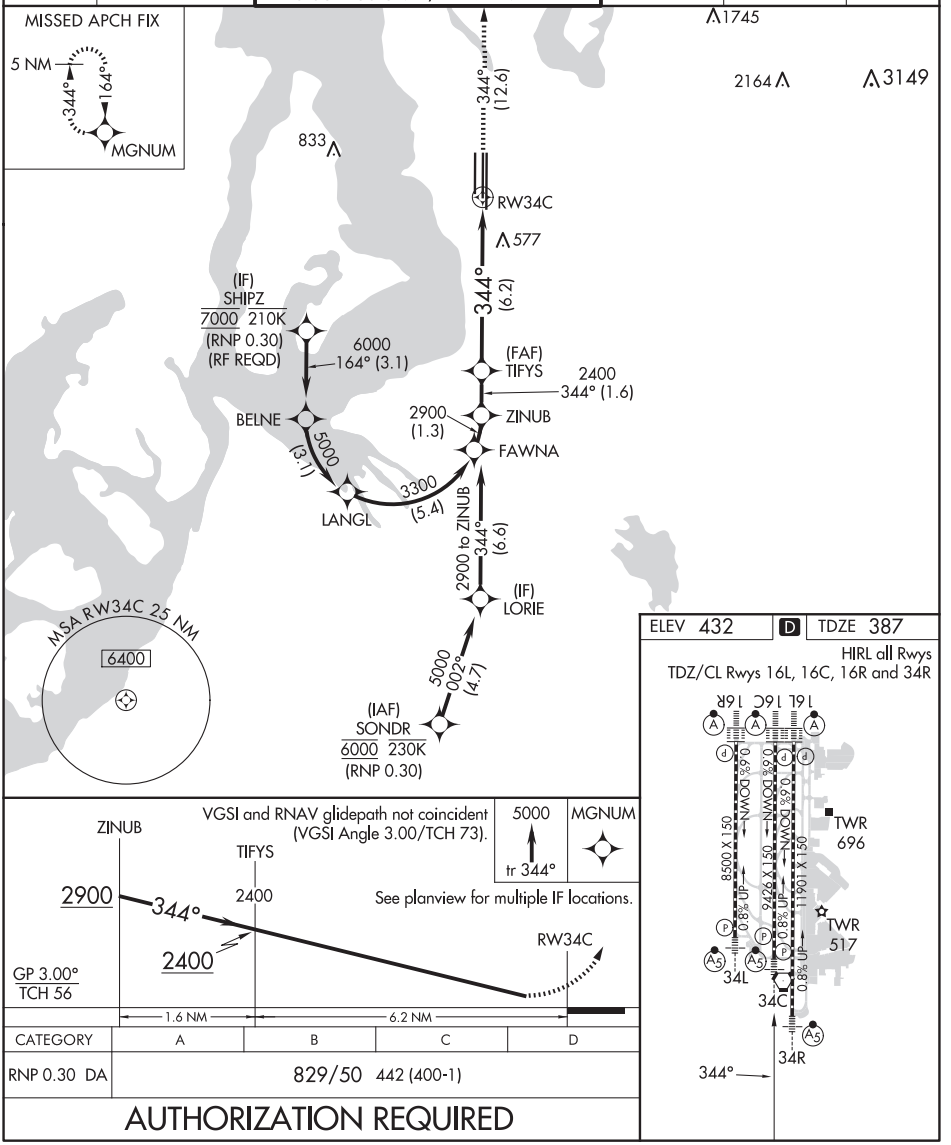
RNP AR APCH.

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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 829/50 442 (400-1) | | | |

## AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 34L

SEATTLE-TACOMA INTL (SEA)

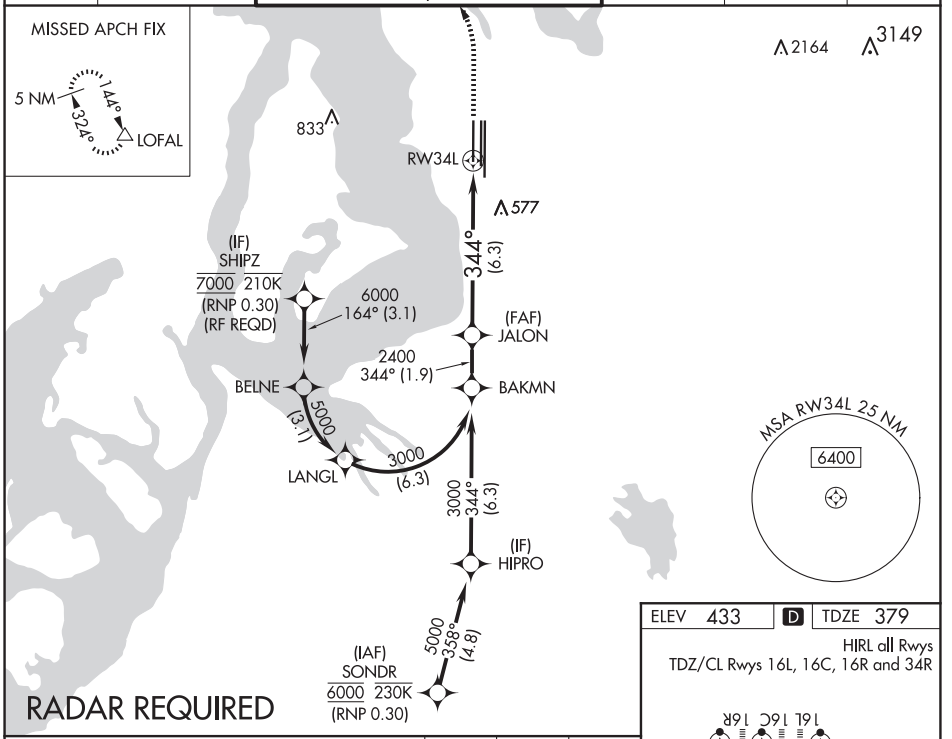
| APP CRS | Rwy ldg | 8500 |
|---|---|---|
| 344° | TDZE | 379 |
| | Apt Elev | 433 |

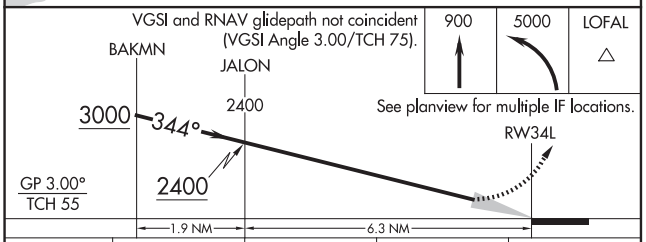
For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 34R except for arrivals at SHIPZ. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1⅜ 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |



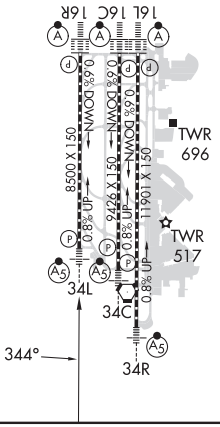

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 695/24 316 (300-½) | | 695/40 316 (300-¾) | |
| RNP 0.30 DA | 787/50 408 (400-1) | | | |

AUTHORIZATION REQUIRED

ELEV 433 D TDZE 379

HIRL all Rwys

TDZ/CL Rwys 16L, 16C, 16R and 34R






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy ldg | 11901 |
|---|---|---|
| 344° | TDZE | 372 |
| | Apt Elev | 432 |

# RNAV (RNP) Z RWY 34R
## SEATTLE-TACOMA INTL (SEA)

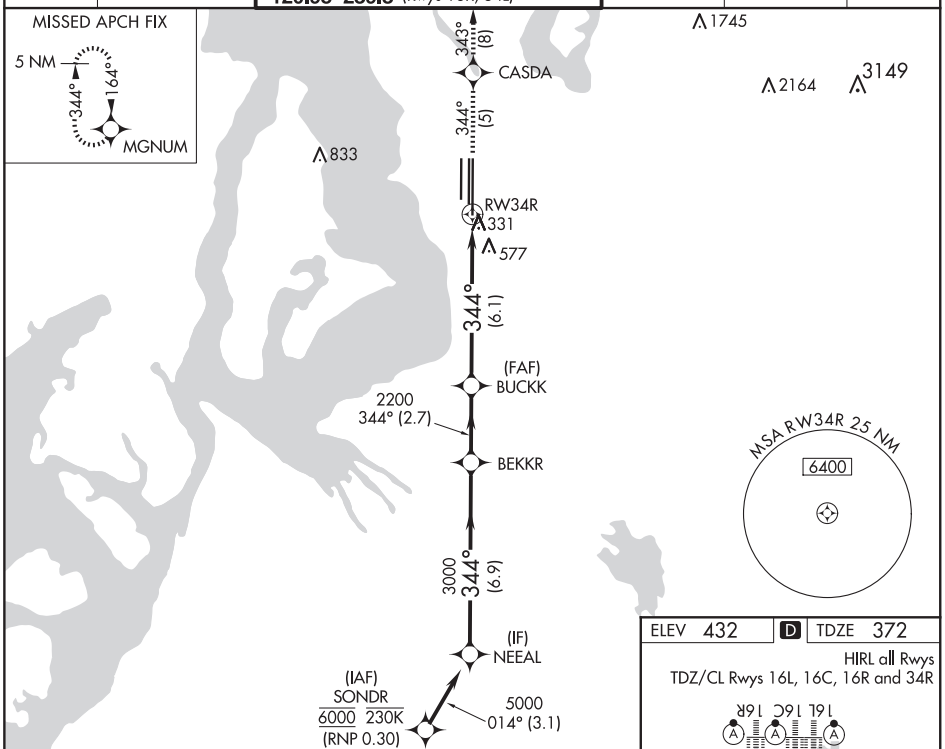
RNP AR APCH.

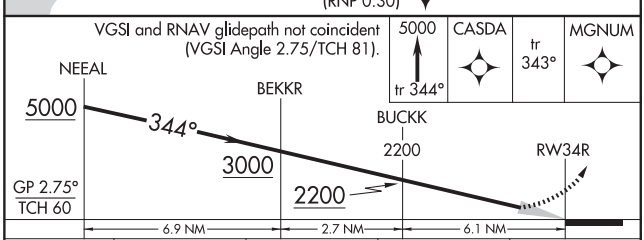
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase RNP 0.28 all Cats visibility to 1⅜ SM. Inop table does not apply to RNP 0.30.

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.

| 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |



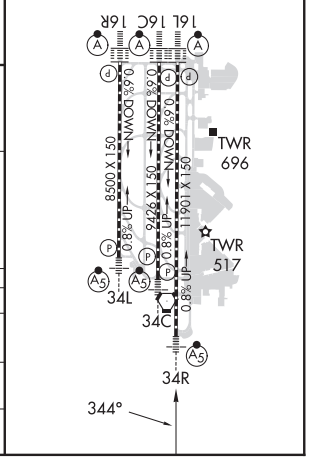




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.28 DA | 867/50 495 (500-1) | | | |
| RNP 0.30 DA | 880-1½ 508 (500-1½) | | | |

AUTHORIZATION REQUIRED

ELEV 432 | D | TDZE 372

HIRL all Rwys
TDZ/CL Rwys 16L, 16C, 16R and 34R






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SEATTLE, WASHINGTON | AL-582 (FAA) | 24137

# RNAV (GPS) Y RWY 16C

SEATTLE-TACOMA INTL (SEA)

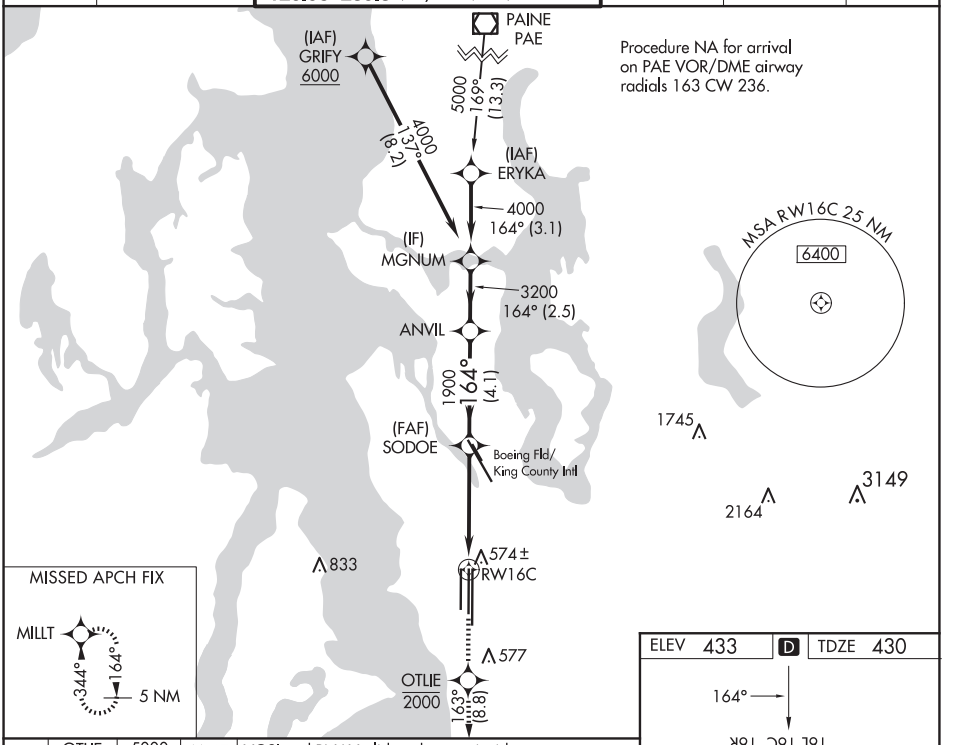
| WAAS | APP CRS | Rwy Idg | 9426 |
|---|---|---|---|
| CH 61010 | 164° | TDZE | 430 |
| W16B | | Apt Elev | 433 |

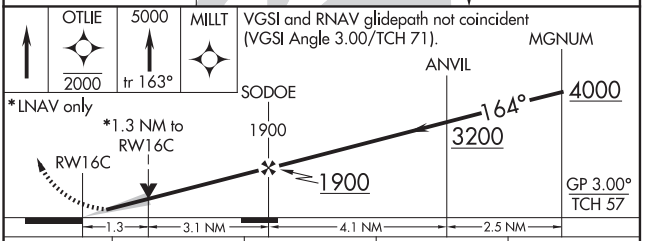
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cats C/D visibility to 1⅜ . See additional requirements on adjacent information page.

ALSF-2

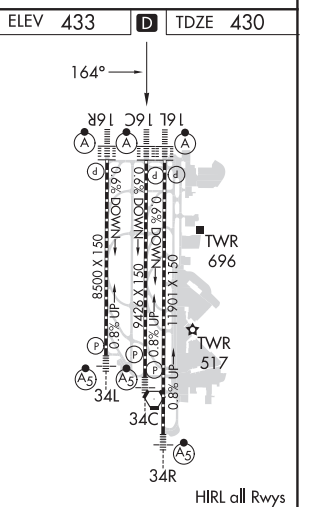
MISSED APPROACH: Climb direct OTLIE to cross OTLIE at or below 2000, then climb to 5000 on track 163° to MILLT and hold, continue climb-in-hold to 5000.

| 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 630/18 200 (200-½) | | | |
| LNAV/VNAV DA | 840/44 410 (500-⅞) | | | |
| LNAV MDA | 920/24 490 (500-½) | | 920/50 490 (500-1) | |
| C CIRCLING | 1000-1 567 (600-1) | | 1000-1½ 567 (600-1½) | 1000-2 567 (600-2) |




SEATTLE, WASHINGTON
Amdt 3A 12OCT17

SEATTLE-TACOMA INTL (SEA)

47°27'N-122°19'W

RNAV (GPS) Y RWY 16C

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

## SEATTLE-TACOMA INTL AIRPORT

# ALERT NOTICE

**ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:**

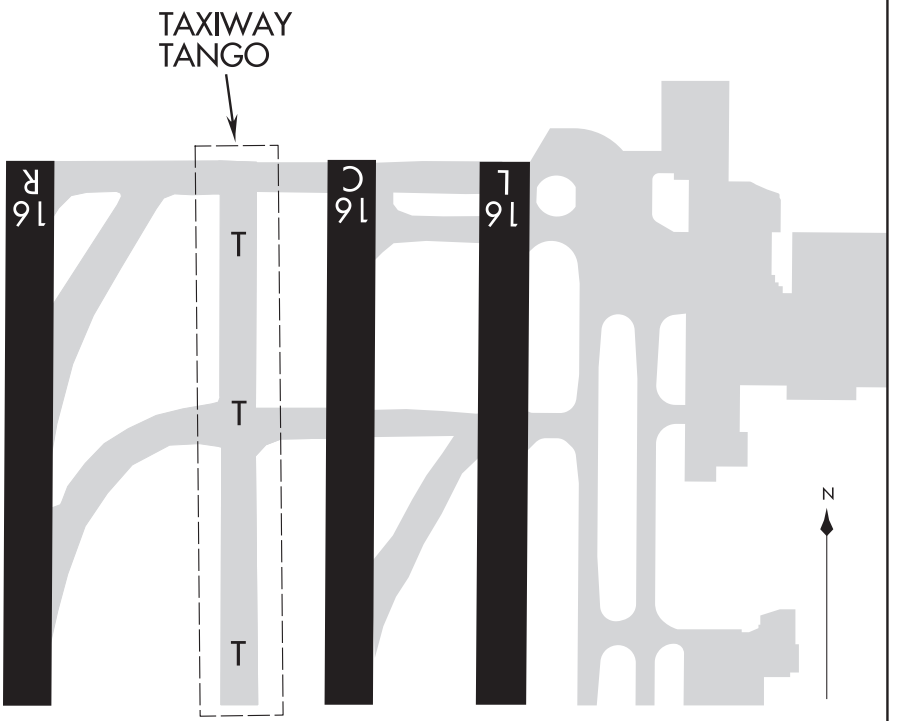
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

**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.

**RECOMMENDTION:**

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.



SEATTLE, WASHINGTON | AL-582 (FAA) | 24137

# RNAV (GPS) Y RWY 16L

## SEATTLE-TACOMA INTL (SEA)

| WAAS | APP CRS | Rwy Idg | 11901 |
|---|---|---|---|
| CH 63202 | 164° | TDZE | 432 |
| W16A | | Apt Elev | 432 |

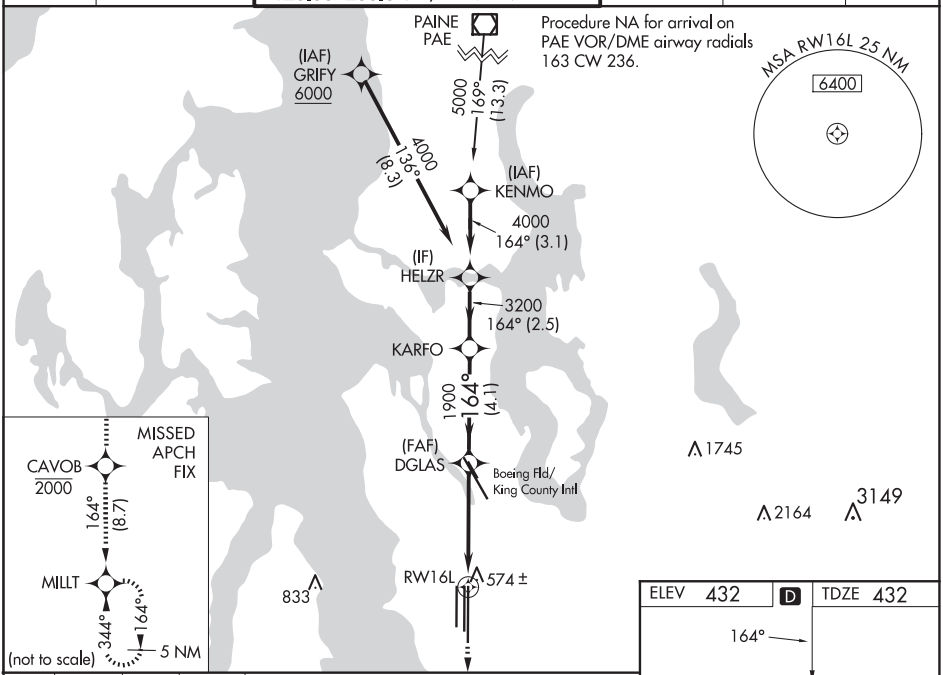
RNP APCH.

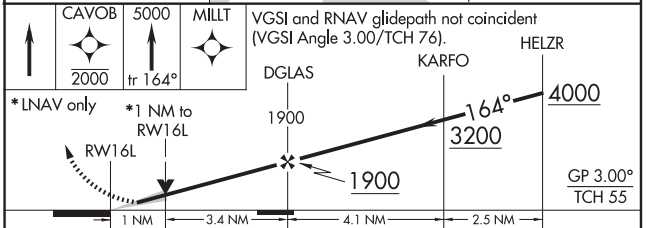
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALS, increase LPV all Cats visibility to RVR 4500, and increase LNAV Cats C/D visibility to RVR 6000.

ALSF-2

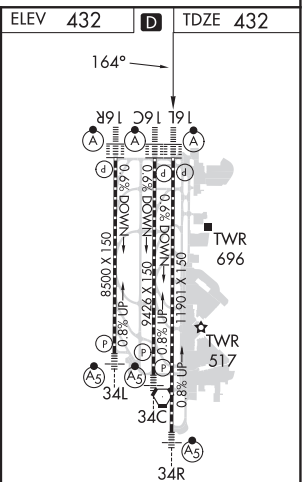
MISSED APPROACH: Climb direct CAVOB to cross CAVOB at or below 2000 then climb to 5000 on track 164° to MILLT and hold, continue climb-in-hold to 5000.

| D-ATIS | 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |




| 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) | |
| C CIRCLING | 1000-1 568 (600-1) | | 1000-1½ 568 (600-1½) | 1000-2 568 (600-2) |




NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 16R

## SEATTLE-TACOMA INTL (SEA)

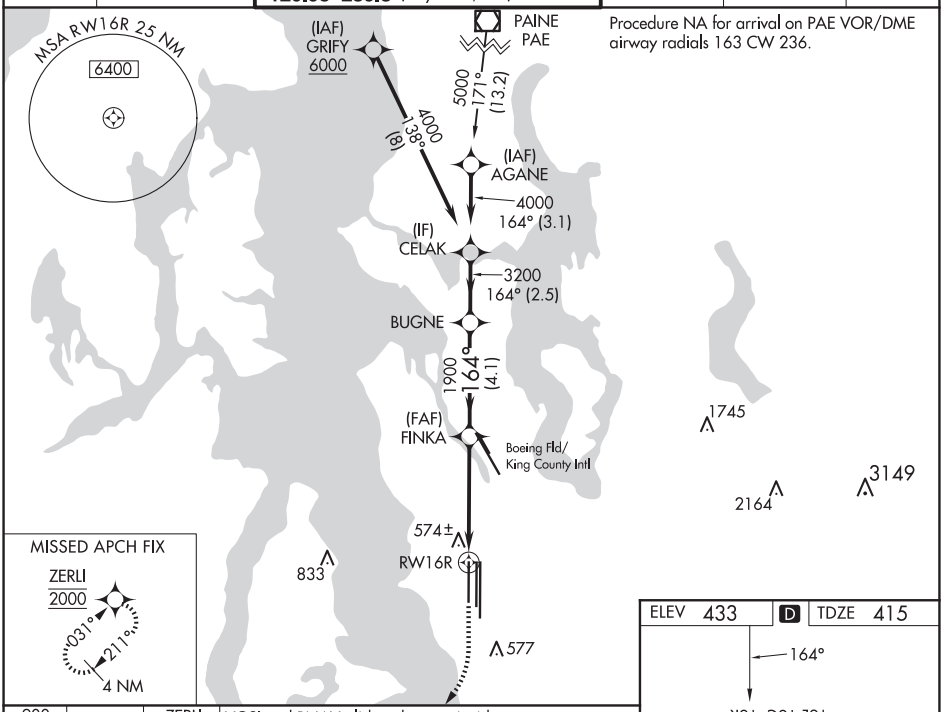
| WAAS | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| CH 86910 | 164° | TDZE | 415 |
| W16D | | Apt Elev | 433 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16L. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

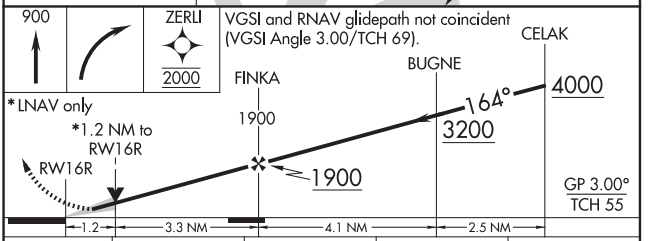
MISSED APPROACH: Climb to 900 then climbing right turn direct ZERLI to cross ZERLI at 2000 and hold.

| 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |

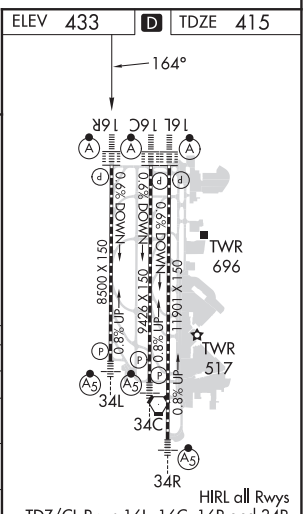









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 615/18 200 (200-½) | | | |
| LNAV/VNAV DA | 760/32 345 (400-⅝) | | | |
| LNAV MDA | 840/24 425 (500-½) | | 840/40 425 (500-¾) | |
| C CIRCLING | 1000-1 567 (600-1) | | 1000-1½ 567 (600-1½) | 1000-2 567 (600-2) |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SEATTLE, WASHINGTON | AL-582 (FAA) | 24137

# RNAV (GPS) Y RWY 34C

SEATTLE-TACOMA INTL (SEA)

| WAAS | APP CRS | Rwy Idg | 9426 |
|---|---|---|---|
| CH 77710 | 344° | TDZE | 387 |
| W34B | | Apt Elev | 432 |

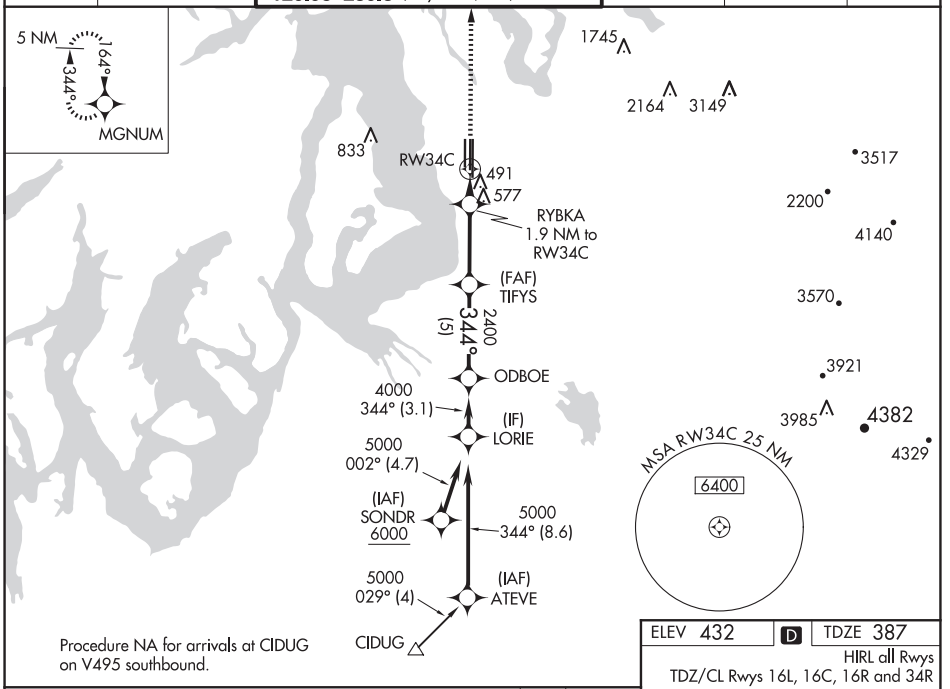
RNP APCH.

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 MGNUM and hold, continue climb-in-hold to 5000.

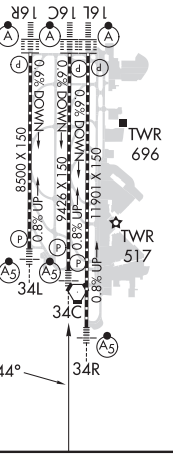
| D-ATIS | SEATTLE APP CON | SEATTLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.0 | 133.65 273.45 | 119.9 239.3 (Rwys 16L, 16C, 34C, 34R)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |




ELEV 432 | D | TDZE 387

HIRL all Rwys

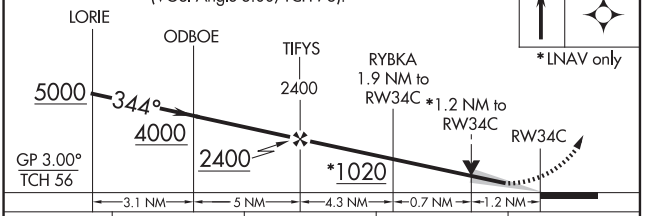
TDZ/CL Rwys 16L, 16C, 16R and 34R




VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).

5000 | MGNUM

*LNAV only




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 610/24 | 223 (200-½) | |
| LNAV/VNAV DA | | 839/50 | 452 (500-1) | |
| LNAV 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) |

SEATTLE, WASHINGTON
Amdt 2D 21JUN18

SEATTLE-TACOMA INTL (SEA)

47°27'N-122°19'W

RNAV (GPS) Y RWY 34C


NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| CH 45810 | 344° | TDZE | 379 |
| W34A | | Apt Elev | 433 |

# RNAV (GPS) Y RWY 34L

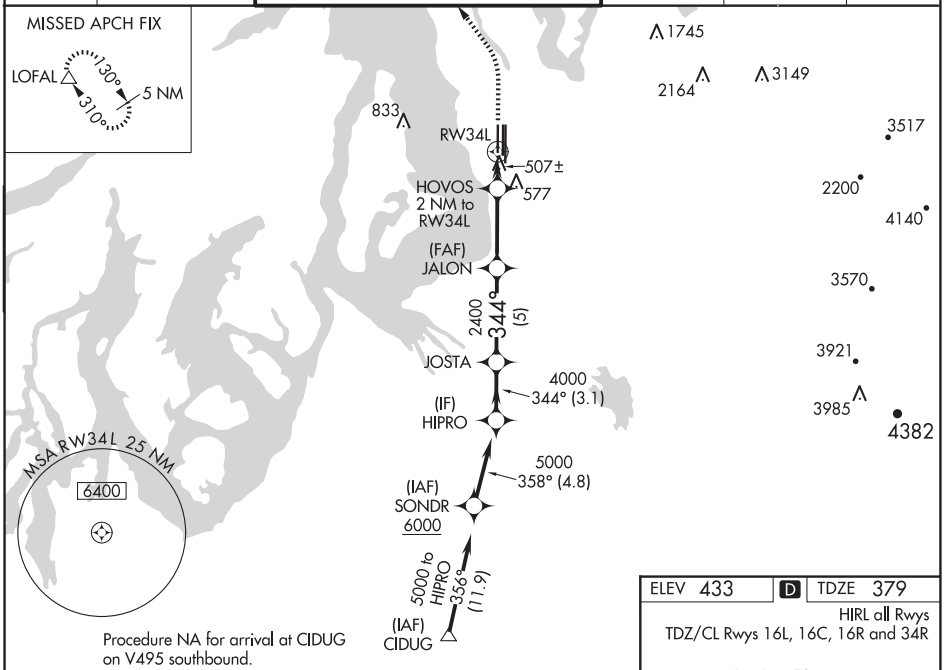
SEATTLE-TACOMA INTL (SEA)

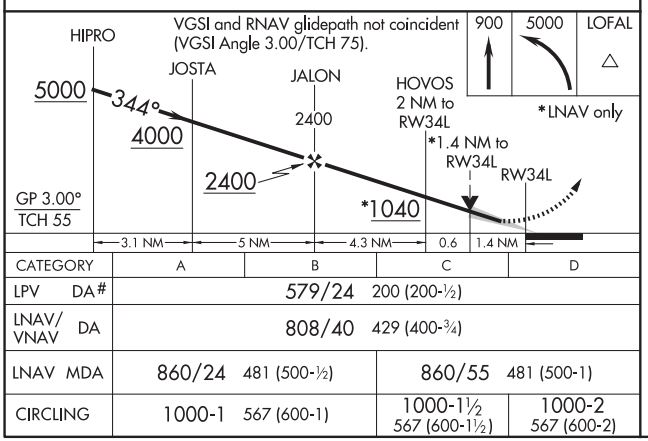
T DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34R/C. For inoperative ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM, increase LNAV Cat A and B visibility to RVR 5500 and Cat C and D visibility to 1⅜ SM.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

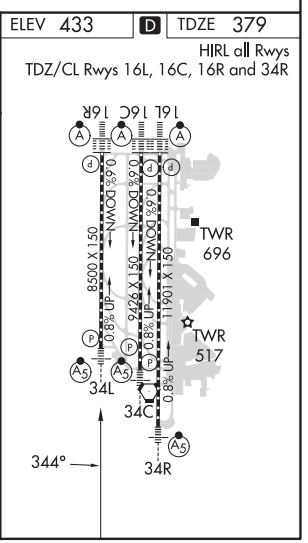
MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct LOFAL and hold.

| 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)<br>120.95 239.3 (Rwys 16R, 34L) | 121.7 | 128.0 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 579/24 200 (200-½) | | | |
| LNAV/VNAV DA | 808/40 429 (400-¾) | | | |
| LNAV MDA | 860/24 481 (500-½) | | 860/55 481 (500-1) | |
| CIRCLING | 1000-1 567 (600-1) | | 1000-1½ 567 (600-1½) | 1000-2 567 (600-2) |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SEATTLE, WASHINGTON | AL-582 (FAA) | 24137

# RNAV (GPS) Y RWY 34R

SEATTLE-TACOMA INTL (SEA)

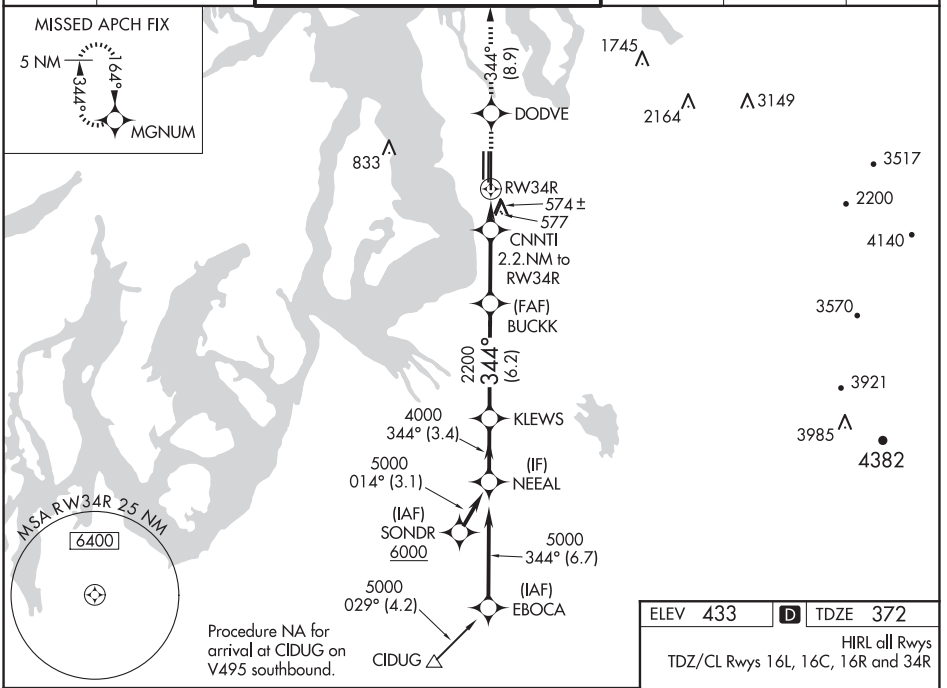
| WAAS CH 42710 W34D | APP CRS 344° | Rwy Idg 11901 TDZE 372 Apt Elev 433 |
|---|---|---|

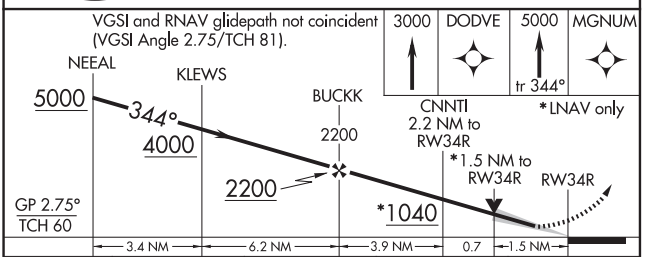
T DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 34L. For inoperative ALS, increase LNAV Cat C and D visibility to 1⅜ 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 | 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 | |



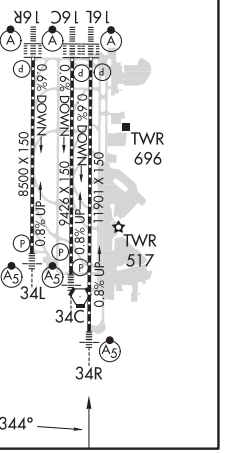




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 572/24 200 (200-½) | | | |
| LNAV/VNAV DA | 915-1½ 543 (500-1½) | | | |
| LNAV MDA | 840/24 468 (500-½) | | 840/50 468 (500-1) | |
| CIRCLING | 1000-1 567 (600-1) | | 1000-1½ 567 (600-1½) | 1000-2 567 (600-2) |

ELEV 433 | D | TDZE 372

HIRL all Rwys

TDZ/CL Rwys 16L, 16C, 16R and 34R



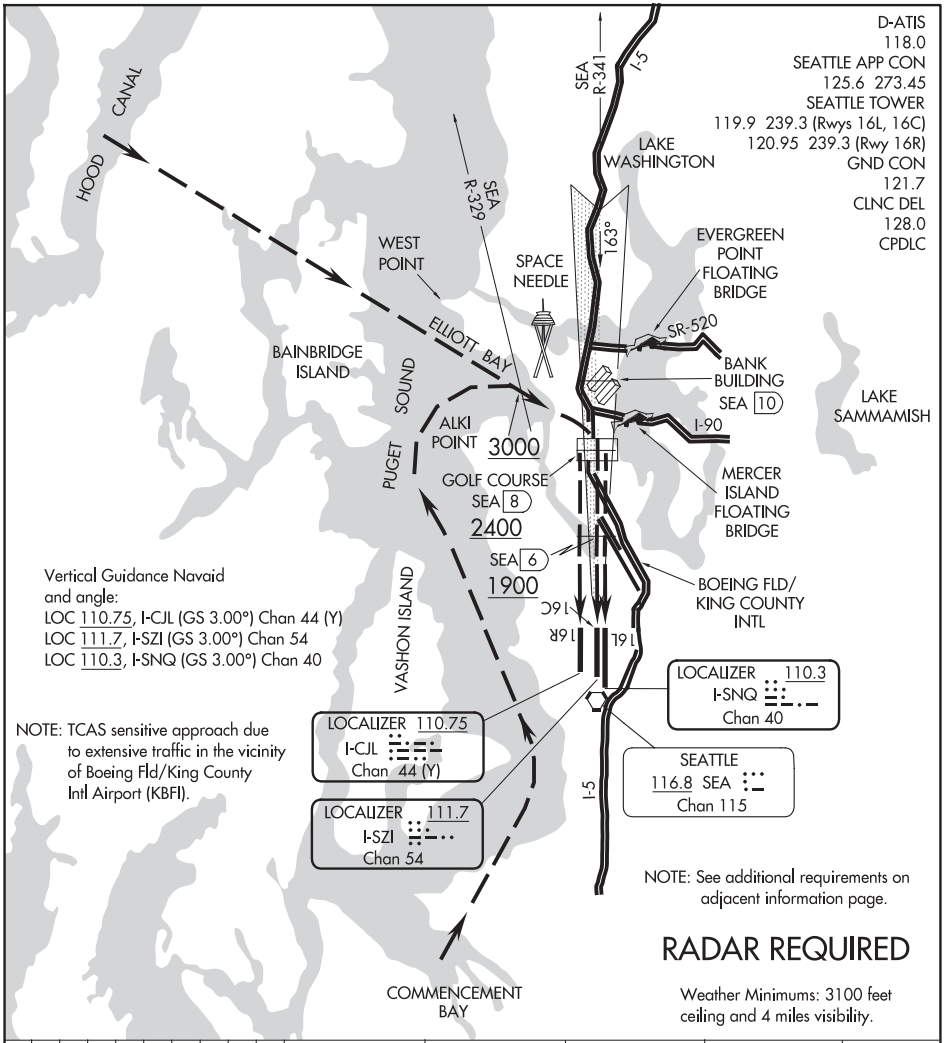



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# BAY VISUAL RWY 16R/C/L

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON




## 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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

## SEATTLE-TACOMA INTL AIRPORT

# ALERT NOTICE

**ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:**

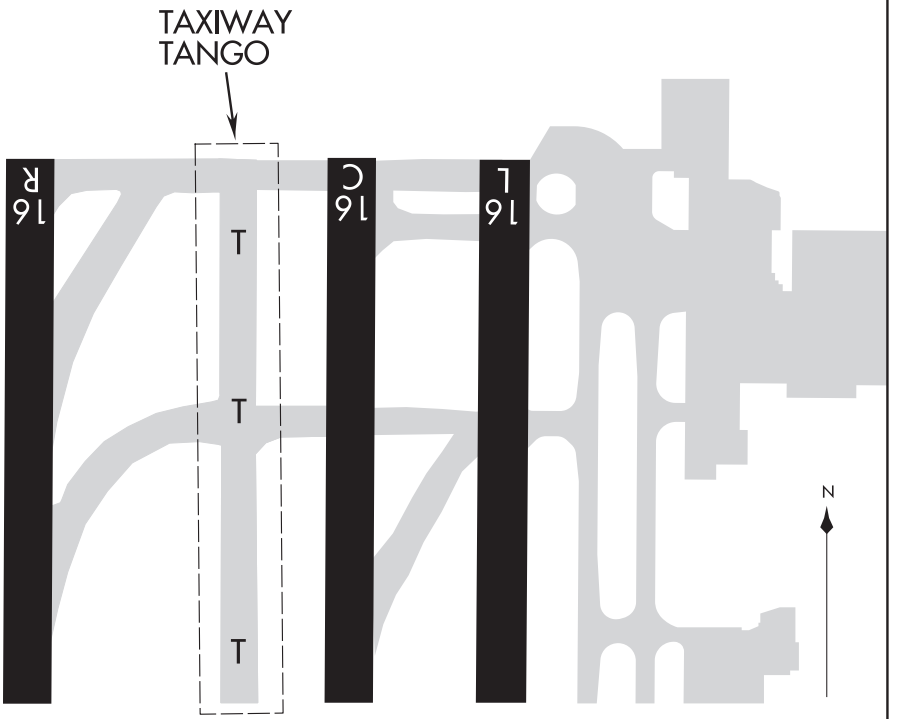
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify that you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

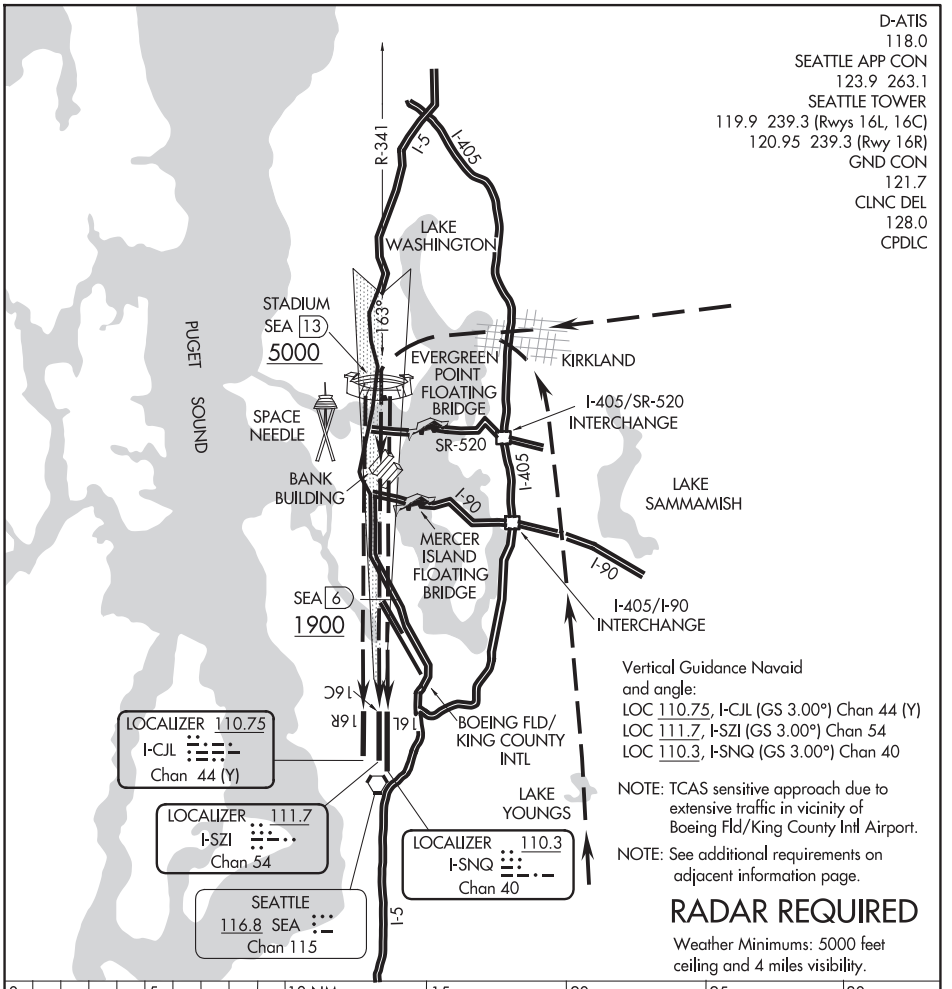
**TRANSITION TO VISUAL:**

Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

**RECOMMENDATION:**

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended to track the localizer until the runway environment is visually verified.






## HUSKY VISUAL APPROACH RWY 16R/C/L

When the ceiling is at least 5000′ and visibility is at least 4 miles, aircraft may be vectored over Kirkland or Lake Youngs for a Husky Visual Runway 16R/C/L Approach. When cleared for a Husky Visual Approach; proceed inbound visually over Stadium (via route depicted); intercept the Runway 16R/C/L localizer/SEA R-341 at 13 DME and complete a straight in visual approach to the airport.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

## SEATTLE-TACOMA INTL AIRPORT

# ALERT NOTICE

**ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:**

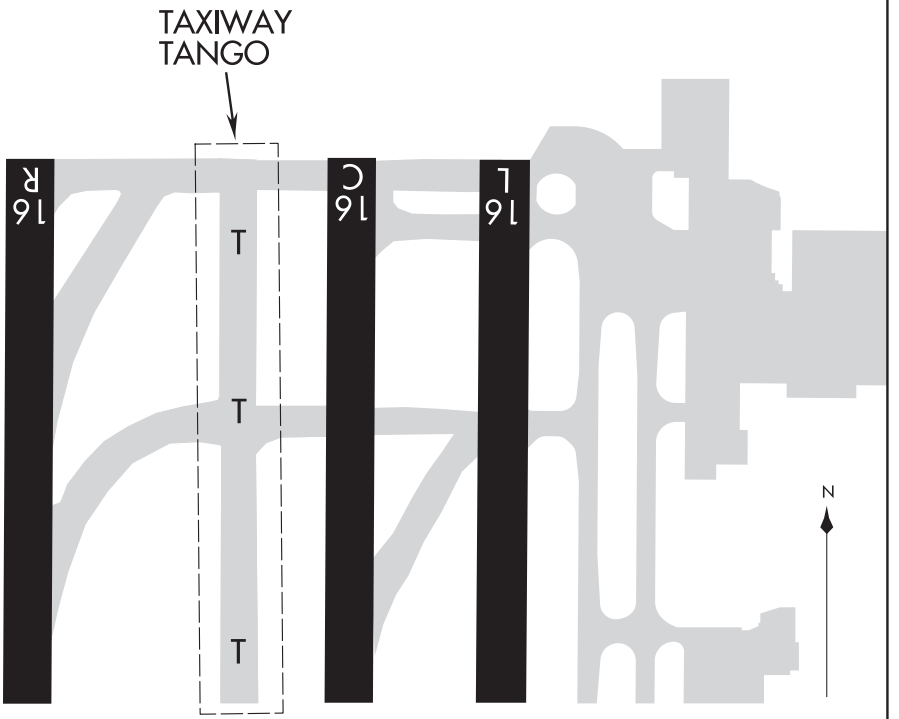
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify that you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

**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:**

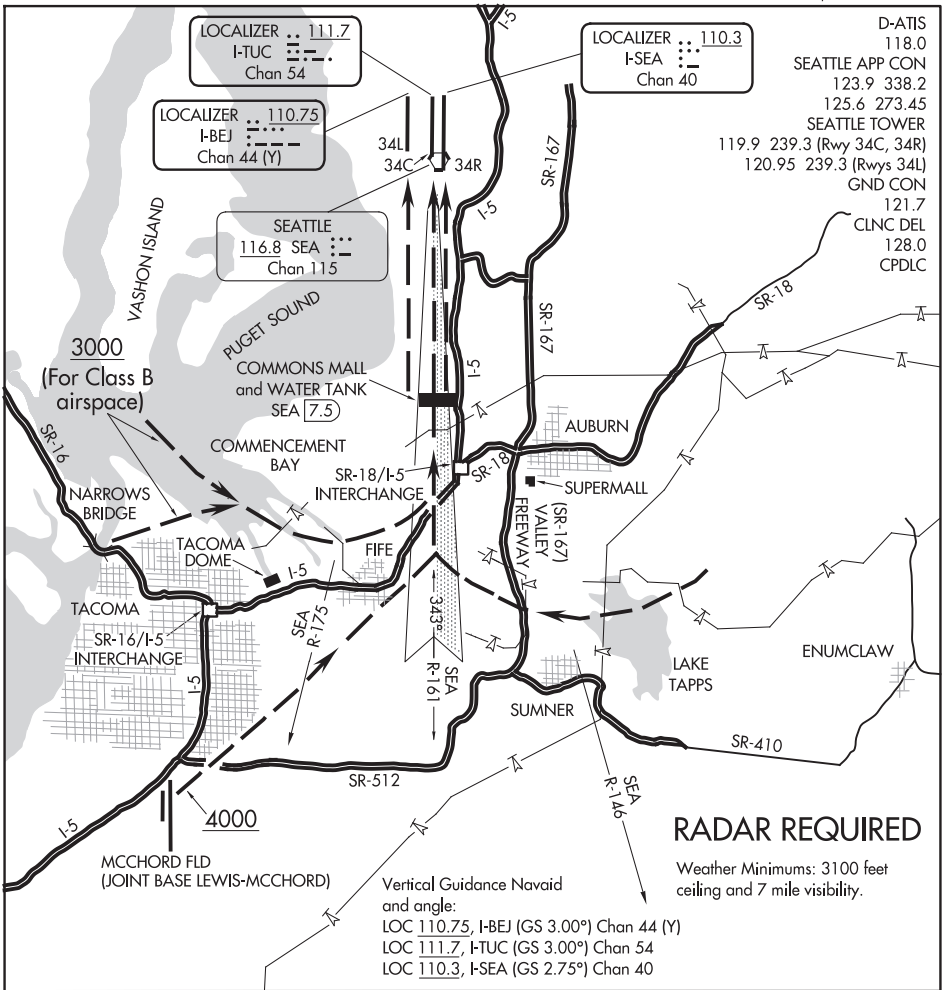
Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended to track the localizer until the runway environment is visually verified.



# MALL VISUAL RWY 34R/C/L

AL-582 (FAA)

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.



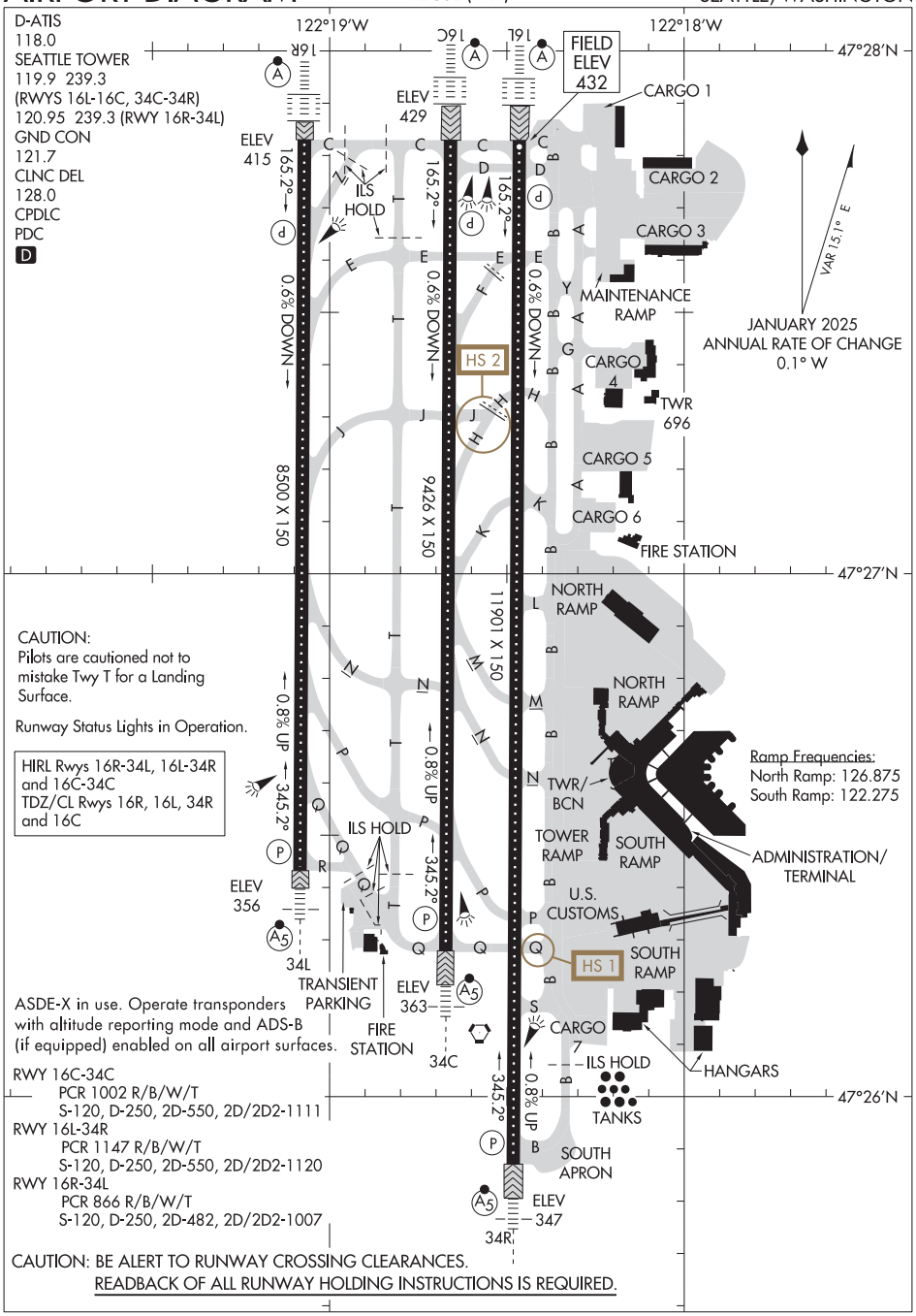
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON




AIRPORT DIAGRAM
25107
SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

TOP ALTITUDE: ASSIGNED BY ATC
D-ATIS 118.0
CLNC DEL 128.0 CPDLC
SEATTLE DEP CON 120.4 395.0
PANGL
ARRIE
14000 *10000
299° (43)
286° (27)
14000 *10000
PENN COVE CVV
BANGR 10000
259° (18)
BREMM
264° (4)
ATOME
309° (4)
WUREL 3100
342° (3)
349° (3)
DODVE
NESOE
CUSBU
344°
344°
344°
932
932
932
SEATTLE SEA
164°
164°
164°
932
932
932
CAVOB
OTLIE
WESET
166° (5)
164° (5)
161° (5)
RENBE 3000
245° (5)
RICHR
282° (4)
TOMRE
303° (25)
N
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: For non-GPS equipped aircraft departing Rwy 16L, 16C, 16R, HQM DME must be operational.
NOTE: For non-GPS equipped aircraft departing Rwys 34L, 34C, 34R PAE DME must be operational.
TAKEOFF MINIMUMS
Rwys 16L, 16R: Standard with minimum climb of 500' per NM to 3000, and climb of 220' per NM to 10000.
Rwy 16C: Standard with minimum climb of 410' per NM to 3000, and climb of 220' per NM to 10000.
Rwys 34L, 34C, 34R: Standard with minimum climb of 490' per NM to 3700, and climb of 255' per NM to 10000.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

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)

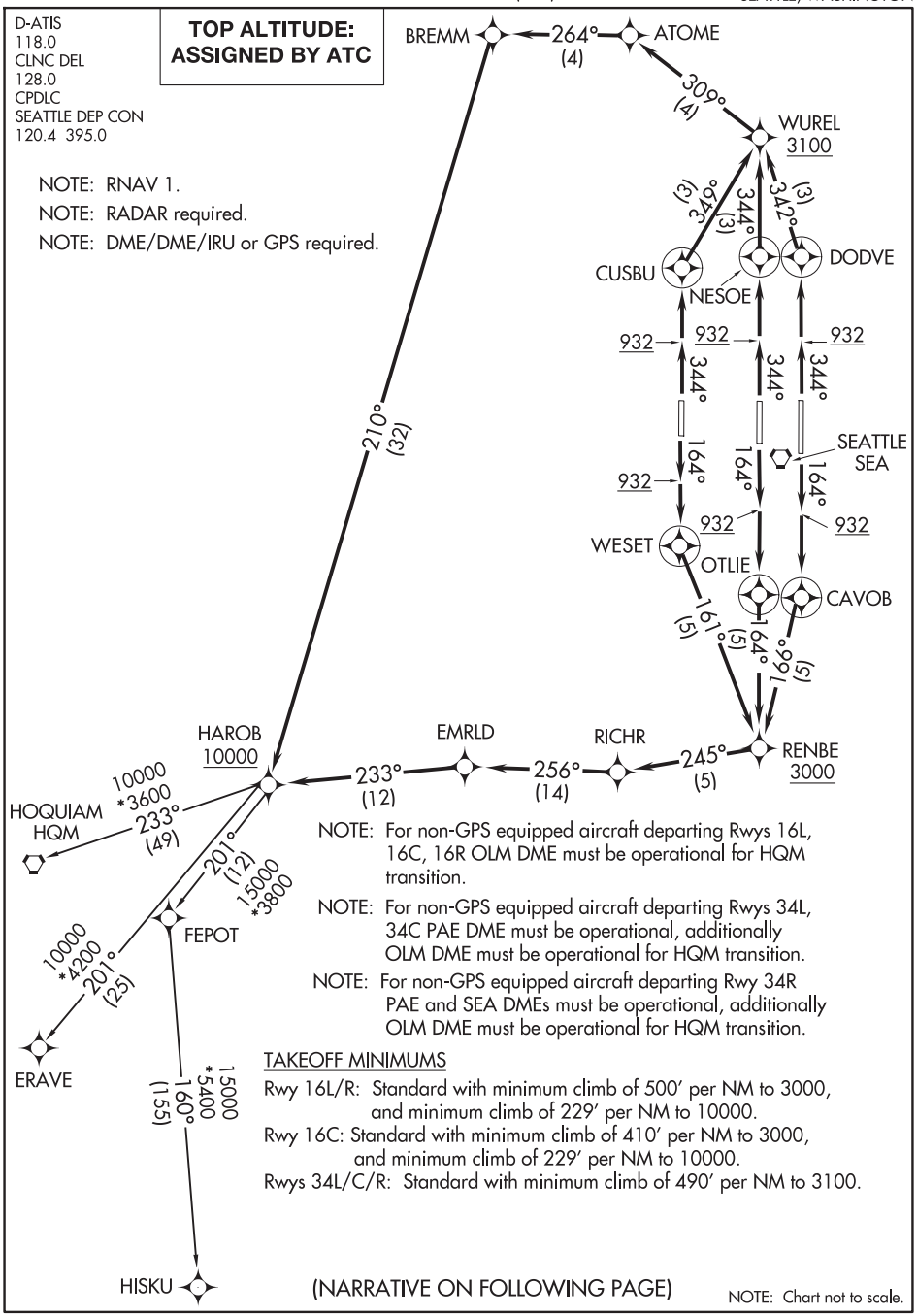
NW-1, 12 JUN 2025 to 07 AUG 2025

(HAROB6.HAROB) 17285

# HAROB SIX DEPARTURE (RNAV)

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON




HAROB SIX DEPARTURE (RNAV)

(HAROB6.HAROB) 12OCT17

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16C: Climb heading 164° to at/above 932, then direct OTLIE, then on track 164° to cross RENBE at/above 3000, then on depicted route to HAROB, cross HAROB at or above 10000, thence. . . .

TAKEOFF RUNWAY 16L: Climb heading 164° to at/above 932, then direct CAVOB, then on track 166° to cross RENBE at/above 3000, then on depicted route to HAROB, cross HAROB at or above 10000, thence. . . .

TAKEOFF RUNWAY 16R: Climb heading 164° to at/above 932, then direct WESET, then on track 161° to cross RENBE at/above 3000, then on depicted route to HAROB, cross HAROB at or above 10000, thence. . . .

TAKEOFF RUNWAY 34C: Climb heading 344° to at/above 932, then direct NESOE, then on track 344° to cross WUREL at/above 3100, then on depicted route to HAROB, cross HAROB at or above 10000, thence. . . .

TAKEOFF RUNWAY 34L: Climb heading 344° to at/above 932, then direct CUSBU, then on track 349° to cross WUREL at/above 3100, then on depicted route to HAROB, cross HAROB at or above 10000, thence. . . .

TAKEOFF RUNWAY 34R: Climb heading 344° to at/above 932, then direct DODVE, then on track 342° to cross WUREL at/above 3100, then on depicted route to HAROB, cross HAROB at or above 10000, thence. . . .

. . . . on (transition). Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA VORTAC.

ERAVE TRANSITION (HAROB6.ERAVE)

FEPOT TRANSITION (HAROB6.FEPOT)

HISKU TRANSITION (HAROB6.HISKU)

HOQUIAM TRANSITION (HAROB6.HQM)

(ISBRG1.ISBRG) 18200

# ISBRG 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: 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.



ISBRG ONE DEPARTURE (RNAV)
(ISBRG1.ISBRG) 19JUL18
SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

NW-1, 12 JUN 2025 to 07 AUG 2025

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**

DEPARTURE ROUTE DESCRIPTION

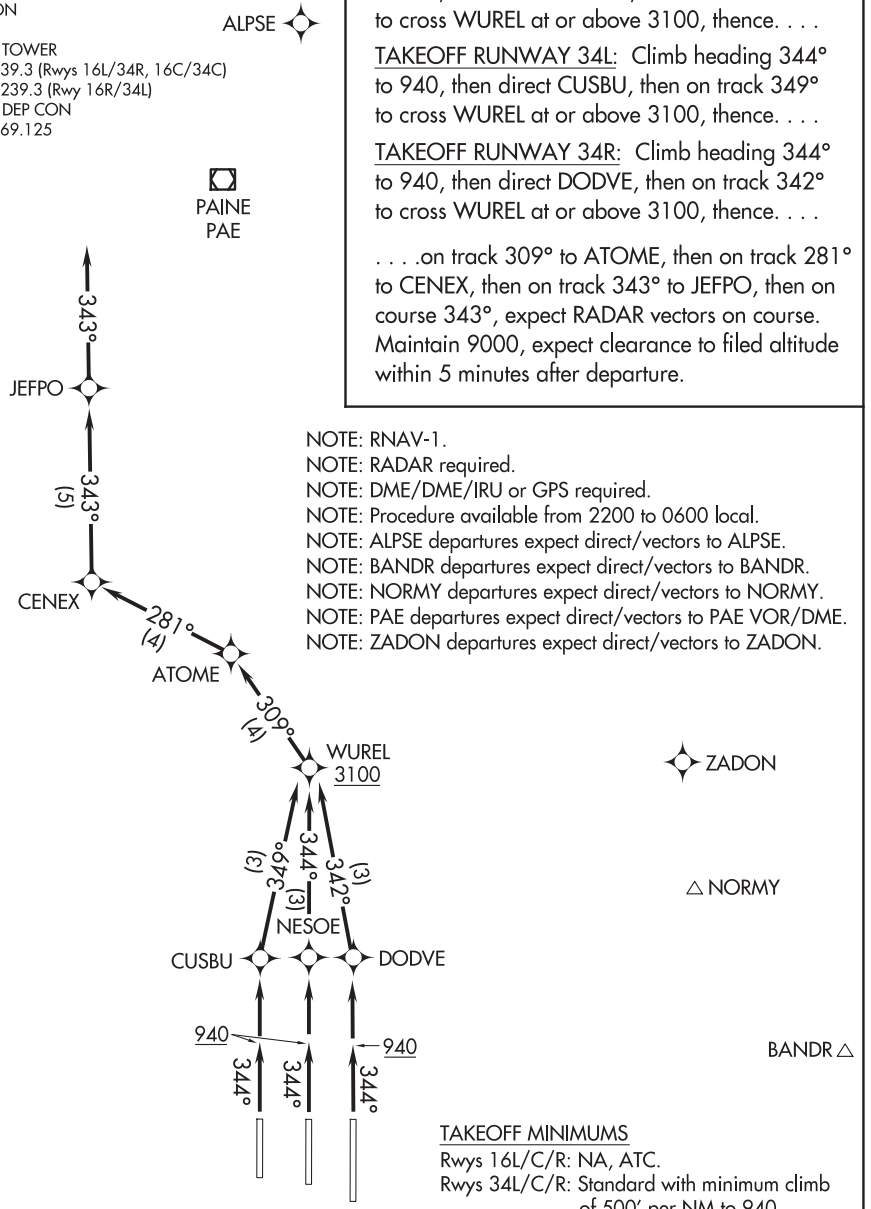
TAKEOFF RUNWAY 34C: Climb heading 344° to 940, then direct NESOE, then on track 344° to cross WUREL at or above 3100, thence. . . .

TAKEOFF RUNWAY 34L: Climb heading 344° to 940, then direct CUSBU, then on track 349° to cross WUREL at or above 3100, thence. . . .

TAKEOFF RUNWAY 34R: Climb heading 344° to 940, then direct DODVE, then on track 342° to cross WUREL at or above 3100, thence. . . .

. . . .on track 309° to ATOME, then on track 281° to CENEX, then on track 343° to JEFPO, then on course 343°, expect RADAR vectors on course. Maintain 9000, expect clearance to filed altitude within 5 minutes after departure.

NOTE: RNAV-1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Procedure available from 2200 to 0600 local.
NOTE: ALPSE departures expect direct/vectors to ALPSE.
NOTE: BANDR departures expect direct/vectors to BANDR.
NOTE: NORMY departures expect direct/vectors to NORMY.
NOTE: PAE departures expect direct/vectors to PAE VOR/DME.
NOTE: ZADON departures expect direct/vectors to ZADON.




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.




NW-1, 12 JUN 2025 to 07 AUG 2025

(MONTN2.SEA) 23334

# MOUNTAIN TWO DEPARTURE

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON






MOUNTAIN TWO DEPARTURE

(MONTN2.SEA) 14JUL22

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

NW-1, 12 JUN 2025 to 07 AUG 2025

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, 12 JUN 2025 to 07 AUG 2025

(OZWLD1.OZWLD) 18200

# OZWLD ONE DEPARTURE (RNAV)

AL-582 (FAA)

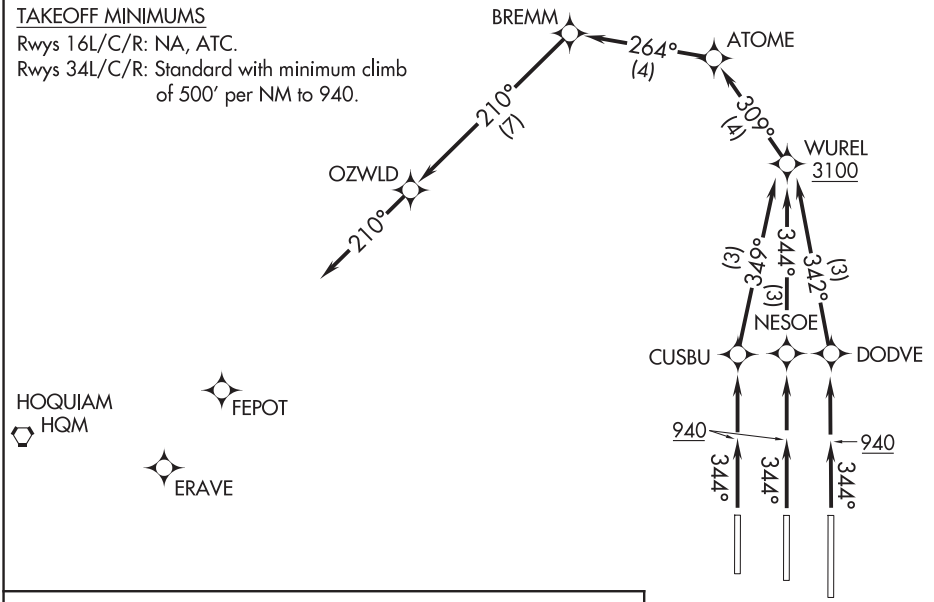
SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

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.



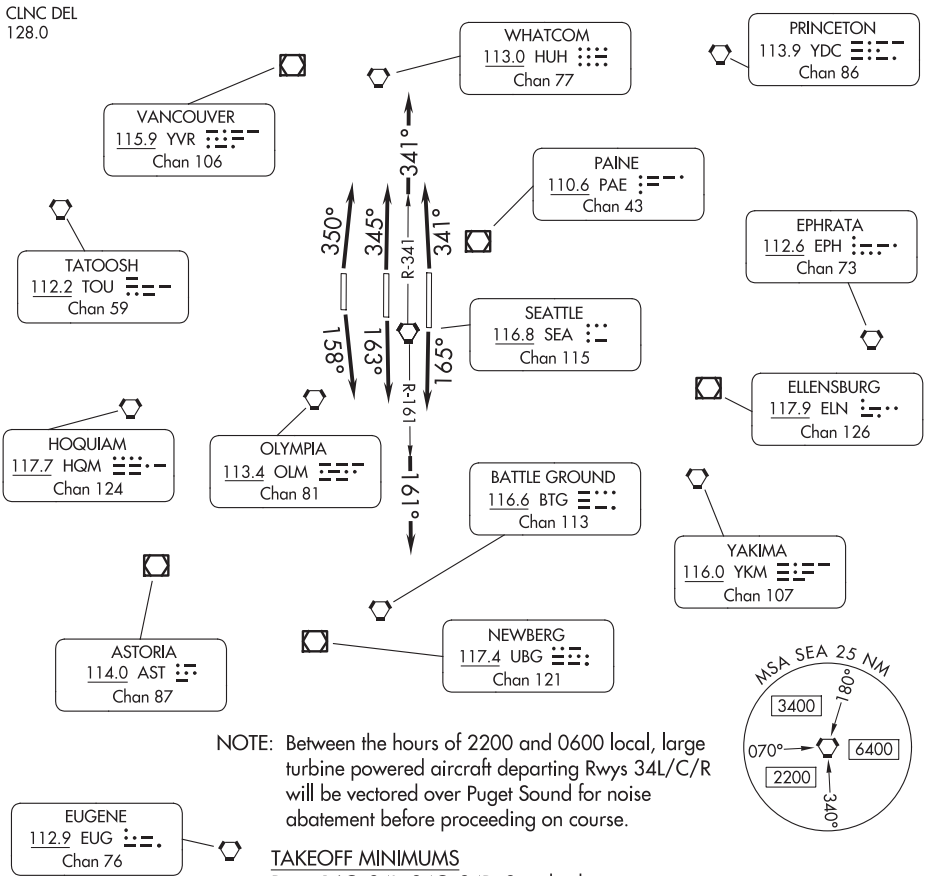
NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

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 Rwys 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.



NW-1, 12 JUN 2025 to 07 AUG 2025

(SUMMA2.SUMMA) 23334

# SUMMA TWO DEPARTURE

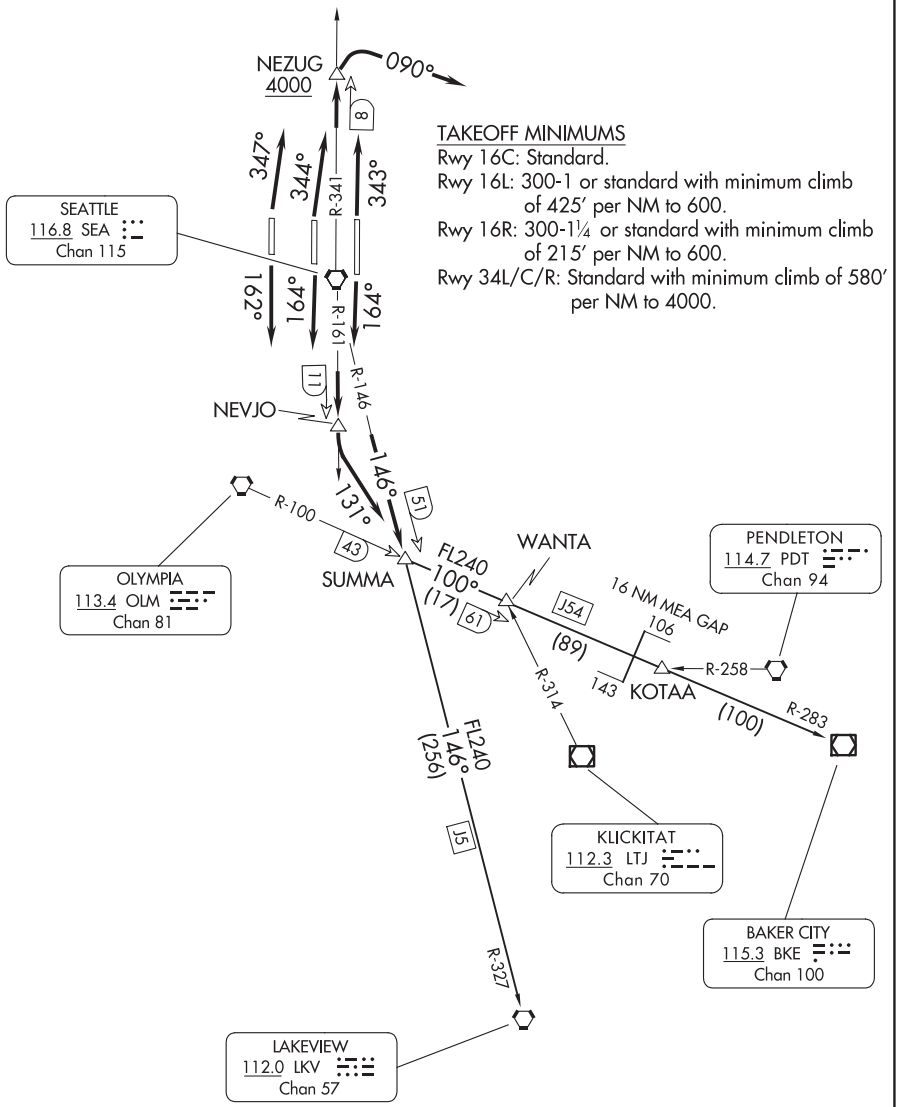
AL-582 (FAA)

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: 300-1¼ 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)



NW-1, 12 JUN 2025 to 07 AUG 2025

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, 12 JUN 2025 to 07 AUG 2025

SHELBY, MONTANA AL-5372 (FAA) 23250

| WAAS | APP CRS | Rwy Idg | 5005 |
|---|---|---|---|
| CH 69630 | 050° | TDZE | 3427 |
| W05A | | Apt Elev | 3443 |

# RNAV (GPS) RWY 5

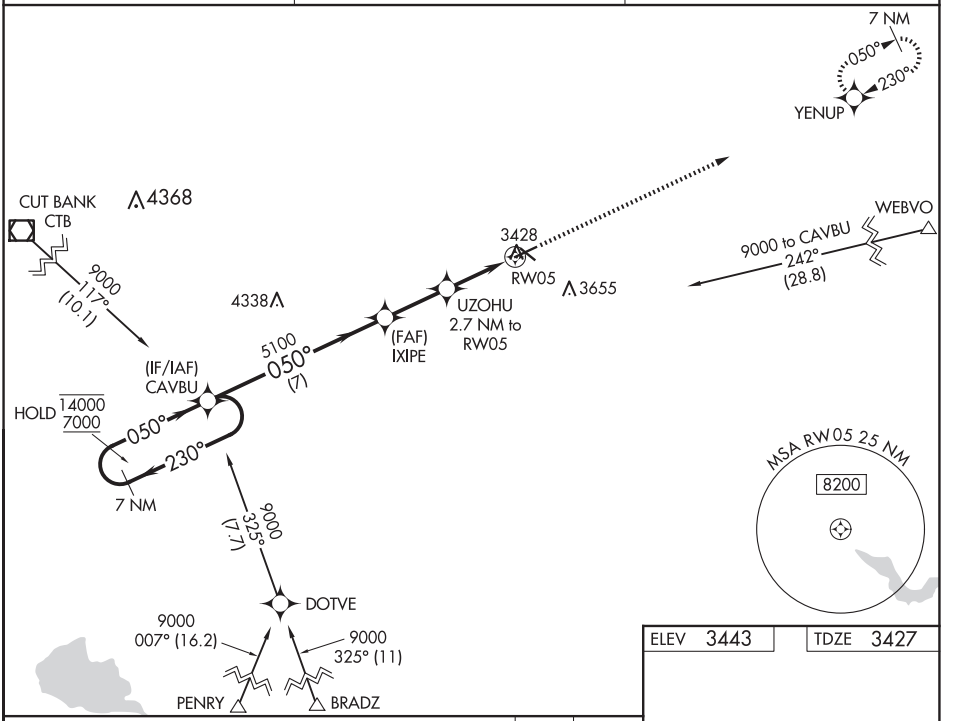
SHELBY (SBX)

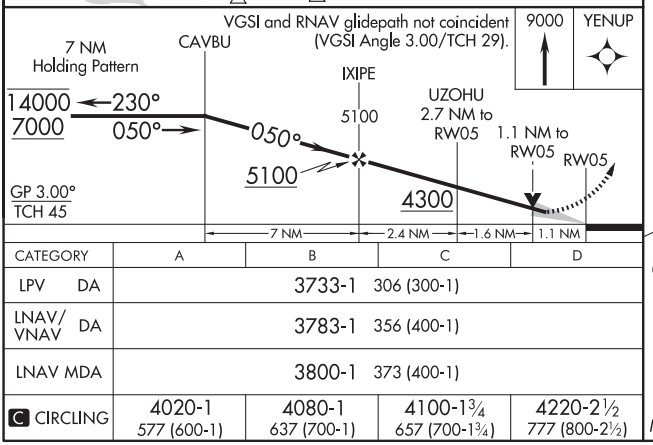
RNP APCH - GPS.

T A Baro-VNAV and VDP NA when using Cut Bank altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Cut Bank altimeter setting.

MISSED APPROACH: Climb to 9000 direct YENUP and hold, continue climb-in-hold to 9000.

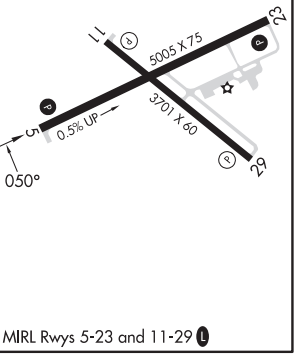
| AWOS-3PT | SALT LAKE CITY CENTER | UNICOM |
|---|---|---|
| 128.325 | 133.4 285.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3733-1 306 (300-1) | | | |
| LNAV/VNAV DA | 3783-1 356 (400-1) | | | |
| LNAV MDA | 3800-1 373 (400-1) | | | |
| C CIRCLING | 4020-1 577 (600-1) | 4080-1 637 (700-1) | 4100-1¾ 657 (700-1¾) | 4220-2½ 777 (800-2½) |

ELEV 3443 TDZE 3427




MIRL Rwys 5-23 and 11-29 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 78026 W23A | APP CRS 230° | Rwy Idg 5005<br>TDZE 3443<br>Apt Elev 3443 |
|---|---|---|

# RNAV (GPS) RWY 23

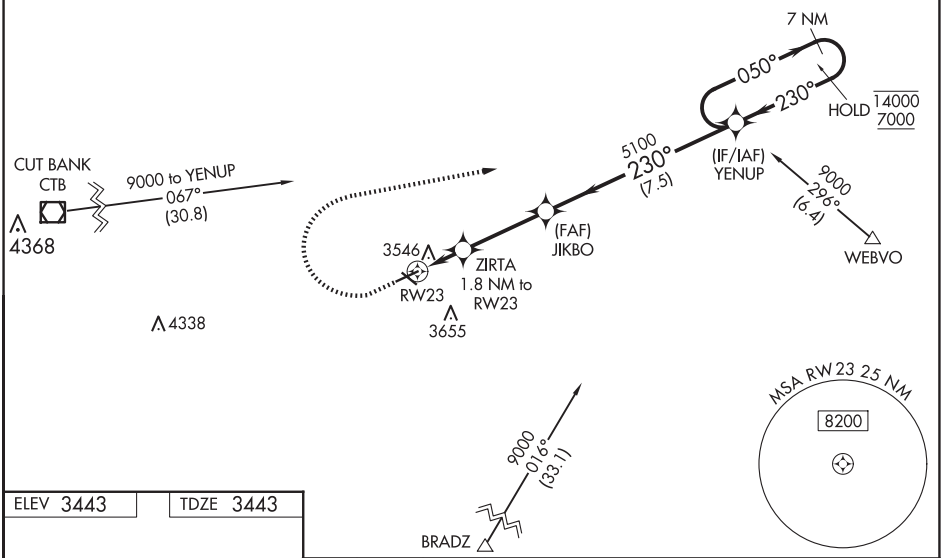
SHELBY (SBX)

RNP APCH - GPS.

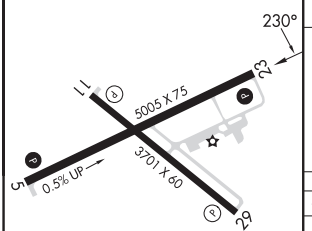
Rwy 23 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Cut Bank altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Cut Bank altimeter setting.

MISSED APPROACH: Climb to 4300 then climbing right turn to 9000 direct YENUP and hold, continue climb-in-hold to 9000.

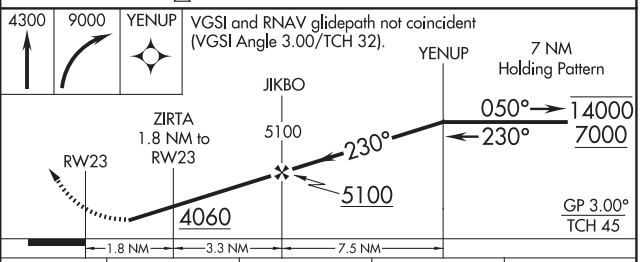
| AWOS-3PT | SALT LAKE CITY CENTER | UNICOM |
|---|---|---|
| 128.325 | 133.4 285.4 | 122.8 (CTAF) L |




| ELEV 3443 | TDZE 3443 |
|---|---|




MIRL Rwys 5-23 and 11-29 L




| 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) | | 3920-1⅜ 477 (500-1⅜) | |
| C CIRCLING | 4020-1 577 (600-1) | 4080-1 637 (700-1) | 4100-1¾ 657 (700-1¾) | 4220-2½ 777 (800-2½) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SHELTON, WASHINGTON AL-6643 (FAA) 25051

| WAAS | APP CRS | Rwy Idg | 5005 |
|---|---|---|---|
| CH 61038 | 053° | TDZE | 270 |
| W05A | | Apt Elev | 273 |

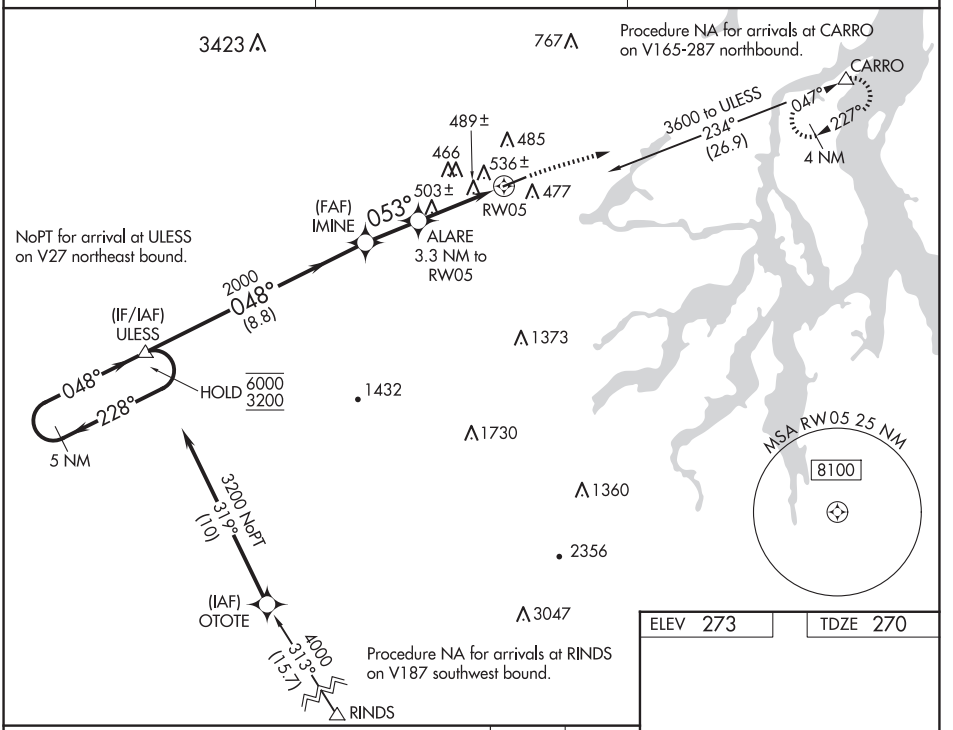
# RNAV (GPS) RWY 5
## SANDERSON FLD (SHN)

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 | SEATTLE APP CON | UNICOM |
|---|---|---|
| 119.275 | 121.1 290.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 740-1 470 (500-1) | | 740-1⅜ 470 (500-1⅜) | |
| LNAV MDA | 800-1 530 (600-1) | | 800-1½ 530 (600-1½) | |
| CIRCLING | 840-1 567 (600-1) | 860-1 587 (600-1) | 860-1½ 587 (600-1½) | 1200-3 927 (1000-3) |

REIL Rwy 23 L
MIRL Rwy 5-23 L

SHELTON, WASHINGTON
Orig-B 20FEB25

47°14′N-123°09′W

SANDERSON FLD (SHN)
RNAV (GPS) RWY 5


NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 5005 |
|---|---|---|---|
| CH 58335 | 233° | TDZE | 273 |
| W23A | | Apt Elev | 273 |

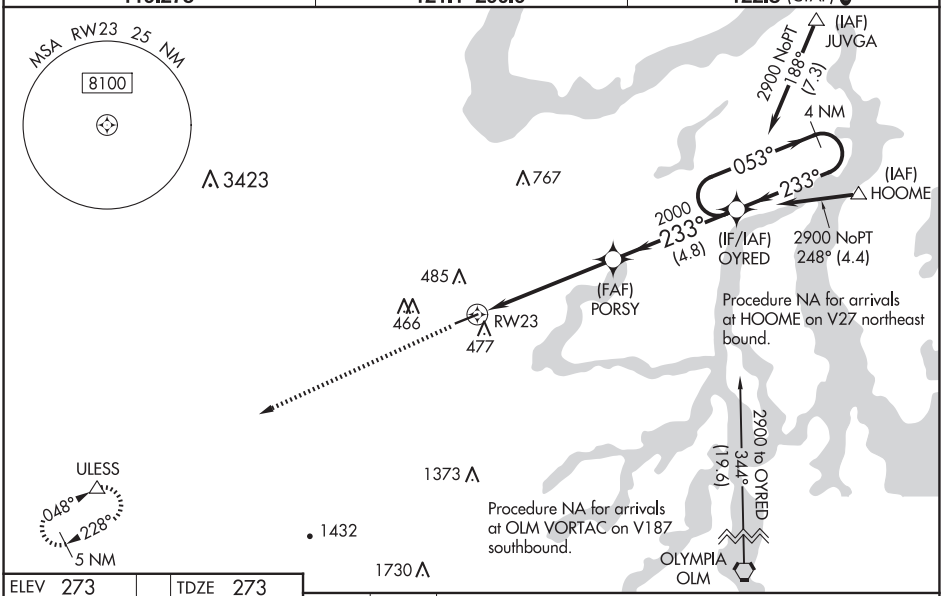
# RNAV (GPS) RWY 23
## SANDERSON FLD (SHN)

RNP APCH.

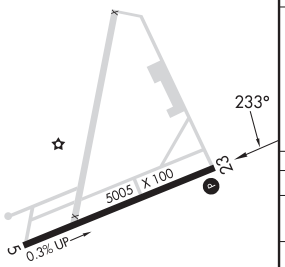
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. Rwy 23 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Olympia altimeter setting. Circling NA for Cats C and D south of Rwy 5-23. When local altimeter setting not received, use Olympia altimeter 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 ⅛ SM.
# LPV missed approach requires minimum climb of 244 feet per NM to 1700.

MISSED APPROACH: Climb to 3200 direct ULESS and hold.

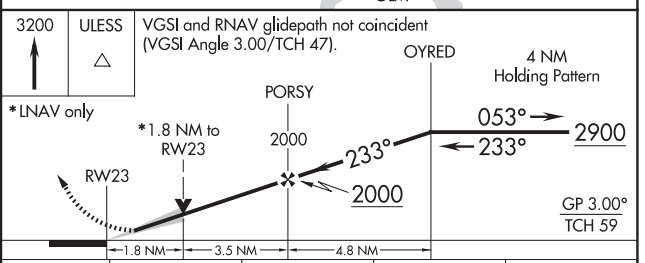
| ASOS | SEATTLE APP CON | UNICOM |
|---|---|---|
| 119.275 | 121.1 290.9 | 122.8 (CTAF) L |




ELEV 273 TDZE 273




REIL Rwy 23 L
MIRL Rwy 5-23 L




| 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) | |
| C CIRCLING | 880-1 607 (700-1) | | 880-1¾ 607 (700-1¾) | 1200-3 927 (1000-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SHERIDAN, WYOMING | AL-388 (FAA) | 25107

| LOC/DME I-SHR | APP CRS | Rwy Idg | 8301 |
|---|---|---|---|
| 108.7 | 326° | TDZE | 3985 |
| Chan 24 | | Apt Elev | 4021 |

# ILS or LOC/DME RWY 33

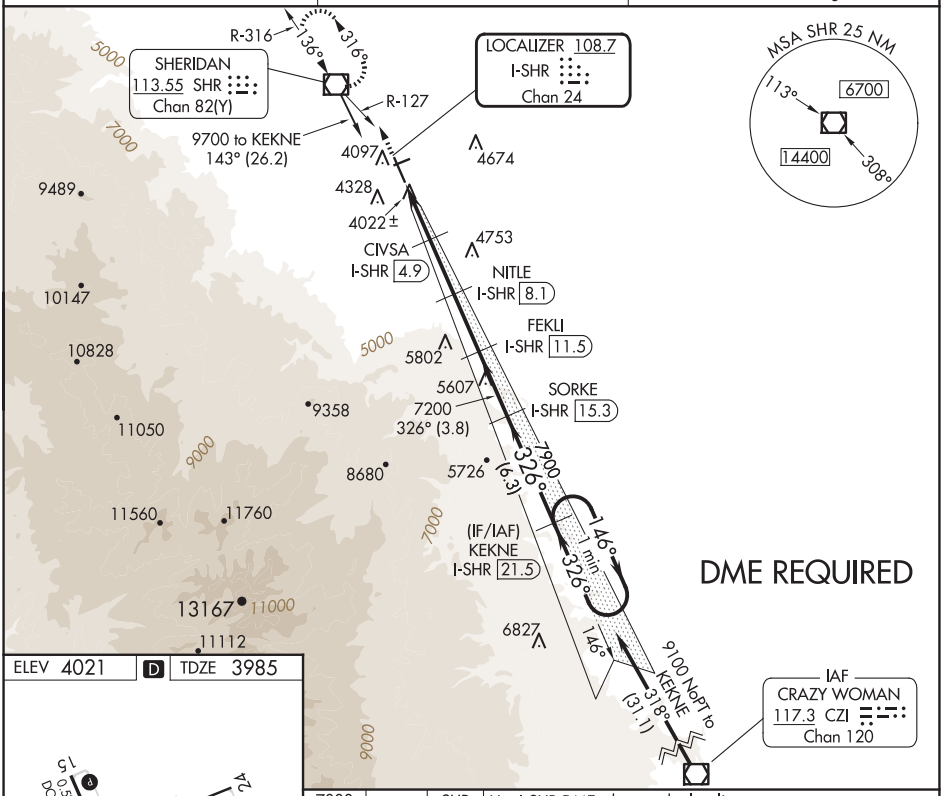
SHERIDAN COUNTY (SHR)

T A -19°C — When local altimeter setting not received, procedure NA. Night landing: Rwy 24 NA. For inoperative MALSR, increase S-LOC 33 Cats C and D visibility to ⅞ mile.

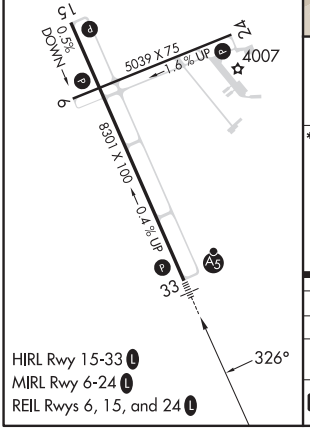
MALSR

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.

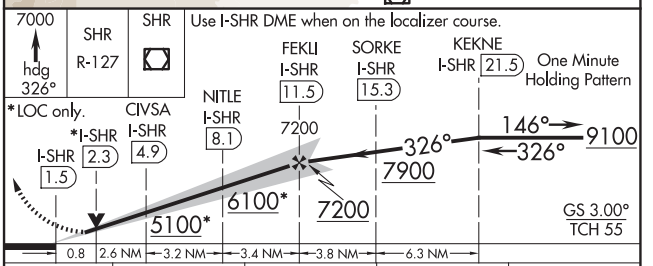
| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.175 | 127.75 351.9 | 123.0 (CTAF) L |




ELEV 4021 | D | TDZE 3985




HIRL Rwy 15-33 L
MIRL Rwy 6-24 L
REIL Rwys 6, 15, and 24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 4185-½ 200 (200-½) | | | |
| S-LOC 33 | 4280-½ 295 (300-½) | | | |
| C CIRCLING | 4600-1 579 (600-1) | 4640-1 619 (700-1) | 4860-2½ 839 (900-2½) | 5220-3 1199 (1200-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 15

SHERIDAN COUNTY (SHR)

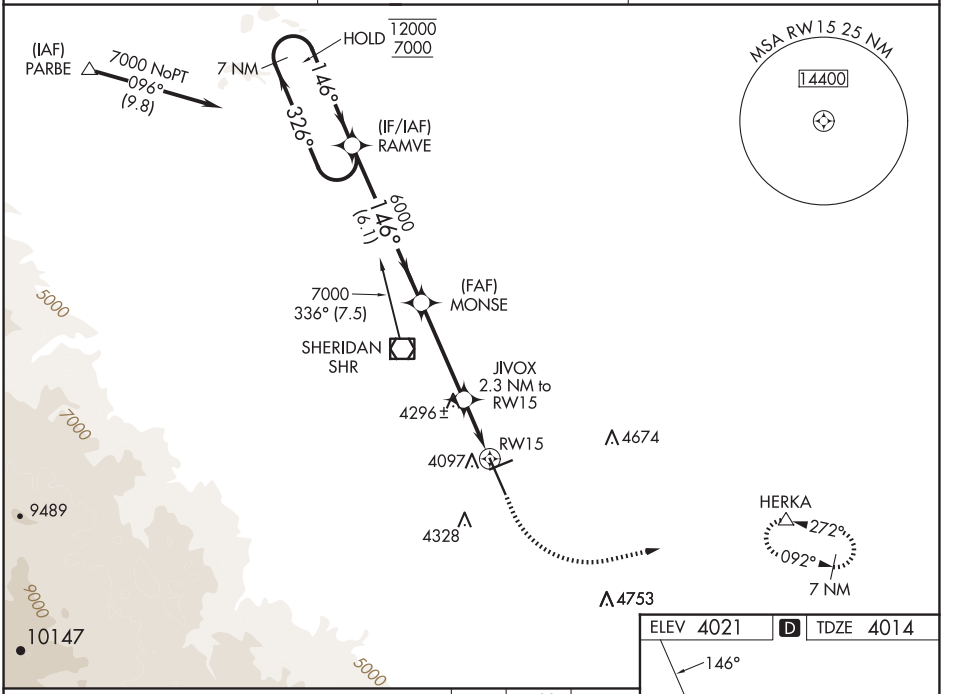
| WAAS CH 81899 W15A | APP CRS 146° | Rwy Idg 8301 TDZE 4014 Apt Elev 4021 |
|---|---|---|

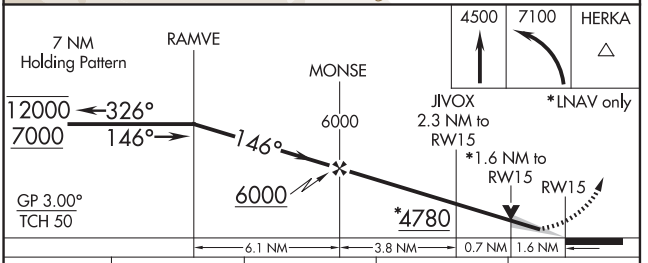
RNP APCH.

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. -19°C

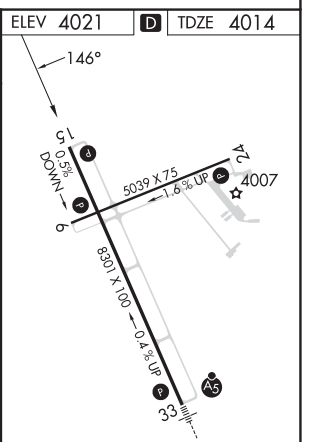
MISSED APPROACH: Climb to 4500 then climbing left turn to 7100 direct HERKA and hold, continue climb-in-hold to 7100.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.175 | 127.75 351.9 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4264-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 4292-⅞ 278 (300-⅞) | | | |
| LNAV MDA | 4560-1 546 (600-1) | | 4560-1⅝ 546 (600-1⅝) | |
| C CIRCLING | 4600-1 579 (600-1) | 4640-1 619 (700-1) | 4860-2½ 839 (900-2½) | 5220-3 1199 (1200-3) |




HIRL Rwy 15-33 L
MIRL Rwy 6-24 L
REIL Rwys 6, 15, and 24 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SHERIDAN, WYOMING | AL-388 (FAA) | 25107

| WAAS | APP CRS | Rwy Idg | 8301 |
|---|---|---|---|
| CH 65699 | 326° | TDZE | 3985 |
| W33A | | Apt Elev | 4021 |

# RNAV (GPS) RWY 33
## SHERIDAN COUNTY (SHR)

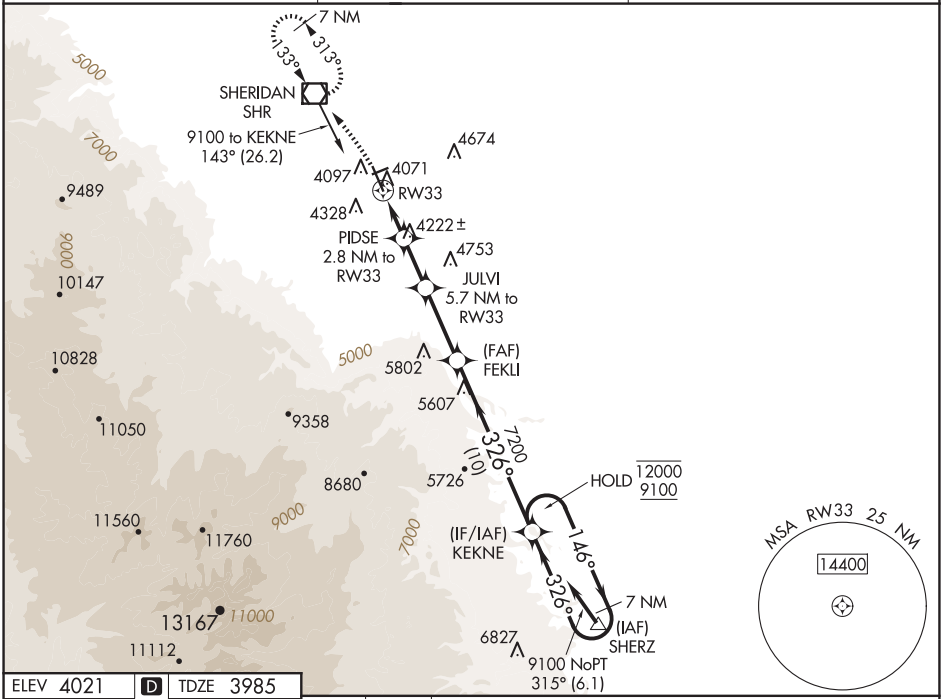
RNP APCH.

T A -19°C — Circling to Rwy 24 NA at night. Baro-VNAV NA. When local altimeter setting not received, procedure NA.

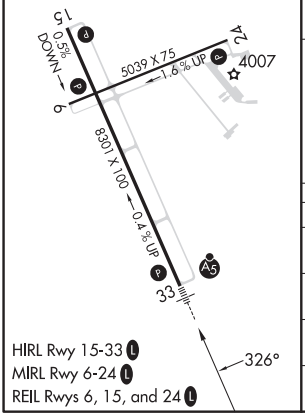
MALSR (A5)

MISSED APPROACH: Climbing left turn to 7300 direct SHR VOR/DME and hold, continue climb-in-hold to 7300.

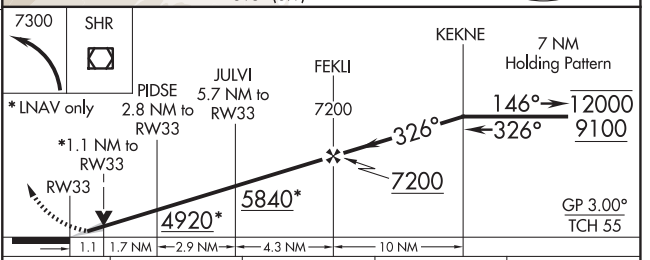
| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.175 | 127.75 351.9 | 123.0 (CTAF) L |




ELEV 4021 | D | TDZE 3985




HIRL Rwy 15-33 L
MIRL Rwy 6-24 L
REIL Rwys 6, 15, and 24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4205-½ 220 (200-½) | | | |
| LNAV/VNAV DA | 4380-¾ 395 (400-¾) | | | |
| LNAV MDA | 4380-½ 395 (400-½) | | 4380-⅝ 395 (400-⅝) | |
| C CIRCLING | 4600-1 579 (600-1) | 4640-1 619 (700-1) | 4860-2½ 839 (900-2½) | 5220-3 1199 (1200-3) |

SHERIDAN, WYOMING
Amdt 1A 17JUN21

44°46′N-106°59′W

SHERIDAN COUNTY (SHR)
RNAV (GPS) RWY 33


NW-1, 12 JUN 2025 to 07 AUG 2025

| VOR/DME SHR | APP CRS | Rwy Idg | 8301 |
|---|---|---|---|
| 113.55 | 131° | TDZE | 4014 |
| Chan 82(Y) | | Apt Elev | 4021 |

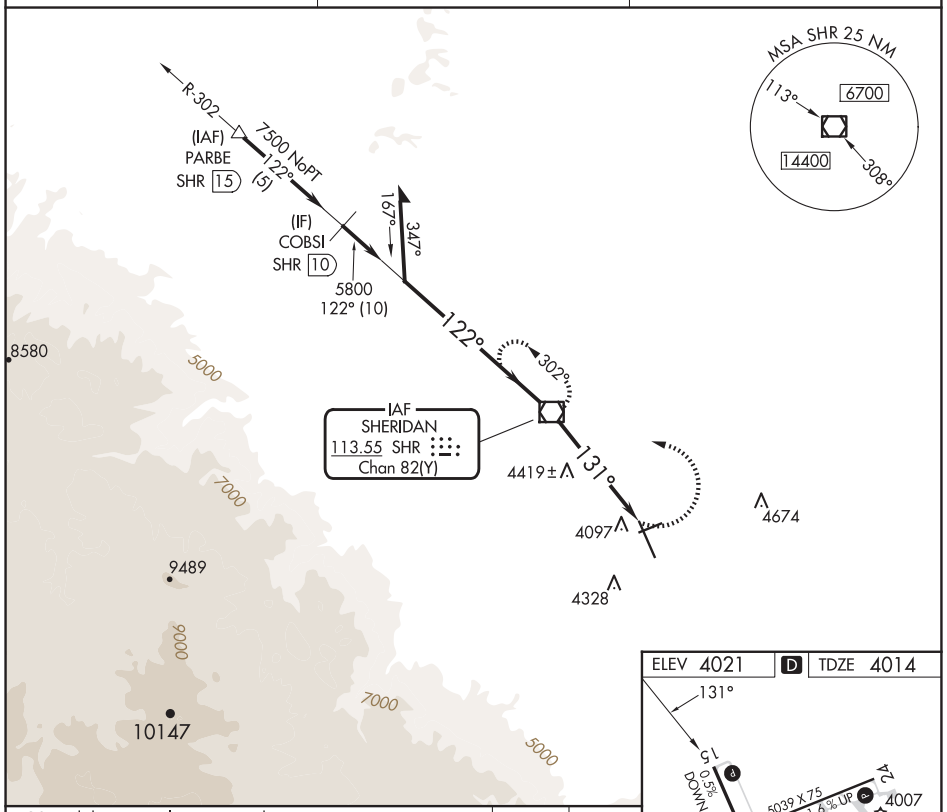
# VOR RWY 15
## SHERIDAN COUNTY (SHR)

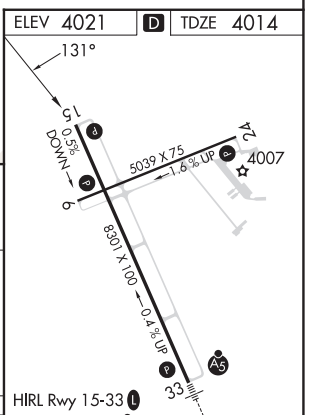
T A -19°C

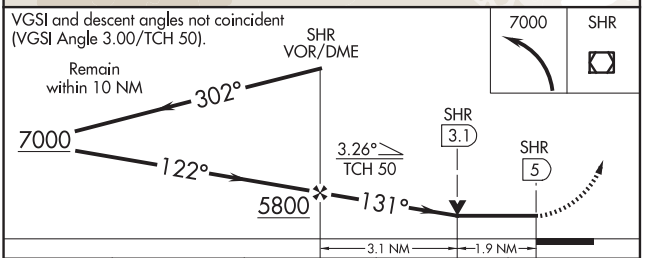
When local altimeter setting not received, procedure NA. Night landing: Rwy 24 NA.

MISSED APPROACH: Climbing left turn to 7000 direct SHR VOR/DME and hold, continue climb-in-hold to 7000.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.175 | 127.75 351.9 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 4680-1 | 666 (700-1) | 4680-1⅞ | 666 (700-1⅞) |
| C CIRCLING | 4680-1 | 659 (700-1) | 4860-2½ 839 (900-2½) | 5220-3 1199 (1200-3) |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

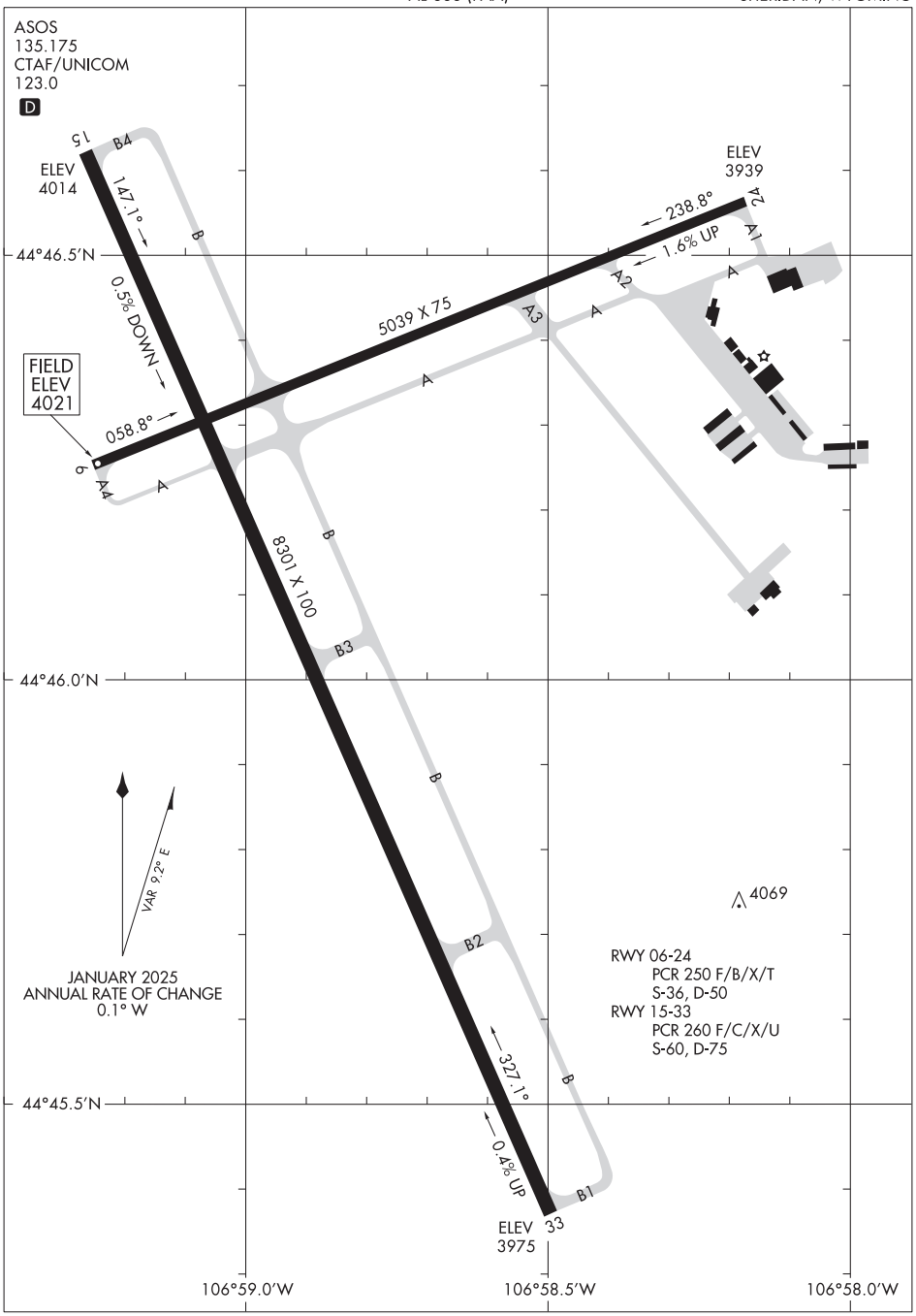


NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25107
# AIRPORT DIAGRAM

AL-388 (FAA)

SHERIDAN COUNTY (SHR)
SHERIDAN, WYOMING




NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107

SHERIDAN, WYOMING
SHERIDAN COUNTY (SHR)

# RNAV (GPS) RWY 1

SIDNEY-RICHLAND RGNL (SDY)

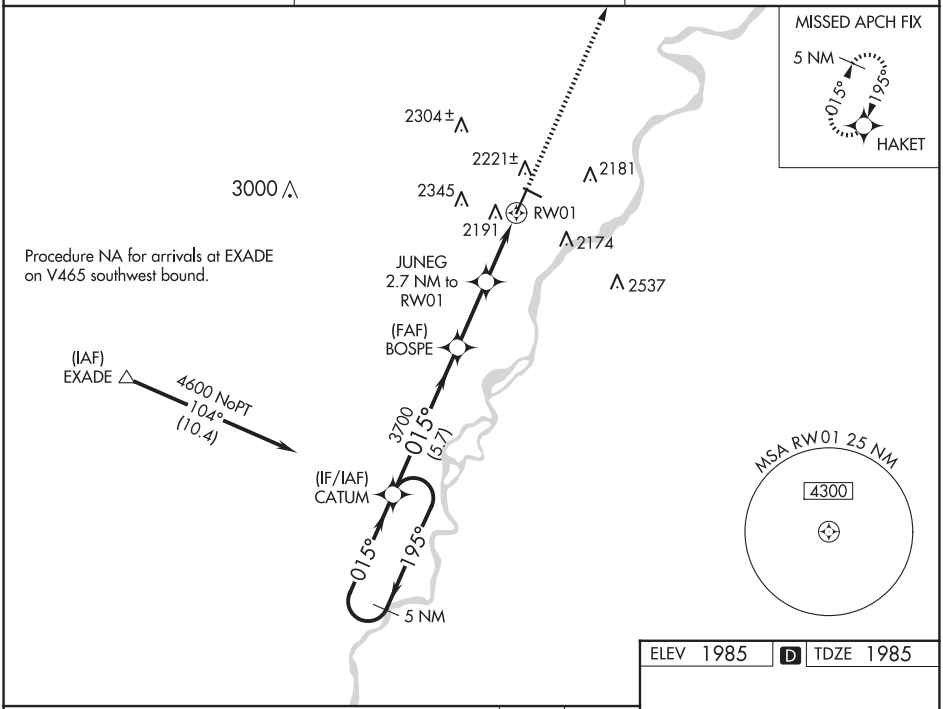
| WAAS CH 62918 W01A | APP CRS 015° | Rwy Ldg 5705 / TDZE 1985 / Apt Elev 1985 |
|---|---|---|

RNP APCH - GPS.

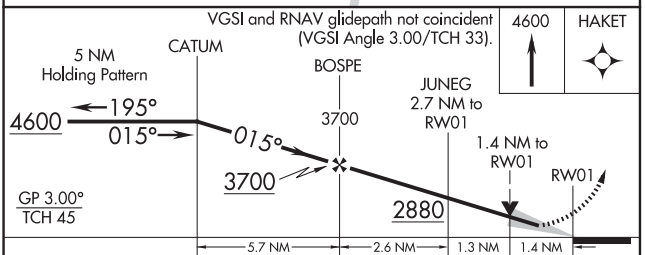
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Circling Rwy 11, 29 NA at night.

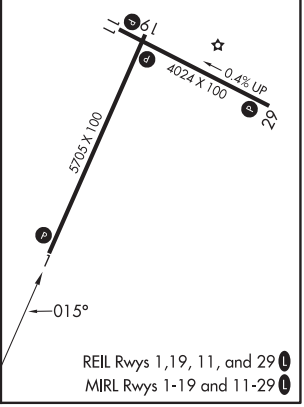
MISSED APPROACH: Climb to 4600 direct HAKET and hold.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 119.275 | 126.85 305.2 | 122.8 (CTAF) L |




ELEV 1985 D TDZE 1985




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2238-⅞ 253 (300-⅞) | | | |
| LNAV/VNAV DA | 2419-1½ 434 (500-1½) | | | |
| LNAV MDA | 2460-1 475 (500-1) | | 2460-1⅜ 475 (500-1⅜) | |
| C CIRCLING | 2580-1 595 (600-1) | 2660-1 675 (700-1) | 2700-2 715 (800-2) | 2840-2¾ 855 (900-2¾) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SIDNEY, MONTANA AL-5303 (FAA) 25163

# RNAV (GPS) RWY 19

SIDNEY-RICHLAND RGNL (SDY)

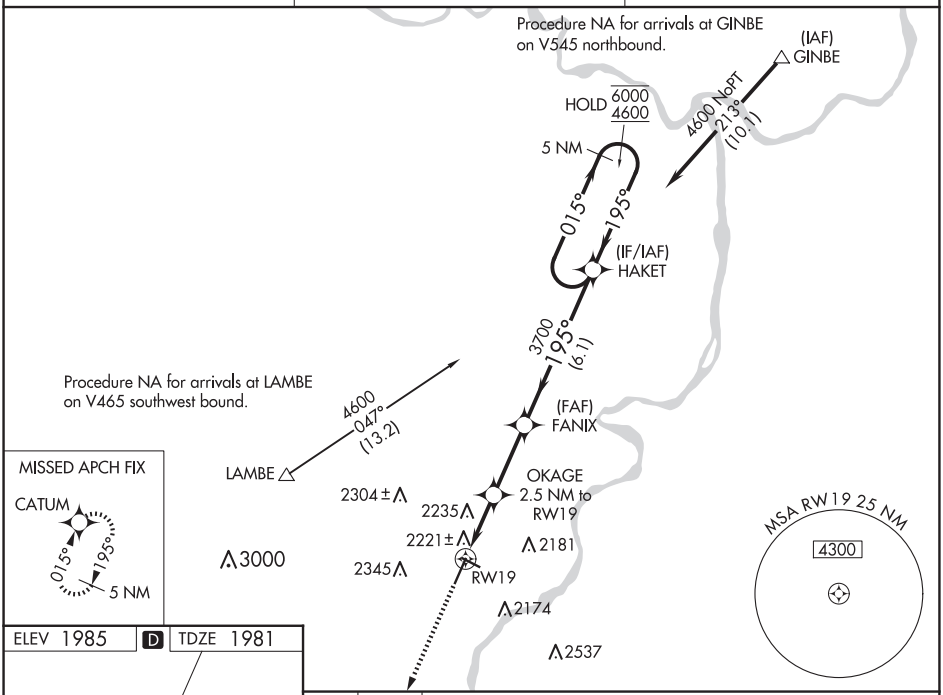
| WAAS CH 86818 W19A | APP CRS 195° | Rwy Ldg 5705<br>TDZE 1981<br>Apt Elev 1985 |
|---|---|---|

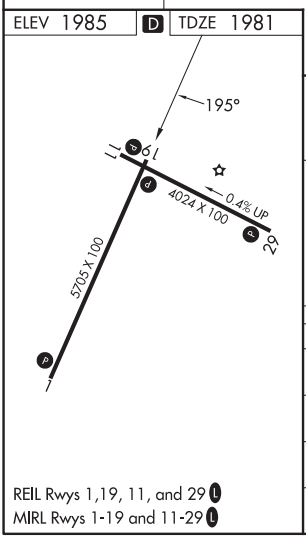
RNP APCH - GPS.

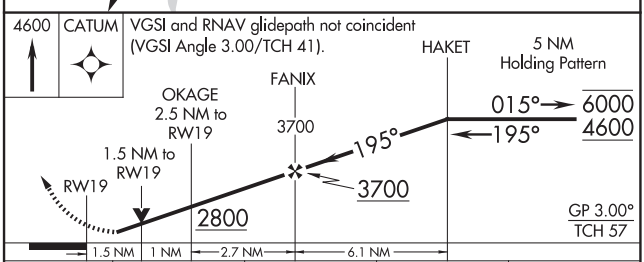
T A Rwy 19 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 11 and Rwy 29 NA at night.

MISSED APPROACH: Climb to 4600 direct CATUM and hold.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 119.275 | 126.85 305.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2234-1 253 (300-1) | | | |
| LNAV/VNAV DA | 2543-1⅝ 562 (600-1⅝) | | | |
| LNAV MDA | 2500-1 519 (600-1) | | 2500-1⅜ 519 (600-1⅜) | |
| C CIRCLING | 2540-1 555 (600-1) | 2620-1 635 (700-1) | 2700-2 715 (800-2) | 2840-2¾ 855 (900-2¾) |

NW-1, 12 JUN 2025 to 07 AUG 2025

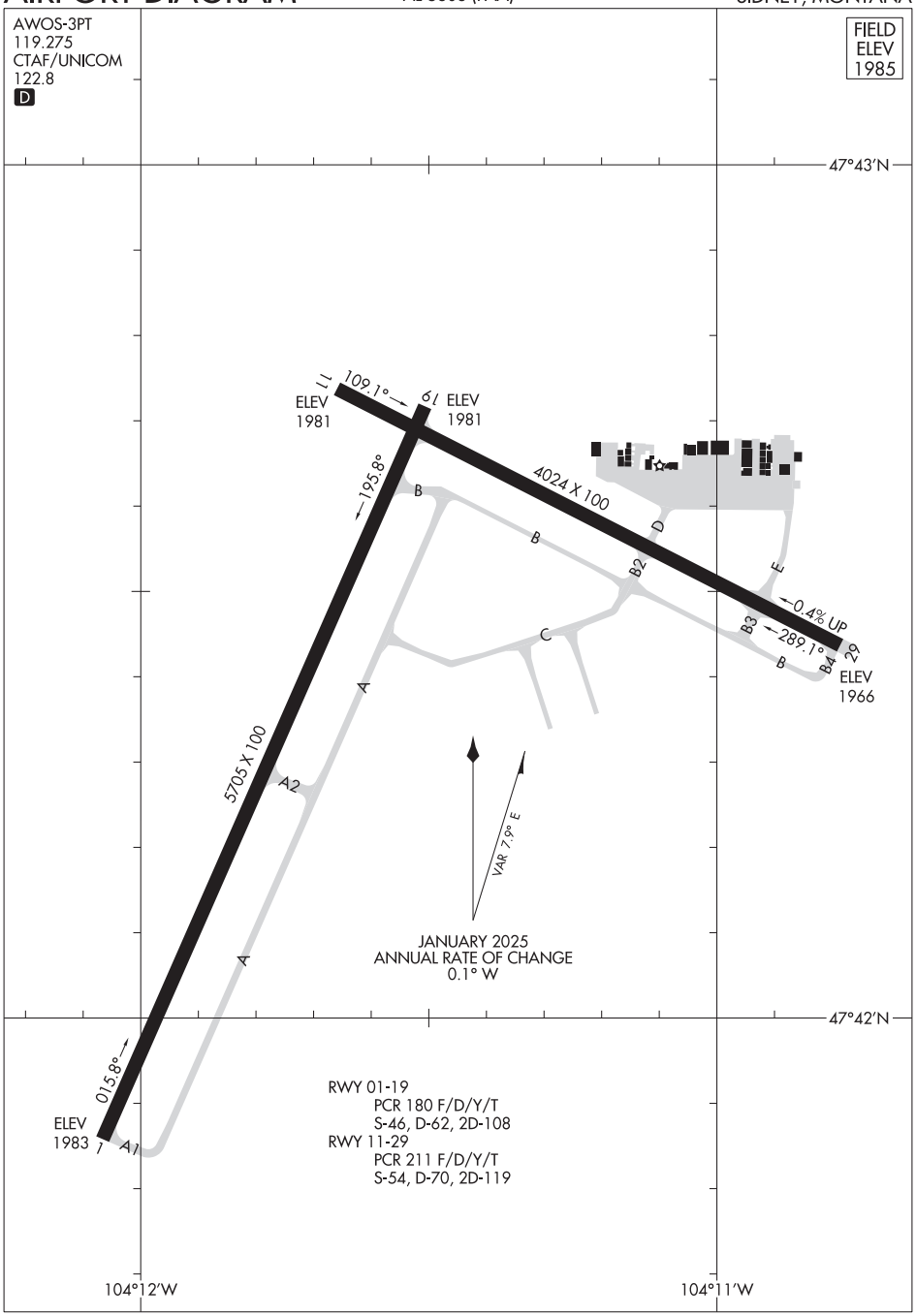
NW-1, 12 JUN 2025 to 07 AUG 2025

SIDNEY, MONTANA
Amdt 3 24MAR22

47°42′N-104°12′W

SIDNEY-RICHLAND RGNL (SDY)

RNAV (GPS) RWY 19





NW-1, 12 JUN 2025 to 07 AUG 2025

SNOHOMISH, WASHINGTON

AL-10305 (FAA)

22083

# RNAV (GPS)-A

HARVEY FLD (S43)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 328° | TDZE | N/A |
| | Apt Elev | 22 |

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 | SEATTLE APP CON | UNICOM |
|---|---|---|
| 135.625 | 128.5 306.9 | 123.0 (CTAF) |

Procedure NA for arrivals at PAE VOR/DME via V23 northbound.

MISSED APCH FIX

WATON AW

162° 342° 4 NM

333° 664 USUXY 556± 1463± PAINE PAE 801 301 777 RW33R 606± 604 3100 136° (16.3) 813 731 328° 799 851 (FAF) DEDBE 683 1659 3580 1480 880± 2000 350° (8.7) (IF/IAF) HAVHO 350° 170° 4 NM

MSA RW33R 25 NM 8100

ELEV 22

15L 15R 0.3% UP 0.3% UP 2672 X 36 2490 X 100 33L 33R 328° to RW33R

LIRL Rwy 15L-33R

| 2000 | USUXY | 333° tr | AW | Visual Segment - Obstacles. |
|---|---|---|---|---|

HAVHO 4 NM Holding Pattern 170° 350° 3100 DEDBE 350° RW33R 328° 2000 5 NM 8.7 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1220-1¼ 1198 (1200-1¼) | 1220-1½ 1198 (1200-1½) | NA | |

| LOC/DME I-FLZ | APP CRS | Rwy Ldg | 4499 |
|---|---|---|---|
| 111.7 | 221° | TDZE | 1957 |
| Chan 54 | | Apt Elev | 1957 |

# ILS or LOC RWY 22R

FELTS FLD (SFF)

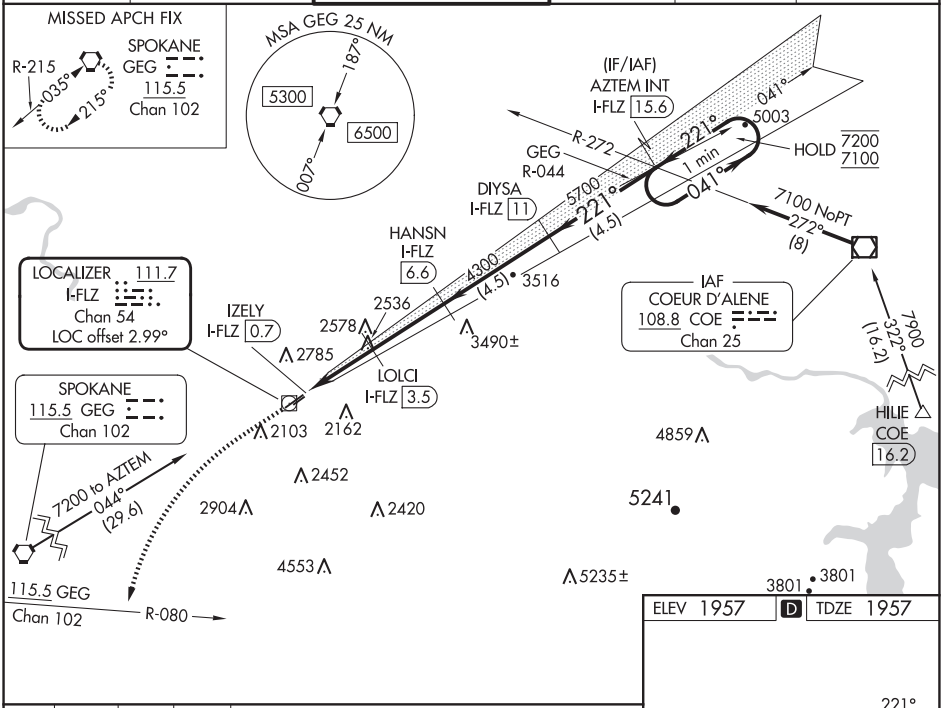
DME required.

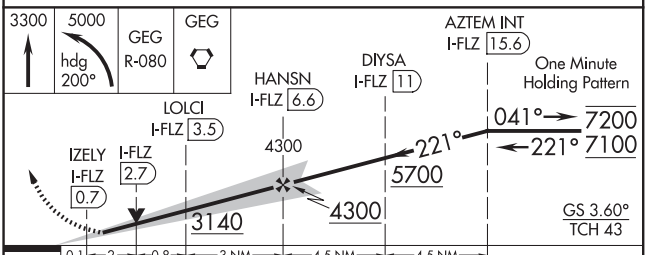
T A -16°C Circling NA northwest of Rwy 4L-22R. Circling Rwy 22L NA at night. Rwy 22R helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-ILS Cat A/B/C visibility to ⅞ SM, increase S-LOC Cat A visibility to 1 SM and Cat C visibility to 2½ SM.

MALSR

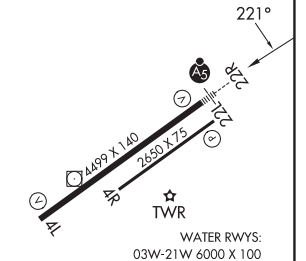
MISSED APPROACH: Climb to 3300 then climbing left turn to 5000 on heading 200° and GEG VORTAC R-080 to GEG VORTAC and hold.

| ATIS | SPOKANE APP CON | FELTS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.55 | 133.35 263.0 | 132.5 (CTAF) L 239.025 | 121.7 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22R | 2257-½ 300 (300-½) | | | NA |
| S-LOC 22R | 2800-¾ 843 (900-¾) | | 2800-1⅞ 843 (900-1⅞) | NA |
| CIRCLING | 2800-1¼ 843 (900-1¼) | 2800-1½ 843 (900-1½) | 3100-3 1143 (1200-3) | NA |




REIL Rwy 4L L

MIRL Rwy 4L-22R L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SPOKANE, WASHINGTON | AL-402 (FAA) | 25163

# RNAV (GPS) RWY 4L

FELTS FLD (SFF)

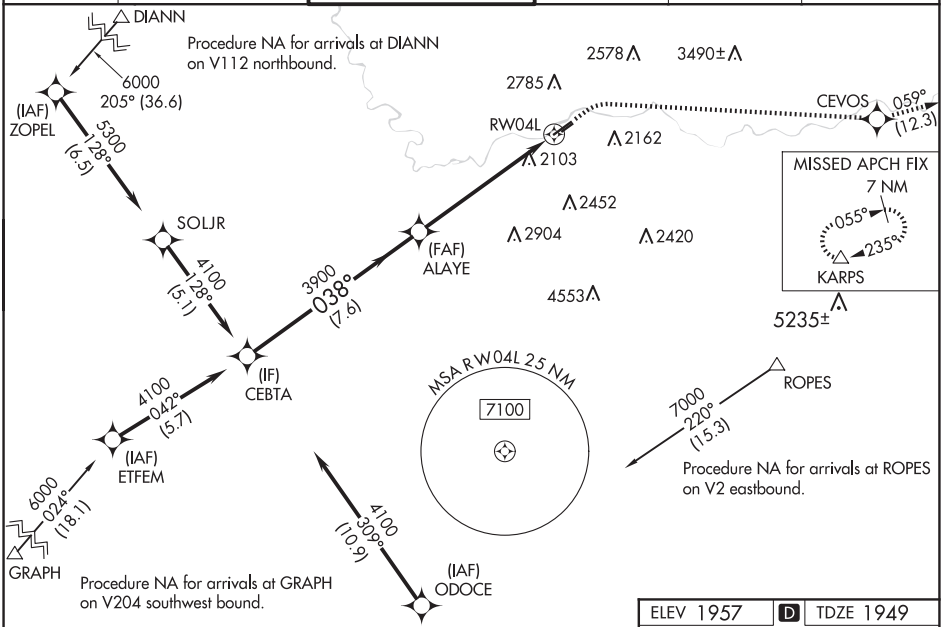
| WAAS | APP CRS | Rwy Ldg | 4499 |
|---|---|---|---|
| CH 65931 | 038° | TDZE | 1949 |
| W04A | | Apt Elev | 1957 |

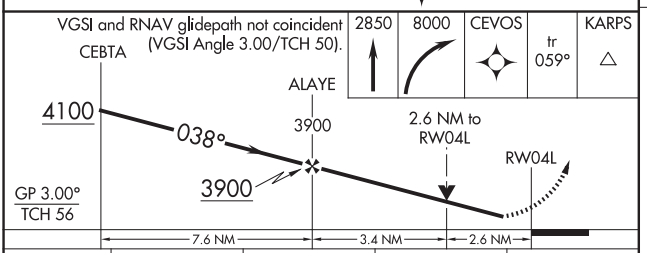
RNP APCH - GPS.

T A -16°C — Circling to Rwy 22L NA at night. Circling NA northwest of Rwy 4L-22R. Rwy 4L helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

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.

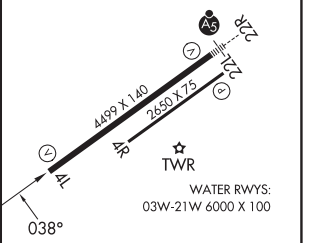
| ATIS | SPOKANE APP CON | FELTS TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.55 | 133.35 263.0 | 132.5 (CTAF) L 239.025 | 121.7 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 2203-¾ 254 (300-¾) | | | |
| LPV DA | 2529-1⅝ 580 (600-1⅝) | | | |
| LNAV/VNAV DA | 2779-2½ 830 (900-2½) | | | |
| LNAV MDA | 2820-1 871 (900-1) | 2820-1¼ 871 (900-1¼) | 2820-2½ 871 (900-2½) | |
| CIRCLING | 2820-1¼ 863 (900-1¼) | | 3100-3 1143 (1200-3) | 3360-3 1403 (1500-3) |

ELEV 1957 D TDZE 1949




REIL Rwy 4L L
MIRL Rwy 4L-22R L

SPOKANE, WASHINGTON
Amdt 1D 29DEC22

47°41′N-117°19′W

FELTS FLD (SFF)

RNAV (GPS) RWY 4L

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VORTAC GEG | APP CRS | Rwy Ldg | 4499 |
|---|---|---|---|
| 115.5 | 046° | TDZE | 1949 |
| Chan 102 | | Apt Elev | 1957 |

# VOR RWY 4L
## FELTS FLD (SFF)

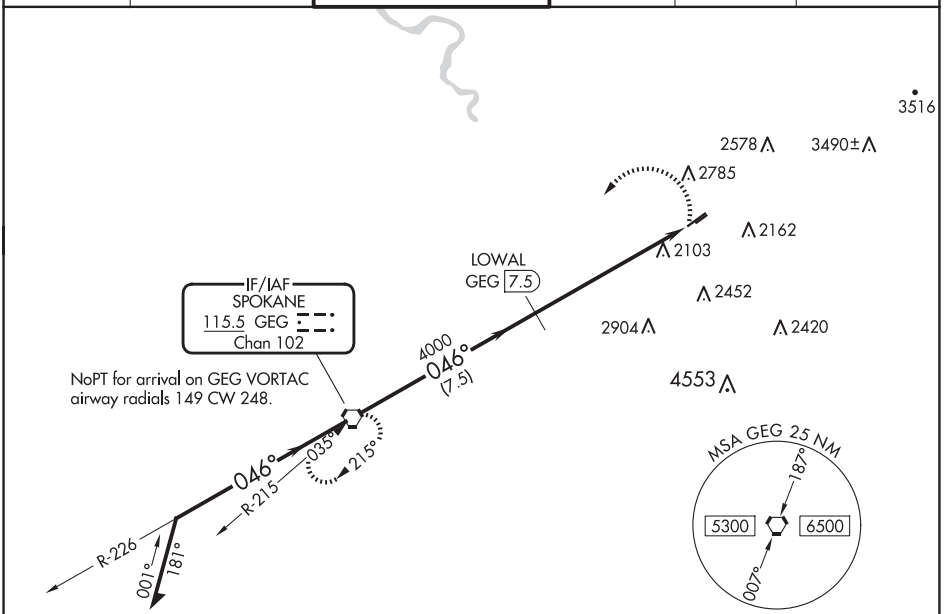
DME required.

T A -16°C

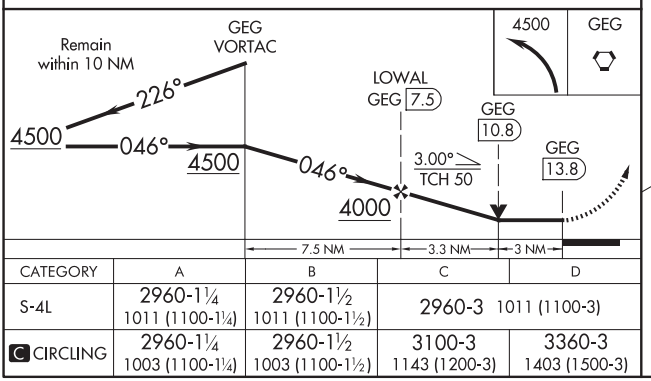
Circling NA northwest of Rwy 4L-22R. Circling Rwy 22L NA at night. Rwy 4L helicopter visibility reduction below ¾ SM NA.

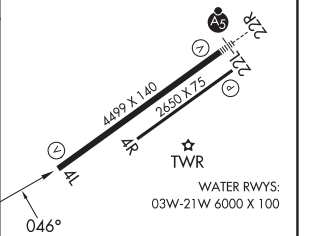
MISSED APPROACH: Climbing left turn to 4500 direct GEG VORTAC and hold.

| ATIS | SPOKANE APP CON | FELTS TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.55 | 133.35 263.0 | 132.5 (CTAF) L 239.025 | 121.7 | 121.7 | 122.95 |




ELEV 1957 D TDZE 1949




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4L | 2960-1¼ 1011 (1100-1¼) | 2960-1½ 1011 (1100-1½) | 2960-3 1011 (1100-3) | |
| C CIRCLING | 2960-1¼ 1003 (1100-1¼) | 2960-1½ 1003 (1100-1½) | 3100-3 1143 (1200-3) | 3360-3 1403 (1500-3) |

REIL Rwy 4L L
MIRL Rwy 4L-22R L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

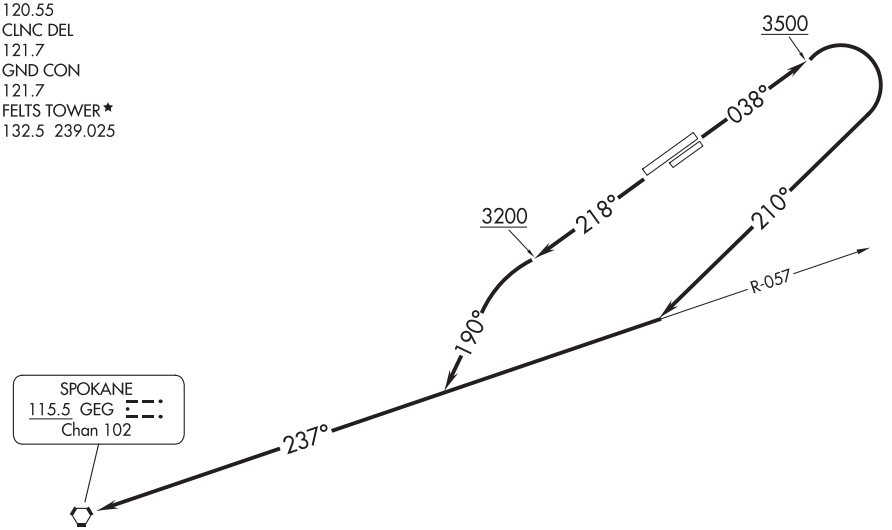
25163
# AIRPORT DIAGRAM
AL-402 (FAA)
FELTS FLD (SFF)
SPOKANE, WASHINGTON




AIRPORT DIAGRAM
25163
SPOKANE, WASHINGTON
FELTS FLD (SFF)


NW-1, 12 JUN 2025 to 07 AUG 2025

SPOKANE DEP CON
133.35 263.0
ATIS
120.55
CLNC DEL
121.7
GND CON
121.7
FELTS TOWER★
132.5 239.025



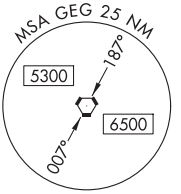

TAKEOFF MINIMUMS

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(MNITO1.GEG) 23166
# MANITO ONE DEPARTURE (OBSTACLE)
AL-402 (FAA)
FELTS FLD (SFF)
SPOKANE, WASHINGTON


NW-1, 12 JUN 2025 to 07 AUG 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/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.
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, 12 JUN 2025 to 07 AUG 2025

24249

# FELTS FOUR DEPARTURE

AL-402 (FAA)

FELTS FLD (SFF)
SPOKANE, WASHINGTON

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAYS 4L/R: Climb heading 038° to 5000. Expect RADAR vectors to assigned airway/route, thence. . . .

TAKEOFF RUNWAYS 22L/R: Climbing left turn heading 190° to 5500. Expect RADAR vectors to assigned airway/route, thence. . . .

. . . .maintain 12000 or assigned lower altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: Climb direct GEG VORTAC before proceeding on course. Cross GEG VORTAC at or above: northeast bound V120-448 and eastbound V2 5200.

**TOP ALTITUDE: 12000**

N

038°
190°
5000
5500
V120-448
V2

SPOKANE DEP CON 133.35 263.0
ATIS 120.55
GND CON 121.7
FELTS TOWER★ 132.5 239.025

COEUR D'ALENE 108.8 COE Chan 25

MULLAN PASS 117.8 MLP Chan 125

TAKEOFF MINIMUMS
Rwys 4L/R: Standard with minimum climb of 400' per NM to 5000.
Rwys 22L/R: Standard with minimum climb of 370' per NM to 5500.

NEZ PERCE 114.45 MQG Chan 91(Y)

WALLA WALLA 116.4 ALW Chan 111

PULLMAN 117.15 PUW Chan 118(Y)

MOSES LAKE 115.0 MWH Chan 97

SPOKANE 115.5 GEG Chan 102

EPHRATA 112.6 EPH Chan 73

PASCO 113.75 PSC Chan 84(Y)

YAKIMA 116.0 YKM Chan 107

PENDLETON 114.7 PDT Chan 94

WHATCOM 113.0 HUH Chan 77

NOTE: RADAR required.
NOTE: Chart not to scale.



NW-1, 12 JUN 2025 to 07 AUG 2025

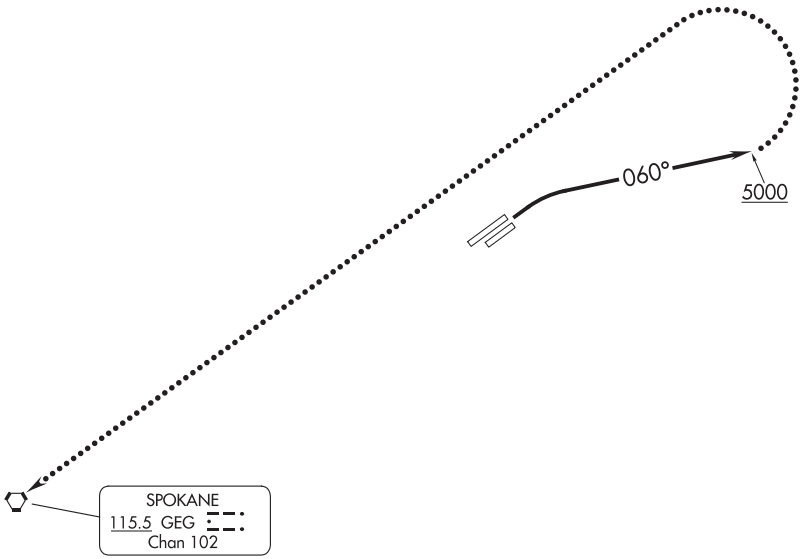
# HAYDEN FOUR DEPARTURE

AL-402 (FAA)

FELTS FLD (SFF)
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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SPOKANE, WASHINGTON | AL-403 (FAA) | 25163

# ILS or LOC RWY 3

SPOKANE INTL (GEG)

| LOC/DME | APP CRS | Rwy Ldg | 11002 |
|---|---|---|---|
| I-OLJ 111.1 Chan 48 | 031° | TDZE | 2385 |
| | | Apt Elev | 2385 |

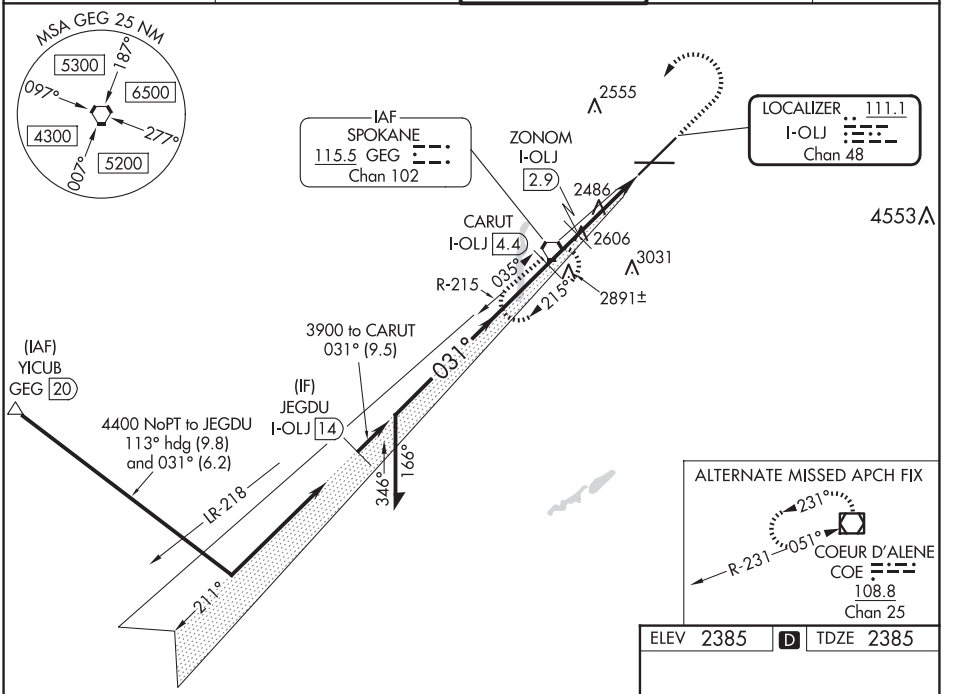
DME required for localizer only.

For inop ALS, increase S-LOC 3 Cat C/D visibility to RVR 5500.

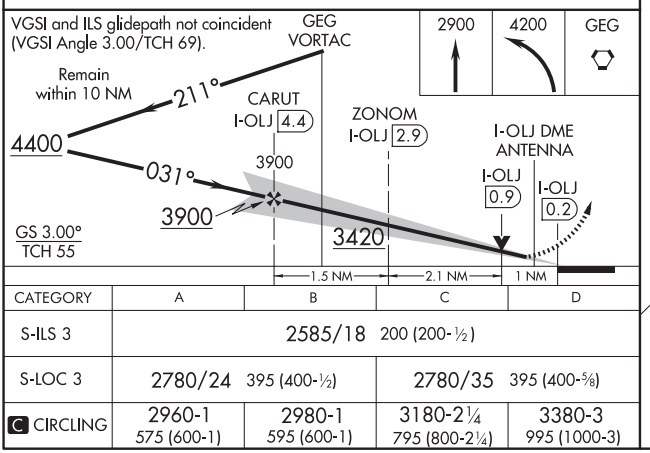
ALSF-2

MISSED APPROACH: Climb to 2900 then climbing left turn to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.

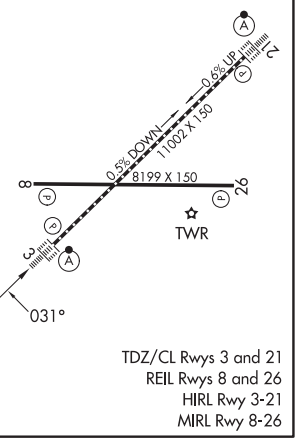
| ATIS | SPOKANE APP CON | SPOKANE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.325 254.375 | 123.75 282.25 (205°-025°)<br>133.35 263.0 (026°-204°) | 118.3 278.3 | 121.9 348.6 | 127.55 |




ELEV 2385 | D | TDZE 2385




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 2585/18 200 (200-½) | | | |
| S-LOC 3 | 2780/24 395 (400-½) | | 2780/35 395 (400-⅝) | |
| C CIRCLING | 2960-1<br>575 (600-1) | 2980-1<br>595 (600-1) | 3180-2¼<br>795 (800-2¼) | 3380-3<br>995 (1000-3) |




TDZ/CL Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 21

SPOKANE INTL (GEG)

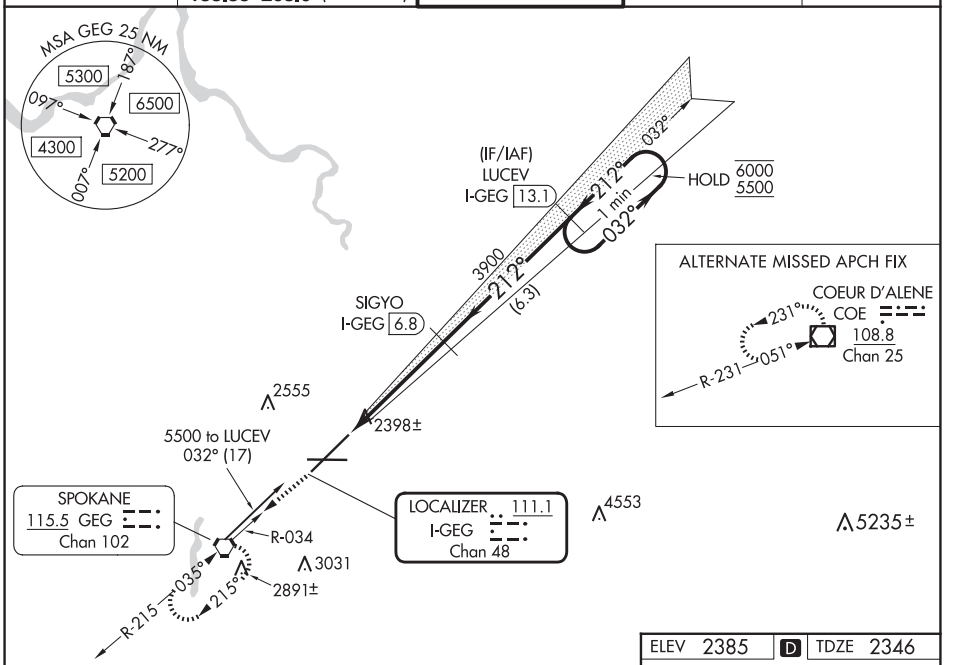
| LOC/DME I-GEG | APP CRS | Rwy Ldg | 11002 |
|---|---|---|---|
| 111.1 Chan 48 | 212° | TDZE | 2346 |
| | | Apt Elev | 2385 |

DME required.

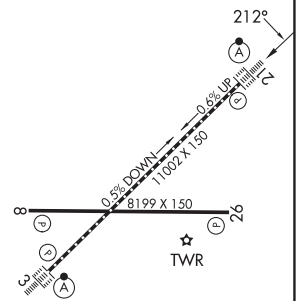
ALSF-2

MISSED APPROACH: Climb to 4200 on GEG VORTAC R-034 to GEG VORTAC and hold, continue climb-in-hold to 4200.

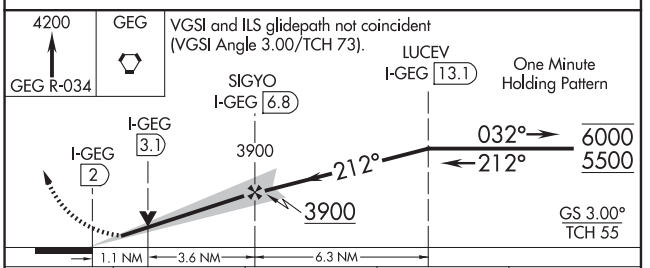
| ATIS | SPOKANE APP CON | SPOKANE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.325 254.375 | 123.75 282.25 (205°-025°)<br>133.35 263.0 (026°-204°) | 118.3 278.3 | 121.9 348.6 | 127.55 |




ELEV 2385 D TDZE 2346




TDZ/CL Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26




| 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) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SPOKANE, WASHINGTON | AL-403 (FAA) | 25163

# ILS RWY 3 (SA CAT I)

SPOKANE INTL (GEG)

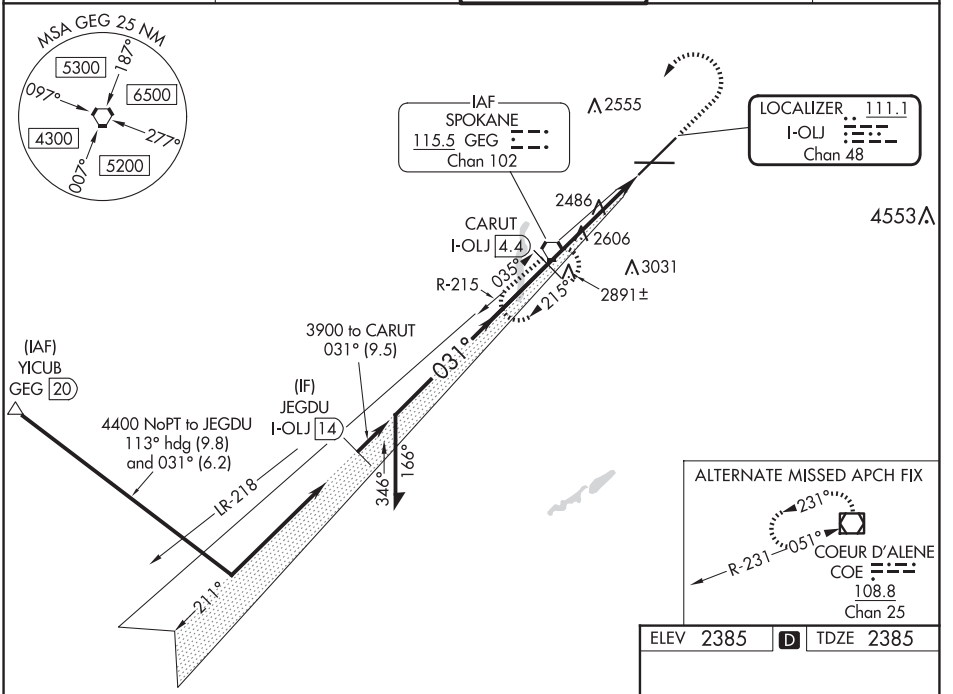
| LOC/DME I-OLJ | APP CRS | Rwy Ldg | 11002 |
|---|---|---|---|
| 111.1 | 031° | TDZE | 2385 |
| Chan 48 | | Apt Elev | 2385 |

Requires specific OPSPEC, MSPEC, or LOA approval.

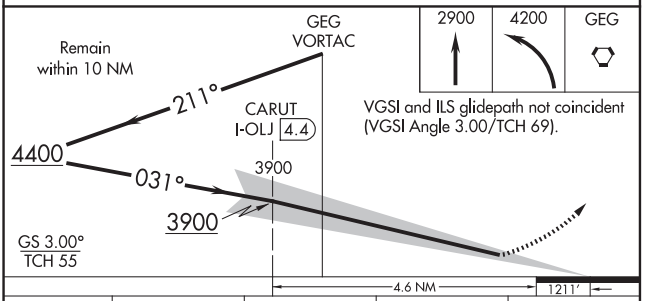
ALSF-2

MISSED APPROACH: Climb to 2900 then climbing left turn to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.

| ATIS | SPOKANE APP CON | SPOKANE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.325 254.375 | 123.75 282.25 (205°-025°)<br>133.35 263.0 (026°-204°) | 118.3 278.3 | 121.9 348.6 | 127.55 |

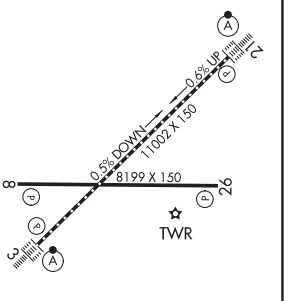



| ELEV 2385 | D | TDZE 2385 |
|---|---|---|




| 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 Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

SPOKANE, WASHINGTON
Amdt 7B 15JUN23

47°37'N-117°32'W

SPOKANE INTL (GEG)

ILS RWY 3 (SA CAT I)


NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-GEG | APP CRS | Rwy Ldg 11002 |
|---|---|---|
| 111.1 | 212° | TDZE 2346 |
| Chan 48 | | Apt Elev 2385 |

# ILS RWY 21 (SA CAT I)

SPOKANE INTL (GEG)

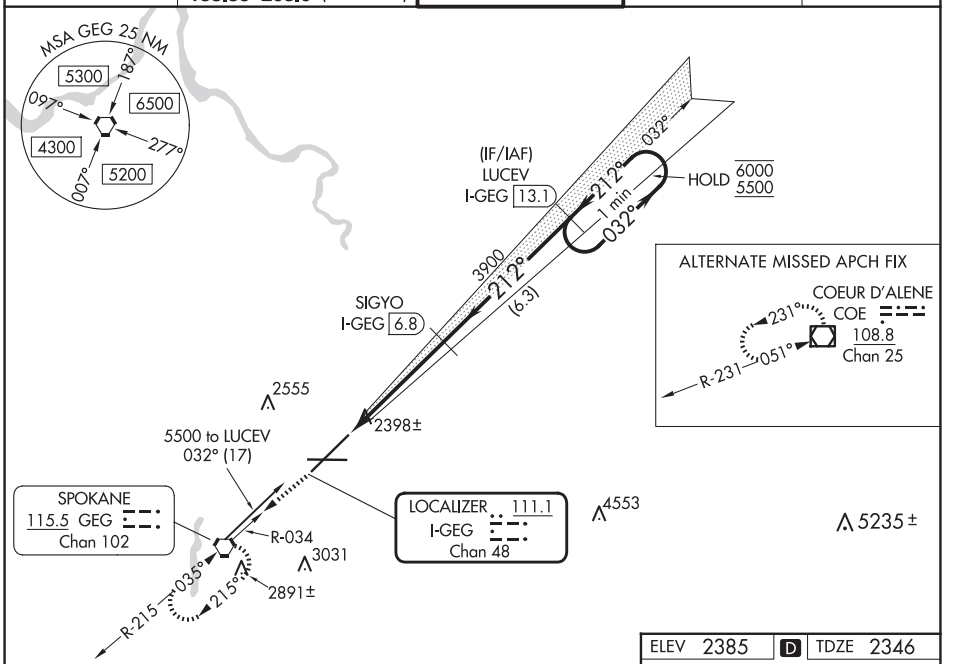
DME required.

T Requires specific OPSPEC, MSPEC, or LOA approval.

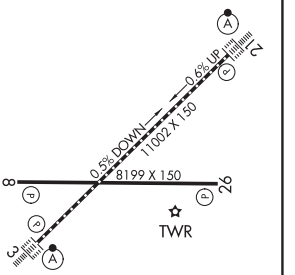
ALSF-2

MISSED APPROACH: Climb to 4200 on GEG VORTAC R-034 to GEG VORTAC and hold, continue climb-in-hold to 4200.

| ATIS | SPOKANE APP CON | SPOKANE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.325 254.375 | 123.75 282.25 (205°-025°)<br>133.35 263.0 (026°-204°) | 118.3 278.3 | 121.9 348.6 | 127.55 |



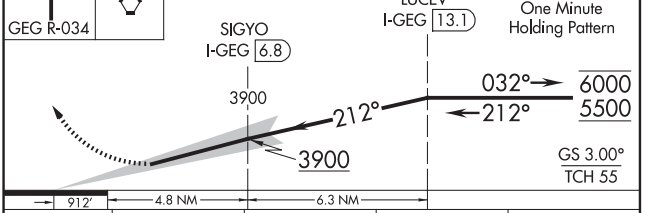

| ELEV 2385 | D | TDZE 2346 |
|---|---|---|




TDZ/CL Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

| 4200 | GEG |
|---|---|
| GEG R-034 | |

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 21 | RA 197/14 150 DA 2496 | | | |

## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SPOKANE, WASHINGTON | AL-403 (FAA) | 25163

# ILS RWY 3 (CAT II & III)

SPOKANE INTL (GEG)

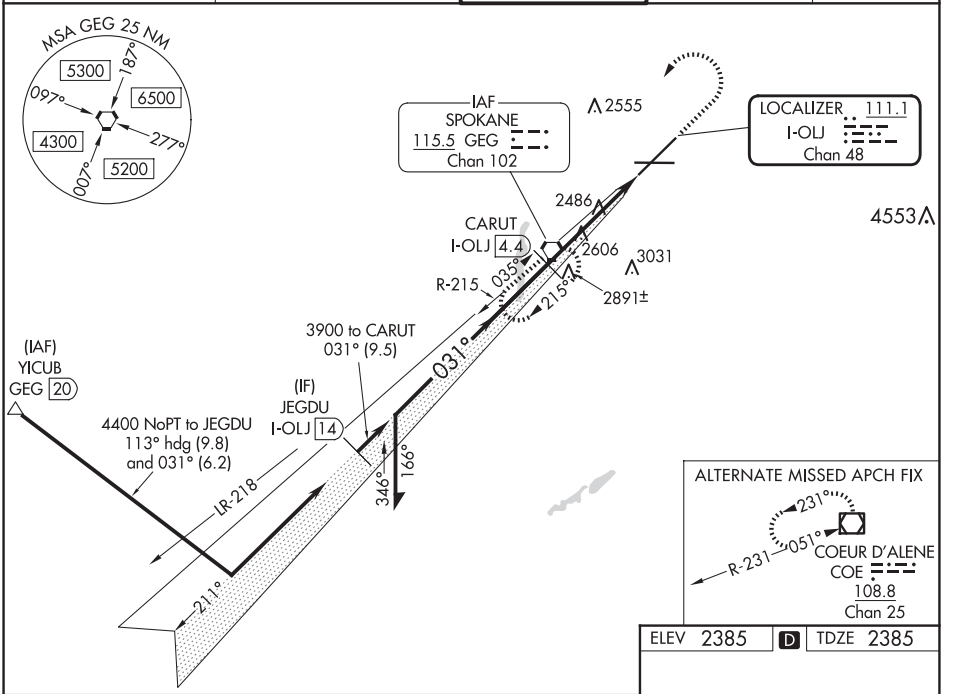
| LOC/DME I-OLJ | APP CRS | Rwy Ldg | 11002 |
|---|---|---|---|
| 111.1 | 031° | TDZE | 2385 |
| Chan 48 | | Apt Elev | 2385 |

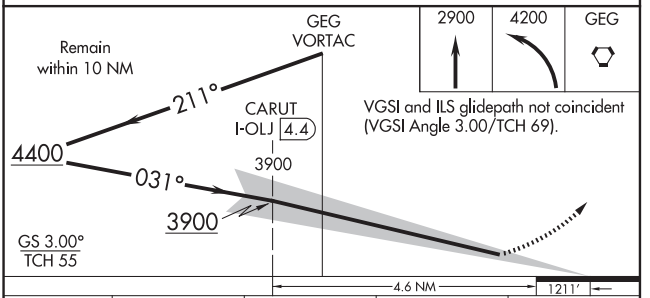
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 2900 then climbing left turn to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.

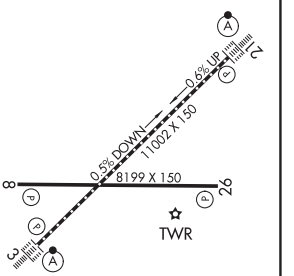
| ATIS | SPOKANE APP CON | SPOKANE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.325 254.375 | 123.75 282.25 (205°-025°)<br>133.35 263.0 (026°-204°) | 118.3 278.3 | 121.9 348.6 | 127.55 |




| 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




TDZ/CL Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-GEG | APP CRS | Rwy Ldg | 11002 |
|---|---|---|---|
| 111.1 | 212° | TDZE | 2346 |
| Chan 48 | | Apt Elev | 2385 |

# ILS RWY 21 (CAT II & III)

SPOKANE INTL (GEG)

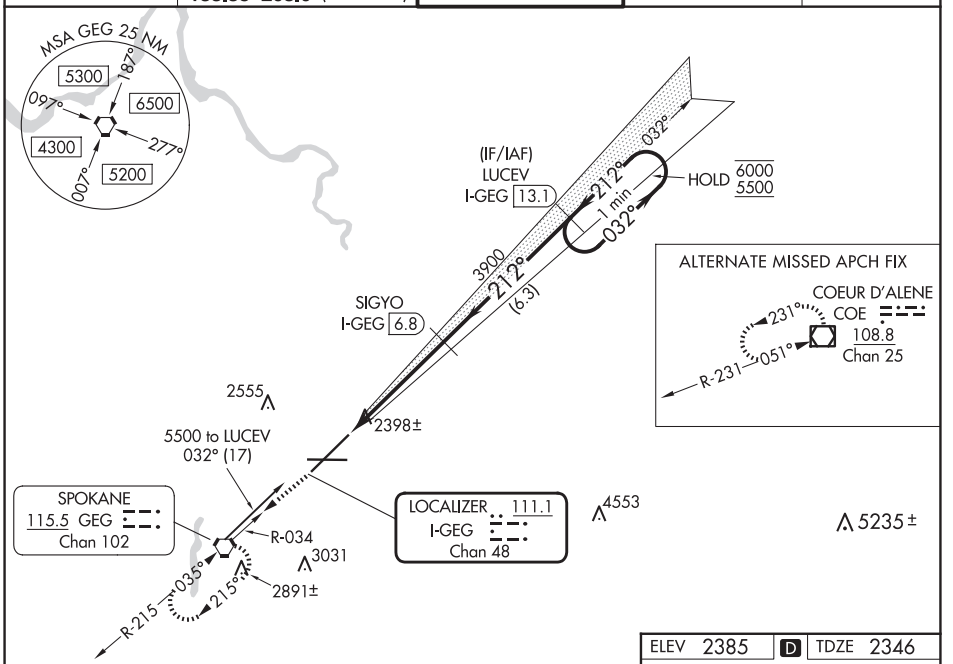
DME required.

T CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

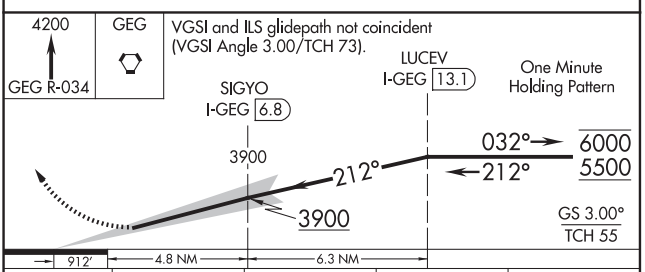
ALSF-2

MISSED APPROACH: Climb to 4200 on GEG VORTAC R-034 to GEG VORTAC and hold, continue climb-in-hold to 4200.

| ATIS | SPOKANE APP CON | SPOKANE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.325 254.375 | 123.75 282.25 (205°-025°)<br>133.35 263.0 (026°-204°) | 118.3 278.3 | 121.9 348.6 | 127.55 |

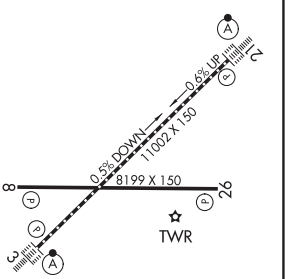



ELEV 2385 D TDZE 2346




| 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




TDZ/CL Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 3

SPOKANE INTL (GEG)

| APP CRS | Rwy Ldg | 11002 |
|---|---|---|
| 031° | TDZE | 2385 |
| | Apt Elev | 2385 |

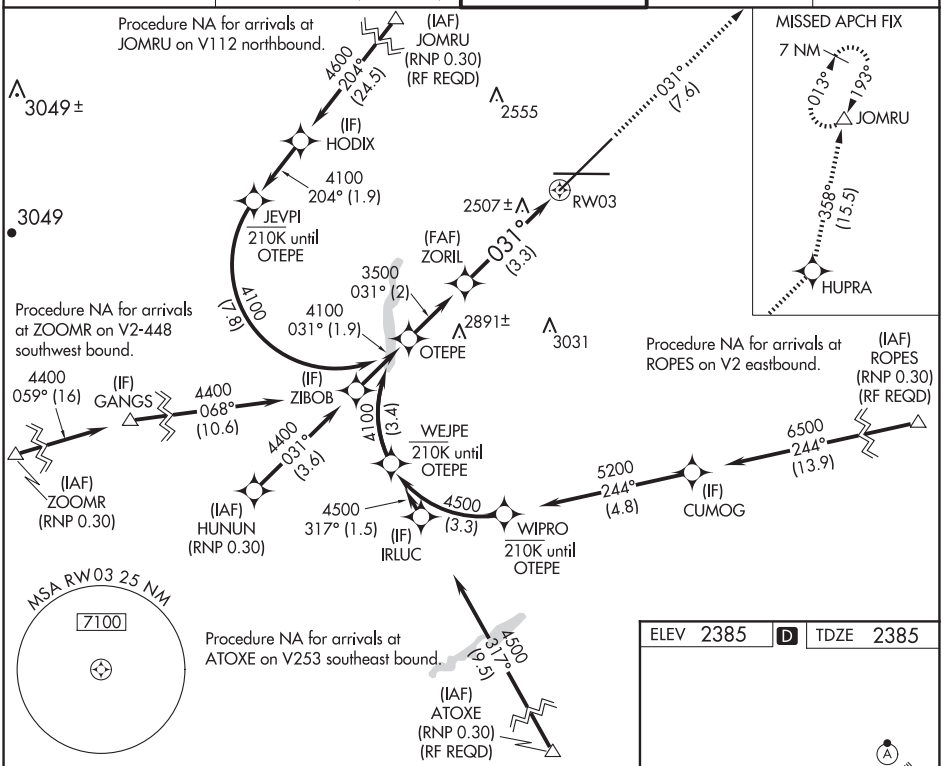
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 53°C.

ALSF-2

MISSED APPROACH: Climb to 7000 on track 031° to HUPRA and on track 358° to JOMRU and hold.

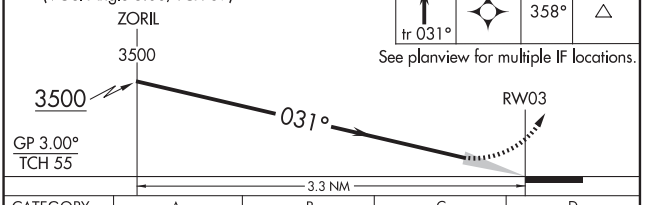
| ATIS | SPOKANE APP CON | SPOKANE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.325 254.375 | 123.75 282.25 (205°-025°)<br>133.35 263.0 (026°-204°) | 118.3 278.3 | 121.9 348.6 | 127.55 |




VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 69)

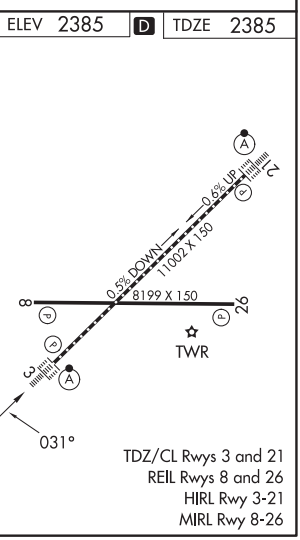
| 7000 | HUPRA | tr | JOMRU |
|---|---|---|---|
| tr 031° | | 358° | |

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 2716/26 331 (400-½) | | | |
| RNP 0.30 DA | 2842/45 457 (500-⅞) | | | |

AUTHORIZATION REQUIRED




TDZ/CL Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 8

SPOKANE INTL (GEG)

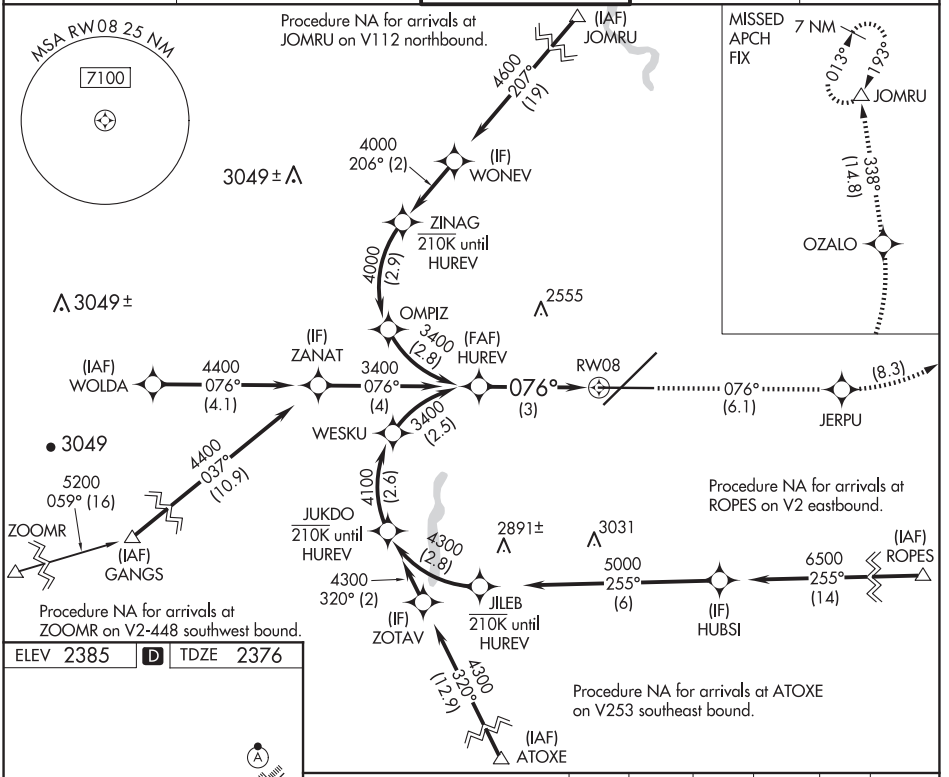
| APP CRS | Rwy Ldg | 8199 |
|---|---|---|
| 076° | TDZE | 2376 |
| | Apt Elev | 2385 |

RNP AR APCH. RF required.

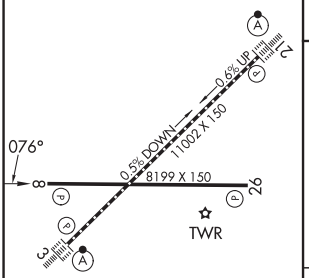
For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 53°C.

MISSED APPROACH: Climb to 7000 on track 076° to JERPU, left turn to OZALO, and on track 338° to JOMRU and hold.

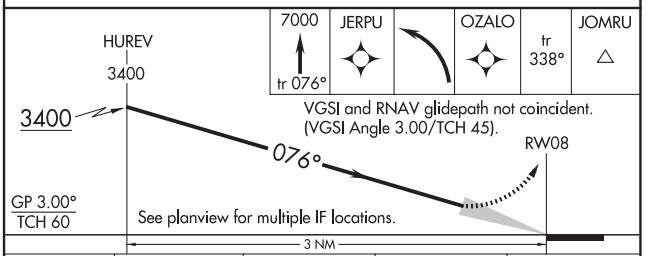
| ATIS | SPOKANE APP CON | SPOKANE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.325 254.375 | 123.75 282.25 (205°-025°)<br>133.35 263.0 (026°-204°) | 118.3 278.3 | 121.9 348.6 | 127.55 |




ELEV 2385 D TDZ 2376




TDZ/CL Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 2665-7/8 289 (300-7/8) | | | |
| RNP 0.30 DA | 2869-1 3/8 493 (500-1 3/8) | | | |

AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 21

SPOKANE INTL (GEG)

| APP CRS | Rwy Ldg | 11002 |
|---|---|---|
| 212° | TDZE | 2346 |
| | Apt Elev | 2385 |

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 1⅛ and RNP 0.30 visibility all Cats to 1⅜ .

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°)<br>133.35 263.0 (026°-204°) | 118.3 278.3 | 121.9 348.6 | 127.55 |

MISSED APCH FIX
GANGS
056°
236°
5 NM

Procedure NA for arrivals at JOMRU on V112 northbound.

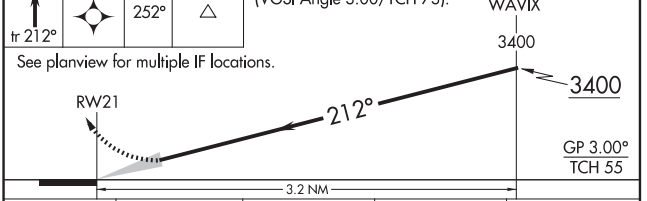
(IAF) JOMRU
159° (10.9)
5000
(IF) CEBUS
MSA RW 21 25 NM
7200

JIVBO
210K until WAVIX
3500 (4.2)
OXOJO
3400 (3.4)
3700 212° (6.8)
3400 212° (2.1)
OPTIY
210K until WAVIX
JIXEG
(IF) WEGNE
4000 045° (7)
(FAF) WAVIX
3400 (3.8)
4500 295° (3.5)
5600 295° (2)
2555
2362
212° (3.2)
4500 (3.5)
INVUW
(IF) CUMUR
5900 295° (2)
RW21
4500 045° (29.4)
(IAF) ZOOMR (RF REQD)
ZUDSI
210K until WAVIX
CUFYE
5235±
4553
6700 295° (5.1)
Procedure NA for arrivals at ZOOMR on V2-448 southwest bound.
212° (10)
3031
2891±
4600 012° (5.9)
(IF) CAHLA
(IAF) ROPES (RF REQD)
Procedure NA for arrivals at ROPES on V2 eastbound.
IRUHO
252° (9.8)
4600 003° (12.4)
Procedure NA for arrivals at ATOXE on V253 southeast bound.
(IAF) ATOXE (RF REQD)

| 5000 tr 212° | IRUHO | tr 252° | GANGS |
|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).

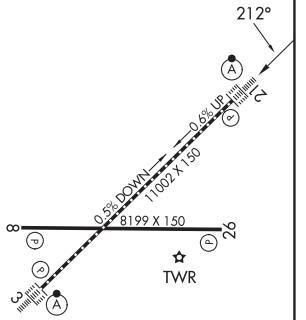
See planview for multiple IF locations.




| 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) | | |

AUTHORIZATION REQUIRED

ELEV 2385 D TDZE 2346




TDZ/CL Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 26

SPOKANE INTL (GEG)

| APP CRS | Rwy Ldg | 8199 |
|---|---|---|
| 257° | TDZE | 2372 |
| | Apt Elev | 2385 |

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 | SPOKANE APP CON | SPOKANE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.325 254.375 | 123.75 282.25 (205°-025°)<br>133.35 263.0 (026°-204°) | 118.3 278.3 | 121.9 348.6 | 127.55 |

MISSED APCH FIX

GANGS 056° 236° 5 NM

Procedure NA for arrivals at JOMRU on V112 northbound.

(IAF) JOMRU (RF REQD) (RNP 0.30)

4100 172° (13)

(IF) IQITO

3400 194° (4)

YOCUG 210K until WARKI

3400 (5)

2555

TEFXY 257° (7.5)

RW26

257° (3.1)

(FAF) WARKI

KAXYU

4000 257° (5.3)

(IF) HITVI

3400 257° (2.7)

3400 (8.9)

4553

220° (11.6)

2891±

3031

HUKIG 210K until WARKI

3700 (3.1)

ZARFE 210K until WARKI

5400 300° (6.4)

5235±

7500 260° (12.1)

(IAF) ROPES (RNP 0.30)

HIPRR (RNP 0.30)

4300 075° (14)

(IAF) GANGS (RF REQD) (RNP 0.30)

4100 075° (6)

(IF) WOSAX

3700 018° (5)

(IF) UNIYA

Procedure NA for arrivals at ROPES on V2 eastbound.

Procedure NA for arrivals at HIPRR on V2 eastbound.

Procedure NA for arrivals at GANGS on V2-448 southwest bound.

4100 008° (8.3)

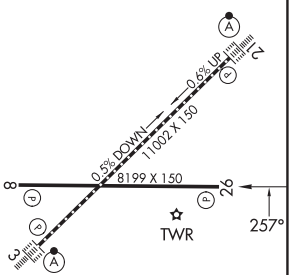
(IAF) ATOXE (RF REQD) (RNP 0.30)

Procedure NA for arrivals at ATOXE on V253 southeast bound.

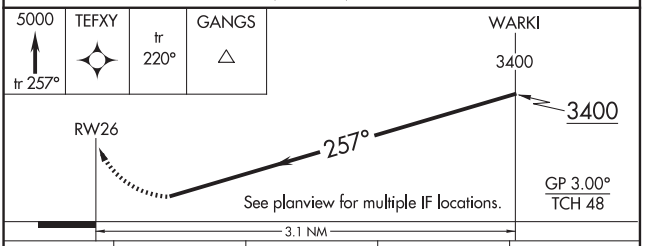
MSA RW26 25 NM

7200

ELEV 2385 D TDZE 2372




TDZ/CL Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 2745-1¼ 373 (400-1¼) | | | |
| RNP 0.30 DA | 2795-1⅜ 423 (500-1⅜) | | | |

AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 3

SPOKANE INTL (GEG)

| WAAS | APP CRS | Rwy Ldg | 11002 |
|---|---|---|---|
| CH 81920 | 031° | TDZE | 2385 |
| W03A | | Apt Elev | 2385 |

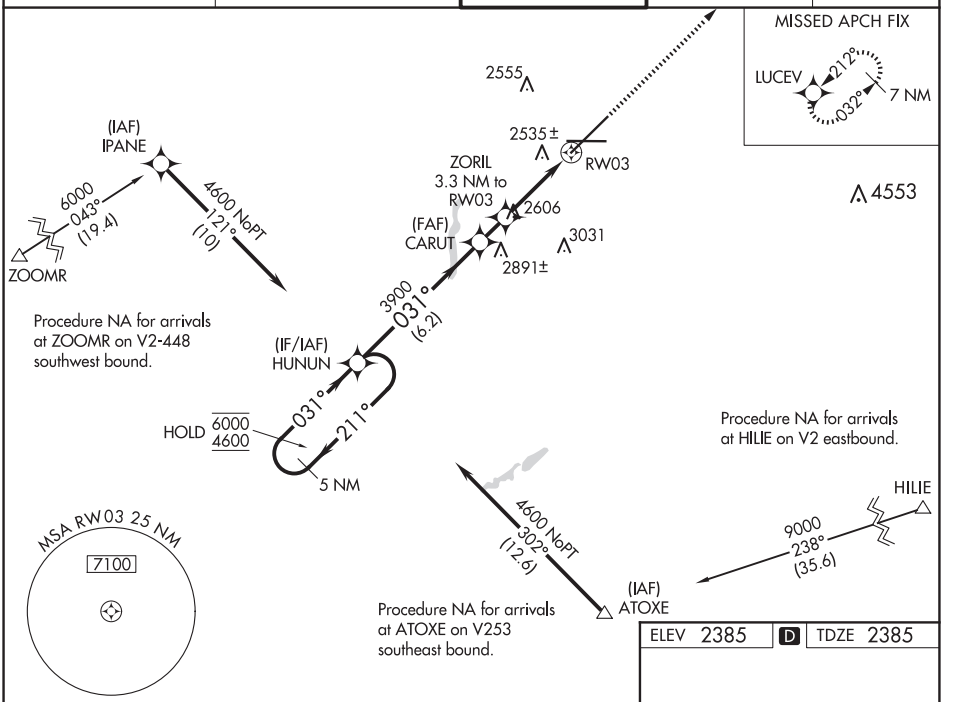
RNP APCH.

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 1⅝ SM and increase LNAV Cats C and D visibility to 1¾ SM.

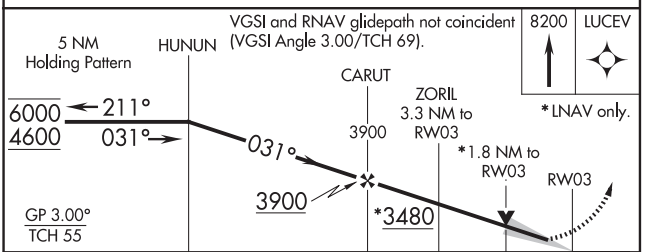
ALSF-2

MISSED APPROACH: Climb to 8200 direct LUCEV and hold, continue climb-in-hold to 8200.

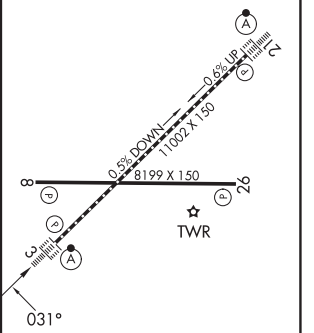
| ATIS | SPOKANE APP CON | SPOKANE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.325 254.375 | 123.75 282.25 (205°-025°)<br>133.35 263.0 (026°-204°) | 118.3 278.3 | 121.9 348.6 | 127.55 |




ELEV 2385 D TDZE 2385




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2585/18 | 200 (200-½) | | |
| LNAV/VNAV DA | 2962-1½ | 577 (600-1½) | | |
| LNAV MDA | 3020/24 | 635 (700-½) | 3020/60<br>635 (700-1¼) | 3020-1½<br>635 (700-1½) |




TDZ/CL Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 48801 W08A | APP CRS 076° | Rwy Ldg 8199 TDZE 2376 Apt Elev 2385 |
|---|---|---|

# RNAV (GPS) Y RWY 8

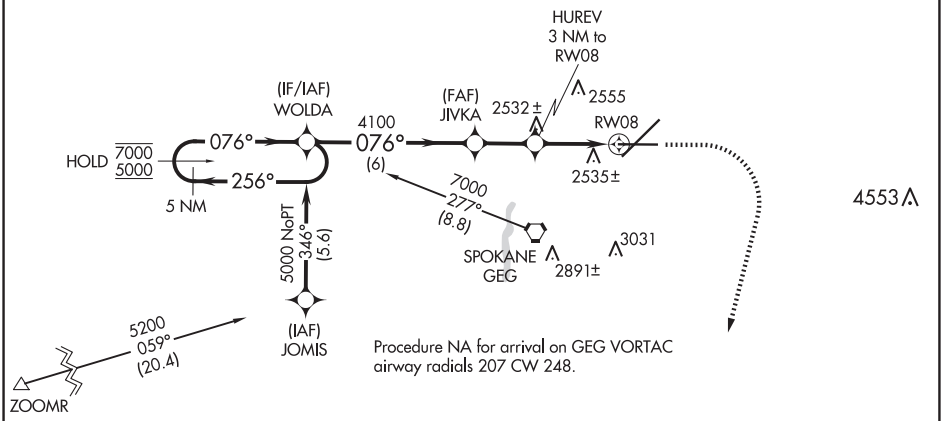
SPOKANE INTL (GEG)

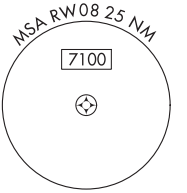
RNP APCH.

T A 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 | SPOKANE APP CON | SPOKANE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.325 254.375 | 123.75 282.25 (205°-025°)<br>133.35 263.0 (026°-204°) | 118.3 278.3 | 121.9 348.6 | 127.55 |

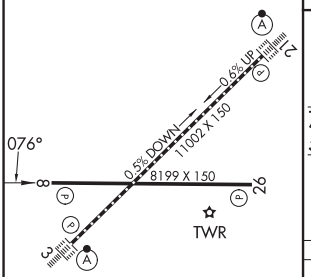


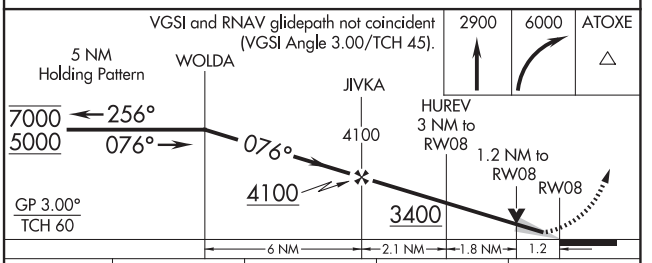




ELEV 2385 D TDZE 2376




TDZ/CL Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26




| 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) | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SPOKANE, WASHINGTON | AL-403 (FAA) | 25163

# RNAV (GPS) Y RWY 21

SPOKANE INTL (GEG)

| WAAS CH 82619 W21A | APP CRS 212° | Rwy Ldg 11002 TDZE 2346 Apt Elev 2385 |
|---|---|---|

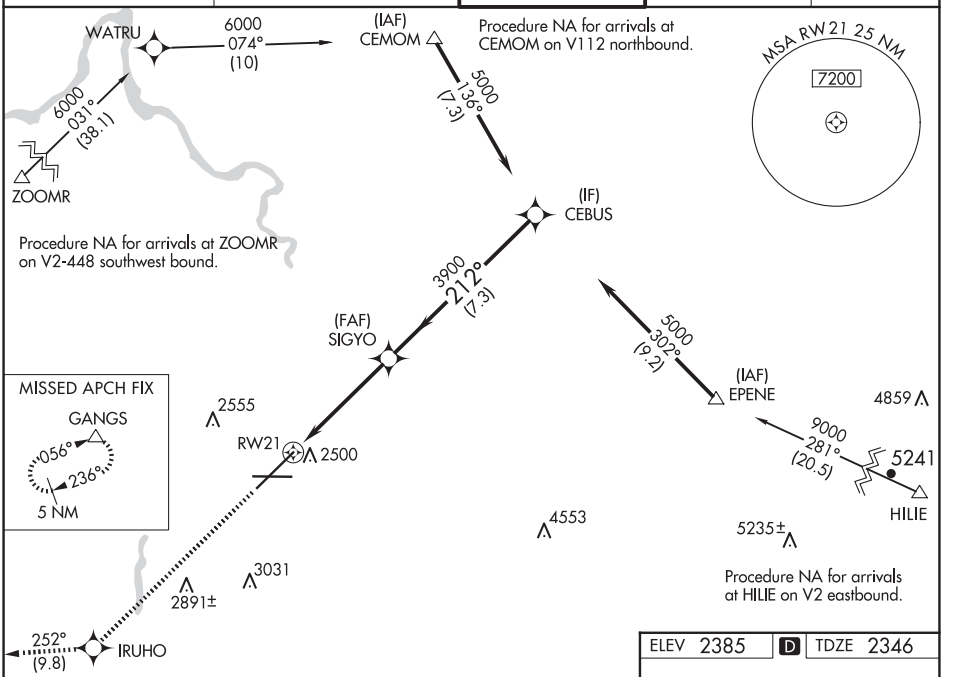
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 53°C.

ALSF-2

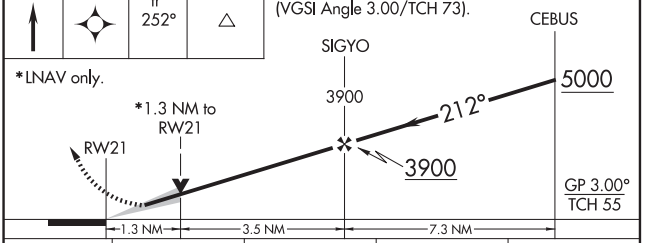
MISSED APPROACH: Climb to 5000 direct IRUHO and on track 252° to GANGS and hold.

| 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 |



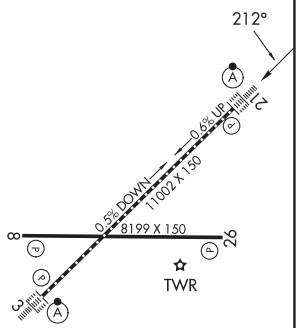

| 5000 | IRUHO | tr 252° | GANGS |
|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2546/18 200 (200-½) | | | |
| LNAV/VNAV DA | 2720/45 374 (400-⅞) | | | |
| LNAV MDA | 2800/24 454 (500-½) | | 2800/45 454 (500-⅞) | |
| C CIRCLING | 2960-1 575 (600-1) | 2980-1 595 (600-1) | 3300-2¾ 915 (1000-2¾) | 3400-3 1015 (1100-3) |

ELEV 2385 | D | TDZE 2346




TDZ/CL Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

SPOKANE, WASHINGTON
Amdt 2C 03JAN19

47°37'N-117°32'W

SPOKANE INTL (GEG)

RNAV (GPS) Y RWY 21


NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Ldg | 8199 |
|---|---|---|---|
| CH 93501 | 257° | TDZE | 2372 |
| W26A | | Apt Elev | 2385 |

# RNAV (GPS) Y RWY 26

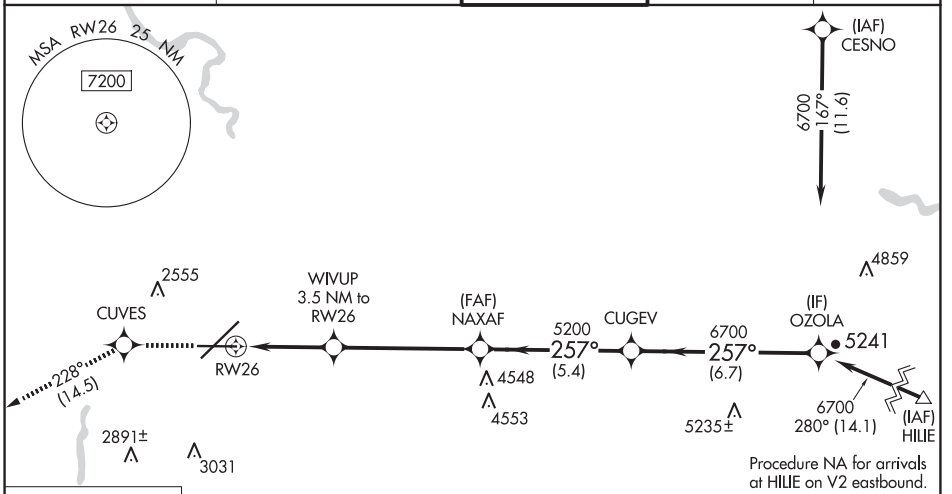
SPOKANE INTL (GEG)

RNP APCH.

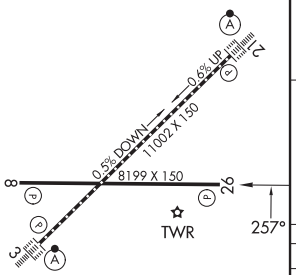
Rwy 26 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

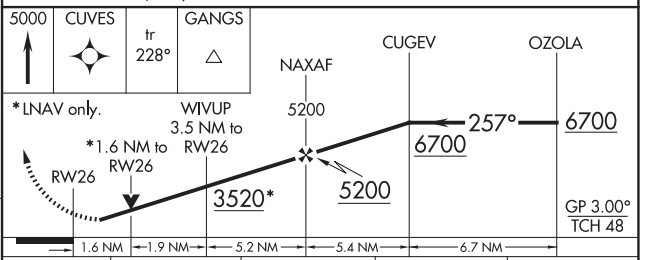
MISSED APPROACH: Climb to 5000 direct CUVES and on track 228° to GANGS and hold.

| ATIS | SPOKANE APP CON | SPOKANE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.325 254.375 | 123.75 282.25 (205°-025°)<br>133.35 263.0 (026°-204°) | 118.3 278.3 | 121.9 348.6 | 127.55 |




ELEV 2385 D TDZE 2372




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2688-1 316 (400-1) | | | |
| LNAV/VNAV DA | 2911-1½ 539 (600-1½) | | | |
| LNAV MDA | 2920-1 548 (600-1) | | 2920-1⅝ 548 (600-1⅝) | |
| C CIRCLING | 2960-1 575 (600-1) | 2980-1 595 (600-1) | 3300-2¾ 915 (1000-2¾) | 3400-3 1015 (1100-3) |

TDZ/CL Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# VOR RWY 3

SPOKANE INTL (GEG)

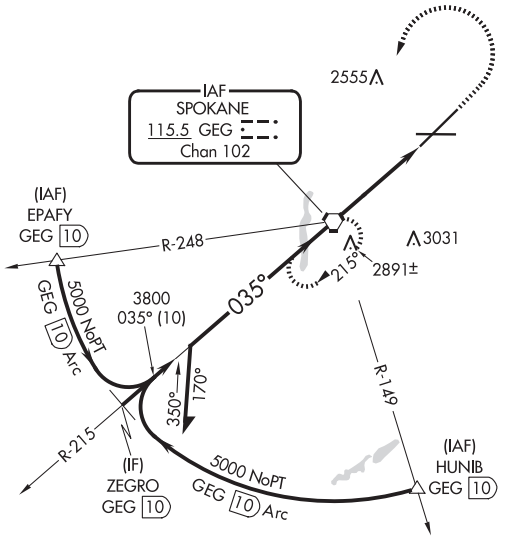
| VORTAC GEG 115.5 Chan 102 | APP CRS 035° | Rwy Ldg 11002 TDZE 2385 Apt Elev 2385 |
|---|---|---|

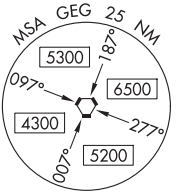
T A Circling NA for Cat E southeast of Rwy 3-21. For inop ALS, increase S-3 Cat E visibility to 1¾ SM.

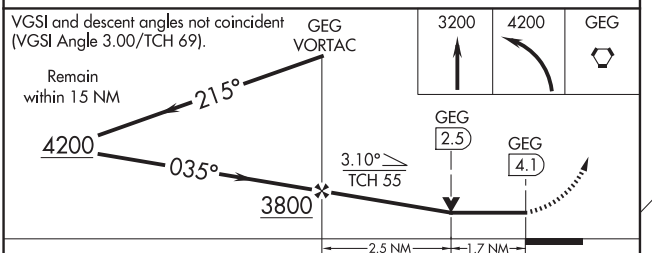
ALSF-2

MISSED APPROACH: Climb to 3200 then climbing left turn to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.

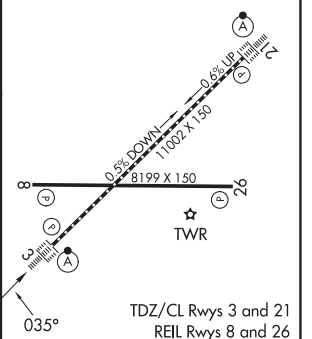
| ATIS | SPOKANE APP CON | SPOKANE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.325 254.375 | 123.75 282.25 (205°-025°)<br>133.35 263.0 (026°-204°) | 118.3 278.3 | 121.9 348.6 | 127.55 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-3 | 2980/24 595 (600-½) | | 2980-1¼ 595 (600-1¼) | | |
| C CIRCLING | 2980-1 595 (600-1) | | 3180-2¼ 795 (800-2¼) | 3380-3 995 (1000-3) | |




FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# VOR RWY 21

SPOKANE INTL (GEG)

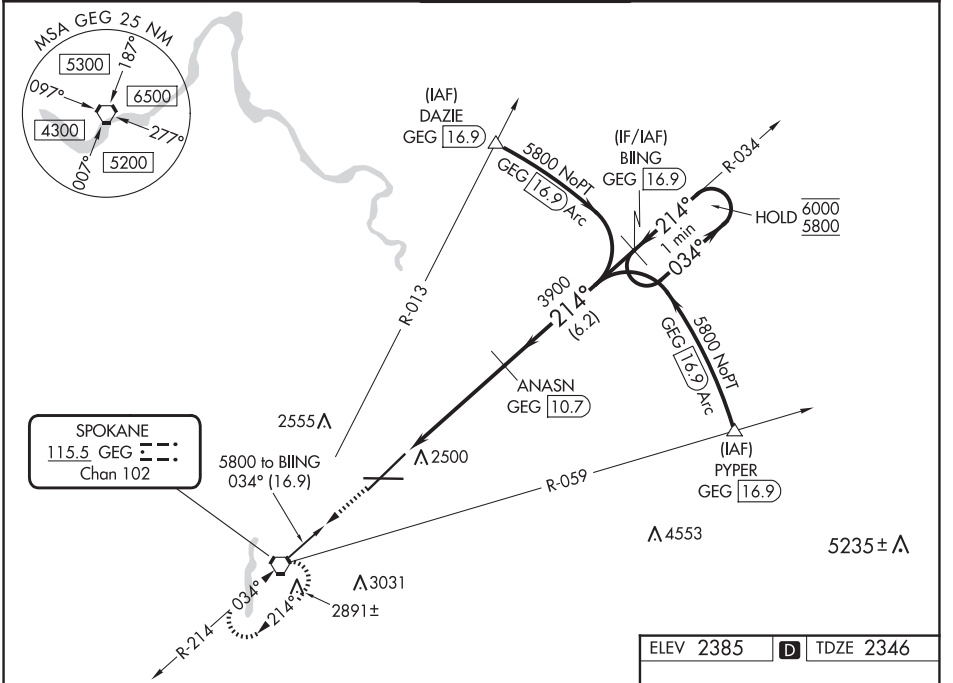
| VORTAC GEG | APP CRS | Rwy Ldg | 11002 |
|---|---|---|---|
| 115.5 | 214° | TDZE | 2346 |
| Chan 102 | | Apt Elev | 2385 |

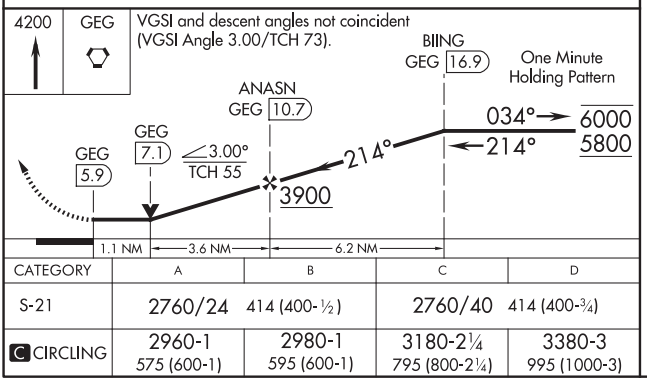
DME required.

ALSF-2

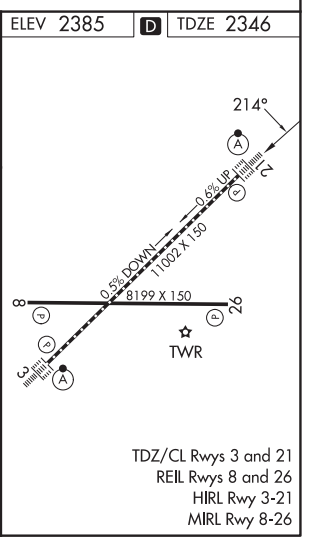
MISSED APPROACH: Climb to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.

| ATIS | SPOKANE APP CON | SPOKANE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.325 254.375 | 123.75 282.25 (205°-025°)<br>133.35 263.0 (026°-204°) | 118.3 278.3 | 121.9 348.6 | 127.55 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 2760/24 414 (400-½) | | 2760/40 414 (400-¾) | |
| C CIRCLING | 2960-1<br>575 (600-1) | 2980-1<br>595 (600-1) | 3180-2¼<br>795 (800-2¼) | 3380-3<br>995 (1000-3) |




TDZ/CL Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

23334

# RIDDLE HILL VISUAL RWY 8

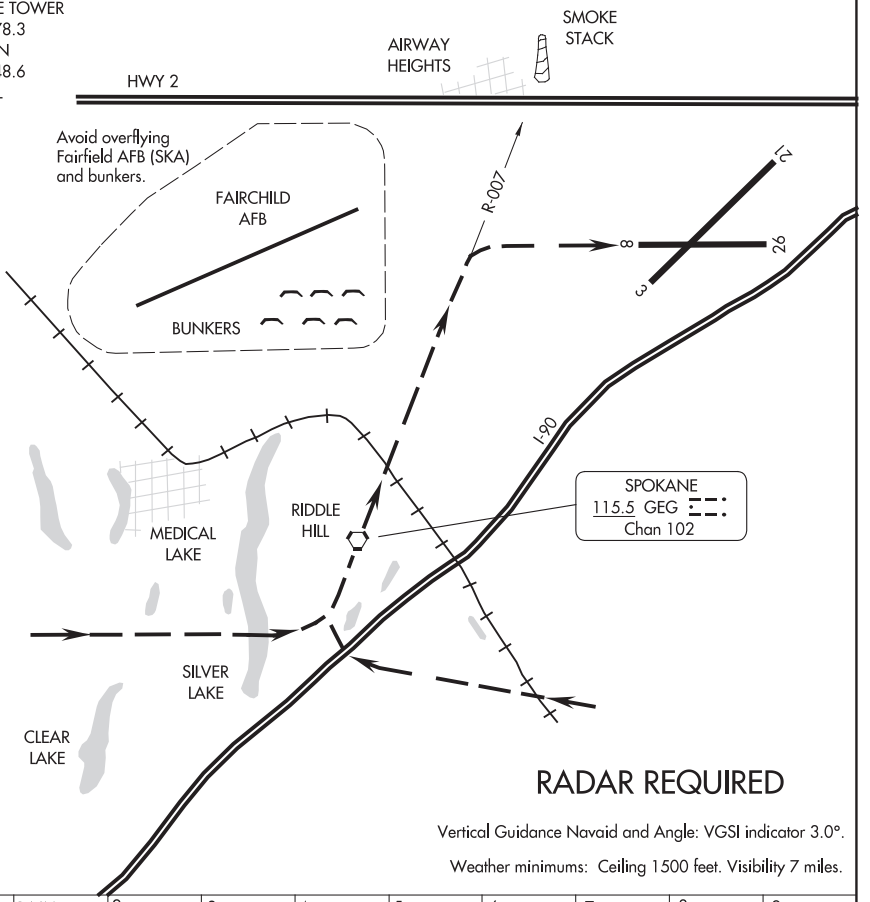
AL-403 (FAA)

SPOKANE INTL (GEG)
SPOKANE, WASHINGTON



NW-1, 12 JUN 2025 to 07 AUG 2025

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




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 |
|---|---|---|---|---|---|---|---|---|---|

## RIDDLE HILL VISUAL APPROACH RWY 8

PROCEDURE NOT AUTHORIZED AT NIGHT.

Arrivals expect to be vectored south of the VOR to execute approach.

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

# SPOKANE SEVEN DEPARTURE
















NW-1, 12 JUN 2025 to 07 AUG 2025

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, 12 JUN 2025 to 07 AUG 2025

STEVENSVILLE, MONTANA | AL-9301 (FAA) | 25163

# RNAV (GPS)-A

STEVENSVILLE (32S)

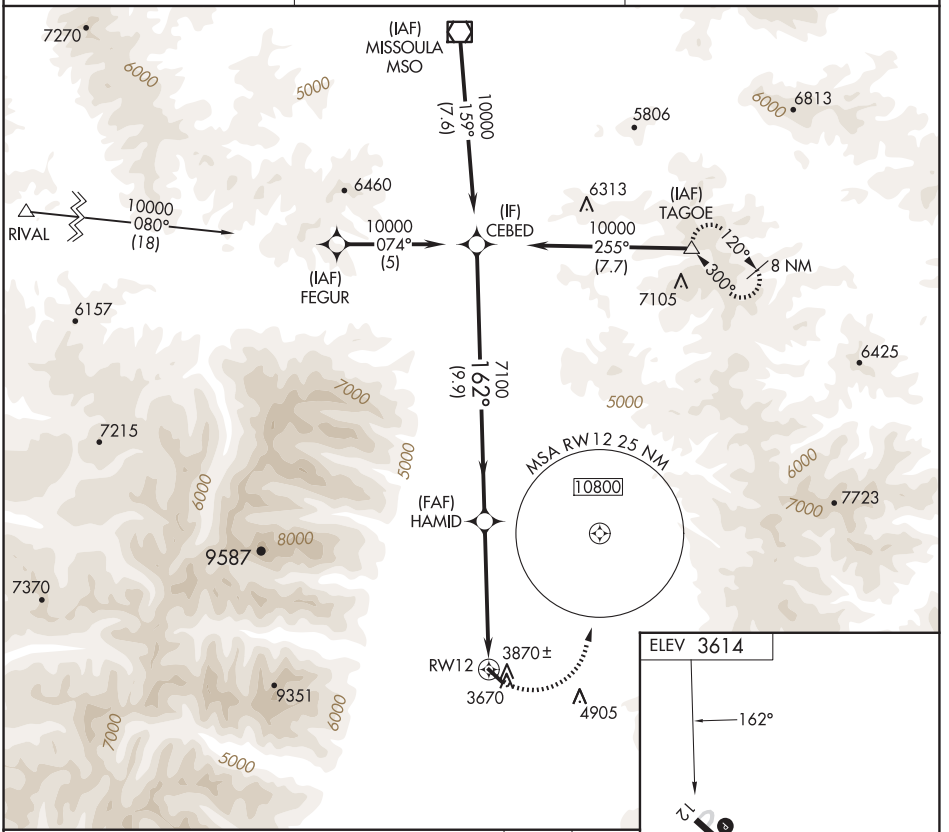
| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 162° | TDZE | N/A |
| | Apt Elev | 3614 |

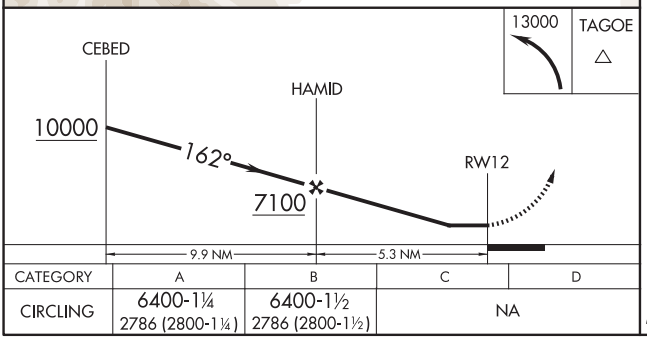
RNP APCH.

NA — Procedure NA at night.

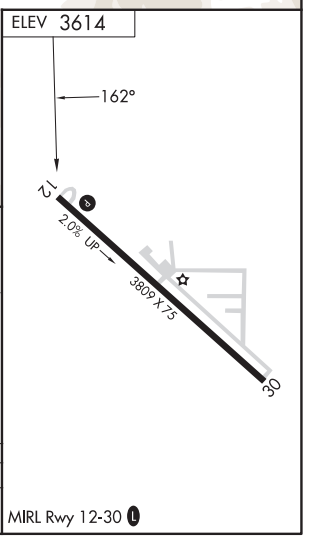
MISSED APPROACH: Climbing left turn to 13000 direct TAGOE and hold, continue climb-in-hold to 13000.

| AWOS-AV | SPOKANE APP CON★ | UNICOM |
|---|---|---|
| 120.925 | 124.9 298.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 6400-1¼<br>2786 (2800-1¼) | 6400-1½<br>2786 (2800-1½) | NA | |




STEVENSVILLE, MONTANA
Orig-F 25FEB21

46°32'N-114°03'W

STEVENSVILLE (32S)

RNAV (GPS)-A

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Ldg | 5304 |
|---|---|---|---|
| CH 77744 | 182° | TDZE | 4161 |
| W18A | | Apt Elev | 4164 |

# RNAV (GPS) RWY 18

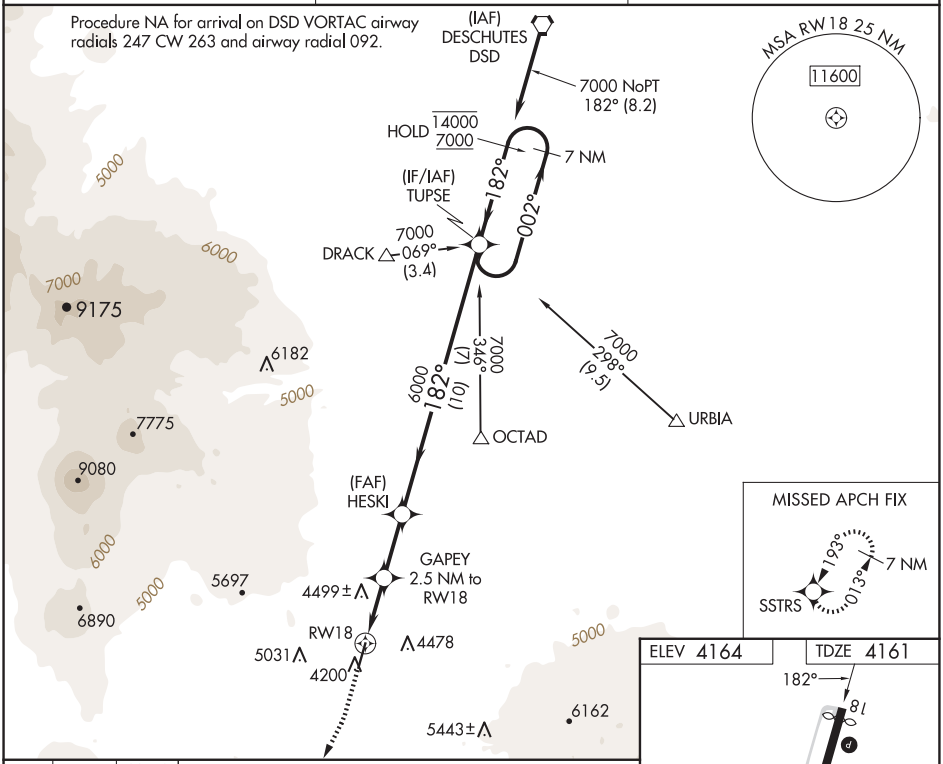
SUNRIVER (S21)

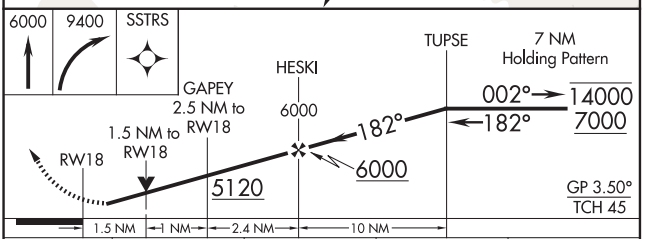
RNP APCH - GPS.

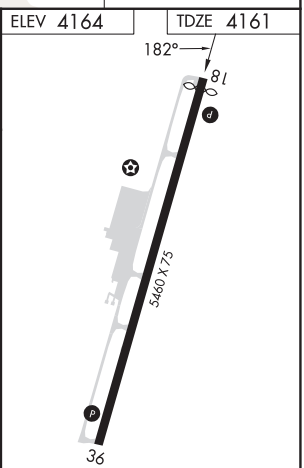
Circling NA for Cat D west of Rwy 18-36. Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 41°C.

MISSED APPROACH: Climb to 6000 then climbing right turn to 9400 direct SSTRS and hold, continue climb-in-hold to 9400.

| AWOS-3PT | SEATTLE CENTER | UNICOM |
|---|---|---|
| 128.325 | 126.15 269.475 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4431-⅞ 270 (300-⅞) | | | |
| LNAV/VNAV DA | 4760-1¾ 599 (600-1¾) | | | |
| LNAV MDA | 4760-1 599 (600-1) | | 4760-1¾ 599 (600-1¾) | |
| C CIRCLING | 4900-1 736 (800-1) | 5140-1½ 976 (1000-1½) | 5660-3 1496 (1500-3) | |

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 17

## TACOMA NARROWS (TIW)

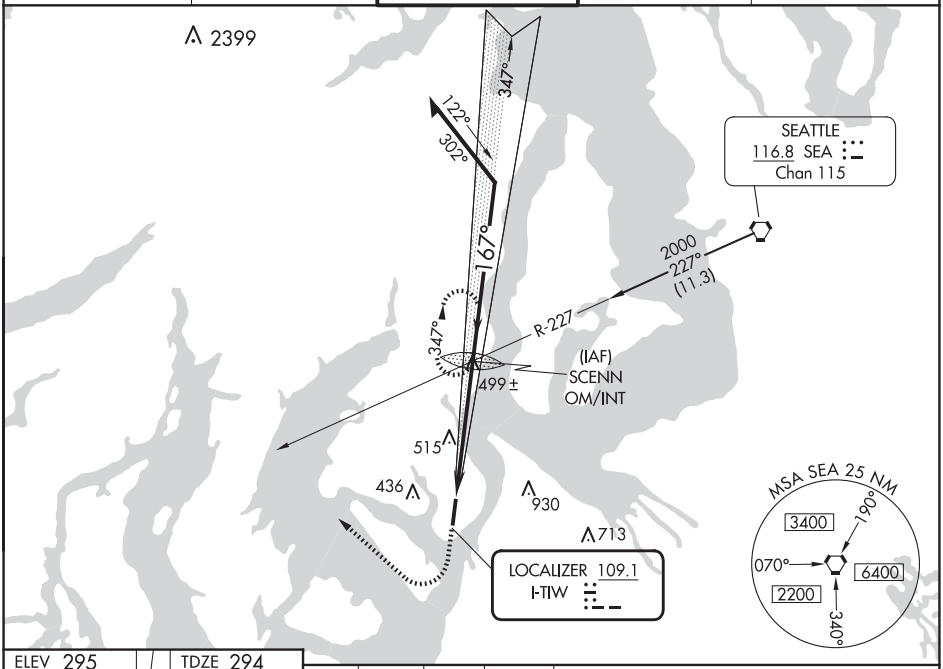
| LOC I-TIW | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| 109.1 | 167° | TDZE | 294 |
| | | Apt Elev | 295 |

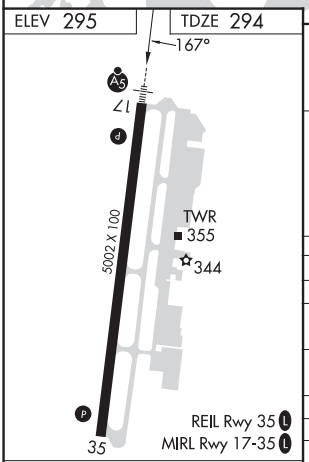
When control tower closed, obtain local altimeter setting on UNICOM, when not received, use McChord Fld altimeter setting minimums. Circling not authorized east of Rwy 17-35.

MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 via heading 290° and SEA VORTAC R-227 to SCENN INT and hold.

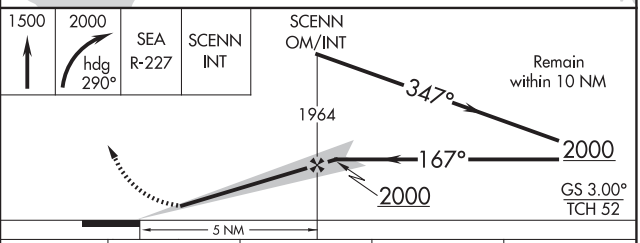
| ATIS | SEATTLE APP CON | TACOMA TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.05 | 120.1 290.9 | 118.5 (CTAF) L 253.5 | 121.8 | 122.95 |




FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| 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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 17

TACOMA NARROWS (TIW)

| WAAS CH 82608 W17A | APP CRS 167° | Rwy Idg 5002 / TDZE 294 / Apt Elev 295 |
|---|---|---|

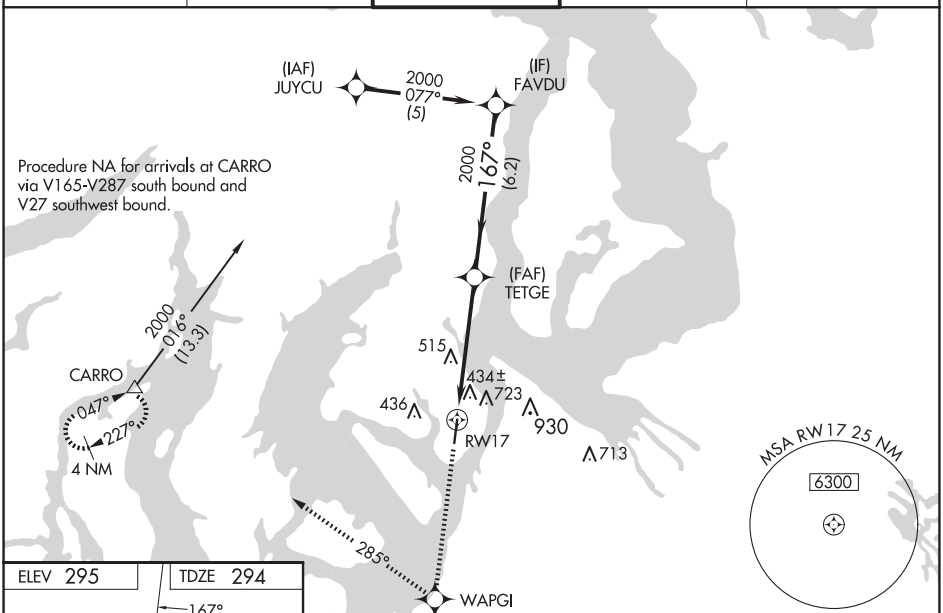
RNP APCH.

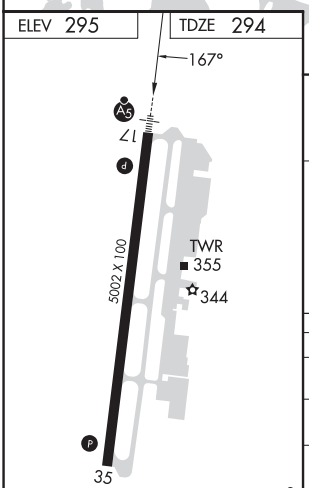
VDP NA with McChord Fld altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to 1⅛ mile. Circling NA east of Rwy 17/35.
Baro-VNAV NA when using McChord Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use McChord Fld altimeter setting and increase all DA 25 feet, all MDA 40 feet, and increase LPV all Cats visibility ⅛ mile.

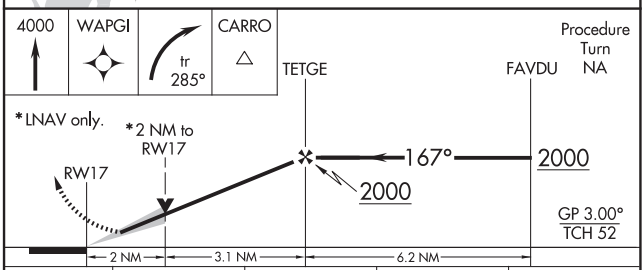
MALSR

MISSED APPROACH: Climb to 4000 direct WAPGI and right turn via 285° track to CARRO and hold, continue climb-in-hold to 4000.

| ATIS | SEATTLE APP CON | TACOMA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.05 | 120.1 290.9 | 118.5 (CTAF) L 253.5 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 638-⅝ 344 (400-⅝) | | | |
| LNAV/VNAV DA | 992-2 698 (700-2) | | | |
| LNAV MDA | 980-½ 686 (700-½) | | 980-1½ 686 (700-1½) | |
| C CIRCLING | 980-1 685 (700-1) | | 980-2 685 (700-2) | 980-2¼ 685 (700-2¼) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

TACOMA, WASHINGTON AL-5186 (FAA) 23222

| WAAS | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| CH 50312 | 347° | TDZE | 295 |
| W35A | | Apt Elev | 295 |

# RNAV (GPS) RWY 35

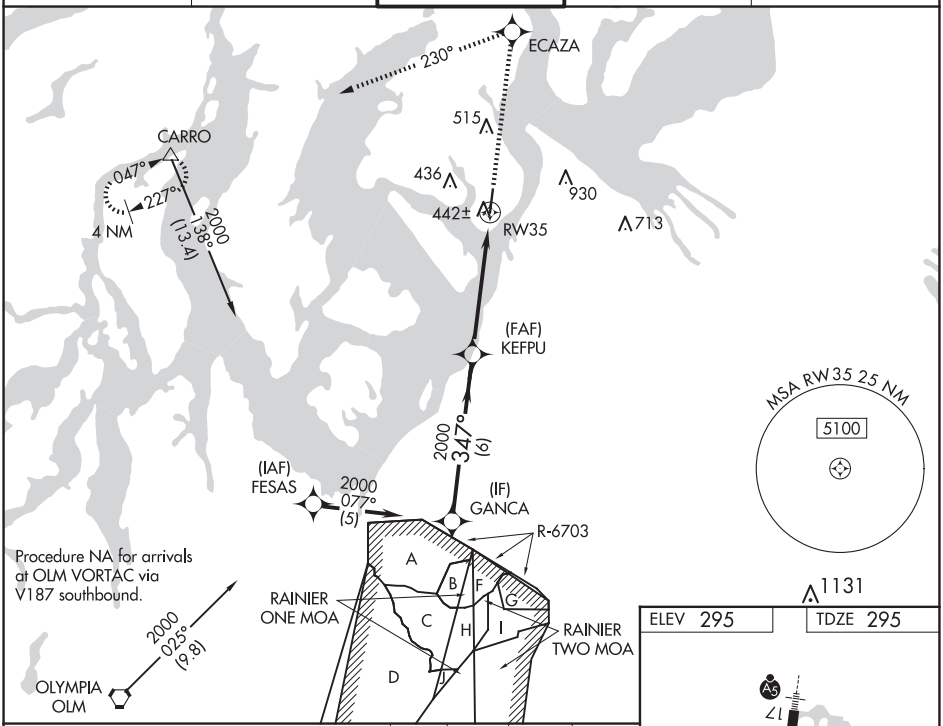
## TACOMA NARROWS (TIW)

RNP APCH.

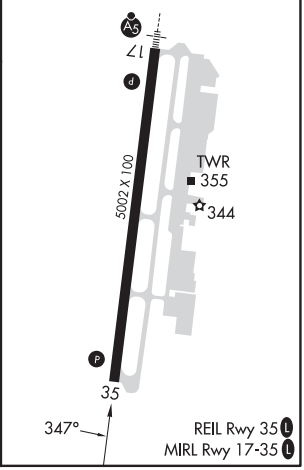
Baro-VNAV NA when using McChord Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Circling NA east of Rwy 17-35. When local altimeter setting not received, use McChord Fld altimeter setting and increase all DA 25 feet and all MDA 40 feet.

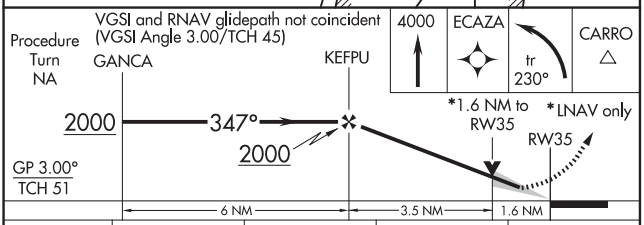
MISSED APPROACH: Climb to 4000 direct ECAZA and left turn via 230° track to CARRO and hold, continue climb-in-hold to 4000.

| ATIS | SEATTLE APP CON | TACOMA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.05 | 120.1 290.9 | 118.5 (CTAF) L 253.5 | 121.8 | 122.95 |




ELEV 295 TDZE 295



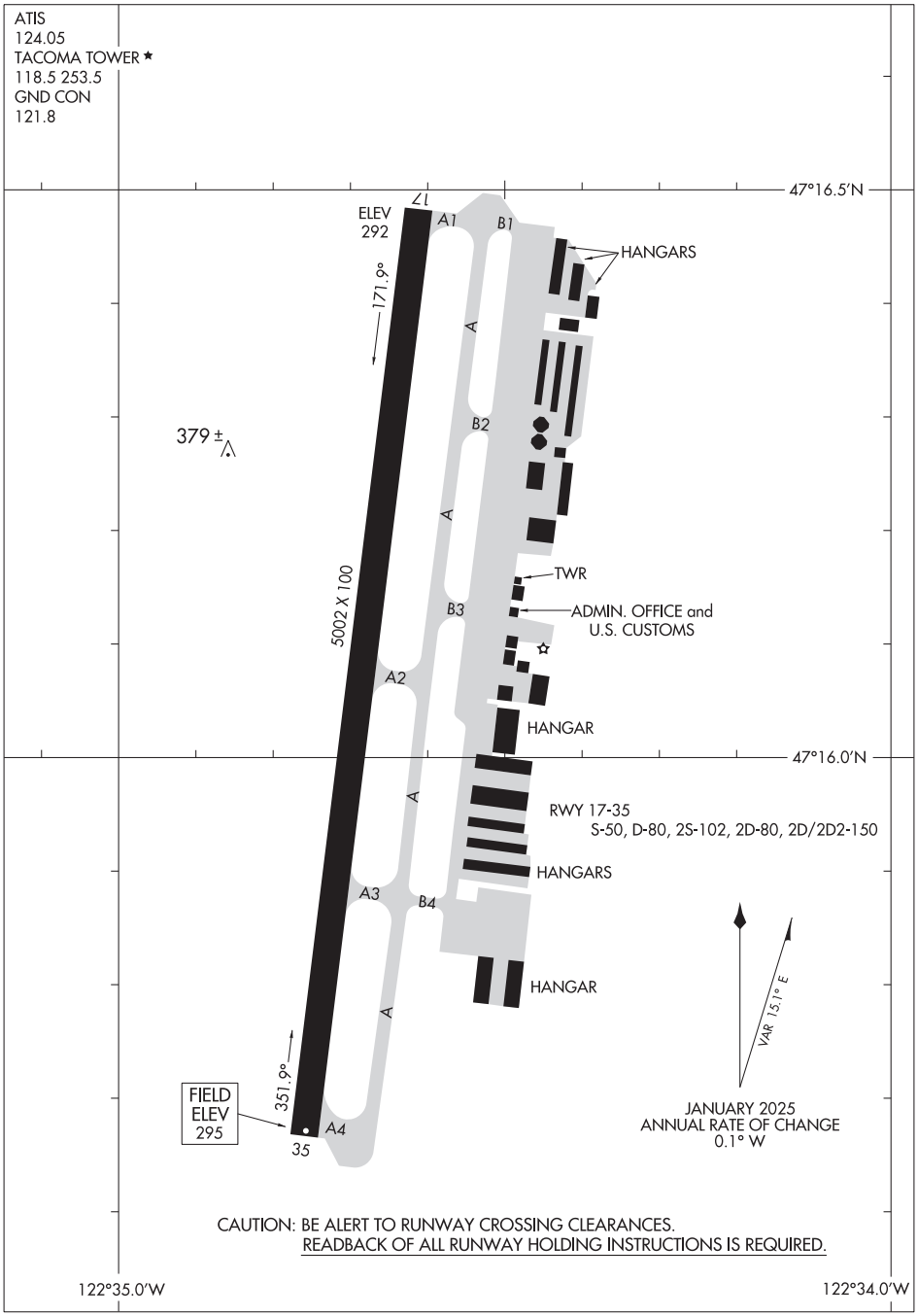

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 561-⅞ 266 (300-⅞) | | | |
| LNAV/VNAV DA | 769-1¾ 474 (500-1¾) | | | |
| LNAV MDA | 840-1 545 (600-1) | | 840-1½ 545 (600-1½) | 840-1¾ 545 (600-1¾) |
| C CIRCLING | 980-1 685 (700-1) | | 980-2 685 (700-2) | 980-2¼ 685 (700-2¼) |

TACOMA, WASHINGTON
Orig-C 08OCT20

47°16'N-122°35'W

TACOMA NARROWS (TIW)
RNAV (GPS) RWY 35


NW-1, 12 JUN 2025 to 07 AUG 2025




NW-1, 12 JUN 2025 to 07 AUG 2025

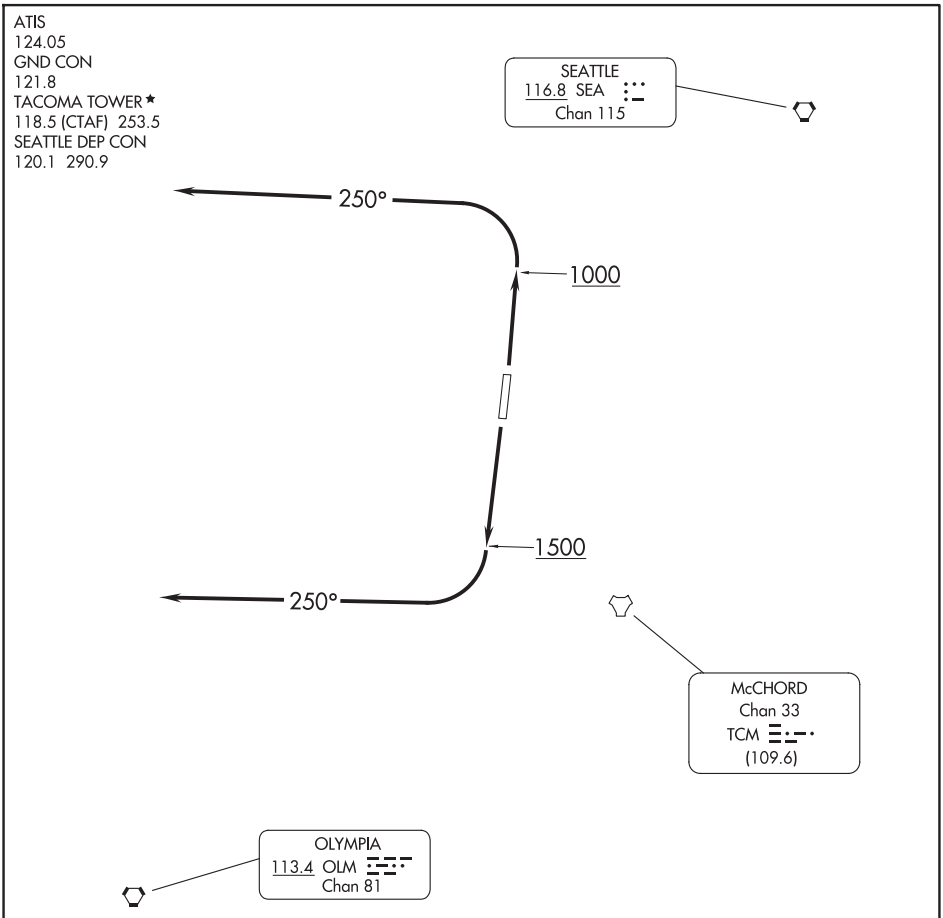
NW-1, 12 JUN 2025 to 07 AUG 2025

23334

# NARROWS ONE DEPARTURE

AL-5186 (FAA)

TACOMA NARROWS (TIW)
TACOMA, WASHINGTON




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb runway heading until leaving 1500, turn right heading 250°, maintain 2000. Expect filed altitude 5 minutes after departure. Expect RADAR vectors to assigned route

TAKEOFF RUNWAY 35: Climb runway heading until leaving 1000, turn left heading 250°, maintain 2000. Expect filed altitude 5 minutes after departure. Expect RADAR vectors to assigned route.

LOST COMMUNICATIONS: If no transmissions are received for 3 minutes after departure, climb to filed altitude direct SEA VORTAC, thence via assigned route.



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 339° | TDZE | N/A |
| | Apt Elev | 247 |

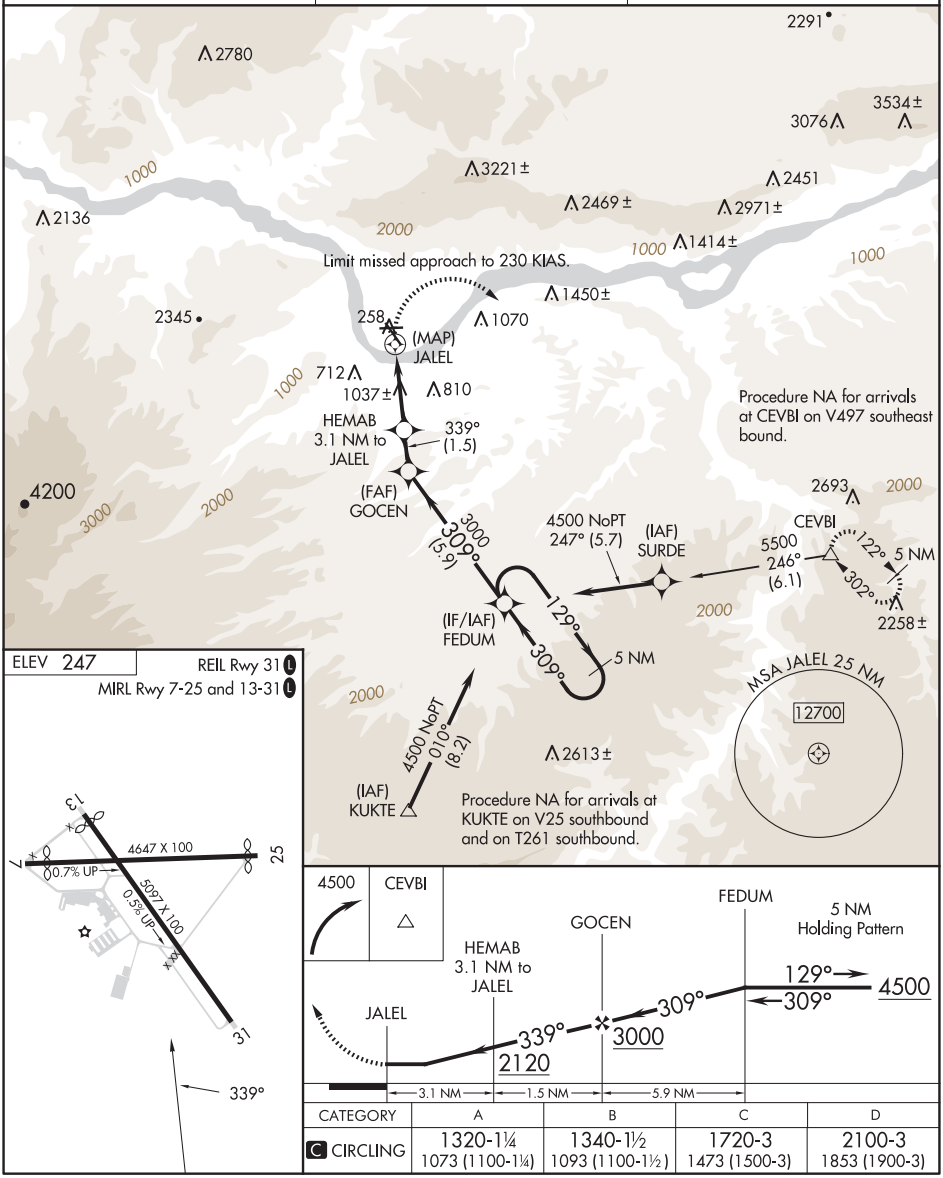
# RNAV (GPS)-A

## COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

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.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.175 | 119.65 257.6 | 123.0 (CTAF) |




ELEV 247

REIL Rwy 31

MIRL Rwy 7-25 and 13-31







| 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) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

THE DALLES, OREGON | AL-530 (FAA) | 25107

| LOC/DME I-DLS | APP CRS | Rwy Idg | 4451 |
|---|---|---|---|
| 109.35 | 238° | TDZE | 243 |
| Chan 30(Y) | | Apt Elev | 247 |

# LDA/DME RWY 25

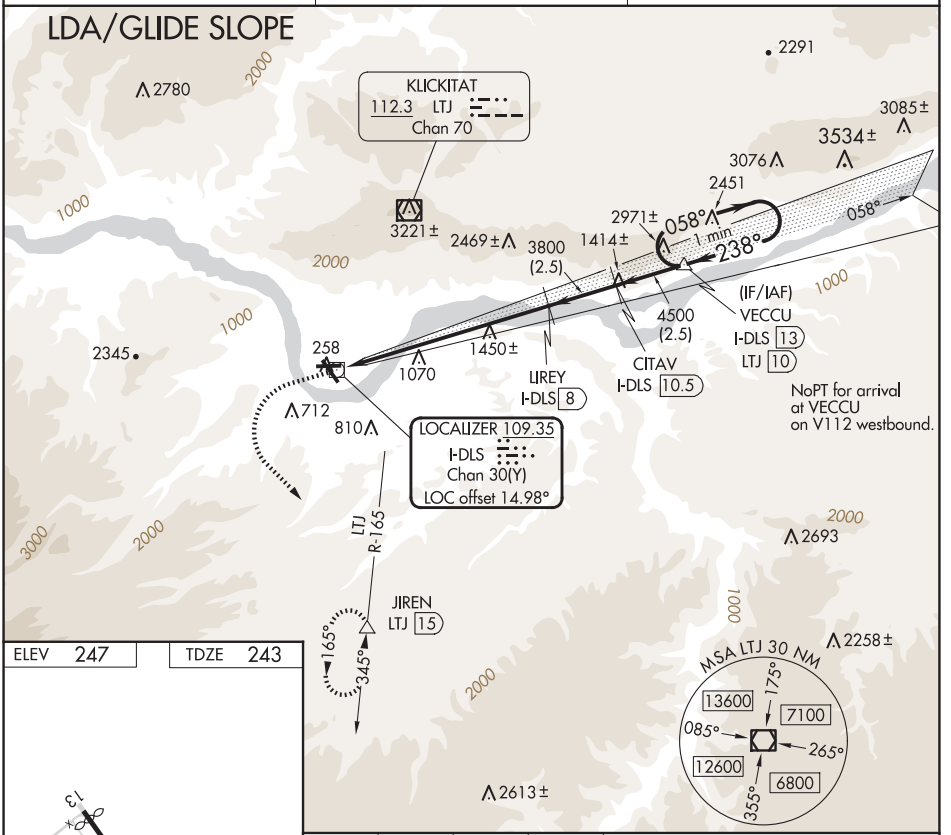
COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

T NA — When local altimeter setting not received, procedure NA. Glide slope provided by standard glide slope equipment.

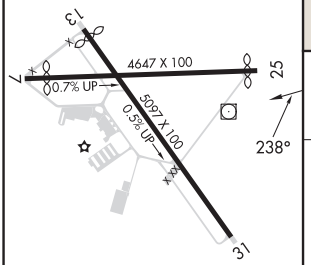
MISSED APPROACH: Climb to 1600 then climbing left turn to 7000 on heading 120° and LTJ VOR/DME R-165 to JIREN/LTJ 15 DME and hold, continue climb-in-hold to 7000.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.175 | 119.65 257.6 | 123.0 (CTAF) L |

## LDA/GLIDE SLOPE



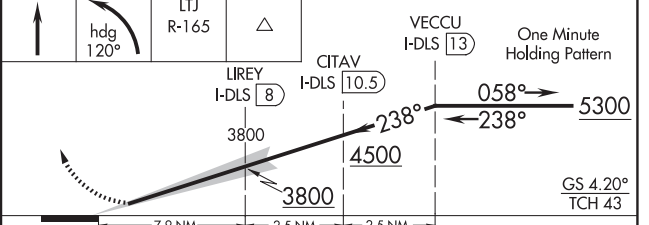

| ELEV 247 | TDZE 243 |
|---|---|




REIL Rwy 31 L
MIRL Rwys 7-25 and 13-31 L

| 1600 | 7000 hdg 120° | LTJ R-165 | JIREN |
|---|---|---|---|

Use I-DLS DME when on the localizer course.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LDA/GS 25 | 1368-3 1125 (1200-3) | | NA | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-DLS | APP CRS | Rwy Idg | 4451 |
|---|---|---|---|
| 109.35 | 238° | TDZE | 243 |
| Chan 30(Y) | | Apt Elev | 247 |

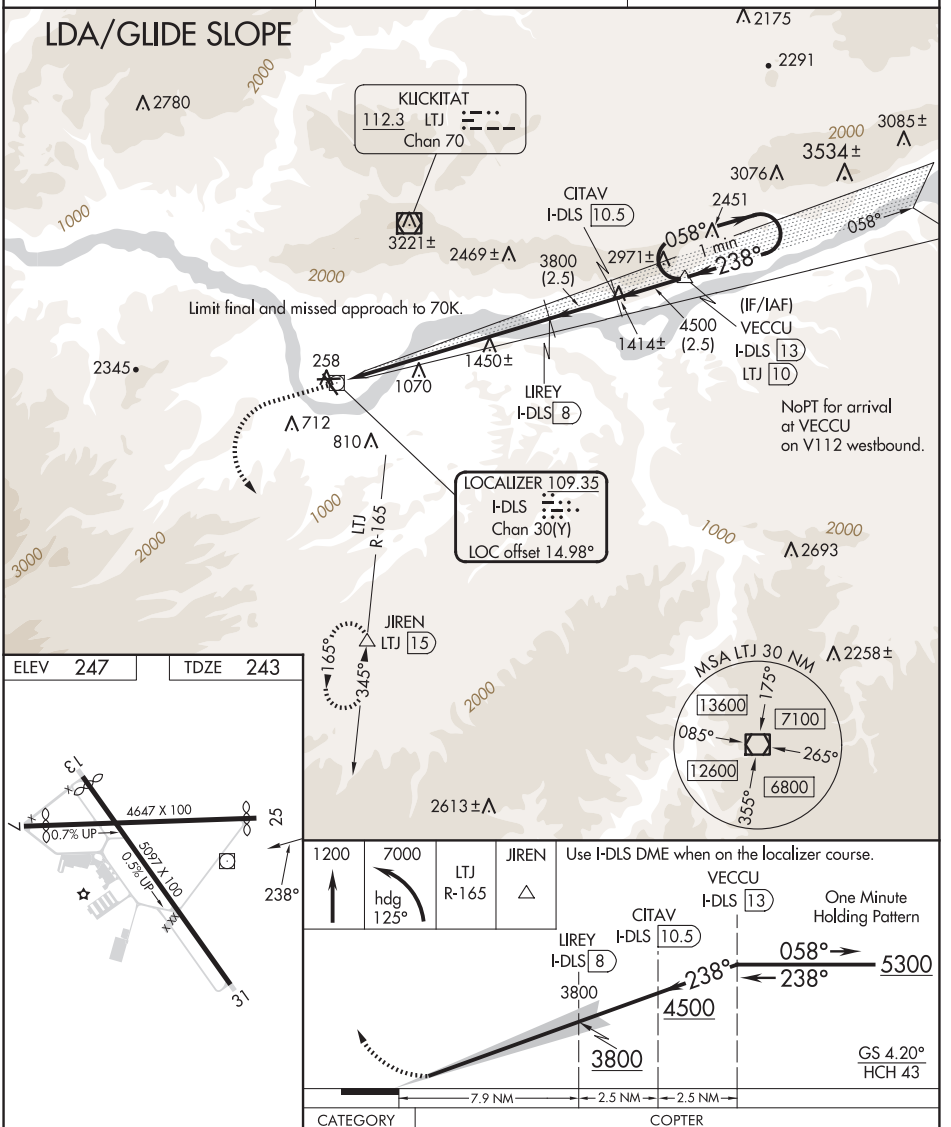
# COPTER LDA/DME RWY 25

## COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

When local altimeter setting not received, procedure NA. Glide slope provided by standard glide slope equipment.

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.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 135.175 | 119.65 257.6 | 123.0 (CTAF) |




| CATEGORY | COPTER |
|---|---|
| H-25 | 783-1½ 540 (600-1½) |

REIL Rwy 31
MIRL Rwys 7-25 and 13-31



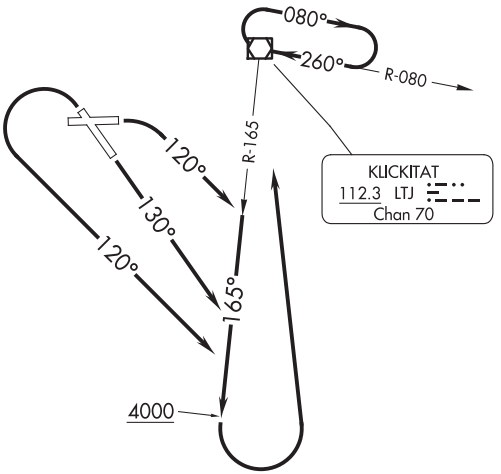
NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(DALLS1.LTJ) 23334
COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

# DALLES ONE DEPARTURE (OBSTACLE)

AL-530 (FAA)
THE DALLES, OREGON

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

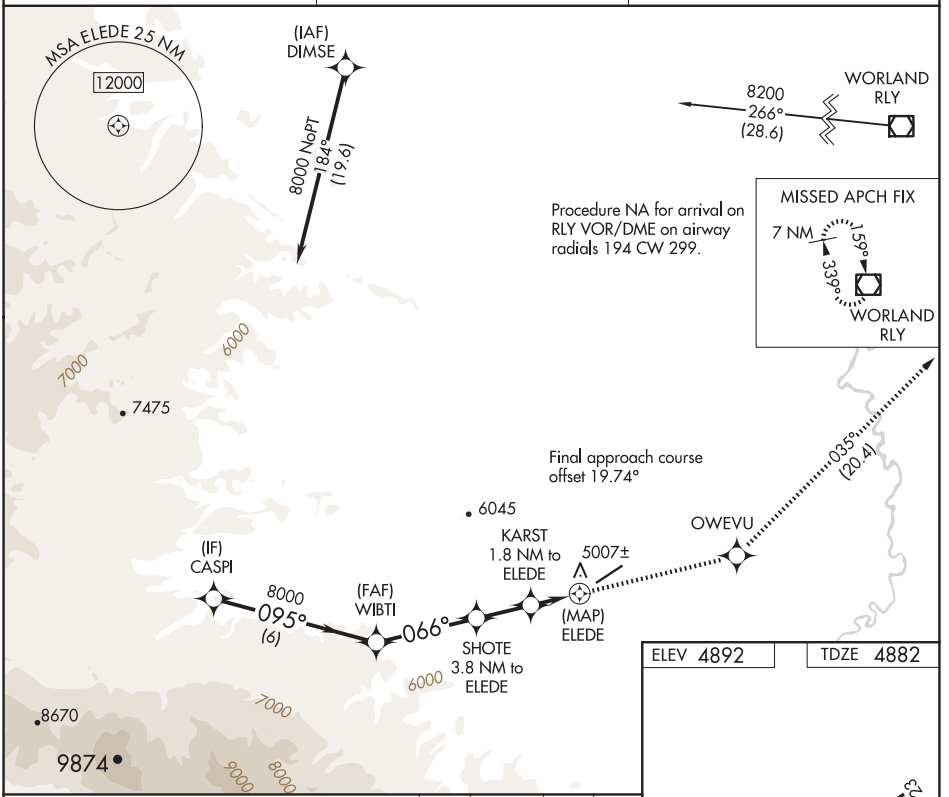
| APP CRS | Rwy Ldg | 6370 |
|---|---|---|
| 066° | TDZE | 4882 |
| | Apt Elev | 4892 |

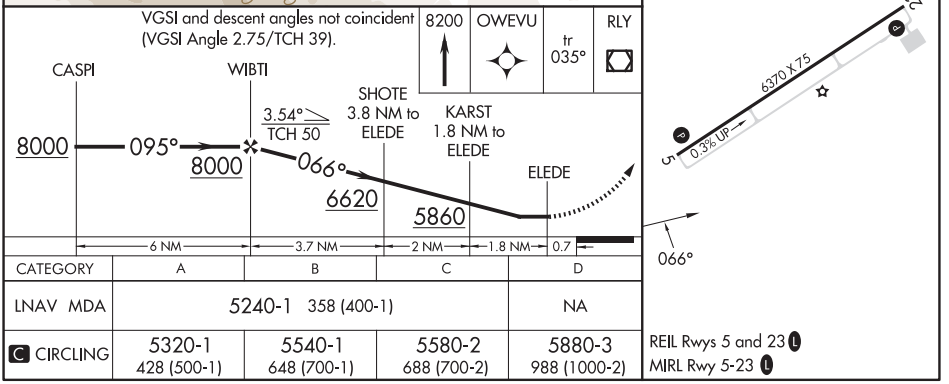
# RNAV (GPS) RWY 5
## HOT SPRINGS COUNTY (HSG)

Circling NA northwest of Rwy 5-23.
DME/DME RNP-0.3 NA.
Rwy 5 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 8200 direct OWEVU and on track 035° to RLY VOR/DME and hold.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 121.125 | 133.25 285.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5240-1 358 (400-1) | | | NA |
| C CIRCLING | 5320-1 428 (500-1) | 5540-1 648 (700-1) | 5580-2 688 (700-2) | 5880-3 988 (1000-2) |




REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

THERMOPOLIS, WYOMING | AL-11427 (FAA) | 25163

# RNAV (GPS) RWY 23

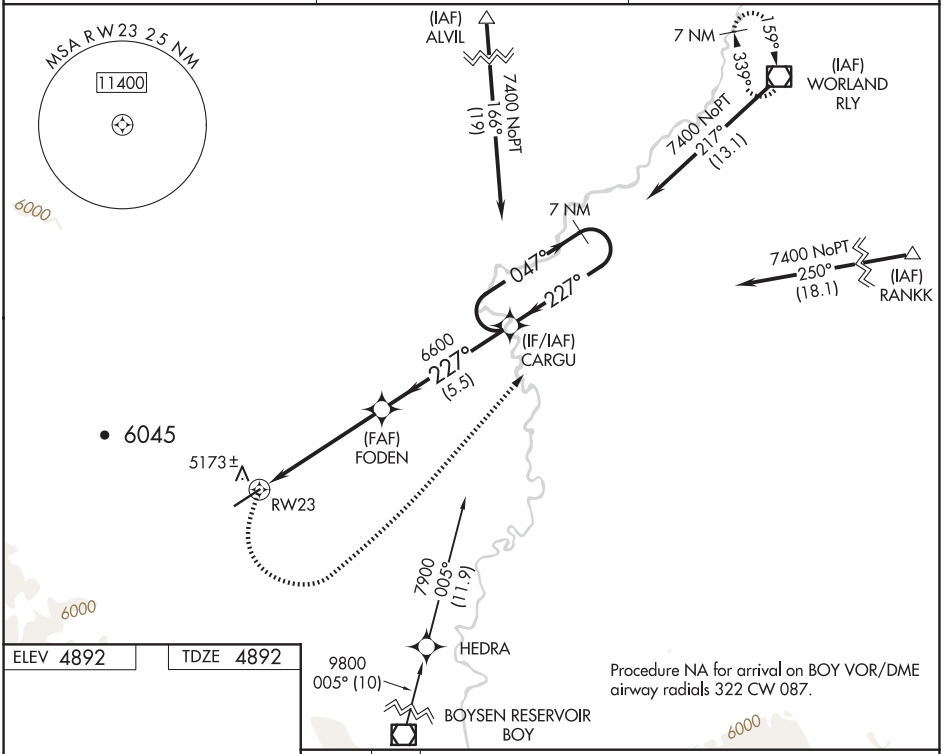
## HOT SPRINGS COUNTY (HSG)

| WAAS | APP CRS | Rwy Ldg | 6370 |
|---|---|---|---|
| CH 53340 | 227° | TDZE | 4892 |
| W23A | | Apt Elev | 4892 |

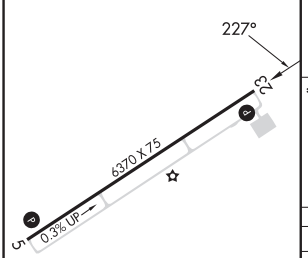
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 54°C (130°F). Circling NA northwest of Rwy 5-23. DME/DME RNP-0.3 NA.

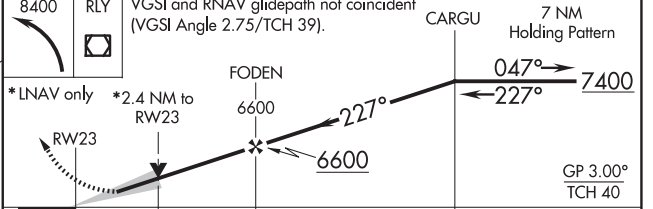
MISSED APPROACH: Climbing left turn to 8400 direct RLY VOR/DME and hold.

| AWOS-3PT | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 121.125 | 133.25 285.6 | 122.8 (CTAF) L |




ELEV 4892 | TDZE 4892




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5382-1¾ 490 (500-1¾) | | | |
| LNAV/VNAV DA | 5577-2½ 685 (700-2½) | | | |
| LNAV MDA | 5620-1 728 (800-1) | | 5620-2 728 (800-2) | |
| C CIRCLING | 5620-1 728 (800-1) | | 5620-2 728 (800-2) | 5880-3 988 (1000-3) |

REIL Rwys 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 23

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 136° | TDZE | 31 |
| | Apt Elev | 39 |

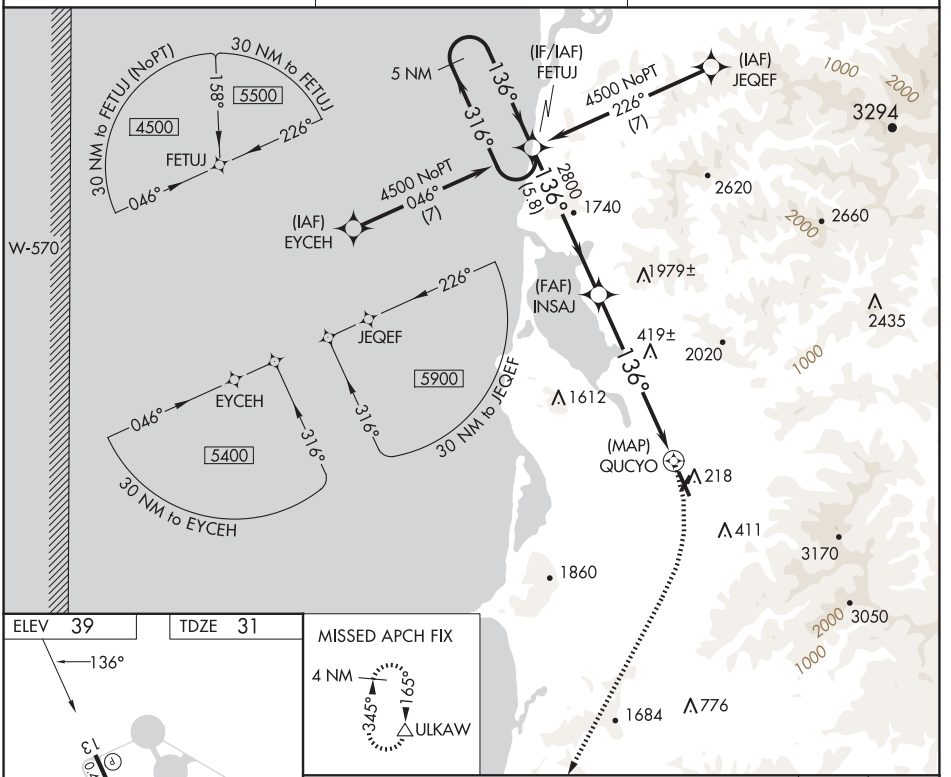
# RNAV (GPS) RWY 13

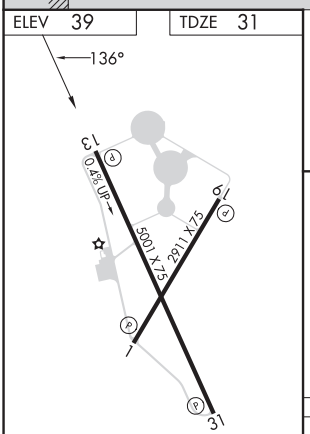
TILLAMOOK (TMK)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Astoria Rgnl altimeter setting and increase all MDA 540 feet; increase LNAV Cat A visibility ¼ SM, Cat B visibility ½ SM, and Cat C visibility 1 SM and Circling Cat B visibility ¼ SM Night Landing: Rwy 1, 19 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 5000 direct ULKAW and hold, continue climb-in-hold to 5000.

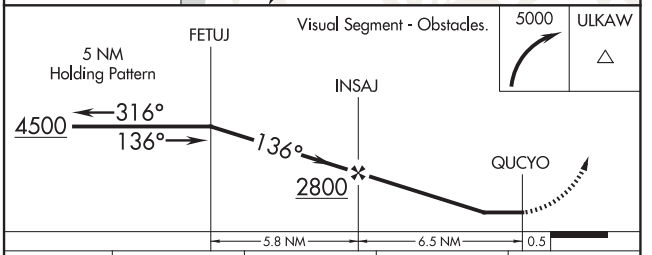
| AWOS-3PT | SEATTLE CENTER | UNICOM |
|---|---|---|
| 120.0 | 124.2 317.6 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 760-1 729 (800-1) | | 760-2 729 (800-2) | NA |
| CIRCLING | 880-1¼ 841 (900-1¼) | 920-1¼ 881 (900-1¼) | 1580-3 1541 (1600-3) | NA |

REIL Rwy 13 L
MIRL Rwys 1-19 and 13-31 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(FETUJ3.FETUJ) 22307

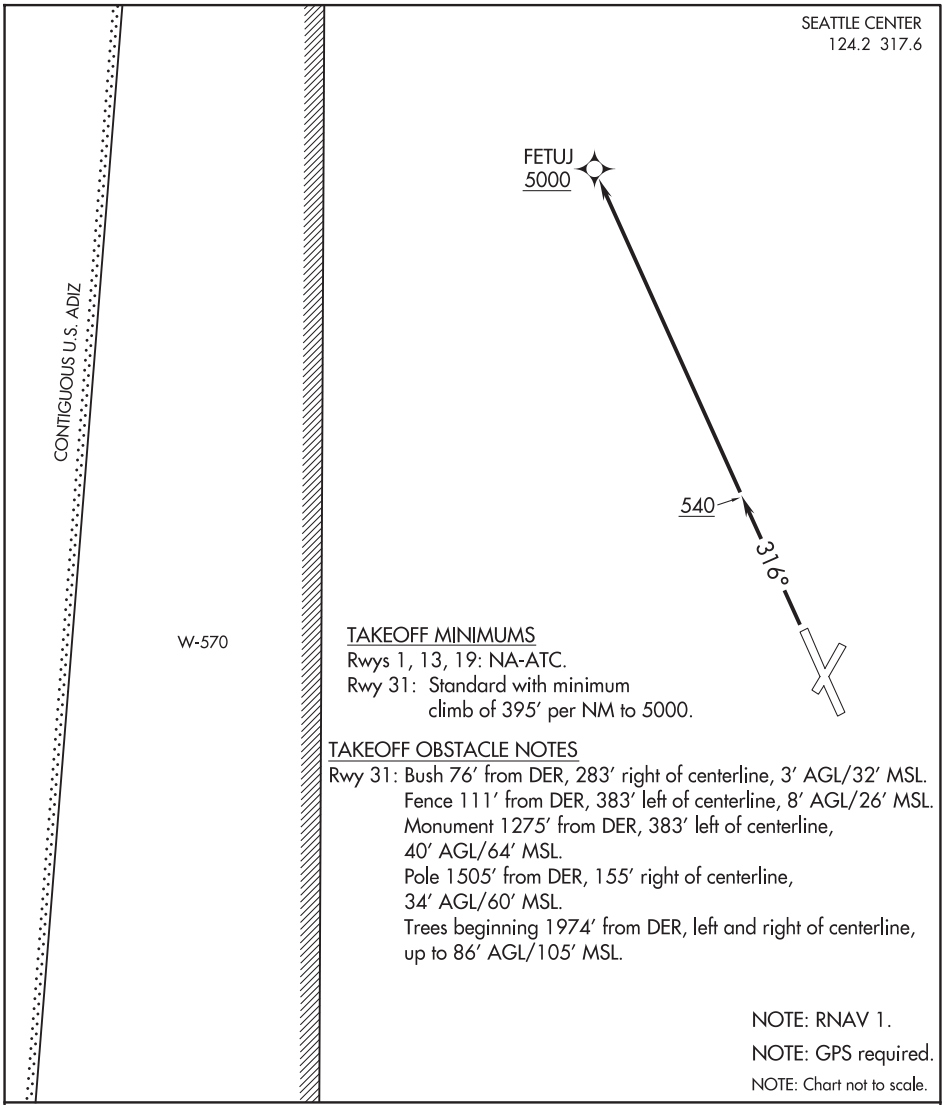
# FETUJ THREE DEPARTURE (OBSTACLE) (RNAV)

AL-475 (FAA)

TILLAMOOK (TMK)
TILLAMOOK, OREGON



NW-1, 12 JUN 2025 to 07 AUG 2025




TAKEOFF MINIMUMS
Rwys 1, 13, 19: NA-ATC.
Rwy 31: Standard with minimum climb of 395′ per NM to 5000.

TAKEOFF OBSTACLE NOTES
Rwy 31: Bush 76′ from DER, 283′ right of centerline, 3′ AGL/32′ MSL.
Fence 111′ from DER, 383′ left of centerline, 8′ AGL/26′ MSL.
Monument 1275′ from DER, 383′ left of centerline, 40′ AGL/64′ MSL.
Pole 1505′ from DER, 155′ right of centerline, 34′ AGL/60′ MSL.
Trees beginning 1974′ from DER, left and right of centerline, up to 86′ AGL/105′ MSL.

NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31: Climb heading 316° to 540, then climb to 5000, or as assigned by ATC, direct FETUJ. Cross FETUJ at or above 5000.

| WAAS | APP CRS | Rwy Idg | 4479 |
|---|---|---|---|
| CH 58017 | 057° | TDZE | 367 |
| W06A | | Apt Elev | 374 |

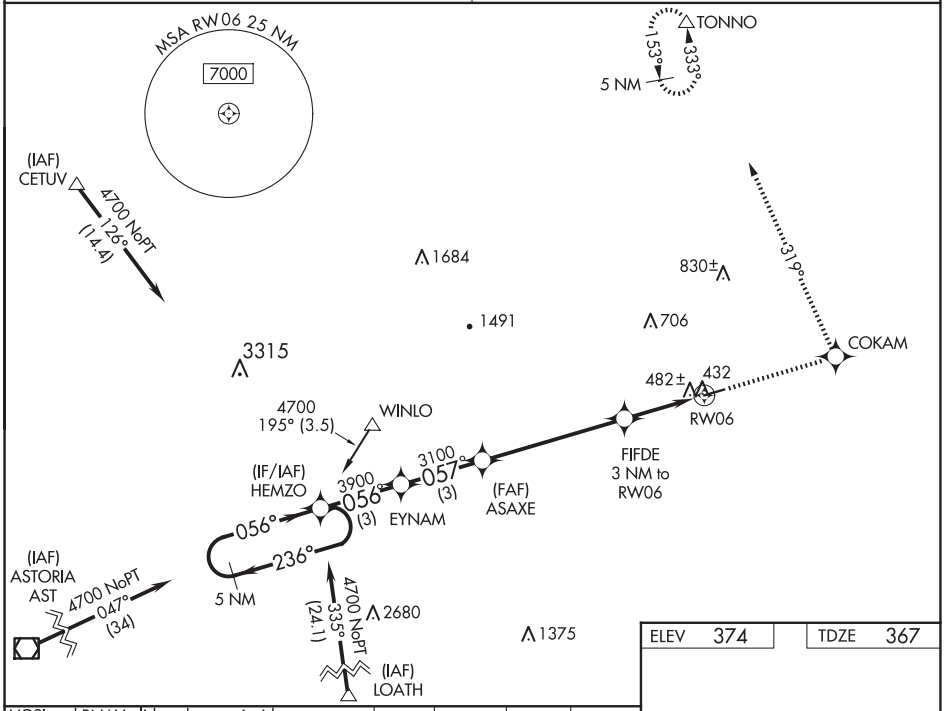
# RNAV (GPS) RWY 6

## ED CARLSON MEML FLD/SOUTH LEWIS COUNTY (TDO)

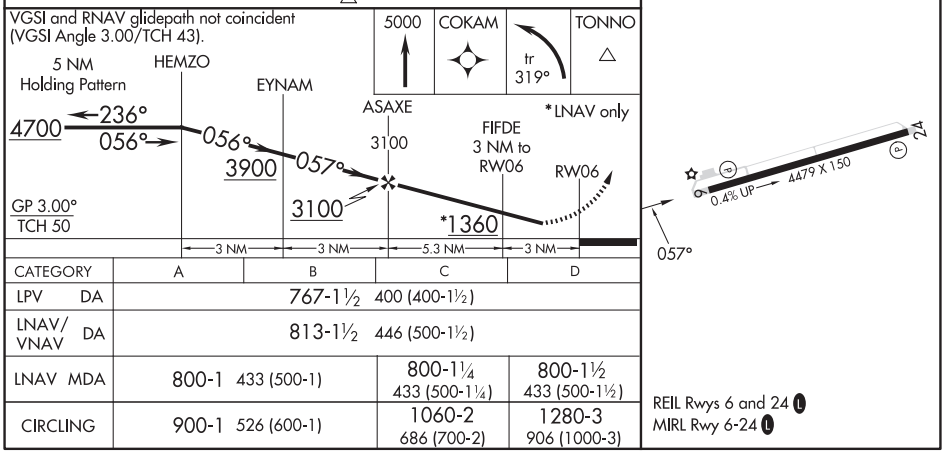
Circling NA at night. Baro-VNAV NA. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Use Chehalis altimeter setting, when not received use Kelso altimeter setting and increase LPV DA to 807 feet; LNAV/VNAV DA to 853 feet; increase all MDA's 40 feet.

MISSED APPROACH: Climb to 5000 direct COKAM and left turn on track 319° to TONNO and hold, continue climb-in-hold to 5000.

| SEATTLE CENTER | CTAF |
|---|---|
| 124.2 317.6 | 122.9 L |




| ELEV | 374 | TDZE | 367 |
|---|---|---|---|




| 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 Rwys 6 and 24 L
MIRL Rwy 6-24 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 24

## ED CARLSON MEML FLD/SOUTH LEWIS COUNTY (TDO)

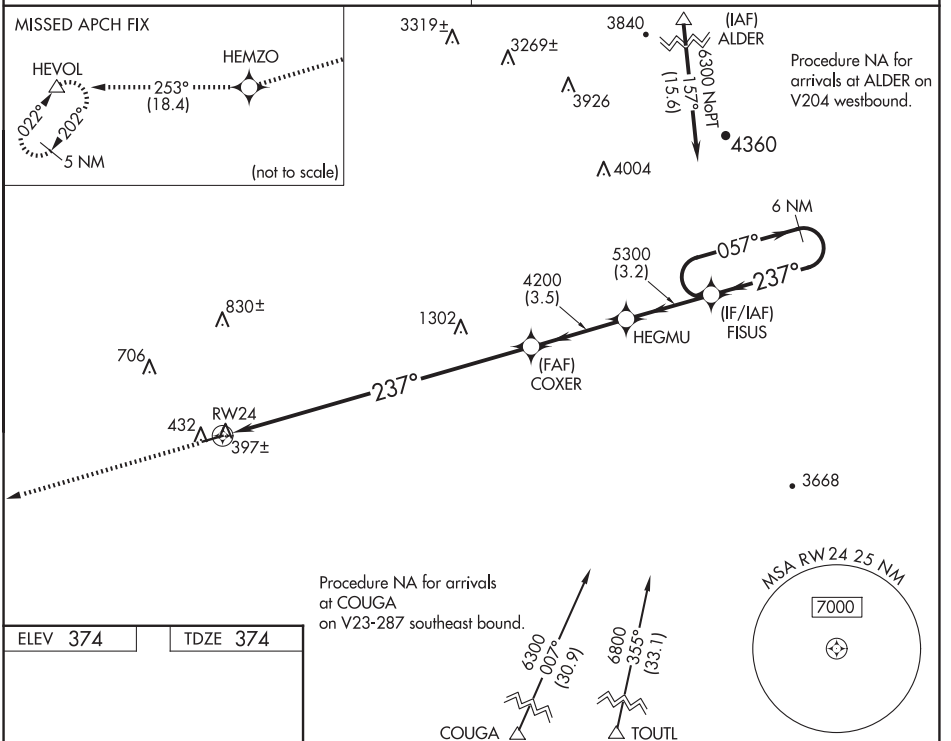
| WAAS | APP CRS | Rwy Idg | 4479 |
|---|---|---|---|
| CH 72617 | 237° | TDZE | 374 |
| W24A | | Apt Elev | 374 |

T NA

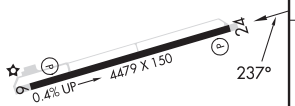
Baro-VNAV NA. DME/DME RNP- 0.3 NA. Helicopter visibility reduction below 1 SM not authorized. Use Chehalis altimeter setting, when not received use Kelso altimeter setting and increase all DA/MDA 40 feet and increase LPV visibility all Cats ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 5000 direct HEMZO and on track 253° to HEVOL and hold.

| SEATTLE CENTER | CTAF |
|---|---|
| 124.2 317.6 | 122.9 L |

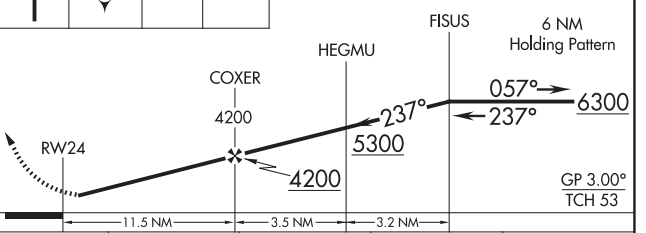



| ELEV 374 | TDZE 374 |
|---|---|




| 5000 | HEMZO | tr 253° | HEVOL |
|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 685-1 311 (400-1) | | | |
| LNAV/VNAV DA | 802-1½ 428 (500-1½) | | | |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L







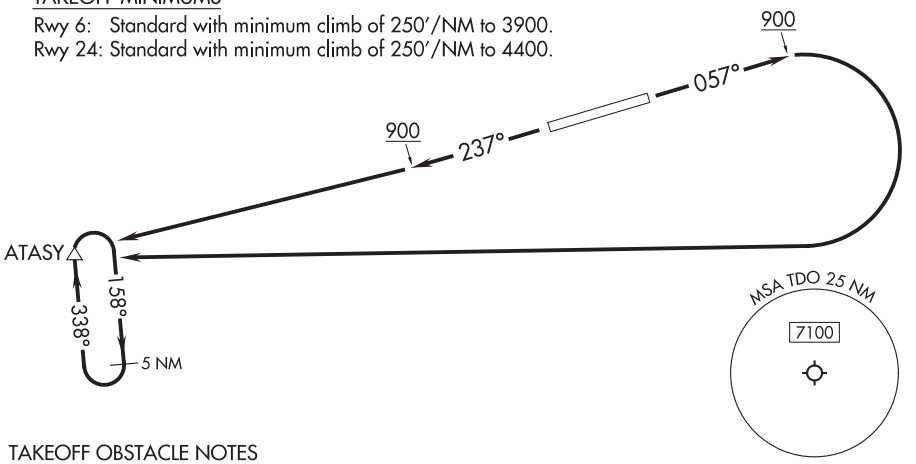
NW-1, 12 JUN 2025 to 07 AUG 2025

RNAV 1 - GPS.

SEATTLE CENTER
124.2 317.6

TAKEOFF 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.




NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 10

## TORRINGTON MUNI (TOR)

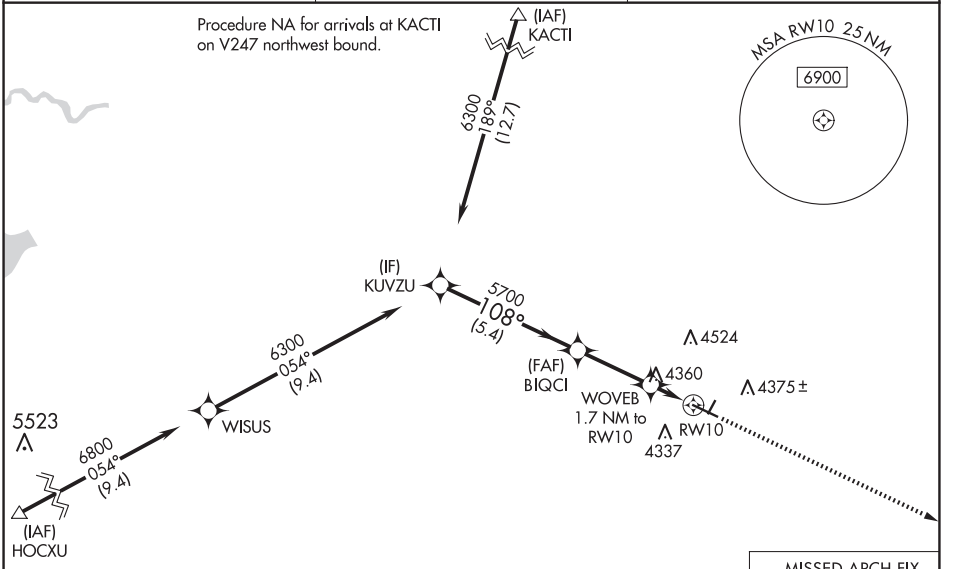
| WAAS | APP CRS | Rwy Idg | 5703 |
|---|---|---|---|
| CH 61344 | 108° | TDZE | 4207 |
| W10A | | Apt Elev | 4207 |

RNP APCH - GPS.

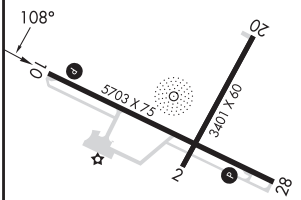
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C.

MISSED APPROACH: Climb to 6200 direct CIKSI and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 118.375 | 127.95 338.2 | 122.8 (CTAF) |

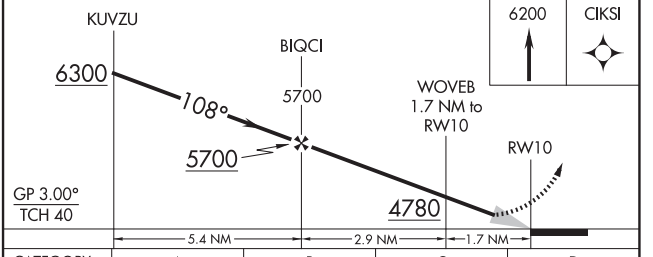



| ELEV 4207 | TDZE 4207 |
|---|---|




REIL Rwy 28 L

MIRL Rwy 10-28 L




| 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) | | 4660-1⅜ 453 (500-1⅜) | |
| CIRCLING | 4740-1 533 (600-1) | | 4880-2 673 (700-2) | 4960-2½ 753 (800-2½) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 5703 |
|---|---|---|---|
| CH 66044 | 289° | TDZE | 4202 |
| W28A | | Apt Elev | 4207 |

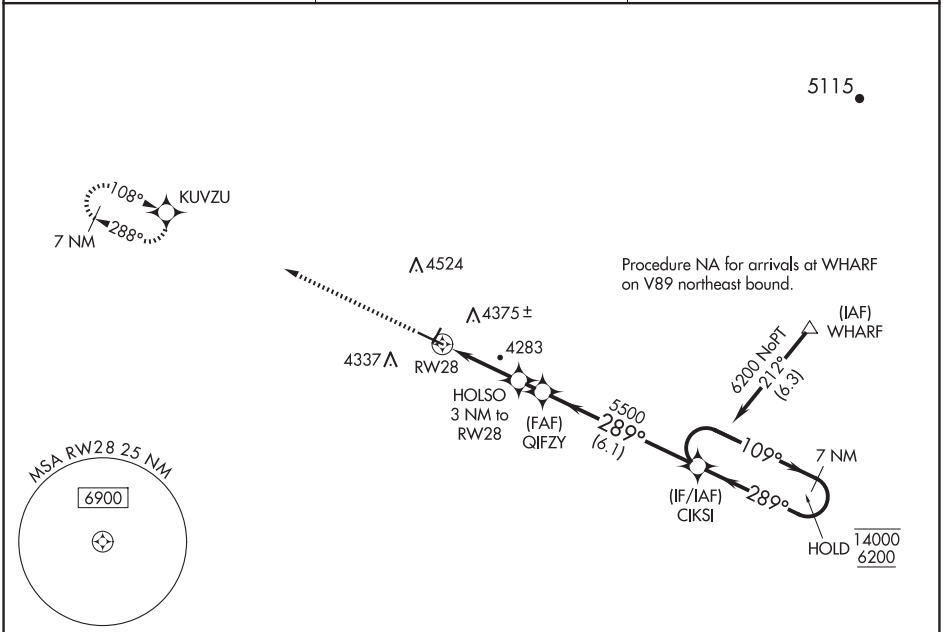
# RNAV (GPS) RWY 28
## TORRINGTON MUNI (TOR)

RNP APCH - GPS.

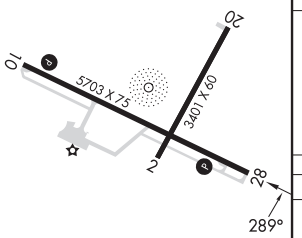
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C.

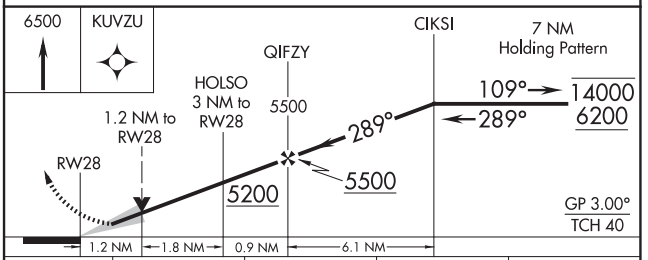
MISSED APPROACH: Climb to 6500 direct KUVZU and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 118.375 | 127.95 338.2 | 122.8 (CTAF) L |




| ELEV 4207 | TDZE 4202 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4452-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 4560-1 358 (400-1) | | | |
| LNAV MDA | 4620-1 418 (500-1) | | 4620-1⅛ 418 (500-1⅛) | |
| CIRCLING | 4740-1 533 (600-1) | | 4880-2 673 (700-2) | 4960-2½ 753 (800-2½) |

REIL Rwy 28 L
MIRL Rwy 10-28 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

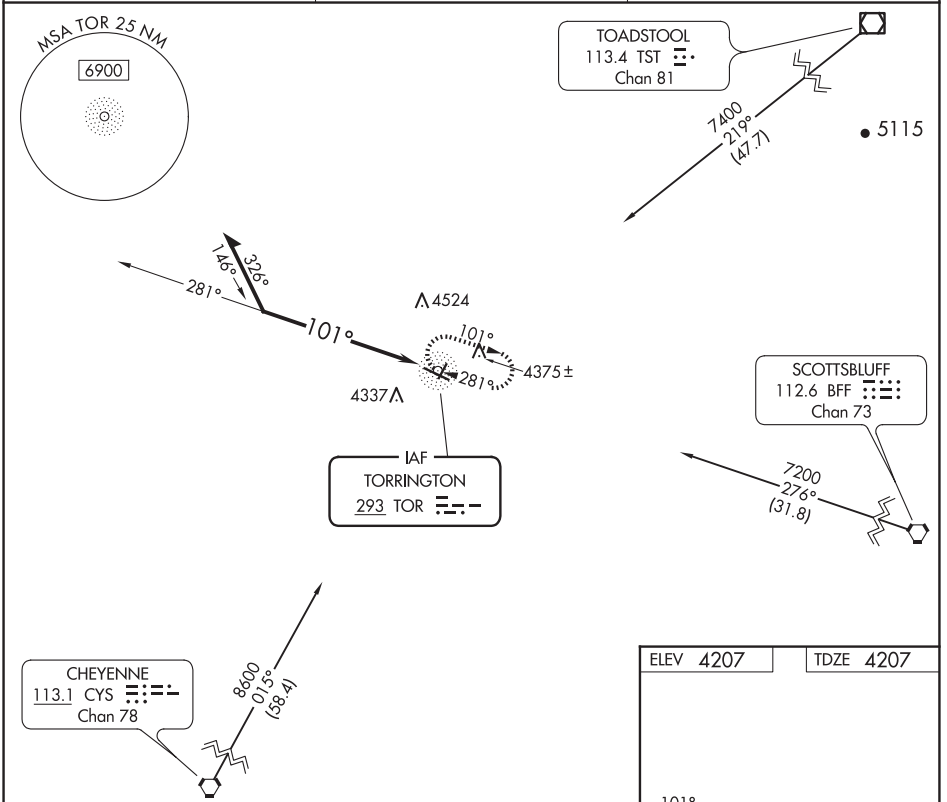
TORRINGTON, WYOMING AL-6845 (FAA) 22363

| NDB TOR | APP CRS | | |
|---|---|---|---|
| 293 | 101° | Rwy Idg | 5703 |
| | | TDZE | 4207 |
| | | Apt Elev | 4207 |

# NDB RWY 10
## TORRINGTON MUNI (TOR)

MISSED APPROACH: Climb to 6500 in TOR NDB holding pattern.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 118.375 | 127.95 338.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 5040-1 833 (900-1) | 5040-1¼ 833 (900-1¼) | 5040-2½ | 833 (900-2½) |
| CIRCLING | 5040-1¼ 833 (900-1¼) | | 5040-2½ 833 (900-2½) | 5040-2¾ 833 (900-2¾) |

REIL Rwy 28 L
MIRL Rwy 10-28 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

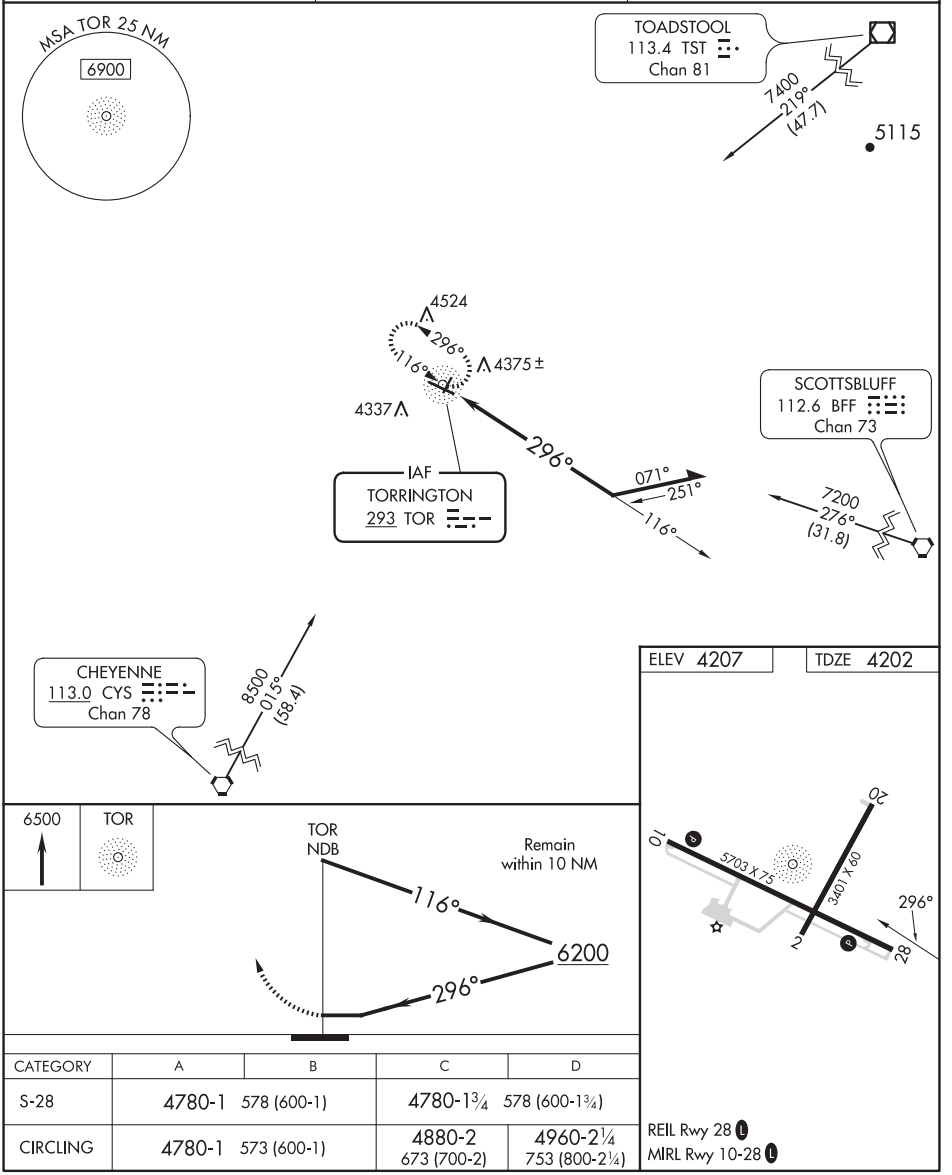
| NDB TOR | APP CRS | | |
|---|---|---|---|
| 293 | 296° | Rwy Idg | 5703 |
| | | TDZE | 4202 |
| | | Apt Elev | 4207 |

# 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 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.375 | 127.95 338.2 | 122.8 (CTAF) L |




| 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) |

REIL Rwy 28 L
MIRL Rwy 10-28 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

TWIN BRIDGES, MONTANA | AL-10303 (FAA) | 25163

# RNAV (GPS) RWY 17

RUBY VALLEY FLD (RVF)

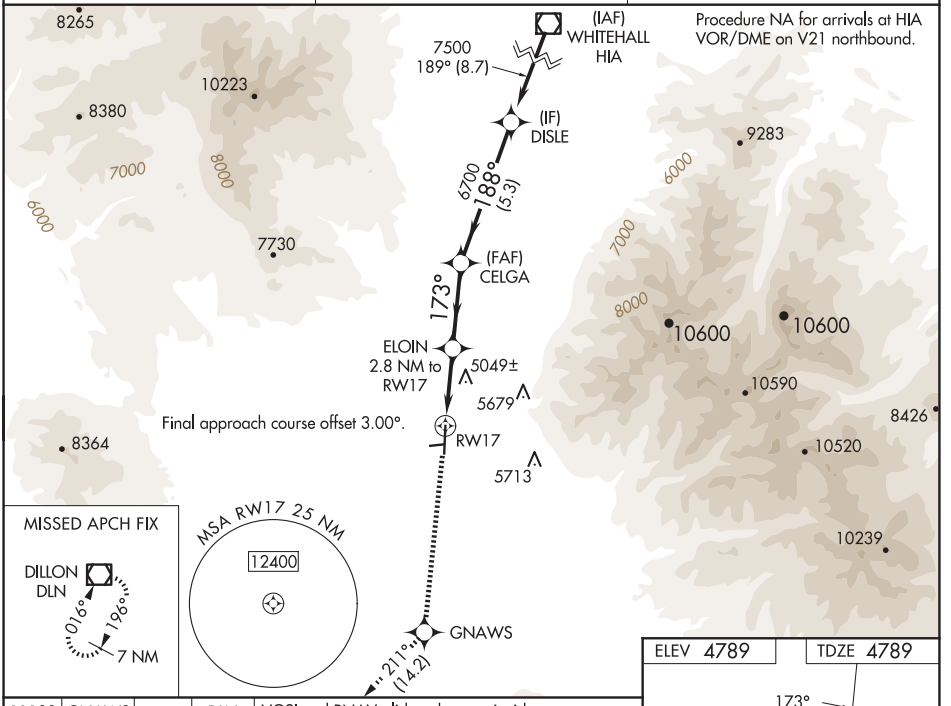
| WAAS | APP CRS | Rwy Ldg | 6000 |
|---|---|---|---|
| CH 93840 | 173° | TDZE | 4789 |
| W17A | | Apt Elev | 4789 |

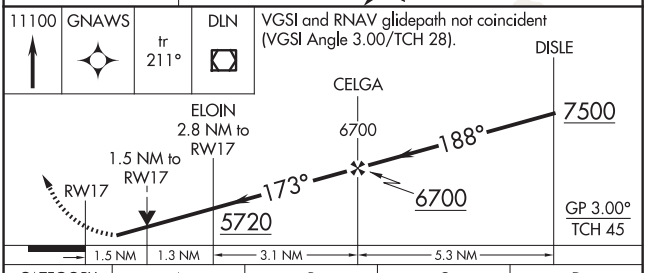
RNP APCH - GPS.

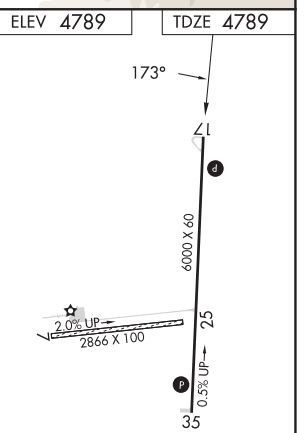
Circling NA to Rwys 7 and 25. Circling NA east of Rwy 17-35. Rwy 17 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.

MISSED APPROACH: Climb to 11100 direct GNAWS and on track 211° to DLN VOR/DME and hold, continue climb-in-hold to 11100.

| AWOS-3PT | SALT LAKE CENTER | CTAF |
|---|---|---|
| 119.025 | 132.4 338.3 | 122.9 L |




| 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) | | 5300-1⅜ 511 (600-1⅜) | |
| C CIRCLING | 5300-1 511 (600-1) | | 5300-1½ 511 (600-1½) | 5460-2¼ 671 (700-2¼) |

MIRL Rwy 17-35 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Ldg | 6000 |
|---|---|---|---|
| CH 42940 | 353° | TDZE | 4774 |
| W35A | | Apt Elev | 4789 |

# RNAV (GPS) RWY 35

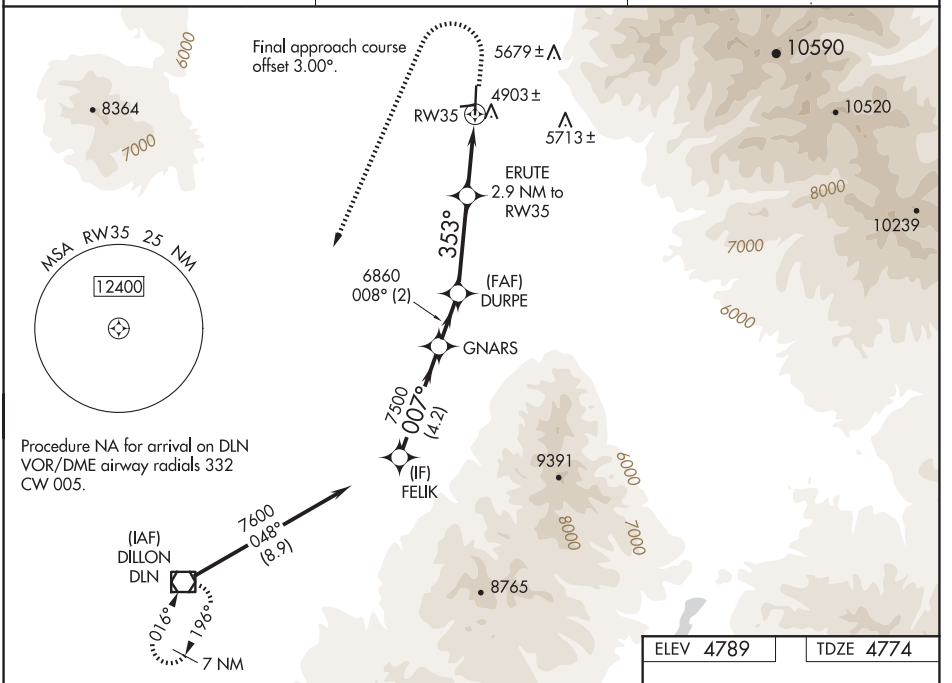
## RUBY VALLEY FLD (RVF)

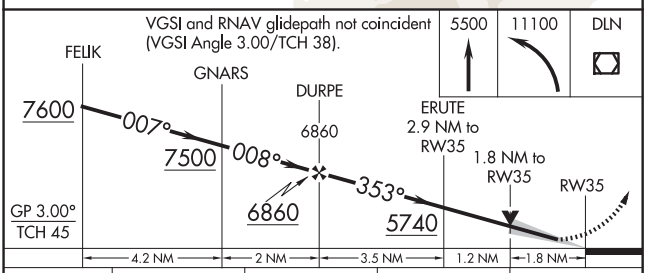
RNP APCH - GPS.

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.

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.

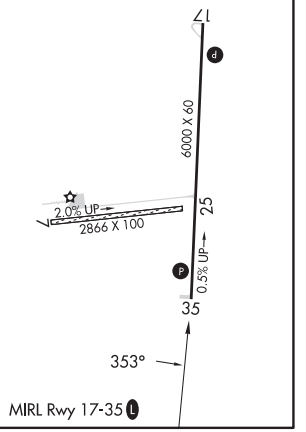
| AWOS-3PT | SALT LAKE CENTER | CTAF |
|---|---|---|
| 119.025 | 132.4 338.3 | 122.9 L |




| 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) | |
| C CIRCLING | 5360-1 571 (600-1) | | 5360-1¾ 571 (600-1¾) | 5460-2¼ 671 (700-2¼) |

ELEV 4789 TDZE 4774






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(RVF2.HIA) 21336 AL-10303 (FAA)

# BRIDGES TWO DEPARTURE (OBSTACLE) (RNAV)

RUBY VALLEY FLD (RVF)
TWIN BRIDGES, MONTANA

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

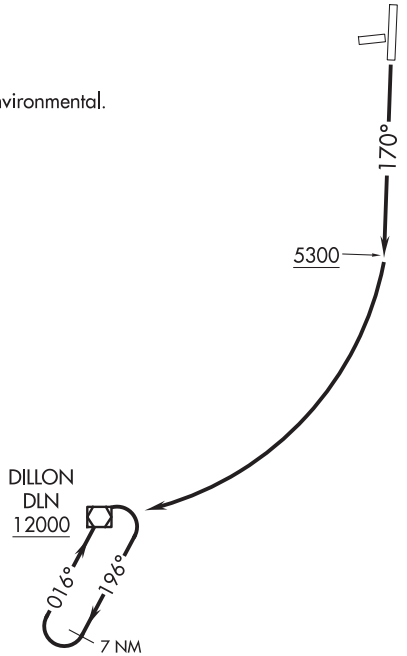
TAKEOFF RUNWAY 35: Climb on heading 350° to 5300, then climbing right turn direct HIA VOR/DME, continue climb in HIA VOR/DME holding pattern to cross HIA VOR/DME at or above 10600 before proceeding on course. Expect filed altitude five minutes after departure.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# 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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

TWIN FALLS, IDAHO | AL-885 (FAA) | 25163

| LOC I-TWF | APP CRS | Rwy Ldg | 8704 |
|---|---|---|---|
| 108.3 | 258° | TDZE | 4153 |
| | | Apt Elev | 4153 |

# ILS or LOC RWY 26

## JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

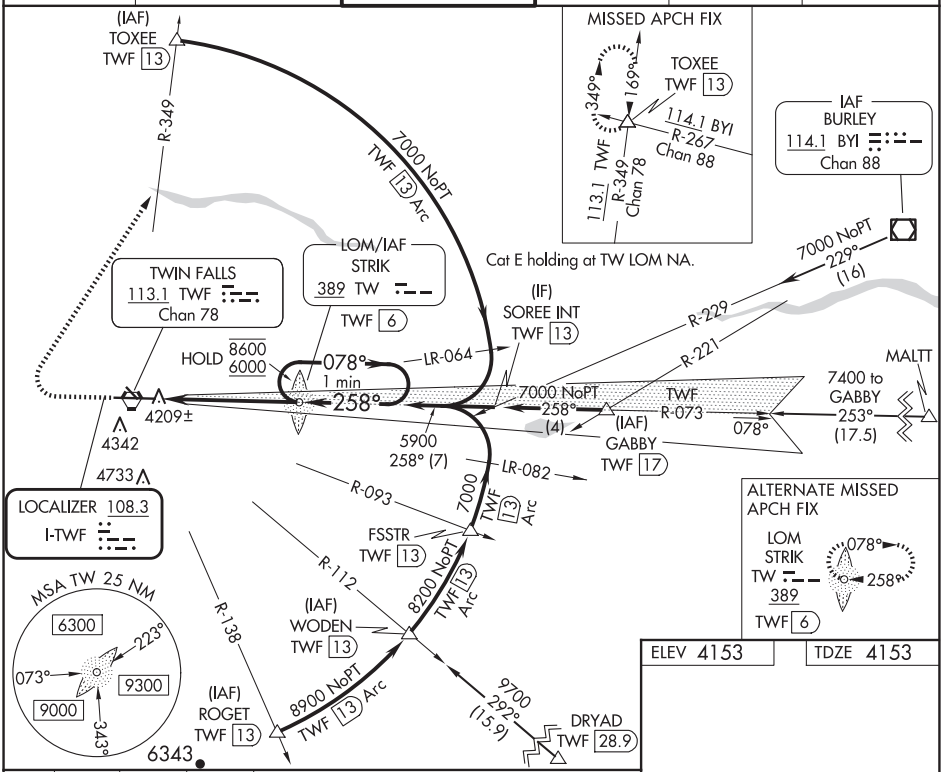
ADF or DME required.

Circling Rwy 30 NA at night. When local altimeter setting not received, use Jerome altimeter setting: increase S-ILS 26 DA to 4402 feet; increase all MDAs 60 feet and S-LOC 26 visibility Cat C/D/E ⅛ SM. For inop ALS when using local or Jerome altimeter setting, increase S-ILS 26 Cat E visibility to ¾ SM and S-LOC 26 Cat E to 1 SM.

MALSR

MISSED APPROACH: Climb to 4700 then climbing right turn to 7000 on heading 020° and on TWF VORTAC R-349 to TOXEE INT/TWF 13 DME and hold.

| ASOS | TWIN FALLS APP CON★ | TWIN FALLS TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.025 | 126.7 353.75 | 118.2 (CTAF) L 317.5 | 121.7 | 123.65 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 26 | 4353-½ 200 (200-½) | | | | |
| S-LOC 26 | 4480-½ 327 (400-½) | | | | |
| CIRCLING | 4700-1 547 (600-1) | 4780-1 627 (700-1) | 5100-2¾ 947 (1000-2¾) | 5100-3 947 (1000-3) | |

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 |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Ldg | 8704 |
|---|---|---|---|
| CH 40211 | 078° | TDZE | 4149 |
| W08A | | Apt Elev | 4153 |

# RNAV (GPS) RWY 8

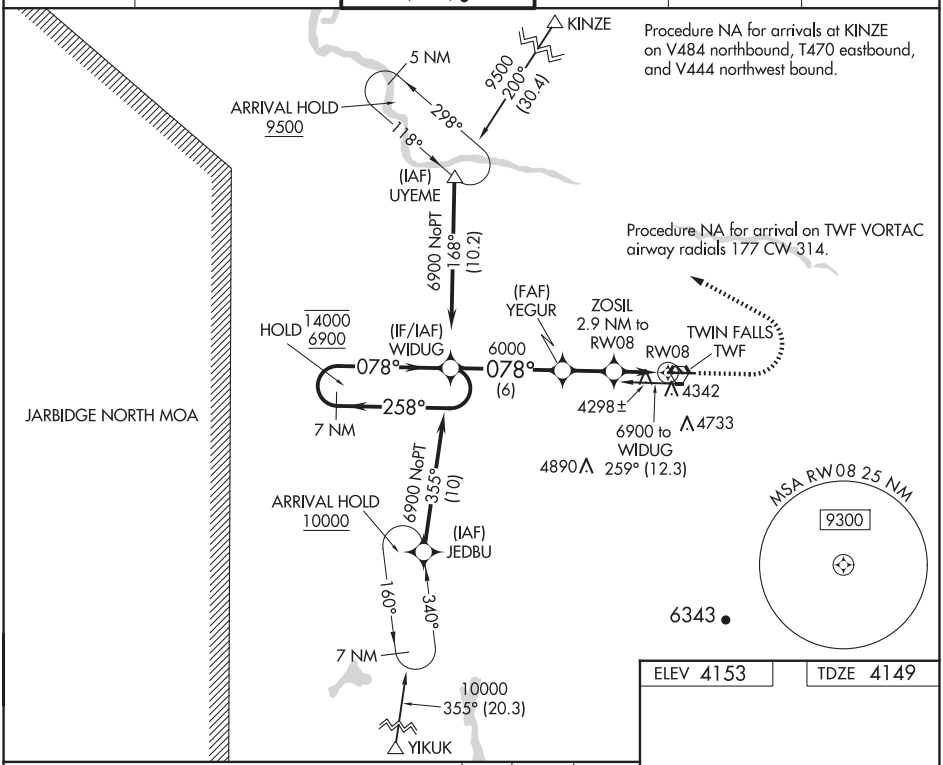
## JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

RNP APCH - GPS.

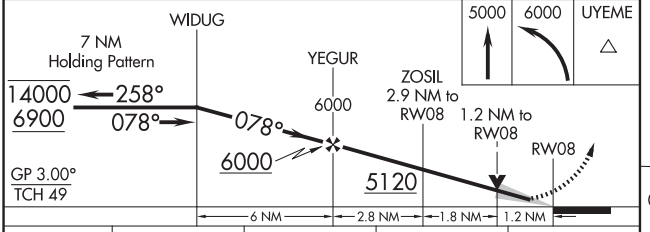
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 30 NA at night.

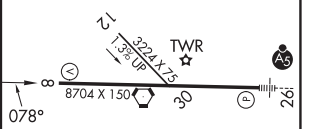
MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct UYEME and hold.

| ASOS | TWIN FALLS APP CON★ | TWIN FALLS TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.025 | 126.7 353.75 | 118.2 (CTAF) L 317.5 | 121.7 | 123.65 | 122.95 |




| ELEV 4153 | TDZE 4149 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4349-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 4583-1¼ 434 (500-1¼) | | | |
| LNAV MDA | 4560-1 411 (500-1) | | 4560-1⅛ 411 (500-1⅛) | |
| C CIRCLING | 4700-1 547 (600-1) | 4780-1 627 (700-1) | 5100-2¾ 947 (1000-2¾) | 5100-3 947 (1000-3) |

REIL Rwy 8 L
HIRL Rwy 8-26 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

TWIN FALLS, IDAHO AL-885 (FAA) 25163

# RNAV (GPS) RWY 26

## JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

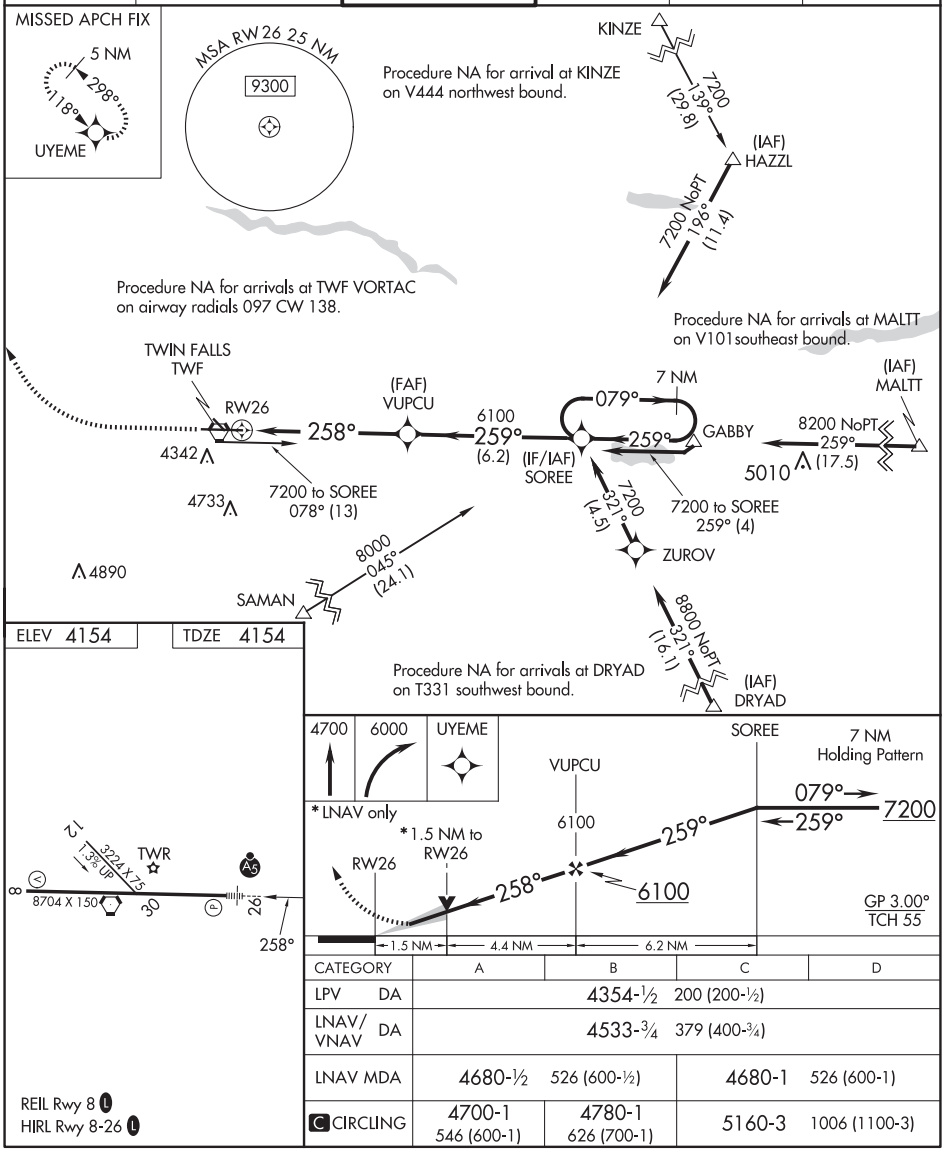
| WAAS CH 56311 W26A | APP CRS 258° | Rwy Ldg 8704 TDZE 4154 Apt Elev 4154 |
|---|---|---|

Circling to Rwy 30 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 49°C (121°F).
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 4700 then climbing right turn to 6000 direct UYEME and hold.

| ASOS | TWIN FALLS APP CON★ | TWIN FALLS TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.025 | 126.7 353.75 | 118.2 (CTAF) L 317.5 | 121.7 | 123.65 | 122.95 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4354-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 4533-¾ 379 (400-¾) | | | |
| LNAV MDA | 4680-½ 526 (600-½) | | 4680-1 526 (600-1) | |
| C CIRCLING | 4700-1 546 (600-1) | 4780-1 626 (700-1) | 5160-3 1006 (1100-3) | |

REIL Rwy 8 L
HIRL Rwy 8-26 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VORTAC TWF | APP CRS | Rwy Ldg | 8704 |
|---|---|---|---|
| 113.1 | 078° | TDZE | 4149 |
| Chan 78 | | Apt Elev | 4154 |

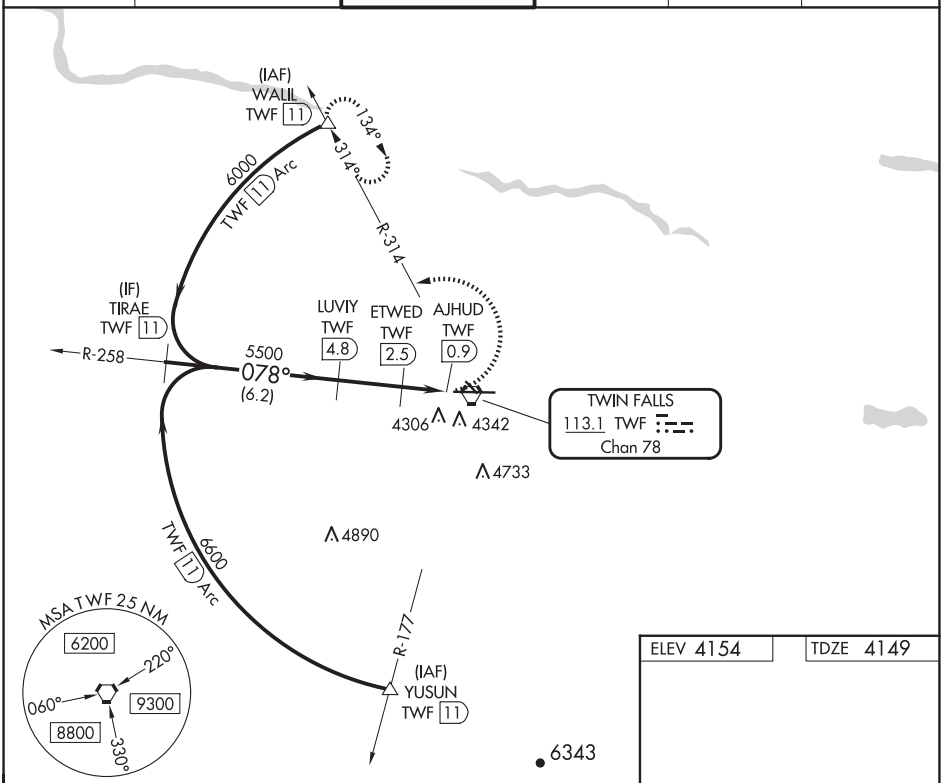
# VOR/DME RWY 8

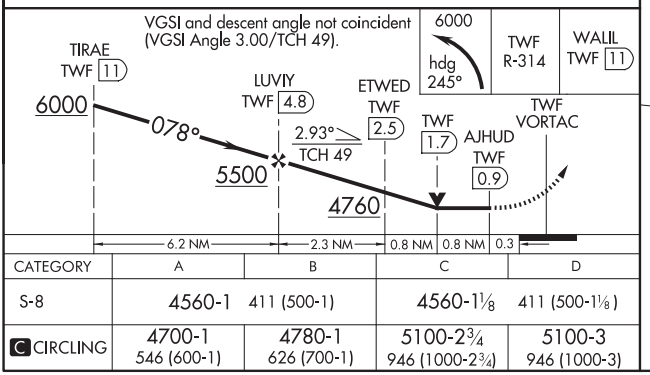
JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

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 ¼ mile and Circling Cat C visibility ¼ mile.

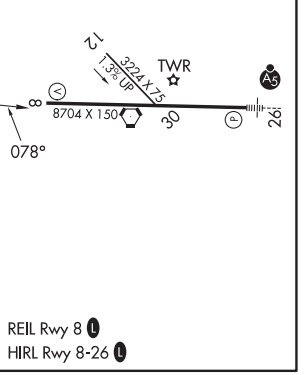
MISSED APPROACH: Climbing left turn to 6000 on heading 245° and TWF R-314 to WALIL/TWF 11 DME and hold.

| ASOS | TWIN FALLS APP CON★ | TWIN FALLS TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.025 | 126.7 353.75 | 118.2 (CTAF) L 317.5 | 121.7 | 123.65 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 4560-1 | 411 (500-1) | 4560-1⅛ | 411 (500-1⅛) |
| C CIRCLING | 4700-1<br>546 (600-1) | 4780-1<br>626 (700-1) | 5100-2¾<br>946 (1000-2¾) | 5100-3<br>946 (1000-3) |




REIL Rwy 8 L
HIRL Rwy 8-26 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

TWIN FALLS, IDAHO | AL-885 (FAA) | 25163

| VORTAC TWF | APP CRS | Rwy Ldg | 8704 |
|---|---|---|---|
| 113.1 | 077° | TDZE | 4149 |
| Chan 78 | | Apt Elev | 4154 |

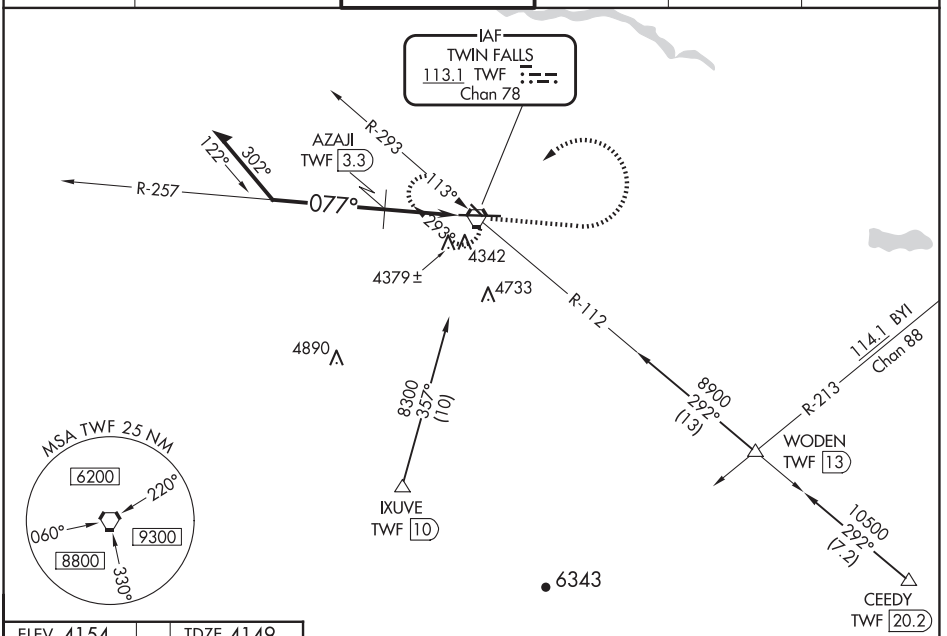
# VOR RWY 8

## JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

T A 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.

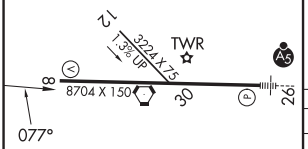
| ASOS | TWIN FALLS APP CON★ | TWIN FALLS TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.025 | 126.7 353.75 | 118.2 (CTAF) L 317.5 | 121.7 | 123.65 | 122.95 |



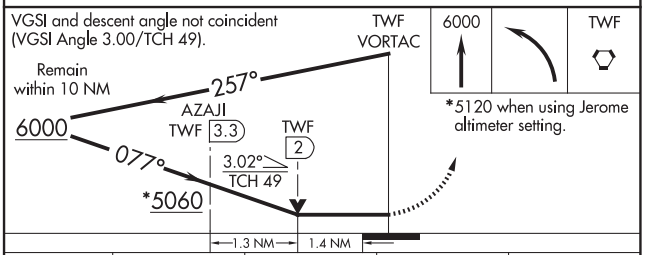

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

ELEV 4154 | TDZE 4149




REIL Rwy 8 L
HIRL Rwy 8-26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 5060-1¼ | 911 (1000-1¼) | 5060-2½ | 911 (1000-2½) |
| C CIRCLING | 5060-1¼ | 906 (1000-1¼) | 5100-2¾ | 5100-3 |
| | | | 946 (1000-2¾) | 946 (1000-3 ) |
| AZAJI FIX MINIMUMS | | | | |
| S-8 | 4640-1 | 491 (500-1) | 4640-1⅜ | 491 (500-1⅜) |
| C CIRCLING | 4700-1 | 4780-1 | 5100-2¾ | 5100-3 |
| | 546 (600-1) | 626 (700-1) | 946 (1000-2¾) | 946 (1000-3) |

| VORTAC TWF | APP CRS | Rwy Ldg | 8704 |
|---|---|---|---|
| 113.1 | 248° | TDZE | 4154 |
| Chan 78 | | Apt Elev | 4154 |

# VOR RWY 26

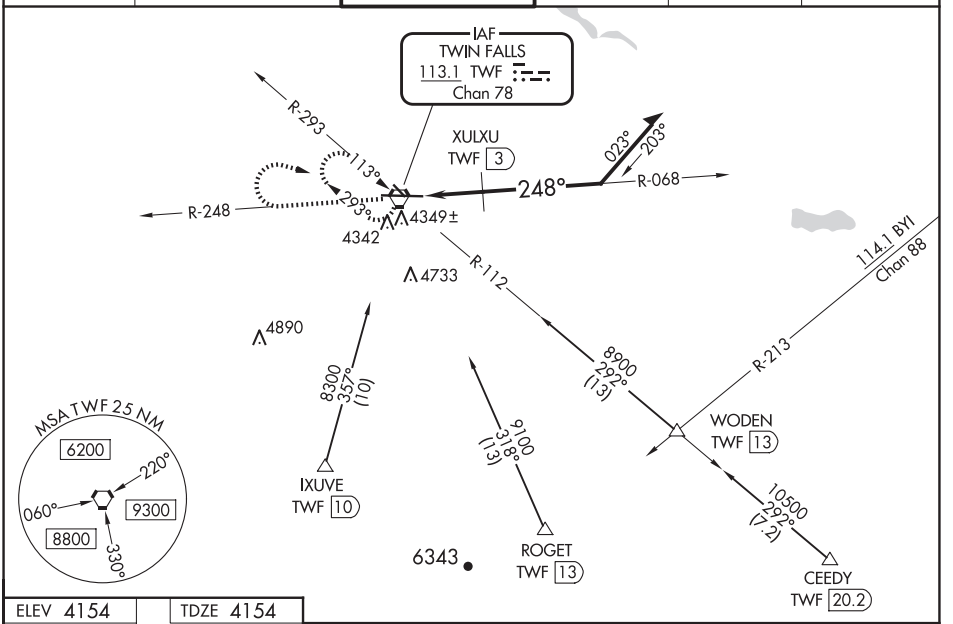
## JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

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 ¼ mile, Cat C/D ⅛ mile, Circling Cat C ¼ mile, and XULXU FIX S-26 Cat C/D ⅛ mile. For inop MALSR, increase S-26 Cat C/D visibility to 2½ miles; when using Jerome altimeter setting increase XULXU FIX S-26 Cat C/D visibility to 1⅜ mile.

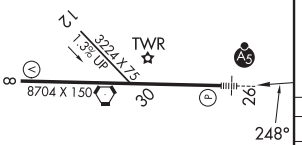
MALSR

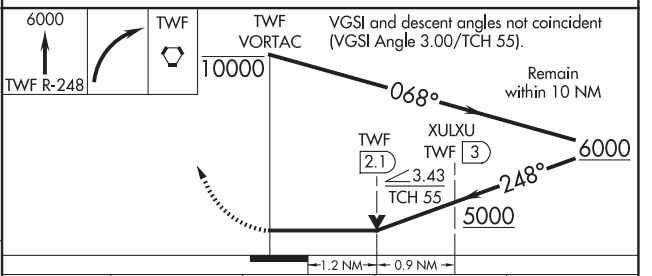
MISSED APPROACH: Climb to 6000 on TWF VORTAC R-248 then right turn direct TWF VORTAC and hold.

| ASOS | TWIN FALLS APP CON★ | TWIN FALLS TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.025 | 126.7 353.75 | 118.2 (CTAF) L 317.5 | 121.7 | 123.65 | 122.95 |




ELEV 4154 TDZE 4154




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 5000-½ 846 (900-½) | 5000-¾ 846 (900-¾) | 5000-1⅞ | 846 (900-1⅞) |
| C CIRCLING | 5000-1¼ | 846 (900-1¼) | 5100-2¾ 946 (1000-2¾) | 5100-3 946 (1000-3) |
| XULXU FIX MINIMUMS | | | | |
| S-26 | 4600-½ | 446 (500-½) | 4600-⅞ | 446 (500-⅞) |
| C CIRCLING | 4700-1 546 (600-1) | 4780-1 626 (700-1) | 5100-2¾ 946 (1000-2¾) | 5100-3 946 (1000-3) |

REIL Rwy 8 L
HIRL Rwy 8-26 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25163
# AIRPORT DIAGRAM

JOSLIN FLD/MAGIC VALLEY RGNL (TWF)
TWIN FALLS, IDAHO
AL-885 (FAA)

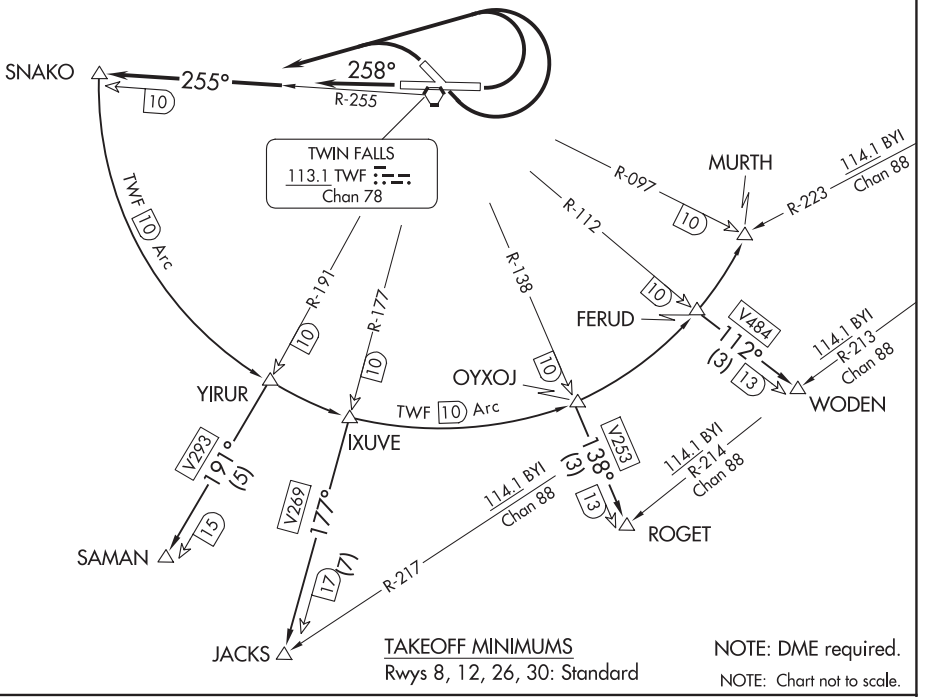



AIRPORT DIAGRAM
25163
TWIN FALLS, IDAHO
JOSLIN FLD/MAGIC VALLEY RGNL (TWF)


NW-1, 12 JUN 2025 to 07 AUG 2025

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

VANCOUVER, WASHINGTON AL-5807 (FAA) 22139

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 184° | TDZE | N/A |
| | Apt Elev | 29 |

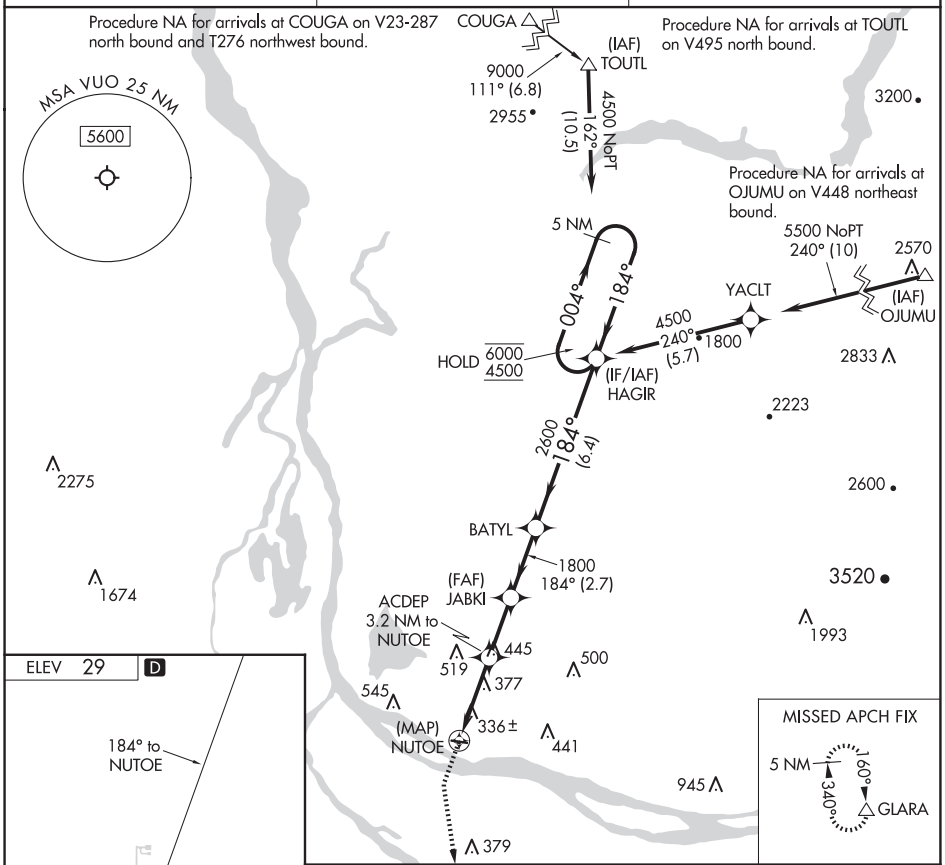
# RNAV (GPS)-B
PEARSON FLD (VUO)

RNP APCH - GPS.

T A When local altimeter setting not received, use Portland Intl altimeter setting.

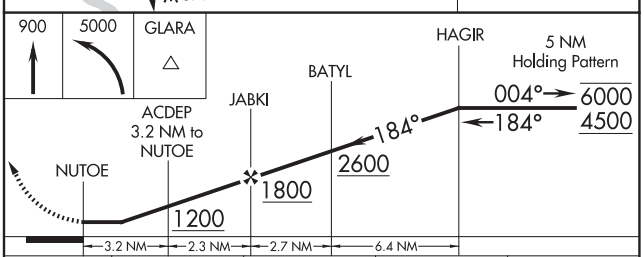
MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct GLARA and hold, continue climb-in-hold to 5000.

| ASOS | PORTLAND APP CON | CLNC DEL |
|---|---|---|
| 135.125 | 124.35 360.8 | 119.0 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 720-1 691 (700-1) | 740-1 711 (800-1) | NA | |

REIL Rwy 26
MIRL Rwy 8-26 L

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

VANCOUVER, WASHINGTON
Orig 19MAY22

45°37′N-122°39′W

PEARSON FLD (VUO)
RNAV (GPS)-B

# ILS or LOC RWY 20

WALLA WALLA RGNL (ALW)

| LOC I-ALW | APP CRS | Rwy ldg | TDZE | Apt Elev |
|---|---|---|---|---|
| 111.7 | 202° | 6527 | 1194 | 1194 |

DME required.

DME from ALW VOR/DME. Simultaneous reception of I-ALW and ALW VOR/DME required. For inop ALS, increase S-LOC 20 Cat C/D visibility to 2½ SM.
#RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Pendleton altimeter setting).

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 4000 on heading 346° and ALW VOR/DME R-314 to BACUN INT/ ALW 15.4 DME and hold.

| ASOS | SPOKANE APP CON ★ | WALLA WALLA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.875 | 133.15 379.15 | 118.5 (CTAF) L 289.4 | 121.6 289.4 | 122.95 |

ALTERNATE MISSED APCH FIX: BUTOC PSC 40; 113.75 PSC; R-070; Chan 84(Y); 070°; 250°

MSA ALW 25 NM: 3500; 7600; 5000; 181°; 091°; 001°

BACUN ALW 15.4; 134°; 314°; R-070; 113.75 PSC; Chan 84(Y); R-314

(IAF) HOLOW INT ALW 17.8; 022°; 114.45 MQG; R-246; Chan 91(Y); RENGO MQG 40.6; 6200; 246°; (8)

(IAF) BUTOC PSC 40

4600 to RIRRO 117° hdg (3.9) and 202° (2)

4600 to RIRRO 202° (5.5)

(IF) RIRRO ALW 12.3; 3600; 202°; (3.6)

3200 (1.6); ZALBI ALW 8.7; AL LOM; COSUV ALW 7.2; HIVOP ALW 4; 1642; 1800; 1719±; 1754; 1397; 1359

LOCALIZER 111.7 I-ALW

WALLA WALLA 116.4 ALW Chan 111

2000; 3000; 4000; 5505

ELEV 1194 D TDZE 1194

202°; 20; TWR 1275; 6527 X 150; 0.6% UP

REIL Rwy 2 L

HIRL Rwy 2-20 L

1800; 4000 hdg 346°; ALW R-314; BACUN

ALW 1; ALW 3.3; HIVOP ALW 4; COSUV ALW 7.2; ZALBI ALW 8.7; RIRRO ALW 12.3; 3200; 202°; 4600; 3600; 2400; 3200; GS 3.00°; TCH 50

2.3 NM; 0.7 NM; 3.1 NM; 1.6 NM; 3.6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20# | 1394/24 200 (200-½) | | | |
| S-LOC 20 | 1980/24 786 (800-½) | 1980/40 786 (800-¾) | 1980-1¾ 786 (800-1¾) | |
| C CIRCLING | 1980-1 786 (800-1) | 1980-1¼ 786 (800-1¼) | 2120-2¾ 926 (1000-2¾) | 2300-3 1106 (1200-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 2

## WALLA WALLA RGNL (ALW)

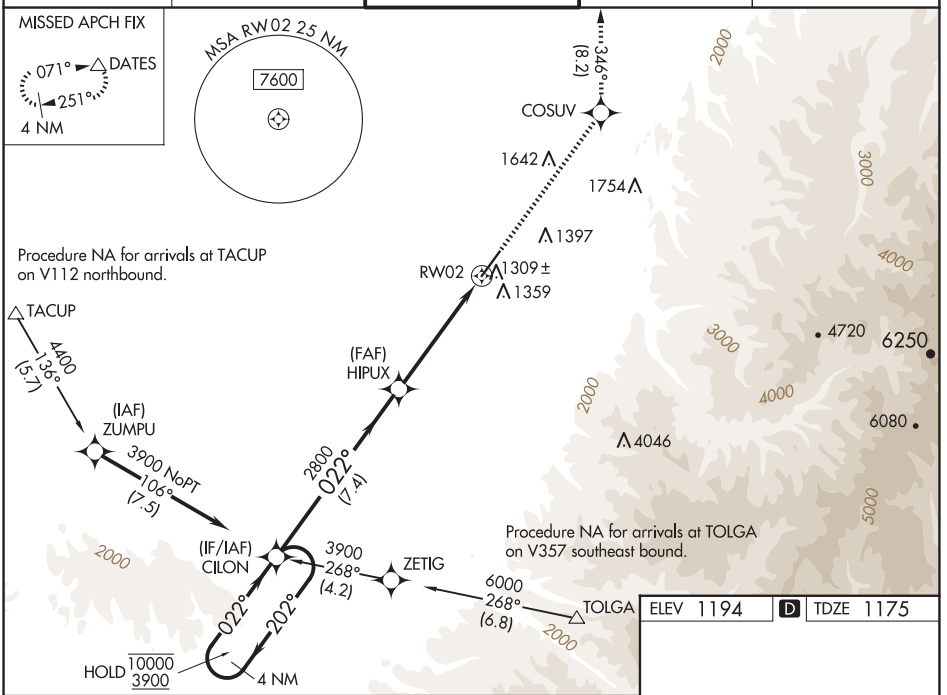
| WAAS | APP CRS | Rwy Idg | 6527 |
|---|---|---|---|
| CH 72805 | 022° | TDZE | 1175 |
| W02A | | Apt Elev | 1194 |

RNP APCH - GPS.

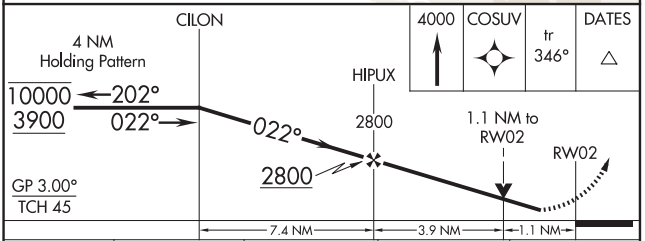
T A Rwy 2 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

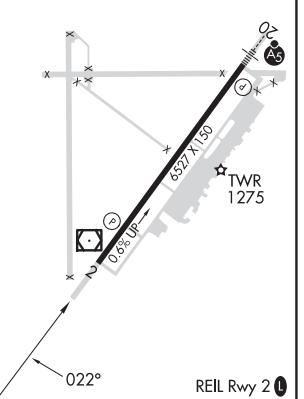
MISSED APPROACH: Climb to 4000 direct COSUV and on track 346° to DATES and hold.

| ASOS | SPOKANE APP CON ★ | WALLA WALLA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.875 | 133.15 379.15 | 118.5(CTAF) L 289.4 | 121.6 289.4 | 122.95 |




ELEV 1194 D TDZE 1175




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1375-¾ | | 200 (200-¾) | |
| LNAV/VNAV DA | 1511-1 | | 336 (400-1) | |
| LNAV MDA | 1560-1 | 385 (400-1) | 1560-1⅛ | 385 (400-1⅛) |
| C CIRCLING | 1760-1 566 (600-1) | 1820-1 626 (700-1) | 2120-2¾ 926 (1000-2¾) | 2300-3 1106 (1200-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 90299 W20A | APP CRS 202° | Rwy Idg 6527<br>TDZE 1194<br>Apt Elev 1194 |
|---|---|---|

# RNAV (GPS) RWY 20

## WALLA WALLA RGNL (ALW)

RNP APCH - GPS.

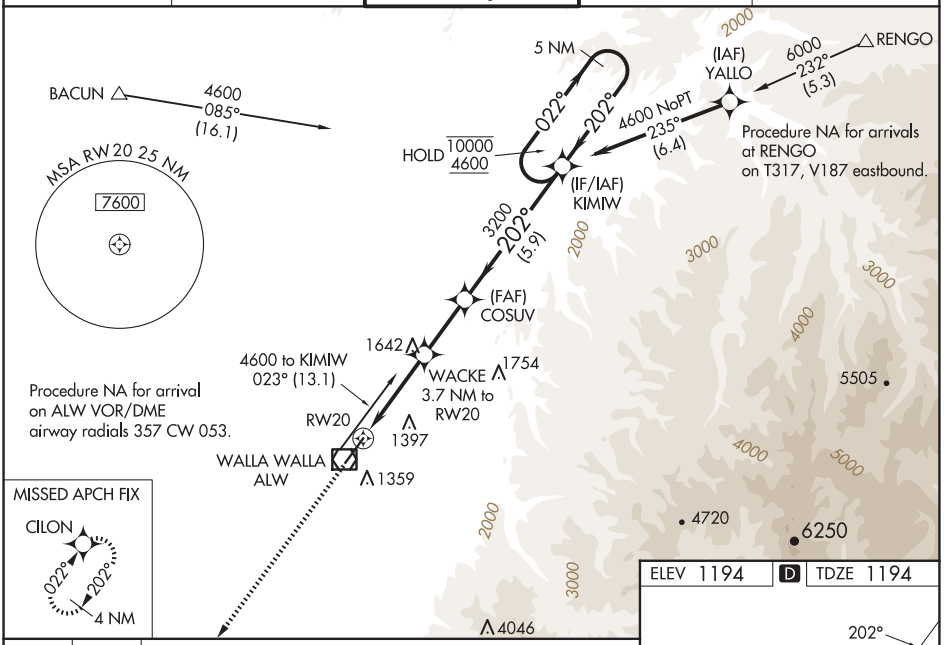
T
A

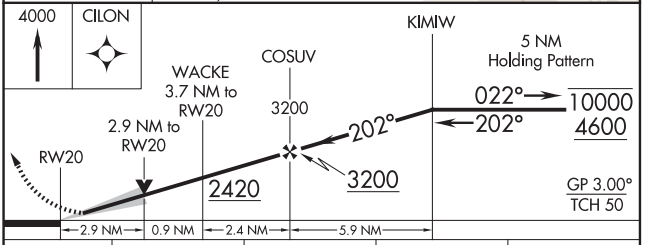
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility to 1⅝ SM. *RVR 1800 authorized with use of FD or AP or HUD to DA.

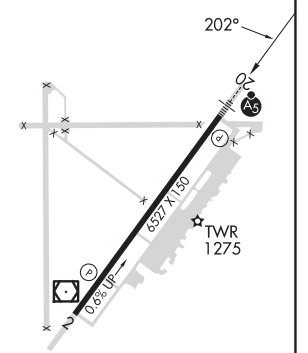
MALSR

MISSED APPROACH: Climb to 4000 direct CILON and hold.

| ASOS | SPOKANE APP CON★ | WALLA WALLA TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.875 | 133.15 379.15 | 118.5 (CTAF) L 289.4 | 121.6 289.4 | 122.95 |




| 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) | |
| C CIRCLING | 2160-1¼ 966 (1000-1¼) | 2160-1½ 966 (1000-1½) | 2160-3 966 (1000-3) | 2300-3 1106 (1200-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
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WALLA WALLA, WASHINGTON AL-440 (FAA) 25107

| VOR/DME ALW | APP CRS | Rwy Idg | 6527 |
|---|---|---|---|
| 116.4 | 021° | TDZE | 1175 |
| Chan 111 | | Apt Elev | 1194 |

# VOR RWY 2

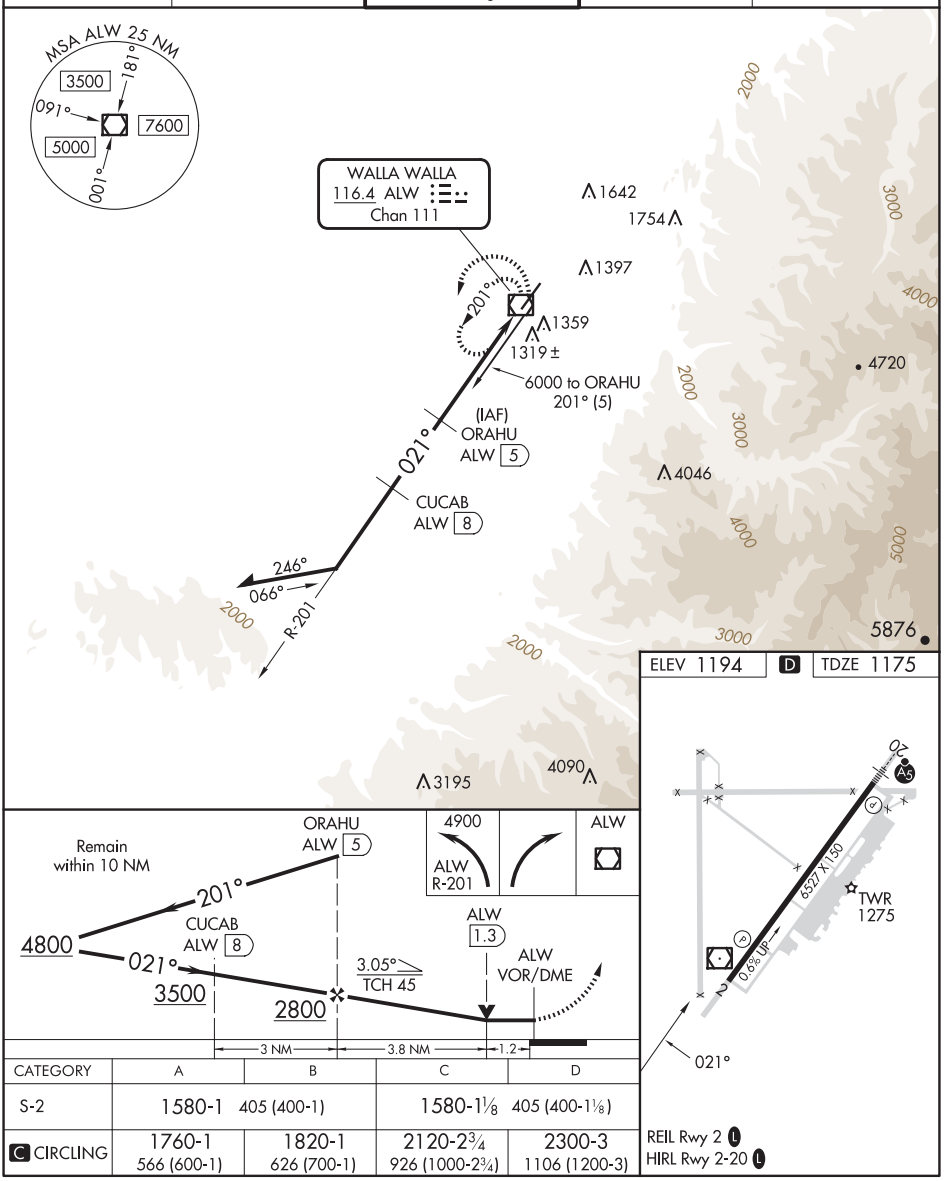
## WALLA WALLA RGNL (ALW)

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 | SPOKANE APP CON ★ | WALLA WALLA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.875 | 133.15 379.15 | 118.5 (CTAF) L 289.4 | 121.6 289.4 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1580-1 405 (400-1) | | 1580-1⅛ 405 (400-1⅛) | |
| C CIRCLING | 1760-1 566 (600-1) | 1820-1 626 (700-1) | 2120-2¾ 926 (1000-2¾) | 2300-3 1106 (1200-3) |

REIL Rwy 2 L
HIRL Rwy 2-20 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# VOR RWY 20

WALLA WALLA RGNL (ALW)

| VOR/DME ALW | APP CRS | Rwy Idg | 6527 |
|---|---|---|---|
| 116.4 | 203° | TDZE | 1194 |
| Chan 111 | | Apt Elev | 1194 |

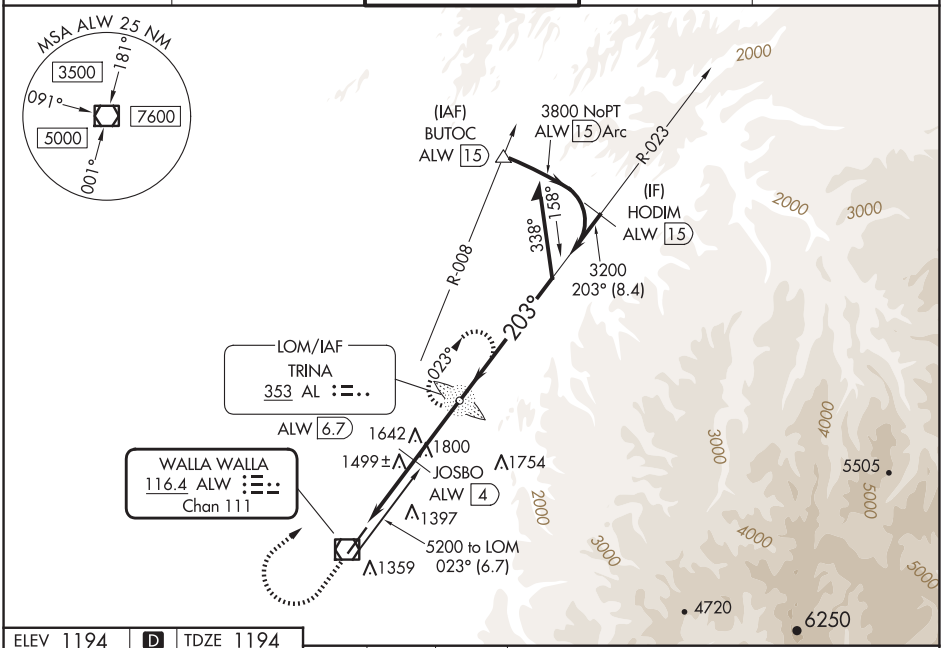
ADF required.

T NA For inop ALS, increase JOSBO fix minimums S-20 Cats C/D visibility to 1⅝ SM.

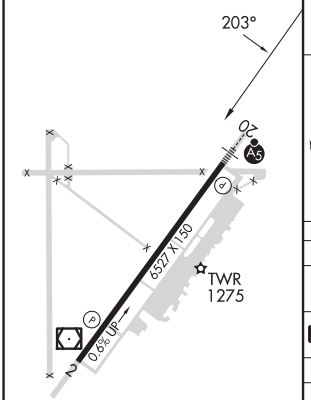
MALSR

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.

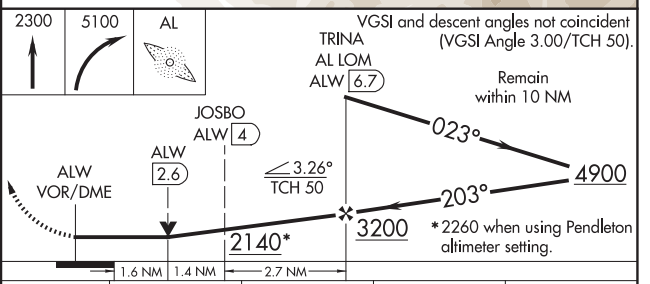
| ASOS | SPOKANE APP CON★ | WALLA WALLA TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.875 | 133.15 379.15 | 118.5 (CTAF) L 289.4 | 121.6 289.4 | 122.95 |




ELEV 1194 D TDZE 1194




REIL Rwy 2 L
HIRL Rwy 2-20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 2140/40 946 (1000-¾) | | 2140-2 946 (1000-2) | |
| C CIRCLING | 2140-1¼ 946 (1000-1¼) | | 2140-2¾ 946 (1000-2¾) | 2300-3 1106 (1200-3) |
| JOSBO FIX MINIMUMS (DME REQUIRED) | | | | |
| S-20 | 1760/24 566 (600-½) | | 1760-1¼ 566 (600-1¼) | |
| C CIRCLING | 1760-1 566 (600-1) | 1820-1 626 (700-1) | 2120-2¾ 926 (1000-2¾) | 2300-3 1106 (1200-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
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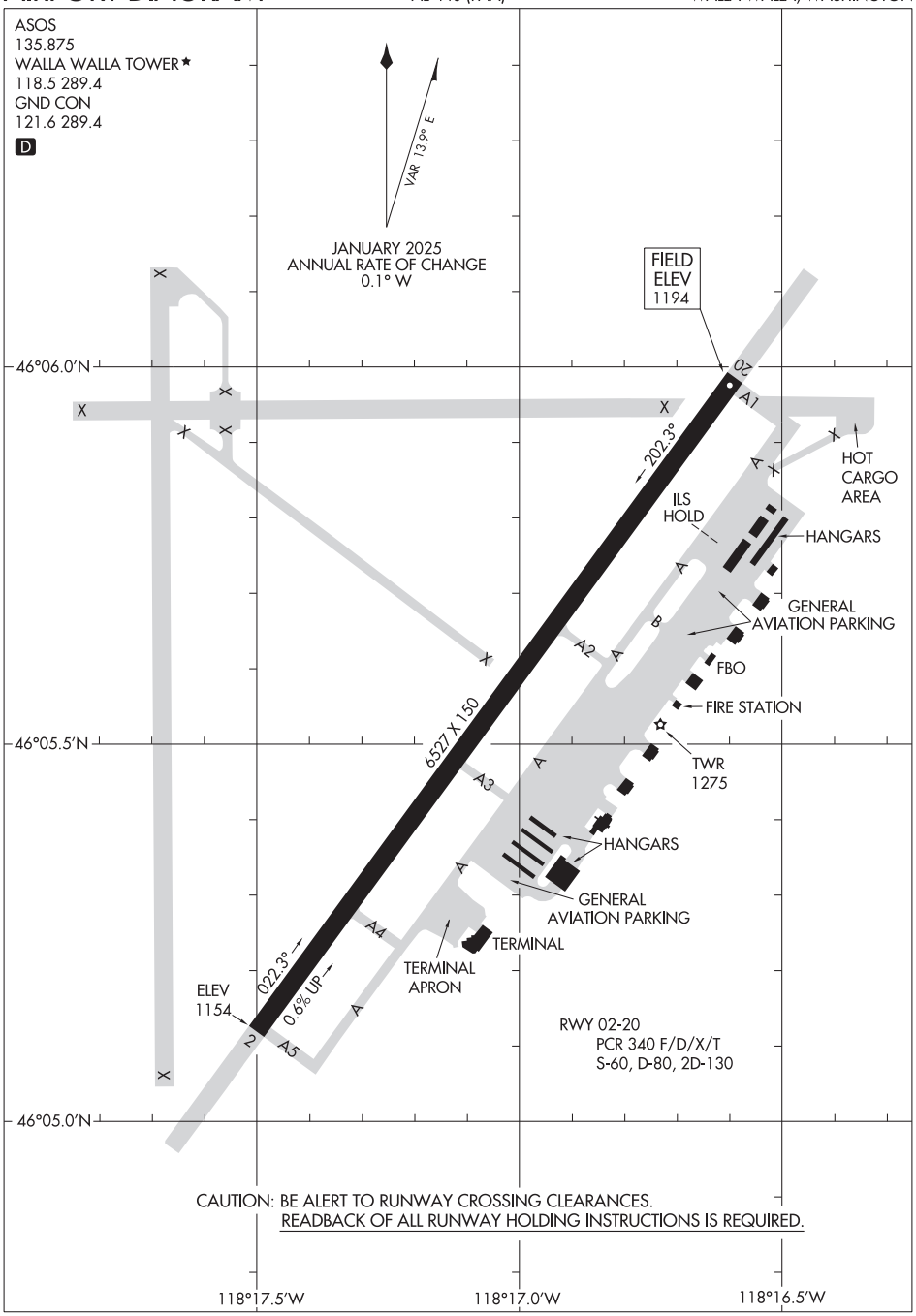
25107

# AIRPORT DIAGRAM

AL-440 (FAA)

WALLA WALLA RGNL (ALW)

WALLA WALLA, WASHINGTON




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

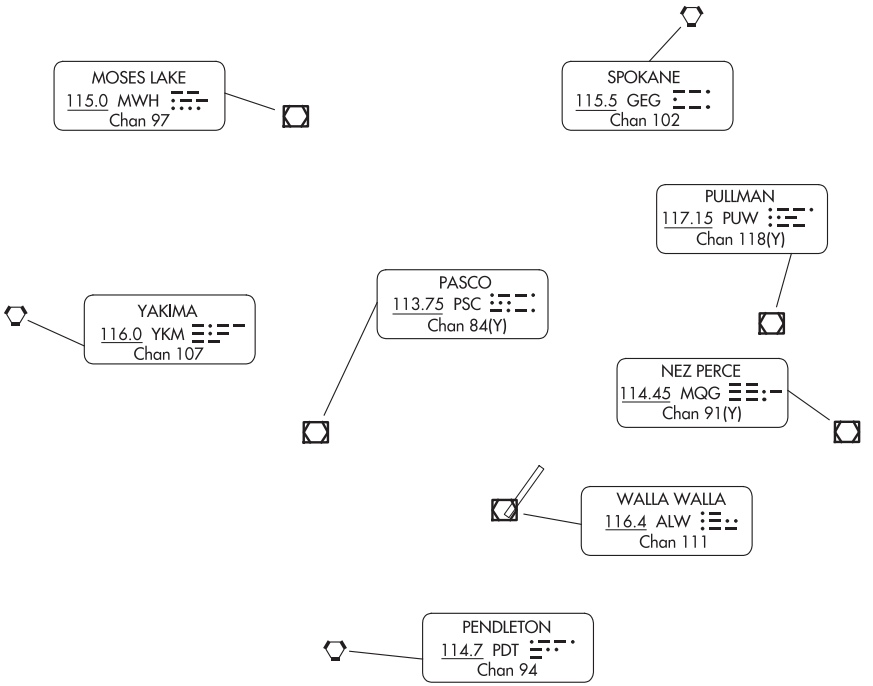
AIRPORT DIAGRAM
25107
WALLA WALLA, WASHINGTON
WALLA WALLA RGNL (ALW)

SPOKANE APP CON ★
133.15 379.15

RADAR required.

**TOP ALTITUDE: Assigned by ATC**

TAKEOFF MINIMUMS
Rwy 20: Standard.
Rwy 2: 300-1⅝ 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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

WEISER, IDAHO AL-10334 (FAA) 22279

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 301° | TDZE | N/A |
| | Apt Elev | 2120 |

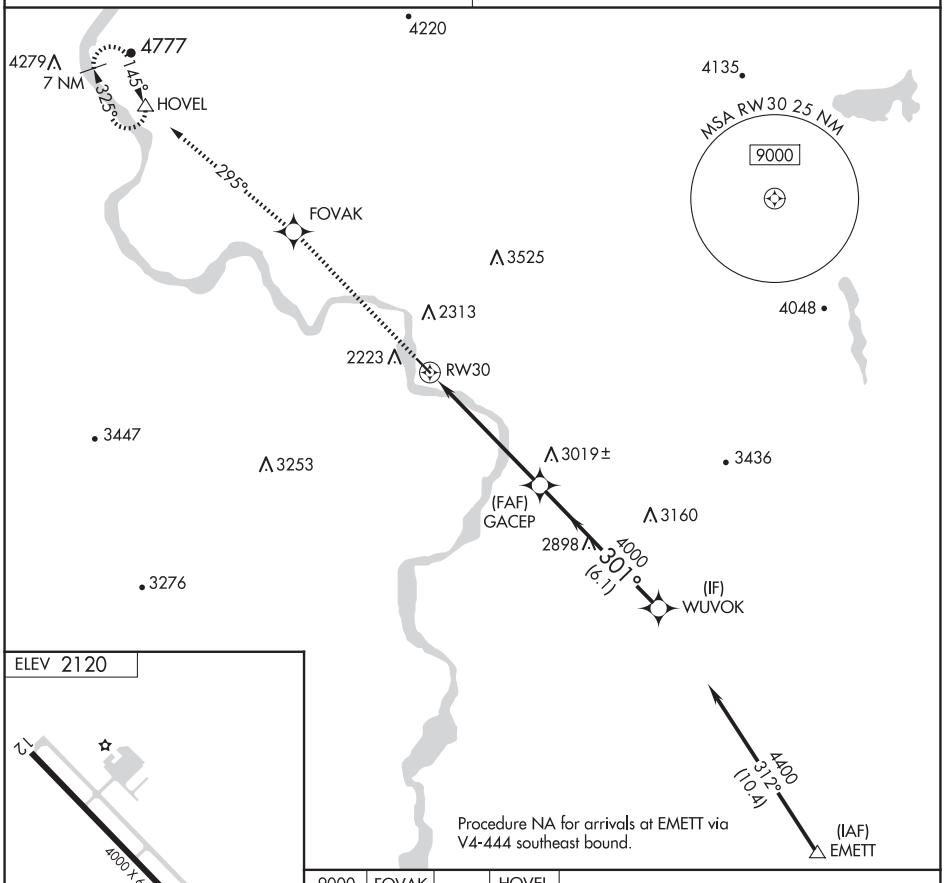
# RNAV (GPS)-A
## WEISER MUNI (S87)

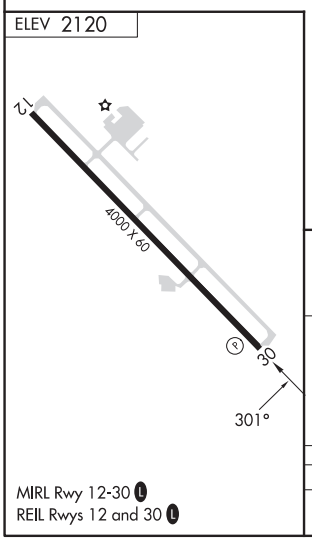
RNP APCH - GPS.

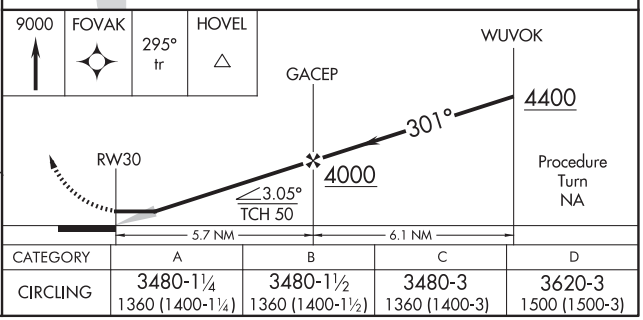
Procedure NA at night. Use Ontario altimeter setting; when not received, use Boise altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climb to 9000 direct FOVAK and via 295° track to HOVEL and hold, continue climb-in-hold to 9000.

| SALT LAKE CENTER | UNICOM |
|---|---|
| 128.05 306.95 | 122.8 (CTAF) L |




| 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) |

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L



NW-1, 12 JUN 2025 to 07 AUG 2025
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# ILS Y RWY 12

PANGBORN MEML (EAT)

| LOC/DME I-ADJ | APP CRS | Rwy Ldg 7000 |
|---|---|---|
| 109.35 | 120° | TDZE 1225 |
| Chan 30(Y) | | Apt Elev 1249 |

T A -7°C — DME required.

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.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 119.925 | 126.1 | 123.0 (CTAF) L |

DME REQUIRED

(IF) ZARLO I-ADJ 19.9

5810

300°

6700

120° (3.8)

LR-294

7700 EAT 19 Arc

4799

REINO I-ADJ 16.1

5700

120° (3.2)

YOYUG EAT 19

FILTU I-ADJ 12.9

9400 EAT 19 Arc

R-285

4766

4621

R-257

(IAF) WINIM EAT 19

MSA EAT 25 NM

184°

10700

5500

274°

004°

7800

2885

MISSED APCH FIX

114.35 EAT R-117 Chan 90(Y)

117°

112.6 EPH R-223 Chan 73

R-253

297°

QUINT EAT 16.6

115.0 MWH Chan 97

4290±

3505±

3605

3273

1674

LOCALIZER 109.35 I-ADJ Chan 30(Y)

1311

2227±

WENATCHEE 114.35 EAT Chan 90(Y)

3874±

R-117

6897±

5870

3000 2000 4000 5000

ELEV 1249 D TDZE 1225

120°

1292

7000 X 150

REIL Rwy 30 L

HIRL Rwy 12-30 L

| 2700 | 4000 | EAT | EAT R-117 | QUINT |
|---|---|---|---|---|
| ↑ | ↑ | ◇ | | △ |

ZARLO I-ADJ 19.9 — REINO I-ADJ 16.1 — FILTU I-ADJ 12.9

7700 — 6700 — 120° — 5700 — 5700

Use I-ADJ DME when on the localizer course.

GS 3.60° TCH 58

3.8 NM — 3.2 NM — 11.6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12 | 2433-4 1208 (1200-4) | | | NA |



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

WENATCHEE, WASHINGTON | AL-641 (FAA) | 25163

# ILS Z RWY 12

PANGBORN MEML (EAT)

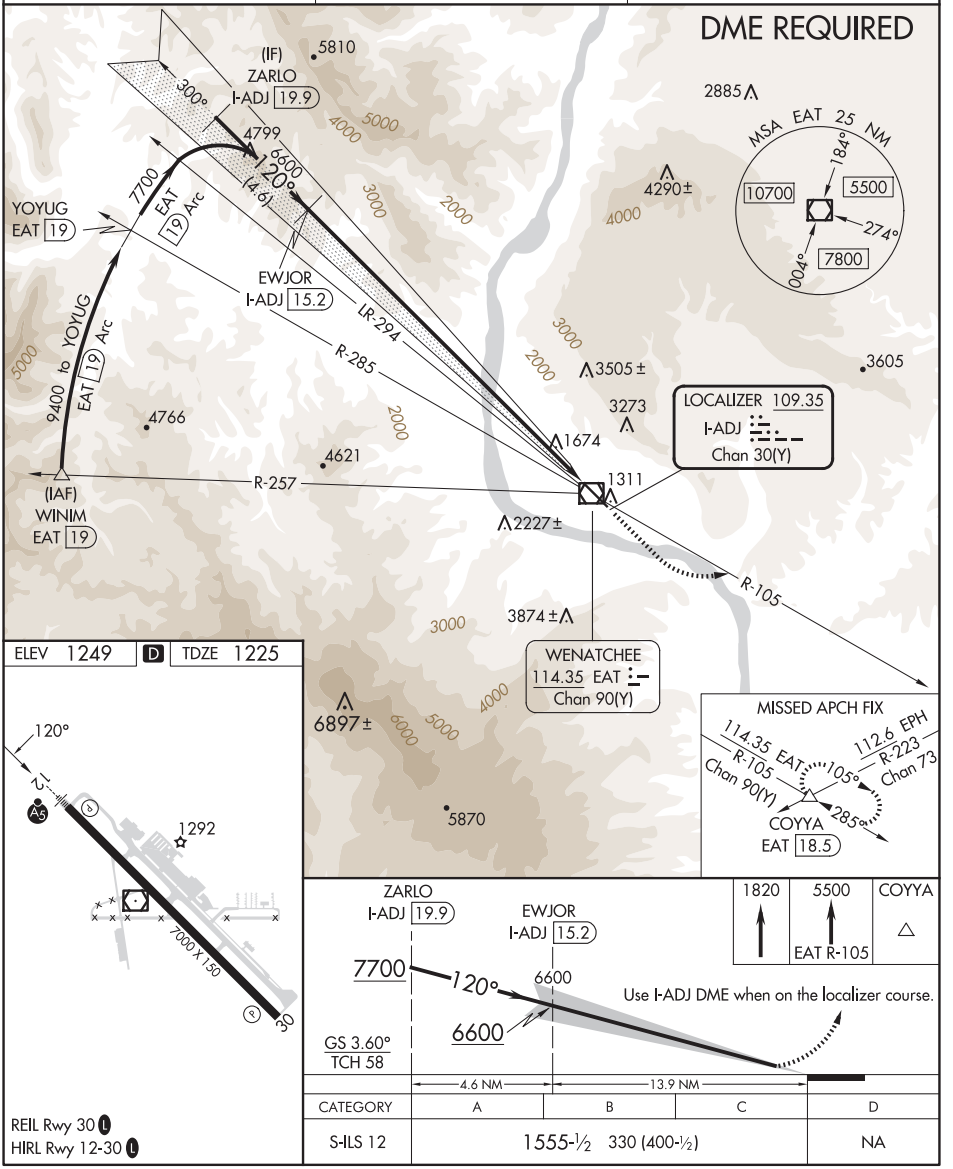
| LOC/DME I-ADJ | APP CRS | Rwy Ldg | 7000 |
|---|---|---|---|
| 109.35 | 120° | TDZE | 1225 |
| Chan 30(Y) | | Apt Elev | 1249 |

T A -7°C — DME required.

MALSR

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.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 119.925 | 126.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12 | 1555-½ 330 (400-½) | | | NA |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Ldg | 7000 |
|---|---|---|
| 120° | TDZE | 1225 |
| | Apt Elev | 1249 |

# RNAV (RNP) RWY 12

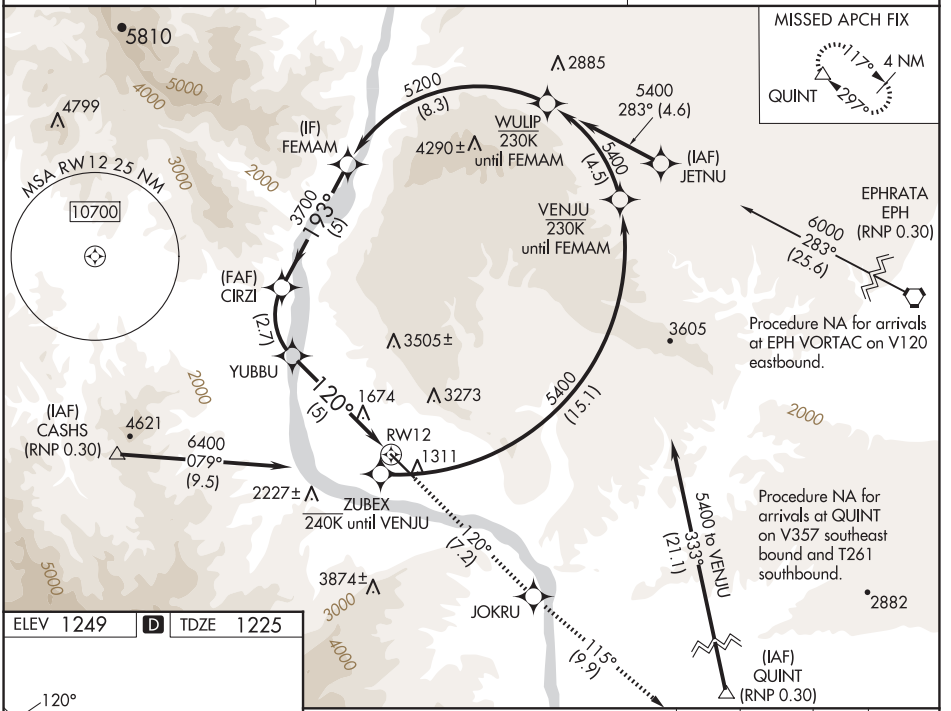
PANGBORN MEML (EAT)

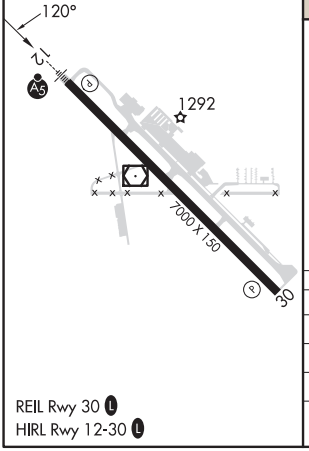
T A -7°C For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 54°C (130°F). RF required. GPS required. FD or HUD required.

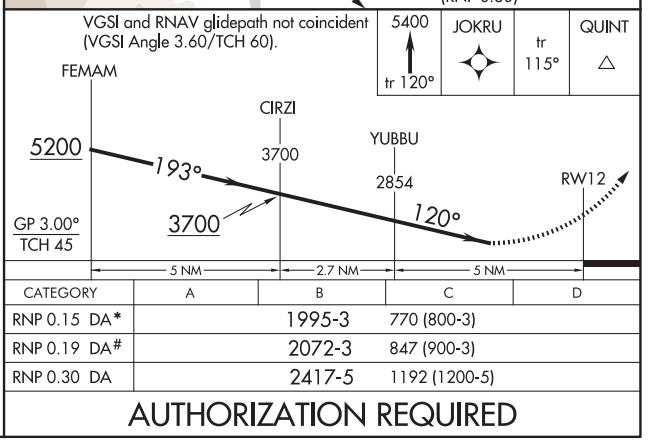
MALSR

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.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 119.925 | 126.1 | 123.0 (CTAF) L |




| 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) | |

AUTHORIZATION REQUIRED



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

WENATCHEE, WASHINGTON | AL-641 (FAA) | 25163

# RNAV (RNP) Z RWY 30

PANGBORN MEML (EAT)

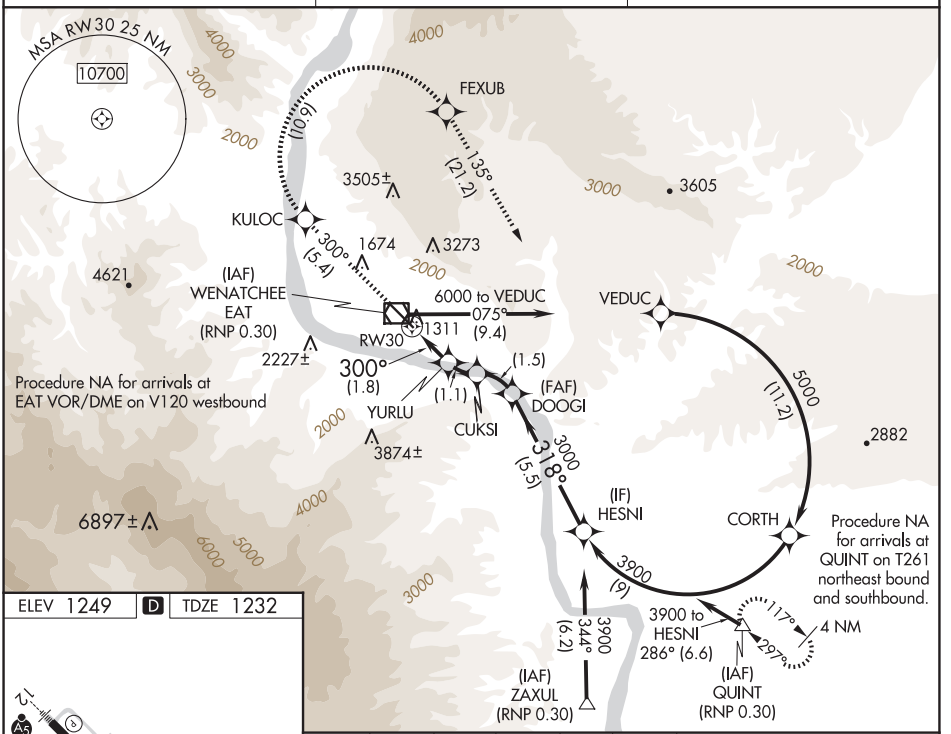
| APP CRS | Rwy Ldg | 7000 |
|---|---|---|
| 300° | TDZE | 1232 |
| | Apt Elev | 1249 |

-7°C

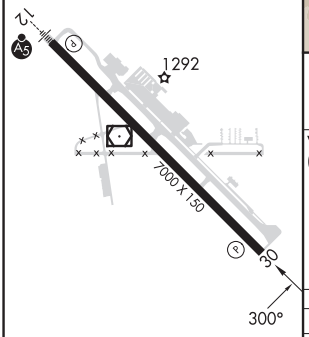
For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 44°C (111°F). RF required. GPS required. FD or HUD required.

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.

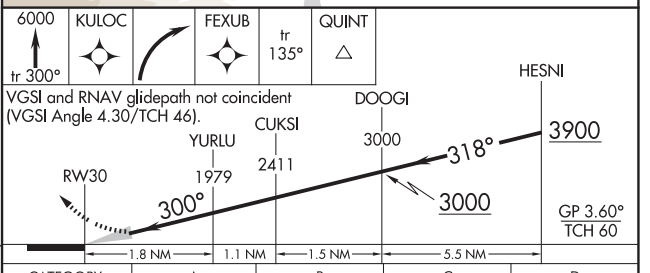
| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 119.925 | 126.1 | 123.0 (CTAF) L |




ELEV 1249 | D | TDZE 1232




REIL Rwy 30 L
HIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.17 DA* | 1595-1 | 363 (400-1) | | NA |
| RNP 0.30 DA# | 1686-1⅜ | 454 (500-1⅜) | | NA |

AUTHORIZATION REQUIRED

WENATCHEE, WASHINGTON
Amdt 1A 01FEB18

47°24′N-120°12′W

PANGBORN MEML (EAT)

RNAV (RNP) Z RWY 30


NW-1, 12 JUN 2025 to 07 AUG 2025

# VOR-A

PANGBORN MEML (EAT)

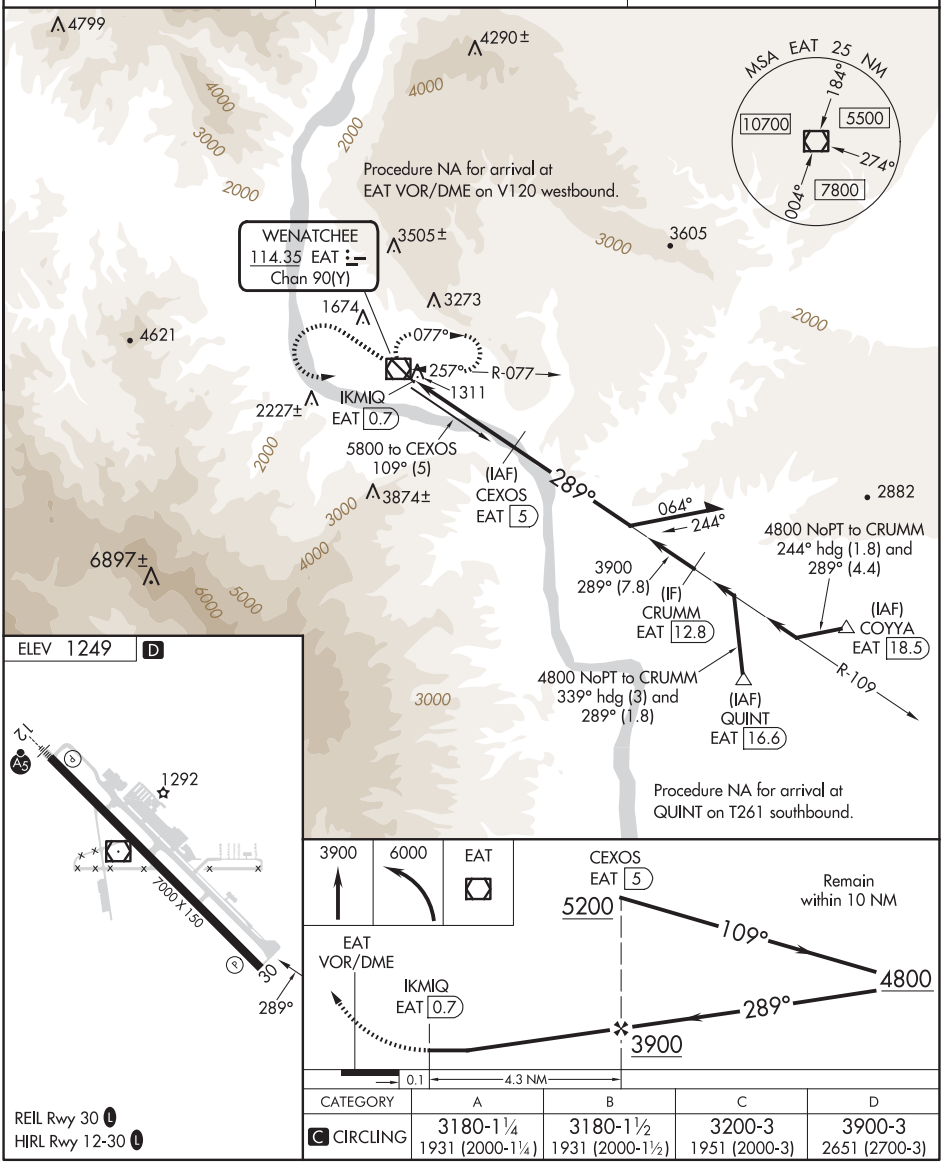
| VOR/DME EAT | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 114.35 | 289° | TDZE | N/A |
| Chan 90(Y) | | Apt Elev | 1249 |

T A -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 | SEATTLE CENTER | UNICOM |
|---|---|---|
| 119.925 | 126.1 | 123.0 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 3180-1¼ 1931 (2000-1¼) | 3180-1½ 1931 (2000-1½) | 3200-3 1951 (2000-3) | 3900-3 2651 (2700-3) |

REIL Rwy 30 L
HIRL Rwy 12-30 L



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NW-1, 12 JUN 2025 to 07 AUG 2025

WENATCHEE, WASHINGTON | AL-641 (FAA) | 25163

# VOR-B

PANGBORN MEML (EAT)

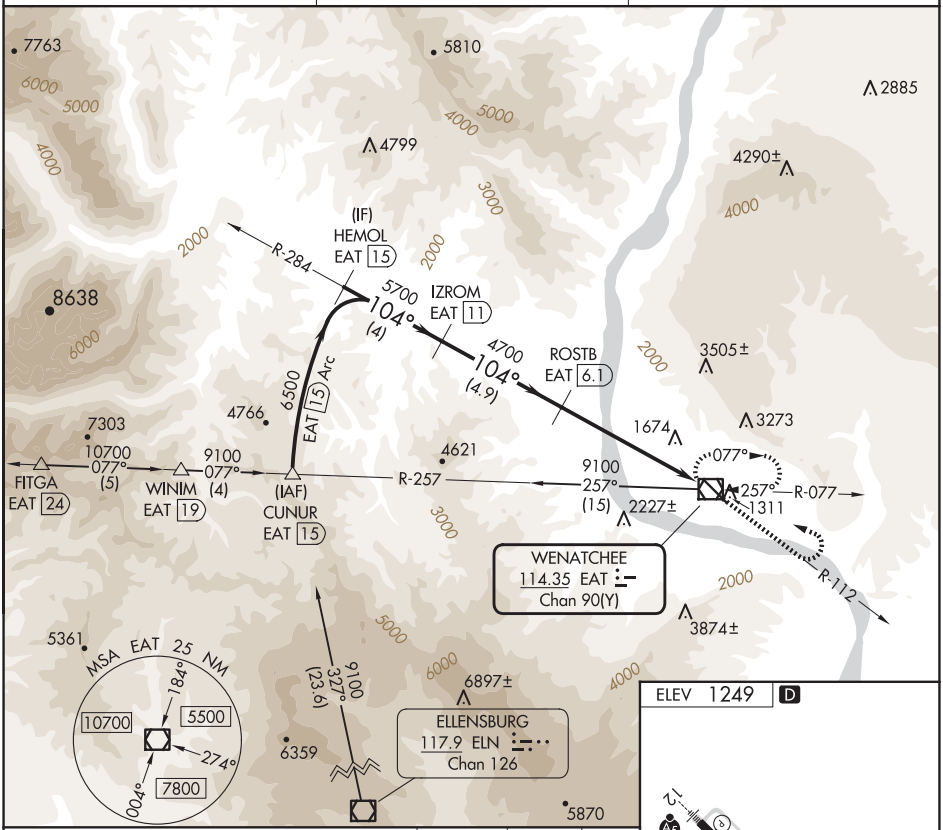
| VOR/DME EAT | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 114.35 | 104° | TDZE | N/A |
| Chan 90(Y) | | Apt Elev | 1249 |

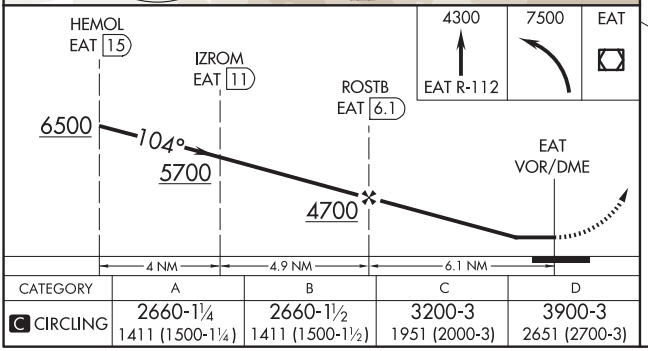
-7°C

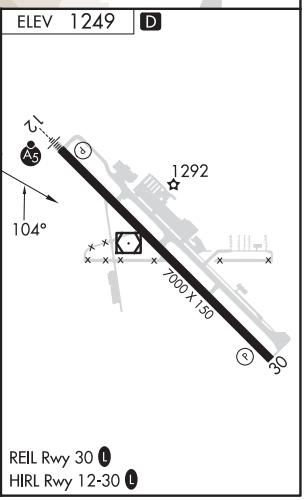
DME required.
Circling NA northeast of Rwy 12-30.

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.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 119.925 | 126.1 | 123.0 (CTAF) L |



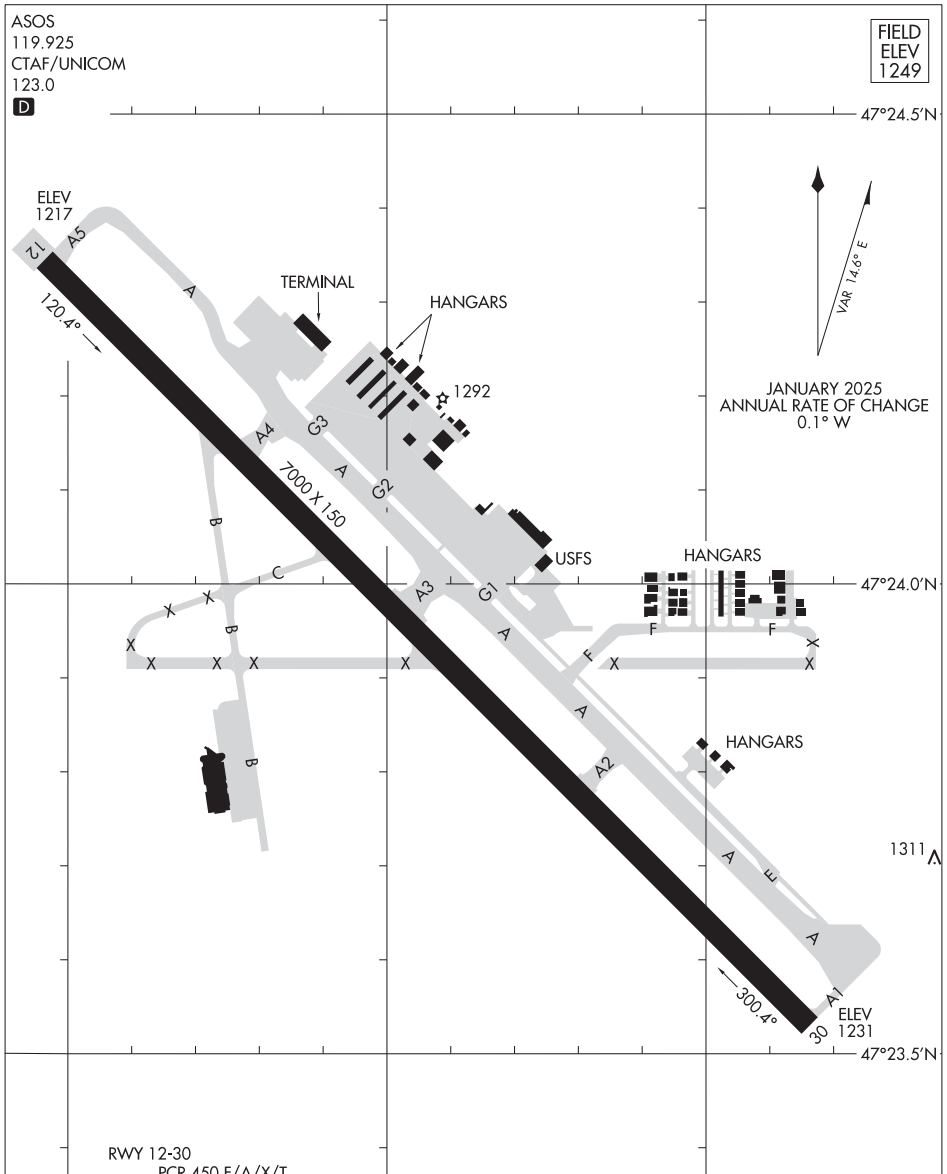




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 2660-1¼<br>1411 (1500-1¼) | 2660-1½<br>1411 (1500-1½) | 3200-3<br>1951 (2000-3) | 3900-3<br>2651 (2700-3) |

REIL Rwy 30 L
HIRL Rwy 12-30 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025





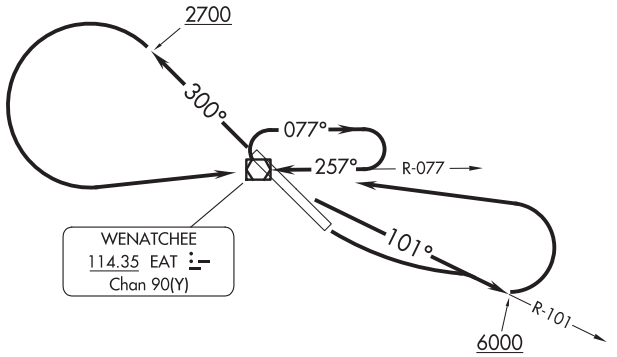

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(EAT2.EAT) 23278 AL-641 (FAA)

# WENATCHEE TWO DEPARTURE (OBSTACLE)

PANGBORN MEML (EAT)
WENATCHEE, WASHINGTON

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.



NW-1, 12 JUN 2025 to 07 AUG 2025

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climbing left turn to 6000 to intercept EAT VOR/DME R-101 eastbound, thence . . . .

TAKEOFF RUNWAY 30: Climb heading 300° to 2700, then climbing left turn to 6000 direct EAT VOR/DME, then on EAT VOR/DME R-101 eastbound, thence . . . .

. . . . leaving 6000, turn left direct EAT VOR/DME. Climb-in-holding pattern to cross EAT VOR/DME at or above the MCA/MEA for direction of flight.

VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross EAT VOR/DME at or above 4600. Climb-in-holding pattern to cross EAT VOR/DME at or above the MCA/MEA for direction of flight.

TAKEOFF OBSTACLE NOTES

Rwy 12: Terrain 25′ from DER, 194′ left of centerline, 1234′ MSL.
Sign 68′ from DER, 474′ left of centerline, 1237′ MSL.
Building beginning 133′ from DER, 399′ right of centerline, up to 19′ AGL/1237′ MSL.
Terrain 171′ from DER, 340′ left of centerline, 1241′ MSL.
Terrain 317′ from DER, 486′ left of centerline, 1247′ MSL.
Agricultural equipment 435′ from DER, 575′ left of centerline, 37′ AGL/1260′ MSL.
Tree 1190′ from DER, 815′ left of centerline, 1301′ MSL.

Rwy 30: Terrain 66′ from DER, 411′ right of centerline, 1219′ MSL.
Vehicles on road, 201′ from DER, 535′ left of centerline, 1224′ MSL.
Transmission tower 304′ from DER, 274′ left of centerline, 42′ AGL/1253′ MSL.
Building 1185′ from DER, 480′ right of centerline, 40′ AGL/1247′ MSL.
Terrain beginning 1.4 NM from DER, 2496′ right of centerline, up to 1518′ MSL.
Terrain 1.4 NM from DER, 2729′ right of centerline, 1546′ MSL.
Pole 1.4 NM from DER, 2257′ right of centerline, 43′ AGL/1574′ MSL.
Terrain beginning 1.4 NM from DER, 2490′ right of centerline, up to 1586′ MSL.
Terrain beginning 1.5 NM from DER, 410′ right of centerline, up to 1606′ MSL.
Terrain beginning 1.5 NM from DER, 136′ right of centerline, up to 1651′ MSL.
Terrain 1.5 NM from DER, 10′ left of centerline, 1449′ MSL.
Terrain beginning 1.5 NM from DER, 402′ right of centerline, up to 1670′ MSL.
Transmission tower, pole, and terrain beginning 1.5 NM from DER, 820′ right of centerline, up to 65′ AGL/1666′ MSL.
Terrain beginning 1.5 NM from DER, 1252′ right of centerline, up to 1672′ MSL.
Terrain beginning 1.5 NM from DER, 521′ right of centerline, up to 1682′ MSL.
Terrain, transmission tower, and pole beginning 1.6 NM from DER, 80′ right of centerline, up to 1690′ MSL.
Transmission tower, pole, and terrain beginning 1.8 NM from DER, 186′ left of centerline, up to 65′ AGL/1590′ MSL.
Terrain 1.9 NM from DER, 1516′ right of centerline, 1565′ MSL.

NW-1, 12 JUN 2025 to 07 AUG 2025

# OFARO TWO DEPARTURE (RNAV)

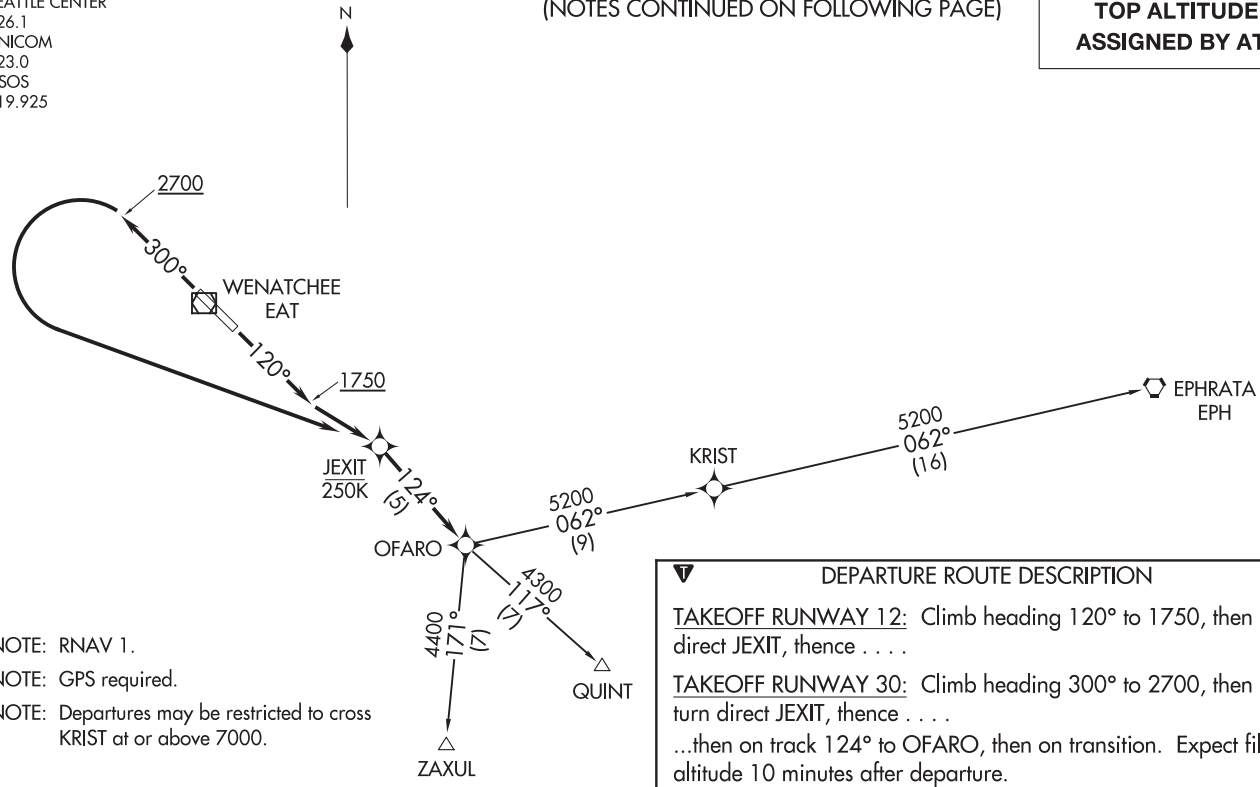
(OFARO2.OFARO) 10NOV16

WENATCHEE, WASHINGTON
PANGBORN MEML (EAT)

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)

(OFARO2.OFARO) 21112

OFARO TWO DEPARTURE (RNAV)

AL-641 (FAA)

PANGBORN MEML (EAT)
WENATCHEE, WASHINGTON

NW-1, 12 JUN 2025 to 07 AUG 2025

**TOP ALTITUDE: ASSIGNED BY ATC.**

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 12: Climb heading 120° to 3700, then left turn direct PREBE, thence . . .
TAKEOFF RUNWAY 30: Climb heading 300° to 1750, then direct PREBE, thence . . .

. . . on track 300° to cross UBIYO at or above 6700, then on depicted route to ZARLO, then on transition. Expect filed altitude 10 minutes after departure.

GLASR TRANSITION (ZARLO2.GLASR)
SKYKO TRANSITION (ZARLO2.SKYKO)

SEATTLE CENTER
126.1
UNICOM
123.0
ASOS
119.925

SKYKO
10200
*8800
269°
(13)

HYAKK

GLASR
10200
283°
(30)

10200
268°
(24)

ZARLO
300°
(5)

VECUS
300°
(3)

UBIYO
6700
300°
(6)

PREBE

1750
300°

WENATCHEE
EAT
120°

3700

N

TAKEOFF MINIMUMS
Rwy 12: Standard with minimum climb of 650' per NM to 3300.
Rwy 30: Standard with minimum climb of 465' per NM to 6200.

NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Departures may be restricted to cross UBIYO at or below 11000.

NOTE: Chart not to scale.

WEST YELLOWSTONE, MONTANA | AL-632 (FAA) | 25107

# ILS or LOC RWY 1
YELLOWSTONE (WYS)

| LOC I-LOW | APP CRS | Rwy Idg | 8400 |
|---|---|---|---|
| 110.7 | 012° | TDZE | 6649 |
| | | Apt Elev | 6649 |

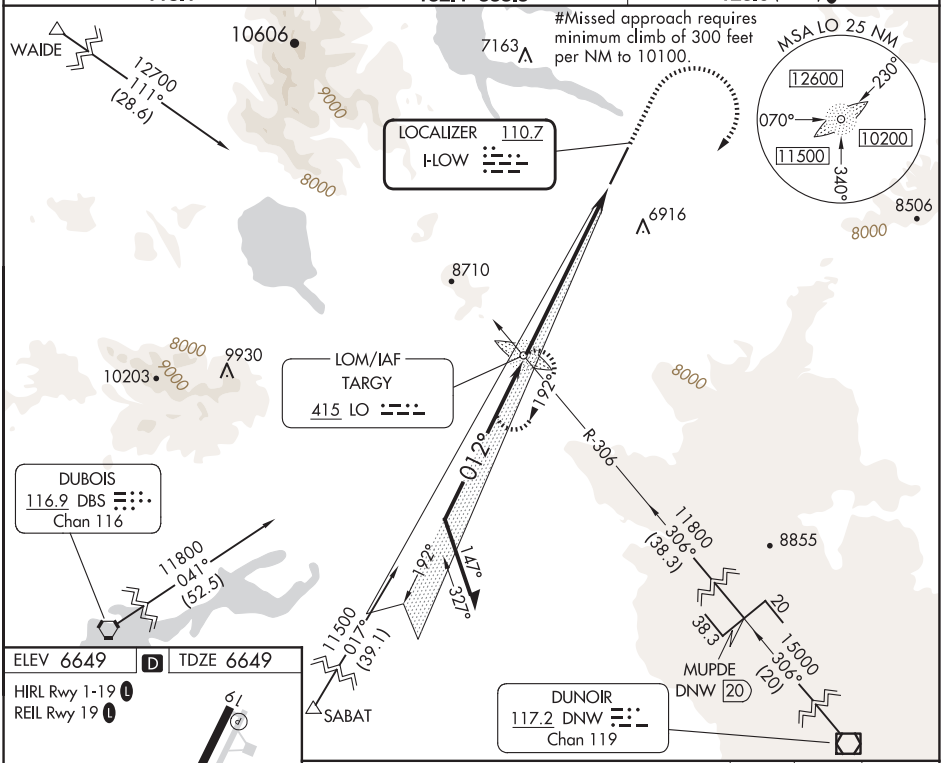
ADF required. DME required for MUPDE stepdown fix.

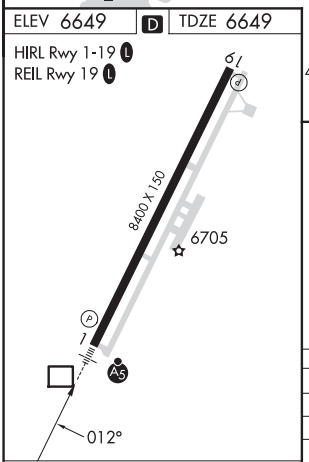
T A NA -20°C — Obtain local altimeter setting on CTAF, when not received procedure NA. Inoperative table does not apply to S-LOC 1 Cat A. For inoperative MALSR, increase S-ILS 1 all Cats visibility to 2¾ mile.

MALSR

MISSED APPROACH: Climb to 9000, then climbing right turn to 10100 direct TARGY LOM and hold.

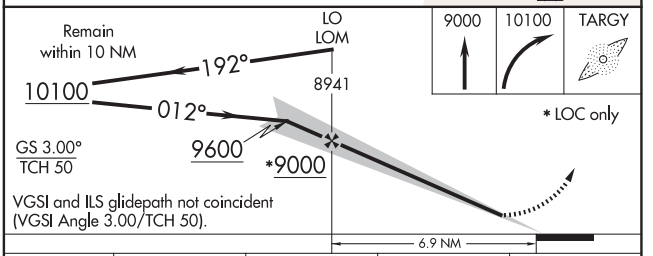
| AWOS-3P | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.1 | 132.4 338.3 | 123.0 (CTAF) L |




FAF to MAP 6.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:54 | 4:36 | 3:27 | 2:46 | 2:18 |




| 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) | |
| C CIRCLING | 7780-1¼ 1131 (1200-1¼) | 7780-1½ 1131 (1200-1½) | 7780-3 1131 (1200-3) | 8020-3 1371 (1400-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 1

YELLOWSTONE (WYS)

| WAAS | APP CRS | Rwy Idg | 8400 |
|---|---|---|---|
| CH 86916 | 012° | TDZE | 6649 |
| W01A | | Apt Elev | 6649 |

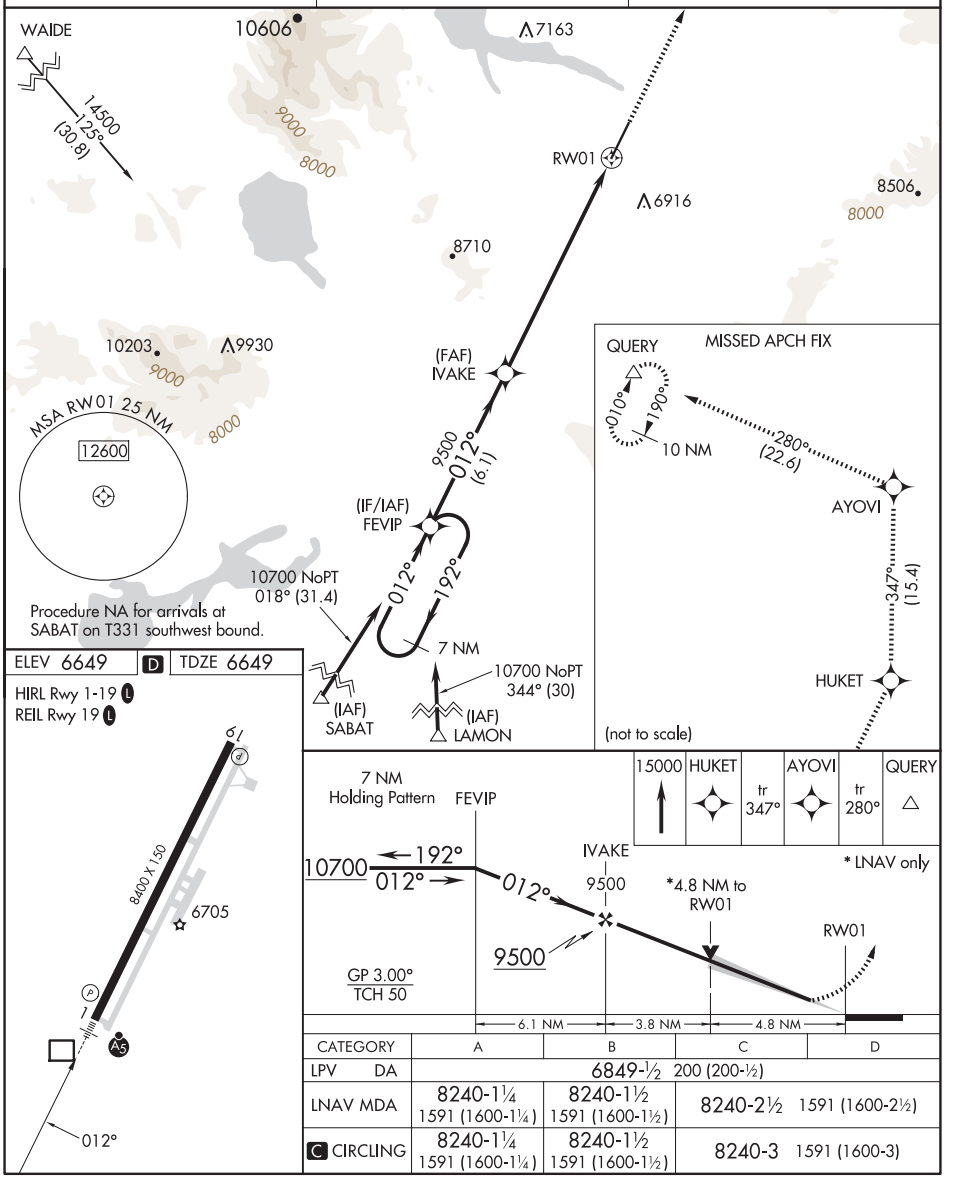
T
NA
-20°C

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 AYOVI and on track 280° to QUERY and hold.

| AWOS-3P | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.1 | 132.4 338.3 | 123.0 (CTAF) L |




| ELEV 6649 | D | TDZ 6649 |
|---|---|---|

HIRL Rwy 1-19 L
REIL Rwy 19 L







| 15000 | HUKET | tr 347° | AYOVI | tr 280° | QUERY |
|---|---|---|---|---|---|

* LNAV only

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6849-½ 200 (200-½) | | | |
| LNAV MDA | 8240-1¼ 1591 (1600-1¼) | 8240-1½ 1591 (1600-1½) | 8240-2½ 1591 (1600-2½) | |
| C CIRCLING | 8240-1¼ 1591 (1600-1¼) | 8240-1½ 1591 (1600-1½) | 8240-3 1591 (1600-3) | |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

WEST YELLOWSTONE, MONTANA | AL-632 (FAA) | 25107

# RNAV (GPS) RWY 19

YELLOWSTONE (WYS)

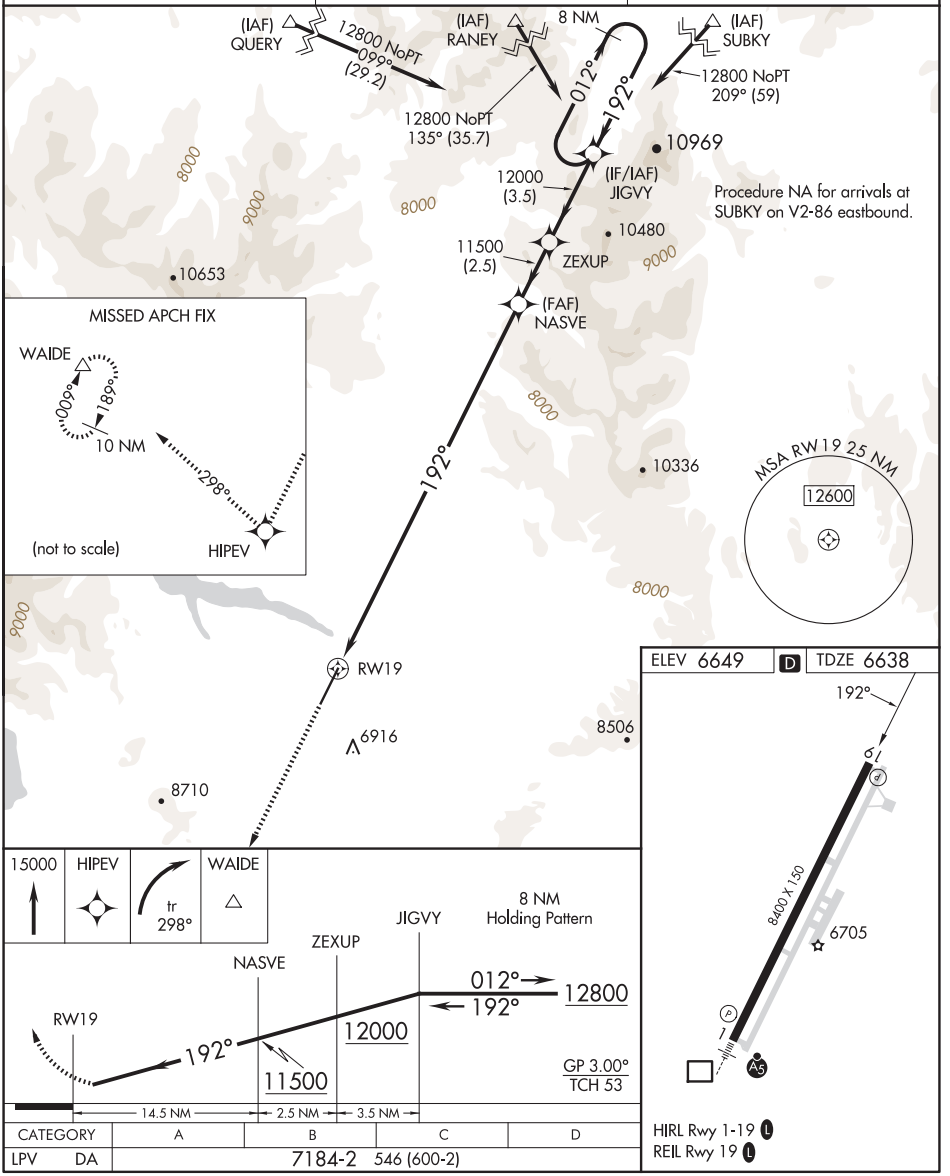
| WAAS | APP CRS | Rwy Idg | 8400 |
|---|---|---|---|
| CH 82016 | 192° | TDZE | 6638 |
| W19A | | Apt Elev | 6649 |

NA
-20°C

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF, when not received, procedure NA.

MISSED APPROACH: Climb to 15000 direct HIPEV and right turn on track 298° to WAIDE and hold, continue climb-in-hold to 15000.

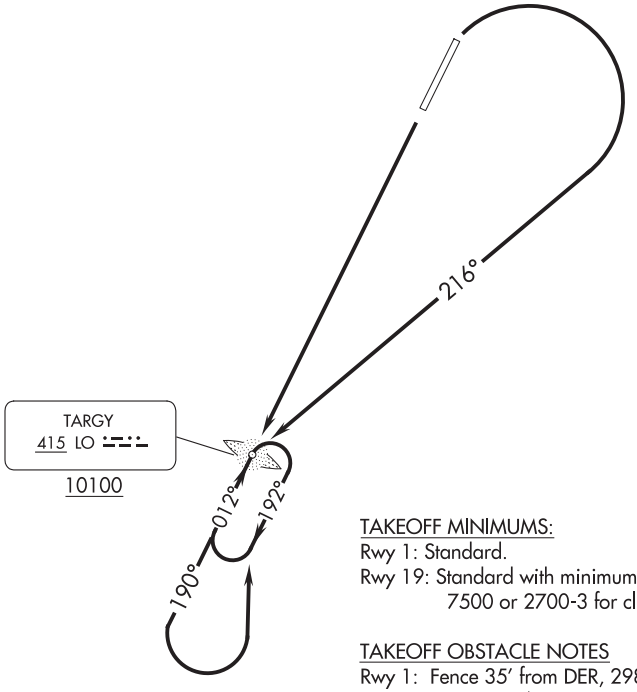
| AWOS-3P | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.1 | 132.4 338.3 | 123.0 (CTAF) L |






NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

SALT LAKE CENTER
132.4 338.30
CTAF
123.0




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.



NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 26

PHIFER AIRFIELD (EAN)

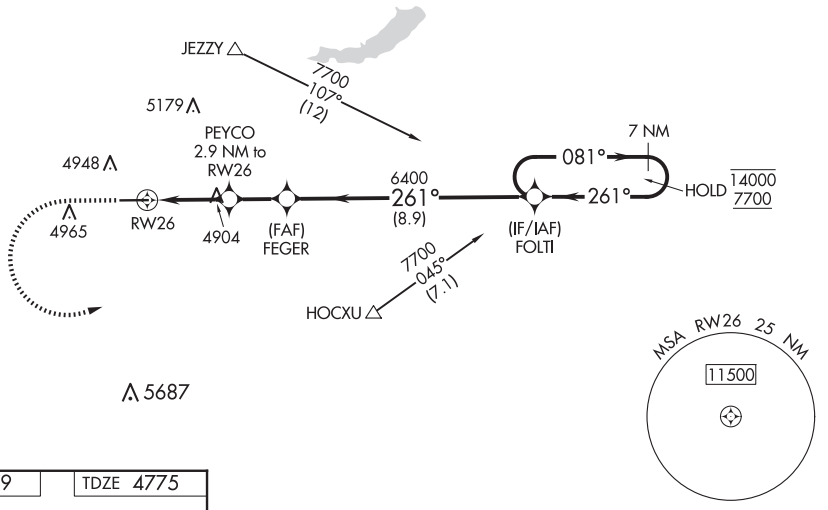
| WAAS CH 61342 W26A | APP CRS 261° | Rwy Idg 5900 / TDZE 4775 / Apt Elev 4779 |
|---|---|---|

RNP APCH.

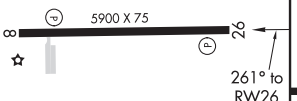
Circling Rwy 8 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

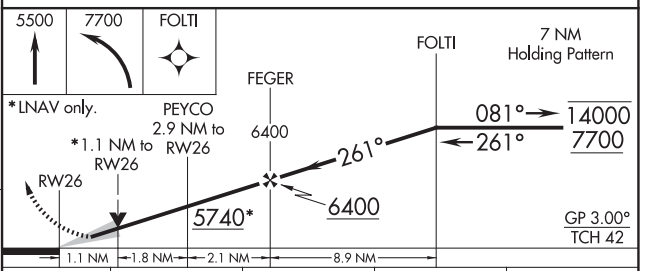
MISSED APPROACH: Climb to 5500 then climbing left turn to 7700 direct to FOLTI and hold.

| AWOS-3PT | DENVER CENTER | CTAF |
|---|---|---|
| 121.125 | 135.6 363.025 | 122.9 L |




ELEV 4779 TDZE 4775



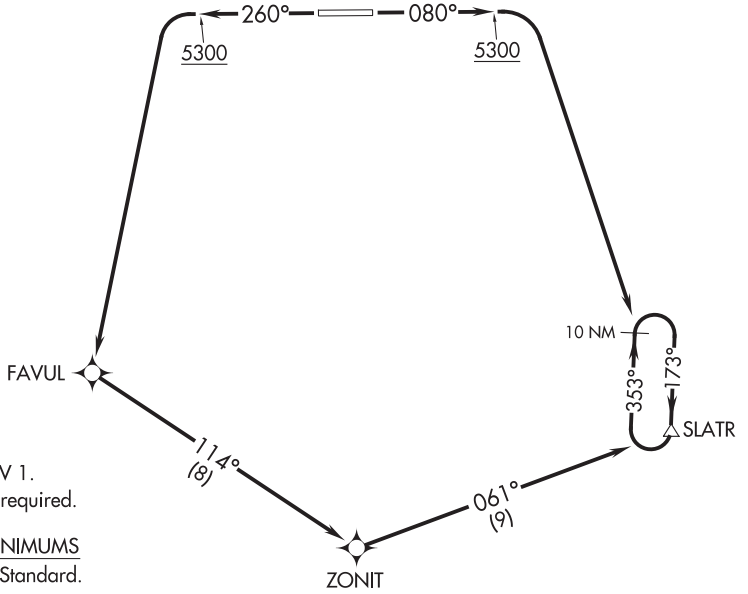

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4975-1 200 (200-1) | | | NA |
| LNAV/VNAV DA | 5025-1 250 (300-1) | | | NA |
| LNAV MDA | 5160-1 385 (400-1) | | 5160-1⅛ 385 (400-1⅛) | NA |
| C CIRCLING | 5260-1 481 (500-1) | 5280-1 501 (600-1) | 5300-1½ 521 (600-1½) | NA |

REIL Rwy 26 L
MIRL Rwy 8-26 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

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.




NW-1, 12 JUN 2025 to 07 AUG 2025

OAK HARBOR, WASHINGTON

# ILS or LOC/DME RWY 14

[USN] WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

| LOC/DME I-NUW | APCH CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 110.1 | 137° | TDZE | 39 |
| Chan 38 | | Arpt Elev | 47 |

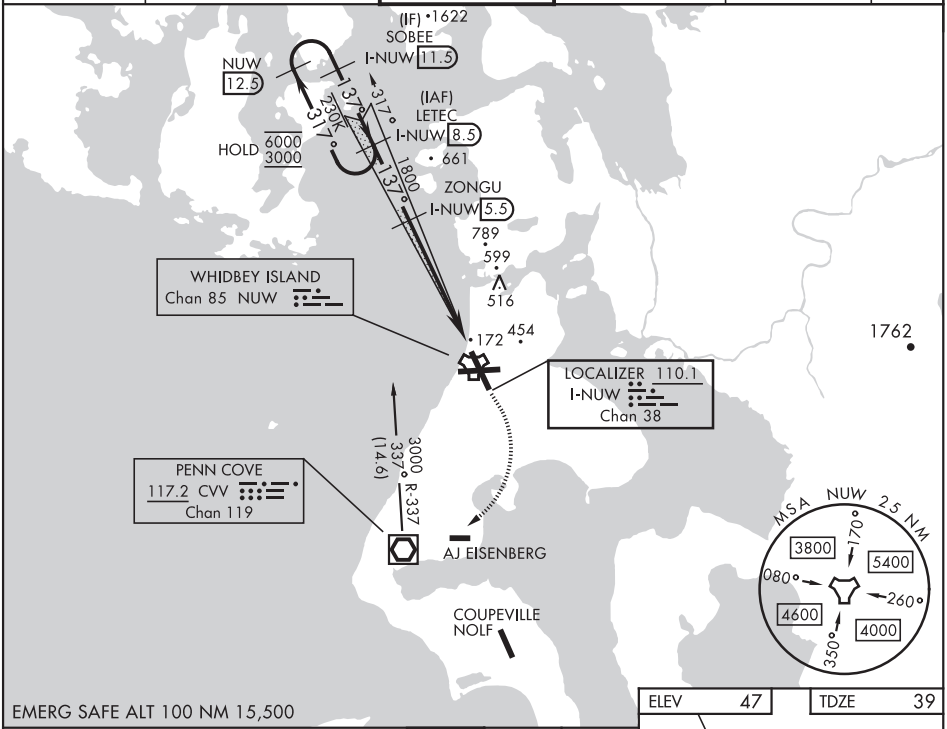
VOR, DME required.

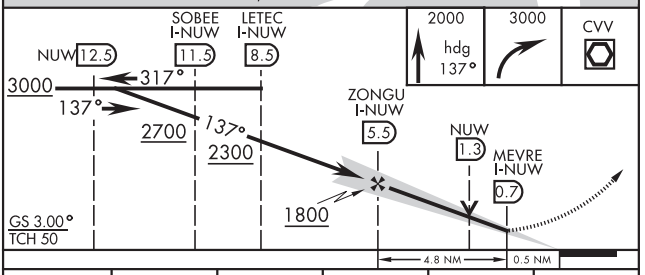
T * When TDZ/CL lights inop, increase RVR to 24. When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1⅛ miles.

ALSF-2

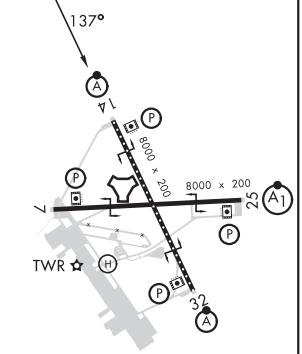
MISSED APPROACH: Climb to 2000 via hdg 137°, then climbing right turn to 3000, direct CVV VOR/DME, then via CVV R-337 to LETEC and hold.

| ATIS | WHIDBEY APP CON | WHIDBEY TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 134.15 281.5 | 120.7 270.8 (E)<br>118.2 285.65 (W) | 127.9 340.2 | 121.75 336.4 | 135.1 379.9 | |




ELEV 47 TDZE 39




| 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) | |
| C CIRCLING | 760-1 | 713 (800-1) | 860-2½<br>813 (900-2½) | 900-2¾<br>853 (900-2¾) | 1200-3<br>1153(1200-3) |

HIRL Rwy 7-25, 14-32
TDZL/CL Rwy 14



48°21′N-122°39′W





NW-1, 12 JUN 2025 to 07 AUG 2025

OAK HARBOR, WASHINGTON

# RNAV (GPS) RWY 7

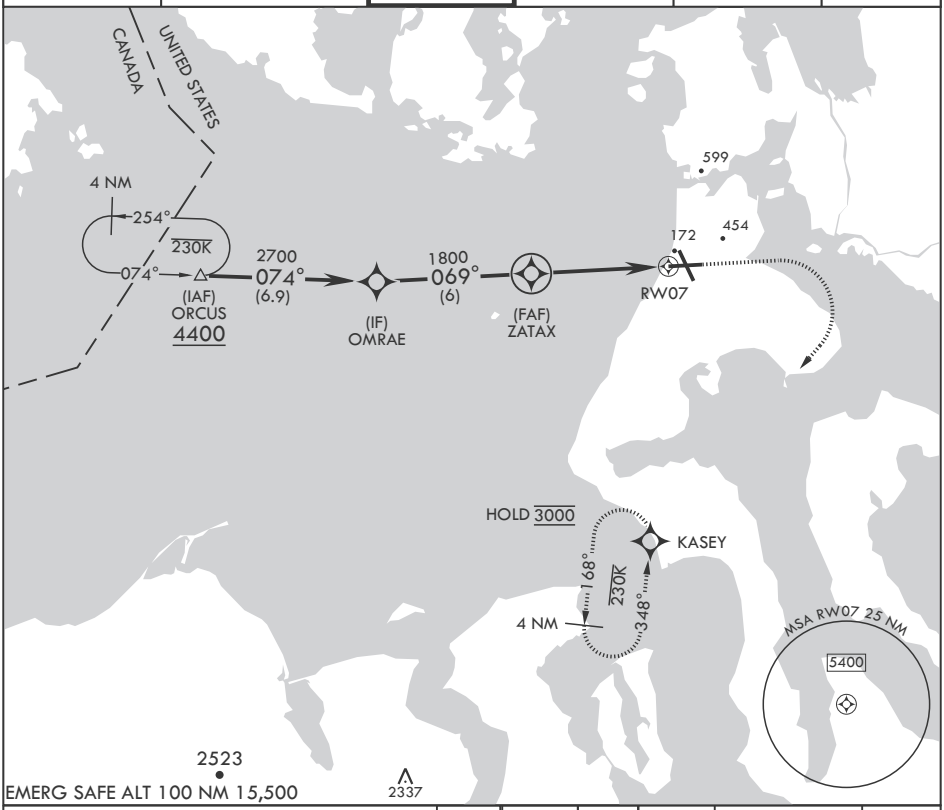
| APCH CRS | Rwy ldg | 8000 |
|---|---|---|
| 069° | TDZE | 25 |
| | Arpt Elev | 47 |

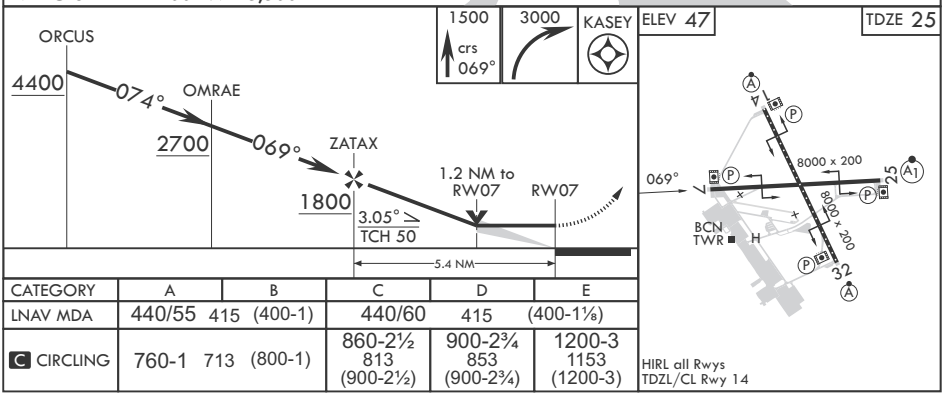
- (USN) WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

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.

| ATIS | APP CON/DEP CON | TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 134.15 281.5 | 118.2 285.65 (W)<br>120.7 270.8 (E) | 127.9 340.2 | 121.75 336.4 | 135.1 379.9 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 440/55 | 415 (400-1) | 440/60 | 415 | (400-1⅛) |
| C CIRCLING | 760-1 | 713 (800-1) | 860-2½<br>813<br>(900-2½) | 900-2¾<br>853<br>(900-2¾) | 1200-3<br>1153<br>(1200-3) |

HIRL all Rwys
TDZL/CL Rwy 14

OAK HARBOR, WASHINGTON

Amdt 2 31OCT24

48°21'N - 122°39'W

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

RNAV (GPS) RWY 7



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

24305

OAK HARBOR, WASHINGTON

# RNAV (GPS) RWY 14

| WAAS CH **50004** **W14A** | APCH CRS **137°** | Rwy ldg **8000** TDZE **39** Arpt Elev **47** |
|---|---|---|

- (USN)

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

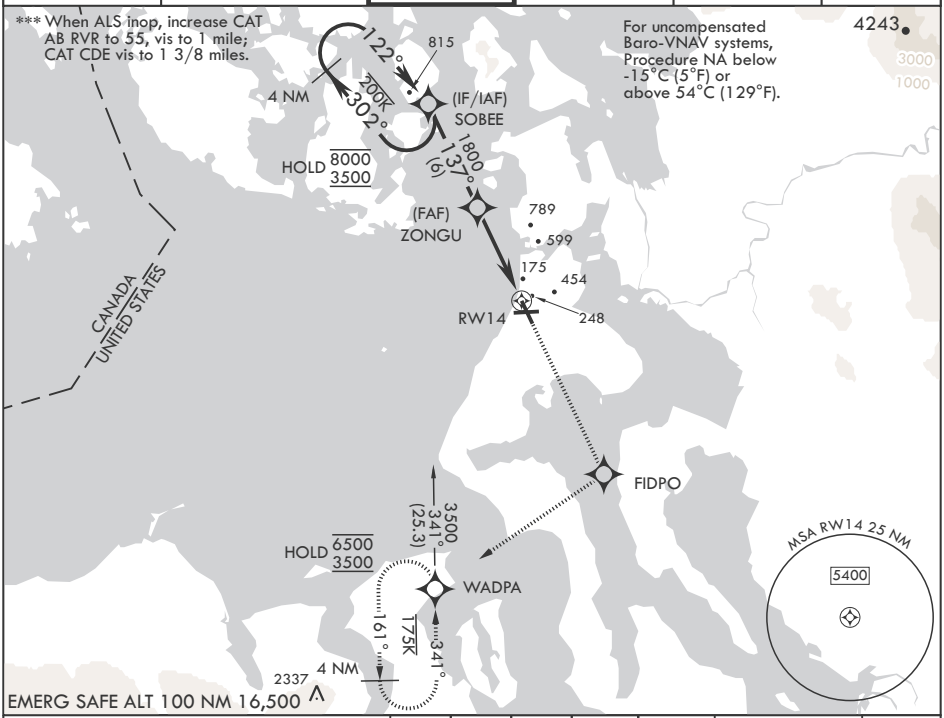
RNP APCH

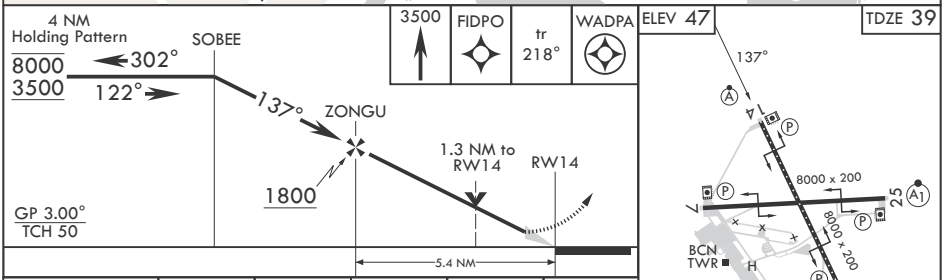
* When TDZ/CL lights inop, increase RVR to 24. When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase RVR to 60, vis to 1 1/8 miles.

ALSF-2

MISSED APPROACH: Climb to 3500 direct FIDPO, and on track 218° to WADPA and hold. Do not exceed 230K.

| ATIS | APP CON/DEP CON | TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| **134.15 281.5** | **118.2 285.65** (W) **120.7 270.8** (E) | **127.9 340.2** | **121.75 336.4** | **135.1 379.9** | |




| 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) |
| C 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




NW-1, 12 JUN 2025 to 07 AUG 2025

OAK HARBOR, WASHINGTON

# RNAV (GPS) RWY 25

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

| WAAS CH **44487** **W25A** | APCH CRS **249°** | Rwy ldg **8000** TDZE **28** Arpt Elev **47** |
|---|---|---|

- (USN)

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 | APP CON/DEP CON | TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| **134.15 281.5** | **118.2 285.65** (W) **120.7 270.8** (E) | **127.9 340.2** | **121.75 336.4** | **135.1 379.9** | |

*** When ALS inop, increase CAT AB RVR to *55*, vis to 1 mile; CAT CDE vis to 1 7/8 miles.

For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 54°C (130°F).

4 NM HOLD 3000 259° 079°

NEDOE

TOCUY

RW25

(FAF) TOTKE

(IF) PEMRE 3000

HIGET

(IAF) DAYAS 5400

(IAF) BOCAT 5400

(IAF) APPUS 5400

1800 249° (6)

3000 210° (7)

3000 (3.9)

4300 261° (3.9)

3000 330° (10)

1072

789 599

454 441 425

3964

MSA RW25 25 NM 5800

EMERG SAFE ALT 100 NM 16,500

3000 TOCUY tr 259° NEDOE

PEMRE 3000

TOTKE 249°

RW25

1.9 NM to RW25

1800

GP 3.00° TCH 50

5.4 NM

ELEV 47 TDZE 28

8000 x 200

8000 x 200

25 249°

32

BCN TWR H

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA* | 278/24 | | 250 | (300-½) | |
| LNAV/VNAV DA** | 685-1⅜ | | 657 | (700-1⅜) | |
| LNAV MDA*** | 680/24 | 652 (700-½) | 680-1⅜ | 652 | (700-1⅜) |
| C 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 31OCT24

RNAV (GPS) RWY 25



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

OAK HARBOR, WASHINGTON

# RNAV (GPS) RWY 32

WHIDBEY ISLAND NAS (AULT FLD) (KNUW) - (USN)

| APCH CRS | Rwy ldg | 8000 |
|---|---|---|
| 317° | TDZE | 47 |
| | Arpt Elev | 47 |

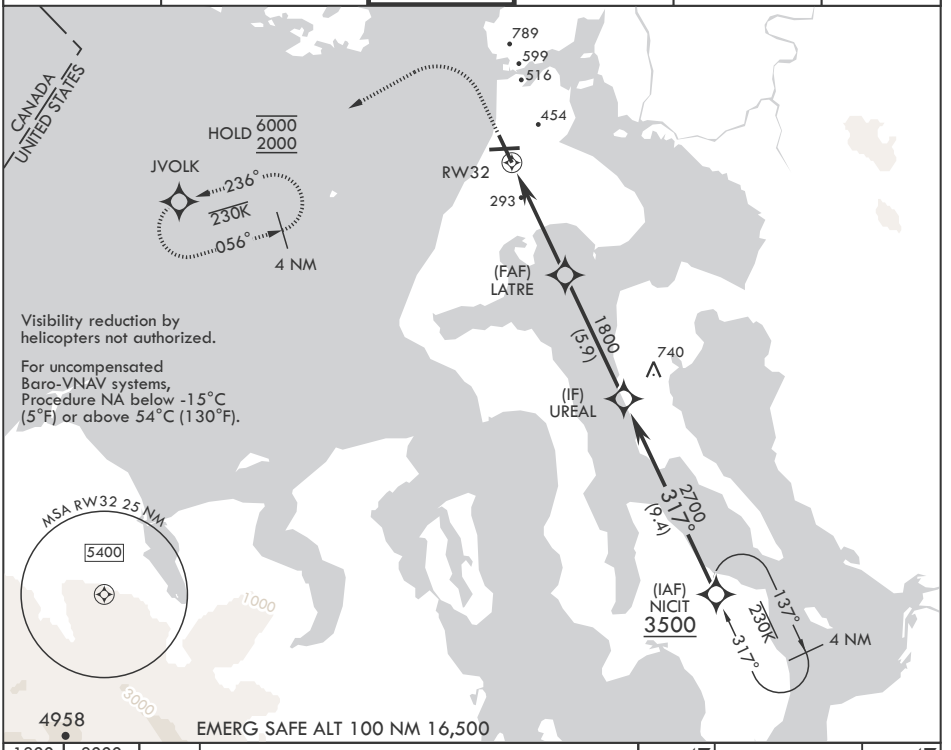
RNP APCH

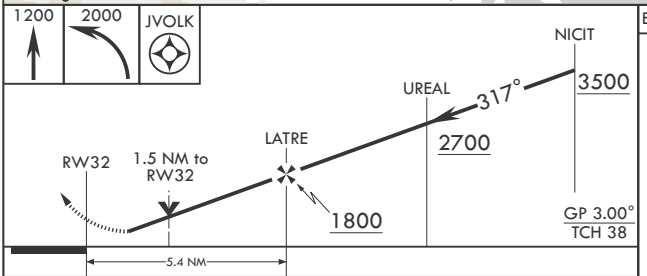
T * When ALS inop, increase vis to 1 3/8 miles.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/8 miles.

ALSF-2

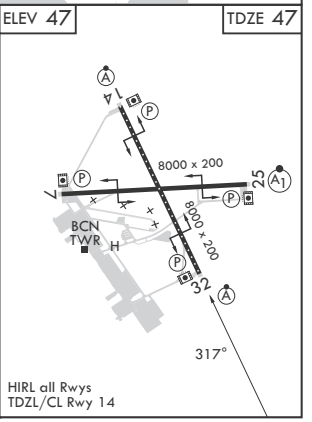
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct JVOLK and hold.

| ATIS | APP CON/DEP CON | TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 134.15 281.5 | 118.2 285.65 (W)<br>120.7 270.8 (E) | 127.9 340.2 | 121.75 336.4 | 135.1 379.9 | |




| 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) |
| C CIRCLING | 760-1 | 713 (800-1) | 860-2½<br>813<br>(900-2½) | 900-2¾<br>853<br>(900-2¾) | 1200-3<br>1153<br>(1200-3) |




OAK HARBOR, WASHINGTON

Amdt 3 23JAN25

48°21'N - 122°39'W

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

RNAV (GPS) RWY 32



NW-1, 12 JUN 2025 to 07 AUG 2025

OAK HARBOR, WASHINGTON

# TACAN Y RWY 7

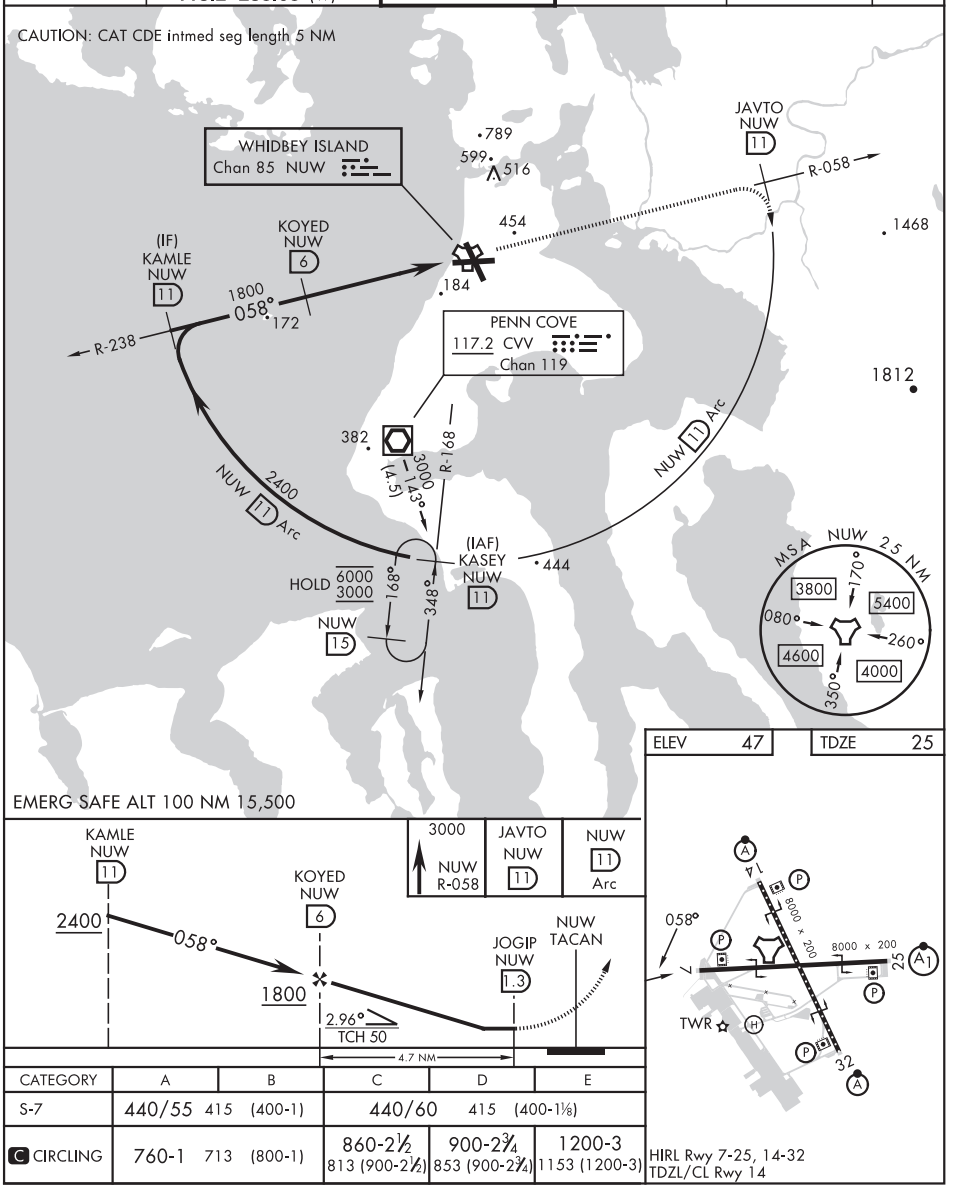
| TACAN | APCH CRS | Rwy ldg | 8000 |
|---|---|---|---|
| Chan 85 | 058° | TDZE | 25 |
| | | Arpt Elev | 47 |

[USN] 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.

| ATIS | WHIDBEY APP CON | WHIDBEY TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 134.15 281.5 | 120.7 270.8 (E)<br>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




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-7 | 440/55 415 (400-1) | | 440/60 415 (400-1⅛) | | |
| C CIRCLING | 760-1 713 (800-1) | | 860-2½<br>813 (900-2½) | 900-2¾<br>853 (900-2¾) | 1200-3<br>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 4 31OCT24

TACAN Y RWY 7



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

24361

OAK HARBOR, WASHINGTON

# TACAN Y RWY 14

| TACAN NUW Chan 85 | APCH CRS 141° | Rwy ldg 8000 TDZE 39 Arpt Elev 47 |
|---|---|---|

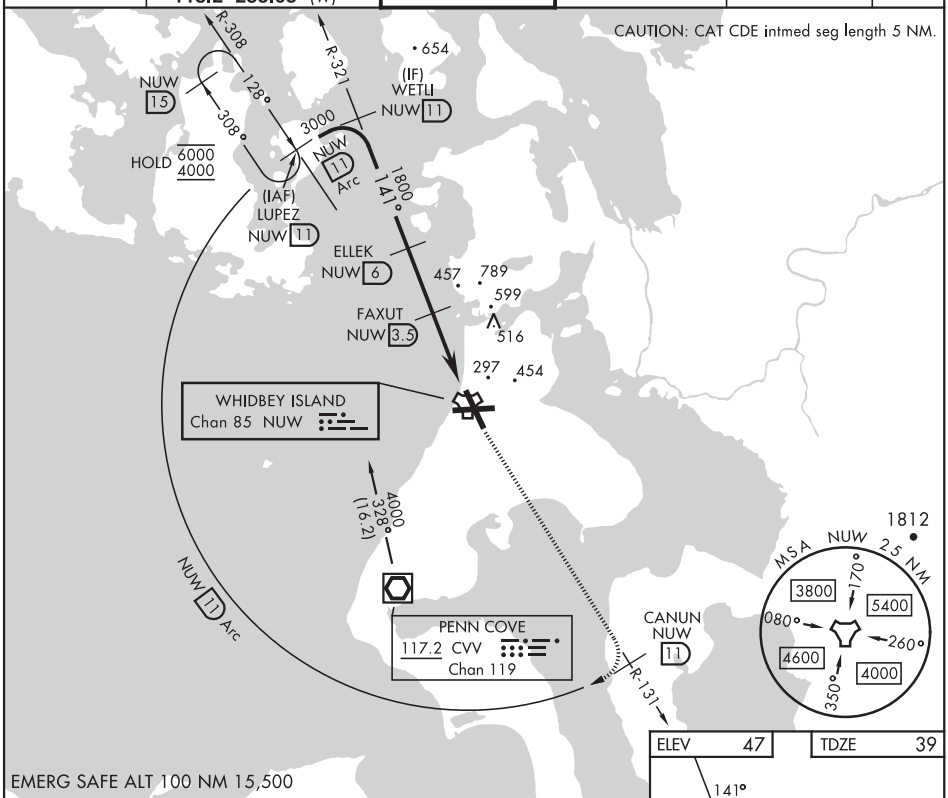
[USN] WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

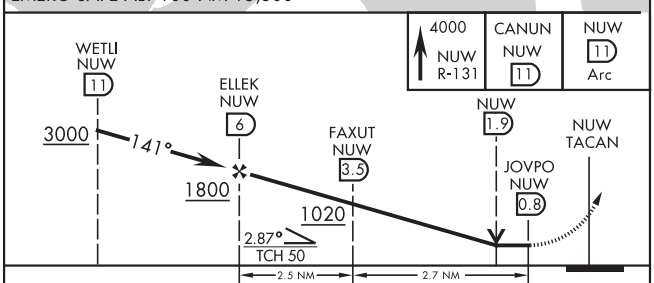
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles.

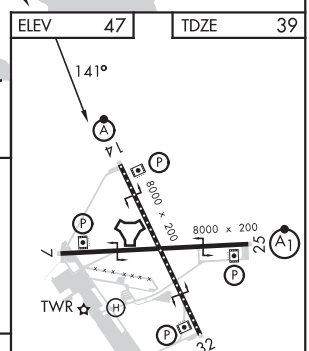
ALSF-2

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 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-14 * | 560/24 521 (600-½) | | 560/55 521 (600-1) | | |
| C 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 4 31OCT24

# TACAN Y RWY 14

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

OAK HARBOR, WASHINGTON

# TACAN Y RWY 25

| TACAN | APCH CRS | Rwy Idg | 8000 |
|---|---|---|---|
| NUW Chan 85 | 254° | TDZE | 28 |
| | | Arpt Elev | 47 |

[USN] WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

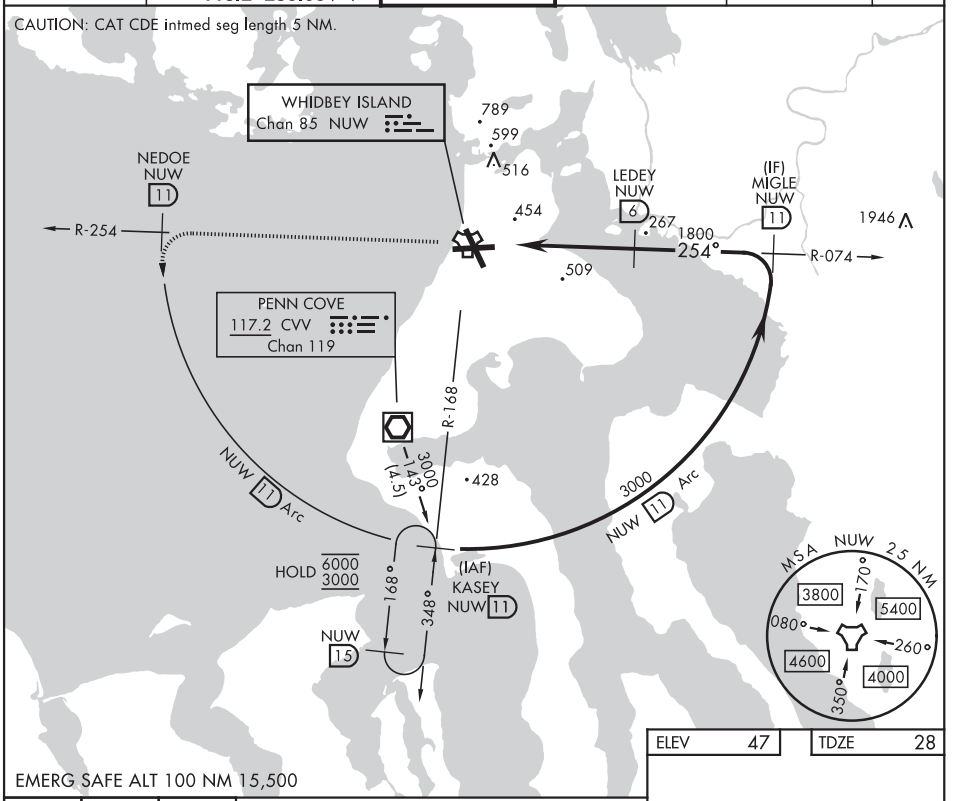
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 2 miles.

ALSF-1

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 | WHIDBEY APP CON | WHIDBEY TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 134.15 281.5 | 120.7 270.8 (E)<br>118.2 285.65 (W) | 127.9 340.2 | 121.75 336.4 | 135.1 379.9 | |

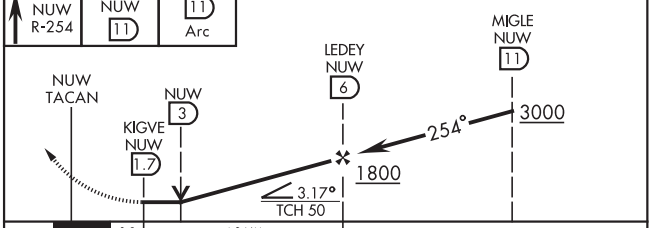
CAUTION: CAT CDE intmed seg length 5 NM.

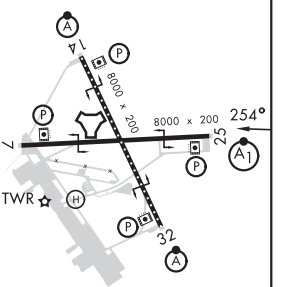



EMERG SAFE ALT 100 NM 15,500

| ELEV | 47 | TDZE | 28 |
|---|---|---|---|

| 3000 NUW R-254 | NEDOE NUW 11 | NUW 11 Arc |
|---|---|---|




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-25 * | 760/30 | 732 (800-5/8) | 760-1 5/8 | 732 (800-1 5/8) | |
| C CIRCLING | 760-1 | 713 (800-1) | 860-2 1/2<br>813 (900-2 1/2) | 900-2 3/4<br>853 (900-2 3/4) | 1200-3<br>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 4 31OCT24

TACAN Y RWY 25



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

OAK HARBOR, WASHINGTON

# TACAN Y RWY 32

| TACAN | APCH CRS | Rwy Idg | 8000 |
|---|---|---|---|
| Chan 85 NUW | 311° | TDZE | 47 |
| | | Arpt Elev | 47 |

[USN] WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

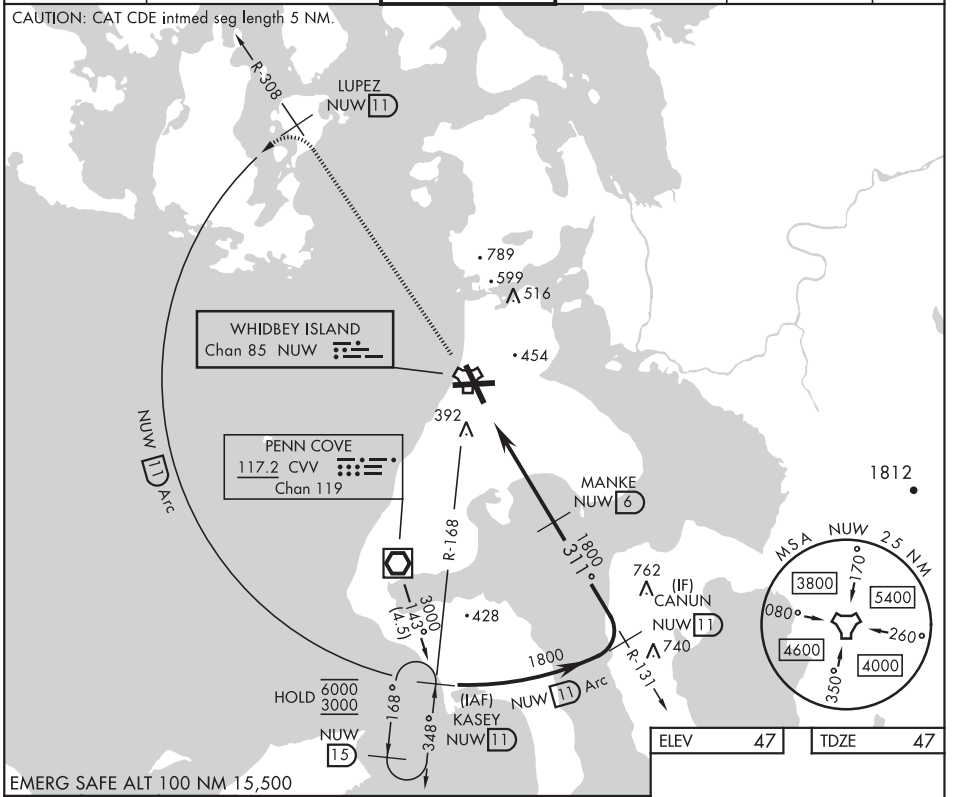
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE to 1¾ miles.

ALSF-2

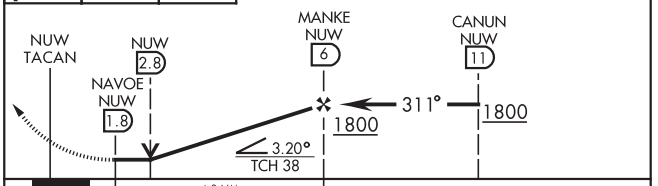
MISSED APPROACH: Climb to 3000 via NUW TACAN R-308 to LUPEZ, then Arc SW of NUW via 11 DME Arc to KASEY and hold.

| ATIS | WHIDBEY APP CON | WHIDBEY TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 134.15 281.5 | 120.7 270.8 (E)<br>118.2 285.65 (W) | 127.9 340.2 | 121.75 336.4 | 135.1 379.9 | |

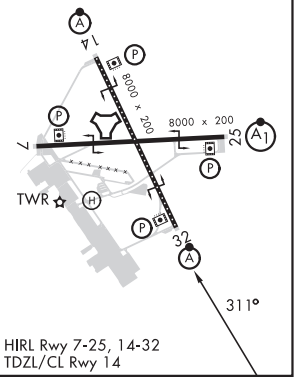
CAUTION: CAT CDE intmed seg length 5 NM.




| 3000 | LUPEZ | NUW |
|---|---|---|
| NUW R-308 | NUW 11 | 11 Arc |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-32 * | 680/30 633 (700-⅝) | | 680-1⅜ 633 (700-1⅜) | | |
| C CIRCLING | 760-1 713 (800-1) | | 860-2½ 813 (900-2½) | 900-2¾ 853 (900-2¾) | 1200-3 1153 (1200-3) |

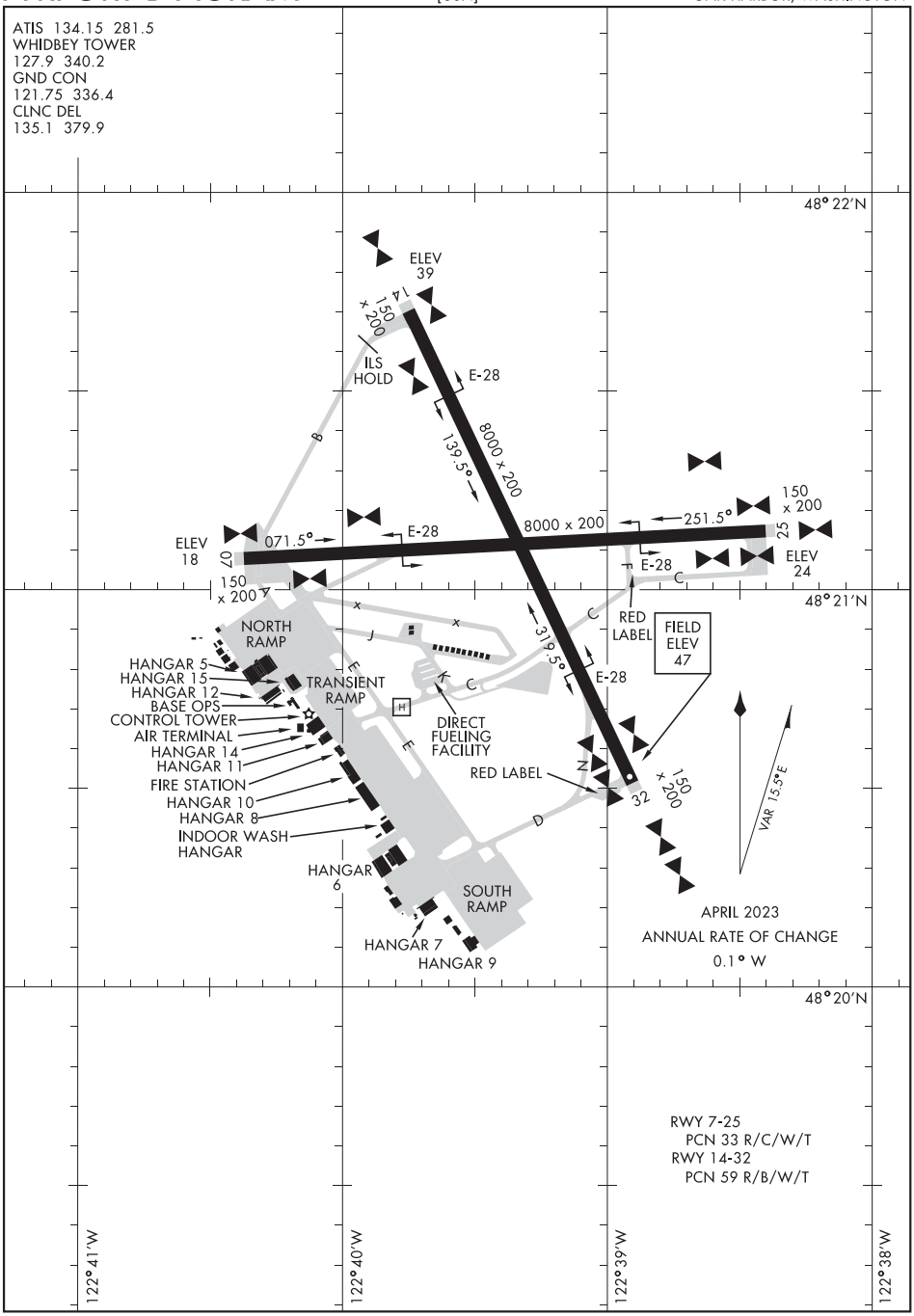



HIRL Rwy 7-25, 14-32
TDZL/CL Rwy 14



NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025





NW-1, 12 JUN 2025 to 07 AUG 2025

24305

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

# NASWI THREE (OBSTACLE) DEPARTURE

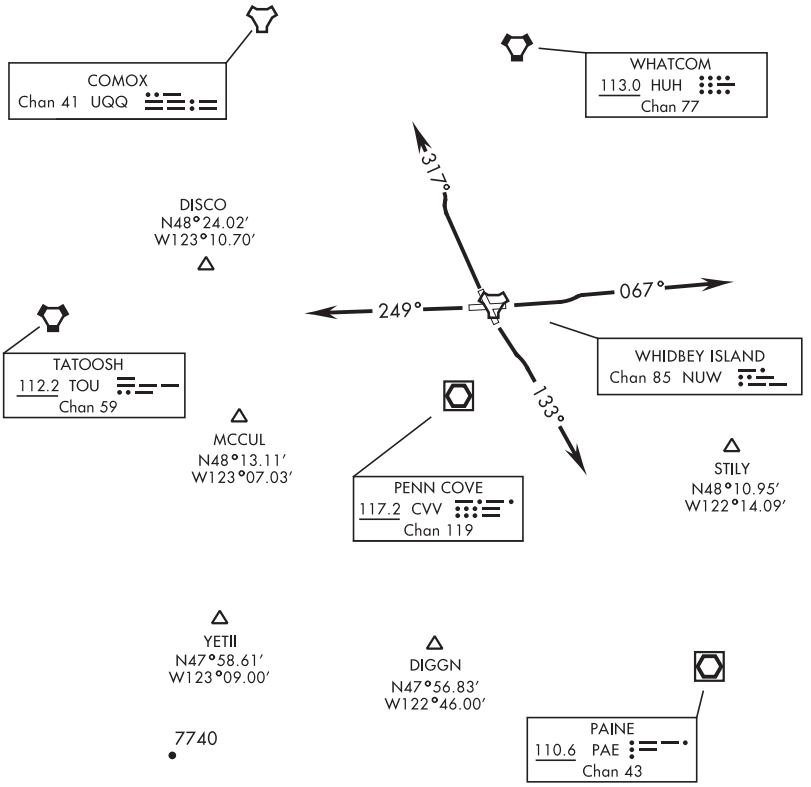
OAK HARBOR, WASHINGTON

ATIS 134.15 281.5
CLNC DEL
135.1 379.9
GND CON
121.75 336.4
WHIDBEY TOWER
127.9 340.2
WHIDBEY DEP CON
120.7 270.8 EAST
118.2 285.65 WEST

[USN]

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 7 | V/V(fpm) | 270 | 540 | 810 | 1080 | 1350 | 1620 |
| 14 | V/V(fpm) | 254 | 508 | 762 | 1016 | 1270 | 1524 |

Minimum Climb Rate to 500




NOTE: Chart not to scale

## 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.



NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 81848 W01A | APP CRS 008° | Rwy ldg 6100<br>TDZE 5046<br>Apt Elev 5065 |
|---|---|---|

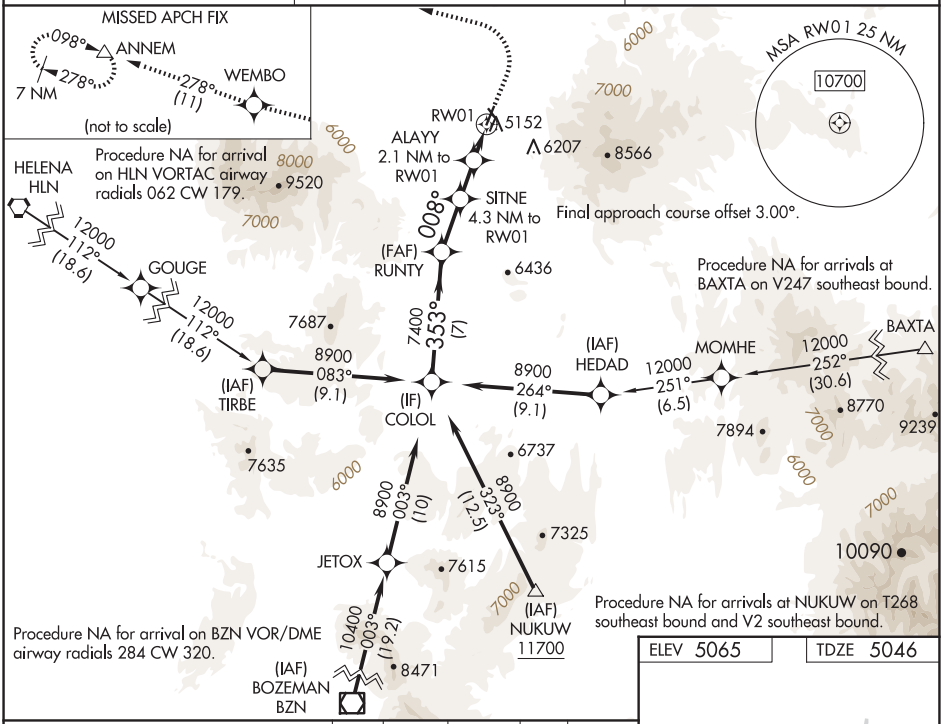
# RNAV (GPS) RWY 1
## WHITE SULPHUR SPRINGS (7S6)

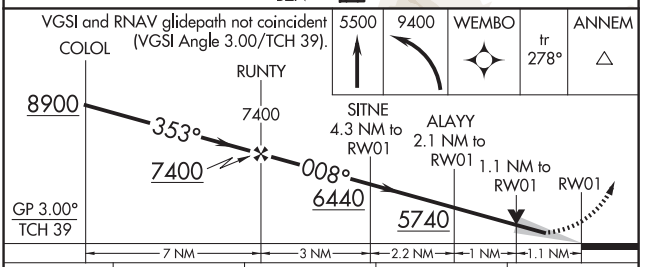
RNP APCH - GPS.

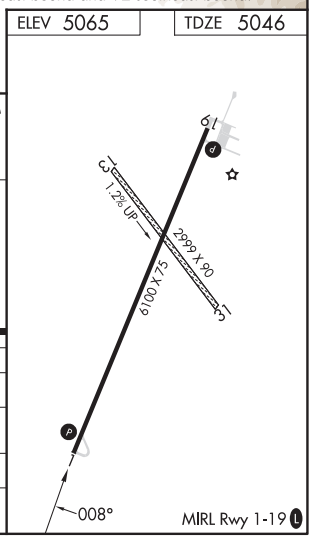
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA to Rwys 13 and 31. Circling NA for Cats C and D east of Rwy 1-19. Circling NA for all Cats east of Rwy 1-19 at night.

MISSED APPROACH: Climb to 5500 then climbing left turn to 9400 direct WEMBO and on track 278° to ANNEM and hold.

| AWOS-3PT | SALT LAKE CENTER | CTAF |
|---|---|---|
| 118.525 | 133.4 285.4 | 122.9 L |




| 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<br>555 (600-1) | 5920-1¼<br>855 (900-1¼) | 5920-2¾<br>855 (900-2¾) | 5920-3<br>855 (900-3) |

WHITE SULPHUR SPRINGS, MONTANA
Orig-A 23JAN25
46°30'N-110°55'W
WHITE SULPHUR SPRINGS (7S6)
RNAV (GPS) RWY 1
893

NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

WHITE SULPHUR SPRINGS, MONTANA | AL-11832 (FAA) | 24305

| WAAS | APP CRS | Rwy Idg | 6100 |
|---|---|---|---|
| CH 65648 | 188° | TDZE | 5049 |
| W19A | | Apt Elev | 5065 |

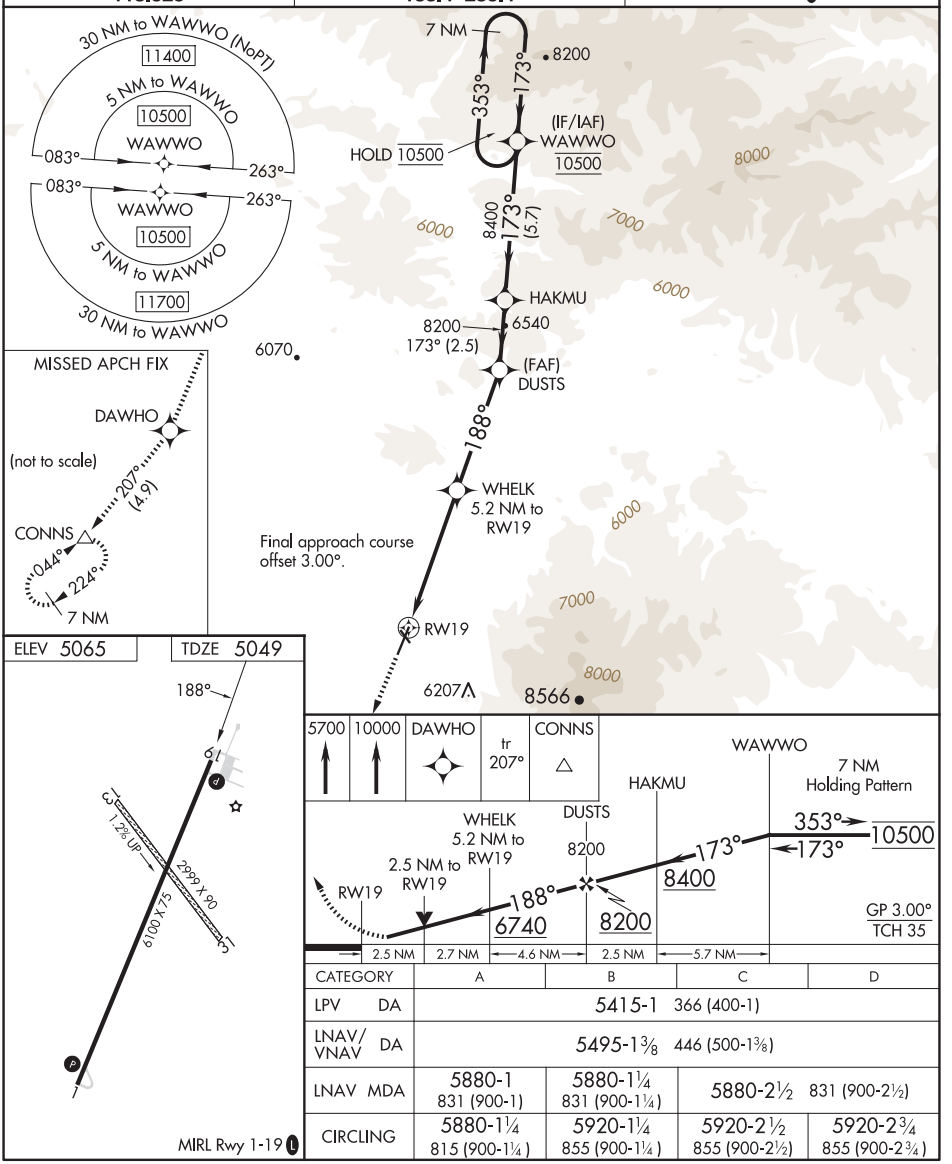
# RNAV (GPS) RWY 19
## WHITE SULPHUR SPRINGS (7S6)

RNP APCH - GPS.

T A 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.

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.

| AWOS-3PT | SALT LAKE CENTER | CTAF |
|---|---|---|
| 118.525 | 133.4 285.4 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5415-1 366 (400-1) | | | |
| LNAV/VNAV DA | 5495-1⅜ 446 (500-1⅜) | | | |
| LNAV MDA | 5880-1 831 (900-1) | 5880-1¼ 831 (900-1¼) | 5880-2½ 831 (900-2½) | |
| CIRCLING | 5880-1¼ 815 (900-1¼) | 5920-1¼ 855 (900-1¼) | 5920-2½ 855 (900-2½) | 5920-2¾ 855 (900-2¾) |

MIRL Rwy 1-19 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Idg | 3851 |
|---|---|---|
| 021° | TDZE | 2183 |
| | Apt Elev | 2183 |

# RNAV (GPS) RWY 2

WILBUR (2S8)

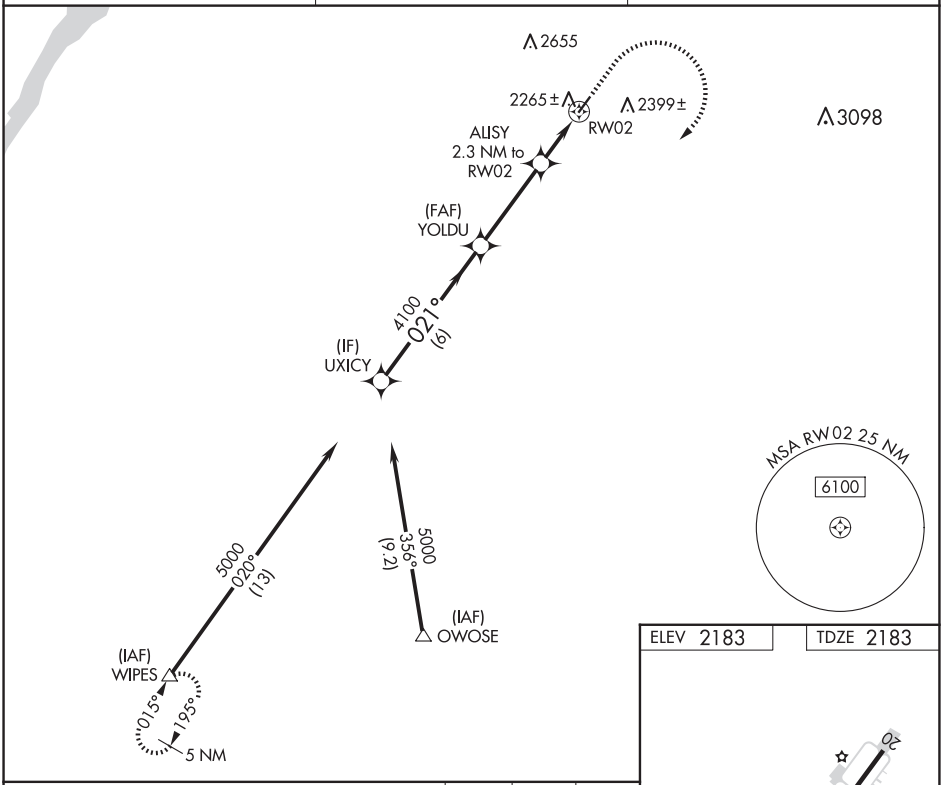
RNP APCH - GPS.

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 ⅝ SM, and Circling visibility Cat B/C/D ¾ SM. VDP NA with EPH altimeter setting.

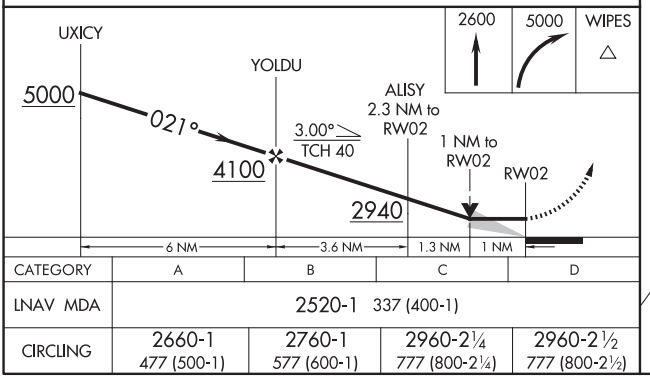
NA

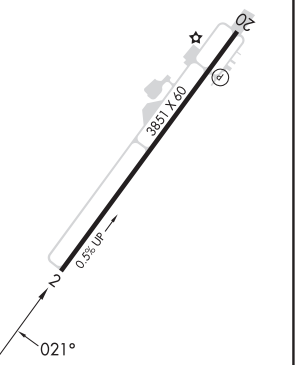
MISSED APPROACH: Climb to 2600, then climbing right turn to 5000 direct WIPES and hold.

| AWOS-2 | GRANT COUNTY APP CON ★ | CTAF |
|---|---|---|
| 124.175 | 126.4 379.95 | 122.9 (L) |




| ELEV 2183 | TDZE 2183 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2520-1 337 (400-1) | | | |
| CIRCLING | 2660-1<br>477 (500-1) | 2760-1<br>577 (600-1) | 2960-2¼<br>777 (800-2¼) | 2960-2½<br>777 (800-2½) |

REIL Rwy 2
MIRL Rwy 2-20 (L)



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(WIPES1.WIPES) 23278

# WIPES ONE DEPARTURE (OBSTACLE) (RNAV)

AL-10463 (FAA)

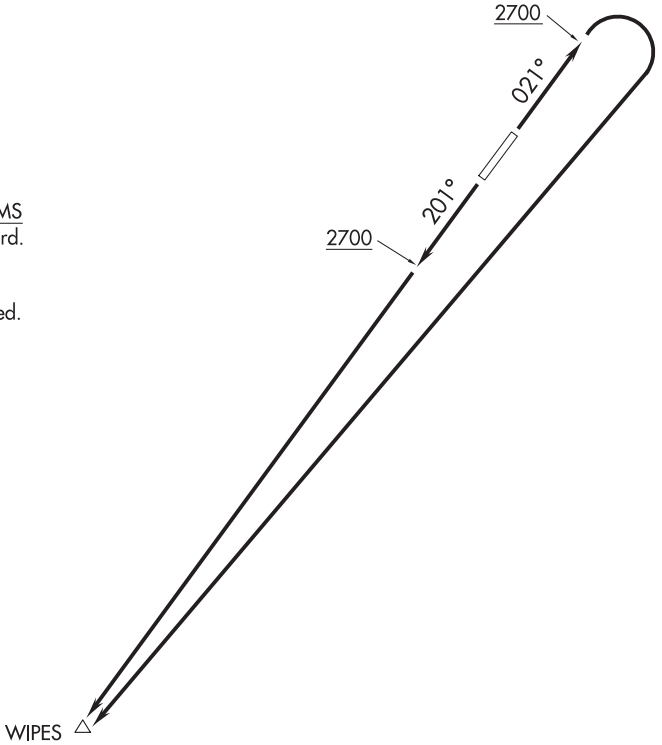
WILBUR (2S8)
WILBUR, WASHINGTON

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| WAAS | APP CRS | Rwy Idg | 5091 |
|---|---|---|---|
| CH 77929 | 111° | TDZE | 1988 |
| W11A | | Apt Elev | 1989 |

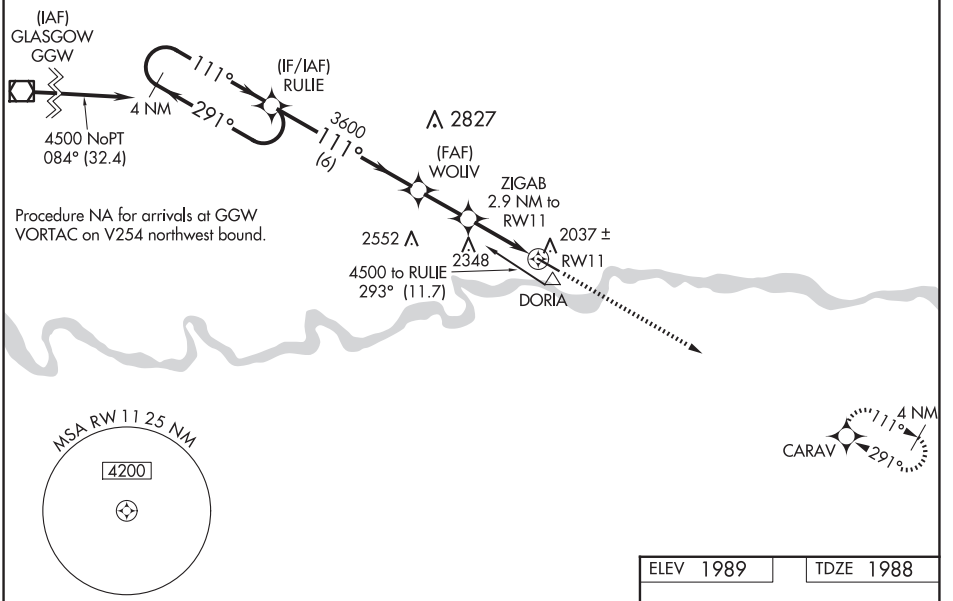
# RNAV (GPS) RWY 11

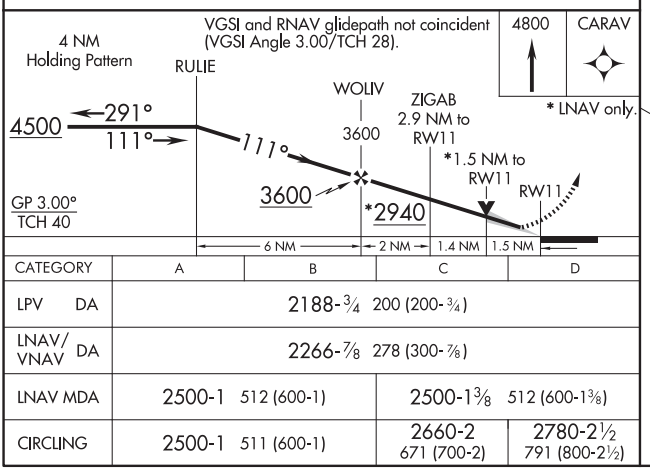
## L M CLAYTON (OLF)

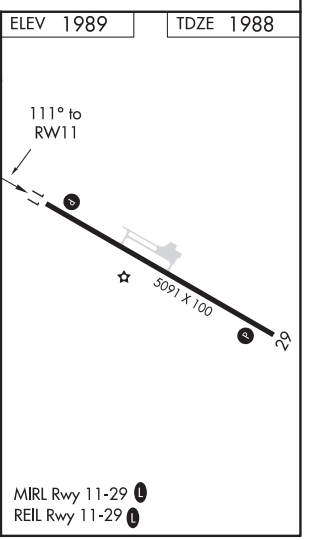
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wokal FLD/Glasgow-Valley County altimeter setting: increase LPV DA to 2329 ft and visibility ⅜ SM, LNAV/VNAV DA to 2407 ft and visibility ½ SM; increase all MDA 160 feet and LNAV and Circling visibility Cat C/D ½ SM. Baro-VNAV and VDP NA with Glasgow altimeter setting.

MISSED APPROACH: Climb to 4800 direct CARAV and hold.

| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.325 | 126.85 305.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2188-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 2266-⅞ 278 (300-⅞) | | | |
| LNAV MDA | 2500-1 512 (600-1) | | 2500-1⅜ 512 (600-1⅜) | |
| CIRCLING | 2500-1 511 (600-1) | | 2660-2 671 (700-2) | 2780-2½ 791 (800-2½) |

MIRL Rwy 11-29 L
REIL Rwy 11-29 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

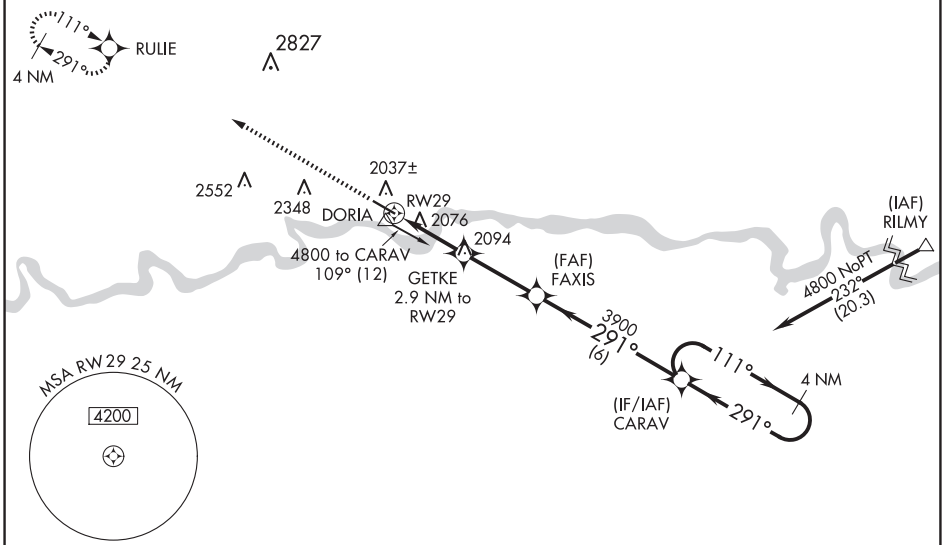
| WAAS | APP CRS | Rwy Idg | 5091 |
|---|---|---|---|
| CH 49229 | 291° | TDZE | 1989 |
| W29A | | Apt Elev | 1989 |

# RNAV (GPS) RWY 29
## L M CLAYTON (OLF)

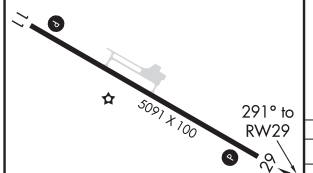
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wokal FLD/Glasgow-Valley County altimeter setting: increase LPV DA to 2330 ft and visibility ⅜ SM, LNAV/VNAV DA to 2380 ft and visibility ½ SM; 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.

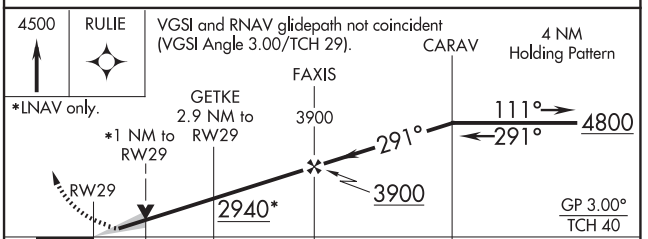
| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 118.325 | 126.85 305.2 | 122.8 (CTAF) L |




ELEV 1989 | TDZE 1989




MIRL Rwy 11-29 L
REIL Rwy 11-29 L




| 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) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
WOLF POINT, MONTANA
L M CLAYTON (OLF)

WORLAND, WYOMING | AL-801 (FAA) | 22139

| WAAS CH 40228 W16A | APP CRS 162° | Rwy Idg 7000 / TDZE 4202 / Apt Elev 4252 |
|---|---|---|

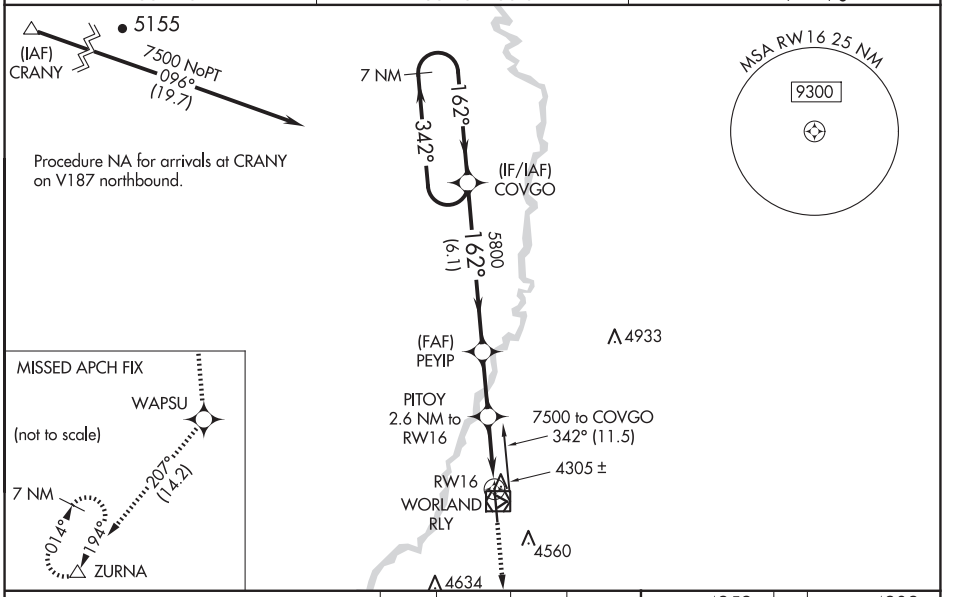
# RNAV (GPS) RWY 16

## 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.

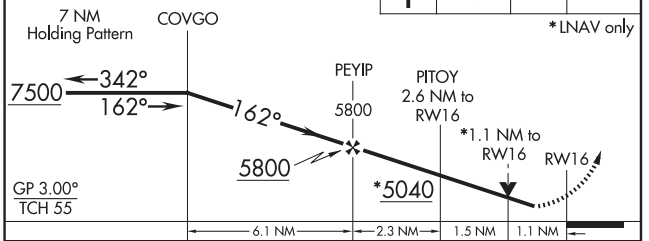
| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.475 | 133.25 285.6 | 123.05 (CTAF) L |




| 9600 | WAPSU | tr 207° | ZURNA |
|---|---|---|---|

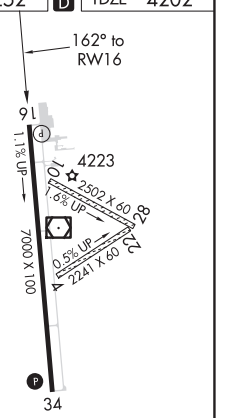
*LNAV only

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).




| 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) | | 4560-1⅛ 358 (400-1⅛) | |
| CIRCLING | 4920-1 668 (700-1) | | 4920-1¾ 668 (700-1¾) | 5020-2½ 768 (800-2½) |

ELEV 4252 D | TDZE 4202




REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 34

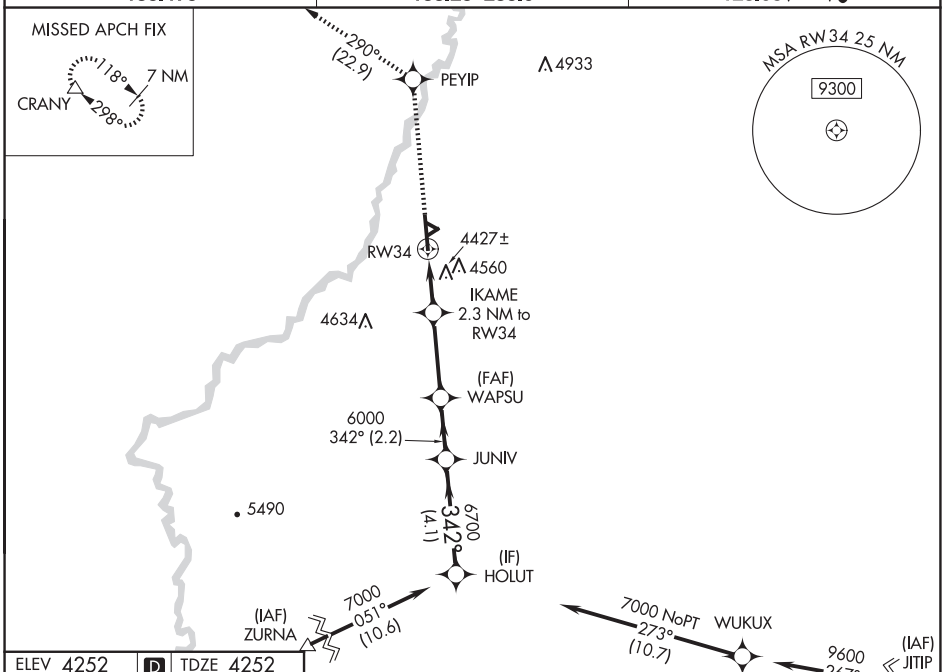
WORLAND MUNI (WRL)

| APP CRS | Rwy Idg | TDZE | Apt Elev |
|---|---|---|---|
| 342° | 7000 | 4252 | 4252 |

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.

MISSED APPROACH: Climb to 8500 direct PEYIP and on track 290° to CRANY and hold.

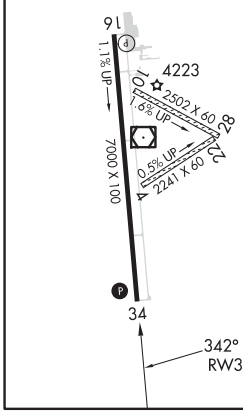
| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.475 | 133.25 285.6 | 123.05 (CTAF) L |

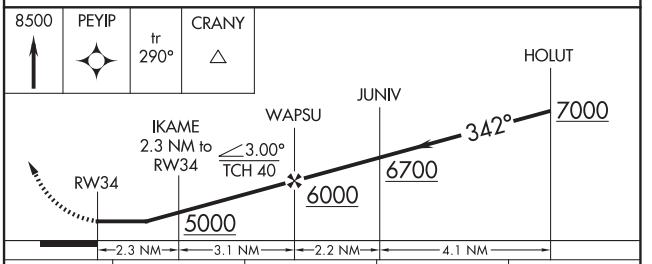



ELEV 4252 D TDZE 4252

REIL Rwys 16 and 34 L

MIRL Rwy 16-34 L




| 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, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

WORLAND, WYOMING | AL-801 (FAA) | 21224

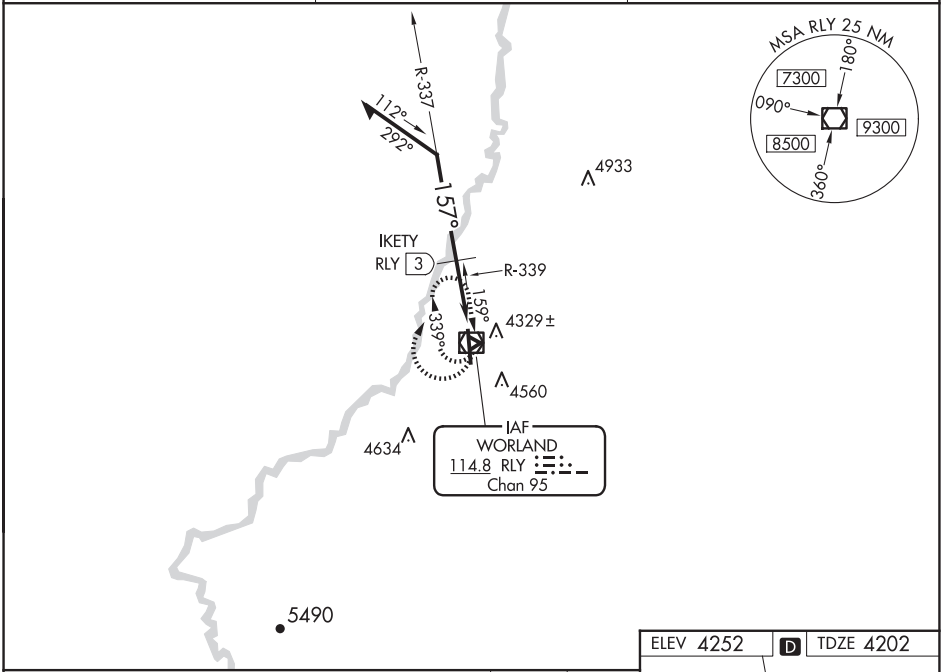
| VOR/DME RLY | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| 114.8 | 157° | TDZE | 4202 |
| Chan 95 | | Apt Elev | 4252 |

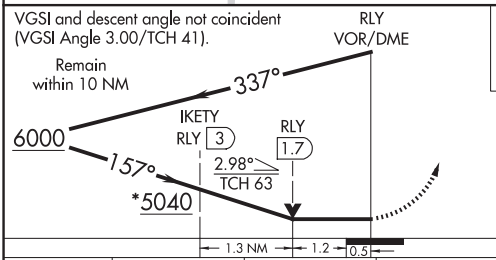
# VOR RWY 16
## WORLAND MUNI (WRL)

When local altimeter setting not received, use Greybull altimeter setting: increase all MDAs 140 feet; all Cats, and Circling Cat C/D visibilities ½ SM. Helicopter visibility reduction below ¾ SM NA. VDP NA with Greybull altimeter setting.

MISSED APPROACH: Climbing right turn to 7000 in RLY VOR/DME holding pattern.

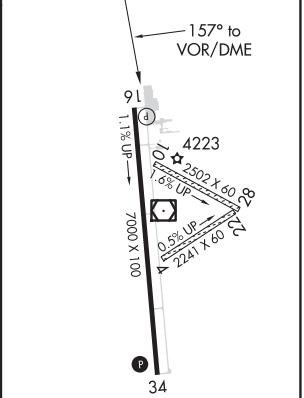
| ASOS | SALT LAKE CENTER | UNICOM |
|---|---|---|
| 135.475 | 133.25 285.6 | 123.05 (CTAF) L |




| 7000 | RLY |
|---|---|

*5180 when using Greybull altimeter setting.




REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

| 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) |

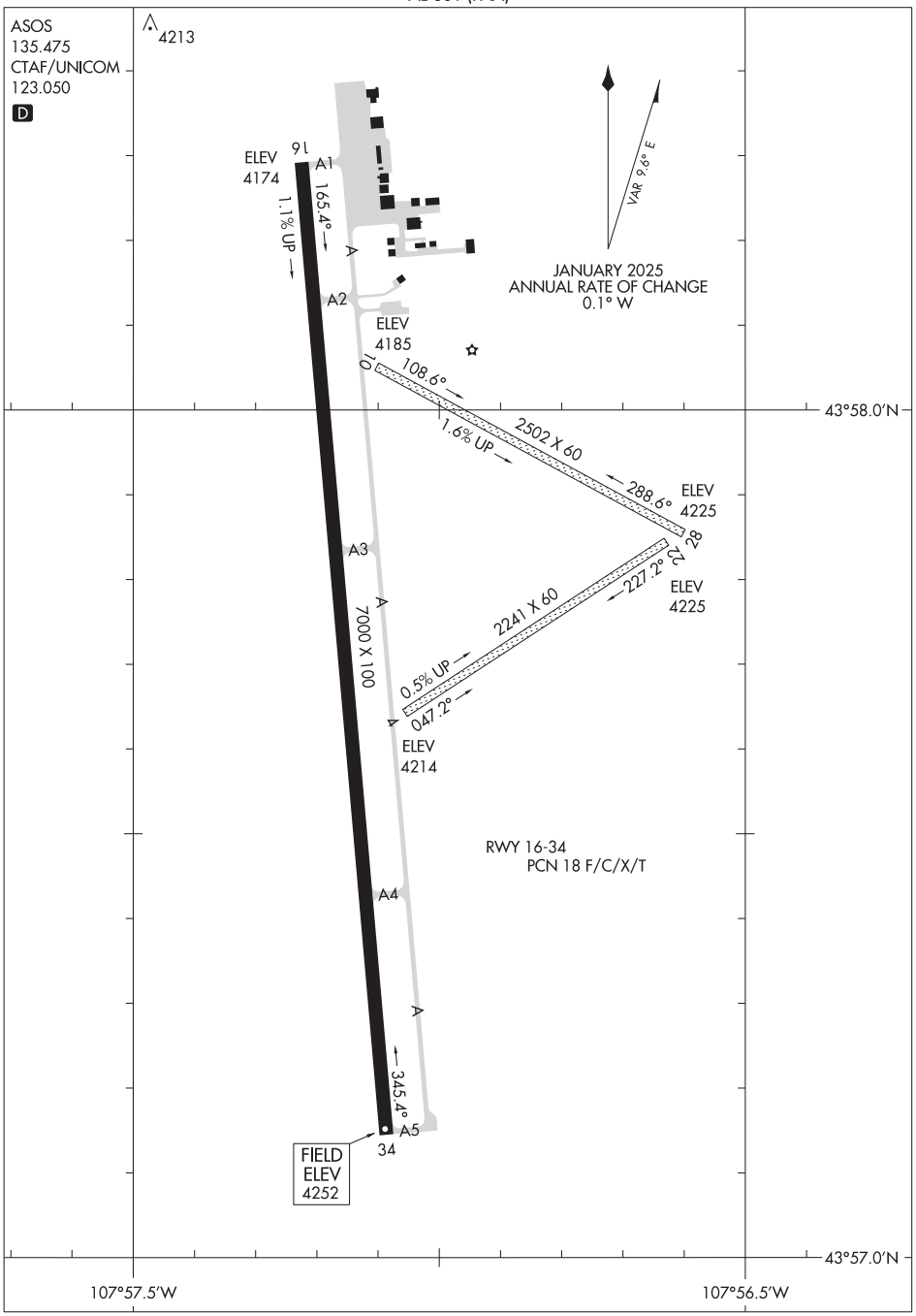
WORLAND, WYOMING
Amdt 6C 20MAY21

43°58′N-107°57′W

WORLAND MUNI (WRL)
VOR RWY 16


NW-1, 12 JUN 2025 to 07 AUG 2025

AL-801 (FAA)





NW-1, 12 JUN 2025 to 07 AUG 2025

YAKIMA, WASHINGTON | AL-465 (FAA) | 25107

| 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)

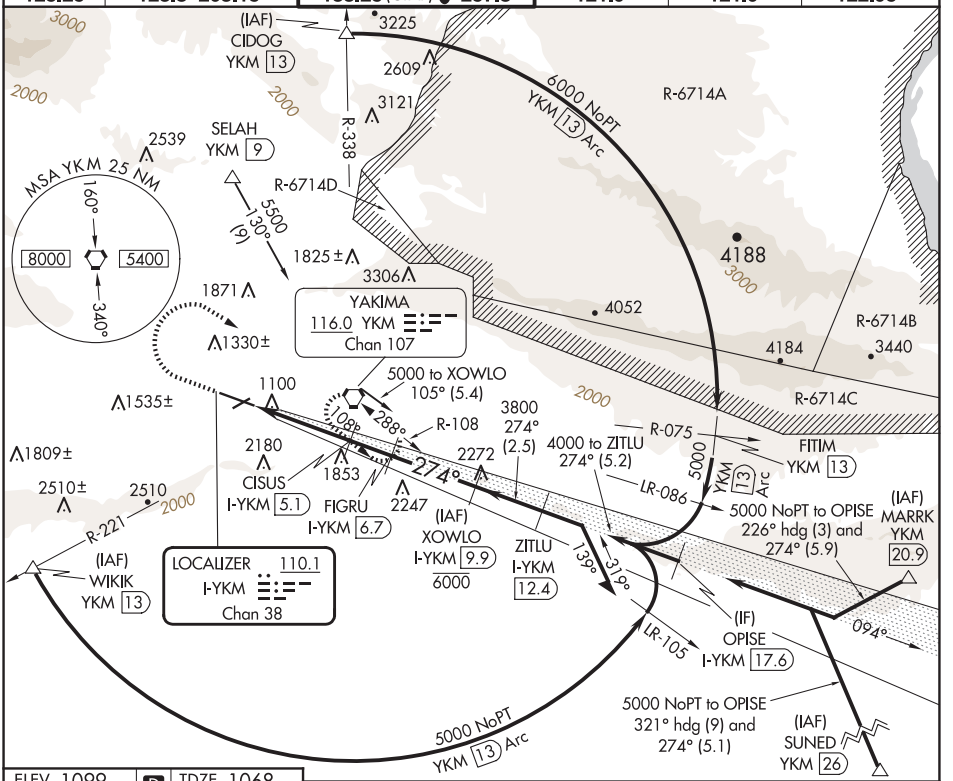
DME required for procedure entry. DME required for LOC only.

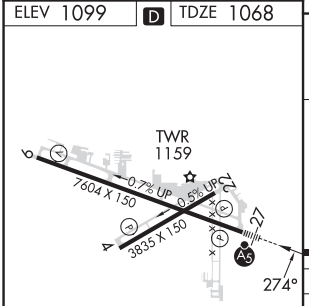
When local altimeter setting not received, procedure NA. Circling NA south of Rwys 9 and 27. For inop ALS, increase S-LOC 27 Cats C/D visibility to 2 SM. For inop ALS, increase S-ILS 27 all Cats visibility to 1⅞ SM. #RVR 1800 authorized with use of FD or AP or HUD to DA.

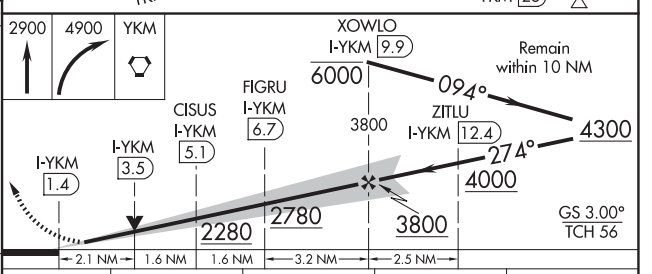
MALSR

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) L 257.8 | 121.9 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 # | 1268/24 | 200 (200-½) | | |
| S-ILS 27 | 1713-1⅜ | 645 (700-1⅜) | | |
| S-LOC 27 | 1780/24 | 712 (700-½) | 1780-1⅝ | 712 (700-1⅝) |
| C CIRCLING | 1780-1 | 681 (700-1) | 1940-2½ 841 (900-2½) | 2280-3 1181 (1200-3) |

MIRL Rwy 4-22
HIRL Rwy 9-27 L
REIL Rwys 4, 9, and 22



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | | |
|---|---|---|
| 094° | Rwy Idg | 7604 |
| | TDZE | 1099 |
| | Apt Elev | 1099 |

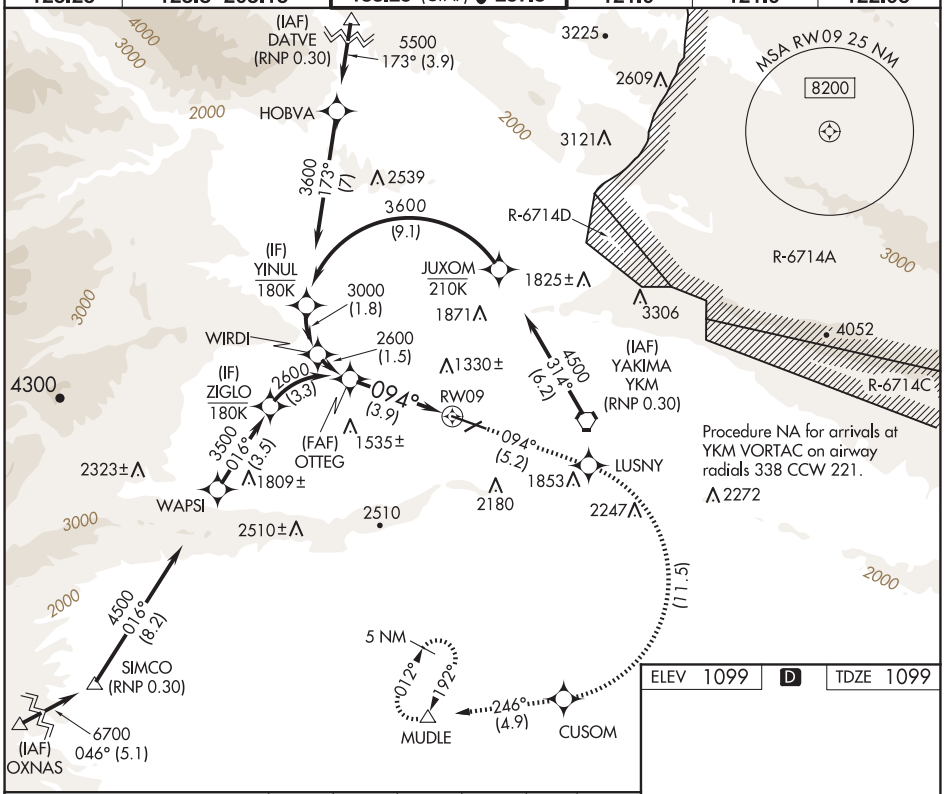
# RNAV (RNP) RWY 9

## YAKIMA AIR TRML/MCALLISTER FLD (YKM)

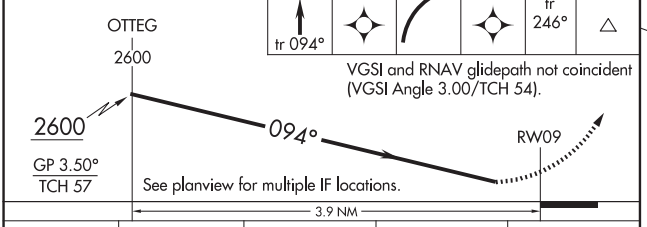
RF required. GPS required. For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 45°C (113°F).
*Missed approach requires a minimum climb of 425 feet per NM to 3000.

MISSED APPROACH: Climb to 5100 on track 094° to LUSNY right turn to CUSOM and on track 246° to MUDLE and hold.

| ATIS | SPOKANE APP CON* | YAKIMA TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 123.8 263.15 | 133.25 (CTAF) L 257.8 | 121.9 | 121.9 | 122.95 |



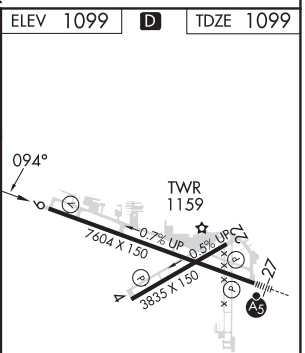

| 5100 | LUSNY | | CUSOM | tr 246° | MUDLE |
|---|---|---|---|---|---|
| tr 094° | | | | | |




VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).

| 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




MIRL Rwy 4-22
HIRL Rwy 9-27 L
REIL Rwys 4, 9, and 22



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

YAKIMA, WASHINGTON | AL-465 (FAA) | 25107

| APP CRS | Rwy Idg | 7604 |
|---|---|---|
| 274° | TDZE | 1068 |
| | Apt Elev | 1099 |

# RNAV (RNP) Y RWY 27

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

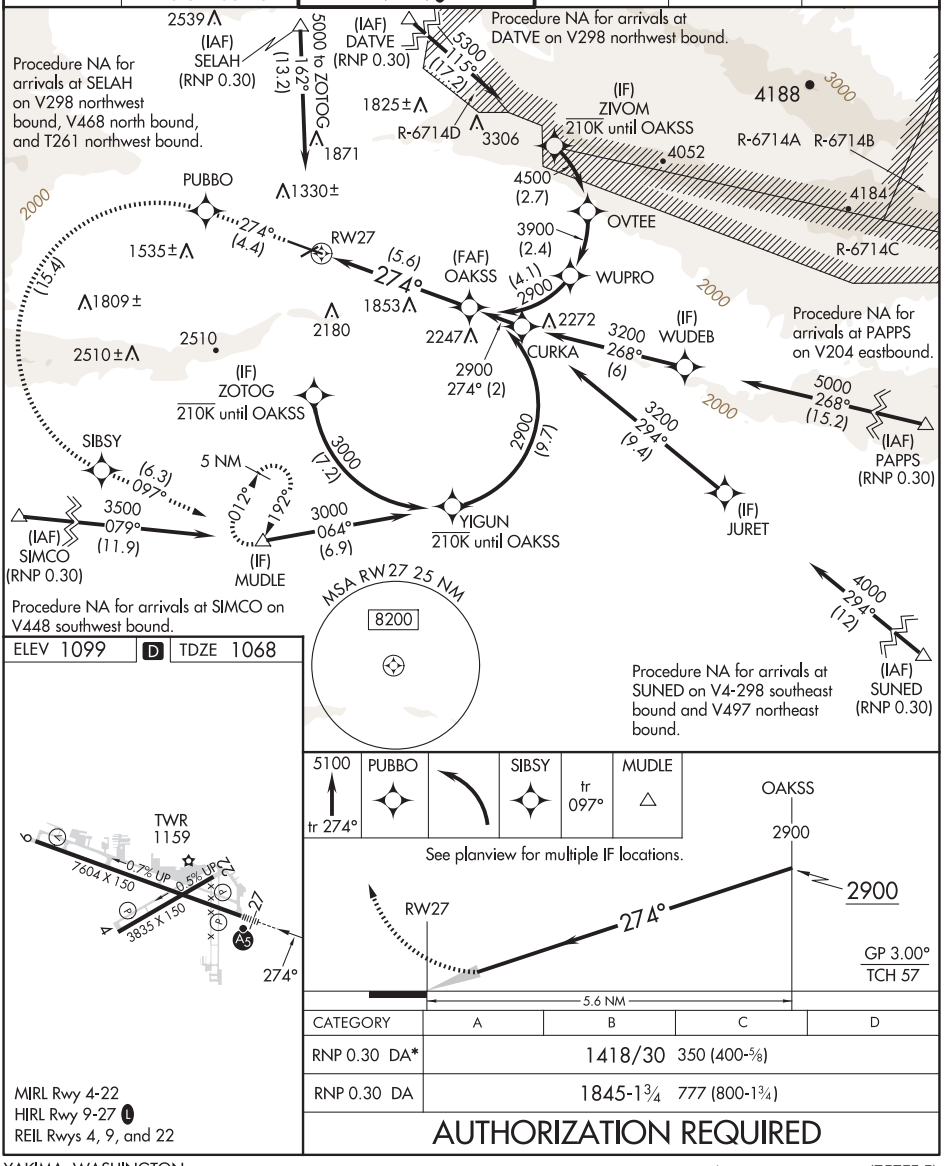
RNP APCH - GPS. From MUDLE or OVTEE or YIGUN: RF.

T 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 MUDLE and hold.
*Missed approach requires minimum climb of 425 feet per NM to 3400.

| ATIS | SPOKANE APP CON* | YAKIMA TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 123.8 263.15 | 133.25 (CTAF) L 257.8 | 121.9 | 121.9 | 122.95 |




| ELEV 1099 | D | TDZE 1068 |
|---|---|---|




| 5100 | PUBBO | | SIBSY | tr | MUDLE |
|---|---|---|---|---|---|
| tr 274° | | | | 097° | |

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA* | 1418/30 350 (400-⅝) | | | |
| RNP 0.30 DA | 1845-1¾ 777 (800-1¾) | | | |

AUTHORIZATION REQUIRED

MIRL Rwy 4-22
HIRL Rwy 9-27 L
REIL Rwys 4, 9, and 22



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Idg | 7604 |
|---|---|---|
| 274° | TDZE | 1068 |
| | Apt Elev | 1099 |

# RNAV (RNP) Z RWY 27

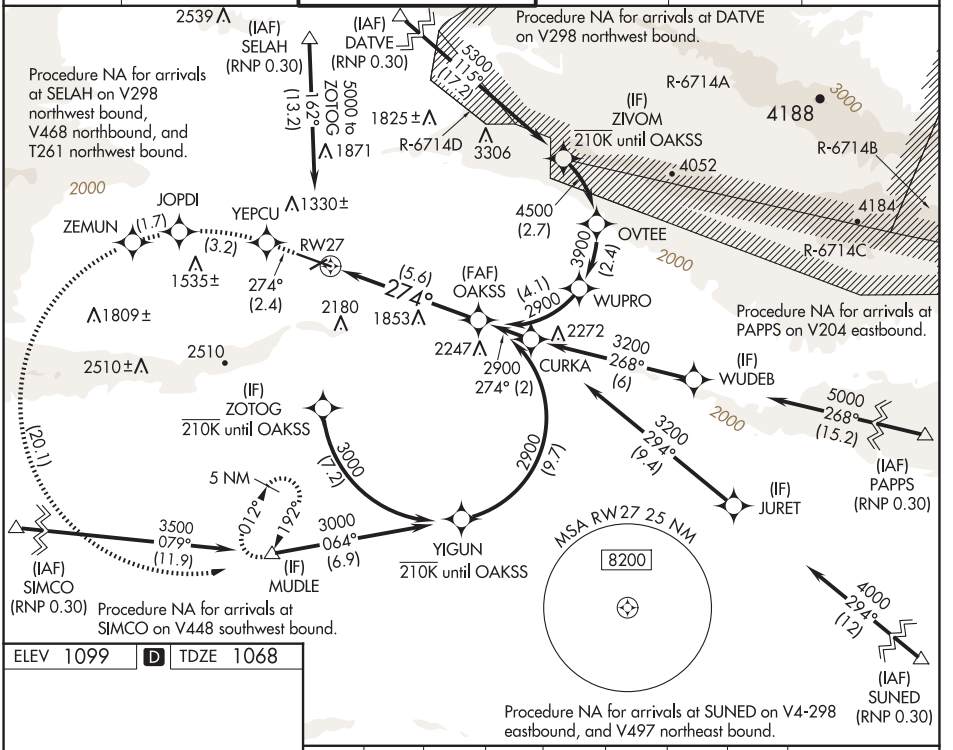
YAKIMA AIR TRML/MCALLISTER FLD (YKM)

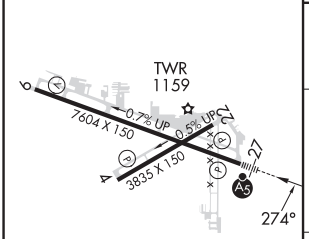
For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). RF required. GPS required. Missed approach requires RNP less than 1.0. For inop ALS increase *RNP 0.10 DA visibility all Cats to RVR 4500 and RNP 0.30 DA visibility all Cats to 1¼ SM. DATVE transition NA when R-6714 A, C, D active.

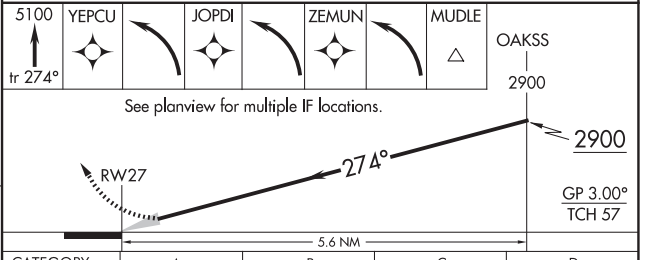
MALSR

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 | SPOKANE APP CON* | YAKIMA TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 123.8 263.15 | 133.25 (CTAF) L 257.8 | 121.9 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA* | 1348/24 280 (300-½) | | | |
| RNP 0.30 DA | 1468/45 400 (400-⅞) | | | |

AUTHORIZATION REQUIRED

MIRL Rwy 4-22
HIRL Rwy 9-27 L
REIL Rwys 4, 9, and 22



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

YAKIMA, WASHINGTON | AL-465 (FAA) | 25107

| WAAS | APP CRS | Rwy Idg | 7604 |
|---|---|---|---|
| CH 90512 | 274° | TDZE | 1068 |
| W27A | | Apt Elev | 1099 |

# RNAV (GPS) X RWY 27

## YAKIMA AIR TRML/MCALLISTER FLD (YKM)

RNP APCH.

Circling NA south of Rwys 9 and 27.

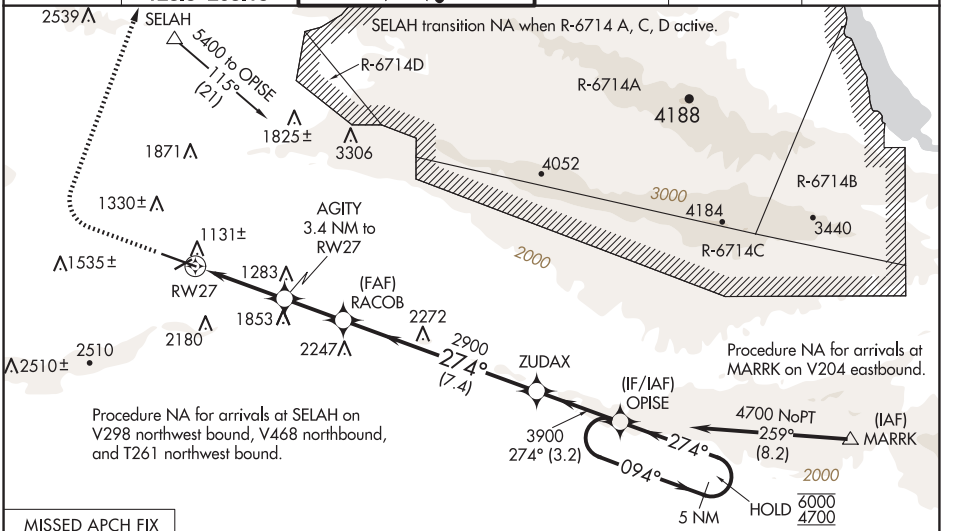
For inop ALS, increase LPV all Cats visibility to 1¾ SM.

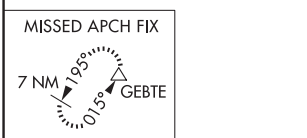
*RVR 1800 authorized with use of FD or AP or HUD to DA.

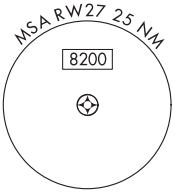
MALSR

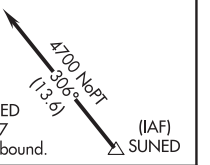
MISSED APPROACH: Climb to 2100 then climbing right turn to 7000 direct GEBTE and hold. Continue climb-in-hold to 7000. *Missed approach requires minimum climb of 300 feet per NM to 3700. #Missed approach requires minimum climb of 300 feet per NM to 4900.

| ATIS | SPOKANE APP CON* | YAKIMA TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 123.8 263.15 | 133.25 (CTAF) L 257.8 | 121.9 | 121.9 | 122.95 |

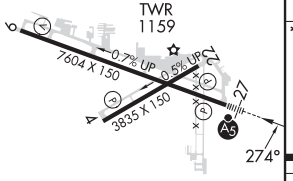


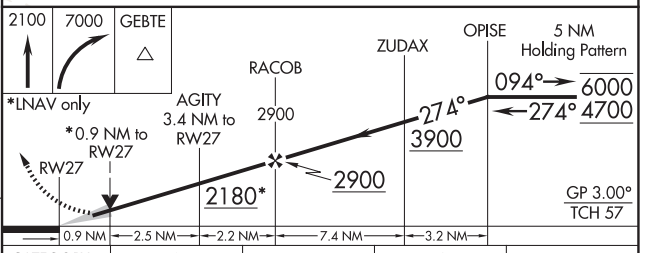




ELEV 1099 | D | TDZE 1068




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 1268/24 200 (200-½) | | | |
| LPV DA | 1668-1¼ 600 (600-1¼) | | | |
| LNAV MDA# | 1400/24 332 (400-½) | | 1400/26 332 (400-½) | |
| LNAV MDA | 1720/24 652 (700-½) | | 1720-1⅜ 652 (700-1⅜) | |
| C CIRCLING | 1720-1 621 (700-1) | | 1880-2¼ 781 (800-2¼) | 2280-3 1181 (1200-3) |

MIRL Rwy 4-22
HIRL Rwy 9-27 L
REIL Rwys 4, 9, and 22

YAKIMA, WASHINGTON
Amdt 1E 13SEP18

YAKIMA AIR TRML/MCALLISTER FLD (YKM)
46°34'N-120°33'W
RNAV (GPS) X RWY 27

NW-1, 12 JUN 2025 to 07 AUG 2025

NW-1, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-YKM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.1 | 094° | TDZE | N/A |
| Chan 38 | | Apt Elev | 1099 |

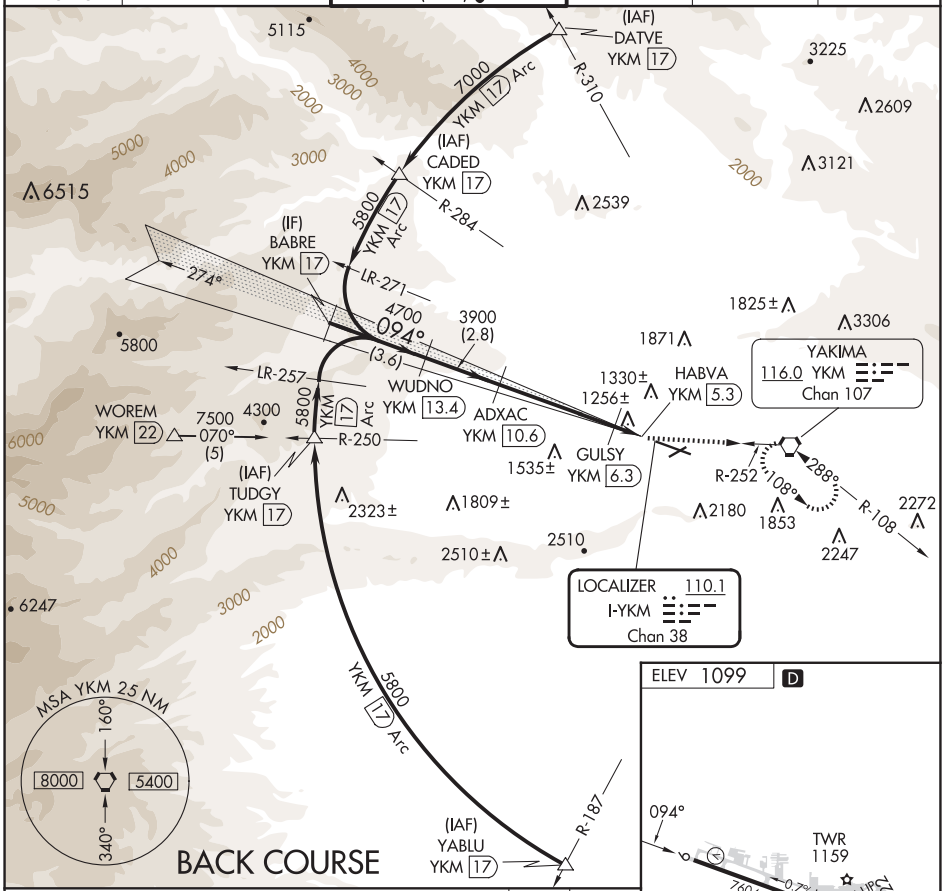
# LOC/DME BC-B

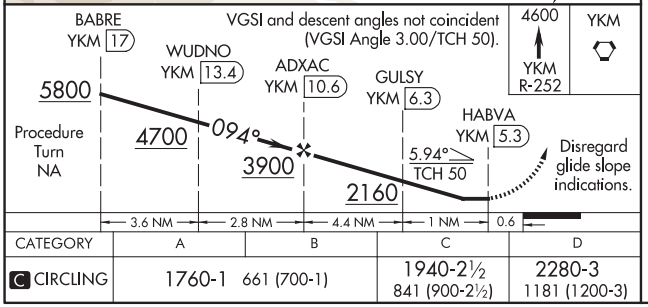
YAKIMA AIR TRML/MCALLISTER FLD (YKM)

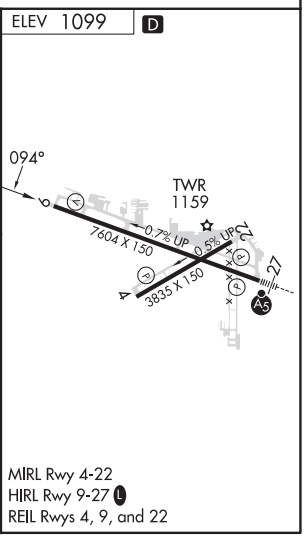
Simultaneous reception of I-YKM and YKM DME required.
Circling NA south of Rwy 9-27.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 4600 via YKM VORTAC R-252 to YKM VORTAC and hold, continue climb-in-hold to 4600.

| ATIS | SPOKANE APP CON★ | YAKIMA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 123.8 263.15 | 133.25 (CTAF) L 257.8 | 121.9 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1760-1 661 (700-1) | | 1940-2½ 841 (900-2½) | 2280-3 1181 (1200-3) |

MIRL Rwy 4-22
HIRL Rwy 9-27 L
REIL Rwys 4, 9, and 22



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

YAKIMA, WASHINGTON | AL-465 (FAA) | 25107

# VOR/DME or TACAN RWY 27

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

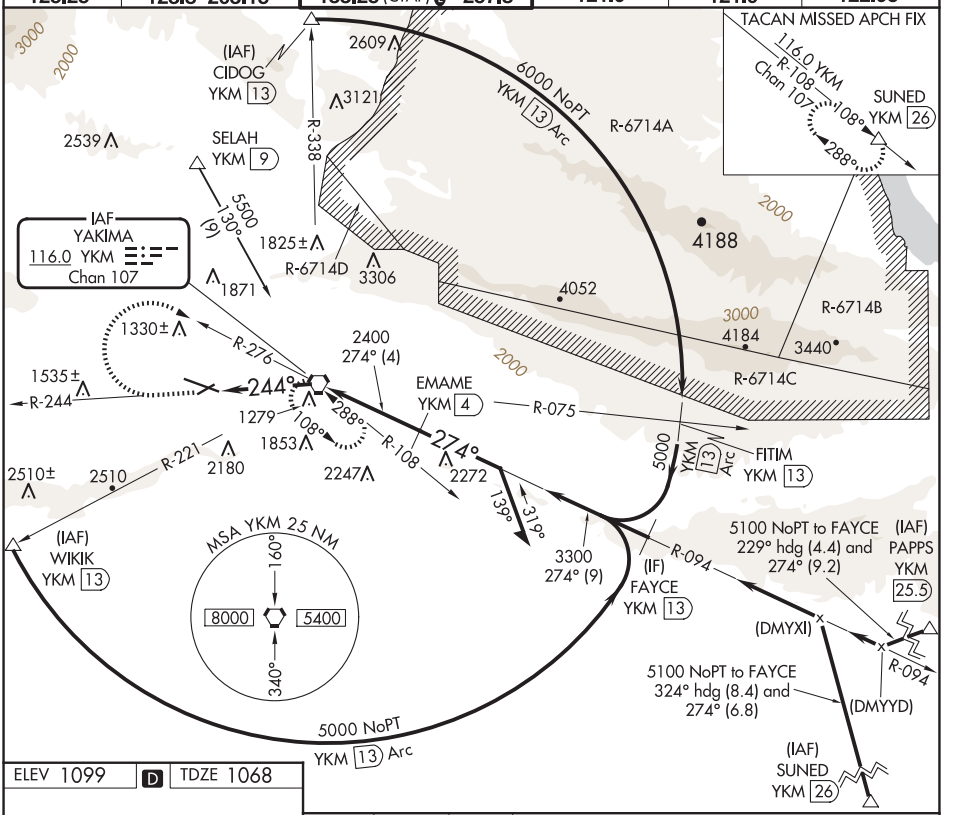
| VORTAC YKM 116.0 Chan 107 | APP CRS 244° | Rwy Idg 7604 TDZE 1068 Apt Elev 1099 |
|---|---|---|

T A Inoperative table does not apply. Circling NA south of Rwy 9-27. When local altimeter setting not received, procedure NA.

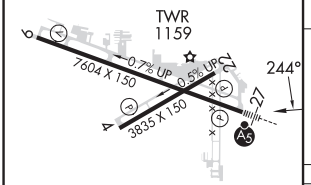
MALSR

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).

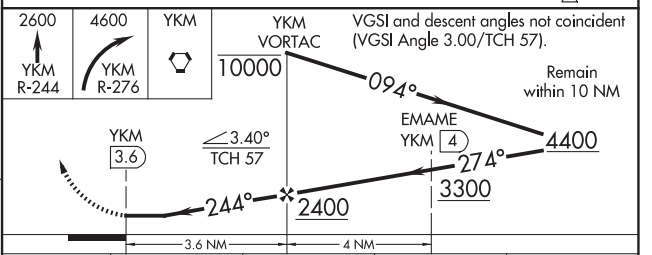
| ATIS | SPOKANE APP CON★ | YAKIMA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 123.8 263.15 | 133.25 (CTAF) L 257.8 | 121.9 | 121.9 | 122.95 |




| ELEV 1099 | D | TDZE 1068 |
|---|---|---|




MIRL Rwy 4-22
HIRL Rwy 9-27 L
REIL Rwys 4, 9, and 22




| 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) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

| VORTAC YKM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.0 | 251° | TDZE | N/A |
| Chan 107 | | Apt Elev | 1099 |

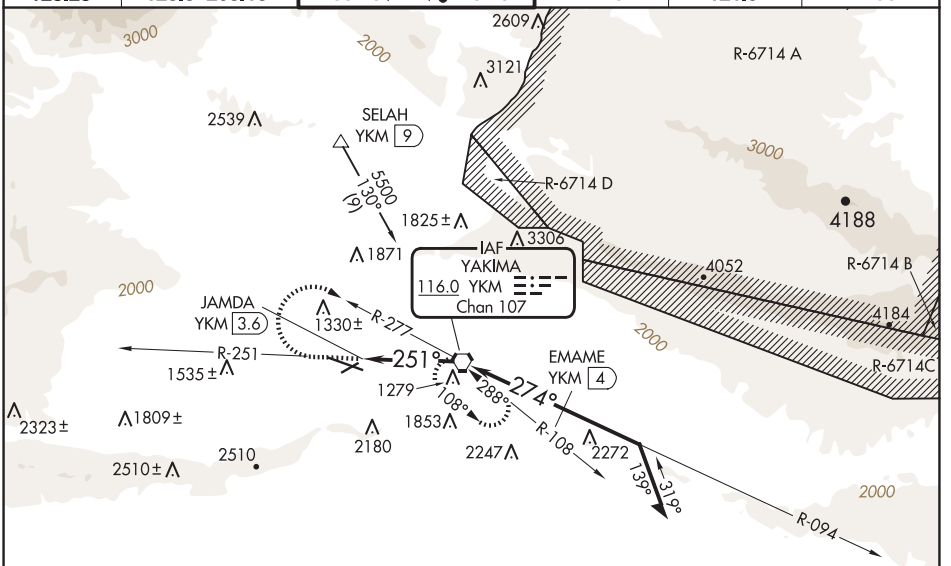
# VOR-A

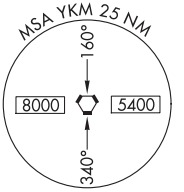
## YAKIMA AIR TRML/MCALLISTER FLD (YKM)

T DME required.
A Circling not authorized south of Rwy 9-27.
When local altimeter setting not received, procedure NA.

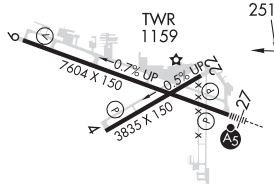
MISSED APPROACH: Climb to 2600 via YKM VORTAC R-251 then climbing right turn to 4600 via YKM VORTAC R-277 to YKM VORTAC and hold, continue climb-in-hold to 4600.

| ATIS | SPOKANE APP CON★ | YAKIMA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 123.8 263.15 | 133.25 (CTAF) L 257.8 | 121.9 | 121.9 | 122.95 |

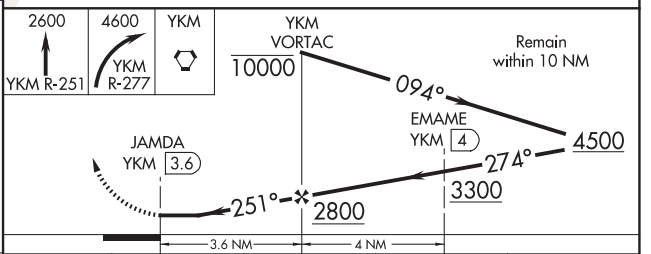



ELEV 1099 D




MIRL Rwy 4-22
HIRL Rwy 9-27 L
REIL Rwys 4, 9, and 22




| FAF to MAP 3.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1840-1 | 1840-1¼ | 1940-2½ | 2280-3 |
| | 741 (800-1) | 741 (800-1¼) | 841 (900-2½) | 1181 (1200-3) |



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

25107
# AIRPORT DIAGRAM
YAKIMA AIR TRML/MCALLISTER FLD (YKM)
AL-465 (FAA)
YAKIMA, WASHINGTON

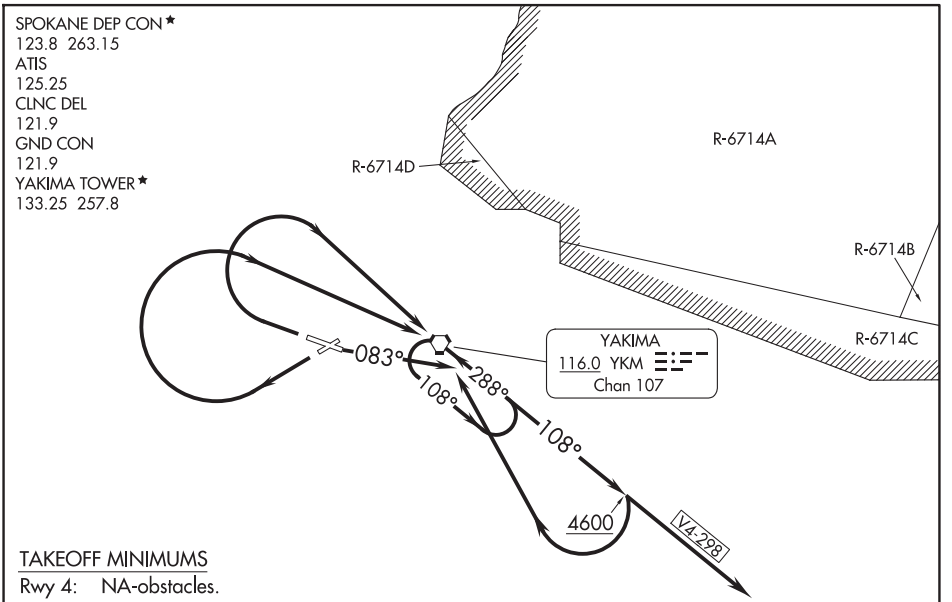





NW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
YAKIMA, WASHINGTON
YAKIMA AIR TRML/MCALLISTER FLD (YKM)

# ZILLA THREE DEPARTURE (OBSTACLE)




TAKEOFF MINIMUMS

Rwy 4: NA-obstacles.
Rwy 9: Standard with minimum climb of 250′ per NM to 2600.
Rwy 22: Standard with minimum climb of 325′ per NM to 3900.
Rwy 27: Standard with minimum climb of 330′ per NM to 2600.

TAKEOFF OBSTACLE NOTES

Rwy 9: OL on bldg 27′ from DER, 507′ right of centerline, 34′AGL/1074′MSL.
Pole 388′ from DER, 561′ right of centerline, 34′ AGL/1073′MSL.
Trees beginning 586′ from DER, 550′ right of centerline, up to 100′ AGL/1139′ MSL.
Rwy 22: Fence beginning 27′ from DER, 435′ right of centerline, up to 10′ AGL/1085′ MSL.
Trees beginning 570′ from DER, 228′ left of centerline, up to 100′ AGL/1199′ MSL.
Trees beginning 3195′ from DER, 202′ right of centerline, up to 100′ AGL/1199′ MSL.
Trees beginning 1 NM from DER, 732′ left of centerline, up to 100′ AGL/1239′ MSL.
Rwy 27: Antenna on bldg 398′ from DER, 282′ left of centerline, 15′ AGL/1117′ MSL.
Trees beginning 3824′ from DER, 1341′ right of centerline, up to 100′ AGL/1239′ MSL.

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.



NW-1, 12 JUN 2025 to 07 AUG 2025
NW-1, 12 JUN 2025 to 07 AUG 2025

(GROMO4.GROMO) 23334

# GROMO FOUR DEPARTURE

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

YAKIMA, WASHINGTON

AL-465 (FAA)




(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



NW-1, 12 JUN 2025 to 07 AUG 2025

GROMO FOUR DEPARTURE

(GROMO4.GROMO) 10NOV16

YAKIMA, WASHINGTON
YAKIMA AIR TRML/MCALLISTER FLD (YKM)

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, 12 JUN 2025 to 07 AUG 2025

23334

# NACHES FOUR DEPARTURE

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

AL-465 (FAA)

YAKIMA, WASHINGTON






NACHES FOUR DEPARTURE

10NOV16

YAKIMA, WASHINGTON
YAKIMA AIR TRML/MCALLISTER FLD (YKM)

NW-1, 12 JUN 2025 to 07 AUG 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, 12 JUN 2025 to 07 AUG 2025

(WENAS7.WENAS) 23334

# WENAS SEVEN DEPARTURE

AL-465 (FAA)

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

YAKIMA, WASHINGTON




(CONTINUED ON FOLLOWING PAGE)



NW-1, 12 JUN 2025 to 07 AUG 2025

WENAS SEVEN DEPARTURE
(WENAS7.WENAS) 10NOV16
YAKIMA, WASHINGTON
YAKIMA AIR TRML/MCALLISTER FLD (YKM)

## 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, 12 JUN 2025 to 07 AUG 2025

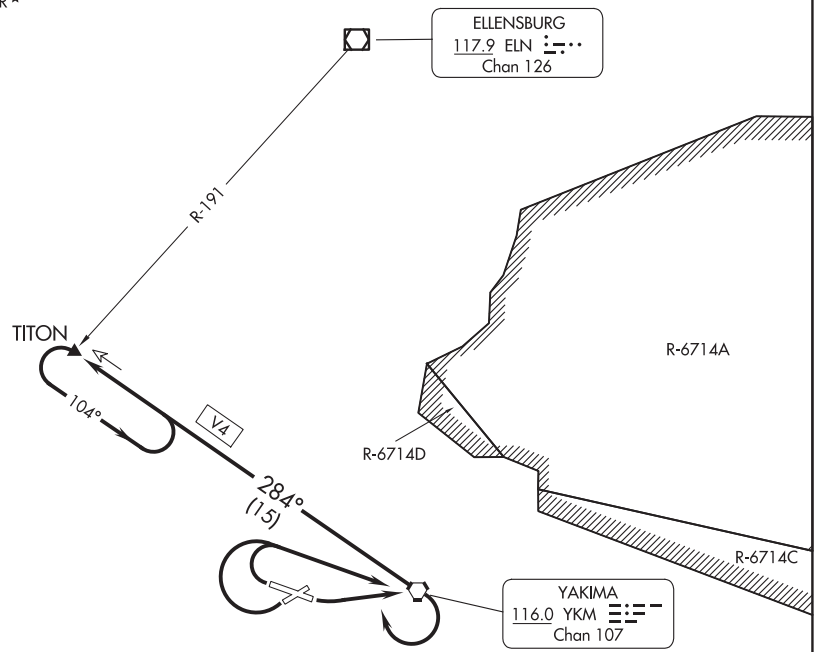
(YKM7.YKM) 23334

# YAKIMA SEVEN DEPARTURE

AL-465 (FAA)

YAKIMA AIR TRML/MCALLISTER FLD (YKM)
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 325′ per NM to 5000.
Rwy 22: Standard with minimum climb of 325′ per NM to 5000.
Rwy 27: Standard with minimum climb of 325′ per NM to 5000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climbing left turn direct YKM VORTAC, Thence. . . .

TAKEOFF RUNWAYS 22, 27: Climbing right turn direct YKM VORTAC. Thence. . . .

. . . .then climbing right turn to intercept YKM R-284 outbound to TITON INT and hold. Continue climb in hold to MEA/MCA for route of flight. Then on (assigned route).



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INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

# U.S. TERMINAL PUBLICATION VOLUMES




AREA OF COVERAGE

FAA Product ID: BTPPNW1

NSN 7641015059586

NGA REF. NO. OK-10-2859 TERMXFAABTPPNW1

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