Federal Aviation Administration

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U.S. Terminal Procedures Publication

Northwest (NW) Vol 1 of 1

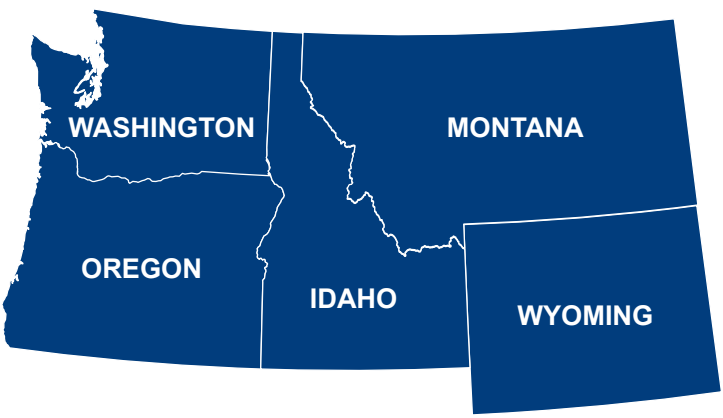
Effective: 0901Z

03 SEP 2026

to: 0901Z

29 OCT 2026

Consult the Change Notice (CN) effective 01 OCT 2026 for revised Instrument Procedure Charts for this volume



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TERMINAL PROCEDURES TABLE OF CONTENTS

Inoperative Components or Visual Aids Table....A1
Explanation of Terms/Landing Minima Data....B1
General Information....C1
Abbreviations....D1
Legend___IAP Planview....E1
Legend___IAP Profile....F1
Legend___Standard Terminal Arrival Charts....G1
Legend___Departure Procedures Charts....G2
Legend___Airport Diagram/Sketch....H1
Legend___Approach Lighting Systems....I1
Supplemental Tables___Frequency Pairing....J1
Supplemental Tables___Rate of Climb Table....J2
Supplemental Tables___Rate of Descent Table....J3
Index of Terminal Charts and Minimums....K1
IFR Takeoff Minimums, (Obstacle) Departure Procedures, and
Diverse Vector Area (Radar Vectors)....L1
IFR Alternate Airport Minimums....M1
Radar Minimums....N1
Land and Hold-Short Operations (LAHSO)....O1
Hot Spots....P1
Standard Terminal Arrival Charts....Z1
Terminal Charts....Page 1

CHARTING ALERTS/NOTICES, INQUIRIES, OR TO OBTAIN DIGITAL PRODUCTS

For safety alerts, charting notices, and data product notices, please visit our website at:
https://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

For inquiries on FAA, Aeronautical Information Services charts, please submit a portal entry:
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For inquiries regarding military charts, please contact:
aerohelp@nga.mil

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

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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† 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

NW-1, 03 SEP 2026 to 29 OCT 2026

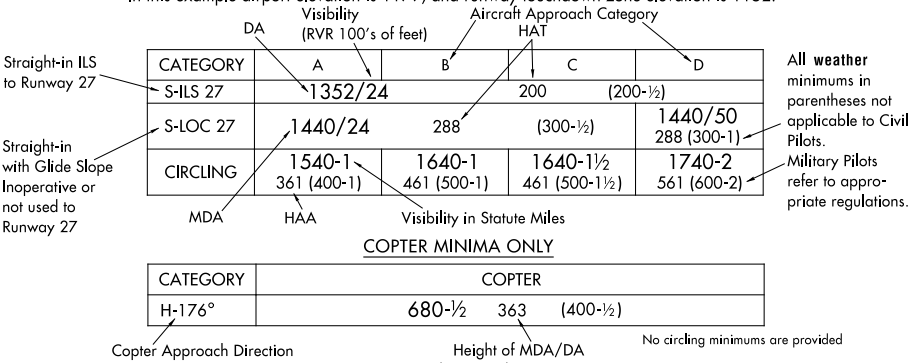
TERMS/LANDING MINIMA DATA

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

NW-1, 03 SEP 2026 to 29 OCT 2026

TERMS/LANDING MINIMA DATA

NW-1, 03 SEP 2026 to 29 OCT 2026

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 may be used for converting RVR to ground or flight visibility. For 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)
1200	1/4	2200	1/2	3200*	5/8	5000*	1
1600*	1/4	2400*	1/2	3500	5/8	5500	1
1800	1/2	2600	1/2	4000*	3/4	6000*	1 1/4
2000	1/2	3000	5/8	4500*	7/8		

*Values repeated from 14 CFR 91.175 and shall be used for takeoff or landing minima.

If a visibility adjustment is required for a procedure with an RVR value, the RVR value should first be converted to visibility using this table. The visibility should then be increased by the adjustment value, and then may be converted back to the highest RVR value associated with that visibility. For example, if a procedure with 2000 RVR requires a 1/8 mile adjustment, first convert 2000 RVR to 1/2 SM. Adding 1/8 SM results in 5/8 SM, which may then be converted to 3500 RVR.

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	(100-1/4)				
	28	2.5°/48/1068	ABCDE	**187**/16	100	(100-1/4)				
ASR	10		ABC	**560**/40	463	(500-3/4)	DE	**560**/50	463	(500-1)
	28		AB	**600**/50	513	(600-1)	CDE	**600**/60	513	(600-1 1/4)
CIR	10		AB	**560-**1 1/4	463	(500-1 1/4)	CDE	**560-**1 1/2	463	(500-1 1/2)
	28		AB	**600-**1 1/4	503	(600-1 1/4)	CDE	**600-**1 1/2	503	(600-1 1/2)

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

25275

NW-1, 03 SEP 2026 to 29 OCT 2026

GENERAL INFORMATION

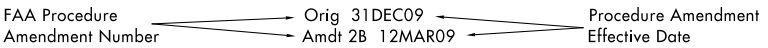
This publication is issued every 56 days and includes the following instrument flight procedures (IFPs): Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), Diverse Vector Areas (DVAs), 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). For Textual ODPs and DVAs the organization is identified in parentheses after the Julian Date. SIAPs and ODPs with the (FAA) and (FAA-O) designation are regulated under 14 CFR, part 97. IFPs with the (FAA-O) designation have been developed by a service provider authorized by the FAA. See 14 CFR, part 91.175 (a) and the AIM for further details on civil airport operations. See 14 CFR, part 91.175 (g) and the Special Notices section of the Chart Supplement for 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) and Military (DoD) SIAPs, "RADAR REQUIRED" in the planview or the pilot briefing strip of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. In the event ATC radar must be available for a specific portion(s) of the procedure, the portion(s) will be specified in the pilot briefing strip with the statement "RADAR required".

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.

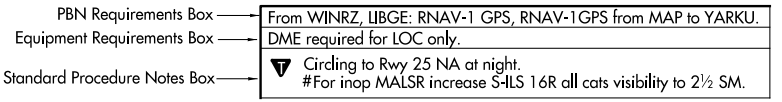
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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).

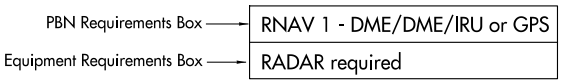
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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)

NW-1, 03 SEP 2026 to 29 OCT 2026

ABBREVIATIONS

26246

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

ABBREVIATIONS

26246

NW-1, 03 SEP 2026 to 29 OCT 2026

ABBREVIATIONS

26246

IFR	Instrument Flight Rules		MSL	Mean Sea Level
ILS	Instrument Landing System		MSPEC	Management Specification
IM	Inner Marker		MUNI	Municipal
INC	Incorporated		N/A	Not Applicable
Inop	Inoperative		NA	Not Authorized
INT	Intersection		NAAS	Naval Auxiliary Air Station
INTCNTL	Intercontinental		NAF	Naval Air Facility
INTL	International		NALF	Naval Auxiliary Landing Field
JNGB	Joint National Guard Base		NAS	Naval Air Station
JRB	Joint Reserve Base		NDB	Nondirectional Radio Beacon
K	Knots		NM	Nautical Mile
KIAS	Knots Indicated Airspeed		NOLF	Naval Outlying Field
LAAS	Local Area Augmentation System		NoPT	No Procedure Turn
LDA	Localizer Type Directional Aid		NOTAM	Notice to Airmen
Ldg	Landing		NS	Naval Station
LIRL	Low Intensity Runway Lights		NTL	National
LNAV	Lateral Navigation		ODALS	Omnidirectional Approach Lighting System
LOA	Letter of Agreement/Authorization		ODP	Obstacle Departure Procedures
LOC	Localizer		OM	Outer Marker
LOM	Locator Outer Marker		OPSPEC	Operations Specification
LP	Localizer Performance		PAR	Precision Approach Radar
LPV	Localizer Performance with Vertical Guidance		PCL	Pilot Controlled Lighting
LR	Lead Radial		PDC	Pre-Departure Clearance
LRRS	Long Range RADAR Station		PRM	Precision Runway Monitor
MAA	Maximum Authorized Altitude		Pvt	Private
MALS	Medium Intensity Approach Lighting System		R	Radial
MALSF	Medium Approach Lighting System with Sequenced Flashers		RA	Radio Altimeter setting height
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights		RAIL	Runway Alignment Indicator Lights
MAP	Missed Approach Point		RCLS	Runway Centerline Light System
MCAF	Marine Corps Air Facility		REIL	Runway End Identifier Lights
MCALF	Marine Corps Auxiliary Landing Field		RF	Radius to Fix
MCAS	Marine Corps Air Station		RGNL	Regional
MCB	Marine Corps Base		RLLS	Runway Lead-in Light System
MCOLF	Marine Corps Outlying Field		RNAV	Area Navigation
MDA	Minimum Descent Altitude		RNP	Required Navigation Performance
MEA	Minimum Enroute Altitude		RPI	Runway Point of Interception
MEML	Memorial		RVR	Runway Visual Range
METRO	Metropolitan		RWY	Runway
MIRL	Medium Intensity Runway Lights		S	Straight-in
MM	Middle Marker		SALS	Simplified Short Approach Lighting System
MOCA	Minimum Obstruction Clearance Altitude		SALSF	Short Approach Lighting System with Sequenced Flashing Lights
MRA	Minimum Reception Altitude		SFB	Space Force Base

ABBREVIATIONS

26246

NW-1, 03 SEP 2026 to 29 OCT 2026

ABBREVIATIONS

26246

SID	Standard Instrument Departure
SM	Statute Mile
SR-SS	Sunrise-Sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashing Lights
SSALR	Simplified Short Approach Lighting 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/RCLS	Touchdown Zone Lights and Runway Centerline Lighting Systems
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
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
VGF	Visual Guidance Fix
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

ABBREVIATIONS

26246

NW-1, 03 SEP 2026 to 29 OCT 2026

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

LOC/LDA 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

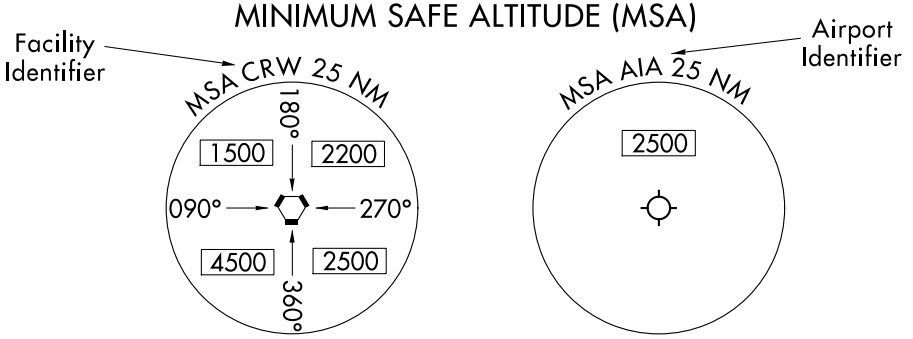
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

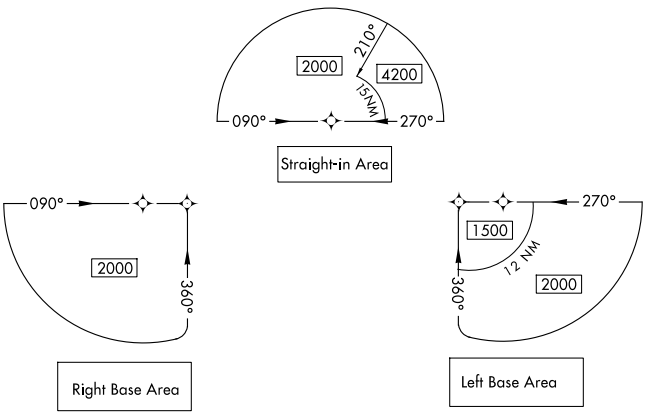
PLANVIEW SYMBOLS

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

PROFILE VIEW

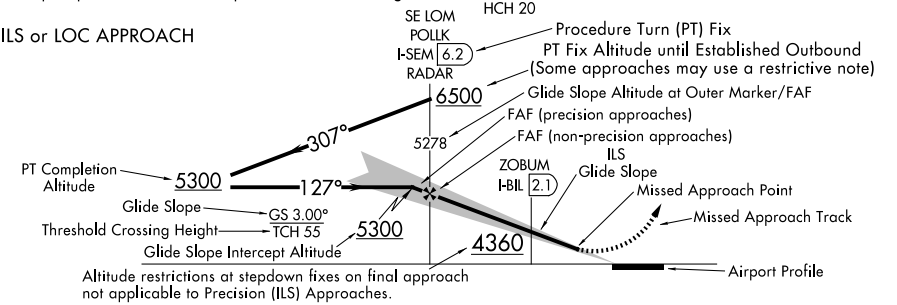
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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

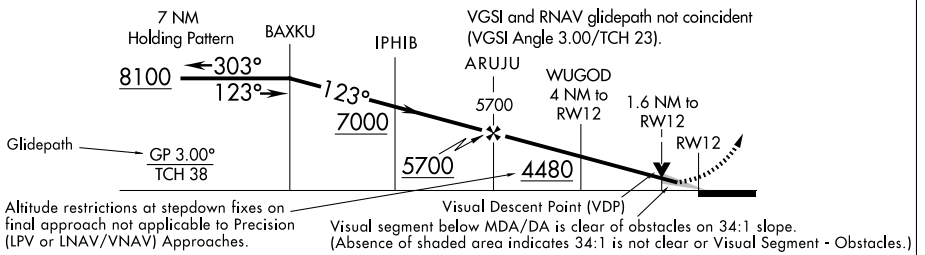
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

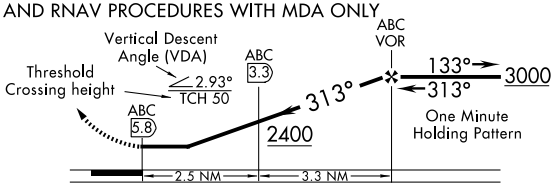
ILS or LOC APPROACH



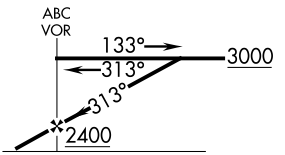
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



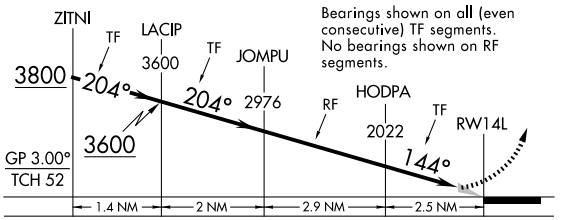
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



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

NW-1, 03 SEP 2026 to 29 OCT 2026

LEGEND

STANDARD TERMINAL ARRIVAL (STAR) CHARTS

23334

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

23334

LEGEND

NW-1, 03 SEP 2026 to 29 OCT 2026

LEGEND

DEPARTURE PROCEDURE (DP) CHARTS

26190

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

Frequency Sectorization 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)

26190

LEGEND

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

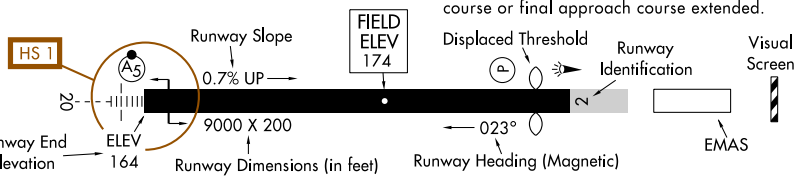
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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, 03 SEP 2026 to 29 OCT 2026

LEGEND

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

25331

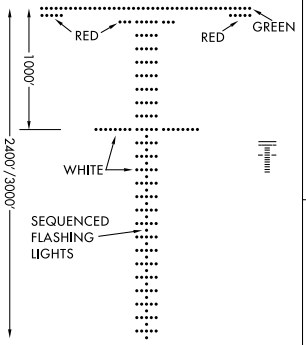
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

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

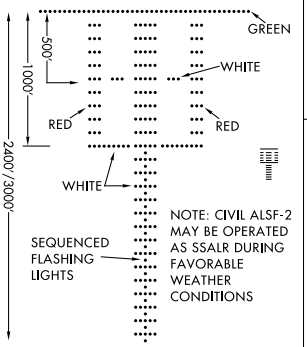


(High Intensity)
LENGTH 2400/3000 FEET

CATEGORY II APPROACH LIGHTING SYSTEM

(A)

ALSF-2

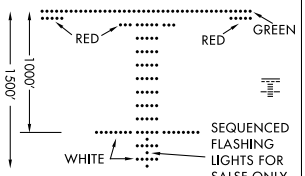


(High Intensity)
LENGTH 2400/3000 FEET

SHORT APPROACH LIGHTING SYSTEM

(A2) (A2)

SALS/SALSF

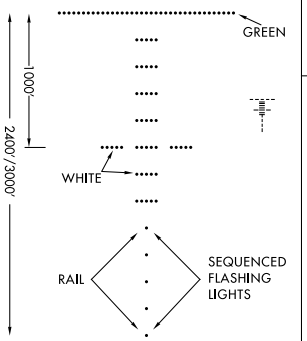


(High Intensity)
LENGTH 1500 FEET

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights

(A3)

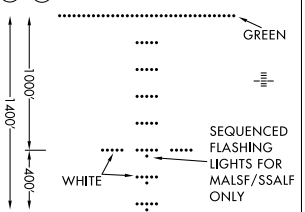
SSALR



(High Intensity)
LENGTH 2400/3000 FEET

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

(A4) (A4)

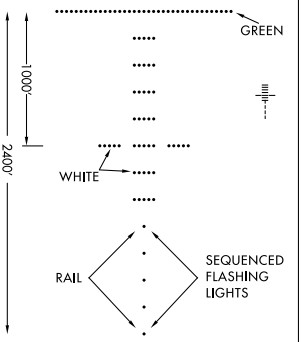


LENGTH 1400 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights

(A5)

MALSR

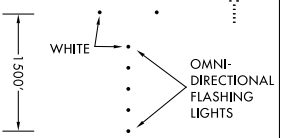


LENGTH 2400 FEET

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

(A)

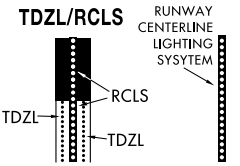
ODALS



LENGTH 1500 FEET

RUNWAY TOUCHDOWN ZONE LIGHTS AND RUNWAY CENTERLINE LIGHTING SYSTEMS

TDZL/RCLS



AVAILABILITY of TDZL/RCLS will be shown by NOTE in SKETCH, e.g. "TDZL/RCLS Rwy 15".

LEGEND

25331

NW-1, 03 SEP 2026 to 29 OCT 2026

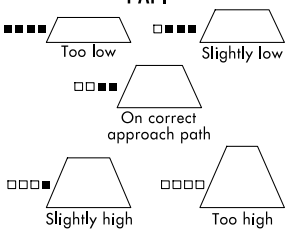
NW-1, 03 SEP 2026 to 29 OCT 2026

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



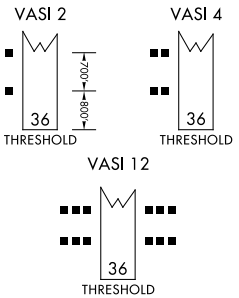
Legend: □ White ■ Red

(V) VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

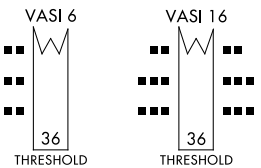
ALL LIGHTS WHITE — — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — — TOO LOW



(V3) VISUAL APPROACH SLOPE INDICATOR

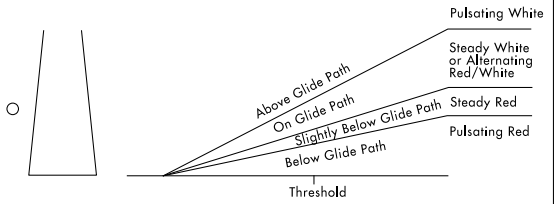
VASI

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

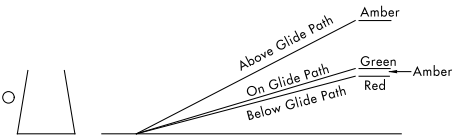
PVASI



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

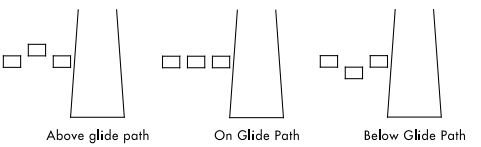
TRCV



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.

NW-1, 03 SEP 2026 to 29 OCT 2026

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

NW-1, 03 SEP 2026 to 29 OCT 2026

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

25107

SUPPLEMENTAL TABLES

NW-1, 03 SEP 2026 to 29 OCT 2026

SUPPLEMENTAL TABLES

25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF DESCENT TABLE
(ft per min)

The rate of descent table is provided for use in planning and executing descents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.

ANGLE	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	212	212	318	424	530	637	743	849	955	1061	1167	1273
2.5	265	265	398	531	663	796	929	1061	1194	1326	1459	1592
2.6	276	276	414	552	690	828	966	1104	1242	1380	1518	1655
2.7	287	287	430	573	716	860	1003	1146	1289	1433	1576	1719
2.8	297	297	446	594	743	892	1040	1189	1337	1486	1634	1783
2.9	308	308	462	616	770	923	1077	1231	1385	1539	1693	1847
3.0	318	318	478	637	796	955	1115	1274	1433	1592	1751	1911
3.1	329	329	494	658	823	987	1152	1316	1481	1645	1810	1974
3.2	340	340	510	679	849	1019	1189	1359	1529	1699	1868	2038
3.3	350	350	526	701	876	1051	1226	1401	1577	1752	1927	2102
3.4	361	361	541	722	902	1083	1263	1444	1624	1805	1985	2166
3.5	372	372	557	743	929	1115	1301	1487	1672	1858	2044	2230
3.6	382	382	573	765	956	1147	1338	1529	1720	1911	2103	2294
3.7	393	393	589	786	982	1179	1375	1572	1768	1965	2161	2358
3.8	404	404	605	807	1009	1211	1413	1614	1816	2018	2220	2421
3.9	414	414	621	828	1036	1243	1450	1657	1864	2071	2278	2485
4.0	425	425	637	850	1062	1275	1487	1700	1912	2124	2337	2549
4.5	478	478	717	956	1196	1435	1674	1913	2152	2391	2630	2869
5.0	532	532	797	1063	1329	1595	1861	2126	2392	2658	2924	3190
5.5	585	585	878	1170	1463	1755	2048	2340	2633	2925	3218	3510
6.0	639	639	958	1277	1597	1916	2235	2555	2874	3193	3512	3832
6.5	692	692	1038	1385	1731	2077	2423	2769	3115	3461	3808	4154
7.0	746	746	1119	1492	1865	2238	2611	2984	3357	3730	4103	4476
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	854	854	1281	1708	2135	2562	2989	3416	3843	4270	4697	5124
8.5	908	908	1362	1816	2270	2724	3178	3632	4086	4540	4994	5448
9.0	962	962	1444	1925	2406	2887	3368	3849	4331	4812	5293	5774
9.5	1017	1017	1525	2034	2542	3050	3559	4067	4576	5084	5592	6101
10.0	1071	1071	1607	2143	2678	3214	3750	4286	4821	5357	5893	6428

25107

SUPPLEMENTAL TABLES

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

ABBOTSFORD, BC
ABBOTSFORD(CYXX)
STARS .... MADEE SEVEN (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 TWO (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
AIRPORT DIAGRAM 13
DPS ..... ARLINGTON TWO 14

ASTORIA, OR
ASTORIA RGNL(AST)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS RWY 26 15
RNAV (GPS) RWY 08 16
RNAV (GPS) RWY 26 17
VOR RWY 08 18
COPTER LOC RWY 26 19
COPTER VOR RWY 08 20
DPS ..... ASTORIA THREE (OBSTACLE) 21

AUBURN, WA
AUBURN MUNI(S50)
TAKEOFF MINIMUMS L
DIVERSE VECTOR AREA L
IAPS ..... RNAV (GPS) RWY 35 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 SEVEN (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 ..... BELLINGHAM ONE (OBSTACLE) (RNAV) 45
KLSHN TWO (RNAV) 46

BEND, OR
BEND MUNI(BDN)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 35 47
RNAV (GPS) Y RWY 17 48
RNAV (GPS) Z RWY 17 49
VOR RWY 17 50
DPS ..... BEND THREE (OBSTACLE) 51
CINDER ONE 52

BERT MOONEY
---SEE BUTTE, MT

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

BIG HORN COUNTY
---SEE HARDIN, MT

BIG PINEY, WY
MILEY MEML FLD(BPI)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 32 53
VOR RWY 32 54

BIG TIMBER, MT
BIG TIMBER AT HOWARD FLD(6S0)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 06 55
RNAV (GPS) RWY 24 56

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 57
ILS Y OR LOC Y RWY 10L 58
RNAV (RNP) Z RWY 28R 59
RNAV (GPS) RWY 07 60
RNAV (GPS) RWY 10L 61
RNAV (GPS) RWY 25 62
RNAV (GPS) Y RWY 28R 63
VOR/DME RWY 28R 64
AIRPORT DIAGRAM 65
DPS ..... BILLINGS FIVE 66

BLACKFOOT, ID
MCCARLEY FLD(U02)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS)-A 67
RNAV (GPS)-B 68
VOR/DME-C 69
DPS ..... IDAHO FALLS THREE (RNAV) 70
POCATELLO FOUR (RNAV) 71

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 72
ILS Y OR LOC Y RWY 10R 73
ILS Y RWY 10R (SA CAT I) 74
ILS Y RWY 10R (CAT II - III) 75
RNAV (RNP) X RWY 28L 76
RNAV (RNP) X RWY 28R 77
RNAV (RNP) Z RWY 10L 78
RNAV (RNP) Z RWY 10R 79
RNAV (RNP) Z RWY 28L 80
RNAV (RNP) Z RWY 28R 81
RNAV (GPS) Y RWY 10L 82
RNAV (GPS) Y RWY 10R 83
RNAV (GPS) Y RWY 28L 84
RNAV (GPS) Y RWY 28R 85
VOR OR TACAN RWY 10L 86
VOR Y OR TACAN Y RWY 28L 87
AIRPORT DIAGRAM 88
DPS ..... GOWEN FOUR (OBSTACLE) 89
BOISE THREE 90

BONNERS FERRY, ID
BOUNDARY COUNTY(65S)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 02 91
DPS ..... KARPS TWO (OBSTACLE) (RNAV) 92

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

BOUNDARY COUNTY
---SEE BONNERS FERRY, ID

BOWERMAN FLD
---SEE HOQUIAM, WA

BOWERS FLD
---SEE ELLENSBURG, WA

BOWMAN FLD
---SEE ANACONDA, MT

NW-1, 03 SEP 2026 to 29 OCT 2026

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 TWO (RNAV) Z34
SUBKY ONE (RNAV) Z38
IAPS ..... ILS Y OR LOC Y RWY 12 93
ILS Z OR LOC Z RWY 12 94
ILS Y RWY 12 (SA CAT II) 95
ILS Z RWY 12 (SA CAT II) 96
RNAV (RNP) Z RWY 12 97
RNAV (RNP) Z RWY 30 98
RNAV (GPS) Y RWY 12 99
RNAV (GPS) Y RWY 30 100
RNAV (GPS)-A 101
VOR RWY 12 102
AIRPORT DIAGRAM 103
DPS ..... BOZEMAN SIX (OBSTACLE) 104
BGSKY TWO (RNAV) 105
BOBKT FIVE (RNAV) 106
MEADO TWO (RNAV) 107
WHITEHALL FIVE 108

BREMERTON, WA
BREMERTON NTL(PWT)
TAKEOFF MINIMUMS L
DIVERSE VECTOR AREA L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 20 109
RNAV (GPS) RWY 02 110
RNAV (GPS) RWY 20 111

BROOKINGS, OR
BROOKINGS(BOK)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS)-A 112

BUFFALO, WY
JOHNSON COUNTY(BYG)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 31 113
VOR/DME RWY 31 114

BURLEY, ID
BURLEY MUNI(BYI)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 20 115
VOR-A 116

BURLINGTON/MOUNT VERNON, WA
SKAGIT RGNL(BVS)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 11 117
RNAV (GPS) RWY 29 118

BURNS, OR
BURNS MUNI(BNO)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 30 119
VOR RWY 30 120

BUTTE, MT
BERT MOONEY(BTM)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
IAPS ..... ILS OR LOC RWY 15 121
RNAV (GPS) RWY 15 122
VOR-A 123
AIRPORT DIAGRAM 124

CALDWELL, ID
CALDWELL EXEC(EUL)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 12 125
RNAV (GPS) RWY 30 126

CAMP GUERNSEY
---SEE GUERNSEY, WY

CASPER, WY
CASPER/NATRONA COUNTY INTL(CPR)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
IAPS ..... ILS OR LOC RWY 03 127
RNAV (GPS) RWY 03 128
RNAV (GPS) RWY 08 129
RNAV (GPS) RWY 21 130
RNAV (GPS) RWY 26 131
VOR/DME RWY 21 132
AIRPORT DIAGRAM 133
DPS ..... ALCOS SIX 134
CASPER THREE 135

CENTRAL WYOMING RGNL
---SEE RIVERTON, WY

CHALLIS, ID
CHALLIS(LLJ)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS)-A 136
DPS ..... SALMON ONE (OBSTACLE) 137

CHEHALIS, WA
CHEHALIS-CENTRALIA(CLS)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 16 138

NW-1, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

CHEYENNE, WY
CHEYENNE RGNL/JERRY OLSON FLD(CYS)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
RADAR MINIMUMS ..... N
HOT SPOT ..... P
IAPS ..... ILS OR LOC RWY 27 139
RNAV (GPS) RWY 09 140
RNAV (GPS) RWY 13 141
RNAV (GPS) RWY 27 142
RNAV (GPS) RWY 31 143
VOR OR TACAN-A 144
AIRPORT DIAGRAM 145

CHOTEAU, MT
CHOTEAU(CII)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 15 146
RNAV (GPS) RWY 33 147

CHRISTMAS VALLEY, OR
CHRISTMAS VALLEY(62S)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS)-A 148

CIRCLE, MT
CIRCLE TOWN COUNTY(4U6)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 12 149
RNAV (GPS) RWY 30 150

CODY, WY
YELLOWSTONE RGNL(COD)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 22 151
RNAV (GPS) Y RWY 04 152
RNAV (GPS) Z RWY 04 153
RNAV (GPS)-B 154
VOR-A 155
DPS ..... NICQE ONE (RNAV) 156

COEUR D'ALENE, ID
COEUR D'ALENE(COE)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 06 157
RNAV (GPS) RWY 02 158
RNAV (GPS) RWY 06 159
AIRPORT DIAGRAM 160
DPS ..... COEUR DALENE TWO (OBSTACLE) 161

COLSTRIP, MT
COLSTRIP(M46)
TAKEOFF MINIMUMS L
IAPS ..... GPS RWY 06 162
GPS RWY 24 163
DPS ..... CISPU ONE (OBSTACLE) (RNAV) 164
CONUK ONE (OBSTACLE) (RNAV) 165

COLUMBIA GORGE RGNL/THE DALLES MUNI
---SEE THE DALLES, OR

CONRAD, MT
CONRAD(S01)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 06 166
RNAV (GPS) RWY 24 167

CONVERSE COUNTY
---SEE DOUGLAS, WY

CORVALLIS, OR
CORVALLIS MUNI(CVO)
TAKEOFF MINIMUMS L
DIVERSE VECTOR AREA L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 17 168
RNAV (GPS) RWY 17 169
RNAV (GPS) RWY 35 170
VOR RWY 17 171
VOR-A 172
DPS ..... SHEDD FOUR 173

COWLEY/LOVELL/BYRON, WY
NORTH BIG HORN COUNTY(U68)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 09 174

CRATER LAKE/KLAMATH RGNL
---SEE KLAMATH FALLS, OR

CRESWELL, OR
HOBBY FLD(77S)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 16 175
DPS ..... HOBBY TWO (OBSTACLE) 176

CUT BANK, MT
CUT BANK INTL(CTB)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 05 177
RNAV (GPS) RWY 14 178
RNAV (GPS) RWY 23 179
RNAV (GPS) RWY 32 180
VOR RWY 32 181
DPS ..... MRIAS THREE (RNAV) 182

DAWSON COMMUNITY
---SEE GLENDIVE, MT

DEER LODGE, MT
DEER LODGE-CITY-COUNTY(38S)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS)-A 183

DEER PARK, WA
DEER PARK(DEW)
TAKEOFF MINIMUMS L
DIVERSE VECTOR AREA L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 16 184
RNAV (GPS) RWY 34 185

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

DELAURENTIS
---SEE OAK HARBOR, WA

DILLON, MT
DILLON(DLN)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 17 186
RNAV (GPS) RWY 35 187
VOR/DME-B 188
VOR-A 189

DIXON, WY
DIXON(DWX)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 24 190
DPS ..... CARBON TWO (OBSTACLE) (RNAV) 191
DIXON TWO (OBSTACLE) (RNAV) 194

DOUGLAS, WY
CONVERSE COUNTY(DGW)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 11 195
RNAV (GPS) RWY 29 196
VOR RWY 29 197

DRIGGS, ID
DRIGGS/REED MEML(DIJ)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 04 198
RNAV (GPS)-A 199
DPS ..... LAMON FOUR (OBSTACLE) (RNAV) 200

DUBOIS, WY
DUBOIS MUNI(DUB)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 29 202
DPS ..... ROWEY ONE (OBSTACLE) (RNAV) 203

EASTERN OREGON RGNL AT PENDLETON
---SEE PENDLETON, OR

EASTSOUND, WA
ORCAS ISLAND(ORS)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 16 204
RNAV (GPS) RWY 34 205
RNAV (GPS)-A 206
DPS ..... SQURL TWO (OBSTACLE) (RNAV) 207
FEGBA THREE (RNAV) 208

ED CARLSON MEML FLD/SOUTH LEWIS COUNTY
---SEE TOLEDO, WA

EKALAKA, MT
EKALAKA(97M)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 13 209
RNAV (GPS) RWY 31 210

ELECTRIC CITY, WA
GRAND COULEE DAM(3W7)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) Y RWY 22 211
RNAV (GPS) Z RWY 22 212
DPS ..... SINGG ONE (OBSTACLE) (RNAV) 213

ELLENSBURG, WA
BOWERS FLD(ELN)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 29 214
RNAV (GPS)-C 215
VOR-A 216
VOR-B 217

ENNIS, MT
ENNIS BIG SKY(EKS)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 16 218
RNAV (GPS) RWY 34 219
DPS ..... ENNIS TWO (OBSTACLE) (RNAV) 220

EPHRATA, WA
EPHRATA MUNI(EPH)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 03 221
RNAV (GPS) RWY 21 222
VOR RWY 21 223

EUGENE, OR
MAHLON SWEET FLD(EUG)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 16L 224
ILS OR LOC RWY 16R 225
ILS RWY 16R (SA CAT I) 226
ILS RWY 16R (CAT II - III) 227
RNAV (RNP) Z RWY 16L 228
RNAV (RNP) Z RWY 16R 229
RNAV (RNP) Z RWY 34L 230
RNAV (RNP) Z RWY 34R 231
RNAV (GPS) Y RWY 16L 232
RNAV (GPS) Y RWY 16R 233
RNAV (GPS) Y RWY 34L 234
RNAV (GPS) Y RWY 34R 235
VOR OR TACAN RWY 34L 236
AIRPORT DIAGRAM 237
DPS ..... EUGENE ONE 238

NW-1, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

EVANSTON, WY
EVANSTON-UINTA COUNTY BURNS FLD(EVW)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC/DME RWY 23 239
RNAV (GPS) RWY 05 240
RNAV (GPS) RWY 23 241
DPS ..... FORT BRIDGER ONE (OBSTACLE) 242

EVERETT, WA
SEATTLE PAINE FLD INTL(PAE)
TAKEOFF MINIMUMS L
DIVERSE VECTOR AREA L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS .... CHINS FIVE Z7
DEVYN TWO (RNAV) Z10
OLYMPIA TWO Z32
IAPS ..... ILS Y OR LOC Y RWY 16R 243
ILS Z OR LOC Z RWY 16R 244
ILS Z RWY 16R (SA CAT II) 245
RNAV (GPS) RWY 34L 246
RNAV (GPS) X RWY 16R 247
RNAV (GPS) Y RWY 16R 248
RNAV (GPS) Z RWY 16R 249
VOR-A 250
AIRPORT DIAGRAM 251
DPS ..... PAINE SIX 252

FAIRCHILD AFB(KSKA)
SPOKANE, WA
TAKEOFF MINIMUMS L
DIVERSE VECTOR AREA L
STARS .... HILIE THREE Z20
ZOOMR TWO Z45
IAPS ..... ILS OR LOC RWY 05 253
ILS OR LOC RWY 23 254
ILS RWY 05 (CAT II) 255
RNAV (GPS) RWY 05 256
RNAV (GPS) RWY 23 257
TACAN RWY 05 258
TACAN RWY 23 259
AIRPORT DIAGRAM 260

FELTS FLD
---SEE SPOKANE, WA

FORSYTH, MT
TILLITT FLD(1S3)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 27 261

FORT BENTON, MT
FORT BENTON(79S)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 23 262

FORT BRIDGER, WY
FORT BRIDGER(FBR)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 22 263
VOR RWY 22 264

FRANK WILEY FLD
---SEE MILES CITY, MT

FRIDAY HARBOR, WA
FRIDAY HARBOR(FHR)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 34 265
NDB RWY 34 266

FRIEDMAN MEML
---SEE HAILEY, ID

GILLETTE, WY
NORTHEAST WYOMING RGNL(GCC)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 34 267
RNAV (GPS) RWY 16 268
RNAV (GPS) RWY 34 269
VOR RWY 16 270
AIRPORT DIAGRAM 271

GLACIER PARK INTL
---SEE KALISPELL, MT

GLASGOW, MT
WOKAL FLD/GLASGOW-VALLEY COUNTY(GGW)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 12 272
RNAV (GPS) RWY 30 273
VOR RWY 12 274
VOR RWY 30 275
AIRPORT DIAGRAM 276

GLENDIVE, MT
DAWSON COMMUNITY(GDV)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 12 277
RNAV (GPS) RWY 30 278
AIRPORT DIAGRAM 279

GOLD BEACH, OR
GOLD BEACH MUNI(4S1)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS)-A 280
DPS ..... NELLL ONE (OBSTACLE) (RNAV) 281

GOODING, ID
GOODING MUNI(GNG)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 07 283
RNAV (GPS) RWY 25 284

GRAND COULEE DAM
---SEE ELECTRIC CITY, WA

NW-1, 03 SEP 2026 to 29 OCT 2026

26246

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

GRANGEVILLE, ID
IDAHO COUNTY(GIC)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 08 285
RNAV (GPS) RWY 26 286
DPS ..... MELLR ONE (OBSTACLE) (RNAV) 287

GRANT COUNTY INTL
---SEE MOSES LAKE, WA

GRANT COUNTY RGNL/OGILVIE FLD
---SEE JOHN DAY, OR

GRANTS PASS, OR
GRANTS PASS(3S8)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 13 288
RNAV (GPS)-A 289

GRAY AAF (JOINT BASE LEWIS-MCCHORD)(KGRF)
JOINT BASE LEWIS MCCHORD, WA
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
IAPS ..... ILS OR LOC RWY 15 290
RNAV (GPS) RWY 15 291
RNAV (GPS) RWY 33 292
AIRPORT DIAGRAM 293
DPS ..... LEWIS THREE 294

GREAT FALLS, MT
GREAT FALLS INTL(GTF)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 03 295
ILS RWY 03 (SA CAT I) 296
ILS RWY 03 (CAT II - III) 297
RNAV (RNP) Z RWY 03 298
RNAV (RNP) Z RWY 21 299
RNAV (GPS) RWY 17 300
RNAV (GPS) RWY 35 301
RNAV (GPS) Y RWY 03 302
RNAV (GPS) Y RWY 21 303
VOR RWY 03 304
VOR RWY 21 305
AIRPORT DIAGRAM 306

GREYBULL, WY
SOUTH BIG HORN COUNTY(GEY)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 08 307
RNAV (GPS) RWY 34 308
DPS ..... PECKK TWO (RNAV) 309

GUERNSEY, WY
CAMP GUERNSEY(GUR)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 32 310
NDB RWY 32 311
AIRPORT DIAGRAM 312

HAILEY, ID
FRIEDMAN MEML(SUN)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS ..... YAWNY ONE (RNAV) Z43
IAPS ..... RNAV (GPS) Y RWY 31 313
RNAV (GPS) Z RWY 31 314
NDB/DME-A 315
AIRPORT DIAGRAM 316
DPS ..... FLIYN ONE (RNAV) 317

HAMILTON, MT
RAVALLI COUNTY(HRF)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 17 318
RNAV (GPS)-A 319
DPS ..... HAMEY TWO (OBSTACLE) (RNAV) 320

HARDIN, MT
BIG HORN COUNTY(00U)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 26 321

HARLOWTON, MT
WHEATLAND COUNTY AT HARLOWTON(HWQ)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 09 322
RNAV (GPS) RWY 27 323

HARVEY FLD
---SEE SNOHOMISH, WA

HAVRE, MT
HAVRE CITY-COUNTY(HVR)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 08 324
RNAV (GPS) RWY 26 325
VOR RWY 08 326
VOR RWY 26 327
AIRPORT DIAGRAM 328

NW-1, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG
HELENA, MT		
HELENA RGNL(HLN)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS Y OR LOC Y RWY 27	329
	ILS Z OR LOC Z RWY 27	330
	RNAV (RNP) Y RWY 27	331
	RNAV (RNP) Z RWY 09	332
	RNAV (RNP) Z RWY 27	333
	RNAV (GPS) X RWY 27	334
	RNAV (GPS) Y RWY 09	335
	VOR-A	336
	VOR-B	337
	COPTER VOR 258	338
AIRPORT DIAGRAM		339
DPS	DIVIDE TWO (OBSTACLE)	340
	HELENA FIVE	341
	SIEBE FOUR	342
	STAKK FIVE	343
HERMISTON, OR		
HERMISTON MUNI(HRI)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS)-B	344
	VOR-A	345
HOBBY FLD		
---SEE CRESWELL, OR		
HOQUIAM, WA		
BOWERMAN FLD(HQM)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 24	346
	RNAV (GPS) RWY 06	347
	RNAV (GPS) RWY 24	348
	VOR RWY 06	349
HOT SPRINGS COUNTY		
---SEE THERMOPOLIS, WY		
HULETT, WY		
HULETT MUNI(W43)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 13	350
	RNAV (GPS)-A	351
DPS	LLADN ONE (RNAV)	352
HUNT FLD		
---SEE LANDER, WY		
IDAHO COUNTY		
---SEE GRANGEVILLE, ID		
IDAHO FALLS, ID		
IDAHO FALLS RGNL(IDA)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
HOT SPOT		P
IAPS	ILS OR LOC RWY 21	353
	RNAV (RNP) Z RWY 03	354
	RNAV (RNP) Z RWY 21	355
	RNAV (GPS) Y RWY 03	356
	RNAV (GPS) Y RWY 21	357
	LOC BC RWY 03	358
	VOR RWY 03	359
	VOR RWY 21	360
AIRPORT DIAGRAM		361
DPS	FAHLZ ONE (RNAV)	362
	IYEFF ONE (RNAV)	363
JACKSON, WY		
JACKSON HOLE(JAC)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
HOT SPOT		P
IAPS	ILS Y OR LOC Y RWY 19	364
	ILS Z OR LOC Z RWY 19	365
	RNAV (RNP) X RWY 19	366
	RNAV (RNP) Y RWY 01	367
	RNAV (RNP) Y RWY 19	368
	RNAV (RNP) Z RWY 01	369
	RNAV (GPS) X RWY 01	370
	RNAV (GPS) Z RWY 19	371
	VOR RWY 01	372
AIRPORT DIAGRAM		373
DPS	GEYSER SIX (OBSTACLE)	374
	TETON THREE (OBSTACLE)	375
	ALPIN FIVE	376
	DIVYD TWO (RNAV)	377
JEFFERSON COUNTY INTL		
---SEE PORT TOWNSEND, WA		
JEROME, ID		
JEROME COUNTY(JER)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 09	378
	RNAV (GPS) RWY 27	379
	VOR-A	380
JOHN DAY, OR		
GRANT COUNTY RGNL/OGILVIE FLD(GCD)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) Y RWY 09	381
	RNAV (GPS) Z RWY 09	382
AIRPORT DIAGRAM		383
JOHNSON COUNTY		
---SEE BUFFALO, WY		
JOINT BASE LEWIS MCCHORD, WA		
---SEE GRAY AAF (JOINT BASE LEWIS-MCCHORD)		

NW-1, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

JOSEPH, OR
JOSEPH STATE(JSY)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS)-A 384

JOSLIN FLD/MAGIC VALLEY RGNL
---SEE TWIN FALLS, ID

KALISPELL, MT
GLACIER PARK INTL(GPI)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 02 385
RNAV (RNP) RWY 20 386
RNAV (RNP) Y RWY 02 387
RNAV (GPS) RWY 30 388
RNAV (GPS) Z RWY 02 389
VOR/DME RWY 30 390
AIRPORT DIAGRAM 391
DPS ..... SKOTT THREE (OBSTACLE) 392
RIDDG THREE (RNAV) 394

KELSO, WA
SOUTHWEST WASHINGTON RGNL(KLS)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 12 395
DPS ..... KELSO TWO (OBSTACLE) (RNAV) 396

KEMMERER, WY
KEMMERER MUNI(EMM)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 16 397
RNAV (GPS) RWY 34 398
DPS ..... KEMRR FIVE (RNAV) 399

KLAMATH FALLS, OR
CRATER LAKE/KLAMATH RGNL(LMT)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 14 400
ILS Y OR LOC Y RWY 32 401
RNAV (GPS) RWY 14 402
RNAV (GPS) RWY 32 403
VOR/DME OR TACAN RWY 14 404
VOR/DME OR TACAN RWY 32 405
AIRPORT DIAGRAM 406
DPS ..... CRATER ONE (OBSTACLE) 407
KINGSLEY SEVEN 408

L M CLAYTON
---SEE WOLF POINT, MT

LA GRANDE, OR
LA GRANDE/UNION COUNTY(LGD)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 17 409
NDB-B 410
DPS ..... LA GRANDE ONE (OBSTACLE) 411

LAKE COUNTY
---SEE LAKEVIEW, OR

LAKEVIEW, OR
LAKE COUNTY(LKV)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 17 412
RNAV (GPS) RWY 35 413

LANDER, WY
HUNT FLD(LND)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 22 414

LARAMIE, WY
LARAMIE RGNL(LAR)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 03 415
RNAV (GPS) RWY 12 416
RNAV (GPS) RWY 21 417
RNAV (GPS) RWY 30 418
VOR/DME RWY 12 419
VOR/DME RWY 30 420
AIRPORT DIAGRAM 421
DPS ..... LARAMIE ONE (OBSTACLE) 422

LAUREL, MT
LAUREL MUNI(6S8)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 04 423
RNAV (GPS) RWY 22 424
VOR RWY 22 425
DPS ..... BILLINGS FIVE 426

LEMHI COUNTY
---SEE SALMON, ID

LEWISTON, ID
LEWISTON/NEZ PERCE COUNTY(LWS)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS RWY 26 427
RNAV (RNP) RWY 30 428
RNAV (RNP) Z RWY 08 429
RNAV (RNP) Z RWY 12 430
RNAV (RNP) Z RWY 26 431
RNAV (GPS) Y RWY 08 432
RNAV (GPS) Y RWY 12 433
RNAV (GPS) Y RWY 26 434
AIRPORT DIAGRAM 435
DPS ..... POTOR TWO 436

LEWISTOWN, MT
LEWISTOWN MUNI(LWT)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 08 437
RNAV (GPS) RWY 26 438
VOR RWY 08 439

NW-1, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

LEXINGTON, OR
LEXINGTON(9S9)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 08 440
RNAV (GPS)-A 441

LIBBY, MT
LIBBY(S59)
TAKEOFF MINIMUMS L
IAPS ..... GPS-A 442
DPS ..... EYESE TWO (OBSTACLE) (RNAV) 443

LINCOLN, MT
LINCOLN(S69)
TAKEOFF MINIMUMS L
DPS ..... AXLES ONE (OBSTACLE) (RNAV) 445

LIVINGSTON, MT
MISSION FLD(LVM)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 22 446
VOR/DME-B 447
DPS ..... LIVINGSTON TWO (OBSTACLE) 448

MADRAS, OR
MADRAS MUNI(S33)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 16 449
RNAV (GPS) RWY 34 450

MAHLON SWEET FLD
---SEE EUGENE, OR

MALTA, MT
MALTA(M75)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 08 451
RNAV (GPS) RWY 26 452

MC CALL, ID
MC CALL MUNI(MYL)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 16 453
RNAV (GPS) RWY 34 454
AIRPORT DIAGRAM 455
DPS ..... PEPUC TWO (OBSTACLE) (RNAV) 456

MC MINNVILLE, OR
MC MINNVILLE MUNI(MMV)
TAKEOFF MINIMUMS L
DIVERSE VECTOR AREA L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 22 457
RNAV (GPS) RWY 04 458
RNAV (GPS) RWY 22 459
VOR/DME-B 460

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 16 461
ILS OR LOC RWY 34 462
ILS RWY 34 (CAT II) 463
RNAV (GPS) RWY 16 464
RNAV (GPS) RWY 34 465
TACAN RWY 16 466
TACAN RWY 34 467
AIRPORT DIAGRAM 468
DPS ..... ALDER TWO 469
MOCAA FOUR (RNAV) 470
OLYMPIC FOUR 471
PUGET SIX 472

MCNARY FLD
---SEE SALEM, OR

MEDFORD, OR
ROGUE VALLEY INTL/MEDFORD(MFR)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 14 473
RNAV (RNP) Z RWY 14 474
RNAV (RNP) Z RWY 32 475
RNAV (GPS) Y RWY 14 476
RNAV (GPS) Y RWY 32 477
RNAV (GPS)-D 478
LOC/DME BC-B 479
VOR/DME RWY 14 480
VOR/DME-C 481
VOR-A 482
AIRPORT DIAGRAM 483
DPS ..... BLAAZ ONE (RNAV) 484
EAGLE SIX 485
JACKSON ONE 486
KLAMATH FALLS ONE (RNAV) 487

MILES CITY, MT
FRANK WILEY FLD(MLS)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 04 488
RNAV (GPS) RWY 13 489
RNAV (GPS) RWY 22 490
RNAV (GPS) RWY 31 491
VOR RWY 04 492
VOR RWY 22 493
AIRPORT DIAGRAM 494

MILEY MEML FLD
---SEE BIG PINEY, WY

MISSION FLD
---SEE LIVINGSTON, MT

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

MISSOULA, MT

MISSOULA MONTANA(MSO)

TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS Y RWY 12 495
ILS Z RWY 12 496
RNAV (RNP) RWY 30 497
RNAV (RNP) Z RWY 12 498
RNAV (GPS) Y RWY 12 499
RNAV (GPS)-D 500
VOR-A 501
VOR-B 502
AIRPORT DIAGRAM 503
DPS ..... GRZLY FOUR (OBSTACLE) 504
DIDLY FIVE 505
MZULA FIVE 506
VICTO ONE (RNAV) 507

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 508
RNAV (RNP) Z RWY 04 509
RNAV (RNP) Z RWY 14L 510
RNAV (RNP) Z RWY 22 511
RNAV (RNP) Z RWY 32R 512
RNAV (GPS) Y RWY 04 513
RNAV (GPS) Y RWY 14L 514
RNAV (GPS) Y RWY 22 515
RNAV (GPS) Y RWY 32R 516
VOR RWY 04 517
VOR RWY 22 518
VOR RWY 32R 519
VOR-1 RWY 14L 520
VOR-3 RWY 14L 521
NDB RWY 32R 522
AIRPORT DIAGRAM 523

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI(U76)

TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 10 524
RNAV (GPS) RWY 28 525
DPS ..... ALKAL ONE (OBSTACLE) (RNAV) 526

MOUNTAIN HOME AFB(KMUO)

MOUNTAIN HOME, ID

TAKEOFF MINIMUMS L
IAPS ..... ILS OR LOC Z RWY 12 527
ILS OR LOC Z RWY 30 528
TACAN Z RWY 12 529
TACAN Z RWY 30 530
AIRPORT DIAGRAM 531

NAMPA, ID

NAMPA MUNI(MAN)

TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 11 532
RNAV (GPS)-B 533
DPS ..... ADEXE ONE (OBSTACLE) (RNAV) 534
CADKI ONE (OBSTACLE) (RNAV) 535

NEWCASTLE, WY

MONDELL FLD(ECS)

TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 14 536
RNAV (GPS) RWY 32 537
VOR RWY 32 538

NEWPORT, OR

NEWPORT MUNI(ONP)

TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 16 539
RNAV (GPS) RWY 16 540
RNAV (GPS) RWY 34 541
VOR-A 542
DPS ..... NEWPORT ONE (OBSTACLE) 543

NORTH BEND, OR

SOUTHWEST OREGON RGNL(OTH)

TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
IAPS ..... ILS Z OR LOC Z RWY 05 544
RNAV (RNP) Z RWY 05 545
RNAV (GPS) Y RWY 05 546
VOR-B 547
COPTER ILS Y OR LOC Y RWY 05 548
AIRPORT DIAGRAM 549
DPS ..... NORTH BEND SEVEN 550

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 07 551

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

NW-1, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG
OLYMPIA, WA		
OLYMPIA RGNL(OLM)		
TAKEOFF MINIMUMS		L
DIVERSE VECTOR AREA		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 17	552
	RNAV (GPS) RWY 17	553
	RNAV (GPS) RWY 35	554
	VOR RWY 35	555
	VOR-A	556
AIRPORT DIAGRAM		557
DPS	YELM FIVE	558
OMAK, WA		
OMAK(OMK)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 35	559
DPS	EPHRATA ONE (OBSTACLE) (RNAV)	560
ONTARIO, OR		
ONTARIO MUNI(ONO)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 15	561
	RNAV (GPS) RWY 33	562
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	563
	RNAV (GPS) RWY 28	564
DPS	BEAR LAKE ONE (OBSTACLE) (RNAV)	565
	FIROS ONE (OBSTACLE) (RNAV)	566
PASCO, WA		
TRI-CITIES(PSC)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
HOT SPOT		P
IAPS	ILS OR LOC RWY 21R	567
	RNAV (RNP) Z RWY 03L	568
	RNAV (RNP) Z RWY 12	569
	RNAV (RNP) Z RWY 21R	570
	RNAV (RNP) Z RWY 30	571
	RNAV (GPS) Y RWY 03L	572
	RNAV (GPS) Y RWY 12	573
	RNAV (GPS) Y RWY 21R	574
	RNAV (GPS) Y RWY 30	575
	VOR RWY 21R	576
	VOR RWY 30	577
AIRPORT DIAGRAM		578
DPS	PASCO ONE (OBSTACLE)	579
	TRI-CITIES EIGHT	580
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	581
	RNAV (GPS) RWY 08	582
	RNAV (GPS) RWY 11	583
	RNAV (GPS) RWY 26	584
	RNAV (GPS) RWY 29	585
	VOR RWY 08	586
AIRPORT DIAGRAM		587
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	588
	RNAV (GPS) RWY 26	589
PINEDALE, WY		
RALPH WENZ FLD(PNA)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 11	590
	RNAV (GPS) RWY 29	591
PLENTYWOOD, MT		
SHER-WOOD(PWD)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 12	592
	RNAV (GPS) RWY 30	593
POCATELLO, ID		
POCATELLO RGNL(PIH)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 21	594
	RNAV (GPS) RWY 03	595
	RNAV (GPS) RWY 21	596
	VOR RWY 03	597
AIRPORT DIAGRAM		598
DPS	KNURL ONE (OBSTACLE)	599
POLSON, MT		
POLSON(8S1)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 18	600
	RNAV (GPS) RWY 36	601
DPS	ANGIL ONE (OBSTACLE) (RNAV)	602
POPLAR, MT		
POPLAR MUNI(PO1)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 09	603
	RNAV (GPS) RWY 27	604

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

PORT ANGELES, WA

PORT ANGELES CGAS(NOW)

TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... COPTER RNAV (GPS) RWY 26 605

WILLIAM R FAIRCHILD INTL(CLM)

TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 09 606
RNAV (GPS) RWY 09 607
RNAV (GPS) RWY 27 608
DPS ..... WATTR ONE (OBSTACLE) (RNAV) 609

PORT TOWNSEND, WA

JEFFERSON COUNTY INTL(0S9)

TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS)-A 611

PORTLAND, OR

PORTLAND INTL(PDX)

TAKEOFF MINIMUMS L
DIVERSE VECTOR AREA L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS ..... HELNS SIX Z17
HHOOD SIX (RNAV) Z18
KRATR THREE (RNAV) Z23
OCITY THREE Z31
TMBRS FOUR (RNAV) Z39
IAPS ..... ILS OR LOC RWY 10L 612
ILS OR LOC RWY 10R 613
ILS OR LOC RWY 28L 614
ILS OR LOC RWY 28R 615
ILS RWY 10R (SA CAT I) 616
ILS RWY 10R (CAT II - III) 617
RNAV (RNP) Y RWY 28L 618
RNAV (RNP) Y RWY 28R 619
RNAV (RNP) Z RWY 10L 620
RNAV (RNP) Z RWY 10R 621
RNAV (RNP) Z RWY 28L 622
RNAV (RNP) Z RWY 28R 623
RNAV (GPS) X RWY 28L 624
RNAV (GPS) X RWY 28R 625
RNAV (GPS) Y RWY 10L 626
RNAV (GPS) Y RWY 10R 627
LOC/DME RWY 21 628
VOR-A 629
TACAN RWY 28L 630
COLUMBIA VISUAL RWY 10L/R 631
MILL VISUAL RWY 28L/R 632
AIRPORT DIAGRAM 633
DPS ..... CASCADE FOUR (RNAV) 634
HRMNS SIX (RNAV) 635
LAVAA SEVEN (RNAV) 636
MINNE FIVE (RNAV) 637
PORTLAND TWO 638
WHAMY FIVE (RNAV) 640

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 641
RNAV (GPS) RWY 13R 642
RNAV (GPS) RWY 31L 643
NDB-B 644
AIRPORT DIAGRAM 645
DPS ..... BERNI THREE (RNAV) 646
CANBY TWO 647
CHISM FOUR (RNAV) 648
FARMINGTON SEVEN 649
SCAPO SEVEN 650

NW-1, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

PORTLAND, OR
PORTLAND-TROUTDALE(TTD)
TAKEOFF MINIMUMS L
DIVERSE VECTOR AREA L
ALTERNATE MINIMUMS ..... M
STARS .... HELNS SIX Z17
OCITY THREE Z31
IAPS ..... RNAV (GPS)-A 651
AIRPORT DIAGRAM 652
DPS ..... BLUE LAKE THREE 653

POWELL, WY
POWELL MUNI(POY)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 13 654
RNAV (GPS) RWY 31 655

PRINEVILLE, OR
PRINEVILLE(S39)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 11 656
RNAV (GPS) RWY 29 657
DPS ..... DESCHUTES FOUR (RNAV) 658

PULLMAN/MOSCOW, WA
PULLMAN/MOSCOW RGNL(PUW)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 05 659
RNAV (RNP) Z RWY 23 660
RNAV (GPS) RWY 05 661
RNAV (GPS) Y RWY 23 662
VOR RWY 05 663
AIRPORT DIAGRAM 664

PUYALLUP, WA
PIERCE COUNTY/THUN FLD(PLU)
TAKEOFF MINIMUMS L
DIVERSE VECTOR AREA L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 35 665

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 22 666

REDMOND, OR
ROBERTS FLD REDMOND MUNI(RDM)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
IAPS ..... ILS OR LOC RWY 23 667
RNAV (RNP) Z RWY 05 668
RNAV (RNP) Z RWY 23 669
RNAV (GPS) RWY 11 670
RNAV (GPS) Y RWY 05 671
RNAV (GPS) Y RWY 23 672
RNAV (GPS) Y RWY 29 673
RNAV (GPS) Z RWY 29 674
VOR-A 675
JUNIPER VISUAL RWY 23 676
AIRPORT DIAGRAM 677
DPS ..... REDMOND THREE 678

RENTON, WA
RENTON MUNI(RNT)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
STARS .... CHINS FIVE Z7
GLASR THREE Z13
OLYMPIA TWO Z32
SKYKO ONE Z36
IAPS ..... RNAV (GPS) RWY 34 679
RNAV (GPS) Y RWY 16 680
RNAV (GPS) Z RWY 16 681
AIRPORT DIAGRAM 682
DPS ..... BELLEVUE FOUR 683
RENTN THREE 684

REXBURG, ID
REXBURG-MADISON COUNTY(RXE)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 35 685
VOR RWY 35 686

RICHLAND, WA
RICHLAND(RLD)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 26 687
RNAV (GPS) Y RWY 19 688
RNAV (GPS) Z RWY 19 689
LOC RWY 19 690
VOR/DME-A 691

RIVERTON, WY
CENTRAL WYOMING RGNL(RIW)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 28 692
RNAV (GPS) RWY 10 693
RNAV (GPS) RWY 28 694
VOR RWY 10 695
VOR RWY 28 696
AIRPORT DIAGRAM 697

ROBERTS FLD REDMOND MUNI
---SEE REDMOND, OR

NW-1, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

ROCK SPRINGS, WY
SOUTHWEST WYOMING RGNL(RKS)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 27 698
RNAV (GPS) RWY 09 699
RNAV (GPS) RWY 27 700
VOR RWY 09 701
VOR/DME RWY 27 702
AIRPORT DIAGRAM 703

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

RONAN, MT
RONAN(7S0)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 16 704
RNAV (GPS) RWY 34 705
DPS ..... HANIM TWO (RNAV) 706
RONAN THREE (RNAV) 707

ROSEBURG, OR
ROSEBURG RGNL(RBG)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS)-B 708
VOR-A 709

ROUNDUP, MT
ROUNDUP(RPX)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 07 710
RNAV (GPS) RWY 25 711

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 31 712
RNAV (GPS) RWY 13 713
RNAV (GPS) RWY 31 714
LOC Y RWY 31 715
LOC BC RWY 13 716
AIRPORT DIAGRAM 717
DPS ..... SALEM FOUR 718

SALMON, ID
LEMHI COUNTY(SMN)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 17 719
RNAV (GPS)-D 720
VOR/DME-B 721
DPS ..... AHEHU THREE (RNAV) 722
ORELE ONE (RNAV) 723

SANDERSON FLD
---SEE SHELTON, WA

NAME PROC SECT PG

SANDPOINT, ID
SANDPOINT(SZT)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) Y RWY 02 724
RNAV (GPS) Y RWY 20 725
RNAV (GPS) Z RWY 02 726
RNAV (GPS) Z RWY 20 727
RNAV (GPS)-B 728

SARATOGA, WY
SHIVELY FLD(SAA)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 05 729
RNAV (GPS) RWY 23 730
DPS ..... TRUMA ONE (OBSTACLE) (RNAV) 731

SCAPPOOSE, OR
SCAPPOOSE(SPB)
TAKEOFF MINIMUMS L
DIVERSE VECTOR AREA L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 15 733
LOC/DME RWY 15 734
VOR/DME-A 735

SCOBEY, MT
SCOBEY(9S2)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 12 736

NW-1, 03 SEP 2026 to 29 OCT 2026

26246

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG
SEATTLE, WA		
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	737
	ILS OR LOC RWY 32L	738
	RNAV (RNP) Z RWY 14R	739
	RNAV (RNP) Z RWY 32L	740
	RNAV (GPS) Y RWY 14R	741
	RNAV (GPS) Y RWY 32L	742
	HARBOR VISUAL RWY 14R	743
AIRPORT DIAGRAM		744
DPS	CBAIN ONE (RNAV)	745
	KENT ONE	746
	NEEDLE THREE	747
	NRVNA ONE (RNAV)	748

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	749
	ILS OR LOC RWY 16L	751
	ILS OR LOC RWY 16R	752
	ILS OR LOC RWY 34C	753
	ILS OR LOC RWY 34L	754
	ILS OR LOC RWY 34R	755
	ILS RWY 16C (SA CAT I)	756
	ILS RWY 16L (SA CAT I)	757
	ILS RWY 16R (SA CAT I)	758
	ILS RWY 34C (SA CAT I - II)	759
	ILS RWY 34L (SA CAT I - II)	760
	ILS RWY 34R (SA CAT I - II)	761
	ILS RWY 16C (CAT II - III)	762
	ILS RWY 16L (CAT II - III)	763
	ILS RWY 16R (CAT II - III)	764
	RNAV (RNP) Z RWY 16C	765
	RNAV (RNP) Z RWY 16L	767
	RNAV (RNP) Z RWY 16R	768
	RNAV (RNP) Z RWY 34C	769
	RNAV (RNP) Z RWY 34L	770
	RNAV (RNP) Z RWY 34R	771
	RNAV (GPS) Y RWY 16C	772
	RNAV (GPS) Y RWY 16L	774
	RNAV (GPS) Y RWY 16R	775
	RNAV (GPS) Y RWY 34C	776
	RNAV (GPS) Y RWY 34L	777
	RNAV (GPS) Y RWY 34R	778
	BAY VISUAL RWY 16 R/C/L	779
	HUSKY VISUAL RWY 16 R/C/L	781
	MALL VISUAL RWY 34 R/C/L	783
AIRPORT DIAGRAM		784
DPS	BANGR NINE (RNAV)	785
	ELMAA FIVE	787
	HAROB SIX (RNAV)	788
	ISBRG ONE (RNAV)	790
	JEFPO ONE (RNAV)	791
	MOUNTAIN TWO	792
	OZWLD ONE (RNAV)	794
	SEATTLE ONE	795
	SUMMA TWO	796

SEATTLE PAINE FLD INTL
---SEE EVERETT, WA

NAME	PROC	SECT PG
SHELBY, MT		
SHELBY(SBX)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 05	798
	RNAV (GPS) RWY 23	799

NW-1, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

SHELTON, WA
SANDERSON FLD(SHN)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 05 800
RNAV (GPS) RWY 23 801

SHERIDAN, WY
SHERIDAN COUNTY(SHR)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC/DME RWY 33 802
RNAV (GPS) RWY 15 803
RNAV (GPS) RWY 33 804
VOR RWY 15 805
AIRPORT DIAGRAM 806

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 01 807
RNAV (GPS) RWY 19 808
AIRPORT DIAGRAM 809

SKAGIT RGNL
---SEE BURLINGTON/MOUNT VERNON, WA

SNOHOMISH, WA
HARVEY FLD(S43)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS)-A 810

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 811
RNAV (GPS) RWY 04L 812
VOR RWY 04L 813
AIRPORT DIAGRAM 814
DPS ..... MANITO ONE (OBSTACLE) 815
FELTS FIVE 818
HAYDEN FOUR 819
SPOKANE INTL(GEG)
TAKEOFF MINIMUMS L
DIVERSE VECTOR AREA L
ALTERNATE MINIMUMS ..... M
STARS ..... HILIE THREE Z20
ZOOMR TWO Z45
IAPS ..... ILS OR LOC RWY 03 820
ILS OR LOC RWY 21 821
ILS RWY 03 (SA CAT I) 822
ILS RWY 21 (SA CAT I) 823
ILS RWY 03 (CAT II - III) 824
ILS RWY 21 (CAT II - III) 825
RNAV (RNP) Z RWY 03 826
RNAV (RNP) Z RWY 08 827
RNAV (RNP) Z RWY 21 828
RNAV (RNP) Z RWY 26 829
RNAV (GPS) Y RWY 03 830
RNAV (GPS) Y RWY 08 831
RNAV (GPS) Y RWY 21 832
RNAV (GPS) Y RWY 26 833
VOR RWY 03 834
VOR RWY 21 835
RIDDLE HILL VISUAL RWY 08 836
AIRPORT DIAGRAM 837
DPS ..... SPOKANE EIGHT 838

SPOKANE, WA
---SEE FAIRCHILD AFB

STANFORD, MT
STANFORD/BIGGERSTAFF FLD(S64)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 12 840
RNAV (GPS) RWY 30 841

STEVENSVILLE, MT
STEVENSVILLE(32S)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS)-A 842

SUNRIVER, OR
SUNRIVER(S21)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 18 843

NW-1, 03 SEP 2026 to 29 OCT 2026

26246

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG
TACOMA, WA		
TACOMA NARROWS(TIW)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 17	844
	RNAV (GPS) RWY 17	845
	RNAV (GPS) RWY 35	846
AIRPORT DIAGRAM		847
DPS	NARROWS ONE	848
TACOMA, WA		
---SEE MCCHORD FLD		
THE DALLES, OR		
COLUMBIA GORGE RGNL/THE DALLES MUNI(DLS)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS)-A	849
	LDA/DME RWY 25	850
	COPTER LDA/DME RWY 25	851
DPS	DALLES ONE (OBSTACLE)	852
THERMOPOLIS, WY		
HOT SPRINGS COUNTY(HSG)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 05	853
	RNAV (GPS) RWY 23	854
TILLAMOOK, OR		
TILLAMOOK(TMK)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 13	855
DPS	FETUJ THREE (OBSTACLE) (RNAV)	856
TILLITT FLD		
---SEE FORSYTH, MT		
TOLEDO, WA		
ED CARLSON MEML FLD/SOUTH LEWIS COUNTY(TDO)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 06	857
	RNAV (GPS) RWY 24	858
DPS	ATASY THREE (OBSTACLE) (RNAV)	859
TORRINGTON, WY		
TORRINGTON MUNI(TOR)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 10	860
	RNAV (GPS) RWY 28	861
	NDB RWY 10	862
	NDB RWY 28	863
TRI-CITIES		
---SEE PASCO, WA		
TWIN BRIDGES, MT		
RUBY VALLEY FLD(RVF)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 17	864
	RNAV (GPS) RWY 35	865
DPS	BRIDGES TWO (OBSTACLE) (RNAV)	866
	DILLON TWO (OBSTACLE) (RNAV)	867
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	868
	RNAV (GPS) RWY 08	869
	RNAV (GPS) RWY 26	870
	VOR/DME RWY 08	871
	VOR RWY 08	872
	VOR RWY 26	873
AIRPORT DIAGRAM		874
DPS	SNAKO THREE	875
VANCOUVER, WA		
PEARSON FLD(VUO)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS)-B	876
VANCOUVER/BOUNDARY BAY		
---SEE BOUNDARY BAY, BC		
WALLA WALLA, WA		
WALLA WALLA RGNL(ALW)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 20	877
	RNAV (GPS) RWY 02	878
	RNAV (GPS) RWY 20	879
	VOR RWY 02	880
	VOR RWY 20	881
AIRPORT DIAGRAM		882
DPS	WALLA WALLA TWO	883
WEISER, ID		
WEISER MUNI(S87)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS)-A	884

NW-1, 03 SEP 2026 to 29 OCT 2026

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

WENATCHEE, WA
PANGBORN MEML(EAT)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS Y RWY 12 885
ILS Z RWY 12 886
RNAV (RNP) RWY 12 887
RNAV (RNP) Z RWY 30 888
VOR-A 889
VOR-B 890
AIRPORT DIAGRAM 891
DPS ..... WENATCHEE TWO (OBSTACLE) 892
OFARO TWO (RNAV) 894
ZARLO TWO (RNAV) 895

WEST YELLOWSTONE, MT
YELLOWSTONE(WYS)
TAKEOFF MINIMUMS L
IAPS ..... ILS OR LOC RWY 01 896
RNAV (GPS) RWY 01 897
RNAV (GPS) RWY 19 898
DPS ..... TARGY ONE (OBSTACLE) 899

WHEATLAND, WY
PHIFER AIRFIELD(EAN)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 26 900
DPS ..... SLATR ONE (OBSTACLE) (RNAV) 901

WHEATLAND COUNTY AT HARLOWTON
---SEE HARLOWTON, MT

WHIDBEY ISLAND NAS (AULT FLD)(KNUW)
OAK HARBOR, WA
TAKEOFF MINIMUMS L
DIVERSE VECTOR AREA L
RADAR MINIMUMS ..... N
IAPS ..... ILS OR LOC/DME RWY 14 902
RNAV (GPS) RWY 07 903
RNAV (GPS) RWY 14 904
RNAV (GPS) RWY 25 905
RNAV (GPS) RWY 32 906
TACAN Y RWY 07 907
TACAN Y RWY 14 908
TACAN Y RWY 25 909
TACAN Y RWY 32 910
AIRPORT DIAGRAM 911
DPS ..... NASWI THREE (OBSTACLE) 912

WHITE SULPHUR SPRINGS, MT
WHITE SULPHUR SPRINGS(7S6)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 01 913
RNAV (GPS) RWY 19 914

WILBUR, WA
WILBUR(2S8)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 02 915
DPS ..... WIPES ONE (OBSTACLE) (RNAV) 916

WILLIAM R FAIRCHILD INTL
---SEE PORT ANGELES, WA

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

WOLF POINT, MT
L M CLAYTON(OLF)
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 11 917
RNAV (GPS) RWY 29 918
AIRPORT DIAGRAM 919

WORLAND, WY
WORLAND MUNI(WRL)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 16 920
RNAV (GPS) RWY 34 921
VOR RWY 16 922
AIRPORT DIAGRAM 923

YAKIMA, WA
YAKIMA AIR TRML/MCALLISTER FLD(YKM)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
IAPS ..... ILS OR LOC RWY 27 924
RNAV (RNP) RWY 09 925
RNAV (RNP) Y RWY 27 926
RNAV (RNP) Z RWY 27 927
RNAV (GPS) X RWY 27 928
LOC/DME BC-B 929
VOR/DME OR TACAN RWY 27 930
VOR-A 931
AIRPORT DIAGRAM 932
DPS ..... ZILLA THREE (OBSTACLE) 933
GROMO FOUR 934
NACHES FOUR 936
WENAS SEVEN 938
YAKIMA SEVEN 940

YELLOWSTONE
---SEE WEST YELLOWSTONE, MT

YELLOWSTONE RGNL
---SEE CODY, WY

NW-1, 03 SEP 2026 to 29 OCT 2026

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

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.

The FAA redefined the initial climb area (ICA) criteria used to evaluate and identify the obstacles that penetrate the 40:1 OCS. The takeoff obstacle notes are published in a different manner and an additional minimums option is added for the departure. To ensure the pilot knows which evaluation was accomplished, the charting will be different by bolding certain headers and runway information to indicate the new ICA criteria has been used as indicated in (1) and (2) below. Until the FAA can amend all departures, the legacy obstacle notes will still be published.

(1) For textual departures, the headers Takeoff Minimums, Departure Procedure, and Takeoff Obstacle Notes will be bolded and underlined. The specific runway entries under each header will continue to be bolded.

(2) For graphic departure procedures, the headers Takeoff Minimums and Takeoff Obstacle Notes will be bolded and continue to be underlined. The specific runway entries for these headers will be bolded. In the Departure Route Description section of the graphic departure, the heading will be bolded and underlined, and the runway information will be bolded.

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 notify ATC of their intent 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.

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

CON'T

ALBANY, OR (CON'T)

ALBANY MUNI (S12) (CON'T)

Rwy 16 (CON'T), 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.
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.

NW-1, 03 SEP 2026 to 29 OCT 2026

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 2 09JUL26 (26190) (FAA)

DEPARTURE PROCEDURE:
Use JATTS DEPARTURE.

ARLINGTON, WA

ARLINGTON MUNI (AWO)

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.

ARLINGTON, WA (CON'T)

ARLINGTON MUNI (AWO) (CON'T)

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.

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.

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.

CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

ASTORIA, OR (CON'T)

ASTORIA RGNL (AST) (CON'T)

Rwy 26 (CON'T), 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.

AUBURN, WA

AUBURN MUNI (S50)

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 2 19MAR26 (26078) (FAA)
Rwy 17, heading as assigned by ATC; requires min climb of 275'/NM to 1000.
Rwy 35, heading as assigned by ATC; requires min climb of 390'/NM to 800.

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.

AURORA, OR

AURORA STATE (UAO)

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.

AURORA, OR (CON'T)

AURORA STATE (UAO) (CON'T)

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.

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.

CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

BAKER CITY, OR (CON'T)

BAKER CITY MUNI (BKE) (CON'T)

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.

BELLINGHAM, WA

BELLINGHAM INTL (BLI)

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.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 27NOV25 (25331) (FAA)
DEPARTURE PROCEDURE:
Use BELLINGHAM DEPARTURE.

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 1A 19MAR26 (26078) (FAA)
TAKEOFF MINIMUMS:
Rwys 8, 26, NA - Environmental.
Rwy 32, std w/min climb of 214'/NM to 7700, or 4000-5 for VCOA.
DEPARTURE PROCEDURE:
Rwy 14, climb on a heading between 046° CW to 200° from DER.
Rwy 32, climb on a heading between 313° CW to 356° from DER.
CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

BIG PINEY, WY (CON'T)

MILEY MEML FLD (BPI) (CON'T)

VCOA:

Rwy 32, 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.

TAKEOFF OBSTACLE NOTES:

Rwy 14, 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 32, 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)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 08NOV18 (18312) (FAA)

Rwy 10L, heading as assigned by ATC.

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.

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.

CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

BLACKFOOT, ID (CON'T)

MCCARLEY FLD (U02) (CON'T)

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.

BOISE, ID

BOISE AIR TRML/GOWEN FLD (BOI)

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.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 11FEB10 (21112) (FAA)
DEPARTURE PROCEDURE:
Use GOWEN DEPARTURE.

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)

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.

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.
CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

BREMERTON, WA (CON'T)

BREMERTON NTL (PWT) (CON'T)

Rwy 2 (CON'T), 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.
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.

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.
CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

BROOKINGS, OR (CON'T)

BROOKINGS (BOK) (CON'T)

Rwy 30 (CON'T), 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.
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.
CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

BURLEY, ID (CON'T)

BURLEY MUNI (BYI) (CON'T)

Rwy 24 (CON'T), 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.

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.

CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

BUTTE, MT (CON'T)

BERT MOONEY (BTM) (CON'T)

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.
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.

CHALLIS, ID

CHALLIS (LLJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22JAN26 (26022) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, use SALMON DEPARTURE.
Rwy 17, std w/min climb of 554'/NM to 12900, or 5500-5 for VCOA.

DEPARTURE PROCEDURE:

Rwy 17, climbing left turn on heading 123° to at or above MEA for direction of flight before proceeding on course.

VCOA:

Rwy 17, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Challis airport at or above 10400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, light poles 4' from DER, 19' left of centerline, 1' AGL/5077' MSL.
Light poles 4' from DER, 40' right of centerline, 1' AGL/5077' MSL.
Vehicles on road 122' from DER, 501' left of centerline, 5084' MSL.
Terrain 177' from DER, 395' right of centerline, 5087' MSL.
Terrain 178' from DER, 495' right of centerline, 5088' MSL.
Vehicles on road 194' from DER, 446' left of centerline, 5086' MSL.
Terrain 352' from DER, 369' right of centerline, 5090' MSL.
Terrain beginning 378' from DER, 178' right of centerline, up to 5095' MSL.
Trees beginning 413' from DER, 500' left of centerline, up to 45' AGL/5117' MSL.
Fence 560' from DER, 387' right of centerline, 6' AGL/5102' MSL.
Building, fence beginning 575' from DER, 373' right of centerline, up to 10' AGL/5109' MSL.
Terrain 772' from DER, 547' right of centerline, 10' AGL/5115' MSL.
Poles, buildings beginning 859' from DER, 394' right of centerline, up to 36' AGL/5145' MSL.
Building, poles beginning 1005' from DER, 613' right of centerline, up to 39' AGL/5152' MSL.
Pole 1528' from DER, 166' left of centerline, 29' AGL/5124' MSL.

CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

CHALLIS, ID (CON'T)

CHALLIS (LLJ) (CON'T)

Rwy 17 (CON'T), tree 3835' from DER, 586' left of centerline, 64' AGL/5174' MSL.
Antenna 1.4 NM from DER, 2889' right of centerline, 155' AGL/5426' MSL.
Ridgeline beginning 2.4 NM from DER, 3870' right of centerline, up to 5742' MSL.

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.
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.
CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

CHOTEAU, MT (CON'T)

CHOTEAU (CII) (CON'T)

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.

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.
CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

CODY, WY (CON'T)

YELLOWSTONE RGNL (COD) (CON'T)

Rwy 22 (CON'T), 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.

COEUR D'ALENE, ID

COEUR D'ALENE (COE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 11FEB10 (26134) (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)

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.

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.
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.

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

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.

NW-1, 03 SEP 2026 to 29 OCT 2026

DEER PARK, WA

DEER PARK (DEW)

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.

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.
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.

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.

CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

DILLON, MT (CON'T)

DILLON (DLN) (CON'T)

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.

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 3B 02OCT25 (25275) (FAA)

DEPARTURE PROCEDURE:

Rwys 4, 22, use LAMON (RNAV) DEPARTURE.

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.

NW-1, 03 SEP 2026 to 29 OCT 2026

EASTSOUND, WA

ORCAS ISLAND (ORS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 27NOV25 (25331) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 3200-3 for VCOA.

Rwy 34, use SQURL DEPARTURE.

VCOA:

Rwy 16, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Orcas Island airport at or above 3100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, terrain 10' from DER, 125' right of centerline, 37' MSL.
Vehicles on road beginning 16' from DER, 468' right of centerline, 65' MSL.
Vehicles on road, tree, sign beginning 16' from DER, 114' right of centerline, up to 66' MSL.
Sign 23' from DER, 116' left of centerline, 3' AGL/37' MSL.
Vehicles on road, fence beginning 62' from DER, 301' left of centerline, up to 50' MSL.
Building, terrain beginning 102' from DER, 260' right of centerline, up to 71' MSL.
Tree 189' from DER, 387' right of centerline, 40' AGL/91' MSL.
Tree, wind indicator, vehicles on road, terrain, vegetation beginning 195' from DER, 71' right of centerline, up to 92' AGL/149' MSL.
Vehicles on road, fence beginning 341' from DER, 303' left of centerline, up to 51' MSL.
Vehicles on road beginning 489' from DER, 34' left of centerline, up to 53' MSL.
Tree 514' from DER, 159' left of centerline, 69' MSL.
Tree, pole beginning 534' from DER, 138' left of centerline, up to 36' AGL/70' MSL.
Tree 579' from DER, 634' left of centerline, 104' MSL.
Tree, building, vehicles on road, pole beginning 593' from DER, 96' left of centerline, up to 84' AGL/121' MSL.
Tree, terrain beginning 939' from DER, 291' right of centerline, up to 119' AGL/179' MSL.
Tree 1089' from DER, 488' right of centerline, 126' AGL/180' MSL.
Tree 1097' from DER, 671' right of centerline, 182' MSL.
Tree, building beginning 1120' from DER, 45' right of centerline, up to 132' AGL/197' MSL.
Tree, terrain, building beginning 1147' from DER, 86' left of centerline, up to 94' AGL/150' MSL.
Tree, pole beginning 1751' from DER, 53' right of centerline, up to 199' MSL.
Trees beginning 1836' from DER, 214' left of centerline, up to 152' MSL.
Trees beginning 1943' from DER, 200' left of centerline, up to 182' MSL.
Tree 1966' from DER, 794' left of centerline, 126' AGL/188' MSL.
Tree, building beginning 1971' from DER, 28' left of centerline, up to 101' AGL/210' MSL.
Trees beginning 1997' from DER, 70' right of centerline, up to 125' AGL/202' MSL.
Trees beginning 2061' from DER, 38' right of centerline, up to 154' AGL/221' MSL.
Trees beginning 2104' from DER, 558' right of centerline, up to 125' AGL/227' MSL.
Trees beginning 2185' from DER, 206' right of centerline, up to 145' AGL/238' MSL.
Trees beginning 2318' from DER, on centerline, up to 126' AGL/245' MSL.
Tree, vegetation, terrain, building beginning 2517' from DER, 24' right of centerline, up to 149' AGL/247' MSL.
Tree 2886' from DER, 1017' right of centerline, 258' MSL.
Trees beginning 2910' from DER, 49' right of centerline, up to 327' MSL.
Tree 2973' from DER, 1074' right of centerline, 344' MSL.
Trees beginning 2987' from DER, 14' right of centerline, up to 161' AGL/366' MSL.
Tree, building beginning 3093' from DER, 162' right of centerline, up to 381' MSL.
Trees beginning 3115' from DER, 366' right of centerline, up to 128' AGL/387' MSL.
Tree, building beginning 3134' from DER, 132' right of centerline, up to 400' MSL.
Tree, building, terrain, vehicles on road, pole, tower beginning 3277' from DER, 15' right of centerline, up to 101' AGL/410' MSL.
Buildings, trees beginning 1.6 NM from DER, 1426' right of centerline, up to 200' AGL/479' MSL.
Buildings, tree beginning 1.7 NM from DER, 1021' right of centerline, up to 200' AGL/634' MSL.
Buildings, trees beginning 1.8 NM from DER, 415' right of centerline, up to 200' AGL/657' MSL.
Building 2.5 NM from DER, 2818' right of centerline, 200' AGL/496' MSL.

NW-1, 03 SEP 2026 to 29 OCT 2026

EKALAKA, MT

EKALAKA (97M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02OCT25 (25275) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, std w/min climb of 278'/NM to 4600, or 1200-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 13, climb on heading 130° to 4400 before proceeding on course.

VCOA:

Rwy 13, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ekalaka airport at or above 4600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, fence, terrain beginning 23' from DER, 311' right of centerline, up to 8' AGL/3523' MSL.
Fence 24' from DER, 299' left of centerline, 8' AGL/3513' MSL.
Fence 841' from DER, 48' right of centerline, 7' AGL/3527' MSL.
Tree 900' from DER, 458' left of centerline, 3543' MSL.
Tree 919' from DER, 371' left of centerline, 3555' MSL.
Transmission line 1.2 NM from DER, 2473' left of centerline, 57' AGL/3693' MSL.
Trees beginning 1.6 NM from DER, 3050' left of centerline, up to 3775' MSL.
Trees beginning 1.7 NM from DER, 2984' left of centerline, up to 3823' MSL.
Tree 1.8 NM from DER, 2879' left of centerline, 3841' MSL.
Rwy 31, sign 16' from DER, 207' left of centerline, 3' AGL/3476' MSL.

ELECTRIC CITY, WA

GRAND COULEE DAM (3W7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02OCT25 (25275) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, NA-Obstacles.

DEPARTURE PROCEDURE:

Rwy 22, use SINGG DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 22, terrain 15' from DER, 173' left of centerline, 1590' MSL.
Vehicle on road beginning 48' from DER, 498' left of centerline, up to 1593' MSL.
Tree 113' from DER, 118' right of centerline, 23' AGL/1597' MSL.
Tree 342' from DER, 444' left of centerline, 44' AGL/1622' MSL.
Tree 397' from DER, 191' right of centerline, 57' AGL/1632' MSL.
Trees beginning 415' from DER, 383' left of centerline, up to 44' AGL/1624' MSL.
Rising terrain 1.4 NM from DER, 138' left of centerline, 2064' MSL.
Rising terrain 1.5 NM from DER, 9' right of centerline, 2094' MSL.
Rising terrain beginning 1.5 NM from DER, 112' left of centerline, up to 2103' MSL.
Tree 1.6 NM from DER, 38' right of centerline, 63' AGL/2099' 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.

NW-1, 03 SEP 2026 to 29 OCT 2026

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.
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, WAEPHRATA MUNI (EPH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 07MAY09 (09127) (FAA)

TAKEOFF MINIMUMS:

Rwy 29, NA-Obstacles.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 027° to 2300 before proceeding on course.
Rwy 11, climb heading 112° to 2200 before proceeding on course.
Rwy 21, climb heading 207° to 2800 before proceeding on course.

EUGENE, OR

MAHLON SWEET FLD (EUG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7B 13SEP18 (21112) (FAA)

DEPARTURE PROCEDURE:

Rwy 16L, climb heading 164° to 1200 then climbing right turn...
Rwy 16R, climb heading 164° to 1200 then climbing right turn...
Rwy 34L, climb heading 344° to 1200 then climbing left turn...
Rwy 34R, climb heading 344° to 1200 then climbing left turn...
...all aircraft climb direct EUG VORTAC, then climb in hold in EUG VORTAC holding pattern (hold north, right turns 180° Inbound) to cross EUG VORTAC at or above MEA before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16L, power poles beginning 1036' from DER, 74' right of centerline, up to 35' AGL/408' MSL.
Power poles beginning 1017' from DER, 211' left of centerline, up to 31' AGL/404' MSL.
Rwy 16R, tree 1991' from DER, 83' left of centerline, 54' AGL/419' MSL.
Trees beginning 1504' from DER, 489' right of centerline, up to 43' AGL/408' MSL.
Rwy 34L, tree 1597' from DER, 842' left of centerline, 50' AGL/404' MSL.
Rwy 34R, tree 2897' from DER, 606' right of centerline, 77' AGL/440' MSL.
Tree 2535' from DER, 643' left of centerline, 65' AGL/428' MSL.

EVANSTON, WY

EVANSTON-UNITA COUNTY BURNS FLD (EVW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03NOV22 (22307) (FAA)

DEPARTURE PROCEDURE:

Use FORT BRIDGER DEPARTURE.

EVERETT, WA

SEATTLE PAINE FLD INTL (PAE)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 21JUL16 (25191) (FAA)

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

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10DEC15 (23278) (FAA)

DEPARTURE PROCEDURE:

Rwys 16L/R, climbing right turn, thence…

Rwys 34L/R, climbing left turn, thence...

...for aircraft departing on V287 westbound, climb on PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16R, Rwy light 9' from DER, 15' right of centerline, 1' AGL/579' MSL.
Trees beginning 707' from DER, left and right of centerline, up to 116' AGL/625' MSL.
Tree 2130' from DER, 866' left of centerline, 151' AGL/660' MSL.
Trees beginning 2789' from DER, left and right of centerline, up to 163' AGL/698' MSL.
Trees beginning 3078' from DER, 238' left of centerline, up to 156' AGL/704' MSL.
Rwy 16L, poles, tower and tree beginning 107' from DER, left and right of centerline, up to 42' AGL/639' MSL.
Trees beginning 900' from DER, 477' left of centerline, up to 137' AGL/699' MSL.
Trees beginning 1412' from DER, left and right of centerline, up to 123' AGL/668' MSL.
Trees beginning 1785' from DER, 535' left of centerline, up to 155' AGL/700' MSL.
Tree 4646' from DER, 912' right of centerline, 178' AGL/717' MSL.
Rwy 34R, trees beginning 154' from DER, left and right of centerline, up to 86' AGL/648' MSL.
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.

FAIRCHILD AFB (KSKA)

SPOKANE, WA

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.

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.

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.
Rwy 22, fence 5' from DER, 389' right of centerline, 6' AGL/7042' MSL.
Electrical system 40' from DER, 113' left of centerline, 5' AGL/7040' MSL.
Traverse way beginning 102' from DER, 265' right of centerline, up to 7051' MSL.
Vegetation 127' from DER, 388' left of centerline, 4' AGL/7044' MSL.
Fence 161' from DER, 404' left of centerline, 7' AGL/7047' MSL.
Traverse way 168' from DER, 418' left of centerline, 7056' MSL.
Traverse way 316' from DER, 416' left of centerline, 7057' MSL.
Traverse way beginning 461' from DER, 415' left of centerline, up to 7058' MSL.
Traverse way beginning 658' from DER, 111' left of centerline, up to 7059' MSL.

FRIDAY HARBOR, WA

FRIDAY HARBOR (FHR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 28APR16 (16119) (FAA)

TAKEOFF MINIMUMS:

Rwy 34, 400-2.

DEPARTURE PROCEDURE:

Rwy 16, climb to 1000 on heading 161° then climbing left turn direct FHR NDB, thence ...

Rwy 34 climb to 1000 on heading 341° then climbing left turn direct FHR NDB, thence...

...continue climb-in-hold in FHR NDB holding pattern (Hold S, right turns, 339° inbound) to cross FHR NDB at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 556' from DER, 20' left of centerline, up to 85' AGL/212' MSL.
Trees, fence, and road beginning 27' from DER, 67' right of centerline, up to 85' AGL/220' MSL.
Rwy 34, trees, beacon and pole beginning 385' from DER, 92' left of centerline, up to 85' AGL/348' MSL.
Trees, building and antenna beginning 808' from DER, 16' right of centerline, up to 85' AGL/504' MSL.

GILLETTE, WY

NORTHEAST WYOMING RGNL (GCC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, std. w/min. climb of 291' per NM to 5300 or 1200-3 for VCOA.
Rwy 21, std. w/min. climb of 382' per NM to 5400 or 1200-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 16, climb heading 161° to 5300 before proceeding on course.
Rwy 21, climb heading 209° to 5400 before proceeding on course.

VCOA:

Rwys 16, 21, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Northeast Wyoming Rgnl airport at or above 5400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, lighting 10' from DER, 47' left of centerline, 4318' MSL.
Lighting 20' from DER, 113' right of centerline, 4319' MSL.
Vehicle on road 414' from DER, 589' right of centerline, 4328' MSL.
Wind indicator 1415' from DER, 100' left of centerline, 4366' MSL.

CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

GILLETTE, WY (CON'T)

NORTHEAST WYOMING RGNL (GCC) (CON'T)

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.
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.

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

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.
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.
CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

GOLD BEACH, OR (CON'T)

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

Rwy 34 (CON'T), tree 3770' from DER, 298' right of centerline, 57' AGL/242' MSL.
Trees, pole, building beginning 3787' from DER, 10' left of centerline, up to 79' AGL/213' MSL.
Trees, terrain beginning 3792' from DER, 251' right of centerline, up to 64' AGL/282' MSL.
Trees, building beginning 3920' from DER, 194' right of centerline, up to 108' AGL/327' MSL.
Tree 4067' from DER, 882' right of centerline, 85' AGL/341' MSL.
Trees beginning 4085' from DER, 385' right of centerline, up to 81' AGL/342' MSL.
Tree 4106' from DER, 197' right of centerline, 92' AGL/354' MSL.
Trees beginning 4188' from DER, 180' right of centerline, up to 101' AGL/355' MSL.
Trees beginning 4249' from DER, 391' right of centerline, up to 93' AGL/361' MSL.
Trees beginning 4294' from DER, 157' right of centerline, up to 134' AGL/367' MSL.
Trees beginning 4335' from DER, 492' right of centerline, up to 127' AGL/379' MSL.
Trees beginning 4403' from DER, 177' right of centerline, up to 138' AGL/383' MSL.
Trees, building, terrain beginning 4562' from DER, 100' right of centerline, up to 93' AGL/401' MSL.
Trees beginning 4972' from DER, 381' right of centerline, up to 112' AGL/509' MSL.
Trees beginning 5091' from DER, 585' right of centerline, up to 125' AGL/534' MSL.
Trees, terrain beginning 5114' from DER, 146' right of centerline, up to 118' AGL/547' MSL.
Tree 5342' from DER, 1390' right of centerline, 111' AGL/573' MSL.
Trees beginning 5378' from DER, 794' right of centerline, up to 124' AGL/586' MSL.
Trees beginning 5482' from DER, 194' right of centerline, up to 123' AGL/588' MSL.
Trees beginning 5543' from DER, 183' right of centerline, up to 114' AGL/625' MSL.
Trees, terrain, vegetation, beginning 5629' from DER, 197' right of centerline, up to 115' AGL/628' MSL.

GOODING, 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)

JOINT BASE LEWIS MCCHORD, WA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 02DEC21 (26246) (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.

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.

NW-1, 03 SEP 2026 to 29 OCT 2026

GUERNSEY, WY

CAMP GUERNSEY (GUR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

HAILEY, ID

FRIEDMAN MEML (SUN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 21JUL16 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, NA - Obstacles.

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

Trees 2351' from DER, 2' right of centerline, up to 91' AGL/5334' MSL.

HAMILTON, MT

RAVALLI COUNTY (HRF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, NA-Obstacles.

DEPARTURE PROCEDURE:

Rwy 35, use HAMEY (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 35, tree 548' from DER, 220' left of centerline, 3700' MSL.

Tree 564' from DER, 93' right of centerline, 3708' MSL.

Trees beginning 566' from DER, 35' right of centerline, up to 3717' MSL.

Trees beginning 575' from DER, 132' right of centerline, up to 3718' MSL.

Trees beginning 576' from DER, 48' left of centerline, up to 3715' MSL.

HARDIN, MT

BIG HORN COUNTY (00U)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 16JUL20 (20198) (FAA)

TAKEOFF MINIMUMS:

Rwy 26, 200-1¼ or std. w/min. climb of 204' per NM to 3300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200 feet prior to DER.

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.

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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…
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-A 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

LEWISTON, ID (SEE LEWISTOWN, MT IN ENTRY BELOW)

LEWISTON/NEZ PERCE COUNTY (LWS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 05JAN17 (25275) (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 (SEE LEWISTON, ID IN ENTRY ABOVE)

LEWISTOWN MUNI (LWT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 15JUN23 (25275) (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.

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.

CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

LIBBY, MT (CON'T)

LIBBY (S59) (CON'T)

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.

LINCOLN, MT

LINCOLN (S69)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 19MAR26 (26078) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, NA - Obstacles.

DEPARTURE PROCEDURE:

Rwy 22, use AXLES DEPARTURE.

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.

MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

TACOMA, WA

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 20JUN19 (19171) (FAA)

Rwys 16, 34, heading as assigned by ATC.

MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM) (CON'T)

TACOMA, WA (CON'T)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10JUL25 (25191) (USAF)

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)

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.

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.
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.
CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

MC MINNVILLE, OR (CON'T)

MC MINNVILLE MUNI (MMV) (CON'T)

Rwy 22 (CON'T), 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.

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.

NW-1, 03 SEP 2026 to 29 OCT 2026

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.
CON'T

NEWCASTLE, WY (CON'T)

MONDELL FLD (ECS) (CON'T)

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.
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.
CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

NORTH BEND, OR (CON'T)

SOUTHWEST OREGON RGNL (OTH) (CON'T)

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)

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.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:
Rwy 17, 300-2 or std. w/ min. climb of 720' per NM to 500.
DEPARTURE PROCEDURE:
Rwy 8, climb heading 089° to 1000, then climbing left turn direct OLM VORTAC, thence . . .
Rwy 17, climb heading 176° to 1200, then climbing right turn direct OLM VORTAC, thence . . .
Rwy 26, climbing left turn direct OLM VORTAC, thence . . .
Rwy 35, climbing right turn direct OLM VORTAC, thence . . .
...continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 8, pole 879' from DER, 348' left of centerline, 31' AGL/236' MSL.
Trees beginning 970' from DER, 213' left of centerline, up to 267' MSL.
Tree 1635' from DER, 434' right of centerline, 267' MSL.
Tree 1743' from DER, 539' right of centerline, 291' MSL.
Tree 2270' from DER, 341' left of centerline, 275' MSL.
Tree, tower beginning 2931' from DER, 130' right of centerline, up to 320' MSL.
Trees beginning 3168' from DER, 569' left of centerline, up to 343' MSL.
Rwy 17, trees beginning 751' from DER, 658' right of centerline, up to 281' MSL.
Trees beginning 1005' from DER, 634' left of centerline, up to 293' MSL.
Trees beginning 1160' from DER, 719' right of centerline, up to 306' MSL.
Trees beginning 1203' from DER, 664' left of centerline, up to 298' MSL.
Trees beginning 1293' from DER, 681' right of centerline, up to 331' MSL.
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.
CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

OLYMPIA, WA (CON'T)

OLYMPIA RGNL (OLM) (CON'T)

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.

OMAK, WA

OMAK (OMK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:
Rwy 35, NA-Obstacles.
DEPARTURE PROCEDURE:
Rwy 17, use EPHRATA DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicles on road, vegetation beginning 5' from DER, 452' left of centerline, up to 10' AGL/1306' MSL.
Lighting 40' from DER, 78' right of centerline, 1' AGL/1301' MSL.
Vegetation beginning 50' from DER, 172' right of centerline, up to 1305' MSL.
Vegetation 305' from DER, 499' right of centerline, 5' AGL/1308' MSL.
Vegetation 311' from DER, 529' right of centerline, 9' AGL/1311' MSL.
Pole 1621' from DER, 737' left of centerline, 56' AGL/1339' MSL.
Tree 1972' from DER, 28' left of centerline, 66' AGL/1350' MSL.
Tree 2080' from DER, 78' right of centerline, 68' AGL/1352' MSL.

ONTARIO, OR

ONTARIO MUNI (ONO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 07DEC17 (17341) (FAA)

TAKEOFF MINIMUMS:
Rwy 33, 300-2 or std. w/ min. climb of 240' per NM to 3800, or 1300-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 33, climb on a heading between 033° CW 145° from DER, or min. climb of 270' per NM to 3600 for all other courses.
VCOA:
Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ontario Airport at or above 3300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 15, fence beginning 5' from DER, 340' left of centerline, up to 4' AGL/2191' MSL.
Lighting 9' from DER, 39' right of centerline, 2' AGL/2190' MSL.
Fence 19' from DER, 337' left of centerline, 9' AGL/2194' MSL.
Transmission line 582' from DER, 478' right of centerline, 32' AGL/2214' MSL.
Tree, transmission line, pole beginning 644' from DER, 39' right of centerline, up to 43' AGL/2225' MSL.
Building 674' from DER, 330' left of centerline, 25' AGL/2210' MSL.
Building beginning 737' from DER, 448' left of centerline, up to 28' AGL/2214' MSL.
Pole, transmission line beginning 1095' from DER, 175' left of centerline, up to 2221' MSL.
Transmission line 1122' from DER, 386' left of centerline, 42' AGL/2227' MSL.
Transmission line, pole beginning 1211' from DER, 471' left of centerline, up to 46' AGL/2230' MSL.
Tower 1249' from DER, 463' left of centerline, 56' AGL/2240' MSL.
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.

NW-1, 03 SEP 2026 to 29 OCT 2026

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 9 02OCT25 (25275) (FAA)

DEPARTURE PROCEDURE:

Use PASCO DEPARTURE.

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.
CON'T

PINE BLUFFS, WY (CON'T)

PINE BLUFFS MUNI (82V) (CON'T)

Rwy 8 (CON'T), 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-A 19MAR26 (26078) (FAA)

TAKEOFF MINIMUMS:
Rwys 8, 26, NA - Environmental.
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.

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

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)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 05NOV20 (20310) (FAA)

Rwy 3, heading as assigned by ATC; requires min. climb of 378' per NM to 4500.
Rwy 10L, heading as assigned by ATC; requires min. climb of 367' per NM to 4700.
Rwy 10R, heading as assigned by ATC; requires min. climb of 440' per NM to 3600.
Rwy 21, heading as assigned by ATC; requires min. climb of 430' per NM to 3000.
Rwy 28L, heading as assigned by ATC; requires min. climb of 374' per NM to 3800.
Rwy 28R, heading as assigned by ATC; requires min. climb of 340' per NM to 5200.

TAKEOFF MINIMUMS 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.
CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

PORTLAND, OR (CON'T)

PORTLAND INTL (PDX) (CON'T)

Rwy 3 (CON'T), 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.

PORTLAND-HILLSBORO (HIO)

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.

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.
CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

PORTLAND, OR (CON'T)

PORTLAND-HILLSBORO (HIO) (CON'T)

Rwy 13R (CON'T), 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.

PORTLAND-TROUTDALE (TTD)

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 02APR15 (15092) (FAA)
Rwy 7, heading as assigned by ATC; requires min climb of 330' per NM to 2900.
Rwy 25, heading as assigned by ATC; requires min climb of 360' per NM to 4300.

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.
CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE (TTD) (CON'T)

Rwy 25 (CON'T), 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.

PORT TOWNSEND, WA

JEFFERSON COUNTY INTL (0S9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22AUG13 (13234) (FAA)

TAKEOFF MINIMUMS:
Rwy 9, 300-1
Rwy 27, 300-1 with a min. climb of 445' per NM to 900, or 1000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 9, climb on heading 088° to intercept CVV VOR/DME R-166 to CVV VOR/DME, thence …
Rwy 27, climbing right turn heading 090° to intercept CVV VOR/DME R-166 to CVV VOR/DME, or for climb in visual conditions cross Jefferson County Intl airport at or above 1000 then climb on CVV R-178 to CVV VOR/DME. When executing VCOA, notify ATC prior to departure. Thence…
... Climb in holding pattern (hold South, left turns, 346° inbound) to cross CVV VOR/DME at or above MEA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 9, bushes beginning 21' from DER, left and right of centerline, up to 5' AGL/123' MSL.
Terrain beginning 148' from DER, 313' right of centerline, up to 126' MSL.
Trees beginning 661' from DER, left and right of centerline, up to 90' AGL/284' MSL.
Rwy 27, trees beginning 105' from DER, left and right of centerline, up to 90' AGL/260' MSL.
Poles beginning 105' from DER, 298' left of centerline, up to 53' AGL/159' MSL.

POWELL, WY

POWELL MUNI (POY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 19SEP13 (13262) (FAA)

TAKEOFF MINIMUMS:
Rwys 3,17,21,35, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 13, turn right, thence…
Rwy 31, turn left, thence…
... All aircraft climb direct COD VOR/DME. Continue climb in COD VOR/DME holding pattern (hold North, left turns, 189° inbound) to cross COD VOR/DME at or above 9400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 13, pole 13' from DER, 288' right of centerline, 8' AGL/5107' MSL.
Windsock 13' from DER, 287' right of centerline, 5' AGL/5104' MSL.
Pole 110' from DER, 407' right of centerline, 4' AGL/5104' MSL.
Terrain 148' from DER, 526' left of centerline; 0' AGL/5100' MSL.
Vehicles on road beginning 414' from DER, beginning 53' right of centerline, up to 15' AGL/5115' MSL.
Terrain 674' from DER, 429' right of centerline, 0' AGL/5119' MSL .
Rwy 31, windsock 9' from DER, 297' right of centerline, 3' AGL/5002' MSL.
Pole 10' from DER, 296' right of centerline, 6' AGL/5005' MSL.

PRINEVILLE, OR

PRINEVILLE (S39)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 22JAN26 (26022) (FAA)

TAKEOFF MINIMUMS:
Rwy 11, std w/min climb of 290'/NM to 6000, or 2600-3 for VCOA.
Rwy 16, std w/min climb of 325'/NM to 6000, or 2600-3 for VCOA.
Rwy 29, std w/min climb of 415'/NM to 6600, or 2600-3 for VCOA.
Rwy 34, std w/min climb of 380'/NM to 6700, or 2600-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 11, climb on heading 105° to 5700 before proceeding on course.
Rwy 16, climb on heading 157° to 6000 before proceeding on course.
Rwy 29, climb on heading 285° to 6600 before proceeding on course.
Rwy 34, climb on heading 337° to 6700 before proceeding on course.
VCOA:
All runways, 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.
Vegetation 101' from DER, 171' right of centerline, 3239' MSL.
Building 304' from DER, 573' 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.
CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

PRINEVILLE, OR (CON'T)

PRINEVILLE (S39) (CON'T)

Rwy 11 (CON'T), 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 16, trees 84' from DER, 385' right of centerline, 3282' MSL.
Trees, buildings beginning 126' from DER, 289' right of centerline, up to 3284' MSL.
Building 148' from DER, 311' left of centerline, 15' AGL/3265' MSL.
Trees beginning 473' from DER, 530' right of centerline, up to 3285' MSL.
Building 500' from DER, 497' left of centerline, 25' AGL/3275' MSL.
Building, tree, poles beginning 553' from DER, 367' left of centerline, up to 27' AGL/3277' MSL.
Tree 734' from DER, 656' left of centerline, 34' AGL/3287' MSL.
Trees beginning 867' from DER, 562' left of centerline, up to 3298' MSL.
Tree 1179' from DER, 660' left of centerline, 3305' MSL.
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.
Trees, 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, 24' right of centerline, up to 3280' MSL.
Tree 1237' from DER, 178' right of centerline, 3284' MSL.
Transmission line 4626' from DER, 1659' right of centerline, 105' AGL/3376' MSL.
Transmission line beginning 4914' from DER, 1332' right of centerline, up to 105' AGL/3384' MSL.
Transmission line 5486' from DER, 1169' right of centerline, 106' AGL/3386' MSL.
Rwy 34, trees, vegetation beginning 8' from DER, 112' right of centerline, up to 3261' MSL.
Terrain beginning 27' from DER, 252' left of centerline, up to 3243' MSL.
Vegetation, sign, terrain beginning 121' from DER, 117' 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 beginning 289' from DER, 198' left of centerline, up to 3250' MSL.
Trees beginning 365' from DER, 49' right of centerline, up to 3290' MSL.
Vegetation 400' from DER, 495' left of centerline, 3254' MSL.
Trees beginning 423' from DER, 145' left of centerline, up to 3257' 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 703' 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.

NW-1, 03 SEP 2026 to 29 OCT 2026

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.
CON'T

PULLMAN/MOSCOW, WA (CON'T)

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

Rwy 5 (CON'T), 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.
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)

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.

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.
CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

PUYALLUP, WA (CON'T)

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

Rwy 17 (CON'T), 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.
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.

NW-1, 03 SEP 2026 to 29 OCT 2026

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
CON'T

RAWLINS, WY (CON'T)

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

Rwy 4 (CON'T), road, terrain, fence beginning 873' from DER, 418' left of centerline, up to 6877' MSL.
Road 1007' from DER, 581' left of centerline, 6881' MSL.
Road, terrain beginning 1109' from DER, 559' left of centerline, up to 6884' MSL.
Road, terrain, fence beginning 1217' from DER, 313' left of centerline, up to 6886' MSL.
Fence, terrain beginning 1941' from DER, 797' left of centerline, up to 10' AGL/6890' MSL.
Terrain beginning 3568' from DER, 1223' left of centerline, up to 6911' MSL.
Roads beginning 3761' from DER, 358' left of centerline, 6928' MSL.
Road, terrain, vegetation beginning 3885' from DER, 789' left of centerline, up to 6931' MSL.
Rwy 22, road at DER, 184' left of centerline, 6758' MSL.
Roads beginning 24' from DER, 4' right of centerline, 6759' MSL.
Road, building beginning 39' from DER, 235' right of centerline, up to 6760' MSL.
Pole, building beginning 206 ' from DER, 317' right of centerline, up to 24' AGL/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/REDMOND MUNI (RDM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 20AUG15 (26190) (FAA)

TAKEOFF MINIMUMS:
Rwy 5, std w/min climb of 260' per NM to 5000.
Rwy 23, st. 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.

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.

NW-1, 03 SEP 2026 to 29 OCT 2026

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

NW-1, 03 SEP 2026 to 29 OCT 2026

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

NW-1, 03 SEP 2026 to 29 OCT 2026

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

AMDT 1 09JUL26 (26190) (FAA)

TAKEOFF MINIMUMS:

Rwys 16, 34: NA - Environmental.

DEPARTURE PROCEDURE:

Rwy 25: climb on heading 247° to 4500 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 25 Low, Close-in Obstacles: obstacles 35' and below. Crossing DER 2' above DER elev clears low, close-in obstacles.

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.
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.
CON'T

SALEM, OR (CON'T)

MCNARY FLD (SLE) (CON'T)

Rwy 16 (CON'T), 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.

NW-1, 03 SEP 2026 to 29 OCT 2026

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

NW-1, 03 SEP 2026 to 29 OCT 2026

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)

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.

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.

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, 03 SEP 2026 to 29 OCT 2026

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

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE, WA (CON'T)

SEATTLE-TACOMA INTL (SEA)

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.

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.

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.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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

NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026

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)

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.

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.
CON'T

NW-1, 03 SEP 2026 to 29 OCT 2026

SPOKANE, WA (CON'T)

FELTS FLD (SFF) (CON'T)

Rwy 4R (CON'T), 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.
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.

SPOKANE INTL (GEG)

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 3 10SEP20 (20254) (FAA)
Rwys 3, 8, 26, heading as assigned by ATC.
Rwy 21, heading as assigned by ATC; requires min. climb of 290' per NM to 3200.

TAKEOFF MINIMUMS 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.

NW-1, 03 SEP 2026 to 29 OCT 2026

STANFORD, MT

STANFORD/BIGGERSTAFF FLD (S64)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

Rwys 7, 25, NA-Environmental.

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 12, fence 48' from DER, 152' right of centerline, 4' AGL/4317' MSL.
Poles, building beginning 149' from DER, 212' left of centerline, up to 37' AGL/4344' MSL.
Tree 188' from DER, 300' right of centerline, 4346' MSL.
Trees beginning 254' from DER, 505' right of centerline, up to 4348' MSL.
Rwy 30, terrain 14' from DER, 366' left of centerline, 4326' MSL.
Fence 92' from DER, 199' left of centerline, 5' AGL/4329' MSL.
Terrain 1.6 NM from DER, 1092' left of centerline, 4586' MSL.
Terrain 1.7 NM from DER, 161' right of centerline, 4616' MSL.
Antenna, pole, towers, terrain, beginning 1.7 NM from DER, 36' left of centerline, up to 113' AGL/4835' MSL.
Antenna, tower, terrain, fence, trees, beginning 1.8 NM from DER, 12' right of centerline, up to 96' AGL/4817' MSL.

STEVENSVILLE, MT

STEVENSVILLE (32S)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 17MAR05 (05076) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

Rwy 12, climbing right turn via heading 335 and MSO R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course.

Rwy 30, climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course.

SUNRIVER, OR

SUNRIVER (S21)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, std w/min climb of 360'/NM to 6100, or 4700-3 for VCOA.

Rwy 36, std w/min climb of 240'/NM to 4900, or 4700-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 18, climb on heading 182° to 7000 before turning left direct DSD VORTAC, to cross DSD VORTAC at or above MEA for route of flight.

Rwy 36, climb direct DSD VORTAC, to cross DSD VORTAC at or above MEA for route of flight.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sunriver airport at or above 8700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree, sign beginning 11' from DER, 115' right of centerline, up to 4175' MSL.
Tree 39' from DER, 145'left of centerline, 4181' MSL.
Trees beginning 176' from DER, 273' left of centerline, up to 4207' MSL.
Tree 419' from DER, 269' right of centerline, 4187' MSL.
Trees, buildings beginning 487' from DER, 557' right of centerline, up to 4206' MSL.
Tree 1947' from DER, 404' left of centerline, 4226' MSL.
Tree 2069' from DER, 167' right of centerline, 4239' MSL.
Tree 2100' from DER, 7' right of centerline, 4240' MSL.
Tree 2154' from DER, 317' right of centerline, 4244' MSL.
Trees beginning 2334' from DER, 459' right of centerline, up to 4266' MSL.
Tree 2397' from DER, 920' right of centerline, 4272' MSL.
Tree 2784' from DER, 807' right of centerline, 4278' MSL.
Tree 4824' from DER, 462' left of centerline, 4286' MSL.
Rwy 36, fence 4' from DER, 202' right of centerline, 4' AGL/4161' MSL.
Trees, vegetation beginning 27' from DER, 8' right of centerline, up to 4187' MSL.
Tree 337' from DER, 174' left of centerline, 4183' MSL.
Trees beginning 432' from DER, 85' left of centerline, up to 4204' MSL.
Tree 739' from DER, 39' right of centerline, 4198' MSL.
Trees beginning 743' from DER, 137' right of centerline, up to 4211' MSL.
Tree 1468' from DER, 856' right of centerline, 4233' MSL.
Trees beginning 1633' from DER, 857' right of centerline, up to 4245' MSL.

TACOMA, WA

TACOMA NARROWS (TIW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 06SEP01 (01249) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12DEC13 (13346) (FAA)

DEPARTURE PROCEDURE:

Use DALLES DEPARTURE.

THERMOPOLIS, WY

HOT SPRINGS COUNTY (HSG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 28FEB19 (19059) (FAA)

TAKEOFF MINIMUMS:

Rwy 23, std. w/min. climb of 270' per NM to 6300 or 1600-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 5, climb on RLY VOR/DME R-222 to RLY VOR/DME, climb in RLY holding pattern (hold North, right turn, 159° inbound) to cross RLY VOR/ DME at or above MEA for route of flight.

Rwy 23, climbing left turn heading 060° and RLY VOR/DME R-207 to RLY VOR/DME, climb in RLY holding pattern (hold North, right turn, 159° inbound) to cross RLY VOR/DME at or above MEA for route of flight.

VCOA:

Rwy 23, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hot Springs County airport at or above 6300, then on RLY VOR/DME R-219 to RLY VOR/DME. Climb in RLY holding pattern (hold N, RT, 159° inbound) to cross RLY VOR/DME at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 5, terrain 22' from DER, 261' left of centerline, 4893' MSL.

Rwy 23, terrain 10' from DER, 486' right of centerline, 4880' MSL.

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

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

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

TILLAMOOK, OR

TILLAMOOK (TMK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30JUN11 (11181) (FAA)

TAKEOFF MINIMUMS:

Rwys 1, 13, 19, NA-ATC.

DEPARTURE PROCEDURE:

Rwy 31, use FETUJ RNAV DEPARTURE.

TOLEDO, WA

ED CARLSON MEML FLD/SOUTH LEWIS COUNTY (TDO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18NOV10 (23278) (FAA)

DEPARTURE PROCEDURE:

Use ATASY DEPARTURE.

TORRINGTON, WY

TORRINGTON MUNI (TOR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 29DEC22 (22363) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, pole 1857' from DER, 285' left of centerline, 46' AGL/4250' MSL.

Rwy 10, light poles 39' from DER, 113' right of centerline, 2' AGL/4198' MSL.

Tree 103' from DER, 505' right of centerline, 14' AGL/4205' MSL.

Fence 104' from DER, 360' right of centerline, 8' AGL/4208' MSL.

Trees beginning 113' from DER, 379' right of centerline, up to 21' AGL/4220' MSL.

Tree, fence beginning 238' from DER, 402' right of centerline, up to 18' AGL/4221' MSL.

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

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

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

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

TWIN BRIDGES, MT

RUBY VALLEY FLD (RVF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 31DEC20 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwys 7, 25, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 17, use DILLON (RNAV) DEPARTURE.

Rwy 35, use BRIDGES (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 17, grd, airfield lt beginning 5' from DER, 9' left of centerline, up to 4767' MSL.
Airfield lt 9' from DER, 10' right of centerline, 2' AGL/4762' MSL.

Rwy 35, airfield lt 10' from DER, 9' right of centerline, 2' AGL/4791' MSL.
Airfield lt 10' from DER, 10' left of centerline, 2' AGL/4791' MSL.
Fence beginning 188' from DER, 296' right of centerline, up to 3' AGL/4807' MSL.
Pole 499' from DER, 607' left of centerline, 34' AGL/4808' MSL.
Vehicle on secondary rd beginning 643' from DER, 492' right of centerline, 4817' MSL.
Vehicle on secondary rd beginning 1193' from DER, 503' right of centerline, up to 4831' MSL.
Pole 1319' from DER, 612' right of centerline, 34' AGL/4849' MSL.
Pole 1431' from DER, 754' right of centerline, 30' AGL/4851' MSL.

TWIN FALLS, ID

JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17OCT13 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, NA-Obstacles.

DEPARTURE PROCEDURE:

Rwy 26, aircraft departing on TWF VORTAC R-240 CW 080° climb on course. All others climb heading 258° to 6000 then climbing right turn direct TWF VORTAC. Climb in holding pattern (hold NW, right turns, 113° inbound) to MCA or MEA for direction of flight.

Rwy 8, aircraft departing on TWF VORTAC R-260 CW 080° climb on course. All others climb heading 078° to 6000 then climbing right turn direct TWF VORTAC. Climb in holding pattern (hold NW, right turns, 113° inbound) to MCA or MEA for direction of flight.

Rwy 30, aircraft departing on TWF VORTAC R-240 CW 080° climb on course. All others climb heading 303° to 6000 then climbing right turn direct TWF VORTAC. Climb in holding pattern (hold NW, right turns, 113° inbound) to MCA or MEA for direction of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 30, tree 1184' from DER, 751' right of centerline, 71' AGL/4149' MSL.

VANCOUVER, WA

PEARSON FLD (VUO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 08NOV18 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 500-3 or std. w/min. climb of 440' per NM to 600.

Rwy 26, 600-3.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 082° to 600, then climbing left turn direct BTG VORTAC, thence...

Rwy 26, climb heading 262° to 700, then climbing right turn direct BTG VORTAC, thence...

...continue climb in BTG VORTAC holding pattern (hold northwest, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 8, building 365' from DER, 62' left of centerline, 24' AGL/54' MSL.
Sign 1079' from DER, 163' right of centerline, 30' AGL/58' MSL.
Building, antenna beginning 1408' from DER, 276' left of centerline, up to 44' AGL/73' MSL.
Trees beginning 4121' from DER, 1584' left of centerline, 85' AGL/225' MSL.
Trees beginning 5751' from DER, 2009' left of centerline, 85' AGL/235' MSL.
Trees beginning 1 NM from DER, 2167' left of centerline, 85' AGL/325' MSL.
Trees beginning 1.1 NM from DER, 2119' left of centerline, 85' AGL/355' MSL.
Tree, tower beginning 1.2 NM from DER, 645' left of centerline, up to 435' MSL.
Tree 2.5 NM from DER, 833' left of centerline, 415' MSL.

Rwy 26, pole and tower beginning 1617' from DER, 37' left of centerline, up to 30' AGL/86' MSL.
Building 2467' from DER, 127' left of centerline, 84' AGL/117' MSL.
Bridge 2704' from DER, 586' left of centerline, 243' AGL/248' MSL.
Building 3526' from DER, 1136' right of centerline, 107' AGL/147' MSL.
Building and crane beginning 1.3 NM from DER, 2564' right of centerline, up to 339' AGL/376' MSL.
Transmission line 2.4 NM from DER, 2038' right of centerline, 516' AGL/537' MSL.

NW-1, 03 SEP 2026 to 29 OCT 2026

WALLA WALLA, WA

WALLA WALLA RGNL (ALW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 300-1¾ w/min. climb of 236' per NM to 2000 or std. w/min. climb of 374' per NM to 1500 or 2900-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 2, climbing left turn to 2500 on ALW VOR/DME R-201, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

Rwy 20, climb on ALW VOR/DME R-201 to 2500, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

VCOA:

Rwy 2, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Walla Walla Rgnl airport at or above 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, ridgeline 61' from DER, 186' right of centerline, 1197' MSL.
Ridgelines beginning 72' from DER, 164' right of centerline, up to 1198' MSL.
Vehicles on road beginning 345' from DER, 115' left of centerline, up to 1207' MSL.
Vertical structure 5515' from DER, 1784' right of centerline, 1405' MSL.
Vertical structure 1.2 NM from DER, 1982' right of centerline, 1449' MSL.
Rwy 20, ridgelines beginning 13' from DER, 189' left of centerline, up to 1156' MSL.
Ridgeline 77' from DER, 383' left of centerline, 1157' MSL.
Sign 142' from DER, 444' left of centerline, 4' AGL/1160' MSL.
Vehicle on road 471' from DER, 219' left of centerline, 1167' MSL.

WEISER, ID

WEISER MUNI (S87)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, std. w/min. climb of 310' per NM to 4300 or 2900-3 for VCOA.
Rwy 30, std. w/min. climb of 360' per NM to 7500 or 2900-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 12, climb on heading 121° to 4300 before proceeding on course.
Rwy 30, climb on heading 301° to 7500 before proceeding on course.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Weiser Muni airport at or above 4900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, NAVAID 40' from DER, 70' right of centerline, 3' AGL/2124' MSL.
NAVAID 40' from DER, 70' left of centerline, 4' AGL/2124' MSL.
Vehicle on road, beginning 183' from DER, 213' right of centerline, up to 2134' MSL.
Tree 442' from DER, 597' left of centerline, 2139' MSL.
Poles, building beginning 477' from DER, 481' left of centerline, up to 35' AGL/2154' MSL.
Trees, elevator beginning 532' from DER, 553' left of centerline, up to 2165' MSL.
Tree 4067' from DER, 1199' left of centerline, 2229' MSL.
Rwy 30, NAVAID 40' from DER, 70' left of centerline, 7' AGL/2115' MSL.
Vegetation, fence beginning 75' from DER, 199' right of centerline, up to 2117' MSL.
Fence 129' from DER, 295' left of centerline, 10' AGL/2118' MSL.
Vehicle on road, beginning 139' from DER, 483' left of centerline, up to 2127' MSL.
Vehicle on road 205' from DER, 456' right of centerline, 2123' MSL.
Tree 444' from DER, 593' left of centerline, 2153' MSL.
Tree 735' from DER, 304' left of centerline, 2170' MSL.
Tree 1468' from DER, 771' right of centerline, 2180' MSL.

WENATCHEE, WA

PANGBORN MEML (EAT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 10NOV16 (21112) (FAA)

DEPARTURE PROCEDURE:

Use WENATCHEE DEPARTURE.

WEST YELLOWSTONE, MT

YELLOWSTONE (WYS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 09FEB12 (12040) (FAA)

DEPARTURE PROCEDURE:

Use 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.
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

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.

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.

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.

NW-1, 03 SEP 2026 to 29 OCT 2026

WORLAND, WY

WORLAND MUNI (WRL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20SEP12 (12264) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 10, 22, 28, NA-Environmental.

Rwy 16, 300-1½ or std. w/min. climb of 212' per NM to 4500.

DEPARTURE PROCEDURE:

Rwy 16, climb heading 156° to 5000, then climbing right turn direct RLY VOR/DME. Thence …

Rwy 34, climb heading 336° to 5000, then climbing left turn direct RLY VOR/DME. Thence …

... Continue climb in RLY VOR/DME holding pattern, (hold N, right turns, 159° inbound) to cross RLY VOR/DME at or above the MEA For route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 16, road beginning 267' from DER, 17' right and 51' left of centerline, up to 4348' MSL.
Pole 661' from DER, 397' right of centerline, 15' AGL/4287' MSL.
Pole 183' from DER, 197' right of centerline, 5' AGL/4273' MSL.
Poles beginning 6344' from DER, left and right of centerline, 48' AGL/4421' MSL.
Light 10' from DER, 30' left of centerline, 2' AGL/4253' MSL.
REIL 40' from DER, 90' right of centerline, 2' AGL/4253' MSL.
Rwy 34, sign 16' from DER, 200' right of centerline, 1' AGL/4175' MSL.
Road 63' from DER, 486' left of centerline, 4182' MSL.
Road 86' from DER, 509' left of centerline, 4183' MSL.
Tower 288' from DER, 540' right of centerline, 37' AGL/4211' MSL.
Antenna on RTR tower 318' from DER, 550' right of centerline, 52' AGL/4226' MSL.
Rod on DF antenna 327' from DER, 505' left of centerline, 15' AGL/4189' MSL.
Pole 483' from DER, 535' right of centerline, 44' AGL/4218' MSL.
Trees beginning 700' from DER, 648' right of centerline, up to 64' AGL/4238' MSL.

YAKIMA, WA

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 13JAN11 (21112) (FAA)

DEPARTURE PROCEDURE:

Use ZILLA DEPARTURE.

NW-1, 03 SEP 2026 to 29 OCT 2026

IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. ⚠NA designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the ⚠NA designation are not listed in this section. ⚠ designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate. A procedure is not authorized for alternate flight planning purposes when local weather is not available.

MILITARY USERS NOTE: For IFR alternate airport and minima planning, refer to appropriate service directives.

Alternate Minima (ref: 14 CFR 91.169)

	Precision Approach	Non-Precision Approach
Standard	**600-2**	**800-2**
⚠Non-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	

Note: For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, ASR, RNAV (GPS) and RNAV (RNP).

NAME — ALTERNATE MINIMUMS

AFTON, WY
AFTON LINCOLN COUNTY/GENERAL BOYD L EDDINS FLD (AFO)……..…**RNAV (GPS) Rwy 16**
Cat A, B 1700-2, Cat C 1700-3.

ARLINGTON, WA
ARLINGTON MUNI (AWO)……...**RNAV (GPS) Rwy 34**
NA when local weather not available.
Cat C 900-2½, Cat D 900-3.

ASTORIA, OR
ASTORIA RGNL (AST)……..**ILS Rwy 26[1]**
RNAV (GPS) Rwy 8[12]
RNAV (GPS) Rwy 26[3]
VOR Rwy 8[14]
[1]NA when local weather not available.
[2]Cat B 900-2, Cat C 1100-3, Cat D 1200-3.
[3]Cat A, B 900-2, Cat C 1100-3, Cat D 1200-3.
[4]Cat C 1100-3, Cat 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]Cat C, D 800-2½.
[2]Cat D 800-2¼.

NAME — ALTERNATE MINIMUMS

BAKER, MT
BAKER MUNI (BHK)……...**RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31[1]
Cat D 900-2¾.
[1]NA when local weather not available

BAKER CITY, OR
BAKER CITY MUNI (BKE)……..**RNAV (GPS) Rwy 13[1]**
VOR-A[23]
VOR/DME Rwy 13[45]
[1]Cat A, B 900-2, Cat C 1200-3, Cat D 1400-3.
[2]NA when local weather not available.
[3]Cat A, B 1900-2, Cat C, D 1900-3.
[4]Cat 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]
NA when local weather not available.
[1]LOC Cat D 1000-3.
[2]Cat D 1000-3.

BEND, OR
BEND MUNI (BDN)…… **RNAV (GPS) Rwy 35**
RNAV (GPS) Y Rwy 17
RNAV (GPS) Z Rwy 17
VOR Rwy 17
Cat D 1200-3.
NA when local weather not available.

NAME ALTERNATE MINIMUMS

BIG PINEY, WY
MILEY MEML FLD (BPI)……..**RNAV (GPS) Rwy 32**
NA when local weather not available.
Cat C 900-2¼, Cat D 900-2¾.

BIG TIMBER, MT
BIG TIMBER AT
HOWARD FLD (6S0)..……**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
Cat 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 Cat D 1000-3.
[2]Cat 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 Cat A, B 900-2, Cat C 900-2½, Cat D 1000-3.
[2]LOC Cat C 800-2¼, Cat D 1000-3.
[3]Cat C 800-2¼, Cat D 1000-3.
[4]Cat C 900-2½, Cat D 1000-3.
[5]Cat C 800-2¼, Cat D 1000-3, Cat E 1100-3.

BOZEMAN, MT
BOZEMAN YELLOWSTONE
INTL (BZN)…….....**ILS Y or LOC Y Rwy 12[1]**
ILS Z or LOC Z Rwy 12[1]
RNAV (GPS)-A[2]
RNAV (GPS) Y Rwy 12[3]
RNAV (GPS) Y Rwy 30[4]
VOR Rwy 12[5]
[1]LOC Cat D 900-2¾.
[2]Cat A, B 1600-2, Cat C 1600-3, Cat D 1900-3.
[3]Cat D 900-3.
[4]Cat D 900-2¾.
[5]Cat A, B 1000-2, Cat C, D 1000-3.

NAME ALTERNATE MINIMUMS

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 Cat C 800-2¼, Cat D 800-2½.
[2]Cat D 800-2½.
[3]Cat A, B, C, D 1000-4.

BROOKINGS, OR
BROOKINGS (BOK)……..**RNAV (GPS)-A**
NA when local weather not available.
Cat 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]Cat C 800-2¼, Cat 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.
Cat D 900-2¾.

BURNS, OR
BURNS MUNI (BNO)……**VOR Rwy 30**
Cat A, B 1400-2, Cat C, D 1400-3.

BUTTE, MT
BERT MOONEY (BTM)…….**ILS or LOC Rwy 15[1]**
RNAV (GPS) Rwy 15[2]
VOR-A[3]
[1]ILS Cat A, B, C, D 800-2; LOC Cat A, B 1200-2, Cat C, D 1600-3.
[2]Cat A, B 1300-2, Cat C, D 1600-3.
[3]Cat A, B 1600-2, Cat C, D 1600-3.

CALDWELL, ID
CALDWELL EXEC (EUL)…....**RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

NAME ALTERNATE MINIMUMS

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 Cat A, B 900-2, Cat C 900-2½, Cat D 900-2¾.
[3]Cat D 900-2¾.

CHEHALIS, WA
CHEHALIS-
CENTRALIA (CLS)……...**RNAV (GPS) Rwy 16**
NA when local weather not available.
Cat B 1000-2, Cat C 1100-3, Cat 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 Cat C 800-2, Cat D 800-2½; LOC Cat D 800-2½.
[2]Cat D 800-2½.

CODY, WY
YELLOWSTONE
RGNL (COD)…….....**RNAV (GPS) Rwy 22[12]**
RNAV (GPS)-B[13]
RNAV (GPS) Y Rwy 4[4]
RNAV (GPS) Z Rwy 4[5]
VOR-A[16]
[1]NA when local weather not available.
[2]Cat C 900-2½, Cat D 1900-3.
[3]Cat A, B 1100-2, Cat C 1100-3, Cat D 1900-3.
[4]Cat B 900-2, Cat C 900-2½.
[5]Cat B 900-2, Cat C 900-2½, Cat D 2000-3.
[6]Cat B 900-2, Cat C 900-2½, Cat D 1900-3.

COEUR D'ALENE, ID
COEUR D'ALENE (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 Cat D 900-2¾.
[2]Cat D 1700-3.
[3]Cat 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 Cat D 900-2½.
[2]NA when local weather not available.
[3]Cat D 900-2¾.
[4]Cat A, B 1200-2, Cat 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.
Cat 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]Cat A, B 2900-2, Cat C, D 2900-3.
[2]Cat D 1100-3.

DIXON, WY
DIXON (DWX)……...**RNAV (GPS) Rwy 24**
Cat A, B 900-2, Cat C 900-2¾, Cat D 1400-3.

DOUGLAS, WA
CONVERSE COUNTY
(DGW)…..……...**RNAV (GPS) Rwy 29[1]**
VOR Rwy 29[2]
NA when local weather not available.
[1]Cat C 800-2¼, Cat D 900-3.
[2]Cat A, B 1100-2, Cat C, D 1100-3.

DRIGGS, ID
DRIGGS/REED MEML (DIJ)….**RNAV (GPS) Rwy 4**
RNAV (GPS)-A
Cat D 1500-3.

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

NW-1, 03 SEP 2026 to 29 OCT 2026

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.
Cat A 1100-2, Cat B 1900-2.

ELECTRIC CITY, WA
GRAND COULEE
DAM (3W7)…….....**RNAV (GPS) Y Rwy 22**[1]
RNAV (GPS) Z Rwy 22[2]
NA when local weather not available.
[1]Cat A 1300-2, Cat B 1300-2¼.
[2]Cat B 1300-2¼.

ELLENSBURG, WA
BOWERS FLD (ELN)…….....**RNAV (GPS) Rwy 29**
RNAV (GPS)-C[1]
VOR-B[2]
NA when local weather not available.
[1]Cat A, B 900-2, Cat C 900-2¾, Cat D 1000-3.
[2]Cat A 1500-2.

ENNIS, MT
ENNIS BIG SKY (EKS)..……**RNAV (GPS) Rwy 16**[1]
RNAV (GPS) Rwy 34[2]
[1]Cat A, B, C, D 1200-5.
[2]Cat A, B 900-2, Cat 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]Cat D 1300-3.
[2]Cat C 800-2¼, Cat 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 Cat D 800-2½.
[2]Cat 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 Cat D 900-2¾.
[2]Cat D 900-2¾.

NAME ALTERNATE MINIMUMS

EVERETT, WA
SEATTLE PAINE FLD
INTL (PAE)……..……**ILS Y or LOC Y Rwy 16R**[1]
ILS Z or LOC Z Rwy 16R[1]
RNAV (GPS) X Rwy 16R[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

FORT BENTON, MT
FORT BENTON (79S)……..**RNAV (GPS) Rwy 23**
NA when local weather not available.

FRIDAY HARBOR, WA
FRIDAY HARBOR (FHR)……**RNAV (GPS) Rwy 34**
NA when local weather not available.

GILLETTE, WY
NORTHEAST WYOMING
RGNL (GCC)…….....…**ILS or LOC Rwy 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 Cat A, B 900-2, Cat C, D 1100-3.
[3]Cat A 800-1⅞, Cat B 900-1⅞, Cat C, D 1100-3.
[4]Cat A, B, C, D 1200-4.
[5]Cat B 900-2, Cat 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]Cat A, B 900-2, Cat C 900-2½, Cat D 900-2¾.

GLENDIVE, MT
DAWSON
COMMUNITY (GDV)…….....**RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
Cat C 900-2½, Cat D 900-2¾.

GOLD BEACH, OR
GOLD BEACH
MUNI (4S1)……..**RNAV (GPS)-A**
NA when local weather not available.
Cat A, B 1800-2½, Cat 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]Cat D 800-2¼.

NW-1, 03 SEP 2026 to 29 OCT 2026

NAME	ALTERNATE MINIMUMS

GRANTS PASS, OR
GRANTS PASS (3S8)……..…**RNAV (GPS) Rwy 13**
Cat B 1000-2, Cat C 1100-3, Cat D 1300-3.

GRAY AAF (JOINT BASE LEWIS MCCHORD) (KGRF)
JOINT BASE LEWIS
MCCHORD, 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 Cat C 700-2, Cat D 800-2¼; LOC Cat D 800-2¼.
[2]Cat D 800-2¼.

GREYBULL, WY
SOUTH BIG HORN
COUNTY (GEY)……..**RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 34
NA when local weather not available.
Cat C 1400-3, Cat D 1600-3.

HAILEY, ID
FRIEDMAN
MEML (SUN)…….....…**RNAV (GPS) Y Rwy 31[1]**
RNAV (GPS) Z Rwy 31[2]
[1]Cat A, B 2100-2, Cat C 2300-3, Cat D 2700-3.
[2]Cat A, B 1600-2, Cat C, D 1600-3.

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]Cat C 800-2¼, Cat D 1200-3.
[2]Cat A, B 900-2, Cat C 900-2¾, Cat 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]
RNAV (GPS) X Rwy 27[4]
RNAV (GPS) Y Rwy 9[5]
RNAV (RNP) Z Rwy 27[6]
VOR-A[7]
VOR-B[8]
[1]NA when control tower closed.
[2]LOC Cat A, B 1800-2, Cat C, D, E 2200-3.
[3]LOC Cat A, B 1800-2, Cat C, D, E 2100-3.
[4]Cat A, B 1100-2½, Cat C, D 2200-3.
[5]Cat A, B 1400-2, Cat C, D 2200-3.
[6]Cat A, B, C, D 1000-4.
[7]Cat A, B 3400-2, Cat C, D 3400-3.
[8]Cat A 900-2, Cat B 1000-2, Cat 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 Cat C 800-2¼.
[2]Cat C 800-2¼, Cat D 900-2¾.
[3]Cat C 800-2¼.

HULETT, WY
HULETT
MUNI (W43)……..**RNAV (GPS)-A**
RNAV (GPS) Rwy 13[1]
NA when local weather not available.
[1]Cat A, B 900-2, Cat C 900-2½, Cat 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 Cat D 800-2¼, Cat E 800-2½.
[2]NA when control tower closed.
[3]Cat D 800-2¼.
[4]NA when local weather not available.

NW-1, 03 SEP 2026 to 29 OCT 2026

NAME ALTERNATE MINIMUMS

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]
[1]LOC Cat A, B 1100-2, Cat C, D 1100-3.
[2]LOC Cat C 1000-3.
[3]Cat A, B, C, D 1200-4.
[4]Cat C 1000-3.
[5]Cat A, B 1400-2, Cat C, D 1400-3.

JEROME, ID
JEROME COUNTY (JER)..... **RNAV (GPS) Rwy 9[1]**
RNAV (GPS) Rwy 27[2]
VOR-A[3]
NA when local weather not available.
[1]Cat C, D 900-2½.
[2]Cat A, B 1300-2, Cat C, D 1300-3.
[3]Cat D 800-2¼.

JOHN DAY, OR
GRANT COUNTY RGNL/OGILVIE FLD (GCD)..... **RNAV (GPS) Y Rwy 9**
Cat B 900-2, Cat C 1500-3.

JOSEPH, OR
JOSEPH STATE (JSY)..... **RNAV (GPS)-A**
Cat A 900-2, Cat 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 Cat A, B 1500-2, Cat C, D 1500-3.
[2]Cat 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.
Cat A, B 1000-2.

KEMMERER, WY
KEMMERER MUNI (EMM)..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.
Cat B 1000-2.

NAME ALTERNATE MINIMUMS

KLAMATH FALLS, OR
CRATER LAKE/KLAMATH RGNL (LMT)..... **ILS or LOC Rwy 14[123]**
ILS Y or LOC Y Rwy 32[4]
RNAV (GPS) Rwy 14[5]
RNAV (GPS) Rwy 32[5]
VOR/DME or TACAN Rwy 14[6]
VOR/DME or TACAN Rwy 32[6]
[1]ILS Cat A, B, C, D, E 700-2; LOC Cat A, B 1100-2, Cat C 1400-3, Cat D 1600-3, Cat E 1700-3.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC Cat B 900-2, Cat C 1400-3, Cat D 1600-3.
[5]Cat A, B 900-2, Cat C 1400-3, Cat D 1600-3.
[6]Cat B 900-2, Cat C 1400-3, Cat D 1600-3, Cat E 1700-3.

LA GRANDE, OR
LA GRANDE/UNION COUNTY (LGD)..... **RNAV (GPS) Rwy 17**
Cat A, B, C, D 1900-6.

LAKEVIEW, OR
LAKE COUNTY (LKV)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
Cat D 800-2½.

LANDER, WY
HUNT FLD (LND)..... **RNAV (GPS) Rwy 22**
Cat A, B 900-2, Cat 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]Cat D 800-2¼.
[2]Cat A, B 900-2, Cat C 1000-2¾, Cat 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]Cat C 900-2½, Cat D 1100-3.

NW-1, 03 SEP 2026 to 29 OCT 2026

NAME ALTERNATE MINIMUMS

LEWISTOWN, MT
LEWISTOWN
MUNI (LWT)……**RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26
VOR Rwy 8
Cat C 900-2¼, Cat D 1100-3.

LIVINGSTON, MT
MISSION FLD (LVM)…….....**RNAV (GPS) Rwy 22**[1]
VOR/DME-B[2]
[1]Cat C 800-2¼, Cat D 2100-3.
[2]Cat A, B 900-2, Cat 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]Cat A, B 1000-2, Cat C 1200-3.
[2]Cat B 900-2, Cat C 1200-3, Cat 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 Cat C 800-2¼, Cat D 1200-3.
[2]Cat D 800-2¼.
[3]Cat C 800-2¼, Cat 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 Cat A, B, C, D 700-2; LOC Cat C 800-2½, Cat D 1100-3.
[2]NA when control tower closed.
[3]Cat A, B 2300-2, Cat C, D 2300-3.
[4]Cat A, B 1300-2, Cat C 2000-3, Cat D 2200-3.
[5]Cat A, B 1400-2, Cat 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.
Cat 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]Cat A 1100-2, Cat B 1500-2, Cat C 1500-3, Cat D 2000-3.
[3]Cat A 1400-2, Cat B 1500-2, Cat C 1500-3, Cat D 2000-3.
[4]NA when local weather not available.
[5]Cat A, B 2000-2, Cat C, D 2000-3.
[6]Cat A, B 1800-2, Cat C 1800-3, Cat D 2000-3.

MOSES LAKE, WA
GRANT COUNTY
INTL (MWH)……**ILS or LOC Rwy 32R**[1]
NDB Rwy 32R[1]
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[1]
VOR-1 Rwy 14L[23]
VOR-3 Rwy 14L[2]
VOR Rwy 22[13]
VOR Rwy 32R[12]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Cat D 800-2¼.

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

NW-1, 03 SEP 2026 to 29 OCT 2026

NAME ALTERNATE MINIMUMS

NEWCASTLE, WY
MONDELL FLD (ECS)……...**RNAV (GPS) Rwy 14**[2]
RNAV (GPS) Rwy 32[3]
VOR Rwy 32[1]
[1]Cat A, B 900-2, Cat C 900-2½, Cat D 900-2¾.
[2]Cat C 800-2¼, Cat D 900-2¾.
[3]Cat 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]Cat B 900-2, Cat C 1300-3, Cat D 1500-3.
[3]Cat A, B 900-2, Cat C 1300-3, Cat 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 Cat B 900-2, Cat C 1100-3, Cat D 1200-3.
[3]Cat B 900-2, Cat C 1100-3, Cat D 1200-3.

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

OMAK, WA
OMAK (OMK)……..……**RNAV (GPS) Rwy 35**
Cat A, B 1900-2, Cat C 1900-3.

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 Cat B 700-2, Cat C 900-2½, Cat D 900-2¾; LOC Cat C 900-2½, Cat D 900-2¾.
[3]Cat C 900-2½, Cat D 900-2¾.

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

PARIS, ID
BEAR LAKE
COUNTY (1U7)…….....**RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.
Cat C 800-2¼, Cat 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 Cat D 800-2¼.
[3]Cat 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 Cat D 800-2¼.
[3]Cat 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.
Cat C 800-2¼, Cat D 900-3.

PLENTYWOOD, MT
SHER-WOOD (PWD)……. **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.
Cat 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 Cat 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 Cat D 800-2¼.
[2]Cat D 800-2¼.

PORT TOWNSEND, WA
JEFFERSON COUNTY
INTL (0S9)..... **RNAV (GPS)-A**
NA when local weather not available.
Cat 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 Cat C, D 1100-3, Cat E 1200-3.
[2]LOC Cat A, B 900-2, Cat C, D 1100-3, Cat E 1200-3.
[3]ILS Cat A 700-2, Cat B 800-2, Cat C, D 1100-3, Cat E 1200-3; LOC Cat C, D 1100-3, Cat E 1200-3.
[4]Cat C, D 1100-3.
[5]Cat C, D 1100-3, Cat E 1200-3.
[6]Cat A, B 1000-2, Cat C, D 1100-3.

PORTLAND-
HILLSBORO (HIO)..... **ILS or LOC Rwy 13R[12]**
RNAV (GPS) Rwy 13R[3]
RNAV (GPS) Rwy 31L[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC Cat A, B 1500-2, Cat C, D 1500-3.
[3]Cat D 800-2½.

PORTLAND-
TROUTDALE (TTD)..... **RNAV (GPS)-A**
Cat A 1000-2, Cat B 1100-2, Cat C, D 1300-3.
NA when local weather not available.

PRINEVILLE, OR
PRINEVILLE (S39)..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.
Cat C 800-2¼, Cat D 800-2½.

NAME ALTERNATE MINIMUMS

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 Cat D 900-2¾.
[2]Cat 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**
Cat C 900-2½, Cat D 1100-3.
NA when local weather not available.

REDMOND, OR
ROBERTS FLD REDMOND
MUNI (RDM)..... **ILS or LOC Rwy 23[12]**
RNAV (GPS) Rwy 11[13]
RNAV (GPS) Y Rwy 5[1]
RNAV (GPS) Y Rwy 23[3]
RNAV (GPS) Z Rwy 29[1]
VOR-A[14]
[1]NA when local weather not available.
[2]LOC Cat D 800-2¼, Cat E 800-2¾.
[3]Cat D 800-2¼.
[4]Cat A, B 1600-2, Cat C, D 1600-3.

RENTON, WA
RENTON
MUNI (RNT)..... **RNAV (GPS) Rwy 34**
RNAV (GPS) Y Rwy 16
NA when local weather not available.
Cat A, B 900-2, Cat 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]Cat C 900-2½, Cat D 900-3.
[3]Cat A, B 900-2, Cat C 900-2½, Cat D 900-3.

RICHLAND, WA
RICHLAND (RLD)..... **RNAV (GPS) Rwy 26[12]**
RNAV (GPS) Y Rwy 19[3]
RNAV (GPS) Z Rwy 19[2]
[1]NA when local weather not available.
[2]Cat C 900-2¼, Cat D 1600-3.
[3]Cat A, B 900-2, Cat C 900-2½, Cat D 1600-3.

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 Cat D 800-2½.
[2]Cat D 800-2½.

ROSEBURG, OR
ROSEBURG
RGNL (RBG)……..**RNAV (GPS)-B**
NA when local weather not available.
Cat A, B 1200-2, Cat C 1500-3, Cat 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 Cat A, B 900-2, Cat C 900-2½, Cat D 1100-3.
[3]Cat C 900-2½, Cat D 1100-3.
[4]Cat C 800-2¼, Cat 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]Cat A, B 1500-2, Cat C 1500-3.
[3]Cat A, B 1300-2, Cat C 1300-3.
[4]Cat A, B 1000-2, Cat C 1000-3.
[5]Cat A, B 1500-2, Cat C 1500-3, Cat D 2100-3.

SARATOGA, WY
SHIVELY FLD (SAA)……..**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.
Cat 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.
Cat D 900-2½.

NAME	ALTERNATE MINIMUMS

SCOBEY, MT
SCOBEY (9S2)…….…….**RNAV (GPS) Rwy 12**
NA when local weather not available.

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 Cat B 900-2, Cat C 1000-2¾, Cat D 1000-3.
[2]Cat A, B, C, D 900-2½.

SHELBY, MT
SHELBY (SBX)……**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.
Cat D 800-½.

SHELTON, WA
SANDERSON
FLD (SHN)……**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.
Cat 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 Cat B 700-2, Cat C 900-2½ Cat D 1200-3; LOC Cat C 900-2 ½, Cat D 1200-3.
[2]Cat C 900-2½, Cat D 1200-3.

SIDNEY, MT
SIDNEY-RICHLAND
RGNL (SDY)……..**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19[1]
Cat 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 Cat A, B 900-2, Cat C 1200-3.
[2]Cat A, B 900-2½, Cat C 1200-3, Cat D 1500-3.
[3]Cat A, B 1100-2, Cat C 1200-3, Cat D 1500-3.

NW-1, 03 SEP 2026 to 29 OCT 2026

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 Cat C 800-2¼, Cat D 1000-3.
[2]Cat C 1000-2¾, Cat D 1100-3.
[3]Cat C 800-2¼, Cat D, E 1100-3.
[4]Cat C 800-2¼, Cat D 1000-3.

SUNRIVER, OR
SUNRIVER (S21).....**RNAV (GPS) Rwy 18**
Cat B 1000-2, Cat 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]Cat D 800-2¼.
[3]NA when local weather not available.

THERMOPOLIS, WY
HOT SPRINGS
COUNTY (HSG).....**RNAV (GPS) RWY 5**
RNAV (GPS) RWY 23
Cat D 1000-3.

THE DALLES, OR
COLUMBIA GEORGE RGNL/
THE DALLES MUNI (DLS).....**RNAV (GPS)-A**
NA when local weather not available.
Cat A, B 1100-2, Cat C 1500-3, Cat 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]Cat A, B 900-2, Cat C 900-2½, Cat D 900-2¾.
[2]Cat D 800-2¼.
[3]Cat D 800-2½.

TWIN BRIDGES, MT
RUBY VALLEY
FLD (RVF).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.
Cat 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 Cat C 1000-2¾, Cat D, E 1000-3.
[3]Cat C 1000-2¾, Cat D 1000-3.
[4]Cat C, D 1100-3.
[5]Cat A, B 1000-2, Cat C 1000-2¾, Cat 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 Cat C 1000-2¾, Cat D 1200-3.
[3]Cat C 1000-2¾, Cat D 1200-3.
[4]Cat A, B 1000-2, Cat C 1000-3, Cat 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]Cat A, B 2000-2, Cat C 2000-3, Cat D 2700-3.
[3]Cat A, B 1500-2, Cat C 2000-3, Cat 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]Cat B 900-2, Cat C 900-2½, Cat D 900-2¾.
[2]Cat A, B 900-2, Cat C 900-2½, Cat D 900-2¾.

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

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS

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]Cat D 800-2½.
[2]Cat A, B 900-2, Cat 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 Cat A, B, C, D 700-2; LOC Cat C 900-2½, Cat D 1200-3.
[2]NA when local weather not available.
[3]Cat C 900-2½, Cat D 1200-3.
[4]Cat C 800-2¼, Cat D 1200-3.
[5]Cat A, B, C 900-2½.
[6]Cat A, B 1100-2, Cat C 1100-3, Cat D 1200-3.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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)
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.

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

Oak Harbor, WA Amdt 5 19FEB26 (26050) (USN) ELEV **47**

RADAR - (E) 126.05 126.85 266.8 299.6 310.8 322.5 327.0 343.75 T

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

	RWY	GP/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)
ASR[5]	7		AB	**460**/55	435	(500-1)
			CDE	**460**-1¼	435	(500-1¼)
	14[6 7]		AB	**600**/24	561	(600-½)
			CDE	**600**-1¼	561	(600-1¼)
	25[8 9]		AB	**760**/24	732	(800-½)
			CDE	**760**-1⅝	732	(800-1⅝)
	32[10]		AB	**700**/24	653	(700-½)
			CDE	**700**-1⅜	653	(700-1⅜)

[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]Circling not authorized.
[6]When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE visibility to 1⅝ miles.
[7]Step down fix at 3 NM from thld, 1040 min.
[8]When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 2 miles.
[9]Step down fix at 2 NM from thld, 780 min.
[10]When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅞ miles.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
26134

N1

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

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

26246

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.
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.
JOINT BASE LEWIS MCCHORD, WA		
GRAY AAF (JOINT BASE LEWIS-MCCHORD) (GRF)	HS 1	Congested int of Twy E, Twy F and Twy G.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

26246

NW-1, 03 SEP 2026 to 29 OCT 2026

26246

HOT SPOTS

(CONTINUED)

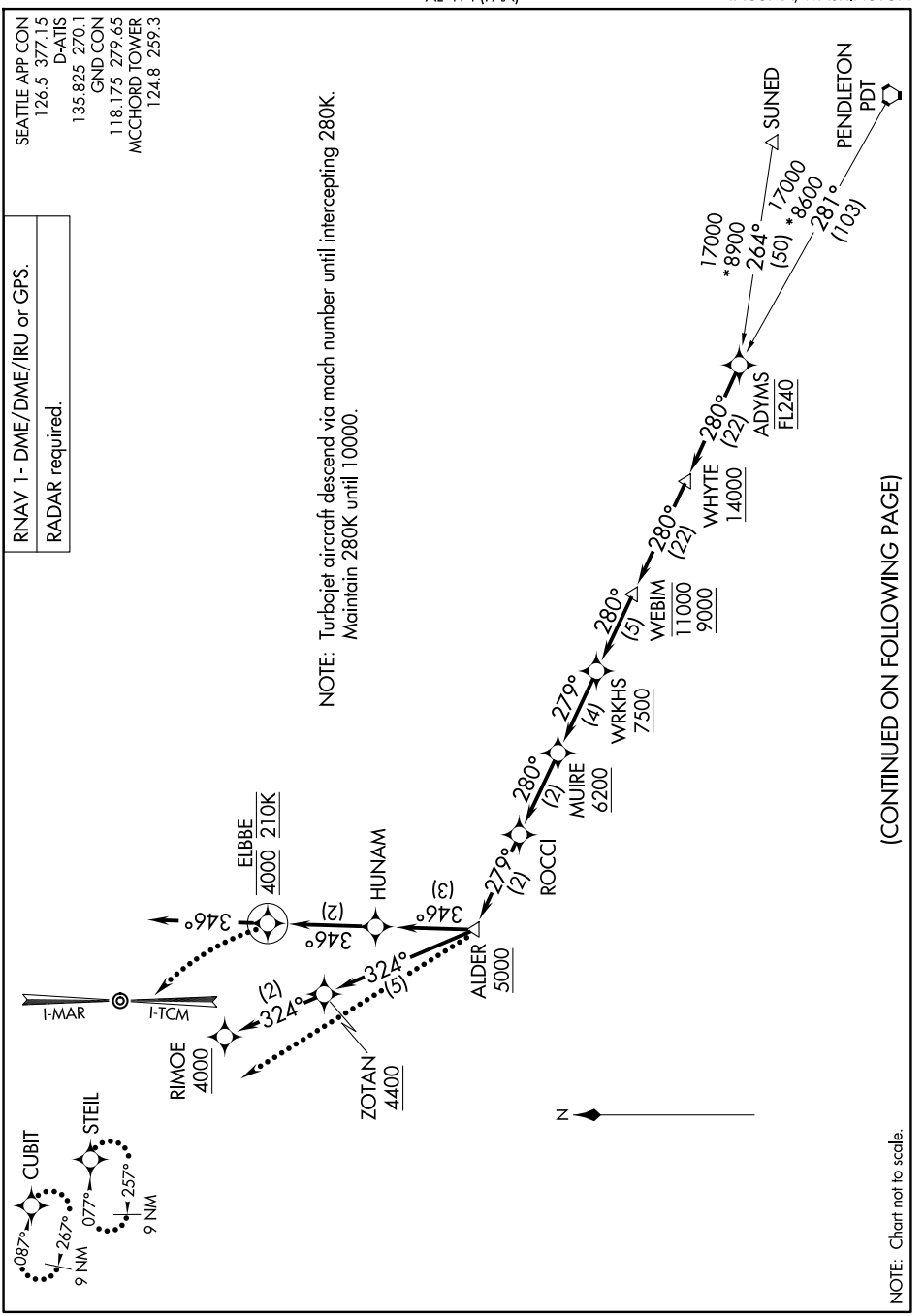
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MOSES LAKE, WA		
GRANT COUNTY INTL (MWH)	HS 1	Twy C and the Rwy 18 THR.
	HS 2	Rwy 09-27 closed except for military operations.
NORTH BEND, OR		
SOUTHWEST OREGON RGNL (OTH)	HS 1	Twy A crosses the north end of Rwy 13-31.
PASCO, WA		
TRI-CITIES (PSC)	HS 1	Pilots sometimes 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/REDMOND MUNI (RDM)	HS 1	Twy B and Twy A int in close proximity of Rwy 05-23.
	HS 2	Twy C and Twy A int in close proximity of Rwy 05-23.
SEATTLE, WA		
BOEING FLD/ KING COUNTY INTL (BFI)	HS 1	Twy Z restricted access area.
	HS 2	Rwy 14R-32L and Twy A7. Wrong rwy departure risk.
	HS 3	Extensive helicopter operations in the vicinity of Twy B5.
SEATTLE, WA		
SEATTLE-TACOMA INTL (SEA)	HS 1	Aircraft crossing/exiting Rwy 16C-34C at Twy J sometimes cross Rwy 16L-34R hold line on Twy H without authorization. Hold line immediately after joining Twy H.
TWIN FALLS, ID		
JOSLIN FLD/MAGIC VALLEY RGNL (TWF)	HS 1	Twy K in close proximity to ramp, rwy incursion risk.
	HS 2	Twy A at Twy A3 – ATCT clearance required to cross movement-non movement boundary marking.
YAKIMA, WA		
YAKIMA AIR TRML/ MCALLISTER FLD (YKM)	HS 1	Hold lines unusual distance from rwy edge, rwy markings not easily visible from hold line.

*See appropriate Chart Supplement HOT SPOT table for additional information.

26246

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026


SEATTLE APP CON 126.5 377.15
D-ATIS 135.825 270.1
GND CON 118.175 279.65
MCCHORD TOWER 124.8 259.3
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
STEIL
077°
257°
9 NM
I-MAR
I-TCM
RIMOE 4000
(2) 324°
ZOTAN 4400
324°
(5)
ELBBE 4000 210K
346°
(2)
HUNAM
346°
(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
(CONTINUED 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

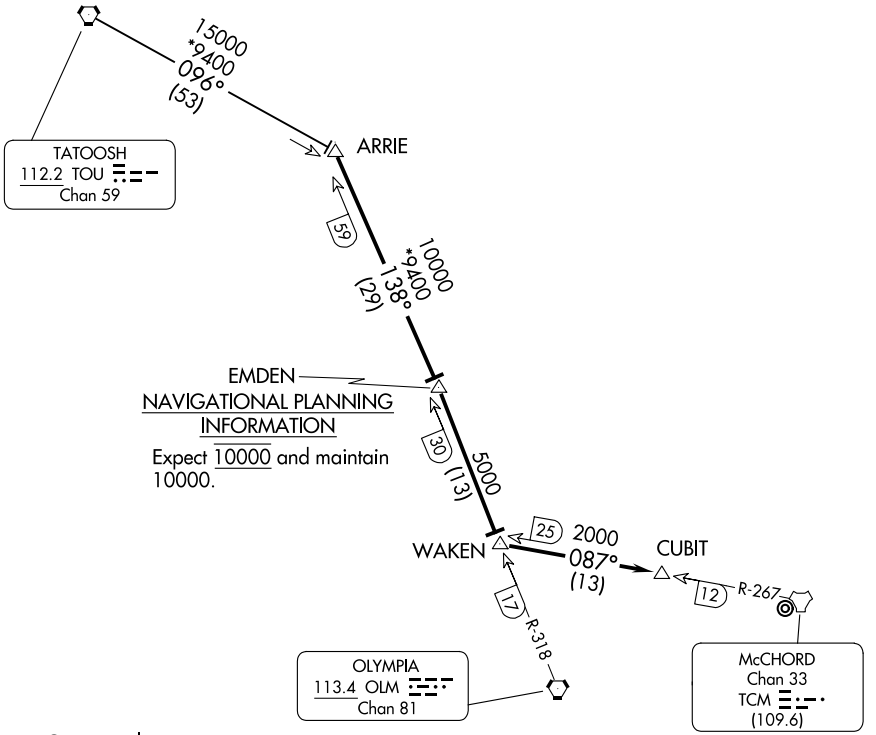
RUNWAY 34: At ALDER, execute approach, if unable, proceed direct CUBIT and hold as published, maintain 4000, squawk appropriate beacon code.

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

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(BEWTE.BEWTE4) 22195

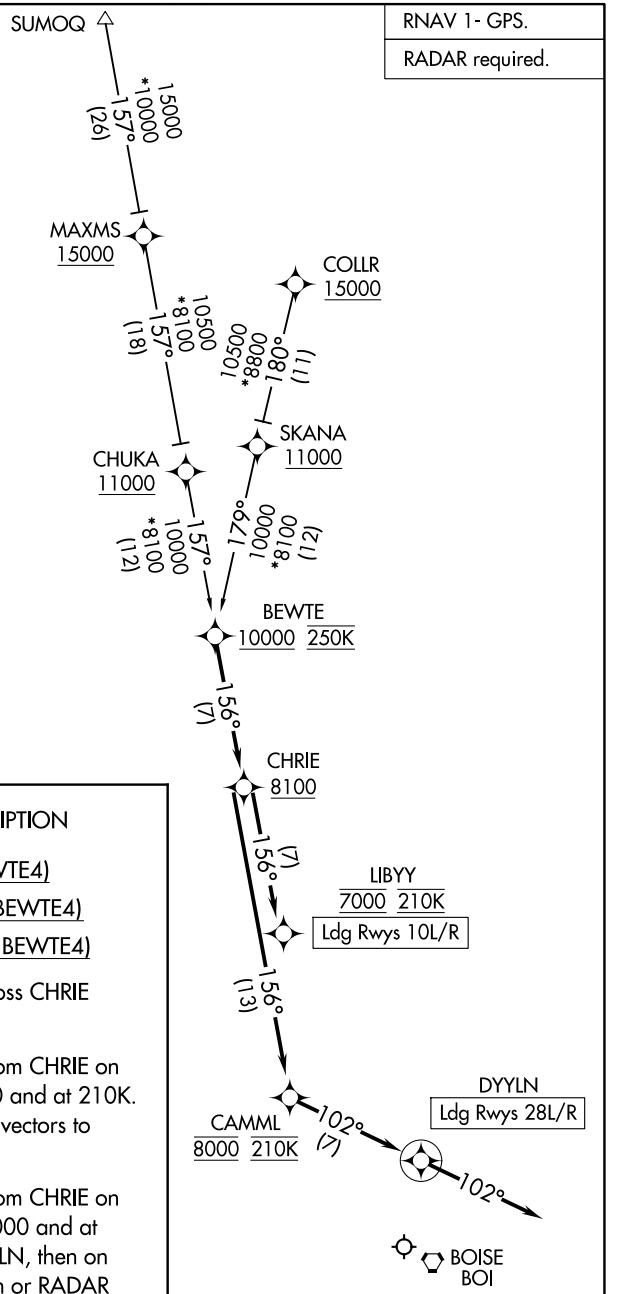
BEWTE FOUR ARRIVAL (RNAV)

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.

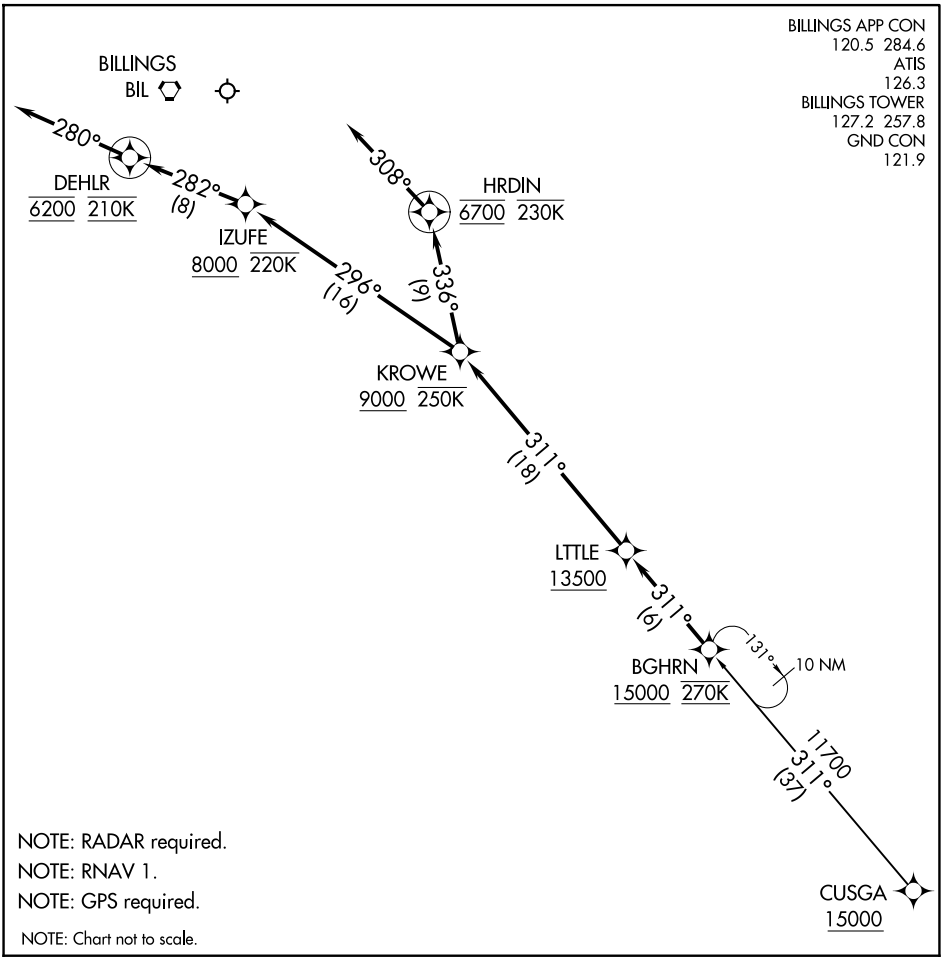
BEWTE FOUR ARRIVAL (RNAV)

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

(BEWTE.BEWTE4) 14JUL22

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026



NW-1, 03 SEP 2026 to 29 OCT 2026

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

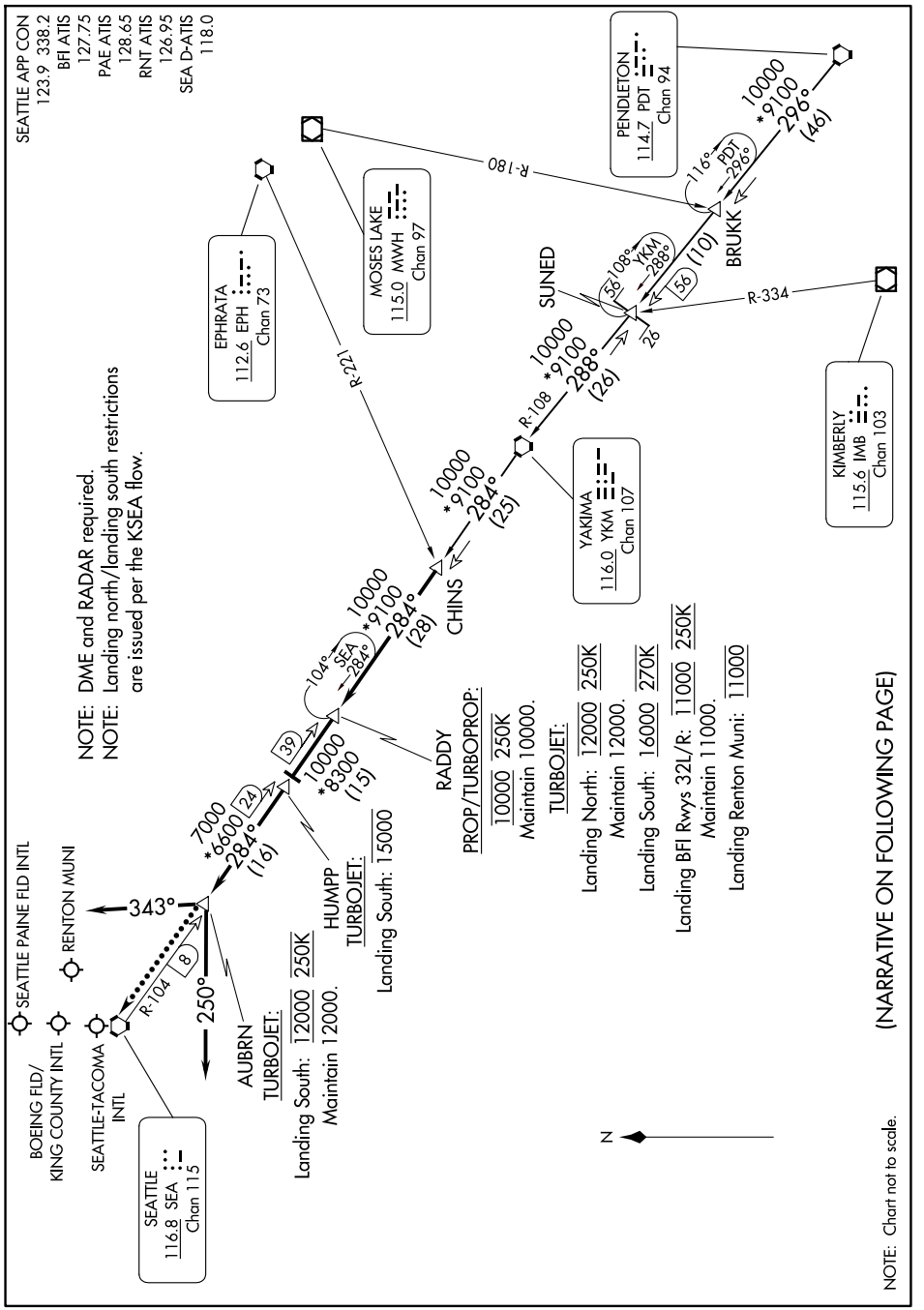
AL-59 (FAA)

NW-1, 03 SEP 2026 to 29 OCT 2026

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

(BGMAN.BGMAN1) 11JUL24

NW-1, 03 SEP 2026 to 29 OCT 2026



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

PENDLETON TRANSITION (PDT.CHINS5): From over PDT VORTAC on PDT R-296 to BRUKK, then on PDT R-296 to SUNED, then on YKM R-108 to YKM VORTAC, then on YKM R-284 to CHINS, thence . . . .

SUNED TRANSITION (SUNED.CHINS5): From SUNED on YKM R-108 to YKM VORTAC, then on YKM R-284 to CHINS, thence . . . .

YAKIMA TRANSITION (YKM.CHINS5): From over YKM VORTAC on YKM R-284 to CHINS, thence . . . .

. . . . from CHINS on YKM R-284 and SEA R-104 to RADDY, then on SEA R-104 to HUMPP, then on SEA R-104 to AUBRN, thence . . . .

LANDING NORTH: Heading 250° for vectors to final approach course.

LANDING SOUTH: Heading 343° for vectors to final approach course.

LANDING RENTON MUNI: Heading 343° for vectors to final approach course.

LANDING SEATTLE PAINE FLD INTL: Heading 343° for vectors to final approach course.

LOST COMMUNICATIONS: After AUBRN proceed direct SEA VORTAC.

NW-1, 03 SEP 2026 to 29 OCT 2026

CRAZI FOUR ARRIVAL (RNAV)

(CRAZI.CRAZI4) 20APR23

BILLINGS LOGAN INTL (BIL)

BILLINGS, MONTANA

CRAZI FOUR ARRIVAL (RNAV)

(CRAZI.CRAZI4) 23110

BILLINGS LOGAN INTL (BIL)

BILLINGS, MONTANA

AL-48 (FAA)

Z9

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.

ARRIVAL ROUTE DESCRIPTION

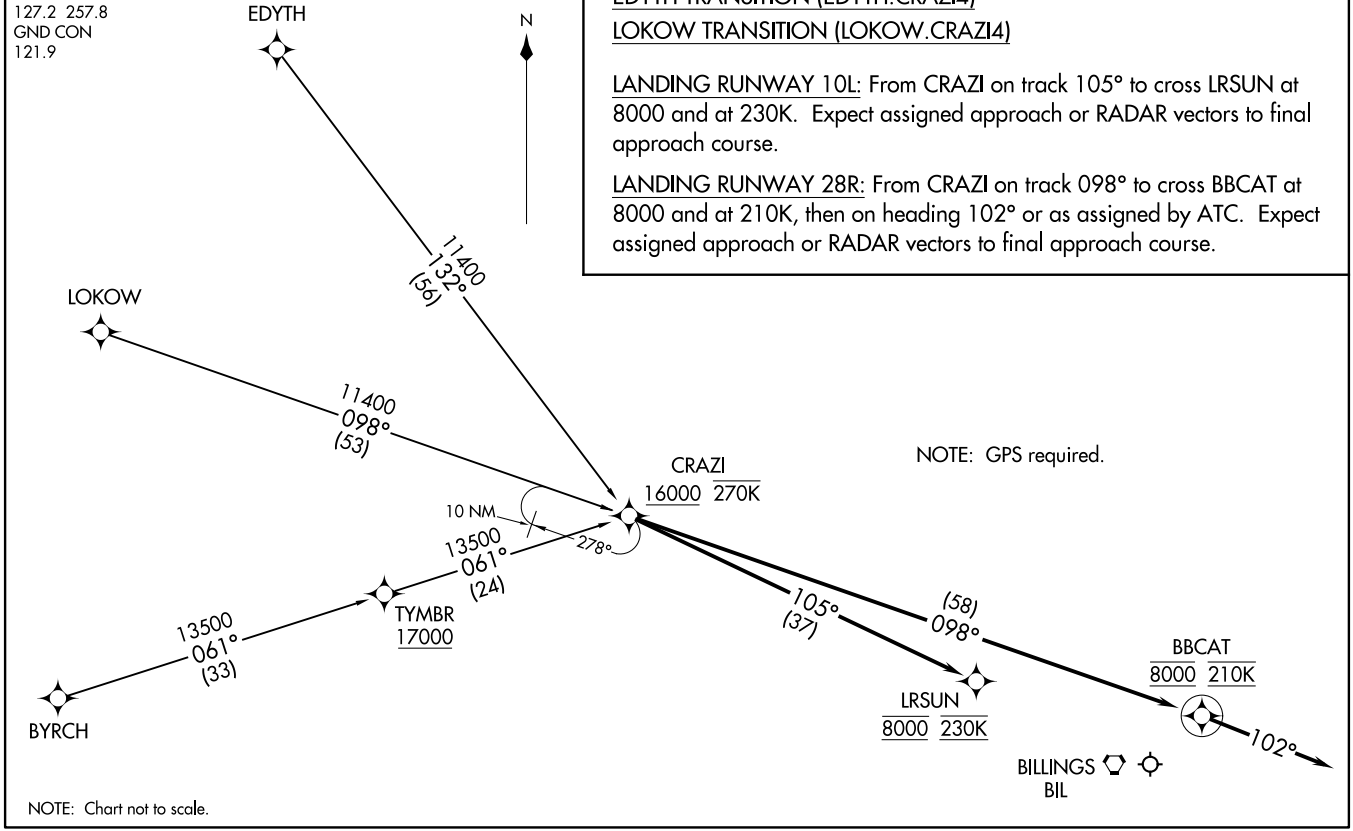
BYRCH TRANSITION (BYRCH.CRAZI4)

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.



DEVYN TWO ARRIVAL (RNAV)

(KYCKR.DEVYN2) 07DEC17

SEATTLE PAINE FLD INTL (PAE)

EVERETT, WASHINGTON

(KYCKR.DEVYN2) 23278

DEVYN TWO ARRIVAL (RNAV)

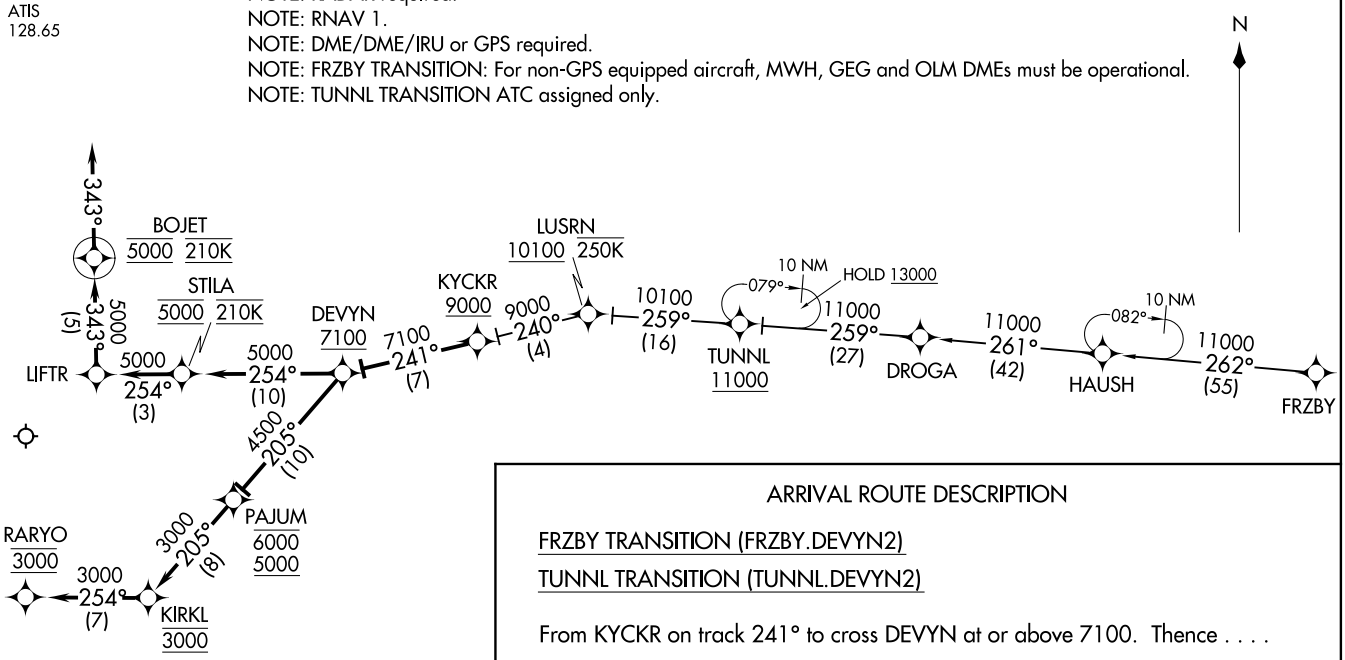
AL-142 (FAA)

SEATTLE PAINE FLD INTL (PAE)

EVERETT, WASHINGTON

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.

Z10

EATZZ ONE ARRIVAL (RNAV)

BOZEMAN YELLOWSTONE INTL (BZN)
BOZEMAN, MONTANA

EATZZ ONE ARRIVAL (RNAV)

BOZEMAN, MONTANA
BOZEMAN YELLOWSTONE INTL (BZN)

(ELN.ELN4) 25275

ELLENSBURG FOUR ARRIVAL (RNAV)

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

AL-414 (FAA)

TACOMA, WASHINGTON

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

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.

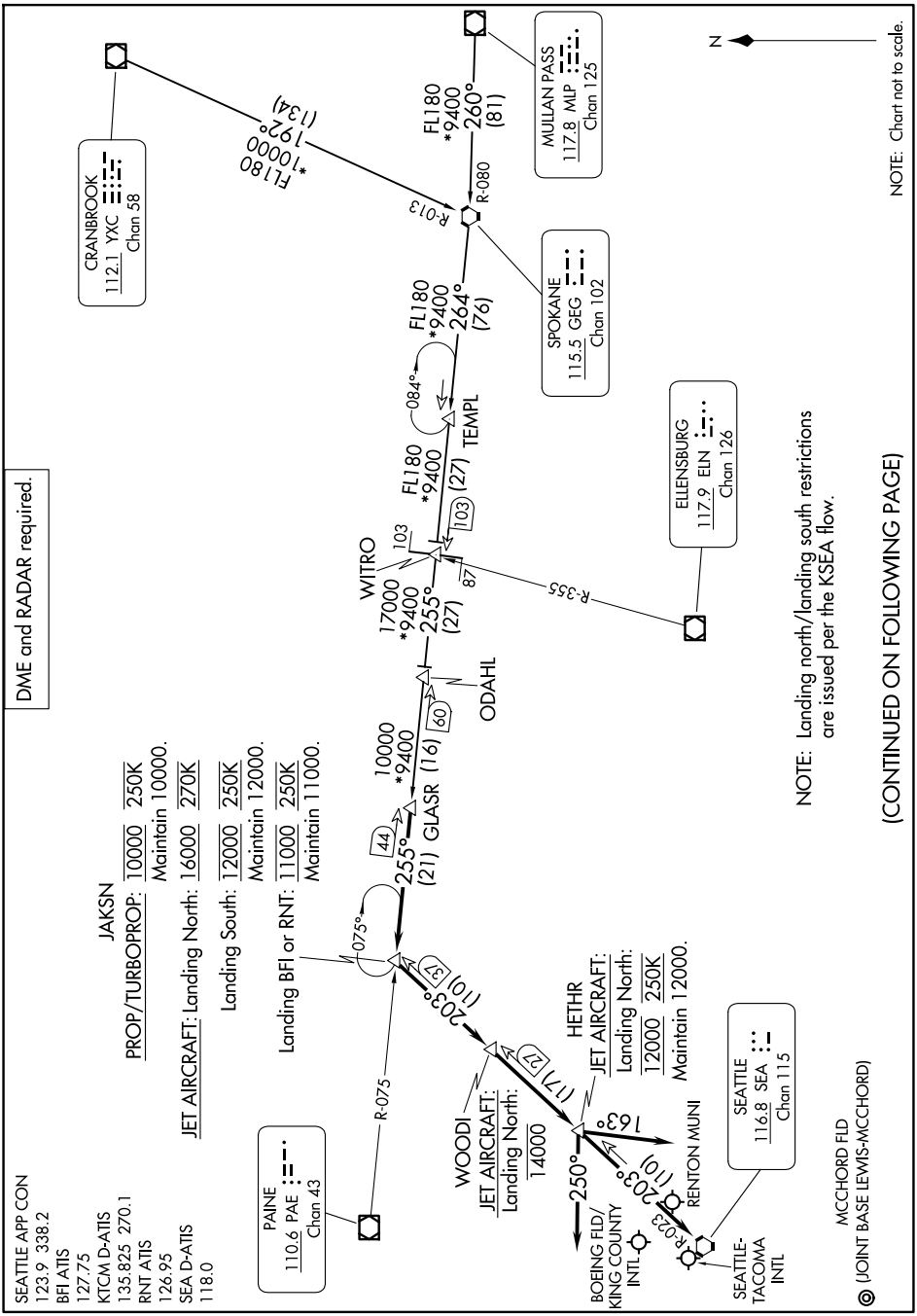
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

GLASR THREE ARRIVAL

AL-582 (FAA)

SEATTLE, WASHINGTON



(CONTINUED ON FOLLOWING PAGE)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

GLASR THREE ARRIVAL

SEATTLE, WASHINGTON

(GLASR.GLASR3) 24025

GLASR THREE ARRIVAL

AL-582 (FAA)

SEATTLE, WASHINGTON

ARRIVAL ROUTE DESCRIPTION

CRANBROOK TRANSITION (YXC.GLASR3): From over YXC VOR/DME on YXC R-192 and GEG R-013 to GEG VORTAC, then on GEG R-264 to WITRO, then on PAE R-075 to GLASR. Thence. . . .

MULLAN PASS TRANSITION (MLP.GLASR3): From over MLP VOR/DME on MLP R-260 and GEG R-080 to GEG VORTAC, then on GEG R-264 to WITRO, then on PAE R-075 to GLASR. Thence. . . .

SPOKANE TRANSITION (GEG.GLASR3): From over GEG VORTAC on GEG R-264 to WITRO, then on PAE R-075 to GLASR. Thence. . . .

TEMPL TRANSITION (TEMPL.GLASR3): From over TEMPL on GEG R-264 to WITRO, then on PAE R-075 to GLASR. Thence. . . .

. . . .from GLASR on PAE R-075 to JAKSN, then on SEA R-023 to WOODI, then on SEA R-023 to HETHR. Thence. . . .

LANDING NORTH: Heading 163° for vectors to final approach course.

LANDING SOUTH: Heading 250° for vectors to final approach course.

LANDING MCCHORD FLD: From over HETHR, proceed direct to SEA VORTAC.

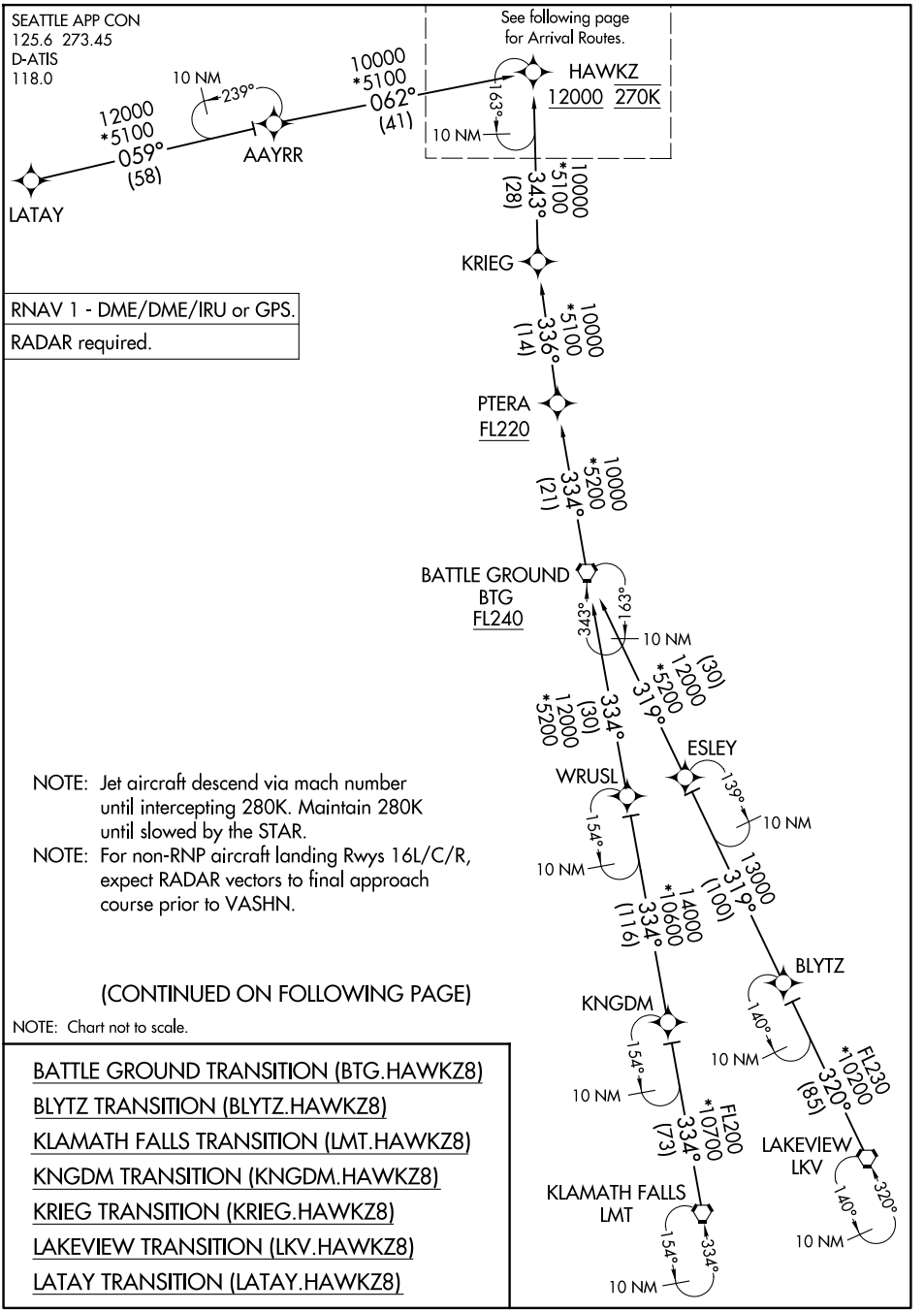
LANDING RENTON MUNI: From over HETHR, proceed direct to SEA VORTAC.

LOST COMMUNICATIONS: From HETHR, proceed direct SEA VORTAC.

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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)

NW-1, 03 SEP 2026 to 29 OCT 2026

(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.

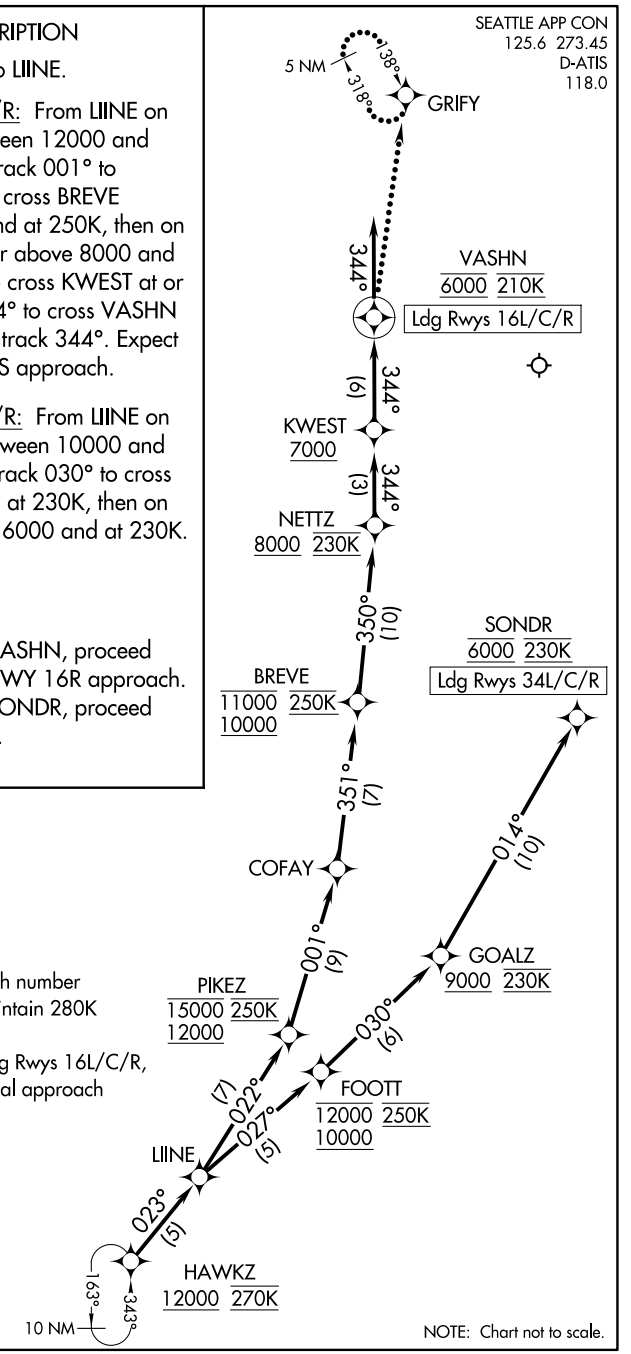
LOST COMMUNICATIONS

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.

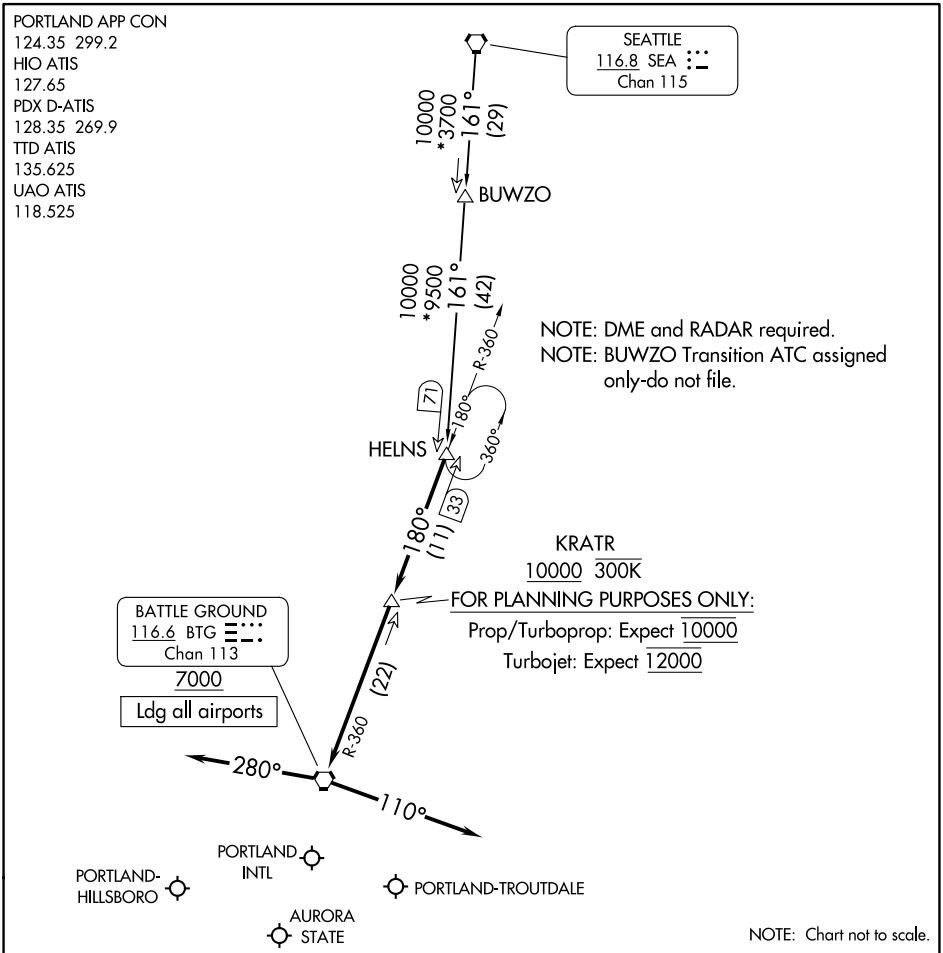
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

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, 03 SEP 2026 to 29 OCT 2026



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(HHOOD.HHOOD6) 26078 AL-330 (FAA)

HHOOD SIX ARRIVAL (RNAV) Transition Routes

PORTLAND INTL (PDX)
PORTLAND, OREGON

HHOOD SIX ARRIVAL (RNAV) Transition Routes
(HHOOD.HHOOD6) 19MAR26
PORTLAND, OREGON
PORTLAND INTL (PDX)

NW-1, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 10L/R: From HHOOD on track 257° to BLRUN, then on track 270° 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 RNP Rwy 10L/R approach or RADAR vectors to final approach course.

LANDING RUNWAY 21: From HHOOD on track 257° to BLRUN, then 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 HHOOD on track 257° to cross BEEVS at or above 7100 and at 230K, then on track 257° to cross SHAFR at 6700 and at 210K. Expect RNAV or ILS RWY 28L/R approach.

LOST COMMUNICATIONS

Follow published crossing altitudes and then maintain lowest Rwy transition altitude until established on approach procedure.

RUNWAYS 10L/R: After CIZZL proceed to NNUTT, then turn left to BUXOM and proceed on the ILS 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.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

HILIE THREE ARRIVAL

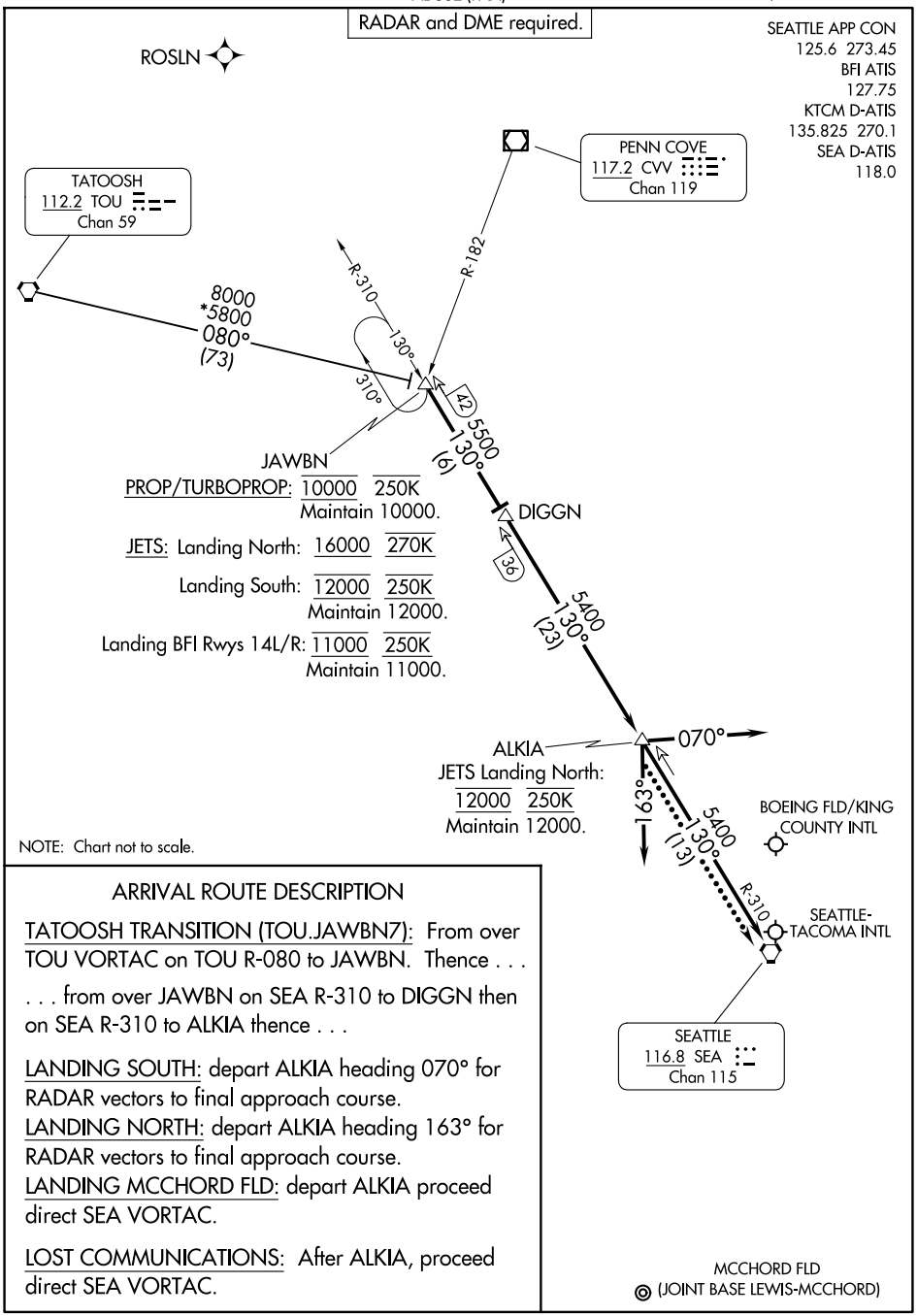
(HILIE.HILIE3) 15JUN23

SPOKANE, WASHINGTON

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

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

(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, 03 SEP 2026 to 29 OCT 2026

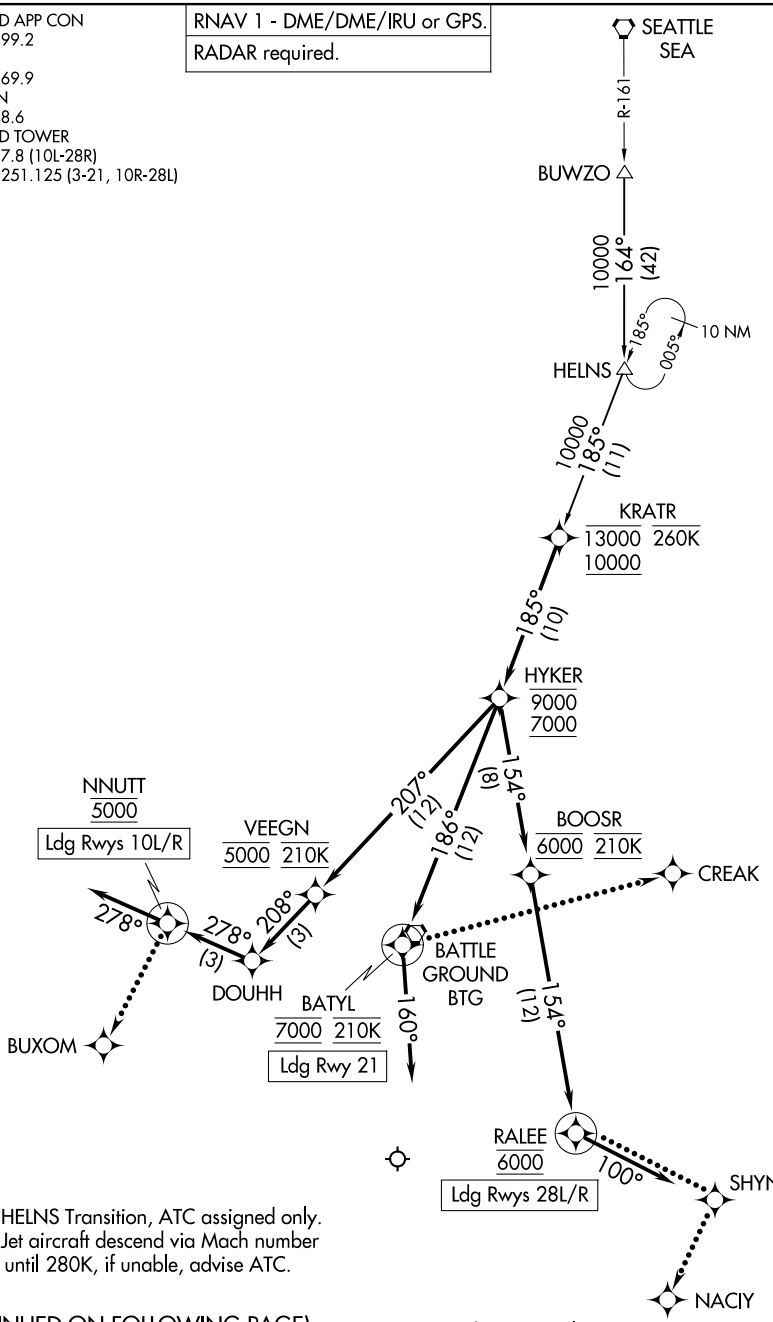
KRATR THREE ARRIVAL (RNAV)

AL-330 (FAA)

PORTLAND, OREGON

PORTLAND APP CON
124.35 299.2
D-ATIS
128.35 269.9
GND CON
121.9 348.6
PORTLAND TOWER
118.7 257.8 (10L-28R)
123.775 251.125 (3-21, 10R-28L)

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



NOTE: HELNS Transition, ATC assigned only.
NOTE: Jet aircraft descend via Mach number until 280K, if unable, advise ATC.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KRATR THREE ARRIVAL (RNAV)
PORTLAND, OREGON

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(KRATR.KRATR3) 26078
KRATR THREE ARRIVAL (RNAV)
AL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON

ARRIVAL ROUTE DESCRIPTION

BUWZO TRANSITION (BUWZO.KRATR3)

HELNS TRANSITION (HELNS.KRATR3)

From KRATR on track 185° to cross HYKER between 7000 and 9000.

LANDING RUNWAYS 10L/R: From HYKER on track 207° to cross VEEGN at 5000 and at 210K, then on track 208° to DOUHH, then on track 278° to cross NNUTT at 5000, 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 154° to cross BOOSR at 6000 and at 210K, then on track 154° to cross RALEE at 6000, then on track 100°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

Follow published crossing altitudes and then maintain lowest Rwy transitional altitude until established on approach procedure.
RUNWAYS 10L/R: At NNUTT, turn left direct to BUXOM and proceed on ILS or LOC RWY 10L approach.
RUNWAY 21: At BATYL, turn left direct to CREAK and proceed on LOC/DME RWY 21 approach.
RUNWAYS 28L/R: At RALEE, turn left direct to SHYNE, then turn right direct to NACIY and proceed on ILS or LOC RWY 28R approach.

NW-1, 03 SEP 2026 to 29 OCT 2026

KUSTR THREE ARRIVAL (RNAV)

(FSYTH.KUSTR3) 13SEP18

BILLINGS, MONTANA

BILLINGS LOGAN INTL (BIL)

(FSYTH.KUSTR3) 18256

KUSTR THREE ARRIVAL (RNAV)

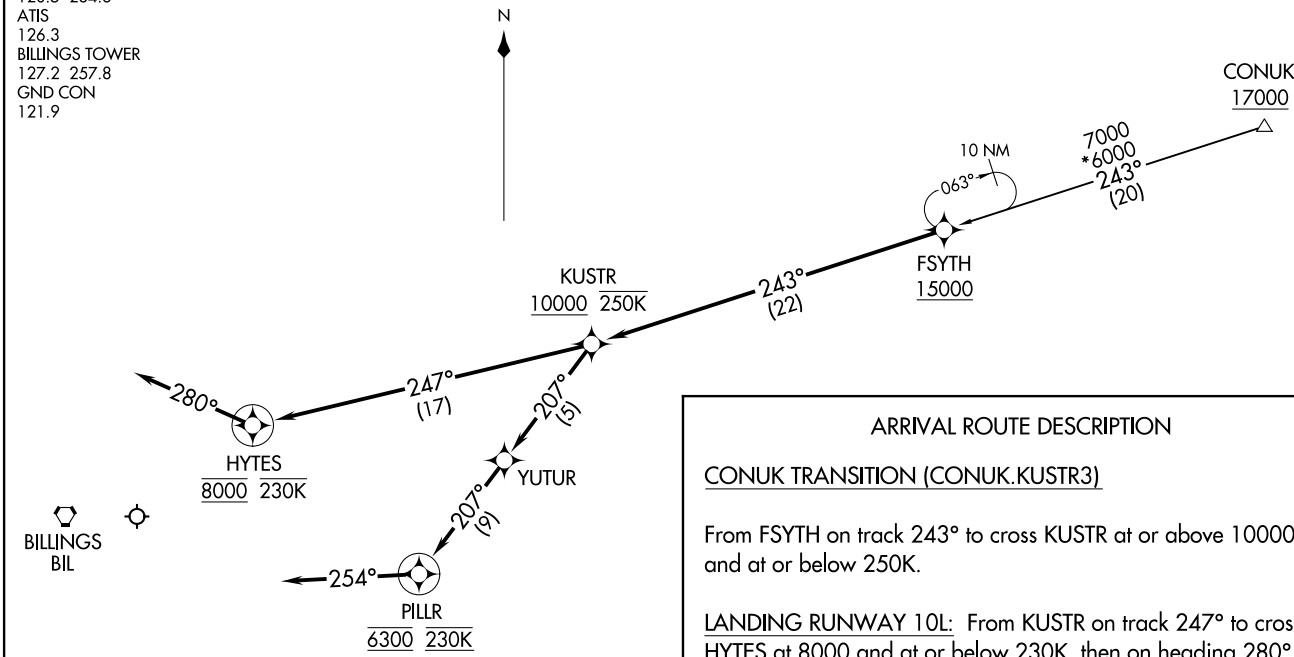
AL-48 (FAA)

BILLINGS LOGAN INTL (BIL)

BILLINGS, MONTANA

Z25

BILLINGS APP CON
120.5 284.6
ATIS
126.3
BILLINGS TOWER
127.2 257.8
GND CON
121.9



NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: GPS required.

NOTE: Chart not to scale.

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.

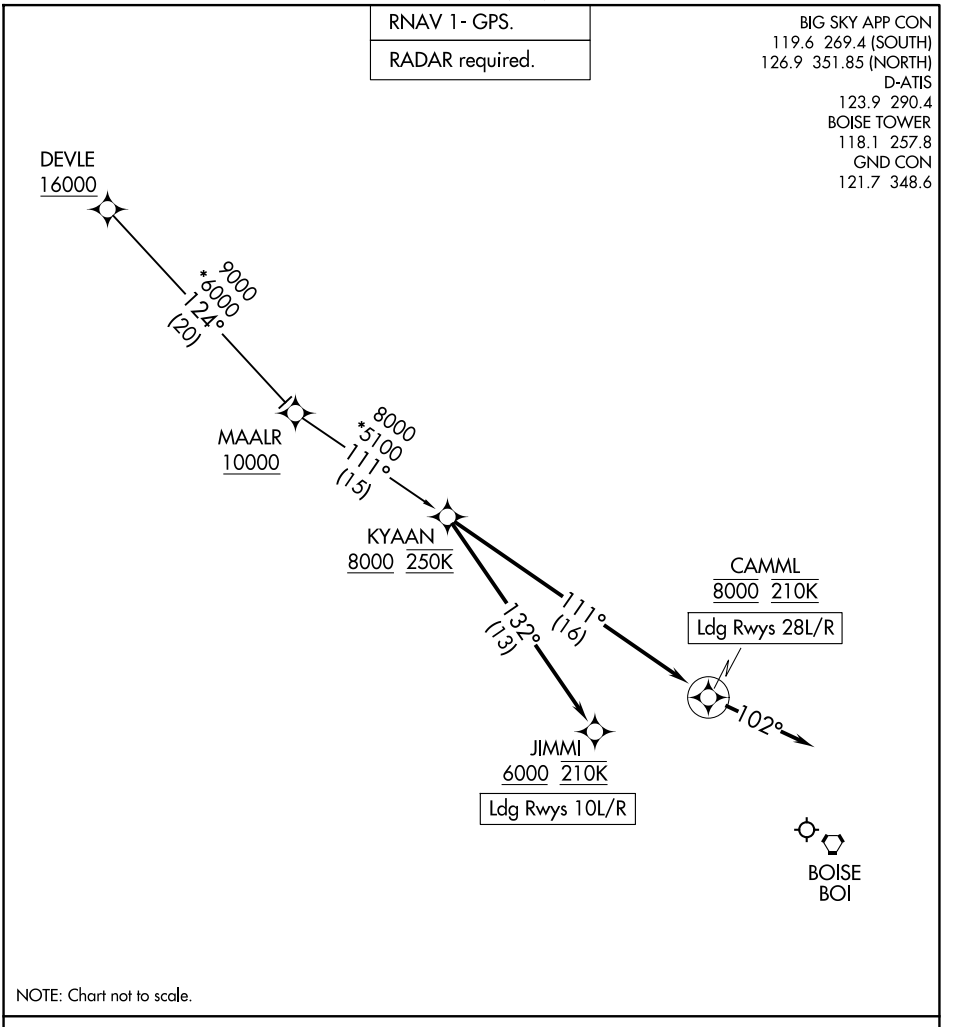
LANDING RUNWAY 28R: From KUSTR on track 207° to YUTUR, then on track 207° to cross PILLR at 6300 and at 230K, then on heading 254° or as assigned by ATC. Expect assigned approach or RADAR vectors to final approach course.

(KYAAN.KYAAN4) 22195

KYAAN FOUR ARRIVAL (RNAV)

AL-57 (FAA)

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



ARRIVAL ROUTE DESCRIPTION

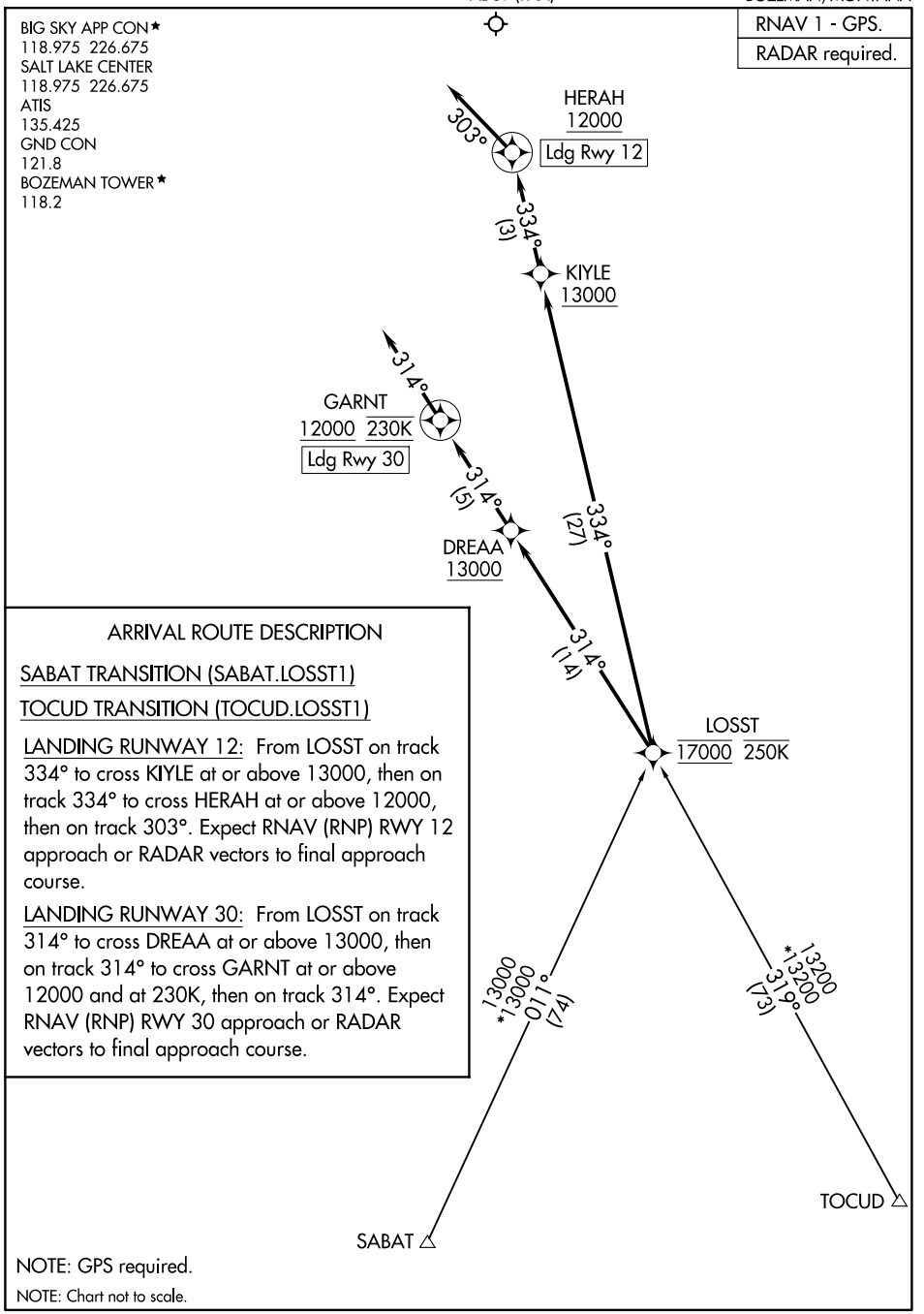
DEVLE TRANSITION (DEVLE.KYAAN4)

LANDING RUNWAYS 10L/R: From KYAAN on track 132° to cross JIMMI at or above 6000 and at 210K. Expect assigned approach or RADAR vectors to final approach course.

LANDING RUNWAYS 28L/R: From KYAAN on track 111° to cross CAMML at 8000 and at 210K, then on track 102°. Expect assigned approach or RADAR vectors to final approach course.

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026



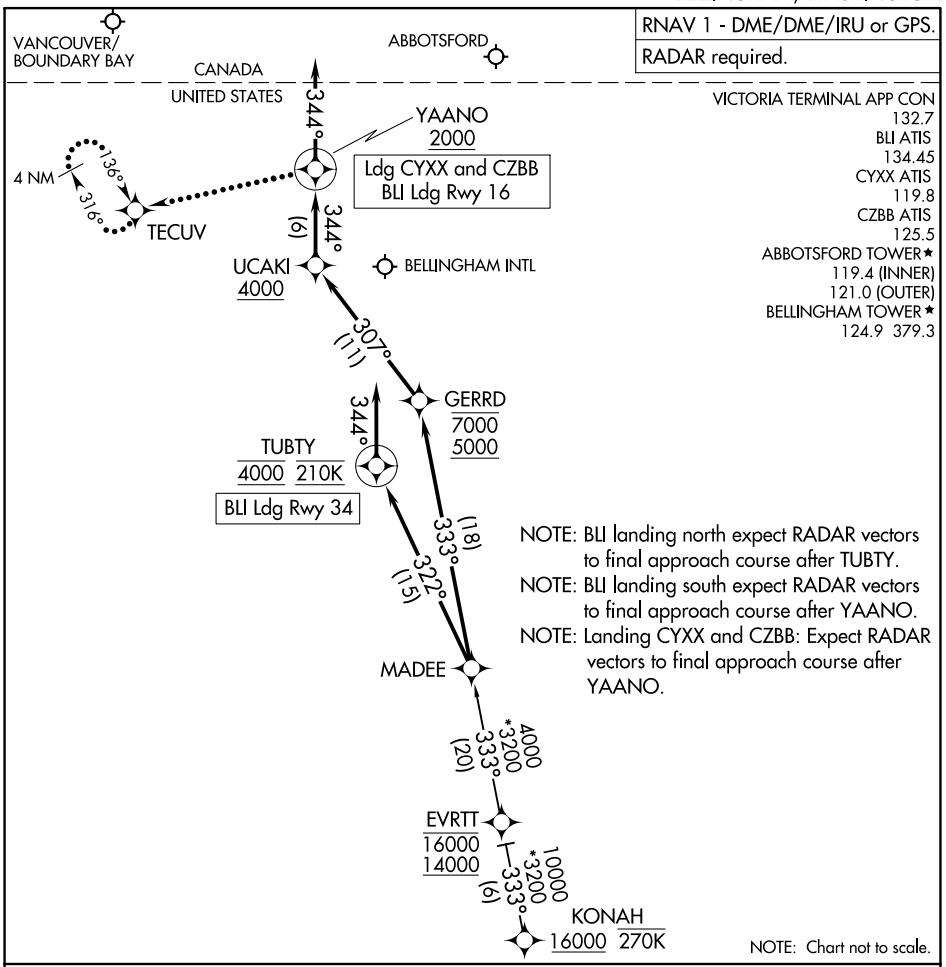
NW-1, 03 SEP 2026 to 29 OCT 2026

(MADEE.MADEE7) 26190

MADEE SEVEN ARRIVAL (RNAV)

AL-45 (FAA)

BELLINGHAM, WASHINGTON



ARRIVAL ROUTE DESCRIPTION

KONAH TRANSITION (KONAH.MADEE7)

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 4000 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 SEVEN ARRIVAL (RNAV)

BELLINGHAM, WASHINGTON

(MADEE.MADEE7) 09JUL26

NW-1, 03 SEP 2026 to 29 OCT 2026

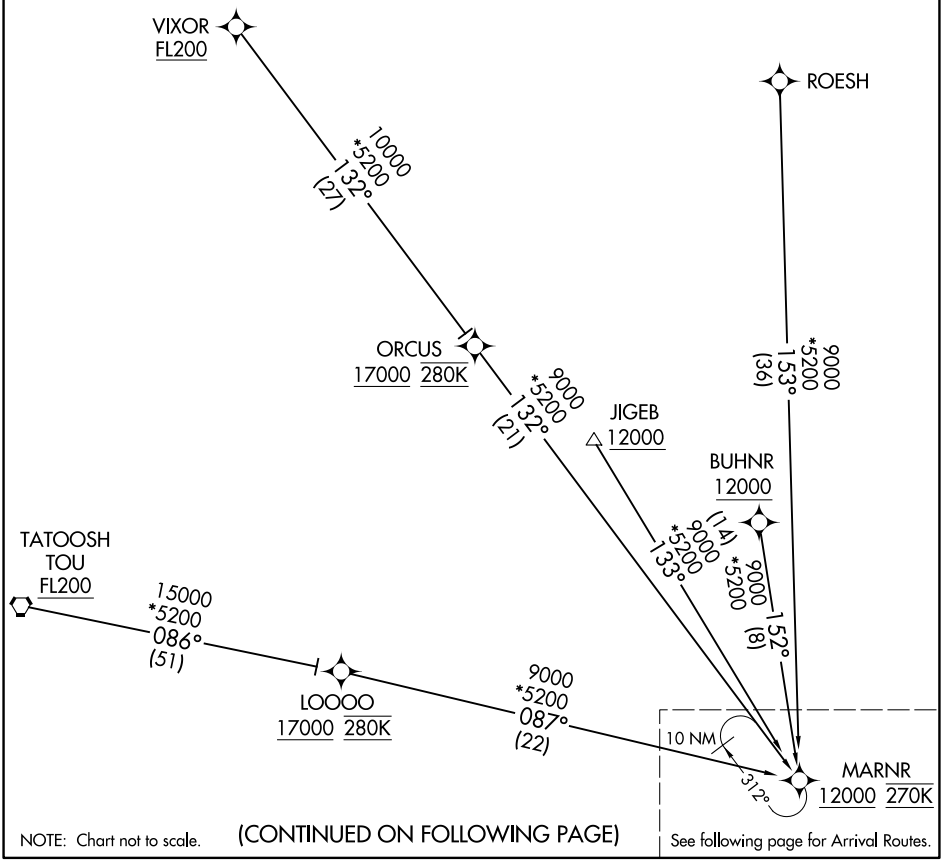
MARNR EIGHT ARRIVAL (RNAV) Transition Routes

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.

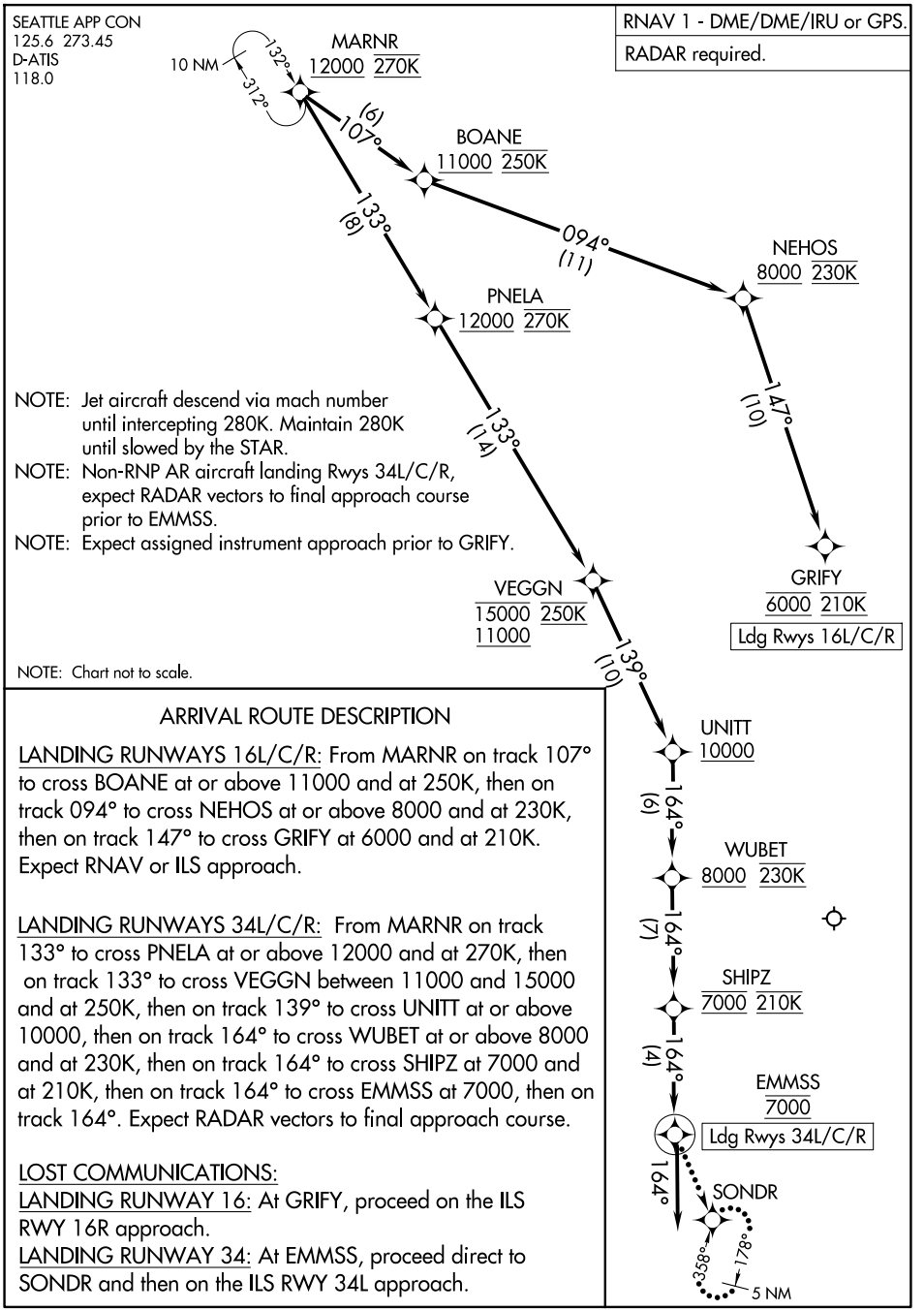
MARNR EIGHT ARRIVAL (RNAV) Transition Routes
(MARNR.MARNR8) 26DEC24
SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(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.

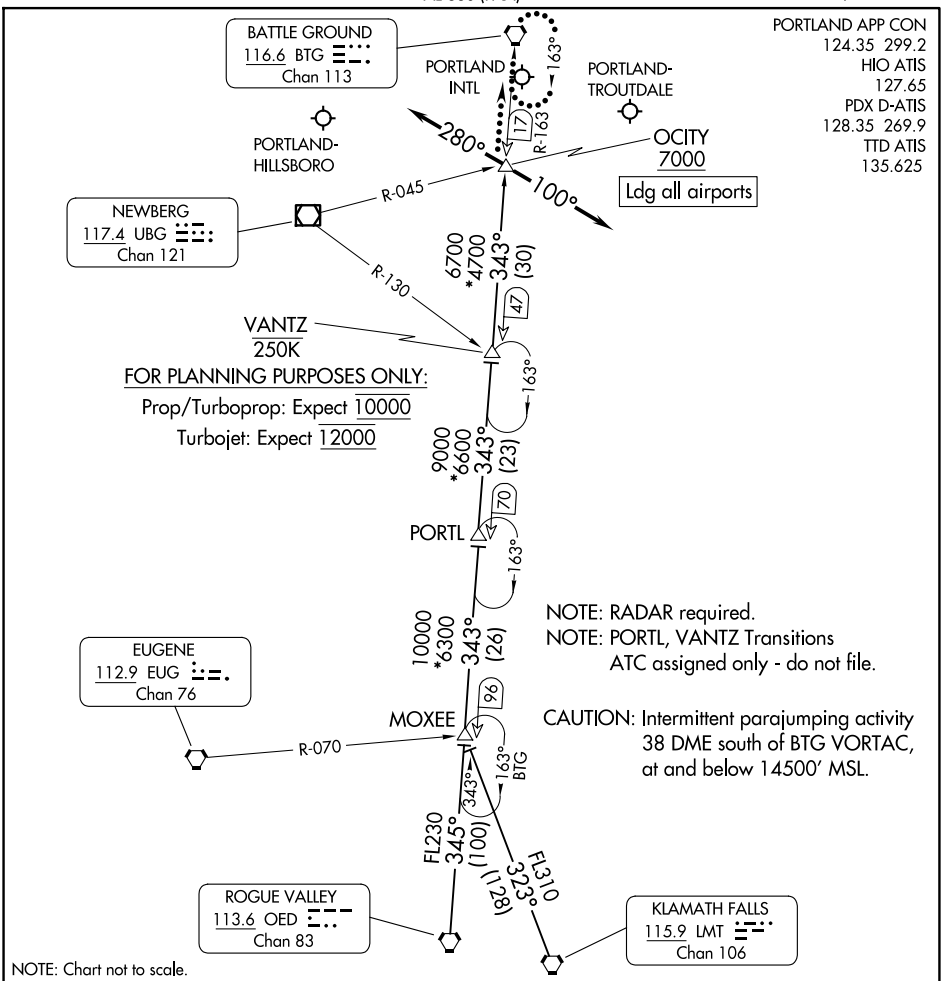
LANDING RUNWAYS 34L/C/R: From MARNR on track 133° to cross PNELA at or above 12000 and at 270K, then on track 133° to cross VEGGN between 11000 and 15000 and at 250K, then on track 139° to cross UNITT at or above 10000, then on track 164° to cross WUBET at or above 8000 and at 230K, then on track 164° 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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026



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.

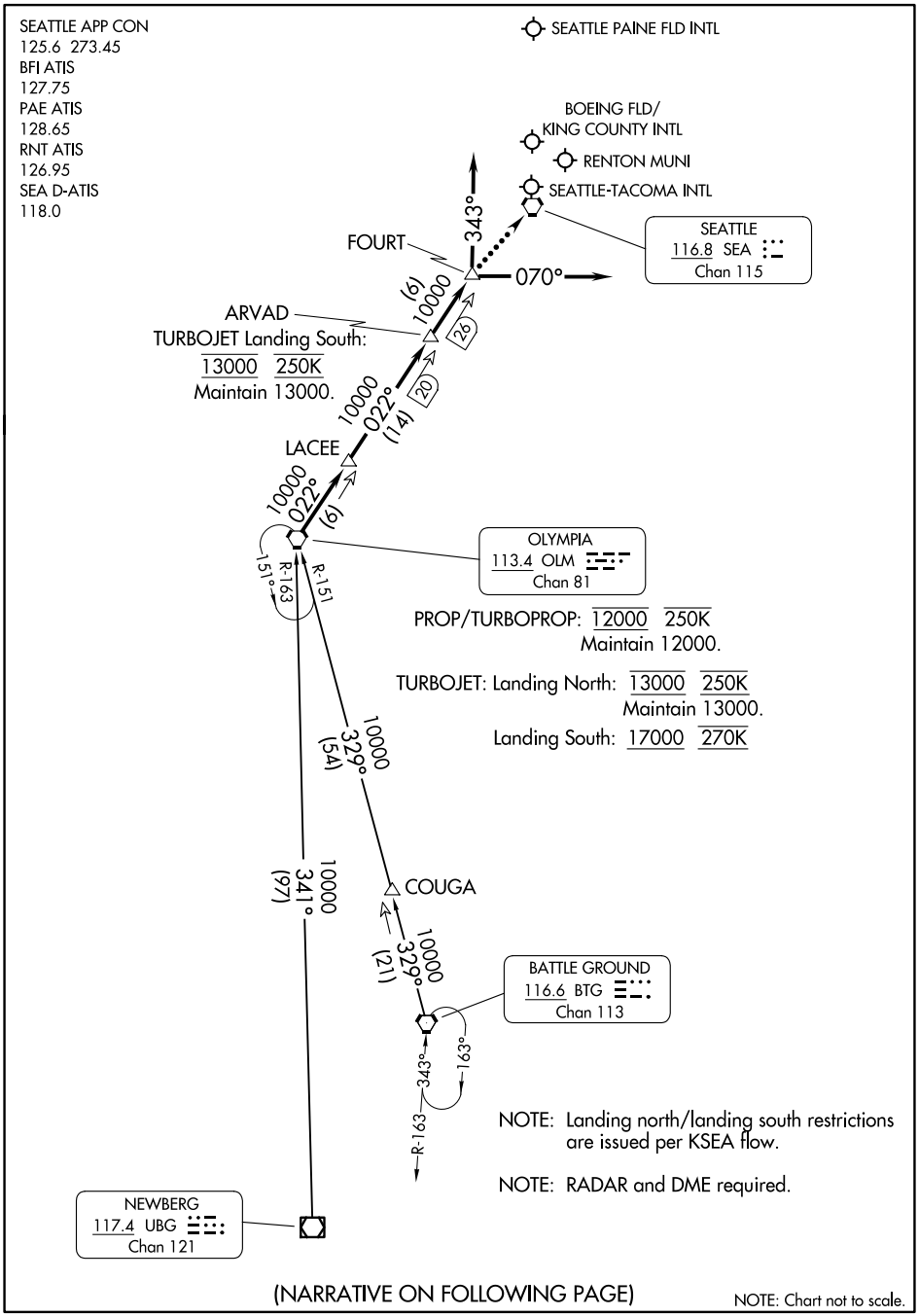
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(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, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026

(CREKK.POWDA2) 26022

POWDA TWO ARRIVAL (RNAV)

BOZEMAN YELLOWSTONE INTL (BZN)
BOZEMAN, MONTANA

AL-59 (FAA)

ARRIVAL ROUTE DESCRIPTION

LANDING RWY 12: 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 254° to cross KICDO at or above 10000 and at 220K. Expect assigned approach or RADAR vectors to final approach course.

NW-1, 03 SEP 2026 to 29 OCT 2026

POWDA TWO ARRIVAL (RNAV)

BOZEMAN, MONTANA
BOZEMAN YELLOWSTONE INTL (BZN)

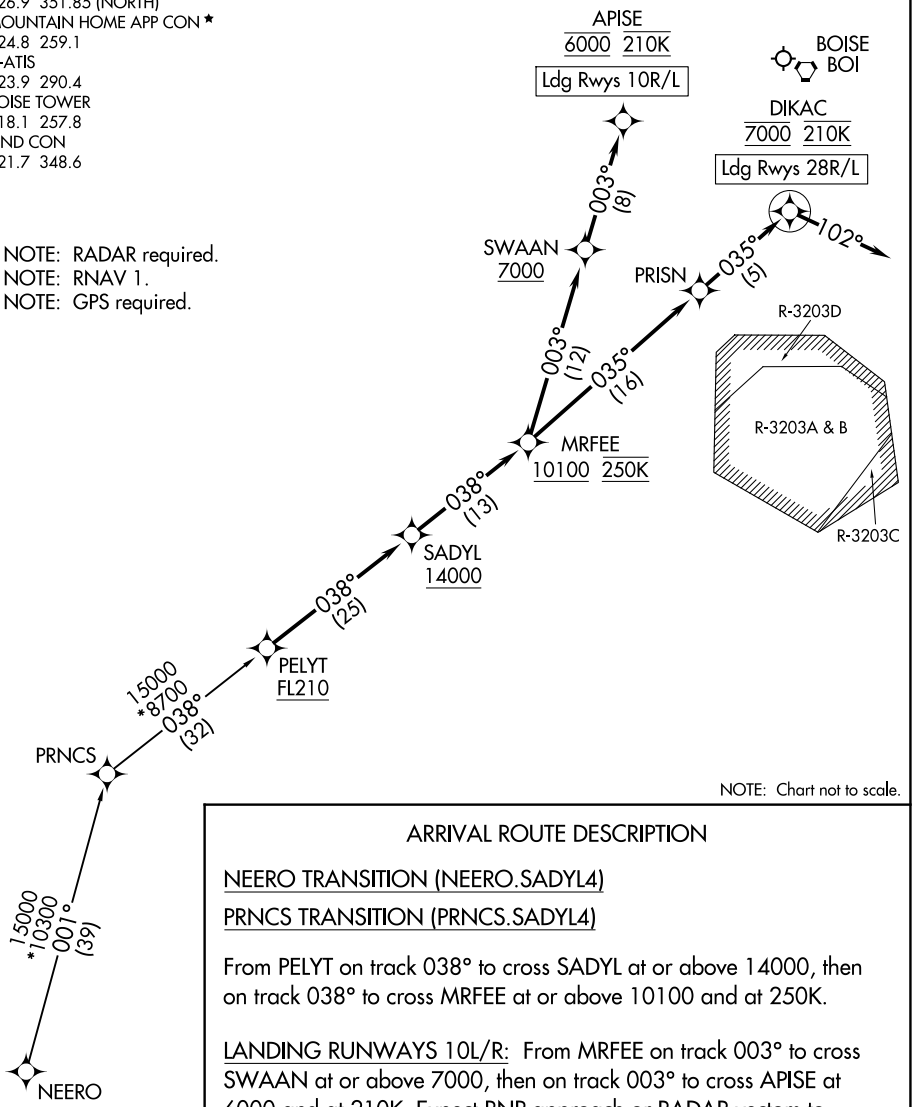
(CREKK.POWDA2) 22JAN26

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026

(SKYKO.SKYKO1) 25163

SKYKO ONE ARRIVAL

AL-582 (FAA)

SEATTLE, WASHINGTON

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

NW-1, 03 SEP 2026 to 29 OCT 2026

SKYKO ONE ARRIVAL

SEATTLE, WASHINGTON

(SKYKO.SKYKO1) 19MAY22

SPUUD FOUR ARRIVAL (RNAV)

(SPUUD.SPUUD4) 14JUI22

BOISE AIR TRML/GOWEN FLD (BOI)

BOISE, IDAHO

SPUUD FOUR ARRIVAL (RNAV)

(SPUUD.SPUUD4) 22195

BOISE AIR TRML/GOWEN FLD (BOI)

BOISE, IDAHO

AL-57 (FAA)

Z37

RNAV 1- GPS.

RADAR required.

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

BOISE
BOI

282°

EKEME
7000 210K

Ldg Rwys 10L/R

282° (4)

ELUMY

284° (15)

FALDI
8000

284° (10)

CELOR
8000 230K

Ldg Rwys 28L/R

304° (9)

SPUUD
10000 250K

9500
★7800
300° (4)

MOUNTAIN HOME MUNI

MASSH
11000 250K

11000
★8700
300° (7)

MOUNTAIN HOME MUO

TAUTT
11000

11000
★8700
300° (20)

N

ORYDA

17000
★8700
300° (17)

BROPH

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.

SUBKY ONE ARRIVAL (RNAV)

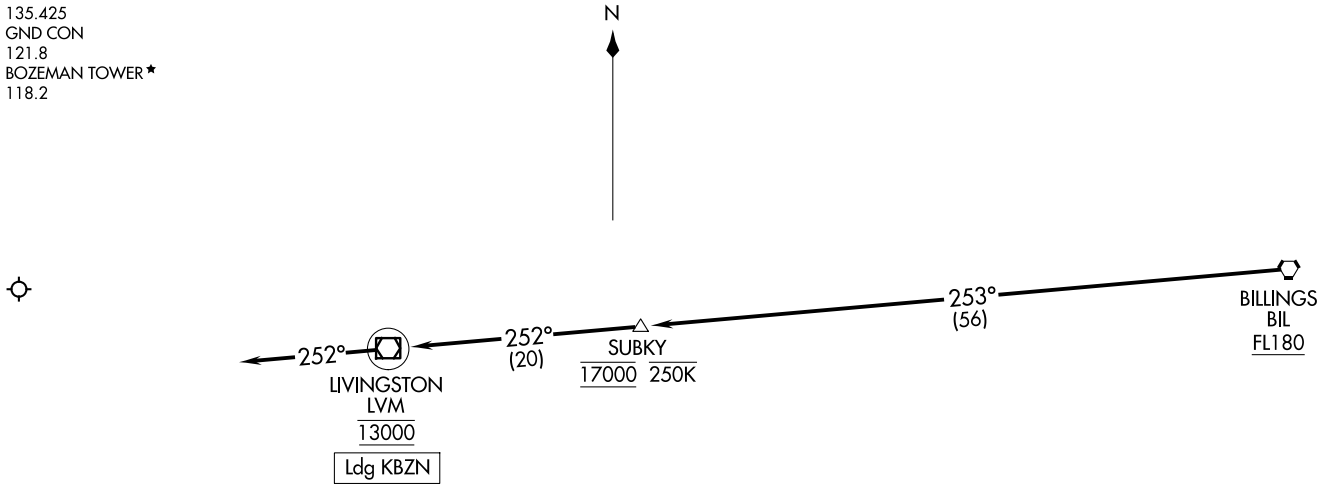
(BIL.SUBKY1) 11JUL24

BOZEMAN YELLOWSTONE INTL (BZN)

BOZEMAN, MONTANA

BIG SKY APP CON ★
118.975 226.675
SALT LAKE CENTER
118.975 226.675
ATIS
135.425
GND CON
121.8
BOZEMAN TOWER ★
118.2

RNAV 1- GPS.
RADAR required.



NOTE: GPS required.
NOTE: 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.

(BIL.SUBKY1) 24193

SUBKY ONE ARRIVAL (RNAV)

AL-59 (FAA)

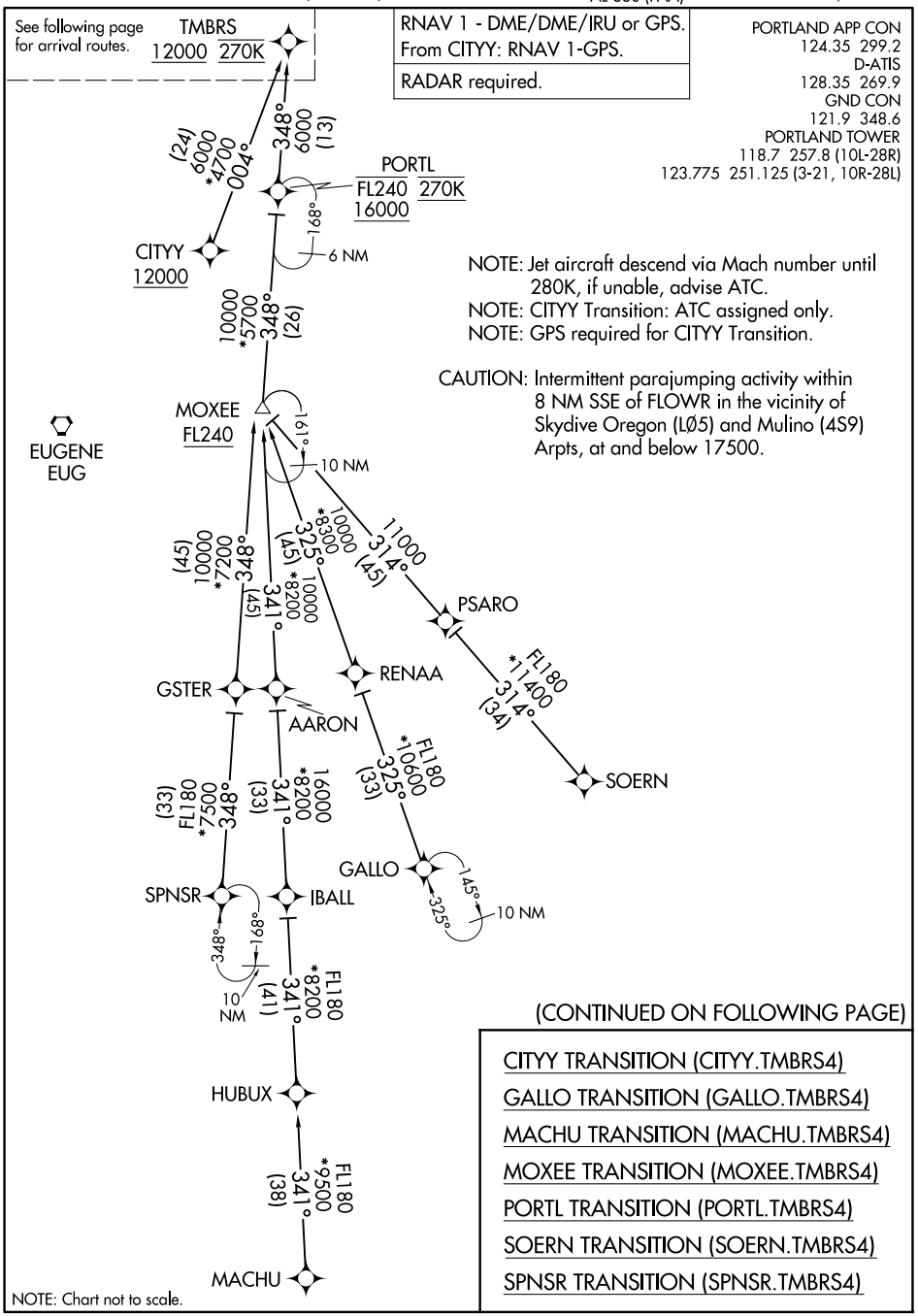
BOZEMAN YELLOWSTONE INTL (BZN)

BOZEMAN, MONTANA

Z38

TMBRS FOUR ARRIVAL (RNAV) Transition Routes

AL-330 (FAA)



(CONTINUED ON FOLLOWING PAGE)

CITYY TRANSITION (CITYY.TMBRS4)
GALLO TRANSITION (GALLO.TMBRS4)
MACHU TRANSITION (MACHU.TMBRS4)
MOXEE TRANSITION (MOXEE.TMBRS4)
PORTL TRANSITION (PORTL.TMBRS4)
SOERN TRANSITION (SOERN.TMBRS4)
SPNSR TRANSITION (SPNSR.TMBRS4)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(TMBRS.TMBRS4) 26078

TMBRS FOUR ARRIVAL (RNAV) Arrival Routes

AL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON

RNAV 1 - DME/DME/IRU or GPS.
From CITYY: RNAV 1-GPS.

RADAR required.

PORTLAND APP CON
124.35 299.2
D-ATIS
128.35 269.9
GND CON
121.9 348.6
PORTLAND TOWER
118.7 257.8 (10L-28R)
123.775 251.125 (3-21, 10R-28L)

CREAK

BATTLE GROUND
BTG

BUXOM

PUBBB
5000
Ldg Rwys 10L/R

281°

286°
(5)

BBREW

323°
(3)

HAZEE
5000 210K

323°
(8)

SSAIL
8000
6000

323°
(4)

FFULL
9000
7000

323°
(6)

HHOPZ
7000 210K
Ldg Rwy 21

025°

NACIY

WHEAT

103°
(4)

016°
(4)

103°

(22)
016°

016°
(10)

WIDMR
6000 230K
5000

KOLCH
5000 210K
Ldg Rwys 28L/R

FLOWR
9000
7000

MULINO STATE

SKYDIVE OREGON
(Pvt)

348°
(17)

VANTZ
15000 250K
11000

348°
(10)

TMBRS
12000 270K

NOTE: Jet aircraft descend via Mach number until 280K, if unable, advise ATC.
NOTE: CITYY Transition: ATC assigned only.
NOTE: GPS required for CITYY Transition.

CAUTION: Intermittent parajumping activity within 8 NM SSE of FLOWR in the vicinity of Skydive Oregon (LØ5) and Mulino (4S9) Arpts, at and below 17500.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TMBRS FOUR ARRIVAL (RNAV) Arrival Routes

PORTLAND, OREGON
PORTLAND INTL (PDX)

(TMBRS.TMBRS4) 19MAR26

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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 cross HAZEE at 5000 and at 210K, then on track 323° to BBREW, then on track 286° to cross PUBBB at 5000, 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.

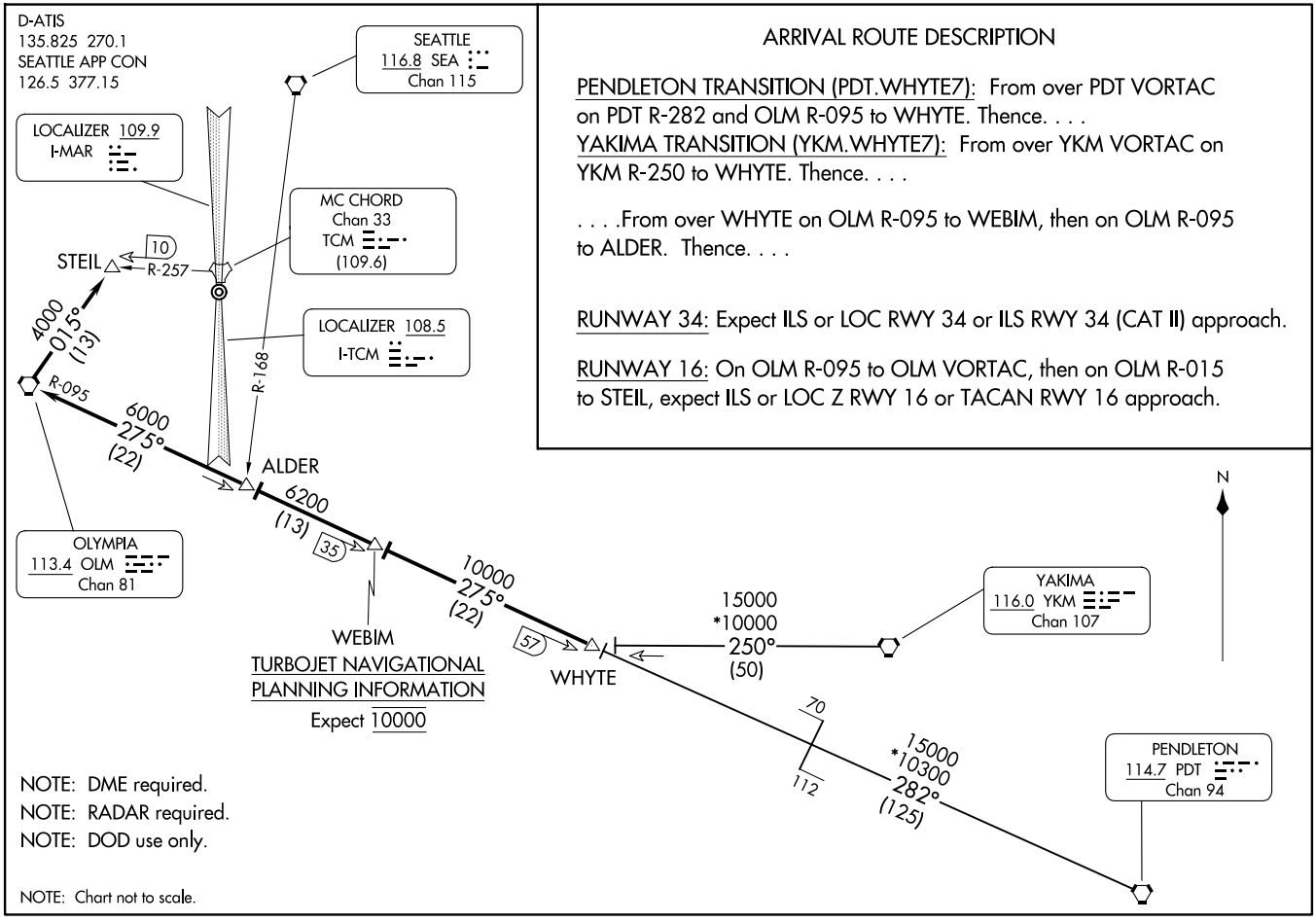
LANDING RUNWAYS 28L/R: From FLOWR on track 016° to cross WIDMR between 5000 and 6000 and at 230K, then on track 016° to WHEAT, then on track 103° to cross KOLCH at 5000 and at 210K, then on track 103°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

Follow published crossing altitudes and then maintain lowest rwy transition 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 KOLCH, turn left 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. . . .

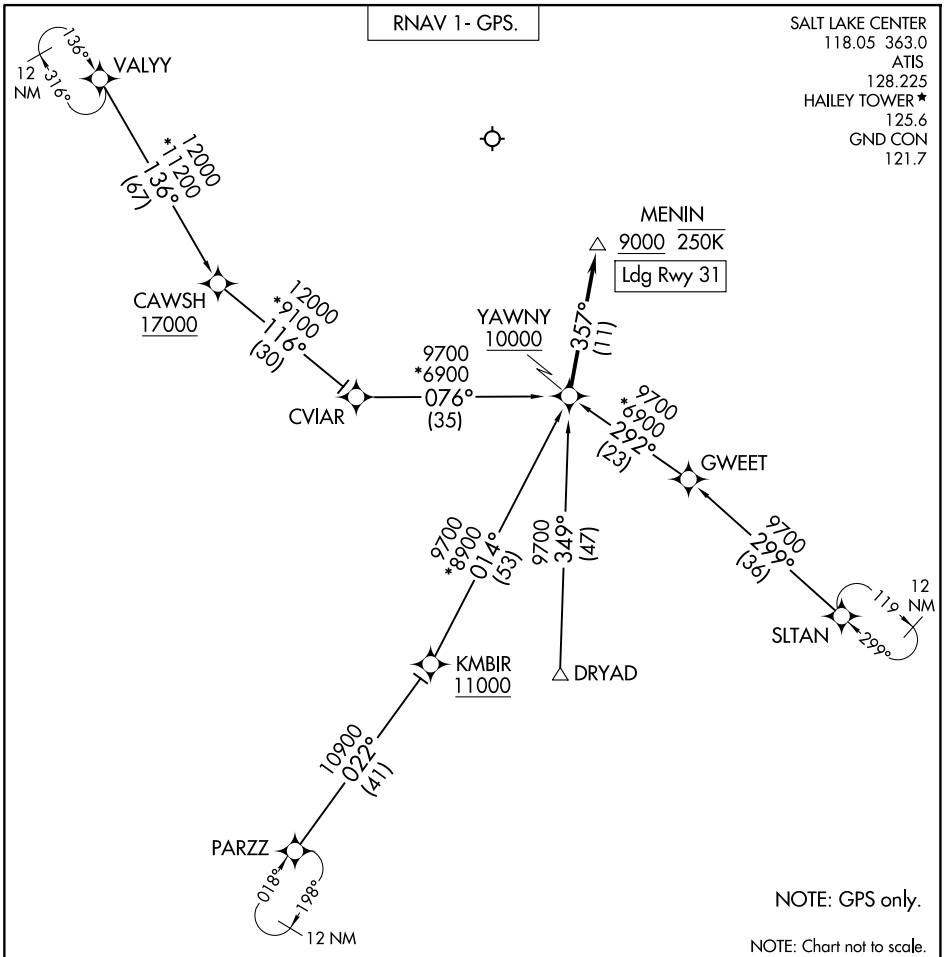
RUNWAY 34: Expect ILS or LOC RWY 34 or ILS RWY 34 (CAT II) approach.

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.

NOTE: DME required.
NOTE: RADAR required.
NOTE: DOD use only.

NOTE: Chart not to scale.

(WHYTE.WHYTE7) 23334
WHYTE SEVEN ARRIVAL
MCCHORD FLD (JOINT BASE LEWIS-MCCHORD) (KTCM)
TACOMA, WASHINGTON
AL-414 (FAA)



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.

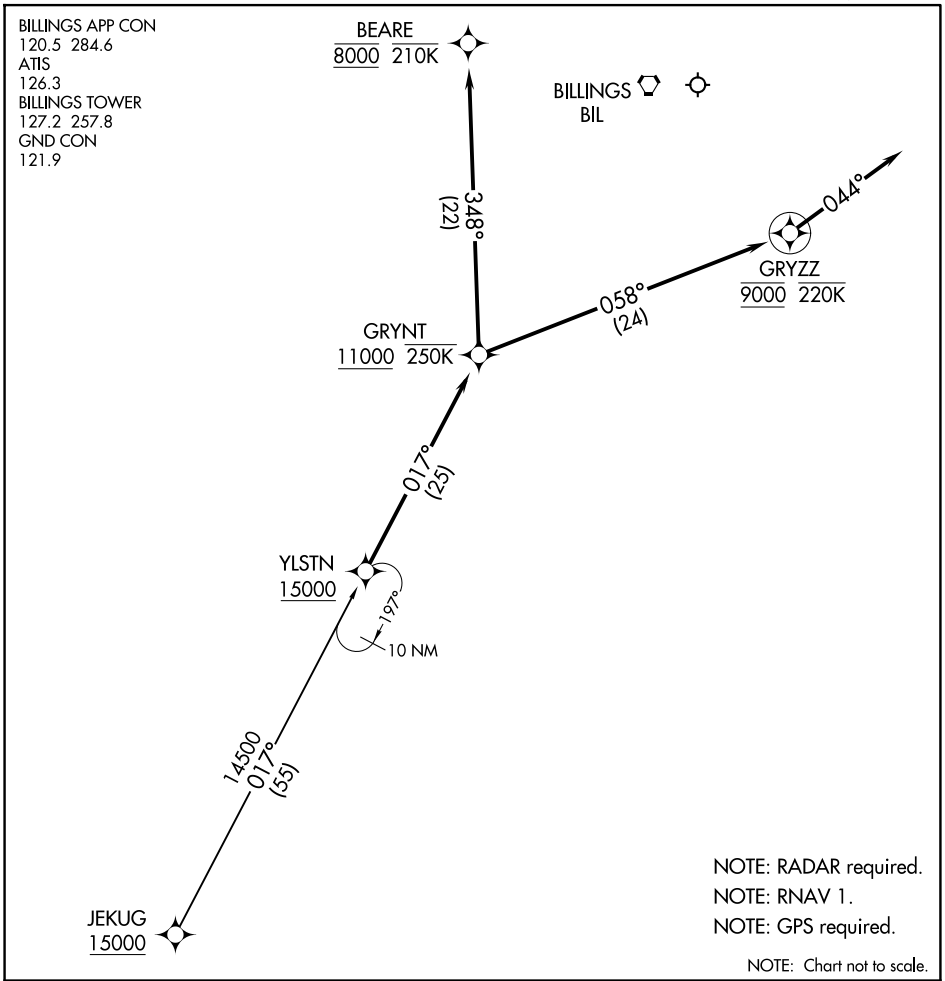
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

ZOOMR TWO ARRIVAL

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

INTENTIONALLY

LEFT

BLANK

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	7025
CH 69643	166°	TDZE	6188
W16A		Apt Elev	6221

RNAV (GPS) RWY 16

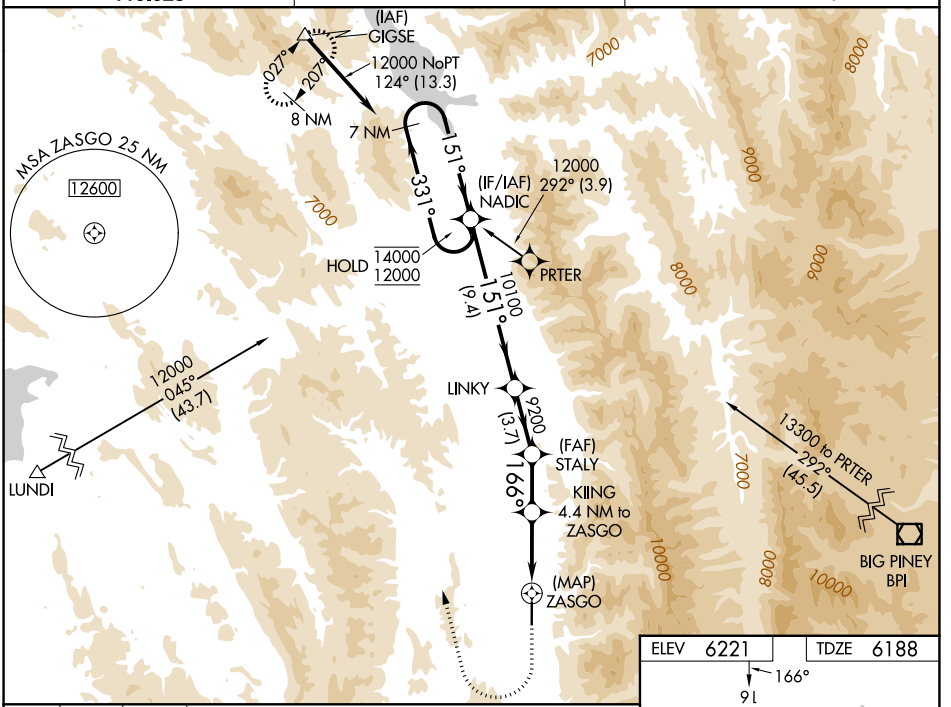
AFTON LINCOLN COUNTY/GENERAL BOYD L EDDINS FLD (AFO)

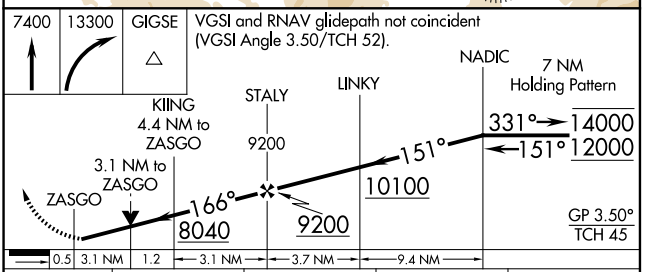
RNP APCH - GPS.

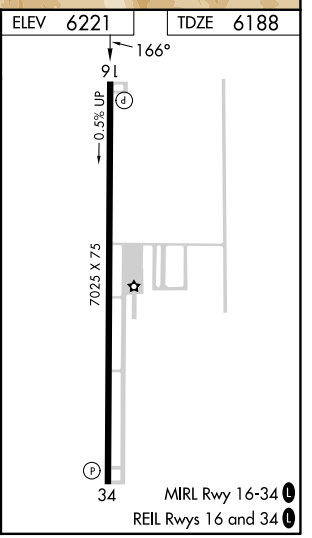
Rwy 16 helicopter visibility reduction below ¾ SM NA. When Afton altimeter setting not received, procedure NA. -18°C

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-3PT	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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

AFTON, WYOMING | AL-9116 (FAA) | 26078

RNAV (GPS) RWY 34

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

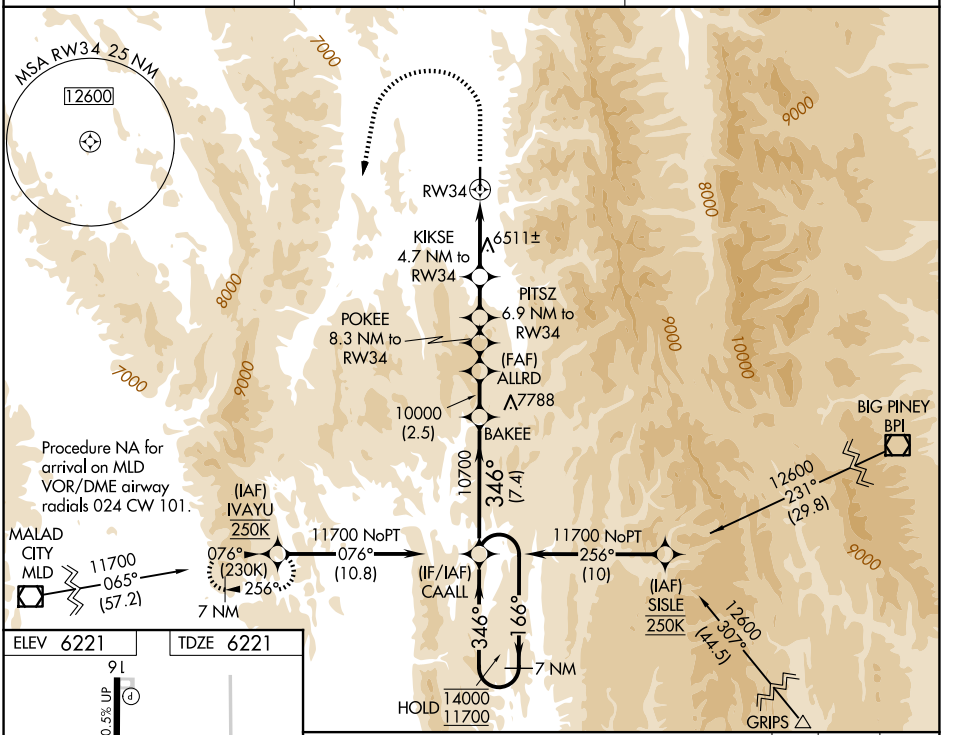
APP CRS	Rwy Ldg	7025
346°	TDZE	6221
	Apt Elev	6221

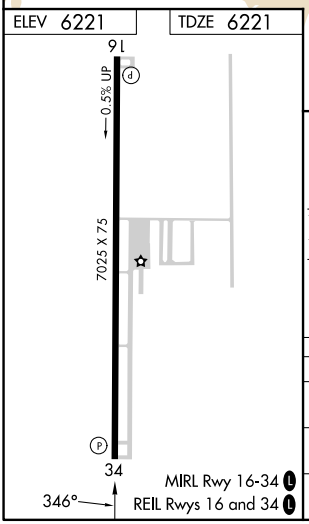
RNP APCH - GPS.

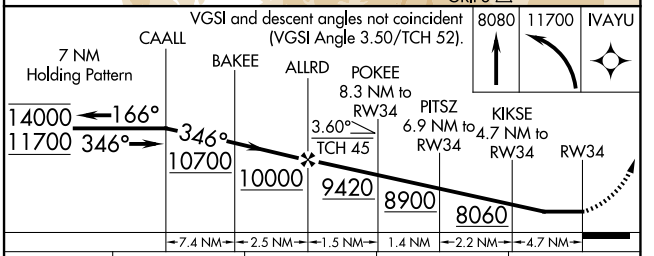
Circling NA east of Rwy 16-34. Procedure NA at night.
Rwy 34 helicopter visibility reduction below 1 SM NA.
When Afton altimeter setting not received, procedure NA.
NA
-18°C

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-3PT	SALT LAKE CENTER	UNICOM
119.025	128.35 239.25	122.8 (CTAF) L





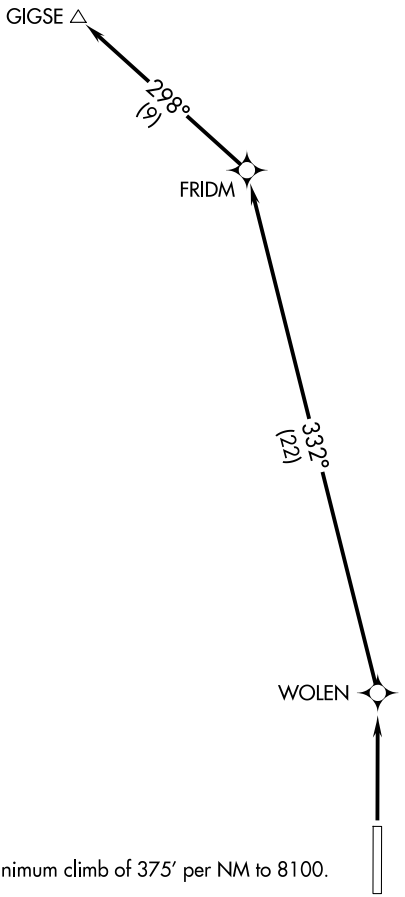


CATEGORY	A	B	C	D
LNAV MDA*	7520-1¼ 1299 (1300-1¼)	7520-1½ 1299 (1300-1½)	7520-3 1299 (1300-3)	NA
LNAV MDA	7800-1¼ 1579 (1600-1¼)	7800-1½ 1579 (1600-1½)	7800-3 1579 (1600-3)	NA
CIRCLING	7800-1¼ 1579 (1600-1¼)	7800-1½ 1579 (1600-1½)	7800-3 1579 (1600-3)	NA

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

SALT LAKE CENTER
128.35 239.25
CTAF
122.8



NOTE: RNAV-1.
NOTE: GPS required.

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

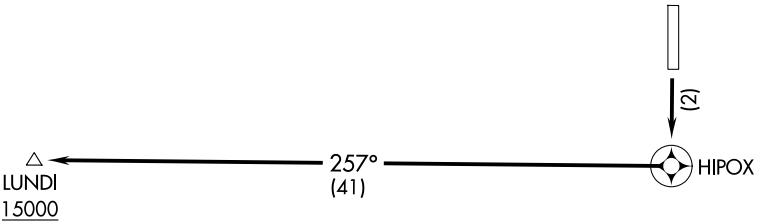
TAKEOFF OBSTACLE NOTES
Rwy 34: Fence beginning 160′ from DER, 412′ from DER, up to 6200′ MSL.
Pole 474′ from DER, 364′ right of centerline, 5′ AGL/6205′ MSL.
Trees beginning 1038′ from DER, 428′ right of centerline, up to 6238′ MSL.
Trees beginning 1065′ from DER, 324′ left of centerline, up to 6218′ 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.

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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

VOR-A

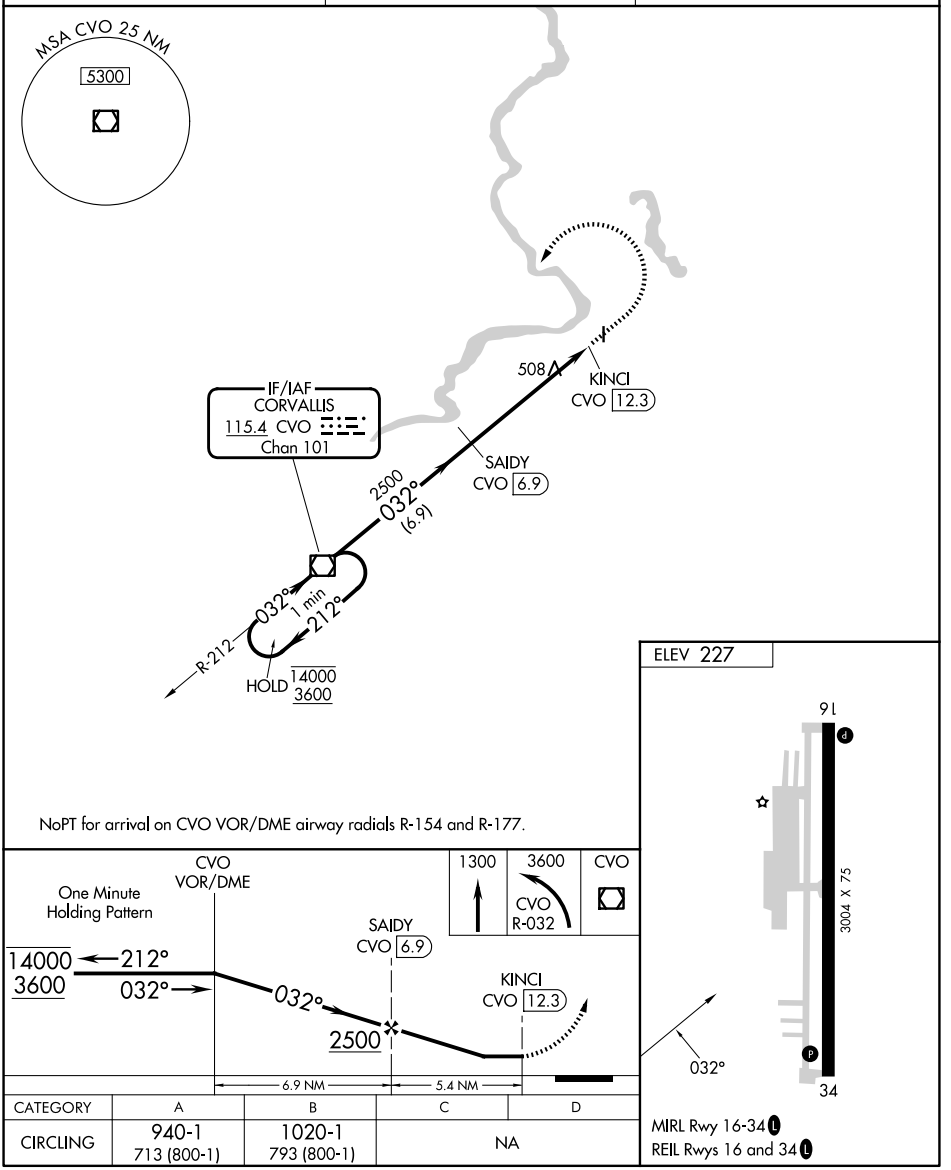
ALBANY MUNI (S12)

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



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

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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Idg	N/A
311°	TDZE	N/A
	Apt Elev	5034

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

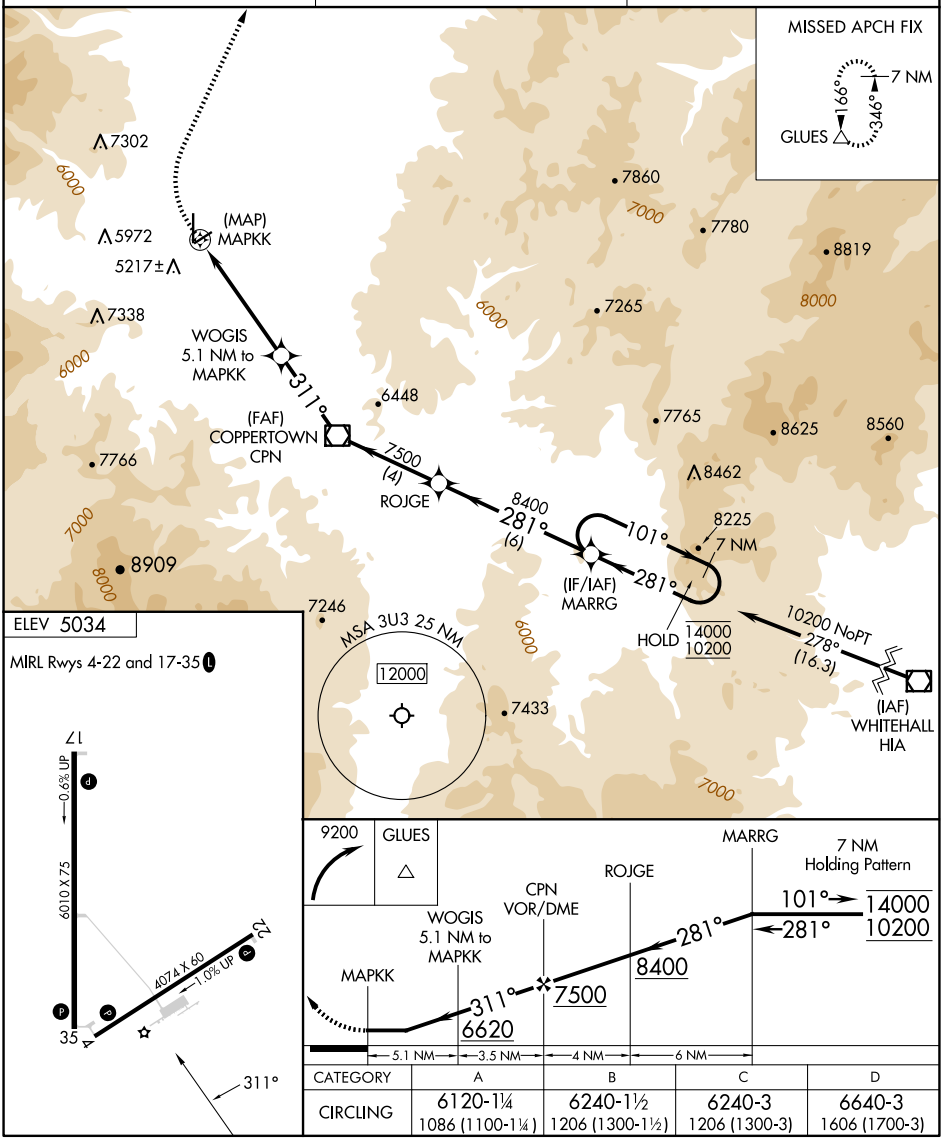
RNP APCH - GPS.

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



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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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.

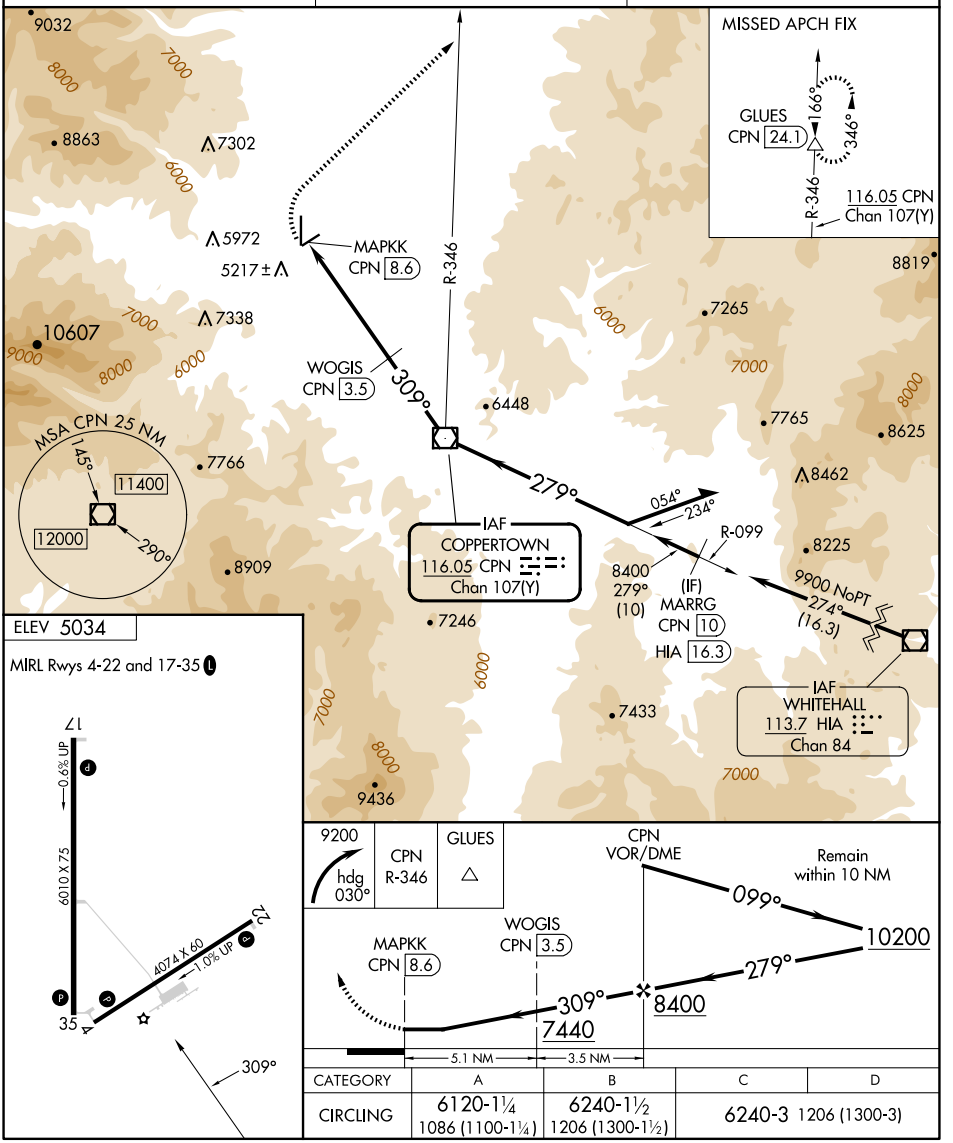
When local altimeter settings not received, use Butte altimeter setting and increase all MDAs 120 feet. Circling NA for Cats C and D west of Rwy 17-35.

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS)-A

ARCO-BUTTE COUNTY (AOC)

APP CRS	Rwy Ldg	N/A
329°	TDZE	N/A
	Apt Elev	5335

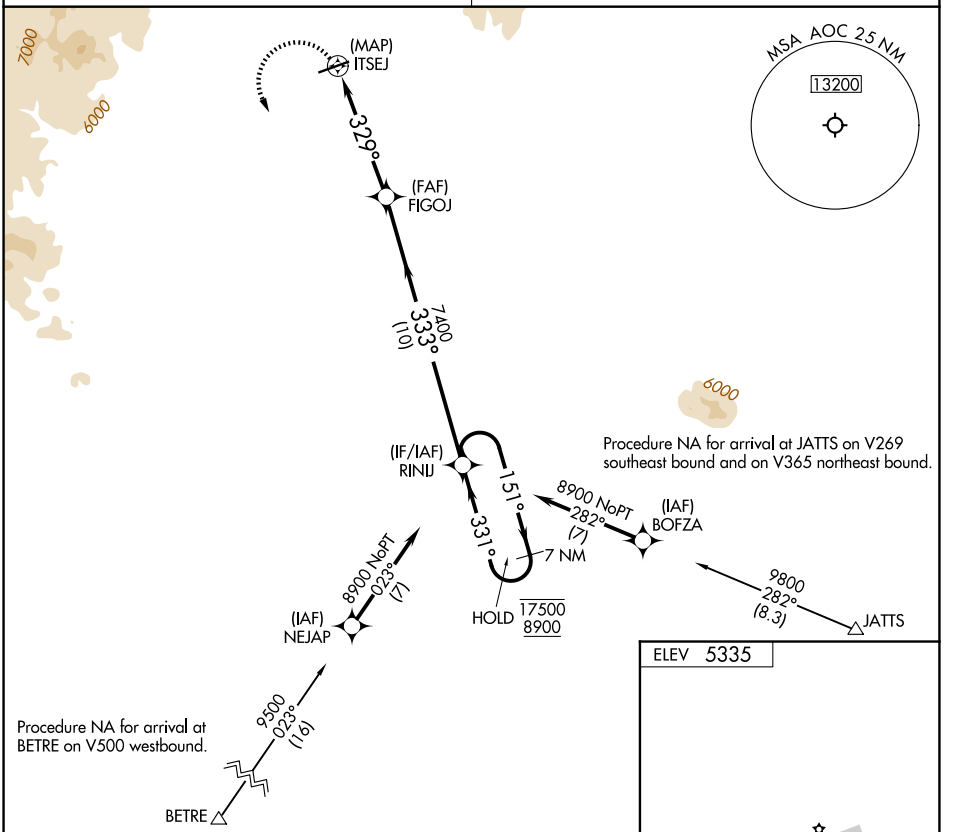
RNP APCH - GPS.

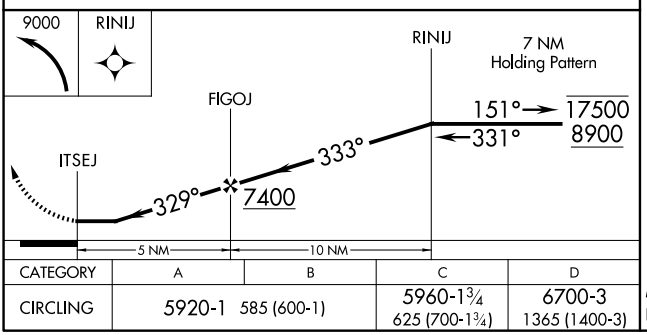
Circling NA for Cats C and D northwest of Rwy 6-24. When local altimeter setting not received, use PIH altimeter setting and increase all MDAs 580 feet and visibility Cats A/B/C 1¼ SM.

NA

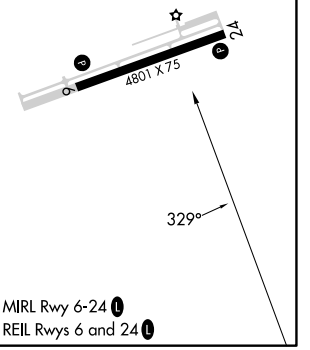
MISSED APPROACH: Climbing left turn to 9000 direct RINIJ and hold, continue climb in hold to 9000.

SALT LAKE CENTER	UNICOM
128.35 239.25	122.8 (CTAF) L





ELEV 5335



MIRL Rwy 6-24 L

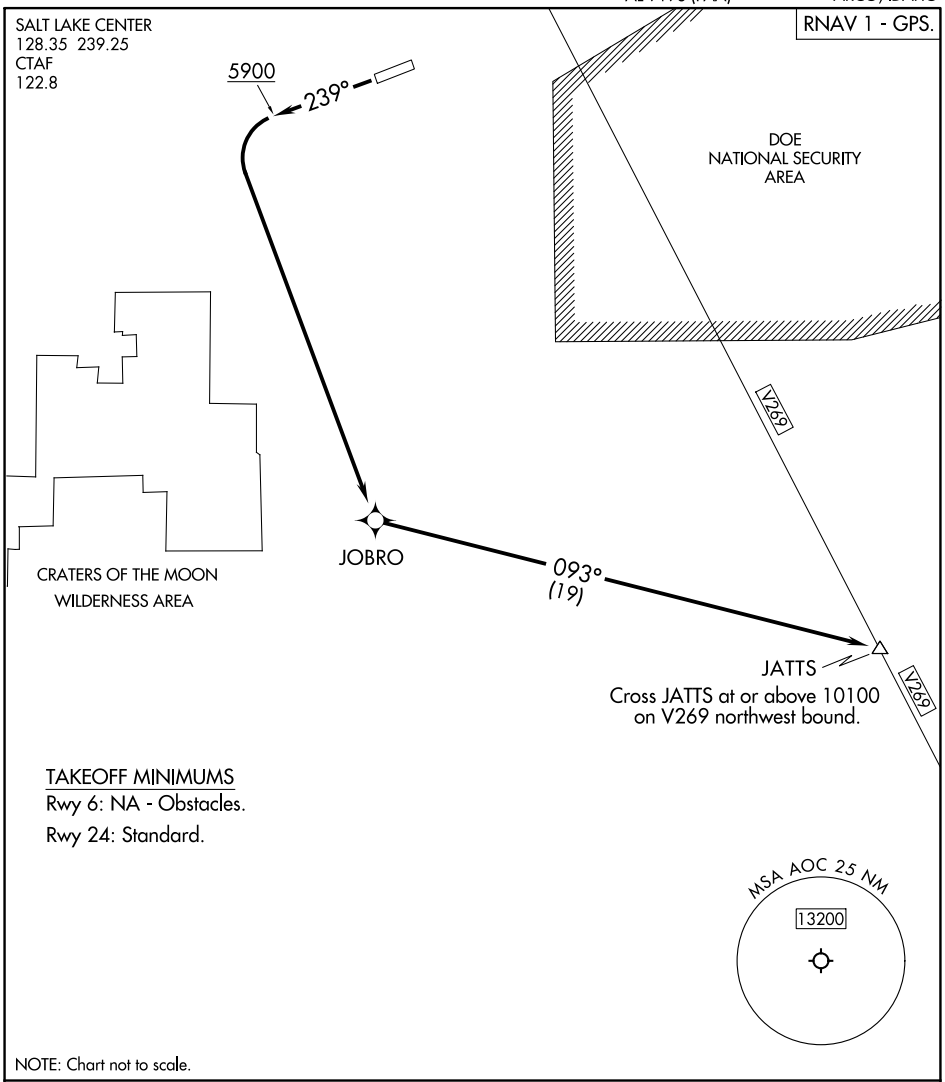
REIL Rwys 6 and 24 L

CATEGORY	A	B	C	D
CIRCLING	5920-1 585 (600-1)		5960-1¾ 625 (700-1¾)	6700-3 1365 (1400-3)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

JATTS TWO DEPARTURE (OBSTACLE) (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb on heading 239° to 5900, then climbing left turn direct JOBRO, then on track 093° to JATTS before proceeding on course.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 34

ARLINGTON MUNI (AWO)

WAAS	APP CRS	Rwy Ldg	5332
CH 90324	342°	TDZE	135
W34A		Apt Elev	142

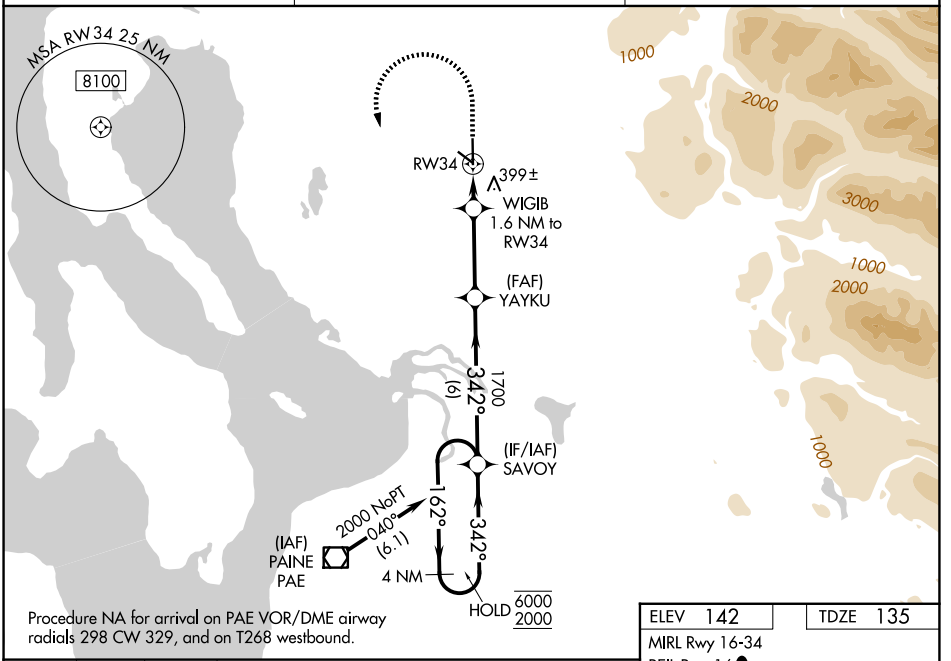
RNP APCH-GPS.

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	CTAF
135.625	128.5 306.9	122.725 L

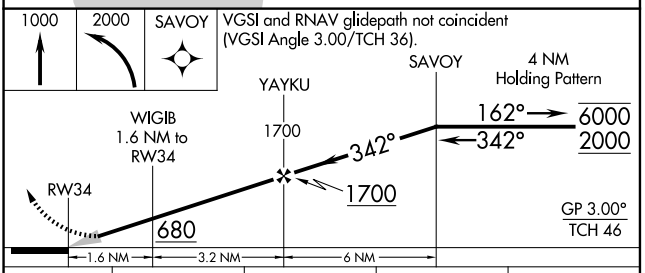


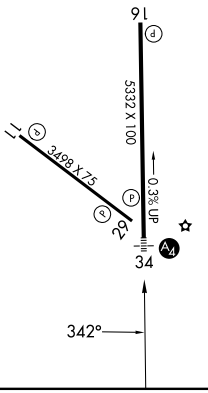
ELEV 142 | TDZE 135

MIRL Rwy 16-34

REIL Rwy 16 L

REIL Rwys 11 and 29





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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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

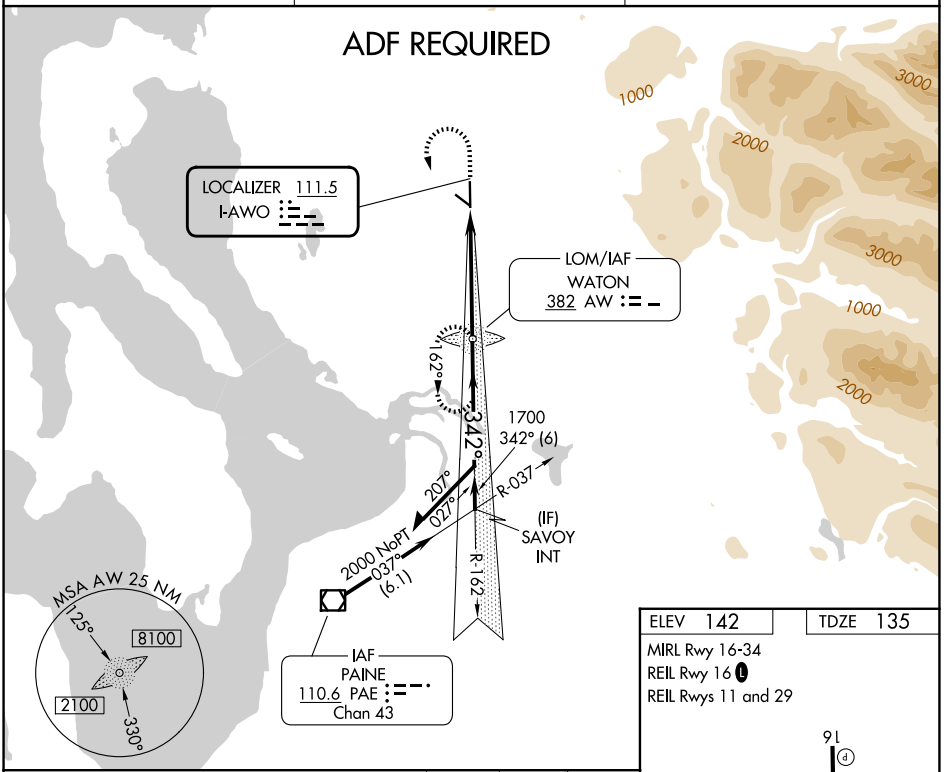
LOC RWY 34
ARLINGTON MUNI (AWO)

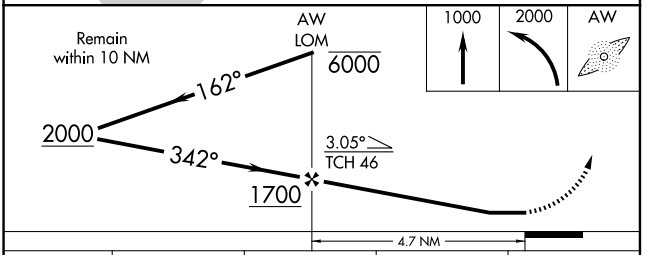
T
A NA — ADF required. When local altimeter setting not received, use Whidbey Island NAS (Ault Field) altimeter setting: increase all MDA 80 feet and visibility S-34 Cats C and D and Circling Cats B and C ¼ SM. For inop MALS, increase S-34 Cats C and D visibility to 1⅜ .

MALS

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

AWOS-3PT	SEATTLE APP CON	CTAF
135.625	128.5 306.9	122.725 L

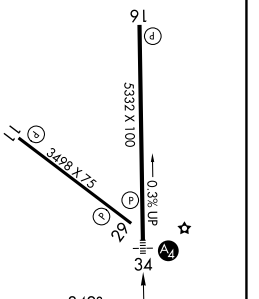




CATEGORY	A	B	C	D
S-34	580-¾ 445 (500-¾)		580-1 445 (500-1)	
CIRCLING	840-1 698 (700-1)	900-1 758 (800-1)	1000-2½ 858 (900-2½)	1040-3 898 (900-3)

ELEV 142 | TDZE 135

MIRL Rwy 16-34
REIL Rwy 16 L
REIL Rwys 11 and 29



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NDB RWY 34

ARLINGTON MUNI (AWO)

LOM AW	APP CRS	Rwy Ldg	5332
382	342°	TDZE	135
		Apt Elev	142

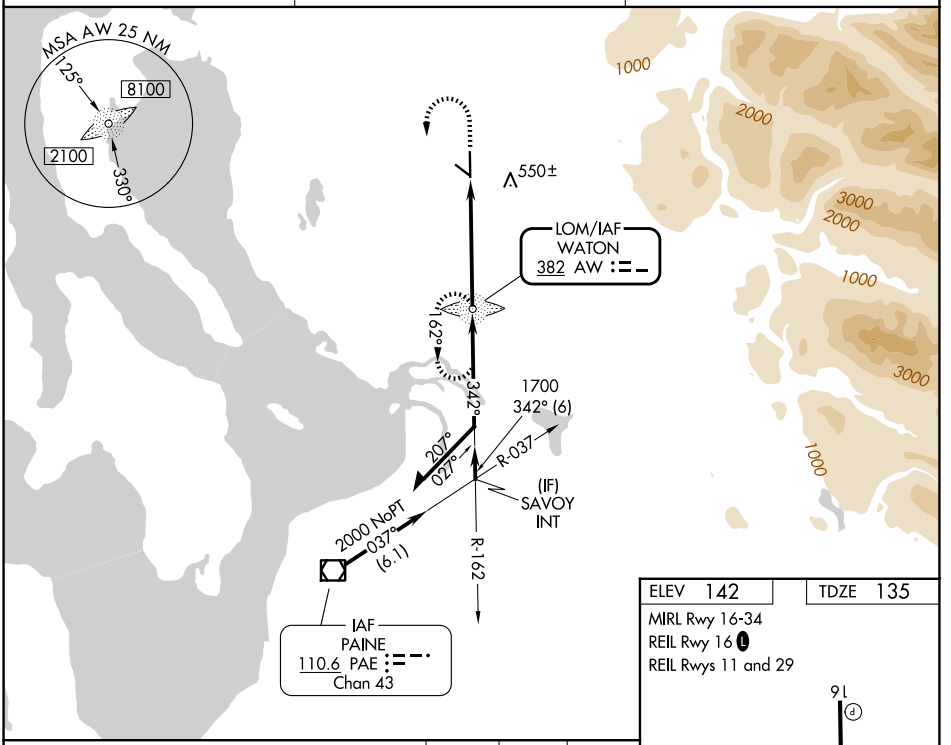
T A NA

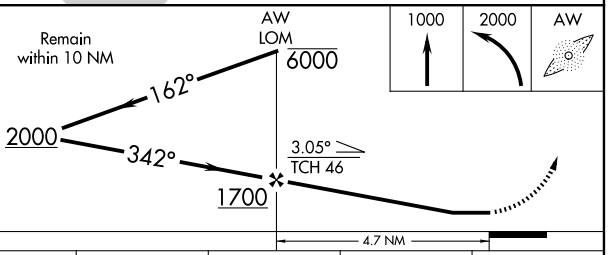
When local altimeter setting not received, use Whidbey Island NAS (Ault Field) altimeter setting: increase all MDA 80 feet and visibility S-34 Cats B, C, and D and Circling Cats B and C ¼ SM. For inop MALS when using Whidbey Island NAS (Ault Field) altimeter setting, increase S-34 Cats C and D visibility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

MALS

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

AWOS-3PT	SEATTLE APP CON	CTAF
135.625	128.5 306.9	122.725 L



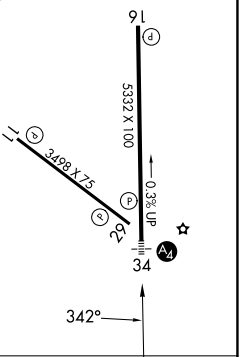


ELEV 142 TDZE 135

MIRL Rwy 16-34

REIL Rwy 16 L

REIL Rwys 11 and 29



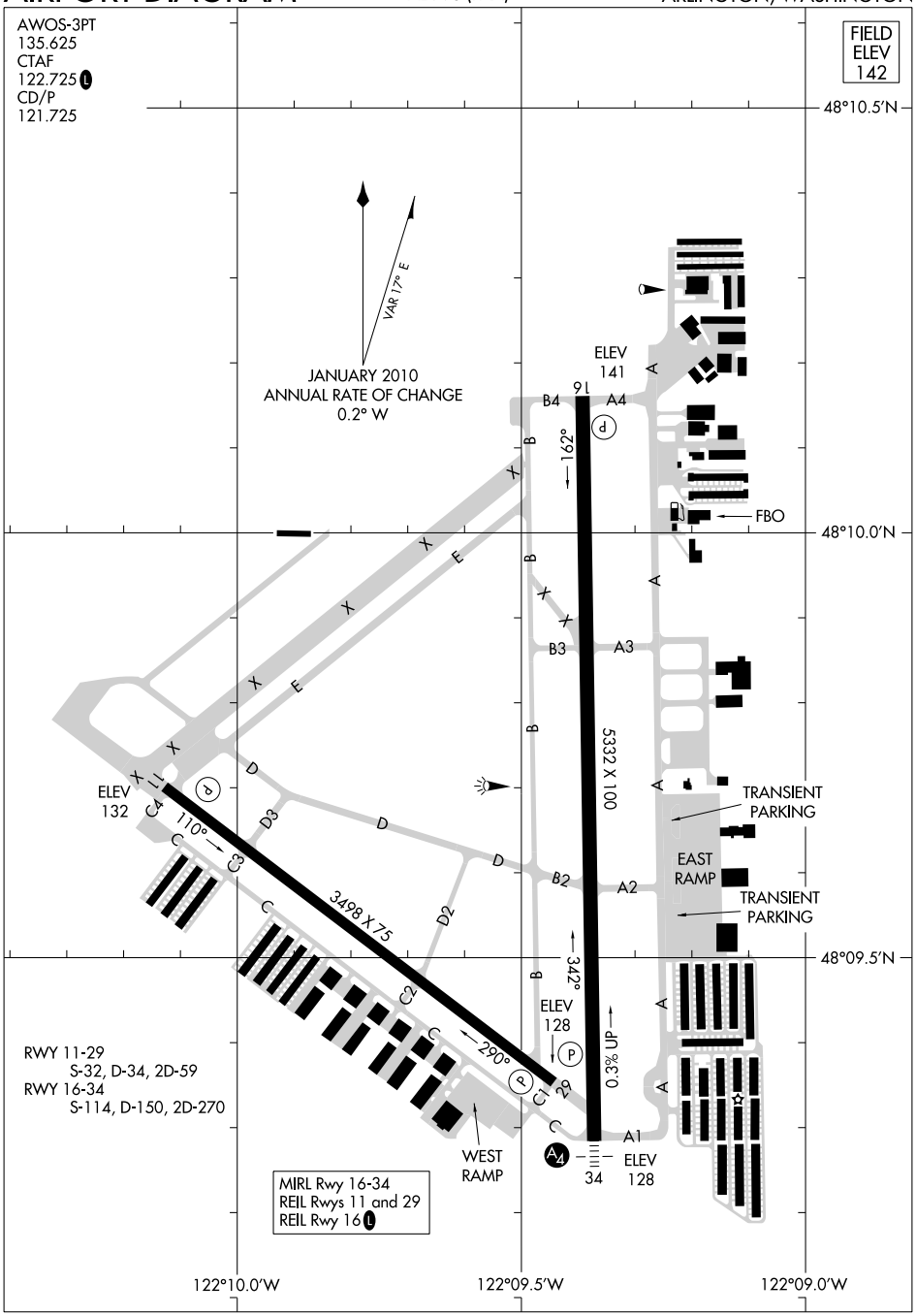
CATEGORY	A	B	C	D
S-34	860-¾ 725 (800-¾)		860-1¾ 725 (800-1¾)	
CIRCLING	860-1 718 (800-1)	900-1 758 (800-1)	1000-2½ 858 (900-2½)	1040-3 898 (900-3)

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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

23334

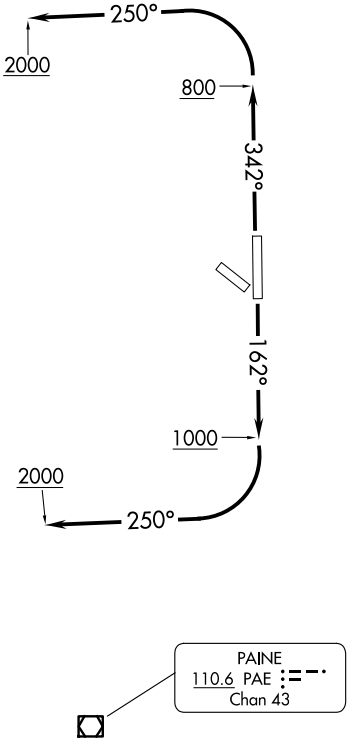
ARLINGTON TWO DEPARTURE

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, 03 SEP 2026 to 29 OCT 2026

ILS RWY 26

ASTORIA RGNL (AST)

LOC I-AST	APP CRS	Rwy Ldg	4780
109.5	261°	TDZE	14
		Apt Elev	15

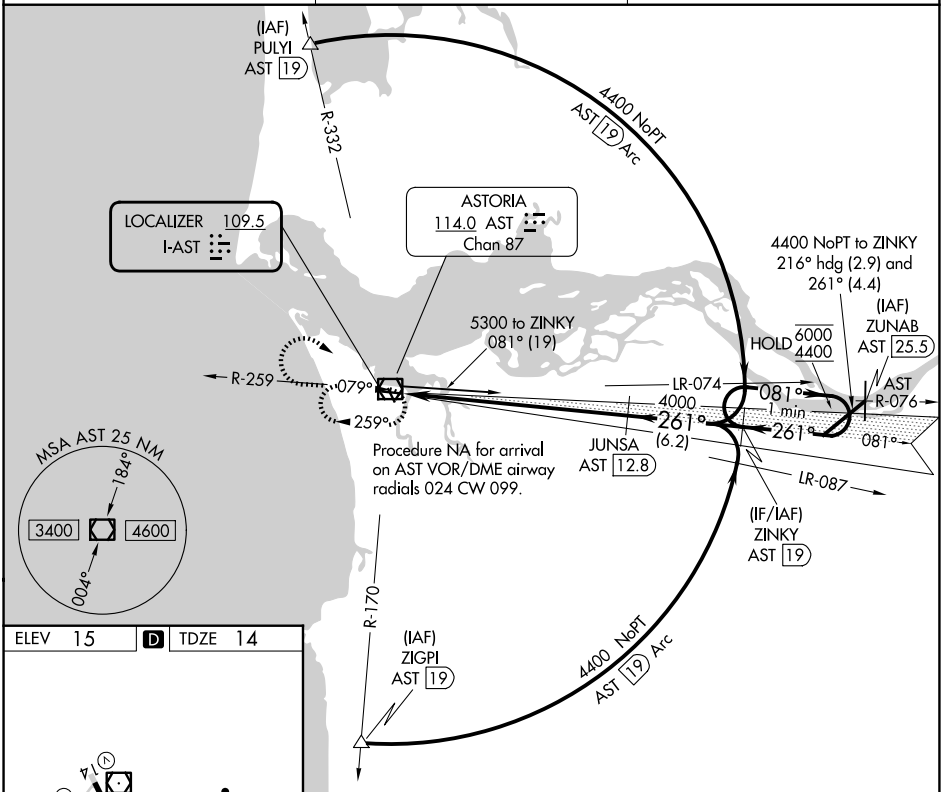
DME required for procedure entry.

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

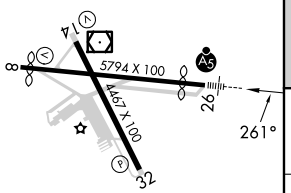
MALSR

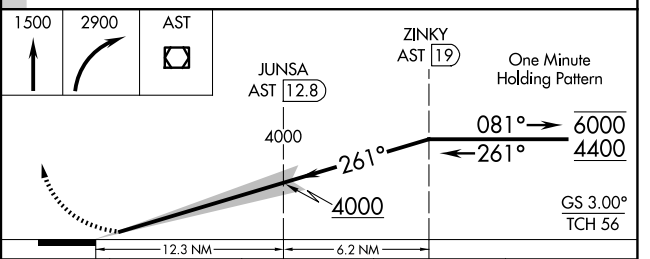
MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct AST VOR/DME and hold.

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



ELEV 15 D TDZE 14





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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 8

ASTORIA RGNL (AST)

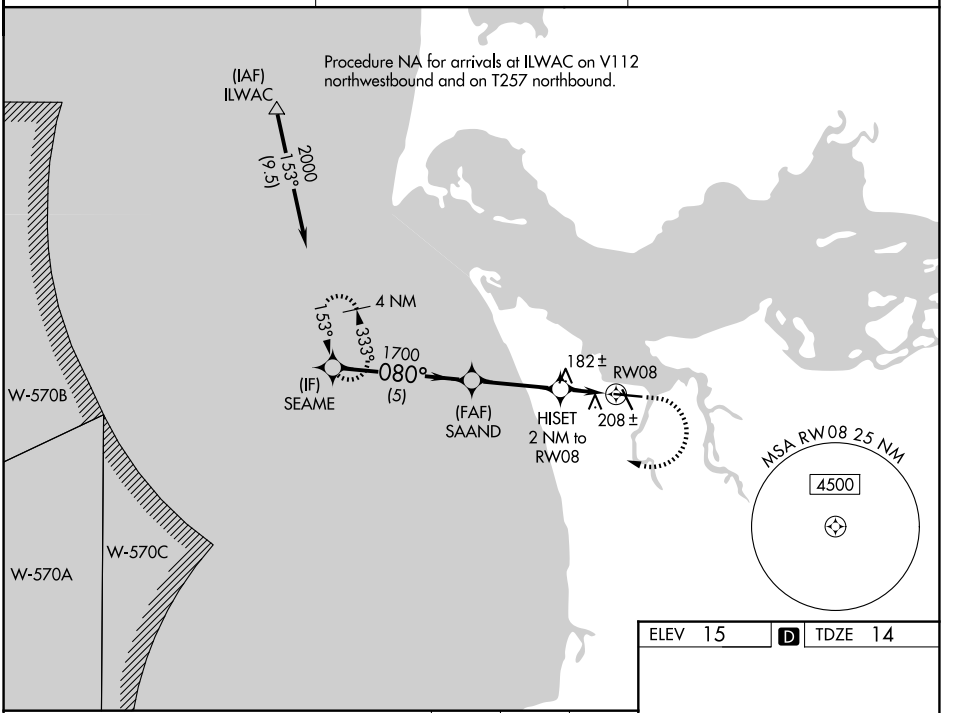
WAAS	APP CRS	Rwy Ldg	4894
CH 40032	080°	TDZE	14
W08A		Apt Elev	15

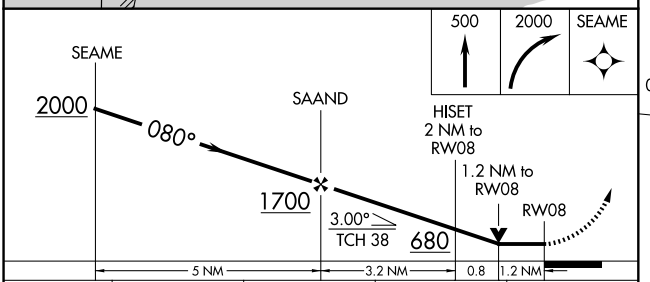
RNP APCH - GPS.

Rwy 8 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 14, 32 NA at night.

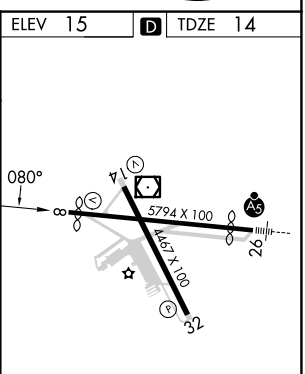
MISSED APPROACH: (Do not exceed 225K until SEAME) Climb to 500, then climbing right turn to 2000 direct SEAME and hold.

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





CATEGORY	A	B	C	D
LP MDA	440-1 426 (500-1)		440-1¼ 426 (500-1¼)	
LNAV MDA	460-1 446 (500-1)		460-1⅜ 446 (500-1⅜)	
CIRCLING	660-1 645 (700-1)	820-1 805 (900-1)	1080-3 1065 (1100-3)	1160-3 1145 (1200-3)



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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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

RNAV (GPS) RWY 26

ASTORIA RGNL (AST)

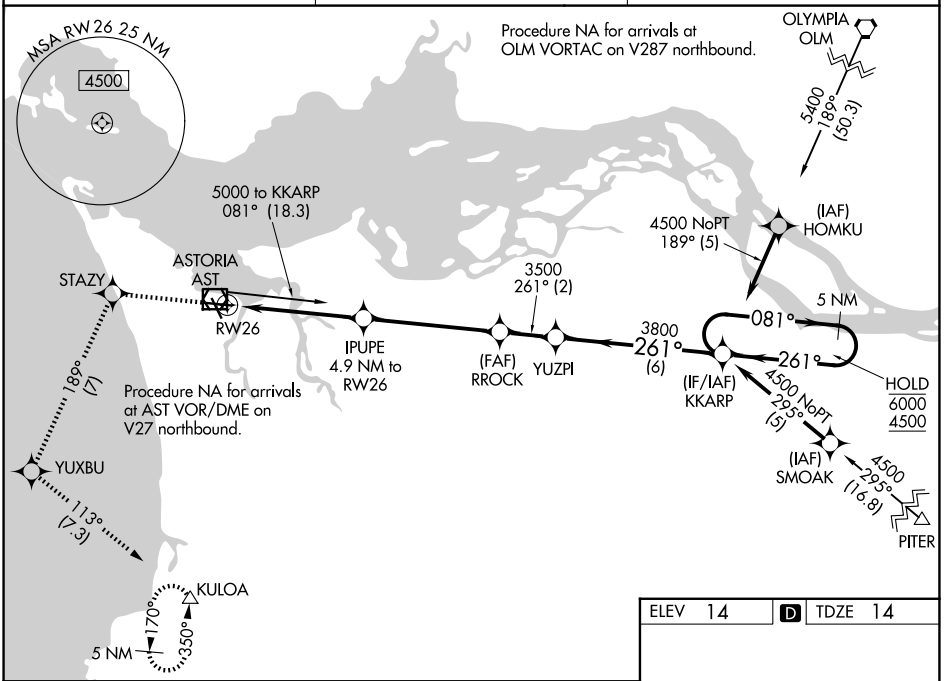
RNP APCH.

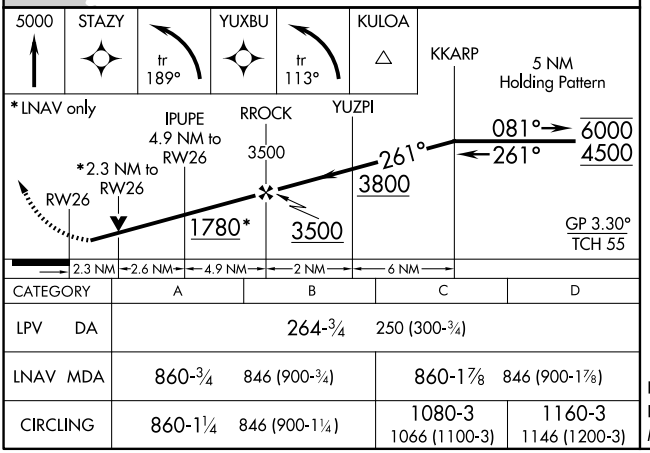
Inop table does not apply to LPV all Cats. Rwy 26 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LNAV Cat A/B visibility to 1 SM and Cat C/D to 2 ½ SM.

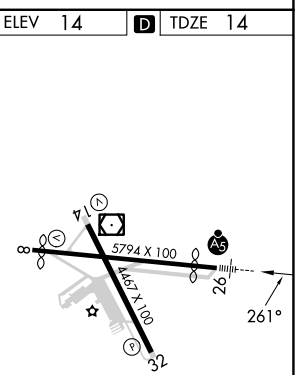
MALSR

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







CATEGORY	A	B	C	D
LPV DA	264-¾ 250 (300-¾)			
LNAV MDA	860-¾ 846 (900-¾)		860-1⅞ 846 (900-1⅞)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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

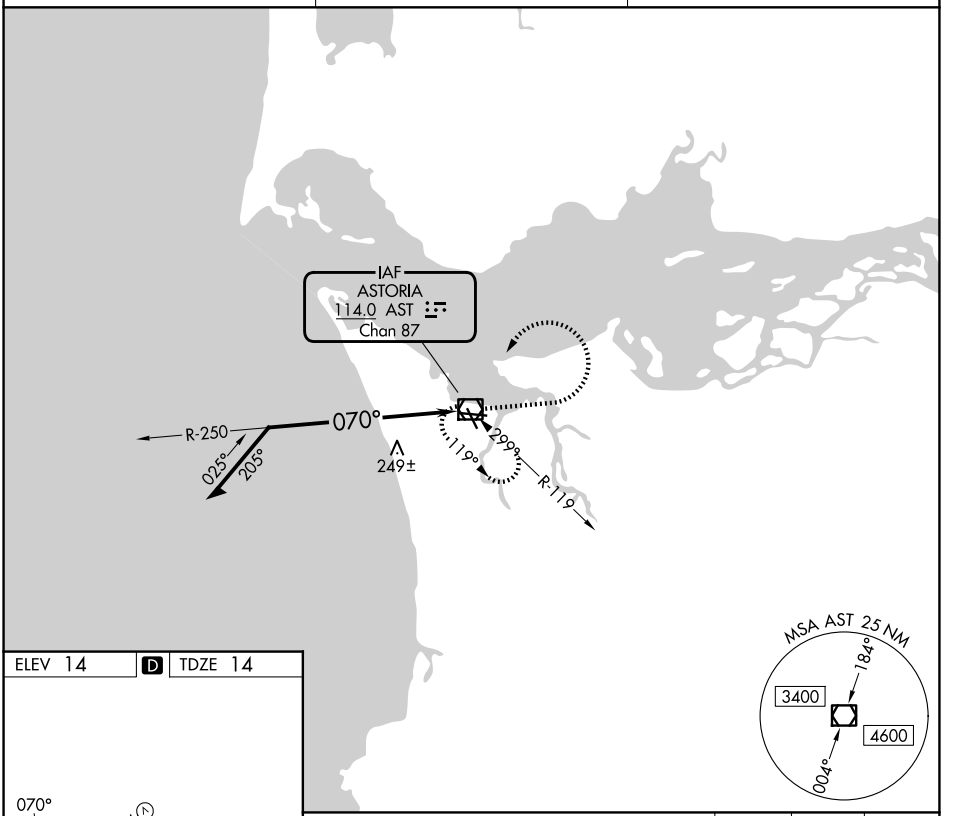
VOR RWY 8

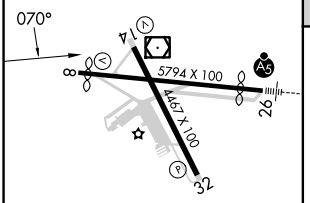
ASTORIA RGNL (AST)

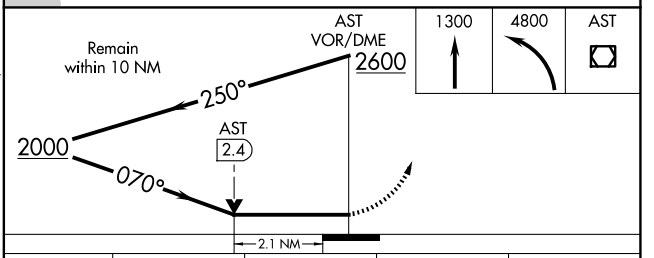
Rwy 8 helicopter visibility reduction below ¾ SM NA.

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







CATEGORY	A	B	C	D
S-8	720-1 706 (800-1)		720-2 706 (800-2)	
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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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

COPTER LOC RWY 26

ASTORIA RGNL (AST)

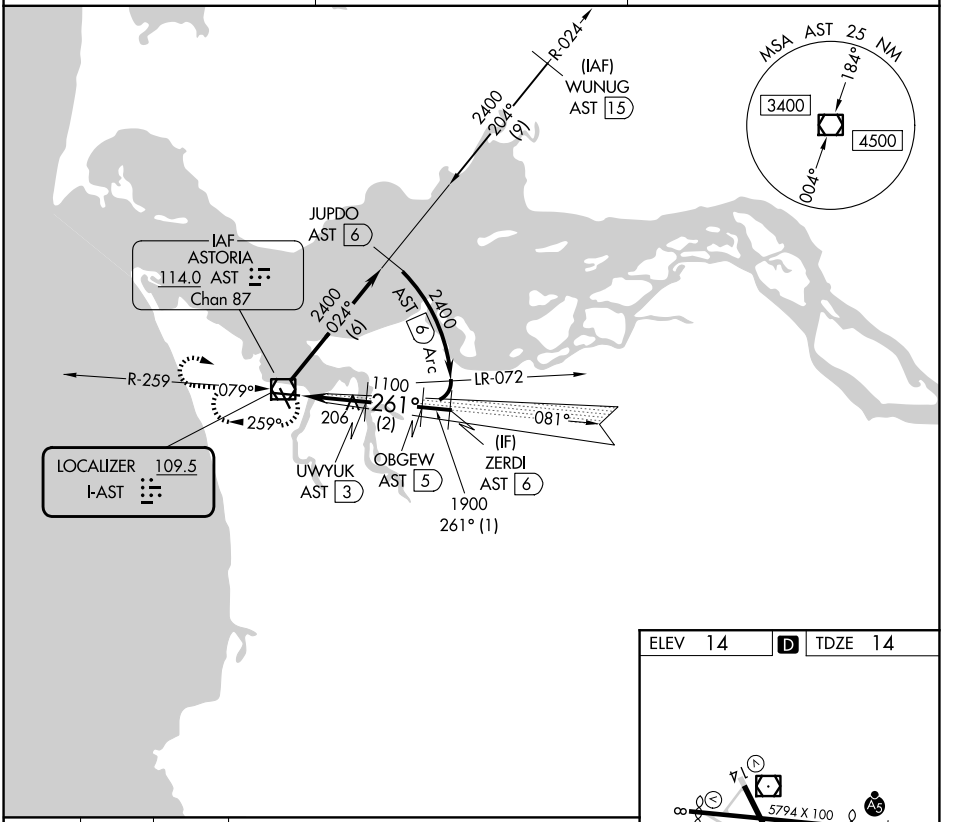
DME required.

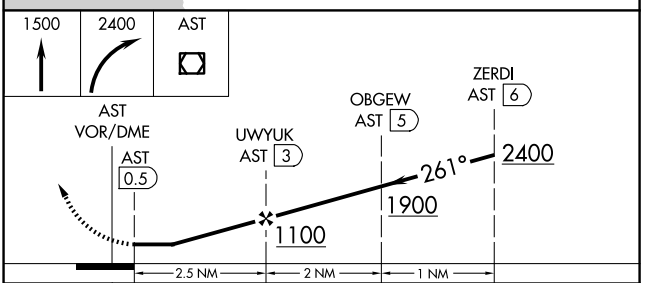
T A NA DME from AST VOR/DME. Simultaneous reception of I-AST and AST DME required. For inop ALS increase visibility to 1 SM.

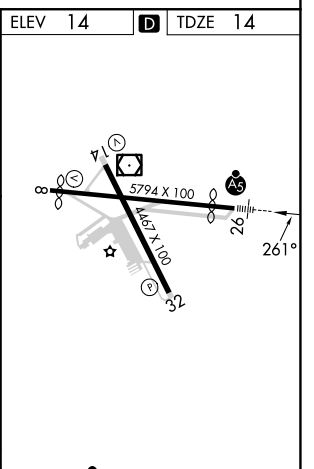
MALSR

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

COPTER VOR RWY 8

ASTORIA RGNL (AST)

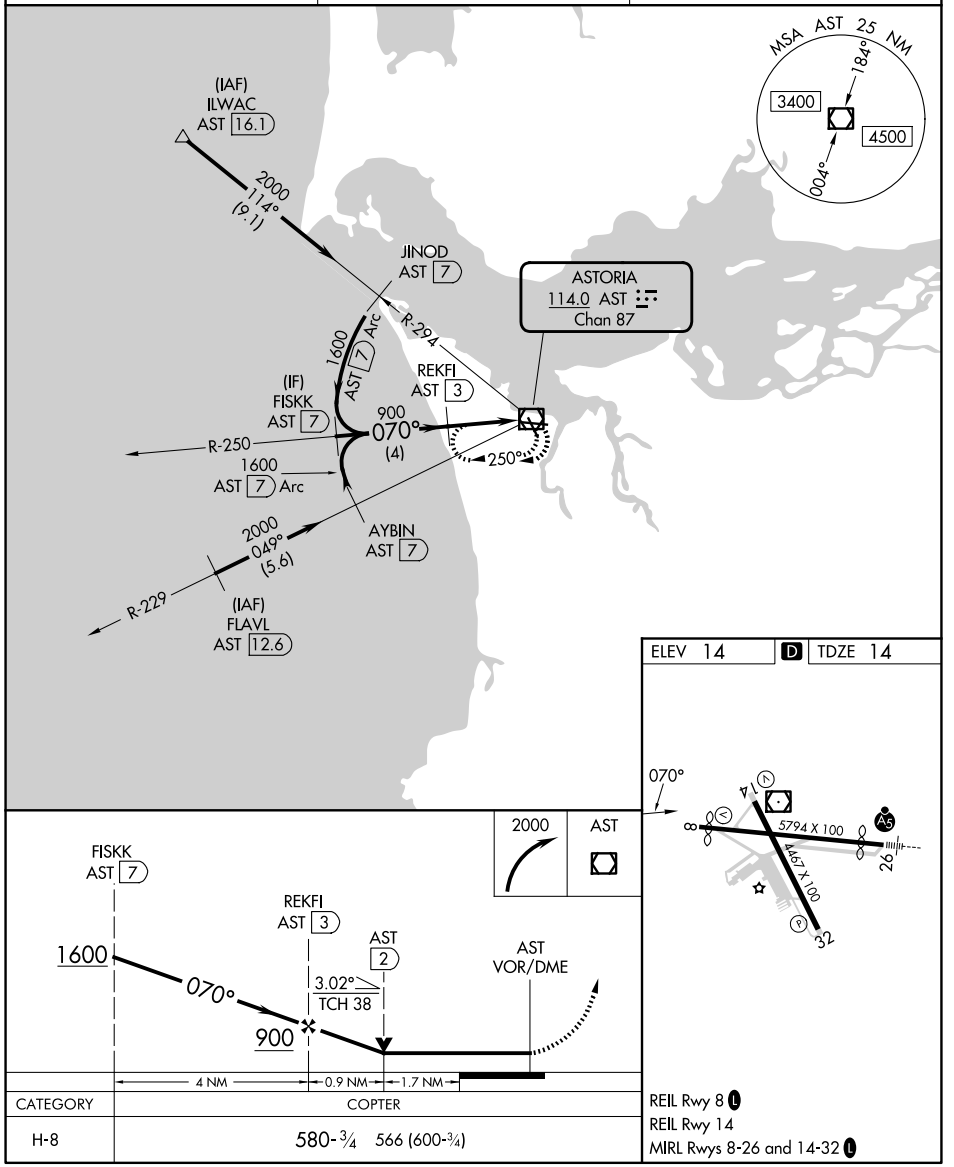
VOR/DME AST	APP CRS	Rwy Ldg	4894
114.0	070°	TDZE	14
Chan 87		Apt Elev	14

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



CATEGORY	COPTER
H-8	580-¾ 566 (600-¾)

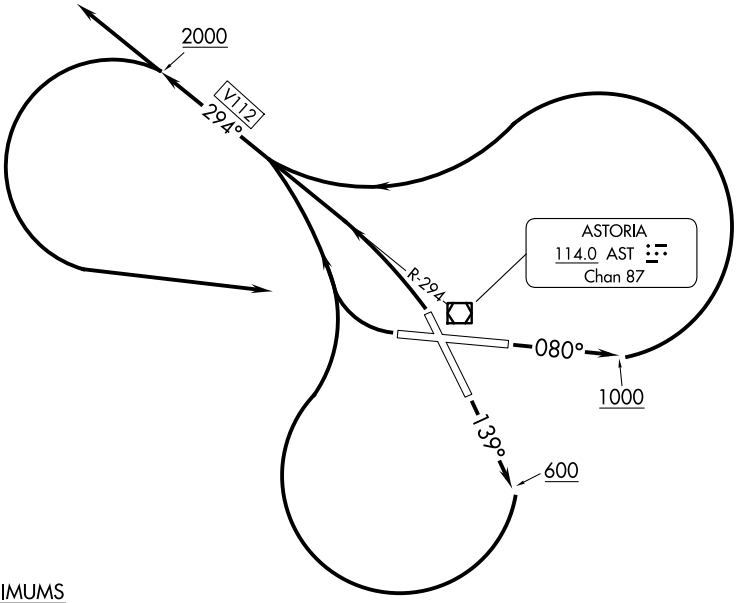
REIL Rwy 8 L
REIL Rwy 14
MIRL Rwys 8-26 and 14-32 L

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

ASTORIA THREE DEPARTURE (OBSTACLE)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 35

AUBURN MUNI (S50)

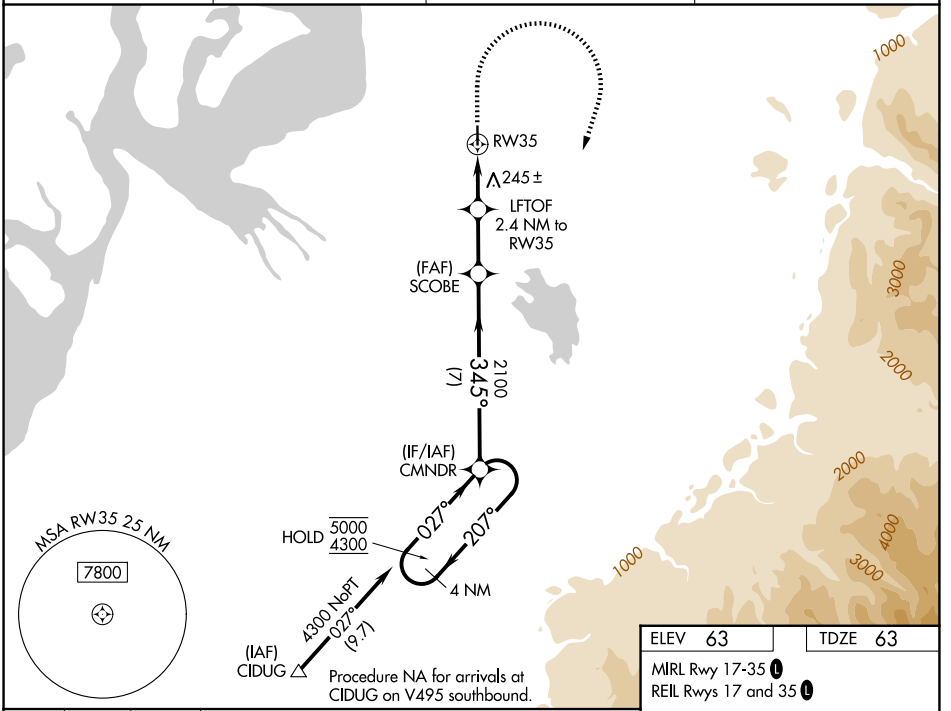
WAAS	APP CRS	Rwy Ldg	3601
CH 50346	345°	TDZE	63
W35A		Apt Elev	63

RNP APCH - GPS.

Circling NA west of Rwy 17-35. Baro-VNAV NA.
Rwy 35 helicopter visibility reduction below 1 SM NA.
Use SEA altimeter setting.

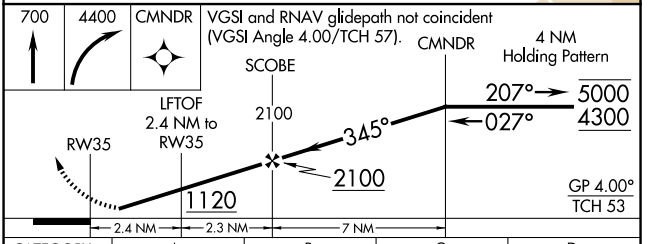
MISSED APPROACH: Climb to 700 then climbing right turn to 4400 direct CMNDR and hold, continue climb-in-hold to 4400.

AWOS-3PT	SEA ASOS	SEATTLE APP CON	UNICOM
118.050	118.0	123.85	122.975 (CTAF) L

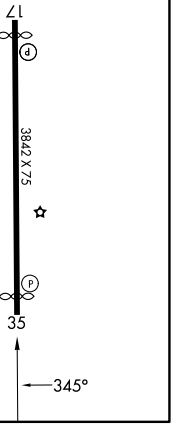


ELEV 63	TDZE 63

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	



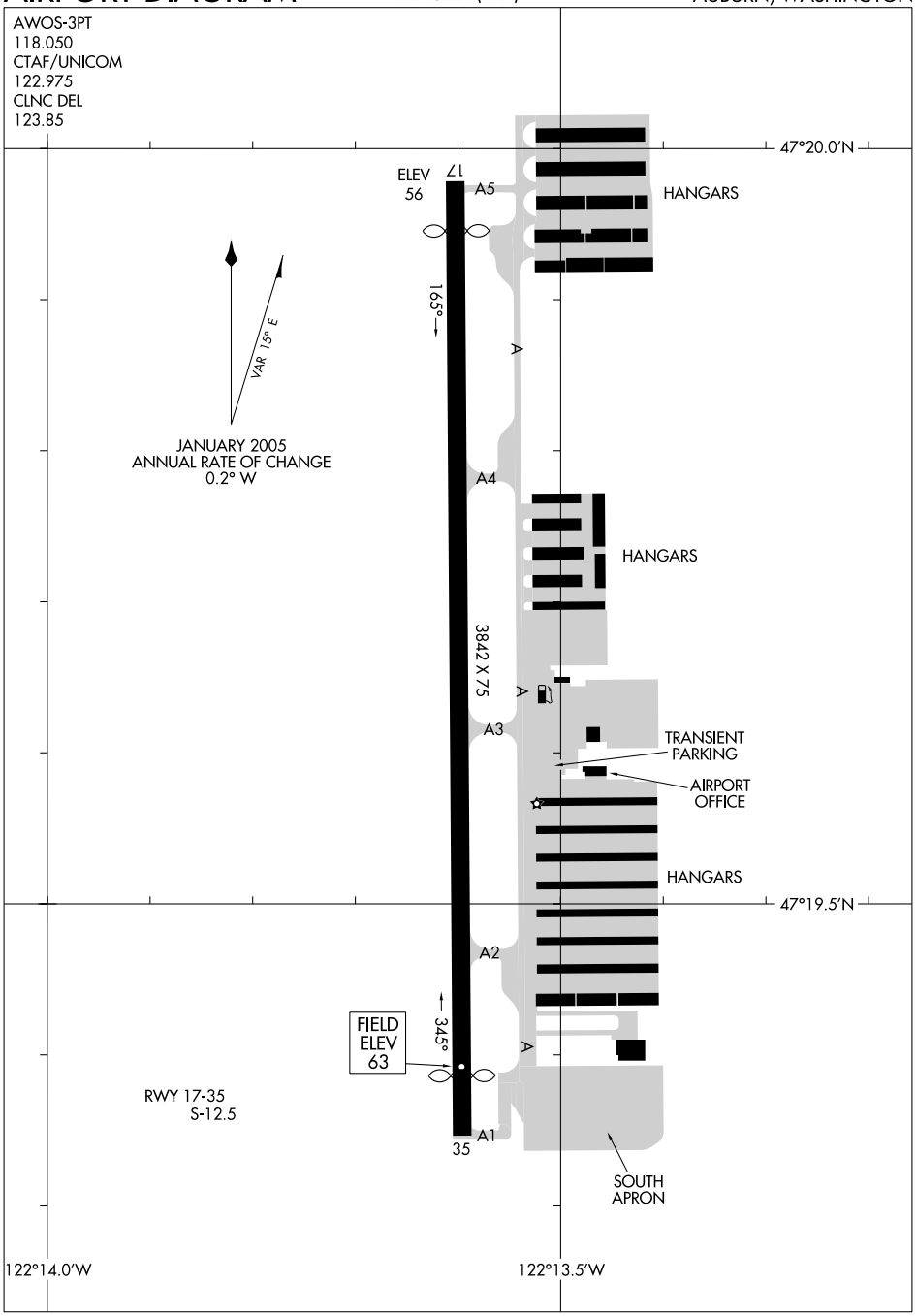
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26246

AIRPORT DIAGRAM

AL-10224 (FAA)

AUBURN MUNI (S50)
AUBURN, WASHINGTON



NW-1, 03 SEP 2026 to 29 OCT 2026

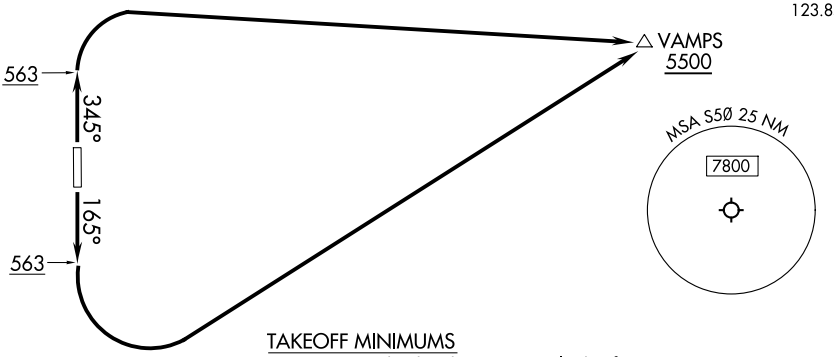
NW-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26246
AUBURN, WASHINGTON
AUBURN MUNI (S50)

VAMPS ONE DEPARTURE (OBSTACLE) (RNAV)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

AURORA, OREGON | AL-5722 (FAA) | 26078

RNAV (GPS) RWY 17
AURORA STATE (UAO)

WAAS	APP CRS	Rwy Ldg	5003
CH 70308	172°	TDZE	200
W17A		Apt Elev	200

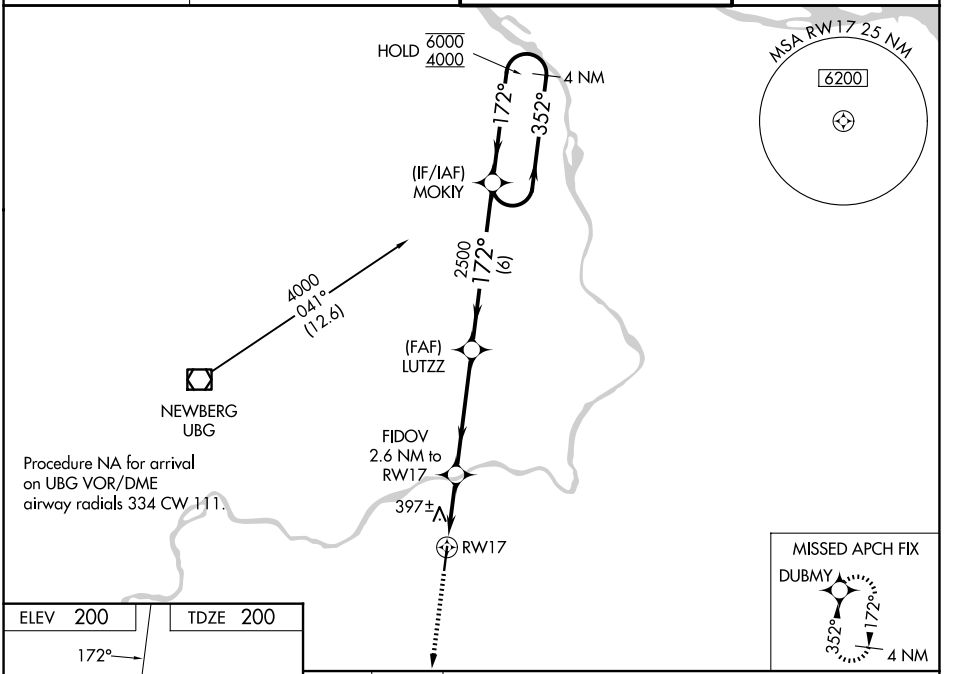
RNP APCH.

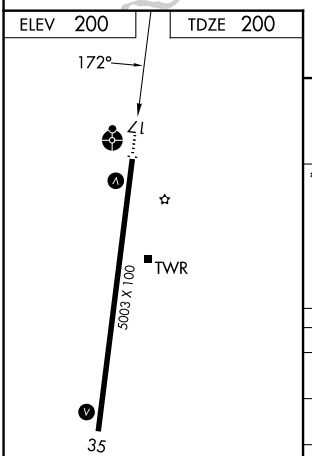
Rwy 17 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. For inop ALS, increase LNAV/VNAV Cat A/B and LNAV Cat C/D visibility to 1⅜ SM. Inop table does not apply to LPV and LNAV Cat A/B.

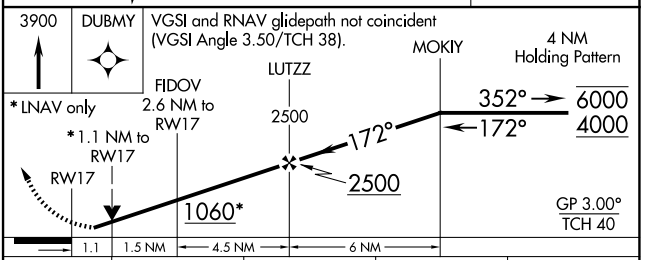
ODALS

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

ATIS	PORTLAND APP CON	AURORA TOWER★	GND CON
118.525	126.0 269.175	120.35 (CTAF) L	119.15







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)	
CIRCLING	700-1 500 (500-1)		700-1½ 500 (500-1½)	940-2¼ 740 (800-2¼)

AURORA, OREGON
Amdt 1B 26MAR20

45°15′N-122°46′W

AURORA STATE (UAO)
RNAV (GPS) RWY 17

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 35

AURORA STATE (UAO)

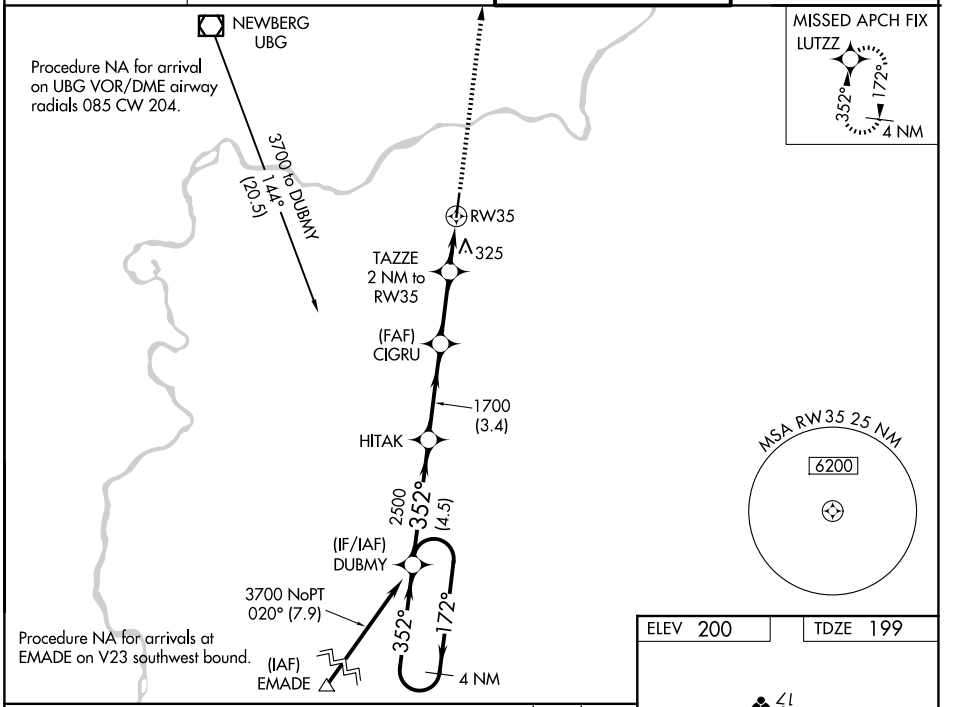
WAAS	APP CRS	Rwy Ldg	5003
CH 77508	352°	TDZE	199
W35A		Apt Elev	200

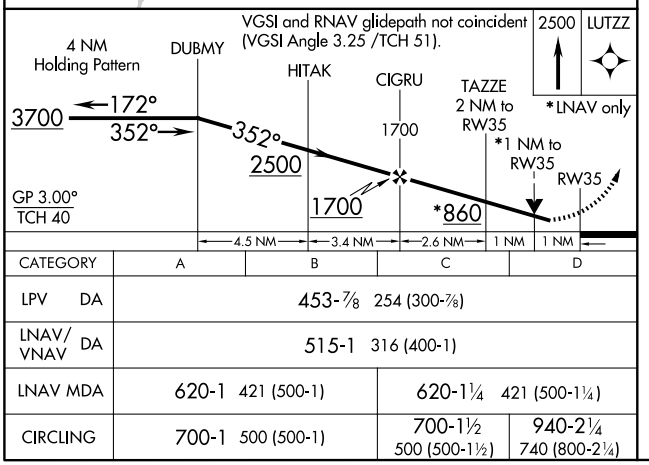
RNP APCH.

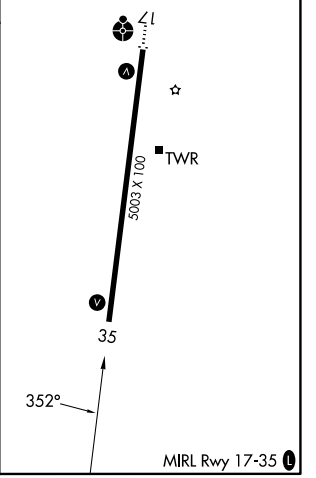
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct LUTZZ and hold.

ATIS	PORTLAND APP CON	AURORA TOWER★	GND CON
118.525	126.0 269.175	120.35 (CTAF) L	119.15







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)	
CIRCLING	700-1 500 (500-1)		700-1½ 500 (500-1½)	940-2¼ 740 (800-2¼)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

AURORA, OREGON | AL-5722 (FAA) | 26078

LOC RWY 17
AURORA STATE (UAO)

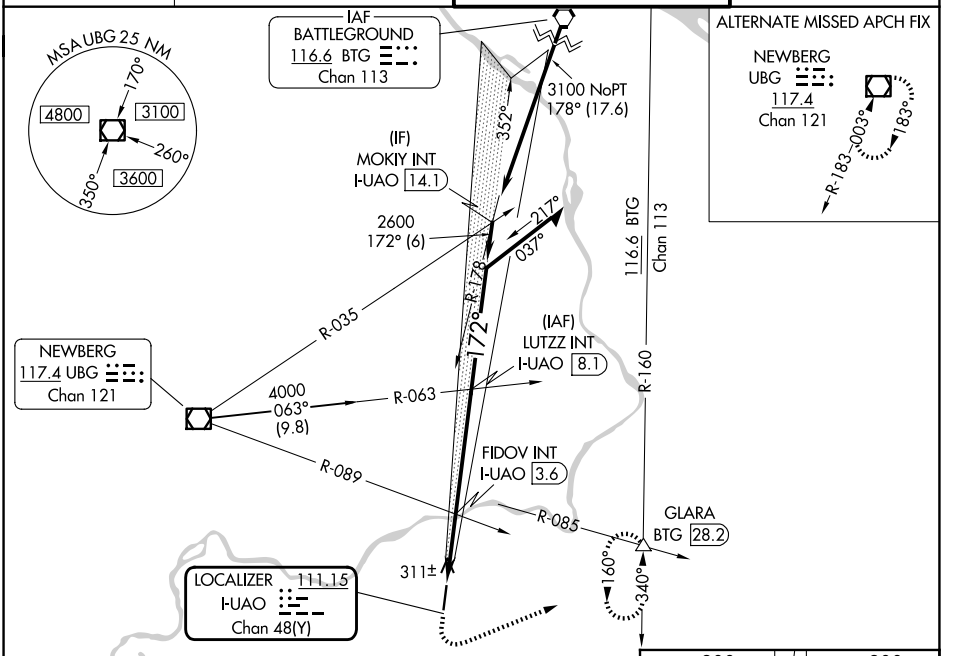
LOC/DME I-UAO	APP CRS	Rwy Ldg	5003
111.15	172°	TDZE	200
Chan 48(Y)		Apt Elev	200

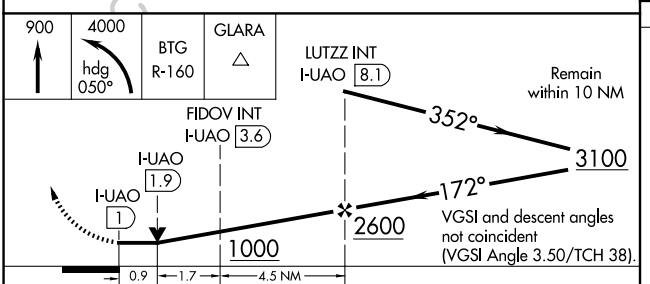
Rwy 17 helicopter visibility reduction below ¾ SM NA.
FIDOV fix minimums: Inop table does not apply to Cats C/D. For inop ALS, increase S-17 Cats C/D visibility to 2½ SM.

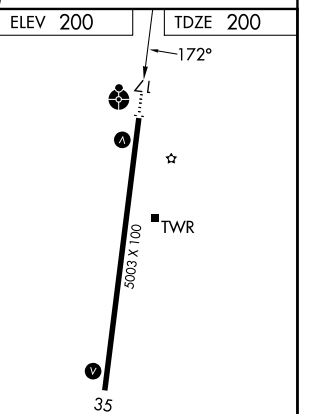
ODALS

MISSED APPROACH: Climb to 900 then climbing left turn to 4000 on heading 050° and BTG R-160 to GLARA INT/ BTG 28.2 DME and hold, continue climb-in-hold to 4000.

ATIS	PORTLAND APP CON	AURORA TOWER★	GND CON
118.525	126.0 269.175	120.35 (CTAF) L	119.15







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

MIRL Rwy 17-35 L

FAF to MAP 7.1 NM

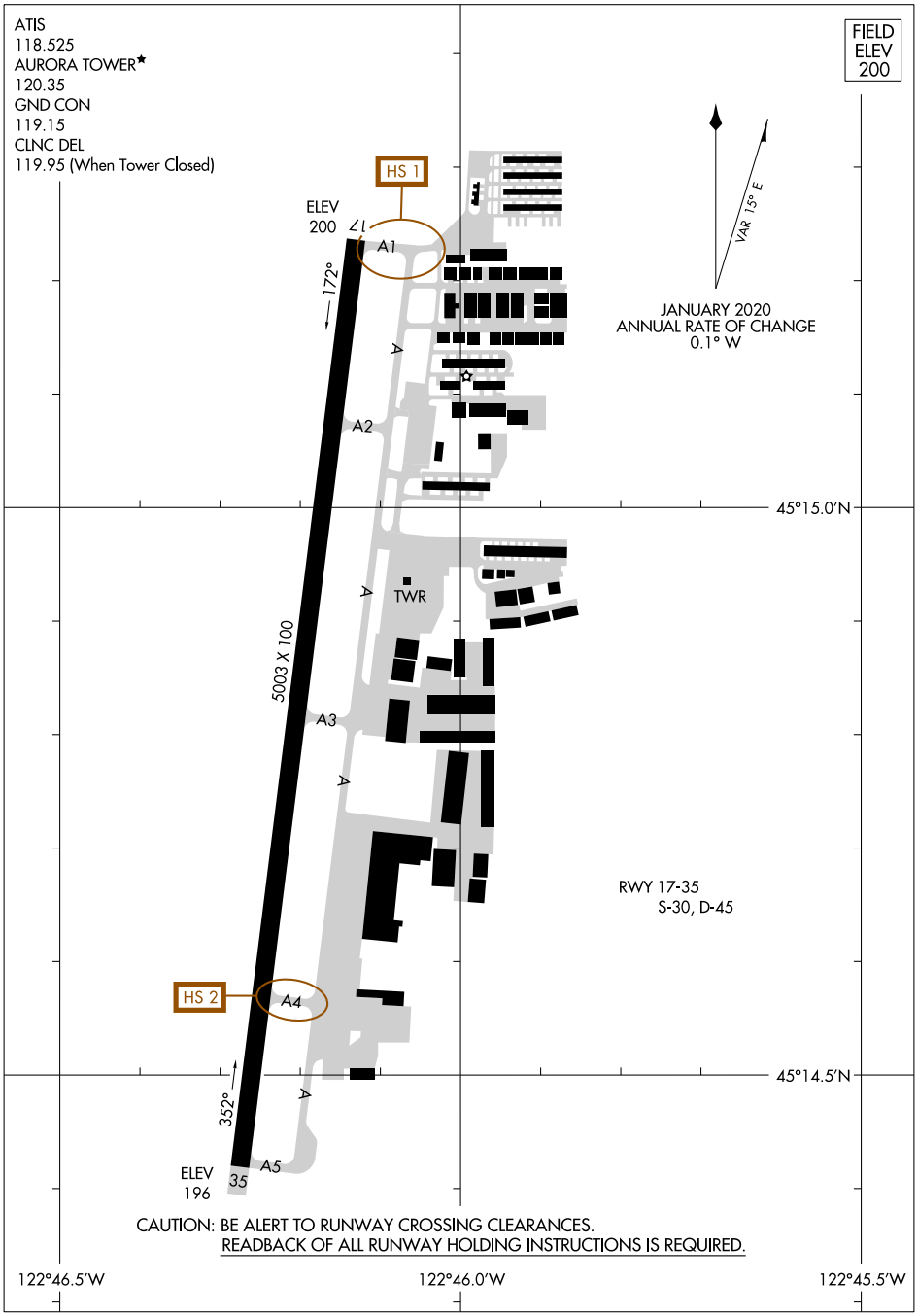
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

AURORA, OREGON
Amdt 2A 11OCT18

45°15'N-122°46'W



NW-1, 03 SEP 2026 to 29 OCT 2026

(GLARA2.GLARA) 26190

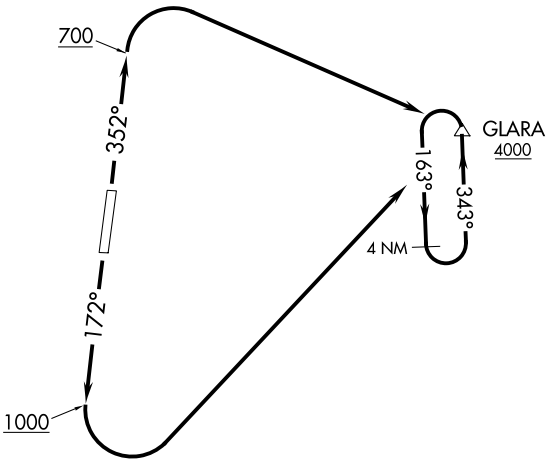
GLARA TWO DEPARTURE (RNAV)

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
126.0 269.175



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

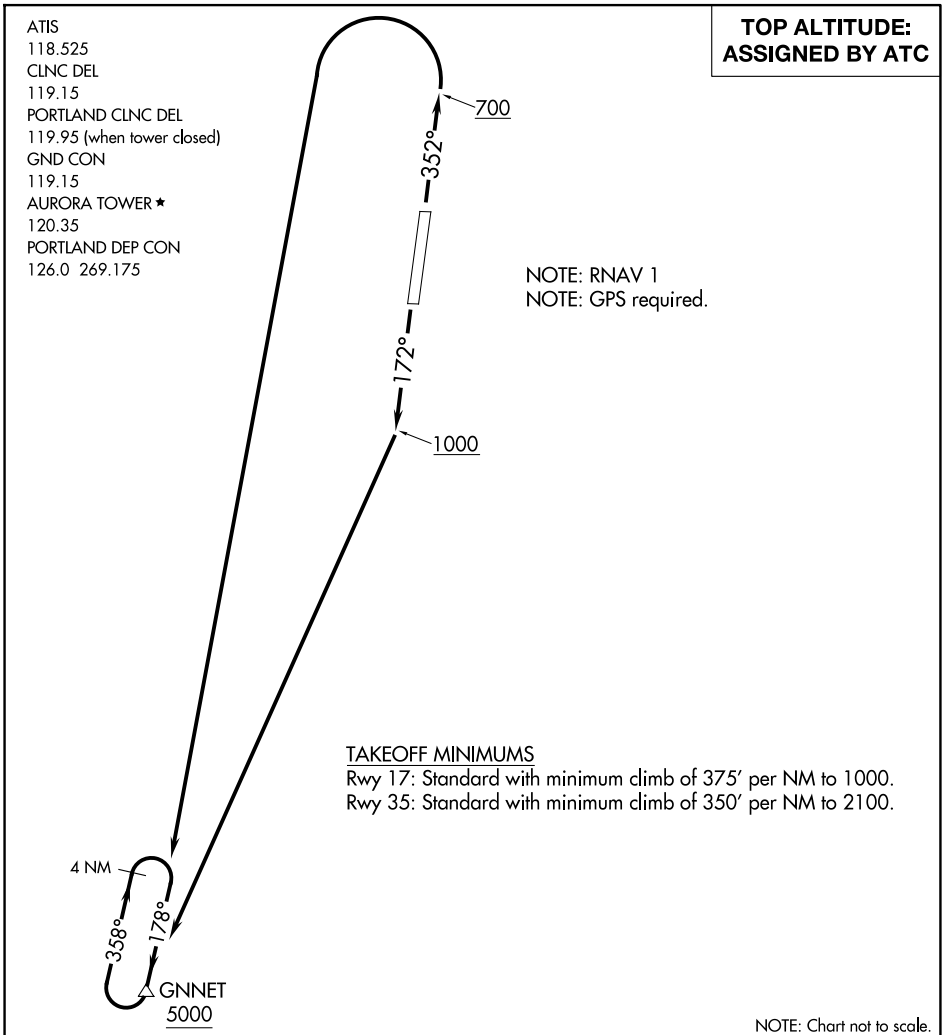
TAKEOFF RUNWAY 17: Climb heading 172° to 1000, then climbing left turn direct GLARA. Thence . . . .

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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(UBG2.UBG) 25051

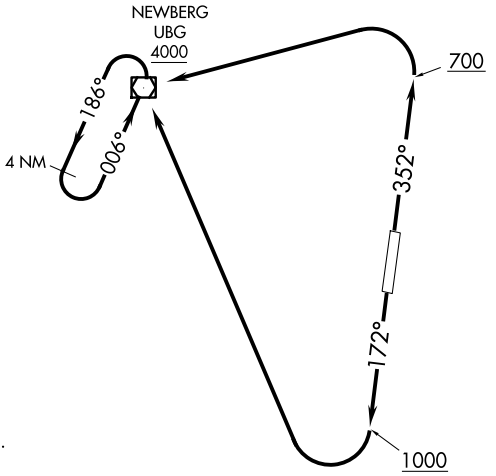
NEWBERG TWO DEPARTURE (RNAV)

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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 13

BAKER MUNI (BHK)

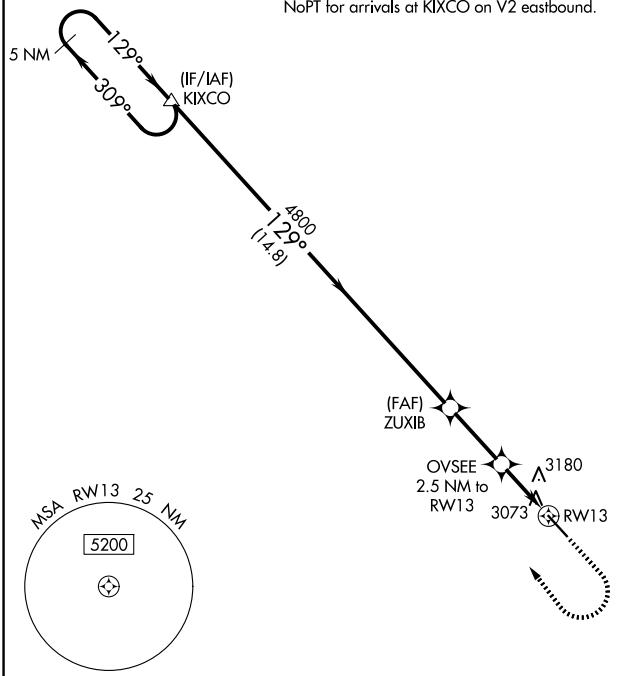
WAAS	APP CRS	Rwy Ldg	5904
CH 86339	129°	TDZE	2974
W13A		Apt Elev	2981

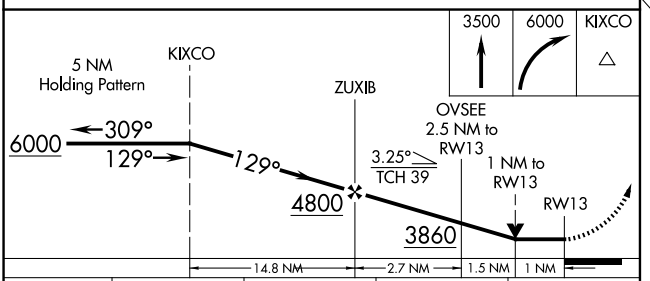
DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ SM NA.

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

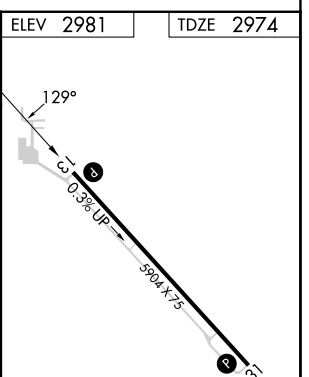
ASOS	SALT LAKE CENTER	CTAF
135.475	126.85 305.2	122.9 L

NoPT for arrivals at KIXCO on V2 eastbound.





CATEGORY	A	B	C	D
LP MDA	3340-1	366 (400-1)		
LNAV MDA	3480-1	506 (500-1)	3480-1⅜	506 (500-1⅜)
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 31

BAKER MUNI (BHK)

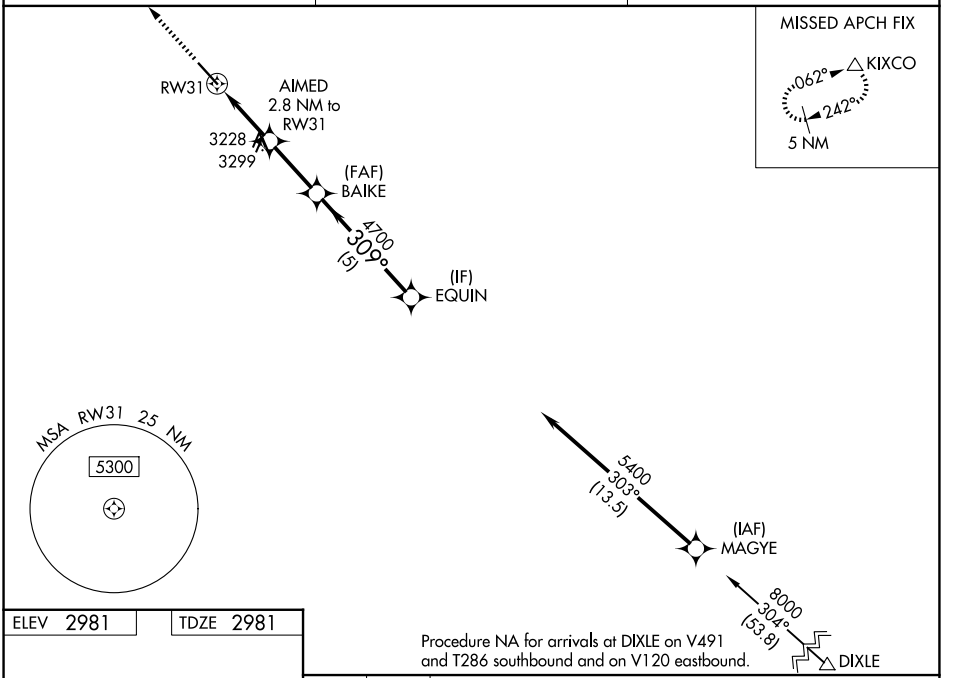
WAAS	APP CRS	Rwy Ldg	5904
CH 50138	309°	TDZE	2981
W31A		Apt Elev	2981

RNP APCH - GPS.

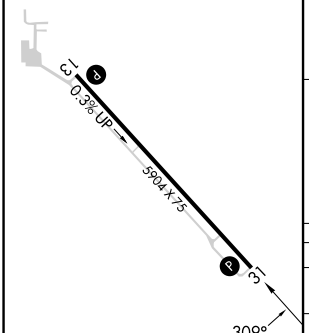
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Baro-VNAV and VDP NA when using BWW altimeter setting. When local altimeter setting not received, use BWW altimeter setting and increase LPV DA to 3332 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 3368 feet and all visibilities ¼ SM. Increase all MDAs 120 feet and LNAV visibility Cats C/D ¼ SM, and Circling visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 6000 direct KIXCO and hold.

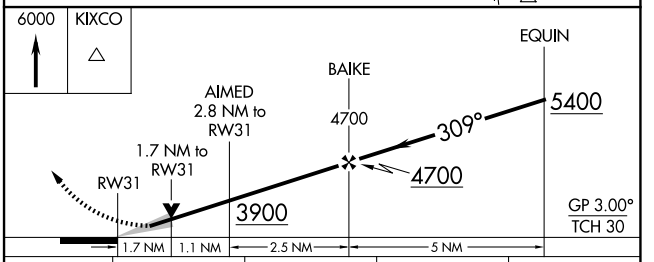
ASOS	SALT LAKE CENTER	CTAF
135.475	126.85 305.2	122.9 L



ELEV 2981	TDZE 2981



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



CATEGORY	A	B	C	D
LPV DA	3231-¾ 250 (300-¾)			
LNAV/VNAV DA	3267-⅞ 286 (300-⅞)			
LNAV MDA	3540-1 559 (600-1)		3540-1⅝ 559 (600-1⅝)	
CIRCLING	3540-1 559 (600-1)		3620-1¾ 639 (700-1¾)	3820-2¾ 839 (900-2¾)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 90133 W13A	APP CRS 125°	Rwy Ldg 5084 TDZE 3370 Apt Elev 3373

RNAV (GPS) RWY 13

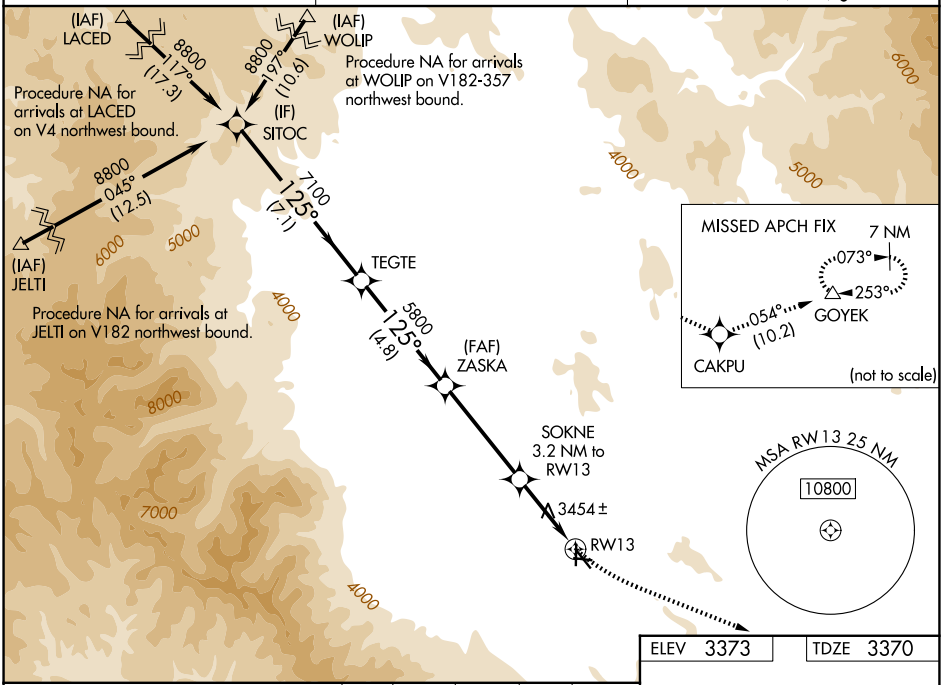
BAKER CITY MUNI (BKE)

RNP APCH - GPS.

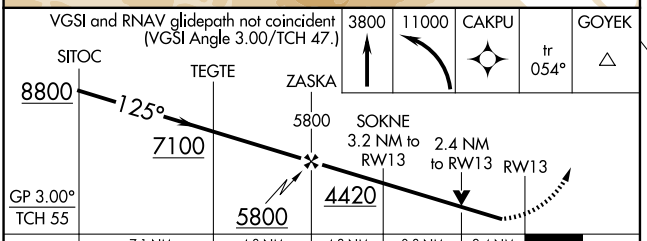
T A -22°C For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 51°C. Rwy 13 helicopter visibility reduction below ¾ SM NA. Circling Rwy 8, 17, 26, and 35 NA at night.

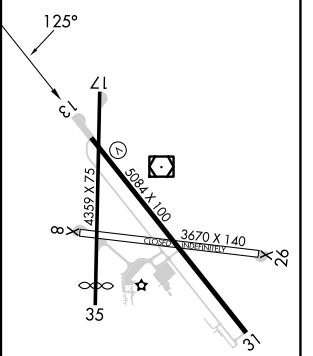
MISSED APPROACH: Climb to 3800 then climbing left turn to 11000 direct CAKPU and on track 054° to GOYEK and hold, continue climb-in-hold to 11000. # Missed approach requires minimum climb of 266 feet per NM to 4580.

ASOS 134.275	SALT LAKE CENTER 128.05 306.95	UNICOM 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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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

VOR/DME RWY 13

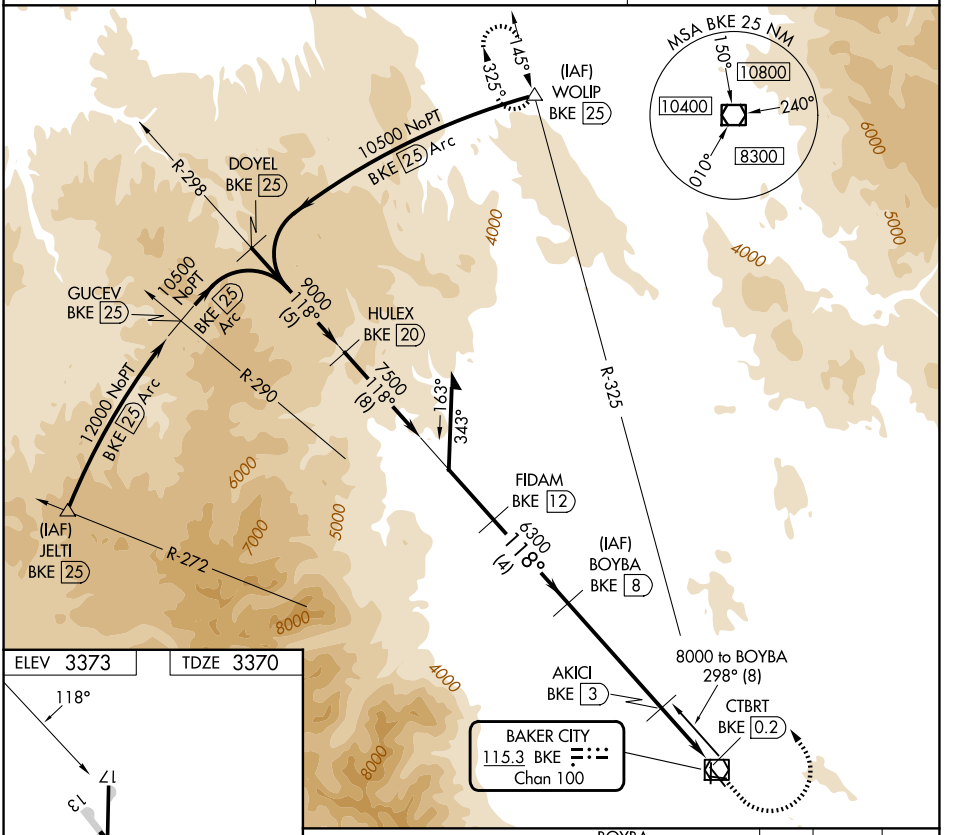
BAKER CITY MUNI (BKE)

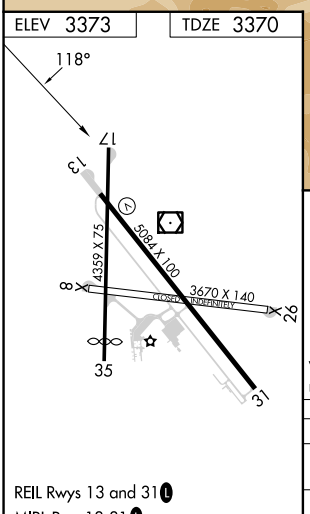
-22°C

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

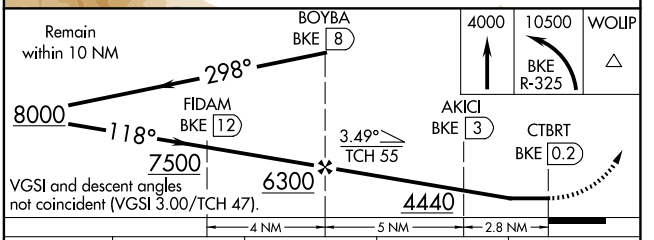
MISSED APPROACH: Climb to 4000 then climbing left turn to 10500 via BKE R-325 to WOLIP and hold.

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)
CIRCLING	4000-1	627 (700-1)	4560-3 1187 (1200-3)	4720-3 1347 (1400-3)

44°50'N-117°49'W

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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

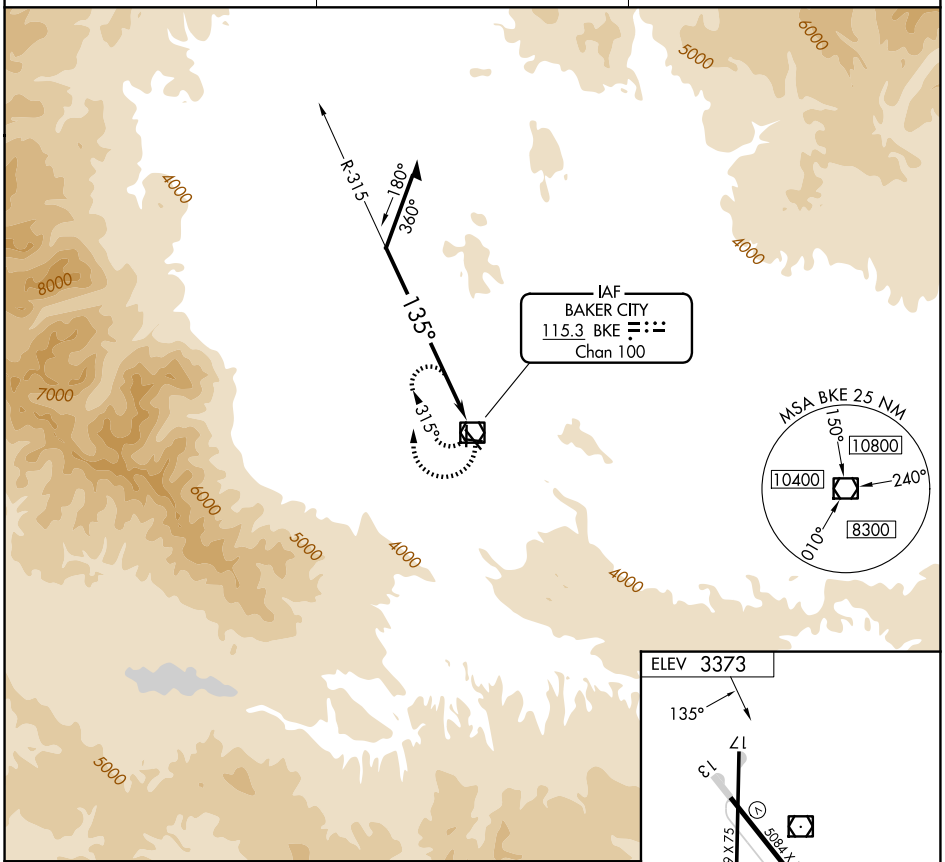
VOR-A
BAKER CITY MUNI (BKE)

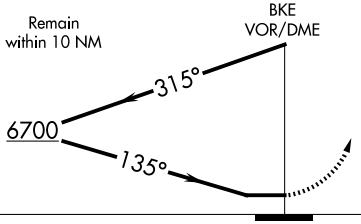
T A -22°C

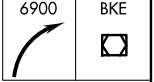
Circling to Rwy 8/17/26/35 NA at night.
Helicopter visibility reduction below 1 SM NA.

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
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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

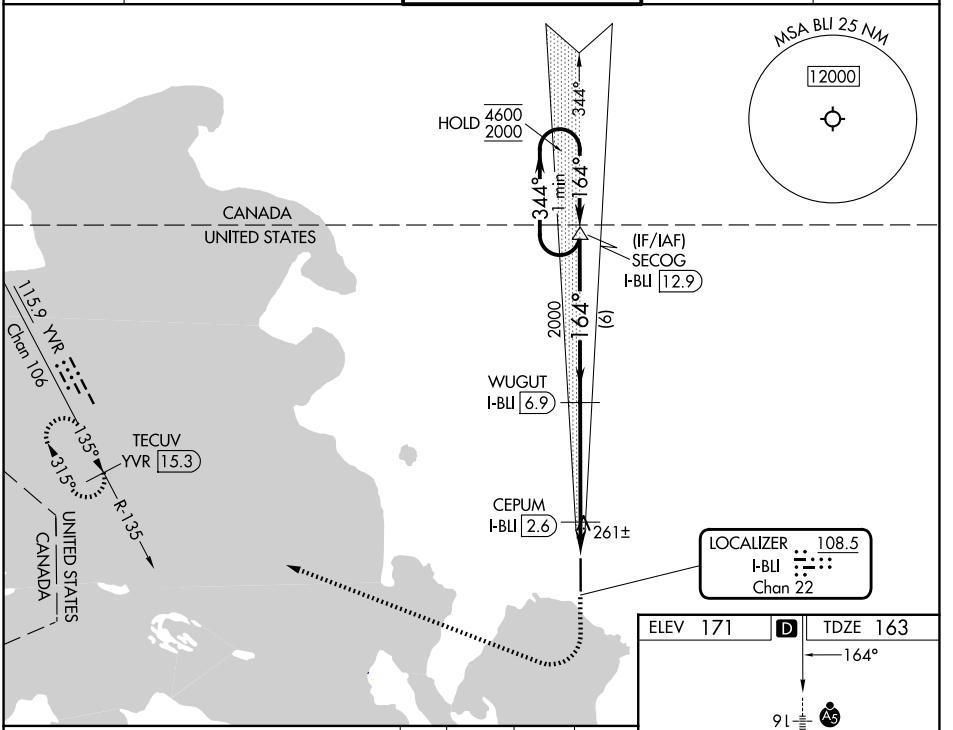
DME required.

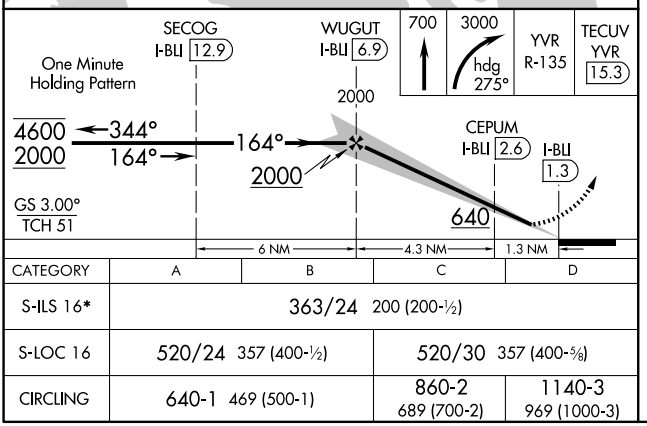
Autopilot coupled approach NA below 500. For inop ALS, increase S-LOC Cat C/D visibility to RVR 6000.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

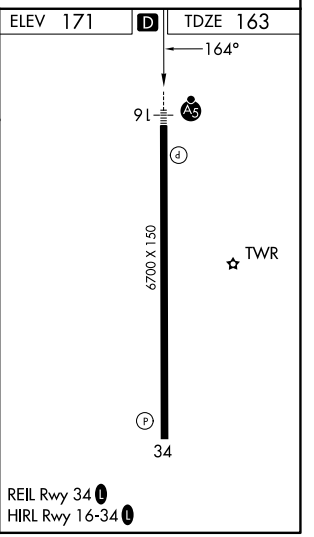
MALSR

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*	363/24 200 (200-½)			
S-LOC 16	520/24 357 (400-½)		520/30 357 (400-⅝)	
CIRCLING	640-1 469 (500-1)		860-2 689 (700-2)	1140-3 969 (1000-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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

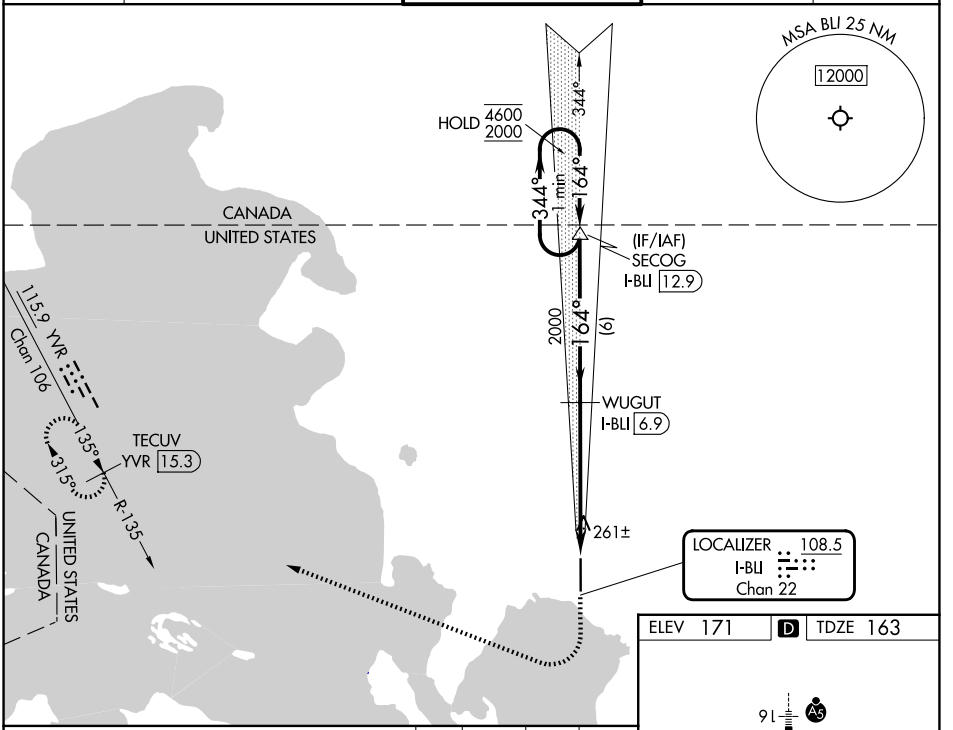
DME required.

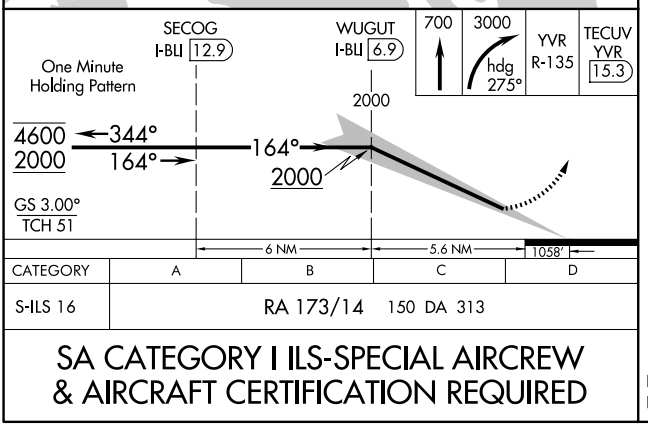
Requires specific OPSPEC, MSPEC or LOA approval. Procedure NA when tower closed.

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.

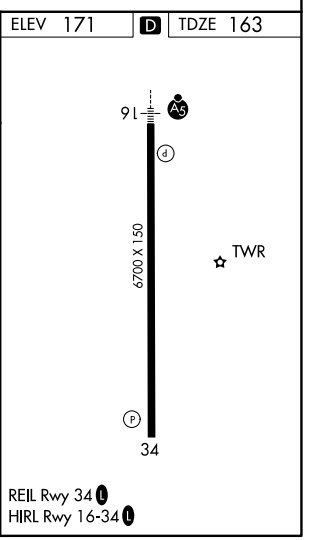
ATIS	VICTORIA TERMINAL APP CON	BELLINGHAM TOWER★	GND CON	UNICOM
134.45	132.7	124.9 (CTAF) L 379.3	127.4 379.3	122.95





CATEGORY	A	B	C	D
S-ILS 16	RA 173/14 150 DA 313			

SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BELLINGHAM, WASHINGTON | AL-45 (FAA) | 25331

RNAV (RNP) Z RWY 16

BELLINGHAM INTL (BLI)

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

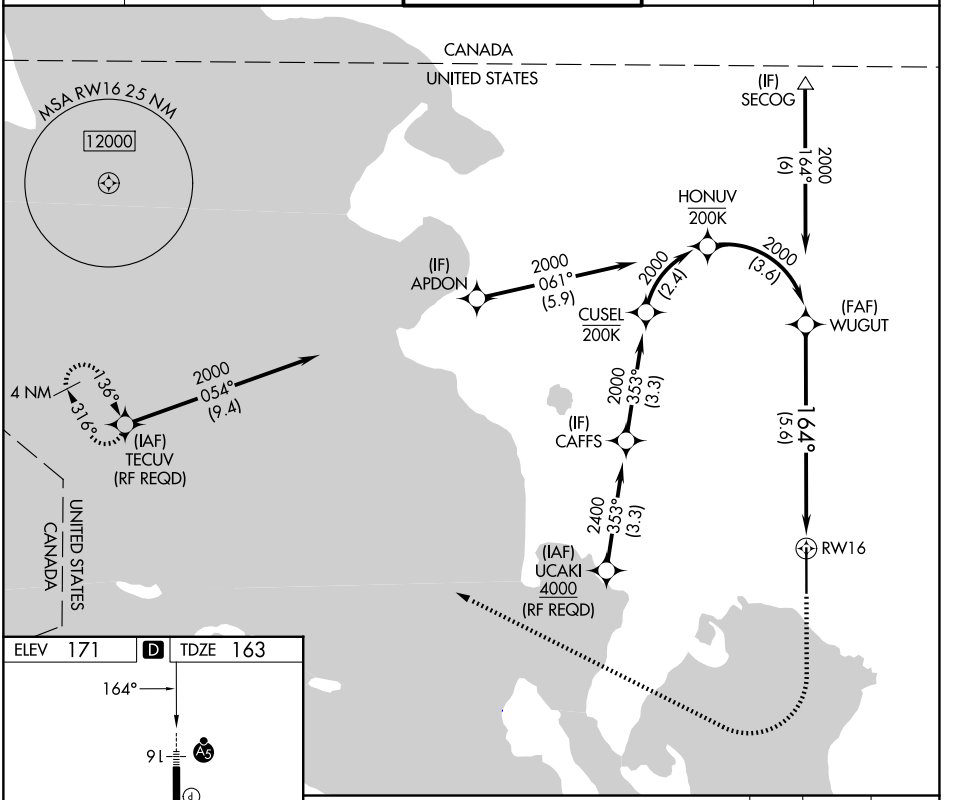
RNP AR APCH - GPS. Authorization required. From CUSUL, HONUV: RF.

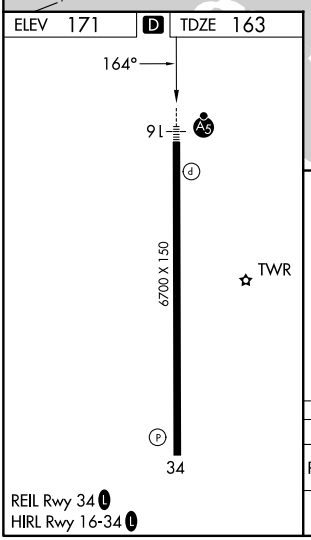
For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C.

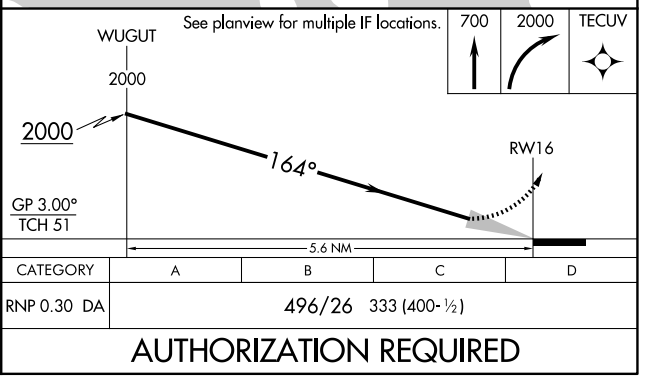
MALSR

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 0.30 DA	496/26 333 (400-½)			

AUTHORIZATION REQUIRED

BELLINGHAM, WASHINGTON
Amdt 2 27NOV25

48°48'N-122°32'W

BELLINGHAM INTL (BLI)

RNAV (RNP) Z RWY 16

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 34

BELLINGHAM INTL (BLI)

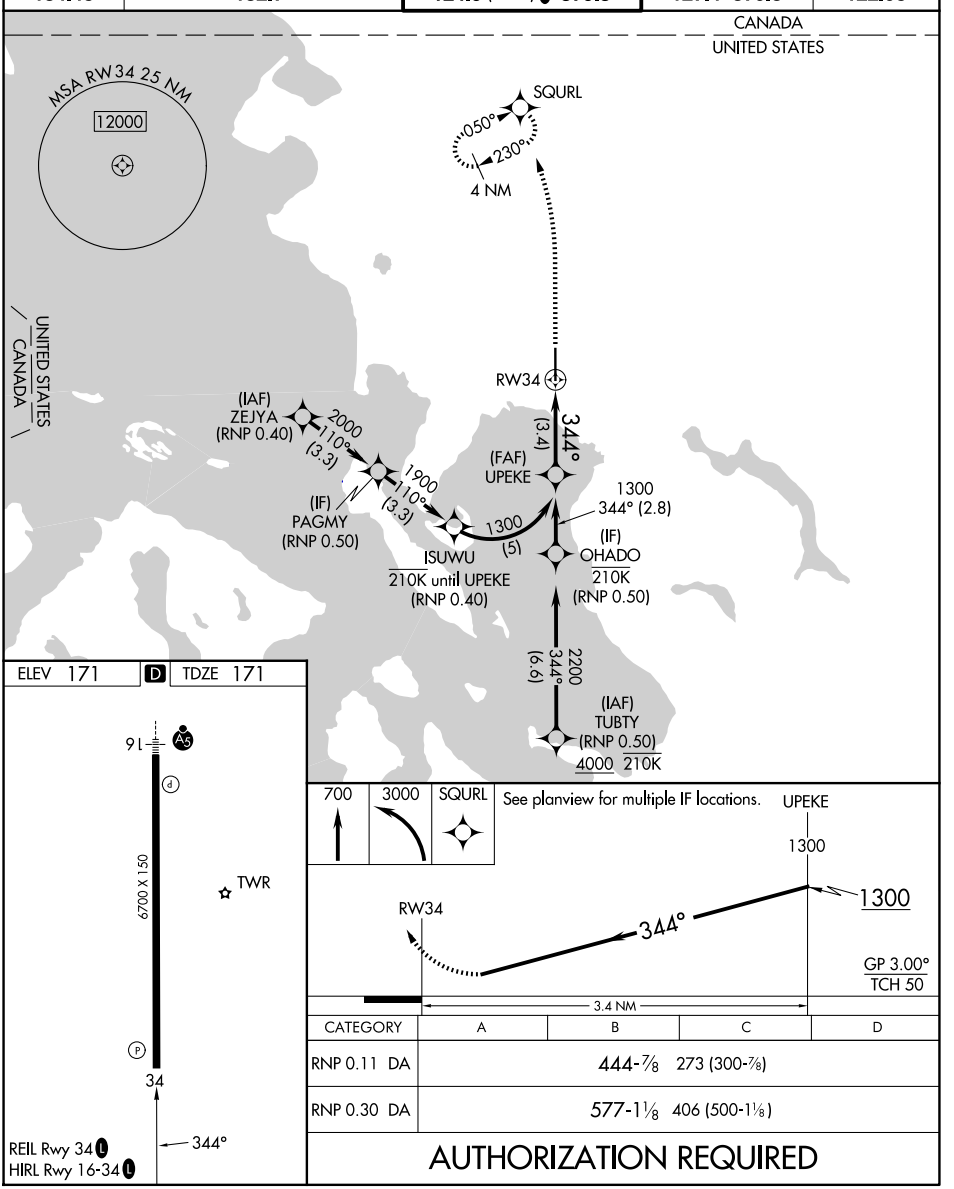
APP CRS	Rwy Ldg	6700
344°	TDZE	171
	Apt Elev	171

RNP AR APCH - GPS. From PAGMY, OHADO: Min RNP 0.50. Authorization required. From ISUWU: RF, Min RNP 0.40.

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

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct SQURL 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	444-7/8 273 (300-7/8)			
RNP 0.30 DA	577-1 1/8 406 (500-1 1/8)			

AUTHORIZATION REQUIRED

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BELLINGHAM, WASHINGTON | AL-45 (FAA) | 25331

RNAV (GPS) Y RWY 16

BELLINGHAM INTL (BLI)

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

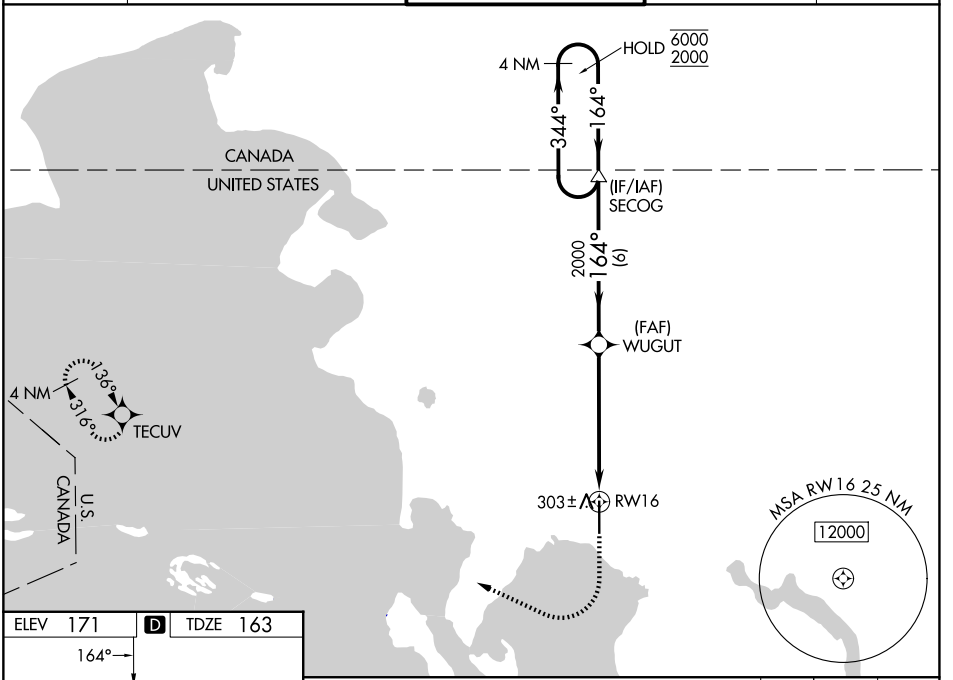
RNP APCH - GPS.

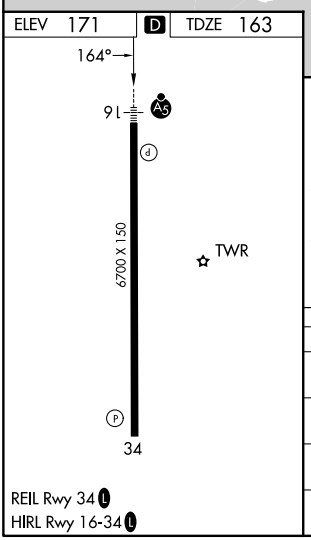
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C .
*RVR 1800 authorized with use of FD or AP or HUD to DA.

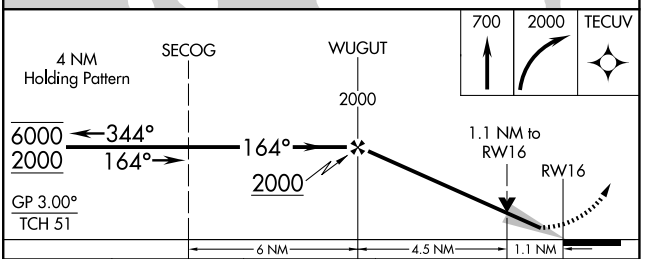
MALSR

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	486/26 323 (400-½)			
LNAV MDA	560/24 397 (400-½)		560/35 397 (400-⅝)	
CIRCLING	640-1 469 (500-1)		860-2 689 (700-2)	1140-3 969 (1000-3)

BELLINGHAM, WASHINGTON
Amdt 4 27NOV25

48°48'N-122°32'W

BELLINGHAM INTL (BLI)

RNAV (GPS) Y RWY 16

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 34

BELLINGHAM INTL (BLI)

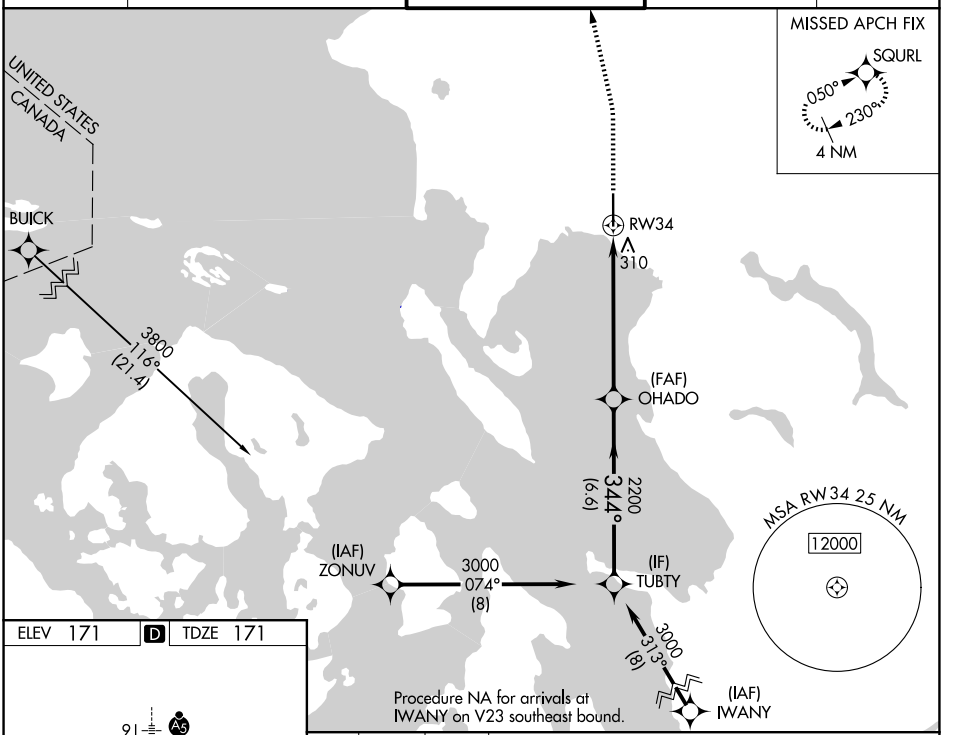
WAAS CH 86223 W34A	APP CRS 344°	Rwy Ldg 6700 TDZE 171 Apt Elev 171

RNP APCH - GPS.

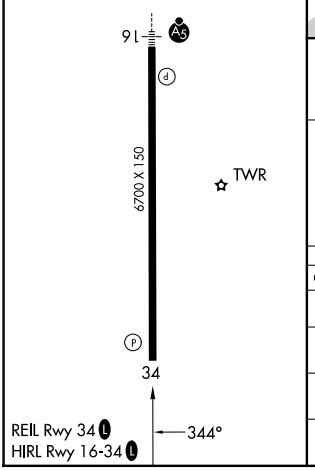
Rwy 34 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

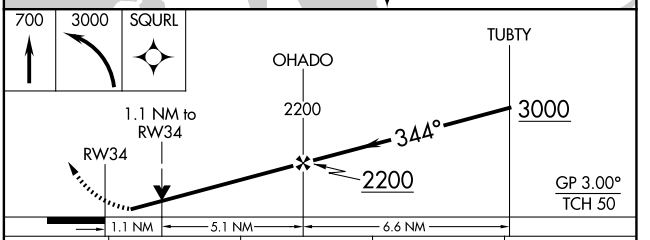
MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct SQURL and hold, continue to climb in hold to 3000.

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



ELEV 171 D TDZE 171





CATEGORY	A	B	C	D
LPV DA	421-¾ 250 (300-¾)			
LNAV/VNAV DA	471-⅞ 300 (300-⅞)			
LNAV MDA	580-1 409 (500-1)		580-1⅛ 409 (500-1⅛)	
CIRCLING	640-1 469 (500-1)		860-2 689 (700-2)	1140-3 969 (1000-3)

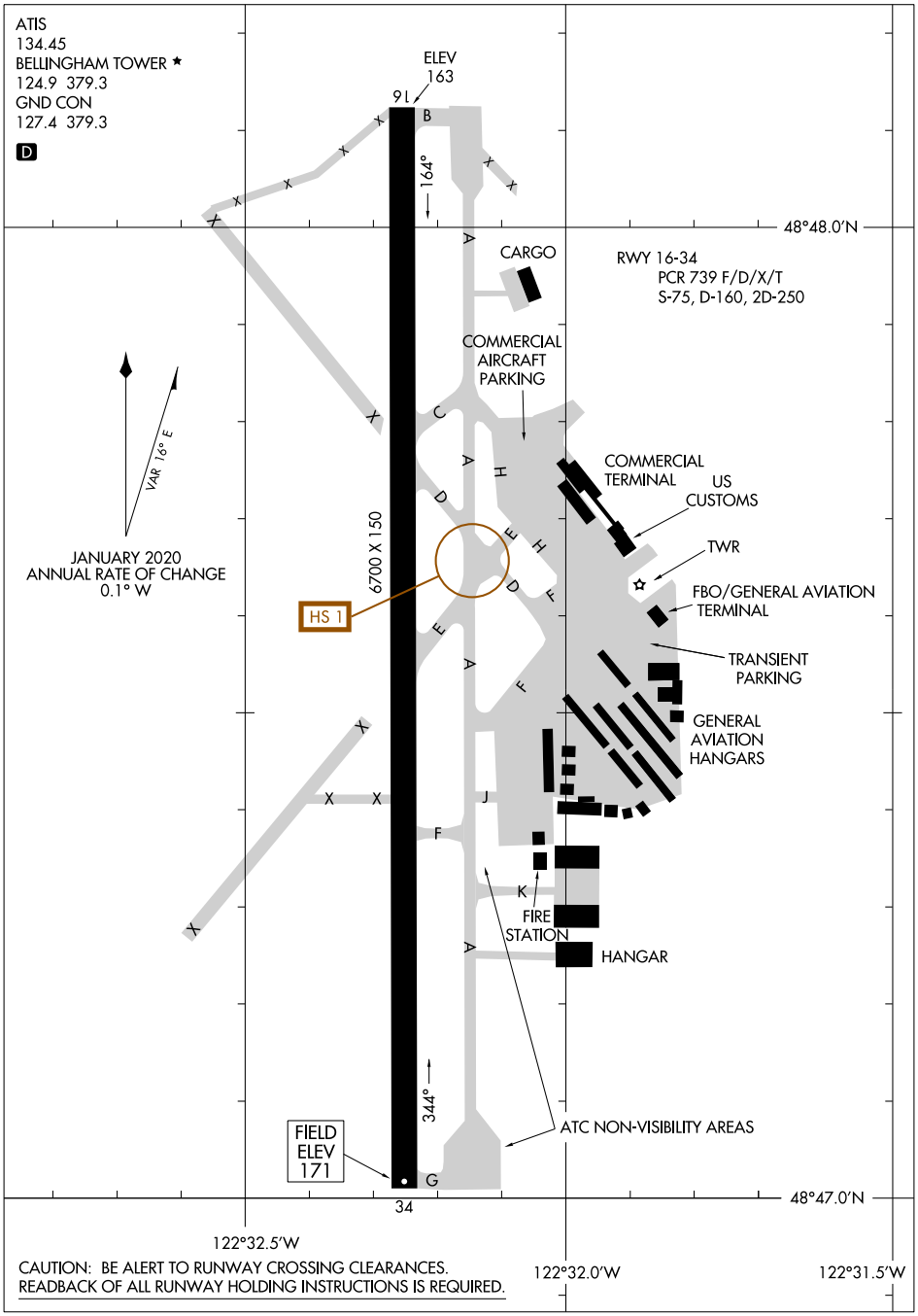
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26134

AIRPORT DIAGRAM

BELLINGHAM INTL (BLI)
BELLINGHAM, WASHINGTON

AL-45 (FAA)



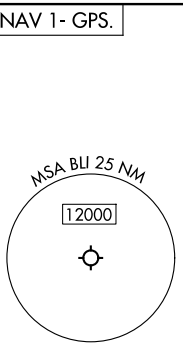
AIRPORT DIAGRAM
26134
BELLINGHAM, WASHINGTON
BELLINGHAM INTL (BLI)

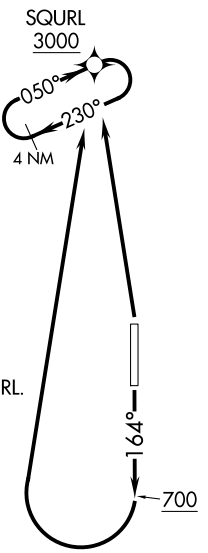
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

BELLINGHAM ONE DEPARTURE (OBSTACLE) (RNAV)

RNAV 1- GPS.





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

NOTE: Rwy 16: Do not exceed 210K until established northbound direct SQURL.

TAKEOFF MINIMUMS

Rwys 16, 34: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 16: Tree, pole, light poles beginning abeam DER, 55′ right of centerline, up to 187′ MSL.
Light poles 10′ from DER, 53′ left of centerline, 4′ AGL/175′ MSL.
Trees 180′ from DER, 534′ right of centerline, 199′ MSL.
Trees 198′ from DER, 492′ right of centerline, 235′ MSL.
Trees beginning 711′ from DER, 598′ right of centerline, up to 240′ MSL.
Trees, utility building beginning 763′ from DER, 43′ right of centerline, up to 242′ MSL.
Utility building 1003′ from DER, 43′ left of centerline, 40′ AGL/198′ MSL.
Tree 1128′ from DER, 56′ left of centerline, 207′ MSL.
Tree 1141′ from DER, 586′ left of centerline, 244′ MSL.
Trees beginning 1150′ from DER, 70′ left of centerline, up to 269′ MSL.
Rwy 34: Light poles beginning 9′ from DER, 55′ left of centerline, up to 2′ AGL/165′ MSL.
Light poles beginning 9′ from DER, 55′ right of centerline, up to 1′ AGL/165′ MSL.
Pole 93′ from DER, 516′ right of centerline, 19′ AGL/169′ MSL.
Trees beginning 685′ from DER, 514′ left of centerline, up to 218′ MSL.
Trees beginning 1119′ from DER, 548′ right of centerline, up to 206′ MSL.
Trees beginning 1367′ from DER, 697′ right of centerline, up to 223′ MSL.
Trees beginning 1494′ from DER, 223′ right of centerline, up to 225′ MSL.
Tree 2036′ from DER, 746′ right of centerline, 232′ MSL.
Tree 2115′ from DER, 894′ right of centerline, 241′ MSL.
Trees beginning 2126′ from DER, 723′ right of centerline, up to 242′ MSL.
Trees beginning 2561′ from DER, 346′ right of centerline, up to 248′ MSL.
Tree 3285′ from DER, 1134′ right of centerline, 250′ MSL.
Tree 3334′ from DER, 1181′ right of centerline, 271′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 164° to 700, then climbing right turn direct SQURL. Do not exceed 210K until established northbound direct SQURL.

TAKEOFF RUNWAY 34: Climb direct SQURL, continue climb in SQURL holding pattern to at or above 3000 to MEA/MCA for route of flight.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(KLSHN2.KLSHN) 25163

KLSHN TWO DEPARTURE (RNAV)

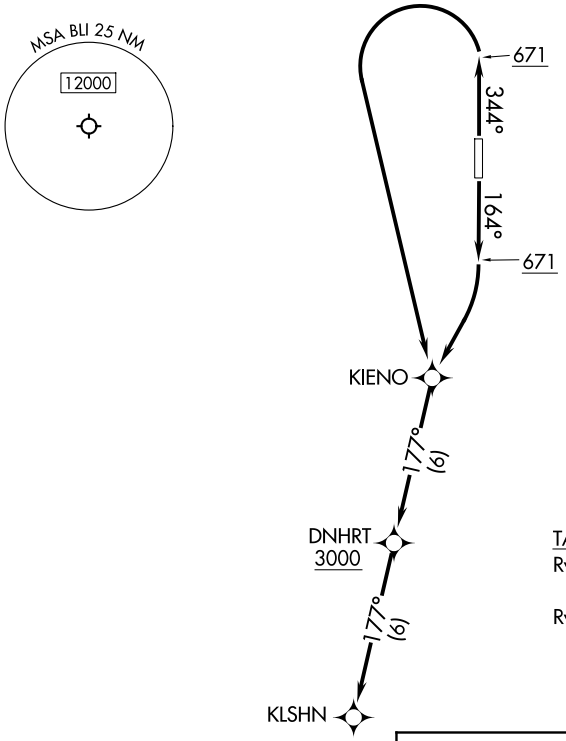
AL-45 (FAA)

BELLINGHAM INTL (BLI)
BELLINGHAM, WASHINGTON

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.

KLSHN TWO DEPARTURE (RNAV)

BELLINGHAM, WASHINGTON
BELLINGHAM INTL (BLI)

(KLSHN2.KLSHN) 17APR25

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 35

BEND MUNI (BDN)

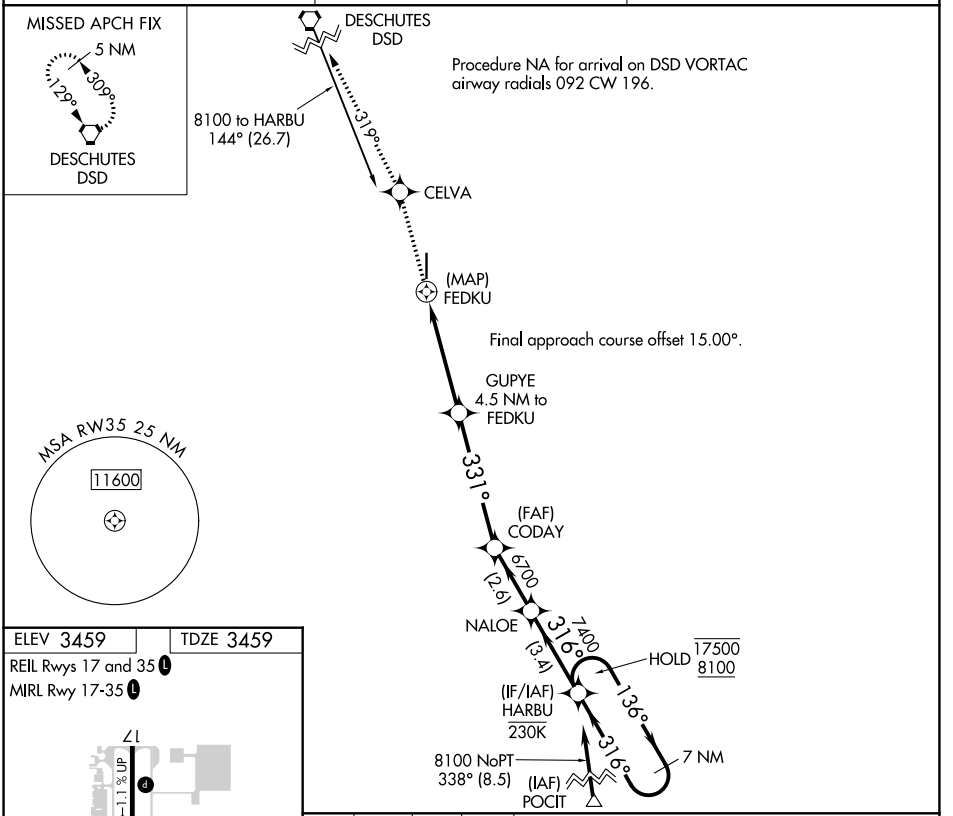
APP CRS	Rwy Ldg	5201
331°	TDZE	3459
	Apt Elev	3459

RNP APCH - GPS.

T A Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use RDM altimeter setting and increase all MDAs 100 feet and LNAV visibility Cat B ¼ SM, Cats C/D ½ SM and Circling visibility Cats A/B ¼ SM, and Cat C ½ SM. VDP NA when using RDM altimeter setting.

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

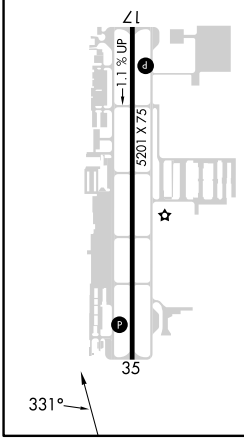
AWOS-3	SEATTLE CENTER	UNICOM
134.425	126.15 269.475	123.0 (CTAF) L

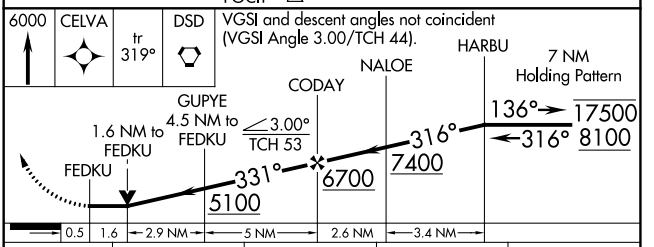


ELEV 3459 TDZE 3459

REIL Rwys 17 and 35 L

MIRL Rwy 17-35 L





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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BEND, OREGON | AL-5579 (FAA) | 26190

WAAS	APP CRS	Rwy Ldg	5201
CH 90137	153°	TDZE	3432
W17B		Apt Elev	3459

RNAV (GPS) Y RWY 17

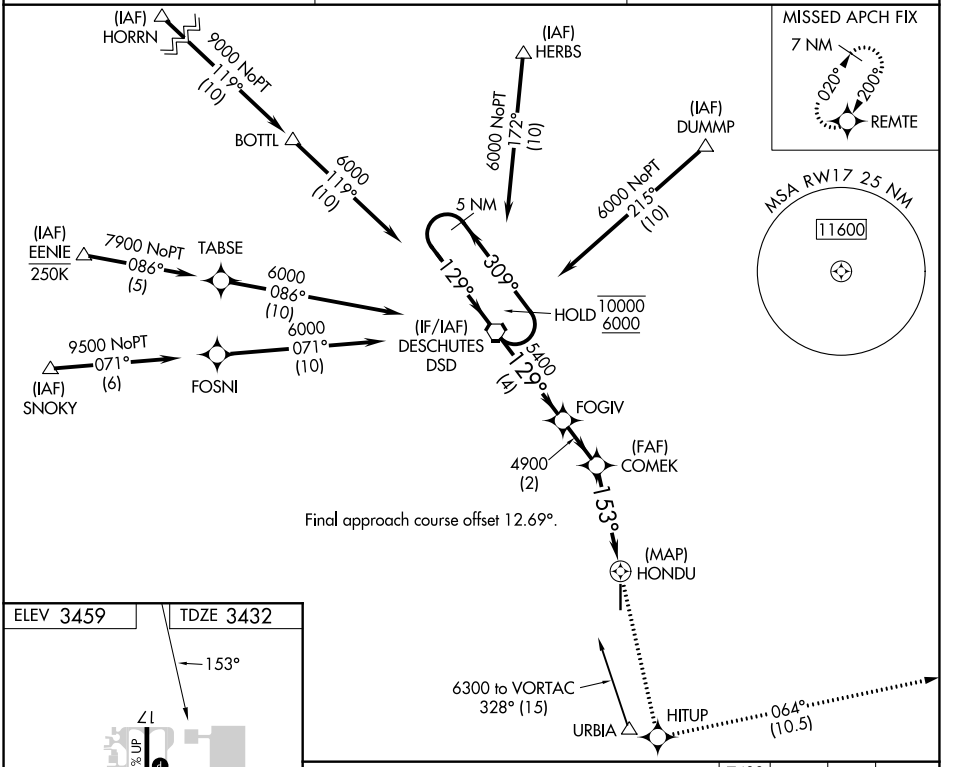
BEND MUNI (BDN)

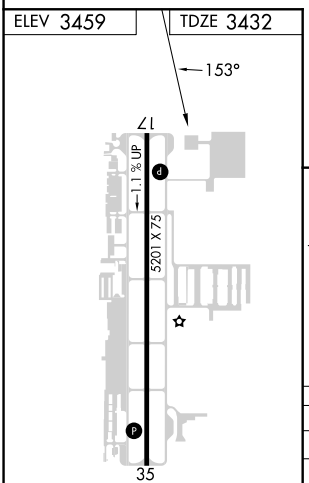
RNP APCH - GPS.

VDP NA when using RDM altimeter setting. When local altimeter setting not received, use RDM 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.

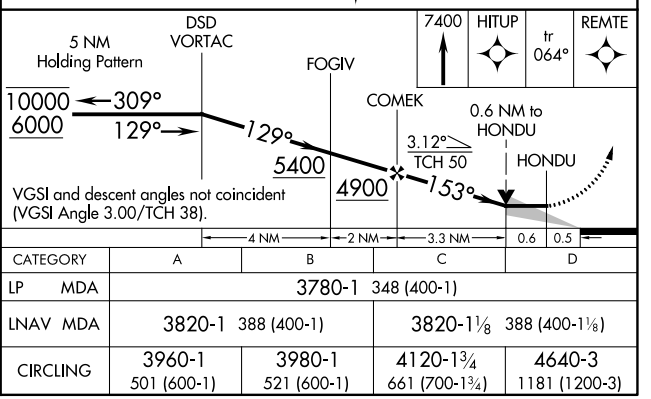
MISSED APPROACH: Climb to 7400 direct HITUP and on track 064° to REMTE and hold, continue climb-in-hold to 7400.

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





REIL Rwys 17 and 35 L
MIRL Rwy 17-35 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)	
CIRCLING	3960-1 501 (600-1)	3980-1 521 (600-1)	4120-1¾ 661 (700-1¾)	4640-3 1181 (1200-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Z RWY 17

BEND MUNI (BDN)

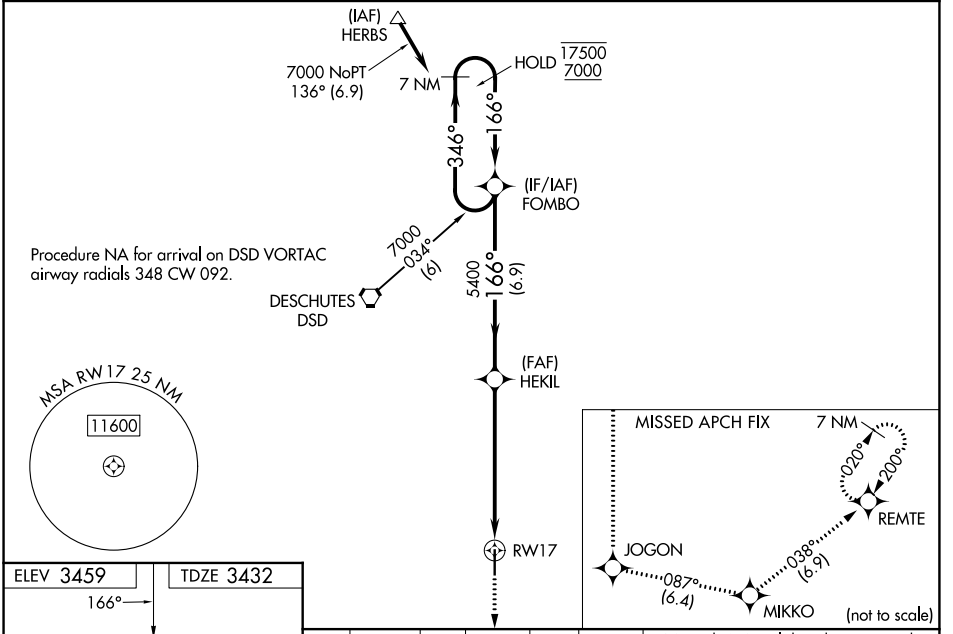
WAAS	APP CRS	Rwy Ldg	5201
CH 81906	166°	TDZE	3432
W17A		Apt Elev	3459

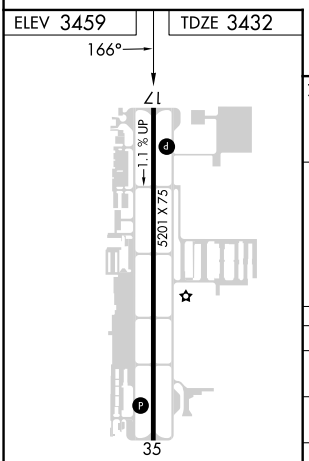
RNP APCH - GPS.

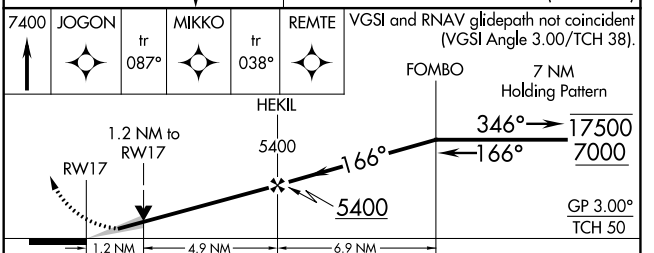
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Baro-VNAV and VDP NA when using RDM altimeter setting. When local altimeter setting not received, use RDM altimeter setting: increase LPV DA to 3763 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 3821 feet and all 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)	
CIRCLING	3960-1 501 (600-1)	3980-1 521 (600-1)	4120-1¾ 661 (700-1¾)	4640-3 1181 (1200-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BEND, OREGON | AL-5579 (FAA) | 26190

VOR RWY 17

BEND MUNI (BDN)

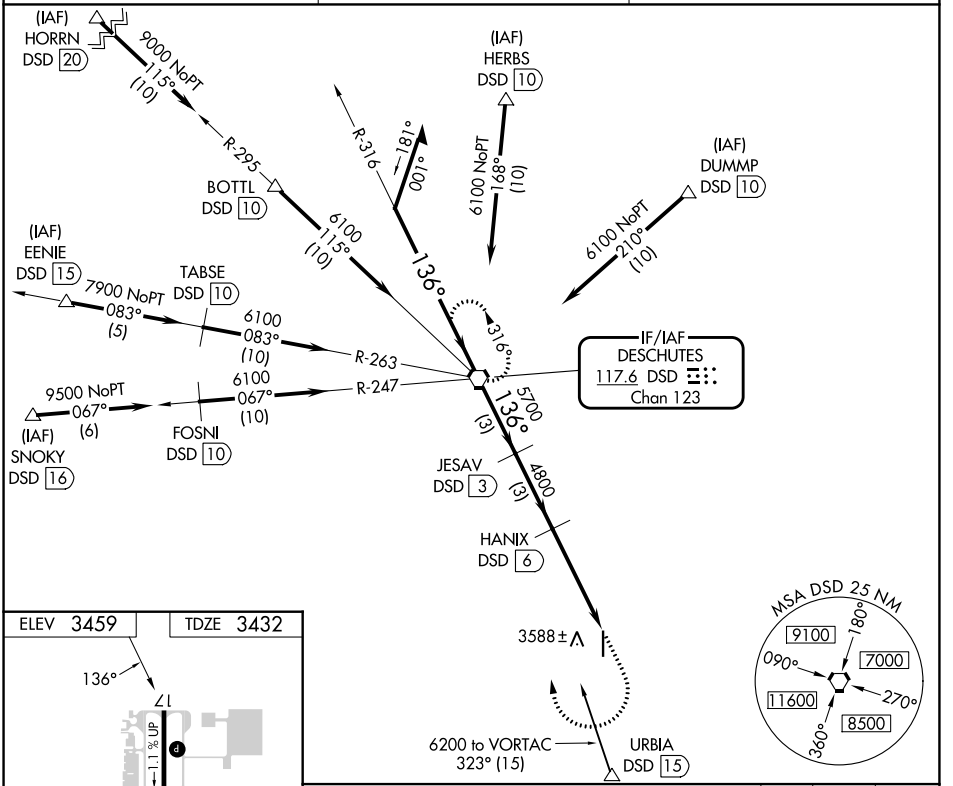
VORTAC DSD	APP CRS	Rwy Ldg	5201
117.6	136°	TDZE	3432
Chan 123		Apt Elev	3459

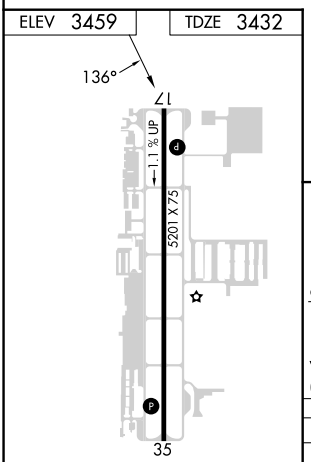
DME required.

Rwy 17 helicopter visibility reduction below ¾ SM NA. VDP NA when using RDM altimeter setting. When local altimeter setting not received, use RDM altimeter setting and increase all MDAs 100 feet and increase S-17 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.

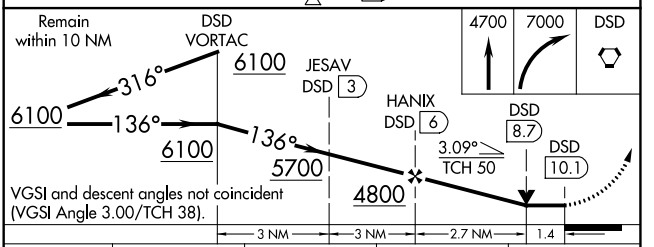
AWOS-3	SEATTLE CENTER	UNICOM
134.425	126.15 269.475	123.0 (CTAF) L





REIL Rwys 17 and 35 L

MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
S-17	3880-1 448 (500-1)		3880-1⅜ 448 (500-1⅜)	
CIRCLING	3960-1 501 (600-1)	3980-1 521 (600-1)	4120-1¾ 661 (700-1¾)	4640-3 1181 (1200-3)

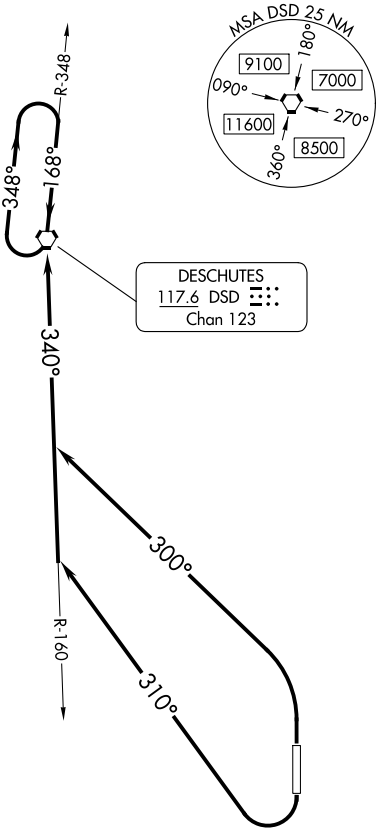
BEND, OREGON
Amdt 12 09JUL26

44°06′N-121°12′W

BEND MUNI (BDN)
VOR RWY 17

NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE CENTER
126.15 269.475
AWOS-3
134.425
CTAF
123.0



TAKEOFF MINIMUMS

Rwy 17: Standard with minimum climb of 260′/NM to 4600, or 4600-3 for VCOA.
Rwy 35: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 17 Low, Close-in Obstacles: Tree ½ NM from DER, left of centerline, up to 3572′ MSL, 113′ above DER. Crossing DER 44′ above DER elev clears low, close-in obstacles.
Rwy 35 Low, Close-in Obstacles: Obstacles 35′ and below. Crossing DER 1′ above DER elev clears low, close-in obstacles.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climbing right turn heading 310° to intercept DSD R-160 to DSD VORTAC, thence. . . .

TAKEOFF RUNWAY 35: 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.

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.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26246

CINDER ONE DEPARTURE

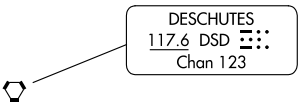
AL-5579 (FAA)

BEND MUNI (BDN)
BEND, OREGON

SEATTLE CENTER
126.15 269.475
CTAF
123.0

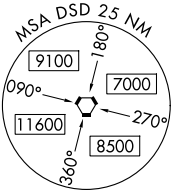
RADAR required.

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS

Rwy 17: Standard with minimum climb of 215'/NM to 7700.
Rwy 35: Standard with minimum climb of 230'/NM to 6100.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on assigned heading between 350° CW 135° from departure end of runway, thence. . . .

TAKEOFF RUNWAY 35: Climb on assigned heading between 330° CW 135° from departure end of runway, thence. . . .

. . . .For vectors to assigned route. Maintain ATC assigned altitude.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with Seattle Center after reaching 6000, continue climb to assigned altitude direct DSD VORTAC, thence on assigned route.

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 32

MILEY MEML FLD (BPI)

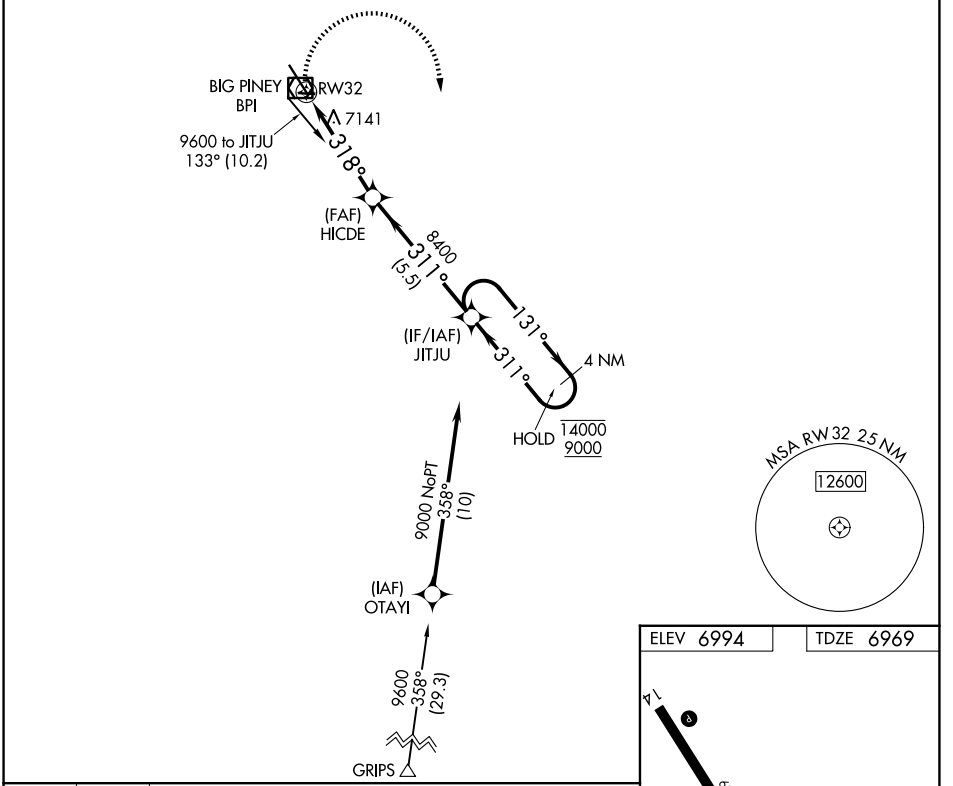
APP CRS	Rwy Ldg	6803
318°	TDZE	6969
	Apt Elev	6994

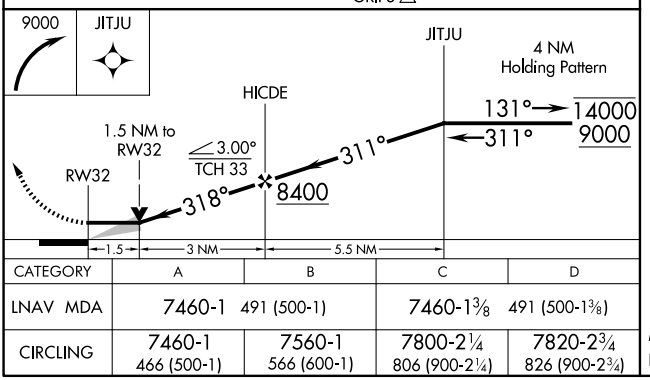
RNP APCH - GPS.

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BIG PINEY, WYOMING AL-5790 (FAA) 26078

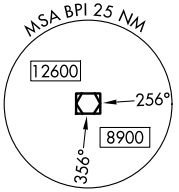
VOR/DME BPI	APP CRS	Rwy Ldg	6803
116.5	304°	TDZE	6969
Chan 112		Apt Elev	6994

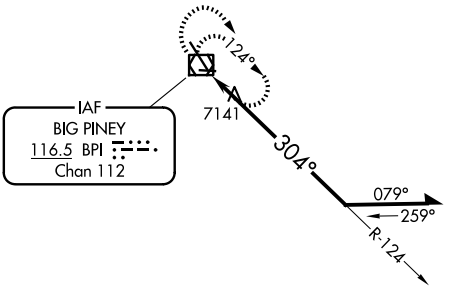
VOR RWY 32
MILEY MEML FLD (BPI)

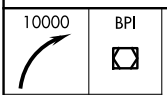
NA — Circling NA to Rwys 8 and 26.

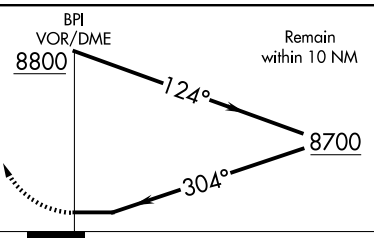
MISSED APPROACH: Climbing right turn to 10000 in BPI VOR/DME holding pattern.

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



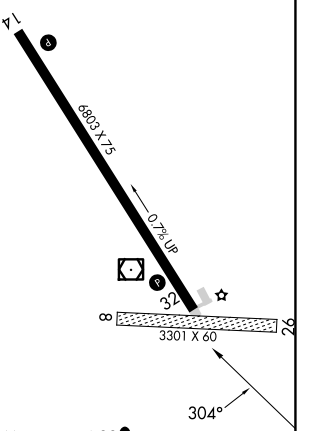






CATEGORY	A	B	C	D
S-32	7680-1	711 (700-1)	7680-2	711 (700-2)
CIRCLING	7680-1	686 (700-1)	7800-2¼ 806 (900-2¼)	7820-2¾ 826 (900-2¾)

ELEV 6994 TDZE 6969



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

BIG PINEY, WYOMING
Amdt 4A 19MAR26

42°35′N-110°07′W

MILEY MEML FLD (BPI)
VOR RWY 32

NW-1, 03 SEP 2026 to 29 OCT 2026

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

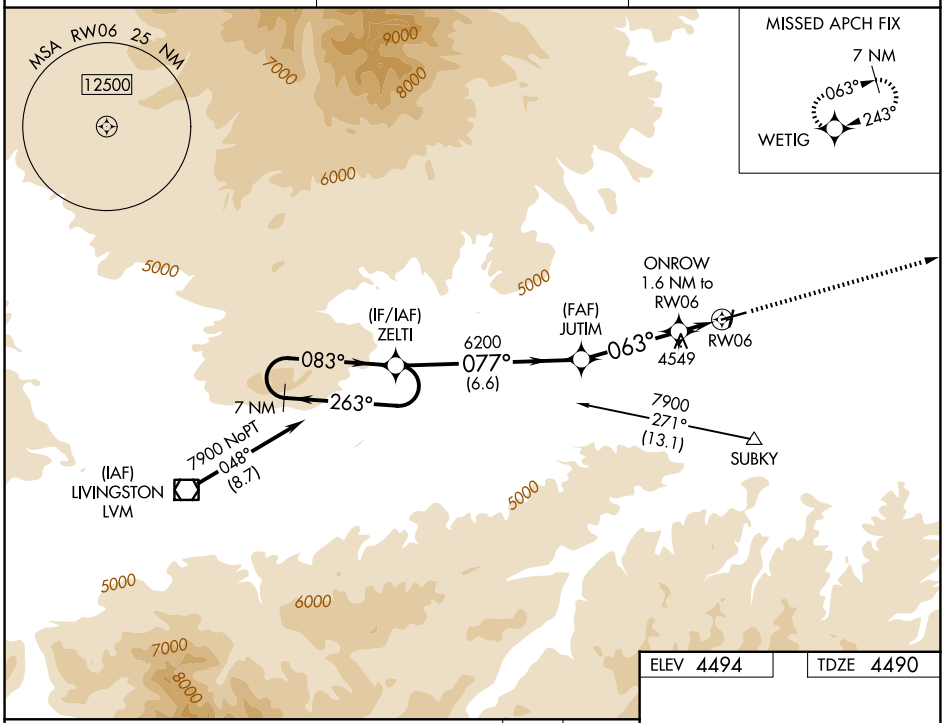
RNAV (GPS) RWY 6

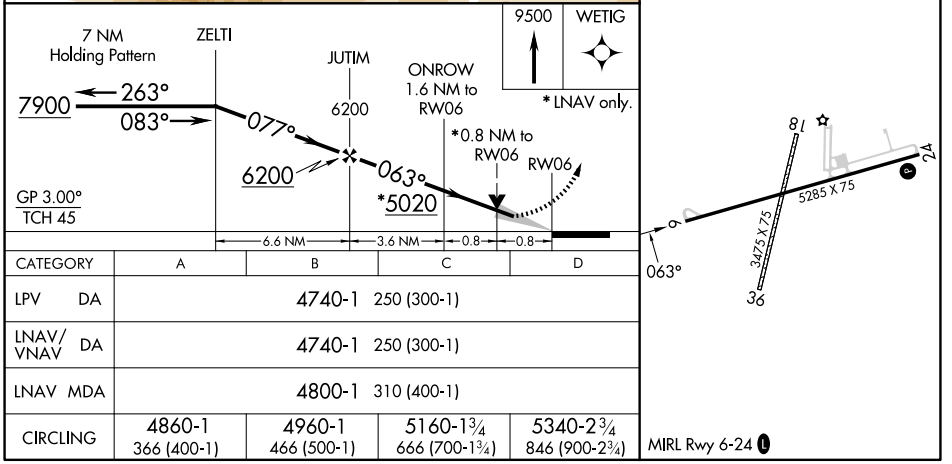
BIG TIMBER AT HOWARD FLD (6SØ)

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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BIG TIMBER, MONTANA | AL-10488 (FAA) | 26022

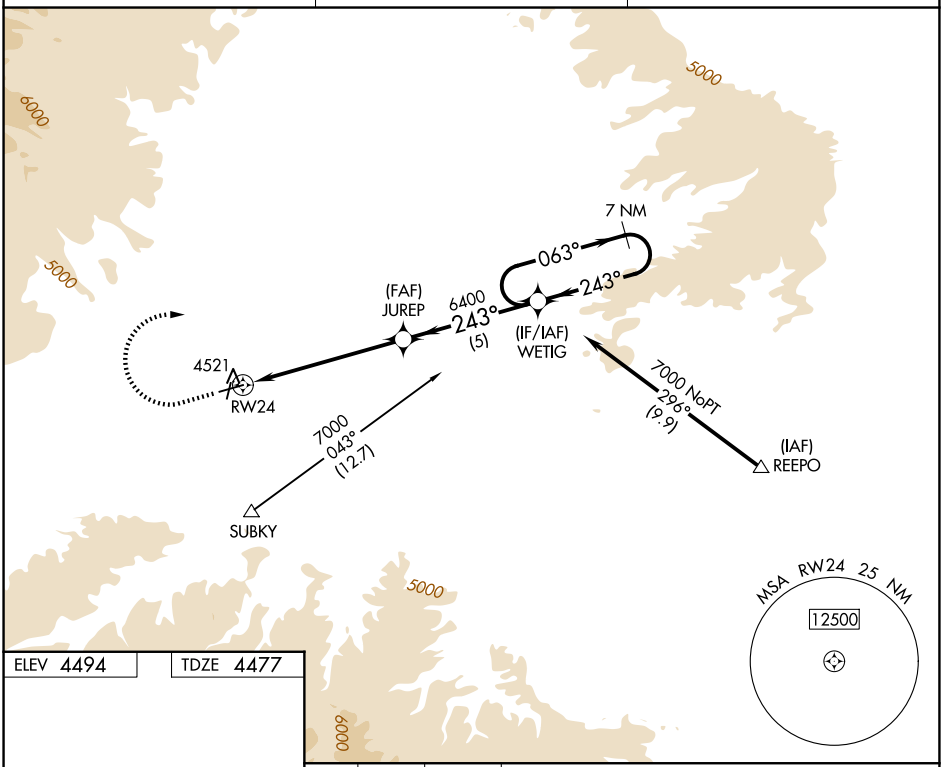
RNAV (GPS) RWY 24
BIG TIMBER AT HOWARD FLD (6SØ)

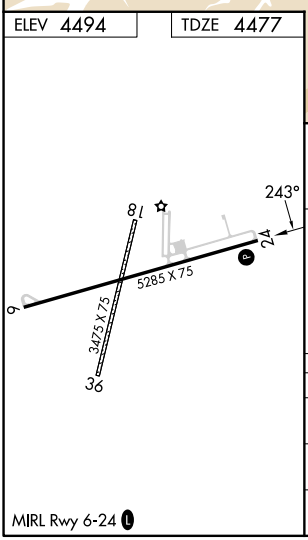
WAAS CH 70640 W24A	APP CRS 243°	Rwy Ldg 5285 TDZE 4477 Apt Elev 4494

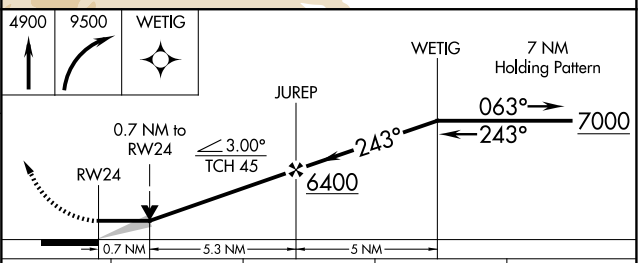
Circling Rwy 18, 36 NA at night.
DME/DME RNP- 0.3 NA.

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

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

BIG TIMBER, MONTANA
Orig 07DEC17

45°48′N-109°59′W

BIG TIMBER AT HOWARD FLD (6SØ)
RNAV (GPS) RWY 24

ILS or LOC RWY 28R

BILLINGS LOGAN INTL (BIL)

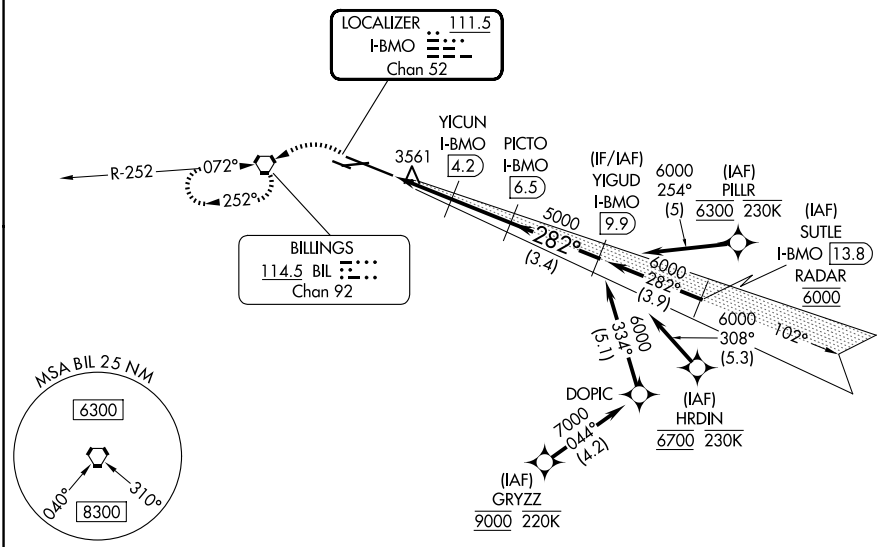
LOC/DME I-BMO	APP CRS	Rwy Ldg	10518
111.5	282°	TDZE	3517
Chan 52		Apt Elev	3662

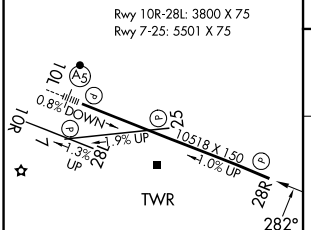
DME required.
Aircraft not GPS equipped - RADAR required for procedure entry.
RNP APCH-GPS. from GRYZZ or HRDIN or PILLR.

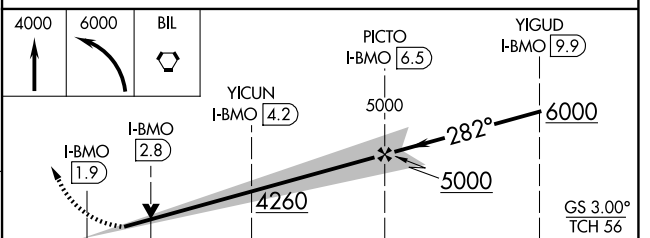
T A Rwy 28R helicopter visibility reduction below ¾ SM NA.

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
126.3	120.5 284.6	127.2 257.8	121.9







CATEGORY	A	B	C	D
S-ILS 28R	3767-¾ 250 (200-¾)			
S-LOC 28R	3840-1 323 (200-1)			
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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

ILS Y or LOC Y RWY 10L

BILLINGS LOGAN INTL (BIL)

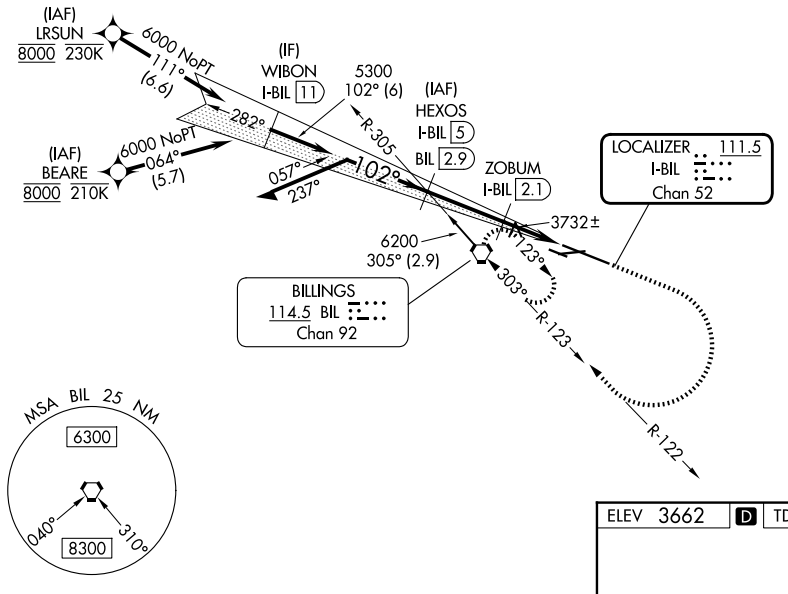
DME required.
RNP APCH-GPS. From BEARE or LRSUN.

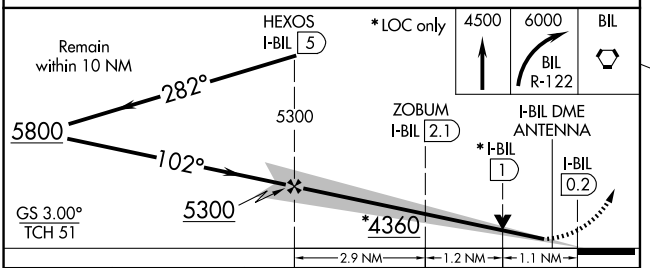
For inop ALS, increase S-LOC 10L Cat C/D visibility to RVR 6000.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

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

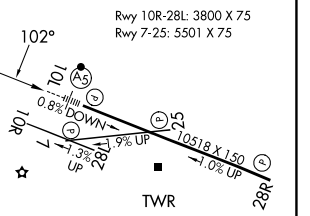
ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON
126.3	120.5 284.6	127.2 257.8	121.9





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)	
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

FAF to MAP 5.2 NM

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

45°48′N-108°33′W

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 28R

BILLINGS LOGAN INTL (BIL)

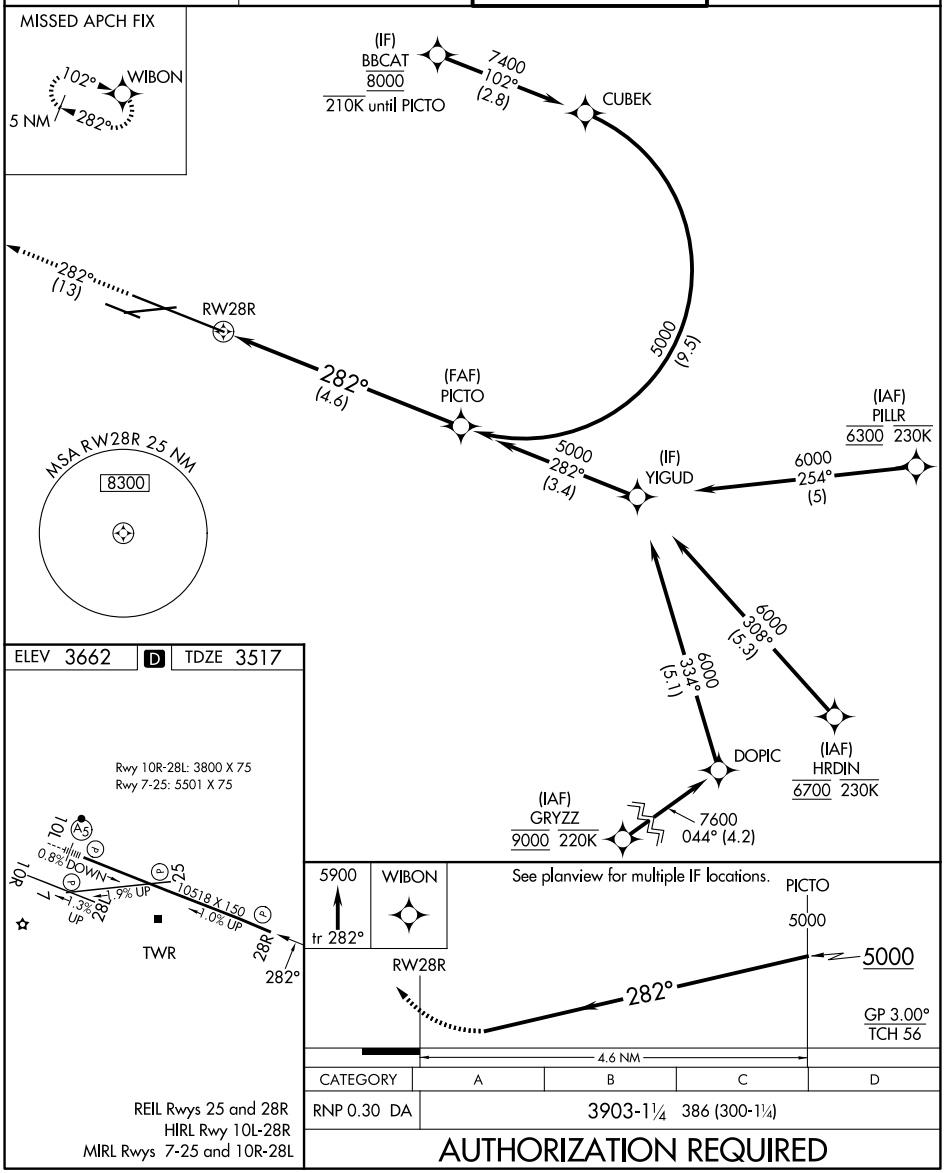
APP CRS	Rwy Ldg	10518
282°	TDZE	3517
	Apt Elev	3662

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
126.3	120.5 284.6	127.2 257.8	121.9



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BILLINGS, MONTANA | AL-48 (FAA) | 25331

RNAV (GPS) RWY 7

BILLINGS LOGAN INTL (BIL)

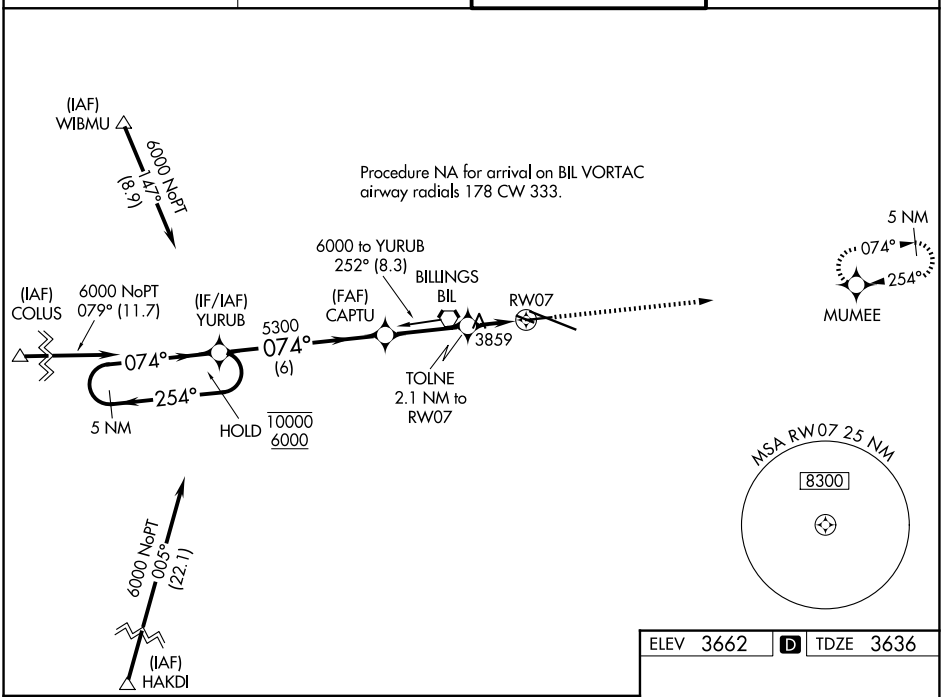
WAAS	APP CRS	Rwy Ldg	5501
CH 87127	074°	TDZE	3636
W07A		Apt Elev	3662

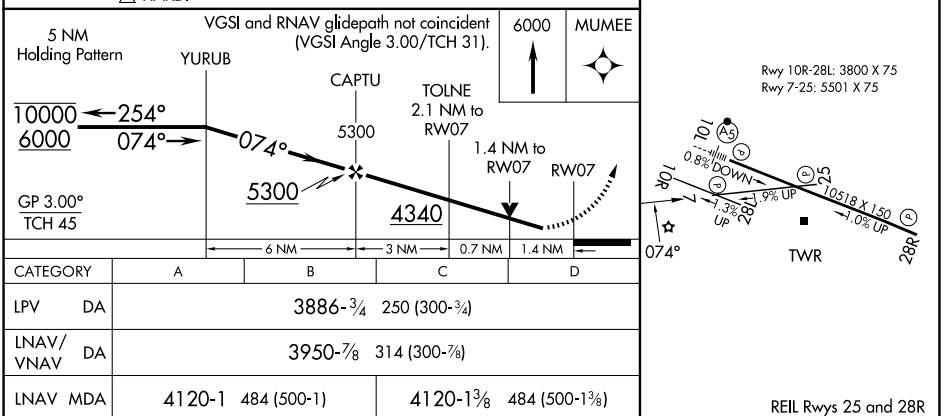
RNP APCH - GPS.

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
126.3	120.5 284.6	127.2 257.8	121.9





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)	
CIRCLING	4160-1 498 (500-1)		4180-1½ 518 (600-1½)	4580-3 918 (1000-3)

ELEV 3662 | D | TDZE 3636

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

BILLINGS, MONTANA
Amdt 2B 14JUL22

45°48'N-108°33'W

BILLINGS LOGAN INTL (BIL)

RNAV (GPS) RWY 7

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	10518
CH 50122	102°	TDZE	3585
W10A		Apt Elev	3662

RNAV (GPS) RWY 10L

BILLINGS LOGAN INTL (BIL)

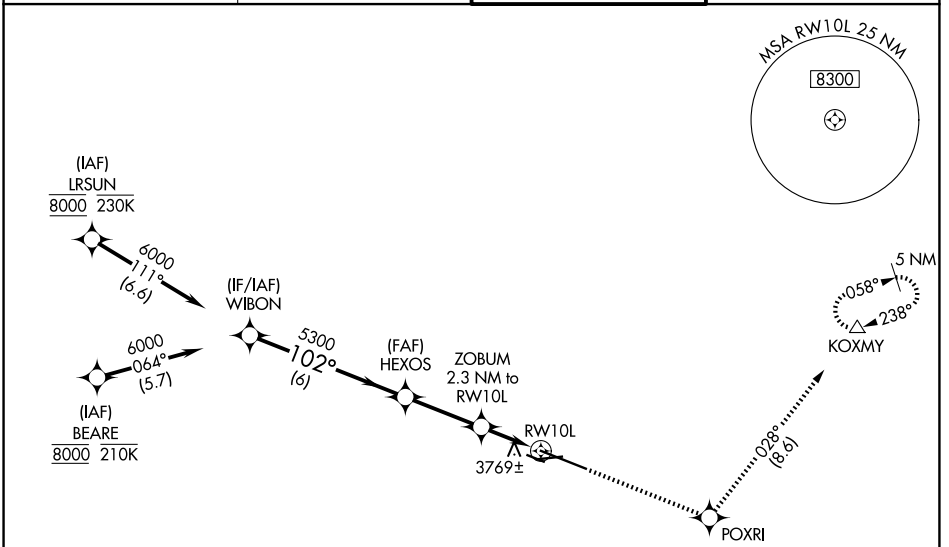
RNP APCH - GPS.

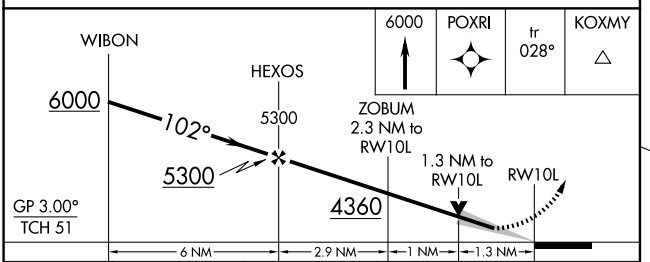
MALSR

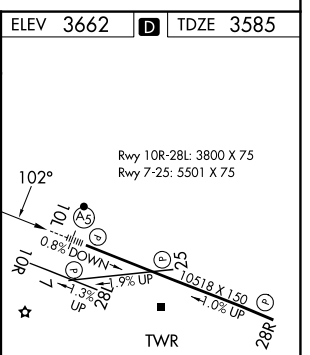
MISSED APPROACH: Climb to 6000 direct POXRI and on track 028° to KOXMY and hold.

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

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON
126.3	120.5 284.6	127.2 257.8	121.9







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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BILLINGS, MONTANA AL-48 (FAA) 25331

WAAS	APP CRS	Rwy Ldg	5501
CH 78028	254°	TDZE	3586
W25A		Apt Elev	3662

RNAV (GPS) RWY 25

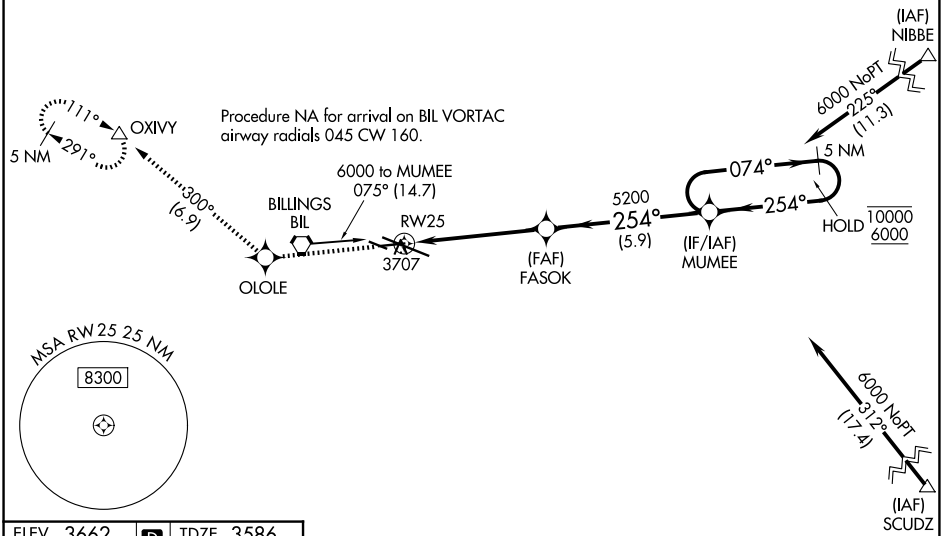
BILLINGS LOGAN INTL (BIL)

RNP APCH - GPS.

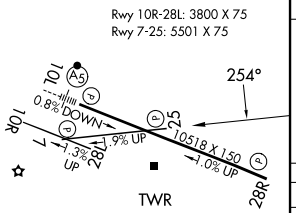
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.

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

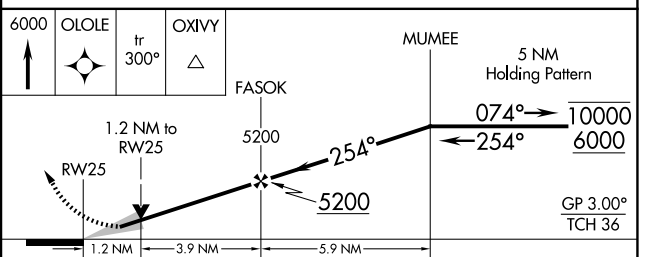
ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON
126.3	120.5 284.6	127.2 257.8	121.9



ELEV 3662 D TDZE 3586



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



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)			
CIRCLING	4160-1 498 (500-1)		4180-1½ 518 (600-1½)	4580-3 918 (1000-3)

BILLINGS, MONTANA
Amdt 2C 29DEC22

45°48′N-108°33′W

BILLINGS LOGAN INTL (BIL)
RNAV (GPS) RWY 25

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 28R

BILLINGS LOGAN INTL (BIL)

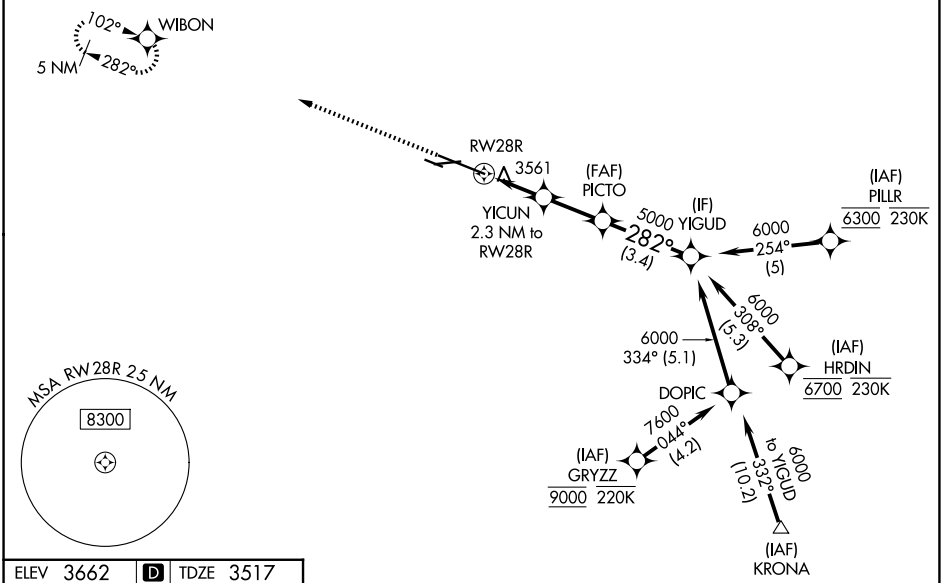
WAAS CH 56222 W28A	APP CRS 282°	Rwy Ldg 10518 TDZE 3517 Apt Elev 3662

RNP APCH - GPS.

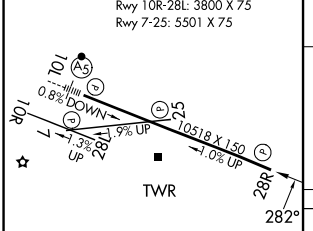
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 50°C.

MISSED APPROACH: Climb to 5900 direct WIBON and hold.

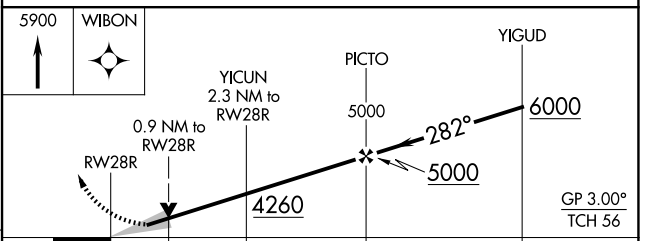
ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON
126.3	120.5 284.6	127.2 257.8	121.9



ELEV 3662 D TDZE 3517



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



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)			
CIRCLING	4160-1 498 (500-1)		4180-1½ 518 (600-1½)	4580-3 918 (1000-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME RWY 28R

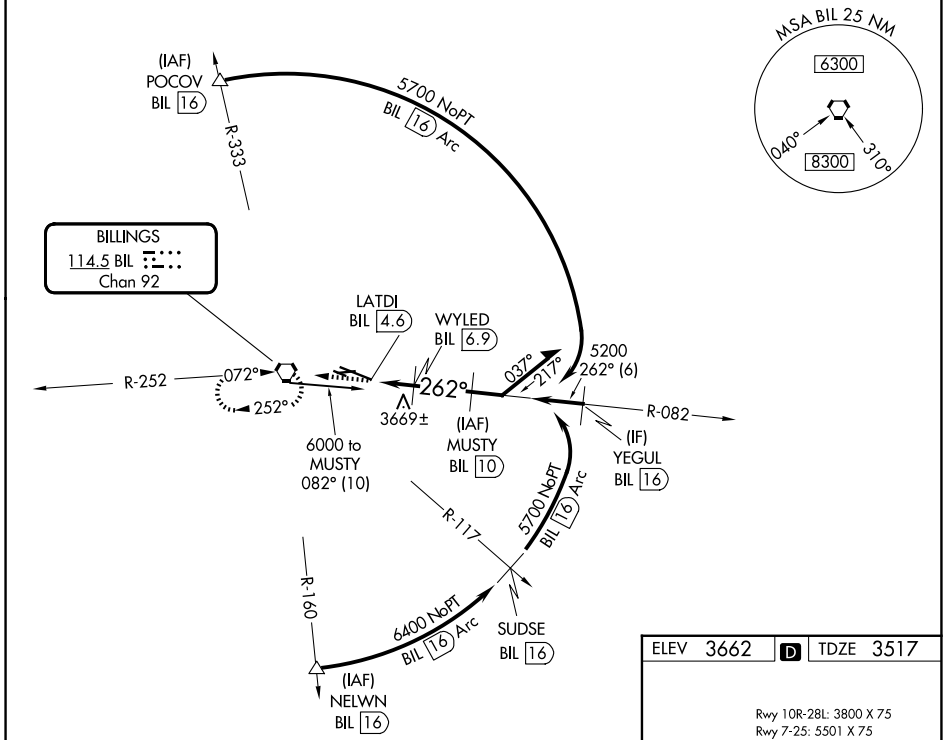
BILLINGS LOGAN INTL (BIL)

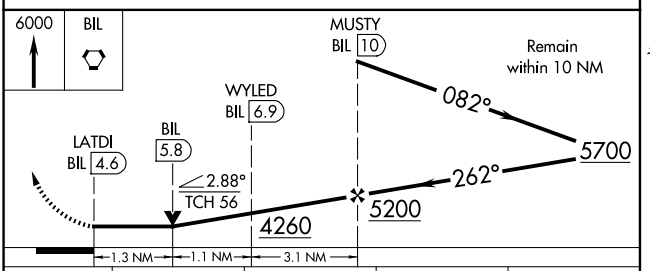
VORTAC BIL	APP CRS	Rwy Ldg	10518
114.5	262°	TDZE	3517
Chan 92		Apt Elev	3662

Helicopter visibility reduction below ¾ SM NA.

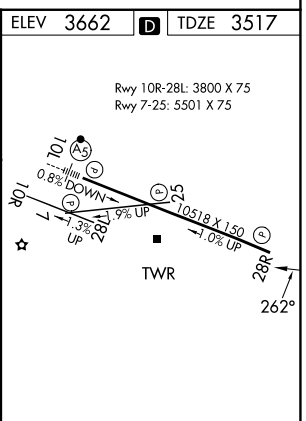
MISSED APPROACH: Climb to 6000 direct BIL VORTAC and hold, continue climb-in-hold to 6000.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON
126.3	120.5 284.6	127.2 257.8	121.9





CATEGORY	A	B	C	D
S-28R	3940-1 423 (300-1)		3940-1⅜ 423 (300-1⅜)	
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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

BILLINGS FIVE DEPARTURE

NW-1, 03 SEP 2026 to 29 OCT 2026

BILLINGS DEP CON 120.5 284.6
ATIS 126.3
CLNC DEL 121.9
GND CON 121.9

TOP ALTITUDE: 15000

N

TAKEOFF MINIMUMS
Rwy 10R: NA-Environmental.
Rwys 7, 10L, 25, 28L/R: Standard.

NOTE: RADAR required.
NOTE: Chart not to scale.

GLASGOW 113.9 GGW Chan 86
MILES CITY 112.1 MLS Chan 58
DUPREE 116.8 DPR Chan 115
RAPID CITY 112.3 RAP Chan 70
LEWISTOWN 115.45 LWT Chan 101(Y)
BILLINGS 114.5 BIL Chan 92
4600
102°
SHERIDAN 113.55 SHR Chan 82(Y)
CRAZY WOMAN 117.3 CZI Chan 120
CODY 111.8 COD Chan 55
BOYSEN RESERVOIR 117.8 BOY Chan 125
GREAT FALLS 115.1 GTF Chan 98
BOZEMAN 112.4 BZN Chan 71
LIVINGSTON 116.1 LVM Chan 108
DUNOIR 117.2 DNW Chan 119
HELENA 117.7 HLN Chan 124
WHITEHALL 113.7 HIA Chan 84
DILLON 113.0 DLN Chan 77
DUBOIS 116.9 DBS Chan 116

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7, 25, 28L/R: Climb on assigned heading for vectors to assigned fix/route, thence. . . .

TAKEOFF RUNWAY 10L: Climb heading 102° to 4600, then on assigned heading for vectors to assigned fix/route, thence. . . .

. . . . maintain 15000 or assigned lower altitude. Expect clearance to filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for 1 minute after departure, fly last assigned heading until reaching 7000. Proceed direct BIL VORTAC, then on last routing cleared and climb to filed altitude.

RNAV (GPS)-A

MCCARLEY FLD (UØ2)

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

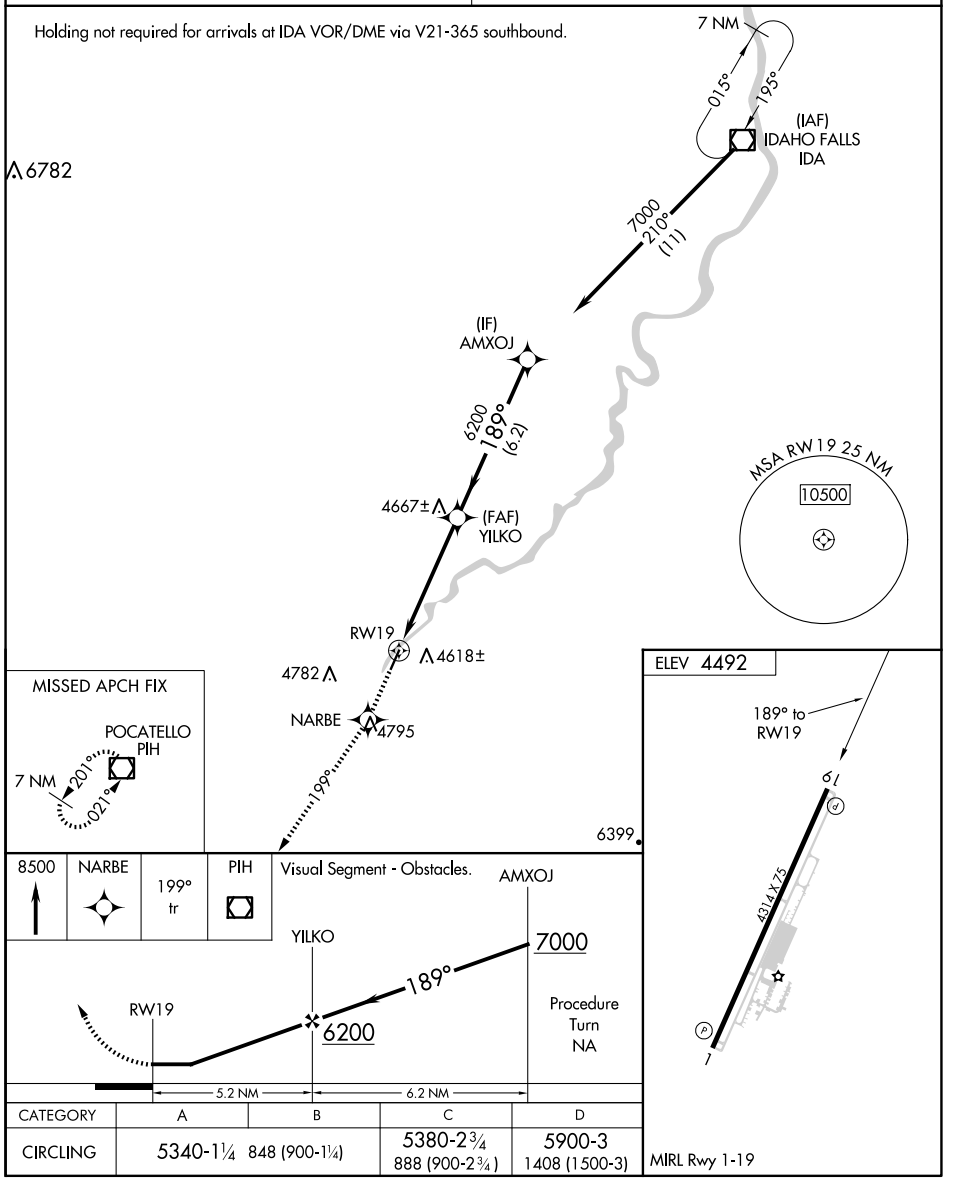
RNP APCH.

NA Use Pocatello altimeter setting, when not received use Idaho Falls altimeter setting. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 8500 direct NARBE and on 199° track to PIH VOR/DME and hold.

SALT LAKE CITY CENTER	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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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

RNAV (GPS)-B

MCCARLEY FLD (U02)

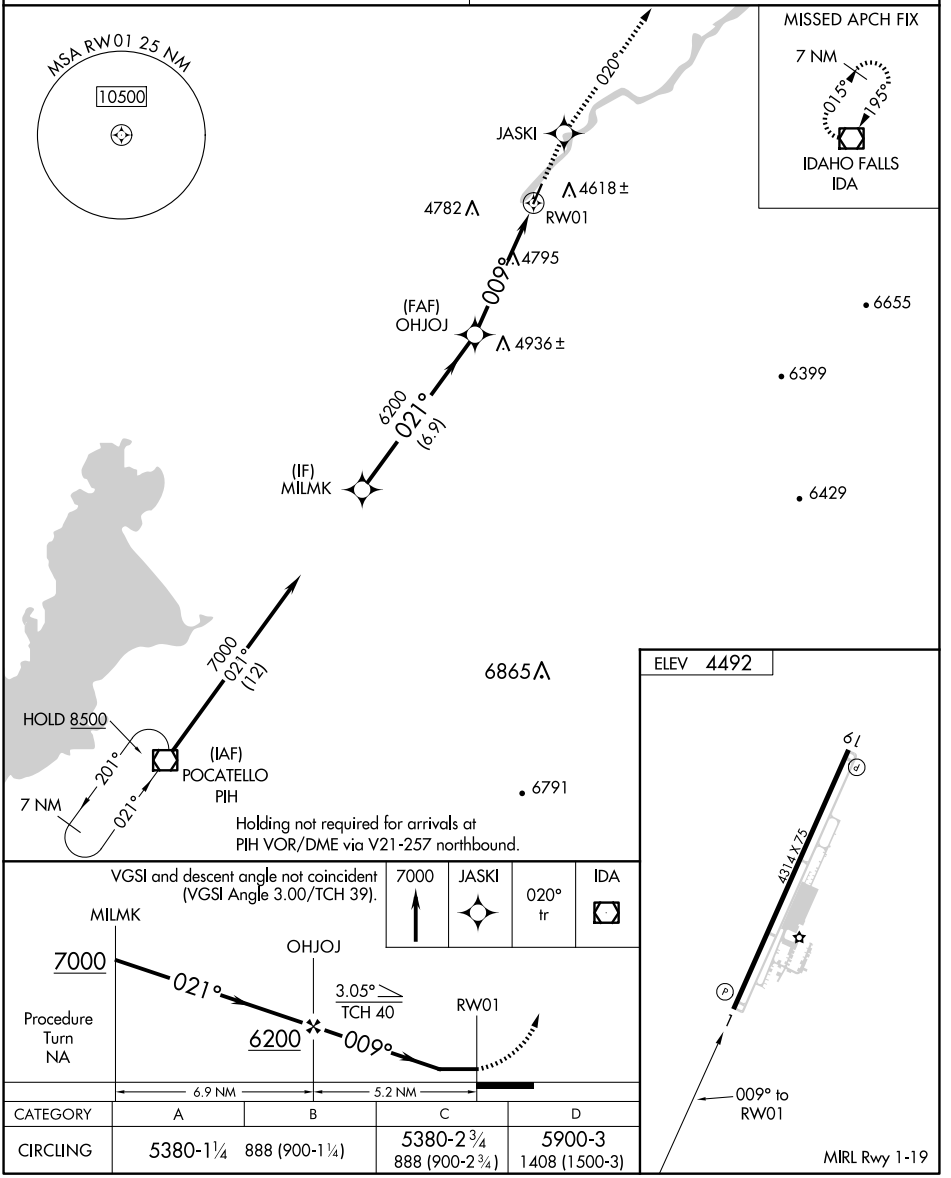
APP CRS	Rwy Idg	N/A
009°	TDZE	N/A
	Apt Elev	4492

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)

BLACKFOOT, IDAHO
Orig-C 09SEP21

43°13'N-112°21'W

MCCARLEY FLD (U02)

RNAV (GPS)-B

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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

VOR/DME-C

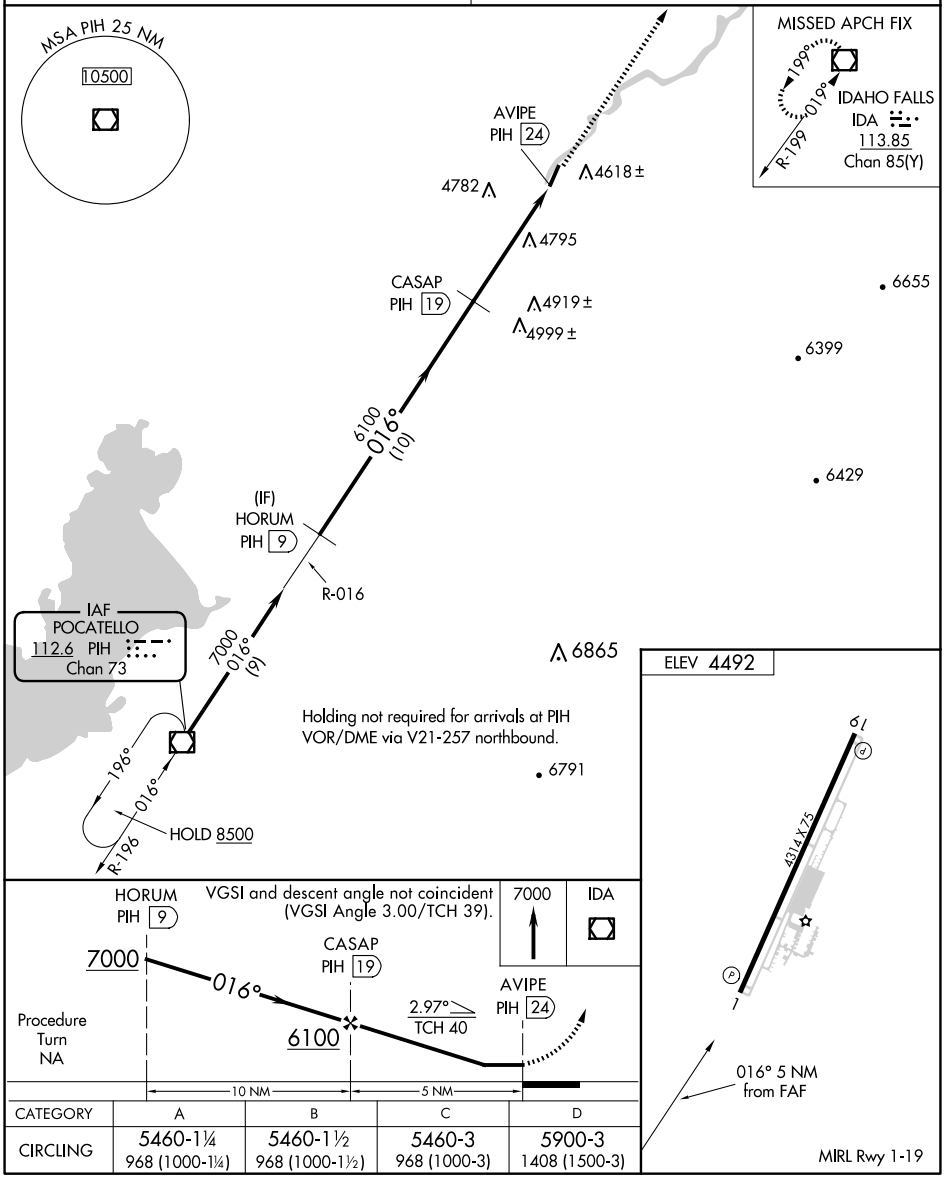
MCCARLEY FLD (U∅2)

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)



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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

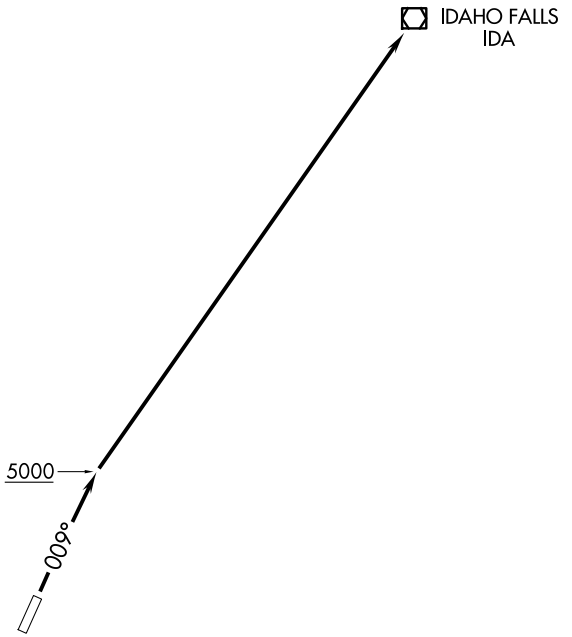
(IDA3.IDA) 21252

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, 03 SEP 2026 to 29 OCT 2026

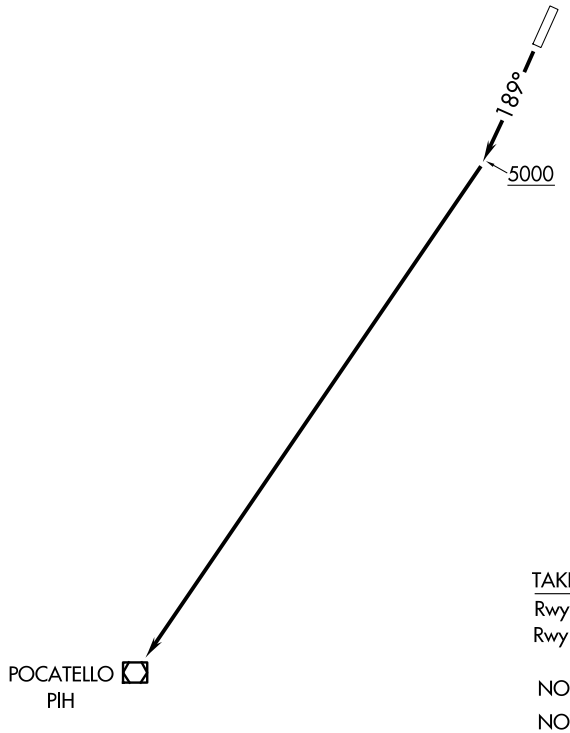
NW-1, 03 SEP 2026 to 29 OCT 2026

POCATELLO FOUR DEPARTURE (RNAV) AL-9351 (FAA)

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

BOISE, IDAHO | AL-57 (FAA) | 25275

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

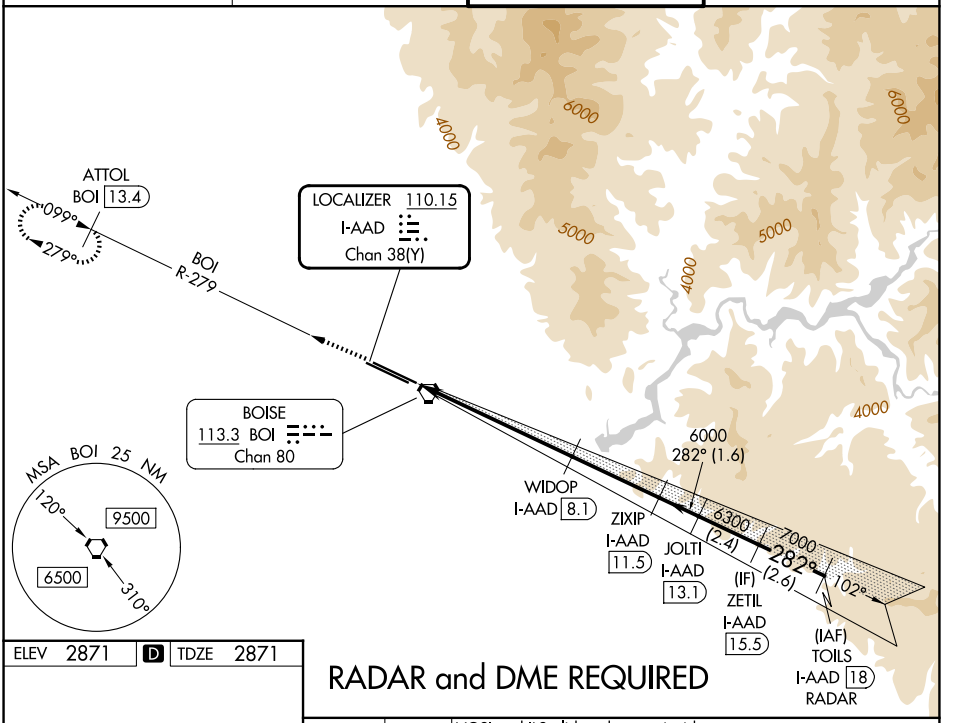
ILS or LOC RWY 28R

BOISE AIR TRML/GOWEN FLD (BOI)

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

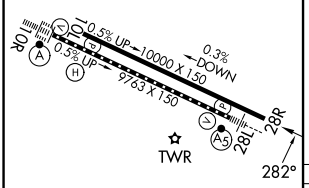
MISSED APPROACH: Climb to 6000 on BOI VORTAC R-279 to ATTOL/BOI 13.4 DME and hold.

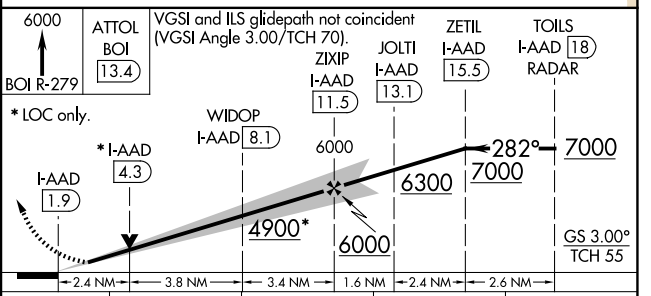
D-ATIS	BIG SKY APP CON	BOISE TOWER	GND CON
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6



ELEV 2871 | D | TDZE 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)	
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, 03 SEP 2026 to 29 OCT 2026

ILS Y or LOC Y RWY 10R

BOISE AIR TRML/GOWEN FLD (BOI)

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

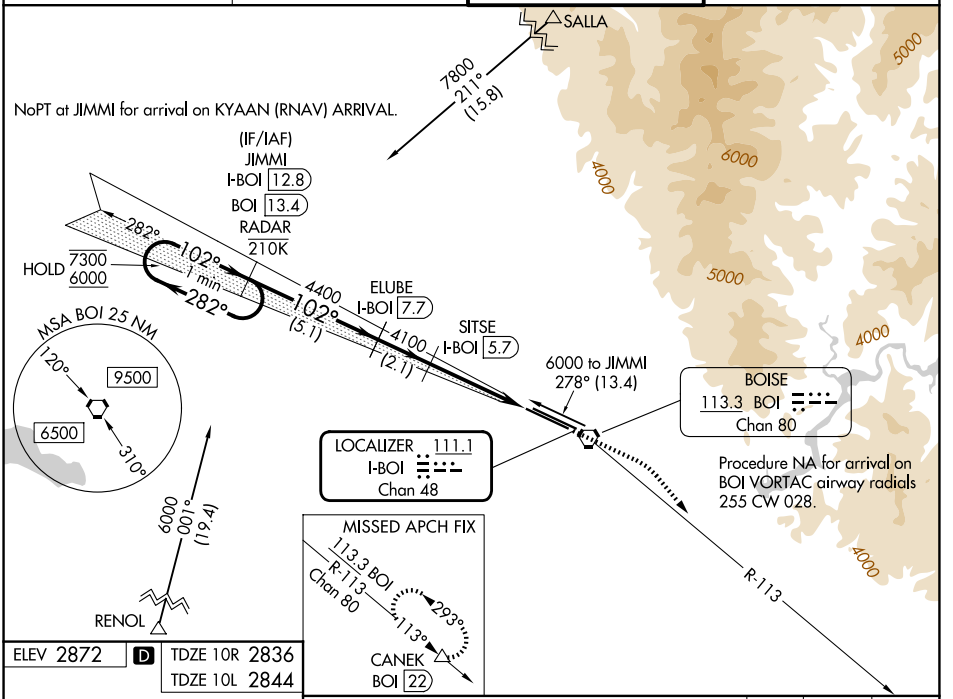
DME required. RNAV 1 - GPS. From SALLA and RENOL.

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

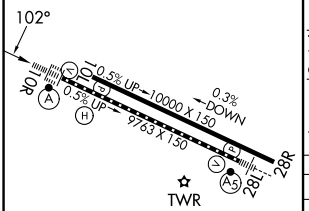
ALSF-2 Rwy 10R

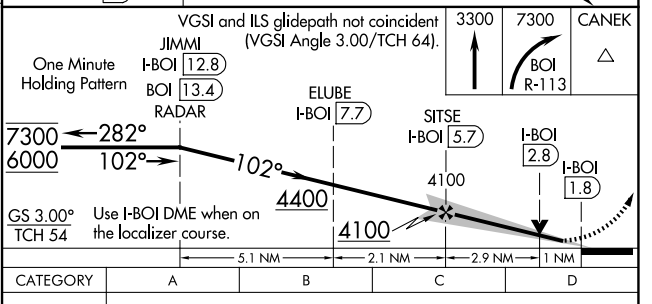
MISSED APPROACH: Climb to 3300 then climbing right turn to 7300 on BOI VORTAC R-113 to CANEK/BOI VORTAC 22 DME and hold.

D-ATIS	BIG SKY APP CON	BOISE TOWER	GND CON
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6



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)
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BOISE, IDAHO AL-57 (FAA) 25275

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)

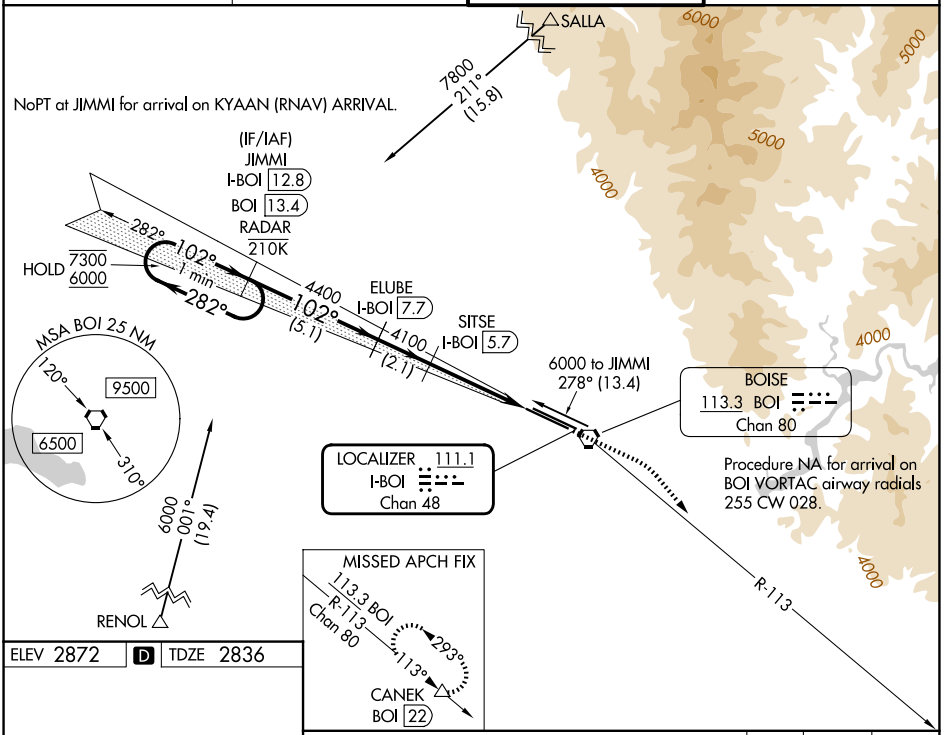
DME required. RNAV 1 - GPS. From SALLA and RENOL.

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

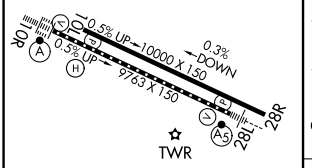
ALSF-2

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

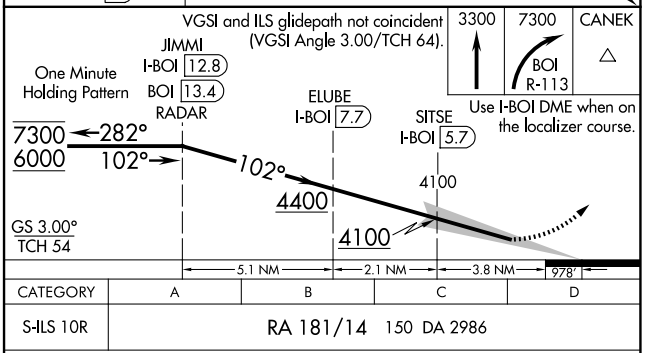
D-ATIS	BIG SKY APP CON	BOISE TOWER	GND CON
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6



ELEV 2872 D TDZE 2836



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



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, 03 SEP 2026 to 29 OCT 2026

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)

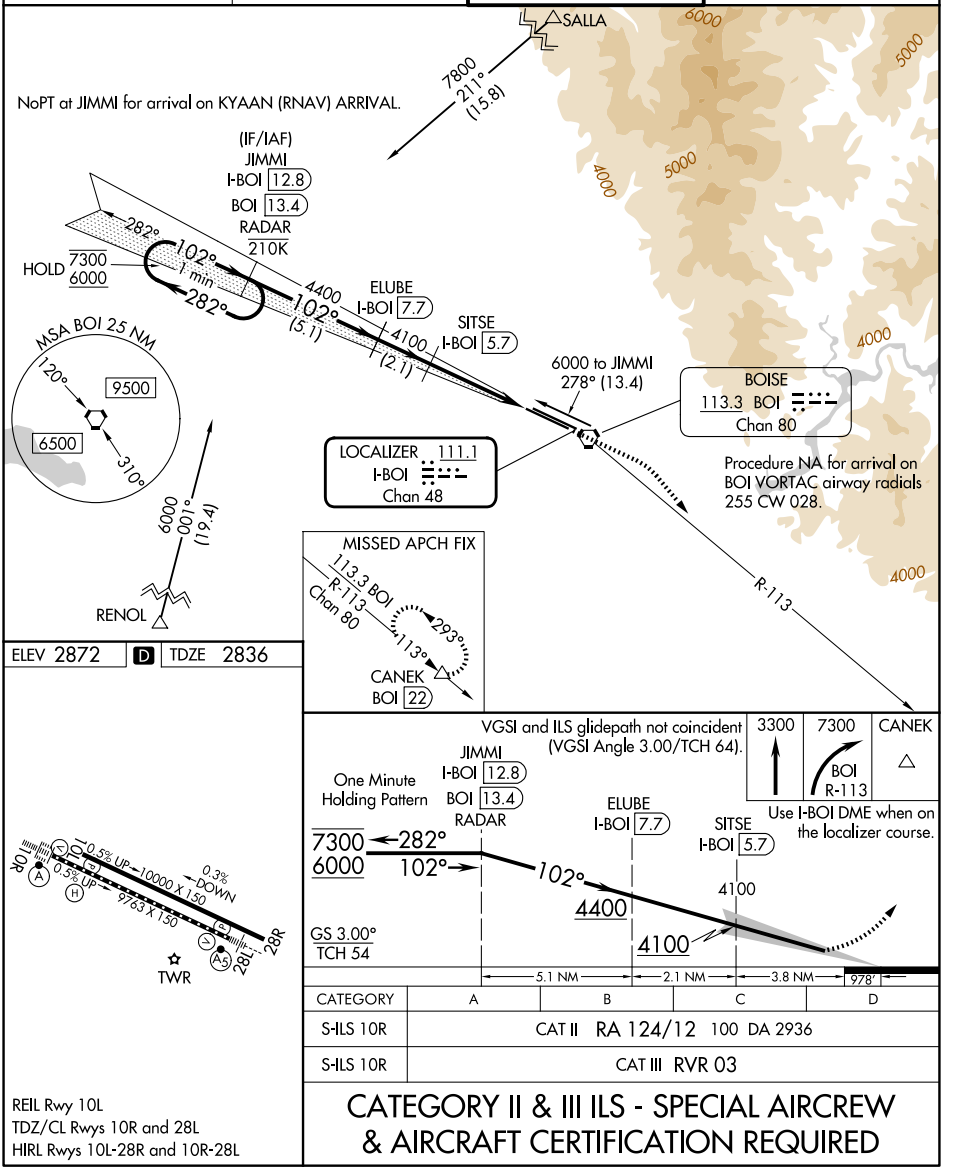
DME required. RNAV 1 - GPS. From SALLA and RENOL.

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
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6



ELEV 2872 | D | TDZE 2836

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

CATEGORY	A	B	C	D
S-ILS 10R	CAT II RA 124/12 100 DA 2936			
S-ILS 10R	CAT III RVR 03			

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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BOISE, IDAHO | AL-57 (FAA) | 25275

RNAV (RNP) X RWY 28L

BOISE AIR TRML/GOWEN FLD (BOI)

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

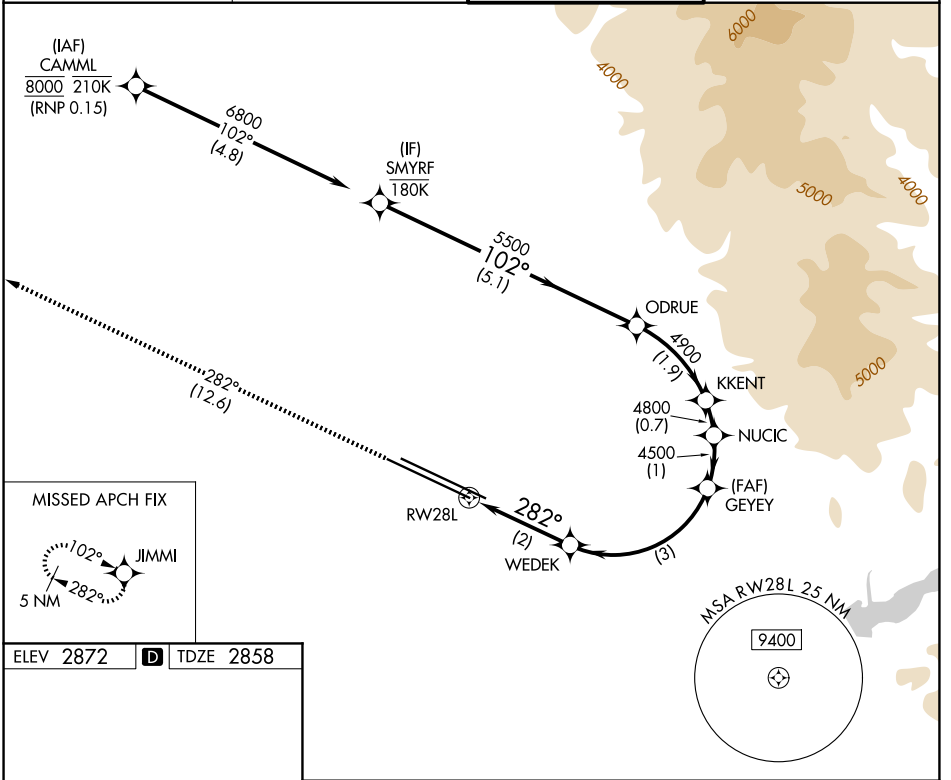
RNP AR APCH - GPS.

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

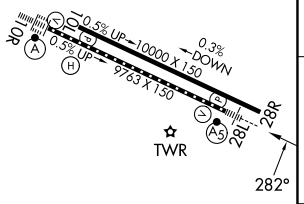
MALSR

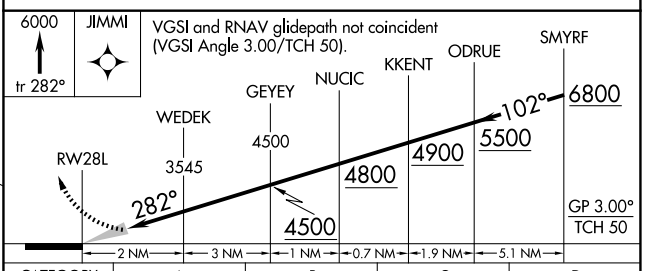
MISSED APPROACH: Climb to 6000 on track 282° to JIMMI and hold, continue climb-in-hold to 6000.

D-ATIS	BIG SKY APP CON	BOISE TOWER	GND CON
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6



ELEV 2872 | D | TDZE 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, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) X RWY 28R

BOISE AIR TRML/GOWEN FLD (BOI)

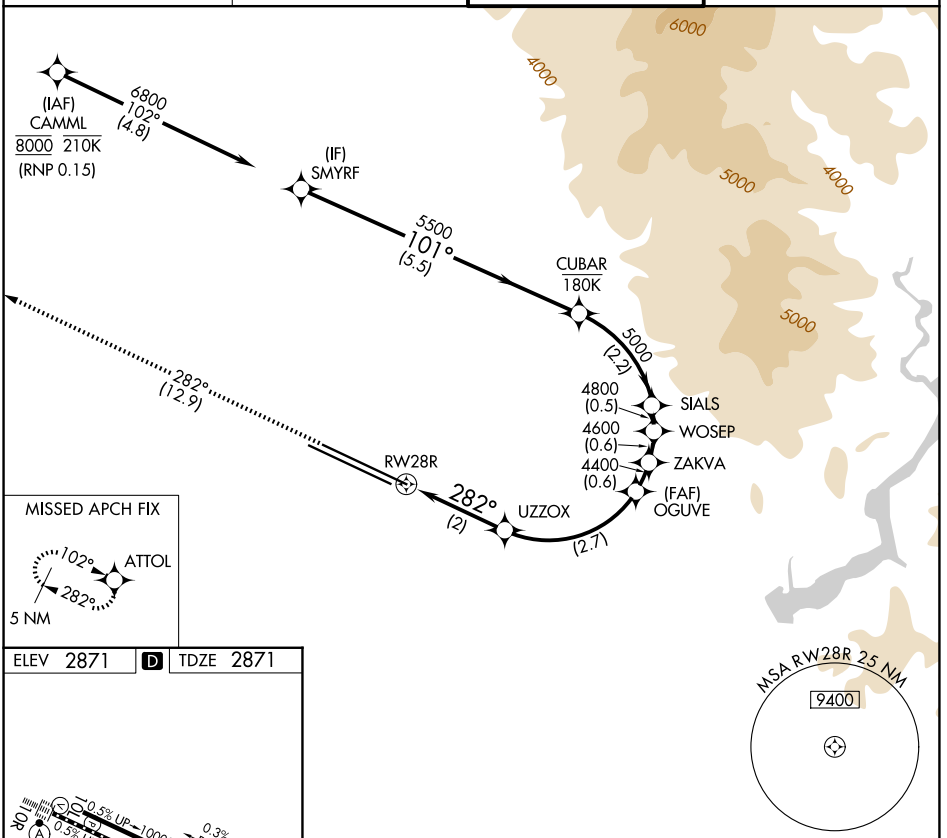
APP CRS	Rwy Ldg	10000
282°	TDZE	2871
	Apt Elev	2871

T NA

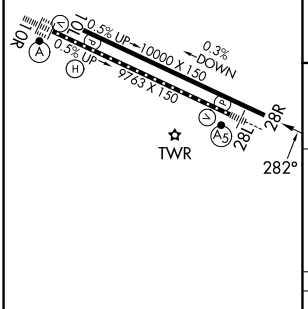
For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 52°C (126°F). RF required. GPS required.

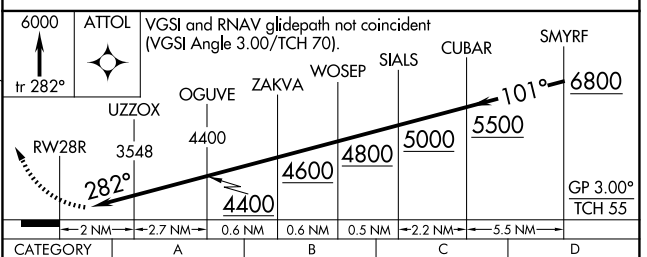
MISSED APPROACH: Climb to 6000 on track 282° to ATTOL and hold.

D-ATIS	BIG SKY APP CON	BOISE TOWER	GND CON
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6



ELEV 2871	D	TDZE 2871





CATEGORY	A	B	C	D
RNP 0.15 DA	3288-1 3/8	417 (500-1 3/8)		

AUTHORIZATION REQUIRED

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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BOISE, IDAHO | AL-57 (FAA) | 25275

RNAV (RNP) Z RWY 10L

BOISE AIR TRML/GOWEN FLD (BOI)

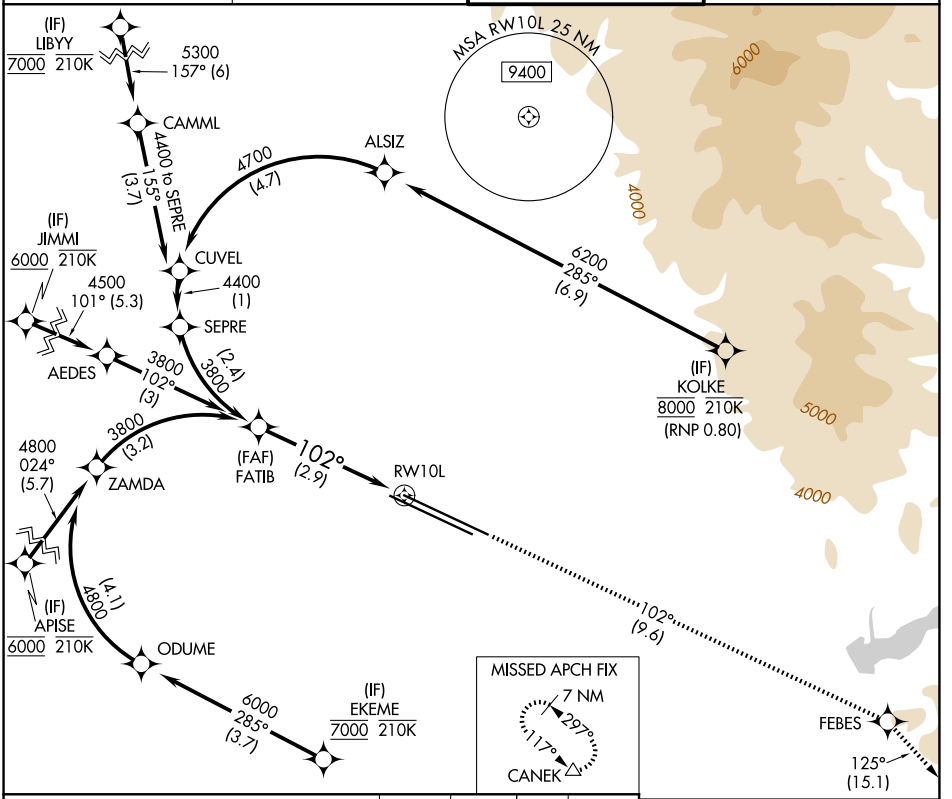
APP CRS	Rwy Ldg	10000
102°	TDZE	2844
	Apt Elev	2872

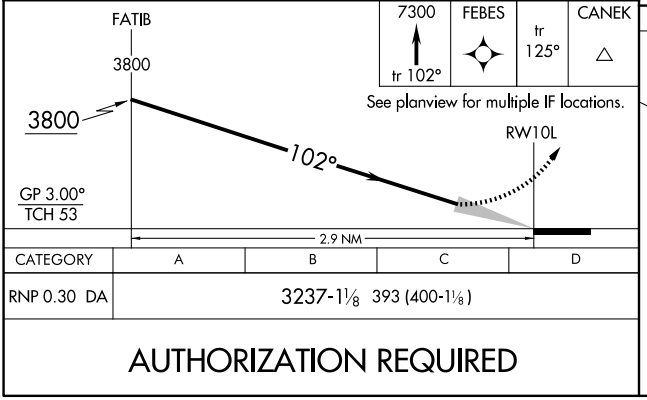
RNP AR APCH - GPS.

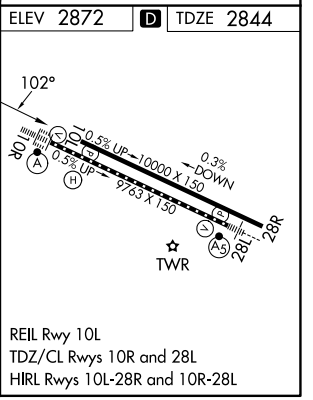
For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C .

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
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6







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, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 10R

BOISE AIR TRML/GOWEN FLD (BOI)

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

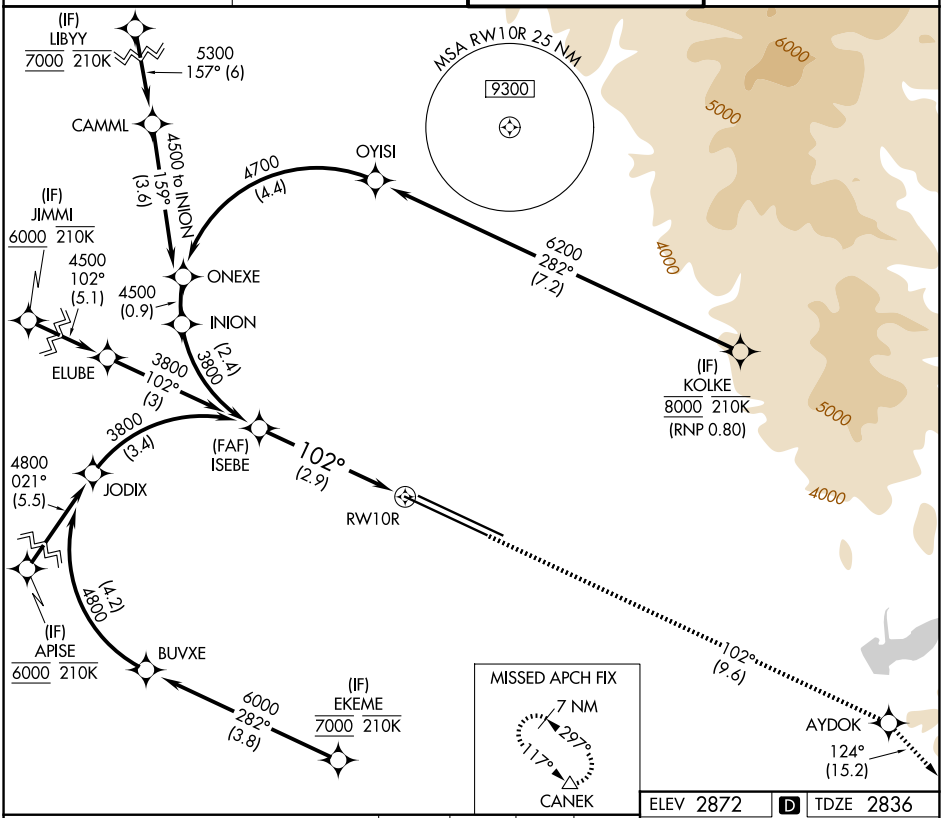
RNP AR APCH - GPS.

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

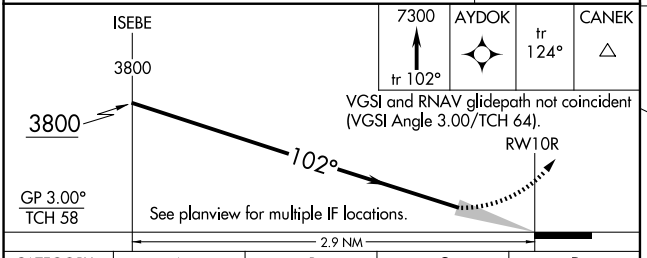
ALSF-2

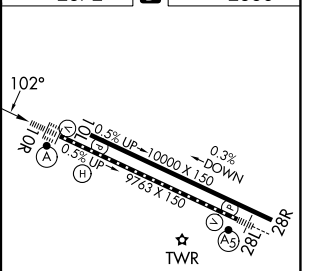
MISSED APPROACH: Climb to 7300 on track 102° to AYDOK and on track 124° to CANEK and hold.

D-ATIS	BIG SKY APP CON	BOISE TOWER	GND CON
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BOISE, IDAHO | AL-57 (FAA) | 25275

RNAV (RNP) Z RWY 28L

BOISE AIR TRML/GOWEN FLD (BOI)

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

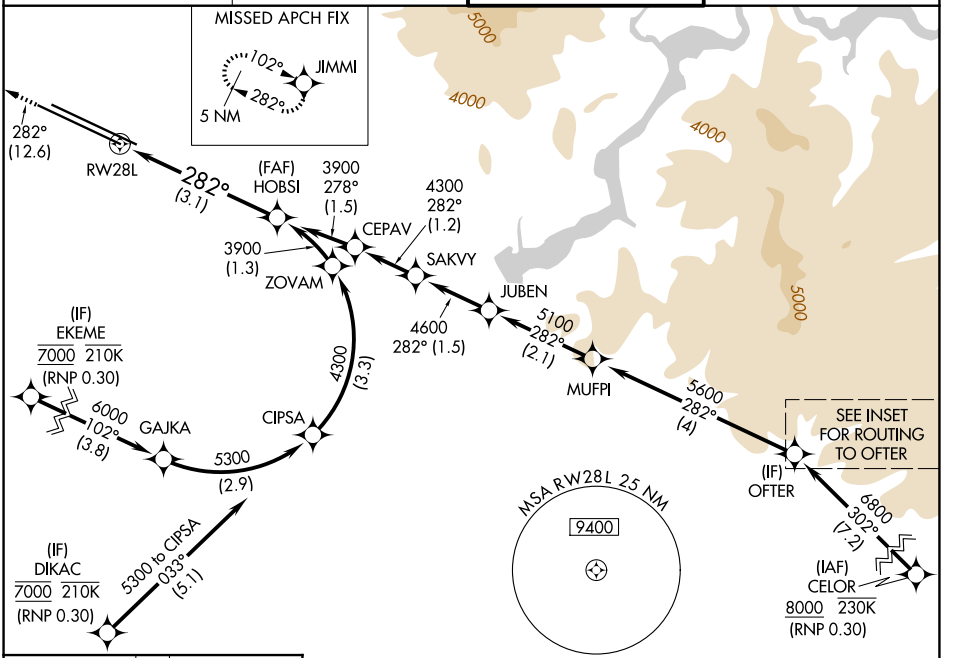
RNP AR APCH - GPS.

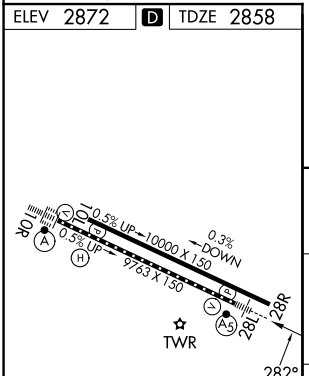
For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5500.

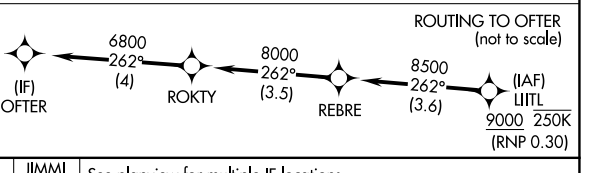
MALSR

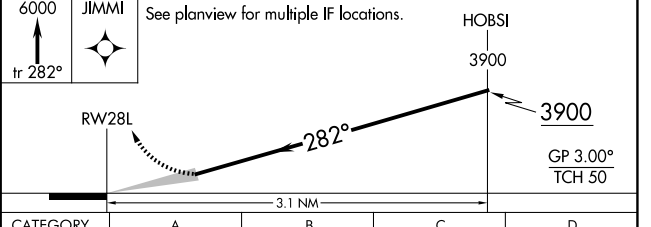
MISSED APPROACH: Climb to 6000 on track 282° to JIMMI and hold, continue climb-in-hold to 6000.

D-ATIS	BIG SKY APP CON	BOISE TOWER	GND CON
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6









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

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

BOISE, IDAHO
Amdt 3 14JUL22

43°34'N-116°13'W

BOISE AIR TRML/GOWEN FLD (BOI)

RNAV (RNP) Z RWY 28L

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 28R

BOISE AIR TRML/GOWEN FLD (BOI)

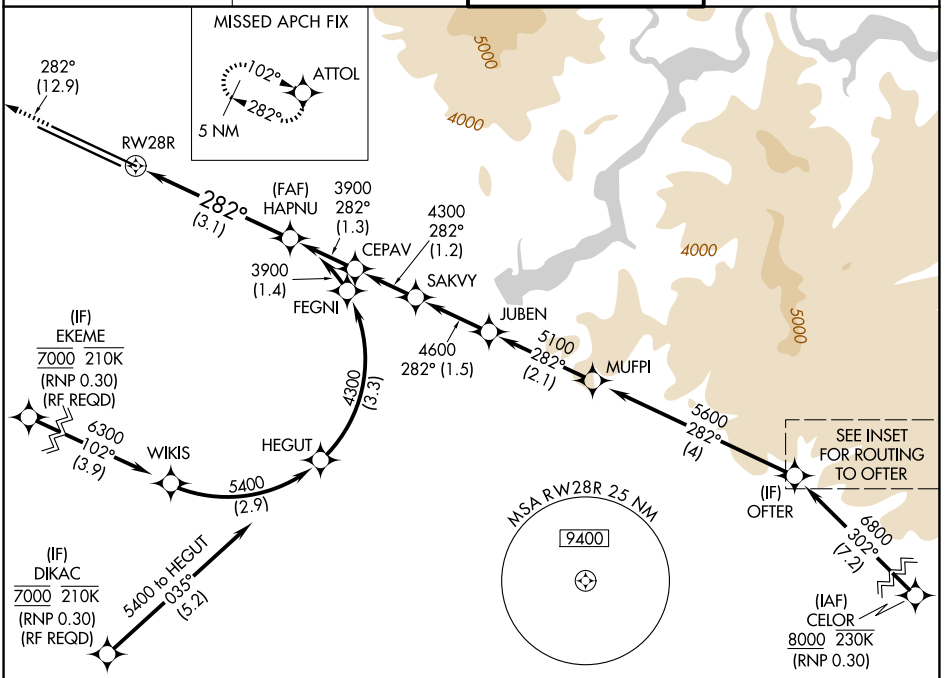
APP CRS	Rwy Ldg	10000
282°	TDZE	2872
	Apt Elev	2872

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.

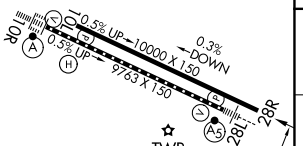
D-ATIS	BIG SKY APP CON	BOISE TOWER	GND CON
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6



NW-1, 03 SEP 2026 to 29 OCT 2026

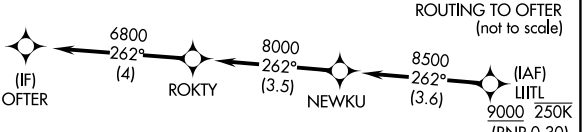
NW-1, 03 SEP 2026 to 29 OCT 2026

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)

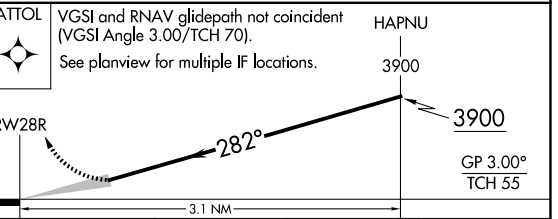


6000
tr 282°

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) | 25275

WAAS	APP CRS	Rwy Ldg	10000
CH 78102	102°	TDZE	2844
W10A		Apt Elev	2872

RNAV (GPS) Y RWY 10L

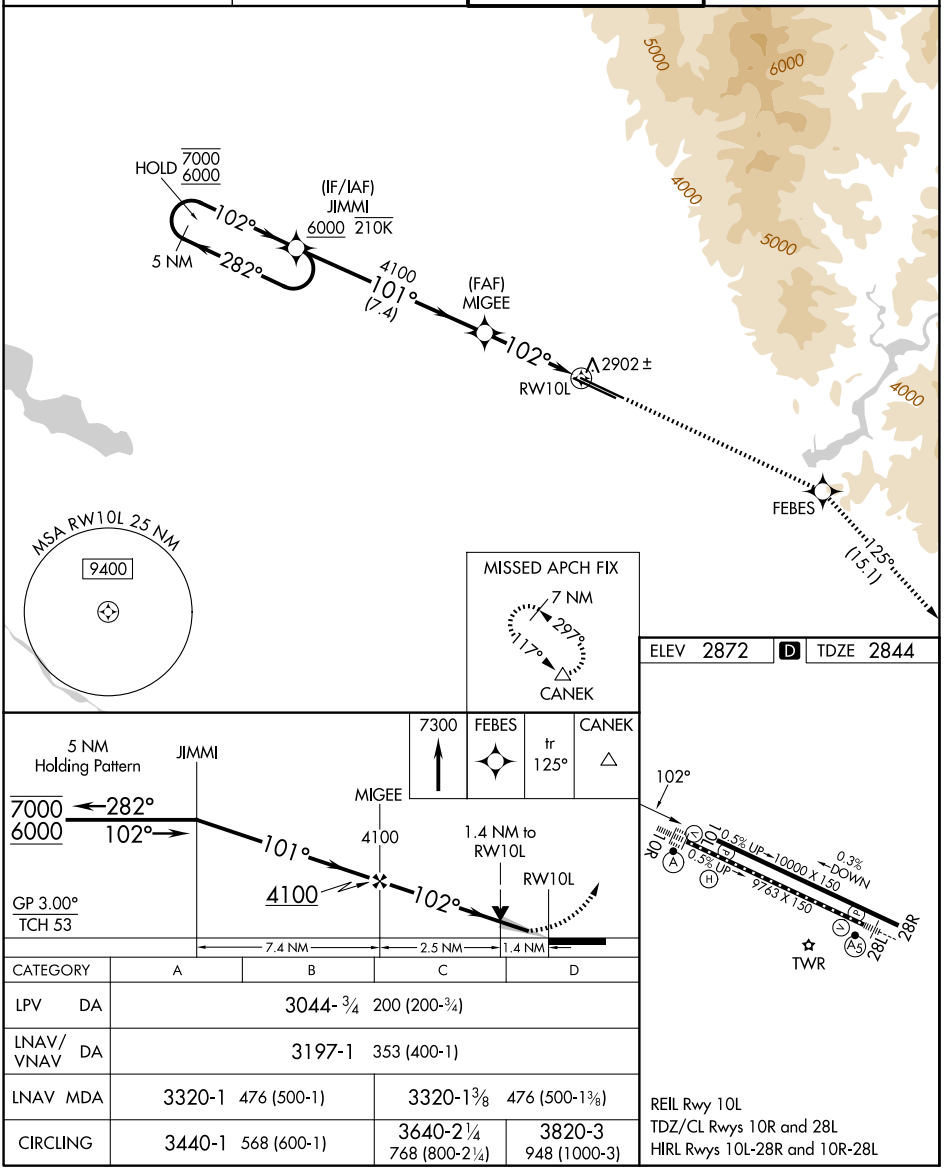
BOISE AIR TRML/GOWEN FLD (BOI)

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
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6



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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 10R

BOISE AIR TRML/GOWEN FLD (BOI)

WAAS	APP CRS	Rwy Ldg	9763
CH 40203	102°	TDZE	2836
W10B		Apt Elev	2872

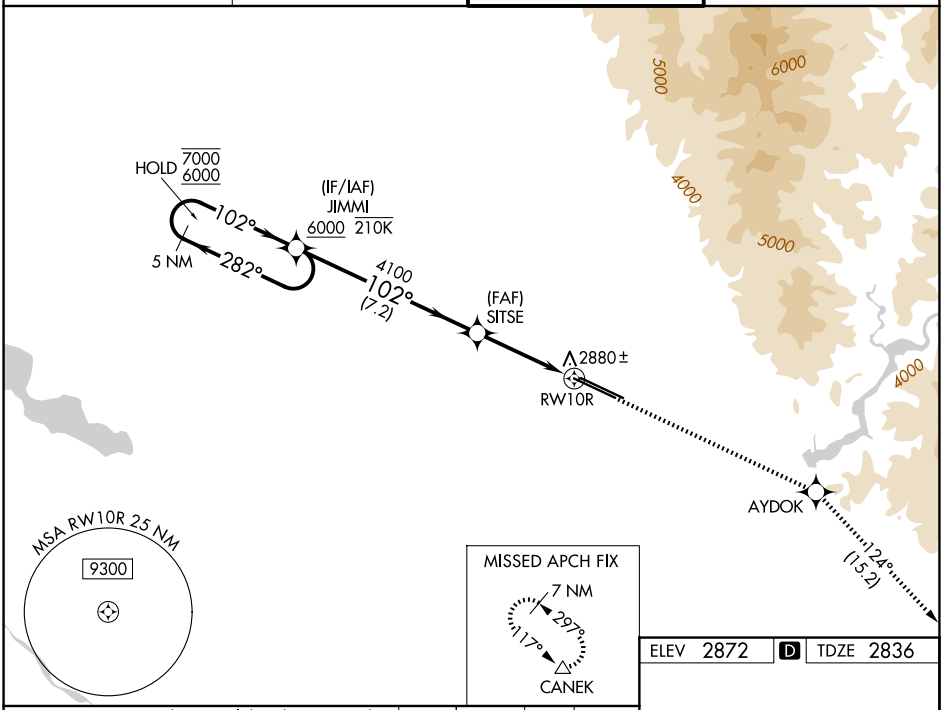
RADAR required for procedure entry. RNP APCH - GPS.

Circling NA north of Rwy 10L-28R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

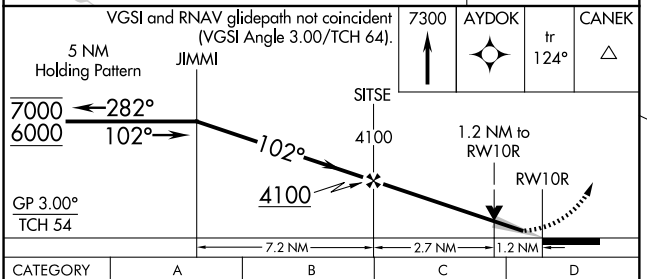
ALSF-2

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

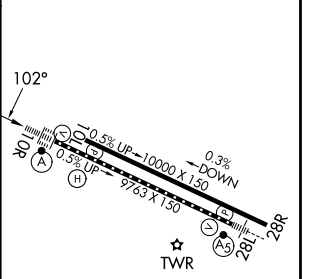
D-ATIS	BIG SKY APP CON	BOISE TOWER	GND CON
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6



ELEV 2872 D TDZE 2836



CATEGORY	A	B	C	D
LPV DA	3036/18 200 (200-½)			
LNAV/VNAV DA	3173/26 337 (400-½)			
LNAV MDA	3260/24 424 (400-½)		3260/40 424 (400-¾)	
CIRCLING	3440-1 568 (600-1)		3640-2¼ 768 (800-2¼)	3820-3 948 (1000-3)



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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BOISE, IDAHO | AL-57 (FAA) | 25275

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.

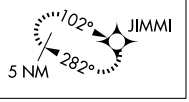
Circling NA north of Rwy 10L-28R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500, and LNAV/VNAV all Cats visibility to RVR 6000.

MALSR

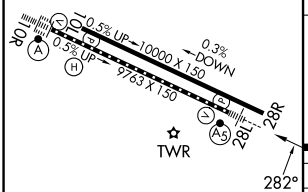
MISSED APPROACH: Climb to 6000 direct JIMMI and hold, continue climb-in-hold to 6000.

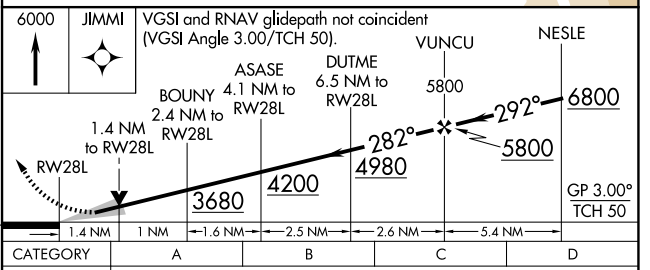
D-ATIS	BIG SKY APP CON	BOISE TOWER	GND CON
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6

MISSED APCH FIX



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)	
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, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 28R

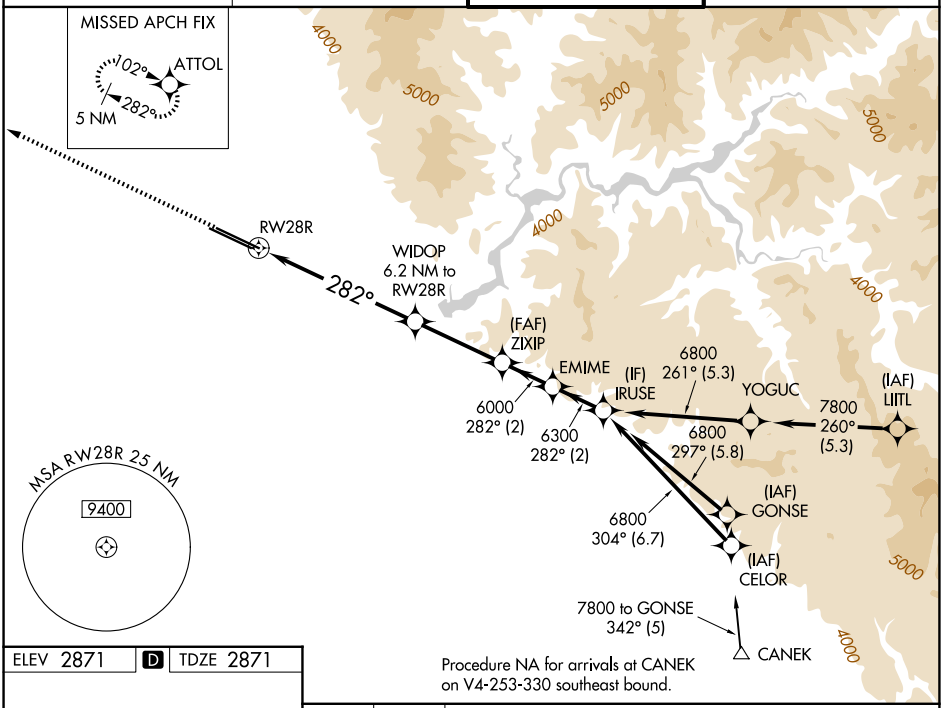
BOISE AIR TRML/GOWEN FLD (BOI)

WAAS	APP CRS	Rwy Ldg	10000
CH 65803	282°	TDZE	2871
W28B		Apt Elev	2871

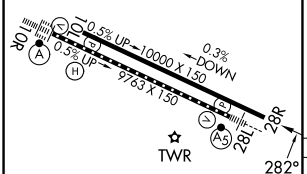
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 52°C (126°F).
Circling NA north of Rwy 10L-28R. DME/DME RNP-0.3 NA.

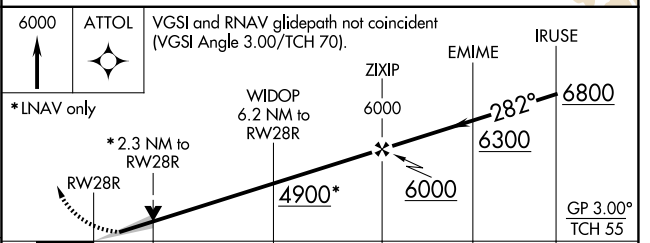
MISSED APPROACH: Climb to 6000 direct ATTOL and hold, continue climb-in-hold to 6000.

D-ATIS	BIG SKY APP CON	BOISE TOWER	GND CON
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6



ELEV 2871 | D | TDZE 2871





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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BOISE, IDAHO | AL-57 (FAA) | 25275

VOR or TACAN RWY 10L

BOISE AIR TRML/GOWEN FLD (BOI)

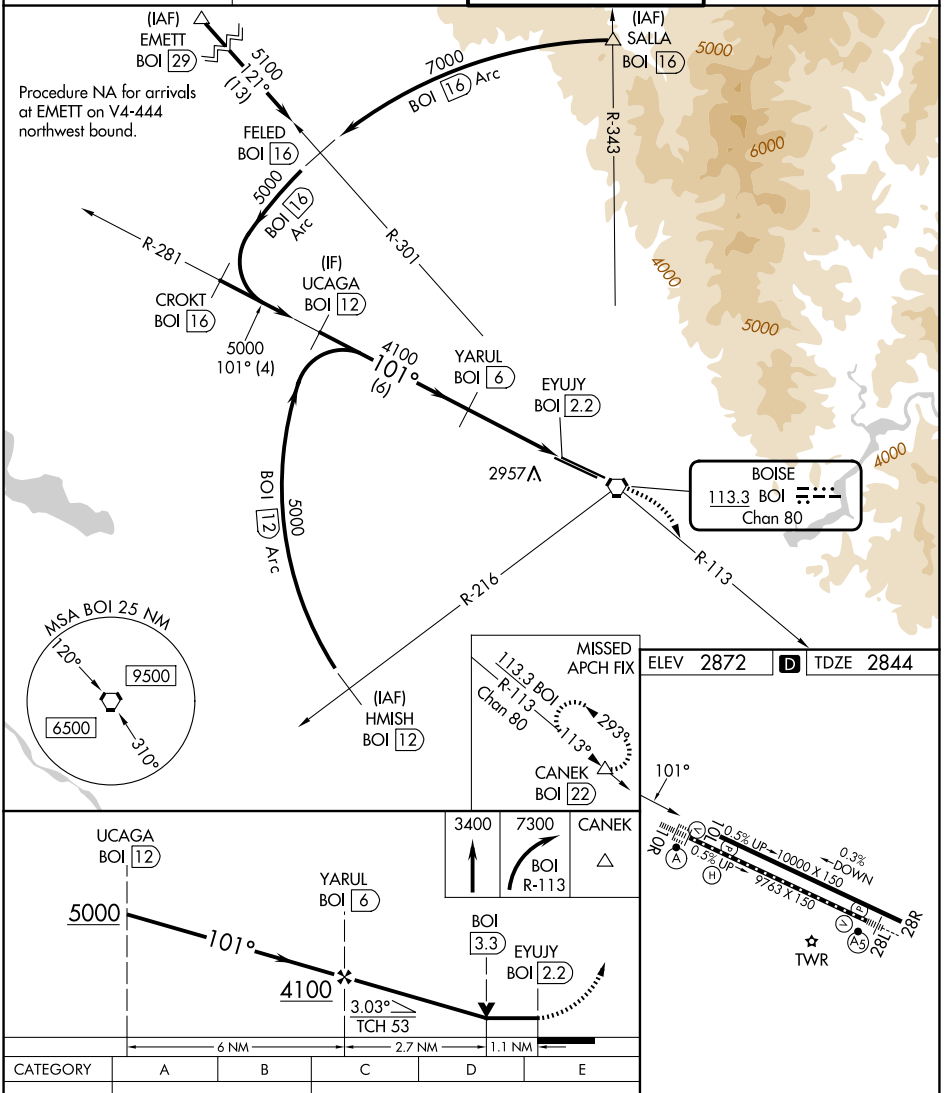
VORTAC BOI 113.3 Chan 80	APP CRS 101°	Rwy Ldg 10000 TDZE 2844 Apt Elev 2872

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
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6



CATEGORY	A	B	C	D	E
S-10L	3240-1 396 (400-1)		3240-1⅛ 396 (400-1⅛)		
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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

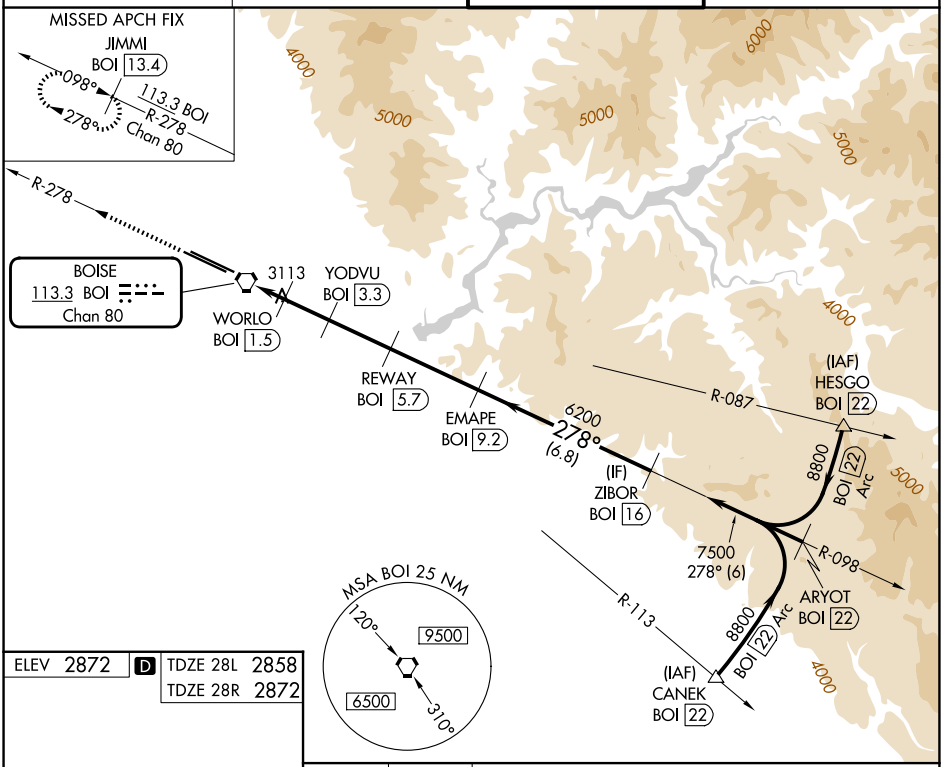
DME required.

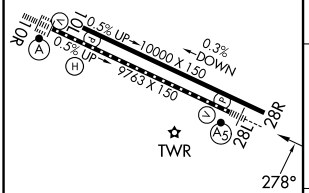
Circling NA north of Rwy 10L-28R. For inop ALS, increase S-28L Cat E visibility to 1½ SM.

MALSR Rwy 28L

MISSED APPROACH: Climb to 6000 on BOI VORTAC R-278 to JIMMI/13.4 DME and hold.

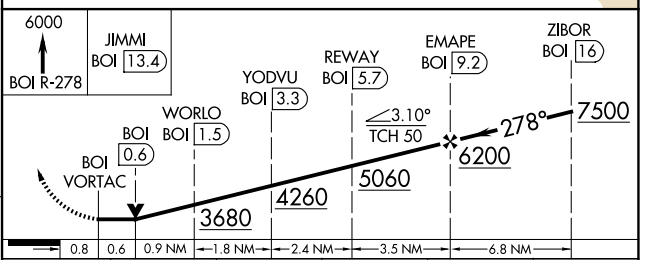
D-ATIS	BIG SKY APP CON	BOISE TOWER	GND CON
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6





ELEV 2872 D TDZE 28L 2858
TDZE 28R 2872

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



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)	
CIRCLING	3440-1 568 (600-1)		3640-2¼ 768 (800-2¼)	3820-3 948 (1000-3)	3880-3 1008 (1100-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26134

AIRPORT DIAGRAM

BOISE AIR TRML/GOWEN FLD (BOI)

AL-57 (FAA)

BOISE, IDAHO

AIRPORT DIAGRAM

BOISE AIR TRML/GOWEN FLD (BOI)

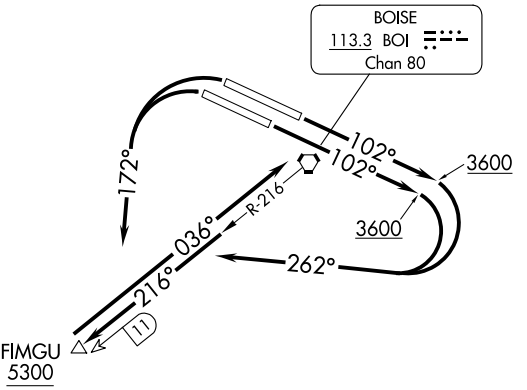
BOISE, IDAHO

26134

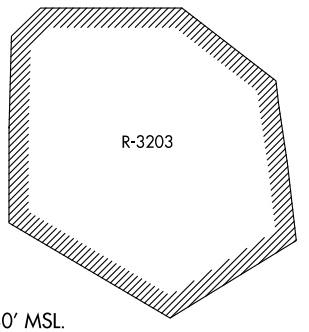
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026

(BOI3.BOI) 23278

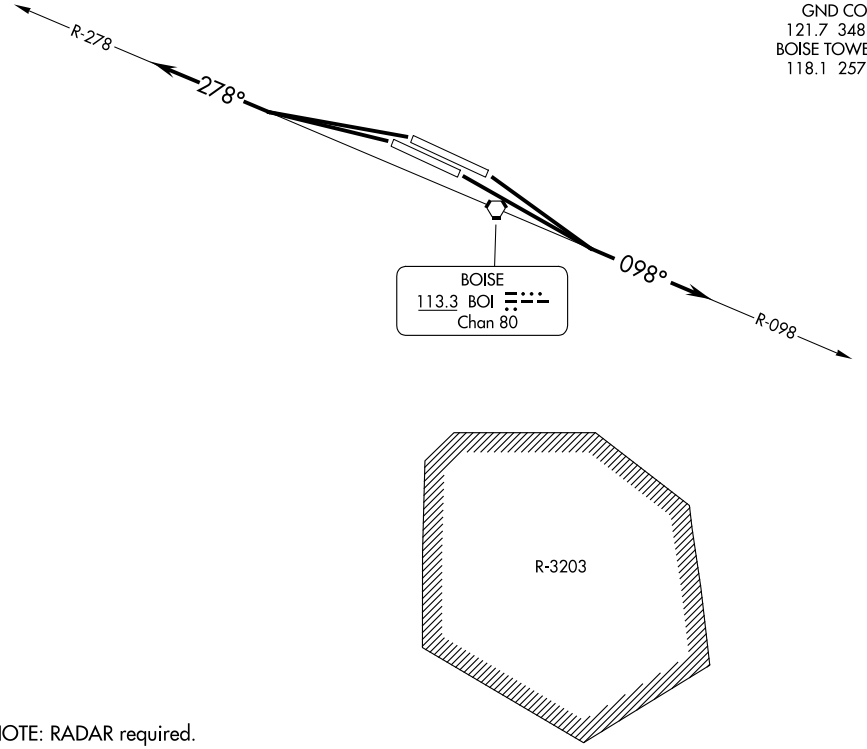
BOISE THREE DEPARTURE

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, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	4002
008°	TDZE	2316
	Apt Elev	2337

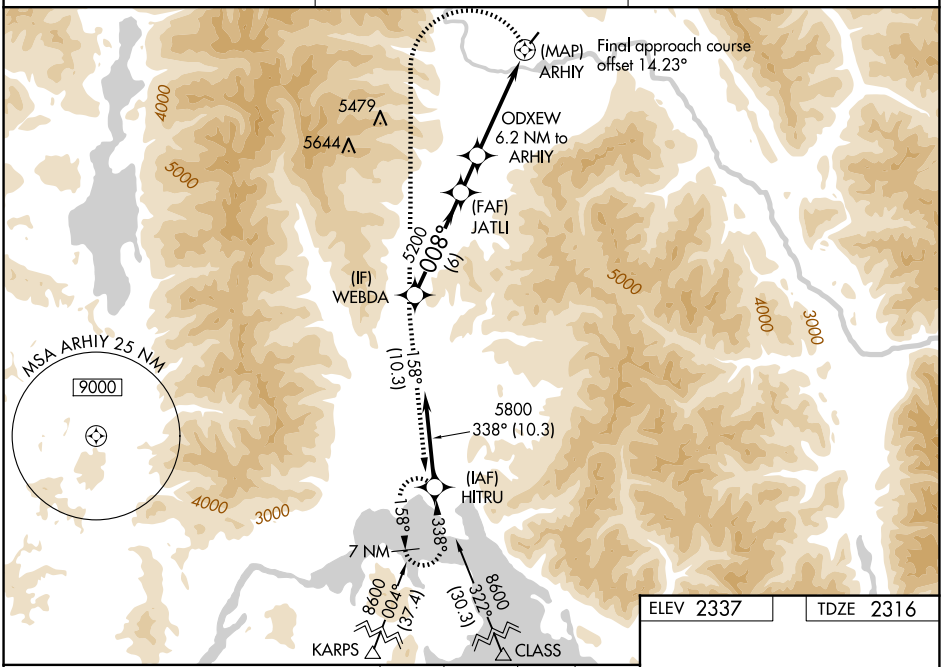
RNAV (GPS) RWY 2

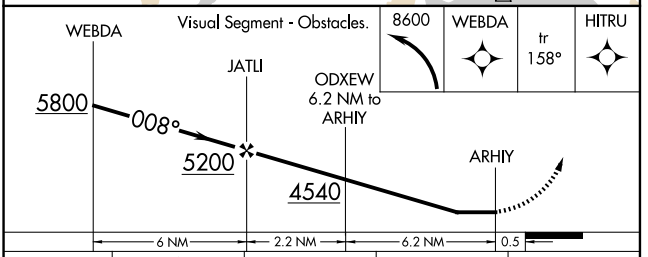
BOUNDARY COUNTY (65S)

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.

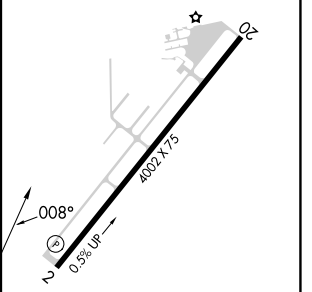
AWOS-3PT	SEATTLE CENTER	UNICOM
132.575	123.95 290.55	123.0 (CTAF) L





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
CIRCLING	4480-1¼ 2143 (2200-1¼)	4480-1½ 2143 (2200-1½)	4480-3 2143 (2200-3)	NA

ELEV 2337 TDZE 2316



MIRL Rwy 2-20 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(KARPS2.KARPS) 19003

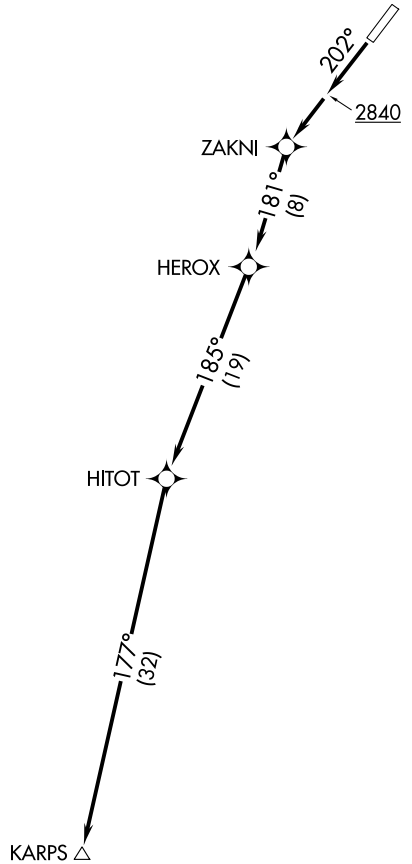
BOUNDARY COUNTY (65S)

KARPS TWO DEPARTURE (OBSTACLE) (RNAV)

AL-9976 (FAA)

BONNERS FERRY, IDAHO

SEATTLE CENTER
123.95 290.55
CTAF
123.0



NOTE: RNAV 1.

NOTE: GPS required.

TAKEOFF MINIMUMS

Rwy 2: NA- Terrain.

Rwy 20: Standard with minimum climb of 245′ per NM to 5500.

TAKEOFF OBSTACLE NOTES

Rwy 20: Trees and pole beginning 741′ from DER, 684′ left of centerline, up to 111′ AGL/2417′ MSL.
Terrain 138′ from DER, 357′ right of centerline, 2324′ MSL.
Building 583′ from DER, 523′ right of centerline, 52′ AGL/2362′ MSL.
Crane 855′ from DER, 586′ right of centerline, 61′ AGL/2368′ MSL.
Crane 861′ from DER, 713′ right of centerline, 72′ AGL/2377′ MSL.
Tree 931′ from DER, 460′ right of centerline, 92′ AGL/2397′ MSL.
Tree 2024′ from DER, 2′ right of centerline, 107′ AGL/2399′ MSL.
Tree 2175′ from DER, 182′ right of centerline, 113′ AGL/2403′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 202° to 2840, then direct ZAKNI, then on depicted route to KARPS, cross KARPS at or above MEA for assigned route of flight.

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

ILS Y or LOC Y RWY 12

BOZEMAN YELLOWSTONE INTL (BZN)

LOC I-BZN	APP CRS	Rwy Ldg	8994
109.3	123°	TDZE	4443
		Apt Elev	4473

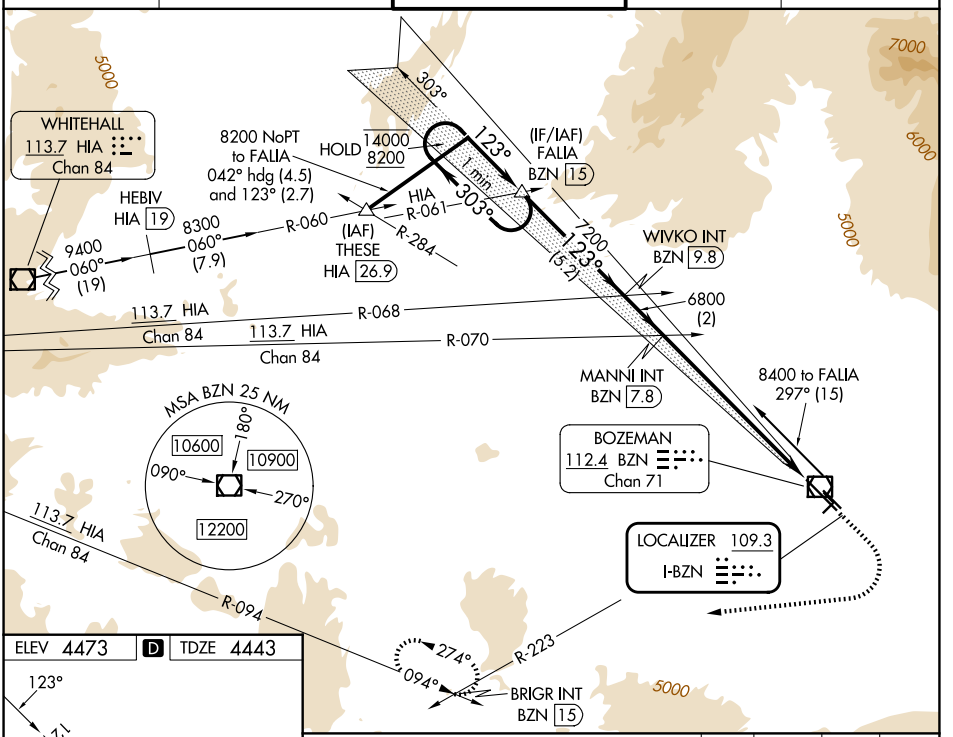
Circling NA to Rwys 3-21 and 11-29. DME from BZN VOR/DME. DME use requires simultaneous reception of I-BZN and BZN DME. For inop ALS, increase S-LOC 12 Cat C/D visibility to 2 SM. *RVR 1800 authorized with use of FD or AP or HUD to DA.

-21°C

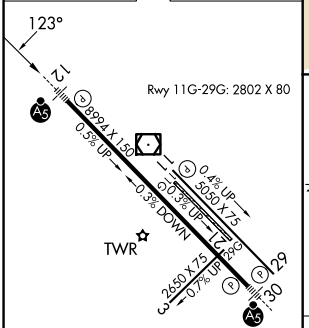
MALSR

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 VOR/DME 15 DME and hold, continue climb-in-hold to 9000.

ATIS	BIG SKY APP CON*	BOZEMAN TOWER*	GND CON	UNICOM
135.425	118.975 226.675	118.2 (CTAF) L	121.8	122.95



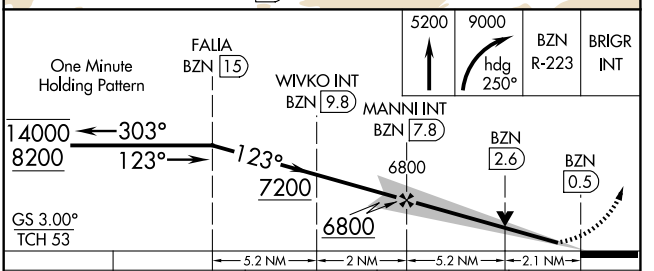
ELEV 4473 D TDZE 4443



HIRL Rwy 12-30 L
MIRL Rwy 11-29 L

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*	4643/24 200 (200-½)			
S-LOC 12	5160/24 717 (700-½)		5160-1⅝ 717 (700-1⅝)	
CIRCLING	5160-1 687 (700-1)		5160-2 687 (700-2)	5320-2¾ 847 (900-2¾)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ILS Z or LOC Z RWY 12

BOZEMAN YELLOWSTONE INTL (BZN)

LOC I-BZN	APP CRS	Rwy Ldg	8994
109.3	123°	TDZE	4443
		Apt Elev	4473

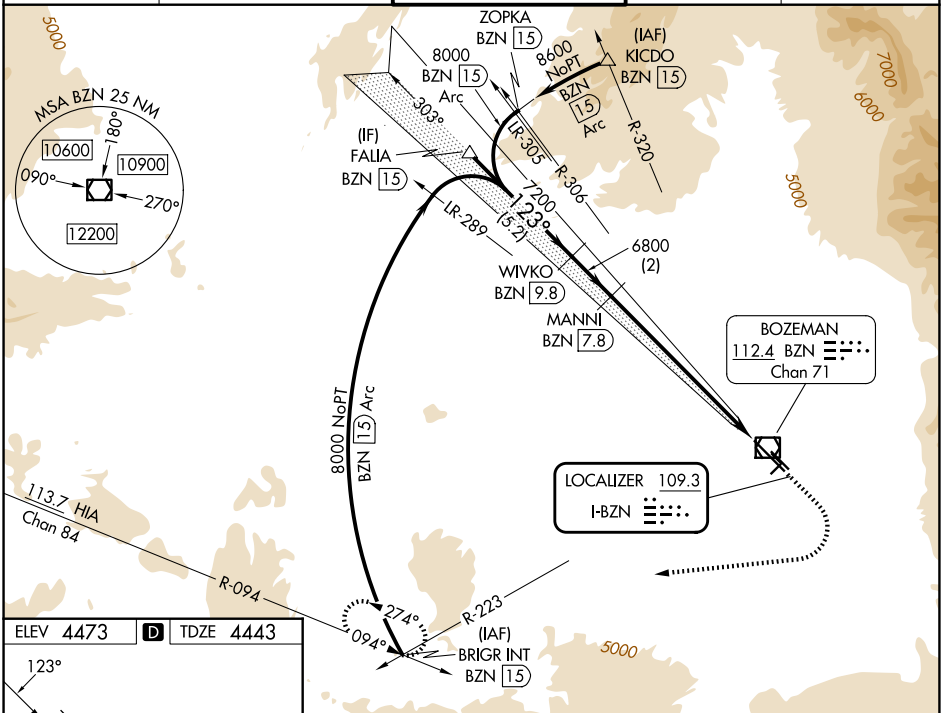
DME required. RADAR required for procedure entry at BRIGR.

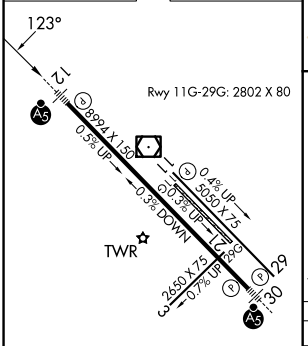
Circling NA to Rwys 3-21 and 11-29. DME from BZN VOR/DME.
DME use requires simultaneous reception of I-BZN and BZN DME.
-21°C For inop ALS, increase S-LOC Cat C/D visibility to 2 SM.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 5200 then climbing right turn to 9000 on heading 250° on BZN VOR/DME R-223 to BRIGR/BZN 15 DME and hold, continue climb-in-hold to 9000.

ATIS	BIG SKY APP CON*	BOZEMAN TOWER*	GND CON	UNICOM
135.425	118.975 226.675	118.2 (CTAF) L	121.8	122.95

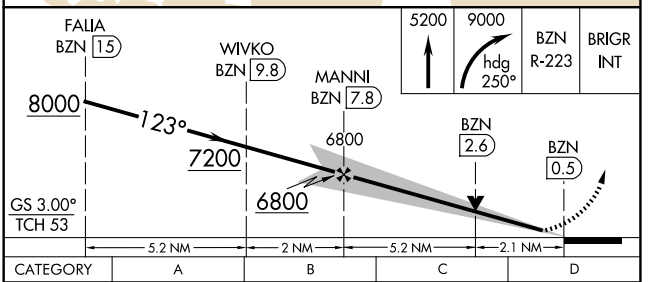




HIRL Rwy 12-30 L
MIRL Rwy 11-29 L

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*	4643/24 200 (200-½)			
S-LOC 12	5160/24 717 (700-½)		5160-1⅝ 717 (700-1⅝)	
CIRCLING	5160-1 687 (700-1)		5160-2 687 (700-2)	5360-2¾ 887 (900-2¾)

45°47′N-111°09′W

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

ILS Y RWY 12 (SA CAT II)

BOZEMAN YELLOWSTONE INTL (BZN)

LOC I-BZN	APP CRS	Rwy Ldg	8994
109.3	123°	TDZE	4443
		Apt Elev	4473

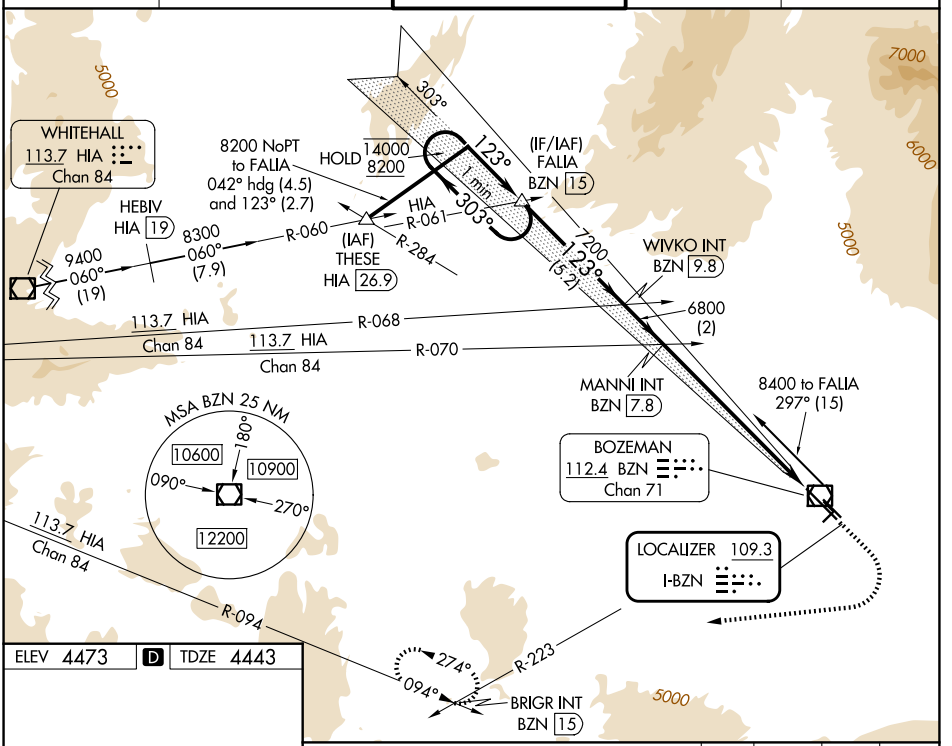
DME from BZN VOR/DME. DME use requires simultaneous reception of I-BZN and BZN DME. Requires specific OPSPEC, MSPEC, or LOA approval. Procedure NA when tower closed.

-21°C

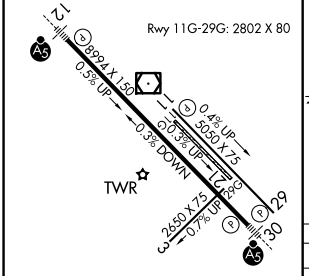
MALSR

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 VOR/DME 15 DME and hold, Continue climb-in-hold to 9000.

ATIS	BIG SKY APP CON ★	BOZEMAN TOWER ★	GND CON	UNICOM
135.425	118.975 226.675	118.2 (CTAF) L	121.8	122.95

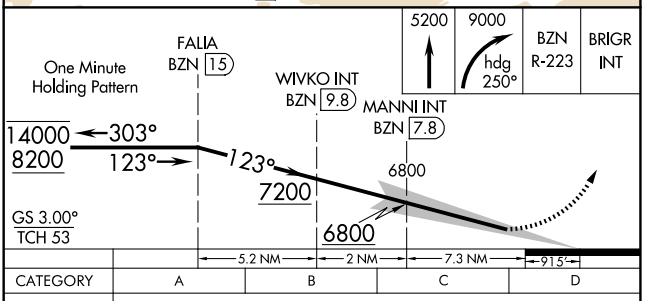


ELEV 4473 D TDZE 4443



HIRL Rwy 12-30 L

MIRL Rwy 11-29 L



CATEGORY	A	B	C	D
S-ILS 12	RA 120/12 100 DA 4543			

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ILS Z RWY 12 (SA CAT II)

BOZEMAN YELLOWSTONE INTL (BZN)

LOC I-BZN	APP CRS	Rwy Ldg	8994
109.3	123°	TDZE	4443
		Apt Elev	4473

DME required. RADAR required for procedure entry at BRIGR INT.

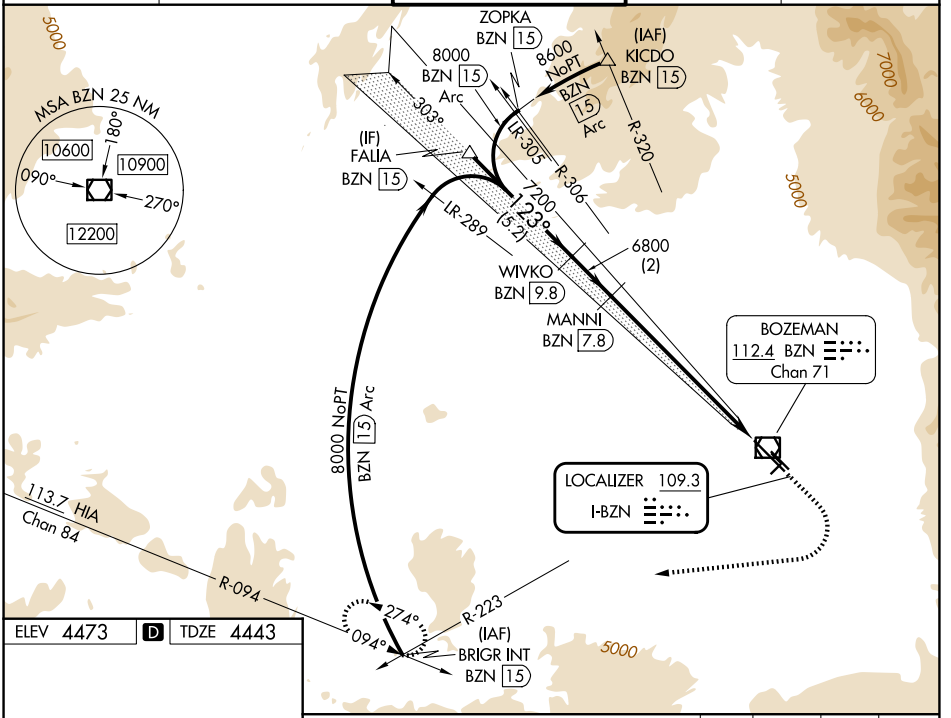
T -21°C

DME from BZN VOR/DME. DME use requires simultaneous reception of I-BZN and BZN DME. Requires specific OPSPEC, MSPEC, or LOA approval. Procedure NA when tower closed.

MALSR

MISSED APPROACH: Climb to 5200 then climbing right turn to 9000 on heading 250° on BZN VOR/DME R-223 to BRIGR/BZN 15 DME and hold. Continue climb-in-hold to 9000.

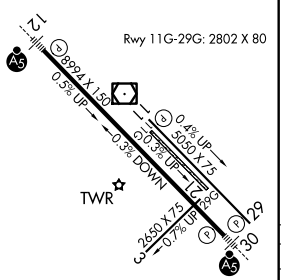
ATIS	BIG SKY APP CON ★	BOZEMAN TOWER ★	GND CON	UNICOM
135.425	118.975 226.675	118.2 (CTAF) L	121.8	122.95



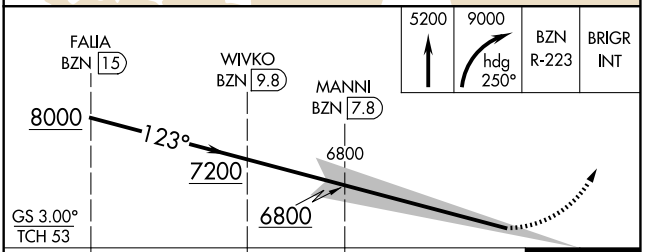
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

ELEV 4473 D TDZE 4443



HIRL Rwy 12-30 L
MIRL Rwy 11-29 L



SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

RNAV (RNP) Z RWY 12

BOZEMAN YELLOWSTONE INTL (BZN)

APP CRS	Rwy Ldg	8994
123°	TDZE	4443
	Apt Elev	4473

RNP AR APCH - GPS, RF. Authorization required.

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 all Cats visibility to ⅞ SM and increase RNP 0.30 all Cats visibility to 1 SM.

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	UNICOM
135.425	118.975 226.675	118.2 (CTAF) L	121.8	122.95

Procedure NA for arrivals at THESE on V343 northwest bound.

8600 187° (3.8) (IAF) KICDO 10000 220K

(IAF) THESE 9000

095° 275° 7 NM 7400 092° (8.6)

TIBMY

7400 187° (2.7)

(IF) HUXAN

6400 123° (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

MISME 210K

123° (4.4) HETSI

320° (21.7)

7900 303° (6.7)

(IF) WADEK 10000

10000 303° (5.6)

(IAF) HERAH 12000 (18.9)

HAXAG

(IAF) JAZMN 12000 9000 047° (10.3)

MSA RW12 25 NM 12200

8000 5000 6000 7000

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 29 30

HIRL Rwy 12-30 L

MIRL Rwy 11-29 L

JURAL 5600 5600 123° RW12

10000 tr 123° HETSI HAXAG tr 320° THESE

See planview for multiple IF locations.

GP 3.00° TCH 53

3.5 NM

CATEGORY	A	B	C	D
RNP 0.10 DA	4725/24 282 (300-½)			
RNP 0.30 DA	4807/35 364 (400-⅝)			

AUTHORIZATION REQUIRED

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BOZEMAN, MONTANA | AL-59 (FAA) | 26022

RNAV (RNP) Z RWY 30

BOZEMAN YELLOWSTONE INTL (BZN)

APP CRS	Rwy Ldg	8994
303°	TDZE	4462
	Apt Elev	4473

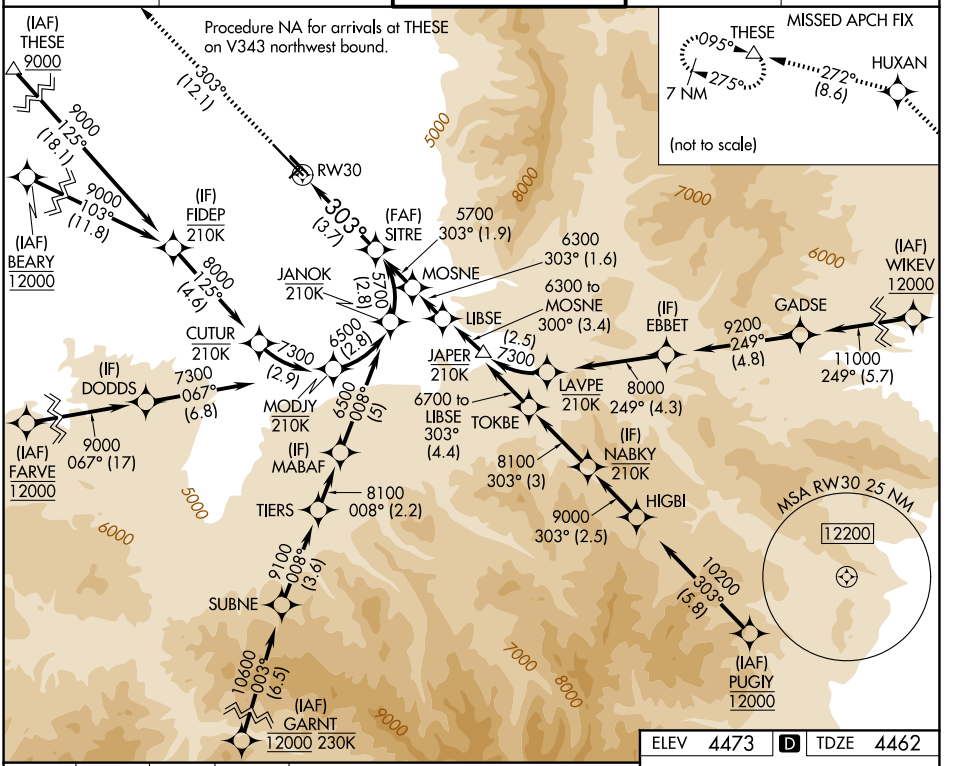
RNP AR APCH - GPS.

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

MALSR

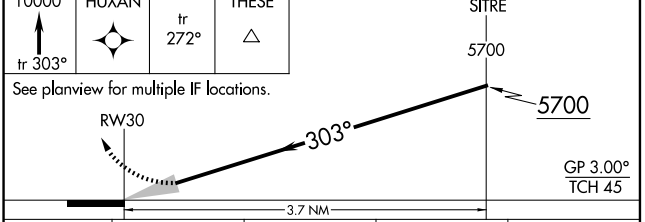
MISSED APPROACH: Climb to 10000 on track 303° to HUXAN and on track 272° to THESE and hold, continue climb-in-hold to 10000.

ATIS	BIG SKY APP CON ★	BOZEMAN TOWER ★	GND CON	UNICOM
135.425	118.975 226.675	118.2 (CTAF) L	121.8	122.95



10000 tr 303°	HUXAN	tr 272°	THESE

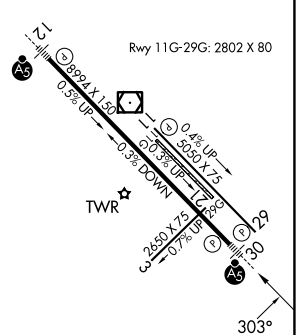
See planview for multiple IF locations.



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



HIRL Rwy 12-30 L
MIRL Rwy 11-29 L

BOZEMAN, MONTANA
Amdt 1 11JUL24

45°47'N-111°09'W

BOZEMAN YELLOWSTONE INTL (BZN)

RNAV (RNP) Z RWY 30

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 12

BOZEMAN YELLOWSTONE INTL (BZN)

WAAS CH 72816 W12A	APP CRS 123°	Rwy Ldg 8994 TDZE 4443 Apt Elev 4473

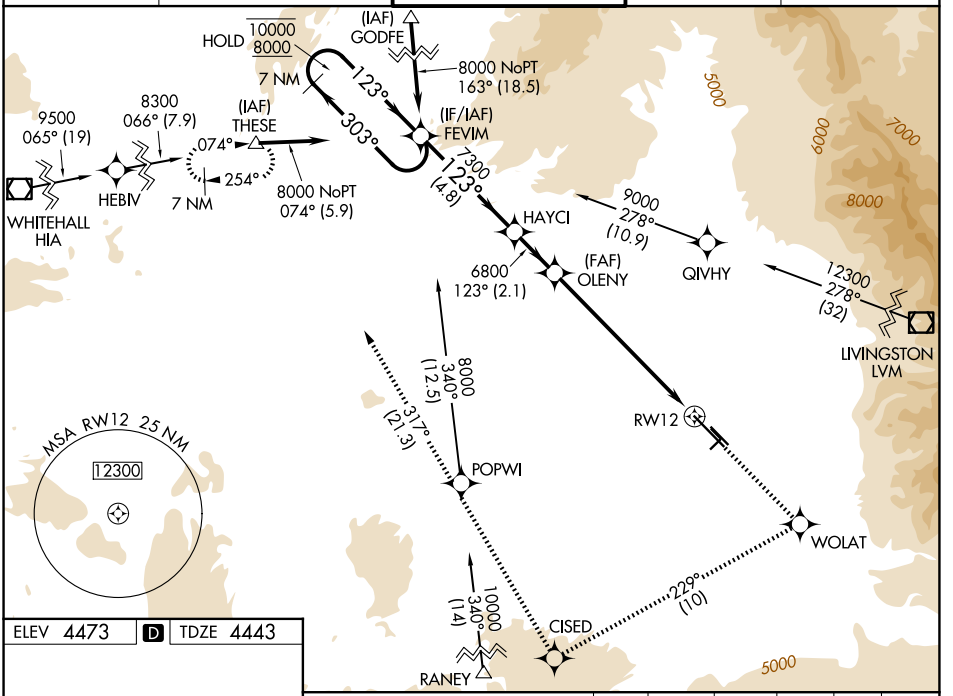
RNP APCH.

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 -21°C LNAV/VNAV visibility to 1⅞ SM and LNAV visibility Cats C and D to 1⅜ SM.

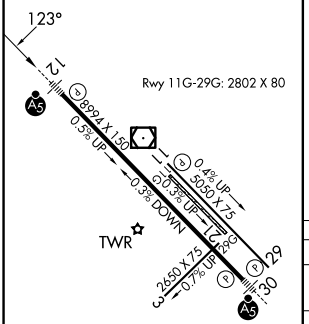
MALSR

MISSED APPROACH: Climb to 8300 direct WOLAT and right turn on track 229° to CISED and on track 317° to THESE and hold.

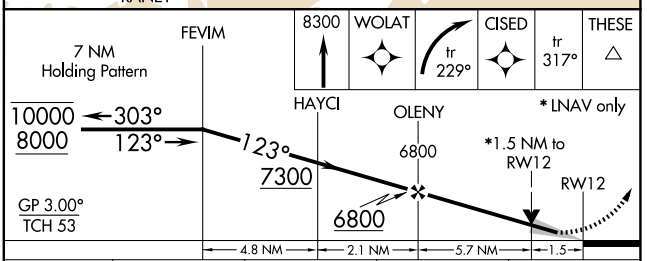
ATIS	BIG SKY APP CON ★	BOZEMAN TOWER ★	GND CON	UNICOM
135.425	118.975 226.675	118.2 (CTAF) L	121.8	122.95



ELEV 4473 D TDZE 4443



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)
CIRCLING	4960-1 487 (500-1)		5160-2 687 (700-2)	5360-3 887 (900-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BOZEMAN, MONTANA AL-59 (FAA) 26022

RNAV (GPS) Y RWY 30

BOZEMAN YELLOWSTONE INTL (BZN)

APP CRS	Rwy Ldg	8994
318°	TDZE	4462
	Apt Elev	4473

RNP APCH - GPS.

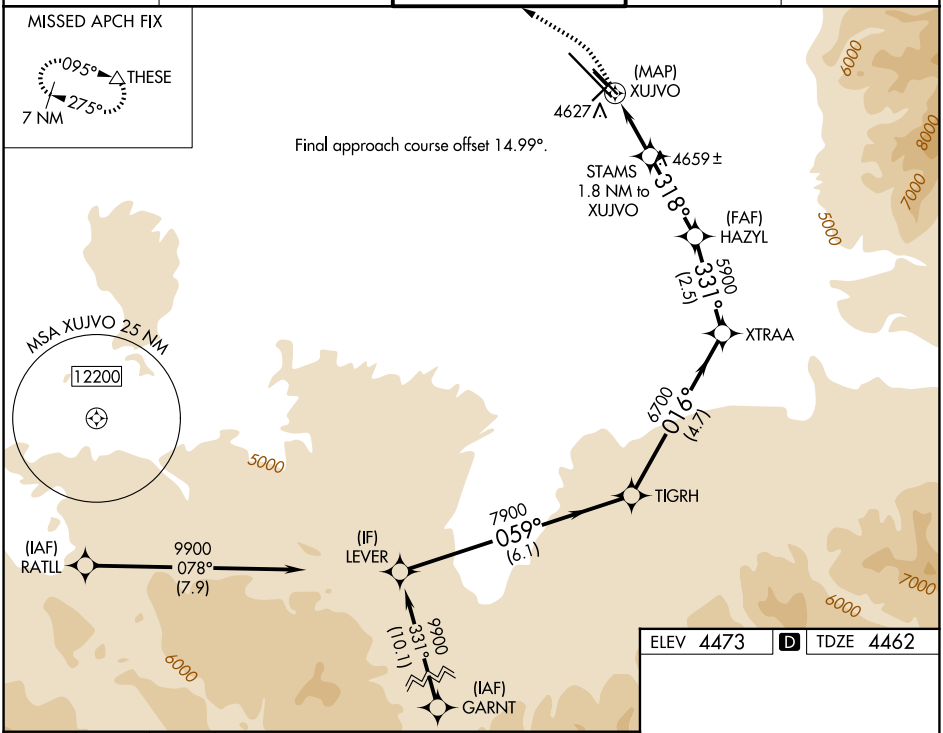
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C or above 54°C.

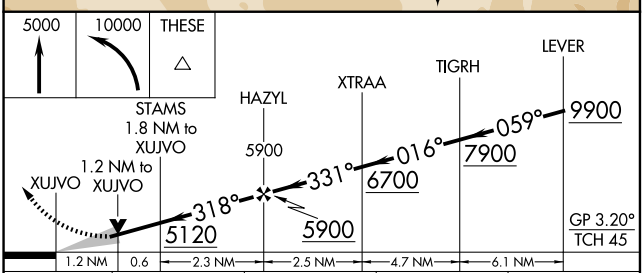
-21°C Circling NA to Rwys 3, 11, 21 and 29.

MALSR

MISSED APPROACH: Climb to 5000 then climbing left turn to 10000 direct THESE and hold, continue climb-in-hold to 10000.

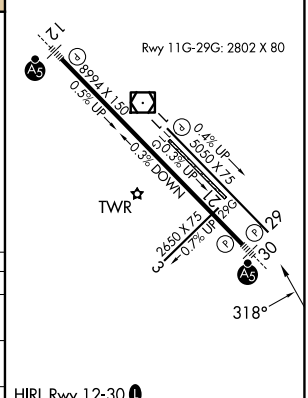
ATIS	BIG SKY APP CON★	BOZEMAN TOWER★	GND CON	UNICOM
135.425	118.975 226.675	118.2 (CTAF) L	121.8	122.95





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)	
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



HIRL Rwy 12-30 L

MIRL Rwy 11-29 L

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

BOZEMAN, MONTANA

Orig 29DEC22

45°47'N-111°09'W

BOZEMAN YELLOWSTONE INTL (BZN)

RNAV (GPS) Y RWY 30

RNAV (GPS)-A

BOZEMAN YELLOWSTONE INTL (BZN)

APP CRS	Rwy Ldg	N/A
303°	TDZE	N/A
	Apt Elev	4473

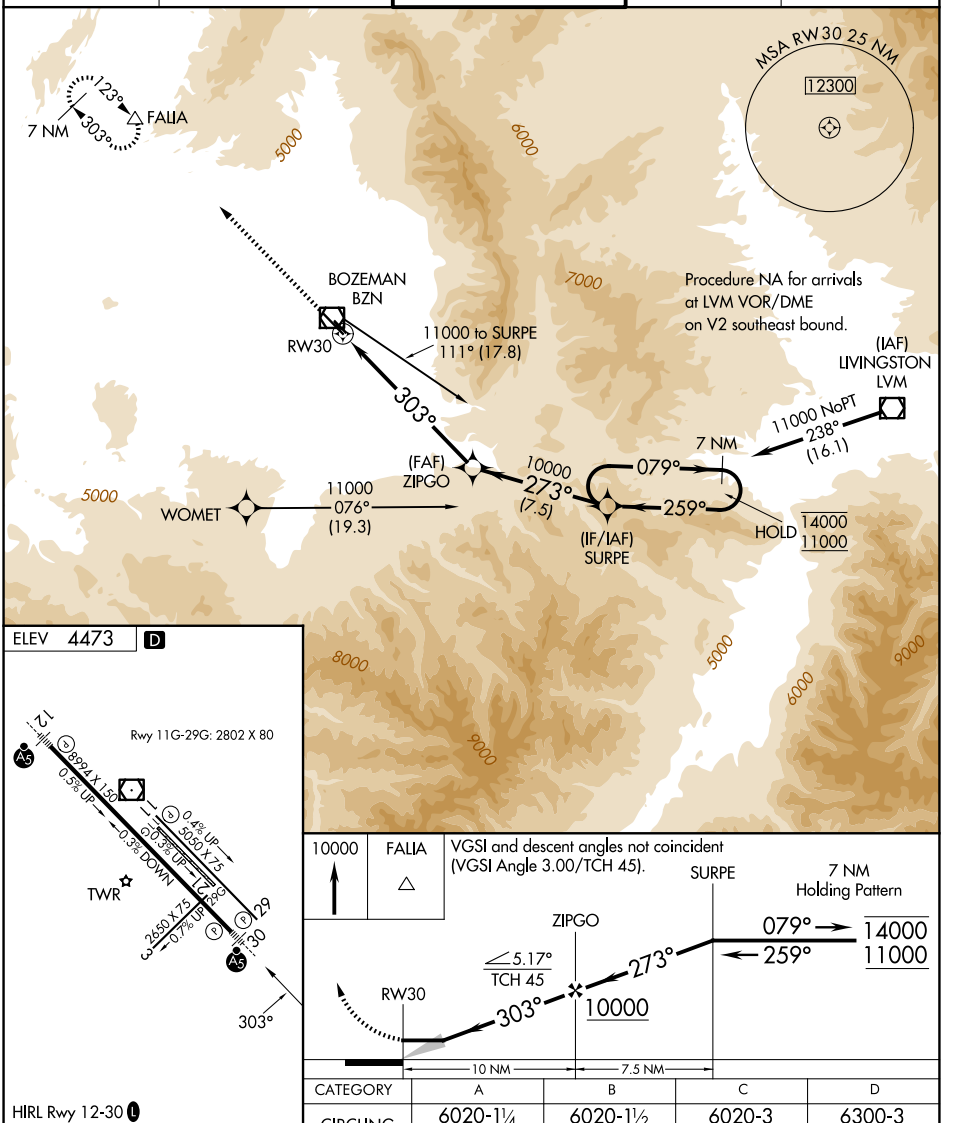
RNP APCH.

Circling NA to Rwys 3-21 and 11-29.

-21°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	UNICOM
135.425	118.975 226.675	118.2 (CTAF) L	121.8	122.95



CATEGORY	A	B	C	D
CIRCLING	6020-1¼ 1547 (1600-1¼)	6020-1½ 1547 (1600-1½)	6020-3 1547 (1600-3)	6300-3 1827 (1900-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BOZEMAN, MONTANA | AL-59 (FAA) | 26022

VOR RWY 12

BOZEMAN YELLOWSTONE INTL (BZN)

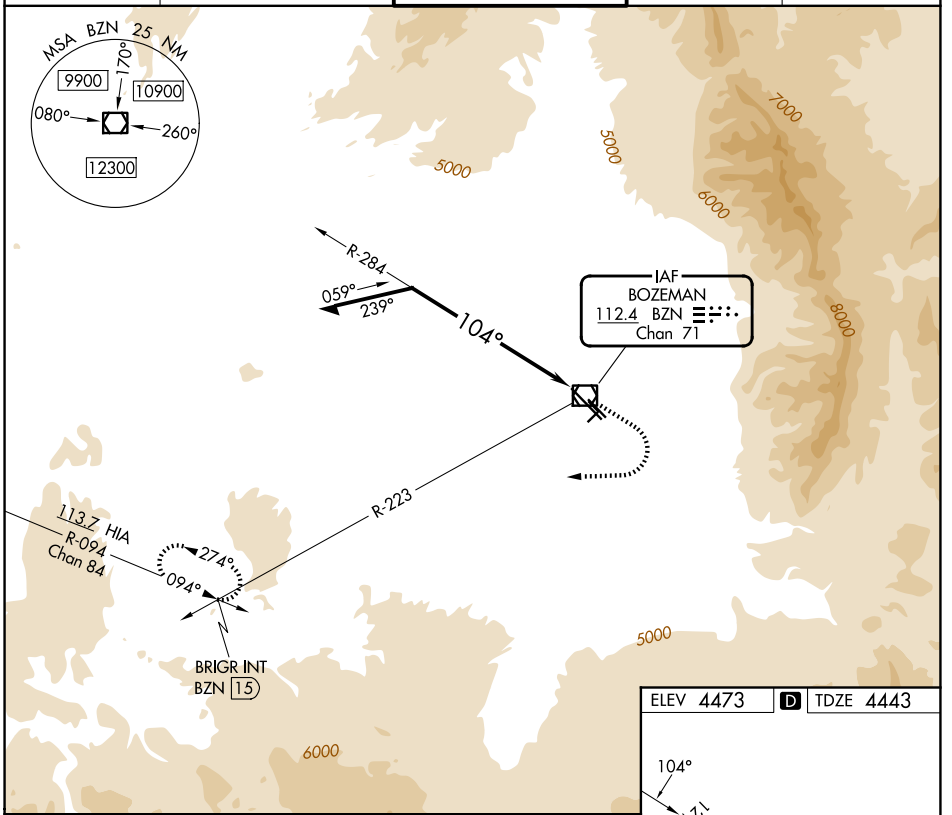
VOR/DME BZN	APP CRS	Rwy Ldg	8994
112.4	104°	TDZE	4443
Chan 71		Apt Elev	4473

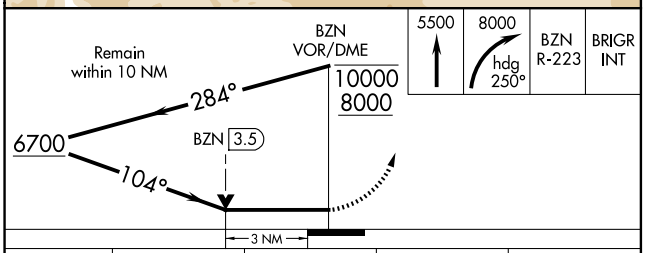
T A -21°C — Circling NA to Rwys 3-21 and 11-29. Inop table does not apply.

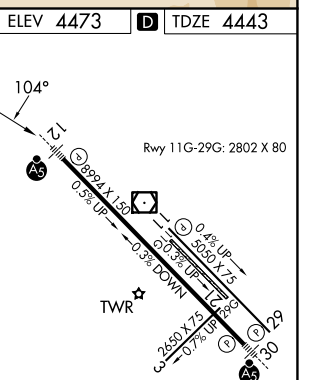
MALSR

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	UNICOM
135.425	118.975 226.675	118.2 (CTAF) L	121.8	122.95







CATEGORY	A	B	C	D
S-12	5440-1¼ 997 (1000-1¼)	5440-1½ 997 (1000-1½)	5440-3	997 (1000-3)
CIRCLING	5440-1¼ 967 (1000-1¼)	5440-1½ 967 (1000-1½)	5440-3	967 (1000-3)

HIRL Rwy 12-30 L
MIRL Rwy 11-29 L

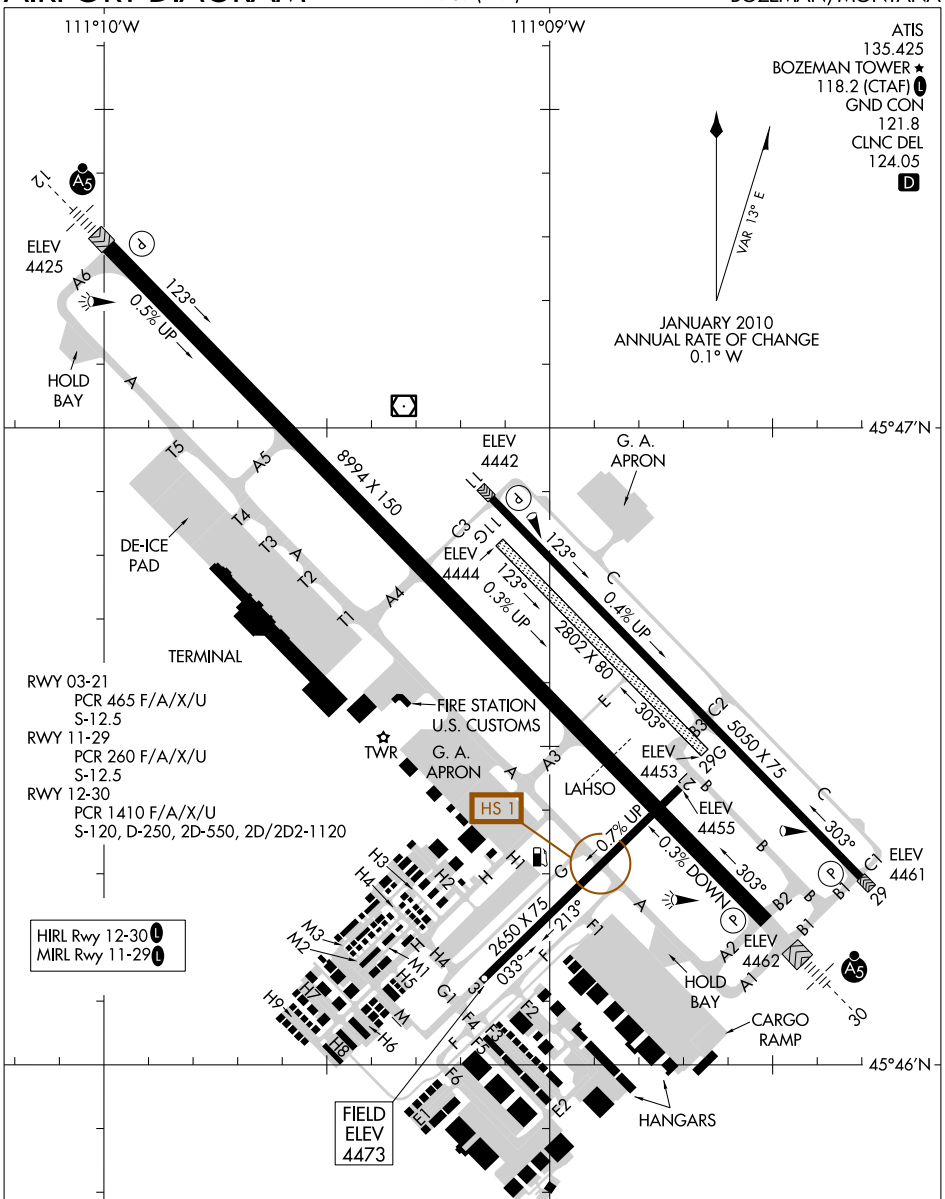
BOZEMAN, MONTANA
Amdt 15C 03JAN19

45°47'N-111°09'W

BOZEMAN YELLOWSTONE INTL (BZN)

VOR RWY 12

NW-1, 03 SEP 2026 to 29 OCT 2026



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

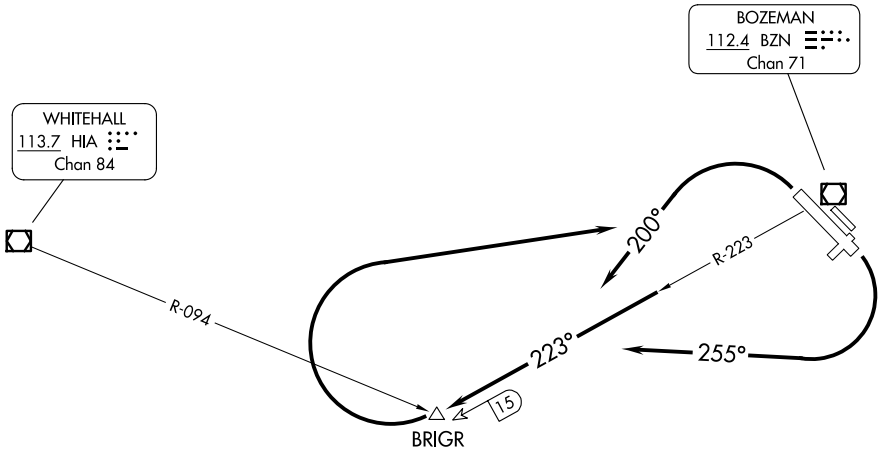
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(BZN6.BZN) 23334

BOZEMAN SIX DEPARTURE (OBSTACLE)

BOZEMAN YELLOWSTONE INTL (BZN)
AL-59 (FAA) BOZEMAN, MONTANA

BIG SKY DEP CON ★
118.975 226.675
ATIS
135.425
GND CON
121.8
BOZEMAN TOWER ★
118.2 (CTAF)



NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

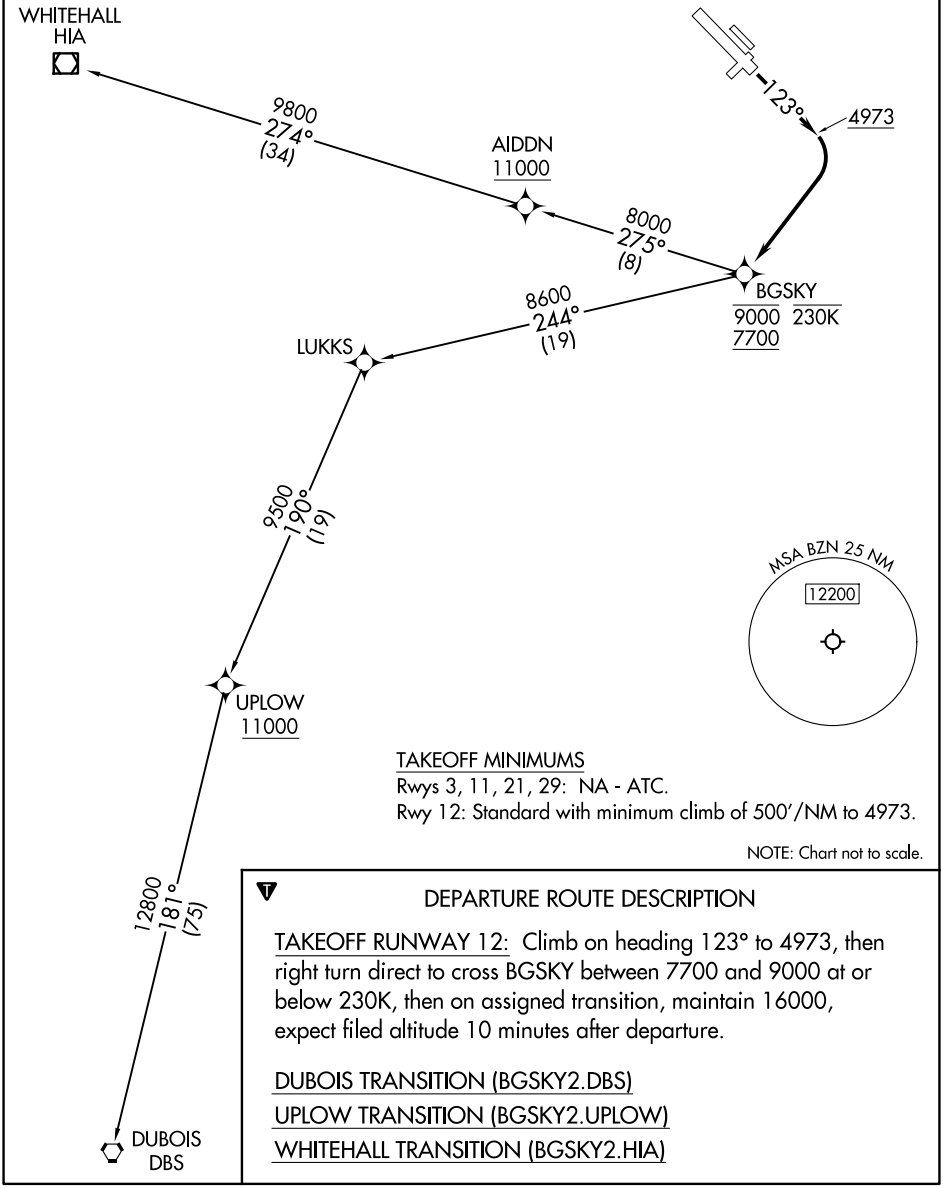
BGSKY TWO DEPARTURE (RNAV)

AL-59 (FAA)

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)

BOBKT FIVE DEPARTURE (RNAV)

(BOBKT5.BOBKT) 11JUL24

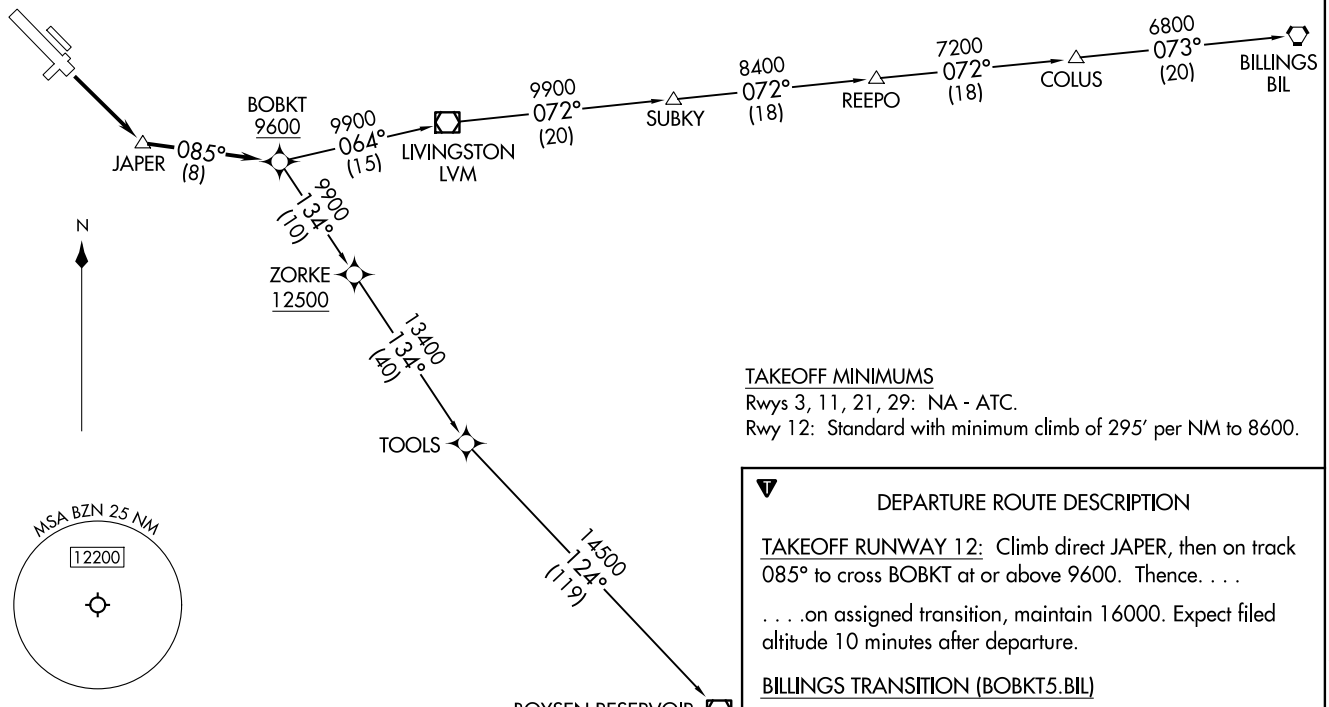
BOZEMAN YELLOWSTONE INTL (BZN)

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 295' per NM to 8600.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climb direct JAPER, then on track 085° to cross BOBKT at or above 9600. Thence. . . .

. . . .on assigned transition, maintain 16000. Expect filed altitude 10 minutes after departure.

BILLINGS TRANSITION (BOBKT5.BIL)

BOYSEN RESERVOIR TRANSITION (BOBKT5.BOY)

(BOBKT5.BOBKT) 24193

BOBKT FIVE DEPARTURE (RNAV)

AL-59 (FAA)

BOZEMAN YELLOWSTONE INTL (BZN)

BOZEMAN, MONTANA

MEADO TWO DEPARTURE (RNAV)

(MEADO2.MEADO) 26DEC24

BOZEMAN, MONTANA

BOZEMAN YELLOWSTONE INTL (BZN)

BIG SKY DEP CON★
118.975 226.675
GND CON
121.8
BOZEMAN TOWER★
118.2

TOP ALTITUDE: 16000

RNAV 1 - GPS.

VVNUS
10800 250K

13500
080°
(43)

12000
073°
(72)

CREKK

POWDA

11800
111°
(11)

9000
033°
(8)

MEADO
9200

WASAT
13000

7600
252°
(11)

9300
252°
(24)

WHITEHALL
HIA

7600
213°
(8)

LIILY
13000

RYYDE
11800

11900
136°
(10)

AALNG
14000

9500
190°
(35)

UPLOW

12800
181°
(75)

DUBOIS
DBS

13400
136°
(32)

YODOG

13000
134°
(26)

TOOLS

N

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

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.

(MEADO2.MEADO) 26022

MEADO TWO DEPARTURE (RNAV)

AL-59 (FAA)

BOZEMAN YELLOWSTONE INTL (BZN)

BOZEMAN, MONTANA

(HIA5.HIA) 23334

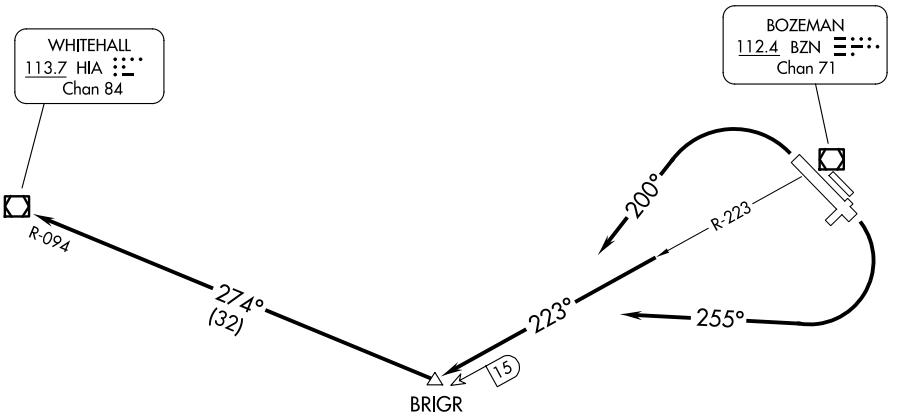
WHITEHALL FIVE DEPARTURE

BOZEMAN YELLOWSTONE INTL (BZN)
BOZEMAN, MONTANA

AL-59 (FAA)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LOC I-PWT	APP CRS	Rwy Ldg	6000
111.1	197°	TDZE	442
		Apt Elev	444

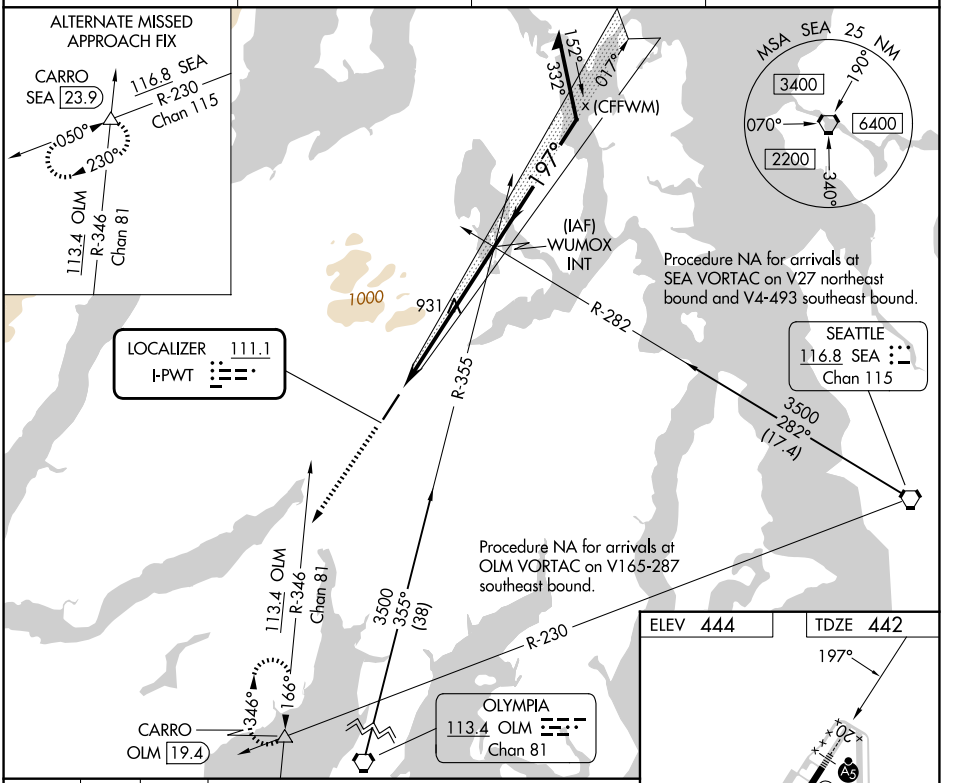
ILS or LOC RWY 20
BREMERTON NTL (PWT)

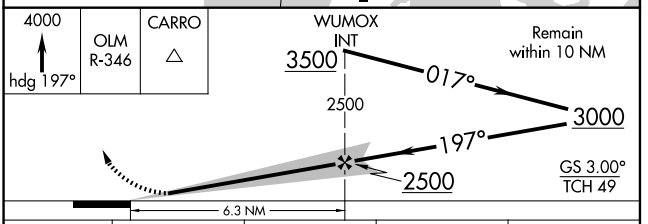
Circling NA for Cats C and D west of Rwy 2-20. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting and increase all DA 45 feet, all MDA 60 feet and increase S-LOC 20 Cat C and D visibility ⅛ SM, Circling Cat A, C and D visibility ¼ SM. For inop ALS, increase S-LOC 20 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.

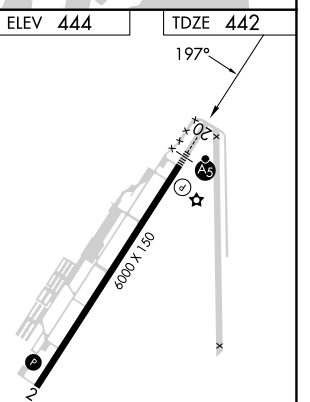
MALSR

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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BREMERTON, WASHINGTON | AL-5107 (FAA) | 26022

RNAV (GPS) RWY 2

BREMERTON NTL (PWT)

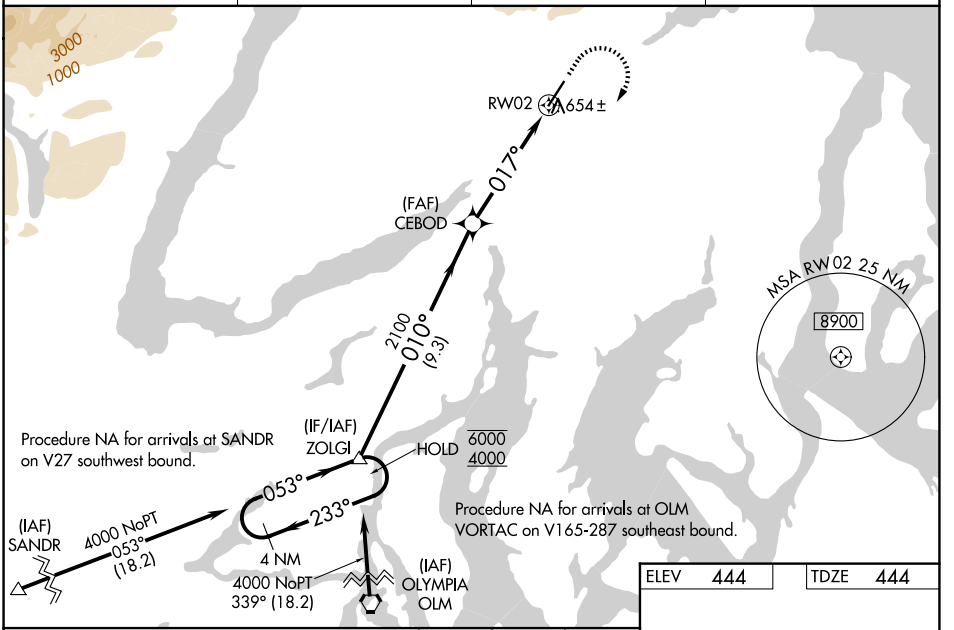
WAAS	APP CRS	Rwy Ldg	6000
CH 49232	017°	TDZE	444
W02A		Apt Elev	444

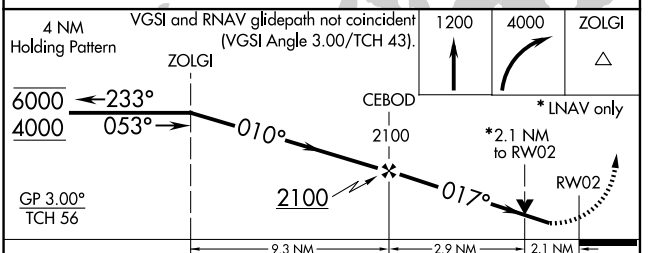
RNP APCH - GPS.

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.

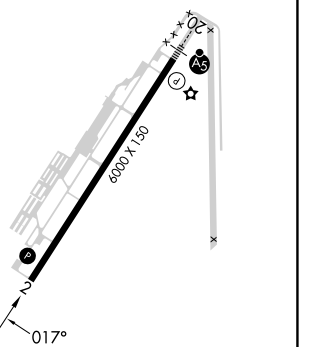
AWOS-3PT	SEATTLE APP CON	CLNC DEL	UNICOM
121.2	120.1 254.4 269.125	127.1	123.05 (CTAF) L





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)	
CIRCLING	1160-1 716 (800-1)		1160-2 716 (800-2)	1240-2½ 796 (800-2½)

ELEV 444 | TDZE 444



BREMERTON, WASHINGTON
Amdt 2C 10AUG23

47°29'N-122°46'W

BREMERTON NTL (PWT)

RNAV (GPS) RWY 2

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 20

BREMERTON NTL (PWT)

WAAS	APP CRS	Rwy Ldg	6000
CH 61106	197°	TDZE	442
W20A		Apt Elev	444

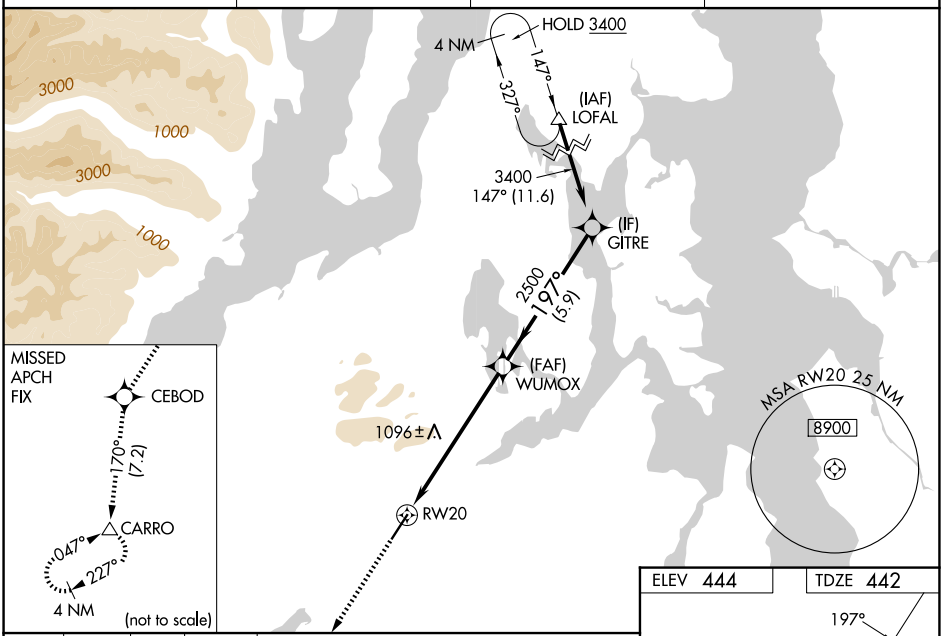
RNP APCH.

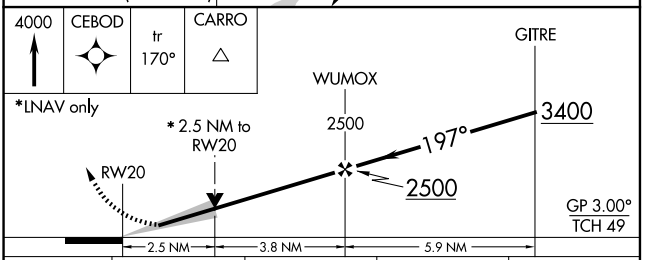
Circling NA for Cats C and D west of Rwy 2-20. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Seattle-Tacoma Intl altimeter setting. When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting and increase all DA 45 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.

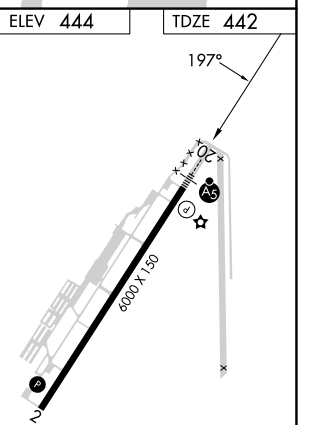
MALSR

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)	
CIRCLING	1300-1¼ 856 (900-1¼)		1300-2½ 856 (900-2½)	1300-2¾ 856 (900-2¾)

REIL Rwy 2 L
HIRL Rwy 2-20 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BROOKINGS, OREGON | AL-11583 (FAA) | 25163

RNAV (GPS)-A
BROOKINGS (BOK)

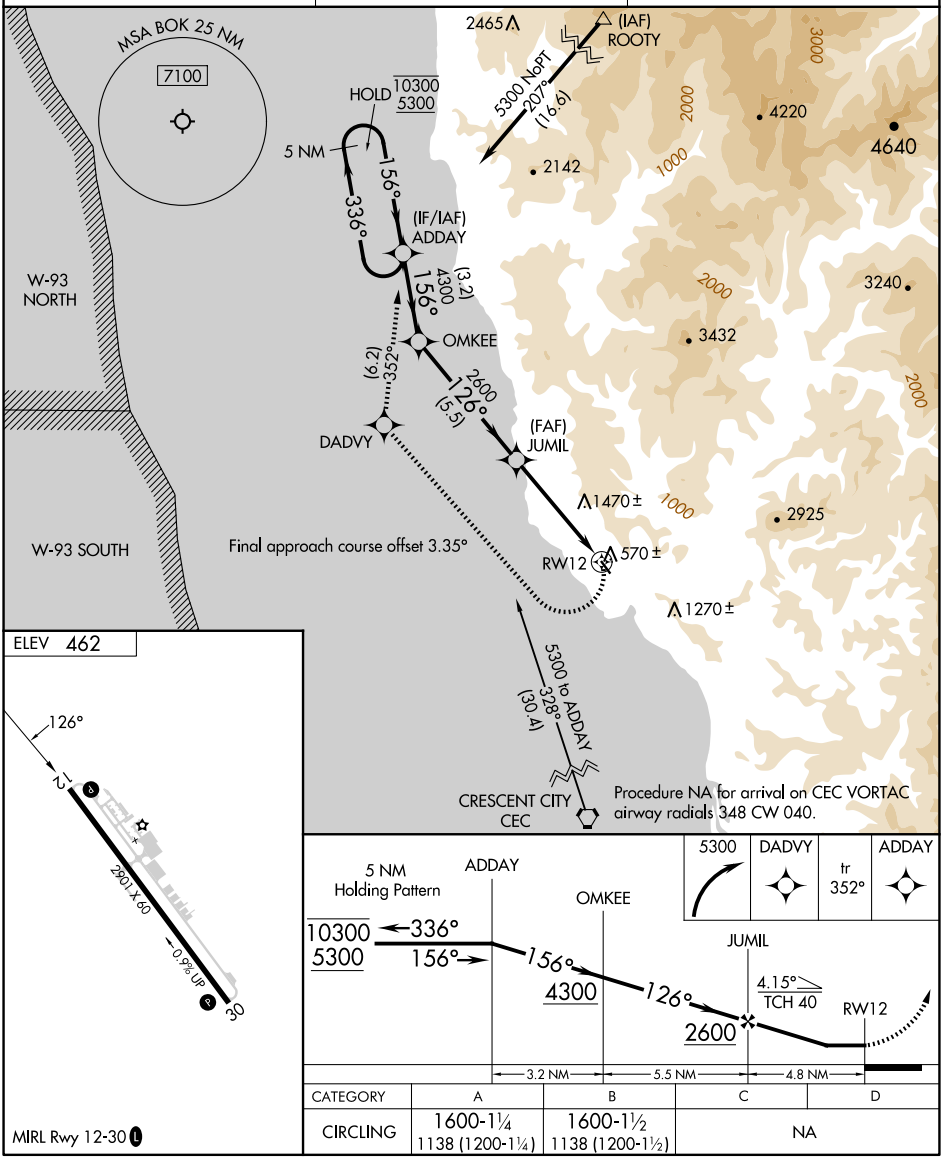
APP CRS	Rwy Ldg	N/A
126°	TDZE	N/A
	Apt Elev	462

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

BROOKINGS, OREGON
Orig 30NOV23

42°04'N-124°17'W

BROOKINGS (BOK)
RNAV (GPS)-A

NW-1, 03 SEP 2026 to 29 OCT 2026

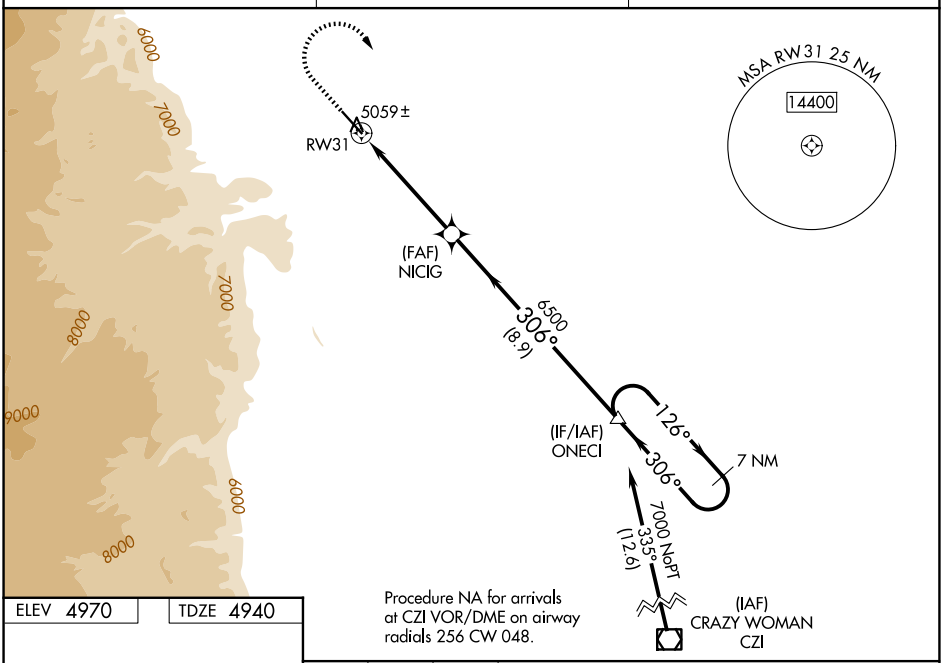
RNAV (GPS) RWY 31
JOHNSON COUNTY (BYG)

WAAS	APP CRS	Rwy Ldg	6143
CH 48835	306°	TDZE	4940
W31A		Apt Elev	4970

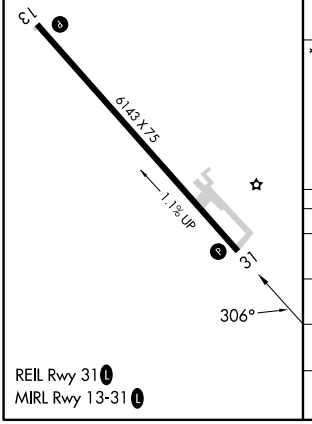
When Rwy 13 VGSI inop, Circling Rwy 13 NA at night. Baro-VNAV and VDP NA when using Sheridan altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 48°C (120°F). Circling NA southwest of Rwy 13-31. DME/DME RNP-0.3 NA. When local altimeter setting not received, 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.

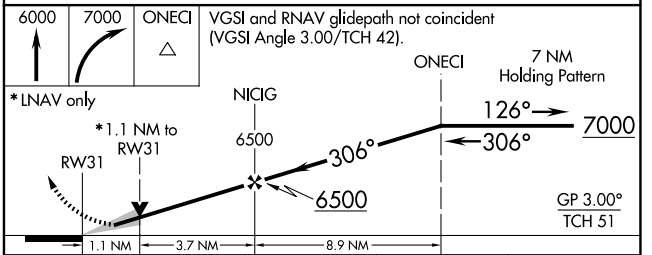
MISSED APPROACH: Climb to 6000, then climbing right turn to 7000 direct ONECI and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.425	127.75 351.9	122.8 (CTAF) L



ELEV 4970 TDZE 4940





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)	
CIRCLING	5440-1 470 (500-1)		5460-1½ 490 (500-1½)	5600-2 630 (700-2)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BUFFALO, WYOMING | AL-5705 (FAA) | 26134

VOR/DME RWY 31

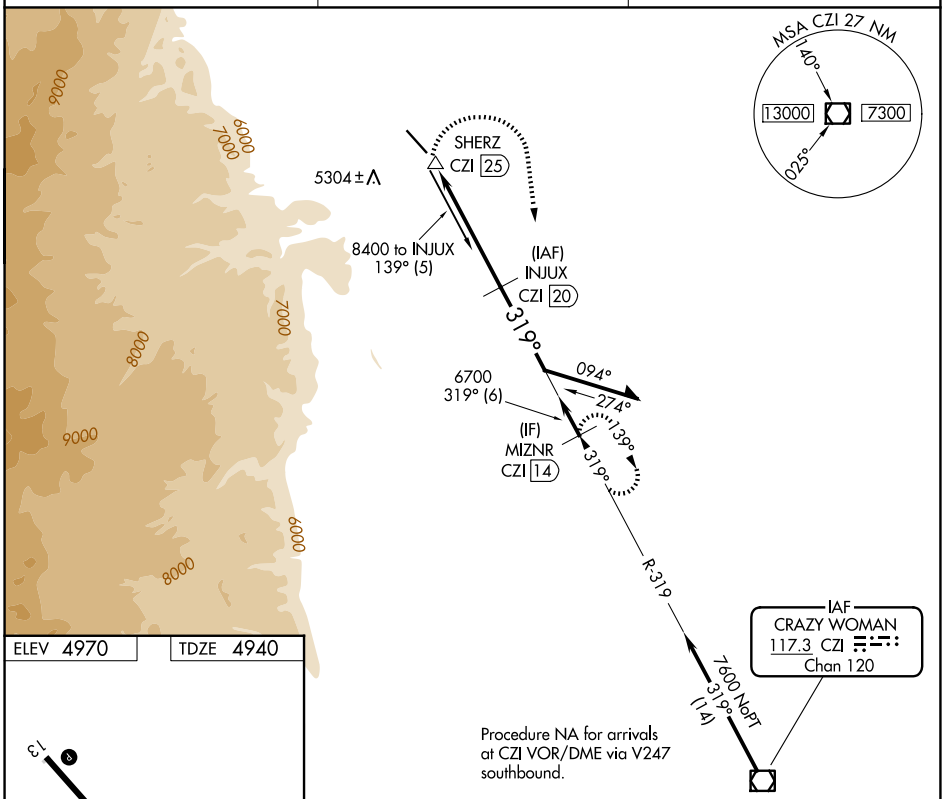
JOHNSON COUNTY (BYG)

VOR/DME CZI	APP CRS	Rwy Ldg	6143
117.3	319°	TDZE	4940
Chan 120		Apt Elev	4970

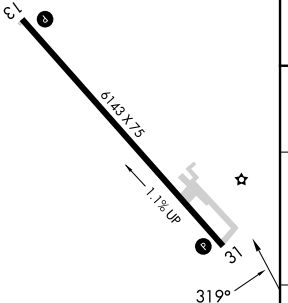
Visibility reduction by helicopters NA. If local altimeter setting not received, use Sheridan altimeter setting and increase all MDAs 600 feet. When VGSI inoperative, procedure NA at night. Circling NA southwest of Rwy 13-31.

MISSED APPROACH: Climbing right turn to 7600 via heading 160° and CZI VOR/DME R-319 to MIZNR/14 DME and hold.

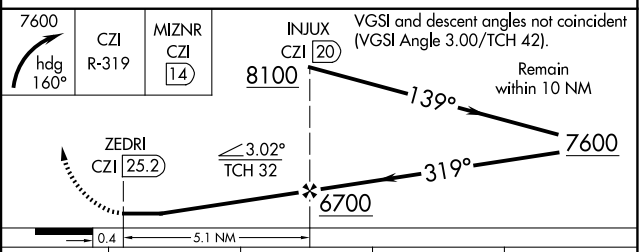
ASOS	SALT LAKE CENTER	UNICOM
135.425	127.75 351.9	122.8 (CTAF) L



ELEV 4970 | TDZE 4940



REIL Rwy 31 L
MIRL Rwy 13-31 L



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 42).

CATEGORY	A	B	C	D
S-31	5680-1 740 (800-1)	5680-1¼ 740 (800-1¼)	5680-2¼ 740 (800-2¼)	5680-2½ 740 (800-2½)
CIRCLING	5680-1 710 (800-1)	5680-1¼ 710 (800-1¼)	5680-2¼ 710 (800-2¼)	5680-2½ 710 (800-2½)

BUFFALO, WYOMING
Amdt 6B 02JAN20

44°23'N-106°43'W

JOHNSON COUNTY (BYG)

VOR/DME RWY 31

NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	3787
202°	TDZE	4152
	Apt Elev	4154

RNAV (GPS) RWY 20

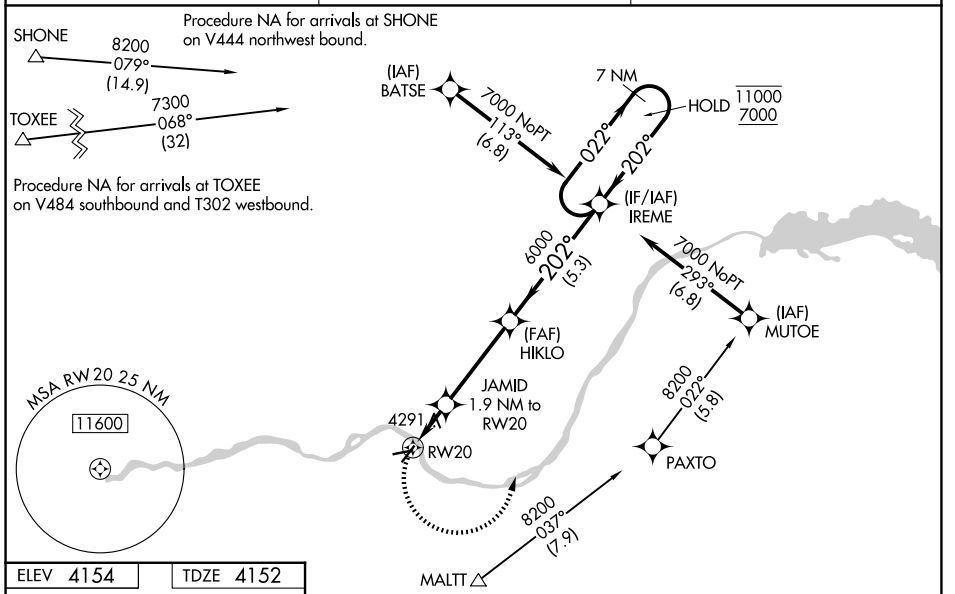
BURLEY MUNI (BYI)

RNP APCH-GPS.

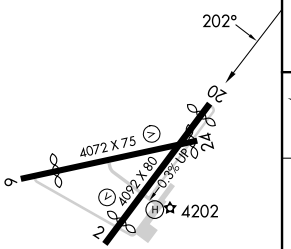
Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use TWF altimeter setting and increase all MDAs 80 feet and LNAV visibility Cats C ⅛ SM, and Circling visibility Cat C ¼ SM. Exhaust stacks located along Rwy 20 extended final approach 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.

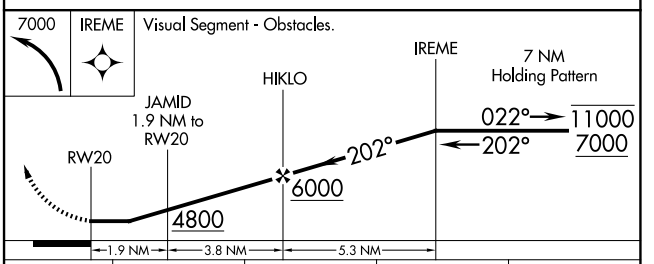
MISSED APPROACH: Climbing left turn to 7000 direct IREME and hold, continue climb-in-hold to 7000.

ASOS	TWIN FALLS APP CON ★	CTAF
135.575	126.7 353.75	122.9 L



ELEV 4154 TDZE 4152





CATEGORY	A	B	C	D
LNAV MDA	4600-1 448 (500-1)		4600-1⅜ 448 (500-1⅜)	NA
CIRCLING	4640-1 486 (500-1)	4660-1 506 (600-1)	4740-1½ 586 (600-1½)	NA

REIL Rwy 20 L
MIRL Rwys 2-20 and 6-24 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BURLEY, IDAHO | AL-68 (FAA) | 25275

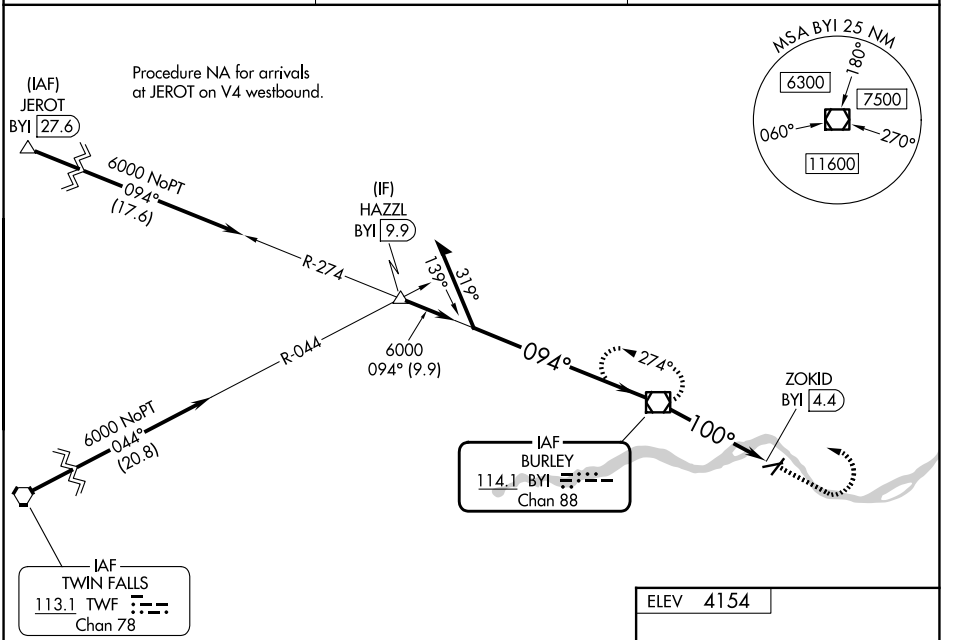
VOR/DME BYI	APP CRS	Rwy Ldg N/A
114.1	100°	TDZE N/A
Chan 88		Apt Elev 4154

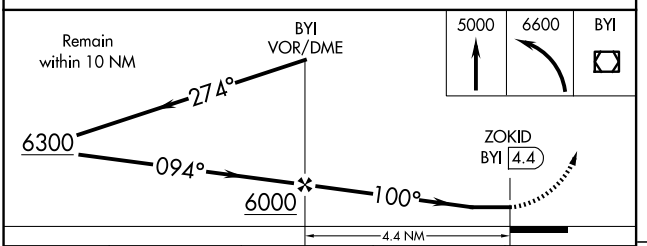
VOR-A
BURLEY MUNI (BYI)

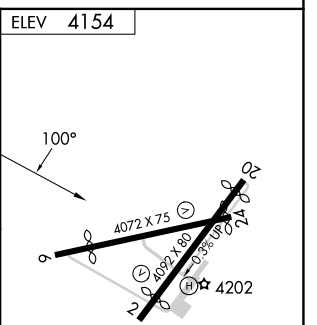
Circling Rwy 2, 24 NA at night. Rwy 2, 20, 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use TWF altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ SM. When Circling Rwy 20, exhaust stacks located along Rwy 20 extended final approach course approximately 2345 feet from approach end.

MISSED APPROACH: Climb to 5000 then climbing left turn to 6600 direct BYI VOR/DME and hold, continue climb-in-hold to 6600.

ASOS	TWIN FALLS APP CON ★	CTAF
135.575	126.7 353.75	122.9 L







CATEGORY	A	B	C	D
CIRCLING	4640-1 486 (500-1)	4660-1 506 (600-1)	4740-1½ 586 (600-1½)	4780-2 626 (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

BURLEY, IDAHO
Amdt 6 20FEB25

42°33′N-113°46′W

BURLEY MUNI (BYI)
VOR-A

NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	5480
CH 53500	110°	TDZE	145
W11A		Apt Elev	145

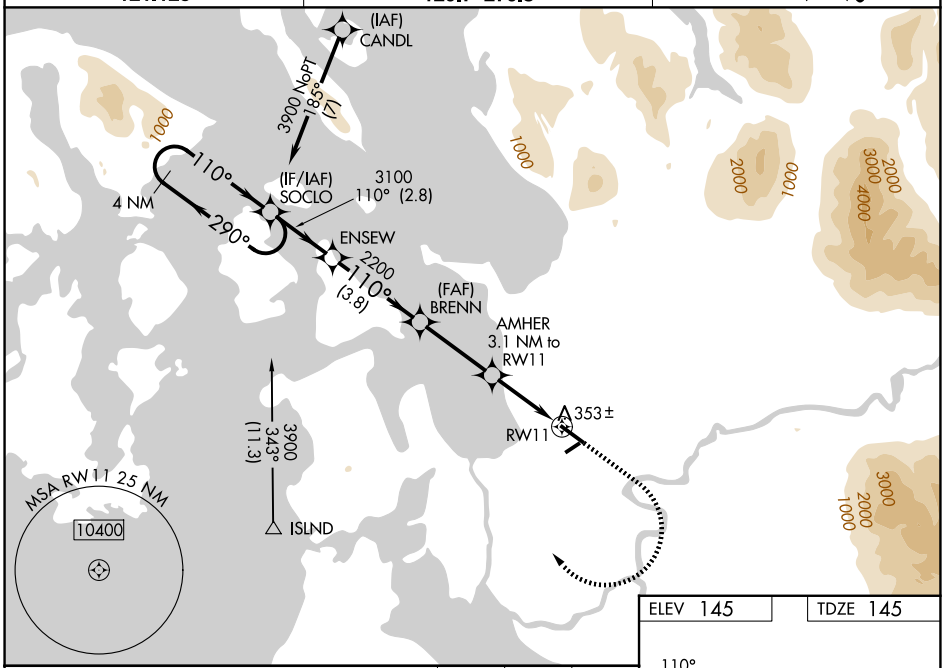
RNAV (GPS) RWY 11

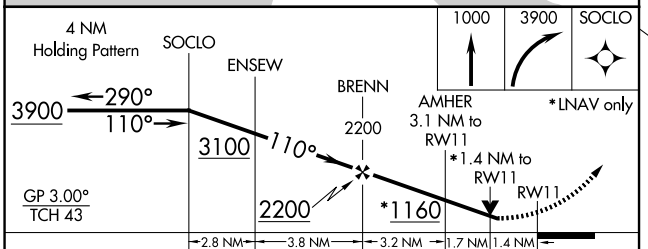
SKAGIT RGNL (BVS)

Circling to Rwy 04 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Friday Harbor altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received use Friday Harbor altimeter setting: increase LPV DA to 561 feet, LNAV/VNAV DA to 710 feet and all Cats visibilities ¼ SM; increase all MDA 60 feet and Cats C and D visibility ¼ SM. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3900 direct SOCLO and hold, continue climb-in-hold to 3900.

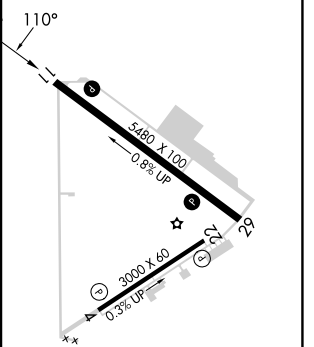
AWOS-3	WHIDBEY APP CON	UNICOM
121.125	120.7 270.8	123.075 (CTAF) L





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)

ELEV 145 TDZE 145



LIRL Rwy 4-22 L
REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BURLINGTON/MOUNT VERNON, WASHINGTON AL-6147 (FAA) 26022

WAAS CH 70407 W29A	APP CRS 291°	Rwy Ldg 5480 TDZE 127 Apt Elev 145

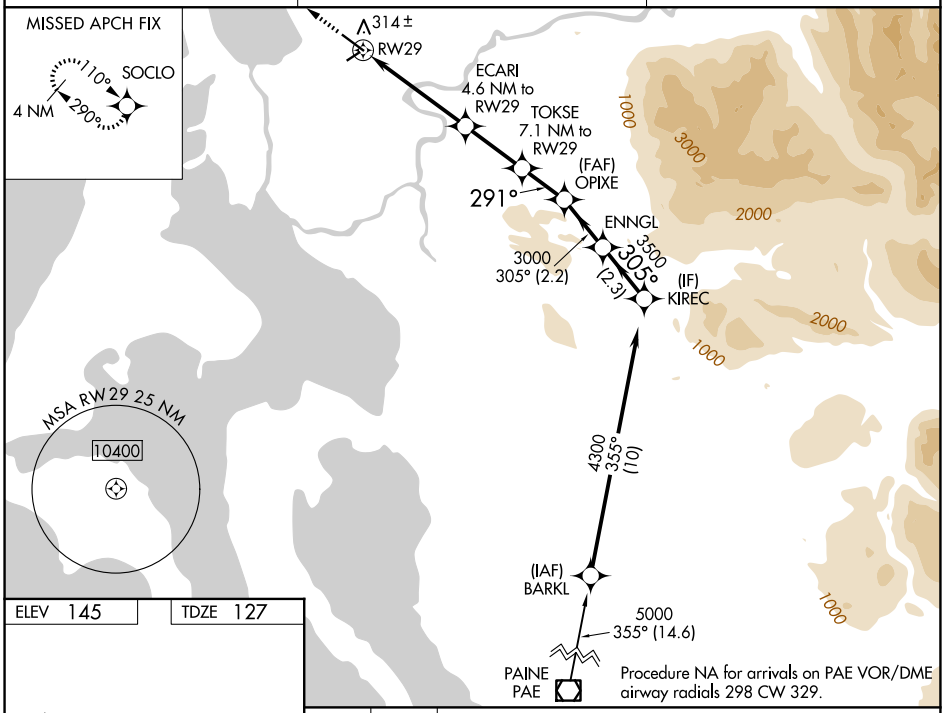
RNAV (GPS) RWY 29
SKAGIT RGNL (BVS)

RNP APCH.

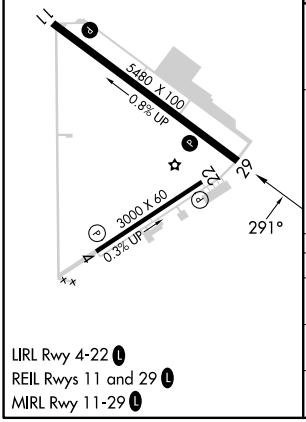
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Friday Harbor altimeter setting. When local altimeter setting not received use Friday Harbor altimeter setting; increase LPV DA to 438 feet, LNAV/VNAV DA to 536 feet and all Cats visibility ¼ SM; increase all MDA 60 feet.

MISSED APPROACH: Climb to 4000 direct SOCLO and hold, continue climb-in-hold to 4000.

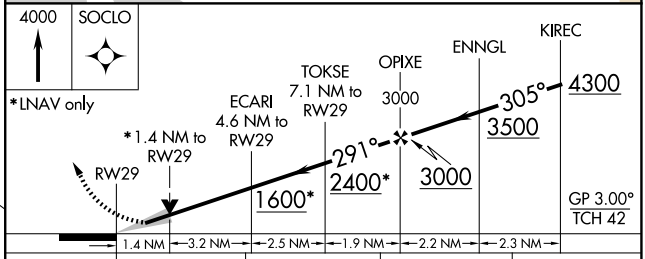
AWOS-3	WHIDBEY APP CON	UNICOM
121.125	120.7 270.8	123.075 (CTAF) L



ELEV 145 TDZE 127



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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

BURLINGTON/MOUNT VERNON, WASHINGTON SKAGIT RGNL (BVS)
Amdt 2A 18JUL19 48°28'N-122°25'W
RNAV (GPS) RWY 29

APP CRS	Rwy Idg	5101
297°	TDZE	4148
	Apt Elev	4148

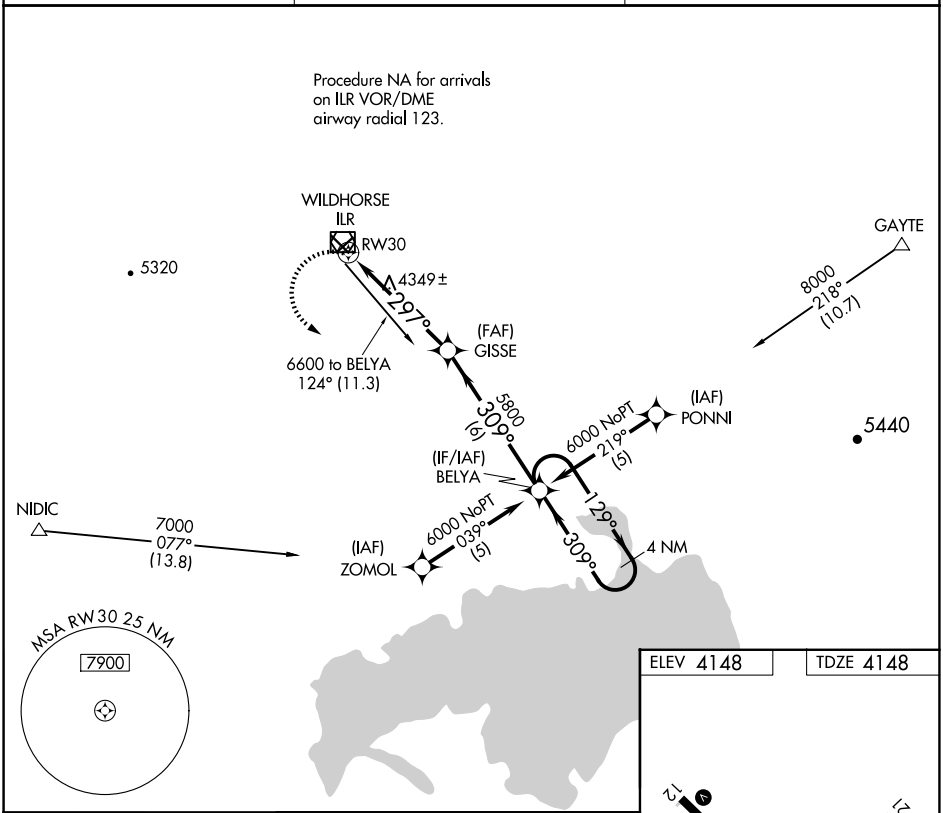
RNAV (GPS) RWY 30

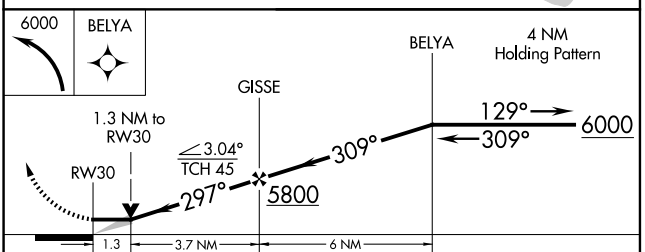
BURNS MUNI (BNO)

RNP APCH - GPS.

MISSED APPROACH: Climbing left turn to 6000 direct BELYA and hold.

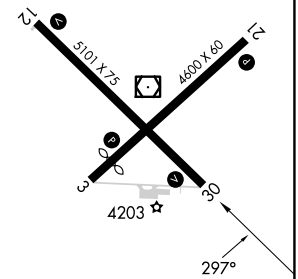
ASOS	SALT LAKE CENTER	UNICOM
135.575	128.05 306.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	4600-1	452 (500-1)	4600-1⅜	452 (500-1⅜)
CIRCLING	4680-1 532 (600-1)	4720-1 572 (600-1)	4740-1½ 592 (600-1½)	5000-2¾ 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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BURNS, OREGON AL-6331 (FAA) 23054

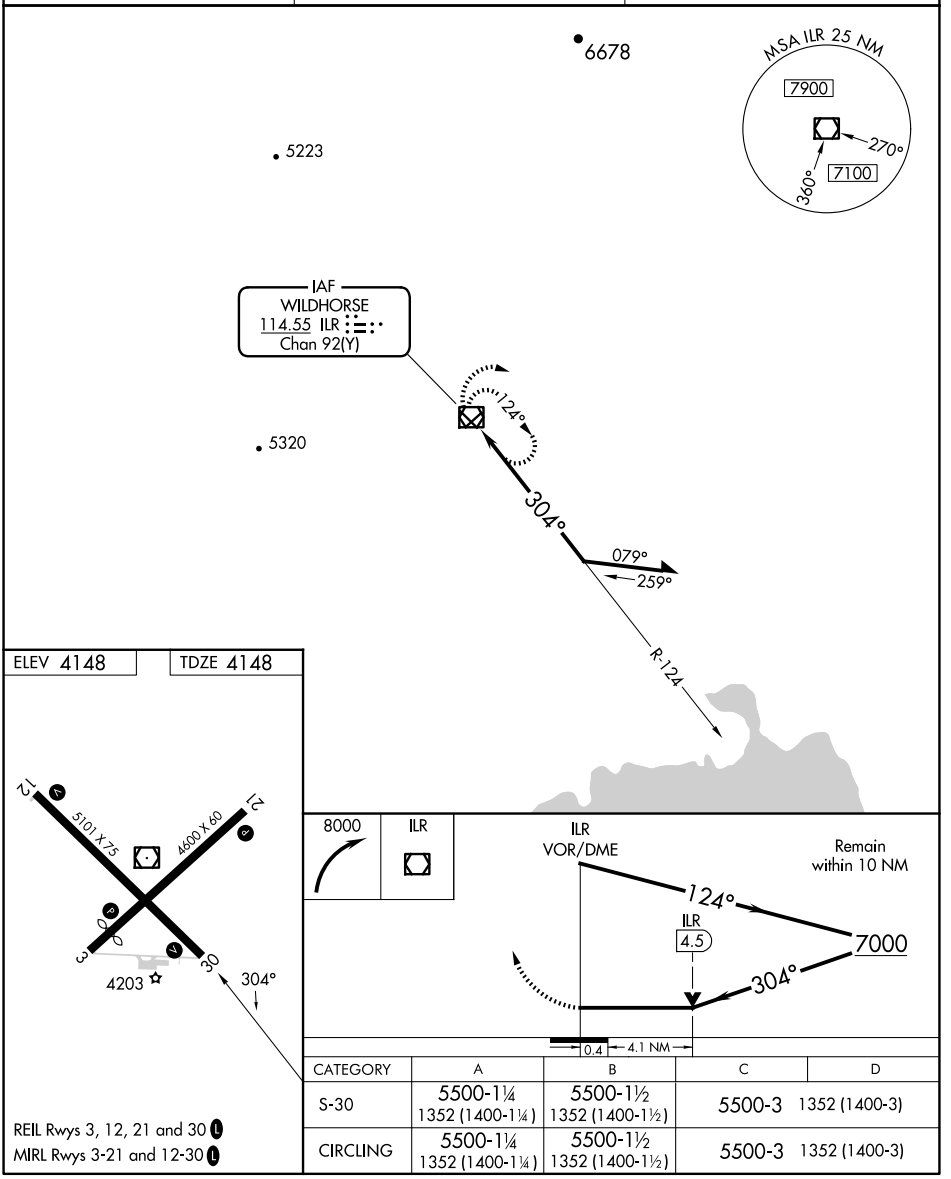
VOR/DME ILR	APP CRS	Rwy Idg	5101
114.55	304°	TDZE	4148
Chan 92 (Y)		Apt Elev	4148

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

BURNS, OREGON
Amdt 3C 23FEB23

43°36′N-118°57′W

BURNS MUNI (BNO)
VOR RWY 30

NW-1, 03 SEP 2026 to 29 OCT 2026

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

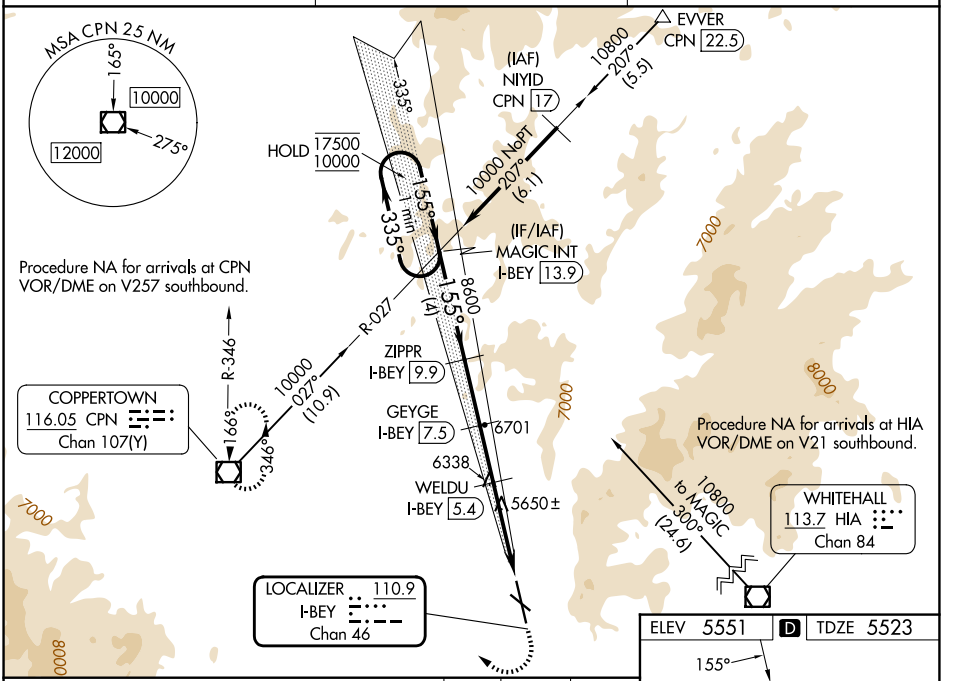
DME required.

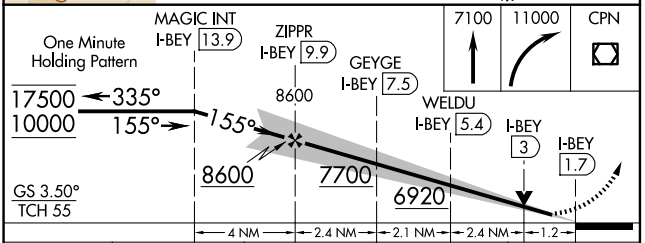
T A ❄ -24°C Circling NA northeast of Rwy 15-33. For inop ALS, increase *S-ILS 15 Cat C and D visibility to 1 SM. S-ILS 15 all Cats visibility to 2½ SM, and *S-LOC 15 Cats C and D visibility to 1⅜ SM.

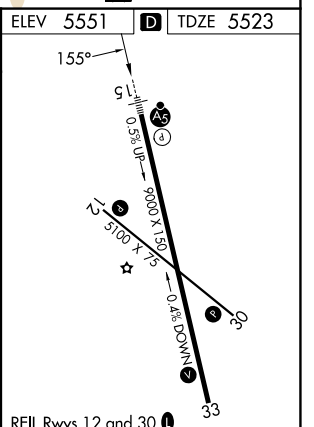
MALSR

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*	6020-½ 497 (500-½)		6020-1 497 (500-1)	
S-LOC 15	6500-¾ 977 (1000-¾)	6500-1 977 (1000-1)	6500-2½ 977 (1000-2½)	
CIRCLING	6660-1¼ 1109 (1200-1¼)	6660-1½ 1109 (1200-1½)	7060-3 1509 (1600-3)	7120-3 1569 (1600-3)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BUTTE, MONTANA AL-588 (FAA) 25219

RNAV (GPS) RWY 15

BERT MOONEY (BTM)

WAAS CH 56341 W15A	APP CRS 155°	Rwy Ldg 9000 TDZE 5523 Apt Elev 5551

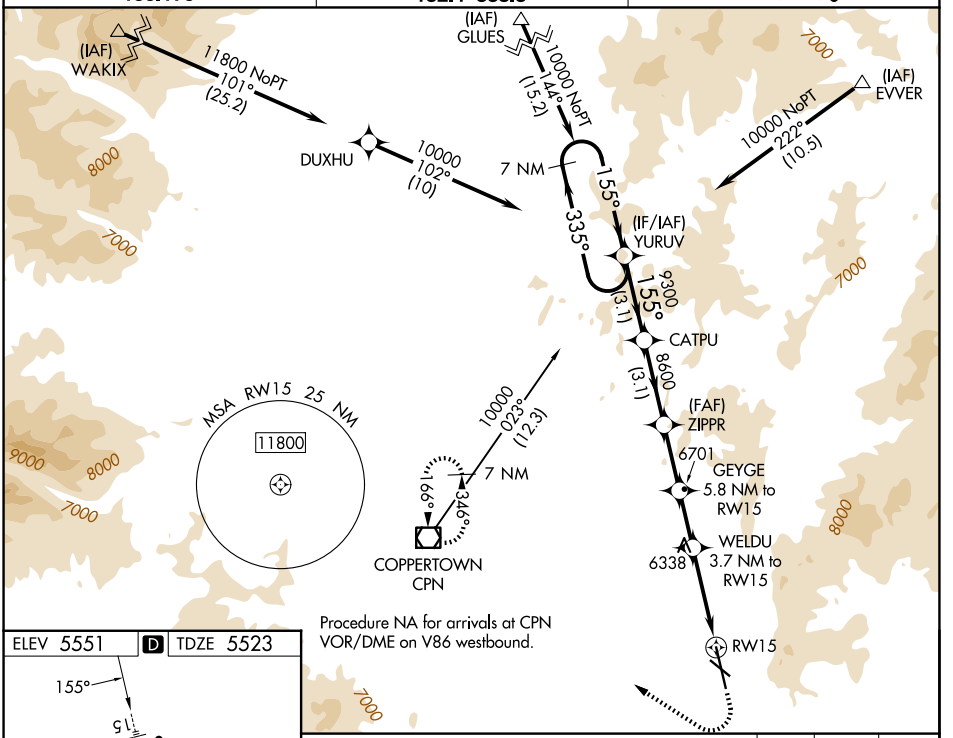
RNP APCH - GPS.

T A -24°C Circling NA northeast of Rwy 15-33. 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.

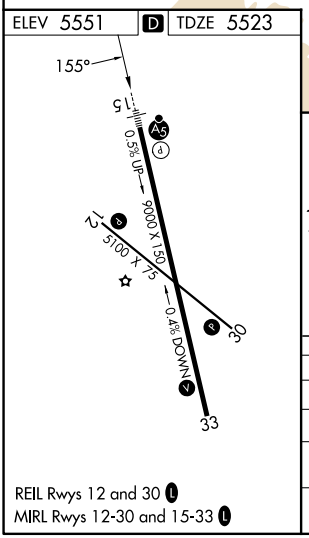
MALSR A5

MISSED APPROACH: (Do not exceed 190K until 7100) Climb to 7100 then climbing right turn to 11000 direct CPN VOR/DME and hold, continue climb-in-hold to 11000. *Missed approach requires minimum climb of 365 feet per NM to 8700.

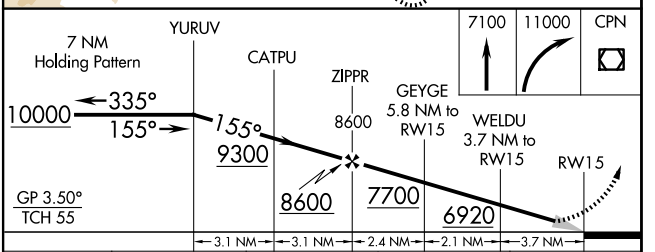
ASOS	SALT LAKE CENTER	UNICOM
135.175	132.4 338.3	123.0 (CTAF) L



Procedure NA for arrivals at CPN VOR/DME on V86 westbound.



REIL Rwys 12 and 30 L
MIRL Rwys 12-30 and 15-33 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)	
CIRCLING	6780-1¼ 1229 (1300-1¼)		7060-3 1509 (1600-3)	7120-3 1569 (1600-3)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

BUTTE, MONTANA
Orig-A 07AUG25

45°57′N-112°30′W

BERT MOONEY (BTM)
RNAV (GPS) RWY 15

VOR-A

BERT MOONEY (BTM)

VOR/DME CPN	APP CRS	Rwy Ldg	N/A
116.05	098°	TDZE	N/A
Chan 107(Y)		Apt Elev	5551

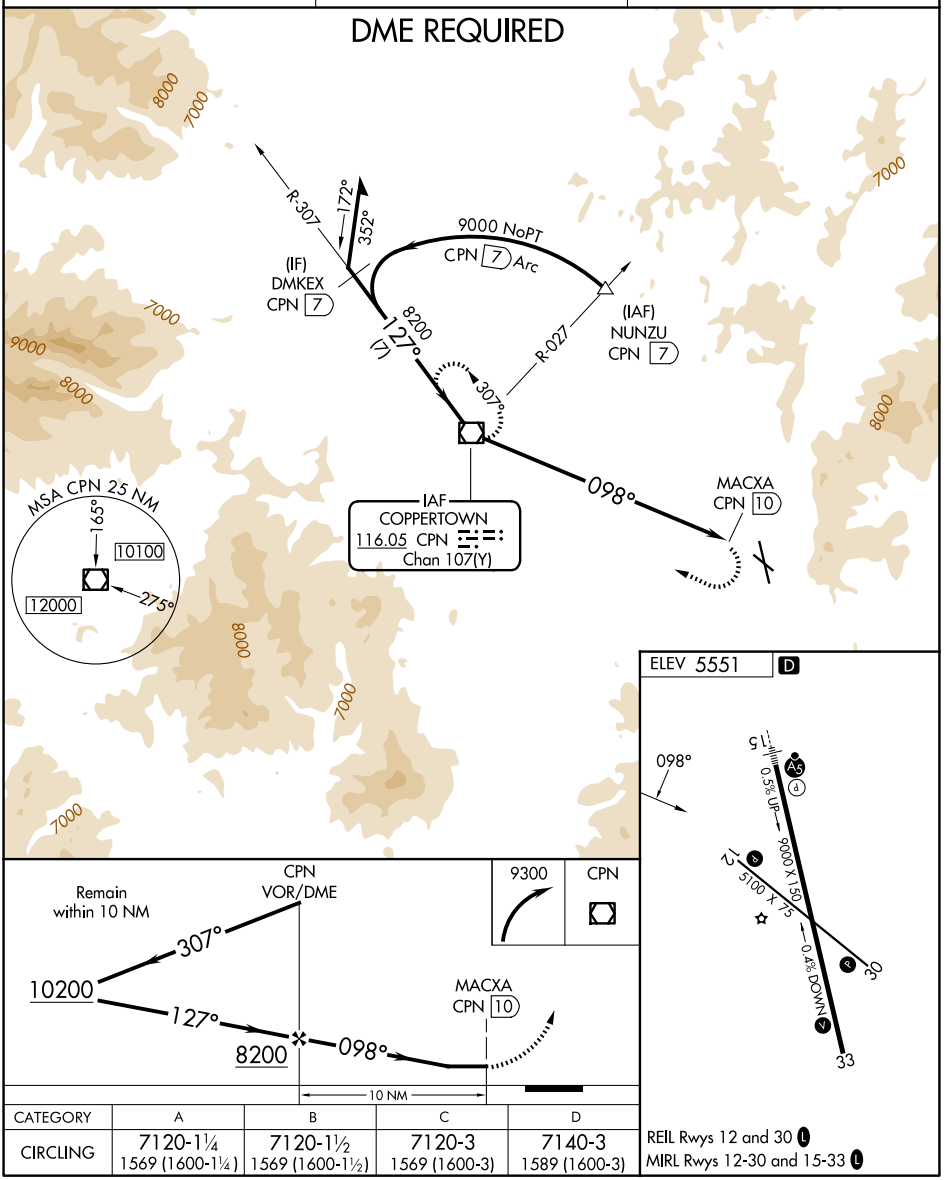
T A -24°C

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
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

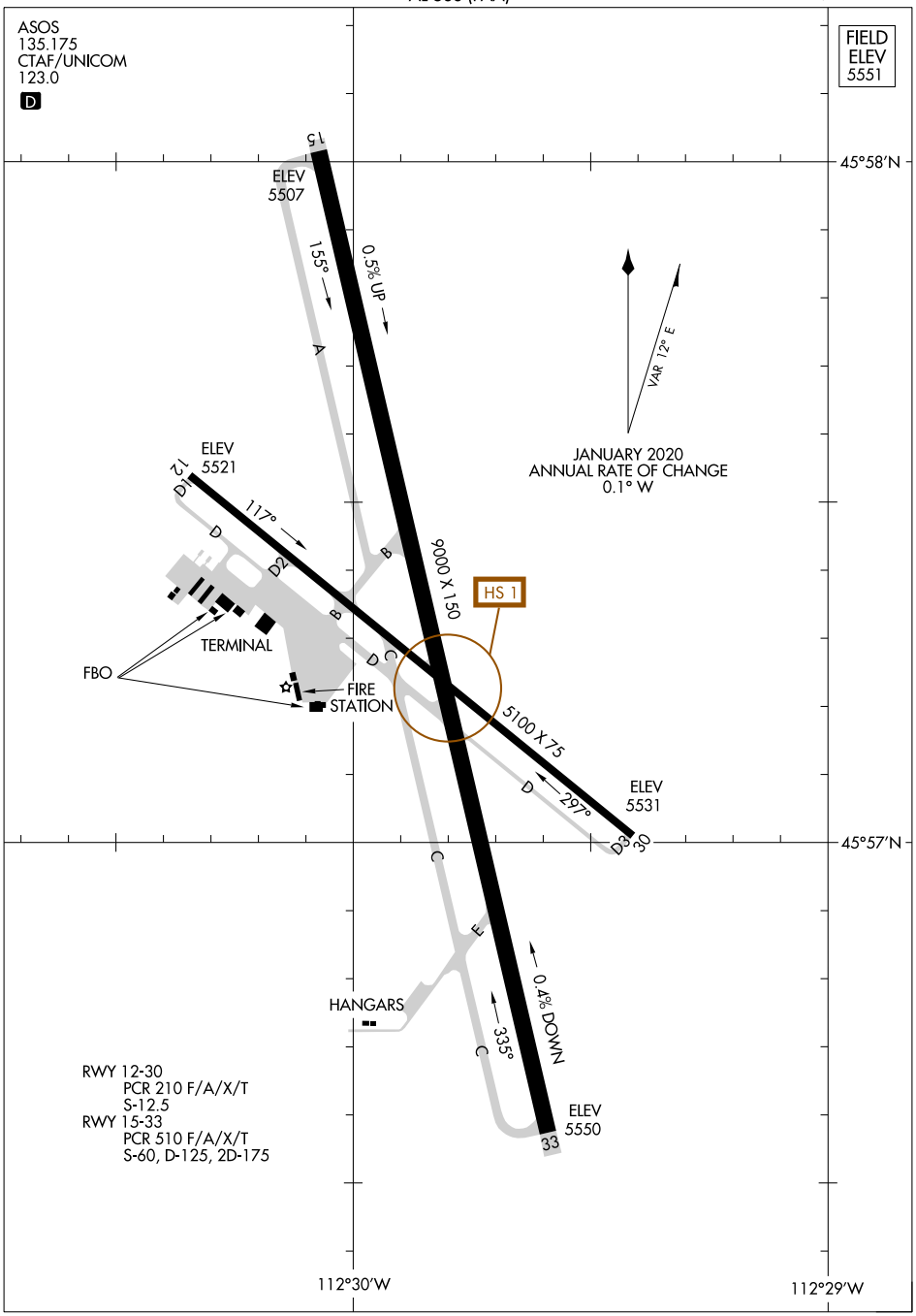
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26134

AIRPORT DIAGRAM

BERT MOONEY (BTM)
BUTTE, MONTANA

AL-588 (FAA)



AIRPORT DIAGRAM

BUTTE, MONTANA
BERT MOONEY (BTM)

26134

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Idg	5500
CH 97707	119°	TDZE	2431
W12A		Apt Elev	2432

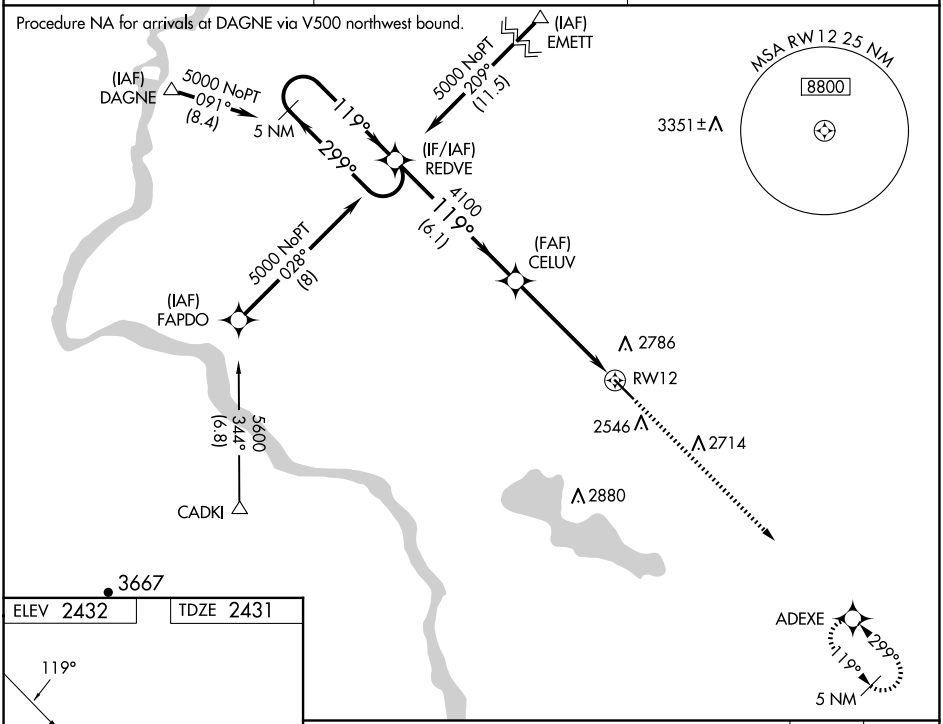
RNAV (GPS) RWY 12
CALDWELL EXEC (EUL)

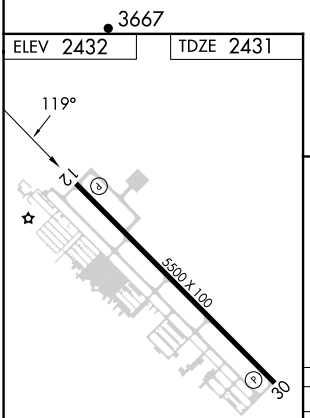
RNP APCH-GPS.

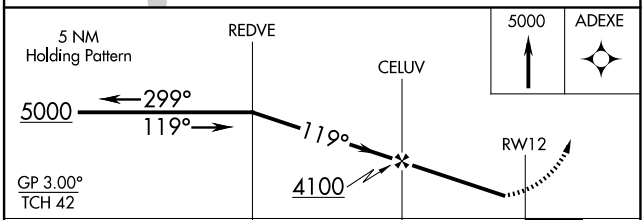
Procedure NA at night. Rwy 12 helicopter visibility reduction below 1 SM NA.
Baro-VNAV NA when using Boise altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 44°C. When local altimeter setting not received, use Boise altimeter setting and increase all DA/MDA 120 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)	

MIRL Rwy 12-30 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

CALDWELL, IDAHO AL-6806 (FAA) 24361

WAAS	APP CRS	Rwy Idg	5500
CH 73007	299°	TDZE	2432
W30A		Apt Elev	2432

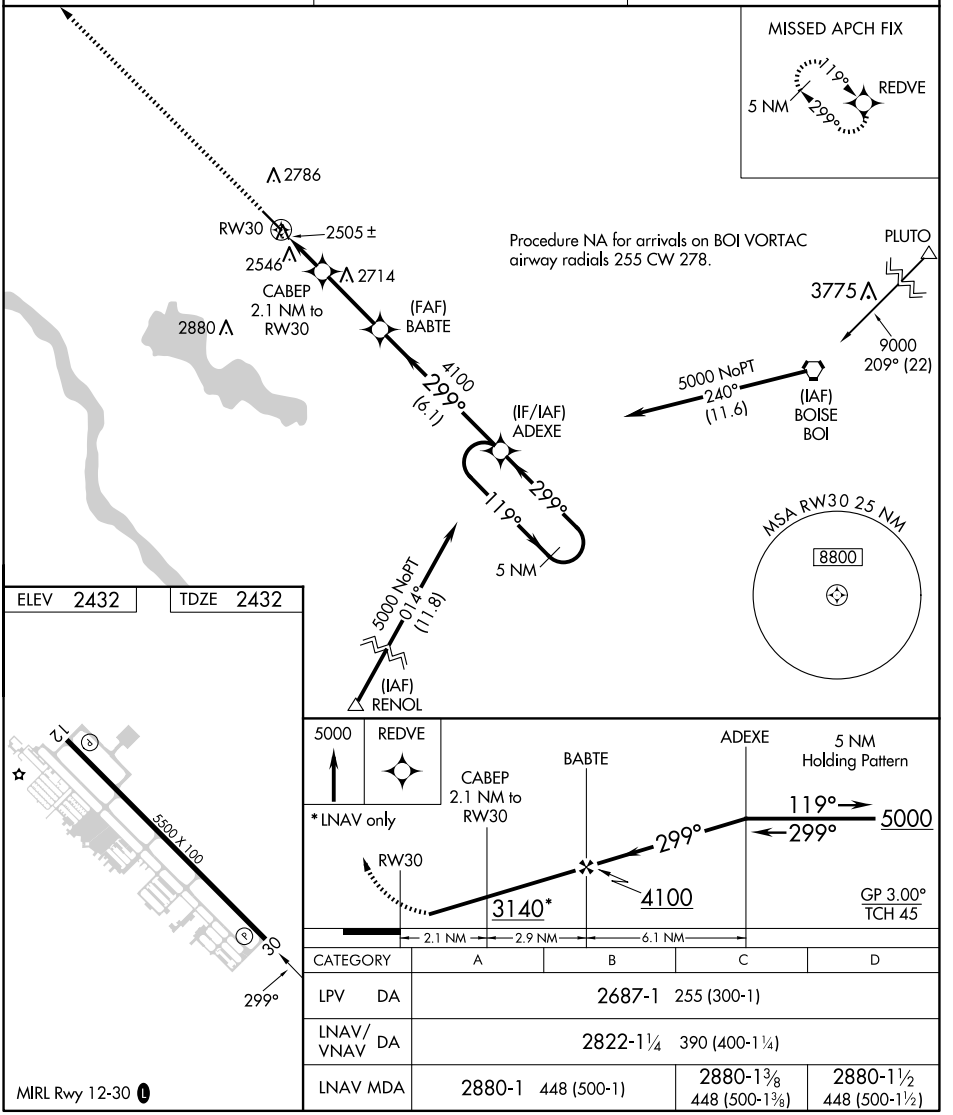
RNAV (GPS) RWY 30
CALDWELL EXEC (EUL)

RNP APCH.

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LOC I-SYD	APP CRS	Rwy Ldg	10165
111.3	032°	TDZE	5328
		Apt Elev	5344

ILS or LOC RWY 3

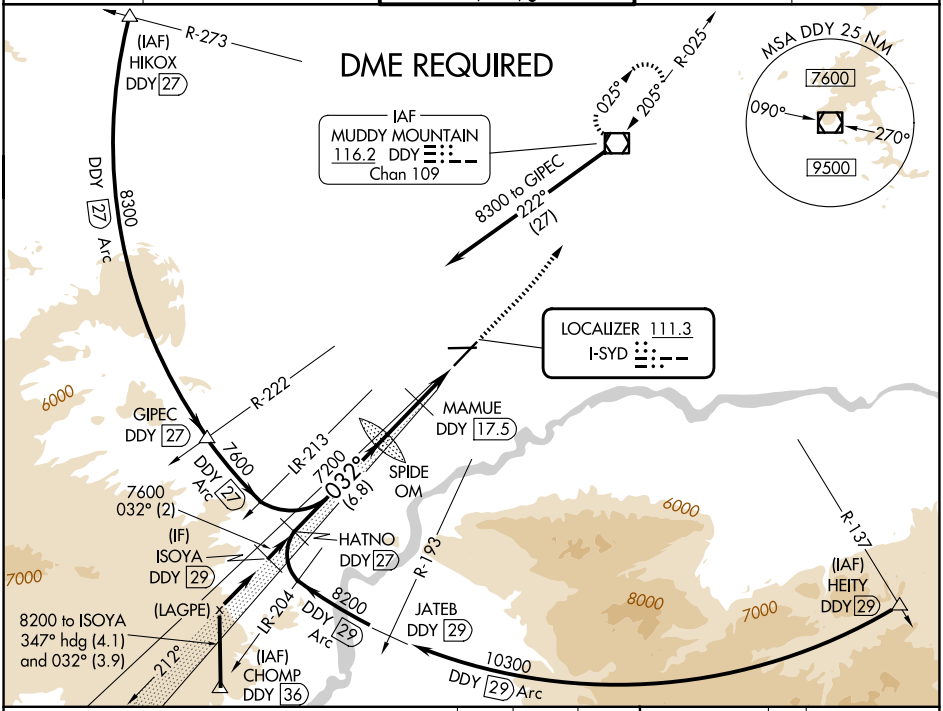
CASPER/NATRONA COUNTY INTL (CPR)

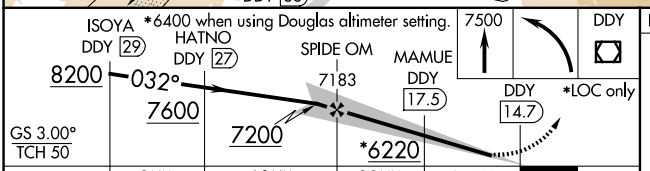
T DME from DDY VOR/DME. Simultaneous reception of I-SYD and DDY DME required. When local altimeter setting not received, use Douglas altimeter setting and increase DA to 5697 feet and all MDAs 180 feet, increase S-ILS visibility all Cats ¼ SM and S-LOC visibility Cat B, C, D and Circling Cats B, C, D 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.

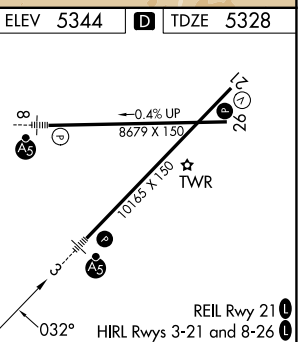
ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	122.95





*6400 when using Douglas altimeter setting.

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)



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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

CASPER, WYOMING | AL-72 (FAA) | 26246

RNAV (GPS) RWY 3

CASPER/NATRONA COUNTY INTL (CPR)

WAAS CH 73006 W03A	APP CRS 032°	Rwy Ldg 10165 TDZE 5328 Apt Elev 5344

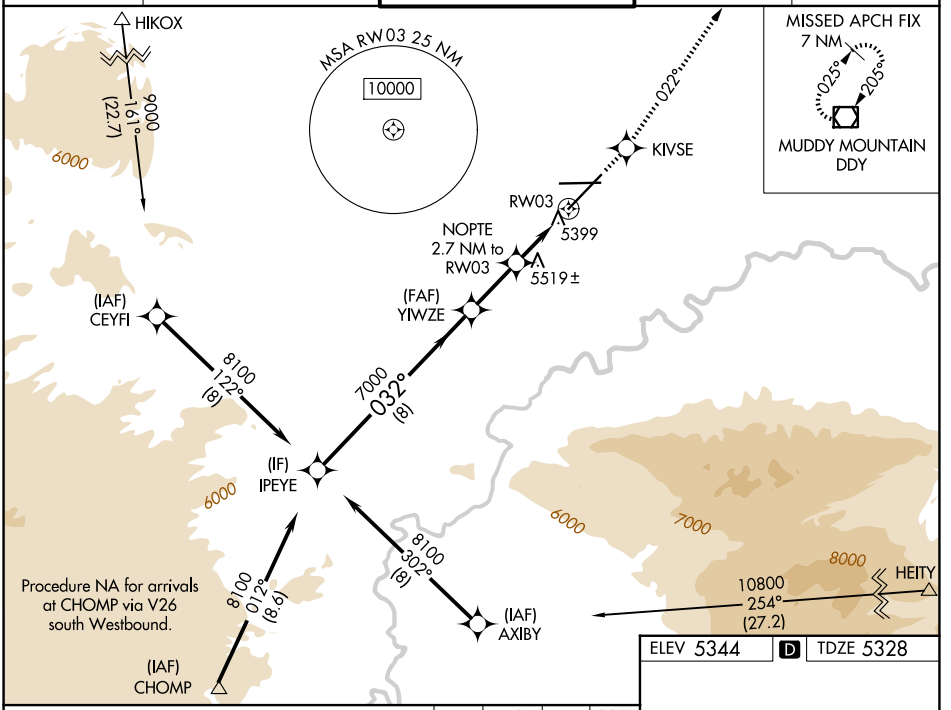
RNP APCH - GPS.

For inoperative ALS, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to RVR 5500, and LNAV Cat D visibility to 1⅜ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.

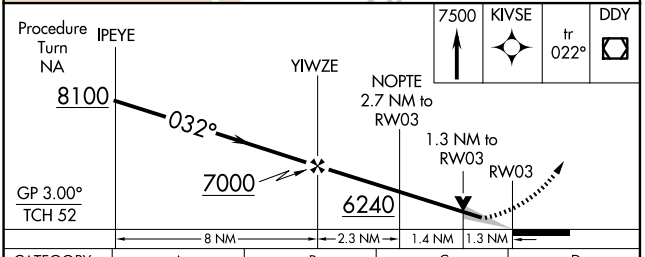
MALSR

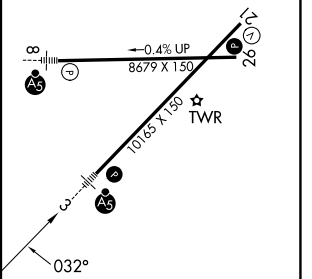
MISSED APPROACH: Climb to 7500 direct KIVSE and via track 022° to DDY VOR/DME and hold.

ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	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)		5780/45 452 (500-⅞)	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

CASPER, WYOMING
Amdt 1C 03SEP26

42°54′N-106°28′W

CASPER/NATRONA COUNTY INTL (CPR)

RNAV (GPS) RWY 3

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	8679
CH 86306	077°	TDZE	5344
W08A		Apt Elev	5344

RNAV (GPS) RWY 8

CASPER/NATRONA COUNTY INTL (CPR)

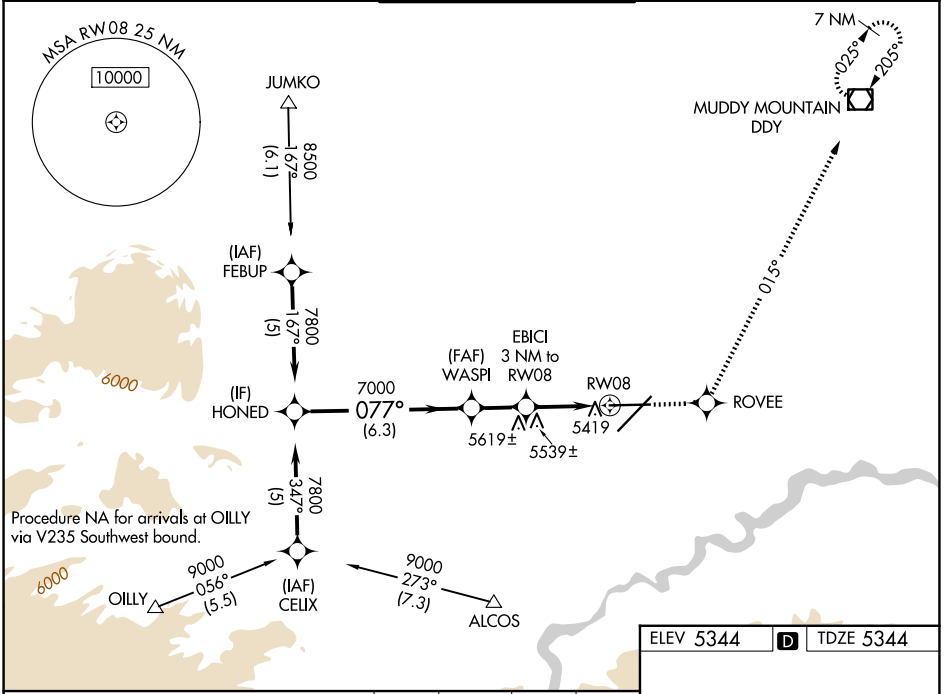
RNP APCH - GPS.

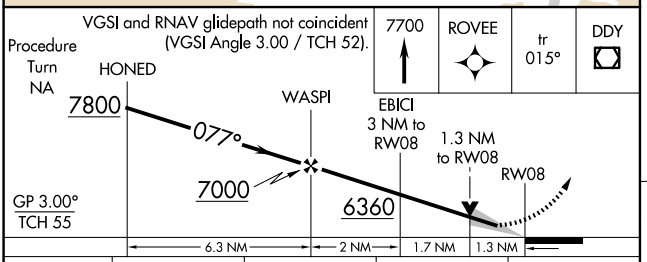
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. For inop ALS, LNAV/VNAV all Cats visibility to RVR 5500 and LNAV Cat D visibility to 1⅜ SM.

MALSR

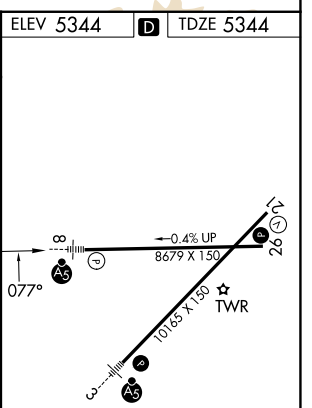
MISSED APPROACH: Climb to 7700 direct ROVEE and via track 015° to DDY VOR/DME and hold.

ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	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)		5800/45 456 (500-⅞)	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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 21

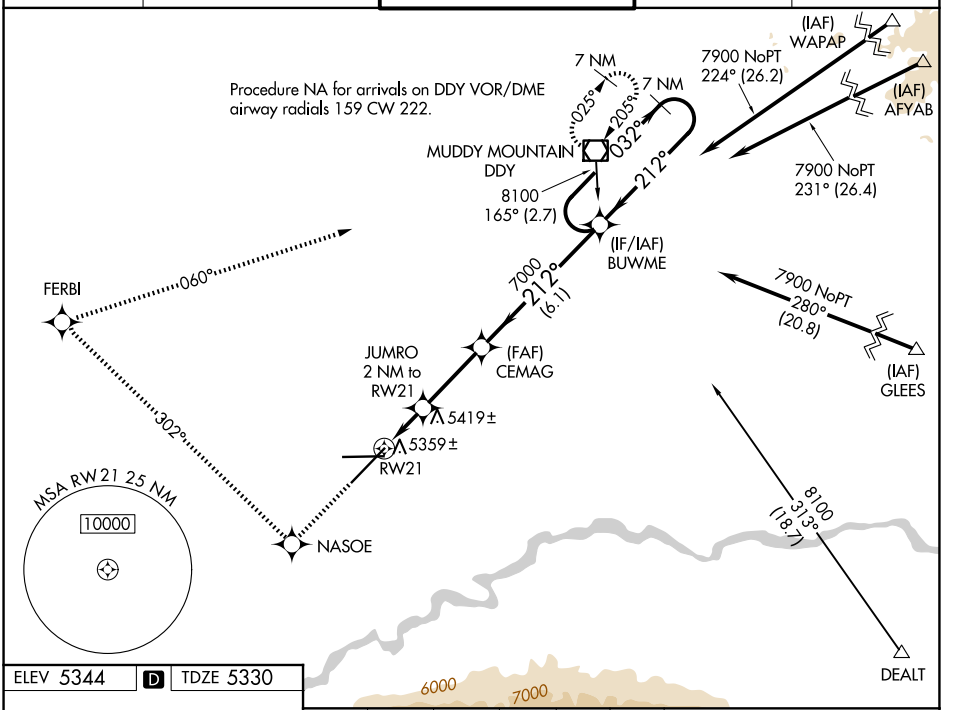
CASPER/NATRONA COUNTY INTL (CPR)

WAAS	APP CRS	Rwy Ldg	10165
CH 63012	212°	TDZE	5330
W21A		Apt Elev	5344

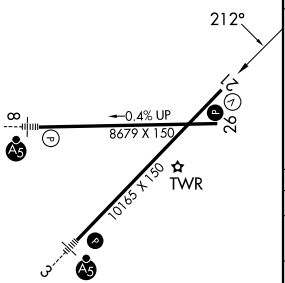
TA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.

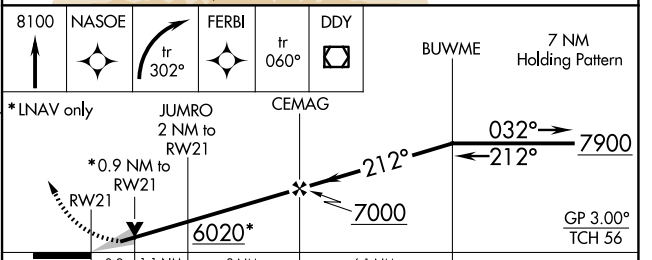
MISSED APPROACH: Climb to 8100 direct NASOE and right turn via track 302° to FERBI and via track 060° to DDY VOR/DME and hold.

ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	122.95



ELEV 5344 D TDZE 5330





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)

REIL Rwy 21 L
HIRL Rwys 3-21 and 8-26 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	8679
CH 78112	257°	TDZE	5335
W26A		Apt Elev	5344

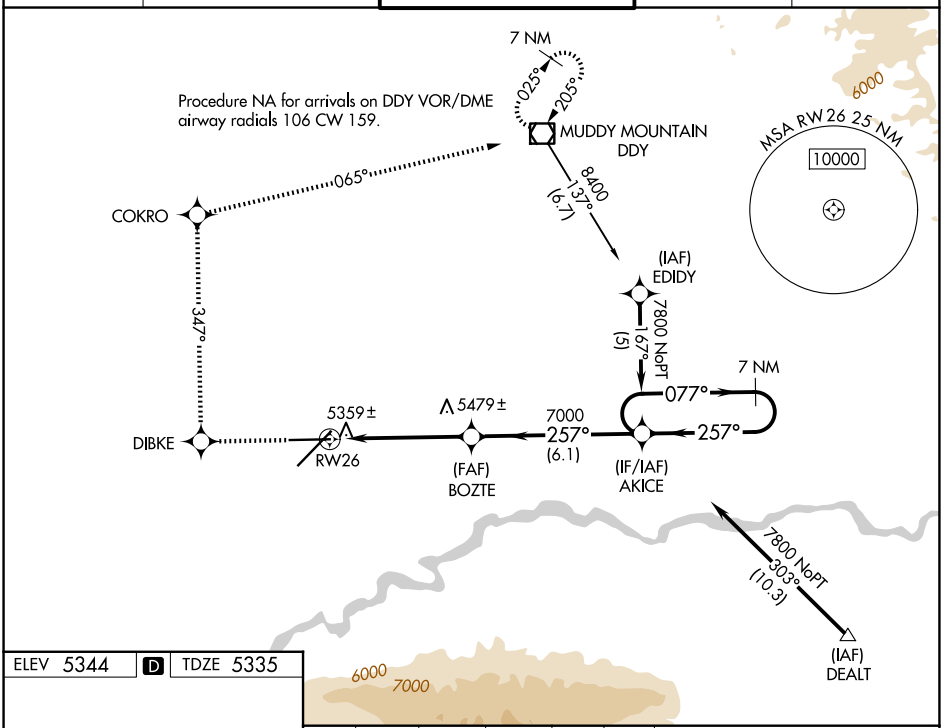
RNAV (GPS) RWY 26

CASPER/NATRONA COUNTY INTL (CPR)

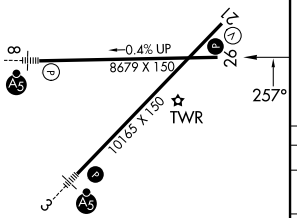
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 8400 direct DIBKE and right turn via track 347° to COKRO and via track 065° to DDY VOR/DME and hold.

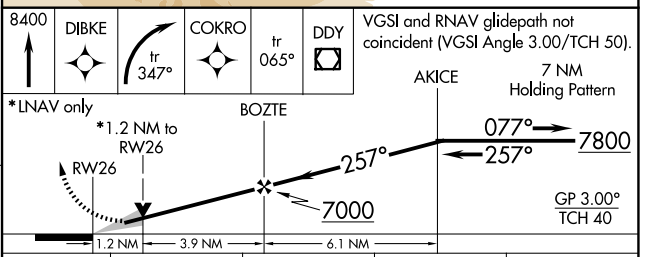
ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	122.95



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)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

CASPER, WYOMING | AL-72 (FAA) | 26246

VOR/DME DDY	APP CRS	Rwy Ldg	10165
116.2	203°	TDZE	5330
Chan 109		Apt Elev	5344

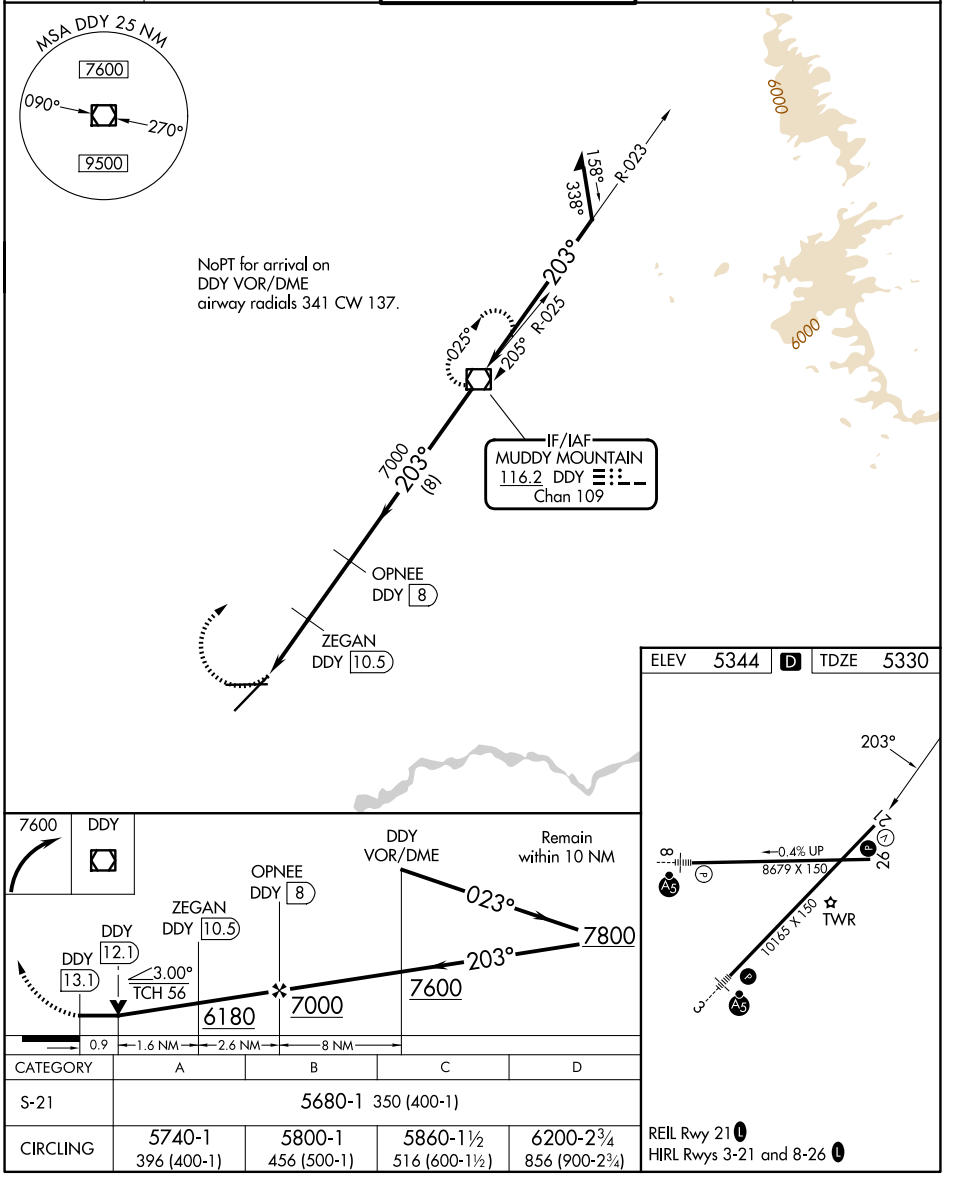
VOR/DME RWY 21

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.

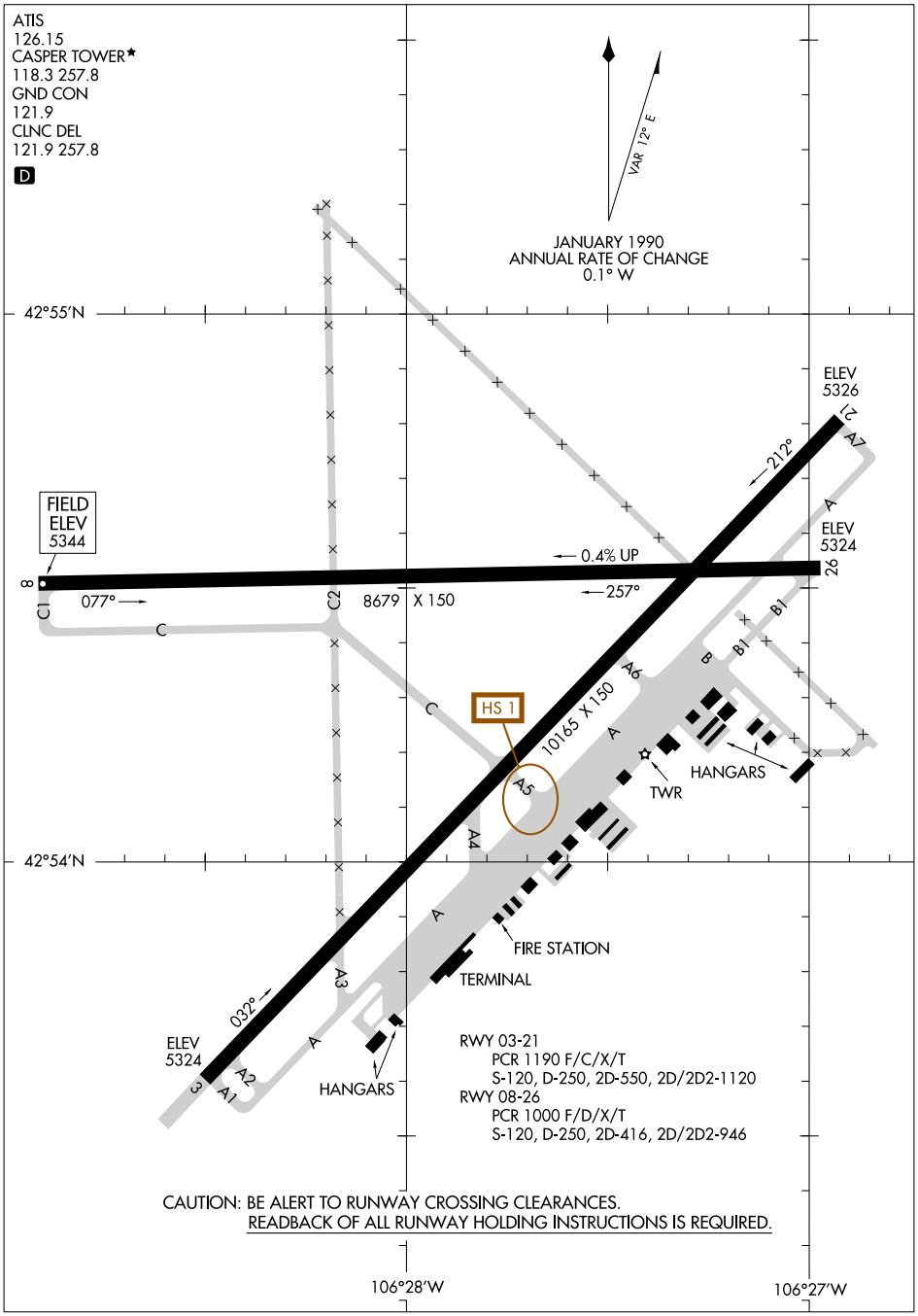
ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	UNICOM
126.15	120.65 354.1	118.3 (CTAF) L 257.8	121.9	122.95



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(ALCOS6.ALCOS) 25079

ALCOS SIX DEPARTURE

CASPER/NATRONA COUNTY INTL (CPR)

AL-72 (FAA)

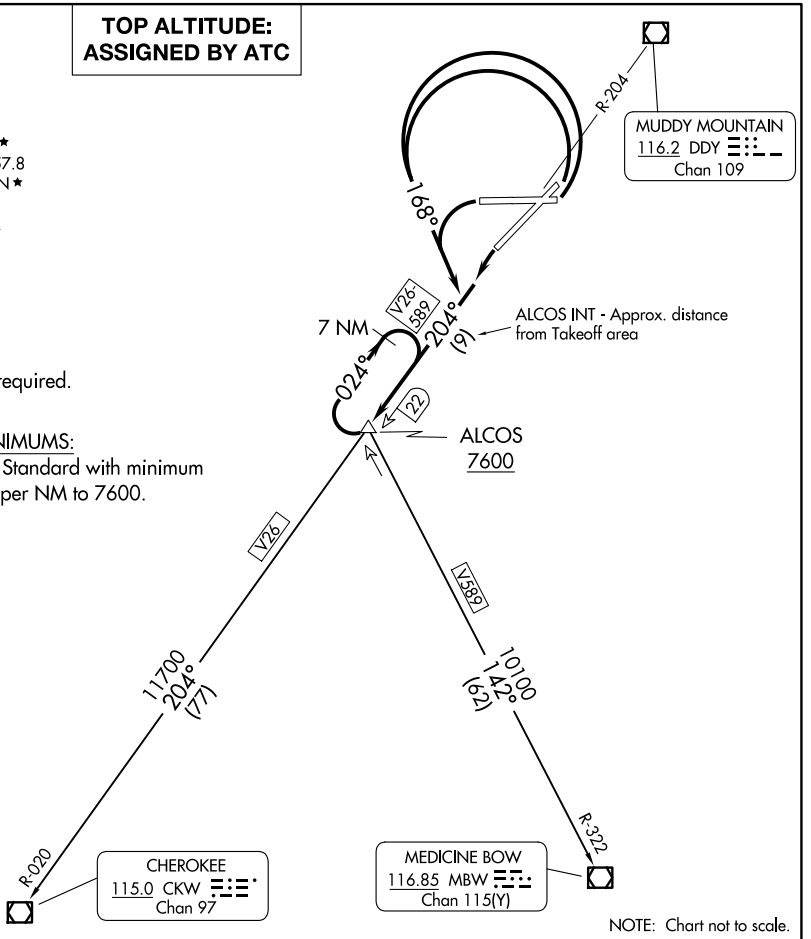
CASPER, WYOMING

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.

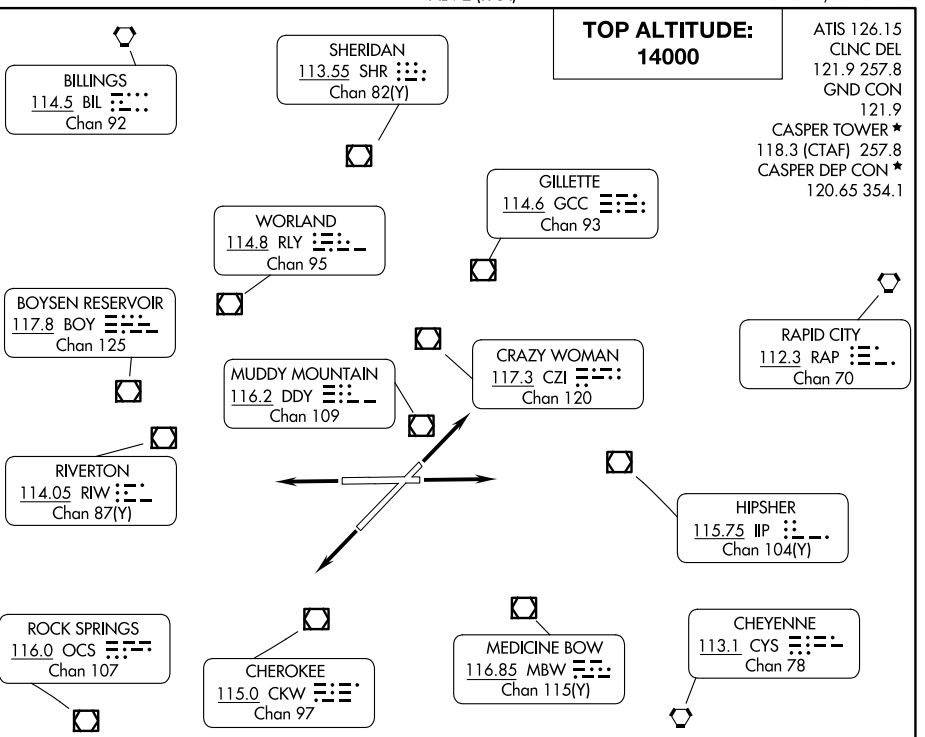
MEDICINE BOW TRANSITION (ALCOS6.MBW): From over ALCOS on MBW R-322 to MBW VOR/DME.

NW-1, 03 SEP 2026 to 29 OCT 2026

CASPER THREE DEPARTURE

AL-72 (FAA)

CASPER/NATRONA COUNTY INTL (CPR)
CASPER, WYOMING



TAKEOFF MINIMUMS

Rwys 12, 17, 30, 35, NA- Environmental.
Rwys 3, 8, 26, Standard.
Rwy 21, Standard with a minimum climb of 235 feet per NM to 6700.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on a heading between 212° CW 094° from DER as assigned by ATC thence. . . .

TAKEOFF RUNWAY 8: Climb on a heading between 257° CW 094° from DER as assigned by ATC thence. . . .

TAKEOFF RUNWAY 21: Climb on a heading between 195° CW 032° from DER as assigned by ATC thence. . . .

TAKEOFF RUNWAY 26: Climb on a heading between 190° CW 077° from DER as assigned by ATC thence. . . .

. . . .Maintain 14000' or assigned lower altitude. Expect RADAR vectors to filed/assigned fix/route. Expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS

If no transmissions are received for one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DDY VOR/DME, then via assigned route. Runways 3 and 8 turn left to DDY VOR/DME, runways 21 and 26 turn right to DDY VOR/DME.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

CHALLIS, IDAHO | AL-10472 (FAA) | 26022

RNAV (GPS)-A
CHALLIS (LLJ)

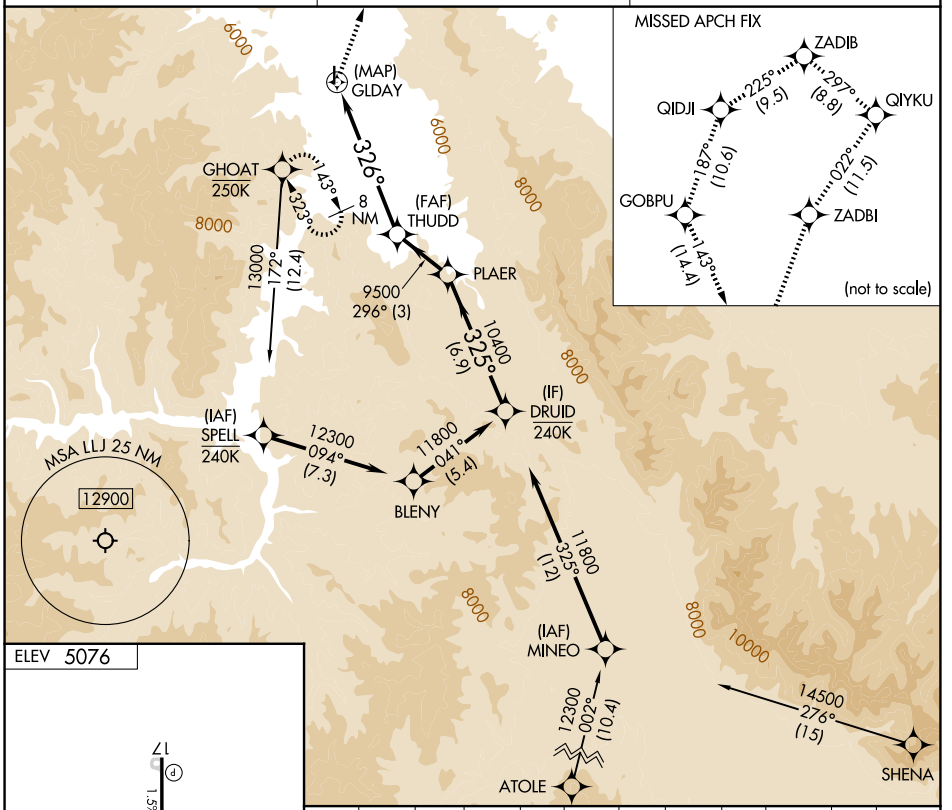
APP CRS	Rwy Ldg	N/A
326	TDZE	N/A
	Apt Elev	5076

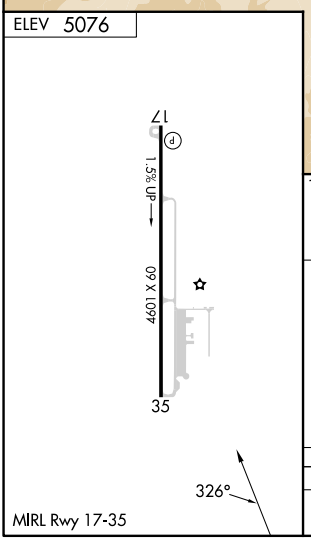
RNP APCH - GPS.

Rwy 17 and 35 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA west of Rwy 17-35.

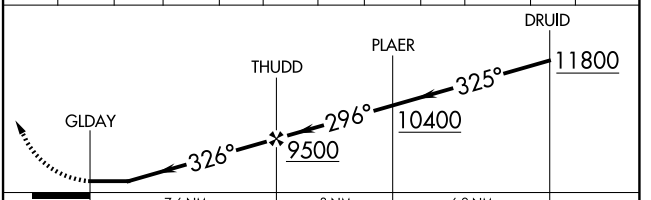
MISSED APPROACH: Climb to 14000 on the RNAV missed approach route to GHOAT and hold.

ASOS	SALT LAKE CENTER	UNICOM
119.275	132.4 338.3	122.8 (CTAF)





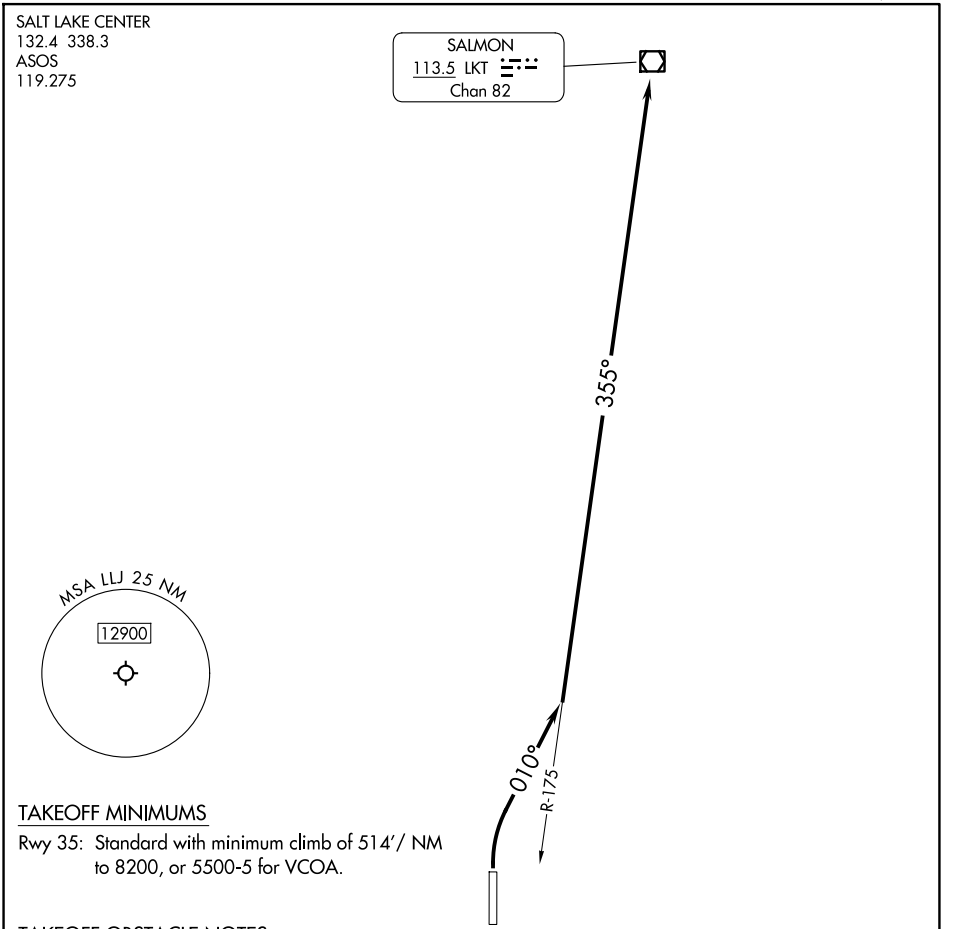
14000	ZADBI	tr 022°	QIYKU	tr 297°	ZADIB	tr 225°	QIDJI	tr 187°	GOBPU	tr 143°	GHOAT



CATEGORY	A	B	C	D
CIRCLING	6680-1¼ 1604 (1700-1¼)	6680-1½ 1604 (1700-1½)	6840-3 1764 (1800-3)	7880-3 2804 (2900-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SALMON ONE DEPARTURE (OBSTACLE)



TAKEOFF MINIMUMS

Rwy 35: Standard with minimum climb of 514'/ NM to 8200, or 5500-5 for VCOA.

TAKEOFF OBSTACLE NOTES

Rwy 35: Vegetation 46' from DER, 141' left of centerline, 3' AGL/5008' MSL.
Fence 94' from DER, 249' left of centerline, 4' AGL/5013' MSL.
Trees beginning 118' from DER, 177' right of centerline, up to 19' AGL/5018 MSL.
Terrain, fence beginning 160' from DER, 249' left of centerline, up to 5016' MSL.
Terrain 407' from DER, 593' left of centerline, 5019' MSL.
Terrain 2.6 NM from DER, 403' left of centerline, 5684' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 35: Climbing right turn on heading 010° to intercept LKT VOR/DME R-175, cross LKT VOR/DME at or above MEA for direction of flight before proceeding on cousre.

VCOA RUNWAY 35: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Challis Airport at or above 10400 before proceeding on course.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

CHEHALIS, WASHINGTON | AL-749 (FAA) | 25275

RNAV (GPS) RWY 16

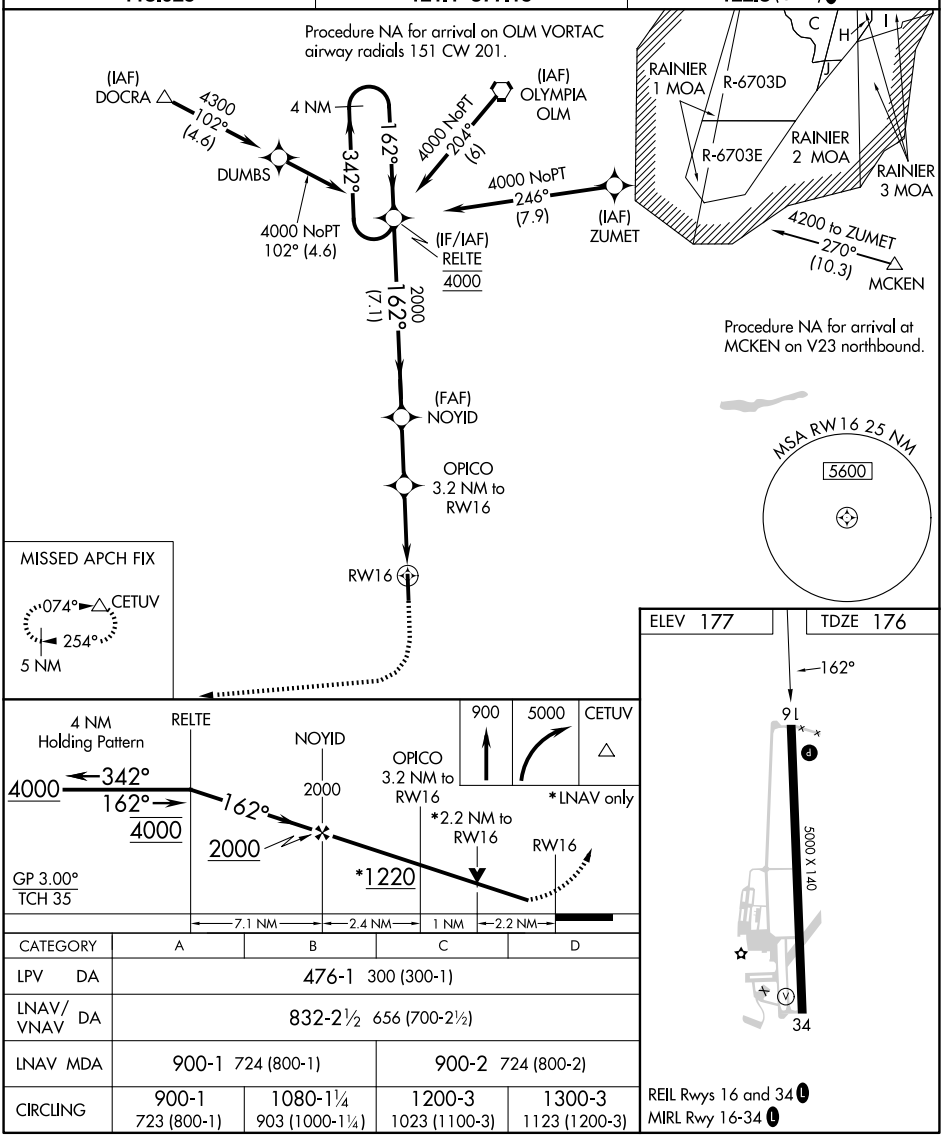
CHEHALIS-CENTRALIA (CLS)

WAAS	APP CRS	Rwy Ldg	5000
CH 82129	162°	TDZE	176
W16A		Apt Elev	177

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)	
CIRCLING	900-1 723 (800-1)	1080-1¼ 903 (1000-1¼)	1200-3 1023 (1100-3)	1300-3 1123 (1200-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 27

CHEYENNE RGNL/JERRY OLSON FLD (CYS)

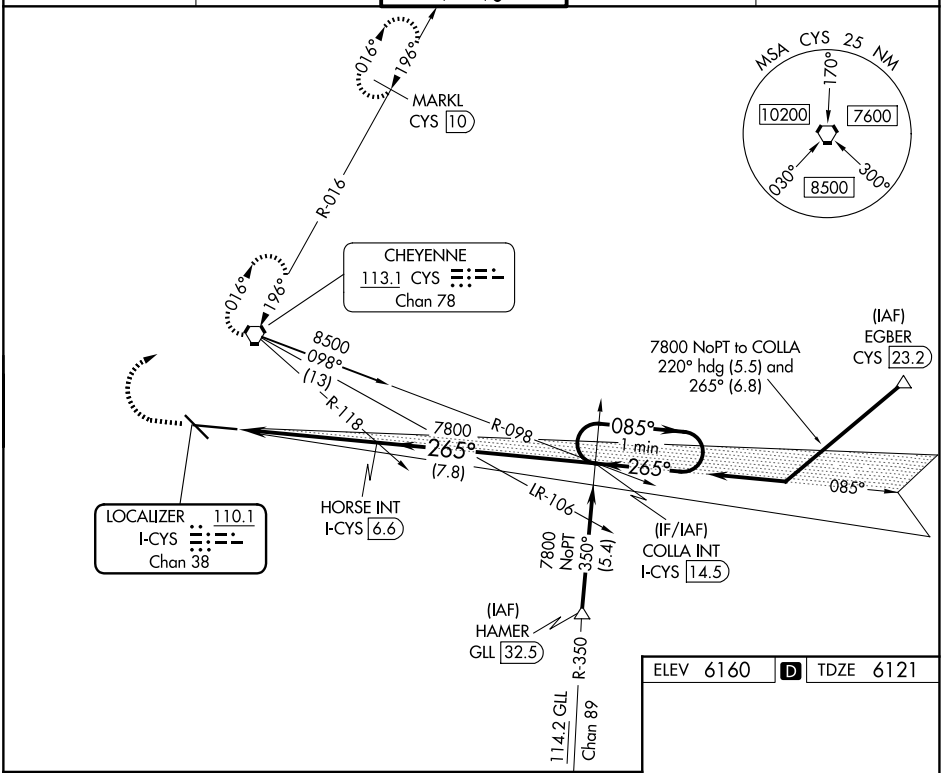
LOC/DME I-CYS	APP CRS	Rwy Ldg	7985
110.1	265°	TDZE	6121
Chan 38		Apt Elev	6160

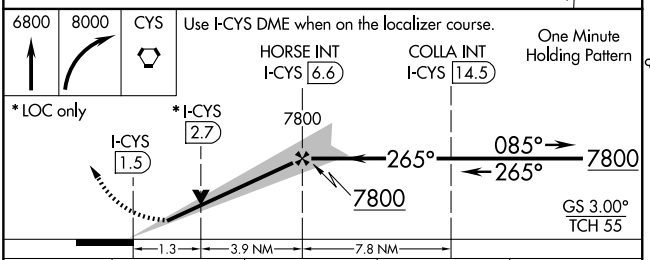
T A ASR/PAR — # RVR 1800 authorized with the use of FD or AP or HUD to DA.

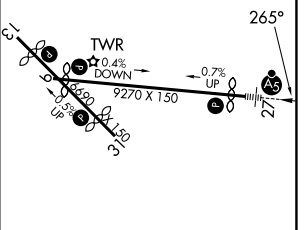
MALSR (A5)

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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 9

CHEYENNE RGNL/JERRY OLSON FLD (CYS)

WAAS	APP CRS	Rwy Ldg	7985
CH 73009	085°	TDZE	6144
W09A		Apt Elev	6160

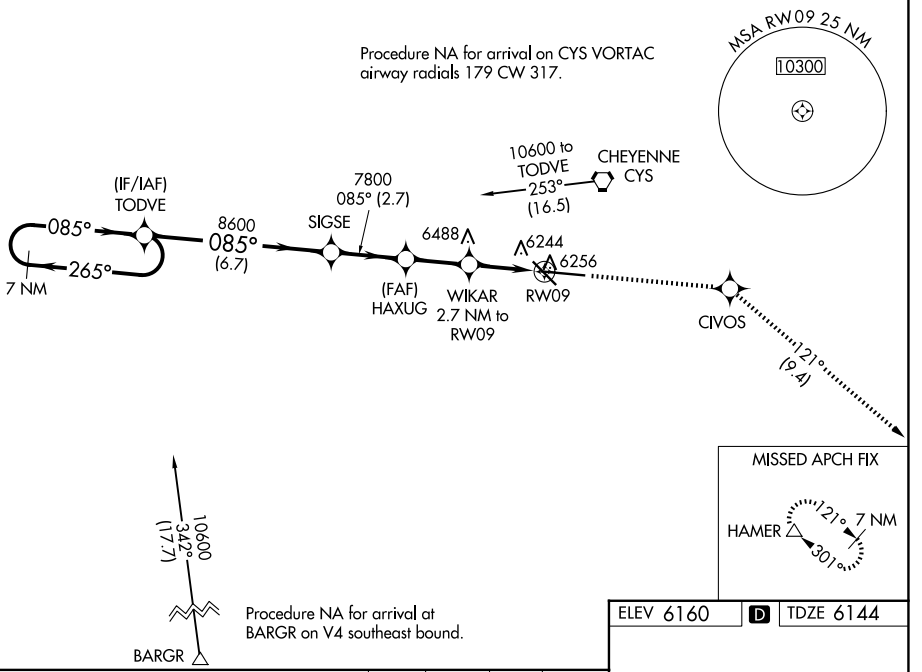
RNP APCH - GPS.

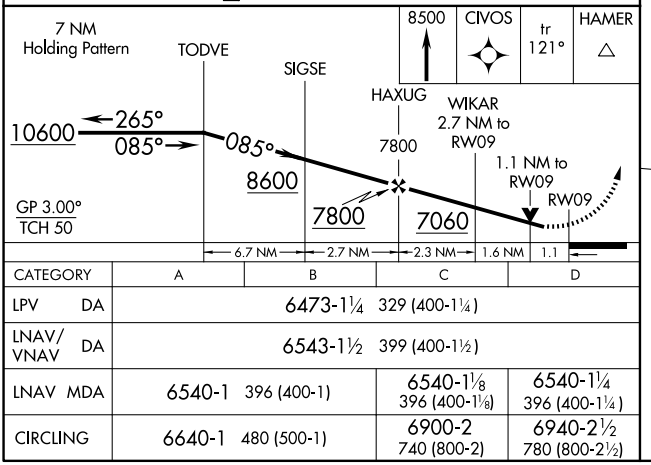
ASR/PAR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Rwy 9 helicopter visibility reduction below ¾ SM NA.

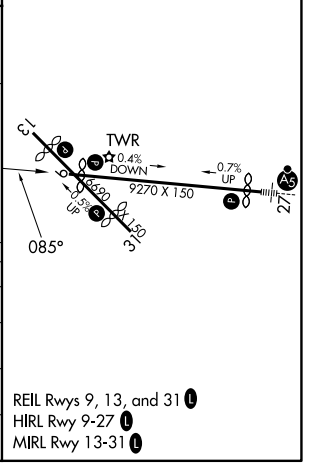
MISSED APPROACH: Climb to 8500 direct CIVOS and on track 121° to HAMER and hold.

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)		6540-1⅛ 396 (400-1⅛)	6540-1¼ 396 (400-1¼)
CIRCLING	6640-1 480 (500-1)		6900-2 740 (800-2)	6940-2½ 780 (800-2½)



REIL Rwys 9, 13, and 31 L
HIRL Rwy 9-27 L
MIRL Rwy 13-31 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 13

CHEYENNE RGNL/JERRY OLSON FLD (CYS)

WAAS CH 56609 W13A	APP CRS 125°	Rwy Ldg 4830 TDZE 6155 Apt Elev 6160

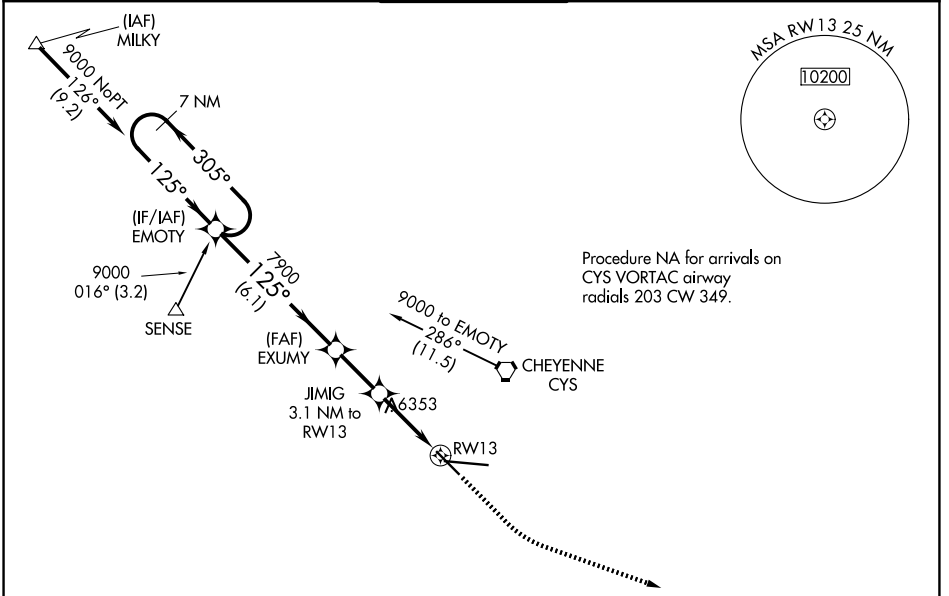
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 45°C. Rwy 13 helicopter visibility reduction below ¾ SM NA.

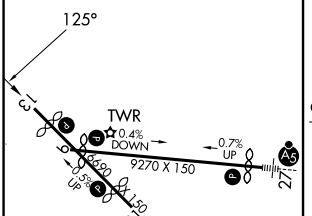
ASR/PAR

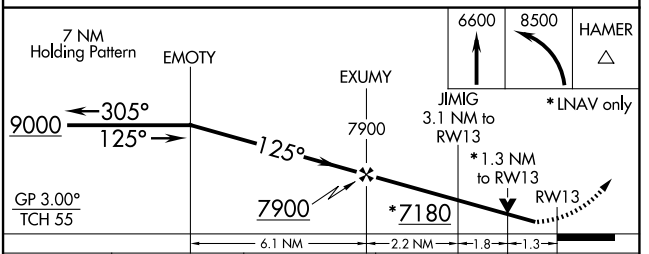
MISSED APPROACH: Climb to 6600, then climbing left turn to 8500 direct HAMER and hold.

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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 27

CHEYENNE RGNL/JERRY OLSON FLD (CYS)

WAAS	APP CRS	Rwy Ldg	7985
CH 70307	265°	TDZE	6121
W27A		Apt Elev	6160

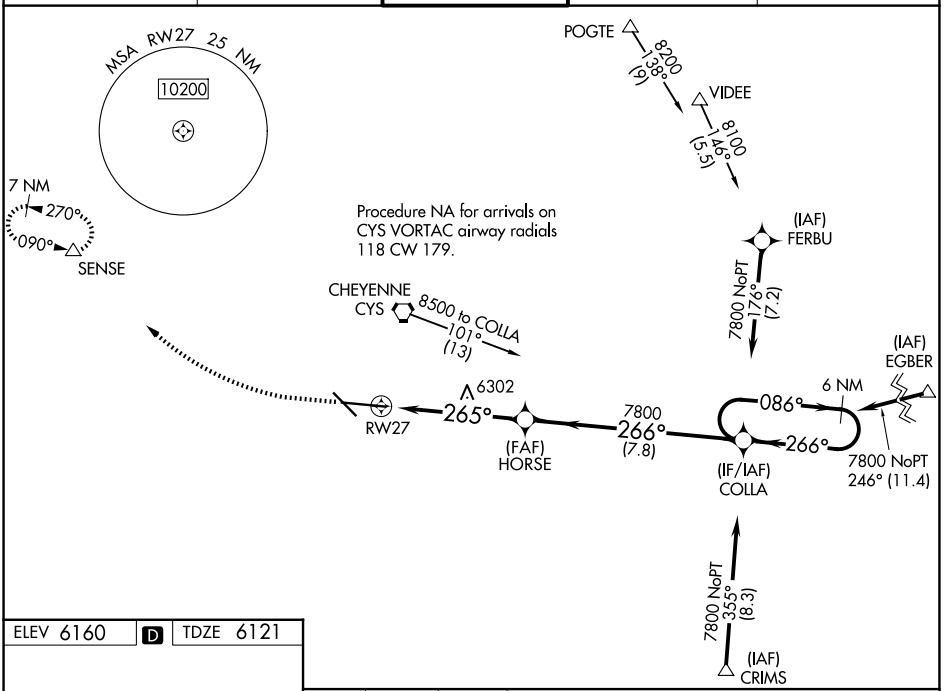
RNP APCH.

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.

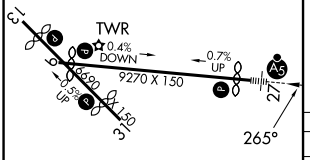
MALSR (A5)

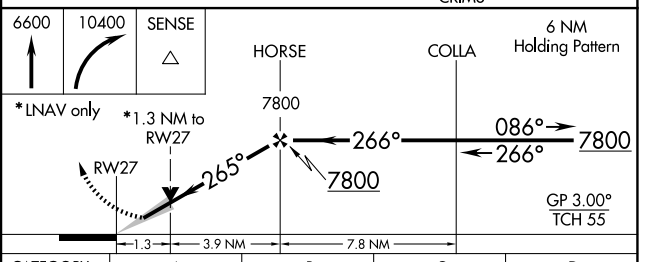
MISSED APPROACH: Climb to 6600, then climbing right turn to 10400 direct SENSE and hold, continue climb-in-hold to 10400.

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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 31

CHEYENNE RGNL/JERRY OLSON FLD (CYS)

WAAS CH 99609 W31A	APP CRS 305°	Rwy Ldg 4880 TDZE 6147 Apt Elev 6160

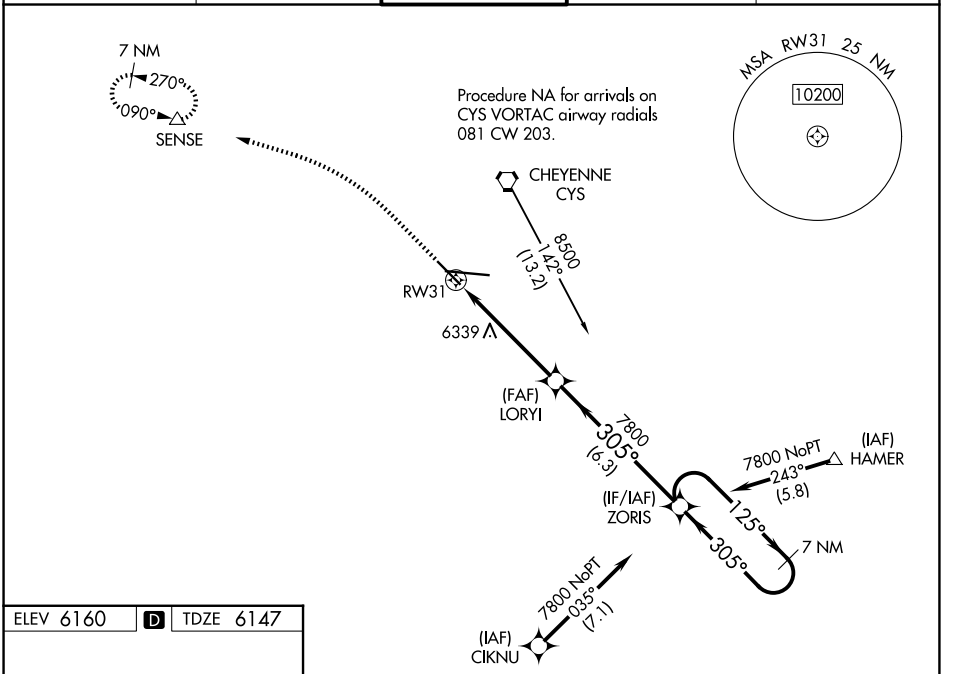
RNP APCH.

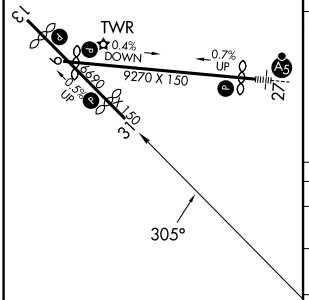
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 45°C.

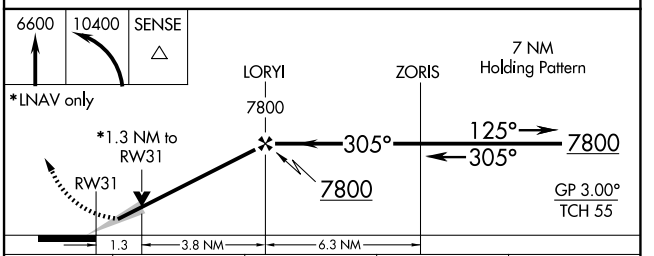
ASR/PAR

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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VORTAC CYS 113.1 Chan 78	APP CRS 196°	Rwy Ldg N/A TDZE N/A Apt Elev 6160

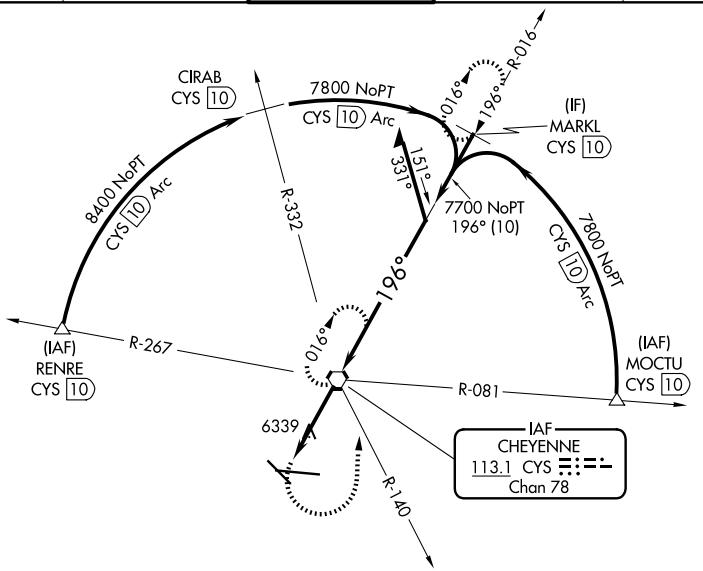
VOR or TACAN-A

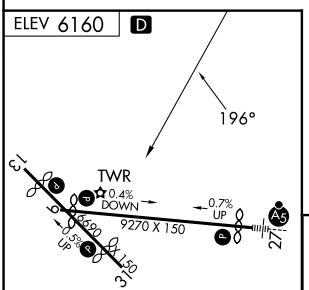
CHEYENNE RGNL/JERRY OLSON FLD (CYS)

ASR/PAR

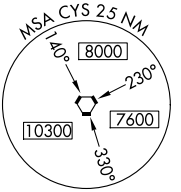
MISSED APPROACH: Climbing left turn to 8000 on heading 350° and on CYS VORTAC R-140 to CYS VORTAC and hold, continue climb-in-hold to 8000 (TACAN aircraft continue on CYS VORTAC R-016 to MARKL/10 DME and hold north, right turn, 196° inbound.)

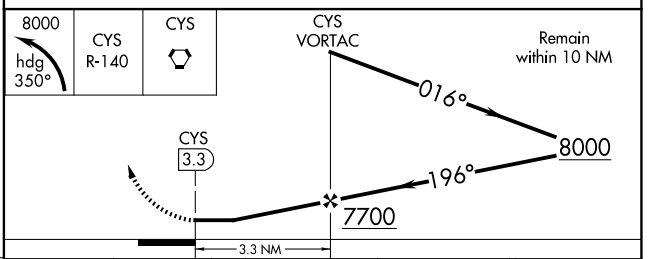
ATIS	CHEYENNE APP CON★	CHEYENNE TOWER★	GND CON	UNICOM
134.425 278.3	124.55 263.075	118.7 (CTAF) L 257.8	121.9 254.275	122.95





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
CIRCLING	6640-1	480 (500-1)	6900-2 740 (800-2)	6940-2½ 780 (800-2½)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

CHOTEAU, MONTANA AL-6814 (FAA) 26134

WAAS	APP CRS	Rwy Ldg	5000
CH **70443**	**148°**	TDZE	**3943**
W15A		Apt Elev	**3947**

RNAV (GPS) RWY 15

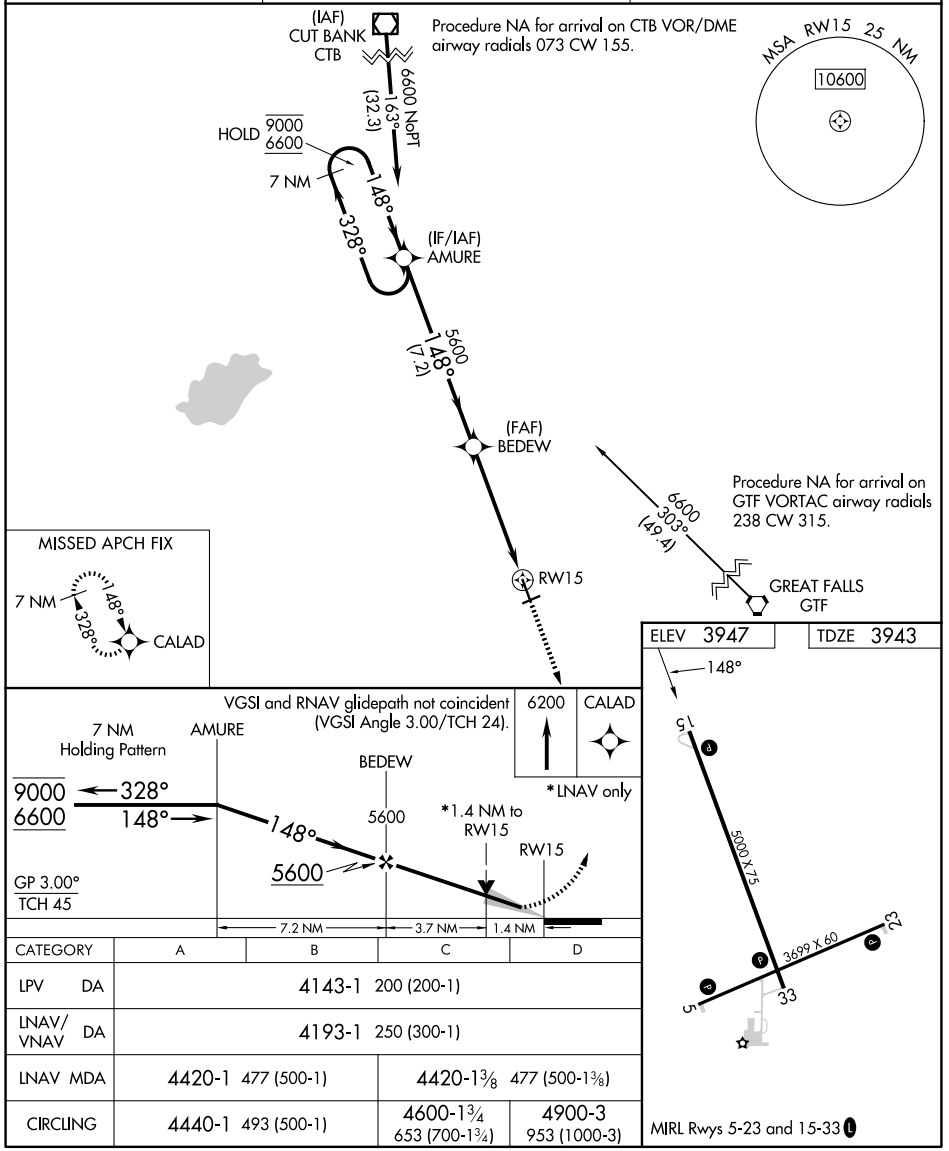
CHOTEAU (CII)

RNP APCH.

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)	
CIRCLING	4440-1 493 (500-1)		4600-1¾ 653 (700-1¾)	4900-3 953 (1000-3)

MIRL Rwys 5-23 and 15-33 L

CHOTEAU, MONTANA
Orig 05DEC19

47°50'N-112°10'W

CHOTEAU (CII)

RNAV (GPS) RWY 15

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 33

CHOTEAU (CII)

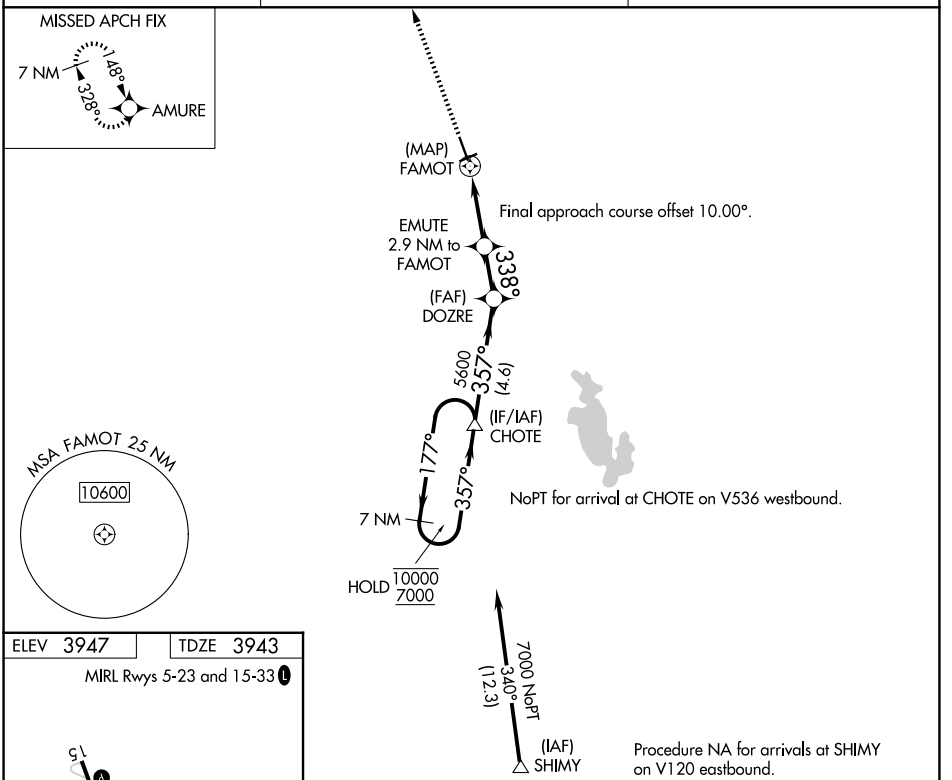
APP CRS	Rwy Ldg	5000
338°	TDZE	3943
	Apt Elev	3947

RNP APCH.

V A NA Rwy 33 helicopter visibility reduction below ¾ SM NA.

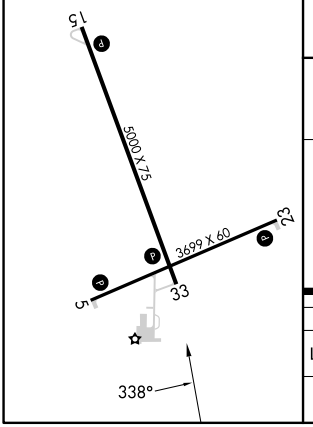
MISSED APPROACH: Climb to 6600 direct AMURE and hold.

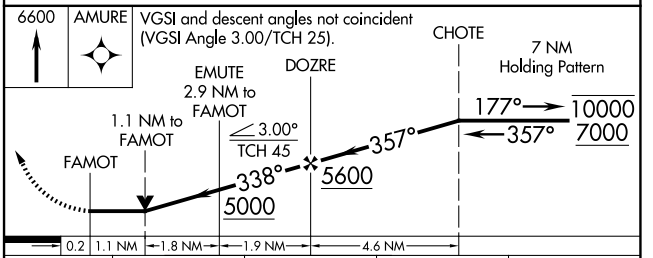
AWOS-2	SALT LAKE CITY CENTER	UNICOM
119.275	133.4 285.4	122.8 (CTAF) L



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)	
CIRCLING	4440-1 493 (500-1)		4600-1¾ 653 (700-1¾)	4900-3 953 (1000-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

CHRISTMAS VALLEY, OREGON | AL-10514 (FAA) | 24081

APP CRS	Rwy Idg	N/A
150°	TDZE	N/A
	Apt Elev	4320

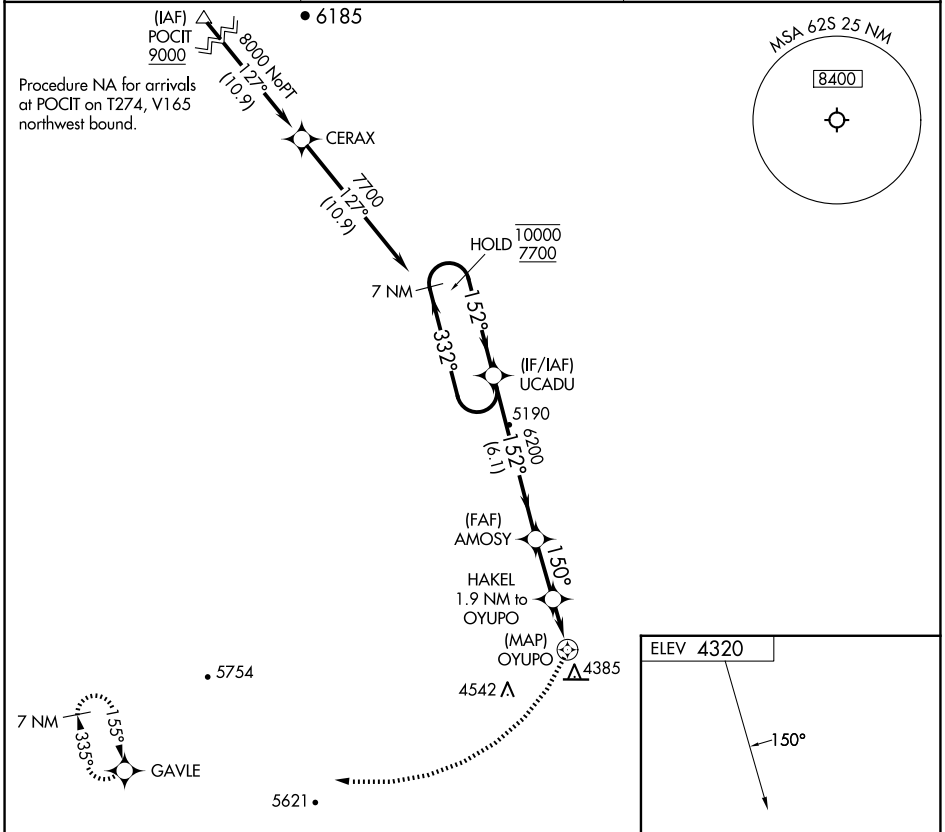
RNAV (GPS)-A
CHRISTMAS VALLEY (62S)

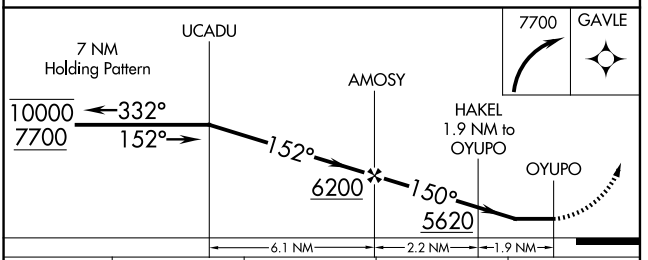
RNP APCH-GPS.

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 1040 (1100-1¼)	5540-1½ 1220 (1300-1½)	5780-3 1460 (1500-3)	NA

MIRL Rwy 7-25 L

CHRISTMAS VALLEY, OREGON
Orig-A 10AUG23

43°14'N-120°40'W

CHRISTMAS VALLEY (62S)
RNAV (GPS)-A

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 12

CIRCLE TOWN COUNTY (4U6)

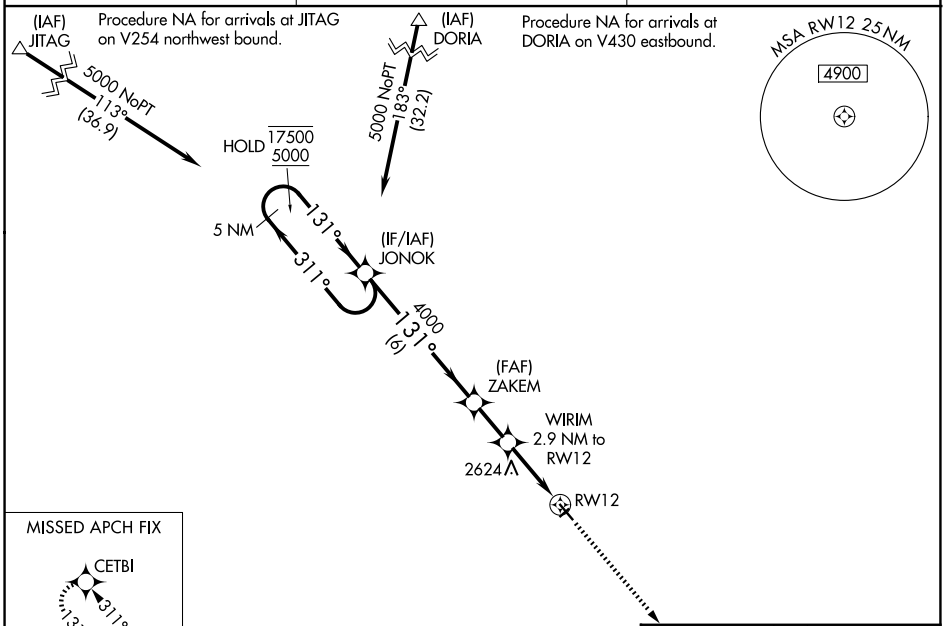
WAAS	APP CRS	Rwy Ldg	4100
CH 86930	131°	TDZE	2429
W12A		Apt Elev	2441

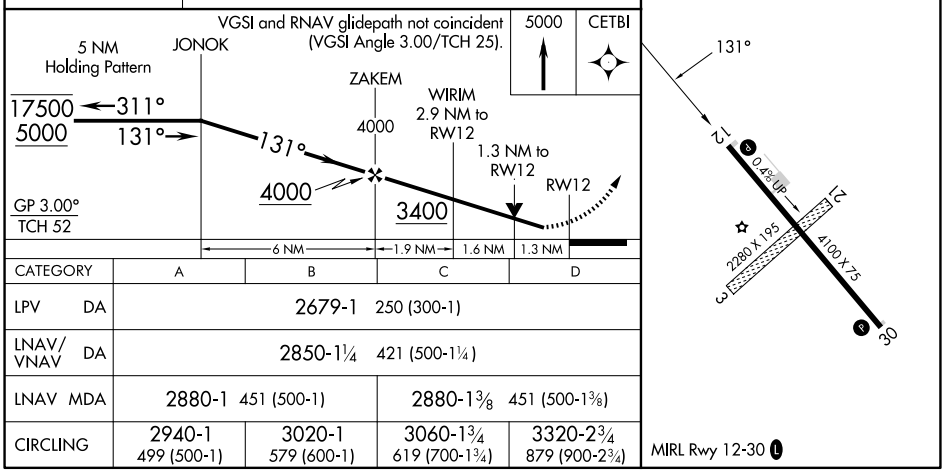
RNP APCH-GPS.

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)	
CIRCLING	2940-1 499 (500-1)	3020-1 579 (600-1)	3060-1¾ 619 (700-1¾)	3320-2¾ 879 (900-2¾)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

CIRCLE, MONTANA AL-10493 (FAA) 26078

WAAS	APP CRS	Rwy Ldg	4100
CH 49030	311°	TDZE	2441
W30A		Apt Elev	2441

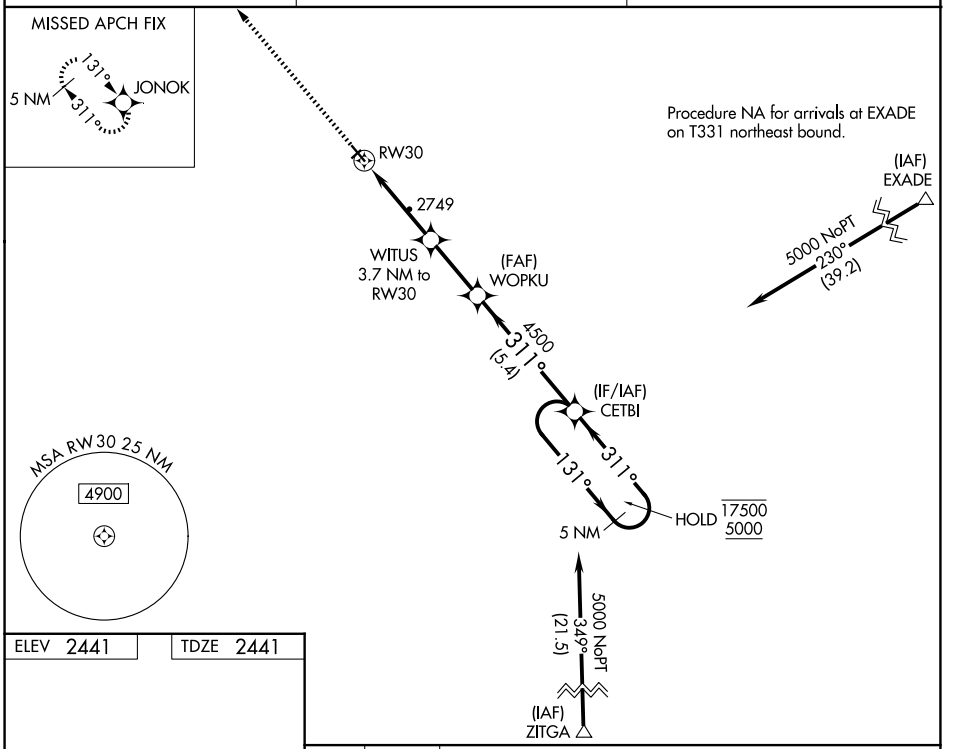
RNAV (GPS) RWY 30
CIRCLE TOWN COUNTY (4U6)

RNP APCH-GPS.

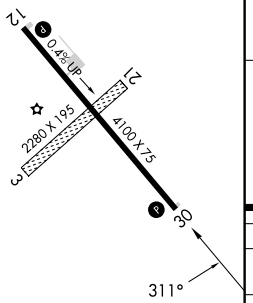
T
A NA

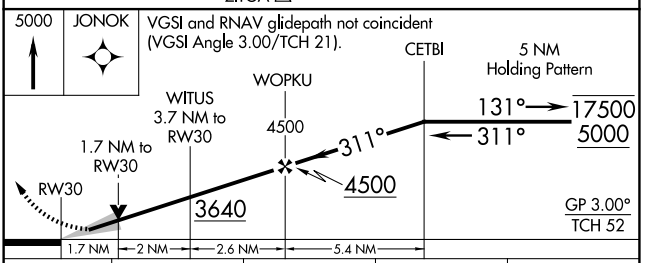
MISSED APPROACH: Climb to 5000 direct JONOK and hold, continue climb-in-hold to 5000.

AWOS-2	SALT LAKE CENTER	UNICOM
119.025	126.85 305.2	122.8 (CTAF) L



ELEV 2441	TDZE 2441





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)	

MIRL Rwy 12-30 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 22

YELLOWSTONE RGNL (COD)

WAAS CH 90543 W22A	APP CRS 221°	Rwy Ldg 7178 TDZE 5076 Apt Elev 5102

RNP APCH - GPS.

For inop ALS, increase LPV all Cats visibility to 1 SM.

-9°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

RW22

5333

6000

8000

MISSED APCH FIX

NICQE

146°

326°

7 NM

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

0.7% 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

7120 6580 5940 7500

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)	
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 Rwy 22 L

REIL Rwy 4

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

CODY, WYOMING | AL-5243 (FAA-O) | 26134

RNAV (GPS) Y RWY 4

YELLOWSTONE RGNL (COD)

WAAS	APP CRS	Rwy Ldg	7178
CH 76808	044°	TDZE	5097
W04D		Apt Elev	5102

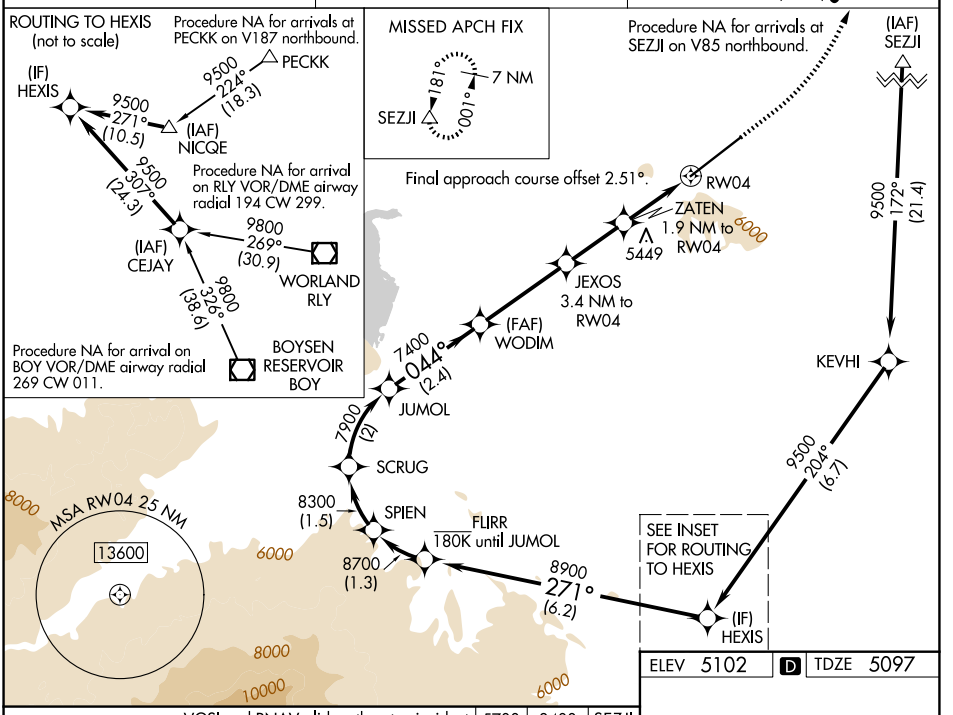
RNP APCH - GPS, RF.

T A -9°C Baro-VNAV NA. Rwy 4 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LPV Cat AB visibility to ⅞ SM.

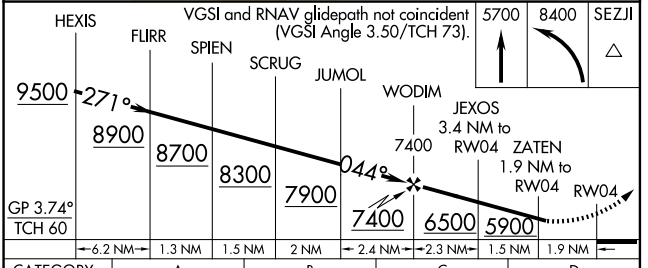
MALSF

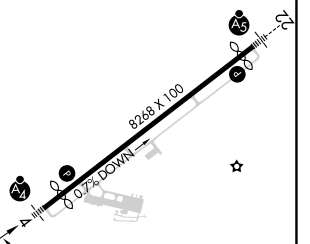
MISSED APPROACH: Climb to 5700 then climbing left turn to 8400 direct SEZJI and hold.

AWOS-3PT	SALT LAKE CENTER	UNICOM
135.075	127.75 351.9	122.8 (CTAF) L



ELEV 5102 | D | TDZE 5097





CATEGORY	A	B	C	D
LPV DA	5372-¾ 275 (300-¾)		5427-¾ 330 (400-¾)	NA
LNAV/VNAV DA	5700-1½ 603 (600-1½)			NA
LNAV MDA	5700-¾ 603 (600-¾)		5700-1½ 603 (600-1½)	NA
CIRCLING	5800-1 698 (700-1)	5920-1¼ 818 (900-1¼)	5960-2½ 858 (900-2½)	NA

HIRL Rwy 4-22 L
REIL Rwy 22 L
REIL Rwy 4

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Z RWY 4

YELLOWSTONE RGNL (COD)

WAAS CH 46486 W04B	APP CRS 044°	Rwy Ldg 7178 TDZE 5097 Apt Elev 5102

RNP APCH - GPS.

T A -9°C

Baro-VNAV NA. Rwy 4 helicopter visibility reduction below ¾ SM NA.

MALSF

MISSED APPROACH: Climb to 7000 then climbing left turn to 8400 direct SEZJI and hold.

AWOS-3PT 135.075	SALT LAKE CENTER 127.75 351.9	UNICOM 122.8 (CTAF) L

ROUTING TO IMIRY (not to scale)

IMIRY

(IAF) ROXXN 13900

13500 023° (8.4)

TOCUD 13900 067° (11.8)

13900 067° (10.7)

(IAF) PILES 13900 250K

13900 336° (11.7)

Procedure NA for arrivals at TOCUD on V465 southbound.

(IAF) TRASY 14500

14500 342° (25.3)

Procedure NA for arrivals at NEEDS on V330 eastbound.

NEEDS

Final approach course offset 3.00°.

(MAP) ACETN

5449

VEDTI 2.9 NM to ACETN

DNALT 3.6 NM to ACETN

7600 042° (3.3)

(FAF) BASON

044°

OXLUS

8300 039° (3.1)

USSEL 230K

9200 039° (5.8)

10600 048° (12.7)

LIMSE

11300 046° (4.5)

(IF) MYOTT

IMIRY

SEE INSET FOR ROUTING TO IMIRY

8000 6000 10000

MSA ACETN 25 NM

13600

MISSED APCH FIX

SEZJI 181° 001° 7 NM

ELEV 5102 D TDZE 5097

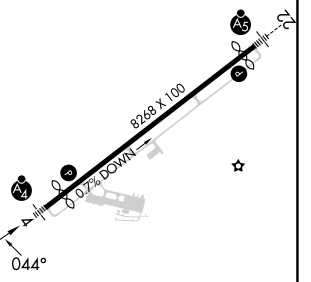
7000	8400	SEZJI
↑	↱	△

MYOTT 11300 048° 10600 LIMSE 039° 9200 USSEL 042° 8300 OXLUS 044° 7600 BASON 7600 DNALT 3.6 NM to ACETN 6480 VEDTI 2.9 NM to ACETN 6240 1.5 NM to ACETN ACETN

GP 3.50°
TCH 60

2.7 NM | 5.8 NM | 3.1 NM | 3.3 NM | 3 NM | 0.7 | 1.5 NM | 1.5 NM

CATEGORY	A	B	C	D
LPV DA	5785-1¾ 688 (700-1¾)			
LNAV/VNAV DA	5700-1½ 603 (600-1½)			
LNAV MDA	5700-¾ 603 (600-¾)		5700-1½ 603 (600-1½)	
CIRCLING	5800-1 698 (700-1)	5920-1¼ 818 (900-1¼)	5960-2½ 858 (900-2½)	7020-3 1918 (2000-3)



HIRL Rwy 4-22 L

REIL Rwy 22 L

REIL Rwy 4

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

CODY, WYOMING | AL-5243 (FAA) | 26022

RNAV (GPS)-B

YELLOWSTONE RGNL (COD)

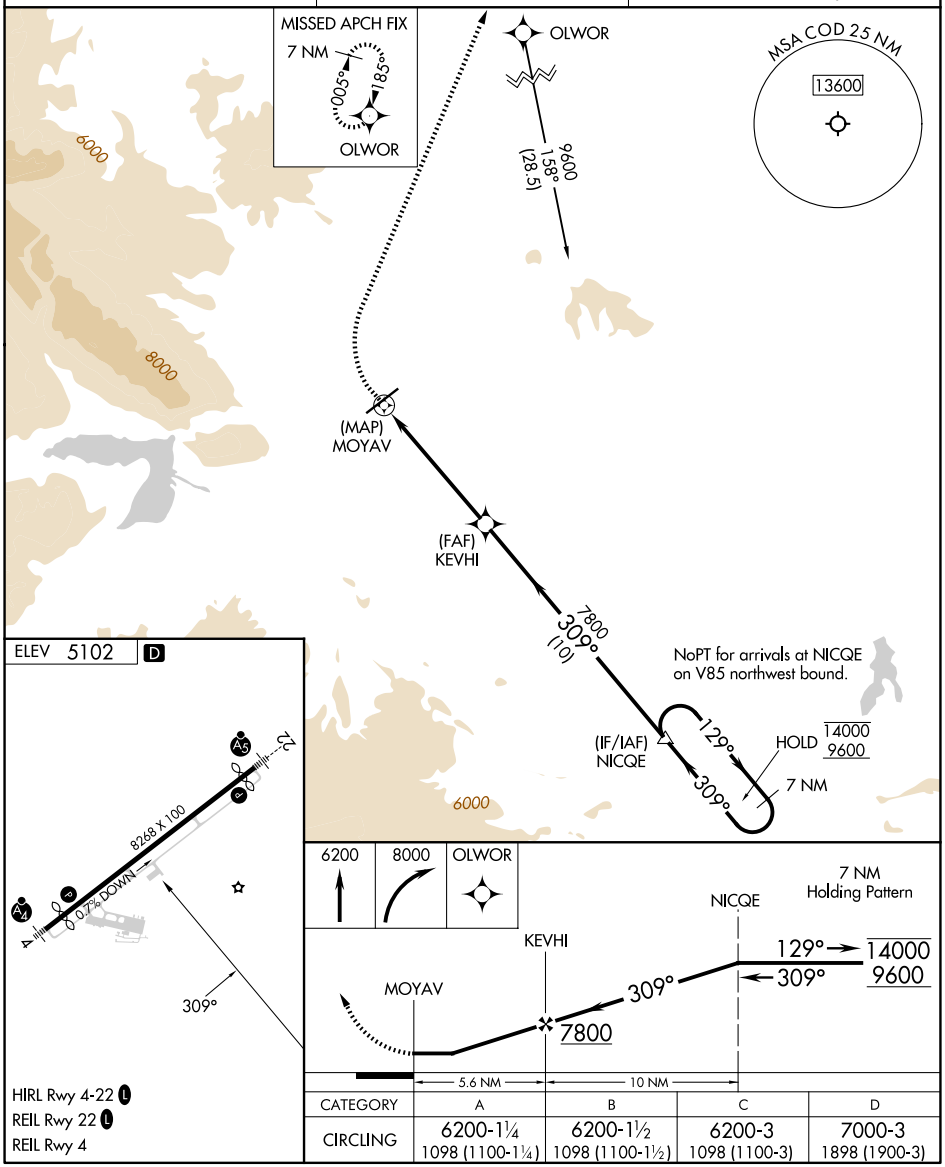
APP CRS	Rwy Ldg	N/A
309°	TDZE	N/A
	Apt Elev	5102

RNP APCH - GPS.

T A -9°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



HIRL Rwy 4-22 L
REIL Rwy 22 L
REIL Rwy 4

CATEGORY	A	B	C	D
CIRCLING	6200-1¼ 1098 (1100-1¼)	6200-1½ 1098 (1100-1½)	6200-3 1098 (1100-3)	7000-3 1898 (1900-3)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

VOR-A

YELLOWSTONE RGNL (COD)

VOR/DME COD	APP CRS	Rwy Ldg	N/A
111.8	191°	TDZE	N/A
Chan 55		Apt Elev	5102

DME required.

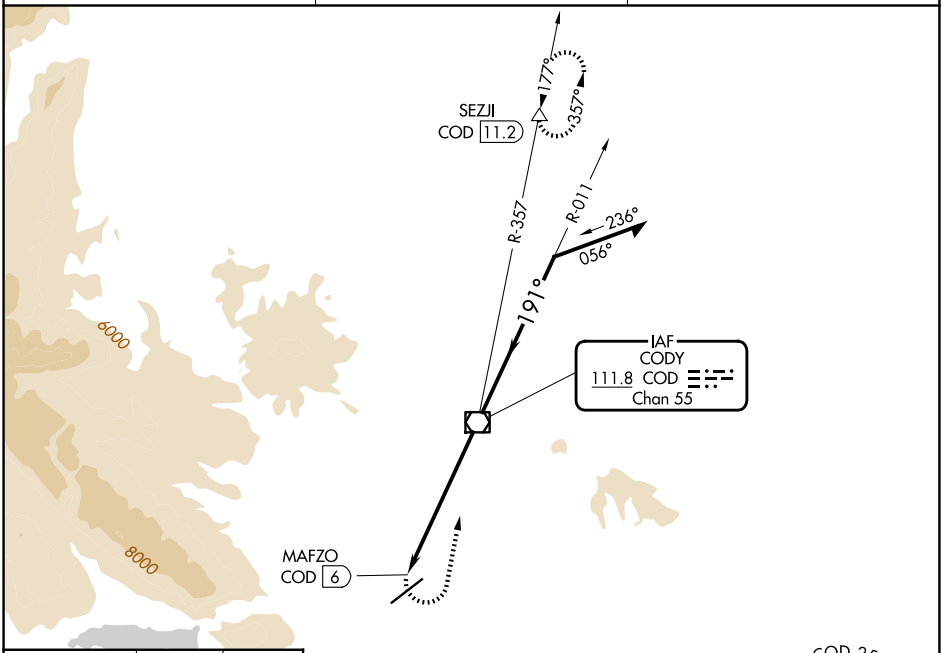
T

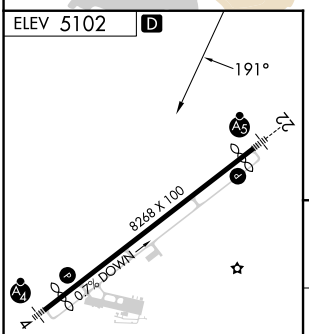
A

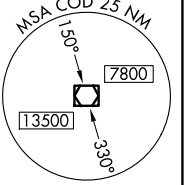
-9°C

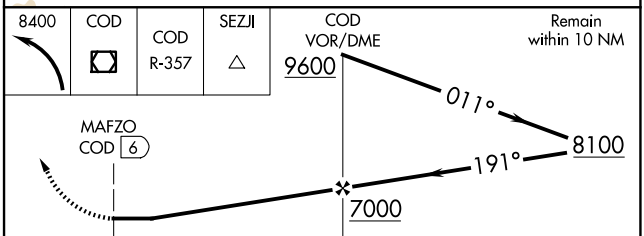
MISSED APPROACH: Climbing left turn to 8400 direct COD VOR/DME and on COD VOR/DME R-357 to SEZJI/COD 11.2 DME and hold.

AWOS-3PT	SALT LAKE CENTER	UNICOM
135.075	127.75 351.9	122.8 (CTAF) L









HIRL Rwy 4-22 L

REIL Rwy 22 L

REIL Rwy 4

CATEGORY	A	B	C	D
CIRCLING	5780-1 678 (700-1)	5920-1¼ 818 (900-1¼)	5940-2½ 838 (900-2½)	7000-3 1898 (1900-3)

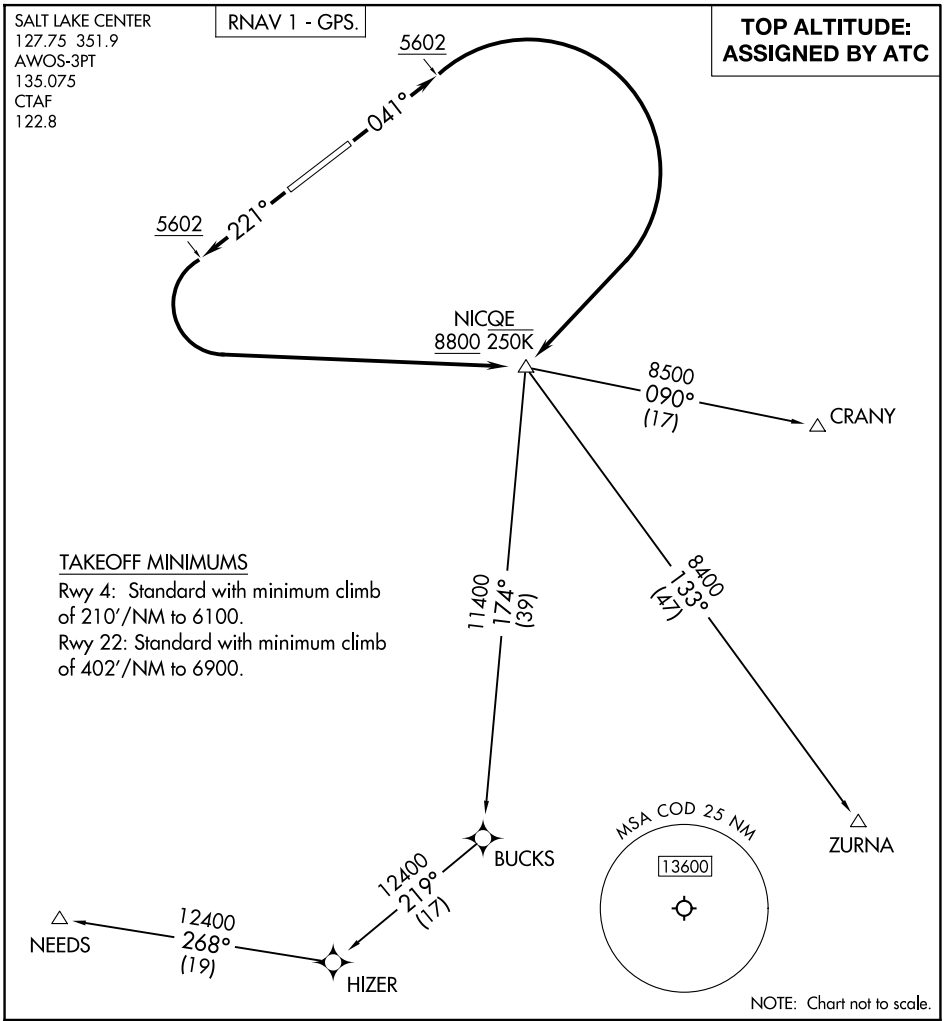
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

(NICQE1.NICQE) 26134 AL-5243 (FAA-O)

NICQE ONE DEPARTURE (RNAV)

YELLOWSTONE RGNL (COD)
CODY, WYOMING



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 041° to 5602, then climbing right turn direct NICQE to cross NICQE at or above 8800 and at or below 250K, thence . . . .

TAKEOFF RUNWAY 22: Climb on heading 221° to 5602, then climbing left turn direct NICQE to cross NICQE at or above 8800 and at or below 250K, thence . . . .

. . . on transition, maintain ATC assigned altitude.

CRANY TRANSITION (NICQE1.CRANY)

NEEDS TRANSITION (NICQE1.NEEDS)

ZURNA TRANSITION (NICQE1.ZURNA)

NW-1, 03 SEP 2026 to 29 OCT 2026

LOC I-COE	APP CRS	Rwy Ldg	7400
110.7	051°	TDZE	2291
		Apt Elev	2320

ILS or LOC RWY 6
COEUR D'ALENE (COE)

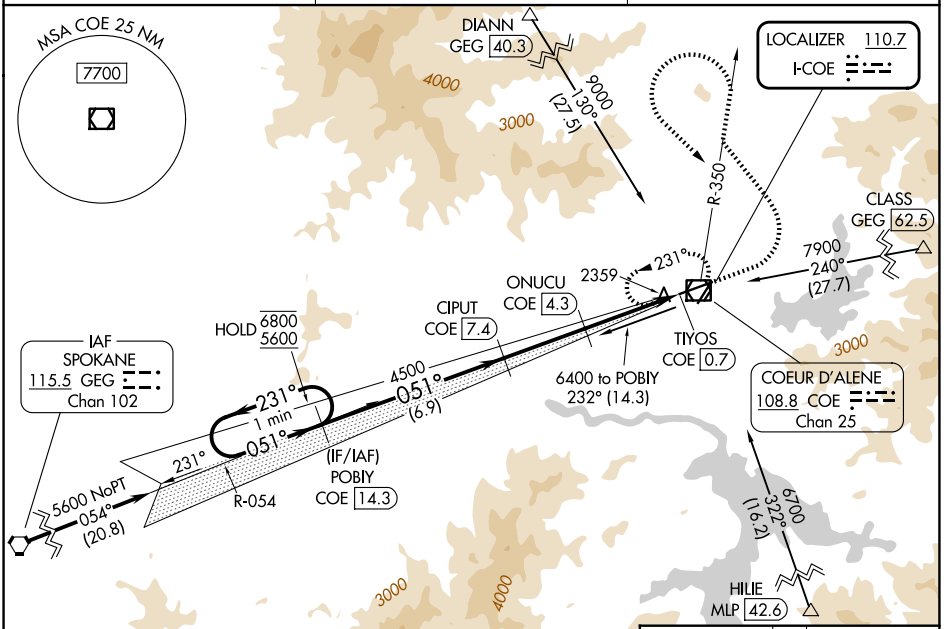
DME required.

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

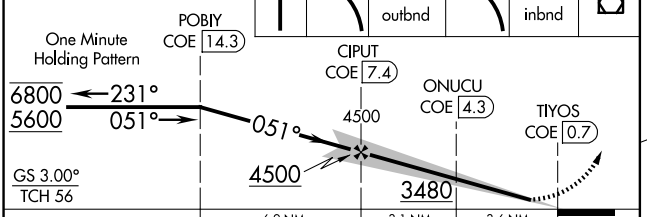


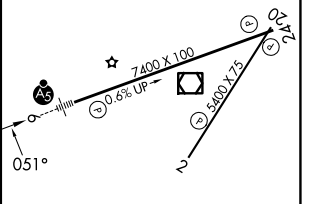
Procedure NA for arrival on GEG VORTAC airway radials 006 CW 073.

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

COEUR D'ALENE, IDAHO | AL-527 (FAA) | 26134

RNAV (GPS) RWY 2

COEUR D'ALENE (COE)

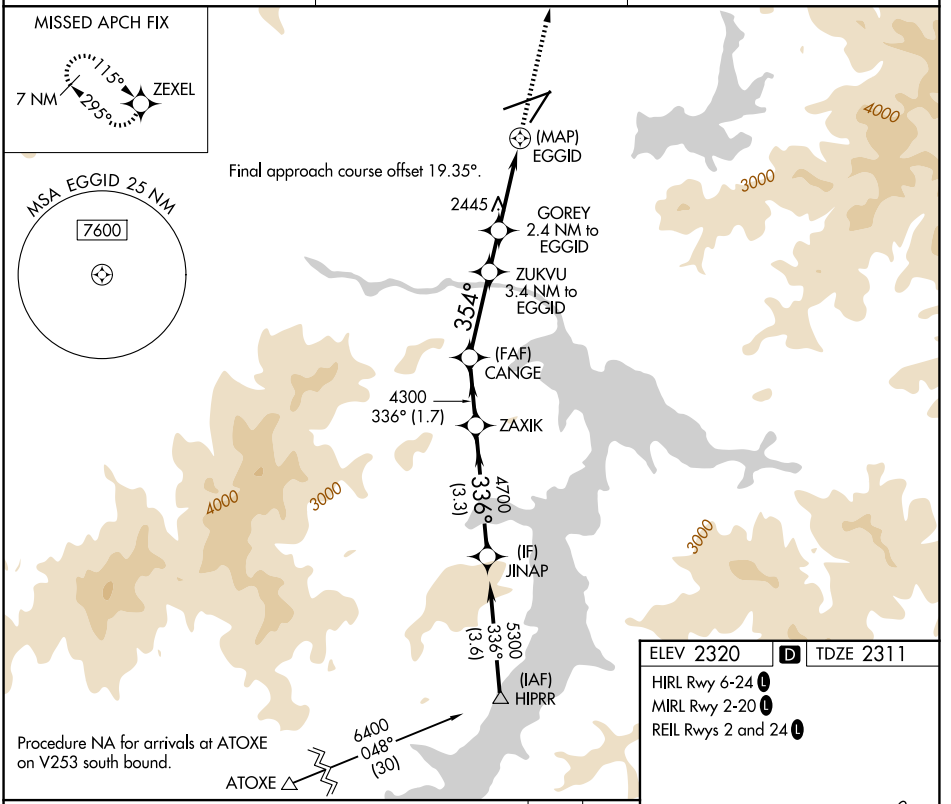
APP CRS	Rwy Ldg	5400
354°	TDZE	2311
	Apt Elev	2320

RNP APCH-GPS.

Rwy 2 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 2 NA at night, Circling Rwy 2 NA at night.

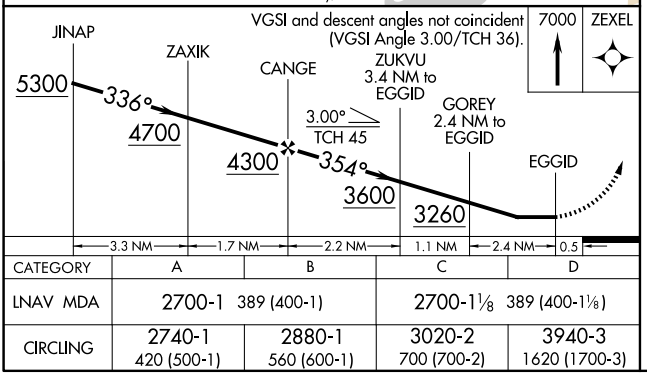
MISSED APPROACH: Climb to 7000 direct ZEXEL and hold, continue climb-in-hold to 7000.

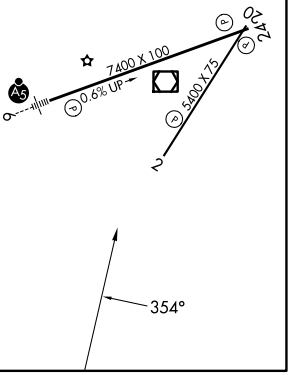
AWOS-3PT	SPOKANE APP CON	UNICOM
135.075	132.1 263.0	122.8 (CTAF) L



ELEV 2320	D	TDZE 2311

HIRL Rwy 6-24 L
MIRL Rwy 2-20 L
REIL Rwys 2 and 24 L





CATEGORY	A	B	C	D
LNAV MDA	2700-1 389 (400-1)		2700-1⅛ 389 (400-1⅛)	
CIRCLING	2740-1 420 (500-1)	2880-1 560 (600-1)	3020-2 700 (700-2)	3940-3 1620 (1700-3)

COEUR D'ALENE, IDAHO
Orig-A 14JUL22

47°46'N-116°49'W

COEUR D'ALENE (COE)

RNAV (GPS) RWY 2

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 6

COEUR D'ALENE (COE)

WAAS CH 70608 W06A	APP CRS 051°	Rwy Ldg 7400 TDZE 2291 Apt Elev 2320

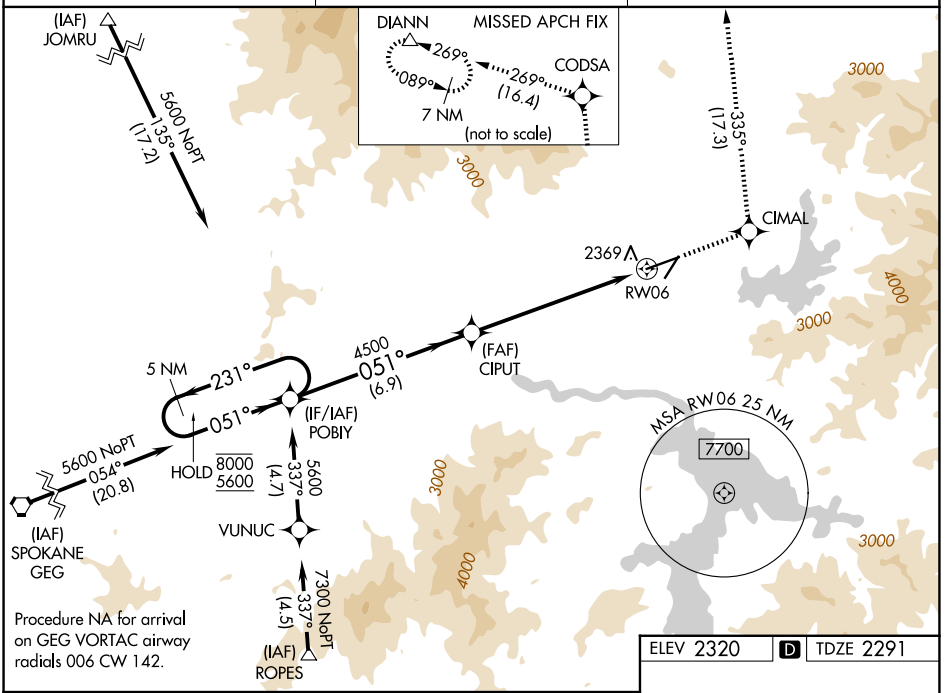
RNP APCH - GPS.

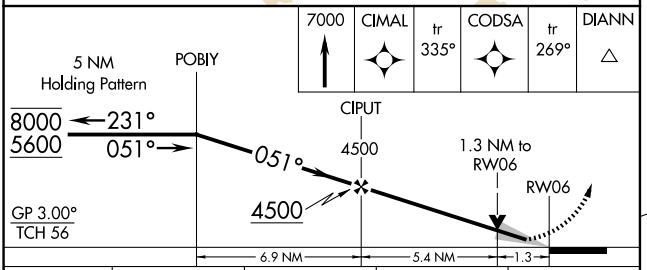
Circling Rwy 2 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 53°C. Circling NA for Cat D southeast of Rwy 6-24.

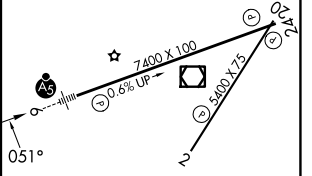
MALSR

MISSED APPROACH: Climb to 7000 direct CIMAL and on track 335° to CODSA and on track 269° to DIANN and hold.

AWOS-3PT	SPOKANE APP CON	UNICOM
135.075	132.1 263.0	122.8 (CTAF) L







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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

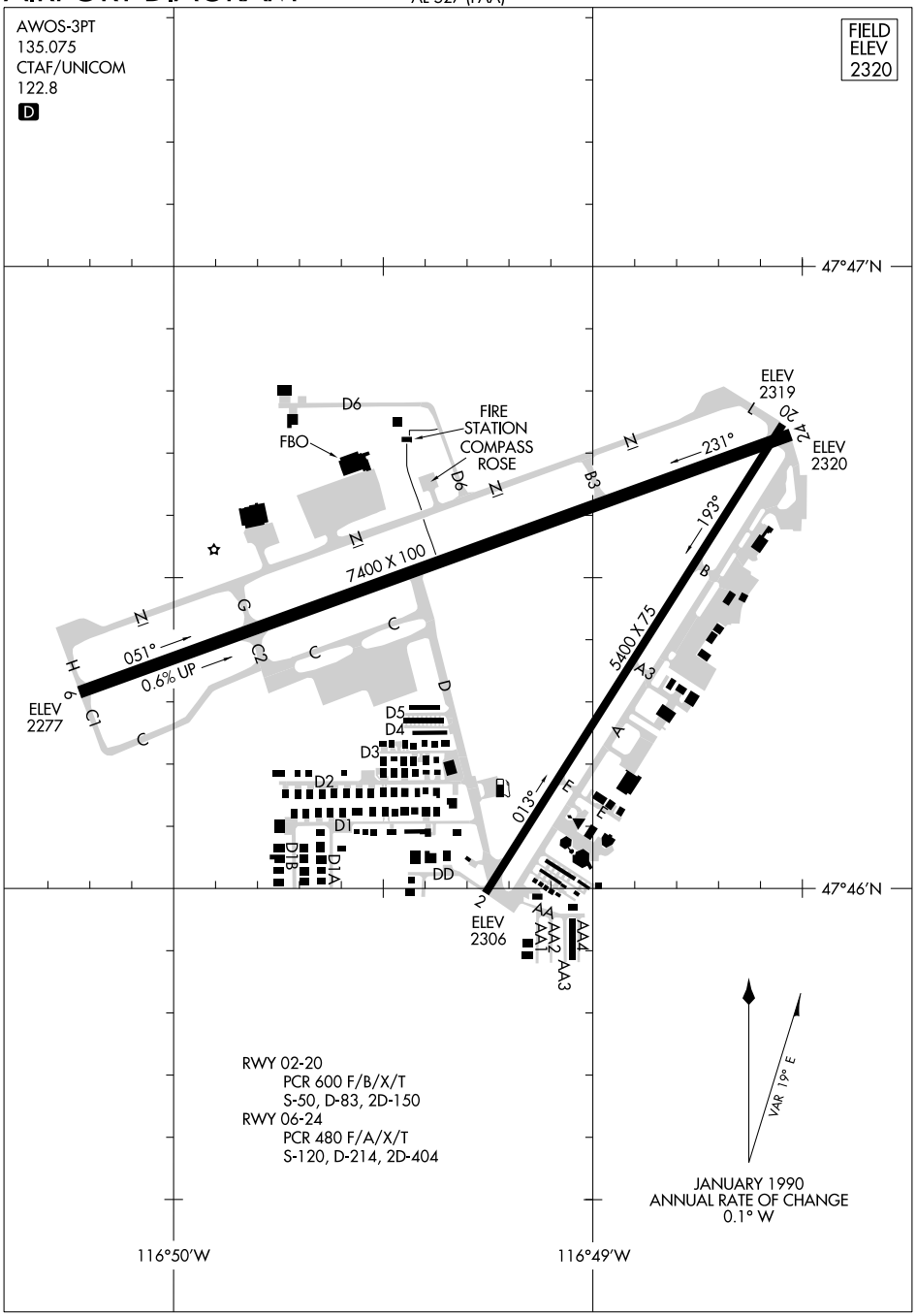
26246

AIRPORT DIAGRAM

AL-527 (FAA)

COEUR D'ALENE (COE)

COEUR D'ALENE, IDAHO



AIRPORT DIAGRAM

26246

COEUR D'ALENE, IDAHO

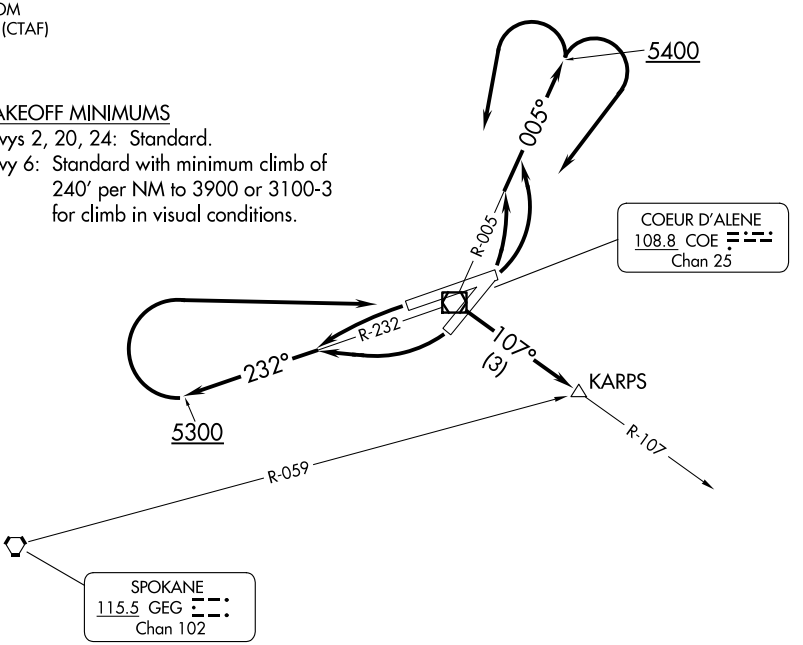
COEUR D'ALENE (COE)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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 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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

COLSTRIP, MONTANA | AL-9401 (FAA) | 26246

APP CRS	Rwy Ldg	5100
061°	TDZE	3426
	Apt Elev	3426

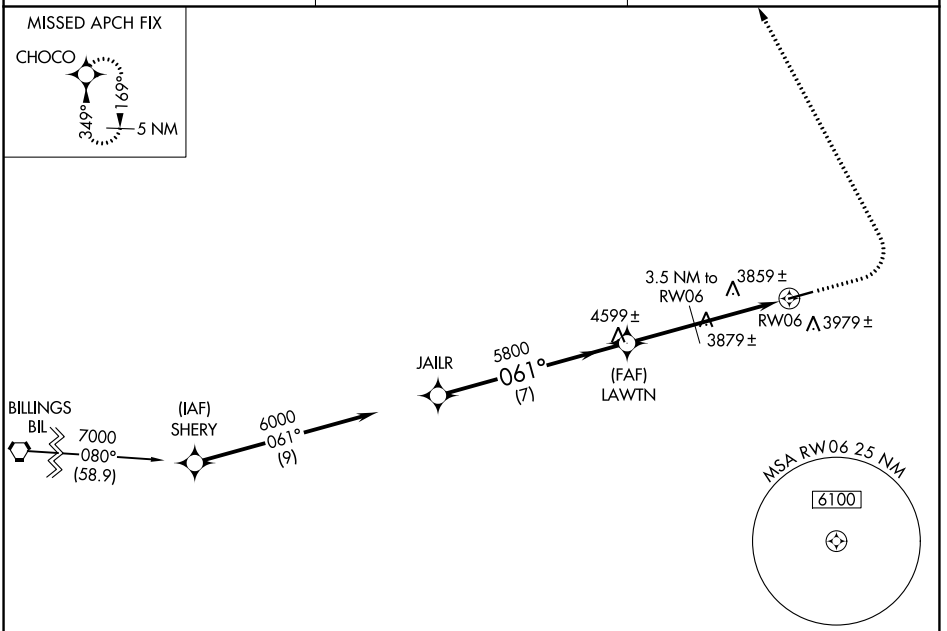
GPS RWY 6
COLSTRIP (M46)

T
NA
-34°C

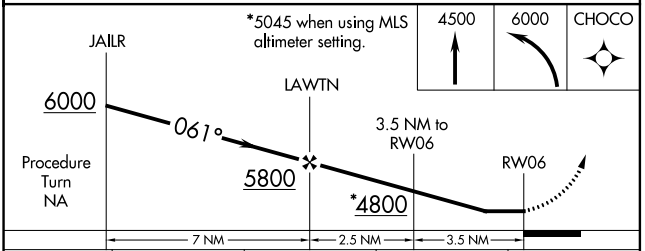
When local altimeter not received, use MLS altimeter setting.
Rwy 6 helicopter visibility reduction below ¾ SM NA.

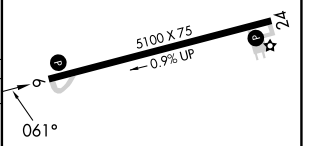
MISSED APPROACH: Climb to 4500 then climbing left turn to 6000 direct CHOCO WP and hold.

AWOS-3PT	SALT LAKE CENTER	UNICOM
118.525	126.85 305.2	122.7 (CTAF) L



ELEV 3426 | TDZE 3426





CATEGORY	A	B	C	D
S-6	4220-1 794 (800-1)	4220-1¼ 794 (800-1¼)	4220-2½ 794 (800-2½)	NA
CIRCLING	4340-1¼ 914 (1000-1¼)		4340-2¾ 914 (1000-2¾)	NA
MLS ALTIMETER SETTING MINIMUMS				
S-6	NA			
CIRCLING	4580-1¼ 1154 (1200-1¼)	4580-1½ 1154 (1200-1½)	4580-3 1154 (1200-3)	NA

MIRL Rwy 6-24 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	5100
242°	TDZE	3411
	Apt Elev	3426

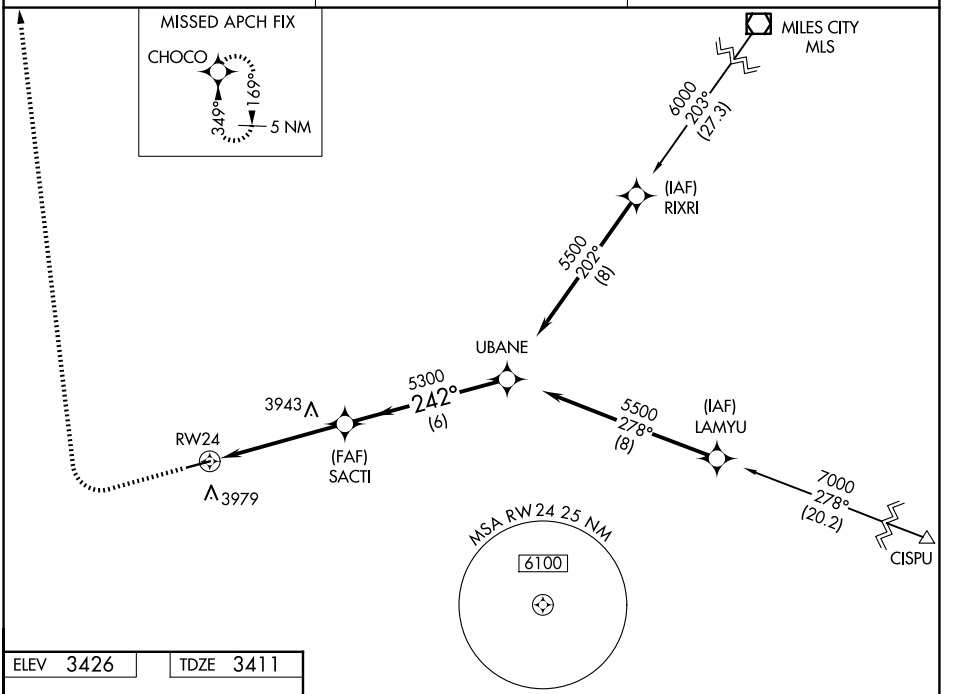
GPS RWY 24
COLSTRIP (M46)

NA
-34°C

When local altimeter not received, use MLS altimeter setting.
Rwy 24 helicopter visibility reduction below ¾ SM NA.

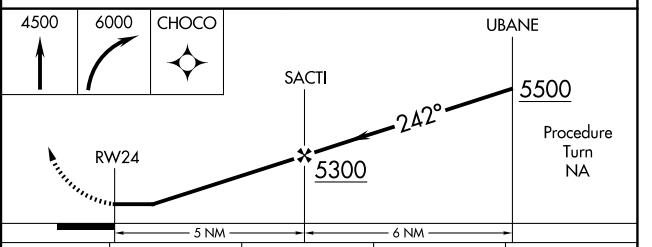
MISSED APPROACH: Climb to 4500 then climbing right turn to 6000 direct CHOCO WP and hold.

AWOS-3PT	SALT LAKE CENTER	UNICOM
118.525	126.85 305.2	122.7 (CTAF)



ELEV 3426 TDZE 3411





CATEGORY	A	B	C	D
S-24	4200-1 789 (800-1)	4200-1¼ 789 (800-1¼)	4200-2½ 789 (800-2½)	NA
CIRCLING	4340-1¼ 914 (1000-1¼)		4340-2¾ 914 (1000-2¾)	NA
MLS ALTIMETER SETTING MINIMUMS				
S-24	4440-1¼ 1029 (1100-1¼)	4440-1½ 1029 (1100-1½)	4440-3 1029 (1100-3)	NA
CIRCLING	4580-1¼ 1154 (1200-1¼)	4580-1½ 1154 (1200-1½)	4580-3 1154 (1200-3)	NA

MIRL Rwy 6-24

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

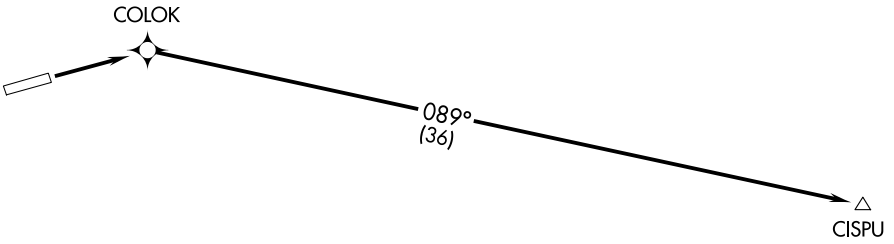
(CISPU1.CISPU) 20198

CISPU ONE DEPARTURE (OBSTACLE) (RNAV)

AL-9401 (FAA)

COLSTRIP (M46)
COLSTRIP, MONTANA

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

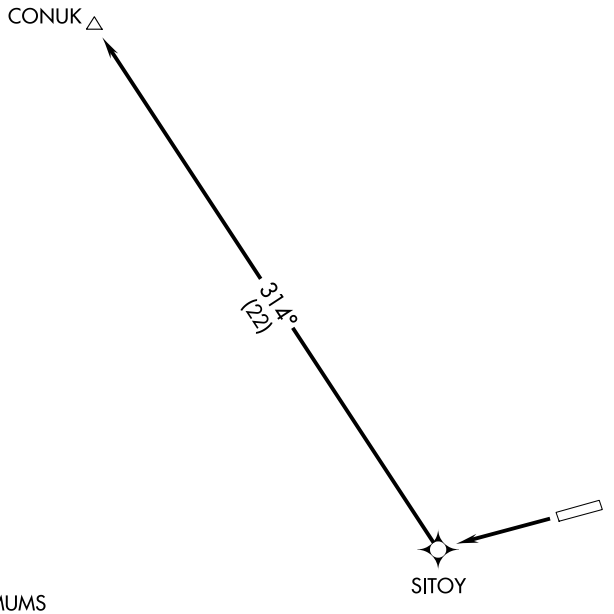
TAKEOFF RUNWAY 6: Climb direct COLOK then via 089° track to CISPU, thence. . . .

. . . .Maintain 9000, expect filed altitude 10 minutes after departure.

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

SALT LAKE CENTER
126.85 305.2



TAKEOFF MINIMUMS
Rwy 6: NA - ATC.
Rwy 24: 600-3 or standard with minimum climb of 365′ per NM to 4200.

TAKEOFF OBSTACLE NOTE
Rwy 24: Dragline 11510′ from DER, 3559′ right of centerline, 225′ AGL/3964′ MSL.

NOTE: GPS required.
NOTE: RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb direct SITOY then via 314° track to CONUK, thence. . . .

. . . .Maintain 6000, expect filed altitude 10 minutes after departure.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

CONRAD, MONTANA AL-6090 (FAA) 26078

WAAS CH 58342 W06A	APP CRS 058°	Rwy Ldg 4602 TDZE 3548 Apt Elev 3548

RNAV (GPS) RWY 6

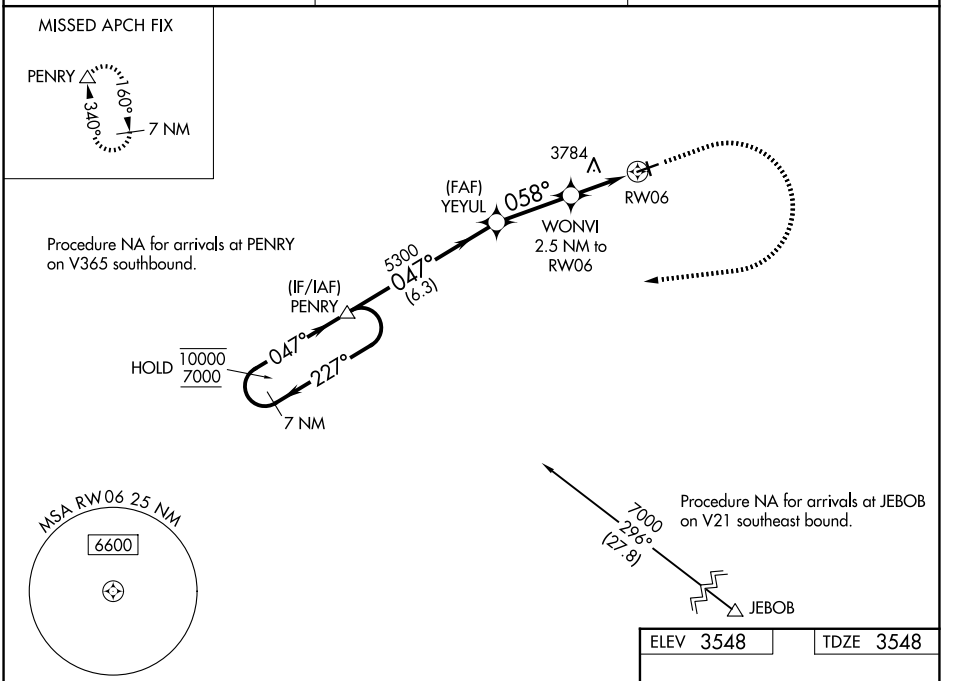
CONRAD (SØ1)

RNP APCH.

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.

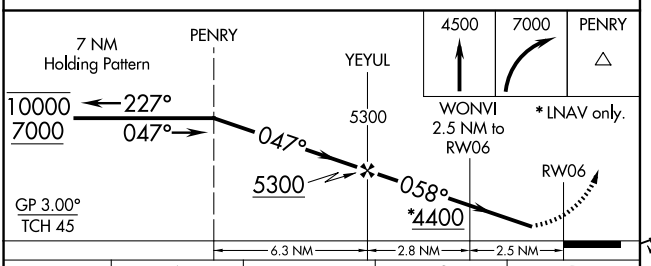
CTB ASOS	SALT LAKE CITY CENTER	AUNICOM
119.025	133.4 285.4	122.8 (CTAF) L

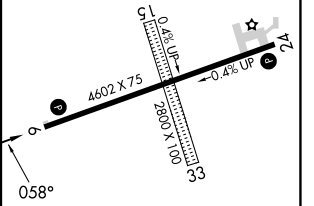


NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

ELEV 3548 TDZE 3548





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)	
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

CONRAD, MONTANA

Orig 28FEB19

48°10′N-111°59′W

CONRAD (SØ1)

RNAV (GPS) RWY 6

RNAV (GPS) RWY 24

CONRAD (SØ1)

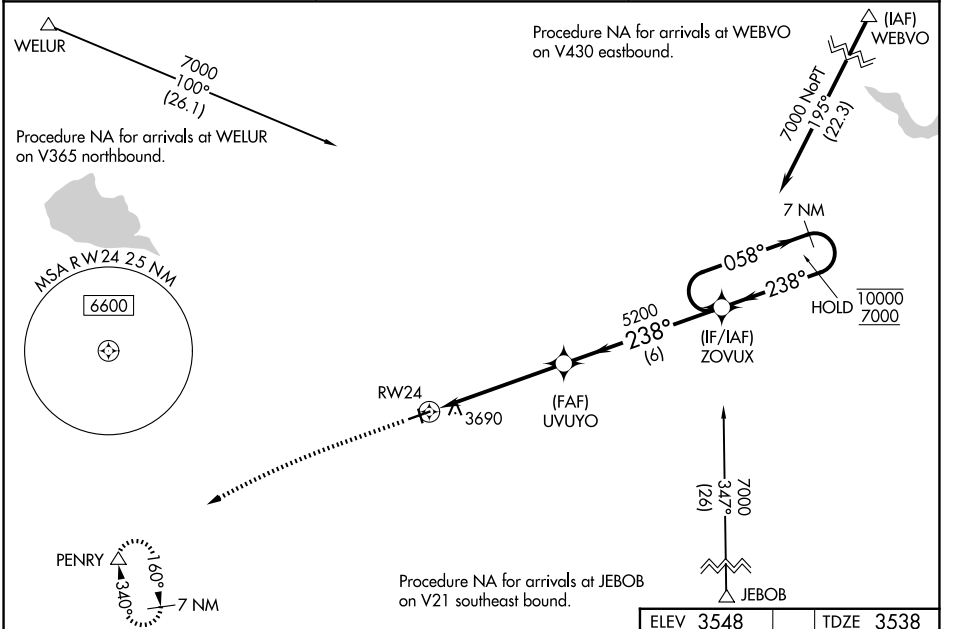
WAAS	APP CRS		
CH **69642**	**238°**	Rwy Ldg	**4602**
W24A		TDZE	**3538**
		Apt Elev	**3548**

RNP APCH.

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

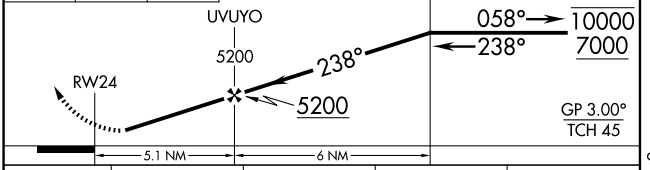


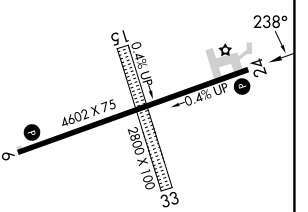
ELEV 3548	TDZE 3538

4120	7000	PENRY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).

7 NM Holding Pattern





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)	
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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 17

CORVALLIS MUNI (CVO)

LOC I-CVO	APP CRS	Rwy Ldg	5900
111.9	172°	TDZE	248
		Apt Elev	250

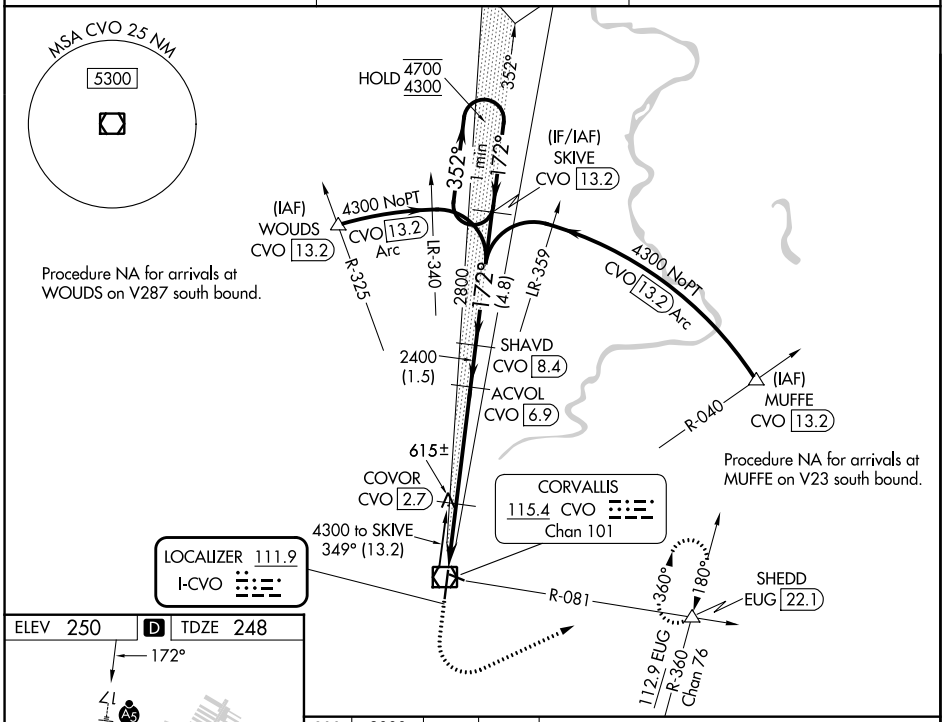
DME required.

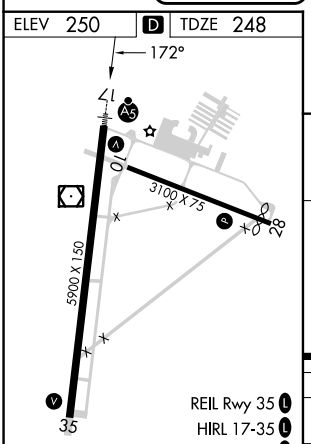
Circling Rwy 28 NA at night. For inop ALS, increase S-LOC 17 Cat C/D visibility to 1¾ SM. DME from CVO VOR/DME. DME use requires simultaneous reception of I-CVO and CVO DME. Autopilot coupled approach NA below 450 feet MSL.

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.

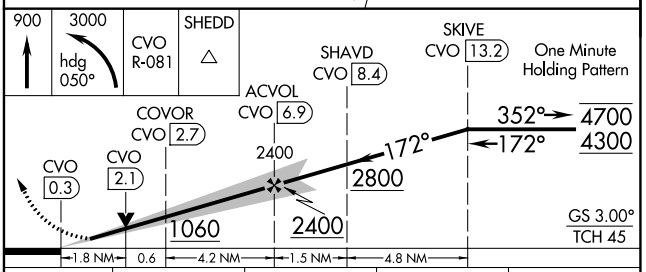
AWOS-3PT	CASCADE APP CON ★	UNICOM
135.775	127.5 348.7	123.075 (CTAF) L





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)	
CIRCLING	880-1 630 (700-1)		920-1¾ 670 (700-1¾)	1060-2½ 810 (900-2½)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 17

CORVALLIS MUNI (CVO)

WAAS	APP CRS	Rwy Ldg	5900
CH 78311	172°	TDZE	248
W17A		Apt Elev	250

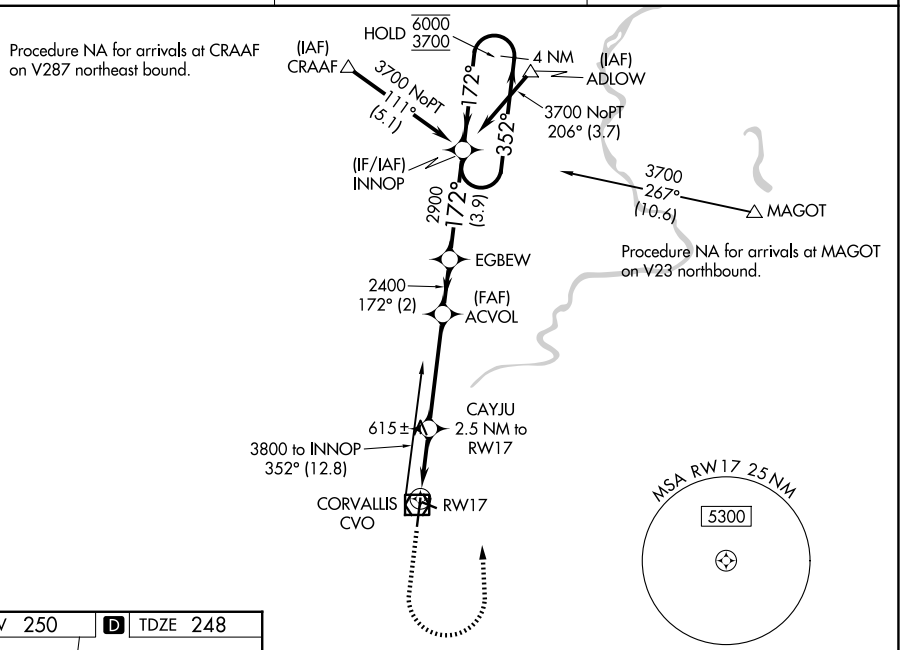
RNP APCH - GPS.

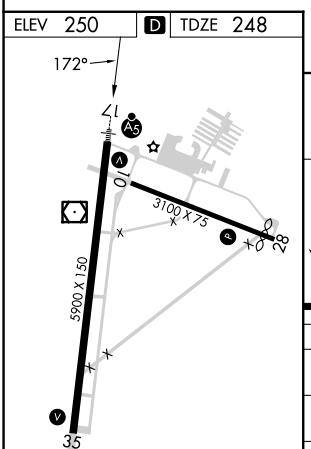
Circling Rwy 28 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, procedure NA. For inop ALS, increase LNAV Cat C/D visibility to 1¾ SM.

MALSR

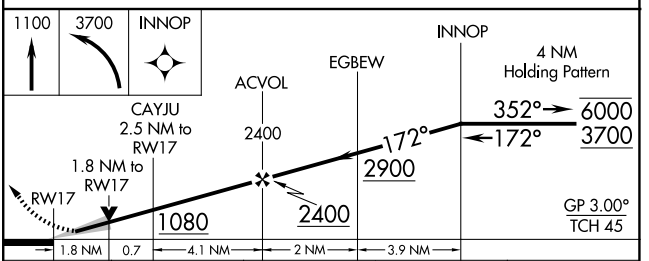
MISSED APPROACH: Climb to 1100 then climbing left turn to 3700 direct INNOP and hold, continue climb-in-hold to 3700.

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)	
CIRCLING	880-1 630 (700-1)		920-1¾ 670 (700-1¾)	1080-2¾ 830 (900-2¾)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

CORVALLIS, OREGON | AL-782 (FAA) | 25275

RNAV (GPS) RWY 35

CORVALLIS MUNI (CVO)

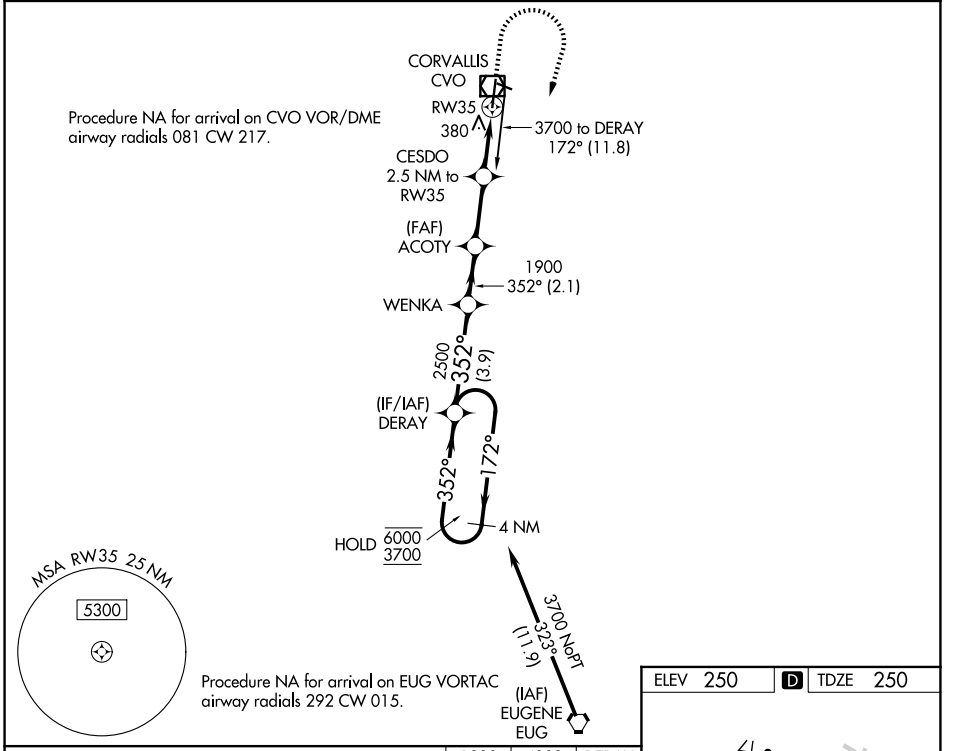
WAAS	APP CRS	Rwy Ldg	5900
CH 69517	352°	TDZE	250
W35A		Apt Elev	250

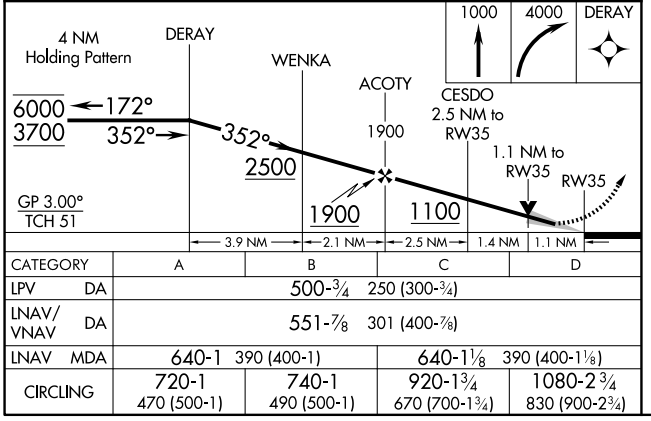
RNP APCH - GPS.

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.

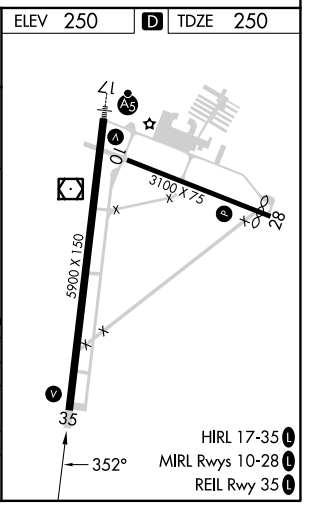
MISSED APPROACH: Climb to 1000 then climbing right turn to 4000 direct DERAY and hold, continue climb-in-hold to 4000.

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)	
CIRCLING	720-1 470 (500-1)	740-1 490 (500-1)	920-1¾ 670 (700-1¾)	1080-2¾ 830 (900-2¾)



CORVALLIS, OREGON | 44°30'N-123°17'W | CORVALLIS MUNI (CVO)

Amdt 3A 07OCT21

RNAV (GPS) RWY 35

NW-1, 03 SEP 2026 to 29 OCT 2026

VOR RWY 17

CORVALLIS MUNI (CVO)

VOR/DME CVO	APP CRS	Rwy Ldg	5900
115.4	177°	TDZE	248
Chan 101		Apt Elev	250

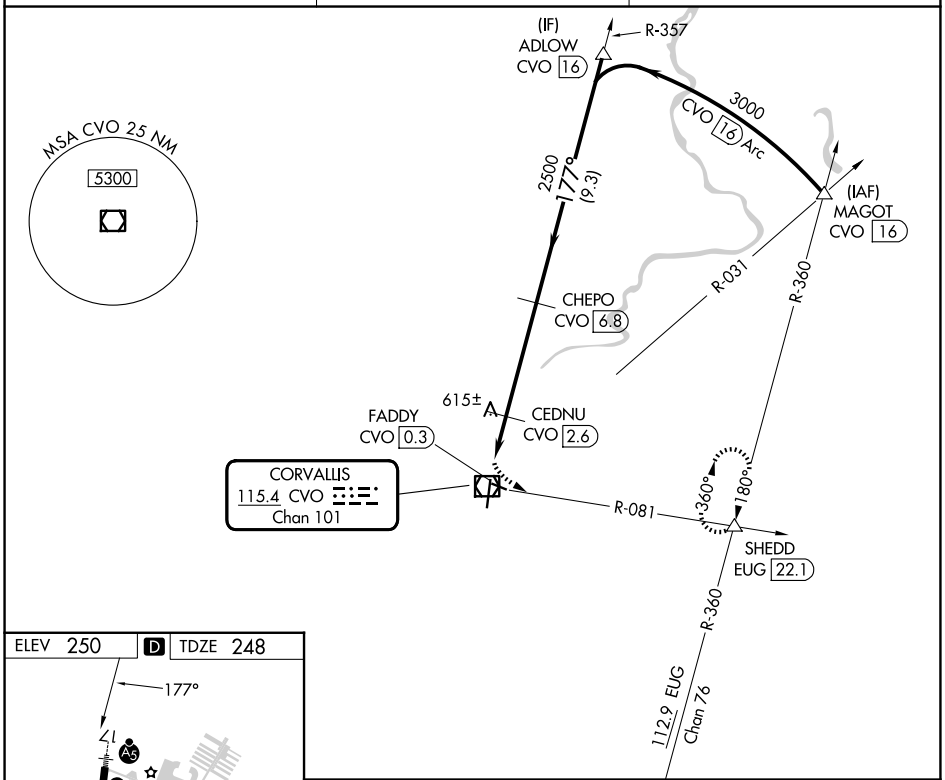
DME required.

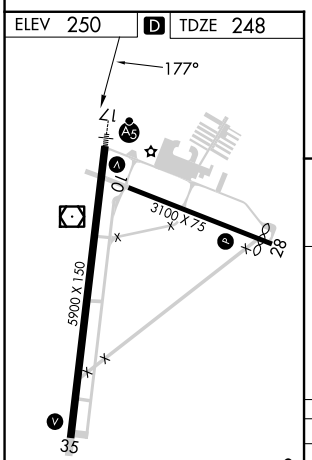
Circling Rwy 28 NA at night. When local altimeter setting not received, procedure NA. For inop ALS, increase S-17 Cat C/D visibility to 1¾ SM.

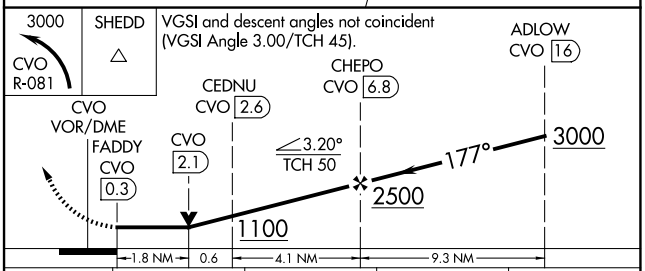
MALSR

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)	
CIRCLING	880-1 630 (700-1)		920-1¾ 670 (700-1¾)	1080-2¾ 830 (900-2¾)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME CVO	APP CRS	Rwy Ldg	N/A
115.4	252°	TDZE	N/A
Chan 101		Apt Elev	250

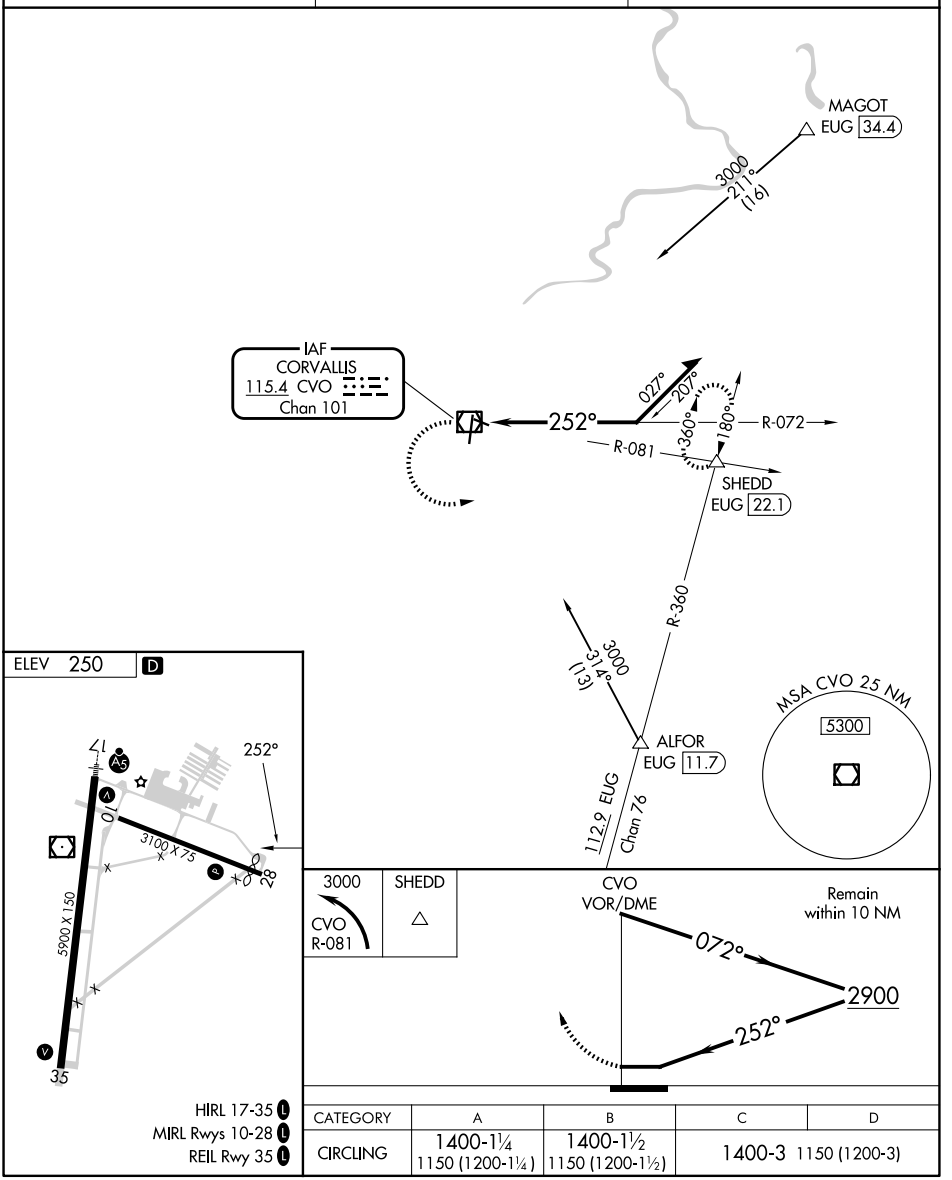
VOR-A

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)

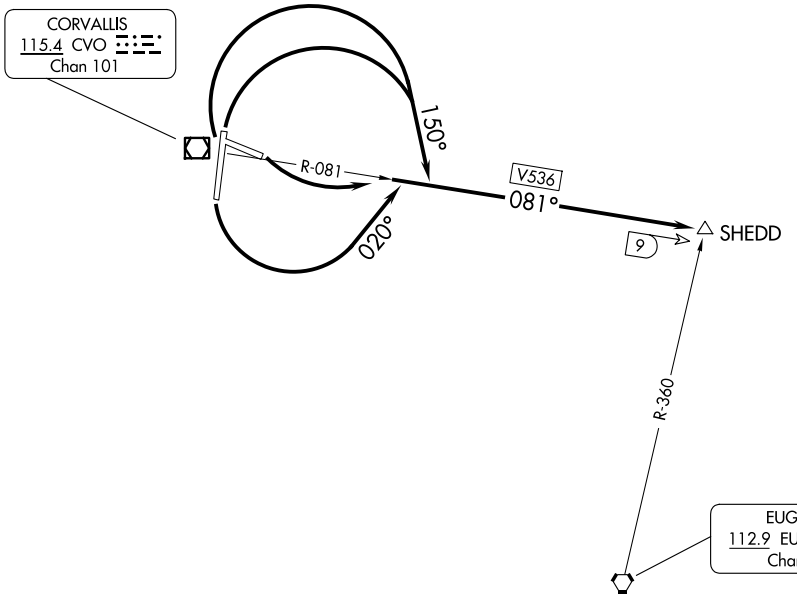


CATEGORY	A	B	C	D
CIRCLING	1400-1¼ 1150 (1200-1¼)	1400-1½ 1150 (1200-1½)	1400-3 1150 (1200-3)	

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

COWLEY/LOVELL/BYRON, WYOMING AL-6856 (FAA) 26078

WAAS	APP CRS	Rwy Ldg	5200
CH 86333	095°	TDZE	4086
W09A		Apt Elev	4094

RNAV (GPS) RWY 9
NORTH BIG HORN COUNTY (U68)

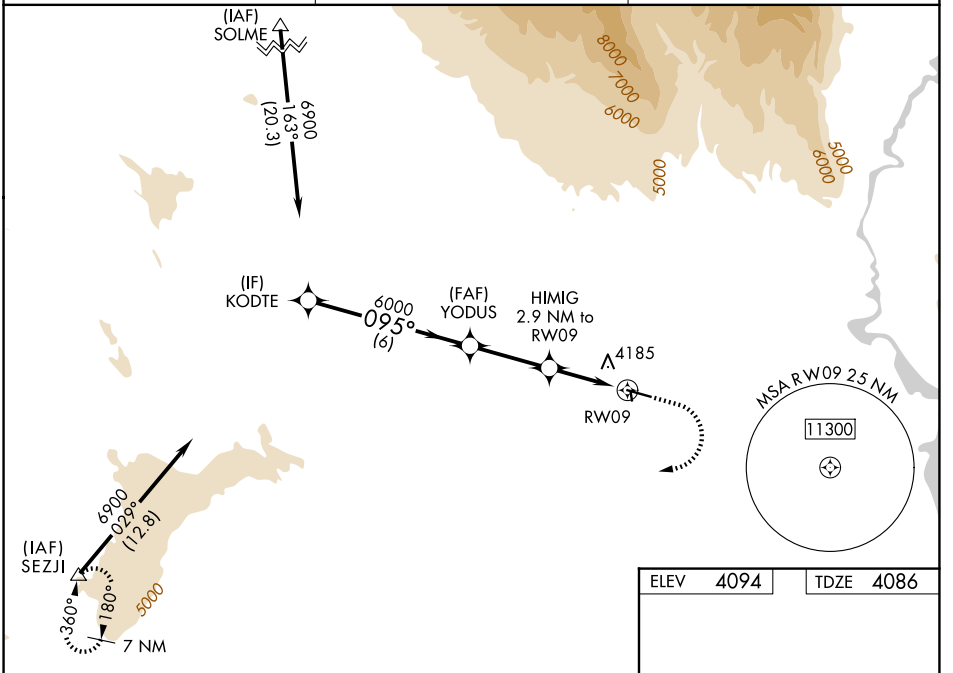
RNP APCH - GPS.

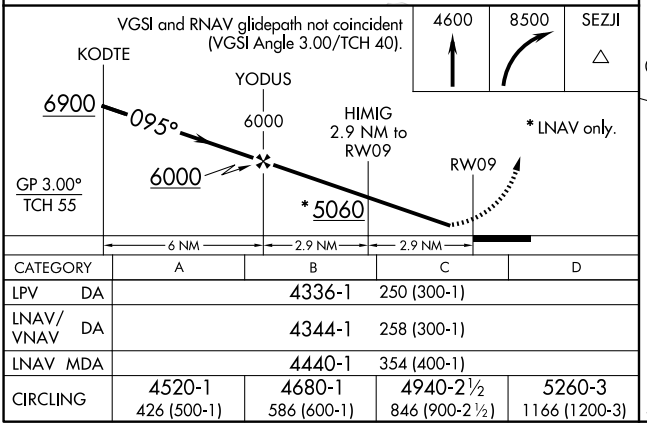
T NA

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.

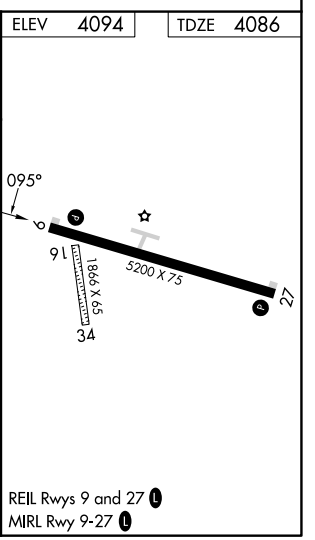
MISSED APPROACH: Climb to 4600 then climbing right turn to 8500 direct SEZJI and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
119.925	133.25 285.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA		4336-1	250 (300-1)	
LNAV/VNAV DA		4344-1	258 (300-1)	
LNAV MDA		4440-1	354 (400-1)	
CIRCLING	4520-1 426 (500-1)	4680-1 586 (600-1)	4940-2½ 846 (900-2½)	5260-3 1166 (1200-3)



REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	3102
CH 78341	159°	TDZE	541
W16A		Apt Elev	541

RNAV (GPS) RWY 16

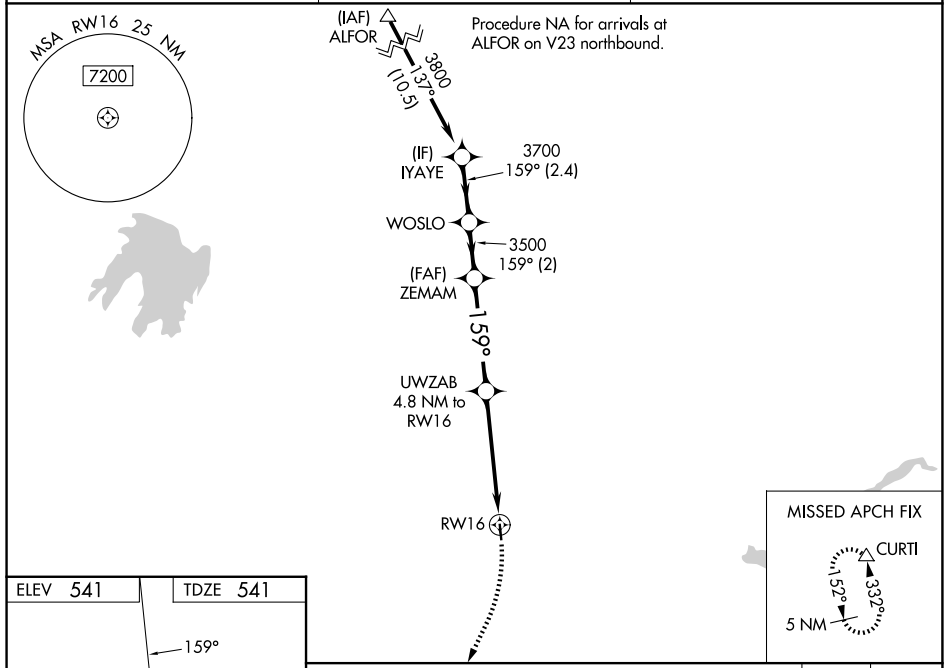
HOBBY FLD (77S)

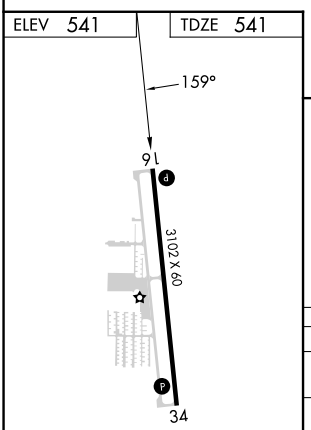
RNP APCH.

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.

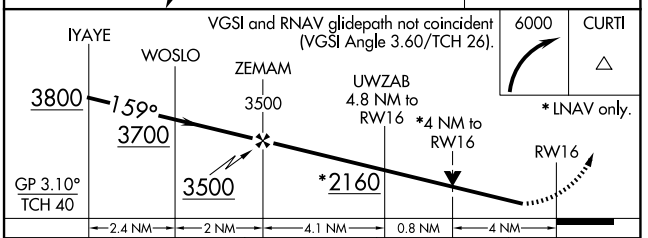
MISSED APPROACH: Climbing right turn to 6000 direct CURTI and hold, continue climb-in-hold to 6000.

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)	
CIRCLING	1820-1¼ 1279 (1300-1¼)	1820-1½ 1279 (1300-1½)	2260-3 1719 (1800-3)	2740-3 2199 (2200-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

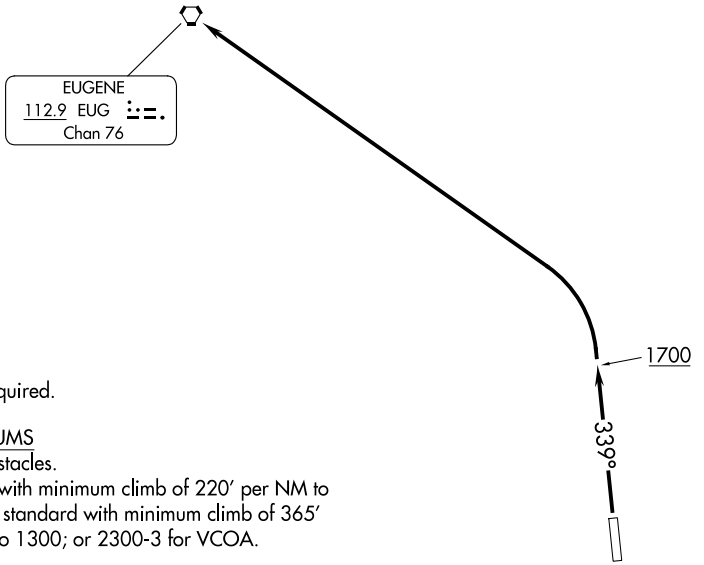
(77S2.EUG) 23334

HOBBY TWO DEPARTURE (OBSTACLE)

AL-10215 (FAA)

HOBBY FLD (77S)
CRESWELL, OREGON

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, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 5

CUT BANK INTL (CTB)

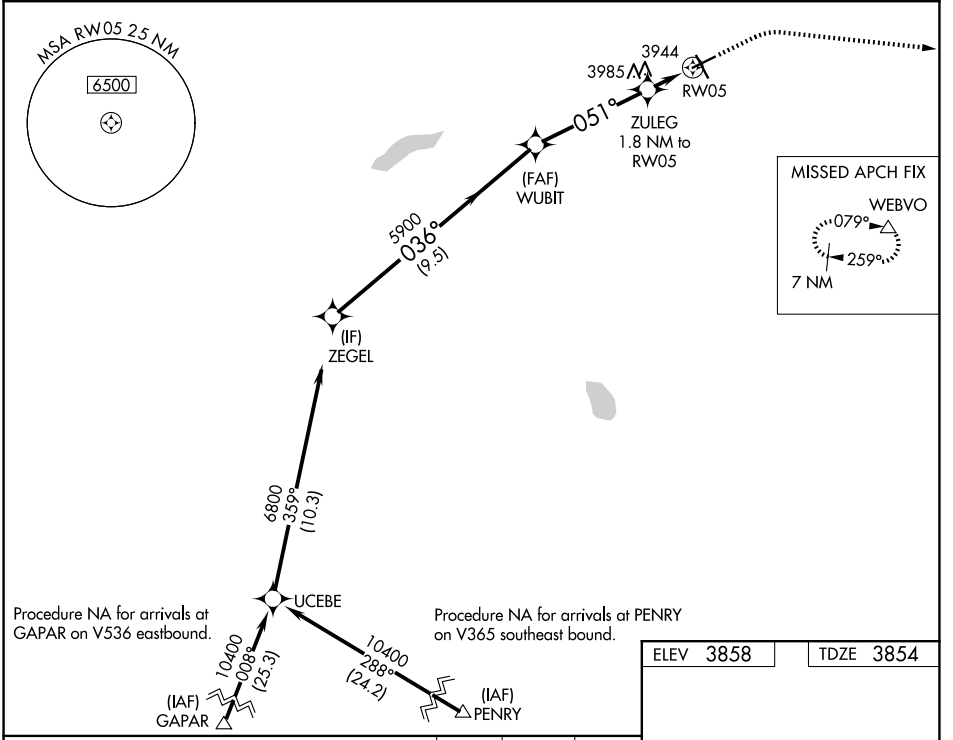
WAAS	APP CRS	Rwy Ldg	5300
CH 86737	051°	TDZE	3854
W05A		Apt Elev	3858

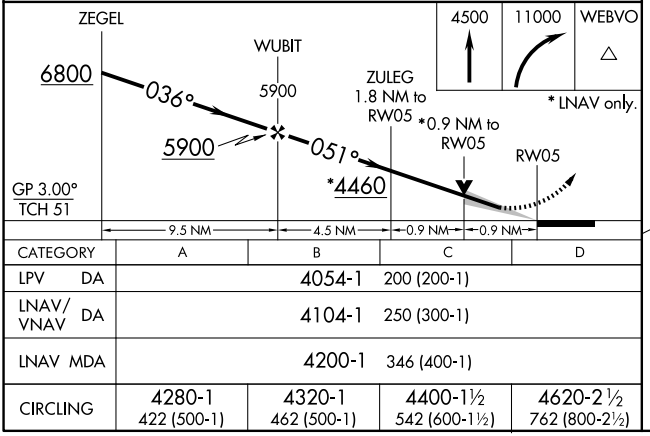
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 51°C (124°F).
DME/DME RNP-0.3 NA.

-28°C

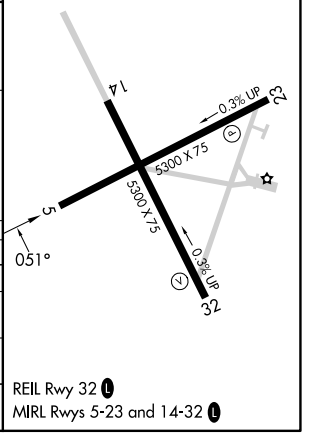
MISSED APPROACH: Climb to 4500 then climbing right turn to 11000 direct WEBVO and hold.

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)			
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

CUT BANK, MONTANA | AL-484 (FAA) | 25275

RNAV (GPS) RWY 14

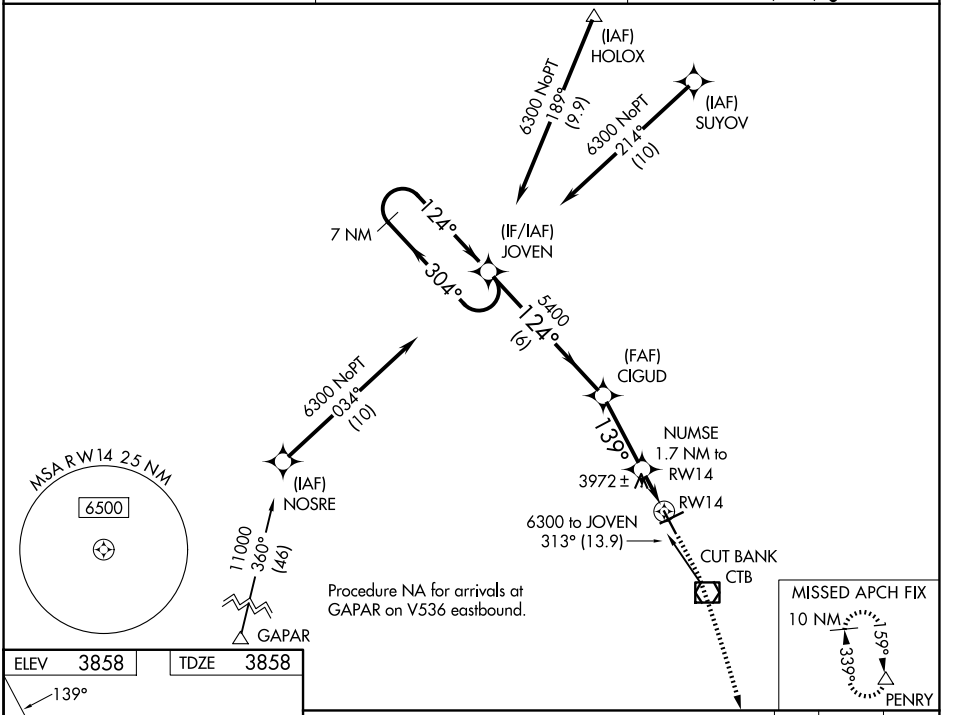
CUT BANK INTL (CTB)

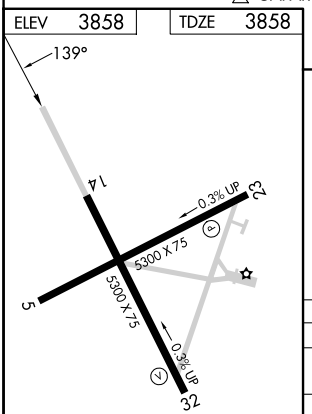
WAAS	APP CRS	Rwy Ldg	5300
CH 93537	139°	TDZE	3858
W14A		Apt Elev	3858

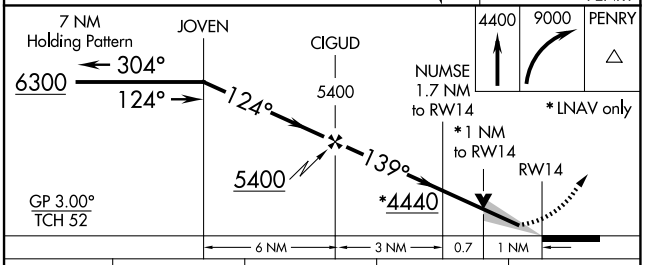
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 51°C (124°F).
DME/DME RNP-0.3 NA.
-28°C

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)







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)
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 23

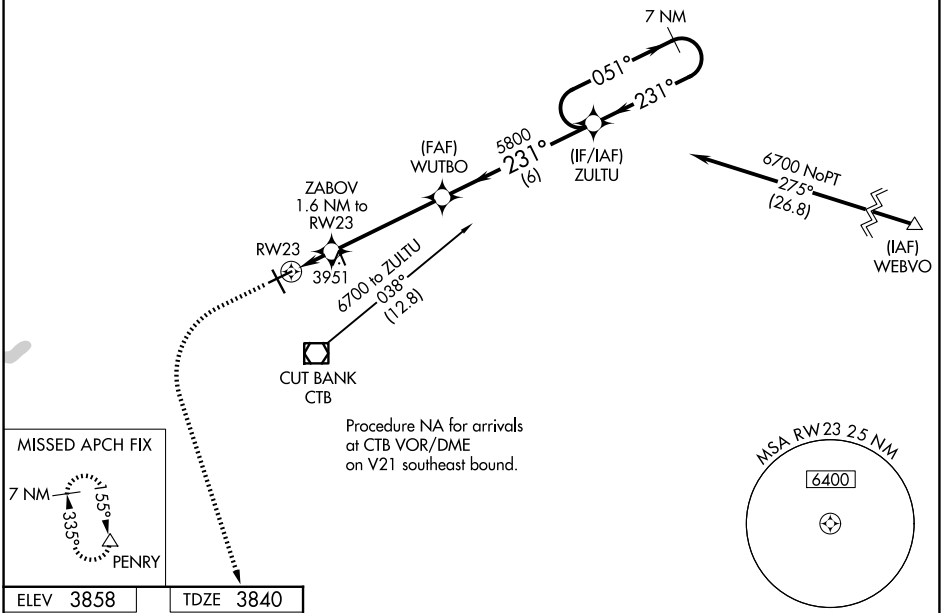
CUT BANK INTL (CTB)

WAAS	APP CRS	Rwy Ldg	5300
CH 53337	231°	TDZE	3840
W23A		Apt Elev	3858

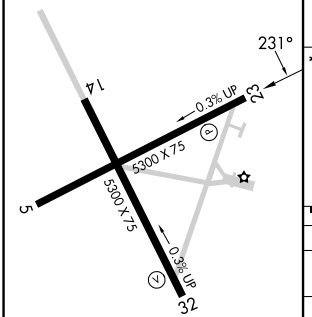
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 51°C (124°F). DME/DME RNP-0.3 NA. -28°C

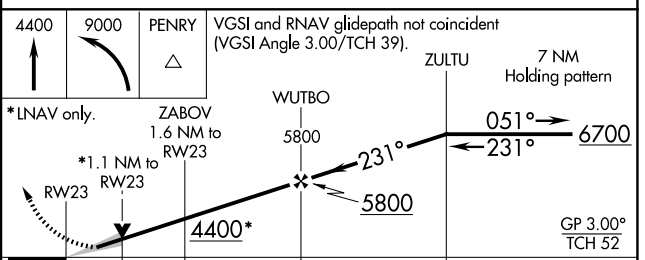
MISSED APPROACH: Climb to 4400 then climbing left turn to 9000 direct PENRY and hold.

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)			
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 32

CUT BANK INTL (CTB)

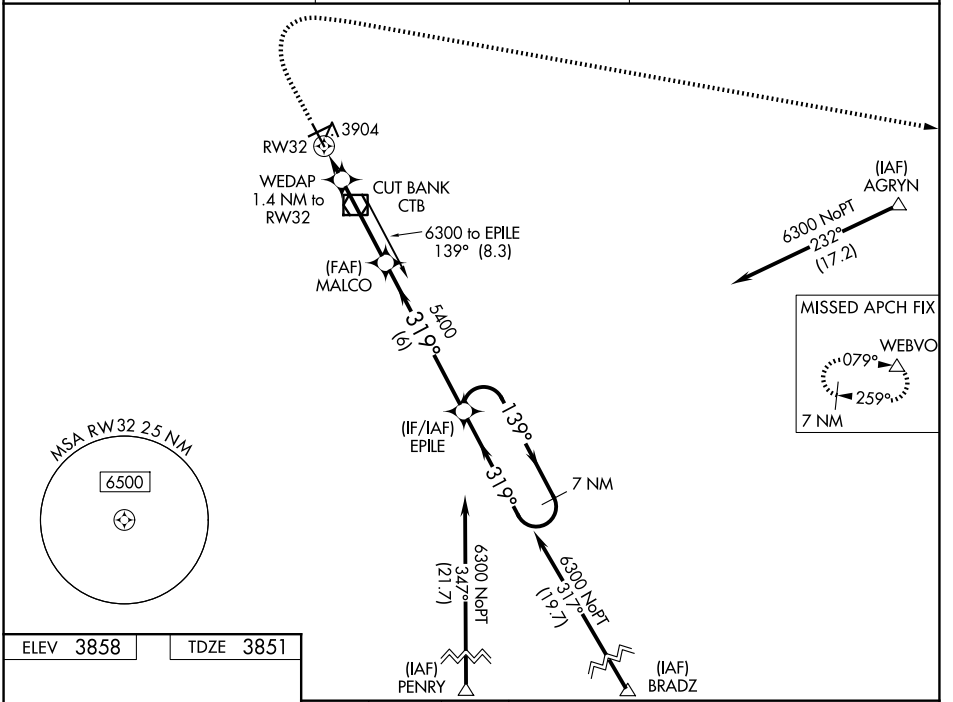
WAAS	APP CRS	Rwy Ldg	5300
CH 99337	319°	TDZE	3851
W32A		Apt Elev	3858

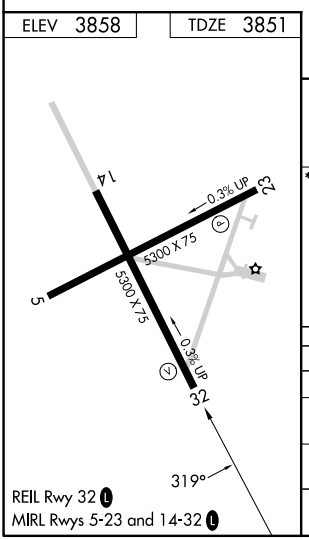
-28°C

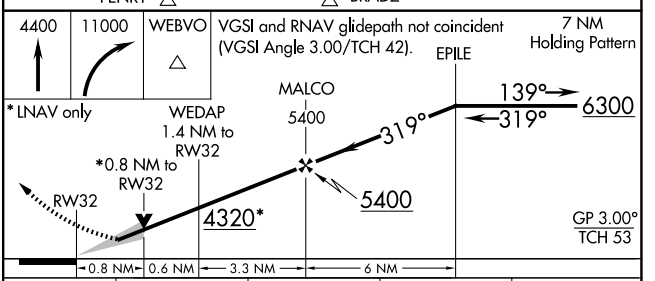
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 51°C (124°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 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







CATEGORY	A	B	C	D
LPV DA		4051-1	200 (200-1)	
LNAV/VNAV DA		4101-1	250 (300-1)	
LNAV MDA		4160-1	309 (400-1)	
CIRCLING	4280-1 422 (500-1)	4320-1 462 (500-1)	4400-1½ 542 (600-1½)	4620-2½ 762 (800-2½)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

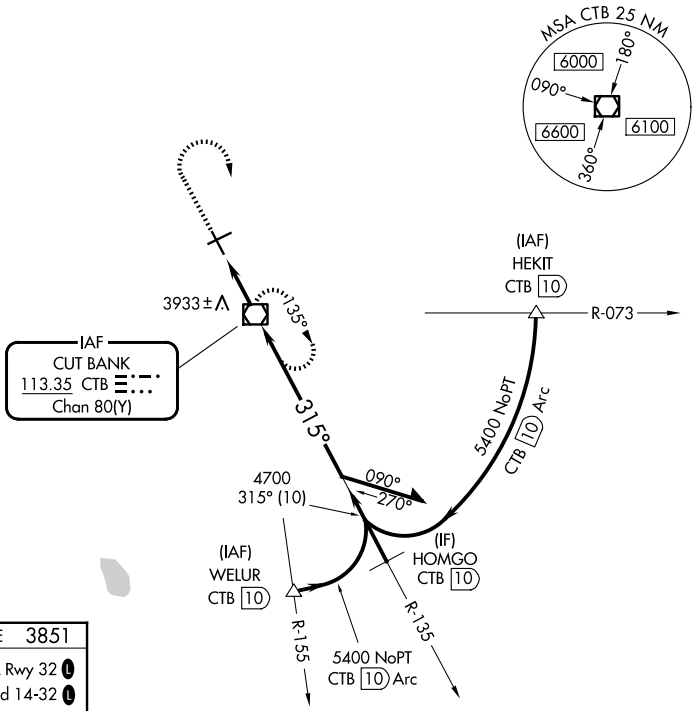
VOR/DME CTB	APP CRS	Rwy Ldg	5300
113.35	315°	TDZE	3851
Chan 80 (Y)		Apt Elev	3858

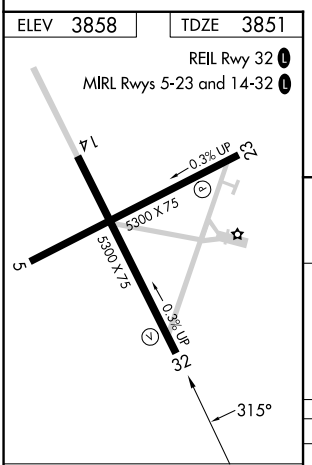
VOR RWY 32
CUT BANK INTL (CTB)

-28°C

MISSED APPROACH: Climb to 5400 then right turn direct CTB VOR/DME and hold.

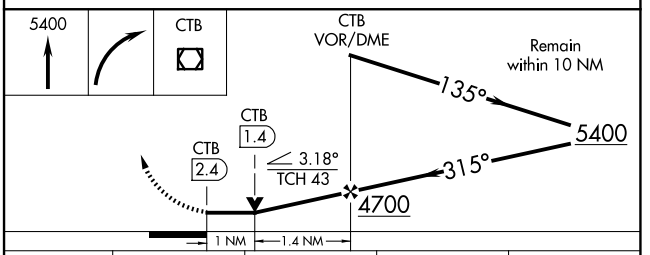
ASOS	SALT LAKE CITY CENTER	UNICOM
119.025	133.4 285.4	123.0 (CTAF) L





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)			
CIRCLING	4280-1 422 (500-1)	4320-1 462 (500-1)	4400-1½ 542 (600-1½)	4620-2½ 762 (800-2½)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(MRIAS3.MRIAS) 23054

MRIAS THREE DEPARTURE (RNAV)

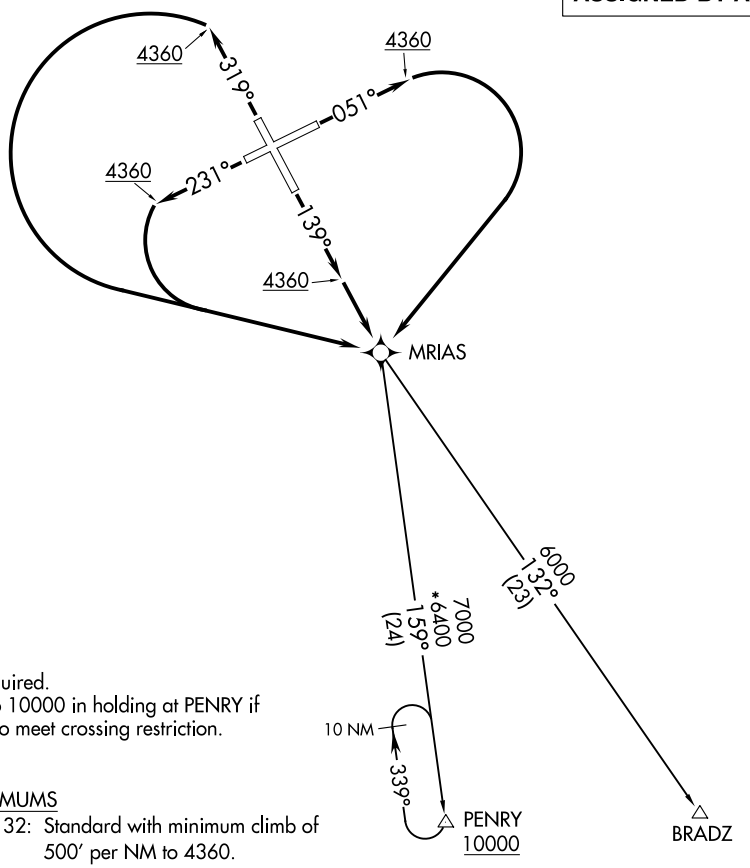
AL-484 (FAA)

CUT BANK INTL (CTB)
CUT BANK, MONTANA

NW-1, 03 SEP 2026 to 29 OCT 2026

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)

APP CRS	Rwy Ldg	N/A
347°	TDZE	N/A
	Apt Elev	4693

RNAV (GPS)-A

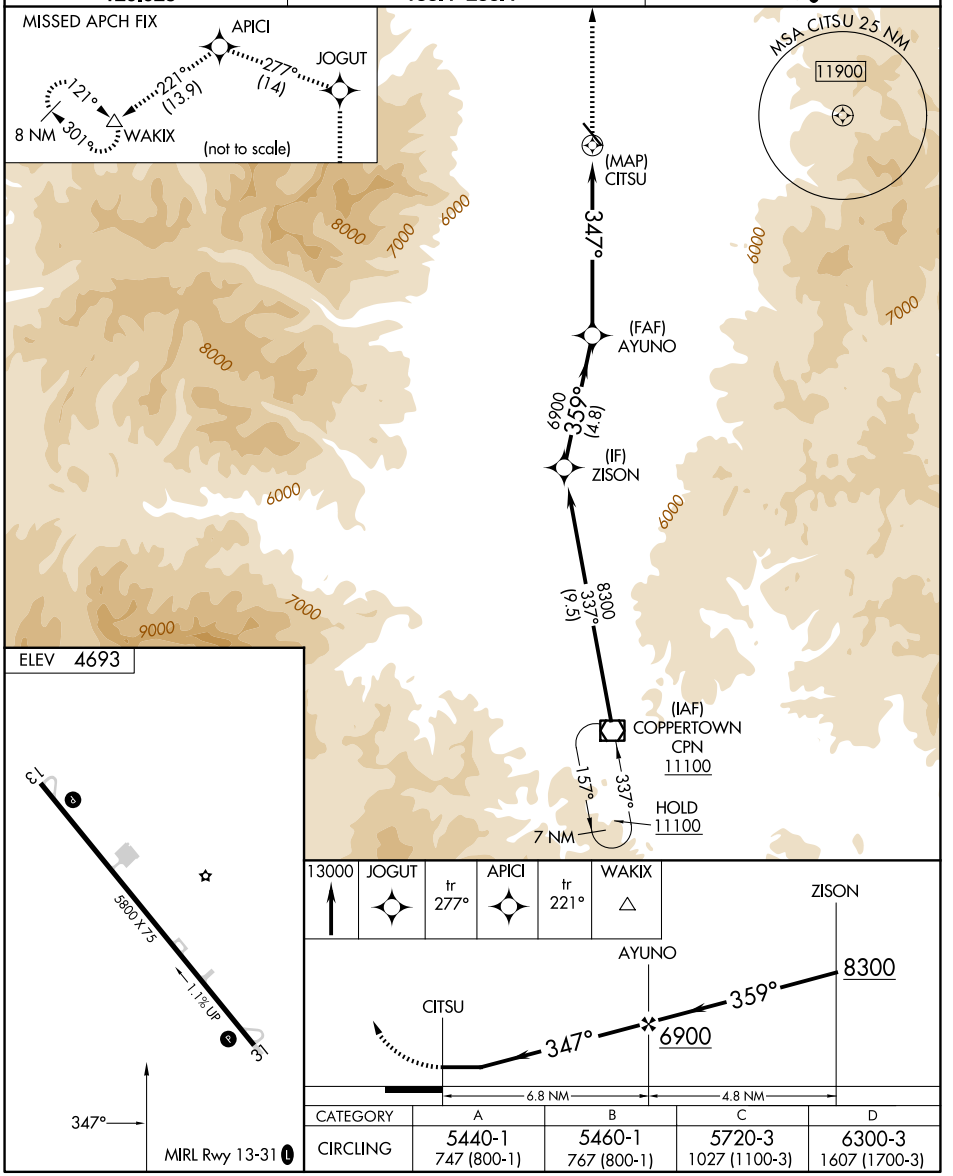
DEER LODGE-CITY-COUNTY (38S)

T NA -22°C

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.

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
CIRCLING	5440-1 747 (800-1)	5460-1 767 (800-1)	5720-3 1027 (1100-3)	6300-3 1607 (1700-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 16

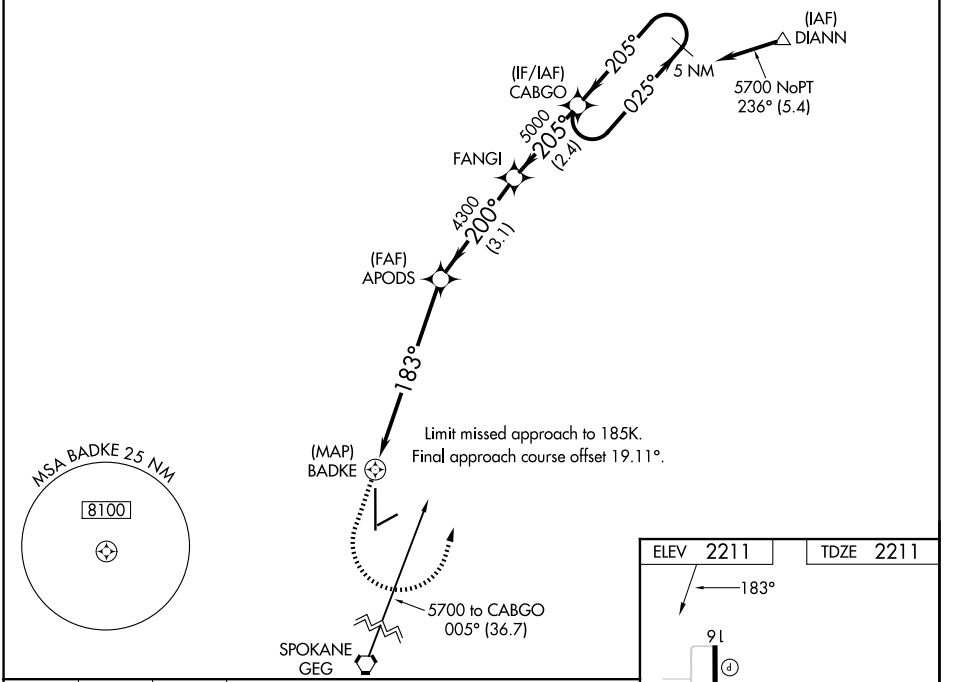
DEER PARK (DEW)

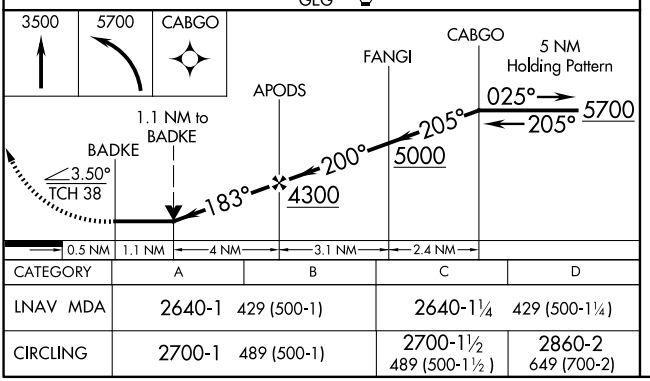
APP CRS		
183°	Rwy Ldg	6101
	TDZE	2211
	Apt Elev	2211

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.

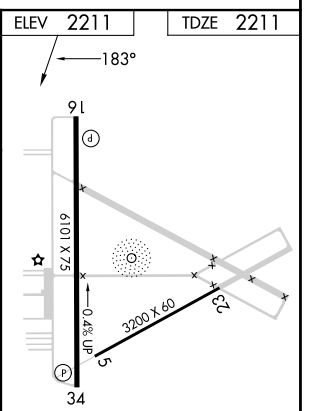
MISSED APPROACH: Climb to 3500 then climbing left turn to 5700 direct CABGO and hold.

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)
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 61306 W34A	APP CRS 344°	Rwy Ldg 6101 TDZE 2201 Apt Elev 2211

RNAV (GPS) RWY 34

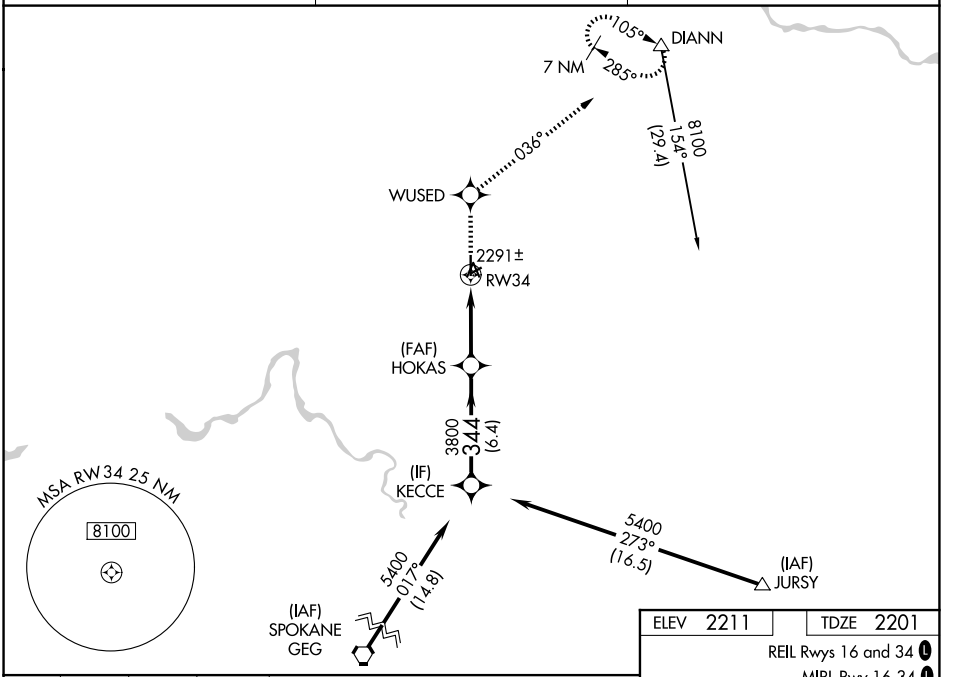
DEER PARK (DEW)

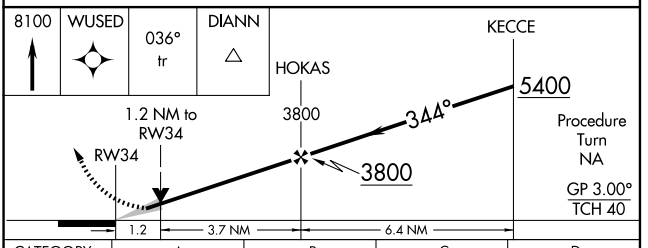
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use GEG altimeter setting: increase LPV DA to 2536 feet; increase LNAV/VNAV DA to 2621 feet; increase all MDAs 80 feet and LNAV visibility Cat C ¼ SM, LNAV visibility Cat D ⅛ SM, and Circling visibility Cat D ¼ SM. Circling NA west of Rwy 16-34. Baro-VNAV and VDP NA when using GEG 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) L



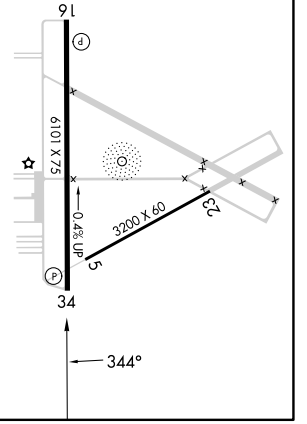


CATEGORY	A	B	C	D
LPV DA	2466-1 265 (300-1)			
LNAV/VNAV DA	2551-1¼ 350 (400-1¼)			
LNAV MDA	2600-1 399 (400-1)		2600-1⅛ 399 (400-1⅛)	2600-1¼ 399 (400-1¼)
CIRCLING	2700-1 489 (500-1)		2700-1½ 489 (500-1½)	2860-2 649 (700-2)

ELEV 2211 TDZE 2201

REIL Rwys 16 and 34 L

MIRL Rwy 16-34 L



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

DILLON, MONTANA | AL-121 (FAA) | 25275

RNAV (GPS) RWY 17

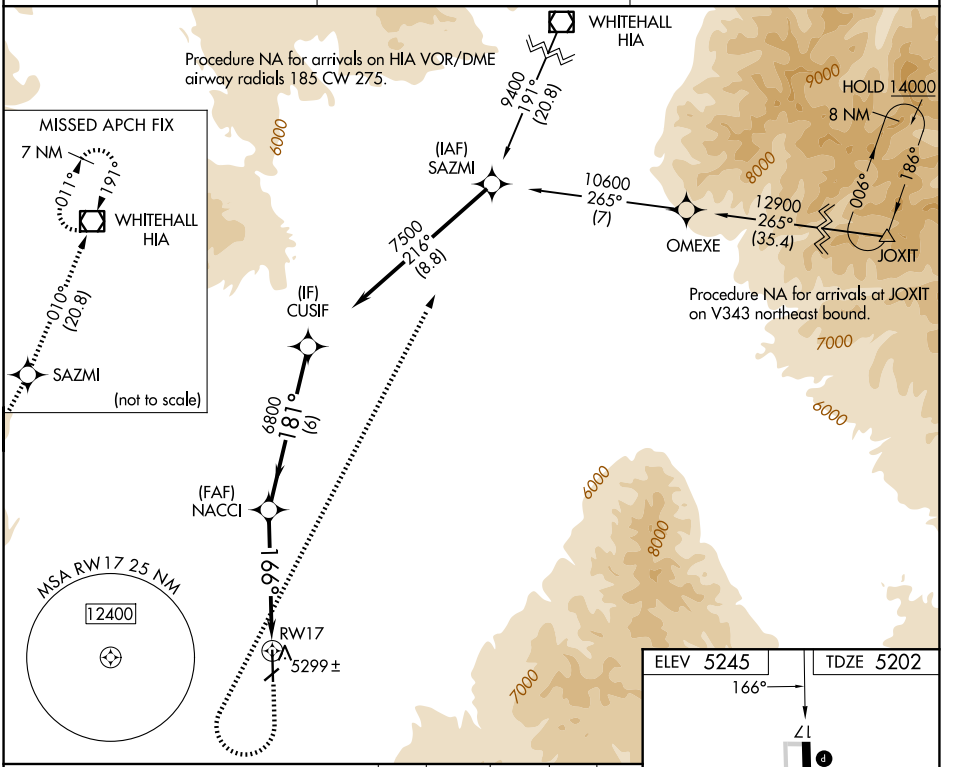
DILLON (DLN)

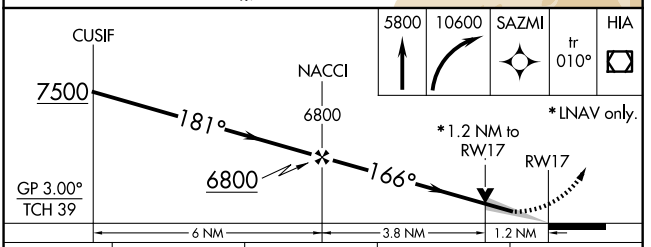
WAAS	APP CRS	Rwy Ldg	6501
CH 93927	166°	TDZE	5202
W17A		Apt Elev	5245

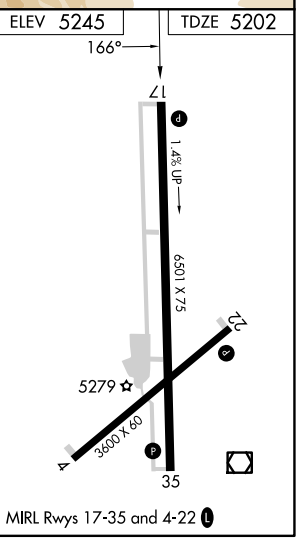
When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 51°C (124°F).
Night Landing: Rwy 4, 22, 35 NA.

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)
CIRCLING	5760-1 515 (600-1)	5860-1 615 (700-1)	5980-2 735 (800-2)	6300-3 1055 (1100-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 35

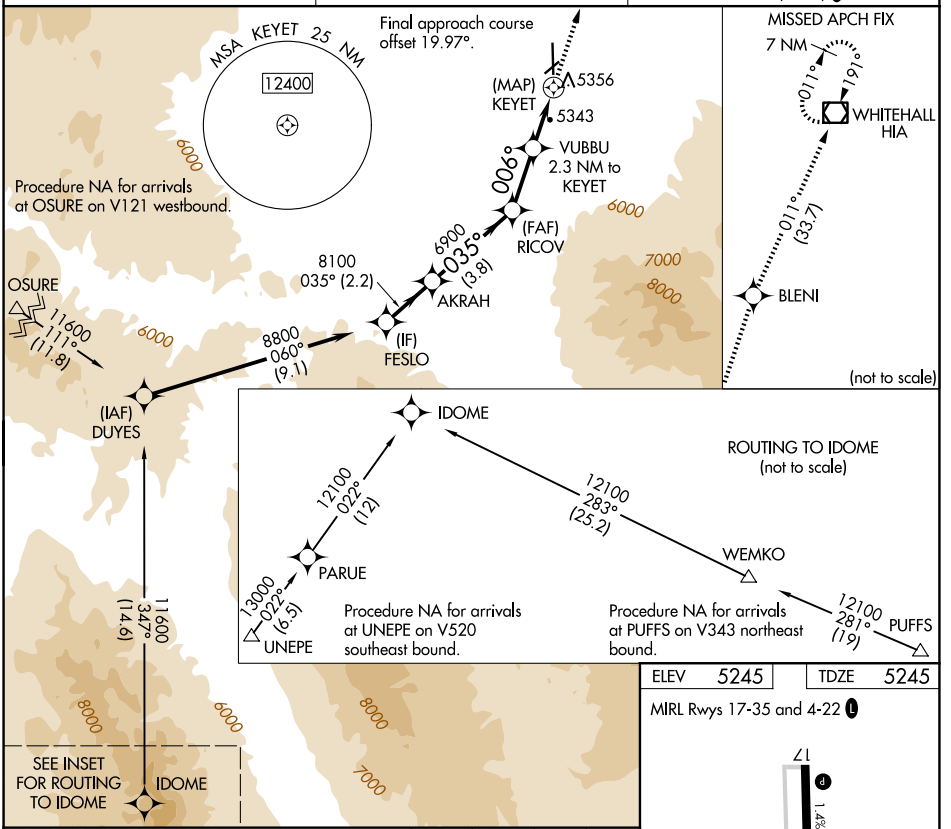
DILLON (DLN)

WAAS	APP CRS	Rwy Ldg	6501
CH 49227	006°	TDZE	5245
W35A		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.

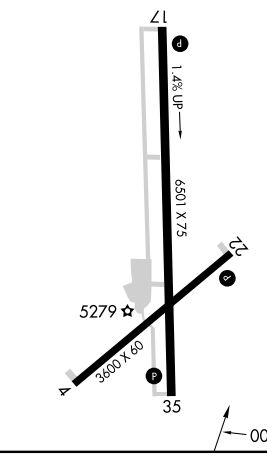
MISSED APPROACH: Climb to 11000 direct BLENI and on track 011° to HIA VOR/DME and hold.

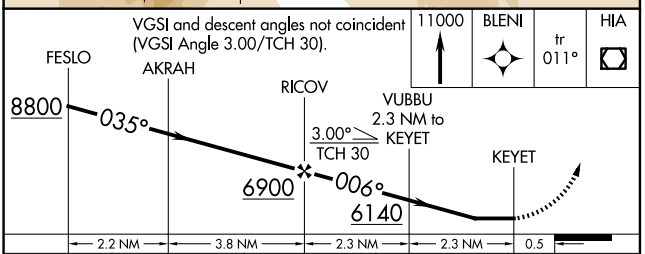
ASOS	SALT LAKE CENTER	UNICOM
135.225	132.4 338.3	122.8 (CTAF) L



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)		
CIRCLING	5760-1 515 (600-1)	5860-1 615 (700-1)	5980-2 735 (800-1)	6300-3 1055 (1100-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

DILLON, MONTANA | AL-121 (FAA) | 25275

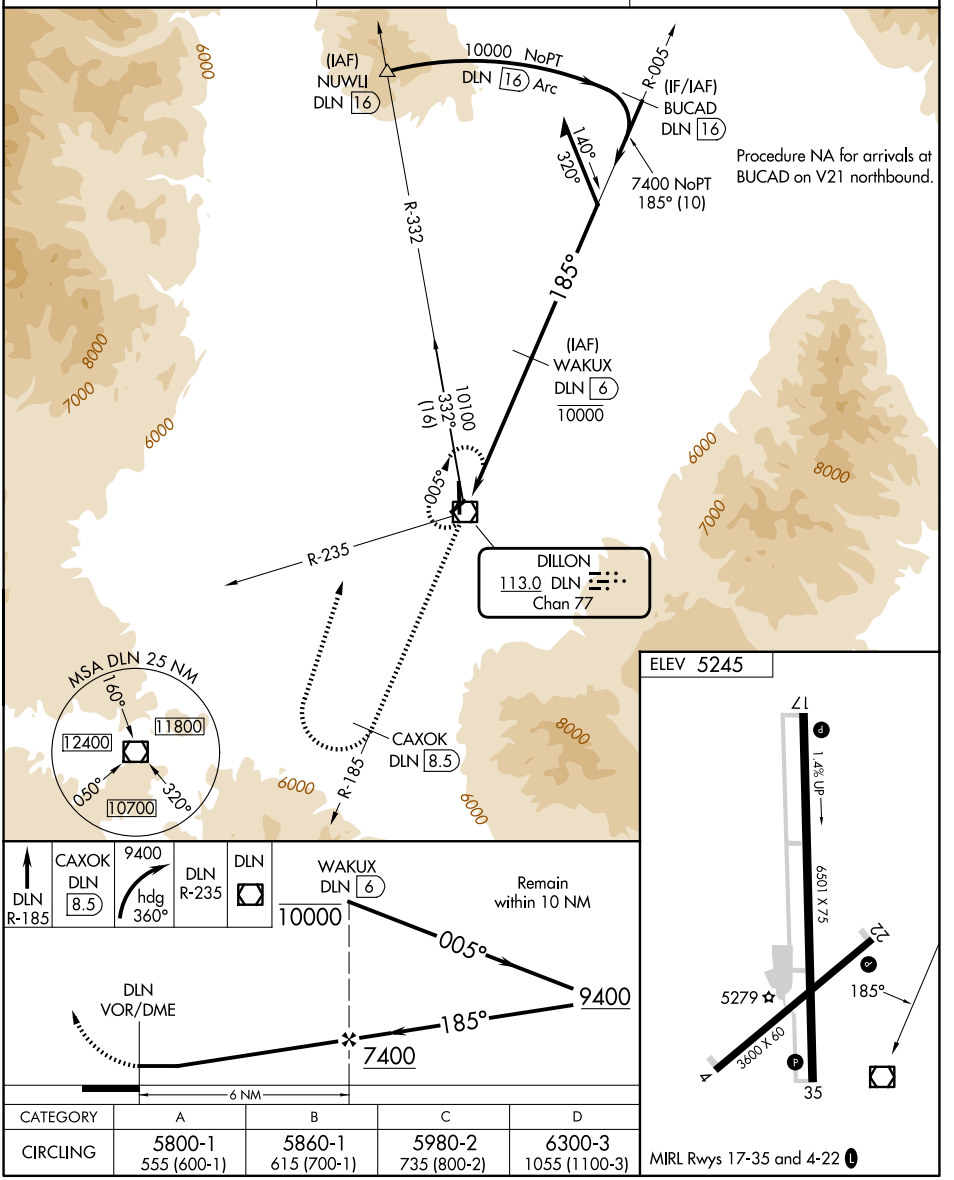
VOR/DME DLN	APP CRS	Rwy Ldg	N/A
113.0	185°	TDZE	N/A
Chan 77		Apt Elev	5245

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
CIRCLING	5800-1 555 (600-1)	5860-1 615 (700-1)	5980-2 735 (800-2)	6300-3 1055 (1100-3)

NW-1, 03 SEP 2026 to 29 OCT 2026

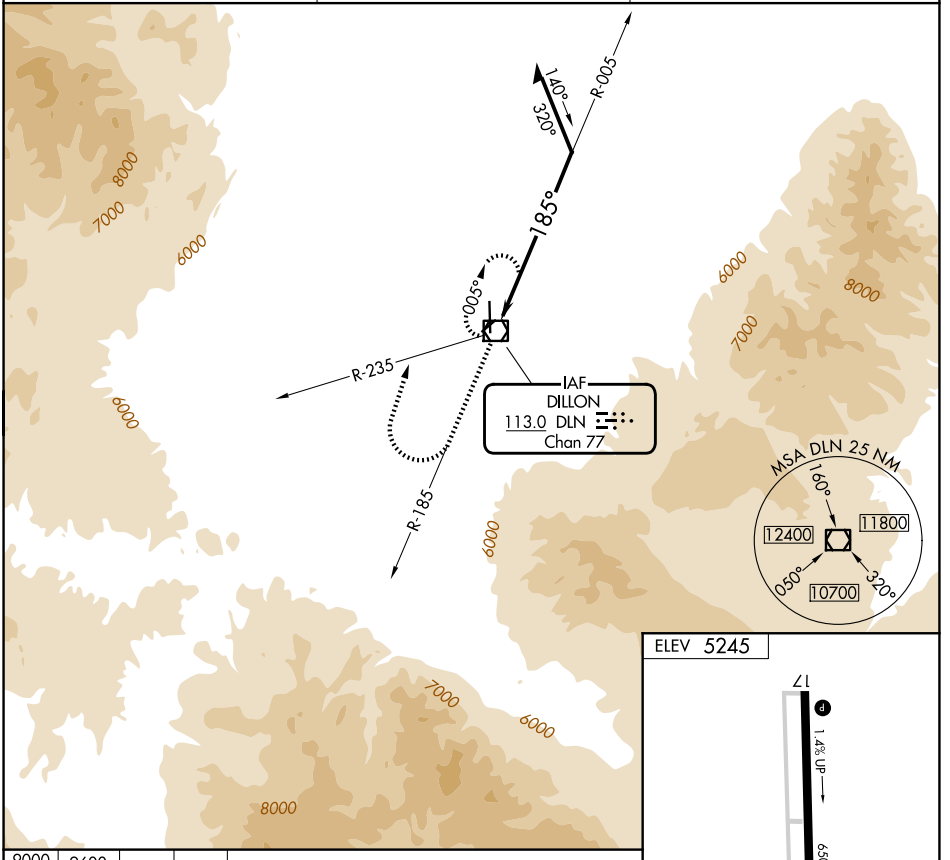
VOR/DME DLN	APP CRS	Rwy Ldg	N/A
113.0	185°	TDZE	N/A
Chan 77		Apt Elev	5245

VOR-A
DILLON (DLN)

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



CATEGORY	A	B	C	D
CIRCLING	8100-1¼ 2855 (2900-1¼)	8100-1½ 2855 (2900-1½)	8100-3 2855 (2900-3)	

MIRL Rwys 17-35 and 4-22 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

DIXON, WYOMING AL-11441 (FAA) 25219

RNAV (GPS) RWY 24

DIXON (DWX)

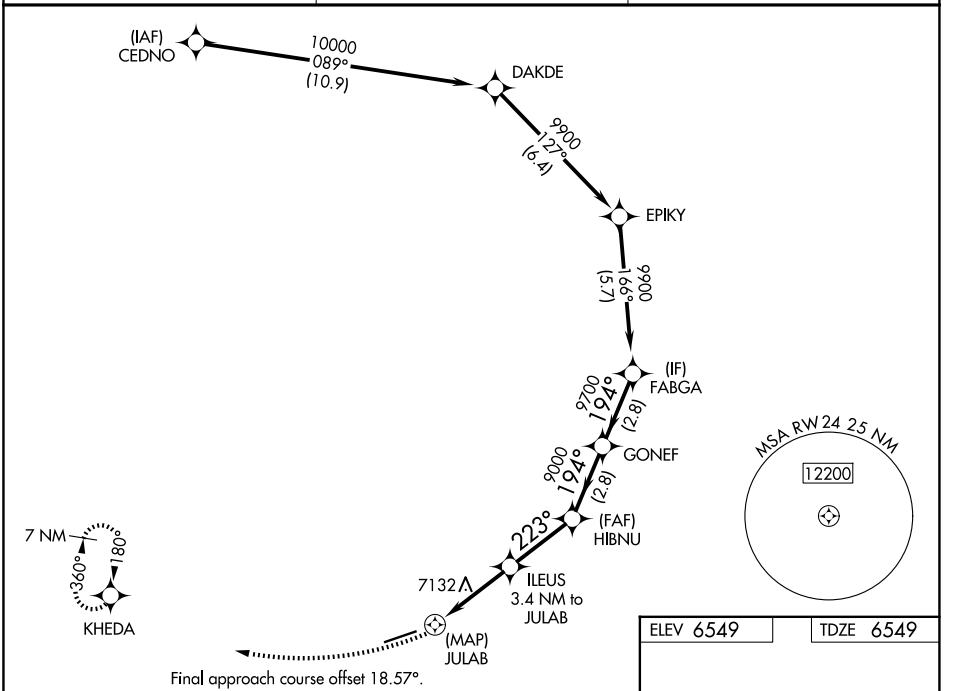
WAAS	APP CRS	Rwy Ldg	7000
CH 60942	223°	TDZE	6549
W24A		Apt Elev	6549

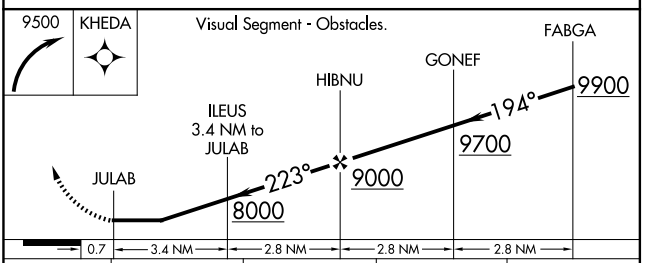
RNP APCH - GPS.

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.

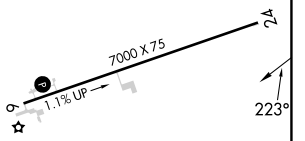
MISSED APPROACH: Climbing right turn to 9500 direct KHEDA and hold, continue climb-in-hold to 9500.

AWOS-3PT	DENVER CENTER	CTAF
119.425	120.475 235.975	122.9 L





ELEV 6549 TDZE 6549



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)	
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

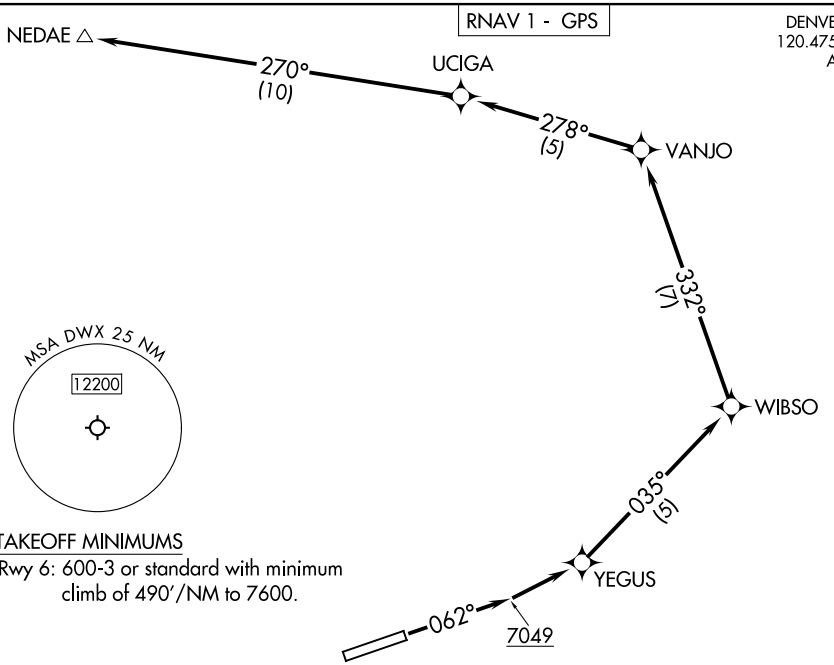
DIXON, WYOMING
Orig-A 03NOV22

41°02'N-107°30'W

DIXON (DWX)

RNAV (GPS) RWY 24

NW-1, 03 SEP 2026 to 29 OCT 2026



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026

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.

(DIXON2.DYNES) 23278

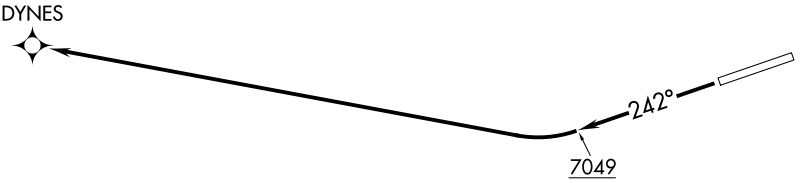
DIXON TWO DEPARTURE (OBSTACLE) (RNAV)

AL-11441 (FAA)

DIXON (DWX)
DIXON, WYOMING

RNAV 1 - GPS

DENVER CENTER
120.475 235.975
AWOS-3PT
119.425
CTAF
122.9

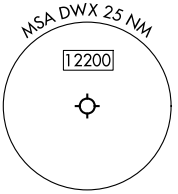


TAKEOFF MINIMUMS

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.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 11

CONVERSE COUNTY (DGW)

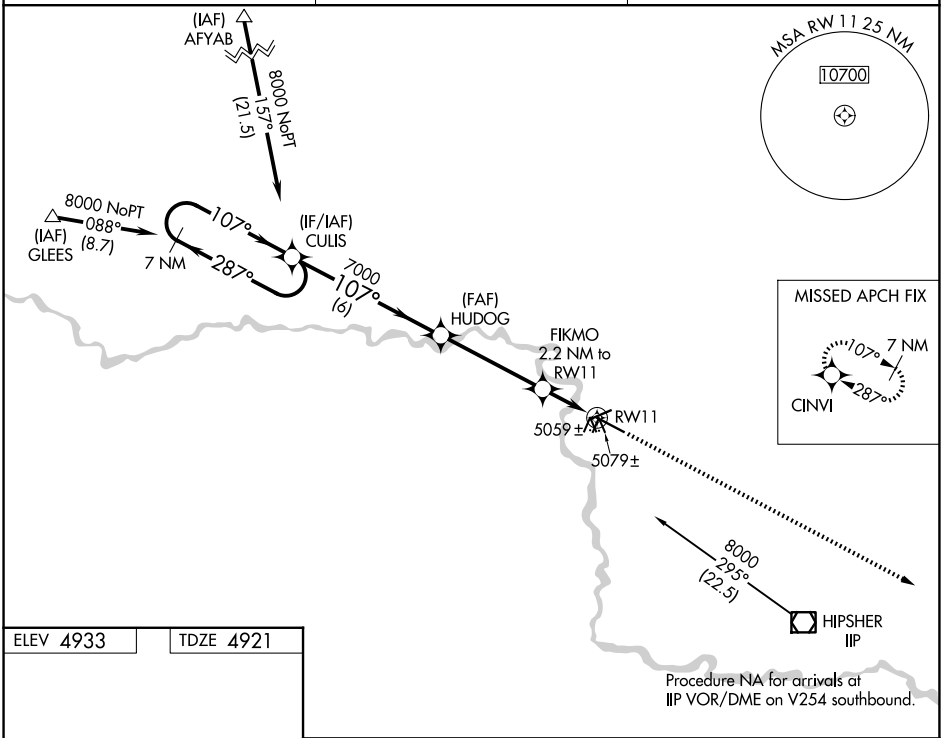
WAAS CH 58018 W11A	APP CRS 107°	Rwy Ldg 6534 / TDZE 4921 / Apt Elev 4933

RNP APCH.

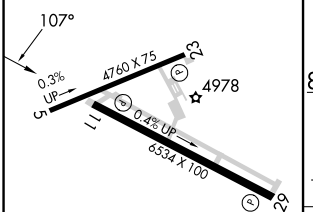
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F).

MISSED APPROACH: Climb to 8000 direct CINVI and hold.

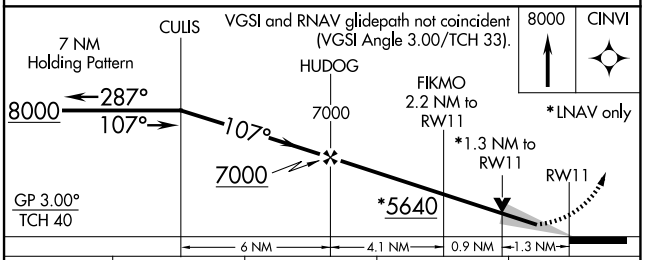
ASOS	DENVER CENTER	UNICOM
135.225	135.6 363.025	122.8 (CTAF) L



ELEV 4933 | TDZE 4921



REIL Rwy 11 and 29 L
MIRL Rwys 11-29 and 5-23 L



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)	

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

DOUGLAS, WYOMING

AL-6870 (FAA)

26246

RNAV (GPS) RWY 29

CONVERSE COUNTY (DGW)

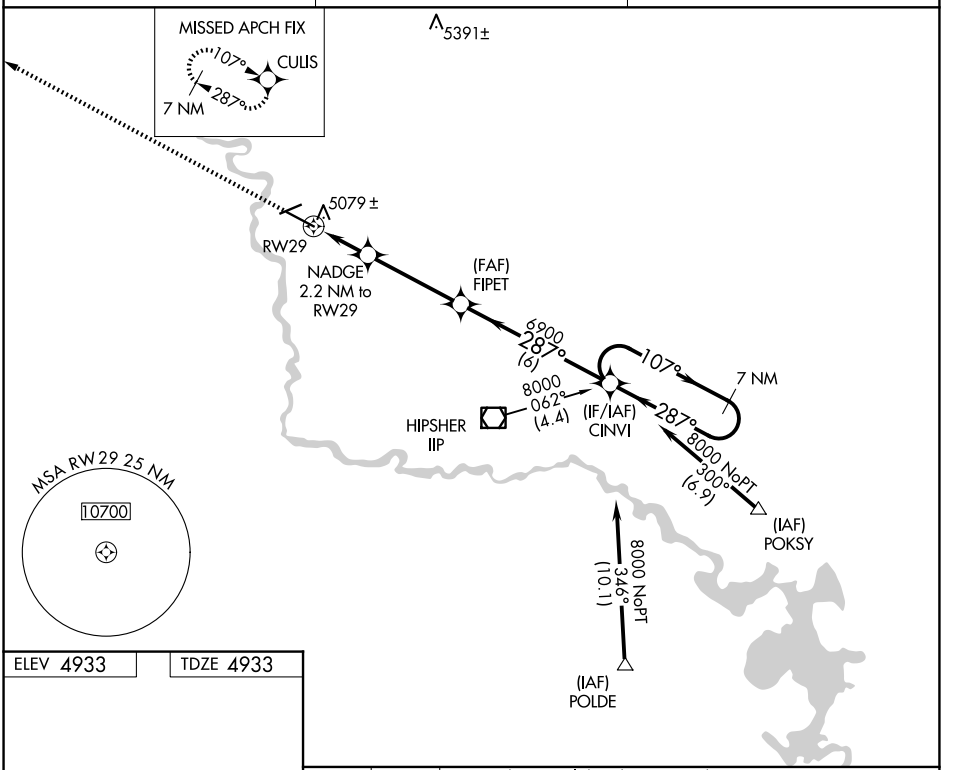
WAAS	APP CRS	Rwy Ldg	6534
CH 61018	287°	TDZE	4933
W29A		Apt Elev	4933

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.

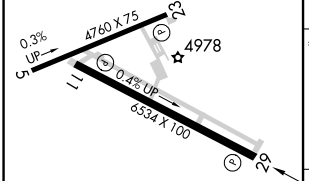
ASOS	DENVER CENTER	UNICOM
135.225	135.6 363.025	122.8 (CTAF) L



NW-1, 03 SEP 2026 to 29 OCT 2026

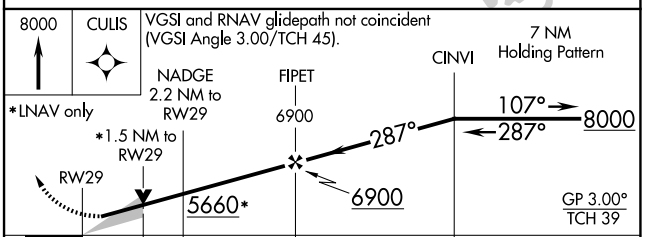
NW-1, 03 SEP 2026 to 29 OCT 2026

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)

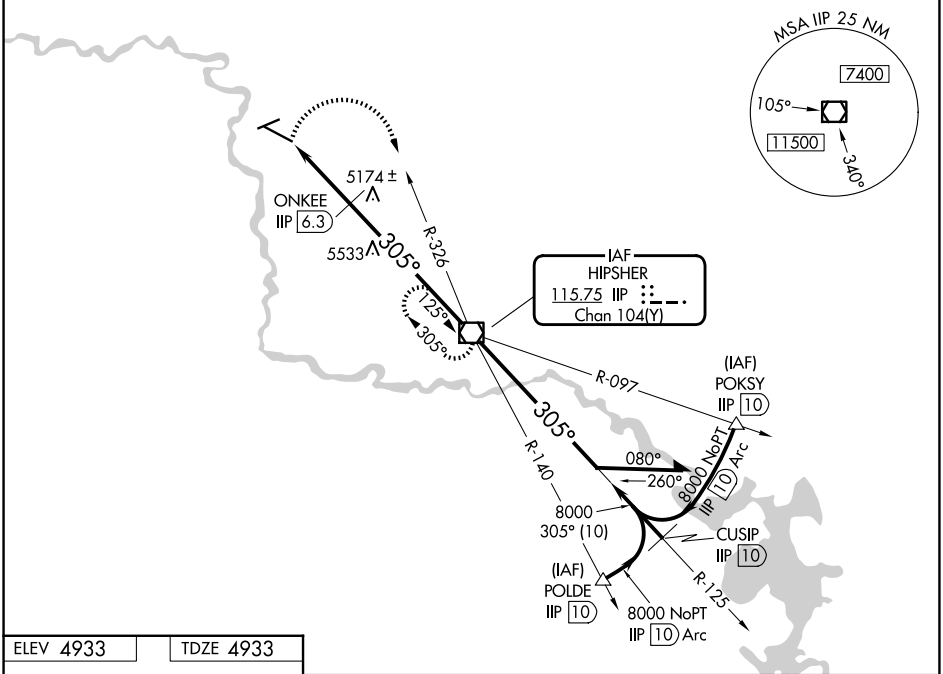
VOR/DME IIP	APP CRS	Rwy Ldg	6534
115.75	305°	TDZE	4933
Chan 104(Y)		Apt Elev	4933

VOR RWY 29

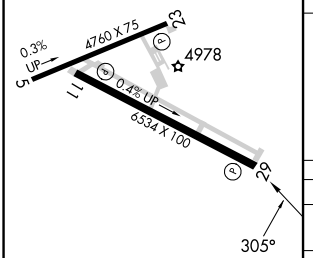
CONVERSE COUNTY (DGW)

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

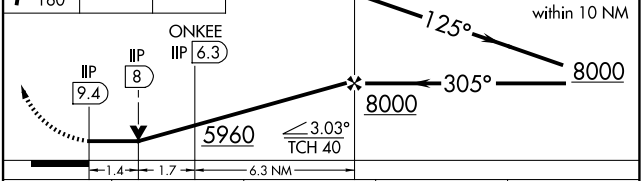


REIL Rwy 11 and 29 L
MIRL Rwys 11-29 and 5-23 L

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)	5420-1⅜ 487 (500-1⅜)	5420-1½ 487 (500-1½)
CIRCLING	5520-1	587 (600-1)	5680-2¼ 747 (800-2¼)	5820-3 887 (900-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

DRIGGS, IDAHO | AL-9117 (FAA) | 26190

RNAV (GPS) RWY 4

DRIGGS/REED MEML (DIJ)

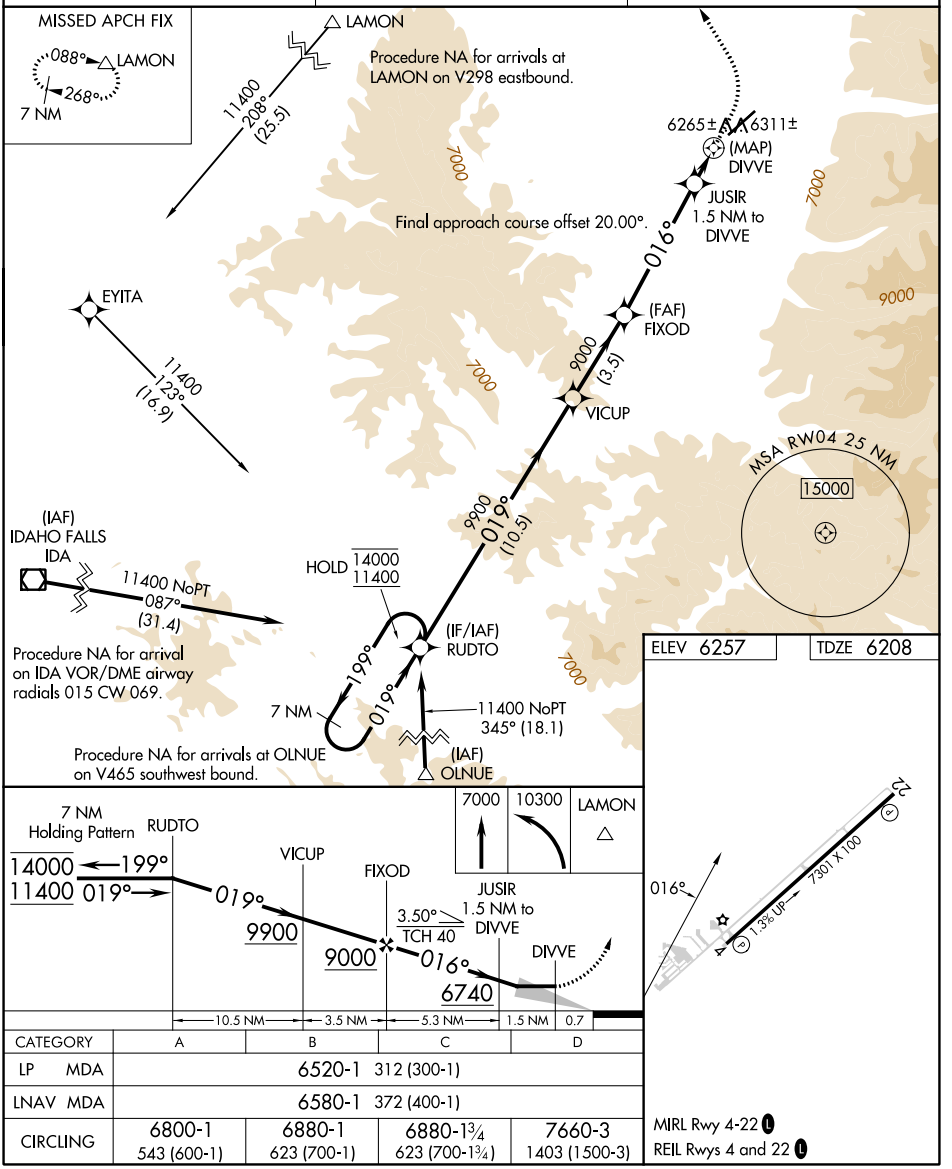
WAAS CH 48827 W04A	APP CRS 016°	Rwy Ldg 7301 TDZE 6208 Apt Elev 6257

RNP APCH - GPS.

Circling NA for Cats C and D southeast of Rwy 4-22.
Circling Rwy 22 NA at night.

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	6520-1 312 (300-1)			
LNAV MDA	6580-1 372 (400-1)			
CIRCLING	6800-1 543 (600-1)	6880-1 623 (700-1)	6880-1¾ 623 (700-1¾)	7660-3 1403 (1500-3)

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS)-A

DRIGGS/REED MEML (DIJ)

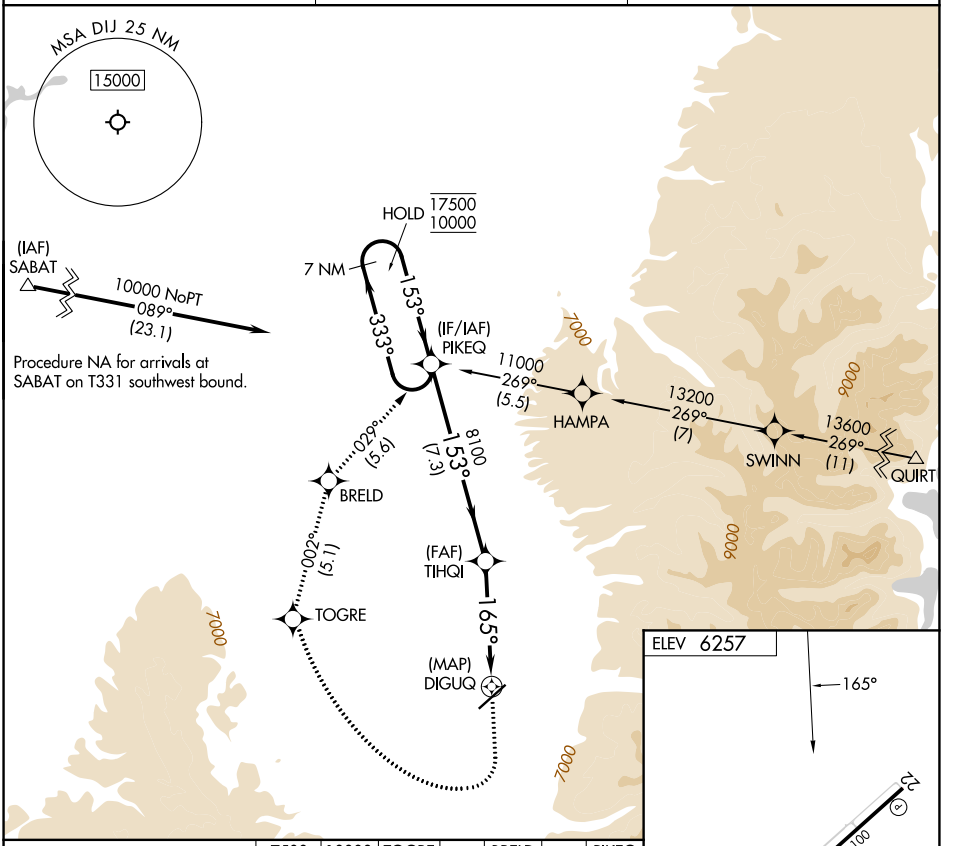
APP CRS	Rwy Ldg	N/A
165°	TDZE	N/A
	Apt Elev	6257

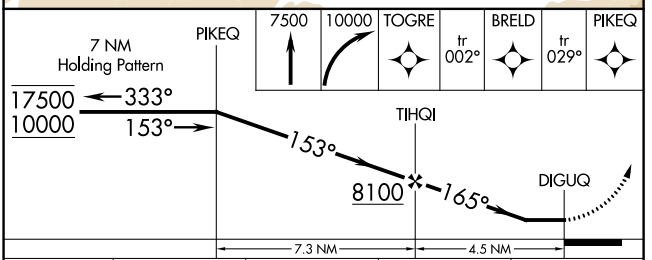
RNP APCH - GPS.

Circling NA for Cats C and D southeast of Rwy 4-22.
Circling Rwy 22 NA at night.

MISSED APPROACH: (Do not exceed 185K until TOGRE) Climb to 7500, then climbing right turn to 10000 direct TOGRE then track 002° to BRELD then track 029° to PIKEQ and hold.

AWOS-3PT	SALT LAKE CENTER	UNICOM
120.775	128.35 239.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	6800-1 543 (600-1)	6880-1 623 (700-1)	6880-1¾ 623 (700-1¾)	7660-3 1403 (1500-3)

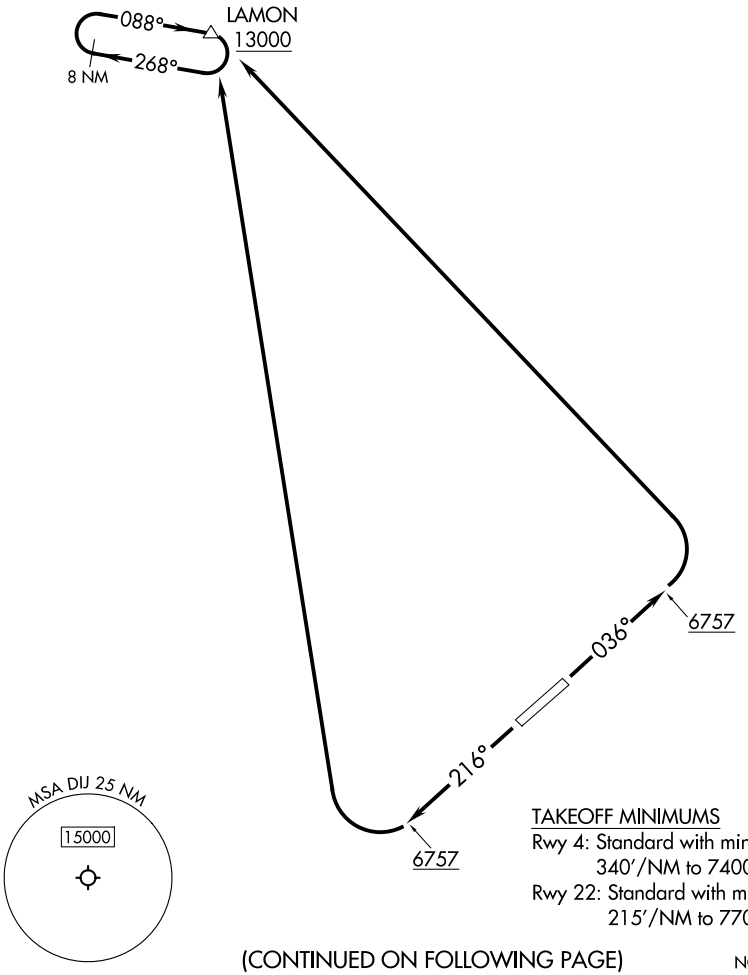
MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LAMON FOUR DEPARTURE (OBSTACLE) (RNAV)

RNAV 1 - GPS.

SALT LAKE CENTER
128.35 239.25



TAKEOFF MINIMUMS
Rwy 4: Standard with minimum climb of 340'/NM to 7400.
Rwy 22: Standard with minimum climb of 215'/NM to 7700.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 036° to 6757, then climbing left turn direct LAMON, thence. . . .

TAKEOFF RUNWAY 22: Climb on heading 216° to 6757, then climbing right turn direct LAMON, thence. . . .

. . . .continue climb in hold to cross LAMON at or above 13000 before proceeding on course.

NW-1, 03 SEP 2026 to 29 OCT 2026

TAKEOFF OBSTACLE NOTES

Rwy 4: Agricultural equipment beginning 72′ from DER, 423′ left of centerline, up to 20′ AGL/6272′ MSL.
Tree, terrain beginning 73′ from DER, 387′ right of centerline, up to 8′ AGL/6270′ MSL.
Agricultural equipment 186′ from DER, 286′ left of centerline, 20′ AGL/6274′ MSL.
Agricultural equipment beginning 218′ from DER, 116′ left of centerline, up to 20′ AGL/6275′ MSL.
Agricultural equipment beginning 282′ from DER, 3′ right of centerline, up to 17′ AGL/6279′ MSL.
Agricultural equipment beginning 315′ from DER, 107′ right of centerline, up to 17′ AGL/6280′ MSL.
Agricultural equipment beginning 386′ from DER, 4′ right of centerline, up to 17′ AGL/6282′ MSL.
Agricultural equipment beginning 481′ from DER, 109′ left of centerline, up to 17′ AGL/6276′ MSL.
Agricultural equipment 506′ from DER, 572′ right of centerline, 17′ AGL/6283′ MSL.
Agricultural equipment beginning 513′ from DER, 4′ right of centerline, up to 17′ AGL/6284′ MSL.
Agricultural equipment beginning 546′ from DER, 218′ left of centerline, up to 17′ AGL/6277′ MSL.
Agricultural equipment beginning 645′ from DER, 94′ left of centerline, up to 17′ AGL/6278′ MSL.
Agricultural equipment beginning 651′ from DER, 12′ right of centerline, up to 17′ AGL/6287′ MSL.
Agricultural equipment beginning 774′ from DER, 138′ right of centerline, up to 17′ AGL/6288′ MSL.
Agricultural equipment 777′ from DER, 101′ left of centerline 17′ AGL/6279′ MSL.
Agricultural equipment beginning 887′ from DER, 68′ right of centerline, up to 17′ AGL/6290′ MSL.
Agricultural equipment 888′ from DER, 60′ left of centerline, 17′ AGL/6281′ MSL.
Agricultural equipment beginning 927′ from DER, 56′ right of centerline, up to 17′ AGL/6291′ MSL.
Agricultural equipment beginning 1050′ from DER, 164′ right of centerline, up to 17′ AGL/6293′ MSL.
Agricultural equipment beginning 1186′ from DER, 266′ right of centerline, up to 17′ AGL/6294′ MSL.
Terrain, trees beginning 1261′ from DER, 771′ left of centerline, up to 6396′ MSL.
Agricultural equipment beginning 1300′ from DER, 500′ right of centerline, up to 17′ AGL/6296′ MSL.
Agricultural equipment beginning 1406′ from DER, 604′ right of centerline, up to 17′ AGL/6297′ MSL.
Agricultural equipment beginning 1534′ from DER, 722′ right of centerline, up to 17′ AGL/6298′ MSL.
Agricultural equipment 1609′ from DER, 908′ right of centerline, 17′ AGL/6299′ MSL.

Rwy 22: Terrain, fence beginning 8′ from DER, 290′ left of centerline, up to 6169′ MSL.
Building 22′ from DER, 477′ right of centerline, 10′ AGL/6175′ MSL.
Vehicles on road 511′ from DER, 608′ left of centerline, 6179′ MSL.
Light poles 644′ from DER, 424′ right of centerline, 28′ AGL/6184′ MSL.
Building 816′ from DER, 716′ right of centerline, 30′ AGL/6191′ MSL.
Tree 1001′ from DER, 443′ right of centerline, 46′ AGL/6196′ MSL.

NW-1, 03 SEP 2026 to 29 OCT 2026

DUBOIS, WYOMING | AL-10397 (FAA) | 25163

RNAV (GPS) RWY 29

DUBOIS MUNI (DUB)

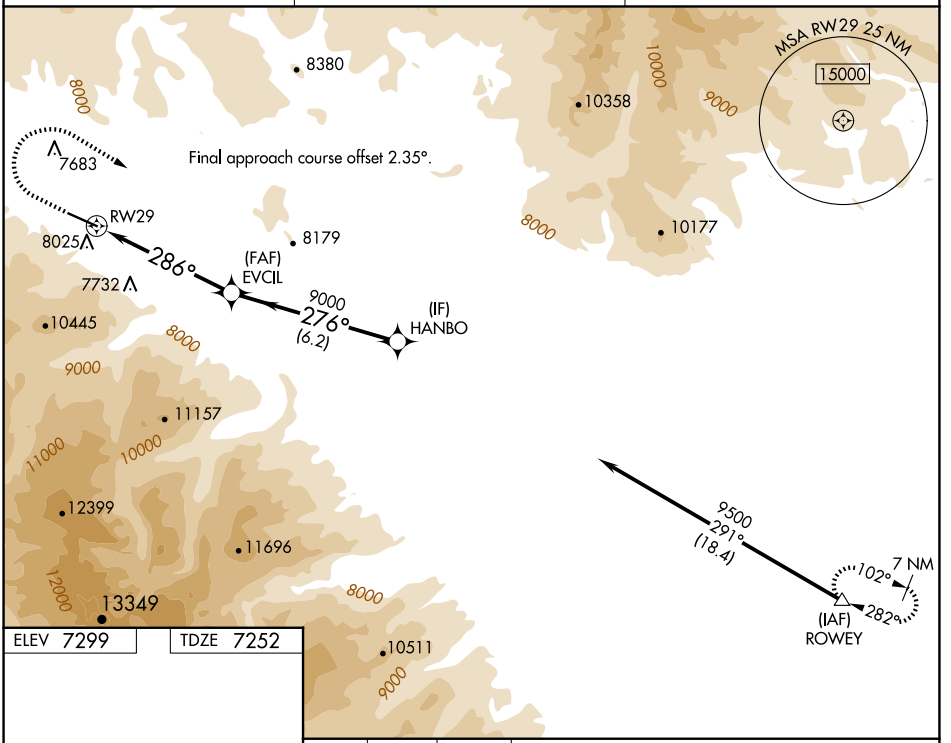
WAAS	APP CRS	Rwy Idg	6700
CH 70447	286°	TDZE	7252
W29A		Apt Elev	7299

RNP APCH - GPS.

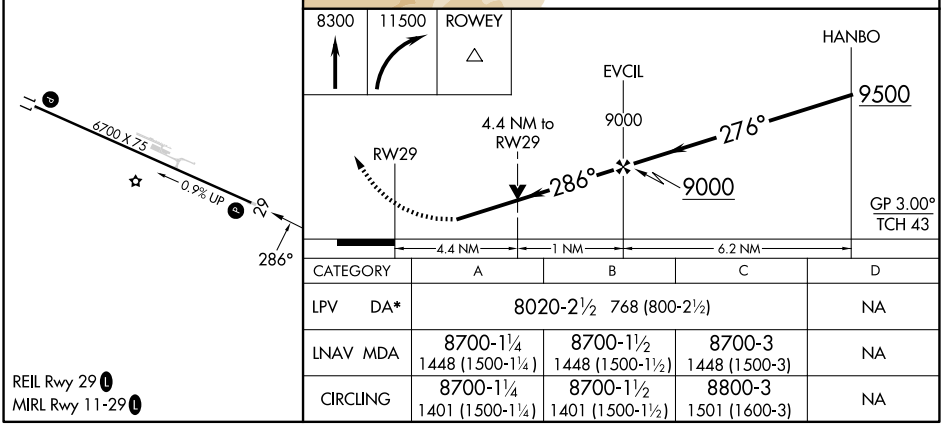
When local altimeter setting not received, procedure NA. Rwy 29 helicopter visibility reduction below ¾ SM NA. Procedure NA at night. Circling NA south of Rwy 11-29.

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

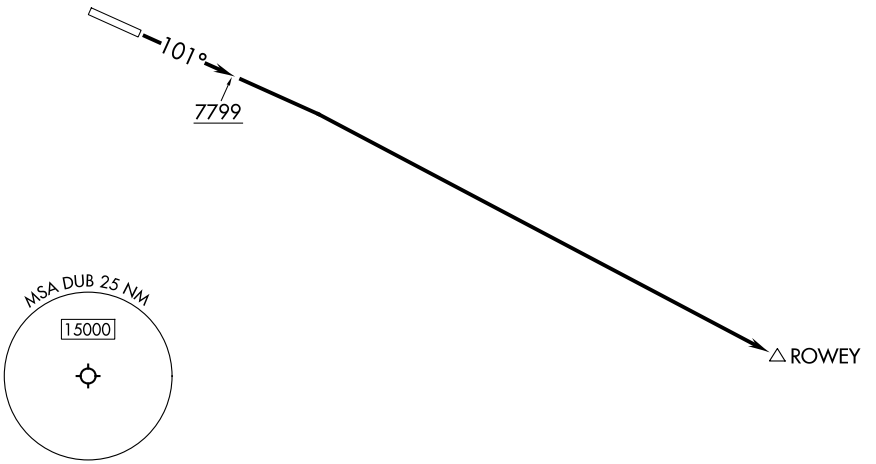
DUBOIS MUNI (DUB)

RNAV (GPS) RWY 29

NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

EASTSOUND, WASHINGTON | AL-10384 (FAA) | 25331

WAAS	APP CRS	Rwy Ldg	2901
CH 40038	193°	TDZE	35
W16A		Apt Elev	35

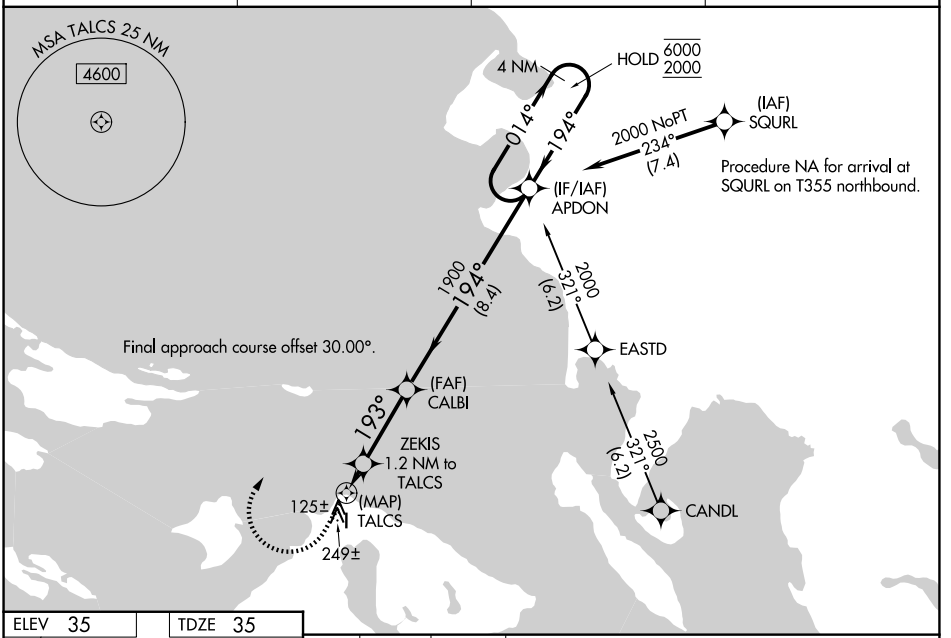
RNAV (GPS) RWY 16
ORCAS ISLAND (ORS)

RNP APCH - GPS.

Rwy 16 helicopter visibility reduction below ¾ SM NA. Circling Rwy 34 NA at night. When local altimeter setting not received, use FHR altimeter setting and increase all MDAs 40 feet.

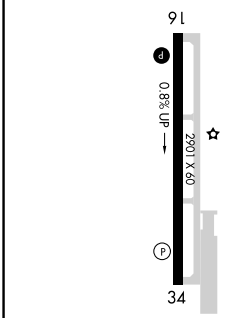
MISSED APPROACH: Climb to 440 then climbing right turn to 2000 direct APDON and hold.
*Missed approach requires minimum climb of 228 feet per NM to 700.
#Missed approach requires minimum climb of 290 feet per NM to 880.

AWOS-3P	WHIDBEY APP CON	VICTORIA APP CON	CTAF
135.425	118.2 285.65 (S)	132.7 (N)	128.25 L

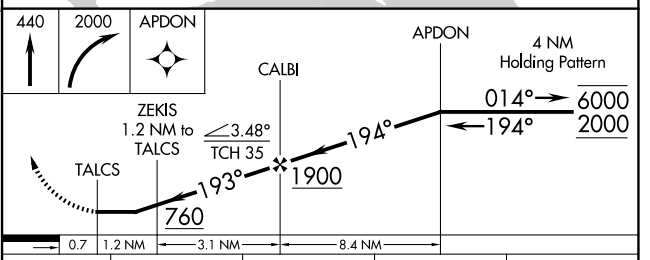


ELEV 35 | TDZE 35

193°



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



CATEGORY	A	B	C	D
LP MDA*	380-1 345 (400-1)		NA	
LP MDA	440-1 405 (500-1)		NA	
LNAV MDA#	500-1 465 (500-1)		NA	
LNAV MDA	600-1 565 (600-1)		NA	
CIRCLING	1060-1¼ 1025 (1100-1¼)	1840-1½ 1805 (1900-1½)	NA	

EASTSOUND, WASHINGTON
Amdt 3 27NOV25

48°43'N-122°55'W

ORCAS ISLAND (ORS)
RNAV (GPS) RWY 16

NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	2901
CH 99538	327°	TDZE	35
W34A		Apt Elev	35

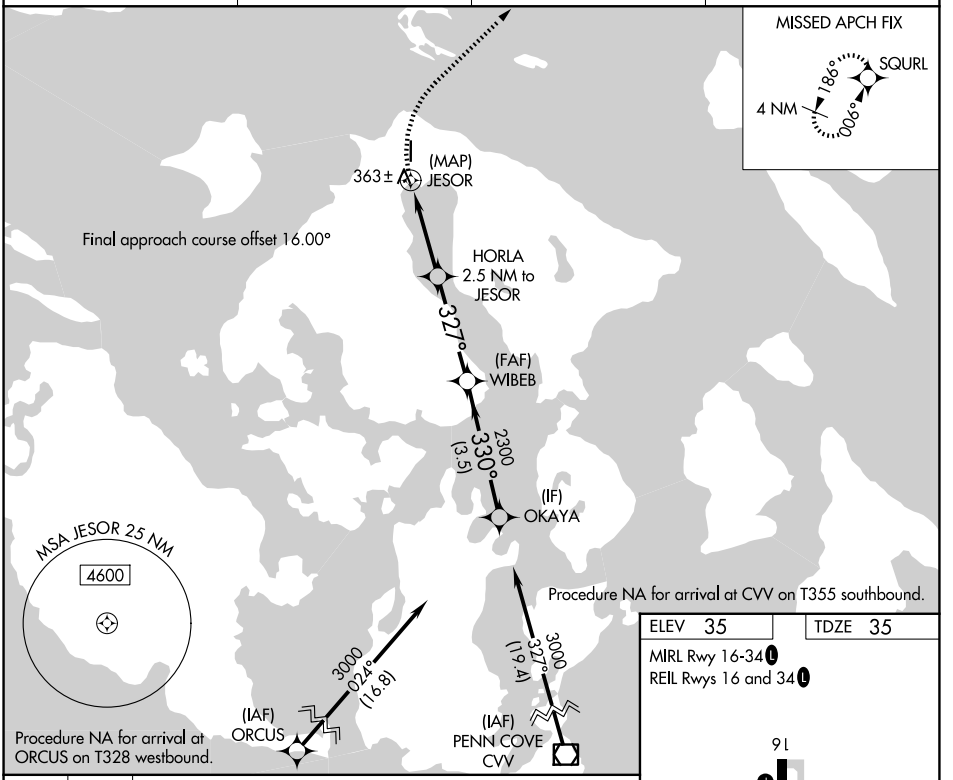
RNAV (GPS) RWY 34
ORCAS ISLAND (ORS)

RNP APCH - GPS.

Rwy 34 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 34 NA at night, Circling Rwy 34 NA at night. When local altimeter setting not received, use FHR altimeter setting and increase all MDAs 40 feet and LP Cat B visibility ¼ mile.

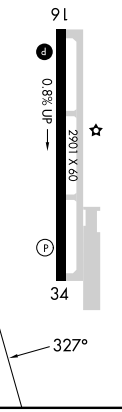
MISSED APPROACH: Climbing right turn to 2000 direct SQURL and hold.

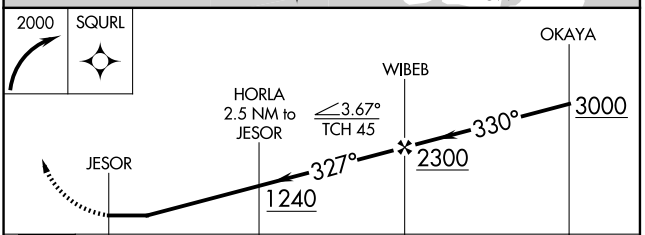
AWOS-3P	WHIDBEY APP CON	VICTORIA APP CON	CTAF
135.425	118.2 285.65 (S)	132.7 (N)	128.25 L



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	
CIRCLING	1060-1¼ 1025 (1100-1¼)	1840-1½ 1805 (1900-1½)	NA	

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

EASTSOUND, WASHINGTON

AL-10384 (FAA)

25331

RNAV (GPS)-A

ORCAS ISLAND (ORS)

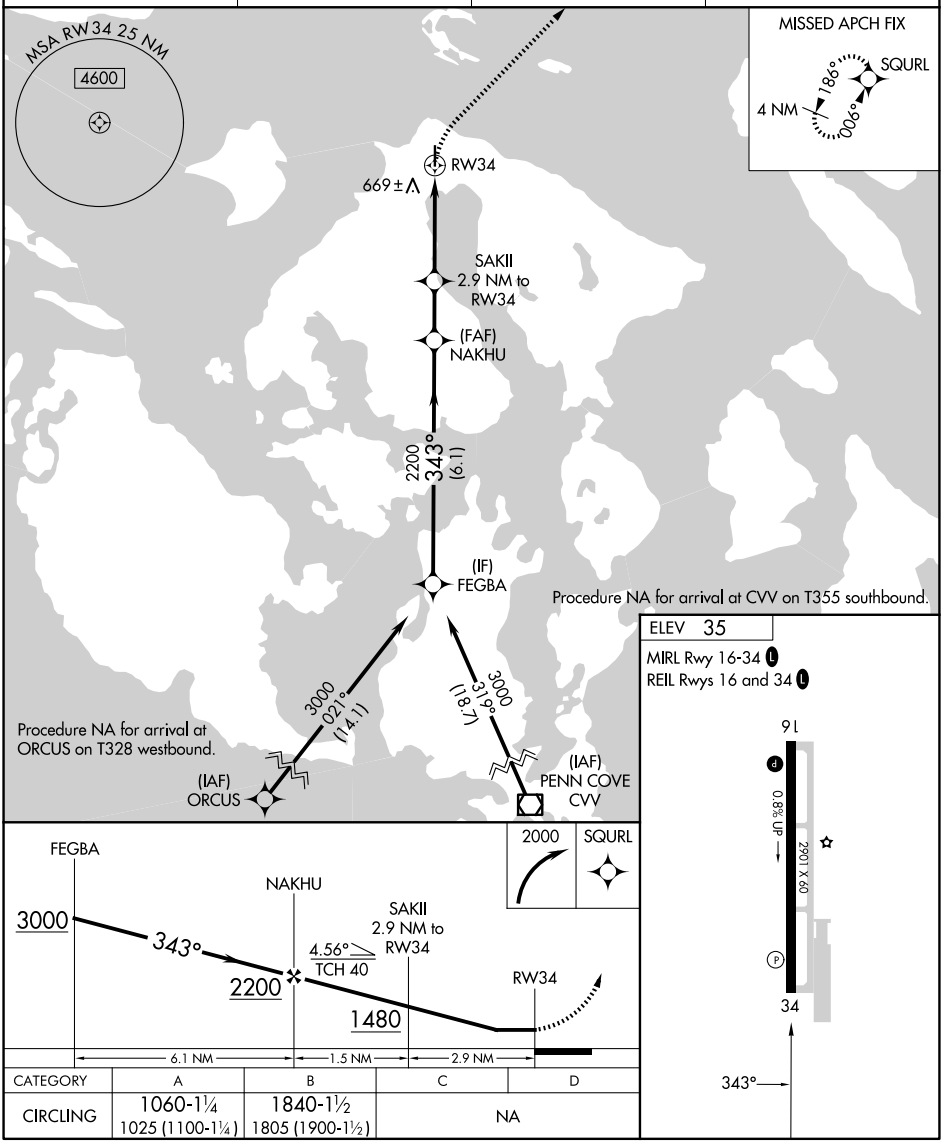
APP CRS	Rwy Ldg	N/A
343°	TDZE	N/A
	Apt Elev	35

RNP APCH - GPS.

Rwy 34 helicopter visibility reduction below 1 SM NA. Circling Rwy 34 NA at night. Rwy 16 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use FHR altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 2000 direct SQURL and hold.

AWOS-3P	WHIDBEY APP CON	VICTORIA APP CON	CTAF
135.425	118.2 285.65 (S)	132.7 (N)	128.25 (L)



CATEGORY	A	B	C	D
CIRCLING	1060-1¼ 1025 (1100-1¼)	1840-1½ 1805 (1900-1½)	NA	

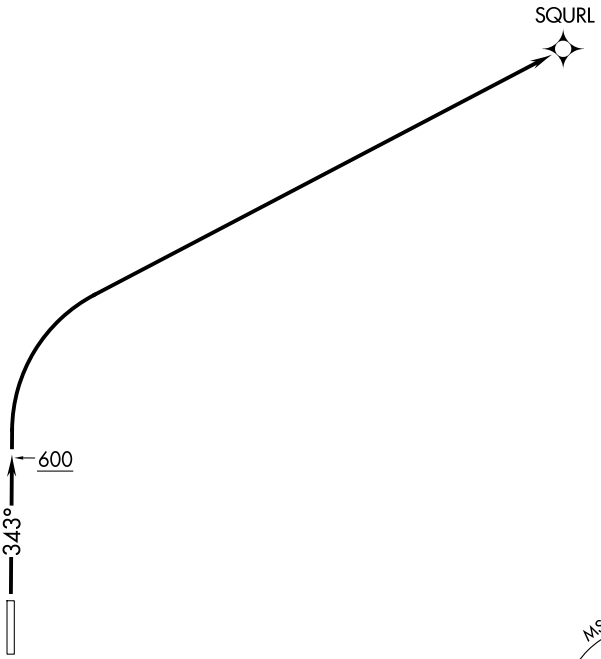
NW-1, 03 SEP 2026 to 29 OCT 2026

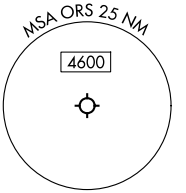
NW-1, 03 SEP 2026 to 29 OCT 2026

SQURL TWO DEPARTURE (OBSTACLE) (RNAV)

RNAV 1- GPS.

WHIDBEY DEP CON
118.2 285.65 (S)
VICTORIA DEP CON
132.7 (N)
AWOS-3P
135.425
CTAF
128.25





TAKEOFF MINIMUMS

Rwy 34: Standard with minimum climb of 215'/NM to 600.

TAKEOFF OBSTACLE NOTES

Rwy 34: Tree, sign, vehicles on road, wind indicator, fence beginning 2' from DER, 111' right of centerline, up to 18' AGL/31' MSL.
Tree, fence beginning 17' from DER, 155' left of centerline, up to 17' MSL.
Vehicles on road, beginning 25' from DER, 422' left of centerline, up to 22' MSL.
Trees beginning 188' from DER, 427' left of centerline, up to 56' AGL/64' MSL.
Trees beginning 201' from DER, 266' left of centerline, up to 68' MSL.
Tree, vehicles on road, building beginning 271' from DER, 2' left of centerline, up to 64' AGL/71' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34: Climb on heading 343° to 600, then climbing right turn direct SQURL.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(FEGBA3.FEGBA) 25163

FEGBA THREE DEPARTURE (RNAV)

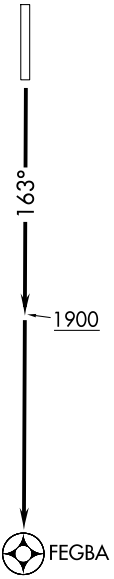
AL-10384 (FAA)

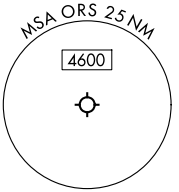
ORCAS ISLAND (ORS)
EASTSOUND, WASHINGTON

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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 13

EKALAKA (97M)

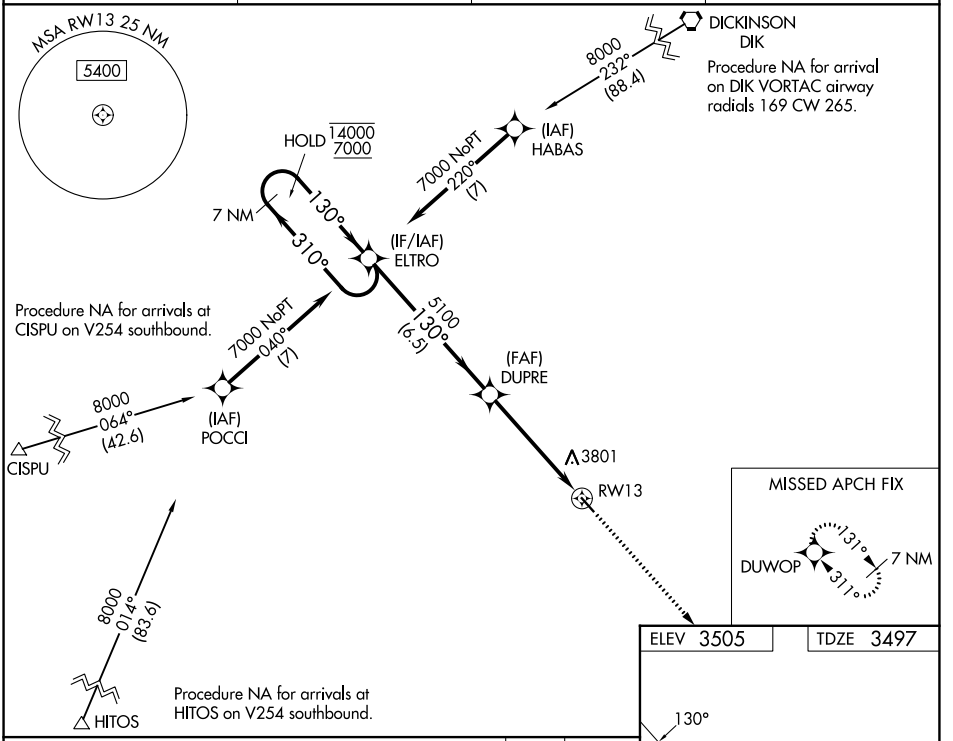
WAAS CH 77747 W13A	APP CRS 130°	Rwy Ldg 3798 TDZE 3497 Apt Elev 3505

RNP APCH - GPS.

T A NA Baro-VNAV NA. Use BHK altimeter setting; when not received, use BWW altimeter setting and increase LPV DA to 3967 feet and all visibilities ¼ SM, increase LNAV/VNAV DA to 4320 feet; increase all MDAs 60 feet.

MISSED APPROACH: Climb to 7000 direct DUWOP and hold, continue climb-in-hold to 7000.

AWOS-3PT	BHK ASOS	SALT LAKE CENTER	CTAF
118.1	135.475	126.85 305.2	122.9 L



CATEGORY	A	B	C	D
LPV DA	3907-1⅛ 410 (500-1⅛)			
LNAV/VNAV DA	4260-2½ 763 (800-2½)			
LNAV MDA	4260-1 763 (800-1)	4260-1¼ 763 (800-1¼)	4260-2½ 763 (800-2½)	

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

EKALAKA, MONTANA | AL-10497 (FAA) | 26190

RNAV (GPS) RWY 31

EKALAKA (97M)

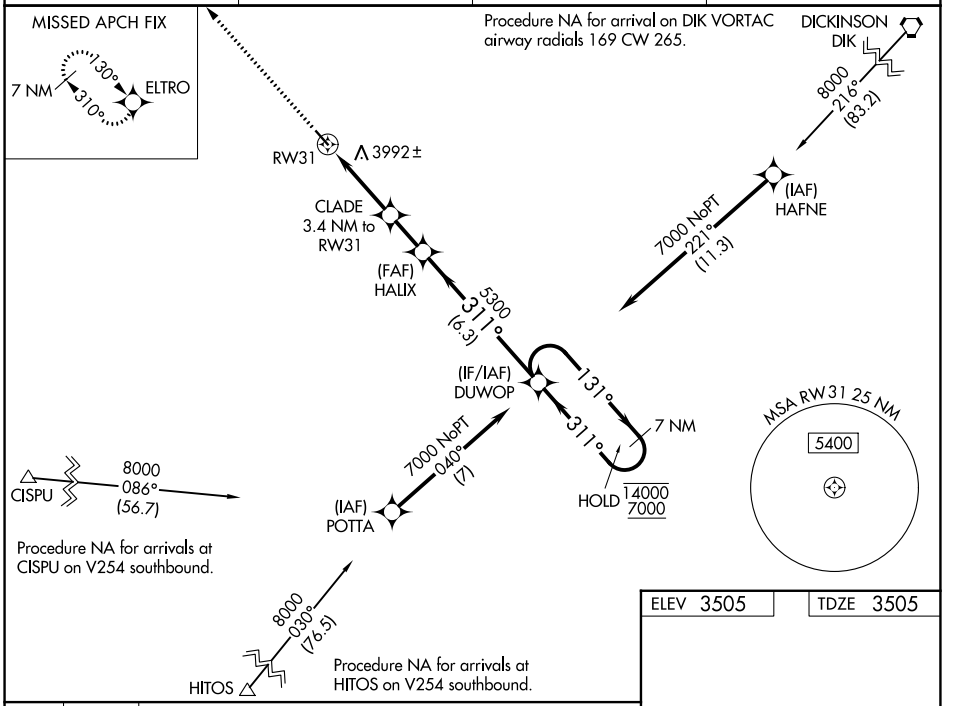
WAAS	APP CRS		
CH **82047**	**311°**	Rwy Ldg	**3798**
W31A		TDZE	**3505**
		Apt Elev	**3505**

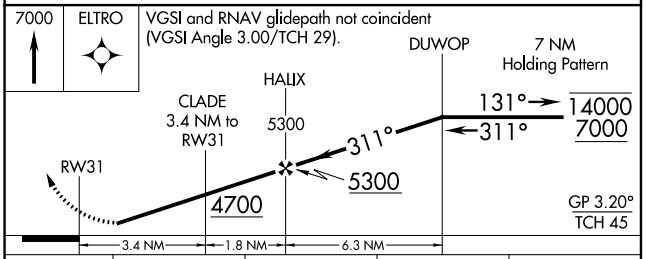
RNP APCH - GPS.

T A NA Baro-VNAV NA. Rwy 31 helicopter visibility reduction below ¾ SM NA. Use BHK altimeter setting; when not received, use BWW altimeter setting and increase LPV DA to 3960 feet and all visibilities ¼ SM, increase LNAV/VNAV DA to 4460 feet; increase all MDAs 60 feet and LNAV visibility Cat B/C/D ½ SM.

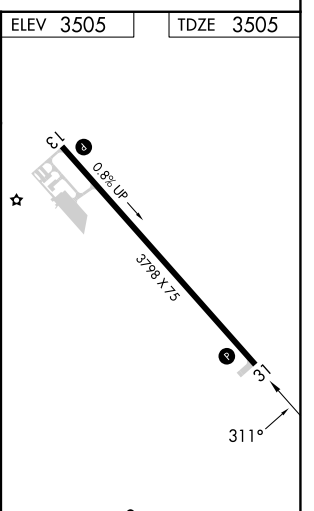
MISSED APPROACH: Climb to 7000 direct ELTRO and hold, continue climb-in-hold to 7000.

AWOS-3PT	BHK ASOS	SALT LAKE CENTER	CTAF
118.1	**135.475**	**126.85 305.2**	**122.9** L





CATEGORY	A	B	C	D
LPV DA	3900-1⅛ 395 (400-1⅛)			
LNAV/VNAV DA	4400-2½ 895 (900-2½)			
LNAV MDA	4400-1¼ 895 (900-1¼)	4400-1½ 895 (900-1½)	4400-3 895 (900-3)	



EKALAKA, MONTANA
Orig 02OCT25

45°53′N-104°32′W

EKALAKA (97M)

RNAV (GPS) RWY 31

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 22

GRAND COULEE DAM (3W7)

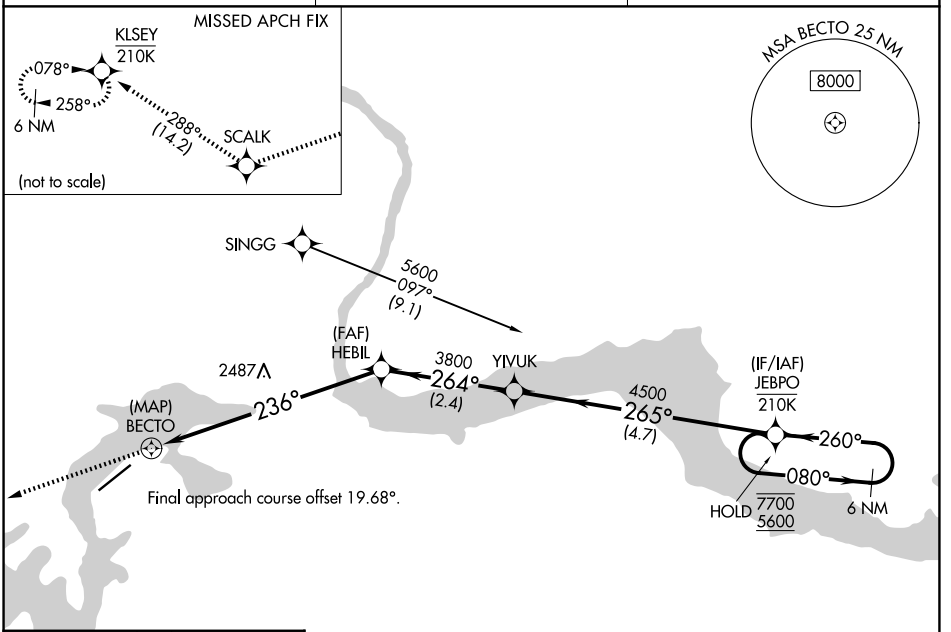
APP CRS	Rwy Ldg	4203
236°	TDZE	1593
	Apt Elev	1593

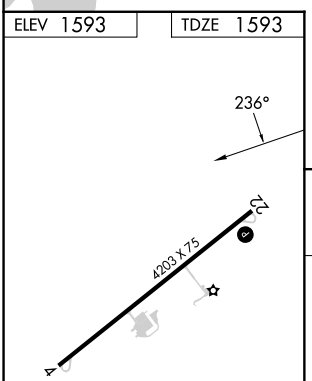
RNP APCH - GPS.

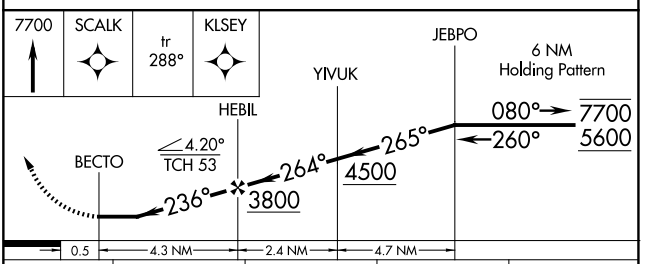
Rwy 22 helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use 2S8 altimeter setting and increase all MDAs 120 feet. Circling NA northwest of Rwy 4-22.

MISSED APPROACH: Climb to 7700 direct SCALK and on track 288° to KLSEY and hold, continue climb-in-hold to 7700.

AWOS-3PT	SEATTLE CENTER	CTAF
128.325	126.1 291.6	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	2840-1¼ 1247 (1300-1¼)	2840-1½ 1247 (1300-1½)	NA	
CIRCLING	2840-1¼ 1247 (1300-1¼)	2860-2¼ 1267 (1300-2¼)	NA	

REIL Rwy 22 (L)
MIRL Rwy 4-22 (L)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ELECTRIC CITY, WASHINGTON | AL-10531 (FAA) | 25275

WAAS	APP CRS	Rwy Ldg	4203
CH 58346	236°	TDZE	1593
W22A		Apt Elev	1593

RNAV (GPS) Z RWY 22

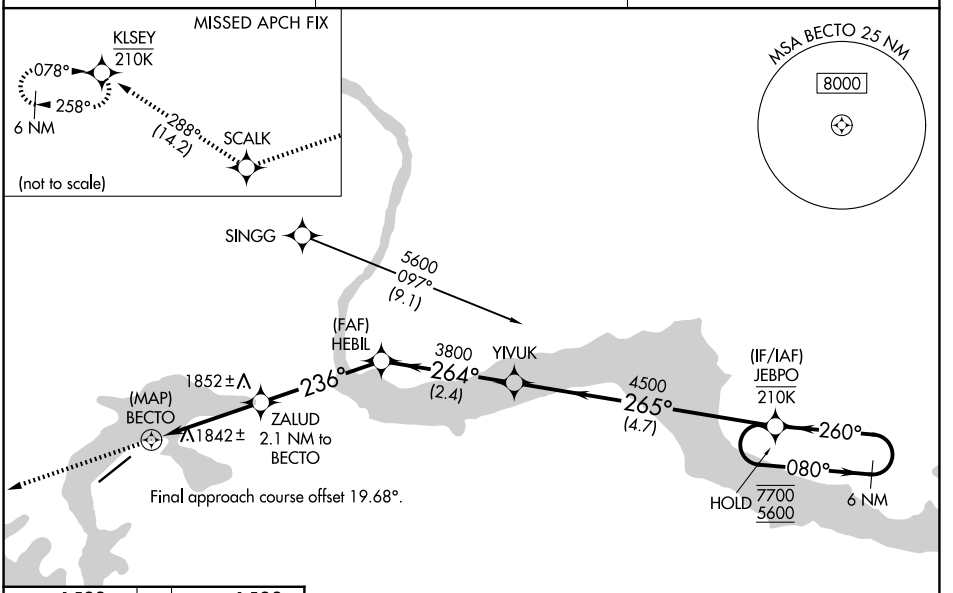
GRAND COULEE DAM (3W7)

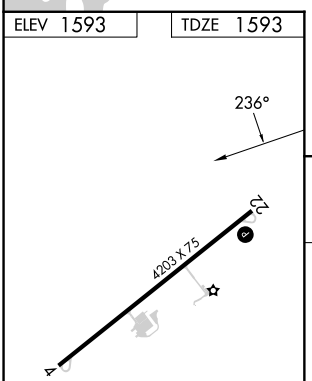
RNP APCH - GPS.

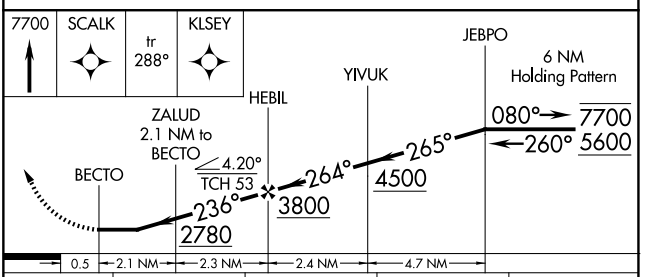
Rwy 22 helicopter visibility reduction below 1 SM NA. Circling NA at night. Straight-in Rwy 22 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. When local altimeter setting not received, use 2S8 altimeter setting and increase all MDAs 120 feet and LP Cat B visibility ¼ SM. Circling NA northwest of Rwy 4-22.

MISSED APPROACH: Climb to 7700 direct SCALK and on track 288° to KLSEY and hold, continue climb-in-hold to 7700.

AWOS-3PT	SEATTLE CENTER	CTAF
128.325	126.1 291.6	122.9 L







CATEGORY	A	B	C	D
LP MDA	2240-1	647 (700-1)	NA	
CIRCLING	2240-1 647 (700-1)	2860-2¼ 1267 (1300-2¼)	NA	

REIL Rwy 22 L
MIRL Rwy 4-22 L

ELECTRIC CITY, WASHINGTON
Orig 02OCT25

47°55'N-119°05'W

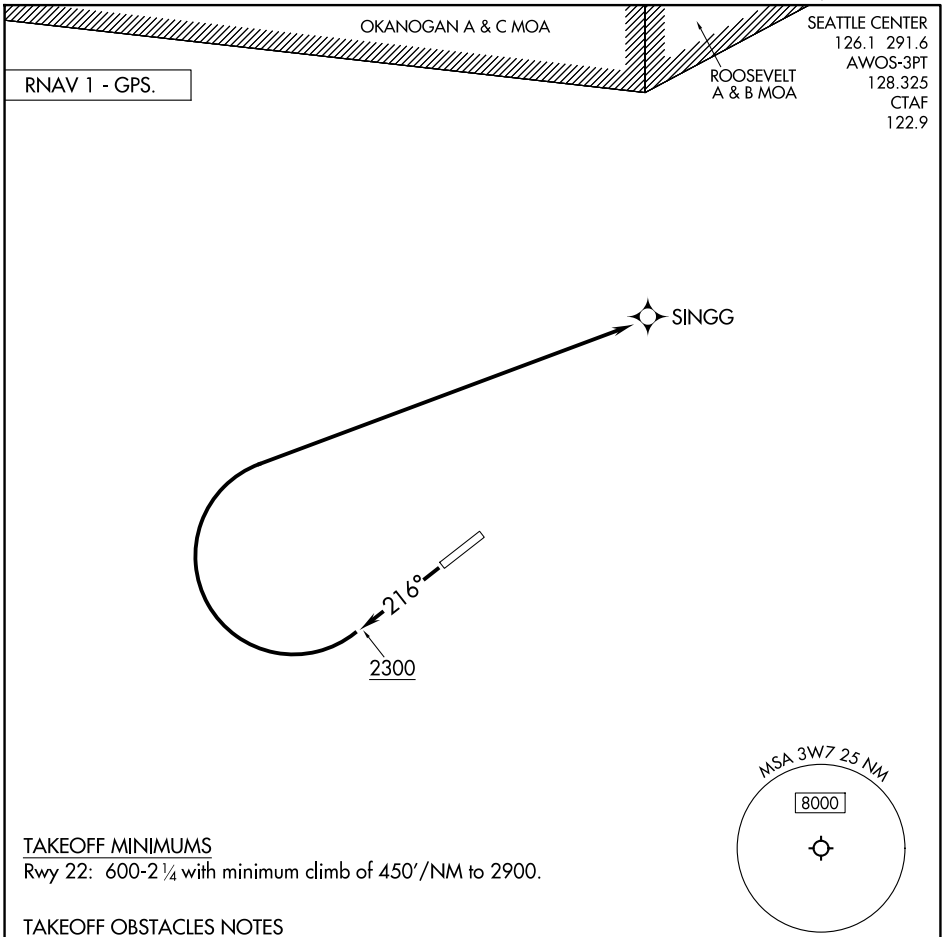
GRAND COULEE DAM (3W7)

RNAV (GPS) Z RWY 22

NW-1, 03 SEP 2026 to 29 OCT 2026

SINGG ONE DEPARTURE (OBSTACLE) (RNAV)

GRAND COULEE DAM (3W7)
ELECTRIC CITY, WASHINGTON



NW-1, 03 SEP 2026 to 29 OCT 2026

TAKEOFF MINIMUMS

Rwy 22: 600-2¼ with minimum climb of 450'/NM to 2900.

TAKEOFF OBSTACLES NOTES

Rwy 22: Terrain 15' from DER, 173' left of centerline, 1590' MSL.
Vehicle on road beginning 48' from DER, 498' left of centerline, up to 1593' MSL.
Tree 113' from DER, 118' right of centerline, 23' AGL/1597' MSL.
Tree 342' from DER, 444' left of centerline, 44' AGL/1622' MSL.
Tree 397 from DER, 191' right of centerline, 57' AGL/1632' MSL.
Trees beginning 415' from DER, 383' left of centerline, up to 44' AGL/1624' MSL.
Rising terrain 1.4 NM from DER, 138' left of centerline, 2064' MSL.
Rising terrain 1.5 NM from DER, 9' right of centerline, 2094' MSL.
Rising terrain beginning 1.5 NM from DER, 112' left of centerline, up to 2103' MSL.
Tree 1.6 NM from DER, 38' right of centerline, 63' AGL/2099' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 22: Climb on heading 216° to 2300, then climbing right turn direct to cross SINGG at or above MEA/MCA for route of flight.

ELLENSBURG, WASHINGTON | AL-130 (FAA) | 26134

APP CRS	Rwy Ldg	4300
297°	TDZE	1759
	Apt Elev	1764

RNAV (GPS) RWY 29

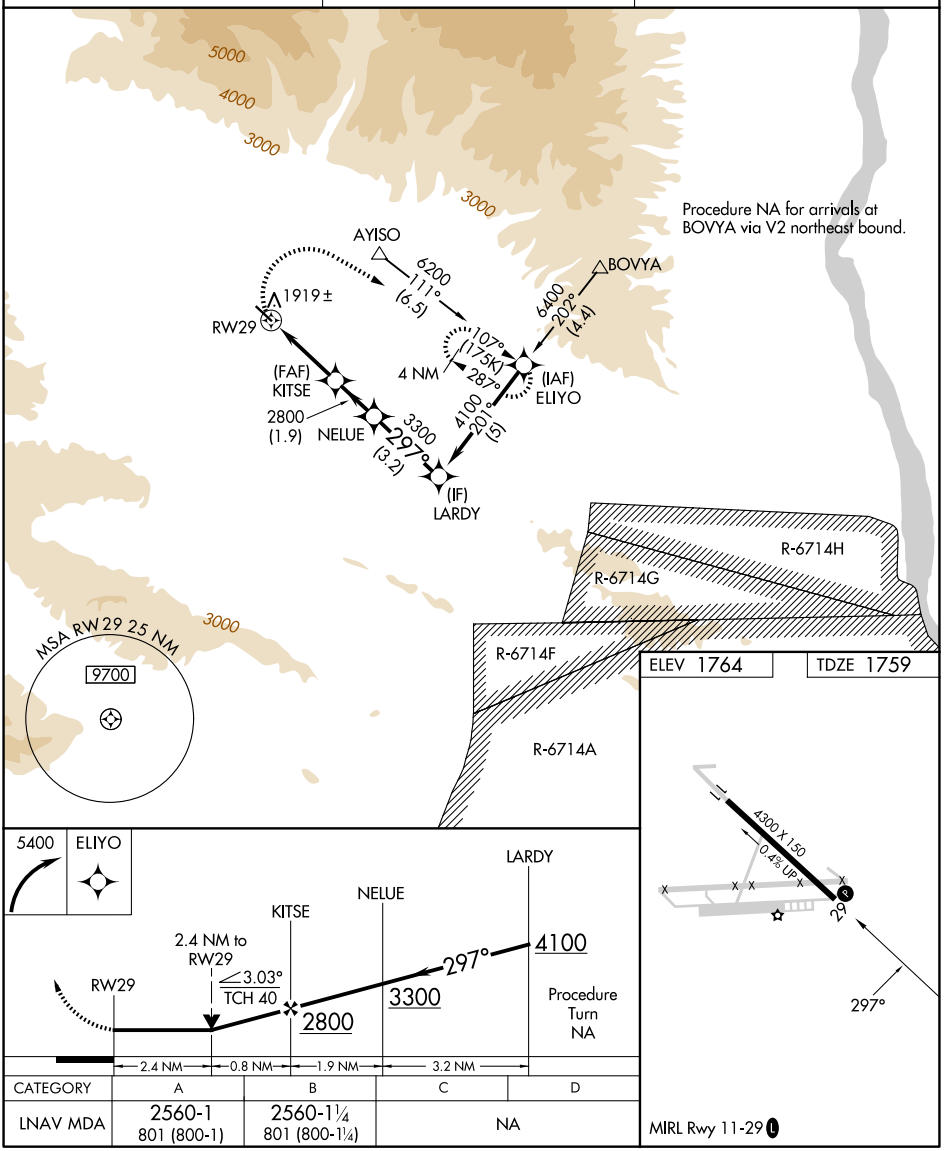
BOWERS FLD (ELN)

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	

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

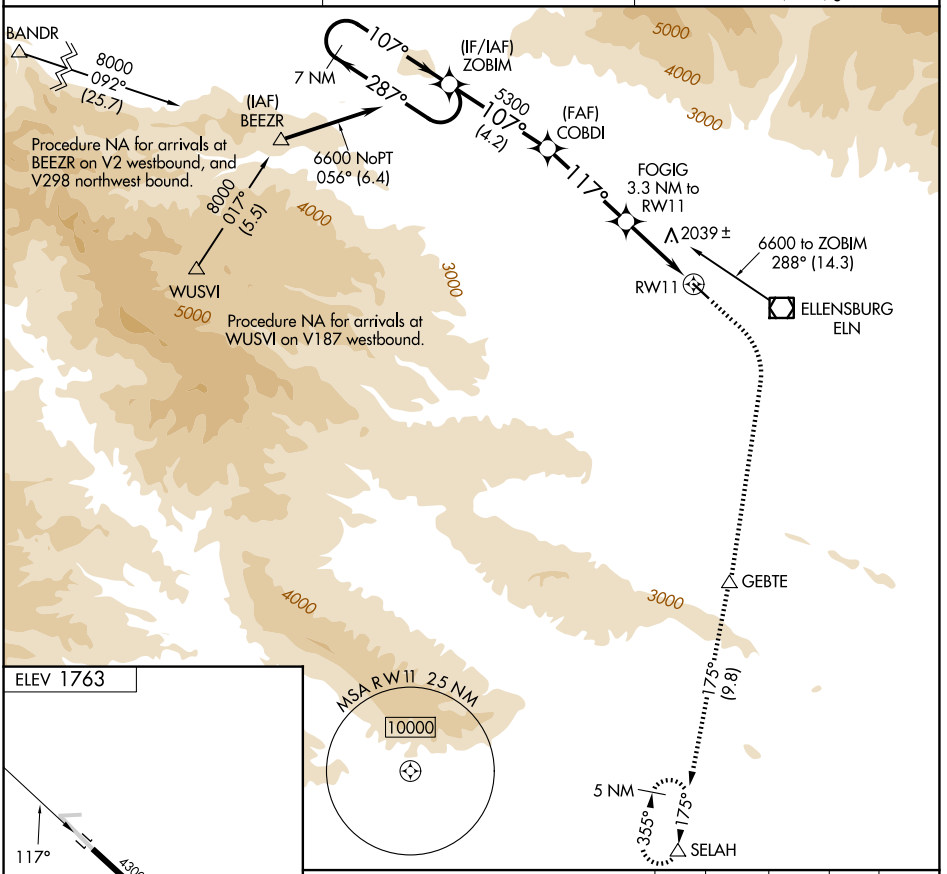
APP CRS	Rwy Ldg	N/A
117°	TDZE	N/A
	Apt Elev	1763

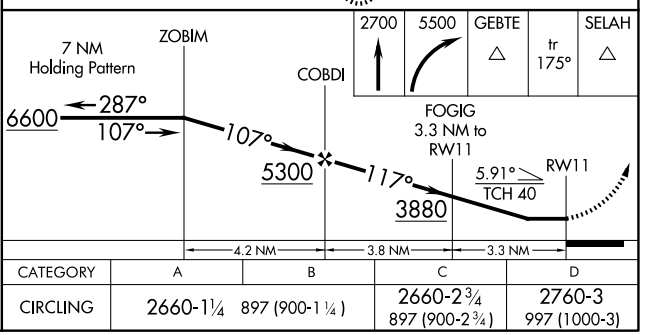
RNAV (GPS)-C
BOWERS FLD (ELN)

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)





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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ELLENSBURG, WASHINGTON | AL-130 (FAA) | 26134

VOR-A

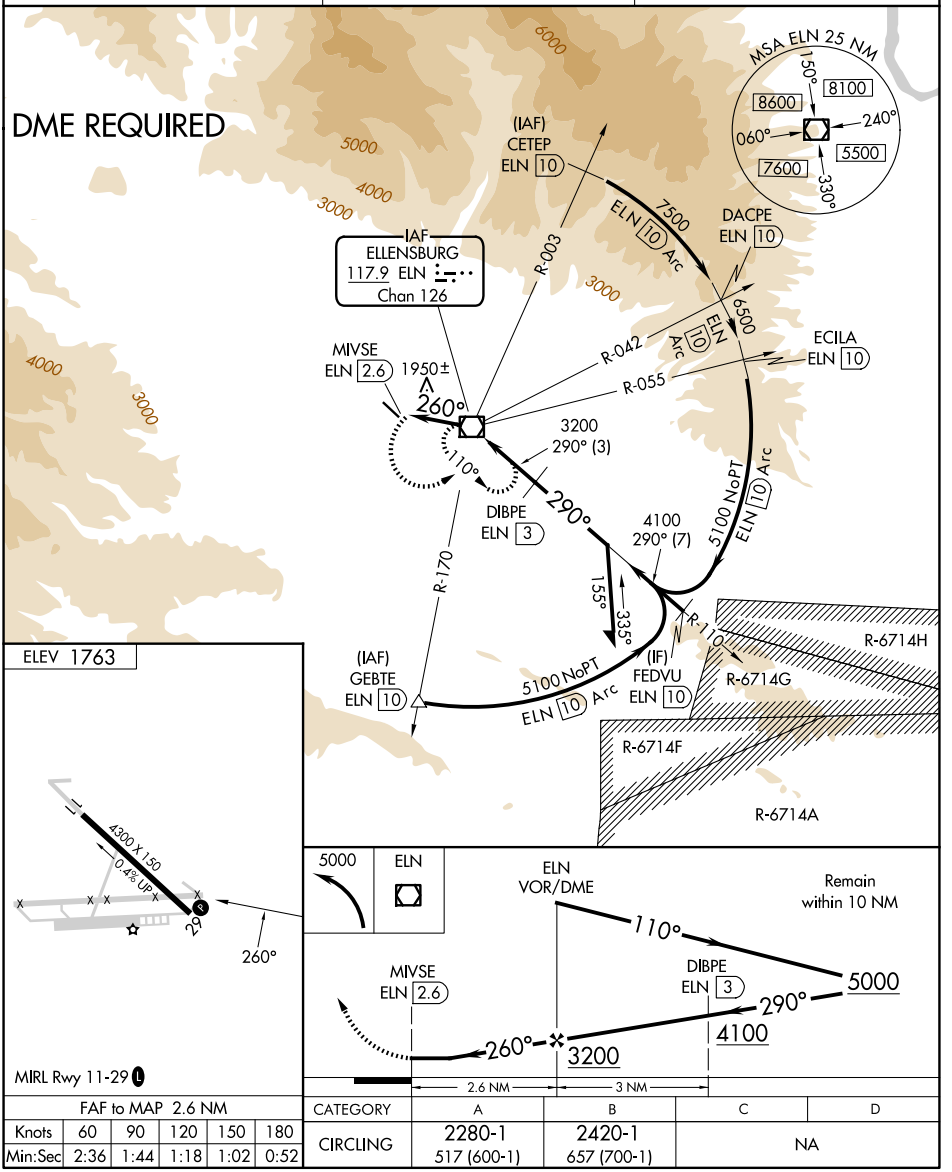
BOWERS FLD (ELN)

VOR/DME ELN	APP CRS	Rwy Ldg	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	2280-1 517 (600-1)	2420-1 657 (700-1)	NA	

ELLENSBURG, WASHINGTON
Amdt 3C 15JUL21

47°02'N-120°32'W

BOWERS FLD (ELN)
VOR-A

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

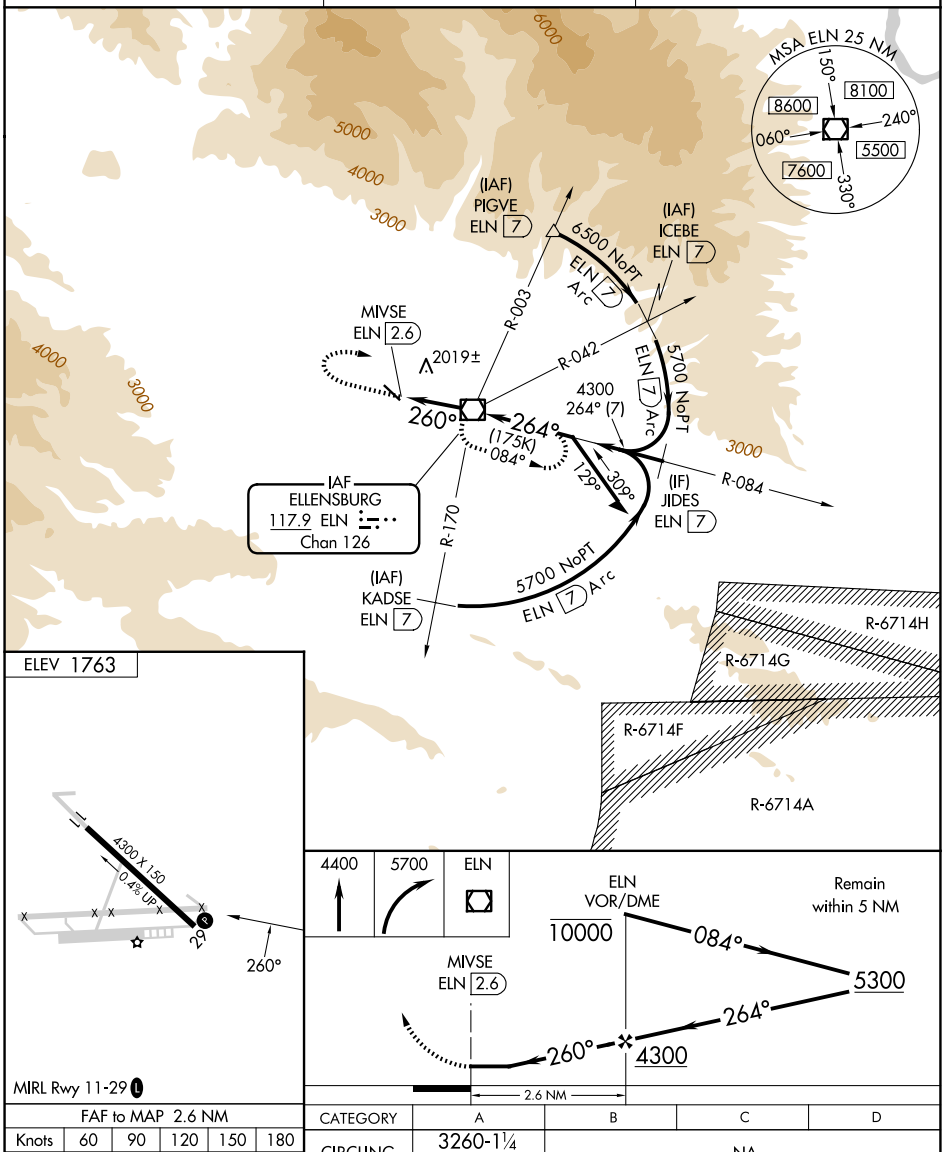
VOR/DME ELN	APP CRS	Rwy Ldg	N/A
117.9	260°	TDZE	N/A
Chan 126		Apt Elev	1763

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
CIRCLING	3260-1¼ 1497 (1500-1¼)	NA		

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ENNIS, MONTANA | AL-9491 (FAA) | 26022

RNAV (GPS) RWY 16

ENNIS BIG SKY (EKS)

WAAS	APP CRS	Rwy Ldg	7600
CH 65735	165°	TDZE	5433
W16A		Apt Elev	5433

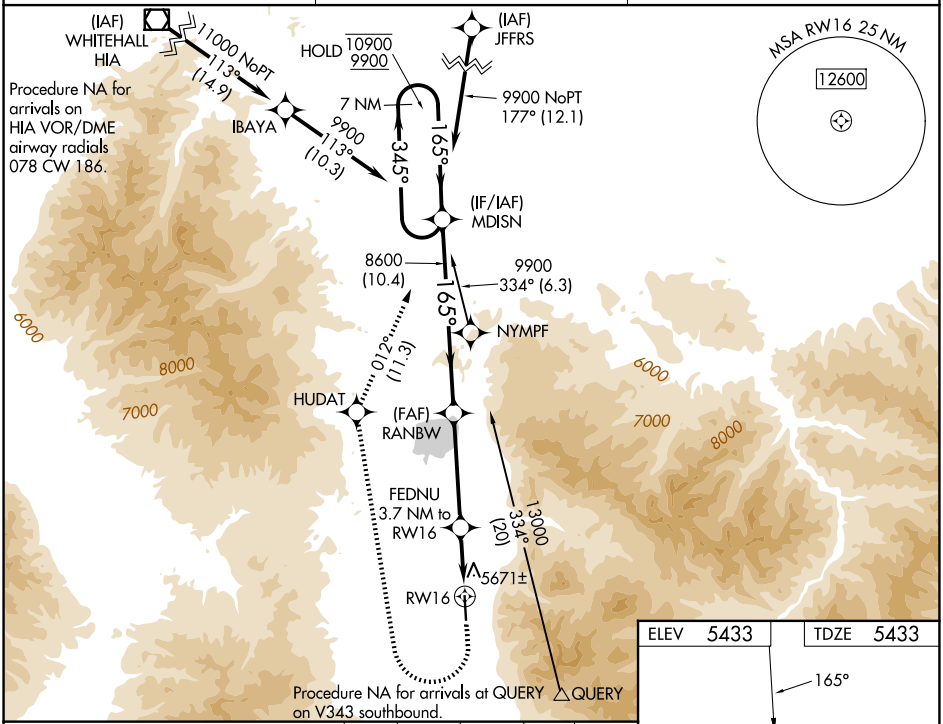
RNP APCH-GPS.

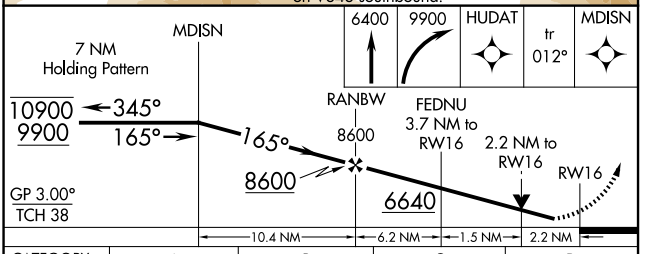
Circling NA east of Rwy 16-34. Rwy 16 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.

-24°C

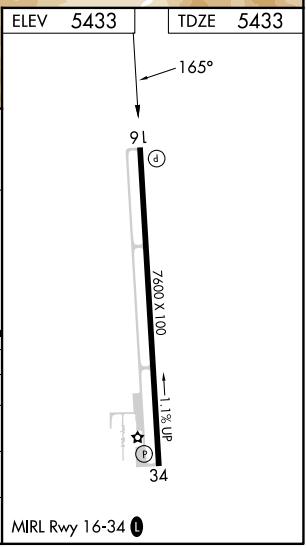
MISSED APPROACH: (Do not exceed 185K until MDISN) Climb to 6400 then climbing right turn to 9900 direct HUDAT and on track 012° to MDISN and hold.

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)	
CIRCLING	6160-1 727 (800-1)	6160-1¼ 727 (800-1¼)	6160-2 727 (800-2)	6160-2¼ 727 (800-2¼)



NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 34

ENNIS BIG SKY (EKS)

WAAS	APP CRS	Rwy Ldg	7600
CH 45539	345°	TDZE	5370
W34A		Apt Elev	5433

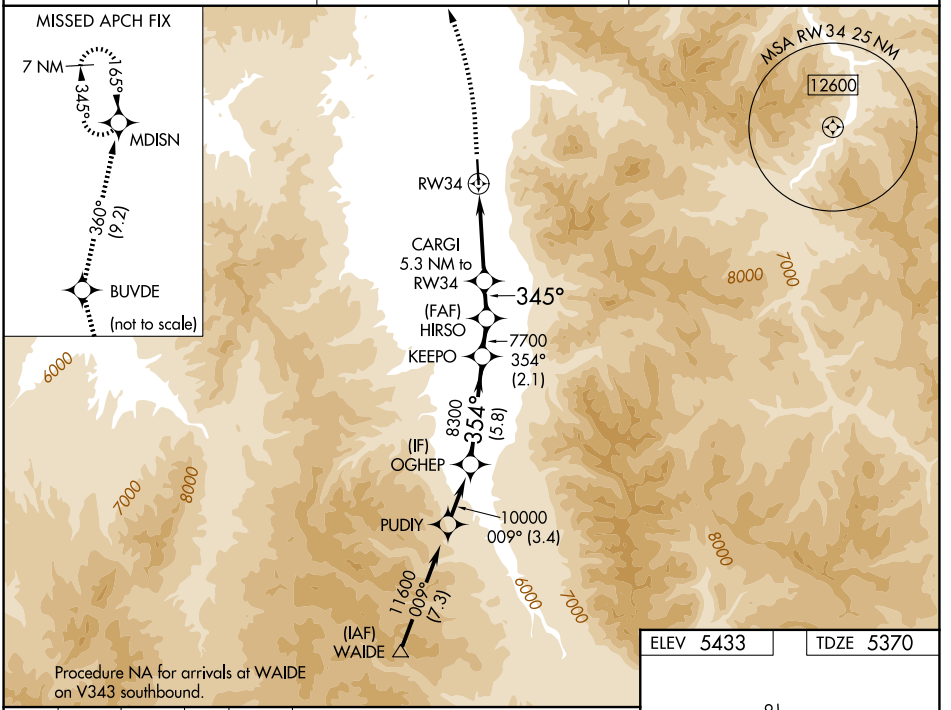
RNP APCH-GPS.

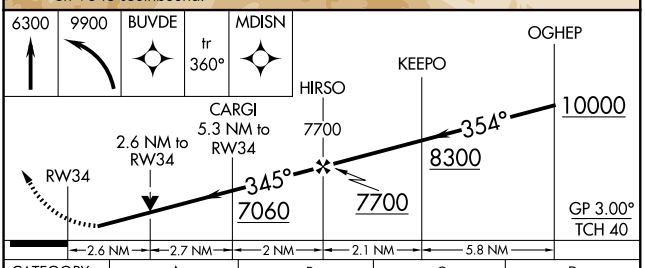
T A -24°C

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.

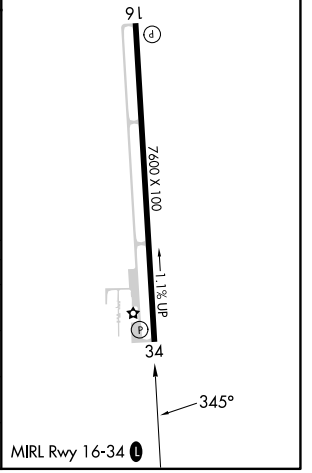
AWOS-3P	BIG SKY APP CON *	UNICOM
119.85	118.975 226.675	122.8 (CTAF) L





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)	
CIRCLING	6220-1 787 (800-1)	6220-1¼ 787 (800-1¼)	6220-2½ 787 (800-2½)	

ELEV 5433 TDZE 5370



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

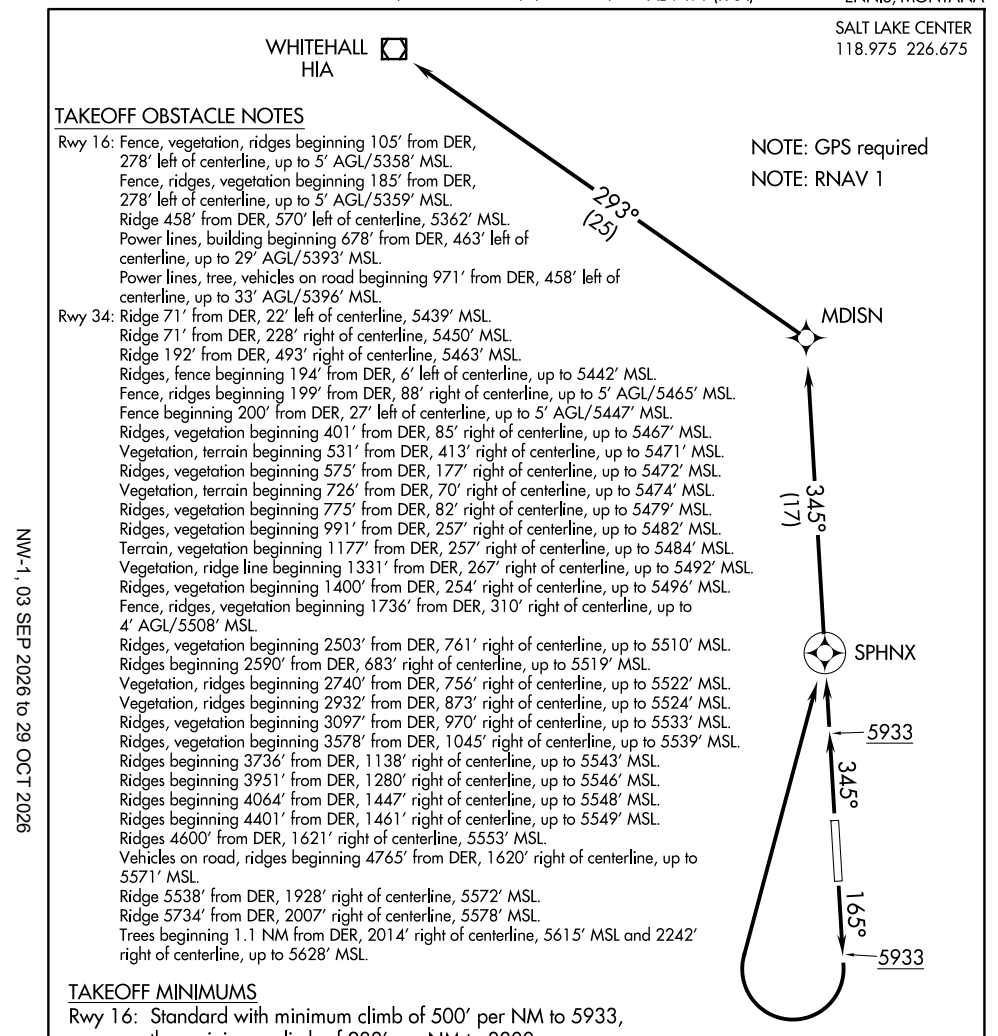
(ENNIS2.ENNIS) 21168

ENNIS TWO DEPARTURE (OBSTACLE) (RNAV)

AL-9491 (FAA)

ENNIS BIG SKY (EKS)
ENNIS, MONTANA

NW-1, 03 SEP 2026 to 29 OCT 2026



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.

WAAS CH 50208 W03A	APP CRS 027°	Rwy Ldg 5500 TDZE 1269 Apt Elev 1276

RNAV (GPS) RWY 3

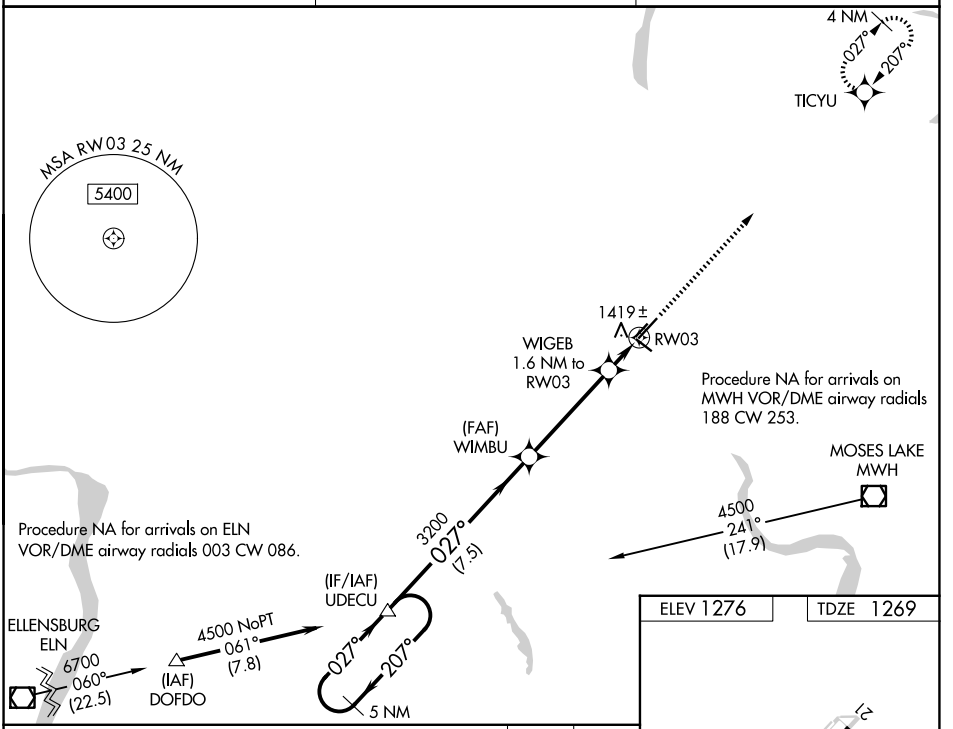
EPHRATA MUNI (EPH)

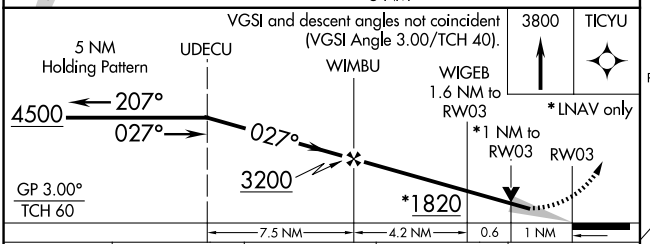
RNP APCH.

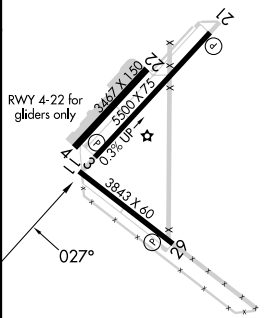
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. VDP and Baro-VNAV NA when using Moses Lake/Grant County Intl altimeter setting. When local altimeter setting not received, use Moses Lake/Grant County Intl altimeter setting and increase all DA/MDA 40 feet and LNAV Cat C and 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)	

REIL Rwys 3, 11, 21 and 29 L
MIRL Rwys 11-29 and 3-21 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

EPHRATA, WASHINGTON AL-138 (FAA) 25191

RNAV (GPS) RWY 21

EPHRATA MUNI (EPH)

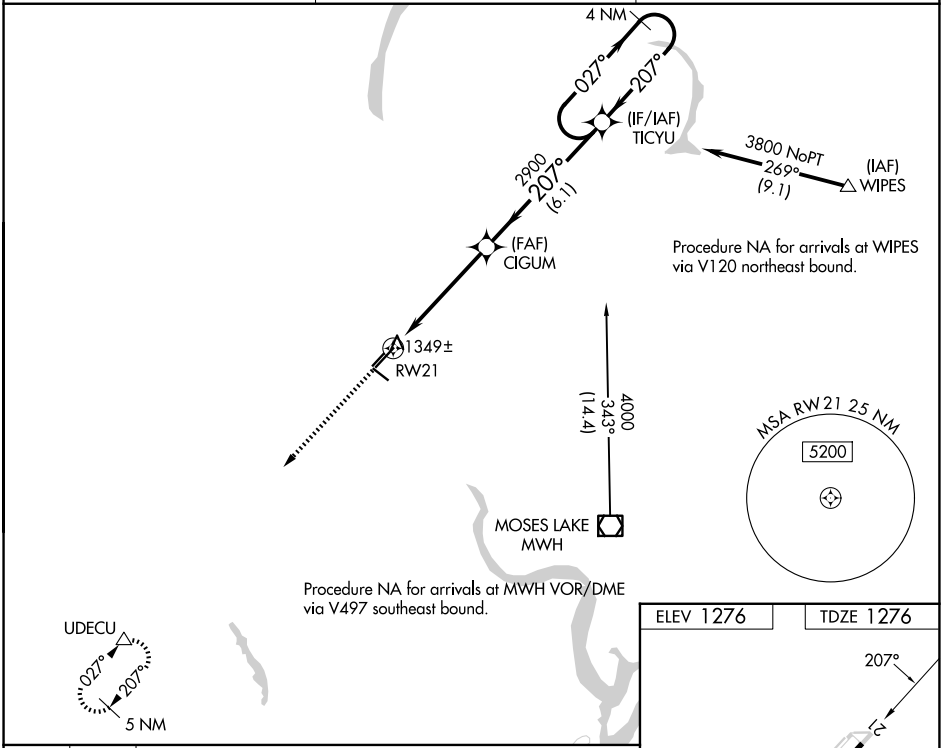
WAAS CH 82308 W21A	APP CRS 207°	Rwy Ldg 5500 / TDZE 1276 / Apt Elev 1276

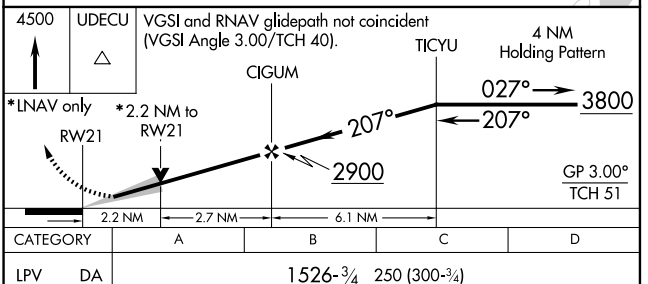
RNP APCH.

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.

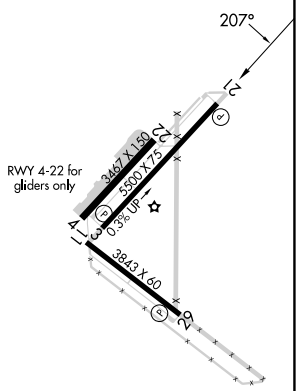
ASOS	GRANT COUNTY APP CON *	UNICOM
135.775	126.4 379.95	122.8 (CTAF) L





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)

ELEV 1276 TDZE 1276



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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

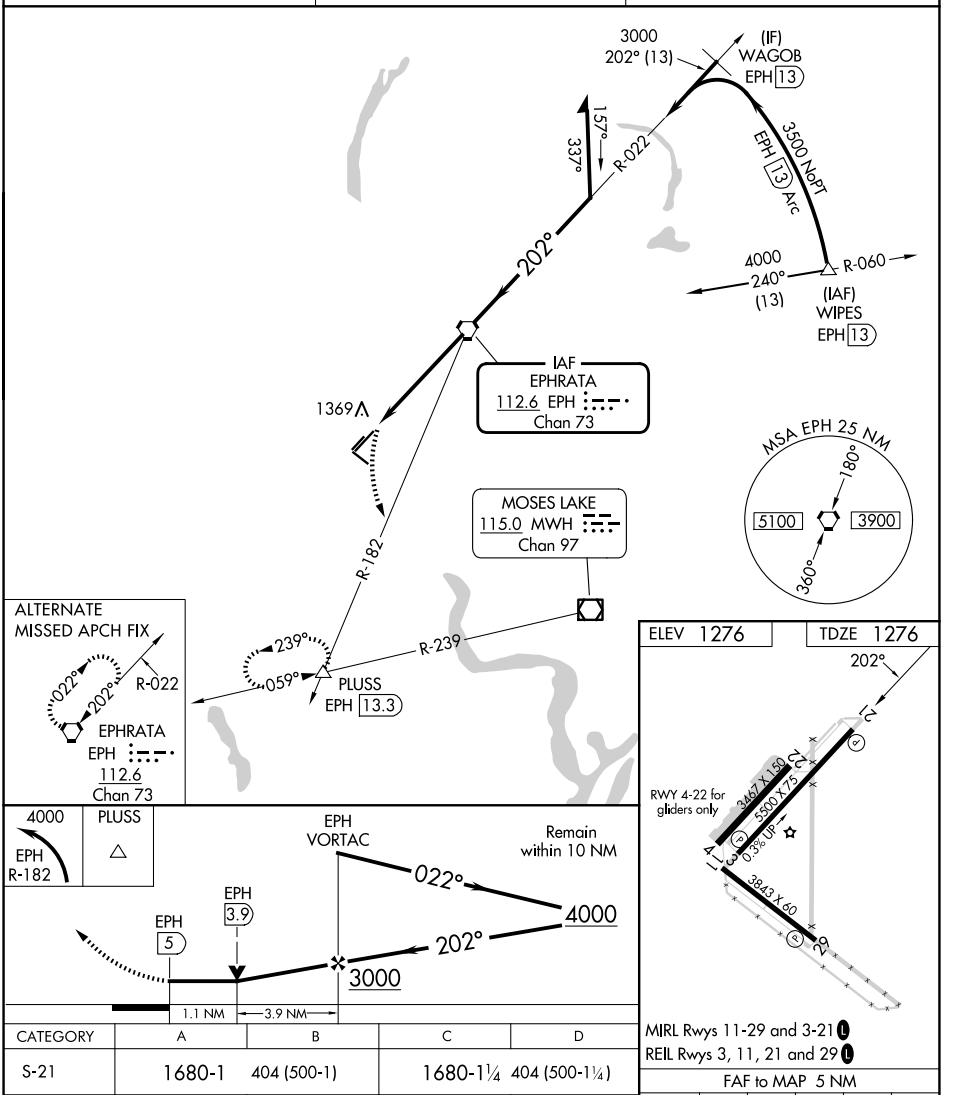
VORTAC EPH	APP CRS	Rwy Ldg	5500
112.6	202°	TDZE	1276
Chan 73		Apt Elev	1276

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	1740-1 464 (500-1)	1740-1 464 (500-1)	1780-1½ 504 (600-1½)	2500-3 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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

EUGENE, OREGON AL-140 (FAA) 25331

ILS or LOC RWY 16L
MAHLON SWEET FLD (EUG)

LOC/DME I-ADE	APP CRS	Rwy Ldg	6000
111.75	164°	TDZE	369
Chan 54 (Y)		Apt Elev	374

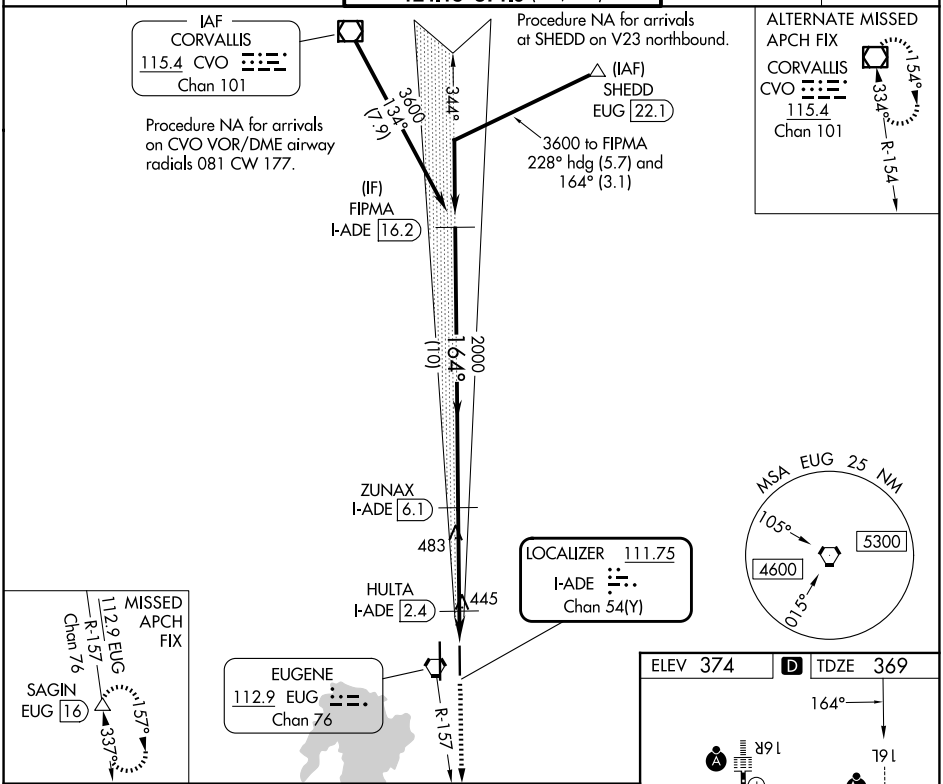
DME required.

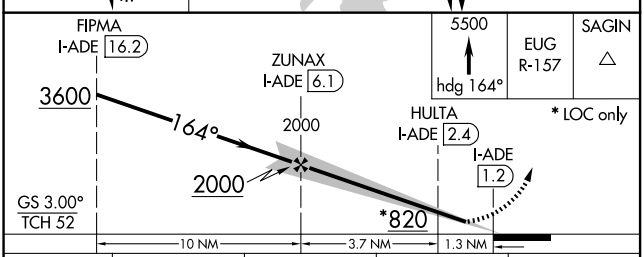
T A Simultaneous approach authorized.

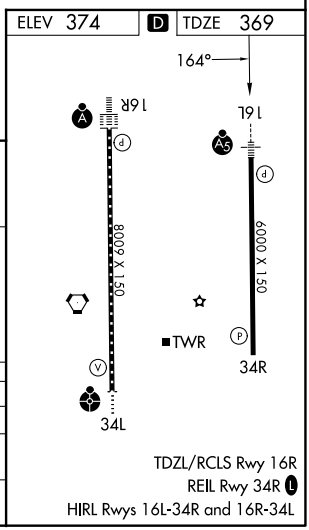
MALSR A5

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	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (16R/34L) 124.15 371.9 (16L/34R)	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)			
CIRCLING	820-1 446 (500-1)	840-1 466 (500-1)	1000-1¾ 626 (700-1¾)	1140-2½ 766 (800-2½)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

EUGENE, OREGON
Amdt 2A 13SEP18

44°07′N-123°13′W

MAHLON SWEET FLD (EUG)
ILS or LOC RWY 16L

ILS or LOC RWY 16R

MAHLON SWEET FLD (EUG)

LOC/DME I-EUG	APP CRS	Rwy Ldg	8009
110.1	164°	TDZE	364
Chan 38		Apt Elev	374

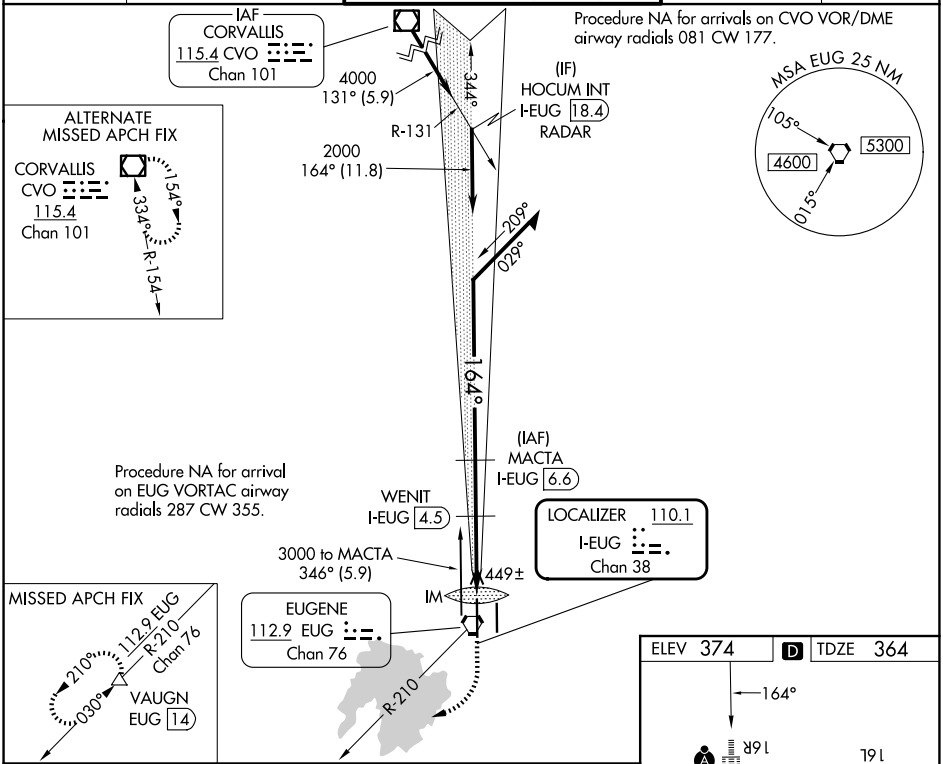
DME required.

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	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (16R/34L) 124.15 371.9 (16L/34R)	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)	
CIRCLING	820-1 446 (500-1)	840-1 466 (500-1)	1000-1¾ 626 (700-1¾)	1140-2½ 766 (800-2½)

TDZL/RCLS Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and 16R-34L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ILS RWY 16R (SA CAT I)

MAHLON SWEET FLD (EUG)

LOC/DME I-EUG	APP CRS	Rwy Ldg	8009
110.1	164°	TDZE	364
Chan 38		Apt Elev	374

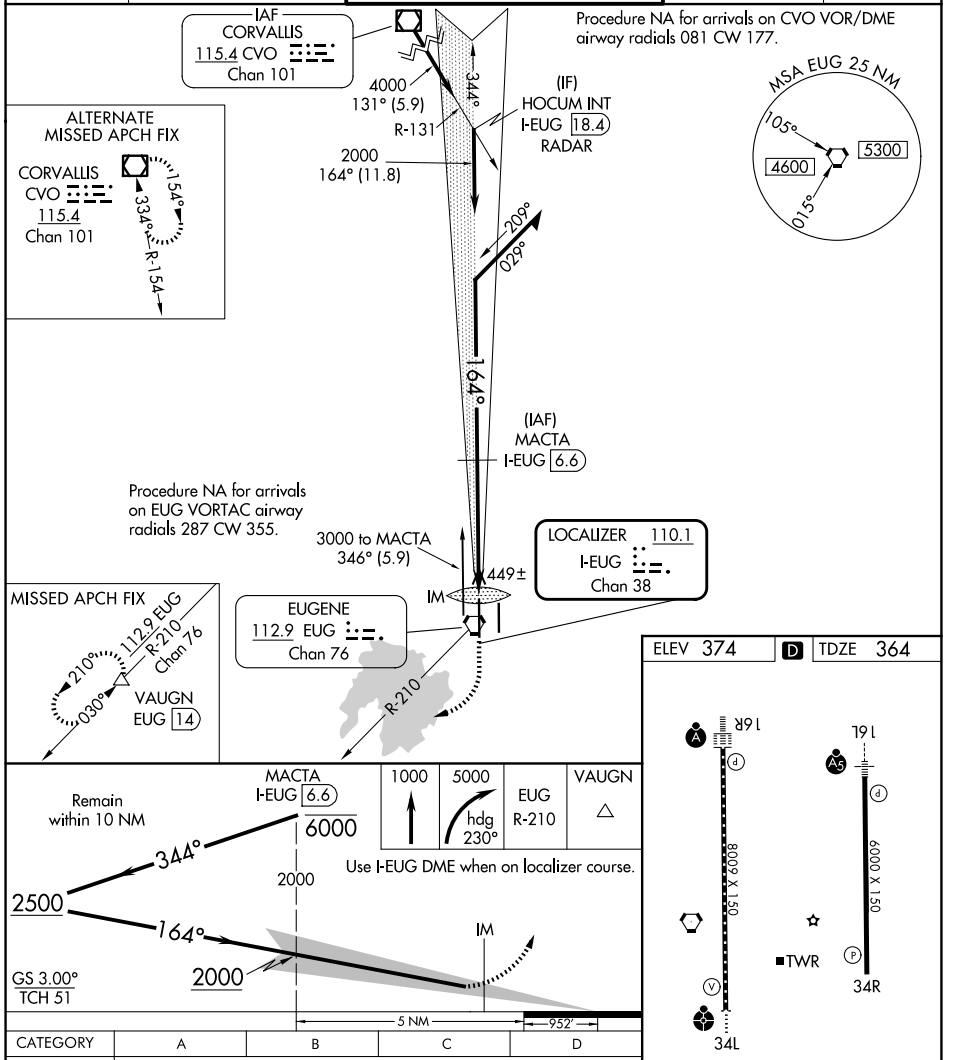
DME required.

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	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (16R/34L) 124.15 371.9 (16L/34R)	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

TDZL/RCLS Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and 16R-34L

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

ILS RWY 16R (CAT II & III)

MAHLON SWEET FLD (EUG)

LOC/DME I-EUG	APP CRS	Rwy Ldg	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	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (16R/34L) 124.15 371.9 (16L/34R)	121.7 269.5	122.95

IAF
CORVALLIS
115.4 CVO
Chan 101

4000
131° (5.9)

R-131

344°

(IF)
HOCUM INT
I-EUG 18.4
RADAR

2000
164° (11.8)

Procedure NA for arrivals on CVO VOR/DME airway radials 081 CW 177.

MSA EUG 25 NM
105° 5300
4600
015°

ALTERNATE MISSED APCH FIX
CORVALLIS
CVO
115.4
Chan 101
154°
334°
R-154

209°
029°

164°

(IAF)
MACTA
I-EUG 6.6

Procedure NA for arrivals on EUG VORTAC airway radials 287 CW 355.

3000 to MACTA
346° (5.9)

449±

LOCALIZER 110.1
I-EUG
Chan 38

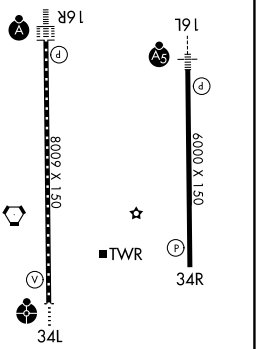
IM

MISSED APCH FIX
112.9 EUG
R-210
Chan 76
210°
030°
VAUGN
EUG 14

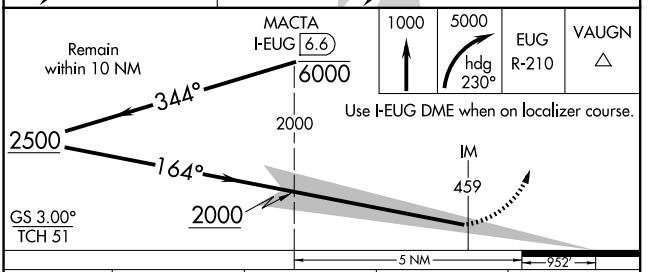
EUGENE
112.9 EUG
Chan 76

R-210

ELEV 374 D TDZE 364



TDZL/RCLS Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and 16R-34L



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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

EUGENE, OREGON | AL-140 (FAA) | 25331

RNAV (RNP) Z RWY 16L

MAHLON SWEET FLD (EUG)

APP CRS	Rwy Ldg	6000
164°	TDZE	369
	Apt Elev	374

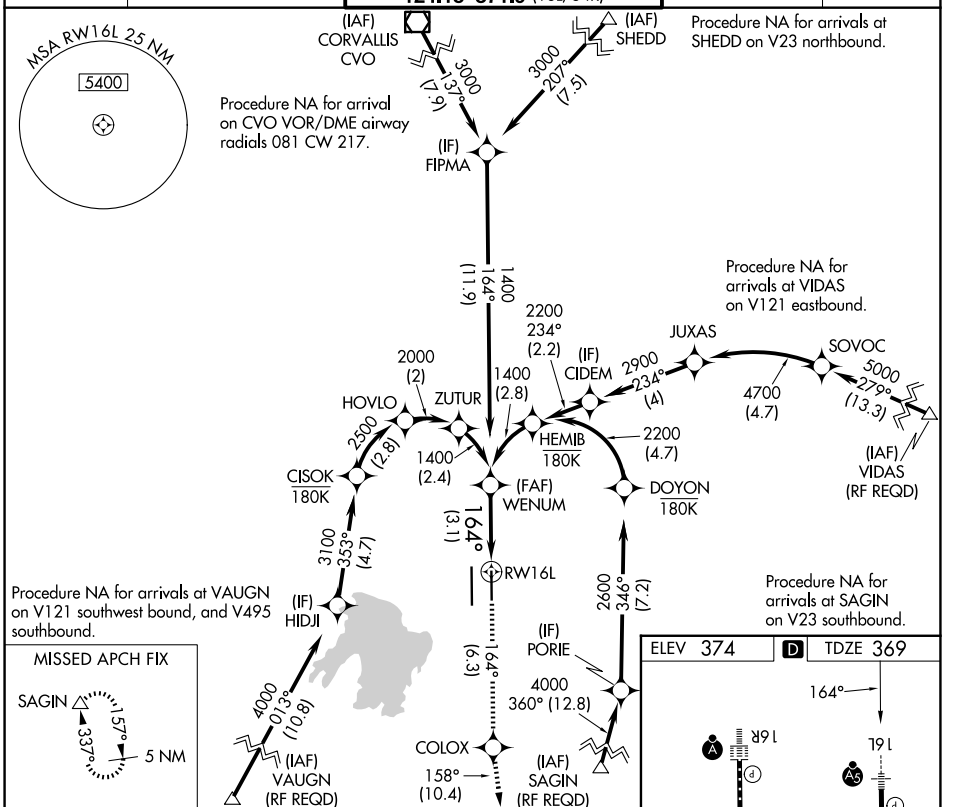
RNP AR APCH.

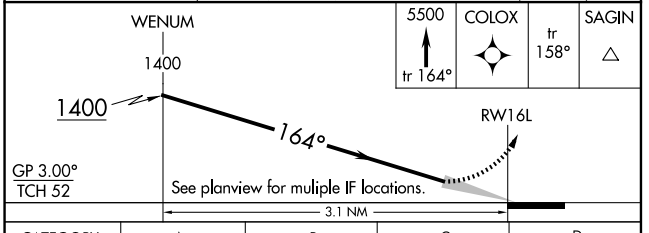
For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to 1 SM.

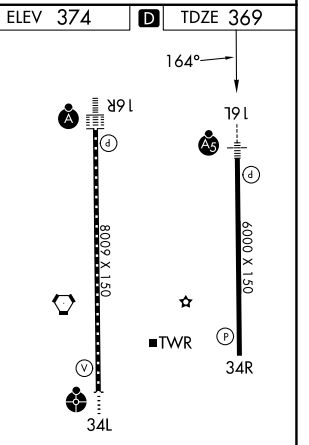
MALSR

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	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (16R/34L) 124.15 371.9 (16L/34R)	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

TDZL/RCLS Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and Rwy 16R-34L

EUGENE, OREGON
Amdt 1A 11OCT18

44°07′N-123°13′W

MAHLON SWEET FLD (EUG)

RNAV (RNP) Z RWY 16L

NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	8009
164°	TDZE	364
	Apt Elev	374

RNAV (RNP) Z RWY 16R

MAHLON SWEET FLD (EUG)

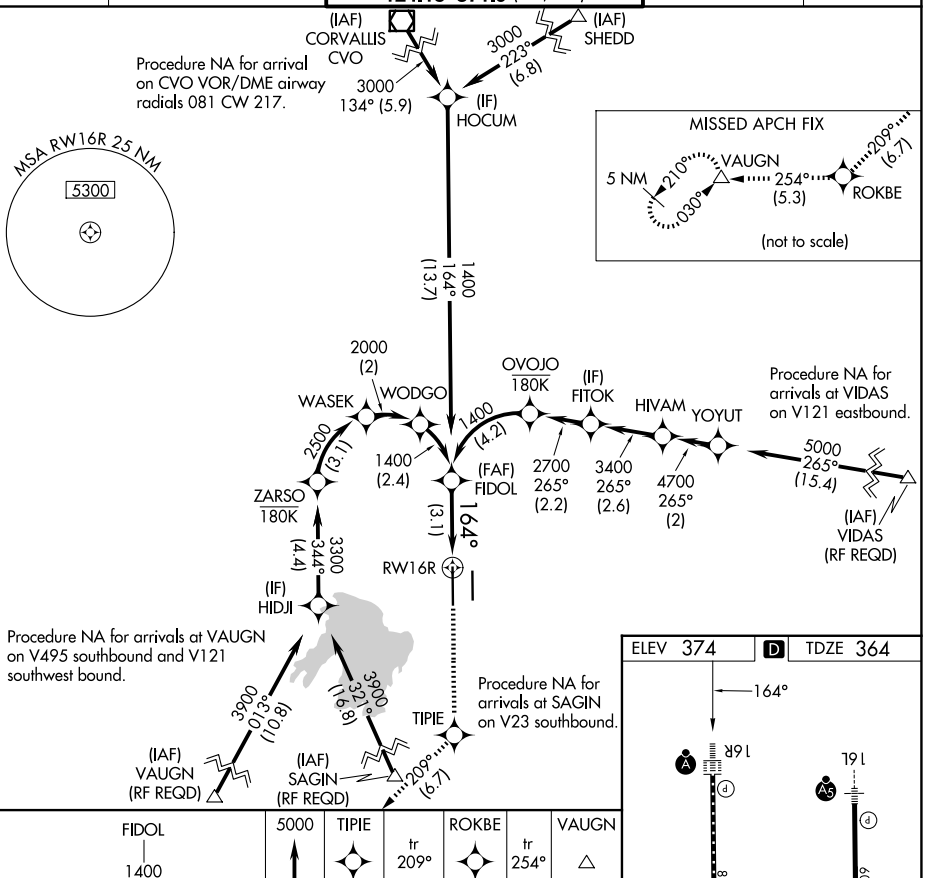
RNP AR APCH.

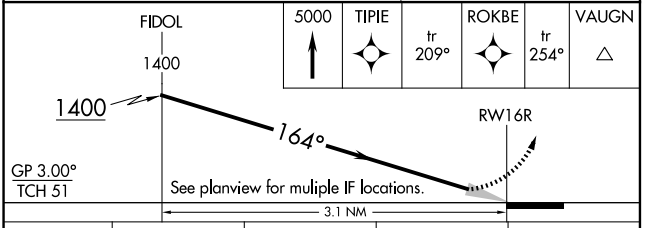
T For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.17 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 5500.

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	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (16R/34L) 124.15 371.9 (16L/34R)	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

TDZL/RCLS Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and Rwy 16R-34L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

EUGENE, OREGON AL-140 (FAA) 25331

APP CRS	Rwy Ldg	8009
344°	TDZE	368
	Apt Elev	374

RNAV (RNP) Z RWY 34L
MAHLON SWEET FLD (EUG)

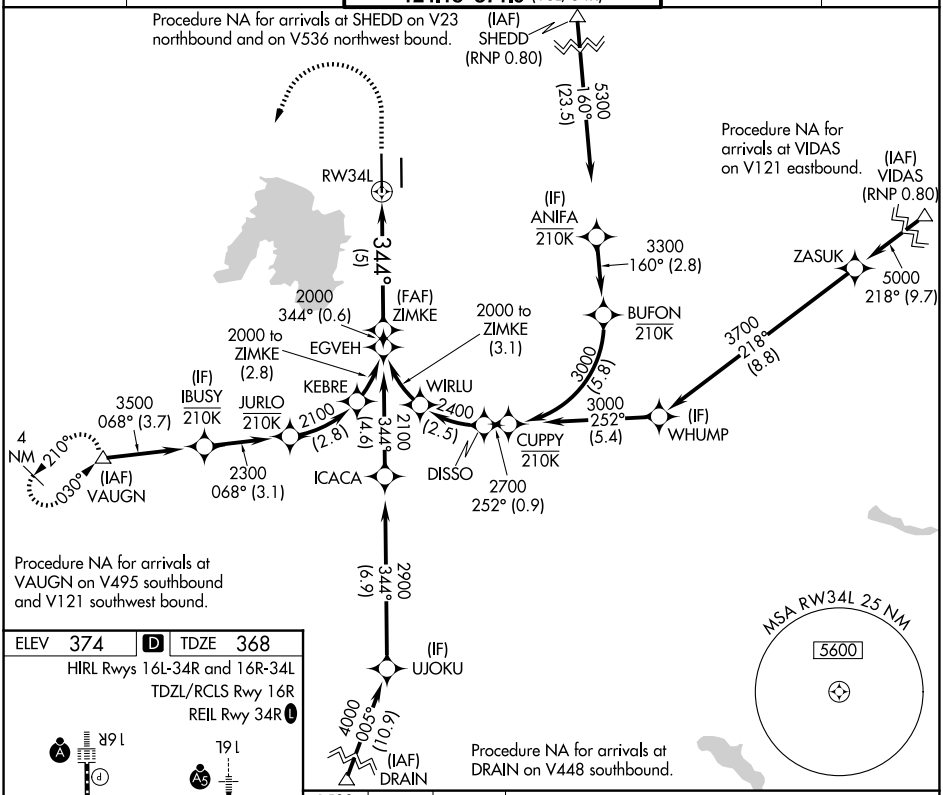
RNP AR APCH - GPS.

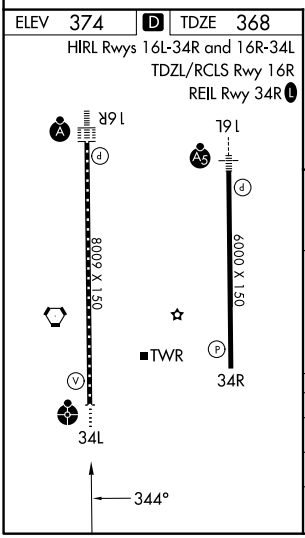
T Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. For inop ALS, increase RNP 0.20 all Cats visibility to RVR 5500; increase RNP 0.30 Cats A, B visibility to RVR 6000.

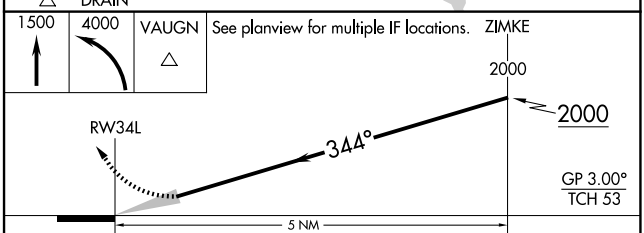
ODALS

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 direct VAUGN and hold.

ATIS	CASCADE APP CON★	EUGENE TOWER★	GND CON	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (16R/34L) 124.15 371.9 (16L/34R)	121.7 269.5	122.95







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

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

EUGENE, OREGON
Amdt 2 14JUL22

44°07'N-123°13'W

MAHLON SWEET FLD (EUG)
RNAV (RNP) Z RWY 34L

RNAV (RNP) Z RWY 34R

MAHLON SWEET FLD (EUG)

APP CRS	Rwy Ldg	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	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (16R/34L) 124.15 371.9 (16L/34R)	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) KIBKE 344° (5.9) RW34R

160° (23.5) 5300

MISSED APCH FIX

ALFOR 180° 360° 4 NM

(IAF) VIDAS (RNP 0.40)

ZASUK 5000 218° (9.7)

3700 218° (8.8)

(IF) ANIFA 3300 160° (2.8)

BUFON 3000 (5.8)

344° (5) (FAF) ICAVA

2000 (2.9) 2000 (2.8)

Procedure NA for arrivals at VAUGN on V495 southbound and V121 southwest bound.

HABGI WOLRI

(IAF) VAUGN 210K 3500 068° (3.7)

(IF) IBUSY 2300 068° (3.7)

WOLKU 2100 (2.9) 2000 (5.3) 344°

2600 (3) CUPPY 3000 252° (5.4)

(IF) WHUMP 210K

(IF) SEYOK 2700 332° (2.2)

ZUMAG 3100 332° (3.3)

(IAF) SAGIN 210K (RNP 0.30)

Procedure NA for arrivals at SAGIN on V23 southbound.

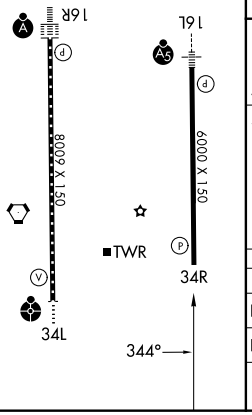
MSA RW34R 25 NM 5600

ELEV 374	D	TDZE 374

HIRL Rwys 16L-34R and 16R-34L

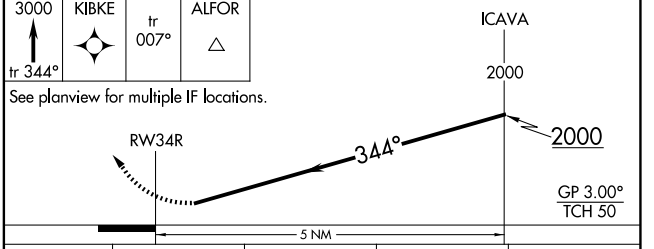
TDZL/RCLS Rwy 16R

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 16L

MAHLON SWEET FLD (EUG)

WAAS	APP CRS	Rwy Ldg	6000
CH 81827	164°	TDZE	369
W16A		Apt Elev	374

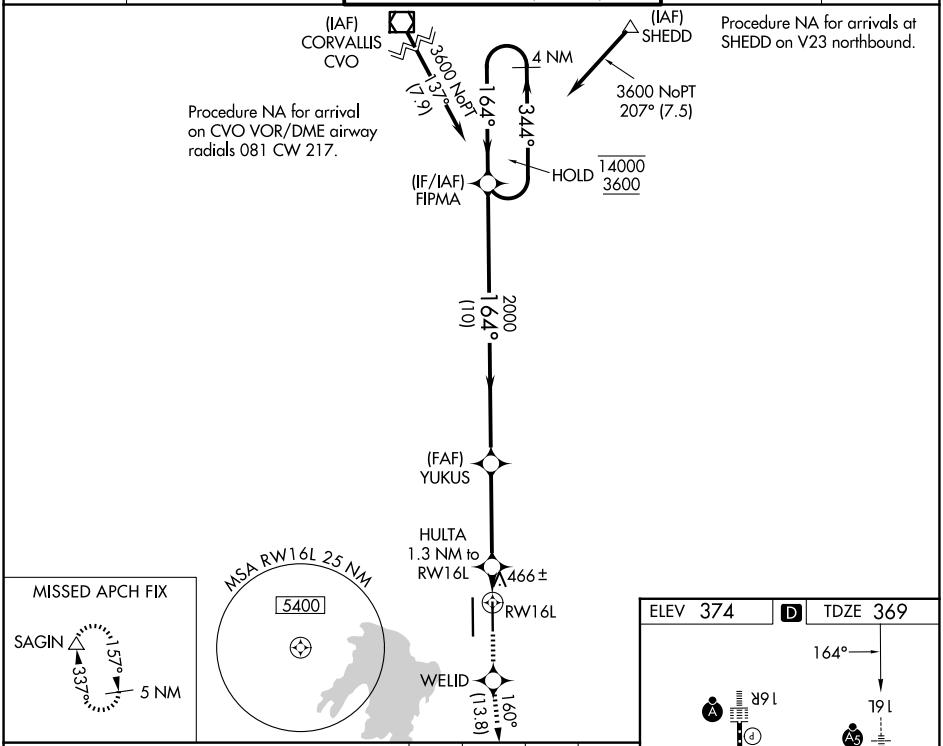
RNP APCH.

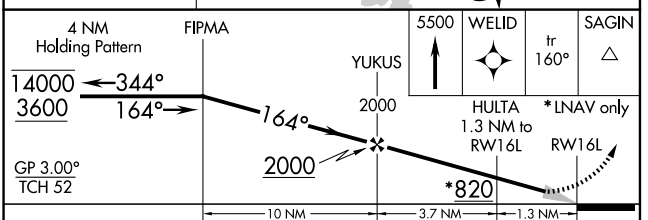
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For Inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM, increase LNAV Cat C/D visibility to 1 SM.

MALSR

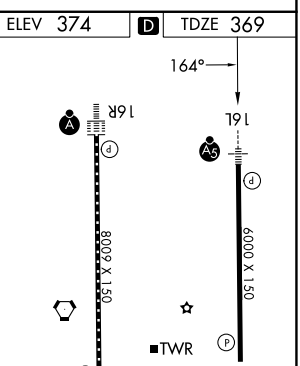
MISSED APPROACH: Climb to 5500 direct WELID and on track 160° to SAGIN and hold, continue climb-in-hold to 5500.

ATIS	CASCADE APP CON★	EUGENE TOWER★	GND CON	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (16R/34L) 124.15 371.9 (16L/34R)	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)	
CIRCLING	820-1 446 (500-1)	840-1 466 (500-1)	1000-1¾ 626 (700-1¾)	1140-2½ 766 (800-2½)



TDZL/RCLS Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and Rwy 16R-34L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 16R

MAHLON SWEET FLD (EUG)

WAAS CH 86518 W16B	APP CRS 164°	Rwy Ldg 8009 TDZE 364 Apt Elev 374

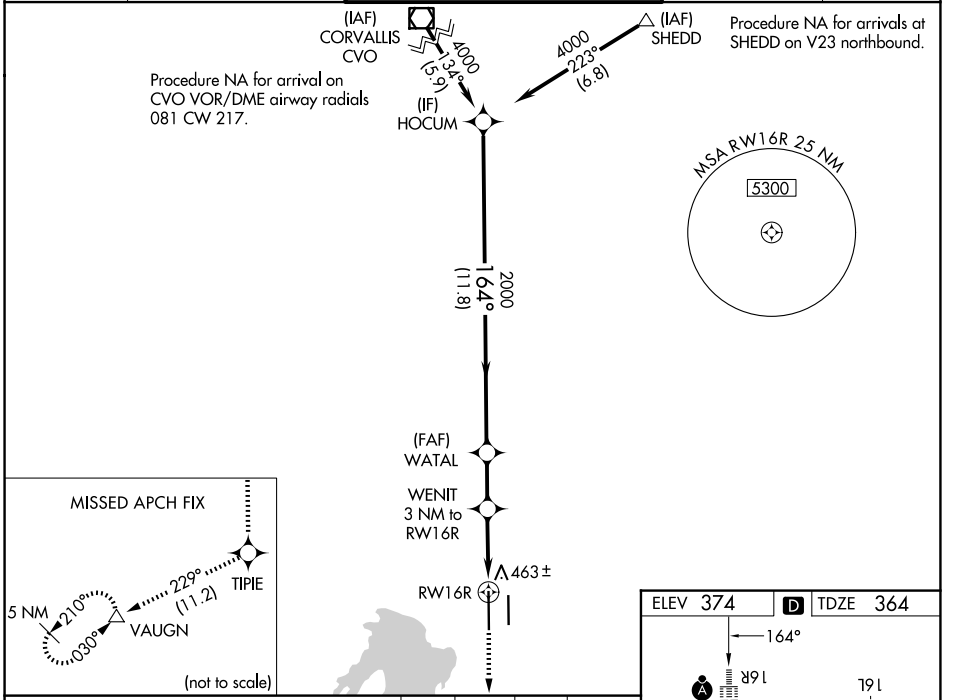
RNP APCH.

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.

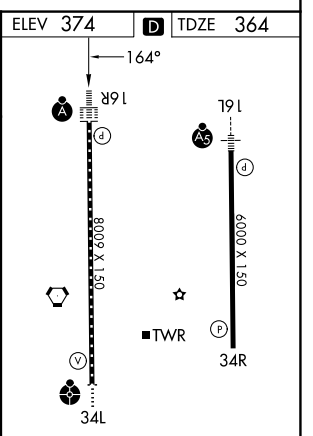
ALSF-2

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	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (16R/34L) 124.15 371.9 (16L/34R)	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)	
CIRCLING	820-1 446 (500-1)	840-1 466 (500-1)	1000-1¾ 626 (700-1¾)	1140-2½ 766 (800-2½)



TDZL/RCLS Rwy 16R
REIL Rwy 34R L
HIRL Rwys 16L-34R and 16R-34L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 34L

MAHLON SWEET FLD (EUG)

WAAS CH 45600 W34A	APP CRS 344°	Rwy Ldg 8009 TDZE 368 Apt Elev 374

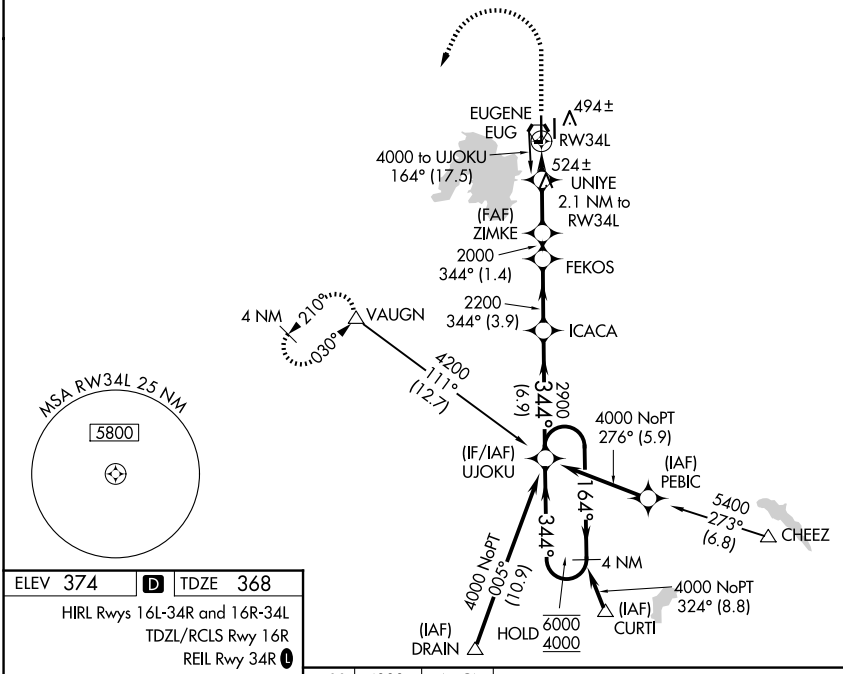
RNP APCH.

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

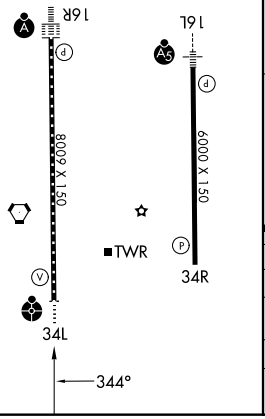
MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 direct VAUGN and hold.

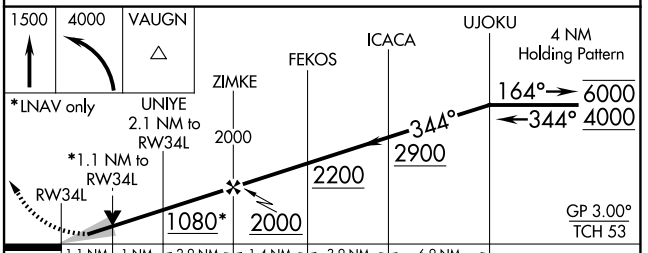
ATIS	CASCADE APP CON★	EUGENE TOWER★	GND CON	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (16R/34L) 124.15 371.9 (16L/34R)	121.7 269.5	122.95



ELEV 374	D	TDZE 368

HIRL Rwys 16L-34R and 16R-34L
TDZL/RCLS 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)	
CIRCLING	820-1 446 (500-1)	840-1 466 (500-1)	1000-1¾ 626 (700-1¾)	1140-2½ 766 (800-2½)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 34R

MAHLON SWEET FLD (EUG)

WAAS CH 81900 W34B	APP CRS 344°	Rwy Ldg 6000 TDZE 374 Apt Elev 374

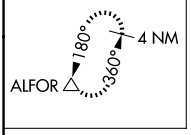
RNP APCH.

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	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (16R/34L) 124.15 371.9 (16L/34R)	121.7 269.5	122.95

MISSED APCH FIX

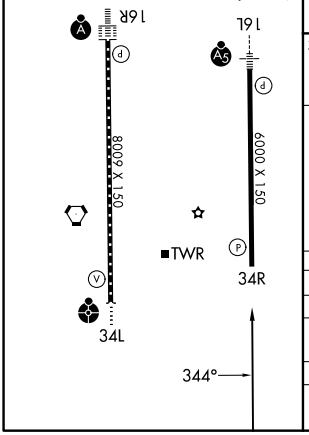


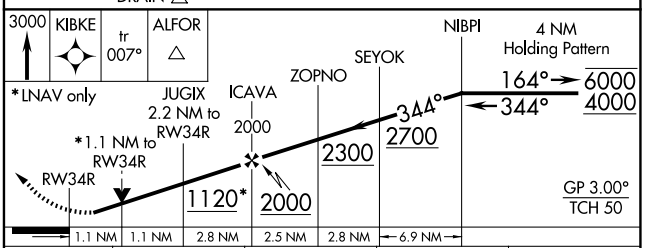
ELEV 374 D TDZE 374

HIRL Rwys 16L-34R and 16R-34L

TDZL/RCLS Rwy 16R

REIL Rwy 34R L





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)	
CIRCLING	820-1 446 (500-1)	840-1 466 (500-1)	1000-1¾ 626 (700-1¾)	1140-2½ 766 (800-2½)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VOR or TACAN RWY 34L

MAHLON SWEET FLD (EUG)

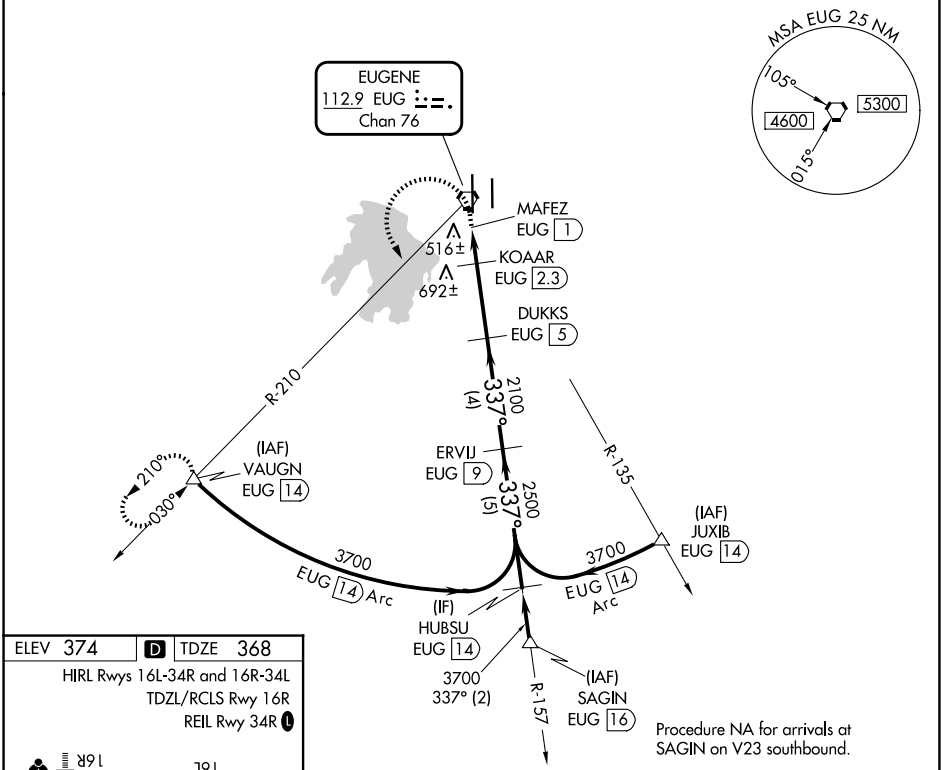
VORTAC EUG	APP CRS	Rwy Ldg	8009
112.9	337°	TDZE	368
Chan 76		Apt Elev	374

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	UNICOM
125.225	119.6 348.7	118.9 (CTAF) L 371.9 (16R/34L) 124.15 371.9 (16L/34R)	121.7 269.5	122.95

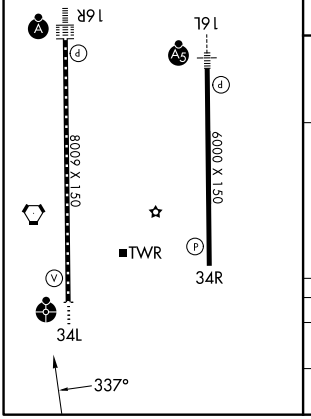


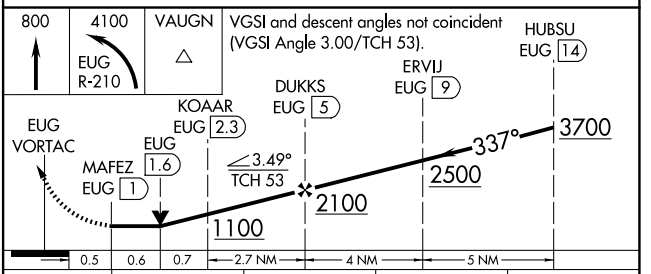
ELEV 374 D TDZE 368

HIRL Rwys 16L-34R and 16R-34L

TDZL/RCLS Rwy 16R

REIL Rwy 34R L



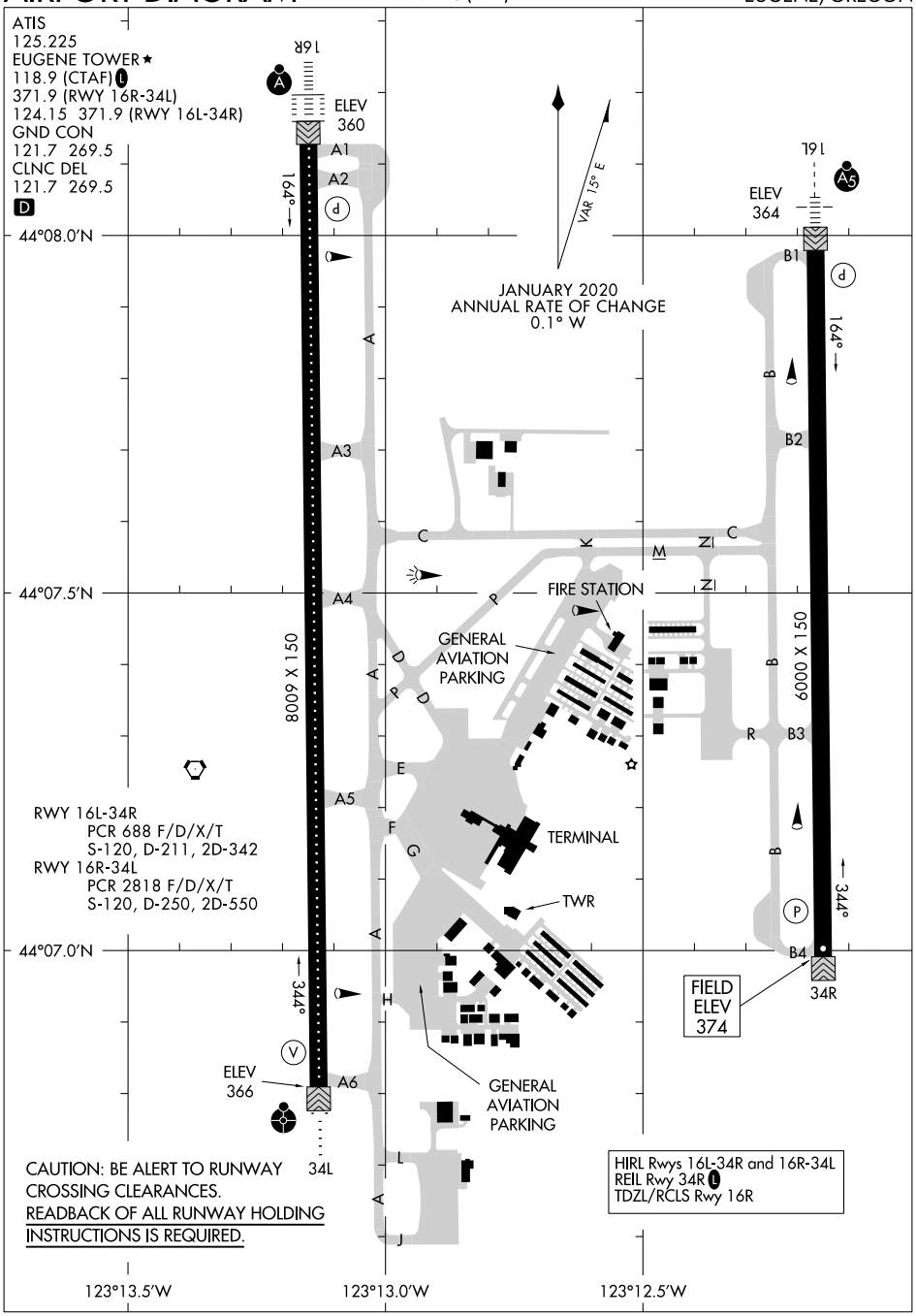


CATEGORY	A	B	C	D
S-34L	780/40 412 (500-¾)		780/55 412 (500-1)	
CIRCLING	820-1 446 (500-1)	840-1 466 (500-1)	1000-1¾ 626 (700-1¾)	1140-2½ 766 (800-2½)

44°07′N-123°13′W

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026



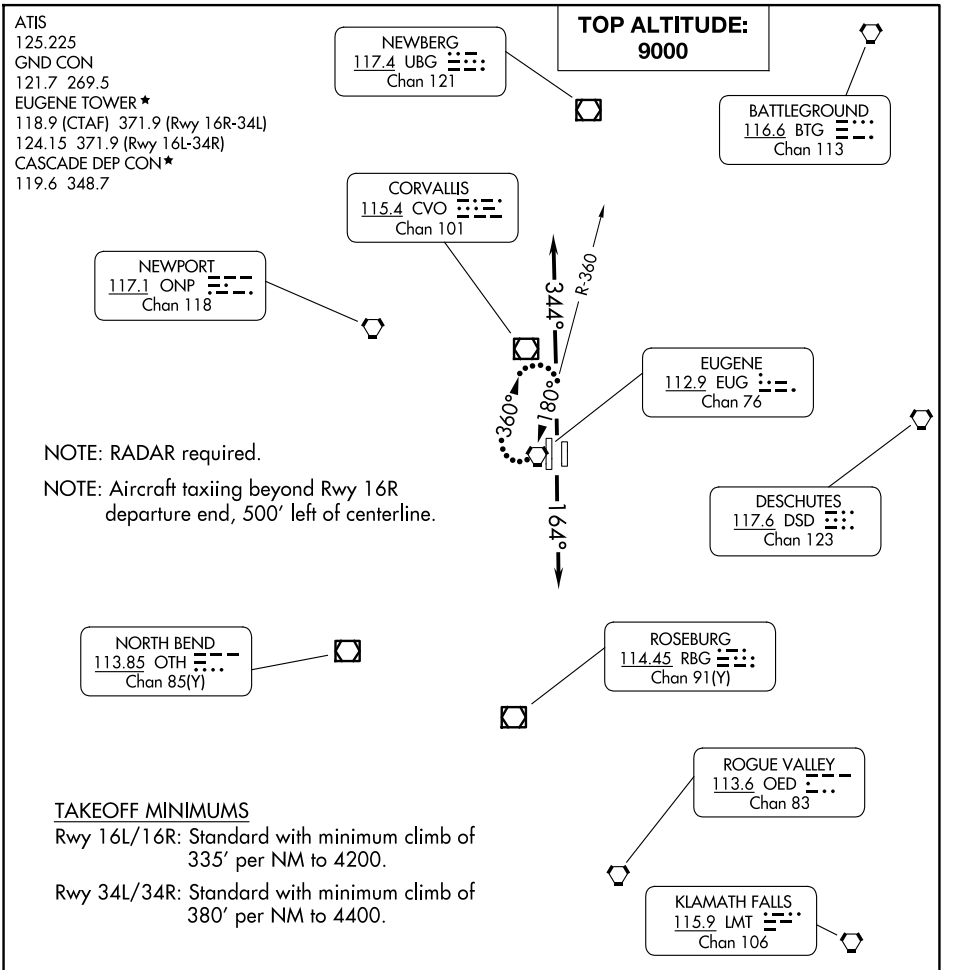
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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.

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-EVW	APP CRS	Rwy Ldg	7300
108.9	234°	TDZE	7143
Chan 26		Apt Elev	7143

ILS or LOC/DME RWY 23

EVANSTON-UINTA COUNTY BURNS FLD (EVW)

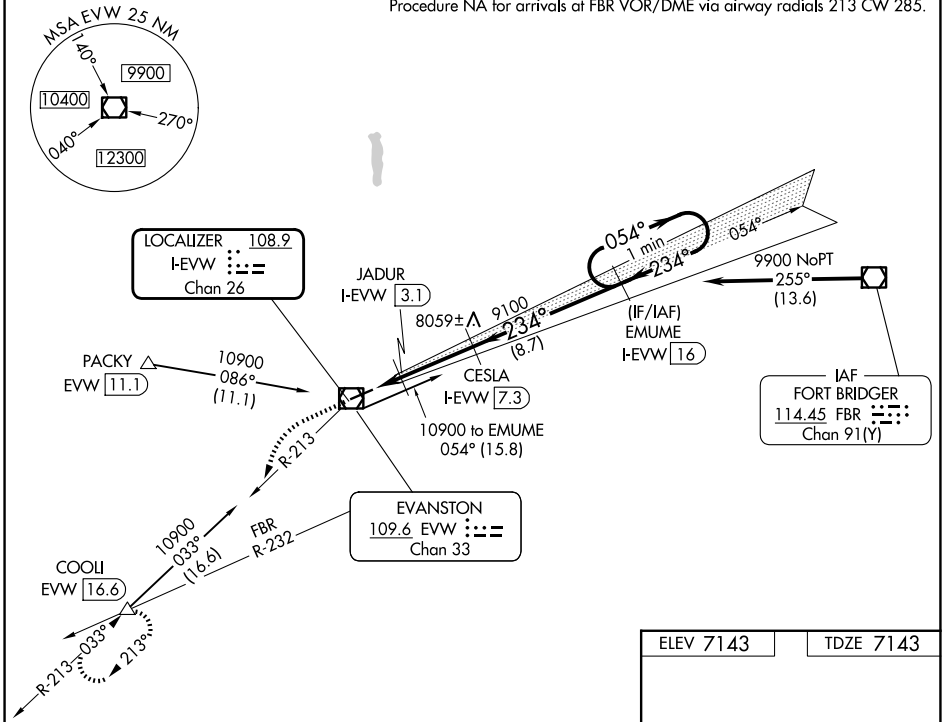
For inoperative MALSR, increase S-LOC 23 Cat D visibility to 1 mile. When local altimeter setting not received, procedure NA.

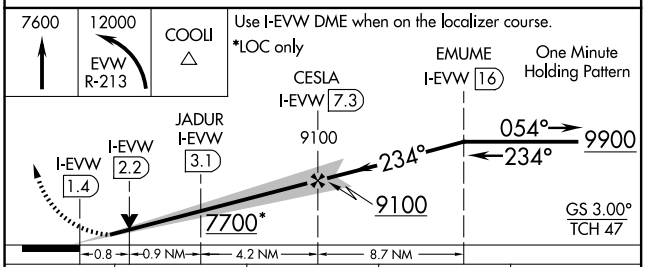
MALSR

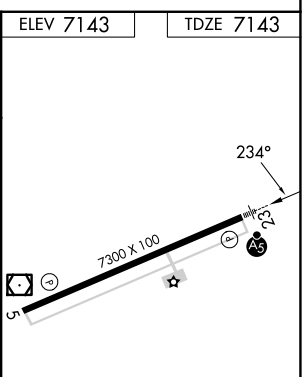
MISSED APPROACH: Climb to 7600 then climbing left turn to 12000 via EVW VOR/DME R-213 to COOLI/EVW VOR/DME 16.6 DME and hold, continue climb-in-hold to 12000.

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

EVANSTON, WYOMING AL-6858 (FAA) 25275

WAAS	APP CRS	Rwy Ldg	7300
CH 78302	054°	TDZE	7141
W05A		Apt Elev	7143

RNAV (GPS) RWY 5

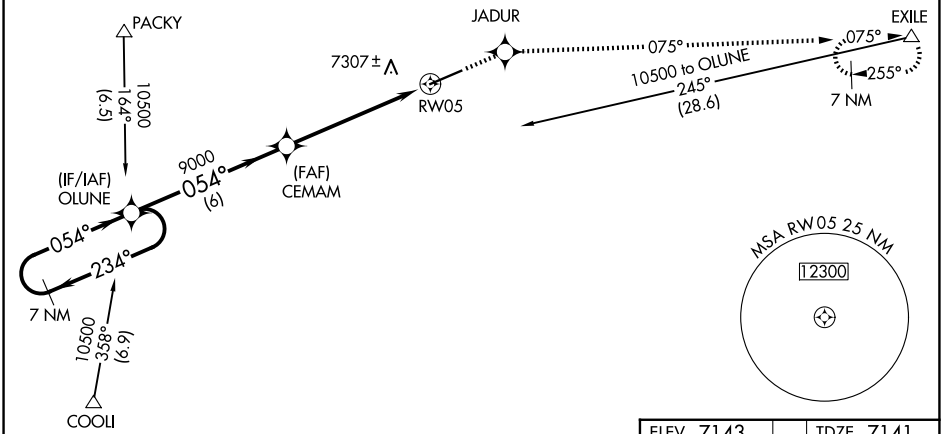
EVANSTON-UINTA COUNTY BURNS FLD (EVW)

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).

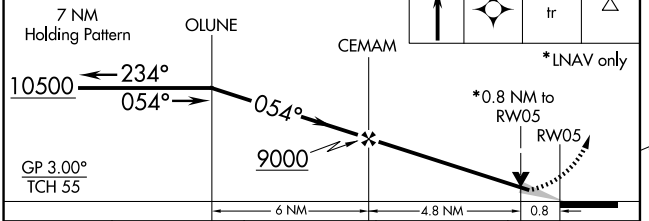
MISSED APPROACH: Climb to 12000 direct JADUR and via 075° track to EXILE and hold, continue climb-in-hold to 12000.

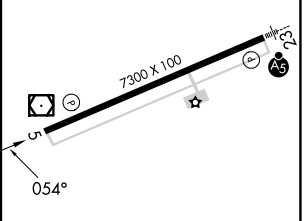
ASOS	SALT LAKE CENTER	GCO	UNICOM
120.0	127.7 354.125	121.72	123.0 (CTAF) L



ELEV 7143 TDZE 7141

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).





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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH **77905** **W23A**	APP CRS **234°**	Rwy Ldg **7300** TDZE **7143** Apt Elev **7143**

RNAV (GPS) RWY 23

EVANSTON-UINTA COUNTY BURNS FLD (EVW)

RNP APCH - GPS.

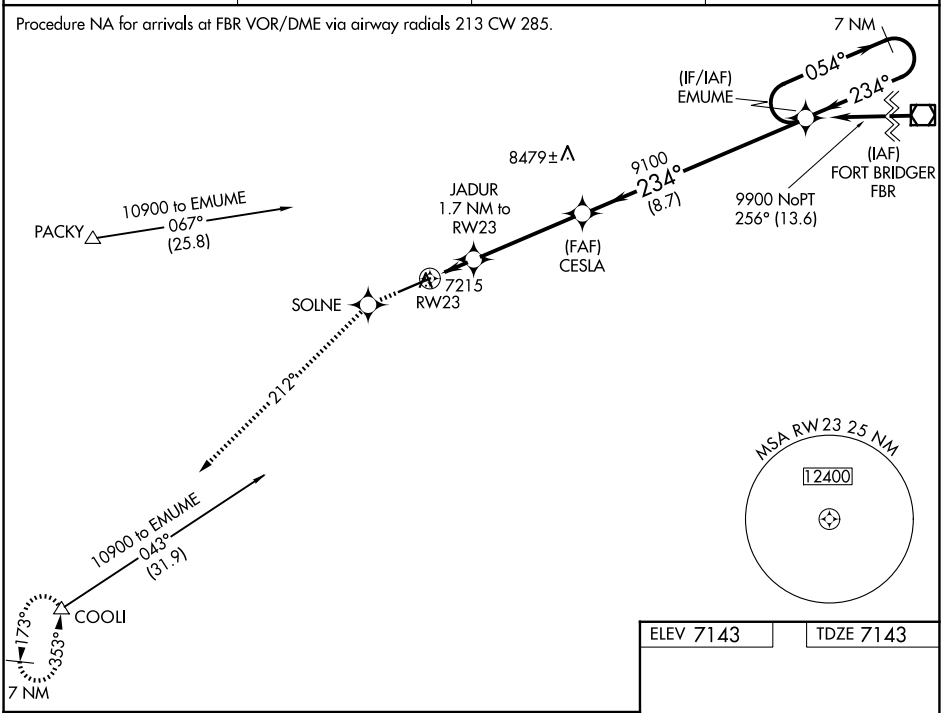
When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C or above 34°C. For inop ALS, increase LNAV/VNAV Cats A/B visibility to ⅞ SM and LNAV Cat C visibility to 1 SM. Inop table does not apply to LNAV/VNAV Cats C/D and LNAV Cat D.

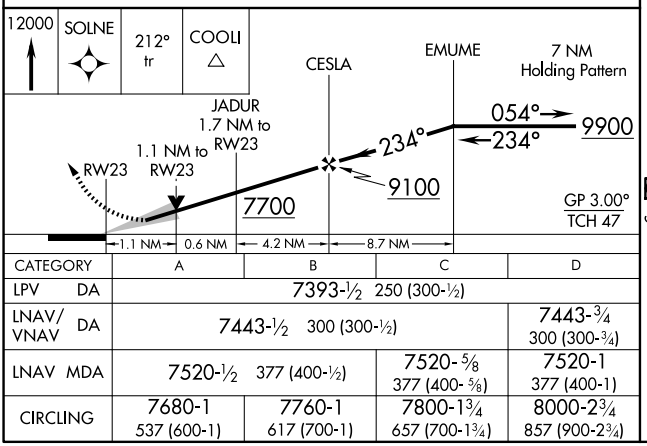
MALSR

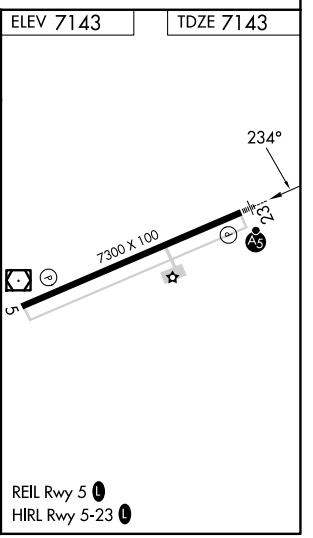
MISSED APPROACH: Climb to 12000 direct SOLNE and via 212° track to COOLI and hold, continue climb-in-hold to 12000.

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)		7520-⅝ 377 (400-⅝)	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)

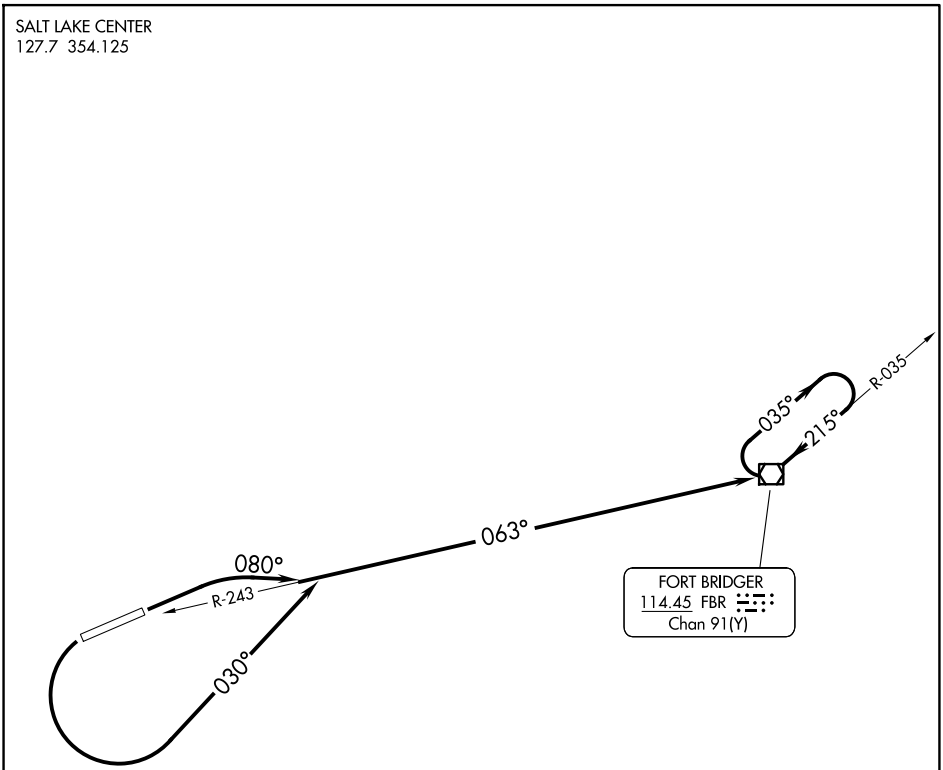
REIL Rwy 5 L
HIRL Rwy 5-23 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(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.

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

ILS Y or LOC Y RWY 16R

SEATTLE PAINE FLD INTL (PAE)

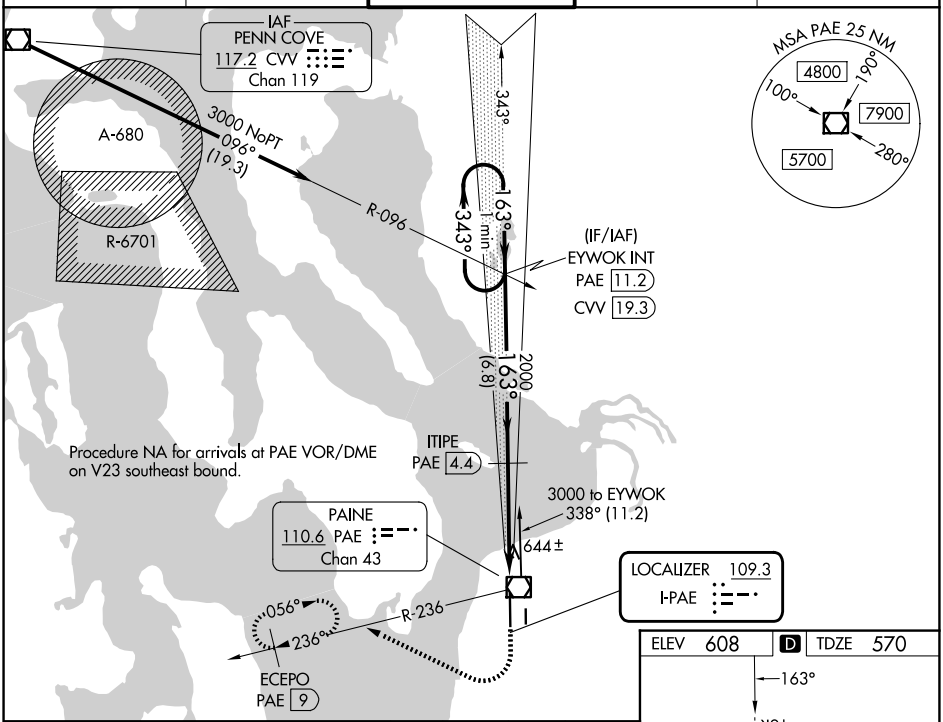
LOC I-PAE	APP CRS	Rwy Ldg	7000
109.3	163°	TDZE	570
		Apt Elev	608

Circling Rwy 34R NA at night. DME required. DME from PAE VOR/DME. Simultaneous reception of I-PAE and PAE DME required.

MALSR

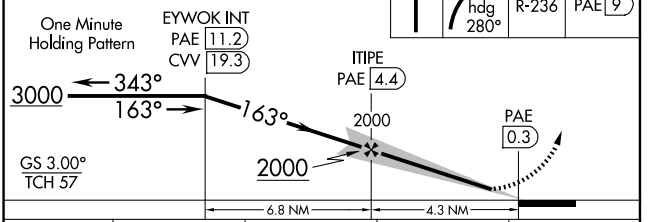
MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 on heading 280° and PAE VOR/DME R-236 to ECEPO/PAE 9 DME and hold.

ATIS	SEATTLE APP CON	PAINE TOWER★	GND CON	UNICOM
128.65	128.5 306.9	132.95 (CTAF) L 256.7	121.8 339.8	122.95

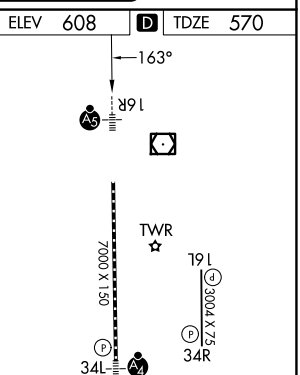


VGSI and ILS glidepath not coincident

1100	2000 hdg 280°	PAE R-236	ECEPO PAE 9



CATEGORY	A	B	C	D
S-ILS 16R	770/18	200 (200-½)	NA	
S-LOC 16R	940/24	370 (400-½)	NA	
CIRCLING	1100-1	492 (500-1)	NA	



TDZL/RCLS Rwy 16R
HIRL Rwy 16R-34L L
REIL Rwys 16L and 34R
MIRL Rwy 16L-34R

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ILS Z or LOC Z RWY 16R

SEATTLE PAINE FLD INTL (PAE)

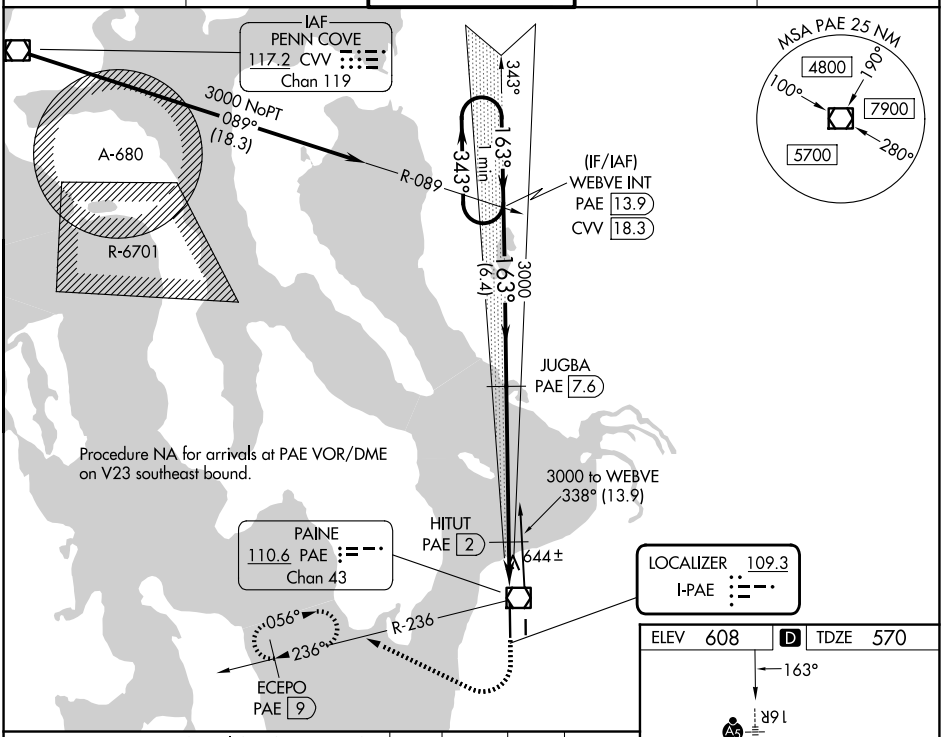
LOC I-PAE	APP CRS	Rwy Ldg	7000
109.3	163°	TDZE	570
		Apt Elev	608

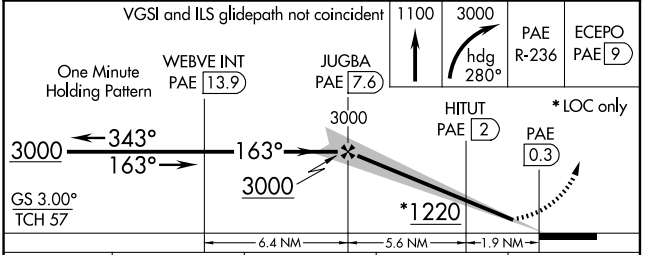
Circling Rwy 34R NA at night. DME required. For inop ALS, increase S-LOC 16R Cats C/D visibility to RVR 5500. DME from PAE VOR/DME. Simultaneous reception of I-PAE and PAE DME required.

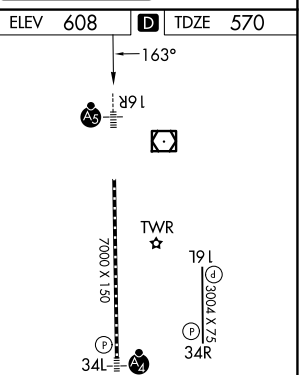
MALSR

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	UNICOM
128.65	128.5 306.9	132.95 (CTAF) 256.7	121.8 339.8	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)	
CIRCLING	1100-1 492 (500-1)		1120-1½ 512 (600-1½)	1160-2 552 (600-2)

TDZL/RCLS Rwy 16R
HIRL Rwy 16R-34L L
REIL Rwys 16L and 34R
MIRL Rwy 16L-34R

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LOC I-PAE	APP CRS	Rwy Ldg	7000
109.3	163°	TDZE	570
		Apt Elev	608

ILS Z RWY 16R (SA CAT II)

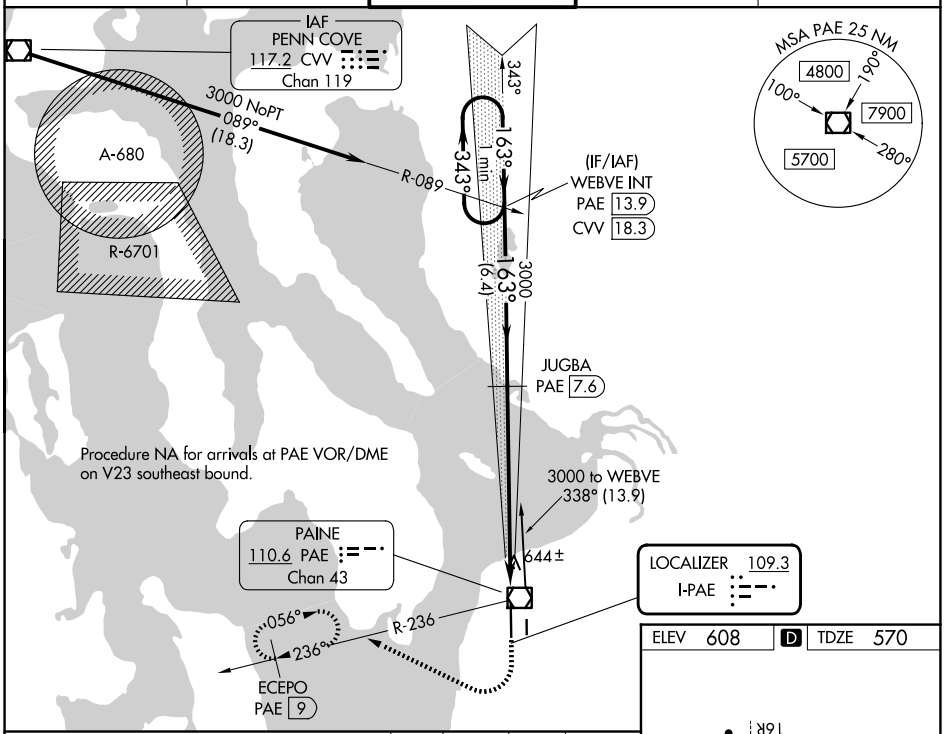
SEATTLE PAINE FLD INTL (PAE)

T A 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 A5

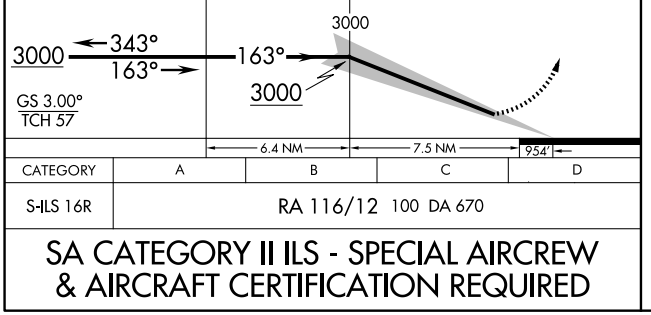
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 280° and PAE VOR/DME R-236 to ECEPO/PAE 9 DME and hold, continue climb-in-hold to 3000.

ATIS	SEATTLE APP CON	PAINE TOWER★	GND CON	UNICOM
128.65	128.5 306.9	132.95 (CTAF) L 256.7	121.8 339.8	122.95



VGSI and ILS glidepath not coincident

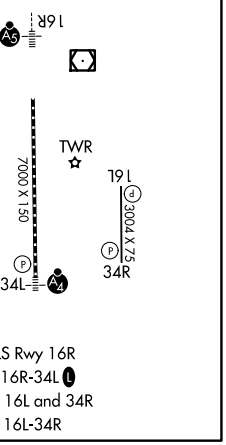
1100	3000 hdg 280°	PAE R-236	ECEPO PAE 9



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



TDZL/RCLS Rwy 16R
HIRL Rwy 16R-34L L
REIL Rwys 16L and 34R
MIRL Rwy 16L-34R

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	7000
343°	TDZE	584
	Apt Elev	608

RNAV (GPS) RWY 34L

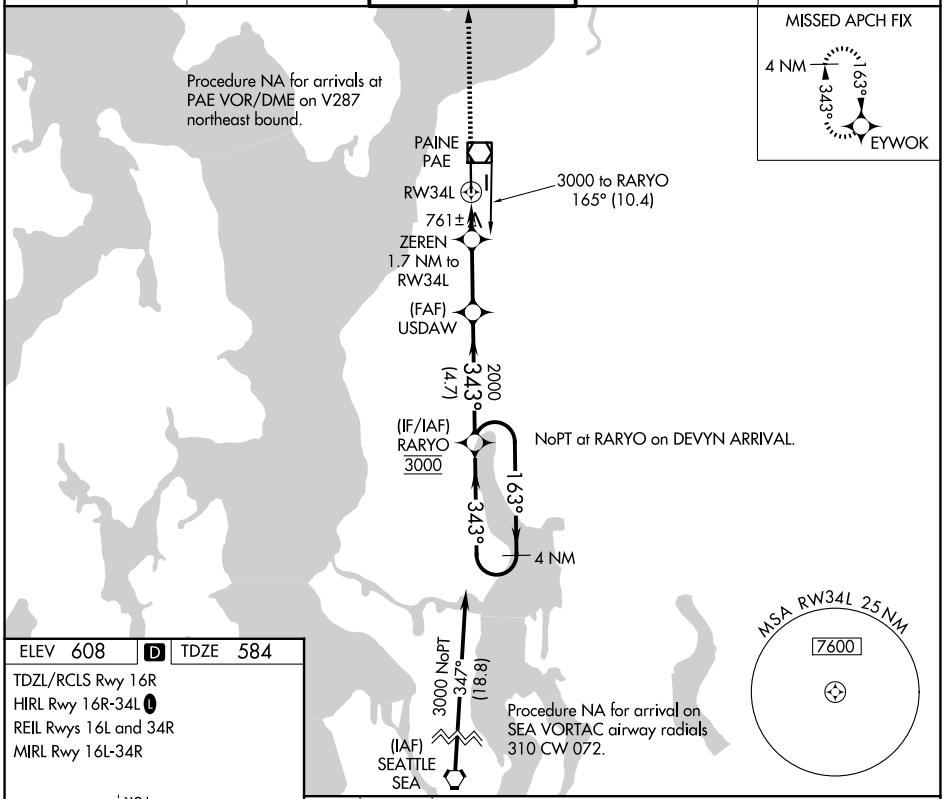
SEATTLE PAINE FLD INTL (PAE)

Circling Rwy 34R NA at night.
Rwy 34L helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

MALSF

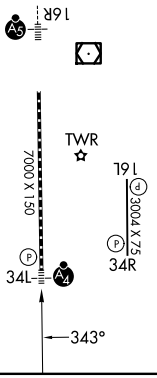
MISSED APPROACH: Climb to 3000 direct EYWOK and hold.

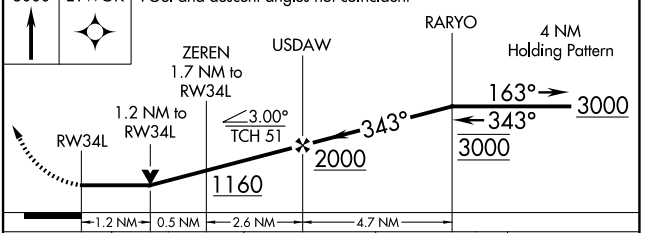
ATIS	SEATTLE APP CON	PAINE TOWER★	GND CON	UNICOM
128.65	128.5 306.9	132.95 (CTAF) L 256.7	121.8 339.8	122.95



ELEV 608 D TDZ 584

TDZL/RCLS 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)	
CIRCLING	1100-1 492 (500-1)		1120-1½ 512 (600-1½)	1160-2 552 (600-2)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 45549 W16D	APP CRS 163°	Rwy Ldg 7000 TDZE 576 Apt Elev 607

RNAV (GPS) X RWY 16R

SEATTLE PAINE FLD INTL (PAE)

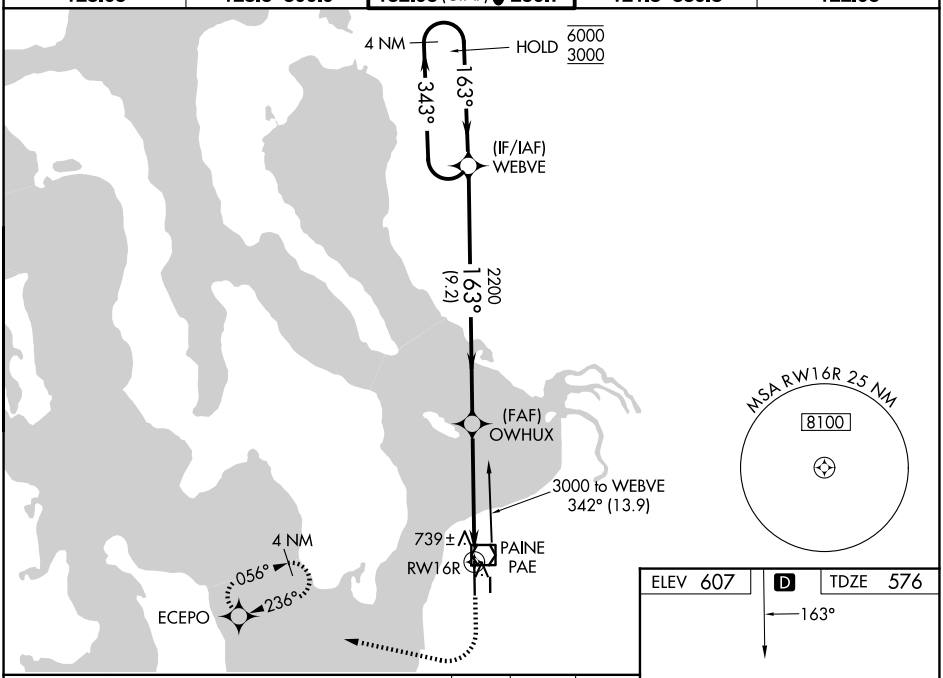
RNP APCH - GPS.

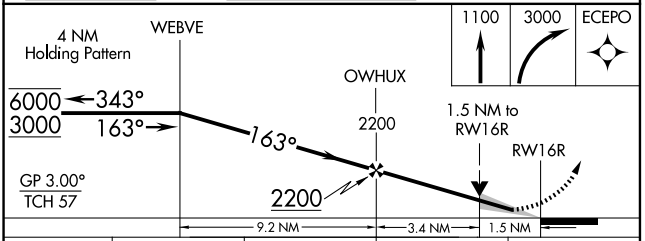
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Baro-VNAV and VDP NA when using SEA altimeter setting. Rwy 16R helicopter visibility reduction below RVR 4000 NA. Circling Rwy 34R NA at night. Inop table does not apply to LPV all Cats. When local altimeter setting not received, use SEA altimeter setting and increase LPV DA to 914 feet; increase LNAV/VNAV DA to 1090 feet and all visibilities to RVR 5500; increase all MDAs 100 feet and LNAV visibility Cat C/D ⅜ SM, and Circling visibility Cat C ¼ SM. For inop ALS, increase LNAV Cat A/B visibility to RVR 5500.

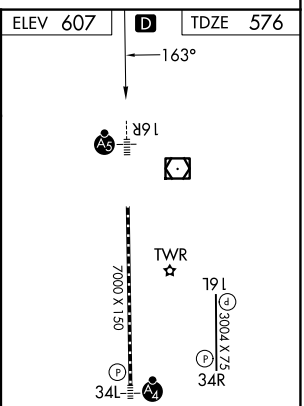
MALSR

MISSED APPROACH: 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	UNICOM
128.65	128.5 306.9	132.95 (CTAF) L 256.7	121.8 339.8	122.95







CATEGORY	A	B	C	D
LPV DA	826/40 250 (300-¾)			
LNAV/VNAV DA	1002/40 426 (400-¾)			
LNAV MDA	1120/40 544 (600-¾)		1120/55 544 (600-1)	
CIRCLING	1120-1 513 (600-1)		1120-1½ 513 (600-1½)	1160-2 553 (600-2)

TDZL/RCLS Rwy 16R
HIRL Rwy 16R-34L L
REIL Rwys 16L and 34R
MIRL Rwy 16L-34R

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 16R

SEATTLE PAINE FLD INTL (PAE)

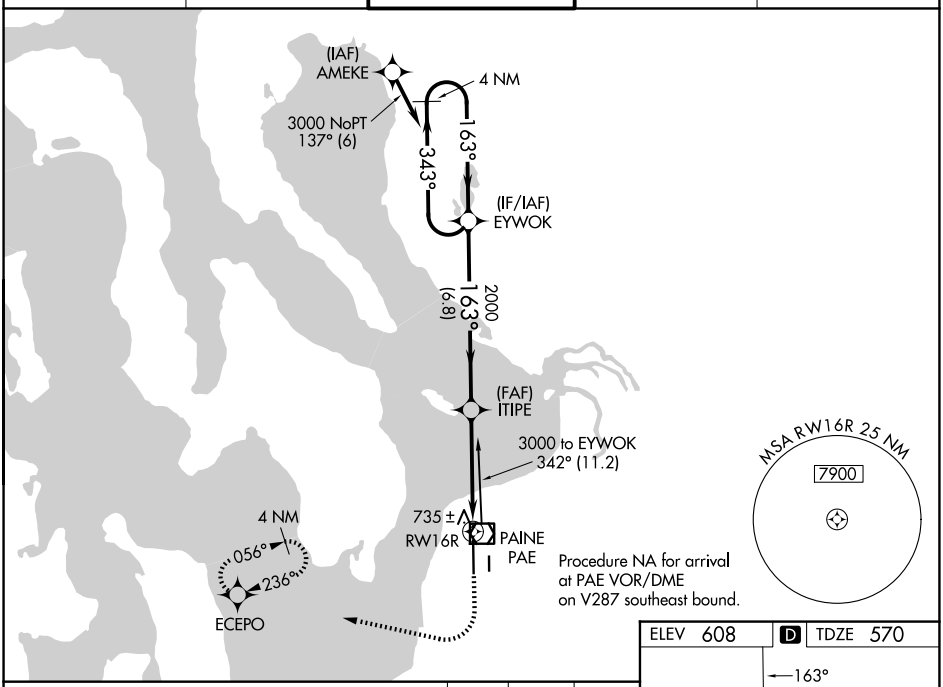
WAAS	APP CRS	Rwy Ldg	7000
CH 60911	163°	TDZE	570
W16B		Apt Elev	608

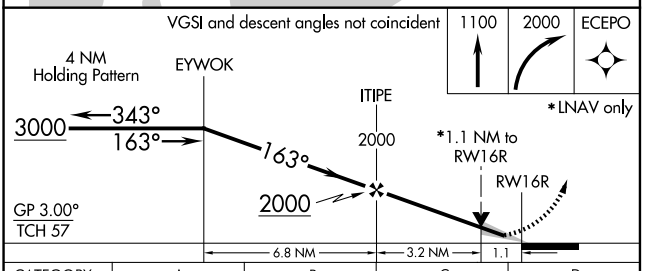
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). Circling Rwy 34R NA at night. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV Cats A/B visibility to RVR 5000.

MALSR

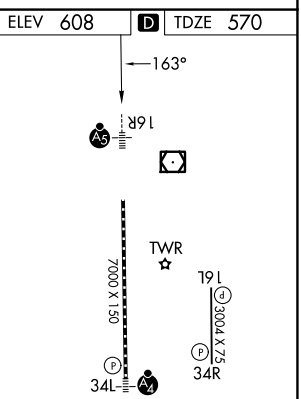
MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct ECEPO and hold.

ATIS	SEATTLE APP CON	PAINE TOWER*	GND CON	UNICOM
128.65	128.5 306.9	132.95 (CTAF) L 256.7	121.8 339.8	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	
CIRCLING	1100-1	492 (500-1)	NA	



TDZL/RCLS Rwy 16R
HIRL Rwy 16R-34L L
REIL Rwys 16L and 34R
MIRL Rwy 16L-34R

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Z RWY 16R

SEATTLE PAINE FLD INTL (PAE)

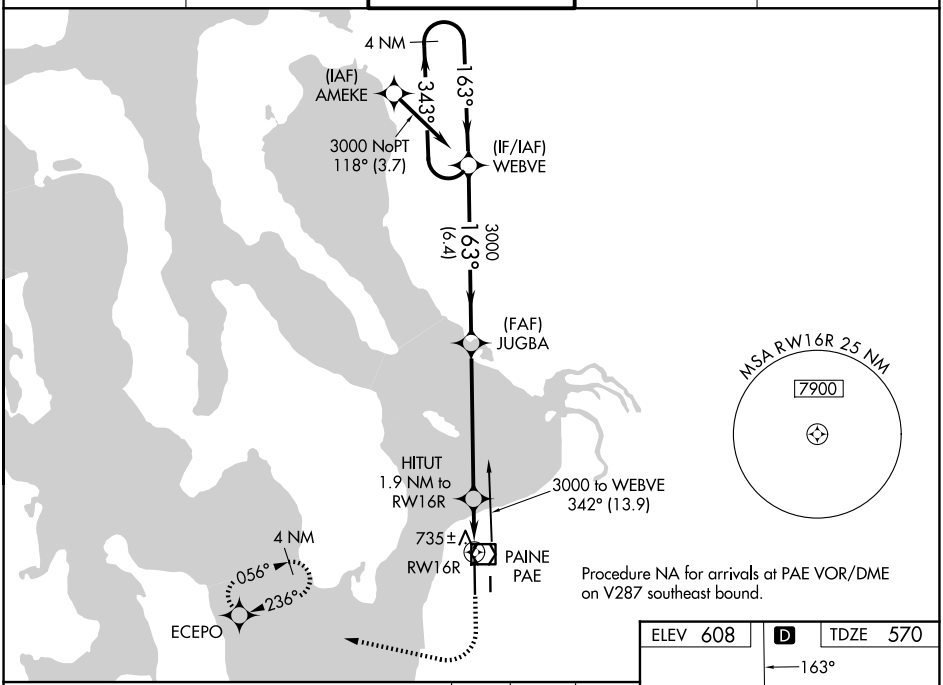
WAAS CH 61129 W16A	APP CRS 163°	Rwy Ldg 7000 TDZE 570 Apt Elev 608

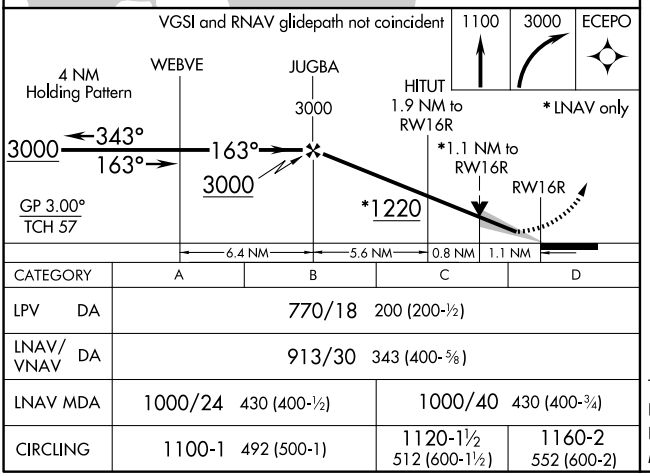
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). Circling Rwy 34R NA at night. DME/DME RNP-0.3 NA.

MALSR

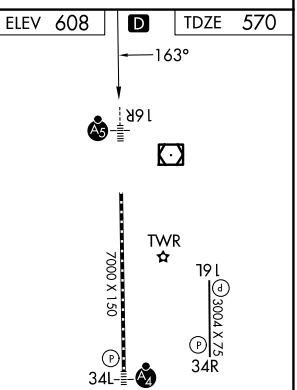
MISSED APPROACH: (Do not exceed 240K until ECEPO) Climb to 1100 then climbing right turn to 3000 direct ECEPO and hold, continue climb-in-hold to 3000.

ATIS	SEATTLE APP CON	PAINE TOWER★	GND CON	UNICOM
128.65	128.5 306.9	132.95 (CTAF) L 256.7	121.8 339.8	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)	
CIRCLING	1100-1 492 (500-1)		1120-1½ 512 (600-1½)	1160-2 552 (600-2)



TDZL/RCLS Rwy 16R
HIRL Rwy 16R-34L L
REIL Rwys 16L and 34R
MIRL Rwy 16L-34R

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

EVERETT, WASHINGTON | AL-142 (FAA) | 26246

VOR/DME PAE	APP CRS	Rwy Ldg	N/A
110.6	160°	TDZE	N/A
Chan 43		Apt Elev	608

VOR-A

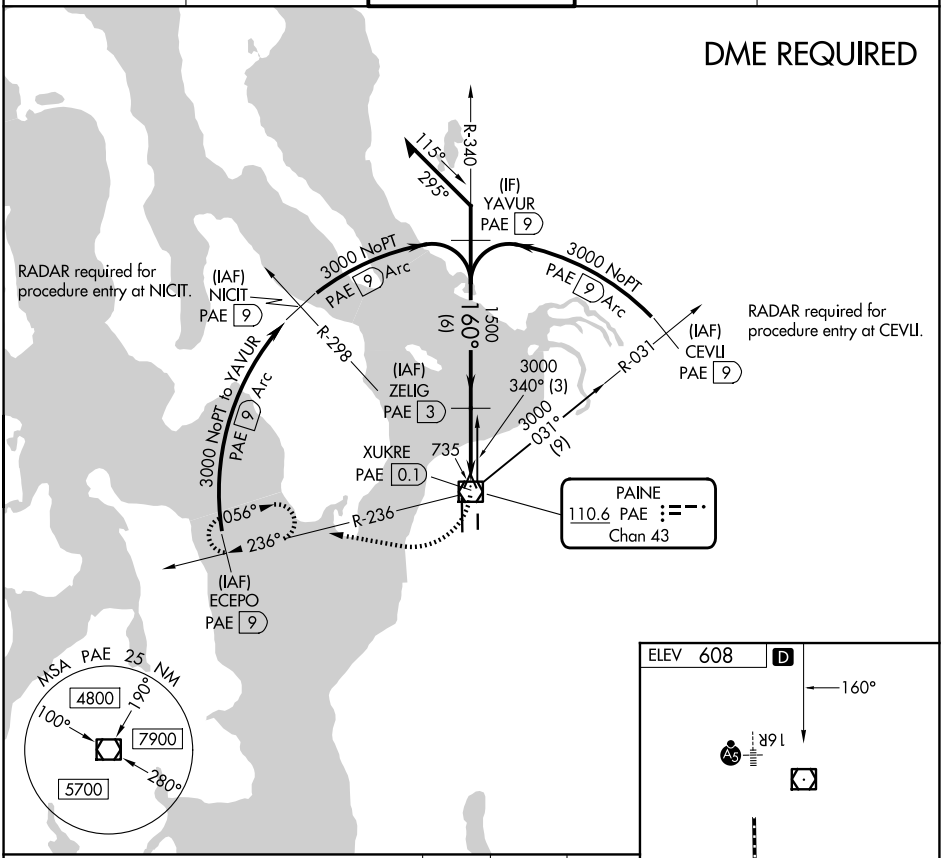
SEATTLE PAINE FLD INTL (PAE)

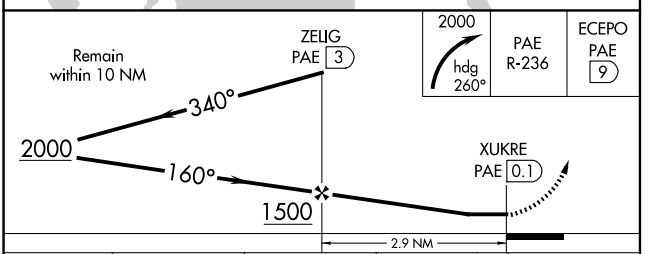
Circling Rwy 34R NA at night. DME required.

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	UNICOM
128.65	128.5 306.9	132.95 (CTAF) L 256.7	121.8 339.8	122.95

DME REQUIRED

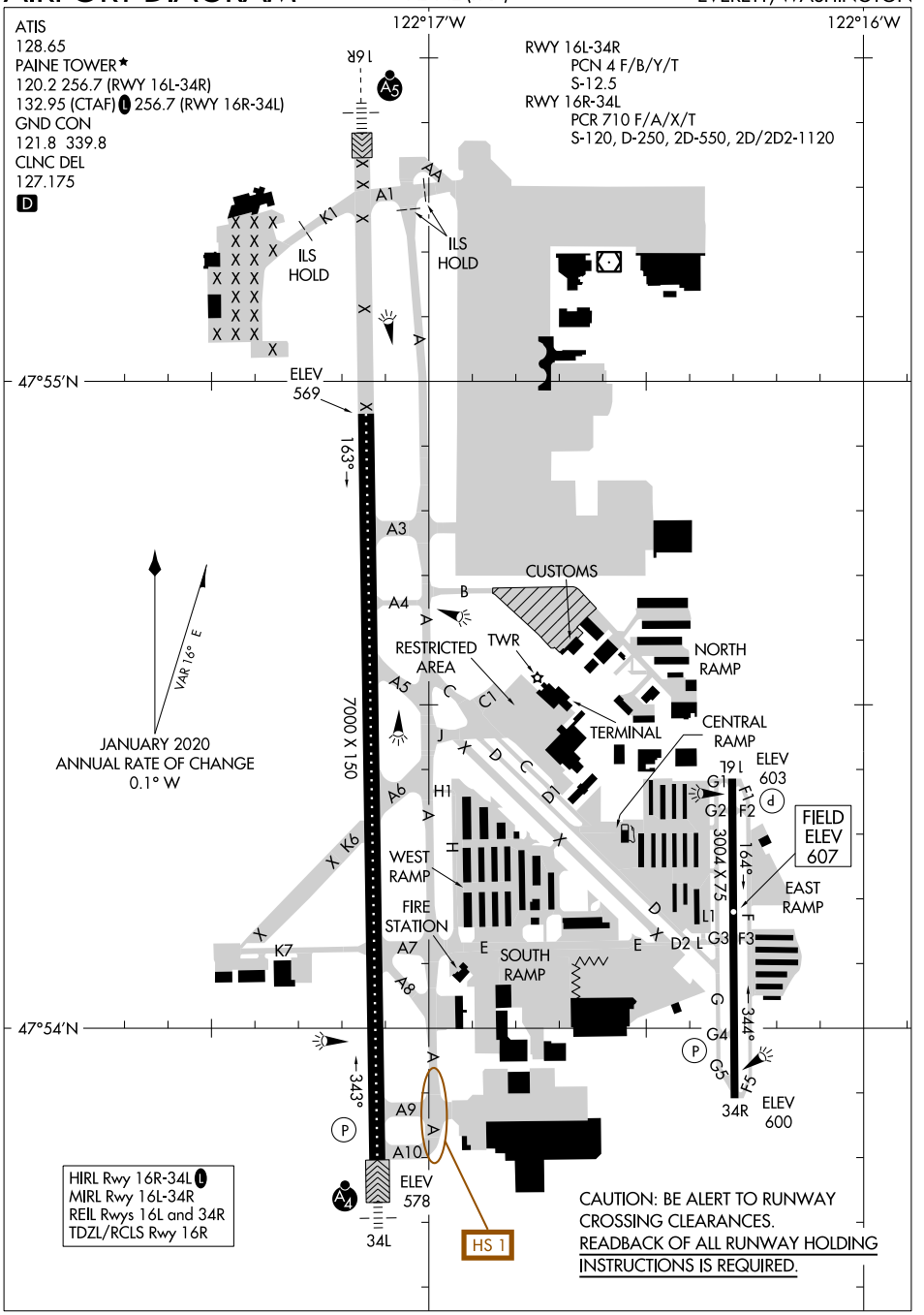




CATEGORY	A	B	C	D
CIRCLING	1100-1	492 (500-1)	1120-1½ 512 (600-1½)	1160-2 552 (600-2)

TDZL/RCLS Rwy 16R
HIRL Rwy 16R-34L L
REIL Rwys 16L and 34R
MIRL Rwy 16L-34R

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

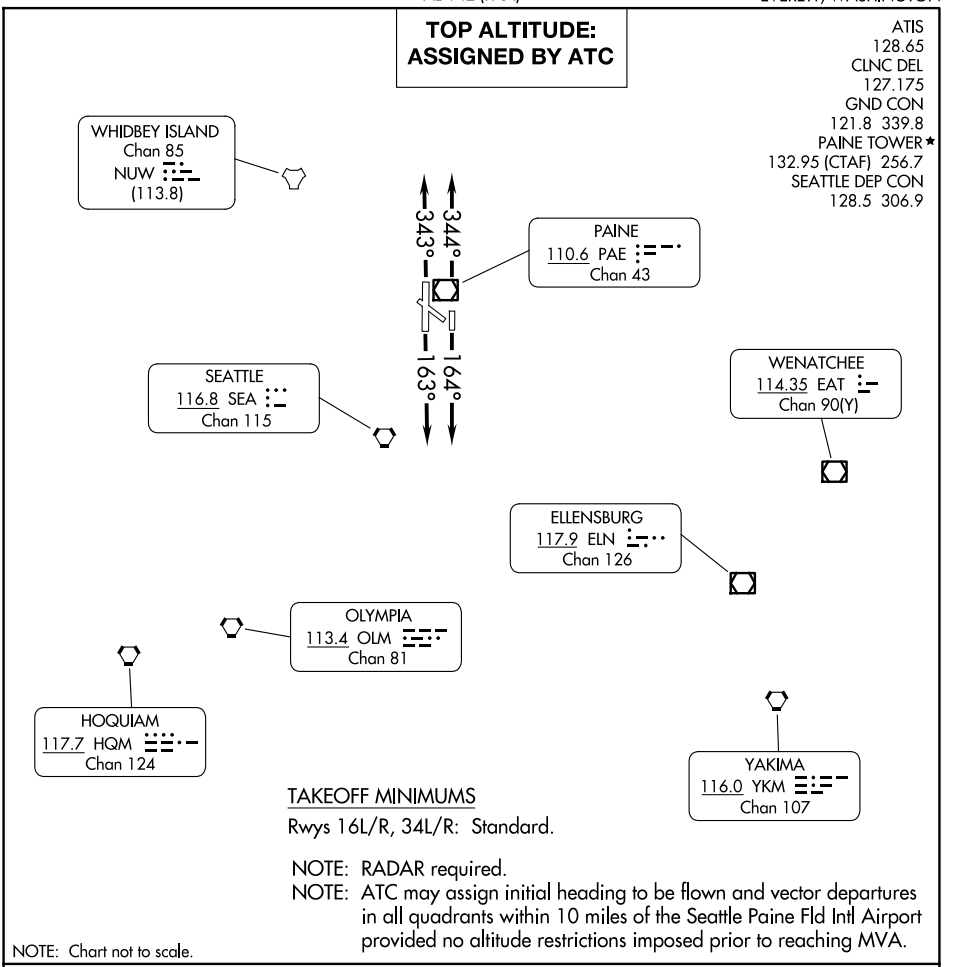


NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(PAINE6.PAINE) 23278
PAINE SIX DEPARTURE

AL-142 (FAA)

SEATTLE PAINE FLD INTL (PAE)
EVERETT, WASHINGTON



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.

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

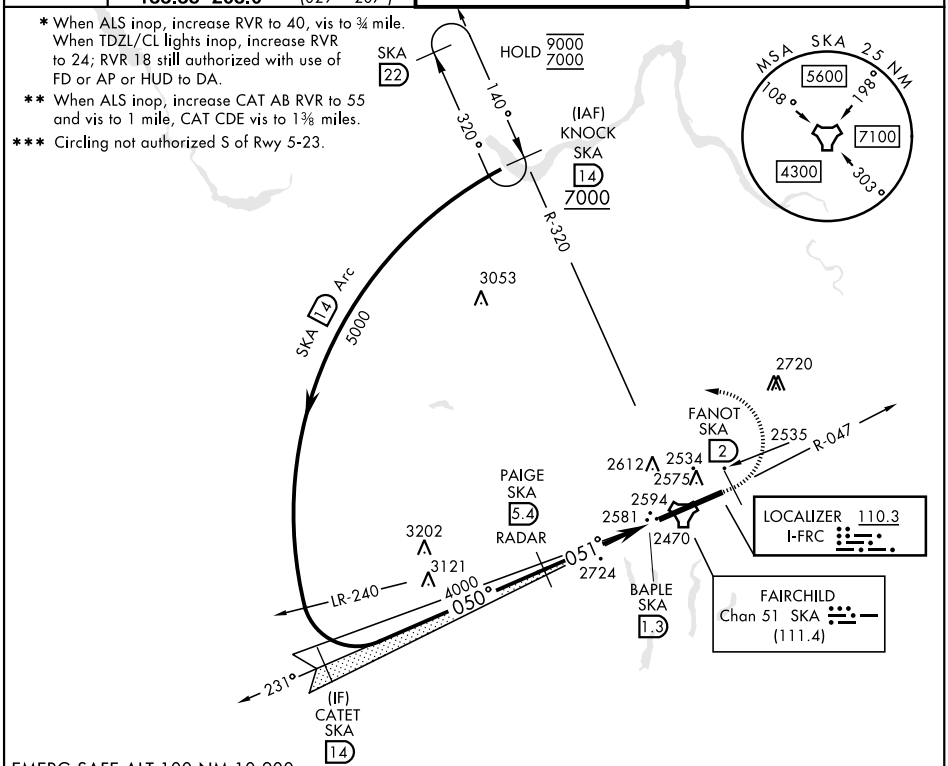
MISSED APPROACH: Climb to 7000 via SKA TACAN R-047. At FANOT turn left hdg 275° to intcp SKA R-320 to KNOCK and hold, cont climb in hold to 7000.

ATIS	SPOKANE APP CON	TOWER	GND CON
257.625	123.75 282.25 (208° - 028°) 133.35 263.0 (029° - 207°)	120.35 233.7	123.6 275.8

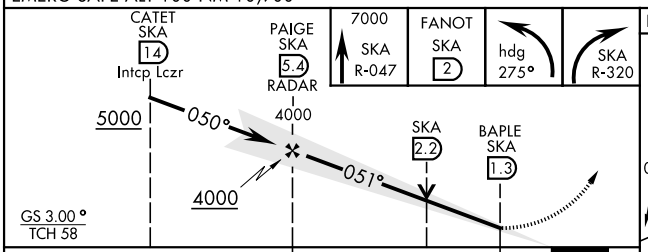
* When ALS inop, increase RVR to 40, vis to ¾ mile. When TDZL/CL lights inop, increase RVR to 24; RVR 18 still authorized with use of FD or AP or HUD to DA.

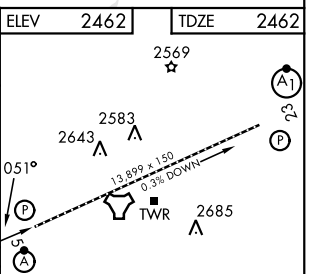
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

*** Circling not authorized S of Rwy 5-23.



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)		
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/RCLS 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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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)

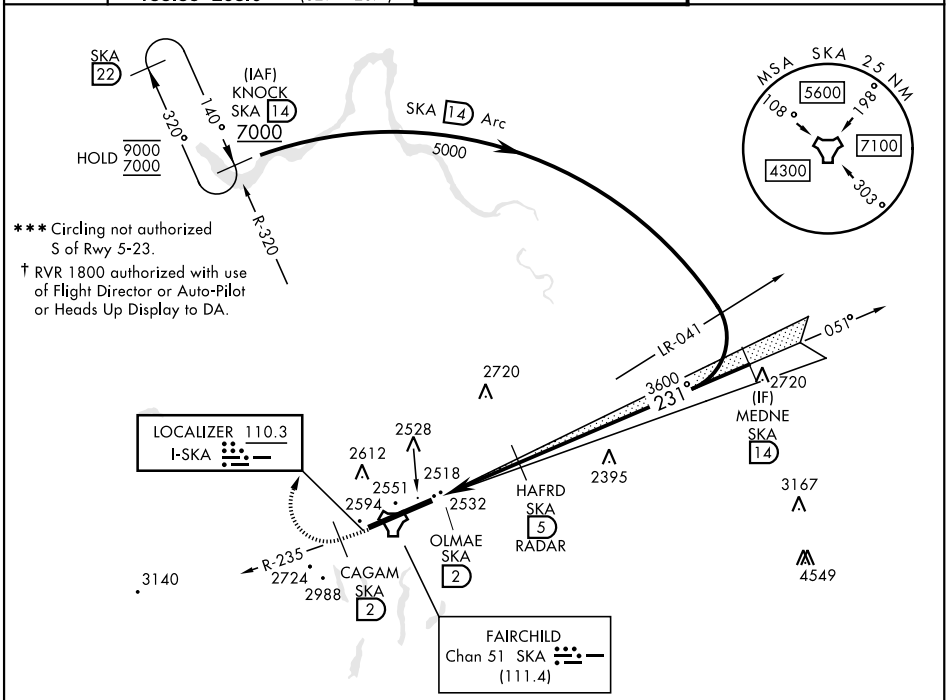
DME or RADAR rqrd for LOC. RADAR rqrd for KNOCK holding.

▼* 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

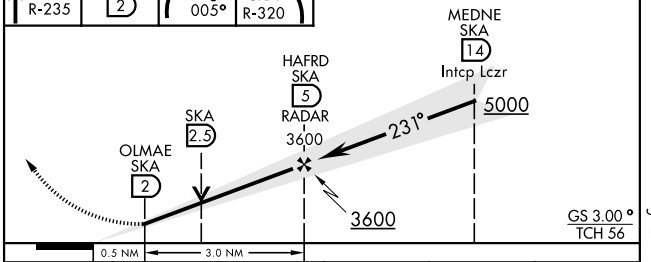
MISSED APPROACH: Climb to 7000 via SKA R-235. At CAGAM, turn right heading 005° to intcp SKA R-320 to KNOCK and hold, cont climb in hold to 7000.

ATIS	SPOKANE APP CON	TOWER	GND CON
257.625	123.75 282.25 (208° - 028°) 133.35 263.0 (029° - 207°)	120.35 233.7	123.6 275.8

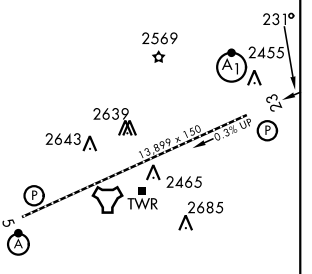


EMERG SAFE ALT 100 NM 10,900

7000 SKA R-235 | CAGAM SKA 2 | hdg 005° | SKA R-320



ELEV 2462 | TDZE 2423



HIRL Rwy 5-23
TDZL/RCLS 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 ***	2900-1 438 (500-1)	2920-1 458 (500-1)	3040-1½ 578 (600-1½)	3040-2 578 (600-2)	3600-3 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, 03 SEP 2026 to 29 OCT 2026

SPOKANE, WASHINGTON

ILS RWY 5 (CAT II)

FAIRCHILD AFB (KSKA)

LOC I-FRC	APCH CRS	Rwy ldg 13,899 TDZE 2462 Arpt Elev 2462
110.3	051°	[USAF]

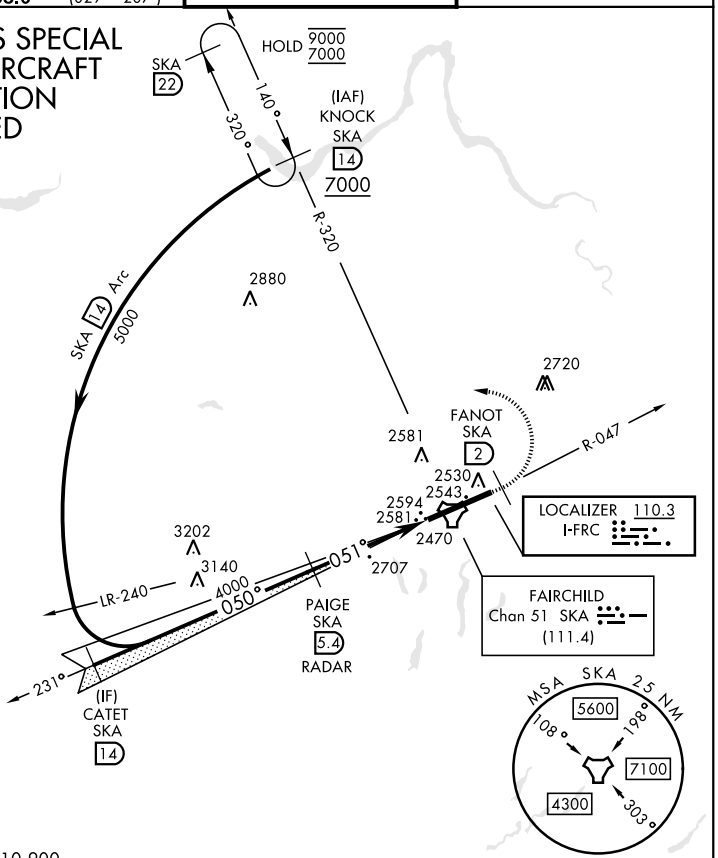
RADAR required for KNOCK holding.

ALSF-2

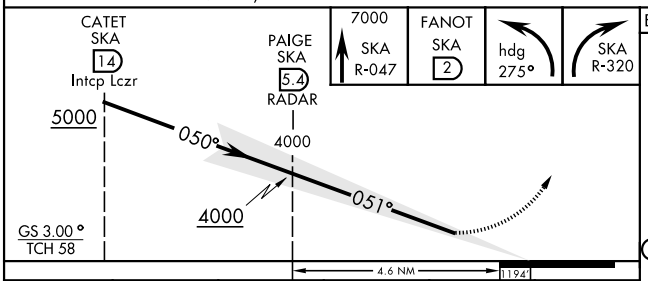
MISSED APPROACH: Climb to 7000 via SKA TACAN R-047. At FANOT turn left hdg 275° to intcp SKA R-320 to KNOCK and hold, continue climb in hold to 7000.

ATIS	SPOKANE APP CON	TOWER	GND CON
257.625	123.75 282.25 (208° - 028°) 133.35 263.0 (029° - 207°)	120.35 233.7	123.6 275.8

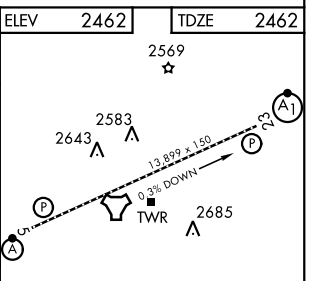
CATEGORY II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



EMERG SAFE ALT 100 NM 10,900



CATEGORY	A	B	C	D	E
S-ILS 5	RA 98/12		100	DA 2562	



SPOKANE, WASHINGTON

47°37'N-117°39'W

FAIRCHILD AFB (KSKA)

Amdt 2 03NOV22

ILS RWY 5 (CAT II)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

25331

SPOKANE, WASHINGTON

RNAV (GPS) RWY 5

APCH CRS	Rwy ldg	13,899
051°	TDZE	2462
	Arpt Elev	2462

(USAF)

FAIRCHILD AFB (KSKA)

RNP APCH

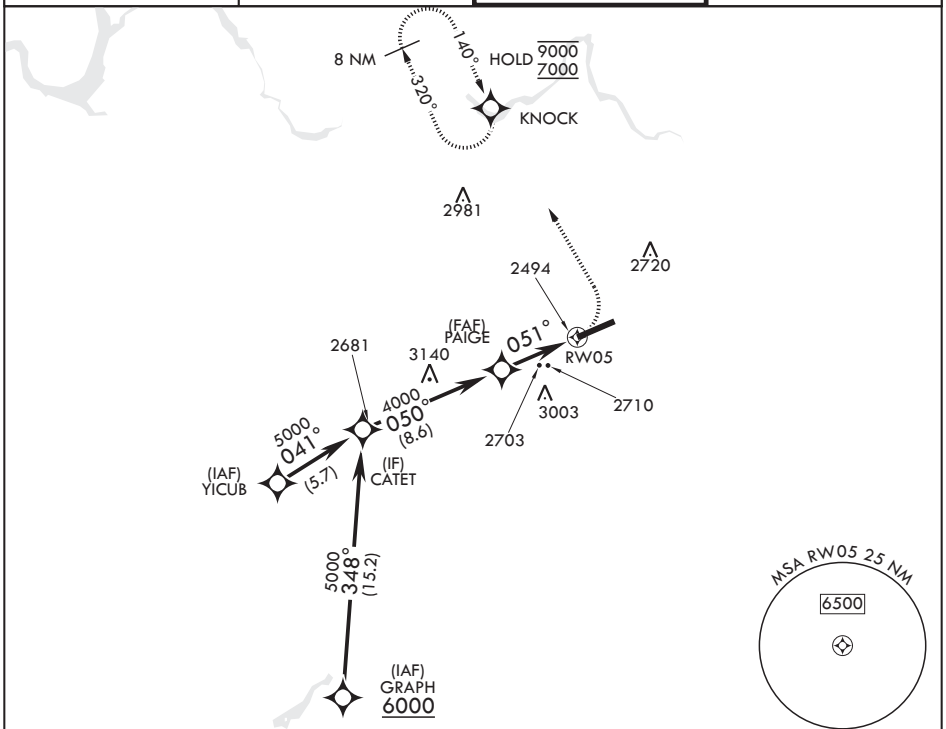
RADAR required for KNOCK holding.

* When ALS inop, increase CAT A RVR to 55, vis to 1 mile, CAT B RVR to 60, vis to 1 1/4 miles, and CAT CDE vis to 2 1/2 miles.
** Circling S of RWY 5-23 NA.

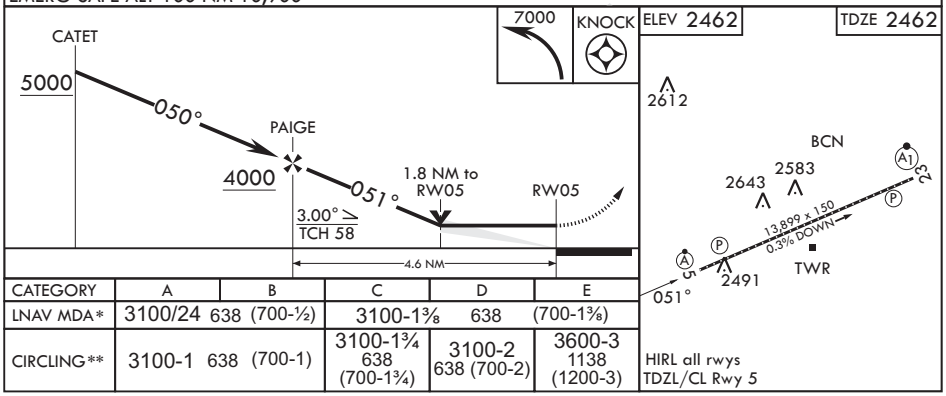
ALSF-2

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°) 133.35 263.0 (029°-207°)	120.35 233.7	123.6 275.8



EMERG SAFE ALT 100 NM 10,900



CATEGORY	A	B	C	D	E
LNAV MDA*	3100/24 638 (700-½)		3100-1⅜ 638 (700-1⅜)		
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 47°37'N - 117°39'W FAIRCHILD AFB (KSKA)

Amdt 2 03NOV22

RNAV (GPS) RWY 5

NW-1, 03 SEP 2026 to 29 OCT 2026

SPOKANE, WASHINGTON

RNAV (GPS) RWY 23

APCH CRS	Rwy ldg	13,899
231°	TDZE	2423
	Arpt Elev	2462

(USAF) FAIRCHILD AFB (KSKA)

RNP APCH

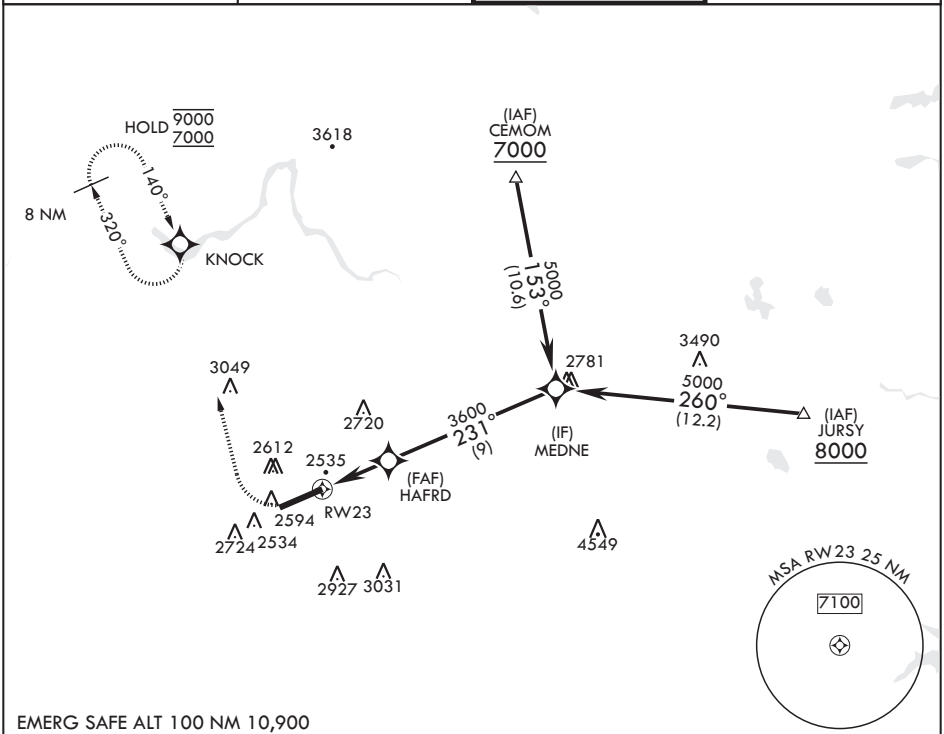
RADAR required for KNOCK holding.

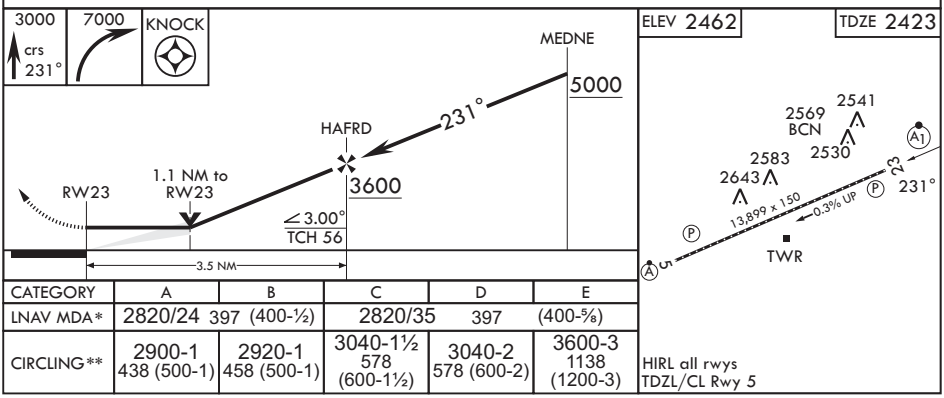
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles.
** Circling S of Rwy 5-23 NA.

ALSF-1

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°) 133.35 263.0 (029°-207°)	120.35 233.7	123.6 275.8





CATEGORY	A	B	C	D	E
LNAV MDA*	2820/24	397 (400-½)	2820/35	397	(400-⅝)
CIRCLING**	2900-1 438 (500-1)	2920-1 458 (500-1)	3040-1½ 578 (600-1½)	3040-2 578 (600-2)	3600-3 1138 (1200-3)

HIRL all rwys
TDZL/CL Rwy 5

SPOKANE, WASHINGTON 47°37'N - 117°39'W FAIRCHILD AFB (KSKA)

Amdt 2 03NOV22

RNAV (GPS) RWY 23

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

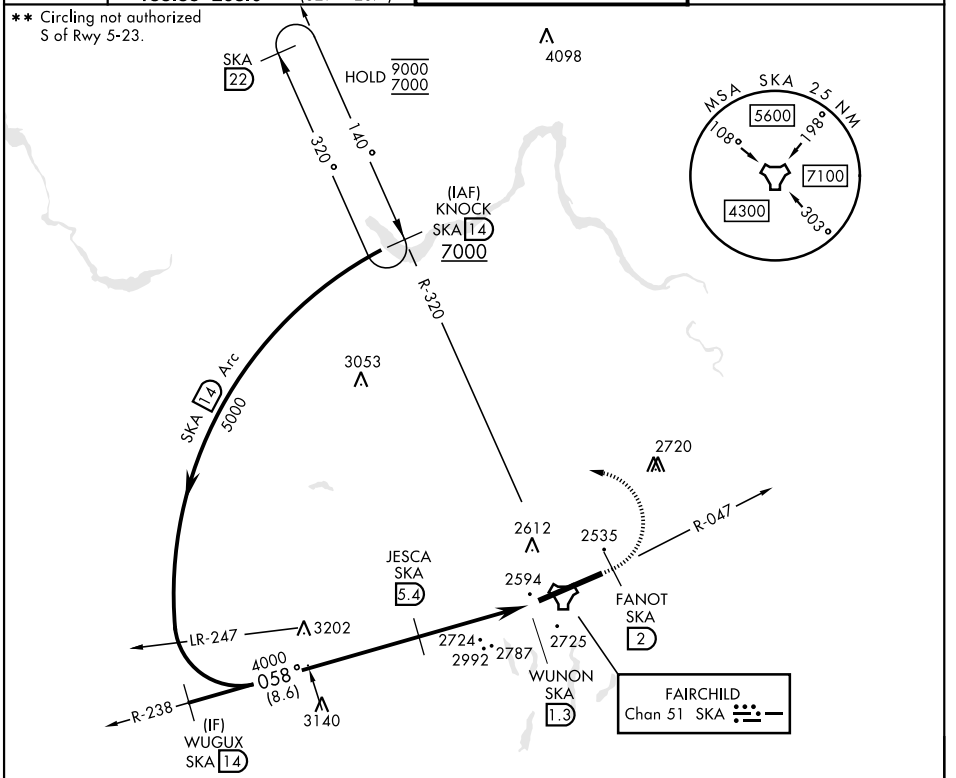
▼* When ALS inop, increase CAT A RVR to 55, vis to 1 mile, CAT B vis to 1¼ miles, CAT CDE vis to 2½ miles.

ALSF-2

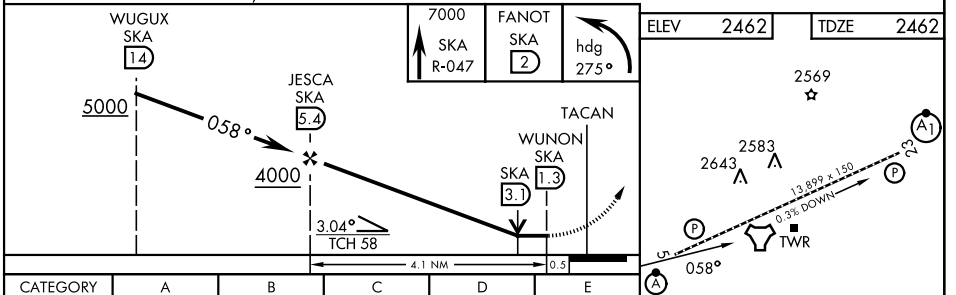
MISSED APPROACH: Climb to 7000 via SKA TACAN R-047. At FANOT turn left hdg 275° to intcp SKA R-320 to KNOCK and hold, cont climb in hold to 7000.

ATIS	SPOKANE APP CON	TOWER	GND CON
257.625	123.75 282.25 (208° - 028°) 133.35 263.0 (029° - 207°)	120.35 233.7	123.6 275.8

** Circling not authorized S of Rwy 5-23.



EMERG SAFE ALT 100 NM 10,900



CATEGORY	A	B	C	D	E
S-5 *	3260/24 798 (800-½)	3260/40 798 (800-¾)	3260-1¾	798	(800-1¾)
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/RCLS Rwy 5

SPOKANE, WASHINGTON 47°37'N-117°39'W FAIRCHILD AFB (KSKA)

Amdt 5 03NOV22

TACAN RWY 5

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

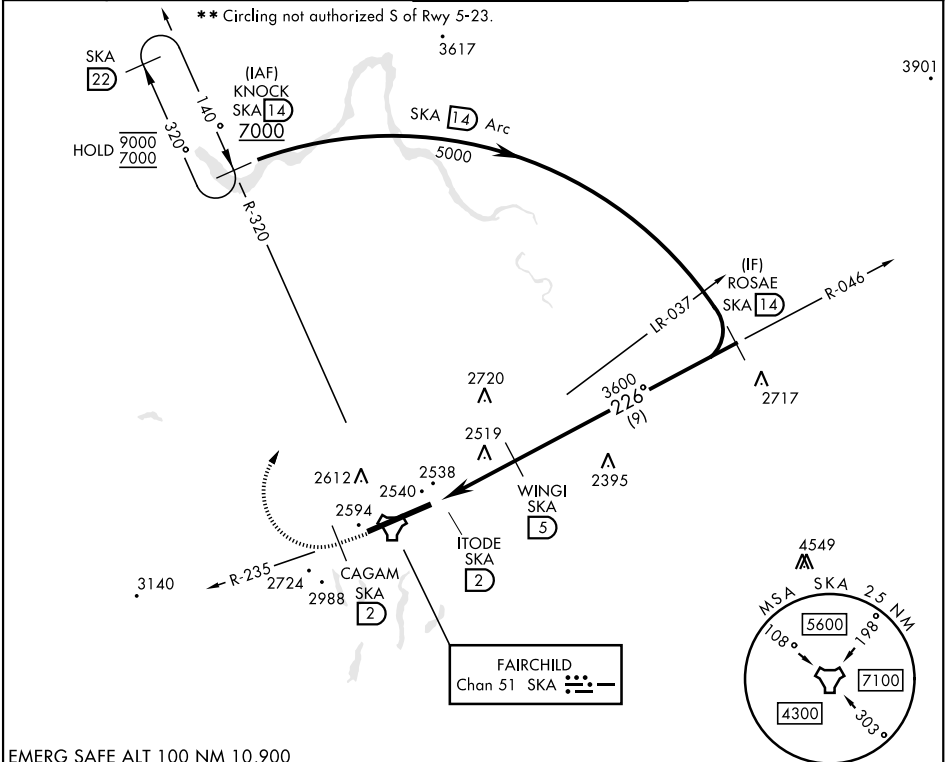
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60, vis to 1⅛ miles.

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.

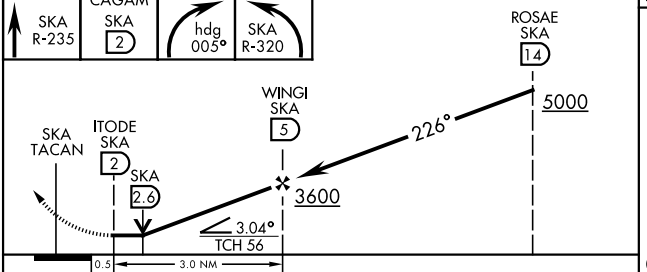
ATIS	SPOKANE APP CON	TOWER	GND CON
257.625	123.75 282.25 (208° - 028°) 133.35 263.0 (029° - 207°)	120.35 233.7	123.6 275.8

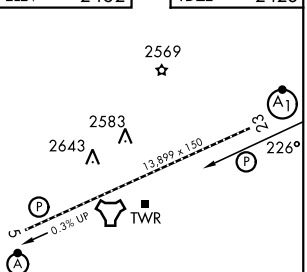
** Circling not authorized S of Rwy 5-23.



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)		
CIRCLING **	2900-1 438 (500-1)	2920-1 458 (500-1)	3040-1½ 578 (600-1½)	3040-2 578 (600-2)	3600-3 1138(1200-3)

HIRL Rwy 5-23
TDZL/RCLS Rwy 5

SPOKANE, WASHINGTON 47°37'N-117°39'W FAIRCHILD AFB (KSKA)

Amdt 4 03NOV22

TACAN RWY 23

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

26246

AIRPORT DIAGRAM

[USAF]

FAIRCHILD AFB (KSKA)

SPOKANE, WASHINGTON

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

SPOKANE, WASHINGTON

FAIRCHILD AFB (KSKA)

RNAV (GPS) RWY 27

TILLITT FLD (1S3)

WAAS CH 78125 W27A	APP CRS 268°	Rwy Ldg 4799	TDZE 2728	Apt Elev 2729

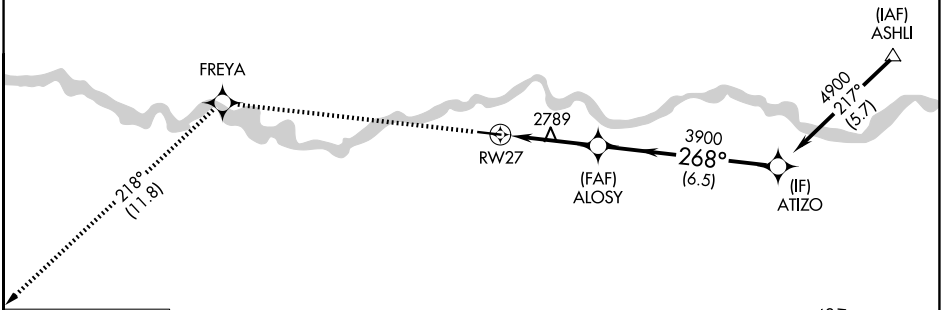
RNP APCH - GPS.

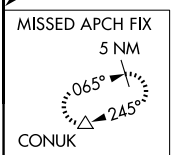
Rwy 27 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

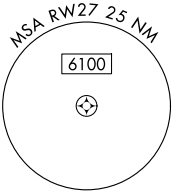
MISSED APPROACH: Climb to 6000 direct FREYA and on track 218° to CONUK and hold.

AWOS-3PT	SALT LAKE CENTER	UNICOM
121.125	126.85 305.2	122.8 (CTAF) L

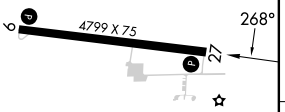
Procedure NA for arrivals at ASHLI on V2-465 northeast bound.

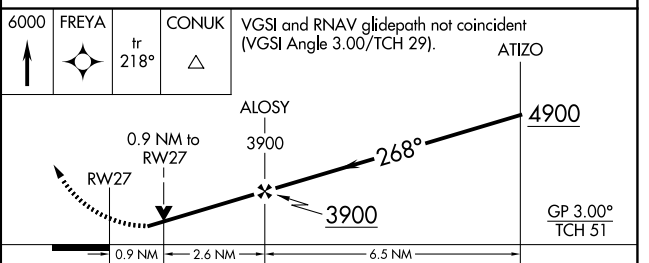






ELEV 2729 TDZE 2728





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)		
CIRCLING	3160-1 431 (500-1)	3380-1 651 (700-1)	3380-1¾ 651 (700-1¾)	3700-3 971 (1000-3)

MIRL Rwy 9-27 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

FORT BENTON, MONTANA | AL-10260 (FAA) | 26190

RNAV (GPS) RWY 23

FORT BENTON (79S)

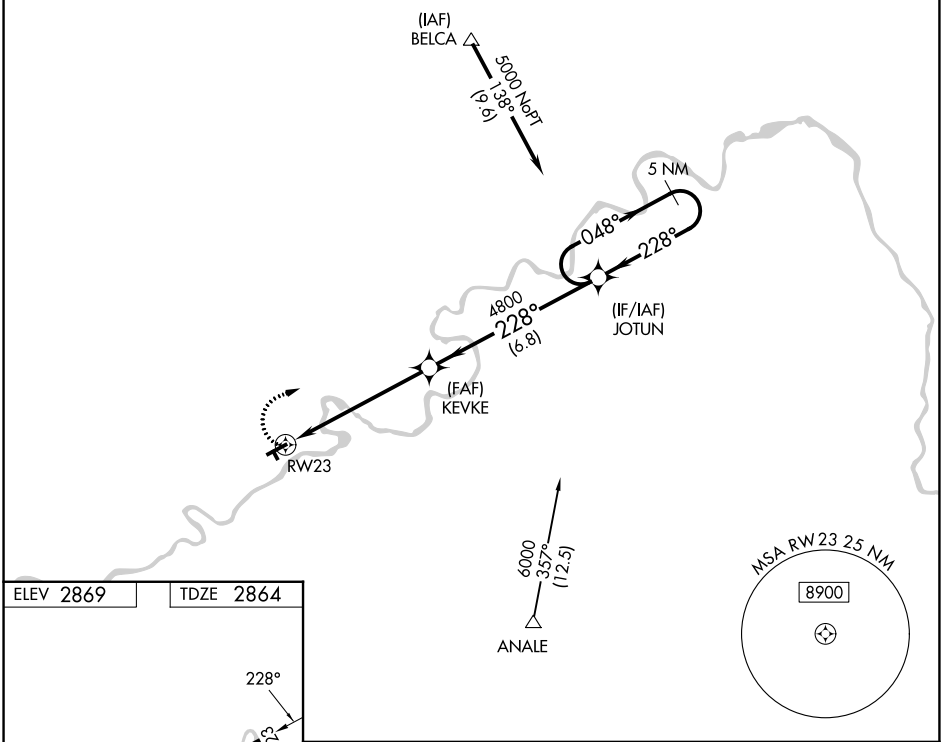
APP CRS	Rwy Ldg	4300
228°	TDZE	2864
	Apt Elev	2869

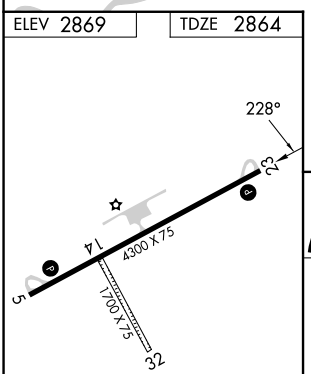
RNP APCH - GPS.

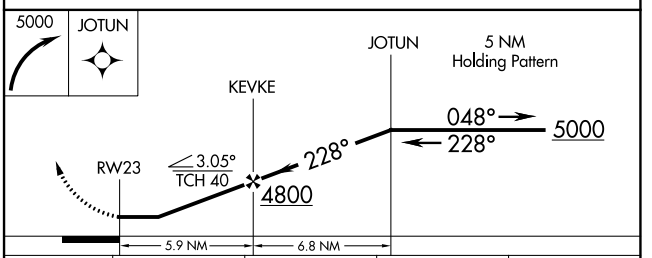
Procedure NA at night. When local altimeter setting not received, use HVR altimeter setting and increase all MDAs 180 feet and LNAV visibility Cat C ½ SM and Circling visibility Cat C ¾ SM. Circling NA to Rwys 14-32. Rwy 23 helicopter visibility reduction below 1 SM NA.

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







CATEGORY	A	B	C	D
LNAV MDA	3340-1	476 (500-1)	3340-1⅜ 476 (500-1⅜)	NA
CIRCLING	3340-1	471 (500-1)	3460-1½ 591 (600-1½)	NA

MIRL Rwy 5-23 L

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 22

FORT BRIDGER (FBR)

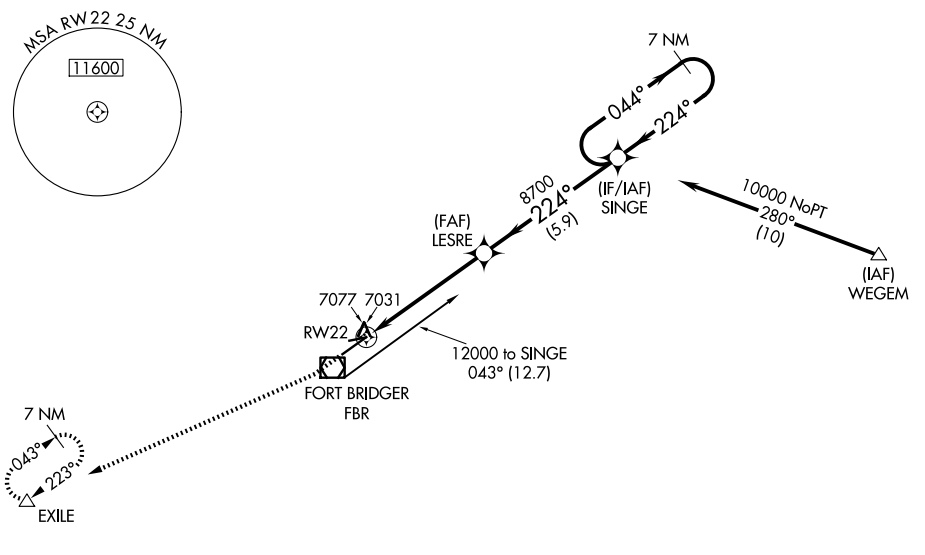
WAAS CH 78234 W22A	APP CRS 224°	Rwy Ldg 6404 TDZE 7023 Apt Elev 7038

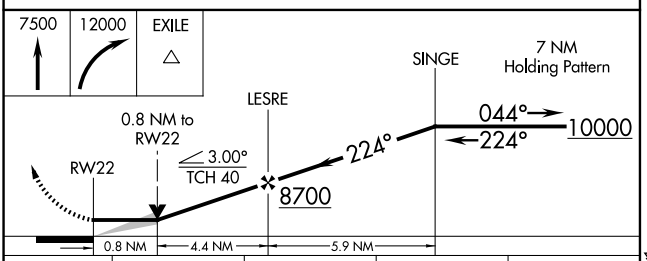
RNP APCH.

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.

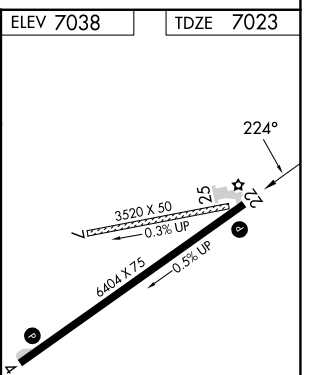
MISSED APPROACH: Climb to 7500, then climbing right turn to 12000 direct EXILE and hold, continue climb-in-hold to 12000.

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)			
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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VOR RWY 22

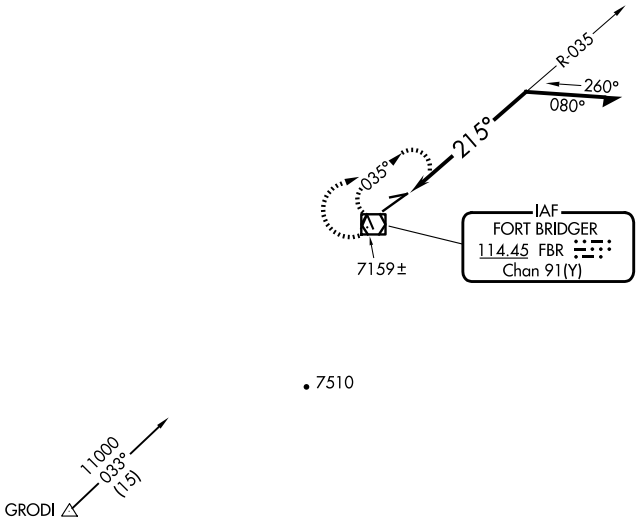
FORT BRIDGER (FBR)

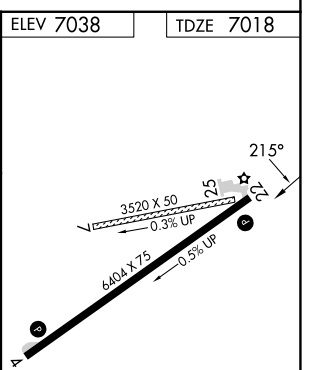
VOR/DME FBR	APP CRS	Rwy Ldg	6404
114.45	215°	TDZE	7018
Chan 91(Y)		Apt Elev	7038

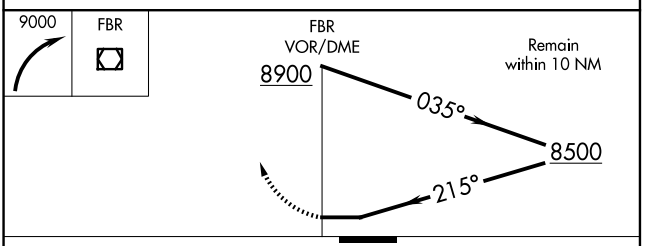
NA Circling NA to Rwys 7 and 25. When local altimeter setting not received, use Evanston altimeter setting and increase all MDAs 100 feet, increase S-22 Cats C and D and Circling Cat C visibility ¼ SM, and Circling Cat D visibility ½ SM.

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







CATEGORY	A	B	C	D
S-22	7440-1 422 (500-1)		7440-1¼ 422 (500-1¼)	
CIRCLING	7480-1 442 (500-1)	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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH **40024** **W34A**	APP CRS **341°**	Rwy Ldg **3402** TDZE **108** Apt Elev **113**

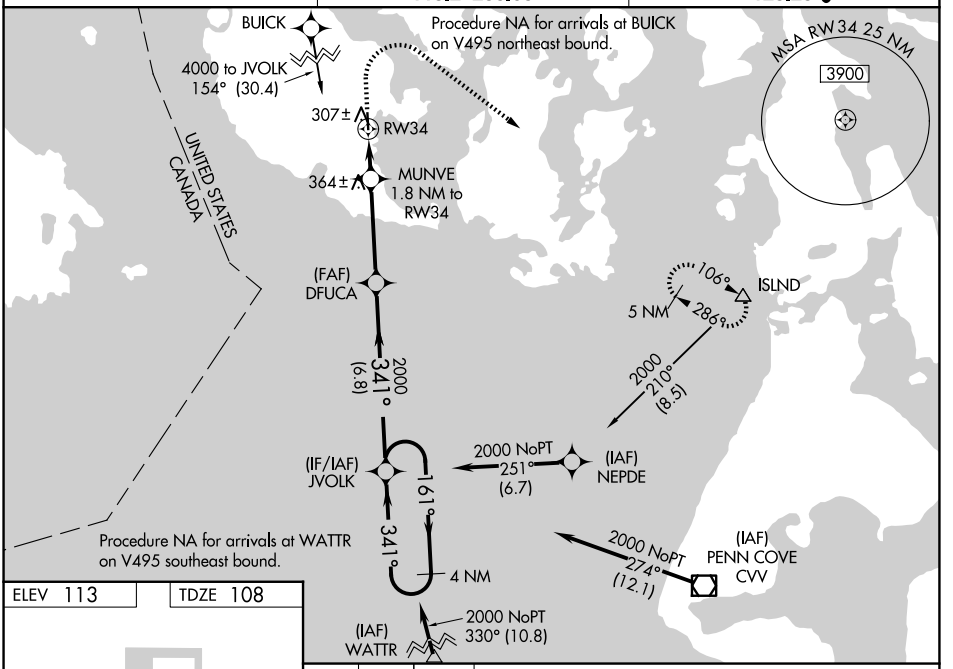
RNAV (GPS) RWY 34

FRIDAY HARBOR (FHR)

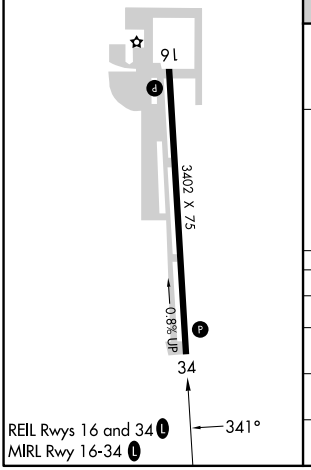
When VGSI inop, Circling Rwy 16 NA at night. Baro-VNAV NA when using Burlington/Mount Vernon altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When VGSI inop, Straight-in/Circling Rwy 34 procedure NA at night. Circling NA west of Rwy 16-34. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Burlington/Mount Vernon altimeter setting; increase all DA 61 feet and all MDA 80 feet; increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility all Cats ¼ mile, LNAV visibility Cat C ¼ mile, and Circling visibility Cat C ¼ mile.

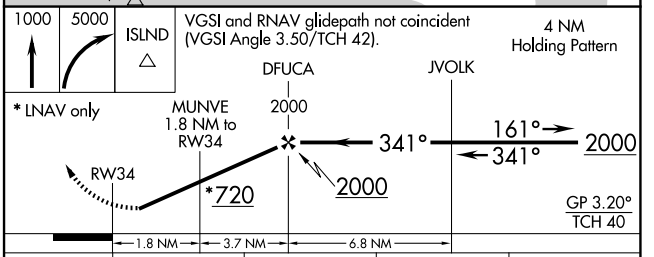
MISSED APPROACH: Climb to 1000, then climbing right turn to 5000 direct ISLND and hold, continue climb-in-hold to 5000.

ASOS	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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NDB RWY 34

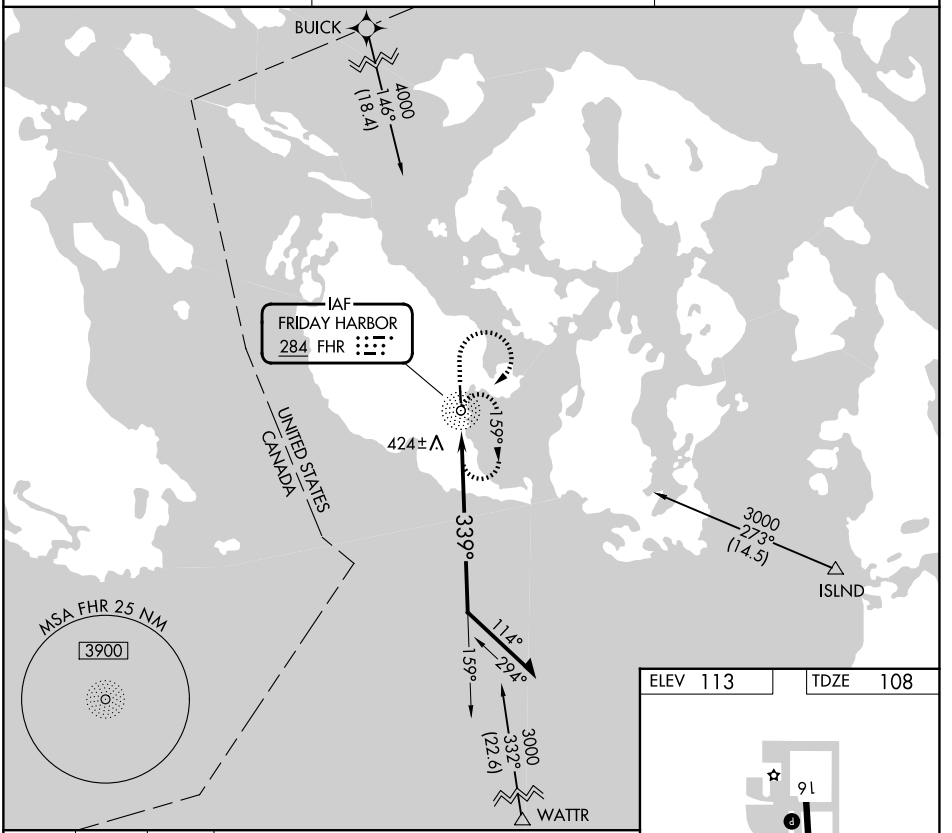
FRIDAY HARBOR (FHR)

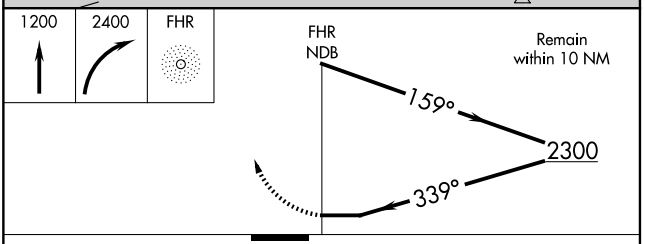
NDB FHR	APP CRS	Rwy Ldg	3402
284	339°	TDZE	108
		Apt Elev	113

Circling NA west of Rwy 16-34.
Visibility reduction by helicopters NA.

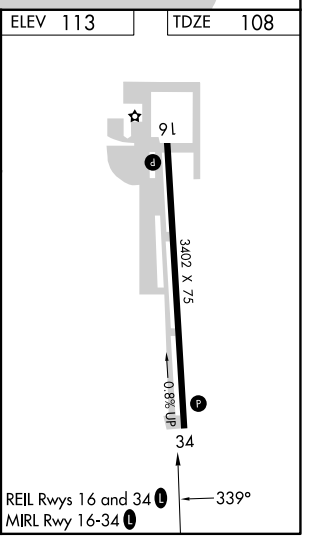
MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct FHR NDB and hold, continue climb-in-hold to 2400.

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)	800-2 692 (700-2)	NA
CIRCLING	800-1 687 (700-1)	820-1 707 (800-1)	840-2 727 (800-2)	NA



NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-LLT	APP CRS	Rwy Ldg	7500
110.1	341°	TDZE	4365
Chan 38		Apt Elev	4365

ILS or LOC RWY 34

NORTHEAST WYOMING RGNL (GCC)

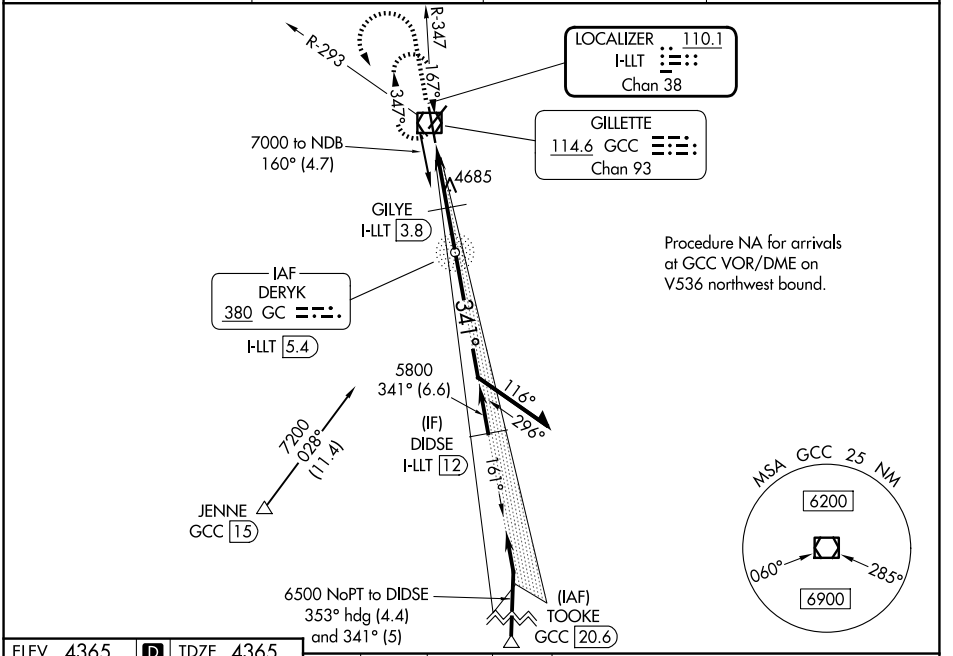
ADF or DME required.

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

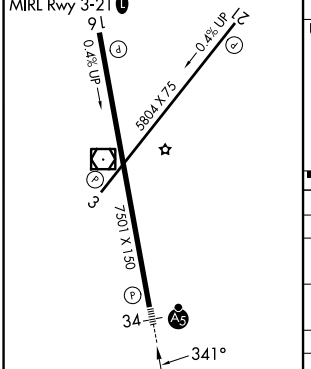


ELEV 4365 D TDZE 4365

HIRL Rwy 16-34 L

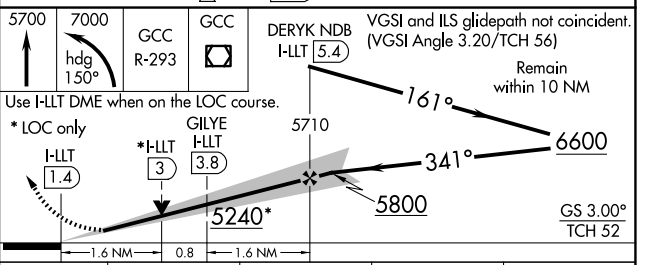
REIL Rwys 3, 16, and 21

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)
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)
CIRCLING	5040-1 675 (700-1)	5240-1¼ 875 (900-1¼)	5400-3	1035 (1100-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

GILLETE, WYOMING | AL-5728 (FAA) | 26078

RNAV (GPS) RWY 16

NORTHEAST WYOMING RGNL (GCC)

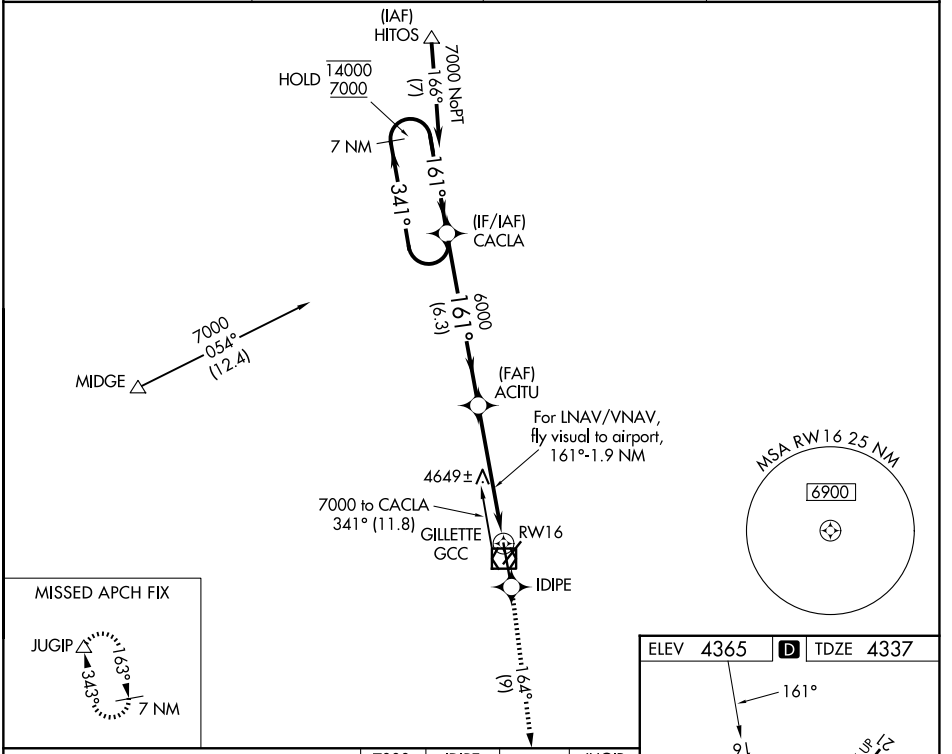
WAAS	APP CRS	Rwy Ldg	7500
CH 86221	161°	TDZE	4337
W16A		Apt Elev	4365

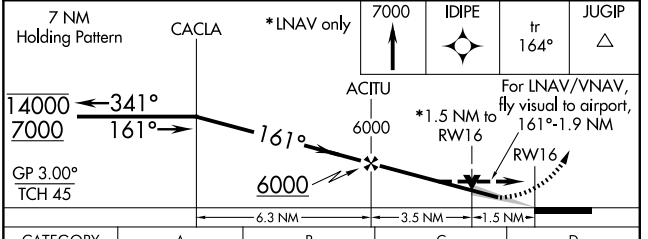
RNP APCH.

Circling Rwy 3 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.

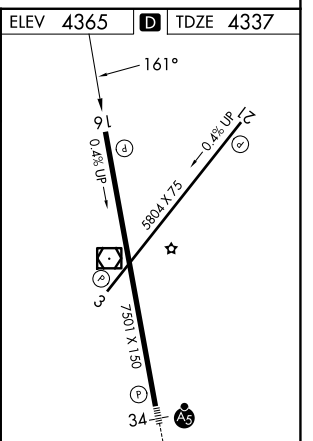
MISSED APPROACH: Climb to 7000 direct IDIPE and on track 164° to JUGIP and hold.

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)	
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

GILLETE, WYOMING
Orig-B 17JUN21

44°21′N-105°32′W

NORTHEAST WYOMING RGNL (GCC)
RNAV (GPS) RWY 16

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 34

NORTHEAST WYOMING RGNL (GCC)

WAAS	APP CRS	Rwy Ldg	7500
CH 86204	341°	TDZE	4365
W34A		Apt Elev	4365

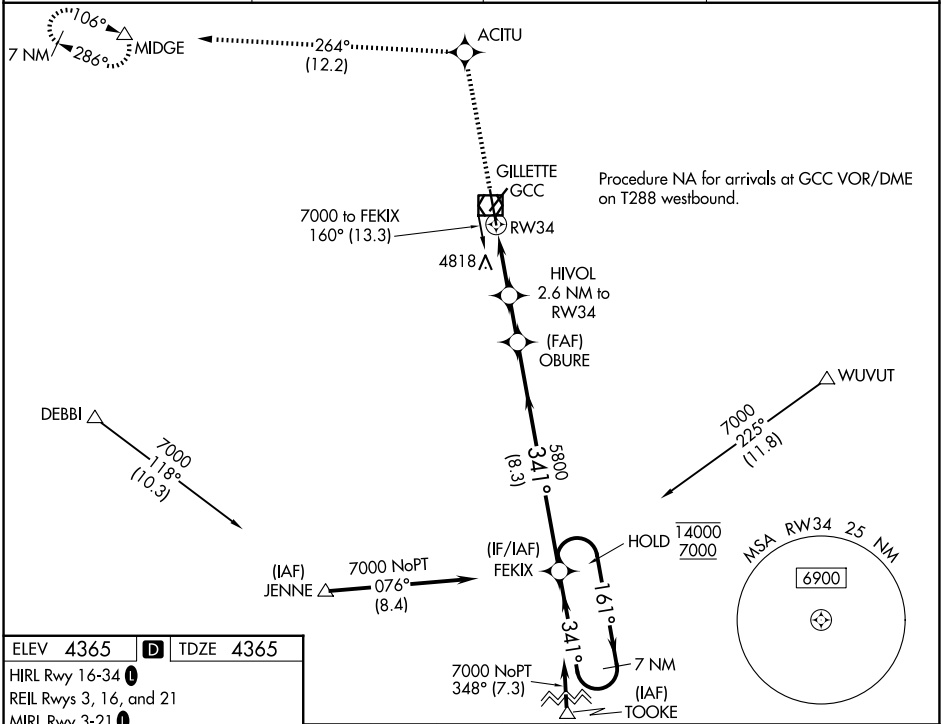
RNP APCH.

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

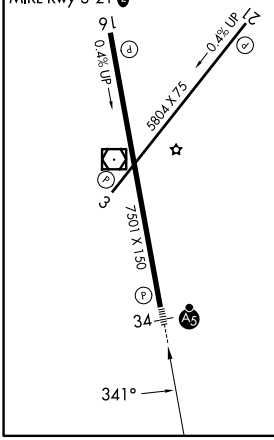


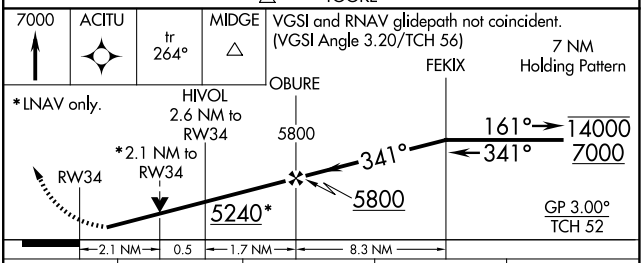
ELEV 4365 D TDZE 4365

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)	
CIRCLING	5120-1 755 (800-1)	5240-1¼ 875 (900-1¼)	5400-3 1035 (1100-3)	

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

GILLETTE, WYOMING | AL-5728 (FAA) | 26078

VOR RWY 16

NORTHEAST WYOMING RGNL (GCC)

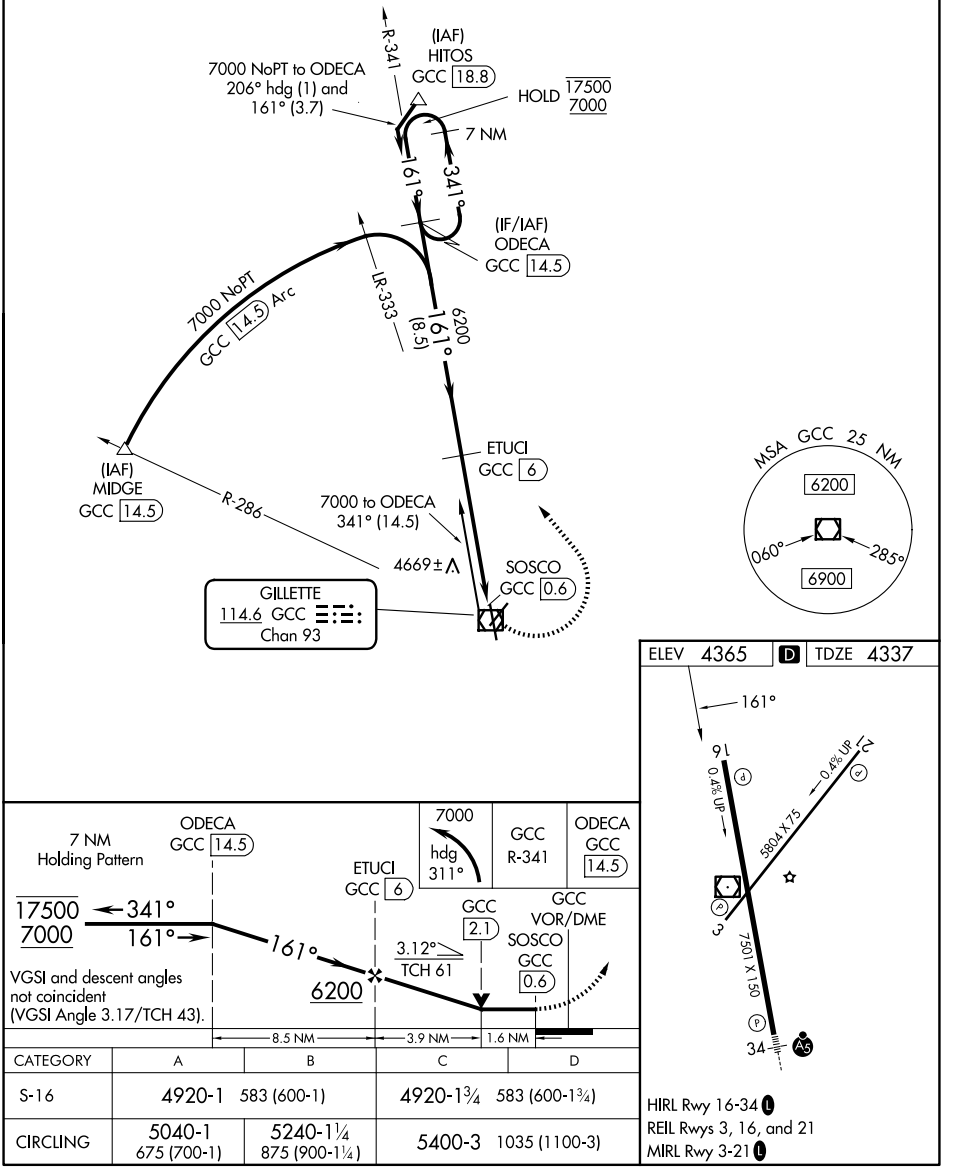
VOR/DME GCC	APP CRS	Rwy Ldg	7500
114.6	161°	TDZE	4337
Chan 93		Apt Elev	4365

DME required.

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)
CIRCLING	5040-1 675 (700-1)	5240-1¼ 875 (900-1¼)	5400-3	1035 (1100-3)

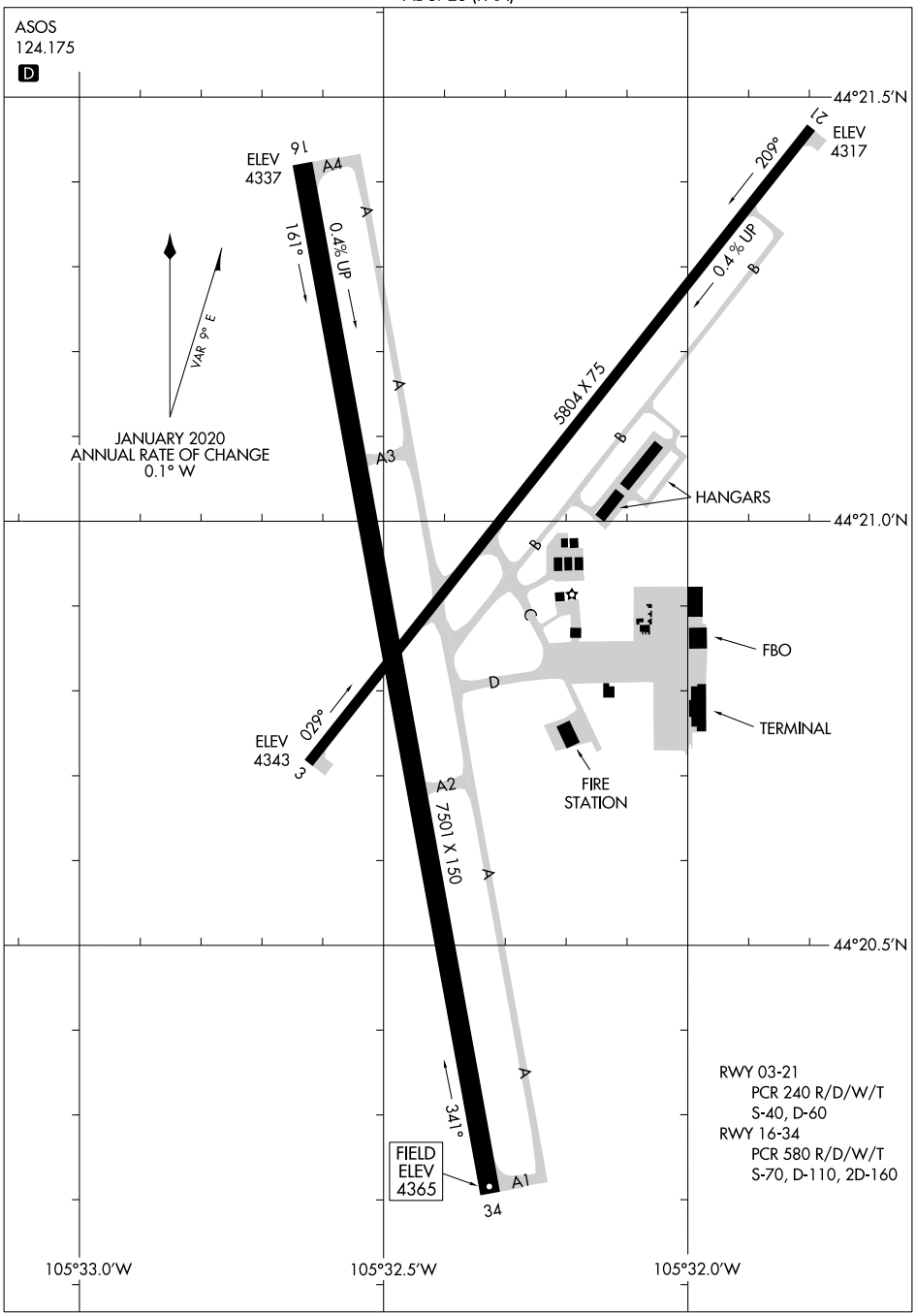
HIRL Rwy 16-34 L
REIL Rwys 3, 16, and 21
MIRL Rwy 3-21 L

GILLETTE, WYOMING
Orig-B 17JUN21

44°21′N-105°32′W

NORTHEAST WYOMING RGNL (GCC)
VOR RWY 16

NW-1, 03 SEP 2026 to 29 OCT 2026



NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

GLASGOW, MONTANA AL-5382 (FAA) 26190

WAAS	APP CRS	Rwy Ldg	5001
CH 93620	123°	TDZE	2294
W12A		Apt Elev	2296

RNAV (GPS) RWY 12

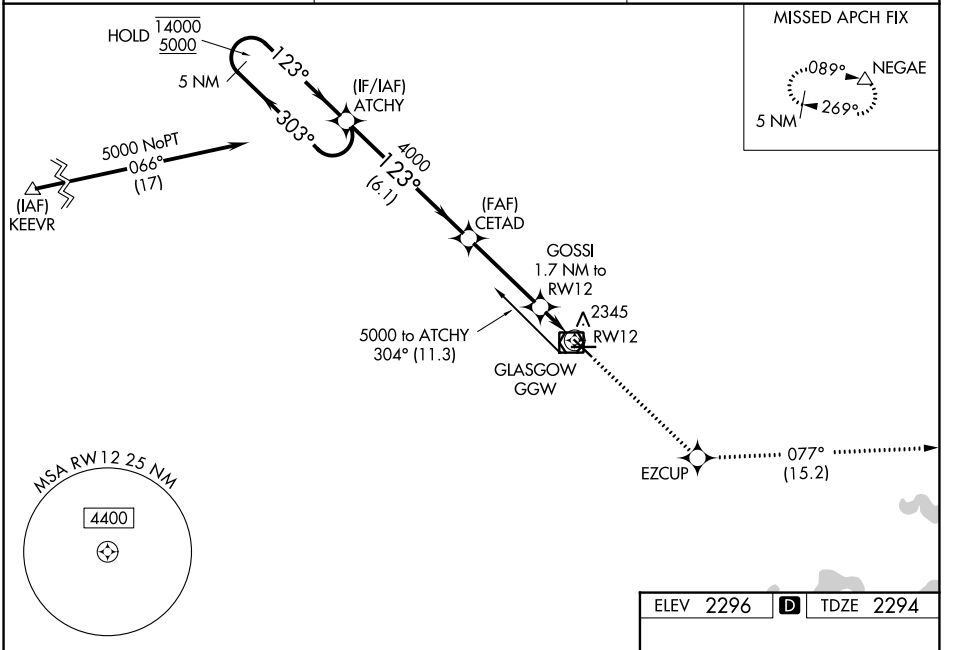
WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)

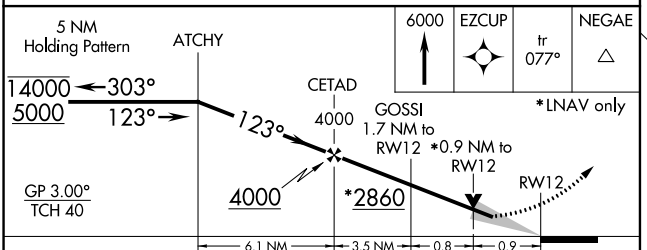
RNP APCH.

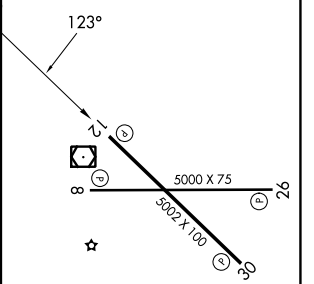
V A For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -14°C or above 54°C. When local altimeter setting not received, use Wolf Point altimeter setting and increase LPV DA to 2685 feet and visibility all Cats ½ SM; Increase LNAV/VNAV DA to 2728 feet and visibility all Cats ½ SM; increase all MDAs 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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	5001
CH 99620	303°	TDZE	2294
W30A		Apt Elev	2296

RNAV (GPS) RWY 30

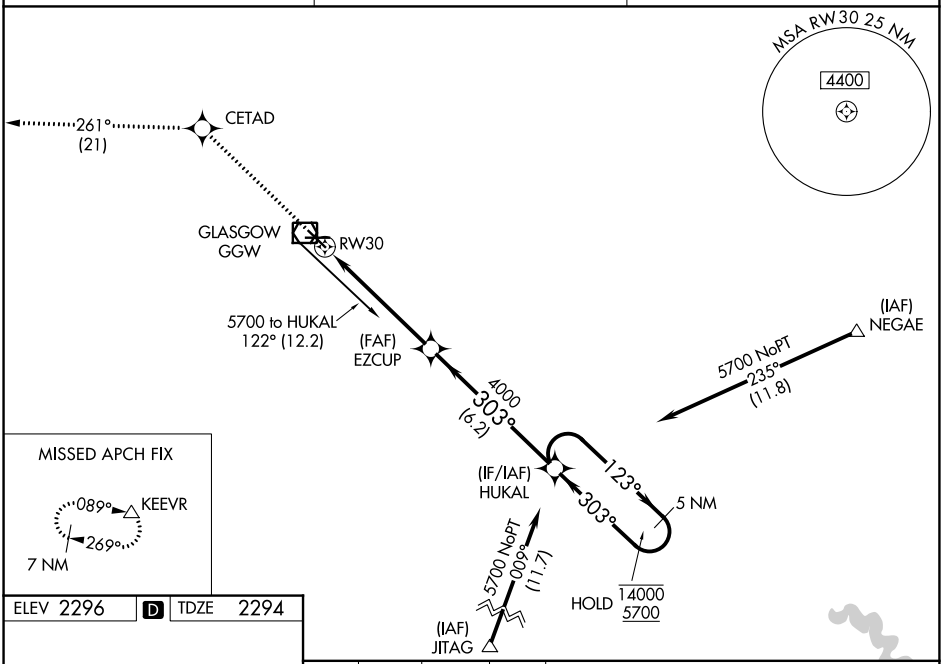
WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)

RNP APCH.

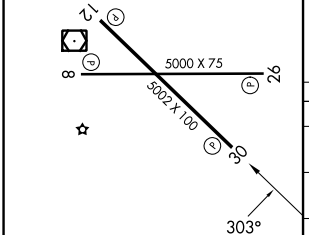
V A For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -14°C or above 54°C. When local altimeter setting not received, use Wolf Point altimeter setting and increase LPV DA to 2635 feet and all visibilities ⅜ SM; increase LNAV/VNAV DA to 2728 feet and all visibilities ½ SM; increase all MDAs 160 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.

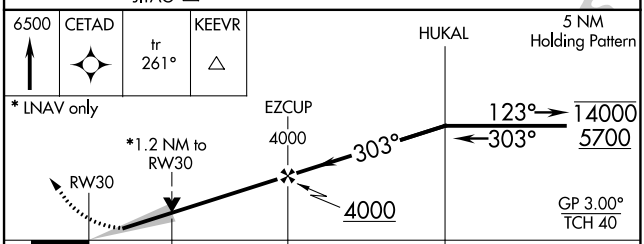
ASOS	SALT LAKE CENTER	UNICOM
135.175	126.85 305.2	122.8 (CTAF) L



ELEV 2296 D TDZ 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)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

GLASGOW, MONTANA AL-5382 (FAA) 26190

VOR/DME GGW	APP CRS	Rwy Ldg	5001
113.9	133°	TDZE	2294
Chan 86		Apt Elev	2296

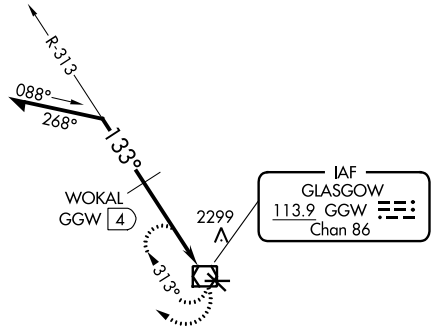
VOR RWY 12

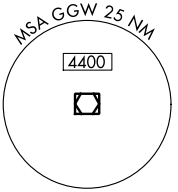
WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)

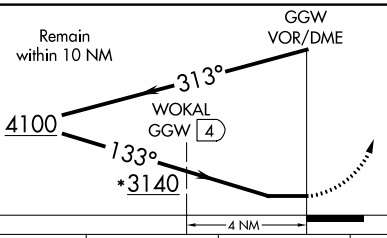
When local altimeter setting not received, use Wolf Point altimeter setting and increase all MDAs 160 feet and increase S-12 and Circling visibility Cats B/D ¼ SM, Cat C ½ SM and WOKAL fix minimums increase all MDAs 160 feet and increase visibility S-12 Cats C/D ⅛ SM, and Circling Cat C ¼ SM, Cat D ½ SM.

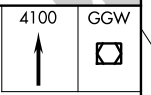
MISSED APPROACH: Climb to 4100 in GGW VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
135.175	126.85 305.2	122.8 (CTAF) L

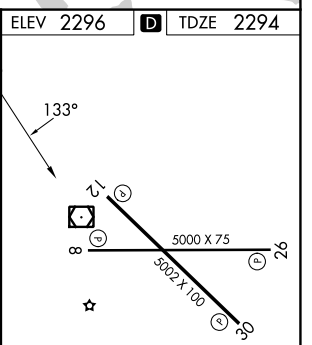








*3300 when using Wolf Point altimeter settings



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

GLASGOW, MONTANA
Amdt 3C 15JUL21

WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)
48°13′N-106°37′W

VOR RWY 12

NW-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME GGW	APP CRS	Rwy Ldg	5001
113.9	293°	TDZE	2294
Chan 86		Apt Elev	2296

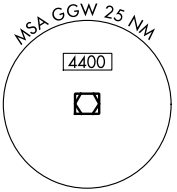
VOR RWY 30

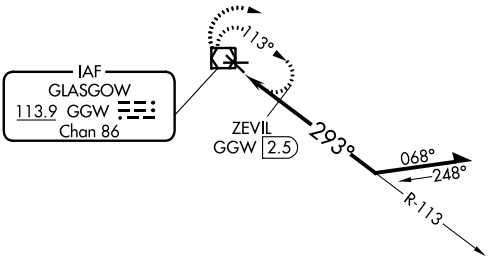
WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)

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.

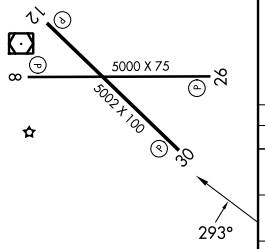
MISSED APPROACH: Climb to 4000 in GGW VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
135.175	126.85 305.2	122.8 (CTAF) L

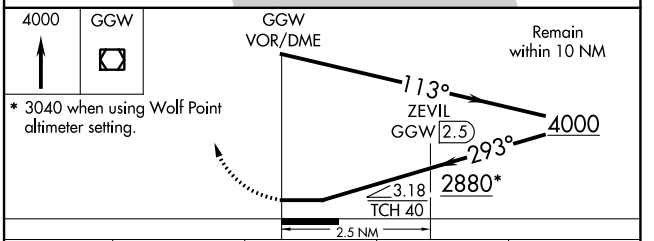




ELEV 2296 D TDZE 2294



REIL Rwys 8, 12, 26 and 30 L
MIRL Rwys 8-26 and 12-30 L



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

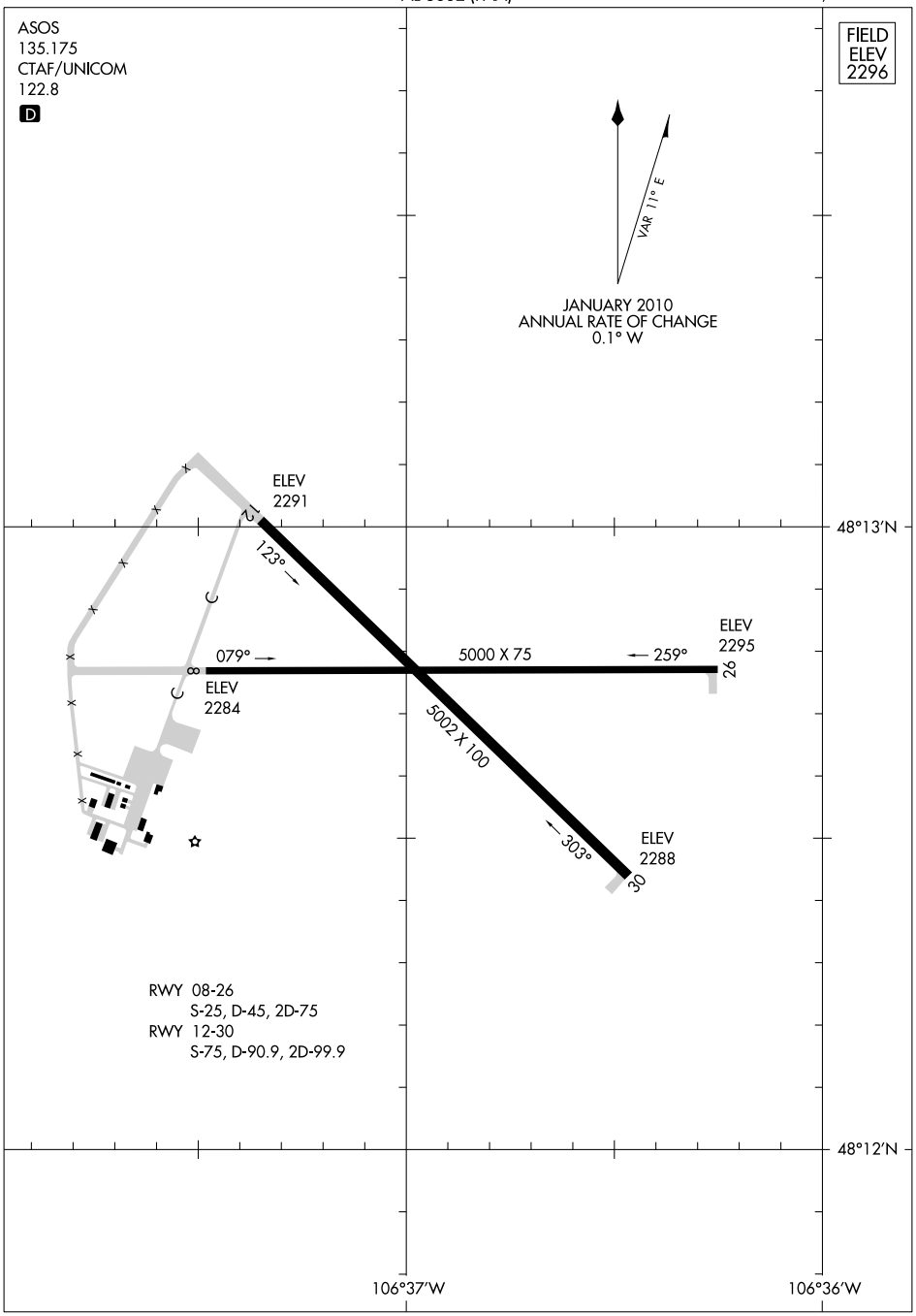
26190

AIRPORT DIAGRAM

WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)

AL-5382 (FAA)

GLASGOW, MONTANA



NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

26190

GLASGOW, MONTANA

WOKAL FLD/GLASGOW-VALLEY COUNTY (GGW)

WAAS CH **40423** **W12A** | APP CRS **126°** | Rwy Ldg **5704** TDZE **2458** Apt Elev **2458**

RNAV (GPS) RWY 12

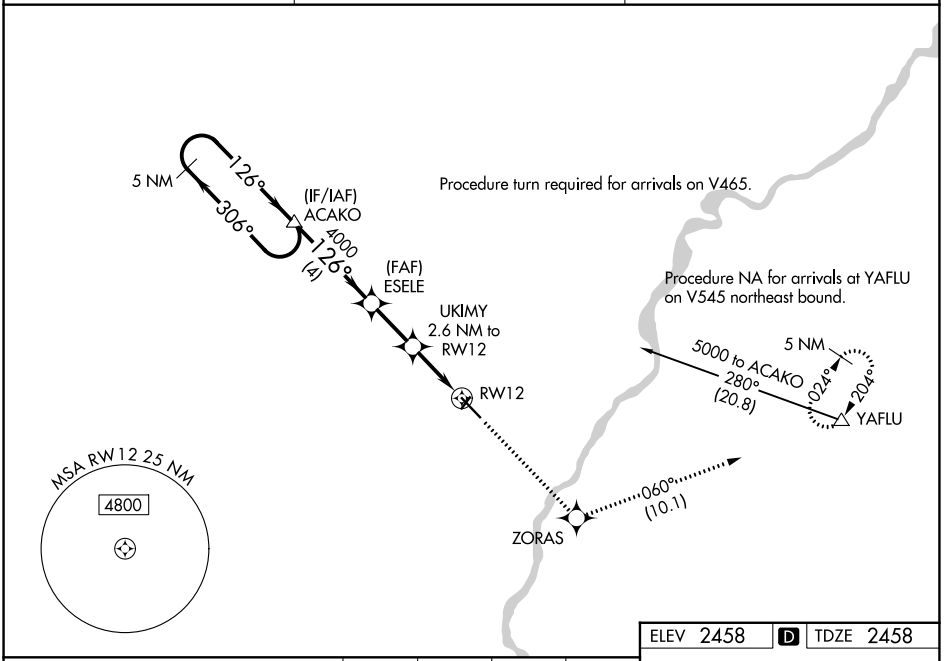
DAWSON COMMUNITY (GDV)

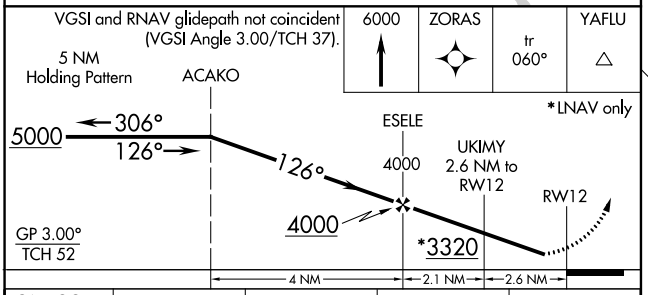
RNP APCH.

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.

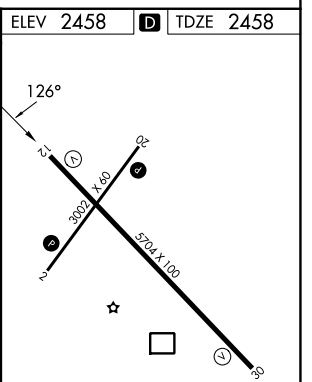
MISSED APPROACH: Climb to 6000 direct ZORAS and on track 060° to YAFLU and hold, continue climb-in-hold to 6000.

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86623 W30A	APP CRS 306°	Rwy Ldg 5704 TDZE 2456 Apt Elev 2458

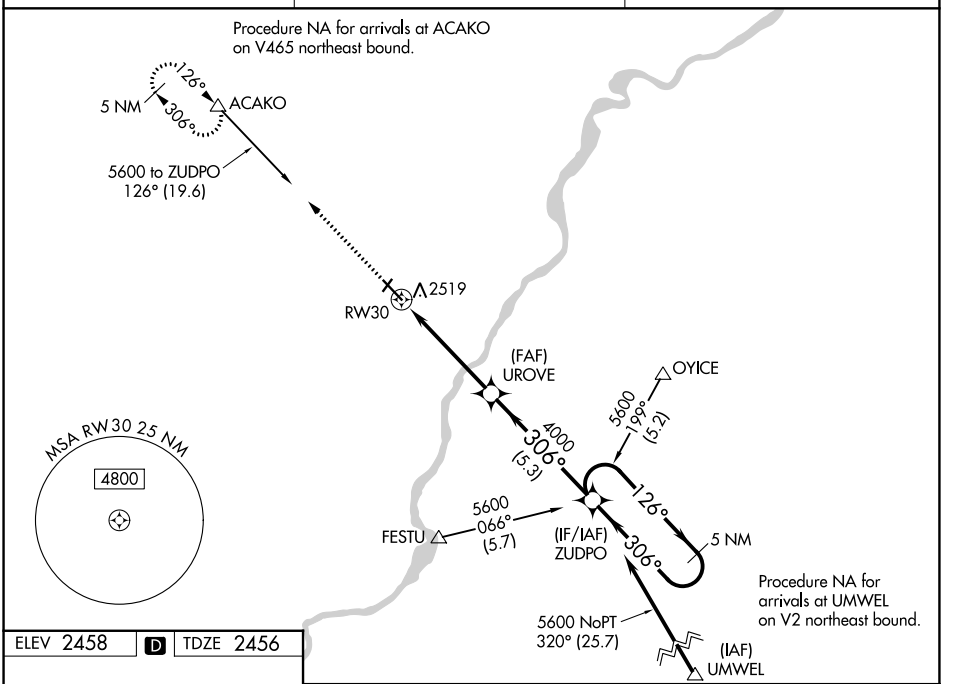
RNAV (GPS) RWY 30
DAWSON COMMUNITY (GDV)

RNP APCH.

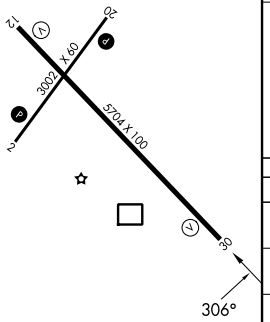
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 28°C. When local altimeter setting not received, procedure NA. Rwy 30 helicopter visibility reduction below ¾ SM NA.

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

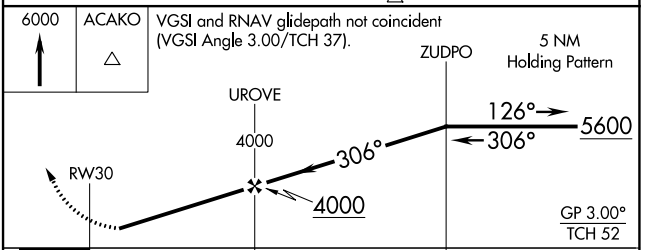
AWOS-3PT	SALT LAKE CENTER	UNICOM
135.075	126.85 305.2	122.8 (CTAF) L



ELEV 2458 D TDZE 2456

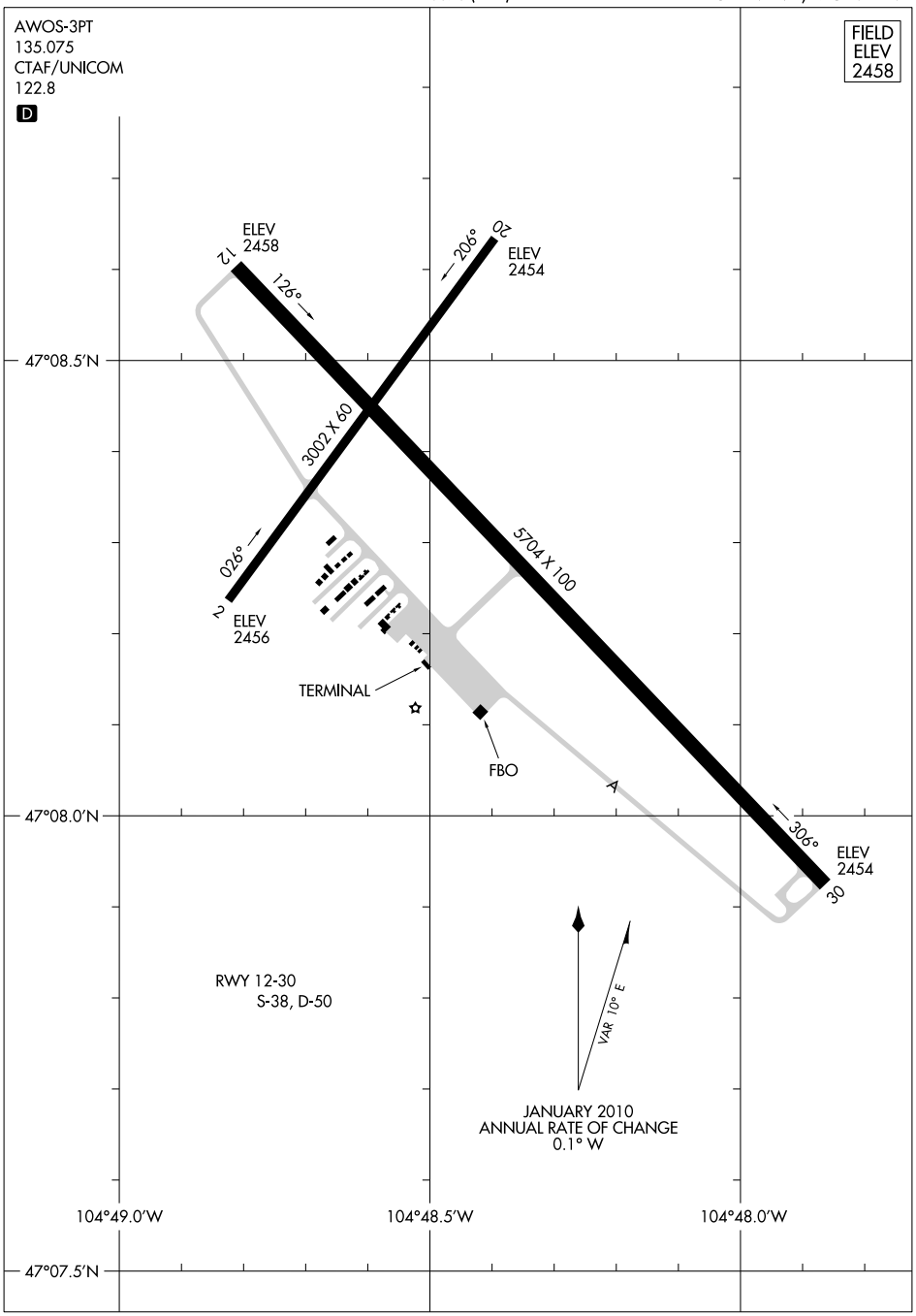


REIL Rwys 12 and 30 L
MIRL Rwys 2-20 and 12-30 L



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026



NW-1, 03 SEP 2026 to 29 OCT 2026

GOLD BEACH, OREGON | AL-11017 (FAA) | 25163

RNAV (GPS)-A
GOLD BEACH MUNI (4S1)

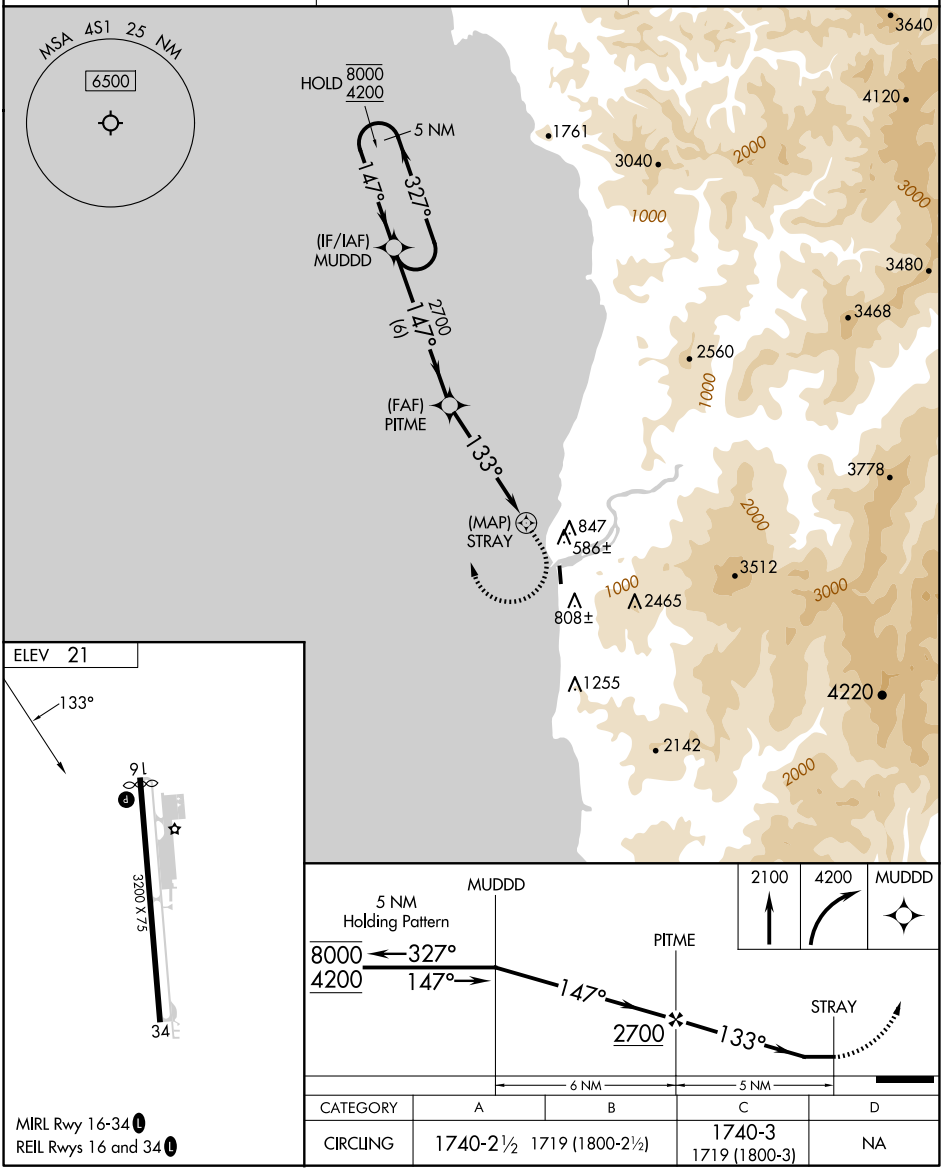
APP CRS	Rwy Ldg	N/A
133°	TDZE	N/A
	Apt Elev	21

RNP APCH-GPS.

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

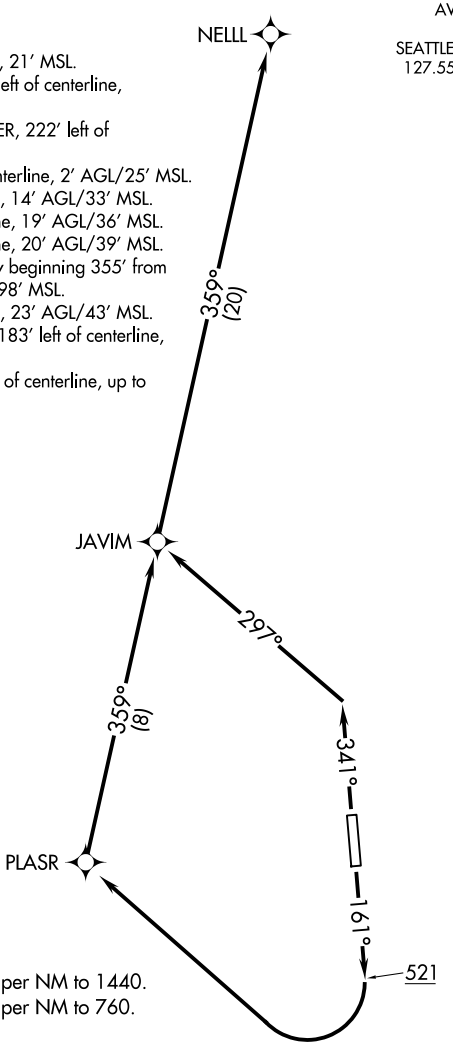
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026

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)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

GOODING, IDAHO | AL-657 (FAA) | 23334

RNAV (GPS) RWY 25
GOODING MUNI (GNG)

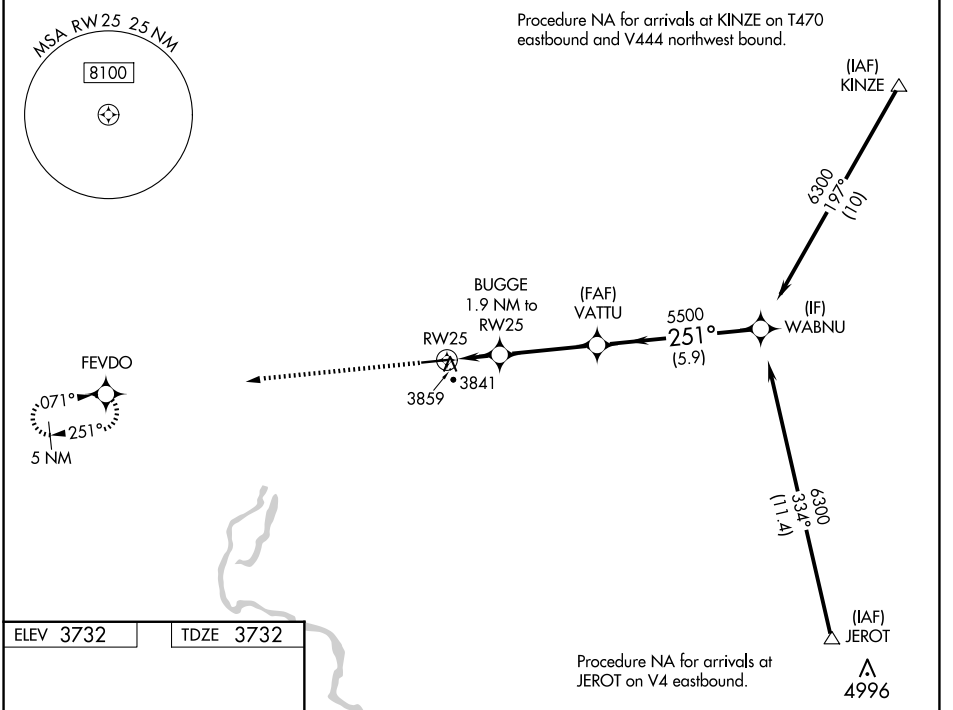
WAAS	APP CRS	Rwy Idg	5371
CH 45909	251°	TDZE	3732
W25A		Apt Elev	3732

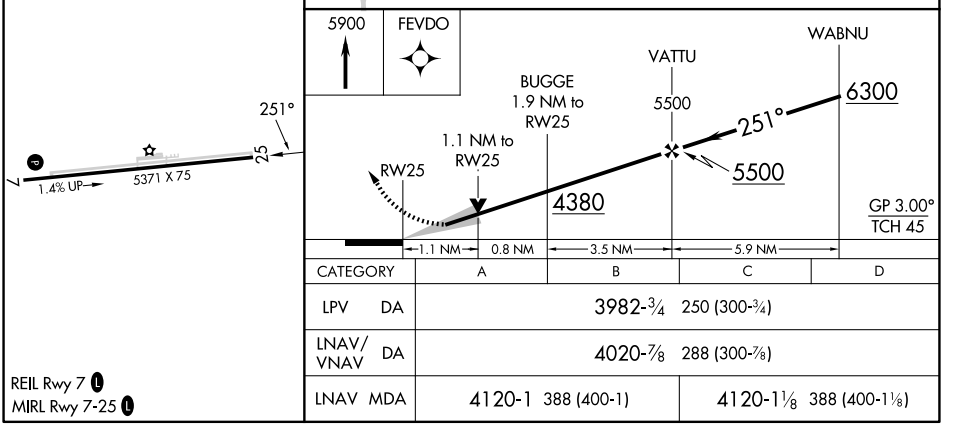
RNP APCH - GPS.

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





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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 8

IDAHO COUNTY (GIC)

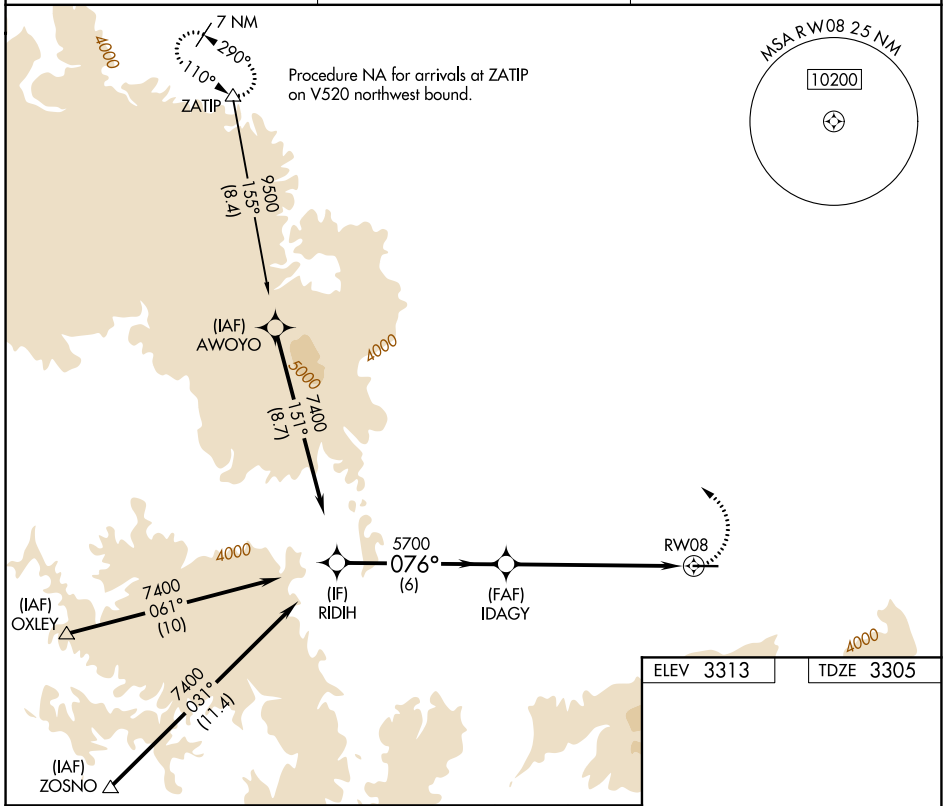
APP CRS	Rwy Ldg	5101
076°	TDZE	3305
	Apt Elev	3313

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)	
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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

GRANGEVILLE, IDAHO | AL-9060 (FAA) | 26190

APP CRS	Rwy Ldg	5101
239°	TDZE	3313
	Apt Elev	3313

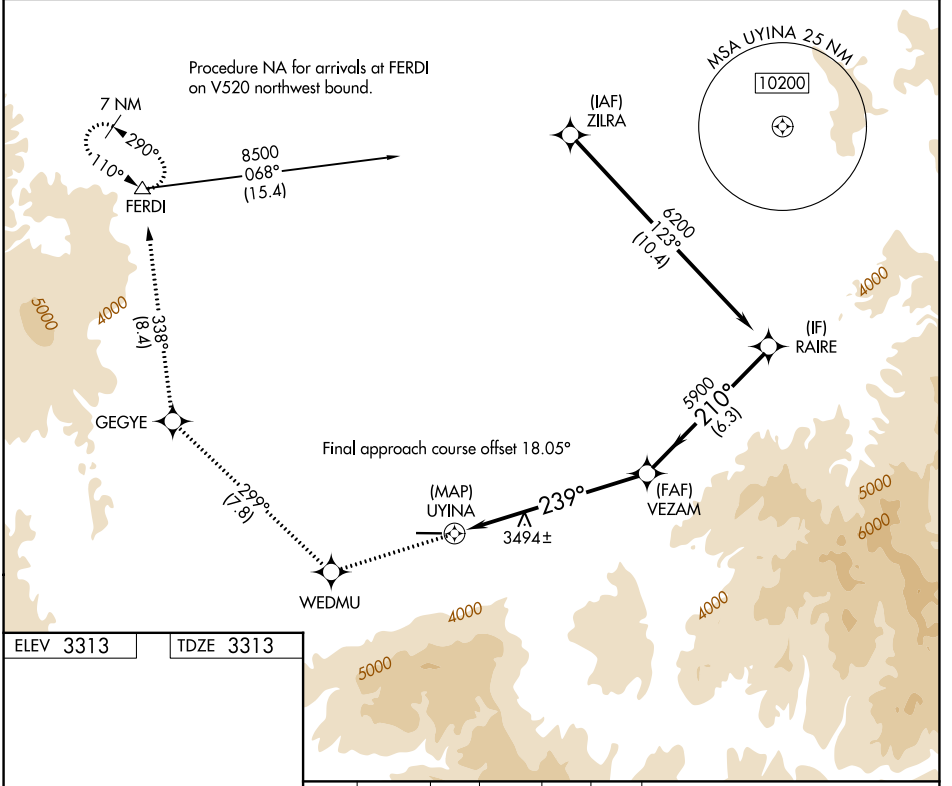
RNAV (GPS) RWY 26
IDAHO COUNTY (GIC)

RNP APCH - GPS.

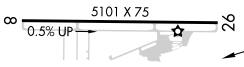
Circling NA south of Rwy 8-26.

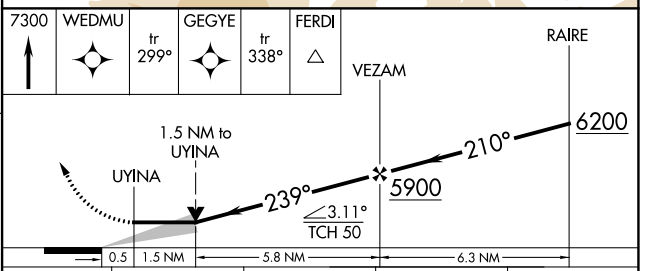
MISSED APPROACH: Climb to 7300 direct WEDMU and on track 299° to GEGYE and on track 338° to FERDI and hold, continue climb-in-hold to 7300.

AWOS-3	SEATTLE CENTER	CTAF
118.175	123.95 290.55	122.8 L



ELEV 3313 | TDZE 3313

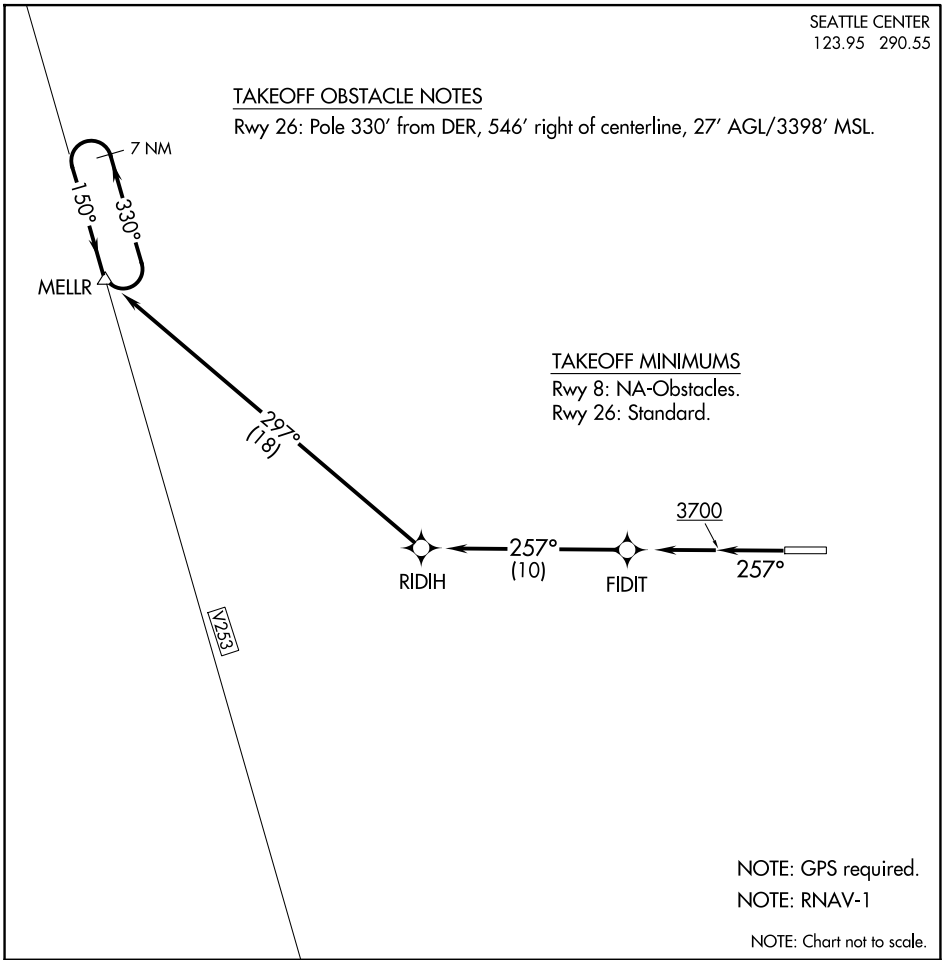




CATEGORY	A	B	C	D
LNAV MDA	4000-1 687 (700-1)		4000-2 687 (700-2)	
CIRCLING	4000-1 687 (700-1)		4000-2 687 (700-2)	4000-2¼ 687 (700-2¼)

REIL Rwy 8 L
MIRL Rwy 8-26 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

GRANTS PASS, OREGON

AL-9081 (FAA)

26190

RNAV (GPS) RWY 13

GRANTS PASS (3S8)

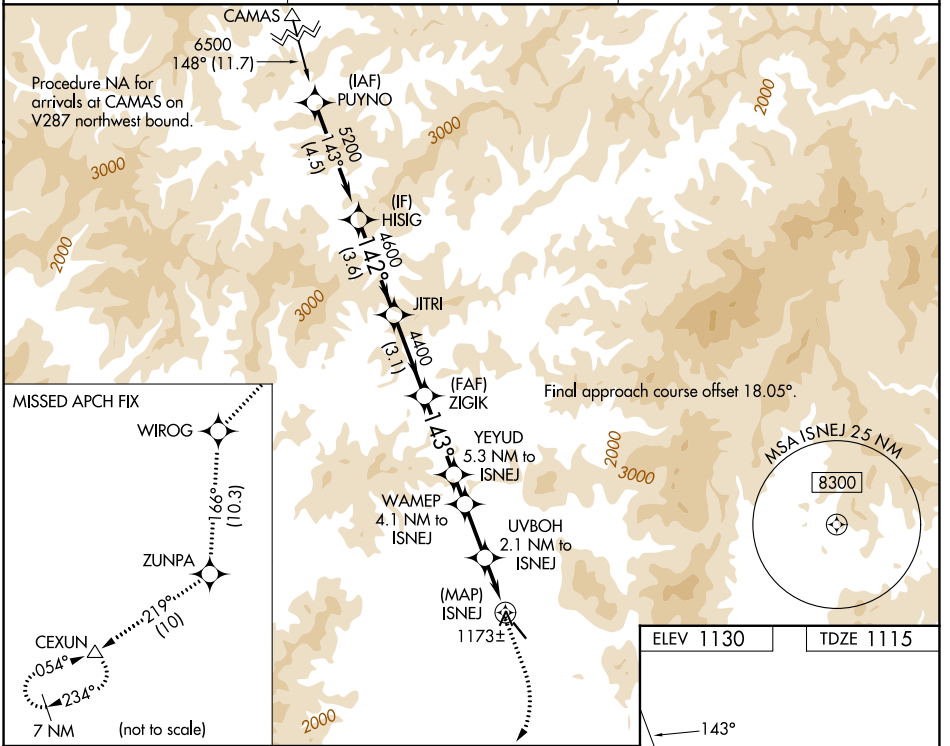
WAAS	APP CRS	Rwy Ldg	4001
CH 56242	143°	TDZE	1115
W13A		Apt Elev	1130

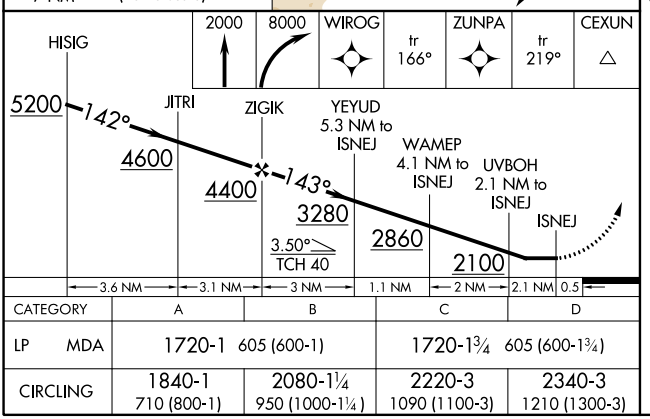
RNP APCH-GPS.

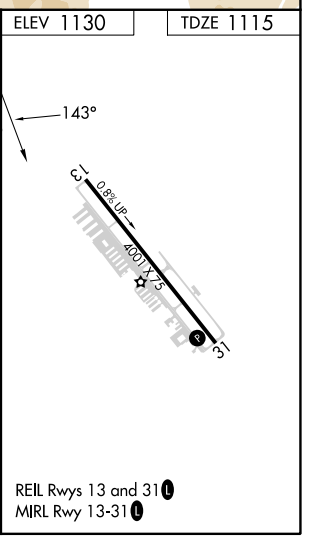
Circling NA northeast of Rwy 13-31. Rwy 13 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 13 NA at night, Circling Rwy 13 NA at night.

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)	
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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS)-A

GRANTS PASS (3S8)

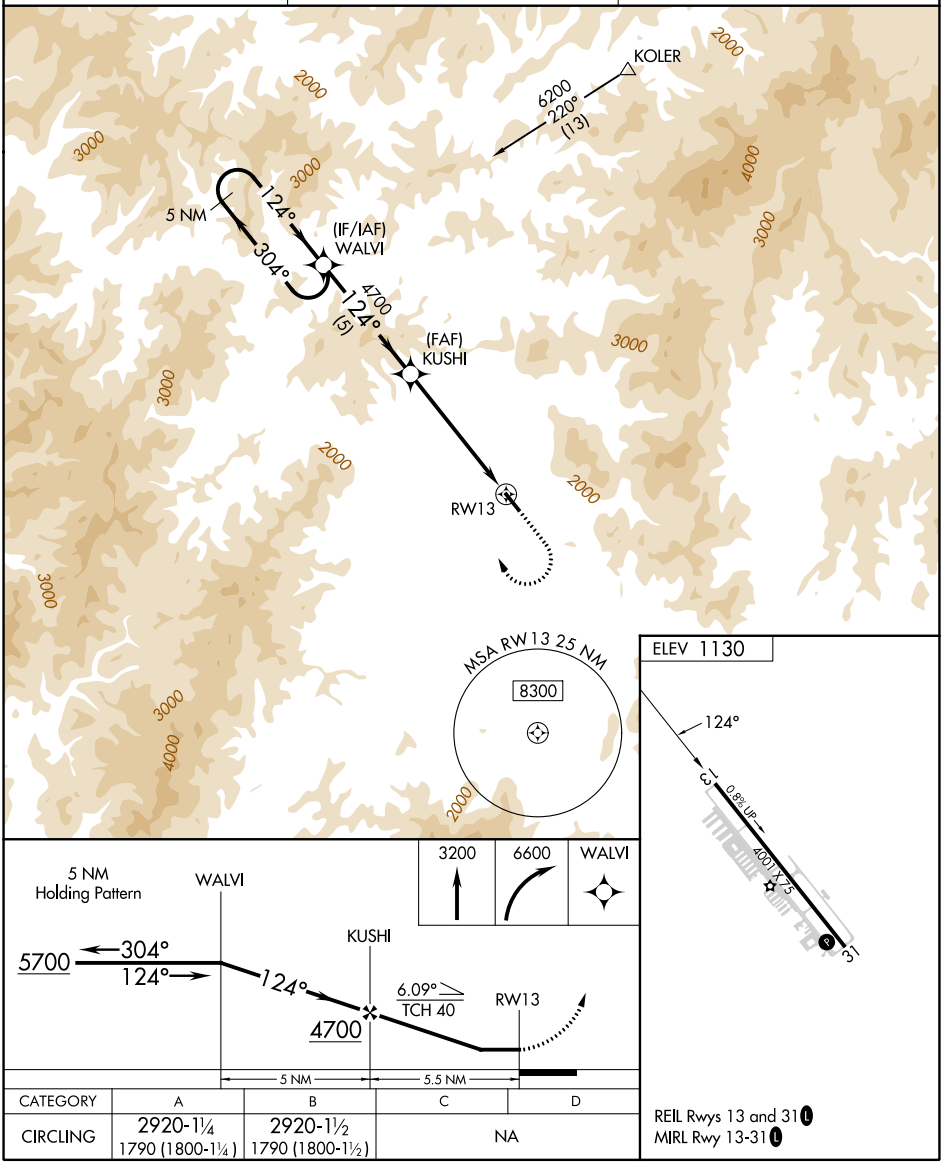
APP CRS	Rwy Ldg	N/A
124°	TDZE	N/A
	Apt Elev	1130

RNP APCH-GPS.

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
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, 03 SEP 2026 to 29 OCT 2026

JOINT BASE LEWIS MCCHORD, WASHINGTON

ILS or LOC RWY 15

LOC I-GRF 108.3 Chan 20	APCH CRS 151°	Rwy Idg 6124 TDZE 300 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
124.65 306.2	120.1 290.9	119.325 (CTAF) 256.8	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

(IF/IAF) CIKRI I-GRF 11.1

I-GRF 16.1

EMOFO I-GRF 5.1

ZAPEB I-GRF 3.3

I-GRF 1.2

IAF SEATTLE 116.8 SEA Chan 115

2000 NoPT 211° (17.5)

LOCALIZER 108.3 I-GRF Chan 20

OLYMPIA 113.4 OLM Chan 81

R-014

R6703A

RAINIER 1 MOA

RAINIER 2 MOA

MSA OLM 25 NM 4500 5400

1000 3000 4000 hdg 270° OLM R-014

VGSI and descent angles not coincident.

GS 3.00° TCH 55

1.8 NM 2.1 NM

ELEV 301 TDZE 300

HIRL Rwy 15-33

CATEGORY	A	B	C	D
S-ILS 15	500/24 200 (200-½)			
S-LOC 15	640/24 340 (400-½)		640/26 340 (400-½)	
CIRCLING**	840-1 539 (600-1)		840-1½ 539 (600-1½)	920-2 619 (700-2)
McCHORD FLD ALTIMETER SETTING MINIMUMS				
S-ILS 15	516/24 216 (300-½)			
S-LOC 15*	660/24 360 (400-½)		660/35 360 (400-¾)	
CIRCLING**	860-1 559 (600-1)		860-1½ 559 (600-1½)	940-2 639 (700-2)

FAF to MAP 4.0 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

JOINT BASE LEWIS MCCHORD, WASHINGTON

RNAV (GPS) RWY 15

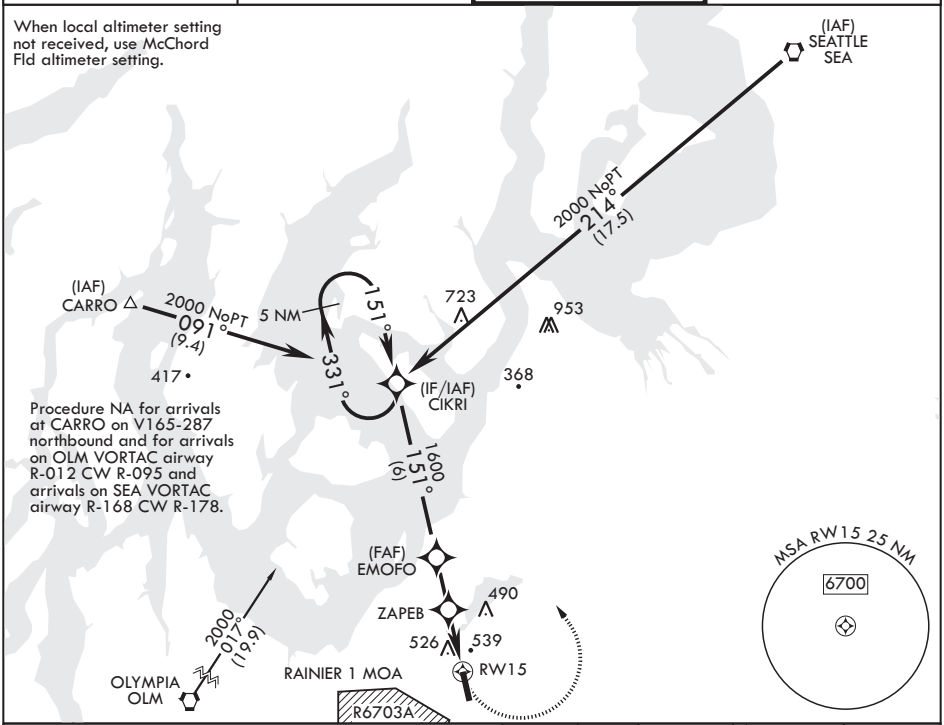
(USA)

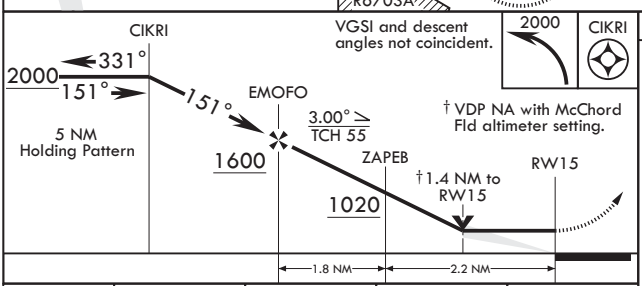
GRAY AAF (JOINT BASE LEWIS MCCHORD) (KGRF)

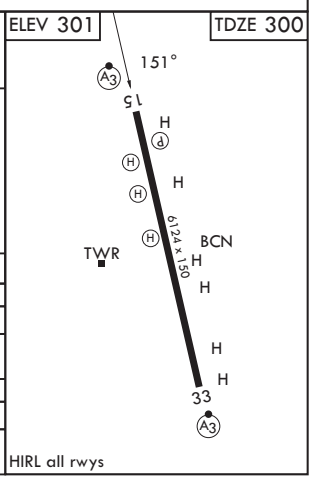
APCH CRS	Rwy ldg	6124
151°	TDZE	300
	Arpt Elev	301

RNP APCH	SSALR	MISSED APPROACH: Climbing left turn to 2000 direct CIKRI and hold.
* Circling not authorized W of Rwy 15-33.	A3	

ATIS	SEATTLE APP CON/DEP CON	TOWER★	GND CON
124.65 306.2	120.1 290.9	119.325 (CTAF) 256.8	121.9 290.2







CATEGORY	A	B	C	D
LNAV MDA	800/24 500 (500-½)		800/50 500 (500-1)	
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)			
CIRCLING*	860-1 559 (600-1)		860-1½ 559 (600-1½)	940-2 639 (700-2)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

26246

JOINT BASE LEWIS MCCHORD, WASHINGTON

RNAV (GPS) RWY 33

(USA)

GRAY AAF (JOINT BASE LEWIS MCCHORD) (KGRF)

APCH CRS	Rwy ldg	6124
331°	TDZE	301
	Arpt Elev	301

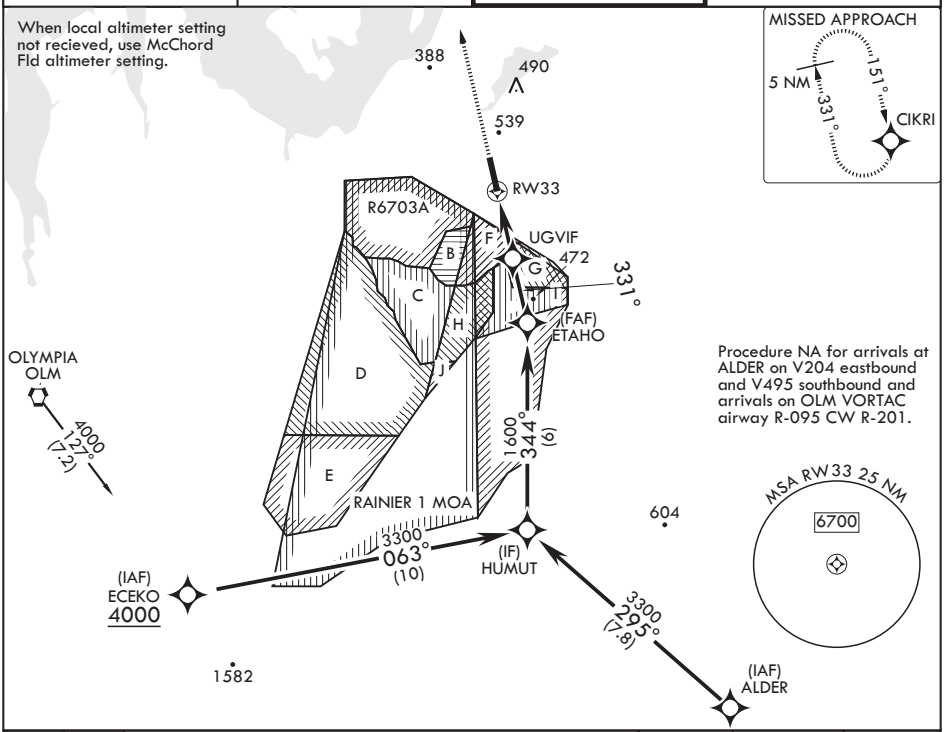
RNP APCH

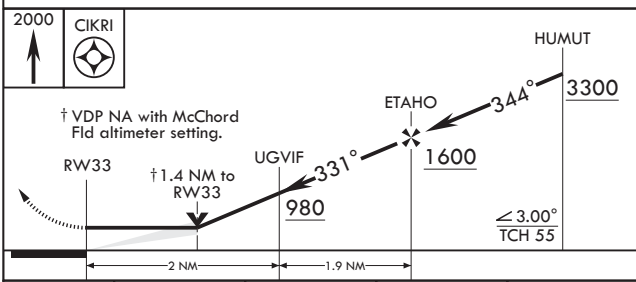
* Circling not authorized W of Rwy 15-33.

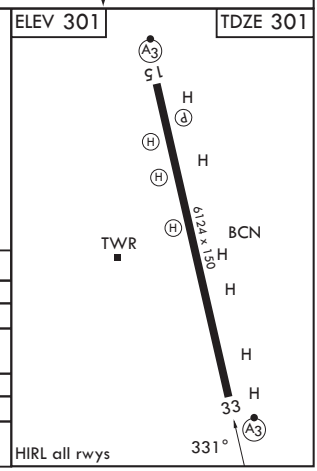
SSALR A3

MISSED APPROACH: Climb to 2000 direct CIKRI and hold.

ATIS	SEATTLE APP CON/DEP CON	TOWER★	GND CON
124.65 306.2	120.1 290.9	119.325 (CTAF) 256.8	121.9 290.2







CATEGORY	A		B	C		D
LNAV MDA	800-½	499	(500-½)	800-1	499	(500-1)
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)
CIRCLING*	860-1	559	(600-1)	860-1½ 559 (600-1½)		940-2 639 (700-2)

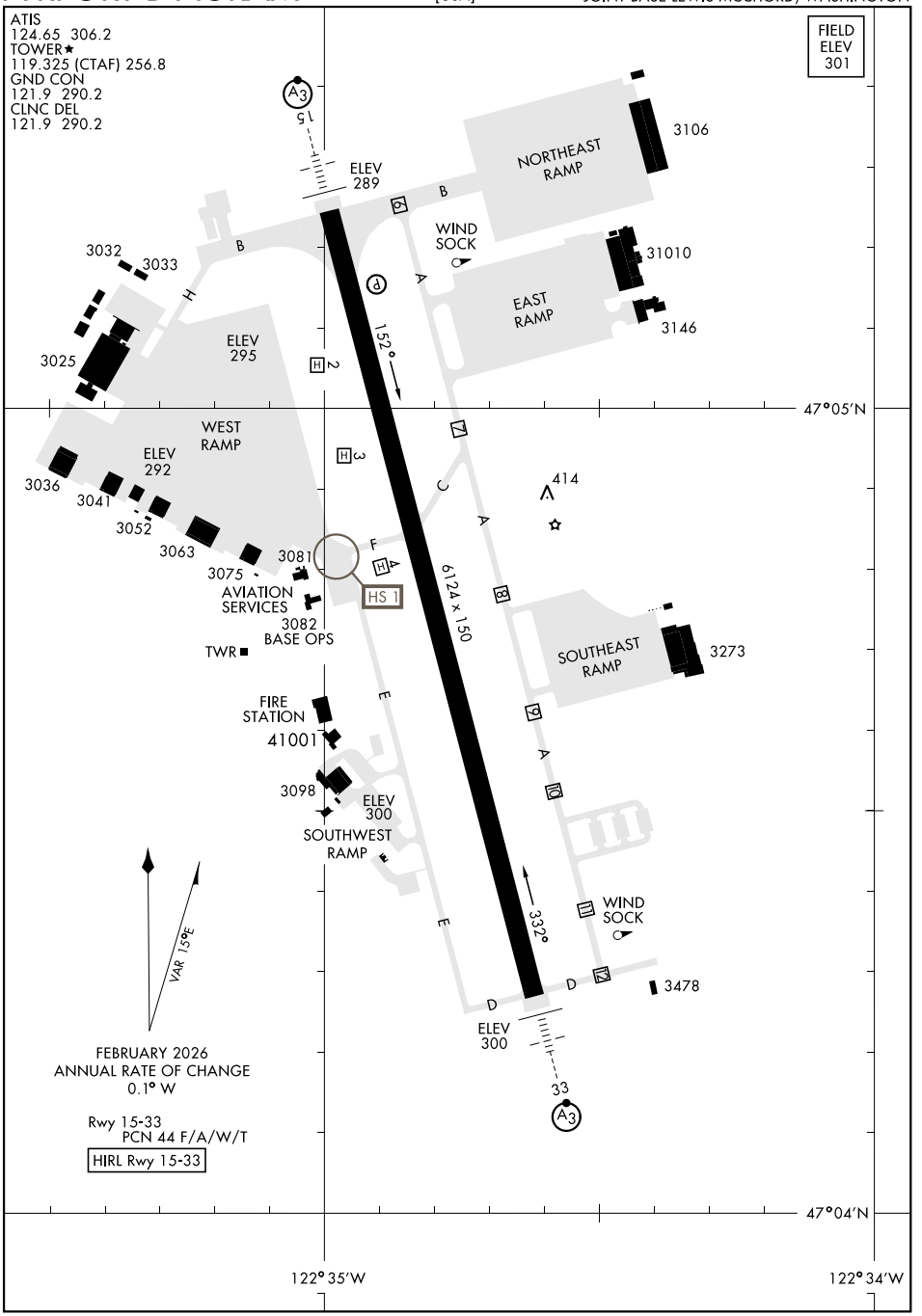
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

GRAY AAF (JOINT BASE LEWIS MCCHORD) (KGRF)

[USA] JOINT BASE LEWIS MCCHORD, WASHINGTON



NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

JOINT BASE LEWIS MCCHORD, WASHINGTON

GRAY AAF (JOINT BASE LEWIS MCCHORD) (KGRF)

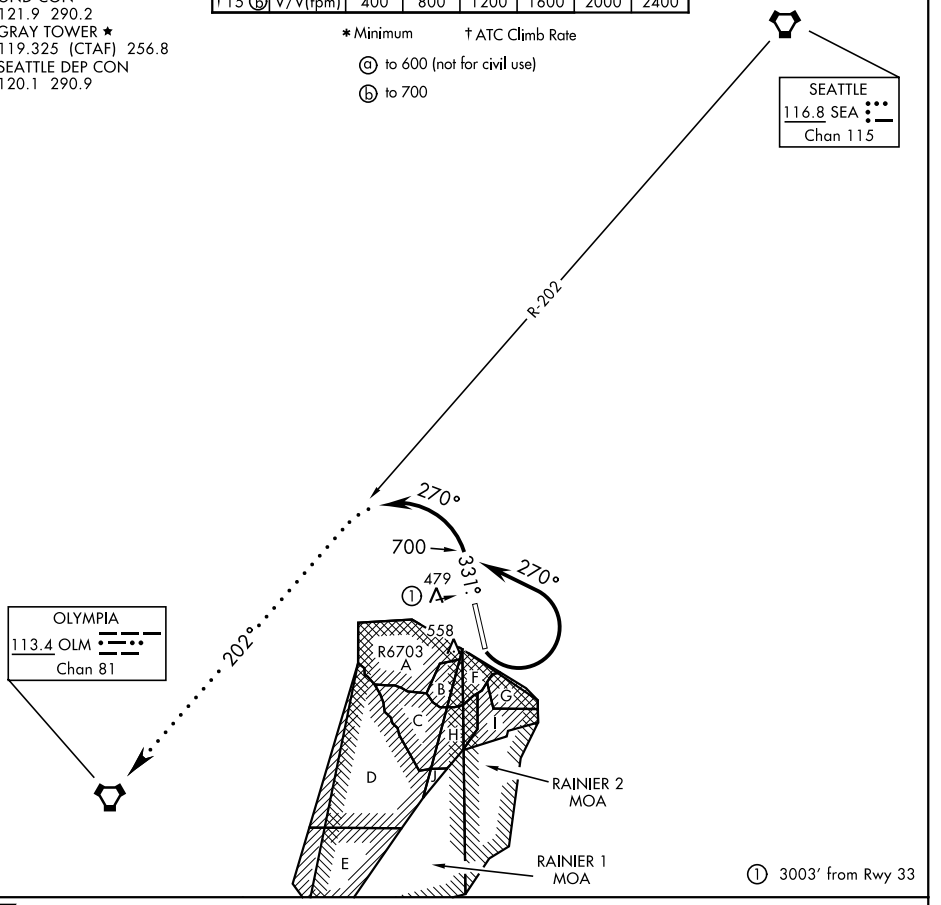
LEWIS THREE DEPARTURE (GRAY3.GRAY) [USA]

RADAR required

ATIS
124.65 306.2
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

* Minimum † ATC Climb Rate
ⓐ to 600 (not for civil use)
ⓑ to 700



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 15: Turn left as soon as practical (departing 700), thence...

TAKEOFF 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, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 3

GREAT FALLS INTL (GTF)

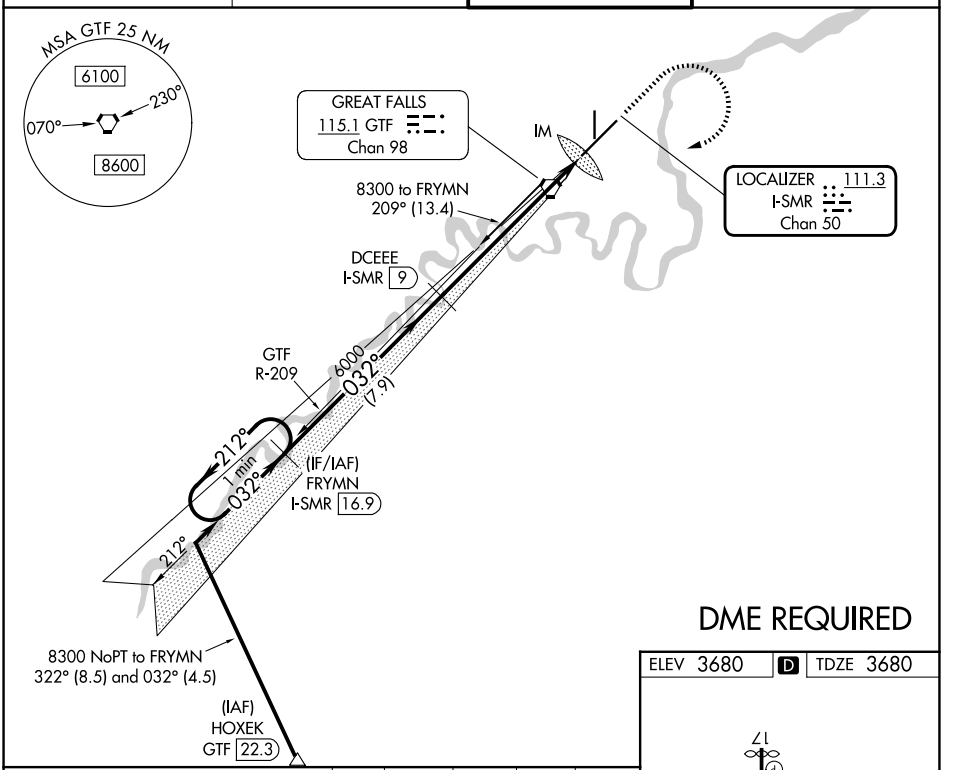
LOC/DME I-SMR	APP CRS	Rwy Ldg	10502
111.3	032°	TDZE	3680
Chan 50		Apt Elev	3680

DME required.

ALSF-2

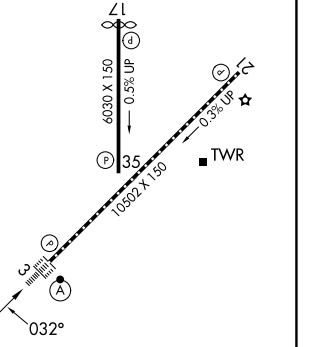
MISSED APPROACH: Climb to 5000 then climbing right turn to 8300 direct GTF VORTAC then on GTF VORTAC R-209 to FRYMN/I-SMR 16.9 DME and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON
126.6 269.0	128.6 379.175	118.7 282.2	121.7 348.6



DME REQUIRED

ELEV 3680 D TDZE 3680



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

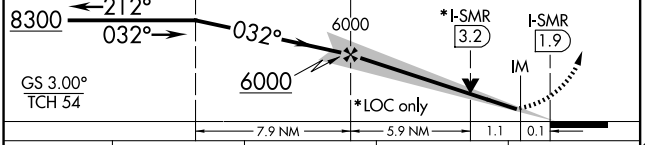
One Minute Holding Pattern

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	3880/18 200 (200-½)			
S- LOC 3	4140/24 460 (500-½)		4140/45 460 (500-⅞)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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)

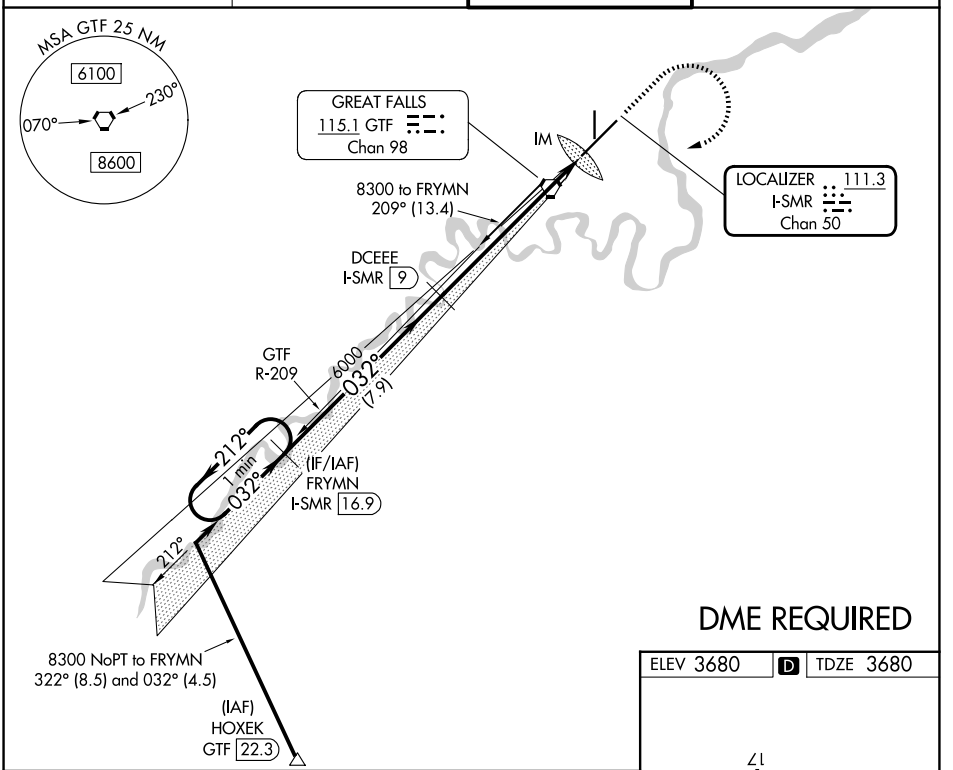
GREAT FALLS INTL (GTF)

T A Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. DME required.

ALSF-2

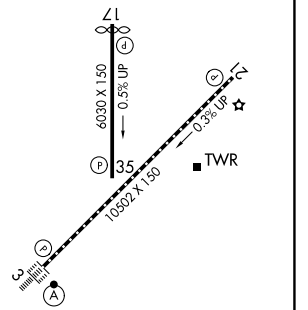
MISSED APPROACH: Climb to 5000 then climbing right turn to 8300 direct GTF VORTAC then on GTF VORTAC R-209 to FRYMN/I-SMR 16.9 DME and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON
126.6 269.0	128.6 379.175	118.7 282.2	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).

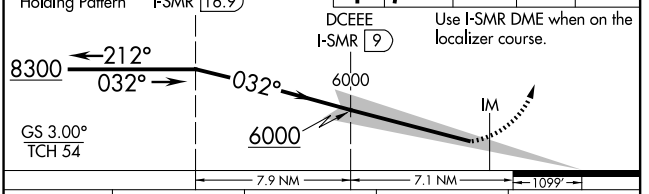
One Minute Holding Pattern

FRYMN I-SMR 16.9

DCEEE I-SMR 9

Use I-SMR DME when on the localizer course.

5000	8300	GTF	GTF R-209	FRYMN I-SMR 16.9



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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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)

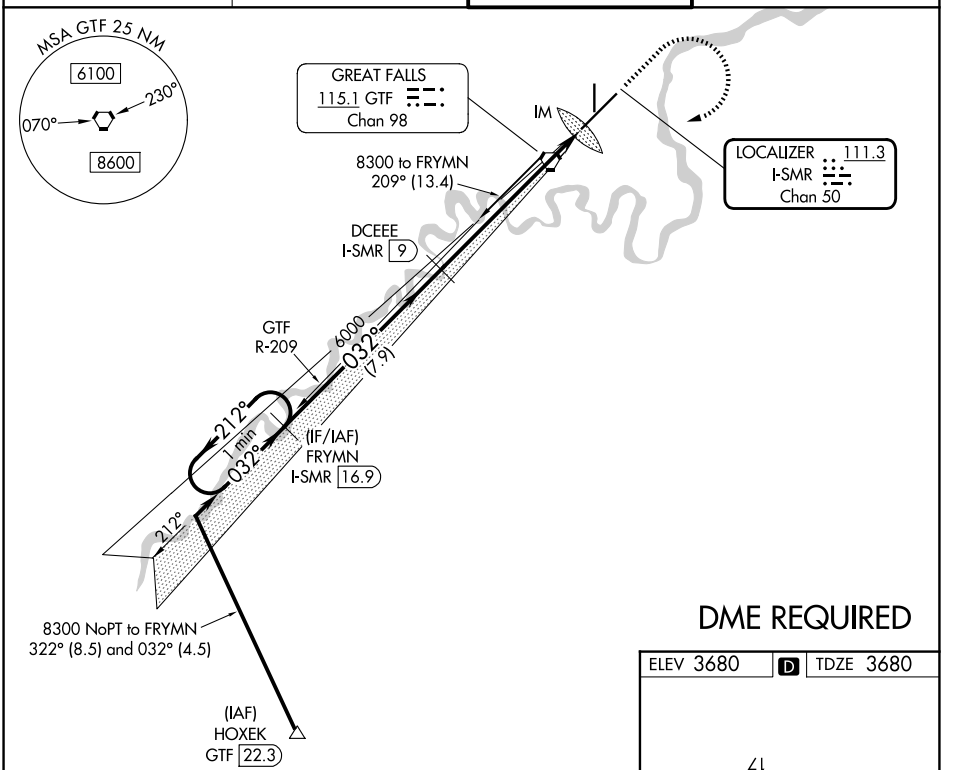
GREAT FALLS INTL (GTF)

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

ALSF-2

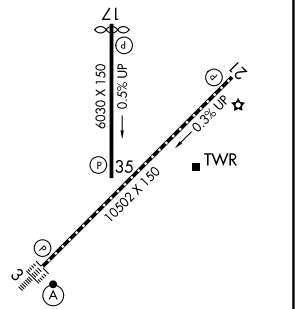
MISSED APPROACH: Climb to 5000 then climbing right turn to 8300 direct GTF VORTAC then on GTF VORTAC R-209 to FRYMN/I-SMR 16.9 DME and hold.

ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON
126.6 269.0	128.6 379.175	118.7 282.2	121.7 348.6



DME REQUIRED

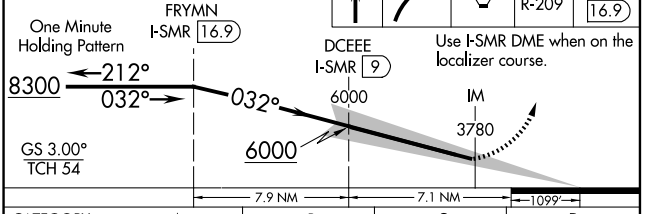
ELEV 3680	D	TDZE 3680



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).

5000	8300	GTF	GTF R-209	FRYMN I-SMR 16.9



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 3

GREAT FALLS INTL (GTF)

APP CRS	Rwy Ldg	10502
032°	TDZE	3680
	Apt Elev	3680

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
126.6 269.0	128.6 379.175	118.7 282.2	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)

PSHKN (RNP 0.90) (RF REQD)

5400 to KEPPR 209° (8.2)

032° (10.7)

DEELM

032° (6.7)

(IF) KEPPR 180K

Procedure NA for arrivals at SHIMY on V120 westbound and V365 northbound.

(IF) DVINT 180K

5300 (1.9)

RW03

6300 082° (18.7)

(IAF) SHIMY (RNP 0.90) (RF REQD)

5200 083° (7)

(IF) NIMPH

5200 (4.3)

4700 (2.5)

032° (3)

(FAF) TESTR

Procedure NA for arrivals at JAYKE on V120 eastbound.

MUDLR 180K

4700 (4.1)

(IF) DCEEE

4700 032° (4.1)

AUERR

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)

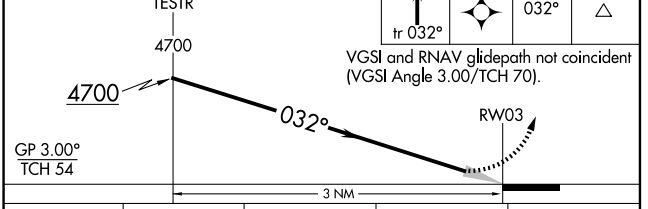
(IAF) MSURY (RNP 0.30)

Procedure NA for arrivals at MSURY on V257 southbound.

See planview for multiple IF locations.

6200	DEELM	tr	PSHKN
tr 032°		032°	

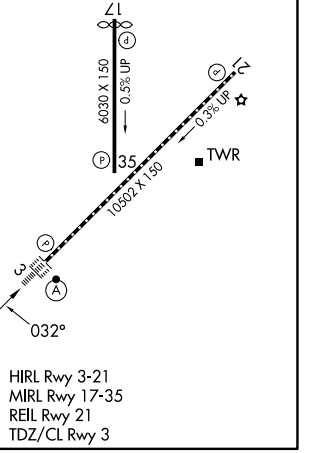
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 21

GREAT FALLS INTL (GTF)

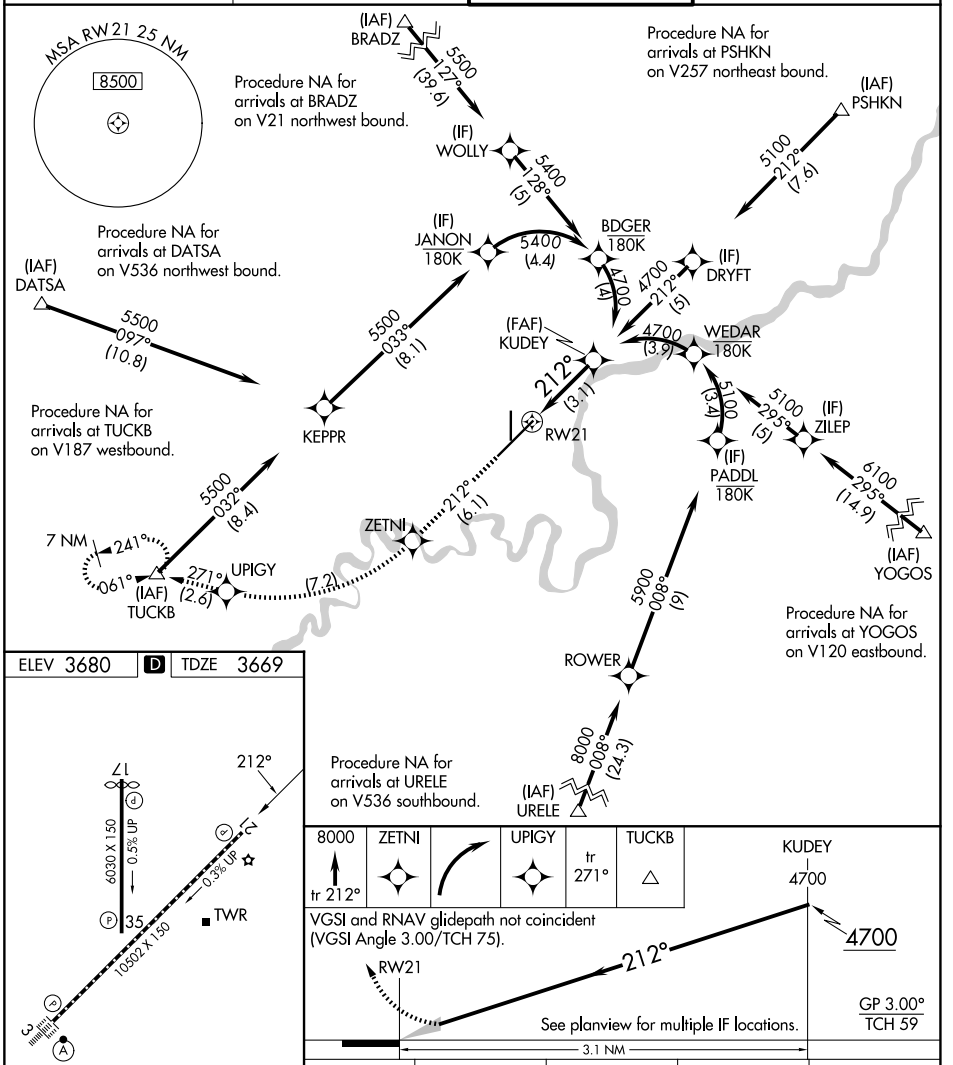
APP CRS	Rwy Ldg	10502
212°	TDZE	3669
	Apt Elev	3680

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
126.6 269.0	128.6 379.175	118.7 282.2	121.7 348.6



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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

GREAT FALLS, MONTANA | AL-177 (FAA) | 25275

RNAV (GPS) RWY 17

GREAT FALLS INTL (GTF)

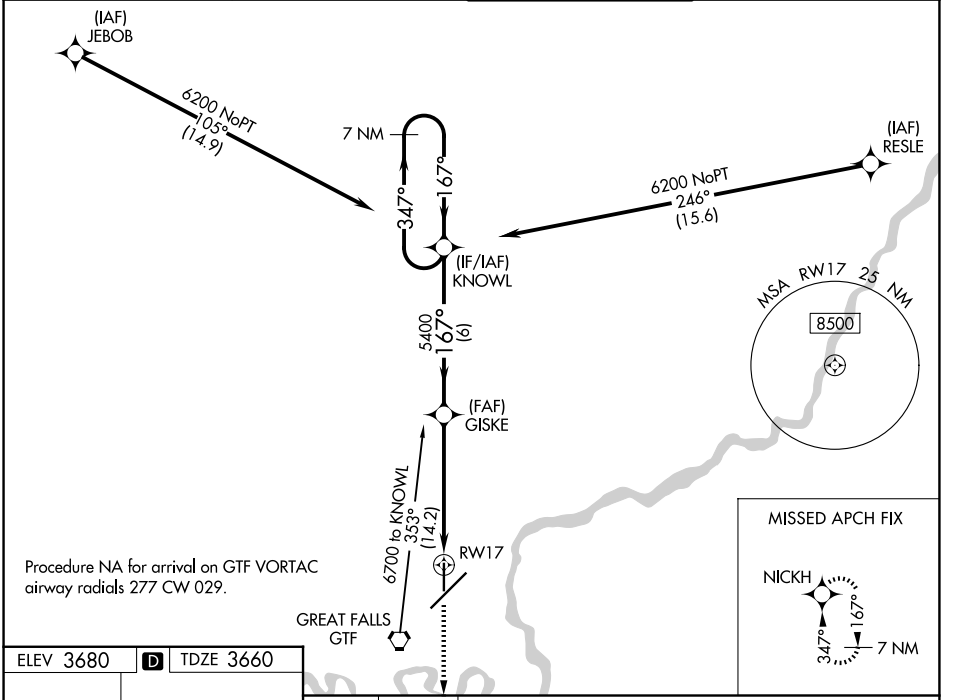
WAAS	APP CRS	Rwy Ldg	5800
CH 49240	167°	TDZE	3660
W17A		Apt Elev	3680

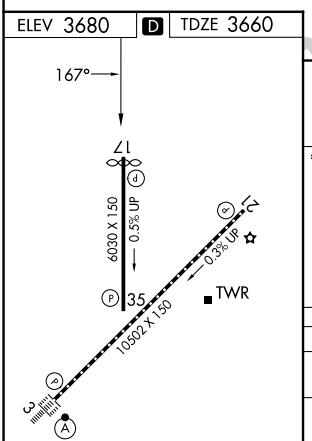
RNP APCH - GPS.

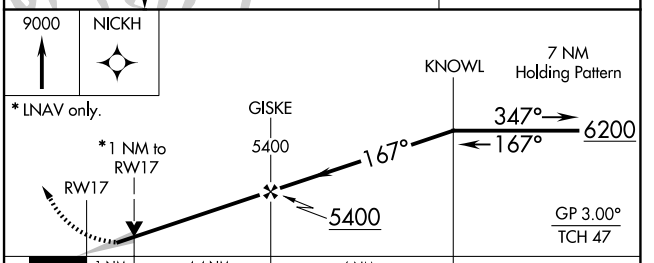
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 52°C.

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
126.6 269.0	128.6 379.175	118.7 282.2	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)		
CIRCLING	4140-1	460 (500-1)	4340-1¾ 660 (700-1¾)	4420-2¼ 740 (800-2¼)

GREAT FALLS, MONTANA
Orig-A 01DEC22

47°29'N-111°22'W

GREAT FALLS INTL (GTF)

RNAV (GPS) RWY 17

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 35

GREAT FALLS INTL (GTF)

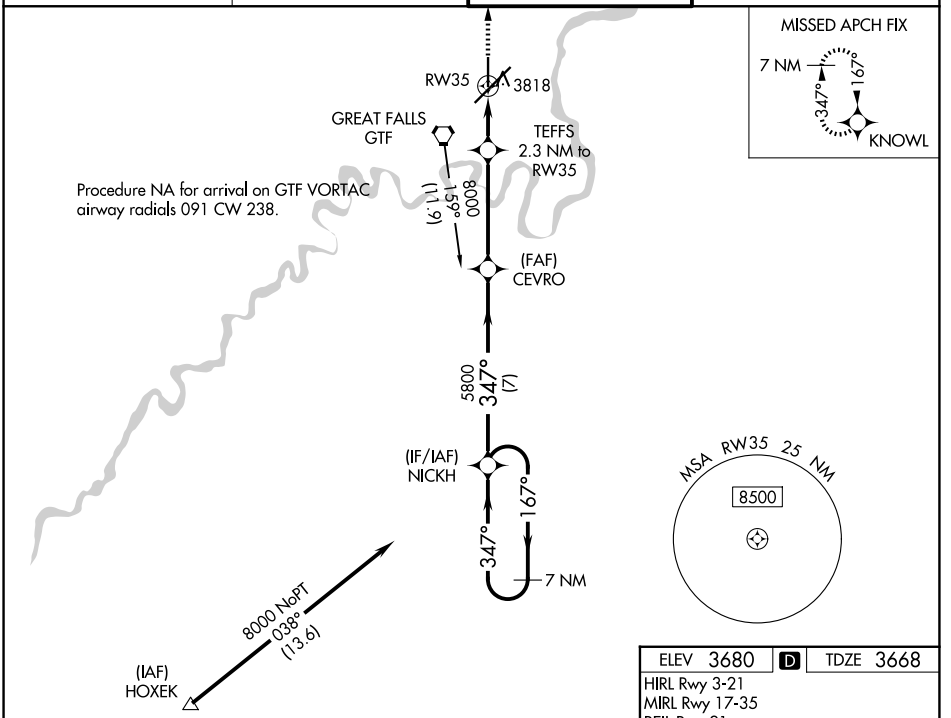
WAAS	APP CRS		
CH **82240**	**347°**	Rwy Ldg	**5400**
W35A		TDZE	**3668**
		Apt Elev	**3680**

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.

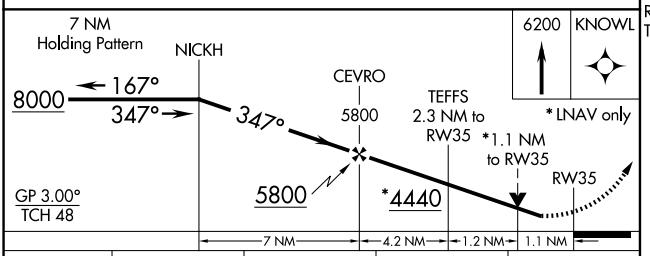
MISSED APPROACH: Climb to 6200 direct KNOWL and hold.

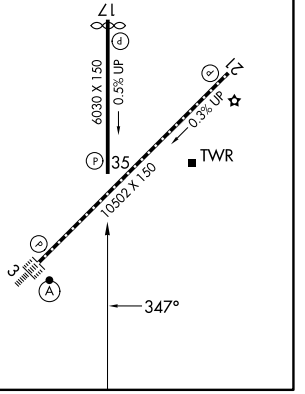
ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON
126.6 269.0	**128.6 379.175**	**118.7 282.2**	**121.7 348.6**



ELEV 3680 D TDZE 3668

HIRL Rwy 3-21
MIRL Rwy 17-35
REIL Rwy 21
TDZ/CL Rwy 3





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)
CIRCLING	4140-1	460 (500-1)	4340-1¾ 660 (700-1¾)	4420-2¼ 740 (800-2¼)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 3

GREAT FALLS INTL (GTF)

WAAS CH 70602 W03A	APP CRS 032°	Rwy Ldg 10502 TDZE 3680 Apt Elev 3680

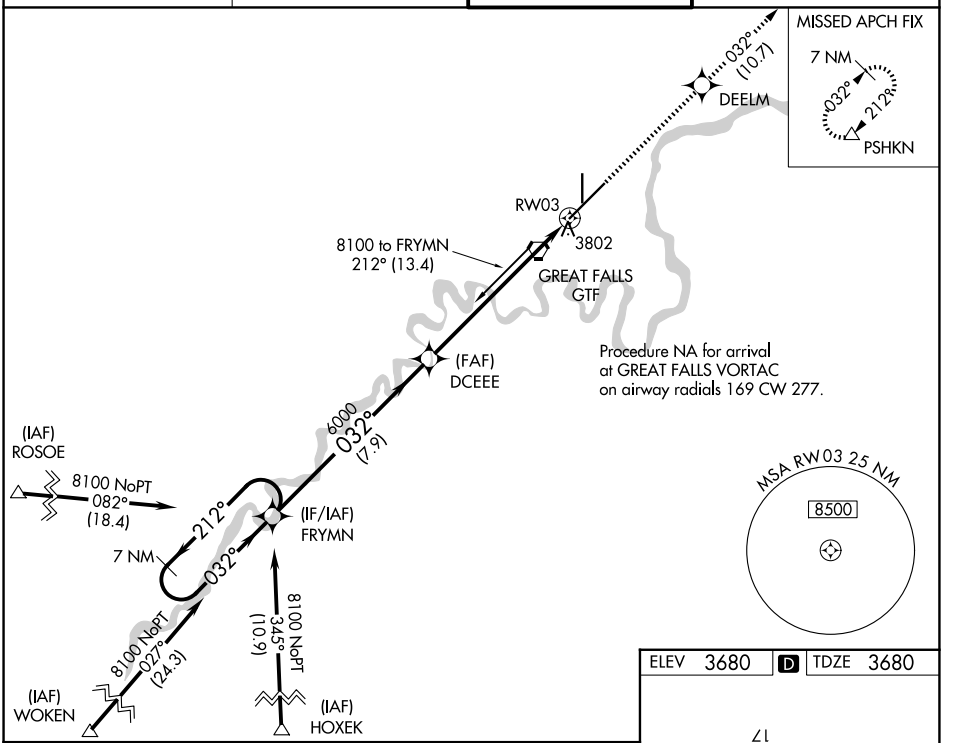
RNP APCH - GPS.

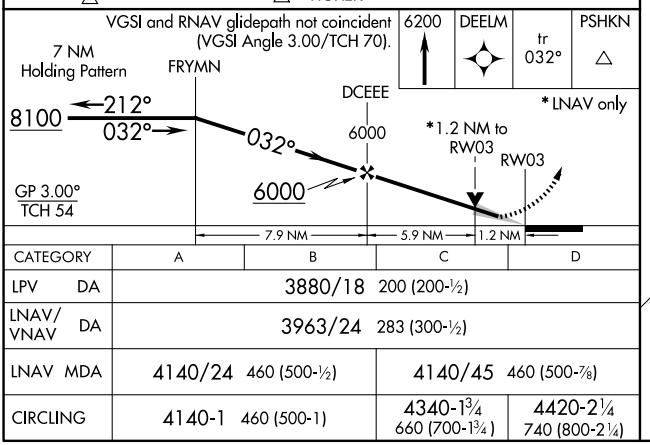
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 50°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

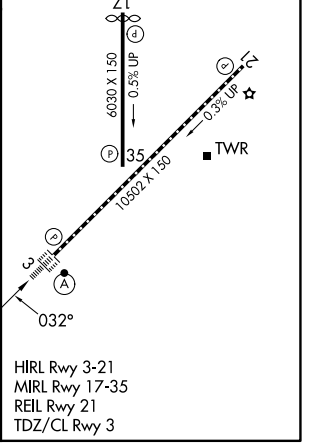
ALSF-2

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
126.6 269.0	128.6 379.175	118.7 282.2	121.7 348.6







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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 21

GREAT FALLS INTL (GTF)

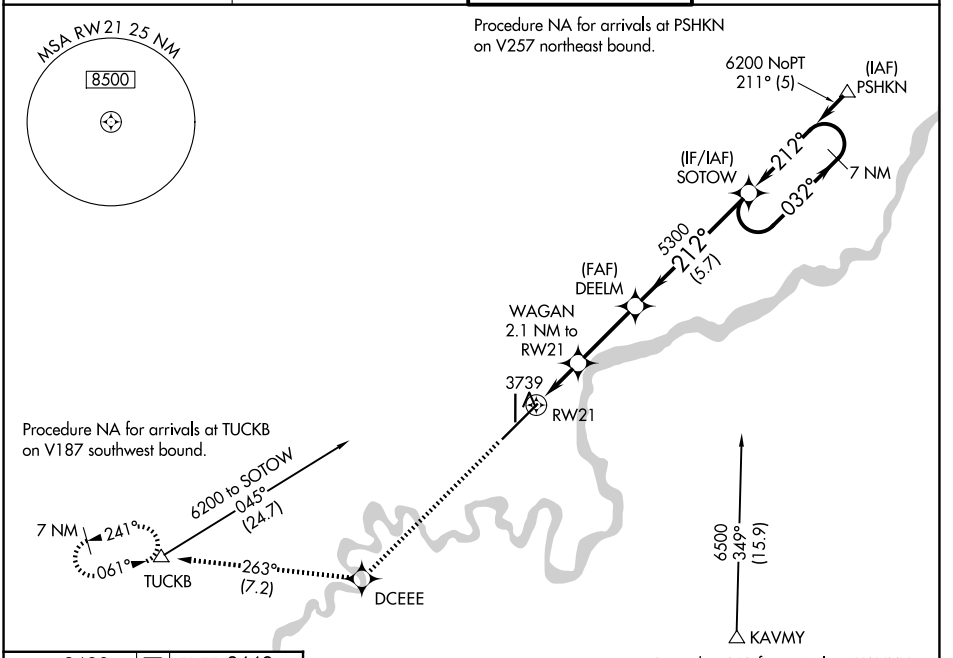
WAAS CH 90221 W21A	APP CRS 212°	Rwy Ldg 10502 TDZE 3669 Apt Elev 3680

RNP APCH - GPS.

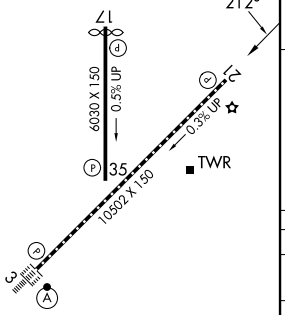
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 49°C.

MISSED APPROACH: Climb to 8000 direct DCEEE and on track 263° to TUCKB and hold, continue climb-in-hold to 8000.

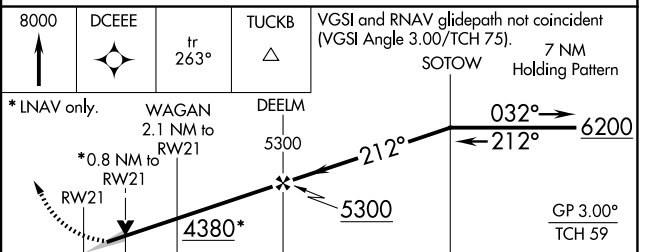
ATIS	GREAT FALLS APP CON	GREAT FALLS TOWER	GND CON
126.6 269.0	128.6 379.175	118.7 282.2	121.7 348.6



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)	
CIRCLING	4140-1 460 (500-1)		4340-1¾ 660 (700-1¾)	4420-2¼ 740 (800-2¼)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VORTAC GTF	APP CRS	Rwy Ldg	10502
115.1	029°	TDZE	3680
Chan 98		Apt Elev	3680

VOR RWY 3

GREAT FALLS INTL (GTF)

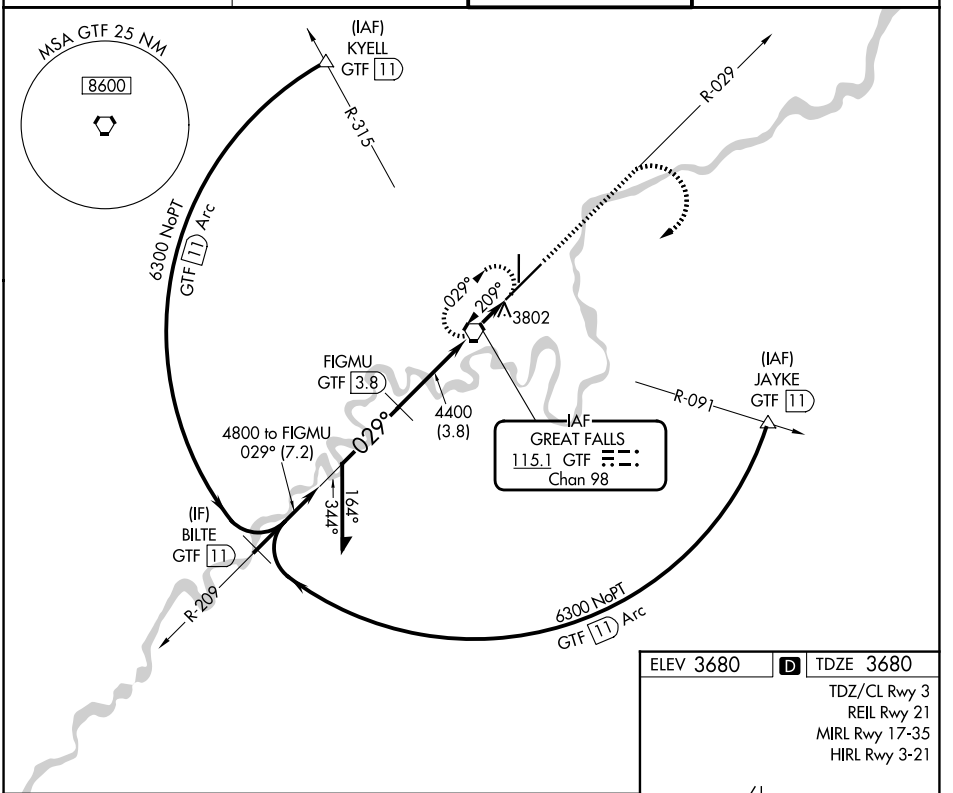
DME required.

For inoperative ALS, increase Cat C visibility to RVR 5500.

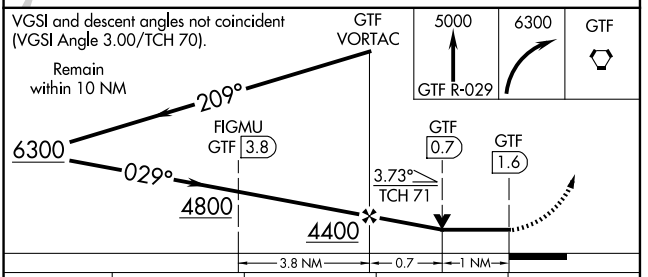
ALSF-2

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
126.6 269.0	128.6 379.175	118.7 282.2	121.7 348.6



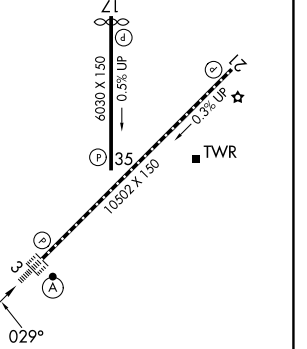
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 70).



CATEGORY	A	B	C	D
S-3	4060/24 380 (400-½)			NA
CIRCLING	4140-1 460 (500-1)		4320-1¾ 640 (700-1¾)	NA

ELEV 3680 D TDZE 3680

TDZ/CL Rwy 3
REIL Rwy 21
MIRL Rwy 17-35
HIRL Rwy 3-21



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

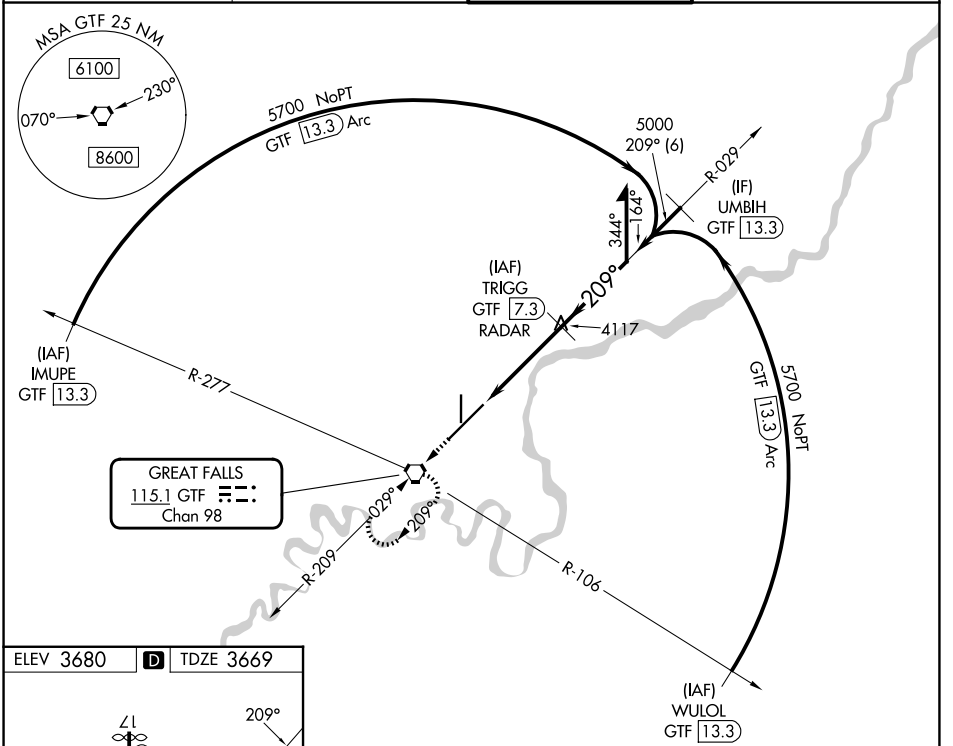
VORTAC GTF	APP CRS	Rwy Ldg	10502
115.1	209°	TDZE	3669
Chan 98		Apt Elev	3680

VOR RWY 21
GREAT FALLS INTL (GTF)

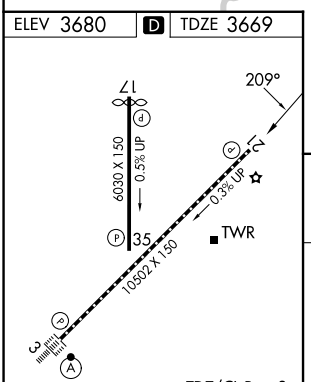
DME or RADAR required.

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
126.6 269.0	128.6 379.175	118.7 282.2	121.7 348.6

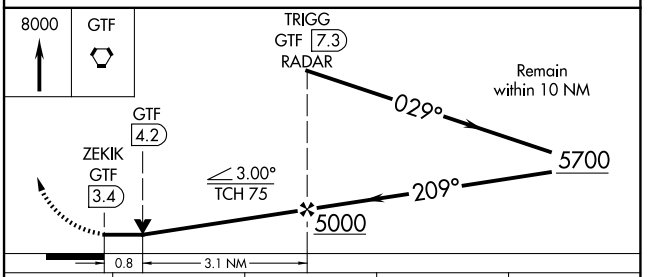


DME or RADAR REQUIRED



FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-21	4000/55 331 (400-1)			
CIRCLING	4140-1 460 (500-1)		4340-1¾ 660 (700-1¾)	4420-2¼ 740 (800-2¼)

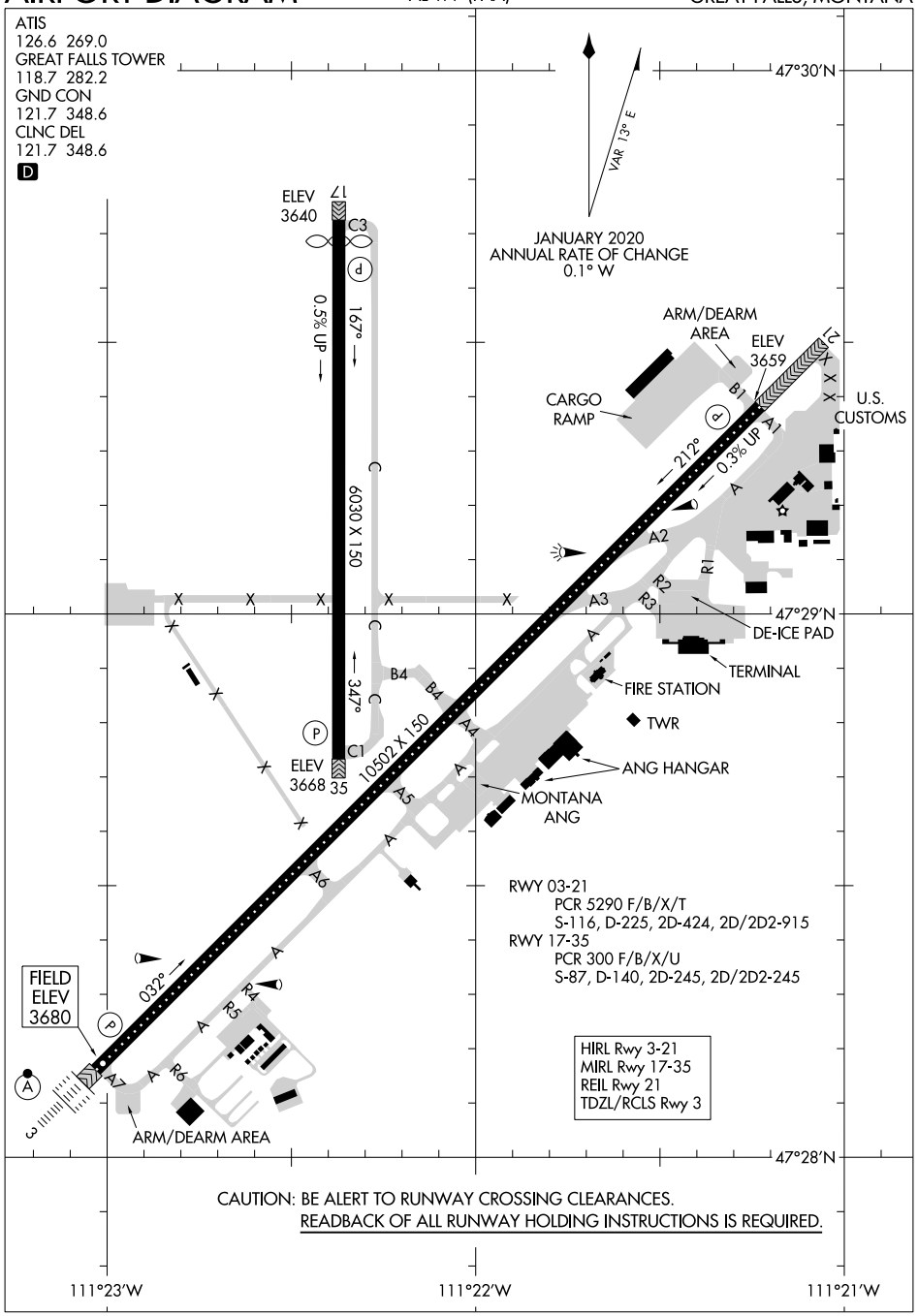
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26134

AIRPORT DIAGRAM

AL-177 (FAA)

GREAT FALLS INTL (GTF)
GREAT FALLS, MONTANA



AIRPORT DIAGRAM
26134

GREAT FALLS, MONTANA
GREAT FALLS INTL (GTF)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 56530 W08A	APP CRS 076°	Rwy Ldg 3953 TDZE 3942 Apt Elev 3942

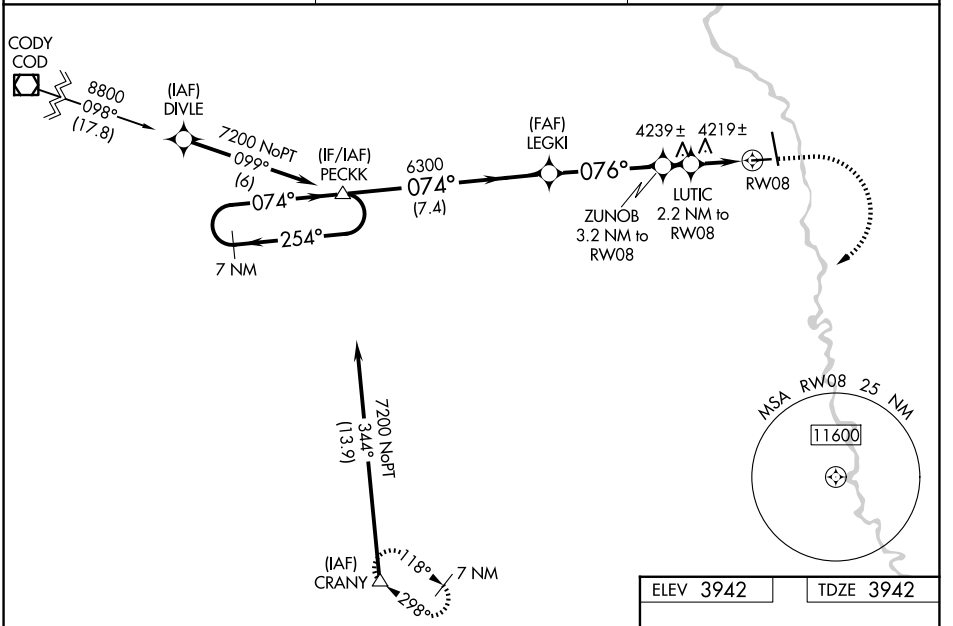
RNAV (GPS) RWY 8

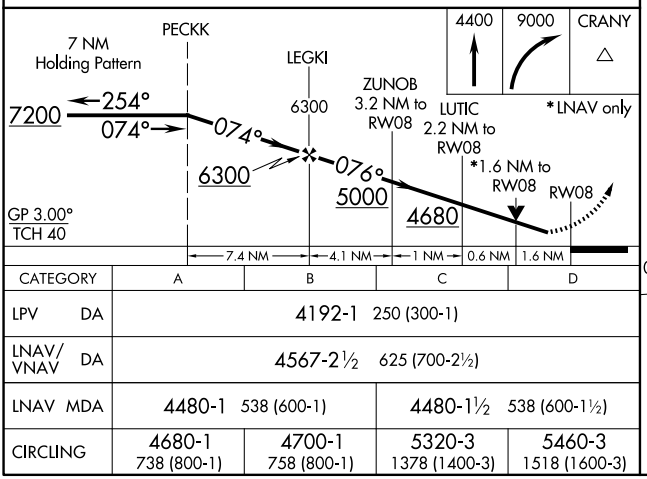
SOUTH BIG HORN COUNTY (GEY)

DME/DME RNP-0.3 NA. Straight-in minimums NA at night. When local altimeter setting not received use Cowley/Lovell/Byron altimeter setting: increase LPV DA to 4279 feet and LNAV/VNAV DA to 4654 feet. Increase LPV visibility, all 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).

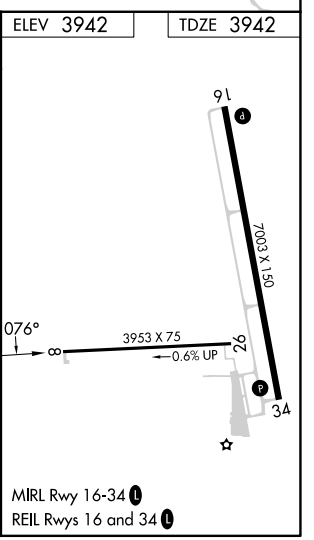
MISSED APPROACH: Climb to 4400 then climbing right turn to 9000 direct CRANY and hold, continue climb-in-hold to 9000.

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)	
CIRCLING	4680-1 738 (800-1)	4700-1 758 (800-1)	5320-3 1378 (1400-3)	5460-3 1518 (1600-3)



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

GREYBULL, WYOMING AL-531 (FAA) 25275

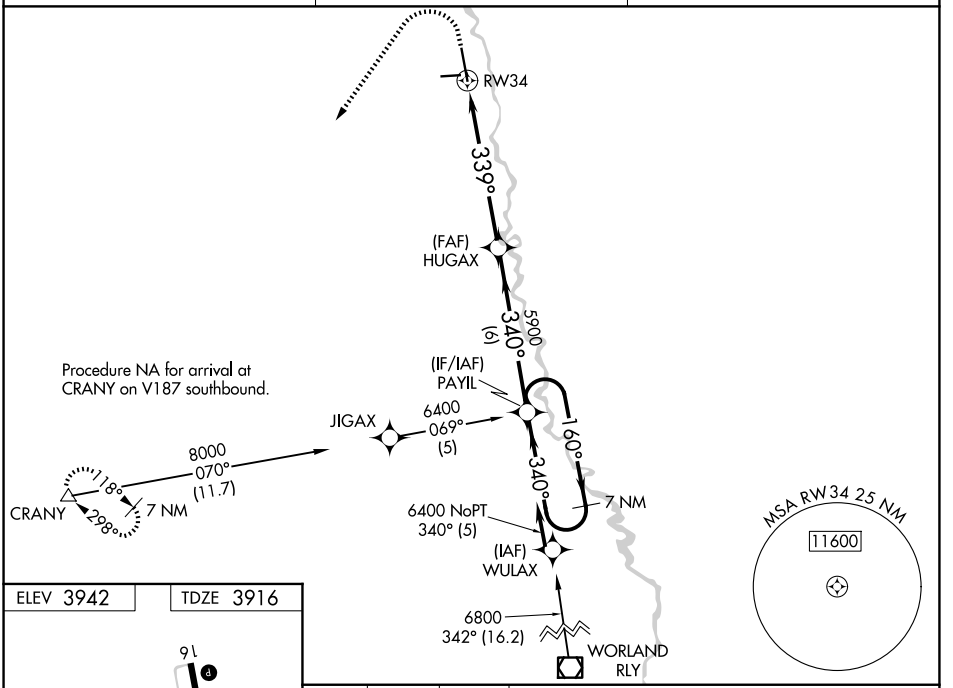
WAAS	APP CRS	Rwy Ldg	7003
CH 77542	339°	TDZE	3916
W34A		Apt Elev	3942

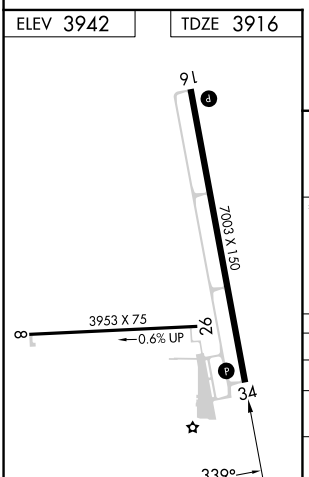
RNAV (GPS) RWY 34
SOUTH BIG HORN COUNTY (GEY)

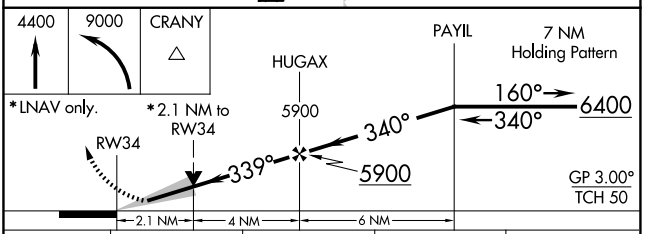
Baro-VNAV NA when using Cowley/Lovell/Byron altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 51°C (124°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cowley/Lovell/Byron altimeter setting and increase LPV DA to 4253 feet and LNAV/VNAV 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)	
CIRCLING	4640-1 698 (700-1)	4700-1¼ 758 (800-1¼)	5320-3 1378 (1400-3)	5460-3 1518 (1600-3)

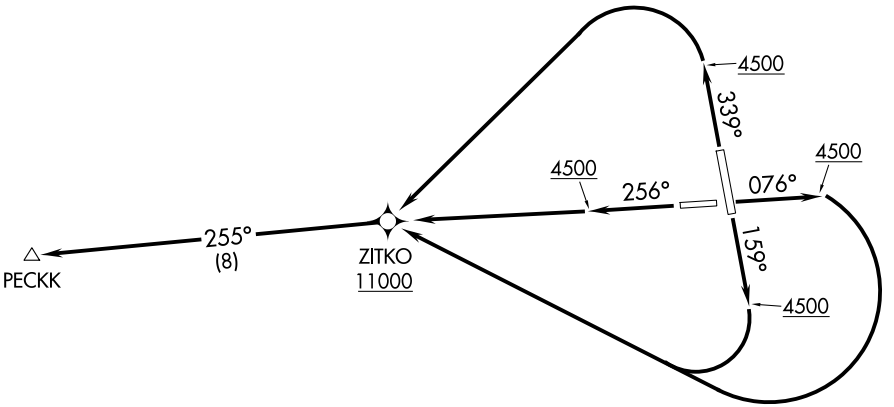
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PECKK TWO DEPARTURE (RNAV)

AL-531 (FAA)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

GUERNSEY, WYOMING | AL-9220 (FAA) | 26022

WAAS CH 69426 W32A	APP CRS 321°	Rwy Ldg 5060 TDZE 4380 Apt Elev 4402

RNAV (GPS) RWY 32

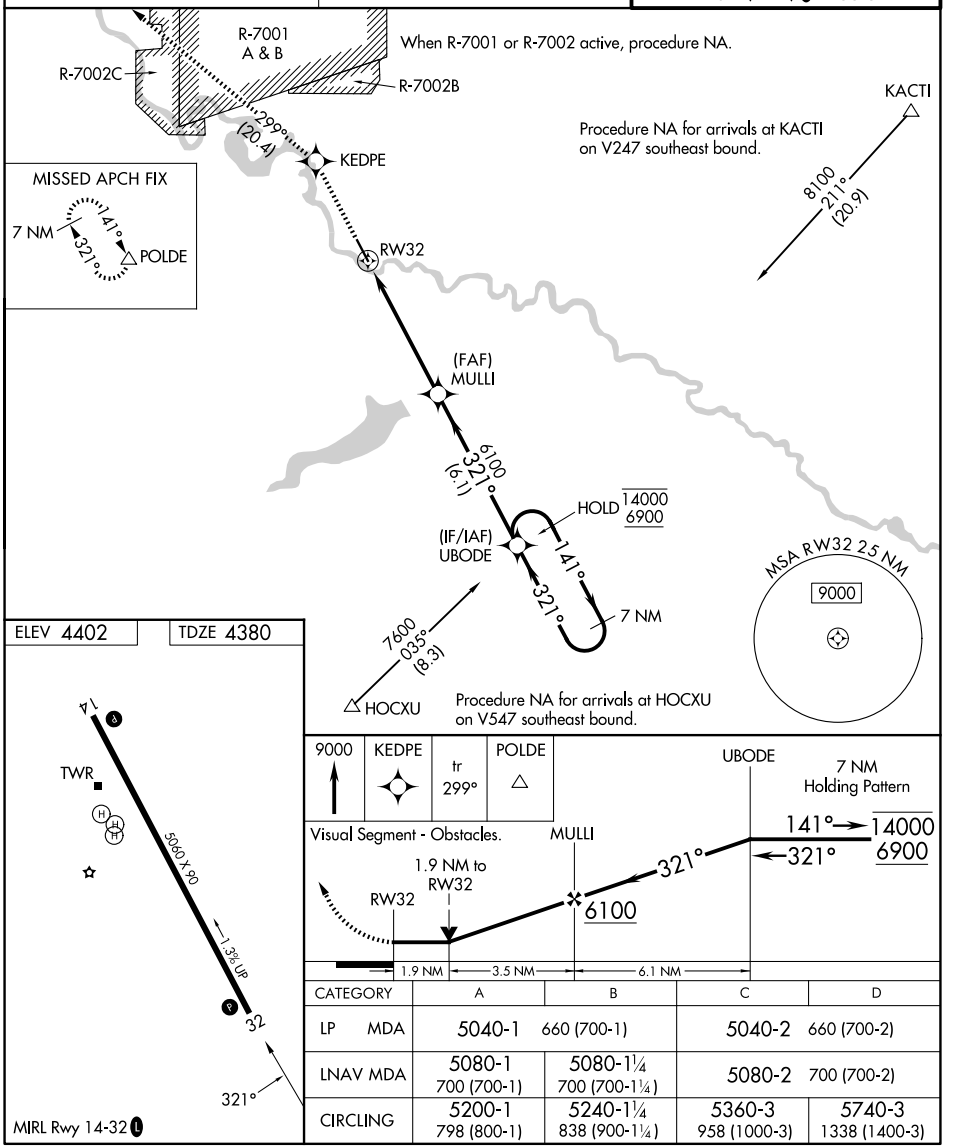
CAMP GUERNSEY (GUR)

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)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NDB RWY 32

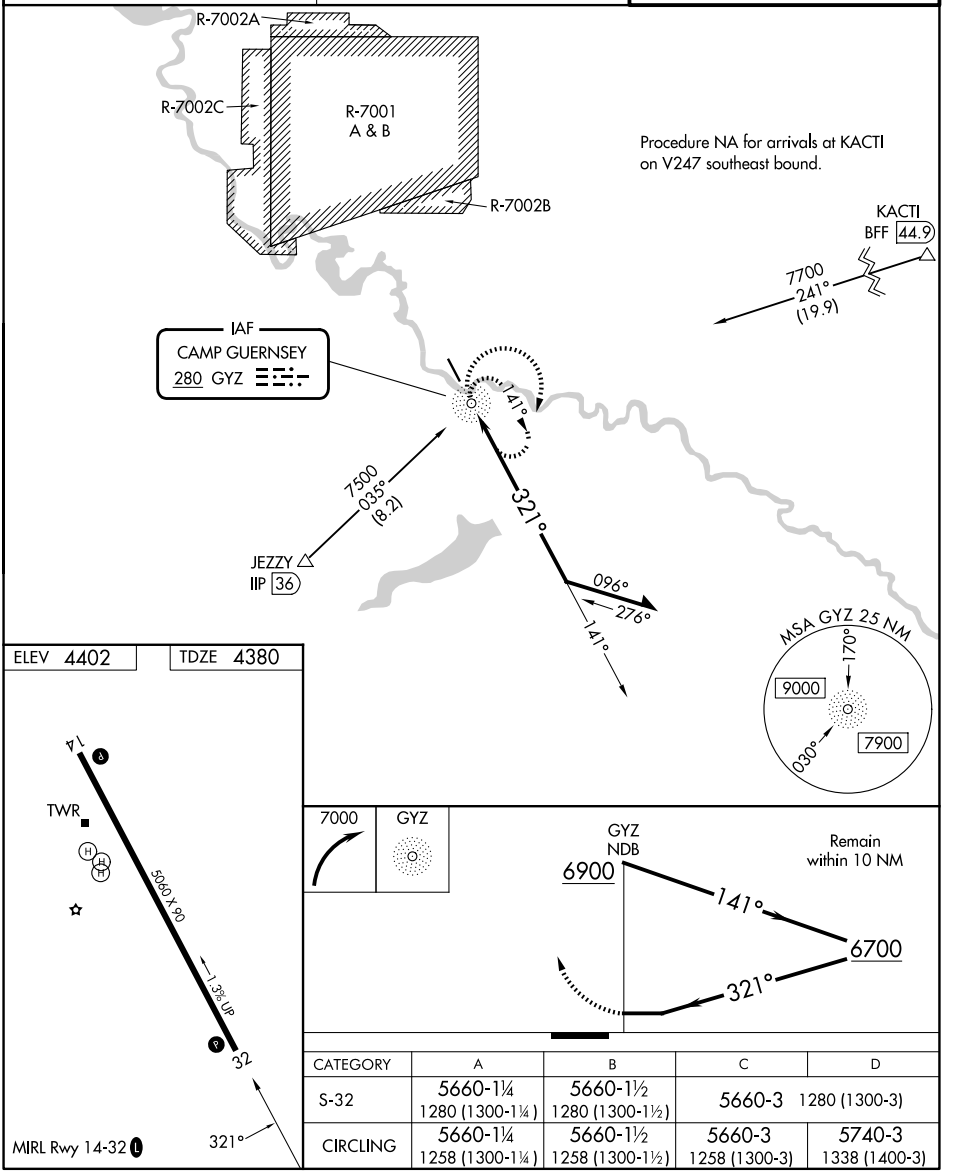
CAMP GUERNSEY (GUR)

NDB GYZ	APP CRS	Rwy Ldg	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 1280 (1300-1¼)	5660-1½ 1280 (1300-1½)	5660-3	1280 (1300-3)
CIRCLING	5660-1¼ 1258 (1300-1¼)	5660-1½ 1258 (1300-1½)	5660-3 1258 (1300-3)	5740-3 1338 (1400-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

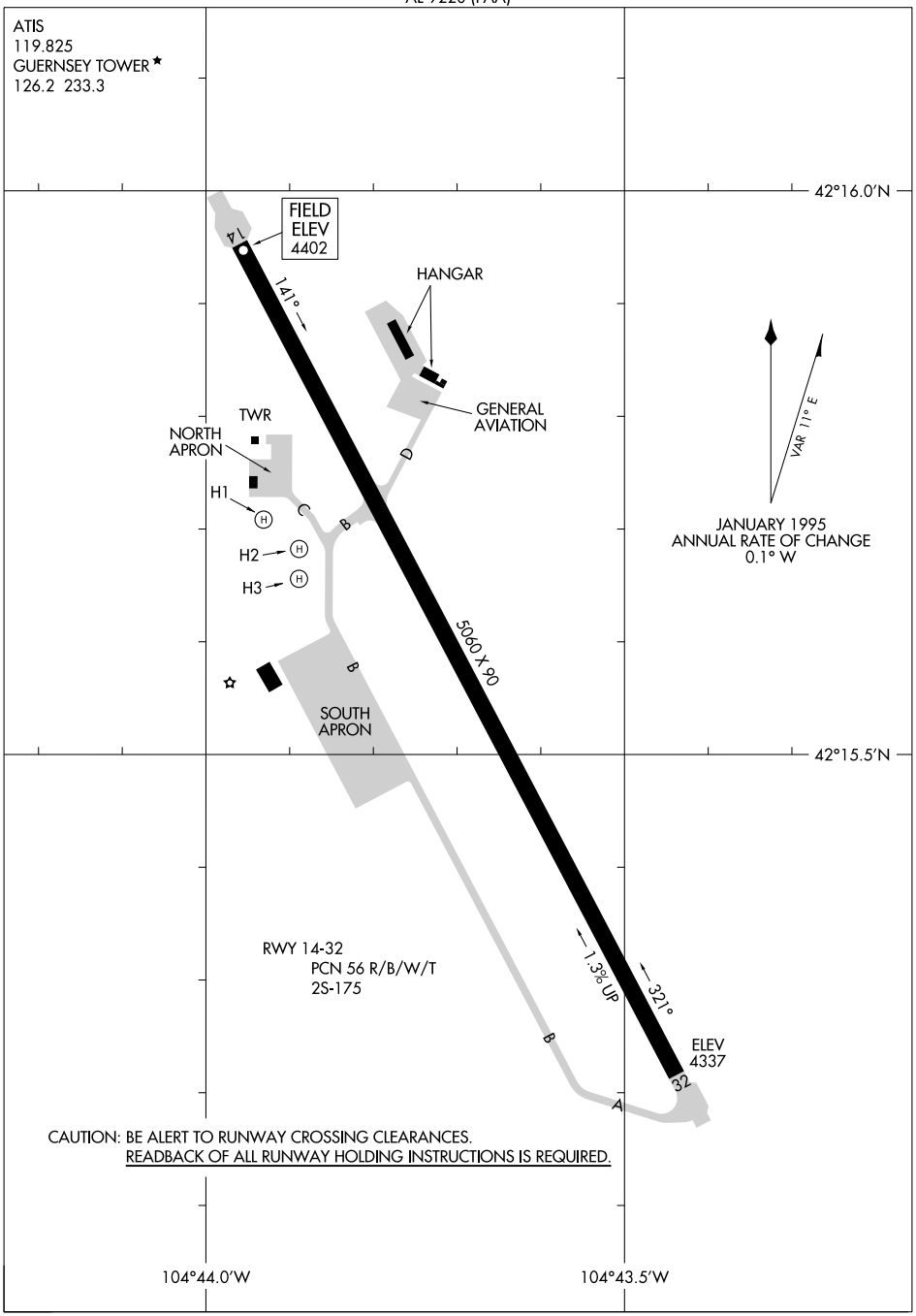
26190

AIRPORT DIAGRAM

CAMP GUERNSEY (GUR)

GUERNSEY, WYOMING

AL-9220 (FAA)



AIRPORT DIAGRAM

CAMP GUERNSEY (GUR)

GUERNSEY, WYOMING

26190

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 31

FRIEDMAN MEML (SUN)

WAAS	APP CRS	Rwy Ldg	6631
CH 62939	320°	TDZE	5289
W31B		Apt Elev	5320

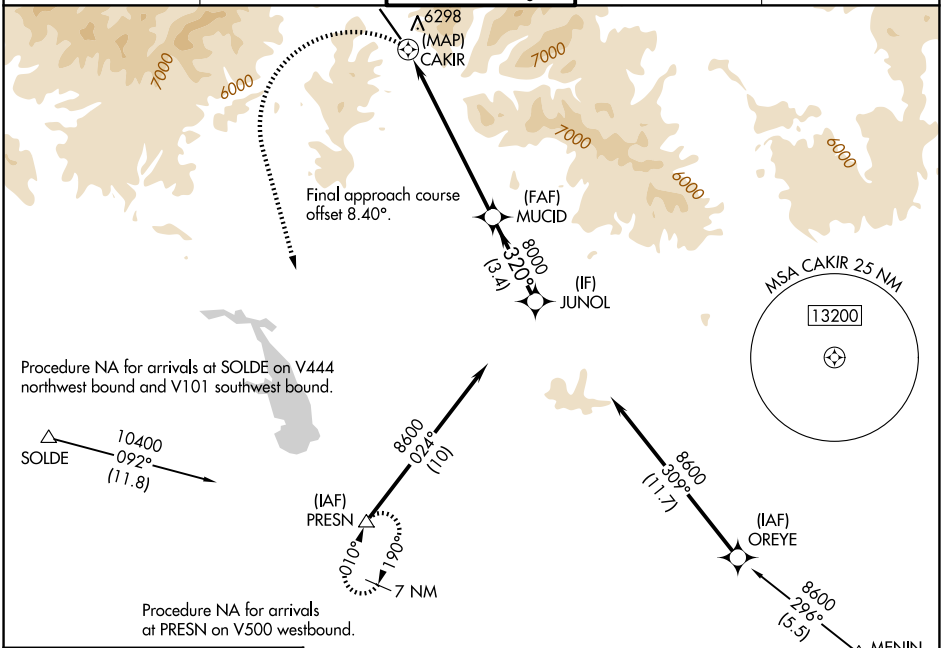
RNP APCH - GPS.

Circling NA northeast of Rwy 13-31. Rwy 31 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, procedure NA.

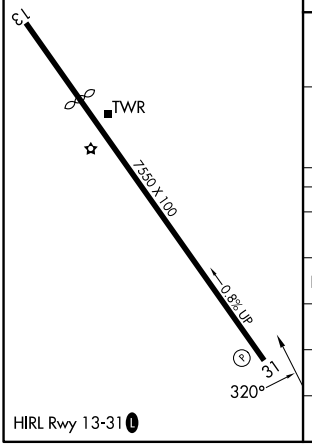
-13°C

MISSED APPROACH: (Do not exceed 185K until PRESN)
Climbing left turn to 8700 direct PRESN and hold.
*Missed approach requires minimum climb of 410 feet per NM to 7600.

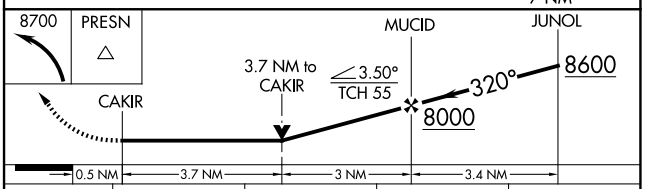
ATIS	SALT LAKE CENTER	HAILEY TOWER ★	GND CON	UNICOM
128.225	118.05 363.0	125.6 (CTAF) L	121.7	122.95



ELEV 5320 D TDZE 5289



HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LP MDA*	6900-1¼ 1611 (1600-1¼)	6900-1½ 1611 (1600-1½)	6900-3 1611 (1600-3)	
LNAV MDA*	7100-1¼ 1811 (1800-1¼)	7100-1½ 1811 (1800-1½)	7100-3 1811 (1800-3)	
LP MDA	7220-1¼ 1931 (1900-1¼)	7220-1½ 1931 (1900-1½)	7220-3 1931 (1900-3)	
LNAV MDA	7340-1¼ 2051 (2100-1¼)	7340-1½ 2051 (2100-1½)	7340-3 2051 (2100-3)	
CIRCLING	7340-1¼ 2020 (2100-1¼)	7360-1½ 2040 (2100-1½)	7580-3 2260 (2300-3)	7940-3 2620 (2700-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

HAILEY, IDAHO

AL-6239 (FAA)

26078

RNAV (GPS) Z RWY 31

FRIEDMAN MEML (SUN)

WAAS	APP CRS	Rwy Ldg	6631
CH 77639	320°	TDZE	5289
W31A		Apt Elev	5320

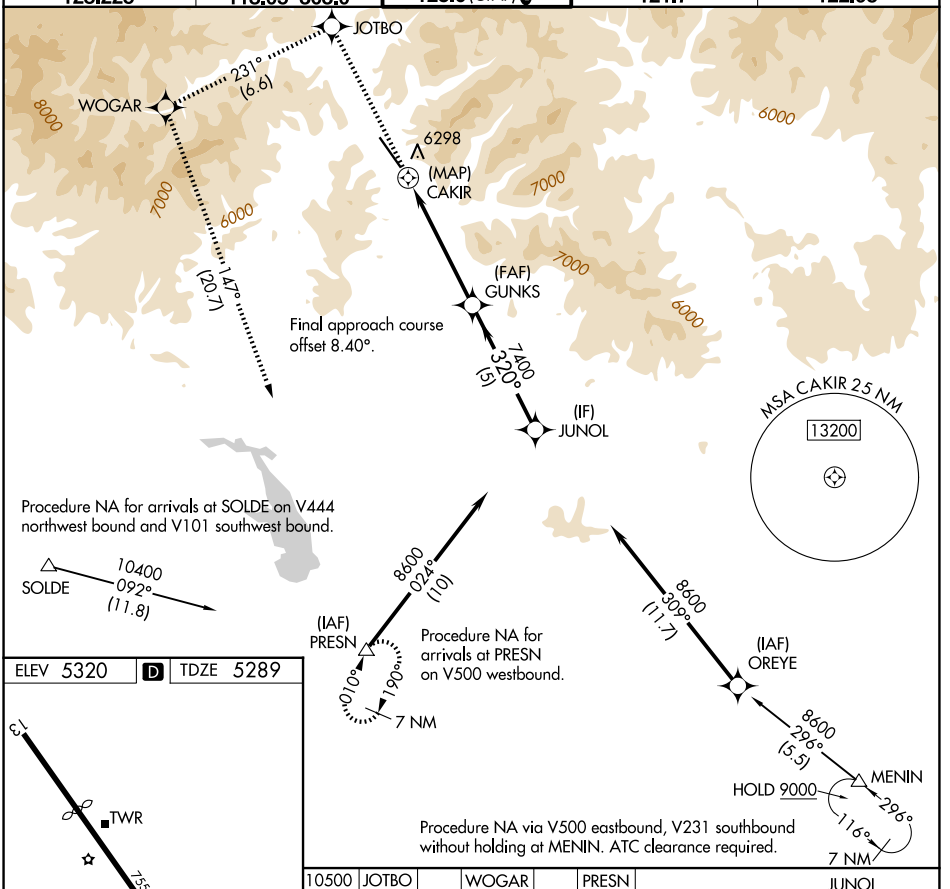
RNP APCH - GPS.

When local altimeter setting not received, procedure NA.

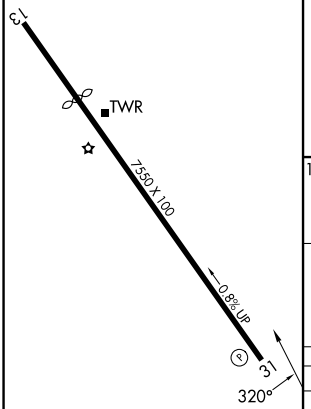
-13°C

MISSED APPROACH: (Do not exceed 185K 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.

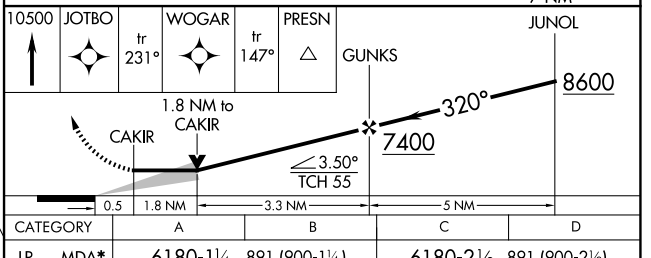
ATIS	SALT LAKE CENTER	HAILEY TOWER*	GND CON	UNICOM
128.225	118.05 363.0	125.6 (CTAF) L	121.7	122.95



ELEV 5320 D TDZE 5289



HIRL Rwy 13-31 L



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)	

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

NDB/DME HLE	APP CRS	Rwy Ldg	N/A
220	335°	TDZE	N/A
Chan 25 (108.8)		Apt Elev	5320

NDB/DME-A

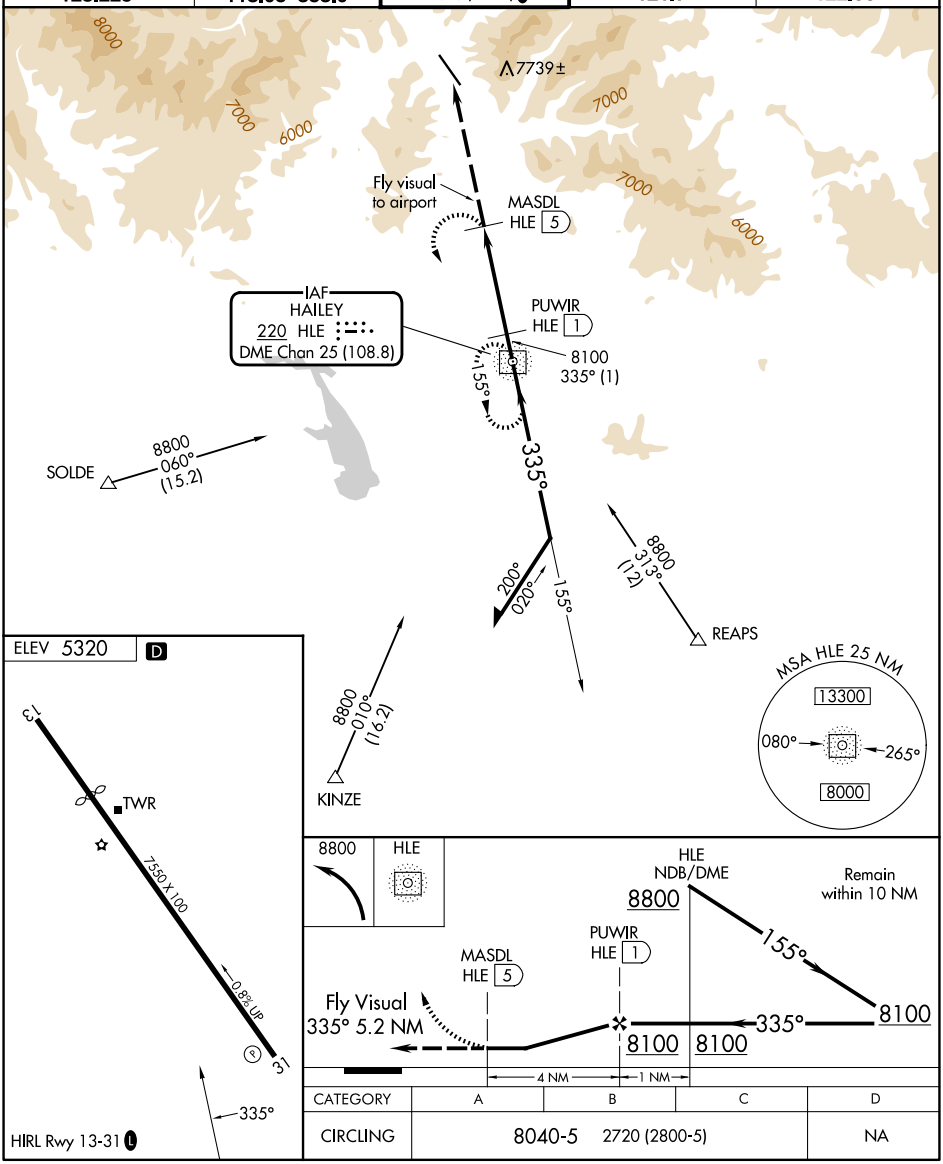
FRIEDMAN MEML (SUN)

T
A 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
CIRCLING	8040-5	2720 (2800-5)		NA

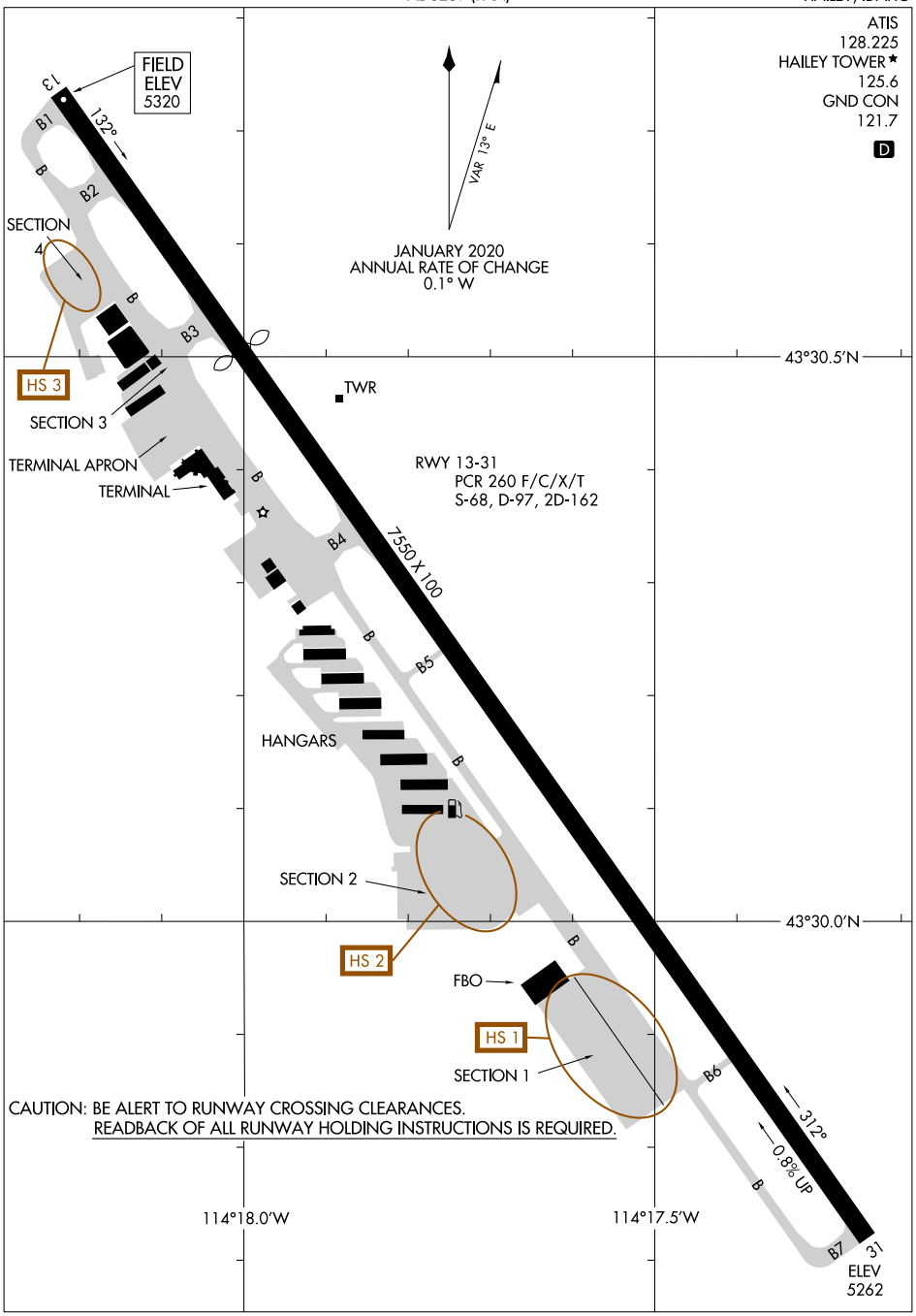
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26246

AIRPORT DIAGRAM

AL-6239 (FAA)

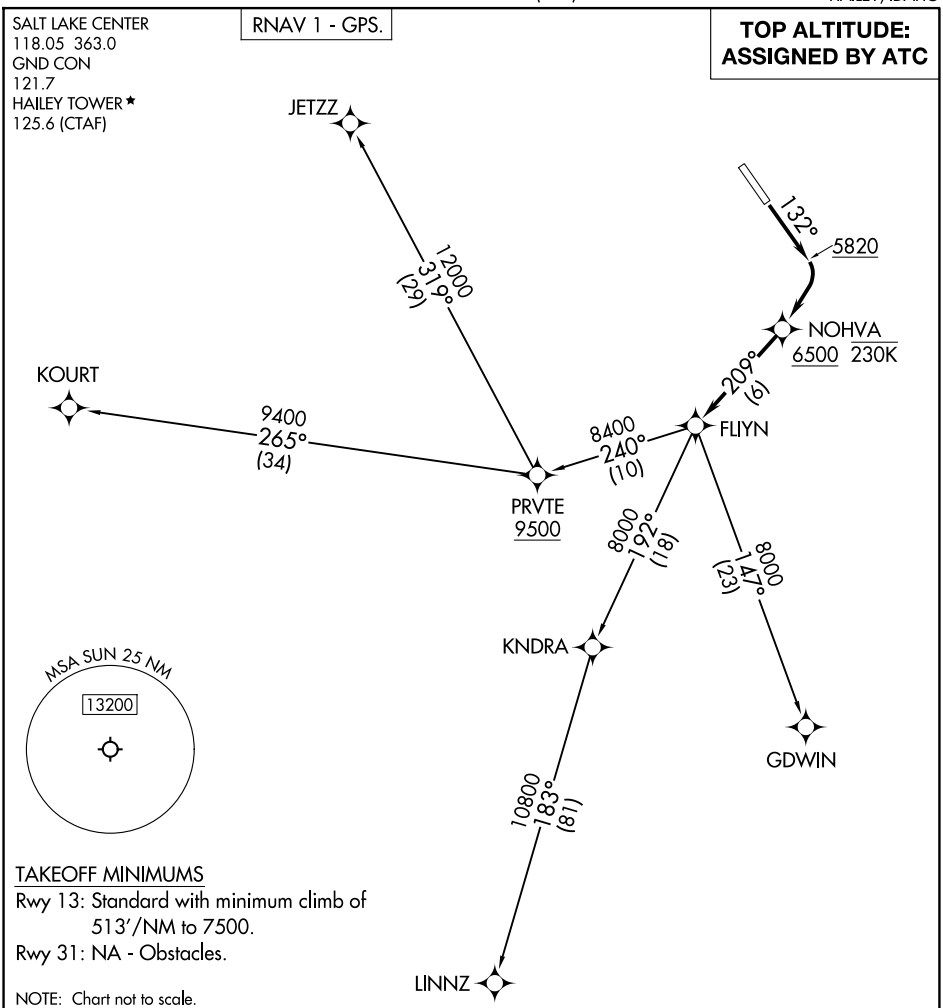
FRIEDMAN MEML (SUN)
HAILEY, IDAHO



AIRPORT DIAGRAM
26246

HAILEY, IDAHO
FRIEDMAN MEML (SUN)

NW-1, 03 SEP 2026 to 29 OCT 2026



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)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

HAMILTON, MONTANA | AL-9473 (FAA) | 26078

RNAV (GPS) RWY 17

RAVALLI COUNTY (HRF)

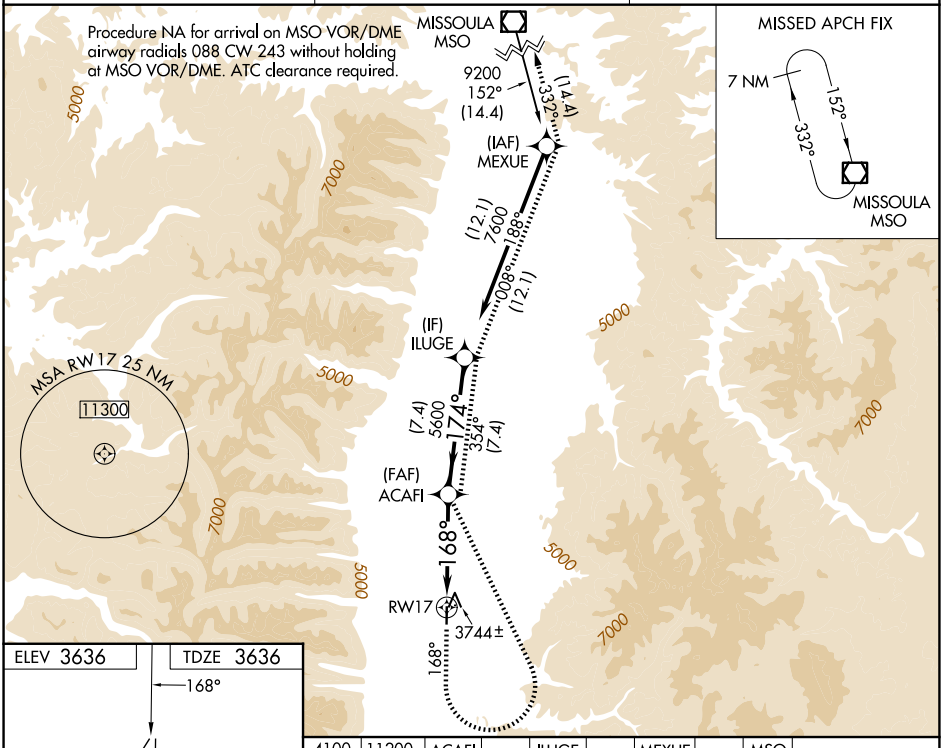
WAAS CH 60945 W17A	APP CRS 168°	Rwy Ldg 5200	TDZE 3636	Apt Elev 3636

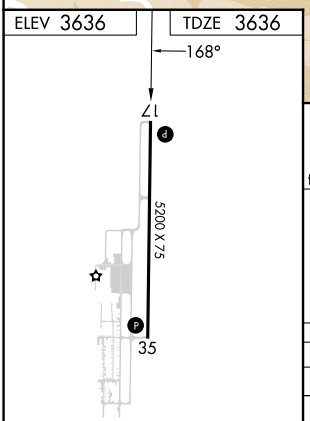
RNP APCH-GPS.

Circling Rwy 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

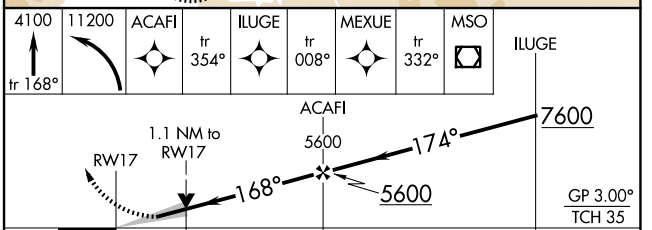
MISSED APPROACH: (Do not exceed 130K until ACAFI) Climb to 4100 on 168° then climbing left turn to 11200 direct ACAFI and track 354° to ILUGE and track 008° to MEXUE and track 332° to MISSOULA VOR/DME and hold.

AWOS-3P	SALT LAKE CENTER	UNICOM
119.825	132.4 338.3	122.8 (CTAF) L





MIRL Rwys 17-35 L



CATEGORY	A	B	C	D
LPV DA	3886-1	250 (300-1)	NA	
LNAV/VNAV DA	3920-1 284 (300-1)	4084-1⅜ 448 (500-1⅜)	NA	
LNAV MDA	4020-1 384 (400-1)	4320-1 684 (700-1)	NA	
CIRCLING	4240-1 604 (700-1)	4320-1 684 (700-1)	NA	

HAMILTON, MONTANA
Orig-A 14JUL22

46°15′N-114°07′W

RAVALLI COUNTY (HRF)

RNAV (GPS) RWY 17

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS)-A
RAVALLI COUNTY (HRF)

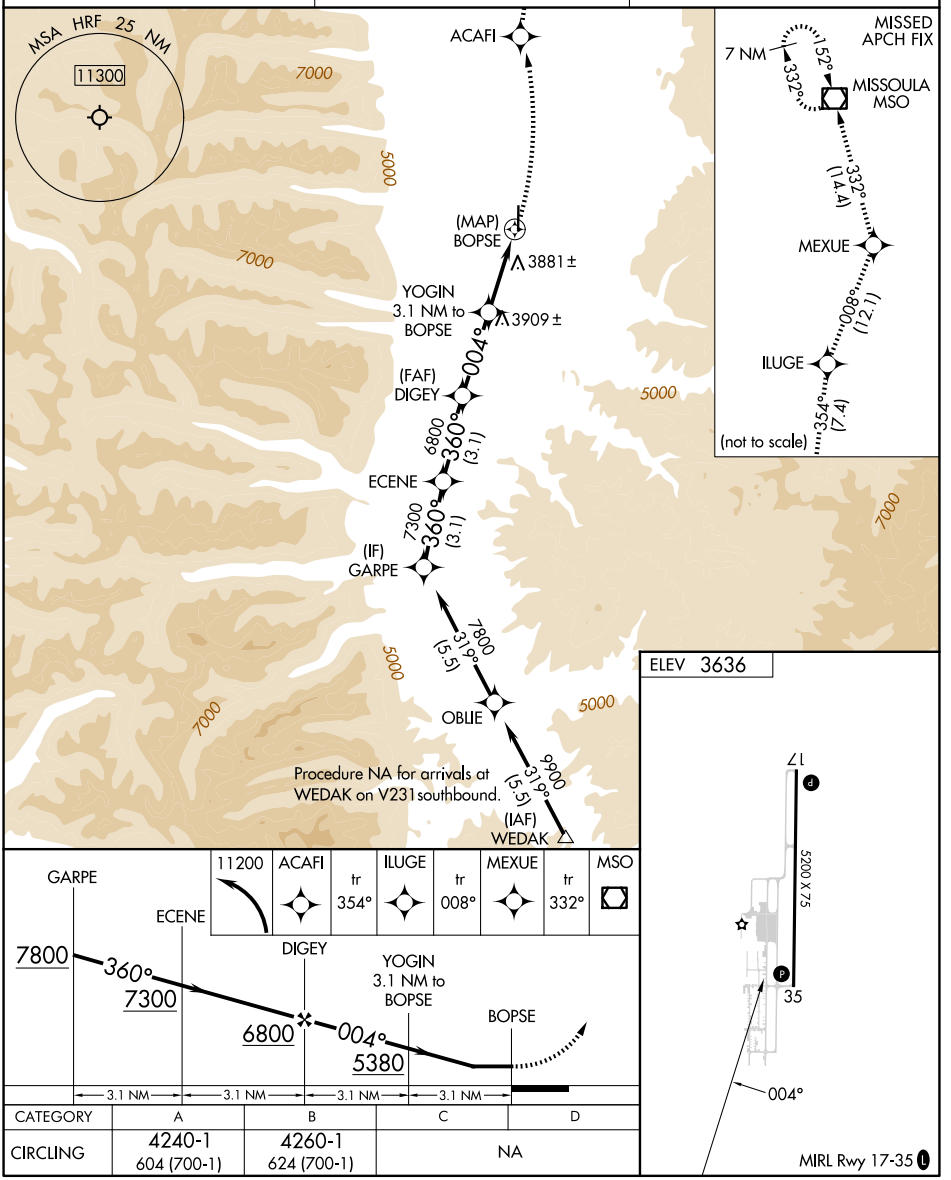
APP CRS	Rwy Ldg	N/A
004°	TDZE	N/A
	Apt Elev	3636

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
CIRCLING	4240-1 604 (700-1)	4260-1 624 (700-1)	NA	

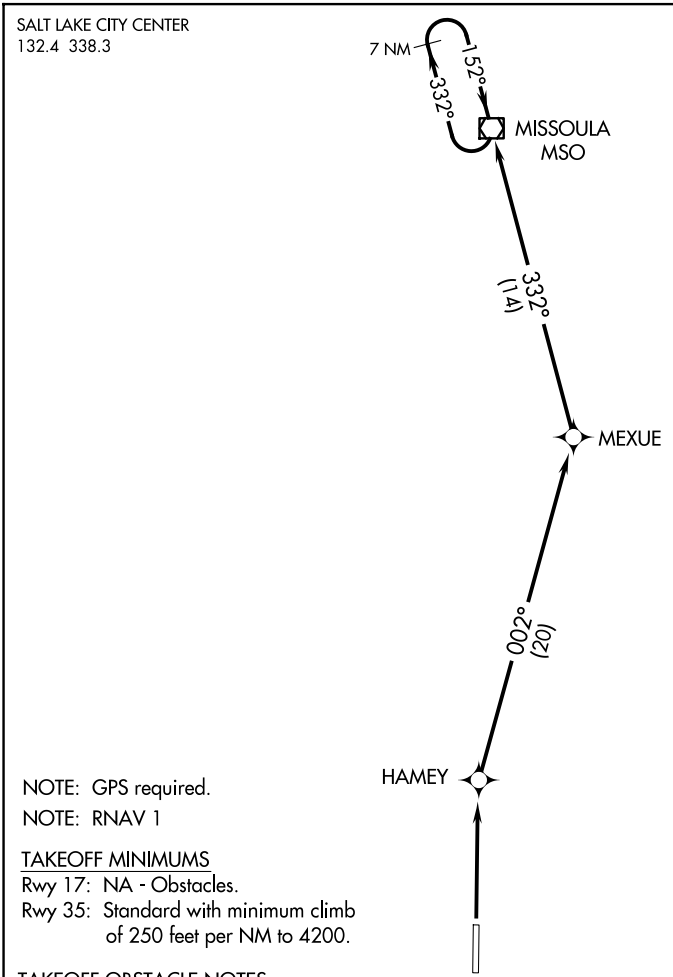
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(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.

RNAV (GPS) RWY 26

BIG HORN COUNTY (ØØU)

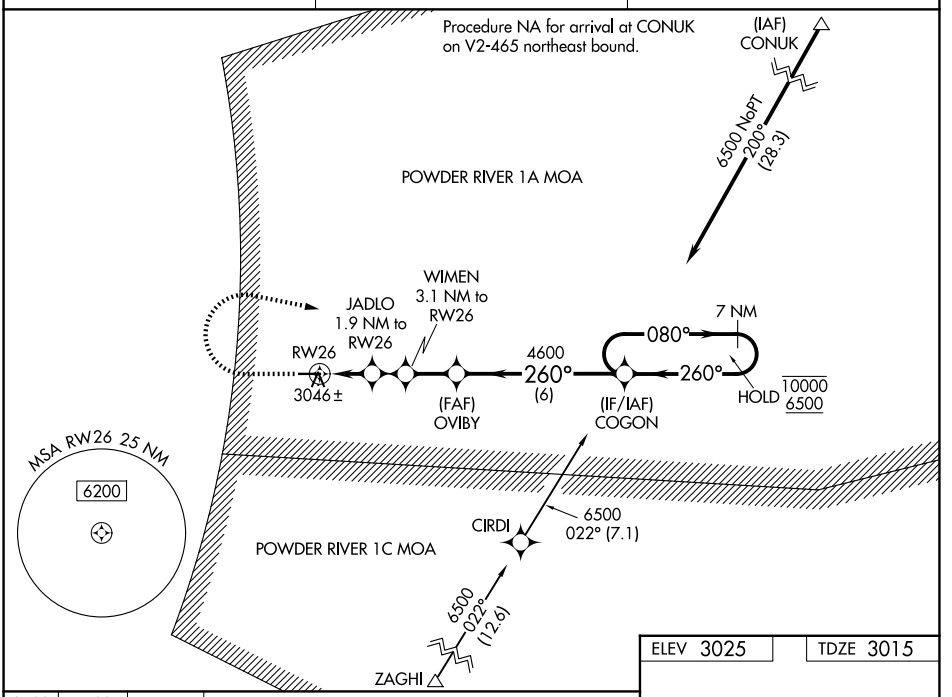
WAAS	APP CRS	Rwy Ldg	4491
CH 65644	260°	TDZE	3015
W26A		Apt Elev	3025

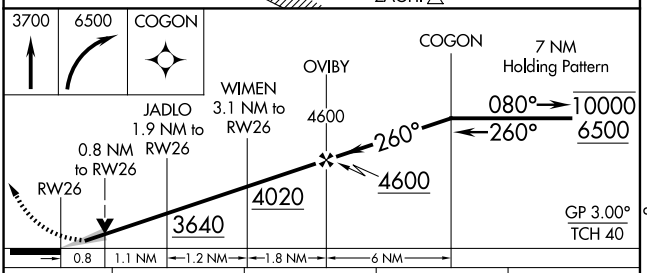
RNP APCH-GPS.

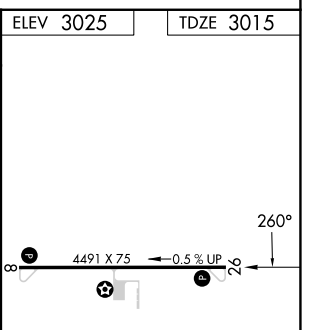
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

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	
CIRCLING	3480-1 455 (500-1)	3500-1 475 (500-1)	NA	

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

HARLOWTON, MONTANA | AL-10507 (FAA) | 26078

RNAV (GPS) RWY 9

WHEATLAND COUNTY AT HARLOWTON (HWQ)

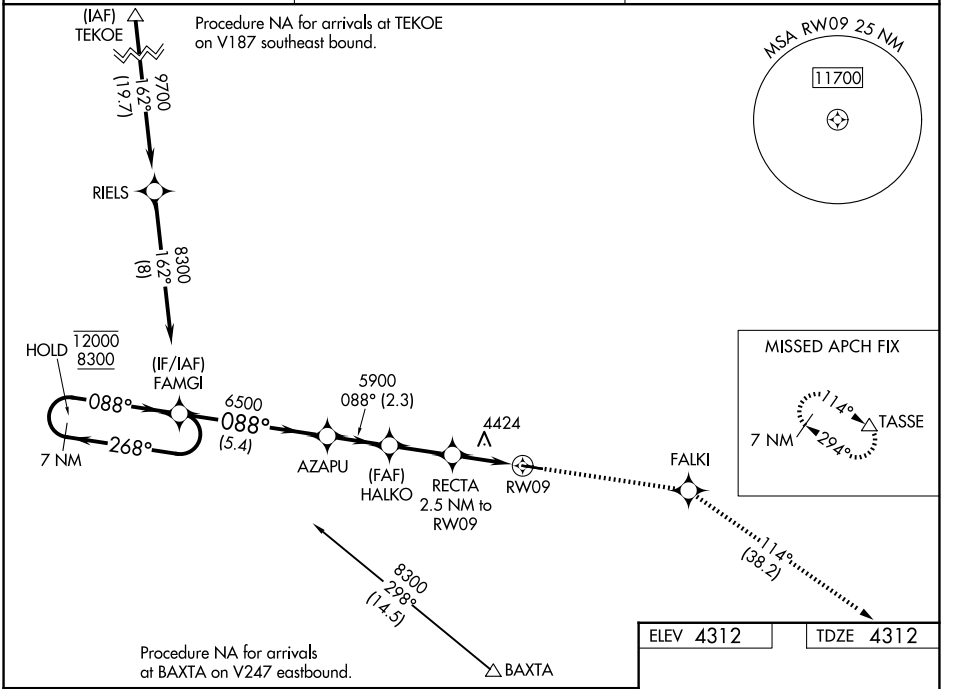
WAAS	APP CRS		
CH **99443**	**088°**	Rwy Ldg	**4200**
W09A		TDZE	**4312**
		Apt Elev	**4312**

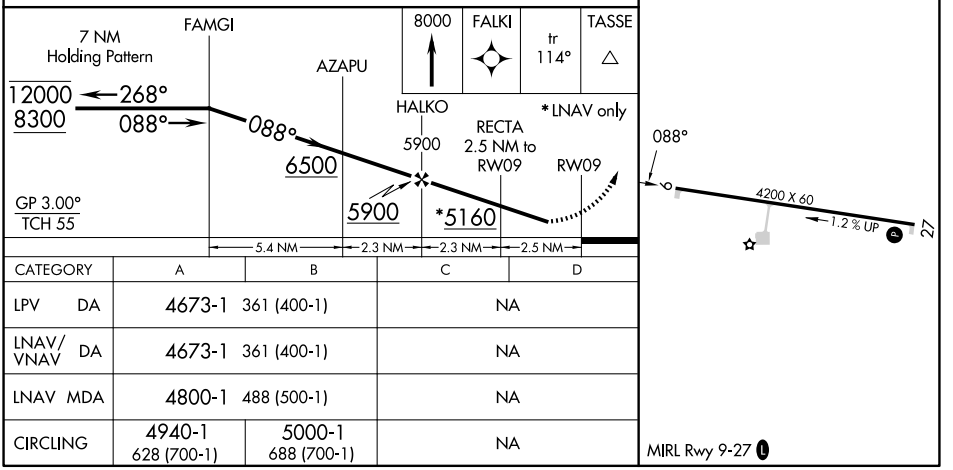
RNP APCH.

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	
CIRCLING	4940-1 628 (700-1)	5000-1 688 (700-1)	NA	

HARLOWTON, MONTANA
Orig 30JAN20

WHEATLAND COUNTY AT HARLOWTON (HWQ)
46°27′N-109°51′W
RNAV (GPS) RWY 9

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 27

WHEATLAND COUNTY AT HARLOWTON (HWQ)

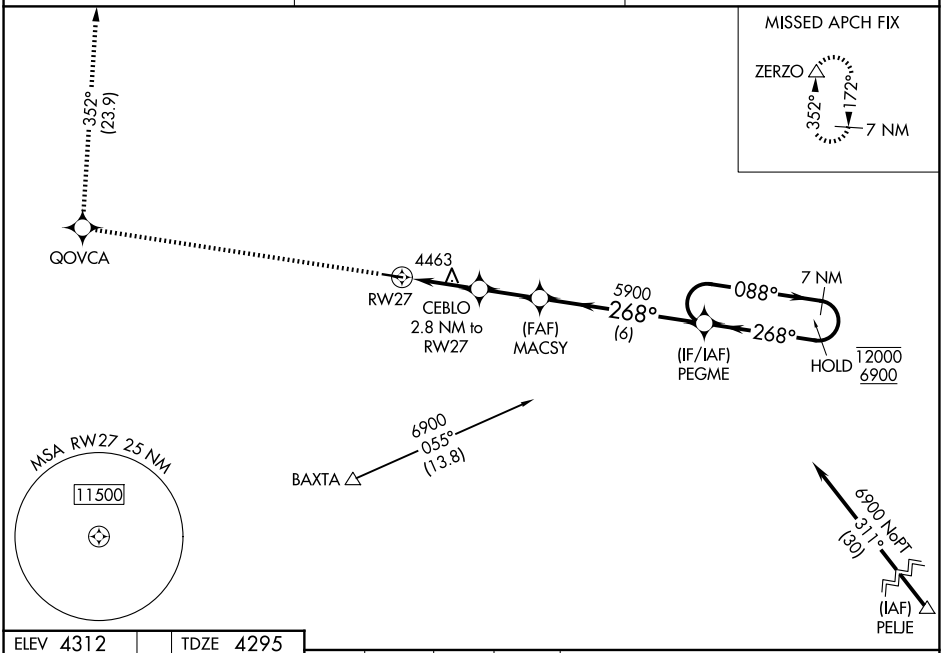
WAAS	APP CRS	Rwy Ldg	4200
CH 62943	268°	TDZE	4295
W27A		Apt Elev	4312

RNP APCH.

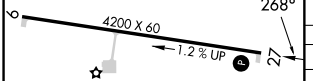
T NA — Circling Rwy 9 NA at night. Baro-VNAV NA. Use Lewistown altimeter setting.

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.

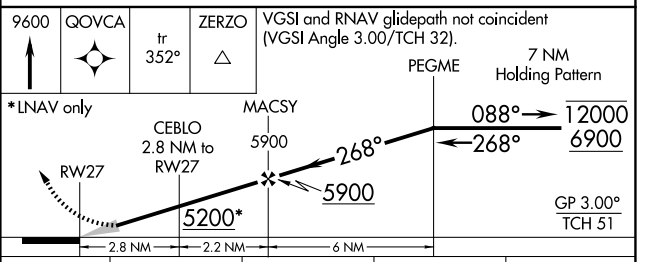
LWT ASOS	SALT LAKE CENTER	CTAF
118.375	127.75 351.9	122.9 L



ELEV 4312 TDZE 4295



MIRL Rwy 9-27 L



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	

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

HAVRE, MONTANA | AL-5575 (FAA) | 26190

WAAS	APP CRS	Rwy Ldg	5205
CH 99316	077°	TDZE	2585
W08A		Apt Elev	2591

RNAV (GPS) RWY 8

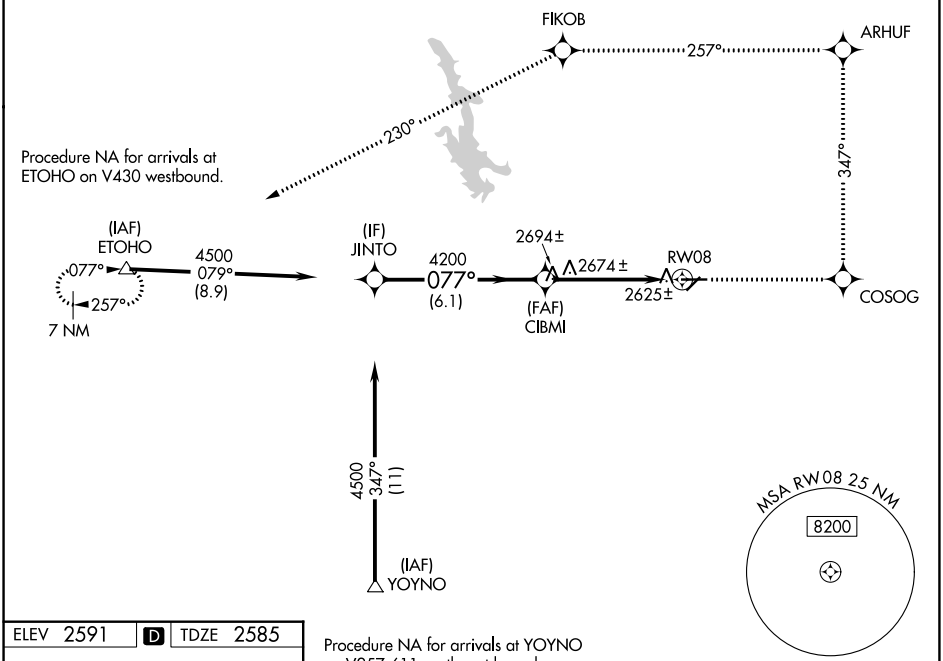
HAVRE CITY-COUNTY (HVR)

RNP APCH-GPS.

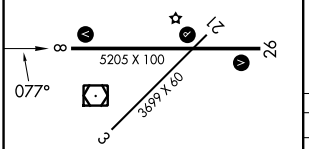
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

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.

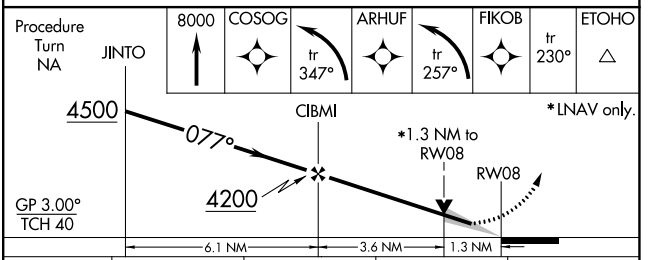
ASOS	SALT LAKE CENTER	UNICOM
135.225	133.4 285.4	122.8 (CTAF) L



ELEV 2591 | D | TDZE 2585



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)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 26

HAVRE CITY-COUNTY (HVR)

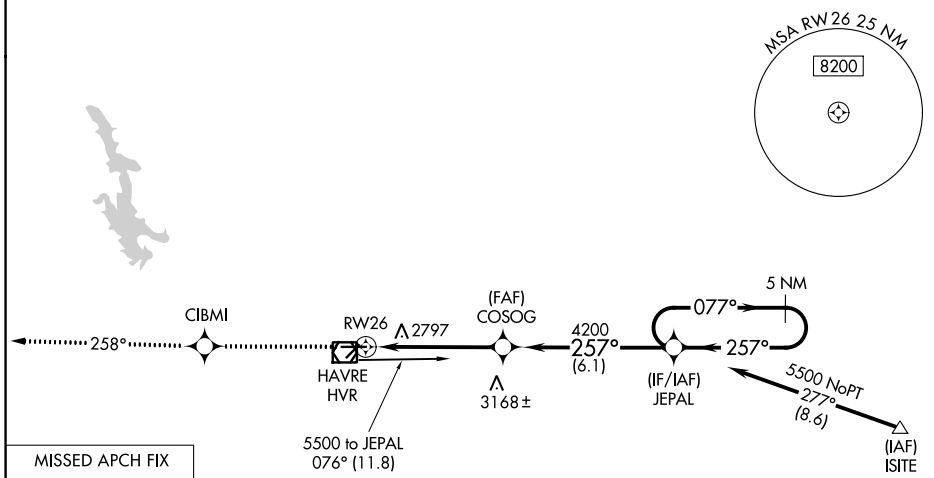
WAAS CH 48816 W26A	APP CRS 257°	Rwy Ldg 5205 TDZE 2586 Apt Elev 2591

RNP APCH-GPS.

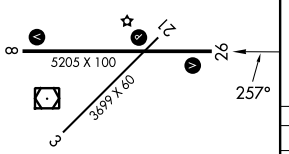
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

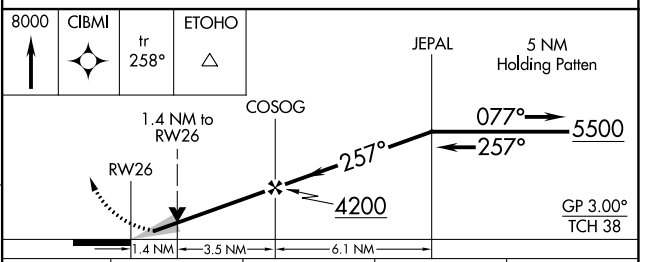
MISSED APPROACH: Climb to 8000 direct CIBMI and on track 258° to ETOHO and hold, continue climb-in-hold to 8000.

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)		3060-1⅜ 474 (500-1⅜)	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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

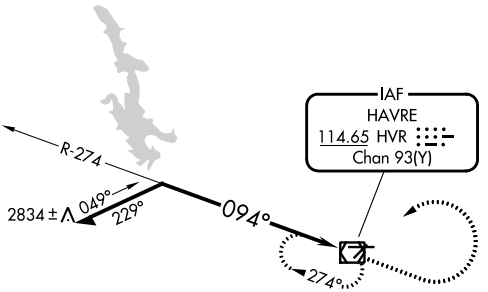
VOR/DME HVR	APP CRS	Rwy Ldg	5205
114.65	094°	TDZE	2585
Chan 93(Y)		Apt Elev	2591

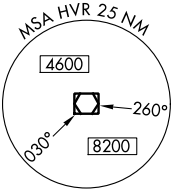
VOR RWY 8

HAVRE CITY-COUNTY (HVR)

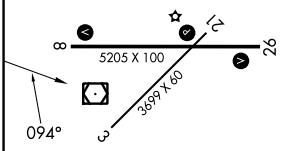
MISSED APPROACH: Climb to 3500 then climbing left turn to 8000 direct HVR VOR/DME and hold, continue climb-in-hold to 8000.

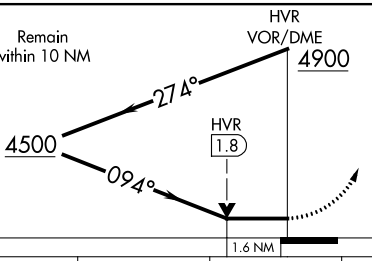
ASOS	SALT LAKE CENTER	UNICOM
135.225	133.4 285.4	122.8 (CTAF) L

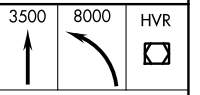




ELEV 2591 D TDZE 2585







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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

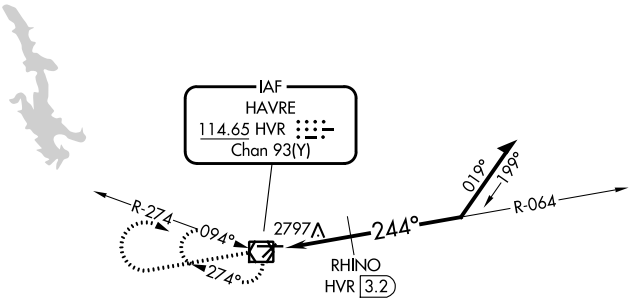
VOR/DME HVR	APP CRS	Rwy Ldg	5205
114.65	244°	TDZE	2586
Chan 93(Y)		Apt Elev	2591

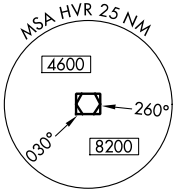
VOR RWY 26
HAVRE CITY-COUNTY (HVR)

T A

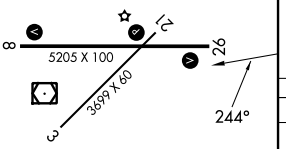
MISSED APPROACH: Climb to 4500 then climbing right turn to 8000 direct HVR VOR/DME and hold, continue climb-in-hold to 8000.

ASOS	SALT LAKE CENTER	UNICOM
135.225	133.4 285.4	122.8 (CTAF) L

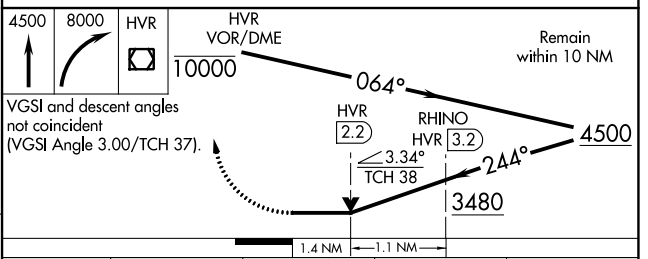




ELEV 2591 D TDZE 2586



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)		3060-1⅜ 474 (500-1⅜)	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)

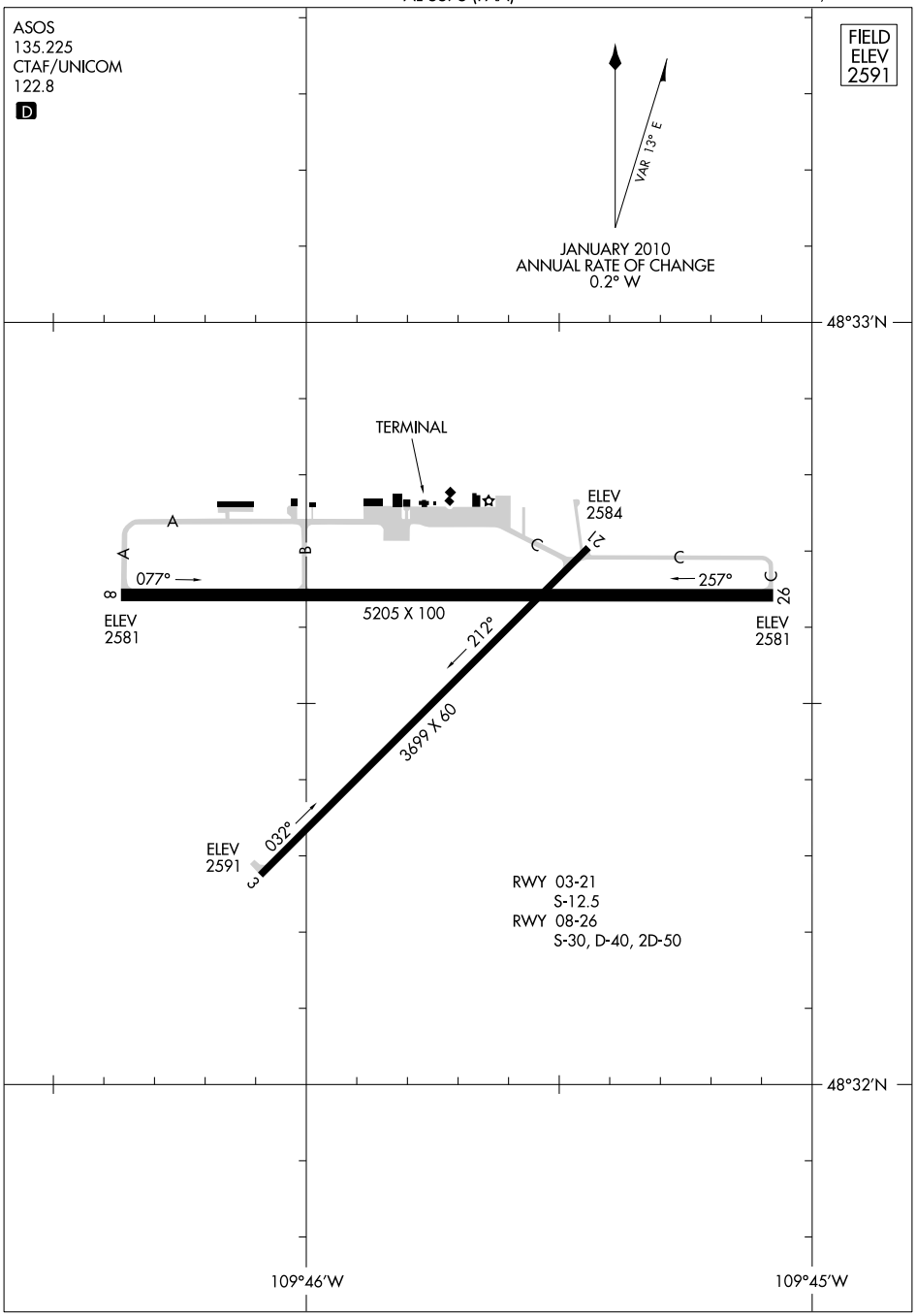
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26190

AIRPORT DIAGRAM

AL-5575 (FAA)

HAVRE CITY-COUNTY (HVR)
HAVRE, MONTANA



NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26190

HAVRE, MONTANA
HAVRE CITY-COUNTY (HVR)

ILS Y or LOC Y RWY 27

HELENA RGNL (HLN)

LOC I-HLN	APP CRS	Rwy Ldg	9000
110.1	271°	TDZE	3852
		Apt Elev	3877

ADF or RADAR required for procedure entry. ADF or DME required.

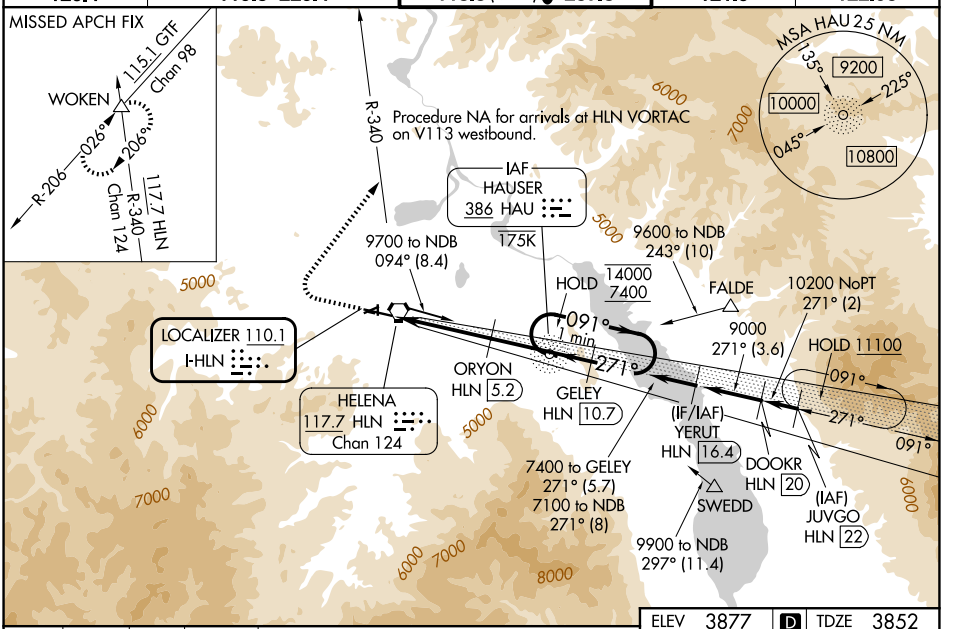
Circling NA to Rwys 10 and 28. Circling Rwy 5, 23, 35 NA at night. Inop table does not apply to S-LOC 27 all Cats. For inop ALS, increase S-ILS 27 all Cats visibility to 1⅞ SM, ORYON fix minimums: S-LOC 27 Cat C/D/E visibility to 2 SM. Holding at HAU NDB authorized for Cat A and B aircraft only. Circling 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.

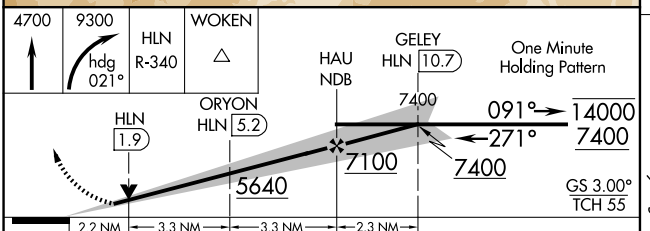
-16°C

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.

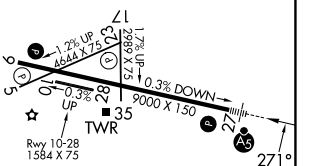
ATIS	HELENA APP CON*	HELENA TOWER*	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95





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)		
CIRCLING	5640-1¼ 1763 (1800-1¼)	5640-1½ 1763 (1800-1½)	6000-3 2123 (2200-3)		
ORYON FIX MINIMUMS*					
S-LOC 27	4600-½ 748 (800-½)	4600-¾ 748 (800-¾)	4600-1¾ 748 (800-1¾)		
CIRCLING	4640-1 763 (800-1)	4800-1¼ 923 (1000-1¼)	6000-3 2123 (2200-3)		

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

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

HELENA, MONTANA | AL-192 (FAA) | 25219

ILS Z or LOC Z RWY 27

HELENA RGNL (HLN)

LOC I-HLN	APP CRS	Rwy Ldg	9000
110.1	271°	TDZE	3852
		Apt Elev	3877

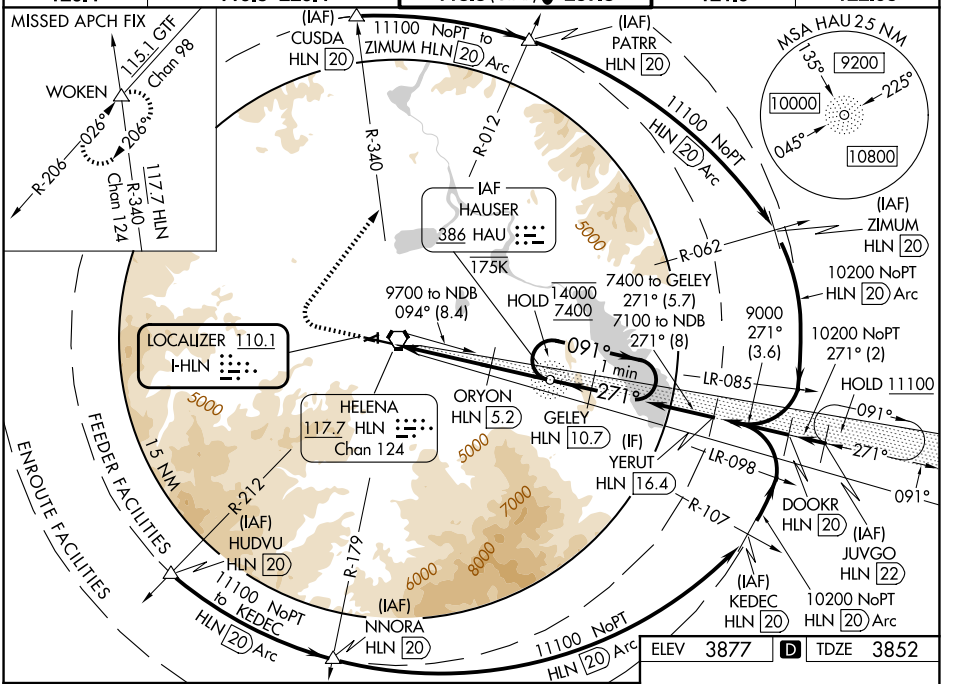
ADF or DME required.

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. -16°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.

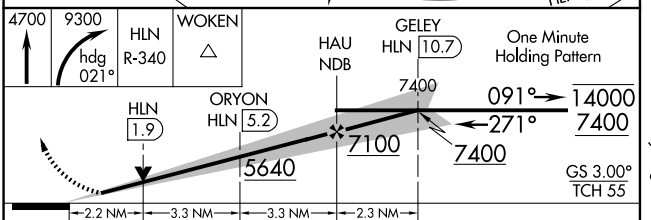
MALSR

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.

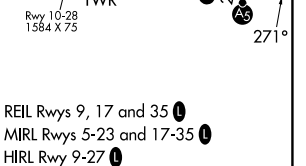
ATIS	HELENA APP CON *	HELENA TOWER *	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95



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	5640-1¼ 1763 (1800-1¼)	5640-1½ 1763 (1800-1½)	6000-3 2123 (2200-3)		
ORYON FIX MINIMUMS*					
S-LOC 27	4600-½ 748 (800-½)	4600-¾ 748 (800-¾)	4600-1¾ 748 (800-1¾)		
CIRCLING	4640-1 763 (800-1)	4800-1¼ 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

HELENA, MONTANA
Amdt 3 23FEB23

46°36′N-111°59′W

HELENA RGNL (HLN)

ILS Z or LOC Z RWY 27

NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	9000
271°	TDZE	3852
	Apt Elev	3877

RNAV (RNP) Y RWY 27

HELENA RGNL (HLN)

RNP AR APCH - GPS.

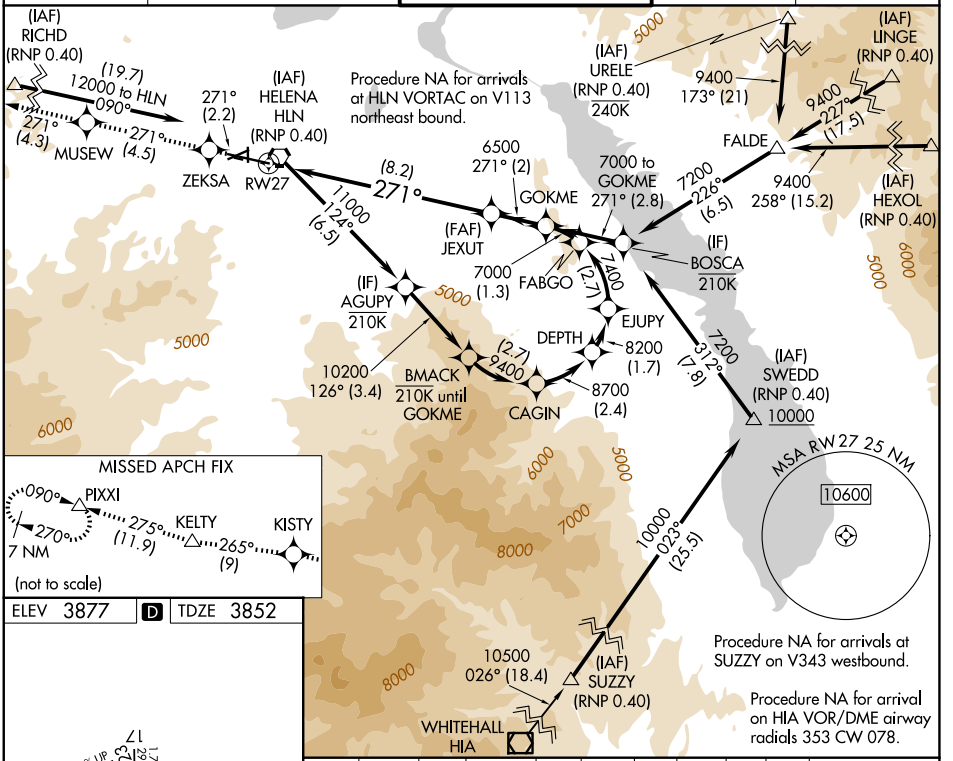
For uncompensated Baro-VNAV systems, -16°C procedure NA below -28°C or above 54°C. Missed approach requires RNP less than 1.0. For inop ALS, increase RNP 0.30 DA* visibility all Cats to 1⅜ SM.

MALSR

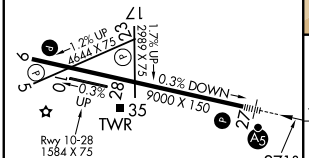
MISSED APPROACH: Climb to 12000 on the RNAV missed approach route to PIXXI and hold, continue climb-in-hold to 12000.

*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

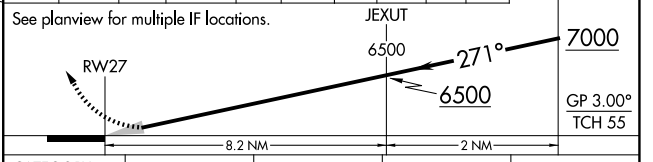


REIL Rwys 9, 17, and 35 L
MIRL Rwys 5-23 and 17-35 L
HIRL Rwy 9-27 L

12000	ZEKSA	tr	MUSEW	tr	KISTY	tr	KELTY	tr	PIXXI
tr 271°		271°		271°		265°		275°	

GOKME

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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

HELENA, MONTANA

AL-192 (FAA)

25219

RNAV (RNP) Z RWY 9

HELENA RGNL (HLN)

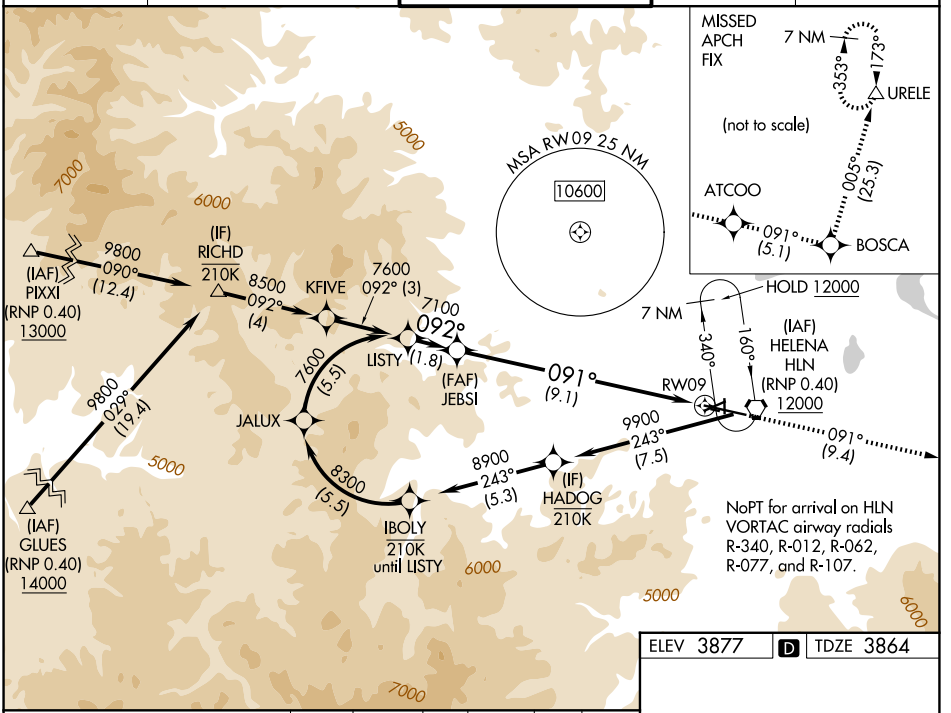
APP CRS	Rwy Ldg	9000
091°	TDZE	3864
	Apt Elev	3877

RNP AR APCH - GPS.

-16°C For uncompensated Baro-VNAV systems, procedure NA below -28°C or above 54°C.

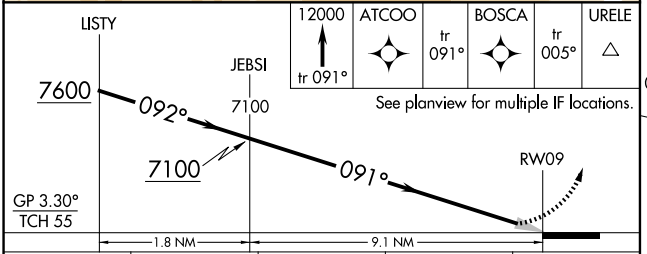
MISSED APPROACH: Climb to 12000 on track 091° to ATCOO and on track 091° to BOSCA and on track 005° to URELE and hold.

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



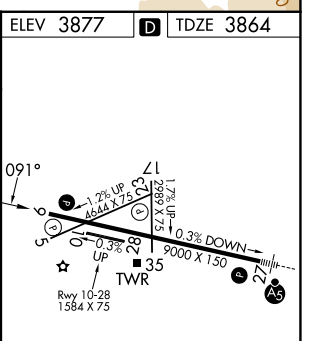
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026



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



RNAV (RNP) Z RWY 27

HELENA RGNL (HLN)

APP CRS	Rwy Ldg	9000
271°	TDZE	3852
	Apt Elev	3877

RNP AR APCH - GPS.

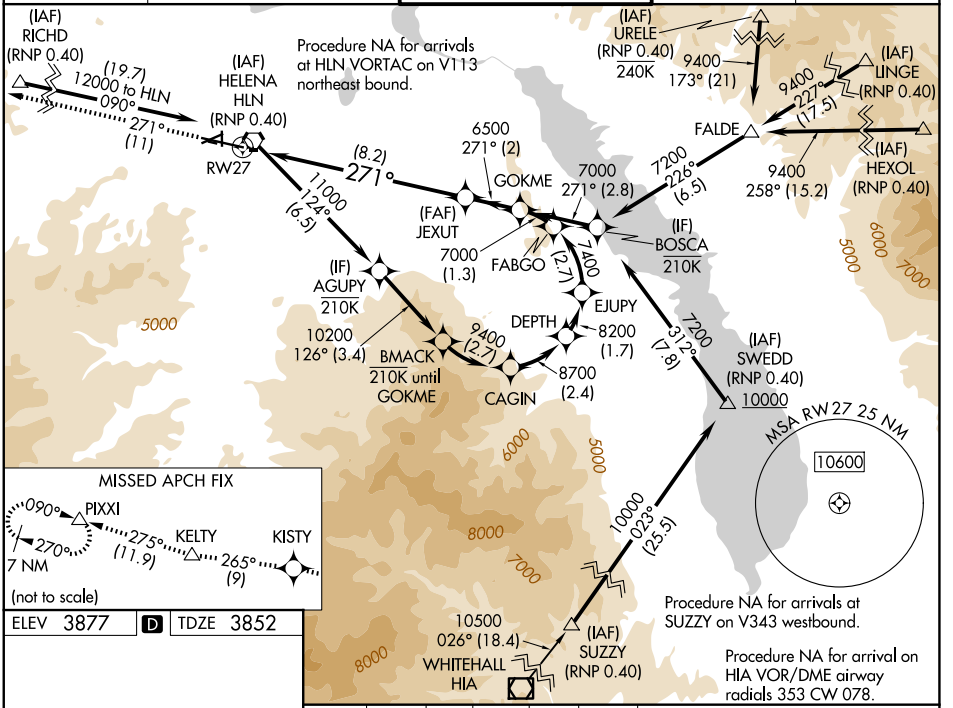
T A -16°C

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.

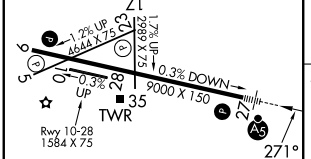
MALSR

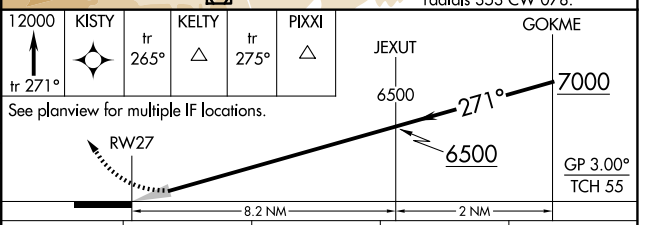
MISSED APPROACH: Climb to 12000 on the RNAV missed approach route to PIXXI and hold, continue climb-in-hold to 12000.
*Missed approach requires minimum climb of 280 feet per NM to 7800.
#Missed approach requires minimum climb of 375 feet per NM to 6300.

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





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

REIL Rwys 9, 17, and 35 L
MIRL Rwys 5-23 and 17-35 L
HIRL Rwy 9-27 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) X RWY 27

HELENA RGNL (HLN)

WAAS CH 69405 W27A	APP CRS 271°	Rwy Ldg 9000 TDZE 3852 Apt Elev 3877

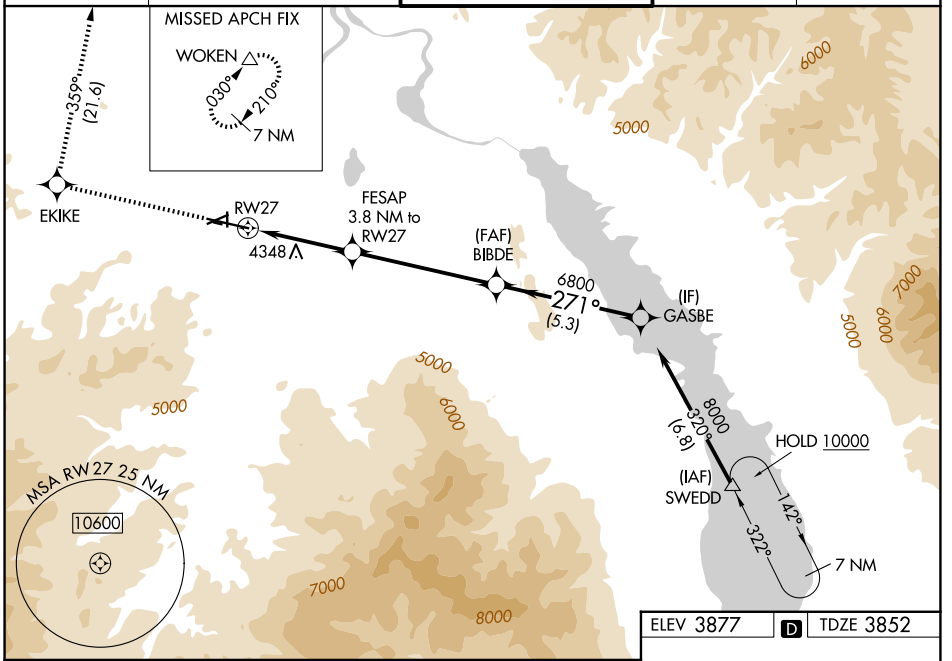
RNP APCH - GPS.

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. -16°C

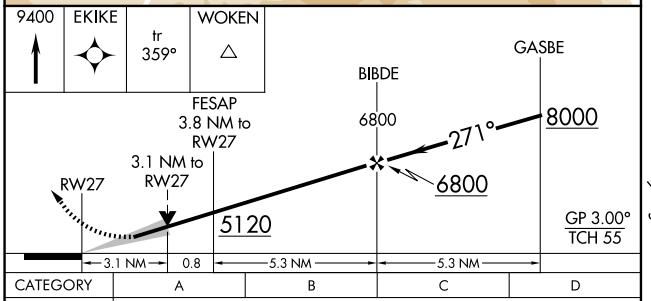
MALSR

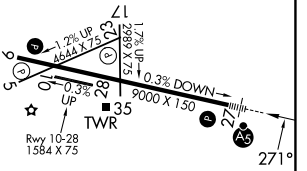
MISSED APPROACH: Climb to 9400 direct EKIKE and on track 359° to WOKEN and hold.

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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 9

HELENA RGNL (HLN)

APP CRS	Rwy Ldg	9000
091°	TDZE	3864
	Apt Elev	3877

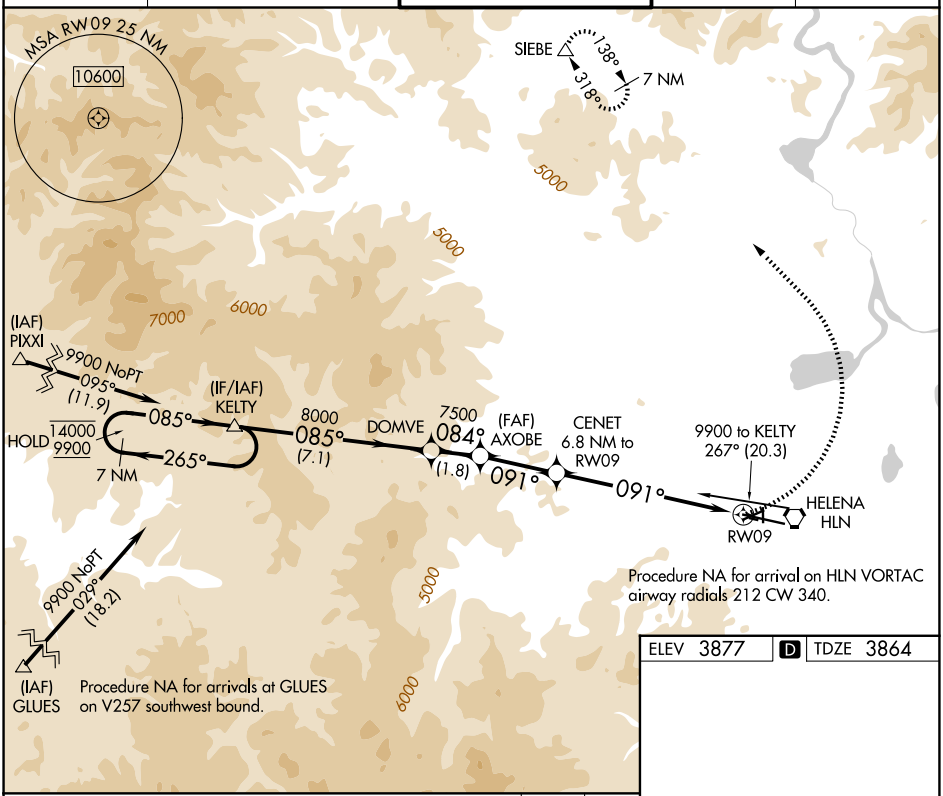
RNP APCH - GPS.

T A -16°C

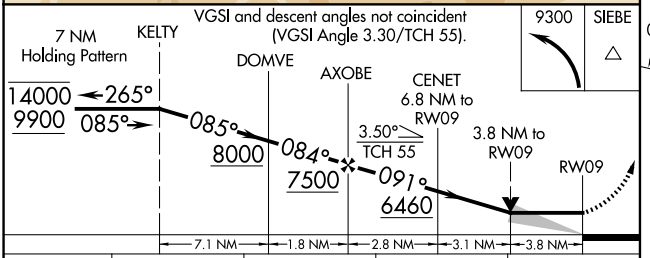
Circling NA to Rwys 10 and 28. Circling NA for Cat D south of Rwy 9-27. Circling Rwy 5, 23, 35, NA at night.

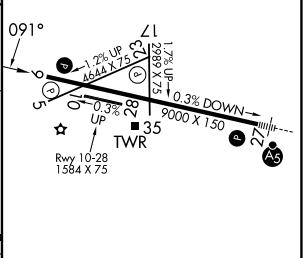
MISSED APPROACH: Climbing left turn to 9300 direct SIEBE and hold, continue climb-in-hold to 9300.

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



ELEV 3877 D TDZ 3864





CATEGORY	A	B	C	D
LNAV MDA	5220-1¼ 1356 (1400-1¼)	5220-1½ 1356 (1400-1½)	5220-3 1356 (1400-3)	
CIRCLING	5220-1¼ 1343 (1400-1¼)	5220-1½ 1343 (1400-1½)	6000-3 2123 (2200-3)	

REIL Rwys 9, 17, and 35 L
MIRL Rwys 5-23 and 17-35 L
HIRL Rwy 9-27 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

HELENA, MONTANA | AL-192 (FAA) | 25219

VORTAC HLN	APP CRS	Rwy Ldg	N/A
117.7	270°	TDZE	N/A
Chan 124		Apt Elev	3877

VOR-A

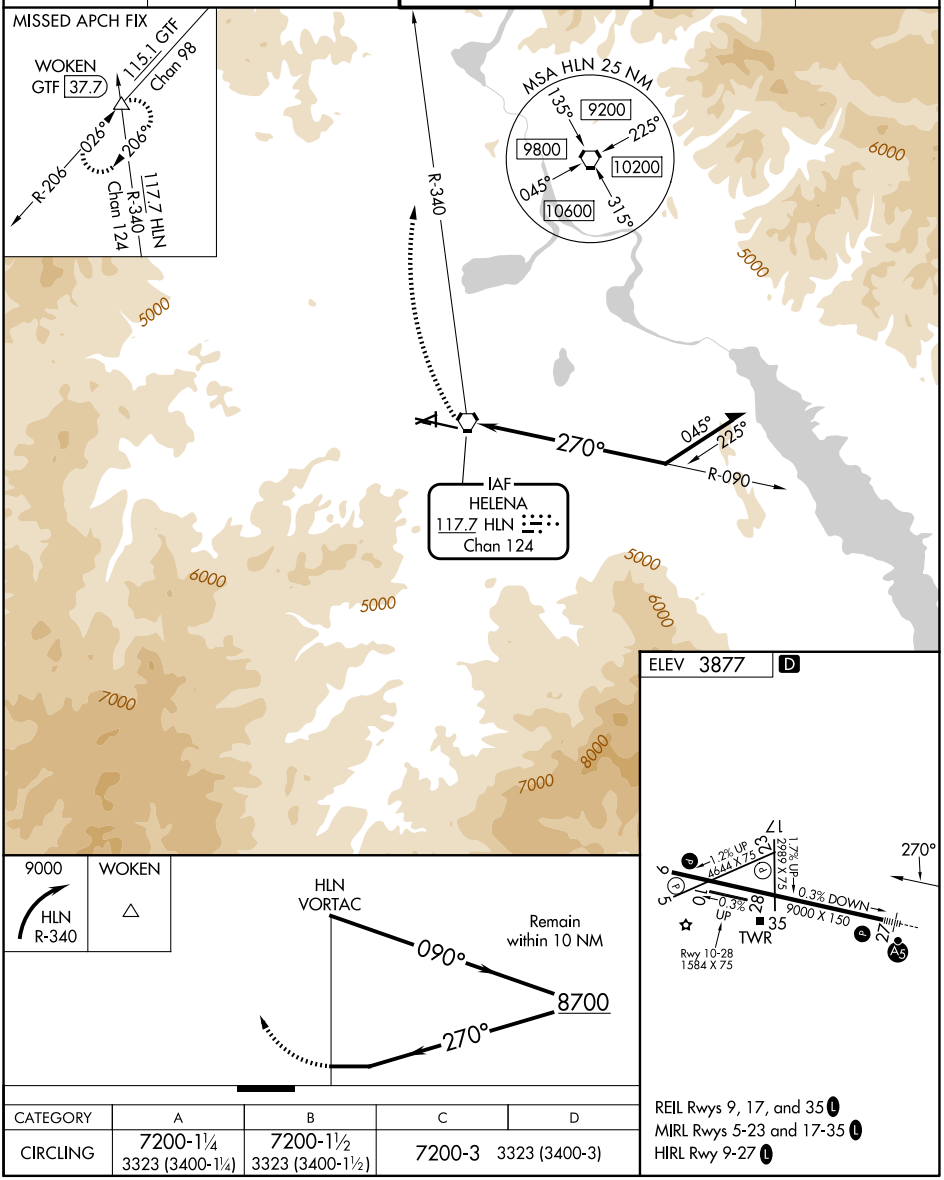
HELENA RGNL (HLN)

T A -16°C

Circling NA to Rwys 10 and 28. Circling NA for Cat D south of Rwy 9-27. Circling Rwy 5, 23, 35 NA at night. Rwy 5, 23, 35 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 9000 on HLN VORTAC R-340 to WOKEN INT/GTF 37.7 DME and hold.

ATIS	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
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VORTAC HLN	APP CRS	Rwy Ldg	N/A
117.7	270°	TDZE	N/A
Chan 124		Apt Elev	3877

VOR-B
HELENA RGNL (HLN)

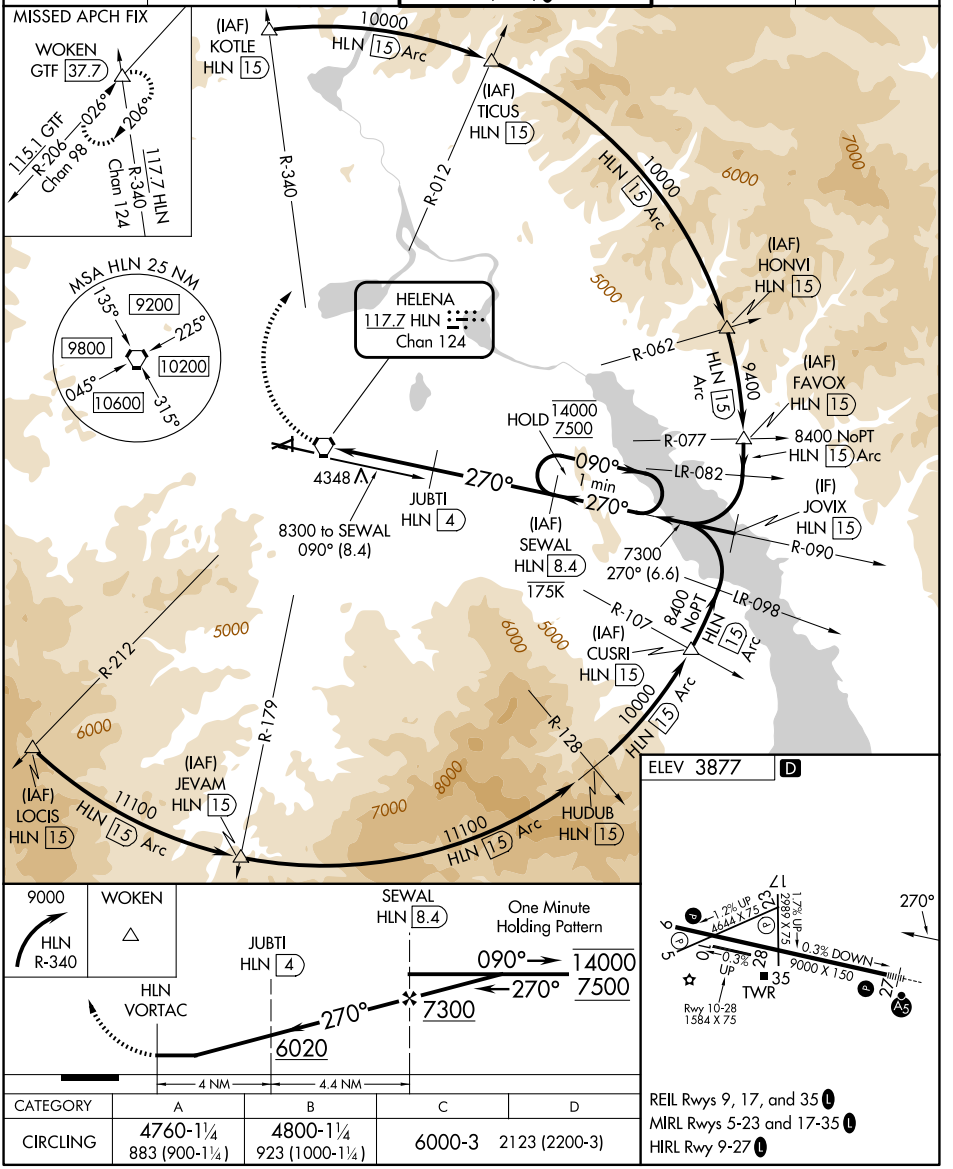
DME required.

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.

-16°C

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



CATEGORY	A	B	C	D
CIRCLING	4760-1¼ 883 (900-1¼)	4800-1¼ 923 (1000-1¼)	6000-3	2123 (2200-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

HELENA, MONTANA AL-192 (FAA) 25247

COPTER VOR 258°

HELENA RGNL (HLN)

VORTAC HLN	APP CRS	Rwy Ldg	N/A
117.7	258°	Ldg Area Elev	3846
Chan 124		Apt Elev	3877

T
NA When local altimeter setting not received, procedure NA.
-16°C

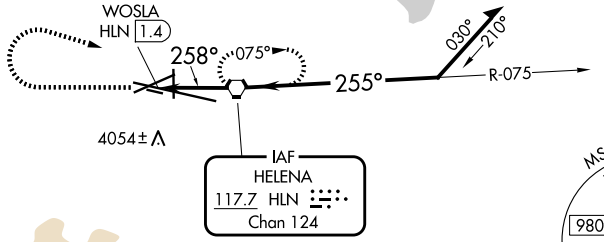
MISSED APPROACH: Climb to 4700 then climbing right turn to 8000 direct HLN VORTAC and hold, continue climb-in-hold to 8000.

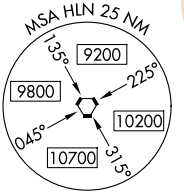
ATIS	HELENA APP CON ★	HELENA TOWER ★	GND CON	UNICOM
120.4	119.5 229.4	118.3 (CTAF) L 257.8	121.9	122.95

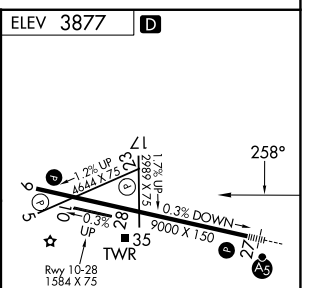
Limit final and missed approach to 70K.
Increase to 90K upon reaching the holding fix.

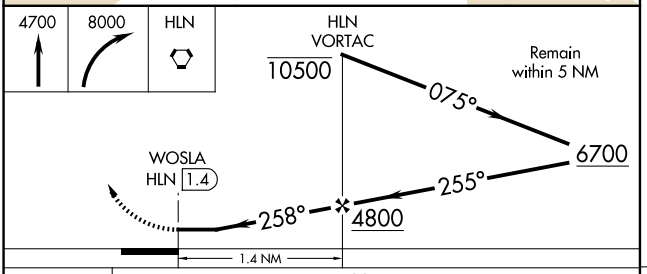
Designated landing area at WOSLA; intersection of Rwy 9-27 and Taxiway G.

760 foot descent gradient may be required for PT outbound.









REIL Rwys 9, 17, and 35 L
MIRL Rwys 5-23 and 17-35 L
HIRL Rwy 9-27 L

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

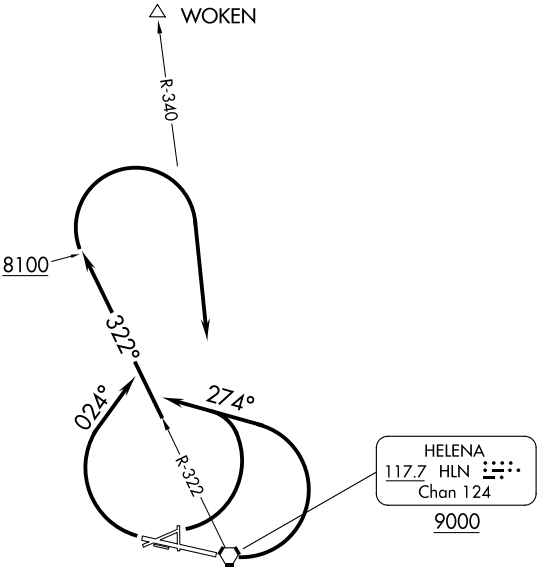
(DIVD2.HLN) 23334

DIVIDE TWO DEPARTURE (OBSTACLE)

AL-192 (FAA)

HELENA RGNL (HLN)
HELENA, MONTANA

HELENA DEP CON ★
119.5 229.4
SALT LAKE CENTER
133.4 285.4
ATIS
120.4
GND CON
121.9
HELENA TOWER ★
118.3 257.8



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. . . .

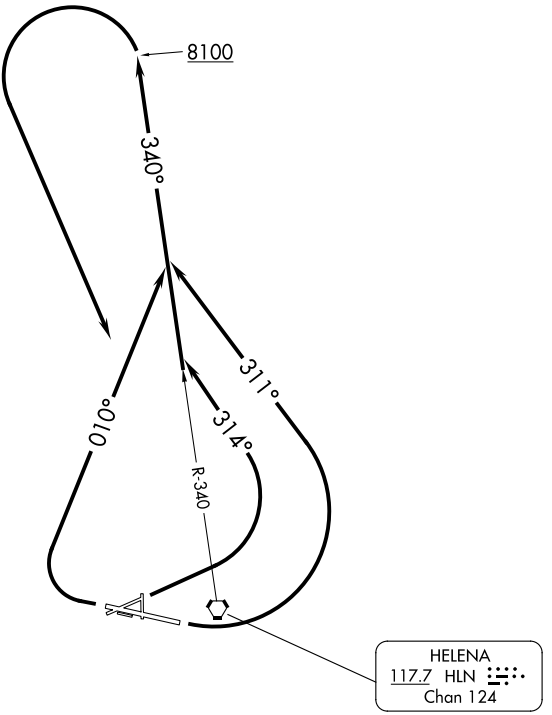
. . . .Continue climb to intercept HLN R-322 northwest bound to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000 before proceeding on course.

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(SIEBE4.SIEBE) 23334

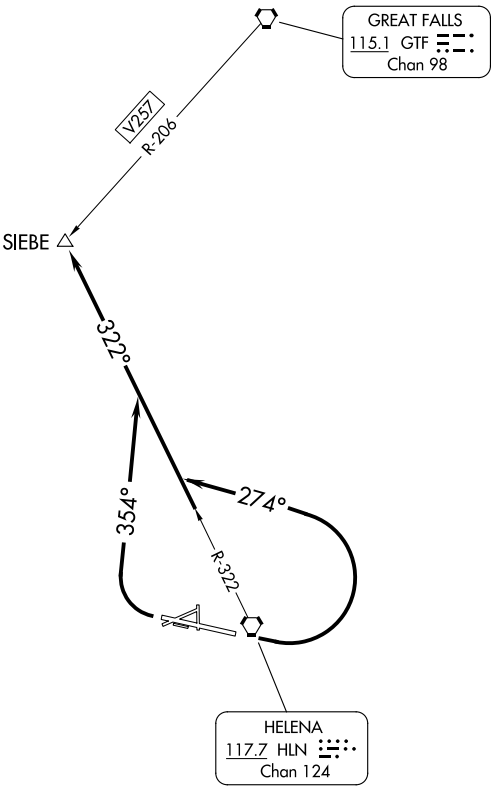
SIEBE FOUR DEPARTURE

AL-192 (FAA)

HELENA RGNL (HLN)
HELENA, MONTANA

HELENA DEP CON ★
119.5 229.4
SALT LAKE CENTER
133.4 285.4
ATIS
120.4
GND CON
121.9
HELENA TOWER ★
118.3 257.8

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwy 5: NA - ATC.
Rwys 10, 17, 23, 28, 35: NA - Environmental.
Rwy 9: Standard with minimum climb of 270′ per NM to 9000.
Rwy 27: Standard with minimum climb of 390′ per NM to 7200.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

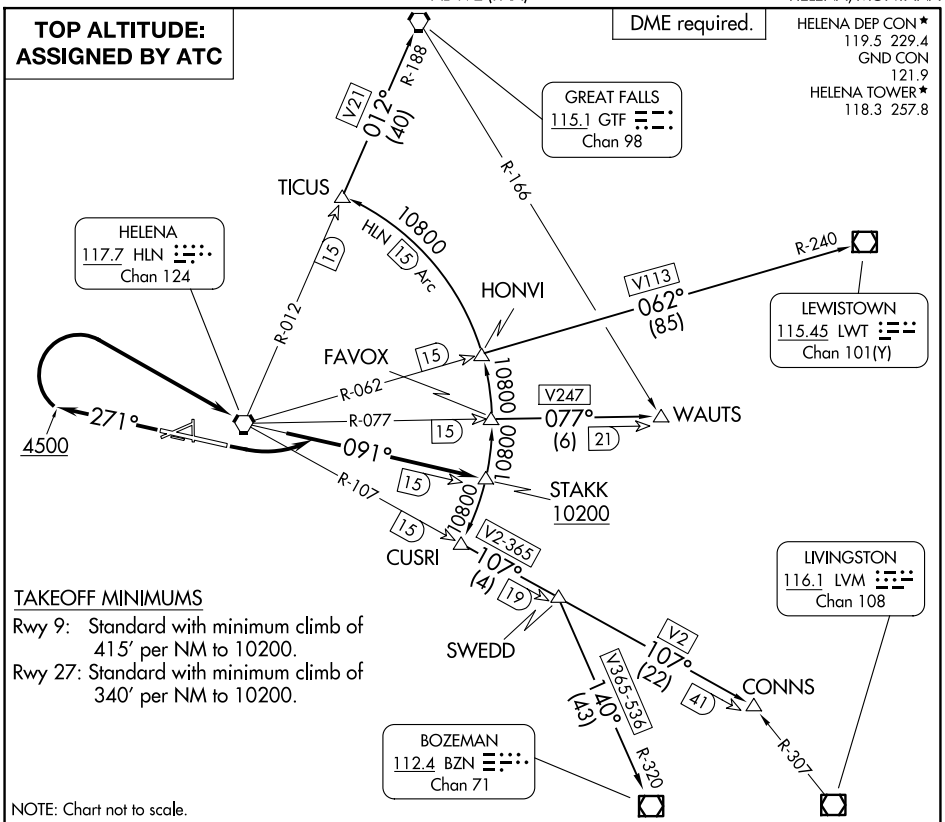
TAKEOFF RUNWAY 9: Climbing left turn to heading 274°, thence. . . .

TAKEOFF RUNWAY 27: Climbing right turn to heading 354°, thence. . . .

. . . .intercept HLN R-322 to SIEBE INT. Maintain ATC assigned altitude.

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS)-B

HERMISTON MUNI (HRI)

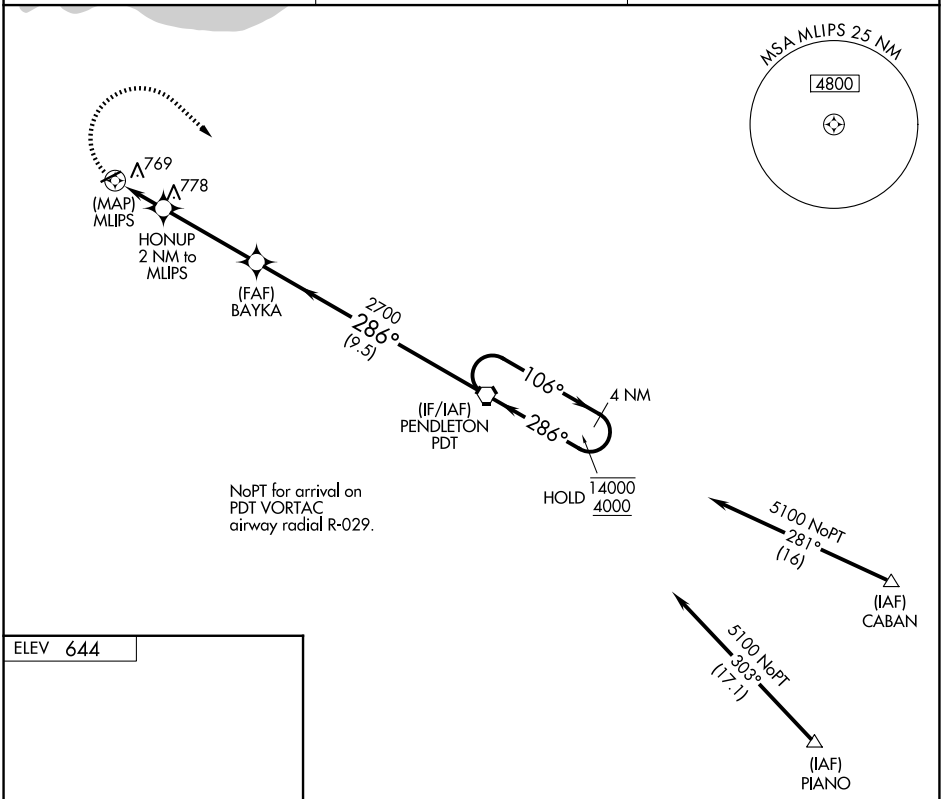
APP CRS	Rwy Ldg	N/A
286°	TDZE	N/A
	Apt Elev	644

RNP APCH.

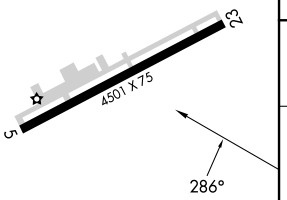
Circling Rwy 5 NA at night.

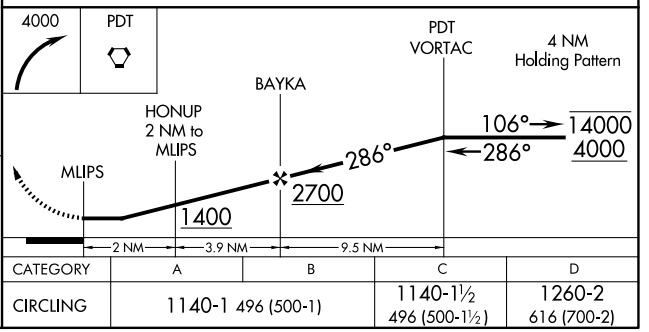
MISSED APPROACH: Climbing right turn to 4000 direct PDT VORTAC and hold.

ASOS	SPOKANE APP CON ★	UNICOM
135.225	133.15 379.15	122.8 (CTAF) L



ELEV 644





CATEGORY	A	B	C	D
CIRCLING	1140-1 496 (500-1)		1140-1½ 496 (500-1½)	1260-2 616 (700-2)

REIL Rwy 23 L
MIRL Rwy 5-23 L

45°50′N-119°16′W

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

VORTAC PDT	APP CRS	Rwy Ldg	N/A
114.7	286°	TDZE	N/A
Chan 94		Apt Elev	644

VOR-A

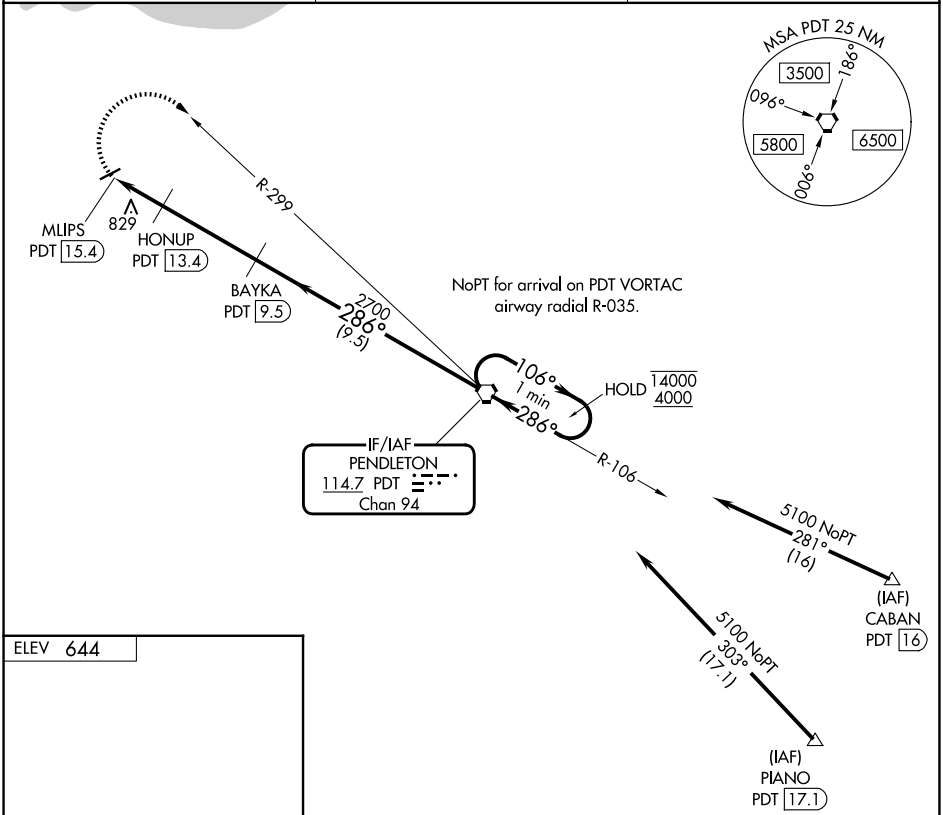
HERMISTON MUNI (HRI)

DME required.

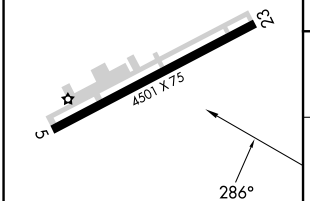
Circling Rwy 5 NA at night.

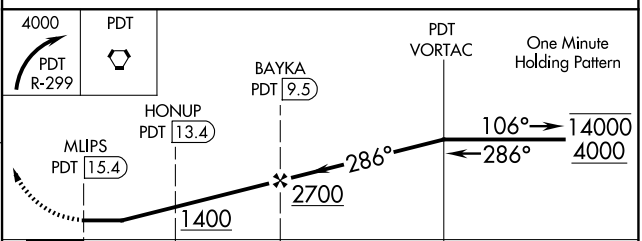
MISSED APPROACH: Climbing right turn to 4000 on PDT VORTAC R-299 to PDT VORTAC and hold.

ASOS	SPOKANE APP CON ★	UNICOM
135.225	133.15 379.15	122.8 (CTAF) L



ELEV 644





CATEGORY	A	B	C	D
CIRCLING	1140-1 496 (500-1)			1260-2 616 (700-2)

REIL Rwy 23 L
MIRL Rwy 5-23 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

HOQUIAM, WASHINGTON | AL-889 (FAA) | 24305

LOC/DME I-HQM	APP CRS	Rwy Idg 5000
108.7	241°	TDZE 16
Chan 24		Apt Elev 18

ILS or LOC RWY 24

BOWERMAN FLD (HQM)

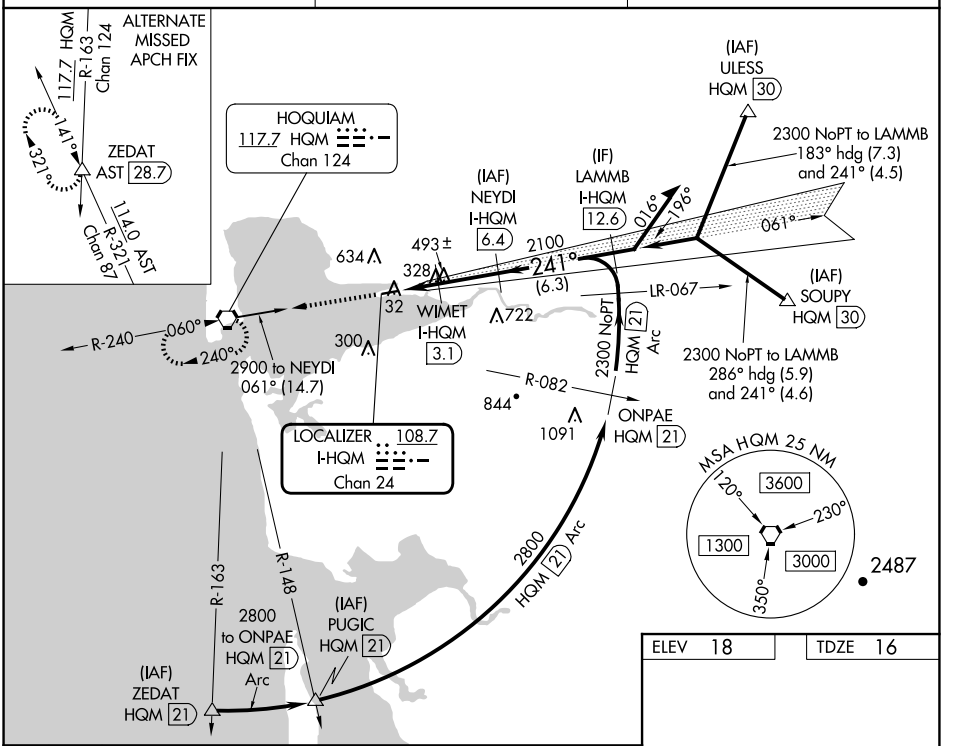
DME required.

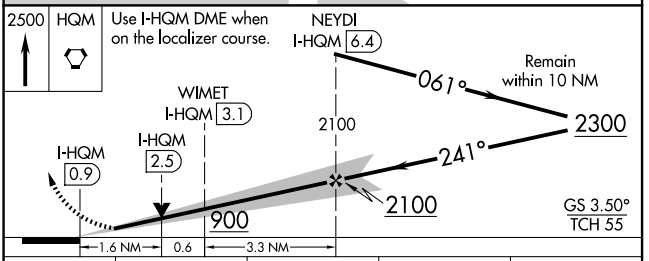
Circling NA northwest of Rwy 6-24. When local altimeter setting not received, procedure NA. For inop ALS, increase S-ILS 24 Cat C visibility to ⅞ and S-LOC 24 Cat C visibility to 1⅝ SM.

MALSR

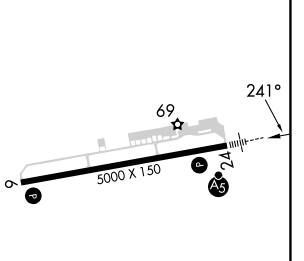
MISSED APPROACH: Climb to 2500 direct HQM VORTAC and hold.

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



REIL Rwy 6 L
HIRL Rwy 6-24 L

HOQUIAM, WASHINGTON
Amdt 4D 23FEB23

46°58′N-123°56′W

BOWERMAN FLD (HQM)

ILS or LOC RWY 24

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 6

BOWERMAN FLD (HQM)

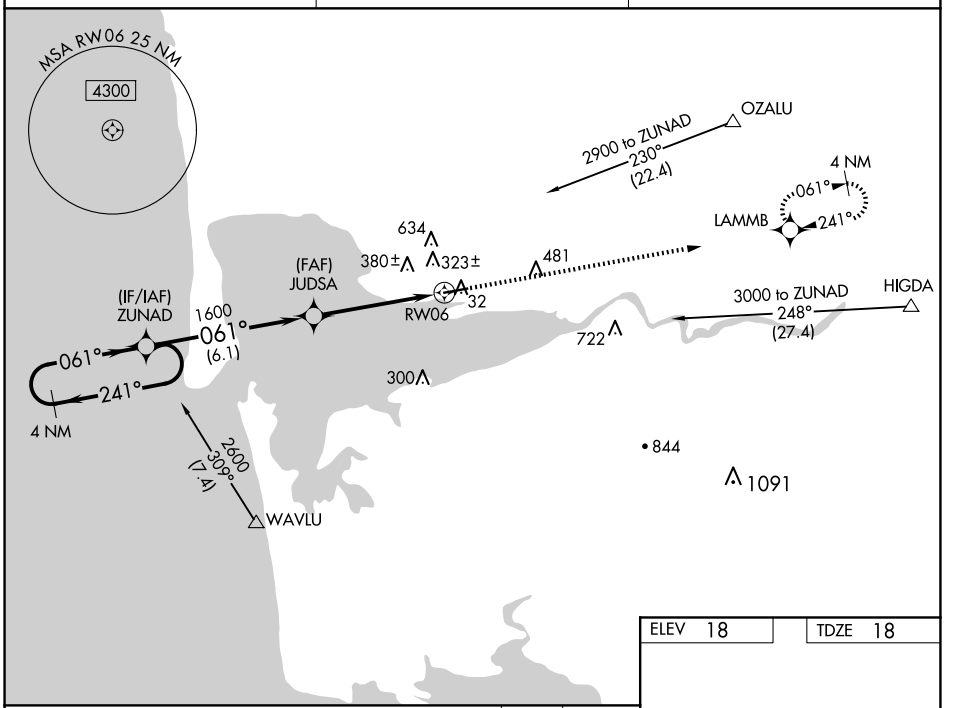
WAAS	APP CRS	Rwy Idg	5000
CH 82015	061°	TDZE	18
W06A		Apt Elev	18

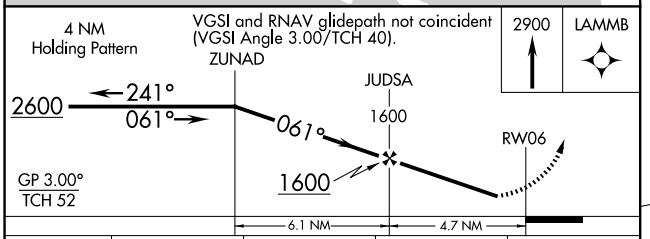
RNP APCH.

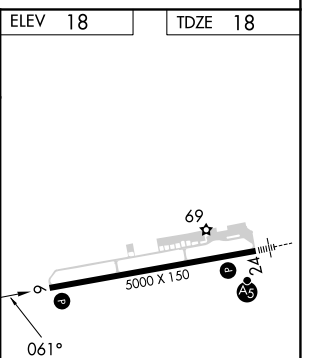
T A Circling NA northwest of Rwy 6-24. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118° F). Rwy 6 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA.

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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

HOQUIAM, WASHINGTON

AL-889 (FAA)

24305

RNAV (GPS) RWY 24

BOWERMAN FLD (HQM)

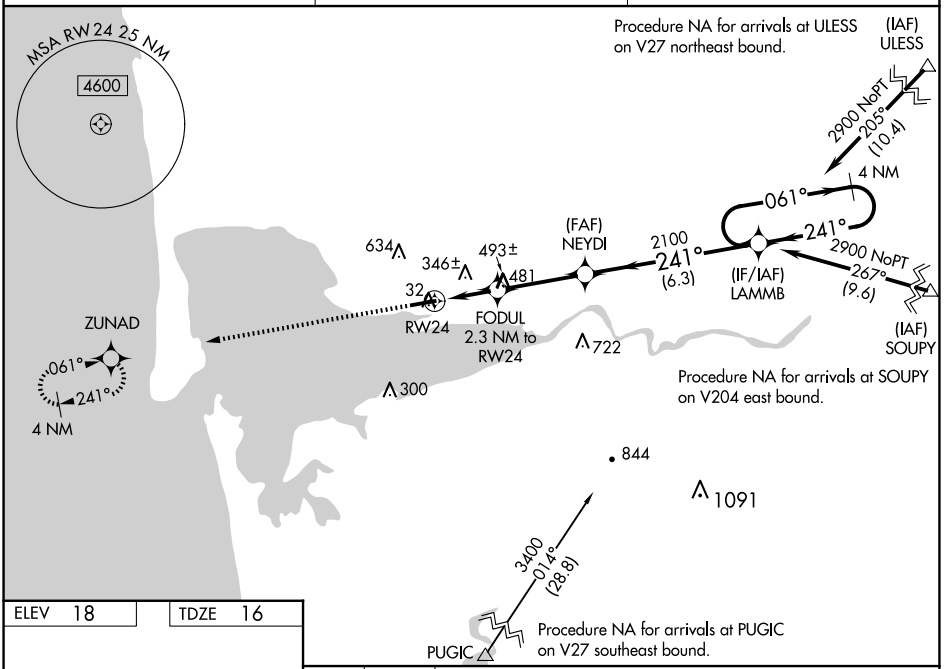
WAAS	APP CRS	Rwy Idg	5000
CH 86902	241°	TDZE	16
W24A		Apt Elev	18

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.

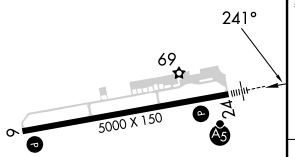
MALSR (A5)

MISSED APPROACH: Climb to 2600 direct ZUNAD and hold.

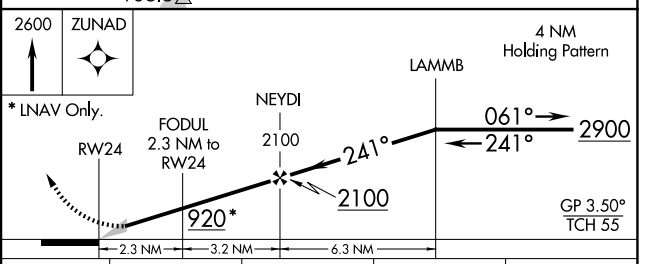
ASOS	SEATTLE CENTER	UNICOM
135.775	128.3 269.0	122.7 (CTAF) L



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

HOQUIAM, WASHINGTON
Amdt 2E 07OCT21

46°58′N-123°56′W

BOWERMAN FLD (HQM)

RNAV (GPS) RWY 24

NW-1, 03 SEP 2026 to 29 OCT 2026

VORTAC HQM	APP CRS	Rwy Idg	5000
117.7	062°	TDZE	18
Chan 124		Apt Elev	18

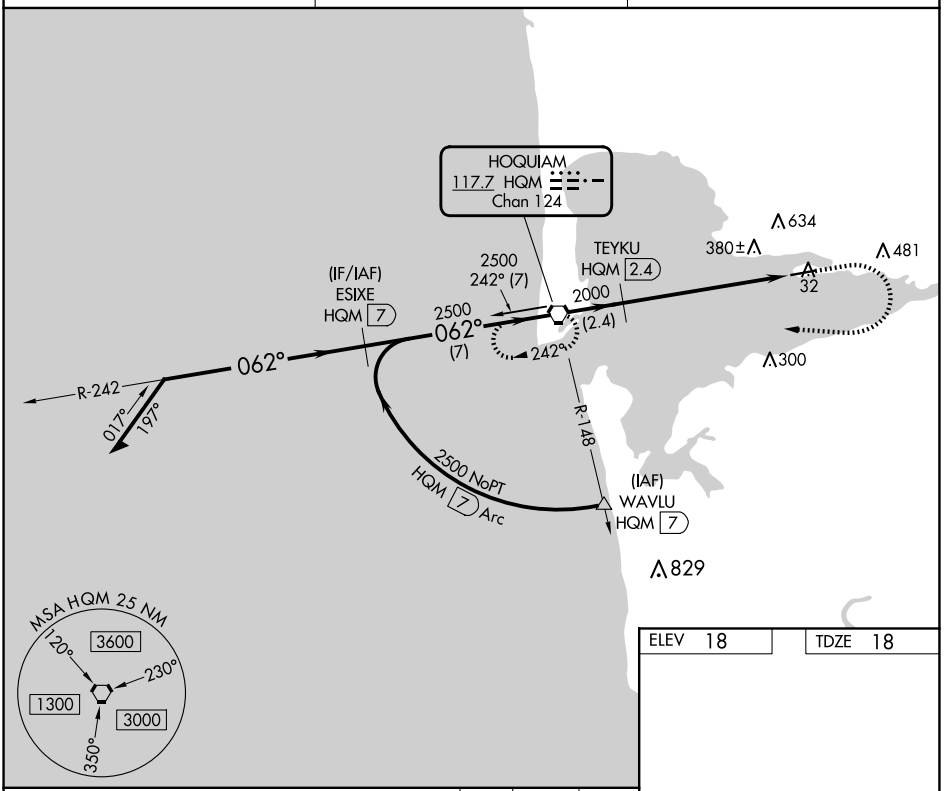
VOR RWY 6
BOWERMAN FLD (HQM)

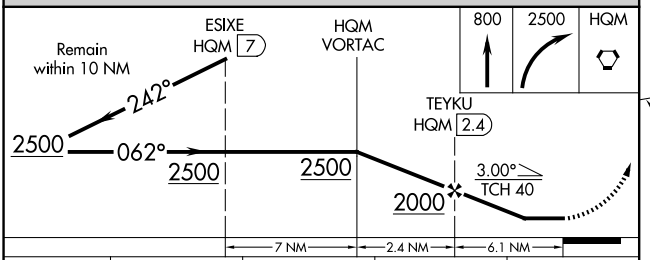
DME required.

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.

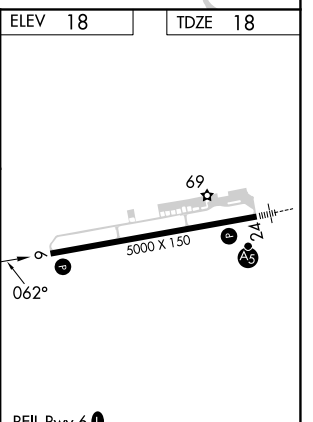
MISSED APPROACH: Climb to 800 then climbing right turn 2500 direct HQM VORTAC and hold, continue climb-in-hold to 2500.

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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

HULETT, WYOMING AL-10288 (FAA) 26246

WAAS	APP CRS	Rwy Ldg	5500
CH 82039	132°	TDZE	4227
W13A		Apt Elev	4264

RNAV (GPS) RWY 13

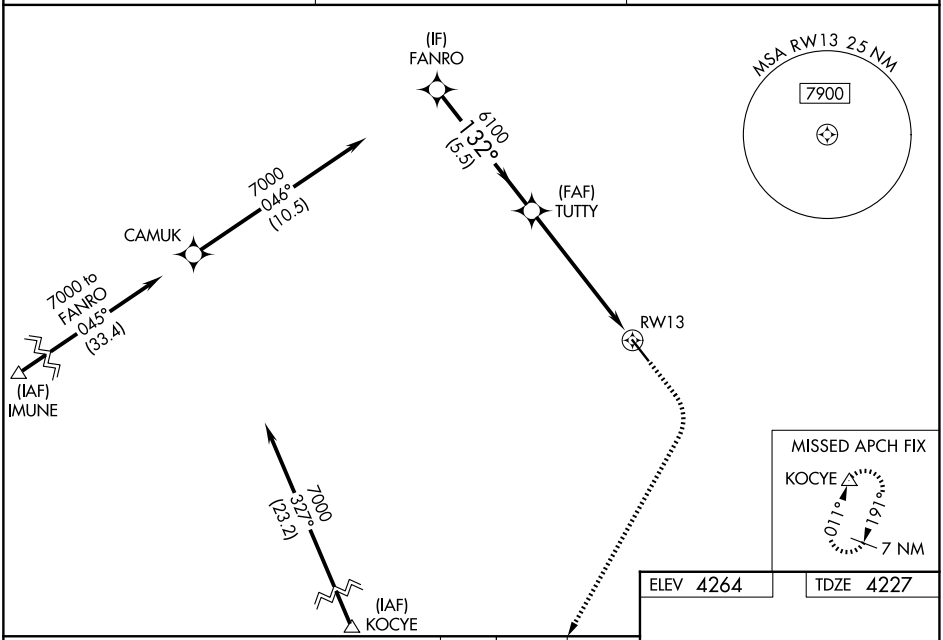
HULETT MUNI (W43)

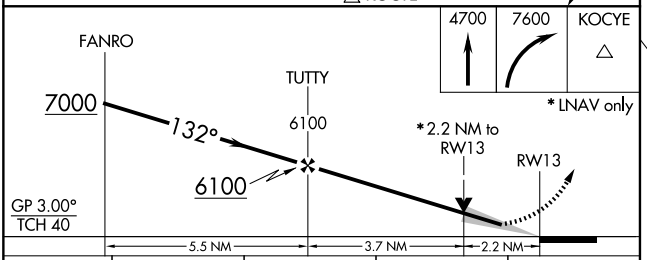
RNP APCH.

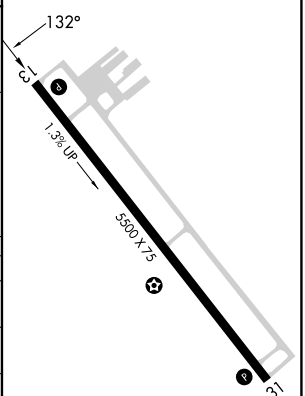
For uncompensated Baro-VNAV systems, procedure NA below -23°C or above 53°C. Procedure NA at night. Baro-VNAV and VDP NA when using Gillette altimeter setting. When local altimeter setting not received, use Gillette altimeter setting and increase LPV DA to 4662 feet; LNAV/VNAV DA to 4807 feet, and all visibilities ½ SM. Increase all MDA 120 feet and LNAV Cat C/D visibility ½ SM, Circling Cat A/B ¼ SM, and Cat C ½ SM.

MISSED APPROACH: Climb to 4700 then climbing right turn to 7600 direct KOCYE and hold.

AWOS-3PT	DENVER CENTER	UNICOM
128.775	127.95 338.2	122.8 (CTAF) 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)	
CIRCLING	5100-1 836 (900-1)	5100-1¼ 836 (900-1¼)	5100-2½ 836 (900-2½)	5400-3 1136 (1200-3)

HULETT, WYOMING
Orig-B 12AUG21

44°40'N-104°34'W

HULETT MUNI (W43)

RNAV (GPS) RWY 13

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS)-A

HULETT MUNI (W43)

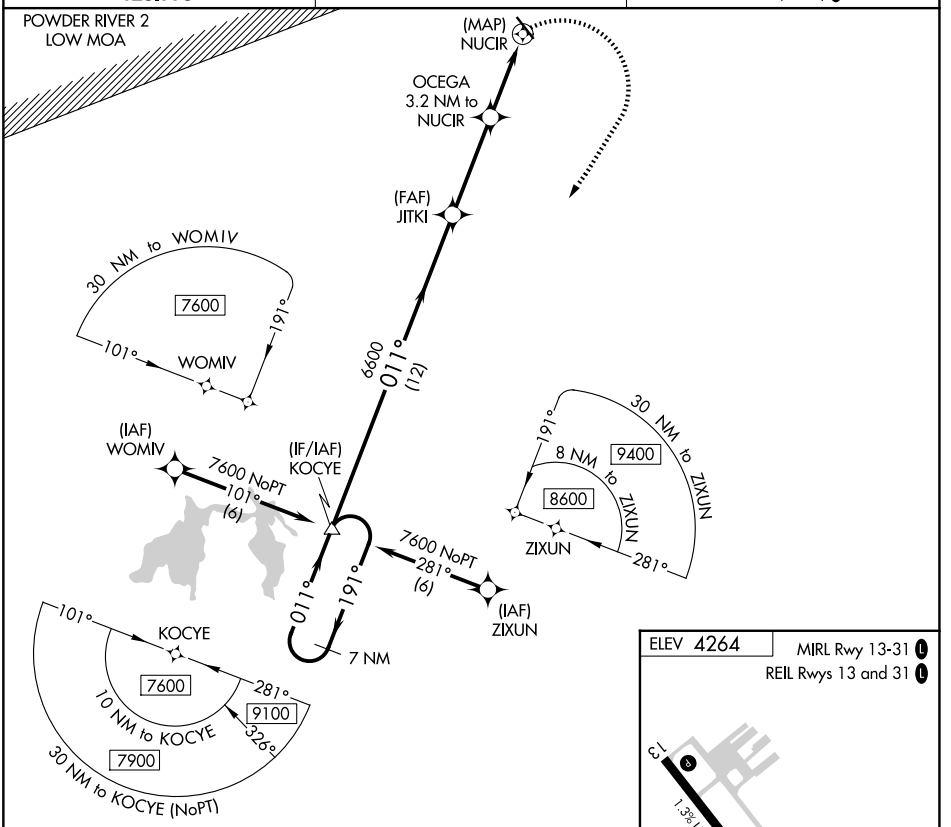
APP CRS	Rwy Ldg	N/A
011°	TDZE	N/A
	Apt Elev	4264

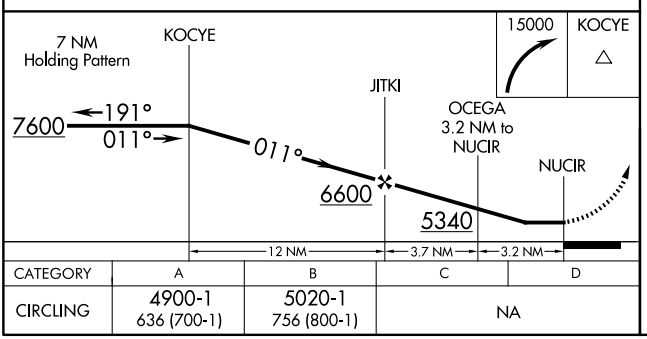
RNP APCH - GPS.

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.

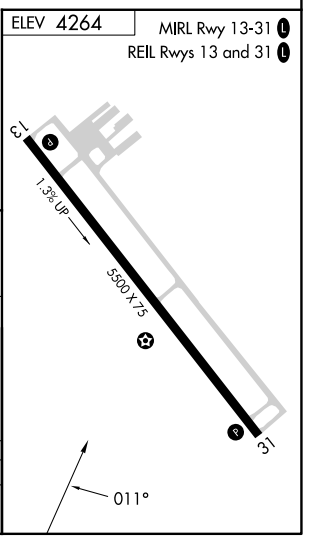
MISSED APPROACH: Climbing right turn to 15000 direct KOCYE and hold, continue climb-in-hold to 15000.

AWOS-3PT	DENVER CENTER	UNICOM
128.775	127.95 338.2	122.8 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	4900-1 636 (700-1)	5020-1 756 (800-1)	NA	



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(LLADN1.LLADN) 17341

LLADN ONE DEPARTURE (RNAV)

AL-10288 (FAA)

HULETT MUNI (W43)
HULETT, WYOMING

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, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-IDA	APP CRS	Rwy Ldg	9002
111.1	206°	TDZE	4735
Chan 48		Apt Elev	4744

ILS or LOC RWY 21

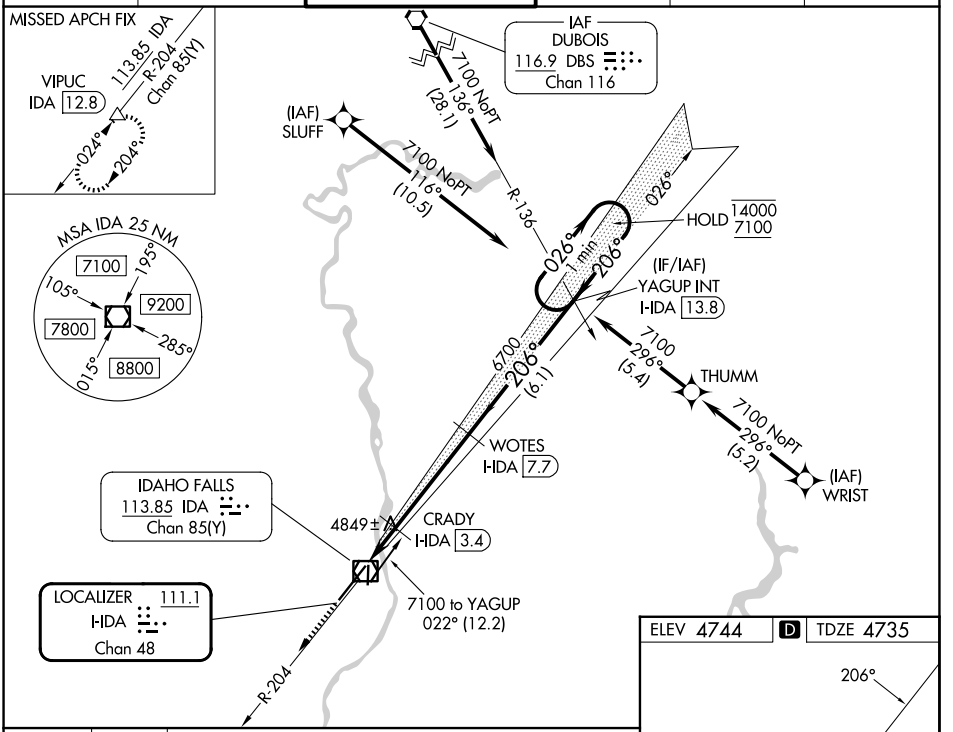
IDAHO FALLS RGNL (IDA)

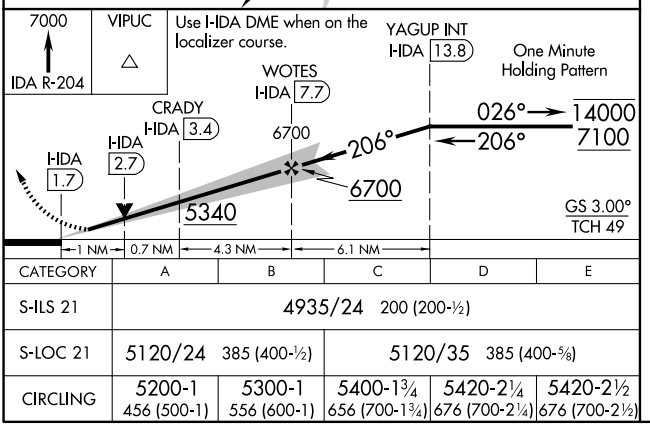
RNP APCH - GPS. From SLUFF or WRIST.
DME required.
Circling to Rwy 35 NA at night. For inop ALS, increase S-ILS 21 Cat E visibility to RVR 4000, and S-LOC 21 Cat C, D, E visibility to RVR 5500.

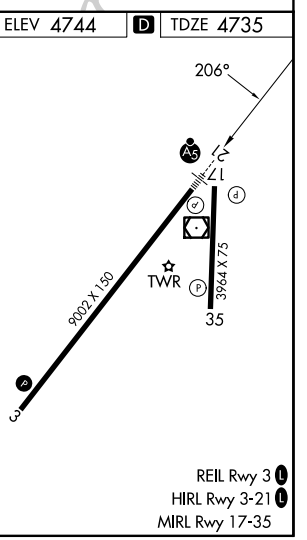
MALSR

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	GCO	UNICOM
135.325	128.35 239.25	118.5 (CTAF) L 257.8	121.7	121.725	122.95







CATEGORY	A	B	C	D	E
S-ILS 21	4935/24 200 (200-½)				
S-LOC 21	5120/24 385 (400-½)		5120/35 385 (400-⅝)		
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

IDAHO FALLS, IDAHO | AL-590 (FAA) | 25219

RNAV (RNP) Z RWY 3

IDAHO FALLS RGNL (IDA)

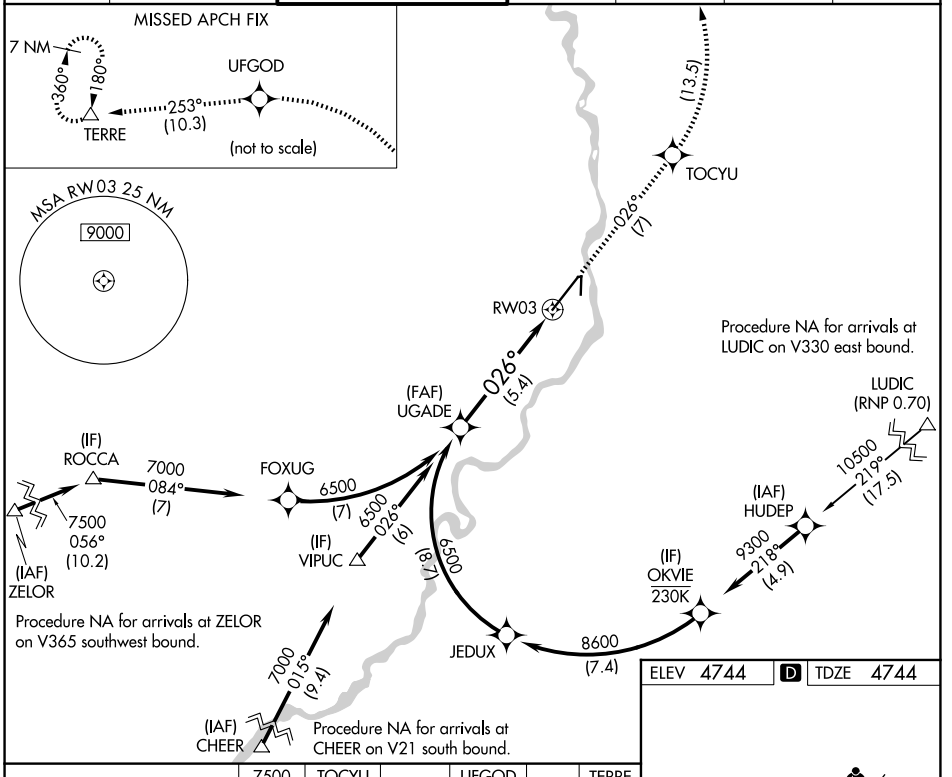
APP CRS	Rwy Ldg	9002
026°	TDZE	4744
	Apt Elev	4744

RNP AR APCH-GPS.

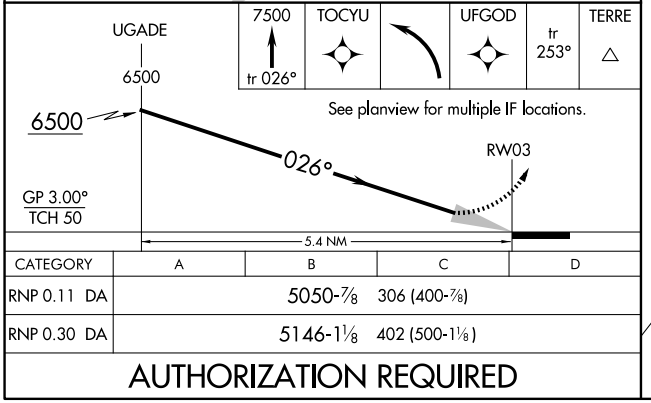
For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 54°C.

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

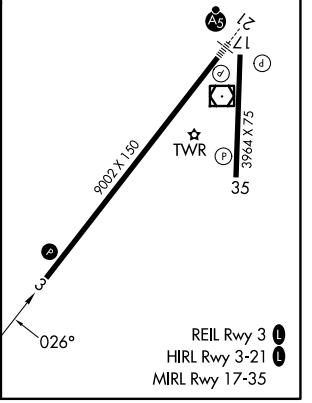


ELEV 4744	D	TDZ 4744



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



IDAHO FALLS, IDAHO
Amdt 1A 19MAY22

43°31′N-112°04′W

IDAHO FALLS RGNL (IDA)

RNAV (RNP) Z RWY 3

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 21

IDAHO FALLS RGNL (IDA)

APP CRS	Rwy Ldg	9002
206°	TDZE	4735
	Apt Elev	4744

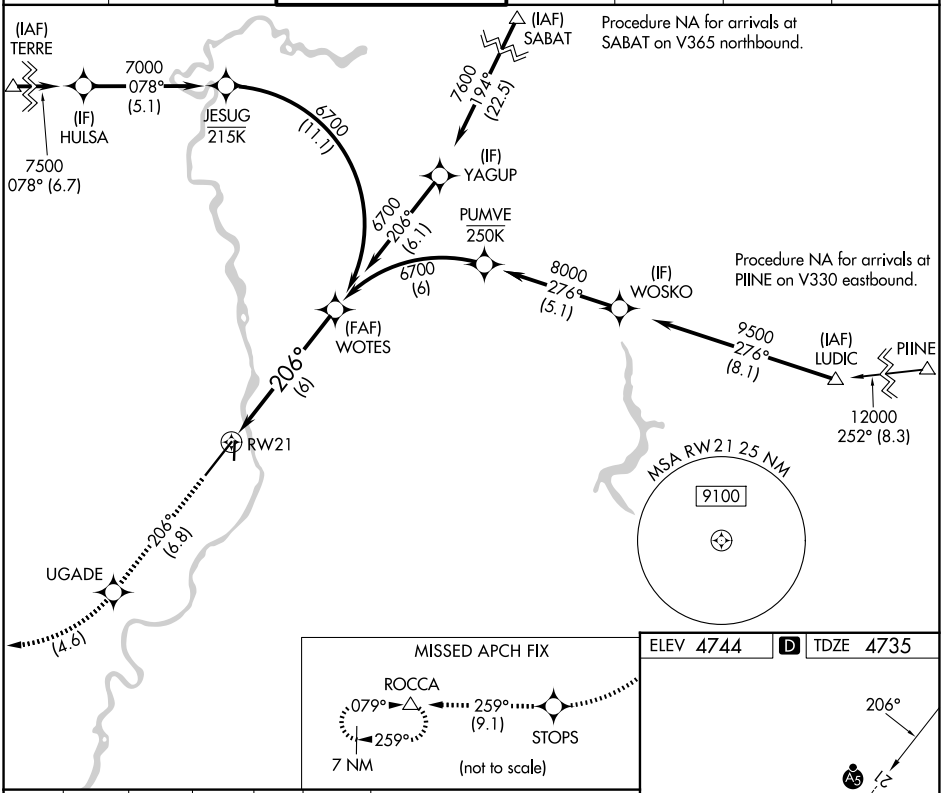
RNP AR APCH-GPS.

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.

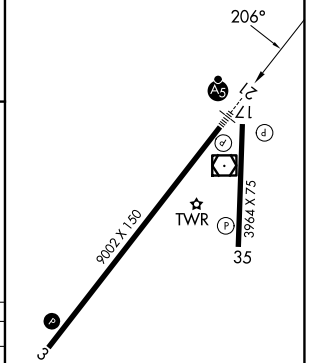
MALSR

MISSED APPROACH: Climb to 7500 on track 206° to UGADE, right turn to STOPS, and on track 259° to ROCCA and hold.

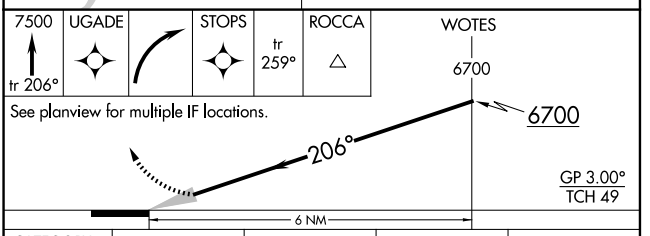
ATIS	SALT LAKE CENTER	IDAHO FALLS TOWER★	GND CON	CLNC DEL	GCO	UNICOM
135.325	128.35 239.25	118.5 (CTAF) L 257.8	121.7	121.7	121.725	122.95



ELEV 4744 D TDZE 4735



REIL Rwy 3 L
HIRL Rwy 3-21 L
MIRL Rwy 17-35



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

IDAHO FALLS, IDAHO AL-590 (FAA) 25219

RNAV (GPS) Y RWY 3

IDAHO FALLS RGNL (IDA)

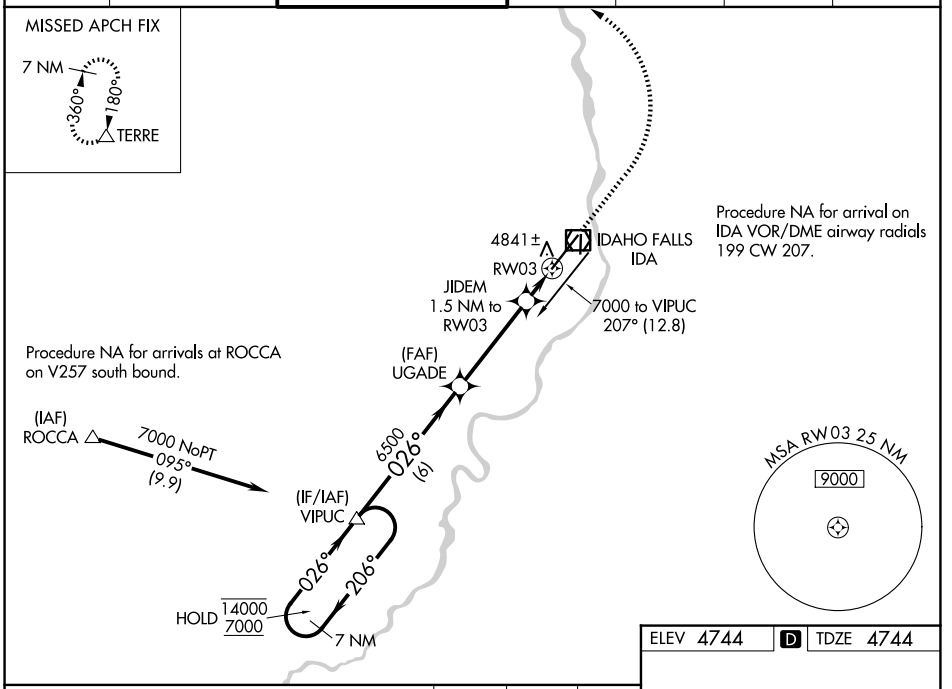
WAAS	APP CRS	Rwy Ldg	9002
CH 97501	026°	TDZE	4744
W03A		Apt Elev	4744

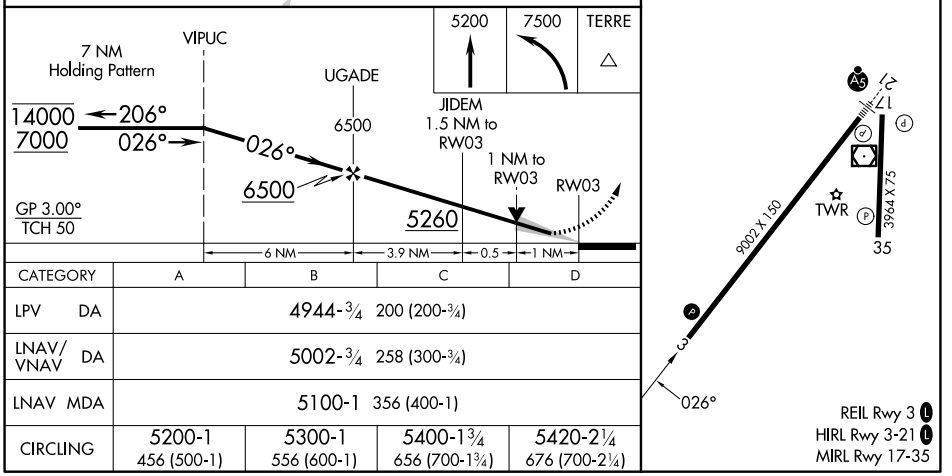
RNP APCH-GPS.

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





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)			
CIRCLING	5200-1 456 (500-1)	5300-1 556 (600-1)	5400-1¾ 656 (700-1¾)	5420-2¼ 676 (700-2¼)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 21

IDAHO FALLS RGNL (IDA)

WAAS CH 40111 W21A	APP CRS 206°	Rwy Ldg 9002 TDZE 4735 Apt Elev 4744

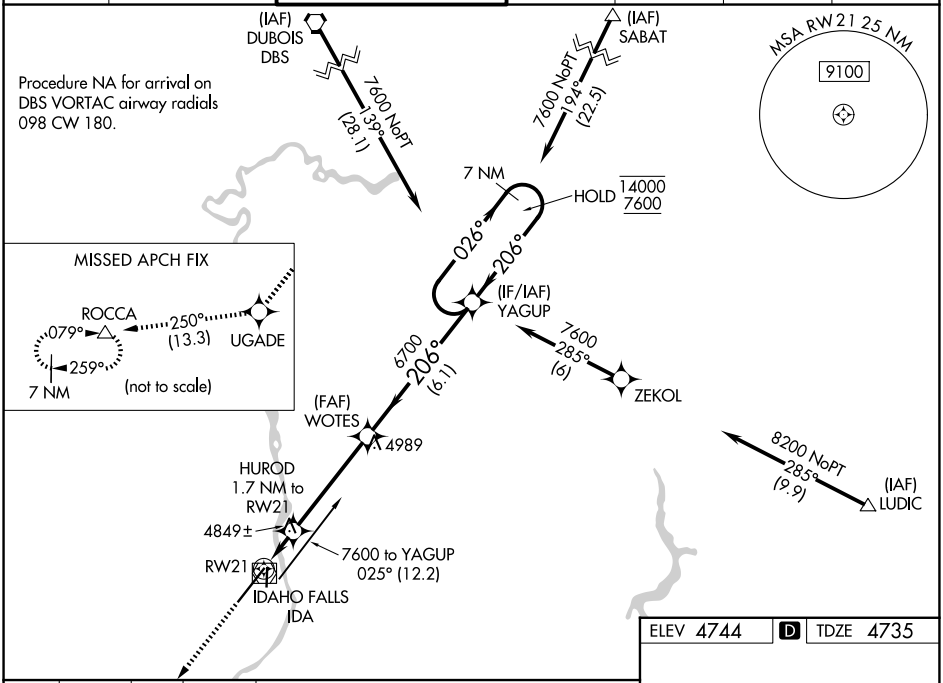
RNP APCH-GPS.

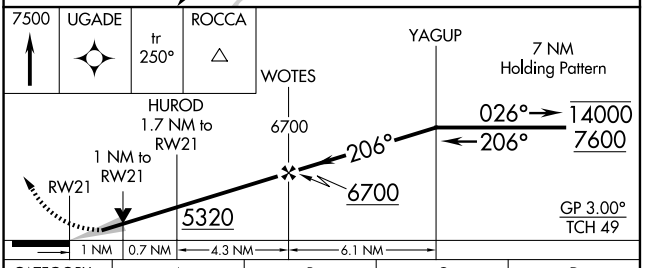
T A Circling to Rwy 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. For inop ALS increase LNAV/VNAV visibility all to RVR 4500, and LNAV visibility Cats C and D to RVR 5500.

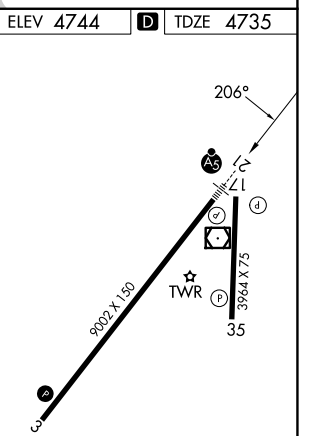
MALSR

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







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)	
CIRCLING	5200-1 456 (500-1)	5300-1 556 (600-1)	5400-1¾ 656 (700-1¾)	5420-2¼ 676 (700-2¼)

REIL Rwy 3 L
HIRL Rwy 3-21 L
MIRL Rwy 17-35

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

IDAHO FALLS, IDAHO AL-590 (FAA) 25219

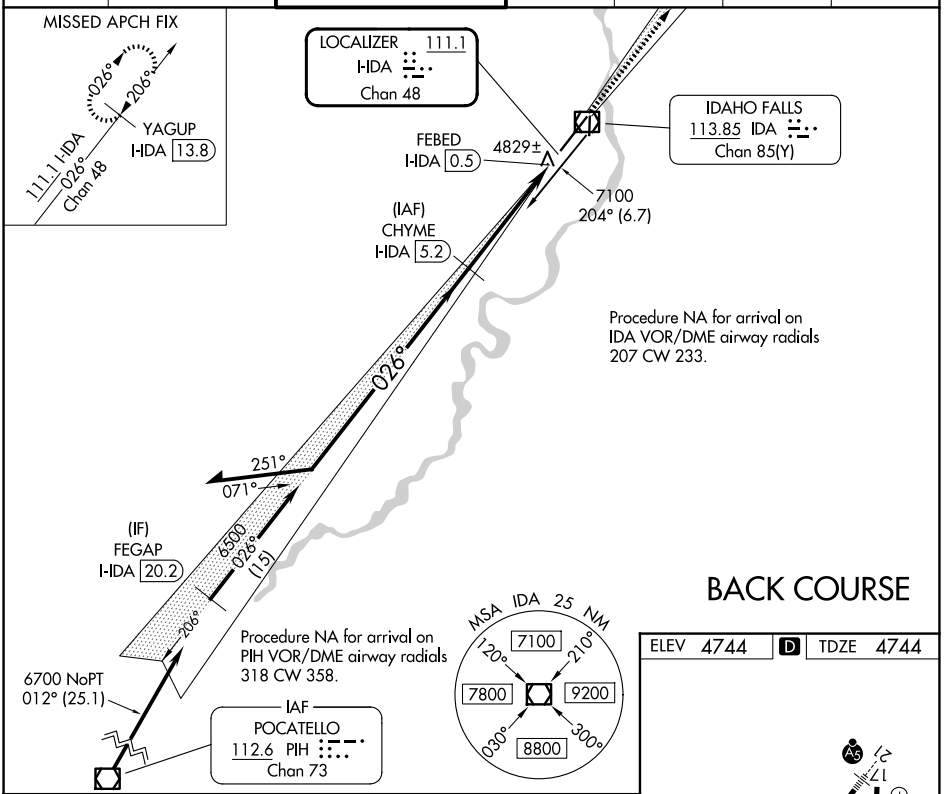
LOC/DME I-IDA	APP CRS	Rwy Ldg	9002
111.1	026°	TDZE	4744
Chan 48		Apt Elev	4744

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)				
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)

IDAHO FALLS, IDAHO
Amdt 7 03JAN19

43°31′N-112°04′W

IDAHO FALLS RGNL (IDA)
LOC BC RWY 3

NW-1, 03 SEP 2026 to 29 OCT 2026

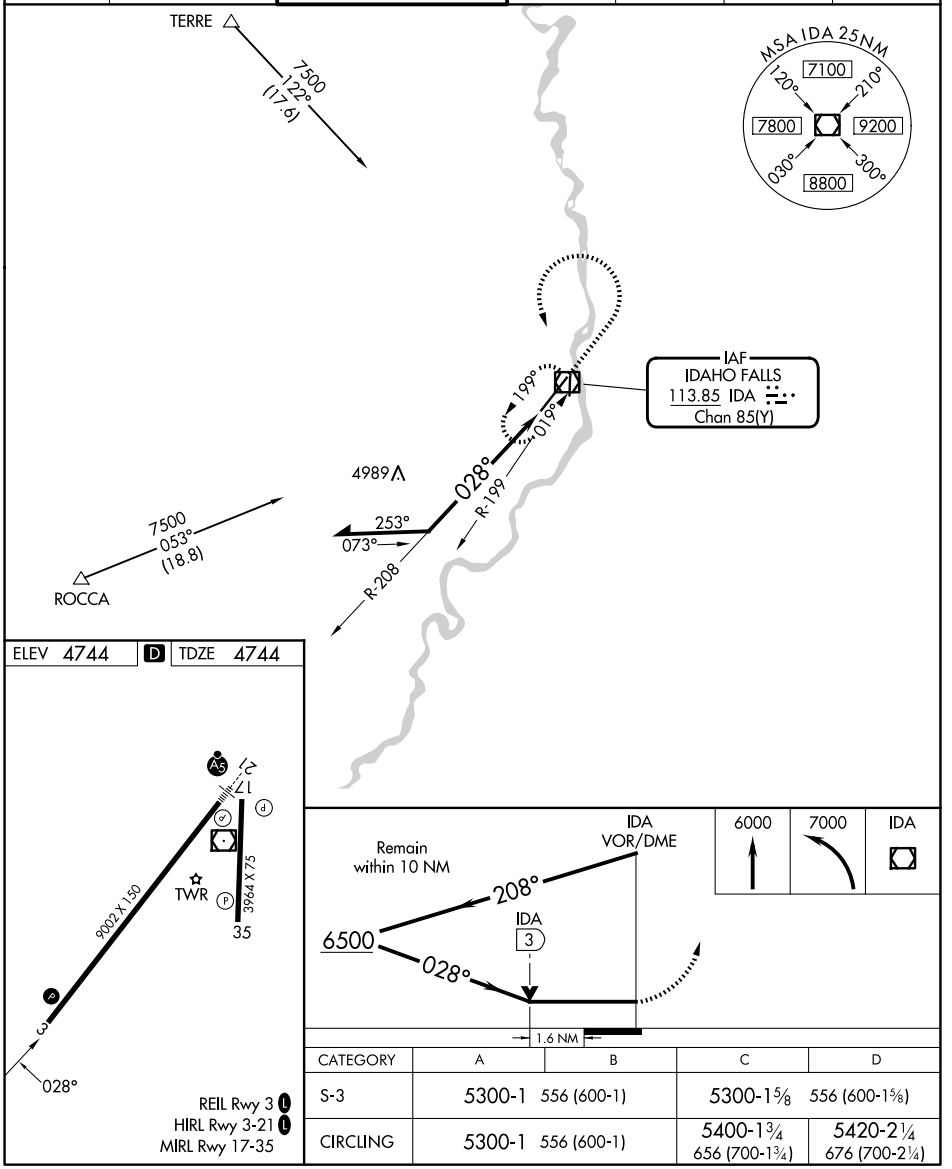
VOR/DME IDA	APP CRS	Rwy Ldg	9002
113.85	028°	TDZE	4744
Chan 85(Y)		Apt Elev	4744

VOR RWY 3

IDAHO FALLS RGNL (IDA)

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)	
CIRCLING	5300-1 556 (600-1)		5400-1¾ 656 (700-1¾)	5420-2¼ 676 (700-2¼)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

IDAHO FALLS, IDAHO AL-590 (FAA) 25219

VOR/DME IDA	APP CRS	Rwy Ldg	9002
113.85	192°	TDZE	4735
Chan 85 (Y)		Apt Elev	4744

VOR RWY 21

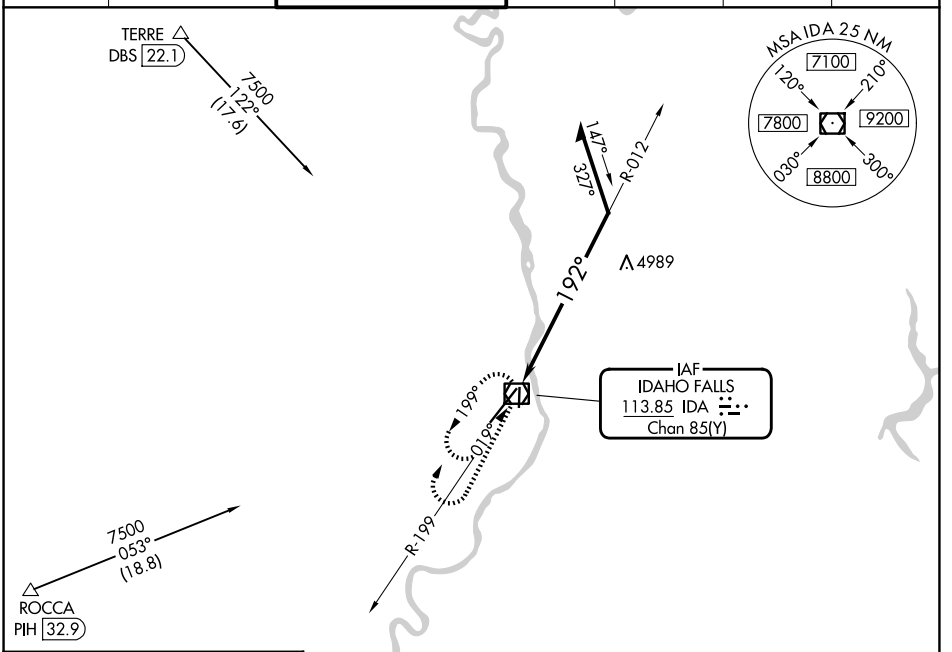
IDAHO FALLS RGNL (IDA)

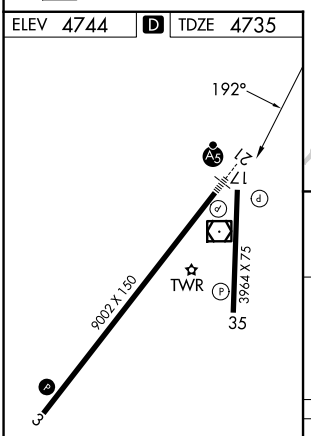
For inop ALS increase S-21 Cats C/D visibility to 1⅞ SM.

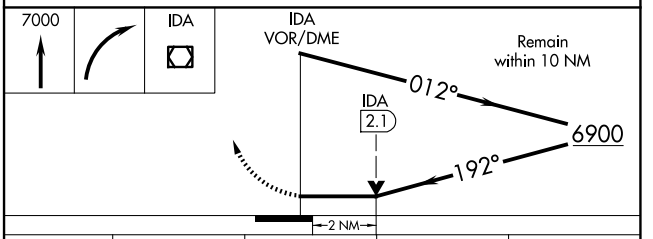
MALSR

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)	
CIRCLING	5400-1 656 (700-1)		5400-1⅞ 656 (700-1⅞)	5420-2¼ 676 (700-2¼)

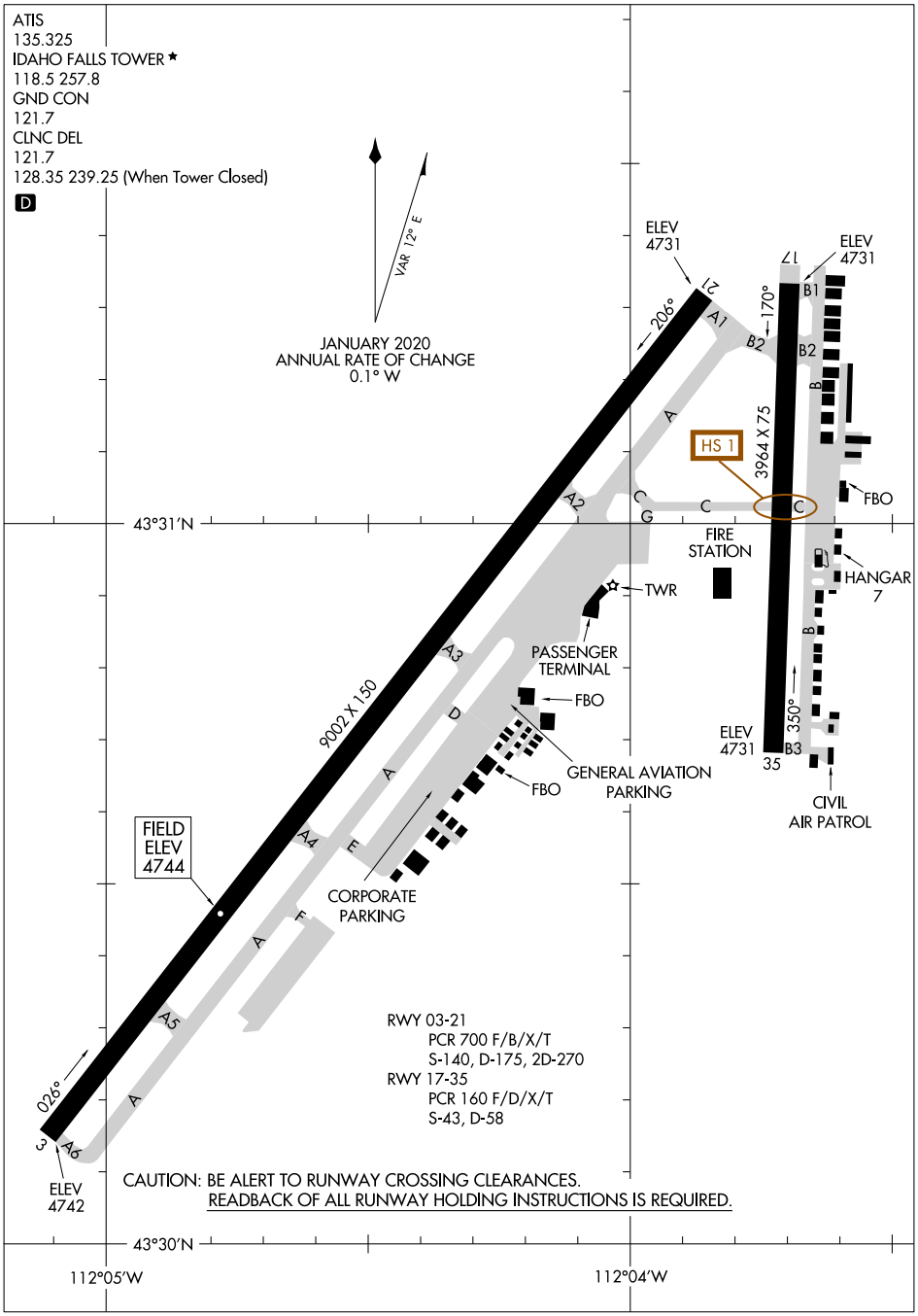
REIL Rwy 3 L
HIRL Rwy 3-21 L
MIRL Rwy 17-35

IDAHO FALLS, IDAHO
Amdt 10B 03JAN19

43°31′N-112°04′W

IDAHO FALLS RGNL (IDA)
VOR RWY 21

NW-1, 03 SEP 2026 to 29 OCT 2026


ATIS
135.325
IDAHO FALLS TOWER ★
118.5 257.8
GND CON
121.7
CLNC DEL
121.7
128.35 239.25 (When Tower Closed)
D
VAR 12° E
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
ELEV 4731
21
206°
A1
B2
170°
17
ELEV 4731
B1
B2
B
3964 X 75
HS 1
FBO
A
A2
C
G
C
C
43°31'N
FIRE STATION
HANGAR 7
TWR
PASSENGER TERMINAL
A3
9002 X 150
D
FBO
B
350°
ELEV 4731
B3
35
A
FBO
GENERAL AVIATION PARKING
CIVIL AIR PATROL
FIELD ELEV 4744
A4
E
CORPORATE PARKING
A
F
A5
RWY 03-21
PCR 700 F/B/X/T
S-140, D-175, 2D-270
RWY 17-35
PCR 160 F/D/X/T
S-43, D-58
026°
3
A6
A
ELEV 4742
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
43°30'N
112°05'W
112°04'W

(FAHLZ1.FAHLZ) 25331

FAHLZ ONE DEPARTURE (RNAV)

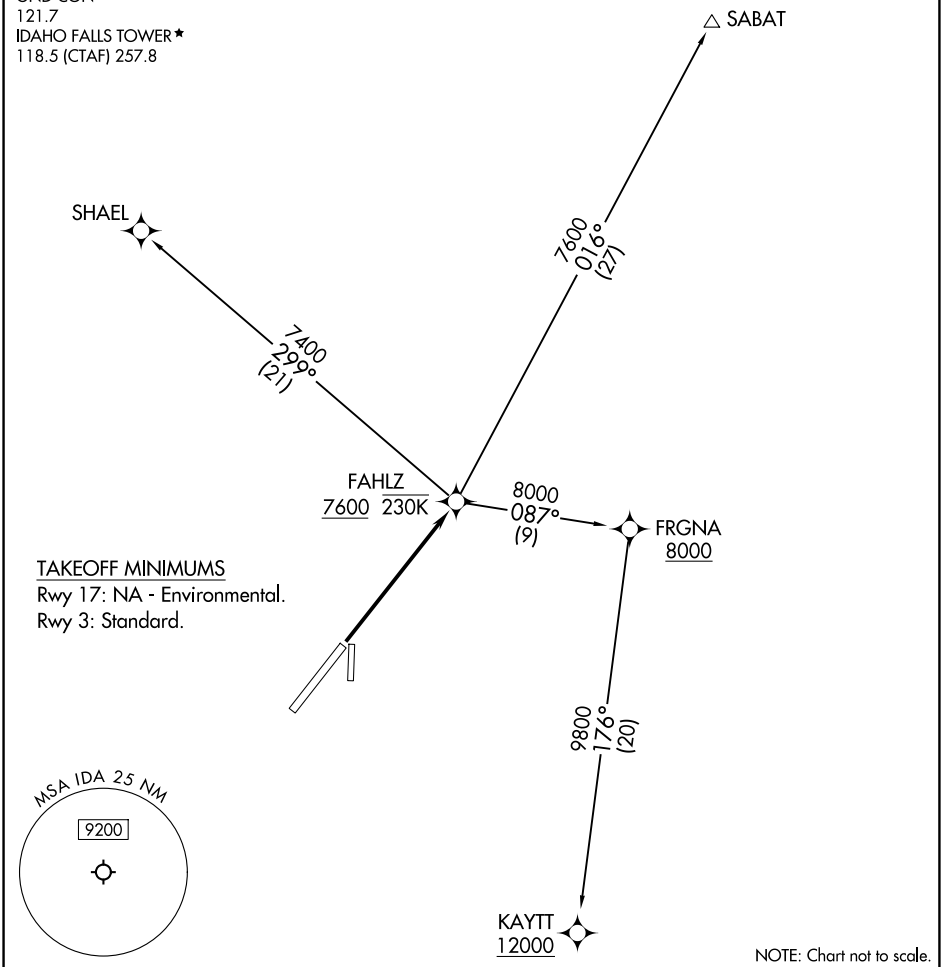
AL-590 (FAA)

IDAHO FALLS RGNL (IDA)
IDAHO FALLS, IDAHO

SALT LAKE CENTER
128.35 239.25
CLNC DEL
121.7
GND CON
121.7
IDAHO FALLS TOWER★
118.5 (CTAF) 257.8

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwy 17: NA - Environmental.
Rwy 3: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb direct to cross FAHLZ at or above 7600 at or below 230K, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

KAYTT TRANSITION (FAHLZ1.KAYTT)

SABAT TRANSITION (FAHLZ1.SABAT)

SHAEL TRANSITION (FAHLZ1.SHAEL)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

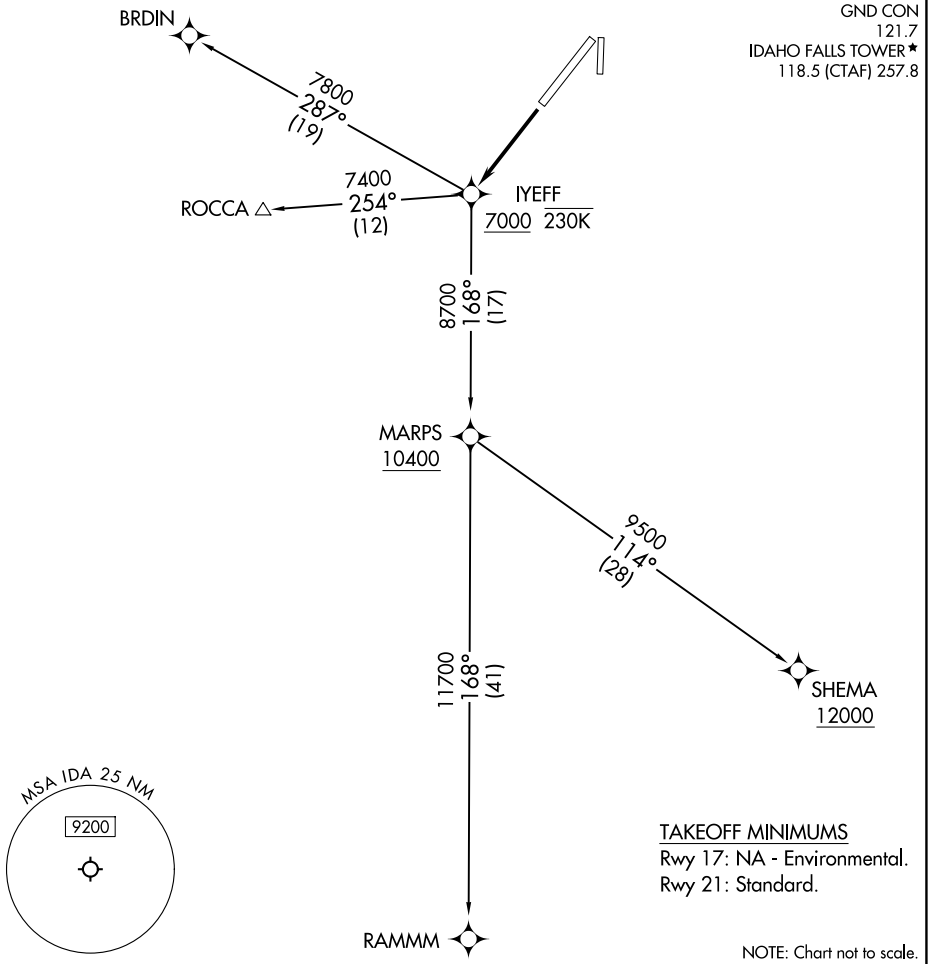
IYEFF ONE DEPARTURE (RNAV)

AL-590 (FAA)

TOP ALTITUDE: ASSIGNED BY ATC

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

SALT LAKE CENTER
128.35 239.25
CLNC DEL
121.7
GND CON
121.7
IDAHO FALLS TOWER ★
118.5 (CTAF) 257.8



TAKEOFF MINIMUMS
Rwy 17: NA - Environmental.
Rwy 21: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb direct to cross IYEFF at or above 7000 at or below 230K, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

BRDIN TRANSITION (IYEFF1.BRDIN)

RAMMM TRANSITION (IYEFF1.RAMMM)

ROCCA TRANSITION (IYEFF1.ROCCA)

SHEMA TRANSITION (IYEFF1.SHEMA)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

JACKSON, WYOMING | AL-504 (FAA) | 26246

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.

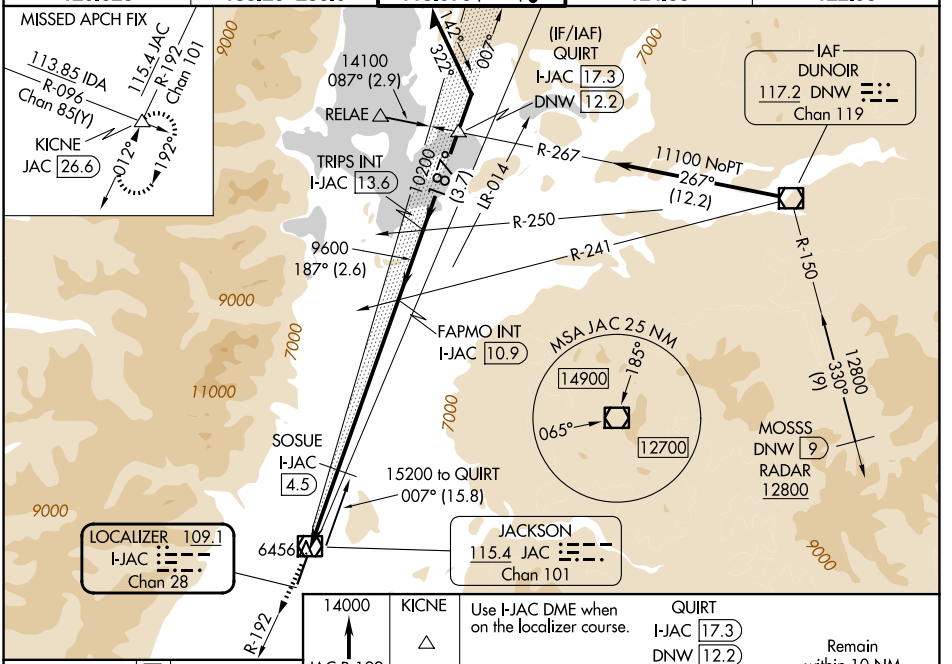
Circling NA for Cats A, B and C east of Rwy 1-19. Circling NA for Cat D. For inop ALS, increase SOSUE fix minimums S-LOC 19 Cats C and D visibility to 2½ SM. For inop ALS, increase S-LOC Cat C and D visibility to 3 SM.

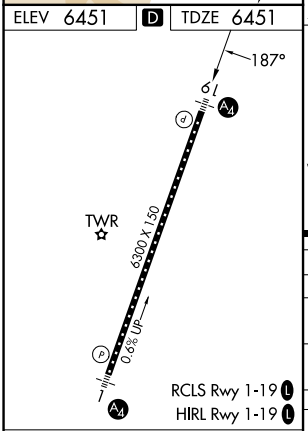
-21°C

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.

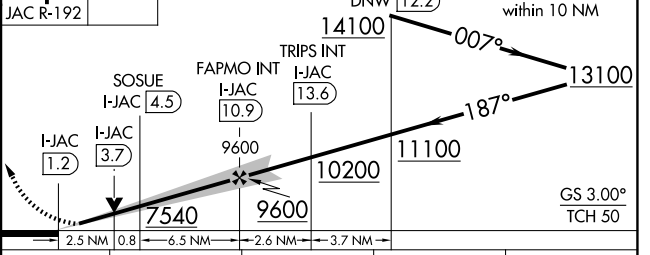
D-ATIS	SALT LAKE CENTER	JACKSON TOWER ★	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95





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)	
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)	
CIRCLING	7300-1¼ 849 (900-1¼)		7400-2¾ 949 (1000-2¾)	NA

JACKSON, WYOMING
Amdt 1 02DEC21

43°36′N-110°44′W

JACKSON HOLE (JAC)

ILS Y or LOC Y RWY 19

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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

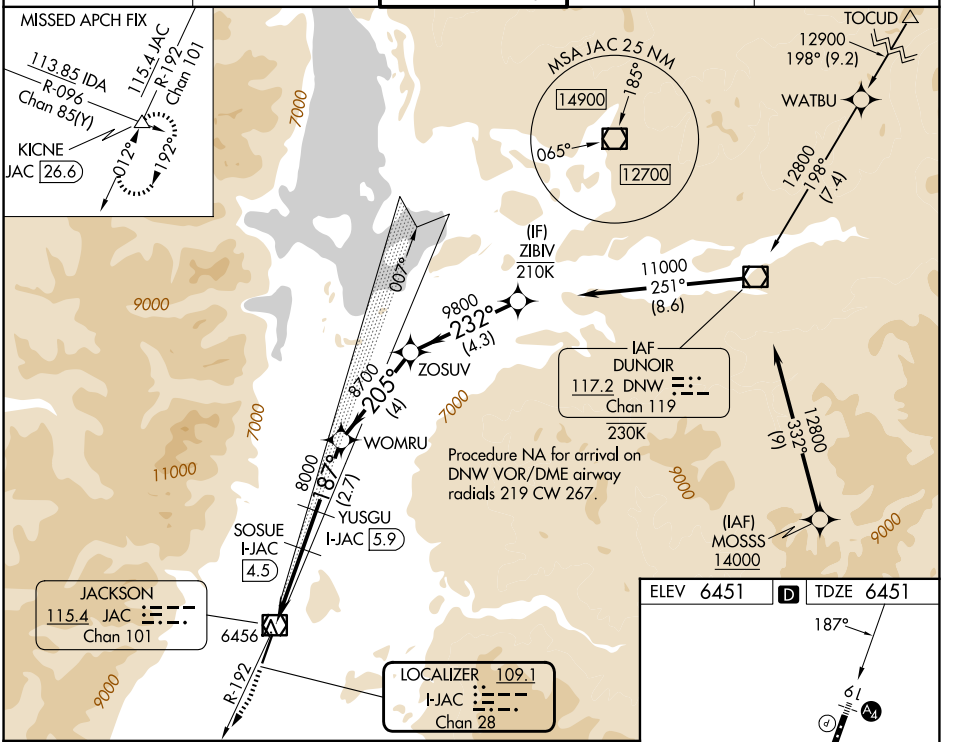
DME required for LOC only. RNAV 1-GPS required. RADAR required for procedure entry at MOSSS.

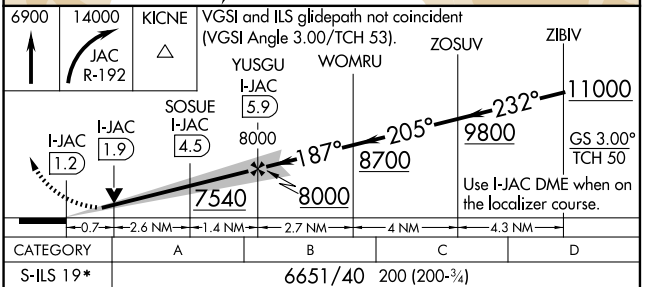
T A -21°C Circling NA for Cats A, B, and C east of Rwy 1-19. Inop table does not apply to S-ILS 19*. Circling NA for Cat D. For inop ALS increase S-LOC 19# Cats C and D visibility to RVR 4500.

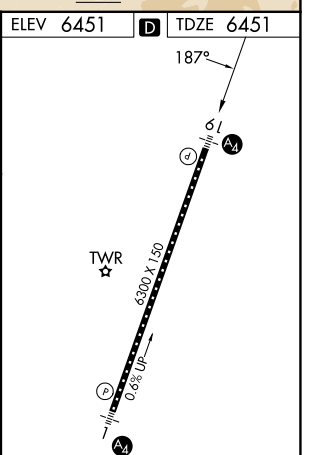
MALS

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)			
CIRCLING	6840-1 389 (400-1)	6960-1 509 (600-1)	7440-3 989 (1000-3)	NA

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

JACKSON, WYOMING | AL-504 (FAA) | 26246

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.

-21°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)

8000 202° (2.5)

(FAF) PREMO

10600 (2.3)

KEEYS 190K until LISBN

190° (4.7)

(CFFRV)

Final approach course offset 3.00°.

11400 015° (4)

(IF) KEELR 210K (RNP 0.40)

190° (6.5)

(IAF) KEEKY 12600 210K

12600 015° (4.7)

12800 332° (9)

(IAF) MOSSS 12800 230K (RNP 0.50)

MISSED APCH FIX HIPUL (not to scale)

193° (19.8)

KICNE

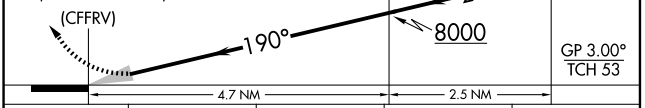
013° 193°

8 NM

7000 9000

14000 tr 190° | HIPUL | tr 193° | KICNE

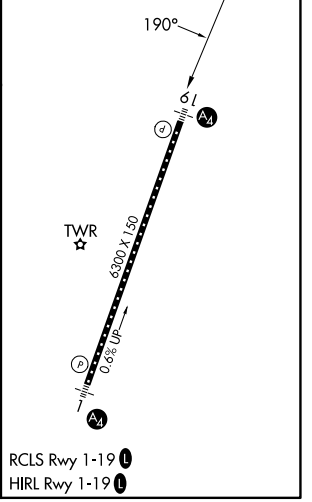
See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.10 DA*		6777/40	326 (400-¾)	
RNP 0.20 DA#		6856/50	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



RCLS Rwy 1-19 L

HIRL Rwy 1-19 L

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Y RWY 1

JACKSON HOLE (JAC)

APP CRS	Rwy Ldg	6300
006°	TDZE	6431
	Apt Elev	6451

RNP AR APCH.

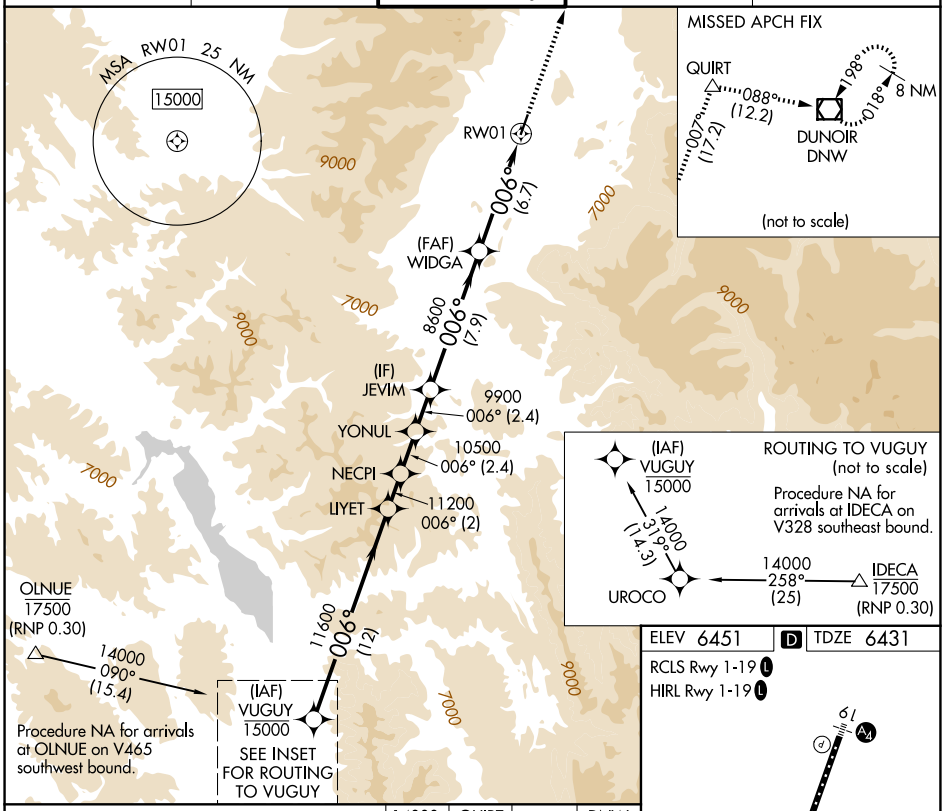
Inop table does not apply.
For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 54°C .

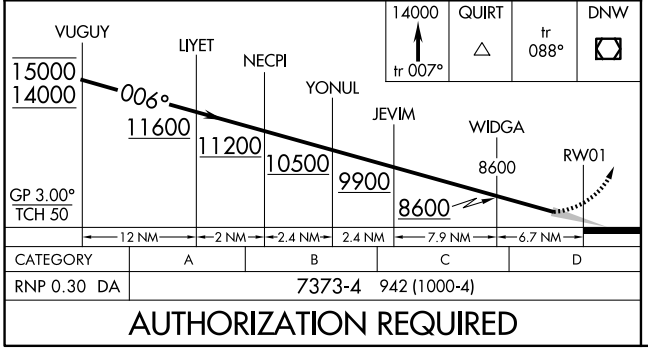
-21°C

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





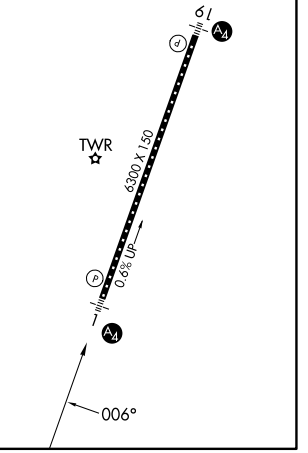
CATEGORY	A	B	C	D
RNP 0.30 DA	7373-4	942 (1000-4)		

AUTHORIZATION REQUIRED

ELEV 6451 D TDZE 6431

RCLS Rwy 1-19 L

HIRL Rwy 1-19 L



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

JACKSON, WYOMING | AL-504 (FAA) | 26246

RNAV (RNP) Y RWY 19

JACKSON HOLE (JAC)

APP CRS	Rwy Ldg	6300
187°	TDZE	6451
	Apt Elev	6451

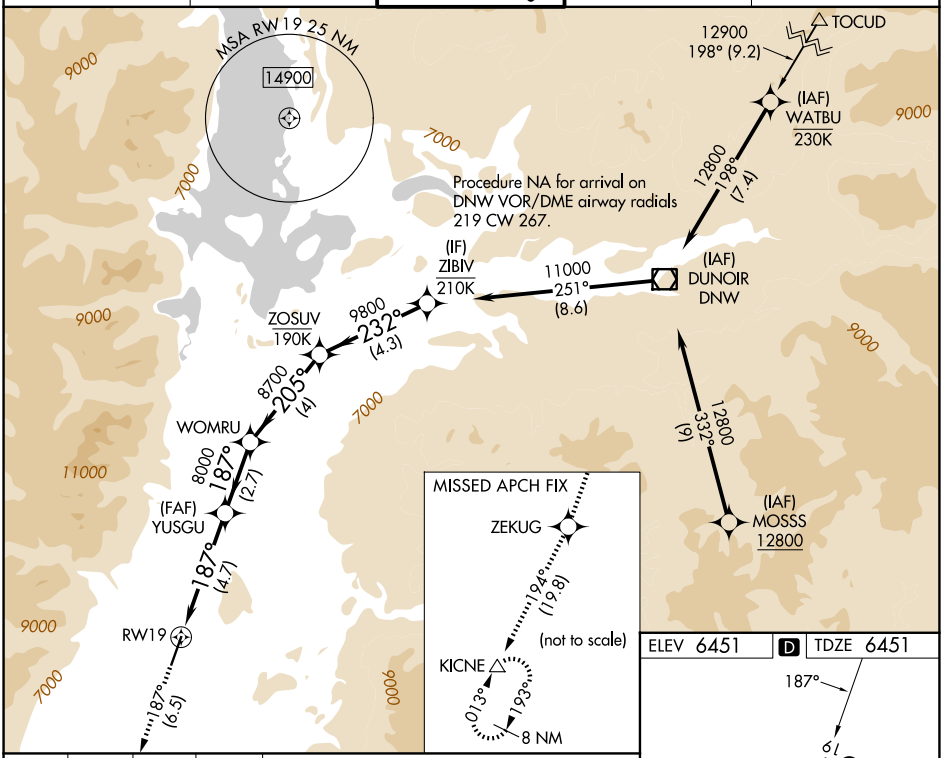
RNP AR APCH-GPS.

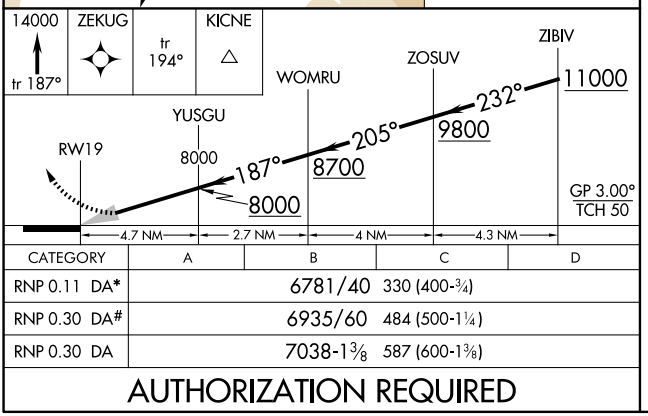
For uncompensated Baro-VNAV systems, -21°C procedure NA below -27°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1¾ SM.

MALS

MISSED APPROACH: Climb to 14000 on track 187° to ZEKUG and on track 194° to KICNE and hold, continue climb-in-hold to 14000.
*Missed approach requires minimum climb of 226 feet per NM to 11400.
#Missed approach requires minimum climb of 210 feet per NM to 11600.

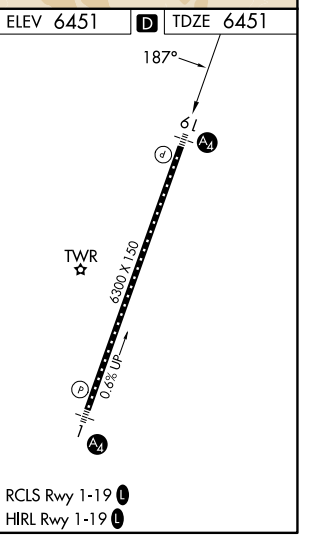
D-ATIS	SALT LAKE CENTER	JACKSON TOWER*	GND CON	UNICOM
120.625	133.25 285.6	118.075 (CTAF) L	124.55	122.95





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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 1

JACKSON HOLE (JAC)

APP CRS	Rwy Ldg	6300
006°	TDZE	6431
	Apt Elev	6451

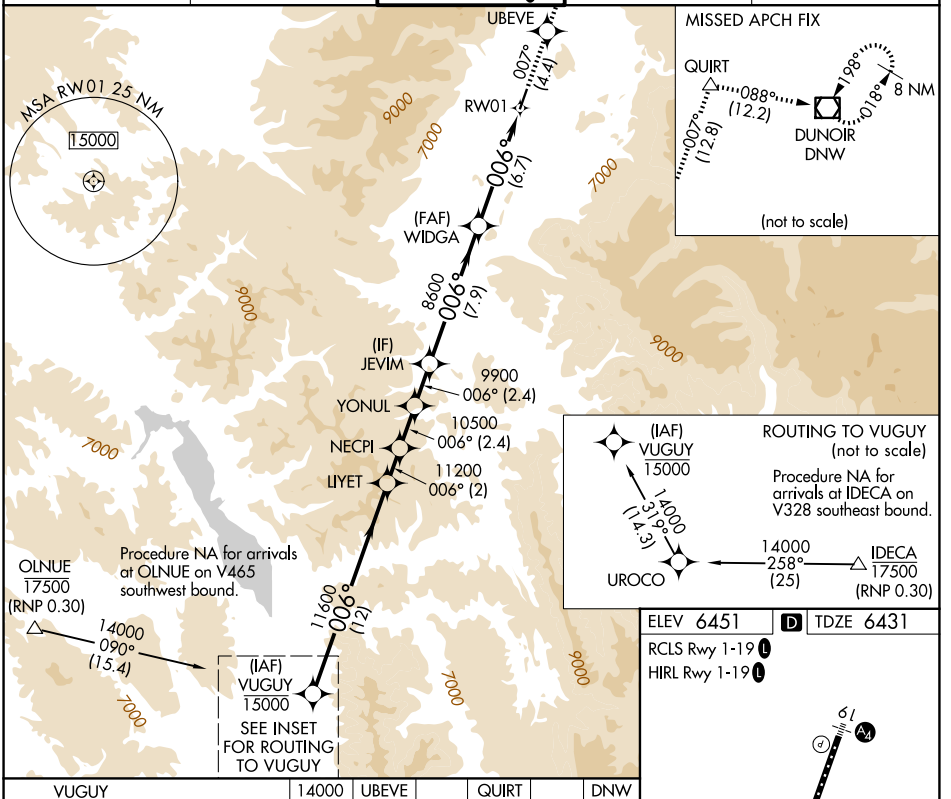
RNP AR APCH.

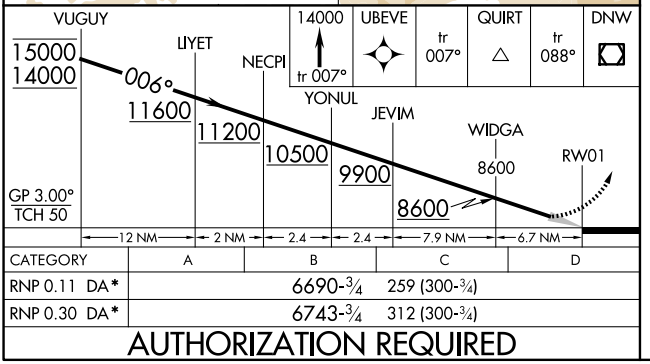
For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 54°C.
Inop table does not apply to RNP 0.11* all Cats visibility.
For inop ALS, increase RNP 0.30* all Cats visibility to ⅞ SM.
Missed approach requires RNP less than 1.0.

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

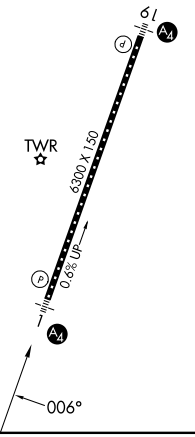




CATEGORY	A	B	C	D
RNP 0.11 DA*	6690-¾	259 (300-¾)		
RNP 0.30 DA*	6743-¾	312 (300-¾)		

AUTHORIZATION REQUIRED

ELEV 6451 D TDZE 6431
RCLS Rwy 1-19 L
HIRL Rwy 1-19 L



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

JACKSON, WYOMING | AL-504 (FAA) | 26246

RNAV (GPS) X RWY 1

JACKSON HOLE (JAC)

WAAS	APP CRS	Rwy Ldg	6300
CH 58299	006°	TDZE	6431
W01A		Apt Elev	6451

RNP APCH-GPS.

Circling NA east of Rwy 1-19. Baro-VNAV NA. Circling NA for Cat D. Inop table does not apply to LPV, LPV*, LNAV/VNAV, and LNAV Cat C/D.

-21°C

MALS

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

Procedure NA for arrivals at JAC VOR/DME on V330 eastbound.

MISSED APCH FIX

QUIRT 088° (12.2) DUNOIR DNW 198° 018° 8 NM (not to scale)

MSA RW01 25 NM 14900

JACKSON JAC

RW01

12600 to HOMVA 186° (24.4)

COVGI 5.4 NM to RW01

(FAF) ZUGEN

9500 006° (5.5)

DECEV

VALCU

10400 006° (3.7)

11000 006° (4.3)

(IAF) CILEG 210K

11700 NoPT 090° (10.9)

(IF/IAF) HOMVA 200K

11700 NoPT 310° (5.5)

(IAF) JOGOX 210K

HOLD 17500 11700 7 NM

13000 237° (15.6) TUVOC

7000 9000

ELEV 6451 D TDZE 6431

RCLS Rwy 1-19 L

HIRL Rwy 1-19 L

TWR

6300 X 150

0.6% UP

006°

HOMVA

7 NM Holding Pattern

17500 11700 186° 006°

VALCU

DECEV

ZUGEN

COVGI 5.4 NM to RW01

3.4 NM to RW01

RW01

006° 11000 10400 9500 8180

GP 3.00° TCH 50

14000 QUIRT tr 088° DNW

4.3 NM 3.7 NM 5.5 NM 4.1 NM 2.1 NM 3.4

CATEGORY	A	B	C	D
LPV DA*	6651/40 220 (200-¾)			
LPV DA	7445-4 1014 (1000-4)			
LNAV/VNAV DA	7327-4 896 (900-4)			
LNAV MDA	7540/55 1109 (1100-1)	7540-1¼ 1109 (1100-1¼)	7540-3 1109 (1100-3)	
CIRCLING	7540-1¼ 1089 (1100-1¼)	7540-1½ 1089 (1100-1½)	7560-3 1109 (1200-3)	NA

JACKSON, WYOMING
Amdt 2 02DEC21

43°36'N-110°44'W

JACKSON HOLE (JAC)

RNAV (GPS) X RWY 1

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Z RWY 19

JACKSON HOLE (JAC)

WAAS CH 90232 W19A	APP CRS 187°	Rwy Ldg 6300 TDZE 6451 Apt Elev 6451

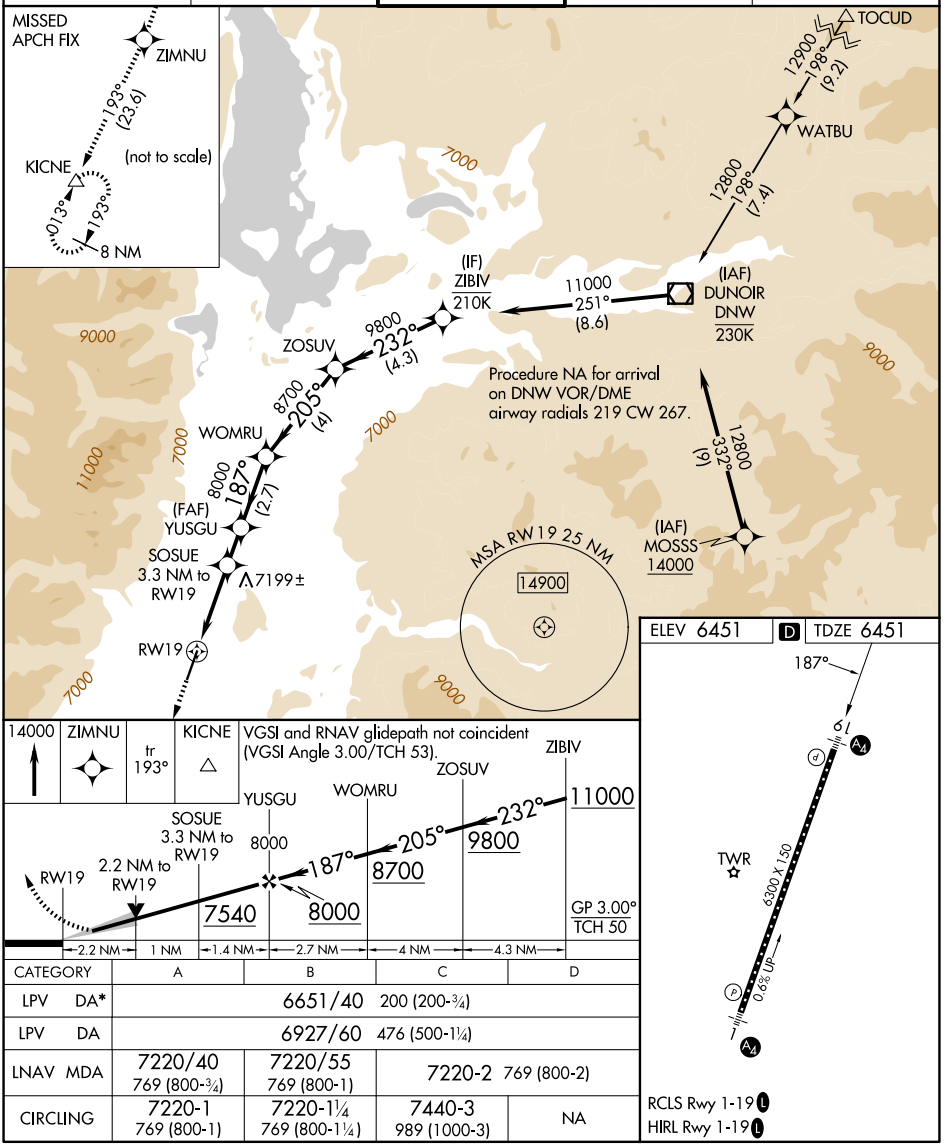
RNP APCH - GPS.

T A -21°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

RCLS Rwy 1-19 L
HIRL Rwy 1-19 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

JACKSON, WYOMING | AL-504 (FAA) | 26246

VOR RWY 1

JACKSON HOLE (JAC)

VOR/DME JAC	APP CRS	Rwy Ldg	6300
115.4	008°	TDZE	6431
Chan 101		Apt Elev	6451

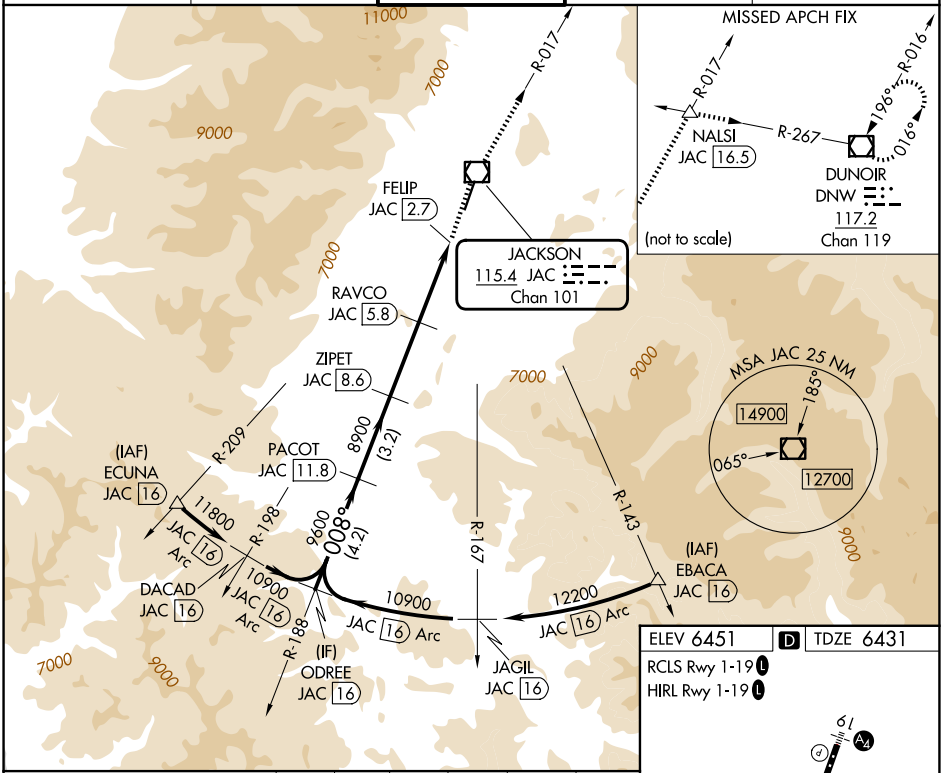
DME required.

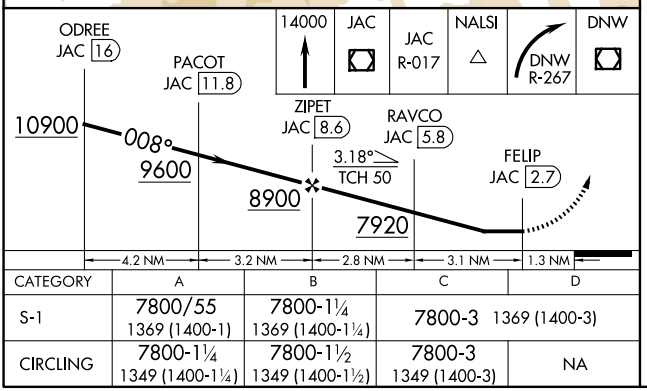
T A -21°C Circling NA east of Rwy 1-19. Circling NA for Cat D. Inop table does not apply to S-1 Cats C/D.

MALS

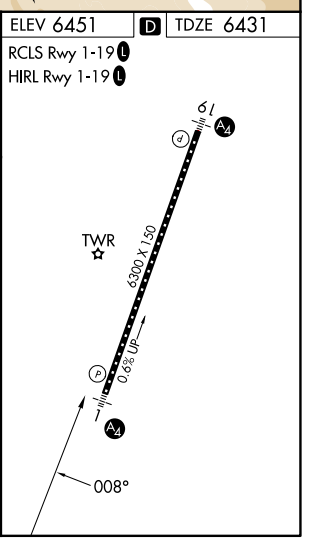
MISSED APPROACH: Climb to 14000 direct JAC VOR/DME and on JAC R-017 to NALSI INT/JAC 16.5 DME and right turn on DNW R-267 to DNW VOR/DME and hold, continue climb-in-hold to 14000.

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)	
CIRCLING	7800-1¼ 1349 (1400-1¼)	7800-1½ 1349 (1400-1½)	7800-3 1349 (1400-3)	NA

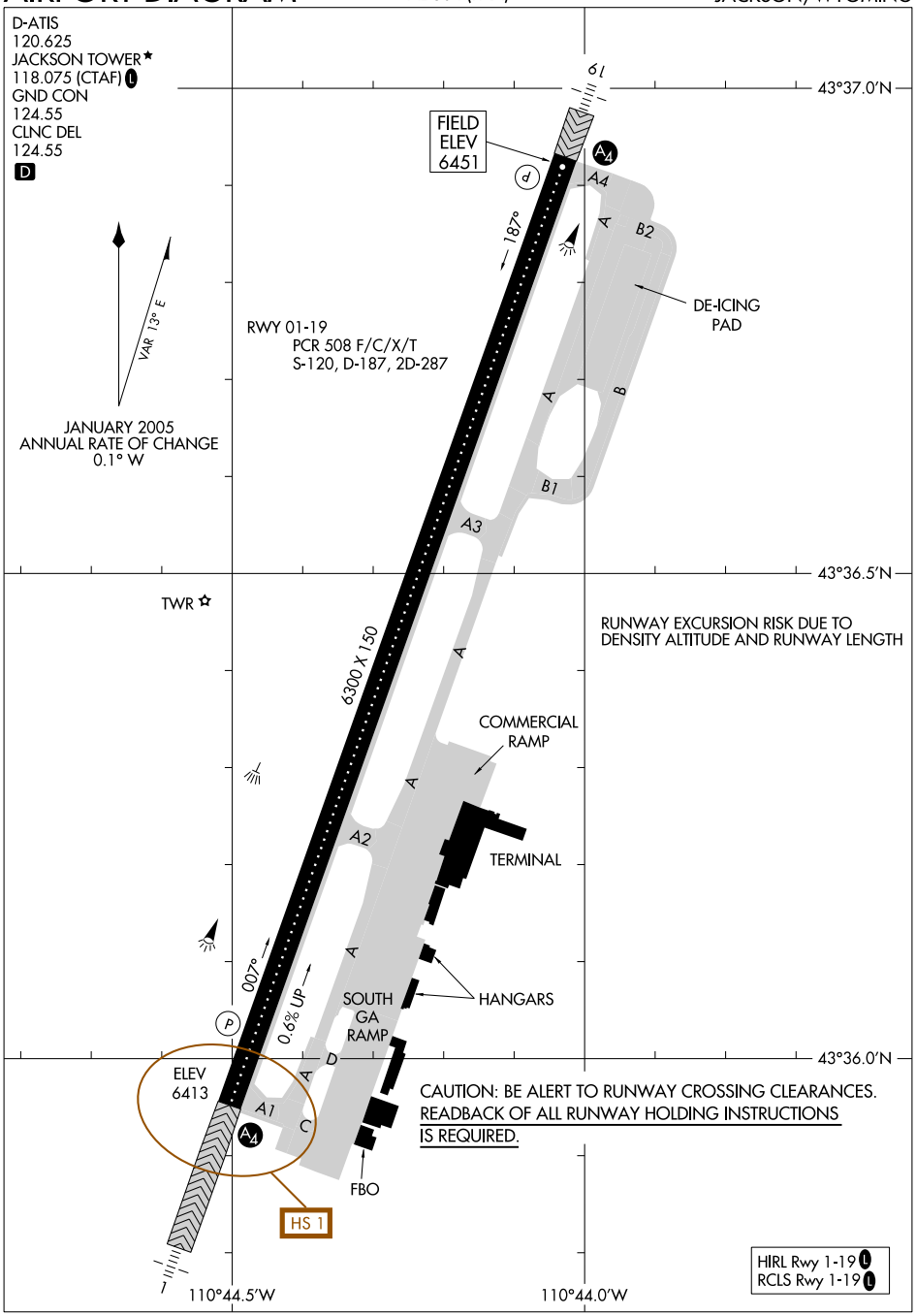


JACKSON, WYOMING
Amdt 1 02DEC21

43°36'N-110°44'W

JACKSON HOLE (JAC)
VOR RWY 1

NW-1, 03 SEP 2026 to 29 OCT 2026



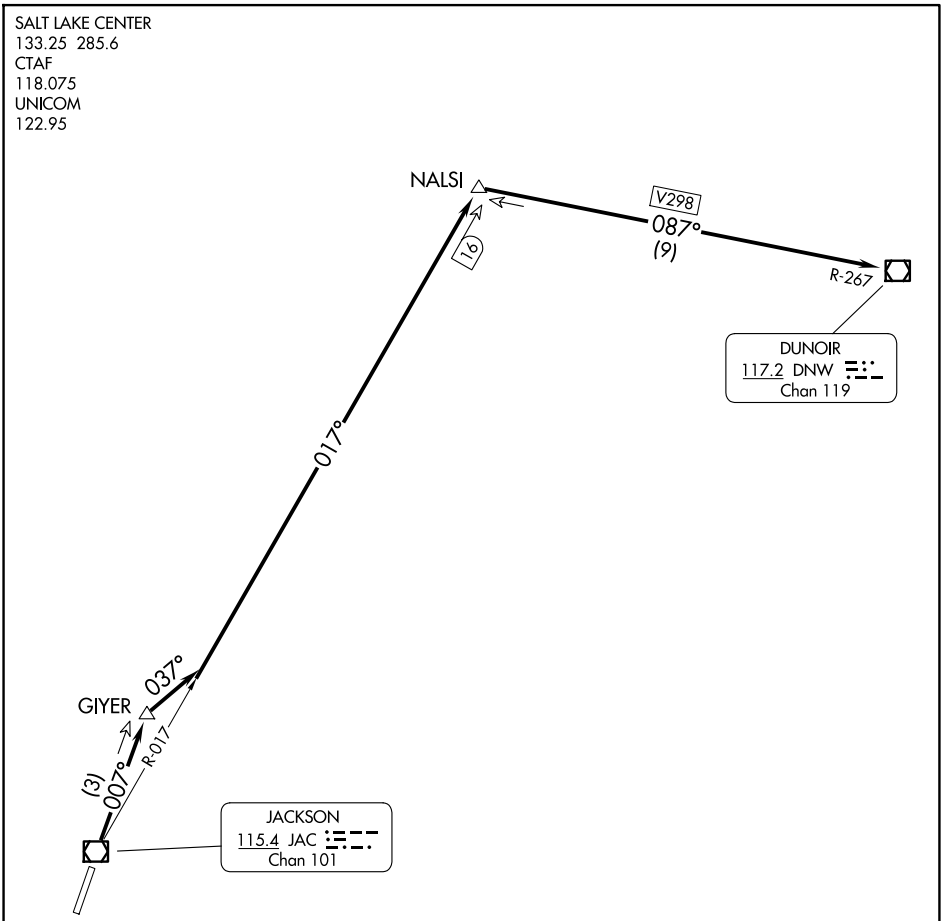
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(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.

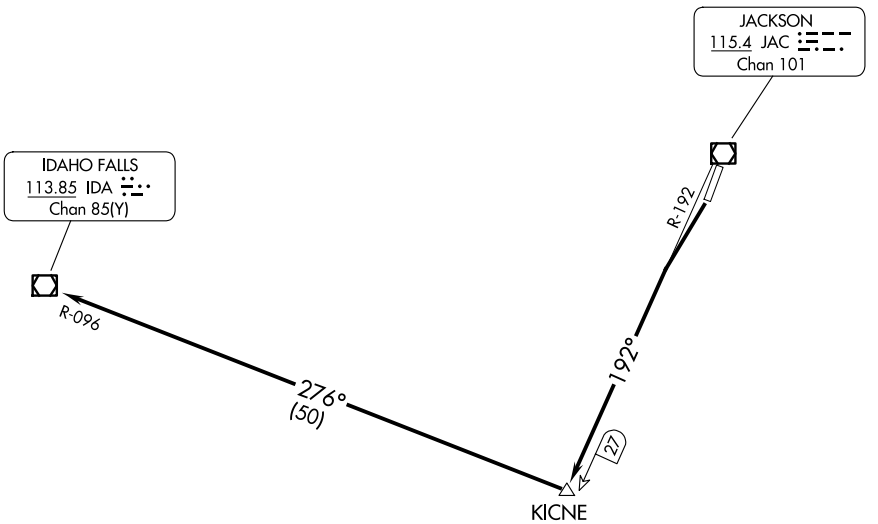
DEPARTURE ROUTE DESCRIPTION

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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026

(ALPIN5.KICNE) 26078

ALPIN FIVE DEPARTURE

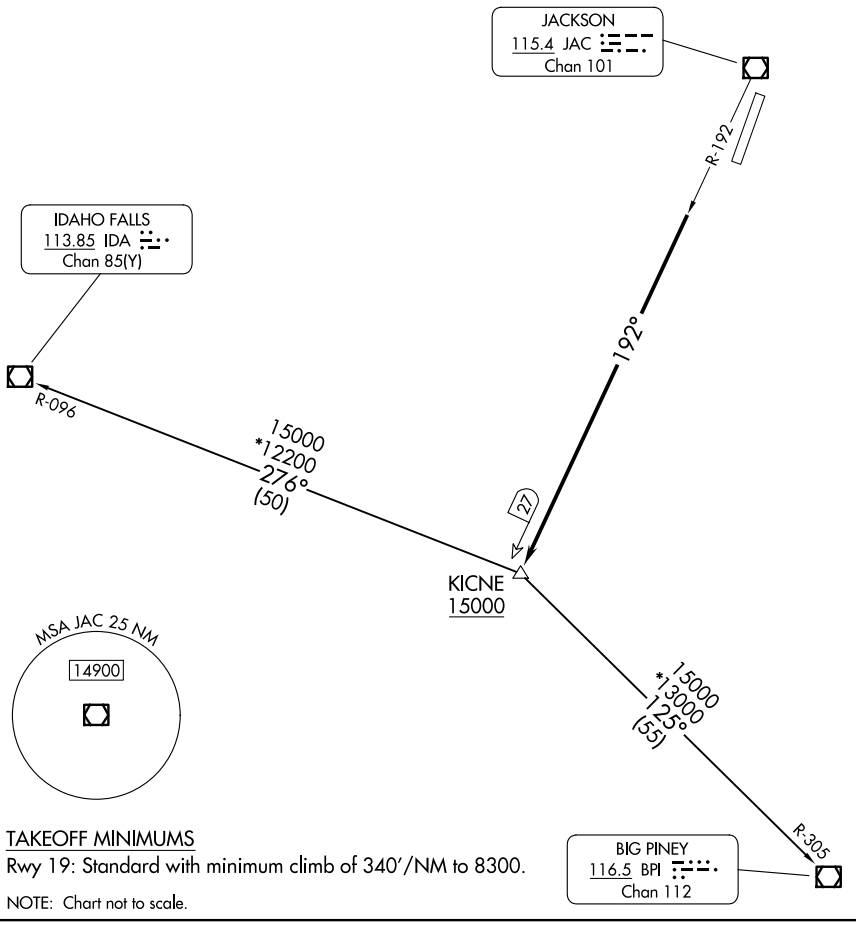
AL-504 (FAA)

JACKSON HOLE (JAC)
JACKSON, WYOMING

NW-1, 03 SEP 2026 to 29 OCT 2026

TOP ALTITUDE: ASSIGNED BY ATC

SALT LAKE CENTER
133.25 285.6



TAKEOFF MINIMUMS

Rwy 19: Standard with minimum climb of 340'/NM to 8300.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 19: Climb on JAC VOR/DME R-192 to KICNE/JAC 27 DME, cross KICNE at or above 15000, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

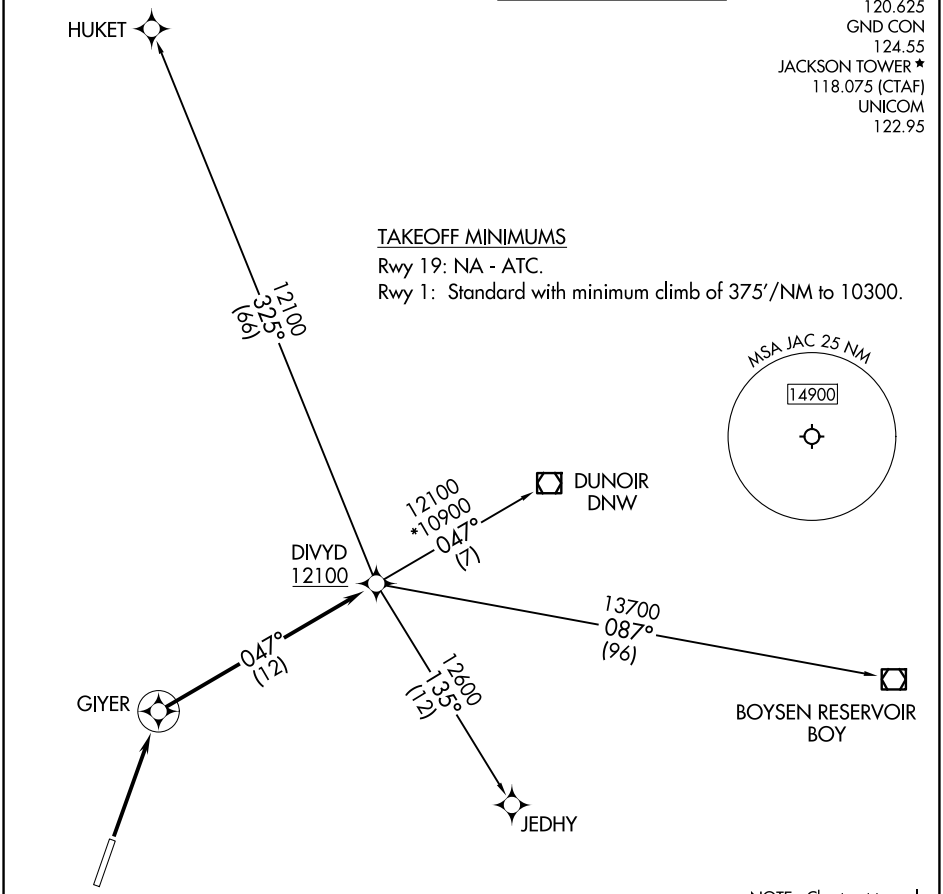
BIG PINEY TRANSITION (ALPIN5.BPI): From over KICNE on BPI R-305 to BPI VOR/DME.

IDAHO FALLS TRANSITION (ALPIN5.IDA): From over KICNE 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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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)

WAAS	APP CRS	Rwy Ldg	5002
CH 90144	086°	TDZE	4019
W09A		Apt Elev	4053

RNAV (GPS) RWY 9

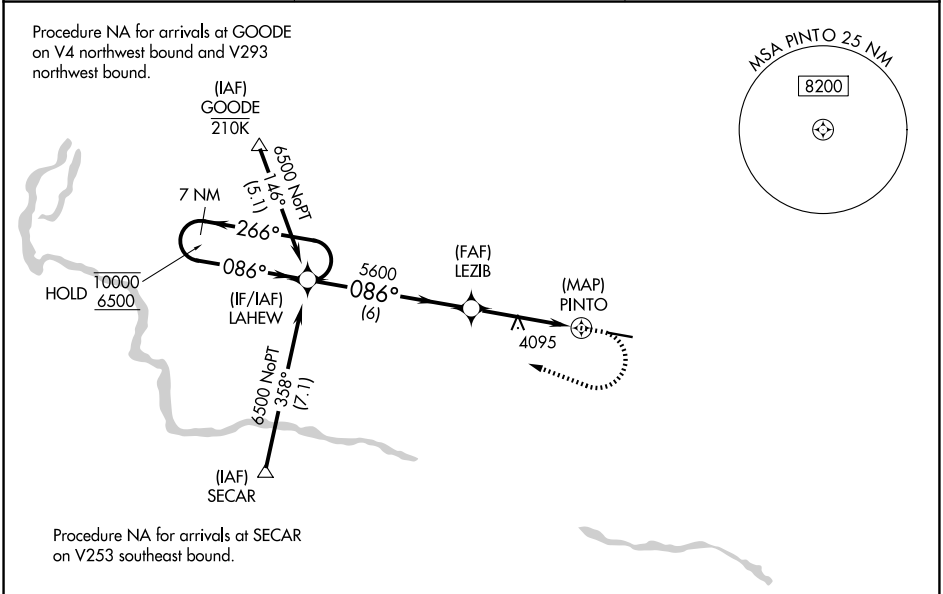
JEROME COUNTY (JER)

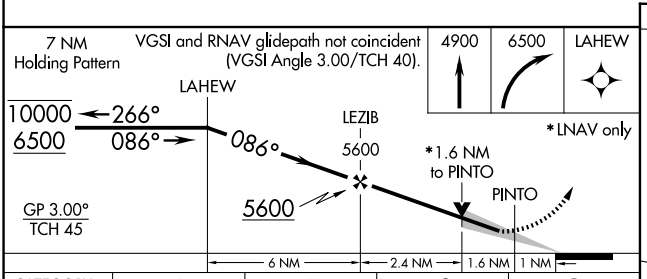
RNP APCH.

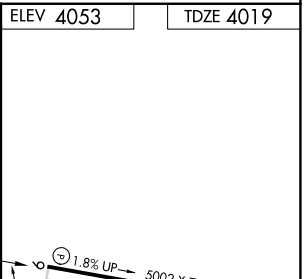
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA north of Rwy 9-27.

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







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)	
CIRCLING	4820-1 767 (800-1)	4820-1¼ 767 (800-1¼)	4820-2½ 767 (800-2½)	

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 27

JEROME COUNTY (JER)

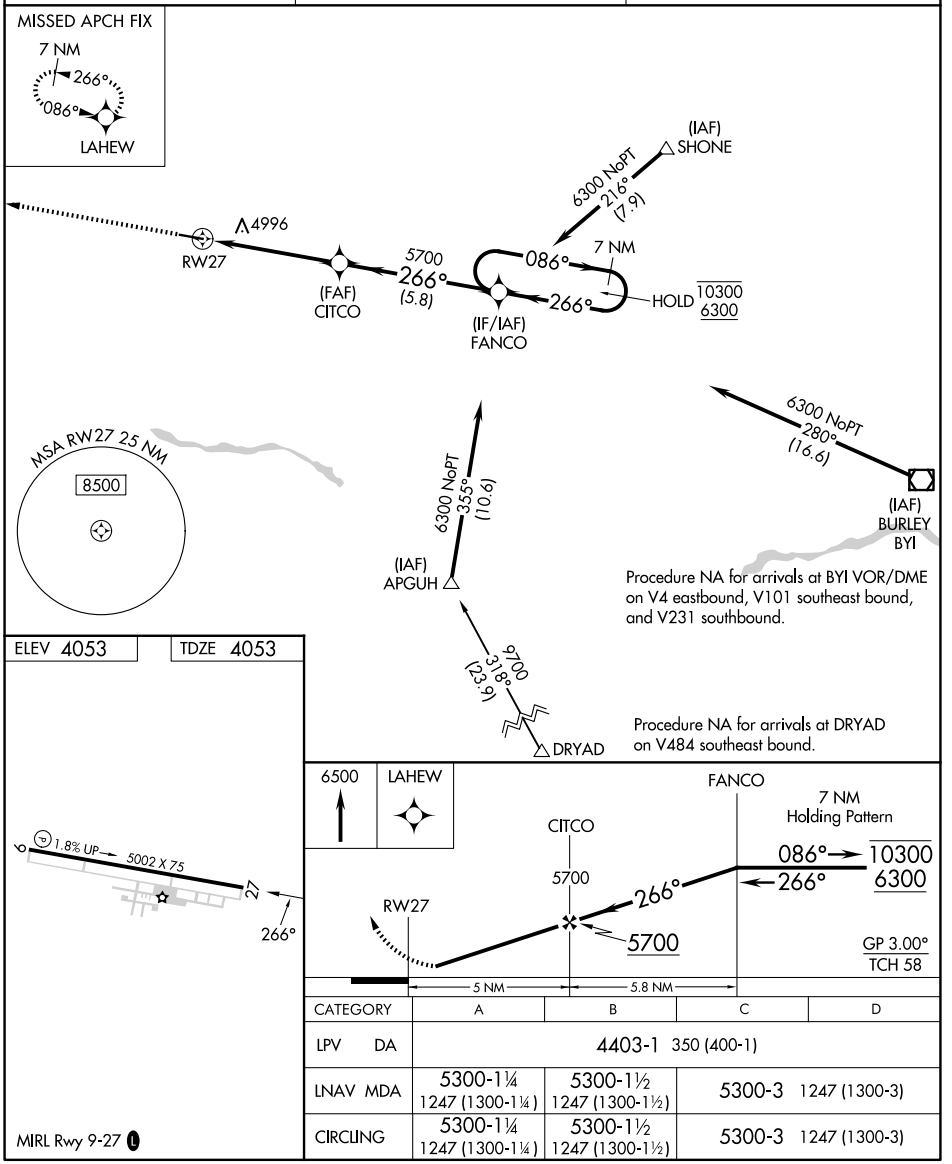
WAAS	APP CRS	Rwy Ldg	5002
CH 90514	266°	TDZE	4053
W27A		Apt Elev	4053

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



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)	
CIRCLING	5300-1¼ 1247 (1300-1¼)	5300-1½ 1247 (1300-1½)	5300-3 1247 (1300-3)	

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

JEROME, IDAHO AL-6812 (FAA) 25275

VORTAC TWF	APP CRS	Rwy Ldg	N/A
113.1	346°	TDZE	N/A
Chan 78		Apt Elev	4053

VOR-A

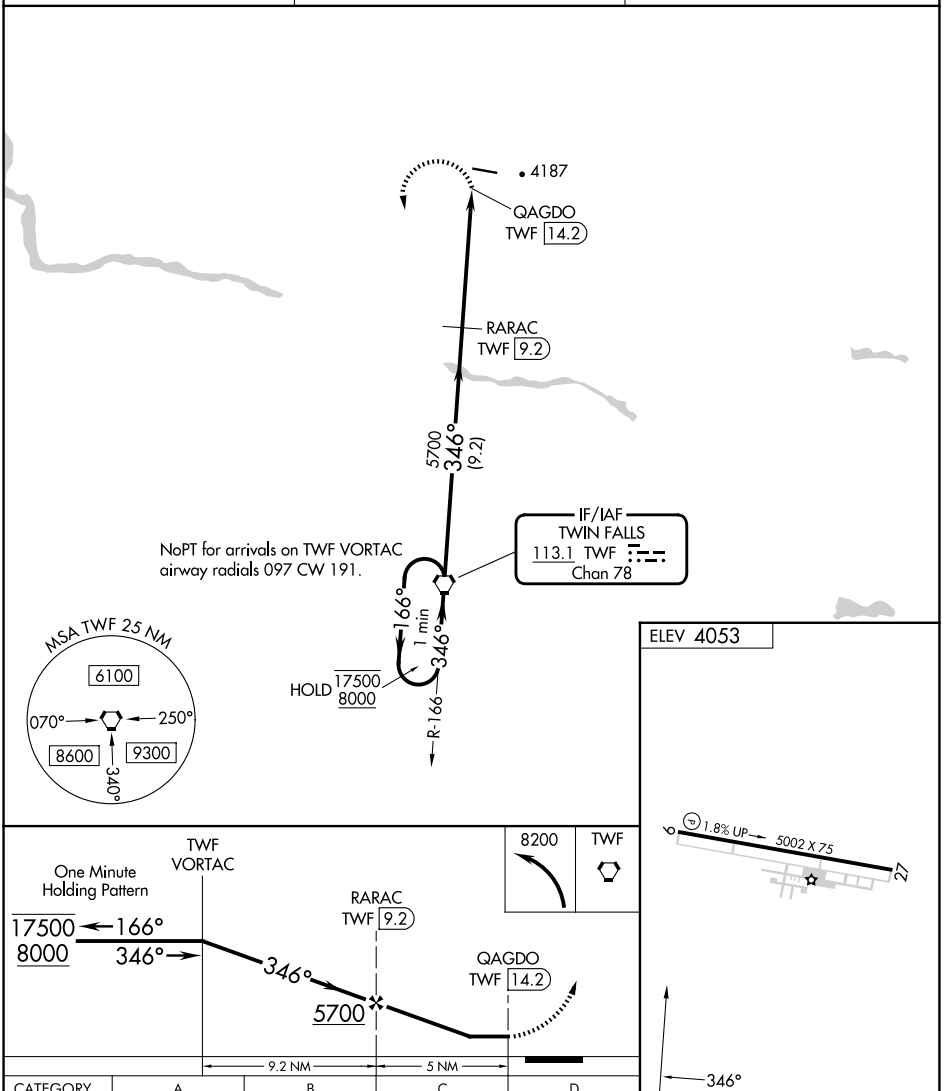
JEROME COUNTY (JER)

DME required.

Circling to Rwy 27 NA at night.
Circling NA north of Rwy 9-27.

MISSED APPROACH: Climbing left turn to 8200 direct TWF VORTAC and hold, continue climb-in-hold to 8200.

ASOS	TWIN FALLS APP CON ★	UNICOM
135.225	126.7 353.75	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	4740-1 687 (700-1)		4740-1½ 687 (700-1½)	4740-2¼ 687 (700-2¼)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	4100
083°	TDZE	3669
	Apt Elev	3703

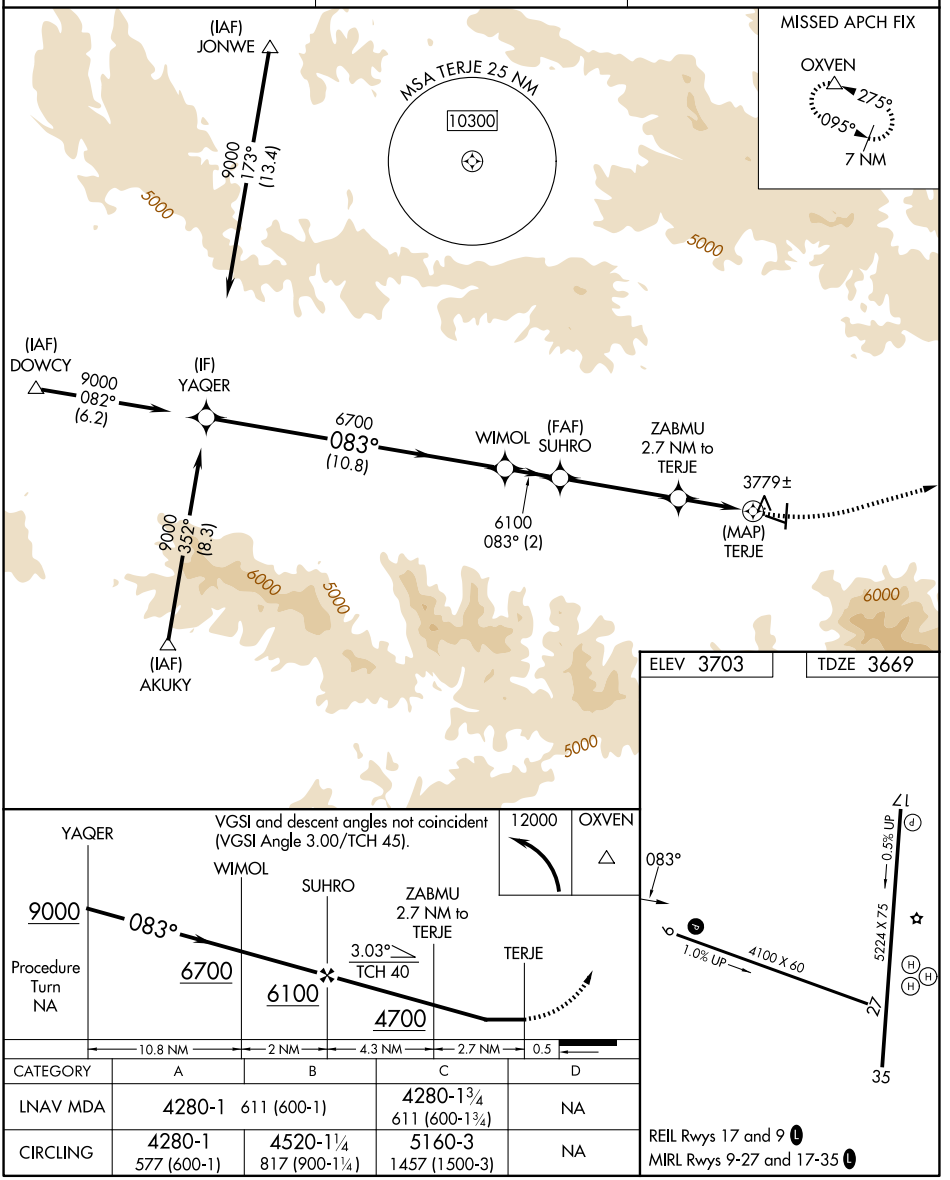
RNAV (GPS) Y RWY 9

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

NW-1, 03 SEP 2026 to 29 OCT 2026

JOHN DAY, OREGON AL-9264 (FAA) 26022

WAAS	APP CRS	Rwy Ldg	4100
CH 73010	091°	TDZE	3669
W09A		Apt Elev	3703

RNAV (GPS) Z RWY 9

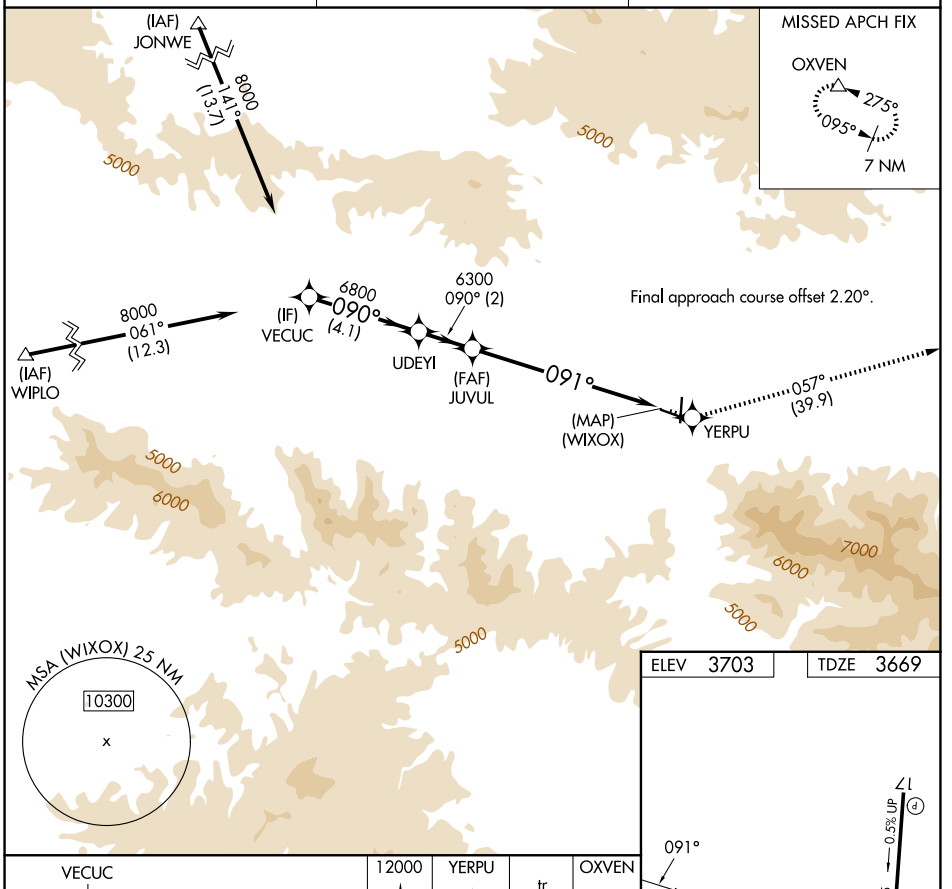
GRANT COUNTY RGNL/OGILVIE FLD (GCD)

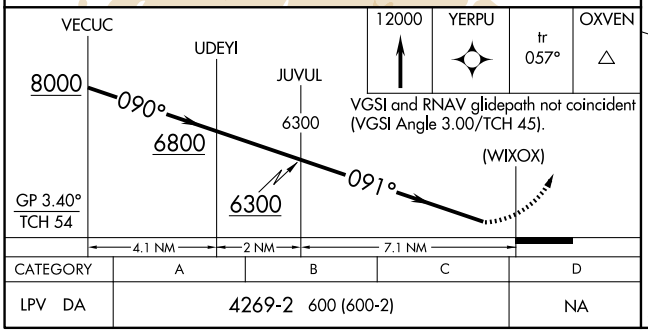
RNP APCH - GPS.

When local altimeter setting not received, procedure NA. Rwy 9 helicopter visibility reduction below ¾ SM NA.

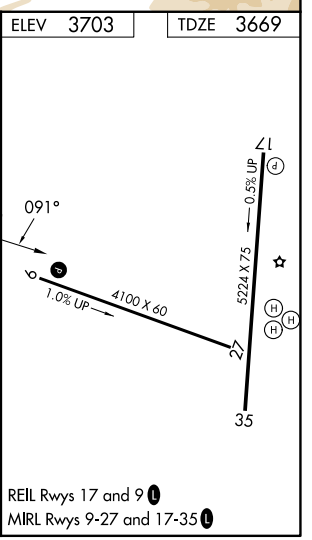
MISSED APPROACH: Climb to 12000 direct YERPU and on track 057° to OXVEN and hold, continue climb-in-hold to 12000.

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

JOHN DAY, OREGON

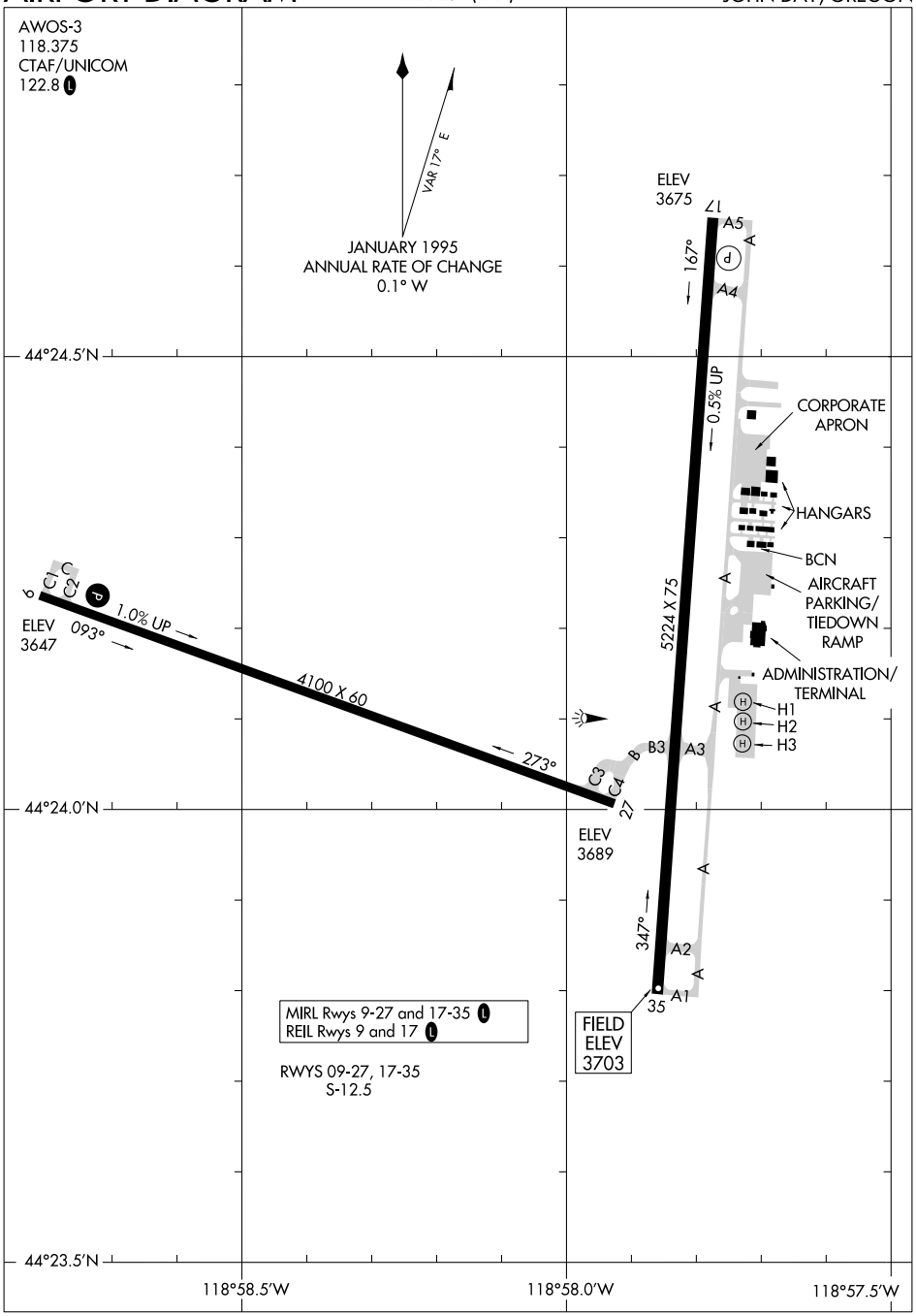
Orig-E 22FEB24

GRANT COUNTY RGNL/OGILVIE FLD (GCD)

44°24′N-118°58′W

RNAV (GPS) Z RWY 9

NW-1, 03 SEP 2026 to 29 OCT 2026



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

JOSEPH, OREGON | AL-10516 (FAA) | 26022

RNAV (GPS)-A
JOSEPH STATE (JSY)

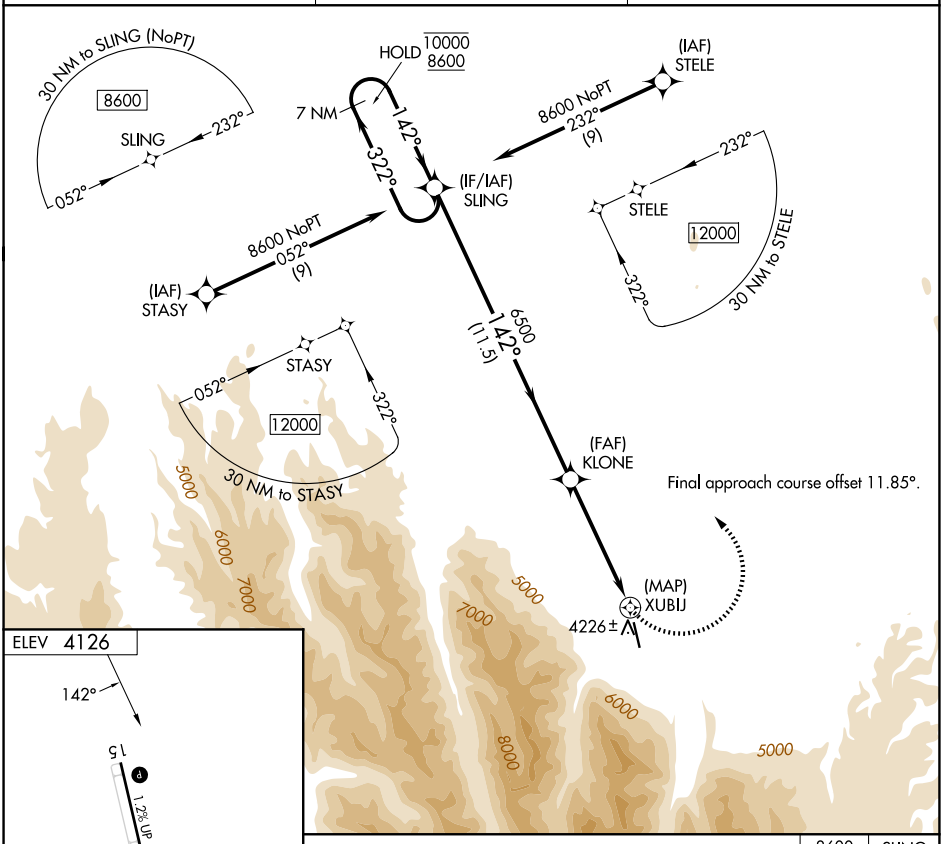
APP CRS	Rwy Ldg	N/A
142°	TDZE	N/A
	Apt Elev	4126

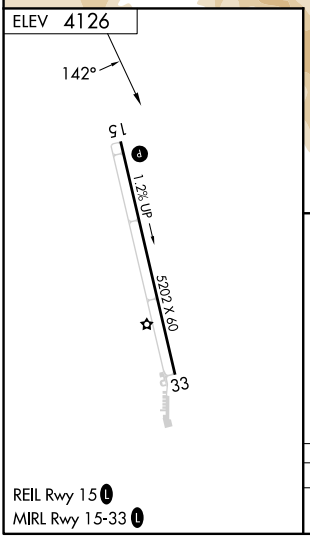
RNP APCH - GPS.

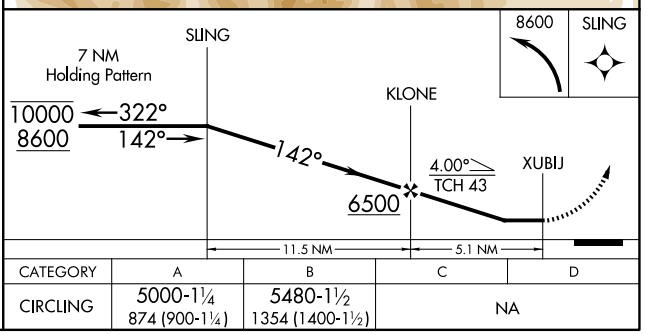
Circling NA southwest of Rwy 15-33.
Procedure NA at night.
Rwy 15 and 33 helicopter visibility reduction below 1 SM NA.

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
CIRCLING	5000-1¼ 874 (900-1¼)	5480-1½ 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, 03 SEP 2026 to 29 OCT 2026

LOC I-GPI	APP CRS	Rwy Ldg	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.

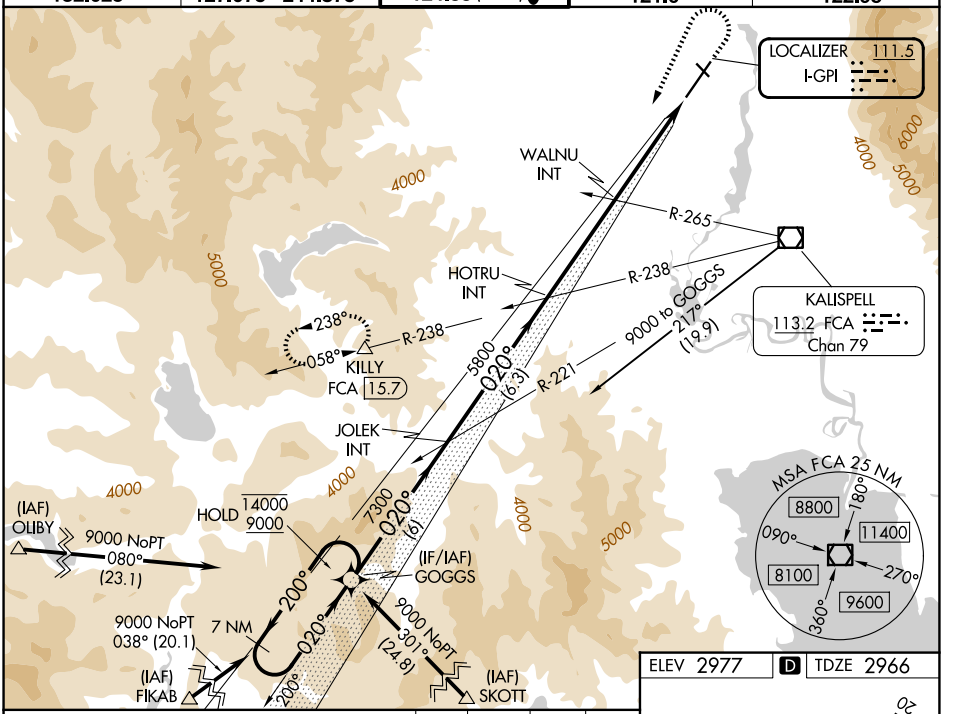
Inop table does not apply to S-LOC 2 Cats C/D.

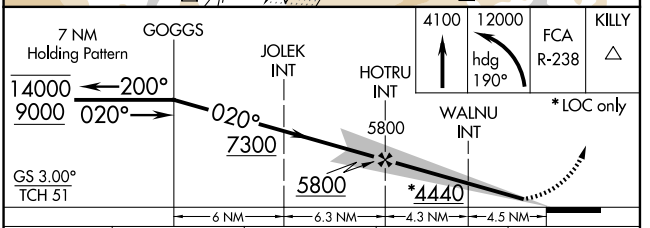
-14°C

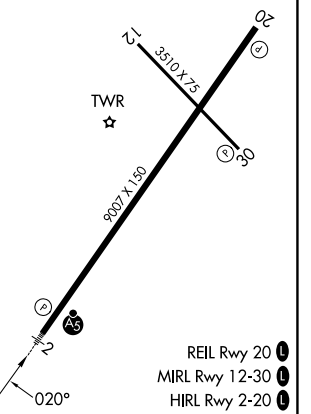
MALSR

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)	
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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

KALISPELL, MONTANA | AL-887 (FAA) | 25219

RNAV (RNP) RWY 20

GLACIER PARK INTL (GPI)

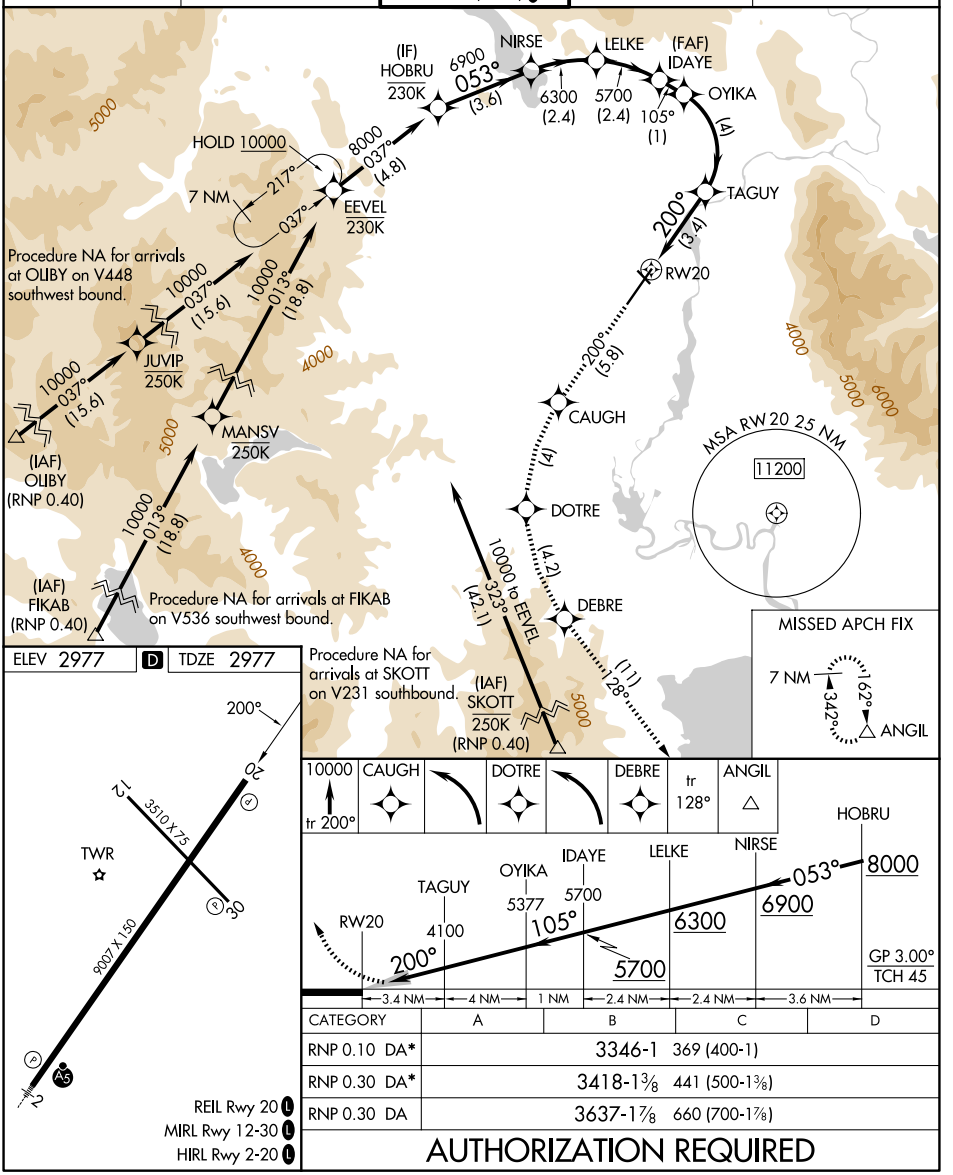
APP CRS	Rwy Ldg	9007
200°	TDZE	2977
	Apt Elev	2977

RNP AR APCH - GPS.

V -14°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

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, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Y RWY 2

GLACIER PARK INTL (GPI)

APP CRS	Rwy Ldg	9007
020°	TDZE	2966
	Apt Elev	2977

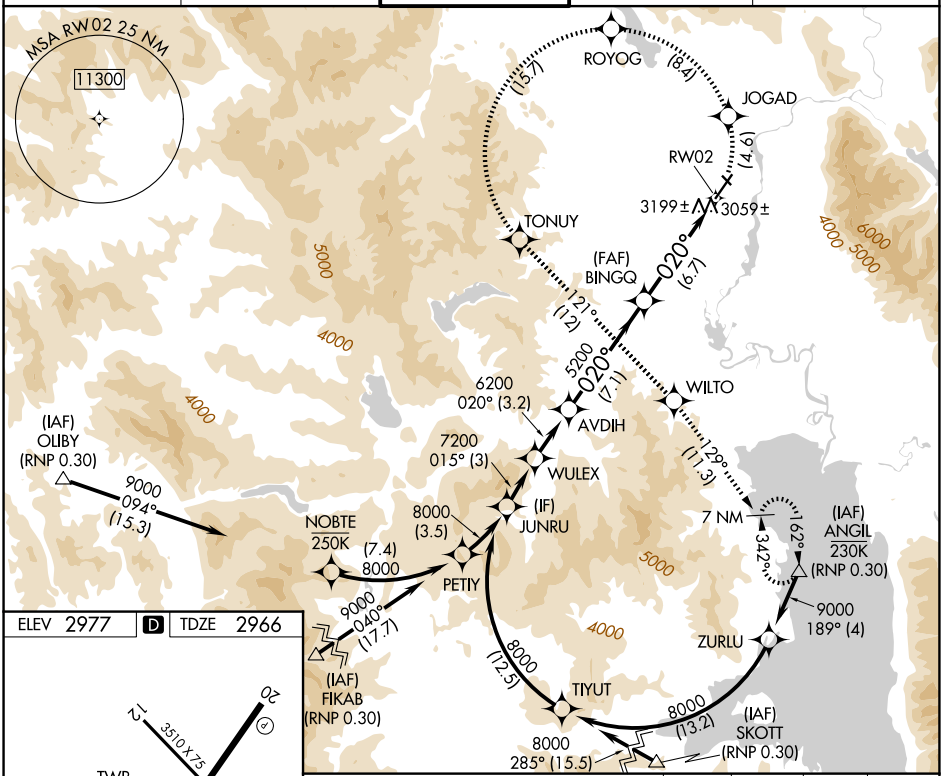
T A -14°C

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.

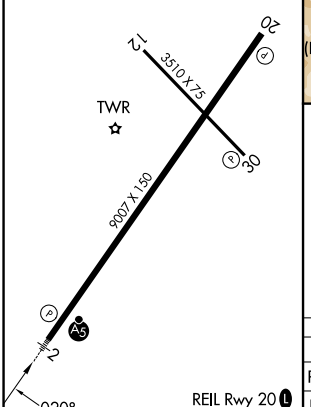
MALSR

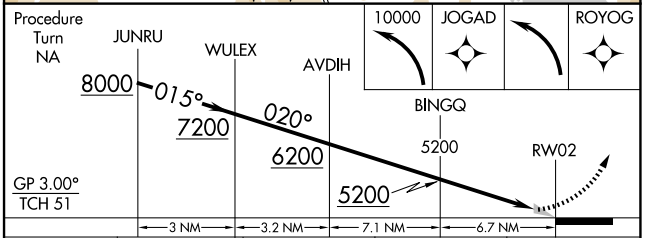
MISSED APPROACH: Climb to 10000 via left turn to JOGAD, and via left turn to ROYOG and via left turn to TONUY, and via 121° track to WILTO and via 129° track to ANGIL and hold.

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





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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

KALISPELL, MONTANA | AL-887 (FAA) | 25219

RNAV (GPS) RWY 30

GLACIER PARK INTL (GPI)

APP CRS	Rwy Ldg	3510
301°	TDZE	2974
	Apt Elev	2977

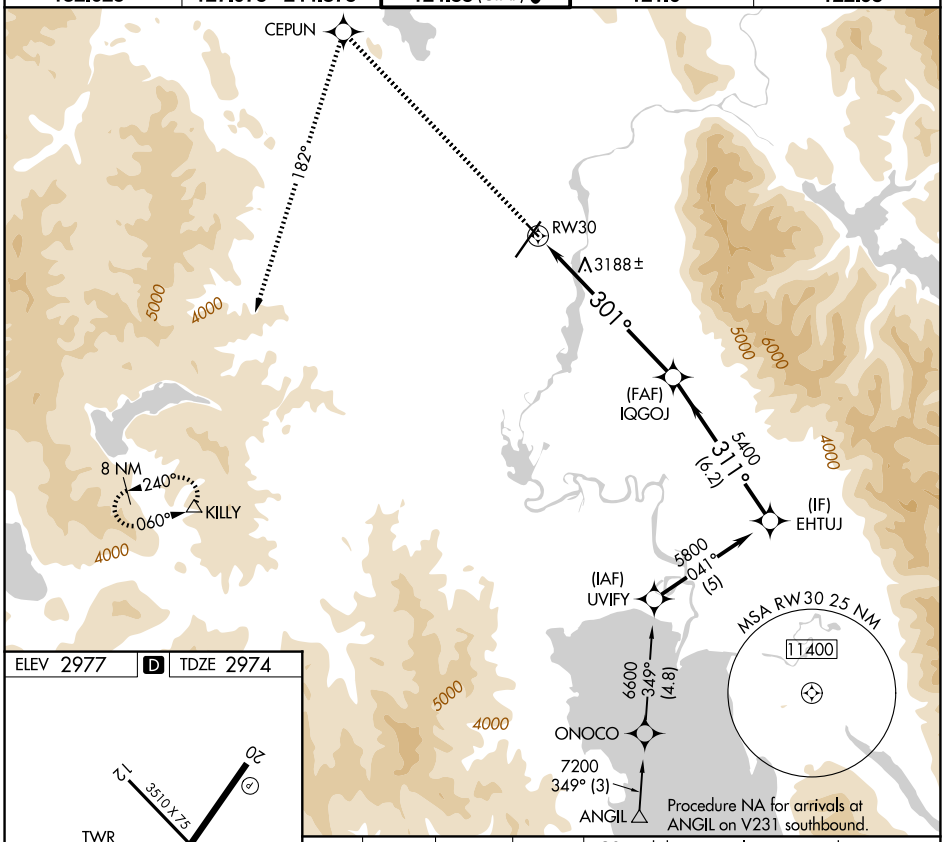
RNP APCH - GPS.

Rwy 30 helicopter visibility reduction below ¾ SM NA.

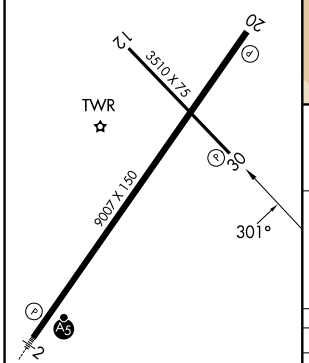
-14°C

MISSED APPROACH: Climb to 12000 direct CEPUN and left turn via track 182° to KILLY and hold, continue climb-in-hold to 12000.

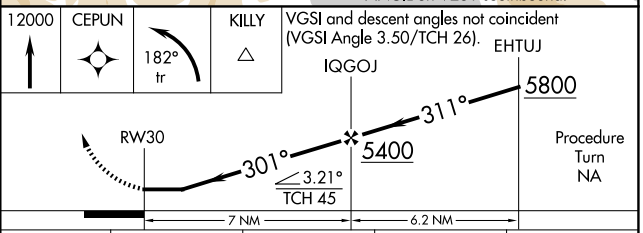
ATIS	SALT LAKE CENTER	GLACIER TOWER★	GND CON	UNICOM
132.625	127.075 244.875	124.55 (CTAF) L	121.6	122.95



ELEV 2977 | D | TDZE 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)	
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, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Z RWY 2

GLACIER PARK INTL (GPI)

WAAS CH 70799 W02A	APP CRS 020°	Rwy Ldg 9007 TDZE 2966 Apt Elev 2977

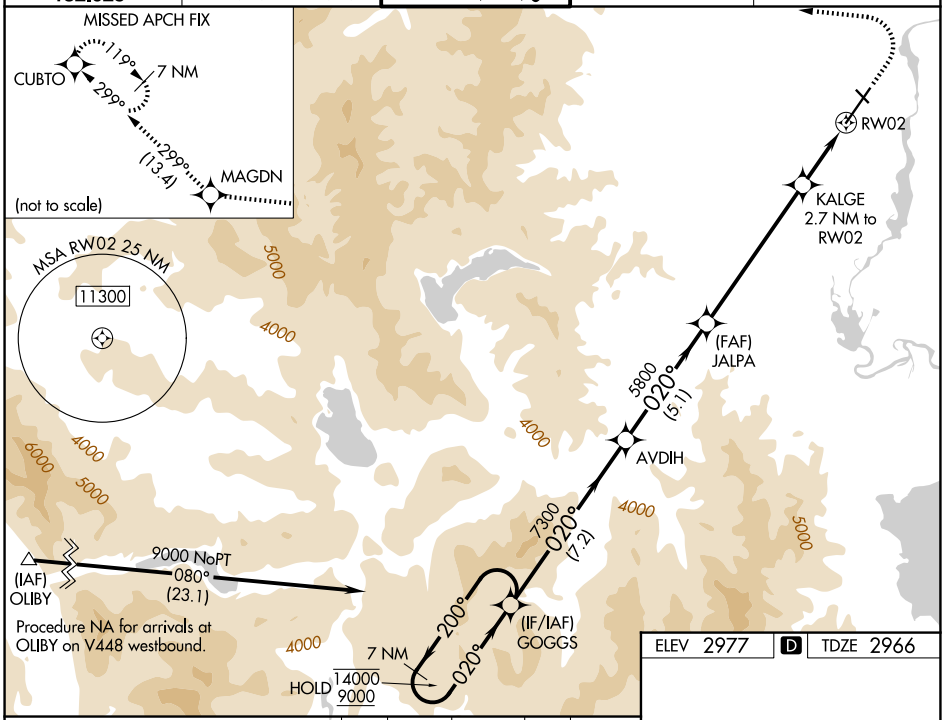
RNP APCH - GPS.

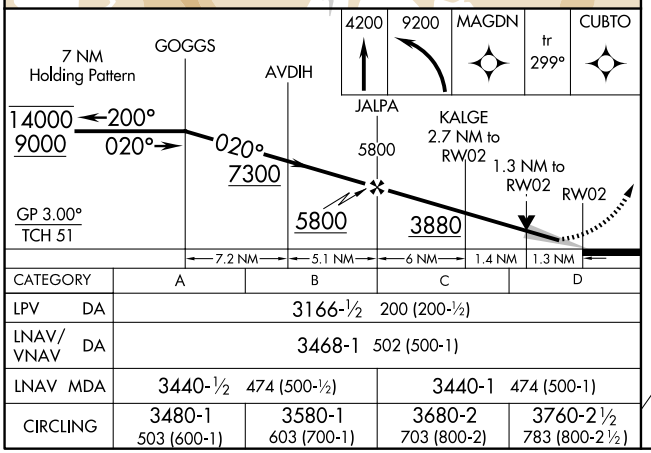
T A -14°C For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility, and LNAV Cats C and D visibility to 1⅜ SM.

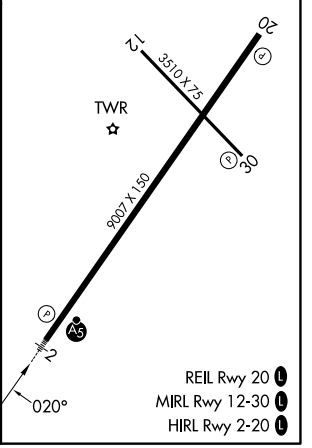
MALSR

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)	
CIRCLING	3480-1 503 (600-1)	3580-1 603 (700-1)	3680-2 703 (800-2)	3760-2½ 783 (800-2½)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

KALISPELL, MONTANA | AL-887 (FAA) | 25219

VOR/DME RWY 30

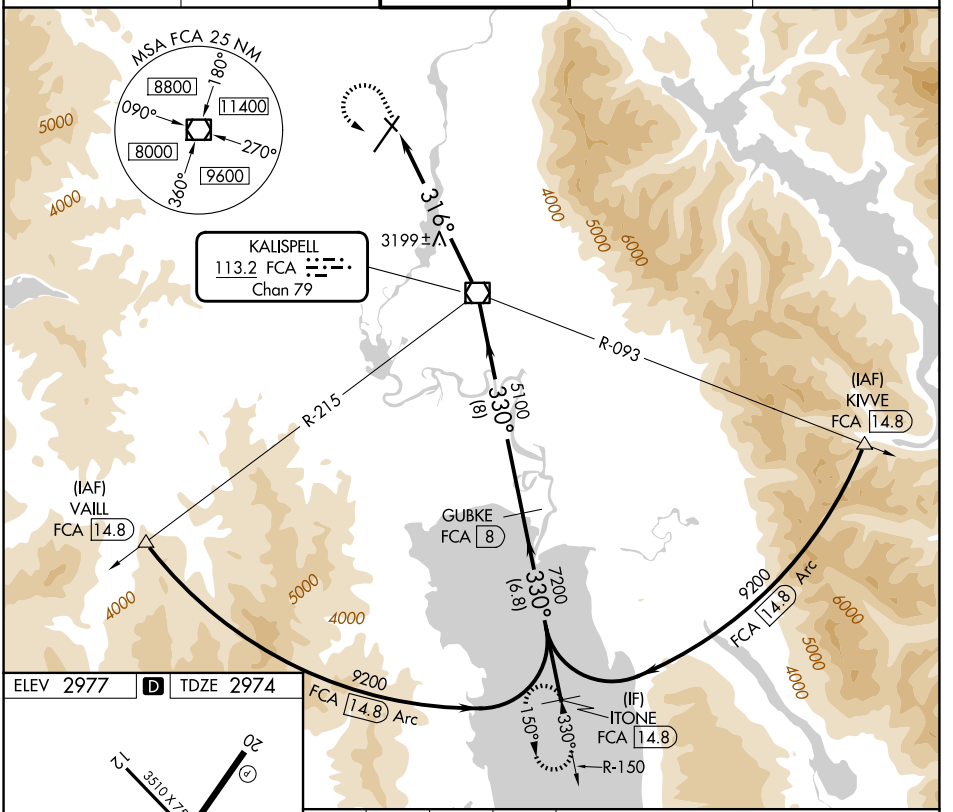
GLACIER PARK INTL (GPI)

VOR/DME FCA	APP CRS	Rwy Ldg	3510
113.2	316°	TDZE	2974
Chan 79		Apt Elev	2977

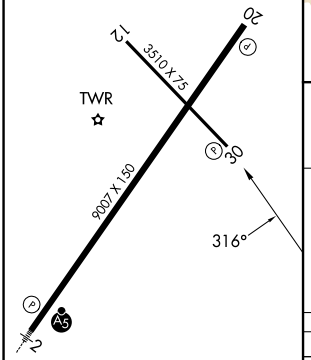
T A -14°C — Rwy 30 helicopter visibility reduction below ¾ SM NA.

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.

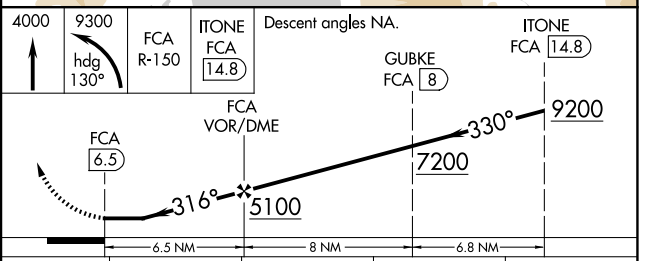
ATIS	SALT LAKE CENTER	GLACIER TOWER★	GND CON	UNICOM
132.625	127.075 244.875	124.55 (CTAF) L	121.6	122.95



ELEV 2977 | D | TDZE 2974



REIL Rwy 20 L
MIRL Rwy 12-30 L
HIRL Rwy 2-20



CATEGORY	A	B	C	D
S-30	3480-1 506 (600-1)		3480-1½ 506 (600-1½)	
CIRCLING	3520-1 543 (600-1)	3580-1 603 (700-1)	3680-2 703 (800-2)	3760-2½ 783 (800-2½)

KALISPELL, MONTANA
Amdt 10C 17APR25

48°19'N-114°15'W

GLACIER PARK INTL (GPI)

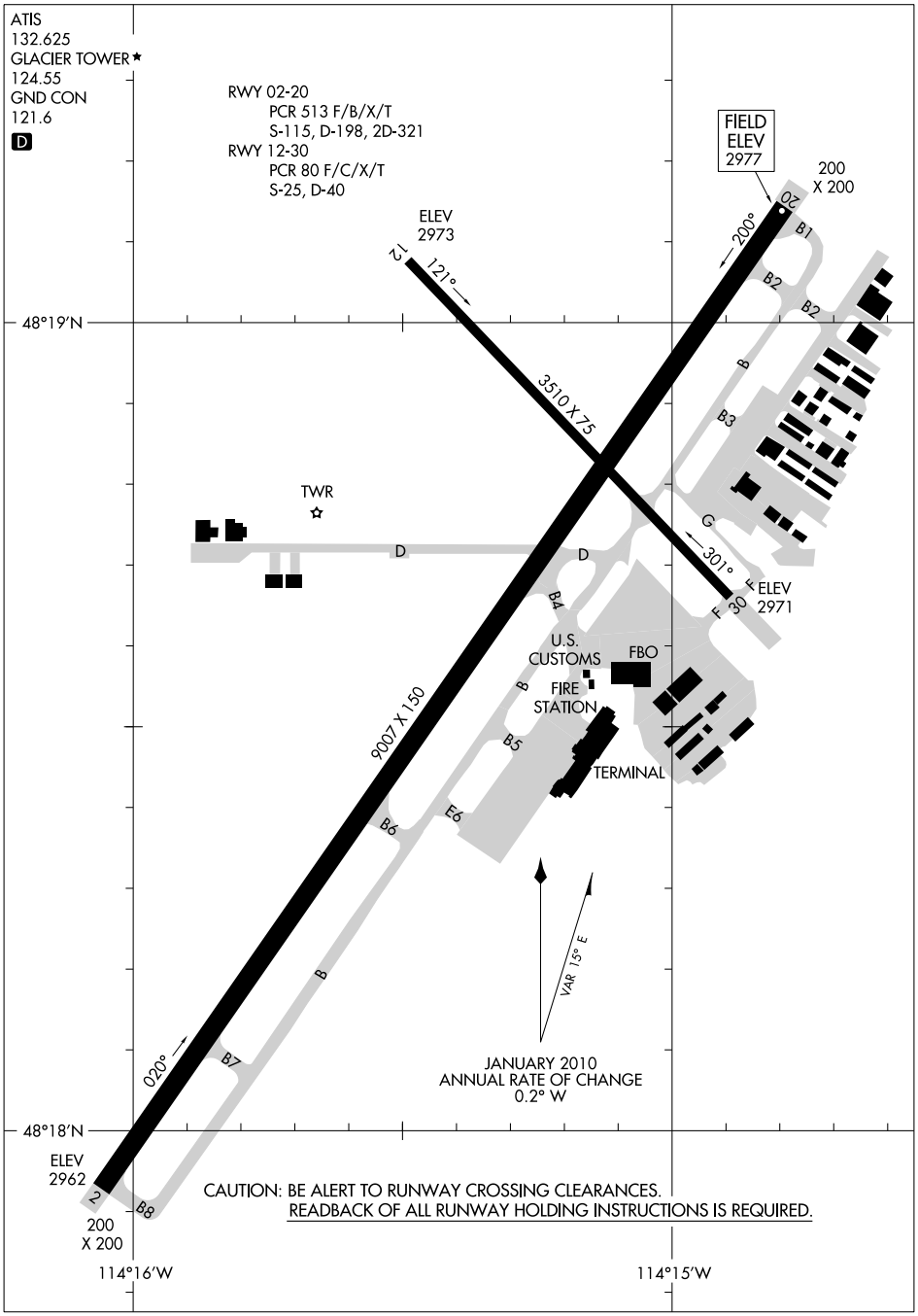
VOR/DME RWY 30

NW-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

AL-887 (FAA)

GLACIER PARK INTL (GPI)
KALISPELL, MONTANA



AIRPORT DIAGRAM
26134

KALISPELL, MONTANA
GLACIER PARK INTL (GPI)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

(SKOTT3.SKOTT) 26246

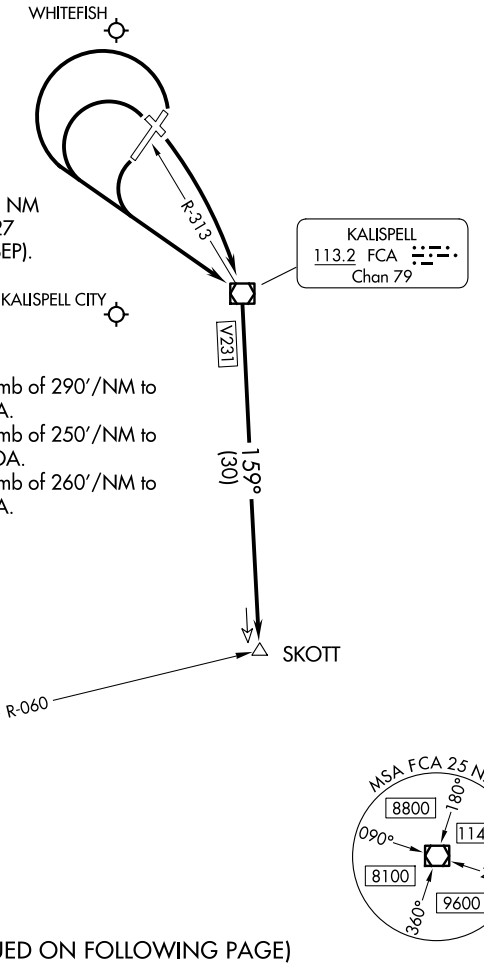
SKOTT THREE DEPARTURE (OBSTACLE)

AL-887 (FAA)

GLACIER PARK INTL (GPI)
KALISPELL, MONTANA

SALT LAKE CENTER
127.075 244.875
ATIS
132.625
GND CON
121.6
GLACIER TOWER★
124.55

NOTE: Use caution: Parachute jumping 9 NM southwest of GPI; 2 NM radius S27 AOB 12,000 MSL (SR-SS; MAY-SEP).



TAKEOFF MINIMUMS

Rwy 2: Standard with minimum climb of 290'/NM to 7800, or 5200-3 for VCOA.

Rwys 12, 20: Standard with minimum climb of 250'/NM to 12000, or 5200-3 for VCOA.

Rwy 30: Standard with minimum climb of 260'/NM to 8900, or 5200-3 for VCOA.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climbing left turn direct FCA VOR/DME, thence. . . .
TAKEOFF RUNWAY 12: Climbing right turn direct FCA VOR/DME, thence. . . .
TAKEOFF RUNWAY 20: Climbing left turn direct FCA VOR/DME, thence. . . .
TAKEOFF RUNWAY 30: Climbing left turn direct FCA VOR/DME, thence. . . .

. . . .continue climb to 12000 on FCA R-159 to SKOTT INT.

VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Glacier Park Intl airport at or above 5600, then proceed on FCA VOR/DME R-313 to FCA VOR/DME thence. . . .

. . . .continue climb to 12000 on FCA R-159 to SKOTT INT.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

TAKEOFF OBSTACLE NOTES

Rwy 2: Tree 1468′ from DER, 757′ right of centerline, 3061′ MSL.
Trees beginning 1545′ from DER, 674′ right of centerline, up to 3065′ MSL.

Rwy 12: Vehicle on road 540′ from DER, 299′ left of centerline, 2988′ MSL.
Trees, vehicle on road, railroad beginning 544′ from DER, 15′ left of centerline, up to 3023′ MSL.
Pole 1290′ from DER, 721′ right of centerline, 3022′ MSL.
Tree 2188′ from DER, 927′ right of centerline, 3045′ MSL.
Tree 2231′ from DER, 562′ left of centerline, 3061′ MSL.
Trees beginning 2322′ from DER, 193′ left of centerline, up to 3063′ MSL.
Tree 3411′ from DER, 420′ right of centerline, 3060′ MSL.
Tree 3433′ from DER, 617′ right of centerline, 3069′ MSL.
Tree 3447′ from DER, 524′ right of centerline, 3077′ MSL.
Tree 3557′ from DER, 936′ left of centerline, 3087′ MSL.
Trees beginning 3572′ from DER, 322′ right of centerline, up to 3081′ MSL.
Trees beginning 3605′ from DER, 176′ right of centerline, up to 3082′ MSL.

Rwy 20: Tree 2320′ from DER, 1054′ left of centerline, 3041′ MSL.
Tree 2741′ from DER, 1138′ left of centerline, 3057′ MSL.

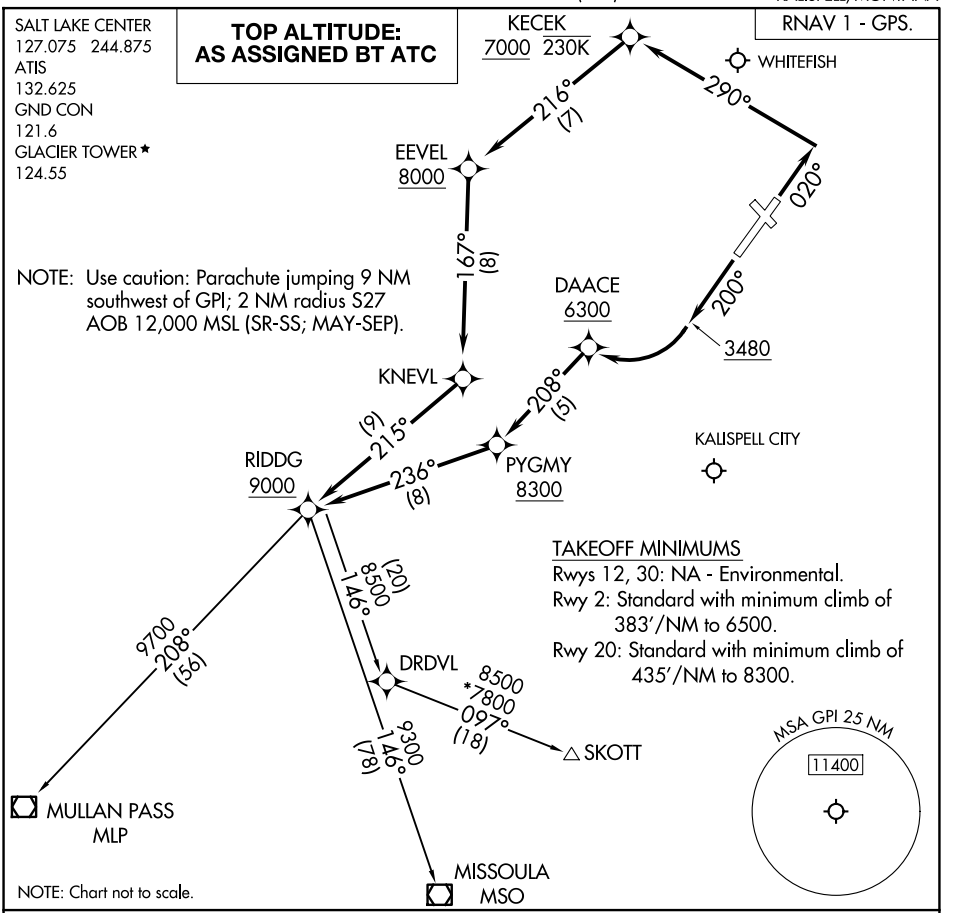
Rwy 30: Tree 718′ from DER, 404′ right of centerline, 3029′ MSL.
Trees beginning 743′ from DER, 57′ right of centerline, up to 3036′ MSL.
Tree 881′ from DER, 609′ left of centerline, 3021′ MSL.
Tree 1361′ from DER, 146′ left of centerline, 3024′ MSL.
Tree 1439′ from DER, 291′ left of centerline, 3027′ MSL.
Tree 1639′ from DER, 883′ right of centerline, 3054′ MSL.
Trees beginning 1845′ from DER, 190′ left of centerline, up to 3067′ MSL.
Tree 3502′ from DER, 176′ left of centerline, 3072′ MSL.
Tree 3568′ from DER, 88′ left of centerline, 3078′ MSL.
Trees beginning 3608′ from DER, 220′ left of centerline, up to 3080′ MSL.
Tree 3609′ from DER, 148′ right of centerline, 3067′ MSL.
Trees beginning 4823′ from DER, 1026′ right of centerline, up to 3139′ MSL.
Trees beginning 5104′ from DER, 1463′ right of centerline, up to 3149′ MSL.

NW-1, 03 SEP 2026 to 29 OCT 2026

(RIDDG3.RIDDG) 26246

RIDDG THREE DEPARTURE (RNAV)

GLACIER PARK INTL (GPI)
KALISPELL, MONTANA
AL-887 (FAA)



NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 020° to intercept course 290° to cross KECEK at or above 7000 and at or below 230K, then on track 216° to cross EEVEL at or above 8000, then on track 167° to KNEVL, then on track 215° to cross RIDDG at or above 9000, 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 or above 9000, thence. . . .

. . . .on transition. Maintain ATC assigned altitude. Expect clearance to filed altitude five minutes after departure.

MULLAN PASS TRANSITION (RIDDG3.MLP)

MISSOULA TRANSITION (RIDDG3.MSO)

SKOTT TRANSITION (RIDDG3.SKOTT)

RNAV (GPS) RWY 12

SOUTHWEST WASHINGTON RGNL (KLS)

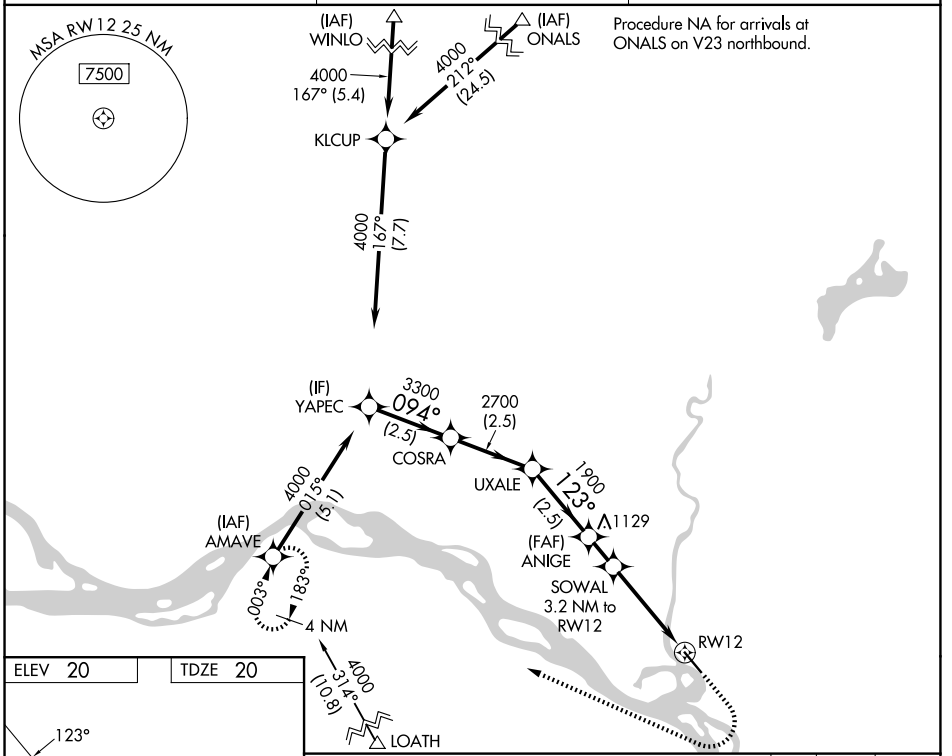
WAAS	APP CRS	Rwy Ldg	4391
CH 65743	123°	TDZE	20
W12A		Apt Elev	20

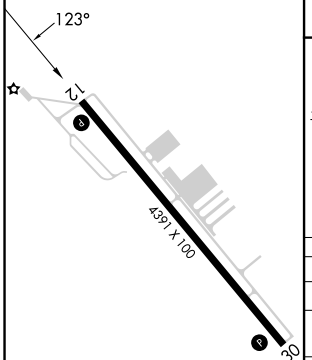
RNP APCH.

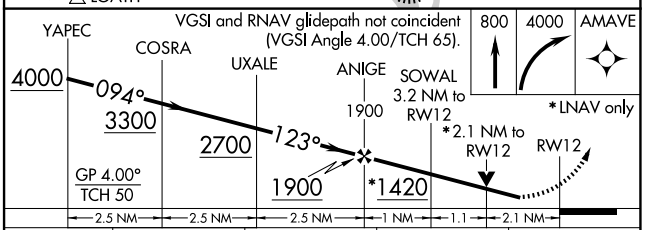
Circling NA northeast of Rwy 12-30. Circling Rwy 30 NA at night. Rwy 12 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

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







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	
CIRCLING	980-1¼ 960 (1000-1¼)	980-1½ 960 (1000-1½)	NA	

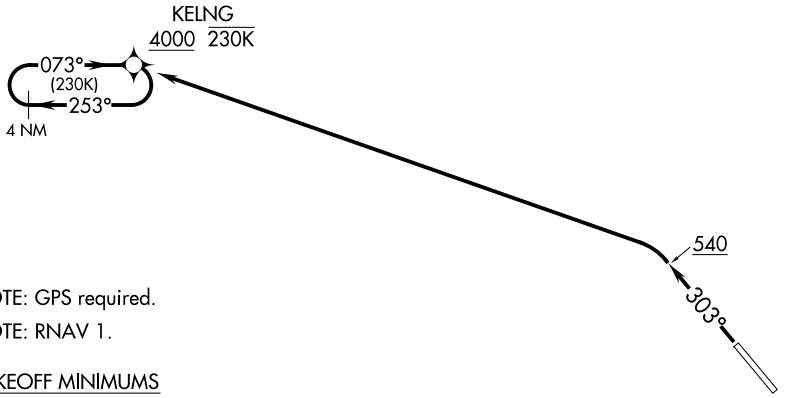
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(KELSO2.KELNG) 23054 SOUTHWEST WASHINGTON RGNL (KLS)

KELSO TWO DEPARTURE (OBSTACLE) (RNAV)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	8203
CH 82437	163°	TDZE	7289
W16A		Apt Elev	7289

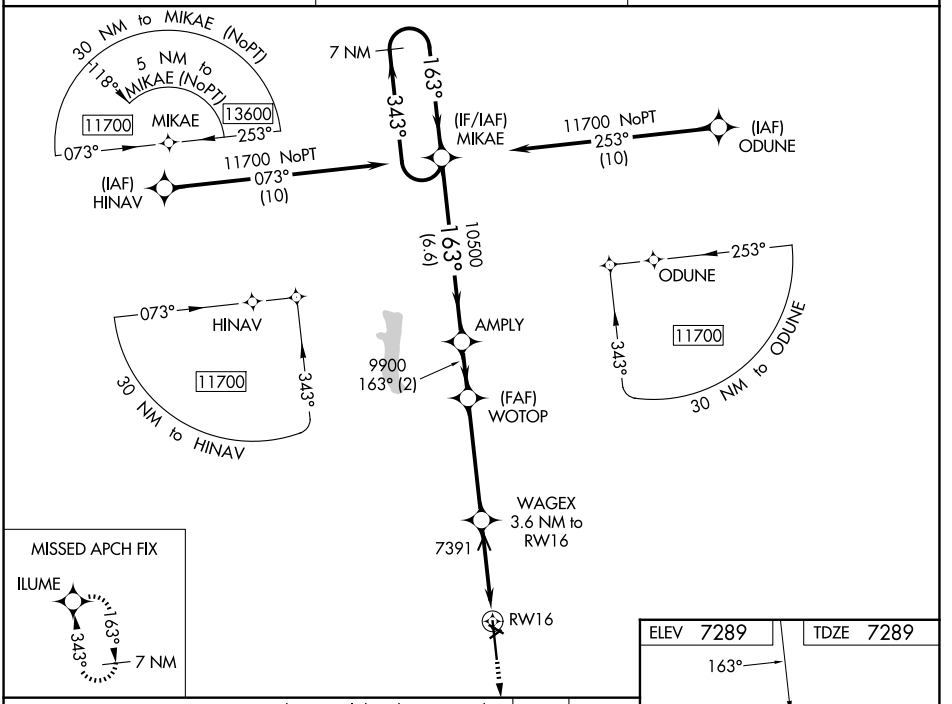
RNAV (GPS) RWY 16

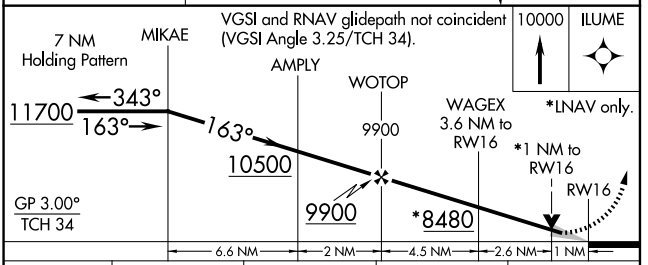
KEMMERER MUNI (EMM)

Baro-VNAV NA when using Evanston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Evanston altimeter setting. Night landing: Rwy 4, 10, 22, 28 NA. When local altimeter setting not received, use Evanston altimeter setting: Increase all DA 111 feet and visibilities ¼ mile; increase all MDA 120 feet.

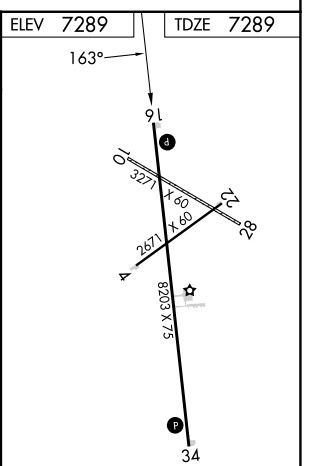
MISSED APPROACH: Climb to 10000 direct ILUME and hold.

AWOS-3PT	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	
CIRCLING	7660-1 371 (400-1)	8240-1½ 951 (1000-1½)	NA	



REIL Rwys 16 and 34 L

MIRL Rwys 16-34 and 4-22 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

KEMMERER, WYOMING | AL-507 (FAA) | 25247

RNAV (GPS) RWY 34

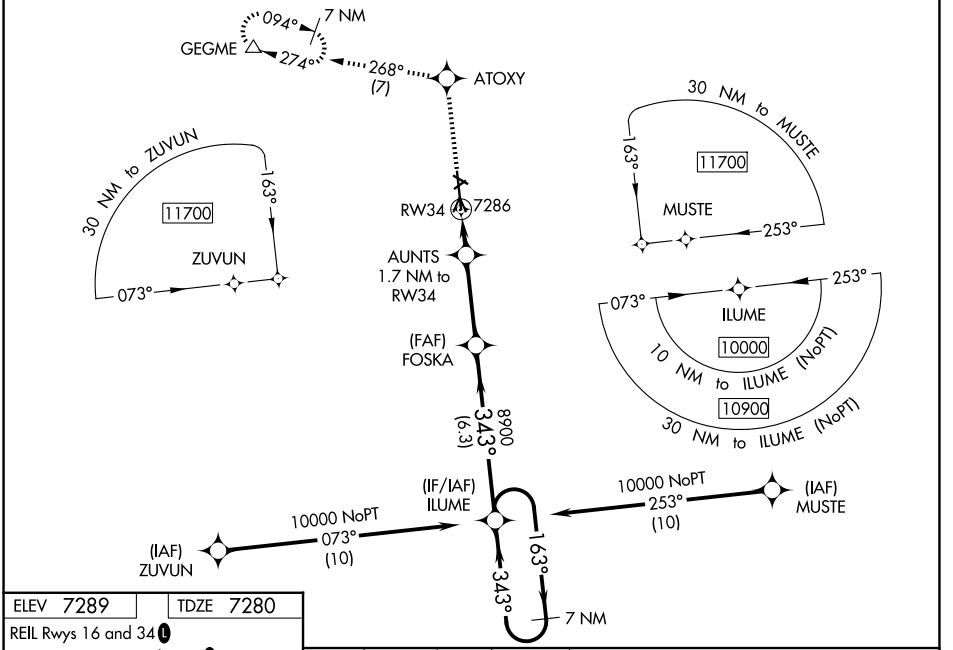
KEMMERER MUNI (EMM)

WAAS	APP CRS		
CH **90337**	**343°**	Rwy Ldg	**8203**
W34A		TDZE	**7280**
		Apt Elev	**7289**

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.

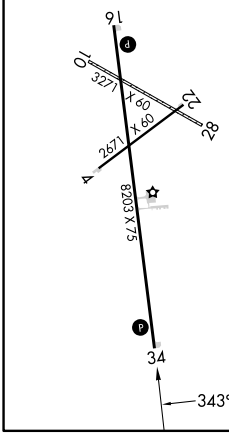
AWOS-3PT	SALT LAKE CITY CENTER	UNICOM
119.675	**124.35 353.5**	**122.8** (CTAF) L

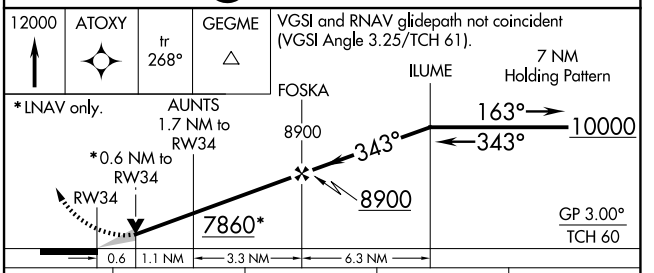


ELEV 7289	TDZE 7280

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	
CIRCLING	7660-1 371 (400-1)	8240-1½ 951 (1000-1½)	NA	

KEMMERER, WYOMING

Amdt 2 08JAN15

41°49'N-110°33'W

KEMMERER MUNI (EMM)

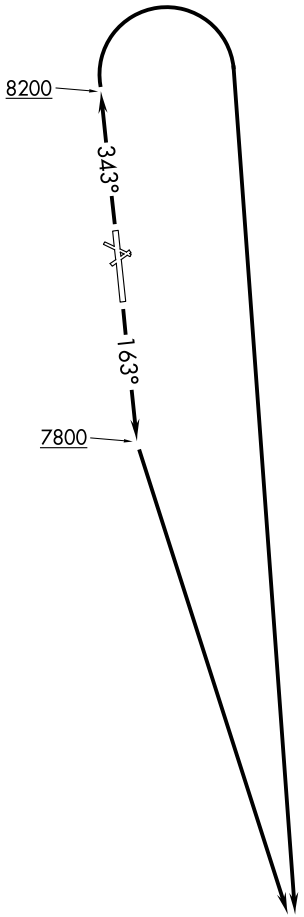
RNAV (GPS) RWY 34

NW-1, 03 SEP 2026 to 29 OCT 2026

KEMRR FIVE DEPARTURE (RNAV)

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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

KLAMATH FALLS, OREGON | AL-473 (FAA) | 26190

LOC I-LZO	APP CRS	Rwy Ldg	10302
109.5	144°	TDZE	4091
		Apt Elev	4095

ILS or LOC RWY 14

CRATER LAKE/KLAMATH RGNL (LMT)

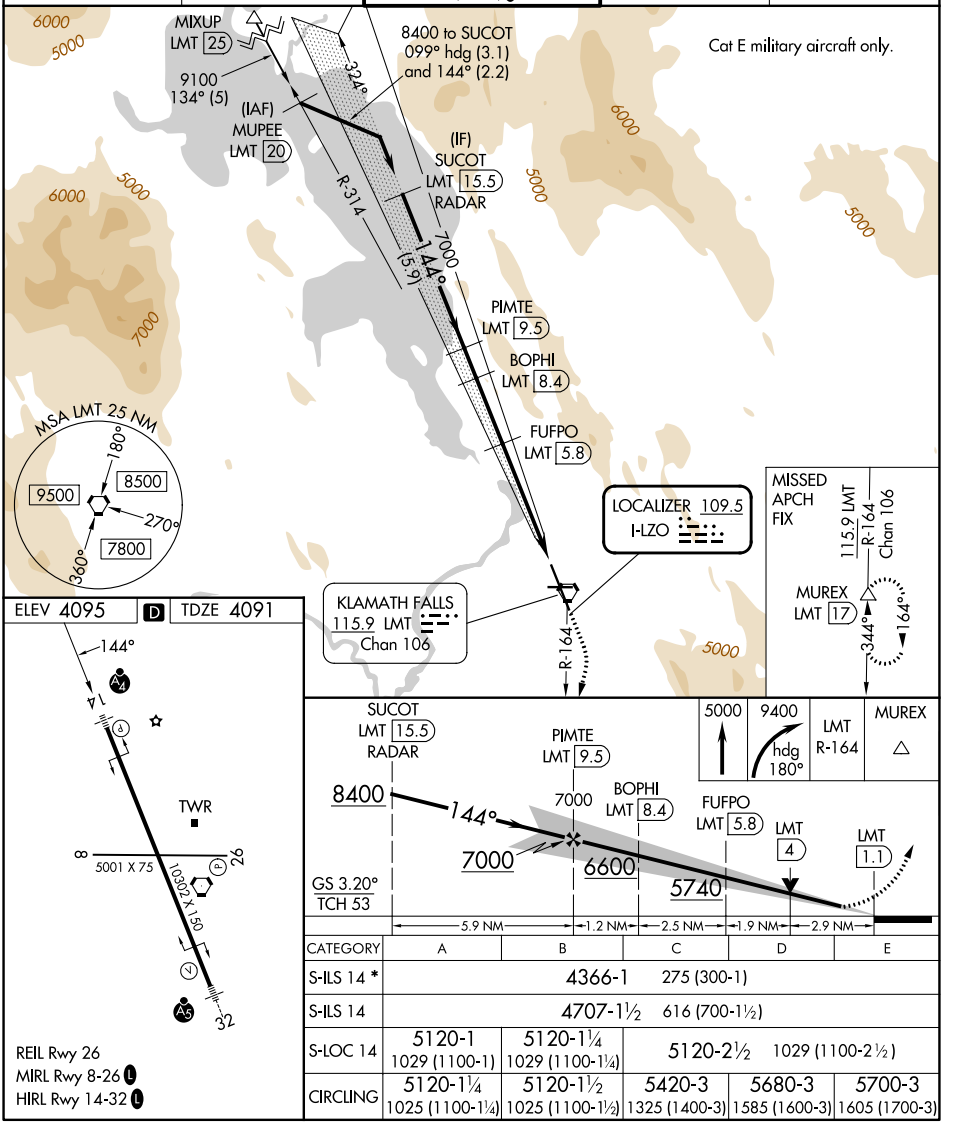
DME required.

Circling NA for Cats D and E northeast of Rwy 14-32. DME from LMT VORTAC. DME use requires simultaneous reception of I-LZO and LMT DME. Circling Rwy 8, 26 NA at night. Inop table does not apply to S-ILS 14* all Cats; for inop ALS increase S-ILS 14 Cat E visibility to 1¾ SM; increase S-LOC 14 Cats C/D/E visibility to 3 SM. When local altimeter setting not received, procedure NA.

MALSF

MISSED APPROACH: Climb to 5000, then climbing right turn to 9400 on heading 180° and LMT VORTAC R-164 to MUREX/LMT 17 DME and hold, continue climb-in-hold to 9400.
* Missed approach requires minimum climb of 274 feet per NM to 5640.

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-ILS 14 *	4366-1 275 (300-1)				
S-ILS 14	4707-1½ 616 (700-1½)				
S-LOC 14	5120-1 1029 (1100-1)	5120-1¼ 1029 (1100-1¼)	5120-2½ 1029 (1100-2½)		
CIRCLING	5120-1¼ 1025 (1100-1¼)	5120-1½ 1025 (1100-1½)	5420-3 1325 (1400-3)	5680-3 1585 (1600-3)	5700-3 1605 (1700-3)

KLAMATH FALLS, OREGON
Amdt 1 09JUL26

42°09'N-121°44'W

CRATER LAKE/KLAMATH RGNL (LMT)

ILS or LOC RWY 14

NW-1, 03 SEP 2026 to 29 OCT 2026

ILS Y or LOC Y RWY 32

CRATER LAKE/KLAMATH RGNL (LMT)

LOC I-LMT	APP CRS	Rwy Ldg	10302
109.5	324°	TDZE	4095
		Apt Elev	4095

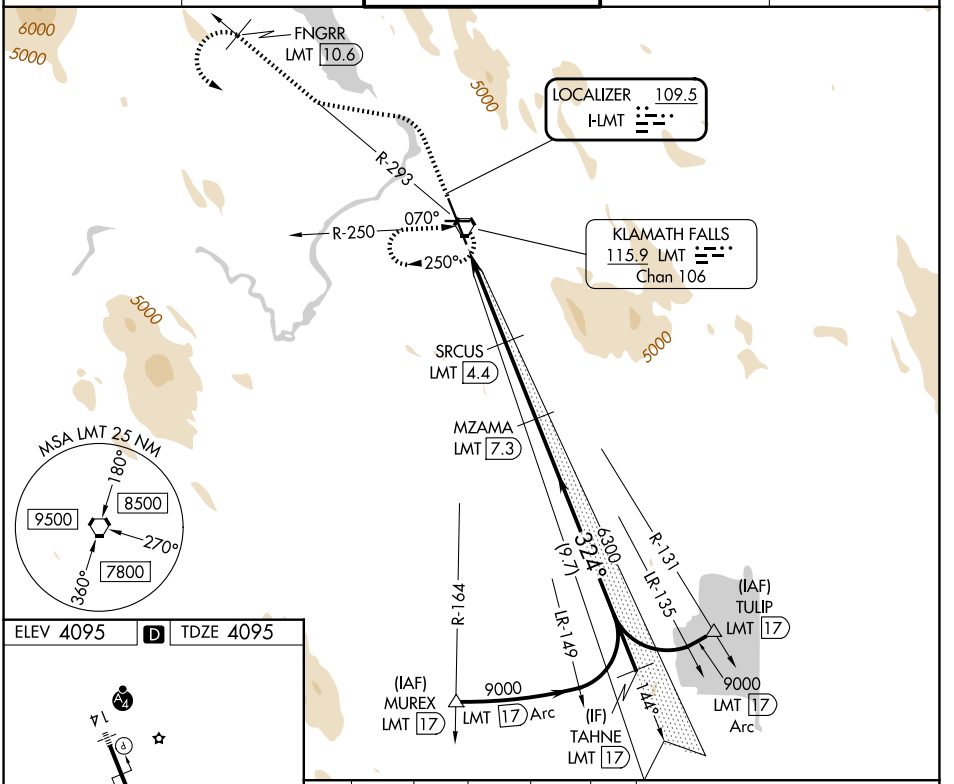
DME required.

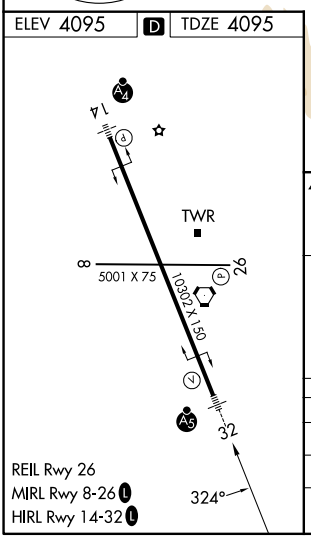
Circling NA for Cat D northeast of Rwy 14-32. When local altimeter setting not received, procedure NA. DME from LMT VORTAC. Simultaneous reception of I-LMT and LMT DME required. For inop ALS, increase LOC Cats C/D visibility to 1¾ SM.

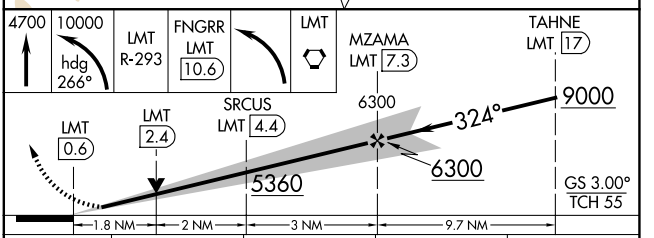
MALSR

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)	
CIRCLING	4840-1 745 (800-1)	4980-1¼ 885 (900-1¼)	5420-3 1325 (1400-3)	5680-3 1585 (1600-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

KLAMATH FALLS, OREGON | AL-473 (FAA) | 25331

RNAV (GPS) RWY 14

CRATER LAKE/KLAMATH RGNL (LMT)

WAAS CH 58001 W14A	APP CRS 144°	Rwy Ldg 10302 / TDZE 4091 / Apt Elev 4095

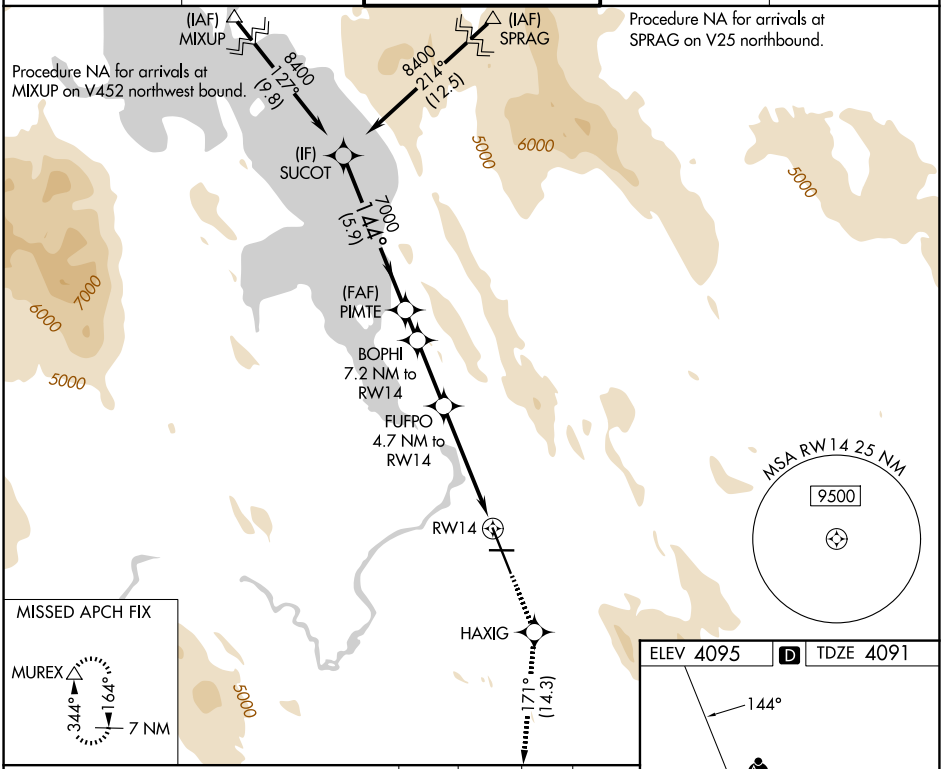
RNP APCH - GPS.

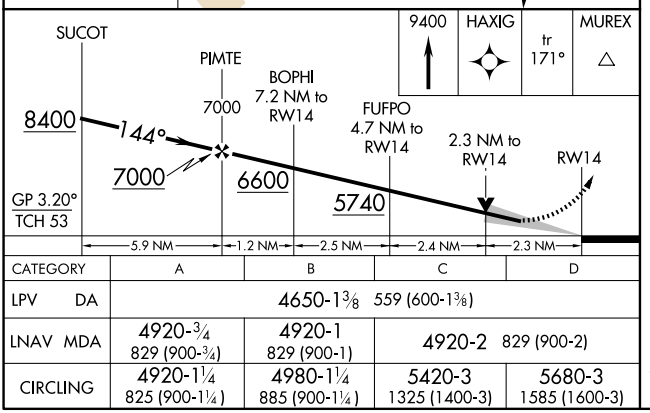
For inop ALS, increase LNAV Cats C and D visibility to 2½ SM. Circling NA for Cat D northeast of Rwy 14-32.

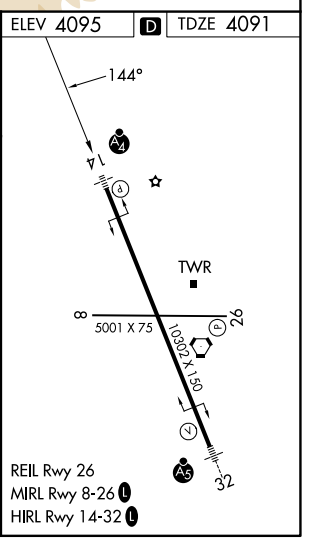
MALSF

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







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)

KLAMATH FALLS, OREGON
Amdt 2 31OCT24

42°09′N-121°44′W

CRATER LAKE/KLAMATH RGNL (LMT)

RNAV (GPS) RWY 14

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 70702 W32A	APP CRS 324°	Rwy Ldg 10302 TDZE 4095 Apt Elev 4095

RNAV (GPS) RWY 32

CRATER LAKE/KLAMATH RGNL (LMT)

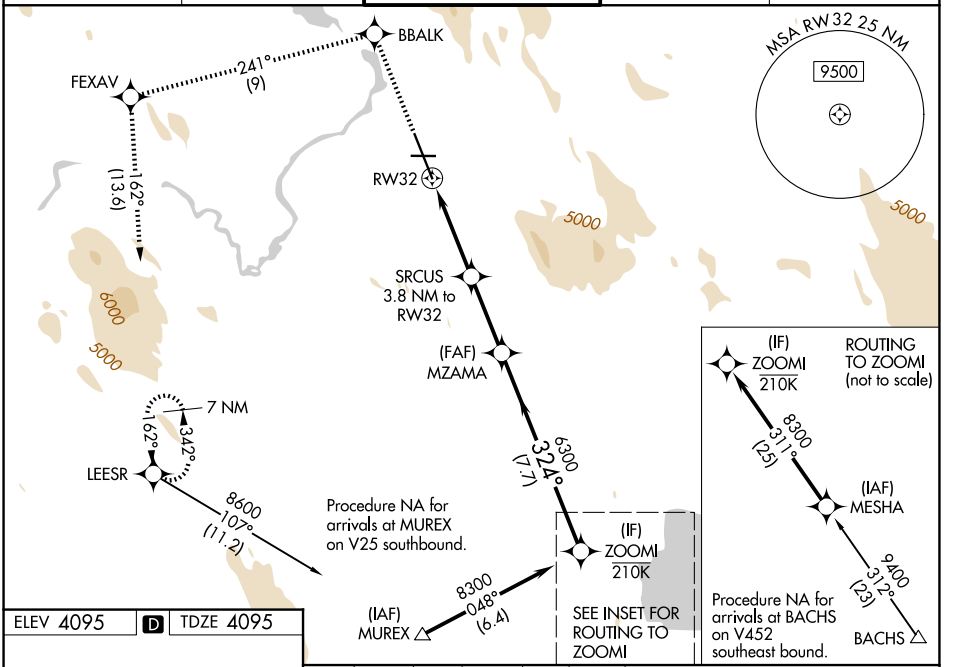
RNP APCH - GPS.

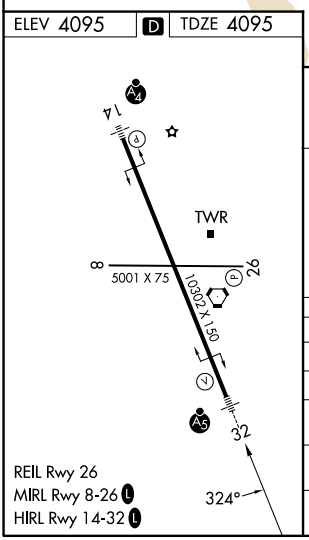
Baro-VNAV NA. Circling NA for Cat D northeast of Rwy 14-32. For inop ALS, increase LPV all Cats visibility to 1⅝ SM, LPV* (CG 235) all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to 1¾ SM, and LNAV Cat C/D visibility to 2½ SM.

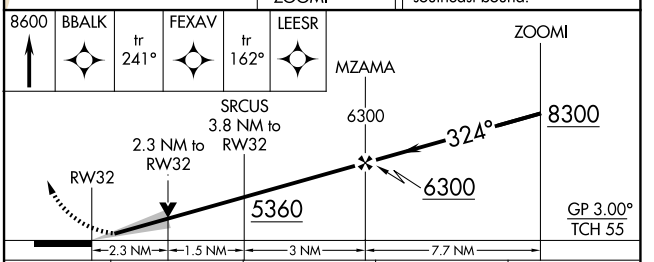
MALSR

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







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)	
CIRCLING	4900-1 805 (900-1)	4980-1¼ 885 (900-1¼)	5420-3 1325 (1400-3)	5680-3 1585 (1600-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

KLAMATH FALLS, OREGON | AL-473 (FAA) | 25331

VOR/DME or TACAN RWY 14

CRATER LAKE/KLAMATH RGNL (LMT)

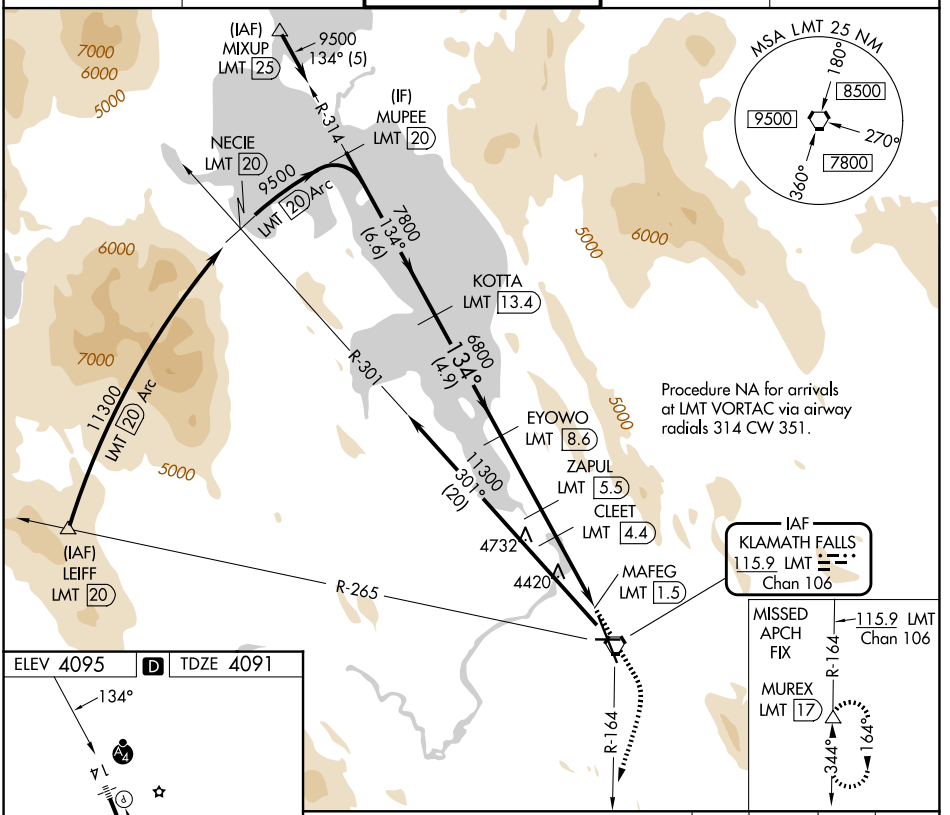
VORTAC LMT	APP CRS	Rwy Ldg	TDZE	Apt Elev
115.9 Chan 106	134°	10302	4091	4095

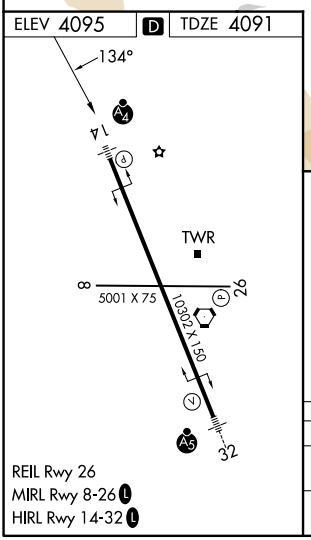
Circling NA for Cat D and E east of Rwy 14-32. Inop table does not apply to Cats B and C. Helicopter visibility reduction below ¾ SM NA.

MALSF

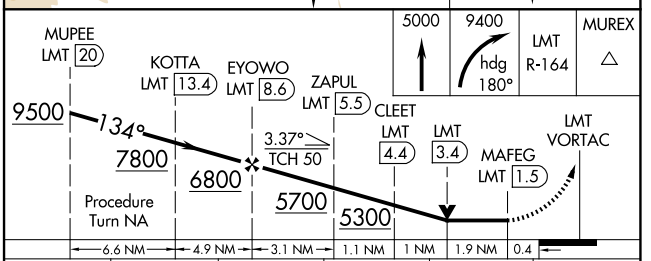
MISSED APPROACH: Climb to 5000 then climbing right turn to 9400 via heading 180° and LMT VORTAC R-164 to MUREX/ LMT 17 DME and hold, continue climb-in-hold to 9400.

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)
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)

KLAMATH FALLS, OREGON
Amdt 5D 26DEC24

42°09′N-121°44′W

CRATER LAKE/KLAMATH RGNL (LMT)

VOR/DME or TACAN RWY 14

NW-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME or TACAN RWY 32

CRATER LAKE/KLAMATH RGNL (LMT)

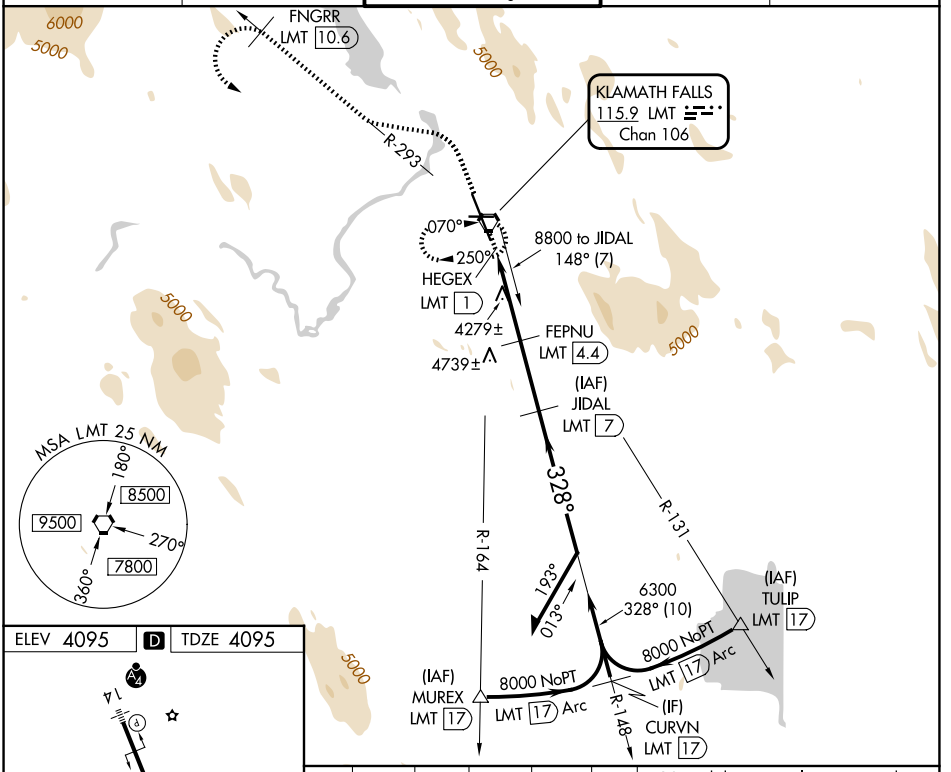
VORTAC LMT	APP CRS	Rwy Ldg 10302
115.9	328°	TDZE 4095
Chan 106		Apt Elev 4095

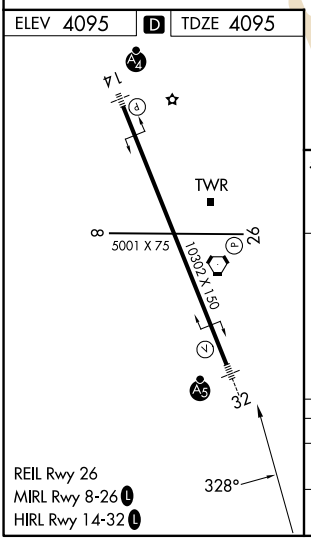
For inop ALS, increase S-32 Cats C/D/E visibility to 1⅜ SM. Circling NA for Cat D and E east of Rwy 14-32. Procedure turn NA for Cat E aircraft.

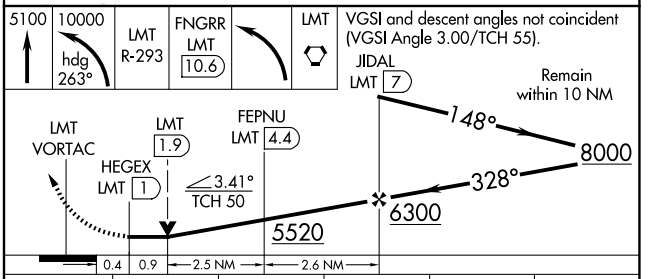
MALSR

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)		4560/50	465 (500-1)	4560/60 465 (500-1¼)
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)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

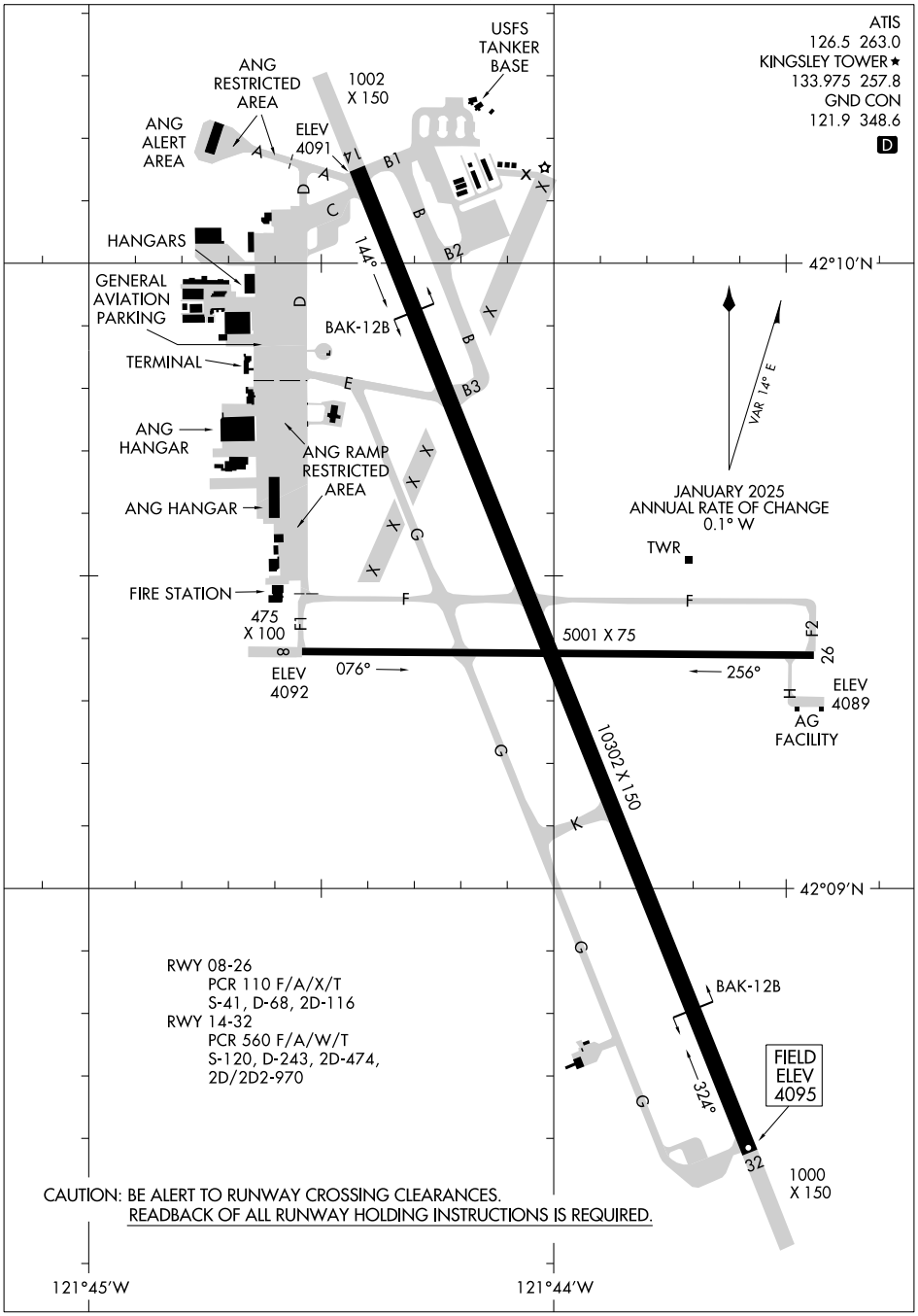
26134

AIRPORT DIAGRAM

CRATER LAKE/KLAMATH RGNL (LMT)

AL-473 (FAA)

KLAMATH FALLS, OREGON



AIRPORT DIAGRAM

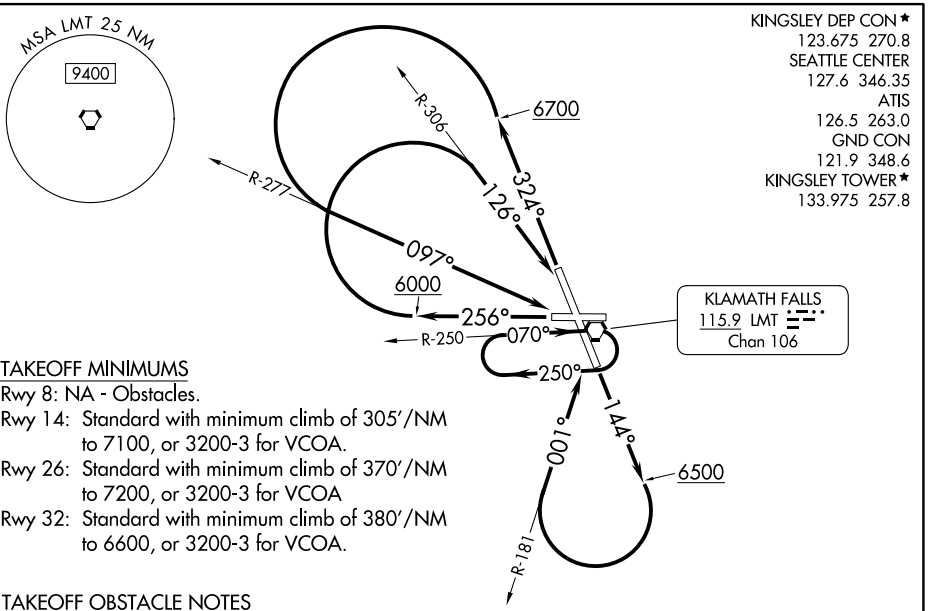
KLAMATH FALLS, OREGON

CRATER LAKE/KLAMATH RGNL (LMT)

26134

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026



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.

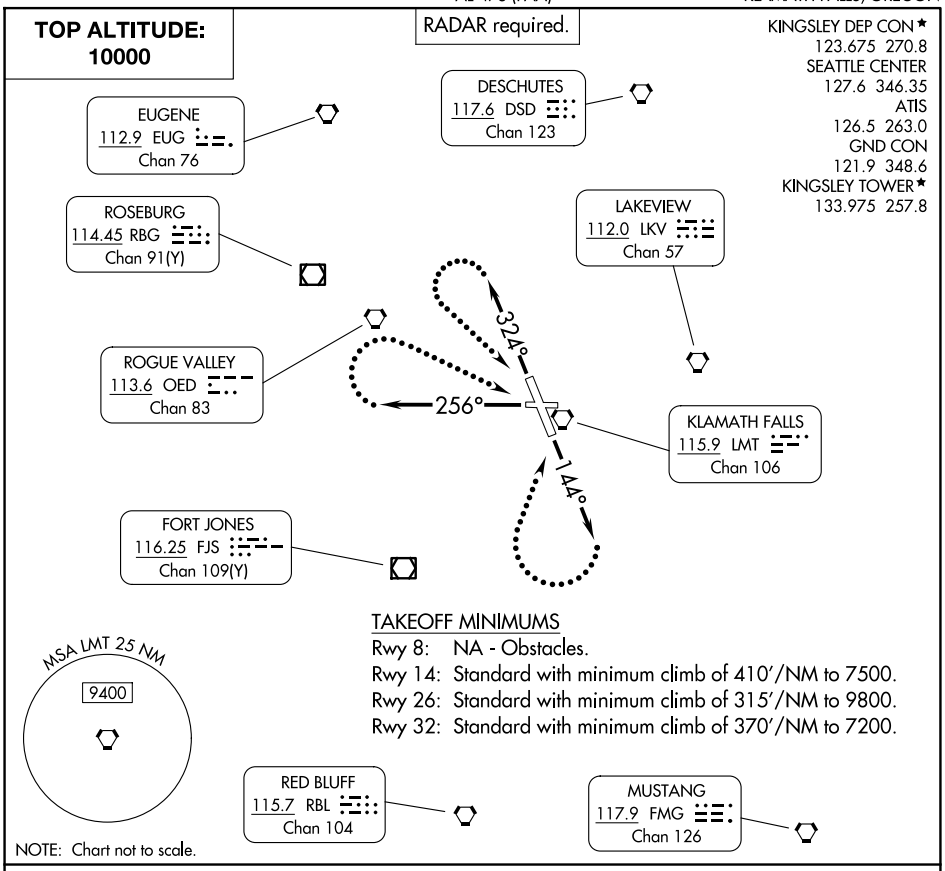
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(LMT7.LMT) 25163

KINGSLEY SEVEN DEPARTURE

AL-473 (FAA)

CRATER LAKE/KLAMATH RGNL (LMT)
KLAMATH FALLS, OREGON



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 17

LA GRANDE/UNION COUNTY (LGD)

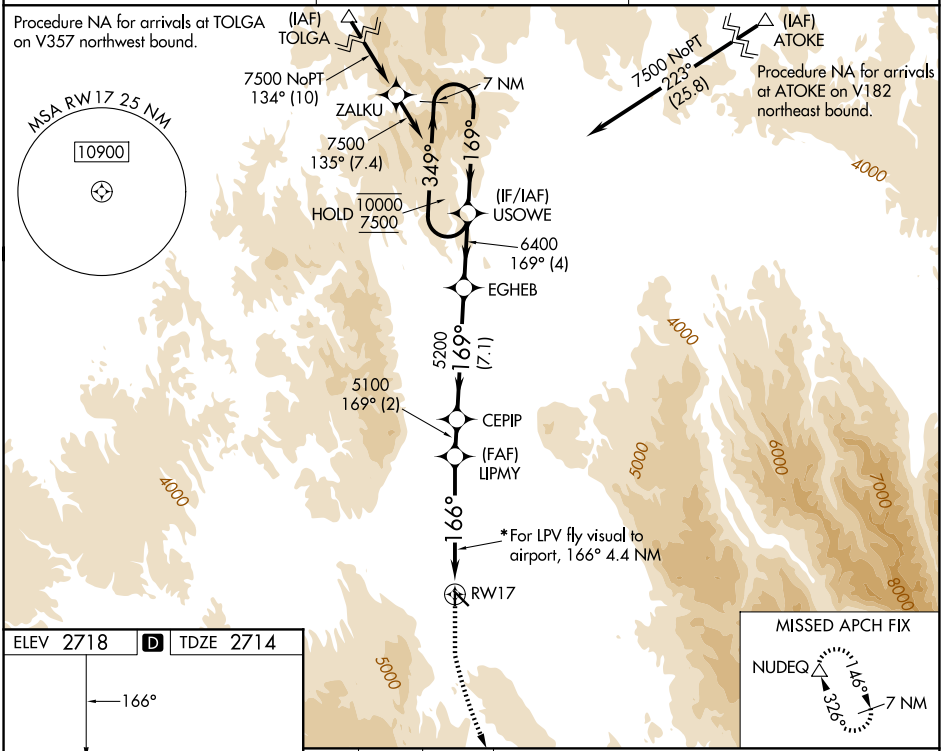
WAAS	APP CRS	Rwy Ldg	3400
CH 66000	166°	TDZE	2714
W17A		Apt Elev	2718

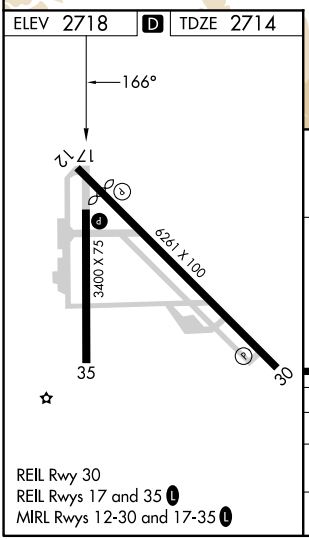
RNP APCH - GPS.

Circling NA for Cats C and D southwest of Rwy 12-30.
Fly visual to airport authorized during day only.
-16°C *Day visibility minimums 3 SM.

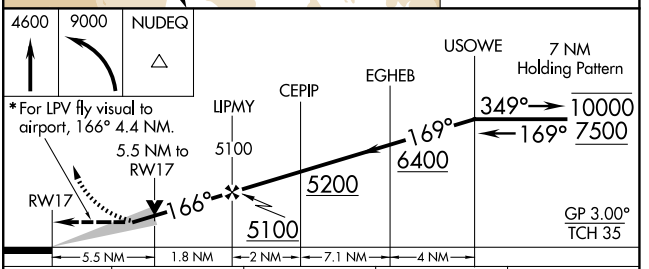
MISSED APPROACH: Climb to 4600 then climbing left turn to 9000 direct NUDEQ and hold, continue climb-in-hold to 9000.

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)
CIRCLING	4540-1¼ 1822 (1900-1¼)	4540-1½ 1822 (1900-1½)	4560-3 1842 (1900-3)	4580-3 1862 (1900-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LA GRANDE, OREGON | AL-591 (FAA) | 25219

NDB LGD 296	APP CRS 196°	Rwy Ldg N/A TDZE N/A Apt Elev 2718

NDB-B

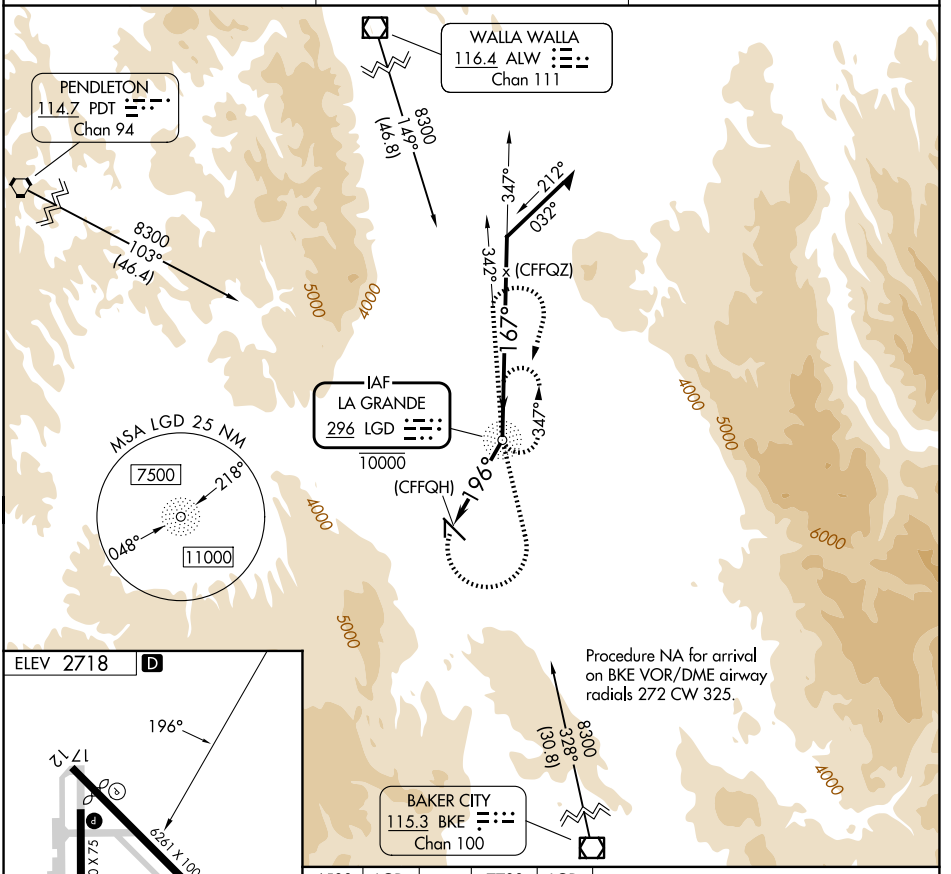
LA GRANDE/UNION COUNTY (LGD)

NA
-16°C

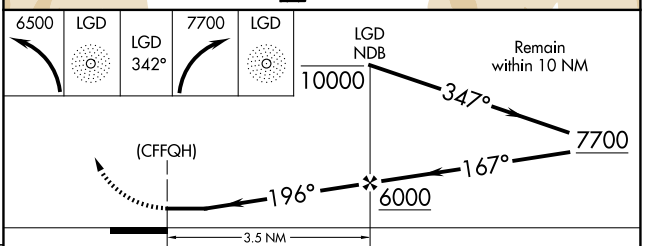
Circling NA for Cat C southwest of Rwy 12-30.

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



REIL Rwy 30
REIL Rwys 17 and 35 L
MIRL Rwys 12-30 and 17-35 L



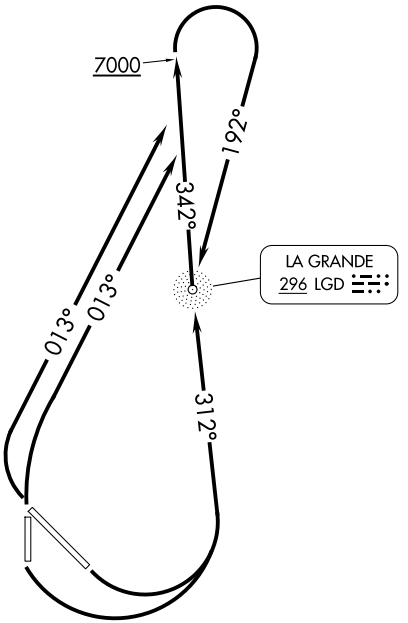
FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
CIRCLING	4600-1¼ 1882 (1900-1¼)	4600-1½ 1882 (1900-1½)	4600-3 1882 (1900-3)	NA

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 17

LAKE COUNTY (LKV)

WAAS	APP CRS	Rwy Ldg	5318
CH 93532	166°	TDZE	4734
W17A		Apt Elev	4734

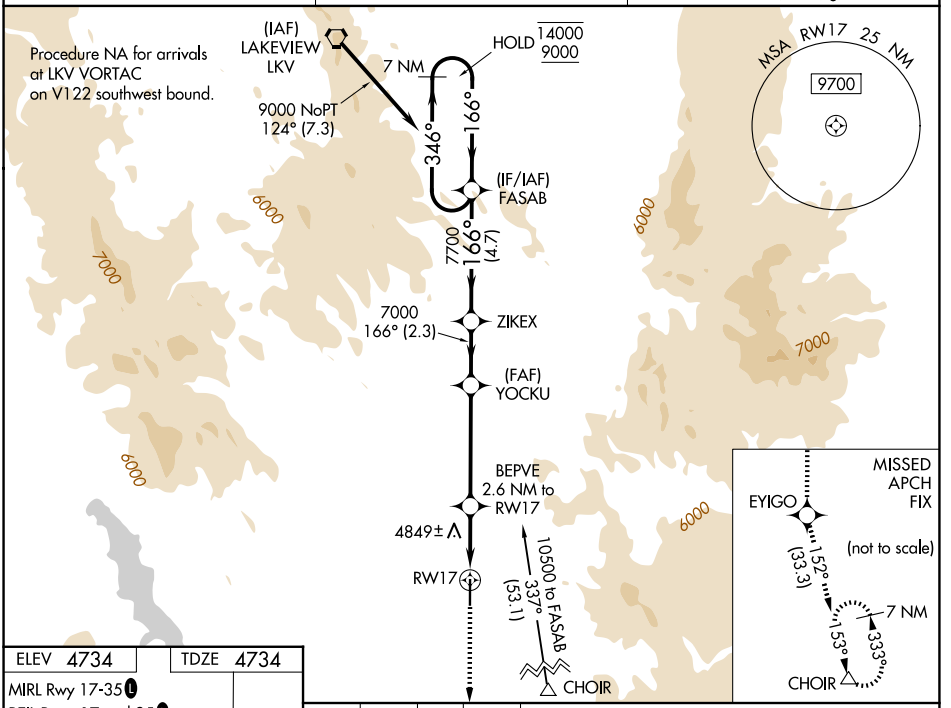
RNP APCH.

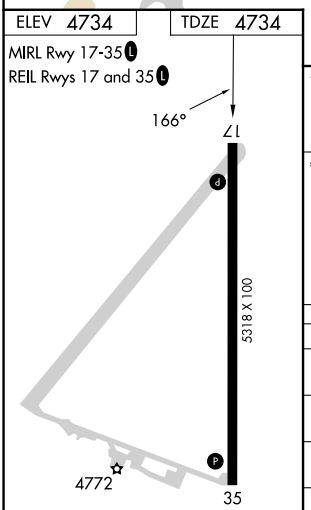
T A -26°C

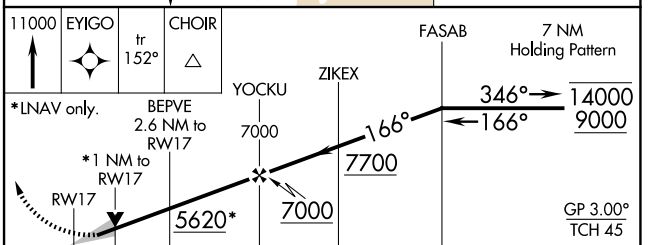
Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 50°C.

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







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)			
CIRCLING	5160-1 426 (500-1)	5220-1 486 (500-1)	5460-2 726 (800-2)	5500-2½ 766 (800-2½)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 35

LAKE COUNTY (LKV)

WAAS CH 99332 W35A	APP CRS 346°	Rwy Ldg 5318 TDZE 4729 Apt Elev 4734

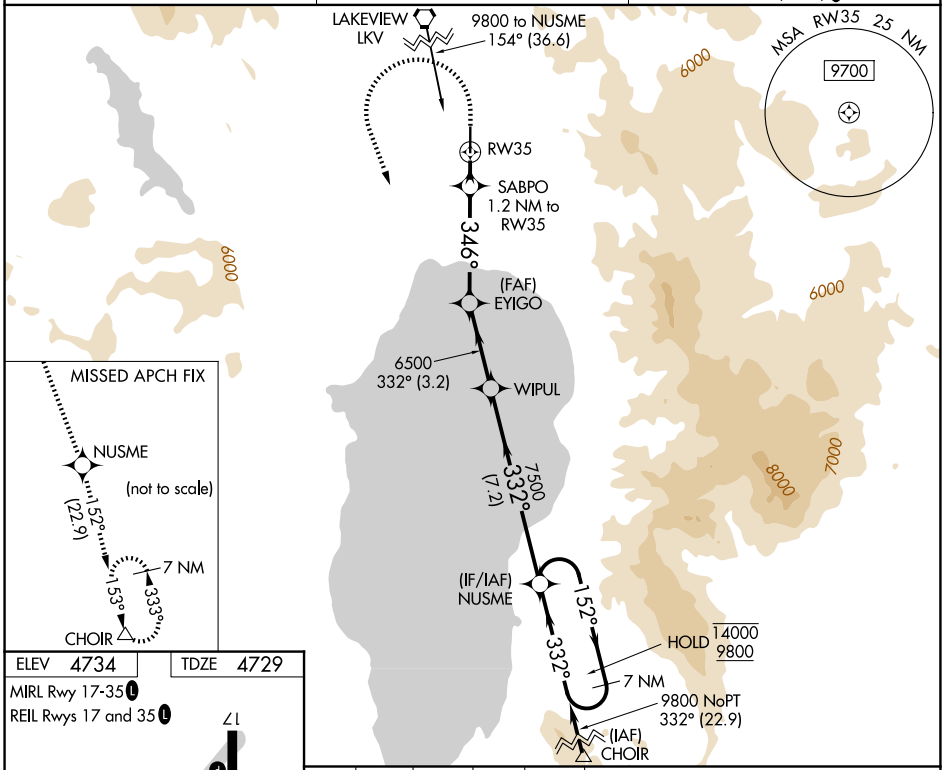
RNP APCH.

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.

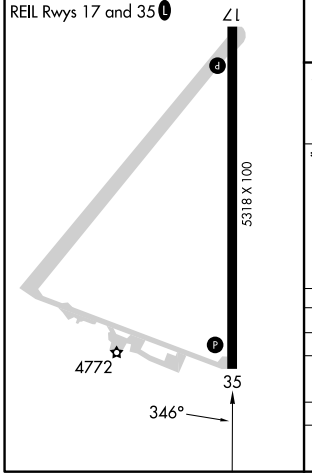
AWOS-3PT	SEATTLE CENTER	UNICOM
135.525	127.6 346.35	122.8 (CTAF) L

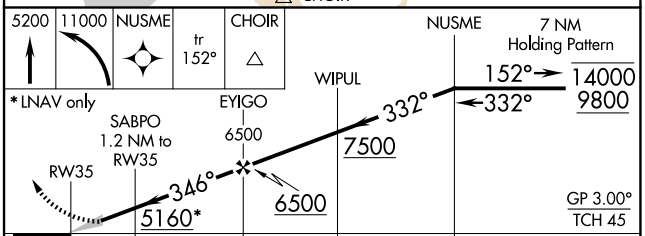


ELEV 4734	TDZE 4729

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)			
CIRCLING	5160-1 426 (500-1)	5220-1 486 (500-1)	5320-2 586 (600-2)	5480-2½ 746 (800-2½)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LANDER, WYOMING | AL-10396 (FAA) | 26022

RNAV (GPS) RWY 22

HUNT FLD (LND)

WAAS	APP CRS	Rwy Ldg	5000
CH 50343	220°	TDZE	5577
W22A		Apt Elev	5589

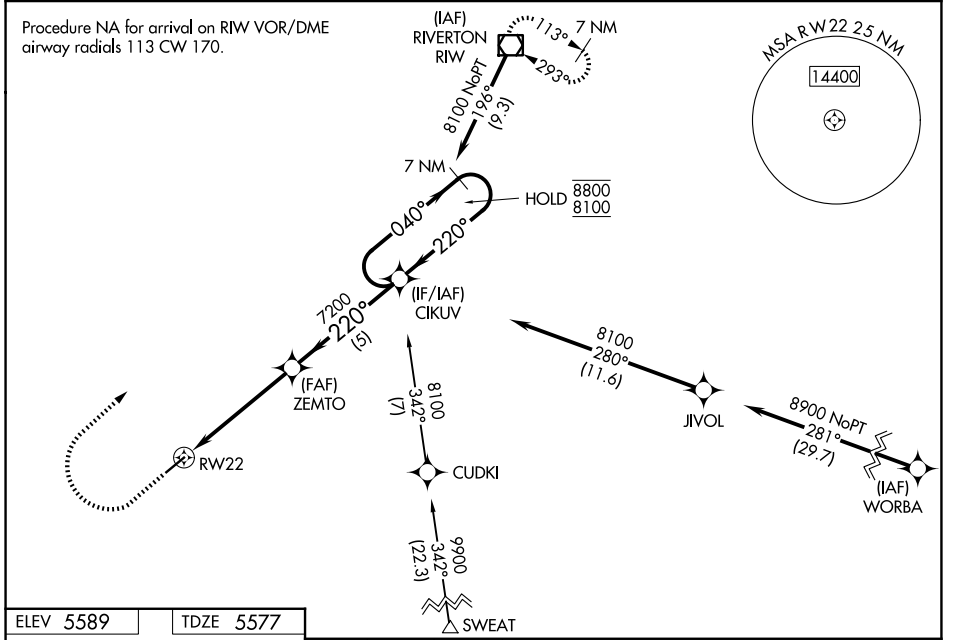
RNP APCH.

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.

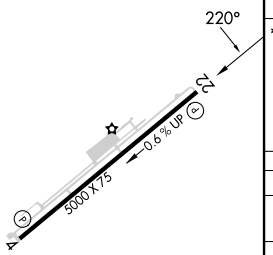
MISSED APPROACH: (Do not exceed 165K until RIW VOR/DME) Climb to 6280 then climbing right turn to 8200 direct RIW VOR/DME and hold.
#Missed approach requires minimum climb of 355 feet per NM to 6700.

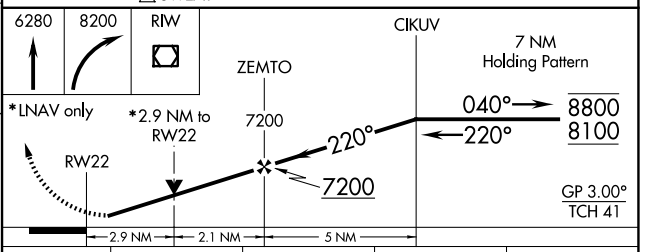
ASOS	SALT LAKE CENTER	UNICOM
118.15	133.25 285.6	122.8 (CTAF) L

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
CIRCLING	6460-1¼ 871 (900-1¼)		6540-3 951 (1000-3)	NA

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

LANDER, WYOMING
Orig-A 27FEB20

42°49'N-108°44'W

HUNT FLD (LND)

RNAV (GPS) RWY 22

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	8503
CH 86325	033°	TDZE	7284
W03A		Apt Elev	7284

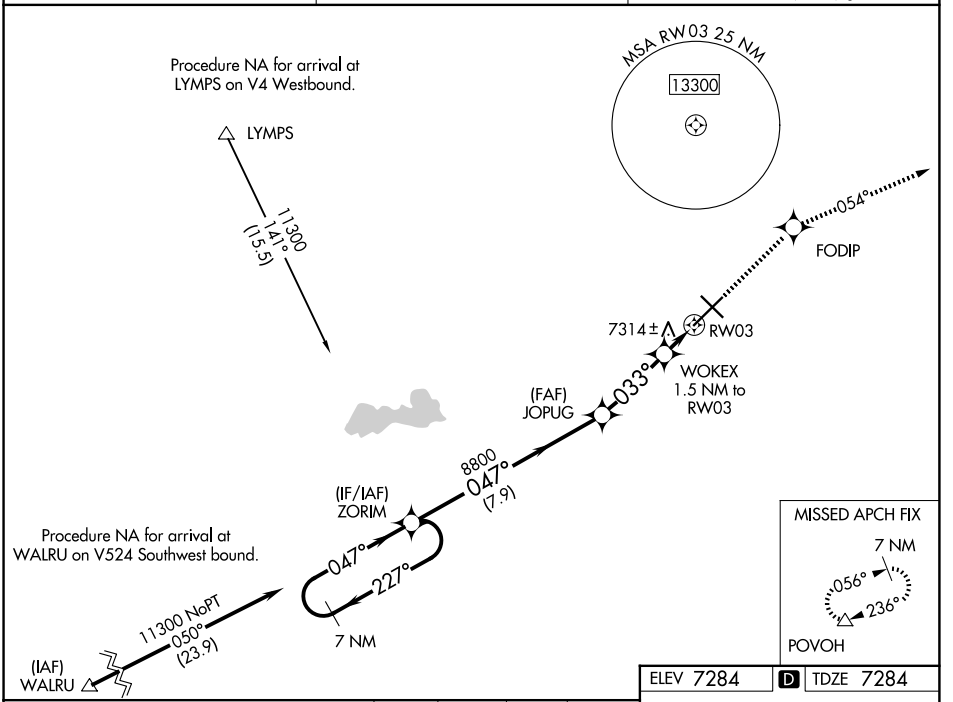
RNAV (GPS) RWY 3

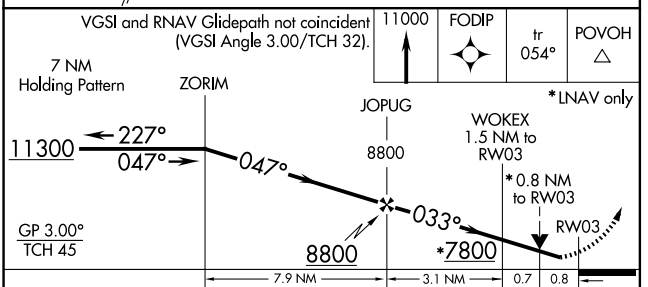
LARAMIE RGNL (LAR)

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.

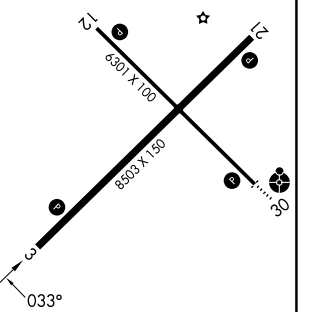
MISSED APPROACH: Climb to 11000 direct FODIP and on track 054° to POVOH and hold, continue climb-in-hold to 11000.

ASOS	DENVER CENTER	UNICOM
135.475	125.9 284.7	123.05 (CTAF) L





ELEV 7284 D TDZE 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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 12

LARAMIE RGNL (LAR)

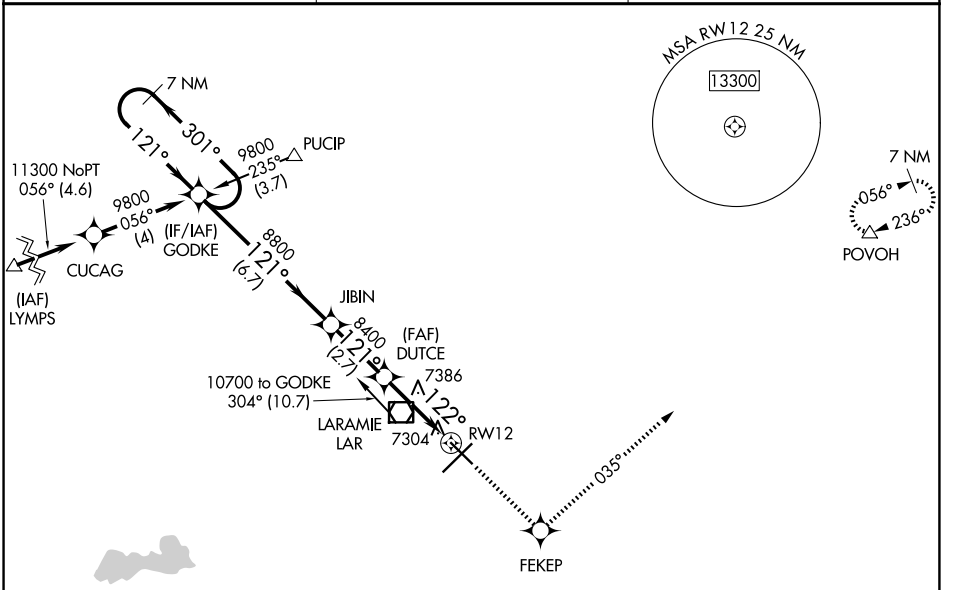
WAAS	APP CRS	Rwy Ldg	6301
CH 70600	122°	TDZE	7275
W12A		Apt Elev	7284

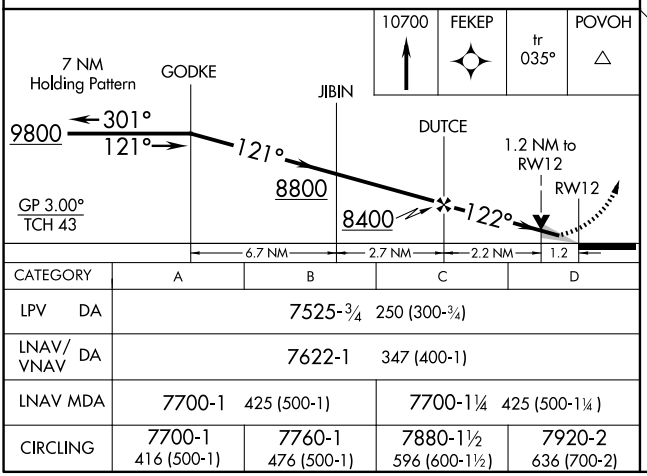
RNP APCH-GPS.

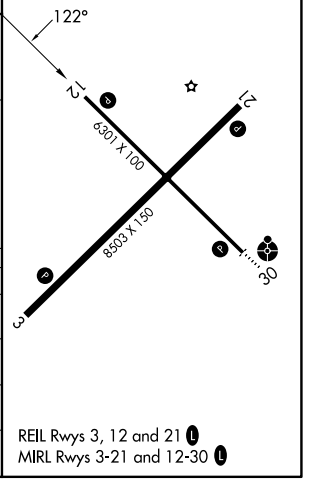
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C or above 34°C.

MISSED APPROACH: Climb to 10700 direct FEKEP and via 035° track to POVOH and hold.

ASOS	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)	
CIRCLING	7700-1 416 (500-1)	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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

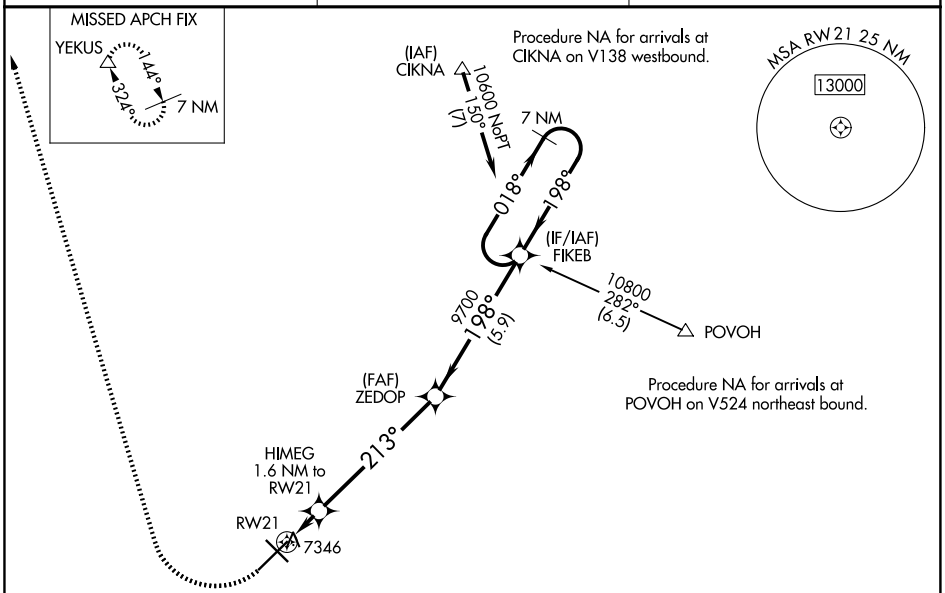
WAAS	APP CRS	Rwy Ldg	8503
CH 72825	213°	TDZE	7277
W21A		Apt Elev	7284

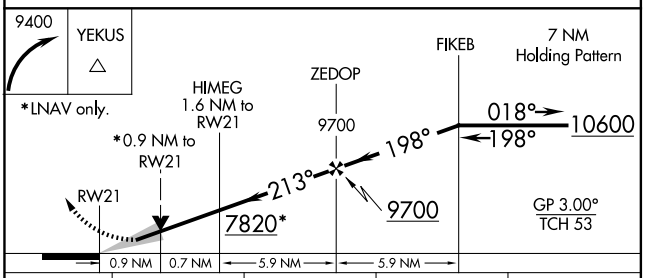
RNAV (GPS) RWY 21
LARAMIE RGNL (LAR)

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.

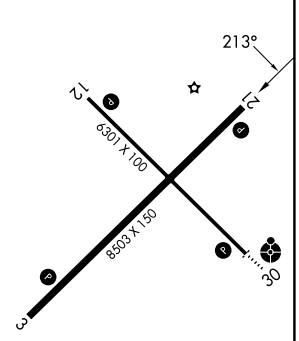
ASOS	DENVER CENTER	UNICOM
135.475	125.9 284.7	123.05 (CTAF) L





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	7660-1 376 (400-1)	7760-1 476 (500-1)	7880-1½ 596 (600-1½)	7920-2 636 (700-2)

ELEV 7284 D TDZE 7277



REIL Rwys 3, 12 and 21 L
MIRL Rwys 3-21 and 12-30 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 30

LARAMIE RGNL (LAR)

WAAS CH 53600 W30A	APP CRS 302°	Rwy Ldg 6301 TDZE 7278 Apt Elev 7284

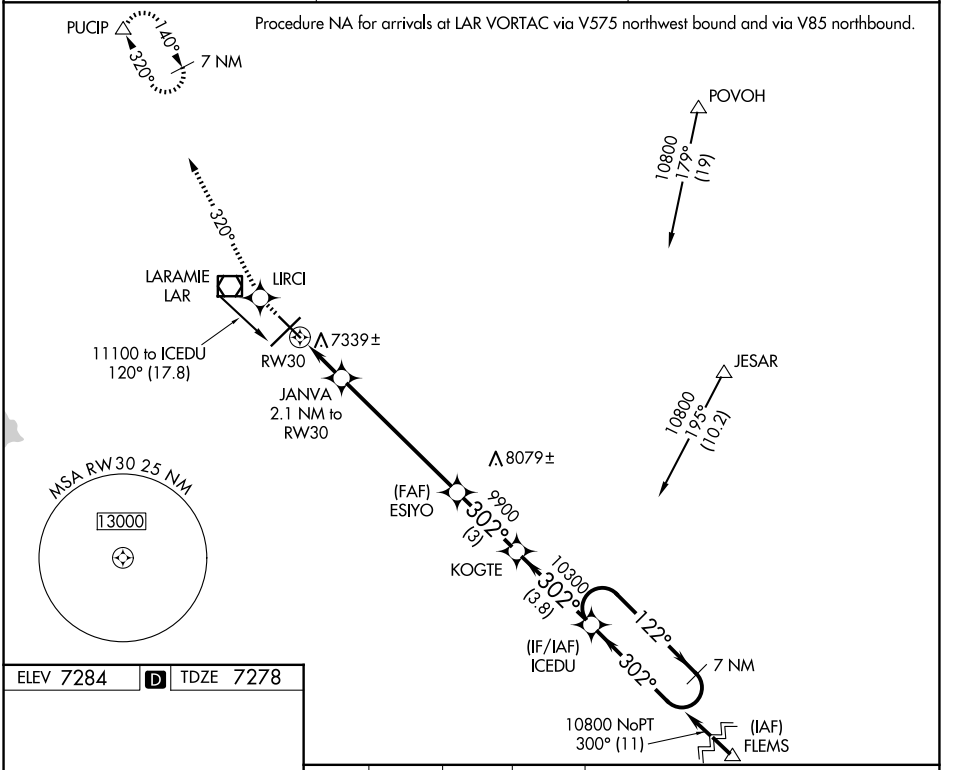
T Inop table does not apply. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 35°C (95°F).

ODALS

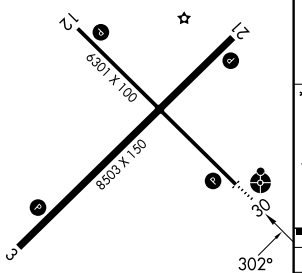
MISSED APPROACH: Climb to 9400 direct LIRCI and via 320° track to PUCIP and hold.

ASOS	DENVER CENTER	UNICOM
135.475	125.9 284.7	123.05 (CTAF) L

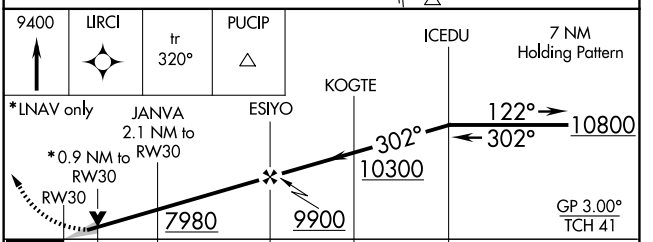
Procedure NA for arrivals at LAR VORTAC via V575 northwest bound and via V85 northbound.



ELEV 7284 D TDZE 7278



REIL Rwys 3,12 and 21 L
MIRL Rwys 3-21 and 12-30 L



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)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

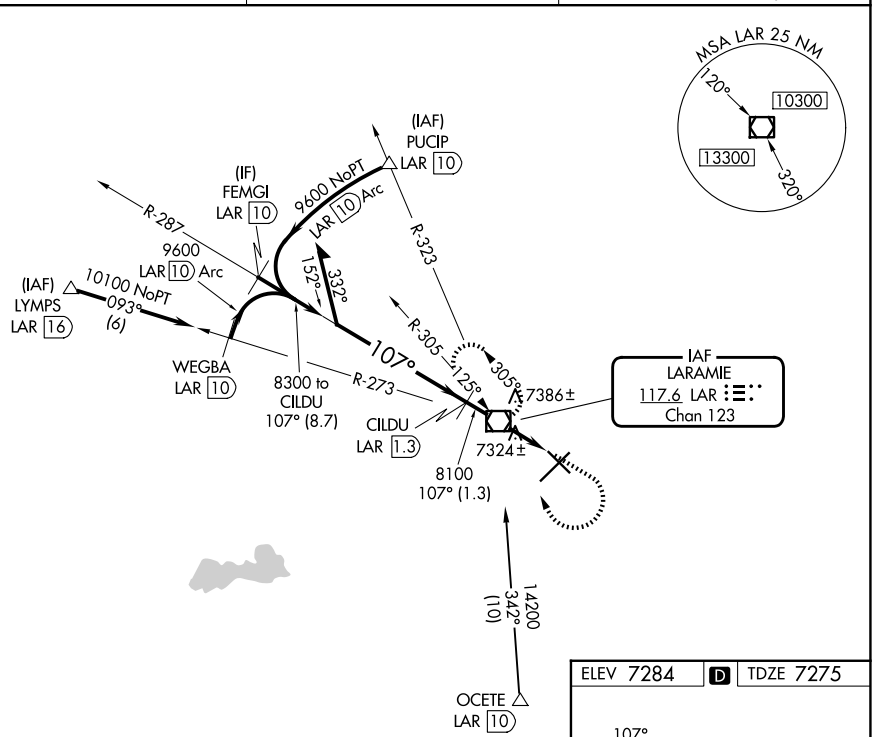
VOR/DME LAR	APP CRS	Rwy Ldg	6301
117.6	107°	TDZE	7275
Chan 123		Apt Elev	7284

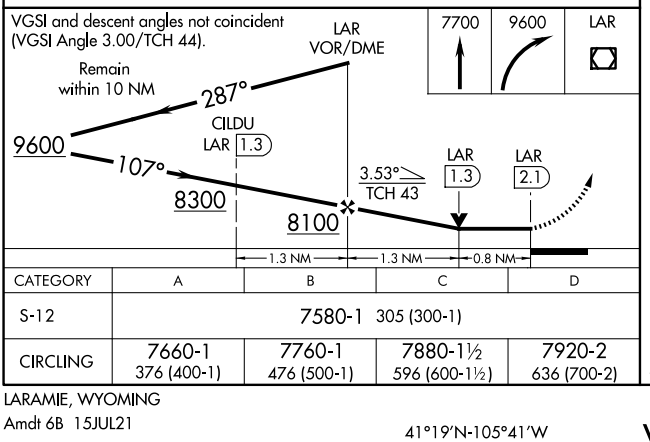
VOR/DME RWY 12

LARAMIE RGNL (LAR)

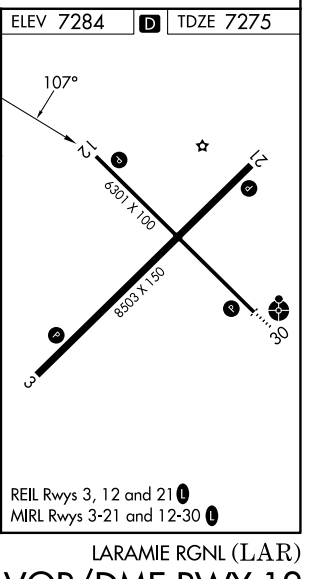
MISSED APPROACH: Climb to 7700 then climbing right turn to 9600 direct LAR VOR/DME and hold, continue climb-in-hold to 9600.

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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LARAMIE, WYOMING | AL-225 (FAA) | 25331

VOR/DME RWY 30

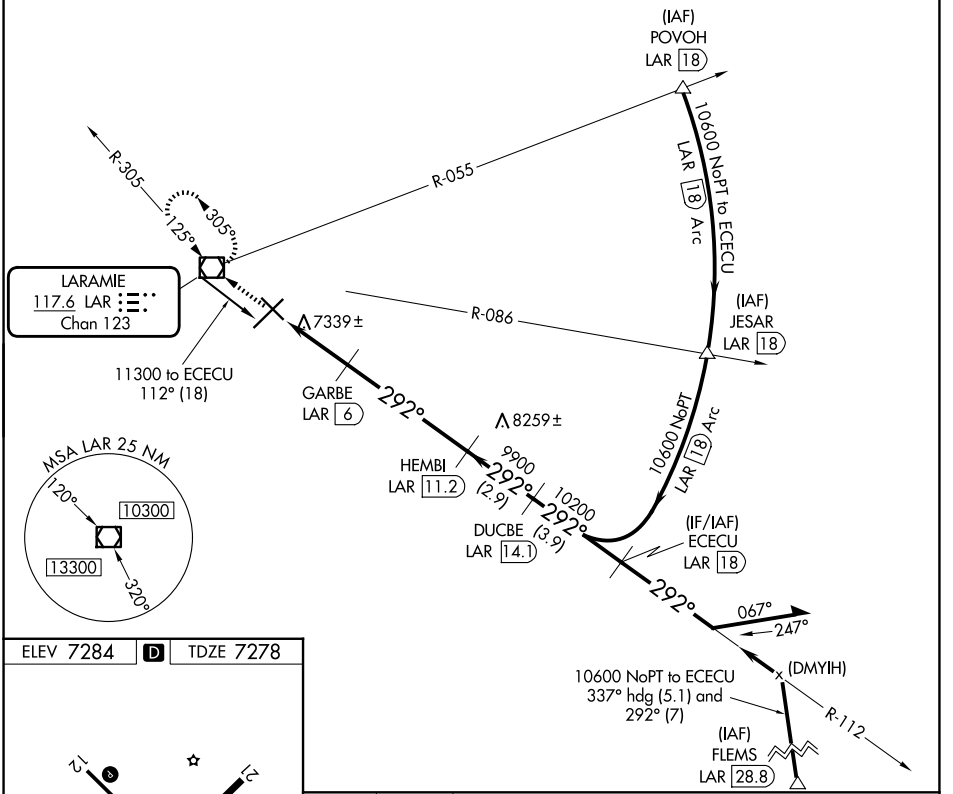
LARAMIE RGNL (LAR)

VOR/DME LAR	APP CRS	Rwy Ldg	6301
117.6	292°	TDZE	7278
Chan 123		Apt Elev	7284

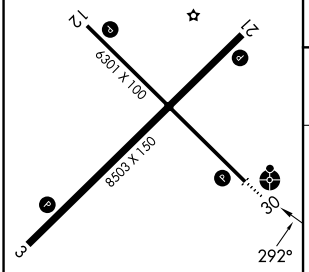
ODALS

MISSED APPROACH: Climb to 9600 direct LAR VOR/DME and hold, continue climb-in-hold to 9600.

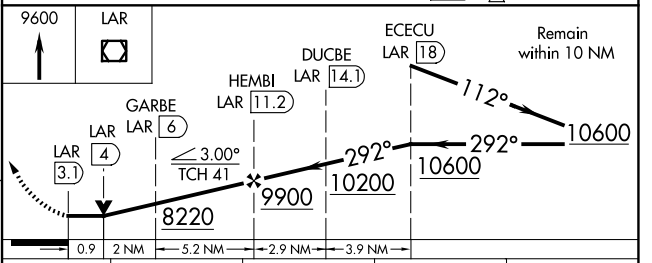
ASOS	DENVER CENTER	UNICOM
135.475	125.9 284.7	123.05 (CTAF) L



ELEV 7284 D TDZE 7278



REIL Rwys 3, 12 and 21 L
MIRL Rwys 3-21 and 12-30 L



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)

LARAMIE, WYOMING
Amdt 7B 15JUL21

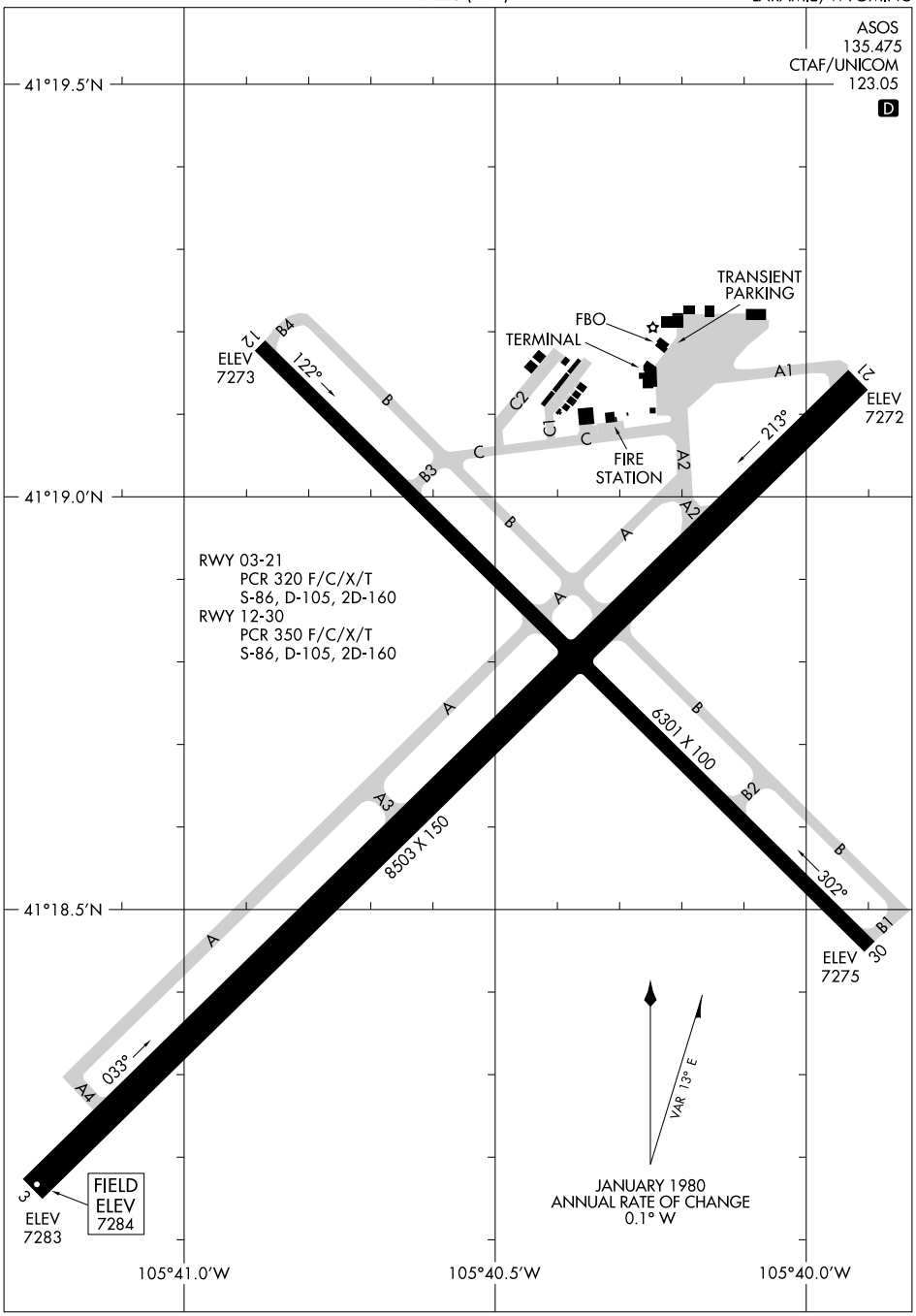
41°19′N-105°41′W

LARAMIE RGNL (LAR)

VOR/DME RWY 30

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026



NW-1, 03 SEP 2026 to 29 OCT 2026

(LAR1.LAR) 23334

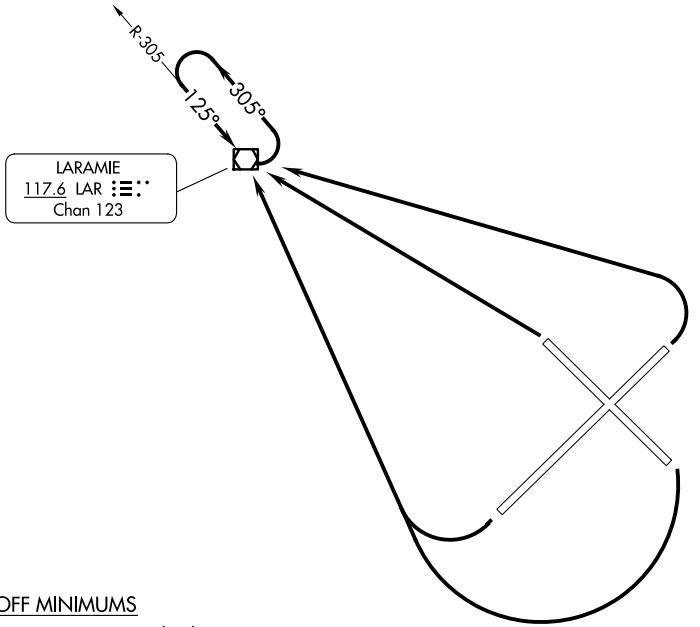
LARAMIE ONE DEPARTURE (OBSTACLE)

AL-225 (FAA)

LARAMIE RGNL (LAR)
LARAMIE, WYOMING

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

WAAS CH **70422** **W04A**	APP CRS **036°**	Rwy Ldg **5199** TDZE **3488** Apt Elev **3543**

RNAV (GPS) RWY 4

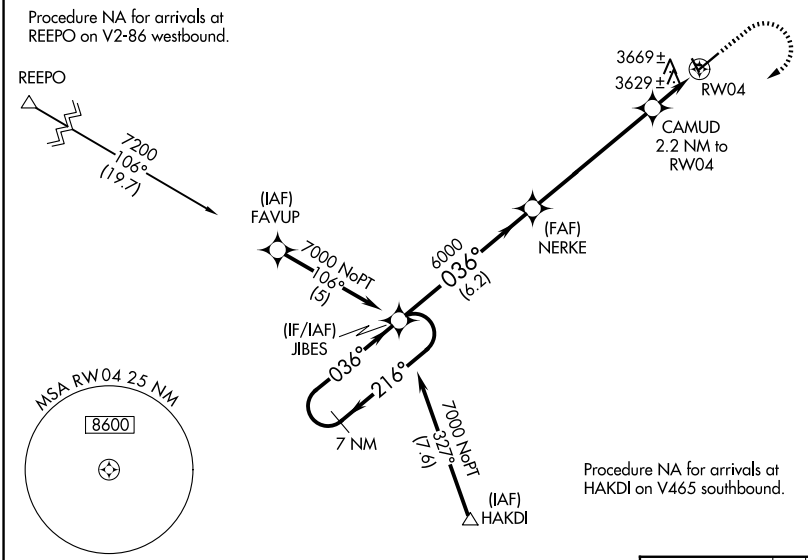
LAUREL MUNI (6S8)

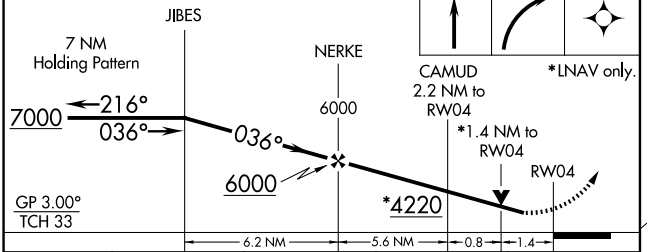
RNP APCH.

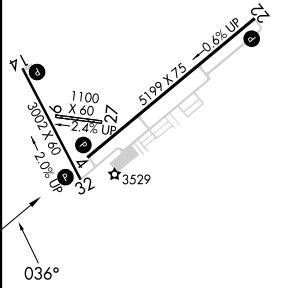
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Billings altimeter setting. Baro-VNAV and VDP NA when using Billings altimeter setting. Rwy 4 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4300 then climbing right turn to 7000 direct JIBES and hold.

AWOS-3	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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 22

LAUREL MUNI (6S8)

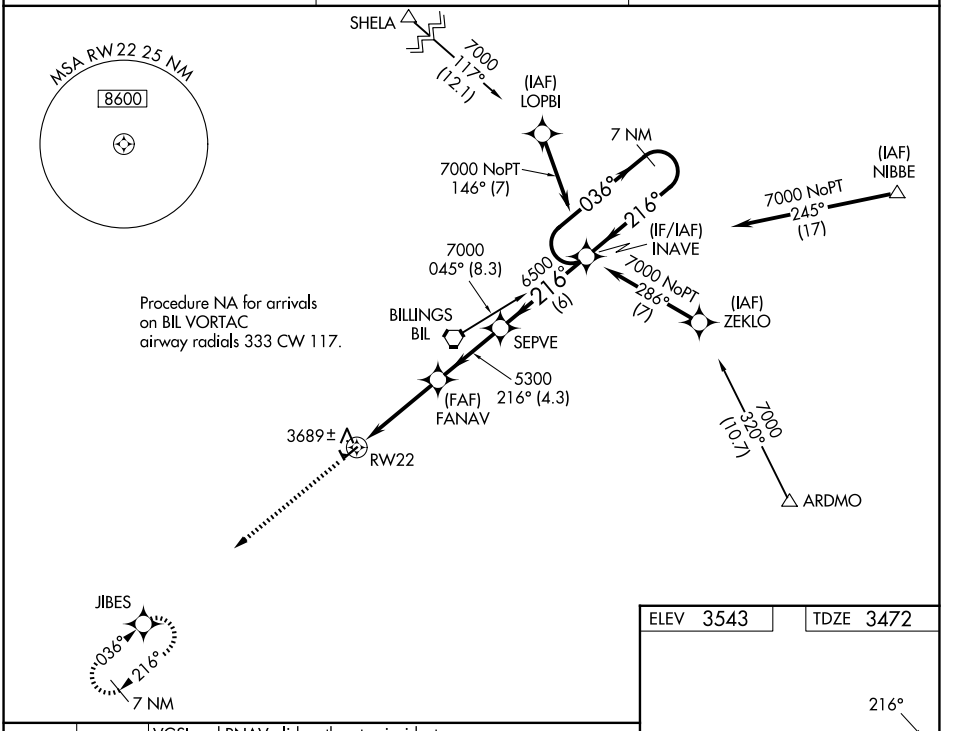
WAAS	APP CRS	Rwy Ldg	5199
CH 86822	216°	TDZE	3472
W22A		Apt Elev	3543

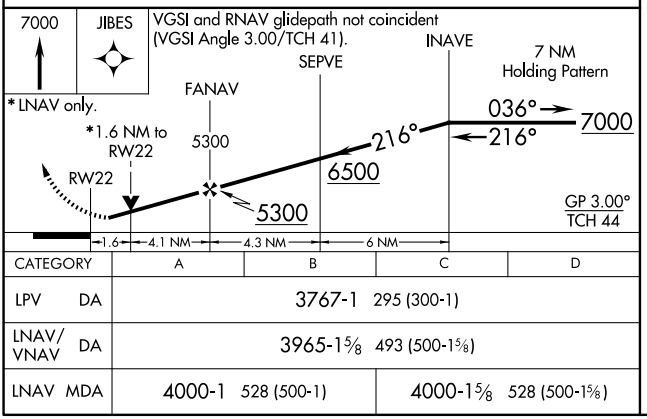
RNP APCH.

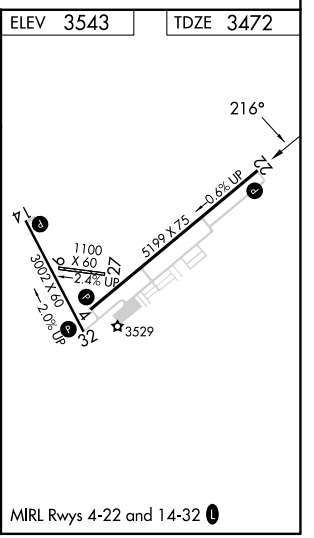
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 53°C. When local altimeter setting not received, use Billings altimeter setting. Baro-VNAV and VDP NA when using Billings altimeter setting. Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 7000 direct JIBES and hold, continue climb-in-hold to 7000.

AWOS-3	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

45°42'N-108°46'W

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

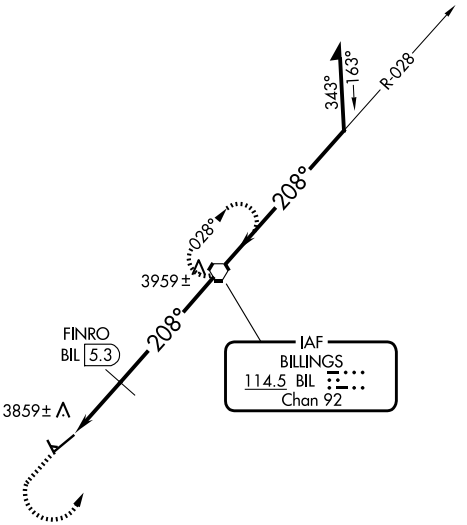
VORTAC BIL	APP CRS	Rwy Ldg	5199
114.5	208°	TDZE	3472
Chan 92		Apt Elev	3543

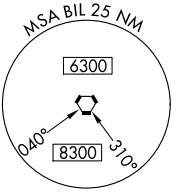
VOR RWY 22
LAUREL MUNI (6S8)

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.

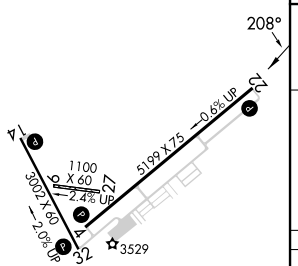
MISSED APPROACH: Climb to 4700 then climbing left turn to 6300 direct BIL VORTAC and hold.

AWOS-3	BILLINGS APP CON	AUNICOM
135.05	119.2 120.5 284.6	123.05 (CTAF) L



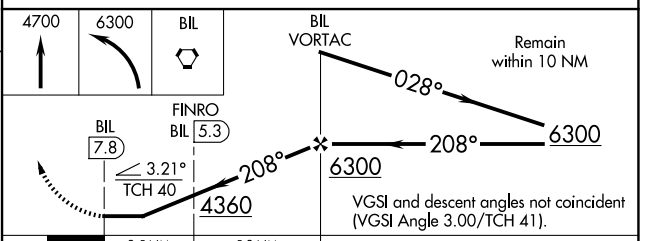


ELEV 3543 TDZE 3472



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

AL-6781 (FAA)

(BIL5.BIL) 26246

BILLINGS FIVE DEPARTURE

LAUREL MUNI (6S8)
LAUREL, MONTANA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on assigned heading for vectors to assigned fix/route, thence. . . .

TAKEOFF RUNWAY 22: Climb heading 216° to 4600 before turning right, then on assigned heading for vectors to assigned fix/route, thence. . . .

. . . . maintain 15000 or assigned lower altitude. Expect clearance to filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for 1 minute after departure, fly last assigned heading until reaching 7000. Proceed direct BIL VORTAC, then on last routing cleared and climb to filed altitude.

NW-1, 03 SEP 2026 to 29 OCT 2026

BILLINGS FIVE DEPARTURE
(BIL5.BIL) 01FEB18
LAUREL, MONTANA
LAUREL MUNI (6S8)

NW-1, 03 SEP 2026 to 29 OCT 2026

LOC I-LWS	APP CRS	Rwy Ldg	6511
109.7	264°	TDZE	1442
		Apt Elev	1442

ILS RWY 26

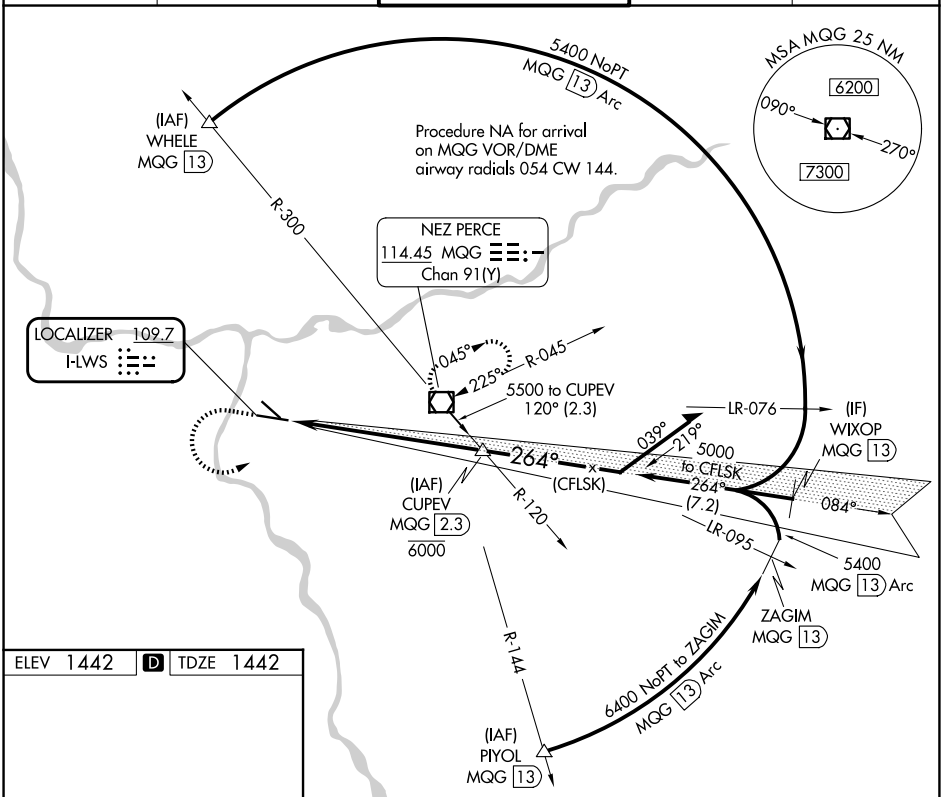
LEWISTON/NEZ PERCE COUNTY (LWS)

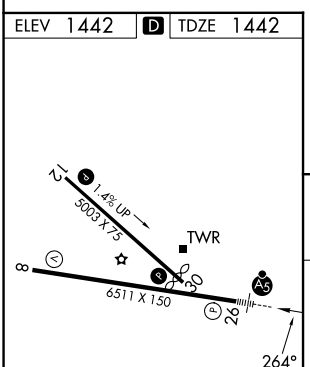
When local altimeter setting not received, procedure NA. Autopilot coupled approach NA below 2500.

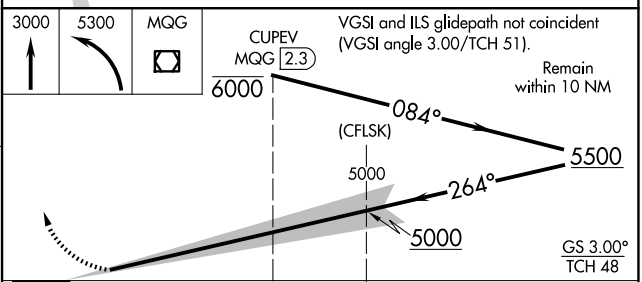
MALSR

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







REIL Rwy 8 L
REIL RWY 12
HIRL Rwy 8-26
MIRL Rwy 12-30

CATEGORY	A	B	C	D
S-ILS 26	1642-½ 200 (200-½)			

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LEWISTON, IDAHO | AL-515 (FAA) | 26078

RNAV (RNP) RWY 30

LEWISTON/NEZ PERCE COUNTY (LWS)

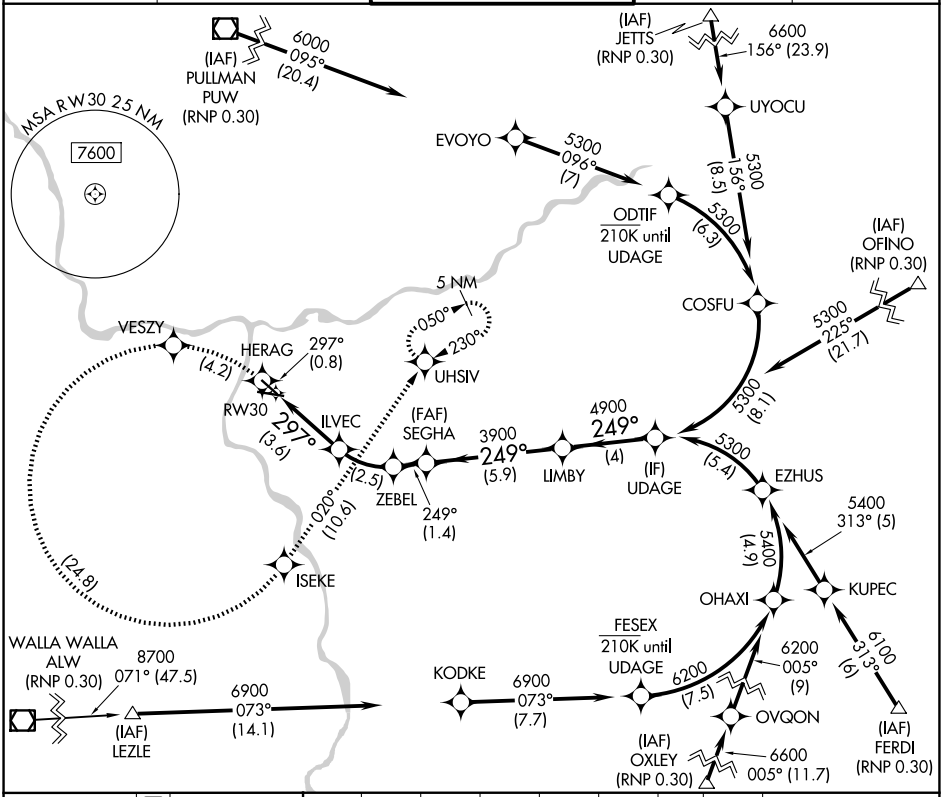
APP CRS	Rwy Ldg	4750
297°	TDZE	1439
	Apt Elev	1442

RNP AR APCH-GPS.

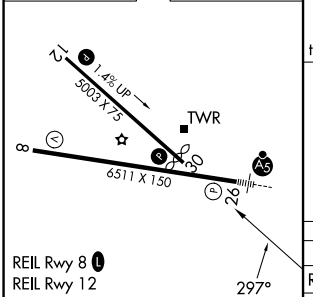
T For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. Missed approach requires RNP less than RNP 1.00.

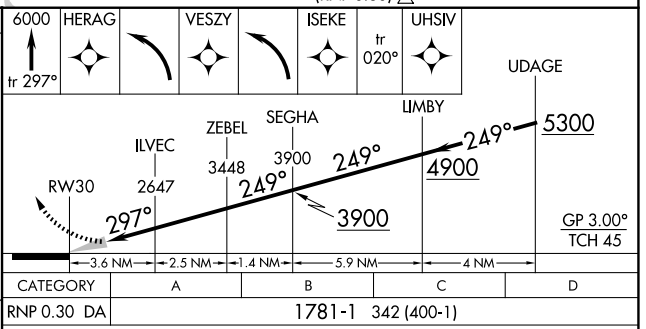
MISSED APPROACH: Climb to 6000 on track 297° to HERAG then left turn to VESZY then left turn to ISEKE and track 020° to UHSIV and hold.

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

LEWISTON, IDAHO
Amdt 1 24MAR22

46°22'N-117°01'W

LEWISTON/NEZ PERCE COUNTY (LWS)

RNAV (RNP) RWY 30

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 8

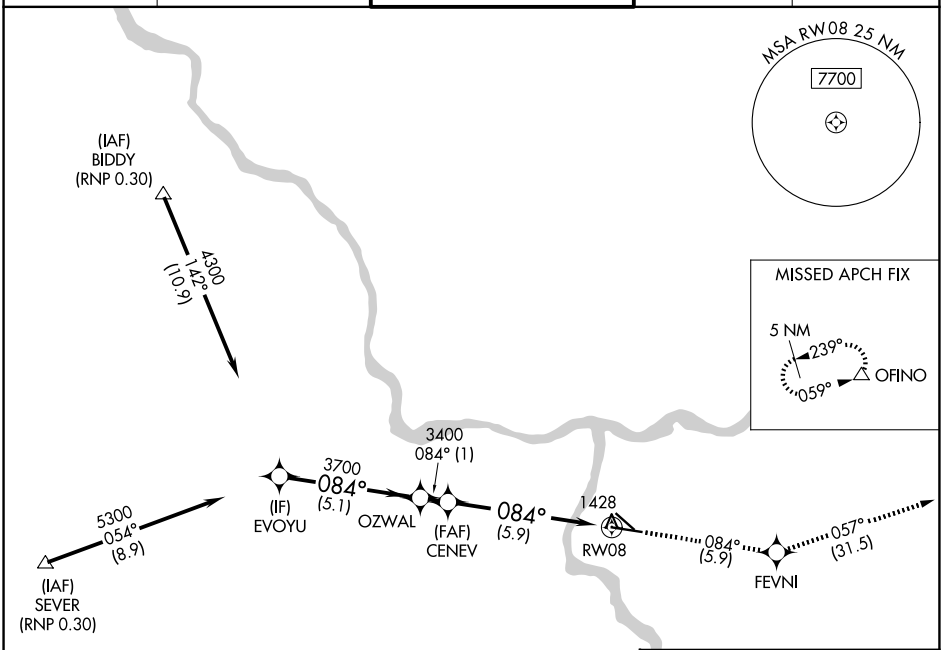
LEWISTON/NEZ PERCE COUNTY (LWS)

APP CRS	Rwy Ldg	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.

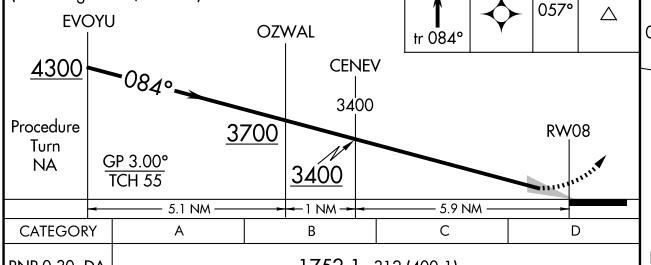
ASOS	SEATTLE CENTER	LEWISTON TOWER ★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95



ELEV 1442 D TDZE 1440

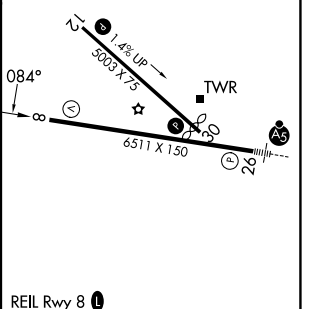
VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 45).

6000	FEVNI	tr	OFINO
tr 084°		057°	



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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LEWISTON, IDAHO | AL-515 (FAA) | 26078

RNAV (RNP) Z RWY 12

LEWISTON/NEZ PERCE COUNTY (LWS)

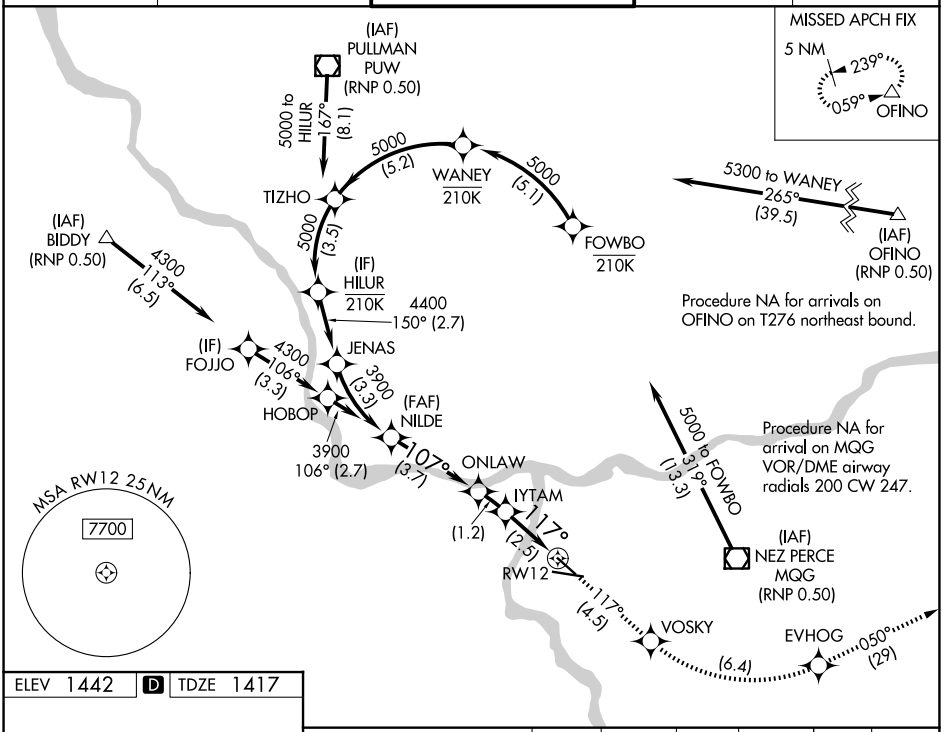
APP CRS	Rwy Ldg	4750
117°	TDZE	1417
	Apt Elev	1442

RNP AR APCH-GPS.

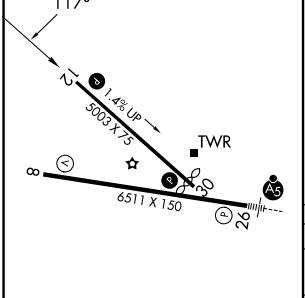
T For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C.

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.

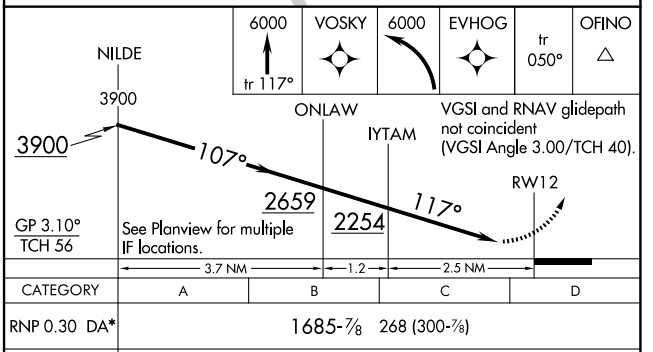
ASOS	SEATTLE CENTER	LEWISTON TOWER ★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95



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*	1685-7/8 268 (300-7/8)			
RNP 0.30 DA	1889-1 3/8 472 (500-1 3/8)			

AUTHORIZATION REQUIRED

LEWISTON, IDAHO
Orig-B 07OCT21

46°22'N-117°01'W

LEWISTON/NEZ PERCE COUNTY (LWS)

RNAV (RNP) Z RWY 12

NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	6511
264°	TDZE	1442
	Apt Elev	1442

RNAV (RNP) Z RWY 26

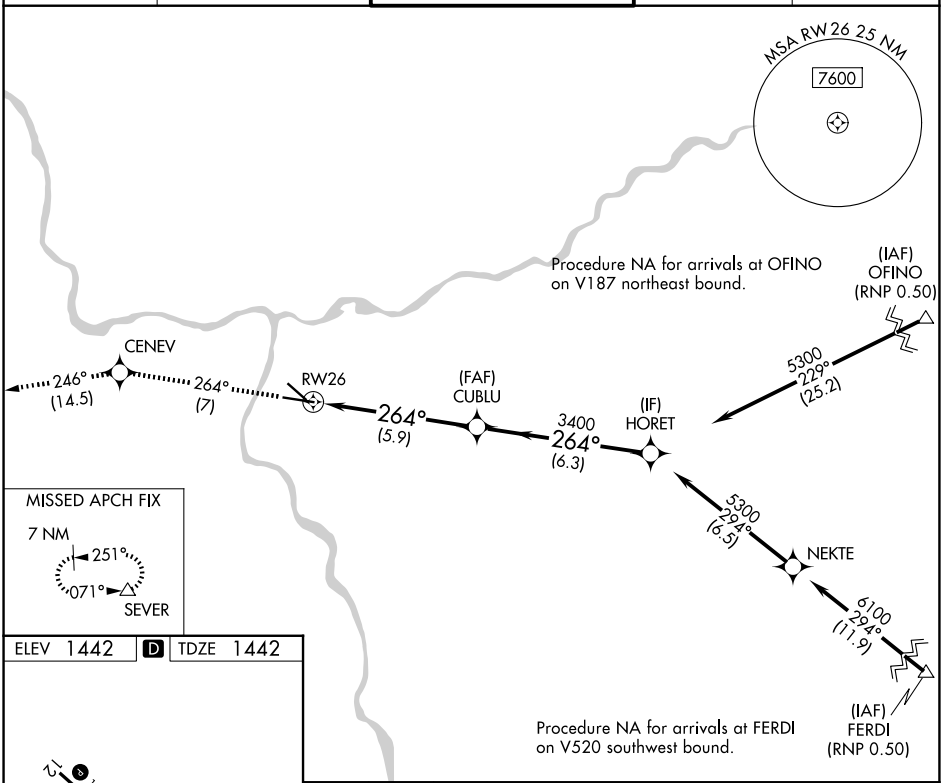
LEWISTON/NEZ PERCE COUNTY (LWS)

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.

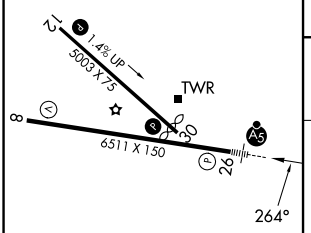
MALSR

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



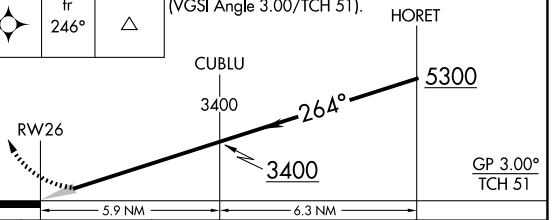
ELEV 1442 D TDZE 1442



REIL Rwy 8 L
REIL Rwy 12
HIRL Rwy 8-26
MIRL Rwy 12-30

7000 tr 264°	CENEV	tr 246°	SEVER

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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LEWISTON, IDAHO | AL-515 (FAA) | 26078

RNAV (GPS) Y RWY 8

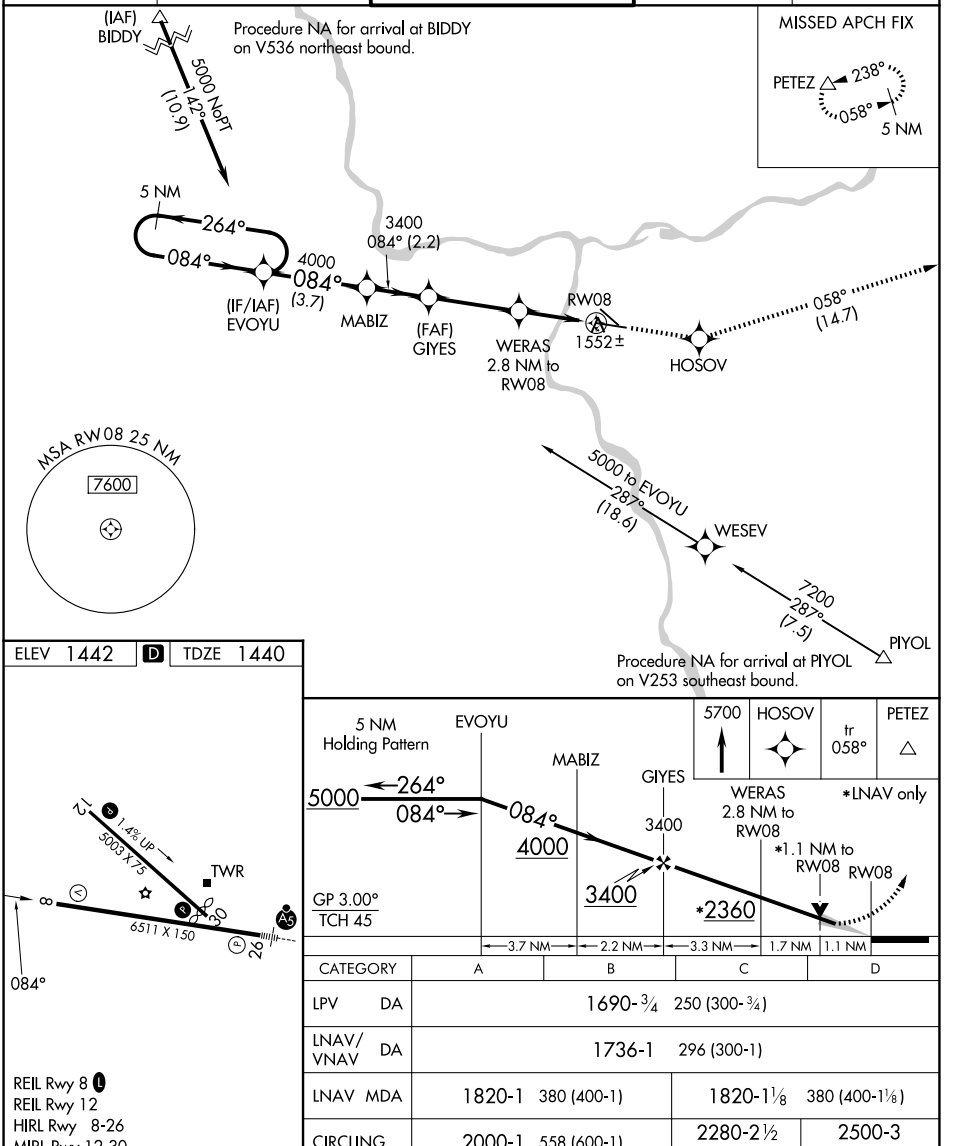
LEWISTON/NEZ PERCE COUNTY (LWS)

WAAS	APP CRS	Rwy Ldg	6511
CH 97600	084°	TDZE	1440
W08A		Apt Elev	1442

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



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)

LEWISTON, IDAHO
Amdt 2C 07OCT21

46°22′N-117°01′W

LEWISTON/NEZ PERCE COUNTY (LWS)

RNAV (GPS) Y RWY 8

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 12

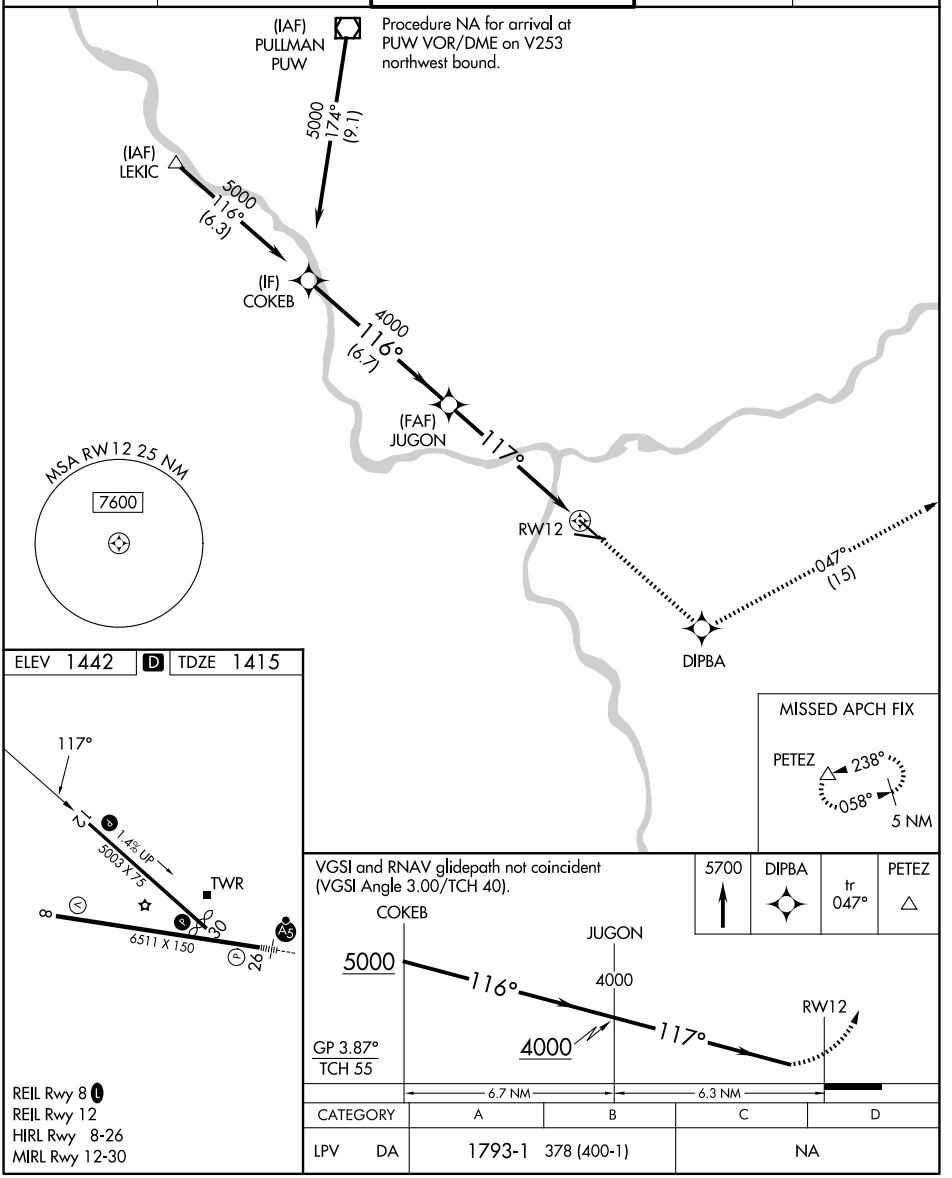
LEWISTON/NEZ PERCE COUNTY (LWS)

WAAS	APP CRS	Rwy Ldg	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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LEWISTON, IDAHO AL-515 (FAA) 26078

RNAV (GPS) Y RWY 26

LEWISTON/NEZ PERCE COUNTY (LWS)

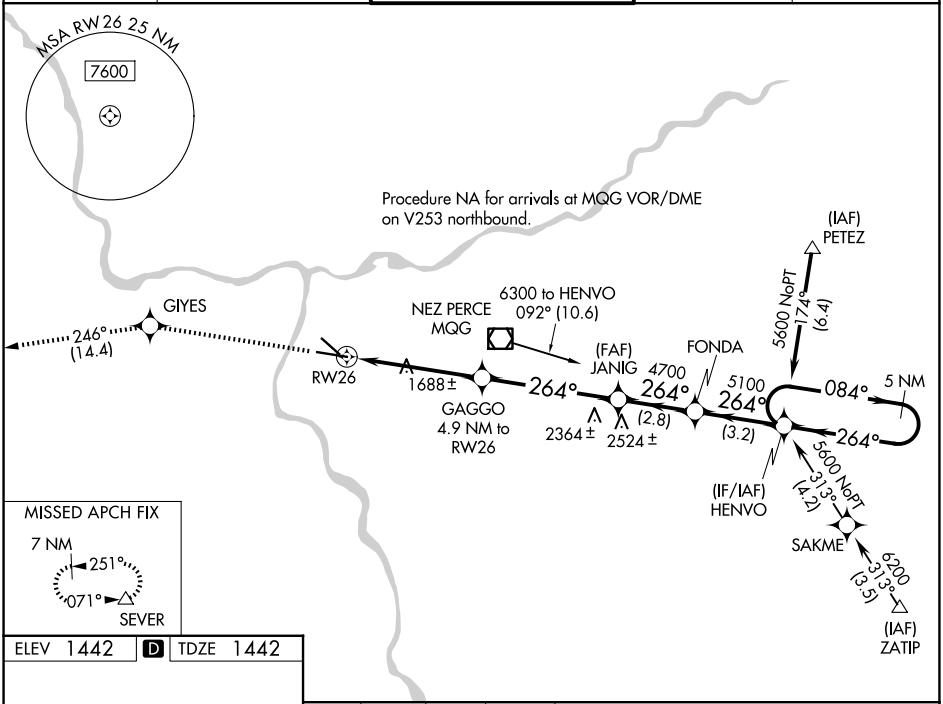
WAAS	APP CRS	Rwy Ldg	6511
CH 78012	264°	TDZE	1442
W26A		Apt Elev	1442

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.

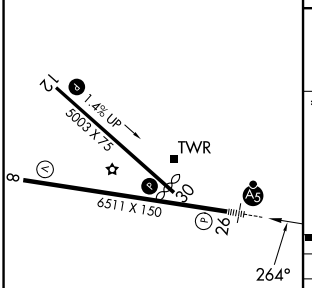
MALSR A5

MISSED APPROACH: Climb to 7000 direct GIYES and on track 246° to SEVER and hold, continue climb-in-hold to 7000.

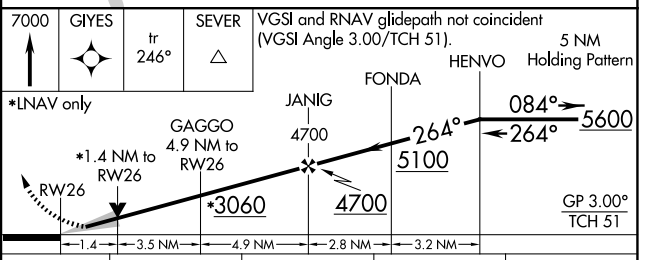
ASOS	SEATTLE CENTER	LEWISTON TOWER ★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95



ELEV 1442 D TDZE 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)

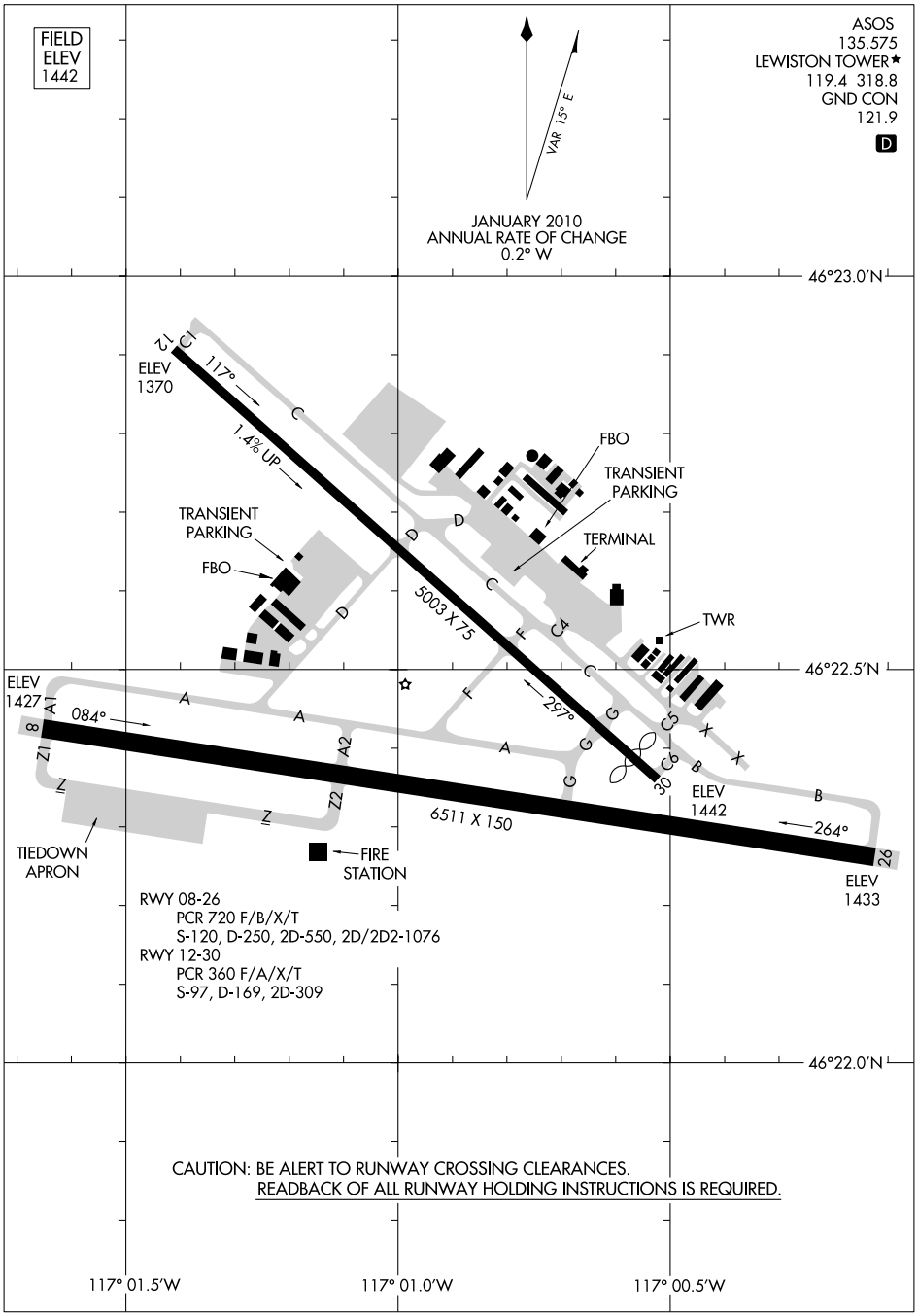
LEWISTON, IDAHO
Orig-C 07OCT21

46°22'N-117°01'W

LEWISTON/NEZ PERCE COUNTY (LWS)

RNAV (GPS) Y RWY 26

NW-1, 03 SEP 2026 to 29 OCT 2026



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

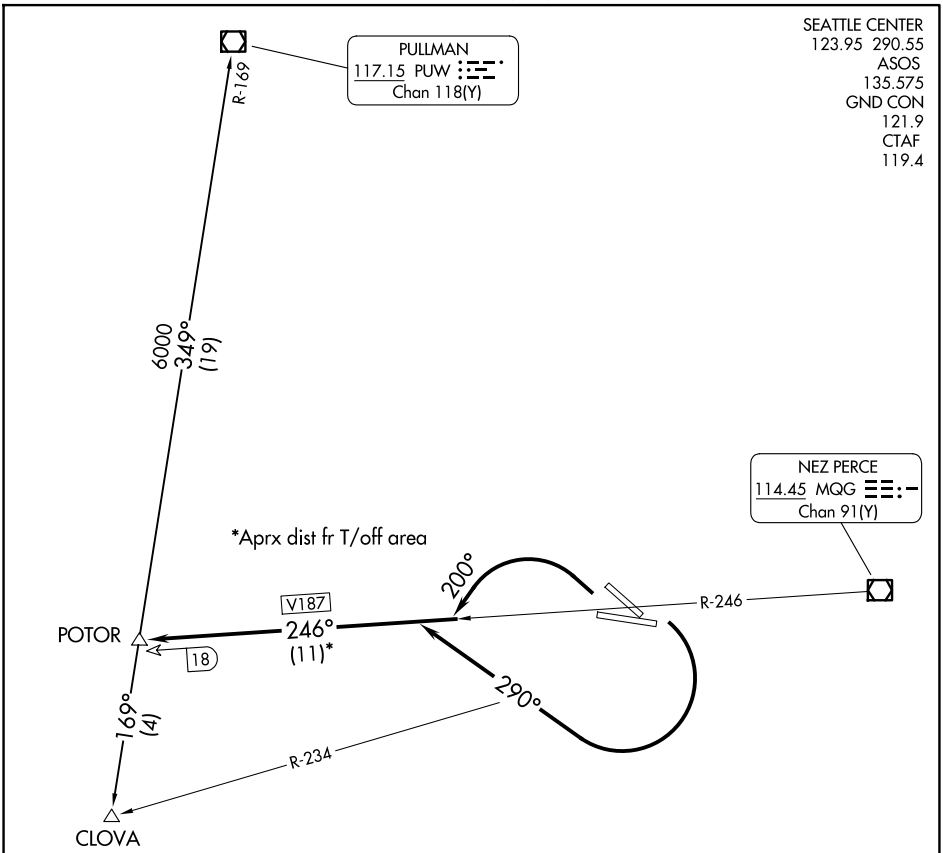
(POTOR2.POTOR) 24137

POTOR TWO DEPARTURE

LEWISTON/NEZ PERCE COUNTY (LWS)

AL-515 (FAA)

LEWISTON, IDAHO



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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 8

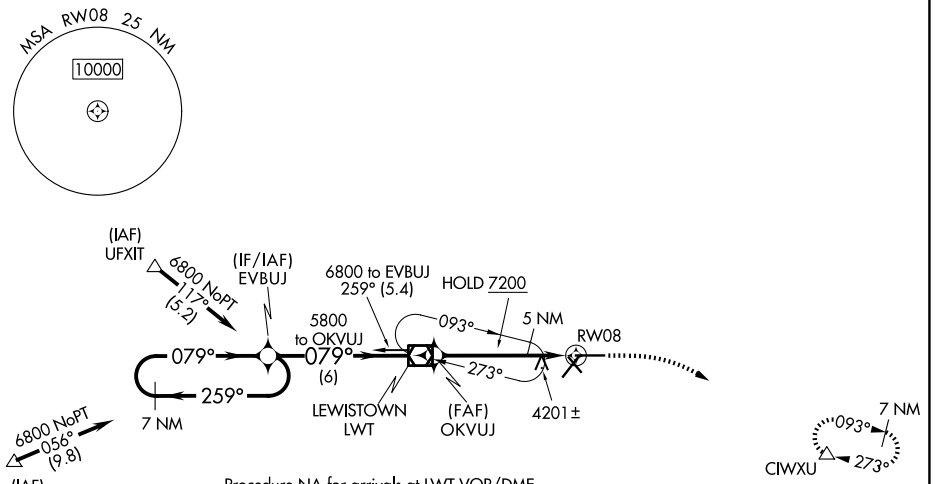
LEWISTOWN MUNI (LWT)

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.

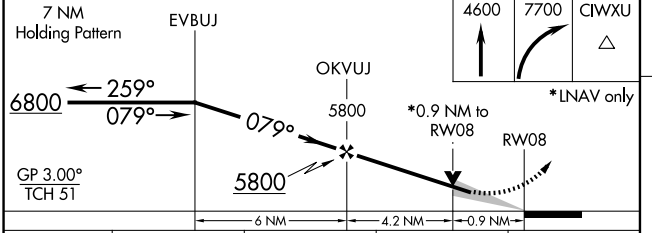
MISSED APPROACH: Climb to 4600, then climbing right turn to 7700 direct CIWXU and hold, continue climb-in-hold to 7700.

ASOS	SALT LAKE CENTER	UNICOM
118.375	133.4 285.4	123.0 (CTAF) L

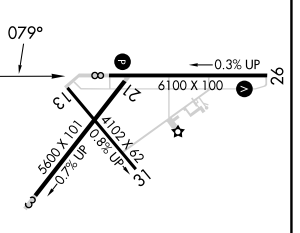


Procedure NA for arrivals at LWT VOR/DME on V611 southeast bound.

ELEV 4170 D TDZE 4129



*LNAV only



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)	
CIRCLING	4680-1 510 (600-1)	4820-1 650 (700-1)	4980-2¼ 810 (900-2¼)	5240-3 1070 (1100-3)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26 and 13-31 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LEWISTOWN, MONTANA | AL-231 (FAA) | 25275

RNAV (GPS) RWY 26

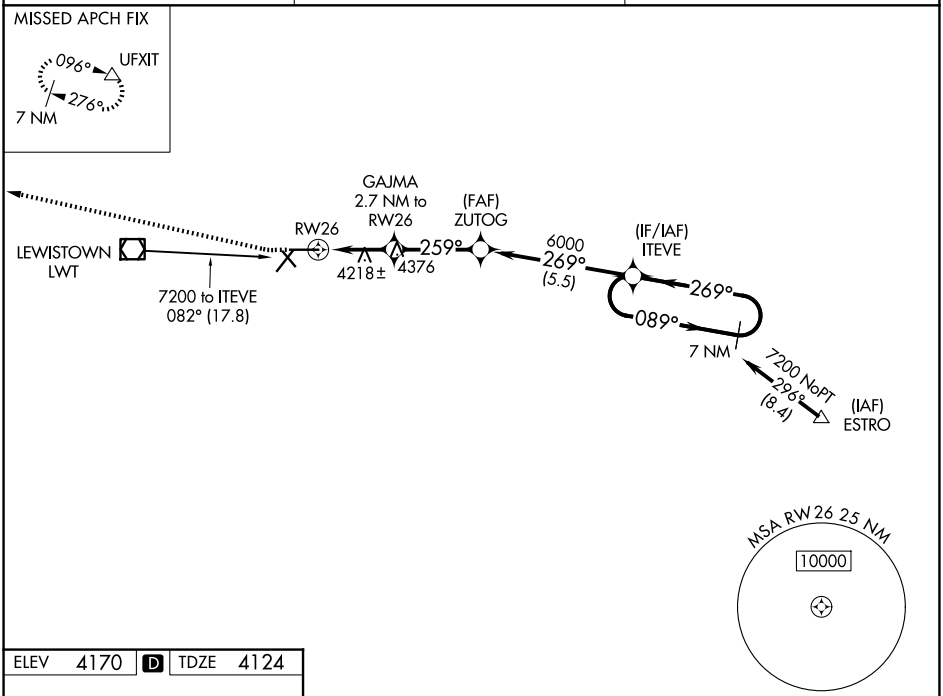
LEWISTOWN MUNI (LWT)

WAAS	APP CRS	Rwy Ldg	6100
CH 50230	259°	TDZE	4124
W26A		Apt Elev	4170

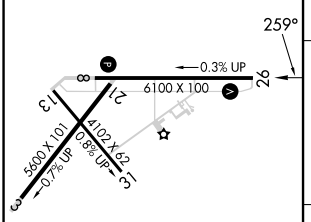
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 50°C (123°F). DME/DME RNP-0.3 NA.

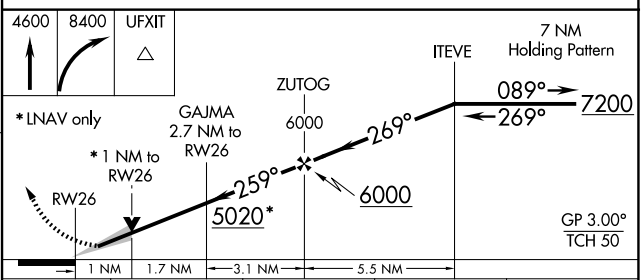
MISSED APPROACH: Climb to 4600 then climbing right turn to 8400 direct UFXIT and hold, continue climb-in-hold to 8400.

ASOS	SALT LAKE CENTER	UNICOM
118.375	133.4 285.4	123.0 (CTAF) L



ELEV 4170 D TDZ 4124





CATEGORY	A	B	C	D
LPV DA	4324-¾	200 (200-¾)		
LNAV/VNAV DA	4389-⅞	265 (300-⅞)		
LNAV MDA	4480-1	356 (400-1)		
CIRCLING	4680-1 510 (600-1)	4820-1 650 (700-1)	4980-2¼ 810 (900-2¼)	5240-3 1070 (1100-3)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26 and 13-31 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

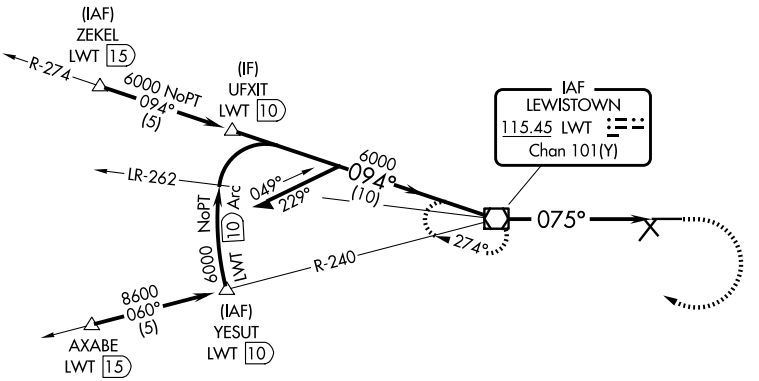
VOR/DME LWT	APP CRS	Rwy Ldg 6100
115.45	075°	TDZE 4129
Chan 101(Y)		Apt Elev 4170

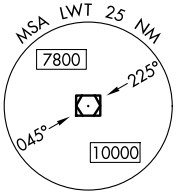
VOR RWY 8

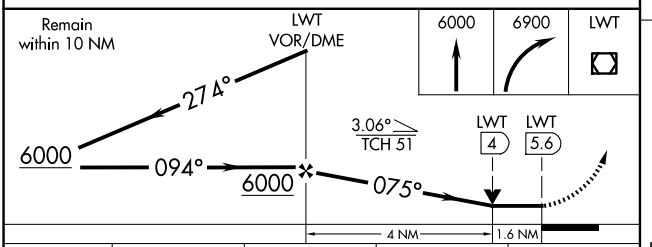
LEWISTOWN MUNI (LWT)

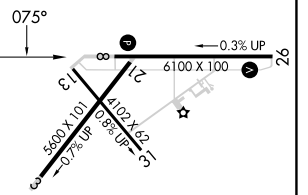
MISSED APPROACH: Climb to 6000 then climbing right turn to 6900 direct LWT VOR/DME and hold.

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)
CIRCLING	4680-1 510 (600-1)	4820-1 650 (700-1)	4980-2¼ 810 (900-2¼)	5240-3 1070 (1100-3)

REIL Rwys 8 and 26 L
MIRL Rwys 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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 8

LEXINGTON (9S9)

APP CRS	Rwy Idg	4156
082°	TDZE	1618
	Apt Elev	1635

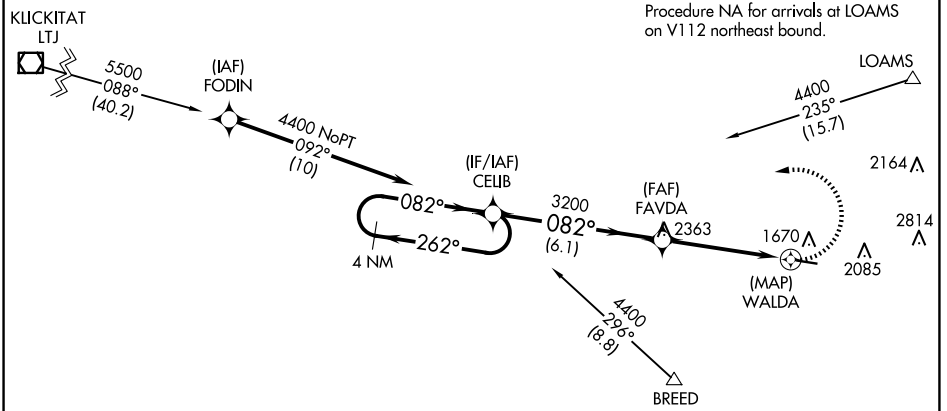
RNP APCH - GPS.

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.

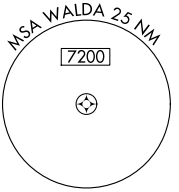
AWOS-3	SEATTLE CENTER	CTAF
134.475	132.6 269.35	122.9 L

Procedure NA for arrival on LTJ VOR/DME airway radials 032 CW 116.

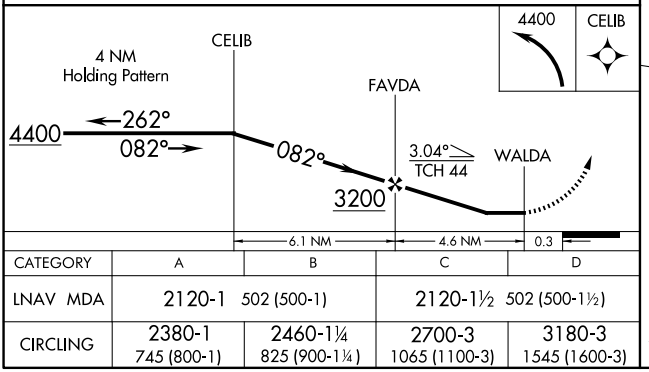


Procedure NA for arrivals at LOAMS on V112 northeast bound.

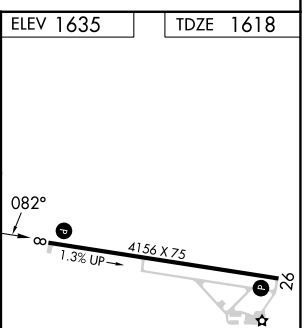
Procedure NA for arrivals at BREED on V182 eastbound.



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Idg	N/A
210°	TDZE	N/A
	Apt Elev	1635

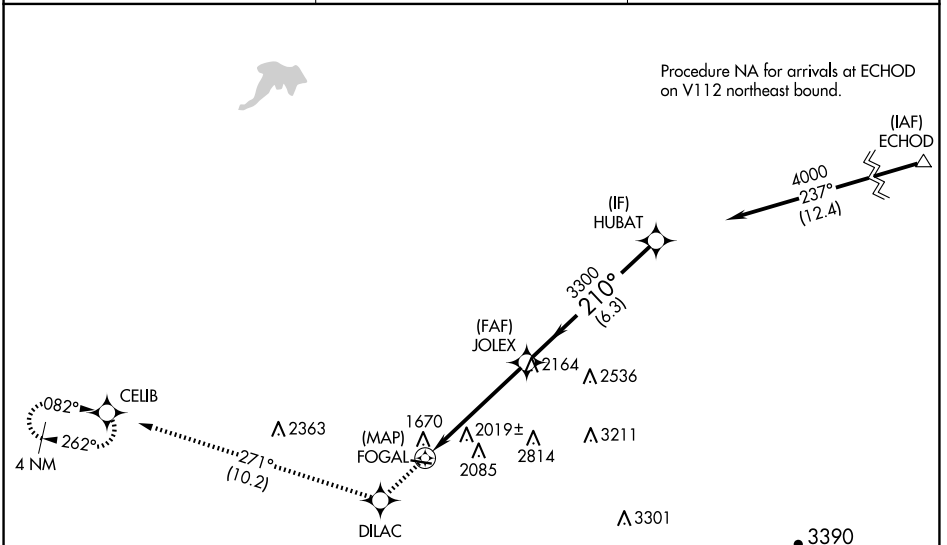
RNAV (GPS)-A
LEXINGTON (9S9)

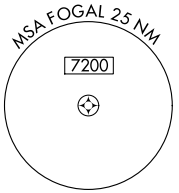
RNP APCH - GPS.

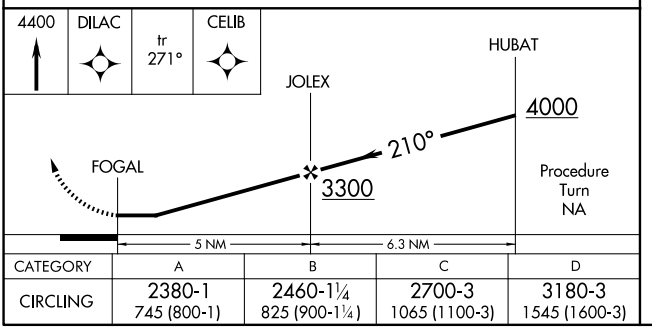
T A NA — Circling Cat D NA when using HRI altimeter setting. When local altimeter not received, use HRI altimeter setting and increase all MDAs 220 feet and Circling visibility Cats A and B ¼ SM. Procedure NA at night. Rwy 8 and 26 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4400 direct DILAC and on 271° track to CELIB and hold.

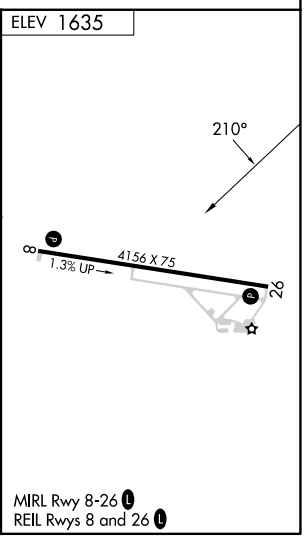
AWOS-3	SEATTLE CENTER	CTAF
134.475	132.6 269.35	122.9 L







CATEGORY	A	B	C	D
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LIBBY, MONTANA | AL-6840 (FAA) | 25163

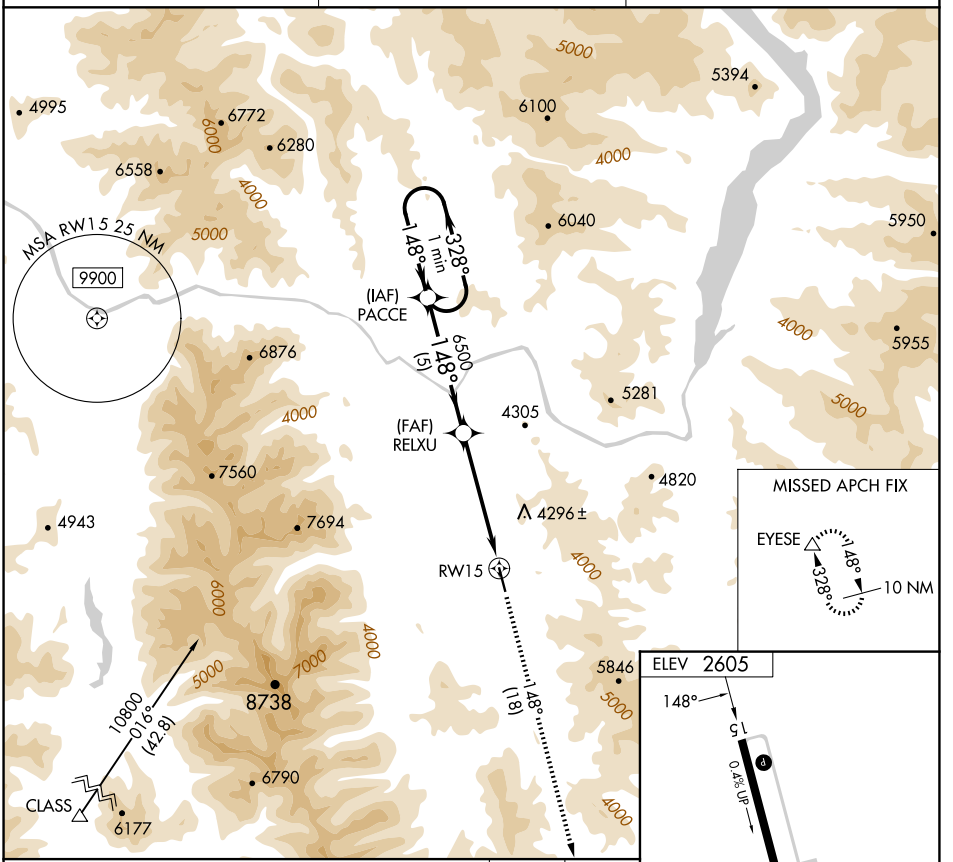
APP CRS	Rwy Ldg	N/A
148°	TDZE	N/A
	Apt Elev	2605

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

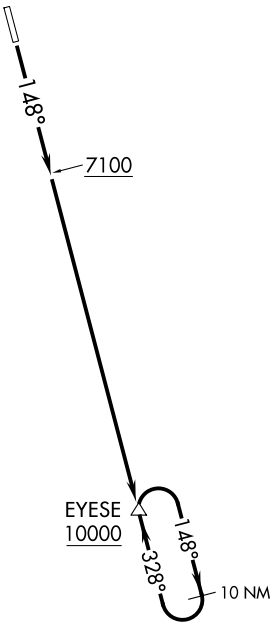


CATEGORY	A	B	C	D
CIRCLING	5240-1¼ 2635 (2700-1¼)	5240-1½ 2635 (2700-1½)	NA	

REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

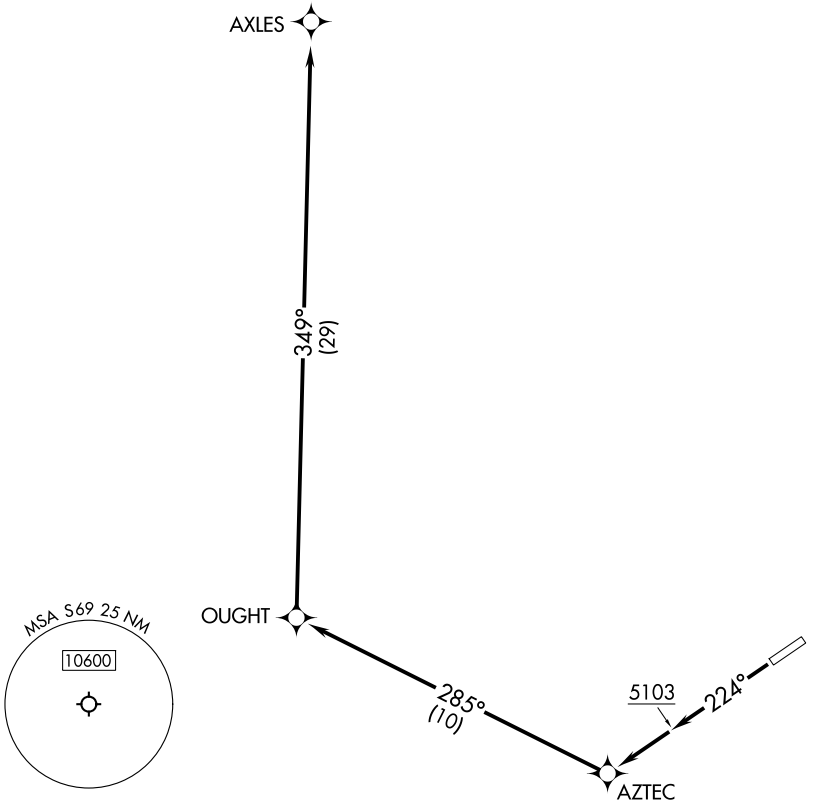
TAKEOFF OBSTACLE NOTES

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.

AXLES ONE DEPARTURE (OBSTACLE) (RNAV)

HELENA DEP CON
119.5 229.4

RNAV 1 - GPS.



TAKEOFF MINIMUMS

Rwy 22: Standard with minimum climb of 400'/NM to 7700.

TAKEOFF OBSTACLE NOTES

Rwy 22: Building 46' from DER, 188' left of centerline, 14' AGL/4586' MSL.
Wind indicator 60' from DER, 159' right of centerline, 8' AGL/4578' MSL.
Trees beginning 75' from DER, 15' left of centerline, up to 4652' MSL.
Trees beginning 147' from DER, 4' right of centerline, up to 4699' MSL.
Trees beginning 991' from DER, 116' left of centerline, up to 4656' MSL.
Trees beginning 1118' from DER, 16' left of centerline, up to 4658' MSL.
Trees, terrain beginning 2.3 NM from DER, 2507' left of centerline, up to 5015' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 22: Climb on heading 224° to 5103, then direct AZTEC, then on track 285° to OUGHT, then on track 349° to cross AXLES at or above MEA/MCA for route of flight.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LIVINGSTON, MONTANA | AL-5348 (FAA) | 25219

RNAV (GPS) RWY 22

MISSION FLD (LVM)

WAAS CH 48824 W22A	APP CRS 228°	Rwy Ldg 5701 TDZE 4652 Apt Elev 4659

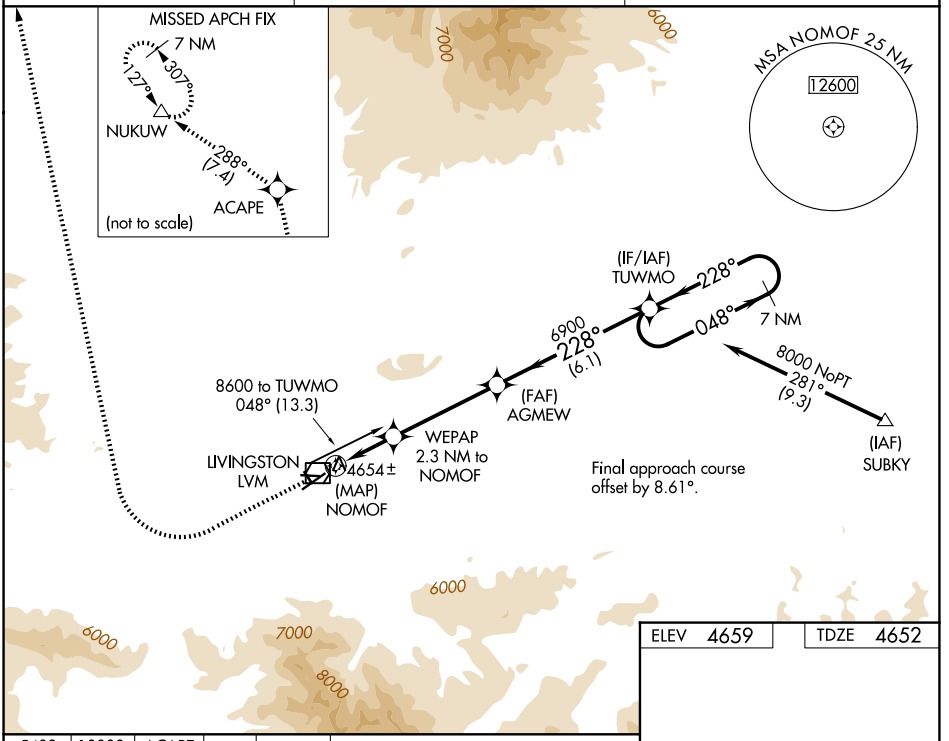
RNP APCH - GPS.

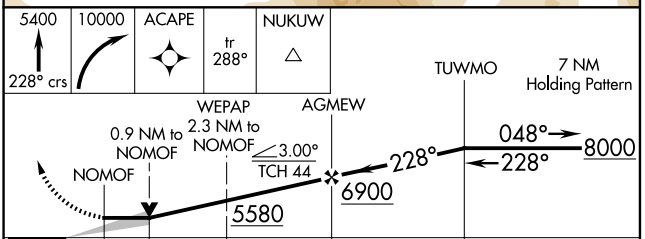
T A -28°C

Circling NA for Cats C and D southeast of Rwy 4-22.
Circling NA to Rwys 8-26 and 13-31.

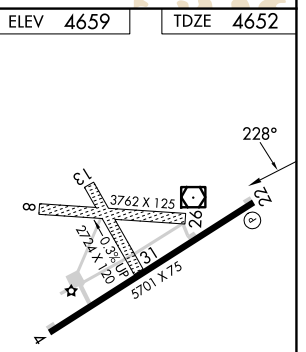
MISSED APPROACH: Climb to 5400 on course 228° then climbing right turn to 10000 direct ACAPE and on track 288° to NUKUW and hold.

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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME LVM	APP CRS	Rwy Ldg	N/A
116.1	145°	TDZE	N/A
Chan 108		Apt Elev	4659

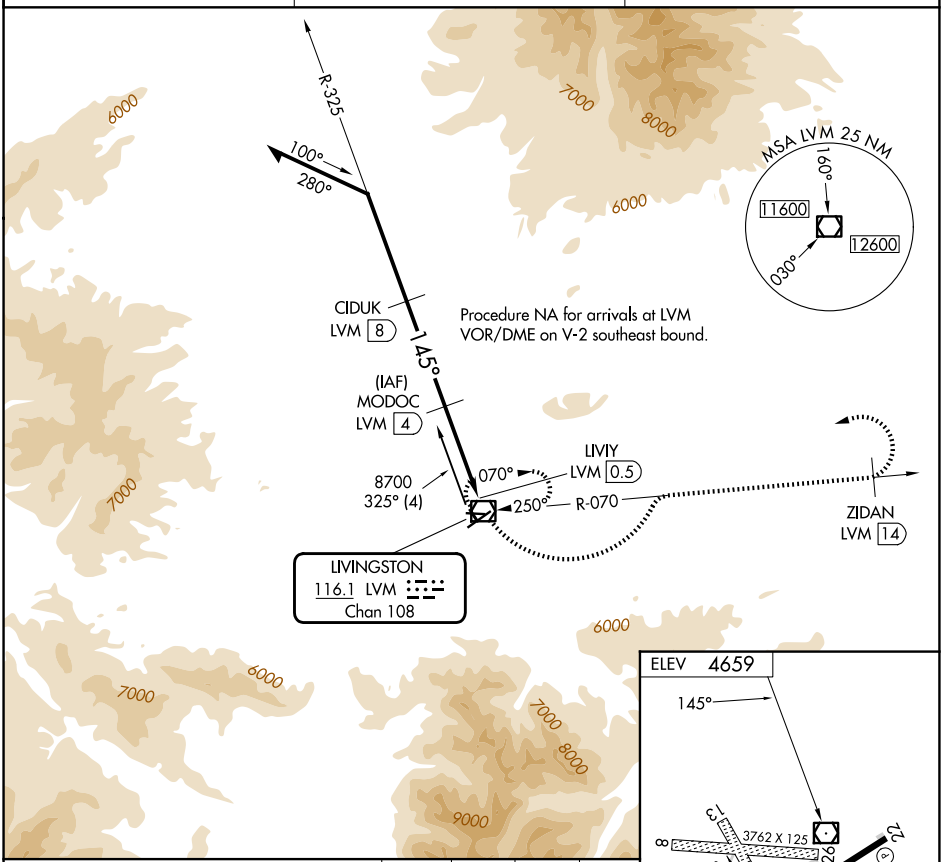
VOR/DME-B
MISSION FLD (LVM)

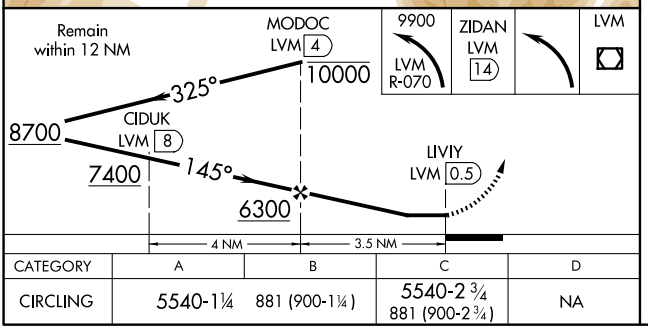
T A -28°C

Circling NA for Cats C southeast of Rwy 4-22.
Circling NA to Rwys 8-26 and 13-31.

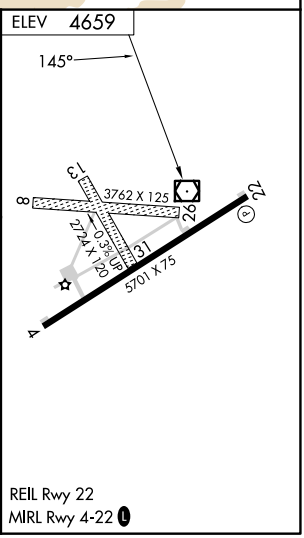
MISSED APPROACH: Climbing left turn to 9900 via LVM VOR/DME R-070 to ZIDAN/14 DME and left turn direct LVM VOR/DME and hold.

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(LVM2.LVM) 23334

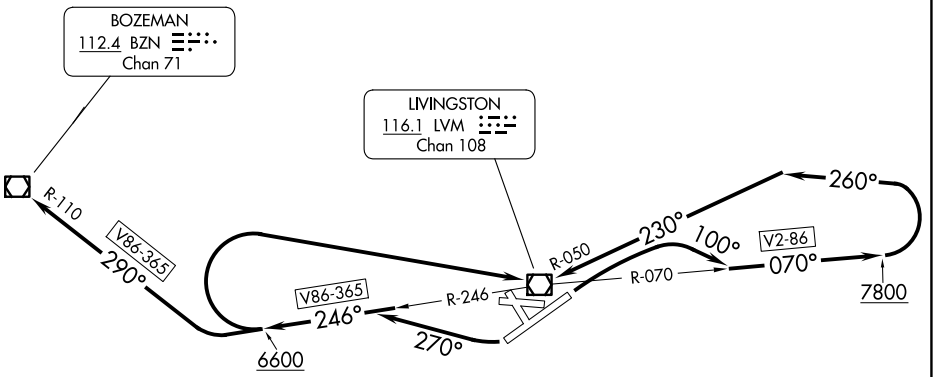
LIVINGSTON TWO DEPARTURE (OBSTACLE) AL-5348 (FAA)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	5089
CH 93518	164°	TDZE	2433
W16A		Apt Elev	2437

RNAV (GPS) RWY 16

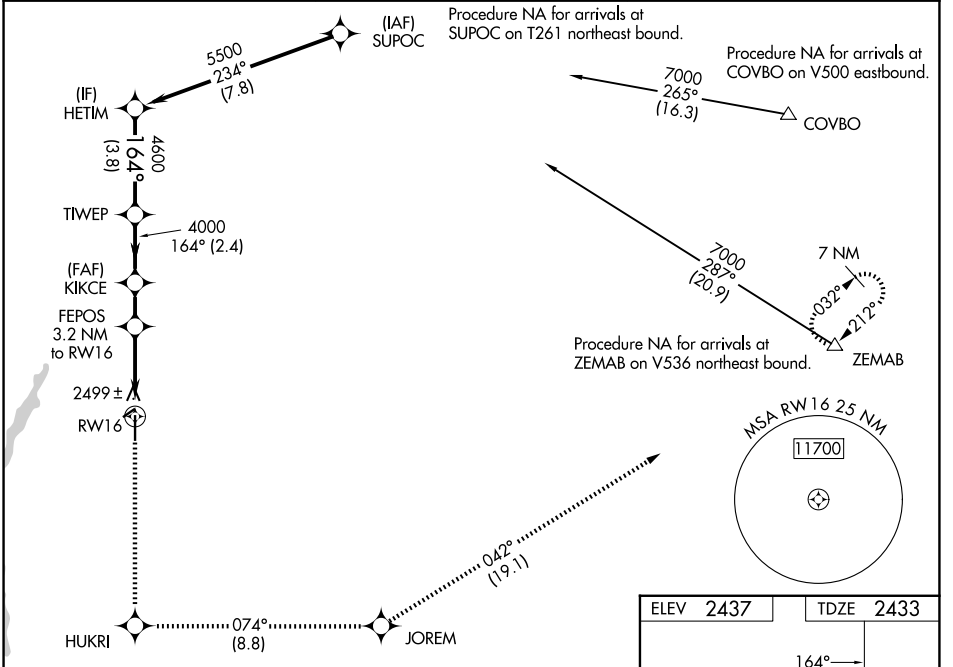
MADRAS MUNI (S33)

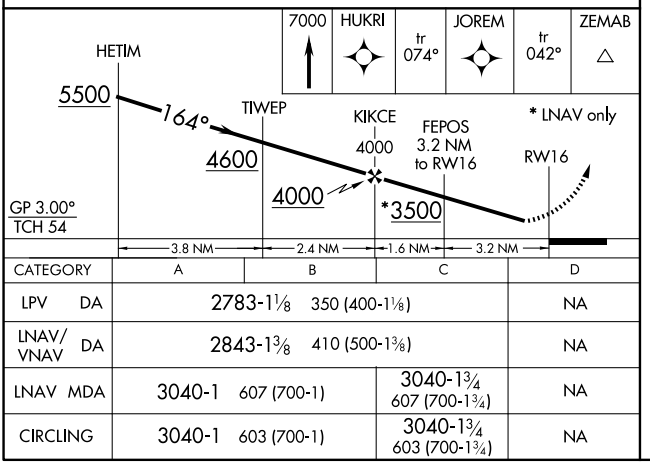
NA
-20°C

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.

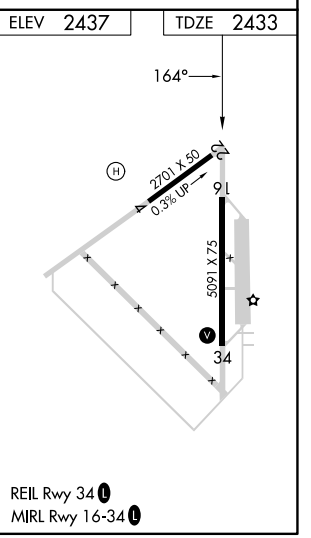
MISSED APPROACH: Climb to 7000 direct HUKRI and on track 074° to JOREM and on track 042° to ZEMAB and hold.

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



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

MADRAS, OREGON | AL-10307 (FAA) | 26022

WAAS	APP CRS	Rwy Ldg	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

MISSED APCH FIX

GASHE 157° 337° 7 NM

337° (17.1) TUDTO

RW34

JUVET 4.5 NM to RW34

(FAF) CUYAD

4900 (2.2)

WUREX

5600 344° (3.7)

(IF) YUDUB

Procedure NA for arrivals at MLLRR on T261 and V25 southbound.

(IAF) MLLRR 5800 046° (6.4)

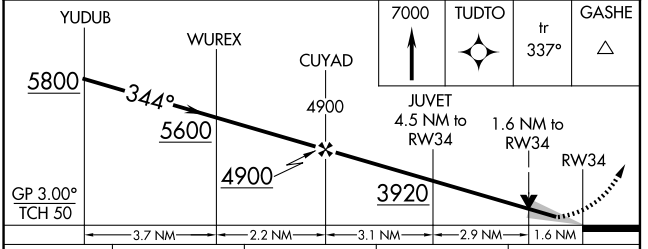
MSA RW34 25 NM

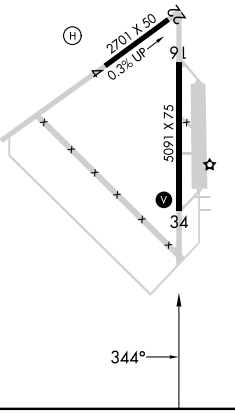
11700

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, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	4500
CH 86621	077°	TDZE	2254
W08A		Apt Elev	2254

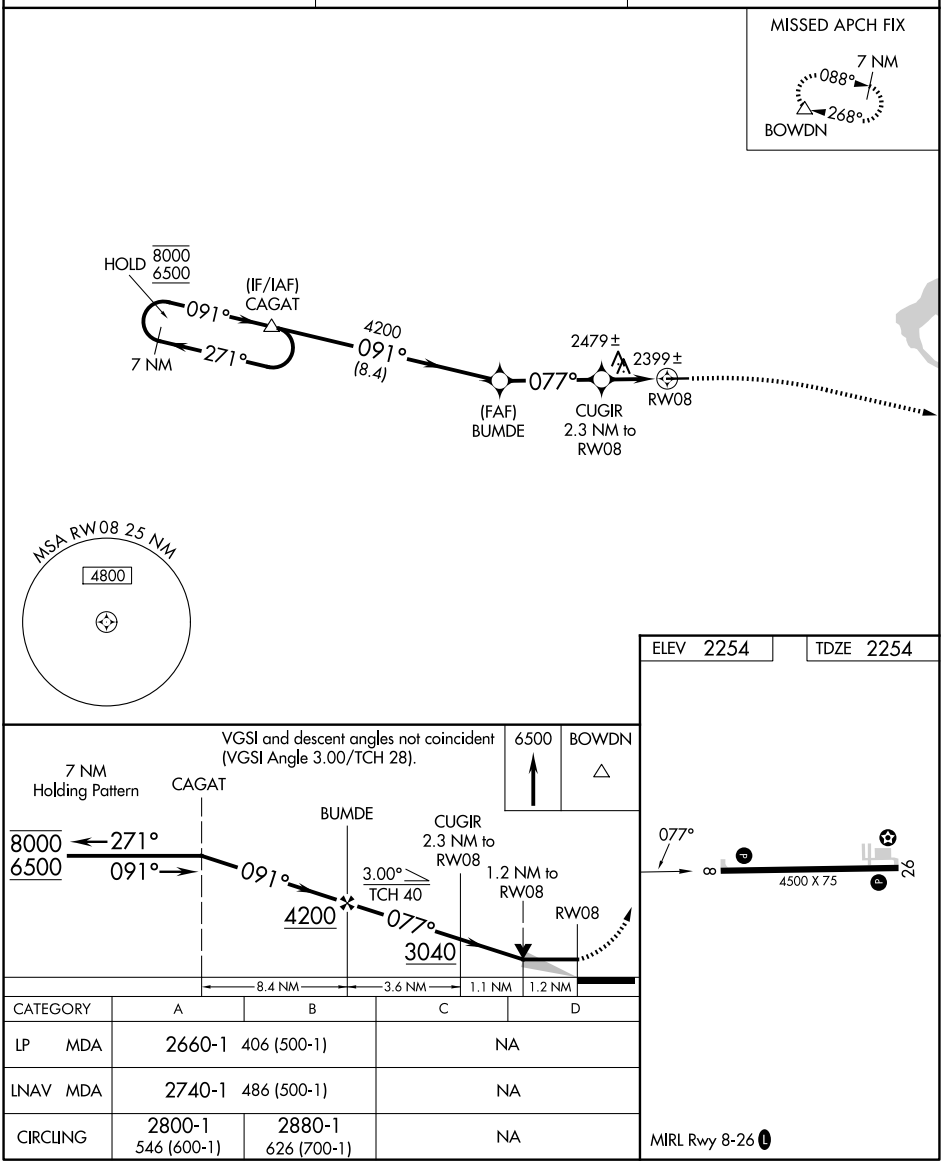
RNAV (GPS) RWY 8

MALTA (M75)

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	
CIRCLING	2800-1 546 (600-1)	2880-1 626 (700-1)	NA	

MIRL Rwy 8-26

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

MALTA, MONTANA | AL-9493 (FAA) | 26022

RNAV (GPS) RWY 26

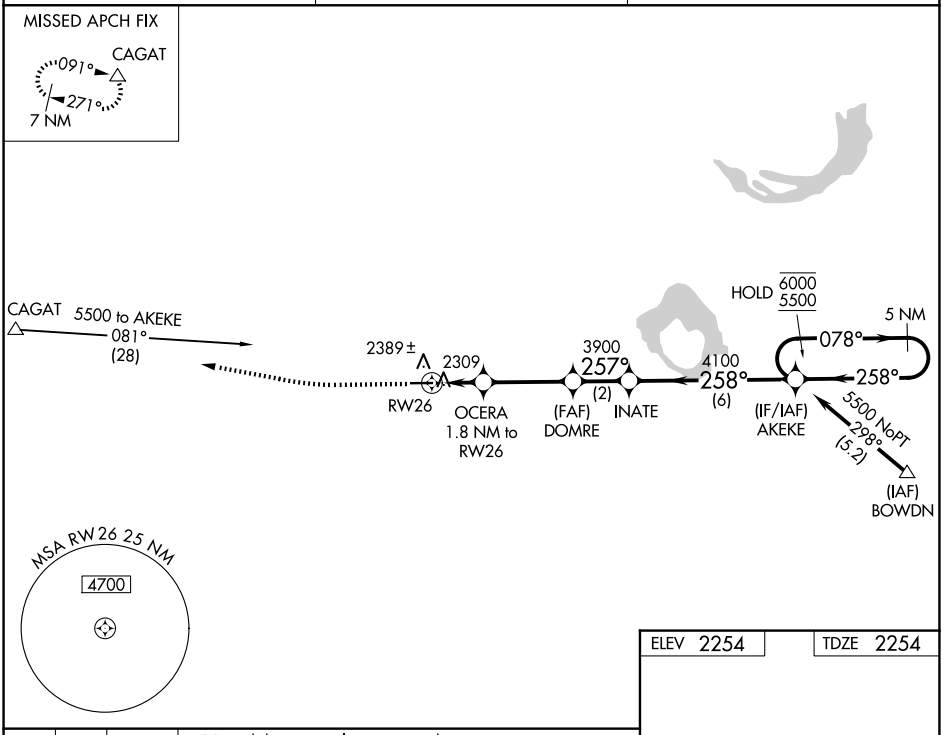
MALTA (M75)

WAAS CH 97721 W26A	APP CRS 257°	Rwy Ldg 4500 / TDZE 2254 / Apt Elev 2254

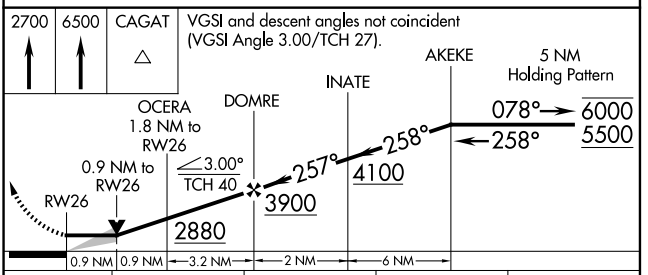
RNP APCH.

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



ELEV 2254	TDZE 2254





CATEGORY	A	B	C	D
LP MDA	2560-1 306 (400-1)		NA	
LNAV MDA	2640-1 386 (400-1)		NA	
CIRCLING	2800-1 546 (600-1)	2880-1 626 (700-1)	NA	

MIRL Rwy 8-26 L

MALTA, MONTANA
Amdt 2 20JUN19

48°22'N-107°55'W

MALTA (M75)

RNAV (GPS) RWY 26

NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	6101
181°	TDZE	5024
	Apt Elev	5024

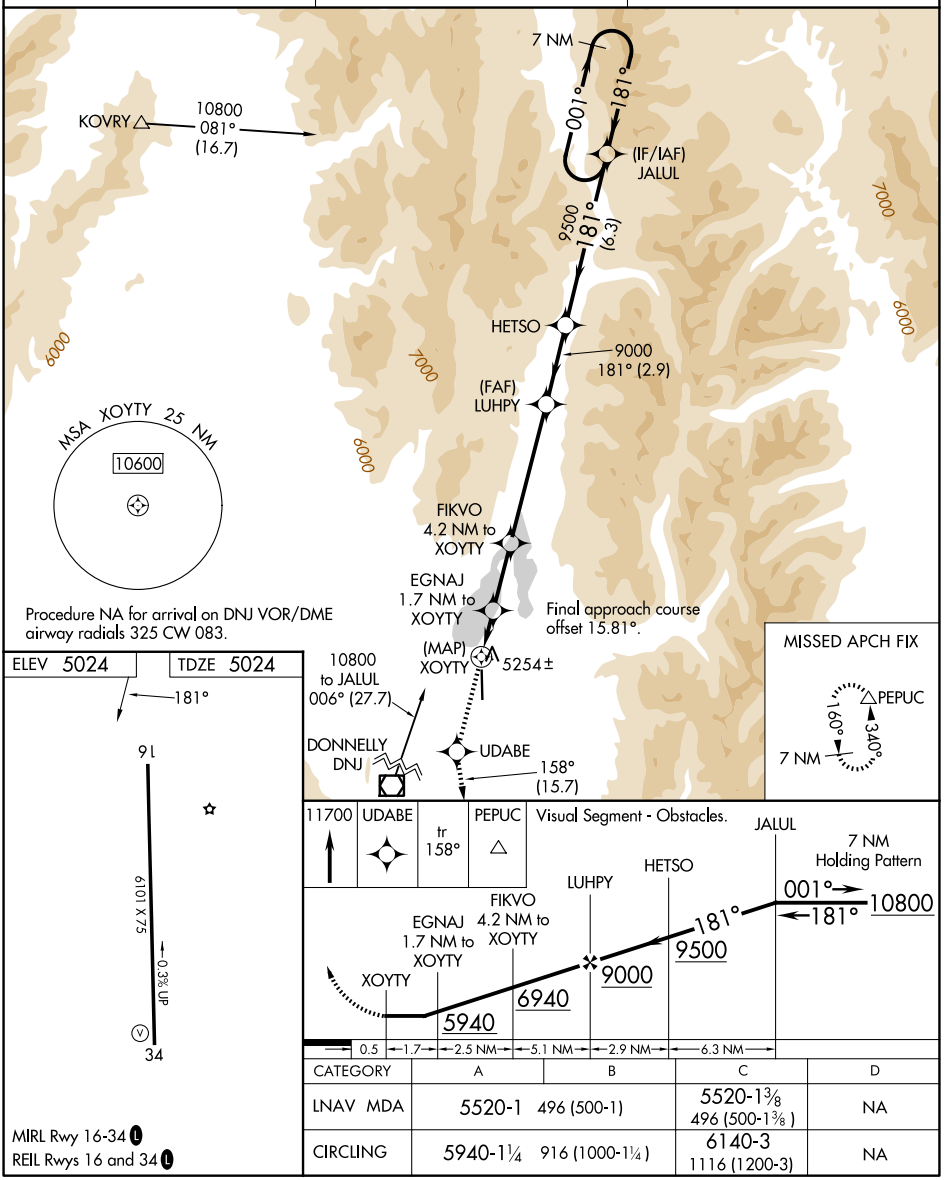
RNAV (GPS) RWY 16

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)



CATEGORY	A	B	C	D
LNAV MDA	5520-1	496 (500-1)	5520-1⅜ 496 (500-1⅜)	NA
CIRCLING	5940-1¼	916 (1000-1¼)	6140-3 1116 (1200-3)	NA

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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

MC CALL, IDAHO

AL-6936 (FAA)

26078

RNAV (GPS) RWY 34

MC CALL MUNI (MYL)

WAAS	APP CRS	Rwy Ldg	6101
CH 49016	346°	TDZE	5012
W34A		Apt Elev	5024

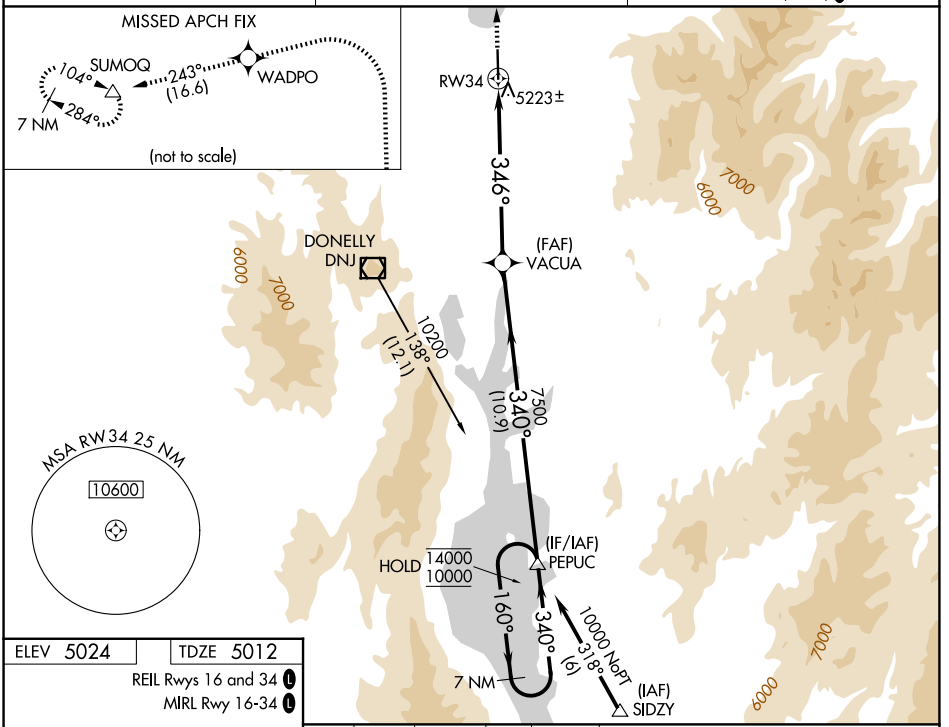
RNP APCH - GPS.

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

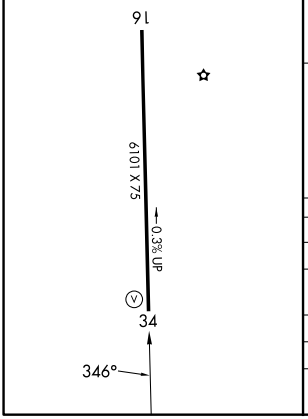
MISSED APPROACH: Climb to 5600, then climbing left turn to 12000 direct WADPO and on track 243° to SUMOQ and hold, continue climb-in-hold to 12000.
*Missed approach requires minimum climb of 265 feet per NM to 6380.

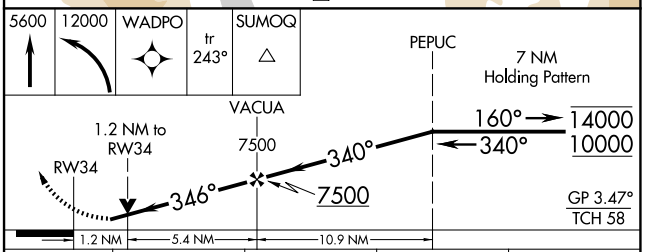
ASOS	SALT LAKE CENTER	UNICOM
119.925	128.05 306.95	122.8 (CTAF) L



ELEV 5024	TDZE 5012

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

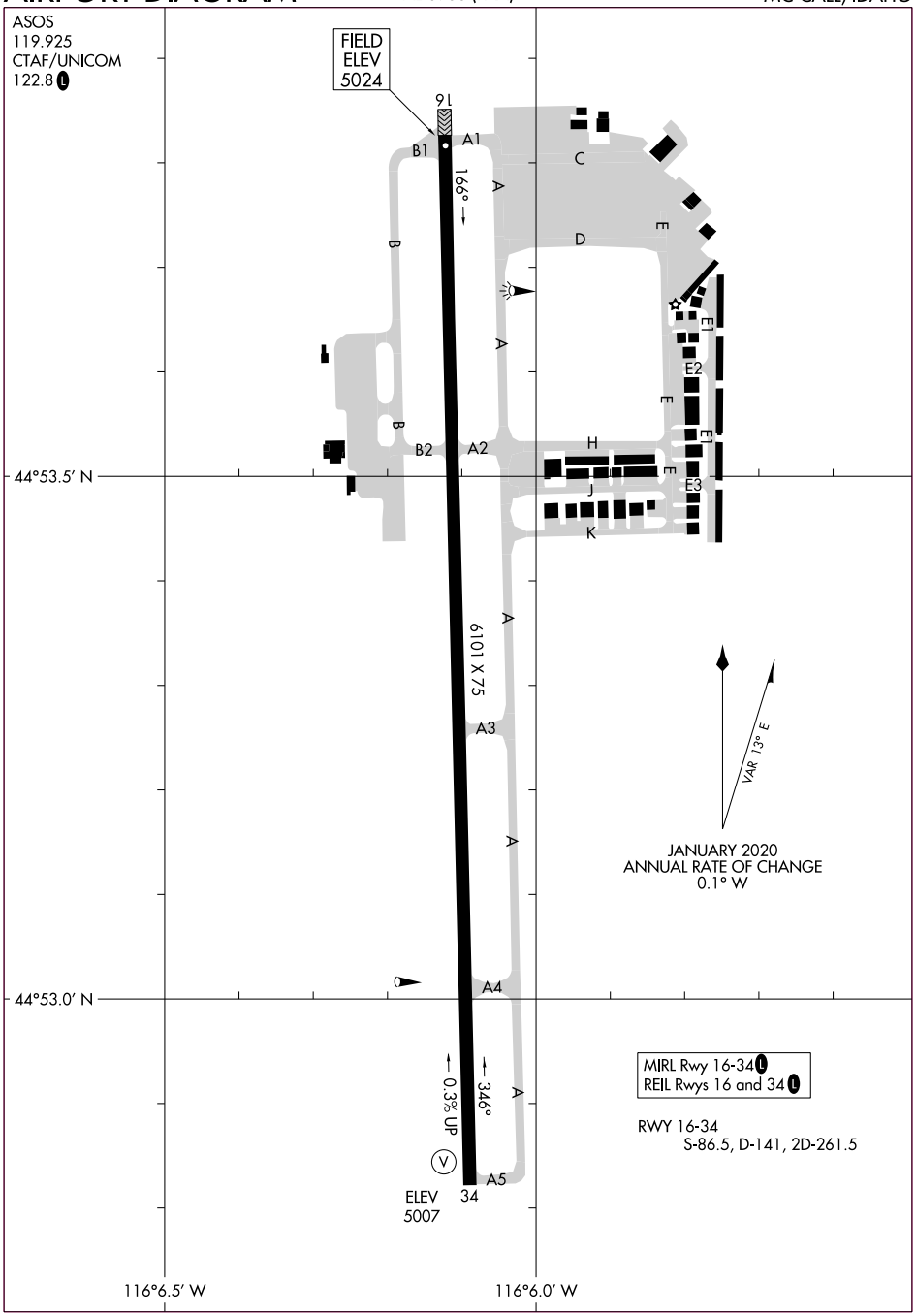




CATEGORY		A	B	C	D
LPV	DA	5375-1 363 (400-1)			
LNAV/VNAV	DA	5683-1⅞ 671 (700-1⅞)			
LNAV	MDA*	5520-1 508 (500-1)		5520-1⅜ 508 (500-1⅜)	
LNAV	MDA	5680-1 668 (700-1)		5680-1⅞ 668 (700-1⅞)	
CIRCLING		5700-1 676 (700-1)	5920-1¼ 896 (900-1¼)	6140-3 1116 (1200-3)	6660-3 1636 (1700-3)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026



NW-1, 03 SEP 2026 to 29 OCT 2026

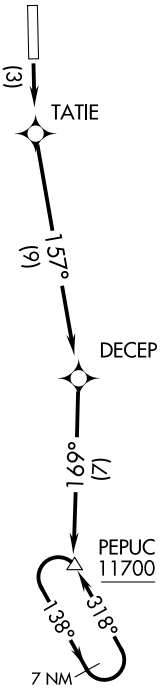
(PEPUC2.PEPUC) 20086 AL-6936 (FAA)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LOC I-MMV	APP CRS	Rwy Idg	5420
110.9	218°	TDZE	161
		Apt Elev	163

ILS or LOC RWY 22

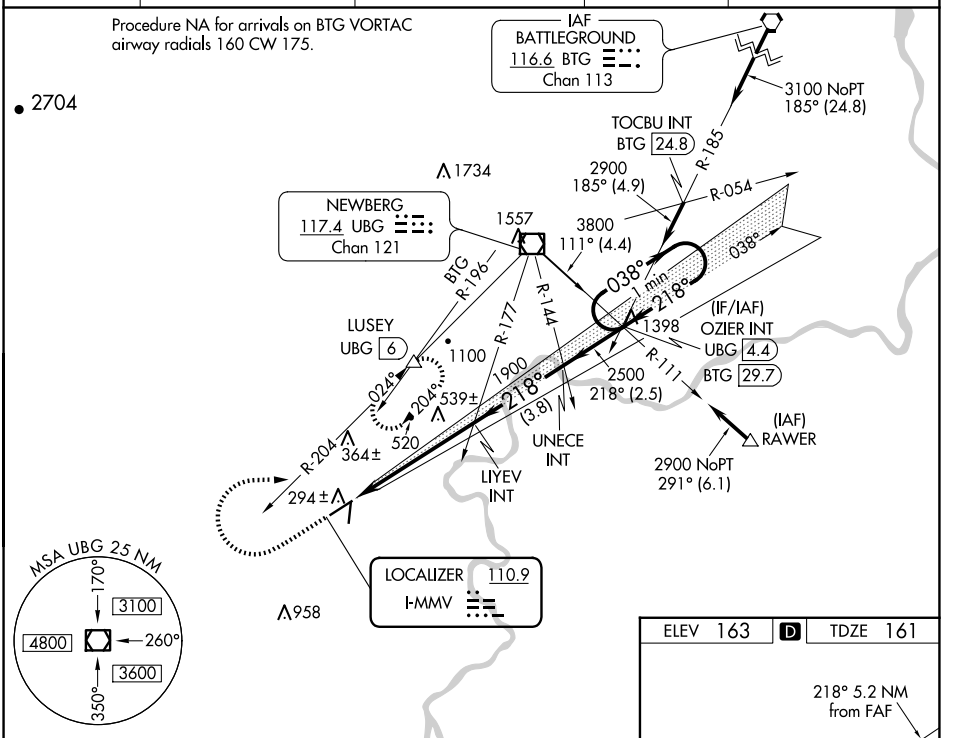
MC MINNVILLE MUNI (MMV)

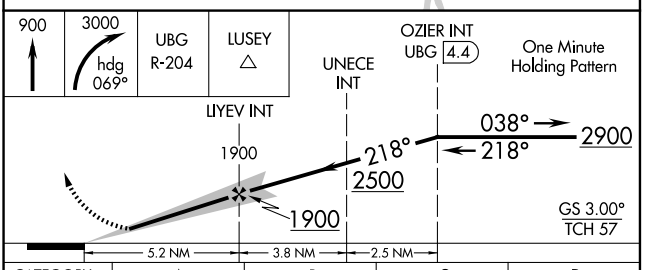
T A DME required. When local altimeter setting not received, use Aurora State altimeter setting: increase all DA to 403 feet; increase all MDA 60 feet and S-LOC 22 all Cats and Circling Cat C visibility ¼ SM.

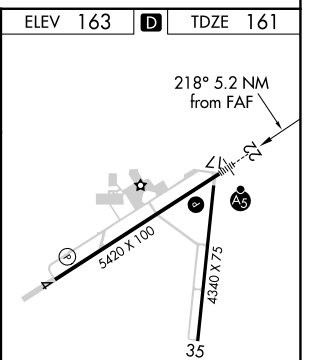
MALSR

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

MC MINNVILLE, OREGON AL-5626 (FAA) 24081

APP CRS	Rwy Idg	5320
038°	TDZE	161
	Apt Elev	163

RNAV (GPS) RWY 4

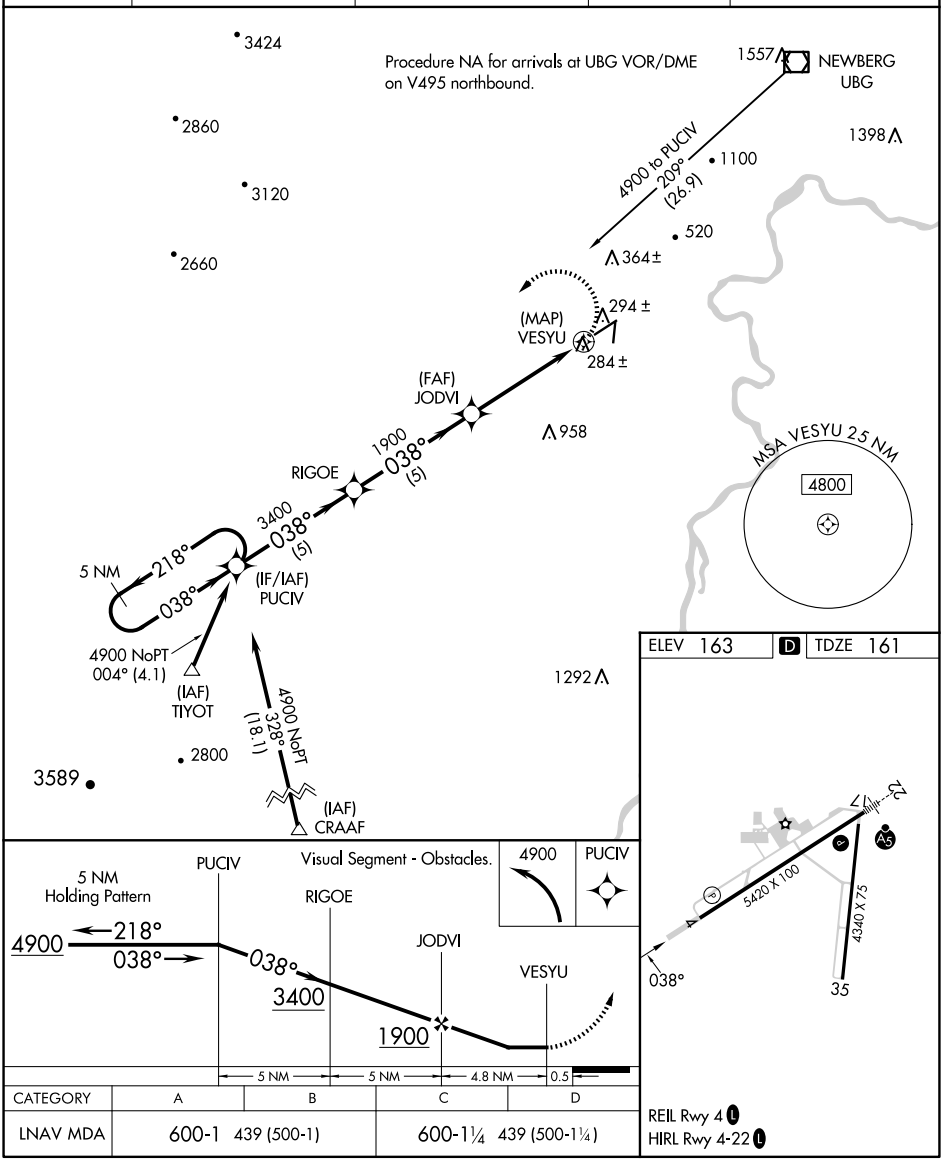
MC MINNVILLE MUNI (MMV)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS		
CH **50309**	**218°**	Rwy Idg	**5420**
W22A		TDZE	**161**
		Apt Elev	**163**

RNAV (GPS) RWY 22

MC MINNVILLE MUNI (MMV)

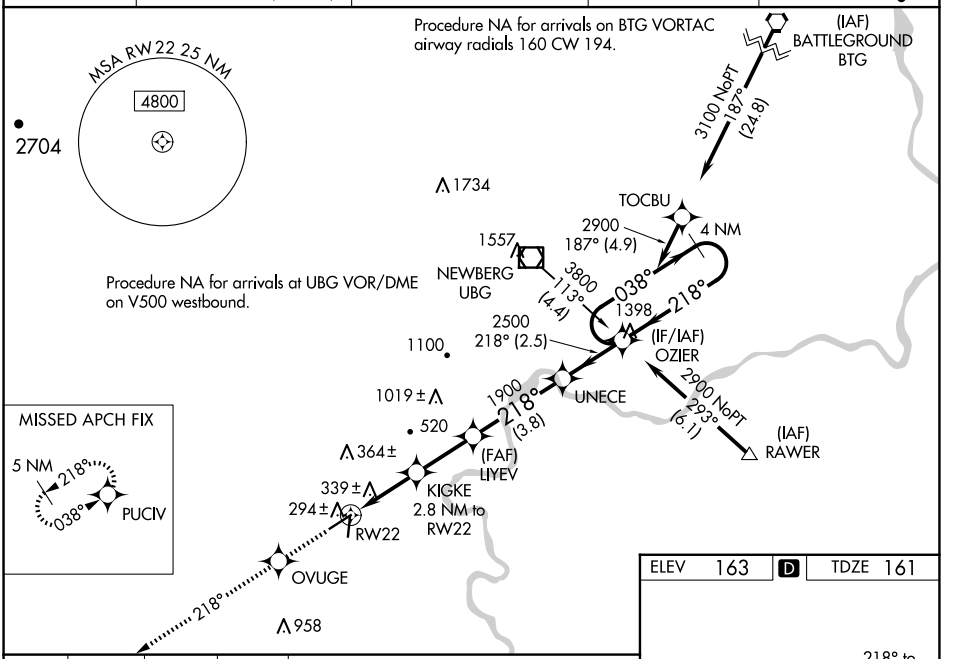
RNP APCH.

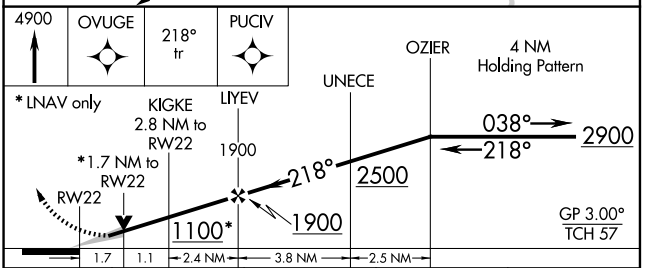
Baro-VNAV NA when using Aurora State altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local altimeter setting not received, use Aurora State altimeter setting; increase LPV DA to 534 feet, LNAV/VNAV DA to 703 feet; increase all MDAs 60 feet and visibility 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.

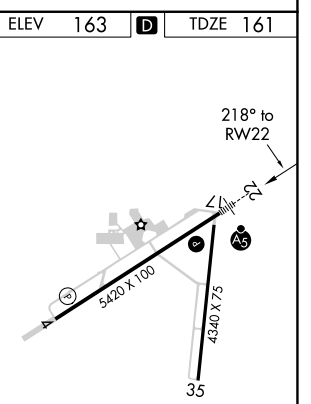
MALSR

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME UBG	APP CRS	Rwy Idg	N/A
117.4	014°	TDZE	N/A
Chan 121		Apt Elev	163

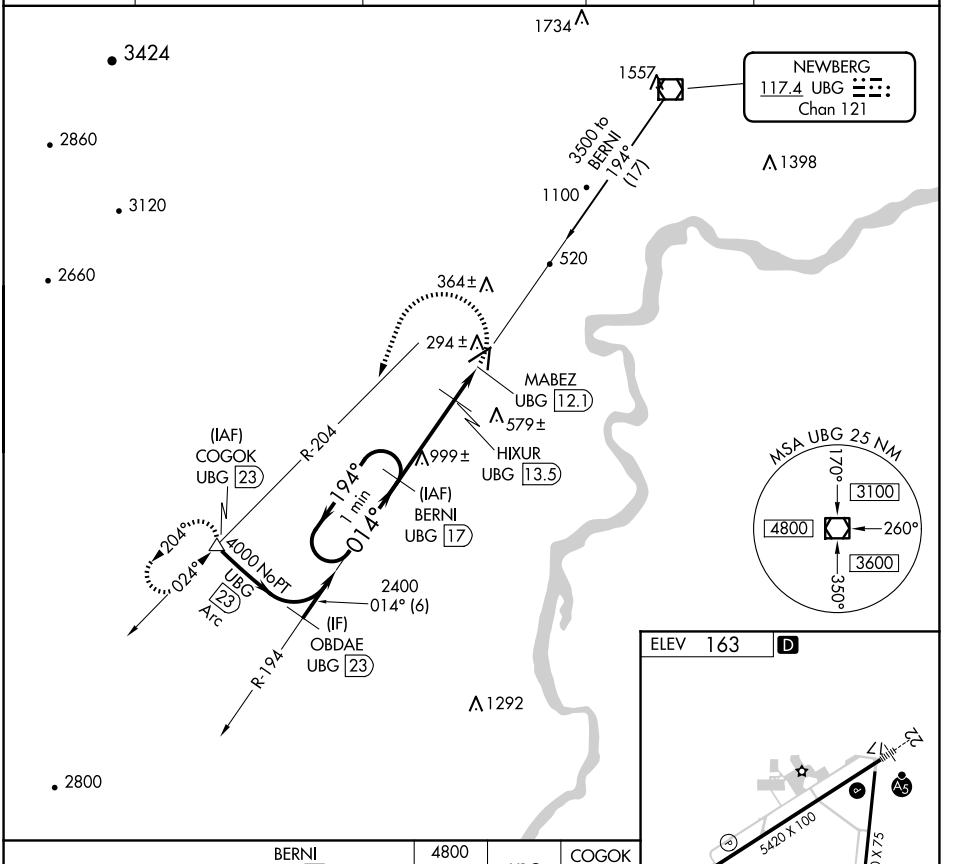
VOR/DME-B

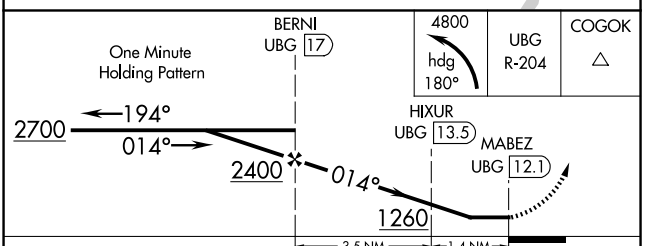
MC MINNVILLE MUNI (MMV)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

TACOMA, WASHINGTON

ILS or LOC RWY 16

LOC I-MAR	APCH CRS	Rwy Idg	TDZE	Arpt Elev
109.9	165°	10,108	286	322

[USAF] MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

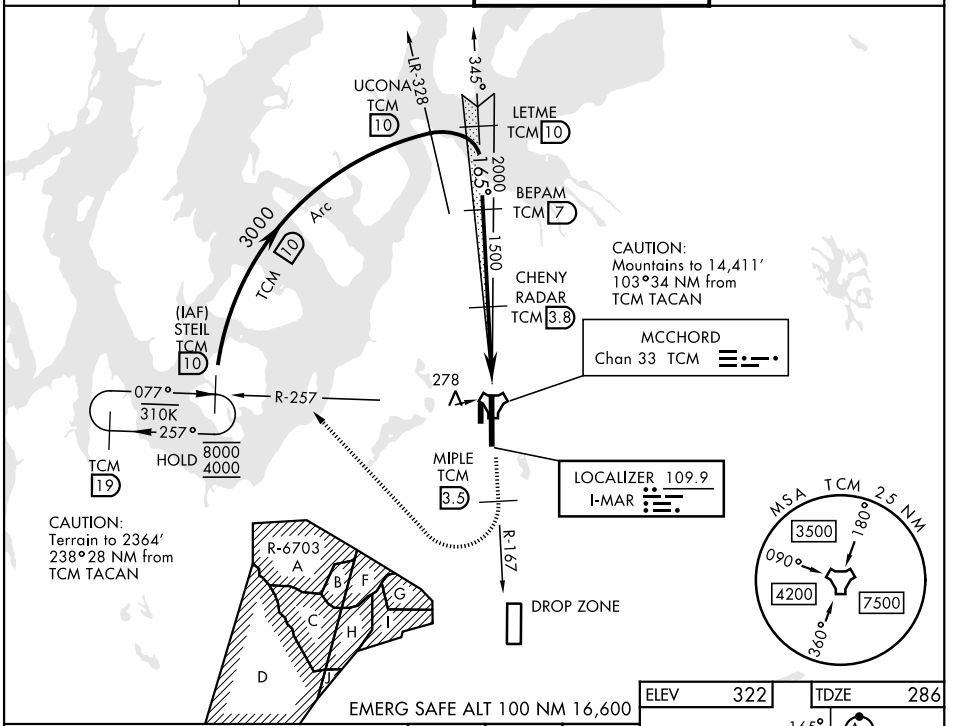
RADAR or DME required.

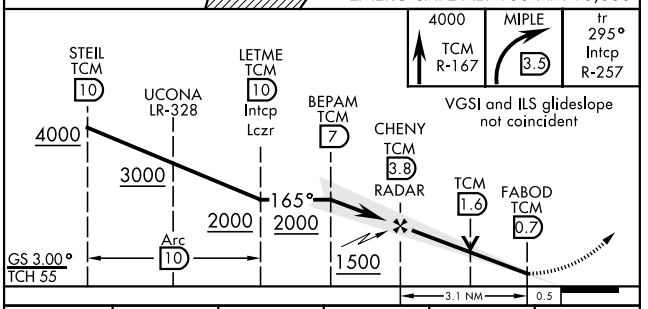
▼ * When ALS inop, increase RVR to 50, vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1⅝ miles.
*** Circling not authorized E of Rwy 16-34.

ALSF-1

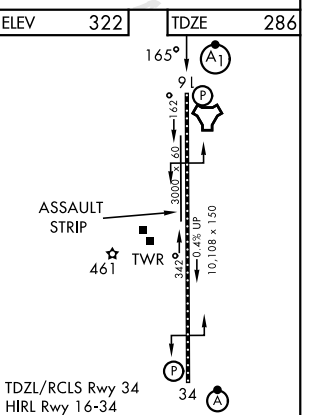
MISSED APPROACH: Climb to 4000 on TCM TACAN R-167. At 3.5 DME turn right via 295° course to intercept TCM R-257 to STEIL and hold. Continue climb in hold to 4000.

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





CATEGORY	A	B	C	D	E
S-ILS 16 *	613/40		327	(300-¾)	
S-LOC 16 **	860/40	574 (600-¾)	860-1¼	574	(600-1¼)
CIRCLING ***	940-1	618 (700-1)	940-1¾ 618 (700-1¾)	940-2 618 (700-2)	1020-2½ 698 (700-2½)



FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26134

TACOMA, WASHINGTON

ILS or LOC RWY 34

LOC I-TCM	APCH CRS	Rwy ldg 10,108
108.5	345°	TDZE 322
		Arpt Elev 322

[USAF] MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

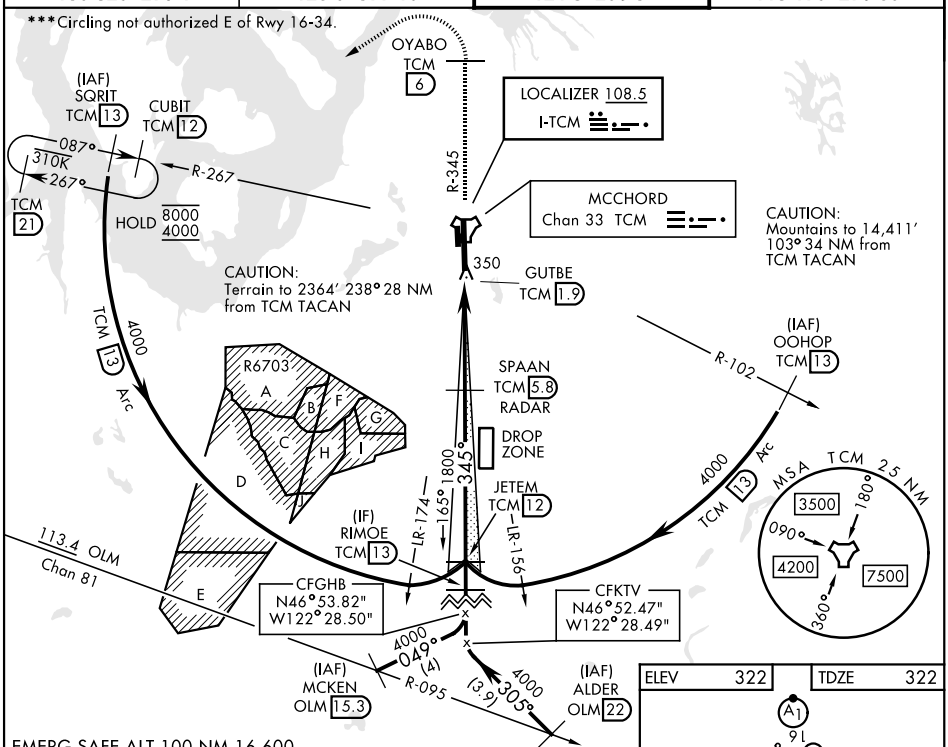
RADAR or DME required.

* When ALS inop, increase RVR to 40, vis to ¾ mile. When TDZL/RCLS 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.

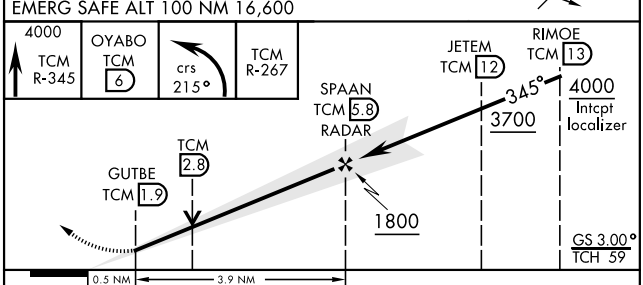
ALSF-2

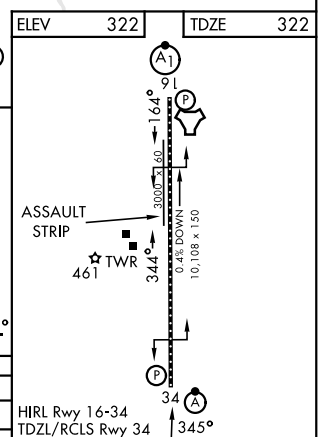
MISSED APPROACH: Climb to 4000 on TCM TACAN R-345 to OYABO, then turn left via 215° course to intercept TCM R-267 to CUBIT and hold, continue climb-in-hold to 4000. Cross OYABO at or above 3000.

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)	
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 47°08'N-122°29'W MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

Amdt 5 30NOV23

ILS or LOC RWY 34

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

TACOMA, WASHINGTON

ILS RWY 34 (CAT II)

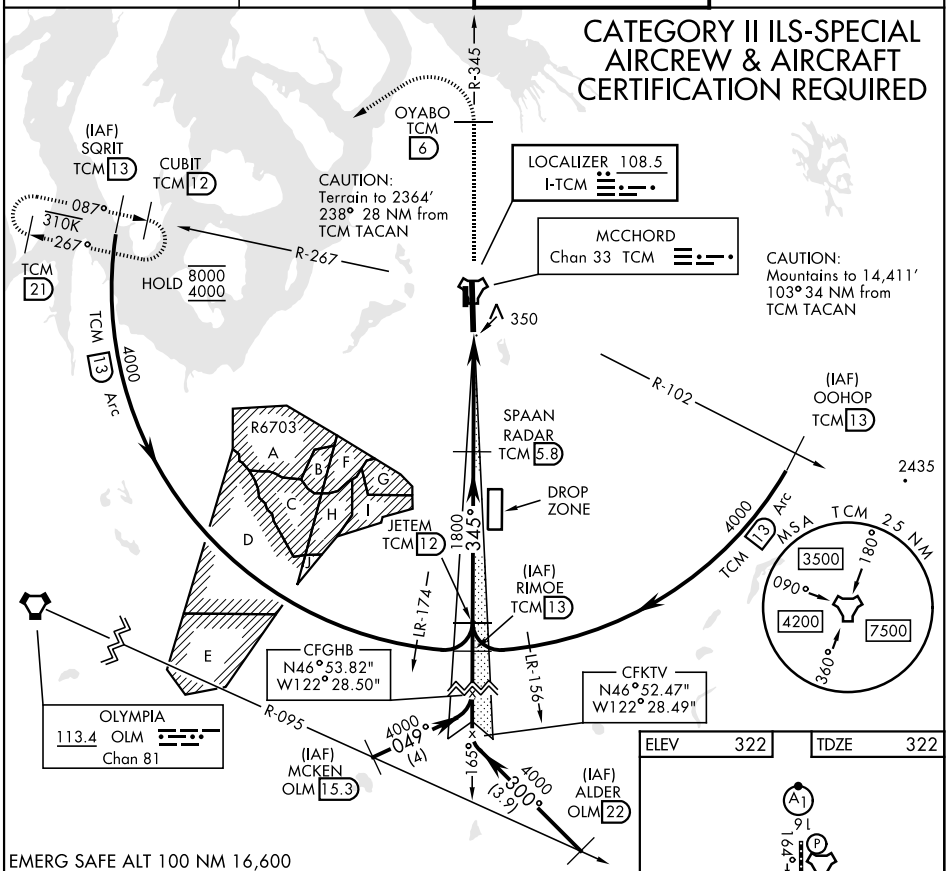
LOC I-TCM	APCH CRS	Rwy ldg 10,108
108.5	345°	TDZE 322
		Arpt Elev 322

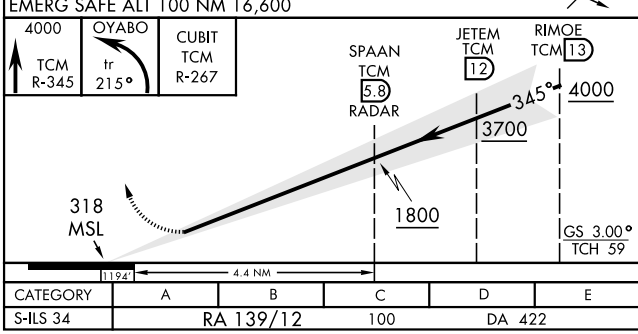
[USAF] MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

ALSF-2

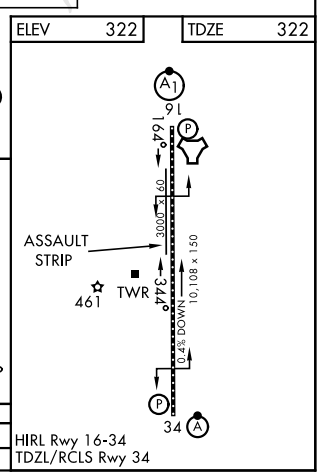
MISSED APPROACH: Climb to 4000 on TCM TACAN R-345 to OYABO, then turn left via 215° course to intercept TCM R-267 to CUBIT and hold, continue climb in hold to 4000. Cross OYABO at or above 3000.

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 (JOINT BASE LEWIS MCCHORD) (KTCM)

Amdt 4 10SEP20

ILS RWY 34 (CAT II)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

TACOMA, WASHINGTON

RNAV (GPS) RWY 16

APCH CRS	Rwy ldg	10,108
165°	TDZE	286
	Arpt Elev	322

[USAF] MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

RADAR required

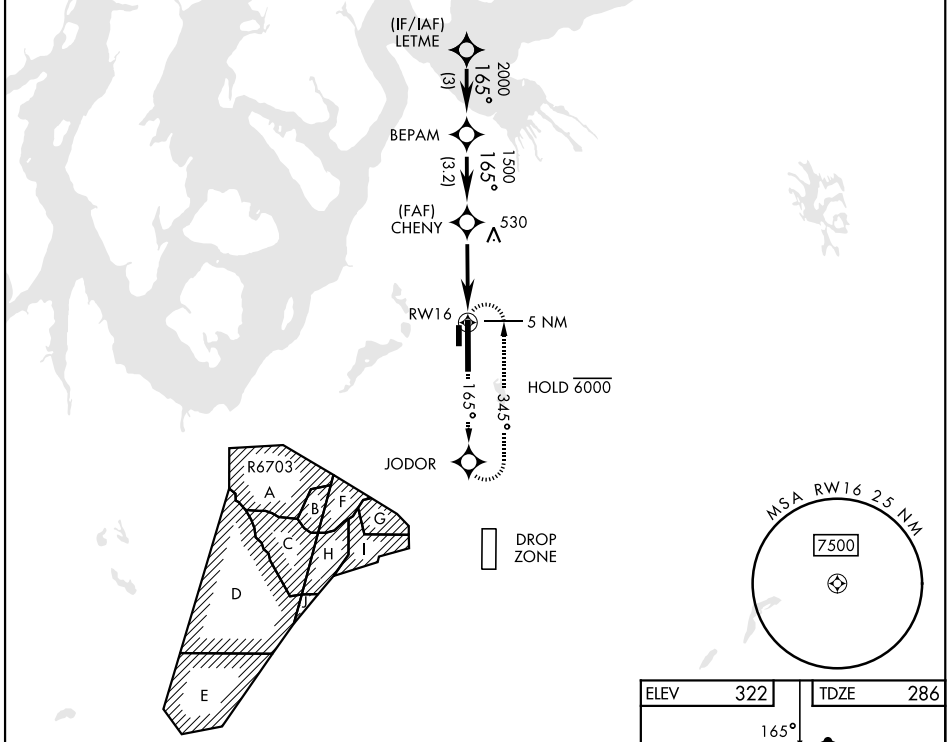
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling not authorized E of rwy 16-34.

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)		
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/RCLS Rwy 34

RNAV (GPS) RWY 16

NW-1, 03 SEP 2026 to 29 OCT 2026

TACOMA, WASHINGTON

RNAV (GPS) RWY 34

APCH CRS	Rwy ldg	10,108
345°	TDZE	322
	Arpt Elev	322

[USAF] MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

RADAR required

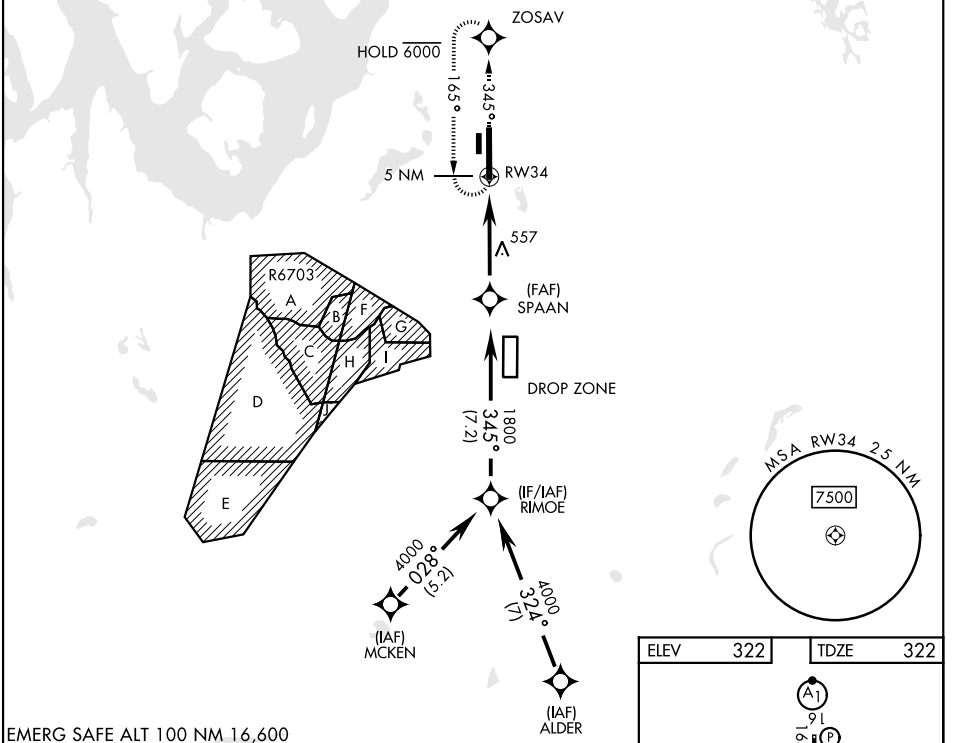
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅜ miles.
** Circling not authorized E of rwy 16-34.

ALSF-2

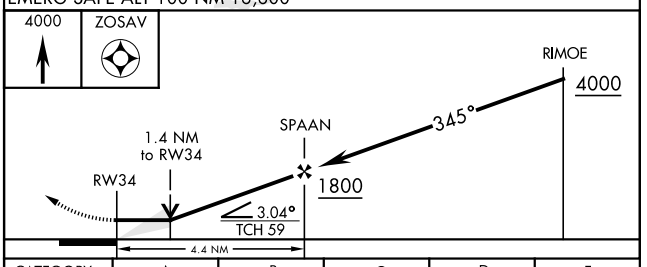
MISSED APPROACH: Climb to 4000 direct ZOSAV and hold, continue climb in hold to 4000.

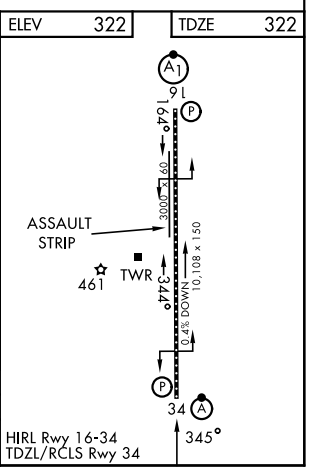
ATIS	SEATTLE APP CON	TOWER	GND CON
135.825 270.1	126.5 377.15	124.8 259.3	118.175 279.65

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)	
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/RCLS Rwy 34

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

TACOMA, WASHINGTON

TACAN RWY 16

TACAN	APCH CRS	Rwy Idg	10,108
Chan 33 TCM	160°	TDZE	286
		Arpt Elev	322

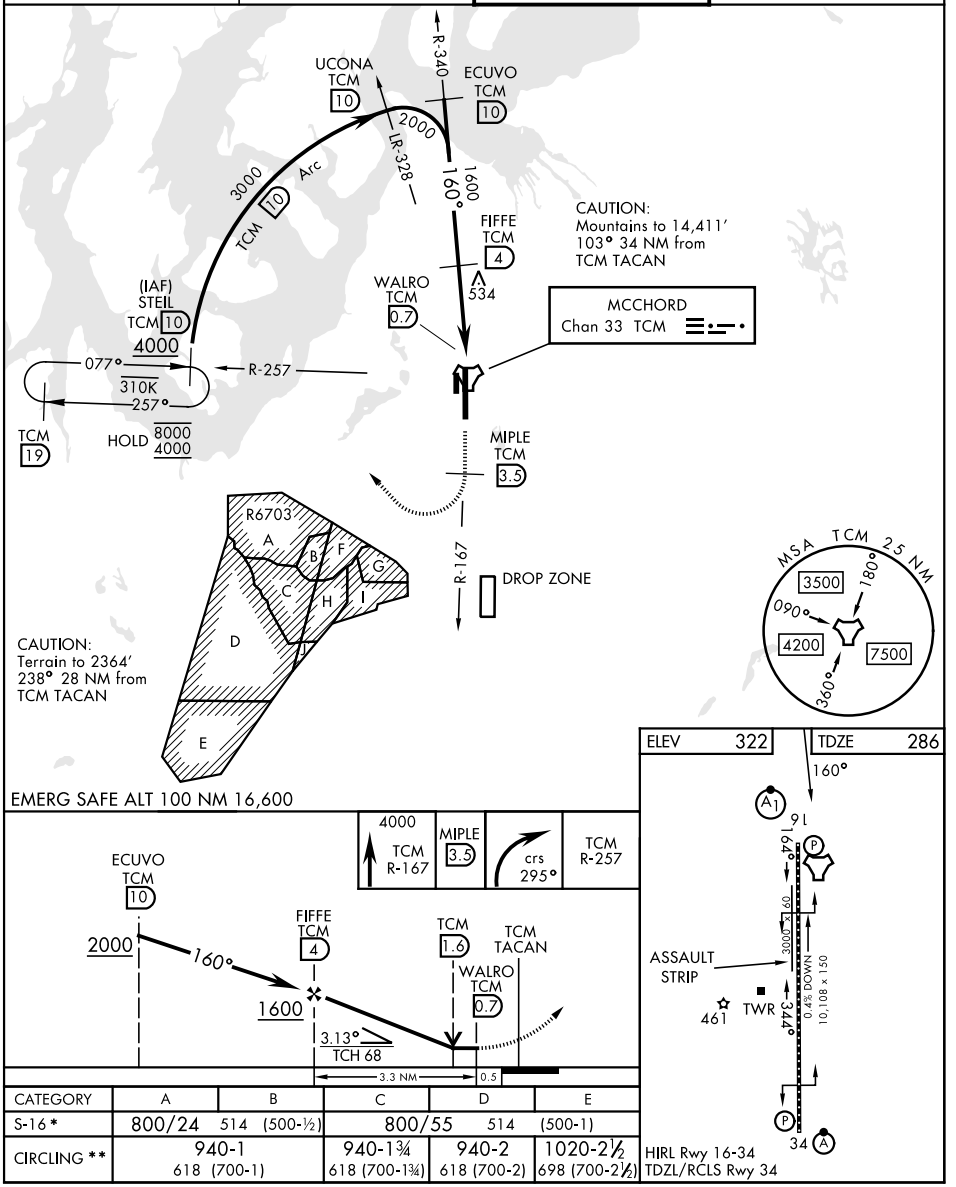
[USAF] MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

* 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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

TACOMA, WASHINGTON

TACAN RWY 34

TACAN	APCH CRS	Rwy ldg	10,108
TCM Chan 33	347°	TDZE	322
		Arpt Elev	322

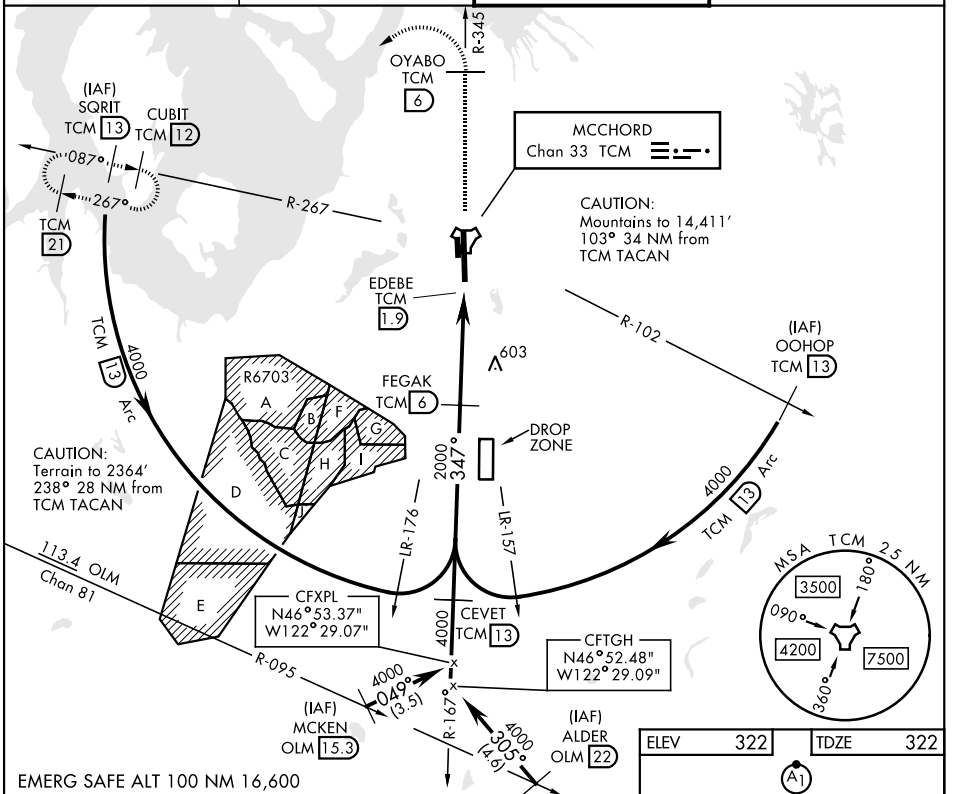
[USAF] MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

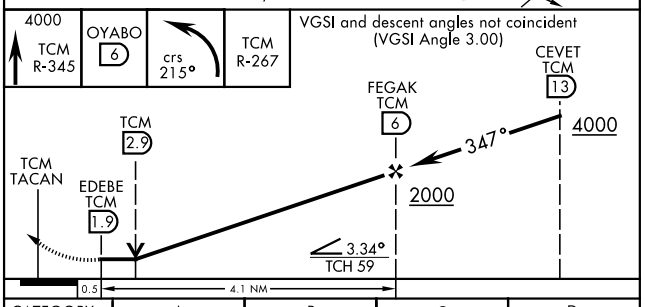
▼ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1½ miles.
** Circling not authorized E of Rwy 16-34.

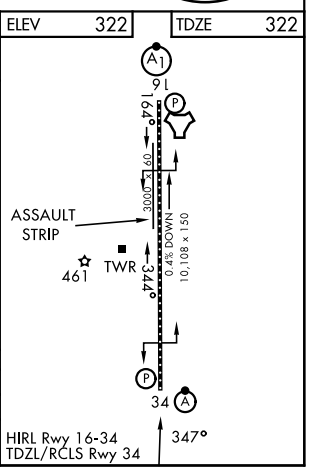
ALSF-2

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)	
CIRCLING **	940-1 618 (700-1)		940-1¾ 618 (700-1¾)	940-2 618 (700-2)

TACOMA, WASHINGTON 47°08'N-122°29'W MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

Amdt 5 20APR23

TACAN RWY 34

NW-1, 03 SEP 2026 to 29 OCT 2026

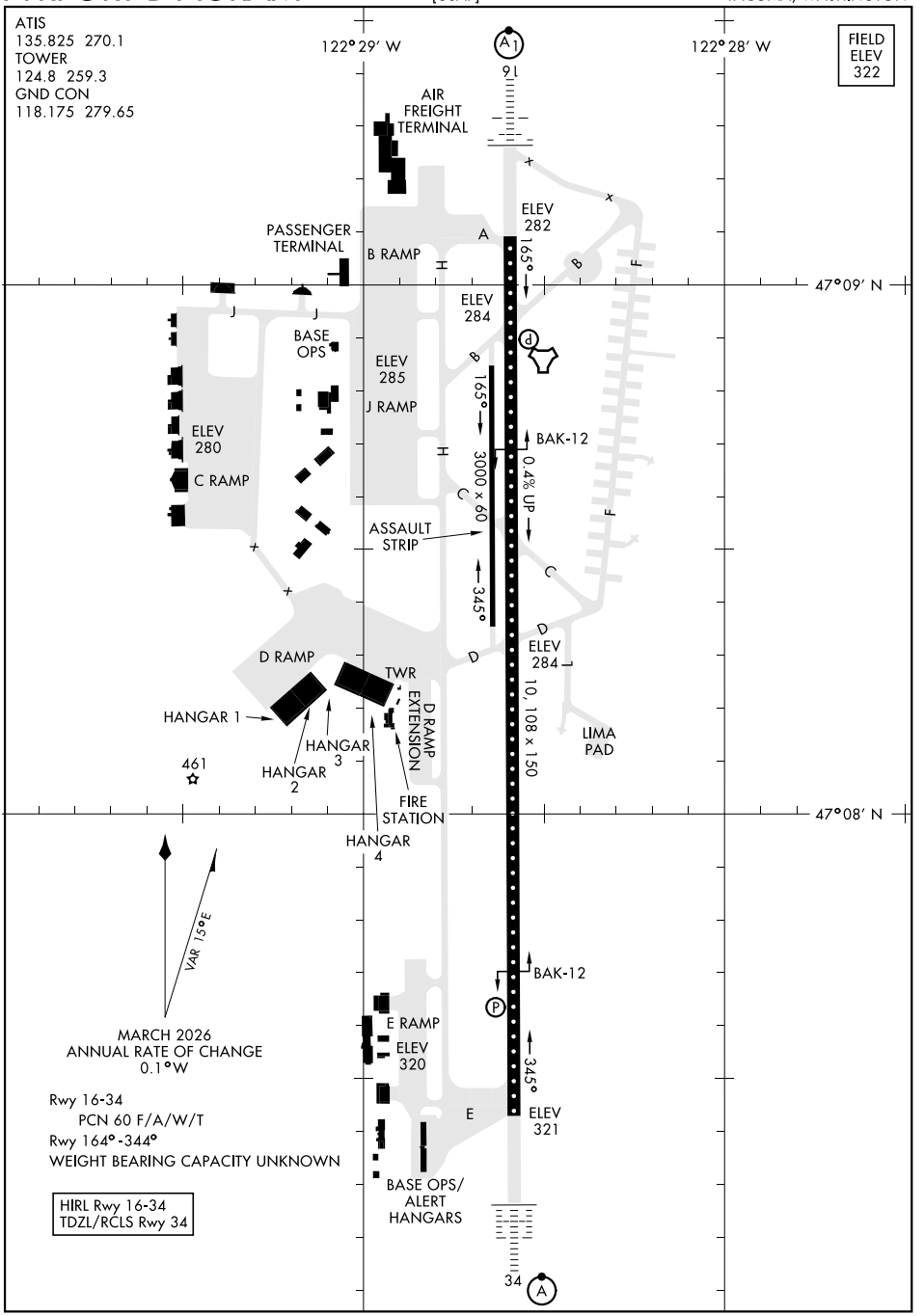
26134

AIRPORT DIAGRAM

MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

[USAF]

TACOMA, WASHINGTON



NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

TACOMA, WASHINGTON

MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

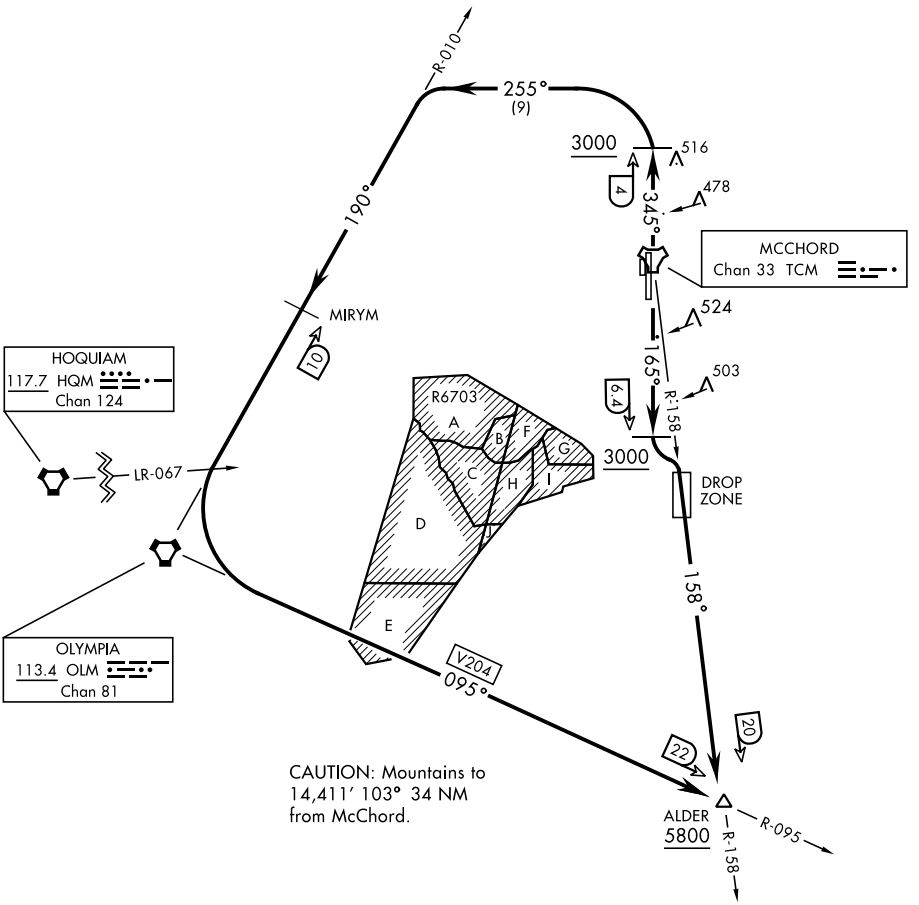
ALDER-TWO DEPARTURE (ALDER2.ALDER)

NW-1, 03 SEP 2026 to 29 OCT 2026

ATIS
135.825 270.1
GND CON
118.175 279.65
TOWER
124.8 259.3
SEATTLE DEP CON
126.5 377.15

[USAF]

If unable to make ATC charted crossing 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.

(MOCAA4.MOCAA) 22027

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

MOCAA FOUR DEPARTURE (RNAV)

AL-414 (FAA)

TACOMA, WASHINGTON

NW-1, 03 SEP 2026 to 29 OCT 2026

MOCAA FOUR DEPARTURE (RNAV)

TACOMA, WASHINGTON

(MOCAA4.MOCAA) 27JAN22

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

NW-1, 03 SEP 2026 to 29 OCT 2026

OLYMPIC-FOUR DEPARTURE

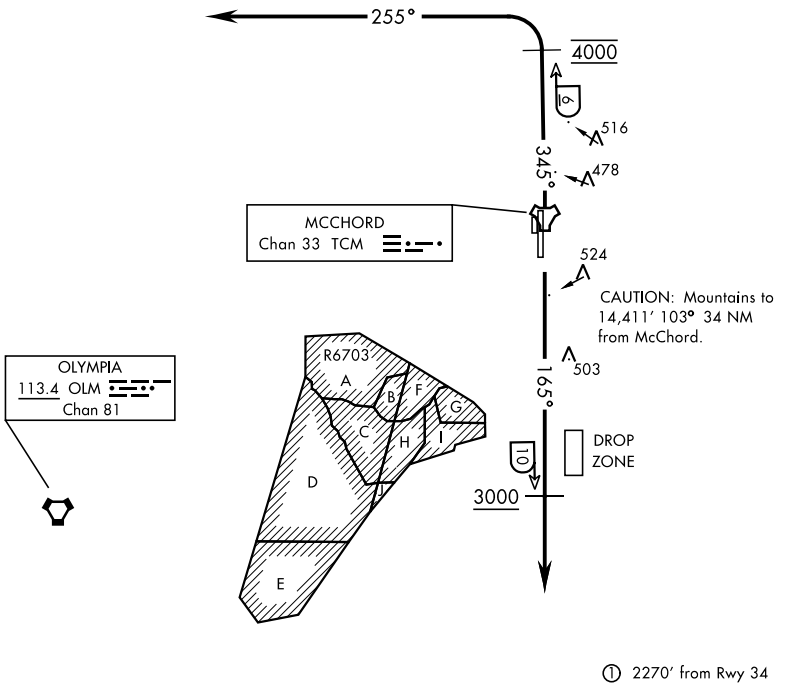
RADAR required

ATIS
135.825 270.1
GND CON
118.175 279.65
TOWER
124.8 259.3
SEATTLE DEP CON
126.5 377.15

If unable to make ATC charted crossing restrictions advise ATC prior to departure.

SEATTLE
116.8 SEA
Chan 115

Maximum 250 KIAS



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

25191

PUGET-SIX DEPARTURE

MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)
[USAF]
TACOMA, WASHINGTON

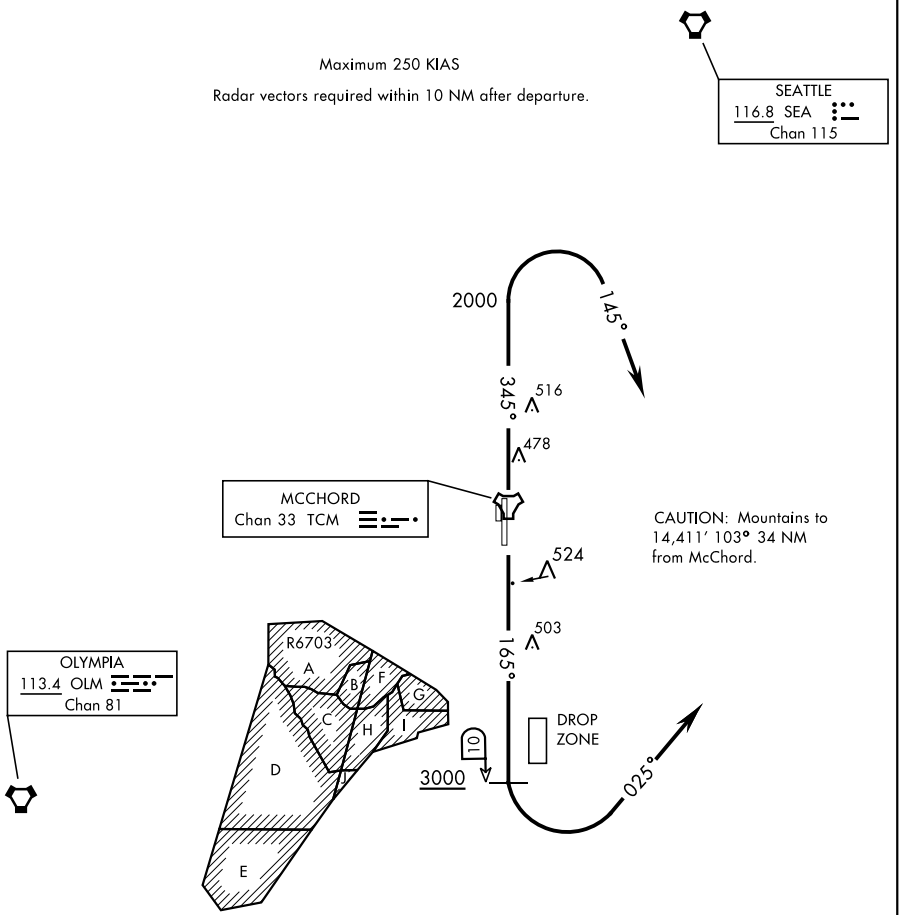
RADAR required

ATIS
135.825 270.1
GND CON
118.175 279.65
TOWER
124.8 259.3
SEATTLE DEP CON
126.5 377.15

If unable to make ATC charted crossing restriction advise ATC prior to departure.

Maximum 250 KIAS

Radar vectors required within 10 NM after departure.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climb on track 165° to cross TCM TACAN 10 DME at or above 3000. Then turn left tracking 025° to expect radar vectors. Maintain ATC assigned altitude.

TAKEOFF RWY 34: Climb on track 345° to 2000, then turn right tracking 145° to expect radar vectors. Maintain ATC assigned altitude.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 14

ROGUE VALLEY INTL/MEDFORD (MFR)

LOC/DME I-MFR	APP CRS	Rwy Ldg	8800
110.3	143°	TDZE	1303
Chan 40		Apt Elev	1335

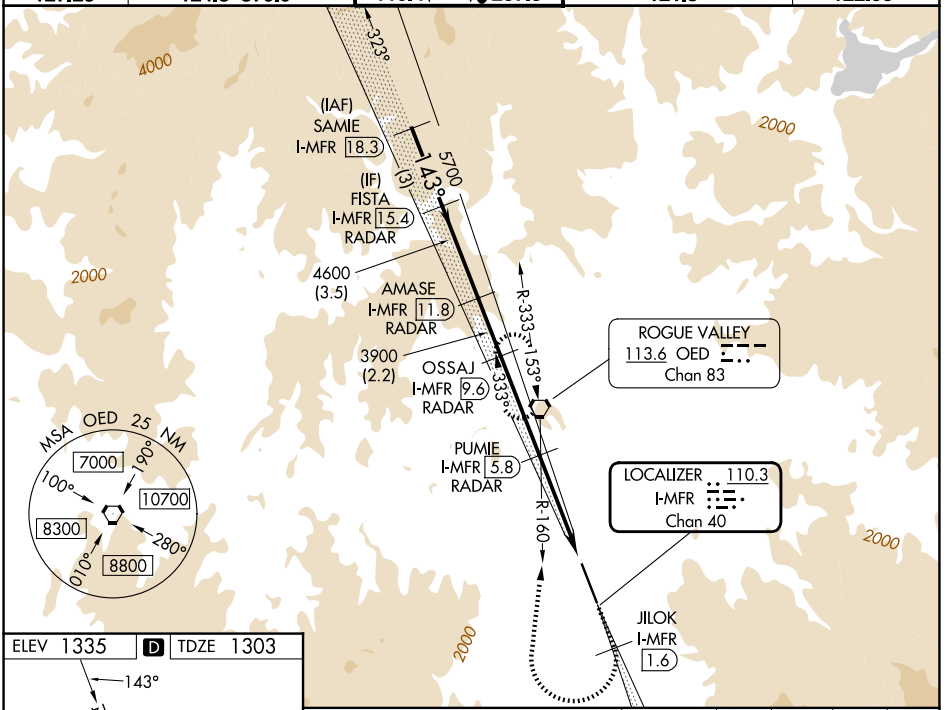
DME required. DME or RADAR required for procedure entry.

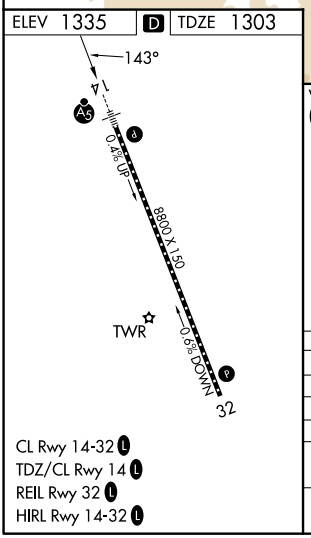
T A -2°C Circling NA for Cats C and D northeast of Rwy 14-32. When Medford altimeter setting not received, procedure NA. For inop ALS, increase S-ILS 14 visibility to 1¾ SM, increase S-LOC 14# Cats C and D visibility to RVR 5500, increase S-LOC 14 Cats C and D visibility to 2½ SM.

MALSR

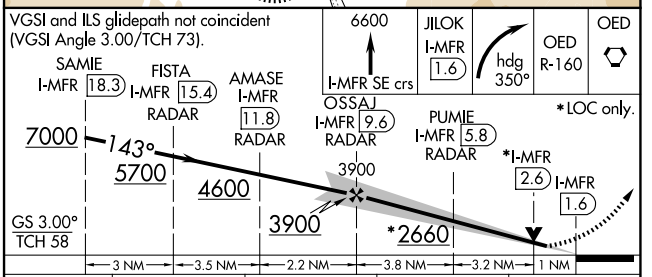
MISSED APPROACH: Climb to 6600 on I-MFR SE course to JILOK/I-MFR 1.6 DME and climbing right turn on heading 350° and on OED VORTAC R-160 to OED VORTAC and hold, continue climb-in-hold to 6600. #Missed approach requires minimum climb of 331 feet per NM to 4100.

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





CL Rwy 14-32 L
TDZ/CL Rwy 14 L
REIL Rwy 32 L
HIRL Rwy 14-32 L



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)*
CIRCLING	2080-1 *745 (800-1)*	2080-1¼ *745 (800-1¼)*	2080-2½ *745 (800-2½)*	2340-3 1005 (1100-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

MEDFORD, OREGON | AL-251 (FAA) | 25219

RNAV (RNP) Z RWY 14

ROGUE VALLEY INTL/MEDFORD (MFR)

APP CRS	Rwy Ldg	8800
143°	TDZE	1303
	Apt Elev	1335

RNP AR APCH-GPS.

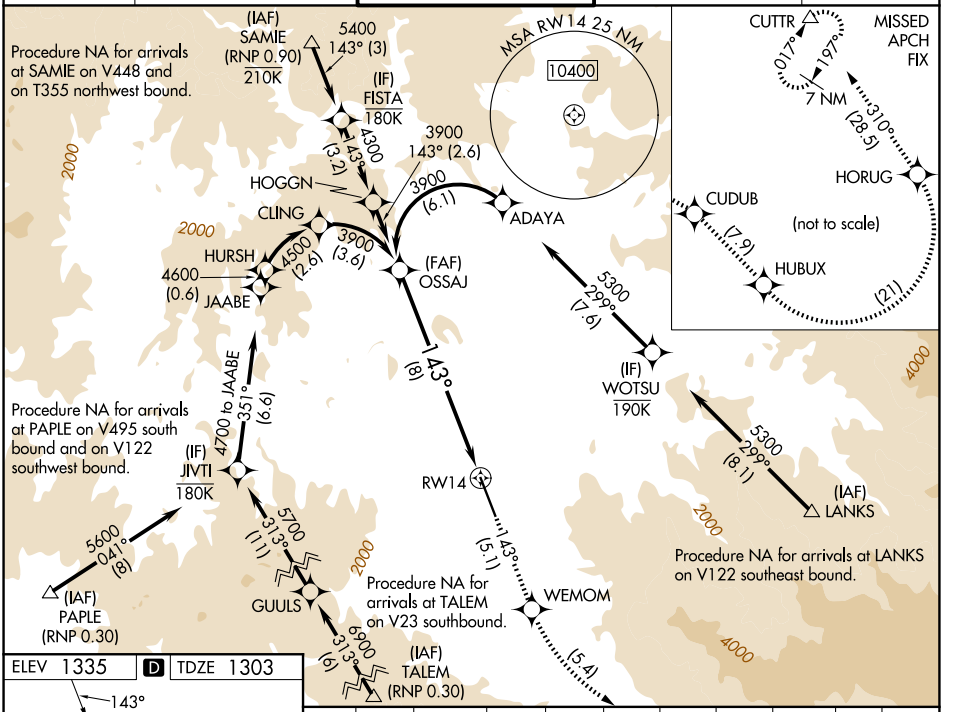
For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 2 SM.

-2°C

MALSR

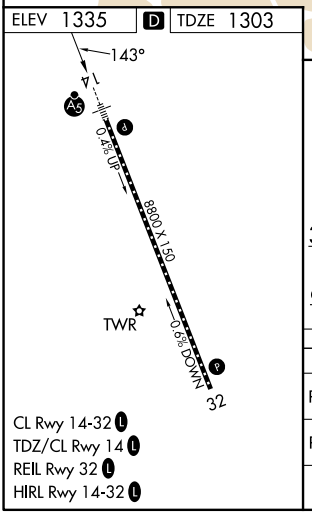
MISSED APPROACH: Climb to 9000 on track 143° to WEMOM, left turn to CUDUB, right turn HUBUX, left turn HORUG, then on track 310° to CUTTR and hold. * Missed approach requires minimum climb of 244 feet per NM to 5000.

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



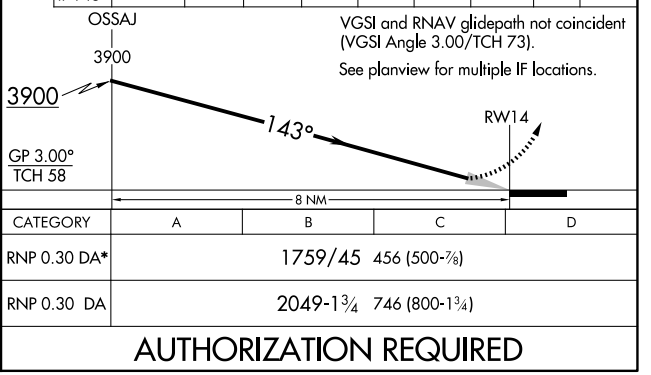
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026



CL Rwy 14-32 L
TDZ/CL Rwy 14 L
REIL Rwy 32 L
HIRL Rwy 14-32 L

9000 tr 143°	WEMOM		CUDUB		HUBUX		HORUG	tr 310°	CUTTR



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).

See planview for multiple IF locations.

CATEGORY	A	B	C	D
RNP 0.30 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

RNAV (RNP) Z RWY 32

ROGUE VALLEY INTL/MEDFORD (MFR)

APP CRS	Rwy Ldg	8800
323°	TDZE	1335
	Apt Elev	1335

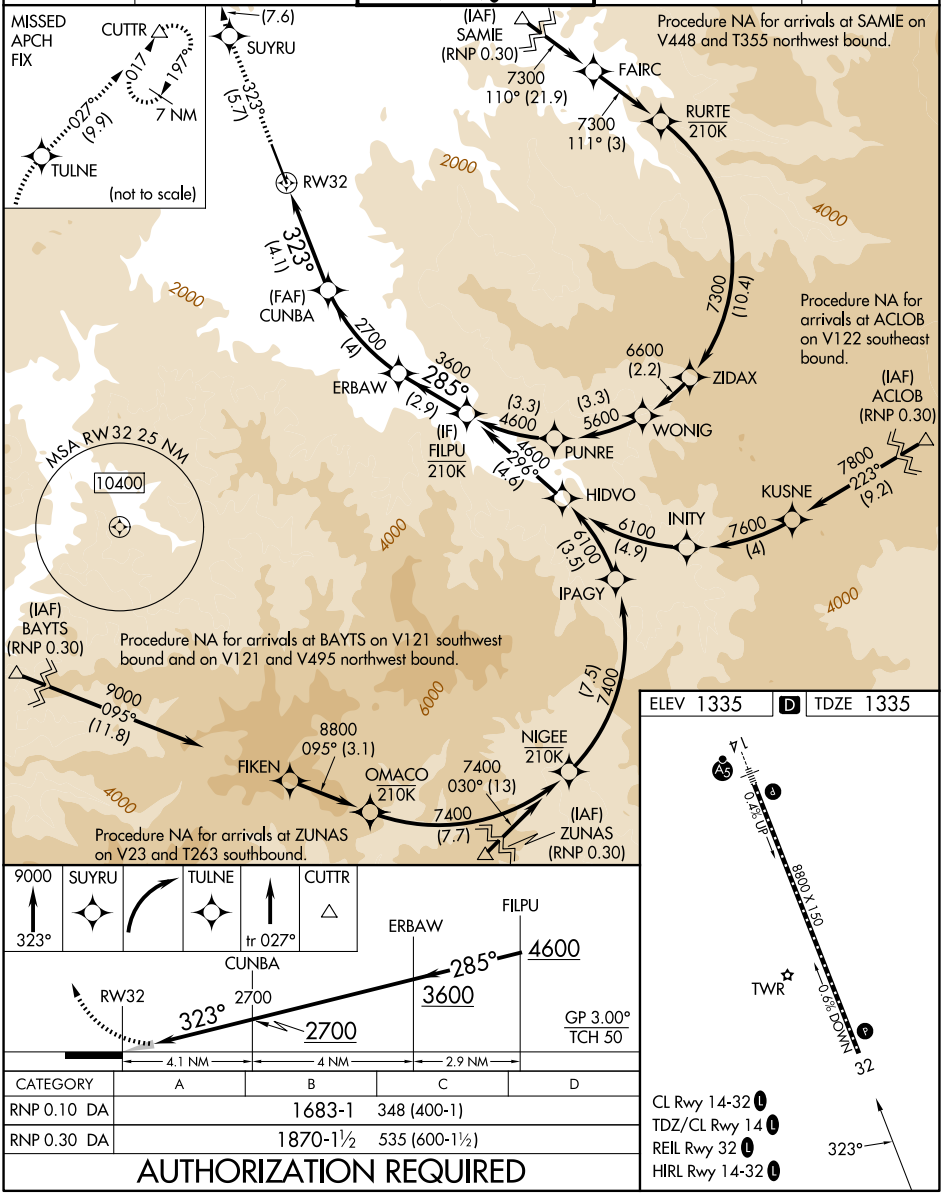
RNP AR APCH-GPS.

V -2°C

For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

MEDFORD, OREGON

AL-251 (FAA)

25219

RNAV (GPS) Y RWY 14

ROGUE VALLEY INTL/MEDFORD (MFR)

APP CRS	Rwy Ldg	8800
143°	TDZE	1303
	Apt Elev	1335

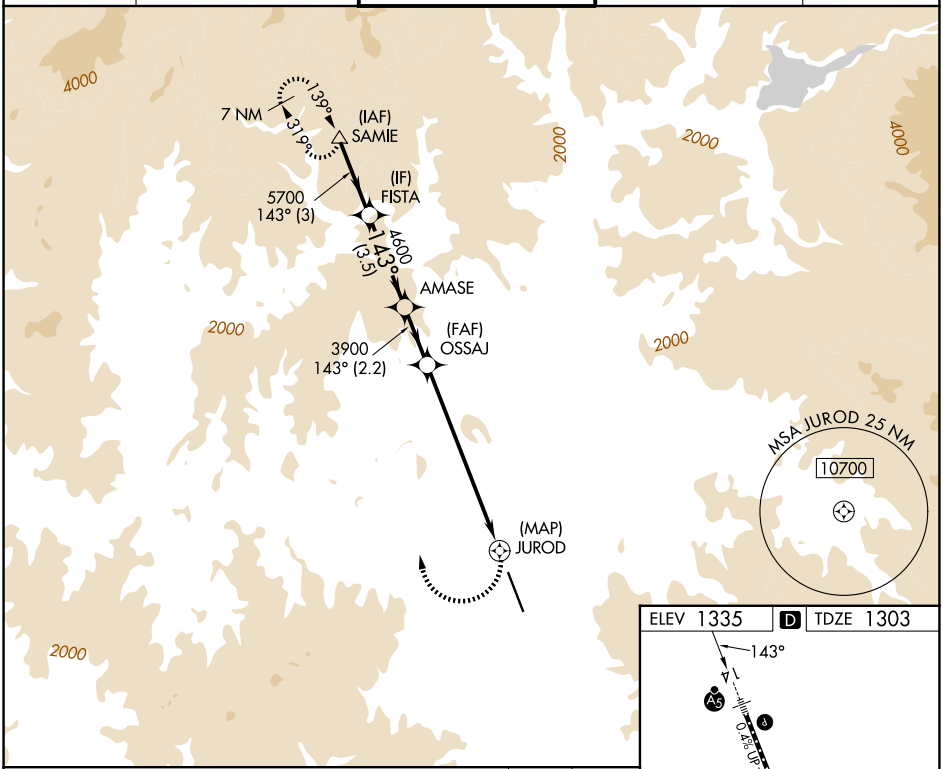
RNP APCH.

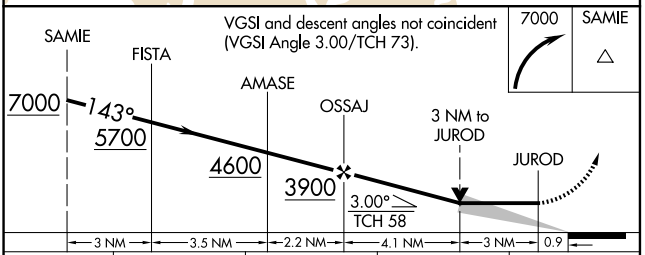
T A -2°C When Medford altimeter setting not received, procedure NA. Inop table does not apply to Cats C and D.

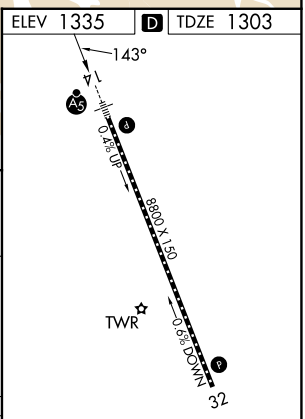
MALSR A5

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, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 32

ROGUE VALLEY INTL/MEDFORD (MFR)

WAAS CH 56544 W32A	APP CRS 323°	Rwy Ldg 8800	TDZE 1335	Apt Elev 1335

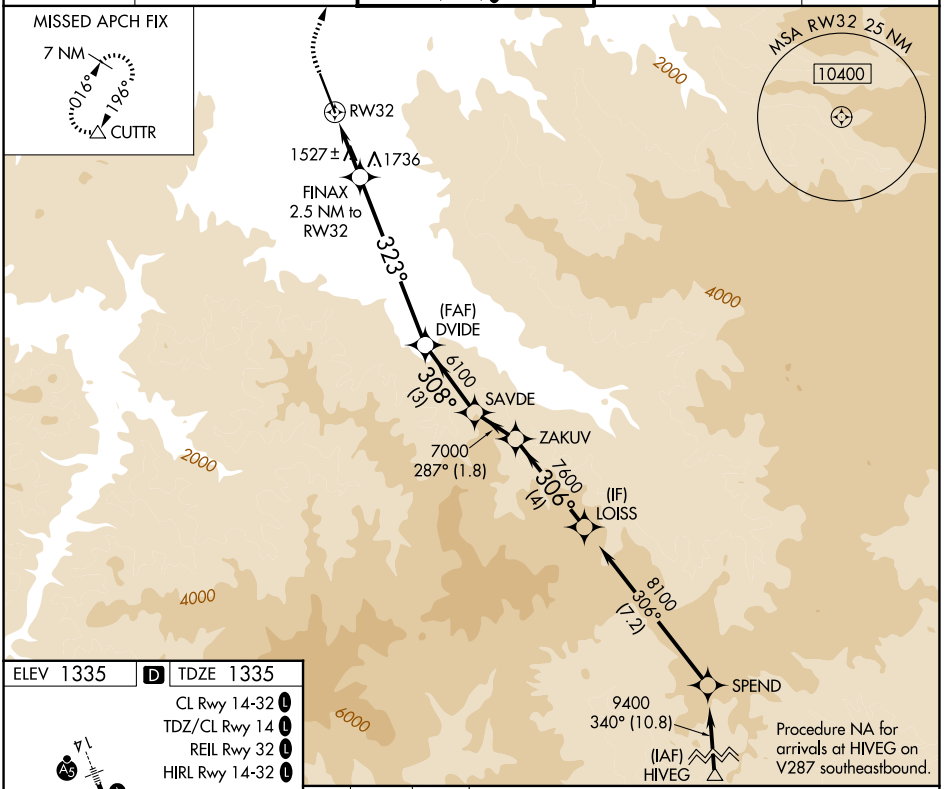
RNP APCH - GPS.

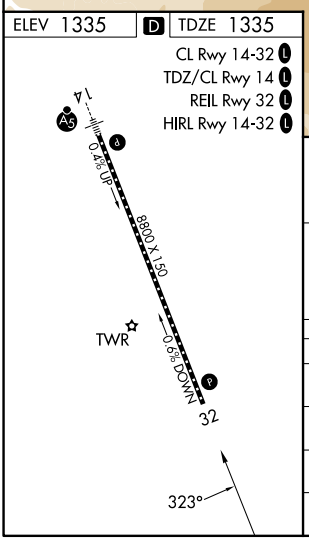
-2°C

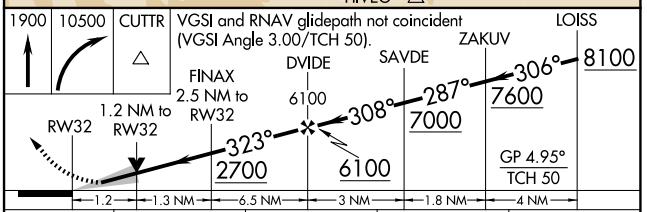
Baro-VNAV NA.

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







CATEGORY	A	B	C	D
LPV DA	1610-⅞ 275 (300-⅞)	NA		
LNAV/VNAV DA	1768-1¼ 433 (500-1¼)	NA		
LNAV MDA	1780-1 445 (500-1)	NA		
CIRCLING	2000-1 665 (700-1)	NA		

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS)-D

ROGUE VALLEY INTL/MEDFORD (MFR)

APP CRS	Rwy Ldg	N/A
328°	TDZE	N/A
	Apt Elev	1335

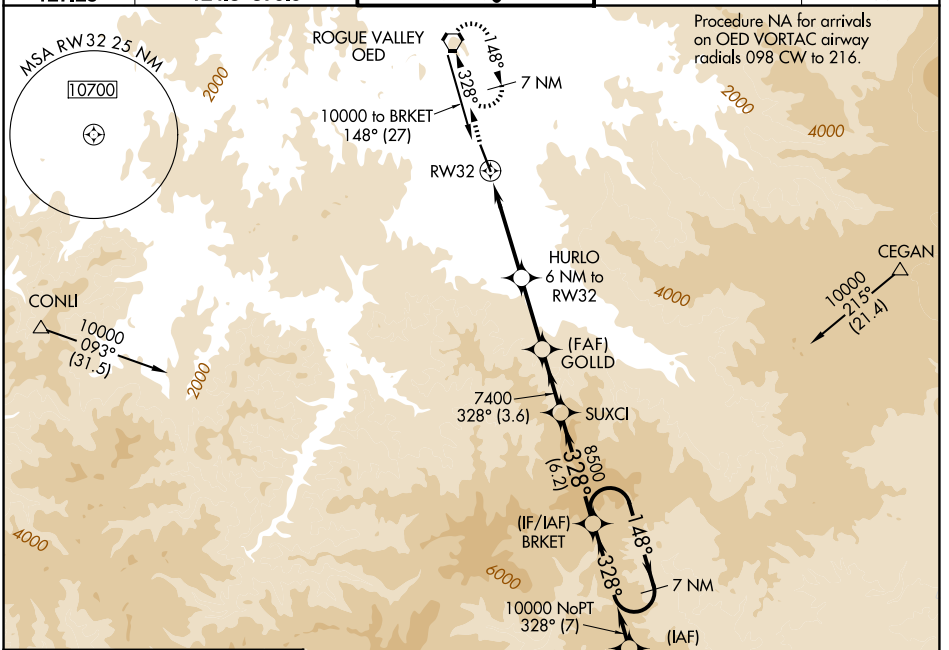
RNP APCH.

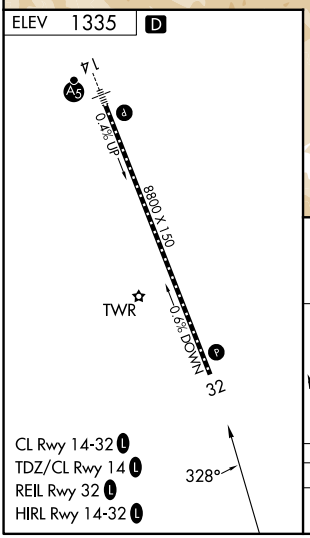
Circling NA for Cats C and D northeast of Rwy 14-32.

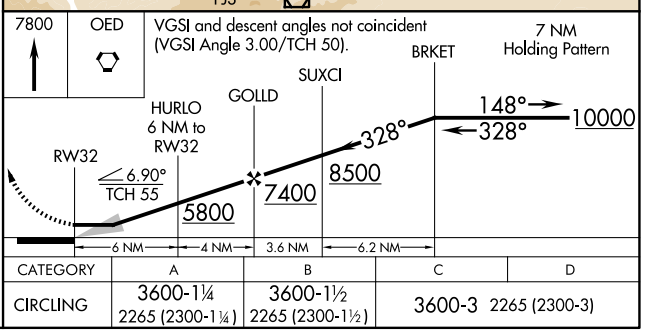
-2°C

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, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-MFR	APP CRS	Rwy Ldg	N/A
110.3	323°	TDZE	N/A
Chan 40		Apt Elev	1335

LOC/DME BC-B

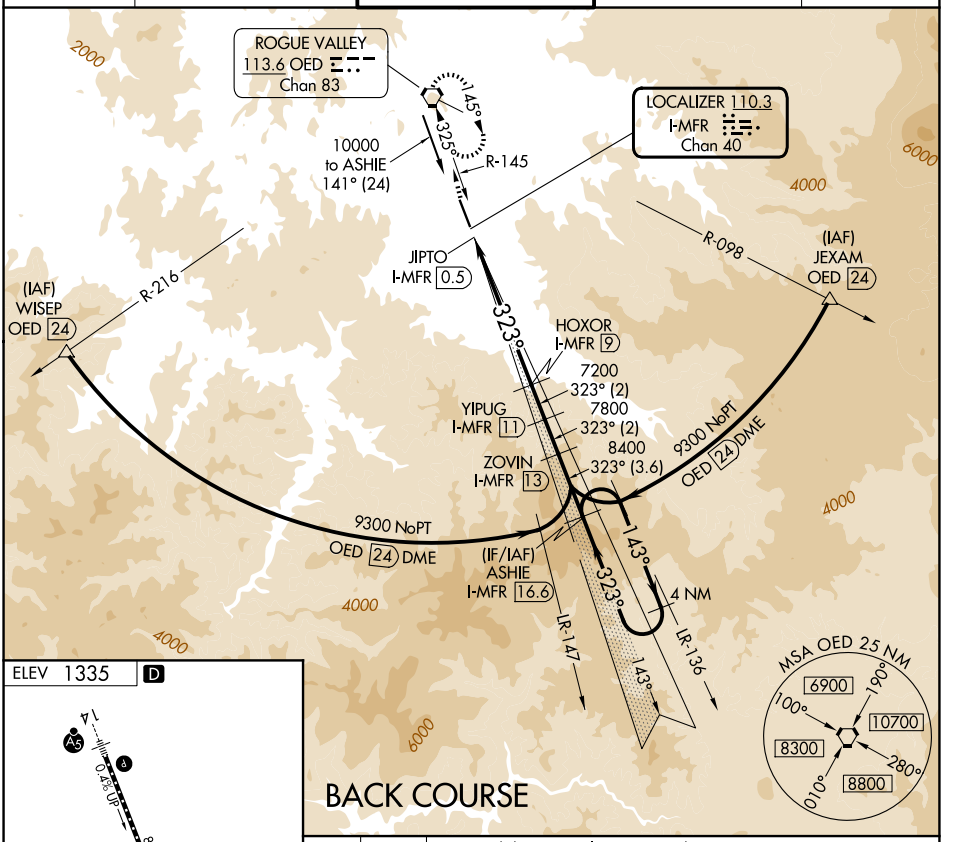
ROGUE VALLEY INTL/MEDFORD (MFR)

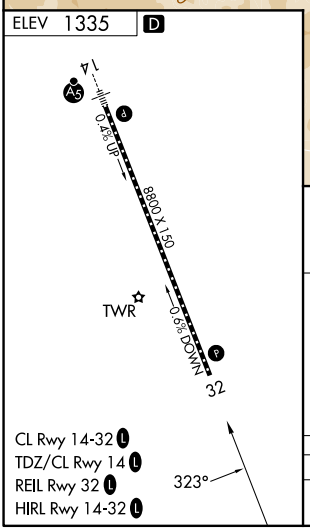
Visibility reduction by helicopters NA. Circling NA for Cats C and D northeast of Rwy 14-32.

-2°C

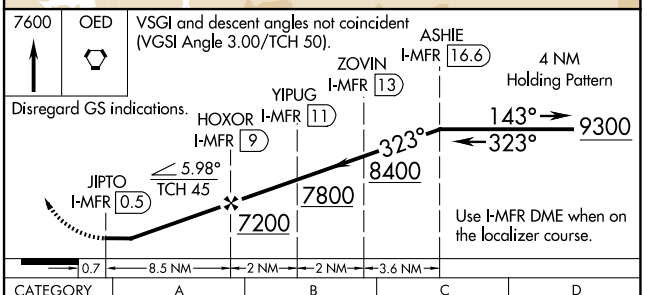
MISSED APPROACH: Climb to 7600 direct OED VORTAC and hold, continue climb-in-hold to 7600.

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





CL Rwy 14-32 L
TDZ/CL Rwy 14 L
REIL Rwy 32 L
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
CIRCLING	3540-1¼ 2205 (2300-1¼)	3540-1½ 2205 (2300-1½)	3540-3 2205 (2300-3)	

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VORTAC OED 113.6 Chan 83	APP CRS 146°	Rwy Ldg 8800 TDZE 1303 Apt Elev 1335

VOR/DME RWY 14

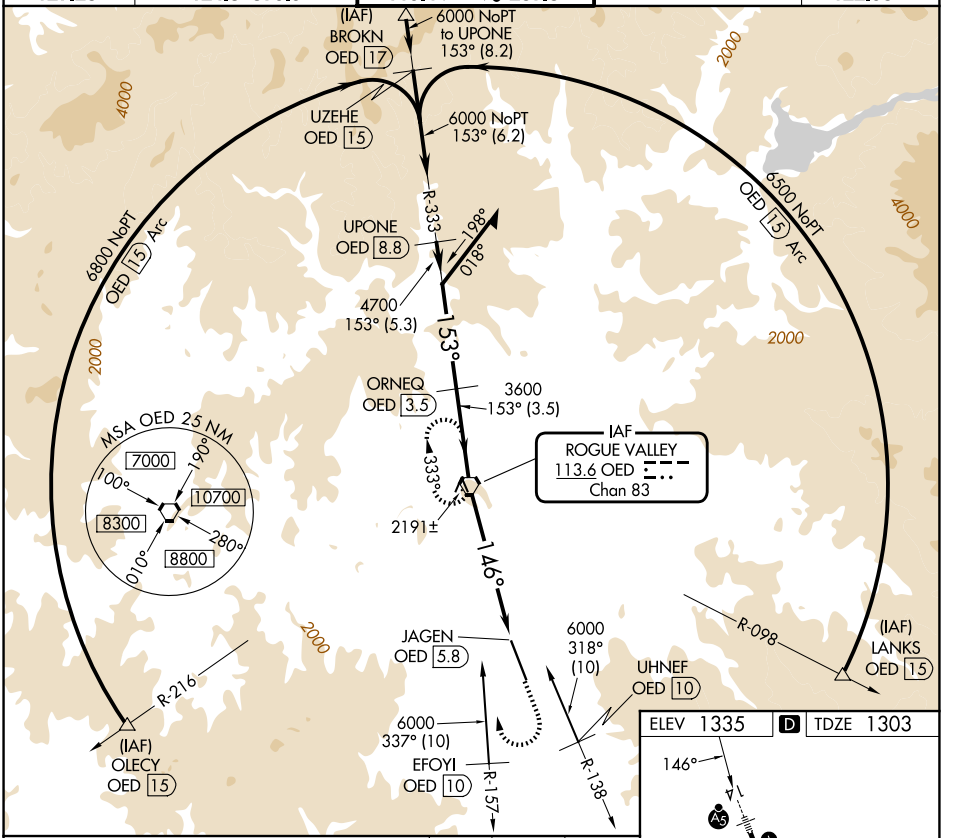
ROGUE VALLEY INTL/MEDFORD (MFR)

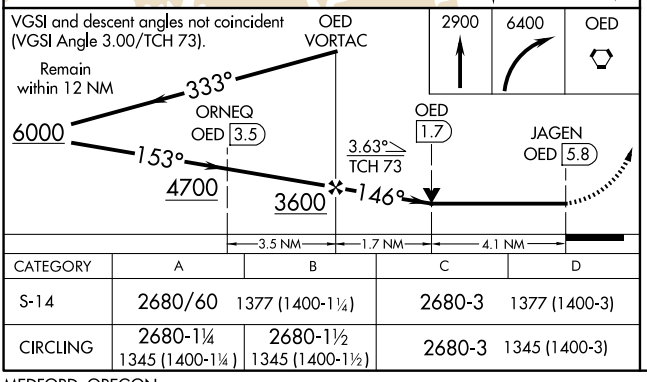
T A -2°C Inop table does not apply to S-14 Cat A. For inop ALS increase S-14 Cat B visibility to 1½ SM. Circling NA for Cats C and D northeast of Rwy 14-32.

MALSR

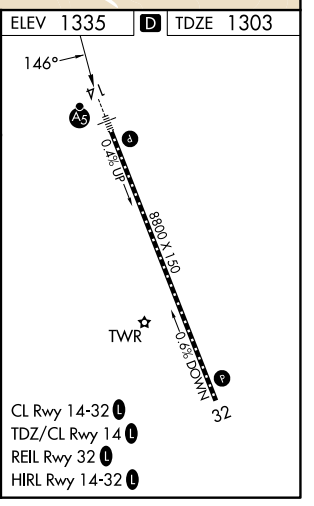
MISSED APPROACH: Climb to 2900 then climbing right turn to 6400 direct OED VORTAC and hold, continue climb-in-hold to 6400.

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





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)	



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VORTAC OED 113.6 Chan 83	APP CRS 325°	Rwy Ldg N/A TDZE N/A Apt Elev 1335

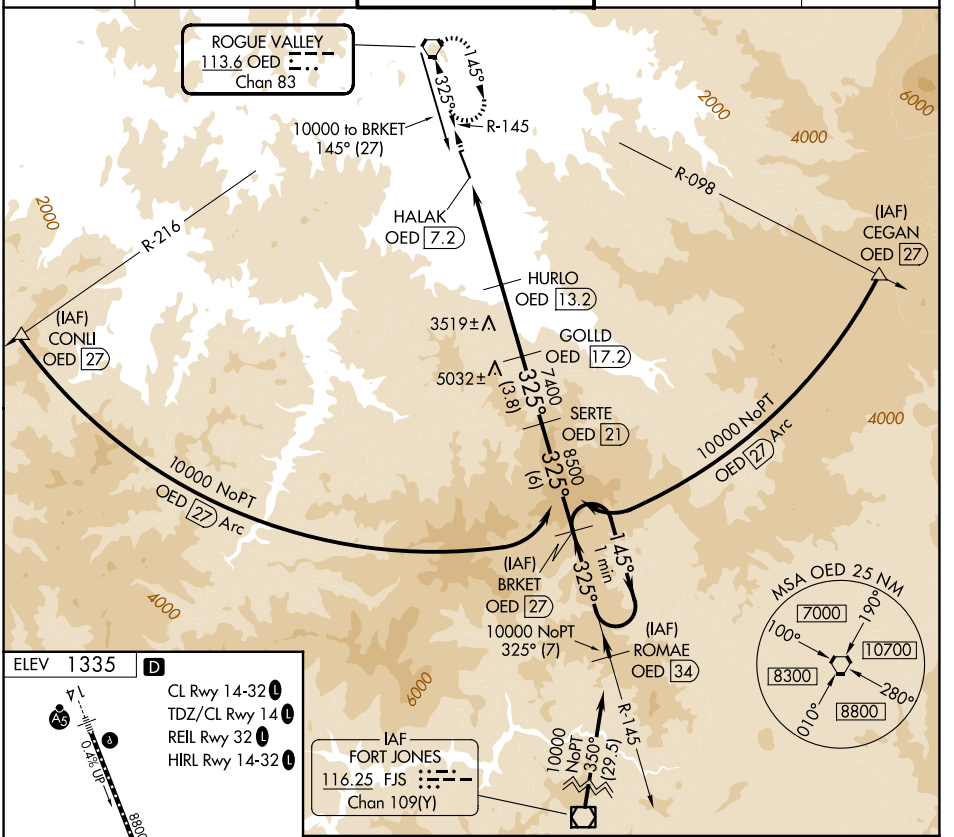
VOR/DME-C

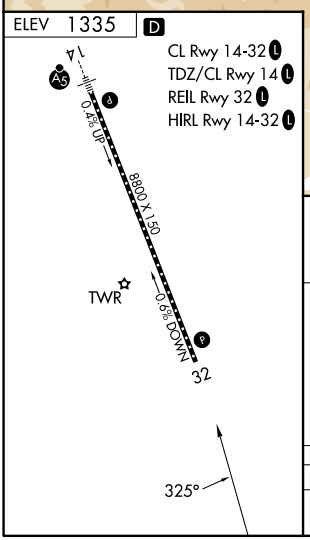
ROGUE VALLEY INTL/MEDFORD (MFR)

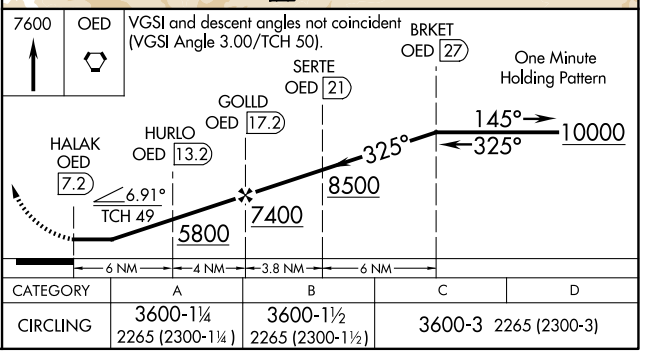
T A -2°C — Circling NA for Cats C and D northeast of Rwy 14-32.

MISSED APPROACH: Climb to 7600 direct OED VORTAC and hold, continue climb-in-hold to 7600.

ATIS	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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

MEDFORD, OREGON | AL-251 (FAA) | 25219

VOR-A

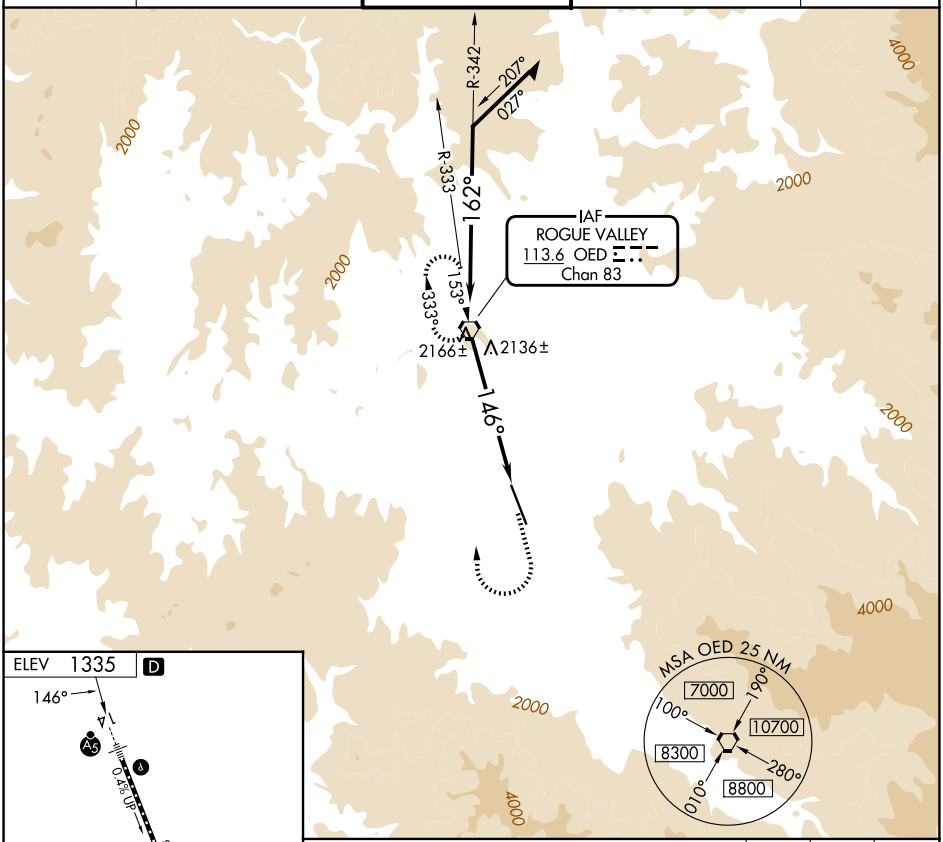
ROGUE VALLEY INTL/MEDFORD (MFR)

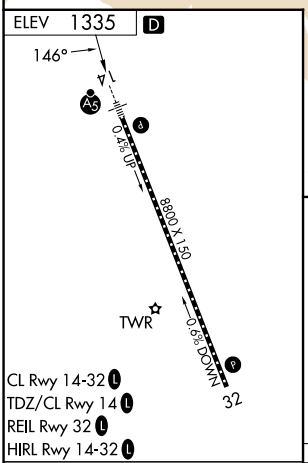
VORTAC OED 113.6 Chan 83	APP CRS 146°	Rwy Ldg N/A TDZE N/A Apt Elev 1335

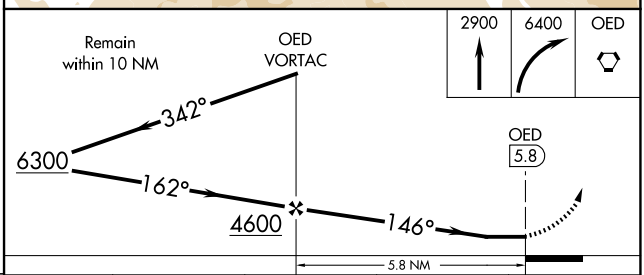
T A -2°C — If local altimeter setting not received, procedure NA. Circling NA for Cats C and D northeast of Rwy 14-32.

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

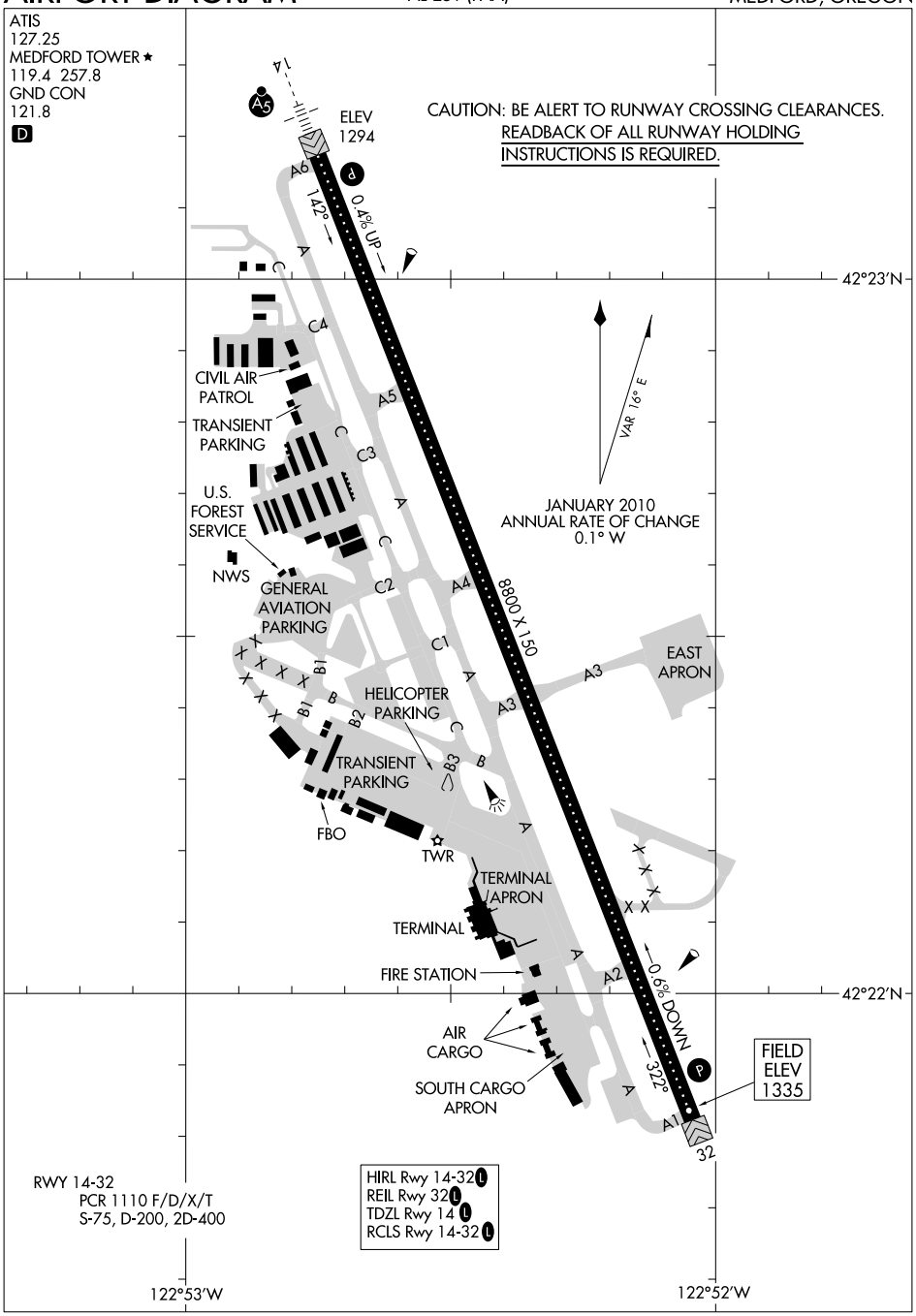
42°22′N-122°52′W

ROGUE VALLEY INTL/MEDFORD (MFR)

VOR-A

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

BLAAZ ONE DEPARTURE (RNAV)

(BLAAZ1.BLAAZ) 033EP26

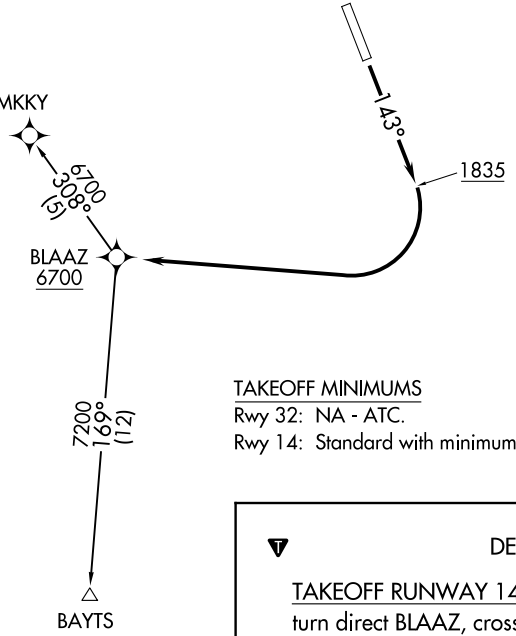
MEDFORD, OREGON

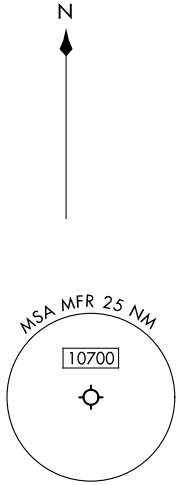
ROGUE VALLEY INTL/MEDFORD (MFR)

CASCADE DEP CON ★
124.3 379.9
SEATTLE CENTER
124.85 306.3
ATIS
127.25
GND CON
121.8
MEDFORD TOWER ★
119.4 (CTAF) 257.8

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: ASSIGNED BY ATC





TAKEOFF MINIMUMS
Rwy 32: NA - ATC.
Rwy 14: Standard with minimum climb of 445'/NM to 5600.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb on heading 143° to 1835, then climbing right turn direct BLAAZ, cross BLAAZ at or above 6700, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

BAYTS TRANSITION (BLAAZ1.BAYTS)
SMKKY TRANSITION (BLAAZ1.SMKKY)

NOTE: Chart not to scale.

(BLAAZ1.BLAAZ) 26246
BLAAZ ONE DEPARTURE (RNAV)

AL-251 (FAA)

484

ROGUE VALLEY INTL/MEDFORD (MFR)
MEDFORD, OREGON

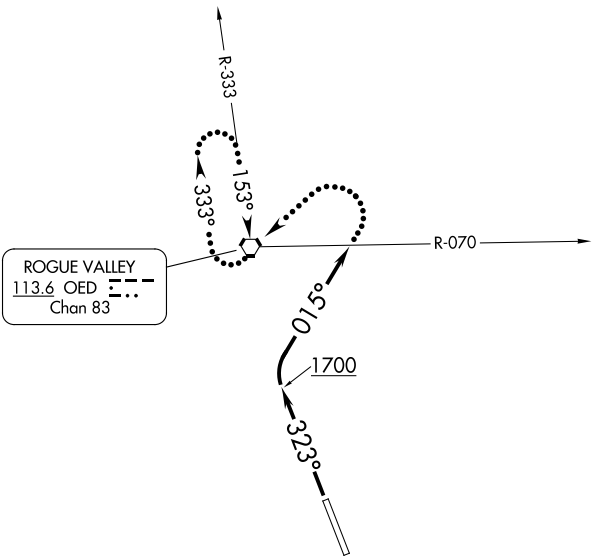
EAGLE SIX DEPARTURE

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.

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.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

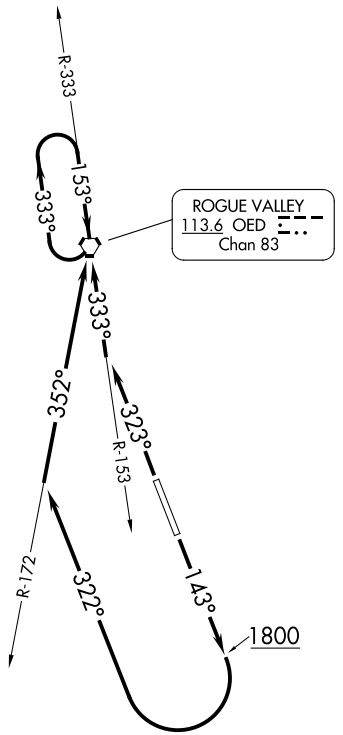
(JKSN1.OED) 24305

JACKSON ONE DEPARTURE

ROGUE VALLEY INTL/MEDFORD (MFR)
MEDFORD, OREGON

AL-251 (FAA)

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, 03 SEP 2026 to 29 OCT 2026

KLAMATH FALLS ONE DEPARTURE (RNAV)

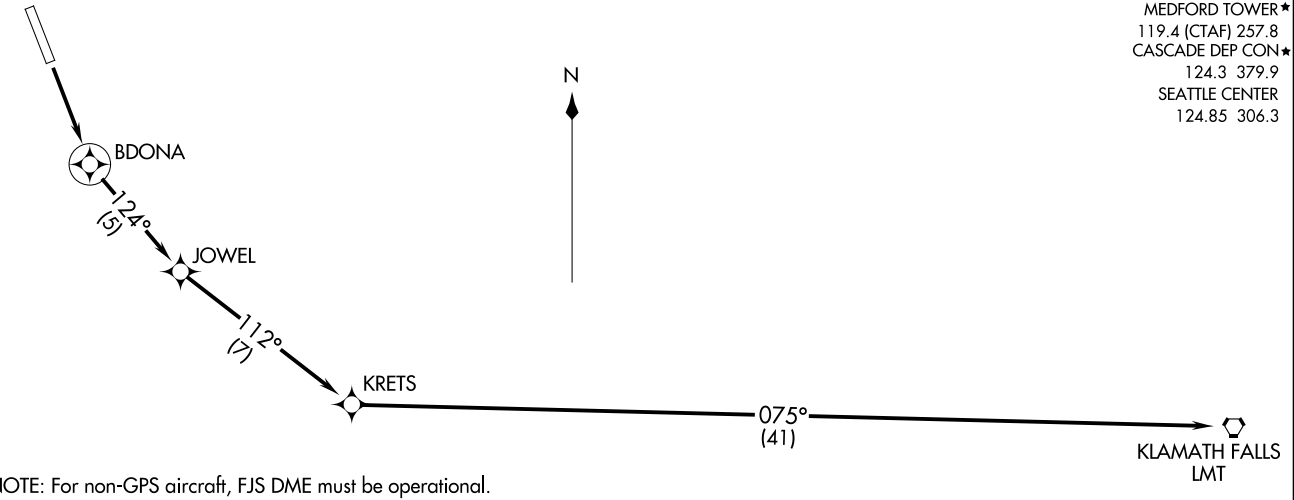
(MFR1.LMT) 29DEC22

MEDFORD, OREGON
ROGUE VALLEY INTL/MEDFORD (MFR)

TOP ALTITUDE: ASSIGNED BY ATC

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

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



NOTE: For non-GPS aircraft, FJS DME must be operational.

TAKEOFF MINIMUMS
Rwy 14: Standard with minimum climb of 425' per NM to 6400.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb direct BDONA, then on track 124° to JOWEL, then on track 112° to KRETS, then on track 075° to LMT VORTAC. Expect RADAR vectors on course. Maintain assigned altitude. Expect filed altitude five minutes after departure.

(MFR1.LMT) 24305
KLAMATH FALLS ONE DEPARTURE (RNAV)
AL-251 (FAA)
ROGUE VALLEY INTL/MEDFORD (MFR)
MEDFORD, OREGON

MILES CITY, MONTANA AL-259 (FAA) 25331

WAAS	APP CRS	Rwy Ldg	5764
CH 42600	043°	TDZE	2634
W04A		Apt Elev	2634

RNAV (GPS) RWY 4

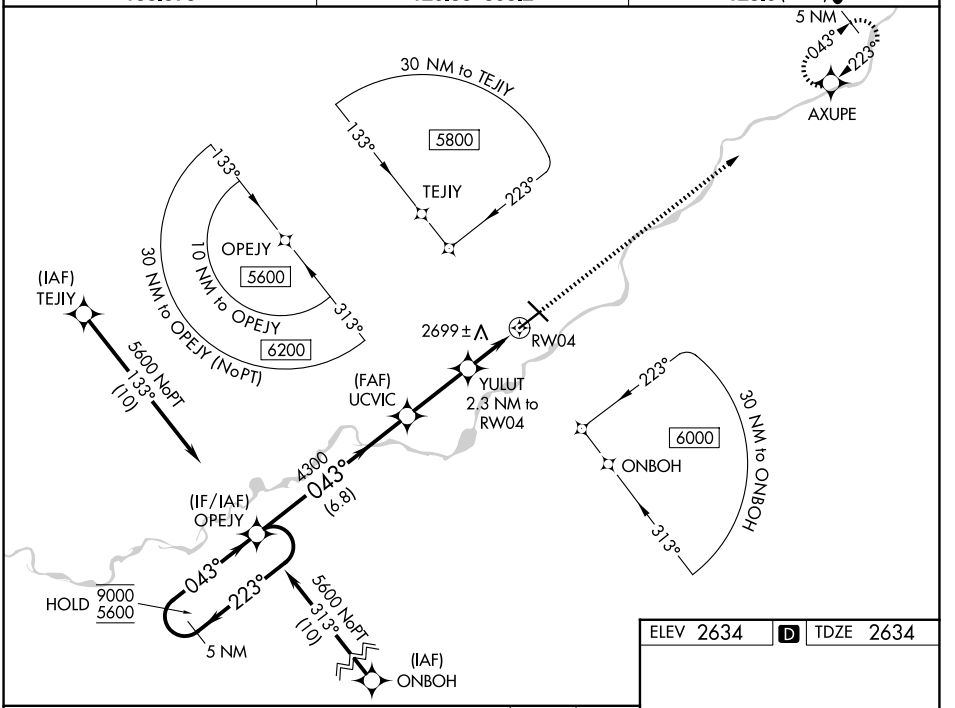
FRANK WILEY FLD (MLS)

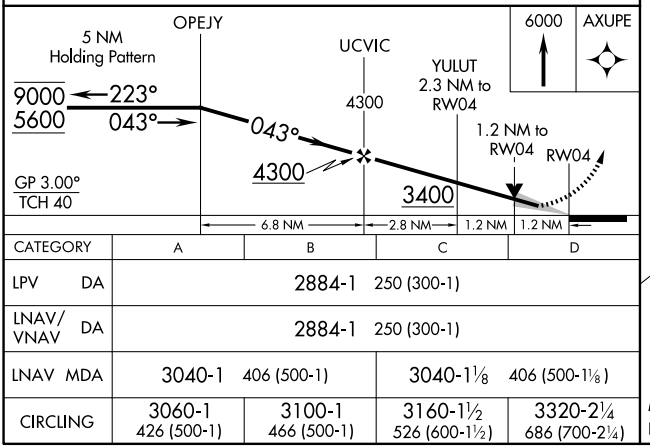
RNP APCH-GPS.

V 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.

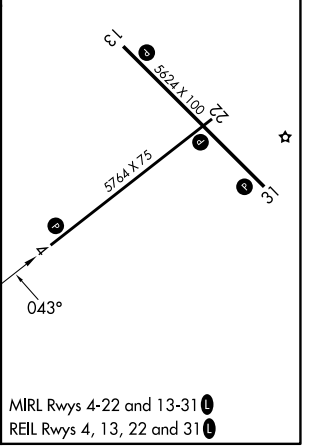
ASOS	SALT LAKE CENTER	UNICOM
135.575	126.85 305.2	123.0 (CTAF) L





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)	
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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 13

FRANK WILEY FLD (MLS)

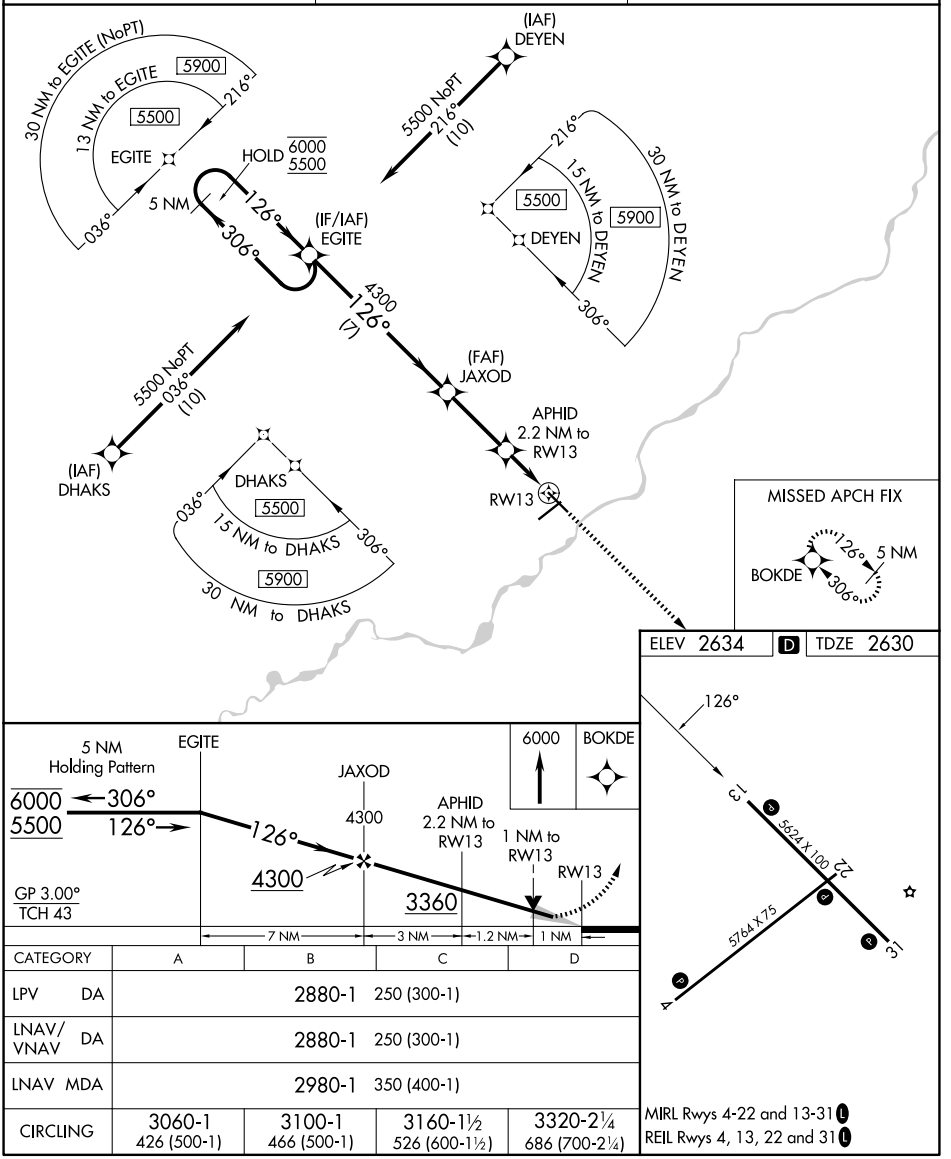
WAAS	APP CRS		
CH 97340	126°	Rwy Ldg	5624
W13A		TDZE	2630
		Apt Elev	2634

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)			
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	5764
CH 77924	223°	TDZE	2630
W22A		Apt Elev	2634

RNAV (GPS) RWY 22

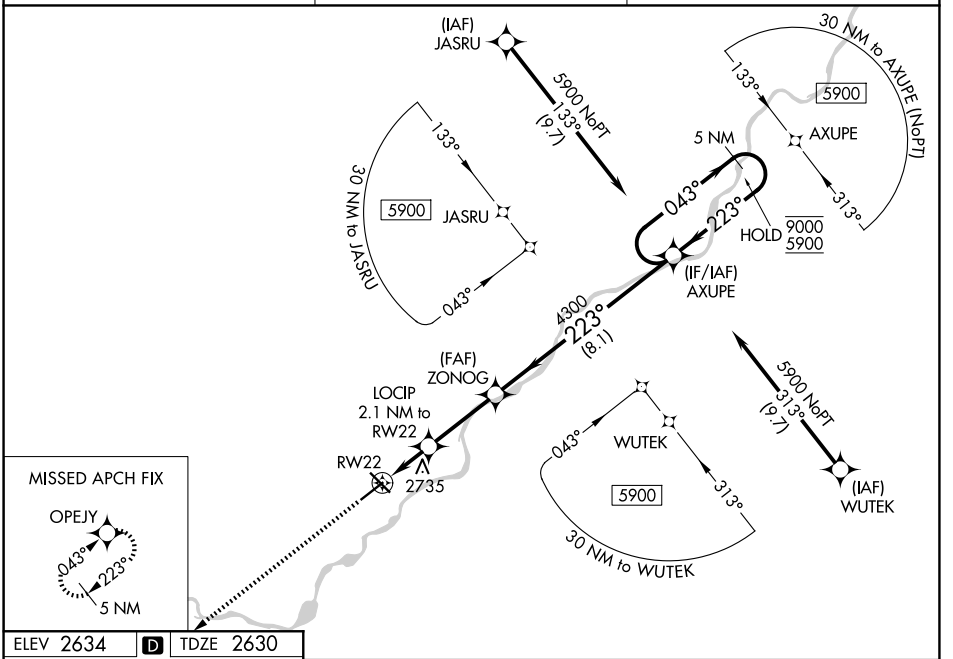
FRANK WILEY FLD (MLS)

RNP APCH-GPS.

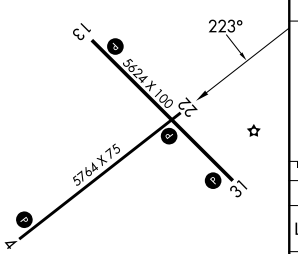
Baro-VNAV and VDP NA when using Glendive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. When local altimeter setting not received, use Glendive altimeter setting: increase LPV and LNAV/VNAV DA to 3047 and all visibilities ⅛ SM. Increase all MDA 180 feet and LNAV Cat C and D visibilities ⅝ SM and Circling Cat C and D visibilities ½ SM.

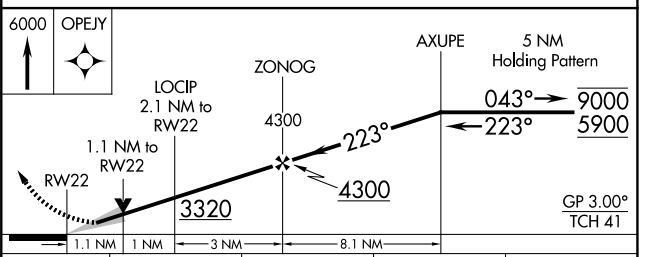
MISSED APPROACH: Climb to 6000 direct OPEJY and hold, continue climb-in-hold to 6000.

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)			
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 56240 W31A	APP CRS 306°	Rwy Ldg 5624 TDZE 2627 Apt Elev 2634

RNAV (GPS) RWY 31

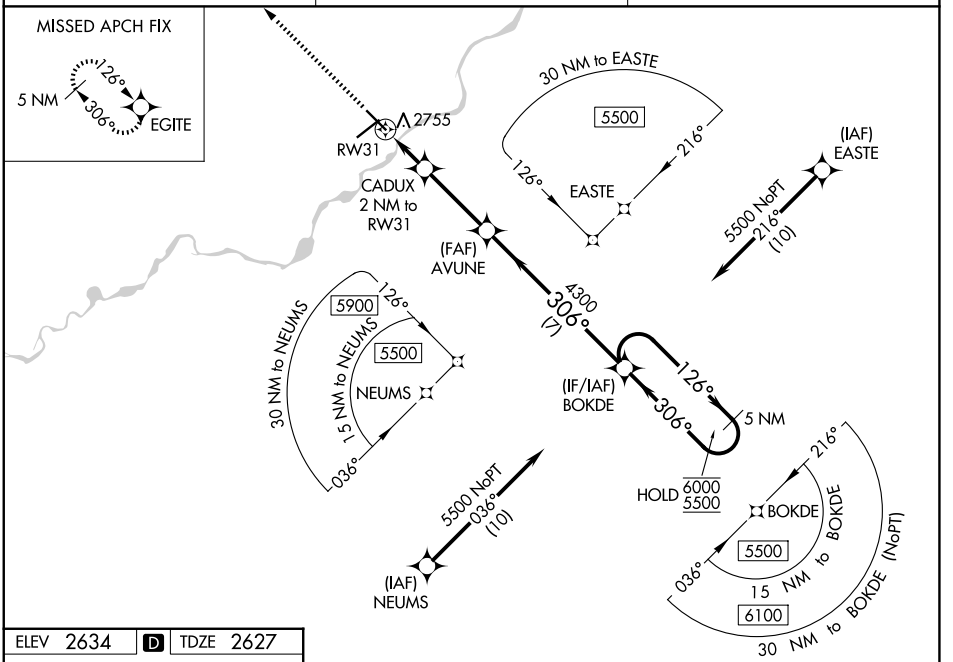
FRANK WILEY FLD (MLS)

RNP APCH - GPS.

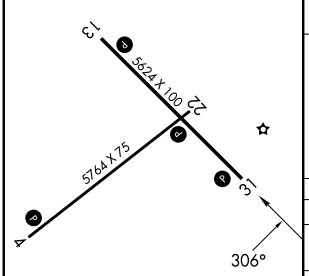
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

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

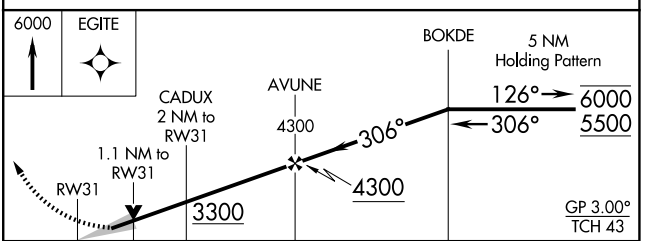


ELEV 2634 D TDZE 2627



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)	
CIRCLING		3060-1 426 (500-1)	3100-1 466 (500-1)	3160-1½ 526 (600-1½)	3320-2¼ 686 (700-2¼)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

MILES CITY, MONTANA | AL-259 (FAA) | 25331

VOR/DME MLS	APP CRS	Rwy Ldg	5764
112.1	035°	TDZE	2634
Chan 58		Apt Elev	2634

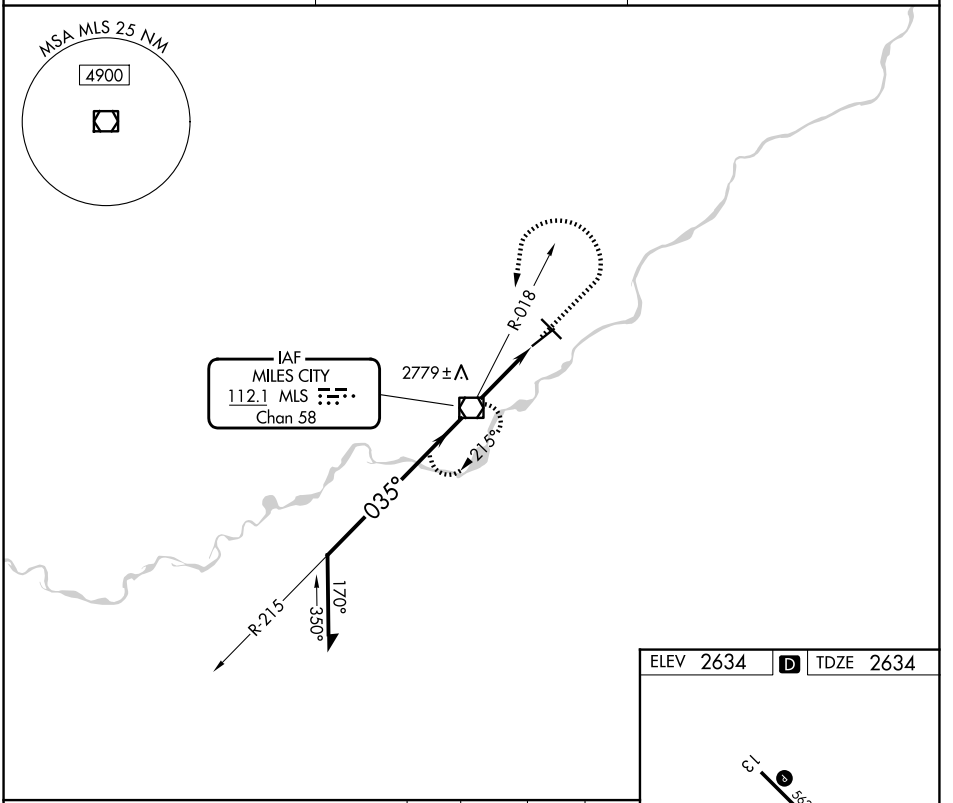
VOR RWY 4

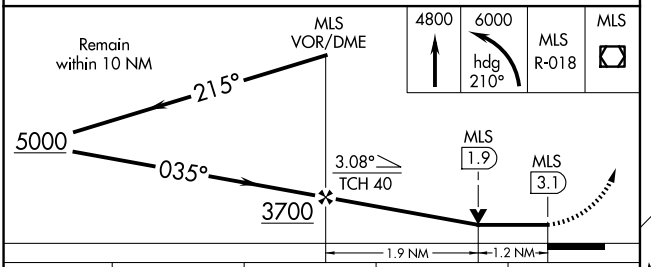
FRANK WILEY FLD (MLS)

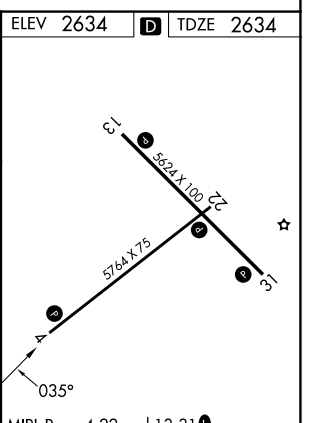
When local altimeter setting not received, use Glendive altimeter setting and increase all MDA 180 feet and all Cat C and D visibilities ½ SM.

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







CATEGORY	A	B	C	D
S-4	3060-1 426 (500-1)		3060-1¼ 426 (500-1¼)	
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

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME MLS	APP CRS	Rwy Ldg	5764
112.1	217°	TDZE	2630
Chan 58		Apt Elev	2634

VOR RWY 22

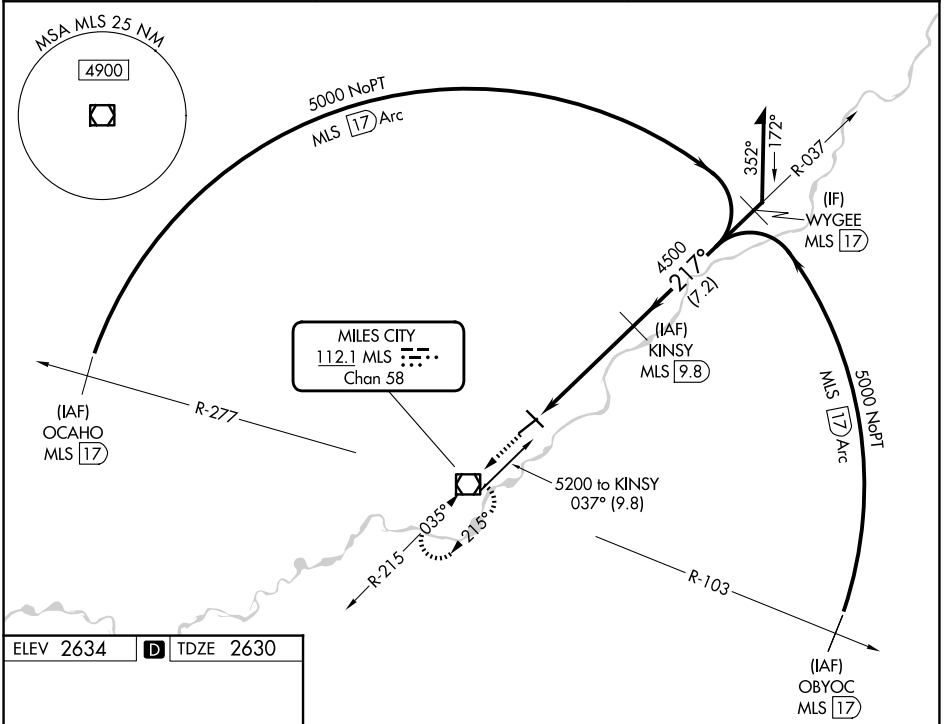
FRANK WILEY FLD (MLS)

DME required.

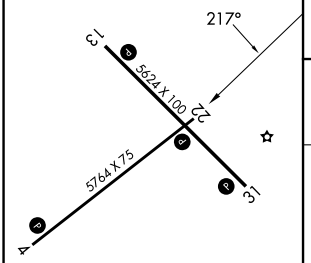
When local altimeter setting not received, use Glendive altimeter setting and increase all MDA 180 feet and all Cat C and D visibilities ½ SM.

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

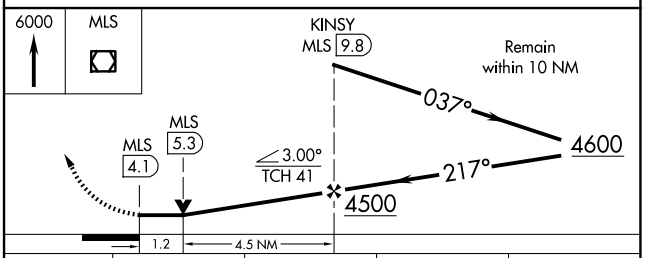


ELEV 2634 | D | TDZE 2630



MIRL Rwys 4-22 and 13-31 L

REIL Rwys 4, 13, 22 and 31 L



CATEGORY	A	B	C	D
S-22	3060-1 430 (500-1)		3060-1¼ 430 (500-1¼)	
CIRCLING	3060-1 426 (500-1)	3100-1 466 (500-1)	3160-1½ 526 (600-1½)	3320-2¼ 686 (700-2¼)

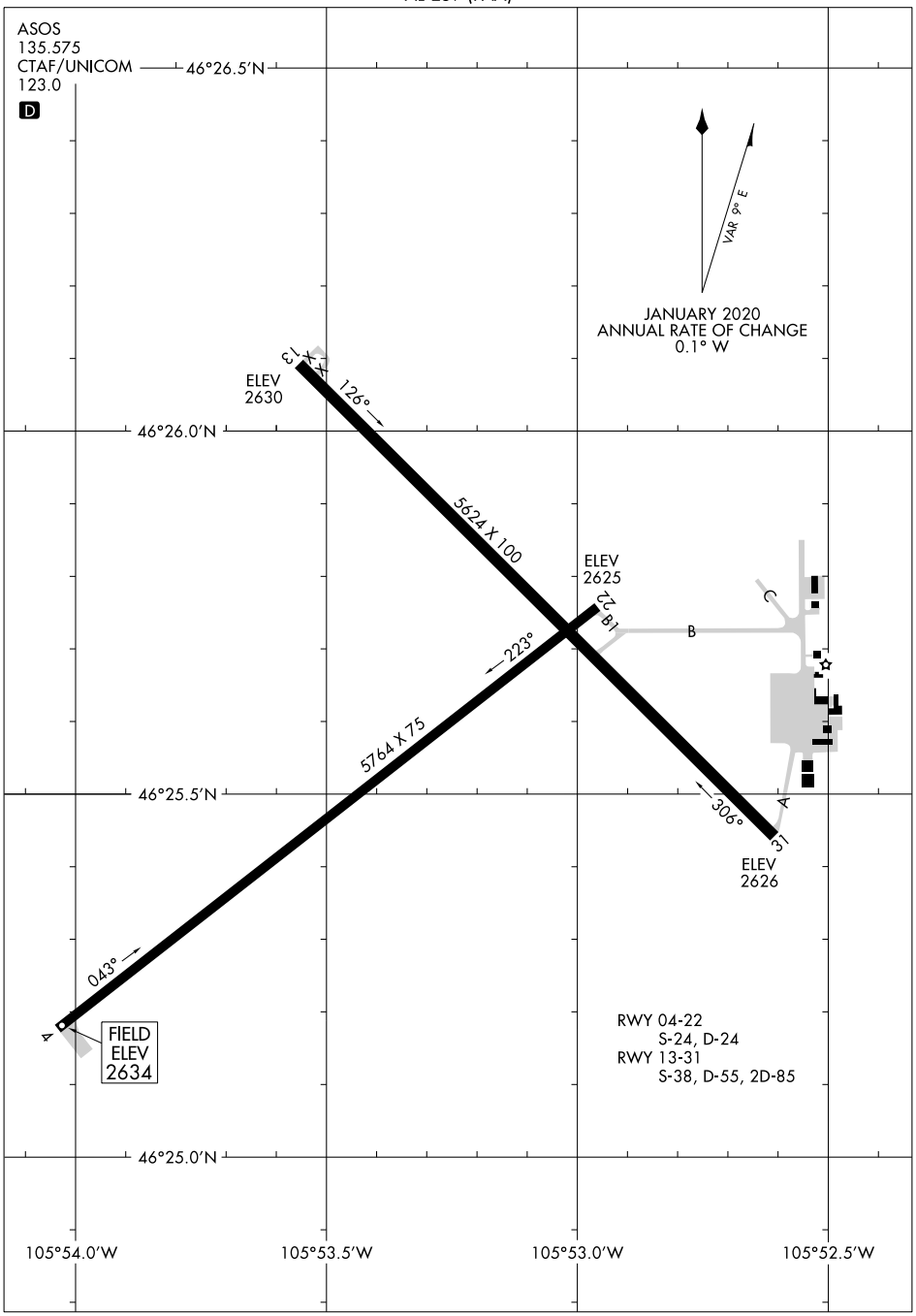
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26134

AIRPORT DIAGRAM

AL-259 (FAA)

FRANK WILEY FLD (MLS)
MILES CITY, MONTANA



NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26134

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

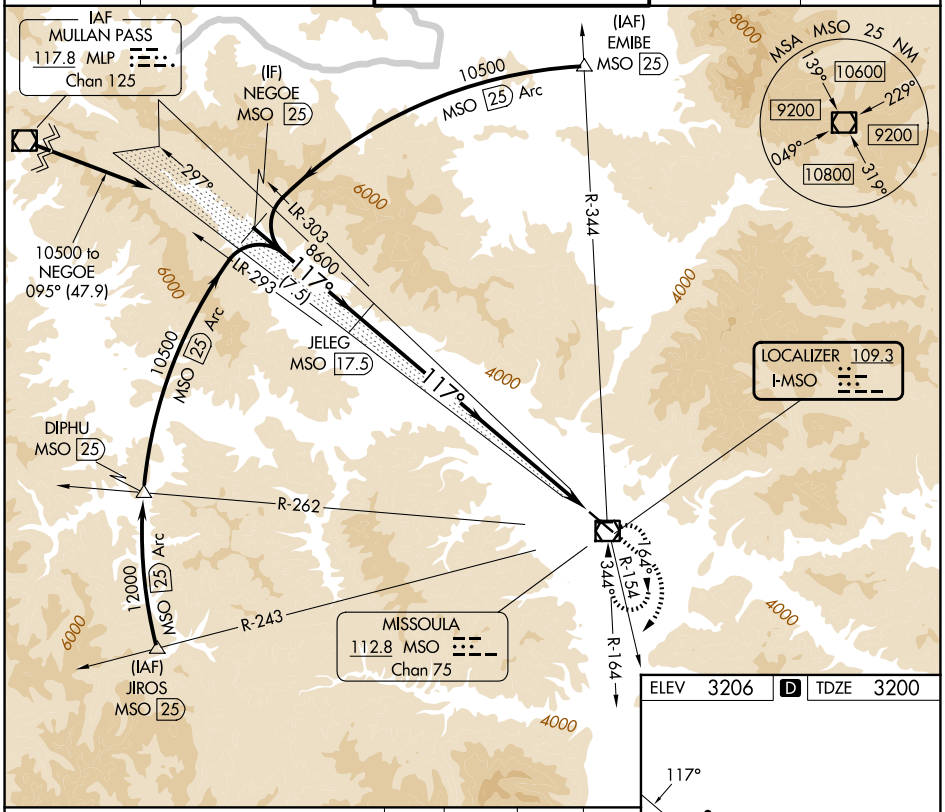
DME required.

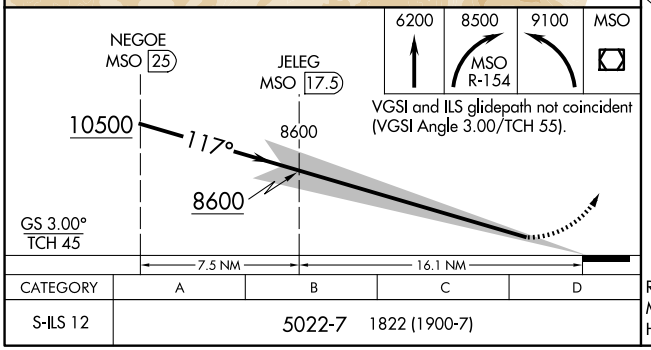
T
NA Inoperative table does not apply.
-11°C

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





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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

MISSOULA, MONTANA | AL-266 (FAA) | 25275

ILS Z 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 -11°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

IAF MULLAN PASS 117.8 MLP Chan 125

10500 to NEGOE 095° (47.9)

(IF) NEGOE MSO 25

(IAF) EMIBE MSO 25

10500 MSO 25 Arc

R-344

297°

LR-303

LR-293

8600

117° (7.5)

JELEG MSO 17.5

117°

MSA MSO 25 NM

139° 10600

229° 9200

9200

049° 10800

319°

LOCALIZER 109.3 I-MSO

MISSOULA 112.8 MSO Chan 75

DIPHU MSO 25

R-262

10500 MSO 25 Arc

12000 MSO 25 Arc

R-243

(IAF) JIROS MSO 25

R-159

MISSED APCH FIX

112.8 MSO R-159 Chan 75

159°

339°

JEPSN MSO 26.5

8000

6000

4000

ELEV 3206 D TDZE 3200

117°

12

TWR

9501 X 150

30

NEGOE MSO 25

JELEG MSO 17.5

10500

117°

8600

8600

GS 3.00° TCH 45

7.5 NM

16.1 NM

3620

10300 MSO R-159

JEPSN MSO 26.5

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).

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

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) RWY 30

MISSOULA MONTANA (MSO)

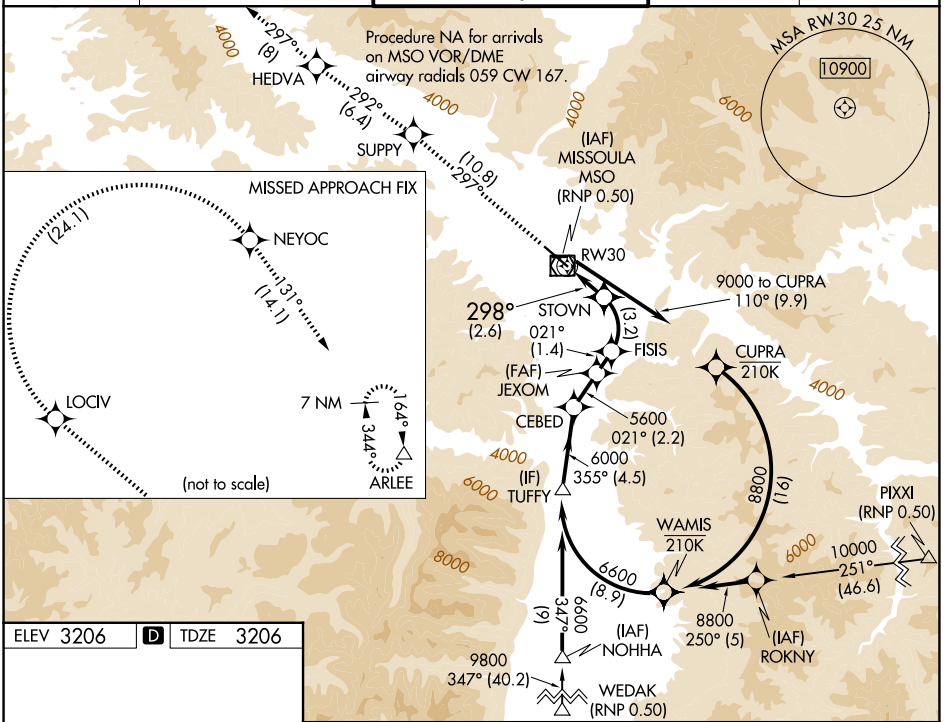
APP CRS	Rwy Ldg	9501
298°	TDZE	3206
	Apt Elev	3206

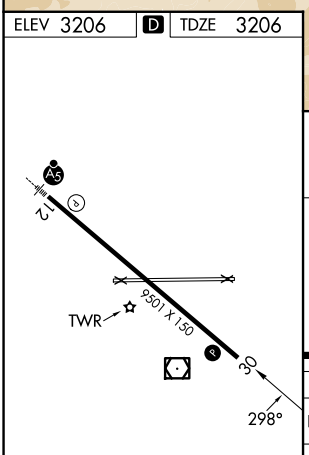
RNP AR APCH. RF required.

T A -11°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.

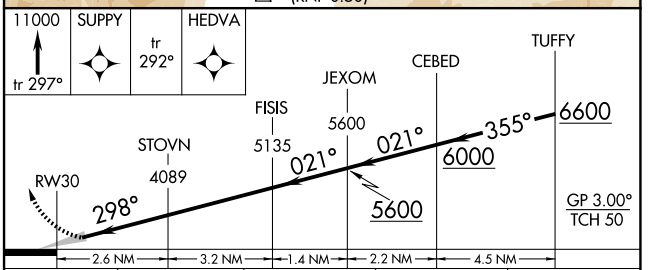
MISSED APPROACH: Climb to 11000 on track 297° to SUPPY and on track 292° to HEDVA and on track 297° to LOCIV, then right turn to NEYOC and on track 131° to ARLEE and hold. *Missed approach requires minimum climb of 215 feet per NM to 5000.

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





REIL Rwy 30
MIRL Rwy 8-26 L
HIRL Rwy 12-30 L



CATEGORY	A	B	C	D
RNP 0.30 DA *	3524-1 318 (400-1)			
RNP 0.30 DA	3582-1¼ 376 (400-1¼)			

AUTHORIZATION REQUIRED

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

MISSOULA, MONTANA AL-266 (FAA) 25275

RNAV (RNP) Z RWY 12

MISSOULA MONTANA (MSO)

APP CRS	Rwy Ldg	9501
117°	TDZE	3200
	Apt Elev	3206

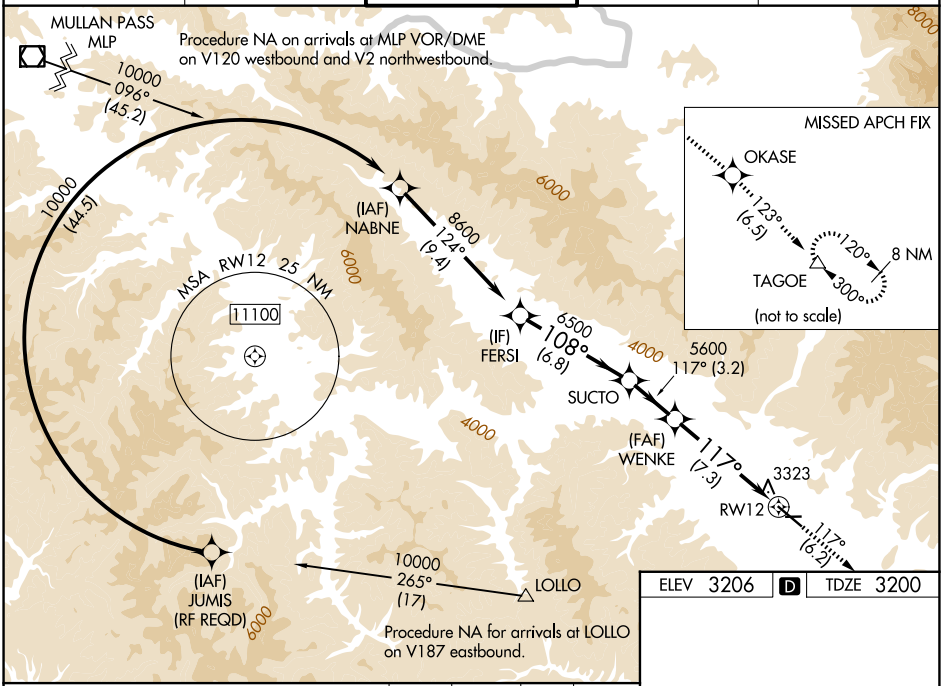
RNP AR APCH.

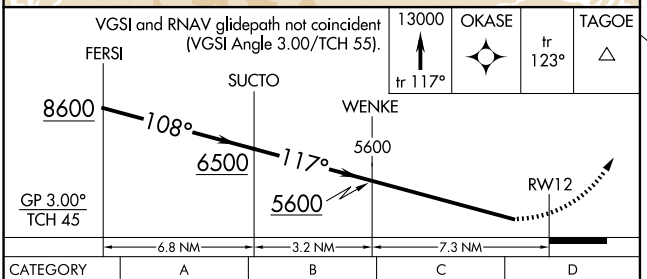
T A -11°C For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21° C (-6°F) or above 43°C (109°F). For inop ALS, increase RNP 0.12 all Cats visibility to RVR 6000. For inop ALS, increase RNP 0.30 all Cats visibility to 2½ SM. When local weather not received, procedure NA.

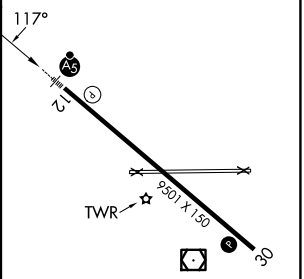
MALSR

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

REIL Rwy 30
MIRL Rwy 8-26 L
HIRL Rwy 12-30 L

MISSOULA, MONTANA
Orig-D 24MAY18

46°55′N-114°05′W

MISSOULA MONTANA (MSO)

RNAV (RNP) Z RWY 12

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 12

MISSOULA MONTANA (MSO)

WAAS CH 65715 W12B	APP CRS 117°	Rwy Ldg 9501 / TDZE 3200 / Apt Elev 3206

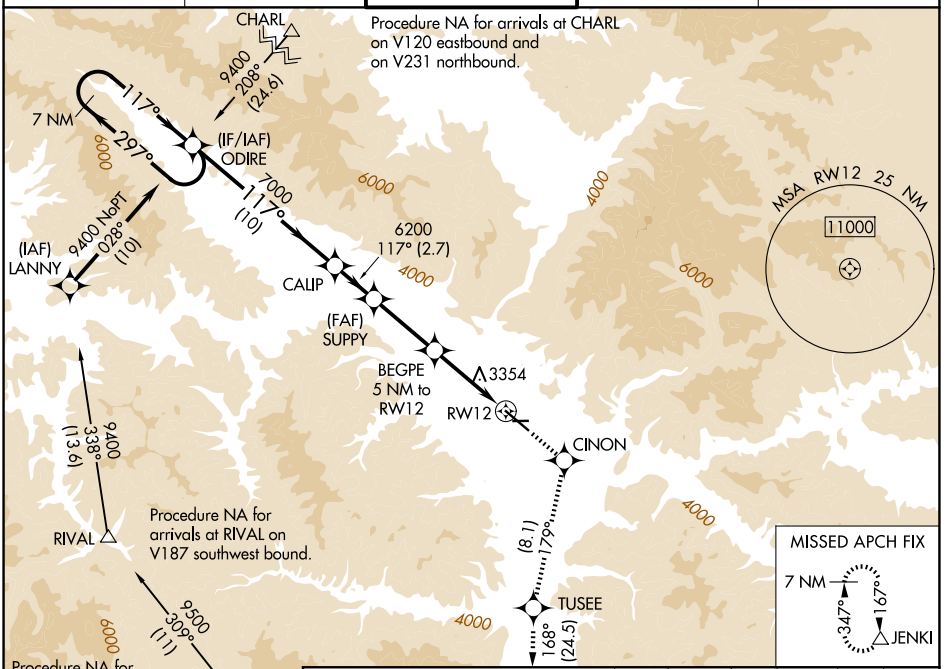
RNP APCH.

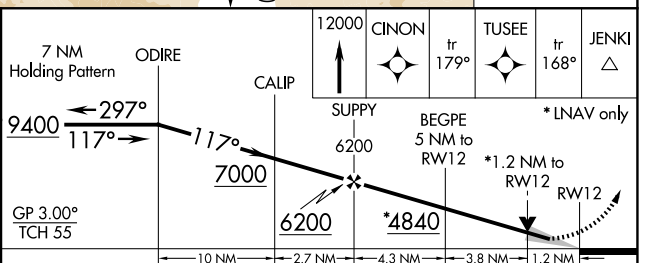
T A -11°C Circling NA for Cats C and D northeast of Rwy 12-30. Inop table does not apply to LNAV # Cats C/D. Inop table does not apply to LPV† all Cats. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

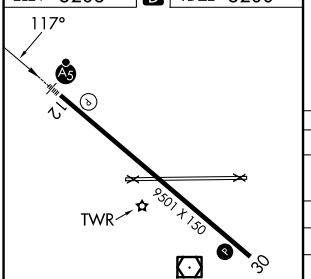
MISSED APPROACH: (Do not exceed 200K until CINON) Climb to 12000 direct CINON and on track 179° to TUSEE and on track 168° to JENKI and hold, continue climb-in-hold to 12000. ## Missed approach requires minimum climb of 325 feet per NM to 7700.

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



REIL Rwy 30
MIRL Rwy 8-26 L
HIRL Rwy 12-30 L

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)	
CIRCLING	4520-1¼ 1314 (1400-1¼)	4700-1½ 1494 (1500-1½)	4700-3 1494 (1500-3)	5140-3 1934 (2000-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

MISSOULA, MONTANA | AL-266 (FAA) | 25275

RNAV (GPS)-D

MISSOULA MONTANA (MSO)

APP CRS	Rwy Ldg	N/A
339°	TDZE	N/A
	Apt Elev	3206

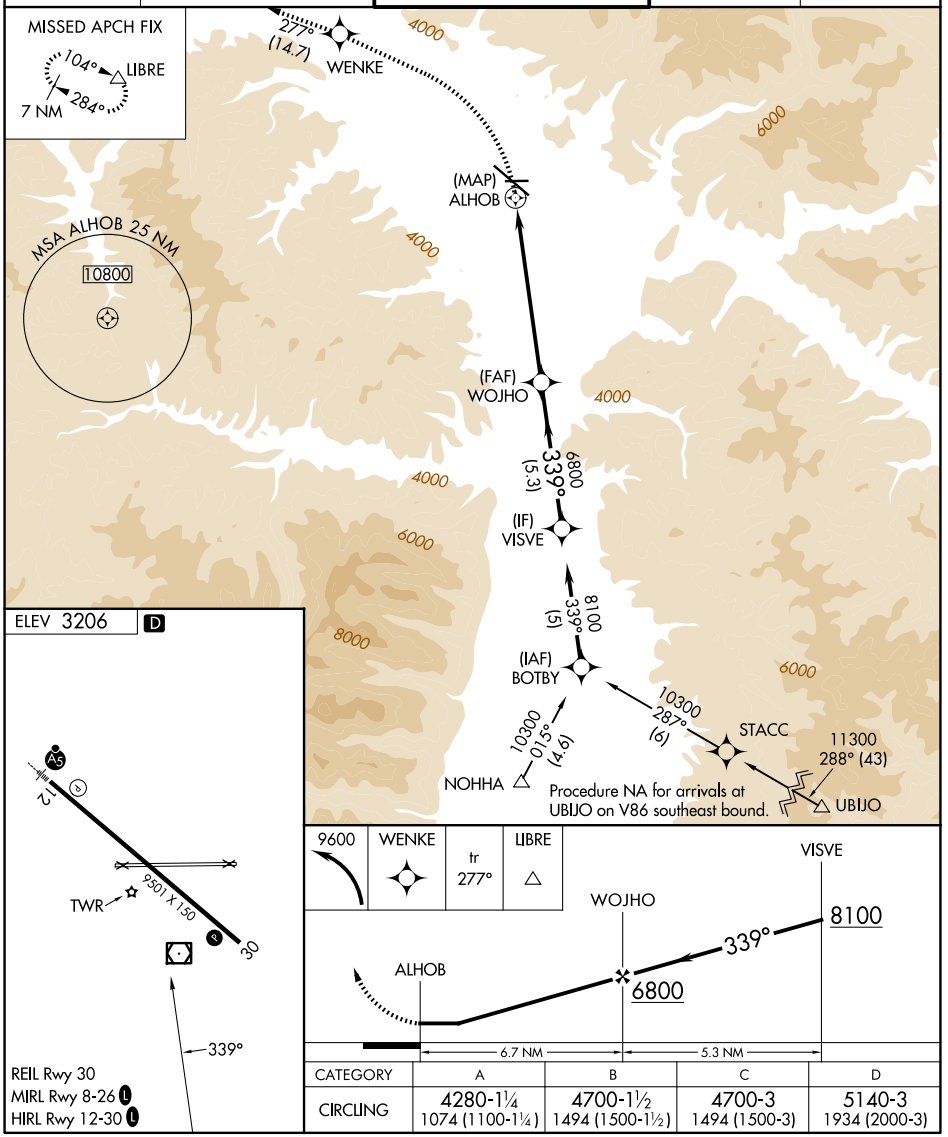
RNP APCH.

Circling NA for Cats C and D northeast of Rwy 12-30.

-11°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
CIRCLING	4280-1¼ 1074 (1100-1¼)	4700-1½ 1494 (1500-1½)	4700-3 1494 (1500-3)	5140-3 1934 (2000-3)

MISSOULA, MONTANA
Amdt 1 24MAY18

46°55'N-114°05'W

MISSOULA MONTANA (MSO)

RNAV (GPS)-D

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME MSO	APP CRS	Rwy Ldg	N/A
112.8	105°	TDZE	N/A
Chan 75		Apt Elev	3206

VOR-A

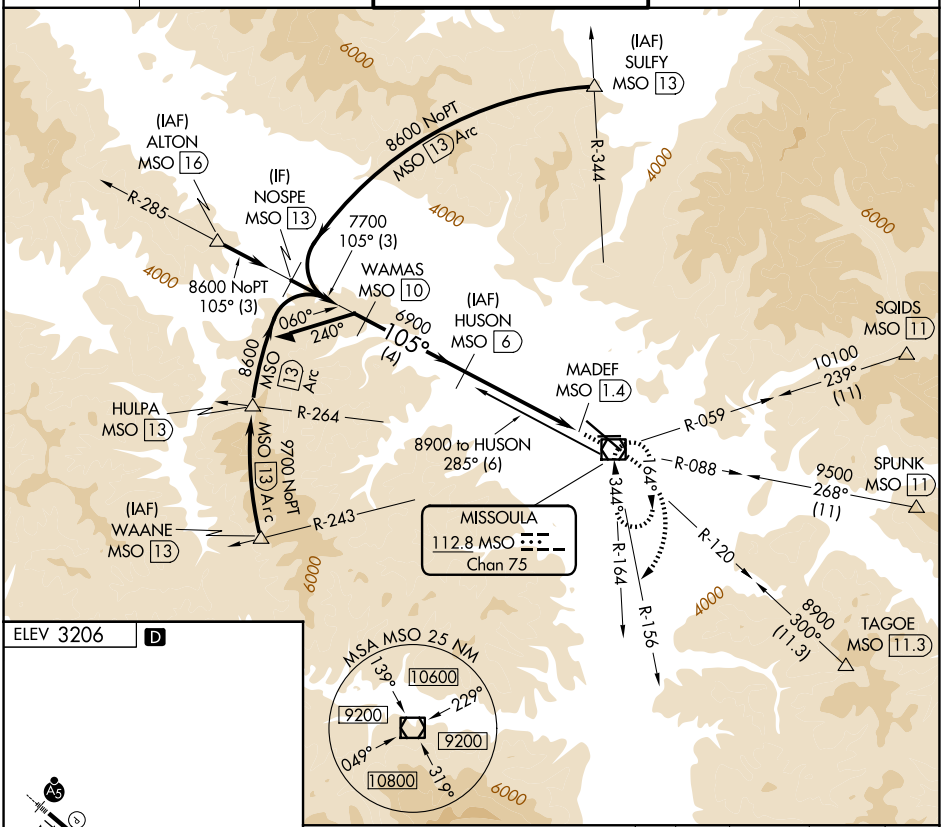
MISSOULA MONTANA (MSO)

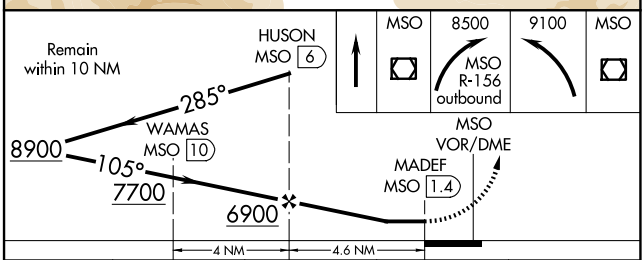
DME required.

T
A
-11°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





CATEGORY	A	B	C	D
CIRCLING	5120-1¼ 1914 (2000-1¼)	5120-1½ 1914 (2000-1½)	5120-3 1914 (2000-3)	5160-3 1954 (2000-3)

REIL Rwy 30
MIRL Rwy 8-26 L
HIRL Rwy 12-30 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

MISSOULA, MONTANA | AL-266 (FAA) | 25275

VOR-B

MISSOULA MONTANA (MSO)

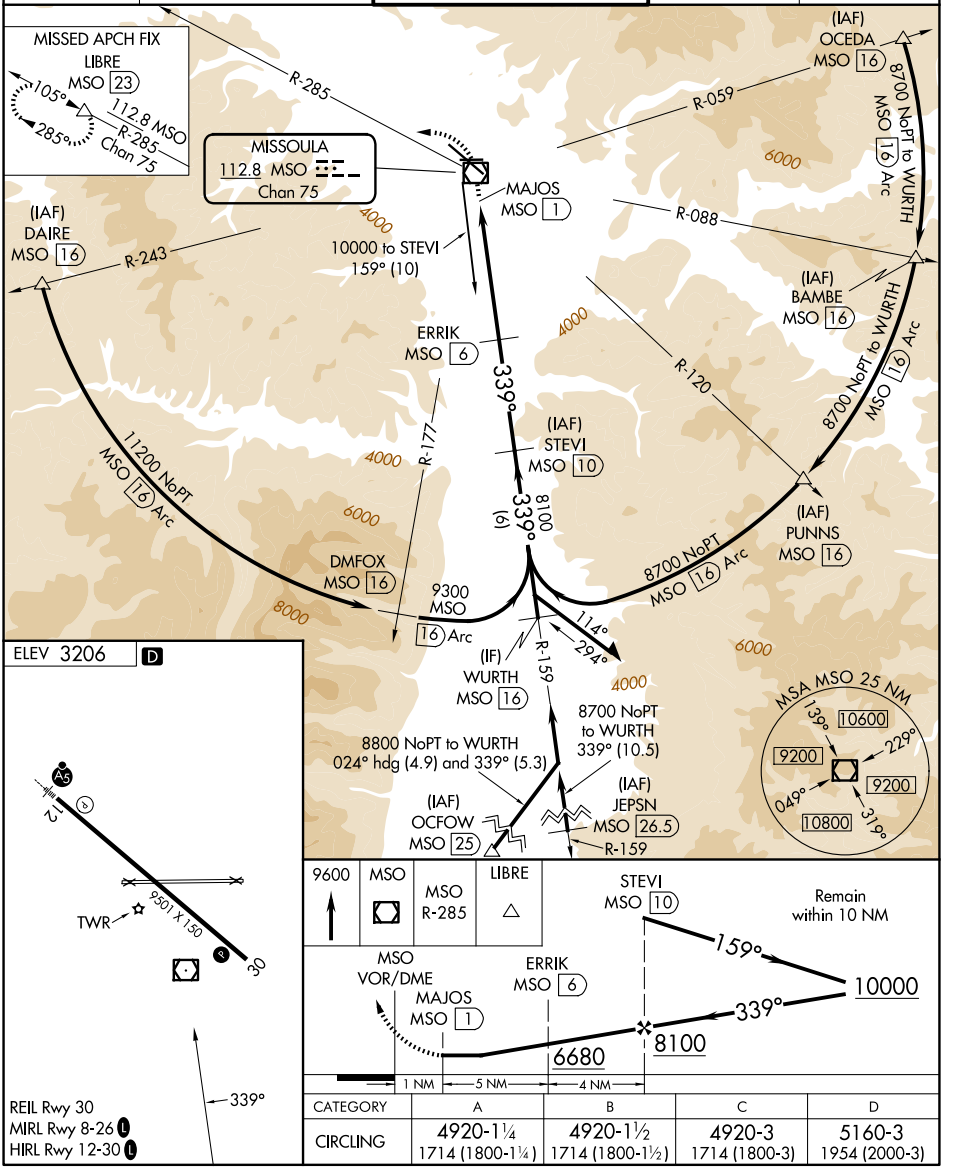
VOR/DME MSO	APP CRS	Rwy Ldg	N/A
112.8 Chan 75	339°	TDZE	N/A
		Apt Elev	3206

RADAR required for procedure entry at JEPSN. DME required.

T A ❄ -11°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
CIRCLING	4920-1¼ 1714 (1800-1¼)	4920-1½ 1714 (1800-1½)	4920-3 1714 (1800-3)	5160-3 1954 (2000-3)

MISSOULA, MONTANA
Amdt 7 24MAY18

46°55′N-114°05′W

MISSOULA MONTANA (MSO)

VOR-B

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

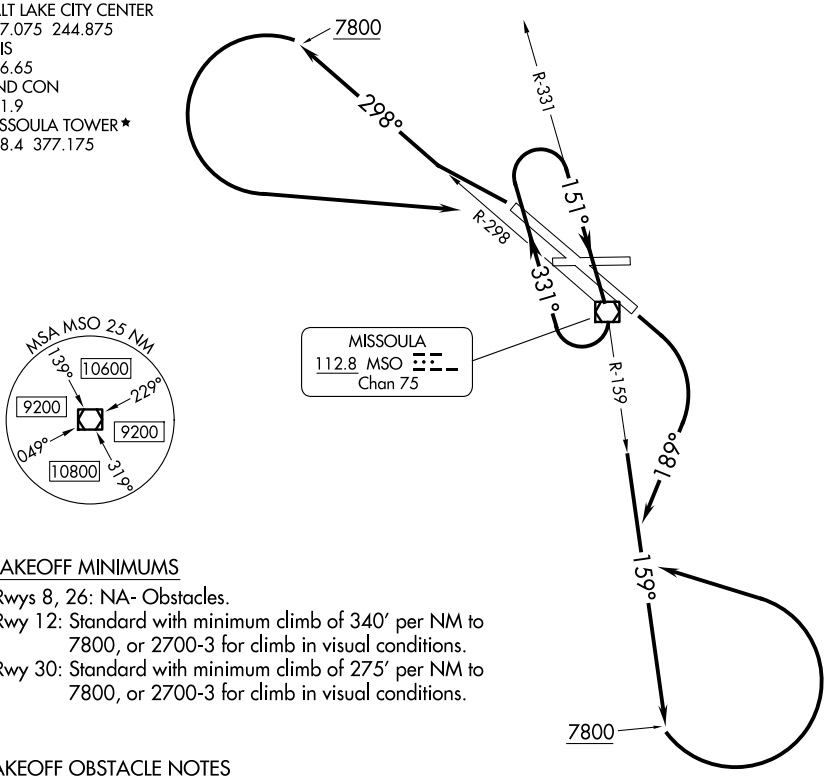
(GRZLY4.MSO) 25051

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.

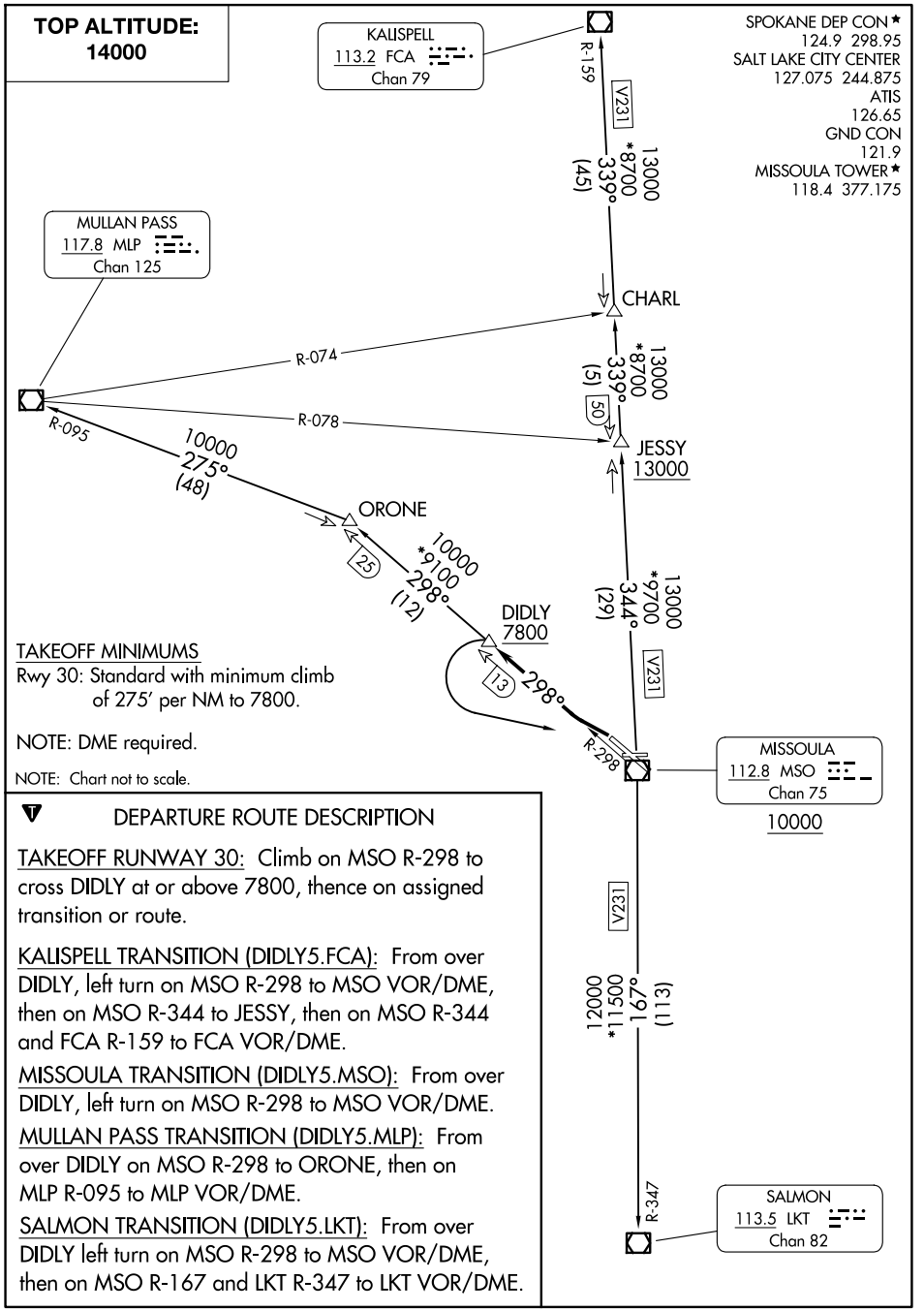
DEPARTURE ROUTE DESCRIPTION

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, 03 SEP 2026 to 29 OCT 2026



TAKEOFF MINIMUMS
Rwy 30: Standard with minimum climb of 275′ per NM to 7800.

NOTE: DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 30: Climb on MSO R-298 to cross DIDLY at or above 7800, thence on assigned transition or route.

KALISPELL TRANSITION (DIDLY5.FCA): From over DIDLY, left turn on MSO R-298 to MSO VOR/DME, then on MSO R-344 to JESSY, then on MSO R-344 and FCA R-159 to FCA VOR/DME.

MISSOULA TRANSITION (DIDLY5.MSO): From over DIDLY, left turn on MSO R-298 to MSO VOR/DME.

MULLAN PASS TRANSITION (DIDLY5.MLP): From over DIDLY on MSO R-298 to ORONE, then on MLP R-095 to MLP VOR/DME.

SALMON TRANSITION (DIDLY5.LKT): From over DIDLY left turn on MSO R-298 to MSO VOR/DME, then on MSO R-167 and LKT R-347 to LKT VOR/DME.

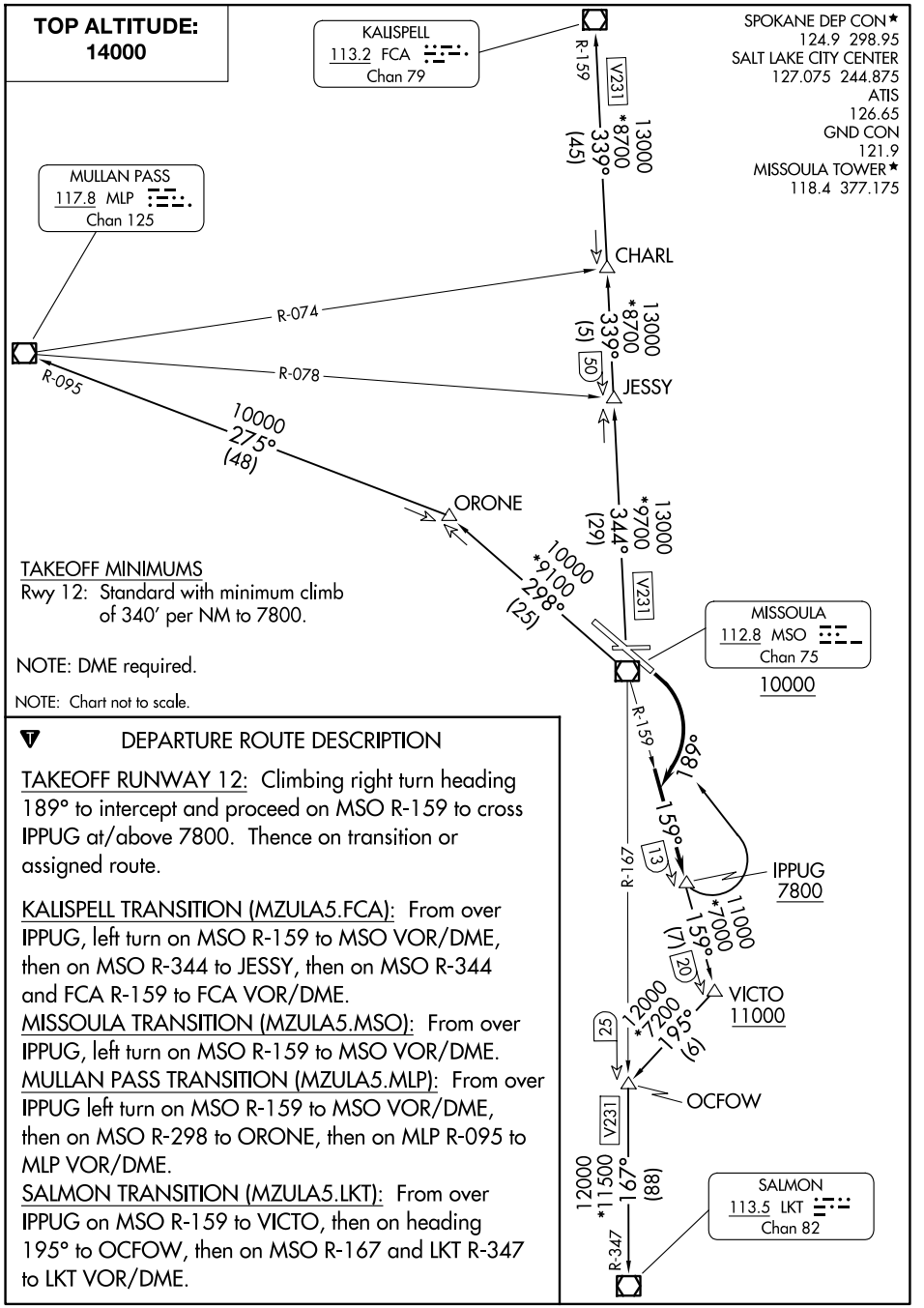
NW-1, 03 SEP 2026 to 29 OCT 2026

(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.

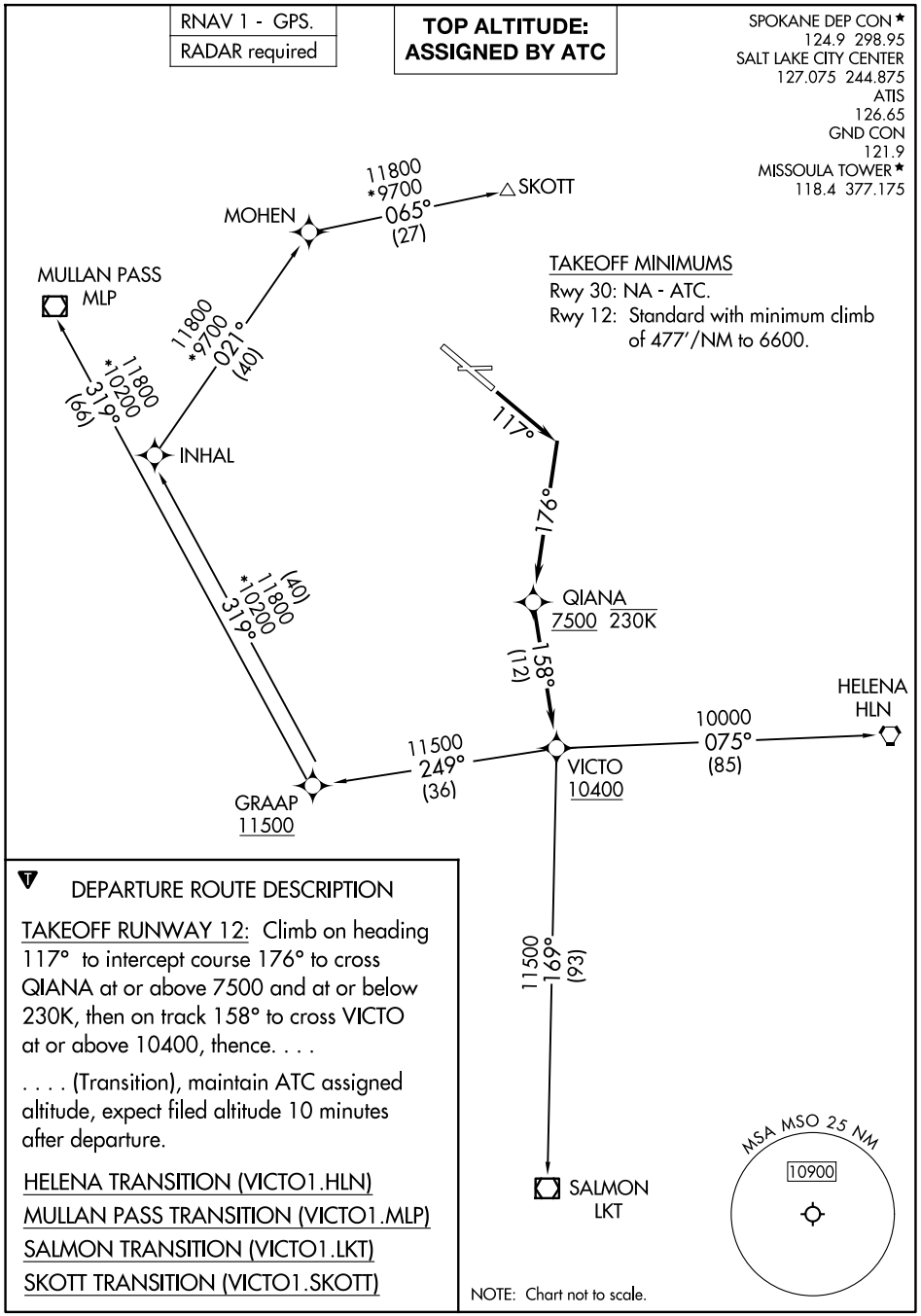
MULLAN PASS TRANSITION (MZULA5.MLP): From over IPPUG left turn on MSO R-159 to MSO VOR/DME, then on MSO R-298 to ORONE, then on MLP R-095 to MLP VOR/DME.

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, 03 SEP 2026 to 29 OCT 2026



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 32R
GRANT COUNTY INTL (MWH)

LOC I-MWH	APP CRS	Rwy Ldg	13492
109.5	324°	TDZE	1167
		Apt Elev	1189

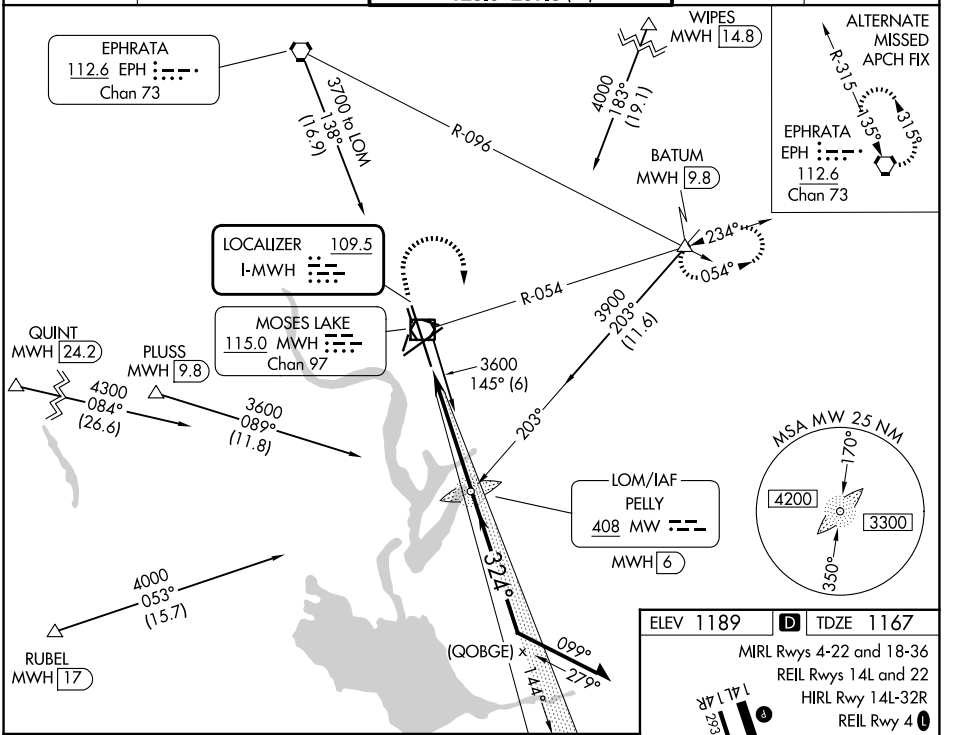
ADF or DME required.

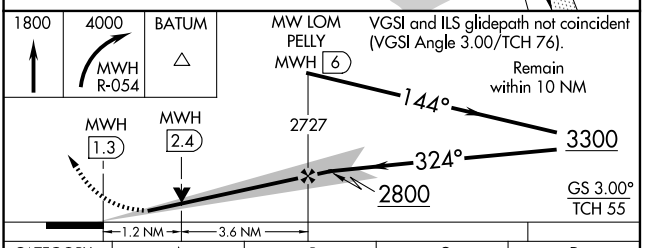
Circling Rwy 9, 27, 18, 36 NA at night. VDP NA when using EPH altimeter setting. When local altimeter setting not received, use EPH altimeter setting and increase S-ILS DA to 1403 feet; increase all MDAs 40 feet and S-LOC visibility Cats C/D ⅛ SM, and Circling Cat D visibility ¼ SM.

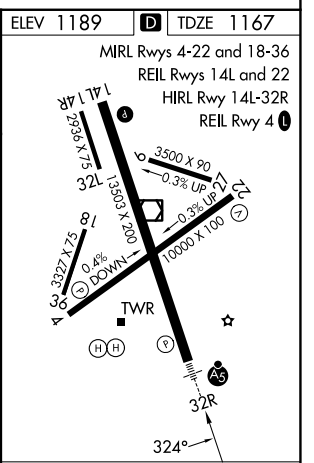
MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 4000 on MWH R-054 to BATUM INT/MWH VOR/DME 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 (E) 128.0 257.8 (W)	121.9	122.95







FAF to MAP 4.7 NM

CATEGORY	A	B	C	D
S-ILS 32R	1367-½	200 (200-½)		
S-LOC 32R	1620-½	453 (500-½)	1620-⅞	453 (500-⅞)
CIRCLING	1680-1	491 (500-1)	1720-1½ 531 (600-1½)	1840-2 651 (700-2)

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	10000
036°	TDZE	1189
	Apt Elev	1189

RNAV (RNP) Z RWY 4

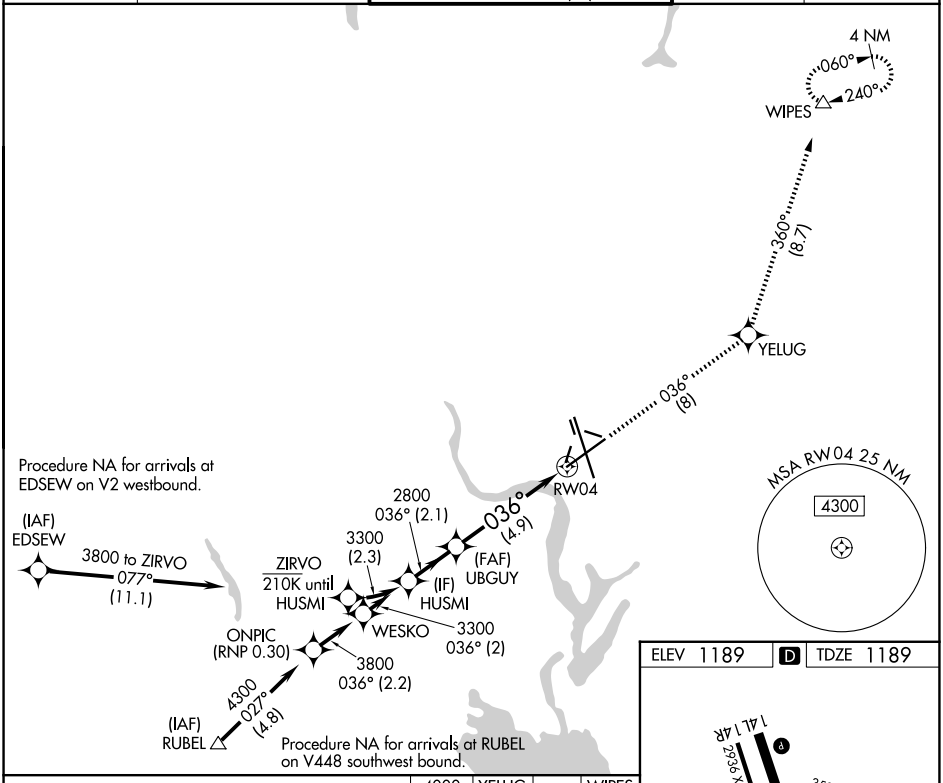
GRANT COUNTY INTL (MWH)

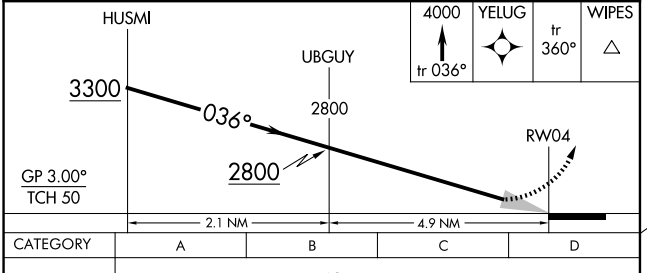
RNP AR APCH-GPS.

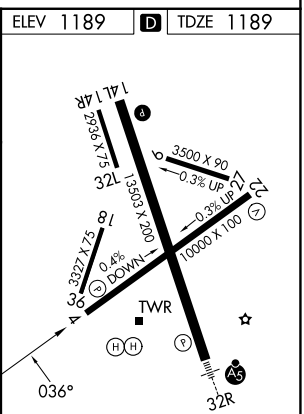
For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.

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 (E) 128.0 257.8 (W)	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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

MOSES LAKE, WASHINGTON | AL-961 (FAA) | 25275

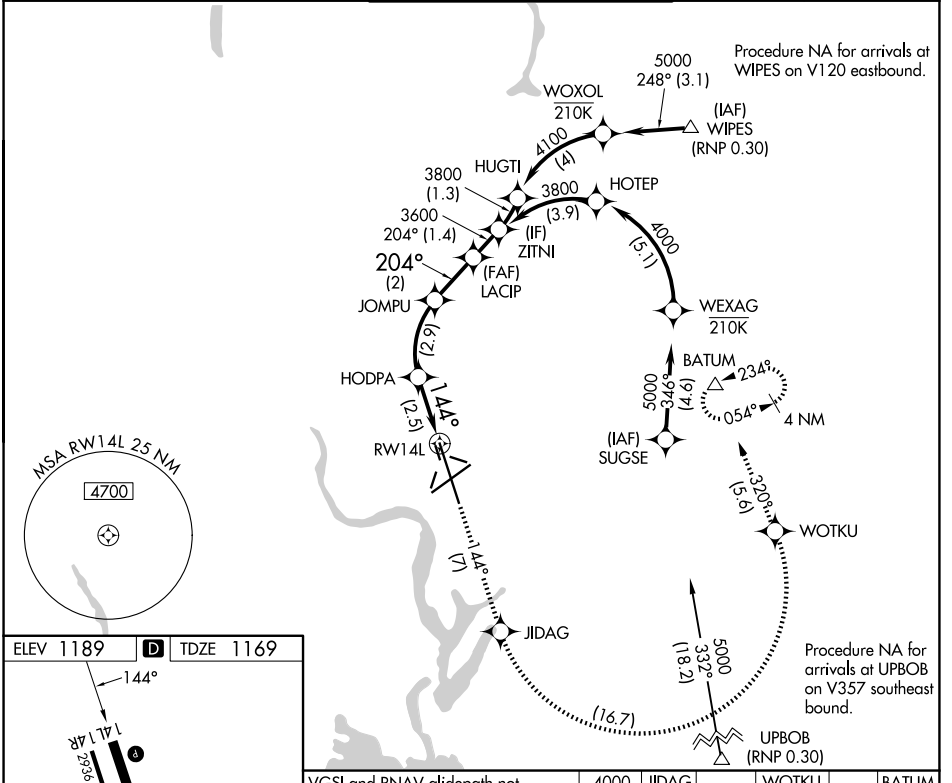
APP CRS	Rwy Ldg	13503
144°	TDZE	1169
	Apt Elev	1189

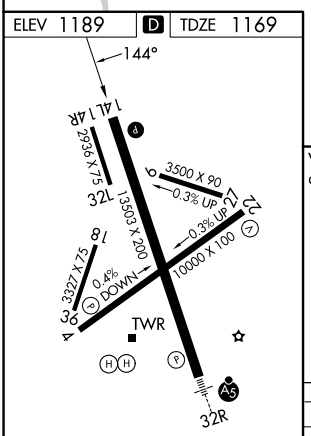
RNAV (RNP) Z RWY 14L
GRANT COUNTY INTL (MWH)

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 47°C (116°F). RF required. GPS required.

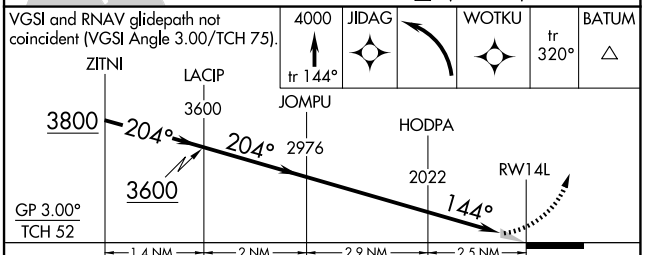
MISSED APPROACH: Climb to 4000 on track 144° to JIDAG left turn to WOTKU and track 320° to BATUM and hold.

ATIS	GRANT COUNTY APP CON ★	GRANT COUNTY TOWER ★	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) L 257.8 (E) 128.0 257.8 (W)	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
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

GRANT COUNTY INTL (MWH)
47°13′N-119°19′W
RNAV (RNP) Z RWY 14L

NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	10000
216°	TDZE	1166
	Apt Elev	1189

RNAV (RNP) Z RWY 22

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 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 (E) 128.0 257.8 (W)	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)

RW22

216° (12.9)

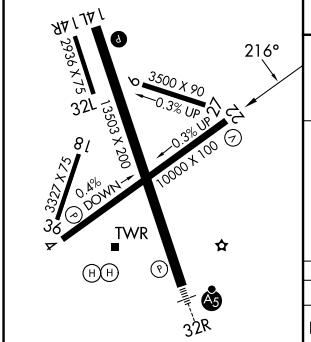
ONPIC

036° 216° 4 NM

MSA RW 22 25 NM

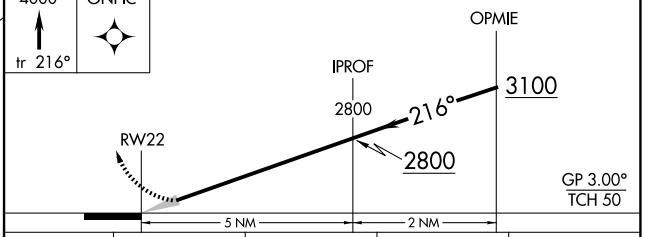
4300

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

4000 tr 216° ONPIC



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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

MOSES LAKE, WASHINGTON | AL-961 (FAA) | 25275

RNAV (RNP) Z RWY 32R

GRANT COUNTY INTL (MWH)

APP CRS	Rwy Ldg	13492
324°	TDZE	1167
	Apt Elev	1189

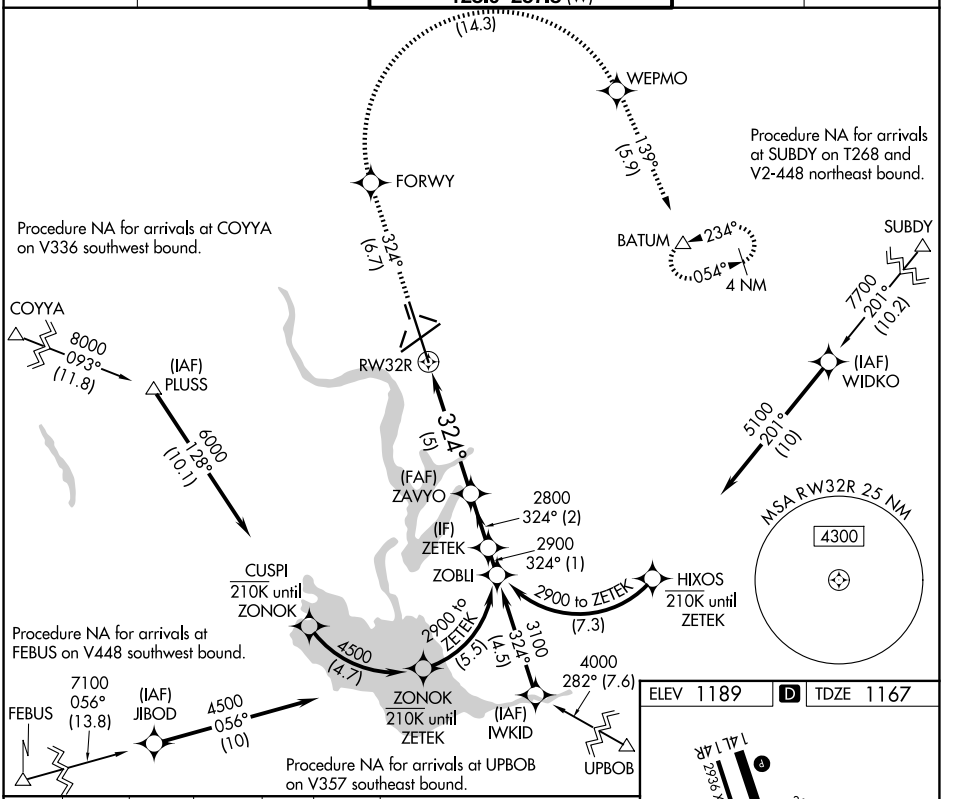
RNP AR APCH-GPS.

V A 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

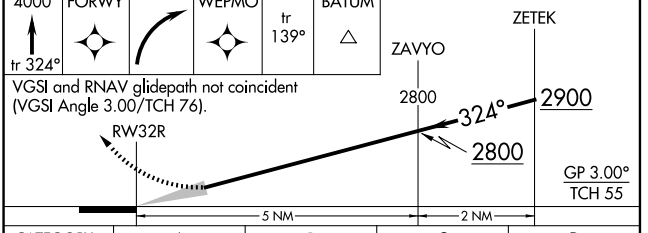
MISSED APPROACH: Climb to 4000 on track 324° to FORWY right turn to WEPMO and track 139° to BATUM and hold.

ATIS	GRANT COUNTY APP CON ★	GRANT COUNTY TOWER ★	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) L 257.8 (E) 128.0 257.8 (W)	121.9	122.95



4000 tr 324°	FORWY		WEPMO	tr 139°	BATUM

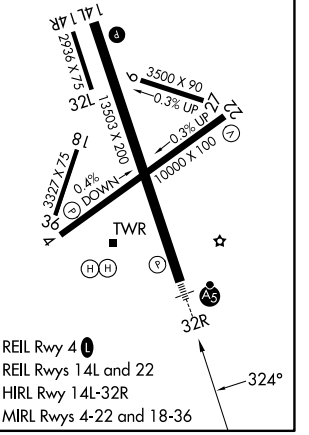
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76).



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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 4

GRANT COUNTY INTL (MWH)

WAAS CH 42809 W04A	APP CRS 036°	Rwy Ldg 10000 TDZE 1189 Apt Elev 1189

RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 9, 27, 18, 36 NA at night. Baro-VNAV NA when using EPH altimeter setting. When local altimeter setting not received, use EPH altimeter setting and increase LPV DA to 1425 feet; increase LNAV/VNAV DA to 1549 feet; increase all MDAs 40 feet and LNAV Cats C and D visibility ⅛ SM and Circling Cat D ¼ SM.

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 (E) 128.0 257.8 (W)	121.9	122.95

MISSED APCH FIX

4 NM 060° 240° WIPES

Procedure NA for arrival on MWH VOR/DME airway radials 130 CW 253.

YELUG

360° (8.7)

MOSES LAKE MWH

RW04

4000 to ONPIC 215° (12.2)

1302

(FAF) UBGUY

ZOBEM 1.4 NM to RW04

(IAF) EDSEW

4000 NoPT 088° (10.3)

2800 036° (6.3)

(IF/IAF) ONPIC

4000 NoPT 027° (4.8)

036° 216°

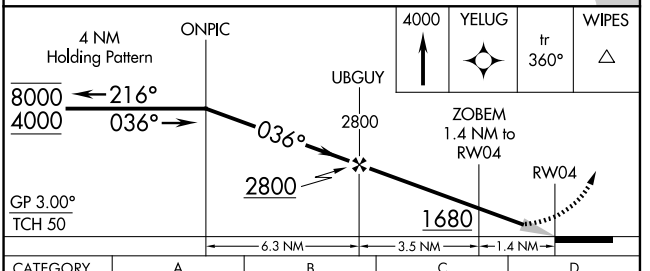
HOLD 8000 4000

(IAF) RUBEL

4 NM

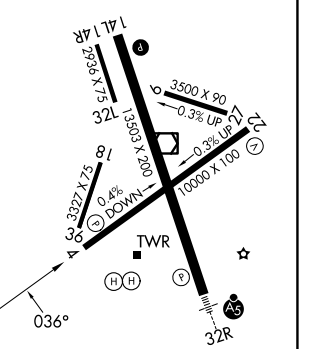
MSA RW04 25 NM

4300



CATEGORY	A	B	C	D
LPV DA	1389-¾ 200 (200-¾)			
LNAV/VNAV DA	1513-1 324 (400-1)			
LNAV MDA	1620-1 431 (500-1)		1620-1¼ 431 (500-1¼)	
CIRCLING	1660-1 471 (500-1)		1720-1½ 531 (600-1½)	1840-2 651 (700-2)

ELEV 1189 D TDZE 1189



REIL Rwy 4 L
REIL Rwys 14L and 22
HIRL Rwy 14L-32R
MIRL Rwys 4-22 and 18-36

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

MOSES LAKE, WASHINGTON | AL-961 (FAA) | 25275

WAAS	APP CRS	Rwy Ldg	13503
CH 90509	144°	TDZE	1169
W14A		Apt Elev	1189

RNAV (GPS) Y RWY 14L

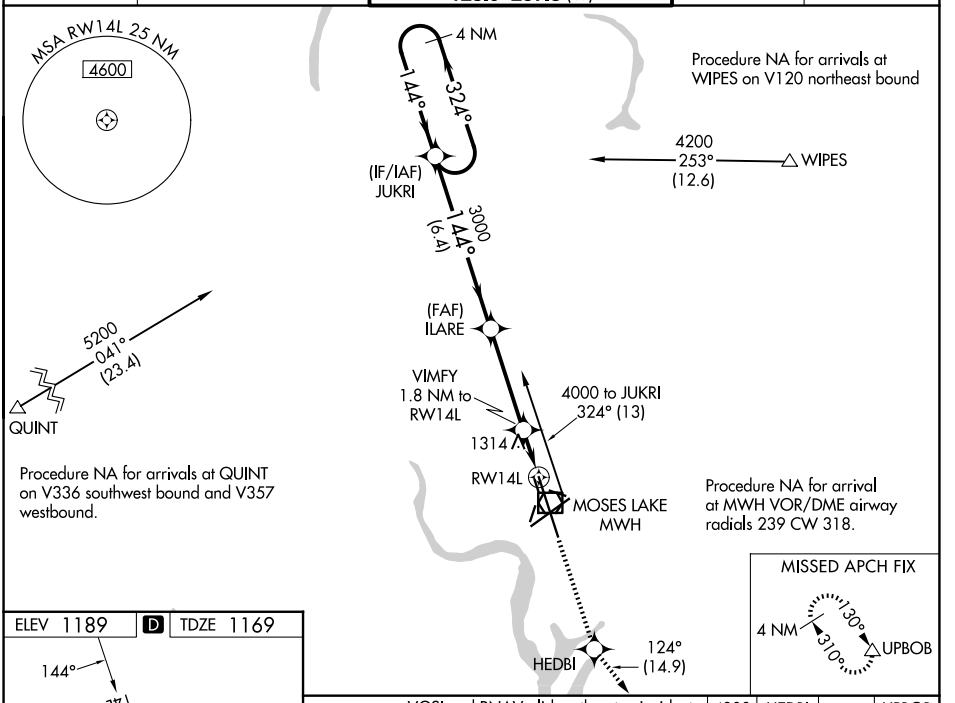
GRANT COUNTY INTL (MWH)

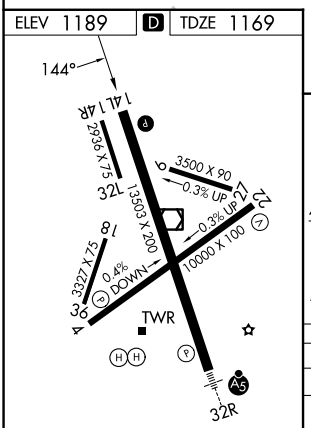
RNP APCH.

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.

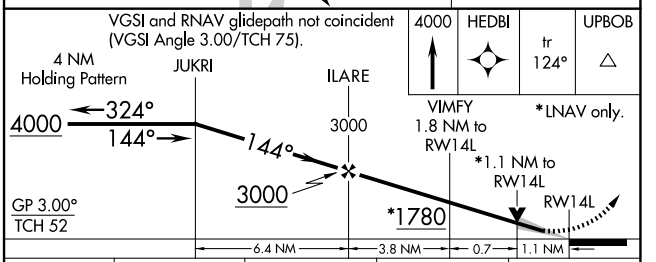
MISSED APPROACH: Climb to 4000 direct HEDBI and on track 124° to UPBOB and hold.

ATIS	GRANT COUNTY APP CON ★	GRANT COUNTY TOWER ★	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) L 257.8 (E) 128.0 257.8 (W)	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

GRANT COUNTY INTL (MWH)
47°13′N-119°19′W
RNAV (GPS) Y RWY 14L

NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 70410 W22A	APP CRS 216°	Rwy Ldg 10000 TDZE 1166 Apt Elev 1189

RNAV (GPS) Y RWY 22

GRANT COUNTY INTL (MWH)

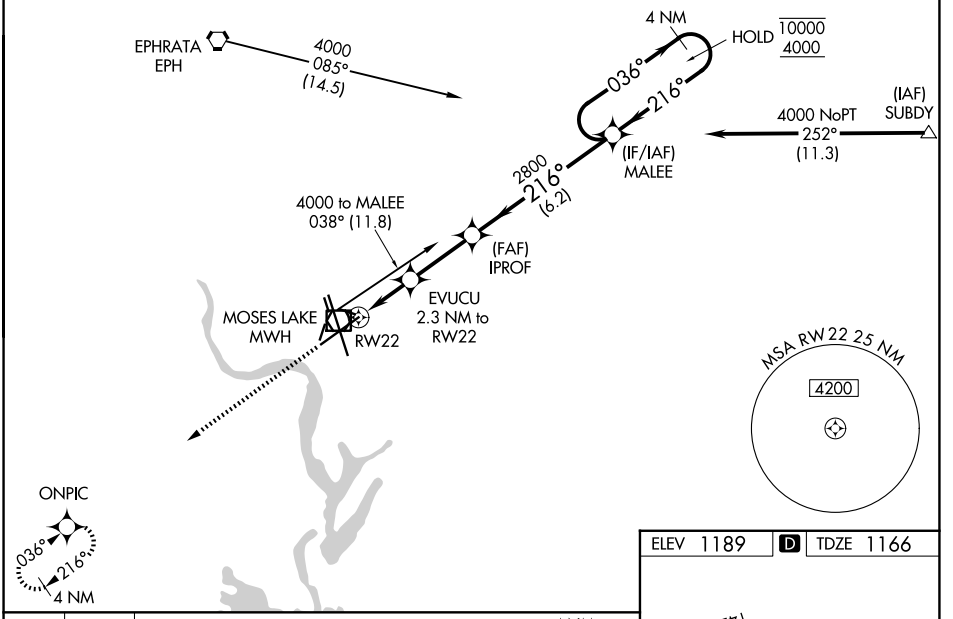
RNP APCH - GPS.

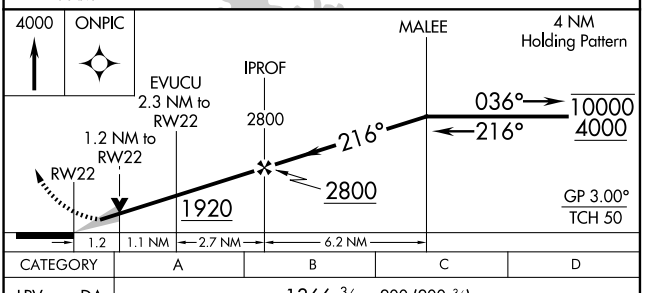
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using EPH altimeter setting. Circling Rwy 9, 27, 18, 36 NA at night. When local altimeter setting not received, use EPH altimeter setting and increase LPV DA to 1402 feet; increase LNAV/VNAV DA to 1465 feet; increase all MDAs 40 feet and LNAV visibility Cats C and D 1¼ SM and Circling visibility Cat D 1¼ SM.

MISSED APPROACH: Climb to 4000 direct ONPIC 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 (E) 128.0 257.8 (W)	121.9	122.95

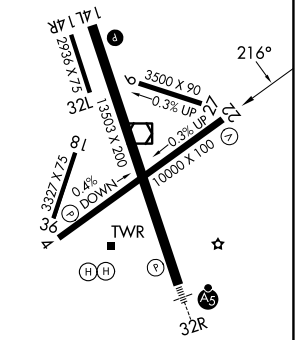
Procedure NA for arrival on EPH VORTAC airway radials 060 CW 135.





CATEGORY	A	B	C	D
LPV DA	1366-¾	200 (200-¾)		
LNAV/VNAV DA	1429-⅞	263 (300-⅞)		
LNAV MDA	1580-1	414 (400-1)	1580-1⅛	414 (400-1⅛)
CIRCLING	1660-1	471 (500-1)	1720-1½ 531 (600-1½)	1840-2 651 (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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 32R

GRANT COUNTY INTL (MWH)

WAAS CH 77799 W32A	APP CRS 324°	Rwy Ldg 13492 TDZE 1167 Apt Elev 1189

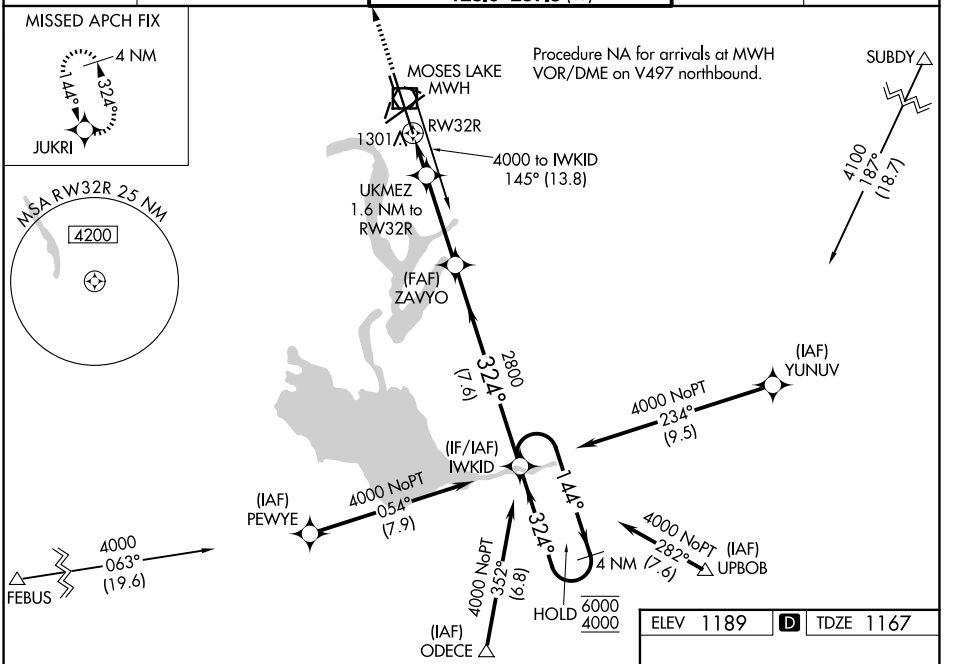
RNP APCH-GPS.

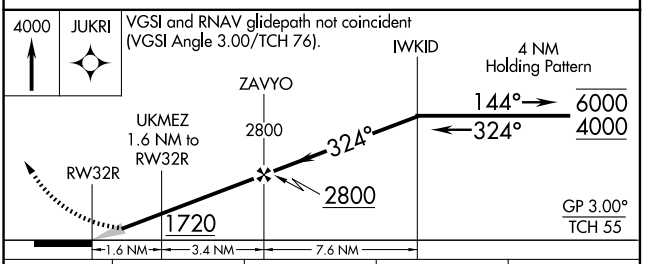
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 9/27, 18/36 NA at night. For inop ALS increase LNAV/VNAV all Cats visibility to RVR 5500, increase LNAV Cat C and D visibility to 1⅜ SM.
*RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Ephrata altimeter setting).

MALSR

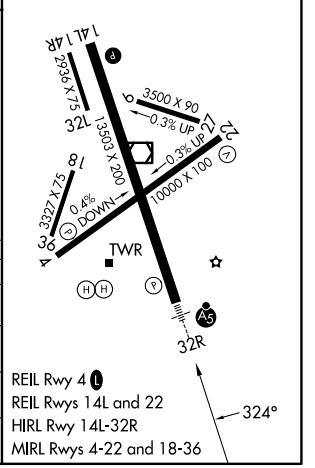
MISSED APPROACH: Climb to 4000 direct JUKRI and hold.

ATIS	GRANT COUNTY APP CON *	GRANT COUNTY TOWER *	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) L 257.8 (E) 128.0 257.8 (W)	121.9	122.95





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)	
CIRCLING	1660-1 471 (500-1)		1680-1½ 491 (500-1½)	1820-2 631 (700-2)



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME MWH	APP CRS	Rwy Ldg	10000
115.0	025°	TDZE	1189
Chan 97		Apt Elev	1189

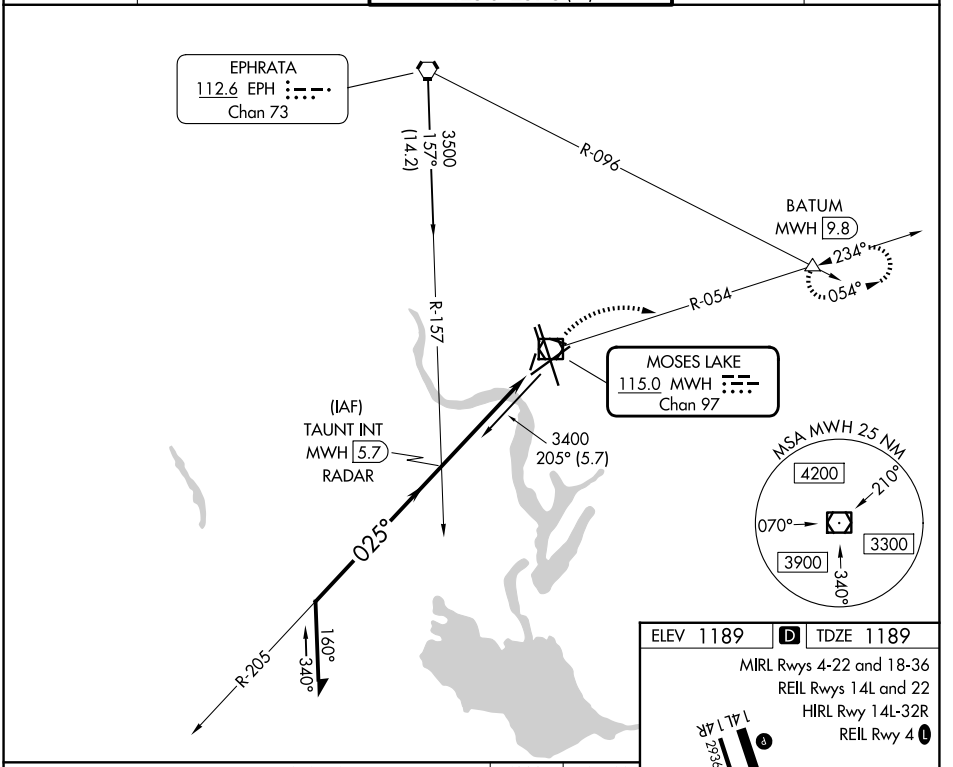
VOR RWY 4

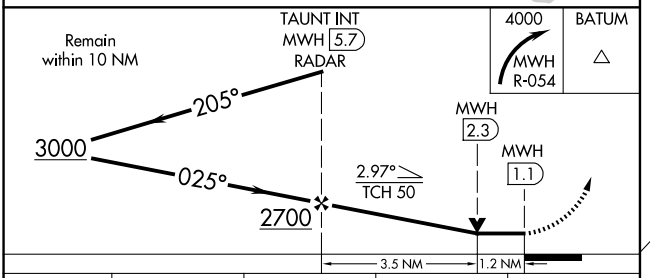
GRANT COUNTY INTL (MWH)

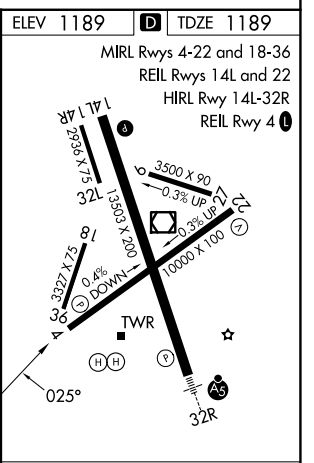
Circling Rwy 9, 27, 18, 36 NA at night. VDP NA when using EPH altimeter setting. When local altimeter setting not received, use EPH altimeter setting and increase all MDAs 40 feet and S-4 visibility Cats C/D ⅛ SM, and Circling visibility Cat D ¼ SM.

MISSED APPROACH: Climbing right turn to 4000 on MWH VOR/DME 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 (E) 128.0 257.8 (W)	121.9	122.95







CATEGORY	A	B	C	D
S-4	1620-1	431 (500-1)	1620-1¼	431 (500-1¼)
CIRCLING	1680-1	491 (500-1)	1720-1½ 531 (600-1½)	1840-2 651 (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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME MWH	APP CRS	Rwy Ldg	10000
115.0	231°	TDZE	1166
Chan 97		Apt Elev	1189

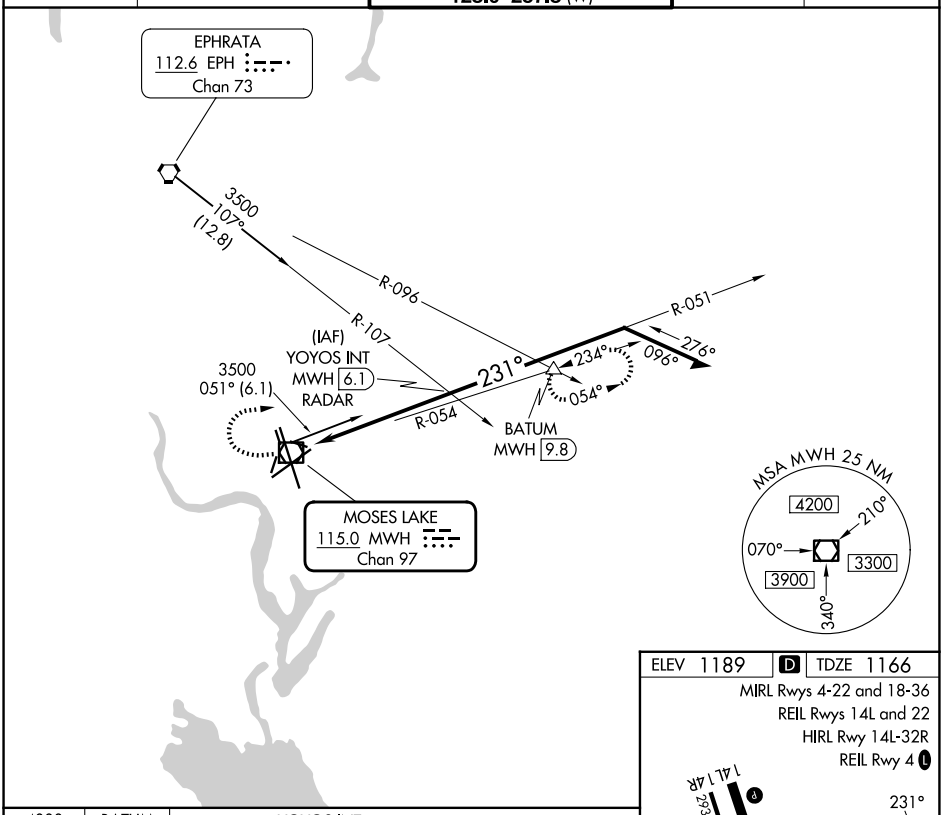
VOR RWY 22

GRANT COUNTY INTL (MWH)

Circling Rwy 9, 27, 18, 36 NA at night. VDP NA when using EPH altimeter setting. When local altimeter setting not received, use EPH altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4000 on MWH VOR/DME R-054 to BATUM INT/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 (E) 128.0 257.8 (W)	121.9	122.95

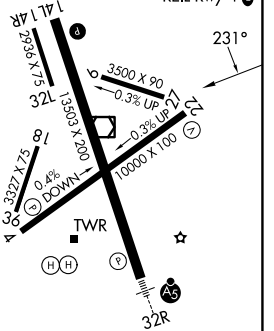


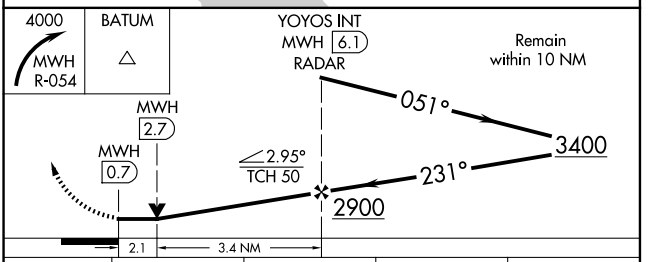
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

ELEV 1189 D TDZE 1166

MIRL Rwys 4-22 and 18-36
REIL Rwys 14L and 22
HIRL Rwy 14L-32R
REIL Rwy 4 L





CATEGORY	A	B	C	D
S-22	1860-1 694 (700-1)		1860-2 694 (700-2)	
CIRCLING	1860-1 671 (700-1)		1860-2 671 (700-2)	1860-2¼ 671 (700-2¼)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

VOR RWY 32R
GRANT COUNTY INTL (MWH)

VOR/DME MWH	APP CRS	Rwy Ldg	13492
115.0	325°	TDZE	1167
Chan 97		Apt Elev	1189

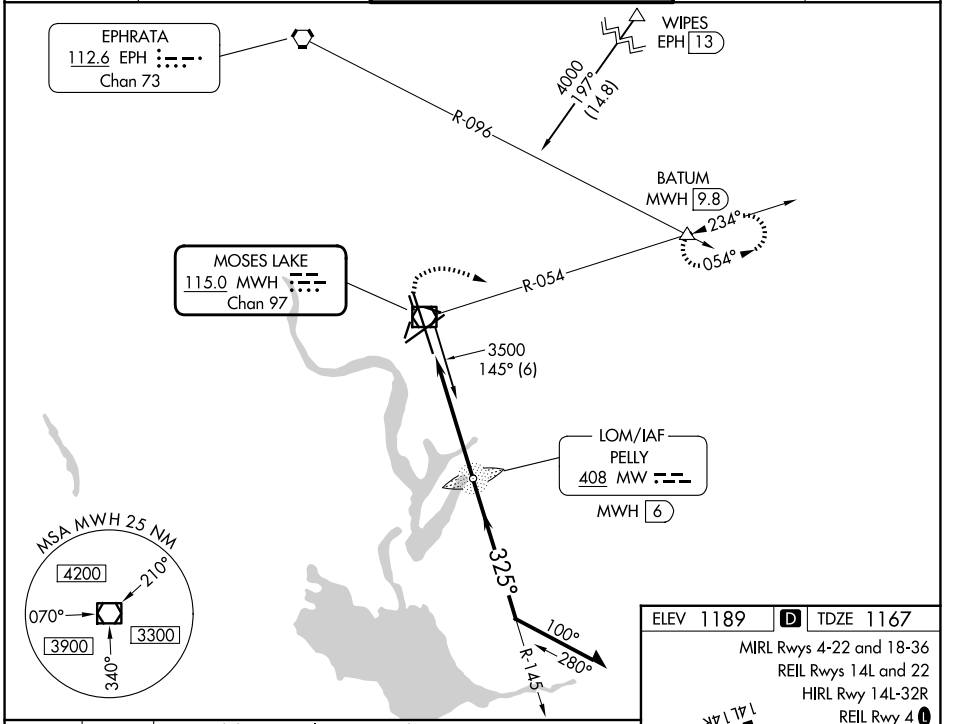
ADF or DME required.

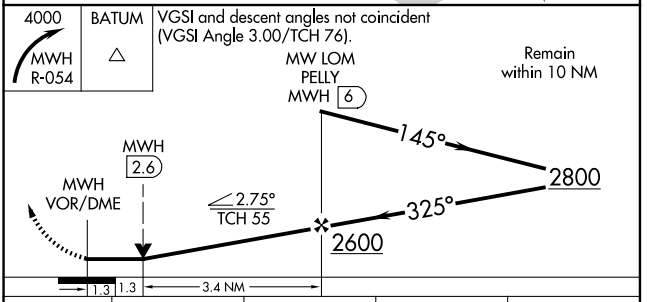
Circling Rwy 9, 27, 18, 36 NA at night. VDP NA when using EPH altimeter setting. When local altimeter setting not received, use EPH altimeter setting and increase all MDAs 40 feet and Circling visibility Cat D ¼ SM. For inop ALS, increase S-32R Cats C and D visibility to 1⅜ SM.

MALSR

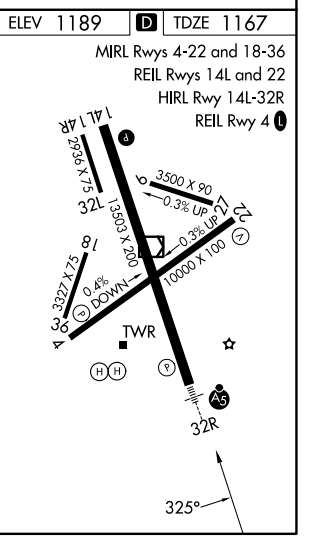
MISSED APPROACH: Climbing right turn to 4000 on MWH VOR/DME R-054 to BATUM INT/MWH 9.8 DME and hold, continue climb-in-hold to 4000.

ATIS	GRANT COUNTY APP CON ★	GRANT COUNTY TOWER ★	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) L 257.8 (E) 128.0 257.8 (W)	121.9	122.95





CATEGORY	A	B	C	D
S-32R	1660-1	493 (500-1)		
CIRCLING	1680-1	491 (500-1)	1720-1½ 531 (600-1½)	1840-2 651 (700-2)



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

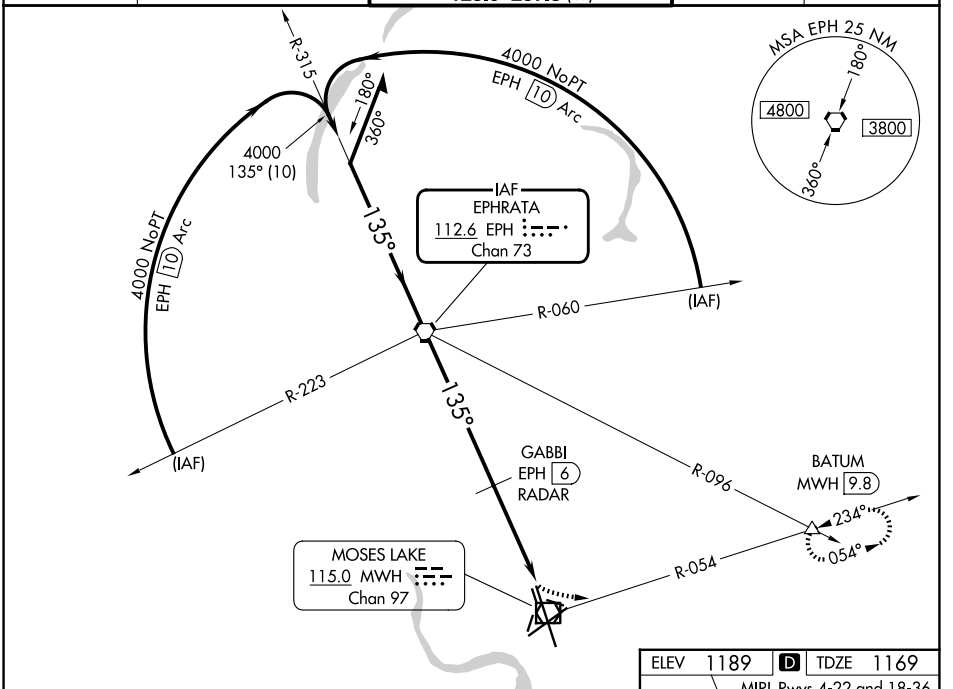
MOSES LAKE, WASHINGTON AL-961 (FAA) 25275

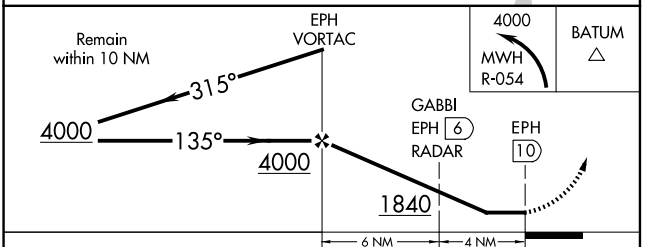
VORTAC EPH	APP CRS	Rwy Ldg 13503
112.6	135°	TDZE 1169
Chan 73		Apt Elev 1189

VOR-1 RWY 14L
GRANT COUNTY INTL (MWH)

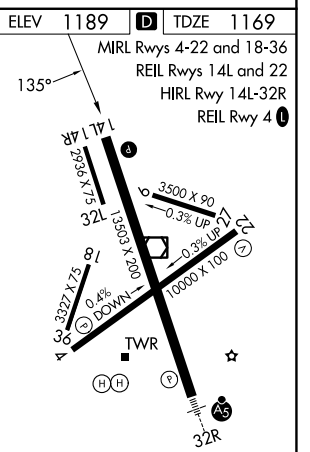
MISSED APPROACH: Climbing left turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.

ATIS	GRANT COUNTY APP CON ★	GRANT COUNTY TOWER ★	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) L 257.8 (E) 128.0 257.8 (W)	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)



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

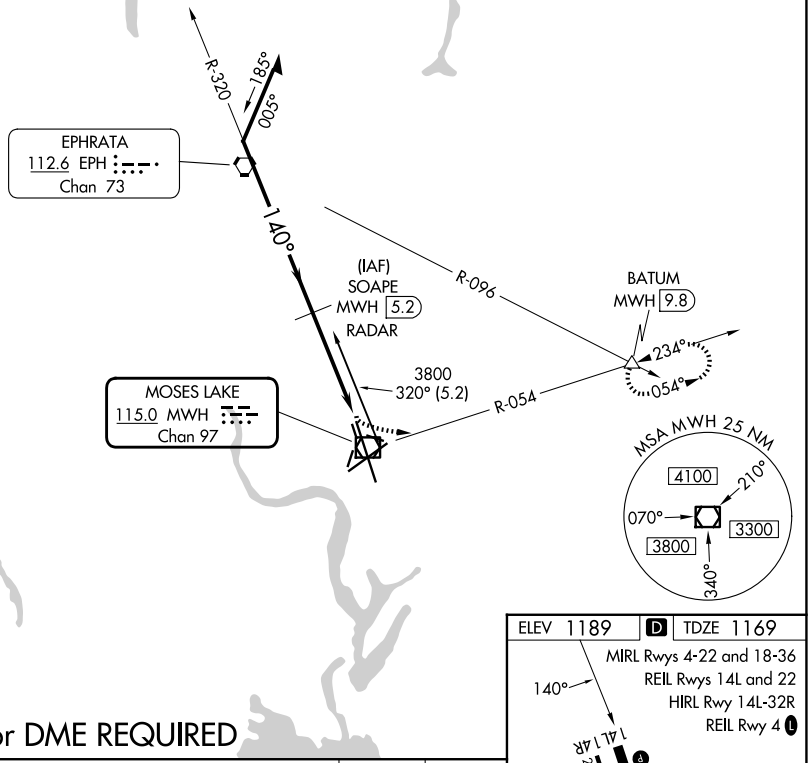
NW-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME MWH	APP CRS	Rwy Ldg 13503
115.0	140°	TDZE 1169
Chan 97		Apt Elev 1189

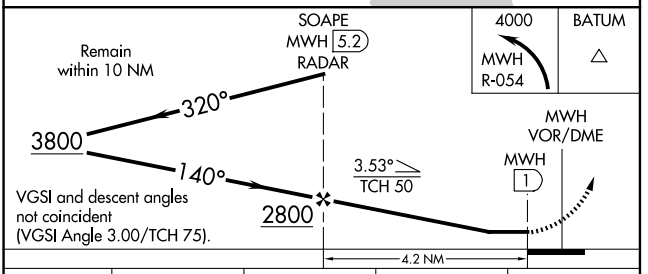
VOR-3 RWY 14L
GRANT COUNTY INTL (MWH)

MISSED APPROACH: Climbing left turn to 4000 via MWH R-054 to BATUM INT/MWH 9.8 DME and hold.

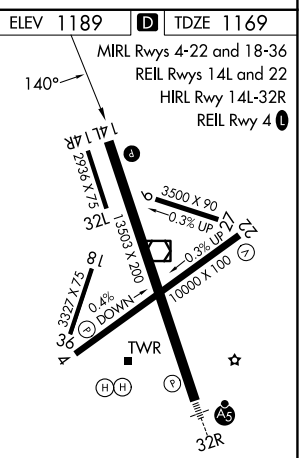
ATIS	GRANT COUNTY APP CON ★	GRANT COUNTY TOWER ★	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) L 257.8 (E) 128.0 257.8 (W)	121.9	122.95



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)



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NDB RWY 32R

GRANT COUNTY INTL (MWH)

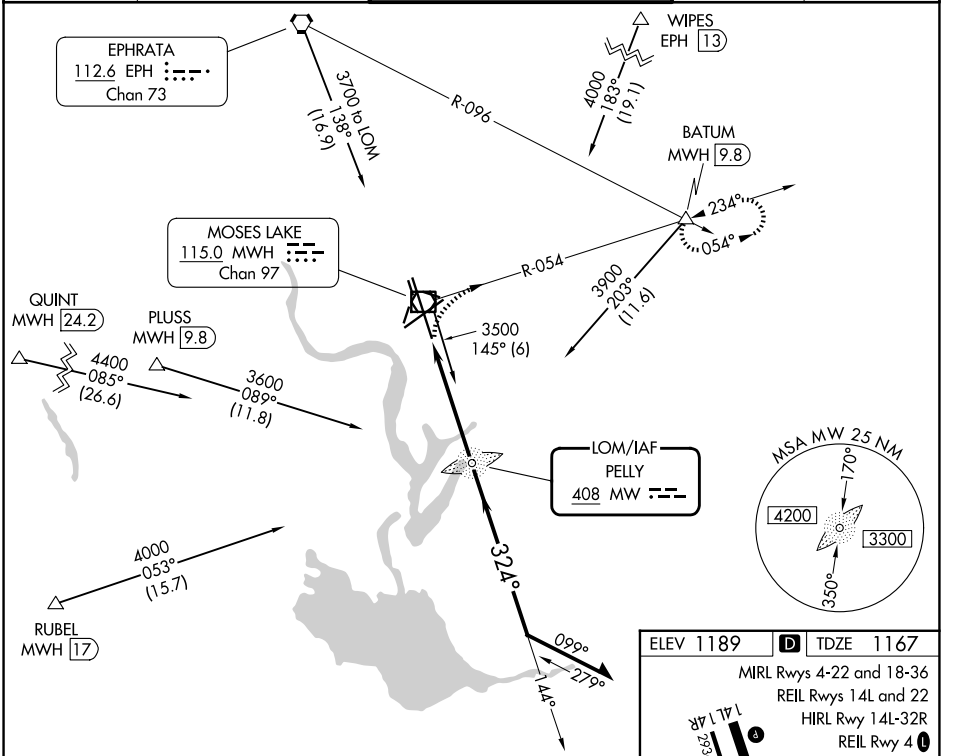
LOM MW	APP CRS	Rwy Ldg	13492
408	324°	TDZE	1167
		Apt Elev	1189

Circling Rwy 9, 27, 18, 36 NA at night. For inop ALS, increase S-32R Cats C and D visibility to 1⅜ SM. When local altimeter setting not received, use EPH altimeter setting and increase all MDAs 40 feet and S-32R visibility Cat C/D ⅛ SM, and Circling visibility Cat C/D ¼ SM.

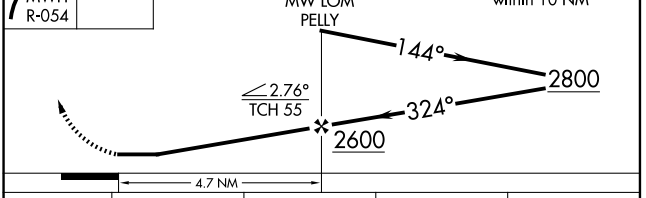
MALSR

MISSED APPROACH: Climbing right turn to 4000 on MWH VOR/DME R-054 to BATUM INT/9.8 DME and hold, continue climb-in-hold to 4000.

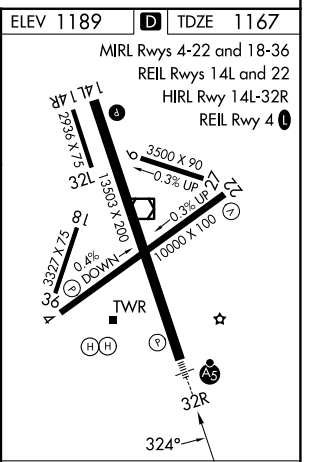
ATIS	GRANT COUNTY APP CON ★	GRANT COUNTY TOWER ★	GND CON	UNICOM
119.05	126.4 379.95	118.25 (CTAF) L 257.8 (E) 128.0 257.8 (W)	121.9	122.95



4000 MWH R-054	BATUM	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 76).



CATEGORY	A	B	C	D
S-32R	1680-1	513 (500-1)		
CIRCLING	1680-1 491 (500-1)		1720-1½ 531 (600-1½)	1840-2 651 (700-2)



FAF to MAP 4.7 NM

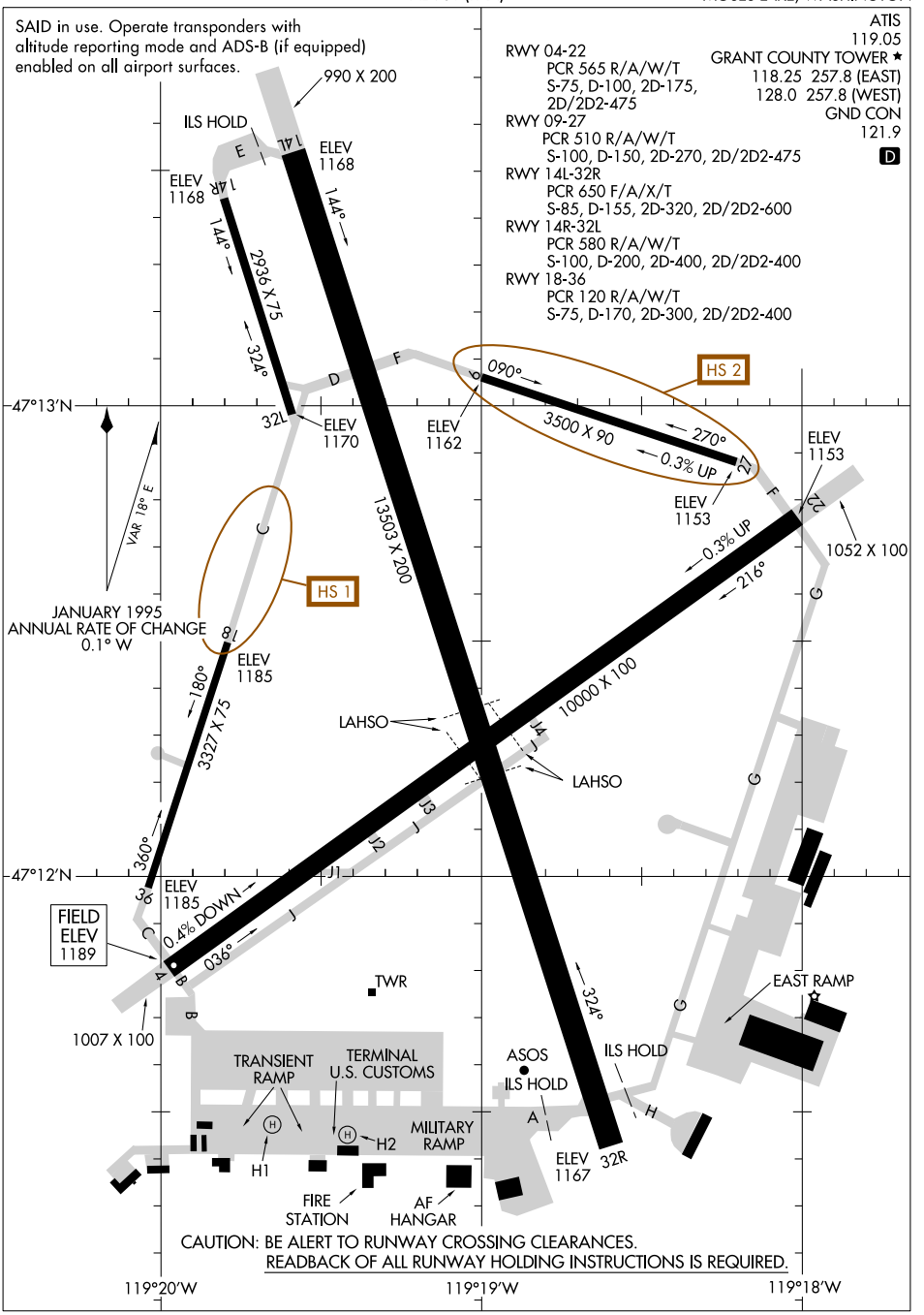
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

AL-961 (FAA)

GRANT COUNTY INTL (MWH)
MOSES LAKE, WASHINGTON



AIRPORT DIAGRAM
26246
MOSES LAKE, WASHINGTON
GRANT COUNTY INTL (MWH)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

MOUNTAIN HOME, IDAHO | AL-6595 (FAA) | 26134

RNAV (GPS) RWY 10

MOUNTAIN HOME MUNI (U76)

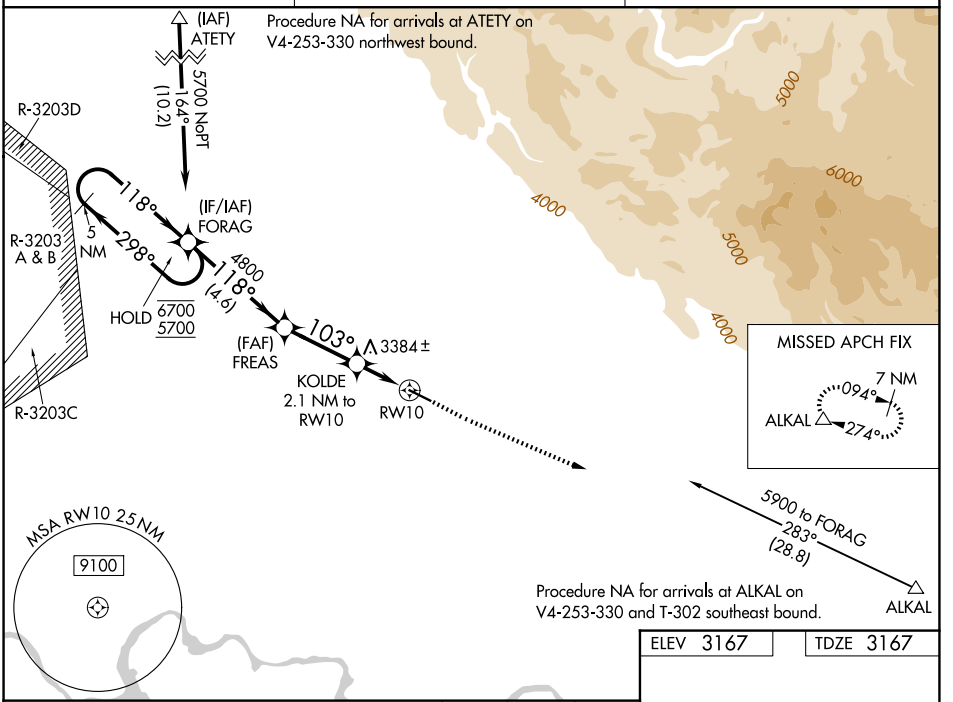
WAAS	APP CRS	Rwy Ldg	5000
CH 90344	103°	TDZE	3167
W10A		Apt Elev	3167

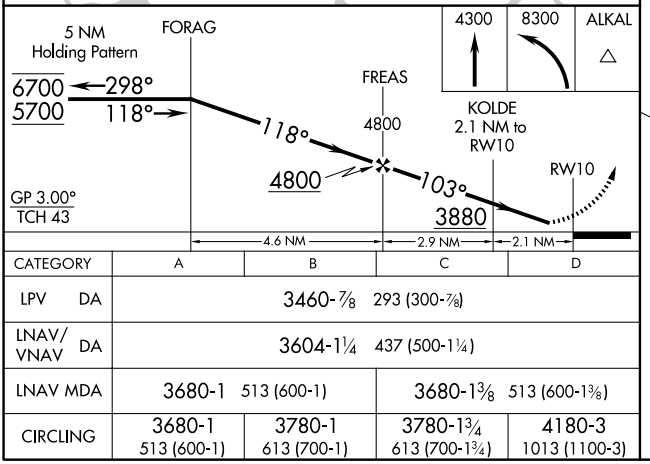
RNP APCH-GPS.

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.

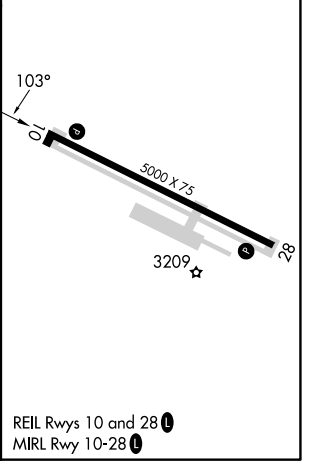
MISSED APPROACH: Climb to 4300 then climbing left turn to 8300 direct ALKAL and hold, continue climb-in-hold to 8300.

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)	
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

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	5000
CH 42815	284°	TDZE	3165
W28A		Apt Elev	3167

RNAV (GPS) RWY 28

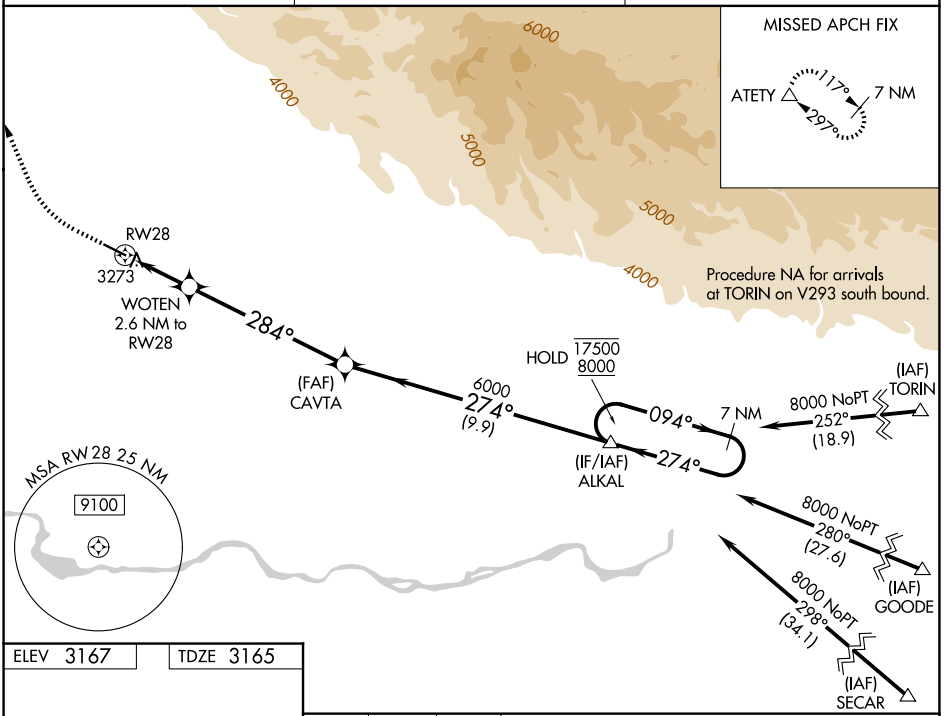
MOUNTAIN HOME MUNI (U76)

RNP APCH-GPS.

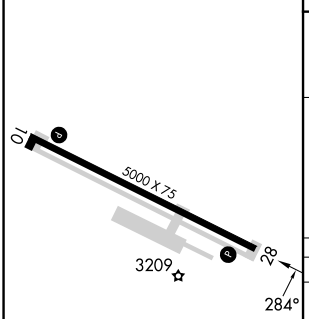
Rwy 28 helicopter visibility reduction below ¾ SM NA.
Baro-VNAV NA. Use Mountain Home AFB altimeter setting.

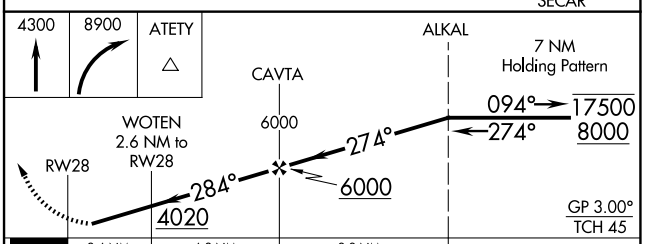
MISSED APPROACH: Climb to 4300 then climbing right turn 8900 direct ATETY and hold, continue climb-in-hold to 8900.

KMUO ATIS	MOUNTAIN HOME APP CON ★	AUNICOM
273.5	124.8 259.1	122.8 (CTAF) L



ELEV 3167	TDZE 3165





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)	
CIRCLING	3640-1 473 (500-1)	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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

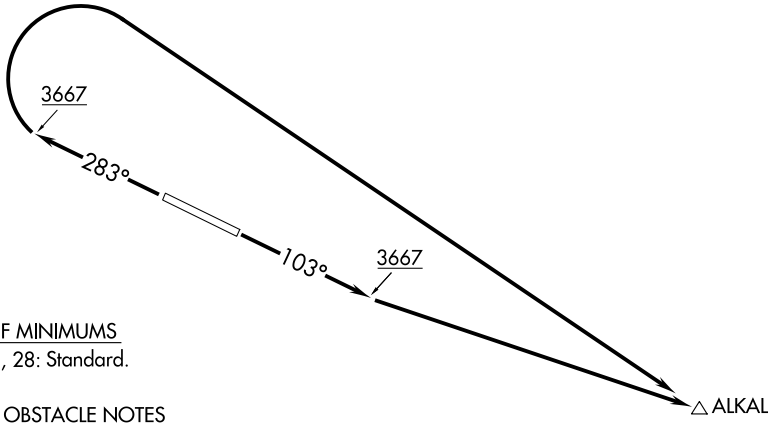
(ALKAL1.ALKAL) 22139 AL-6595 (FAA)

ALKAL ONE DEPARTURE (OBSTACLE) (RNAV)

MOUNTAIN HOME MUNI (U76)
MOUNTAIN HOME, IDAHO

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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)

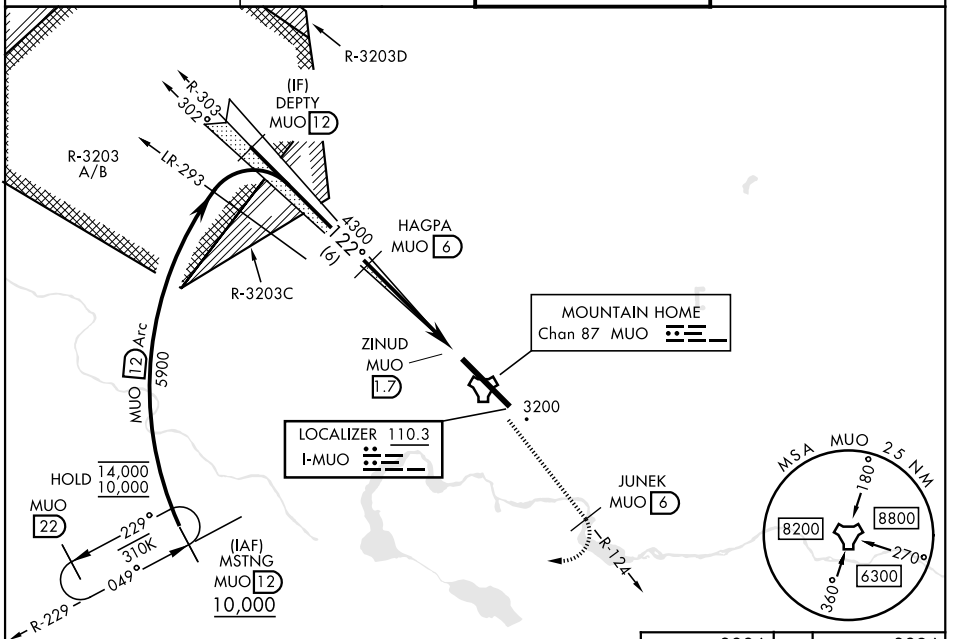
RADAR or DME required

▼ * 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	APP CON	TOWER	GND CON
273.5	124.8 259.1	133.85 253.5	120.5 275.8

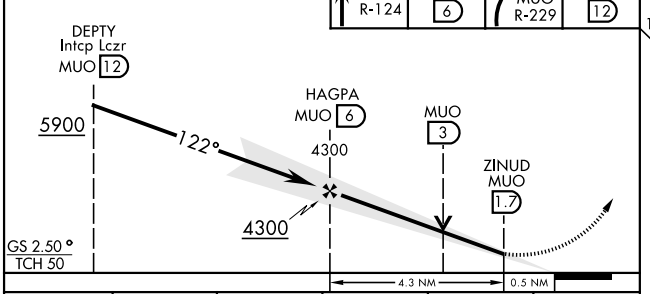


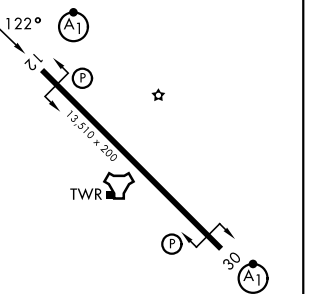
EMERG SAFE ALT 100 NM 14,100

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





HIRL Rwy 12-30

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)
CIRCLING ***	3520-1	524 (600-1)	3520-1½ 524 (600-1½)	3560-2 564 (600-2)	3700-2½ 704 (800-2½)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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)

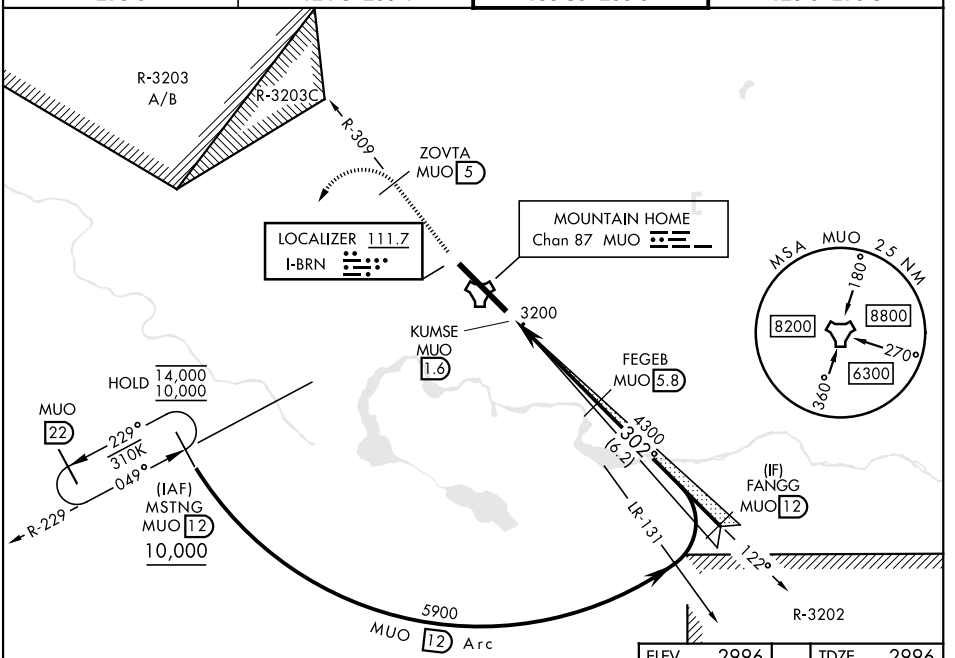
RADAR or DME required.

* 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	APP CON	TOWER	GND CON
273.5	124.8 259.1	133.85 253.5	120.5 275.8



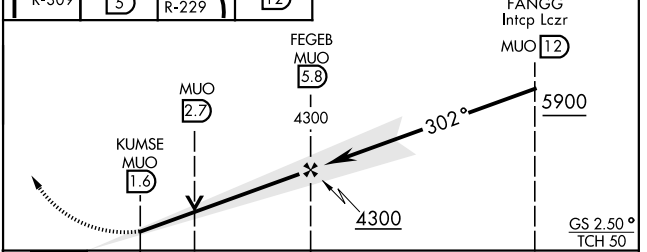
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

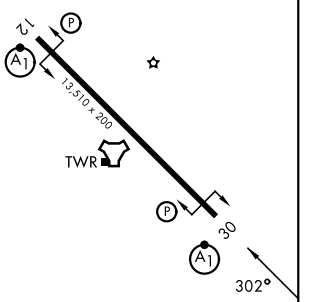
EMERG SAFE ALT 100 NM 14,100

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).



ELEV 2996 | TDZE 2996



HIRL Rwy 12-30

CATEGORY	A	B	C	D	E
S-ILS 30 *	3196/24 200 (200-½)				
S-LOC 30 **	3480/24 484 (500-½)		3480/50 484 (500-1)		
CIRCLING ***	3520-1 524 (600-1)		3520-1½ 524 (600-1½)	3560-2 564 (600-2)	3700-2½ 704 (800-2½)

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

MOUNTAIN HOME, IDAHO

TACAN Z RWY 12

TACAN	APCH CRS	Rwy Idg	13,510
MUO Chan 87	129°	TDZE	2986
		Arpt Elev	2996

[USAF]

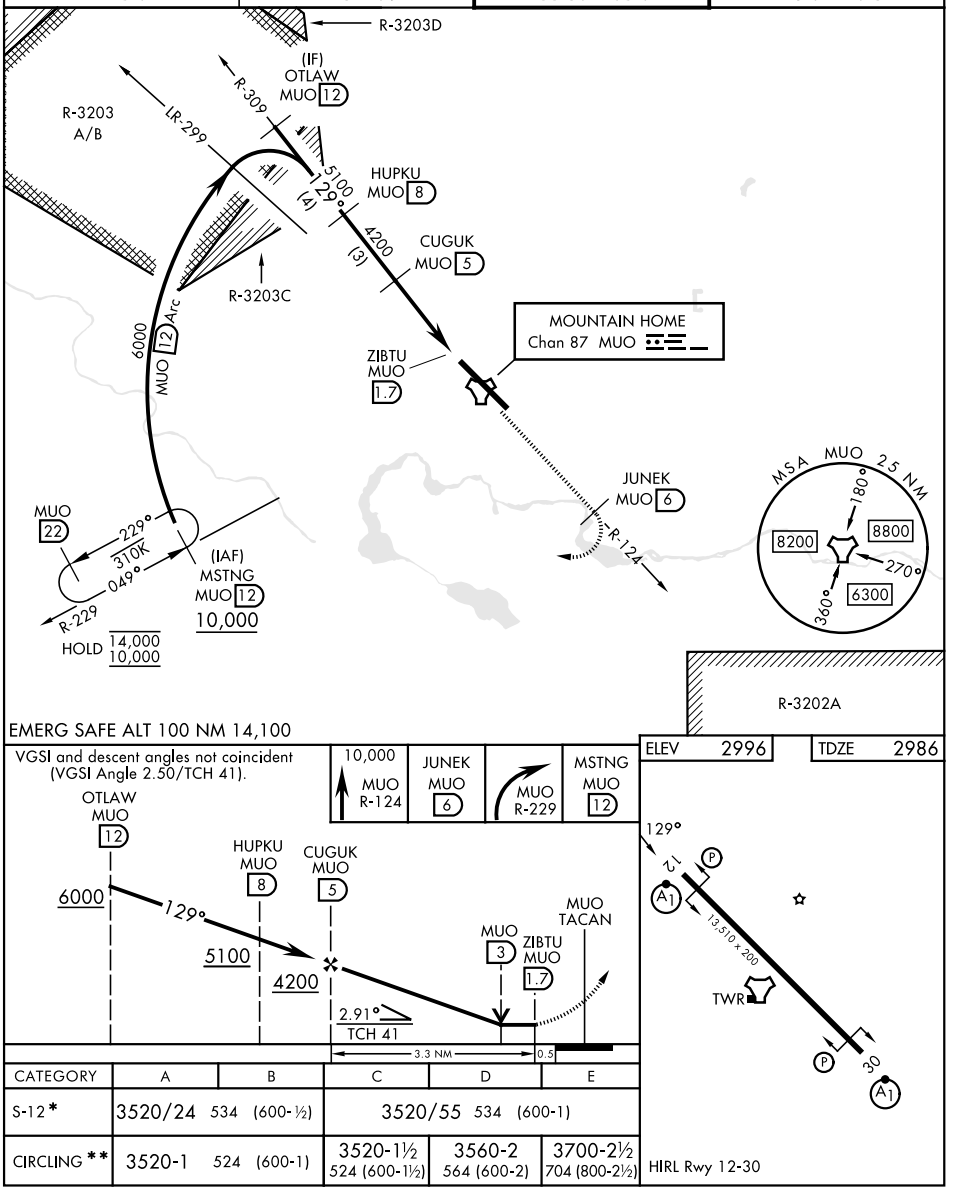
MOUNTAIN HOME AFB (KMUO)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.
** Circling not authorized NE of Rwy 12-30.

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	APP CON	TOWER	GND CON
273.5	124.8 259.1	133.85 253.5	120.5 275.8



VGSI and descent angles not coincident (VGSI Angle 2.50/TCH 41).

CATEGORY	A	B	C	D	E
S-12*	3520/24 534 (600-½)		3520/55 534 (600-1)		
CIRCLING**	3520-1 524 (600-1)		3520-1½ 524 (600-1½)	3560-2 564 (600-2)	3700-2½ 704 (800-2½)

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, 03 SEP 2026 to 29 OCT 2026

MOUNTAIN HOME, IDAHO

TACAN Z RWY 30

TACAN	APCH CRS	Rwy ldg	13,510
MUO Chan 87	295°	TDZE	2996
		Arpt Elev	2996

[USAF]

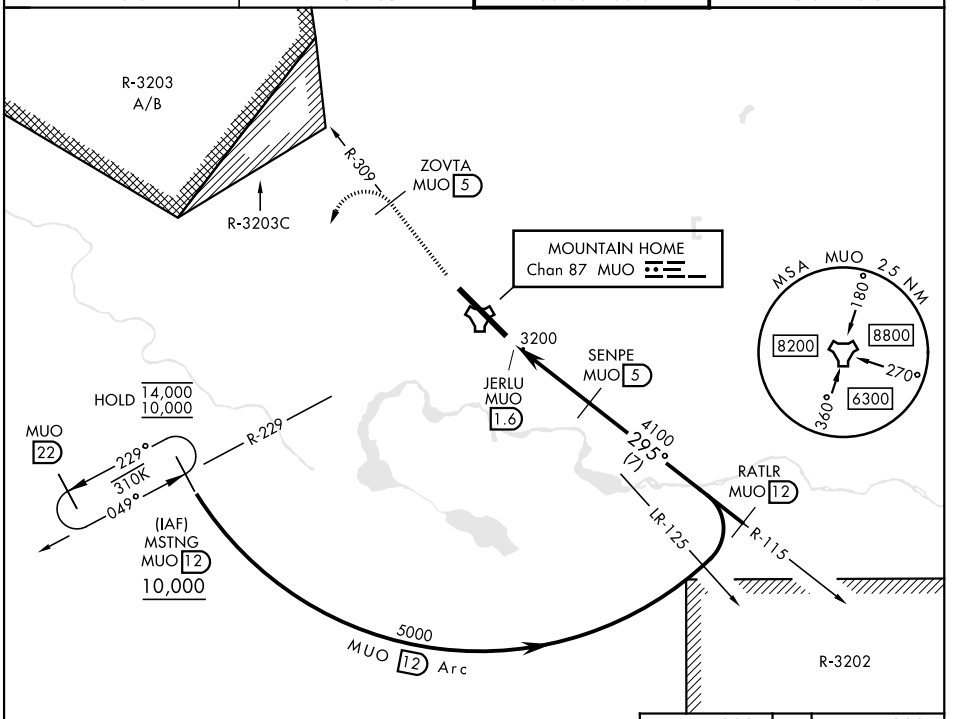
MOUNTAIN HOME AFB (KMUO)

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles.
** Circling not authorized NE of Rwy 12-30.

ALSF-1

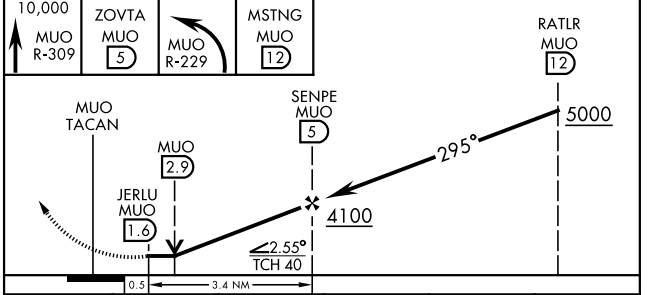
MISSED APPROACH: Climb to 10,000 on MUO TACAN R-309 to ZOVTA/5 DME, and then turn left on heading 169° to intercept MUO R-229 to MSTNG/12 DME and hold, continue climb-in-hold to 10,000.

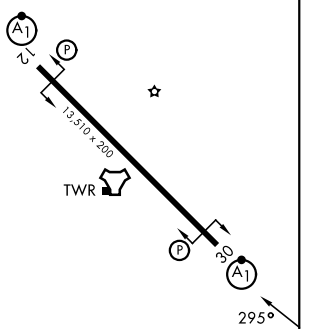
ATIS	APP CON	TOWER	GND CON
273.5	124.8 259.1	133.85 253.5	120.5 275.8



ELEV 2996 TDZE 2996

EMERG SAFE ALT 100 NM 14,100





CATEGORY	A	B	C	D	E
S-30 *	3520/24 524 (600-½)		3520/55 524 (600-1)		
CIRCLING **	3520-1 524 (600-1)		3520-1½ 524 (600-1½)	3560-2 564 (600-2)	3700-2½ 704 (800-2½)

HIRL Rwy 12-30

MOUNTAIN HOME, IDAHO

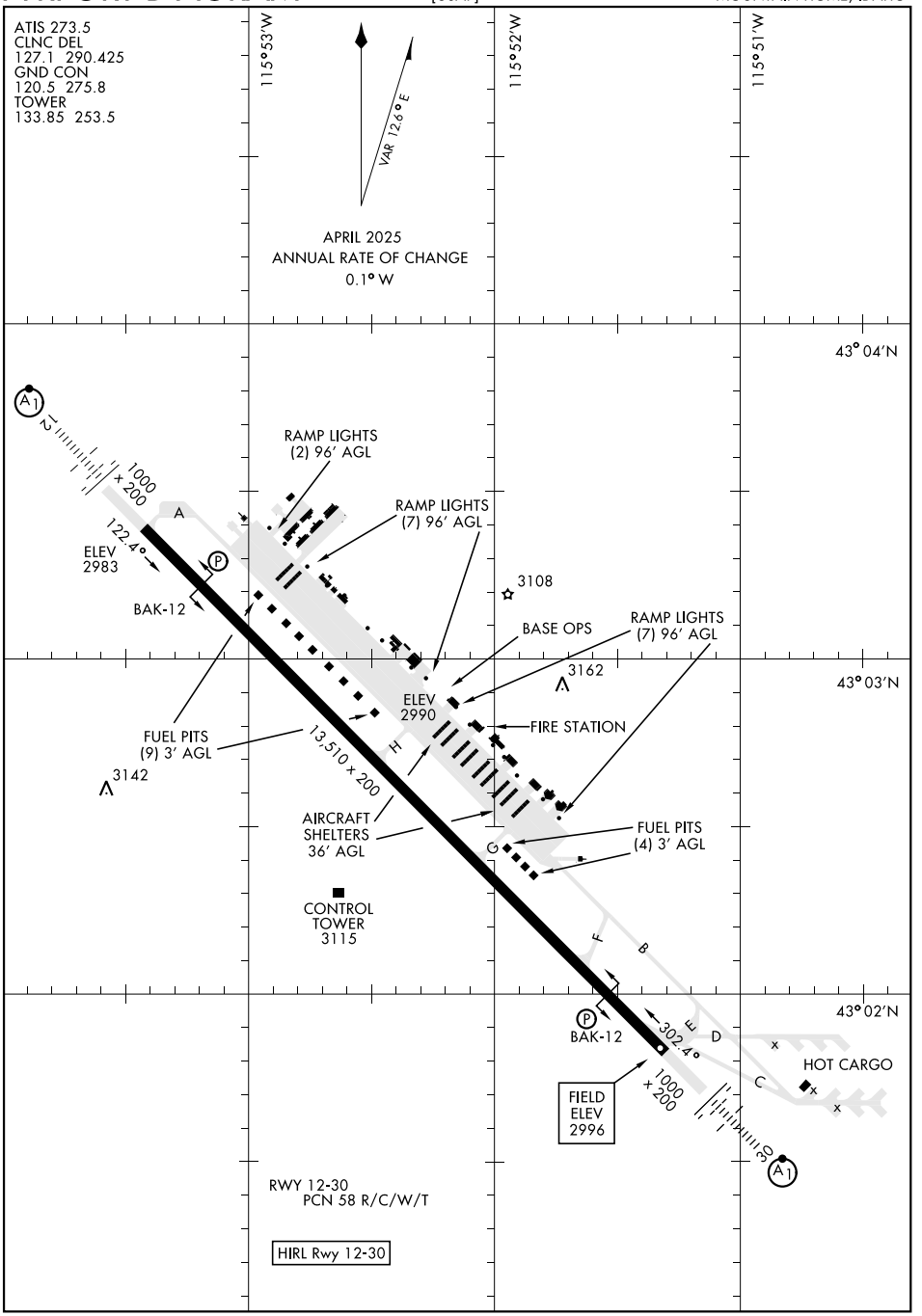
43°03'N-115°52'W

MOUNTAIN HOME AFB (KMUO)

Amdt 4 12JUN25

TACAN Z RWY 30

NW-1, 03 SEP 2026 to 29 OCT 2026



NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	5000
CH 78202	110°	TDZE	2537
W11A		Apt Elev	2537

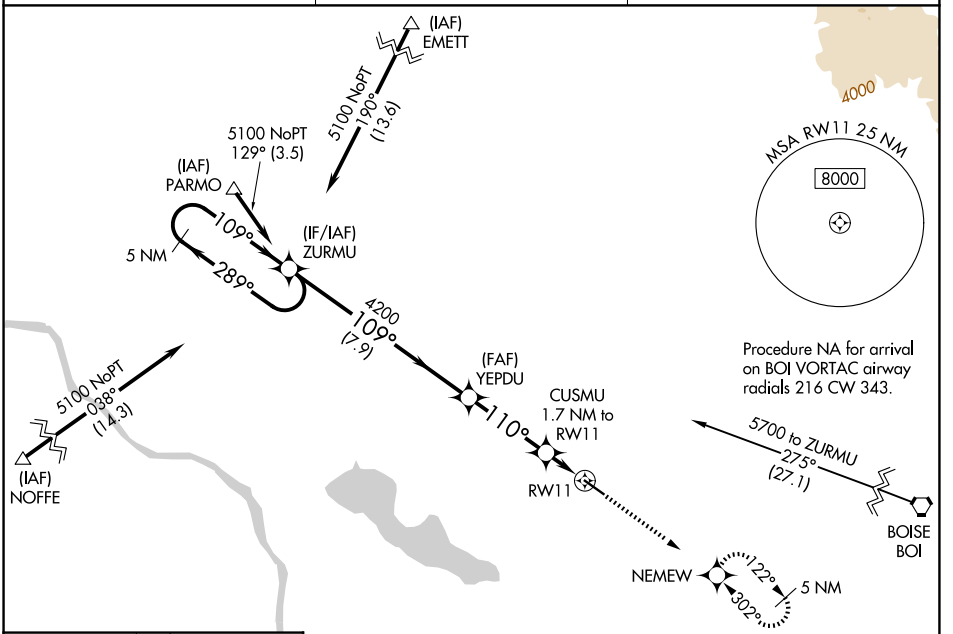
RNAV (GPS) RWY 11

NAMPA MUNI (MAN)

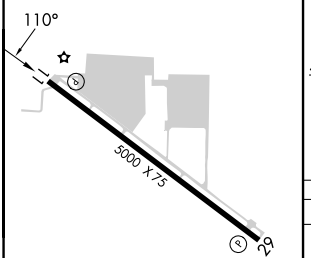
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. DME/DME RNP-0.3 NA. Rwy 11 helicopter visibiliy reduction below ¾ SM NA.

MISSED APPROACH: Climb to 5100 direct NEMEW and hold, continue climb-in-hold to 5100.

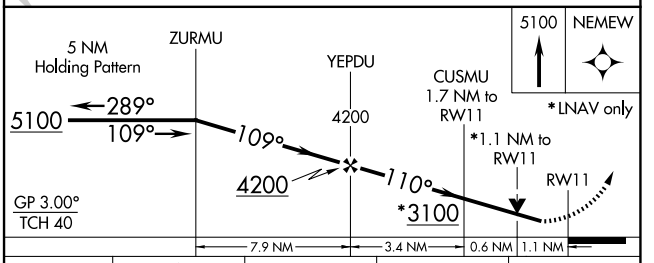
AWOS-3	BIG SKY APP CON	UNICOM
118.325	119.6 269.4	122.7 (CTAF) L



ELEV 2537	TDZE 2537



MIRL Rwy 11-29 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)	
CIRCLING	3060-1 523 (600-1)		3100-1½ 563 (600-1½)	3220-2¼ 683 (700-2¼)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

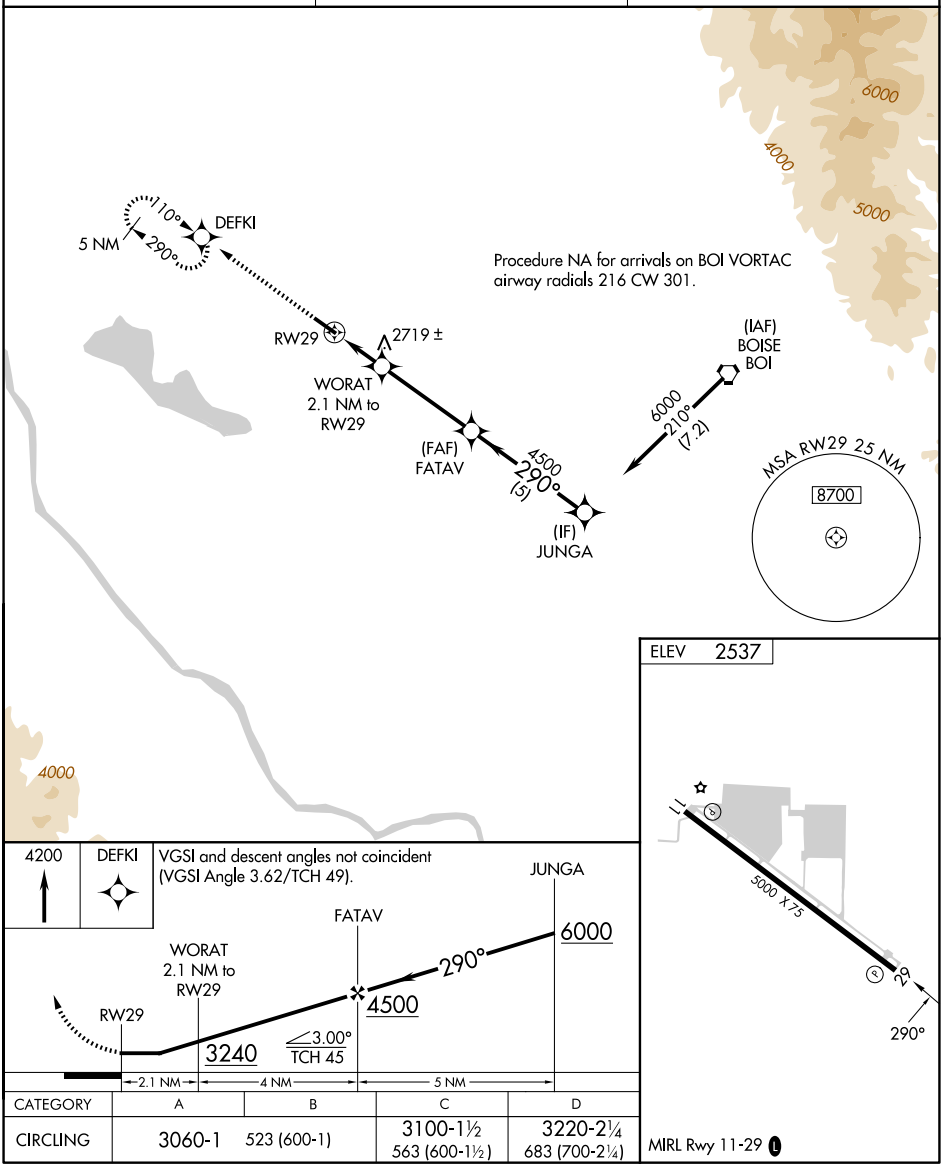
APP CRS	Rwy Ldg	N/A
290°	TDZE	N/A
	Apt Elev	2537

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
CIRCLING	3060-1	523 (600-1)	3100-1½ 563 (600-1½)	3220-2¼ 683 (700-2¼)

MIRL Rwy 11-29 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(ADEXE1.ADEXE) 20030

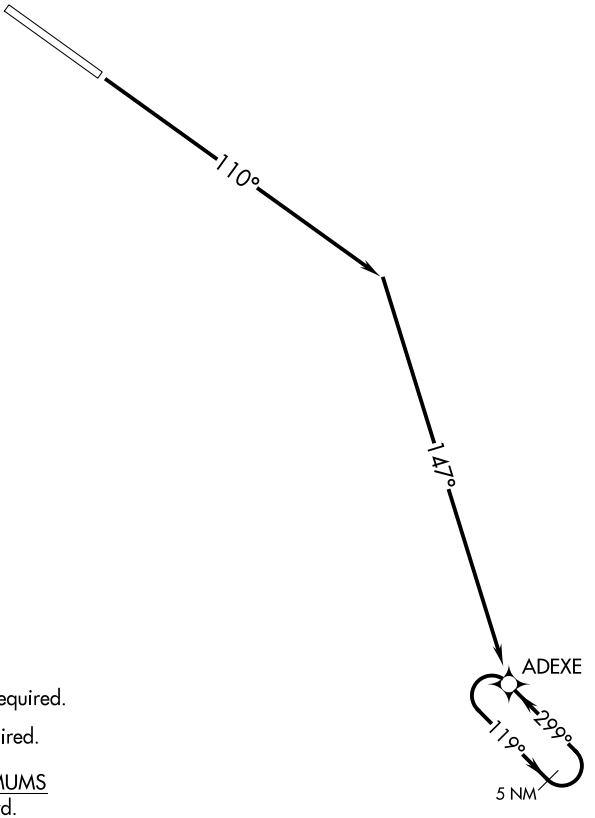
ADEXE ONE DEPARTURE (OBSTACLE) (RNAV)

AL-6807 (FAA)

NAMPA MUNI (MAN)
NAMPA, IDAHO

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

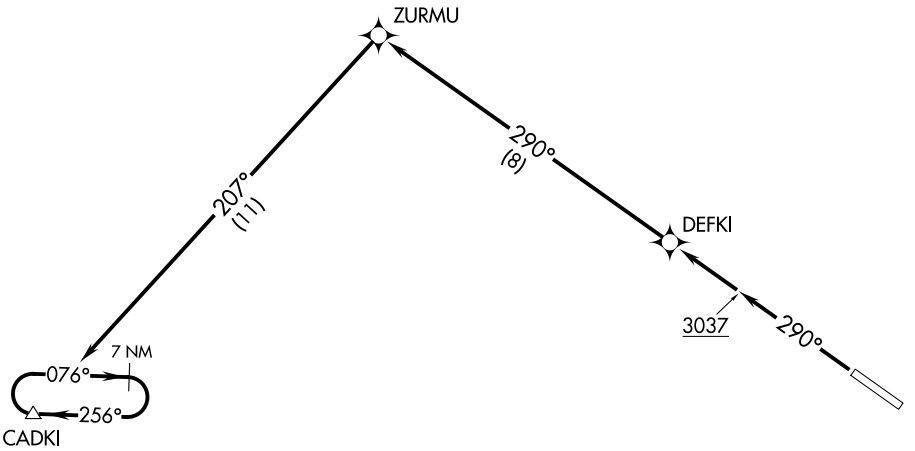
TAKEOFF OBSTACLE NOTES
Rwy 11: Trees, fence, building, pole, and vehicle on road beginning 77′ from DER, 82′ left of centerline, up to 71′ AGL/2611′ MSL.
Pole 478′ from DER, 298′ right of centerline, 27′ AGL/2548′ MSL.
Pole 1043′ from DER, 340′ right of centerline, 35′ AGL/2557′ MSL.

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.

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, 03 SEP 2026 to 29 OCT 2026

NEWCASTLE, WYOMING | AL-5774 (FAA) | 26078

RNAV (GPS) RWY 14

MONDELL FLD (ECS)

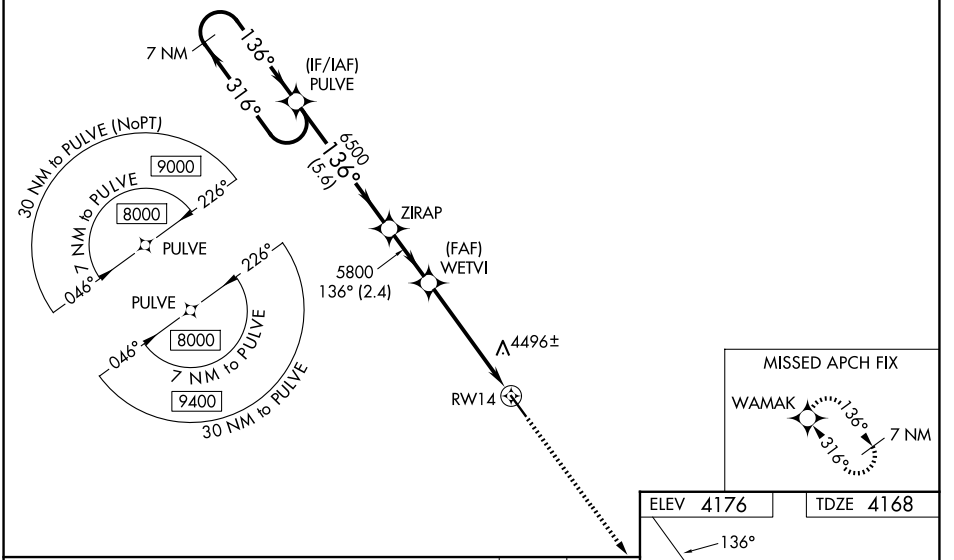
WAAS	APP CRS	Rwy Ldg	5310
CH 56525	136°	TDZE	4168
W14A		Apt Elev	4176

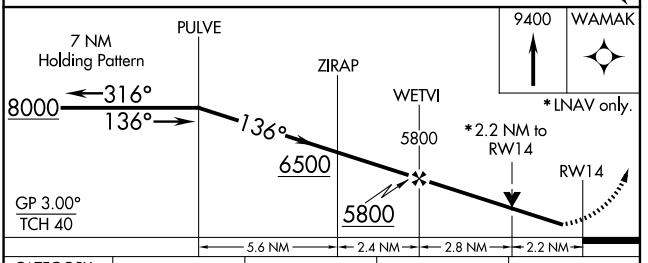
RNP APCH.

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.

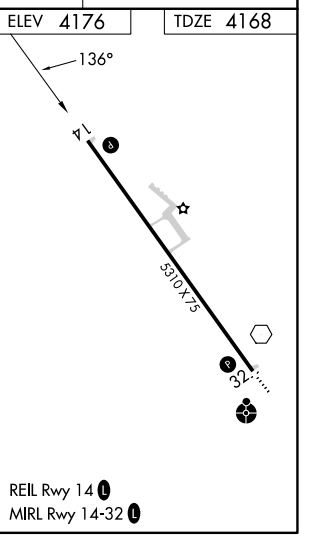
MISSED APPROACH: Climb to 9400 direct WAMAK and hold, continue climb-in-hold to 9400.

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)	
CIRCLING	4920-1 744 (800-1)	4920-1¼ 744 (800-1¼)	4920-2¼ 744 (800-2¼)	5000-2¾ 824 (900-2¾)



NEWCASTLE, WYOMING
Amdt 1A 28MAR19

43°53′N-104°19′W

MONDELL FLD (ECS)

RNAV (GPS) RWY 14

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 32

MONDELL FLD (ECS)

WAAS	APP CRS	Rwy Ldg	5310
CH 61225	316°	TDZE	4176
W32A		Apt Elev	4176

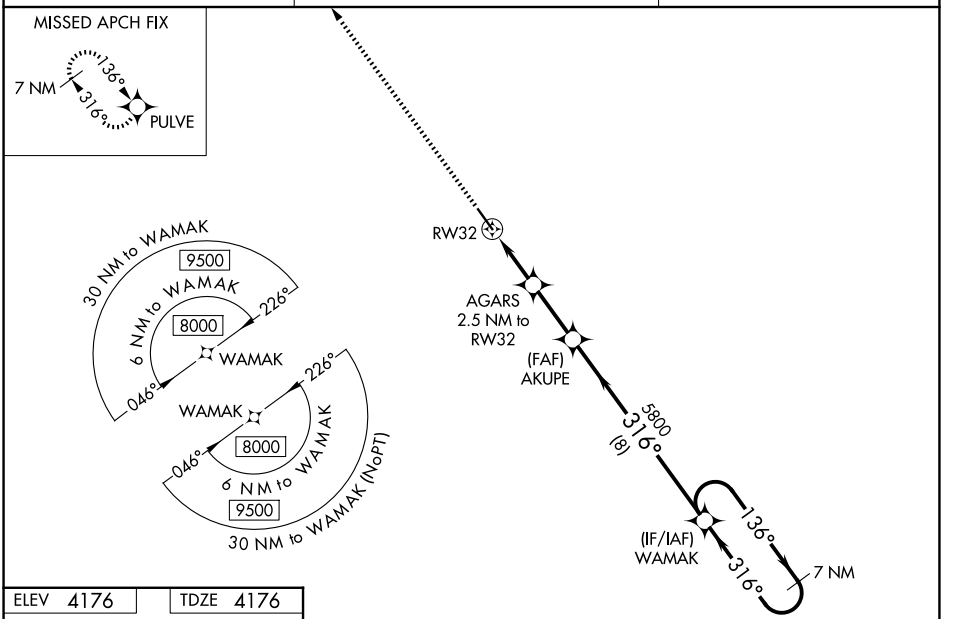
RNP APCH.

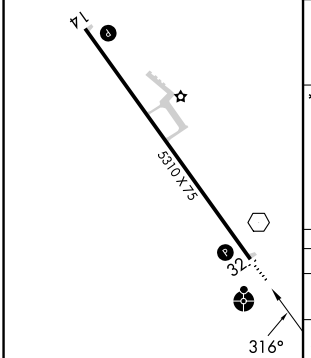
When Newcastle altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 53°C (128°F). Circling NA northeast of Rwy 14-32. For inop ODAL, increase LNAV/VNAV visibility all Cats and LNAV Cats C/D ⅛ mile. Inop table does not apply to LPV all Cats and LNAV Cats A/B.

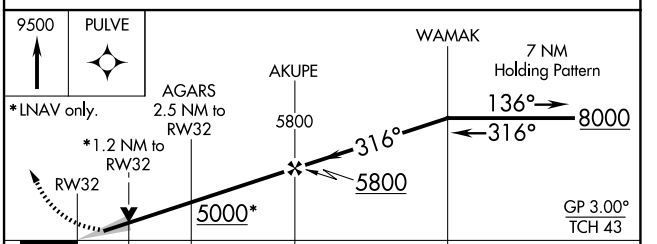
ODALS

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







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)	
CIRCLING	4700-1 524 (600-1)		4720-1½ 544 (600-1½)	5000-2¾ 824 (900-2¾)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NEWCASTLE, WYOMING | AL-5774 (FAA) | 26078

VOR RWY 32

MONDELL FLD (ECS)

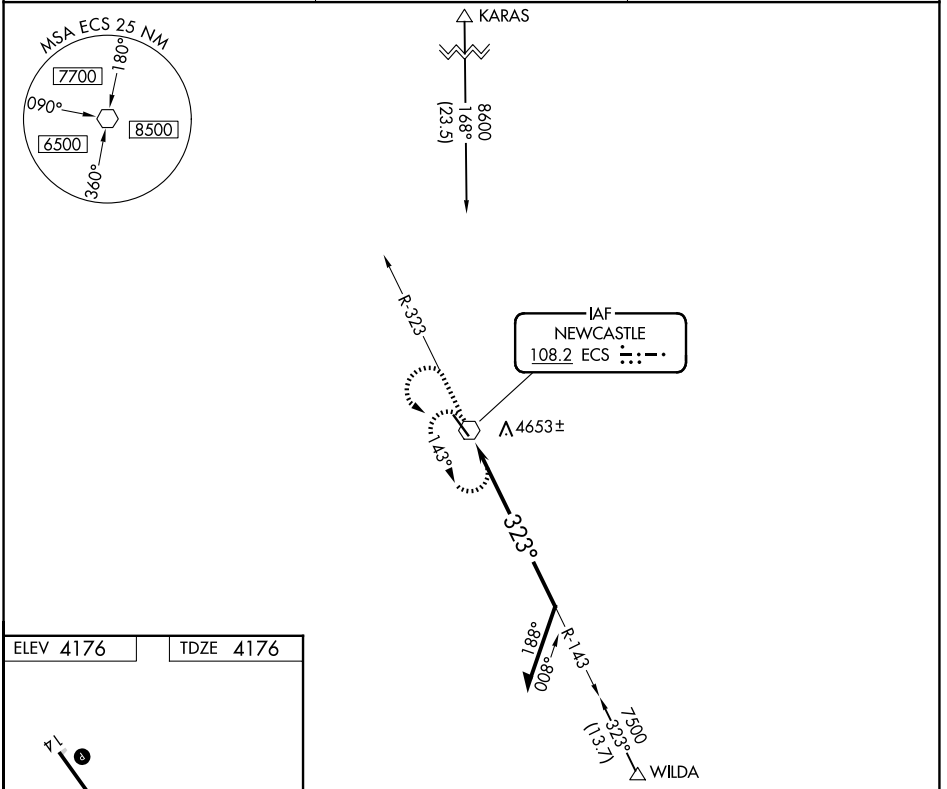
VOR ECS	APP CRS	Rwy Ldg	5310
108.2	323°	TDZE	4176
		Apt Elev	4176

When Newcastle altimeter setting not received, procedure NA. Circling NA northeast of Rwy 14-32.

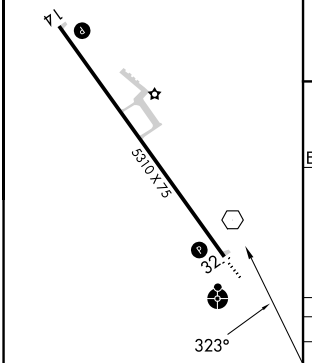
ODALS

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.

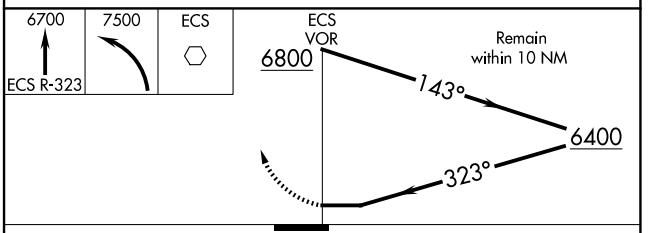
AWOS-3PT	DENVER CENTER	UNICOM
118.0	127.95 338.2	122.8 (CTAF) L



ELEV 4176 | TDZE 4176



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)
CIRCLING	4980-1 804 (900-1)	4980-1¼ 804 (900-1¼)	4980-2½ 804 (900-2½)	5000-2¾ 824 (900-2¾)

NEWCASTLE, WYOMING
Amdt 4A 16OCT14

43°53′N-104°19′W

MONDELL FLD (ECS)
VOR RWY 32

NW-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 16

NEWPORT MUNI (ONP)

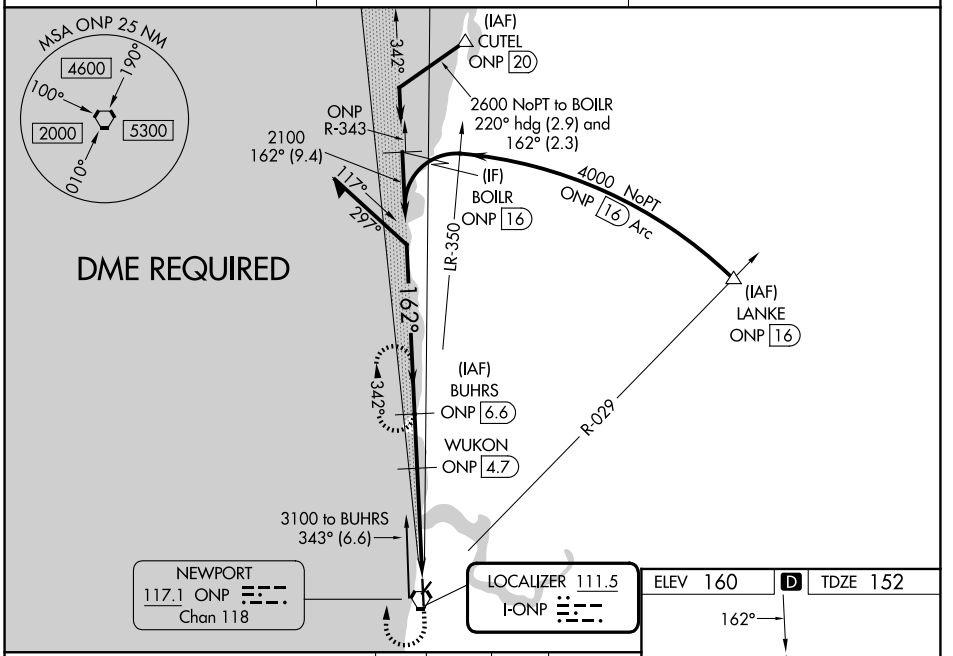
LOC I-ONP	APP CRS	Rwy Ldg	5398
111.5	162°	TDZE	152
		Apt Elev	160

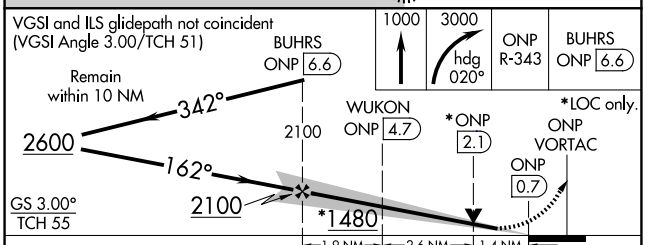
T A NA — Inop table does not apply to S-ILS Rwy 16, all Cats. DME required. VDP NA when using Tillamook altimeter setting. Rwy 16 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Tillamook altimeter setting; increase DA to 537 feet and all MDA 140 feet; increase 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)

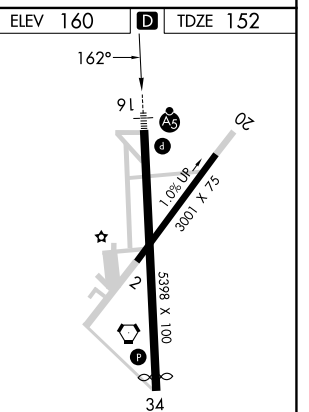
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 020° and on ONP VORTAC R-343 to BUHRS/ONP 6.6 DME and hold, continue climb-in-hold to 3000.

AWOS-3PT	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)	
CIRCLING	880-1 720 (800-1)	1000-1¼ 840 (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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NEWPORT, OREGON AL-735 (FAA) 26134

WAAS	APP CRS	Rwy Ldg	5398
CH 53439	162°	TDZE	152
W16A		Apt Elev	160

RNAV (GPS) RWY 16

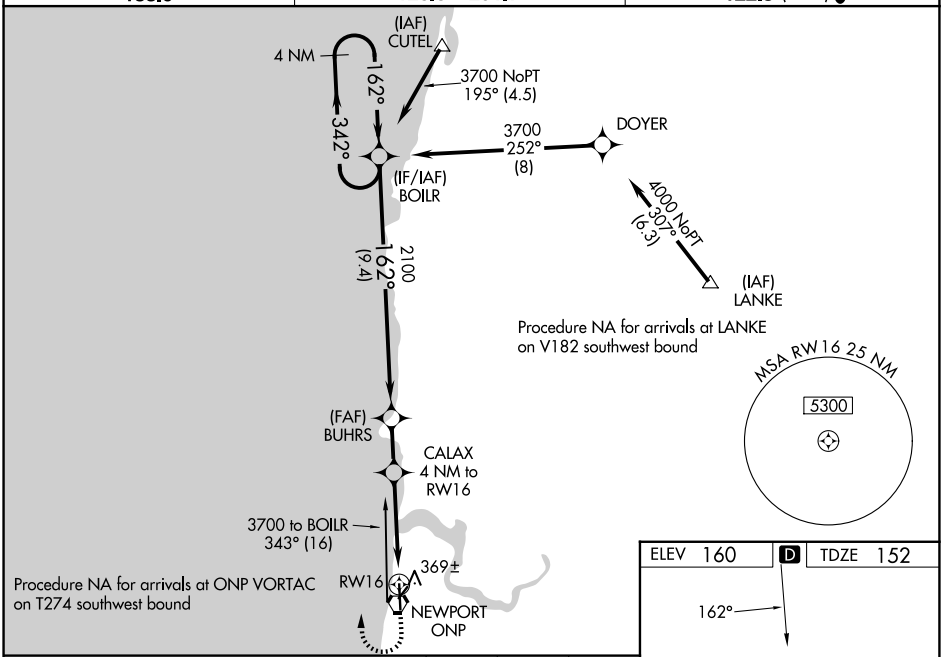
NEWPORT MUNI (ONP)

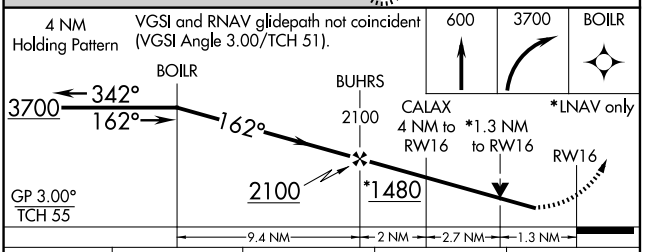
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Tillamook altimeter setting. DME/DME RNP-0.3 NA. Inop table does not apply to LPV all Cats. When local altimeter setting not received, use Tillamook altimeter setting: increase LPV DA to 537 feet and LNAV/VNAV DA to 748 feet and all MDA 140 feet; increase LNAV/VNAV all Cats visibility and LNAV Cat C/D visibility 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 1¼ 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

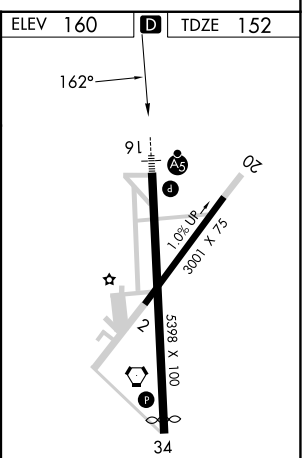
MISSED APPROACH: Climb to 600 then climbing right turn to 3700 direct BOILR and hold.

AWOS-3PT	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)
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, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 34

NEWPORT MUNI (ONP)

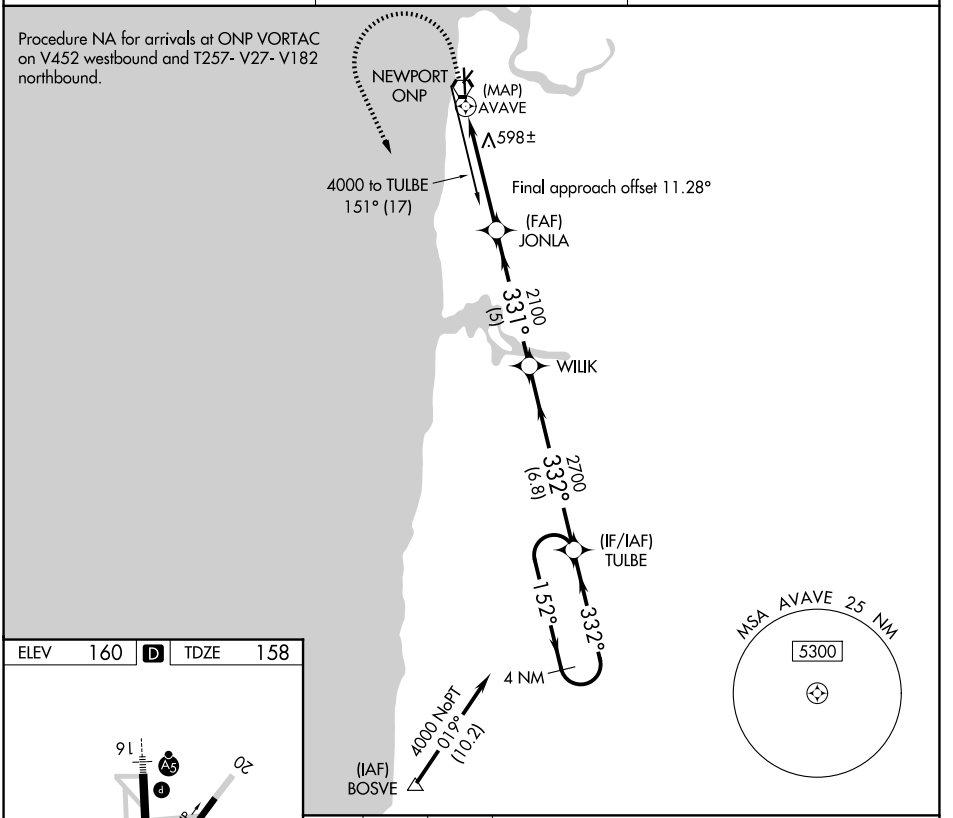
APP CRS		
331°	Rwy Ldg	5098
	TDZE	158
	Apt Elev	160

Rwy 34 helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

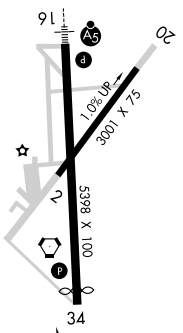
MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct TULBE and hold.

AWOS-3PT	SEATTLE CENTER	UNICOM
133.9	125.8 291.7	122.8 (CTAF) L

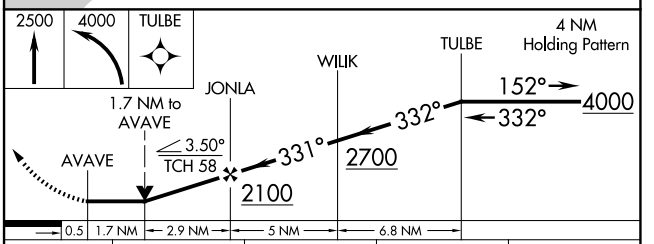
Procedure NA for arrivals at ONP VORTAC on V452 westbound and T257- V27- V182 northbound.



ELEV 160 D TDZE 158



REIL Rwy 34 L
MIRL Rwy 2-20 L
HIRL Rwy 16-34 L
331°



CATEGORY	A	B	C	D
LNAV MDA	860-1 702 (700-1)		860-2	702 (700-2)
CIRCLING	880-1 720 (800-1)	1000-1¼ 840 (900-1¼)	1400-3 1240 (1300-3)	1600-3 1440 (1500-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VORTAC ONP 117.1 Chan 118	APP CRS 146°	Rwy Ldg N/A TDZE N/A Apt Elev 160

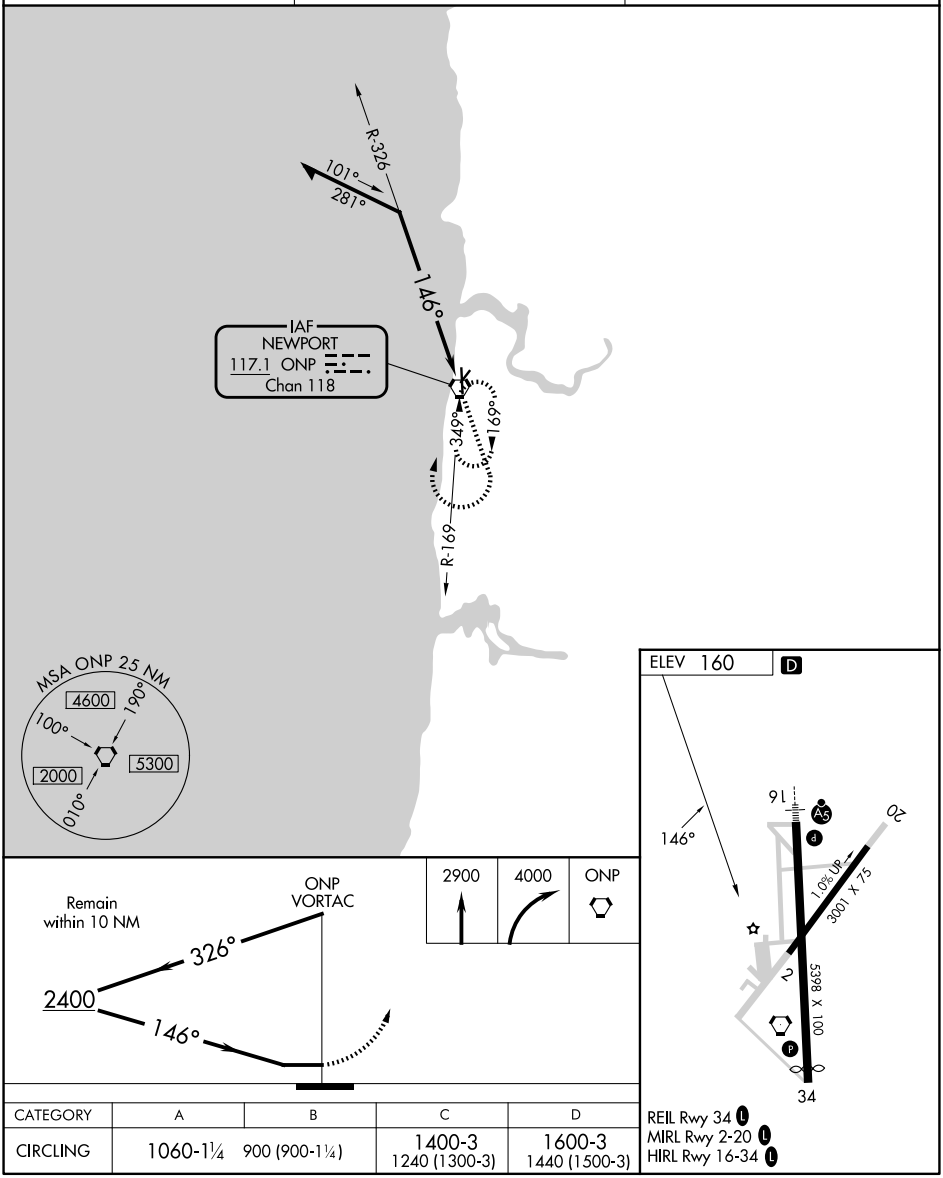
VOR-A

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-3PT	SEATTLE CENTER	UNICOM
133.9	125.8 291.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

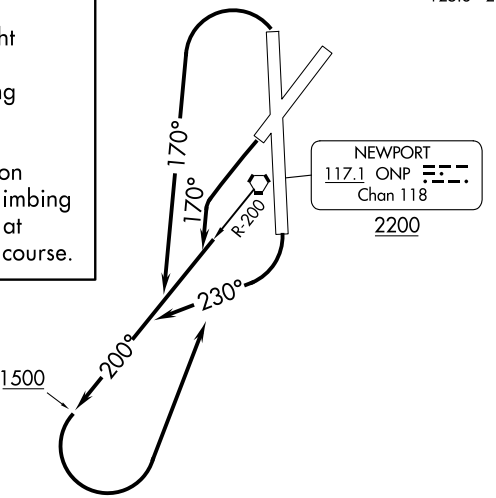
SEATTLE CENTER
125.8 291.7

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, 03 SEP 2026 to 29 OCT 2026

ILS Z or LOC Z RWY 5

SOUTHWEST OREGON RGNL (OTH)

LOC/DME I-OTH	APP CRS	Rwy Ldg	5320
108.5	046°	TDZE	16
Chan 22		Apt Elev	17

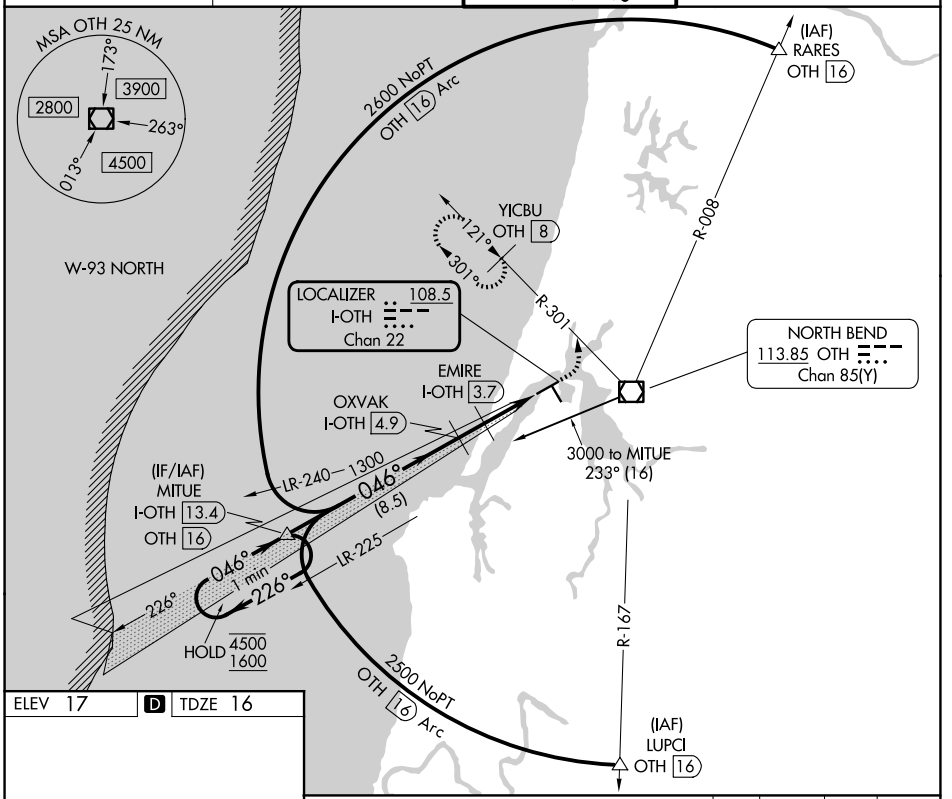
DME required.

Circling Rwy 13, 31 NA at night.

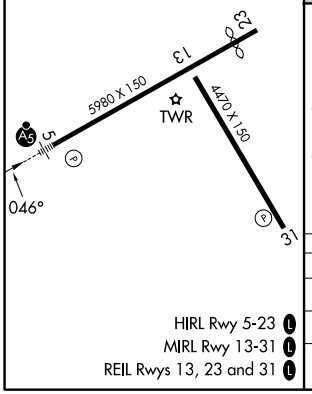
MALSR

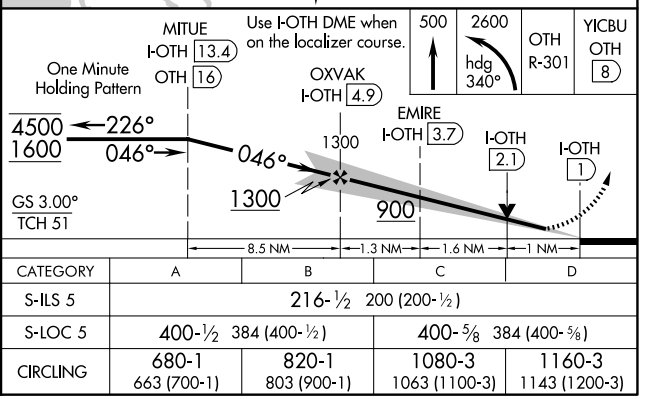
MISSED APPROACH: Climb to 500 then climbing left turn to 2600 on heading 340° and OTH VOR/DME R-301 to YICBU/OTH 8 DME and hold, continue climb-in-hold to 2600.

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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	5320
046°	TDZE	16
	Apt Elev	17

RNAV (RNP) Z RWY 5
SOUTHWEST OREGON RGNL (OTH)

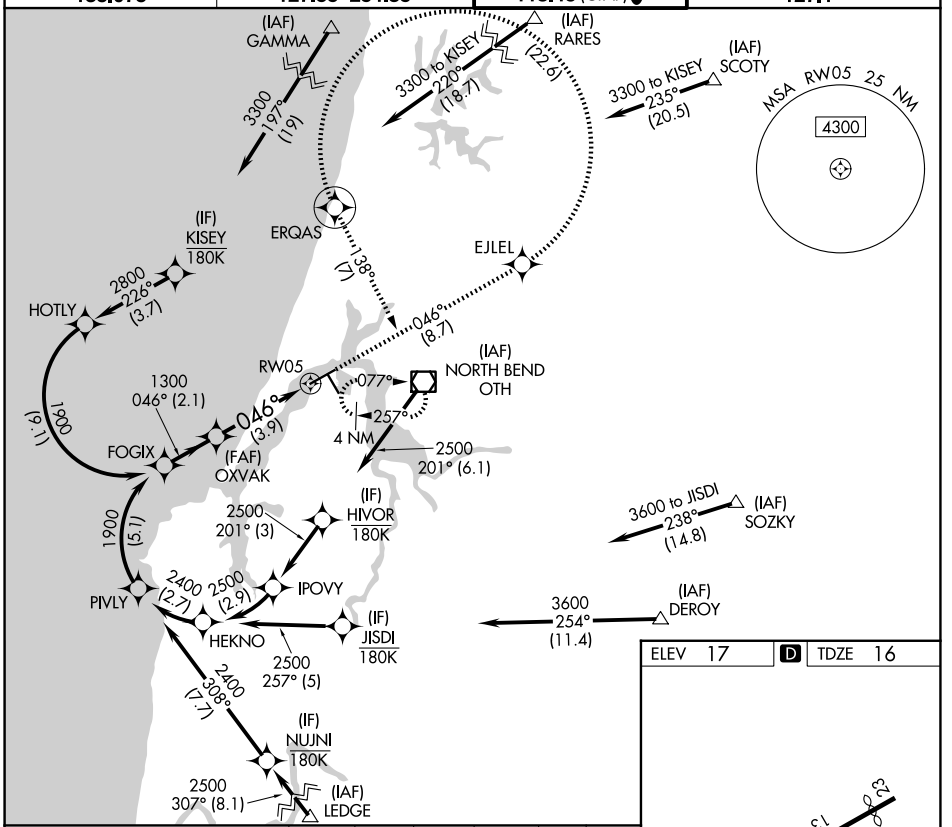
RNP AR APCH. RF required.

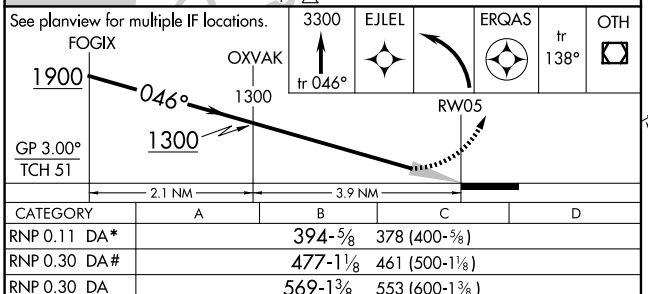
T For inop ALS, increase *RNP 0.11 all Cats visibility to 1 SM, #RNP 0.30 all Cats visibility to 1⅜ SM, and RNP 0.30 all Cats visibility to 1⅝ SM. For uncompensated Baro-VNAV systems, procedure NA below -2°C or above 54°C.

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.

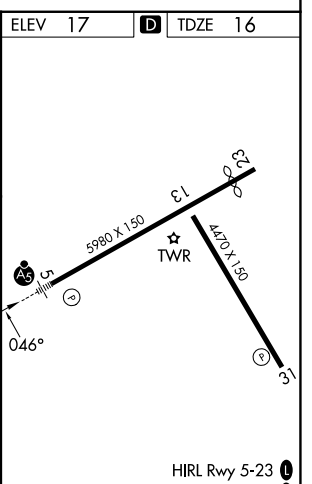
AWOS-3PT	SEATTLE CENTER	NORTH BEND TOWER★	GND CON
135.075	127.55 254.35	118.45 (CTAF) L	127.1





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



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 5

SOUTHWEST OREGON RGNL (OTH)

WAAS CH 82416 W05A	APP CRS 046°	Rwy Ldg 5320	TDZE 16	Apt Elev 17

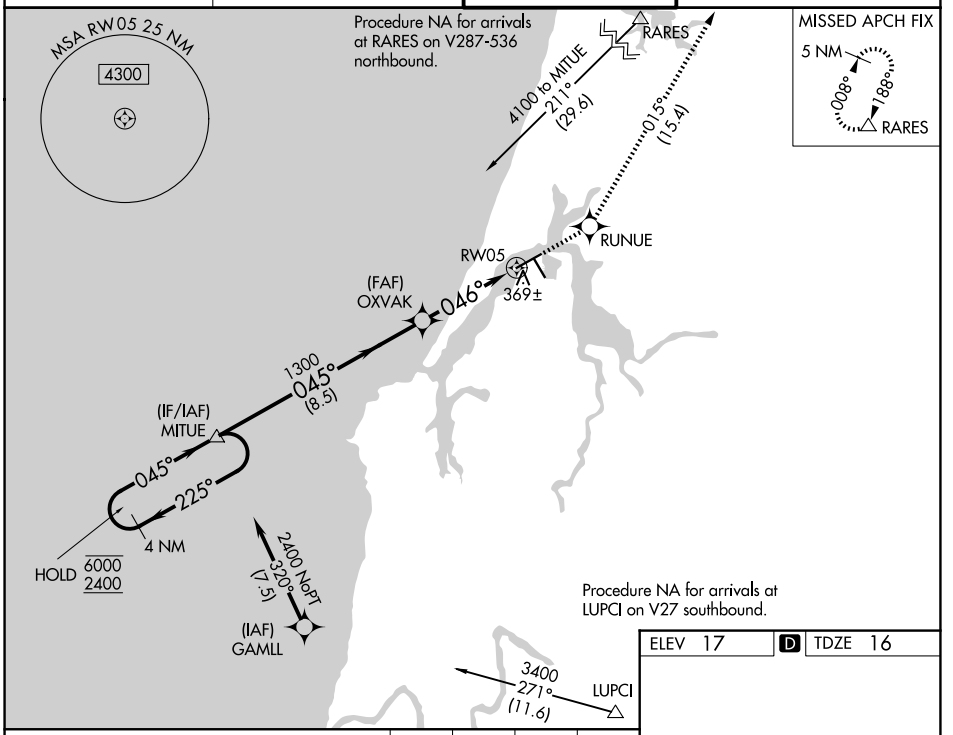
RNP APCH.

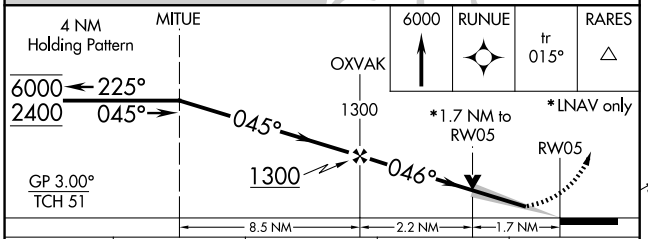
Circling Rwy 13, 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. For inop ALS, increase LPV all Cats visibility to ⅞ SM, LNAV/VNAV all Cats visibility to 1½ SM, and increase LNAV Cat C/D visibility to 1¾ SM.

MALSR

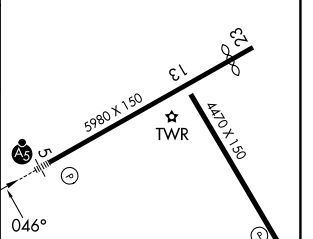
MISSED APPROACH: Climb to 6000 direct RUNUE and on track 015° to RARES and hold, continue climb-in-hold to 6000.

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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME OTH	APP CRS	Rwy Ldg	N/A
113.85	257°	TDZE	N/A
Chan 85(Y)		Apt Elev	17

VOR-B

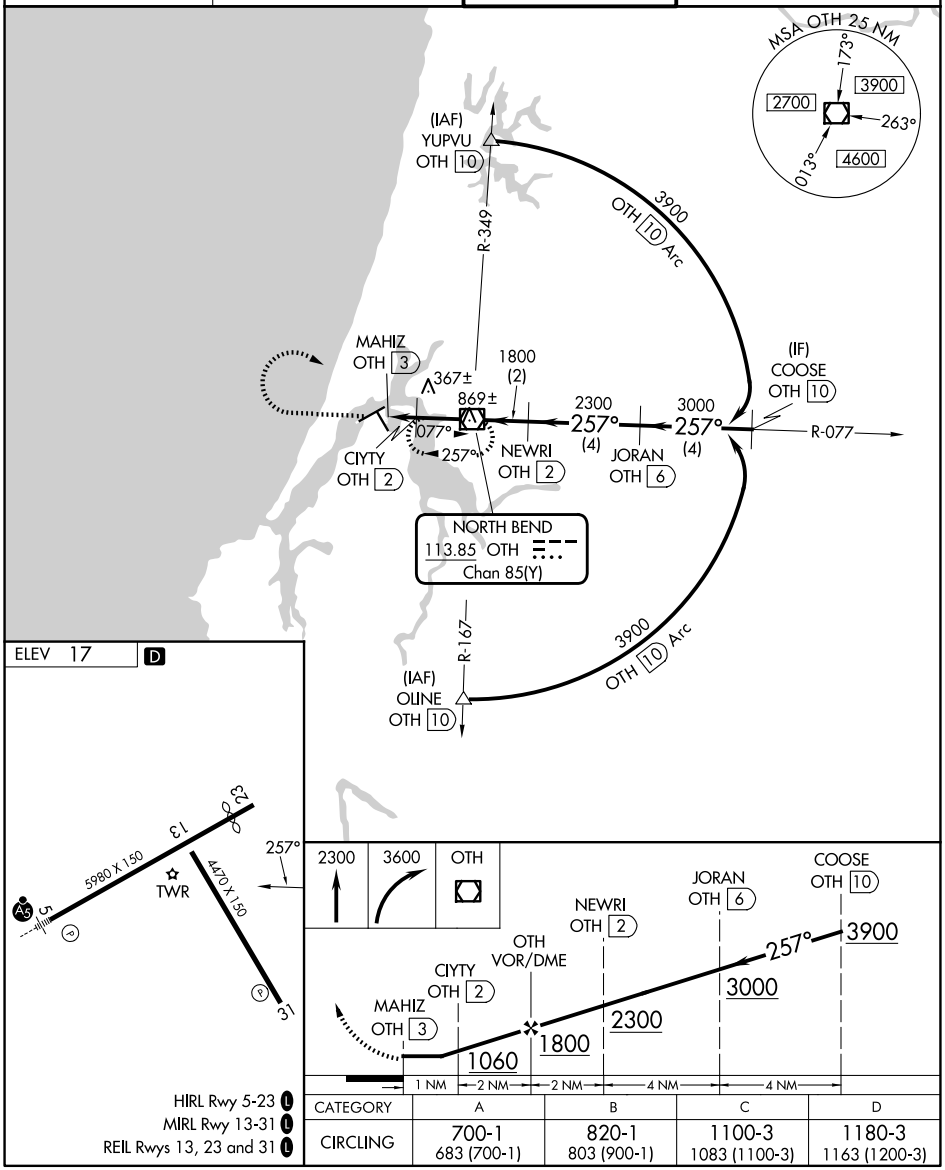
SOUTHWEST OREGON RGNL (OTH)

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



CATEGORY	A	B	C	D
CIRCLING	700-1 683 (700-1)	820-1 803 (900-1)	1100-3 1083 (1100-3)	1180-3 1163 (1200-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

COPTER ILS Y or LOC Y RWY 5

SOUTHWEST OREGON RGNL (OTH)

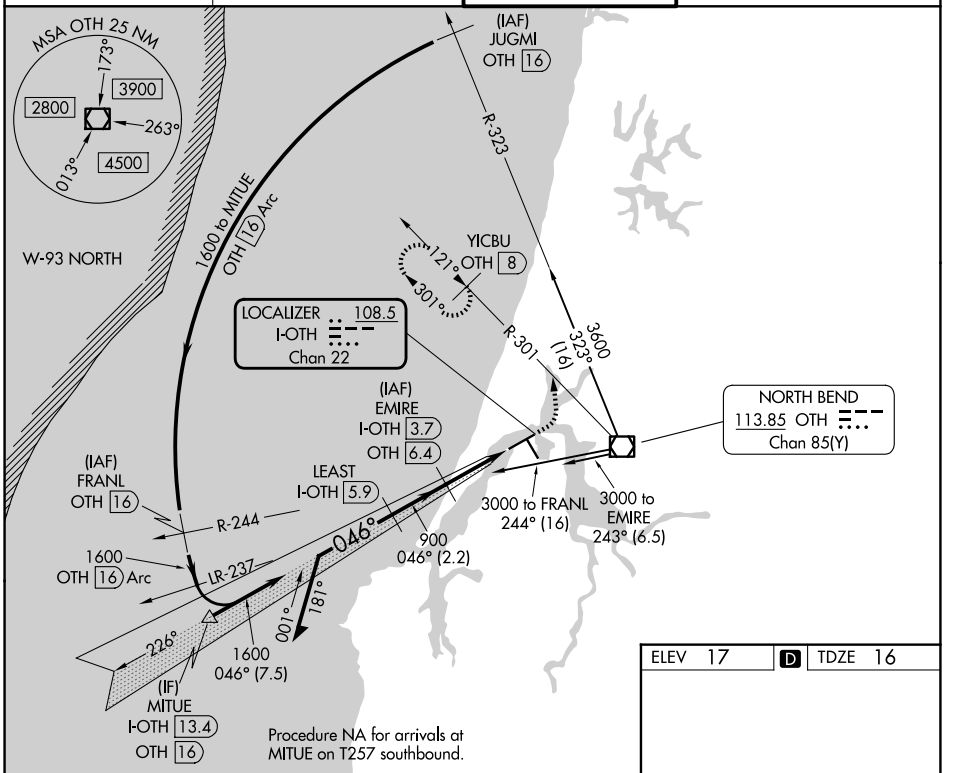
LOC/DME I-OTH	APP CRS	Rwy Ldg	5320
108.5	046°	TDZE	16
Chan 22		Apt Elev	17

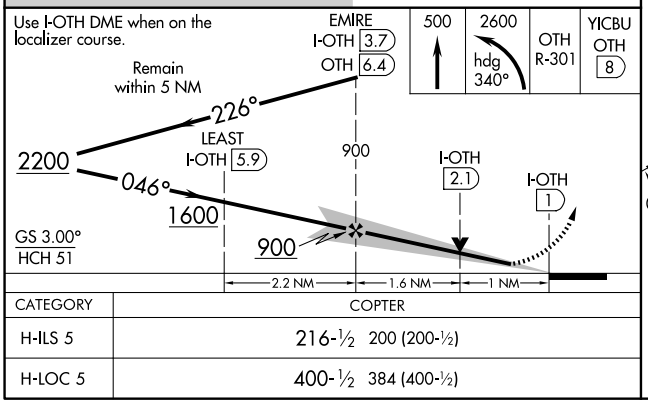
DME required.

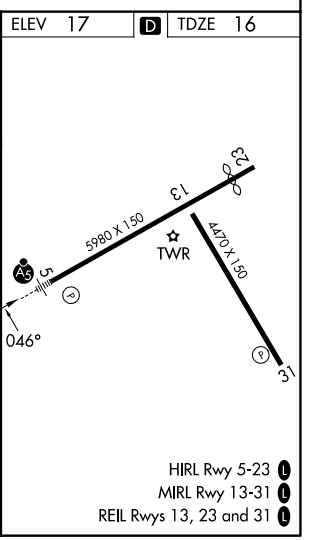
MALSR

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



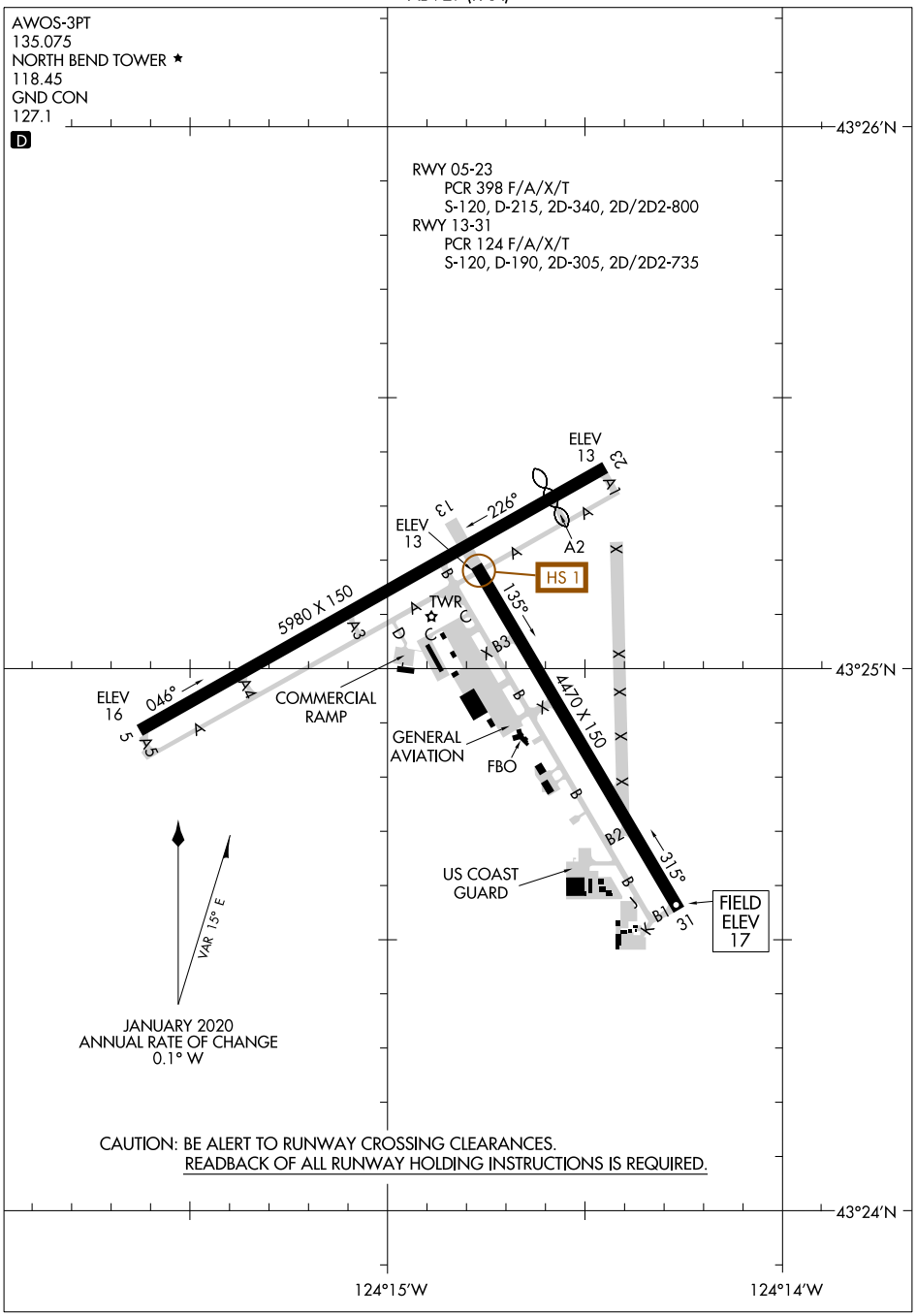




CATEGORY	COPTER
H-ILS 5	216-½ 200 (200-½)
H-LOC 5	400-½ 384 (400-½)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23 and 31 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026



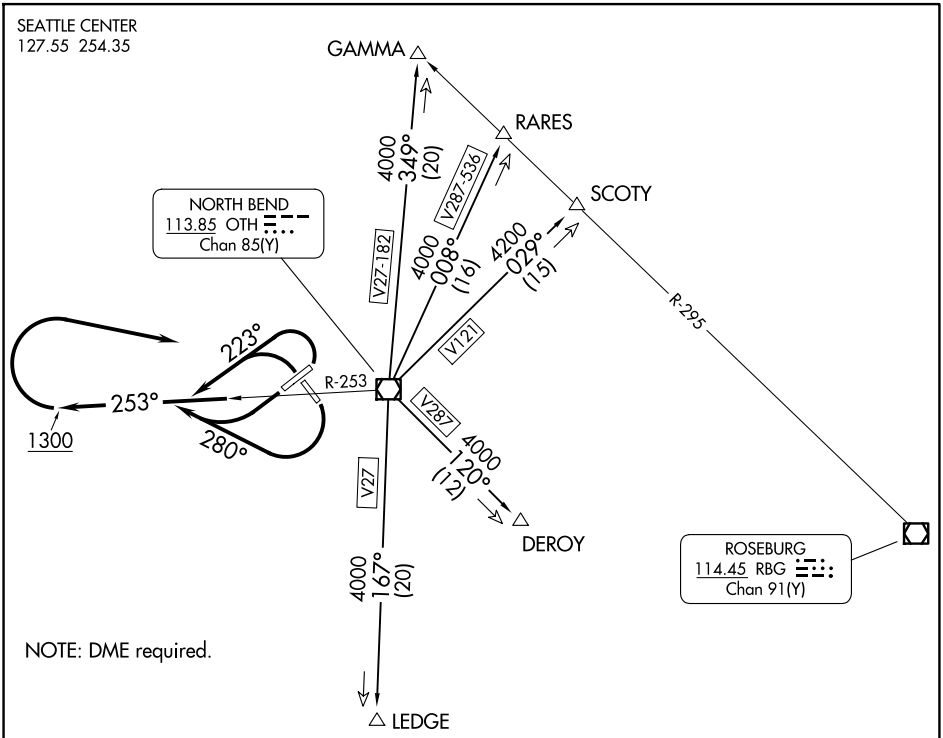
NW-1, 03 SEP 2026 to 29 OCT 2026

(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.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS		
071°	Rwy Ldg	2758
	TDZE	193
	Apt Elev	193

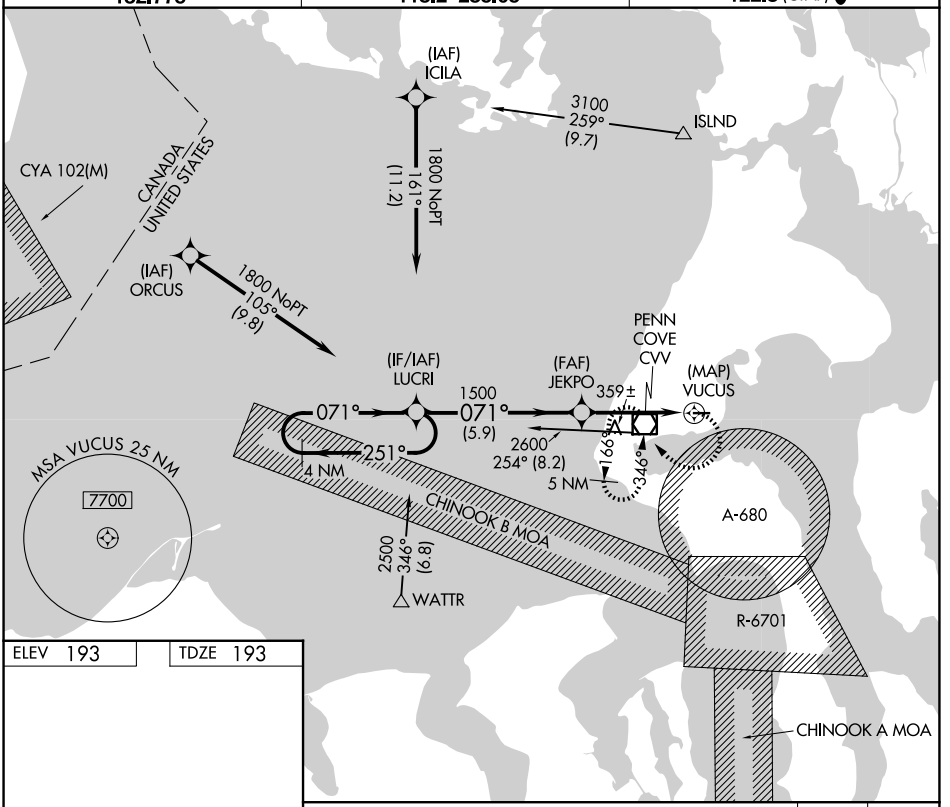
RNAV (GPS) RWY 7

DELAURENTIS (OKH)

DME/DME RNP- 0.3 NA. Helicopter visibility reduction below ¾ SM NA. Circling north of Rwy 7-25 NA at night. When local altimeter setting not received, use Whidbey Island NAS (Ault Fld) altimeter setting and increase all MDAs 40 feet. Night landing: Rwy 25 NA.

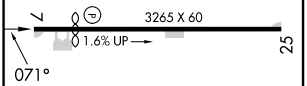
MISSED APPROACH: Climbing right turn to 3400 direct CVV VOR/DME and hold, continue climb-in-hold to 3400.

AWOS-3	WHIDBEY APP CON	UNICOM
132.775	118.2 285.65	122.8 (CTAF) L

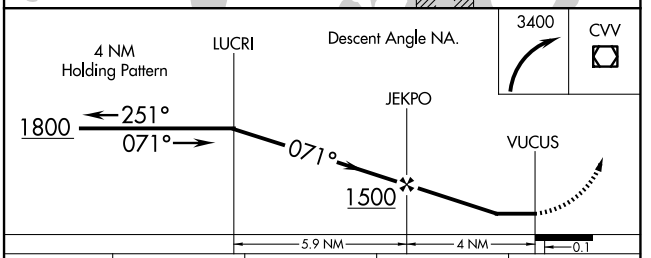


NW-1, 03 SEP 2026 to 29 OCT 2026

ELEV 193 TDZE 193



LIRL Rwy 7-25 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	

OLYMPIA, WASHINGTON AL-645 (FAA) 25331

ILS or LOC RWY 17

OLYMPIA RGNL (OLM)

LOC I-OLM	APP CRS	Rwy Ldg	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

MISSED APCH FIX

117.7 HQM Chan 124

113.4 OLM Chan 81

CETRA OLM 15

R-086

R-176 356° 176°

Procedure NA for arrivals at HOOME on V27 northeast bound.

116.8 SEA Chan 115

(IAF) HOOME SEA 21.6

2900 NoPT 176° (7.4)

R-230

MSA OLM 25 NM

4500 200° 5400 020°

131° 311° 356°

(IF) YIYSU OLM 13.1 RADAR

2400 176° (6.1)

(IAF) OPOYU OLM 7 RADAR

387

R-6703

A B F G C H I D J E

OLYMPIA 113.4 OLM Chan 81

3300 to OPOYU 352° (7)

LOCALIZER 111.9 I-OLM

R-176

ELEV 208 TDZE 207

176°

TWR

5500 X 150

4157 X 150

8 26 35

REIL Rwy 35 L

HIRL Rwy 17-35 L

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

1400	5500	CETRA
	OLM R-176	△

OPOYU OLM 7 RADAR

Remain within 10 NM

3300 356° 2900

2400 176° 2400

OLM 0.3

GS 3.00° TCH 53

6.8 NM

CATEGORY	A	B	C	D
S-ILS 17	407-½ 200 (200-½)			
S-LOC 17	680-½ 473 (500-½)		680-1 473 (500-1)	
CIRCLING	720-1 512 (600-1)	860-1 652 (700-1)	1020-2½ 812 (900-2½)	1020-2¾ 812 (900-2¾)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 17

OLYMPIA RGNL (OLM)

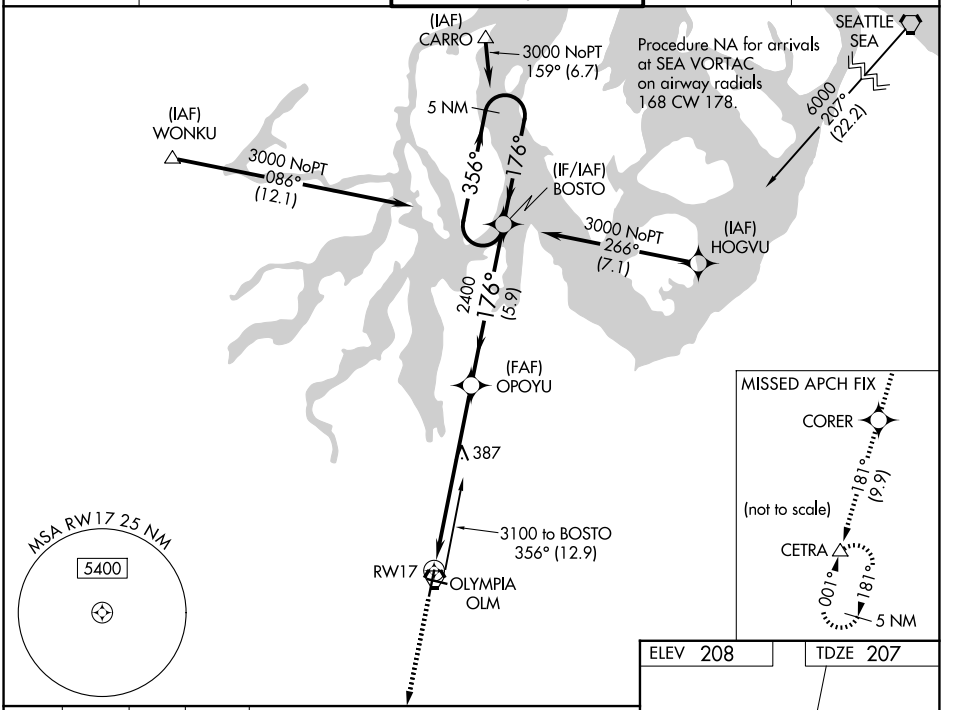
WAAS	APP CRS	Rwy Ldg	5500
CH 45599	176°	TDZE	207
W17A		Apt Elev	208

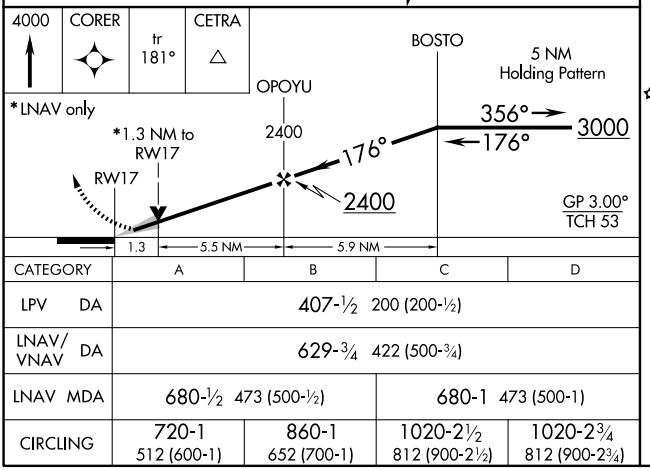
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS; increase LNAV/VNAV visibility all Cats to 1⅛ SM. Increase LNAV Cats C/D to 1⅜ SM.

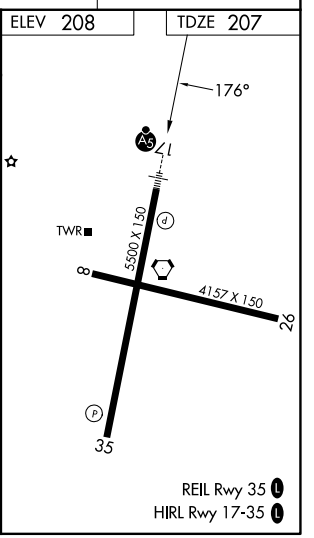
MALSR

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







CATEGORY	A	B	C	D
LPV DA	407-½ 200 (200-½)			
LNAV/VNAV DA	629-¾ 422 (500-¾)			
LNAV MDA	680-½ 473 (500-½)		680-1 473 (500-1)	
CIRCLING	720-1 512 (600-1)	860-1 652 (700-1)	1020-2½ 812 (900-2½)	1020-2¾ 812 (900-2¾)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 35

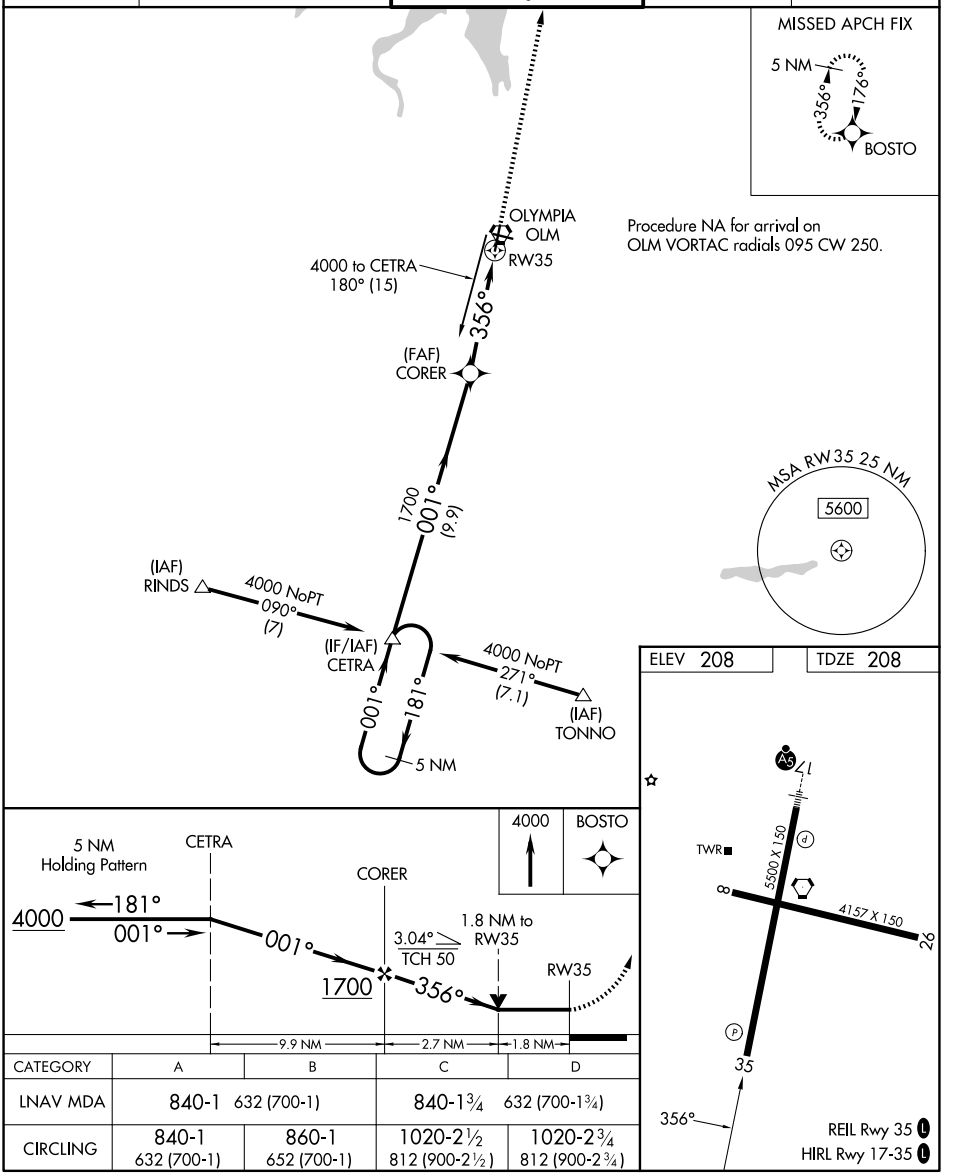
OLYMPIA RGNL (OLM)

APP CRS		
356°	Rwy Ldg	5500
	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)
CIRCLING	840-1 632 (700-1)	860-1 652 (700-1)	1020-2½ 812 (900-2½)	1020-2¾ 812 (900-2¾)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

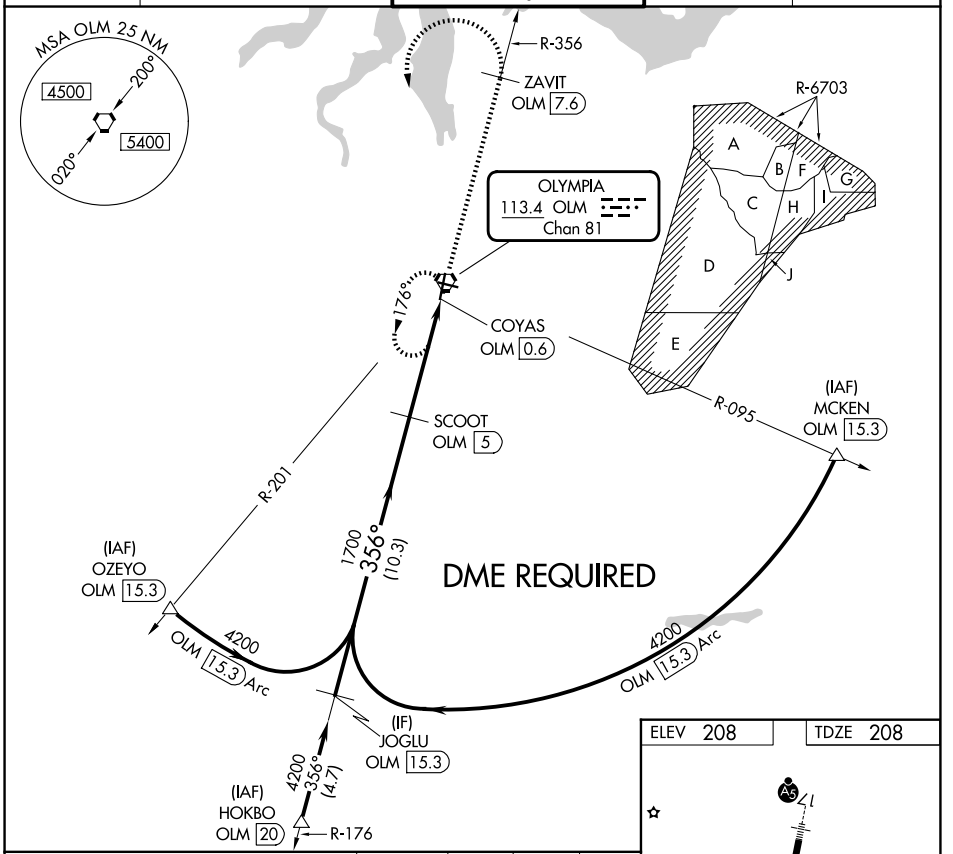
VORTAC OLM 113.4 Chan 81	APP CRS 356°	Rwy Ldg 5500 TDZE 208 Apt Elev 208

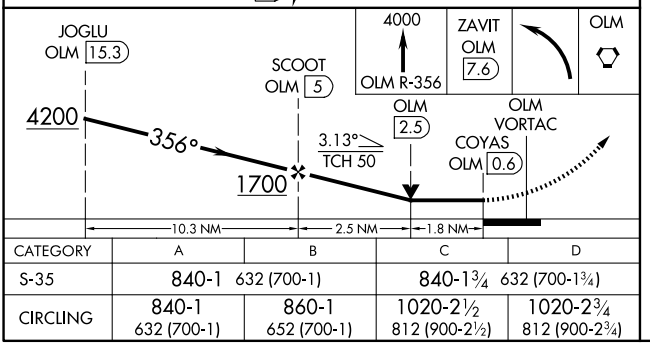
VOR RWY 35
OLYMPIA RGNL (OLM)

Rwy 35 helicopter visibility reduction below ¾ SM NA. DME required.

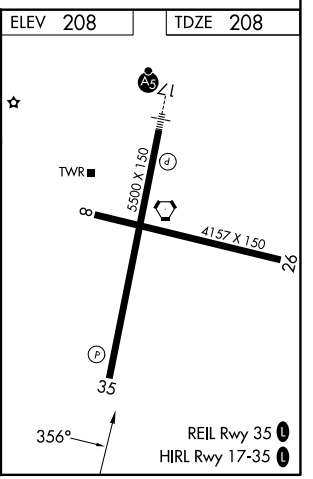
MISSED APPROACH: Climb to 4000 on OLM VORTAC R-356 to ZAVIT/OLM 7.6 DME then climbing left turn direct OLM VORTAC and hold.

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)	
CIRCLING	840-1 632 (700-1)	860-1 652 (700-1)	1020-2½ 812 (900-2½)	1020-2¾ 812 (900-2¾)



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VORTAC OLM	APP CRS	Rwy Ldg	N/A
113.4	171°	TDZE	N/A
Chan 81		Apt Elev	208

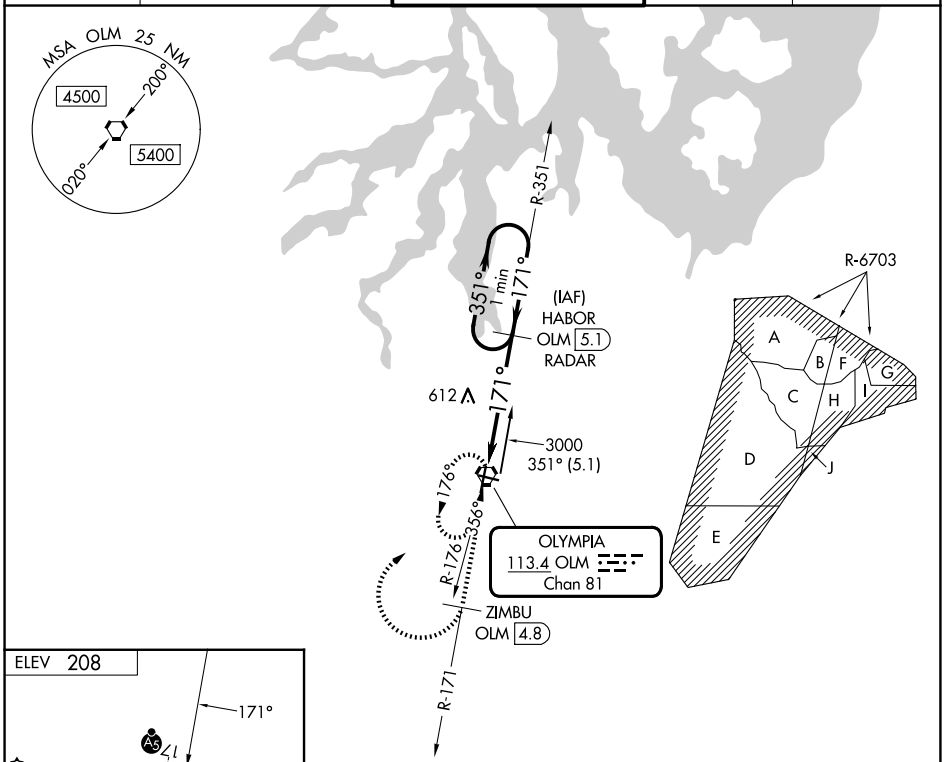
VOR-A

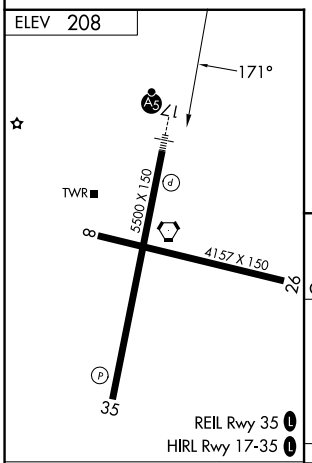
OLYMPIA RGNL (OLM)

DME required.

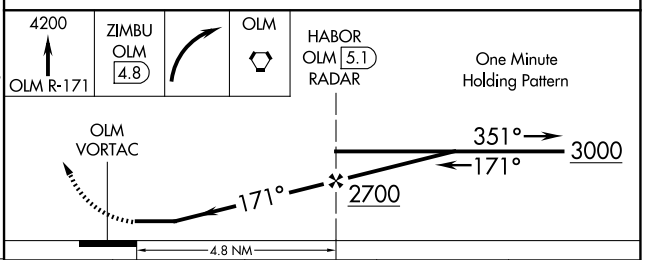
MISSED APPROACH: Climb to 4200 on OLM VORTAC R-171 to ZIMBU/OLM 4.8 DME and climbing right turn direct OLM VORTAC and hold, continue climb-in-hold to 4200.

ATIS	SEATTLE APP CON	OLYMPIA TOWER*	GND CON	UNICOM
135.725	121.1 290.9	124.4 (CTAF) L 254.25	121.6	122.95





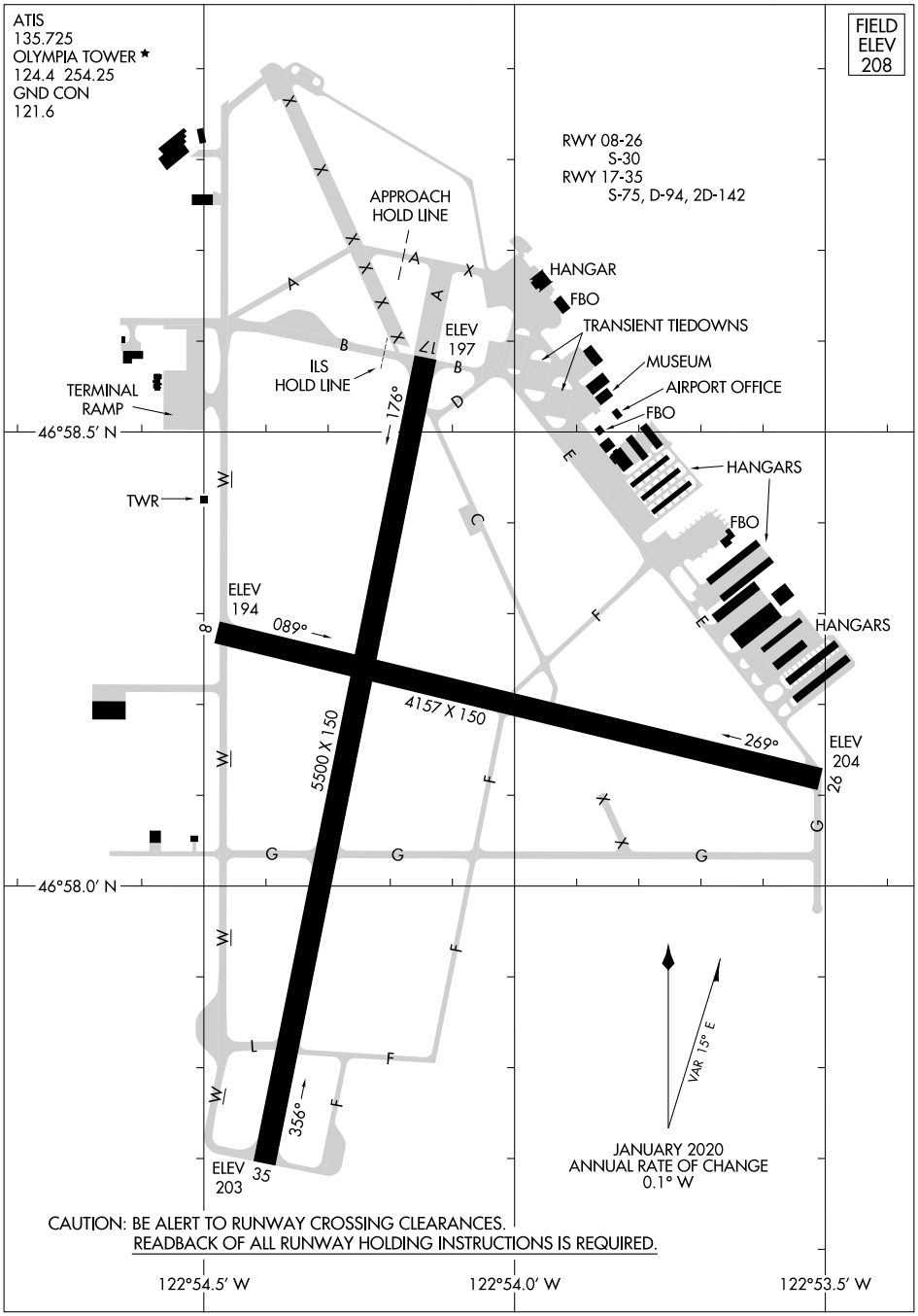
DME or RADAR REQUIRED



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
CIRCLING	880-1 672 (700-1)		1020-2½ 812 (900-2½)	1020-2¾ 812 (900-2¾)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026



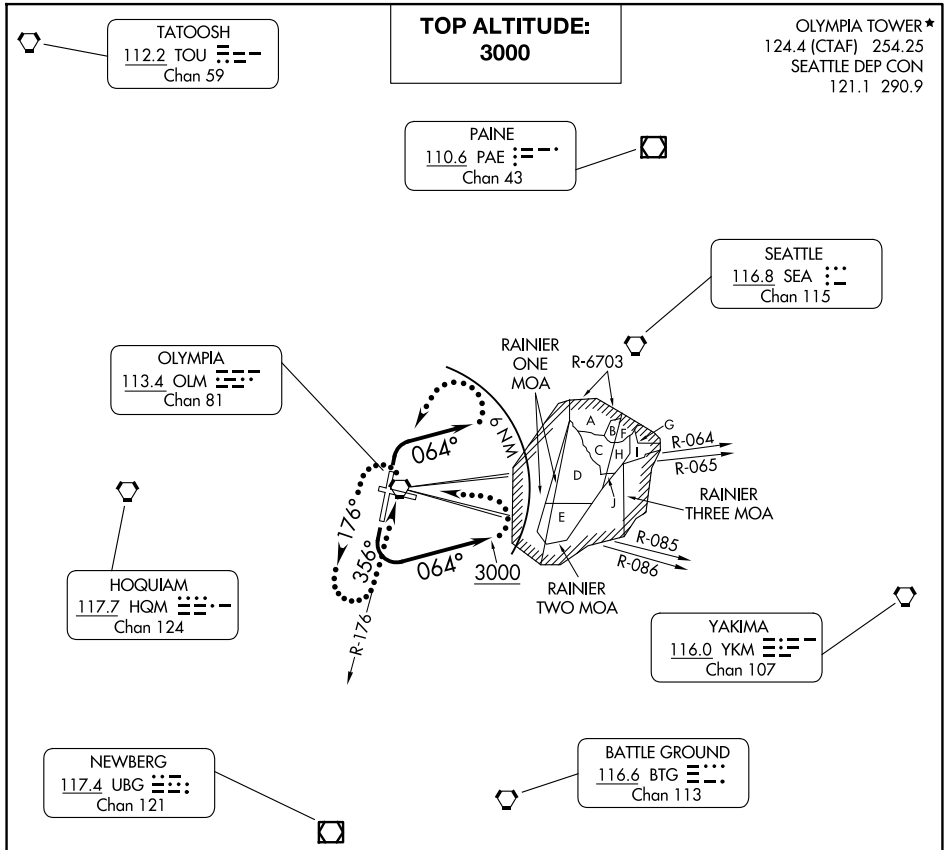
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 35

OMAK (OMK)

APP CRS	Rwy Ldg	4667
009°	TDZE	1303
	Apt Elev	1305

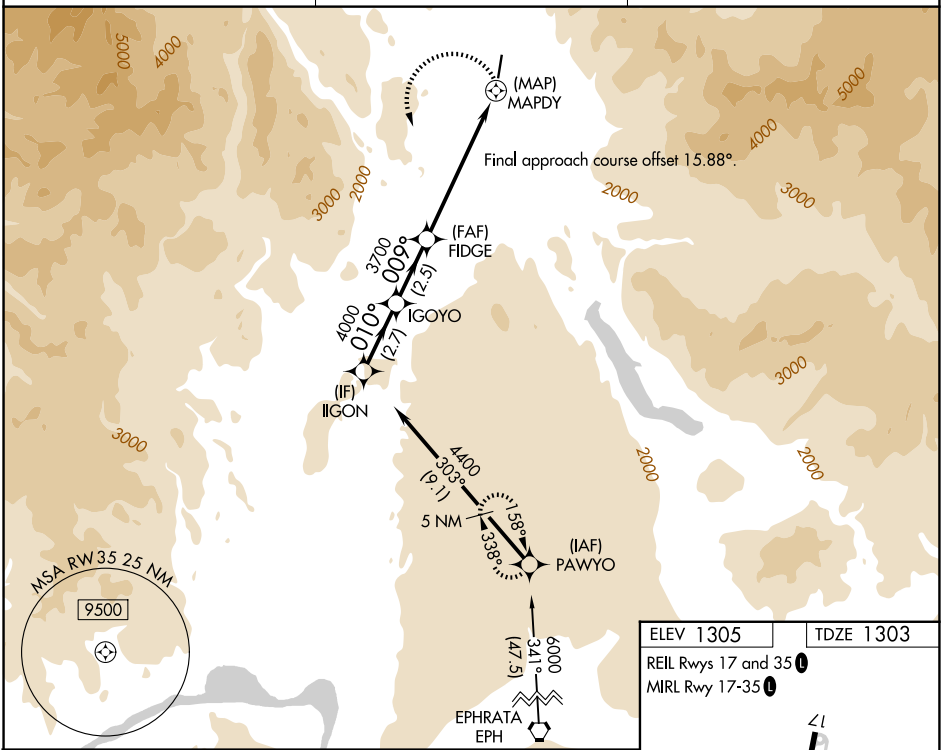
RNP APCH - GPS.

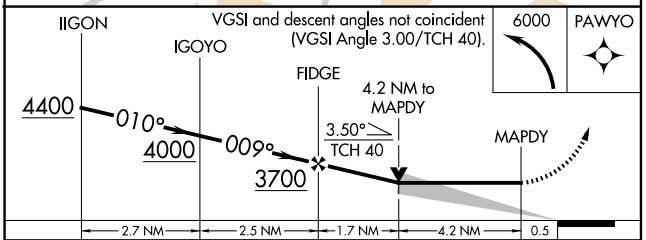
Circling NA east of Rwy 17-35.

-14°C

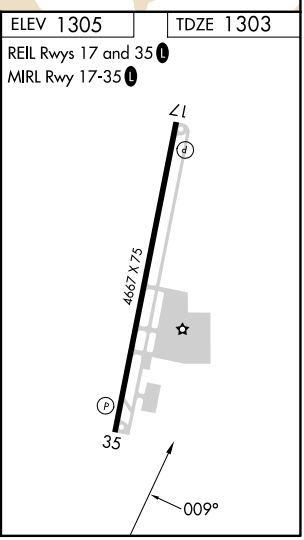
MISSED APPROACH: Climbing left turn to 6000 direct PAWYO and hold.
*Missed approach requires minimum climb of 255 feet per NM to 4200.

ASOS	SEATTLE CENTER	UNICOM
118.325	126.1 291.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA*	2840-1¼ 1537 (1600-1¼)	2840-1½ 1537 (1600-1½)	2840-3 1537 (1600-3)	NA
LNAV MDA	3120-1¼ 1817 (1900-1¼)	3120-1½ 1817 (1900-1½)	3120-3 1817 (1900-3)	NA
CIRCLING	3120-1¼ 1815 (1900-1¼)	3120-1½ 1815 (1900-1½)	3120-3 1815 (1900-3)	NA



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

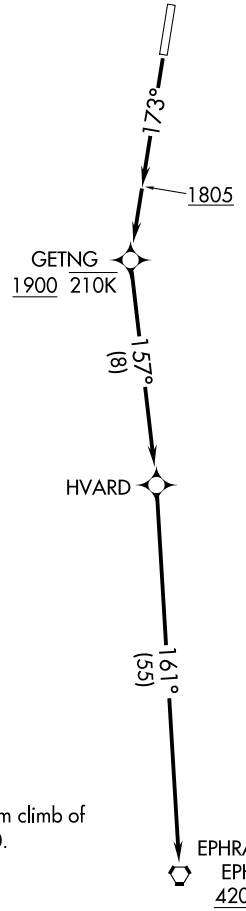
(EPH1.EPH) 21336

EPHRATA ONE DEPARTURE (OBSTACLE) (RNAV)

AL-5453 (FAA)

OMAK (OMK)
OMAK, WASHINGTON

SEATTLE CENTER
126.1 291.6



NOTE: GPS required.

NOTE: RNAV-1.

TAKEOFF MINIMUMS

Rwy 17: Standard with minimum climb of 332′ per NM to 4000.

Rwy 35: NA-obstacles.

TAKEOFF OBSTACLE NOTES

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 173° to 1805, then direct GETNG at or above 1900 at or below 210K, then on depicted route to cross EPH VORTAC at or above 4200, then proceed on course.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

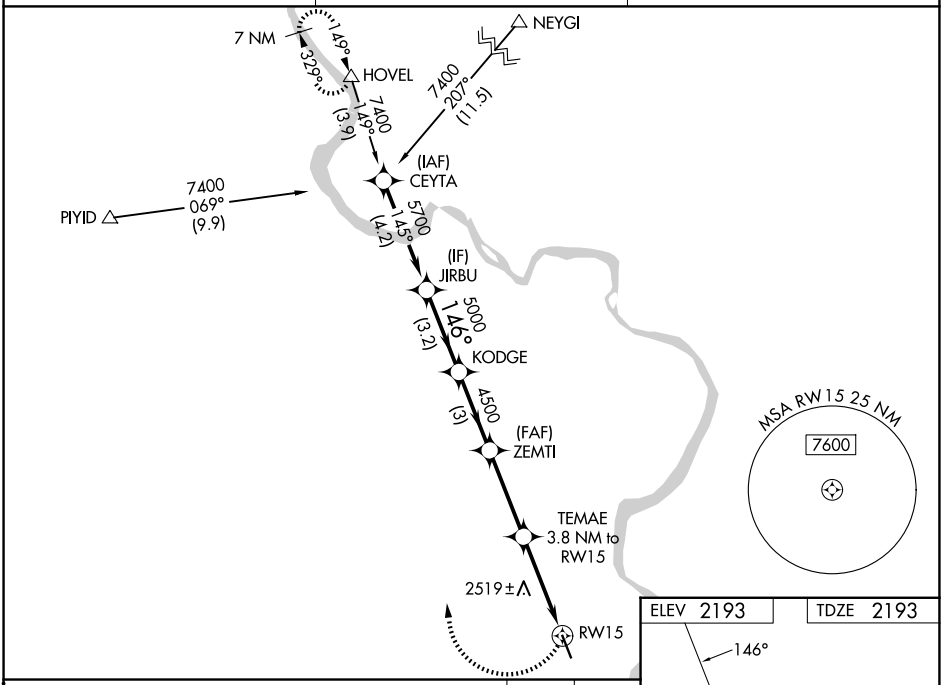
WAAS	APP CRS	Rwy Ldg	5006
CH 78207	146°	TDZE	2193
W15A		Apt Elev	2193

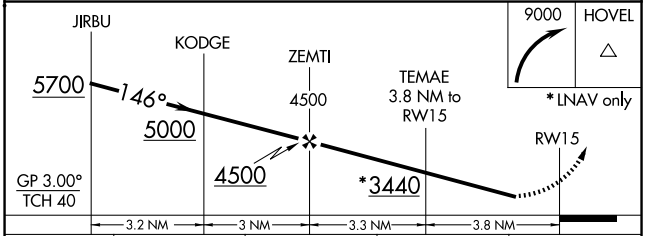
RNAV (GPS) RWY 15
ONTARIO MUNI (ONO)

T A Baro-VNAV NA when using Caldwell altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Caldwell altimeter setting and increase LPV DA to 2867 feet, LNAV/VNAV DA to 2911 feet, and all MDA 100 feet; increase LPV visibility, all Cats by ½ SM, increase LNAV visibility Cats C/D and Circling Cat C by ¼ SM. Rwy 15 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 15 NA at night, Circling Rwy 15 NA at night.

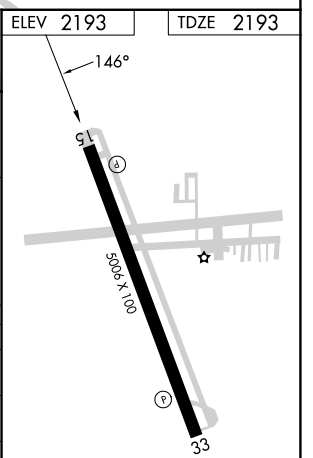
MISSED APPROACH: Climbing right turn to 9000 direct HOVEL and hold, continue climb-in-hold to 9000.

ASOS	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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ONTARIO, OREGON | AL-802 (FAA) | 25331

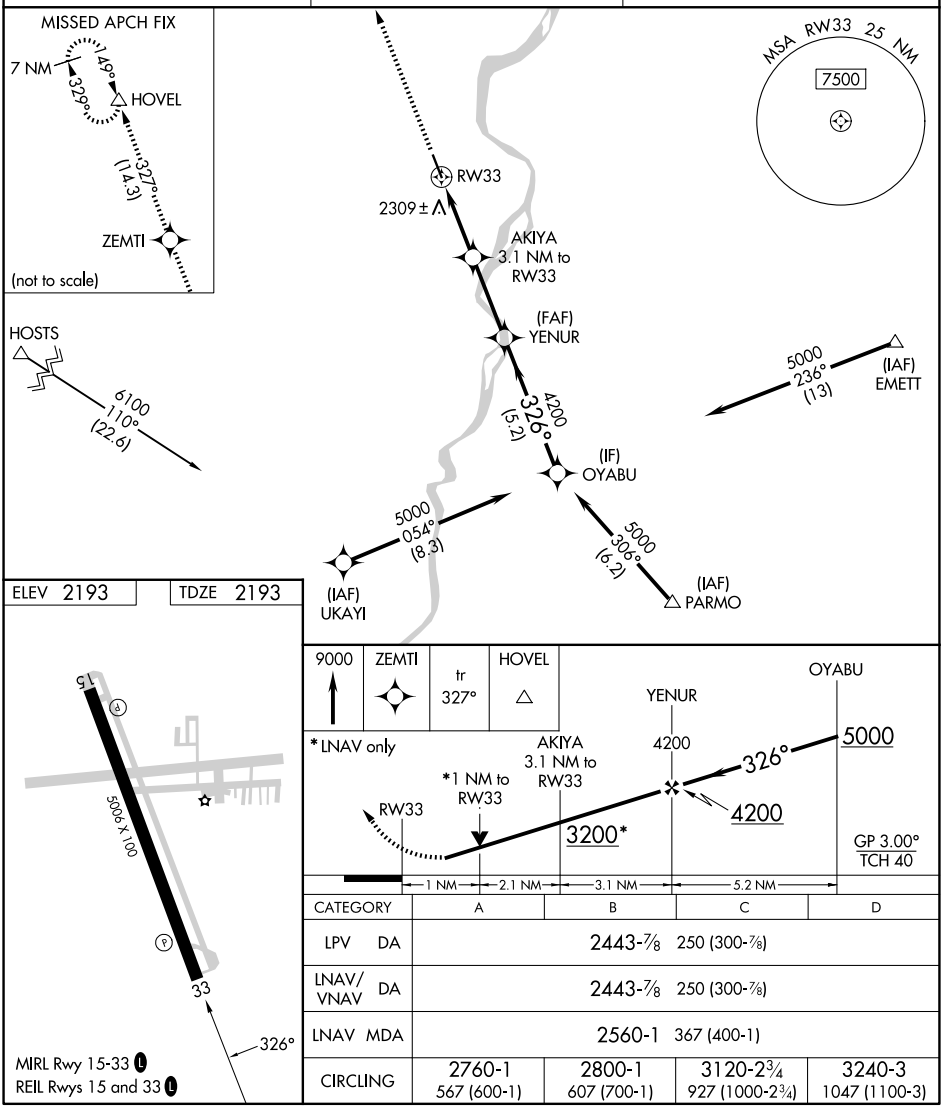
WAAS	APP CRS	Rwy Ldg	5006
CH 87007	326°	TDZE	2193
W33A		Apt Elev	2193

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



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)		
CIRCLING	2760-1	2800-1	3120-2¾	3240-3
	567 (600-1)	607 (700-1)	927 (1000-2¾)	1047 (1100-3)

ONTARIO, OREGON
Amdt 1 07DEC17

44°01'N-117°01'W

ONTARIO MUNI (ONO)
RNAV (GPS) RWY 33

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 10

BEAR LAKE COUNTY (1U7)

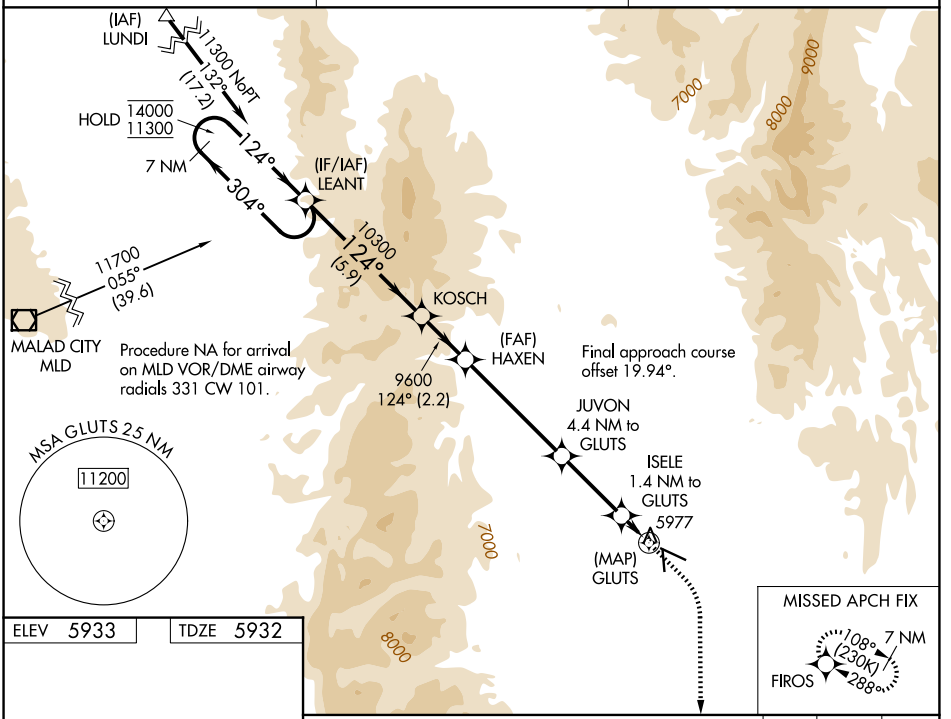
WAAS	APP CRS	Rwy Ldg	5728
CH 65742	124°	TDZE	5932
W10A		Apt Elev	5933

RNP APCH - GPS.

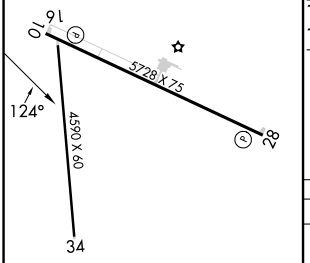
-22°C

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	127.7 354.125	122.8 (CTAF) L

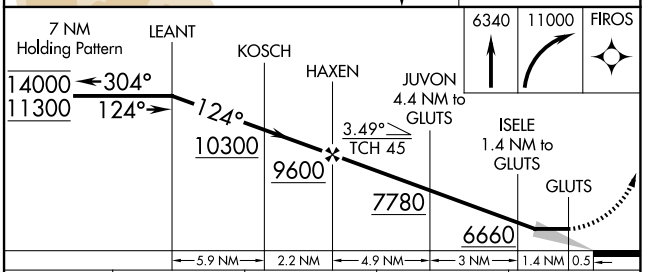


ELEV 5933	TDZE 5932



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)			
CIRCLING	6320-1 387 (400-1)	6440-1 507 (600-1)	6720-2¼ 787 (800-2¼)	7140-3 1207 (1300-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PARIS, IDAHO | AL-10475 (FAA) | 26078

RNAV (GPS) RWY 28

BEAR LAKE COUNTY (1U7)

WAAS	APP CRS	Rwy Ldg	5728
CH 62842	284°	TDZE	5933
W28A		Apt Elev	5933

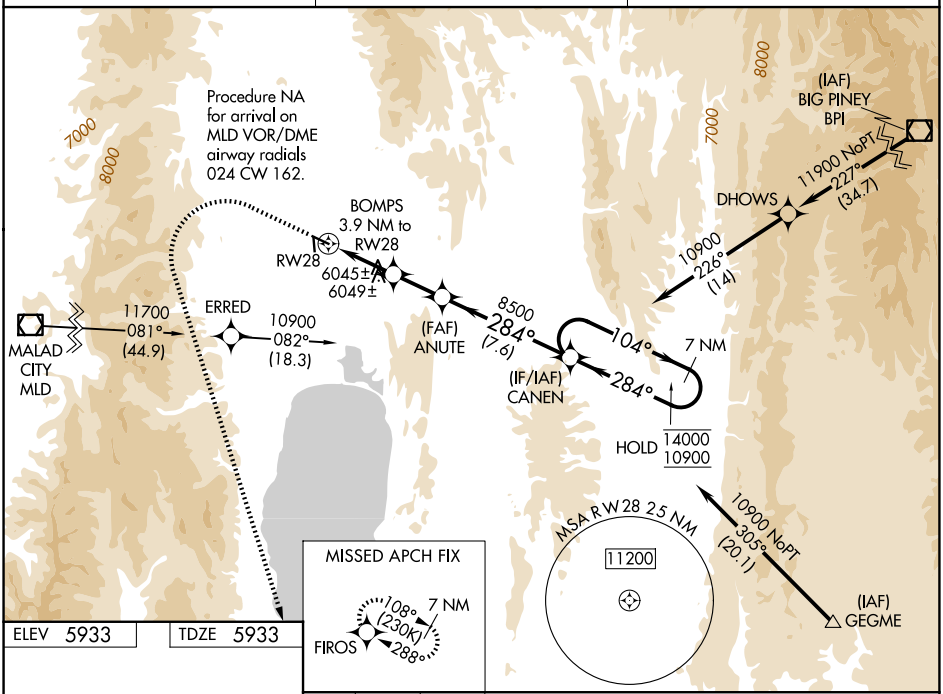
RNP APCH - GPS.

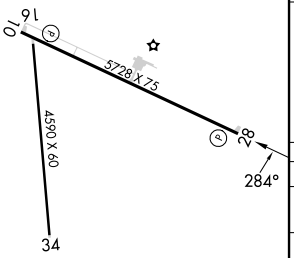
T
A
-22°C

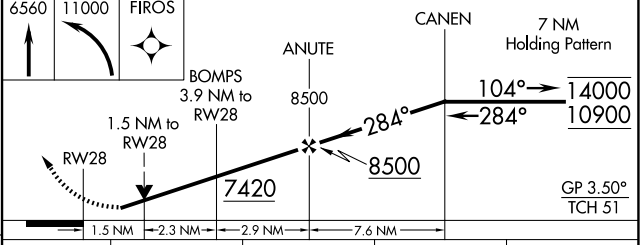
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 35°C.

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	127.7 354.125	122.8 (CTAF) 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)	
CIRCLING	6560-1 627 (700-1)		6720-2¼ 787 (800-2¼)	7140-3 1207 (1300-3)

MIRL Rwy 10-28 L
REIL Rwy 10 and 28 L

PARIS, IDAHO
Amdt 1A 20MAR25

42°15′N-111°20′W

BEAR LAKE COUNTY (1U7)

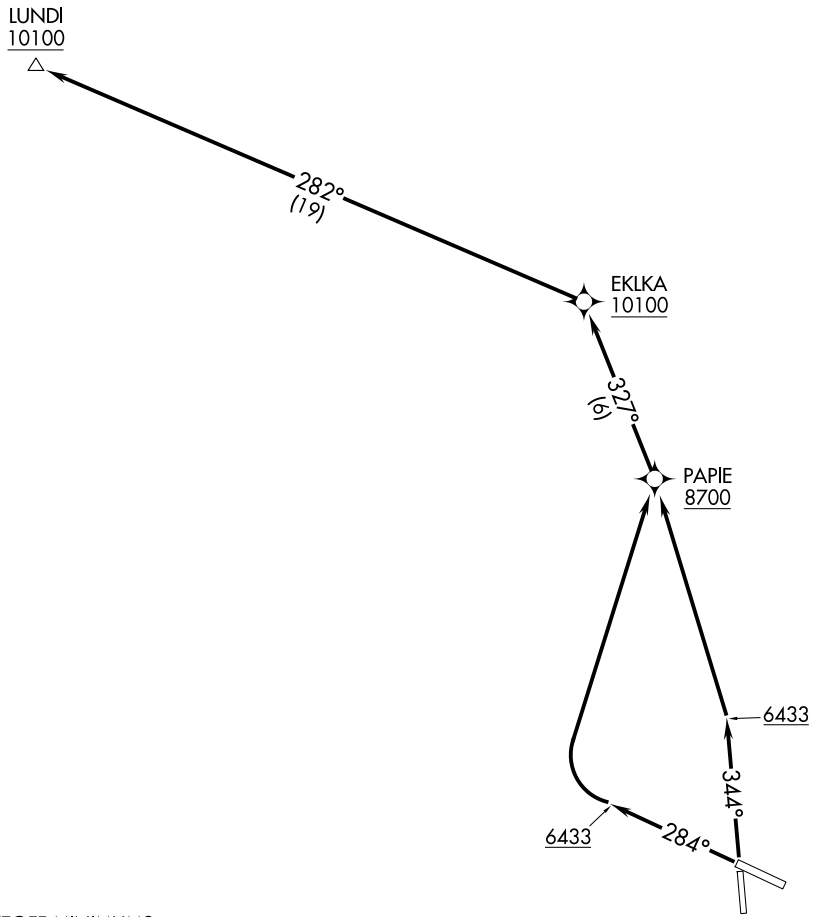
RNAV (GPS) RWY 28

NW-1, 03 SEP 2026 to 29 OCT 2026

BEAR LAKE ONE DEPARTURE (OBSTACLE) (RNAV)

SALT LAKE CENTER
127.7 354.125

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

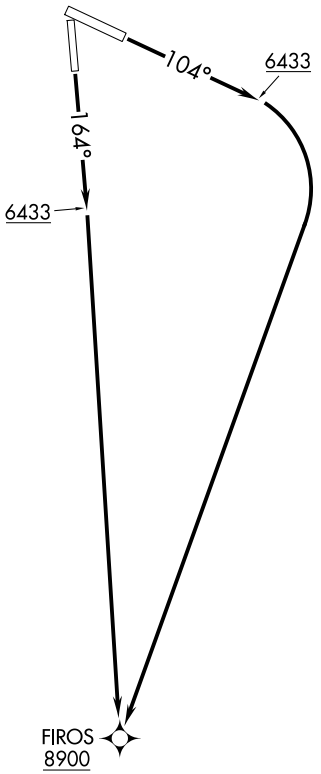
(FIROS1.FIROS) 26078 AL-10475 (FAA)

FIROS ONE DEPARTURE (OBSTACLE) (RNAV)

BEAR LAKE COUNTY (1U7)
PARIS, IDAHO

SALT LAKE CENTER
127.7 354.125

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-PSC	APP CRS	Rwy Ldg	7110
108.7	211°	TDZE	403
Chan 24		Apt Elev	410

ILS or LOC RWY 21R

TRI-CITIES (PSC)

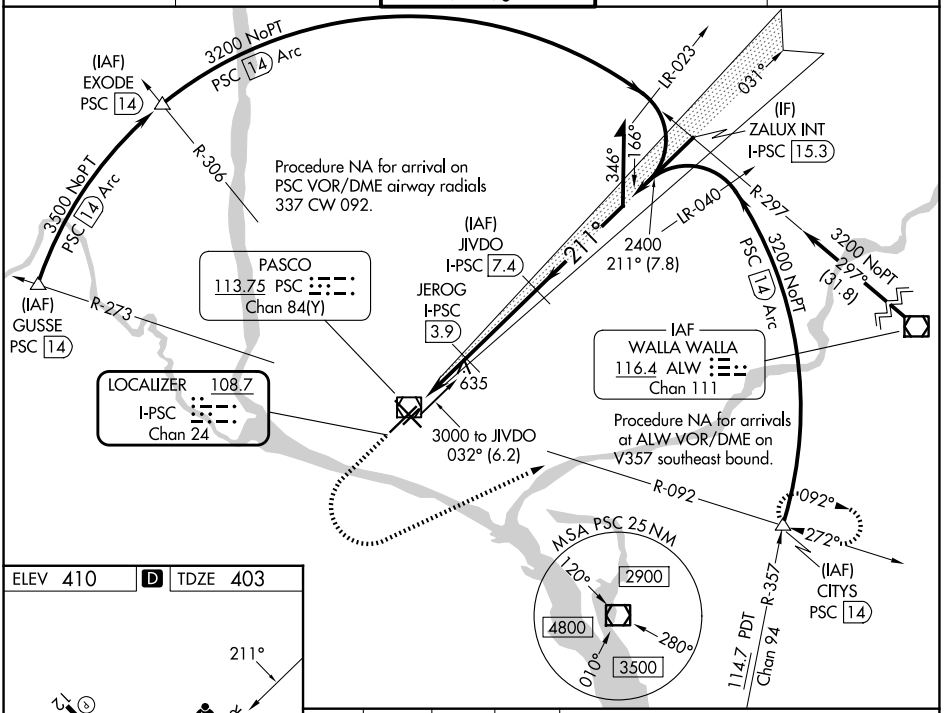
DME required for LOC only.
DME required for procedure entry at GUSSE, EXODE, CITYS, PSC VOR/DME.

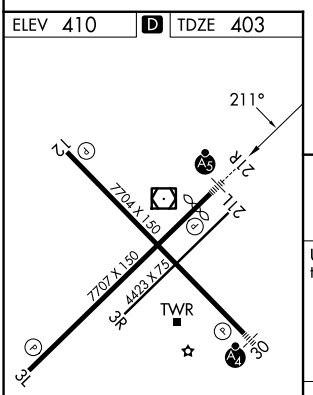
VDP NA when using Hermiston altimeter setting. For inop ALS when using Hermiston altimeter setting, increase S-ILS 21R all Cats visibility to RVR 4500, increase S-LOC 21R Cats C and D visibility to 1¾ SM. When local altimeter setting not received, use Hermiston altimeter setting: increase DA to 698 feet 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

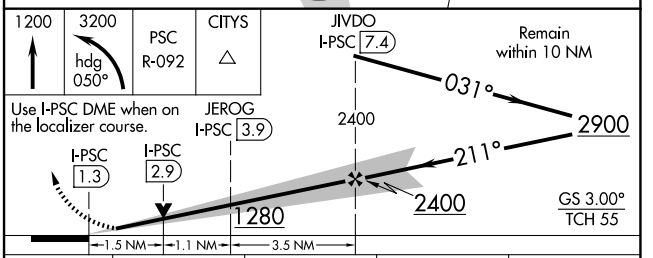
MISSED APPROACH: Climb to 1200 then climbing left turn to 3200 on heading 050° and PSC VOR/DME R-092 to CITYS INT/PSC VOR/DME 14 DME and hold.

ATIS	SPOKANE APP CON*	TRI-CITIES TOWER*	GND CON	UNICOM
125.65	128.75 377.2	135.3 (CTAF) L 285.55	121.8	122.95





REIL Rwys 3L and 12 L
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)	
CIRCLING	940-1 530 (600-1)		1040-1¾ 630 (700-1¾)	1100-2¼ 690 (700-2¼)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	7707
031°	TDZE	410
	Apt Elev	410

RNAV (RNP) Z RWY 3L

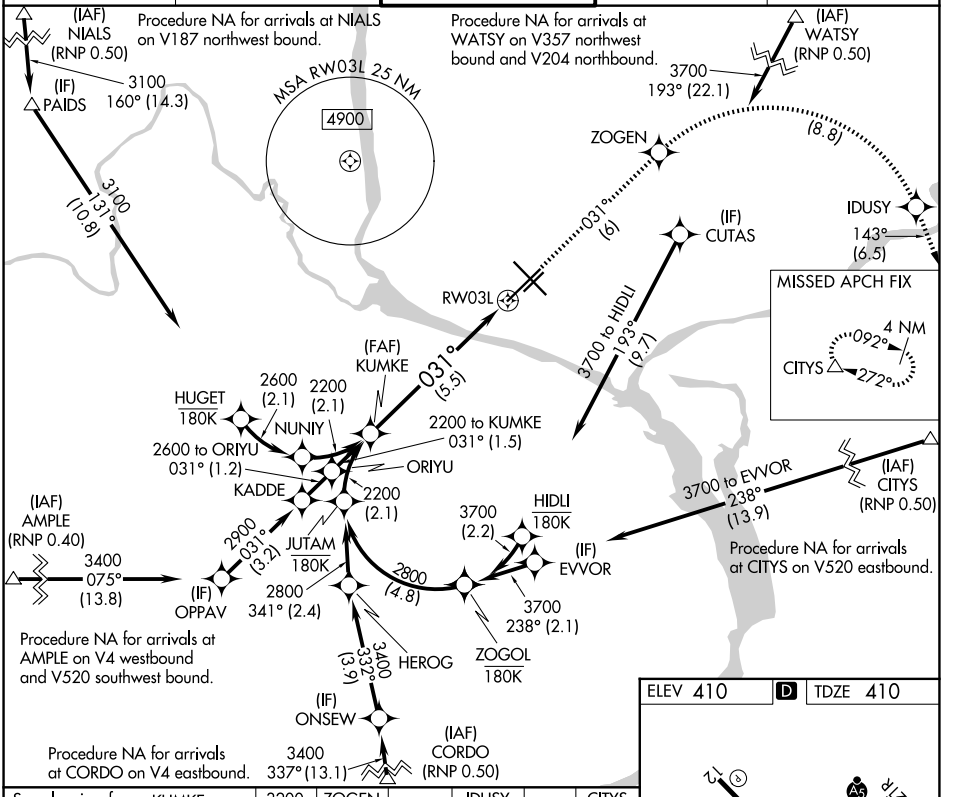
TRI-CITIES (PSC)

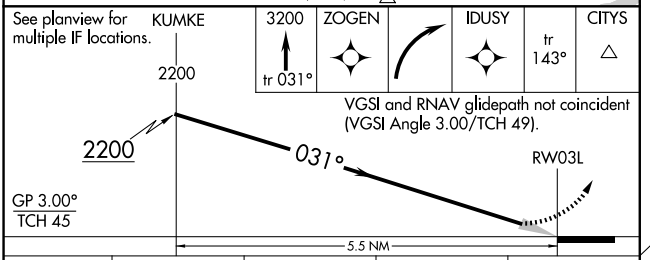
RNP AR APCH. RF required.

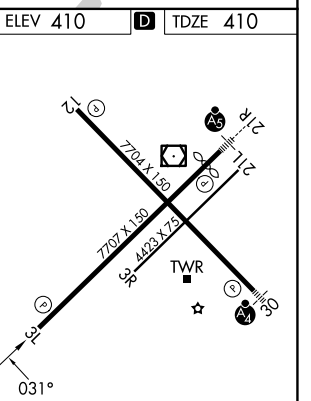
T For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.

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	UNICOM
125.65	128.75 377.2	135.3 (CTAF) L 285.55	121.8	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

REIL Rwys 3L and 12 L
MIRL Rwy 12-30 L
HIRL Rwy 3L-21R L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS		
121°	Rwy Ldg	7704
	TDZE	401
	Apt Elev	410

RNAV (RNP) Z RWY 12

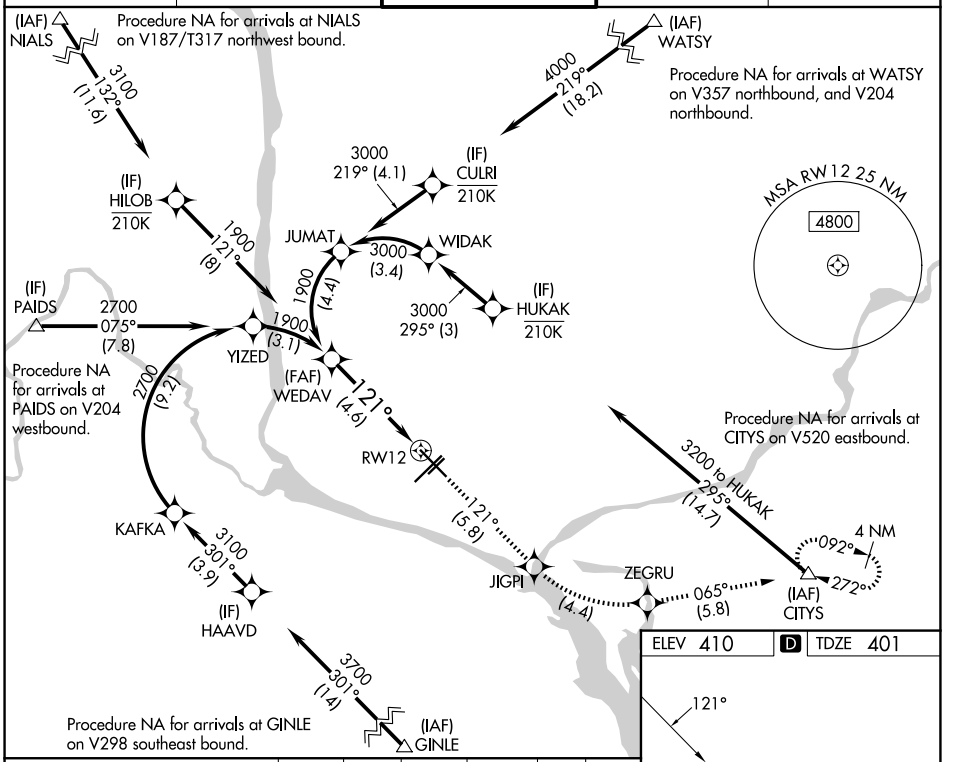
TRI-CITIES (PSC)

RNP AR APCH - GPS, RF. Authorization required. From JUMAT, HUKAK, YIZED: min RNP 0.50.

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

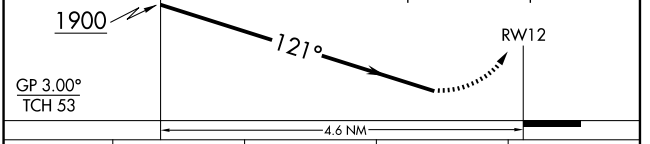
MISSED APPROACH: Climb to 3200 on track 121° to JIGPI, left turn to ZEGRU, and on track 065° to CITYS and hold.

ATIS	SPOKANE APP CON ★	TRI-CITIES TOWER ★	GND CON	UNICOM
125.65	128.75 377.2	135.3 (CTAF) L 285.55	121.8	122.95



	3200 tr 121°	JIGPI		ZEGRU	tr 065°	CITYS
WEDAV 1900						

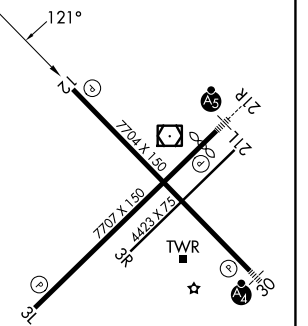
See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.11 DA	781-1 380 (400-1)			
RNP 0.30 DA	883-1⅜ 482 (500-1⅜)			

AUTHORIZATION REQUIRED

ELEV 410 D TDZE 401



REIL Rwys 3L and 12 L
MIRL Rwy 12-30 L
HIRL Rwy 3L-21R L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PASCO, WASHINGTON | AL-474 (FAA) | 25331

RNAV (RNP) Z RWY 21R

TRI-CITIES (PSC)

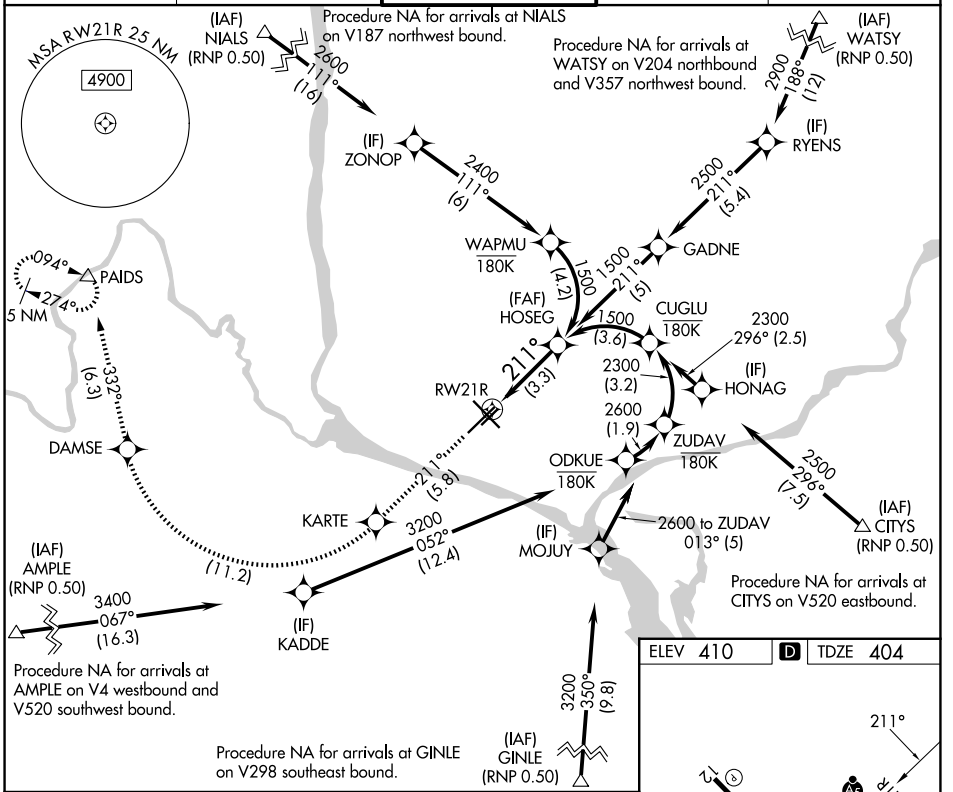
APP CRS	Rwy Ldg	7110
211°	TDZE	404
	Apt Elev	410

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

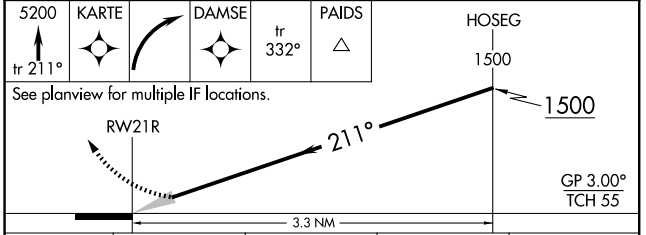
MISSED APPROACH: Climb to 5200 on track 211° to KARTE, right turn to DAMSE, and on track 332° to PAIDS and hold.

ATIS	SPOKANE APP CON ★	TRI-CITIES TOWER ★	GND CON	UNICOM
125.65	128.75 377.2	135.3 (CTAF) L 285.55	121.8	122.95



5200 tr 211°	KARTE		DAMSE	tr 332°	PAIDS

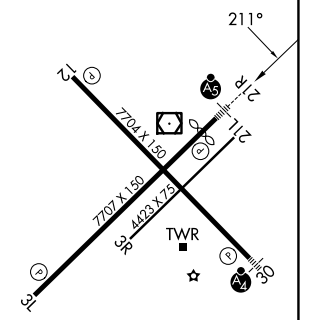
See planview for multiple IF locations.



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 L
MIRL Rwy 12-30 L
HIRL Rwy 3L-21R L

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

PASCO, WASHINGTON
Amdt 1 13NOV14

46°16′N-119°07′W

RNAV (RNP) Z RWY 30

TRI-CITIES (PSC)

APP CRS	Rwy Ldg	7704
301°	TDZE	405
	Apt Elev	410

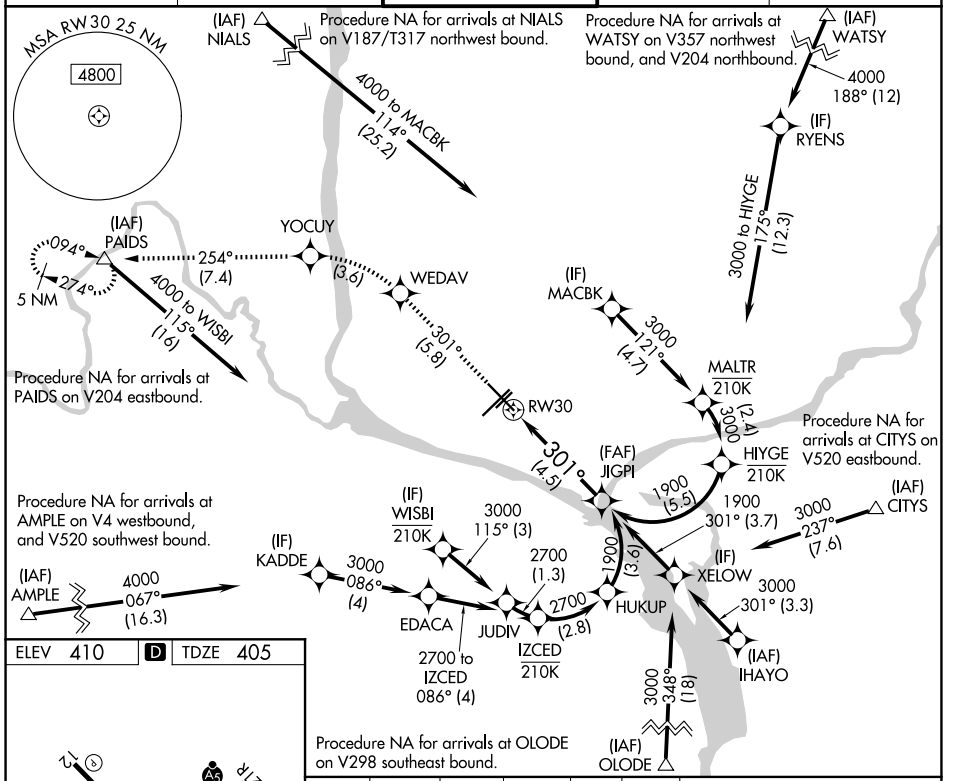
RNP AR APCH - GPS, RF. Authorization required. From JUDIV, XELOW, HIYGE, KADDE, OLODE: min RNP 0.50.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.30 visibility all Cats to 1⅜ SM.

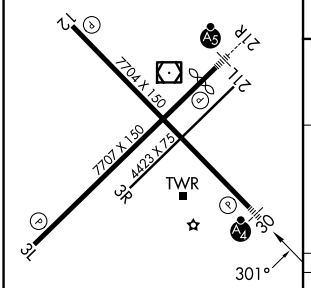
MALSF

MISSED APPROACH: Climb to 5200 on 301° track to WEDAV, left turn to YOCUY, and track 254° to PAIDS and hold, continue climb-in-hold to 5200.

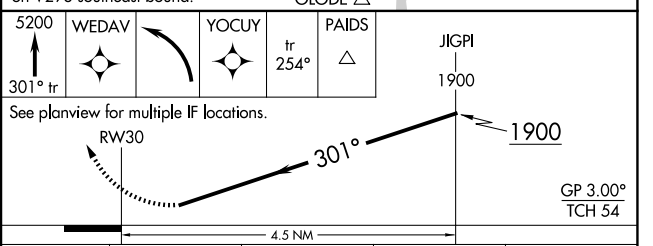
ATIS	SPOKANE APP CON ★	TRI-CITIES TOWER ★	GND CON	UNICOM
125.65	128.75 377.2	135.3 (CTAF) L 285.55	121.8	122.95



ELEV 410	D	TDZE 405



REIL Rwys 3L and 12L
MIRL Rwy 12-30 L
HIRL Rwy 3L-21R L



CATEGORY	A	B	C	D
RNP 0.11 DA	778-¾ 373 (400-¾)			
RNP 0.30 DA	852-1 447 (500-1)			

AUTHORIZATION REQUIRED

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40206 W03A	APP CRS 031°	Rwy Ldg 7707	TDZE 410	Apt Elev 410

RNAV (GPS) Y RWY 3L

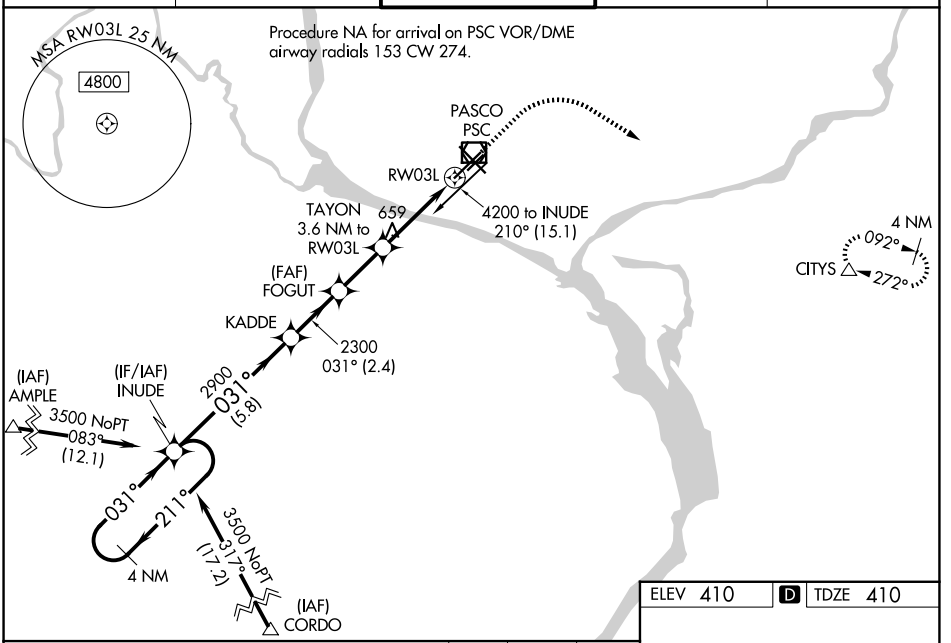
TRI-CITIES (PSC)

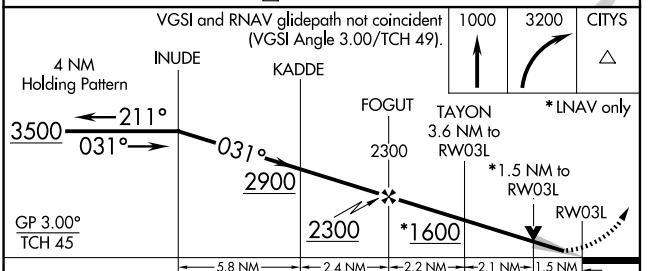
RNP APCH.

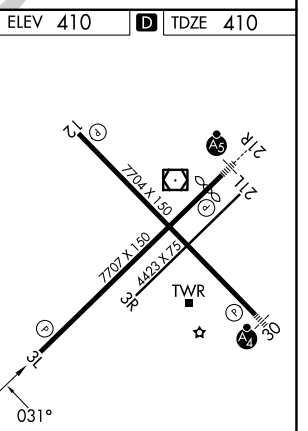
Baro-VNAV NA when using Hermiston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C . VDP NA with Hermiston altimeter setting. When local altimeter setting not received, use Hermiston altimeter setting: increase all DA 95 feet and all MDA 100 feet. Increase 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	UNICOM
125.65	128.75 377.2	135.3 (CTAF) L 285.55	121.8	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)	
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 L
MIRL Rwy 12-30 L
HIRL Rwy 3L-21R L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 58006 W12A	APP CRS 121°	Rwy Ldg 7704 TDZE 401 Apt Elev 410

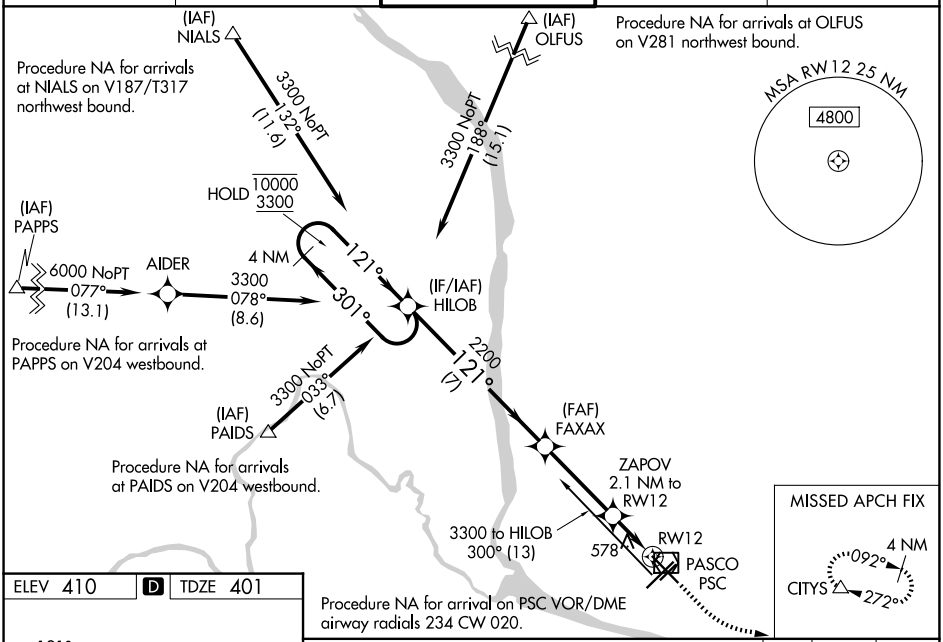
RNAV (GPS) Y RWY 12
TRI-CITIES (PSC)

RNP APCH - GPS.

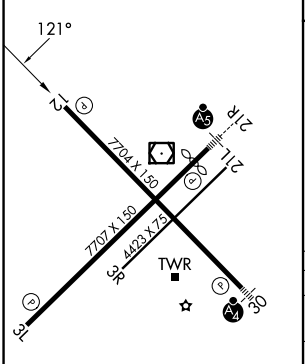
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Rwy 12 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using HRI altimeter setting. When local altimeter setting not received, use HRI altimeter setting: increase LPV DA to 696 feet and all visibilities ⅛ SM, and increase LNAV/VNAV DA to 935 feet and all visibilities ¼ SM. Increase all MDAs 100 feet and LNAV and Circling Cats C and D visibility ¼ SM.

MISSED APPROACH: Climb to 900 then climbing left turn to 3200 direct CITYS and hold.

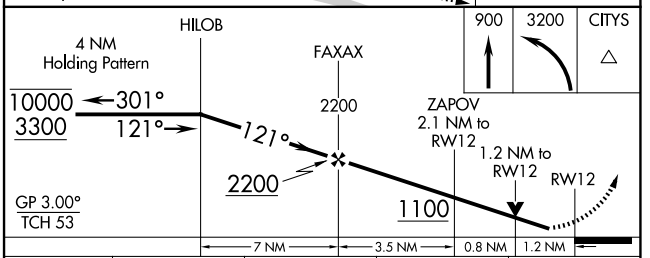
ATIS	SPOKANE APP CON★	TRI-CITIES TOWER★	GND CON	UNICOM
125.65	128.75 377.2	135.3 (CTAF) L 285.55	121.8	122.95



ELEV 410 D TDZE 401



REIL Rwys 3L and 12 L
MIRL Rwy 12-30 L
HIRL Rwy 3L-21R L



CATEGORY	A	B	C	D
LPV DA	601-¾ 200 (200-¾)			
LNAV/VNAV DA	840-1¼ 439 (500-1¼)			
LNAV MDA	840-1 439 (500-1)		840-1¼ 439 (500-1¼)	
CIRCLING	900-1 490 (500-1)	940-1 530 (600-1)	1040-1¾ 630 (700-1¾)	1100-2¼ 690 (700-2¼)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

PASCO, WASHINGTON | AL-474 (FAA) | 25331

WAAS	APP CRS	Rwy Ldg	7110
CH 40303	211°	TDZE	404
W21A		Apt Elev	410

RNAV (GPS) Y RWY 21R

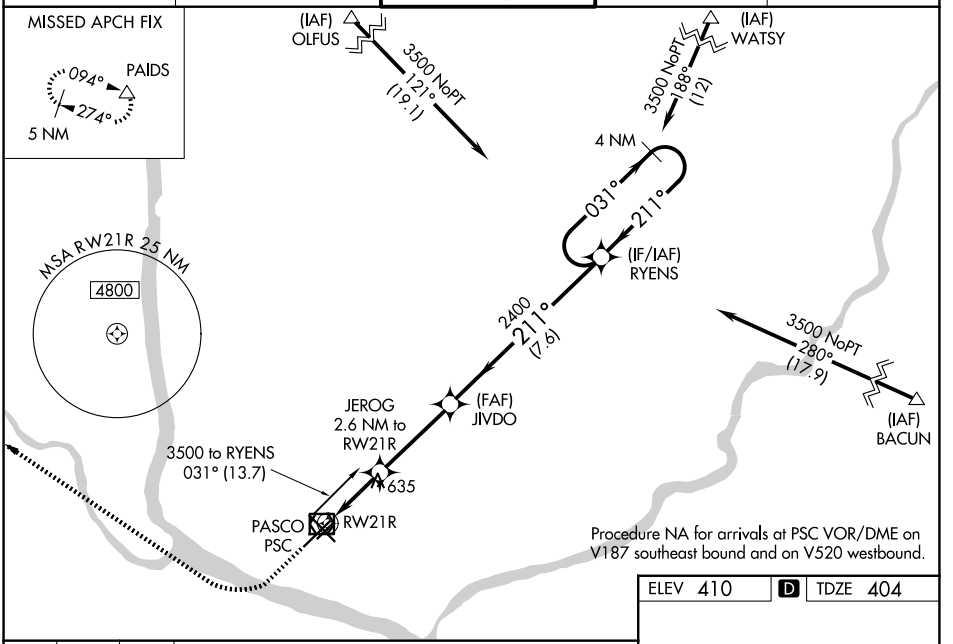
TRI-CITIES (PSC)

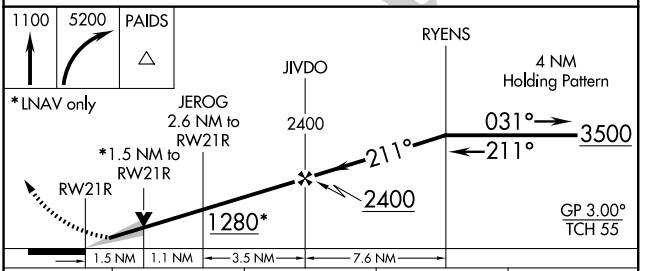
T A Baro-VNAV NA when using Hermiston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Hermiston altimeter setting. When local altimeter setting not received, use Hermiston altimeter setting and increase all 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.

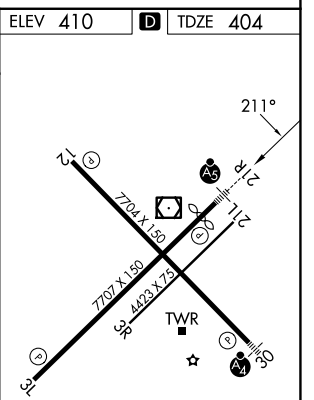
MALSR

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	UNICOM
125.65	128.75 377.2	135.3 (CTAF) L 285.55	121.8	122.95







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)	
CIRCLING	940-1 530 (600-1)		1040-1¾ 630 (700-1¾)	1100-2¼ 690 (700-2¼)

REIL Rwys 3L and 12 L
MIRL Rwy 12-30 L
HIRL Rwy 3L-21R L

PASCO, WASHINGTON
Amdt 2B 07DEC17

46°16′N-119°07′W

TRI-CITIES (PSC)

RNAV (GPS) Y RWY 21R

NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86605 W30A	APP CRS 301°	Rwy Ldg 7704 TDZE 405 Apt Elev 410

RNAV (GPS) Y RWY 30

TRI-CITIES (PSC)

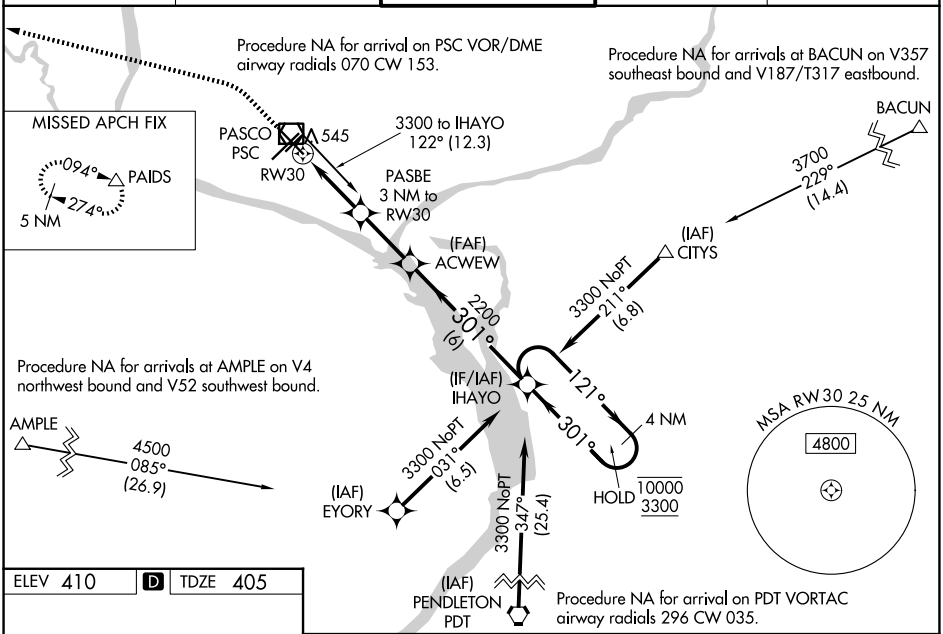
RNP APCH - GPS.

Baro-VNAV and VDP NA when using HRI 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 HRI altimeter setting: increase LPV DA to 750 feet; increase LNAV/VNAV DA to 888 feet and all visibilities ¼ SM, and increase all MDAs 100 feet and LNAV and Circling visibility Cats C and D ¼ SM.

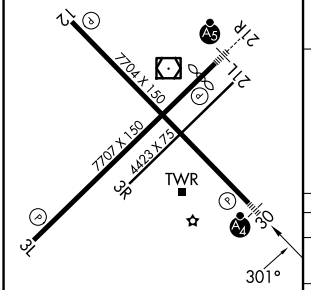
MALSF

MISSED APPROACH: Climb to 900 then climbing left turn to 5200 direct PAIDS and hold, continue climb-in-hold to 5200.

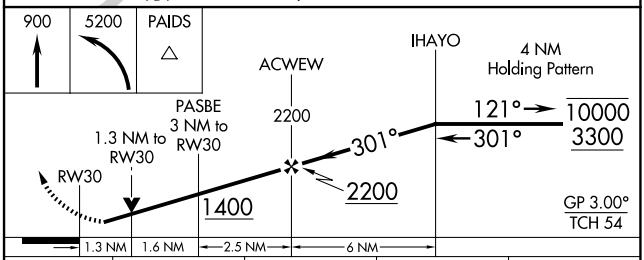
ATIS	SPOKANE APP CON★	TRI-CITIES TOWER★	GND CON	UNICOM
125.65	128.75 377.2	135.3 (CTAF) L 285.55	121.8	122.95



ELEV 410 D TDZE 405



REIL Rwys 3L and 12 L
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	793-⅞ 388 (400-⅞)			
LNAV MDA	880-¾ 475 (500-¾)		880-1⅛ 475 (500-1⅛)	
CIRCLING	900-1 490 (500-1)	940-1 530 (600-1)	1040-1¾ 630 (700-1¾)	1100-2¼ 690 (700-2¼)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VOR RWY 21R

TRI-CITIES (PSC)

VOR/DME PSC	APP CRS	Rwy Ldg	7110
113.75	217°	TDZE	404
Chan 84(Y)		Apt Elev	410

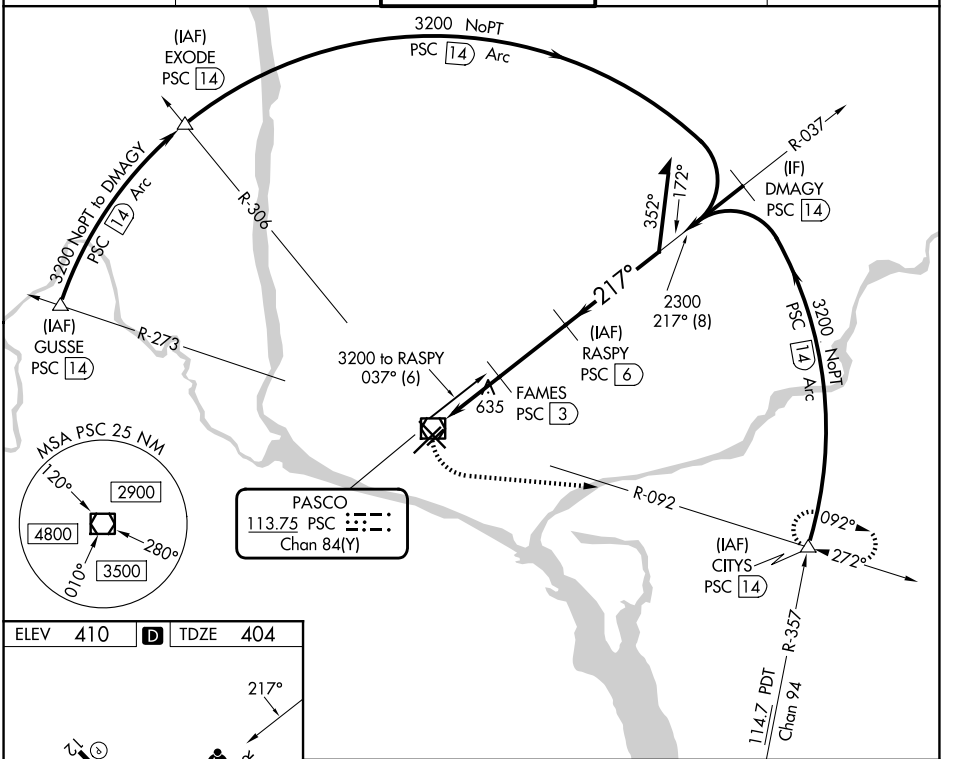
DME required.

VDP NA when using Hermiston altimeter setting. When local altimeter setting not received, use Hermiston altimeter setting and increase all MDA 100 feet and increase S-21R Cat C/D visibility 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.

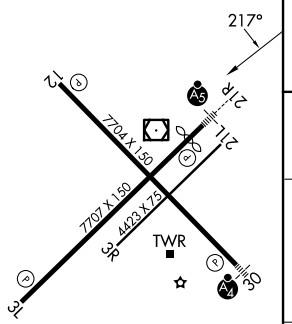
MALSR

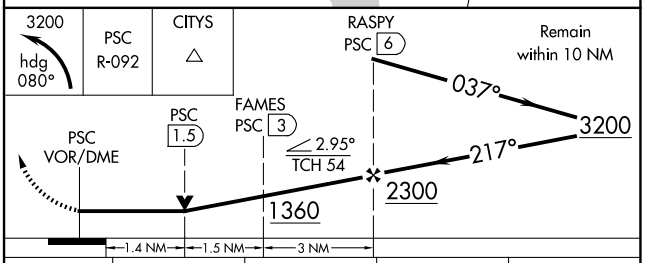
MISSED APPROACH: Climbing left turn to 3200 on heading 080° and PSC VOR/DME R-092 PSC VOR/DME to CITYS INT/PSC 14 DME and hold.

ATIS	SPOKANE APP CON ★	TRI-CITIES TOWER ★	GND CON	UNICOM
125.65	128.75 377.2	135.3 (CTAF) L 285.55	121.8	122.95



ELEV 410	D	TDZE 404





CATEGORY	A	B	C	D
S-21R	940/24	536 (600-½)	940/55	536 (600-1)
CIRCLING	940-1	530 (600-1)	1040-1¾ 630 (700-1¾)	1100-2¼ 690 (700-2¼)

REIL Rwys 3L and 12 L
MIRL Rwy 12-30 L
HIRL Rwy 3L-21R L

46°16′N-119°07′W

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

VOR RWY 30

TRI-CITIES (PSC)

VOR/DME PSC	APP CRS	Rwy Ldg	7704
113.75	307°	TDZE	405
Chan 84 (Y)		Apt Elev	410

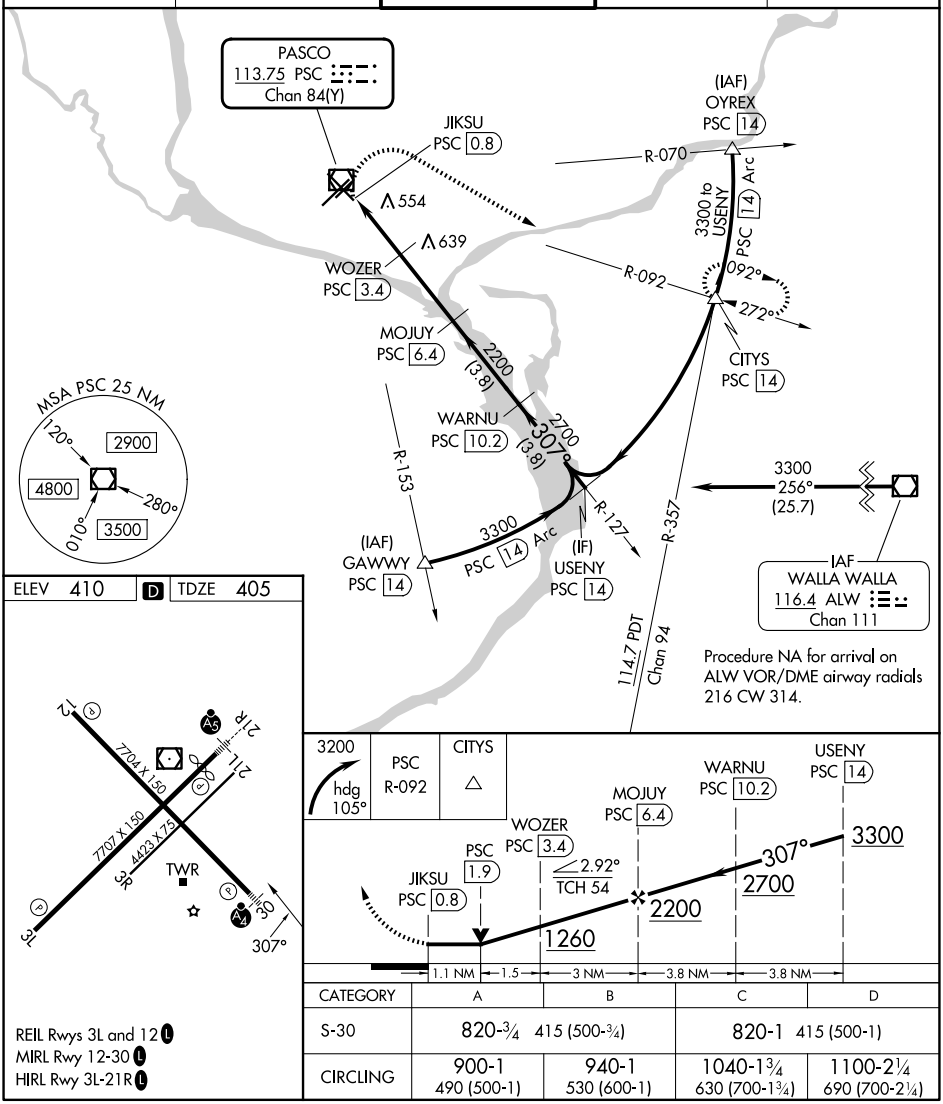
DME required.

VDP NA when using HRI altimeter setting. Rwy 30 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-30 Cats C and D visibility to 1⅛ SM. When local altimeter setting not received, use HRI altimeter setting and increase all MDAs 100 feet, increase S-30 visibility Cats C and D and Circling visibility Cats C and D ¼ SM. For inop ALS when using HRI altimeter, increase S-30 Cats C and D visibility 1⅜ SM.

MALSF

MISSED APPROACH: Climbing right turn to 3200 on heading 105° and PSC VOR/DME R-092 to CITYS/PSC 14 DME and hold.

ATIS	SPOKANE APP CON ★	TRI-CITIES TOWER ★	GND CON	UNICOM
125.65	128.75 377.2	135.3 (CTAF) L 285.55	121.8	122.95



CATEGORY	A	B	C	D
S-30	820-¾ 415 (500-¾)		820-1 415 (500-1)	
CIRCLING	900-1 490 (500-1)	940-1 530 (600-1)	1040-1¾ 630 (700-1¾)	1100-2¼ 690 (700-2¼)

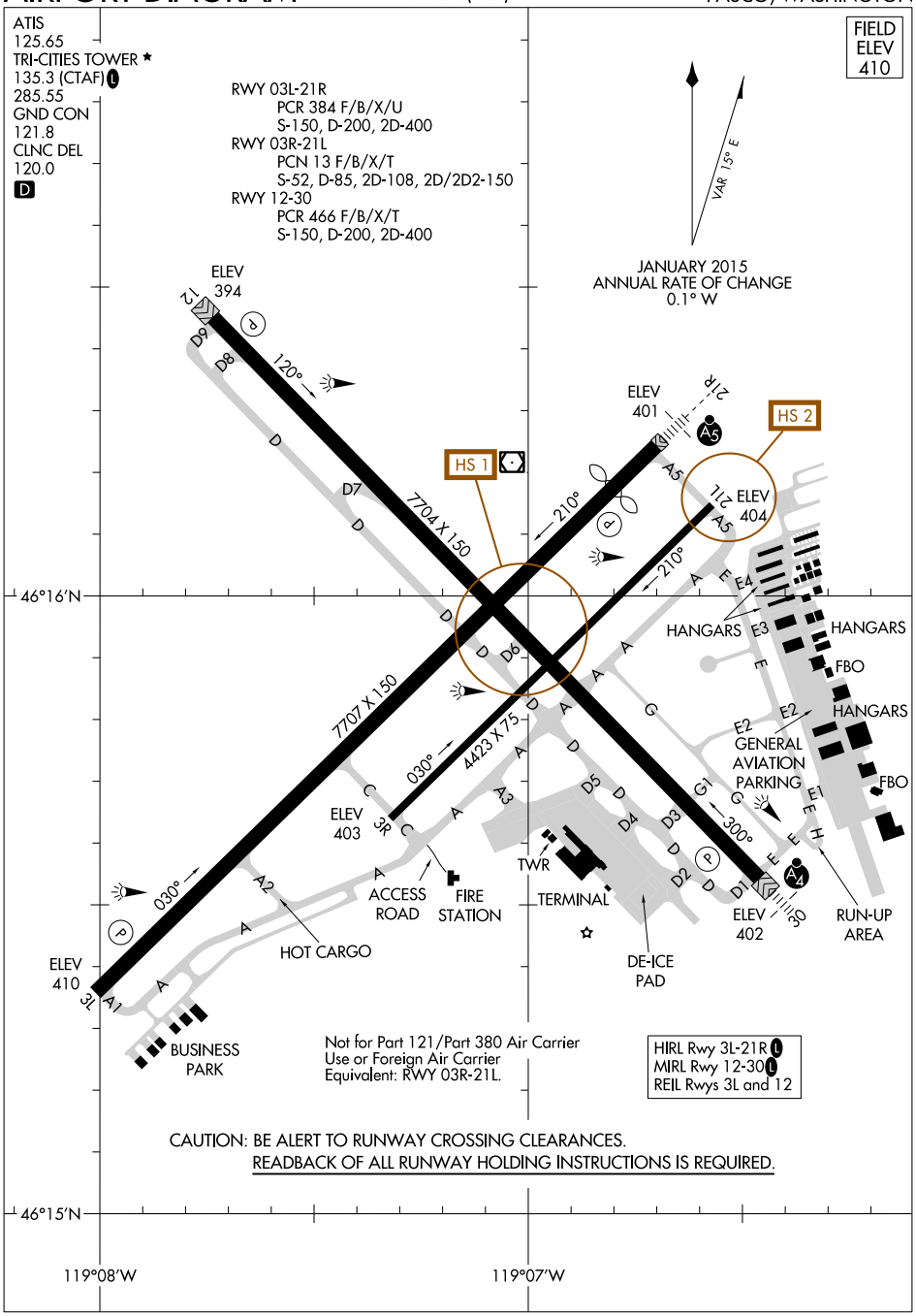
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26134

AIRPORT DIAGRAM

AL-474 (FAA)

TRI-CITIES (PSC)
PASCO, WASHINGTON



NW-1, 03 SEP 2026 to 29 OCT 2026

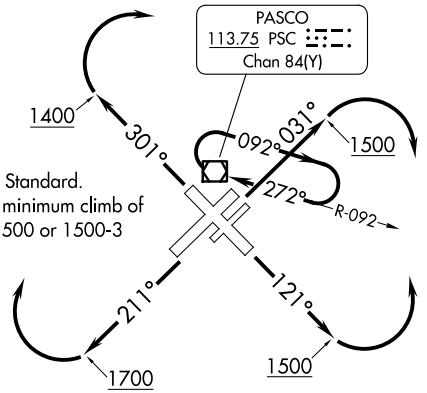
AIRPORT DIAGRAM
26134

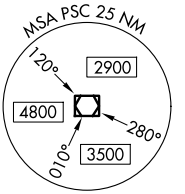
PASCO, WASHINGTON
TRI-CITIES (PSC)

PASCO ONE DEPARTURE (OBSTACLE)

AL-474 (FAA)

SPOKANE DEP CON ★
128.75 377.2
ATIS
125.65
CLNC DEL
120.0
GND CON
121.8
TRI-CITIES TOWER ★
135.3 (CTAF) 285.55





TAKEOFF MINIMUMS

Rwys 3L/R, 12, 21L, 30: Standard.
Rwy 21R: Standard with minimum climb of 215'/NM to 1500 or 1500-3 for VCOA.

TAKEOFF OBSTACLE NOTES

Rwy 3L: Vegetation 96' from DER, 479' left of centerline, 405' MSL.
Vehicles on road 1785' from DER, 737' right of centerline, 447' MSL.
Towers, electrical system beginning 2450' from DER, 94' right of centerline, up to 56' AGL/482' MSL.
Tank 4658' from DER, 1502' left of centerline, 89' AGL/520' MSL.
Rwy 3R: Vegetation 255' from DER, 258' right of centerline, 413' MSL.
Vegetation 970' from DER, 47' right of centerline, 430' MSL.
Tower 1441' from DER, 602' right of centerline, 50' AGL/471' MSL.
Towers beginning 1513' from DER, 110' right of centerline, up to 109' AGL/528' MSL.
Rwy 12: Navaid 115' from DER, 149' left of centerline, 3' AGL/405' MSL.
Trees beginning 967' from DER, 291' right of centerline, up to 465' MSL.
Pole 1442' from DER, 588' left of centerline, 35' AGL/442' MSL.
Rwy 30: Vehicles on road 25' from DER, 493' right of centerline, 402' MSL.
Agricultural equipment 66' from DER, 409' left of centerline, 12' AGL/399' MSL.
Pole, transmission line beginning 1350' from DER, 610' right of centerline, up to 432' MSL.
Terrain 2895' from DER, 1114' left of centerline, 472' MSL.
Terrain, vegetation beginning 2970' from DER, 1105' left of centerline, up to 479' MSL.
Terrain beginning 3201' from DER, 525' left of centerline, up to 491' MSL.
Terrain beginning 3389' from DER, 658' left of centerline, up to 500' MSL.
Trees, terrain beginning 3446' from DER, 917' left of centerline, up to 518' MSL.
Buildings, trees, terrain beginning 3696' from DER, 487' left of centerline, up to 29' AGL/521' MSL.
Buildings 4151' from DER, 1419' left of centerline, 32' AGL/524' MSL.
Building beginning 4271' from DER, 997' left of centerline, up to 31' AGL/530' MSL.
Poles, buildings beginning 4637' from DER, 985' left of centerline, up to 31' AGL/540' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 3L/R: Climb on heading 031° to 1500 thence. . . .

TAKEOFF RUNWAY 12: Climb on heading 121° to 1500 thence. . . .

TAKEOFF RUNWAYS 21L/R: Climb on heading 211° to 1700 thence. . . .

TAKEOFF RUNWAY 30: Climb on heading 301° to 1400 thence. . . .

. . . .Runway 12 climbing left turn, all others climbing right turn. Then direct PSC VOR/DME, continue climb in PSC VOR/DME holding pattern to cross PSC VOR/DME at or above MEA for route of flight.

RUNWAY 21R: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tri-Cities Airport at or above 1800.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

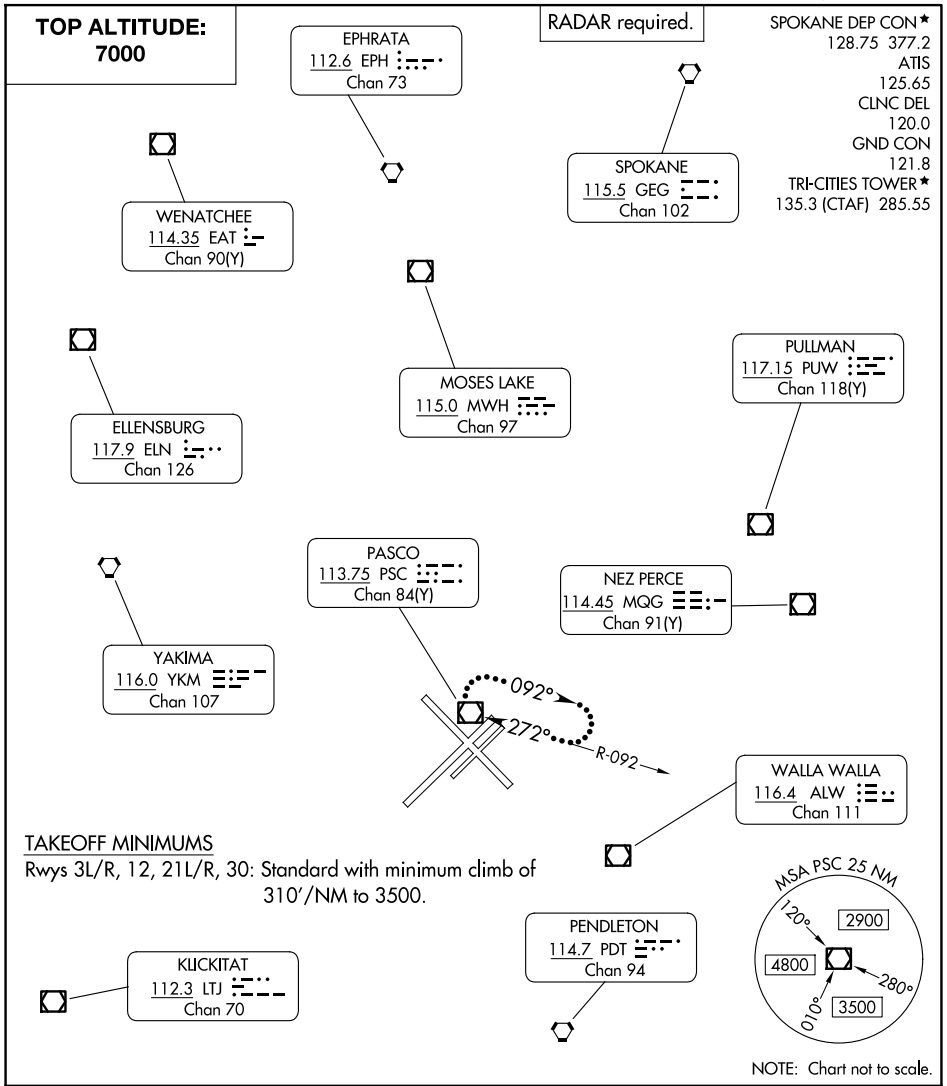
25275

TRI-CITIES EIGHT DEPARTURE

AL-474 (FAA)

TRI-CITIES (PSC)
PASCO, WASHINGTON

NW-1, 03 SEP 2026 to 29 OCT 2026



TAKEOFF MINIMUMS

Rwys 3L/R, 12, 21L/R, 30: Standard with minimum climb of 310'/NM to 3500.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 3L/R, 12, 21L/R, 30: Climb on assigned heading for vectors to assigned route. Maintain 7000, expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS

RUNWAYS 3L/R, 12, 21L/R, 30: Climb on last assigned heading to 3500, then proceed direct PSC VOR/DME continue climb in PSC VOR/DME holding pattern to cross PSC VOR/DME at or above MEA/MCA for route of flight.

ILS or LOC RWY 26

EASTERN OREGON RGNL AT PENDLETON (PDT)

LOC I-PDT	APP CRS	Rwy Ldg	6301
110.3	254°	TDZE	1487
		Apt Elev	1497

DME required.

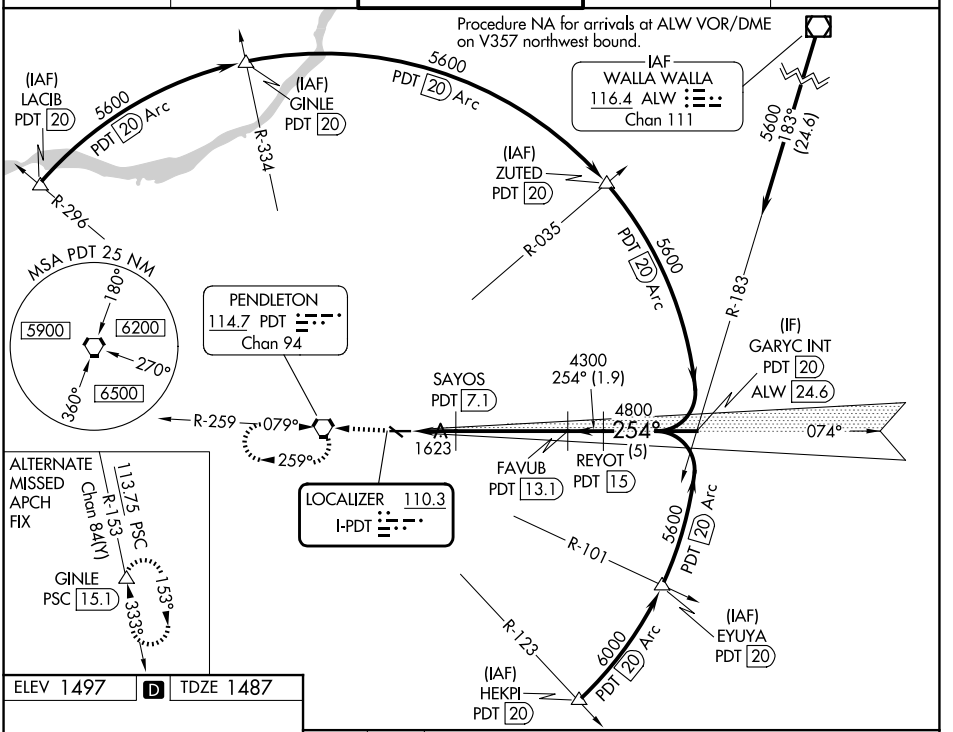
DME from PDT VORTAC. Simultaneous reception of I-PDT and PDT DME required.

*RVR 1800 authorized with use of FD or AP or HUD to DA.

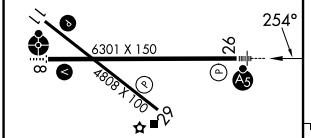
MALSR

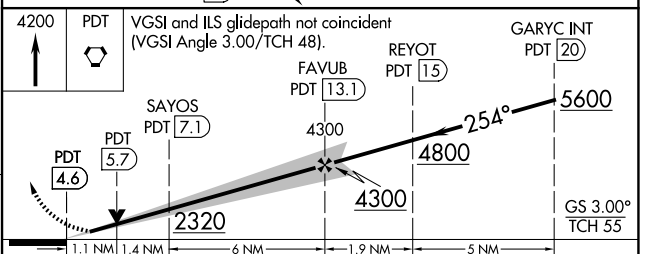
MISSED APPROACH: Climb to 4200 direct PDT VORTAC and hold, continue climb-in-hold to 4200.

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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	6301
CH 73012	074°	TDZE	1486
W08A		Apt Elev	1497

RNAV (GPS) RWY 8

EASTERN OREGON RGNL AT PENDLETON (PDT)

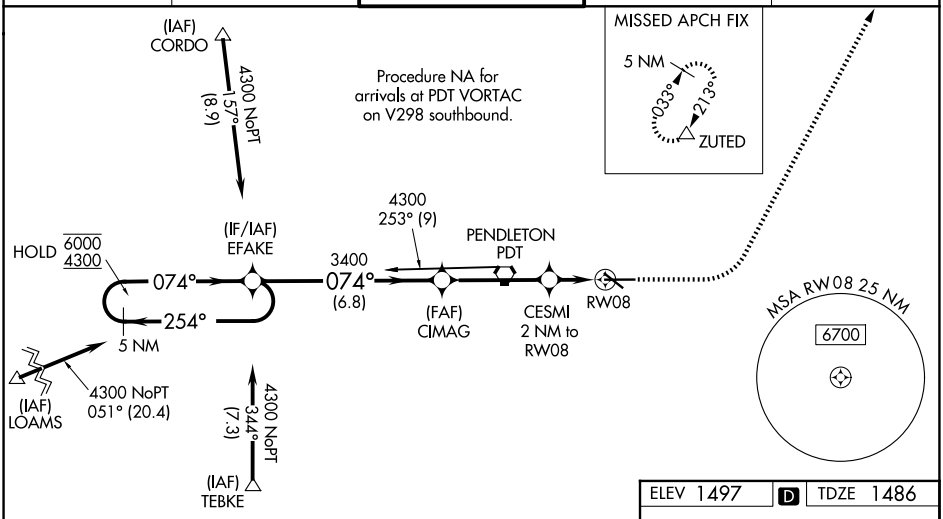
RNP APCH.

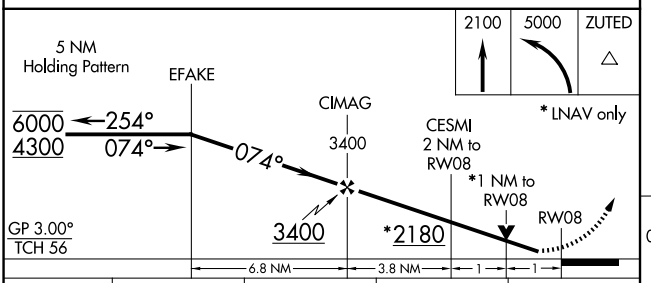
Circling to Rwy 11 NA at night. Baro-VNAV and VDP NA when using Walla Walla altimeter setting. Rwy 8 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Inop table does not apply to LPV all Cats and LNAV Cats C/D. When local altimeter 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.

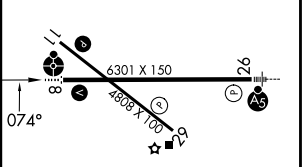
ODALS

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







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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	4808
CH 82712	112°	TDZE	1487
W11A		Apt Elev	1497

RNAV (GPS) RWY 11

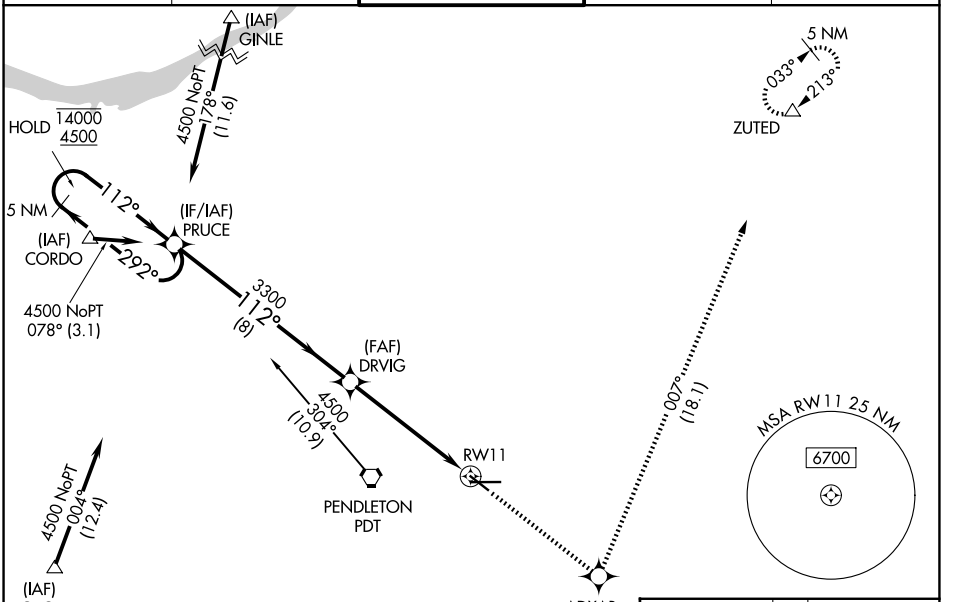
EASTERN OREGON RGNL AT PENDLETON (PDT)

RNP APCH.

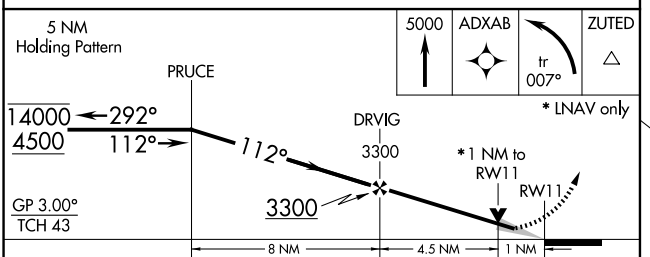
Baro-VNAV and VDP NA when using Walla Walla altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Walla Walla altimeter setting and increase all DA/MDA 120 feet; VNAV all Cats visibility ⅛ SM, LNAV Cat C visibility ⅜ SM and Cat D visibility ⅛ SM, Circling Cat C visibility ¼ SM and Circling Cat D visibility ½ SM.

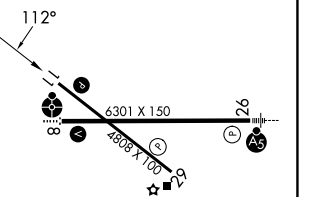
MISSED APPROACH: Climb to 5000 direct ADXAB and on track 007° to ZUTED and hold.

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)
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	6301
CH 78412	254°	TDZE	1487
W26A		Apt Elev	1497

RNAV (GPS) RWY 26

EASTERN OREGON RGNL AT PENDLETON (PDT)

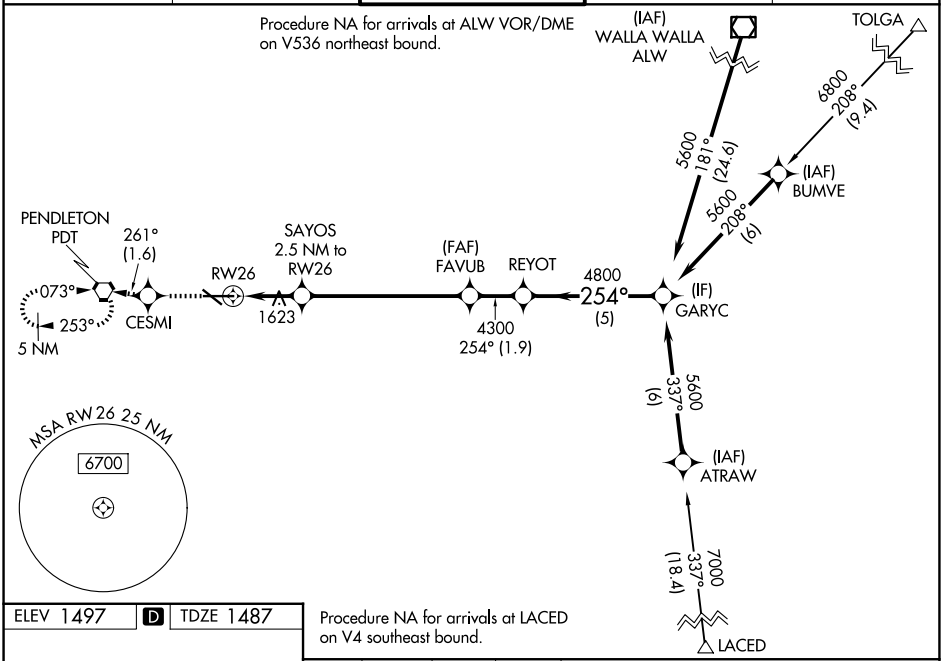
RNP APCH.

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 visibility to RVR 4500.
#RVR 1800 authorized with the use of FD or AP or HUD to DA.

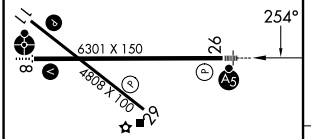
MALSR

MISSED APPROACH: Climb to 4300 direct CESMI and on track 261° to PDT VORTAC and hold, continue climb-in-hold to 4300.

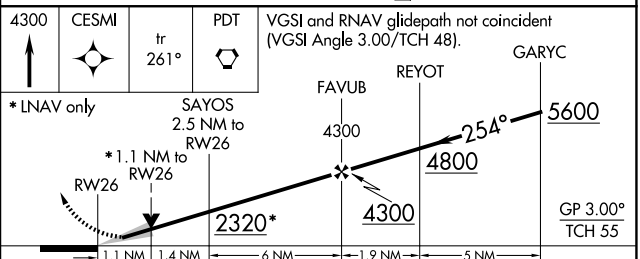
ASOS	SPOKANE APP CON ★	PENDLETON TOWER ★	GND CON	UNICOM
118.325	133.15 379.15	119.7 (CTAF) L 257.8	121.9 257.8	122.95



ELEV 1497 D TDZE 1487



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 8-26 L



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)	
CIRCLING	1920-1 423 (500-1)	1960-1 463 (500-1)	1980-1½ 483 (500-1½)	2200-2¼ 703 (800-2¼)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 29

EASTERN OREGON RGNL AT PENDLETON (PDT)

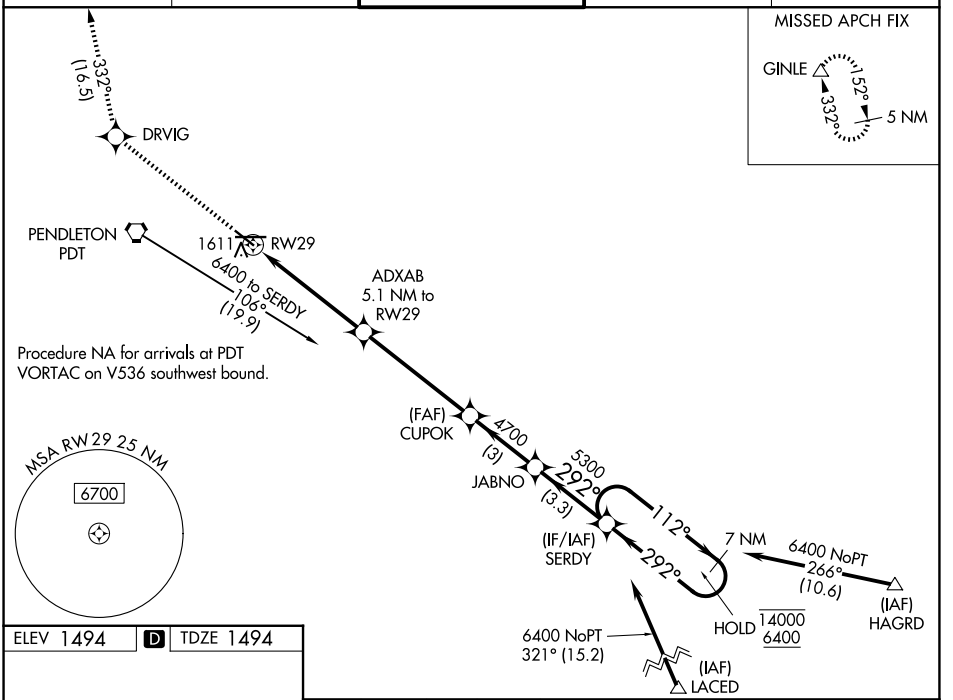
WAAS CH 42513 W29A	APP CRS 292°	Rwy Ldg 4808 TDZE 1494 Apt Elev 1494

RNP APCH - GPS.

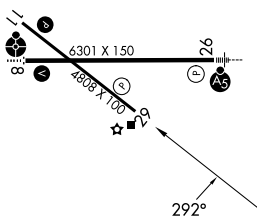
Rwy 29 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Straight-in Rwy 29 NA at night, Circling Rwy 8, 29 NA at night.

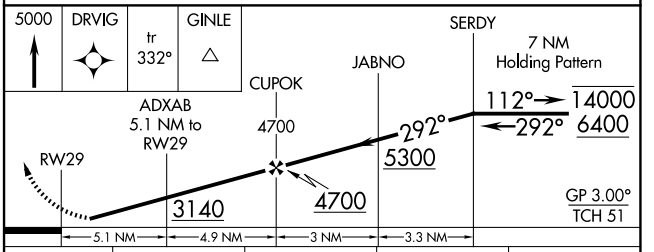
MISSED APPROACH: Climb to 5000 direct DRVIG and on track 332° to GINLE and hold.

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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PENDLETON, OREGON | AL-316 (FAA) | 25331

VORTAC PDT	APP CRS	Rwy Ldg	6301
114.7	079°	TDZE	1486
Chan 94		Apt Elev	1497

VOR RWY 8

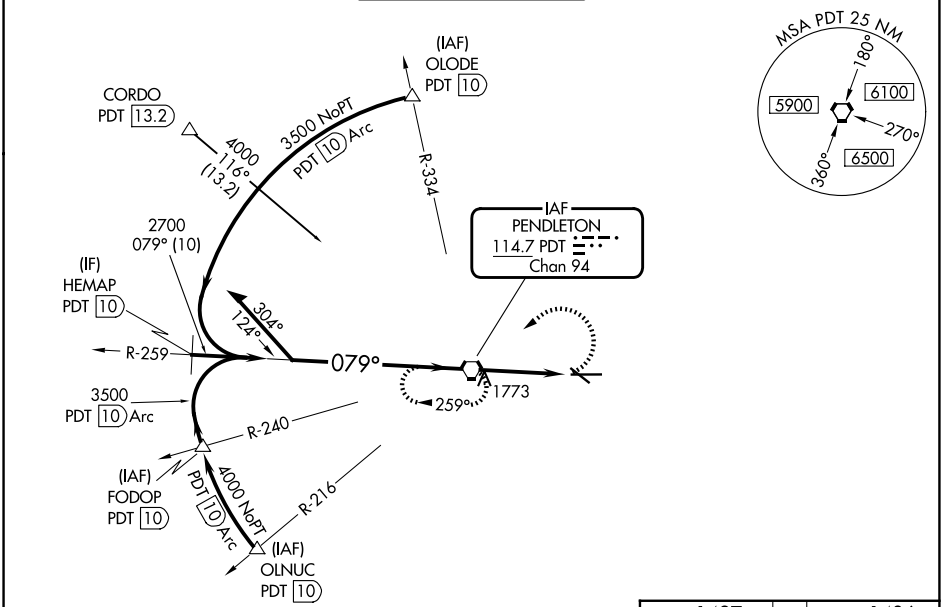
EASTERN OREGON RGNL AT PENDLETON (PDT)

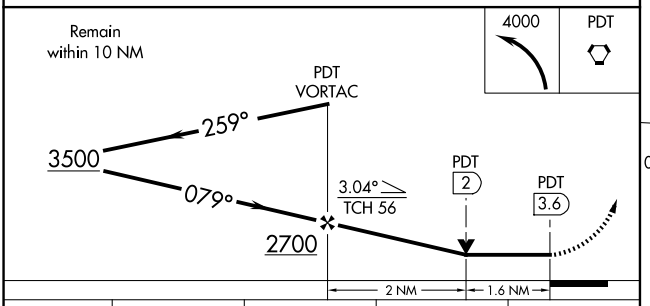
Circling to Rwy 11 NA at night. Rwy 8 helicopter visibility reduction below ¾ SM NA. VDP NA when using Walla Walla altimeter setting. When local altimeter setting not received, use Walla Walla altimeter setting and increase all MDA 140 feet, increase S-8 Cat C/D visibility to 1⅞ SM, Circling Cat C visibility 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.

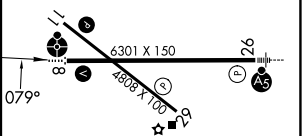
ASOS	SPOKANE APP CON ★	PENDLETON TOWER ★	GND CON	UNICOM
118.325	133.15 379.15	119.7 (CTAF) L 257.8	121.9 257.8	122.95





CATEGORY	A	B	C	D
S-8	2040-¾ 554 (600-¾)		2040-1½ 554 (600-1½)	2040-1¾ 554 (600-1¾)
CIRCLING	2040-1 543 (600-1)		2040-1⅝ 543 (600-1⅝)	2200-2¼ 703 (800-2¼)

ELEV 1497 | D | TDZE 1486



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PINE BLUFFS, WYOMING | AL-10395 (FAA) | 25163

WAAS	APP CRS	Rwy Ldg	5330
CH 69447	083°	TDZE	5152
W08A		Apt Elev	5152

RNAV (GPS) RWY 8

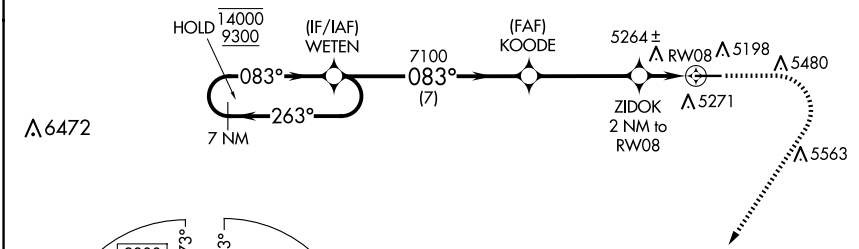
PINE BLUFFS MUNI (82V)

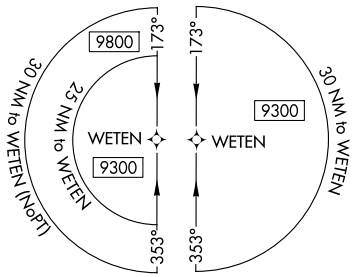
RNP APCH - GPS.

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.

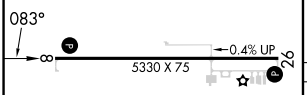
AWOS-3PT	DENVER CENTER	UNICOM
132.425	125.9 284.7	122.8 (CTAF) L

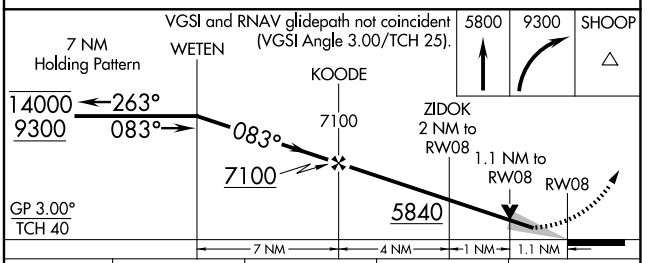






ELEV 5152 | TDZE 5152





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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	5330
CH 58147	263°	TDZE	5143
W26A		Apt Elev	5152

RNAV (GPS) RWY 26

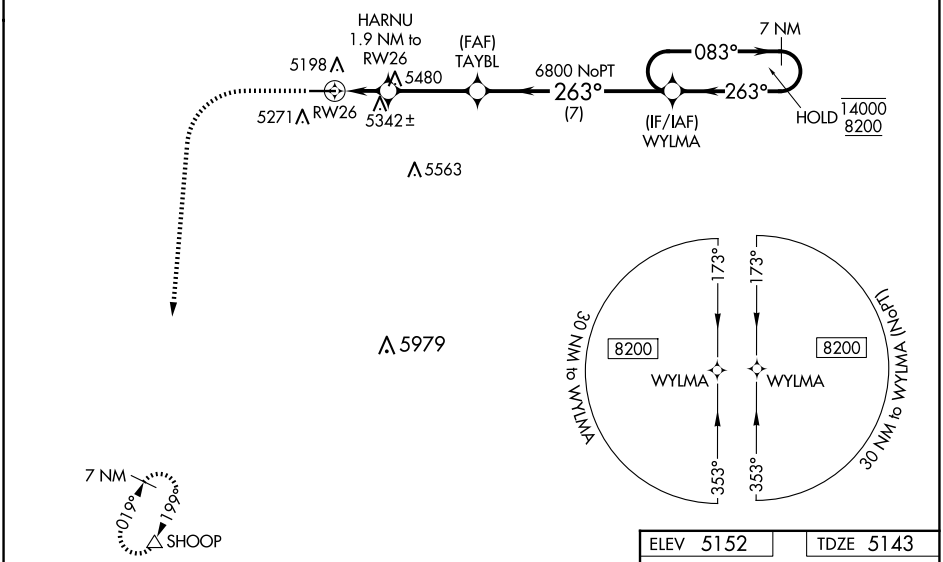
PINE BLUFFS MUNI (82V)

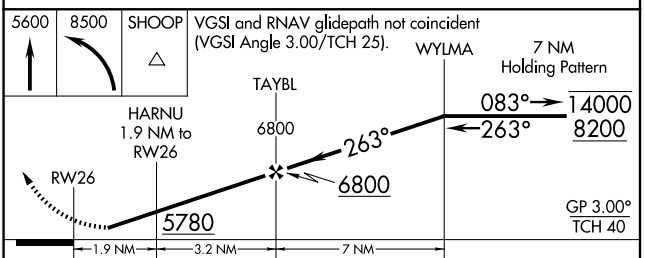
RNP APCH - GPS.

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.

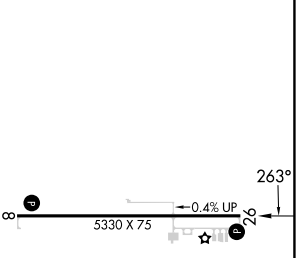
MISSED APPROACH: Climb to 5600 then climbing left turn to 8500 direct SHOOP and hold.

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



REIL Rwys 8 and 26 L

MIRL Rwy 8-26 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PINEDALE, WYOMING | AL-6884 (FAA) | 25107

RNAV (GPS) RWY 11

RALPH WENZ FLD (PNA)

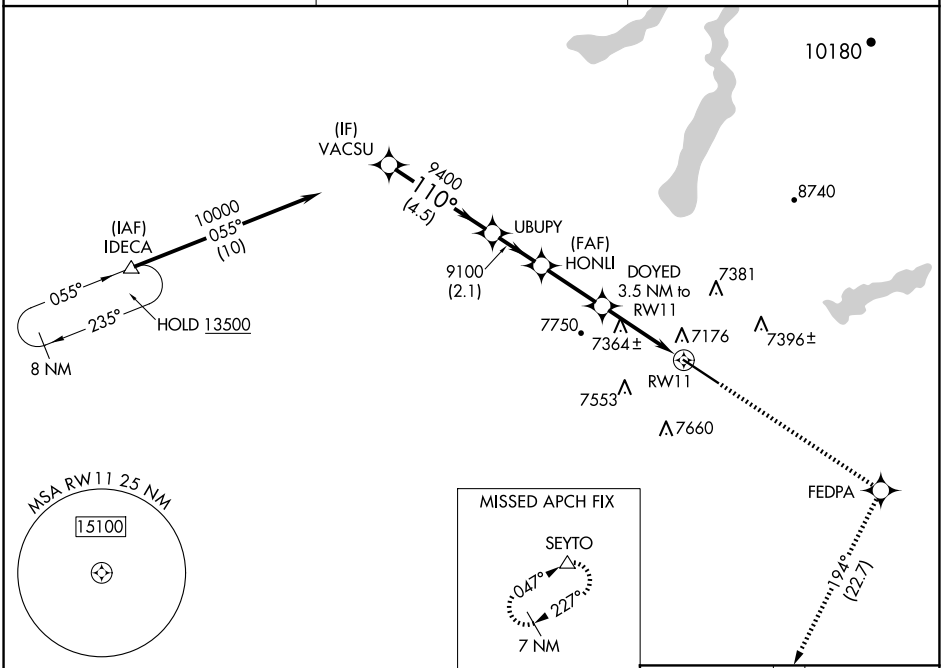
WAAS	APP CRS	Rwy Idg	8900
CH 58326	110°	TDZE	7096
W11A		Apt Elev	7096

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.

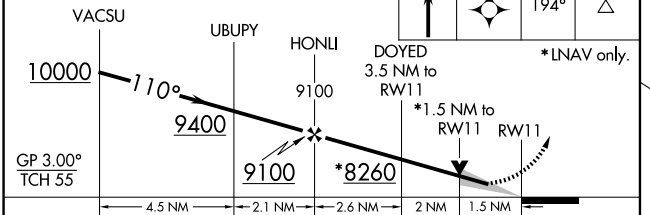
ODALS

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

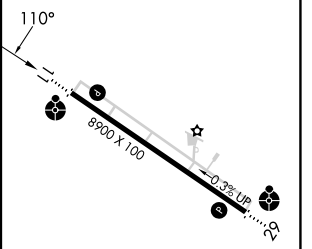


VGSI and RNAV glidepath not coincident (VGSI Angle 2.83/TCH 40).



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

PINEDALE, WYOMING | RALPH WENZ FLD (PNA)

Amdt 2B 04NOV21 | 42°48′N-109°49′W

RNAV (GPS) RWY 11

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 29

RALPH WENZ FLD (PNA)

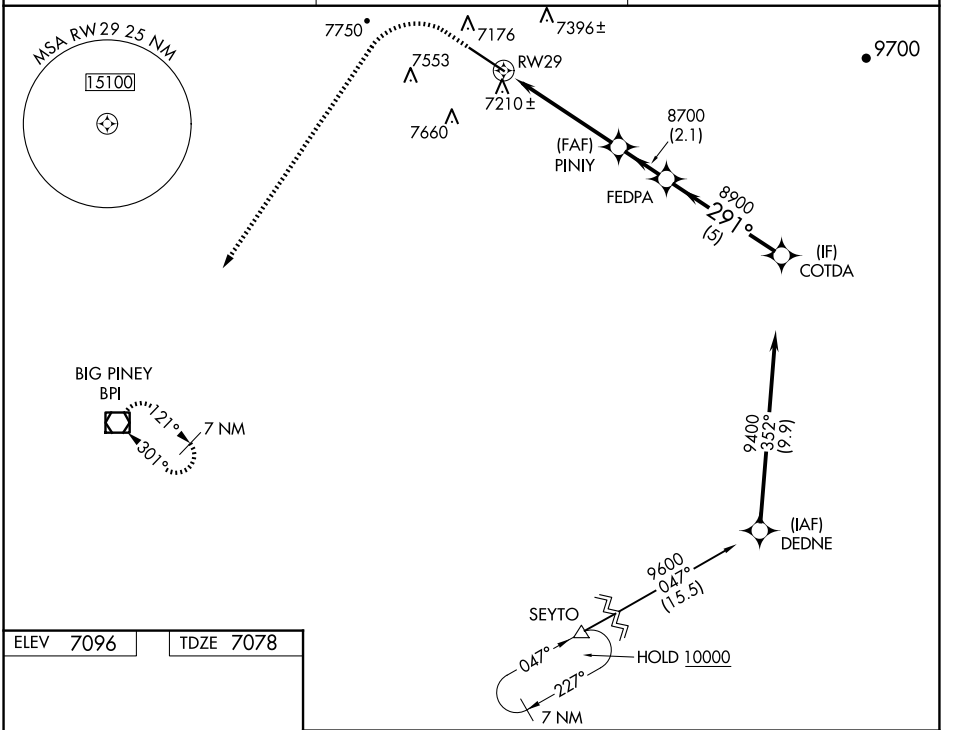
WAAS	APP CRS		
CH **40426**	**291°**	Rwy Idg	**8900**
W29A		TDZE	**7078**
		Apt Elev	**7096**

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.

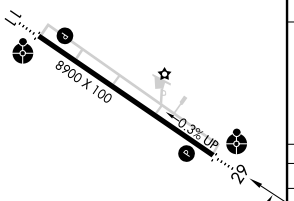
ODALS

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

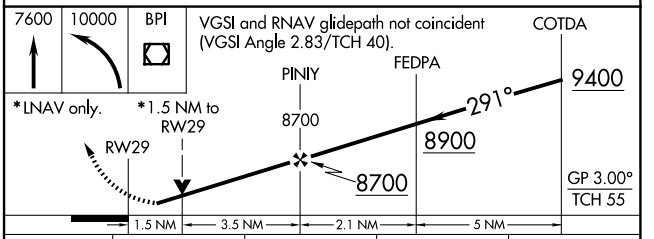


ELEV 7096 TDZE 7078



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)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PLENTYWOOD, MONTANA | AL-10315 (FAA) | 26022

WAAS CH **97729** **W12A**	APP CRS **122°**	Rwy Ldg **3900** TDZE **2252** Apt Elev **2264**

RNAV (GPS) RWY 12

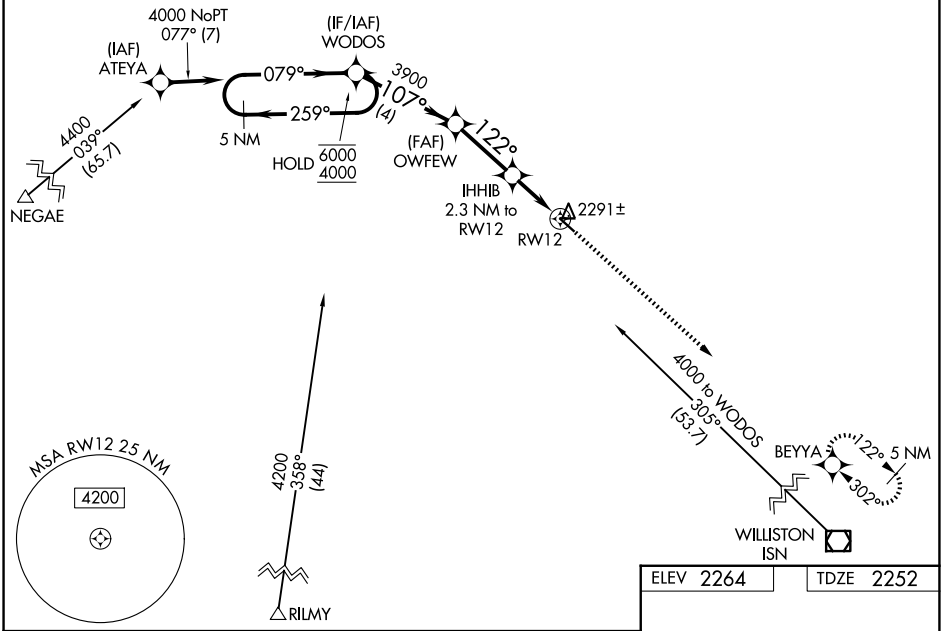
SHER-WOOD (PWD)

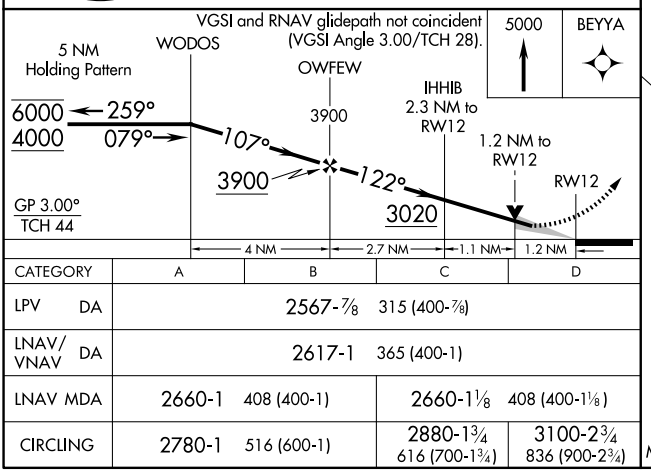
RNP APCH-GPS.

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.

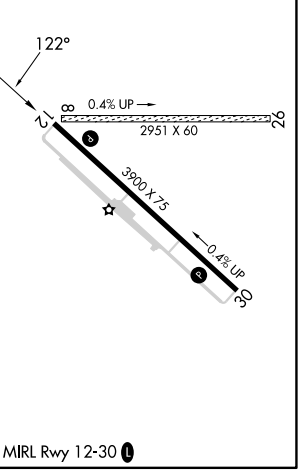
MISSED APPROACH: Climb to 5000 direct BEYYA and hold.

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)
CIRCLING	2780-1	516 (600-1)	2880-1¾ 616 (700-1¾)	3100-2¾ 836 (900-2¾)



PLENTYWOOD, MONTANA
Orig-D 19MAY22

48°47'N-104°31'W

SHER-WOOD (PWD)
RNAV (GPS) RWY 12

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 30

SHER-WOOD (PWD)

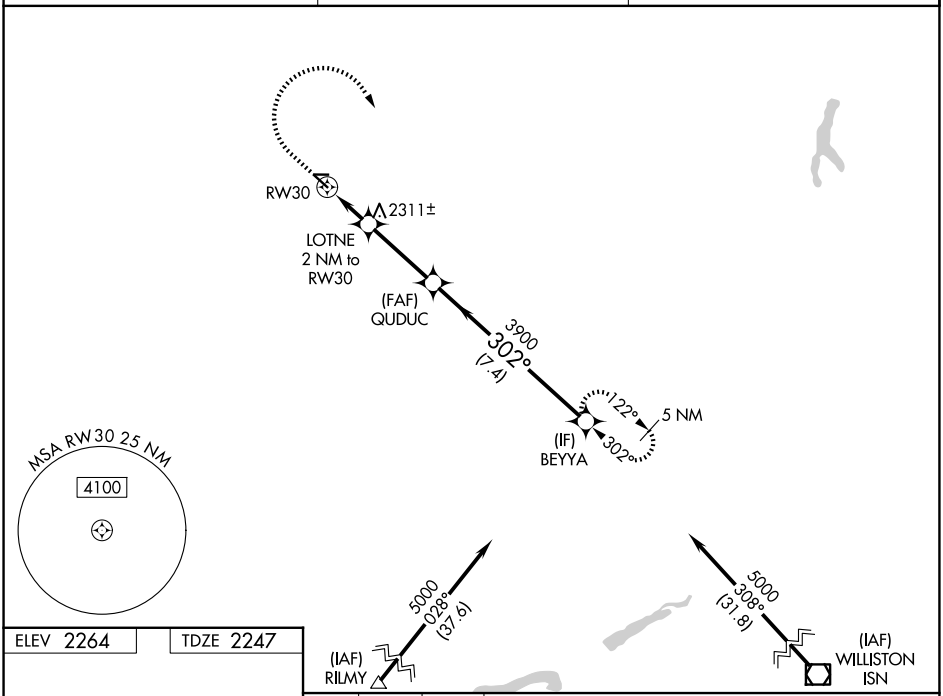
WAAS CH 50529 W30A	APP CRS 302°	Rwy Ldg 3900 / TDZE 2247 / Apt Elev 2264

RNP APCH-GPS.

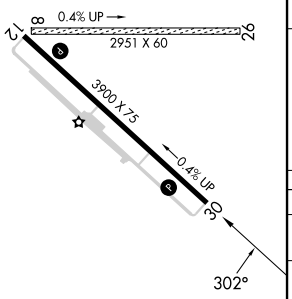
Circling Rwy 8, 26 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Williston altimeter setting.

MISSED APPROACH: Climb to 2900 then climbing right turn to 5000 direct BEYYA and hold.

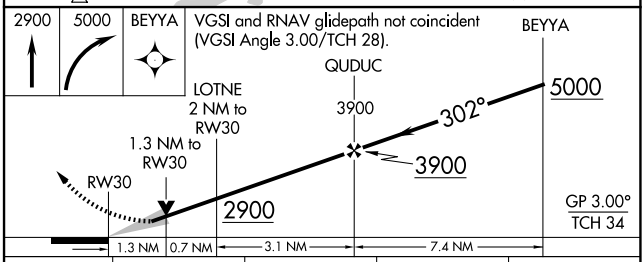
AWOS-3PT	SALT LAKE CENTER	UNICOM
135.025	126.85 305.2	122.8 (CTAF) L



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)	
CIRCLING	2780-1 516 (600-1)		2880-1¾ 616 (700-1¾)	3100-2¾ 836 (900-2¾)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

POCATELLO, IDAHO | AL-327 (FAA) | 25331

LOC/DME I-PIH	APP CRS	Rwy Ldg	9059
110.3	211°	TDZE	4452
Chan 40		Apt Elev	4452

ILS or LOC RWY 21

POCATELLO RGNL (PIH)

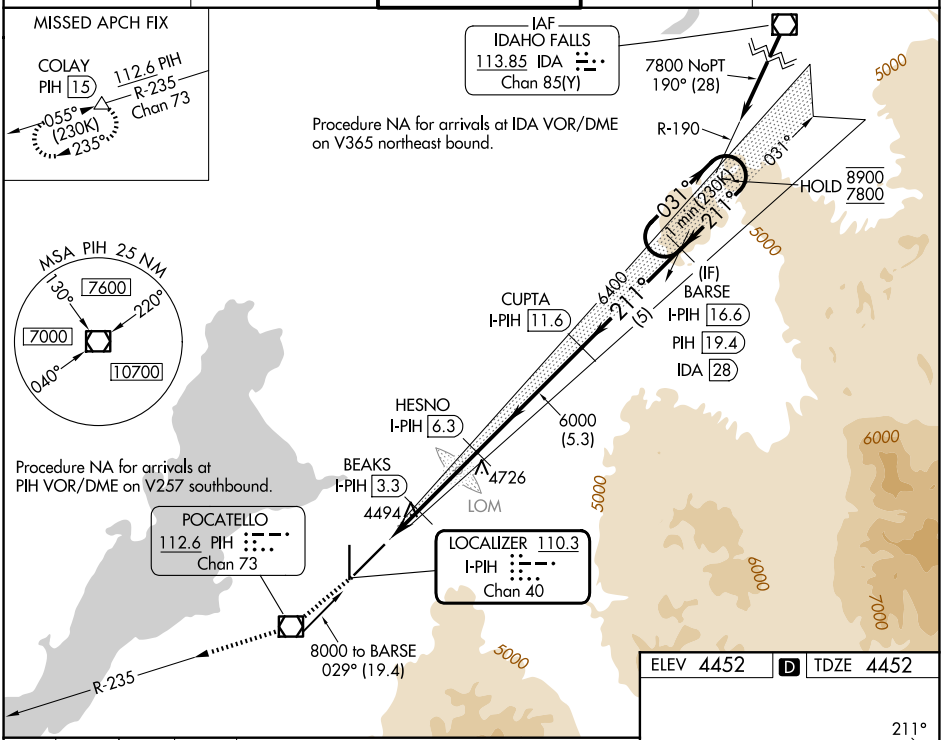
DME required.

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)				
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 3

POCATELLO RGNL (PIH)

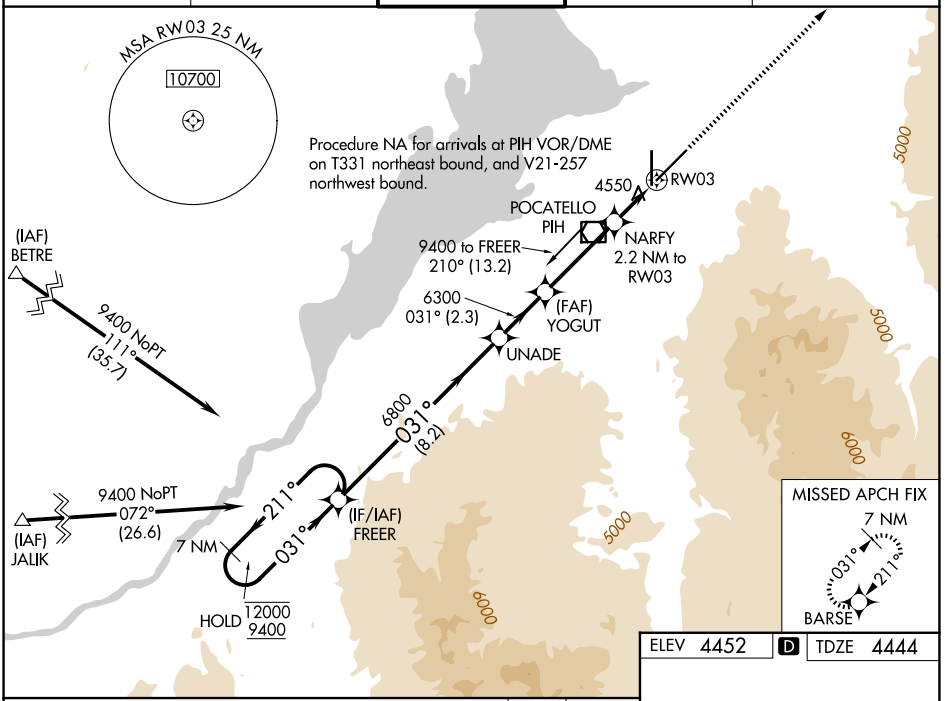
WAAS CH 97502 W03A	APP CRS 031°	Rwy Ldg 9059 TDZE 4444 Apt Elev 4452

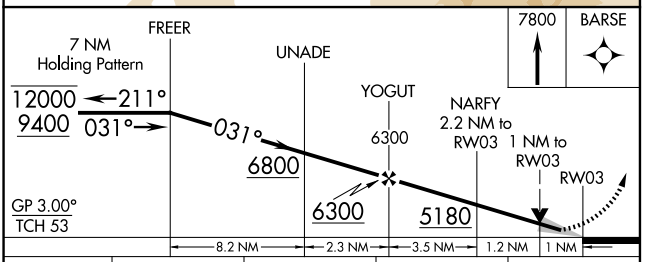
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. Circling NA southeast of Rwy 3-21.

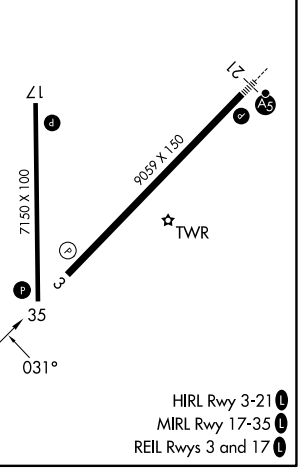
MISSED APPROACH: Climb to 7800 direct BARSE and hold.

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)			
CIRCLING	4860-1 408 (500-1)	4920-1 468 (500-1)	4920-1½ 468 (500-1½)	5020-2 568 (600-2)



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

POCATELLO, IDAHO | AL-327 (FAA) | 25331

WAAS	APP CRS	Rwy Ldg	9059
CH 78212	211°	TDZE	4452
W21A		Apt Elev	4452

RNAV (GPS) RWY 21

POCATELLO RGNL (PIH)

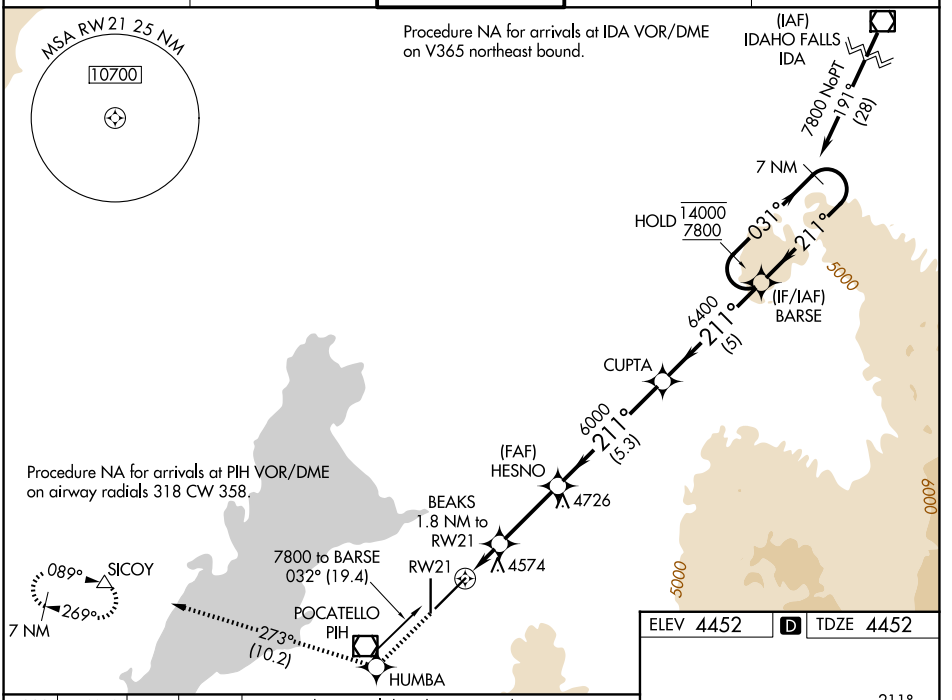
RNP APCH - GPS.

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)

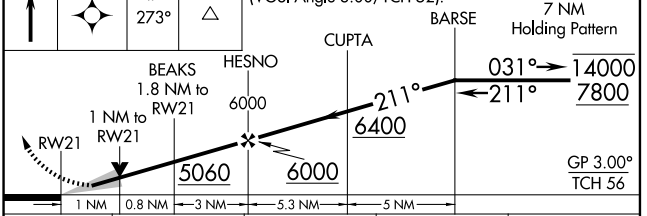
MISSED APPROACH: Climb to 7000 direct HUMBA and track 273° to SICOY and hold.

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



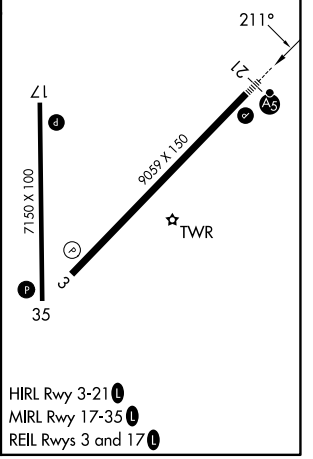
7000	HUMBA	tr 273°	SICOY

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)	
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

POCATELLO, IDAHO
Amdt 2 19MAY22

42°55'N-112°36'W

POCATELLO RGNL (PIH)
RNAV (GPS) RWY 21

NW-1, 03 SEP 2026 to 29 OCT 2026

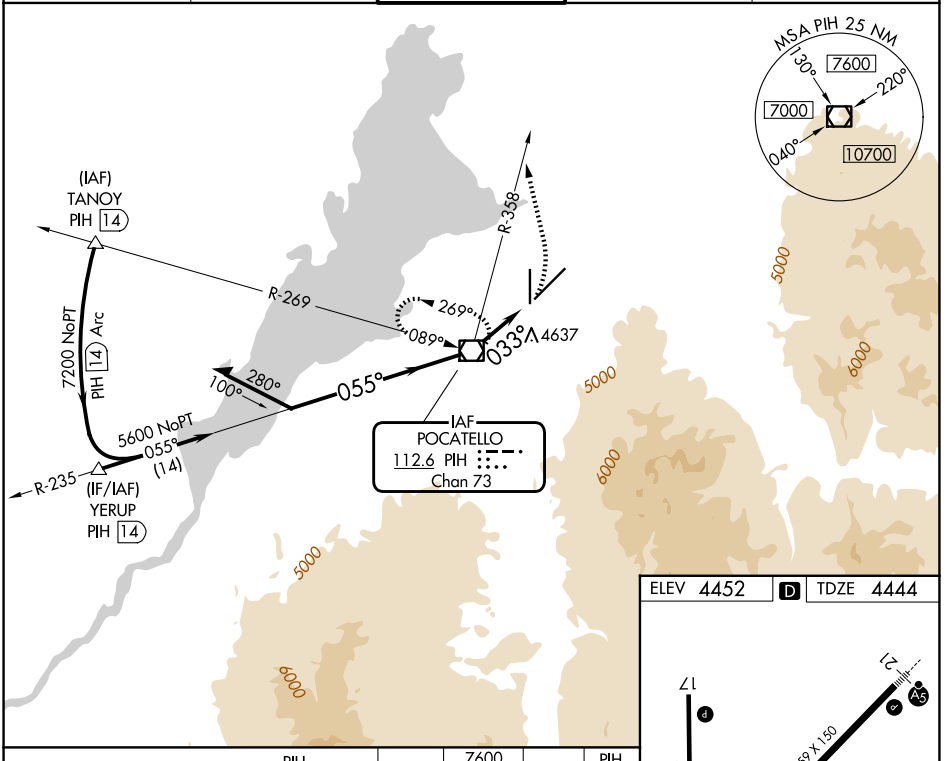
VOR/DME PIH	APP CRS	Rwy Ldg	9059
112.6	033°	TDZE	4444
Chan 73		Apt Elev	4452

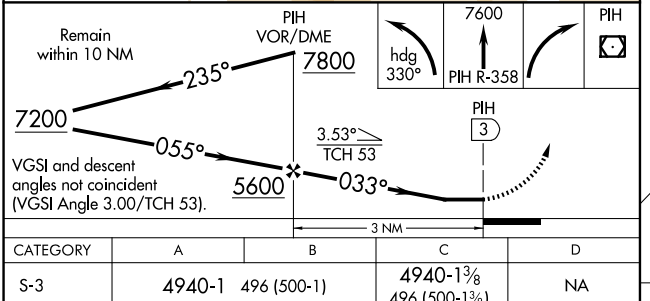
VOR RWY 3
POCATELLO RGNL (PIH)

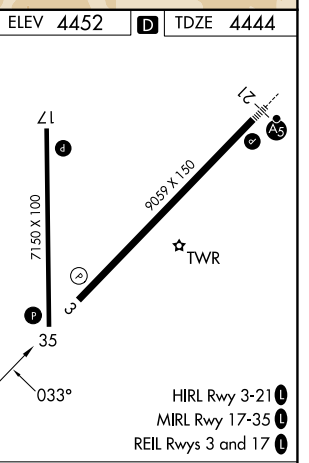
Circling to Rwy 35 NA at night. When VGSI inop, Straight-In/Circling Rwy 3 procedure NA at night. Circling NA southeast of Rwy 3-21. Visibility reduction by helicopters NA. When local altimeter setting not received, use Idaho Falls altimeter setting and increase all MDA 140 feet, and increase visibility S-3 Cat C ½ mile and Circling Cat C ¼ mile.

MISSED APPROACH: Climbing left turn on heading 330° and PIH VOR/DME R-358 to 7600 then right turn direct PIH VOR/DME and hold.

ATIS	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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

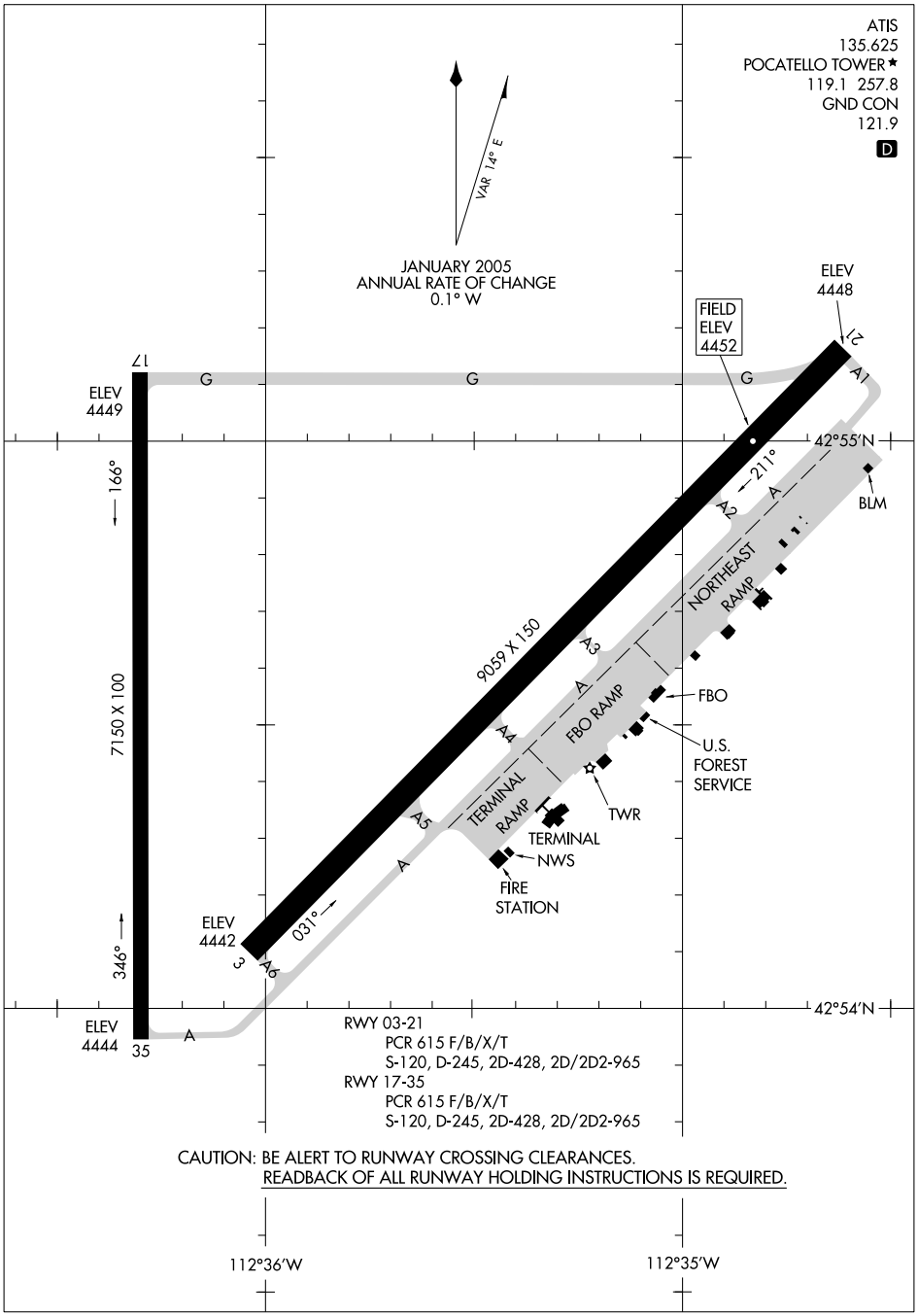
26134

AIRPORT DIAGRAM

AL-327 (FAA)

POCATELLO RGNL (PIH)

POCATELLO, IDAHO



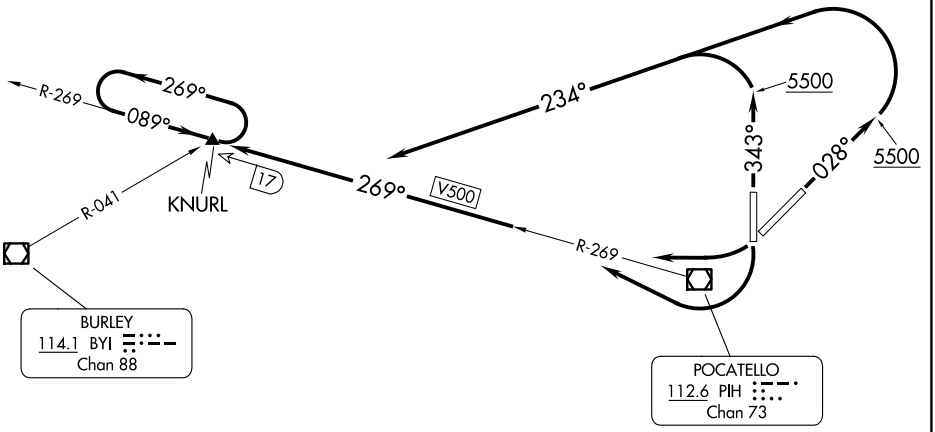
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26134

POCATELLO, IDAHO
POCATELLO RGNL (PIH)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

POLSON, MONTANA AL-9529 (FAA) 25163

APP CRS	Rwy Ldg	4195
182°	TDZE	2941
	Apt Elev	2941

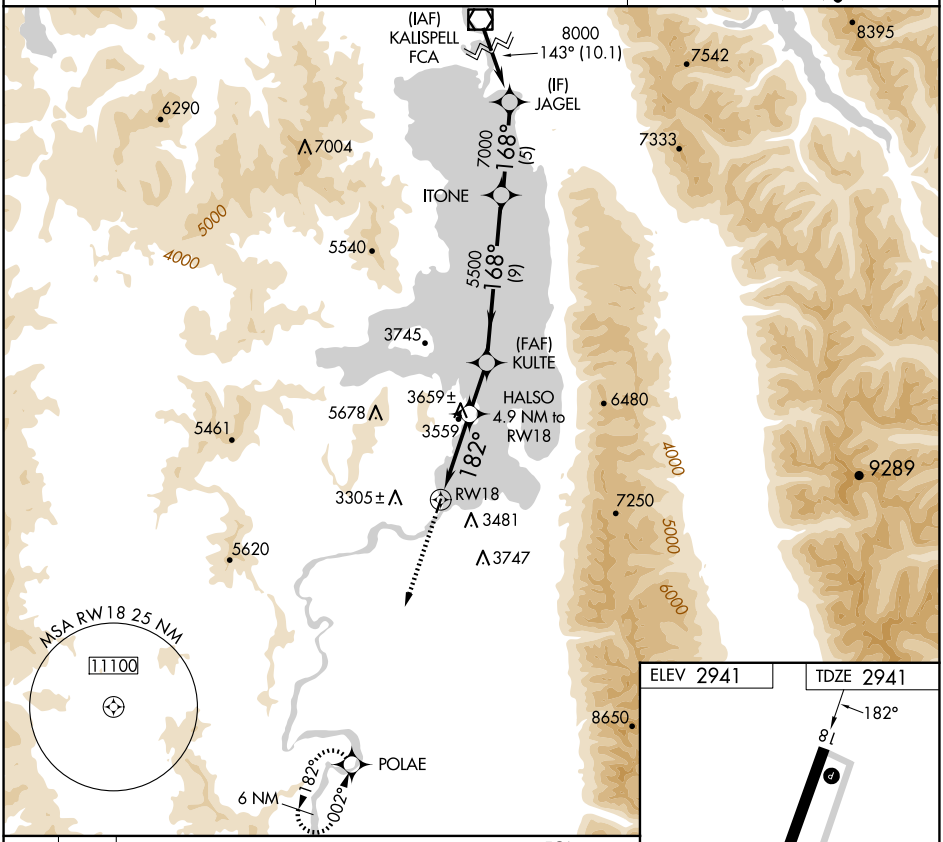
RNAV (GPS) RWY 18

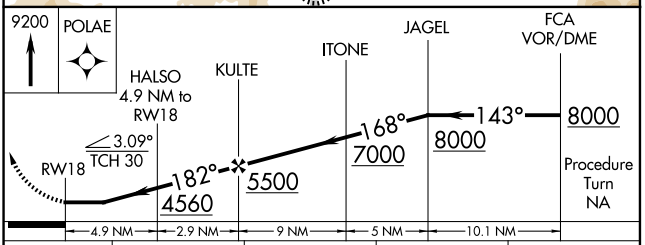
POLSON (8S1)

T NA — Procedure NA at night. DME/DME RNP-0.3 NA. Use Glacier Park Intl altimeter setting. Helicopter visibility reduction below 1 SM NA.

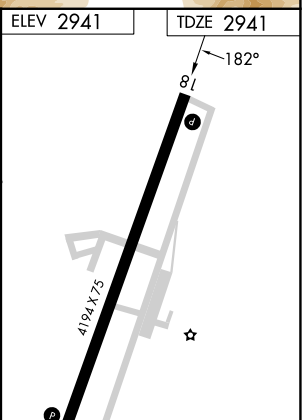
MISSED APPROACH: Climb to 9200 direct POLAE and hold.

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 1539 (1600-1¼)	4480-1½ 1539 (1600-1½)	NA	
CIRCLING	4480-1¼ 1539 (1600-1¼)	4480-1½ 1539 (1600-1½)	NA	



POLSON, MONTANA
Orig-D 26MAY16

47°42'N-114°11'W

POLSON (8S1)

RNAV (GPS) RWY 18

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 36

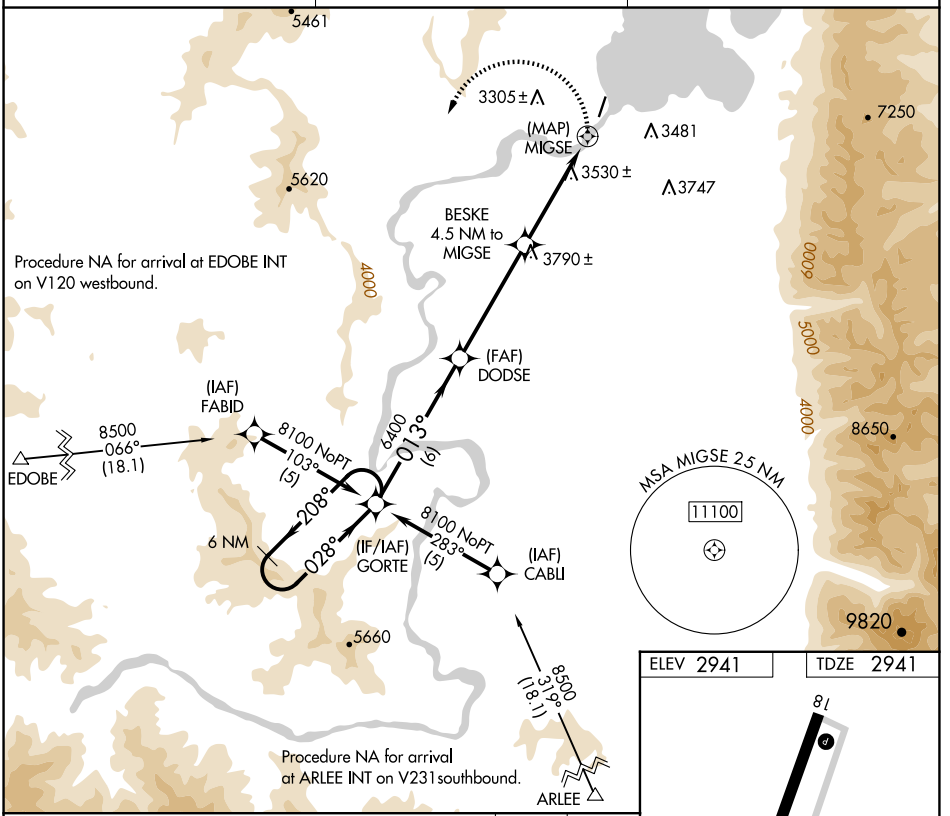
POLSON (8S1)

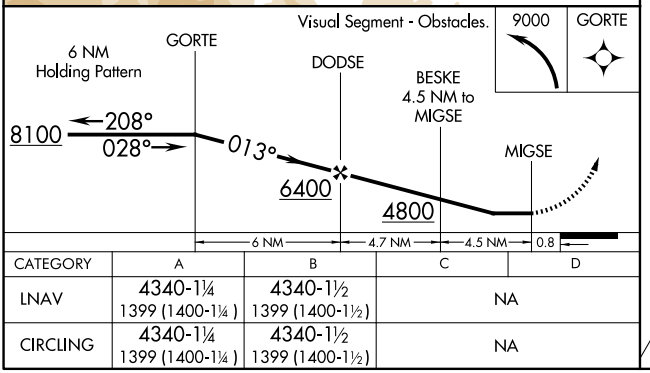
APP CRS	Rwy Ldg	4195
013°	TDZE	2941
	Apt Elev	2941

NA
Procedure NA at night. DME/DME RNP-0.3 NA.
Use Glacier Park Intl altimeter setting.
Helicopter visibility reduction below 1 SM NA.

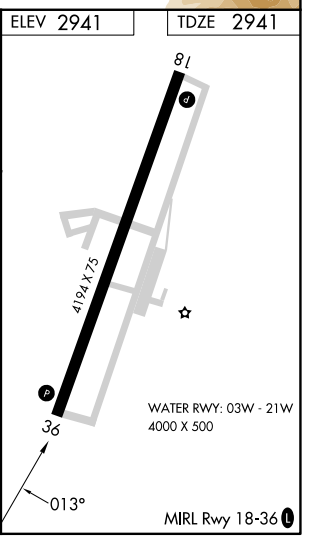
MISSED APPROACH: Climbing left turn to 9000 direct GORTE WP and hold.

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	



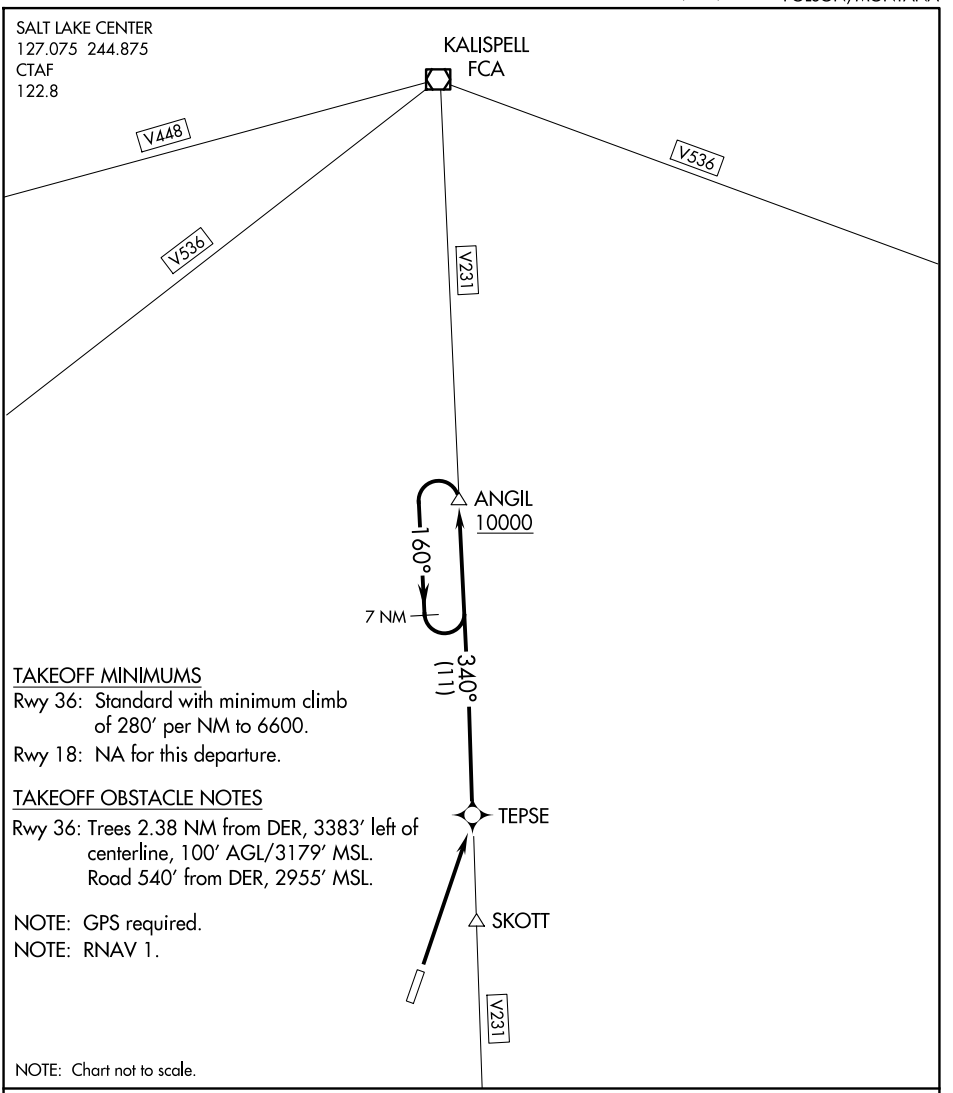
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(ANGIL1.ANGIL) 22363

ANGIL ONE DEPARTURE (OBSTACLE) (RNAV)

AL-9529 (FAA)

POLSON (8S1)
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.

ANGIL ONE DEPARTURE (OBSTACLE) (RNAV)

POLSON, MONTANA
POLSON (8S1)

(ANGIL1.ANGIL) 30SEP04

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 9

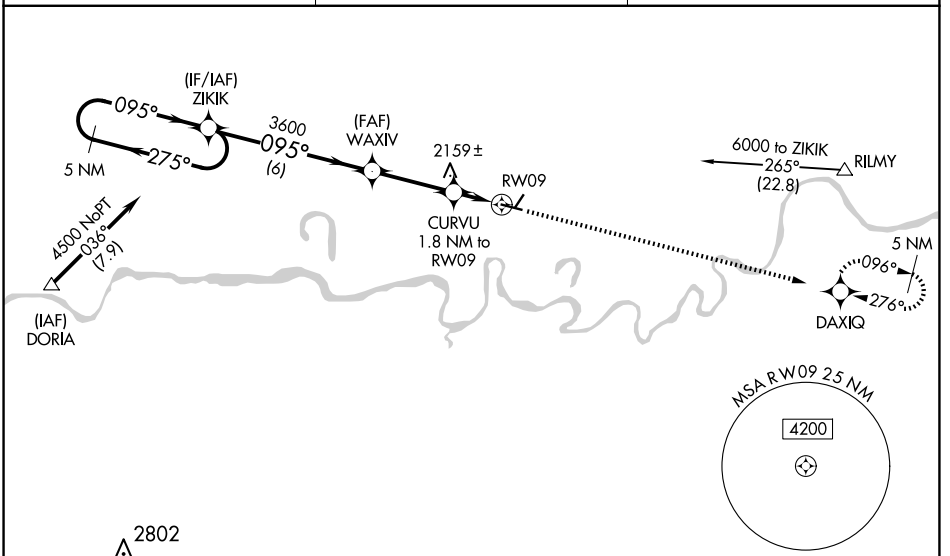
POPLAR MUNI (P01)

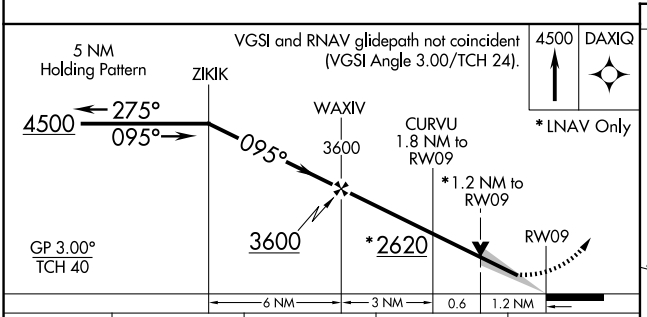
WAAS	APP CRS	Rwy Idg	4403
CH 66031	095°	TDZE	2033
W09A		Apt Elev	2037

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.

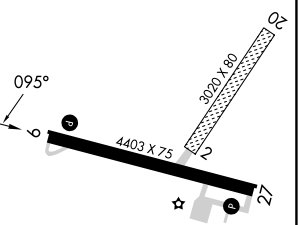
AWOS-3PT	SALT LAKE CITY CENTER	UNICOM
135.325	126.85 305.2	122.8 (CTAF) L





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



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

POPLAR, MONTANA AL-10424 (FAA) 25163

WAAS	APP CRS	Rwy Ldg	4403
CH 69531	276°	TDZE	2036
W27A		Apt Elev	2037

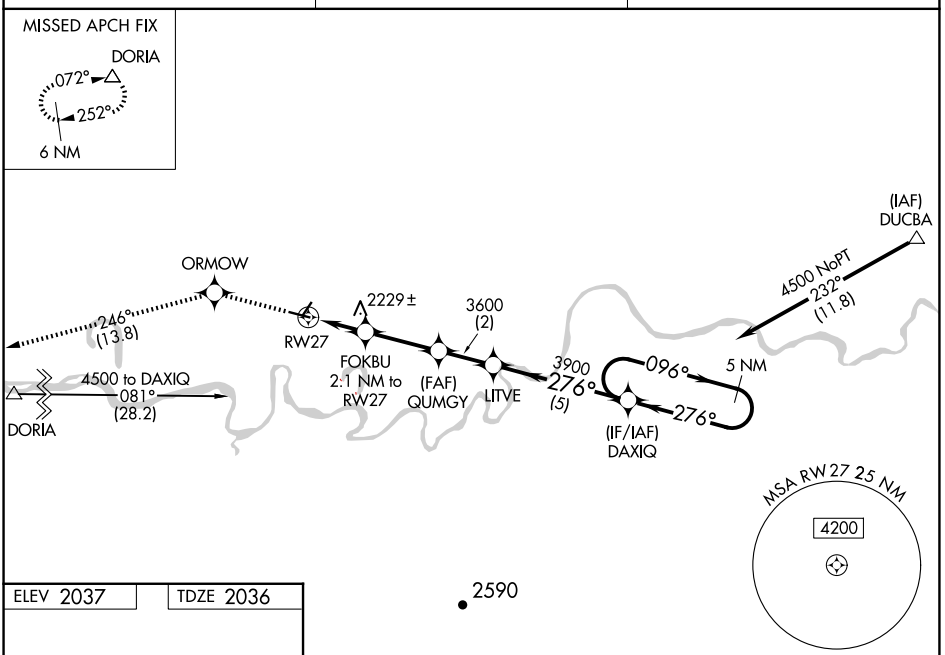
RNAV (GPS) RWY 27

POPLAR MUNI (P01)

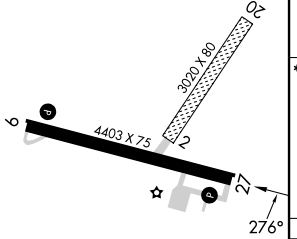
T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Wolf Point altimeter setting: increase LPV DA to 2332, LNAV/VNAV DA to 2582 and all Cats visibility ⅛ SM; increase all MDAs 60 feet and 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.

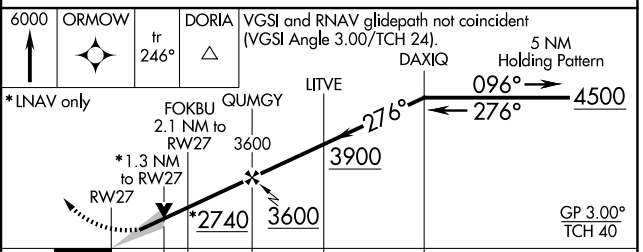
AWOS-3PT	SALT LAKE CITY CENTER	UNICOM
135.325	126.85 305.2	122.8 (CTAF) L



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)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Idg	4500
257°	TDZE	9
	Apt Elev	13

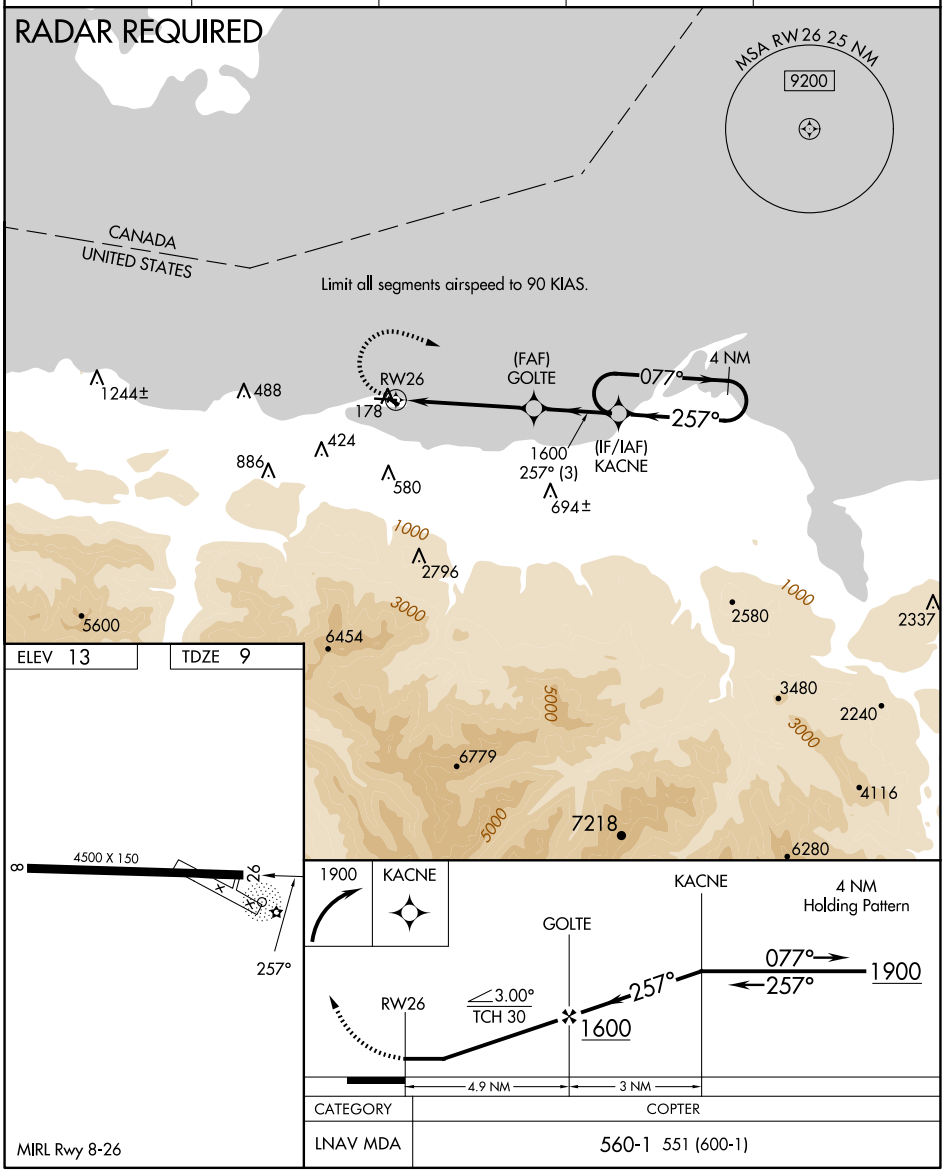
COPTER RNAV (GPS) RWY 26

PORT ANGELES CGAS (NOW)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PORT ANGELES, WASHINGTON AL-886 (FAA) 25331

ILS or LOC RWY 9

WILLIAM R FAIRCHILD INTL (CLM)

LOC/DME I-CLM	APP CRS	Rwy Ldg	6347
108.9	089°	TDZE	285
Chan 26		Apt Elev	291

RNAV 1 - GPS. From JIGEB or WATTR.

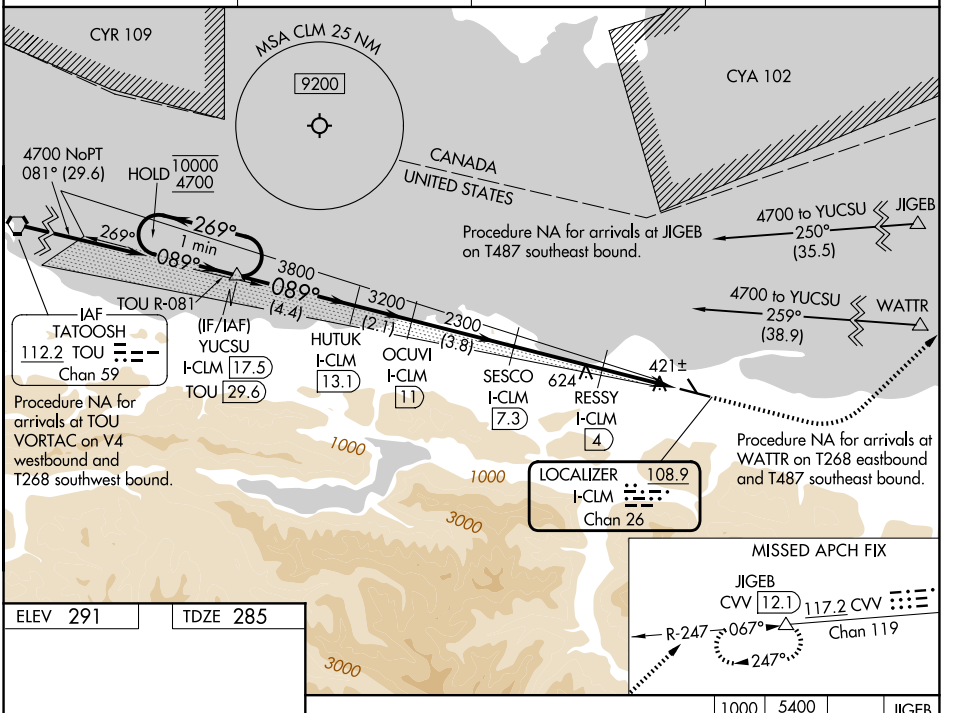
DME required.

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.

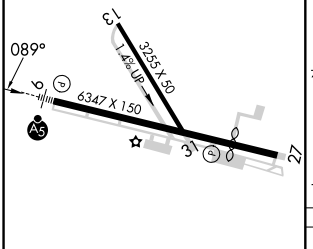
MALSR

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

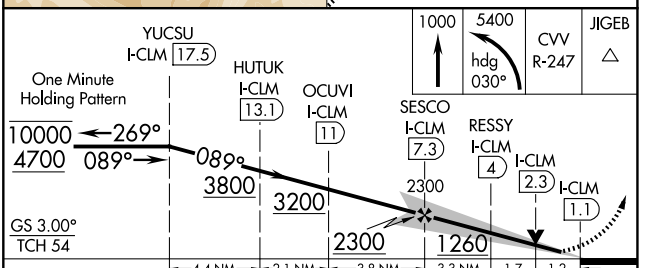


ELEV 291	TDZE 285



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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 77703 W09A	APP CRS 088°	Rwy Ldg 6347 TDZE 285 Apt Elev 291

RNAV (GPS) RWY 9

WILLIAM R FAIRCHILD INTL (CLM)

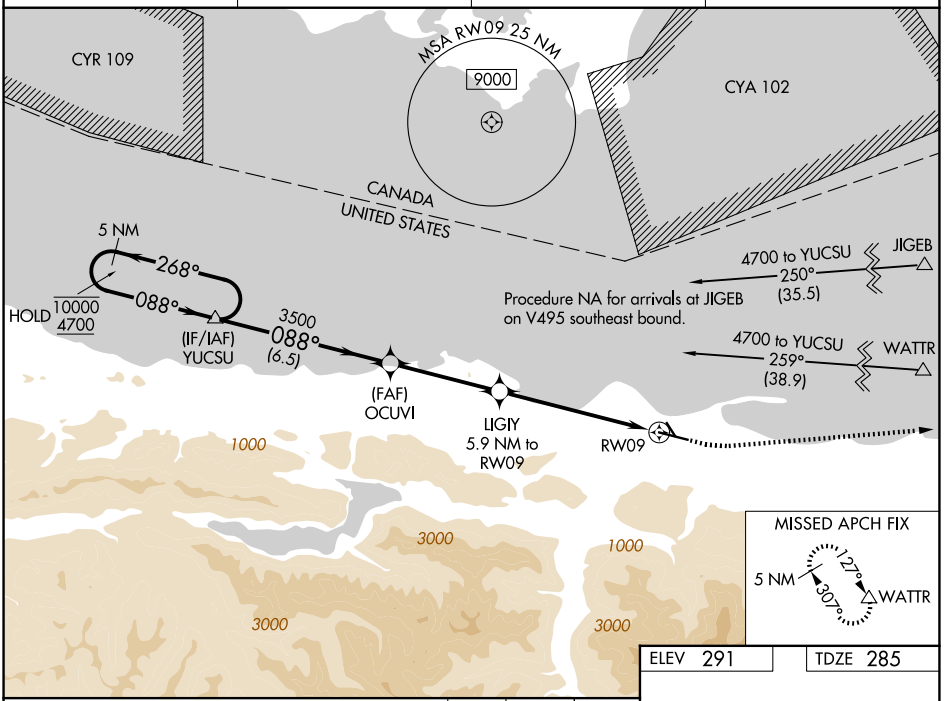
RNP APCH - GPS.

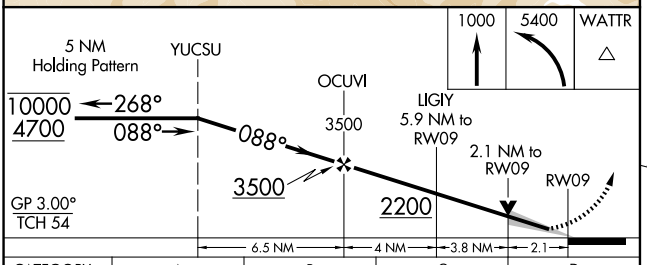
Circling Rwy 13, 31 NA at night. Baro-VNAV NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM and LNAV Cat C/D visibility to 1⅞ SM. Circling NA south of Rwy 9-27.

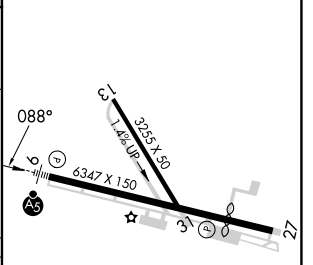
MALSR

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







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)	
CIRCLING	960-1 669 (700-1)		960-1⅞ 669 (700-1⅞)	1000-2¼ 709 (800-2¼)

MIRL Rwy 9-27 L
REIL Rwy 27

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PORT ANGELES, WASHINGTON | AL-886 (FAA) | 25331

RNAV (GPS) RWY 27

WILLIAM R FAIRCHILD INTL (CLM)

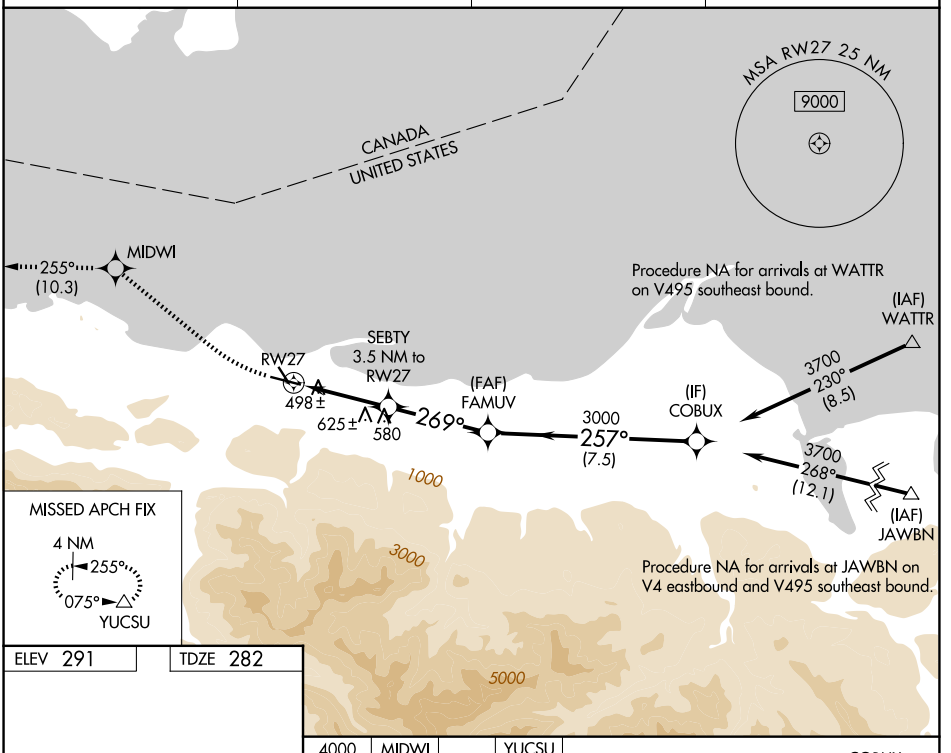
WAAS CH 90338 W27A	APP CRS 269°	Rwy Ldg 4993 / TDZE 282 / Apt Elev 291

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.

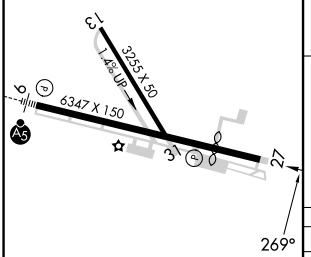
ASOS	WHIDBEY APP CON	CLNC DEL	UNICOM
135.175	118.2 285.65	124.15	122.975 (CTAF) L

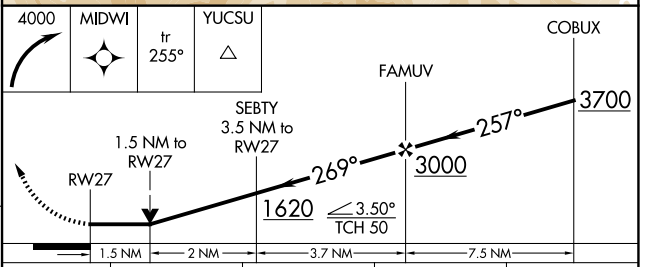


NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

ELEV 291 | TDZE 282





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)	
CIRCLING	920-1 629 (700-1)		920-1¾ 629 (700-1¾)	1000-2¼ 709 (800-2¼)

MIRL Rwy 9-27 L
REIL Rwy 27

PORT ANGELES, WASHINGTON
Amdt 1D 25JAN24

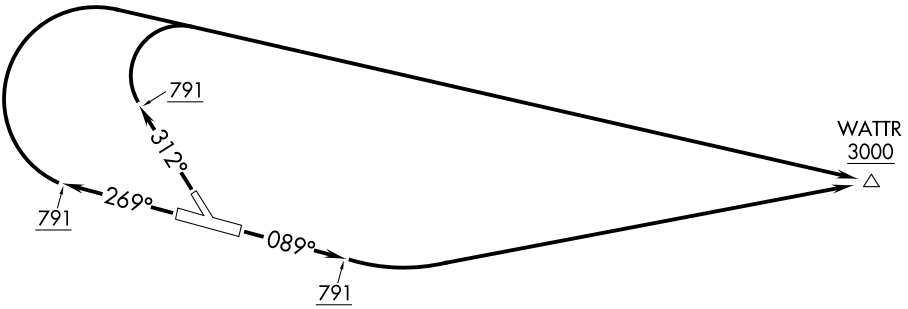
48°07'N-123°30'W

WILLIAM R FAIRCHILD INTL (CLM)
RNAV (GPS) RWY 27

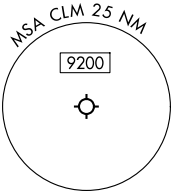
WATTR ONE DEPARTURE (OBSTACLE) (RNAV)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	N/A
088°	TDZE	N/A
	Apt Elev	110

RNAV (GPS)-A

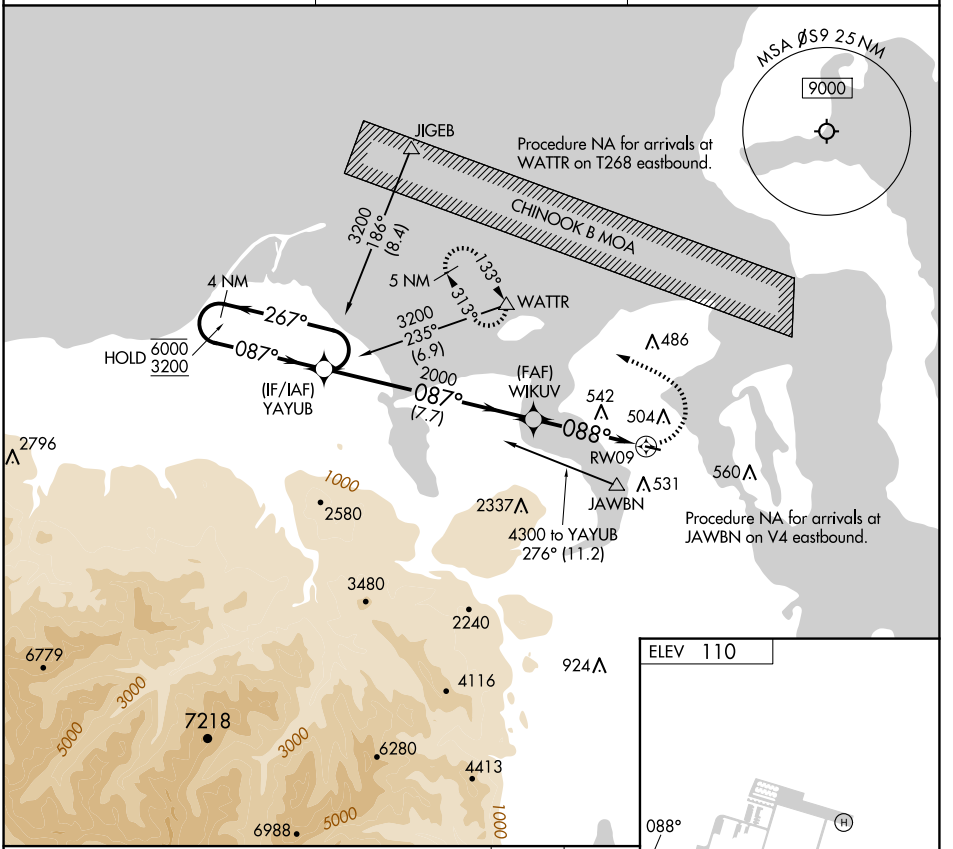
JEFFERSON COUNTY INTL (ØS9)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PORTLAND, OREGON | AL-330 (FAA) | 25331

ILS or LOC RWY 10L

PORTLAND INTL (PDX)

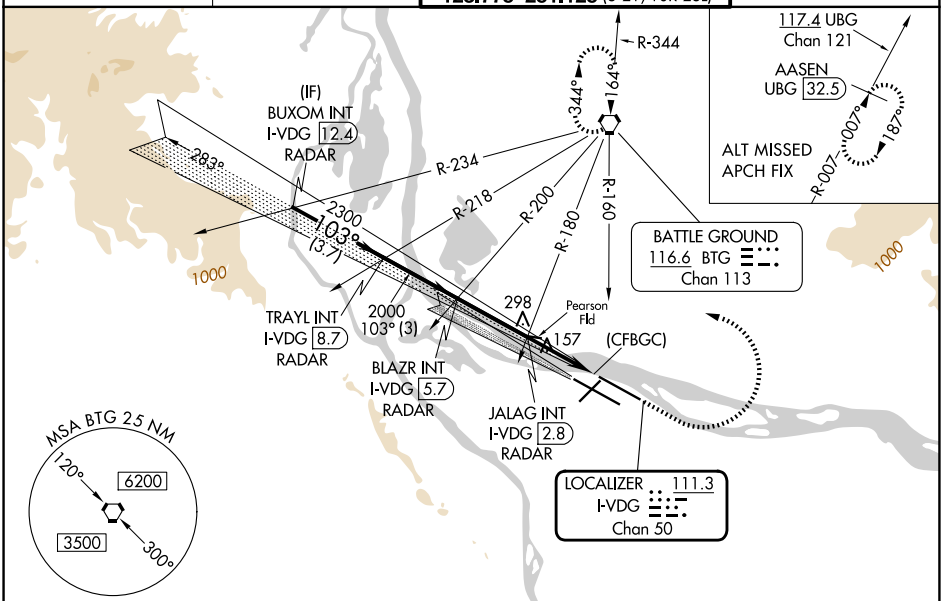
LOC/DME I-VDG	APP CRS	Rwy Ldg	8535
111.3	103°	TDZE	30
Chan 50		Apt Elev	31

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.

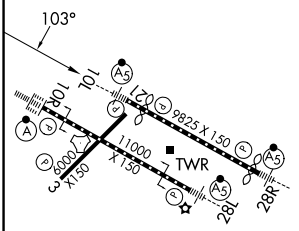
MALSR

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
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6



ELEV 31	D	TDZE 30

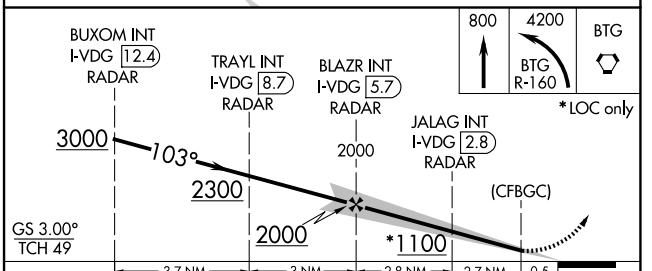


REIL Rwys 3 and 21
TDZL/RCLS Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

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)		
CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3 1029 (1100-3)		1140-3 1109 (1200-3)

PORTLAND, OREGON
Amdt 4C 08OCT20

45°35′N-122°36′W

PORTLAND INTL (PDX)

ILS or LOC RWY 10L

NW-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 10R

PORTLAND INTL (PDX)

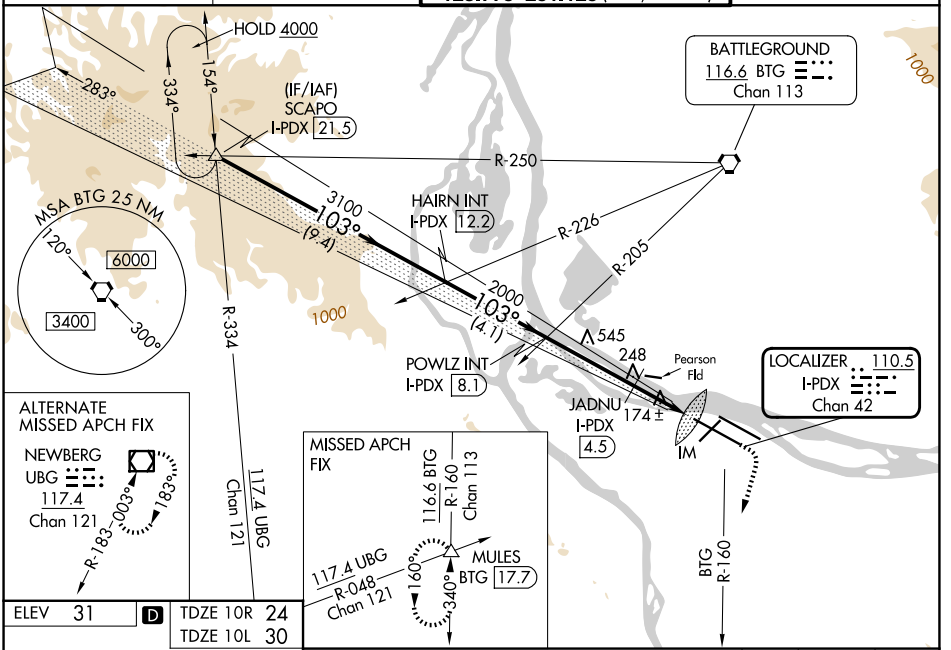
LOC/DME I-PDX	APP CRS		10R	10L
110.5	103°	Rwy Ldg	11000	8535
Chan 42		TDZE	24	30
		Apt Elev	31	31

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.

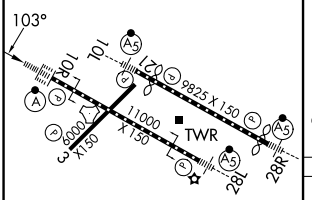
ALSF-2 Rwy 10R (A) MALSR Rwy 10L (A5)

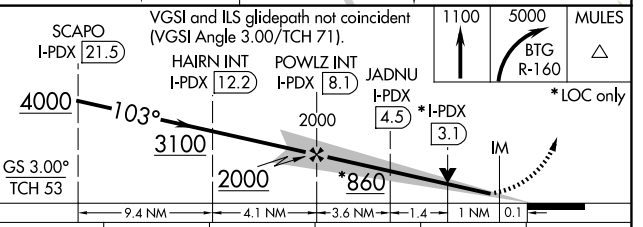
MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES/ BTG 17.7 DME and hold, continue climb-in-hold to 5000.

D-ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6



ELEV 31	D	TDZE 10R 24
		TDZE 10L 30





REIL Rwys 3 and 21
TDZL/RCLS 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)		
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)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-JMJ	APP CRS	Rwy Ldg 11000
110.5	283°	TDZE 23
Chan 42		Apt Elev 31

ILS or LOC RWY 28L

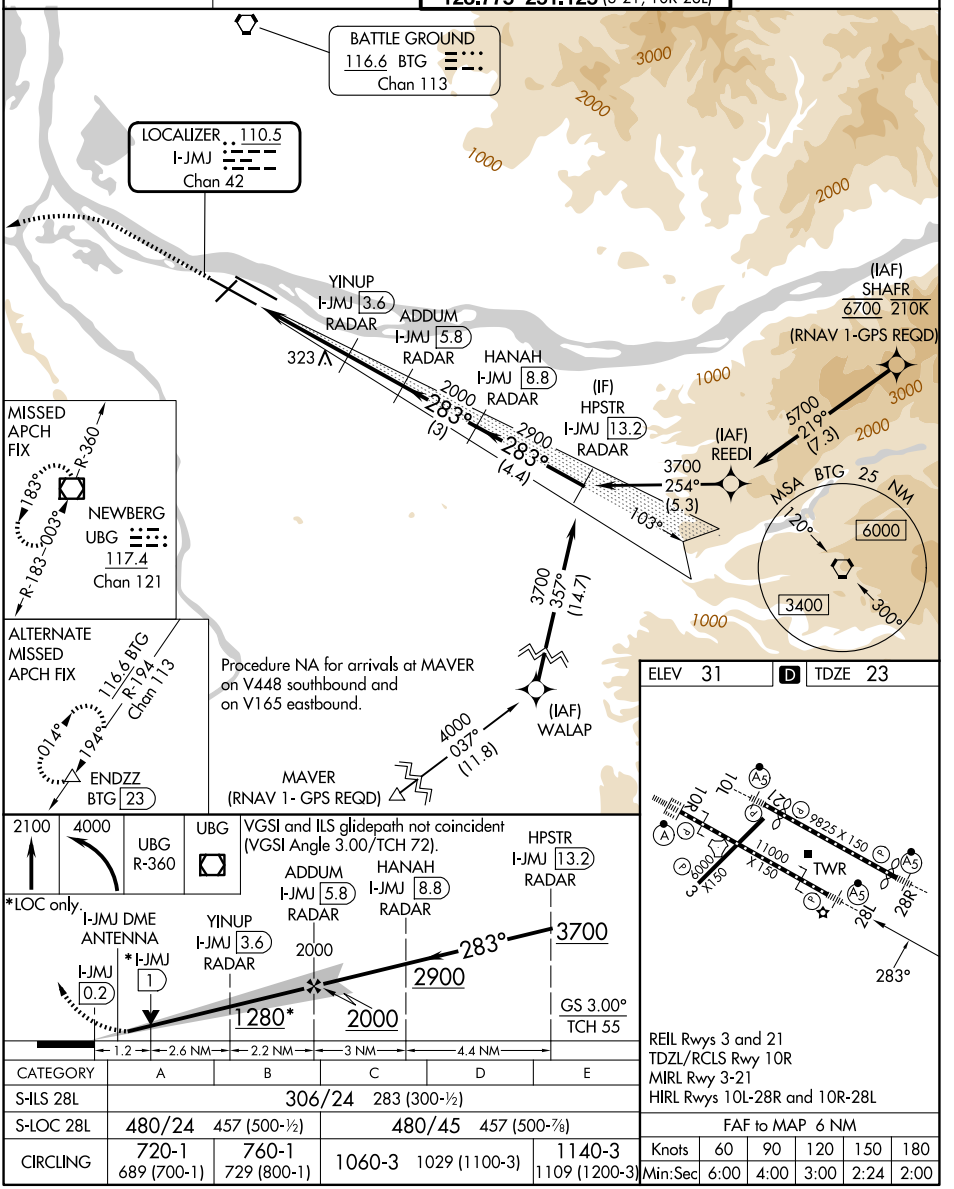
PORTLAND INTL (PDX)

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
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6



REIL Rwys 3 and 21
TDZL/RCLS 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)		
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 28R
PORTLAND INTL (PDX)

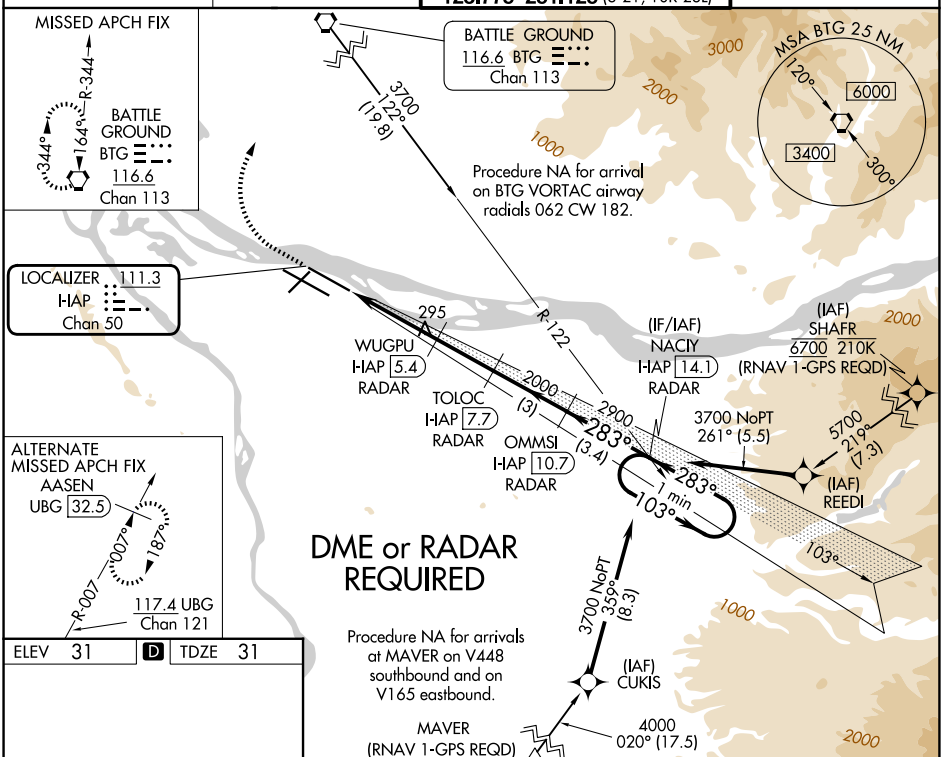
LOC/DME I-IAP	APP CRS	Rwy Ldg	9290
111.3	283°	TDZE	31
Chan 50		Apt Elev	31

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.

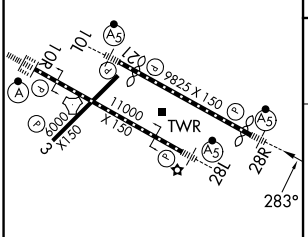
MALSR

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
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6

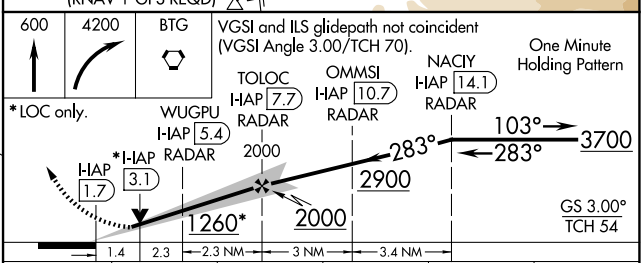


ELEV 31 D TDZE 31



REIL Rwys 3 and 21
TDZL/RCLS 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)		
CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3 1029 (1100-3)		1140-3 1109 (1200-3)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

PORTLAND, OREGON | AL-330 (FAA) | 25331

ILS RWY 10R (SA CAT I)

PORTLAND INTL (PDX)

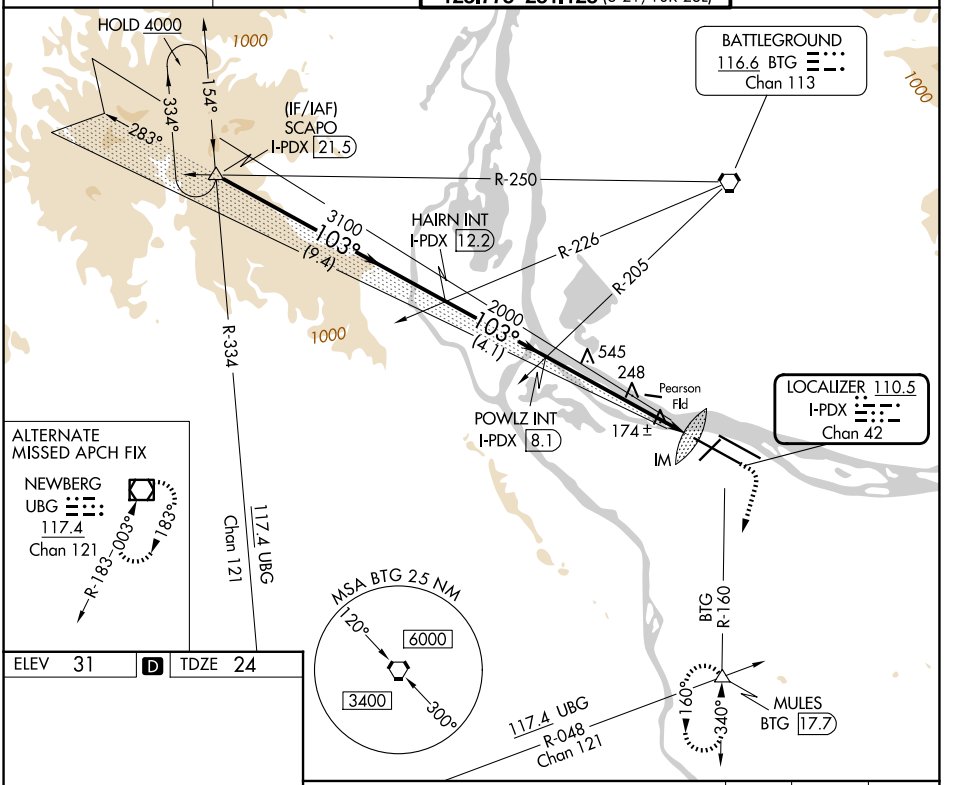
LOC/DME I-PDX	APP CRS	Rwy Ldg	11000
110.5	103°	TDZE	24
Chan 42		Apt Elev	31

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

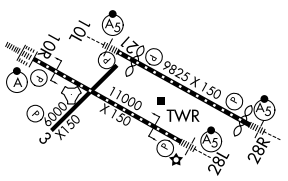
ALSF-2

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.

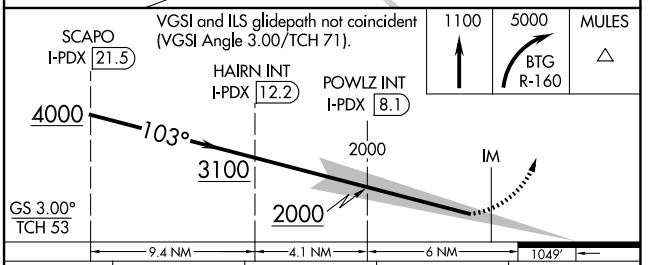
D-ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6



ELEV 31 | D | TDZE 24



REIL Rwys 3 and 21
TDZL/RCLS Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L



CATEGORY	A	B	C	D
S-ILS 10R	RA 157/14 150 DA 174			

SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

PORTLAND, OREGON
Amdt 35A 08OCT20

45°35'N-122°36'W

PORTLAND INTL (PDX)

ILS RWY 10R (SA CAT I)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

ILS RWY 10R (CAT II & III)

PORTLAND INTL (PDX)

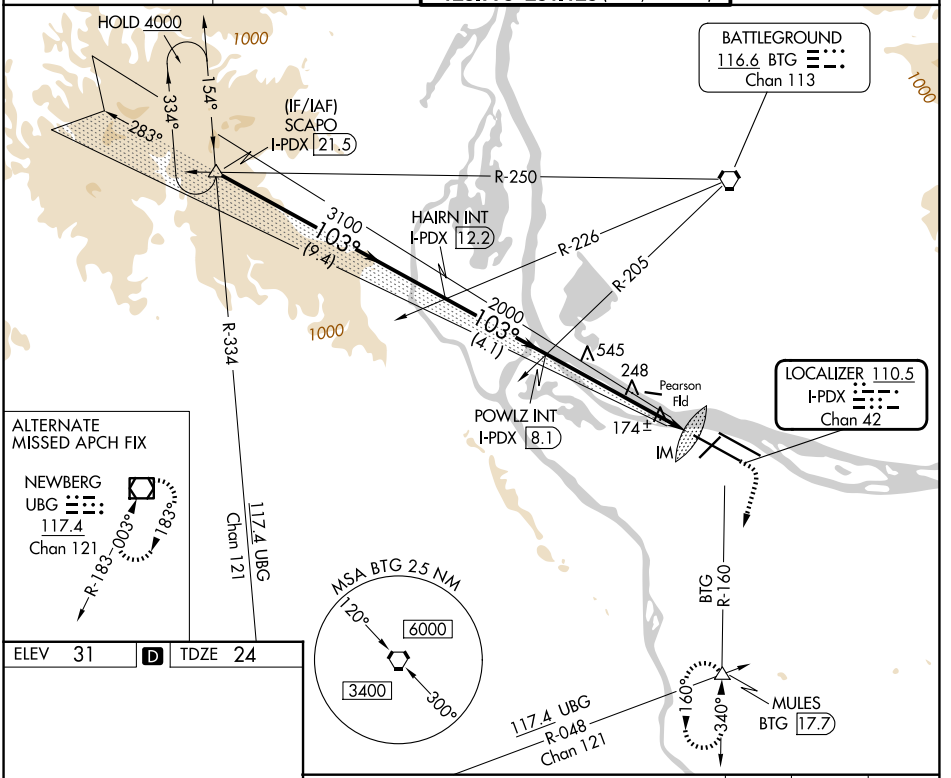
LOC/DME I-PDX	APP CRS	Rwy Ldg	11000
110.5	103°	TDZE	24
Chan 42		Apt Elev	31

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

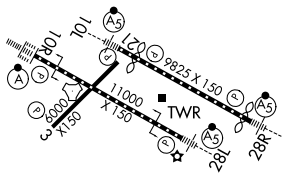
ALSF-2

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.

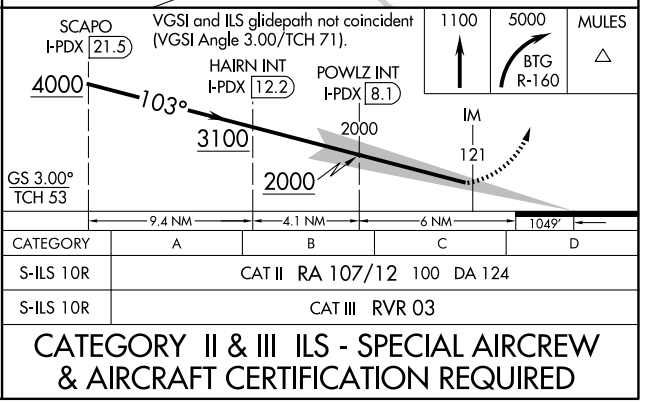
D-ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6



ELEV 31	D	TDZE 24



REIL Rwys 3 and 21
TDZL/RCLS Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L



CATEGORY	A	B	C	D
S-ILS 10R	CAT II RA 107/12 100 DA 124			
S-ILS 10R	CAT III RVR 03			

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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PORTLAND, OREGON | AL-330 (FAA) | 25331

RNAV (RNP) Y RWY 28L

PORTLAND INTL (PDX)

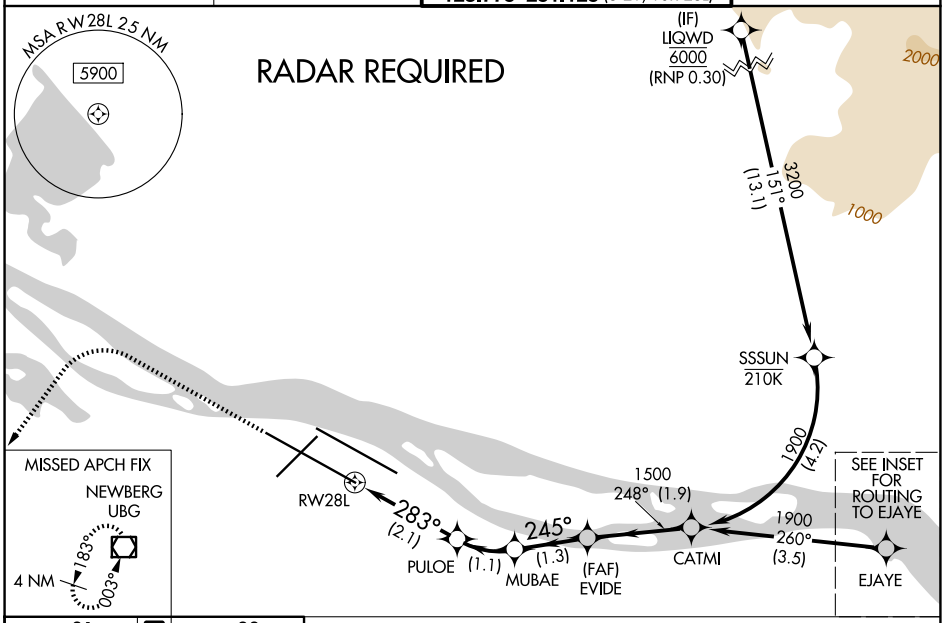
APP CRS	Rwy Ldg	11000
283°	TDZE	23
	Apt Elev	31

T 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.

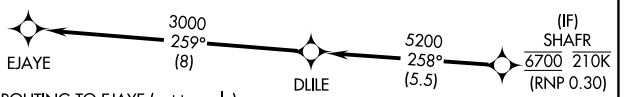
MALSR

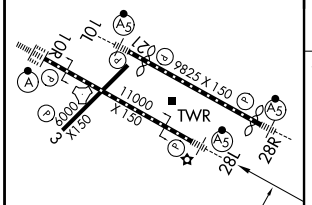
MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 direct UBG VOR/DME and hold.

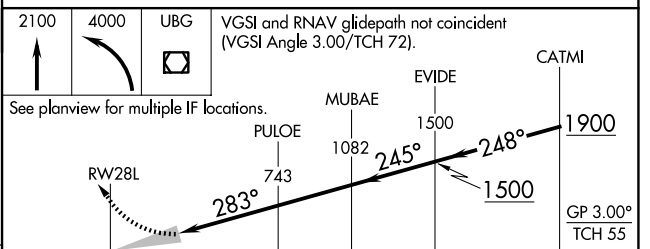
D-ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6



ELEV 31 | D | TDZE 23







CATEGORY	A	B	C	D
RNP 0.23 DA	370/33	347 (400-⅝)		
RNP 0.30 DA	476/53	453 (500-1)		

AUTHORIZATION REQUIRED

MIRL Rwy 3-21
TDZL/RCLS Rwy 10R
REIL Rwys 3 and 21
HIRL Rwys 10L-28R and 10R-28L

PORTLAND, OREGON | PORTLAND INTL (PDX)

Amdt 2 25JUN15 | 45°35′N-122°36′W | RNAV (RNP) Y RWY 28L

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	9290
283°	TDZE	31
	Apt Elev	31

RNAV (RNP) Y RWY 28R

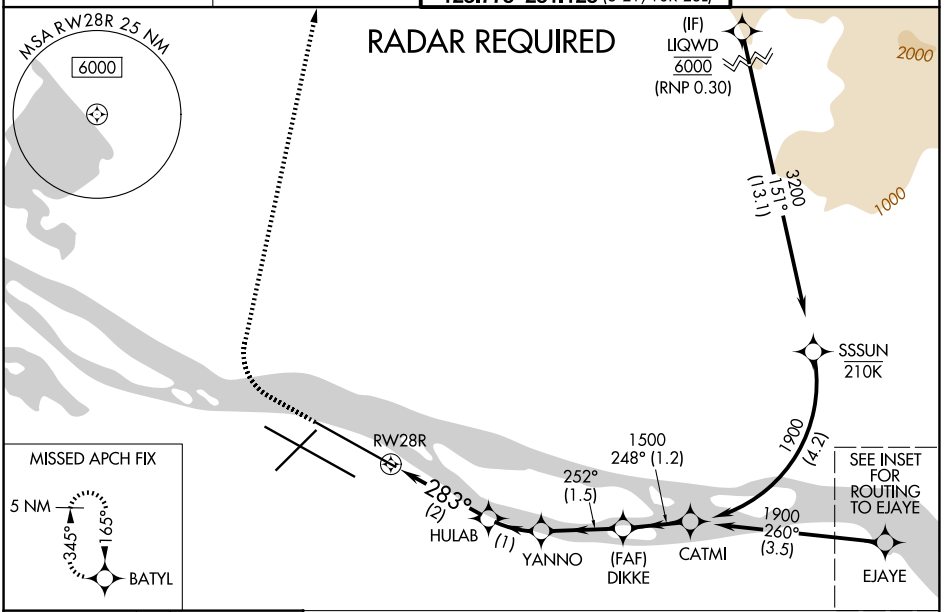
PORTLAND INTL (PDX)

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.

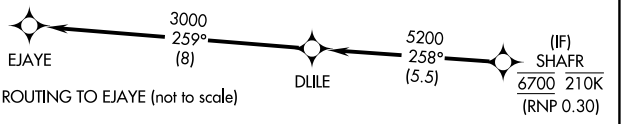
MALSR

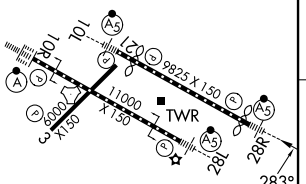
MISSED APPROACH: Climb to 600 then climbing right turn to 4400 direct BATYL and hold, continue climb-in-hold to 4400.

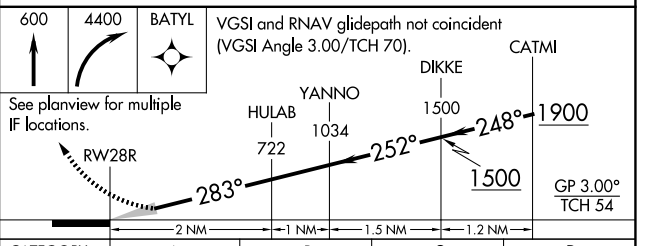
D-ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6



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
TDZL/RCLS Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PORTLAND, OREGON | AL-330 (FAA) | 25331

RNAV (RNP) Z RWY 10L

PORTLAND INTL (PDX)

APP CRS	Rwy Ldg	8535
103°	TDZE	30
	Apt Elev	31

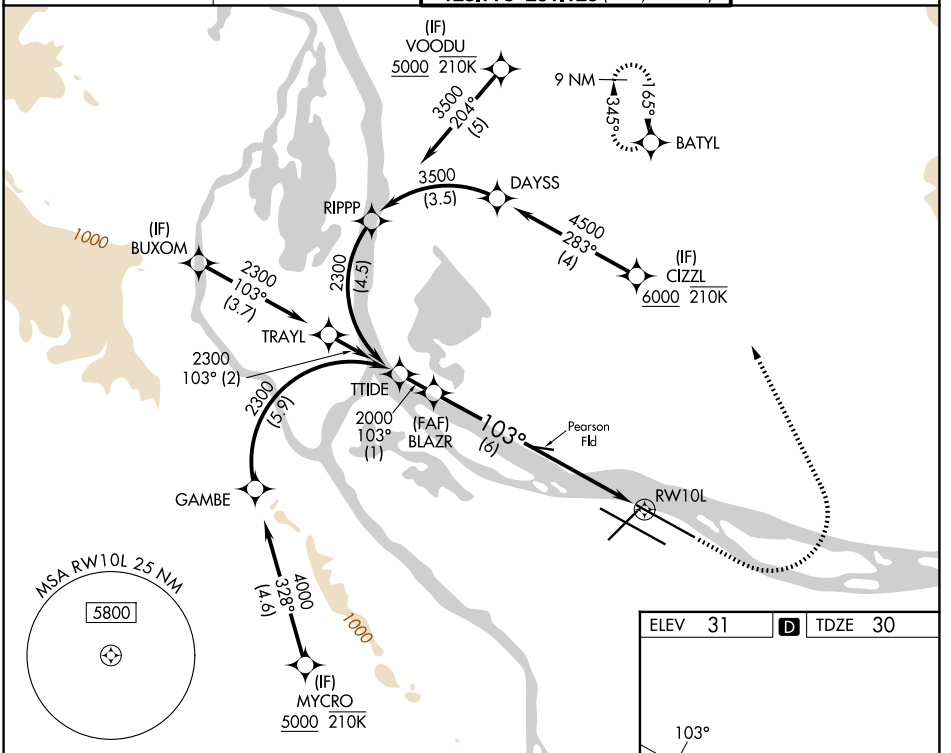
RNP AR APCH - GPS. Authorization required. From DAYSS, RIPPP, or GAMBE: RF.

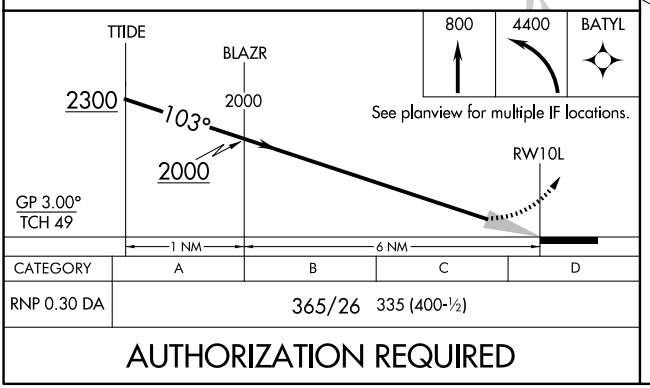
For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. Simultaneous approach authorized.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 4400 direct BATYL and hold, continue climb-in-hold to 4400.

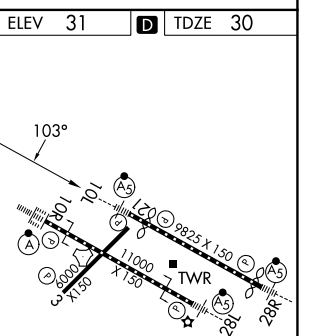
D-ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6





CATEGORY	A	B	C	D
RNP 0.30 DA	365/26	335 (400-½)		

AUTHORIZATION REQUIRED



REIL Rwys 3 and 21
TDZL/RCLS Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

PORTLAND, OREGON
Amdt 2 31OCT24

45°35'N-122°36'W

PORTLAND INTL (PDX)

RNAV (RNP) Z RWY 10L

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 10R

PORTLAND INTL (PDX)

APP CRS	Rwy Ldg	11000
103°	TDZE	24
	Apt Elev	31

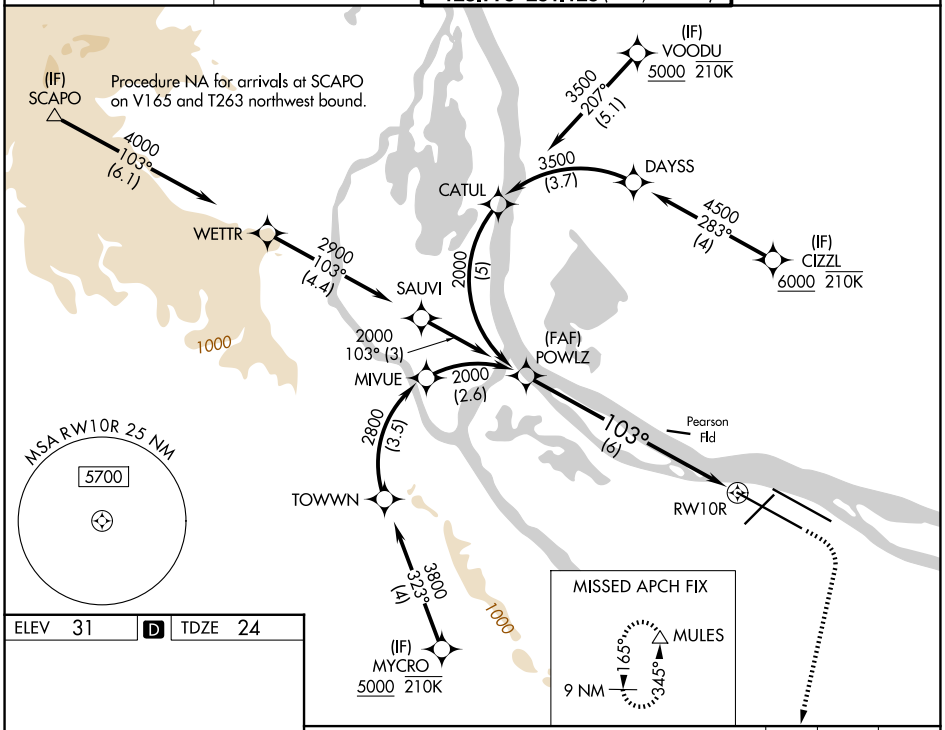
RNP AR APCH - GPS. Authorization required. From DAYSS, CATUL, or TOWNN: RF.

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.

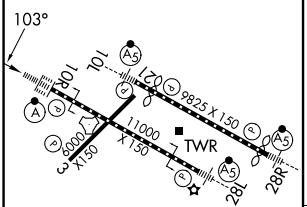
ALSF-2

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
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6



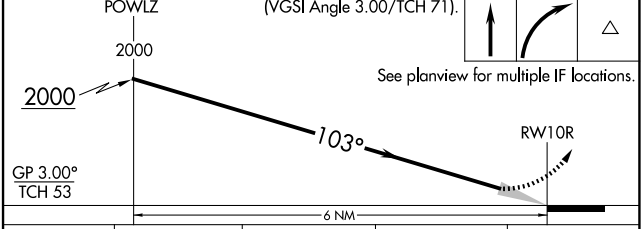
ELEV 31 D TDZE 24



REIL Rwys 3 and 21
TDZL/RCLS Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

440	5000	MULES



See planview for multiple IF locations.

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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 28L

PORTLAND INTL (PDX)

APP CRS	Rwy Ldg	11000
283°	TDZE	23
	Apt Elev	31

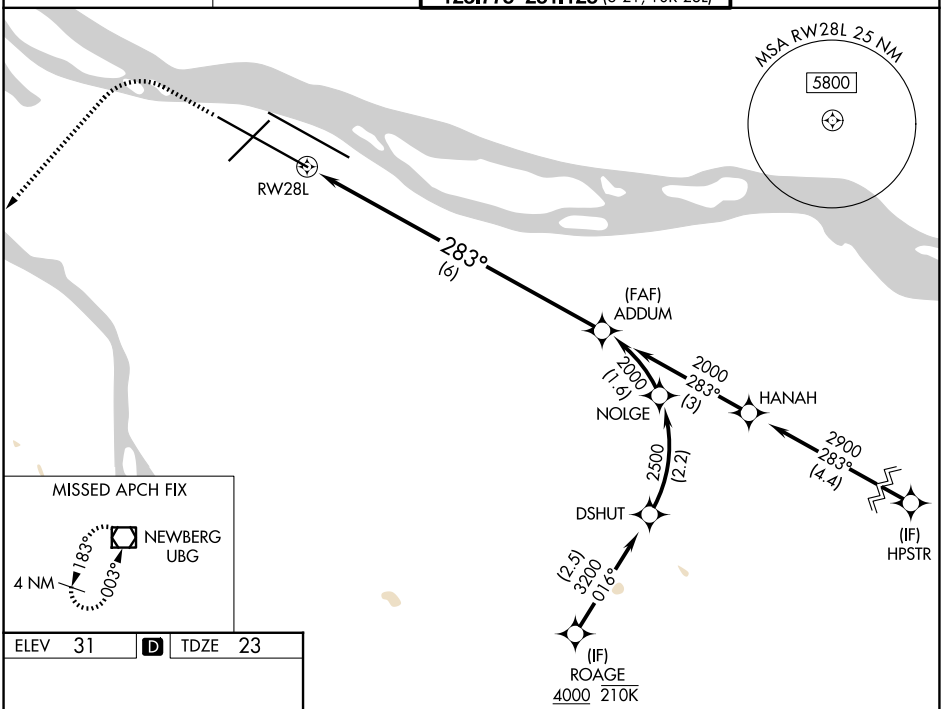
RNP AR APCH - GPS. Authorization required. From DSHUT: RF.

For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. Simultaneous approach authorized.

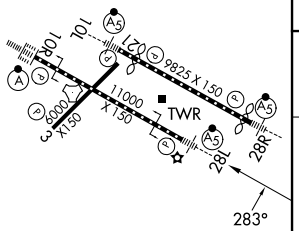
MALSR

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
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6



ELEV 31 D TDZE 23

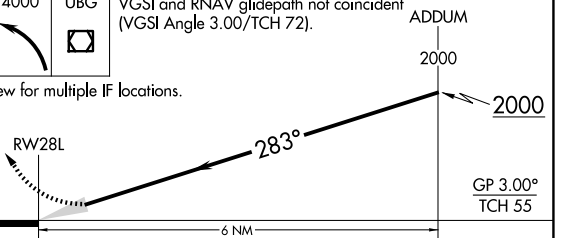


REIL Rwys 3 and 21
TDZL/RCLS Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

2100	4000	UBG

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.30 DA	399/60 376 (400-1¼)			

AUTHORIZATION REQUIRED

45°35'N-122°36'W

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 28R

PORTLAND INTL (PDX)

APP CRS	Rwy Ldg	9290
283°	TDZE	31
	Apt Elev	31

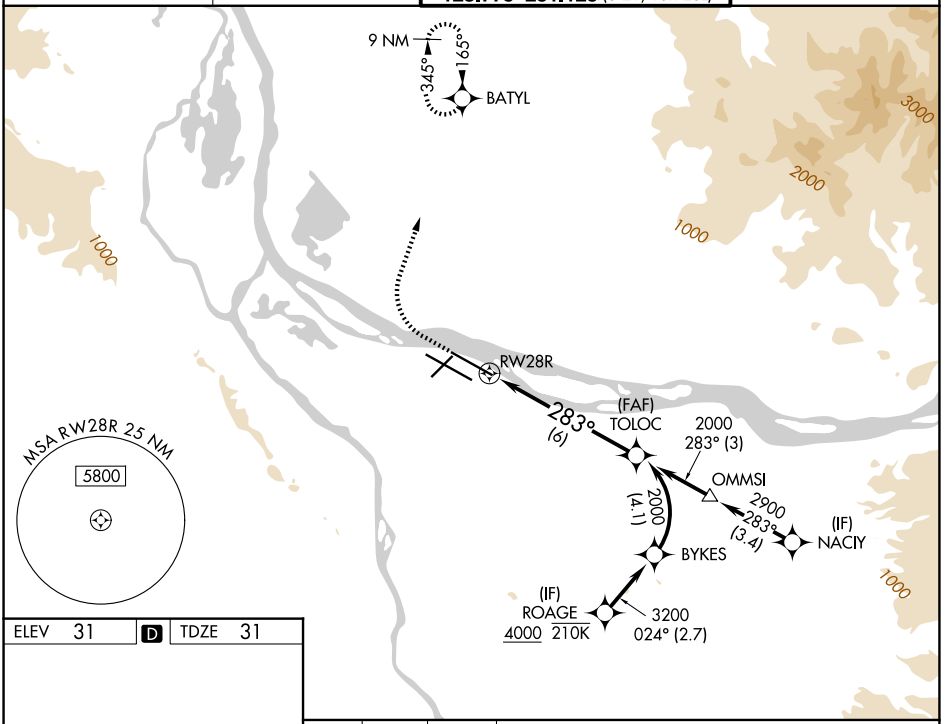
RNP AR APCH - GPS. Authorization required. From BYKES: RF

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.

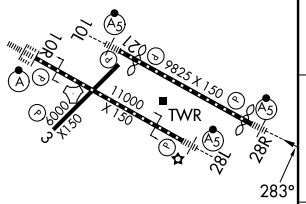
MALSR

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
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6



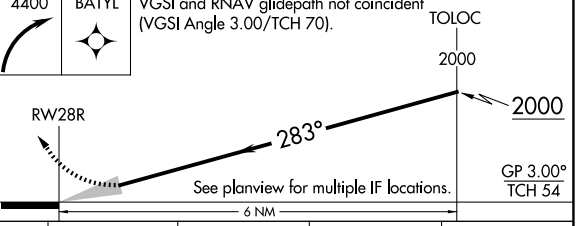
ELEV 31 | D | TDZE 31



REIL Rwys 3 and 21
TDZL/RCLS 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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PORTLAND, OREGON AL-330 (FAA) 25331

WAAS	APP CRS	Rwy Ldg	11000
CH 56205	283°	TDZE	23
W28B		Apt Elev	31

RNAV (GPS) X RWY 28L

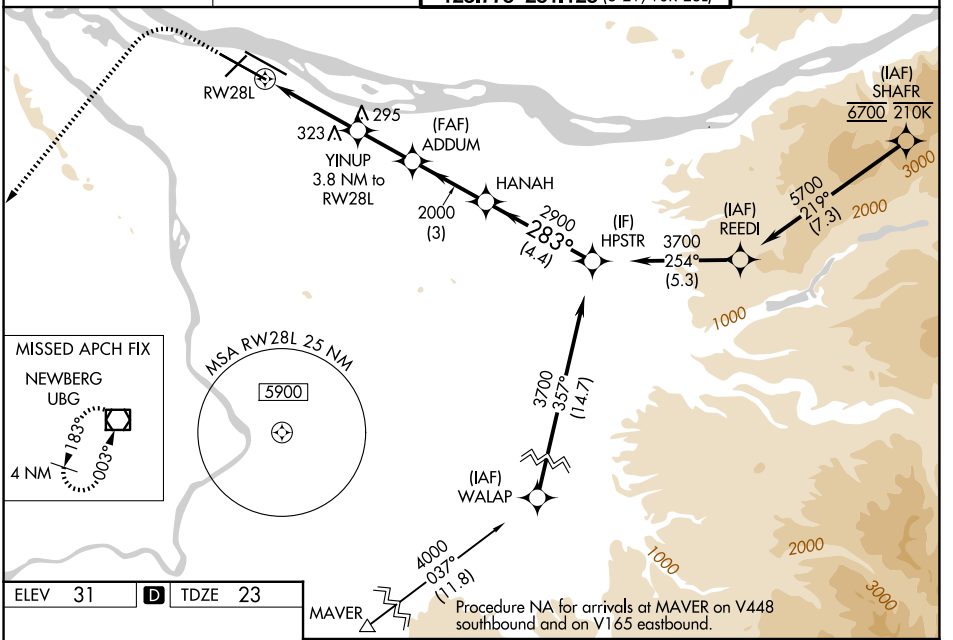
PORTLAND INTL (PDX)

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.

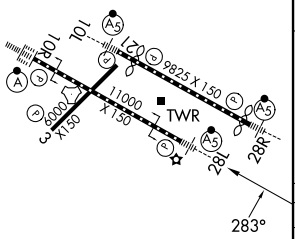
MALSR

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
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6



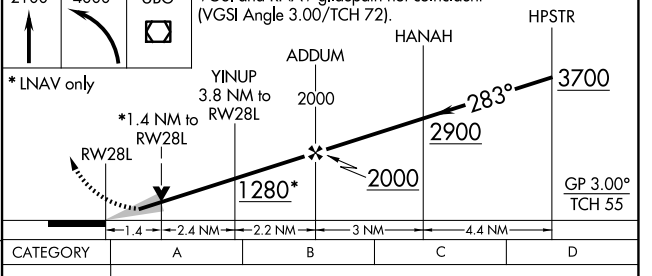
ELEV 31 D TDZE 23



REIL Rwys 3 and 21
TDZL/RCLS 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)	
CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3 1029 (1100-3)	

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	9290
CH 60905	283°	TDZE	31
W28A		Apt Elev	31

RNAV (GPS) X RWY 28R

PORTLAND INTL (PDX)

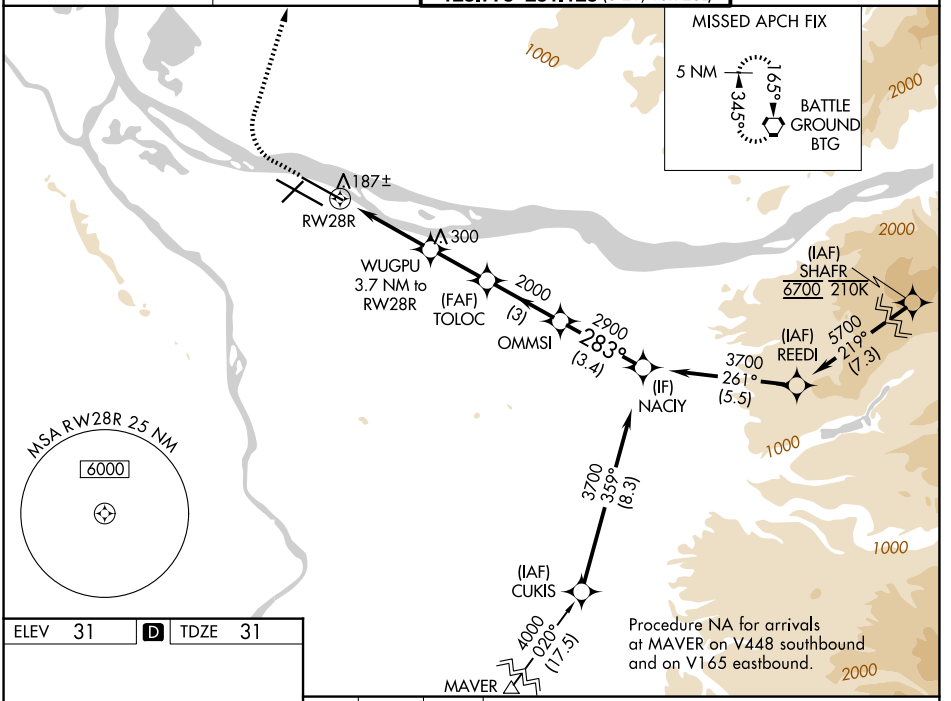
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS increase LNAV Cat C/D visibility to RVR 6000.

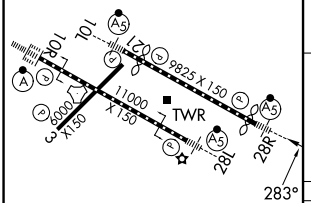
A

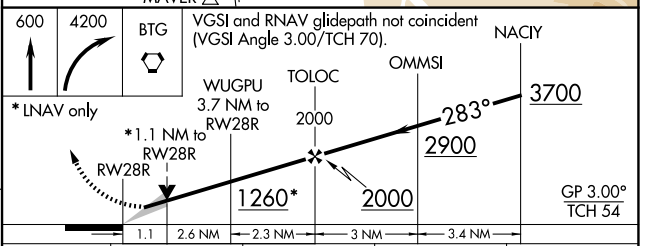
MALSR

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
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6







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)	
CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3 1029 (1100-3)	

REIL Rwys 3 and 21
TDZL/RCLS Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PORTLAND, OREGON AL-330 (FAA) 25331

WAAS	APP CRS	Rwy Ldg	8535
CH 81804	103°	TDZE	30
W10B		Apt Elev	31

RNAV (GPS) Y RWY 10L

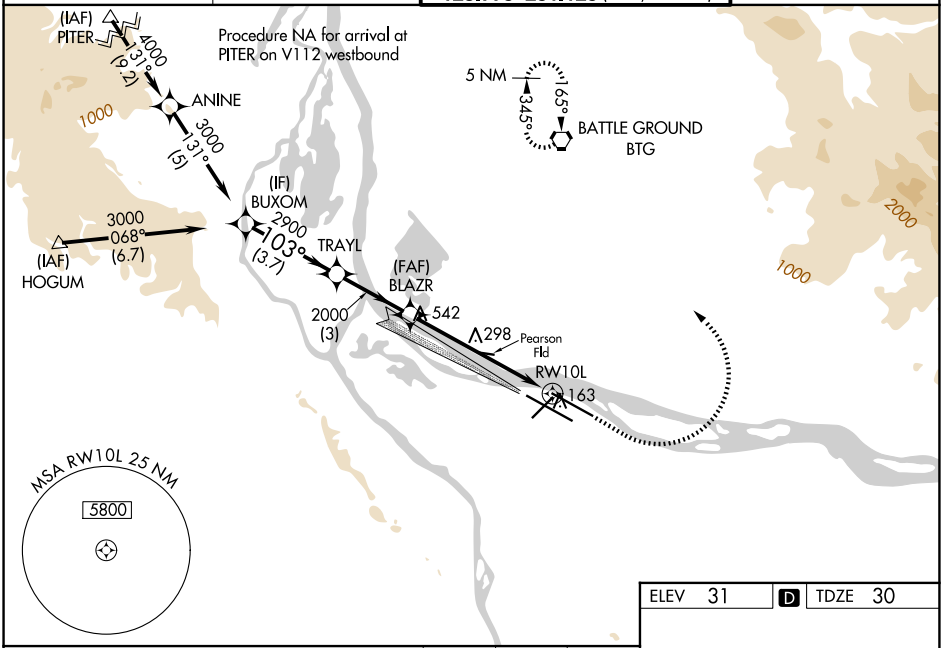
PORTLAND INTL (PDX)

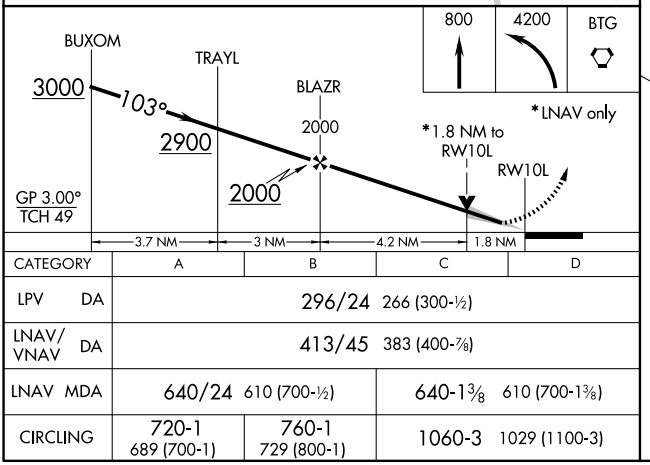
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 10R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For 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

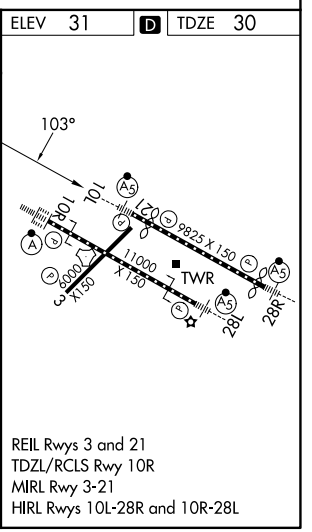
MISSED APPROACH: Climb to 800 then climbing left turn to 4200 direct BTG VORTAC and hold, continue climb-in-hold to 4200.

D-ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6





CATEGORY	A	B	C	D
LPV DA	296/24 266 (300-½)			
LNAV/VNAV DA	413/45 383 (400-⅞)			
LNAV MDA	640/24 610 (700-½)		640-1⅜ 610 (700-1⅜)	
CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3 1029 (1100-3)	



REIL Rwys 3 and 21
TDZL/RCLS Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg 11000
CH 40004	103°	TDZE 24
W10A		Apt Elev 31

RNAV (GPS) Y RWY 10R

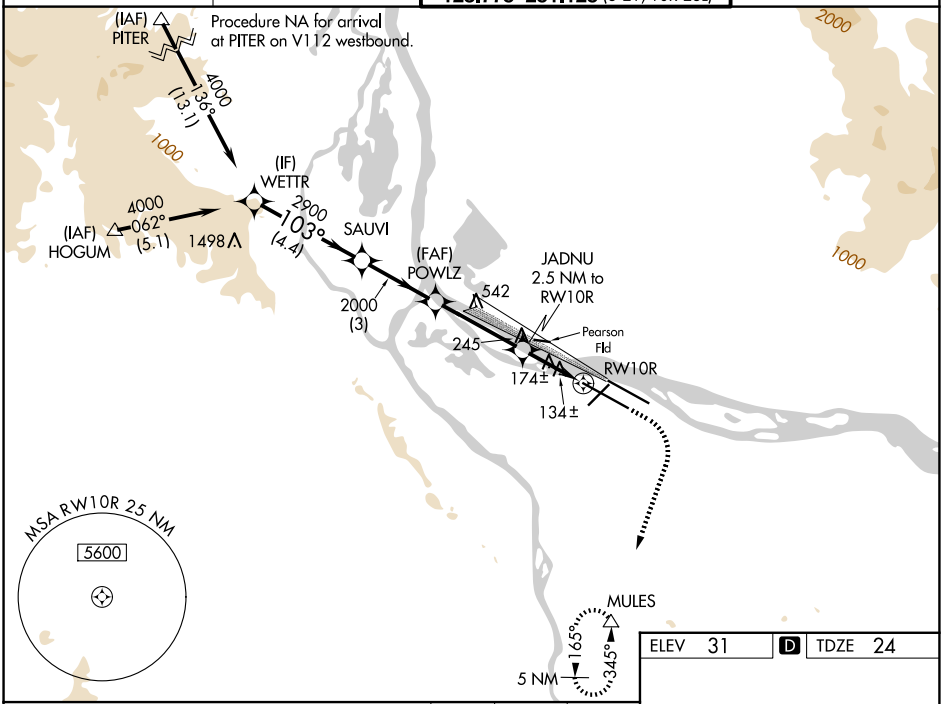
PORTLAND INTL (PDX)

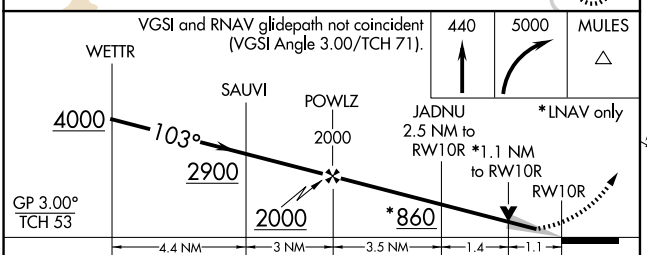
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 10L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 440 then climbing right turn to 5000 direct MULES and hold.

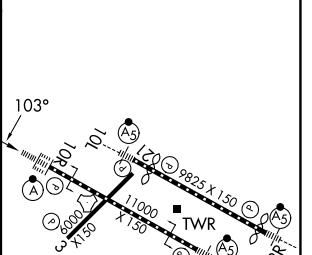
D-ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6





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)
CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3	1029 (1100-3)

ELEV 31 D TDZE 24



REIL Rwys 3 and 21
TDZL/RCLS Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PORTLAND, OREGON AL-330 (FAA) 25331

LOC/DME RWY 21

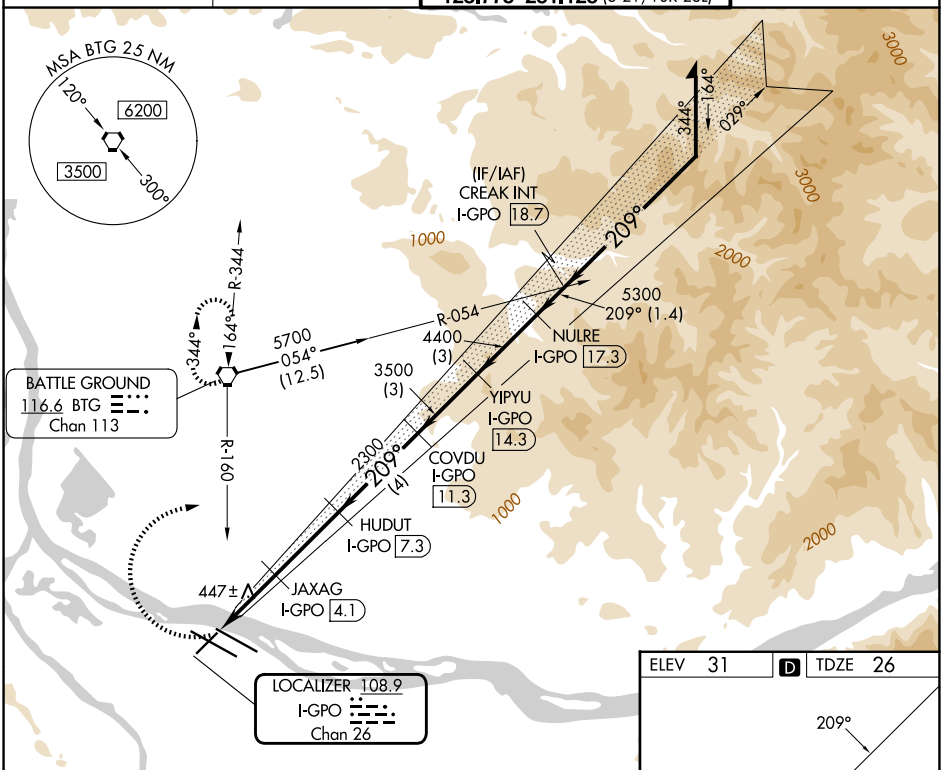
PORTLAND INTL (PDX)

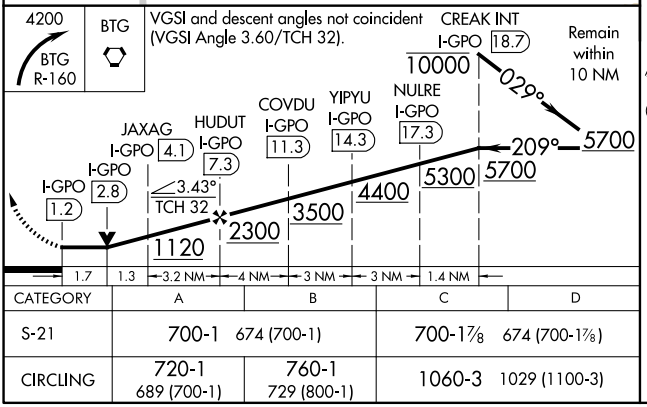
LOC/DME I-GPO	APP CRS	Rwy Ldg	6000
108.9	209°	TDZE	26
Chan 26		Apt Elev	31

Helicopter visibility reduction below ¾ SM NA.

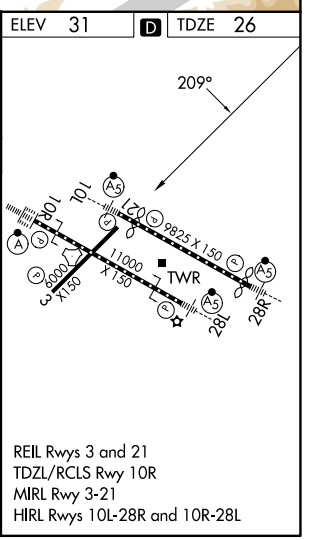
MISSED APPROACH: Climbing right turn to 4200 on BTG VORTAC R-160 to BTG VORTAC and hold, continue climb-in-hold to 4200.

D-ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6





CATEGORY	A	B	C	D
S-21	700-1 674 (700-1)		700-1⅞ 674 (700-1⅞)	
CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3 1029 (1100-3)	



REIL Rwys 3 and 21
TDZL/RCLS Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

PORTLAND, OREGON
Amdt 8D 08OCT20

45°35'N-122°36'W

PORTLAND INTL (PDX)

LOC/DME RWY 21

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

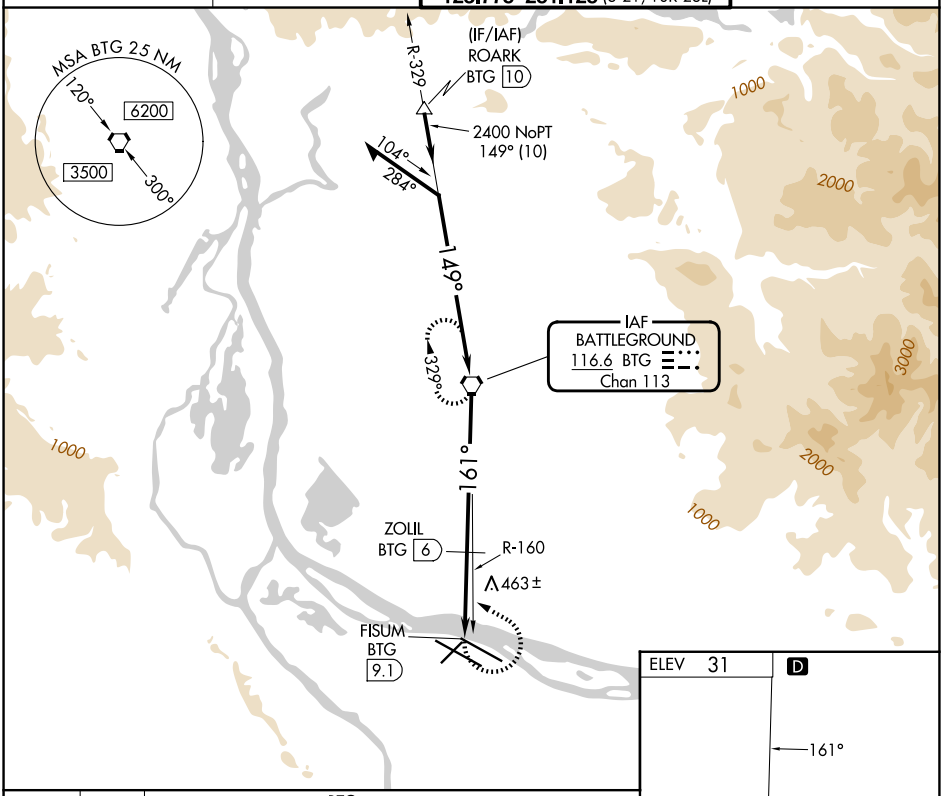
VORTAC BTG	APP CRS	Rwy Ldg	N/A
116.6	161°	TDZE	N/A
Chan 113		Apt Elev	31

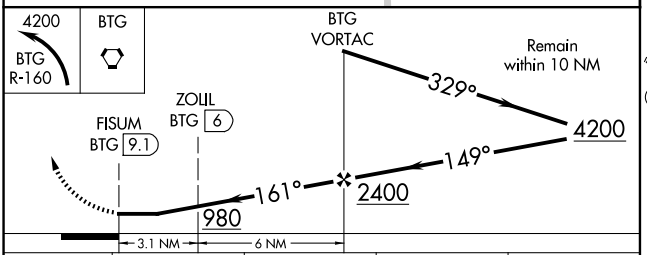
VOR-A

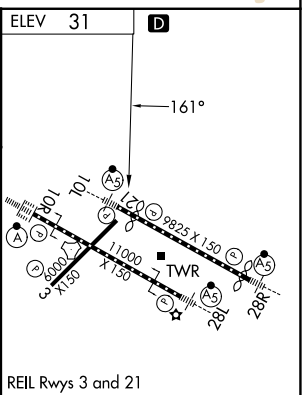
PORTLAND INTL (PDX)

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
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6







CATEGORY	A	B	C	D
CIRCLING	980-1¼ 949 (1000-1¼)		1060-3 1029 (1100-3)	

REIL Rwys 3 and 21
TDZL/RCLS Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

ZOLIL FIX MINIMUMS

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PORTLAND, OREGON AL-330 (FAA) 25331

TACAN RWY 28L

PORTLAND INTL (PDX)

TACAN	APP CRS	Rwy Ldg	TDZE	Apt Elev
CBU Chan 29 (109.2)	280°	11000	23	31

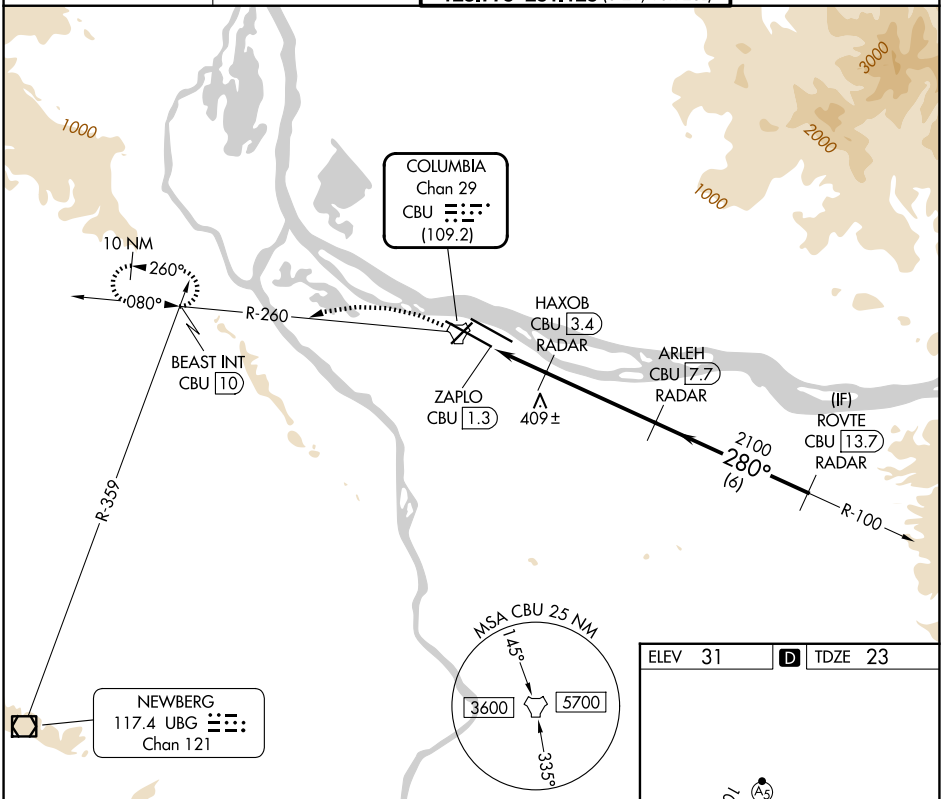
RADAR required for procedure entry.

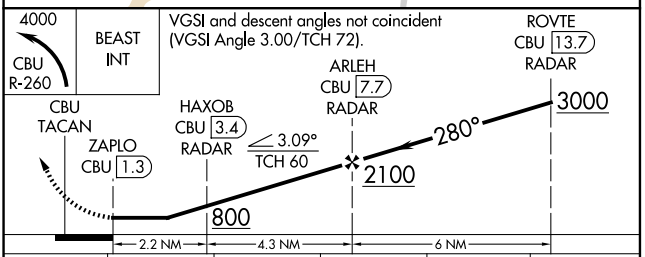
For inop ALS, increase S-28L Cat C/D/E visibility to 1¾ SM.

MALSR

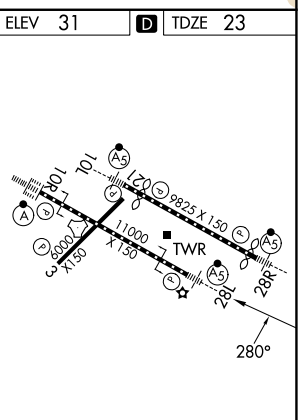
MISSED APPROACH: Climbing left turn to 4000 on CBU TACAN R-260 to BEAST INT/CBU 10 DME and hold, continue climb-in-hold to 4000.

D-ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6





CATEGORY	A	B	C	D	E
S-28L	660/24	637 (700-½)	660-1⅜	637 (700-1⅜)	
CIRCLING	740-1 709 (800-1)	760-1 729 (800-1)	1060-3	1029 (1100-3)	1140-3 1109 (1200-3)



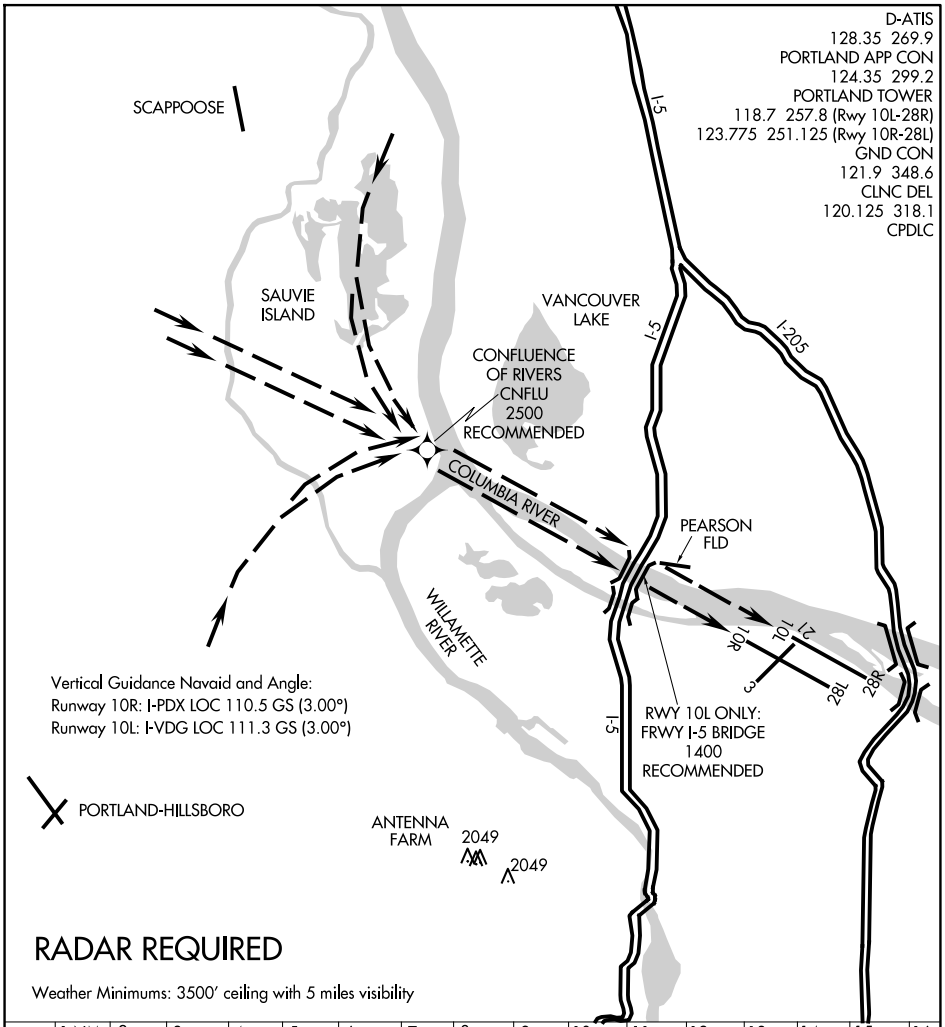
REIL Rwys 3 and 21
TDZL/RCLS Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026

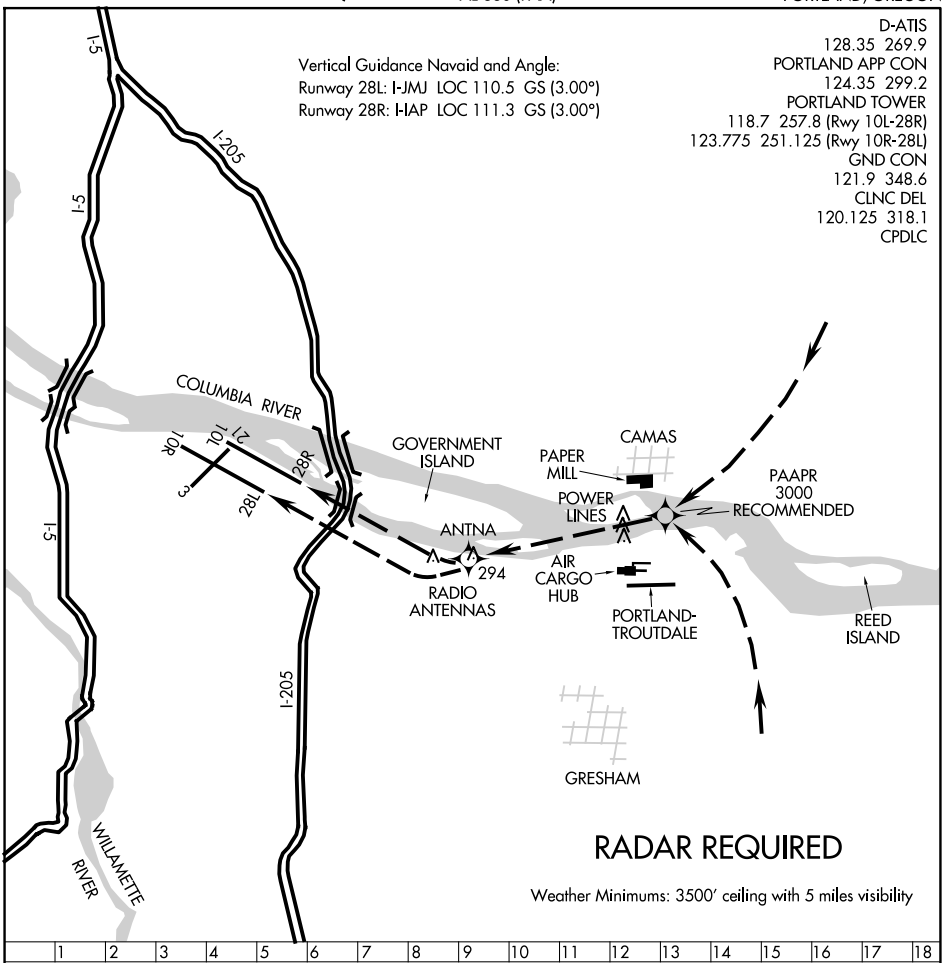
NW-1, 03 SEP 2026 to 29 OCT 2026

21168

MILL VISUAL RWY 28L/R

AL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON



NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

D-ATIS 128.35 269.9
PORTLAND TOWER 123.775 251.125
RWY 03-21, 10R-28L 118.7 257.8
RWY 10L-28R GND CON 121.9 348.6
CLNC DEL 120.125 318.1
CPDLC
PDC
D
VAR 16° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.2° W
FIELD ELEV 31
HS 3
HS 1
HS 2
9825 X 150
11000 X 150
6000 X 150
ASSC in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
GA TERMINAL & PARKING
U.S. CUSTOMS
SOUTHEAST RAMP
NORTH RAMP
TWR
ADMINISTRATION AND TERMINAL
NORTHWEST RAMP
FIRE STATION
CENTRAL RAMP
RESERVE RAMP
OR ANG WEST RAMP
OREGON ANG
SOUTH CENTRAL RAMP
SOUTH RAMP
SOUTHWEST RAMP
H BAK-12B
ILS HOLD
ELEV 30
ELEV 26
ELEV 23
ELEV 22.3
283°
103°
209°
029°
122°34'W
122°35'W
122°36'W
122°37'W
45°36'N
45°35'N
RWY 03-21
PCR 400 F/D/X/T
S-120, D-250, 2D-380
RWY 10L-28R
PCR 2270 F/D/X/T
S-200, D-200, 2D-400
RWY 10R-28L
PCR 1200 R/D/W/T
S-200, D-200, 2D-360

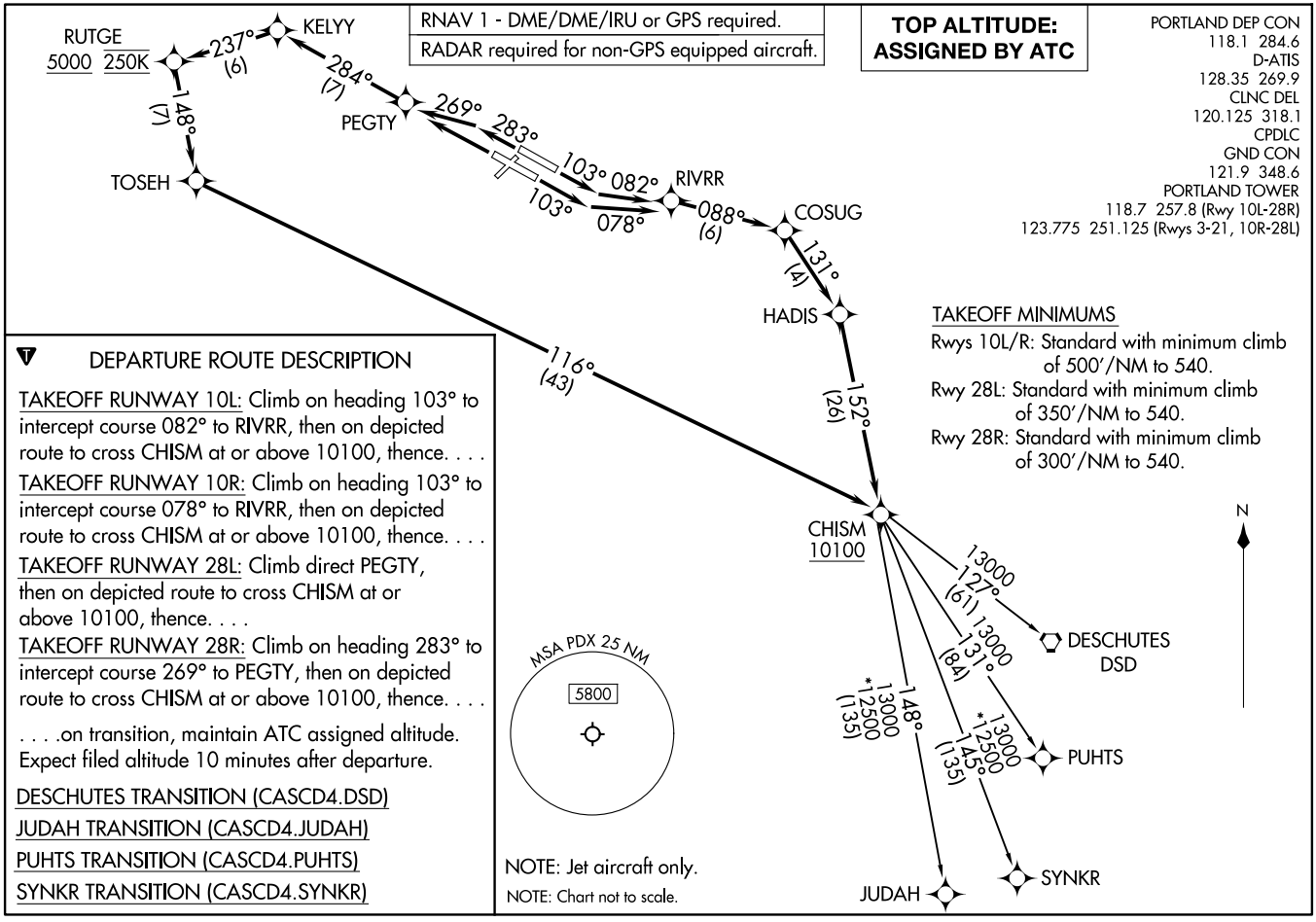
(CASCD4.CHISM) 25107
CASCADE FOUR DEPARTURE (RNAV)
AL-330 (FAA)
PORTLAND INTL (PDX)
PORTLAND, OREGON
634

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.

NOTE: Jet aircraft only.

NOTE: Chart not to scale.

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)

HRMNS SIX DEPARTURE (RNAV)

AL-330 (FAA)

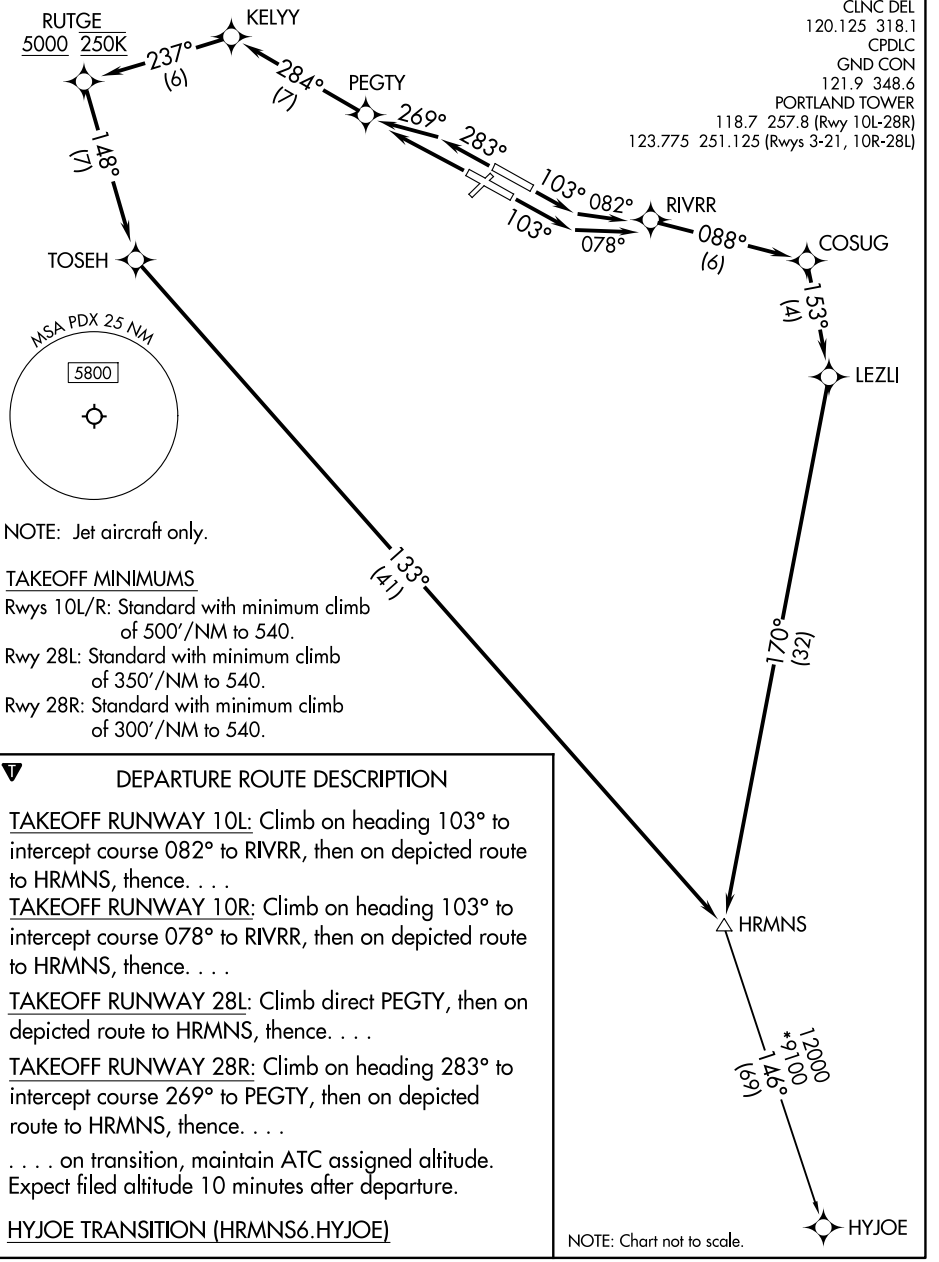
PORTLAND, OREGON

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(LAVAA7.LAVAA) 24305

LAVAA SEVEN DEPARTURE (RNAV)

AL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON

LAVAA SEVEN DEPARTURE (RNAV)
(LAVAA7.LAVAA) 31OCT24
PORTLAND, OREGON
PORTLAND INTL (PDX)

NW-1, 03 SEP 2026 to 29 OCT 2026

MINNE FIVE DEPARTURE (RNAV)

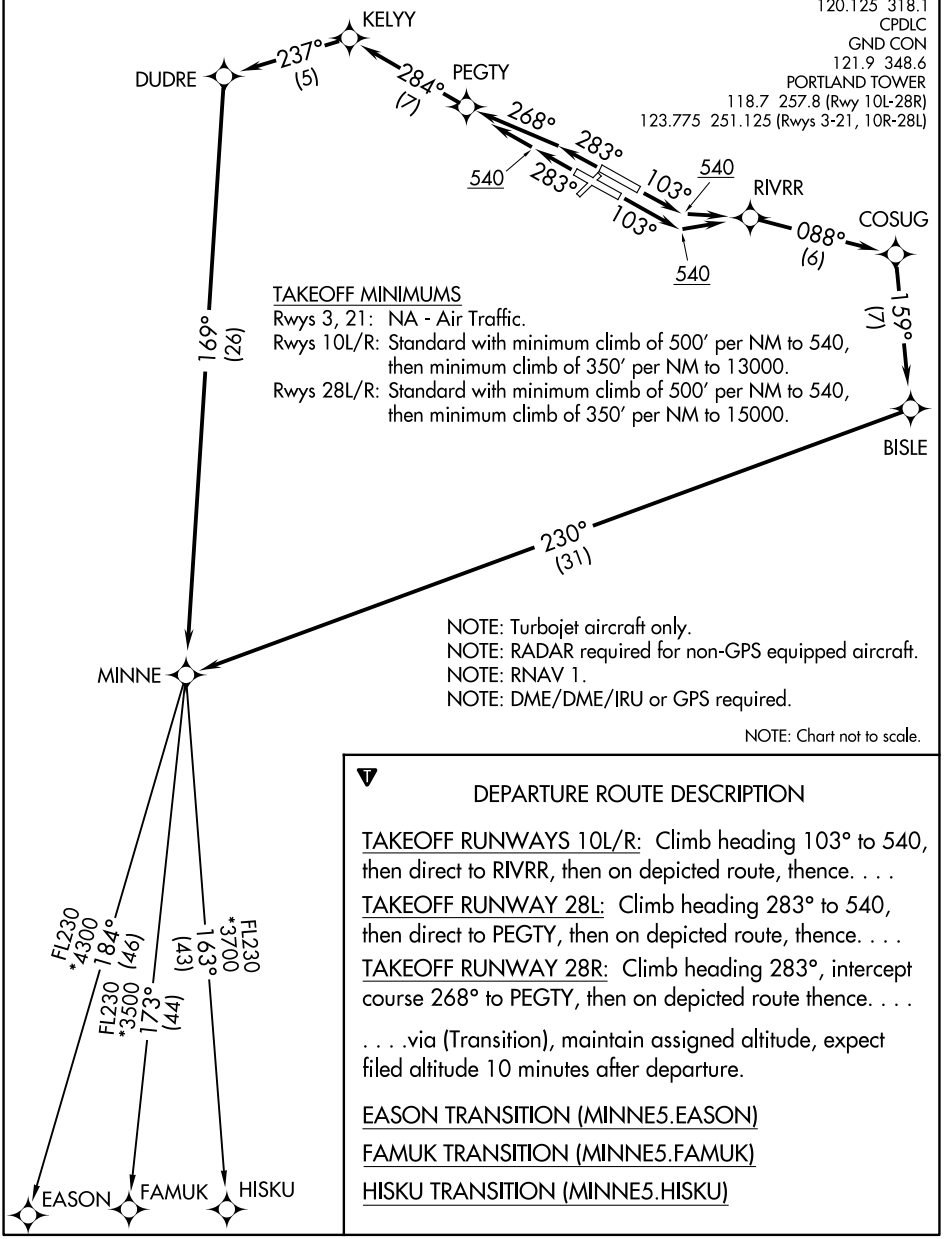
AL-330 (FAA)

PORTLAND, OREGON

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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 3, 21: NA - Air Traffic.

Rwys 10L/R: Standard with minimum climb of 500' per NM to 540, then minimum climb of 350' per NM to 13000.

Rwys 28L/R: Standard with minimum climb of 500' per NM to 540, then minimum climb of 350' per NM to 15000.

NOTE: Turbojet aircraft only.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L/R: Climb heading 103° to 540, then direct to RIVRR, then on depicted route, 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)

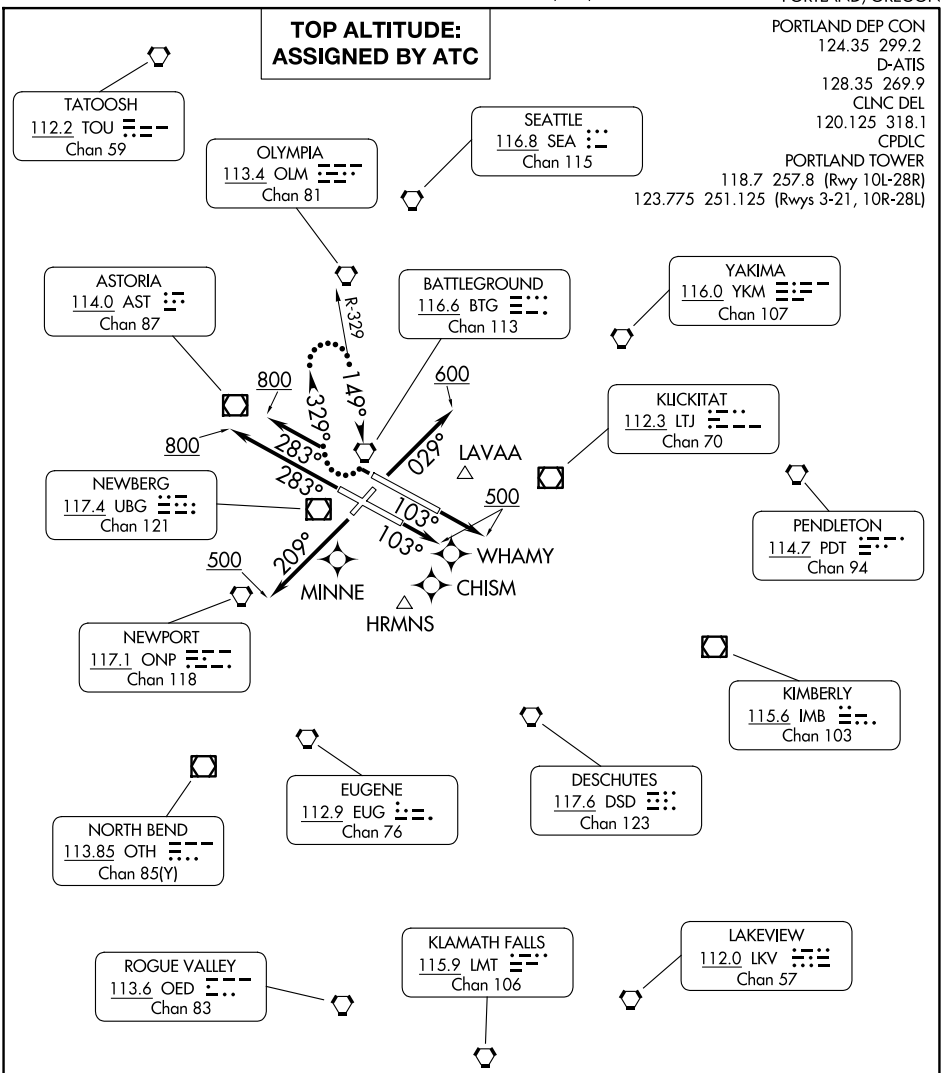
HISKU TRANSITION (MINNE5.HISKU)

(PTLD2.BTG) 24025

PORTLAND TWO DEPARTURE

AL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON



TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 375′ per NM to 5300.
Rwy 10L: Standard with minimum climb of 350′ per NM to 5900.
Rwy 10R: Standard with minimum climb of 400′ per NM to 5000.
Rwy 21: Standard with minimum climb of 430′ per NM to 4000.
Rwy 28L: Standard with minimum climb of 375′ per NM to 4500.
Rwy 28R: Standard with minimum climb of 340′ per NM to 5400.

NOTE: RADAR required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026

WHAMY FIVE DEPARTURE (RNAV)

(WHAMY5.WHAMY) 31OCT24

PORTLAND, OREGON

PORTLAND INTL (PDX)

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)

RUTGE
5000 250K

KELYY

237° (6)

284° (7)

148° (7)

PEGTY

269°

283°

103° 082°

103° 078°

RIVRR

088° (6)

COSUG

131° (4)

HADIS

098° (42)

122° (19)

WHAMY
10000

10000
*8200
094° (103)

KIMBERLY
IMB

15000
*9200
113° (169)

KOATA

TOSEH

N

MSA PDX 25 NM
5800

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.

(WHAMY5.WHAMY) 24305

WHAMY FIVE DEPARTURE (RNAV)

AL-330 (FAA)

PORTLAND INTL (PDX)

PORTLAND, OREGON

640

ILS or LOC RWY 13R

PORTLAND-HILLSBORO (HIO)

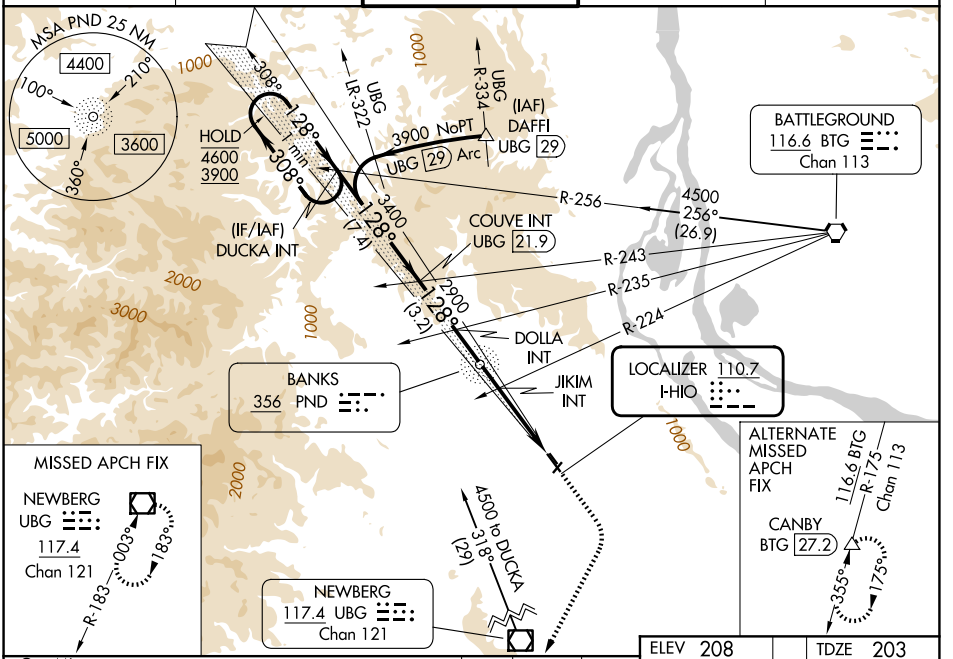
LOC I-HIO	APP CRS	Rwy Ldg	6600
110.7	128°	TDZE	203
		Apt Elev	208

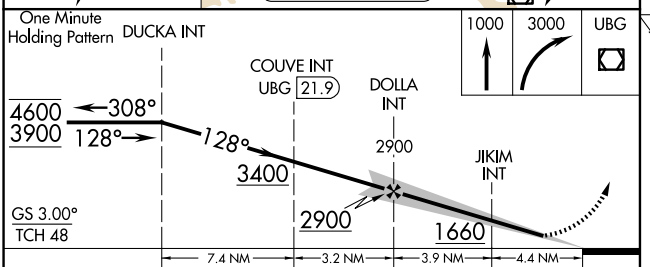
Circling to Rwy 13L, 31R NA at night. Inop table does not apply to S-LOC Rwy 13R all Cats. For inop ALS, increase JIKIM fix minimums Cat C/D visibility to 1⅜ SM. * RVR 1800 authorized with use of FD or AP or HUD to DA.

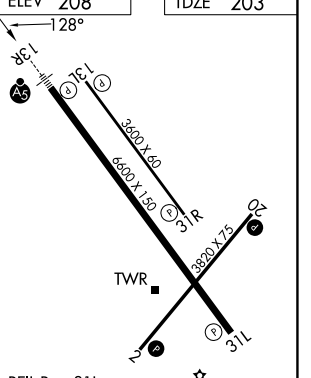
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct UBG VOR/DME and hold.

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	1660/40 1457 (1500-¾)	1660/55 1457 (1500-1)	1660-3	1457 (1500-3)
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	700/24	497 (500-½)	700/50	497 (500-1)
CIRCLING	700-1 492 (500-1)	720-1 512 (600-1)	940-2 732 (800-2)	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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PORTLAND, OREGON | AL-5063 (FAA) | 26134

RNAV (GPS) RWY 13R

PORTLAND-HILLSBORO (HIO)

WAAS	APP CRS	Rwy Ldg	6600
CH 69502	127°	TDZE	203
W13A		Apt Elev	208

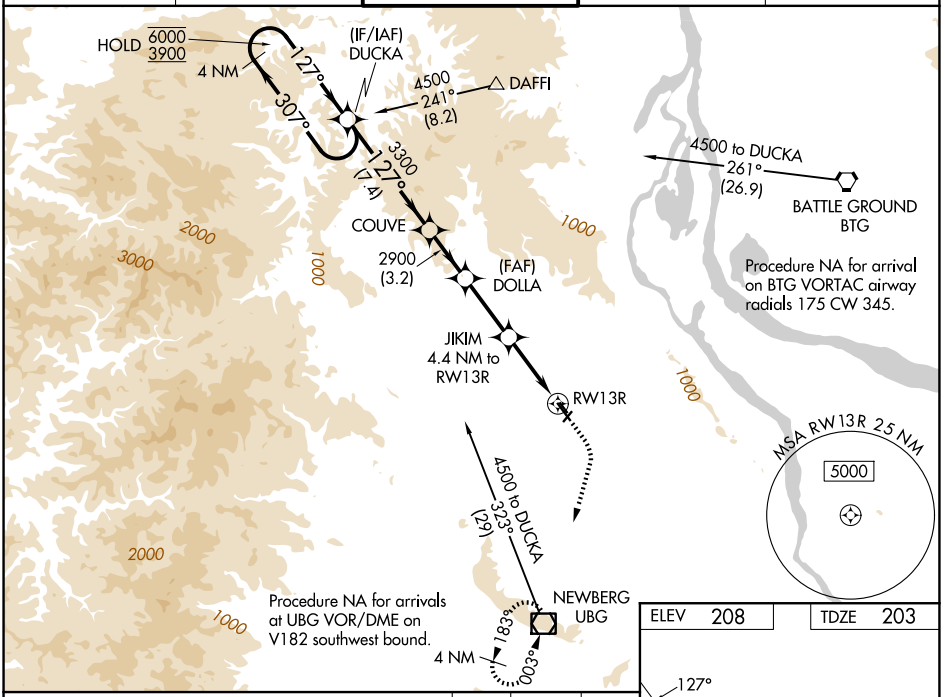
RNP APCH - GPS.

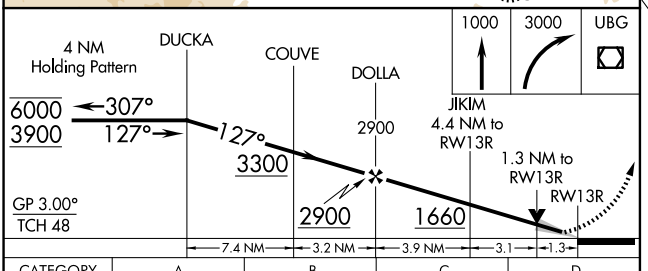
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 13L, 31R NA at night. For inop ALS, increase LNAV Cat C/D visibility to 1⅜ SM. * RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct UBG VOR/DME and hold. Continue climb-in-hold to 3000.

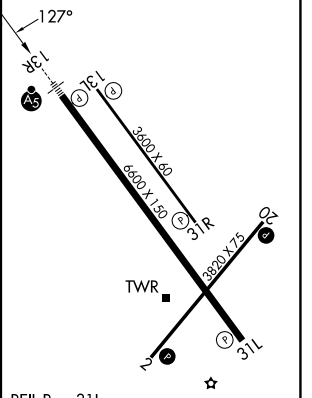
ATIS	PORTLAND APP CON	HILLSBORO TOWER *	GND CON	UNICOM
127.65	126.0 269.175	119.3 (CTAF) L 239.3	121.7	122.95





CATEGORY	A	B	C	D
LPV DA *	403/24 200 (200-½)			
LNAV/VNAV DA	661/45 458 (500-⅞)			
LNAV MDA	680/24 477 (500-½)		680/50 477 (500-1)	
CIRCLING	680-1 472 (500-1)	720-1 512 (600-1)	940-2 732 (800-2)	980-2½ 772 (800-2½)

ELEV 208 | TDZE 203



REIL Rwy 31L
HIRL Rwy 13R-31L
MIRL Rwys 2-20 and 13L-31R

PORTLAND, OREGON
Amdt 3A 14MAY26

45°33'N-122°57'W

PORTLAND-HILLSBORO (HIO)

RNAV (GPS) RWY 13R

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 31L

PORTLAND-HILLSBORO (HIO)

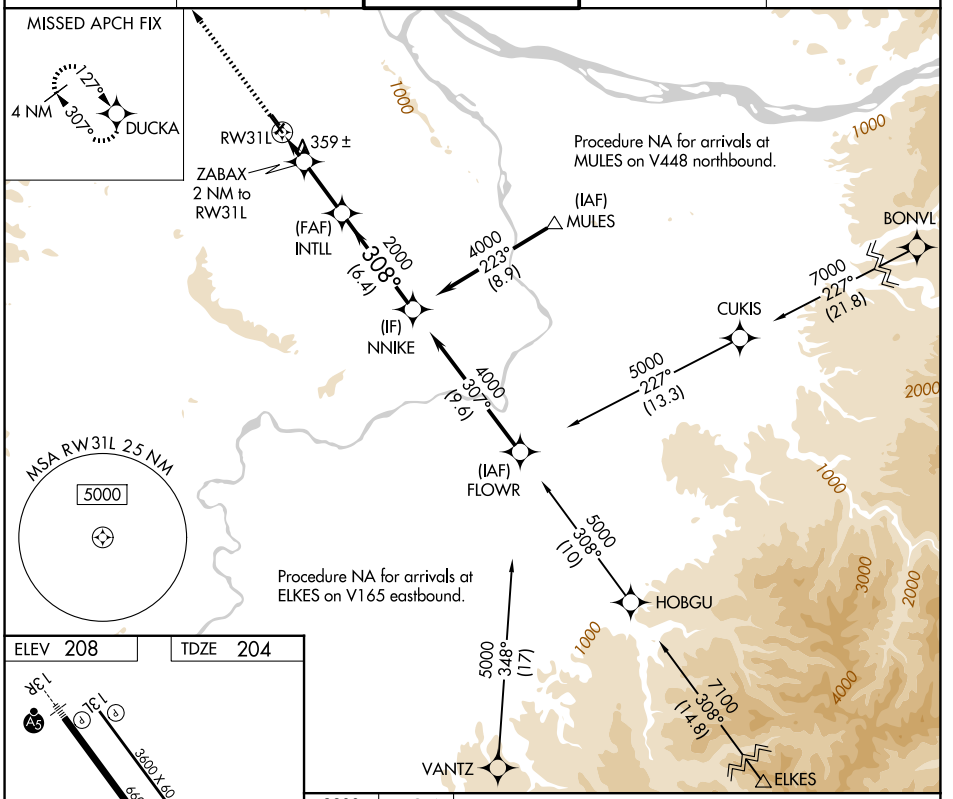
APP CRS	Rwy Ldg	6600
308°	TDZE	204
	Apt Elev	208

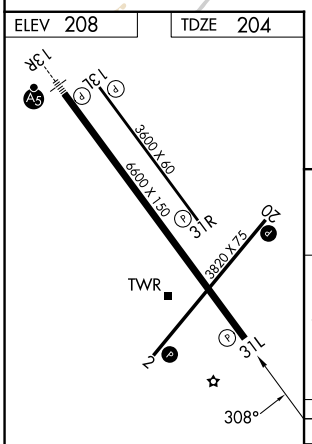
RNP APCH - GPS.

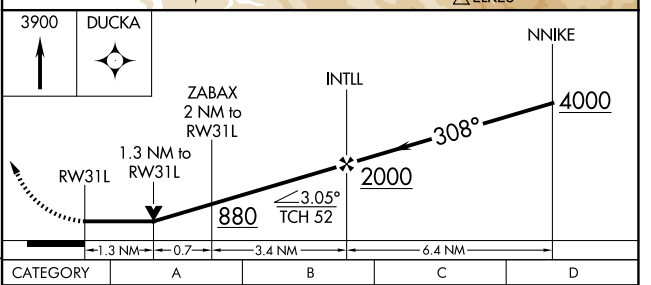
Rwy 31L helicopter visibility reduction below ¾ SM NA. Circling to Rwy 13L, 31R NA at night.

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) Ⓛ 239.3	121.7	122.95







CATEGORY	A	B	C	D
LNAV MDA	660-1 456 (500-1)		660-1⅜ 456 (500-1⅜)	
CIRCLING	680-1 472 (500-1)	720-1 512 (600-1)	940-2 732 (800-2)	980-2½ 772 (800-2½)

REIL Rwy 31L
HIRL Rwy 13R-31L
MIRL Rwys 2-20 and 13L-31R

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NDB-B

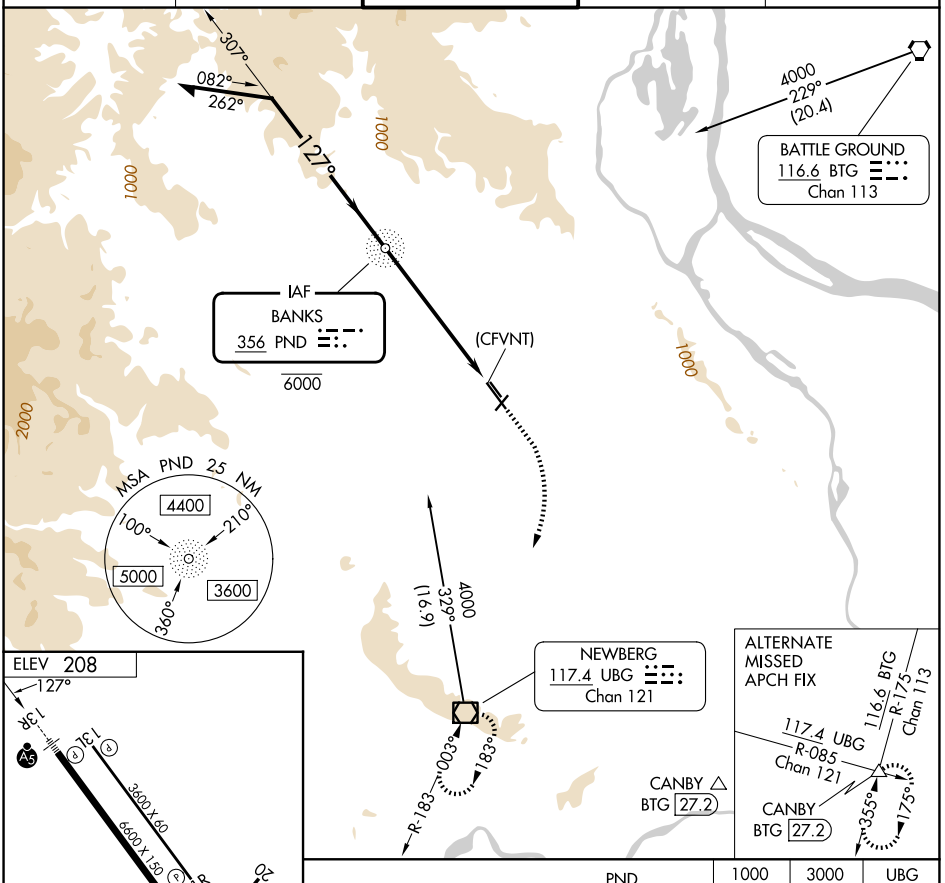
PORTLAND-HILLSBORO (HIO)

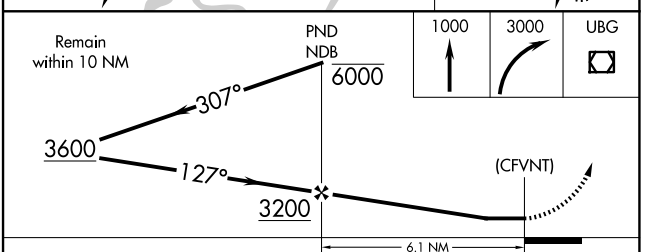
PND NDB	APP CRS	Rwy Ldg	N/A
356	127°	TDZE	N/A
		Apt Elev	208

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

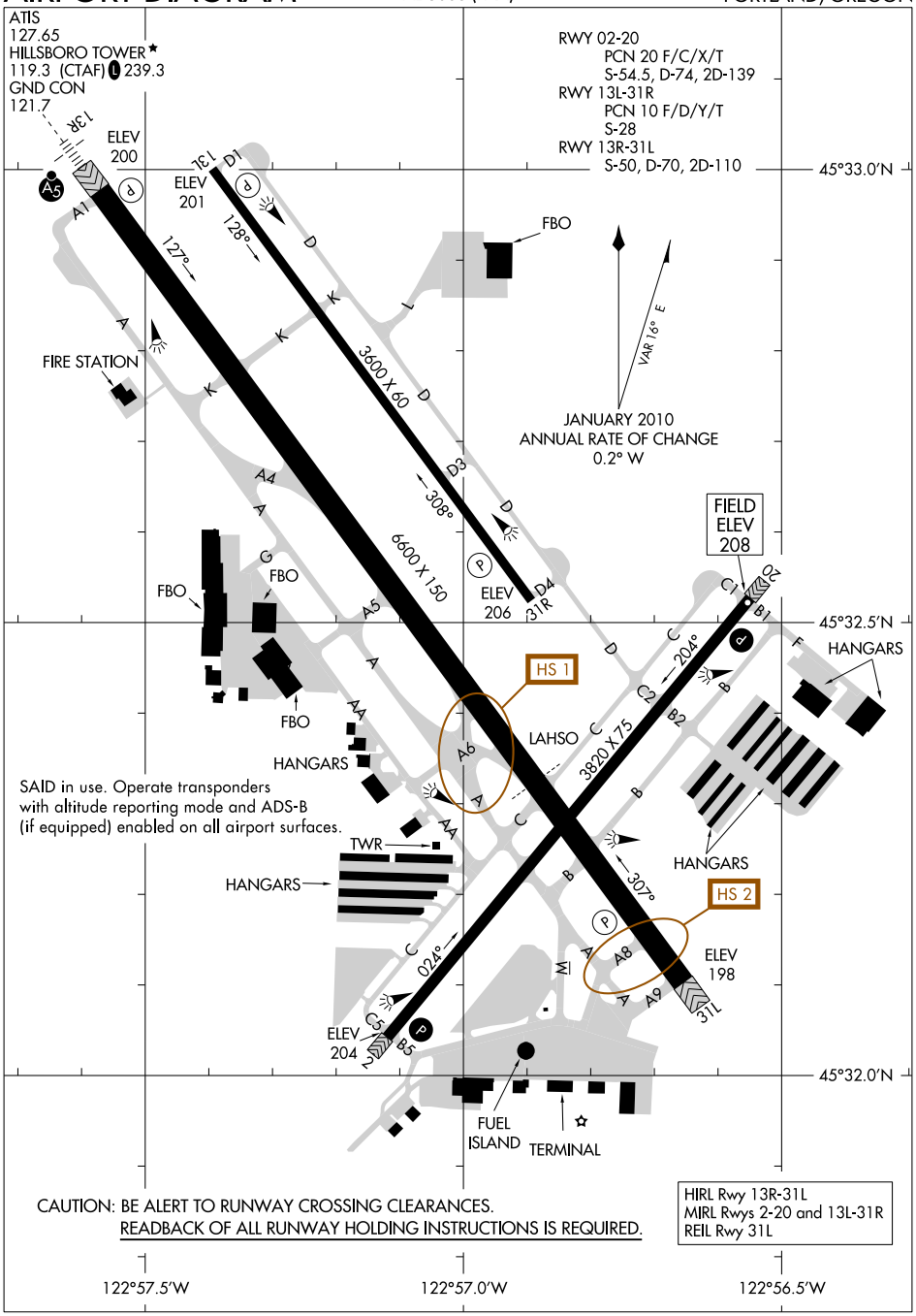




FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
CIRCLING	980-1 772 (800-1)		980-2¼ 772 (800-2¼)	980-2½ 772 (800-2½)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(BERNI3.BERNI) 18032

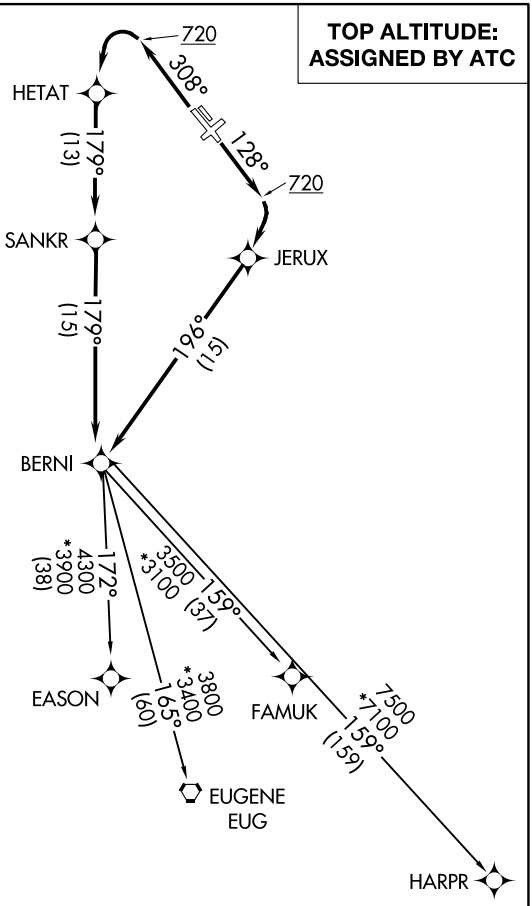
BERNI THREE DEPARTURE (RNAV)

AL-5063 (FAA)

PORTLAND-HILLSBORO (HIO)
PORTLAND, OREGON

ATIS
127.65
GND CON
121.7
HILLSBORO TOWER ★
119.3 (CTAF) 239.3
PORTLAND DEP CON
126.0 269.175

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 . . . .

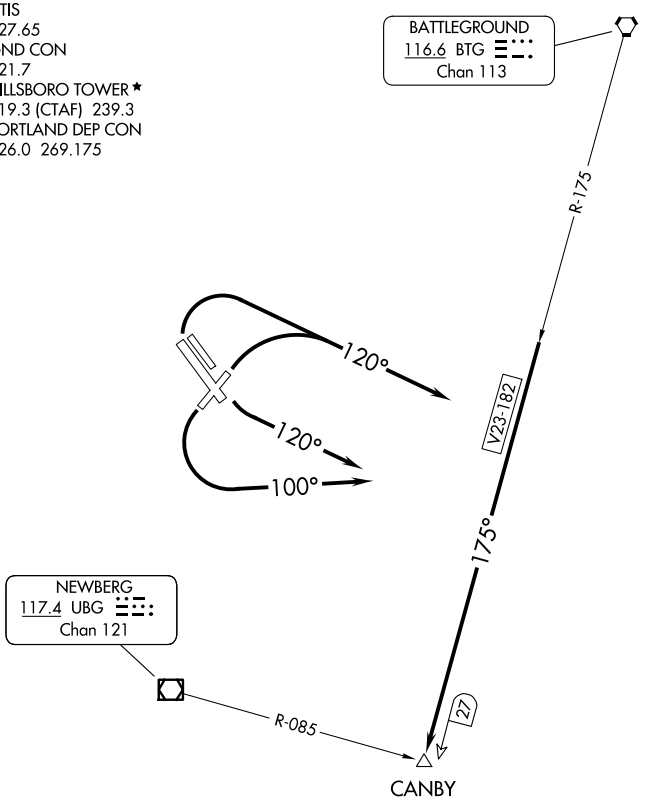
. . . . on (transition). Maintain assigned altitude. Expect filed altitude 10 minutes after departure.

EASON TRANSITION (BERNI3.EASON)
EUGENE TRANSITION (BERNI3.EUG)
FAMUK TRANSITION (BERNI3.FAMUK)
HARPR TRANSITION (BERNI3.HARPR)

NW-1, 03 SEP 2026 to 29 OCT 2026

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
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.

NW-1, 03 SEP 2026 to 29 OCT 2026

CHISM FOUR DEPARTURE (RNAV)

(CHISM4.CHISM) 01FEB18

PORTLAND-HILLSBORO (HIO)

PORTLAND, OREGON

CHISM FOUR DEPARTURE (RNAV)

(CHISM4.CHISM) 18032

PORTLAND-HILLSBORO (HIO)

PORTLAND, OREGON

AL-5063 (FAA)

ATIS
127.65
GND CON
121.7
HILLSBORO TOWER ★
119.3 (CTAF) 239.3
PORTLAND DEP CON
126.0 269.175

N

720
308°
128°
720
HETAT
157°
(5)
FORAS
108°
(10)
EMELY
108°
(35)
GERDD
(37)
112°
CHISM

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

8200
*8200
087°
(107)
KIMBERLY
IMB

(49)
*12700
12700
138°
JOGEN

12700
*12700
127°
(61)
DESCHUTES
DSD

9600
*9600
108°
(150)
RIELY

12700
*12700
139°
(125)
PAWLI

12700
*12700
138°
(81)
SMIGE

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.

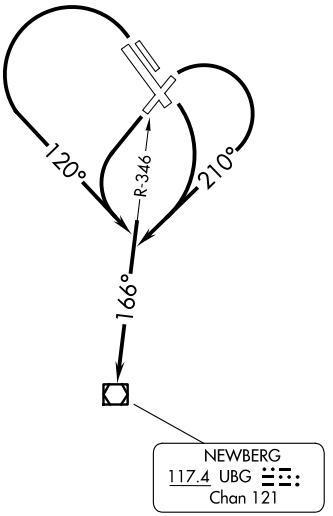
NOTE: Chart not to scale.

FARMINGTON SEVEN DEPARTURE

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



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(SCAPO7.SCAPO) 23334

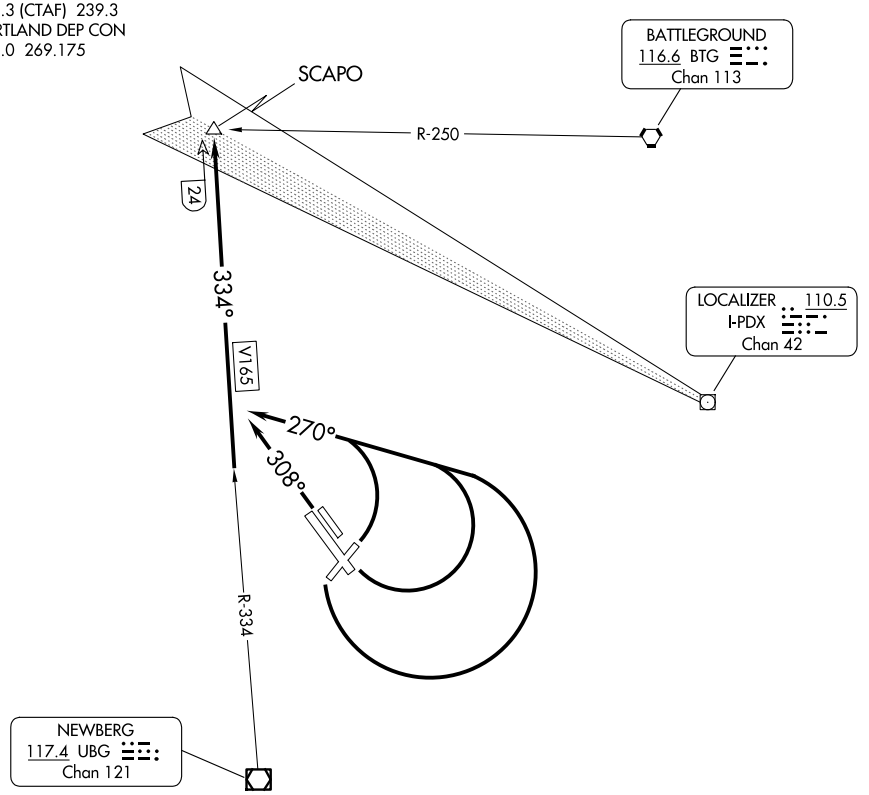
SCAPO SEVEN DEPARTURE

AL-5063 (FAA)

PORTLAND-HILLSBORO (HIO)
PORTLAND, OREGON

ATIS
127.65
GND CON
121.7
HILLSBORO TOWER ★
119.3 (CTAF) 239.3
PORTLAND DEP CON
126.0 269.175

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwy 2: Standard with minimum climb of 235′ per NM to 2000.
Rwys 13L/R: Standard with minimum climb of 305′ per NM to 2700.
Rwy 20: Standard.
Rwys 31L/R: Standard with minimum climb of 240′ per NM to 600.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2, 13L/R, 20: Climbing left turn heading 270°, thence . . . .

TAKEOFF RUNWAYS 31L/R: Climb heading 308°, thence . . . .

. . . . intercept UBG VOR/DME R-334 to SCAPO. Then on assigned route.
Maintain ATC assigned altitude.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS)-A

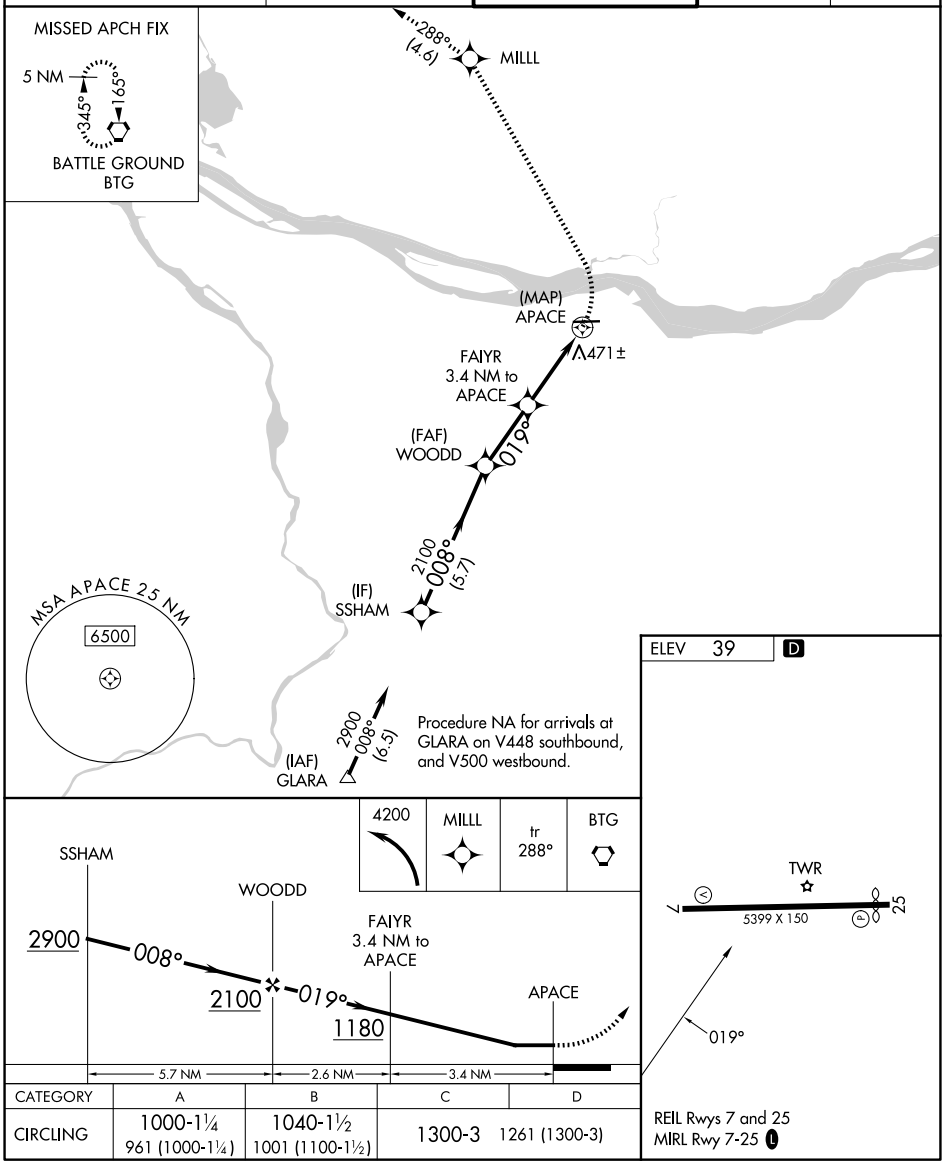
PORTLAND-TROUTDALE (TTD)

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
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26134

AIRPORT DIAGRAM

AL-649 (FAA)

PORTLAND-TROUTDALE (TTD)

PORTLAND, OREGON

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26134

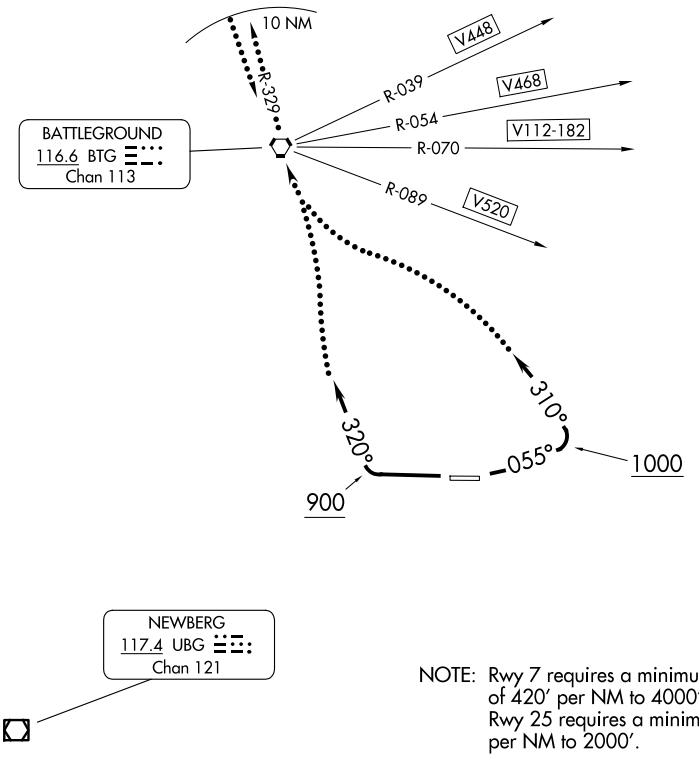
PORTLAND, OREGON
PORTLAND-TROUTDALE (TTD)

BLUE LAKE THREE DEPARTURE

AL-649 (FAA)

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

POWELL, WYOMING | AL-686 (FAA) | 26078

RNAV (GPS) RWY 13

POWELL MUNI (POY)

WAAS	APP CRS	Rwy Ldg	6200
CH 90233	134°	TDZE	5046
W13A		Apt Elev	5096

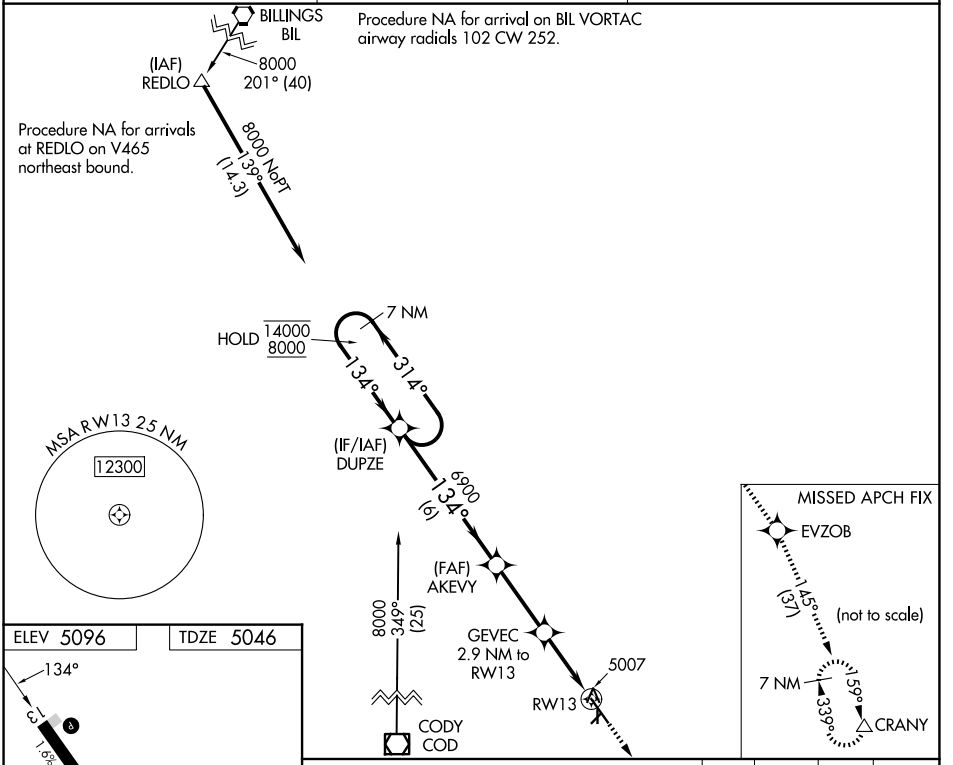
RNP APCH.

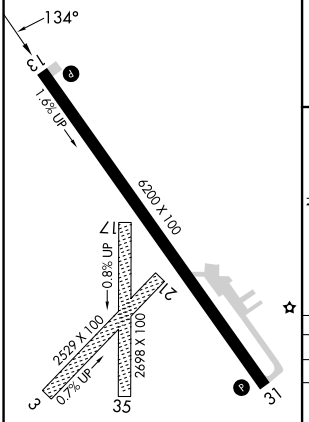
Circling NA to Rwys 3, 17, 21 and 35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 51°C. Baro-VNAV and VDP NA when using Cody altimeter setting. When local altimeter setting not received, use Cody altimeter setting and increase all DA 54 feet and all MDA 60 feet.

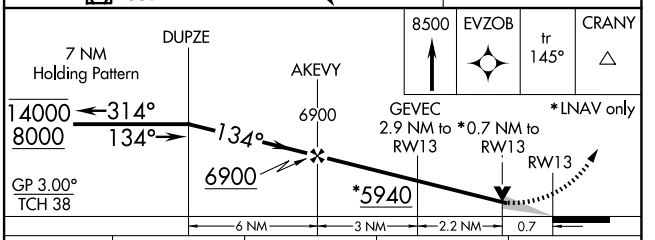
NA

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)			
CIRCLING	5500-1 404 (500-1)	5560-1 464 (500-1)	5560-1½ 464 (500-1½)	5660-2 564 (600-2)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 31

POWELL MUNI (POY)

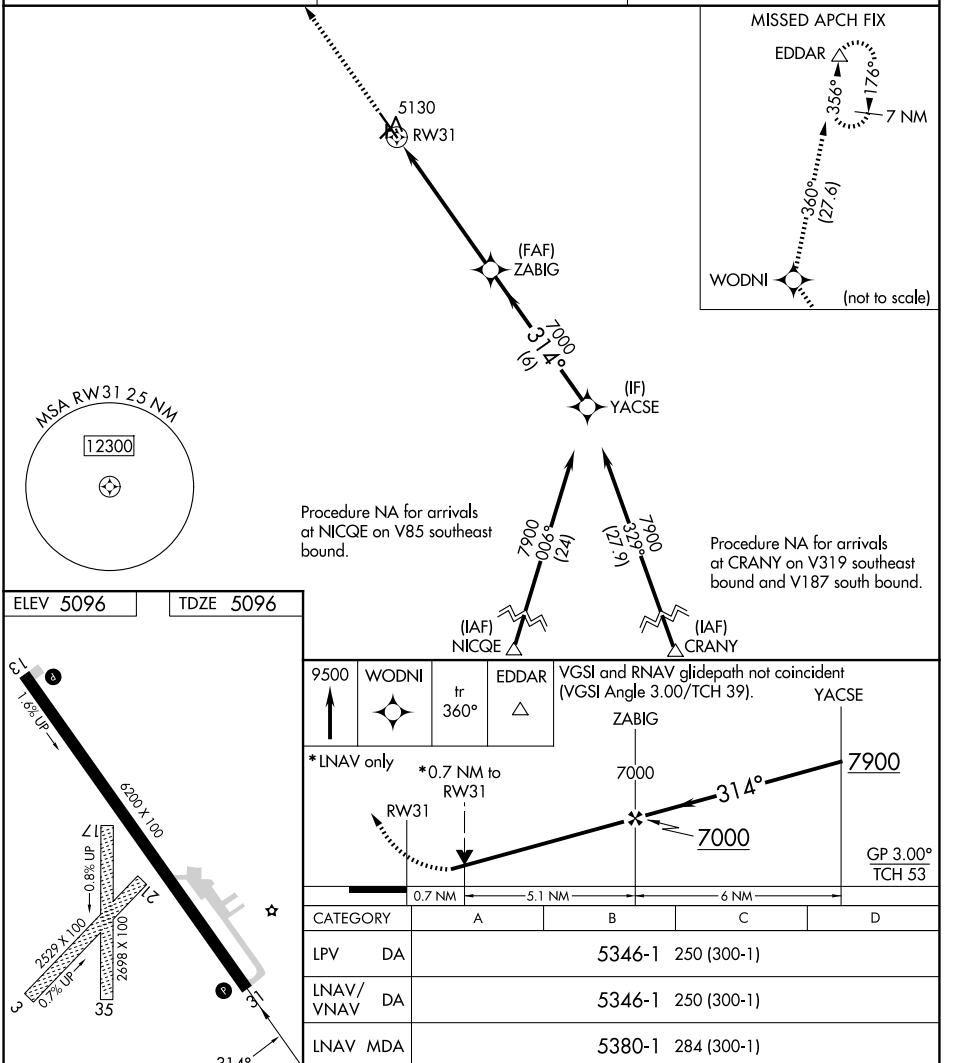
WAAS CH 50233 W31A	APP CRS 314°	Rwy Ldg 6200 TDZE 5096 Apt Elev 5096

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

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)			
CIRCLING	5500-1 404 (500-1)	5560-1 464 (500-1)	5560-1½ 464 (500-1½)	5660-2 564 (600-2)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 11

PRINEVILLE (S39)

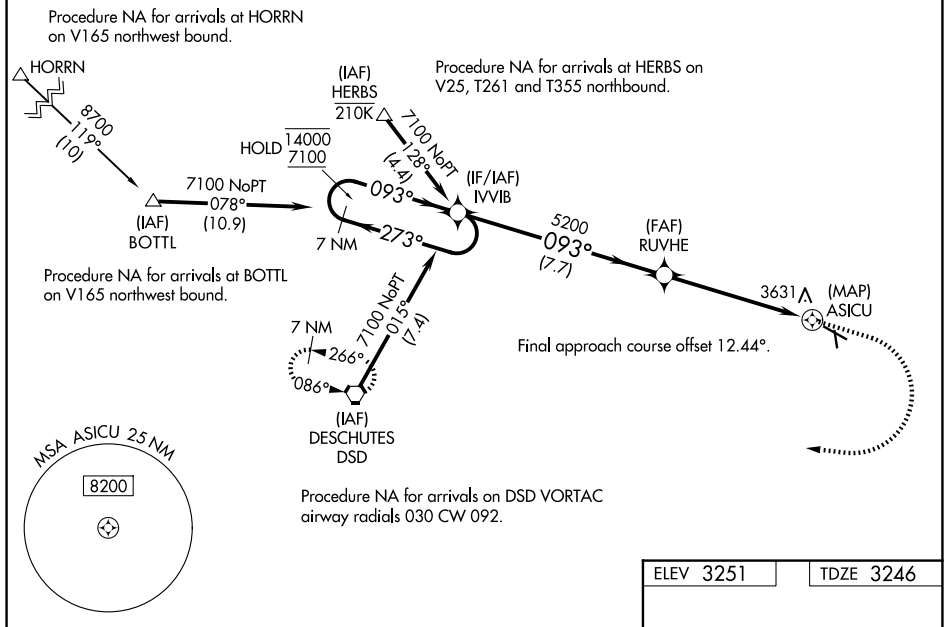
WAAS	APP CRS	Rwy Ldg	5405
CH 60936	093°	TDZE	3246
W11A		Apt Elev	3251

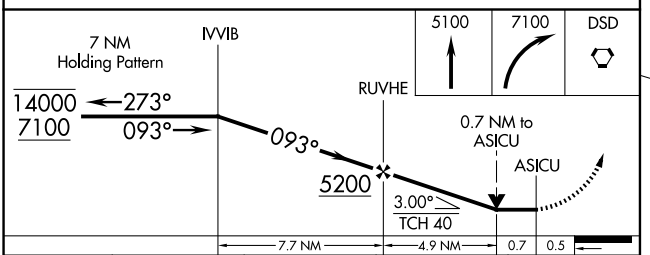
RNP APCH - GPS.

Circling NA for Cat D south of Rwy 11-29.
Rwy 11 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 16 NA at night.

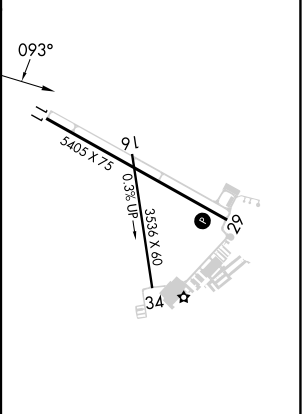
MISSED APPROACH: Climb to 5100 then climbing right turn to 7100 direct DSD VORTAC and hold.
*Missed approach requires minimum climb of 215 feet per NM to 5400.

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)	
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 16-34 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 29

PRINEVILLE (S39)

APP CRS	Rwy Ldg	5405
285°	TDZE	3240
	Apt Elev	3251

RNP APCH - GPS.

Circling NA for Cat D south of Rwy 11-29.
Circling Rwy 16 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

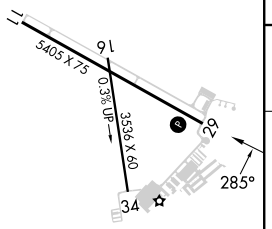
Procedure NA for arrivals at GASHE on V25 northbound and V500 westbound.
Procedure NA for arrivals at ROAMS on V536 northeast bound.

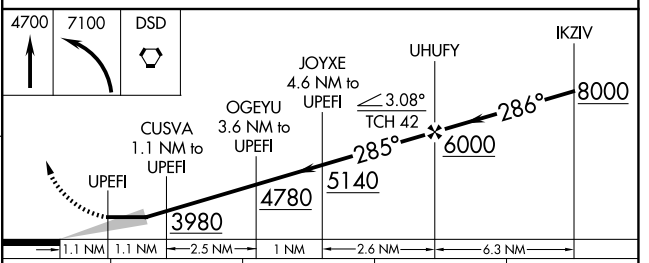
GASHE
ROAMS
KIMBERLY IMB
8300 127° (50.1)
8500 171° (28.7)
9100 226° (37.7)
(IAF) ZUDMI
8000 196° (11.5)
Procedure NA for arrival on IMB VOR/DME airway radials 231 CW 298.
(MAP) UPEFI
3396
CUSVA 1.1 NM to UPEFI
OGEYU 3.6 NM to UPEFI
JOYXE 4.6 NM to UPEFI
(FAF) UHUFY
285°
6000
286° (6.3)
(IF) IKZIV
8000 327° (7.6)
(IAF) NAXZY
Procedure NA for arrivals at NAXZY on V269 eastbound.

MISSED APCH FIX
7 NM
266°
086°
DESCHUTES DSD

MSA UPEFI 25 NM
8200

ELEV 3251 TDZE 3240





CATEGORY	A	B	C	D
LNAV MDA	3700-1¼ 460 (500-1¼)		3700-1⅜ 460 (500-1⅜)	
CIRCLING	3960-1¼ 709 (800-1¼)	4040-1¼ 789 (800-1¼)	4040-2¼ 789 (800-2¼)	4040-2½ 789 (800-2½)

MIRL Rwy 11-29 L
LIRL Rwy 16-34 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

DESCHUTES FOUR DEPARTURE (RNAV)

(DSD4.DSD) 22JAN26

PRINEVILLE, OREGON
PRINEVILLE (S39)

RNAV 1 - GPS

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 16: 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 . . . .

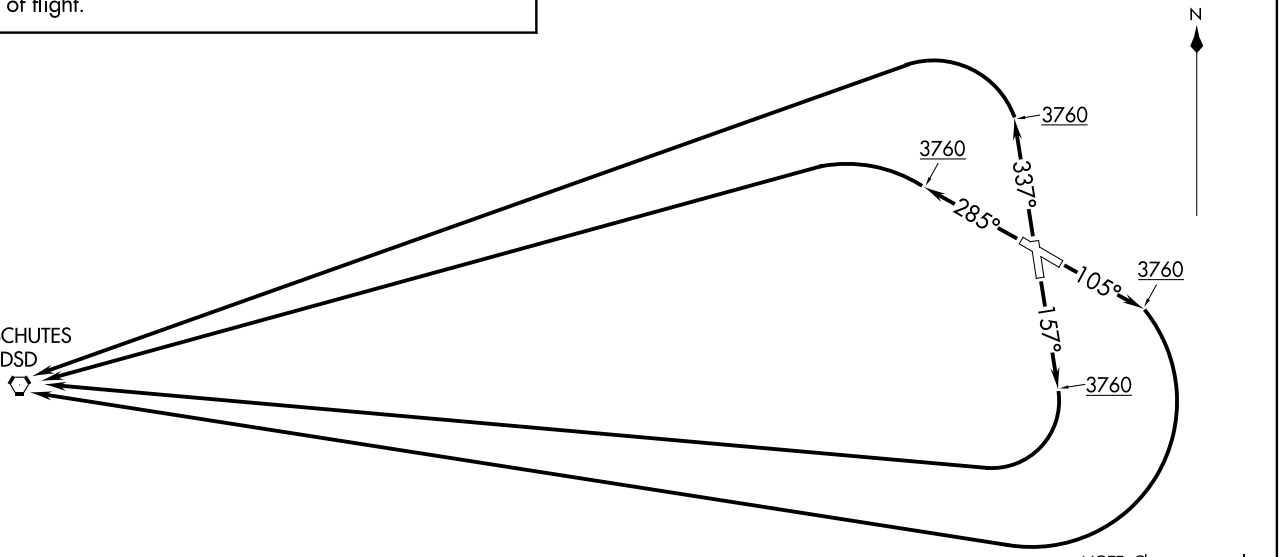
TAKEOFF RUNWAY 34: Climb on heading 337° to 3760, then climbing left turn direct DSD VORTAC. Thence . . . .

. . . . cross DSD VORTAC at or above MEA/MCA for route of flight.

MSA S39 25 NM
8200

TAKEOFF MINIMUMS

Rwy 11: Standard with minimum climb of 500′ per NM to 3760 then climb 400′ per NM to 9000.
Rwy 16: 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 34: Standard with minimum climb of 500′ per NM to 3760 then climb 430′ per NM to 9000.



(DSD4.DSD) 26022

DESCHUTES FOUR DEPARTURE (RNAV)

AL-9340 (FAA)

PRINEVILLE (S39)
PRINEVILLE, OREGON

658

ILS or LOC RWY 5

PULLMAN/MOSCOW RGNL (PUW)

LOC/DME I-PUW	APP CRS	Rwy Ldg	7100
110.35	050°	TDZE	2567
Chan 40(Y)		Apt Elev	2567

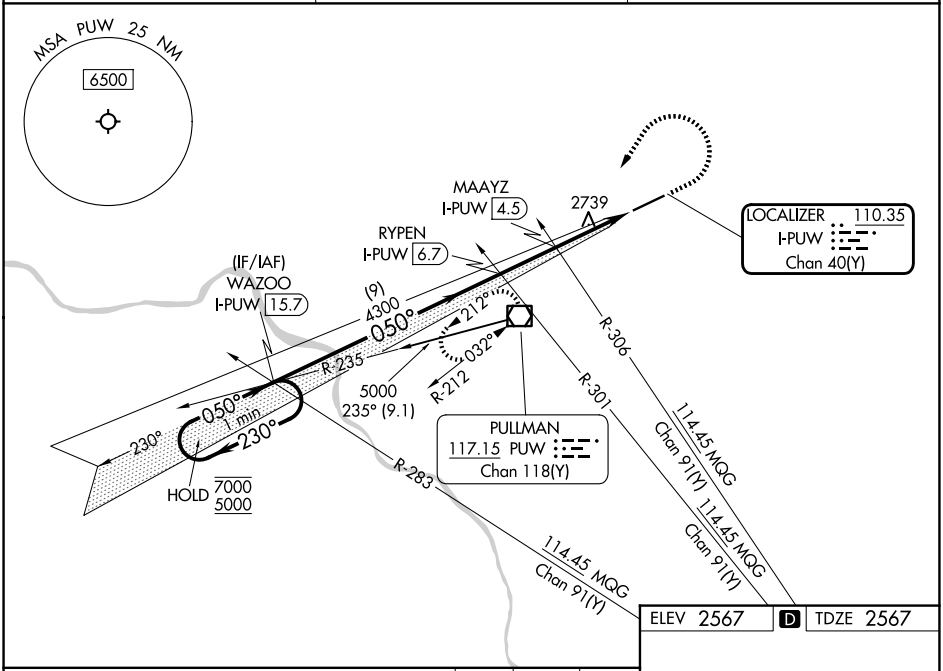
DME required.

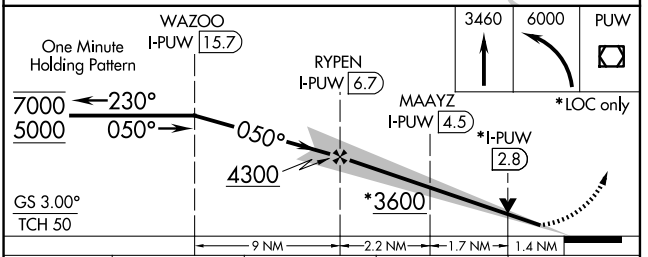
T A For inop ALS, increase S-ILS 5 all Cats visibility to RVR 4500 and S-LOC 5 Cat C/D visibility to 1⅜ SM.
† RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

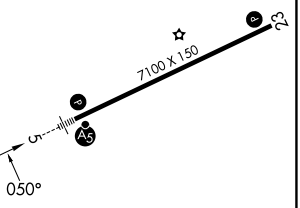
MISSED APPROACH: Climb to 3460 then climbing left turn to 6000 direct PUW VOR/DME, continue climb-in-hold to 6000.
#Missed approach requires minimum climb of 222 feet per NM to 4180.

ASOS	SEATTLE CENTER	UNICOM
135.675	123.95 290.55	122.8 (CTAF) L





ELEV 2567 D TDZE 2567



REIL Rwy 23 L
HIRL Rwy 5-23 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)	
CIRCLING	3080-1 513 (600-1)	3120-1 553 (600-1)	3140-1½ 573 (600-1½)	3420-2¾ 853 (900-2¾)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PULLMAN/MOSCOW, WASHINGTON AL-798 (FAA) 26078

APP CRS	Rwy Ldg	7100
230°	TDZE	2552
	Apt Elev	2567

RNAV (RNP) Z RWY 23

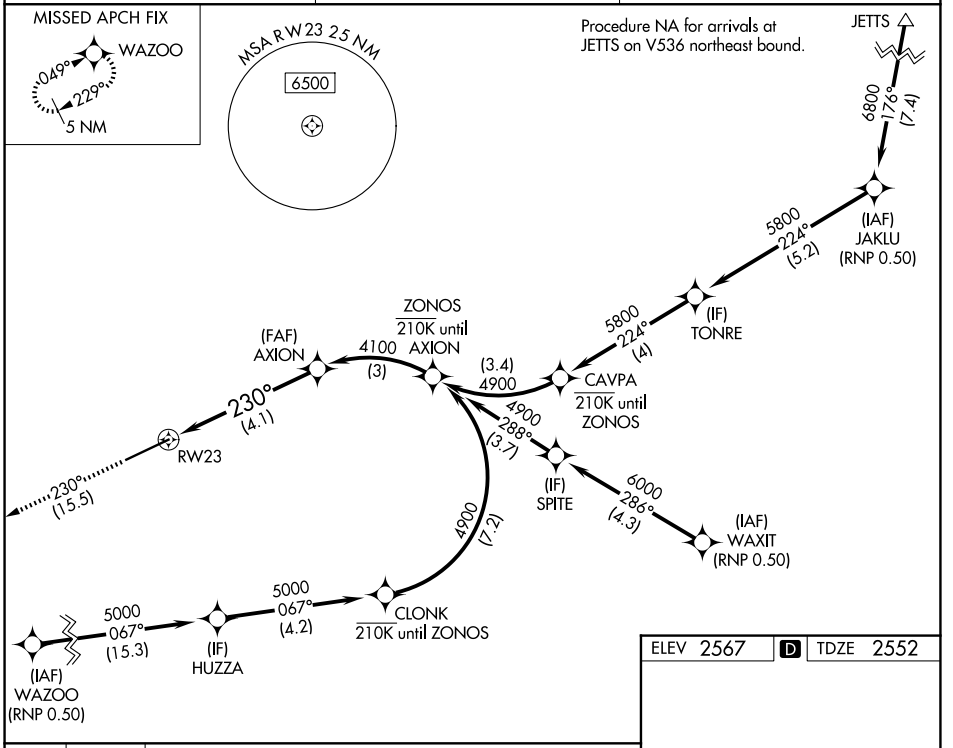
PULLMAN/MOSCOW RGNL (PUW)

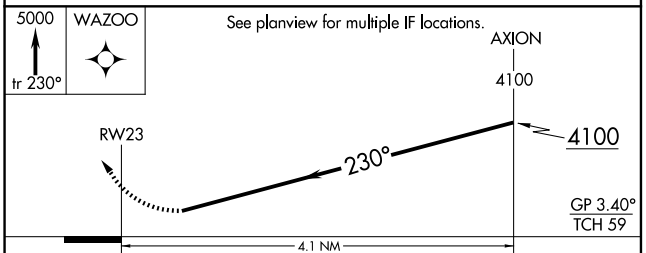
RNP AR APCH. RF required.

T 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.

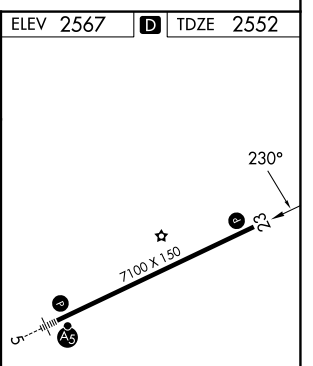
ASOS	SEATTLE CENTER	UNICOM
135.675	123.95 290.55	122.8 (CTAF) L





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

PULLMAN/MOSCOW, WASHINGTON
Orig 10OCT19

46°45'N-117°07'W

PULLMAN/MOSCOW RGNL (PUW)
RNAV (RNP) Z RWY 23

NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40243 W05B	APP CRS 049°	Rwy Ldg 7100 TDZE 2567 Apt Elev 2567

RNAV (GPS) RWY 5

PULLMAN/MOSCOW RGNL (PUW)

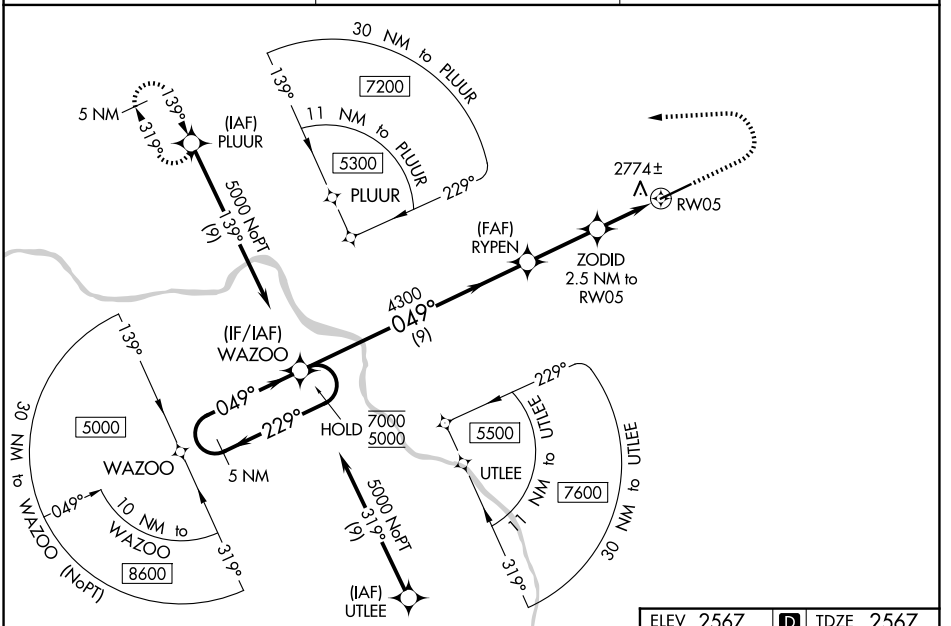
RNP APCH.

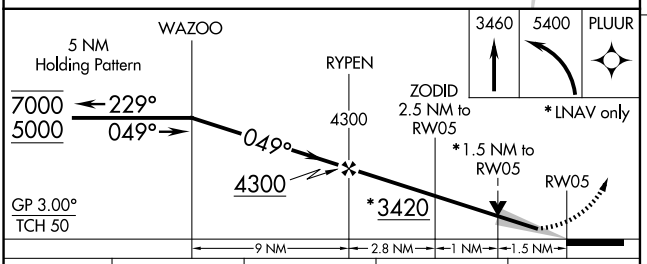
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20° C or above 54° C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cat C/D visibility to 1⅜ SM.
†RVR 1800 authorized with use of FD or AP or HUD to DA.

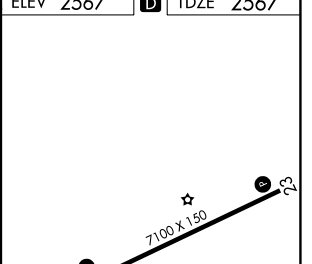
MALSR

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)	
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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

PULLMAN/MOSCOW, WASHINGTON | AL-798 (FAA) | 26078

RNAV (GPS) Y RWY 23

PULLMAN/MOSCOW RGNL (PUW)

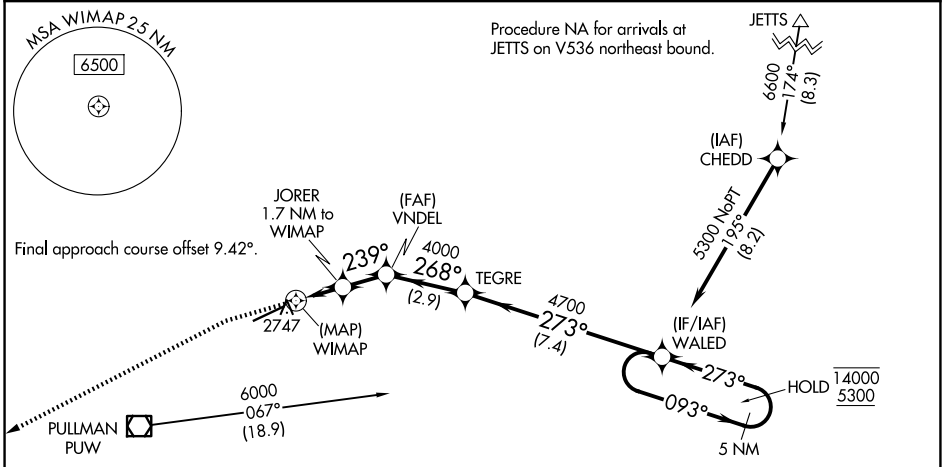
APP CRS	Rwy Ldg	7100
239°	TDZE	2552
	Apt Elev	2567

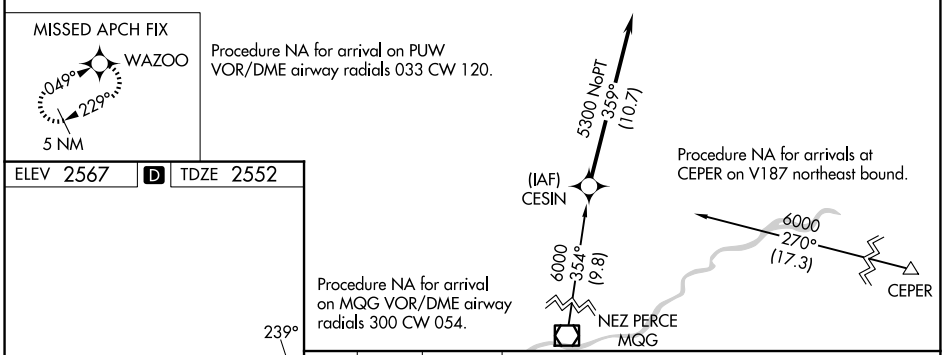
RNP APCH-GPS.

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.

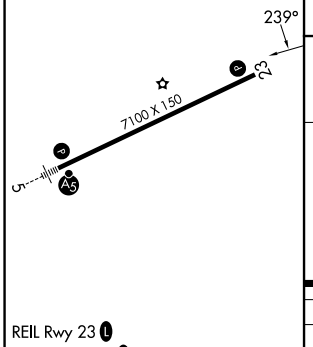
MISSED APPROACH: Climb to 3500 then climbing left turn to 5000 direct WAZOO and hold.

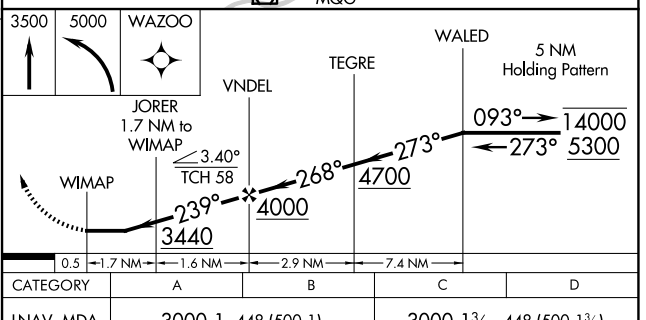
ASOS	SEATTLE CENTER	UNICOM
135.675	123.95 290.55	122.8 (CTAF) L





ELEV 2567 | D | TDZE 2552





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

PULLMAN/MOSCOW, WASHINGTON
Amdt 3 07OCT21

46°45'N-117°07'W

PULLMAN/MOSCOW RGNL (PUW)

RNAV (GPS) Y RWY 23

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME PUW	APP CRS	Rwy Ldg	7100
117.15	027°	TDZE	2567
Chan 118 (Y)		Apt Elev	2567

VOR RWY 5

PULLMAN/MOSCOW RGNL (PUW)

DME required.

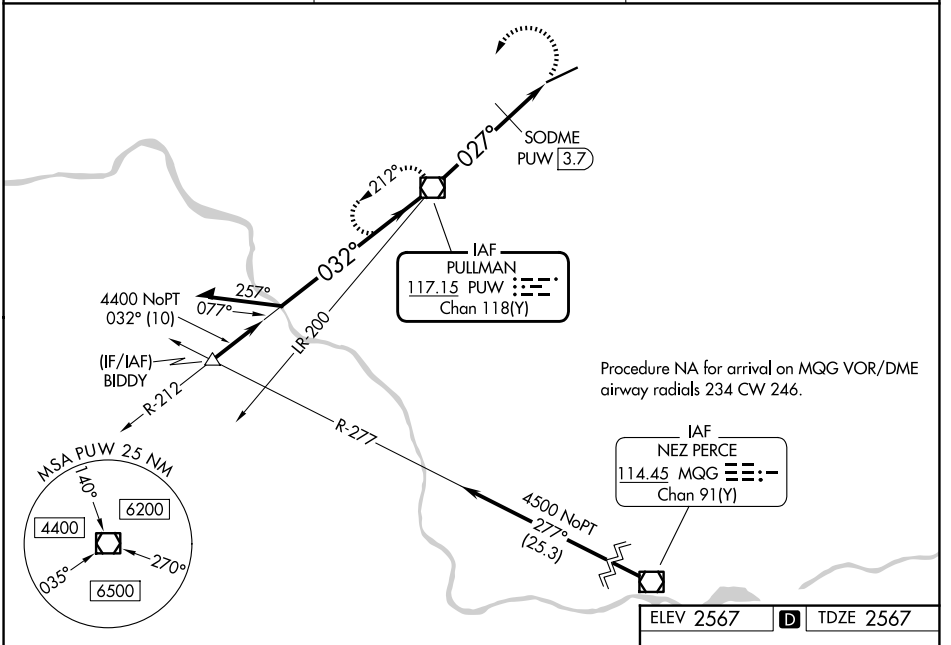
T Procedure NA at night.

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.

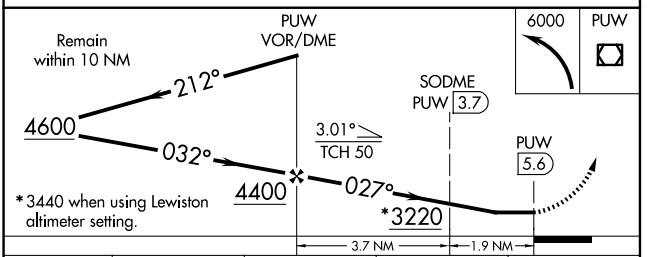
MALSR

MISSED APPROACH: Climbing left turn to 6000 direct PUW VOR/DME and hold, continue climb-in-hold to 6000.

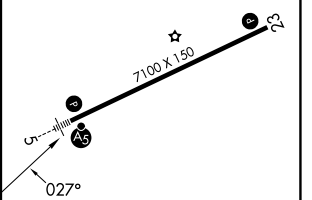
ASOS	SEATTLE CENTER	UNICOM
135.675	123.95 290.55	122.8 (CTAF) L



ELEV 2567	D	TDZE 2567



CATEGORY	A	B	C	D
S-5	3220/50 653 (700-1)		3220-1⅜ 653 (700-1⅜)	
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)			
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26134

AIRPORT DIAGRAM

AL-798 (FAA)

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

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26134
PULLMAN/MOSCOW, WASHINGTON
PULLMAN/MOSCOW RGNL (PUW)

RNAV (GPS) RWY 35

PIERCE COUNTY/THUN FLD (PLU)

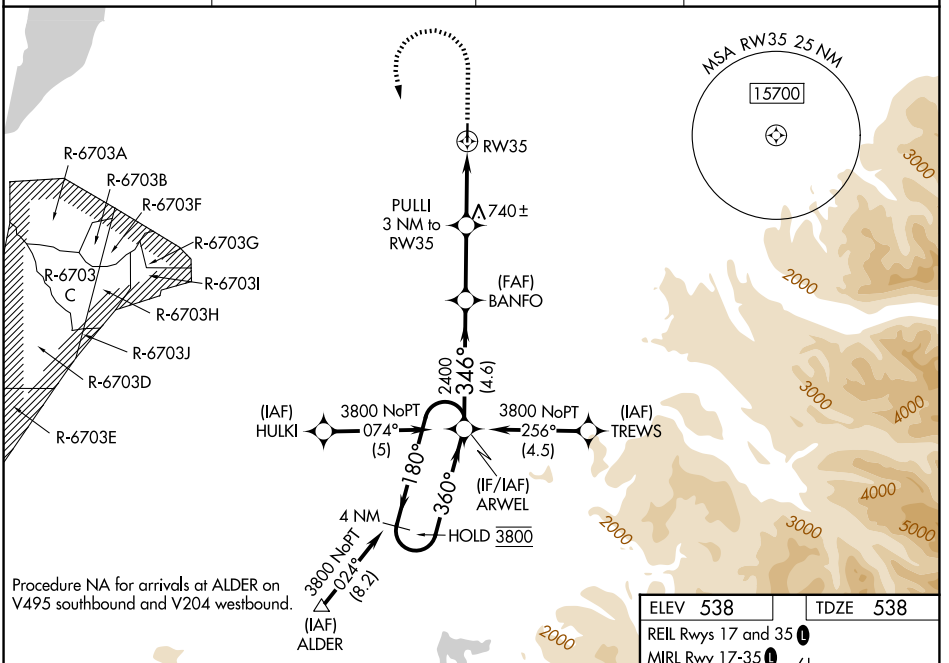
WAAS CH 57938 W35A	APP CRS 346°	Rwy Ldg 3651 TDZE 538 Apt Elev 538

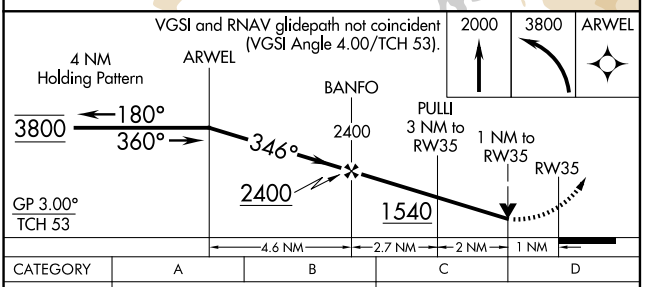
RNP APCH - GPS.

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



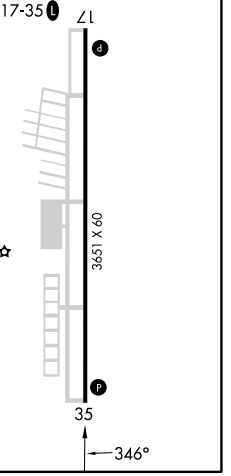


CATEGORY	A	B	C	D
LPV DA	911-1 373 (400-1)		NA	
LNAV/VNAV DA	1000-1⅜ 462 (500-1⅜)		NA	
LNAV MDA	1000-1 462 (500-1)		NA	
CIRCLING	1080-1 542 (600-1)		NA	

ELEV 538 TDZE 538

REIL Rwys 17 and 35 L

MIRL Rwy 17-35 L



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RAWLINS, WYOMING AL-687 (FAA) 25275

WAAS	APP CRS	Rwy Ldg	7008
CH 93716	224°	TDZE	6817
W22A		Apt Elev	6817

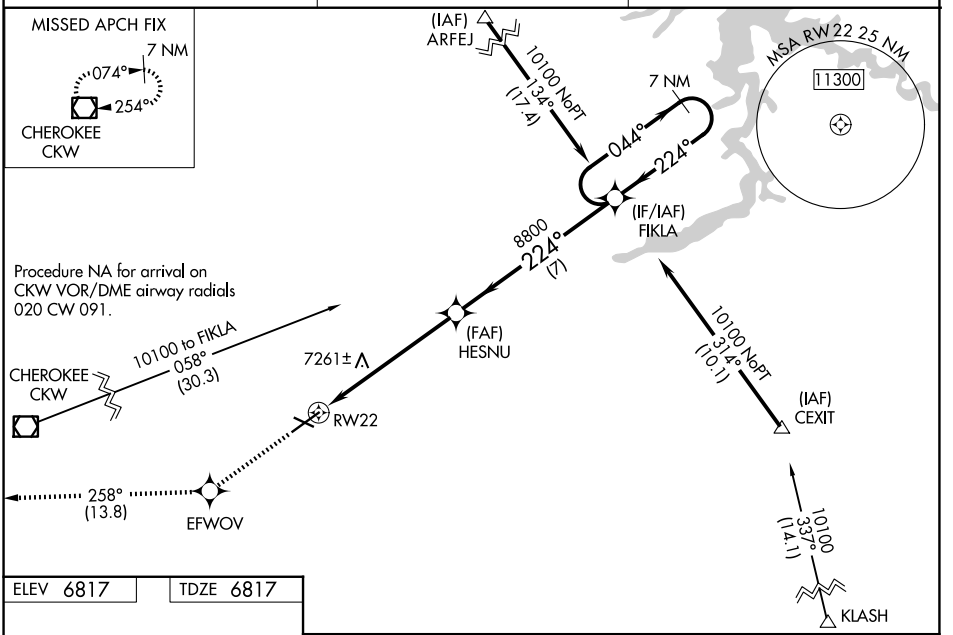
RNAV (GPS) RWY 22

RAWLINS MUNI/HARVEY FLD (RWL)

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.

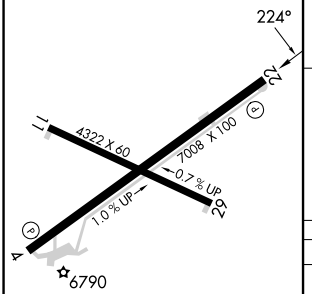
ASOS	DENVER CENTER	UNICOM
118.525	132.1 254.35	123.0 (CTAF) L



NW-1, 03 SEP 2026 to 29 OCT 2026

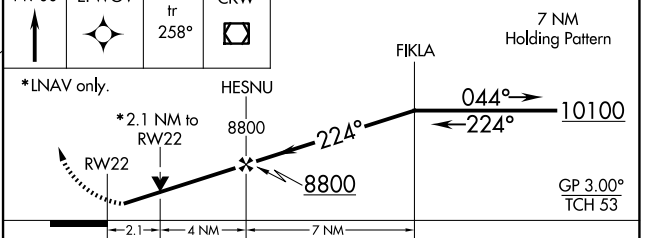
NW-1, 03 SEP 2026 to 29 OCT 2026

ELEV 6817 TDZE 6817



11700	EFWOV	tr 258°	CKW

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	7131-1	314 (400-1)		
LNAV/VNAV DA	7637-3	820 (900-3)		
LNAV MDA	7520-1	703 (800-1)	7520-2	703 (800-2)
CIRCLING	7520-1	703 (800-1)	7540-1	723 (800-1)	7660-2½	843 (900-2½)	7900-3	1083 (1100-3)

REIL Rwys 22 and 29 L
MIRL Rwys 4-22 and 11-29 L

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/REDMOND MUNI (RDM)

DME required. RADAR required for procedure entry at FLUSS.

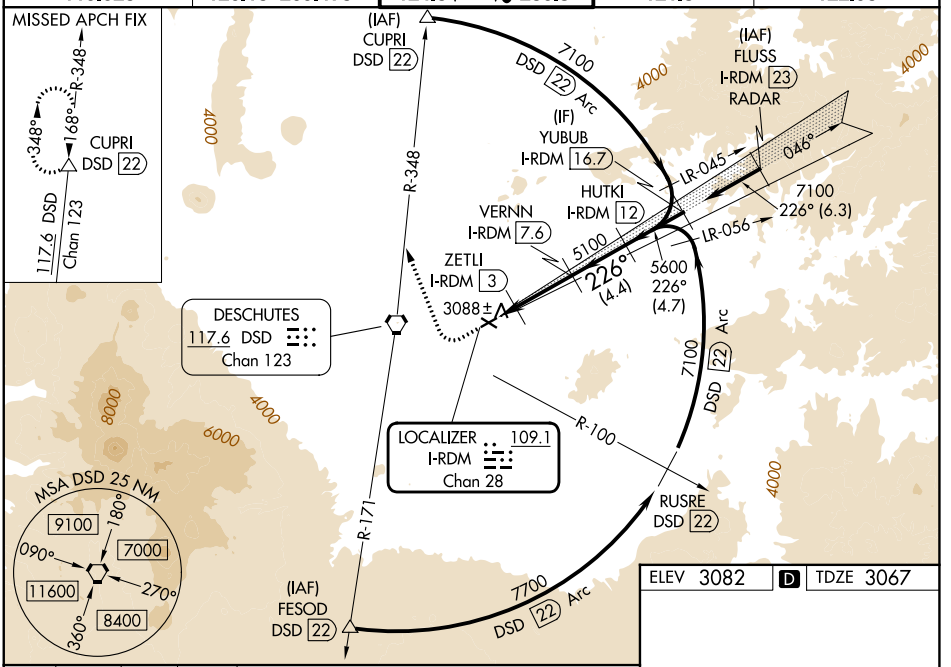
T A -16°C

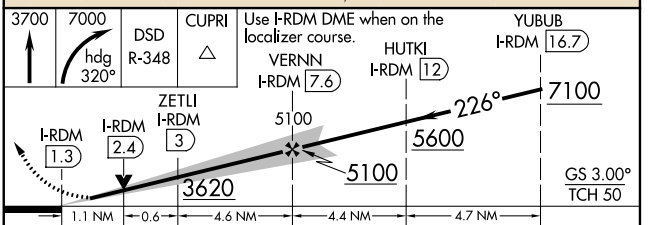
Autopilot coupled approach NA below 4370. VDP NA when using BDN altimeter setting. For inop ALS, increase S-ILS 23* Cat E visibility to ¾ SM, S-ILS 23 Cat E visibility to 1 SM, and S-LOC 23 Cat C/D/E visibility to 1 SM. For inop ALS when using BDN altimeter setting, increase S-ILS 23* Cats D/E visibility to ⅞ SM, S-ILS 23 Cats A/B/C to ⅞ SM, Cat D to 1 SM, Cat E to 1⅛ SM; and increase S-LOC 23 Cats C/D/E visibility to 1⅜ SM. When local altimeter setting not received, use BDN altimeter setting and increase ILS 23* DA to 3348 feet; increase S-ILS 23 DA to 3473 feet and visibility Cat E ¼ SM. Increase all MDAs 100 feet and S-LOC 23 visibility Cat C/D/E ⅜ SM, and Circling visibility Cat C/D/E ½ SM.

MALSR

MISSED APPROACH: Climb to 3700 then climbing right turn to 7000 on heading 320° and on DSD VORTAC R-348 to CUPRI/DSD 22 DME and hold.
*Missed approach requires minimum climb of 223 feet per NM to 4860 for Category D/E aircraft.

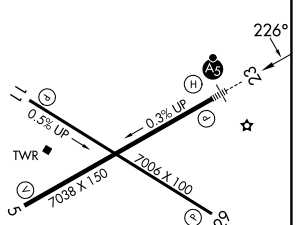
ATIS	SEATTLE CENTER	REDMOND TOWER*	GND CON	UNICOM
119.025	126.15 269.475	124.5 (CTAF) L 256.8	121.8	122.95





CATEGORY	A	B	C	D	E
S-ILS 23*	NA			3267-½ 200 (200-½)	
S-ILS 23	3267-½ 200 (200-½)			3321-½ 254 (300-½)	3392-½ 325 (400-½)
S-LOC 23	3440-½ 373 (400-½)		3440-⅝ 373 (400-⅜)		
CIRCLING	3540-1 458 (500-1)	3560-1 478 (500-1)	3660-1½ 578 (600-1½)	3760-2¼ 678 (700-2¼)	3840-2¾ 758 (800-2¾)

ELEV 3082 D TDZE 3067



REIL Rwys 5, 11, and 29 L
HIRL Rwy 5-23 L
MIRL Rwy 11-29 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

REDMOND, OREGON | AL-345 (FAA) | 26246

RNAV (RNP) Z RWY 5

ROBERTS FLD/REDMOND MUNI (RDM)

APP CRS	Rwy Ldg	7038
046°	TDZE	3075
	Apt Elev	3082

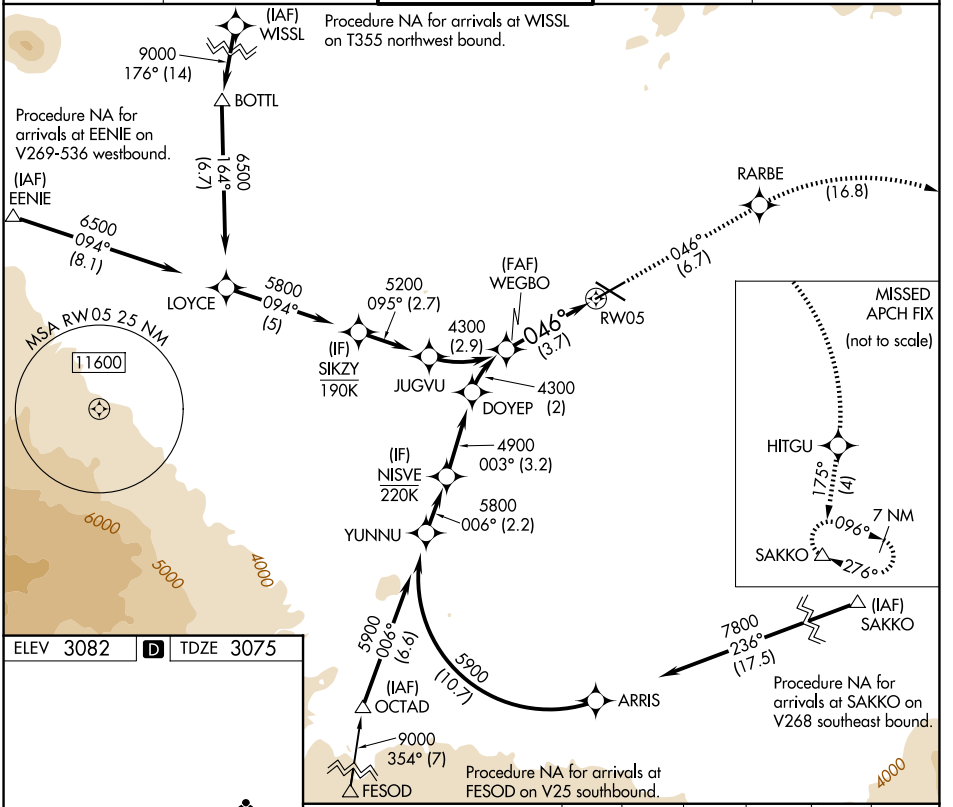
RNP AR APCH - GPS, RF. Authorization required.
From JUGVU: Min RNP 0.70, from DOYEP: Min RNP 0.80.

For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C.

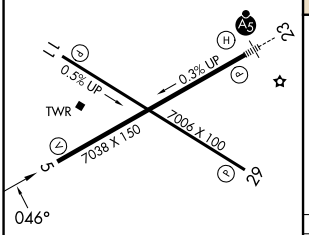
-16°C

MISSED APPROACH: Climb to 7800 on track 046° to RARBE and right turn to HITGU and on track 175° to SAKKO and hold.

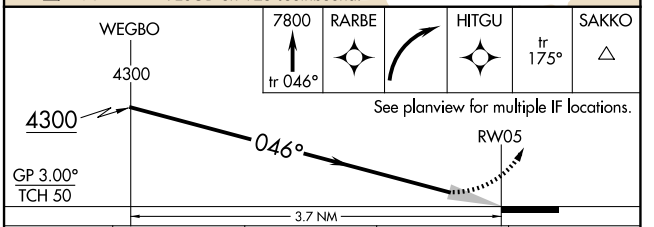
ATIS	SEATTLE CENTER	REDMOND TOWER ★	GND CON	UNICOM
119.025	126.15 269.475	124.5 (CTAF) L 256.8	121.8	122.95



ELEV 3082 | D | TDZE 3075



REIL Rwys 5, 11, and 29 L
HIRL Rwy 5-23 L
MIRL Rwy 11-29 L



CATEGORY	A	B	C	D
RNP 0.10 DA	3368-7/8 293 (300-7/8)			
RNP 0.30 DA	3574-1 3/8 499 (500-1 3/8)			

AUTHORIZATION REQUIRED

REDMOND, OREGON
Amdt 3A 03SEP26

44°15'N-121°09'W

ROBERTS FLD/REDMOND MUNI (RDM)

RNAV (RNP) Z RWY 5

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 23

ROBERTS FLD/REDMOND MUNI (RDM)

APP CRS	Rwy Ldg	7031
226°	TDZE	3067
	Apt Elev	3082

RNP AR APCH - GPS. Authorization required.
From JIDUT, HOGEP, SIXRR, FONLI, or WEPUM: RF.

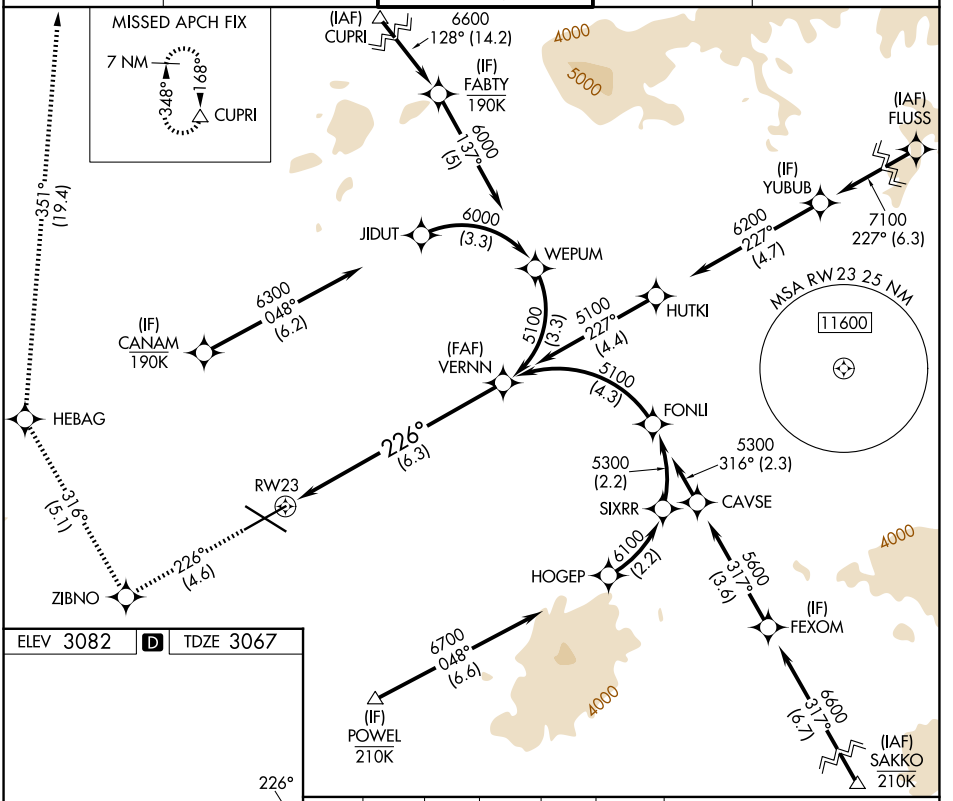
T -16°C

For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C. For inop ALS, increase RNP 0.1 all Cats visibility to ¾ SM, and RNP 0.3 all Cats visibility to 1⅜ SM.

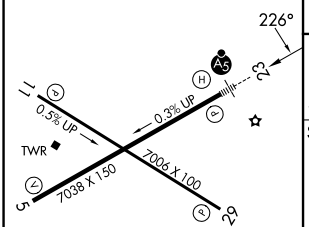
MALSR

MISSED APPROACH: Climb to 7000 on track 226° to ZIBNO and on track 316° to HEBAG and on track 351° to CUPRI 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

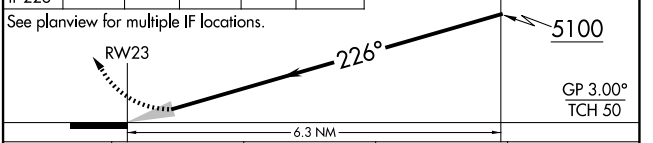


ELEV 3082 D TDZE 3067



7000 tr 226°	ZIBNO	tr 316°	HEBAG	tr 351°	CUPRI

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.10 DA	3323-½ 256 (300-½)			
RNP 0.30 DA	3552-1 485 (500-1)			

AUTHORIZATION REQUIRED

REIL Rwys 5, 11, and 29 L
HIRL Rwy 5-23 L
MIRL Rwy 11-29 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

REDMOND, OREGON | AL-345 (FAA) | 26190

WAAS	APP CRS	Rwy Ldg	7006
CH 53514	108°	TDZE	3068
W11A		Apt Elev	3082

RNAV (GPS) RWY 11

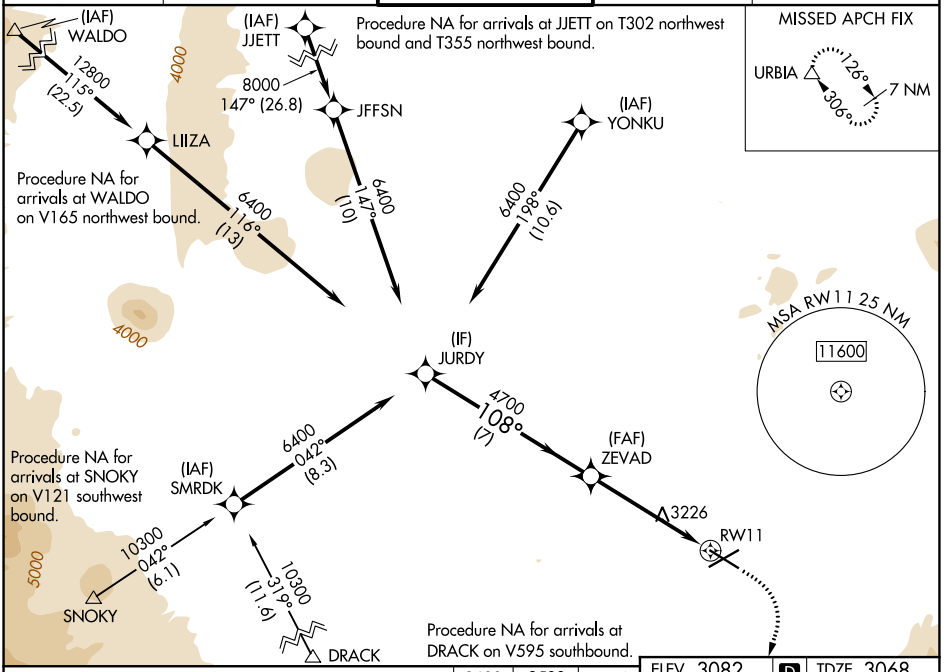
ROBERTS FLD/REDMOND MUNI (RDM)

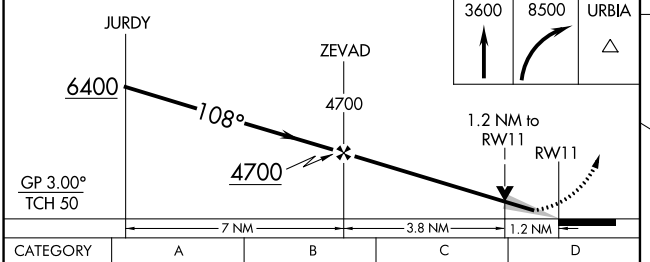
RNP APCH - GPS.

T A -16°C For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using BDN altimeter setting. When local altimeter setting not received, use BDN altimeter setting and increase LPV DA to 3349 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 3451 feet and all visibilities ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 3600 then climbing right turn to 8500 direct URBIA and hold, continue climb-in-hold to 8500.

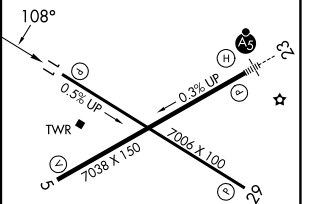
ATIS	SEATTLE CENTER	REDMOND TOWER *	GND CON	UNICOM
119.025	126.15 269.475	124.5 (CTAF) L 256.8	121.8	122.95





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)	
CIRCLING	3540-1 458 (500-1)	3560-1 478 (500-1)	3640-1½ 558 (600-1½)	3760-2¼ 678 (700-2¼)

ELEV 3082 D TDZE 3068



REIL Rwys 5, 11, and 29 L
HIRL Rwy 5-23 L
MIRL Rwy 11-29 L

REDMOND, OREGON
Amdt 4 22JAN26

44°15'N-121°09'W

ROBERTS FLD/REDMOND MUNI (RDM)

RNAV (GPS) RWY 11

NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	7038
CH 70514	046°	TDZE	3075
W05A		Apt Elev	3082

RNAV (GPS) Y RWY 5

ROBERTS FLD/REDMOND MUNI (RDM)

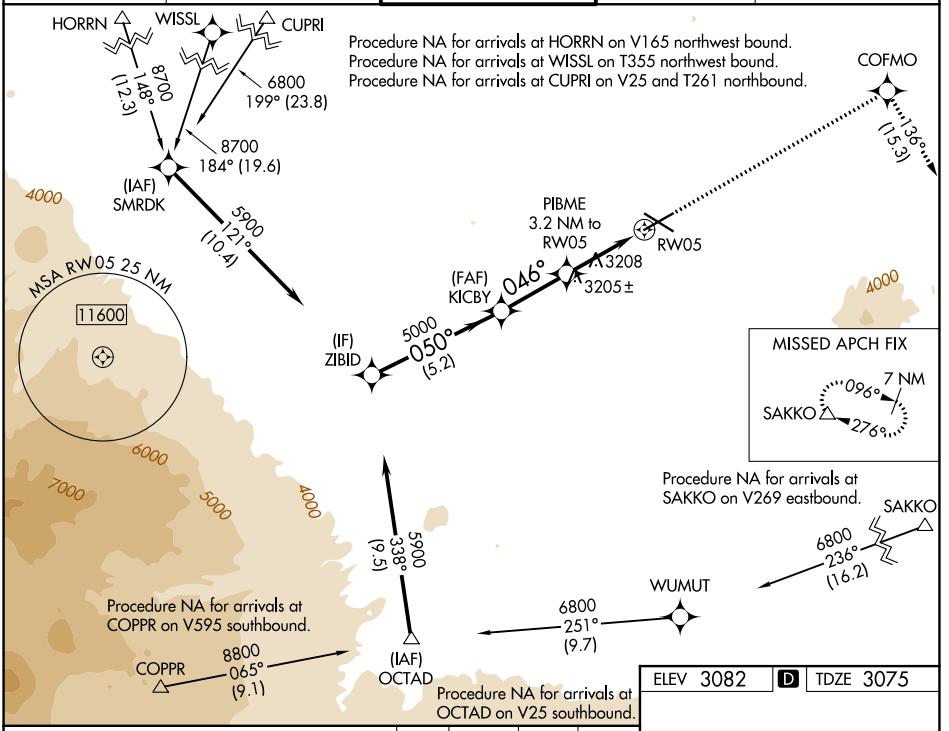
RNP APCH.

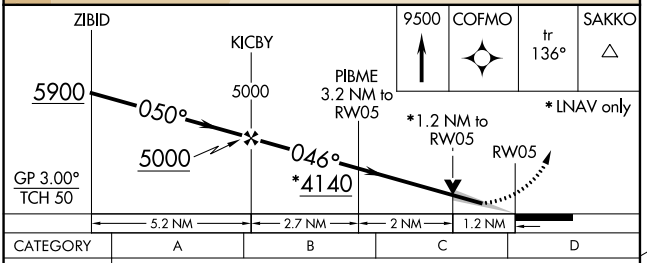
T A -16°C

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

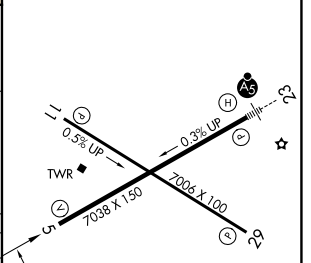
MISSED APPROACH: Climb to 9500 direct COFMO and on track 136° to SAKKO and hold, continue climb-in-hold to 9500.

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)	
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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

REDMOND, OREGON | AL-345 (FAA) | 26246

WAAS	APP CRS	Rwy Ldg	7031
CH 82514	226°	TDZE	3067
W23A		Apt Elev	3082

RNAV (GPS) Y RWY 23

ROBERTS FLD/REDMOND MUNI (RDM)

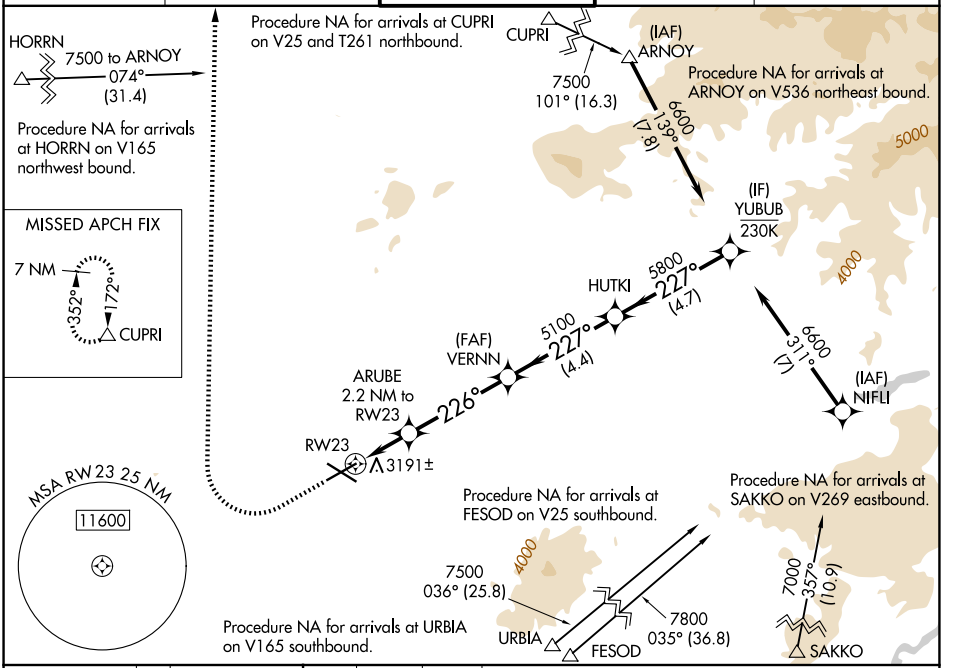
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using BDN altimeter setting. For inop ALS, increase LNAV Cat C/D visibility to 1⅝ SM. When local altimeter setting not received, use BDN altimeter setting and increase LPV DA to 3348 feet; increase LNAV/VNAV DA to 3586 feet and all visibilities ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM. -16°C

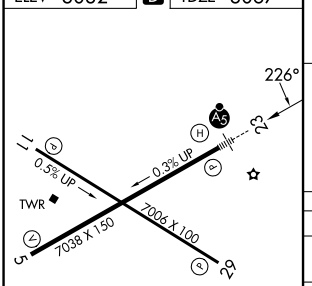
MALSR

MISSED APPROACH: Climb to 4600 then climbing right turn to 7000 direct CUPRI and hold.

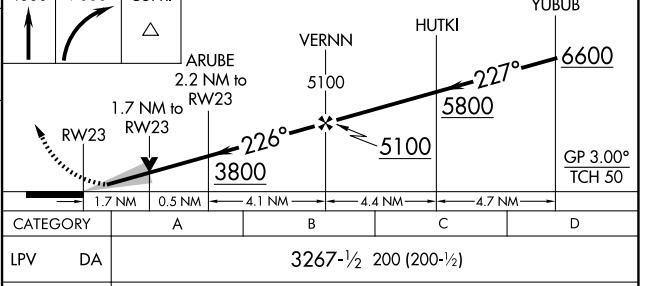
ATIS	SEATTLE CENTER	REDMOND TOWER★	GND CON	UNICOM
119.025	126.15 269.475	124.5 (CTAF) L 256.8	121.8	122.95



ELEV 3082 | D | TDZE 3067



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	3505-¾ 438 (500-¾)			
LNAV MDA	3640-½ 573 (600-½)		3640-1¼ 573 (600-1¼)	
CIRCLING	3640-1 558 (600-1)		3640-1⅝ 558 (600-1⅝)	3760-2¼ 678 (700-2¼)

REDMOND, OREGON
Amdt 2A 03SEP26

44°15′N-121°09′W

ROBERTS FLD/REDMOND MUNI (RDM)

RNAV (GPS) Y RWY 23

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 29

ROBERTS FLD/REDMOND MUNI (RDM)

APP CRS	Rwy Ldg	7006
288°	TDZE	3080
	Apt Elev	3080

RNP APCH.

-16°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
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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

REDMOND, OREGON | AL-345 (FAA) | 26190

WAAS	APP CRS	Rwy Ldg	7006
CH 90214	288°	TDZE	3082
W29A		Apt Elev	3082

RNAV (GPS) Z RWY 29

ROBERTS FLD/REDMOND MUNI (RDM)

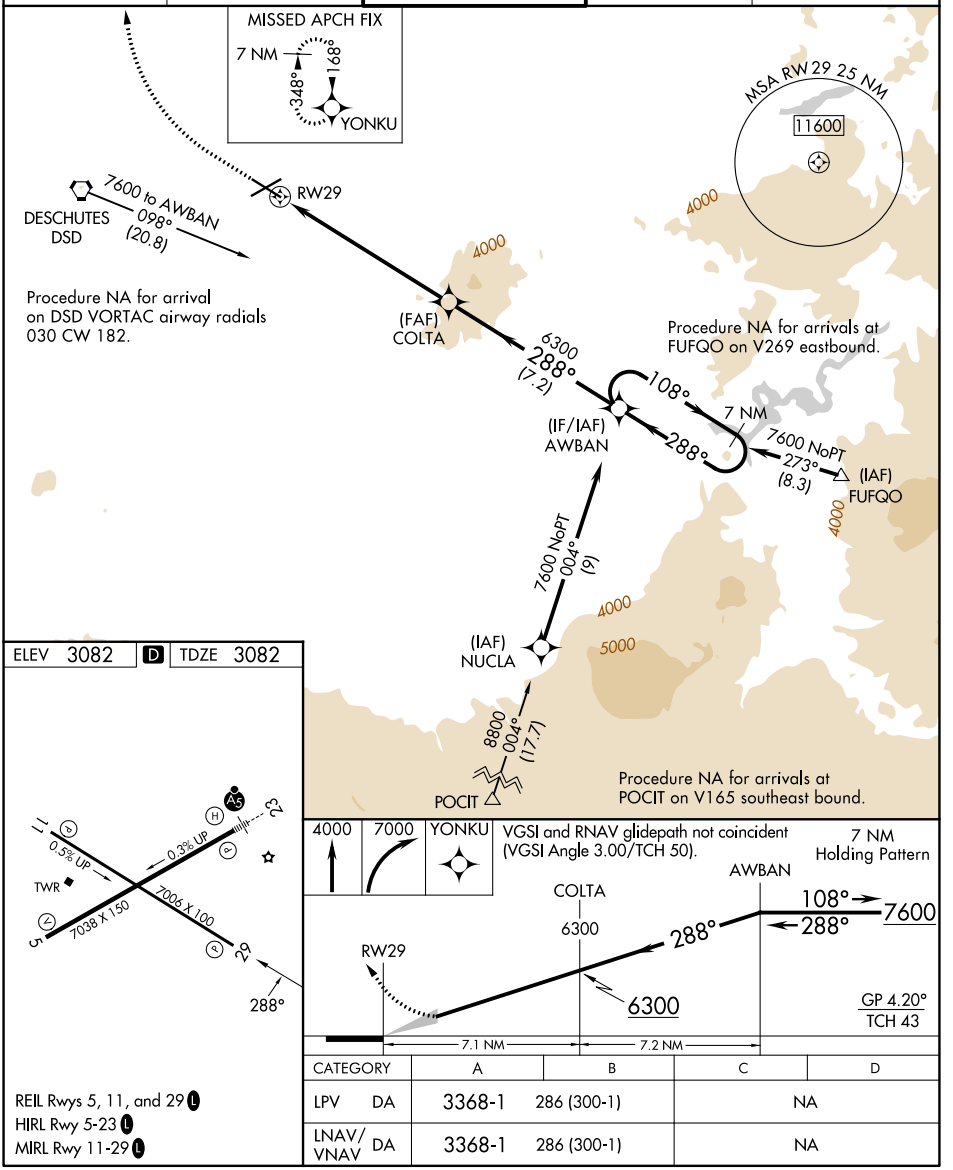
RNP APCH-GPS.

T A -16°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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VORTAC DSD 117.6 Chan 123	APP CRS 071°	Rwy Ldg N/A TDZE N/A Apt Elev 3082

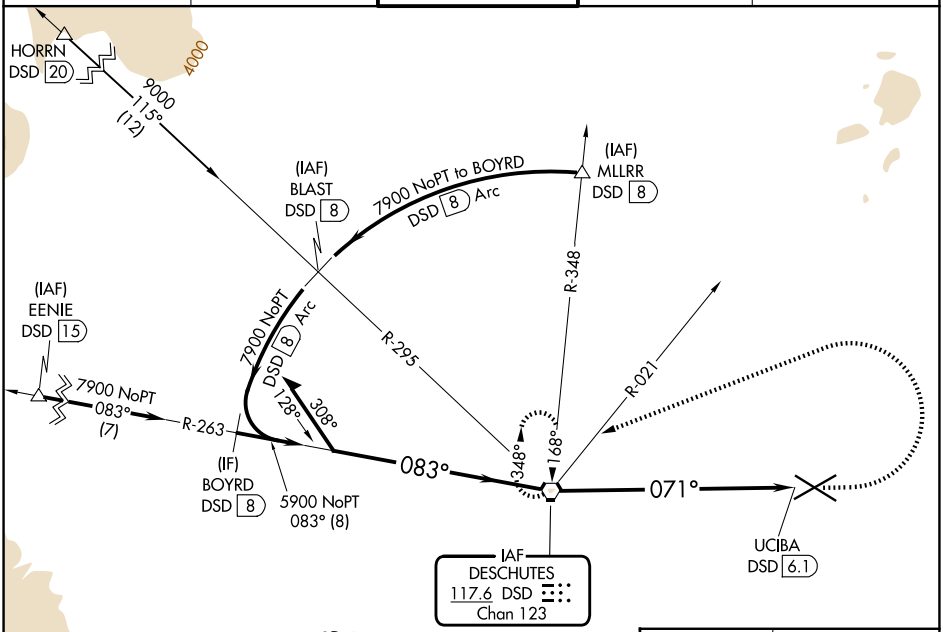
VOR-A

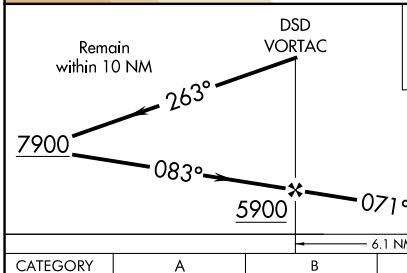
ROBERTS FLD/REDMOND MUNI (RDM)

T A -16°C When local altimeter setting not received, use BDN altimeter setting and increase all MDAs 100 feet.

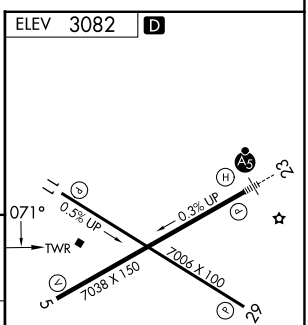
MISSED APPROACH: Climb to 4600 then climbing left turn to 7900 on heading 235° and on DSD VORTAC R-021 to DSD VORTAC and hold, continue climb in hold to 7900.

ATIS	SEATTLE CENTER	REDMOND TOWER★	GND CON	UNICOM
119.025	126.15 269.475	124.5 (CTAF) L 256.8	121.8	122.95





4600	7900 hdg 235°	DSD R-021	DSD



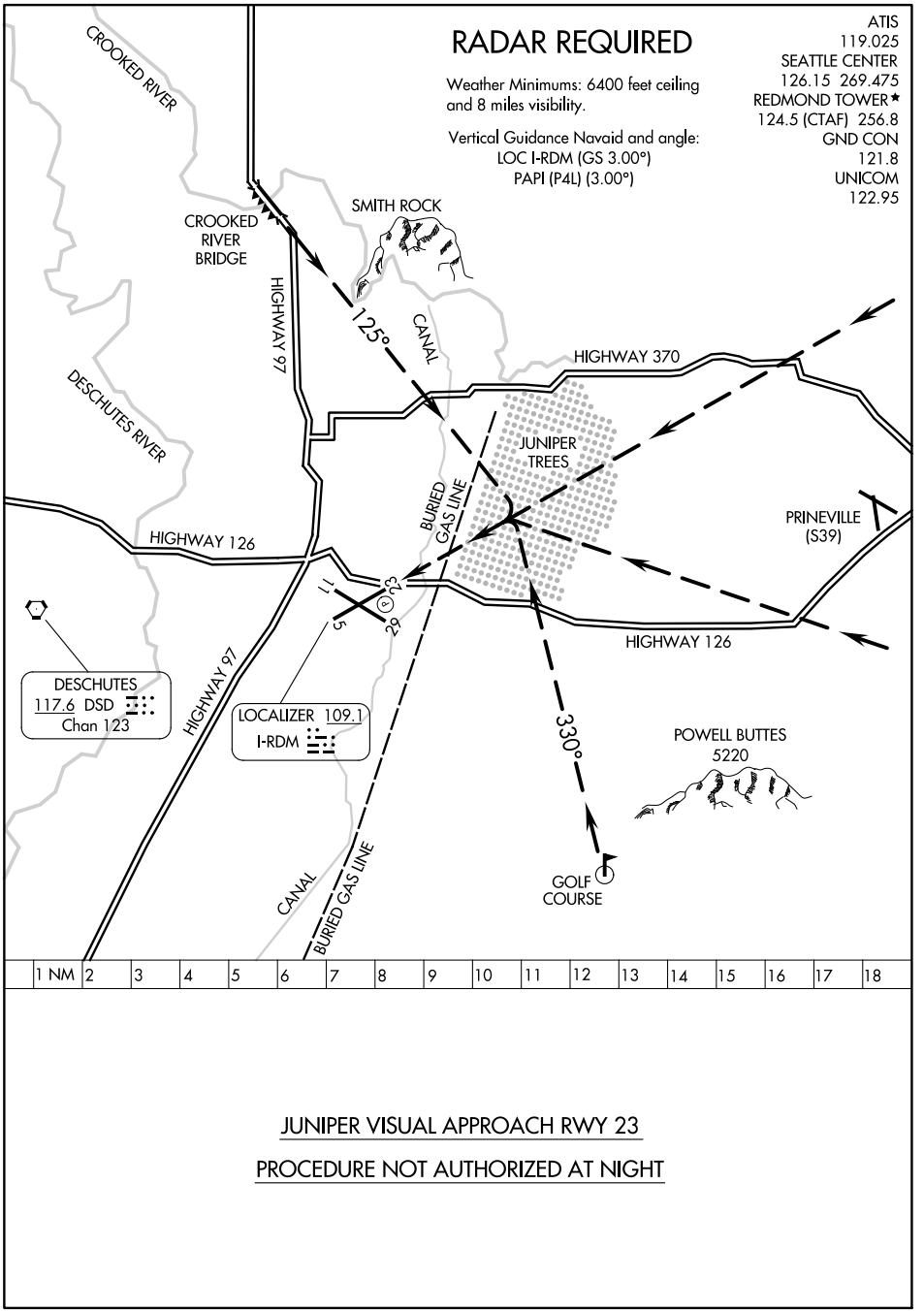
CATEGORY	A	B	C	D
CIRCLING	4600-1¼ 1518 (1600-1¼)	4600-1½ 1518 (1600-1½)	4600-3 1518 (1600-3)	

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

JUNIPER VISUAL RWY 23

ROBERTS FLD/REDMOND MUNI (RDM)
REDMOND, OREGON



JUNIPER VISUAL APPROACH RWY 23

PROCEDURE NOT AUTHORIZED AT NIGHT

JUNIPER VISUAL RWY 23

REDMOND, OREGON
ROBERTS FLD/REDMOND MUNI (RDM)

NW-1, 03 SEP 2026 to 29 OCT 2026

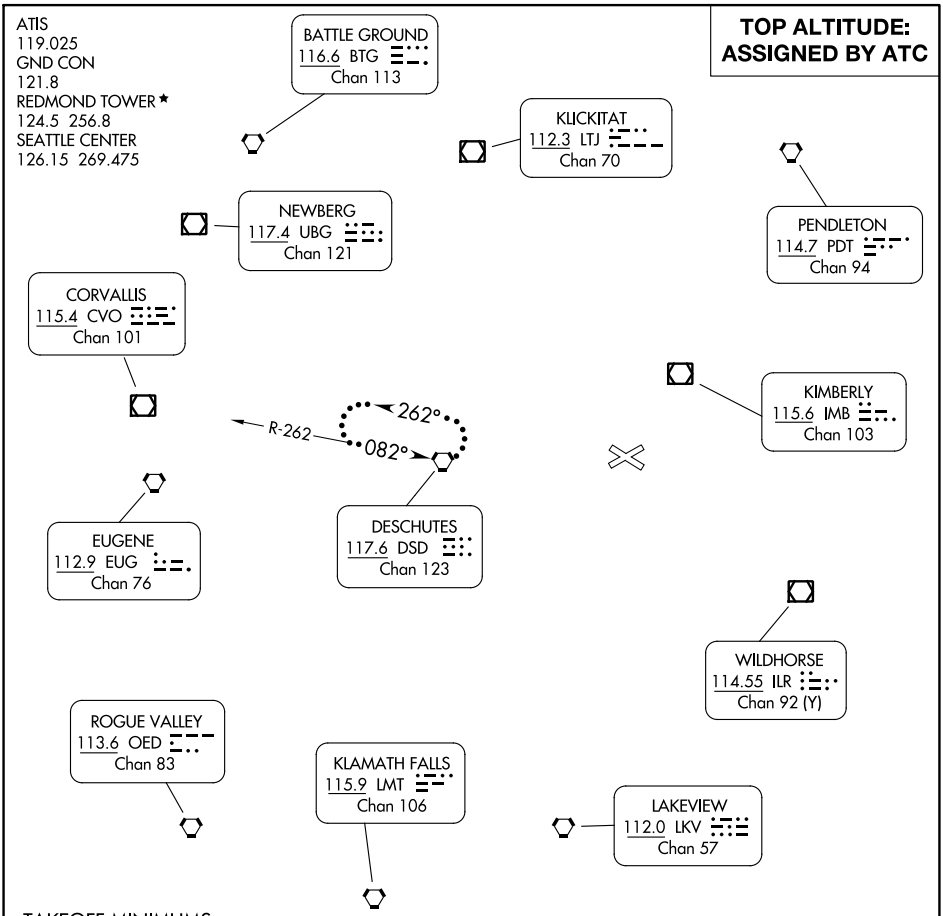
NW-1, 03 SEP 2026 to 29 OCT 2026

RWY 05-23
PCR 530 F/A/X/T
S-120, D-216, 2D-399
RWY 11-29
PCR 530 F/A/X/T
S-109, D-178
ELEV 3054
ELEV 3081
FIELD ELEV 3082
ELEV 3047
ELEV 3074
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
VAR 14° E
44°15.5' N
44°15.0' N
121°8.5' W
121°9.0' W
121°9.5' W
7038 X 150
7006 X 100
0.3% UP
0.5% UP
225°
288°
108°
045°
HS 1
HS 2
FOREST SERVICE
U.S. FOREST SERVICE RAMP
HANGARS
FBO
GA NORTH RAMP
FIRE STATION
FLIGHT SCHOOL
TWR
TERMINAL
AIR CARRIER RAMP
HANGARS
ATIS
119.025
REDMOND TOWER
124.5 256.8
GND CON
121.8
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

26190

REDMOND THREE DEPARTURE

ROBERTS FLD/REDMOND MUNI (RDM)
AL-345 (FAA)
REDMOND, OREGON



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	4742
337°	TDZE	30
	Apt Elev	32

RNAV (GPS) RWY 34

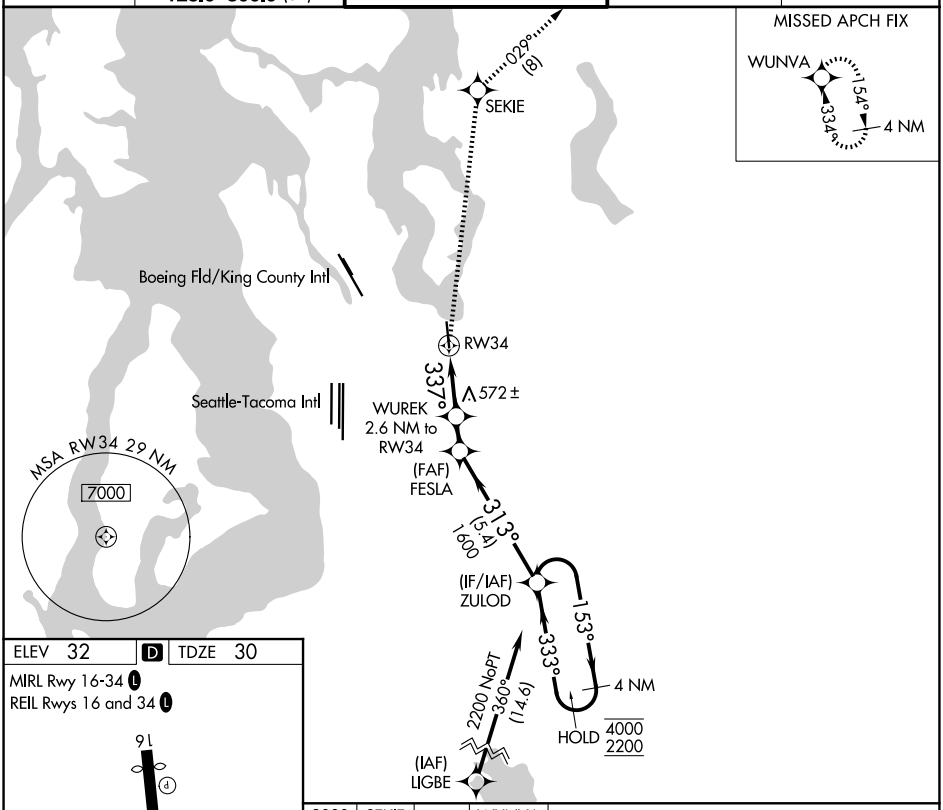
RENTON MUNI (RNT)

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.

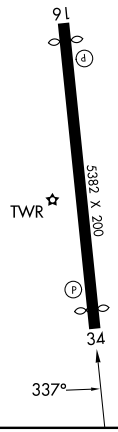
ATIS	SEATTLE APP CON	RENTON TOWER★	GND CON	UNICOM
126.95	123.9 338.2 (16) 125.9 306.9 (34)	124.7 (CTAF) L 256.9	121.6 256.9	122.95

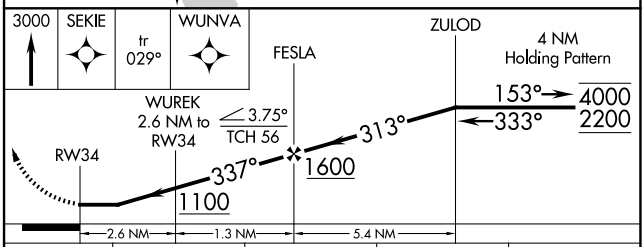


ELEV 32 | D | TDZE 30

MIRL Rwy 16-34 L

REIL Rwys 16 and 34 L





CATEGORY	A	B	C	D
LNAV MDA	840-1 810 (900-1)	840-1¼ 810 (900-1¼)	840-2½ 810 (900-2½)	NA
CIRCLING	860-1¼ 828 (900-1¼)	920-1¼ 888 (900-1¼)	1000-3 968 (1000-3)	NA

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RENTON, WASHINGTON | AL-5396 (FAA) | 26190

RNAV (GPS) Y RWY 16

RENTON MUNI (RNT)

APP CRS	Rwy Ldg	4742
157°	TDZE	26
	Apt Elev	32

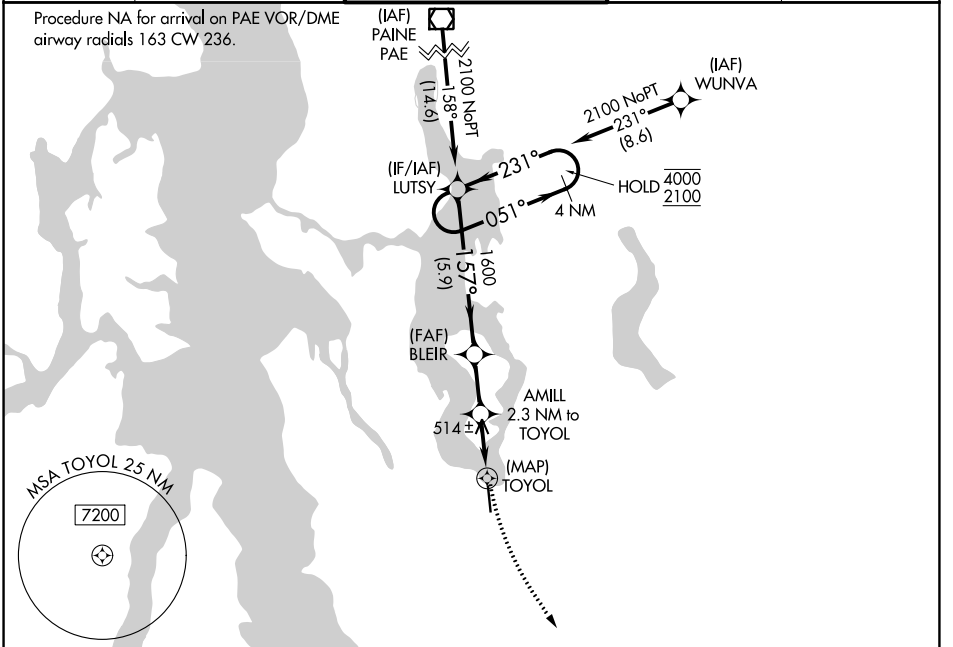
RNP APCH - GPS.

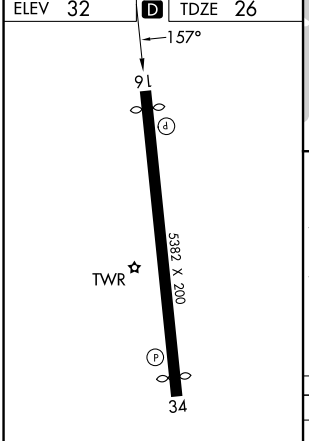
Rwy 16 helicopter visibility reduction below ¾ SM NA.
Circling NA west of Rwy 16-34. Circling Rwy 34 NA at night.

MISSED APPROACH: Climbing left turn to 2500 direct BLAKO and hold.

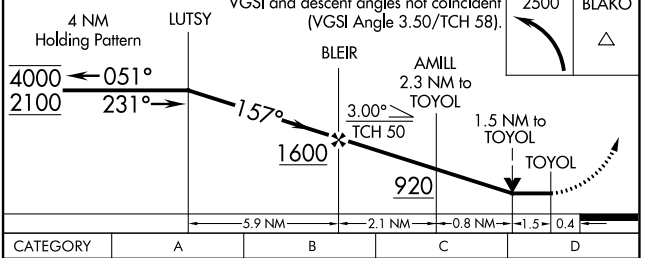
ATIS	SEATTLE APP CON	RENTON TOWER★	GND CON	UNICOM
126.95	123.9 338.2 (16) 125.9 306.9 (34)	124.7 (CTAF) L 256.9	121.6 256.9	122.95

Procedure NA for arrival on PAE VOR/DME airway radials 163 CW 236.









CATEGORY	A	B	C	D
LNAV MDA	780-1 754 (800-1)	780-1¼ 754 (800-1¼)	780-2 754 (800-2)	
CIRCLING	860-1¼ 828 (900-1¼)	920-1¼ 888 (900-1¼)	1000-3 968 (1000-3)	NA

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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Z RWY 16

RENTON MUNI (RNT)

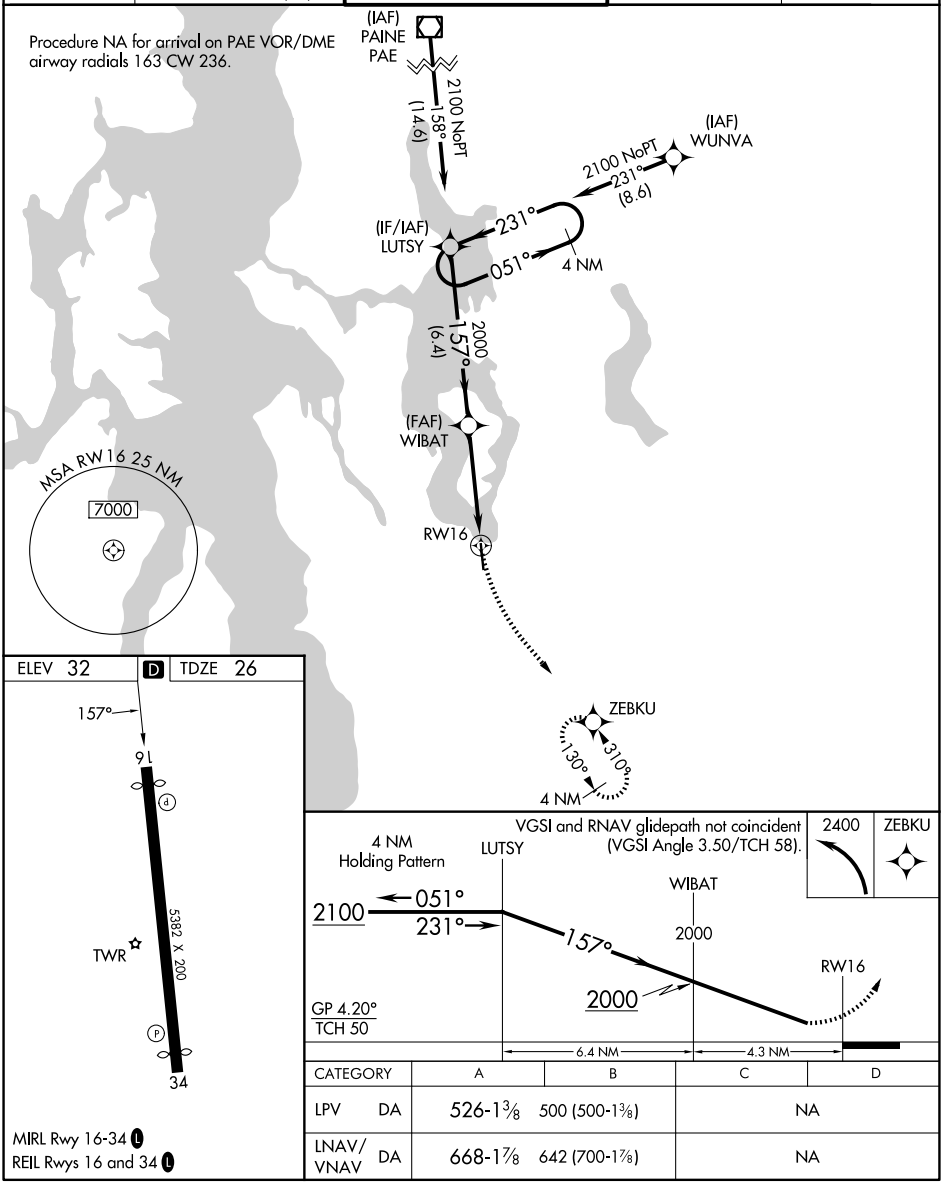
WAAS CH 93610 W16A	APP CRS 157°	Rwy Ldg 4742 TDZE 26 Apt Elev 32

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 (16) 125.9 306.9 (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.



CATEGORY		A	B	C	D
LPV	DA	526-1⅜	500 (500-1⅜)	NA	
LNAV/VNAV	DA	668-1⅞	642 (700-1⅞)	NA	

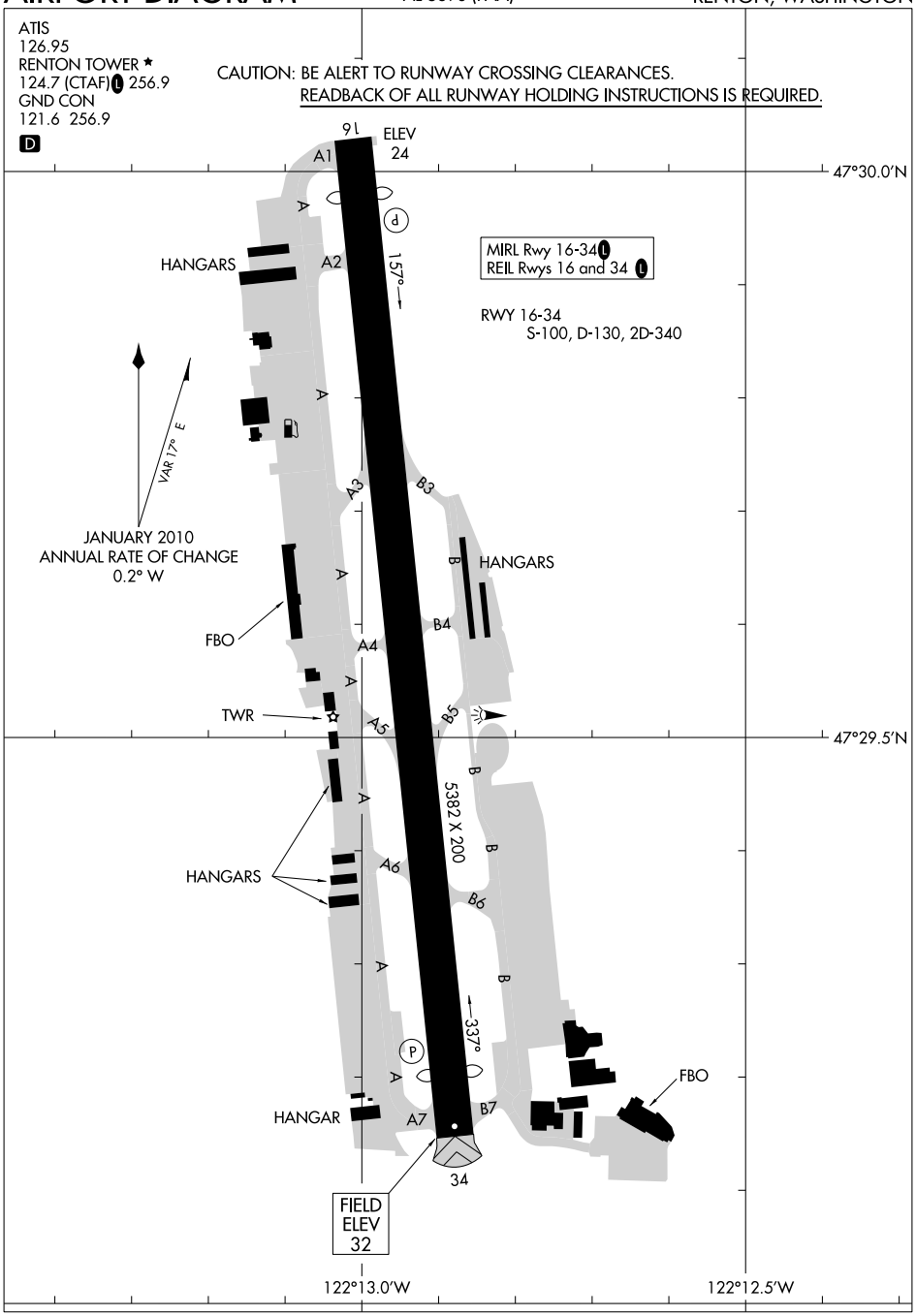
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26246

AIRPORT DIAGRAM

AL-5396 (FAA)

RENTON MUNI (RNT)
RENTON, WASHINGTON

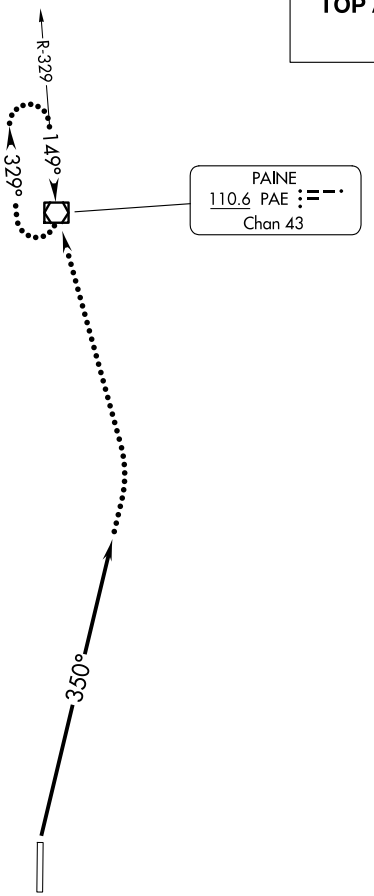


NW-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM
26246
RENTON, WASHINGTON
RENTON MUNI (RNT)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(RENTN3.RENTN) 24193

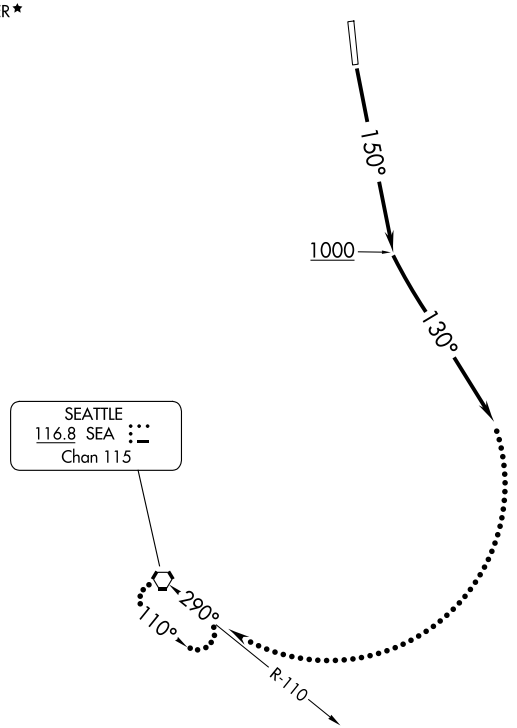
RENTN THREE DEPARTURE

AL-5396 (FAA)

RENTON MUNI (RNT)
RENTON, WASHINGTON

SEATTLE DEP CON
119.2 338.2
ATIS
126.95
GND CON
121.6 256.9
RENTON TOWER ★
124.7 256.9

TOP ALTITUDE: 3000



NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 16: Standard with a minimum climb of 405' per NM to 800.
Rwy 34: NA- ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 150° to 1000, then climbing left turn heading 130°, expect RADAR vectors, maintain 3000, expect filed altitude within 5 minutes after departure.

LOST COMMUNICATIONS: If no contact with Seattle Departure Control within 3 minutes after departure, climbing right turn direct SEA VORTAC, continue climb-in SEA VORTAC holding pattern to cross SEA VORTAC at or above MEA/MCA for direction of flight before proceeding on course.

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 35

REXBURG-MADISON COUNTY (RXE)

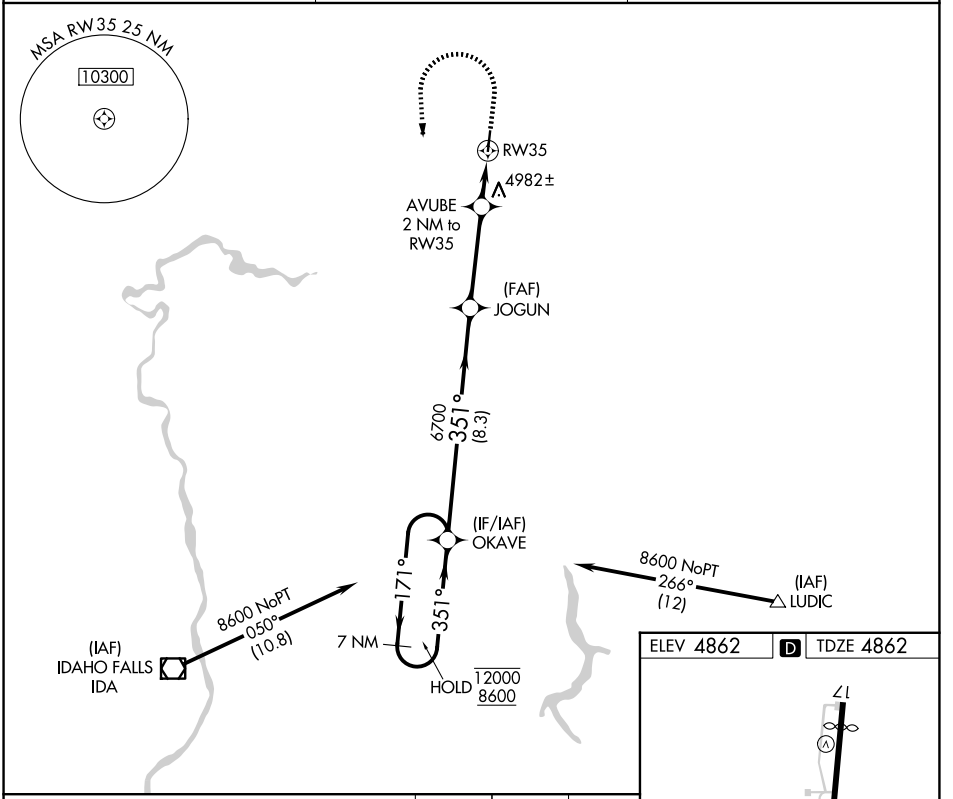
APP CRS	Rwy Ldg	3900
351°	TDZE	4862
	Apt Elev	4862

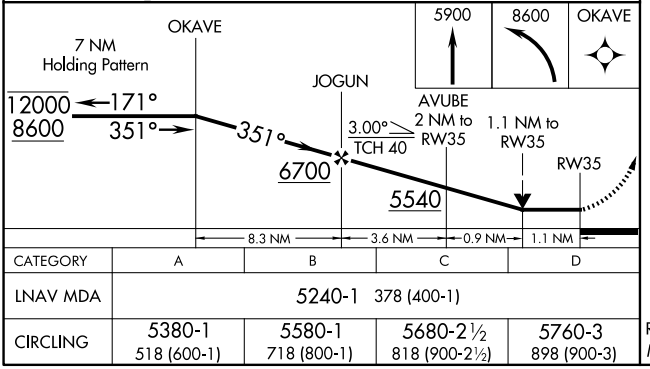
RNP APCH - GPS.

T A Rwy 35 helicopter visibility reduction below ¾ SM NA.

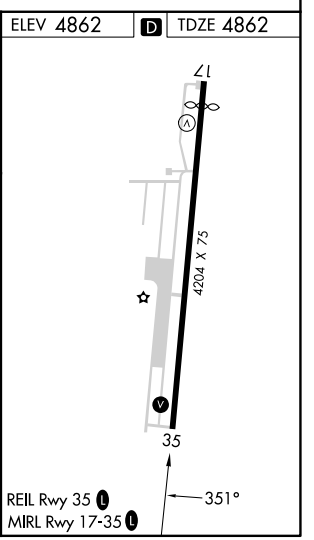
MISSED APPROACH: Climb to 5900 then climbing left turn to 8600 direct OKAVE and hold.

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

REXBURG, IDAHO

AL-5977 (FAA)

26134

VOR RWY 35

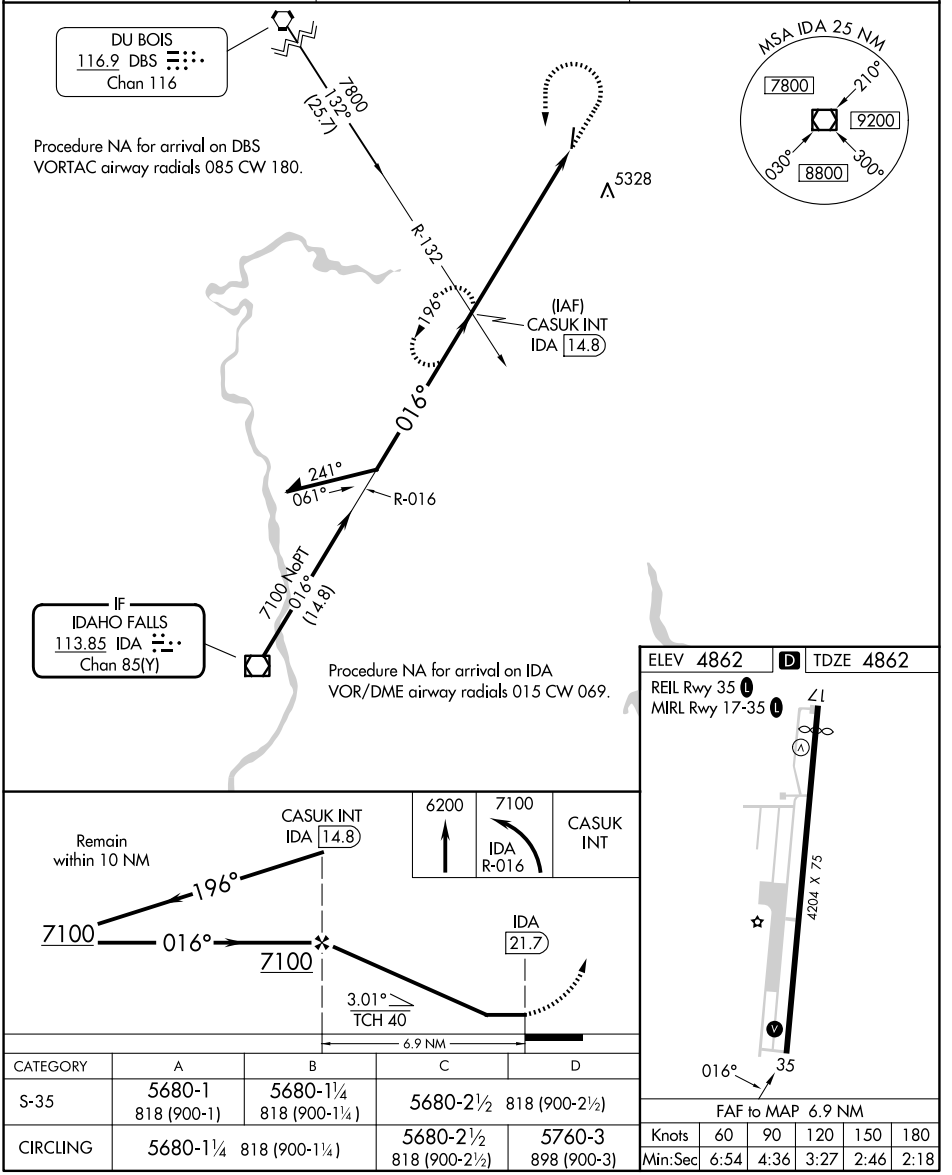
REXBURG-MADISON COUNTY (RXE)

VOR/DME IDA	APP CRS	Rwy Ldg	3900
113.85	016°	TDZE	4862
Chan 85 (Y)		Apt Elev	4862

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	5680-1 818 (900-1)	5680-1¼ 818 (900-1¼)	5680-2½ 818 (900-2½)	
CIRCLING	5680-1¼ 818 (900-1¼)		5680-2½ 818 (900-2½)	5760-3 898 (900-3)

FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	4001
CH 77903	259°	TDZE	390
W26A		Apt Elev	394

RNAV (GPS) RWY 26

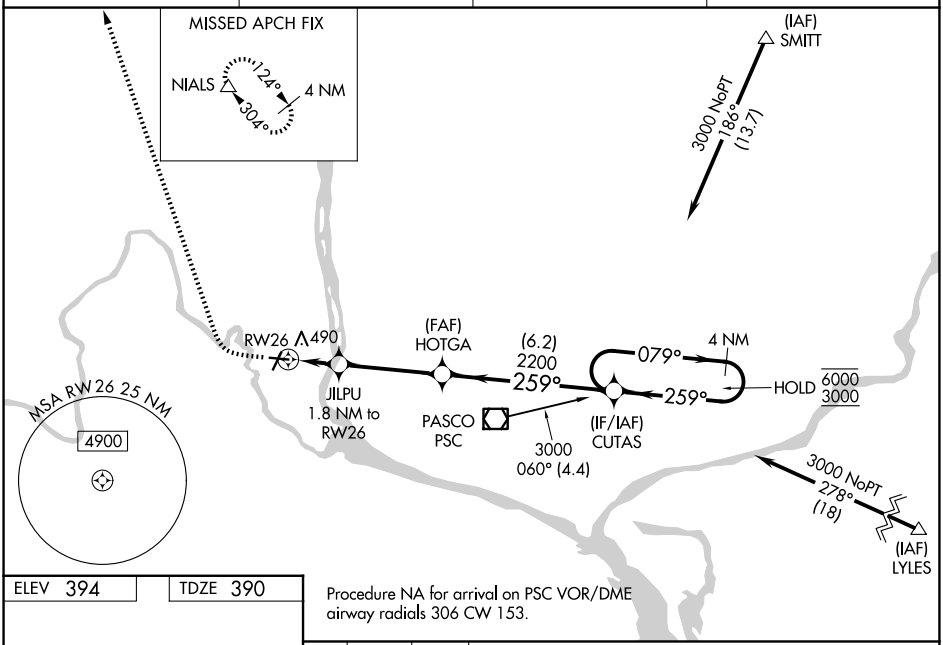
RICHLAND (RLD)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Rwy 26 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using PSC altimeter setting. When local altimeter setting not received, use PSC altimeter setting and increase LPV DA to 666 feet; increase LNAV/VNAV DA to 671 feet; increase all MDAs 20 feet and Circling visibility Cat C ¼ SM.

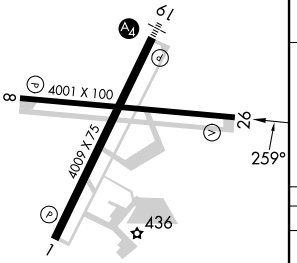
MISSED APPROACH: Climb to 900 then climbing right turn to 3500 direct NIALS and hold.

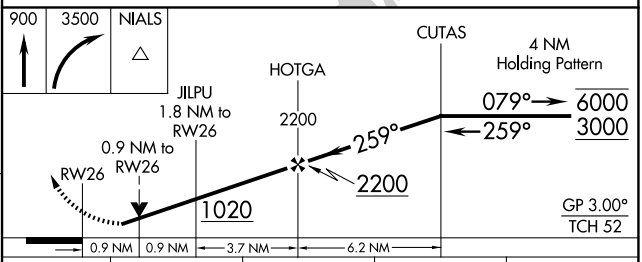
AWOS-3PT	SPOKANE APP CON ★	CLNC DEL	UNICOM
132.675	128.75 377.2	122.4	122.7 (CTAF) L



ELEV 394	TDZE 390

Procedure NA for arrival on PSC VOR/DME airway radials 306 CW 153.





CATEGORY	A	B	C	D
LPV DA	646-⅞ 256 (300-⅞)			
LNAV/VNAV DA	651-⅞ 261 (300-⅞)			
LNAV MDA	740-1 350 (400-1)			
CIRCLING	820-1 426 (500-1)	1000-1 606 (700-1)	1200-2¼ 806 (900-2¼)	1960-3 1566 (1600-3)

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 and 8-26 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RICHLAND, WASHINGTON AL-5966 (FAA) 25219

APP CRS	Rwy Ldg	4009
189°	TDZE	390
	Apt Elev	394

RNAV (GPS) Y RWY 19

RICHLAND (RLD)

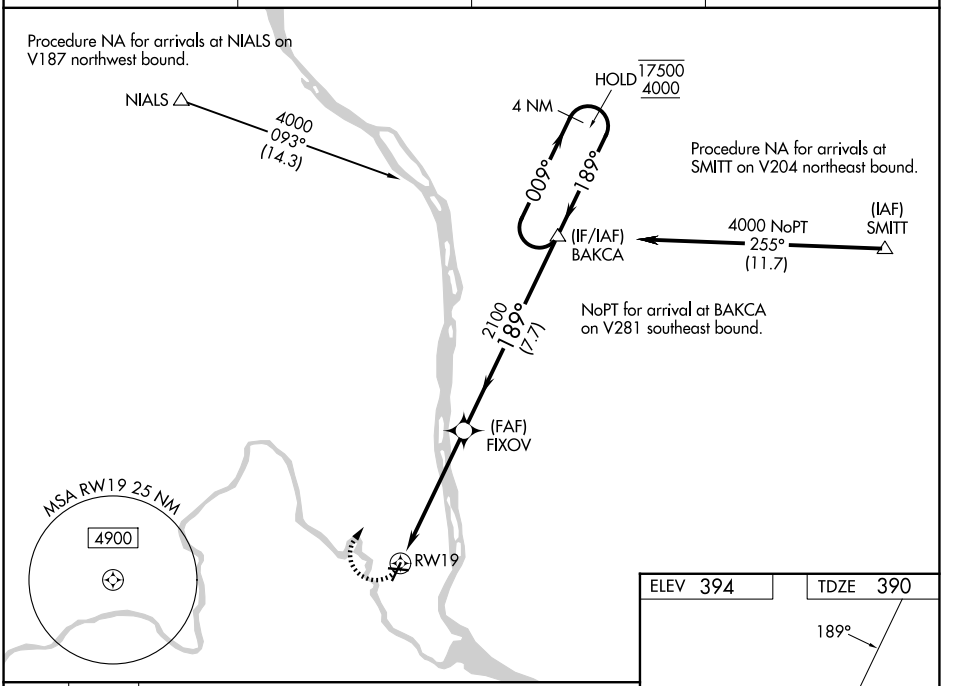
RNP APCH - GPS.

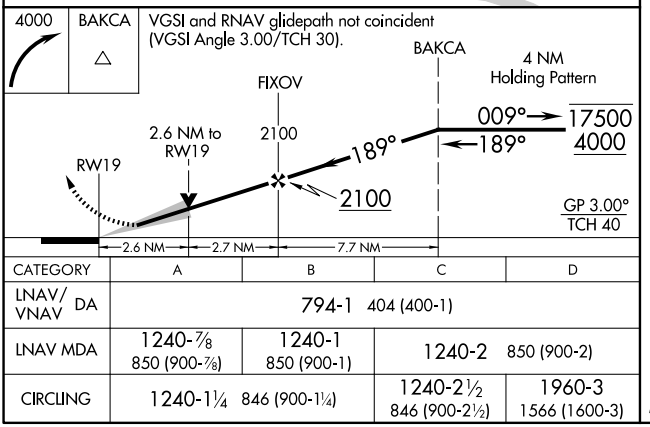
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Baro-VNAV and VDP NA when using PSC altimeter setting. When local altimeter setting not received, use PSC altimeter setting and increase LNAV/VNAV DA to 814 feet; increase all MDAs 20 feet and LNAV visibility Cat C/D ½ SM. For inop ALS increase LNAV/VNAV visibility all Cats to 1⅛ and LNAV Cat C and D visibility to 2½ SM.

MALS

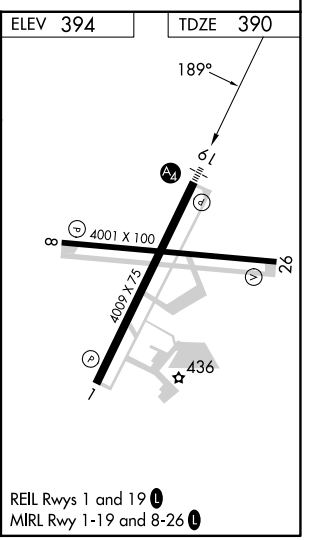
MISSED APPROACH: Climbing right turn 4000 direct BAKCA and hold, continue climb-in-hold to 4000.

AWOS-3PT	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	794-1 404 (400-1)			
LNAV MDA	1240-⅞ 850 (900-⅞)	1240-1 850 (900-1)	1240-2 850 (900-2)	
CIRCLING	1240-1¼ 846 (900-1¼)		1240-2½ 846 (900-2½)	1960-3 1566 (1600-3)



REIL Rwys 1 and 19 L
MIRL Rwy 1-19 and 8-26 L

RICHLAND, WASHINGTON
Amdt 3 07AUG25

46°18′N-119°18′W

RICHLAND (RLD)

RNAV (GPS) Y RWY 19

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Z RWY 19

RICHLAND (RLD)

APP CRS	Rwy Ldg	4009
189°	TDZE	390
	Apt Elev	394

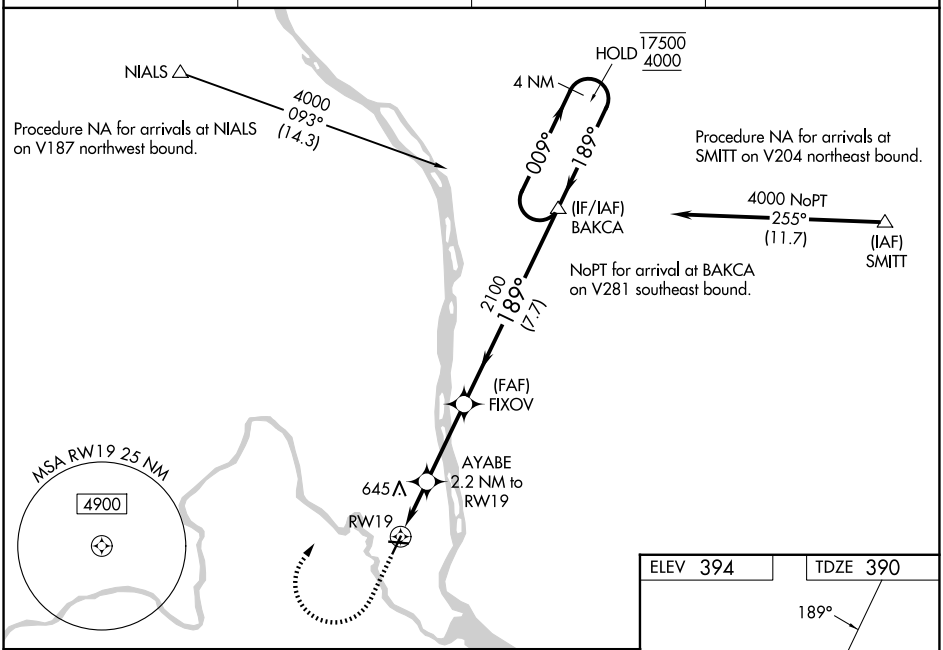
RNP APCH - GPS.

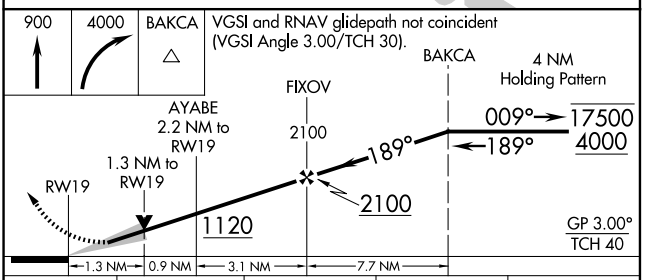
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Baro-VNAV and VDP NA when using PSC altimeter setting. For inop ALS when using PSC altimeter setting, increase LNAV Cats C and D visibility to 1⅜ SM. When local altimeter setting not received, use PSC altimeter setting and increase LNAV/VNAV DA to 671 feet; increase all MDAs 20 feet and LNAV visibility Cats C and D ⅛ SM, and Circling visibility Cat C ¼ SM.

MALS

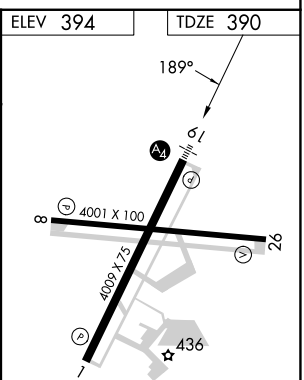
MISSED APPROACH: Climb to 900 then climbing right turn to 4000 direct BAKCA and hold.
*Missed approach requires minimum climb of 340 feet per NM to 2000; if unable to meet climb gradient, see RNAV (GPS) Y RWY 19.

AWOS-3PT	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*	651-⅞ 261 (300-⅞)			
LNAV MDA*	840-⅞ 450 (500-⅞)		840-1 450 (500-1)	
CIRCLING	840-1 446 (500-1)	1000-1 606 (700-1)	1200-2¼ 806 (900-2¼)	1960-3 1566 (1600-3)



REIL Rwys 1 and 19 L
MIRL Rwy 1-19 and 8-26 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RICHLAND, WASHINGTON | AL-5966 (FAA) | 25219

LOC/DME I-RLD	APP CRS	Rwy Ldg	4009
110.5	189°	TDZE	390
Chan 42		Apt Elev	394

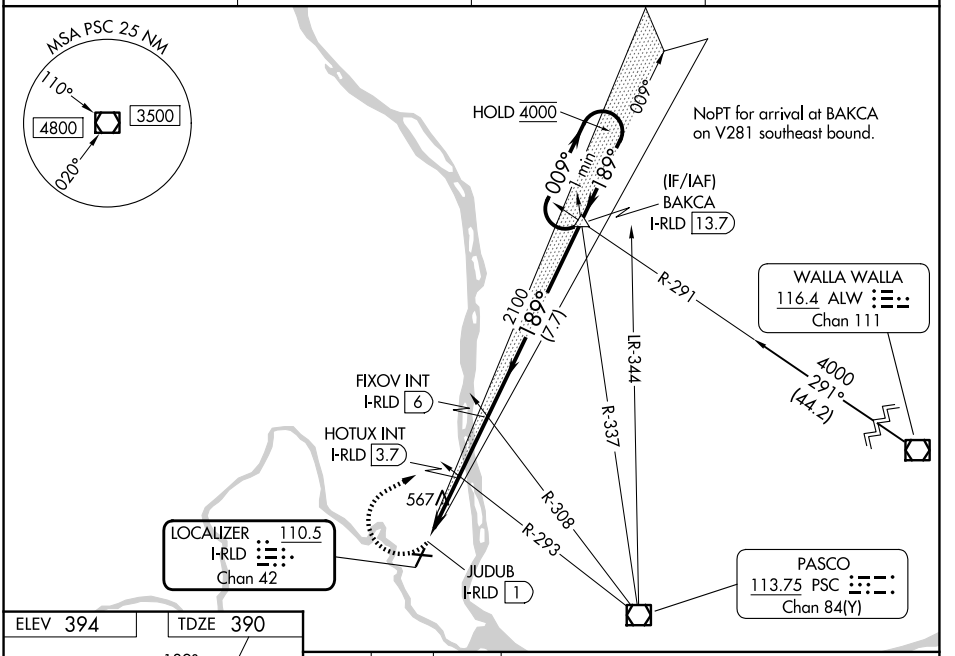
LOC RWY 19
RICHLAND (RLD)

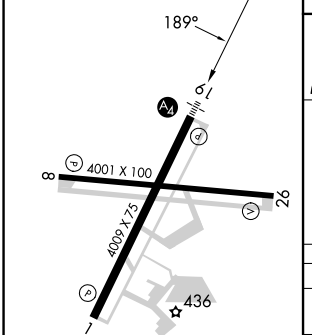
VDP NA when using PSC altimeter setting. For inop ALS, increase S-19 Cats C and D visibility to 3 SM. When local altimeter setting not received, use PSC altimeter setting and increase all MDAs 20 feet and increase HOTUX fix minimums S-LOC 19 visibility Cat C/D 1⅛ SM, and Circling visibility Cat C 1¼ SM. HOTUX fix minimum: For inop ALS, increase S-19 Cats C and D visibility to 1⅜ 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.

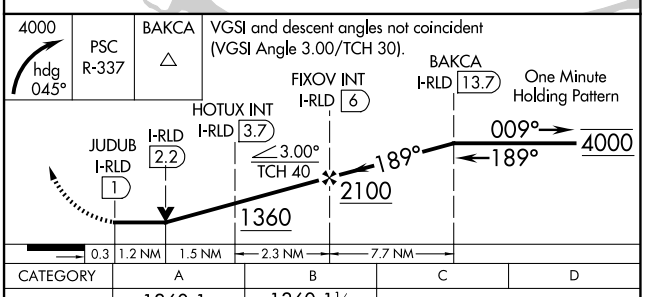
AWOS-3PT	SPOKANE APP CON ★	CLNC DEL	UNICOM
132.675	128.75 377.2	122.4	122.7 (CTAF) L





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



CATEGORY	A	B	C	D
S-19	1360-1 970 (1000-1)	1360-1¼ 970 (1000-1¼)	1360-2½ 970 (1000-2½)	
CIRCLING	1360-1¼ 966 (1000-1¼)	1360-1½ 966 (1000-1½)	1360-3 966 (1000-3)	1960-3 1566 (1600-3)
HOTUX FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-19	880-⅞ 490 (500-⅞)		880-1⅛ 490 (500-1⅛)	
CIRCLING	880-1 486 (500-1)	1000-1 606 (700-1)	1200-2¼ 806 (900-2¼)	1960-3 1566 (1600-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

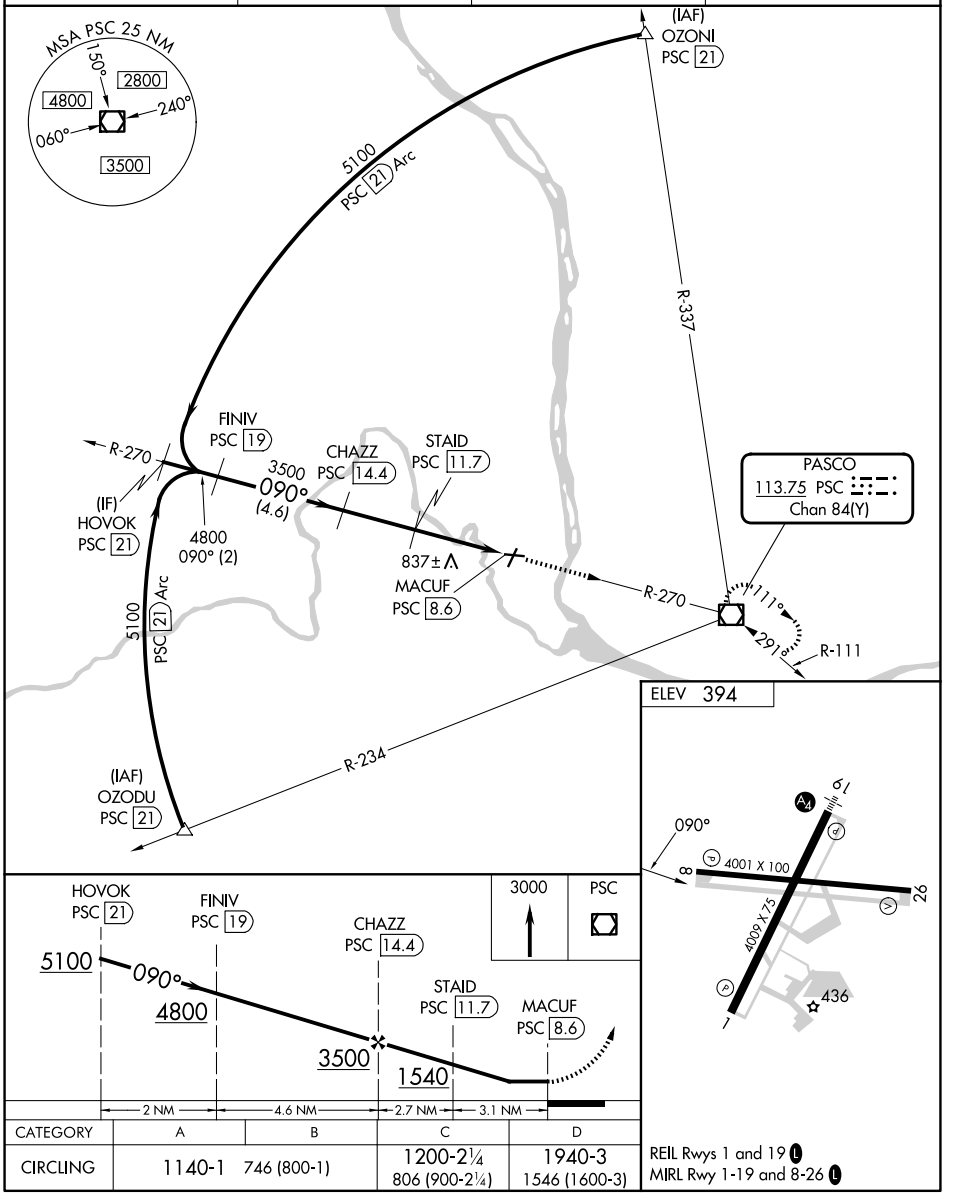
VOR/DME PSC	APP CRS	Rwy Ldg	N/A
113.75	090°	TDZE	N/A
Chan 84(Y)		Apt Elev	394

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
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RIVERTON, WYOMING | AL-691 (FAA) | 25331

LOC I-RIW	APP CRS	Rwy Ldg	8204
110.5	284°	TDZE	5459
		Apt Elev	5516

ILS or LOC RWY 28

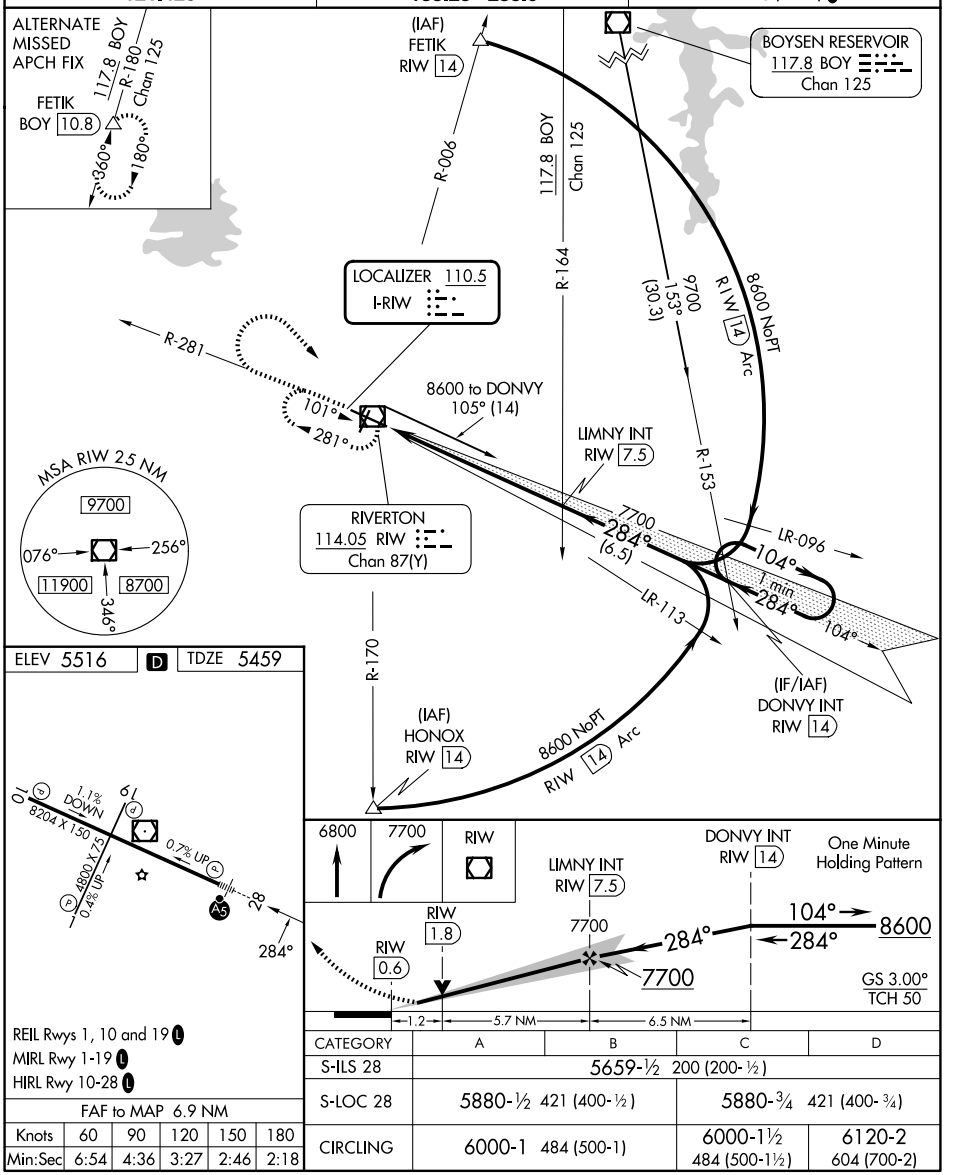
CENTRAL WYOMING RGNL (RIW)

T
A 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)	
CIRCLING	6000-1 484 (500-1)		6000-1½ 484 (500-1½)	6120-2 604 (700-2)

RIVERTON, WYOMING
Amdt 3B 07SEP23

43°04′N-108°28′W

CENTRAL WYOMING RGNL (RIW)

ILS or LOC RWY 28

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 10

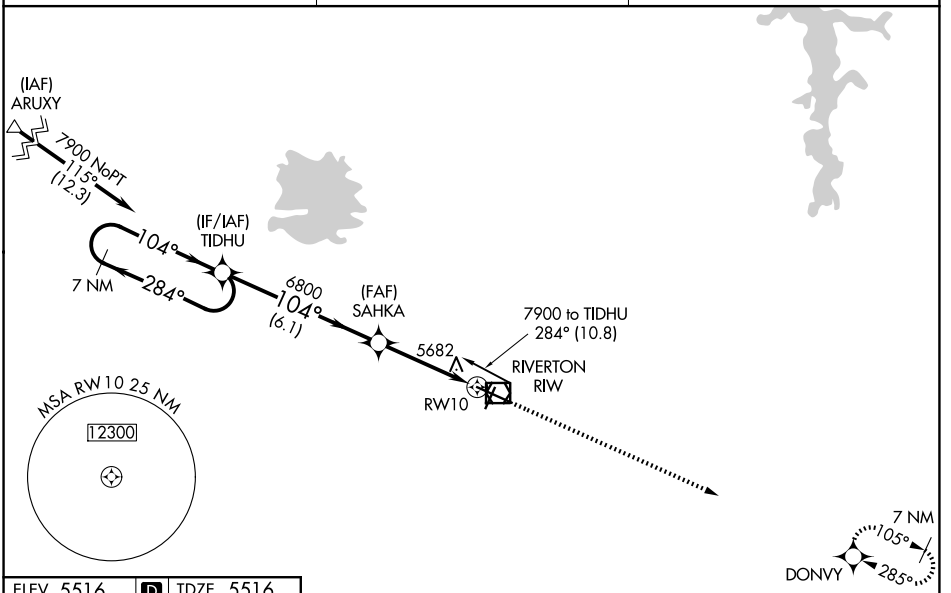
CENTRAL WYOMING RGNL (RIW)

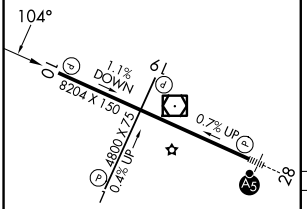
WAAS	APP CRS	Rwy Ldg	8204
CH 42899	104°	TDZE	5516
W10A		Apt Elev	5516

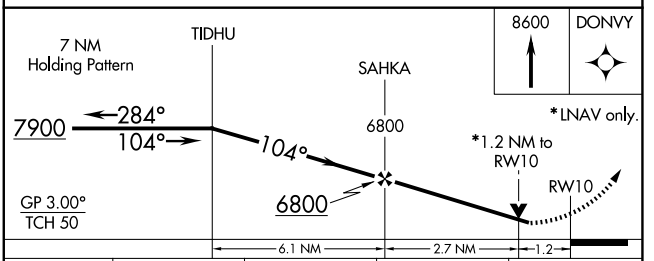
T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lander altimeter setting and increase all DA 54 feet and all MDA 60 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ mile and increase LNAV Cat C/D visibility ⅛ mile. Baro-VNAV and VDP NA when using Lander altimeter setting. 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)	
CIRCLING	6000-1 484 (500-1)		6000-1½ 484 (500-1½)	6120-2 604 (700-2)

ELEV 5516 D TDZE 5516

REIL Rwys 1, 10 and 19 L
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RIVERTON, WYOMING | AL-691 (FAA) | 25331

WAAS CH **61115** **W28A** | APP CRS **284°** | Rwy Ldg **8204** TDZE **5459** Apt Elev **5516**

RNAV (GPS) RWY 28

CENTRAL WYOMING RGNL (RIW)

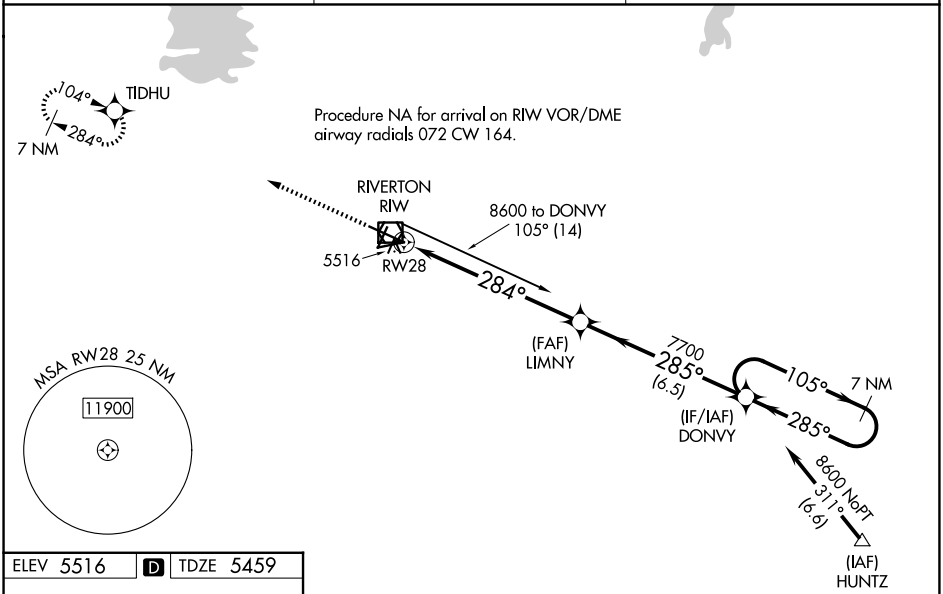
RNP APCH - GPS.

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.

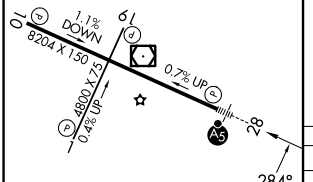
MALSR

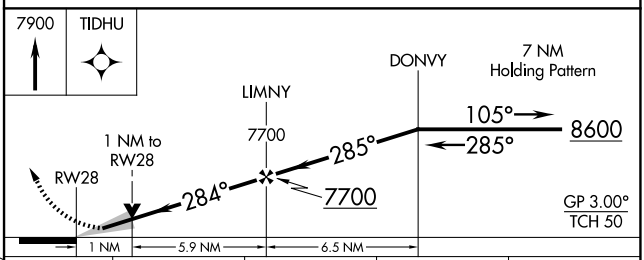
MISSED APPROACH: Climb to 7900 direct TIDHU and hold.

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)	
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 1B 07SEP23

43°04′N-108°28′W

CENTRAL WYOMING RGNL (RIW)
RNAV (GPS) RWY 28

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME RIW	APP CRS	Rwy Ldg	8204
114.05	101°	TDZE	5516
Chan 87(Y)		Apt Elev	5516

VOR RWY 10

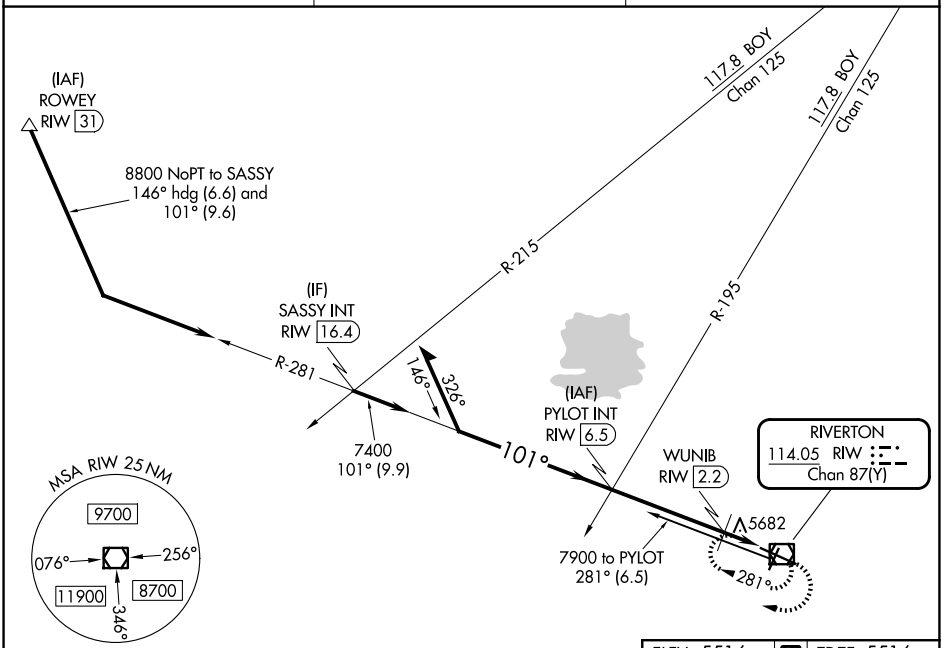
CENTRAL WYOMING RGNL (RIW)

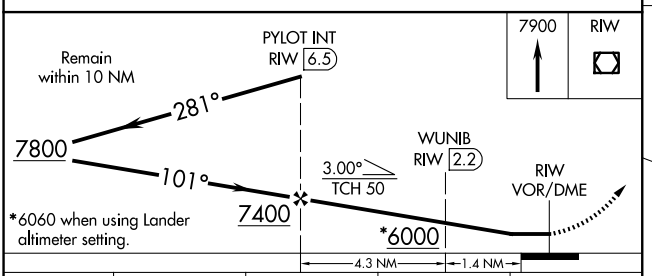
T When local altimeter setting not received, use Lander altimeter setting and increase all MDA 60 feet and increase S-10 Cat C and D visibility ¼ mile and Circling Cat C visibility ⅛ mile, increase WUNIB fix minimums Cat C and D visibility ⅛ mile. Rwy 10 helicopter visibility reduction below ¾ SM NA.

A

MISSED APPROACH: Climb to 7900 in RIW VOR/DME holding pattern.

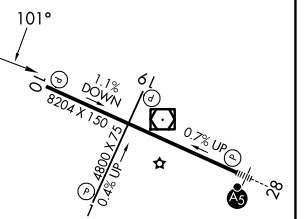
ASOS	SALT LAKE CENTER	UNICOM
121.425	133.25 285.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-10	6000-1 484 (500-1)		6000-1⅜ 484 (500-1⅜)	
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)	
CIRCLING	6000-1 484 (500-1)		6000-1½ 484 (500-1½)	6120-2 604 (700-2)

ELEV 5516 D TDZE 5516



REIL Rwys 1, 10, and 19 L
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RIVERTON, WYOMING AL-691 (FAA) 25331

VOR/DME RIW	APP CRS	Rwy Ldg	8204
114.05	293°	TDZE	5459
Chan 87(Y)		Apt Elev	5516

VOR RWY 28

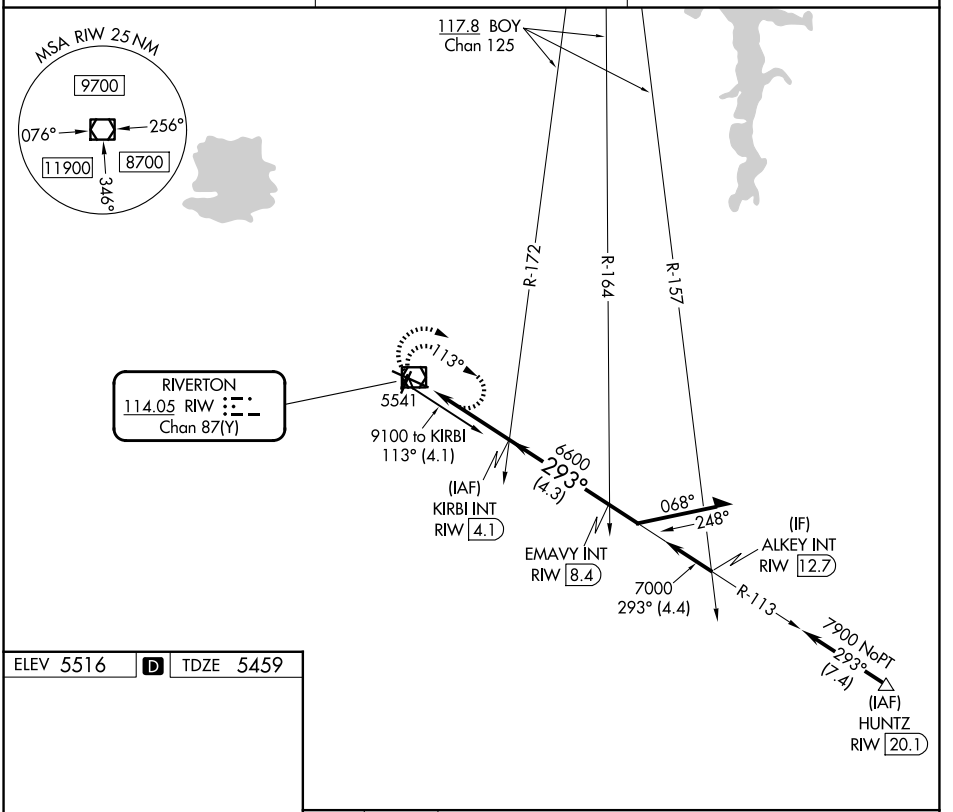
CENTRAL WYOMING RGNL (RIW)

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.

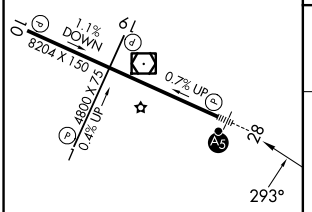
MALSR

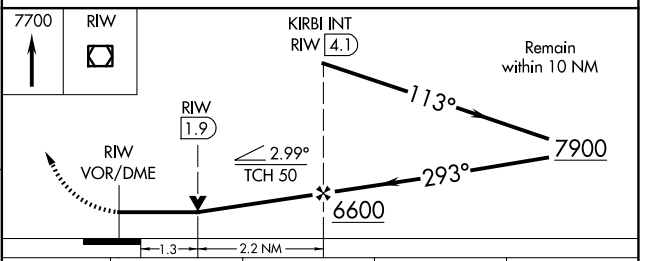
MISSED APPROACH: Climb to 7700 in RIW VOR/DME holding pattern.

ASOS	SALT LAKE CENTER	UNICOM
121.425	133.25 285.6	122.8 (CTAF) L



ELEV 5516 D TDZE 5459





CATEGORY	A	B	C	D
S-28	5920-½ 461 (500-½)		5920-1 461 (500-1)	
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

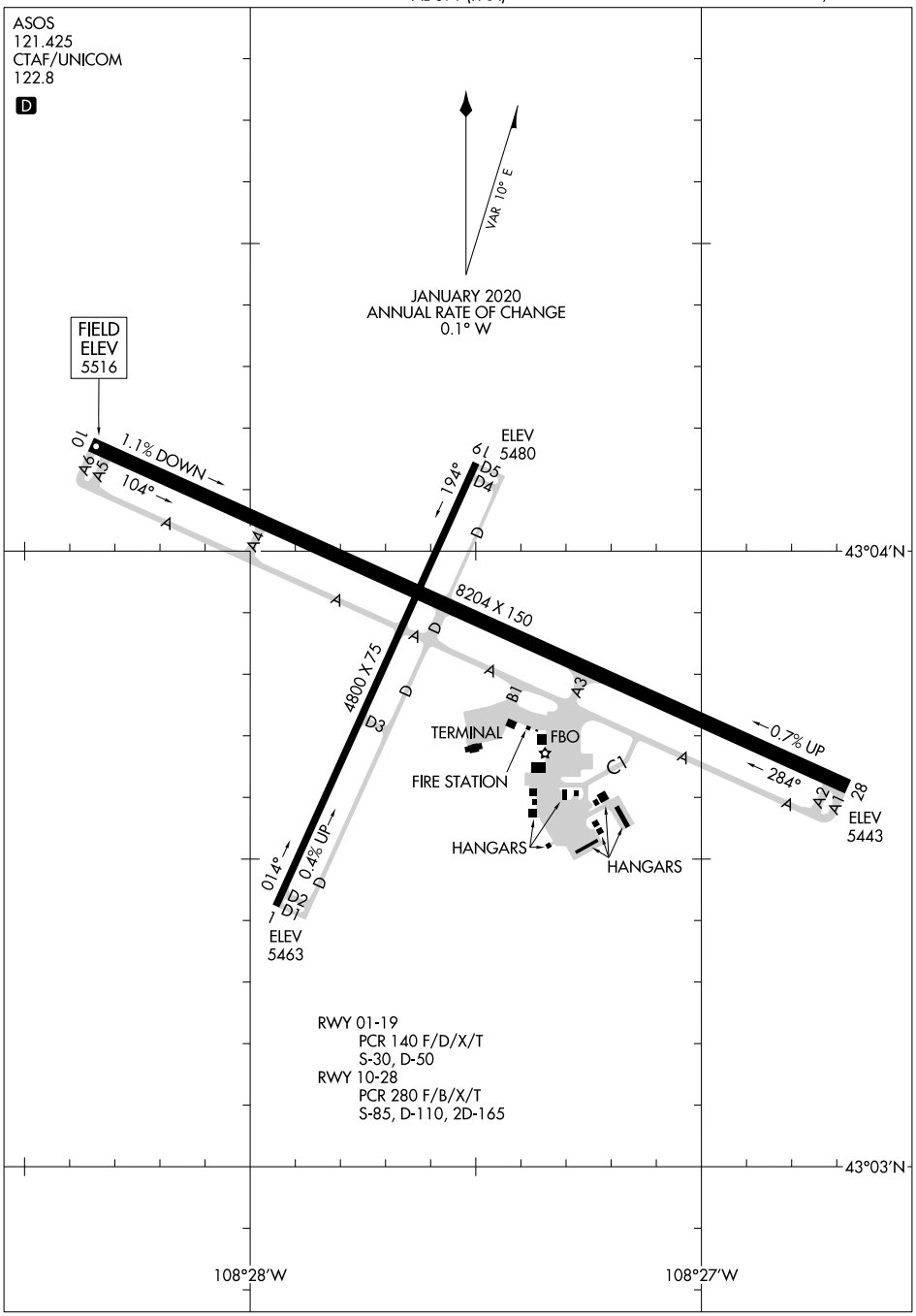
RIVERTON, WYOMING
Amdt 10B 07SEP23

43°04′N-108°28′W

CENTRAL WYOMING RGNL (RIW)
VOR RWY 28

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

AL-691 (FAA)



NW-1, 03 SEP 2026 to 29 OCT 2026

ROCK SPRINGS, WYOMING | AL-353 (FAA) | 25275

LOC/DME I-RKS	APP CRS	Rwy Ldg	10002
109.3	270°	TDZE	6765
Chan 30		Apt Elev	6765

ILS or LOC RWY 27

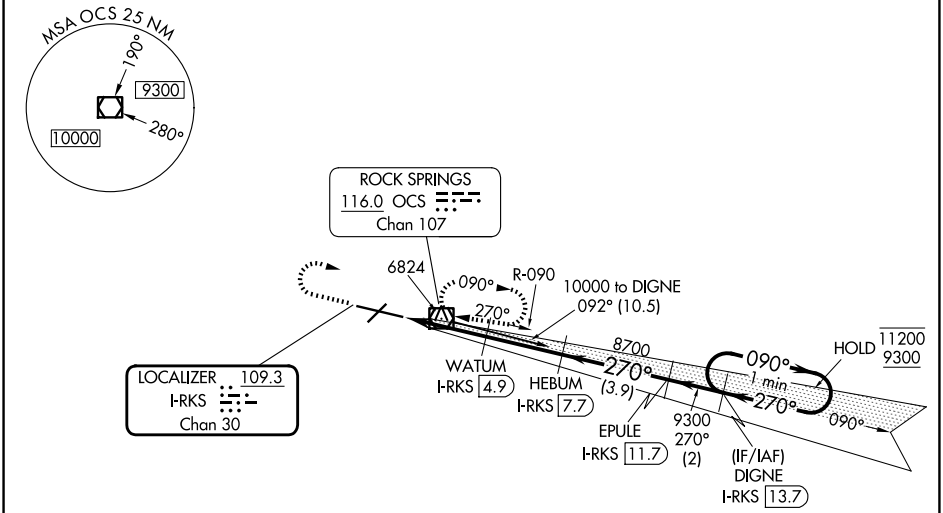
SOUTHWEST WYOMING RGNL (RKS)

DME required.

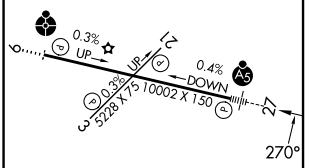
MALSR

MISSED APPROACH: Climb to 7600 then climbing right turn to 9300 direct OCS VOR/DME and hold, continue climb-in-hold to 9300.

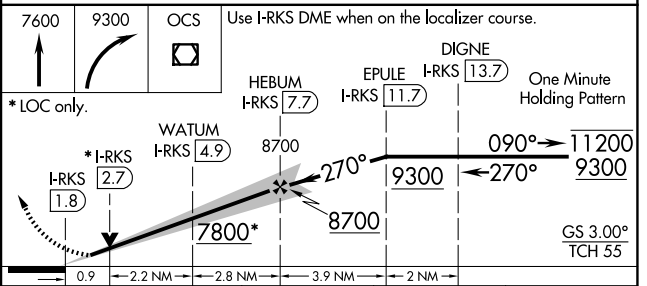
AWOS-3	SALT LAKE CENTER	UNICOM
118.375	124.35 353.5	122.8 (CTAF) L



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)			
CIRCLING	7140-1 375 (400-1)	7220-1 455 (500-1)	7220-1½ 455 (500-1½)	7540-2½ 775 (800-2½)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 66016 W09A	APP CRS 090°	Rwy Ldg 10002 TDZE 6741 Apt Elev 6765

RNAV (GPS) RWY 9

SOUTHWEST WYOMING RGNL (RKS)

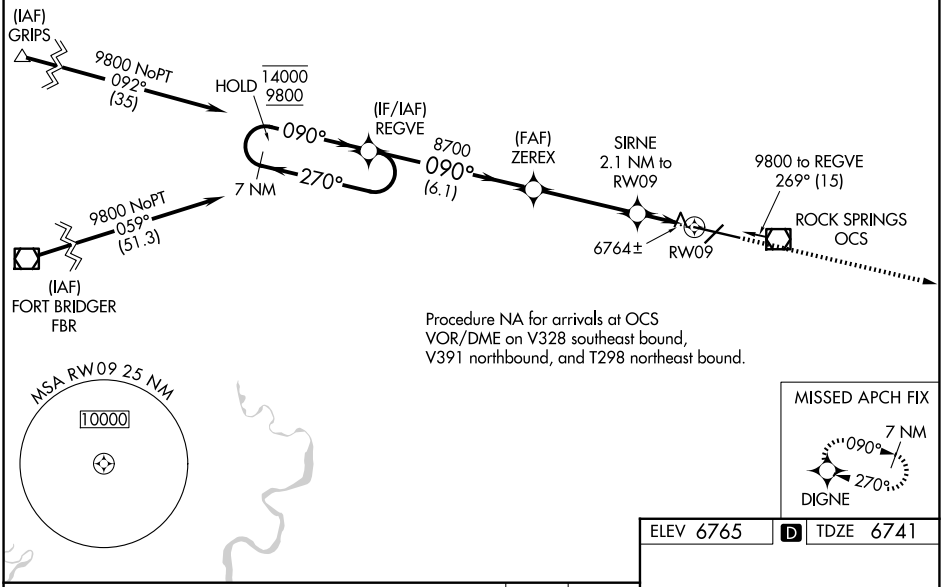
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 45°C .

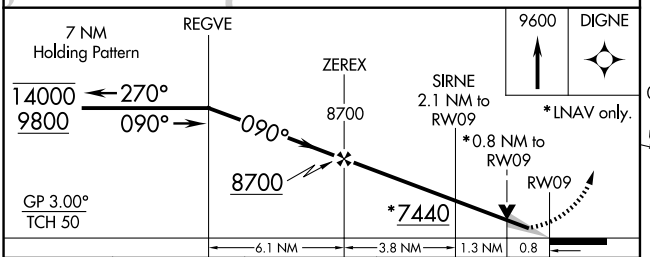
ODALS

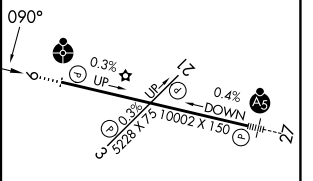
MISSED APPROACH: Climb to 9600 direct DIGNE and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
118.375	124.35 353.5	122.8 (CTAF) L



ELEV 6765 D TDZE 6741





CATEGORY	A	B	C	D
LPV DA	6941-¾ 200 (200-¾)			
LNAV/VNAV DA	7034-¾ 293 (300-¾)			
LNAV MDA	7040-¾ 299 (300-¾)			7040-1 299 (300-1)
CIRCLING	7140-1 375 (400-1)	7220-1 455 (500-1)	7220-1½ 455 (500-1½)	7540-2½ 775 (800-2½)

MIRL Rwy 3-21
HIRL Rwy 9-27 L
REIL Rwys 3 and 21 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ROCK SPRINGS, WYOMING AL-353 (FAA) 25275

WAAS	APP CRS	Rwy Ldg	10002
CH 49216	270°	TDZE	6765
W27A		Apt Elev	6765

RNAV (GPS) RWY 27

SOUTHWEST WYOMING RGNL (RKS)

RNP APCH.

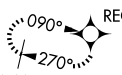
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 44°C. For inop ALS increase LNAV/VNAV all Cats visibility to ⅞ SM.

MALSR

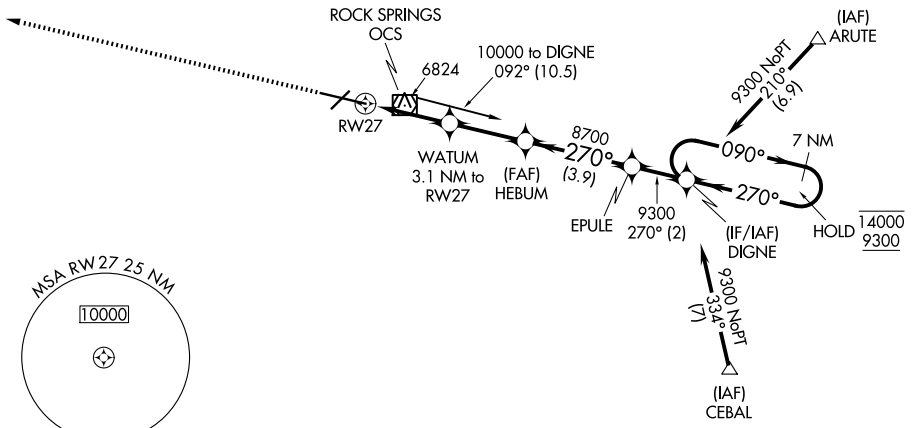
MISSED APPROACH: Climb to 9800 direct REGVE and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
118.375	124.35 353.5	122.8 (CTAF) L

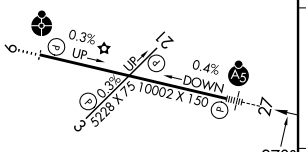
MISSED APCH FIX

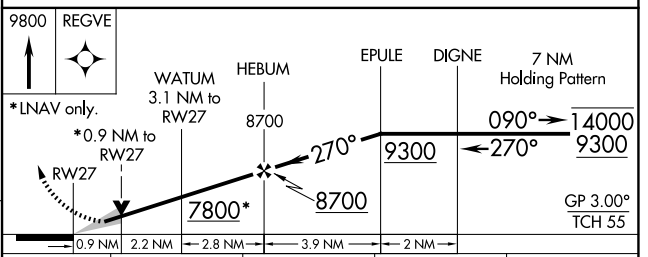


Procedure NA for arrivals at OCS VOR/DME on V235 southwest bound, V187 north and southbound and T298 southwest bound.



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)			
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 1C 08NOV18

41°36′N-109°04′W

SOUTHWEST WYOMING RGNL (RKS)
RNAV (GPS) RWY 27

NW-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME OCS	APP CRS	Rwy Ldg	10002
116.0	085°	TDZE	6741
Chan 107		Apt Elev	6765

VOR RWY 9

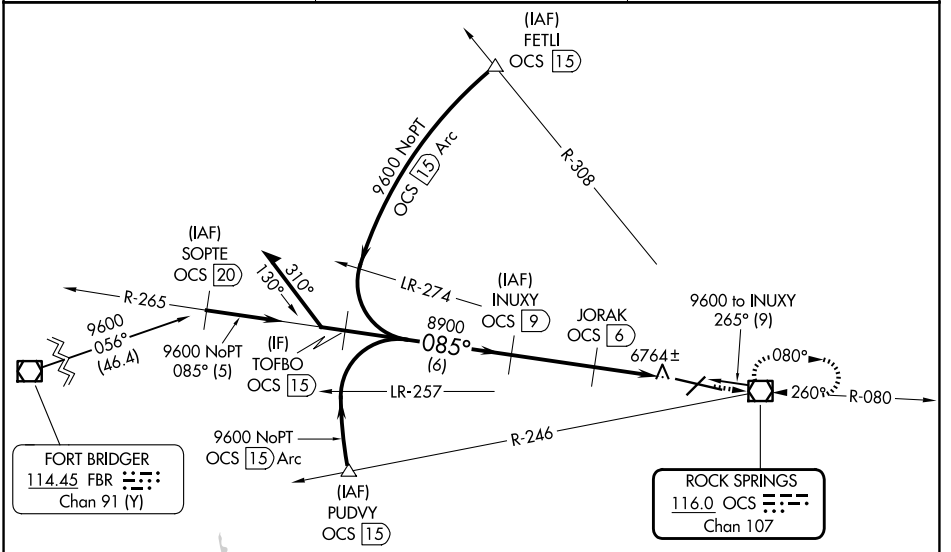
SOUTHWEST WYOMING RGNL (RKS)

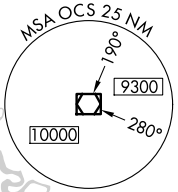
DME required.

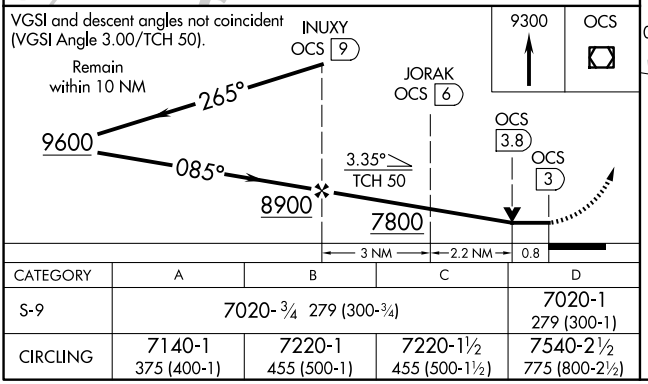
ODALS

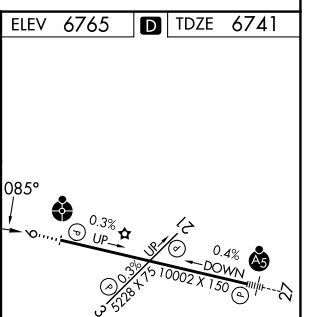
MISSED APPROACH: Climb to 9300 direct OCS VOR/DME and hold, continue climb-in-hold to 9300.

AWOS-3	SALT LAKE CENTER	UNICOM
118.375	124.35 353.5	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-9	7020- ¾ 279 (300-¾)			7020-1 279 (300-1)
CIRCLING	7140-1 375 (400-1)	7220-1 455 (500-1)	7220-1½ 455 (500-1½)	7540-2½ 775 (800-2½)

MIRL Rwy 3-21
HIRL Rwy 9-27 L
REIL Rwys 3 and 21 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ROCK SPRINGS, WYOMING | AL-353 (FAA) | 25275

VOR/DME OCS	APP CRS	Rwy Ldg	10002
116.0	255°	TDZE	6765
Chan 107		Apt Elev	6765

VOR/DME RWY 27

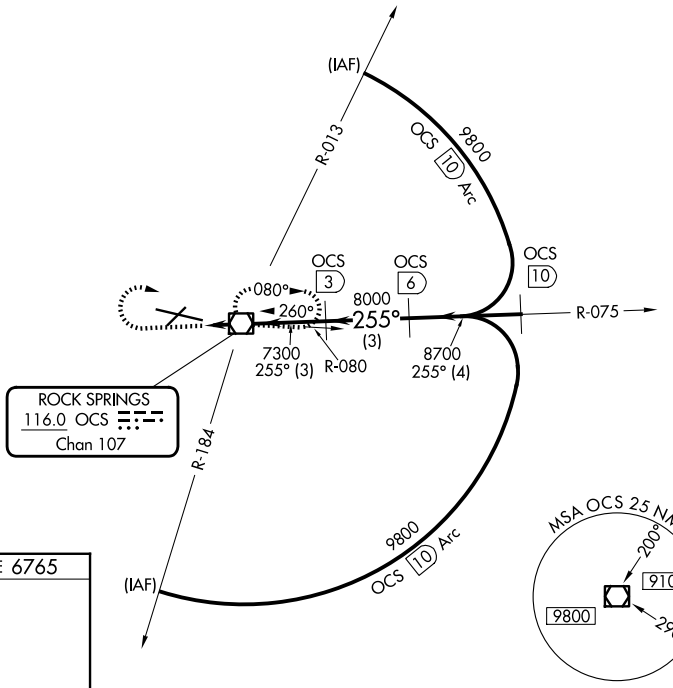
SOUTHWEST WYOMING RGNL (RKS)

Inoperative table does not apply to Cat D.

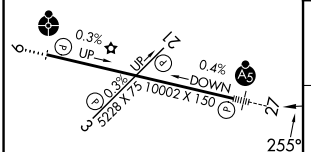
MALSR

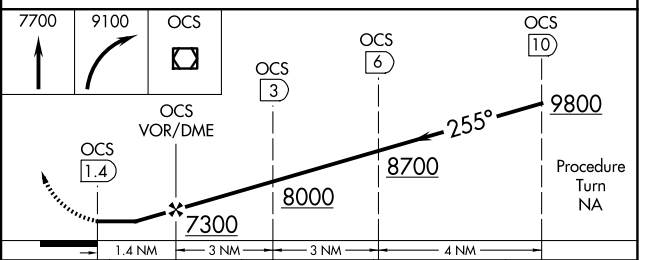
MISSED APPROACH: Climb to 7700, then climbing right turn to 9100 direct OCS VOR/DME and hold.

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)
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

ROCK SPRINGS, WYOMING
Amdt 2C 08SEP22

41°36′N-109°04′W

SOUTHWEST WYOMING RGNL (RKS)
VOR/DME RWY 27

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

RONAN, MONTANA | AL-9978 (FAA) | 26022

RNAV (GPS) RWY 16

RONAN (7SØ)

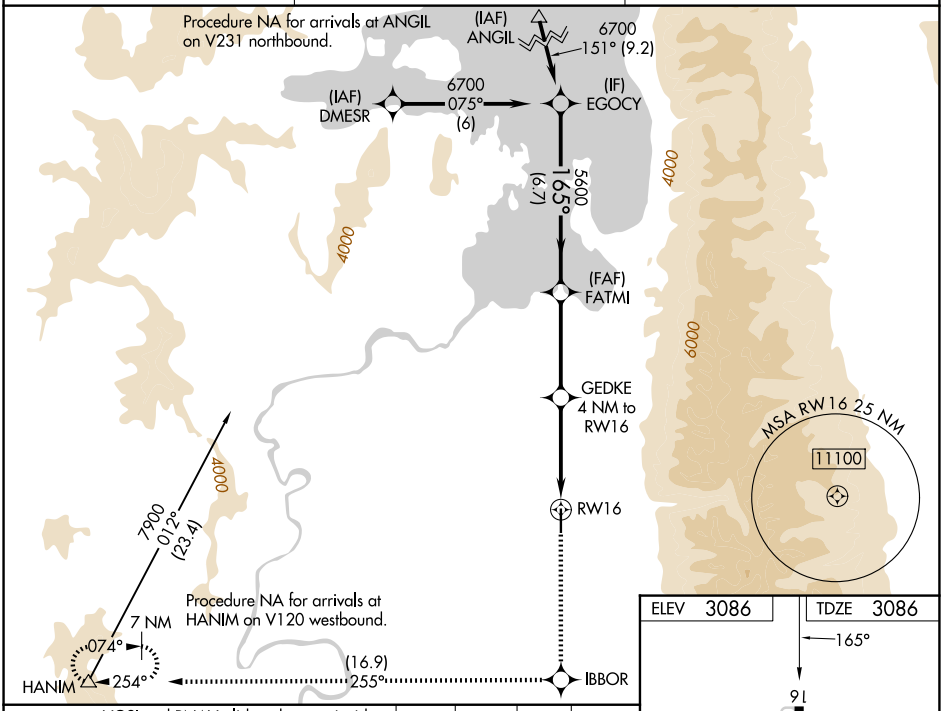
WAAS CH 45814 W16A	APP CRS 165°	Rwy Ldg 4798 TDZE 3086 Apt Elev 3086

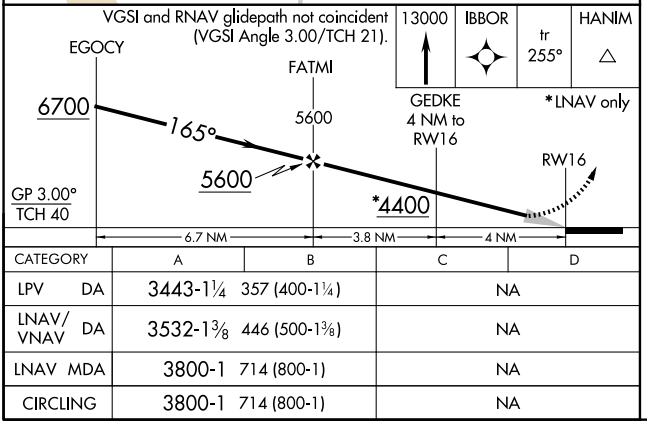
RNP APCH.

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.

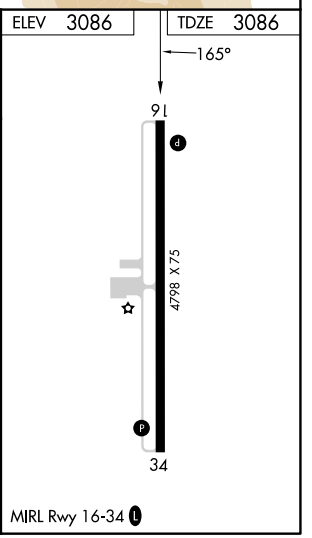
MISSED APPROACH: Climb to 13000 direct IBBOR and on track 255° to HANIM and hold, continue climb-in-hold to 13000.

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	
CIRCLING	3800-1	714 (800-1)	NA	



RONAN, MONTANA
Amdt 1B 25FEB21

47°34′N-114°06′W

RONAN (7SØ)

RNAV (GPS) RWY 16

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86614 W34A	APP CRS 345°	Rwy Ldg 4798 TDZE 3081 Apt Elev 3086

RNAV (GPS) RWY 34

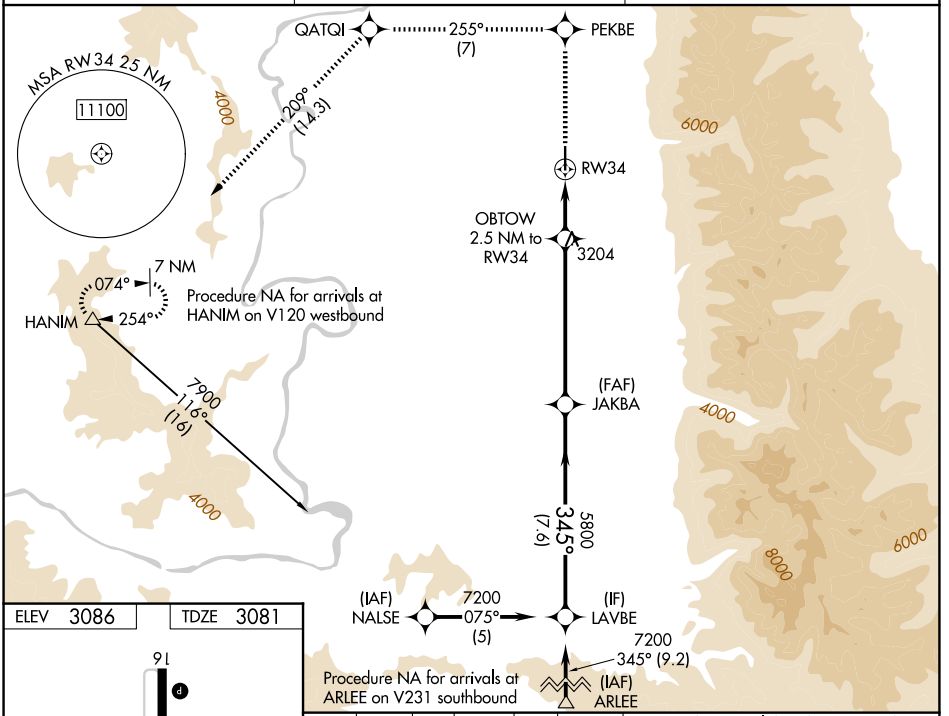
RONAN (7SØ)

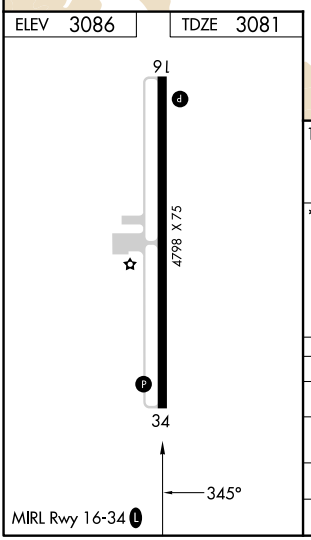
RNP APCH.

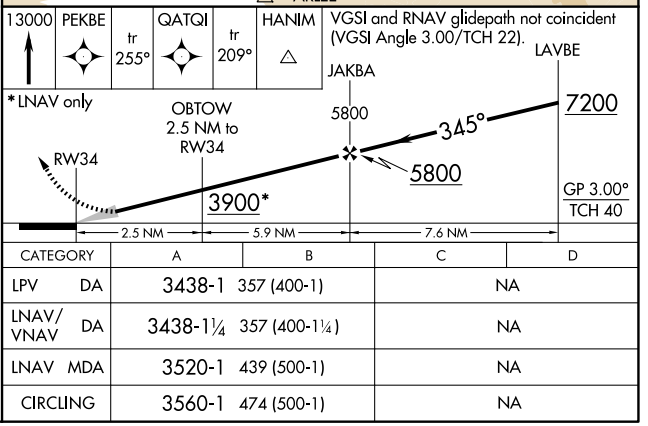
T A NA Baro-VNAV NA when using Missoula altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C. Circling NA east of Rwy 16-34. When local altimeter setting not received, use Missoula altimeter setting and increase LPV DA to 3545 and all visibilities ⅜ SM, LNAV/VNAV 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







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	
CIRCLING	3560-1	474 (500-1)	NA	

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(HANIM2.HANIM) 22363

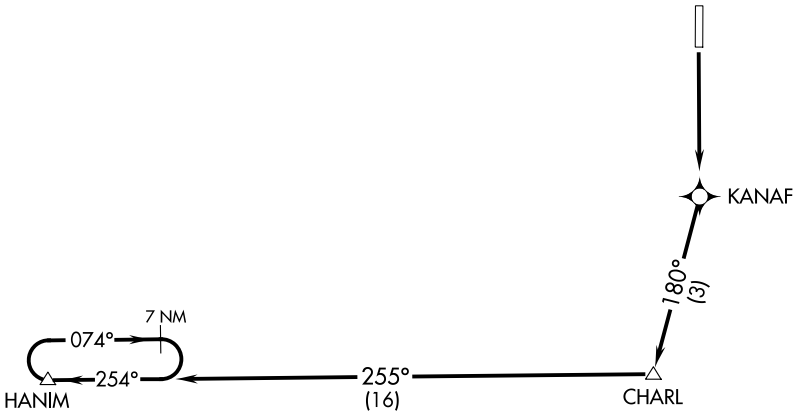
HANIM TWO DEPARTURE (RNAV)

AL-9978 (FAA)

RONAN (7SØ)
RONAN, MONTANA

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

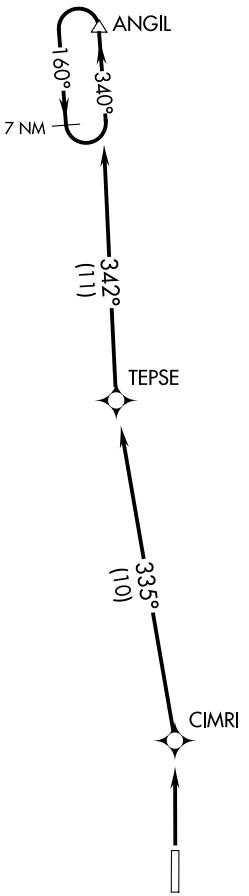
TAKEOFF RUNWAY 16: Climb to 13000 direct KANAF and via track 180° to CHARL and via track 255° to HANIM and hold, continue climb-in-hold to 13000 before proceeding on course.

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ROSEBURG, OREGON | AL-888 (FAA) | 23166

RNAV (GPS)-B

ROSEBURG RGNL (RBG)

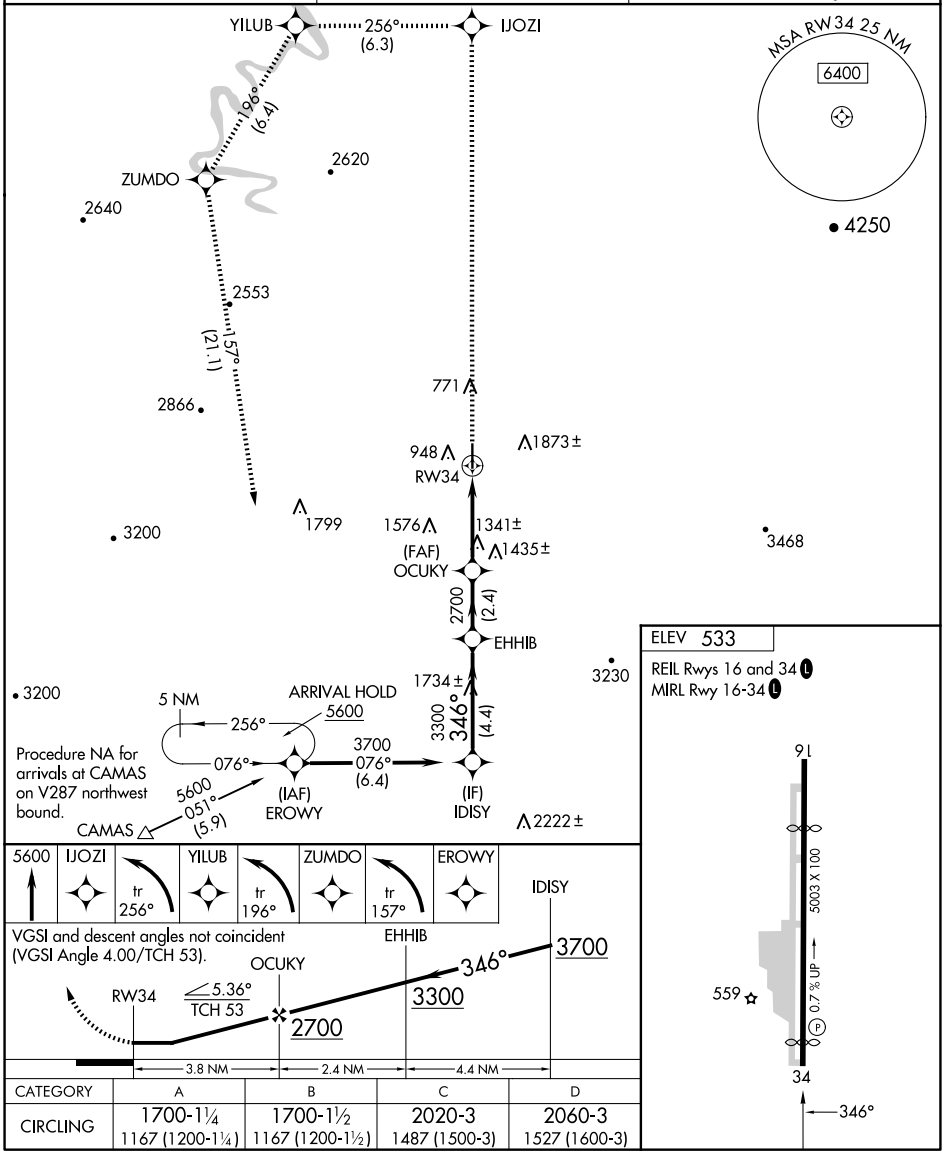
APP CRS	Rwy Idg	N/A
346°	TDZE	N/A
	Apt Elev	533

RNP APCH - GPS.

T A 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



5600	IJOZI	tr 256°	YILUB	tr 196°	ZUMDO	tr 157°	EROWY	IDISY

CATEGORY	A	B	C	D
CIRCLING	1700-1¼ 1167 (1200-1¼)	1700-1½ 1167 (1200-1½)	2020-3 1487 (1500-3)	2060-3 1527 (1600-3)

ROSEBURG, OREGON
Amdt 1 03NOV22

43°14′N-123°21′W

ROSEBURG RGNL (RBG)
RNAV (GPS)-B

NW-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME RBG	APP CRS	Rwy Ldg	N/A
114.45	337°	TDZE	N/A
Chan 91(Y)		Apt Elev	534

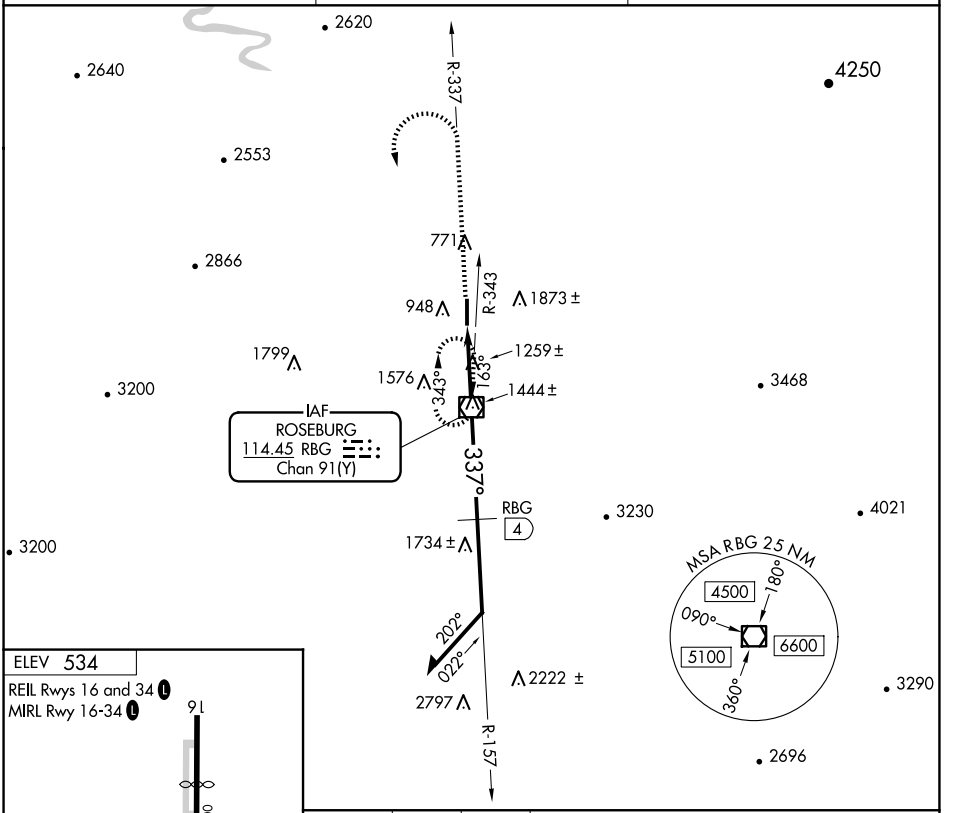
VOR-A

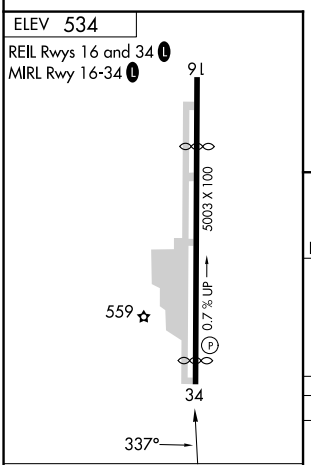
ROSEBURG RGNL (RBG)

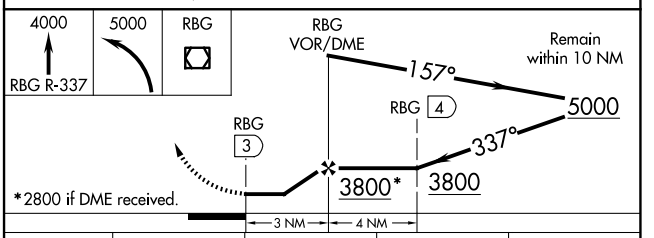
Circling not authorized east of Rwy 16-34.
Procedure NA at night.
Rwy 34 helicopter visibility reduction below 1 SM NA.

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)







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)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ROUNDUP, MONTANA | AL-10287 (FAA) | 22195

RNAV (GPS) RWY 7

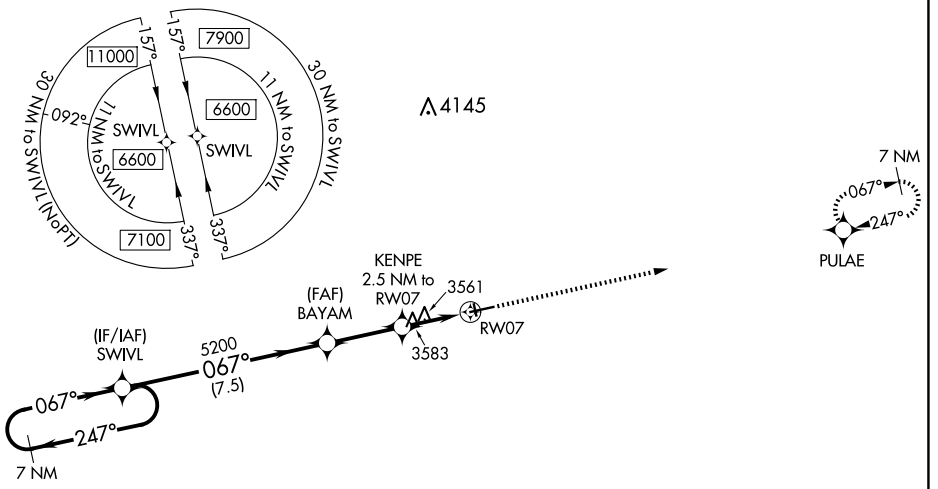
ROUNDUP (RPX)

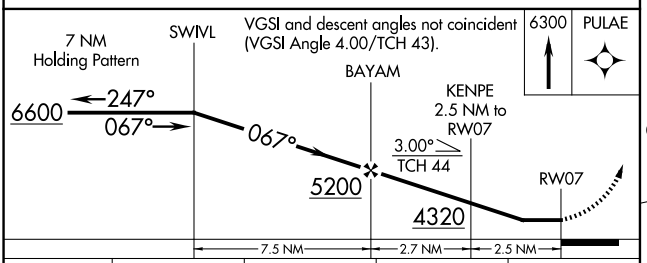
WAAS	APP CRS		
CH 56529	067°	Rwy Idg	5099
W07A		TDZE	3490
		Apt Elev	3490

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.

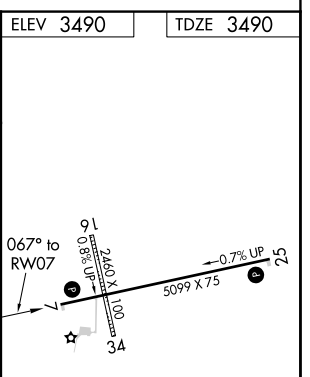
MISSED APPROACH: Climb to 6300 direct PULAE and hold.

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)



ROUNDUP, MONTANA
Orig-B 14JUL22

46°29'N-108°33'W

ROUNDUP (RPX)

RNAV (GPS) RWY 7

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 25

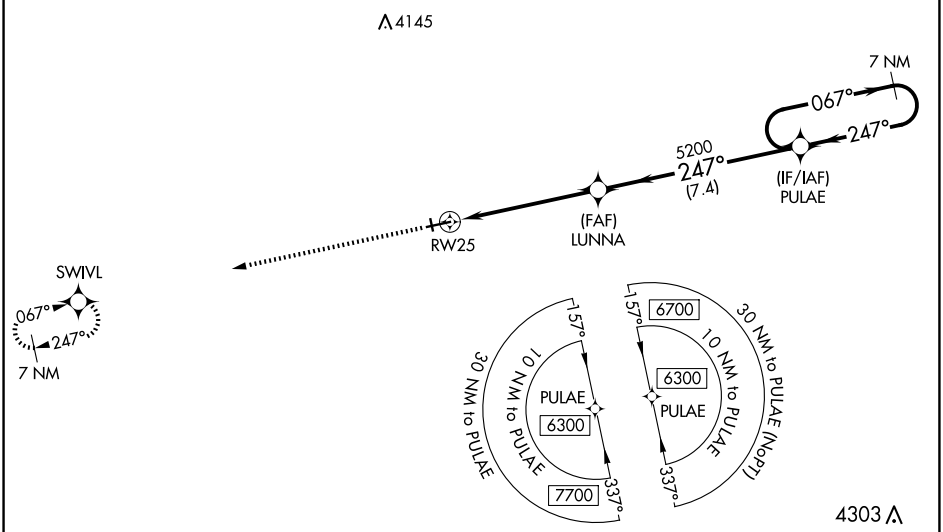
ROUNDUP (RPX)

WAAS	APP CRS	Rwy Idg	5099
CH 61229	247°	TDZE	3453
W25A		Apt Elev	3490

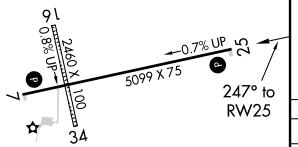
NA — When VGSI inop, Circling to Rwy 7 NA at night. Baro-VNAV NA. Use Billings altimeter setting; when not received, procedure NA. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 6600 direct SWIVL and hold

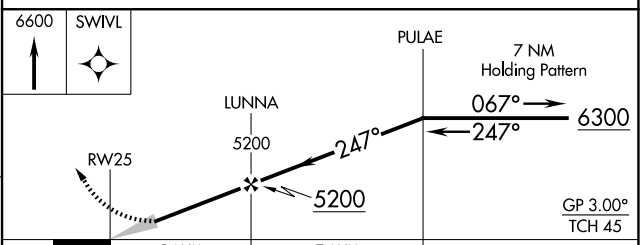
BIL ASOS	SALT LAKE CENTER	UNICOM	
126.3	126.85 305.2	122.8 (CTAF)	122.7 L



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SALEM, OREGON | AL-361 (FAA) | 25331

ILS or LOC Z RWY 31

MCNARY FLD (SLE)

LOC/DME I-SLE	APP CRS	Rwy Ldg	5811
110.3	313°	TDZE	213
Chan 40		Apt Elev	213

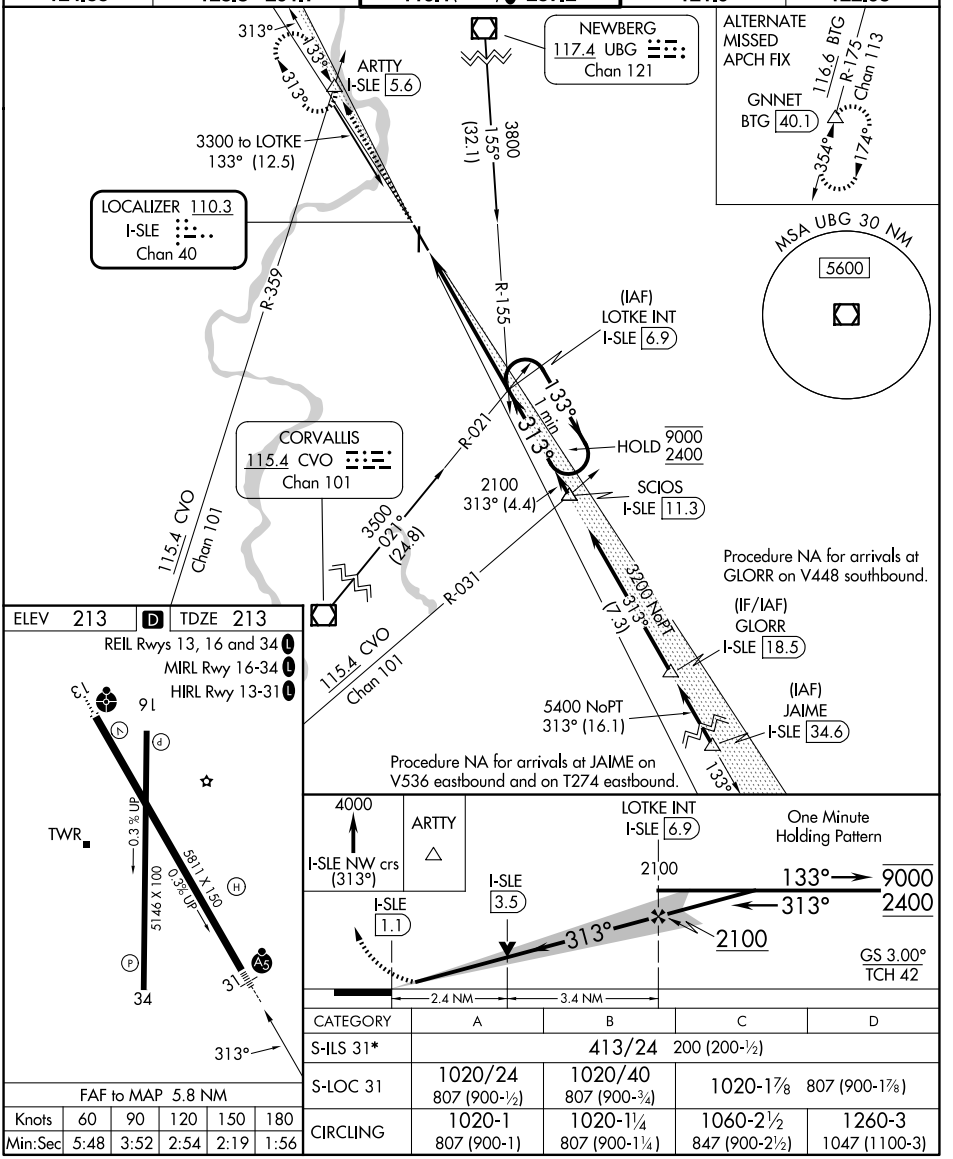
RADAR required for procedure entry at ARTTY.

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



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)	
CIRCLING	1020-1 807 (900-1)	1020-1¼ 807 (900-1¼)	1060-2½ 847 (900-2½)	1260-3 1047 (1100-3)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SALEM, OREGON
Amdt 32 15JUN23

44°55'N-123°00'W

MCNARY FLD (SLE)

ILS or LOC Z RWY 31

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 13

MCNARY FLD (SLE)

WAAS CH 97642 W13A	APP CRS 133°	Rwy Ldg 5811	TDZE 204	Apt Elev 213

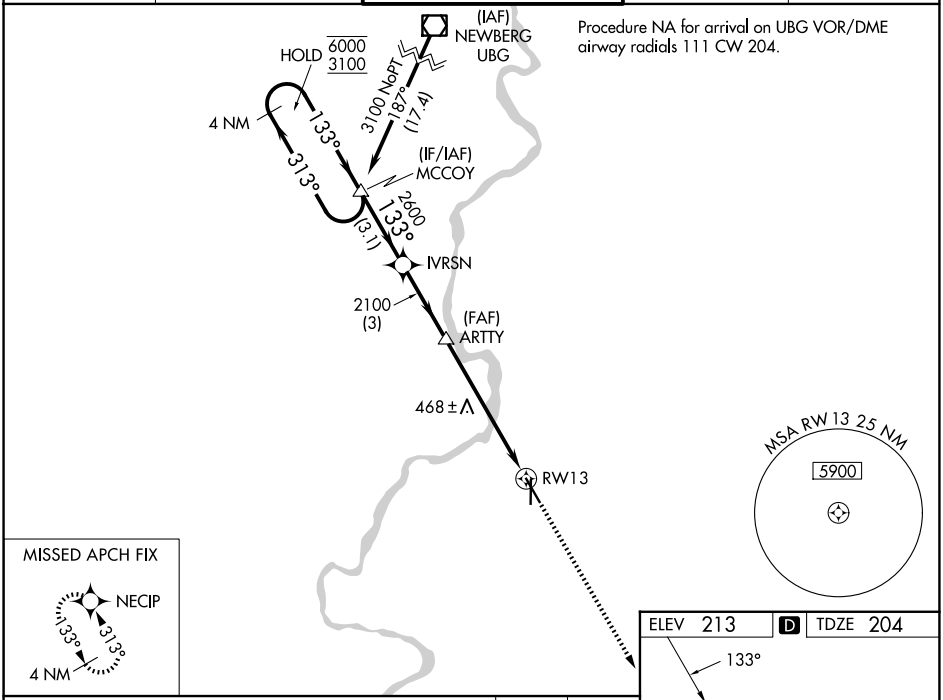
RNP APCH.

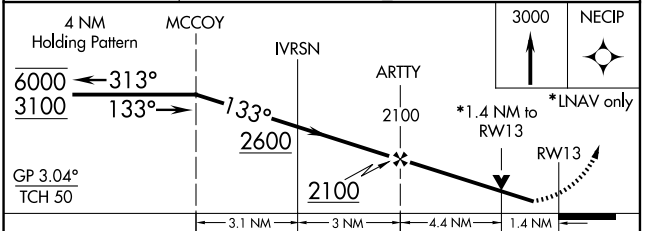
T A Circling Rwy 16, 34 NA at night. Rwy 13 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

ODALS

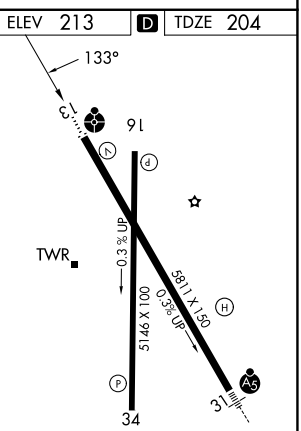
MISSED APPROACH: Climb to 3000 direct NECIP and hold.

ATIS	SEATTLE CENTER	SALEM TOWER ★	GND CON	UNICOM
124.55	125.8 291.7	119.1 (CTAF) L 257.2	121.9	122.95





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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SALEM, OREGON

AL-361 (FAA)

25331

RNAV (GPS) RWY 31

MCNARY FLD (SLE)

WAAS	APP CRS	Rwy Ldg	5811
CH 86202	313°	TDZE	214
W31A		Apt Elev	214

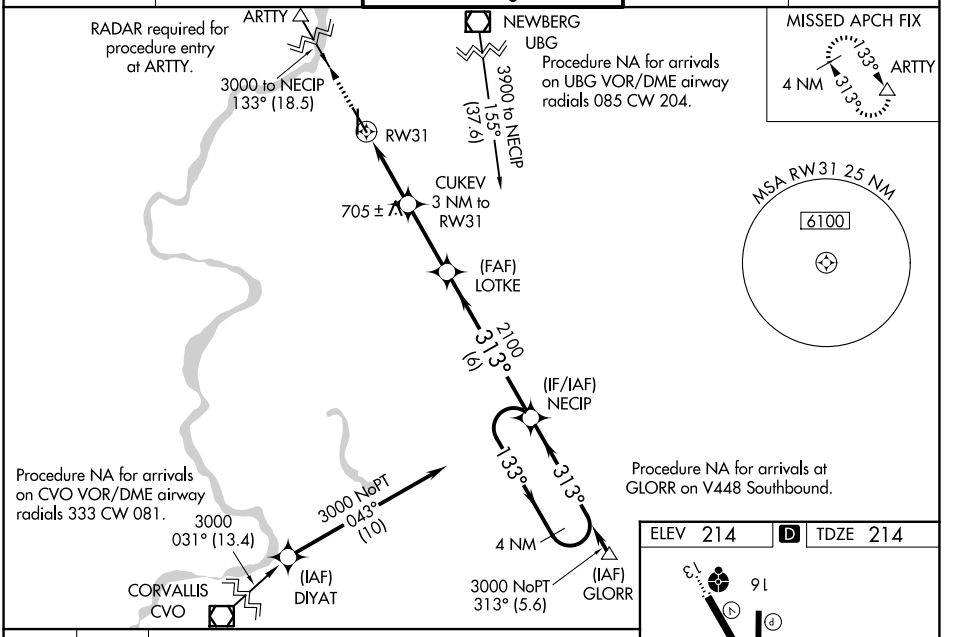
RNP APCH.

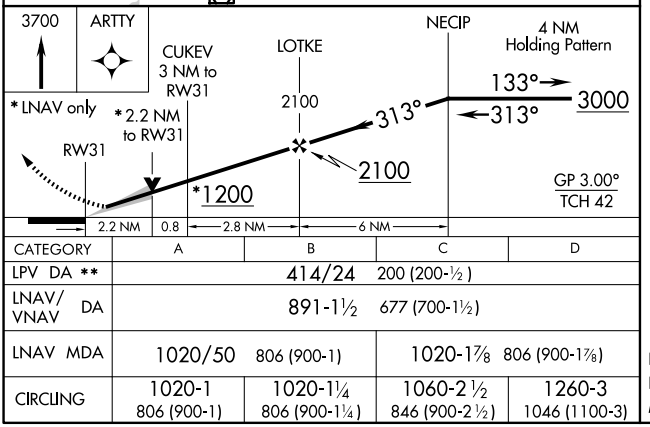
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C When local altimeter setting not received, use Mc Minnville altimeter setting and increase all DA 49 feet; increase all MDAs 60 feet; increase LNAV/VNAV visibility all Cats to 1 5/8 SM, LNAV Cat C and D visibility to 2 SM, and 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

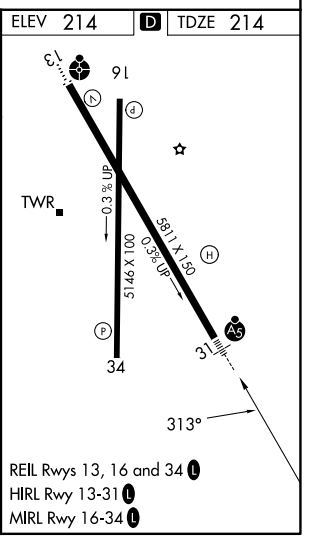
MISSED APPROACH: Climb to 3700 direct ARTTY and hold, continue climb-in-hold to 3700.

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)
CIRCLING	1020-1 806 (900-1)	1020-1¼ 806 (900-1¼)	1060-2½ 846 (900-2½)	1260-3 1046 (1100-3)



SALEM, OREGON

Amdt 3D 26MAR20

44°55'N-123°00'W

MCNARY FLD (SLE)

RNAV (GPS) RWY 31

NW-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-SLE	APP CRS	Rwy Ldg 5811
110.3	313°	TDZE 213
Chan 40		Apt Elev 213

LOC Y RWY 31

MCNARY FLD (SLE)

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

313° 133° 313° ARTTY I-SLE 5.6

NEWBERG 117.4 UBG Chan 121

3800 155° (32.1)

ALTERNATE MISSED APCH FIX

116.6 BTG R-175 Chan 113

GNNET BTG 40.1 354° 174°

LOCALIZER 110.3 I-SLE Chan 40

R-359 R-155

ZEGNA I-SLE 3.3 522± 675±

MSA UBG 30 NM 5600

(IAF) LOTKE INT I-SLE 6.9 1210 R-021 313°

2400 to LOTKE 313° (4.4)

178° 358°

SCIOS I-SLE 11.3

3800 021° (24.8)

115.4 CVO Chan 101

3200 NoPT 313° (7.3)

Procedure NA for arrivals at GLORR on V448 southbound.

(IF/IAF) GLORR I-SLE 18.5

CORVALLIS 115.4 CVO Chan 101

5400 NoPT 313° (16.1)

(IAF) JAIME I-SLE 34.6

133°

Procedure NA for arrivals at JAIME on V536 eastbound and T274 eastbound.

ELEV 213 D TDZE 213

TWR 0.3% UP 5811 X 150 0.35% UP 5146 X 100 16 34 313°

4000 I-SLE NW crs (313°) ARTTY

LOTKE INT I-SLE 6.9 Remain within 10 NM 133° 3200

ZEGNA I-SLE 3.3 3.47° TCH 55 313° 2400

I-SLE 1.1 I-SLE 2.5 1020

1.3 NM 0.8 NM 3.6 NM

CATEGORY	A	B	C	D
S-LOC 31	760/24 547 (600-½)		760/60	547 (600-1¼)
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SALEM, OREGON | AL-361 (FAA) | 25331

LOC/DME I-SLE	APP CRS	Rwy Ldg 5811
110.3	133°	TDZE 204
Chan 40		Apt Elev 213

LOC BC RWY 13

MCNARY FLD (SLE)

DME required.

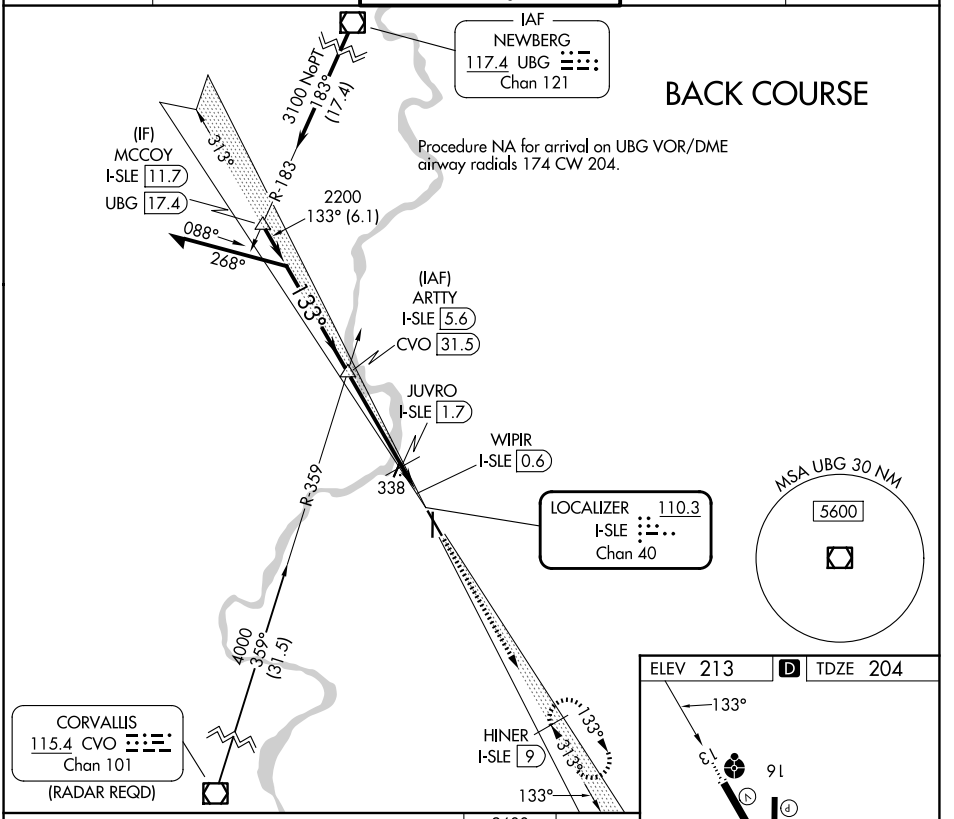
Circling Rwy 16, 34 NA at night.

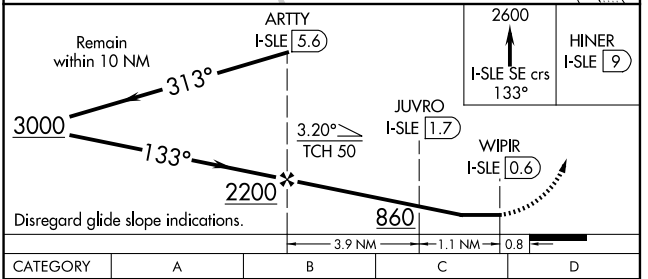
Rwy 13 helicopter visibility reduction below ¾ SM NA.

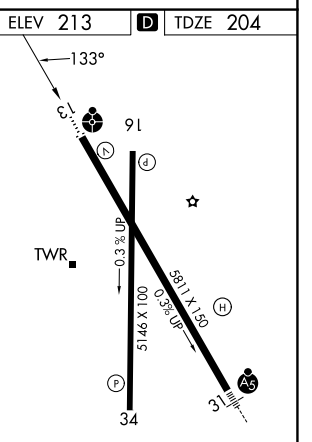
ODALS

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)	
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 10 15JUN23

44°55′N-123°00′W

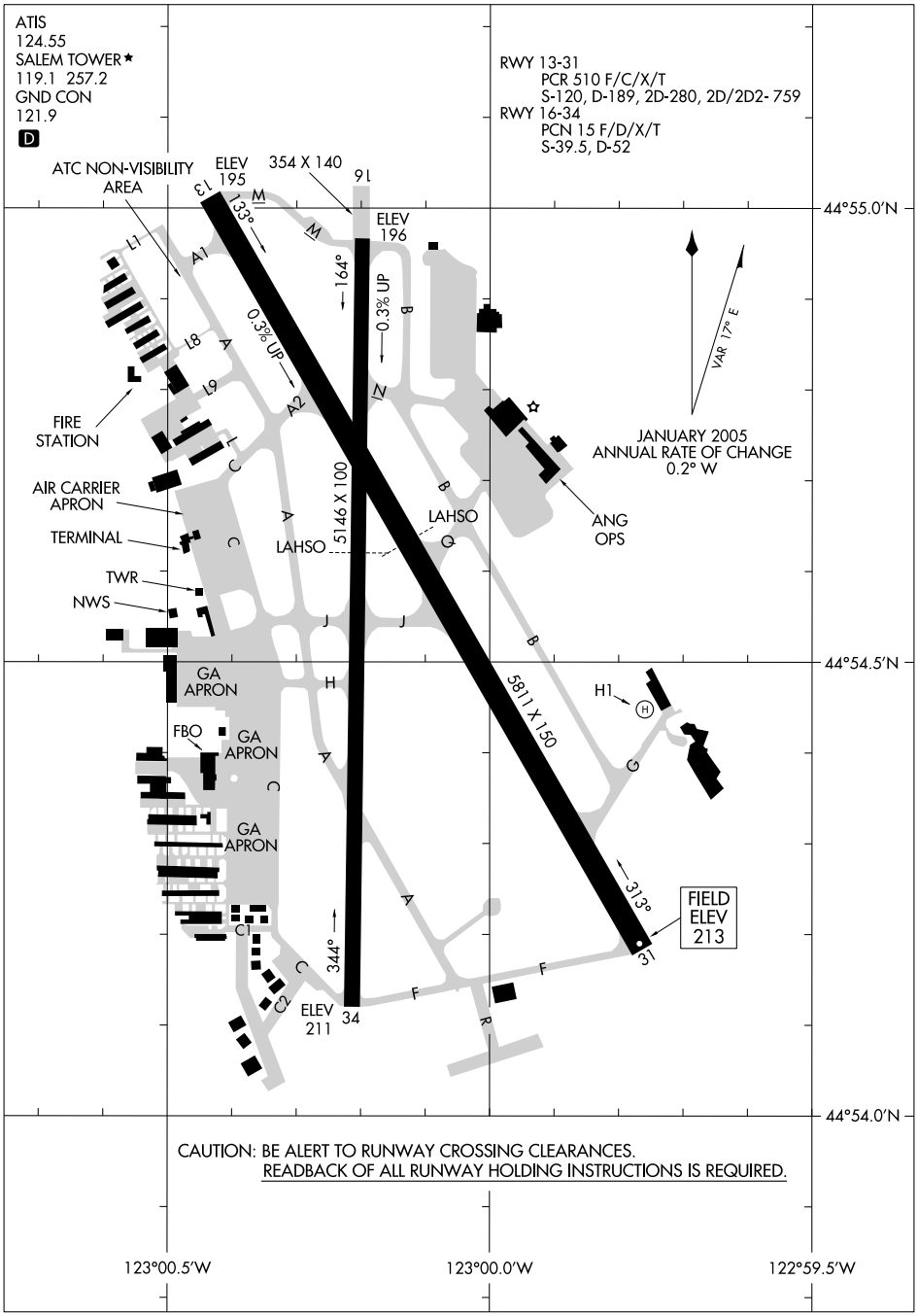
MCNARY FLD (SLE)

LOC BC RWY 13

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

AL-361 (FAA)



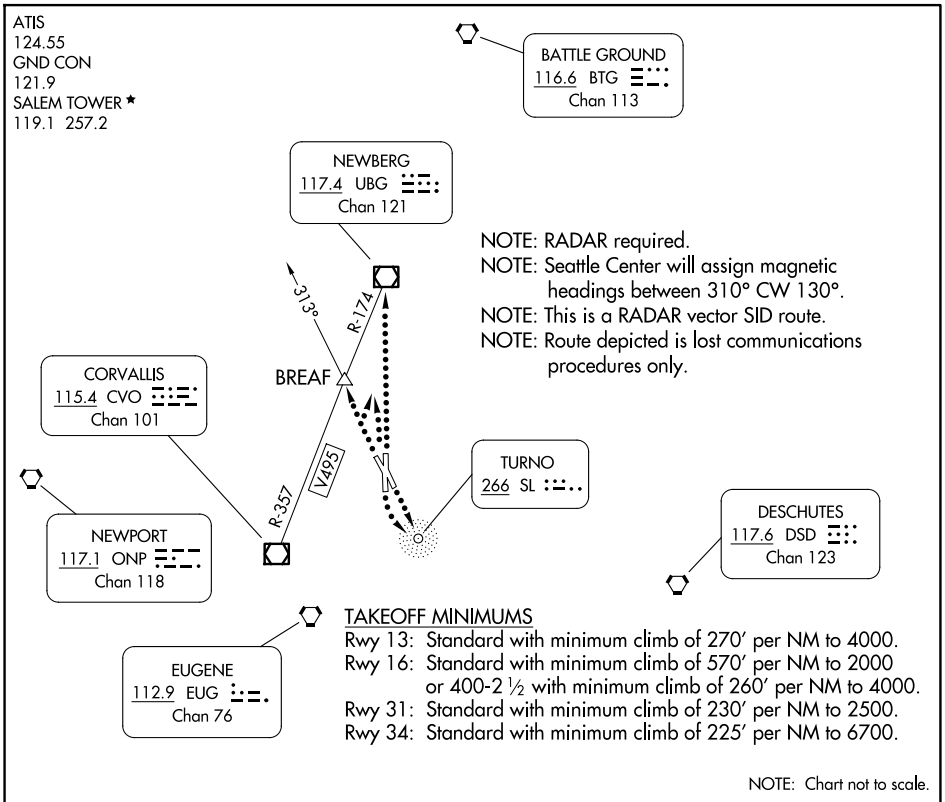
NW-1, 03 SEP 2026 to 29 OCT 2026

23334

SALEM FOUR DEPARTURE

AL-361 (FAA)

MCNARY FLD (SLE)
SALEM, OREGON



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, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	5510
175°	TDZE	4041
	Apt Elev	4044

RNAV (GPS) RWY 17

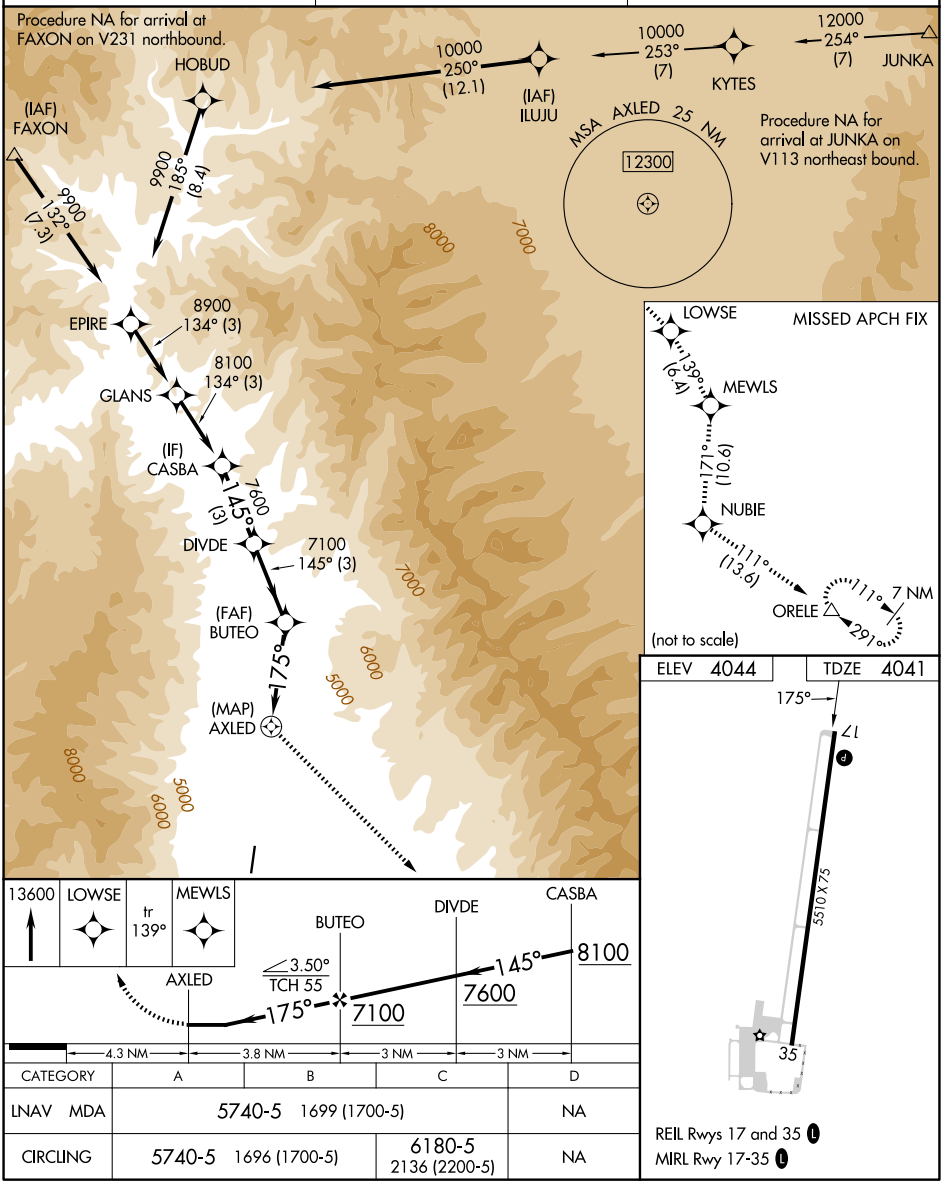
LEMHI COUNTY (SMN)

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
CIRCLING	5740-5 1696 (1700-5)		6180-5 2136 (2200-5)	NA

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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SALMON, IDAHO | AL-9513 (FAA) | 26022

RNAV (GPS)-D

LEMHI COUNTY (SMN)

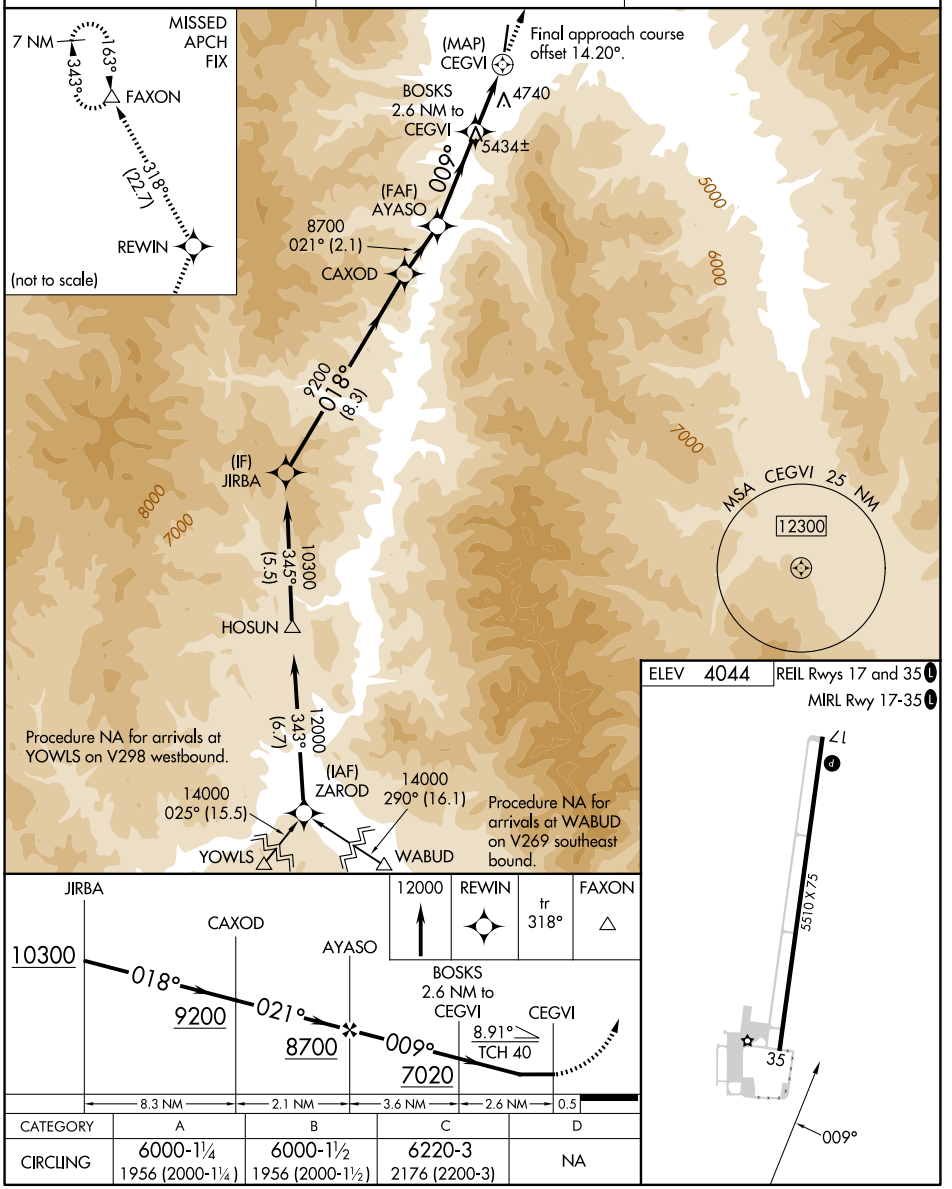
APP CRS	Rwy Ldg	N/A
009°	TDZE	N/A
	Apt Elev	4044

NA
-12°C

Circling Rwy 35 NA at night.
DME/DME RNP-0.3 NA.
Circling NA for Cat C east of Rwy 17-35.

MISSED APPROACH: Climb to 12000 direct REWIN and on track 318° to FAXON and hold, continue climb-in-hold to 12000.

AWOS-3PT	SALT LAKE CENTER	UNICOM
135.075	132.4 338.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	6000-1¼ 1956 (2000-1¼)	6000-1½ 1956 (2000-1½)	6220-3 2176 (2200-3)	NA

SALMON, IDAHO
Amdt 2A 24MAY18

45°07'N-113°53'W

LEMHI COUNTY (SMN)

RNAV (GPS)-D

NW-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME LKT	APP CRS	Rwy Ldg	N/A
113.5	043°	TDZE	N/A
Chan 82		Apt Elev	4044

VOR/DME-B

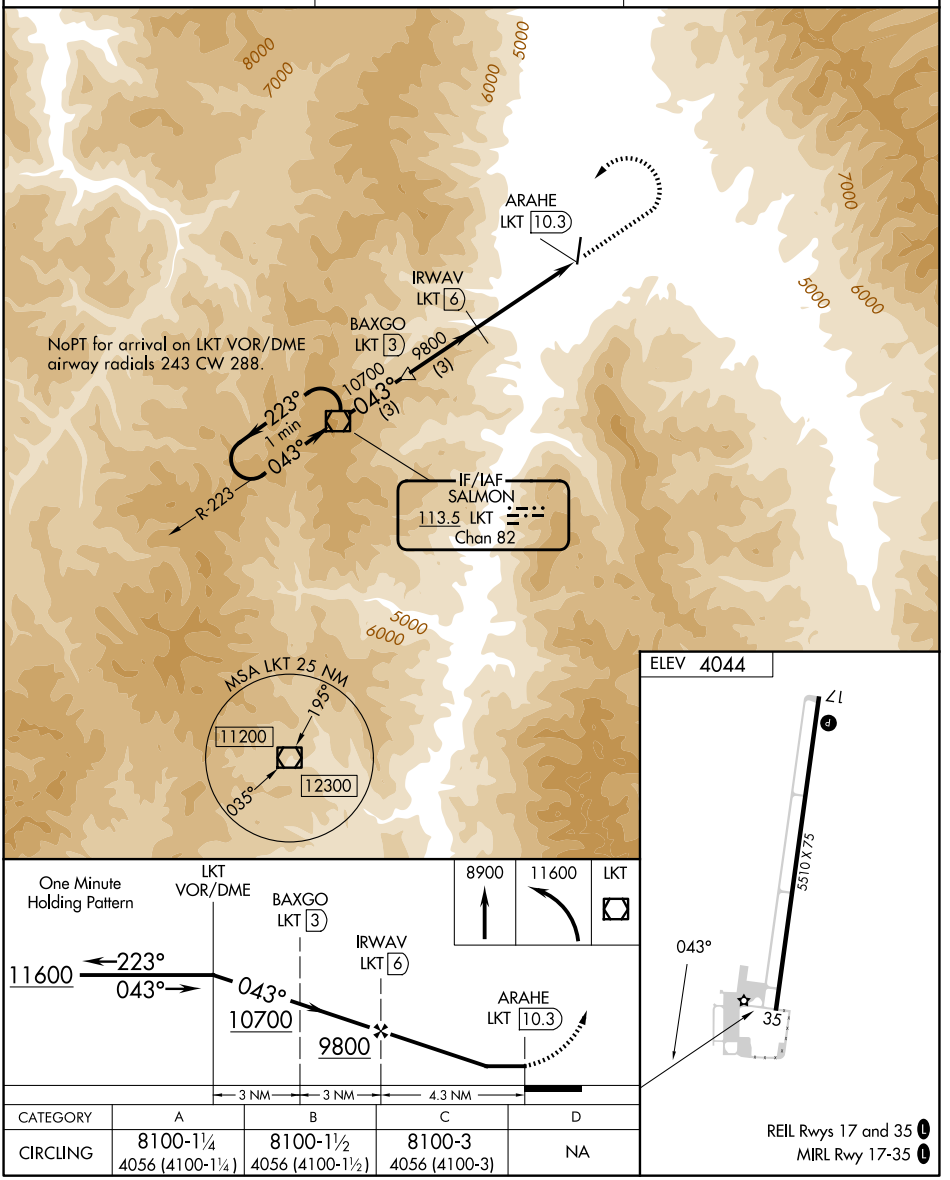
LEMHI COUNTY (SMN)

T
A 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
CIRCLING	8100-1¼ 4056 (4100-1¼)	8100-1½ 4056 (4100-1½)	8100-3 4056 (4100-3)	NA

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

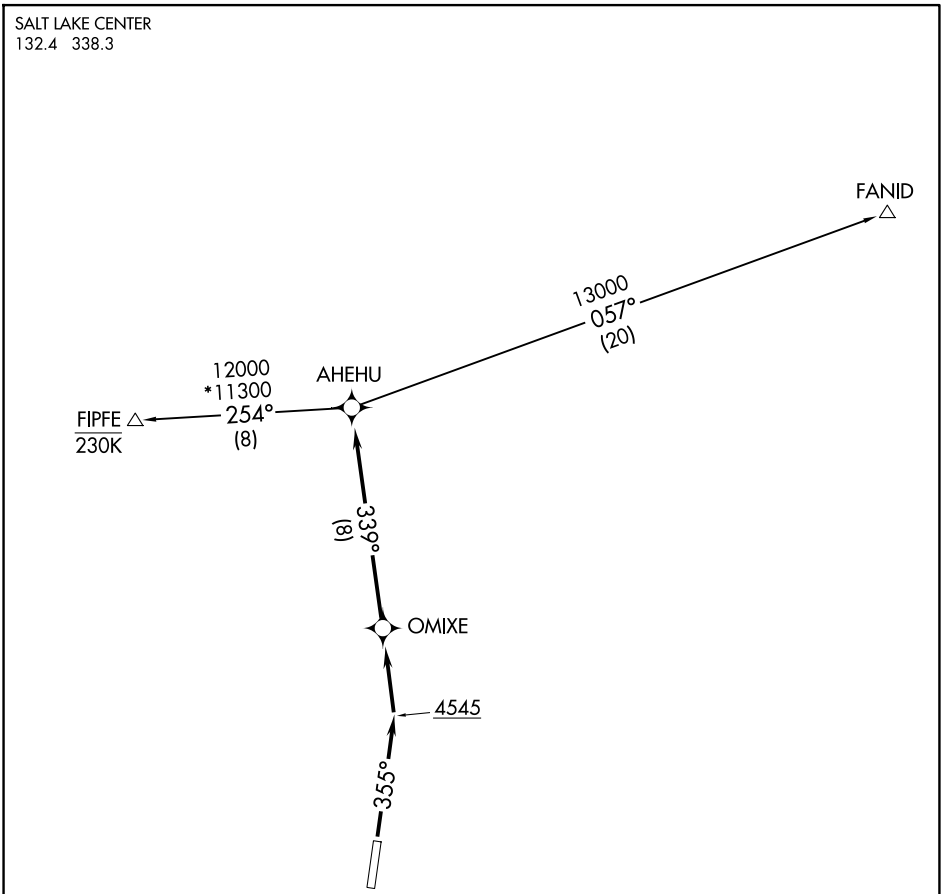
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(AHEHU3.AHEHU) 23054

AHEHU THREE DEPARTURE (RNAV)

AL-9513 (FAA)

LEMHI COUNTY (SMN)
SALMON, IDAHO



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)

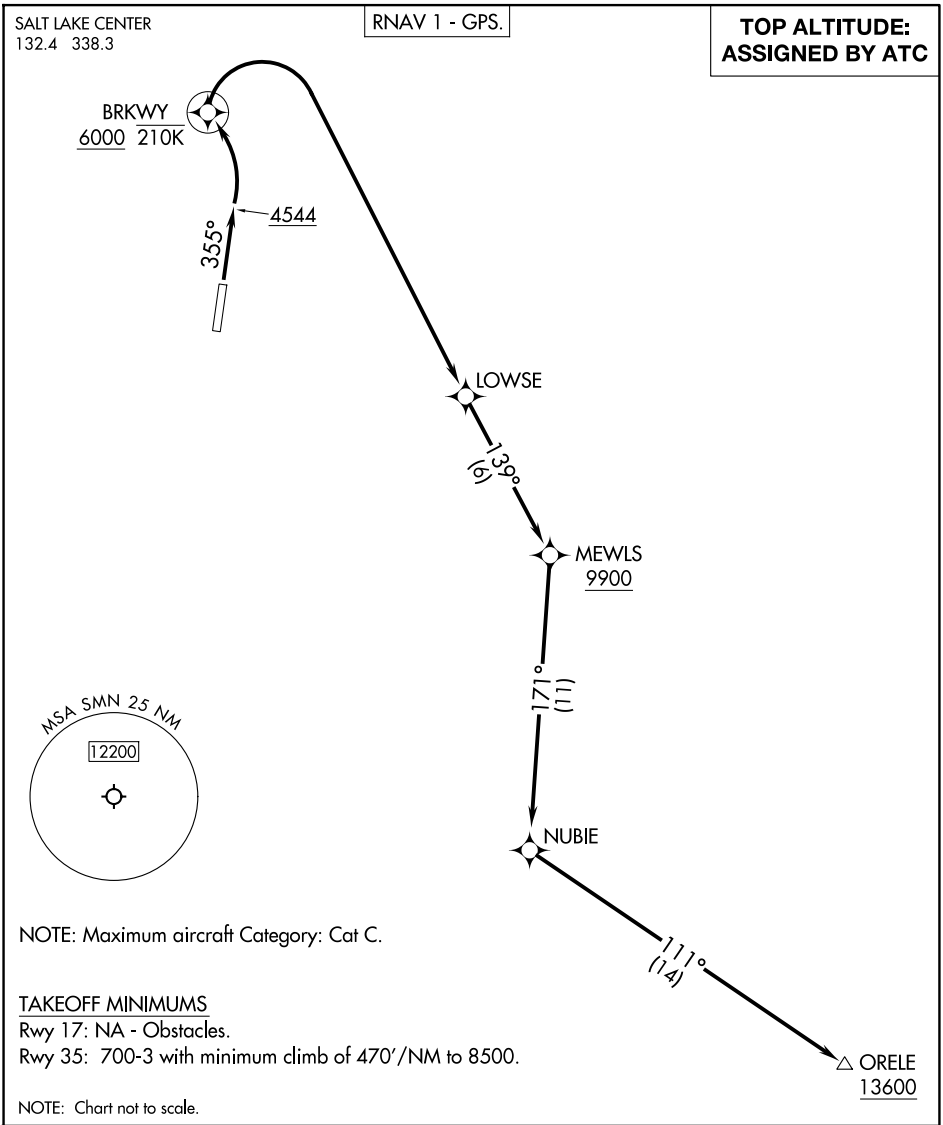
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

ORELE ONE DEPARTURE (RNAV)

AL-9513 (FAA)

SALMON, IDAHO



NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

SANDPOINT, IDAHO | AL-9140 (FAA) | 26134

RNAV (GPS) Y RWY 2

SANDPOINT (SZT)

APP CRS	Rwy Ldg	5501
034°	TDZE	2131
	Apt Elev	2131

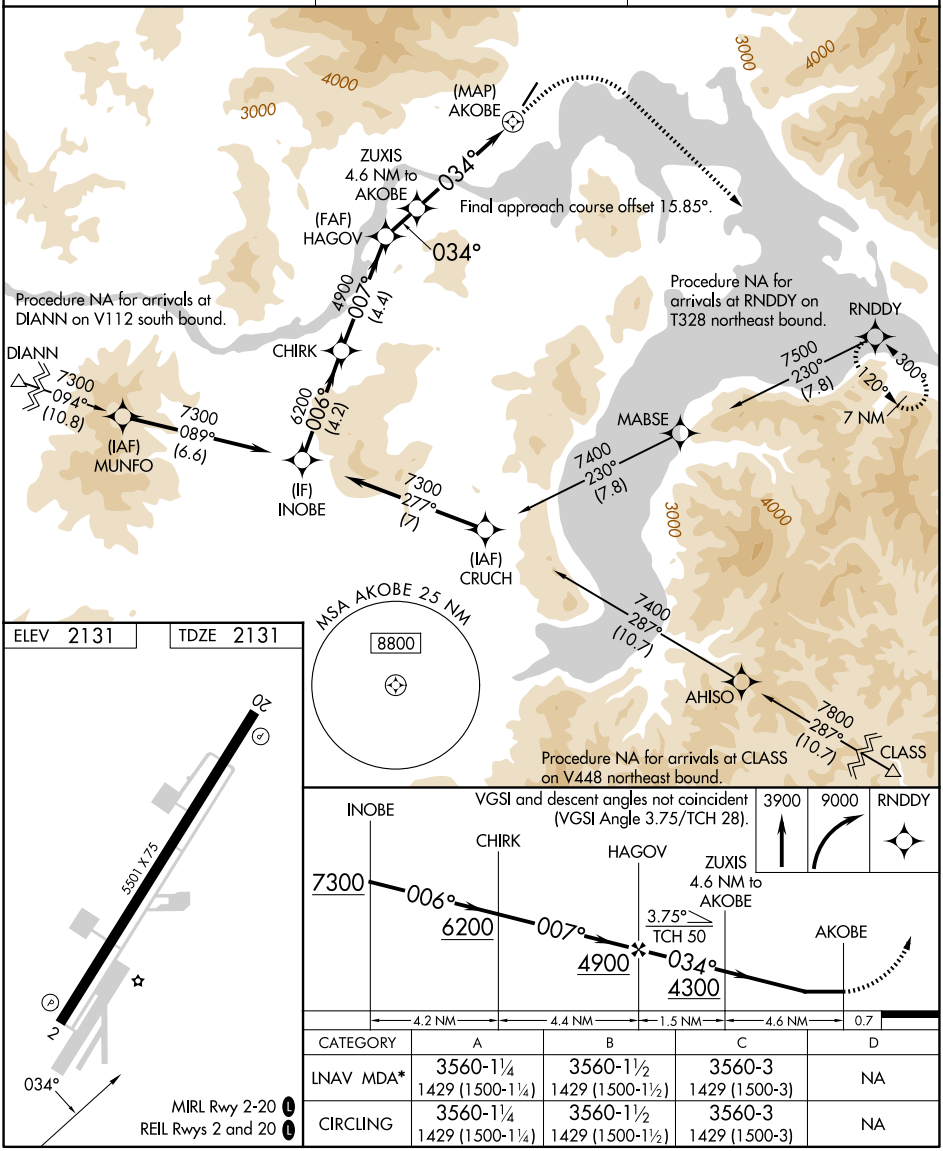
RNP APCH - GPS.

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 | TDZE 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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 20

SANDPOINT (SZT)

APP CRS	Rwy Ldg	5501
198°	TDZE	2131
	Apt Elev	2131

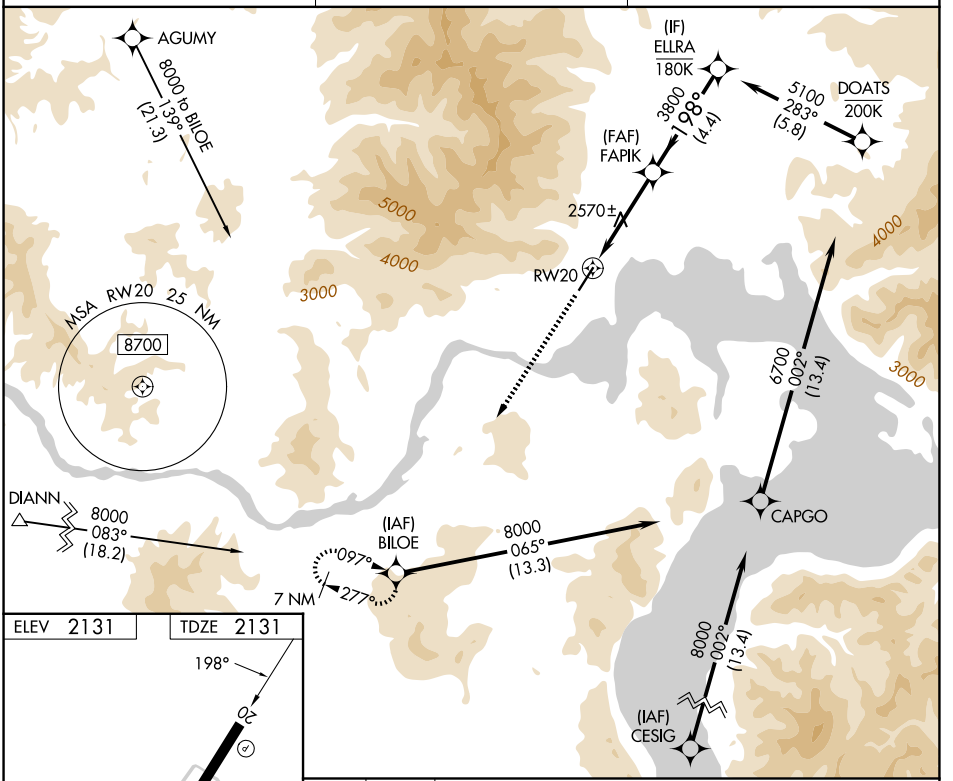
RNP APCH.

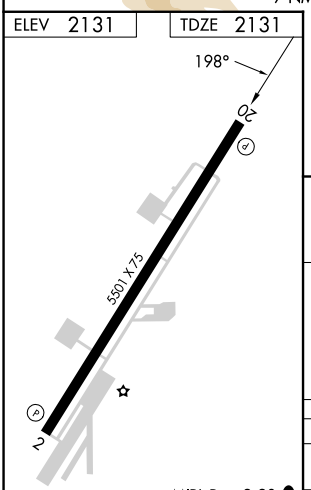
Circling NA west of Rwy 2-20. Rwy 20 helicopter visibility reduction below ¾ SM NA. VDP NA with Deer Park altimeter setting. When local altimeter not received, use Deer Park altimeter setting and increase all MDA 120 feet.

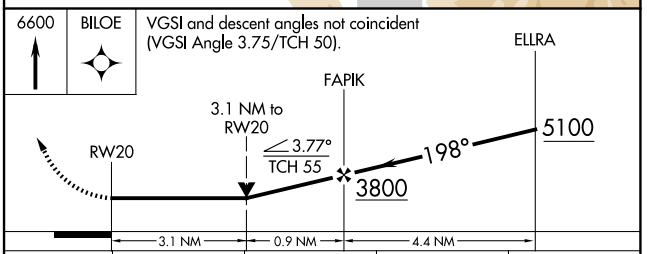
-16°C

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
CIRCLING	3400-1¼ 1269 (1300-1¼)	3400-1½ 1269 (1300-1½)	3400-3 1269 (1300-3)	NA

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SANDPOINT, IDAHO AL-9140 (FAA) 26134

WAAS	APP CRS	Rwy Ldg	5501
CH 63146	034°	TDZE	2131
W02A		Apt Elev	2131

RNAV (GPS) Z RWY 2

SANDPOINT (SZT)

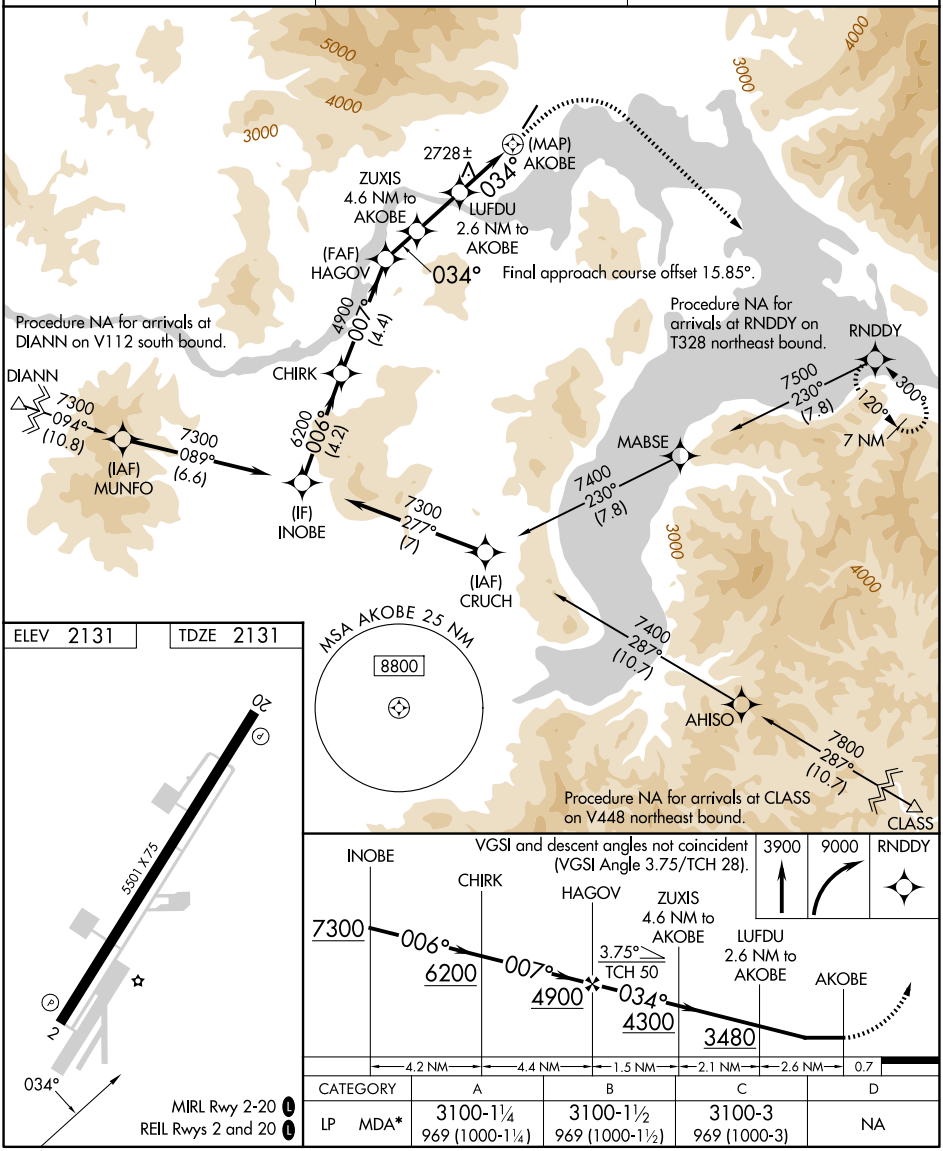
RNP APCH - GPS.

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)



CATEGORY	A	B	C	D
LP MDA*	3100-1¼ 969 (1000-1¼)	3100-1½ 969 (1000-1½)	3100-3 969 (1000-3)	NA

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Z RWY 20

SANDPOINT (SZT)

WAAS	APP CRS	Rwy Ldg	5501
CH 99542	198°	TDZE	2131
W20A		Apt Elev	2131

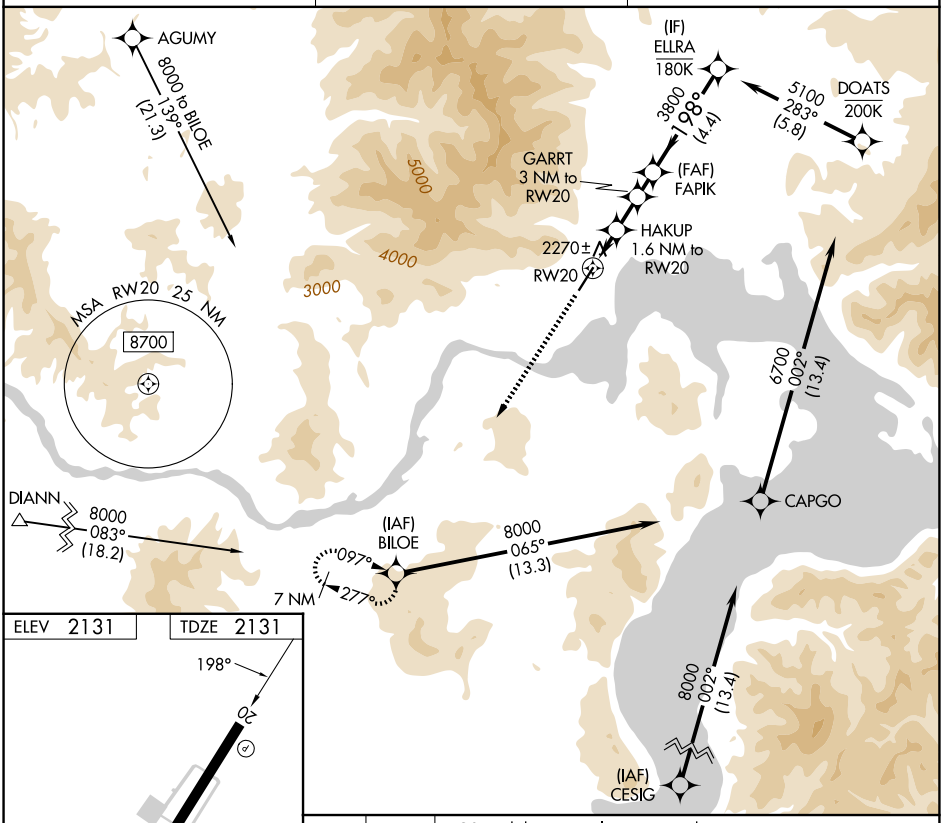
RNP APCH.

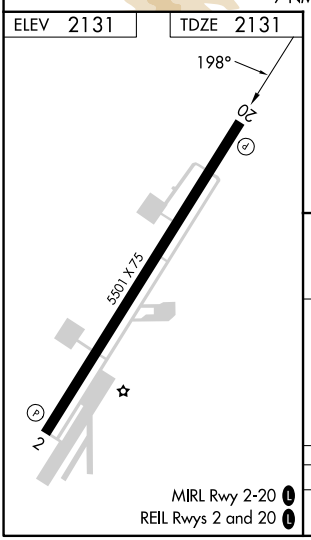
Rwy 20 helicopter visibility reduction below ¾ SM NA. When local altimeter not received, procedure NA.

-16°C

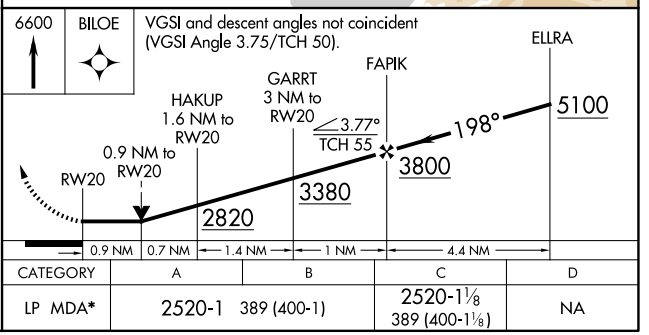
MISSED APPROACH: Climb to 6600 direct BILOE and hold, continue climb-in-hold to 6600.
*Missed approach requires minimum climb of 318 feet per NM to 4500; if unable to meet climb gradient, see RNAV (GPS) Y RWY 20.

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SANDPOINT, IDAHO | AL-9140 (FAA) | 26134

RNAV (GPS)-B

SANDPOINT (SZT)

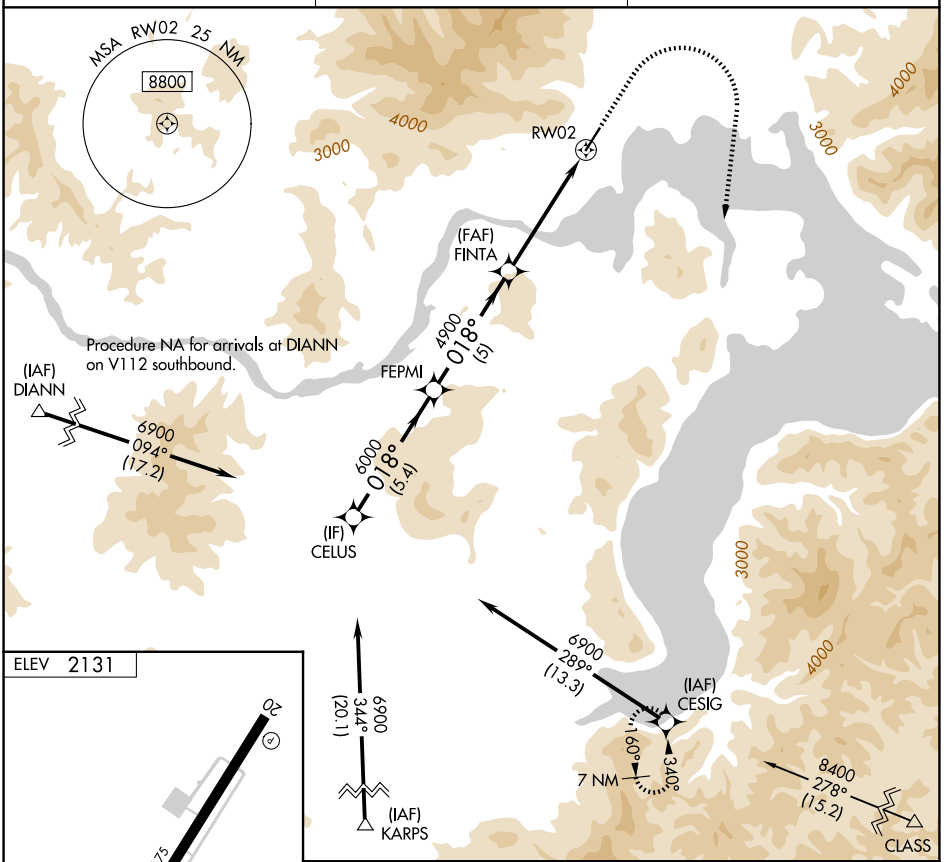
APP CRS	Rwy Ldg	N/A
018°	TDZE	N/A
	Apt Elev	2131

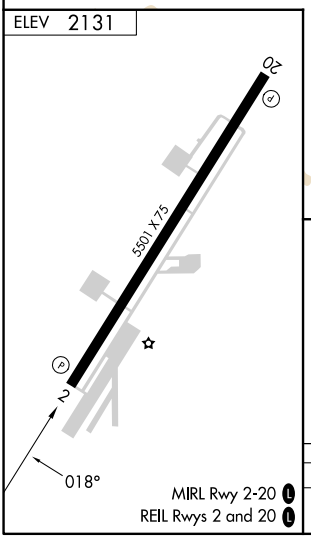
DME/DME RNP-0.3 NA. Circling NA west of Rwy 2-20. When local altimeter setting not received, use Deer Park altimeter setting and increase all MDA 120 feet.

-16°C

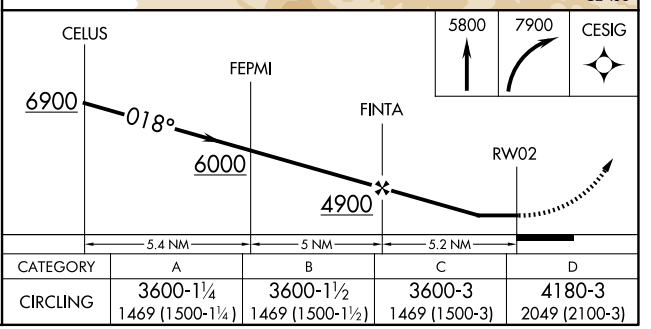
MISSED APPROACH: Climb to 5800 then climbing right turn to 7900 direct CESIG and hold.

AWOS-2	SEATTLE CENTER	UNICOM
135.425	123.95 290.55	122.7 (CTAF) L





MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L



CATEGORY	A	B	C	D
CIRCLING	3600-1¼ 1469 (1500-1¼)	3600-1½ 1469 (1500-1½)	3600-3 1469 (1500-3)	4180-3 2049 (2100-3)

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 5

SHIVELY FLD (SAA)

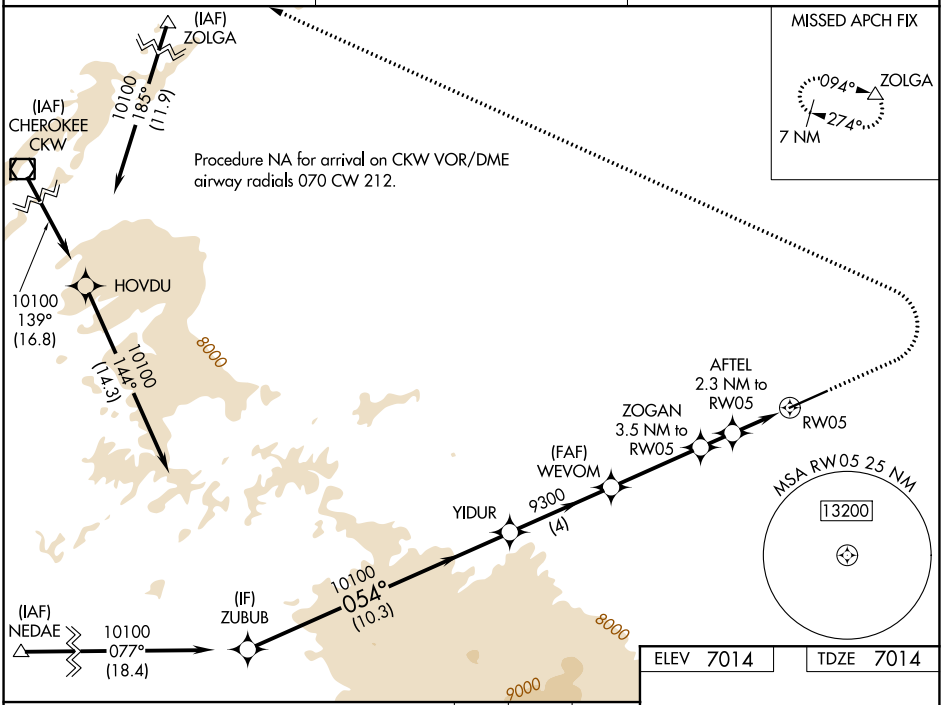
WAAS	APP CRS	Rwy Ldg	8801
CH 65820	054°	TDZE	7014
W05A		Apt Elev	7014

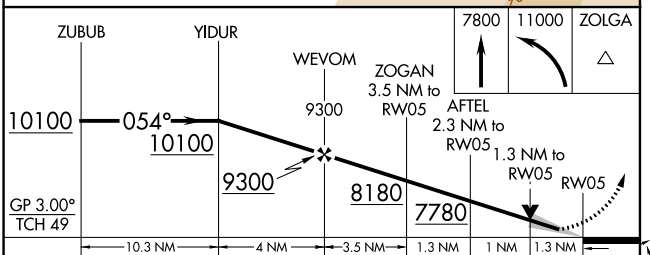
RNP APCH - GPS.

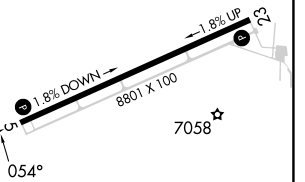
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.

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)	
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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SARATOGA, WYOMING | AL-9074 (FAA) | 26190

APP CRS	Rwy Ldg	8801
214°	TDZE	6911
	Apt Elev	7014

RNAV (GPS) RWY 23

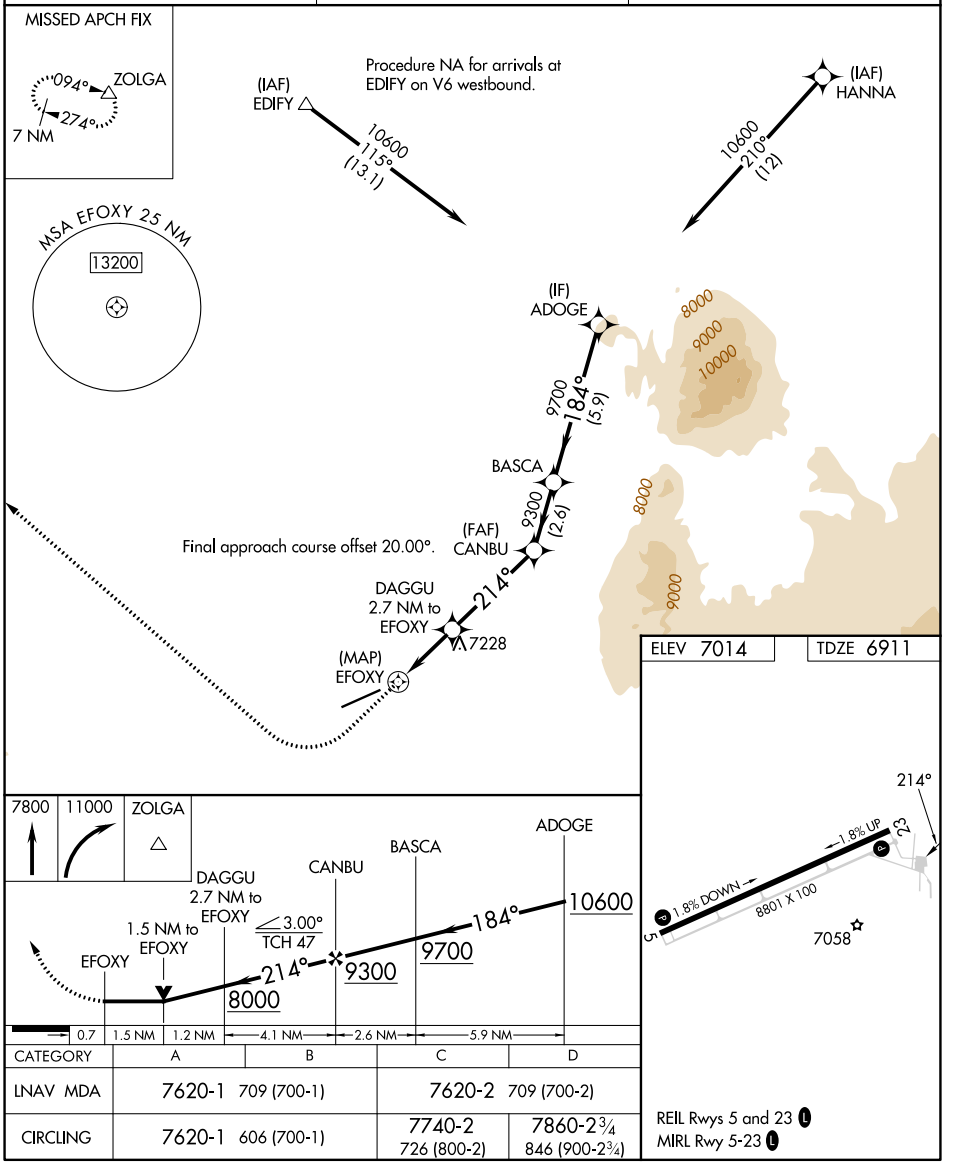
SHIVELY FLD (SAA)

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)	
CIRCLING	7620-1 606 (700-1)		7740-2 726 (800-2)	7860-2¾ 846 (900-2¾)

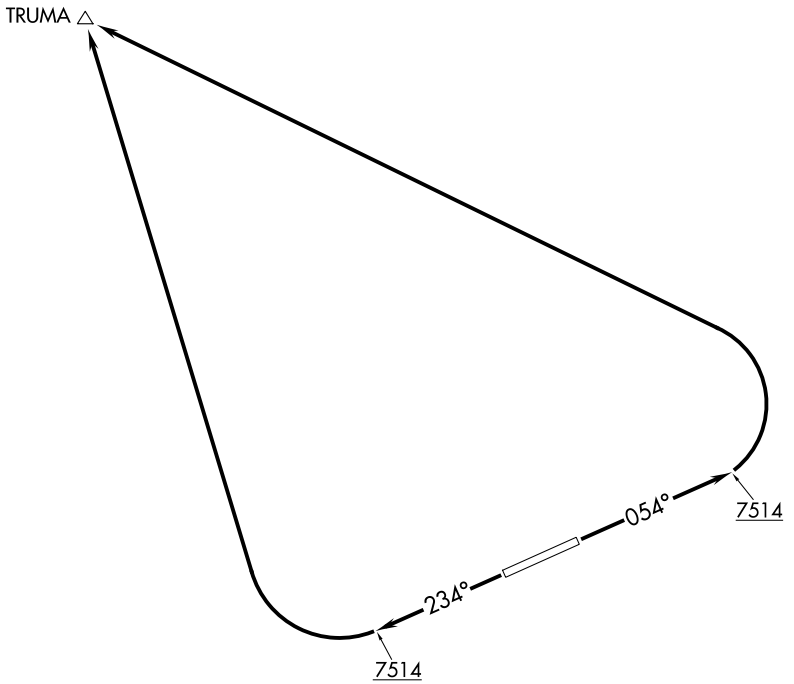
REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

TAKEOFF OBSTACLE NOTES

Rwy 5: Vehicles on road beginning 82′ from DER, 507′ left of centerline, up to 6865′ MSL.
Pole 130′ from DER, 506′ right of centerline, 22′ AGL/6880′ MSL.
Vehicles on road beginning 205′ from DER, 244′ left of centerline, up to 6867′ MSL.

Rwy 23: Terrain 46′ from DER, 496′ left of centerline, 7019′ MSL.
Terrain beginning 113′ from DER, 495′ left of centerline, up to 7022′ MSL.
Terrain beginning 176′ from DER, 477′ left of centerline, up to 7023′ MSL.
Terrain beginning 214′ from DER, 465′ left of centerline, up to 7024′ MSL.
Terrain beginning 299′ from DER, 448′ left of centerline, up to 7026′ MSL.
Terrain beginning 342′ from DER, 452′ left of centerline, up to 7027′ MSL.
Terrain 383′ from DER, 494′ left of centerline, 7029′ MSL.
Terrain beginning 415′ from DER, 461′ left of centerline, up to 7030′ MSL.
Terrain beginning 438′ from DER, 458′ left of centerline, up to 7031′ MSL.
Terrain beginning 485′ from DER, 508′ left of centerline, up to 7032′ MSL.
Terrain beginning 546′ from DER, 476′ left of centerline, up to 7034′ MSL.
Terrain beginning 585′ from DER, 457′ left of centerline, up to 7036′ MSL.
Terrain beginning 627′ from DER, 486′ left of centerline, up to 7037′ MSL.
Terrain beginning 651′ from DER, 462′ left of centerline, up to 7038′ MSL.
Terrain 703′ from DER, 504′ left of centerline, 7039′ MSL.
Terrain beginning 744′ from DER, 478′ left of centerline, up to 7040′ MSL.
Terrain beginning 781′ from DER, 465′ left of centerline, up to 7041′ MSL.
Vehicles on road, terrain beginning 956′ from DER, 653′ left of centerline, up to 7055′ MSL.
Vehicles on road, terrain beginning 990′ from DER, 693′ left of centerline, up to 7057′ MSL.
Vehicles on road, terrain beginning 1021′ from DER, 692′ left of centerline, up to 7058′ MSL.
Vehicles on road, fence beginning 1137′ from DER, 739′ left of centerline, up to 7059′ MSL.
Vehicles on road, fence beginning 1191′ from DER, 739′ left of centerline, up to 7060′ MSL.
Vehicles on road, fence beginning 1260′ from DER, 736′ left of centerline, up to 7062′ MSL.
Vehicles on road, terrain beginning 1307′ from DER, 722′ left of centerline, up to 7064′ MSL.
Vehicles on road, terrain, fence beginning 1345′ from DER, 736′ left of centerline, up to 7066′ MSL.
Vehicles on road, terrain, fence beginning 1377′ from DER, 460′ left of centerline, up to 7067′ MSL.
Vehicles on road 1483′ from DER, 707′ left of centerline, 7069′ MSL.
Vehicles on road 1497′ from DER, 757′ left of centerline, 7072′ MSL.
Vehicles on road, terrain beginning 1510′ from DER, 740′ left of centerline, up to 7076′ MSL.
Vehicles on road, terrain beginning 1522′ from DER, 792′ left of centerline, up to 7078′ MSL.
Vehicles on road 1532′ from DER, 865′ left of centerline, 7081′ MSL.
Vehicles on road, terrain beginning 1542′ from DER, 754′ left of centerline, up to 7084′ MSL.

RNAV (GPS) RWY 15

SCAPPOOSE (SPB)

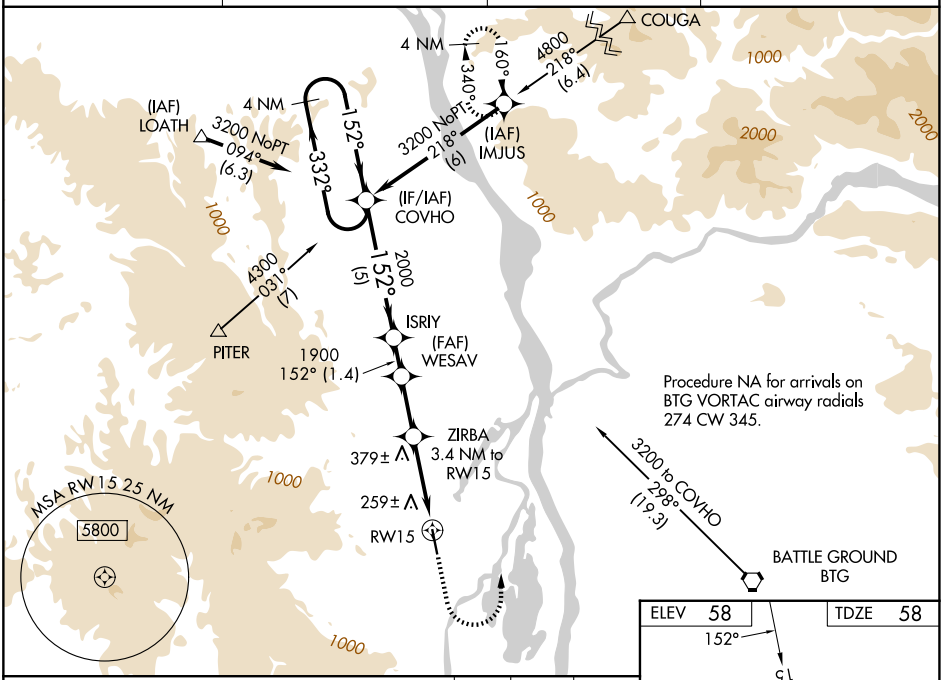
WAAS CH 65720 W15A	APP CRS 152°	Rwy Ldg 5100 TDZE 58 Apt Elev 58

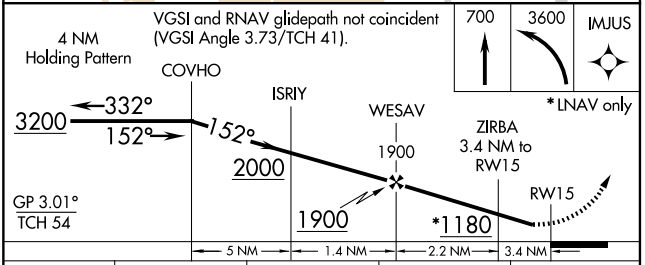
RNP APCH-GPS.

Circling NA west of Rwy 15-33. Rwy 15 helicopter visibility reduction below 1 SM NA. When VGSI inop, Straight-in and Circling to Rwy 15 NA at night. When local altimeter setting not received, use Portland Intl altimeter setting; increase all DA/MDA 40 feet and increase LNAV/VNAV all Cats visibility 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).

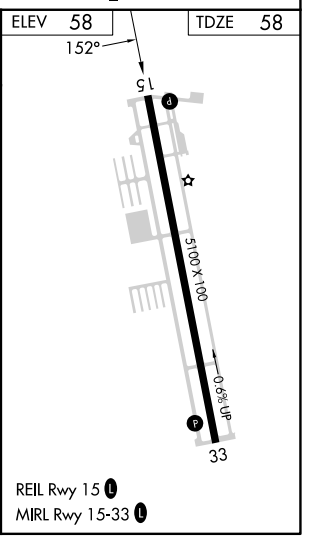
MISSED APPROACH: Climb to 700 then climbing left turn to 3600 direct IMJUS and hold.

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)



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SCAPPOOSE, OREGON AL-6314 (FAA) 26134

LOC/DME I-FKO	APP CRS	Rwy Ldg 5100
111.1	152°	TDZE 58
Chan 48		Apt Elev 58

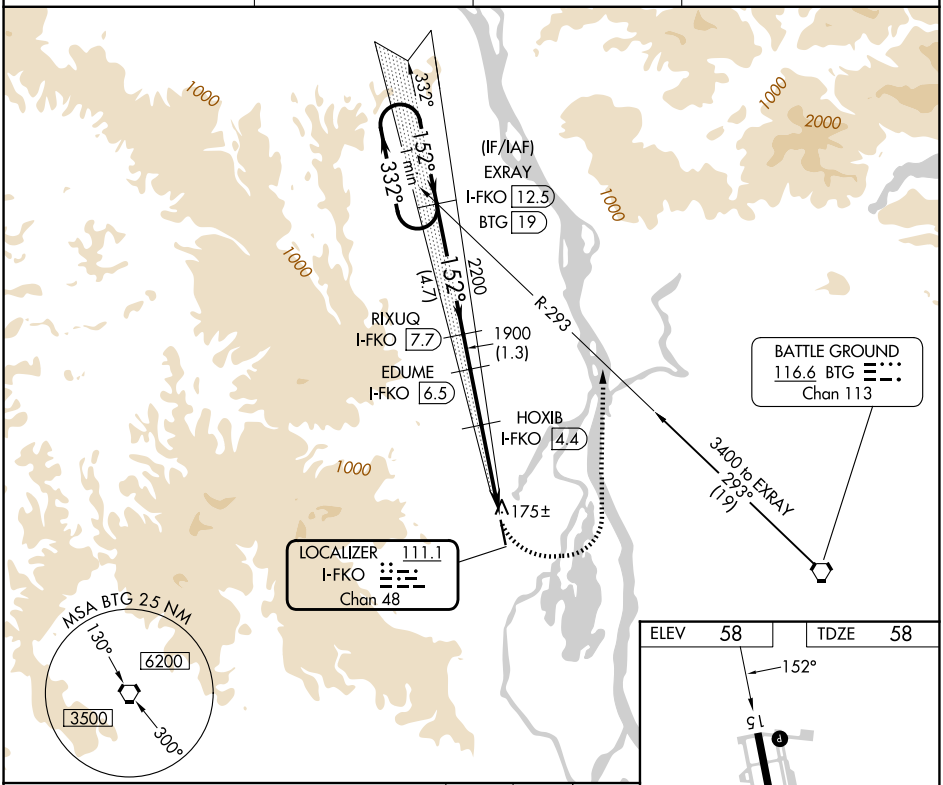
LOC/DME RWY 15

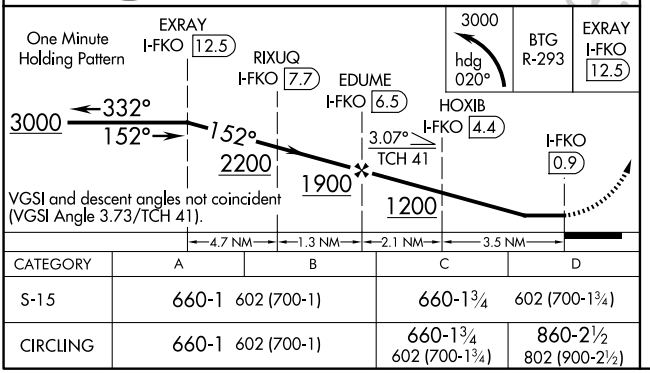
SCAPPOOSE (SPB)

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.

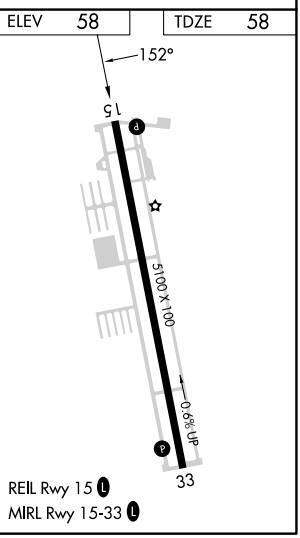
MISSED APPROACH: Climbing left turn to 3000 on heading 020° and on BTG VORTAC R-293 to EXRAY/I-FKO 12.5 DME and hold.

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)
CIRCLING	660-1	602 (700-1)	660-1¾ 602 (700-1¾)	860-2½ 802 (900-2½)



SCAPPOOSE, OREGON
Amdt 3B 25JUN15

45°46′N-122°52′W

SCAPPOOSE (SPB)
LOC/DME RWY 15

NW-1, 03 SEP 2026 to 29 OCT 2026

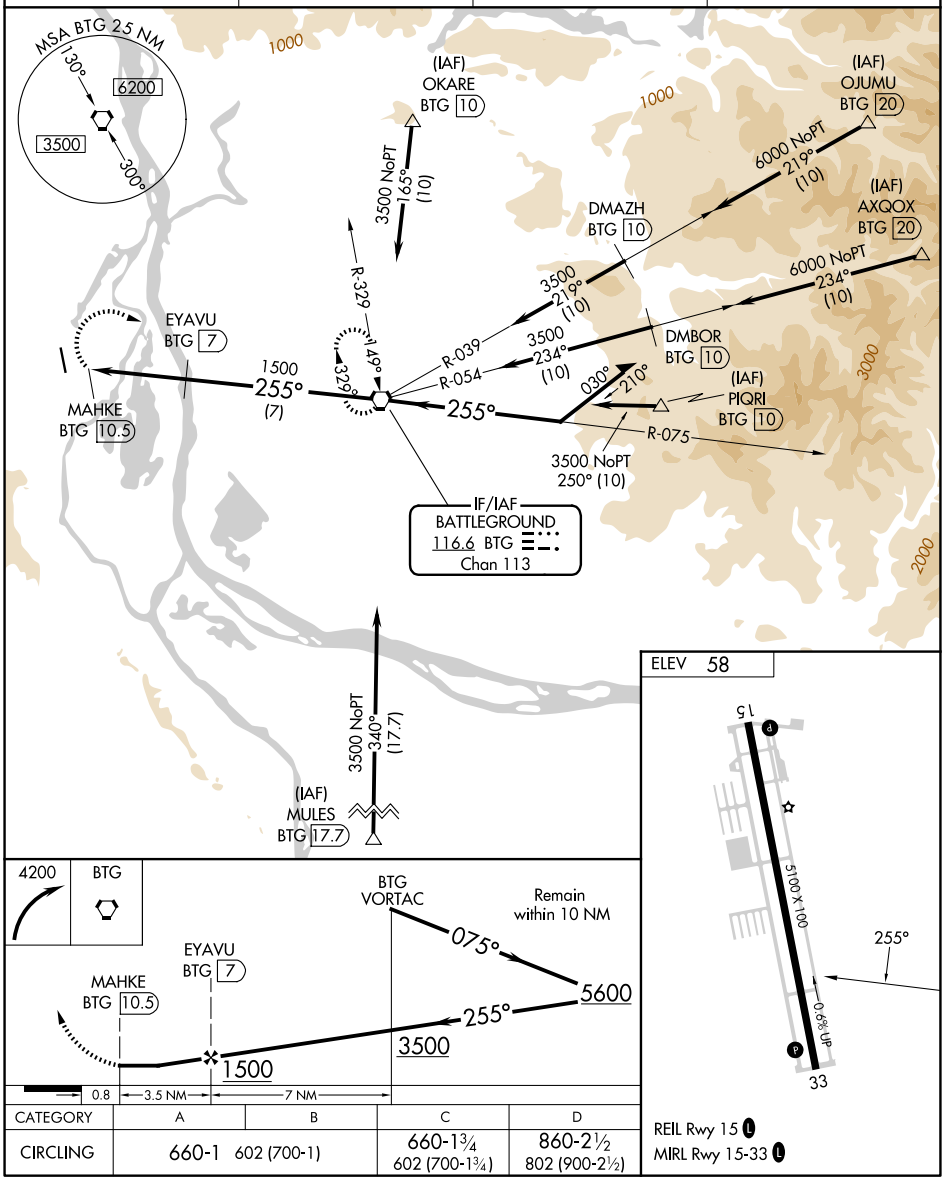
VORTAC BTG	APP CRS	Rwy Ldg	N/A
116.6	255°	TDZE	N/A
Chan 113		Apt Elev	58

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SCOBEY, MONTANA | AL-9500 (FAA) | 25219

APP CRS	Rwy Ldg	4020
122°	TDZE	2426
	Apt Elev	2434

RNAV (GPS) RWY 12

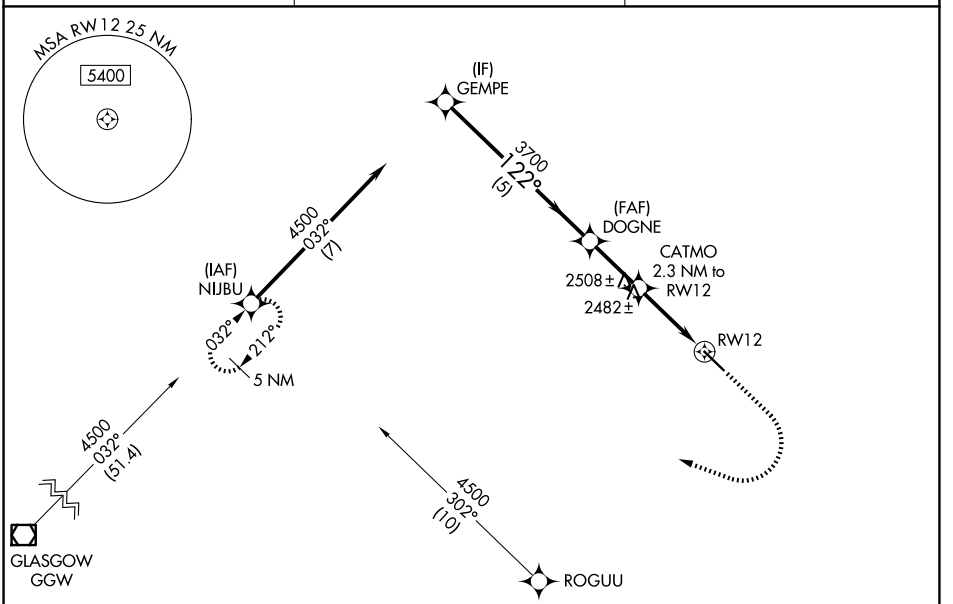
SCOBEY (9S2)

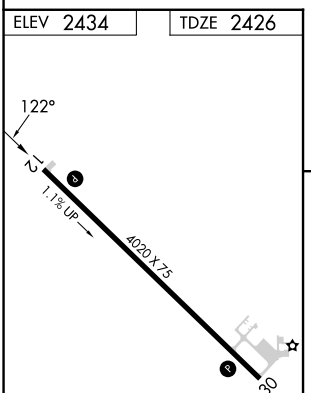
RNP APCH - GPS.

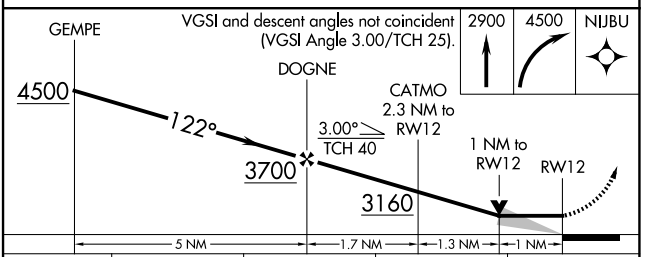
VDP NA when using PWD altimeter setting. Circling Rwy 30 NA at night. When local altimeter setting not received, use PWD altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 2900 then climbing right turn to 4500 direct NIJBU and hold.

AWOS-3PT	SALT LAKE CITY CENTER	AUNICOM
128.325	126.85 305.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2740-1	314 (400-1)	NA	
CIRCLING	2940-1	506 (600-1)	NA	

MIRL Rwy 12-30 L

SCOBEY, MONTANA
Amdt 1 07AUG25

48°48'N-105°26'W

SCOBEY (9S2)

RNAV (GPS) RWY 12

NW-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-BFI	APP CRS	Rwy Ldg	9120
110.9	135°	TDZE	18
Chan 46		Apt Elev	22

ILS or LOC RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

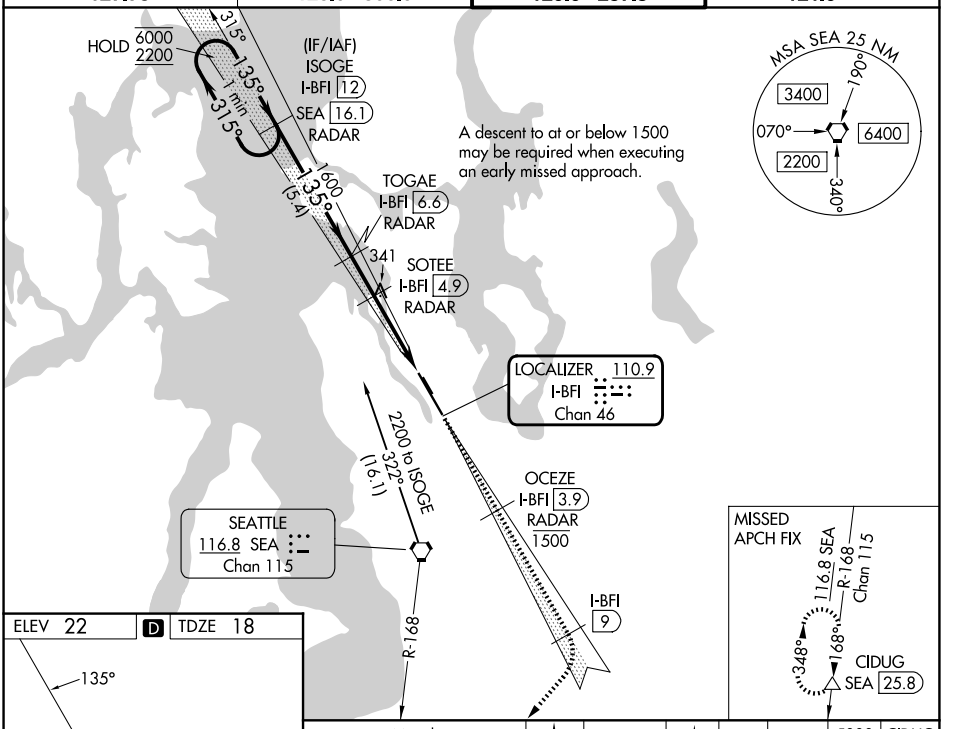
DME and RADAR required.

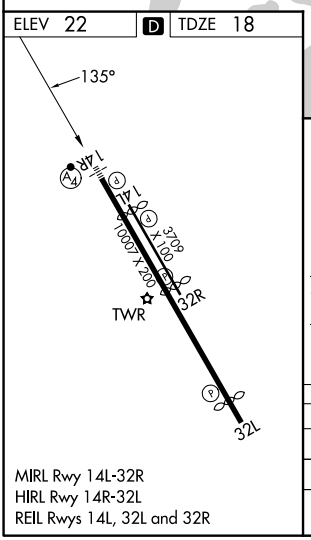
Circling NA for Cats C and D northeast of Rwy 14L-32R. Circling Rwy 32R NA at night. Rwy 14R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 14R all Cats to RVR 4500. S-ILS 14R* minimums NA when VGSI inop.

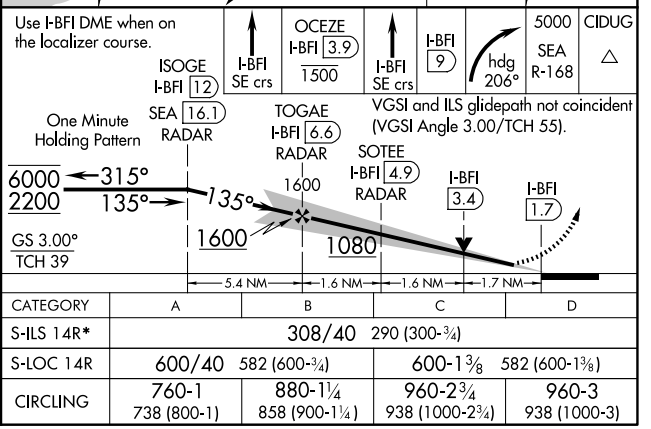
MALSF

MISSED APPROACH: Climb on I-BFI SE course to cross OCEZE/I-BFI 3.9 DME/RADAR at or below 1500 then climb on I-BFI SE course to I-BFI 9 DME then right turn on heading 206° and on SEA R-168 to 5000 to CIDUG/SEA 25.8 DME and hold.

ATIS	SEATTLE APP CON	BOEING TOWER	GND CON
127.75	125.9 306.9	120.6 257.8	121.9







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)	
CIRCLING	760-1 738 (800-1)	880-1¼ 858 (900-1¼)	960-2¾ 938 (1000-2¾)	960-3 938 (1000-3)

MIRL Rwy 14L-32R
HIRL Rwy 14R-32L
REIL Rwys 14L, 32L and 32R

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE, WASHINGTON | AL-384 (FAA) | 26022

ILS or LOC RWY 32L

BOEING FLD/KING COUNTY INTL (BFI)

LOC/DME I-CHJ	APP CRS	Rwy Ldg	9120
110.9	315°	TDZE	22
Chan 46		Apt Elev	22

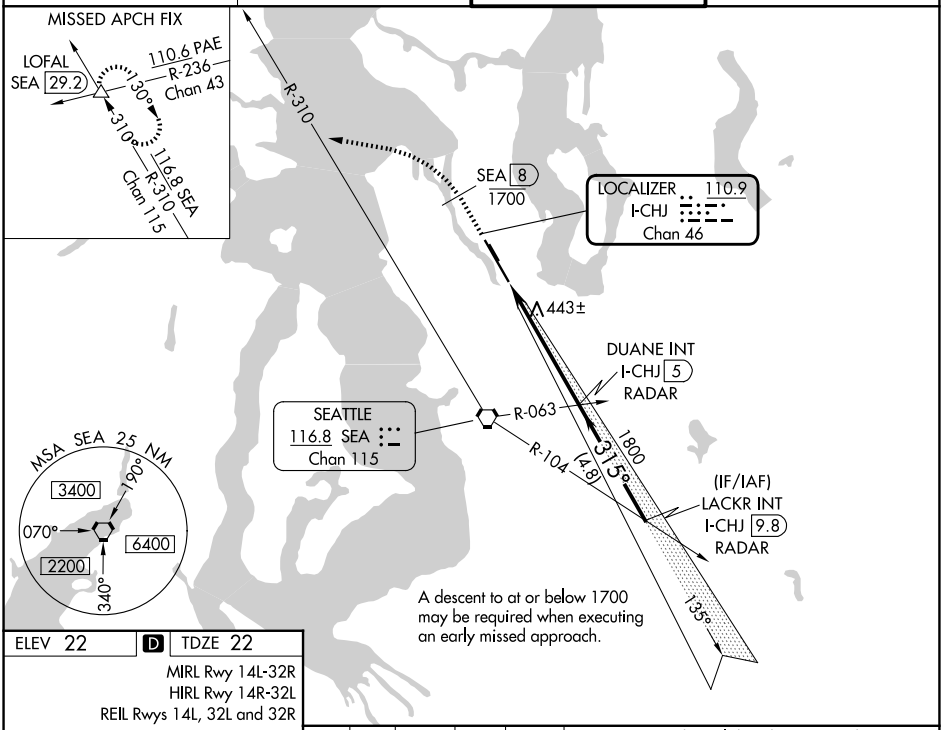
DME and RADAR required.

Circling NA for Cats C and D northeast of Rwy 14L-32R.

Circling Rwy 32R NA at night. Rwy 32L helicopter visibility reduction below ¾ SM NA.

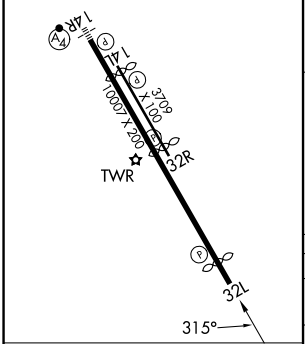
MISSED APPROACH: Climb on heading 315° to cross SEA 8 DME at or below 1700, then climbing left turn to 6000 on heading 265° and on SEA R-310 to LOFAL INT/SEA 29.2 DME and hold, continue climb-in-hold to 6000.

ATIS	SEATTLE APP CON	BOEING TOWER	GND CON
127.75	125.9 306.9	120.6 257.8	121.9



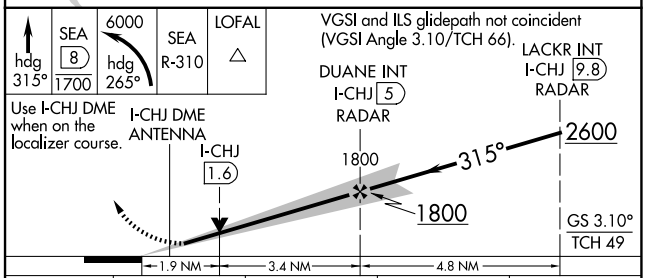
ELEV 22 | D | TDZE 22

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)	
CIRCLING	760-1 738 (800-1)	880-1¼ 858 (900-1¼)	960-2¾ 938 (1000-2¾)	960-3 938 (1000-3)

SEATTLE, WASHINGTON
Amdt 2 29DEC22

47°32′N-122°18′W

BOEING FLD/KING COUNTY INTL (BFI)

ILS or LOC RWY 32L

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

APP CRS	Rwy Ldg	9120
135°	TDZE	18
	Apt Elev	22

RNP AR APCH - GPS. Authorization required.

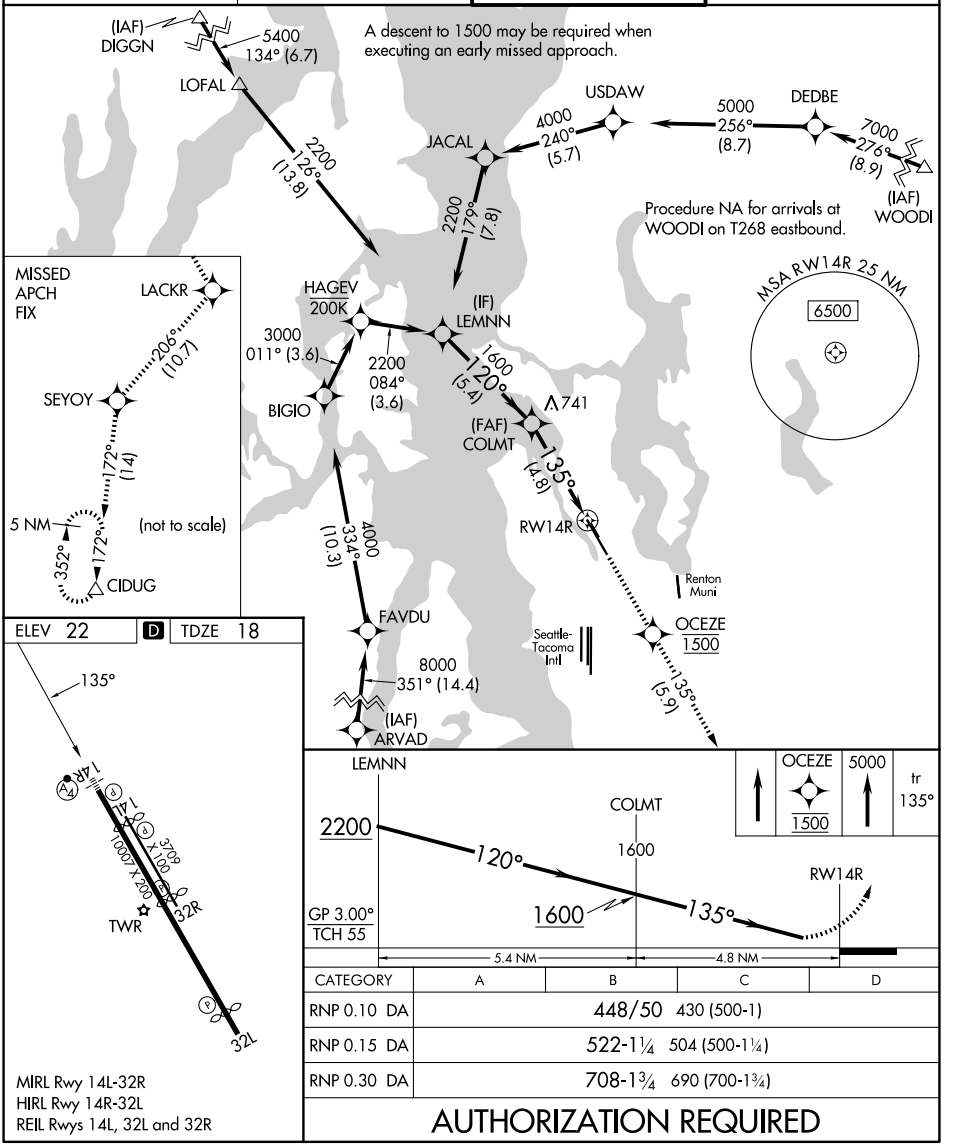
RADAR required for missed approach.

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
127.75	125.9 306.9	120.6 257.8	121.9



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE, WASHINGTON | AL-384 (FAA-O) | 26022

APP CRS	Rwy Ldg	9120
315°	TDZE	22
	Apt Elev	22

RNAV (RNP) Z RWY 32L

BOEING FLD/KING COUNTY INTL (BFI)

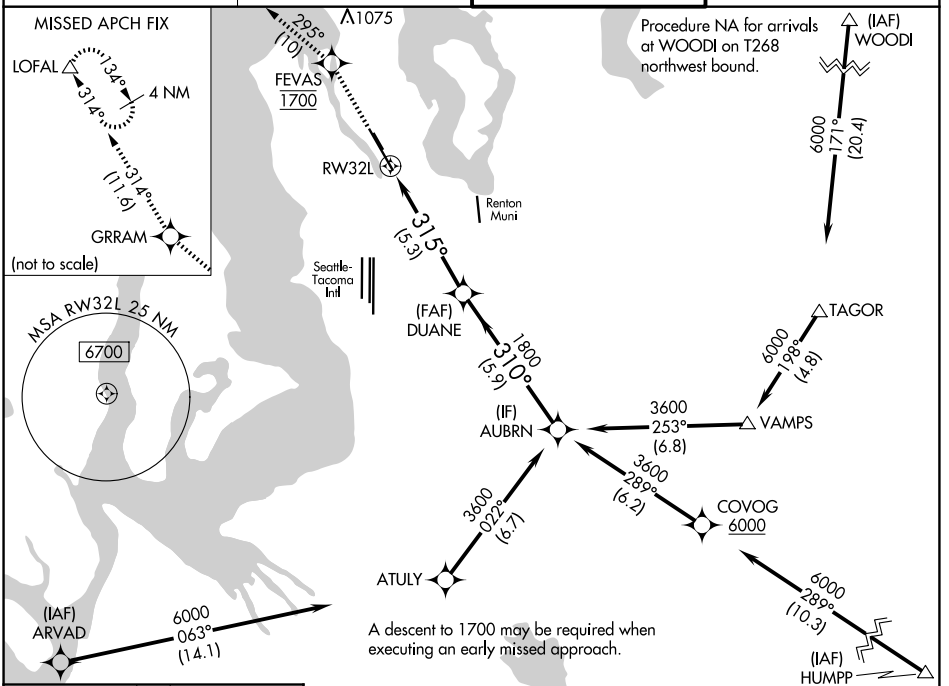
RNP AR APCH - GPS. Authorization required.

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.

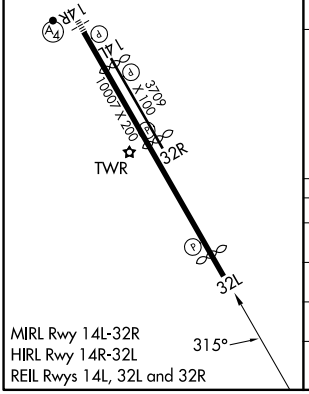
ATIS	SEATTLE APP CON	BOEING TOWER	GND CON
127.75	125.9 306.9	120.6 257.8	121.9



NW-1, 03 SEP 2026 to 29 OCT 2026

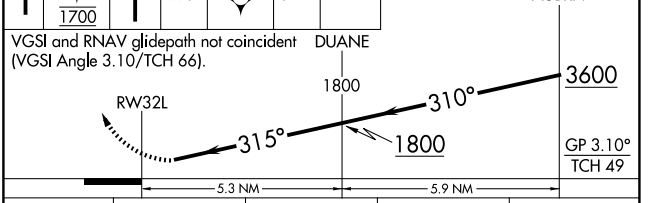
NW-1, 03 SEP 2026 to 29 OCT 2026

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

SEATTLE, WASHINGTON
Orig-A 22JAN26

47°32′N-122°18′W

BOEING FLD/KING COUNTY INTL (BFI)
RNAV (RNP) Z RWY 32L

RNAV (GPS) Y RWY 14R

BOEING FLD/KING COUNTY INTL (BFI)

WAAS CH 92568 W14A	APP CRS 135°	Rwy Ldg 9120 TDZE 18 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
127.75	125.9 306.9	120.6 257.8	121.9

A descent to 1500 may be required when executing an early missed approach.

Procedure NA for arrivals at WOODI on T268 eastbound.

MISSED APCH FIX

MSA RW14R 25 NM 6500

(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)			

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE, WASHINGTON AL-384 (FAA-O) 26022

WAAS	APP CRS	Rwy Ldg	9120
CH 89057	315°	TDZE	22
W32A		Apt Elev	22

RNAV (GPS) Y RWY 32L

BOEING FLD/KING COUNTY INTL (BFI)

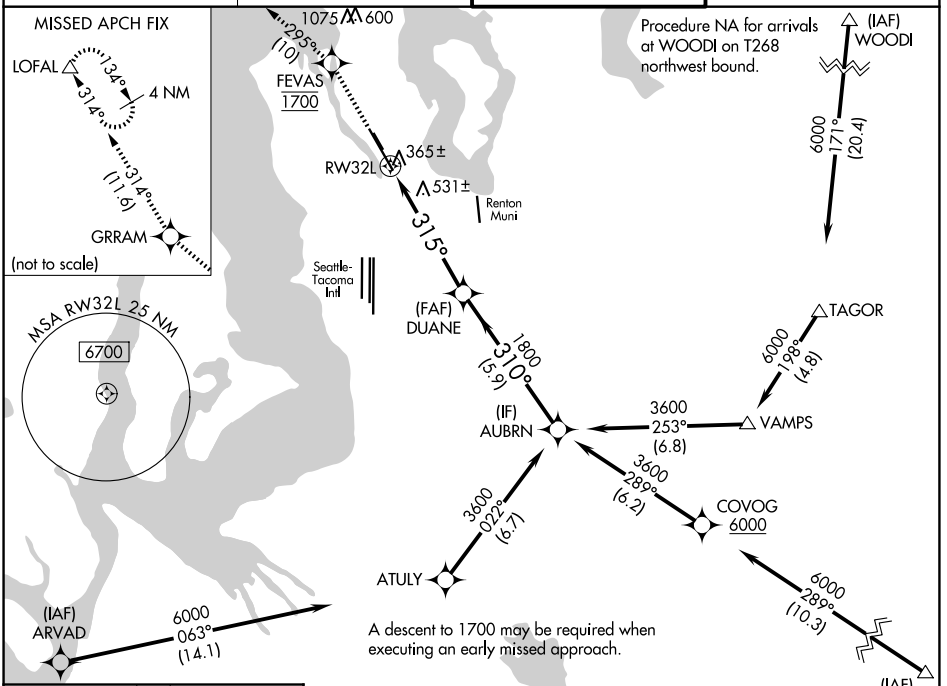
RNP APCH - GPS.

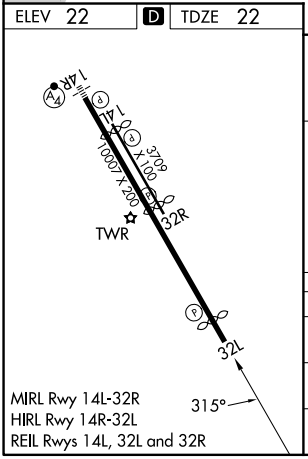
RADAR required for missed approach.

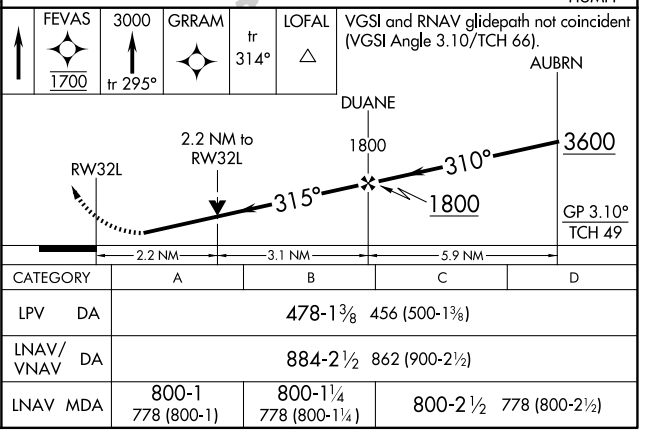
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. Rwy 32L helicopter visibility reduction below ¾ SM NA.

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
127.75	125.9 306.9	120.6 257.8	121.9







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)	

SEATTLE, WASHINGTON
Orig-B 22JAN26

47°32′N-122°18′W

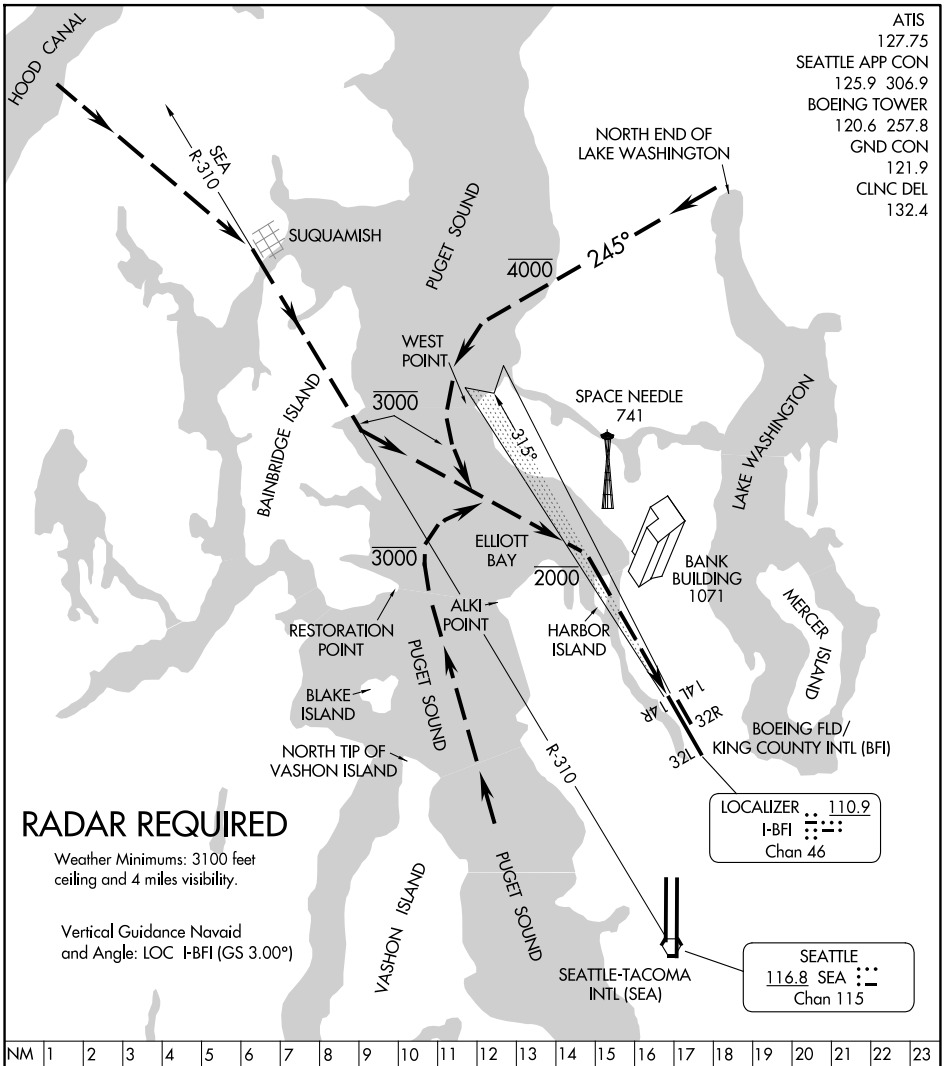
BOEING FLD/KING COUNTY INTL (BFI)

RNAV (GPS) Y RWY 32L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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.

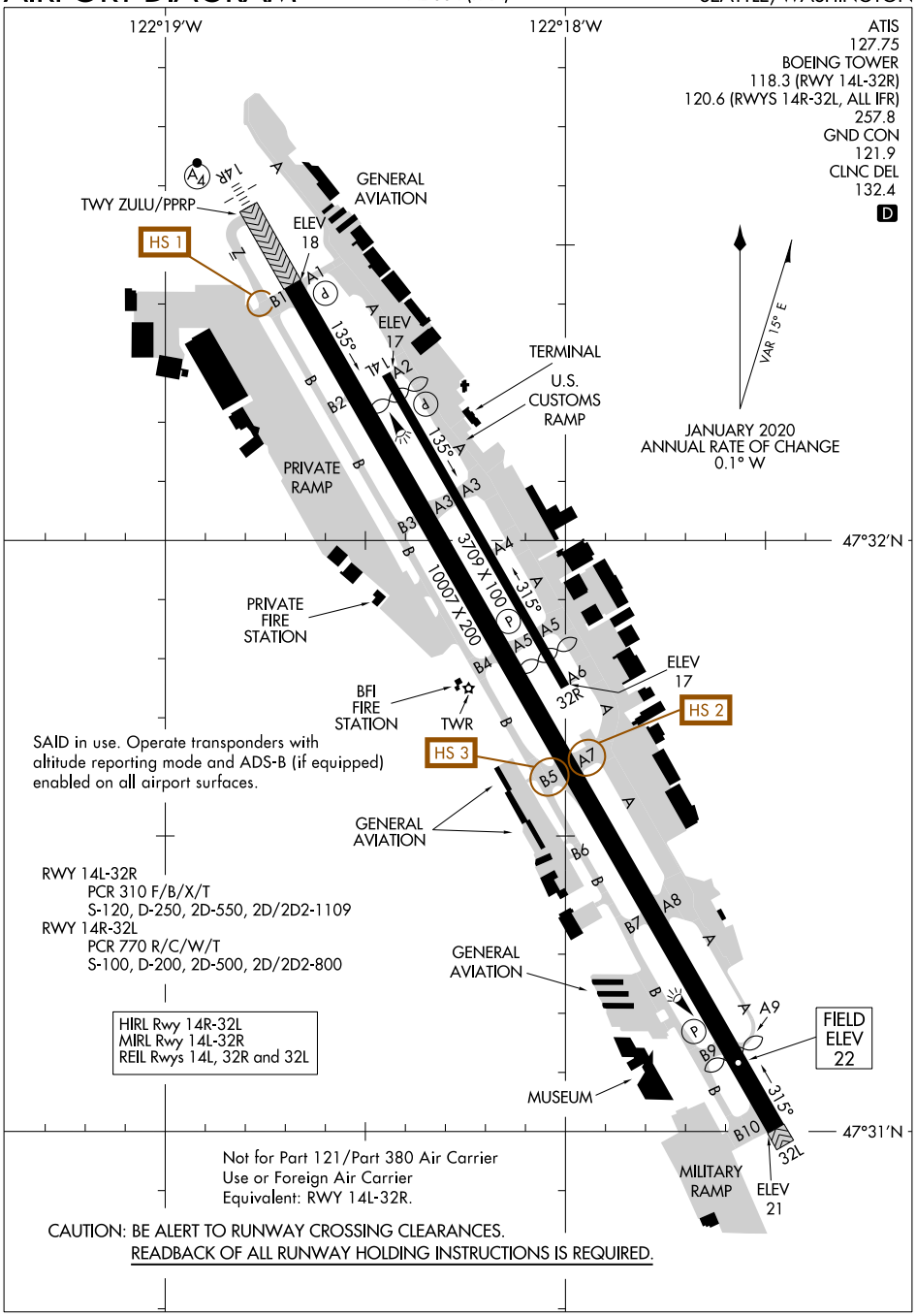
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26134

AIRPORT DIAGRAM

AL-384 (FAA)

BOEING FLD/KING COUNTY INTL (BFI)
SEATTLE, WASHINGTON

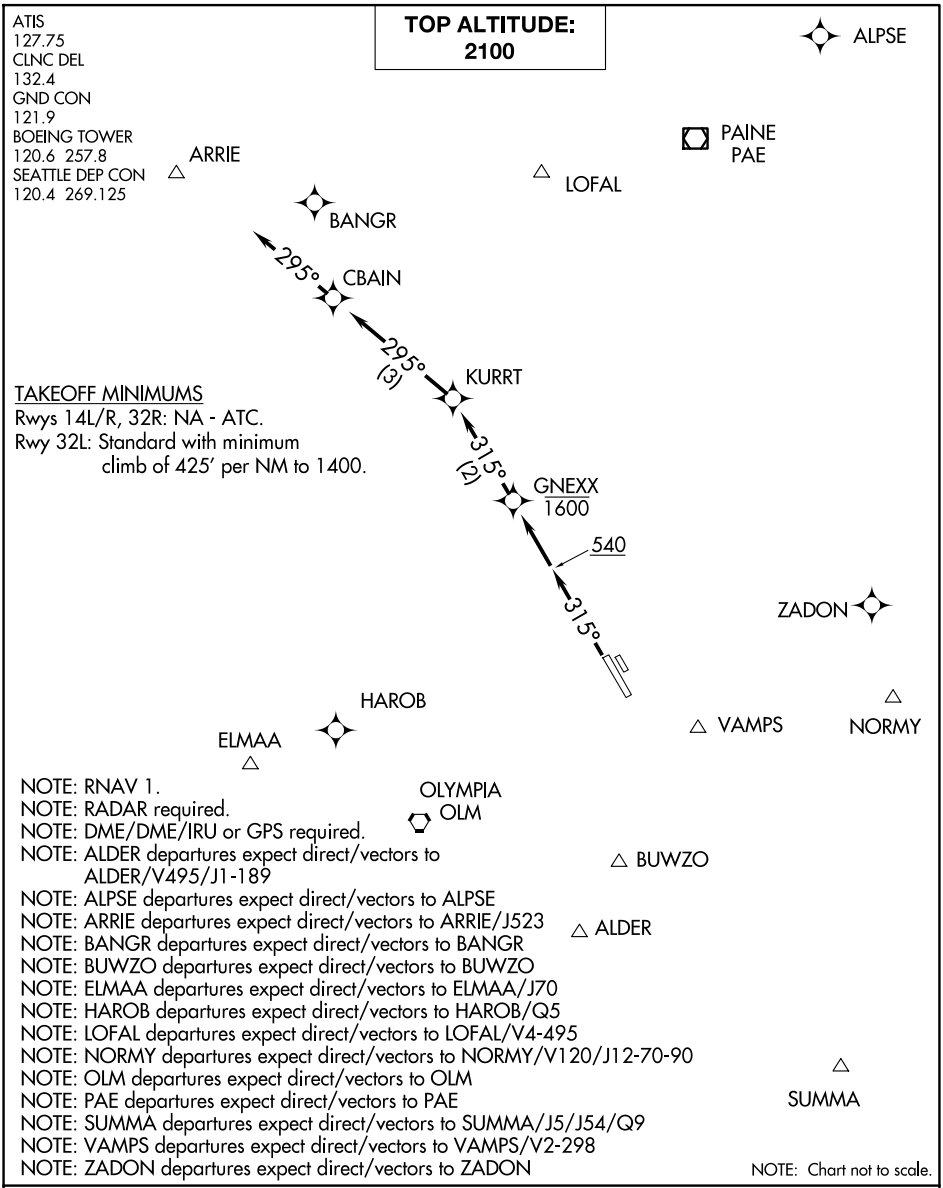


AIRPORT DIAGRAM
26134
SEATTLE, WASHINGTON
BOEING FLD/KING COUNTY INTL (BFI)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

CBAIN ONE DEPARTURE (RNAV)



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(KENT1.ZIGED) 25331

KENT ONE DEPARTURE

AL-384 (FAA)

BOEING FLD/KING COUNTY INTL (BFI)
SEATTLE, WASHINGTON

SEATTLE DEP CON
119.2 284.7
ATIS
127.75
CLNC DEL
132.4
GND CON
121.9
BOEING TOWER
120.6 257.8

RADAR required.
DME required.

TOP ALTITUDE: 2000

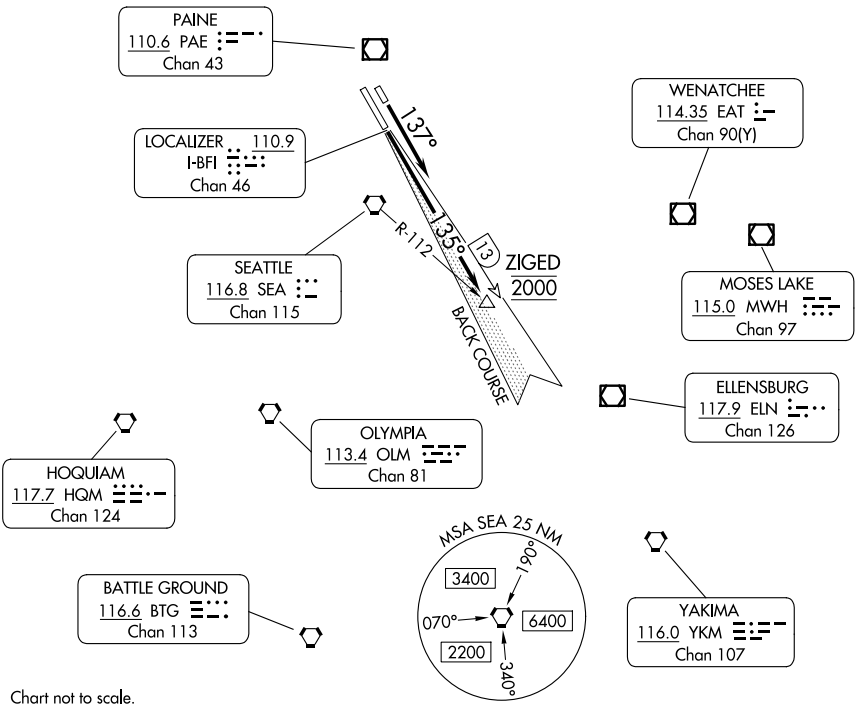
VANCOUVER
115.9 YVR
Chan 106

CRANBROOK
112.1 YXC
Chan 58

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.

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. Maintain 2000, 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. Maintain 2000, expect clearance to filed altitude within 3 minutes after departure.

NW-1, 03 SEP 2026 to 29 OCT 2026

NEEDLE THREE DEPARTURE

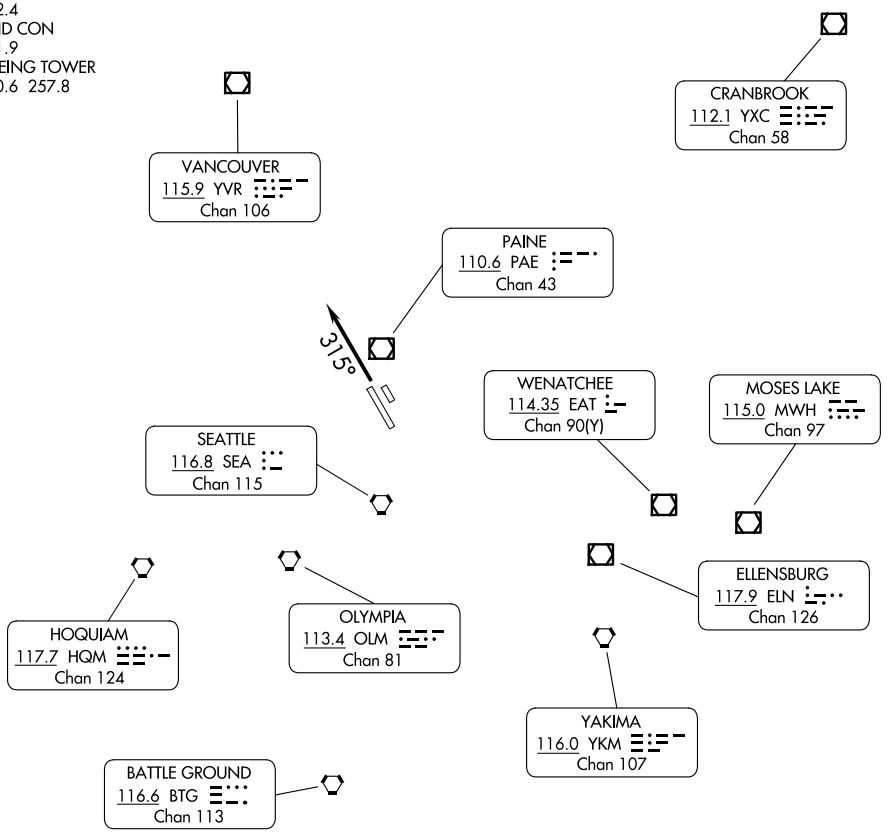
AL-384 (FAA)

BOEING FLD/KING COUNTY INTL (BFI)
SEATTLE, WASHINGTON

SEATTLE DEP CON
120.4 269.125
ATIS
127.75
CLNC DEL
132.4
GND CON
121.9
BOEING TOWER
120.6 257.8

RADAR required.

TOP ALTITUDE: 2100

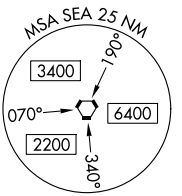


TAKEOFF MINIMUMS

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: Rwy 32L/R, no right turns authorized until leaving 1400'.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

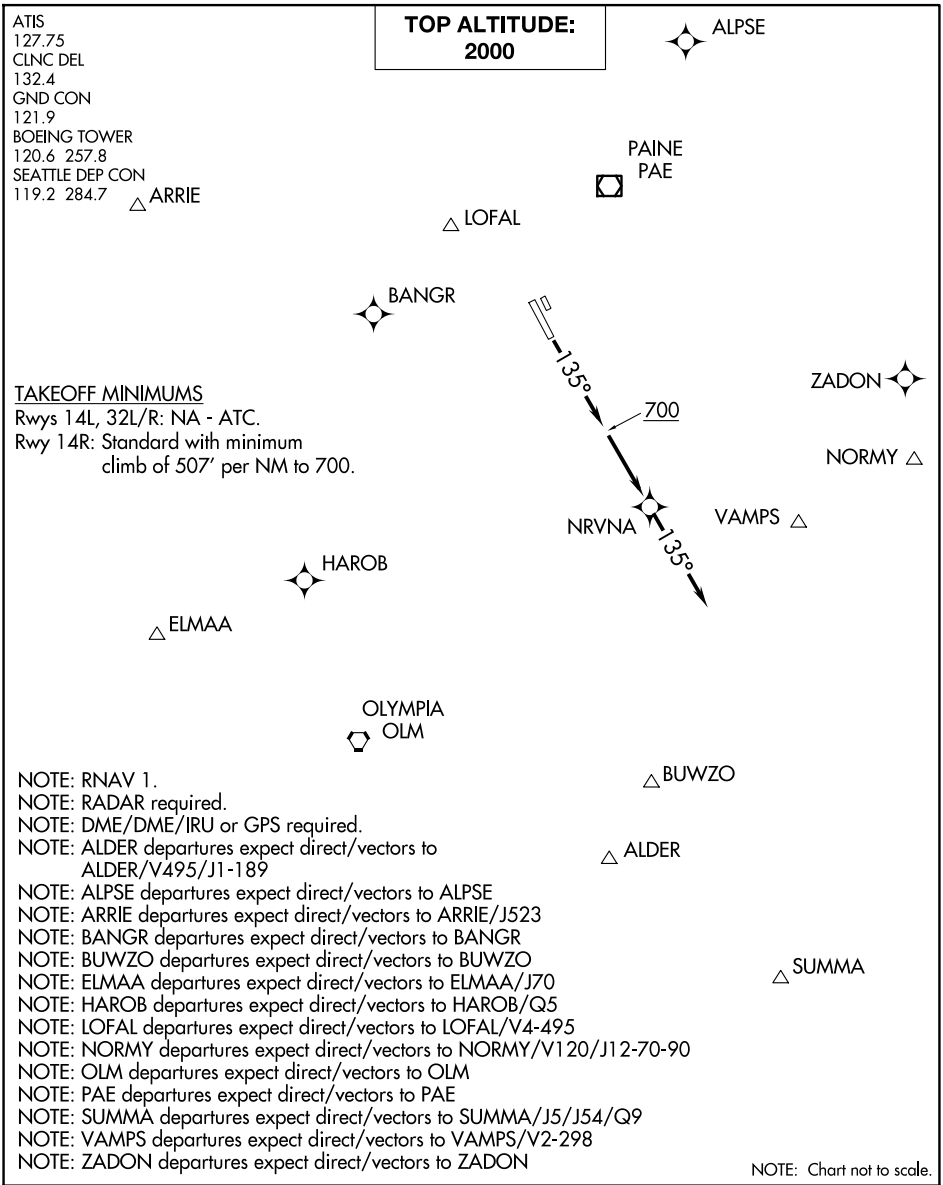
TAKEOFF RUNWAYS 32L/R: Climb on heading 315°, maintain 2100 for RADAR vectors to assigned route/fix, expect clearance to filed altitude within 3 minutes after departure.

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(NRVNA1.NRVNA) 23054 AL-384 (FAA)

NRVNA ONE DEPARTURE (RNAV)

BOEING FLD/KING COUNTY INTL (BFI)
SEATTLE, WASHINGTON



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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

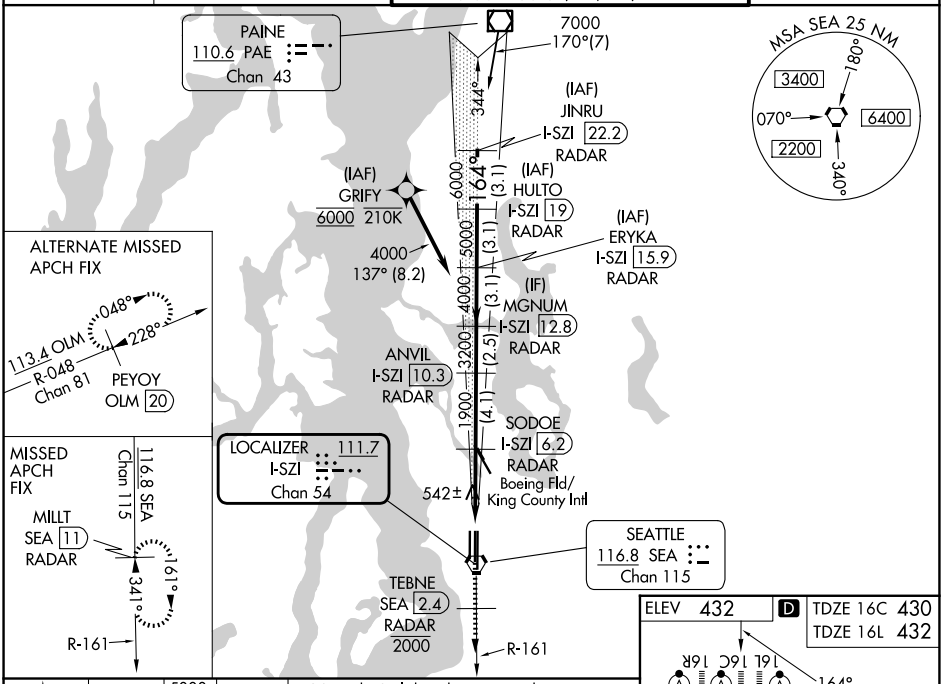
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

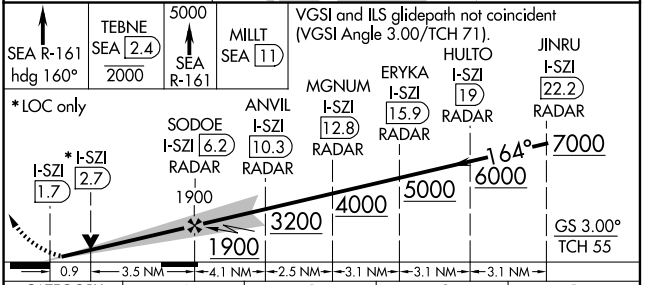
T Inop table does not apply to Sidstep 16L Cats A/B. Simultaneous approach authorized with Rwy 16R. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. For inop ALS, increase S-LOC 16C Cat C, D visibility to RVR 5500. See additional requirements on adjacent information page.

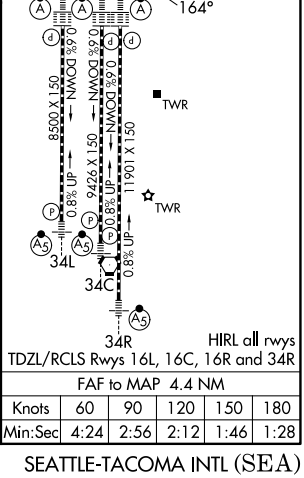
ALSF-2 Rwy 16C/L

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
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7







FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

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)
CIRCLING	1000-1 568 (600-1)		1000-1½ 568 (600-1½)	1000-2 568 (600-2)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

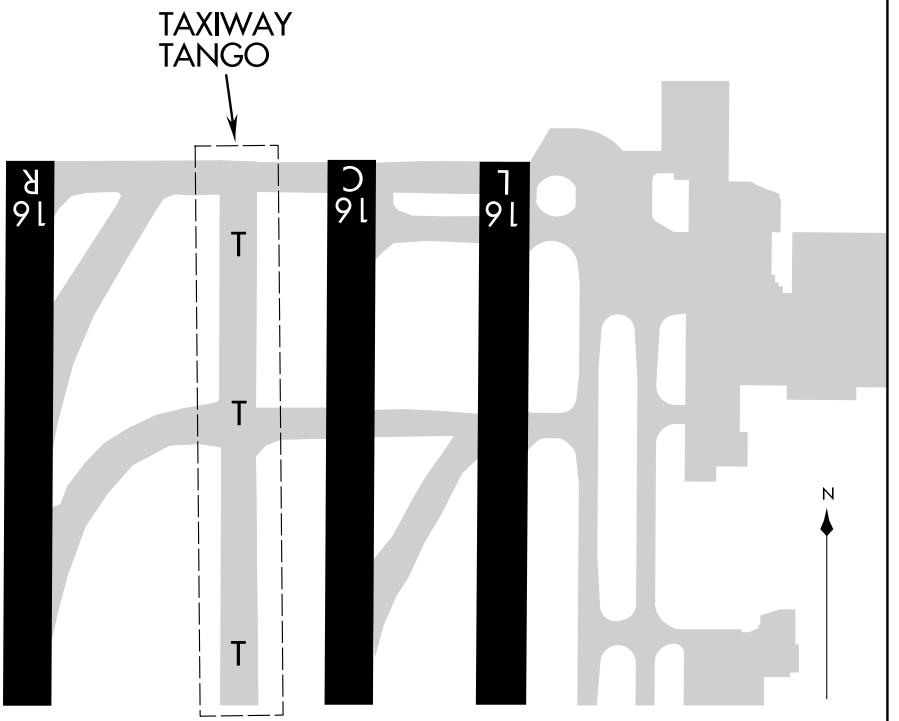
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

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, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-SNQ	APP CRS	Rwy Ldg	11901
110.3	164°	TDZE	432
Chan 40		Apt Elev	432

ILS or LOC RWY 16L

SEATTLE-TACOMA INTL (SEA)

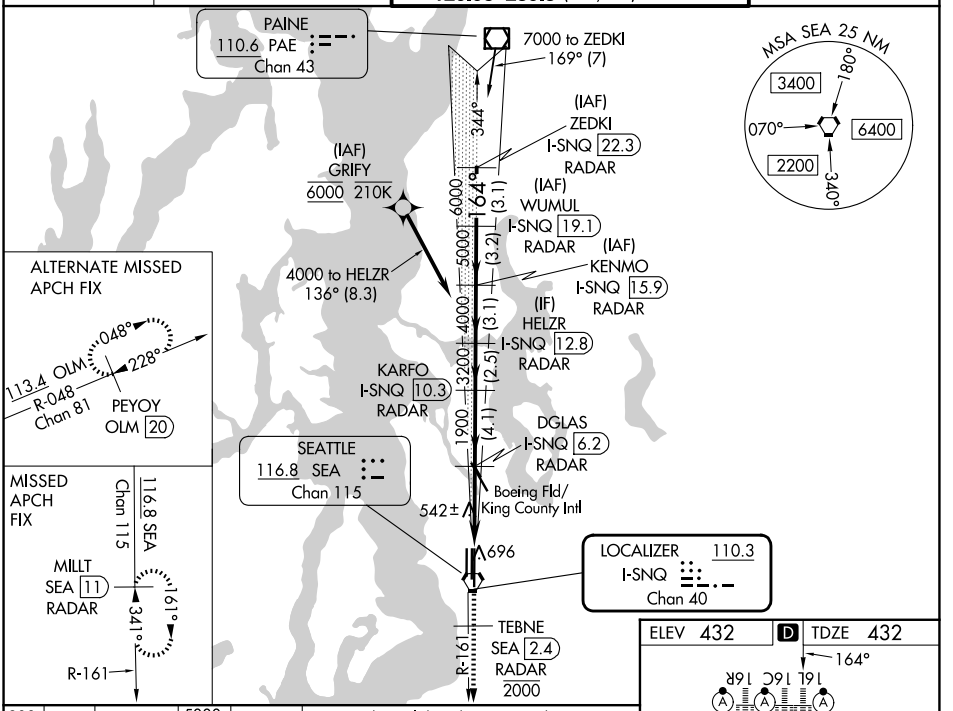
DME or RADAR required. RNP APCH-GPS, from GRIFY.

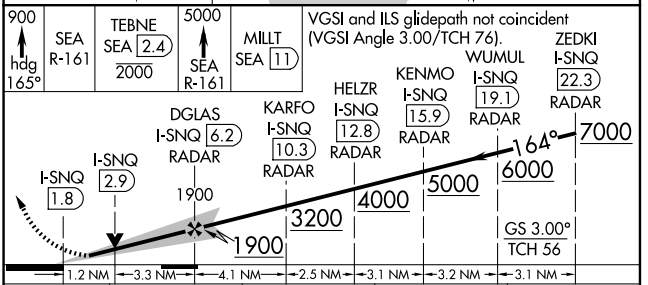
Simultaneous approach authorized.

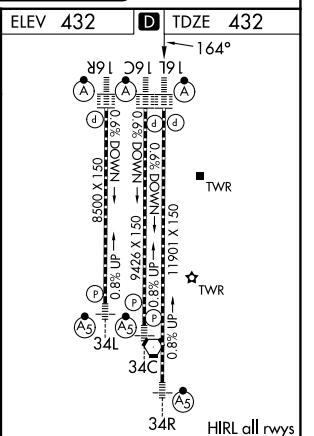
ALSF-2

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
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7







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)	
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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE, WASHINGTON | AL-582 (FAA) | 26078

ILS or LOC RWY 16R

SEATTLE-TACOMA INTL (SEA)

LOC/DME I-CJL	APP CRS	Rwy Ldg	8500
110.75	164°	TDZE	415
Chan 44(Y)		Apt Elev	432

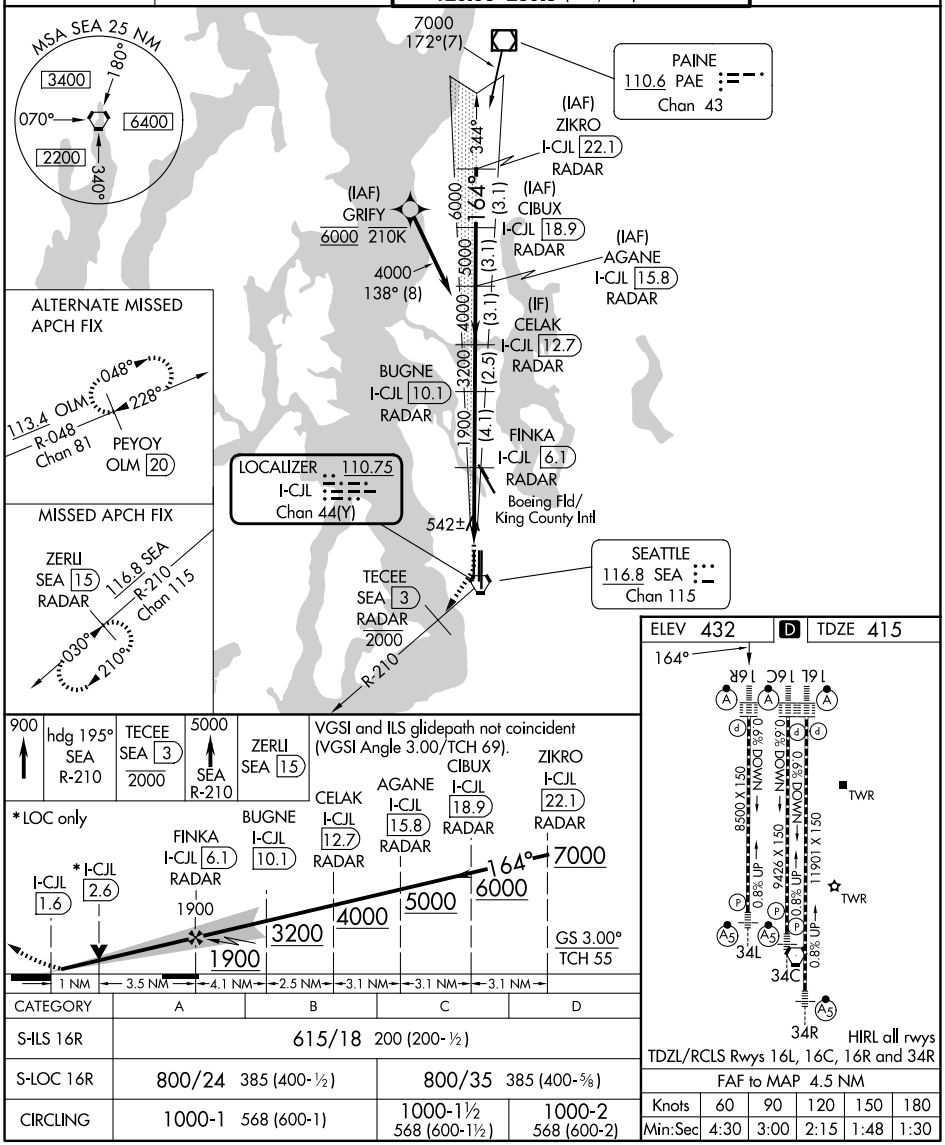
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

Simultaneous approach authorized with Rwy 16L and 16C. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope.

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
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7



ELEV 432 | D | TDZE 415

HIRL all rwys

TDZL/RCLS Rwys 16L, 16C, 16R and 34R

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

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)	
CIRCLING	1000-1 568 (600-1)		1000-1½ 568 (600-1½)	1000-2 568 (600-2)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 34C

SEATTLE-TACOMA INTL (SEA)

LOC/DME I-TUC	APP CRS		34C	34R
111.7	344°	Rwy Ldg	9426	11901
Chan 54		TDZE	387	372
		Apt Elev	432	432

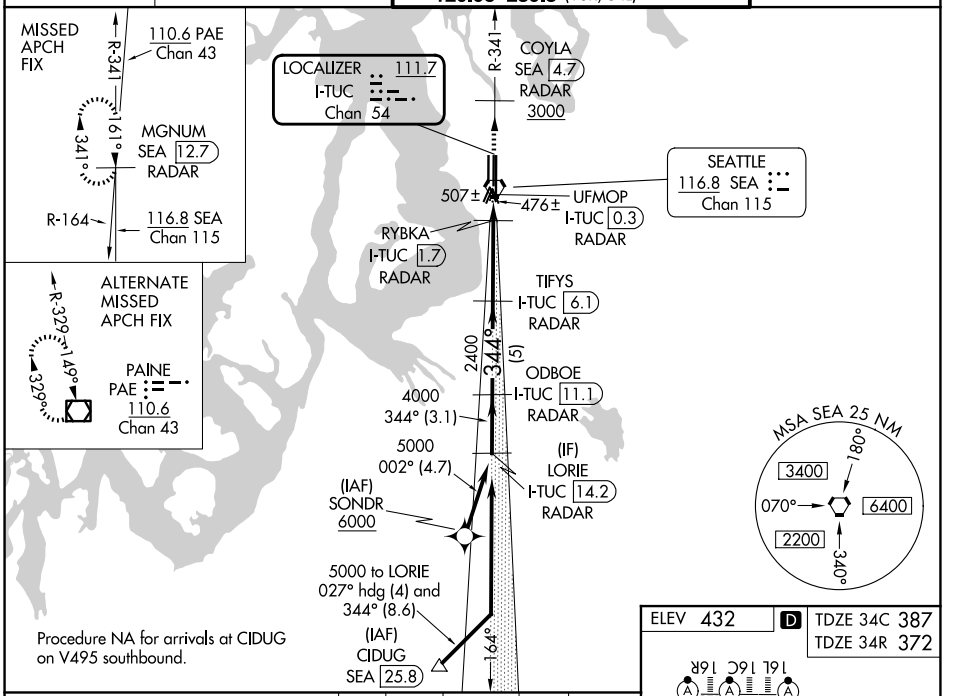
DME or RADAR required.
From SONDR: RNAV 1-GPS required.

Inop table does not apply to ALS Rwy 34R.
Simultaneous approach authorized with Rwy 34L.

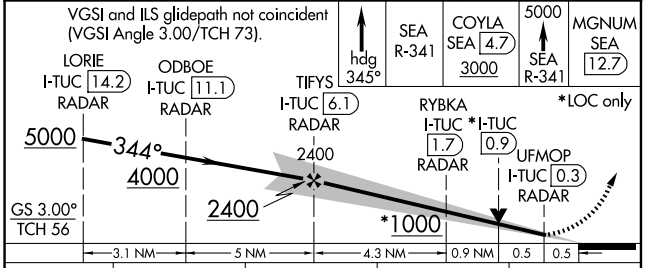
MALSR Rwy 34C/R

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
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7

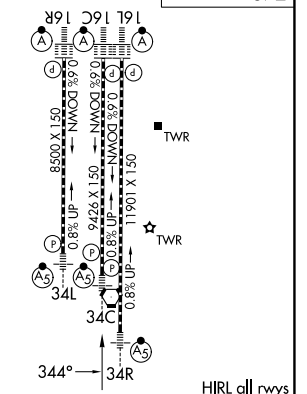


VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).



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



TDZL/RCLS Rwys 16L, 16C, 16R and 34R

HIRL all rwys

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE, WASHINGTON | AL-582 (FAA) | 26078

ILS or LOC RWY 34L

SEATTLE-TACOMA INTL (SEA)

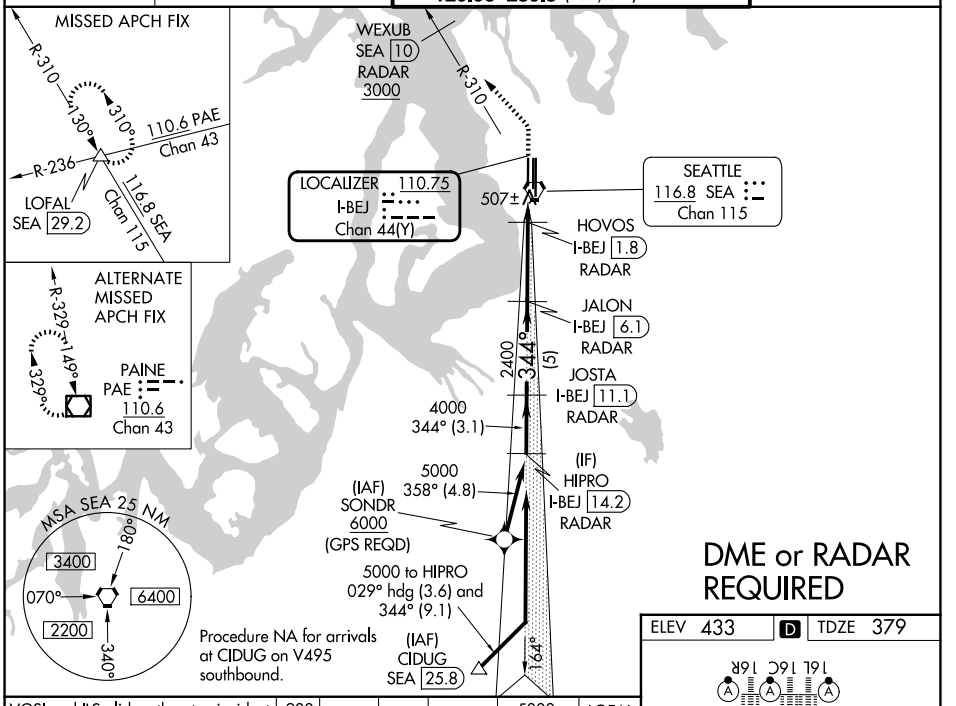
LOC/DME I-BEJ	APP CRS	Rwy Ldg	8500
110.75	344°	TDZE	379
Chan 44 (Y)		Apt Elev	433

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.

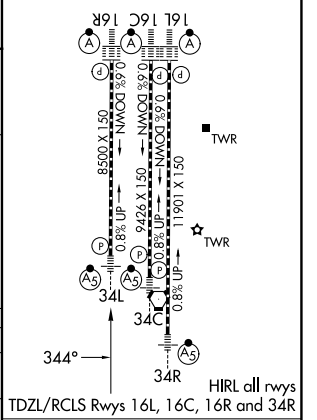
MALSR

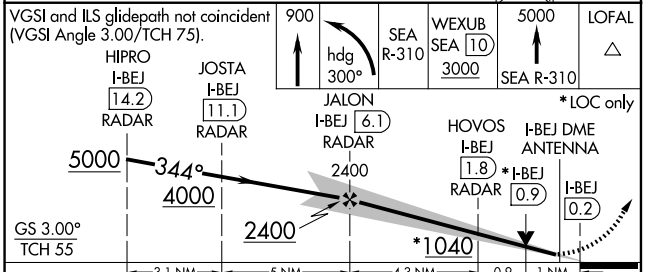
MISSED APPROACH: Climb to 900 then climbing left turn on heading 300° and on SEA VORTAC R-310 to cross WEXUB/10 DME/RADAR at or above 3000, then climb to 5000 on SEA VORTAC R-310 to LOFAL/SEA 29.2 DME and hold.

D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7



DME or RADAR REQUIRED





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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 34R

SEATTLE-TACOMA INTL (SEA)

LOC/DME I-SEA	APP CRS		34R	34C
110.3	344°	Rwy Ldg	11901	9426
Chan 40		TDZE	372	387
		Apt Elev	432	432

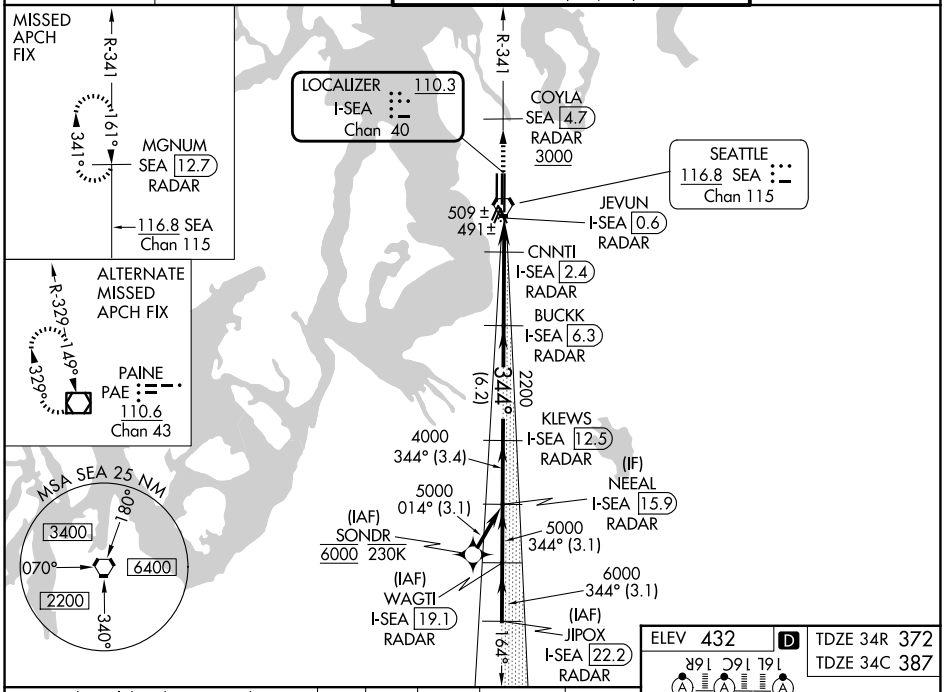
From SONDR: RNAV 1-GPS required.
DME or RADAR required.

Inop table does not apply to Sidestep 34C Cats A/B.
Simultaneous approach authorized with Rwy 34L.

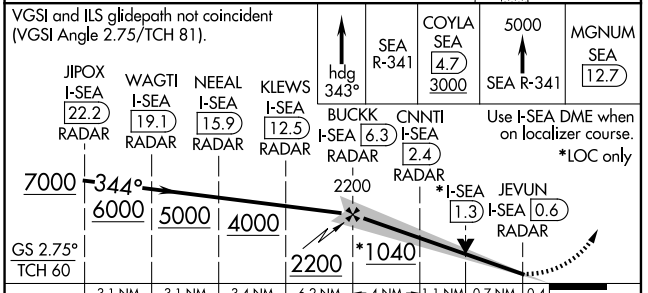
MALSR Rwy 34R/C

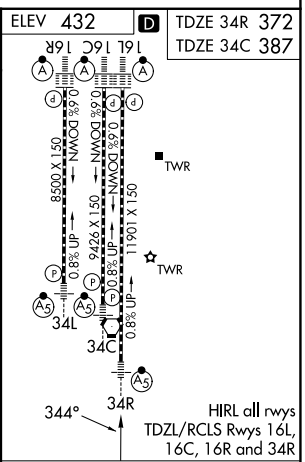
MISSED APPROACH: Climb on heading 343° and outbound on SEA VORTAC R-341 to cross COYLA/SEA 4.7 DME/RADAR at or above 3000 then climb to 5000 on SEA VORTAC R-341 to MGNUM/SEA 12.7 DME/RADAR and hold, continue climb-in-hold to 5000.

D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7



VGSI and ILS glidepath not coincident (VGSI Angle 2.75/TCH 81).





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 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)
CIRCLING	1000-1 568 (600-1)		1000-1½ 568 (600-1½)	1000-2 568 (600-2)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE, WASHINGTON AL-582 (FAA) 26078

LOC/DME I-SZI 111.7 Chan 54	APP CRS 164°	Rwy Ldg 9426 TDZE 430 Apt Elev 432

ILS RWY 16C (SA CAT I)

SEATTLE-TACOMA INTL (SEA)

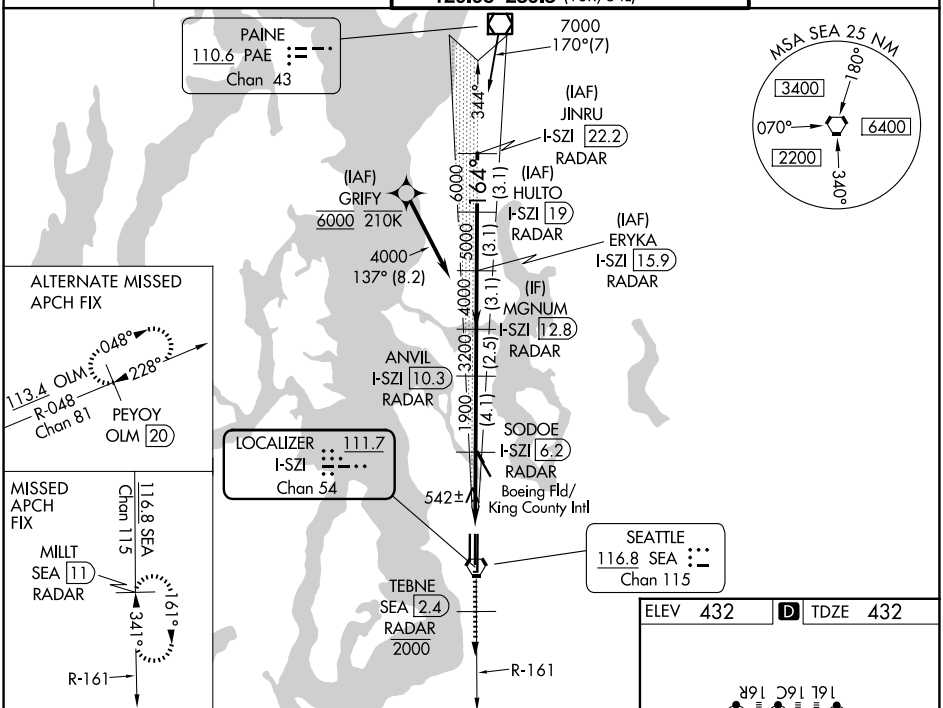
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

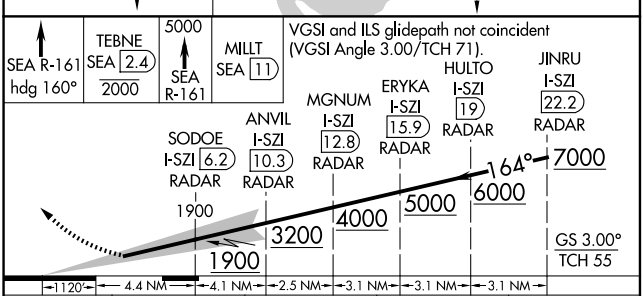
T Simultaneous approach authorized with Rwy 16R. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

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
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7

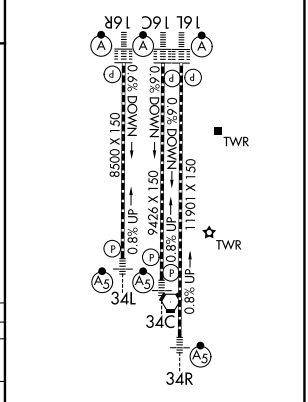




CATEGORY	A	B	C	D
S-ILS 16C	RA 292/14 150 DA 580			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 432 D TDZE 432



HIRL all rwys
TDZL/RCLS Rwys 16L, 16C, 16R and 34R

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE, WASHINGTON
Amdt 17 28FEB19

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)
ILS RWY 16C (SA CAT I)

ILS RWY 16L (SA CAT I)

SEATTLE-TACOMA INTL (SEA)

LOC/DME I-SNQ	APP CRS	Rwy Ldg	11901
110.3	164°	TDZE	432
Chan 40		Apt Elev	432

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
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7

PAINE
110.6 PAE
Chan 43

7000 to ZEDKI
169° (7)

MSA SEA 25 NM
3400
180°
070°
6400
2200
340°

(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

ALTERNATE MISSED APCH FIX
113.4 OLM
R-048
Chan 81
048°
228°
PEYOY
OLM 20

SEATTLE
116.8 SEA
Chan 115

Boeing Fld/
King County Intl
542±
696

LOCALIZER 110.3
I-SNQ
Chan 40

MISSED APCH FIX
MILLT
SEA 11
RADAR
Chan 115
116.8 SEA
161°
341°
R-161

TEBNE
SEA 2.4
RADAR
2000

ELEV 432 D TDZE 432

900 hdg 165°	SEA R-161	TEBNE SEA 2.4 RADAR 2000	5000 SEA R-161	MILLT SEA 11

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).

DGLAS I-SNQ 6.2 RADAR
KARFO I-SNQ 10.3 RADAR
HELZR I-SNQ 12.8 RADAR
KENMO I-SNQ 15.9 RADAR
WUMUL I-SNQ 19.1 RADAR
ZEDKI I-SNQ 22.3 RADAR
1900
3200
4000
5000
6000
7000
164°
GS 3.00°
TCH 56
1089'
4.4 NM
4.1 NM
2.5 NM
3.1 NM
3.2 NM
3.1 NM

CATEGORY	A	B	C	D
S-ILS 16L	NA	RA 248/14 150 DA 582		

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

16L 16C 16R
8500 X 150
9426 X 150
11901 X 150
0.6% DOWN
0.8% UP
TWR
34L
34C
34R

HIRL all rwys
TDZL/RCLS Rwys 16L, 16C, 16R and 34R

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE, WASHINGTON | AL-582 (FAA) | 26078

ILS RWY 16R (SA CAT I)

SEATTLE-TACOMA INTL (SEA)

LOC/DME I-CJL	APP CRS	Rwy Ldg	8500
110.75	164°	TDZE	415
Chan 44(Y)		Apt Elev	432

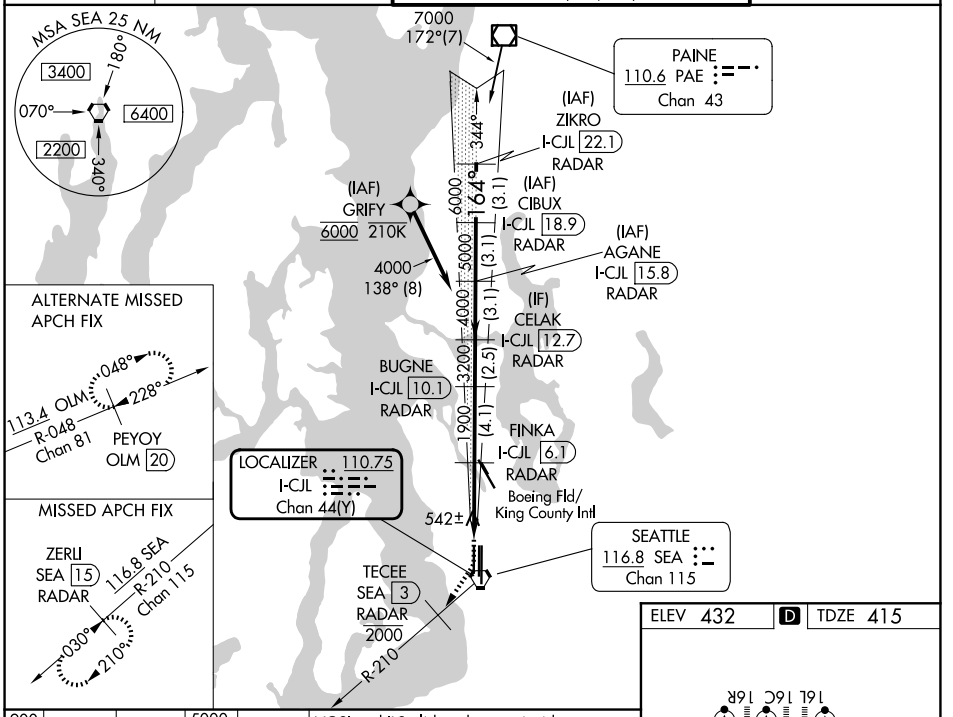
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

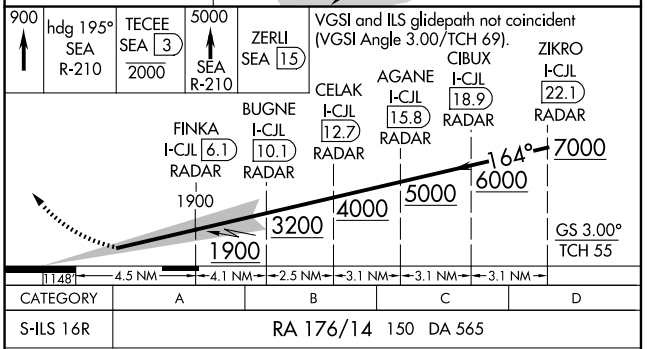
T Simultaneous approach authorized with Rwy 16L and 16C. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

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
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7

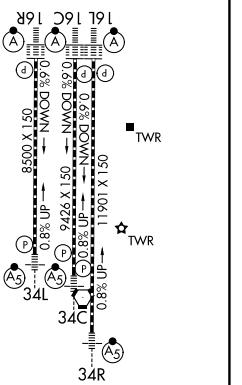




CATEGORY	A	B	C	D
S-ILS 16R	RA 176/14 150 DA 565			

SA CAT I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 432 | D | TDZE 415



HIRL all rwys
TDZL/RCLS Rwys 16L, 16C, 16R and 34R

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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)

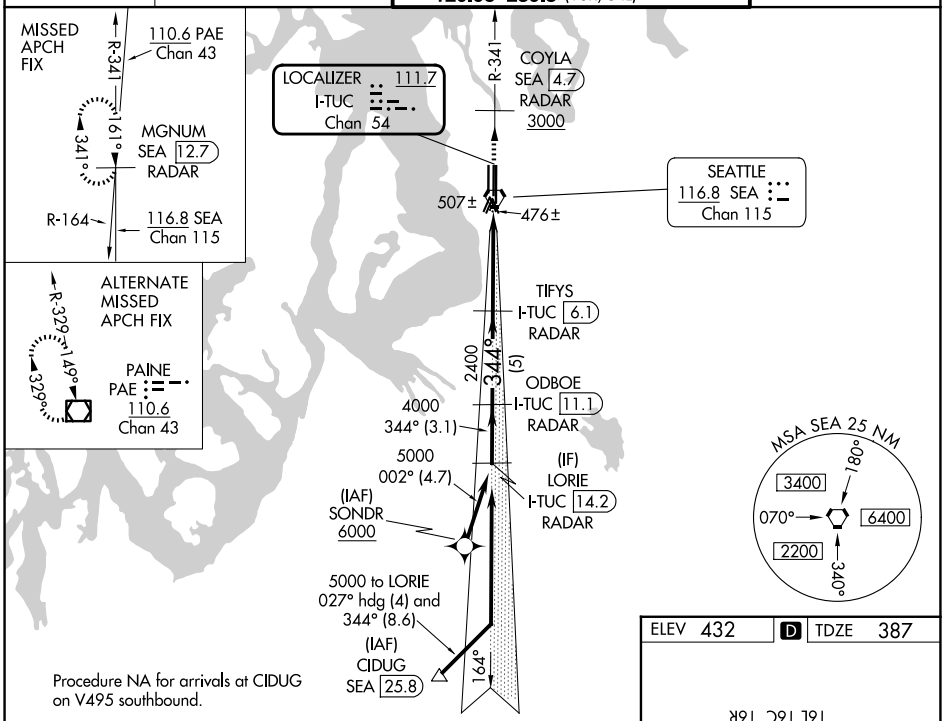
DME or RADAR required. From SONDR: RNAV 1-GPS required.

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.

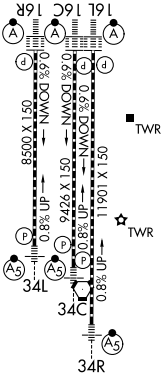
MALSR

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.

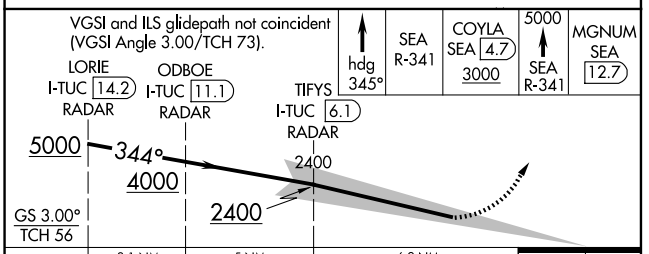
D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7



ELEV 432 D TDZE 387



HIRL all rwys
TDZL/RCLS Rwys 16L, 16C, 16R and 34R



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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE, WASHINGTON | AL-582 (FAA) | 26078

ILS RWY 34L (SA CAT I & II)

SEATTLE-TACOMA INTL (SEA)

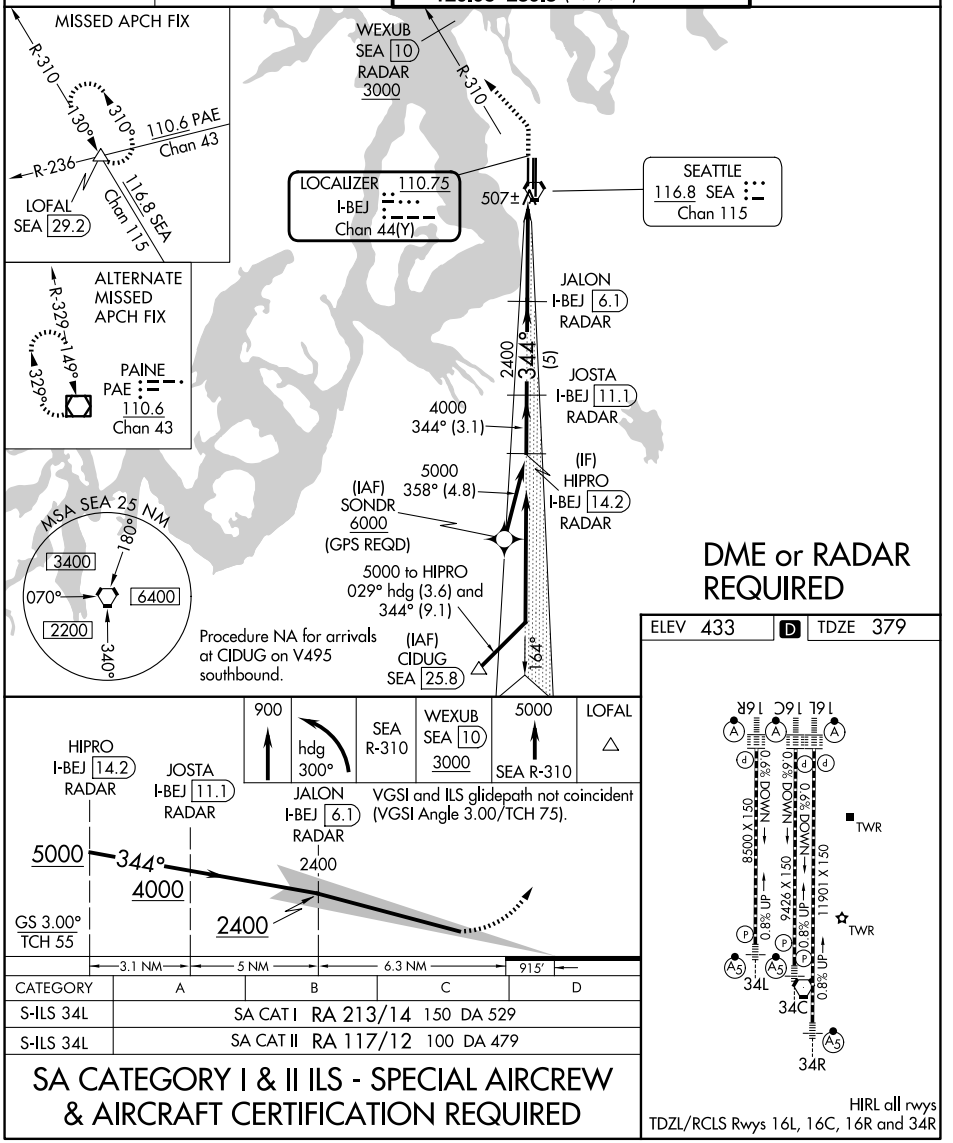
LOC/DME I-BEJ	APP CRS	Rwy Ldg	8500
110.75	344°	TDZE	379
Chan 44 (Y)		Apt Elev	433

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
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-SEA	APP CRS	Rwy Ldg	11901
110.3	344°	TDZE	372
Chan 40		Apt Elev	432

ILS RWY 34R (SA CAT I & II)

SEATTLE-TACOMA INTL (SEA)

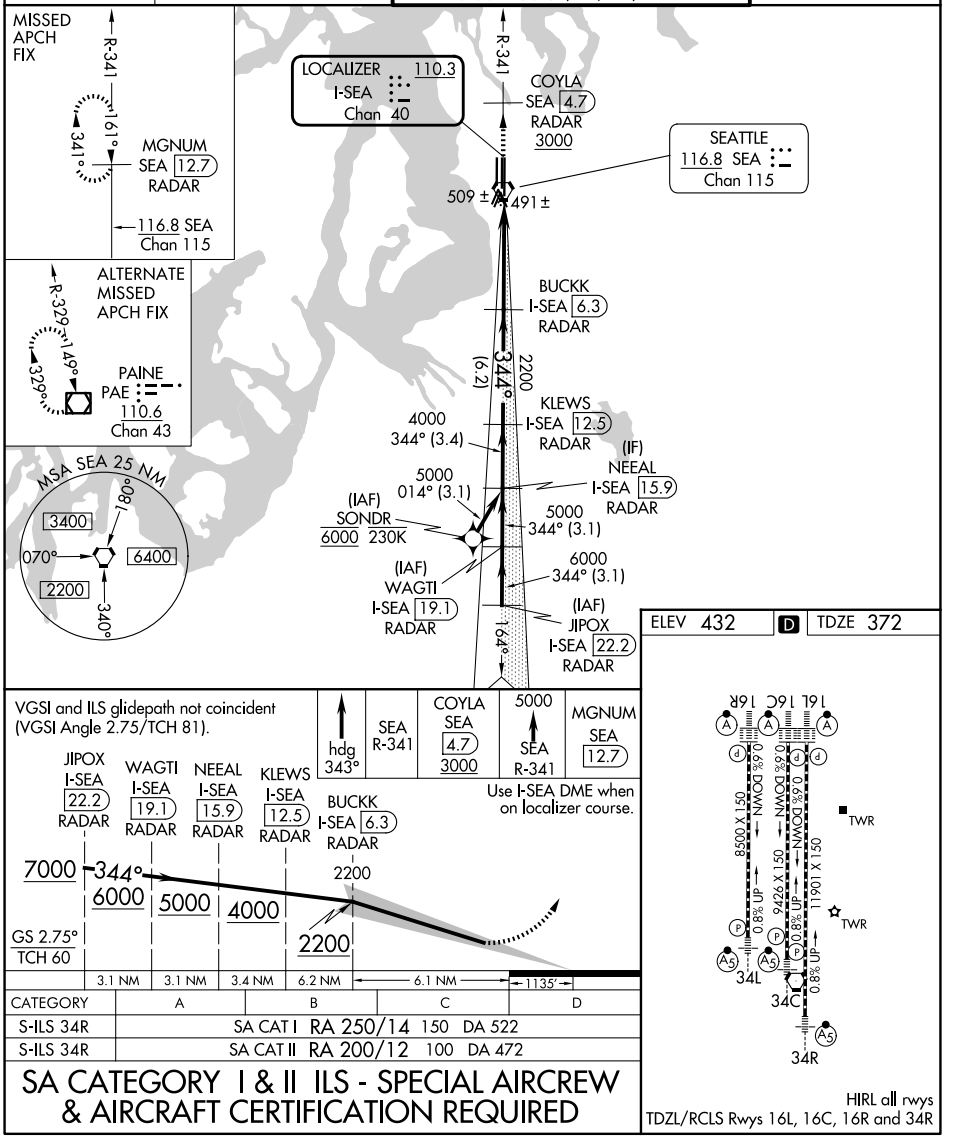
From SONDR: RNAV 1-GPS required. DME or RADAR required.

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
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE, WASHINGTON | AL-582 (FAA) | 26078

ILS RWY 16C (CAT II & III)

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. 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
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7

PAINE
110.6 PAE
Chan 43

7000
170°(7)

MSA SEA 25 NM
180°
3400
070°
6400
2200
340°

(IAF)
JINRU
I-SZI 22.2
RADAR

344°

(IAF)
GRIFY
6000 210K

(IAF)
HULTO
I-SZI 19
RADAR

(IAF)
ERYKA
I-SZI 15.9
RADAR

6000
164°
(3.1)
5000
(3.1)
4000
(3.1)
3200
(2.5)
1900
(4.1)

4000
137° (8.2)

(IF)
MGNUM
I-SZI 12.8
RADAR

ANVIL
I-SZI 10.3
RADAR

SODOE
I-SZI 6.2
RADAR

542±

Boeing Fld/
King County Intl

ALTERNATE MISSED APCH FIX
113.4 OLM
R-048
Chan 81
048°
228°
PEYOY
OLM 20

LOCALIZER 111.7
I-SZI
Chan 54

SEATTLE
116.8 SEA
Chan 115

MISSED APCH FIX
MILLT
SEA 11
RADAR
Chan 115
116.8 SEA
341°
161°
R-161

TEBNE
SEA 2.4
RADAR
2000

R-161

ELEV 432 | D | TDZE 430

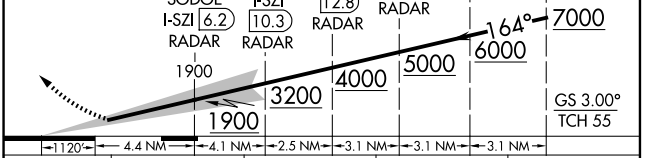
SEA R-161
hdg 160°

TEBNE
SEA 2.4
2000

5000
SEA
R-161

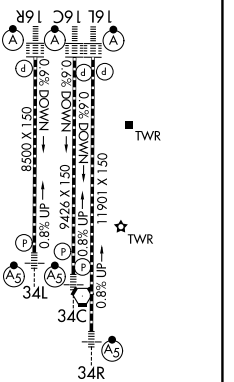
MILLT
SEA 11

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 71).



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



HIRL all rwys
TDZL/RCLS Rwys 16L, 16C, 16R and 34R

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

ILS RWY 16L (CAT II & III)

SEATTLE-TACOMA INTL (SEA)

LOC/DME I-SNQ	APP CRS	Rwy Ldg	11901
110.3	164°	TDZE	432
Chan 40		Apt Elev	432

DME or RADAR required. RNP APCH-GPS, from GRIFY.

Simultaneous approach authorized. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

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
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7

PAINE
110.6 PAE
Chan 43

7000 to ZEDKI
169° (7)

(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

SEATTLE
116.8 SEA
Chan 115

Boeing Fld/
King County Intl

542±

696

LOCALIZER 110.3
I-SNQ
Chan 40

TEBNE
SEA 2.4
RADAR
2000

R-161

MSA SEA 25 NM
3400
6400
2200
180°
070°
340°

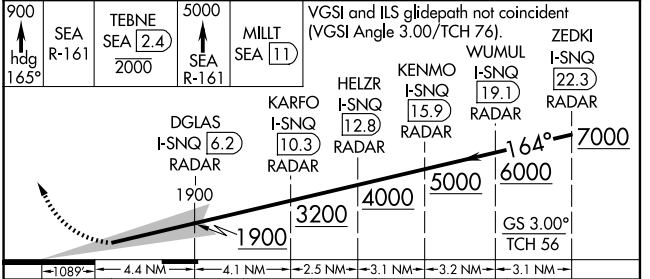
ALTERNATE MISSED APCH FIX
113.4 OLM
048°
228°
R-048
Chan 81
PEYOY
OLM 20

MISSED APCH FIX
MILLT
SEA 11
RADAR
Chan 115
116.8 SEA
161°
341°
R-161

ELEV 432 D TDZE 432

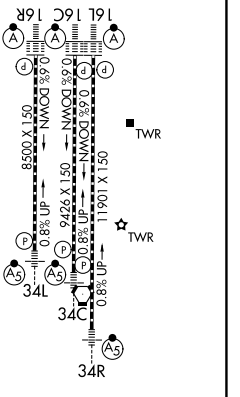
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).

900 hdg 165°	SEA R-161	TEBNE SEA 2.4 2000	5000 SEA R-161	MILLT SEA 11



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
TDZL/RCLS Rwys 16L, 16C, 16R and 34R

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE, WASHINGTON | AL-582 (FAA) | 26078

ILS RWY 16R (CAT II & III)

SEATTLE-TACOMA INTL (SEA)

LOC/DME I-CJL	APP CRS	Rwy Ldg	8500
110.75	164°	TDZE	415
Chan 44(Y)		Apt Elev	432

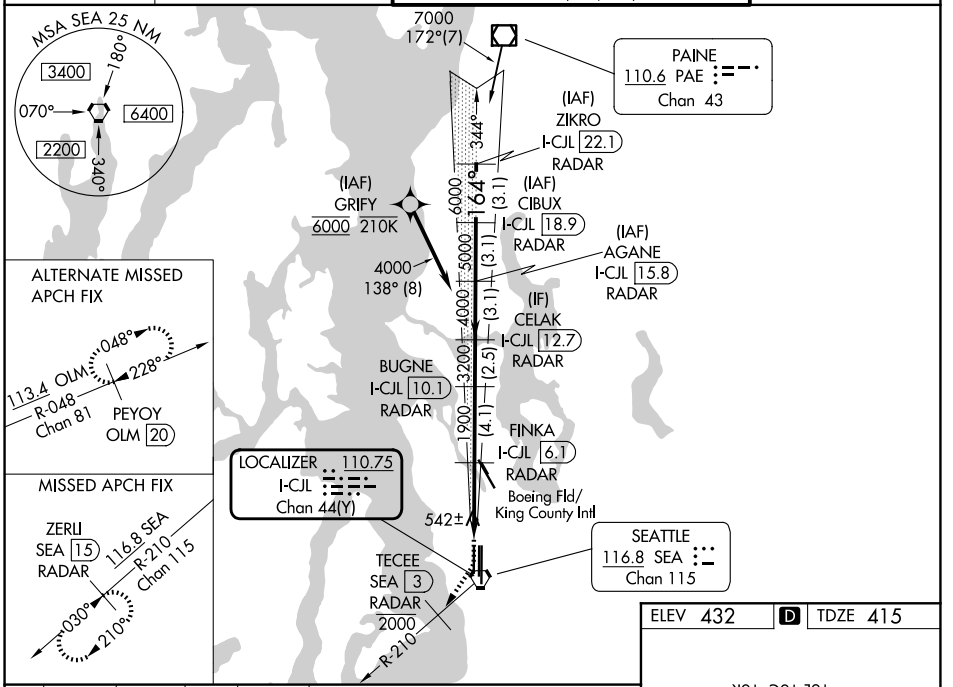
DME or RADAR required. From GRIFY: RNAV 1-GPS required.

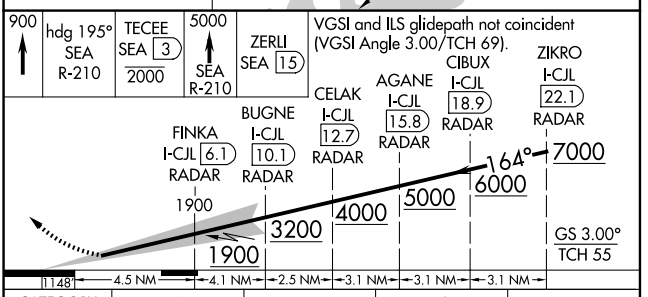
Simultaneous approach authorized with Rwy 16L and 16C. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of Autoland or HUD to touchdown.

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
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7

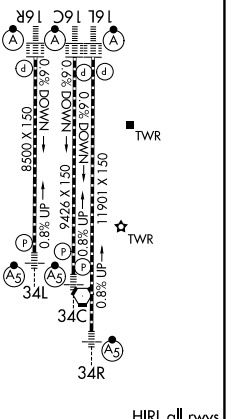




CATEGORY	A	B	C	D
S-ILS 16R	CAT II RA 139/12 100 DA 515			
S-ILS 16R	CAT III RVR 03			

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

ELEV 432 | D | TDZE 415



HIRL all rwys
TDZL/RCLS Rwys 16L, 16C, 16R and 34R

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	9426
164°	TDZE	430
	Apt Elev	433

RNAV (RNP) Z RWY 16C

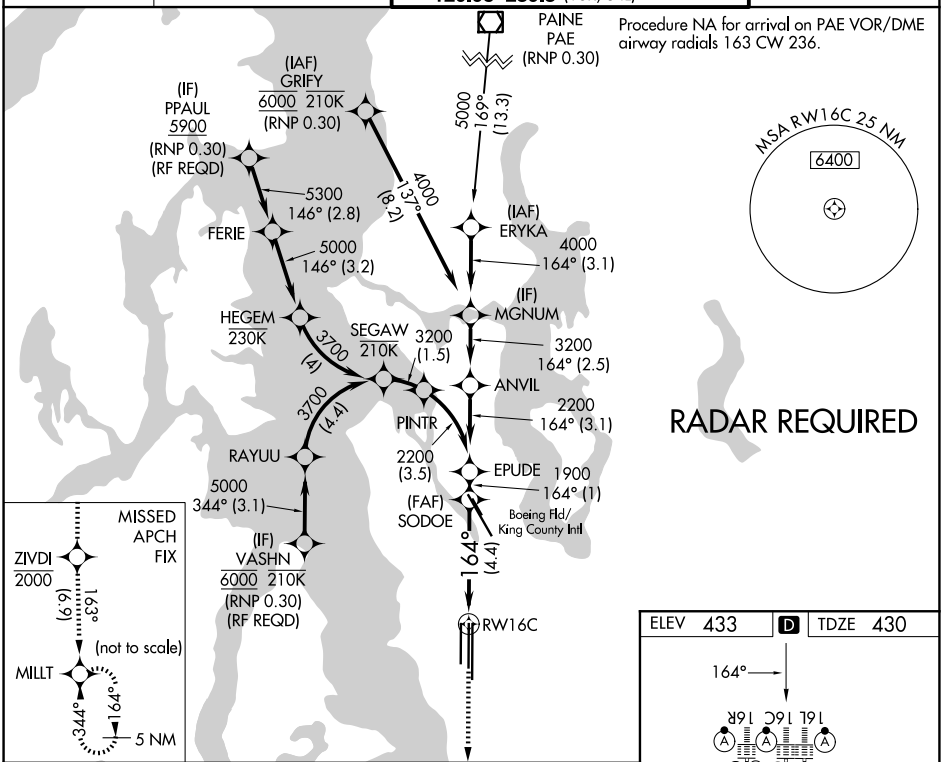
SEATTLE-TACOMA INTL (SEA)

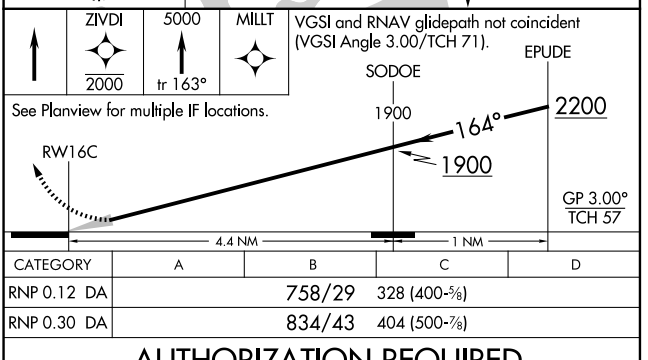
For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). GPS required. See additional requirements on adjacent information page. For inop ALS, increase RNP 0.12 all Cats visibility to RVR 5200, and increase RNP 0.30 all Cats visibility to 1⅜ SM.

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.

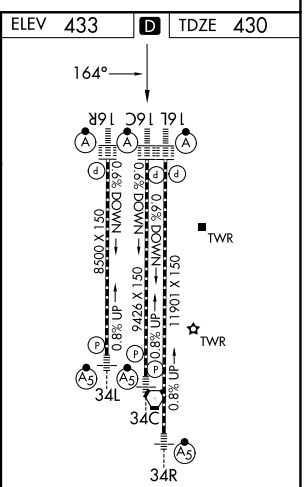
D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7





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



HIRL all rwys
TDZL/RCLS Rwys 16L, 16C, 16R and 34R

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

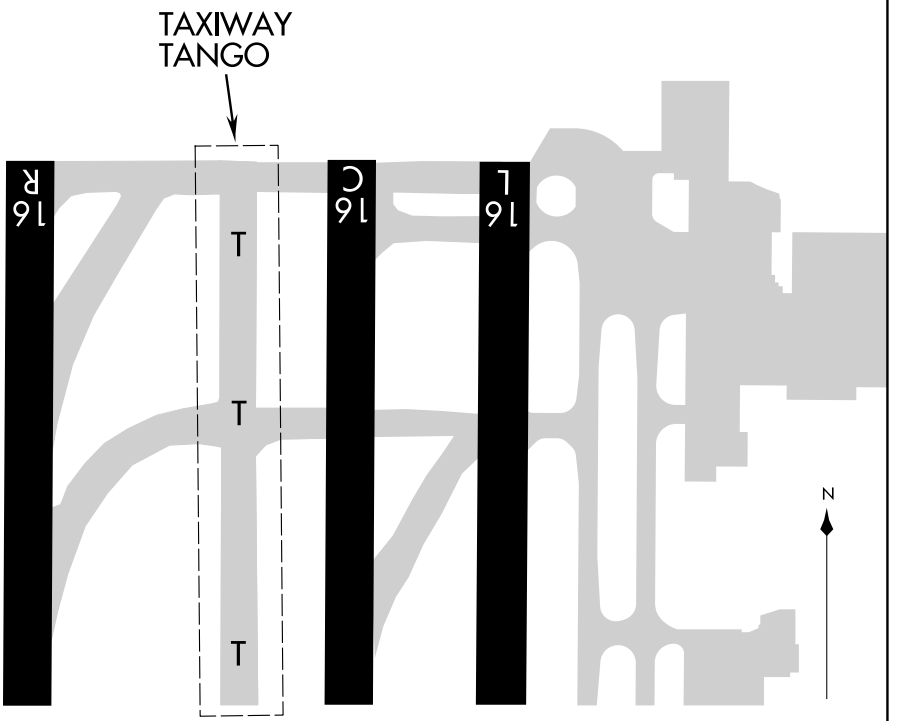
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

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.



APP CRS	Rwy Ldg	11901
164°	TDZE	433
	Apt Elev	433

RNAV (RNP) Z RWY 16L

SEATTLE-TACOMA INTL (SEA)

For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 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
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7

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)

4000
136°
(8.3)

(IAF)
KENMO

4000
164° (3.1)

(IF)
HELZR

3200
164° (2.5)

KARFO

1900
164°
(4.1)

(FAF)
DGLAS

164°
(4.4)

550±
RW16L

(5.7)
164°

MSA RW16L 25 NM
6400

MISSED APCH FIX
YORUC
2000

164°
(7)

(not to scale)

MILLT

344°
164°
5 NM

RADAR REQUIRED

ELEV 433 D TDZE 433

164°

16L 16C 16R

8500 X 150
0.6% DOWN
9426 X 150
0.6% DOWN
11901 X 150
0.8% UP

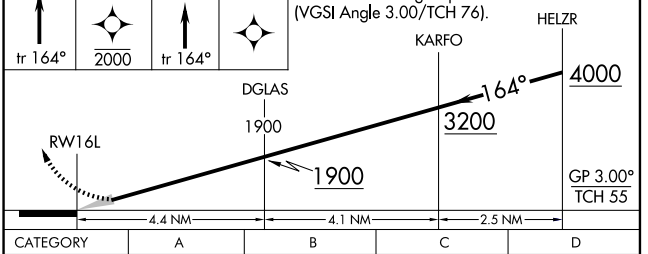
TWR
TWR

34L
34C
34R

HIRL all rwys
TDZL/RCLS Rwys 16L, 16C, 16R and 34R

tr 164° YORUC 2000 tr 164° 5000 MILLT

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76).



CATEGORY	A	B	C	D
RNP 0.30 DA	842/45 409 (500-⅞)			

AUTHORIZATION REQUIRED

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE, WASHINGTON | AL-582 (FAA) | 26078

APP CRS	Rwy Ldg	8500
164°	TDZE	415
	Apt Elev	433

RNAV (RNP) Z RWY 16R

SEATTLE-TACOMA INTL (SEA)

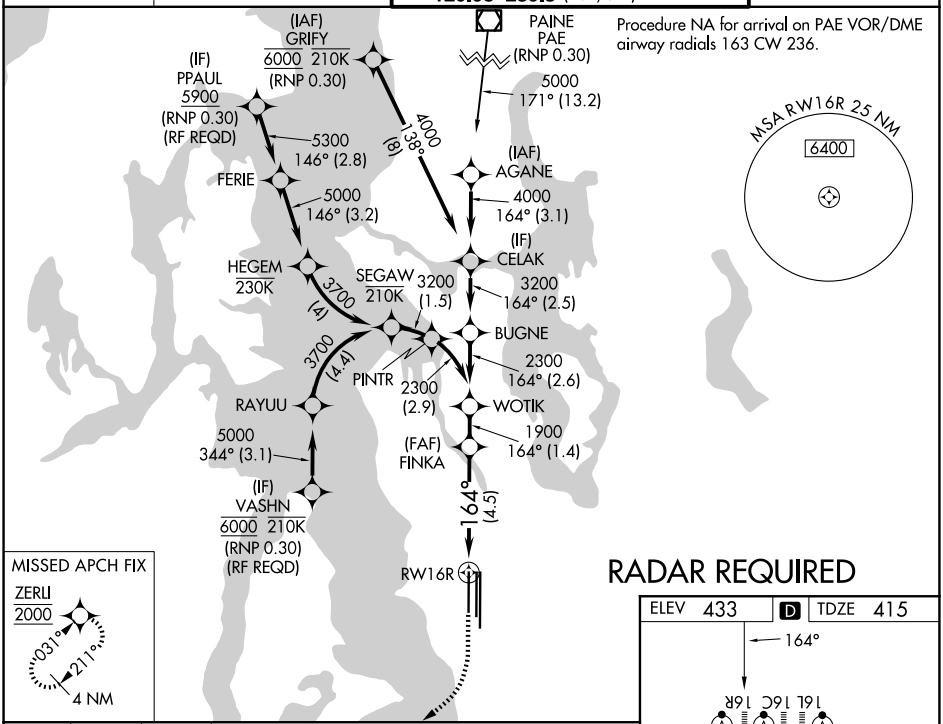
For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16L, except for arrivals at PPAUL and VASHN. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5800, increase RNP 0.30 all Cats visibility to 1½ SM.

ALSF-2

MISSED APPROACH: Climb to 900 then climbing right direct ZERLI to cross ZERLI at 2000 and hold.

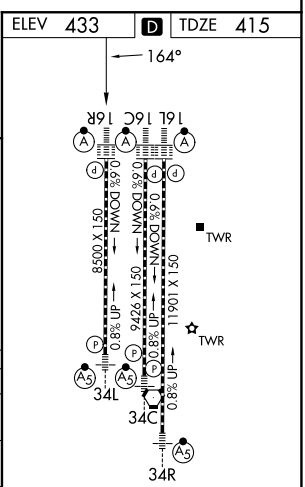
D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7

Procedure NA for arrival on PAE VOR/DME airway radials 163 CW 236.

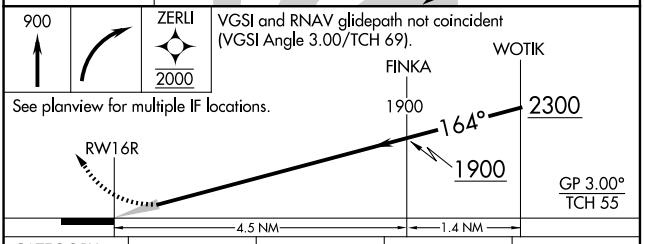


MISSED APCH FIX
ZERLI
2000
031°
211°
4 NM

RADAR REQUIRED



HIRL all rwys
TDZL/RCLS Rwys 16L, 16C, 16R and 34R



CATEGORY	A	B	C	D
RNP 0.15 DA	770/34 355 (400-⅝)			
RNP 0.30 DA	854/50 439 (500-1)			

AUTHORIZATION REQUIRED

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 34C

SEATTLE-TACOMA INTL (SEA)

APP CRS	Rwy Ldg	9426
344°	TDZE	387
	Apt Elev	432

RNP AR APCH.

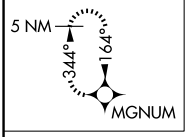
For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. Simultaneous approach authorized except arrivals at SHIPZ. Use of FD or AP required during simultaneous operations.

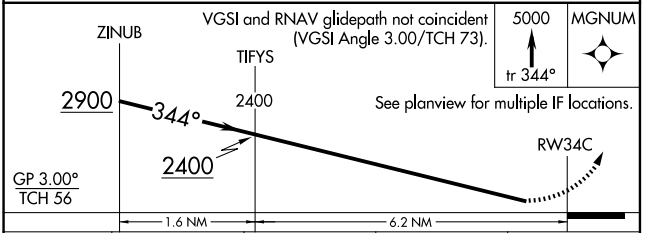
MALSR

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
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7

MISSED APCH FIX





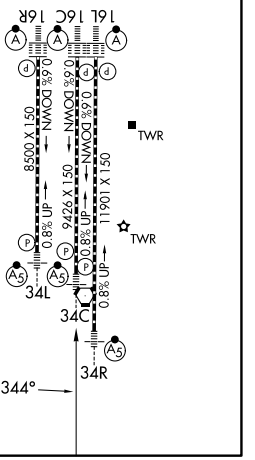
CATEGORY	A	B	C	D
RNP 0.30 DA	829/50 442 (400-1)			

AUTHORIZATION REQUIRED

ELEV 432 D TDZE 387

HIRL all rwys

TDZL/RCLS Rwys 16L, 16C, 16R and 34R



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE, WASHINGTON AL-582 (FAA) 26078

APP CRS	Rwy Ldg	8500
344°	TDZE	379
	Apt Elev	433

RNAV (RNP) Z RWY 34L

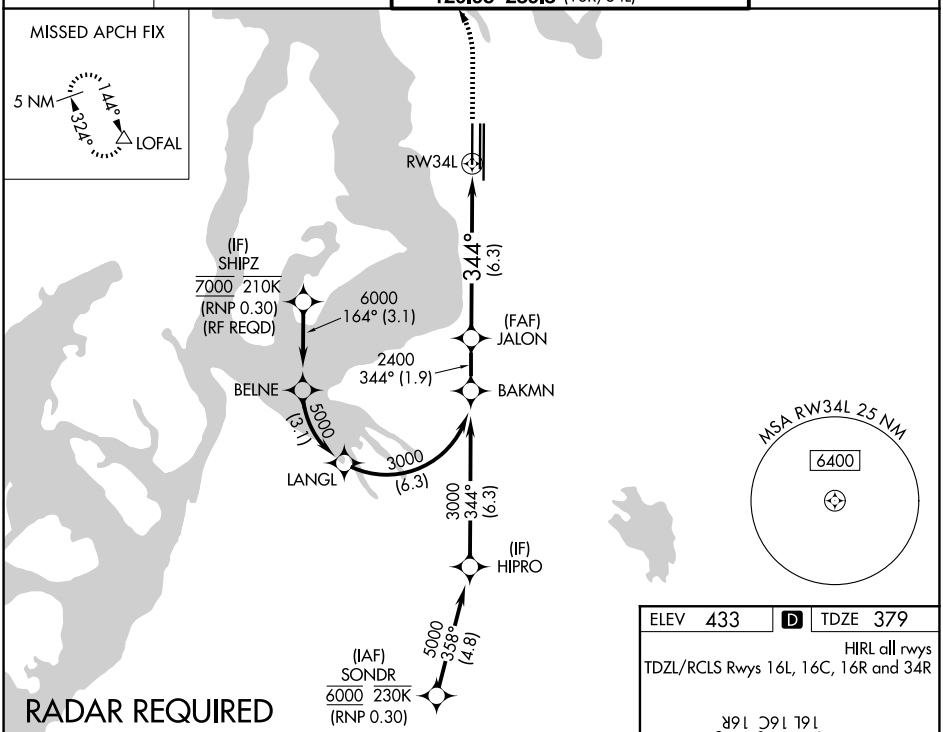
SEATTLE-TACOMA INTL (SEA)

For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 34R except for arrivals at SHIPZ. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1⅜ mile.

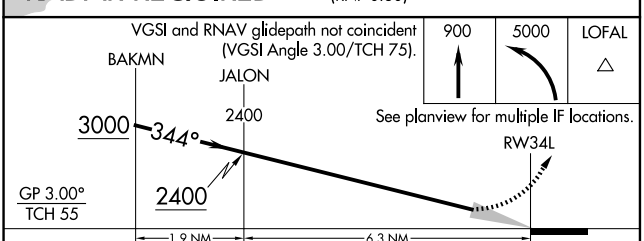
MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct LOFAL and hold.

D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7



RADAR REQUIRED



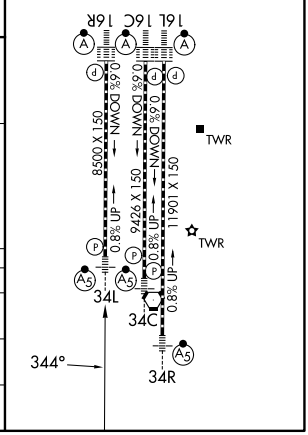
CATEGORY	A	B	C	D
RNP 0.15 DA	695/24 316 (300-½)		695/40 316 (300-¾)	
RNP 0.30 DA	787/50 408 (400-1)			

AUTHORIZATION REQUIRED

ELEV 433 D TDZE 379

HIRL all rwys

TDZL/RCLS Rwys 16L, 16C, 16R and 34R



NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE, WASHINGTON
Amdt 2A 12OCT17

47°27′N-122°19′W

SEATTLE-TACOMA INTL (SEA)

RNAV (RNP) Z RWY 34L

APP CRS	Rwy Ldg	11901
344°	TDZE	372
	Apt Elev	432

RNAV (RNP) Z RWY 34R

SEATTLE-TACOMA INTL (SEA)

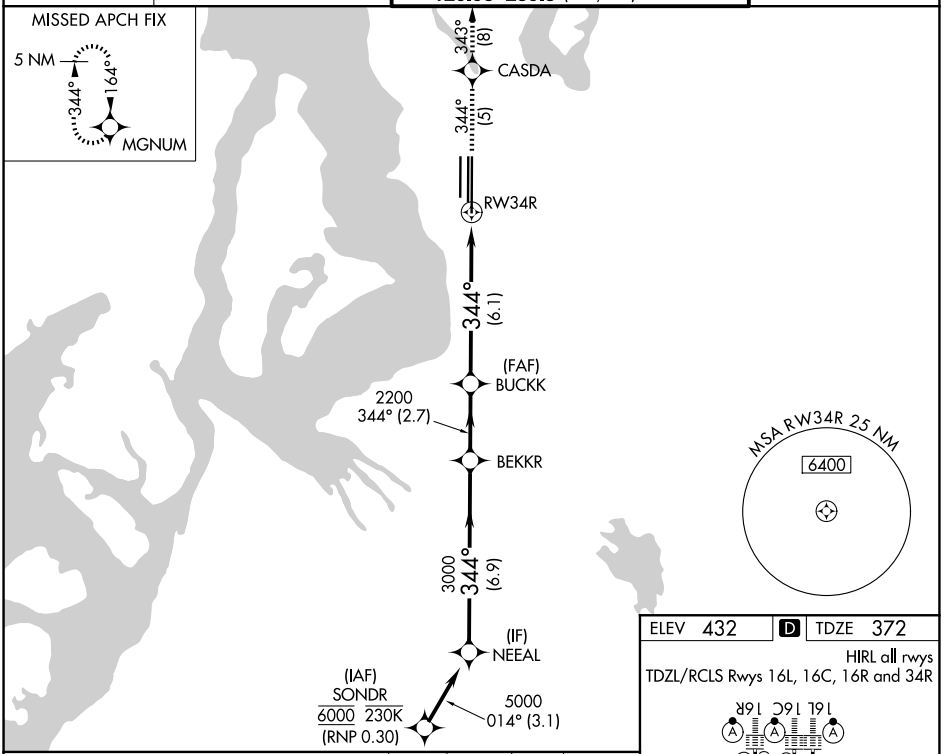
RNP AR APCH.

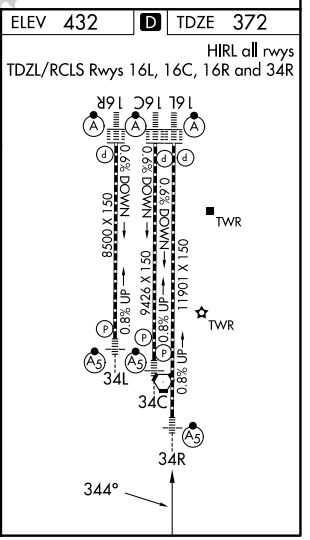
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase RNP 0.28 all Cats visibility to 1⅜ SM. Inop table does not apply to RNP 0.30.

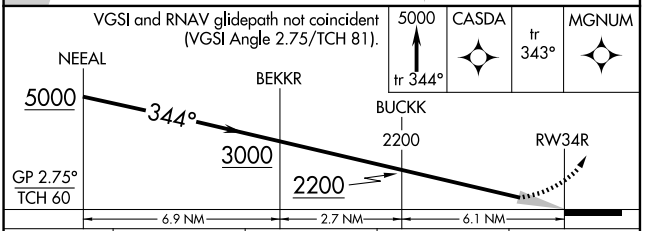
MALSR

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
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7







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

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE, WASHINGTON | AL-582 (FAA) | 26078

RNAV (GPS) Y RWY 16C

SEATTLE-TACOMA INTL (SEA)

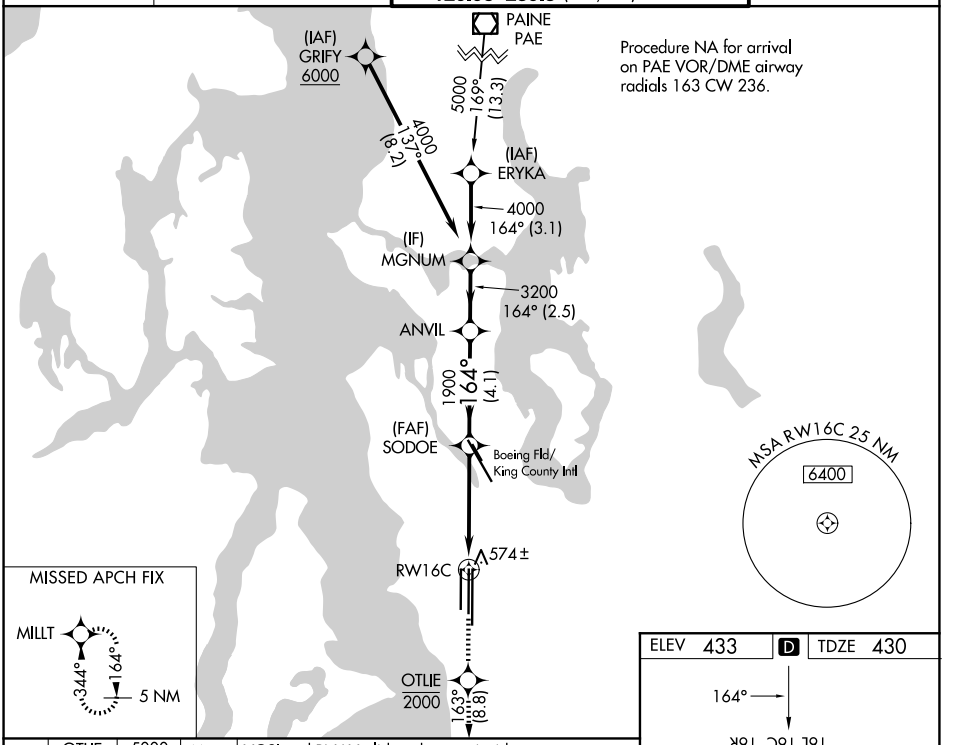
WAAS	APP CRS	Rwy Ldg	9426
CH 61010	164°	TDZE	430
W16B		Apt Elev	433

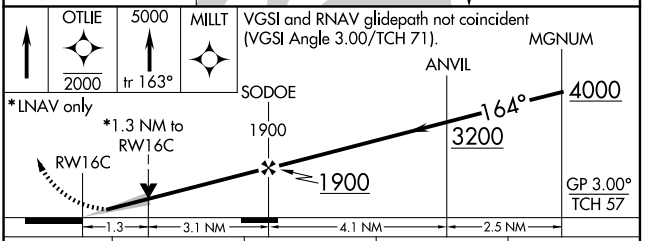
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cats C/D visibility to 1⅜ . See additional requirements on adjacent information page.

ALSF-2

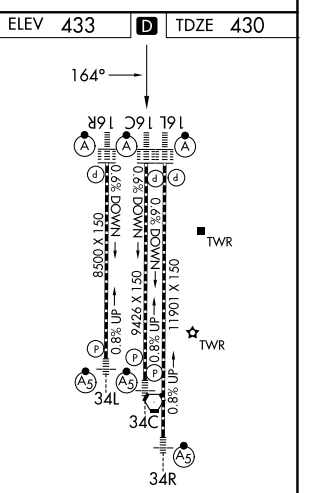
MISSED APPROACH: Climb direct OTLIE to cross OTLIE at or below 2000, then climb to 5000 on track 163° to MILLT and hold, continue climb-in-hold to 5000.

D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7





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)	
CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

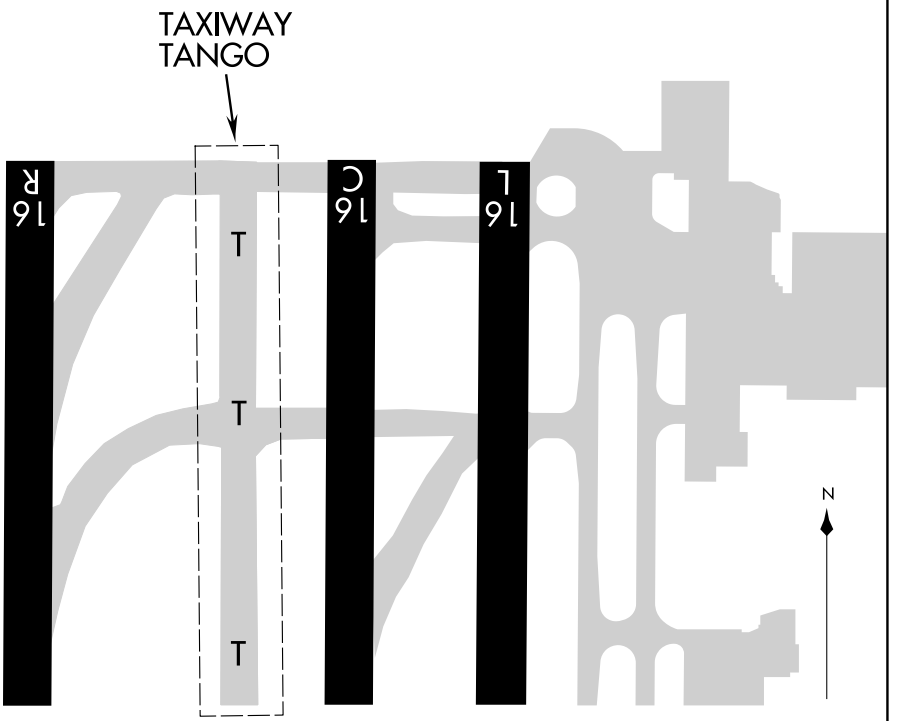
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

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) | 26078

WAAS	APP CRS	Rwy Ldg	11901
CH 63202	164°	TDZE	432
W16A		Apt Elev	432

RNAV (GPS) Y RWY 16L

SEATTLE-TACOMA INTL (SEA)

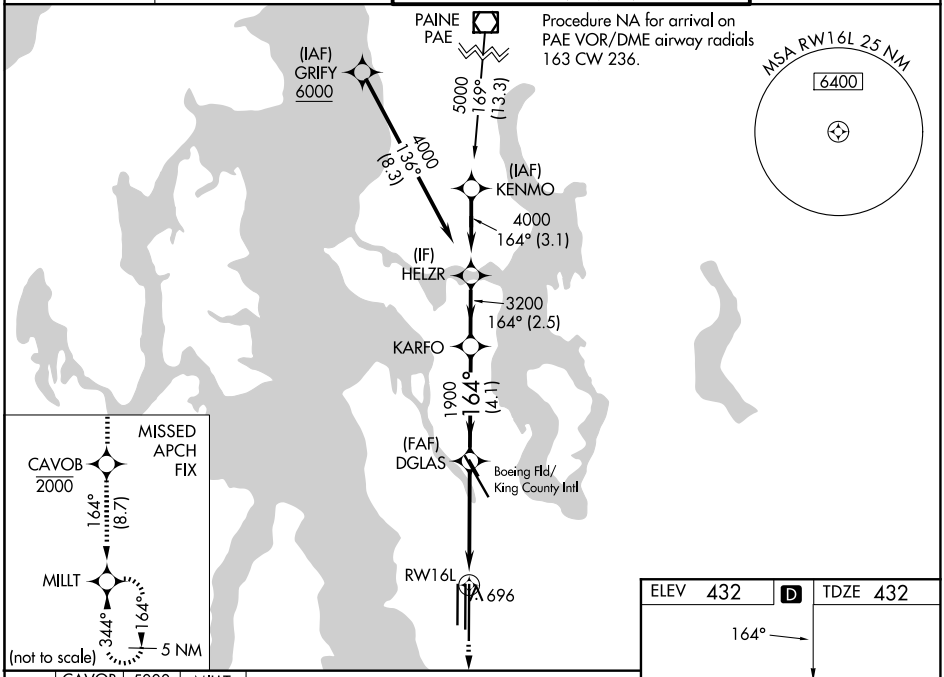
RNP APCH.

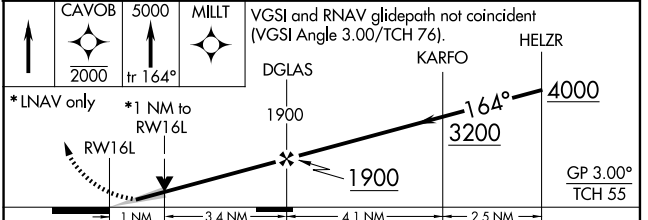
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALS, increase LPV all Cats visibility to RVR 4500, and increase LNAV Cats C/D visibility to RVR 6000.

ALSF-2

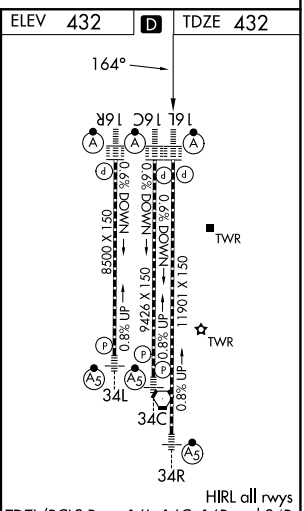
MISSED APPROACH: Climb direct CAVOB to cross CAVOB at or below 2000 then climb to 5000 on track 164° to MILLT and hold, continue climb-in-hold to 5000.

D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7





CATEGORY	A	B	C	D
LPV DA	700/24 268 (300-½)			
LNAV/VNAV DA	766/32 334 (400-⅝)			
LNAV MDA	840/24 408 (500-½)		840/40 408 (500-¾)	
CIRCLING	1000-1 568 (600-1)		1000-1½ 568 (600-1½)	1000-2 568 (600-2)



SEATTLE, WASHINGTON
Amdt 5B 21JUN18

47°27'N-122°19'W

SEATTLE-TACOMA INTL (SEA)

RNAV (GPS) Y RWY 16L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	8500
CH 86910	164°	TDZE	415
W16D		Apt Elev	433

RNAV (GPS) Y RWY 16R

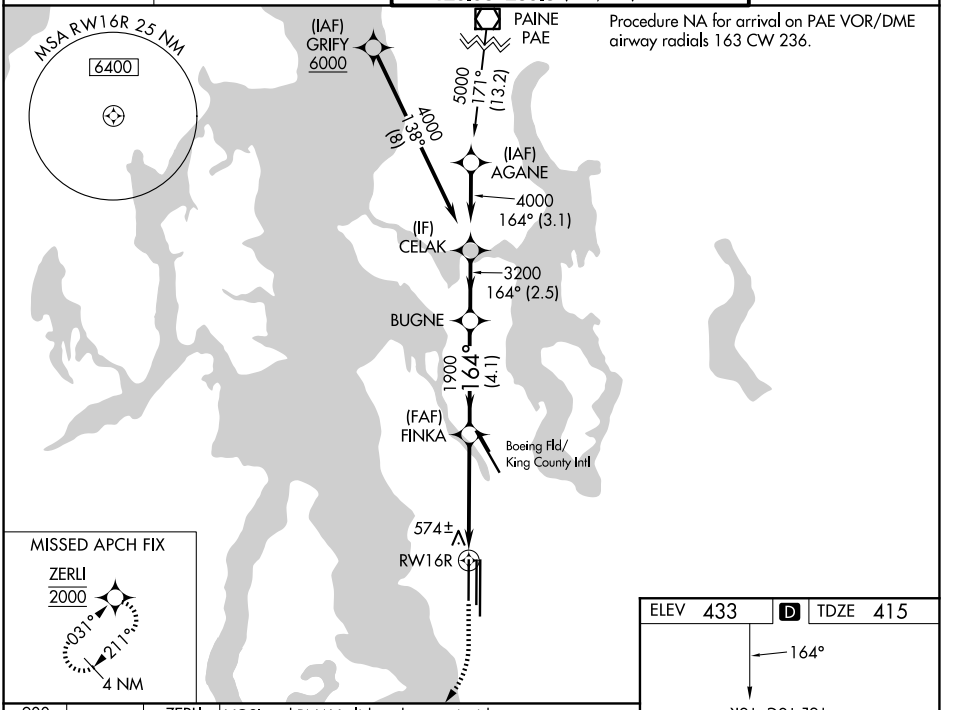
SEATTLE-TACOMA INTL (SEA)

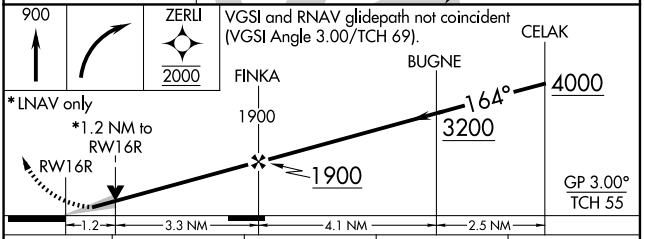
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 16L. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

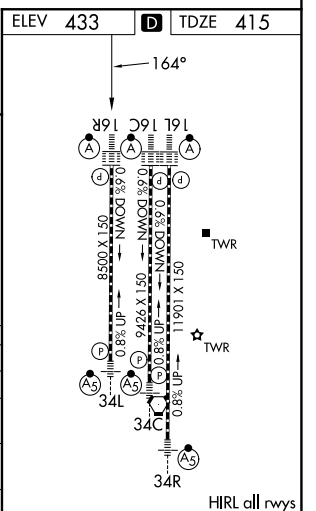
MISSED APPROACH: Climb to 900 then climbing right turn direct ZERLI to cross ZERLI at 2000 and hold.

D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7





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)	
CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE, WASHINGTON | AL-582 (FAA) | 26078

RNAV (GPS) Y RWY 34C

SEATTLE-TACOMA INTL (SEA)

WAAS	APP CRS	Rwy Ldg	9426
CH 77710	344°	TDZE	387
W34B		Apt Elev	432

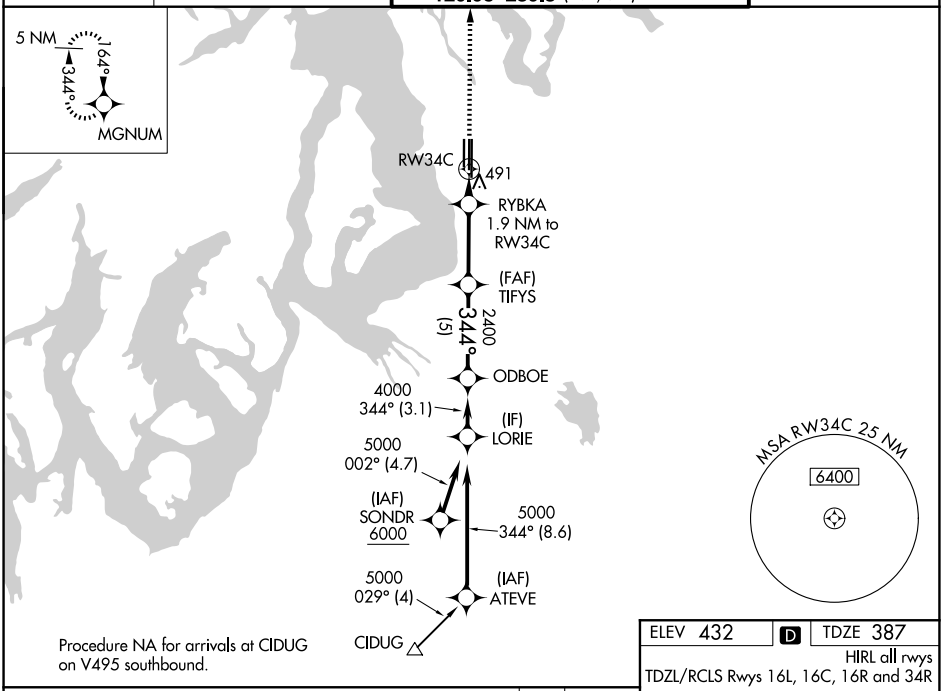
RNP APCH.

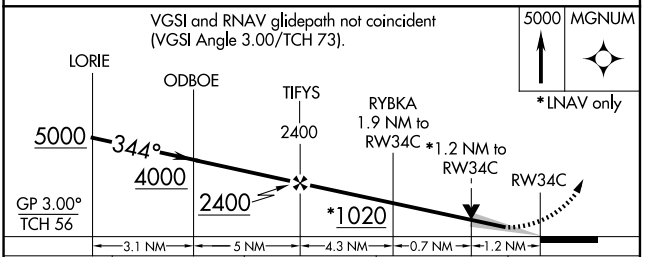
Simultaneous approach authorized with Rwy 34L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F).

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
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7



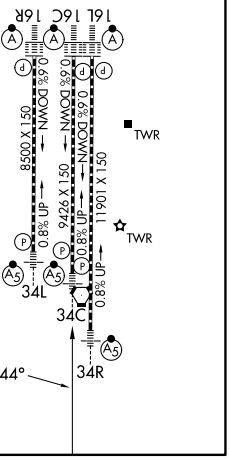


CATEGORY	A	B	C	D
LPV DA		610/24	223 (200-½)	
LNAV/VNAV DA		839/50	452 (500-1)	
LNAV MDA	880/24 493 (500-½)		880/55 493 (500-1)	
CIRCLING	1000-1 568 (600-1)		1000-1½ 568 (600-1½)	1000-2 568 (600-2)

ELEV 432 | D | TDZE 387

HIRL all rwys

TDZL/RCLS Rwys 16L, 16C, 16R and 34R



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 34L

SEATTLE-TACOMA INTL (SEA)

WAAS	APP CRS	Rwy Ldg	8500
CH 45810	344°	TDZE	379
W34A		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). 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
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7

MISSED APCH FIX

LOFAL 130° 310° 5 NM

RW34L

507±

HOVOS 2 NM to RW34L

(FAF) JALON

2400 344° (5)

JOSTA

4000 344° (3.1)

(IF) HIPRO

5000 358° (4.8)

(IAF) SONDR 6000

5000 to HIPRO 356° (11.9)

(IAF) CIDUG

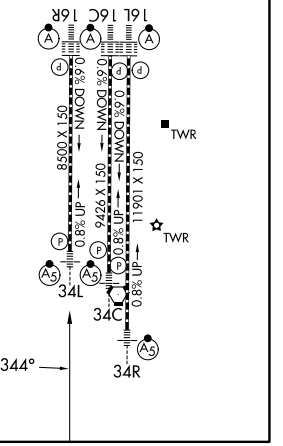
Procedure NA for arrival at CIDUG on V495 southbound.

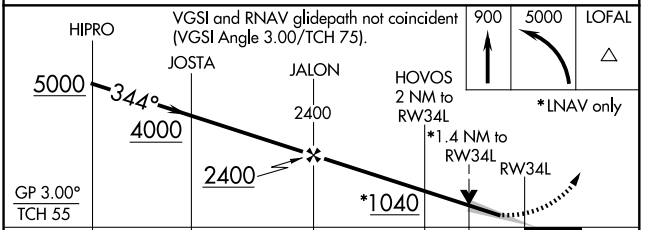
MSA RW34L 25 NM 6400

ELEV 433 D TDZE 379

HIRL all rwys

TDZL/RCLS Rwys 16L, 16C, 16R and 34R





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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE, WASHINGTON AL-582 (FAA) 26078

RNAV (GPS) Y RWY 34R

SEATTLE-TACOMA INTL (SEA)

WAAS	APP CRS	Rwy Ldg	11901
CH 42710	344°	TDZE	372
W34D		Apt Elev	433

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
118.0	133.65 273.45	119.9 239.3 (16L, 16C, 34C, 34R) 120.95 239.3 (16R, 34L)	121.7

MISSED APCH FIX

5 NM 344° 164° MGNUM

344° (8.9) DODVE

RW34R 574±

CNNTI 2.2 NM to RW34R

(FAF) BUCKK

2200 344° (6.2)

4000 344° (3.4) KLEWS

5000 014° (3.1) (IF) NEEAL

(IAF) SONDR 6000

5000 344° (6.7)

5000 029° (4.2) (IAF) EBOCA

Procedure NA for arrival at CIDUG on V495 southbound.

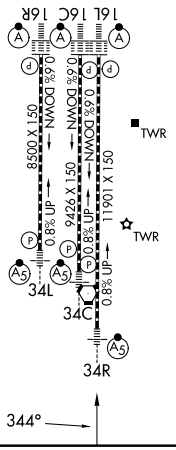
CIDUG

MSA RW34R 25 NM 6400

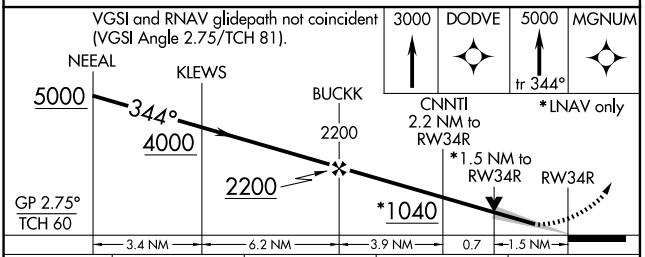
ELEV 433 D TDZE 372

HIRL all rwys

TDZL/RCLS Rwys 16L, 16C, 16R and 34R



VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 81).



3000	DODVE	5000	MGNUM
		tr 344°	

CNNTI 2.2 NM to RW34R

*1.5 NM to RW34R

*LNAV only

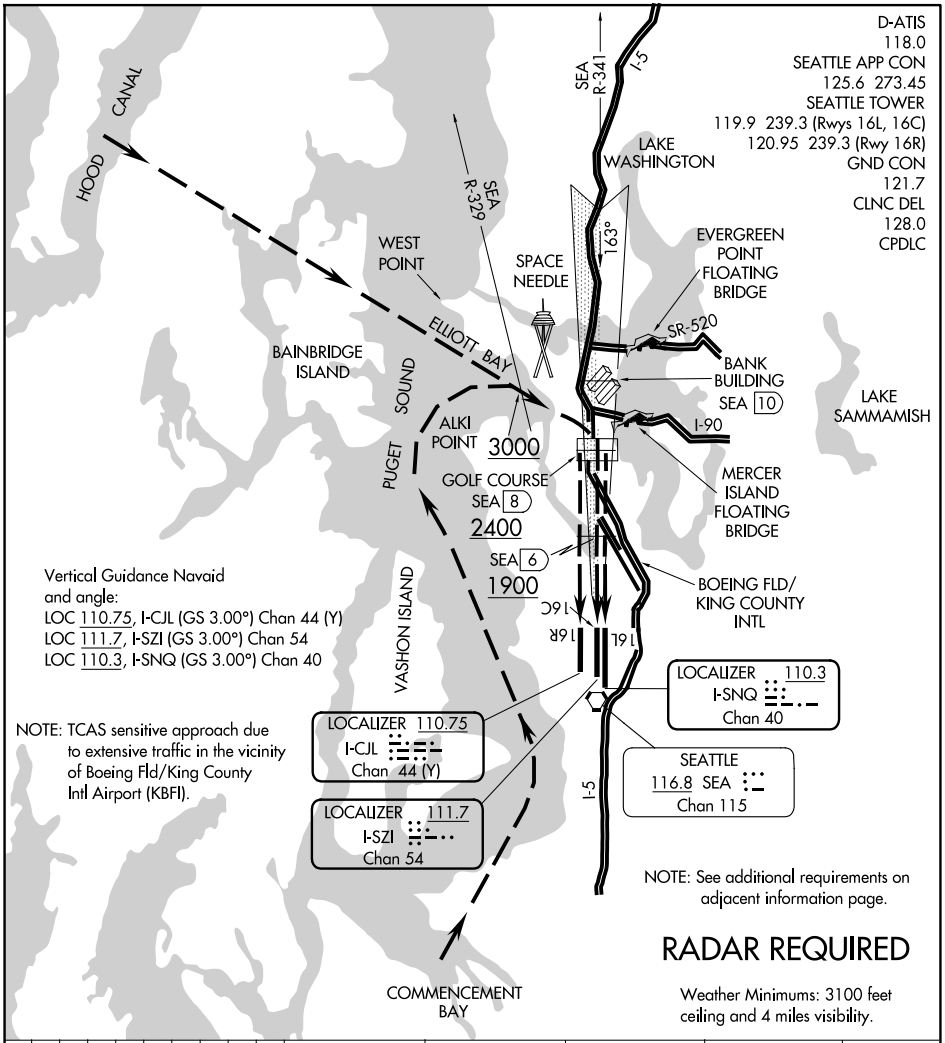
CATEGORY	A	B	C	D
LPV DA#	572/24 200 (200-½)			
LNAV/VNAV DA	915-1½ 543 (500-1½)			
LNAV MDA	840/24 468 (500-½)		840/50 468 (500-1)	
CIRCLING	1000-1 567 (600-1)		1000-1½ 567 (600-1½)	1000-2 567 (600-2)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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.

BAY VISUAL RWY 16R/C/L

Amdt 5 10MAR11

47°27′N-122°19′W

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

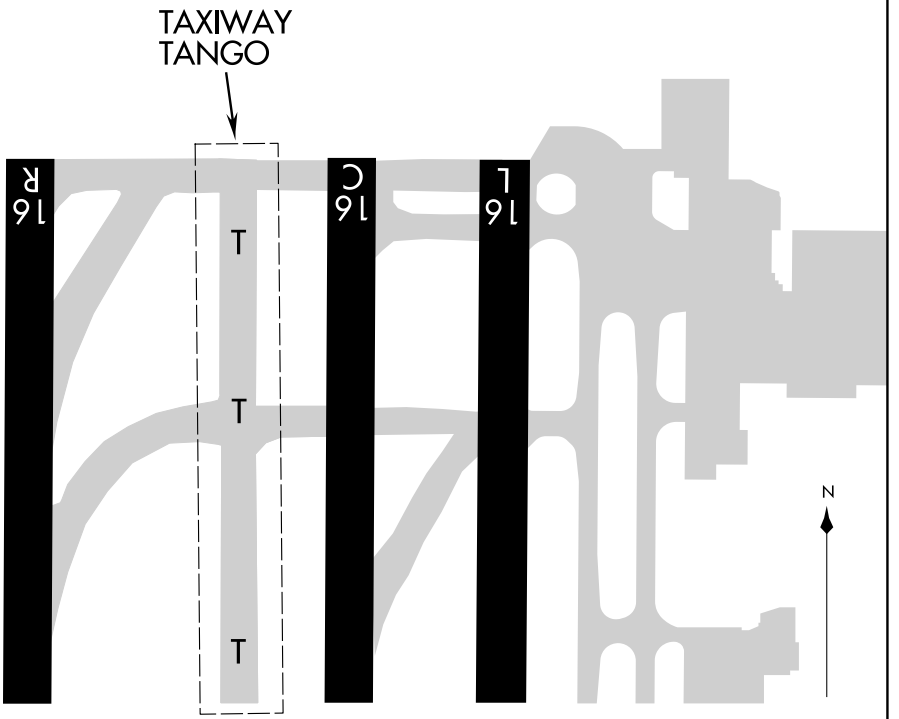
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify that you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

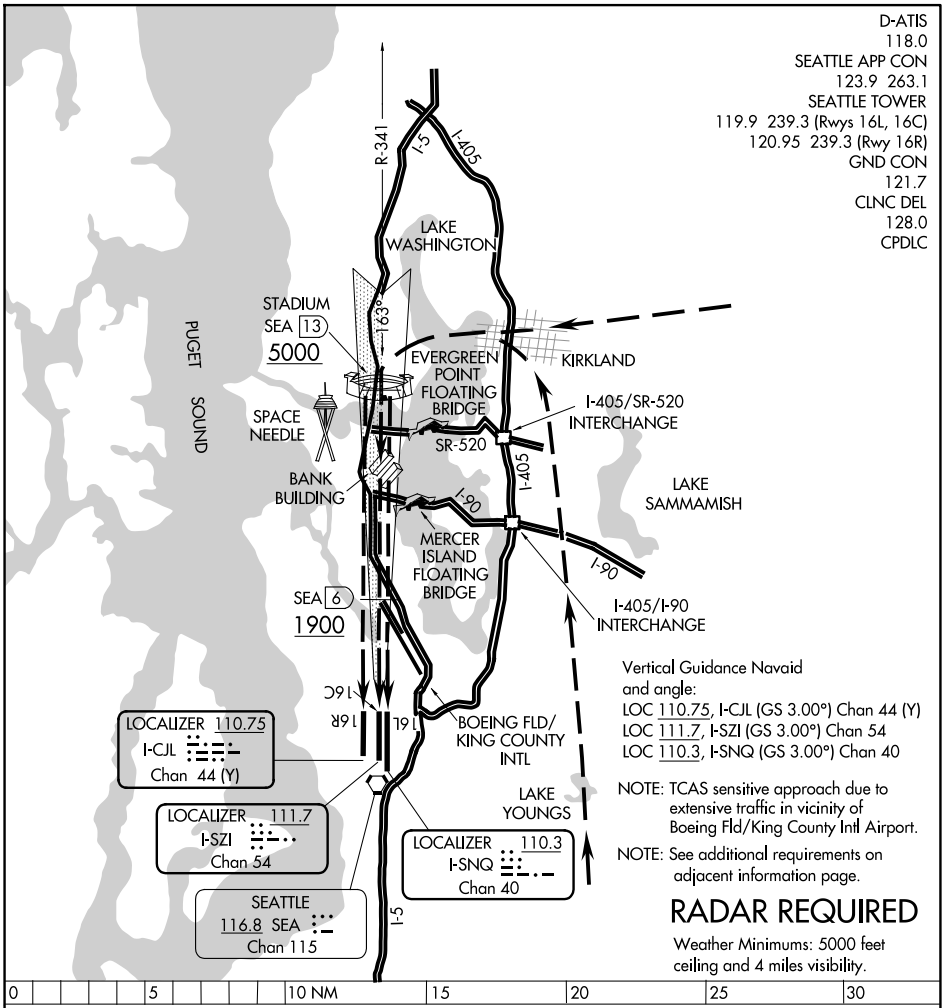
TRANSITION TO VISUAL:

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

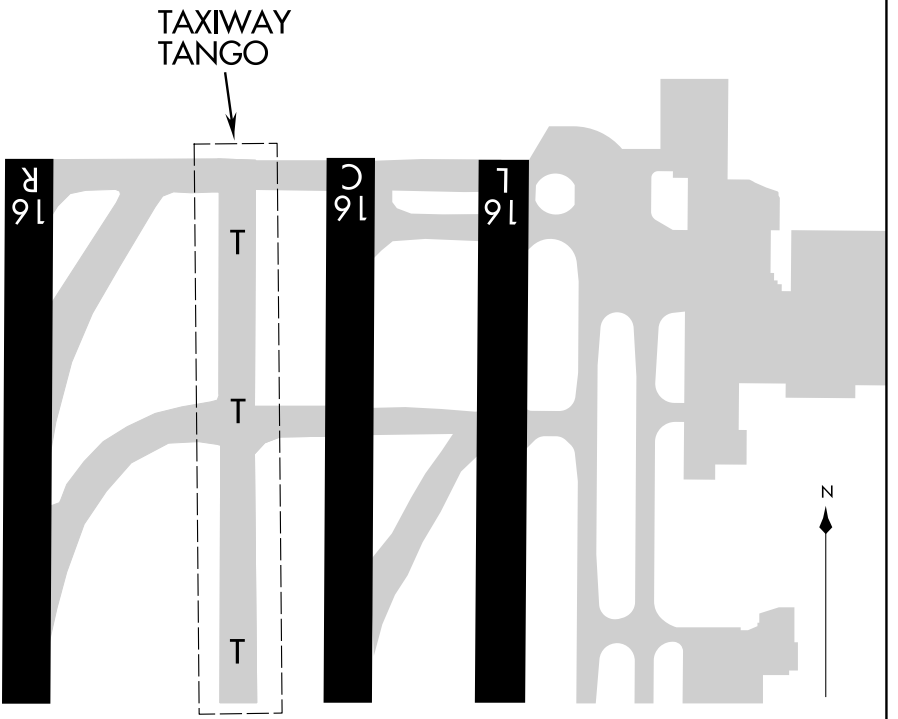
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify that you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

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:

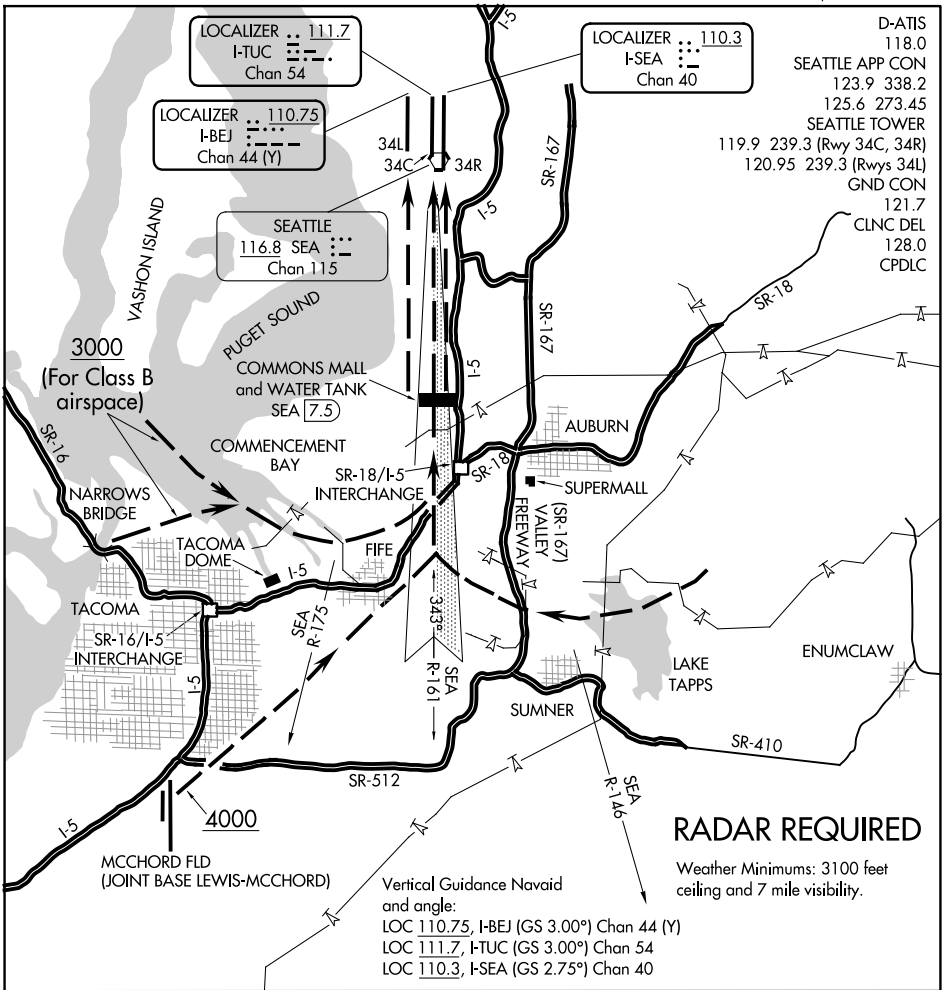
Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended to track the localizer until the runway environment is visually verified.



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.

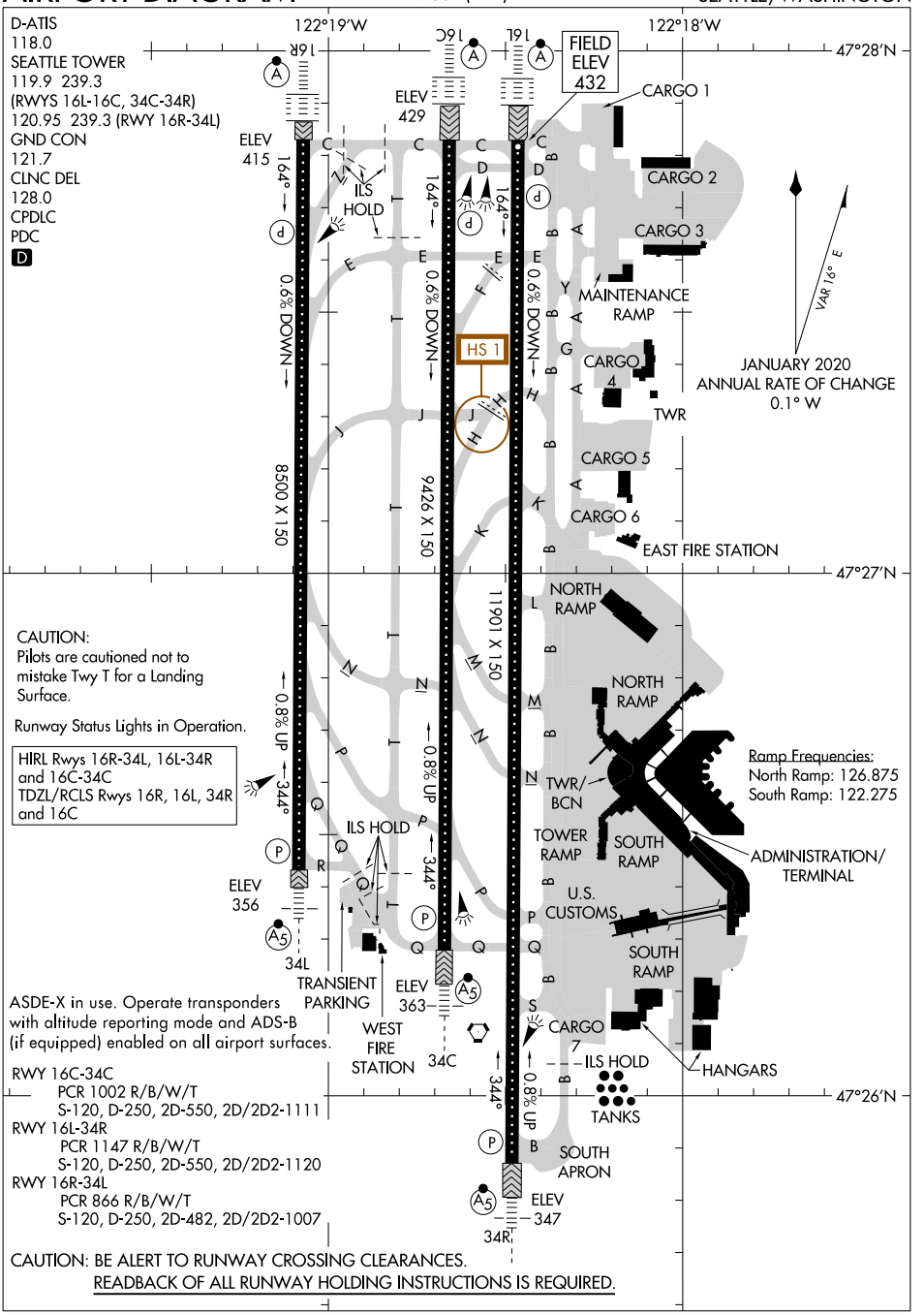
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26246

AIRPORT DIAGRAM

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON



AIRPORT DIAGRAM
26246
SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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)

ELMAA FIVE DEPARTURE

(ELMAA5.ELMAA) 26DEC24

SEATTLE, WASHINGTON

SEATTLE-TACOMA INTL (SEA)

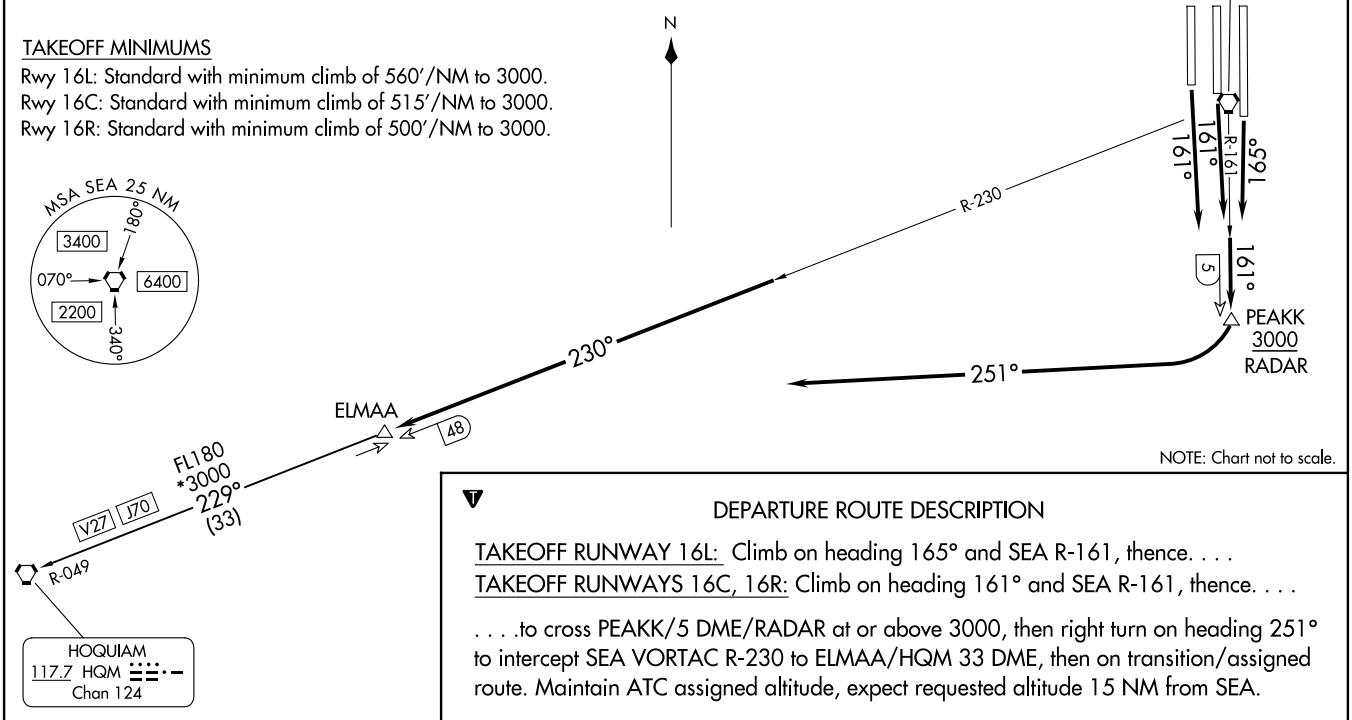
SEATTLE DEP CON
120.4 395.0
D-ATIS
118.0
CLNC DEL
128.0

RADAR and DME required.

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS

Rwy 16L: Standard with minimum climb of 560'/NM to 3000.
Rwy 16C: Standard with minimum climb of 515'/NM to 3000.
Rwy 16R: Standard with minimum climb of 500'/NM to 3000.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16L: Climb on heading 165° and SEA R-161, thence. . . .
TAKEOFF RUNWAYS 16C, 16R: Climb on heading 161° and SEA R-161, thence. . . .

. . . .to cross PEAKK/5 DME/RADAR at or above 3000, then right turn on heading 251° to intercept SEA VORTAC R-230 to ELMAA/HQM 33 DME, then on transition/assigned route. Maintain ATC assigned altitude, expect requested altitude 15 NM from SEA.

HOQUIAM TRANSITION (ELMAA5.HQM): From over ELMAA on HQM R-049 to HQM VORTAC.

(ELMAA5.ELMAA) 24361

ELMAA FIVE DEPARTURE

SEATTLE-TACOMA INTL (SEA)

SEATTLE, WASHINGTON

AL-582 (FAA)

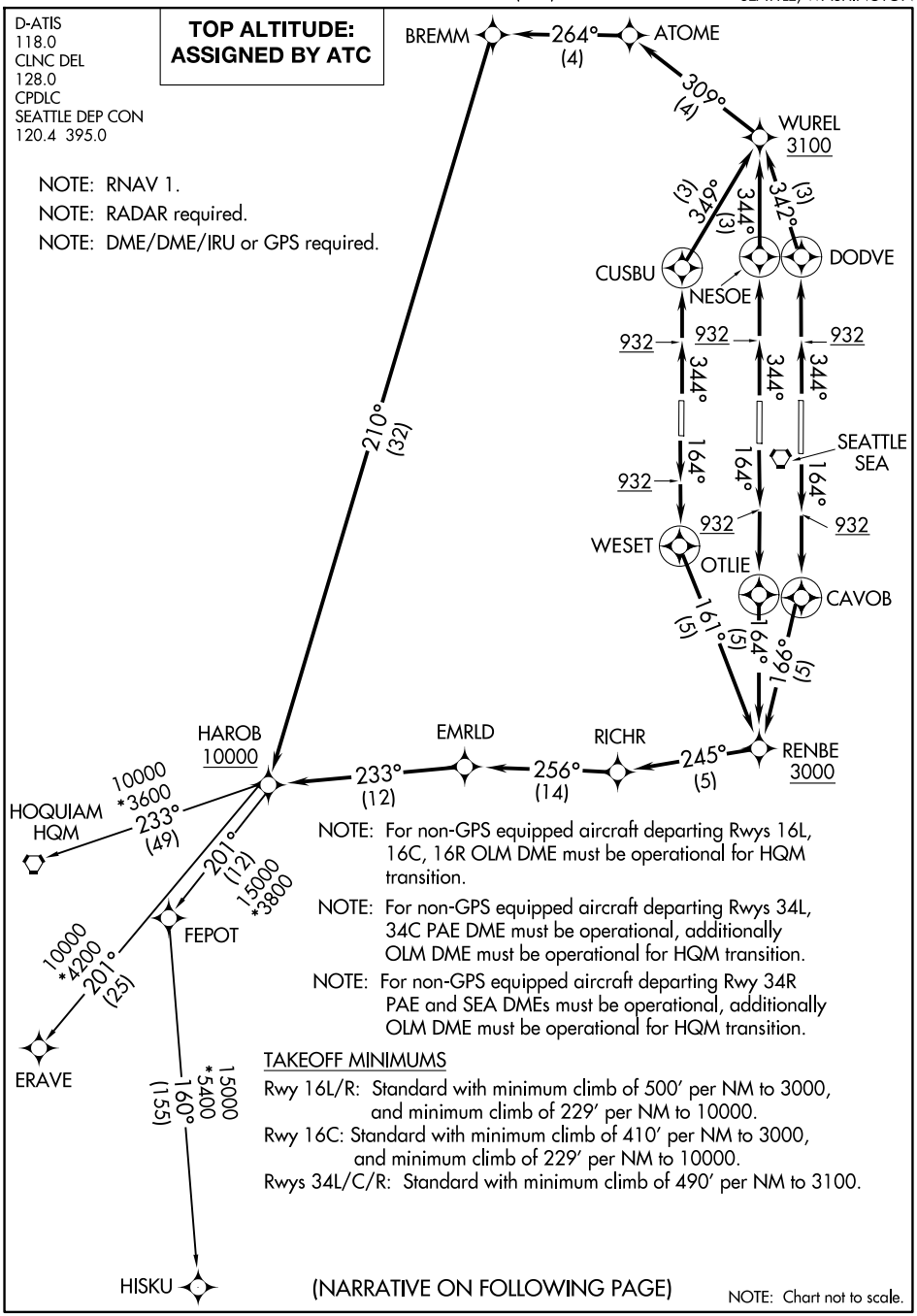
787

(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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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.

NW-1, 03 SEP 2026 to 29 OCT 2026

ISBRG ONE DEPARTURE (RNAV)

(ISBRG1.ISBRG) 19JUL18

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

NW-1, 03 SEP 2026 to 29 OCT 2026

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

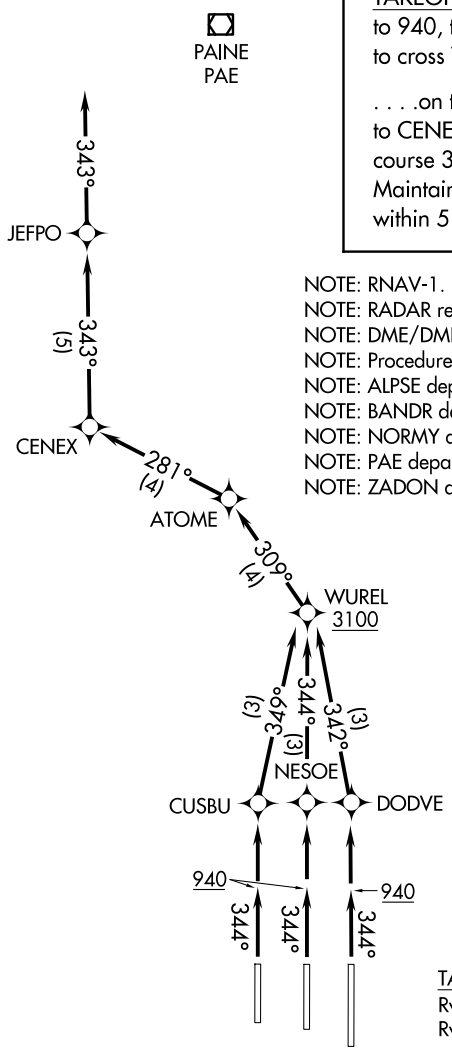
TAKEOFF RUNWAY 34C: Climb heading 344° to 940, then direct NESOE, then on track 344° to cross WUREL at or above 3100, thence. . . .

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(MONTN2.SEA) 23334

MOUNTAIN TWO DEPARTURE

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

NW-1, 03 SEP 2026 to 29 OCT 2026

MOUNTAIN TWO DEPARTURE

(MONTN2.SEA) 14JUL22

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026

(OZWLD1.OZWLD) 18200

OZWLD ONE DEPARTURE (RNAV)

AL-582 (FAA)

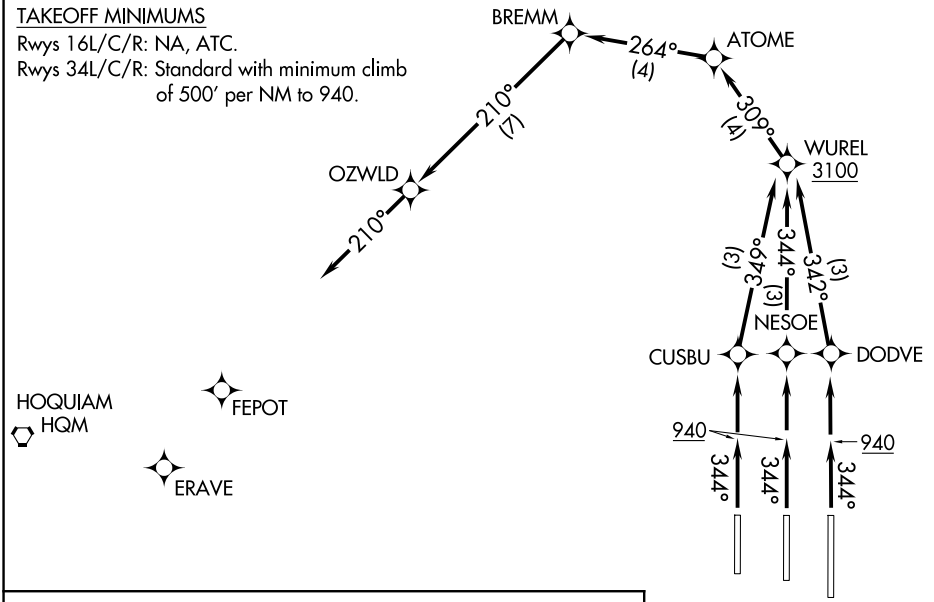
SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

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.

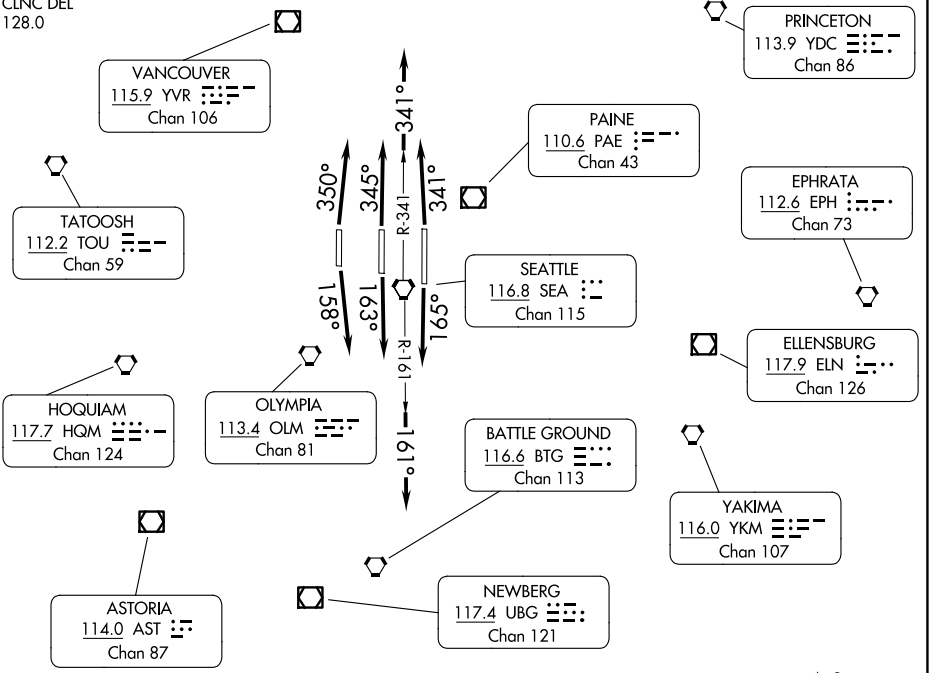
NW-1, 03 SEP 2026 to 29 OCT 2026

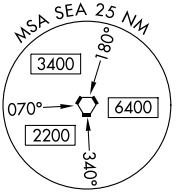
NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026

(SUMMA2.SUMMA) 23334

SUMMA TWO DEPARTURE

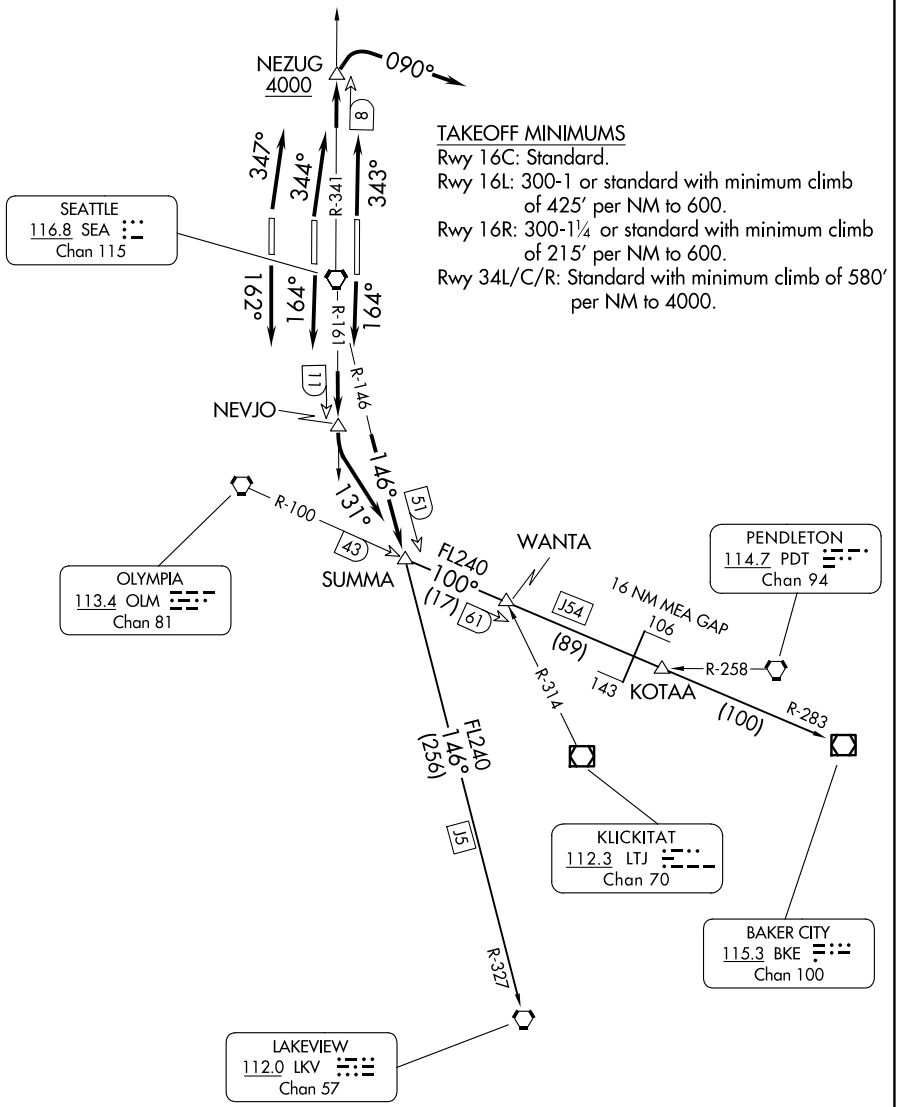
AL-582 (FAA)

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)

SUMMA TWO DEPARTURE

SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

(SUMMA2.SUMMA) 30JAN20

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 5

SHELBY (SBX)

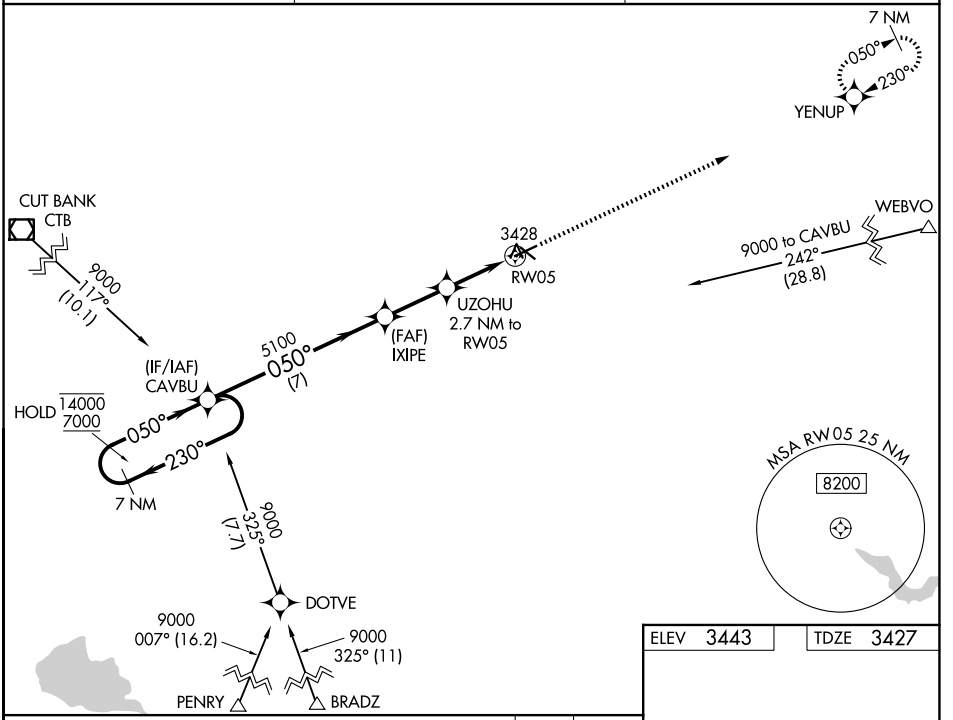
WAAS	APP CRS	Rwy Ldg	5005
CH 69630	050°	TDZE	3427
W05A		Apt Elev	3443

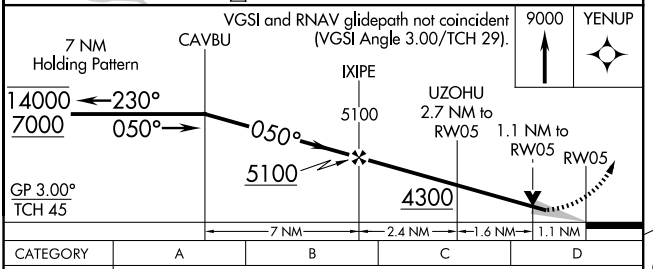
RNP APCH - GPS.

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.

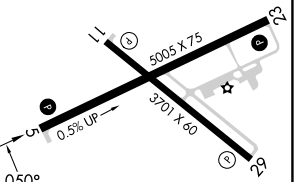
AWOS-3PT	SALT LAKE CITY CENTER	UNICOM
128.325	133.4 285.4	122.8 (CTAF) L





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)			
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 78026 W23A	APP CRS 230°	Rwy Ldg 5005 TDZE 3443 Apt Elev 3443

RNAV (GPS) RWY 23

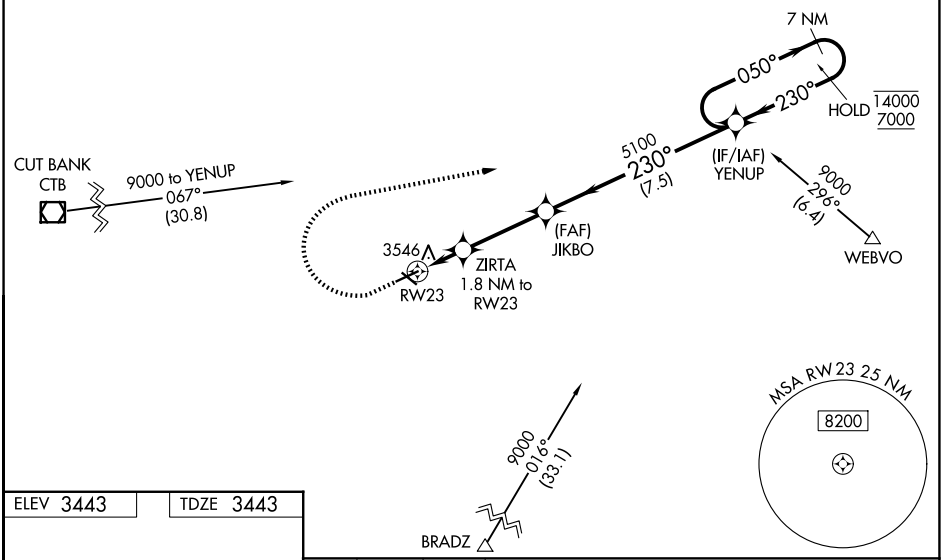
SHELBY (SBX)

RNP APCH - GPS.

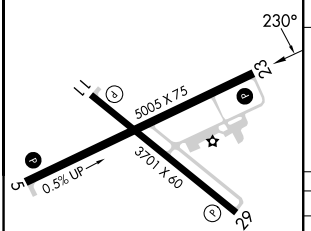
Rwy 23 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Cut Bank altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Cut Bank altimeter setting.

MISSED APPROACH: Climb to 4300 then climbing right turn to 9000 direct YENUP and hold, continue climb-in-hold to 9000.

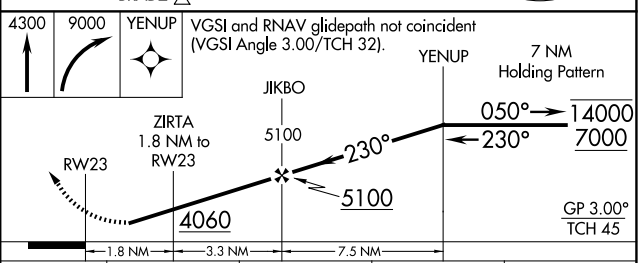
AWOS-3PT	SALT LAKE CITY CENTER	UNICOM
128.325	133.4 285.4	122.8 (CTAF) L



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)	
CIRCLING	4020-1 577 (600-1)	4080-1 637 (700-1)	4100-1¾ 657 (700-1¾)	4220-2½ 777 (800-2½)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SHELTON, WASHINGTON AL-6643 (FAA) 26134

WAAS	APP CRS		
CH **61038**	**053°**	Rwy Ldg	**5005**
W05A		TDZE	**270**
		Apt Elev	**273**

RNAV (GPS) RWY 5

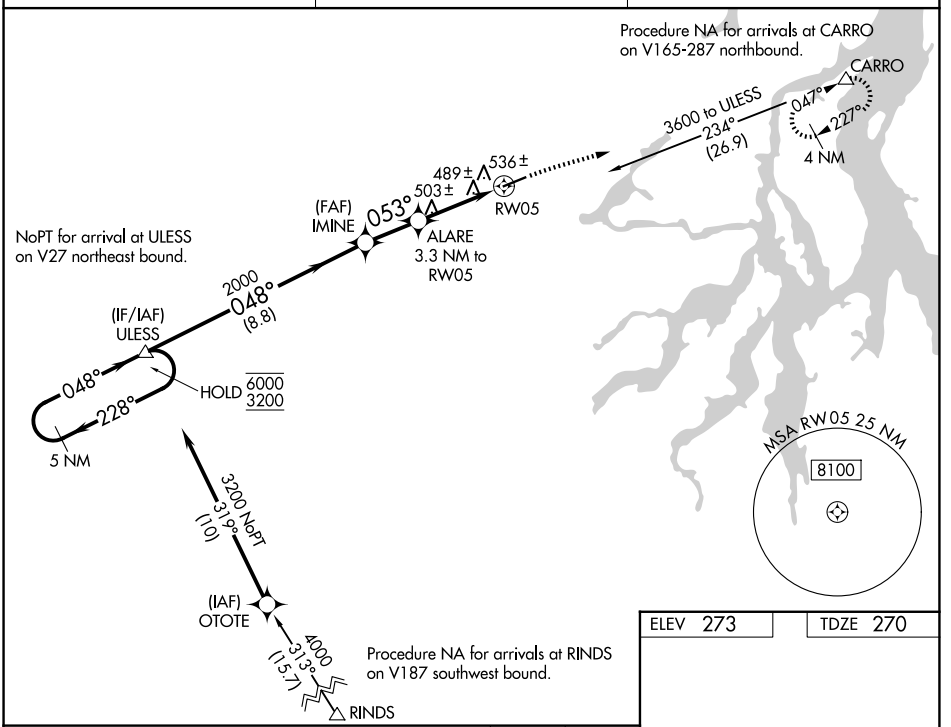
SANDERSON FLD (SHN)

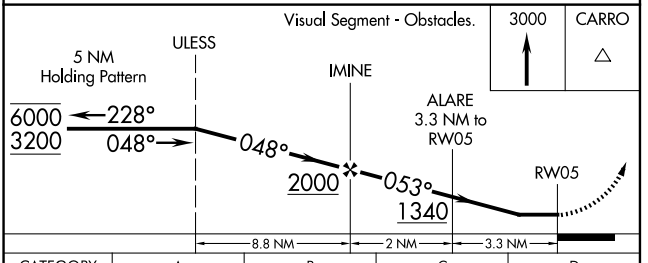
RNP APCH - GPS.

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.

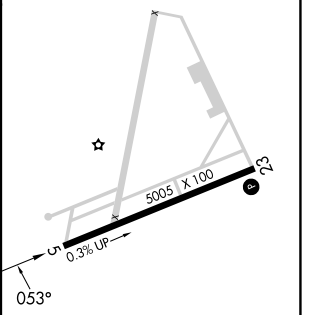
MISSED APPROACH: Climb to 3000 direct CARRO and hold.

ASOS	SEATTLE APP CON	UNICOM
119.275	**121.1 290.9**	**122.8** (CTAF) L





ELEV 273 TDZE 270



REIL Rwy 23 L
MIRL Rwy 5-23 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)

SHELTON, WASHINGTON SANDERSON FLD (SHN)

Orig-B 20FEB25 47°14′N-123°09′W RNAV (GPS) RWY 5

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 58335 W23A	APP CRS 233°	Rwy Ldg 5005 TDZE 273 Apt Elev 273

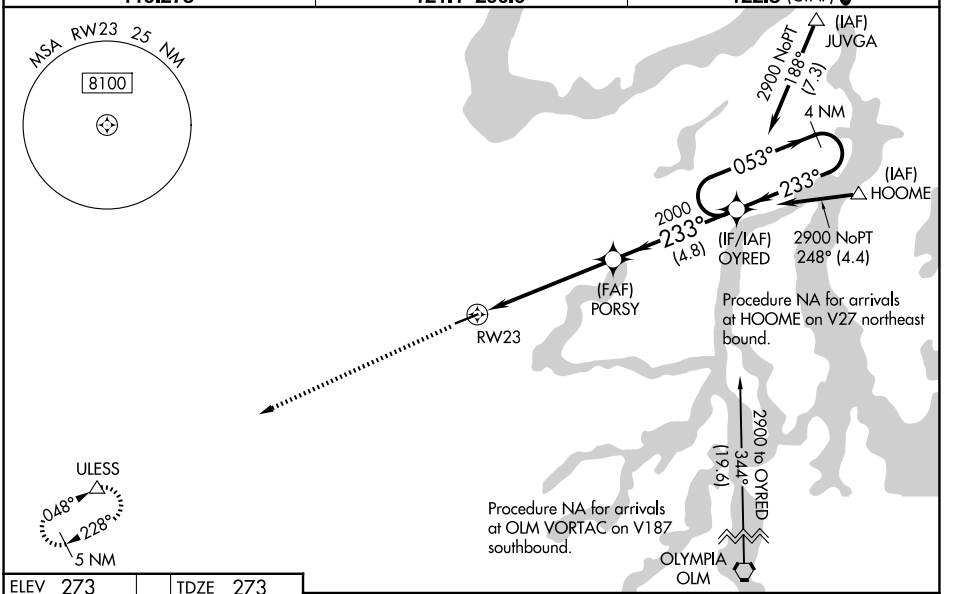
RNAV (GPS) RWY 23
SANDERSON FLD (SHN)

RNP APCH.

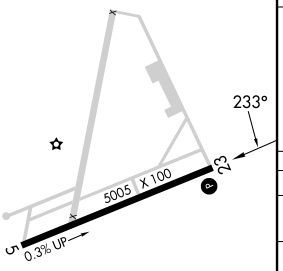
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. Rwy 23 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Olympia altimeter setting. Circling NA for Cats C and D south of Rwy 5-23. When local altimeter setting not received, use Olympia altimeter setting: increase #LPV DA to 576 feet, LPV DA to 720 feet, and LNAV/VNAV DA to 773 feet and all visibilities ¼ SM; increase all MDAs 60 feet and visibility LNAV Cat C and D and Circling Cat C visibility 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

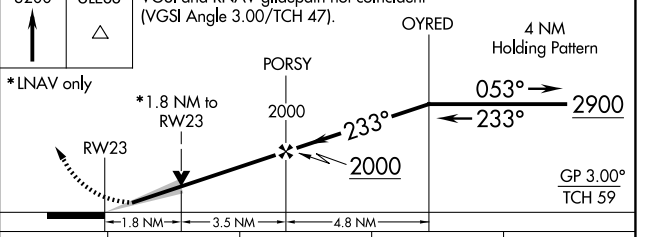


REIL Rwy 23 L
MIRL Rwy 5-23 L

3200 ULESS

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47).

*LNAV only



CATEGORY	A	B	C	D
LPV DA#	523-¾ 250 (300-¾)			
LPV DA	667-1¼ 394 (400-1¼)			
LNAV/VNAV DA	720-1½ 447 (500-1½)			
LNAV MDA	880-1 607 (700-1)		880-1¾ 607 (700-1¾)	
CIRCLING	880-1 607 (700-1)		880-1¾ 607 (700-1¾)	1200-3 927 (1000-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SHERIDAN, WYOMING | AL-388 (FAA) | 25275

ILS or LOC/DME RWY 33

SHERIDAN COUNTY (SHR)

LOC/DME I-SHR	APP CRS	Rwy Ldg	8301
108.7	326°	TDZE	3985
Chan 24		Apt Elev	4021

T A -18°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

SHERIDAN 113.55 SHR Chan 82(Y)

R-316 136° 316°

R-127

9700 to KEKNE 143° (26.2)

LOCALIZER 108.7 I-SHR Chan 24

4022±

CIVSA I-SHR 4.9

NITLE I-SHR 8.1

FEKLI I-SHR 11.5

SORKE I-SHR 15.3

7200 326° (3.8)

7900 326° (6.3)

(IF/IAF) KEKNE I-SHR 21.5

1 min 146° 326°

146°

9100 NoPT to KEKNE 318° (31.1)

MSA SHR 25 NM

113° 6700

14400 308°

IAF CRAZY WOMAN 117.3 CZI Chan 120

DME REQUIRED

5000 7000 9000 11000

ELEV 4021 D TDZE 3985

15 0.5% DOWN 9 5039 X 75 1.6 % UP 24

8301 X 100 0.4 % UP 33

326°

HIRL Rwy 15-33 L

MIRL Rwy 6-24 L

REIL Rwys 6, 15, and 24 L

7000 hdg 326° | SHR R-127 | SHR

Use I-SHR DME when on the localizer course.

*LOC only. *I-SHR I-SHR 2.3 I-SHR 1.5 CIVSA I-SHR 4.9 NITLE I-SHR 8.1 FEKLI I-SHR 11.5 SORKE I-SHR 15.3 KEKNE I-SHR 21.5 One Minute Holding Pattern

7200 6100* 5100* 7200 326° 7900 146° 326° 9100

GS 3.00° TCH 55

0.8 | 2.6 NM | 3.2 NM | 3.4 NM | 3.8 NM | 6.3 NM

CATEGORY	A	B	C	D
S-ILS 33	4185-½ 200 (200-½)			
S-LOC 33	4280-½ 295 (300-½)			
CIRCLING	4600-1 579 (600-1)	4640-1 619 (700-1)	4860-2½ 839 (900-2½)	5220-3 1199 (1200-3)

SHERIDAN, WYOMING
Amdt 2 25JUN15

SHERIDAN COUNTY (SHR)

44°46′N-106°59′W

ILS or LOC/DME RWY 33

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 15

SHERIDAN COUNTY (SHR)

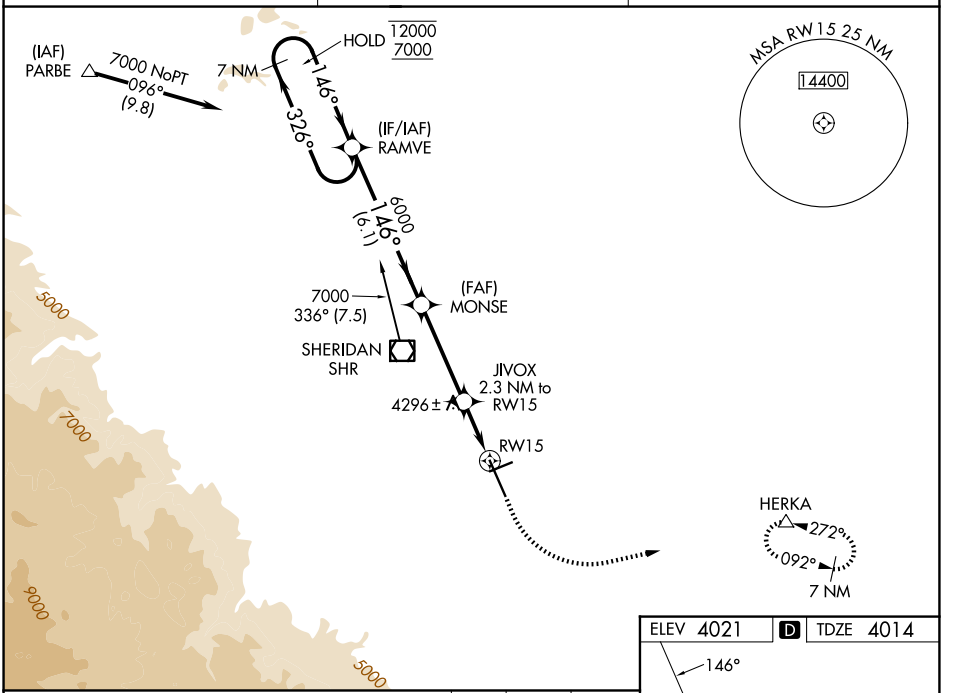
WAAS CH 81899 W15A	APP CRS 146°	Rwy Ldg 8301 TDZE 4014 Apt Elev 4021

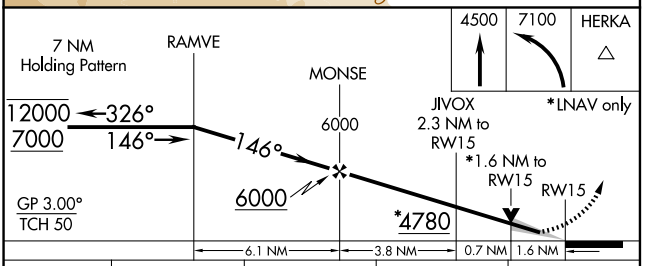
RNP APCH.

V A -18°C 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.

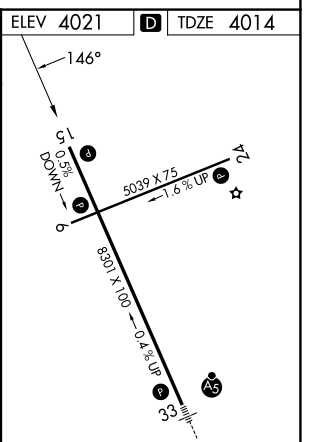
MISSED APPROACH: Climb to 4500 then climbing left turn to 7100 direct HERKA and hold, continue climb-in-hold to 7100.

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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SHERIDAN, WYOMING | AL-388 (FAA) | 25275

RNAV (GPS) RWY 33
SHERIDAN COUNTY (SHR)

WAAS	APP CRS	Rwy Ldg	8301
CH 65699	326°	TDZE	3985
W33A		Apt Elev	4021

RNP APCH.

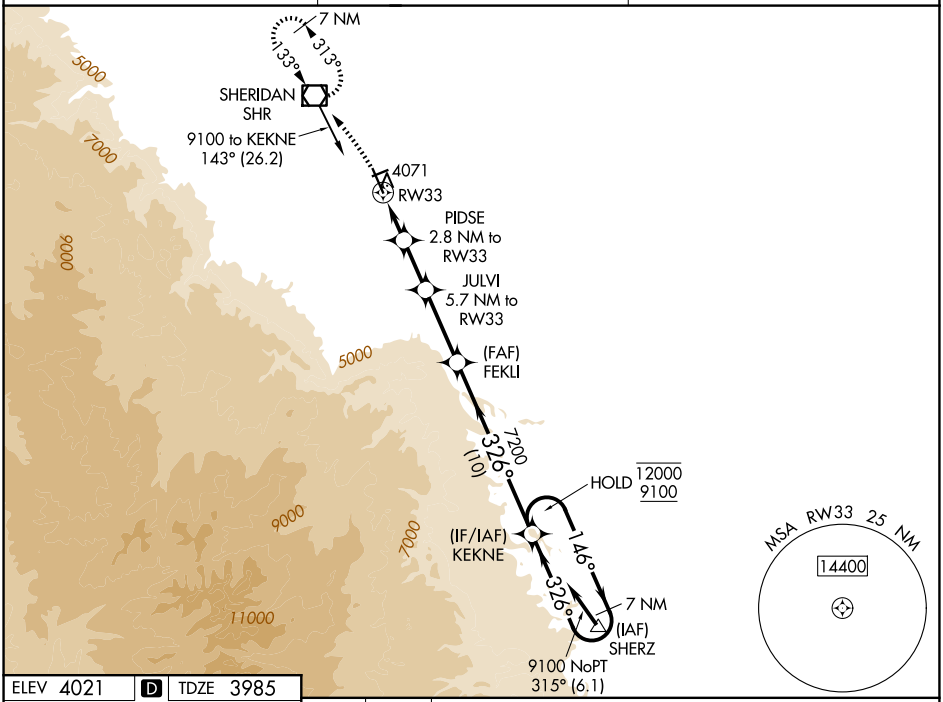
T A -18°C

Circling to Rwy 24 NA at night. Baro-VNAV NA.
When local altimeter setting not received, procedure NA.

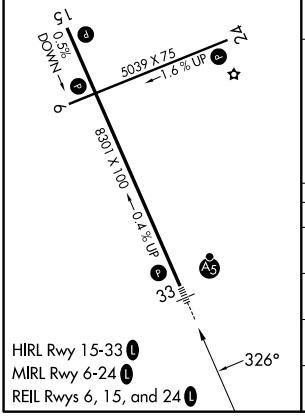
MALSR (A5)

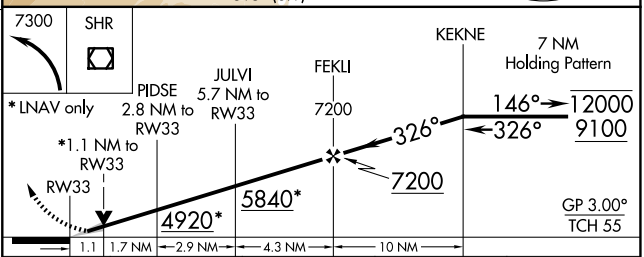
MISSED APPROACH: Climbing left turn to 7300 direct SHR VOR/DME and hold, continue climb-in-hold to 7300.

ASOS	SALT LAKE CENTER	UNICOM
135.175	127.75 351.9	123.0 (CTAF) L



ELEV 4021 | D | TDZE 3985





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)	
CIRCLING	4600-1 579 (600-1)	4640-1 619 (700-1)	4860-2 ½ 839 (900-2 ½)	5220-3 1199 (1200-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME SHR	APP CRS	Rwy Ldg	8301
113.55	131°	TDZE	4014
Chan 82(Y)		Apt Elev	4021

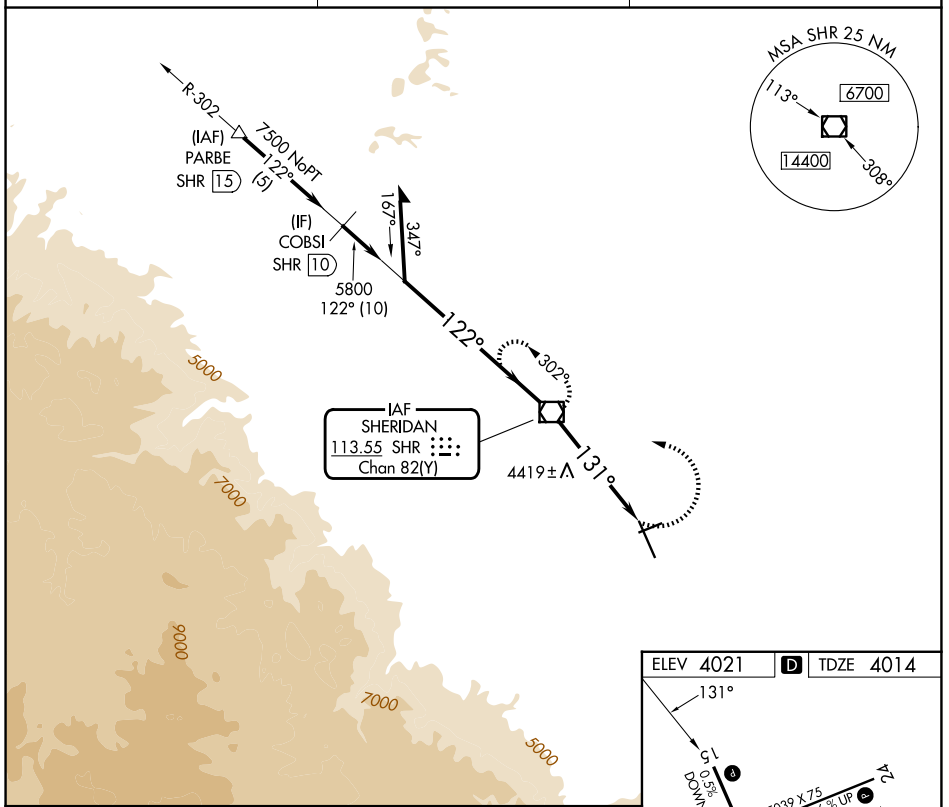
VOR RWY 15
SHERIDAN COUNTY (SHR)

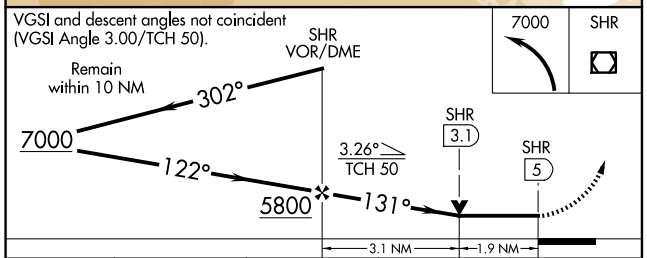
T A -18°C

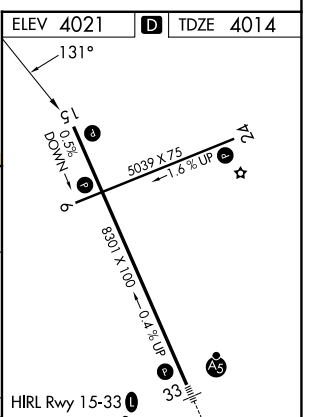
When local altimeter setting not received, procedure NA. Night landing: Rwy 24 NA.

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)
CIRCLING	4680-1	659 (700-1)	4860-2½ 839 (900-2½)	5220-3 1199 (1200-3)

FAF to MAP 5 NM

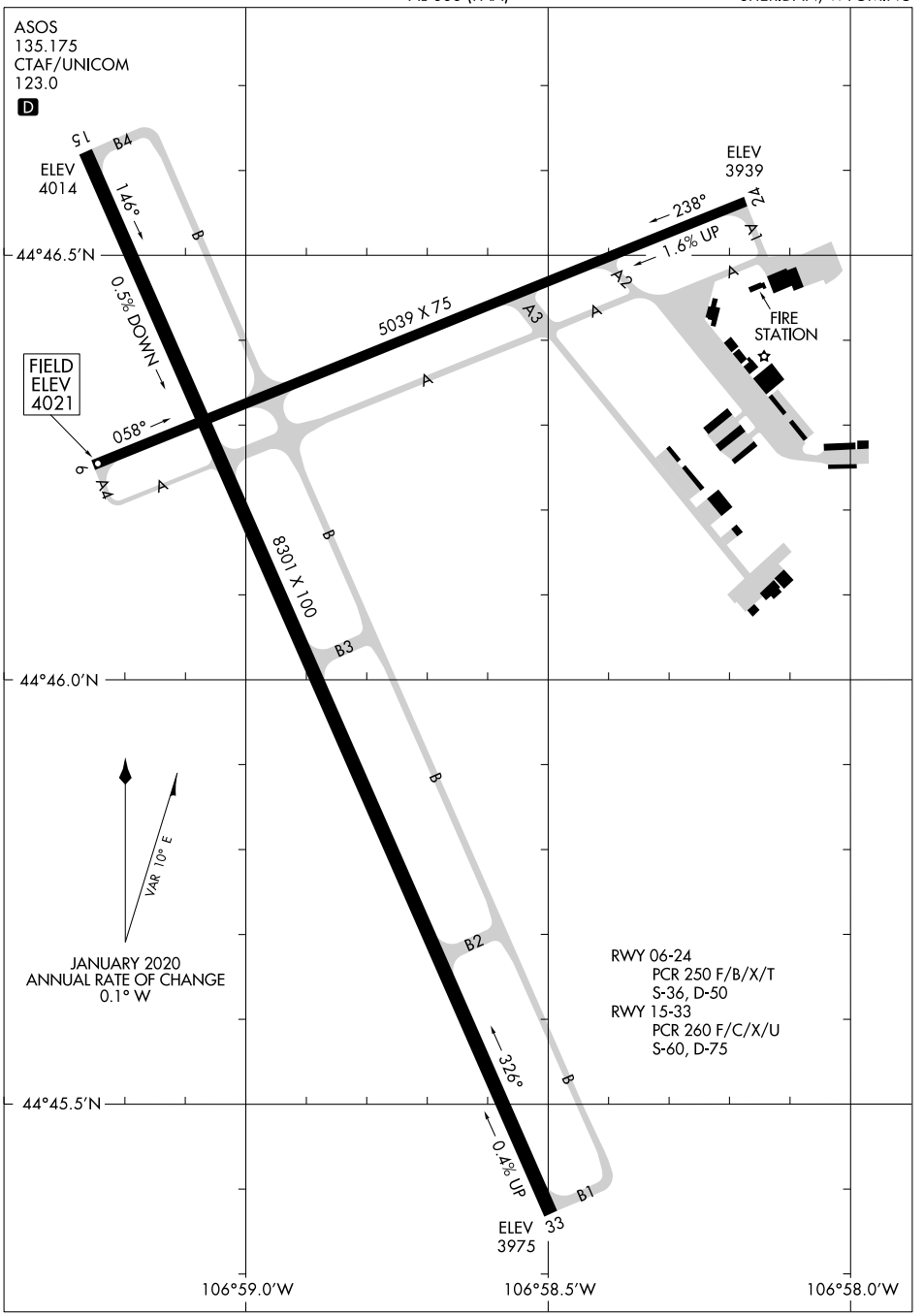
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26134
AIRPORT DIAGRAM

AL-388 (FAA)

SHERIDAN COUNTY (SHR)
SHERIDAN, WYOMING



AIRPORT DIAGRAM
26134

SHERIDAN, WYOMING
SHERIDAN COUNTY (SHR)

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 1

SIDNEY-RICHLAND RGNL (SDY)

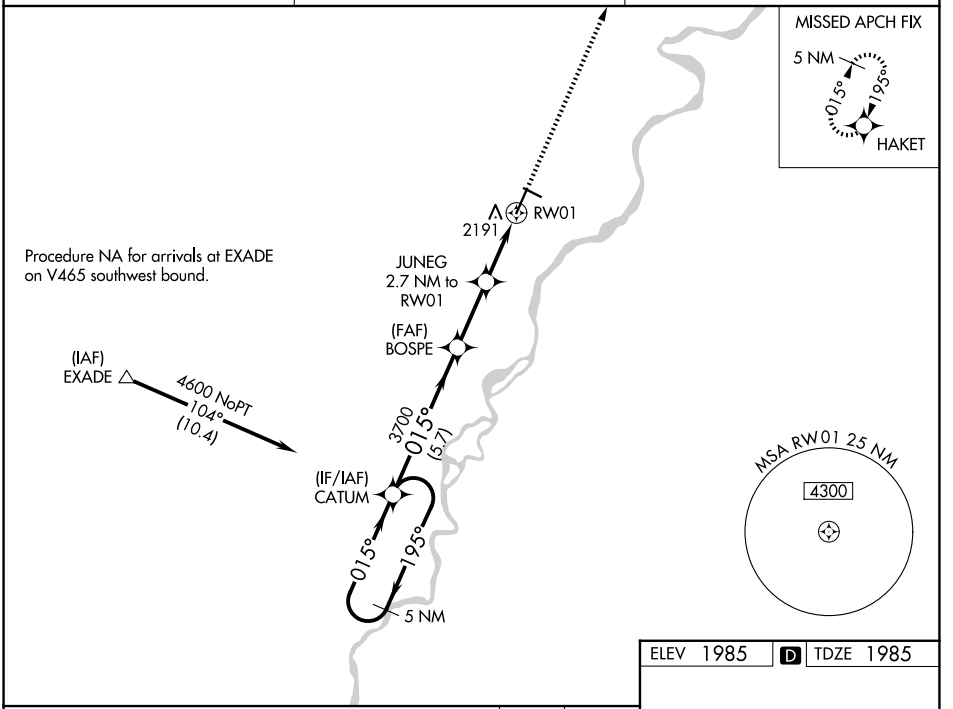
WAAS CH 62918 W01A	APP CRS 015°	Rwy Ldg 5705	TDZE 1985	Apt Elev 1985

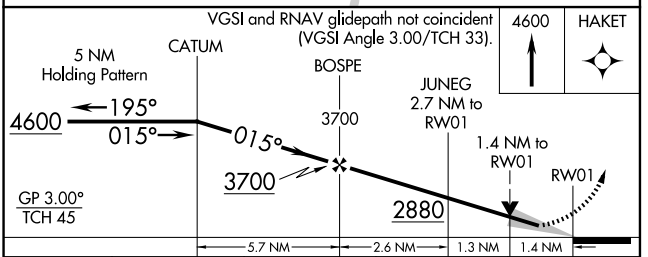
RNP APCH - GPS.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Circling Rwy 11, 29 NA at night.

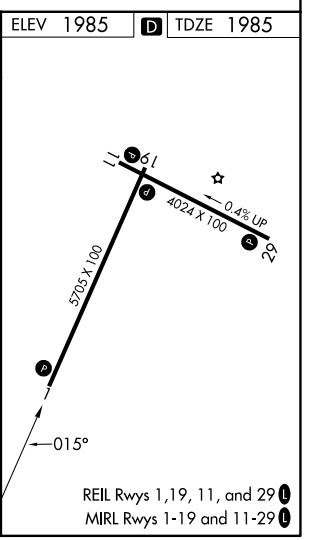
MISSED APPROACH: Climb to 4600 direct HAKET and hold.

AWOS-3PT	SALT LAKE CENTER	UNICOM
119.275	126.85 305.2	122.8 (CTAF) L





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)	
CIRCLING	2580-1 595 (600-1)	2660-1 675 (700-1)	2700-2 715 (800-2)	2840-2¾ 855 (900-2¾)



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SIDNEY, MONTANA AL-5303 (FAA) 26022

RNAV (GPS) RWY 19

SIDNEY-RICHLAND RGNL (SDY)

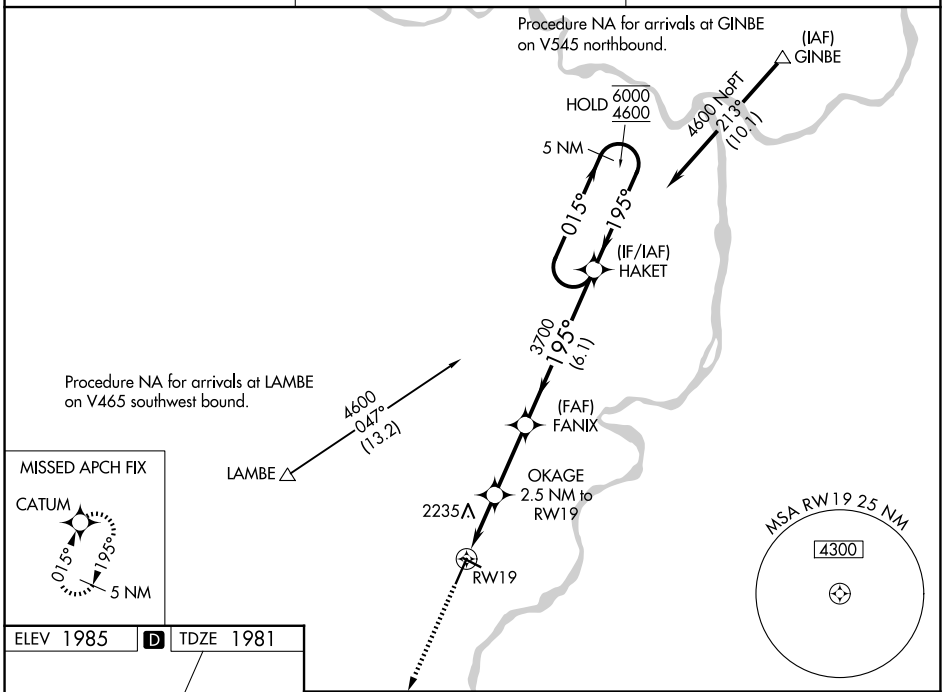
WAAS CH 86818 W19A	APP CRS 195°	Rwy Ldg 5705 / TDZE 1981 / Apt Elev 1985

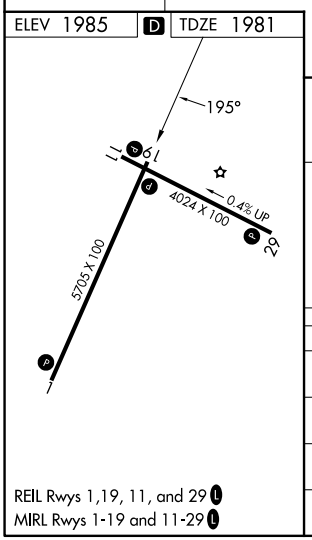
RNP APCH - GPS.

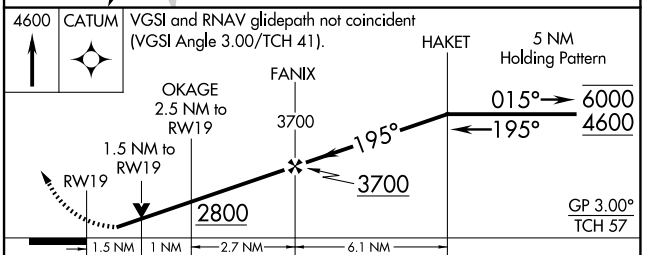
Rwy 19 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 11 and Rwy 29 NA at night.

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)	
CIRCLING	2540-1 555 (600-1)	2620-1 635 (700-1)	2700-2 715 (800-2)	2840-2¾ 855 (900-2¾)

REIL Rwys 1,19, 11, and 29 L
MIRL Rwys 1-19 and 11-29 L

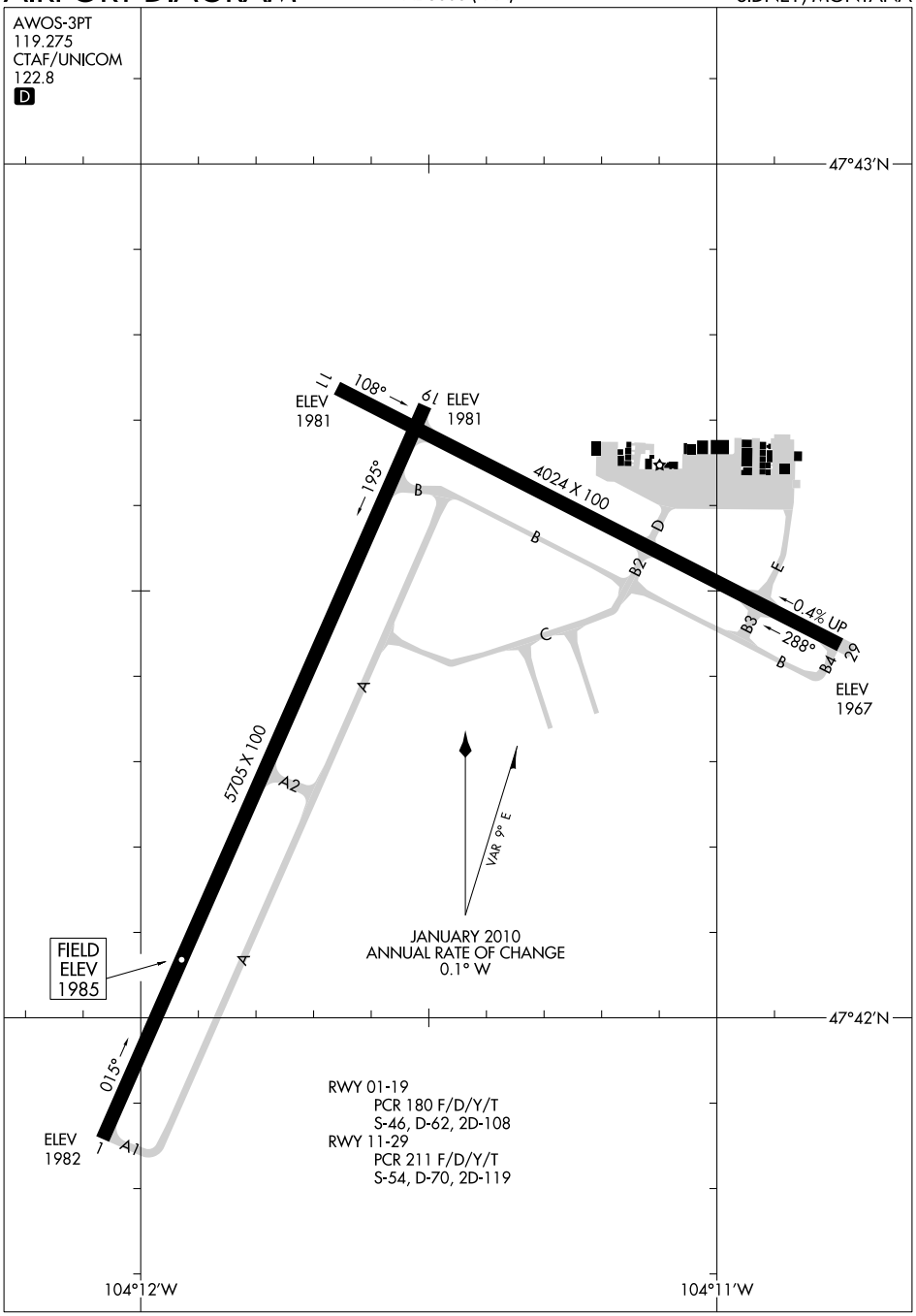
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

SIDNEY, MONTANA
Amdt 3 24MAR22

47°42′N-104°12′W

SIDNEY-RICHLAND RGNL (SDY)
RNAV (GPS) RWY 19



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SNOHOMISH, WASHINGTON | AL-10305 (FAA) | 22083

RNAV (GPS)-A

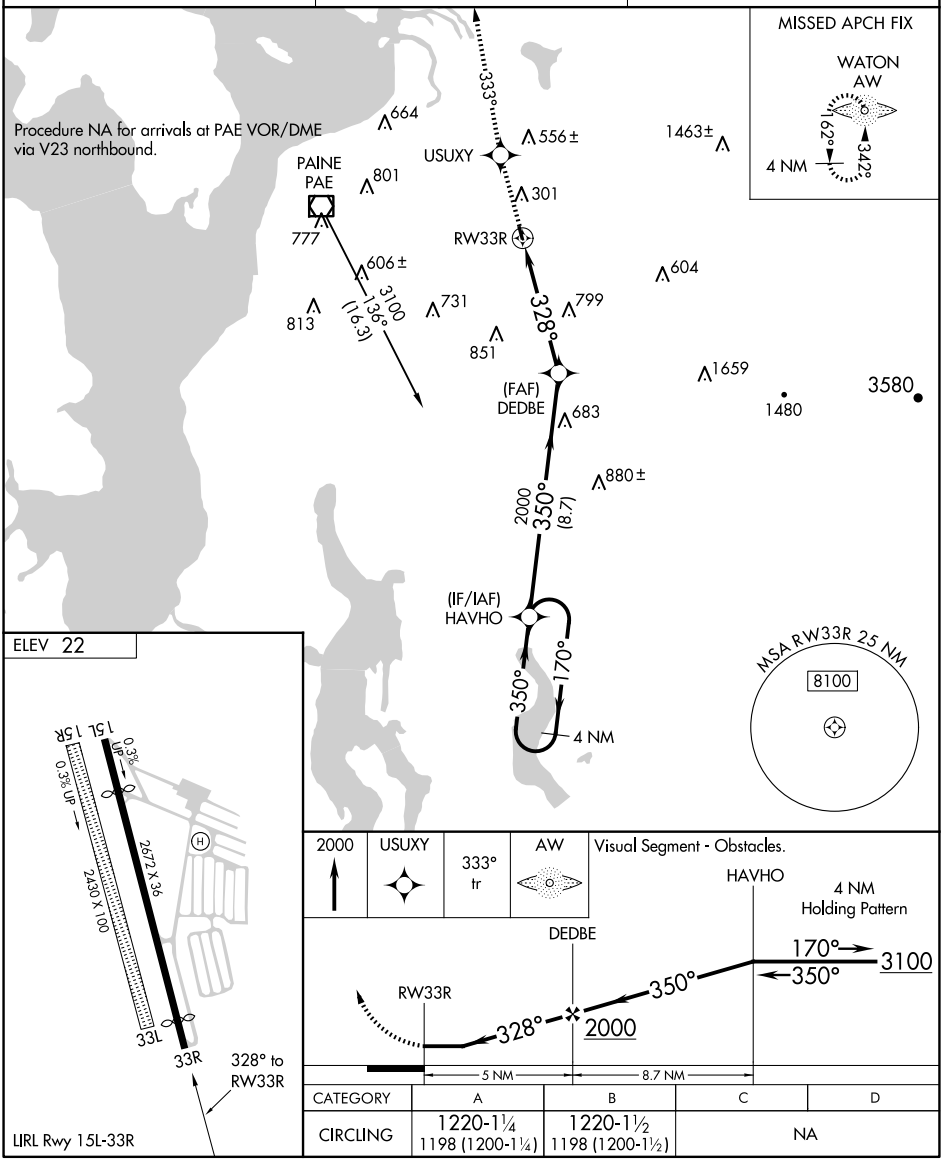
HARVEY FLD (S43)

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)



CATEGORY	A	B	C	D
CIRCLING	1220-1¼ 1198 (1200-1¼)	1220-1½ 1198 (1200-1½)	NA	

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 22R

FELTS FLD (SFF)

LOC/DME I-FLZ	APP CRS	Rwy Ldg	4499
111.7	221°	TDZE	1957
Chan 54		Apt Elev	1957

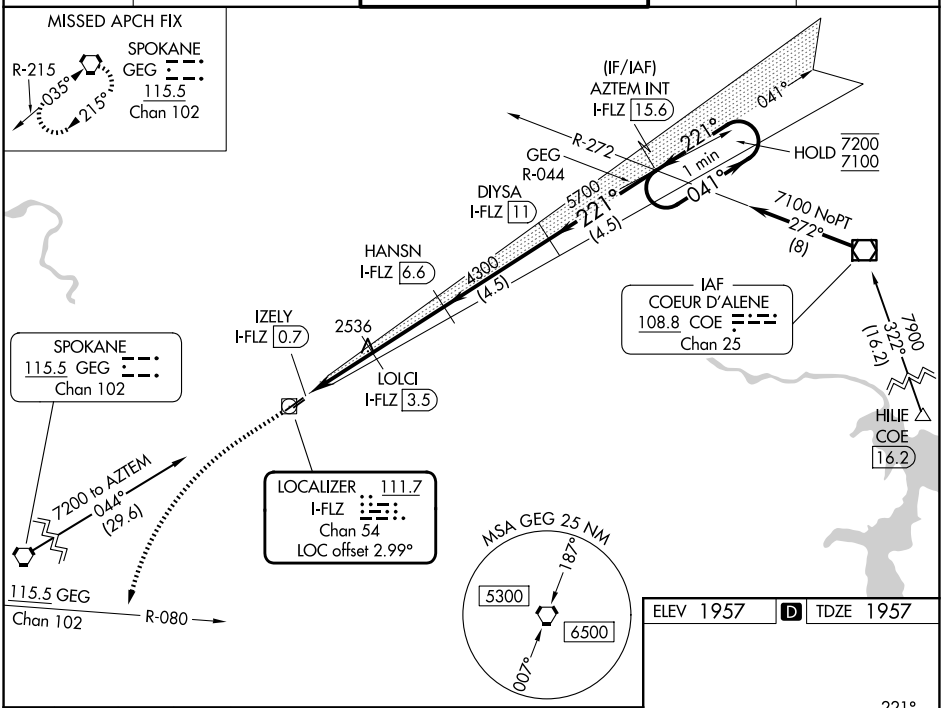
DME required.

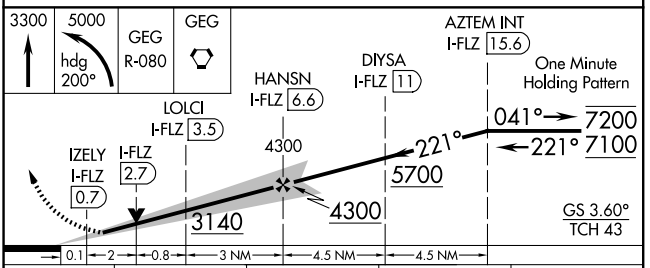
Circling NA northwest of Rwy 4L-22R. Circling Rwy 22L NA at night. Rwy 22R helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-ILS Cat A/B/C visibility to ⅞ SM, increase S-LOC Cat A visibility to 1 SM and Cat C visibility to 2½ SM. -15°C

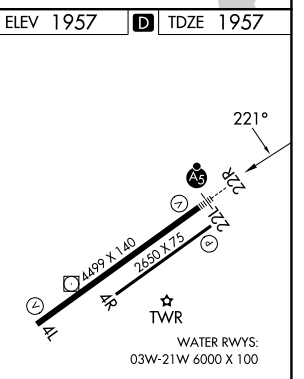
MALSR

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	UNICOM
120.55	133.35 263.0	132.5 (CTAF) L 239.025	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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SPOKANE, WASHINGTON | AL-402 (FAA) | 25275

RNAV (GPS) RWY 4L

FELTS FLD (SFF)

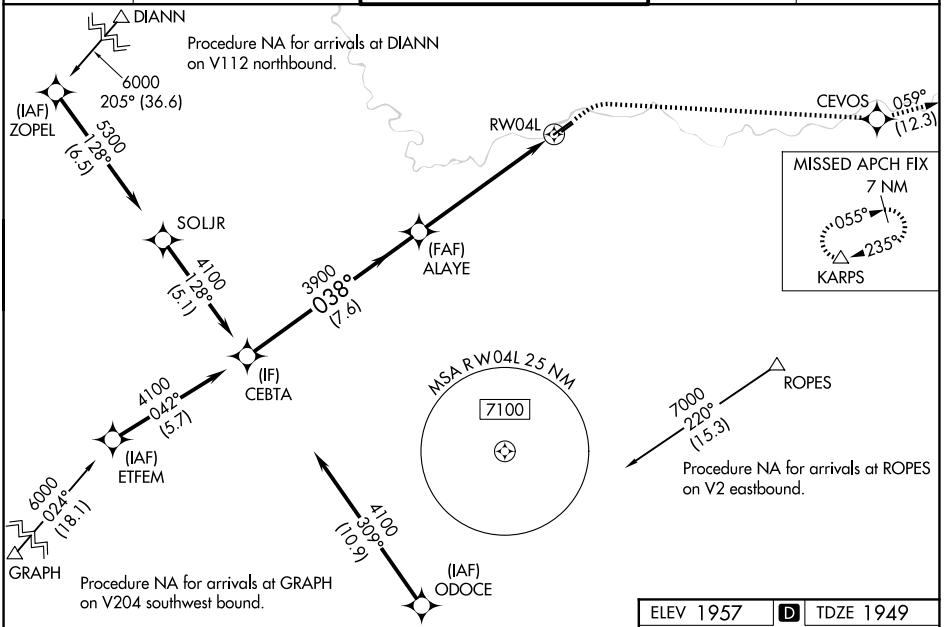
WAAS	APP CRS	Rwy Ldg	4499
CH 65931	038°	TDZE	1949
W04A		Apt Elev	1957

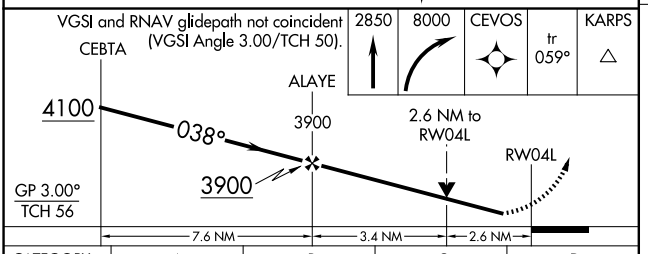
RNP APCH - GPS.

T A -15°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.

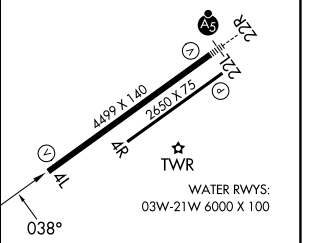
MISSED APPROACH: Climb to 2850 then climbing right turn to 8000 direct CEVOS and on track 059° to KARPS and hold, continue climb-in-hold to 8000.
*LPV missed approach requires minimum climb of 330 feet per NM to 5400.

ATIS	SPOKANE APP CON	FELTS TOWER *	GND CON	UNICOM
120.55	133.35 263.0	132.5 (CTAF) L 239.025	121.7	122.95





ELEV 1957 | D | TDZE 1949



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)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VORTAC GEG	APP CRS	Rwy Ldg	4499
115.5	046°	TDZE	1949
Chan 102		Apt Elev	1957

VOR RWY 4L
FELTS FLD (SFF)

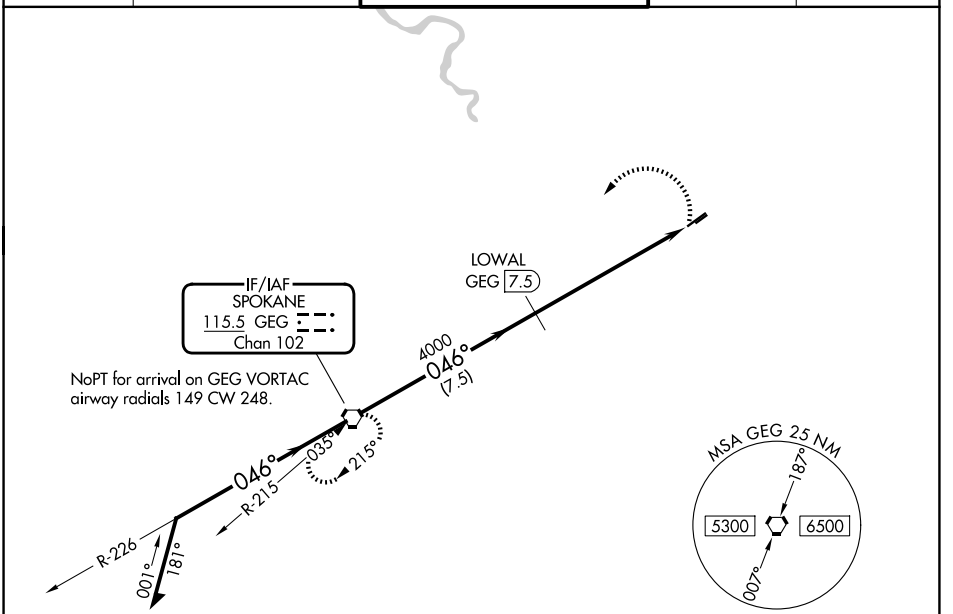
DME required.

T A -15°C

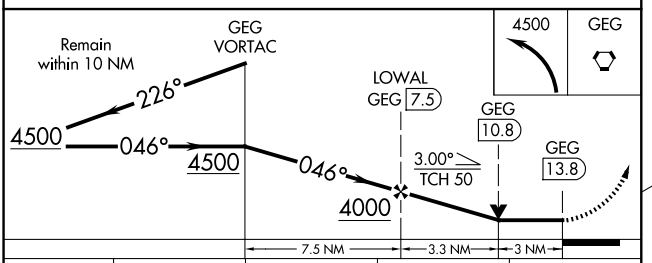
Circling NA northwest of Rwy 4L-22R. Circling Rwy 22L NA at night. Rwy 4L helicopter visibility reduction below ¾ SM NA.

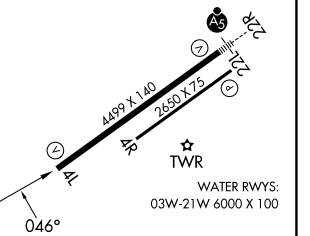
MISSED APPROACH: Climbing left turn to 4500 direct GEG VORTAC and hold.

ATIS	SPOKANE APP CON	FELTS TOWER ★	GND CON	UNICOM
120.55	133.35 263.0	132.5 (CTAF) L 239.025	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)	
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

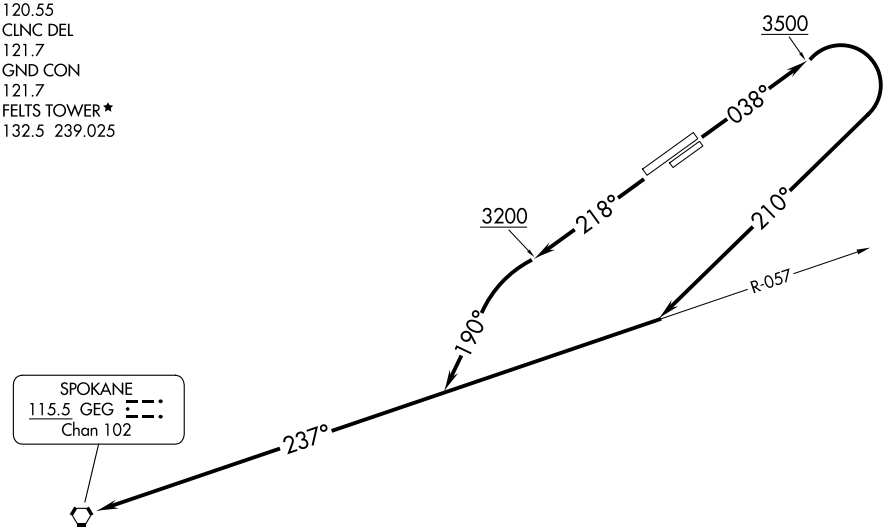
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26134
AIRPORT DIAGRAM
AL-402 (FAA)
FELTS FLD (SFF)
SPOKANE, WASHINGTON

AIRPORT DIAGRAM
26134
SPOKANE, WASHINGTON
FELTS FLD (SFF)

NW-1, 03 SEP 2026 to 29 OCT 2026

SPOKANE DEP CON
133.35 263.0
ATIS
120.55
CLNC DEL
121.7
GND CON
121.7
FELTS TOWER★
132.5 239.025



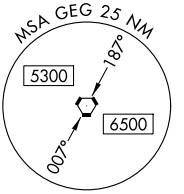
TAKEOFF MINIMUMS

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(MNITO1.GEG) 23166
MANITO ONE DEPARTURE (OBSTACLE)
AL-402 (FAA)

FELTS FLD (SFF)
SPOKANE, WASHINGTON

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)

NW-1, 03 SEP 2026 to 29 OCT 2026

(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, 03 SEP 2026 to 29 OCT 2026

25331

FELTS FIVE DEPARTURE

AL-402 (FAA)

FELTS FLD (SFF)
SPOKANE, WASHINGTON

NW-1, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climb on 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, expect filed altitude 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.

RADAR required.

TOP ALTITUDE: 12000

N

038°
5000

190°
5500

V120-448

V2

SPOKANE DEP CON 133.35 263.0
ATIS 120.55
GND CON 121.7
FELTS TOWER★ 132.5 239.025

MULLAN PASS
117.8 MLP
Chan 125

SPOKANE
115.5 GEG
Chan 102

MOSES LAKE
115.0 MWH
Chan 97

EPHRATA
112.6 EPH
Chan 73

YAKIMA
116.0 YKM
Chan 107

PASCO
113.75 PSC
Chan 84(Y)

PULLMAN
117.15 PUW
Chan 118(Y)

NEZ PERCE
114.45 MQG
Chan 91(Y)

WALLA WALLA
116.4 ALW
Chan 111

PENDLETON
114.7 PDT
Chan 94

TAKEOFF MINIMUMS
Rwys 4L/R: Standard with minimum climb of 400'/NM to 5000.
Rwys 22L/R: Standard with minimum climb of 370'/NM to 5500.

NOTE: Chart not to scale.

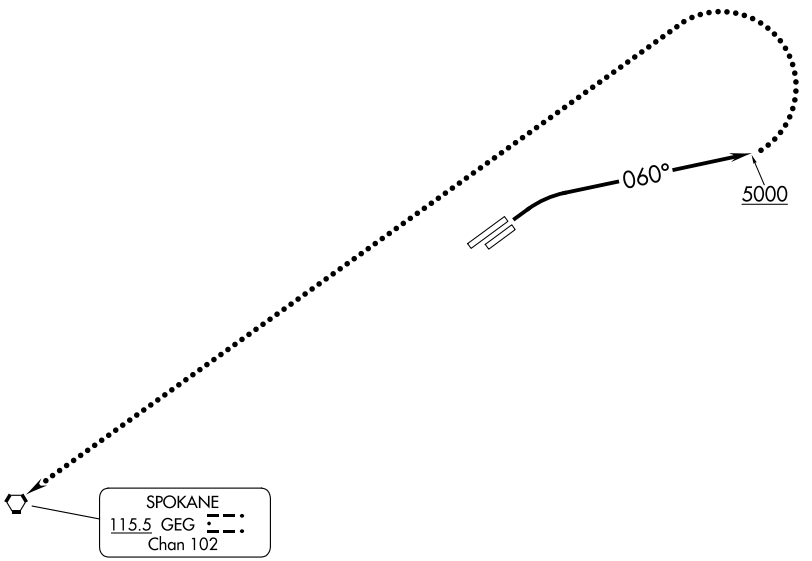
HAYDEN FOUR DEPARTURE

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 3

SPOKANE INTL (GEG)

LOC/DME I-OLJ	APP CRS	Rwy Ldg	11002
111.1	031°	TDZE	2385
Chan 48		Apt Elev	2385

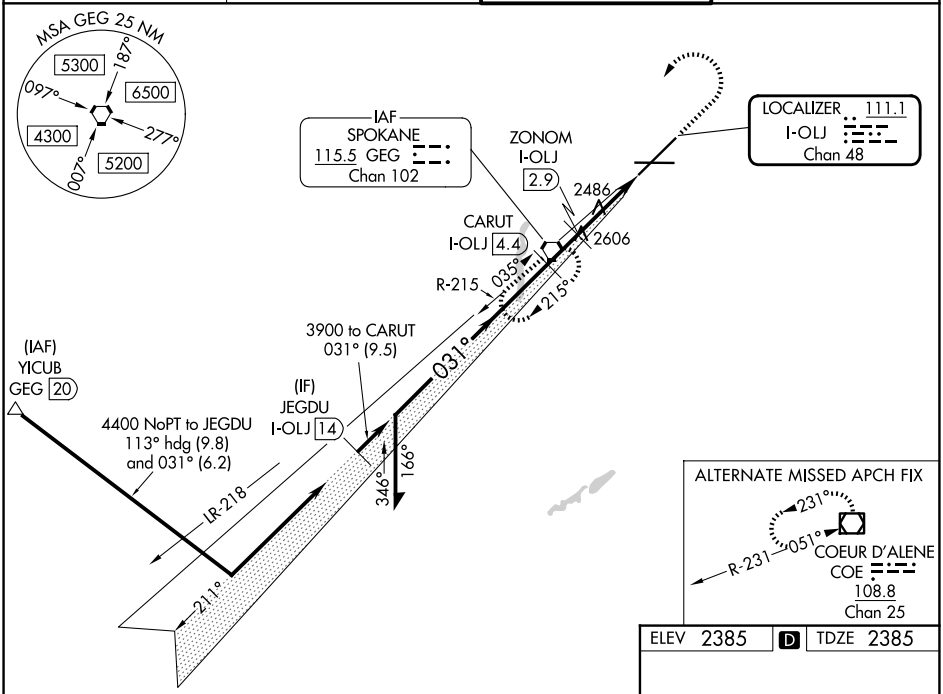
DME required for localizer only.

For inop ALS, increase S-LOC 3 Cat C/D visibility to RVR 5500.

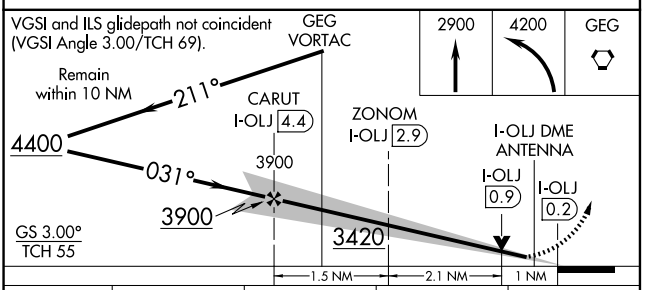
ALSF-2

MISSED APPROACH: Climb to 2900 then climbing left turn to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.

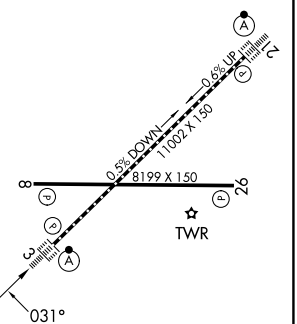
ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6



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)	
CIRCLING	2960-1 575 (600-1)	2980-1 595 (600-1)	3180-2¼ 795 (800-2¼)	3380-3 995 (1000-3)



TDZL/RCLS Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 21

SPOKANE INTL (GEG)

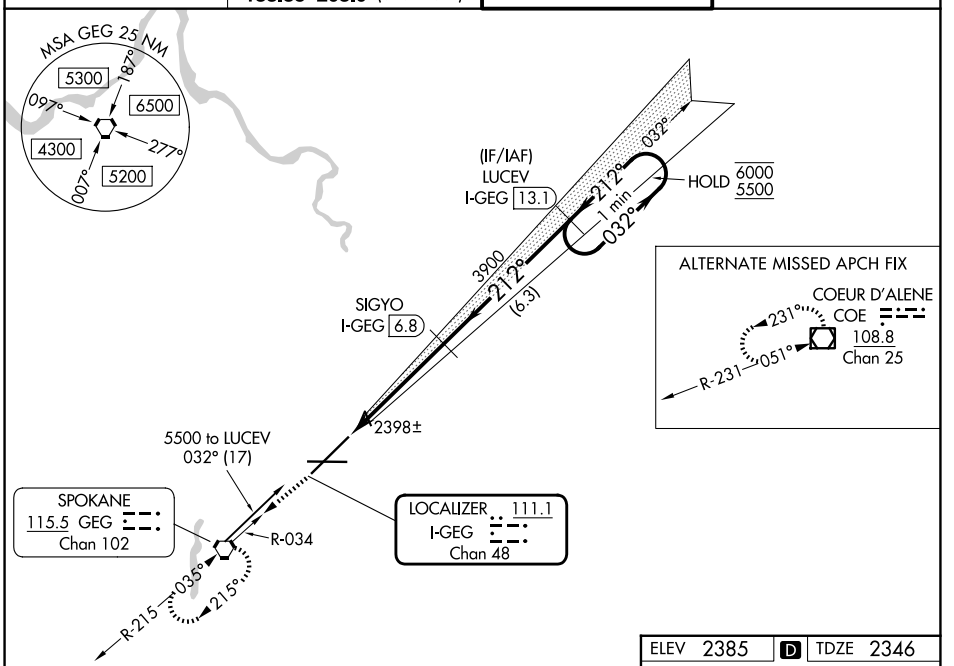
LOC/DME I-GEG	APP CRS	Rwy Ldg	11002
111.1	212°	TDZE	2346
Chan 48		Apt Elev	2385

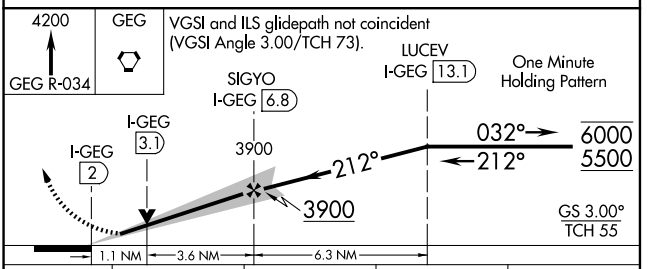
DME required.

ALSF-2

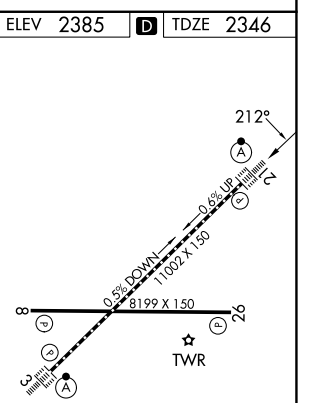
MISSED APPROACH: Climb to 4200 on GEG VORTAC R-034 to GEG VORTAC and hold, continue climb-in-hold to 4200.

ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6





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)	
CIRCLING	2960-1 575 (600-1)	2980-1 595 (600-1)	3180-2¼ 795 (800-2¼)	3380-3 995 (1000-3)



TDZL/RCLS Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SPOKANE, WASHINGTON | AL-403 (FAA) | 26022

LOC/DME	APP CRS	Rwy Ldg	11002
I-OLJ 111.1 Chan 48	031°	TDZE	2385
		Apt Elev	2385

ILS RWY 3 (SA CAT I)

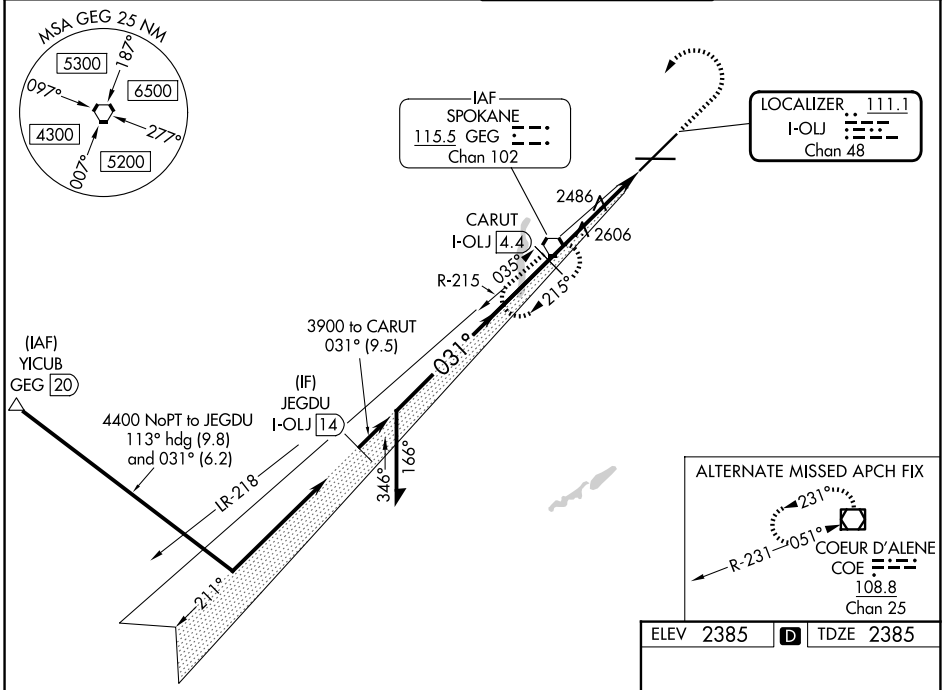
SPOKANE INTL (GEG)

Requires specific OPSPEC, MSPEC, or LOA approval.

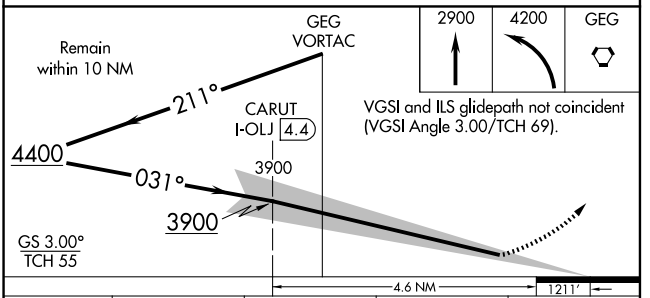
ALSF-2

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
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6

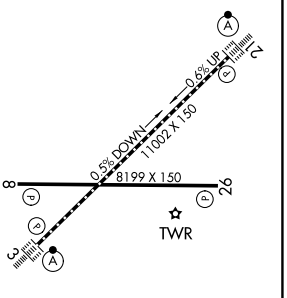


ELEV 2385 | D | TDZE 2385



CATEGORY	A	B	C	D
S-ILS 3	RA 154/14 150 DA 2535			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZL/RCLS 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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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)

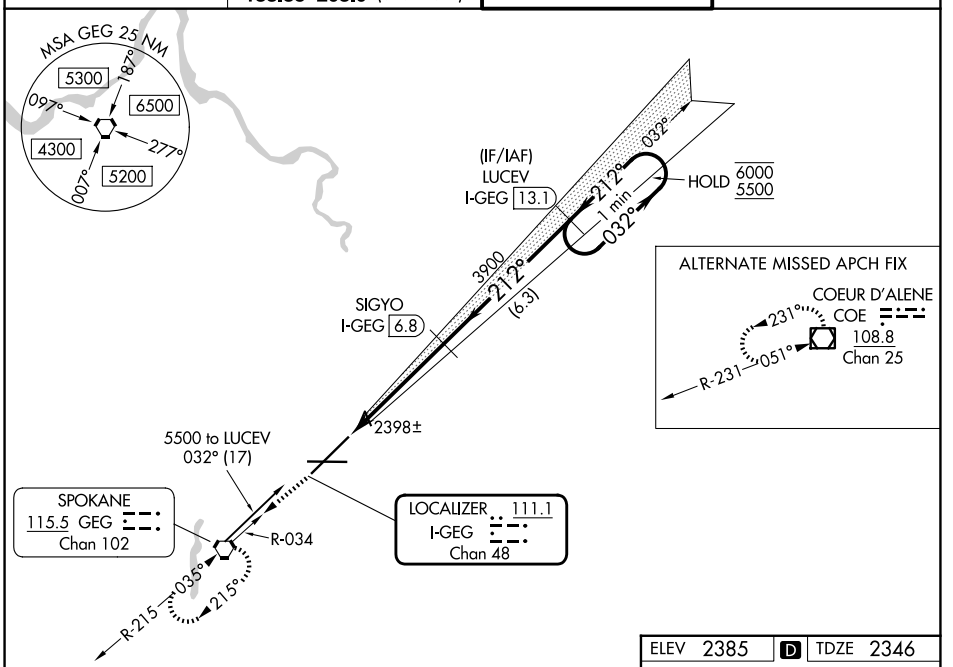
DME required.

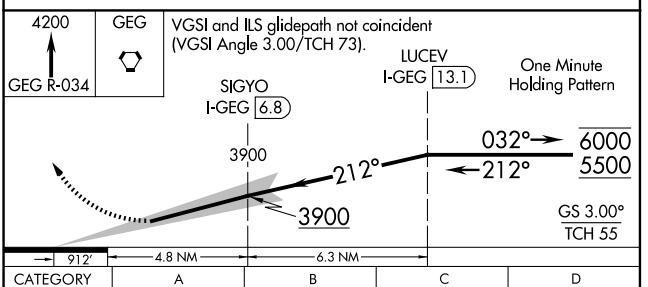
T Requires specific OPSPEC, MSPEC, or LOA approval.

ALSF-2

MISSED APPROACH: Climb to 4200 on GEG VORTAC R-034 to GEG VORTAC and hold, continue climb-in-hold to 4200.

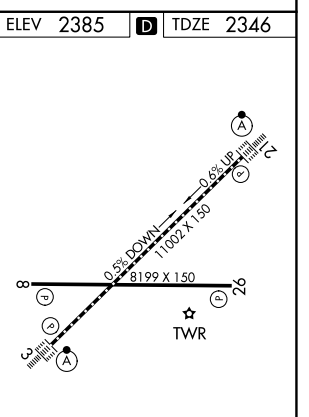
ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6





CATEGORY	A	B	C	D
S-ILS 21	RA 197/14 150 DA 2496			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZL/RCLS Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SPOKANE, WASHINGTON | AL-403 (FAA) | 26022

LOC/DME I-OLJ	APP CRS	Rwy Ldg	11002
111.1	031°	TDZE	2385
Chan 48		Apt Elev	2385

ILS RWY 3 (CAT II & III)

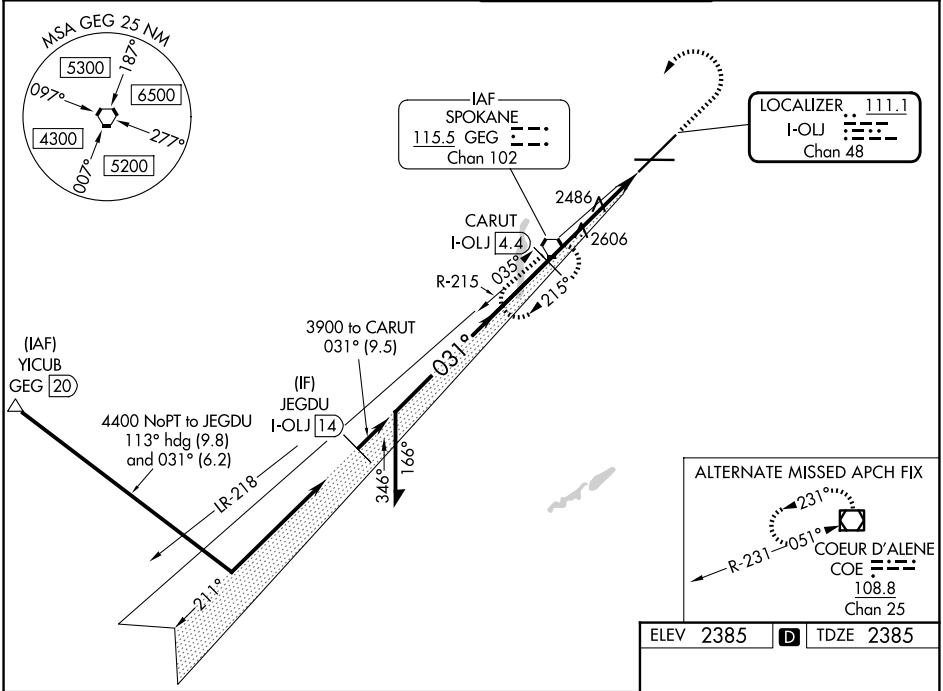
SPOKANE INTL (GEG)

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

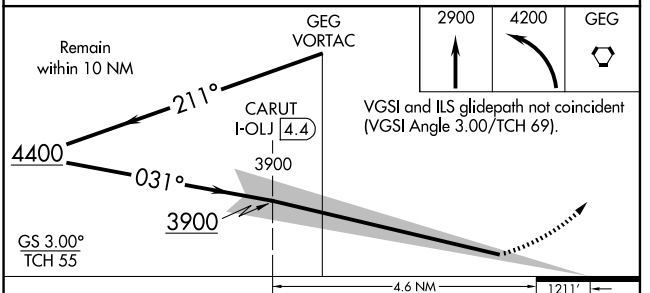
ALSF-2

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
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6

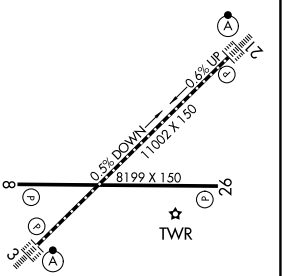


ELEV 2385 | D | TDZE 2385



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



TDZL/RCLS Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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)

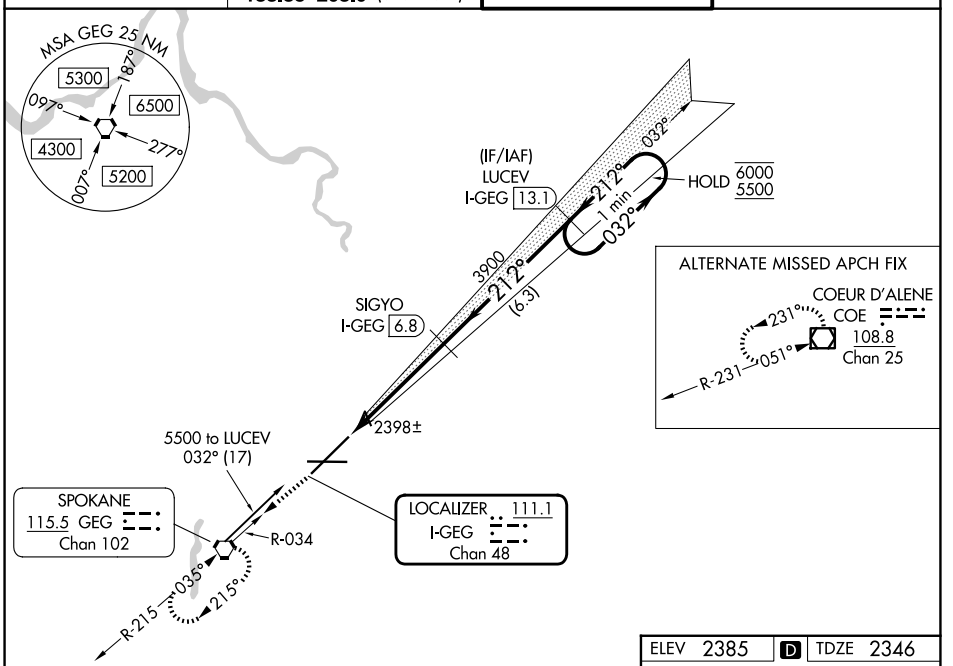
DME required.

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

ALSF-2

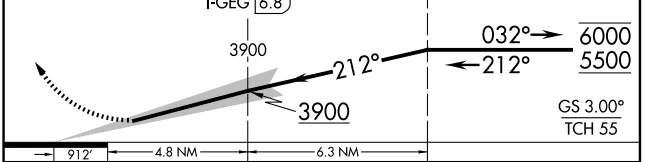
MISSED APPROACH: Climb to 4200 on GEG VORTAC R-034 to GEG VORTAC and hold, continue climb-in-hold to 4200.

ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6



4200	GEG
GEG R-034	

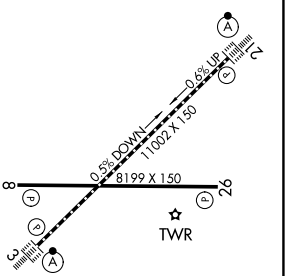
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).



CATEGORY	A	B	C	D
S-ILS 21	CAT II RA 147/12 100 DA 2446			
S-ILS 21	CAT III RVR 03			

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

ELEV 2385 D TDZE 2346



TDZL/RCLS Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SPOKANE, WASHINGTON | AL-403 (FAA) | 26022

RNAV (RNP) Z RWY 3

SPOKANE INTL (GEG)

APP CRS	Rwy Ldg	TDZE	Apt Elev
031°	11002	2385	2385

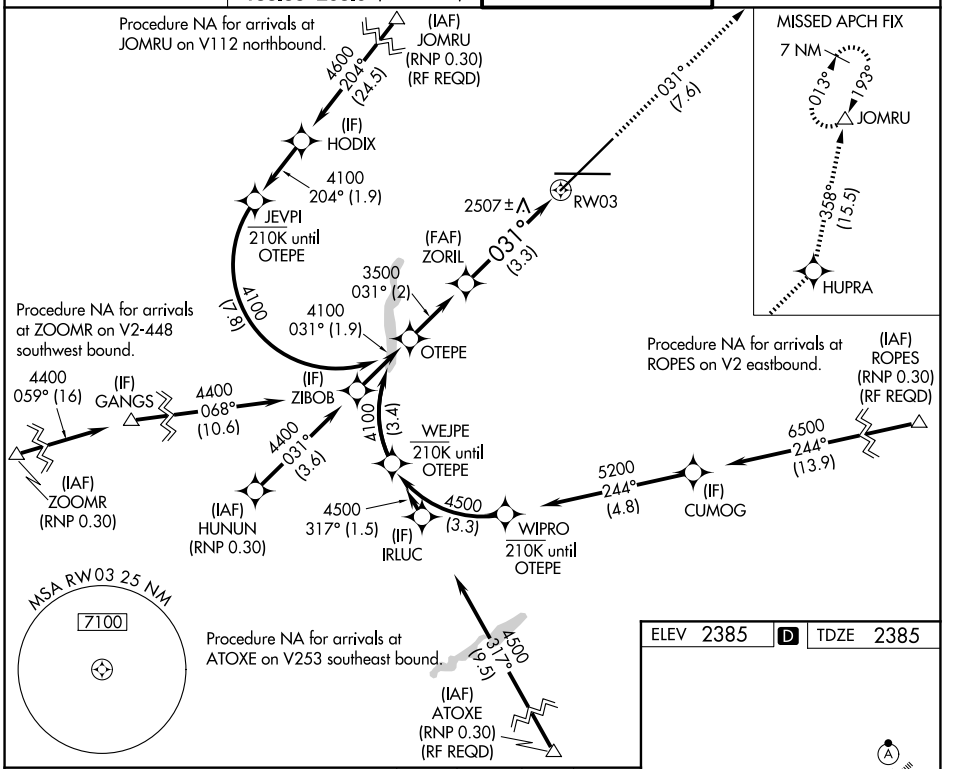
RNP AR APCH.

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.

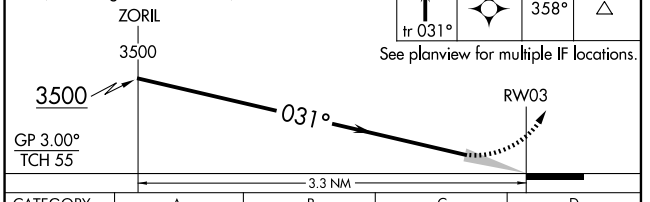
ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6



VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 69)

7000	HUPRA	tr 358°	JOMRU
tr 031°			

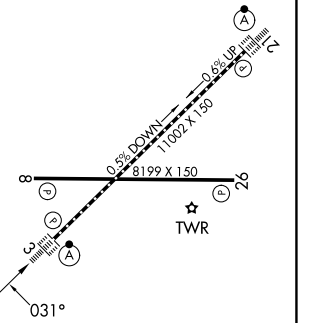
See planview for multiple IF locations.



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

ELEV 2385 D TDZE 2385



TDZL/RCLS Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

SPOKANE, WASHINGTON
Amdt 1B 20JUN19

47°37′N-117°32′W

SPOKANE INTL (GEG)

RNAV (RNP) Z RWY 3

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 8

SPOKANE INTL (GEG)

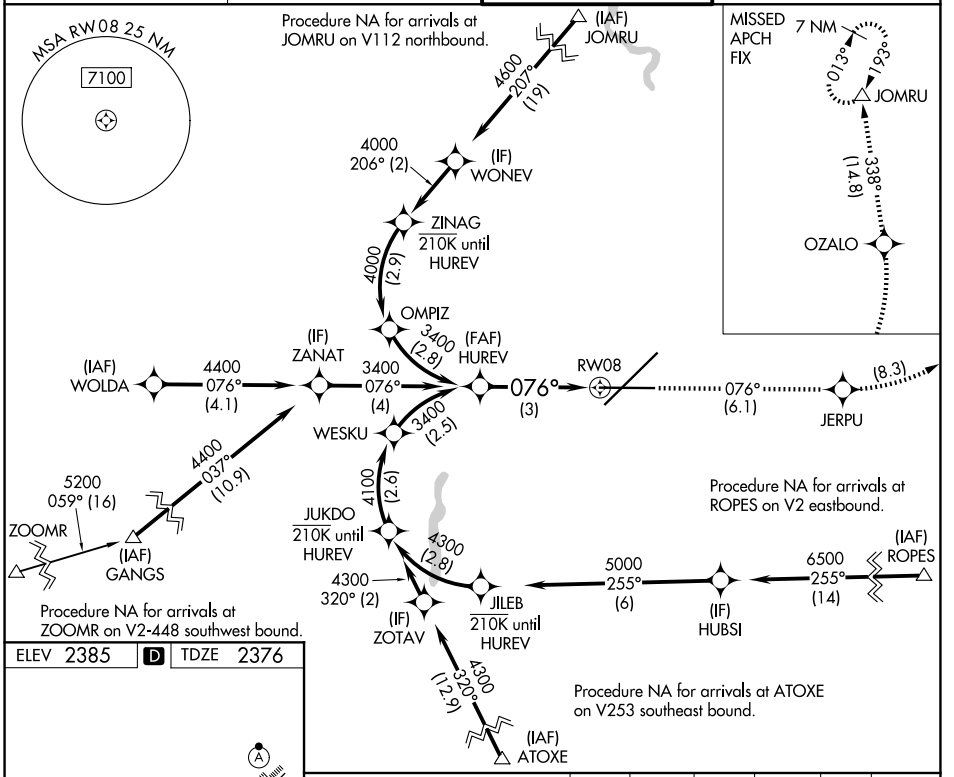
APP CRS	Rwy Ldg	8199
076°	TDZE	2376
	Apt Elev	2385

RNP AR APCH. RF required.

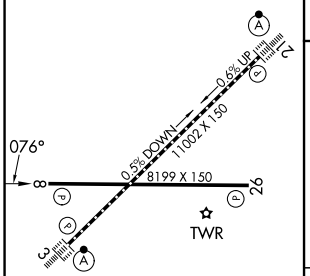
For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 53°C.

MISSED APPROACH: Climb to 7000 on track 076° to JERPU, left turn to OZALO, and on track 338° to JOMRU and hold.

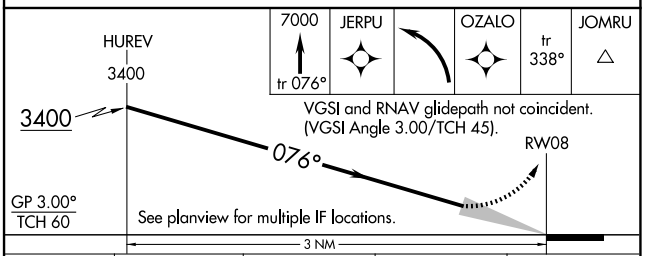
ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6



ELEV 2385 D TDZE 2376



TDZL/RCLS 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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6

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
3700
212° (6.8)
OXOJO
3400 (3.4)
JIVBO
210K until WAVIX
3500 (4.2)
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)
INVUW
(IF) CUMUR
5900 295° (2)
CUFYE
6700 295° (5.1)
(IAF) ROPES (RF REQD)
Procedure NA for arrivals at ROPES on V2 eastbound.
2362
212° (3.2)
RW21
4500 (3.5)
ZUDSI
210K until WAVIX
4500
045° (29.4)
(IAF) ZOOMR (RF REQD)
Procedure NA for arrivals at ZOOMR on V2-448 southwest bound.
212° (10)
4600
012° (5.9)
(IF) CAHLA
IRUHO
252° (9.8)
4600
003° (12.4)
(IAF) ATOXE (RF REQD)
Procedure NA for arrivals at ATOXE on V253 southeast bound.

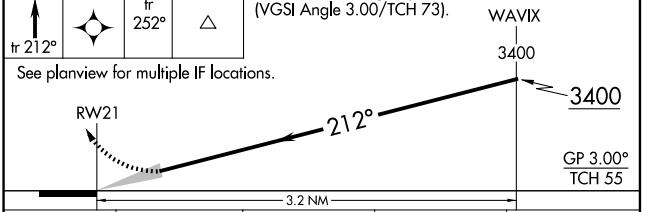
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

5000	IRUHO	tr	GANGS
tr 212°		252°	

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).

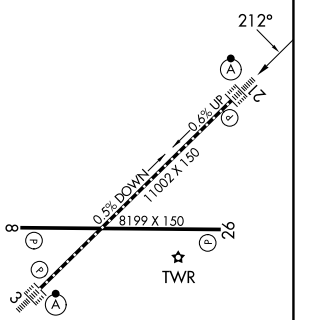
See planview for multiple IF locations.



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



TDZL/RCLS Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

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
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6

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 164° (14)

YOCUG 210K until WARKI

3400 (5)

TEFXY 257° (7.5)

220° (11.6)

RW26

257° (3.1)

(FAF) WARKI

KAXYU

4000 257° (5.3)

(IF) HITVI

3400 257° (2.7)

3400 (9.8)

5400 300° (6.4)

MSA RW26 25 NM 7200

HUKIG 210K until WARKI

3700 (3.1)

ZARFE 210K until WARKI

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.

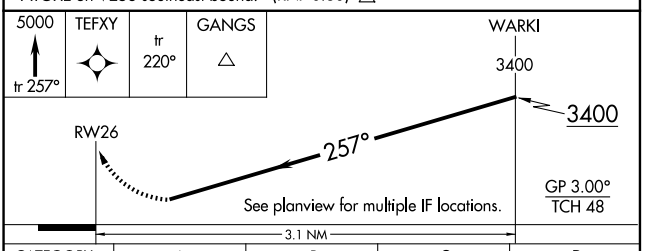
Procedure NA for arrivals at HIPRR on V2 eastbound.

Procedure NA for arrivals at GANGS on V2-448 southwest bound.

4100 008° (8.3)

(IAF) ATOXE (RF REQD) (RNP 0.30)

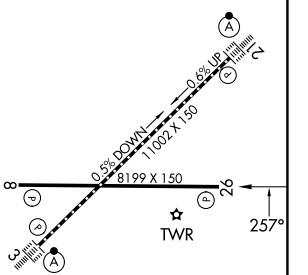
Procedure NA for arrivals at ATOXE on V253 southeast bound.



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

ELEV 2385 D TDZE 2372



TDZL/RCLS Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SPOKANE, WASHINGTON AL-403 (FAA) 26218

RNAV (GPS) Y RWY 3

SPOKANE INTL (GEG)

WAAS	APP CRS	Rwy Ldg	11002
CH 81920	031°	TDZE	2385
W03A		Apt Elev	2385

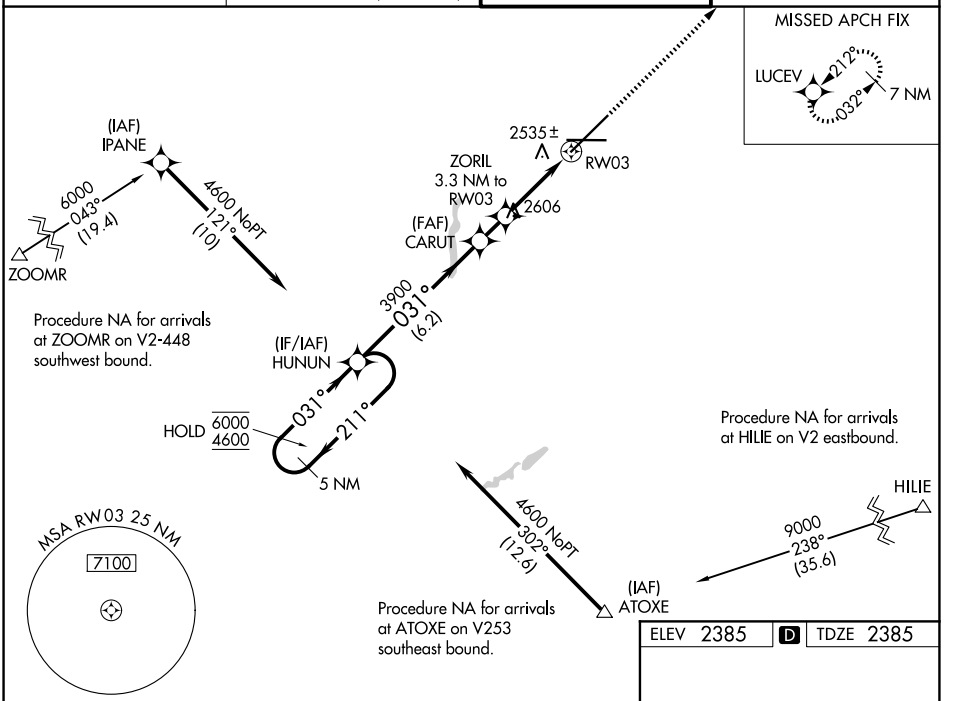
RNP APCH - GPS.

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.

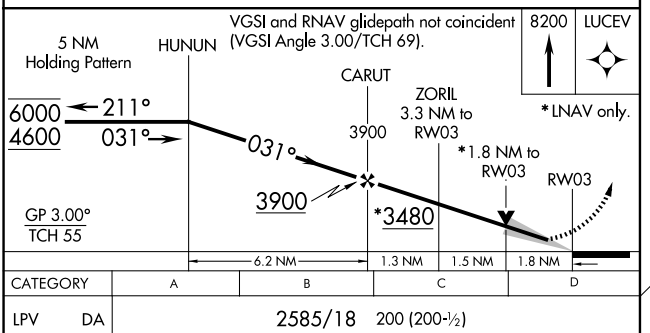
ALSF-2

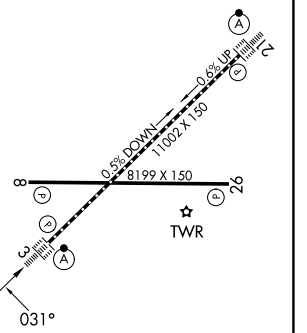
MISSED APPROACH: Climb to 8200 direct LUCEV and hold, continue climb-in-hold to 8200.

ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6



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)	3020-1⅜ 635 (700-1⅜)	3020-1½ 635 (700-1½)

TDZL/RCLS Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

SPOKANE, WASHINGTON
Amdt 2G 06AUG26

47°37'N-117°32'W

SPOKANE INTL (GEG)

RNAV (GPS) Y RWY 3

NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 8

SPOKANE INTL (GEG)

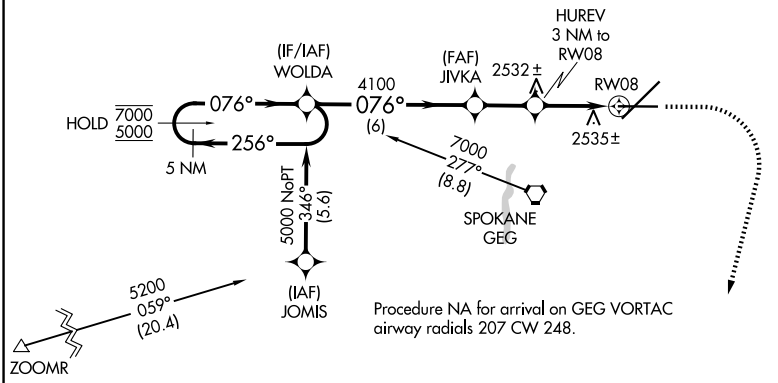
WAAS CH 48801 W08A	APP CRS 076°	Rwy Ldg 8199 TDZE 2376 Apt Elev 2385

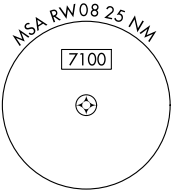
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 52°C.

MISSED APPROACH: Climb to 2900, then climbing right turn to 6000 direct ATOXE and hold.

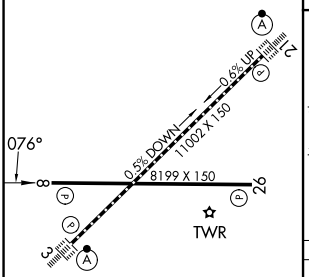
ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6



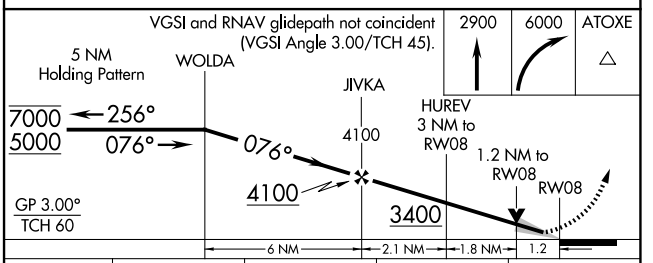




ELEV 2385 D TDZE 2376



TDZL/RCLS 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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

SPOKANE, WASHINGTON AL-403 (FAA) 26022

RNAV (GPS) Y RWY 21

SPOKANE INTL (GEG)

WAAS CH 82619 W21A	APP CRS 212°	Rwy Ldg 11002 TDZE 2346 Apt Elev 2385

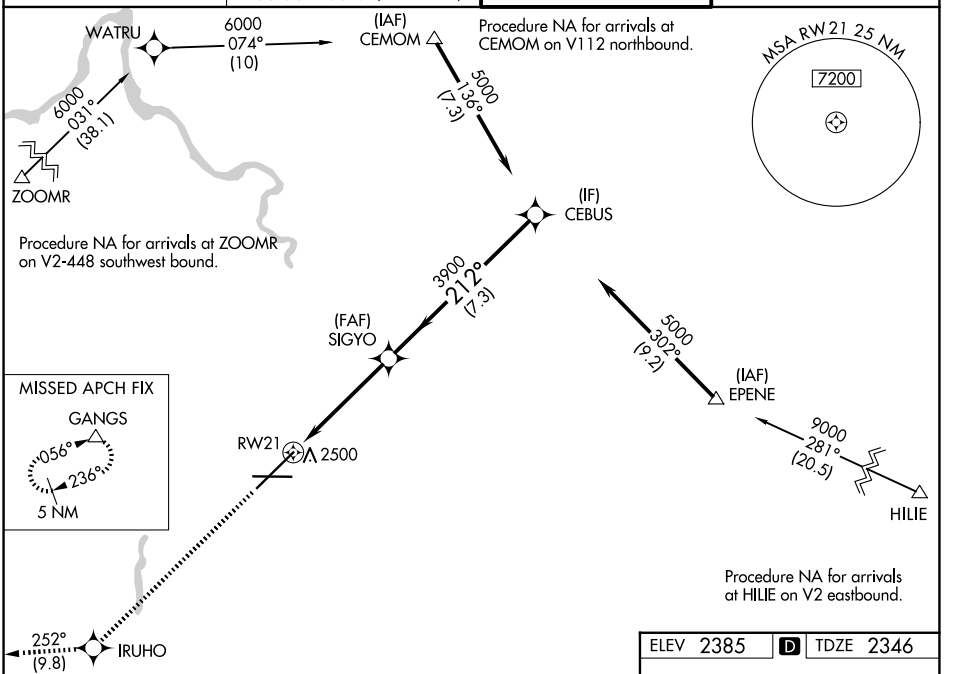
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 53°C.

ALSF-2

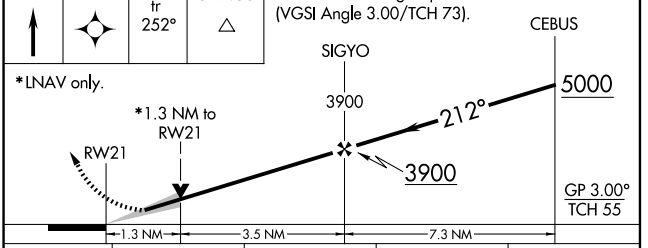
MISSED APPROACH: Climb to 5000 direct IRUHO and on track 252° to GANGS and hold.

ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6



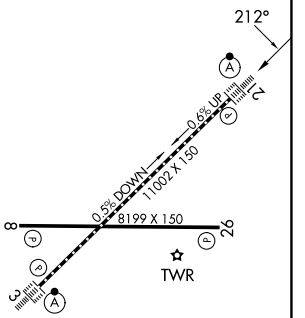
5000	IRUHO	tr 252°	GANGS

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)	
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



TDZL/RCLS Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 26

SPOKANE INTL (GEG)

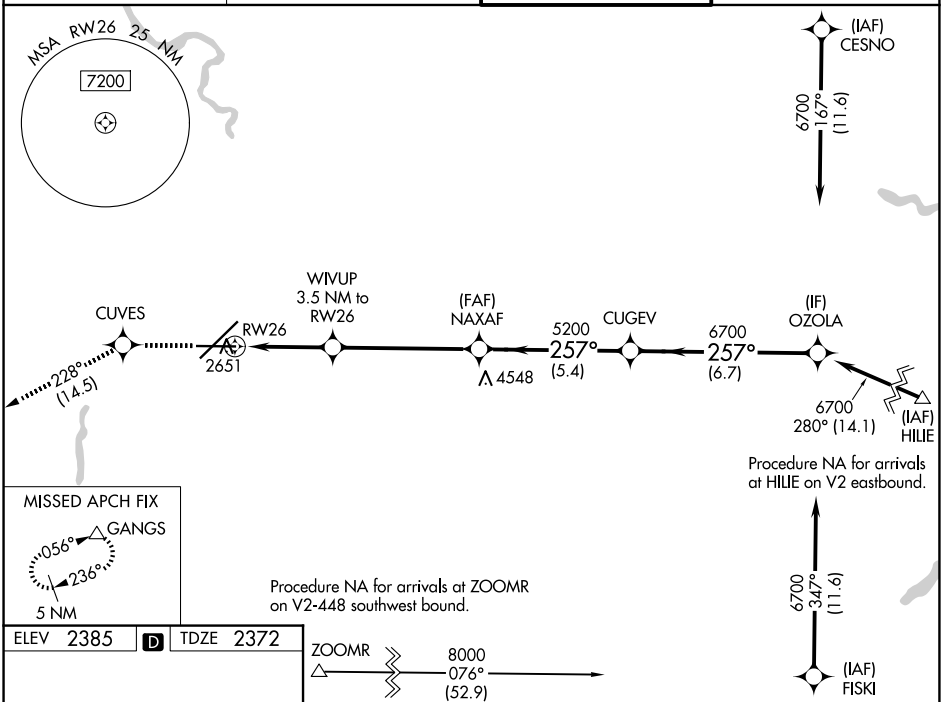
WAAS CH 93501 W26A	APP CRS 257°	Rwy Ldg 8199 TDZE 2372 Apt Elev 2385

RNP APCH.

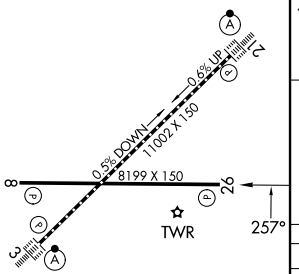
Rwy 26 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

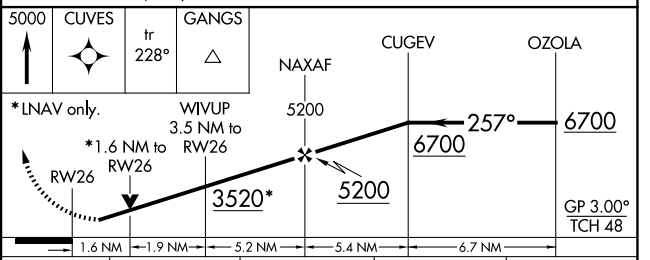
MISSED APPROACH: Climb to 5000 direct CUVES and on track 228° to GANGS and hold.

ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6



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)	
CIRCLING	2960-1 575 (600-1)	2980-1 595 (600-1)	3300-2¾ 915 (1000-2¾)	3400-3 1015 (1100-3)

TDZL/RCLS Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VORTAC GEG 115.5 Chan 102	APP CRS 035°	Rwy Ldg 11002 TDZE 2385 Apt Elev 2385

VOR RWY 3

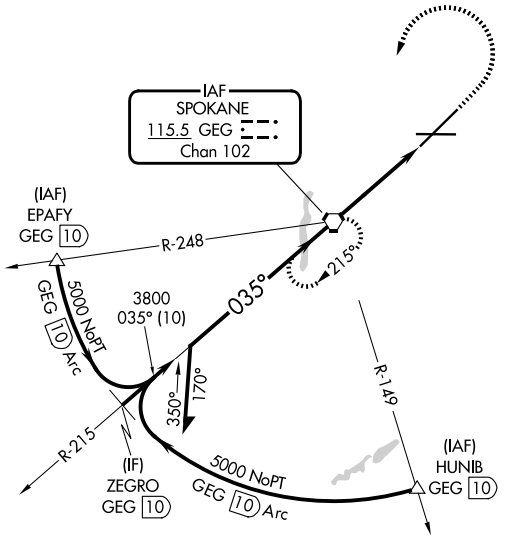
SPOKANE INTL (GEG)

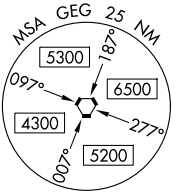
T A Circling NA for Cat E southeast of Rwy 3-21. For inop ALS, increase S-3 Cat E visibility to 1¾ SM.

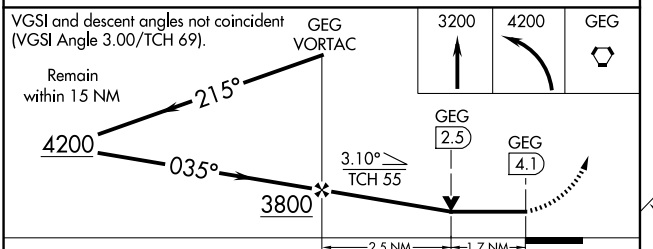
ALSF-2

MISSED APPROACH: Climb to 3200 then climbing left turn to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.

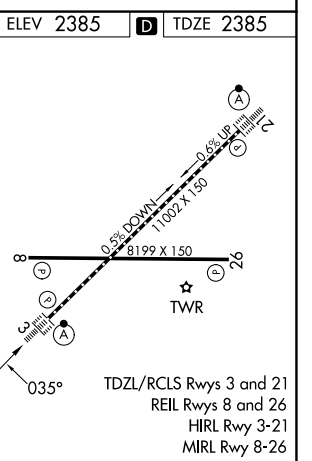
ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6







CATEGORY	A	B	C	D	E
S-3	2980/24 595 (600-½)		2980-1¼ 595 (600-1¼)		
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VORTAC GEG	APP CRS	Rwy Ldg	11002
115.5	214°	TDZE	2346
Chan 102		Apt Elev	2385

VOR RWY 21

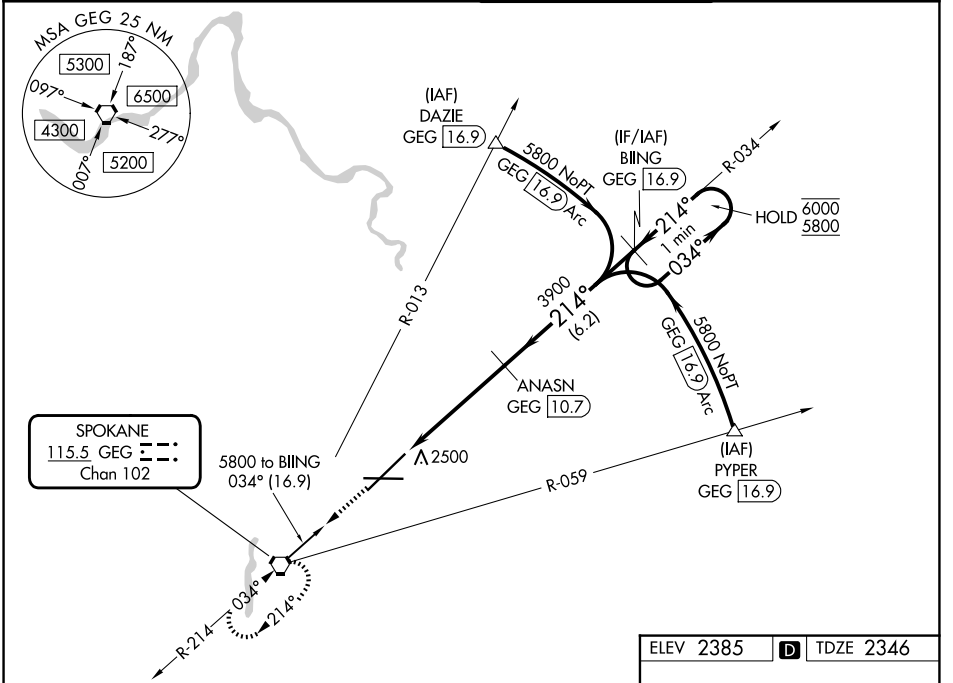
SPOKANE INTL (GEG)

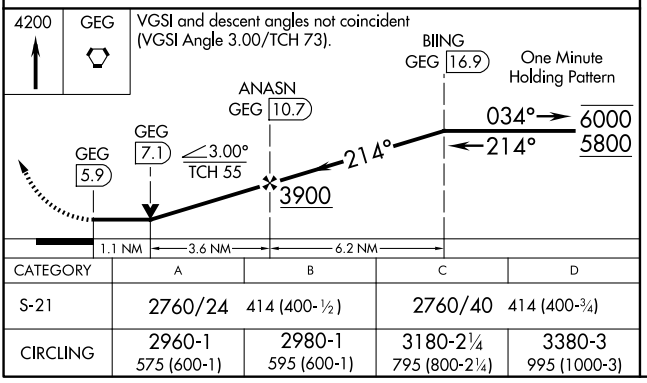
DME required.

ALSF-2

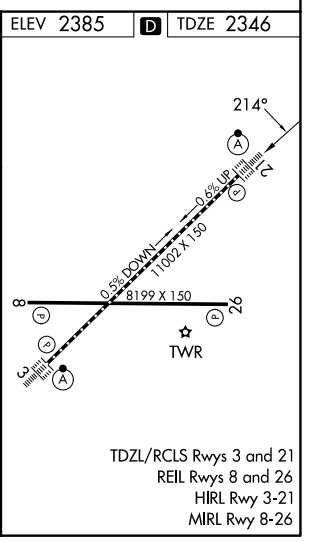
MISSED APPROACH: Climb to 4200 direct GEG VORTAC and hold, continue climb-in-hold to 4200.

ATIS	SPOKANE APP CON	SPOKANE TOWER	GND CON
124.325 254.375	123.75 282.25 (205°-025°) 133.35 263.0 (026°-204°)	118.3 278.3	121.9 348.6





CATEGORY	A	B	C	D
S-21	2760/24 414 (400-½)		2760/40 414 (400-¾)	
CIRCLING	2960-1 575 (600-1)	2980-1 595 (600-1)	3180-2¼ 795 (800-2¼)	3380-3 995 (1000-3)



TDZL/RCLS Rwys 3 and 21
REIL Rwys 8 and 26
HIRL Rwy 3-21
MIRL Rwy 8-26

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

23334

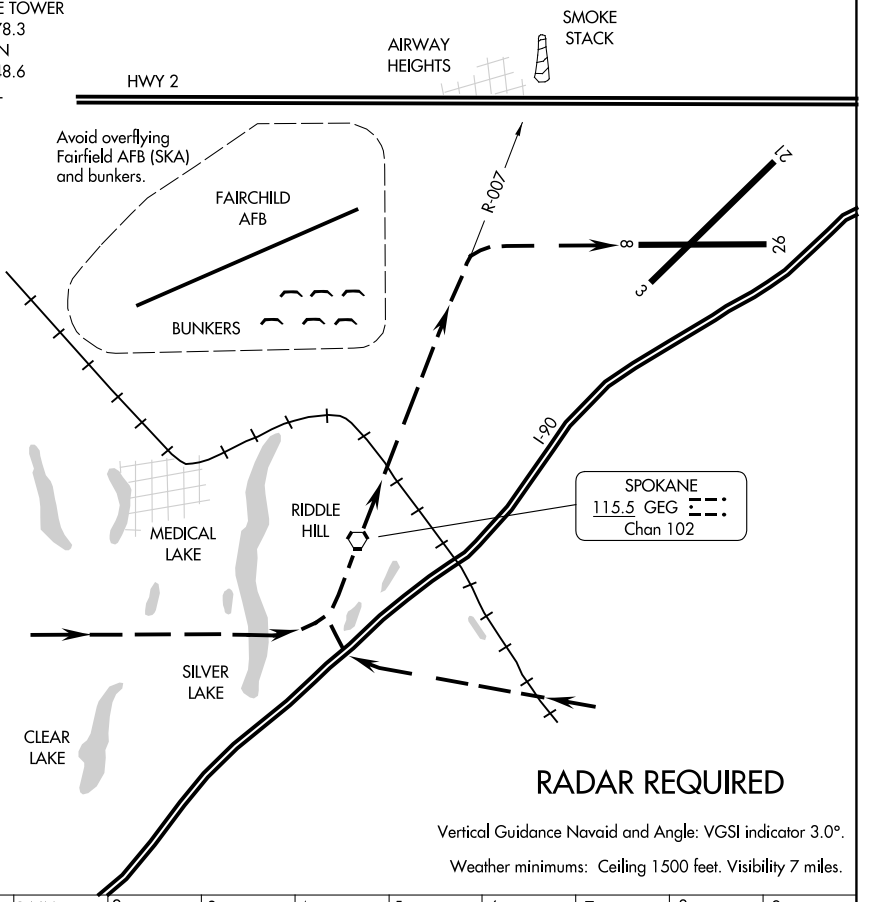
RIDDLE HILL VISUAL RWY 8

AL-403 (FAA)

SPOKANE INTL (GEG)
SPOKANE, WASHINGTON

NW-1, 03 SEP 2026 to 29 OCT 2026

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



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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

25331

SPOKANE EIGHT DEPARTURE

AL-403 (FAA)

SPOKANE INTL (GEG)
SPOKANE, WASHINGTON

NW-1, 03 SEP 2026 to 29 OCT 2026

SPOKANE EIGHT DEPARTURE

SPOKANE, WASHINGTON
SPOKANE INTL (GEG)

27NOV25

NW-1, 03 SEP 2026 to 29 OCT 2026

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, expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS
Climb direct GEG VORTAC before proceeding on course.
Aircraft north eastbound 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, 03 SEP 2026 to 29 OCT 2026

STANFORD, MONTANA | AL-10499 (FAA) | 25219

RNAV (GPS) RWY 12

STANFORD/BIGGERSTAFF FLD (S64)

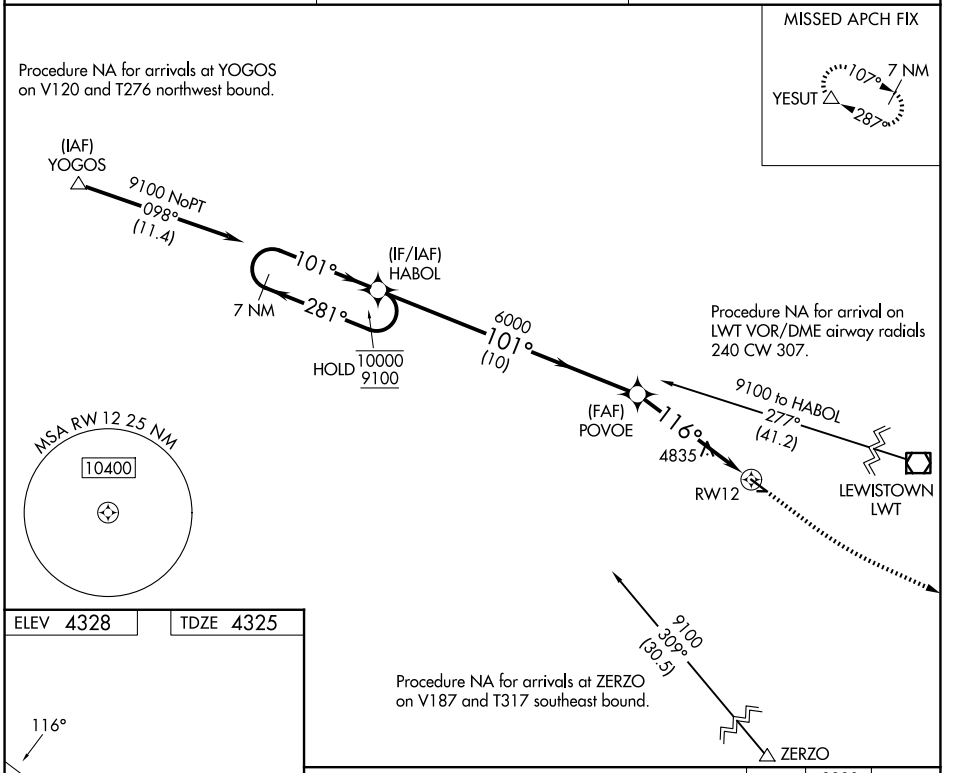
APP CRS	Rwy Ldg	TDZE	Apt Elev
116°	4200	4325	4328

RNP APCH - GPS.

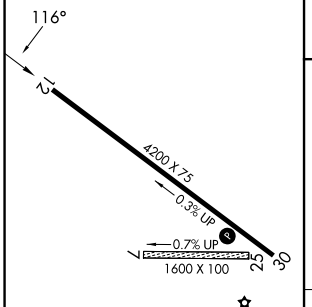
NA Rwy 12 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 7 and 25. Use LWT altimeter setting; when not received, use 19MT altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat A ¼ SM, and Circling visibility Cat B ¼ SM. Procedure NA at night.

MISSED APPROACH: Climb to 5200 then climbing left turn to 8000 direct YESUT and hold.

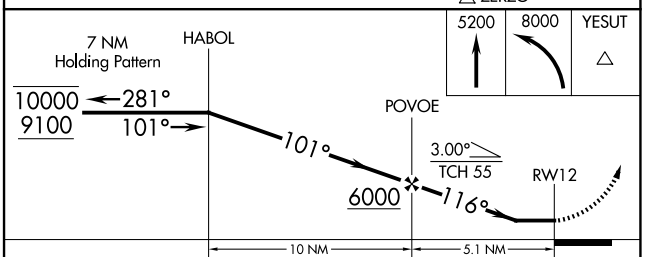
LWT ASOS	SALT LAKE CENTER	UNICOM
118.375	133.4 285.4	122.8 (CTAF) L



ELEV 4328 | TDZE 4325



MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	5200-1 875 (900-1)	5200-1¼ 875 (900-1¼)	5200-2½	875 (900-2½)
CIRCLING	5200-1¼ 872 (900-1¼)	5240-1¼ 912 (1000-1¼)	5600-3 1272 (1800-3)	5880-3 1552 (1600-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 30

STANFORD/BIGGERSTAFF FLD (S64)

WAAS	APP CRS	Rwy Ldg	4200
CH 86947	296°	TDZE	4321
W30A		Apt Elev	4328

RNP APCH - GPS.

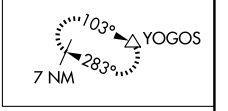
Baro-VNAV NA. Rwy 30 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 7 and 25. Use LWT altimeter setting; when not received, use 19MT altimeter setting and increase LPV DA to 4718 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 4794 feet and all visibilities ⅛ SM. Increase all MDAs 60 feet and LNAV visibility Cat B ¼ SM, and Circling visibility Cat B ¼ SM. Procedure NA at night.

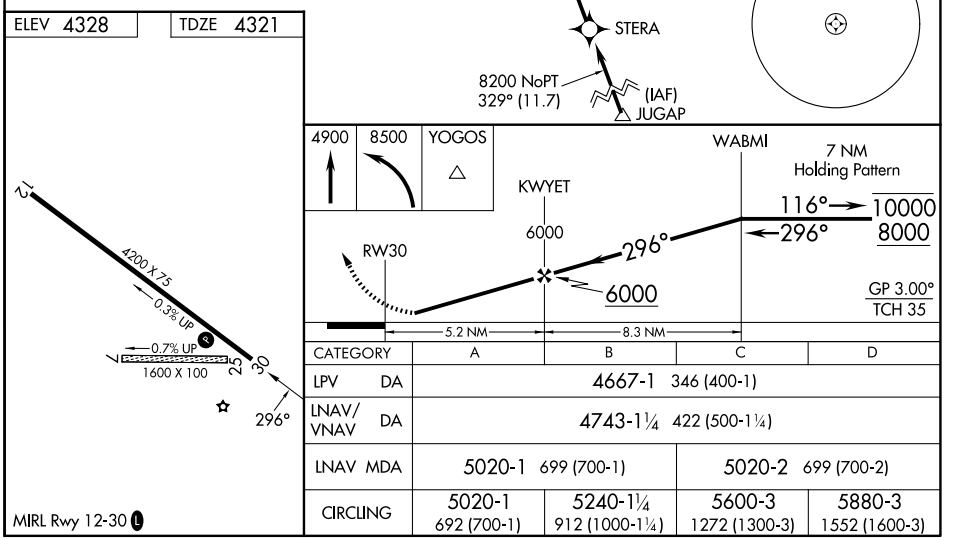
NA

MISSED APPROACH: Climb to 4900 then climbing left turn to 8500 direct YOGOS and hold.

LWT ASOS	SALT LAKE CENTER	UNICOM
118.375	133.4 285.4	122.8 (CTAF)

MISSED APCH FIX





CATEGORY	A	B	C	D
LPV DA	4667-1 346 (400-1)			
LNAV/VNAV DA	4743-1¼ 422 (500-1¼)			
LNAV MDA	5020-1 699 (700-1)		5020-2 699 (700-2)	
CIRCLING	5020-1 692 (700-1)	5240-1¼ 912 (1000-1¼)	5600-3 1272 (1300-3)	5880-3 1552 (1600-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

STEVENSVILLE, MONTANA | AL-9301 (FAA) | 25163

RNAV (GPS)-A

STEVENSVILLE (32S)

APP CRS	Rwy Ldg	N/A
162°	TDZE	N/A
	Apt Elev	3614

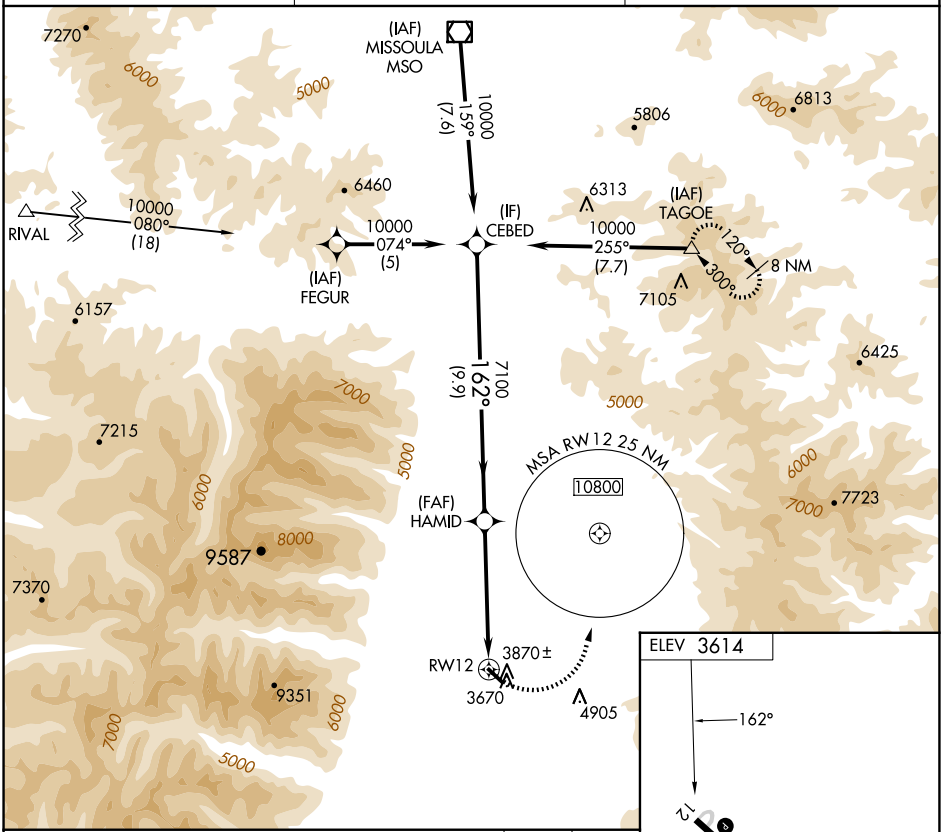
RNP APCH.

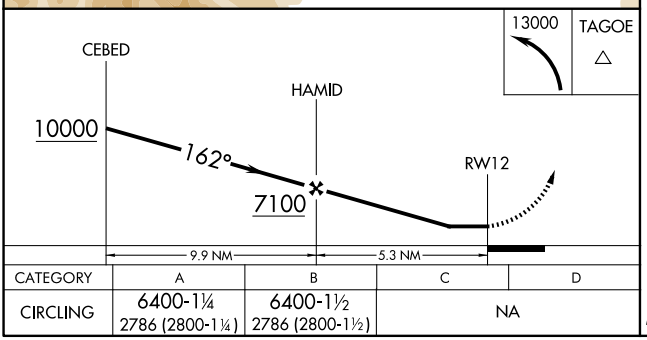
NA

Procedure NA at night.

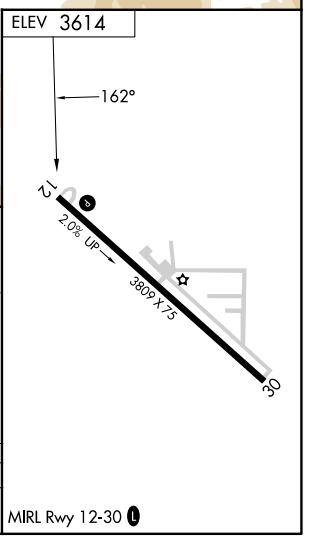
MISSED APPROACH: Climbing left turn to 13000 direct TAGOE and hold, continue climb-in-hold to 13000.

AWOS-AV	SPOKANE APP CON*	UNICOM
120.925	124.9 298.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	6400-1¼ 2786 (2800-1¼)	6400-1½ 2786 (2800-1½)	NA	



STEVENSVILLE, MONTANA
Orig-F 25FEB21

46°32'N-114°03'W

STEVENSVILLE (32S)

RNAV (GPS)-A

NW-1, 03 SEP 2026 to 29 OCT 2026

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

Procedure NA for arrival on DSD VORTAC airway radials 247 CW 263 and airway radial 092.

(IAF) DESCHUTES DSD

7000 NoPT 182° (8.2)

HOLD 14000 7000 7 NM

(IF/IAF) TUPSE

182° 002°

7000 DRACK 069° (3.4)

7000 346° (7)

6000 182° (10)

7000 298° (9.5) URBIA

OCTAD

(FAF) HESKI

GAPEY 2.5 NM to RW18

4499 ± ∧

RW18

MSA RW18 25 NM 11600

MISSED APCH FIX 193° 013° 7 NM SSTRS

ELEV 4164 TDZE 4161

182°

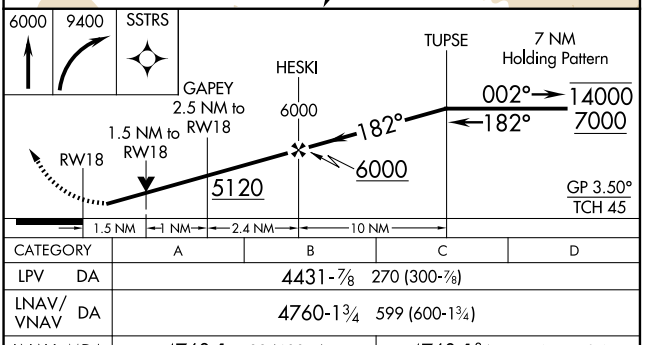
18

5460 X 75

36

MIRL Rwy 18-36 L

REIL Rwys 18 and 36 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)	
CIRCLING	4900-1 736 (800-1)	5140-1½ 976 (1000-1½)	5660-3 1496 (1500-3)	

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

LOC I-TIW	APP CRS	Rwy Ldg	5002
109.1	167°	TDZE	294
		Apt Elev	295

ILS or LOC RWY 17

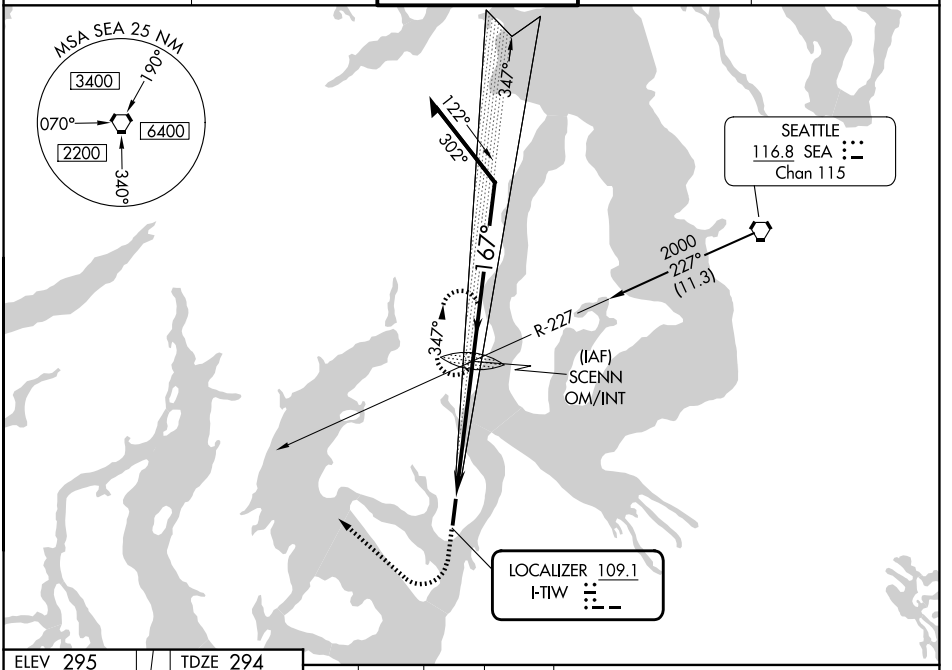
TACOMA NARROWS (TIW)

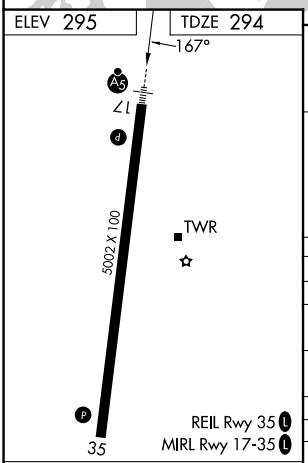
When control tower closed, obtain local altimeter setting on UNICOM, when not received, use McChord Fld altimeter setting minimums. Circling not authorized east of Rwy 17-35.

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.

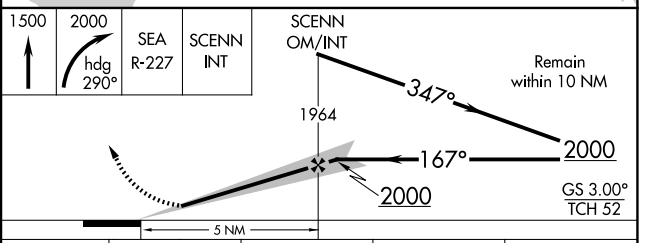
ATIS	SEATTLE APP CON	TACOMA TOWER★	GND CON	UNICOM
124.05	120.1 290.9	118.5 (CTAF) L 253.5	121.8	122.95





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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 17

TACOMA NARROWS (TIW)

WAAS CH 82608 W17A	APP CRS 167°	Rwy Ldg 5002 / TDZE 294 / Apt Elev 295

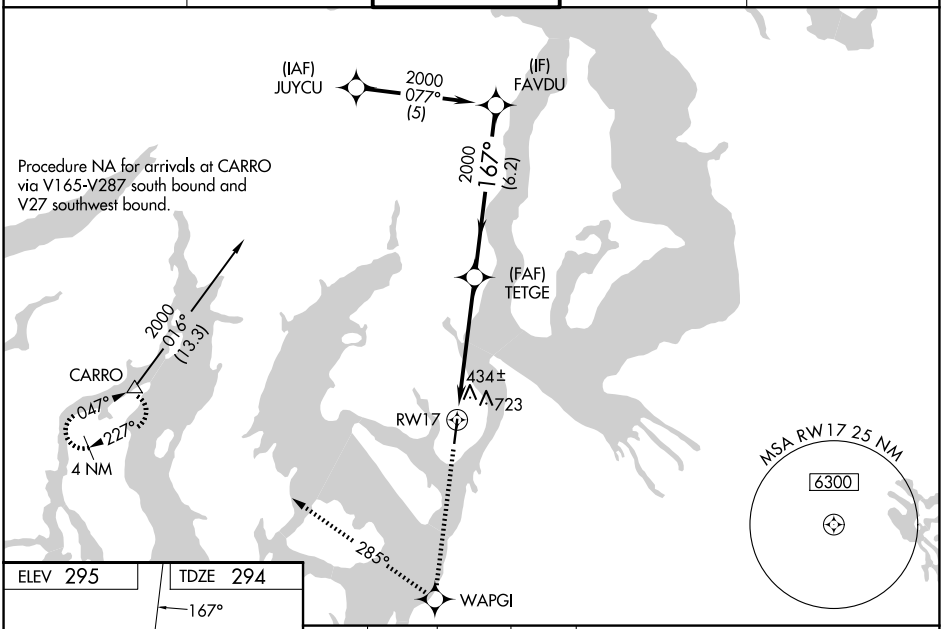
RNP APCH.

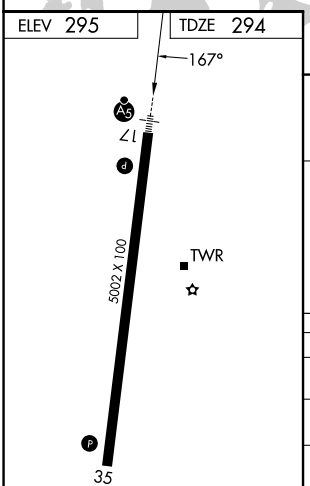
VDP NA with McChord Fld altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to 1⅛ mile. Circling NA east of Rwy 17/35.
Baro-VNAV NA when using McChord Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter 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.

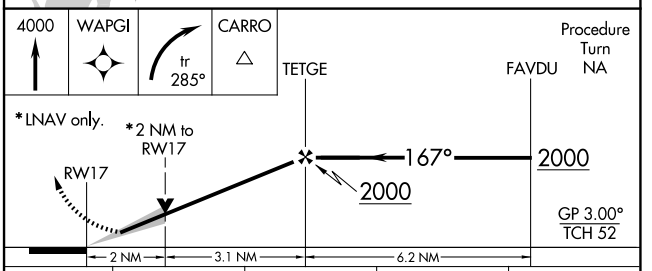
MALSR

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)	
CIRCLING	980-1 685 (700-1)		980-2 685 (700-2)	980-2¼ 685 (700-2¼)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

TACOMA, WASHINGTON AL-5186 (FAA) 25331

WAAS CH 50312 W35A	APP CRS 347°	Rwy Ldg 5002 TDZE 295 Apt Elev 295

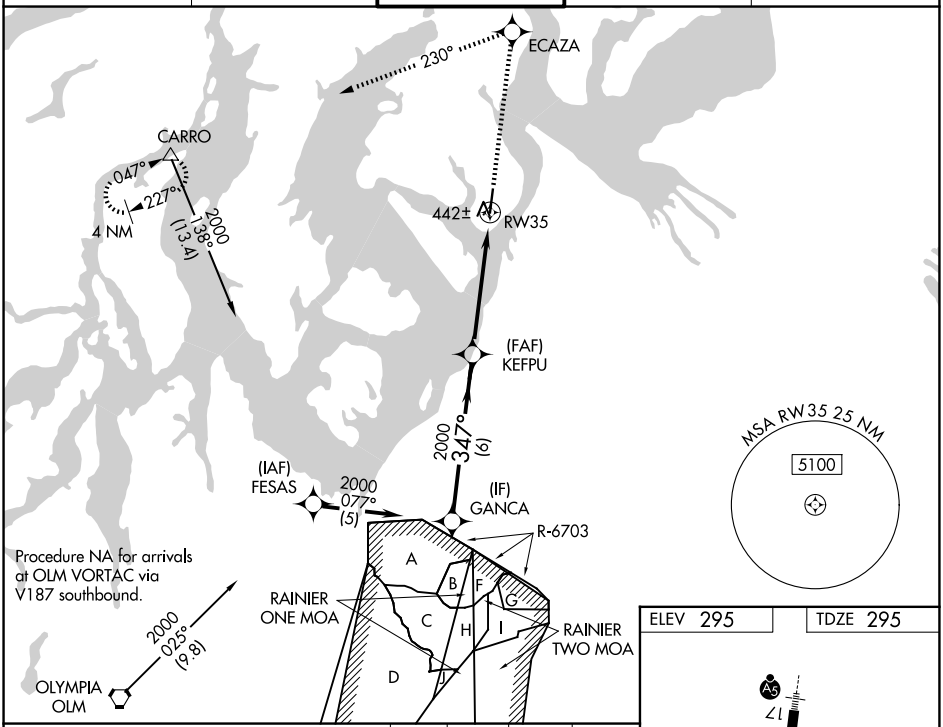
RNAV (GPS) RWY 35
TACOMA NARROWS (TIW)

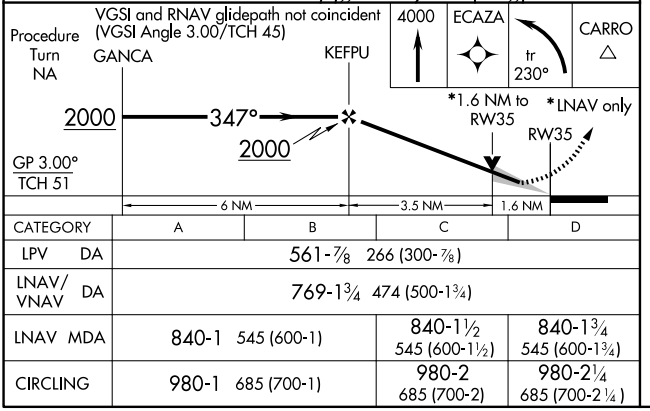
RNP APCH.

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.

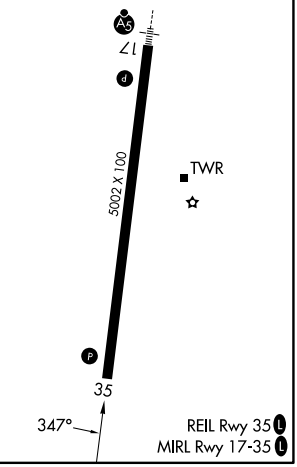
ATIS	SEATTLE APP CON	TACOMA TOWER ★	GND CON	UNICOM
124.05	120.1 290.9	118.5 (CTAF) L 253.5	121.8	122.95





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)
CIRCLING	980-1 685 (700-1)		980-2 685 (700-2)	980-2¼ 685 (700-2¼)

ELEV 295 TDZE 295

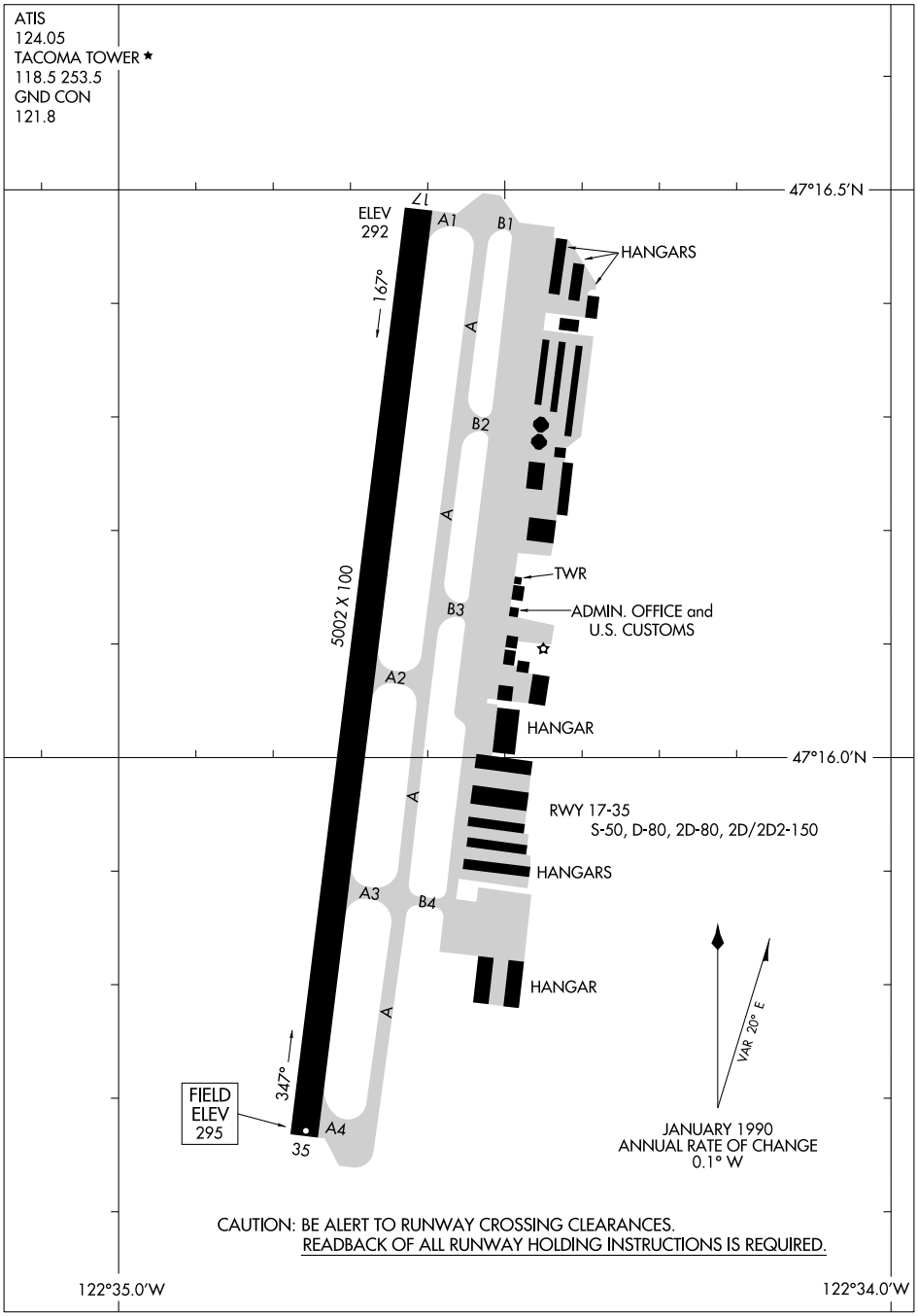


TACOMA, WASHINGTON
Orig-C 08OCT20

47°16′N-122°35′W

TACOMA NARROWS (TIW)
RNAV (GPS) RWY 35

NW-1, 03 SEP 2026 to 29 OCT 2026



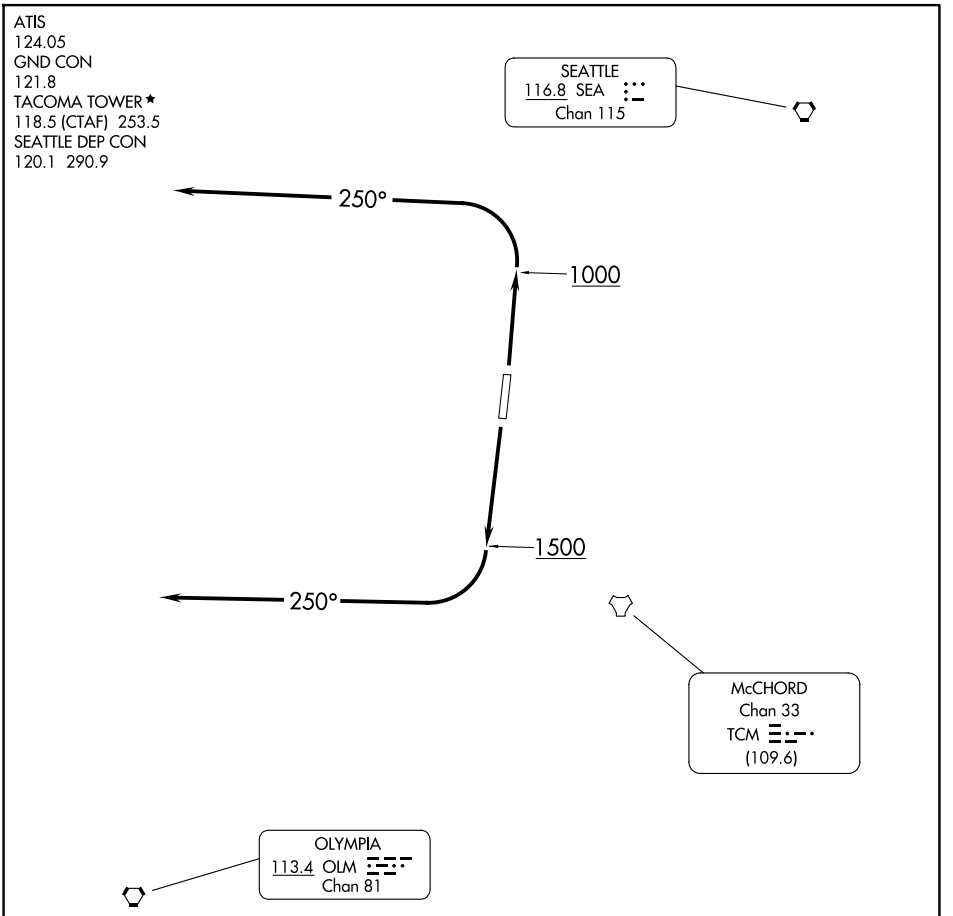
NW-1, 03 SEP 2026 to 29 OCT 2026

23334

NARROWS ONE DEPARTURE

AL-5186 (FAA)

TACOMA NARROWS (TIW)
TACOMA, WASHINGTON



NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb runway heading until leaving 1500, turn right heading 250°, maintain 2000. Expect filed altitude 5 minutes after departure. Expect RADAR vectors to assigned route

TAKEOFF RUNWAY 35: Climb runway heading until leaving 1000, turn left heading 250°, maintain 2000. Expect filed altitude 5 minutes after departure. Expect RADAR vectors to assigned route.

LOST COMMUNICATIONS: If no transmissions are received for 3 minutes after departure, climb to filed altitude direct SEA VORTAC, thence via assigned route.

APP CRS	Rwy Ldg	N/A
339°	TDZE	N/A
	Apt Elev	247

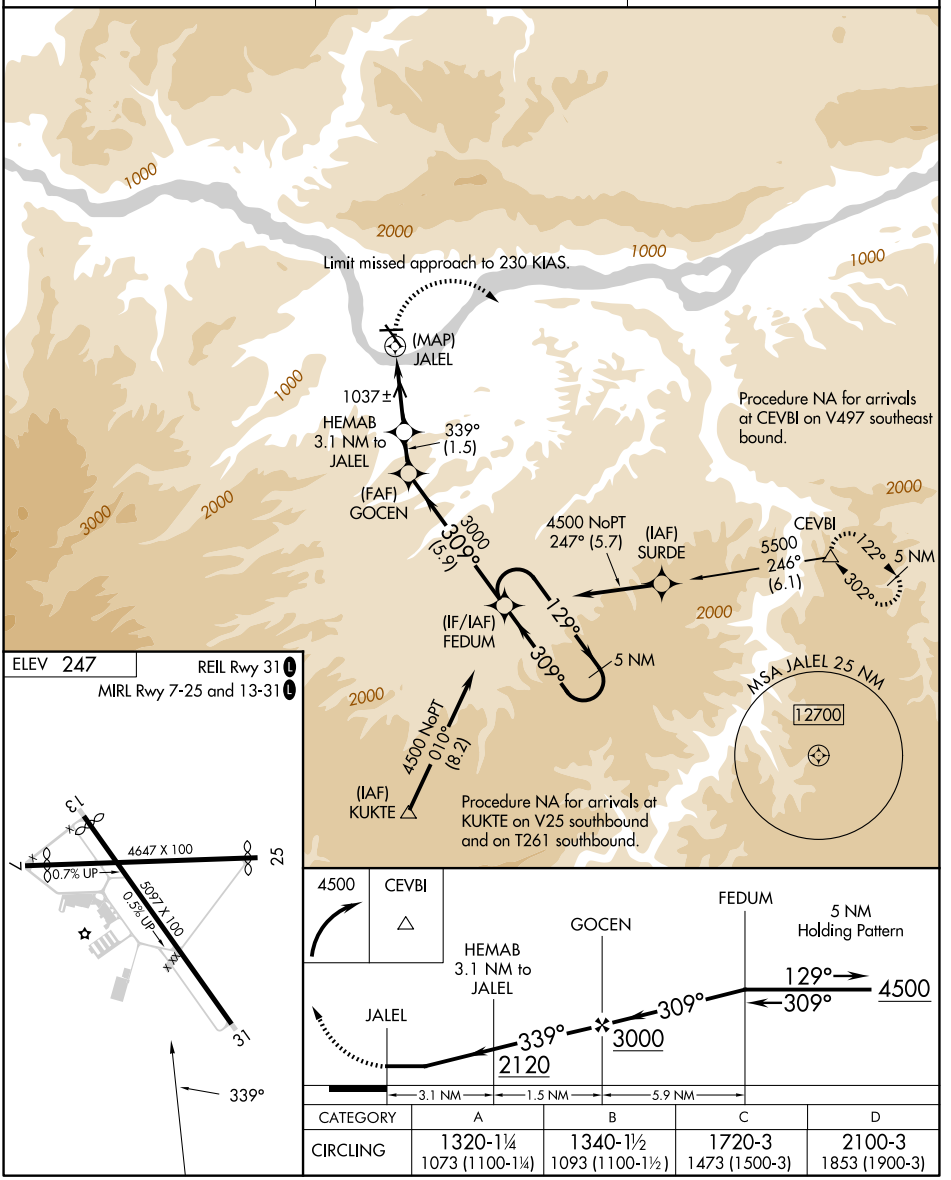
RNAV (GPS)-A

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)



CATEGORY	A	B	C	D
CIRCLING	1320-1¼ 1073 (1100-1¼)	1340-1½ 1093 (1100-1½)	1720-3 1473 (1500-3)	2100-3 1853 (1900-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

THE DALLES, OREGON | AL-530 (FAA) | 26134

LOC/DME I-DLS	APP CRS	Rwy Ldg	4451
109.35	238°	TDZE	243
Chan 30(Y)		Apt Elev	247

LDA/DME RWY 25

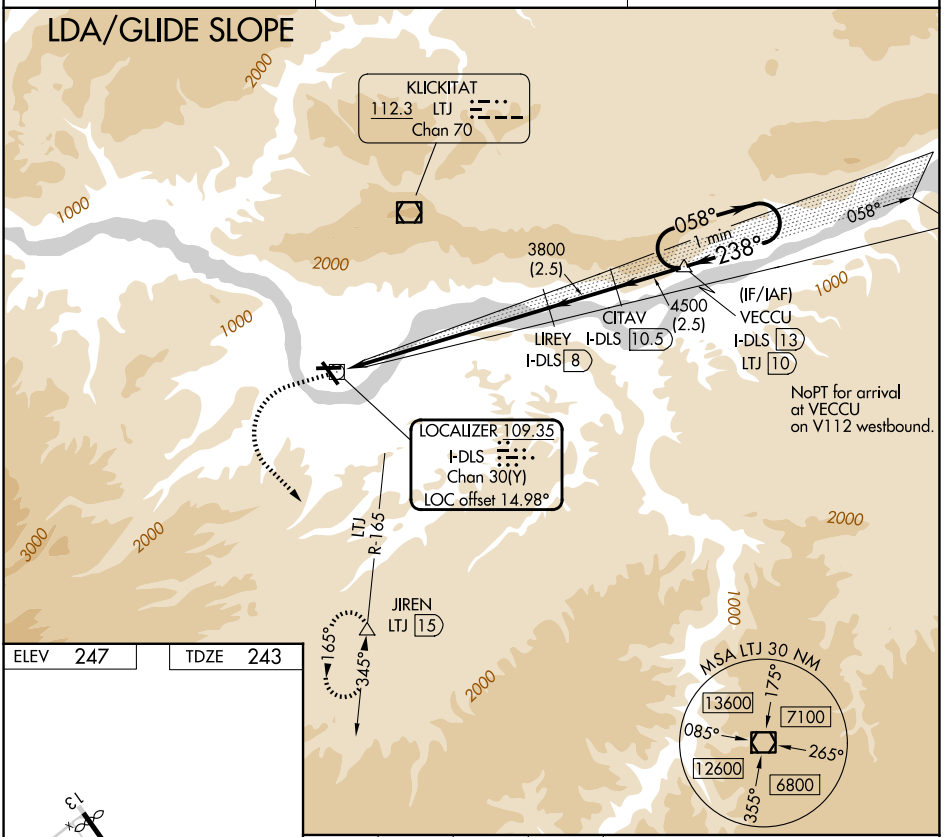
COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

T NA — When local altimeter setting not received, procedure NA. Glide slope provided by standard glide slope equipment.

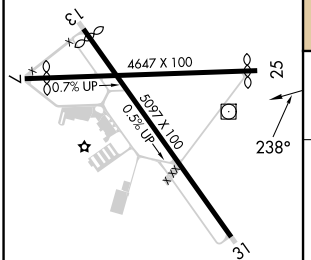
MISSED APPROACH: Climb to 1600 then climbing left turn to 7000 on heading 120° and LTJ VOR/DME R-165 to JIREN/LTJ 15 DME and hold, continue climb-in-hold to 7000.

ASOS	SEATTLE CENTER	UNICOM
135.175	119.65 257.6	123.0 (CTAF) L

LDA/GLIDE SLOPE



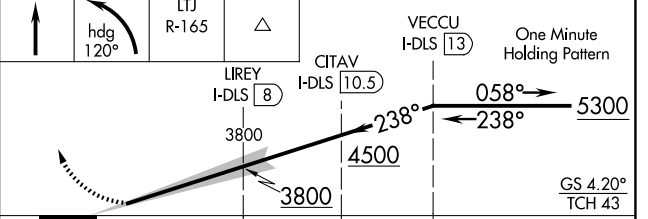
ELEV 247 | TDZE 243



REIL Rwy 31 L
MIRL Rwys 7-25 and 13-31 L

1600	7000	LTJ	JIREN
↑	hdg 120°	R-165	△

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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-DLS	APP CRS	Rwy Ldg	4451
109.35	238°	TDZE	243
Chan 30(Y)		Apt Elev	247

COPTER LDA/DME RWY 25

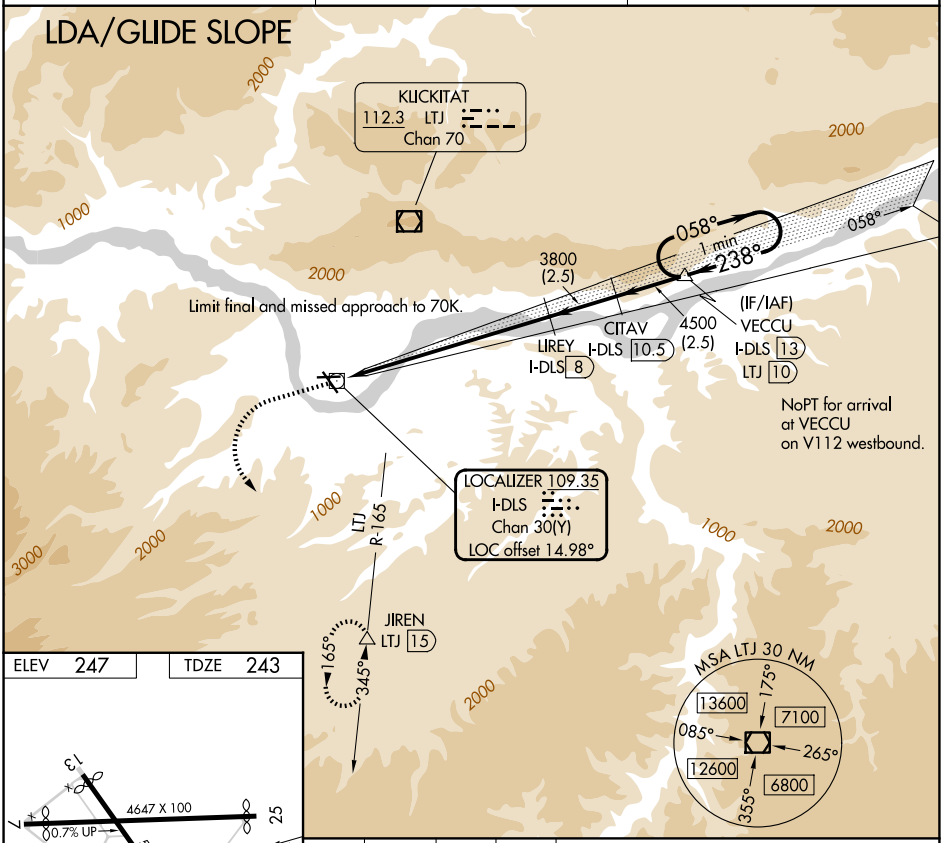
COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

T NA When local altimeter setting not received, procedure NA. Glide slope provided by standard glide slope equipment.

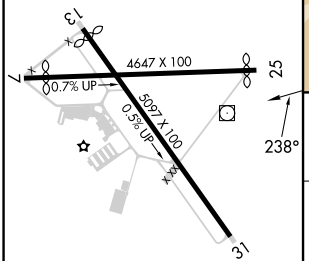
MISSED APPROACH: Climb to 1200 then climbing left turn to 7000 on heading 125° and LTJ VOR/DME R-165 to JIREN/LTJ 15 DME and hold, continue climb-in-hold to 7000.

ASOS	SEATTLE CENTER	UNICOM
135.175	119.65 257.6	123.0 (CTAF) L

LDA/GLIDE SLOPE

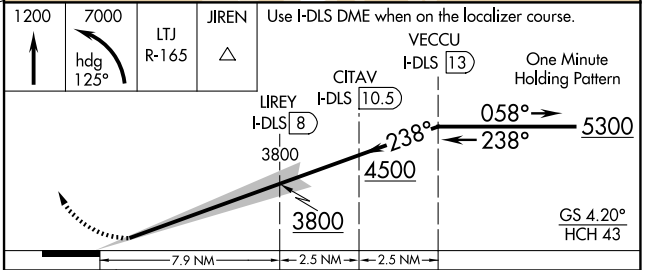


ELEV 247	TDZE 243



1200	7000 hdg 125°	LTJ R-165	JIREN △

Use I-DLS DME when on the localizer course.



CATEGORY	COPTER
H-25	783-1½ 540 (600-1½)

REIL Rwy 31 L
MIRL Rwys 7-25 and 13-31 L

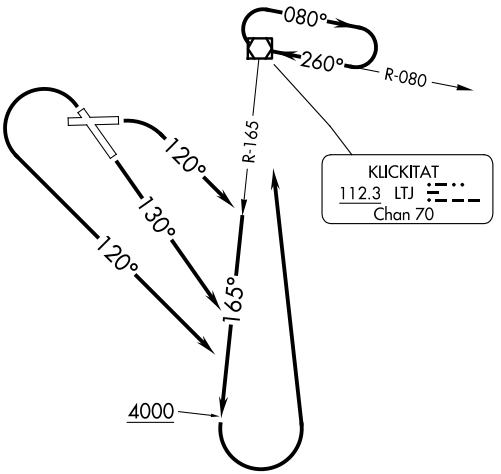
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

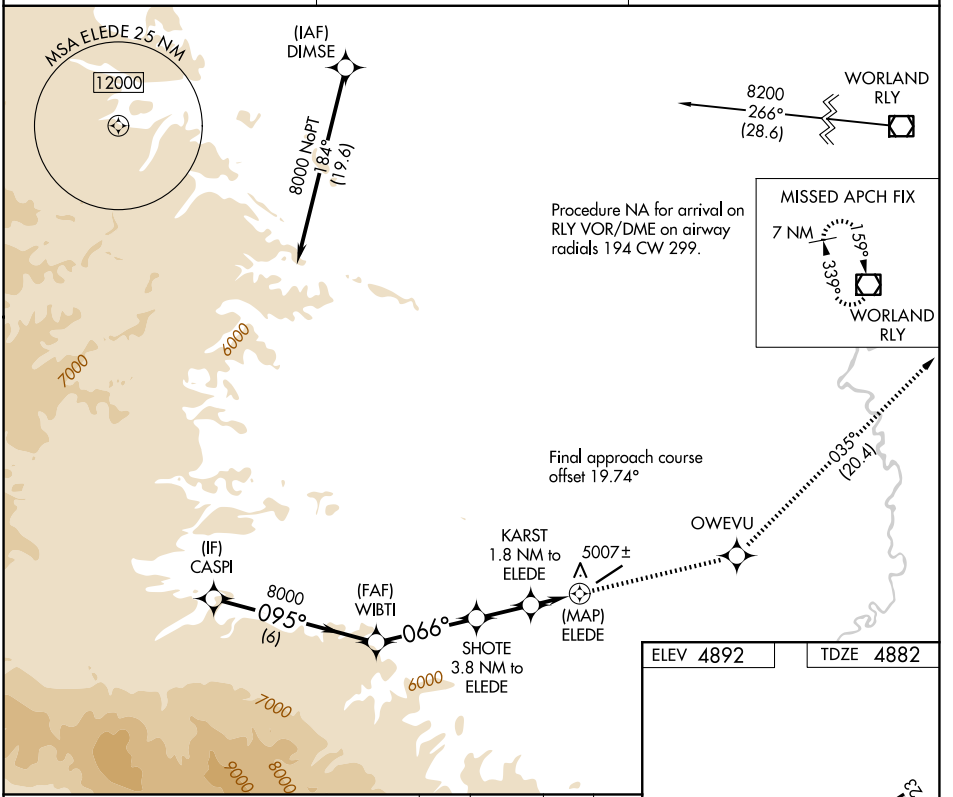
RNAV (GPS) RWY 5
HOT SPRINGS COUNTY (HSG)

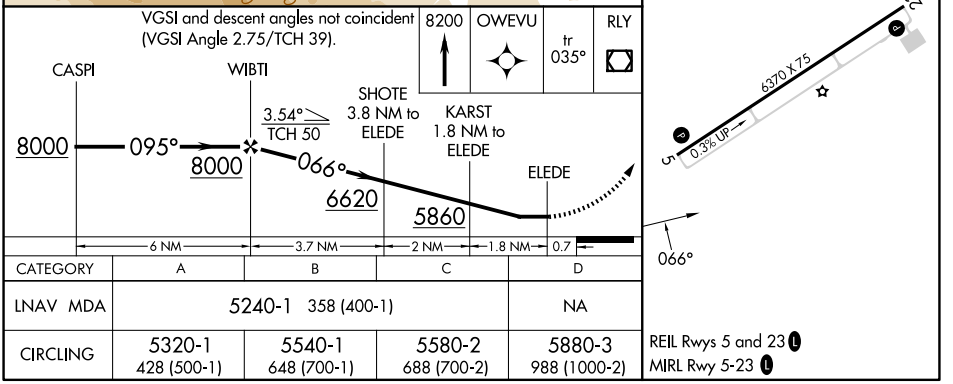
APP CRS	Rwy Ldg	6370
066°	TDZE	4882
	Apt Elev	4892

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
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

THERMOPOLIS, WYOMING | AL-11427 (FAA) | 25219

RNAV (GPS) RWY 23

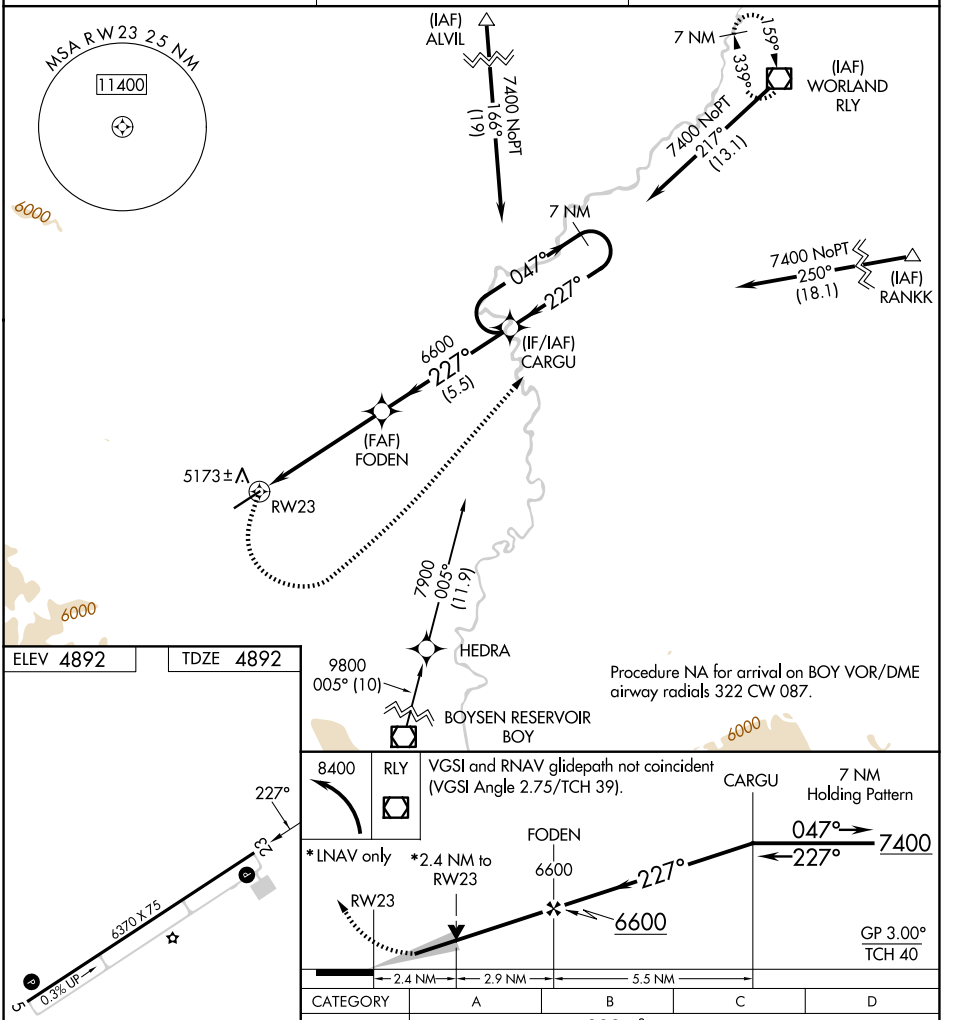
HOT SPRINGS COUNTY (HSG)

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

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

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)	
CIRCLING	5620-1 728 (800-1)		5620-2 728 (800-2)	5880-3 988 (1000-3)

THERMOPOLIS, WYOMING
Orig 02MAR17

43°43′N-108°23′W

HOT SPRINGS COUNTY (HSG)

RNAV (GPS) RWY 23

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Idg	5001
136°	TDZE	31
	Apt Elev	39

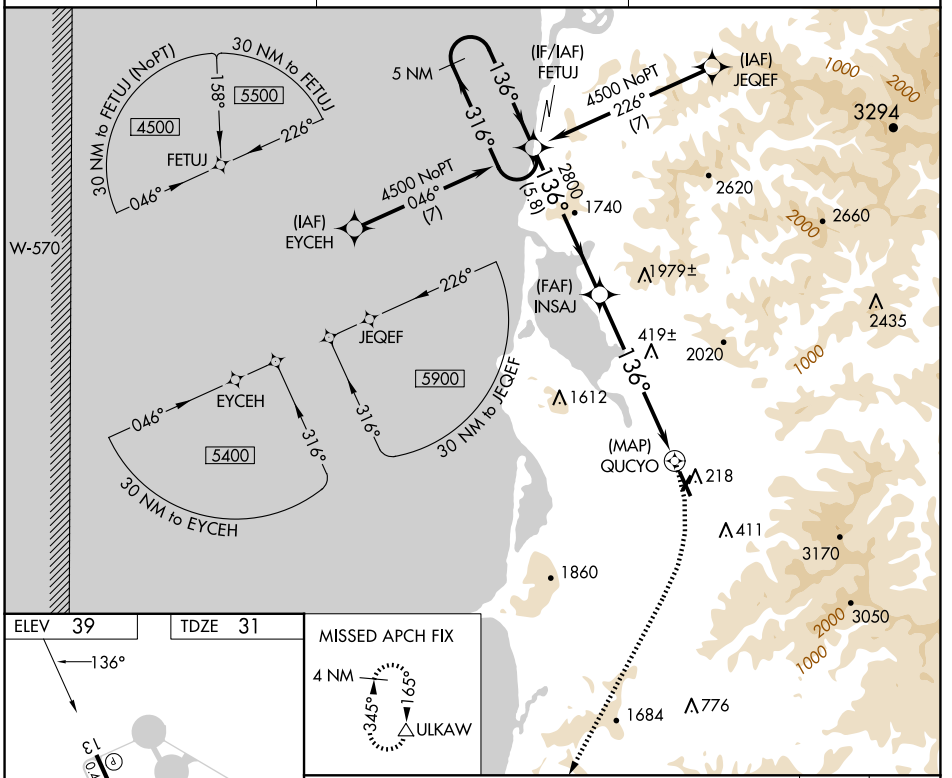
RNAV (GPS) RWY 13

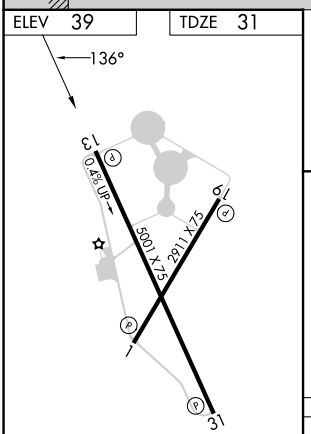
TILLAMOOK (TMK)

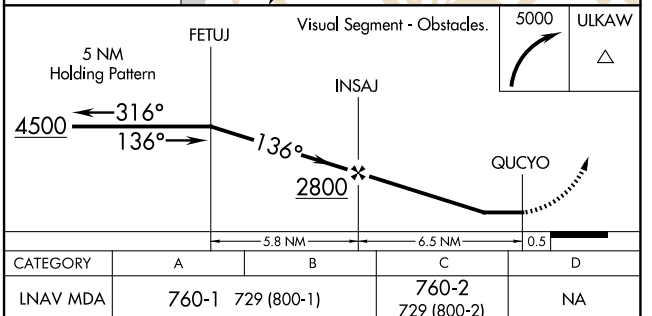
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Astoria Rgnl altimeter setting and increase all MDA 540 feet; increase LNAV Cat A visibility ¼ SM, Cat B visibility ½ SM, and Cat C visibility 1 SM and Circling Cat B visibility ¼ SM Night Landing: Rwy 1, 19 NA. Helicopter visibility 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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

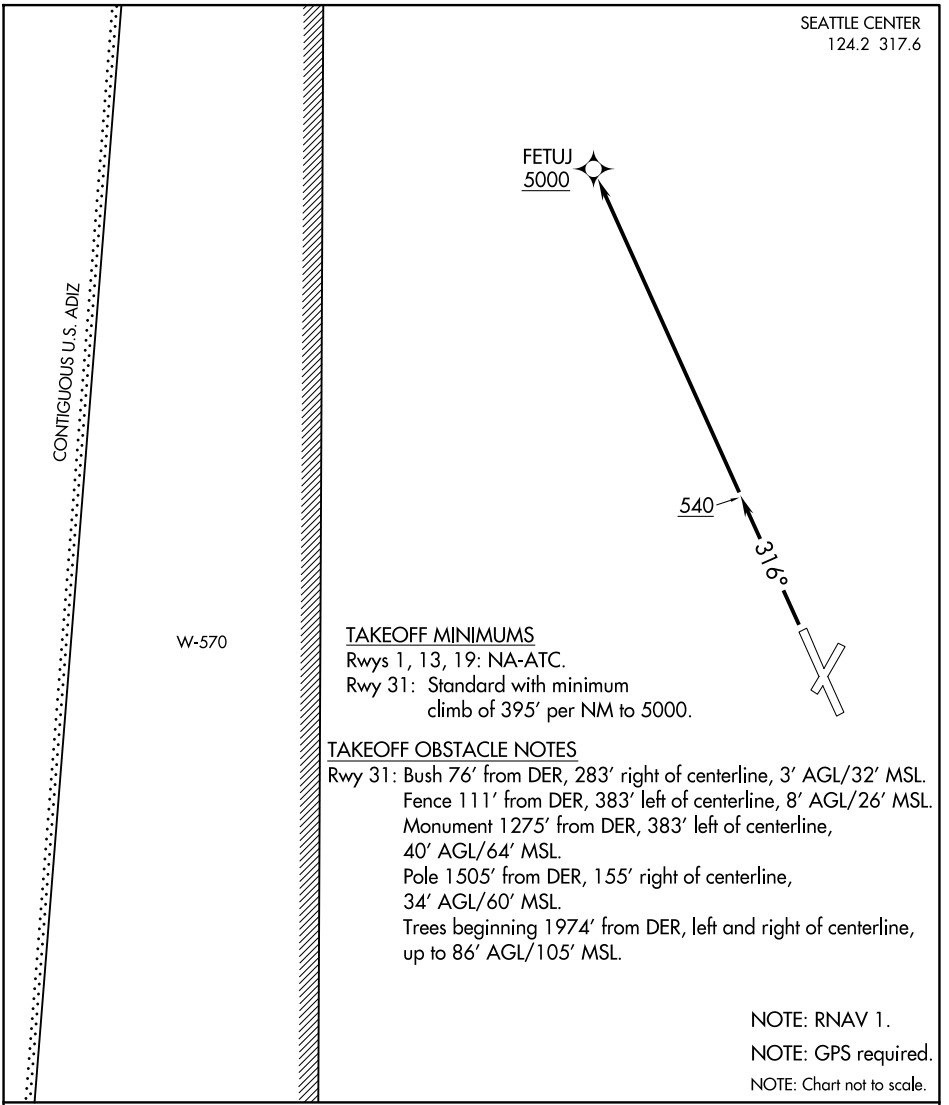
(FETUJ3.FETUJ) 22307

FETUJ THREE DEPARTURE (OBSTACLE) (RNAV)

AL-475 (FAA)

TILLAMOOK (TMK)
TILLAMOOK, OREGON

NW-1, 03 SEP 2026 to 29 OCT 2026



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

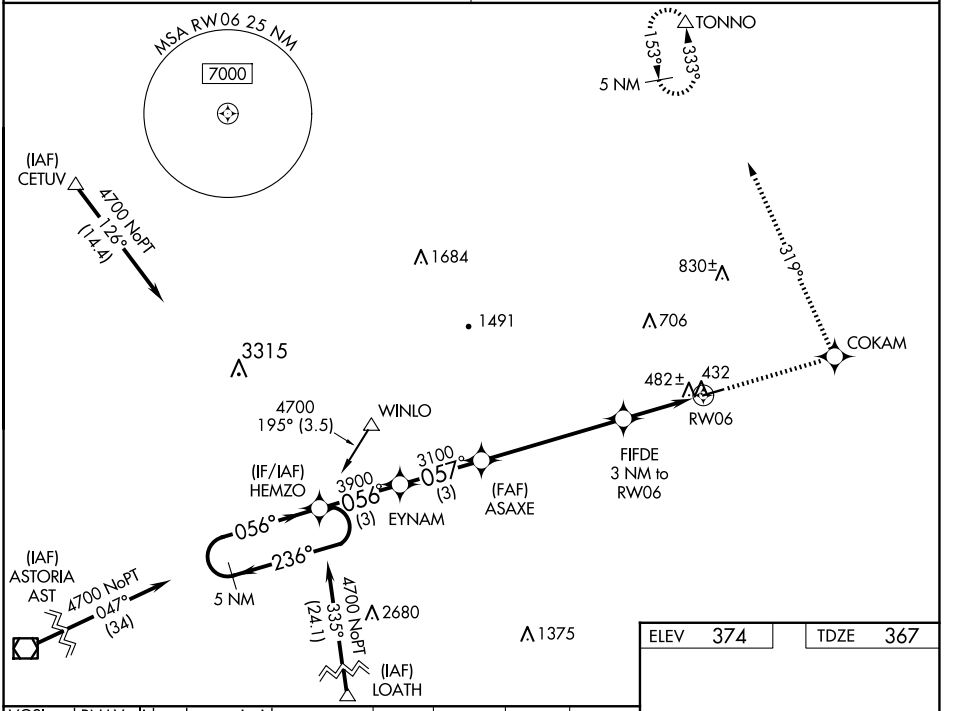
RNAV (GPS) RWY 6

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.

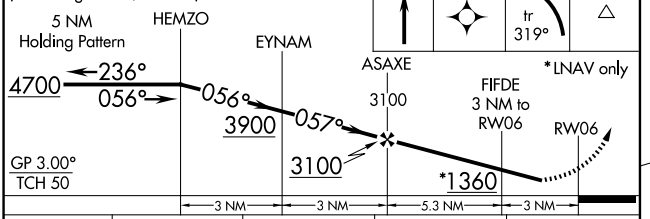
SEATTLE CENTER	CTAF
124.2 317.6	122.9 L



ELEV	374	TDZE	367

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).

5000	COKAM	tr 319°	TONNO





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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

TOLEDO, WASHINGTON | AL-422 (FAA) | 23278

RNAV (GPS) RWY 24

ED CARLSON MEML FLD/SOUTH LEWIS COUNTY (TDO)

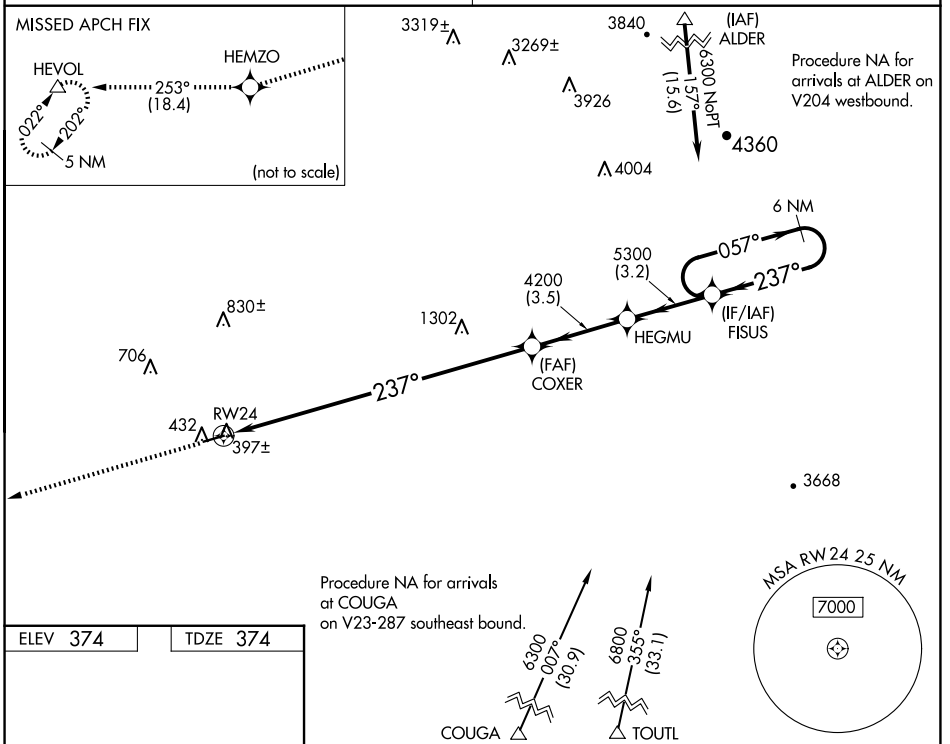
WAAS	APP CRS	Rwy Idg	4479
CH 72617	237°	TDZE	374
W24A		Apt Elev	374

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.

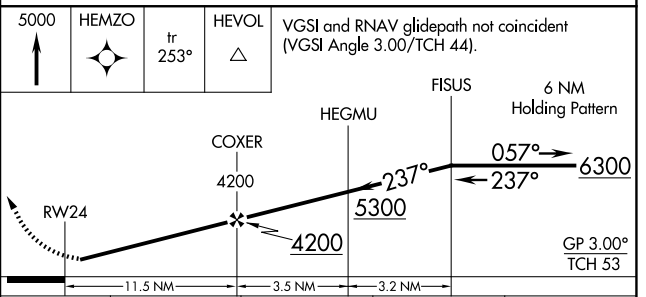
MISSED APPROACH: Climb to 5000 direct HEMZO and on track 253° to HEVOL and hold.

SEATTLE CENTER	CTAF
124.2 317.6	122.9 L



ELEV 374	TDZE 374





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

TOLEDO, WASHINGTON
Orig-B 26JUN14

ED CARLSON MEML FLD/SOUTH LEWIS COUNTY (TDO)
46°29'N-122°48'W
RNAV (GPS) RWY 24

NW-1, 03 SEP 2026 to 29 OCT 2026

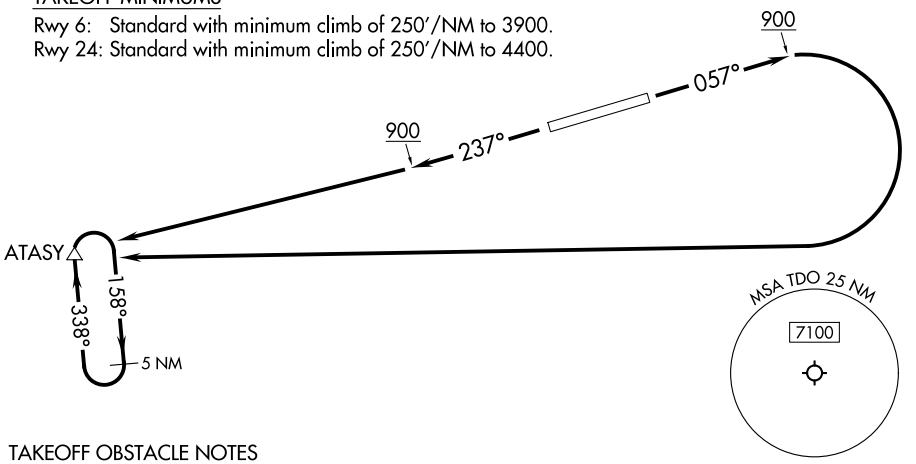
ATASY THREE DEPARTURE (OBSTACLE) (RNAV)

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

TORRINGTON, WYOMING AL-6845 (FAA) 26246

WAAS	APP CRS	Rwy Ldg	5703
CH 61344	108°	TDZE	4207
W10A		Apt Elev	4207

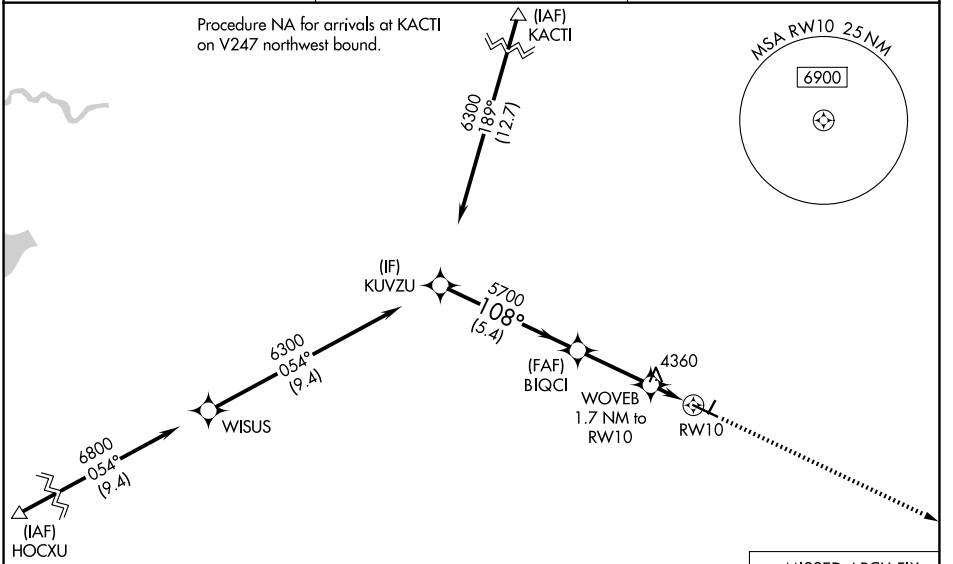
RNAV (GPS) RWY 10
TORRINGTON MUNI (TOR)

RNP APCH - GPS.

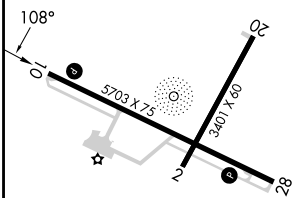
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C.

MISSED APPROACH: Climb to 6200 direct CIKSI and hold.

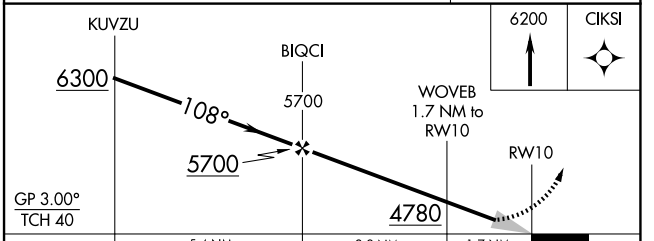
ASOS	DENVER CENTER	UNICOM
118.375	127.95 338.2	122.8 (CTAF) L



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	5703
CH 66044	289°	TDZE	4202
W28A		Apt Elev	4207

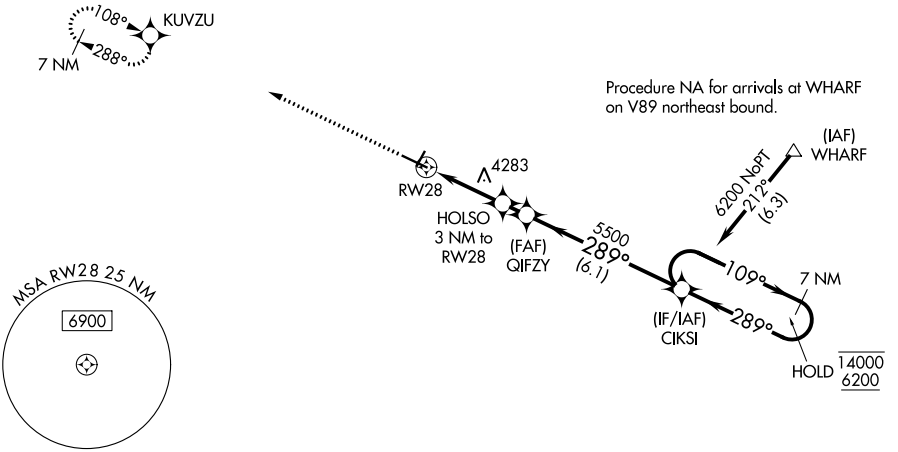
RNAV (GPS) RWY 28
TORRINGTON MUNI (TOR)

RNP APCH - GPS.

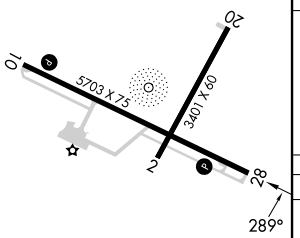
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C.

MISSED APPROACH: Climb to 6500 direct KUVZU and hold.

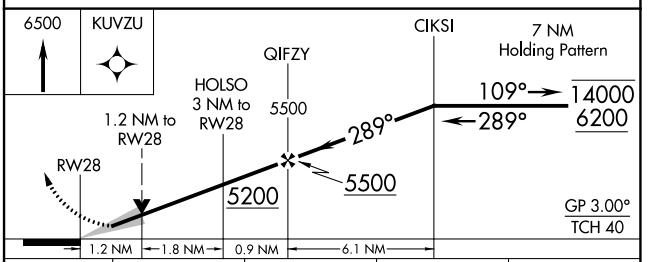
ASOS	DENVER CENTER	UNICOM
118.375	127.95 338.2	122.8 (CTAF) L



ELEV 4207	TDZE 4202



REIL Rwy 28 L
MIRL Rwy 10-28 L



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)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

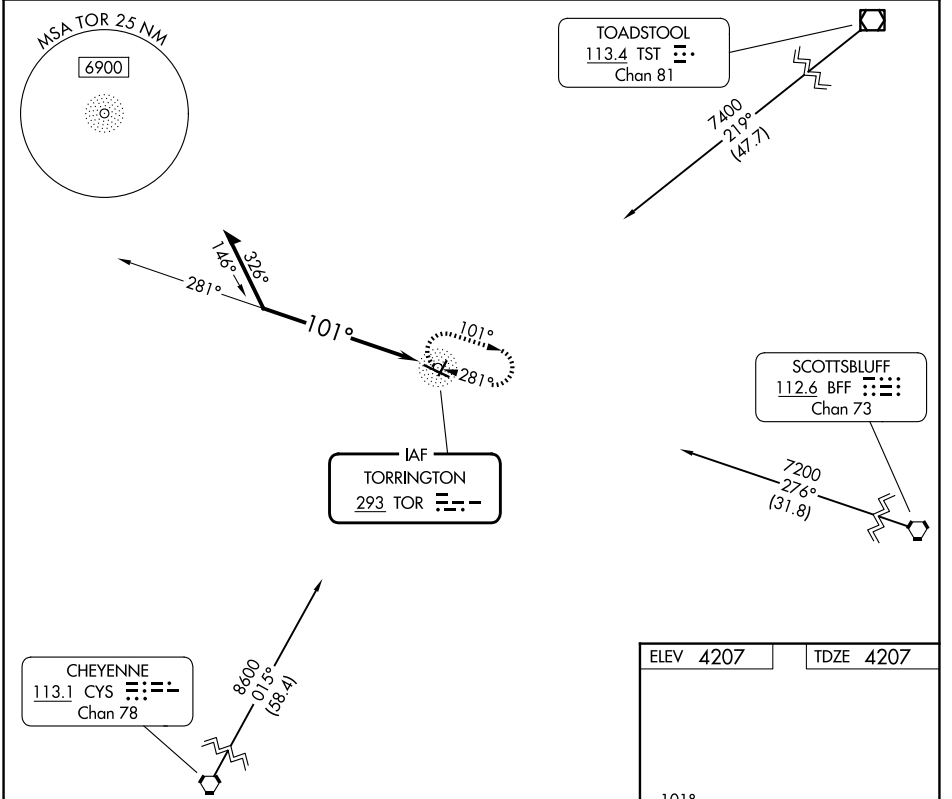
NDB TOR	APP CRS	Rwy Ldg	5703
293	101°	TDZE	4207
		Apt Elev	4207

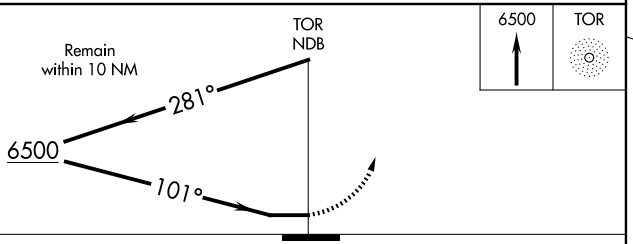
NDB RWY 10

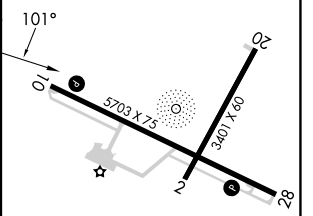
TORRINGTON MUNI (TOR)

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, 03 SEP 2026 to 29 OCT 2026

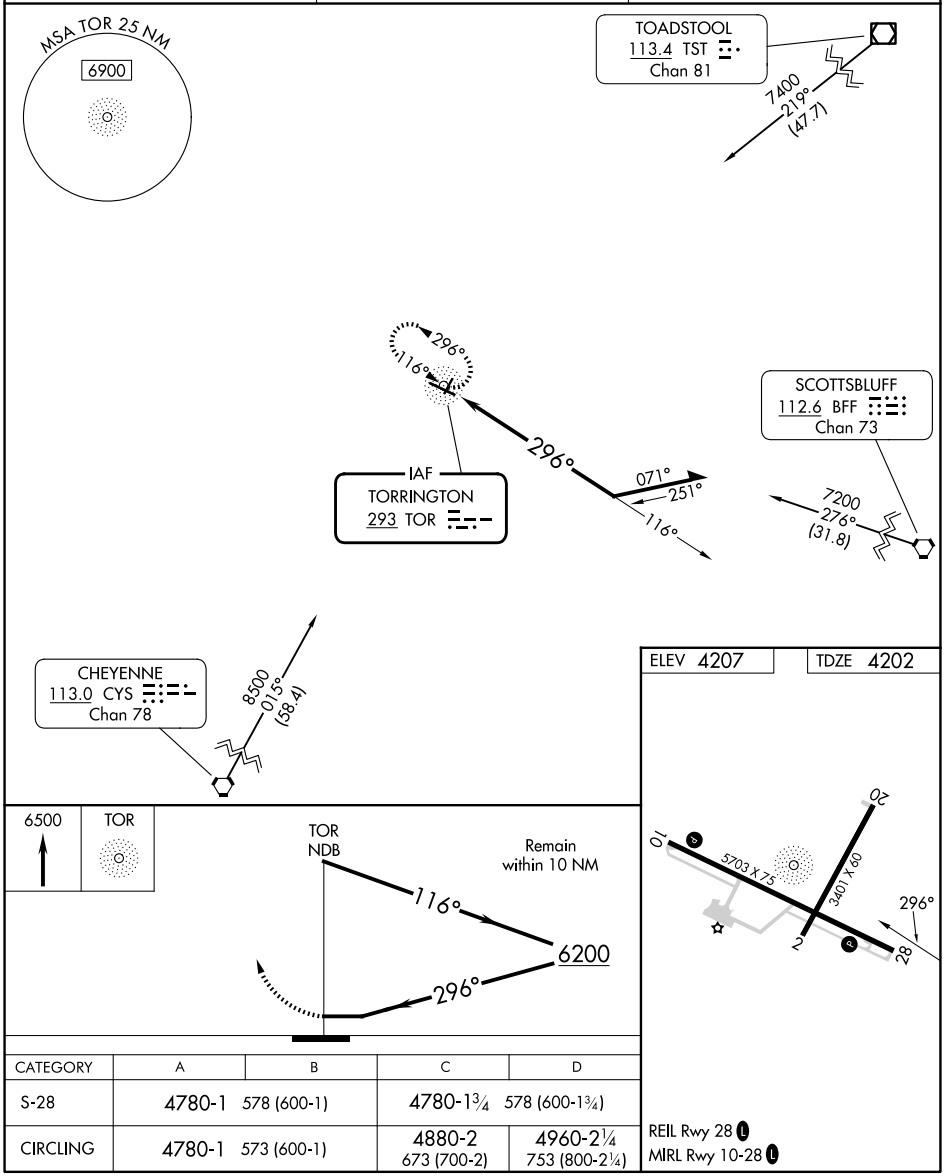
NDB TOR	APP CRS		
293	296°	Rwy Ldg	5703
		TDZE	4202
		Apt Elev	4207

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

TWIN BRIDGES, MONTANA | AL-10303 (FAA) | 26190

RNAV (GPS) RWY 17

RUBY VALLEY FLD (RVF)

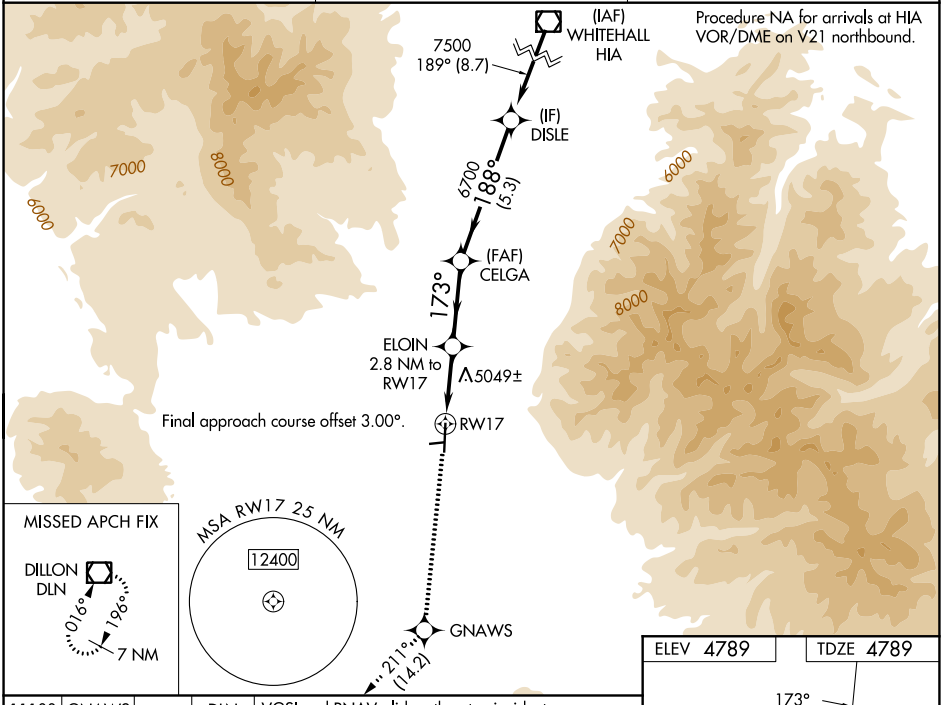
WAAS	APP CRS	Rwy Ldg	6000
CH 93840	173°	TDZE	4789
W17A		Apt Elev	4789

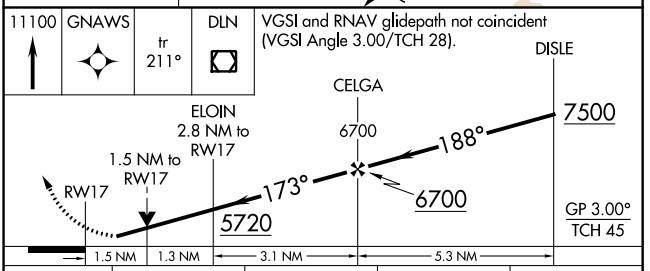
RNP APCH - GPS.

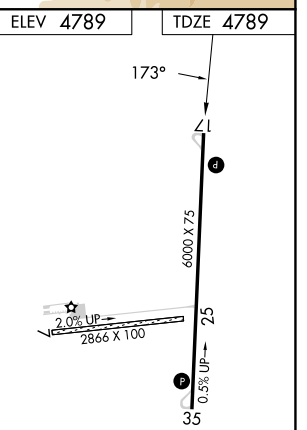
Circling NA to Rwys 7 and 25. Circling NA east of Rwy 17-35. Rwy 17 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.

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)	
CIRCLING	5300-1 511 (600-1)		5300-1½ 511 (600-1½)	5460-2¼ 671 (700-2¼)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 35

RUBY VALLEY FLD (RVF)

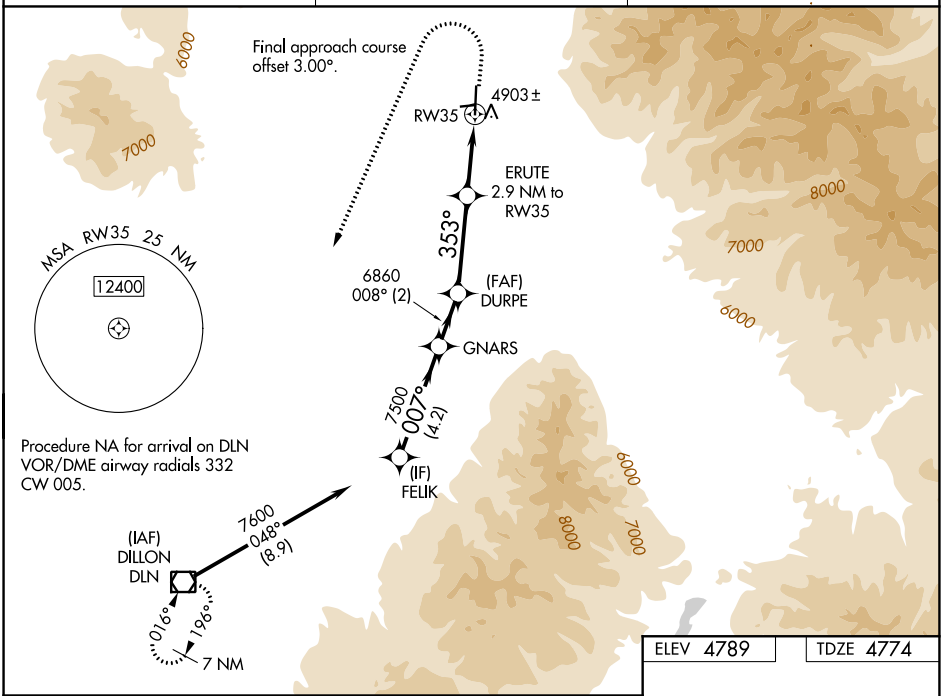
WAAS	APP CRS	Rwy Ldg	6000
CH 42940	353°	TDZE	4774
W35A		Apt Elev	4789

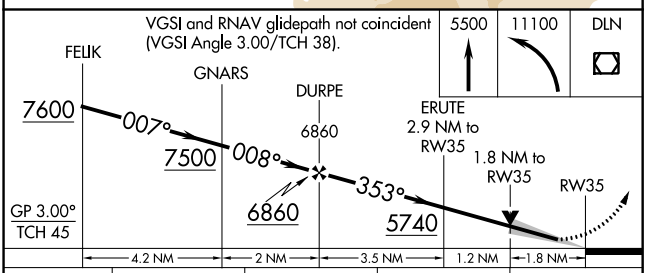
RNP APCH - GPS.

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.

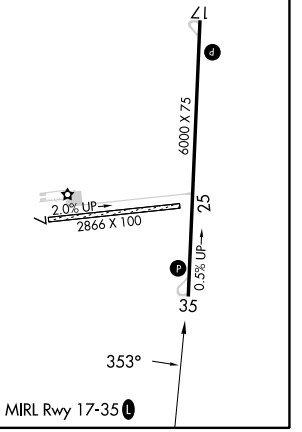
AWOS-3PT	SALT LAKE CENTER	CTAF
119.025	132.4 338.3	122.9 L





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)	
CIRCLING	5360-1 571 (600-1)		5360-1¾ 571 (600-1¾)	5460-2¼ 671 (700-2¼)

ELEV 4789 TDZE 4774



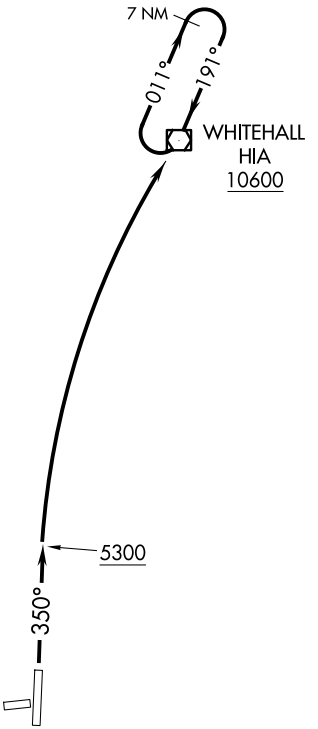
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(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.

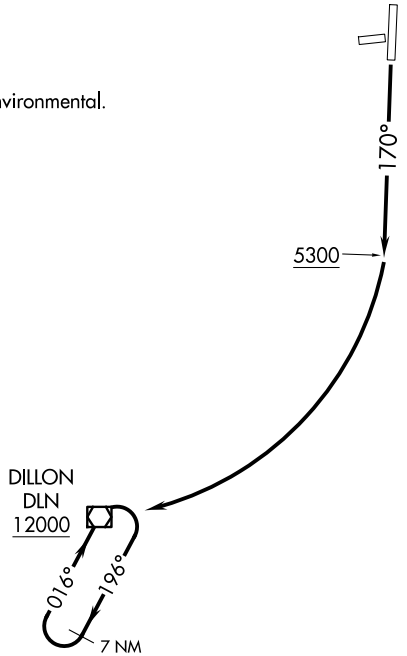
DEPARTURE ROUTE DESCRIPTION

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

TWIN FALLS, IDAHO | AL-885 (FAA) | 25331

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)

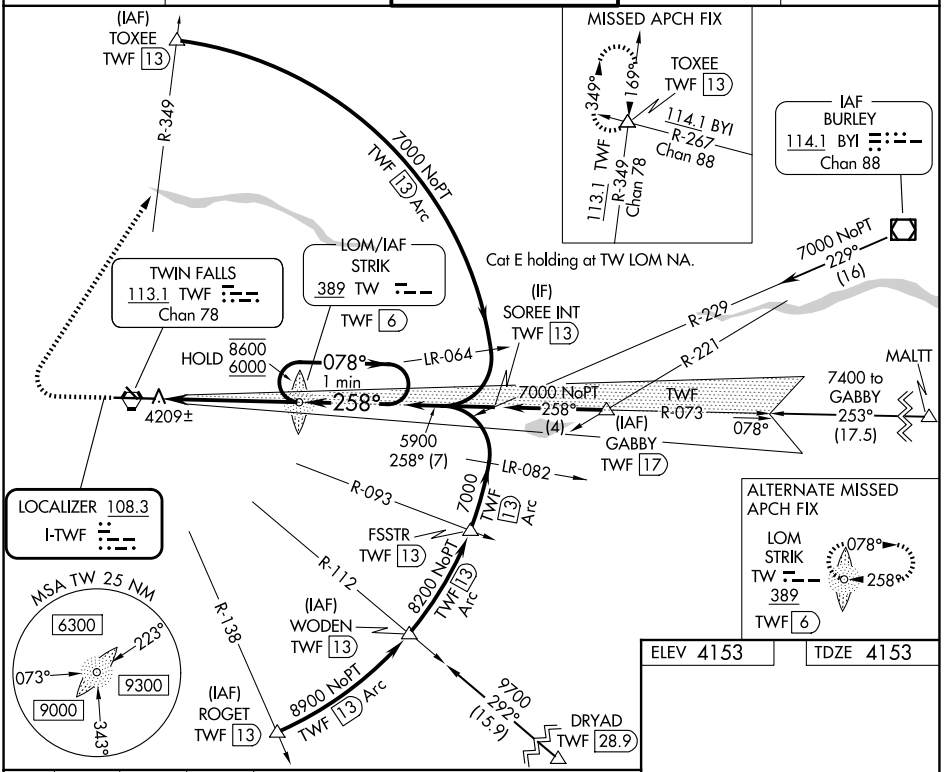
ADF or DME required.

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 1⅛ 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	UNICOM
135.025	126.7 353.75	118.2 (CTAF) L 317.5	121.7	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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	8704
CH 40211	078°	TDZE	4149
W08A		Apt Elev	4153

RNAV (GPS) RWY 8

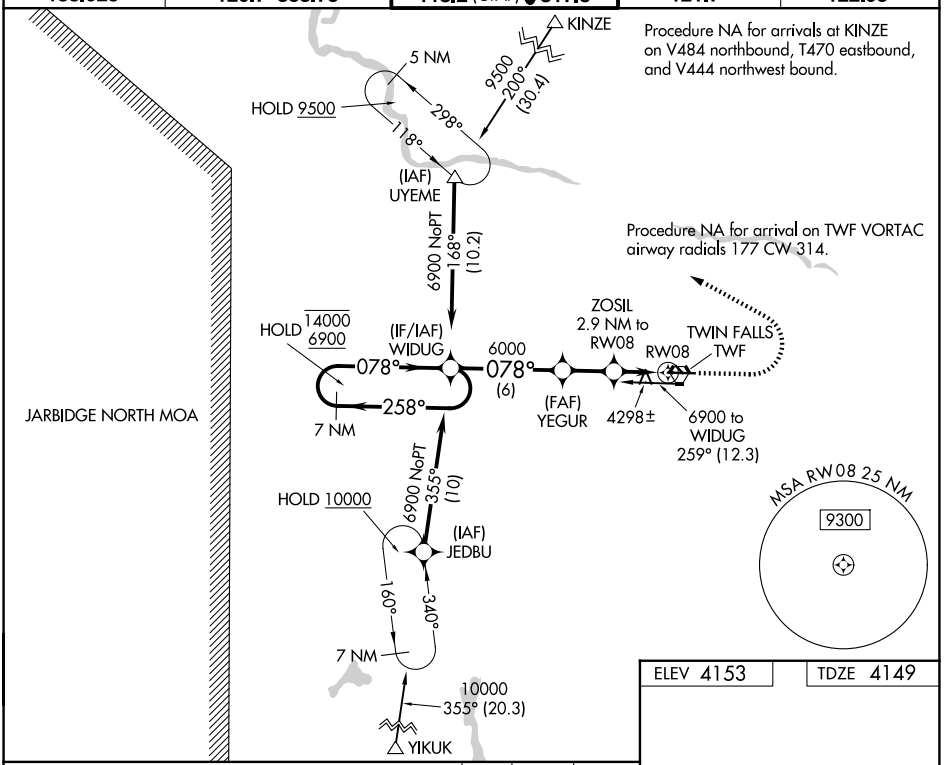
JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

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	UNICOM
135.025	126.7 353.75	118.2 (CTAF) L 317.5	121.7	122.95



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)	
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

TWIN FALLS, IDAHO | AL-885 (FAA) | 25331

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	UNICOM
135.025	126.7 353.75	118.2 (CTAF) L 317.5	121.7	122.95

MISSED APCH FIX
5 NM
298°
118°
UYEME

MSA RW26 25 NM
9300

Procedure NA for arrival at KINZE on V444 northwest bound.

KINZE
7200
139°
(29.8)
(IAF)
HAZZL
7200 NoPT
196°
(11.4)

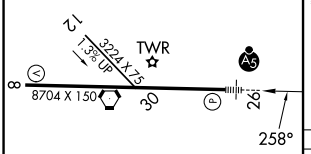
Procedure NA for arrivals at TWF VORTAC on airway radials 097 CW 138.

Procedure NA for arrivals at MALTT on V101 southeast bound.

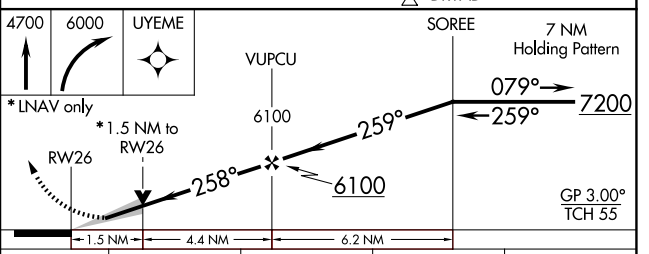
RW26
TWIN FALLS
TWF
258°
(FAF)
VUPCU
6100
259°
(6.2)
(IF/IAF)
SOREE
079°
7 NM
259°
GABBY
8200 NoPT
259°
(17.5)
(IAF)
MALTT
7200 to SOREE
078° (13)
7200
321°
(4.5)
7200 to SOREE
259° (4)
ZUROV
8000
045°
(24.1)
SAMAN
8800 NoPT
321°
(16.1)
(IAF)
DRYAD

Procedure NA for arrivals at DRYAD on T331 southwest bound.

ELEV 4154 | TDZE 4154



REIL Rwy 8 L
HIRL Rwy 8-26 L



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)
CIRCLING	4700-1 546 (600-1)	4780-1 626 (700-1)	5160-3	1006 (1100-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VORTAC TWF	APP CRS	Rwy Ldg	8704
113.1	078°	TDZE	4149
Chan 78		Apt Elev	4154

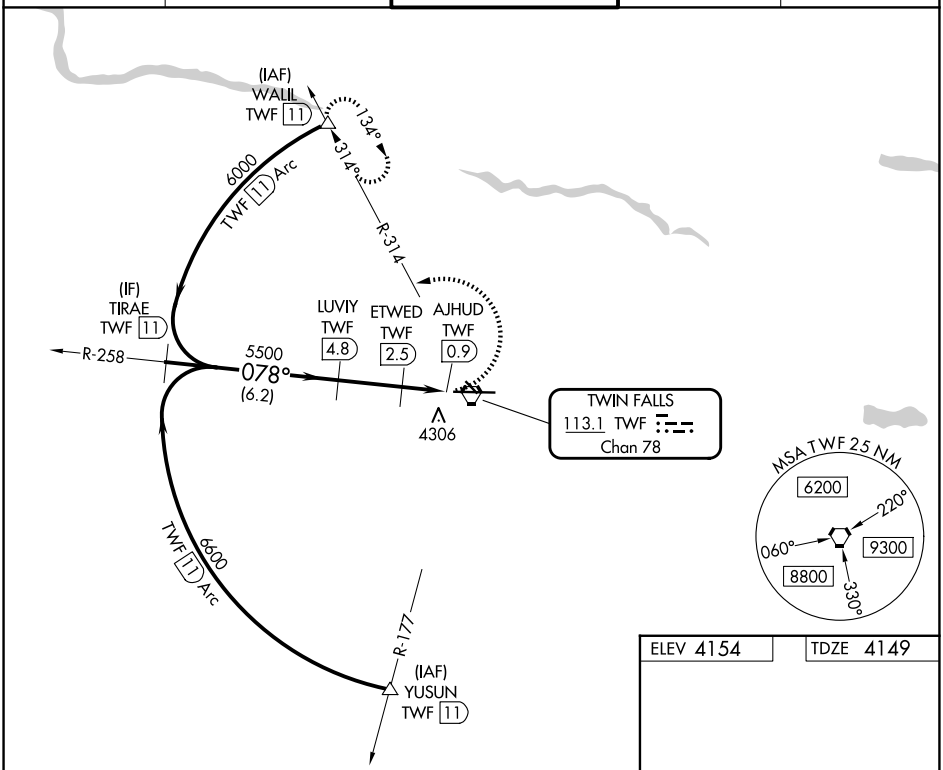
VOR/DME RWY 8

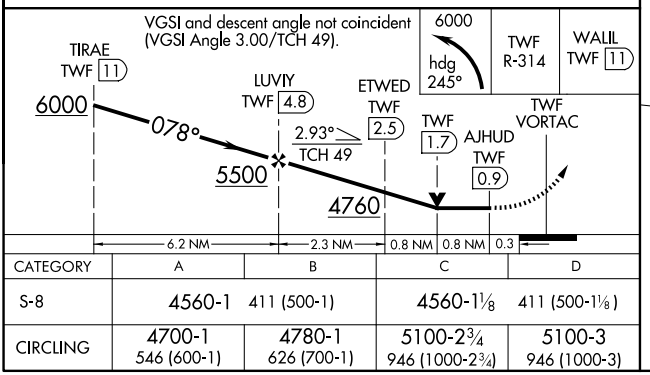
JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

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.

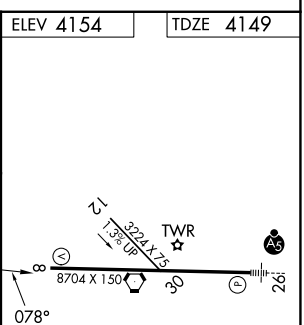
MISSED APPROACH: Climbing left turn to 6000 on heading 245° and TWF R-314 to WALIL/TWF 11 DME and hold.

ASOS	TWIN FALLS APP CON★	TWIN FALLS TOWER★	GND CON	UNICOM
135.025	126.7 353.75	118.2 (CTAF) Ⓛ 317.5	121.7	122.95





CATEGORY	A	B	C	D
S-8	4560-1	411 (500-1)	4560-1⅛	411 (500-1⅛)
CIRCLING	4700-1 546 (600-1)	4780-1 626 (700-1)	5100-2¾ 946 (1000-2¾)	5100-3 946 (1000-3)



REIL Rwy 8 Ⓛ
HIRL Rwy 8-26 Ⓛ

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

TWIN FALLS, IDAHO | AL-885 (FAA) | 25331

VOR RWY 8

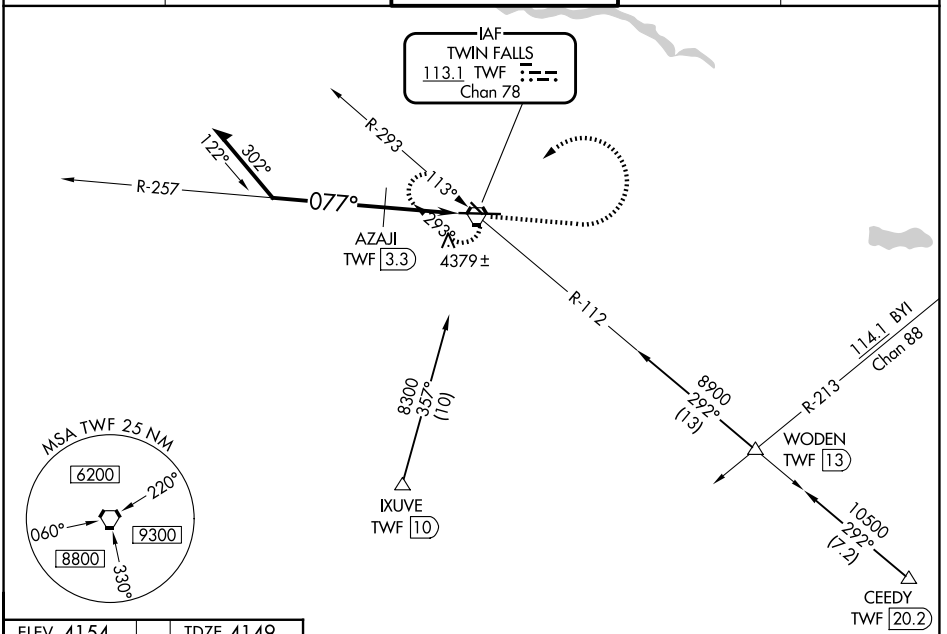
JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

VORTAC TWF	APP CRS	Rwy Ldg	8704
113.1	077°	TDZE	4149
Chan 78		Apt Elev	4154

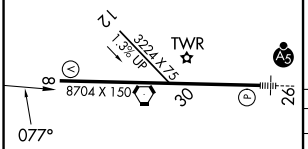
Circling to Rwy 30 NA at night. When local altimeter setting not received, use Jerome altimeter setting and increase all MDA 60 feet and S-8 Cats C and D visibility ½ mile, S-8 Cat B and Circling Cat B and C visibility ¼ mile. Increase AZAJI FIX minimums S-8 Cat C and D and Circling Cat C visibility ¼ mile. VDP NA when using Jerome altimeter setting.

MISSED APPROACH: Climb to 6000 then left turn direct TWF VORTAC and hold.

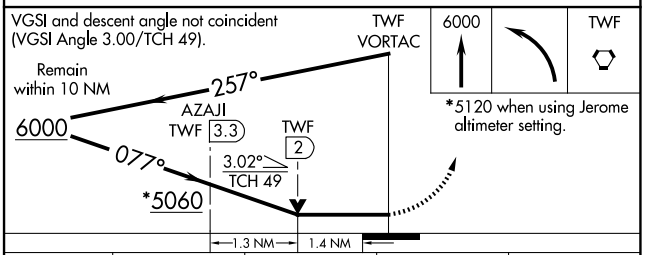
ASOS	TWIN FALLS APP CON ★	TWIN FALLS TOWER ★	GND CON	UNICOM
135.025	126.7 353.75	118.2 (CTAF) L 317.5	121.7	122.95



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)
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)
CIRCLING	4700-1	4780-1	5100-2¾	5100-3
	546 (600-1)	626 (700-1)	946 (1000-2¾)	946 (1000-3)

TWIN FALLS, IDAHO
Amdt 5B 21APR22

JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

42°29′N-114°29′W

VOR RWY 8

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VORTAC TWF	APP CRS	Rwy Ldg	8704
113.1	248°	TDZE	4154
Chan 78		Apt Elev	4154

VOR RWY 26

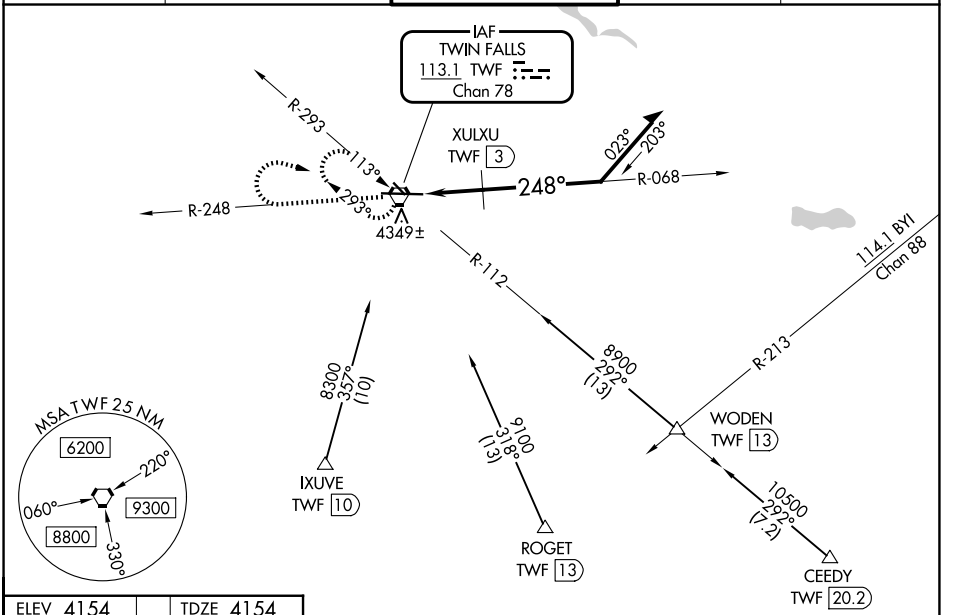
JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

T A 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.

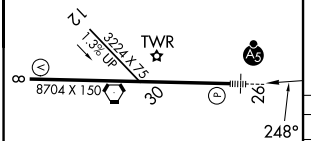
MALSR

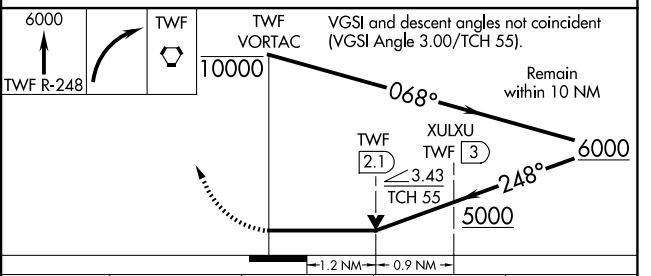
MISSED APPROACH: Climb to 6000 on TWF VORTAC R-248 then right turn direct TWF VORTAC and hold.

ASOS	TWIN FLLS APP CON★	TWIN FLLS TOWER★	GND CON	UNICOM
135.025	126.7 353.75	118.2 (CTAF) L 317.5	121.7	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)
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)
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26134
AIRPORT DIAGRAM

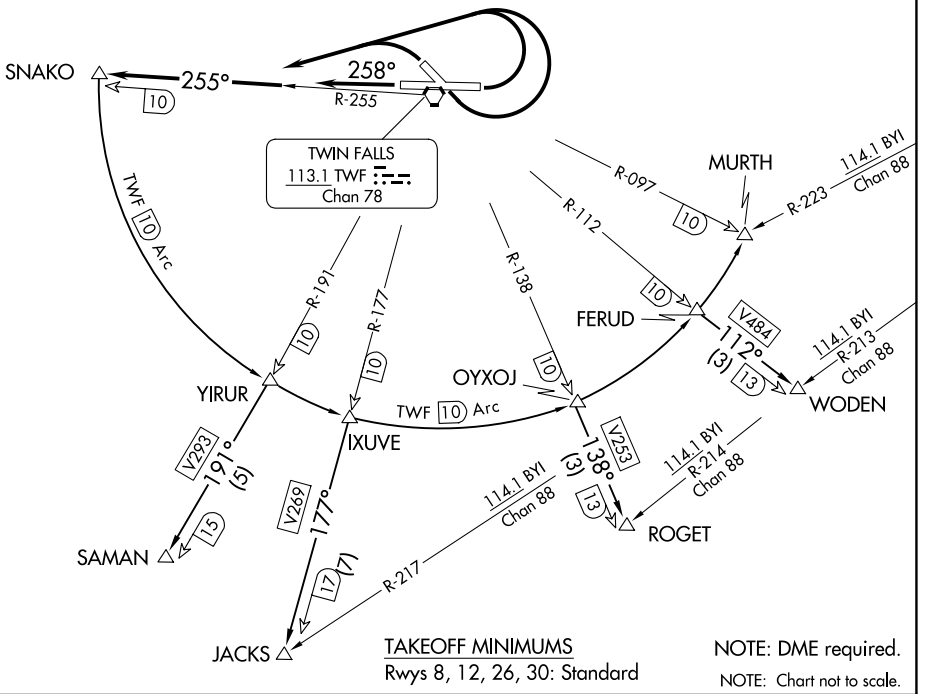
JOSLIN FLD/MAGIC VALLEY RGNL (TWF)
TWIN FALLS, IDAHO
AL-885 (FAA)

AIRPORT DIAGRAM
26134
TWIN FALLS, IDAHO
JOSLIN FLD/MAGIC VALLEY RGNL (TWF)

NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VANCOUVER, WASHINGTON | AL-5807 (FAA) | 26078

RNAV (GPS)-B

PEARSON FLD (VUO)

APP CRS	Rwy Ldg	N/A
184°	TDZE	N/A
	Apt Elev	29

RNP APCH - GPS.

When local altimeter setting not received, use Portland Intl altimeter setting.

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct GLARA and hold, continue climb-in-hold to 5000.

ASOS	PORTLAND APP CON	CLNC DEL
135.125	124.35 360.8	119.0 (CTAF) L

Procedure NA for arrivals at COUGA on V23-287 north bound and T276 northwest bound.

Procedure NA for arrivals at TOUTL on V495 north bound.

Procedure NA for arrivals at OJUMU on V448 northeast bound.

COUGA

(IAF) TOUTL

9000 111° (6.8)

4500 NoPT 162° (10.5)

5 NM 004° 184°

5500 NoPT 240° (10)

YACLT

(IAF) OJUMU

4500 240° (5.7)

HOLD 6000 4500

(IF/IAF) HAGIR

2600 184° (6.4)

MSA VUO 25 NM 5600

BATYL

1800 184° (2.7)

(FAF) JABKI

ACDEP 3.2 NM to NUTOE 445 377

(MAP) NUTOE

MISSED APCH FIX

5 NM 160° 340° GLARA

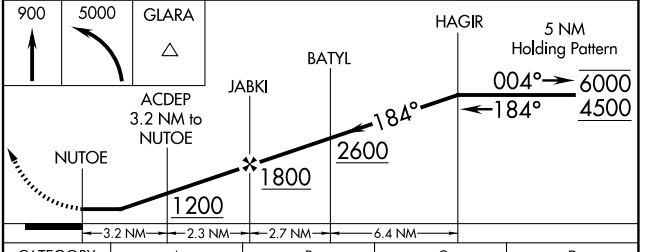
ELEV 29 D

184°

3275 X 60

8 26

900	5000	GLARA
↑	↰	△



CATEGORY	A	B	C	D
CIRCLING	720-1 691 (700-1)	740-1 711 (800-1)	NA	

REIL Rwy 26
MIRL Rwy 8-26 L

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

VANCOUVER, WASHINGTON
Orig 19MAY22

45°37′N-122°39′W

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; 181°; 091°; 7600; 5000; 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); AL LOM

ZALBI ALW 8.7

COSUV ALW 7.2

HIVOP ALW 4; 1800; 1719±

LOCALIZER 111.7 I-ALW

WALLA WALLA 116.4 ALW Chan 111

2000; 3000; 4000

ELEV 1194 D TDZE 1194

202°; 20; 6527 X 150; TWR; 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; 2400; 3600; 4600; 202°; 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)	
CIRCLING	1980-1 786 (800-1)	1980-1¼ 786 (800-1¼)	2120-2¾ 926 (1000-2¾)	2300-3 1106 (1200-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 2

WALLA WALLA RGNL (ALW)

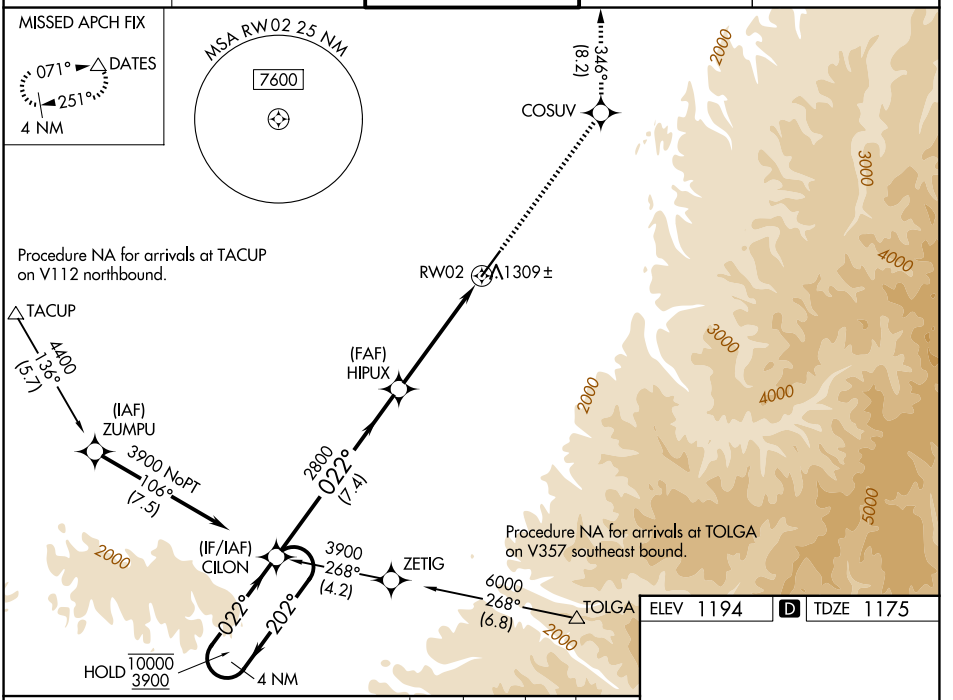
WAAS CH 72805 W02A	APP CRS 022°	Rwy Ldg 6527 TDZE 1175 Apt Elev 1194

RNP APCH - GPS.

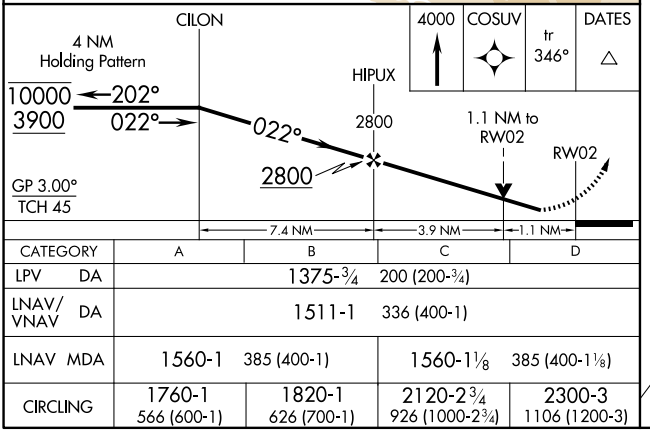
T A Rwy 2 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

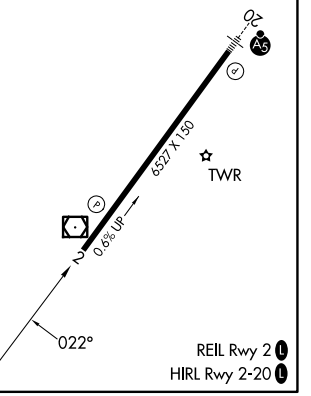
MISSED APPROACH: Climb to 4000 direct COSUV and on track 346° to DATES and hold.

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)
CIRCLING	1760-1 566 (600-1)	1820-1 626 (700-1)	2120-2¾ 926 (1000-2¾)	2300-3 1106 (1200-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 90299 W20A	APP CRS 202°	Rwy Ldg 6527 TDZE 1194 Apt Elev 1194

RNAV (GPS) RWY 20

WALLA WALLA RGNL (ALW)

RNP APCH - GPS.

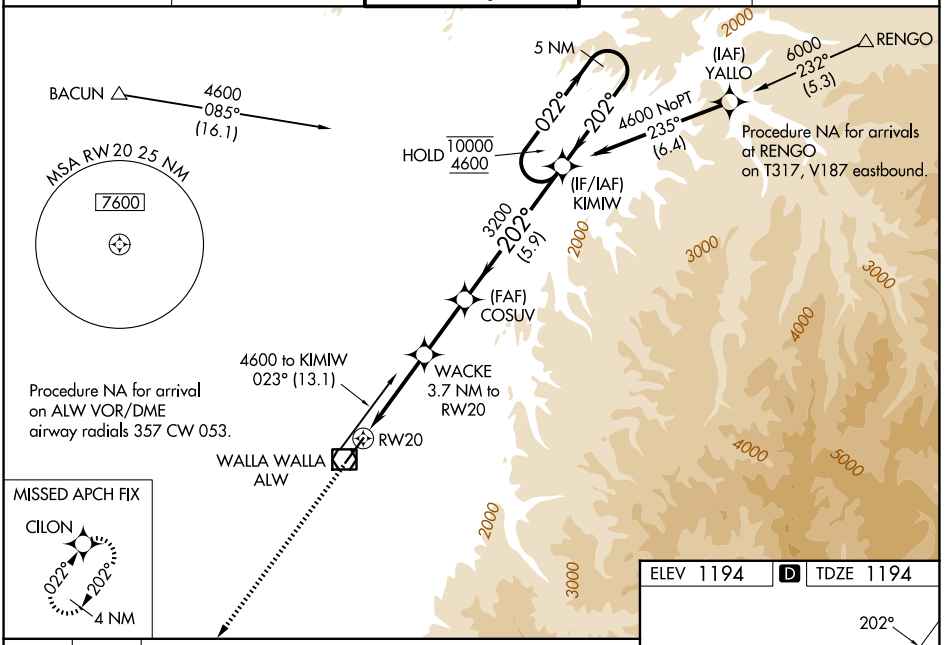
T A

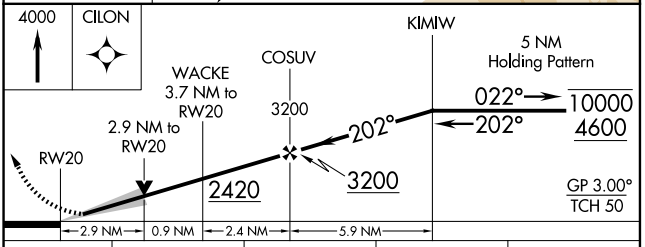
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility to 1⅝ SM. *RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

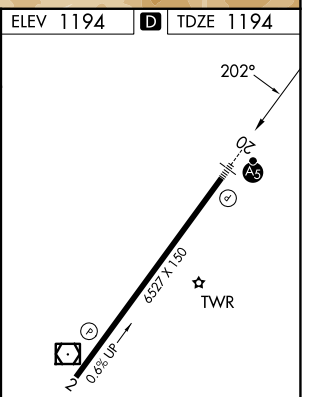
MISSED APPROACH: Climb to 4000 direct CILON and hold.

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)	
CIRCLING	2160-1¼ 966 (1000-1¼)	2160-1½ 966 (1000-1½)	2160-3 966 (1000-3)	2300-3 1106 (1200-3)



NW-1, 03 SEP 2026 to 29 OCT 2026

WALLA WALLA, WASHINGTON AL-440 (FAA) 25275

VOR RWY 2

WALLA WALLA RGNL (ALW)

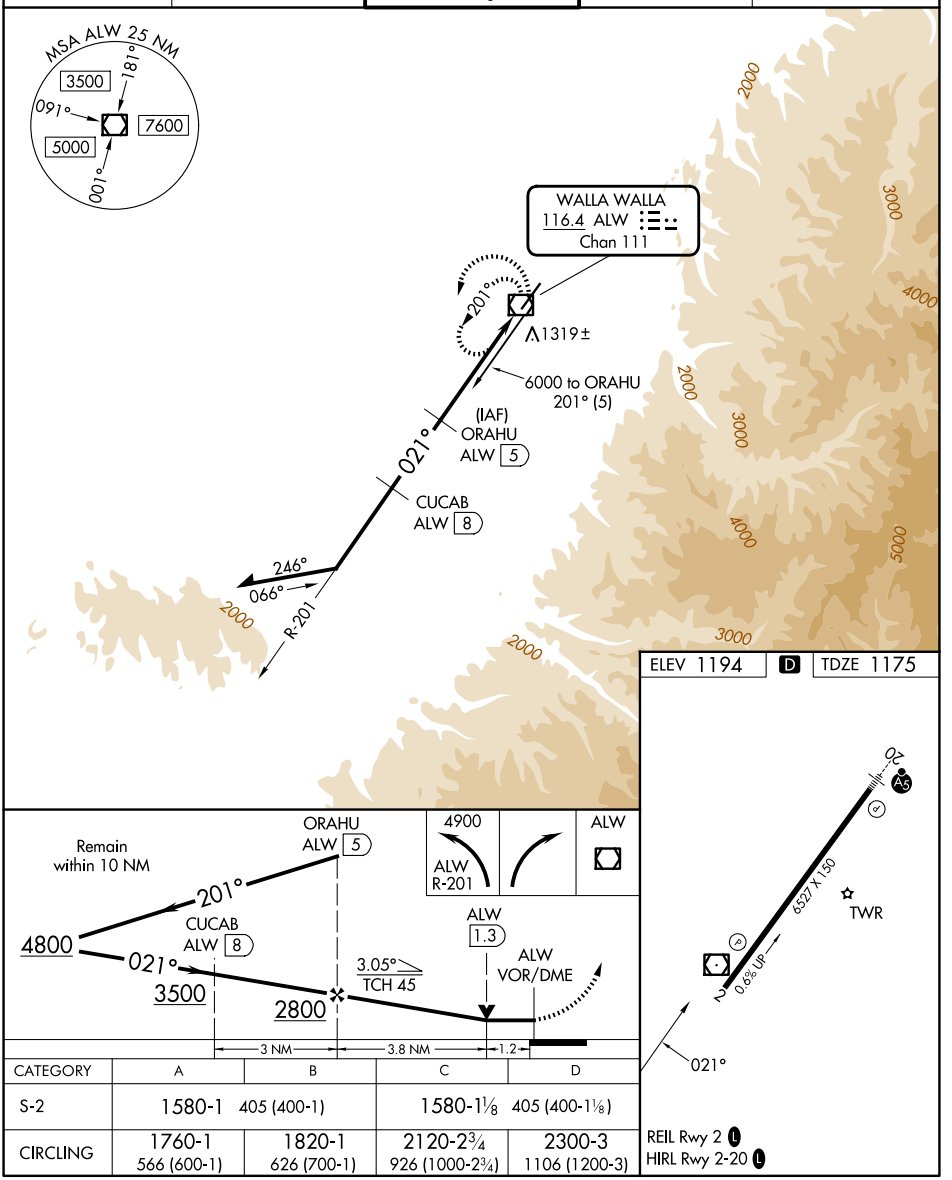
VOR/DME ALW	APP CRS	Rwy Ldg	6527
116.4	021°	TDZE	1175
Chan 111		Apt Elev	1194

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)	
CIRCLING	1760-1 566 (600-1)	1820-1 626 (700-1)	2120-2¾ 926 (1000-2¾)	2300-3 1106 (1200-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

VOR RWY 20

WALLA WALLA RGNL (ALW)

VOR/DME ALW	APP CRS	Rwy Ldg	6527
116.4	203°	TDZE	1194
Chan 111		Apt Elev	1194

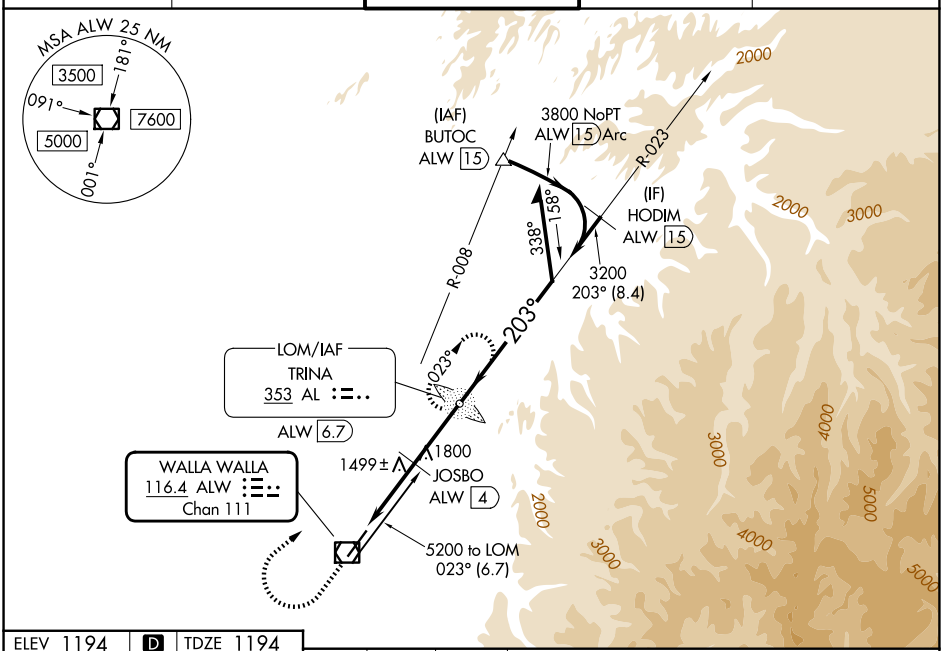
ADF required.

NA For inop ALS, increase JOSBO fix minimums S-20 Cats C/D visibility to 1⅝ SM.

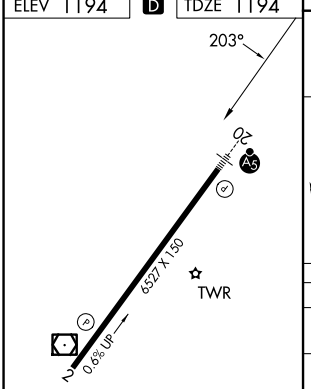
MALSR

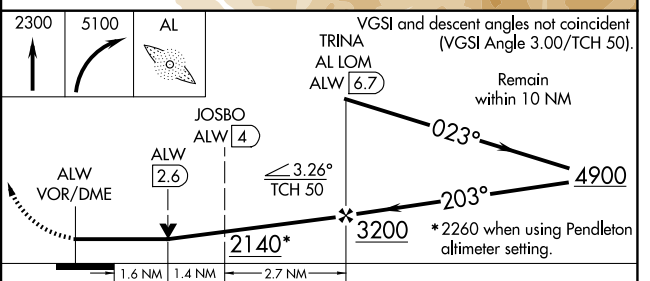
MISSED APPROACH: Climb to 2300 then climbing right turn to 5100 direct TRINA LOM/ALW 6.7 DME and hold, continue climb-in-hold to 5100.

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





CATEGORY	A	B	C	D
S-20	2140/40 946 (1000-¾)		2140-2 946 (1000-2)	
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)	
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

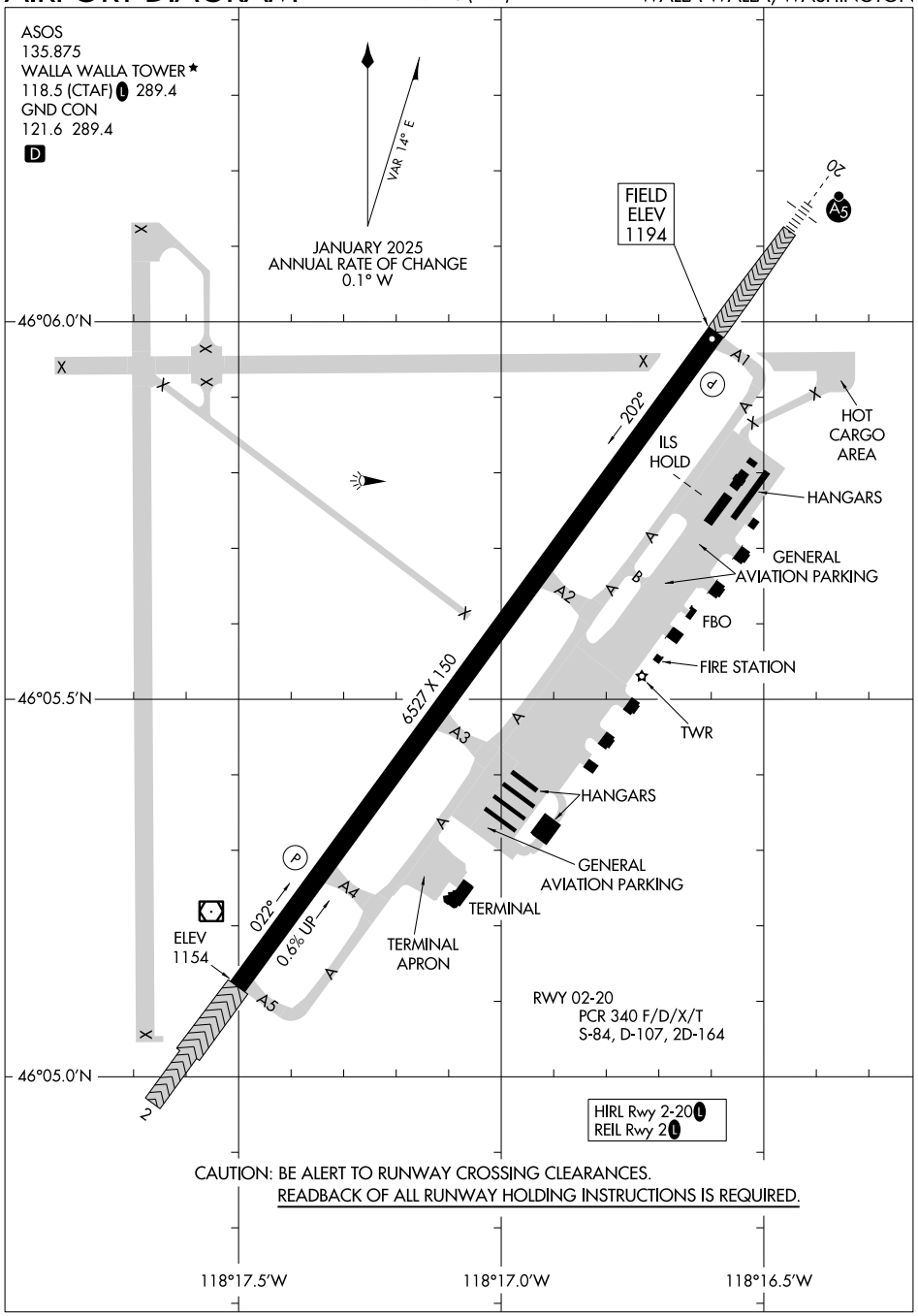
NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26134

AIRPORT DIAGRAM

AL-440 (FAA)

WALLA WALLA RGNL (ALW)
WALLA WALLA, WASHINGTON



AIRPORT DIAGRAM
26134

WALLA WALLA, WASHINGTON
WALLA WALLA RGNL (ALW)

NW-1, 03 SEP 2026 to 29 OCT 2026

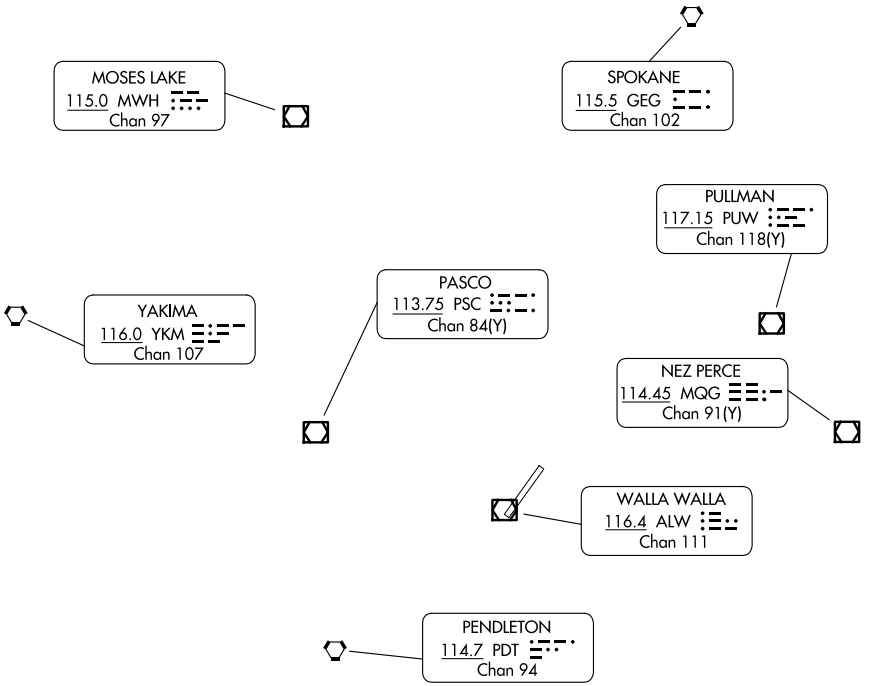
NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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)

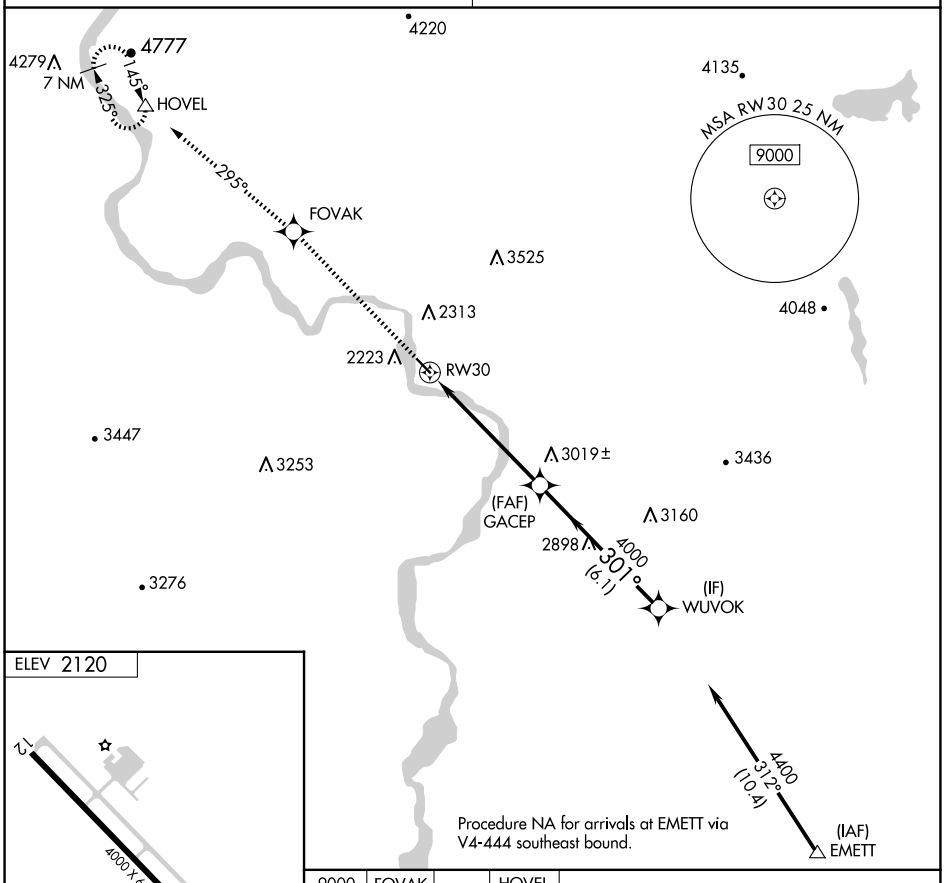
RNP APCH - GPS.

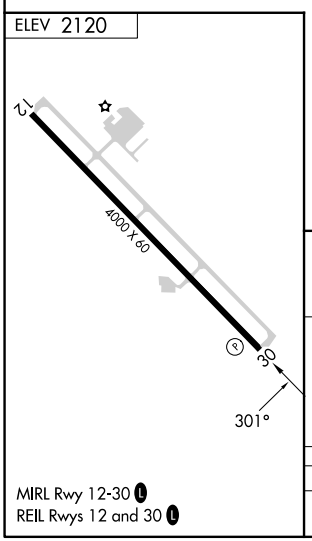
Procedure NA at night. Use Ontario altimeter setting; when not received, use Boise altimeter setting and increase all MDAs 160 feet.

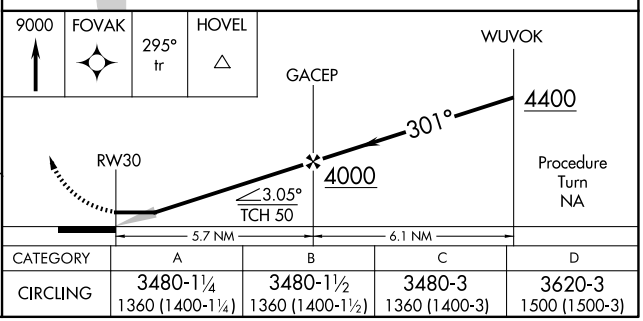
NA

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

WEISER, IDAHO
Orig-A 06OCT22

44°12'N-116°58'W

WEISER MUNI (S87)
RNAV (GPS)-A

NW-1, 03 SEP 2026 to 29 OCT 2026

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 -6°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

6700 120° (3.8)

300°

LR-294

7700 EAT 19 Arc

YOYUG EAT 19

REINO I-ADJ 16.1

5700 120° (3.2)

FILTU I-ADJ 12.9

9400 EAT 19 Arc

(IAF) WINIM EAT 19

R-285

R-257

MSA EAT 25 NM

184° 10700 5500 274° 7800 004°

MISSED APCH FIX

114.35 EAT Chan 90(Y) R-117 117° 112.6 EPH R-223 Chan 73 R-253 297°

QUINT EAT 16.6

115.0 MWH Chan 97

LOCALIZER 109.35 I-ADJ Chan 30(Y)

WENATCHEE 114.35 EAT Chan 90(Y)

R-117

3000 2000 4000 5000 6000

ELEV 1249 D TDZE 1225

120° 7000 X 150

REIL Rwy 30 L

HIRL Rwy 12-30 L

ZARLO I-ADJ 19.9 — REINO I-ADJ 16.1 — FILTU I-ADJ 12.9

7700 6700 5700 120°

GS 3.60° TCH 58

5700

3.8 NM 3.2 NM 11.6 NM

2700	4000	EAT	EAT R-117	QUINT
↑	↑	◇		△

Use I-ADJ DME when on the localizer course.

CATEGORY	A	B	C	D
S-ILS 12	2433-4 1208 (1200-4)			NA

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WENATCHEE, WASHINGTON AL-641 (FAA) 25275

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

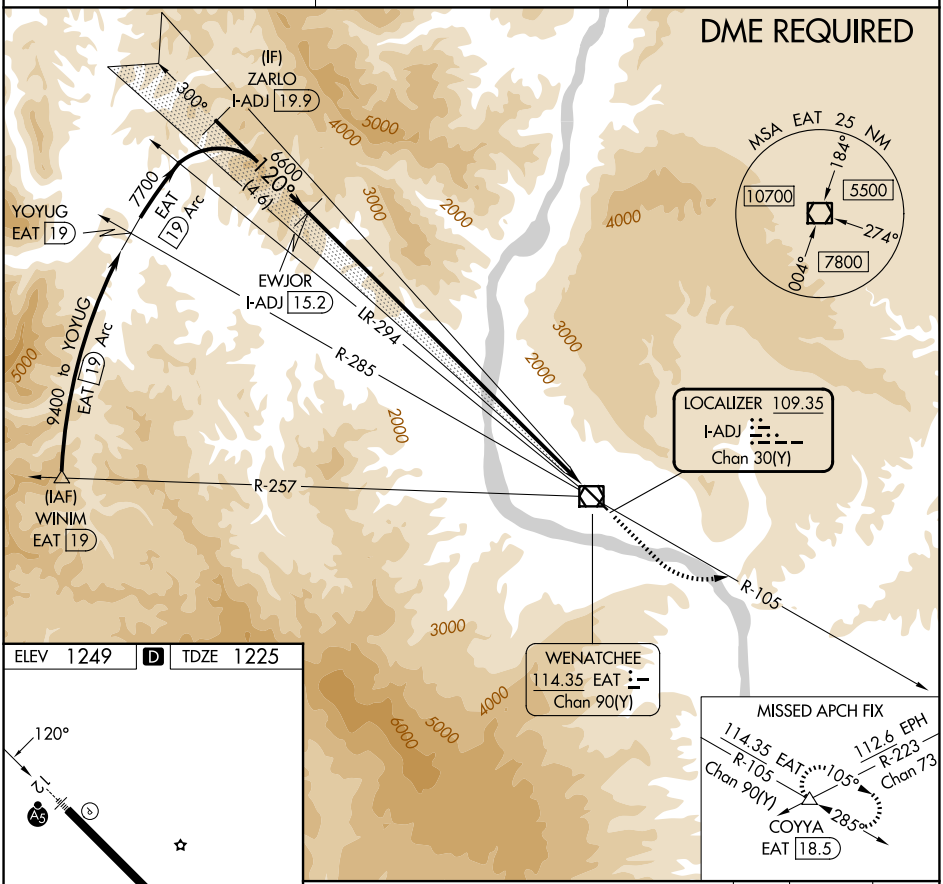
DME required.

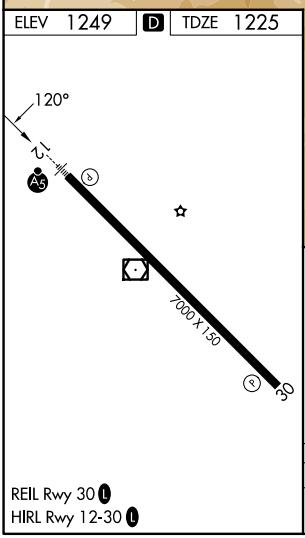
-6°C

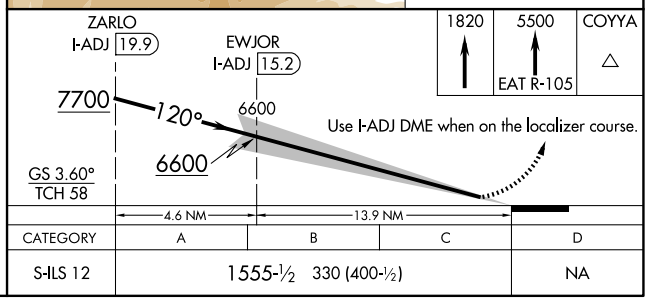
MALSR

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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

WENATCHEE, WASHINGTON PANGBORN MEML (EAT)

Orig-A 05SEP24 47°24′N-120°12′W

ILS Z RWY 12

RNAV (RNP) RWY 12

PANGBORN MEML (EAT)

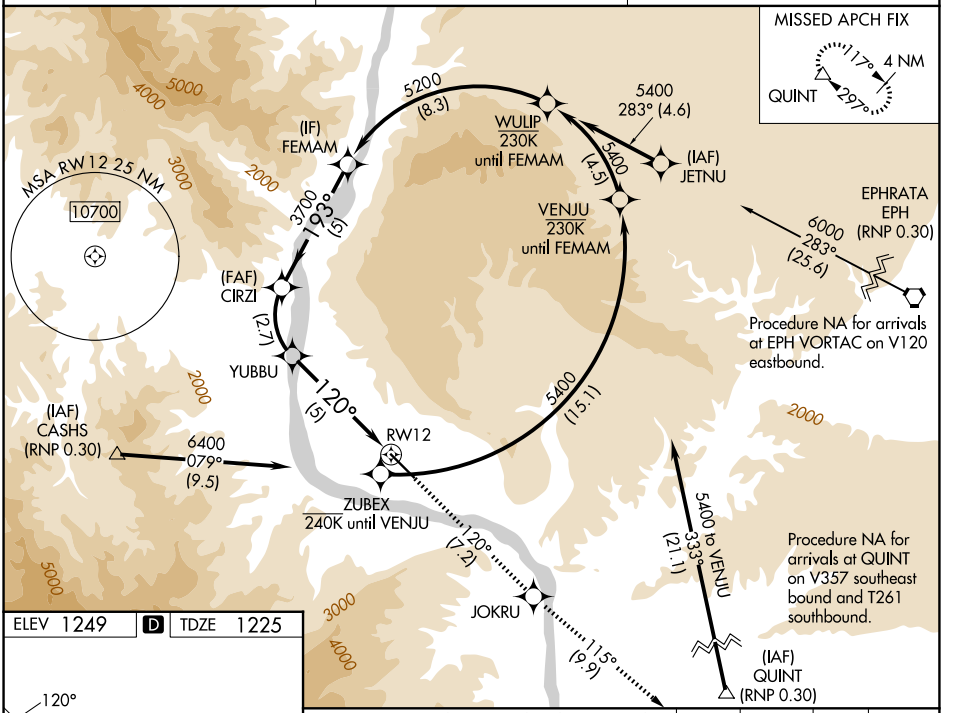
APP CRS	Rwy Ldg	7000
120°	TDZE	1225
	Apt Elev	1249

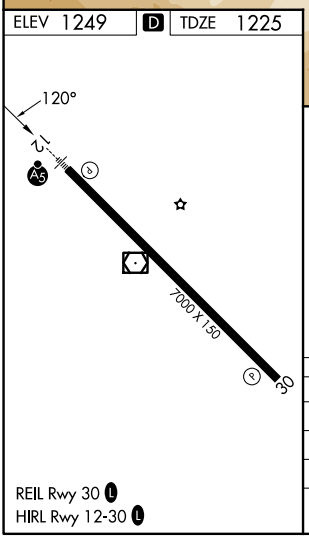
T A -6°C For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 54°C (130°F). RF required. GPS required. FD or HUD required.

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.

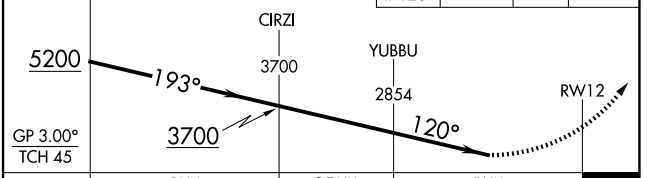
ASOS	SEATTLE CENTER	UNICOM
119.925	126.1	123.0 (CTAF) L





VGSI and RNAV glidepath not coincident (VGSI Angle 3.60/TCH 55).

5400 tr 120°	JOKRU	tr 115°	QUINT



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WENATCHEE, WASHINGTON | AL-641 (FAA) | 26078

RNAV (RNP) Z RWY 30

PANGBORN MEML (EAT)

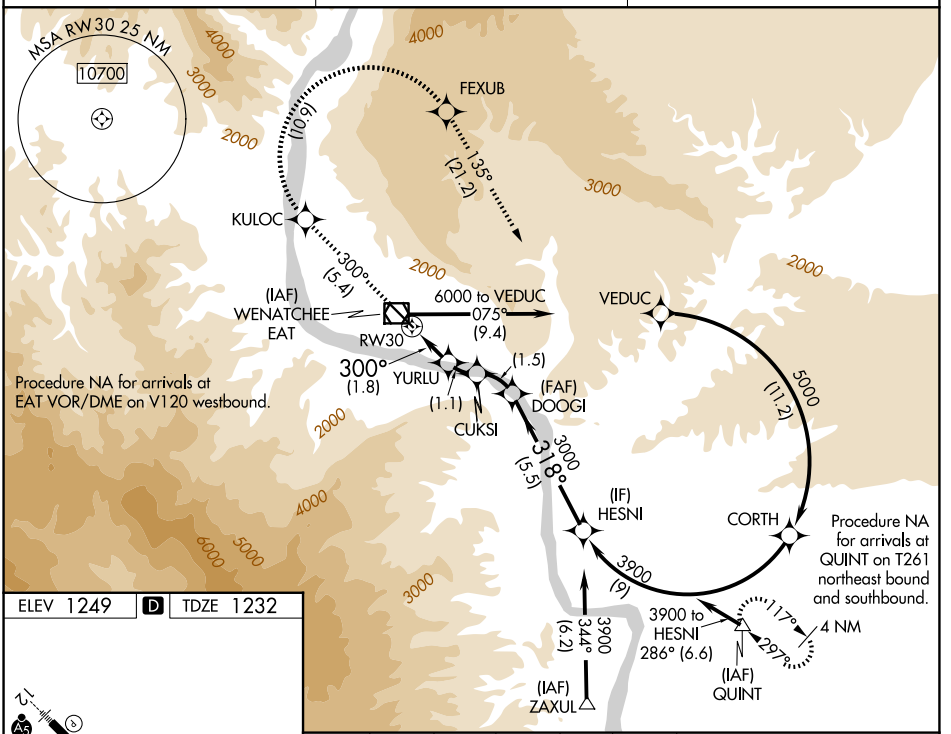
APP CRS	Rwy Ldg	7000
300°	TDZE	1232
	Apt Elev	1249

RNP AR APCH - GPS, RF, min RNP 0.30. Authorization required.

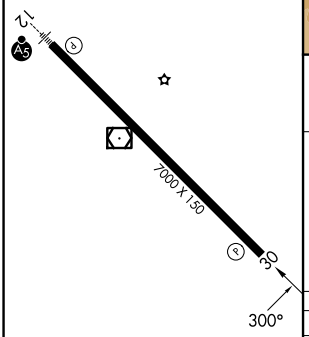
For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C.

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.

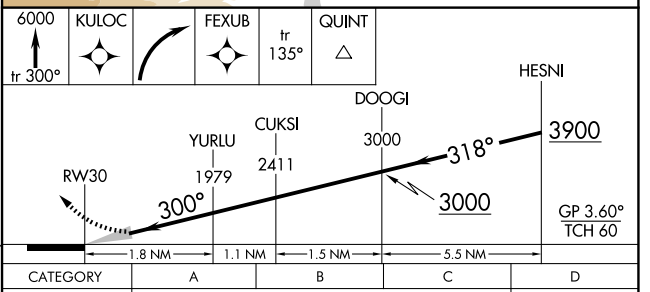
ASOS	SEATTLE CENTER	UNICOM
119.925	126.1	123.0 (CTAF) L



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#	1762-1½	530 (600-1½)		NA

AUTHORIZATION REQUIRED

WENATCHEE, WASHINGTON
Amdt 1B 19MAR26

47°24′N-120°12′W

PANGBORN MEML (EAT)

RNAV (RNP) Z RWY 30

NW-1, 03 SEP 2026 to 29 OCT 2026

VOR-A

PANGBORN MEML (EAT)

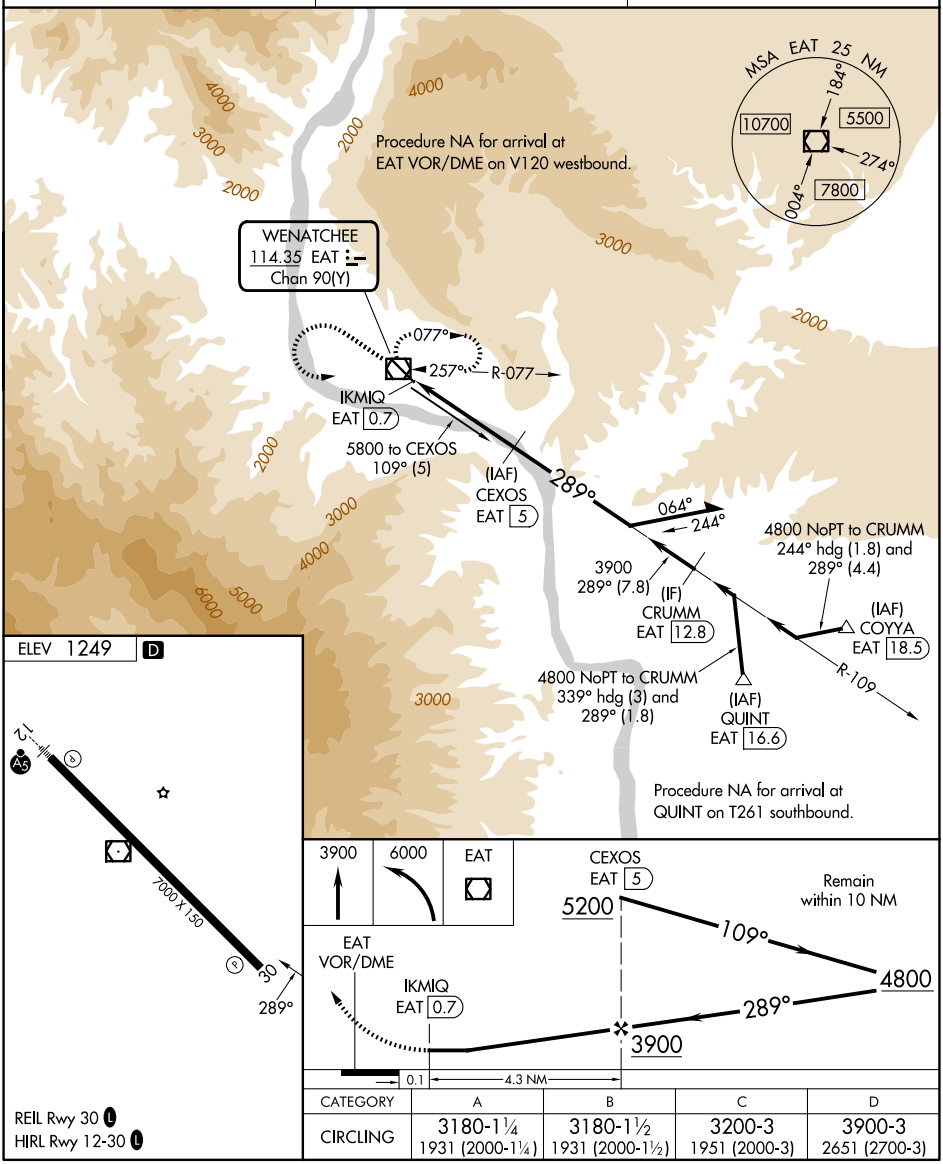
VOR/DME EAT	APP CRS	Rwy Ldg	N/A
114.35	289°	TDZE	N/A
Chan 90(Y)		Apt Elev	1249

T
A
-6°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)



CATEGORY	A	B	C	D
CIRCLING	3180-1¼ 1931 (2000-1¼)	3180-1½ 1931 (2000-1½)	3200-3 1951 (2000-3)	3900-3 2651 (2700-3)

REIL Rwy 30
HIRL Rwy 12-30

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WENATCHEE, WASHINGTON | AL-641 (FAA) | 25275

VOR-B

PANGBORN MEML (EAT)

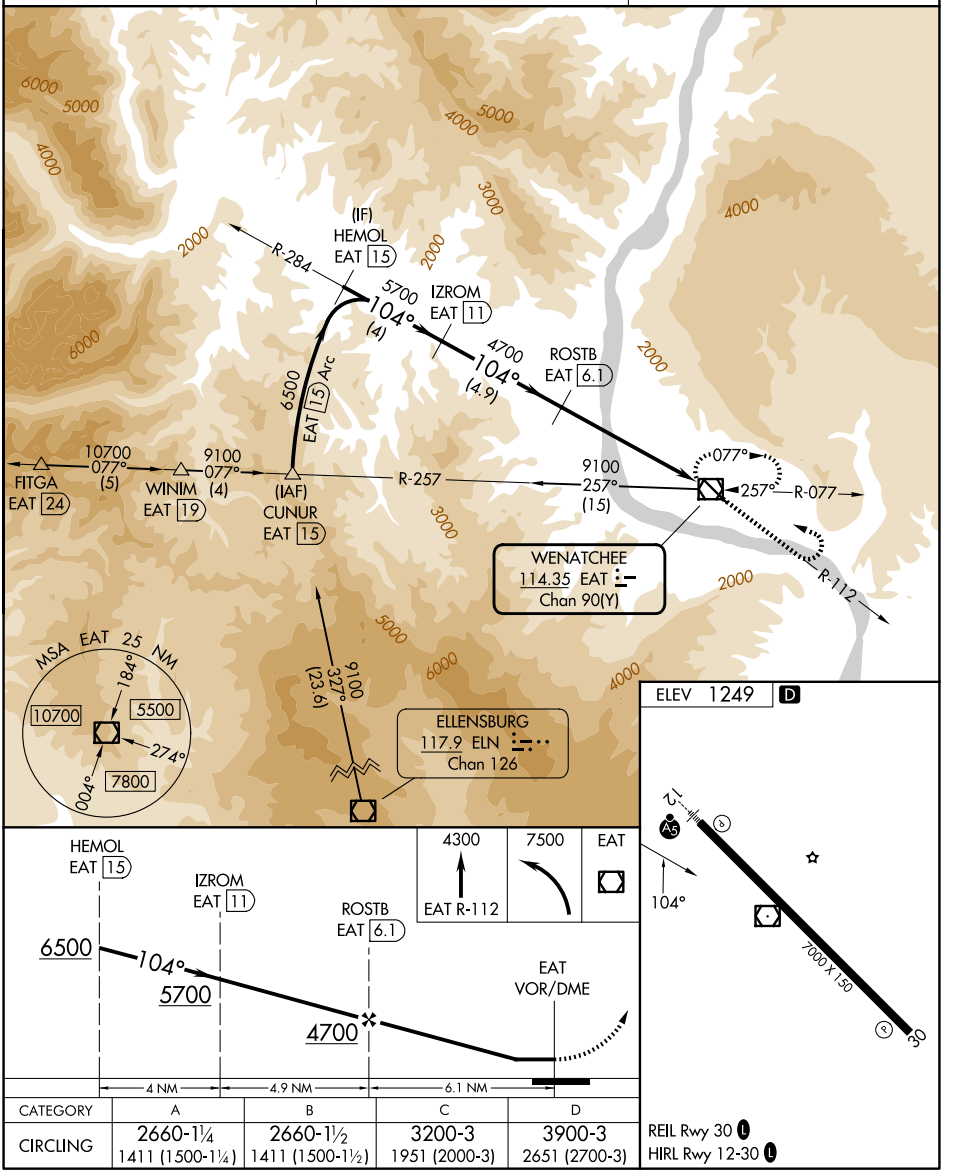
VOR/DME EAT	APP CRS	Rwy Ldg	N/A
114.35	104°	TDZE	N/A
Chan 90(Y)		Apt Elev	1249

-6°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.

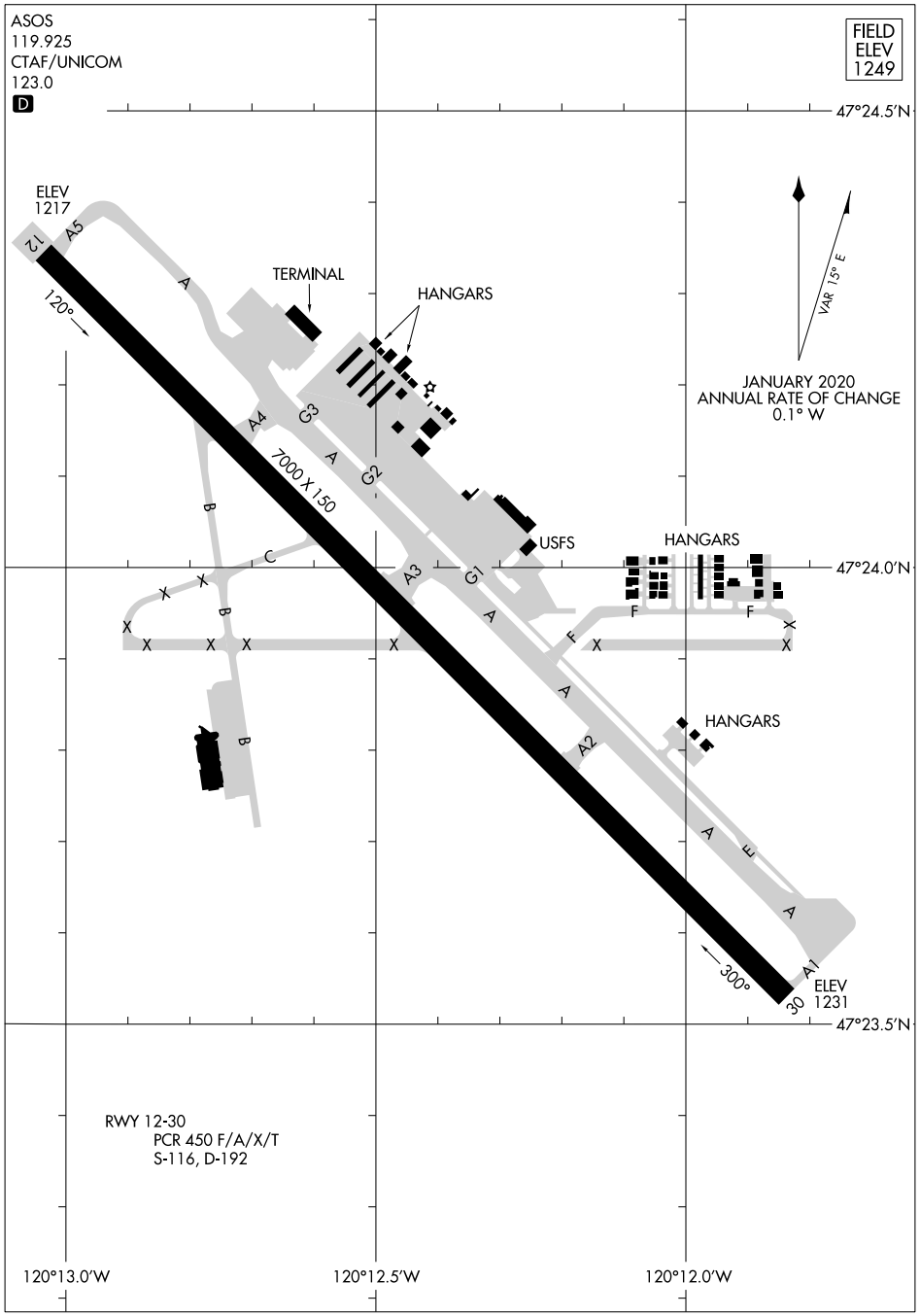
ASOS	SEATTLE CENTER	UNICOM
119.925	126.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2660-1¼ 1411 (1500-1¼)	2660-1½ 1411 (1500-1½)	3200-3 1951 (2000-3)	3900-3 2651 (2700-3)

REIL Rwy 30 L
HIRL Rwy 12-30 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026



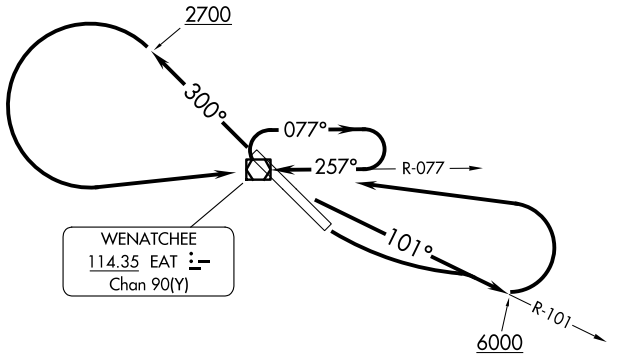
NW-1, 03 SEP 2026 to 29 OCT 2026

(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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026

OFARO TWO DEPARTURE (RNAV)

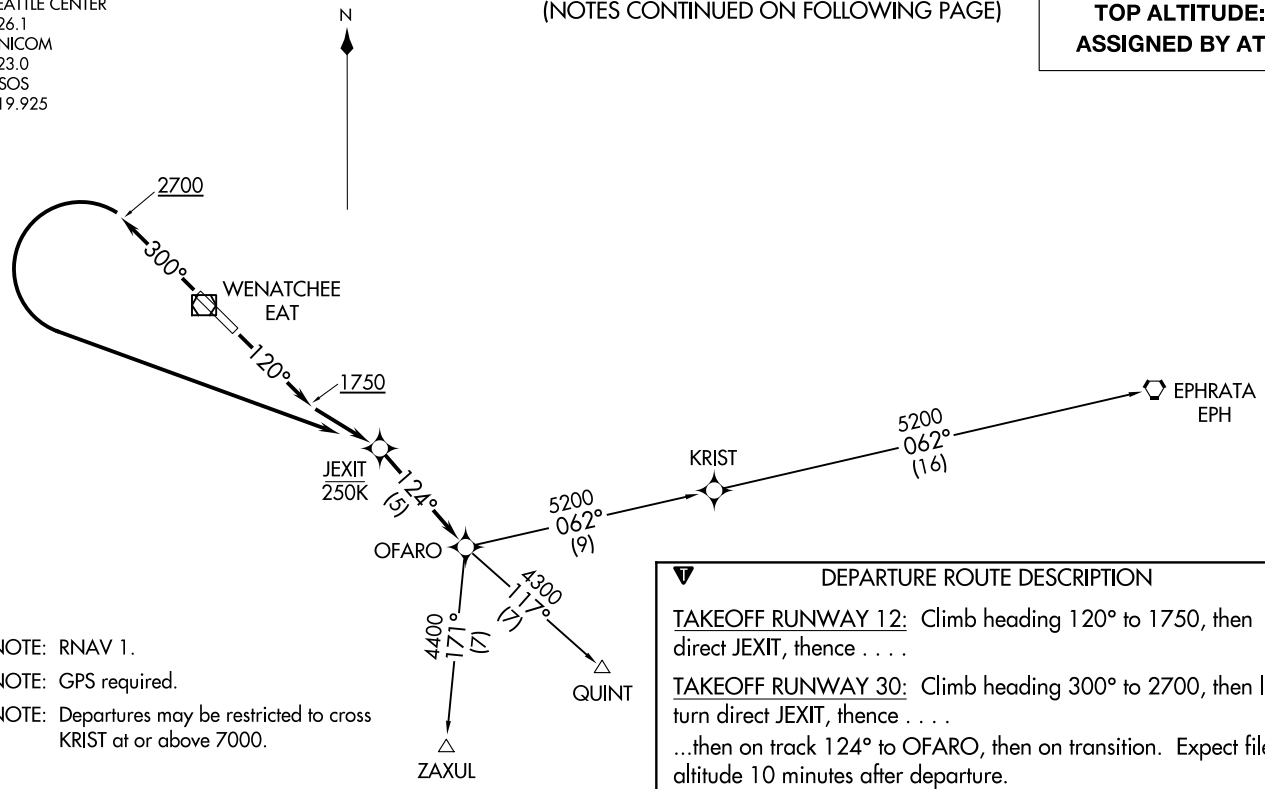
(OFARO2.OFARO) 10NOV16

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, 03 SEP 2026 to 29 OCT 2026

TOP ALTITUDE: ASSIGNED BY ATC.

SEATTLE CENTER
126.1
UNICOM
123.0
ASOS
119.925

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)

GLASR
HYAKK
SKYKO
10200 283° (30)
10200 268° (24)
*8800 269° (13)
ZARLO
300° (5)
VECUS
300° (3)
UBIYO 6700
300° (6)
PREBE
1750
300°
120°
WENATCHEE EAT
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.

ILS or LOC RWY 1

YELLOWSTONE (WYS)

LOC I-LOW	APP CRS	Rwy Ldg	8400
110.7	012°	TDZE	6649
		Apt Elev	6649

ADF required. DME required for MUPDE stepdown fix.

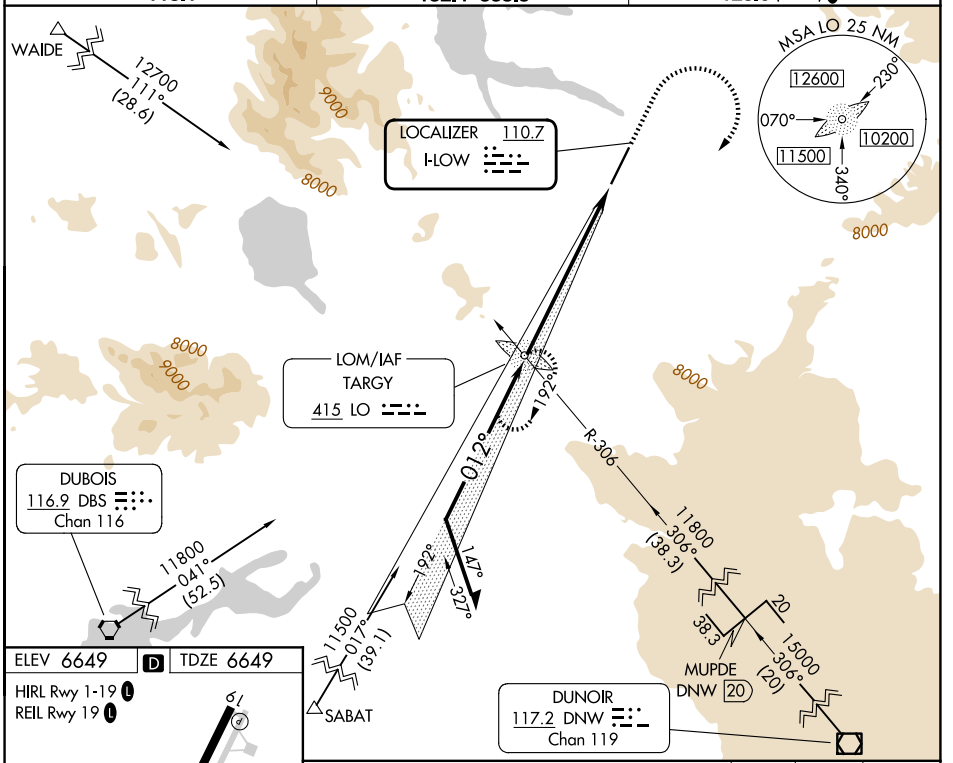
T
A NA
-19°C

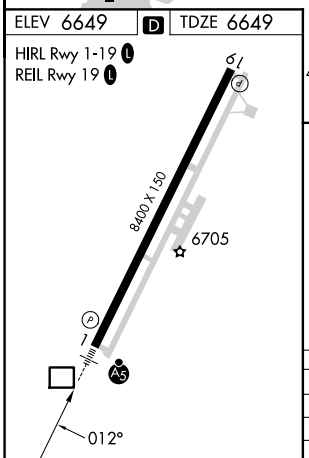
Inop table does not apply to S-LOC 1 Cat A. For inop MALSR, increase S-ILS 1 all Cats visibility to 2 ¾ mile.

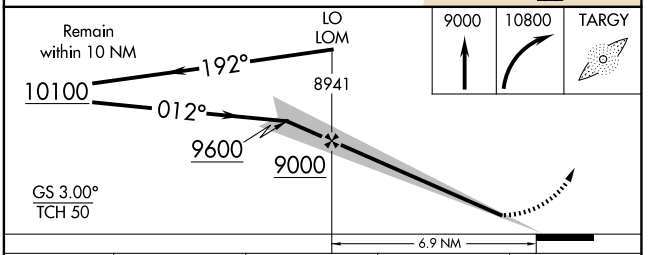
MALSR

MISSED APPROACH: Climb to 9000, then climbing right turn to 10800 direct TARGY LOM and hold, continue climb-in-hold to 10800.
*Missed approach requires minimum climb of 300 feet per NM to 10800.

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*	6869-½ 220 (300-½)			
S-ILS 1	7449-2¼ 800 (800-2¼)			
S-LOC 1	7880-1¼ 1231 (1300-1¼)	7880-1 1231 (1300-1)	7880-2½ 1231 (1300-2½)	
CIRCLING	7880-1¼ 1231 (1300-1¼)	7880-1½ 1231 (1300-1½)	7880-3 1231 (1300-3)	8020-3 1371 (1400-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 1

YELLOWSTONE (WYS)

WAAS	APP CRS	Rwy Ldg	8400
CH 86916	012°	TDZE	6649
W01A		Apt Elev	6649

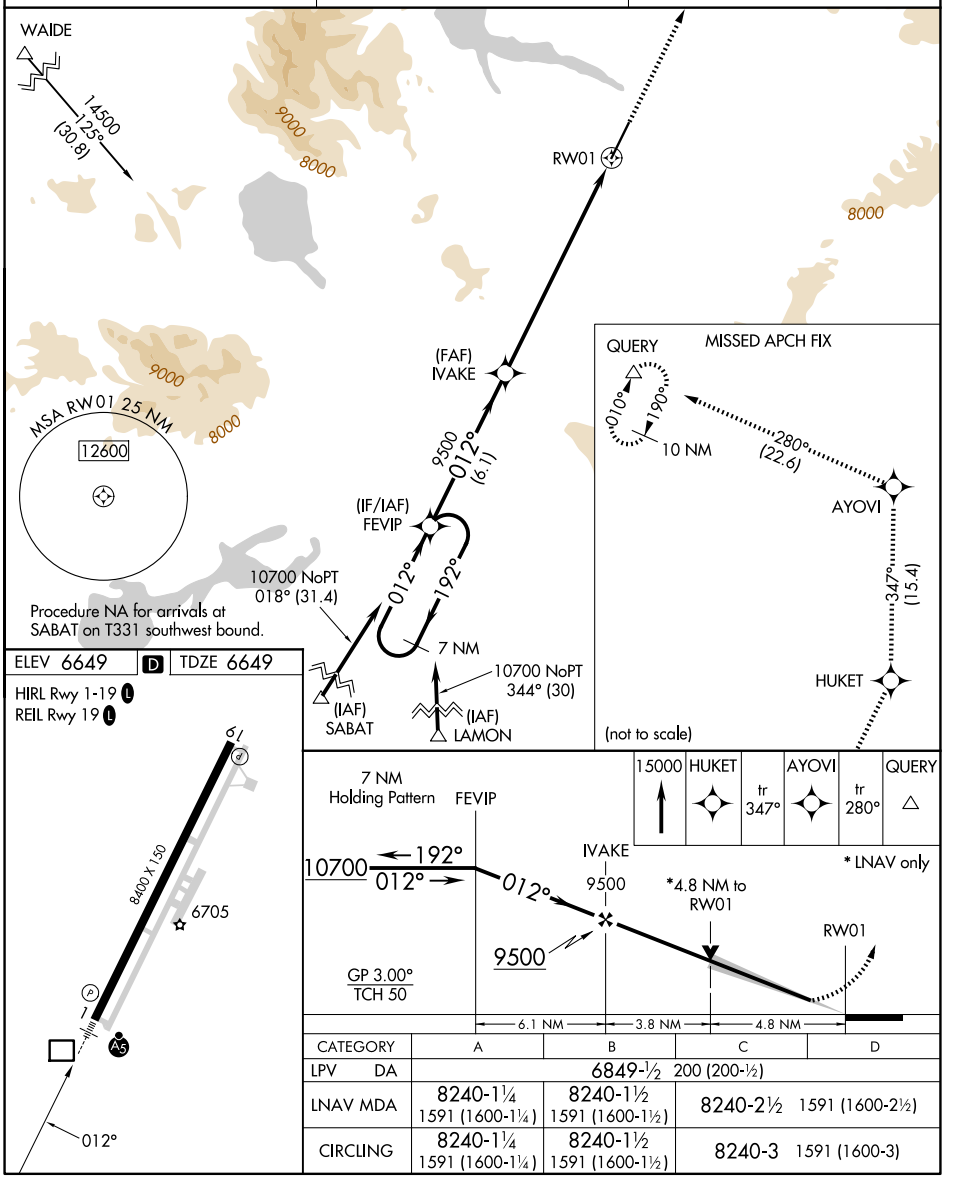
T
A NA
-19°C

DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, procedure NA. Inop table does not apply to LNAV Cats A and B.

MALSR

MISSED APPROACH: Climb to 15000 direct HUKET and on track 347° to 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)	
CIRCLING	8240-1¼ 1591 (1600-1¼)	8240-1½ 1591 (1600-1½)	8240-3 1591 (1600-3)	

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WEST YELLOWSTONE, MONTANA | AL-632 (FAA) | 25219

RNAV (GPS) RWY 19

YELLOWSTONE (WYS)

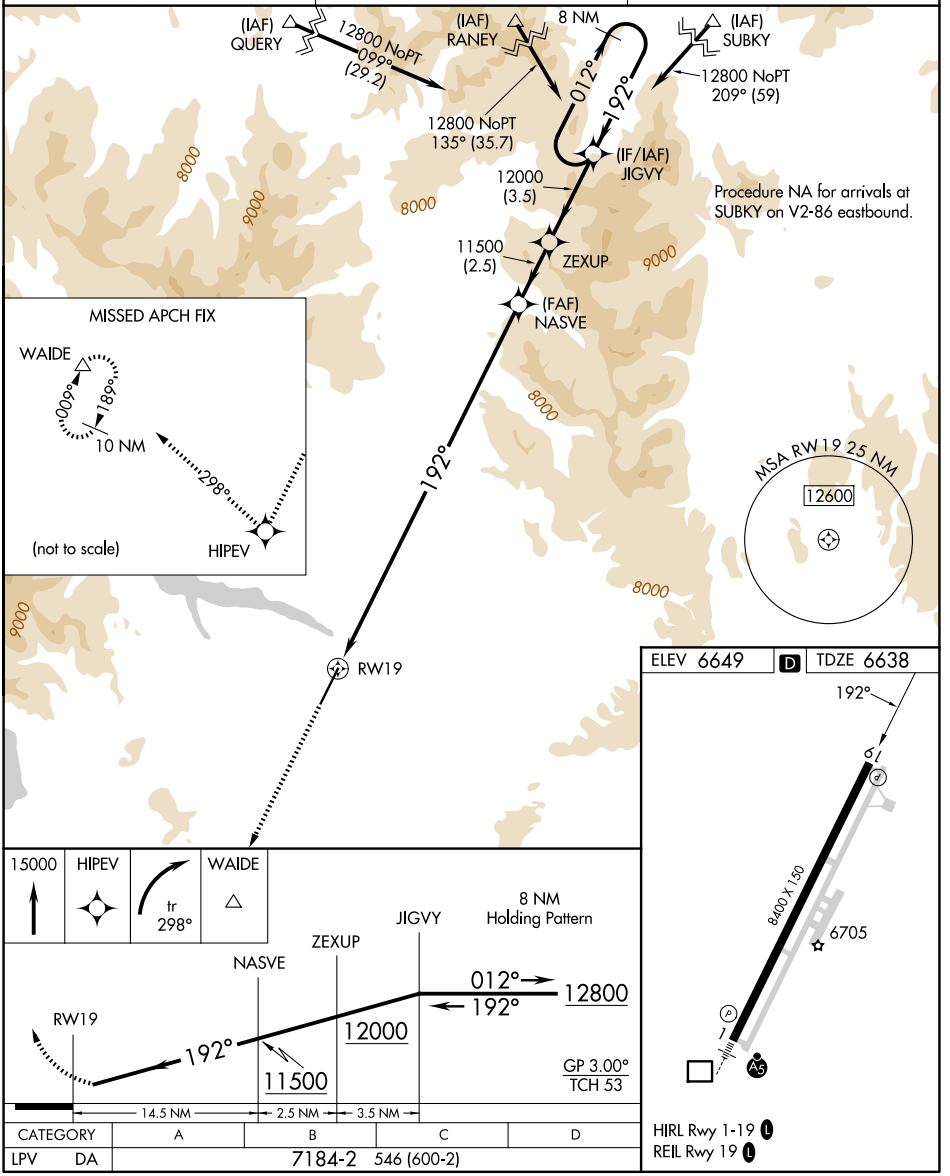
WAAS	APP CRS	Rwy Ldg	8400
CH 82016	192°	TDZE	6638
W19A		Apt Elev	6649

T
A NA
-19°C

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF, when not received, procedure NA.

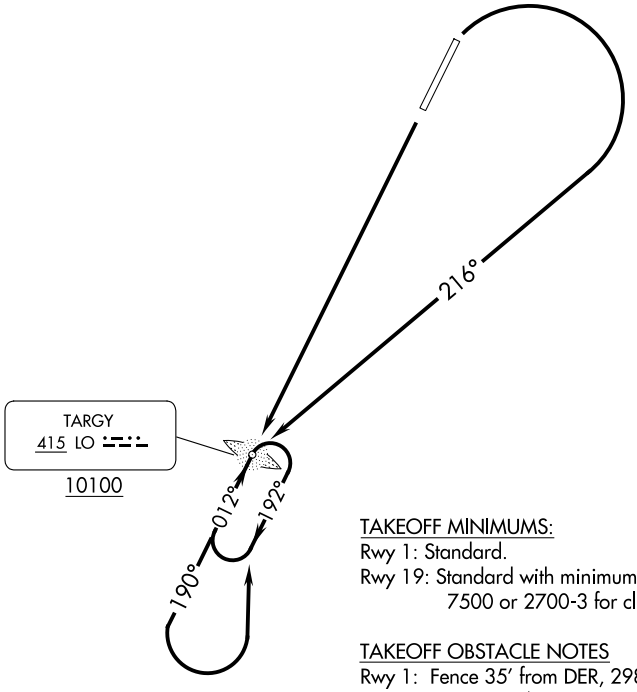
MISSED APPROACH: Climb to 15000 direct HIPEV and right turn on track 298° to WAIDE and hold, continue climb-in-hold to 15000.

AWOS-3P	SALT LAKE CENTER	UNICOM
118.1	132.4 338.3	123.0 (CTAF) L



NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026

WHEATLAND, WYOMING | AL-10272 (FAA) | 26246

WAAS CH 61342 W26A	APP CRS 261°	Rwy Ldg 5900 / TDZE 4775 / Apt Elev 4779

RNAV (GPS) RWY 26

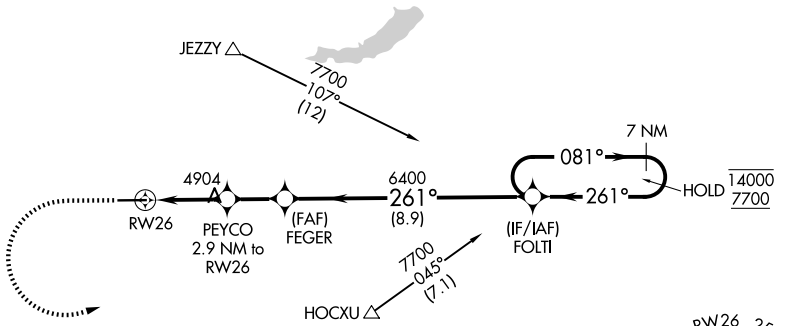
PHIFER AIRFIELD (EAN)

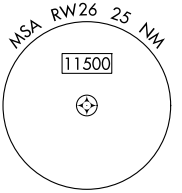
RNP APCH.

Circling Rwy 8 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

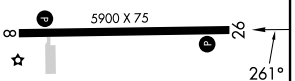
MISSED APPROACH: Climb to 5500 then climbing left turn to 7700 direct to FOLTI and hold.

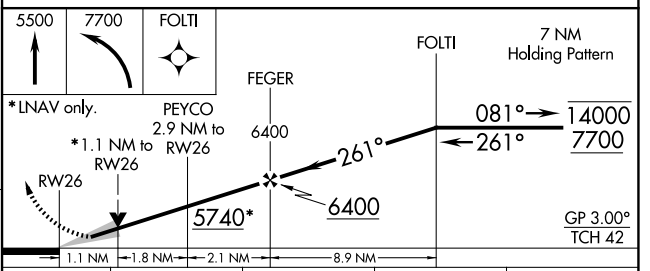
AWOS-3PT	DENVER CENTER	CTAF
121.125	135.6 363.025	122.9 L





ELEV 4779 | TDZE 4775



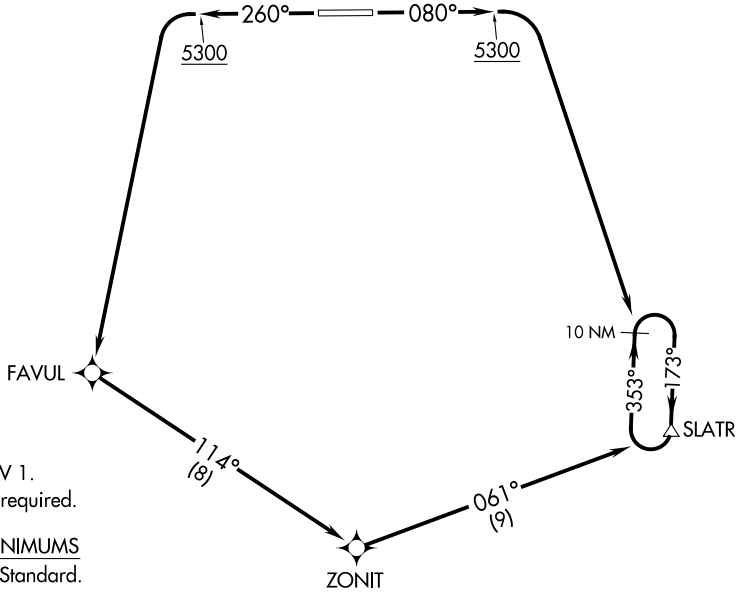


CATEGORY	A	B	C	D
LPV DA	4975-1 200 (200-1)			NA
LNAV/VNAV DA	5025-1 250 (300-1)			NA
LNAV MDA	5160-1 385 (400-1)		5160-1⅛ 385 (400-1⅛)	NA
CIRCLING	5260-1 481 (500-1)	5280-1 501 (600-1)	5300-1½ 521 (600-1½)	NA

REIL Rwy 26 L
MIRL Rwy 8-26 L

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

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

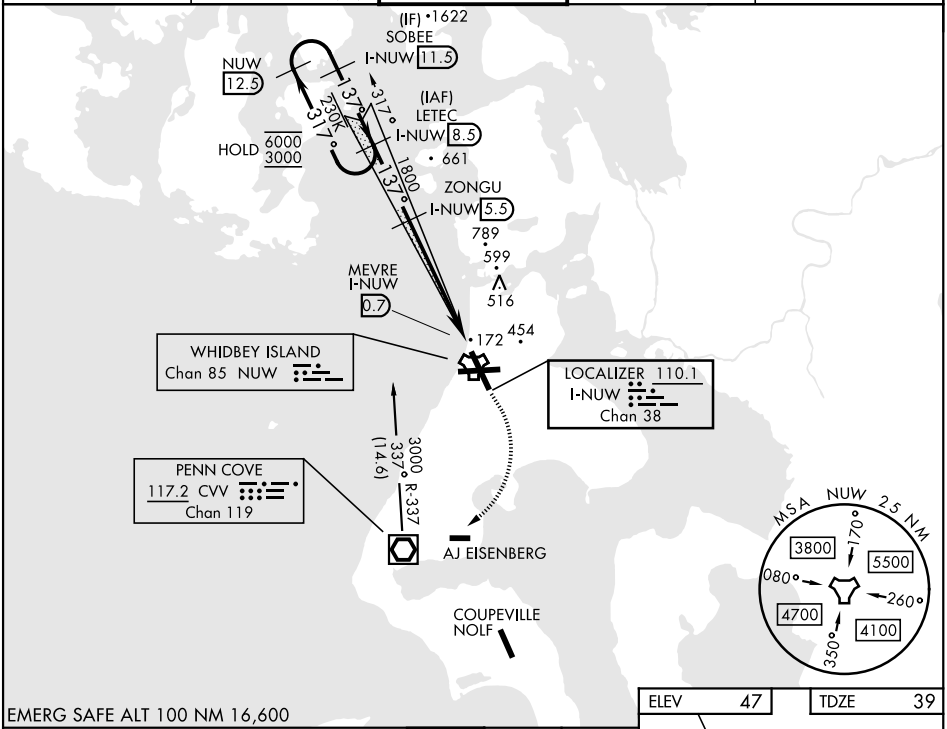
VOR, DME required

T * When TDZL/RCLS 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.

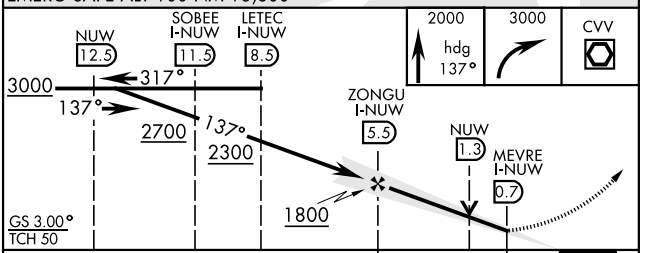
ALSF-2

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.

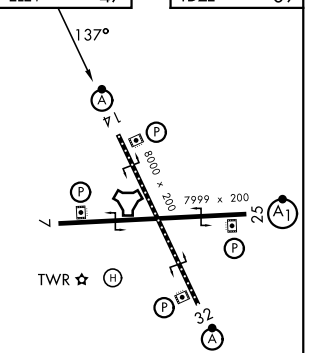
ATIS	APP CON	TOWER	GND CON	ASR/PAR
134.15 281.5	120.7 270.8 (E) 118.2 285.65 (W)	127.9 340.2	121.75 336.4	



EMERG SAFE ALT 100 NM 16,600



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)	
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/RCLS Rwy 14

OAK HARBOR, WASHINGTON
Amdt 3 19FEB26

48°21'N-122°39'W

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

ILS or LOC/DME RWY 14

NW-1, 03 SEP 2026 to 29 OCT 2026

OAK HARBOR, WASHINGTON

RNAV (GPS) RWY 7

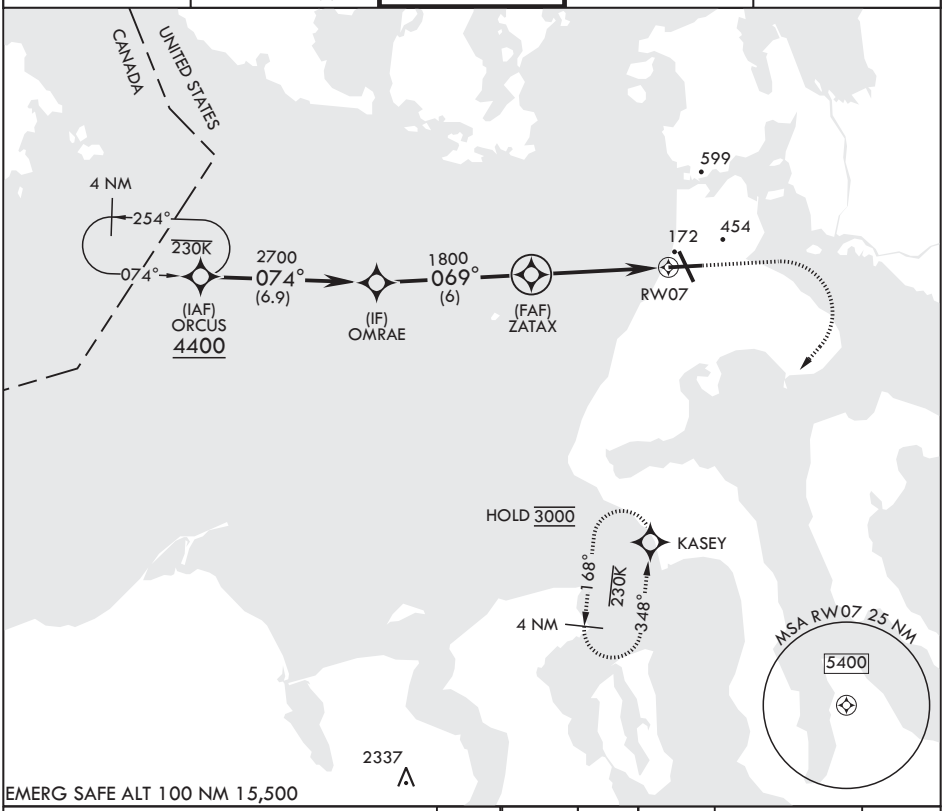
APCH CRS	Rwy ldg	7999
069°	TDZE	25
	Arpt Elev	47

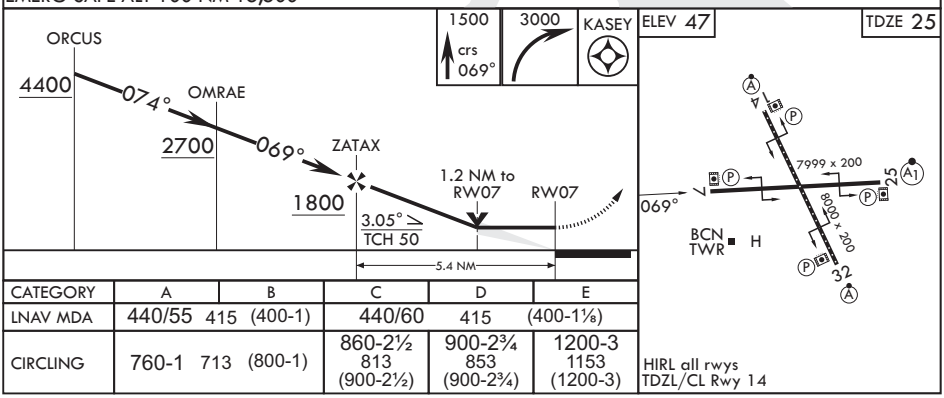
(USN) WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

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	ASR/PAR
134.15 281.5	118.2 285.65 (W) 120.7 270.8 (E)	127.9 340.2	121.75 336.4	





CATEGORY	A	B	C	D	E
LNAV MDA	440/55 415 (400-1)		440/60 415 (400-1⅛)		
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 2 31OCT24

RNAV (GPS) RWY 7

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

26134

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)

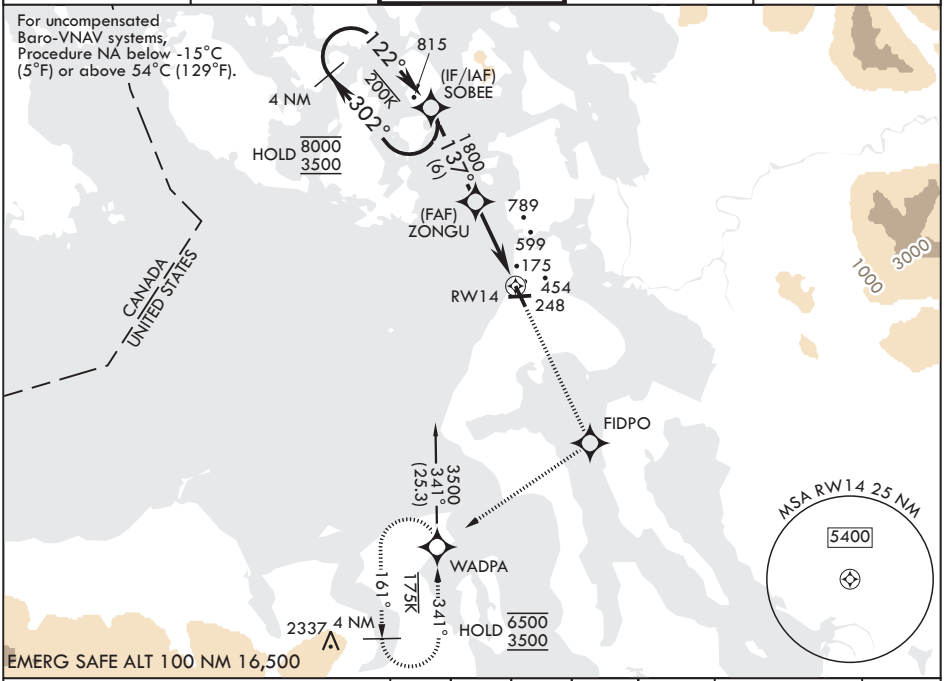
RNP APCH

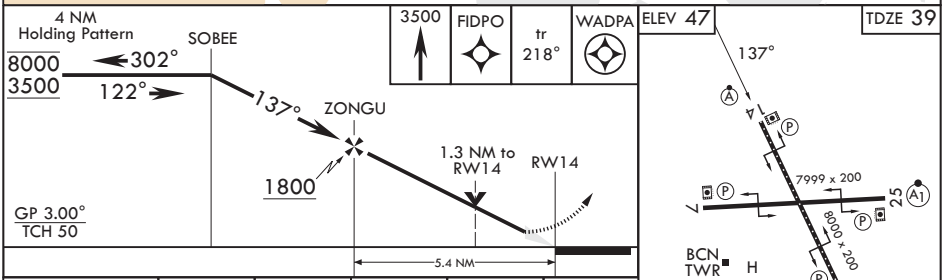
* When TDZ/CL lights inop, increase RVR to 24. When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase RVR to 60, vis to 1 1/8 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/8 miles.

ALSF-2

MISSED APPROACH: Climb to 3500 direct FIDPO, and on track 218° to WADPA and hold. Do not exceed 230K.

ATIS	APP CON/DEP CON	TOWER	GND CON	ASR/PAR
134.15 281.5	118.2 285.65 (W) 120.7 270.8 (E)	127.9 340.2	121.75 336.4	





CATEGORY	A	B	C	D	E
LPV DA*	239/18		200	(200-½)	
LNAV/VNAV DA**	457/40		418	(500-¾)	
LNAV MDA***	500/24	461 (500-½)	500/50	461	(500-1)
CIRCLING	760-1	713 (800-1)	860-2½ 813 (900-2½)	900-2¾ 853 (900-2¾)	1200-3 1153 (1200-3)

HIRL all rwys
TDZL/CL Rwy 14

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

OAK HARBOR, WASHINGTON

RNAV (GPS) RWY 25

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

WAAS CH **44487** **W25A**	APCH CRS **249°**	Rwy ldg **7999** TDZE **28** Arpt Elev **47**	(USN)

RNP APCH

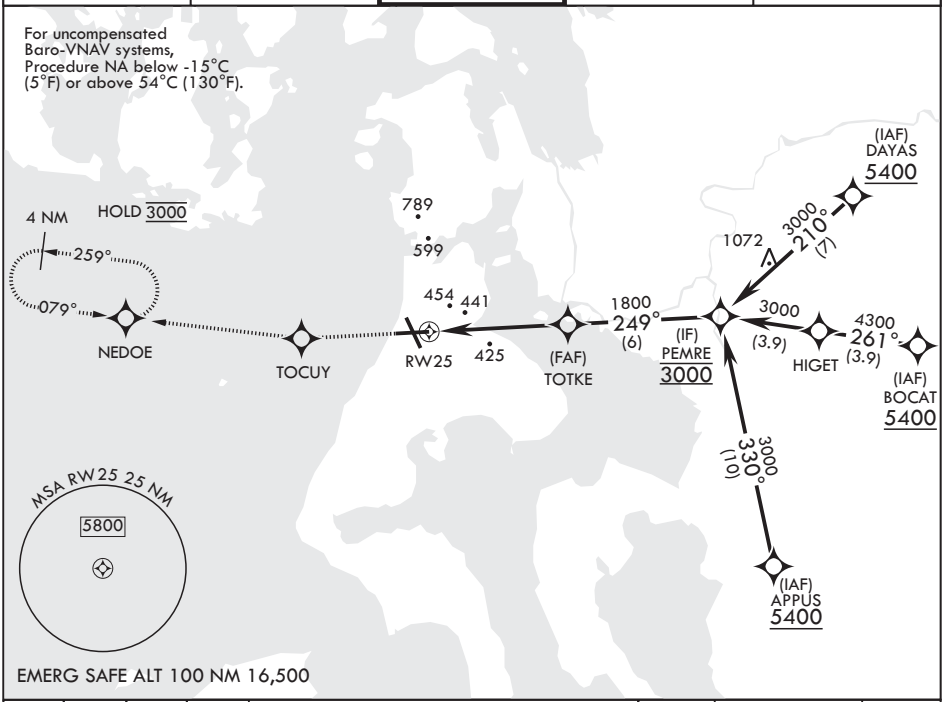
* When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase vis to 1 7/8 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 7/8 miles.

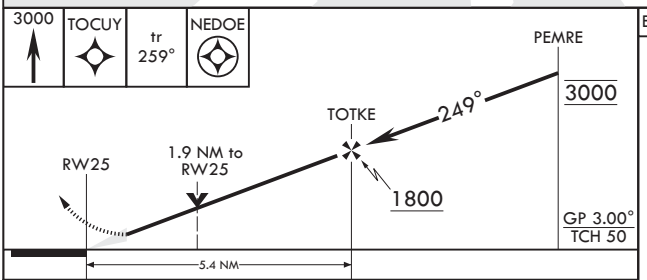
ALSF-1

MISSED APPROACH: Climb to 3000 direct TOCUY and track 259° to NEDOE and hold.

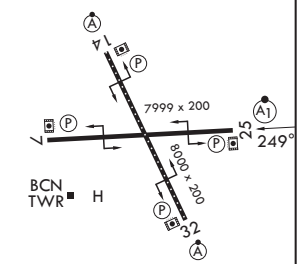
ATIS	APP CON/DEP CON	TOWER	GND CON	ASR/PAR
134.15 281.5	**118.2 285.65** (W) **120.7 270.8** (E)	**127.9 340.2**	**121.75 336.4**	

For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 54°C (130°F).





ELEV 47 TDZE 28



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)
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26134

OAK HARBOR, WASHINGTON

RNAV (GPS) RWY 32

APCH CRS	Rwy ldg	8000
317°	TDZE	47
	Arpt Elev	47

(USN) WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

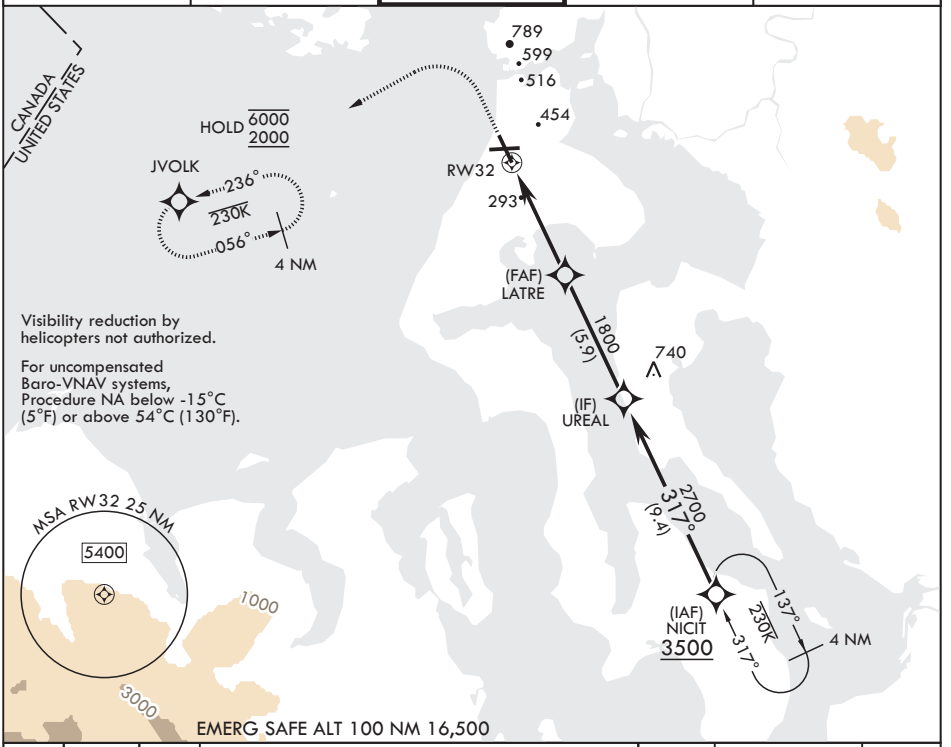
RNP APCH

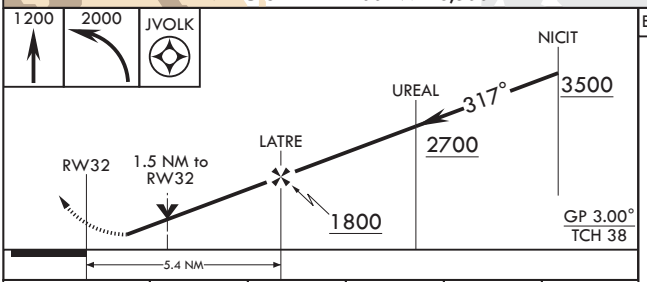
* When ALS inop, increase vis to 1 3/8 miles.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/8 miles.

ALSF-2

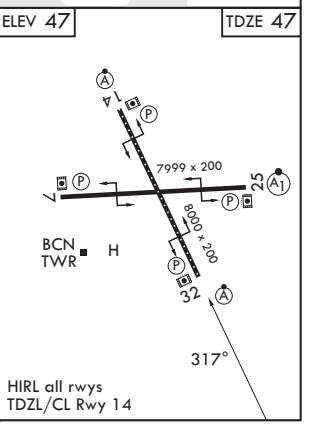
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct JVOLK and hold.

ATIS	APP CON/DEP CON	TOWER	GND CON	ASR/PAR
134.15 281.5	118.2 285.65 (W) 120.7 270.8 (E)	127.9 340.2	121.75 336.4	





ELEV 47 TDZE 47



CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	560/55		513	(600-1)	
LNAV MDA**	560/40	513 (600-¾)	560/55	513	(600-1)
CIRCLING	760-1	713 (800-1)	860-2½ 813 (900-2½)	900-2¾ 853 (900-2¾)	1200-3 1153 (1200-3)

HIRL all rwys
TDZL/CL Rwy 14

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

OAK HARBOR, WASHINGTON

TACAN Y RWY 7

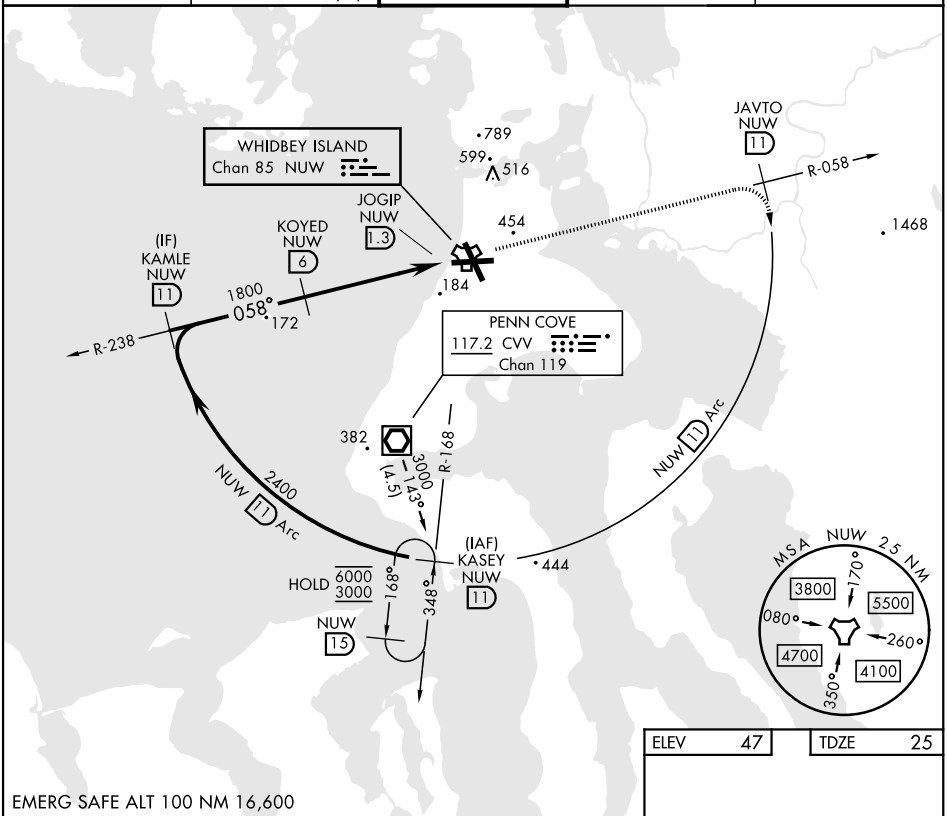
TACAN	APCH CRS	Rwy Idg	7999
Chan 85	058°	TDZE	25
		Arpt Elev	47

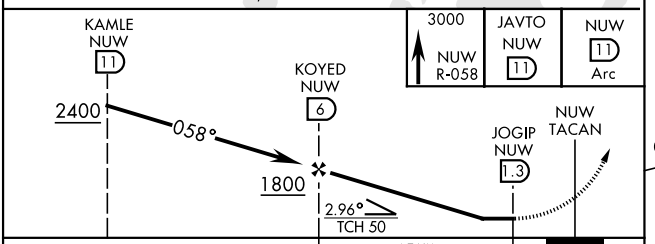
[USN] WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

CAUTION: CAT CDE intmed seg length 5 NM

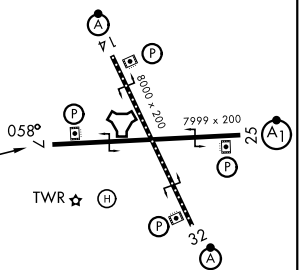
MISSED APPROACH: Climb to 3000 via NUW TACAN R-058 to JAVTO, then arc SE of NUW via 11 DME Arc to KASEY and hold.

ATIS	APP CON	TOWER	GND CON	ASR/PAR
134.15 281.5	120.7 270.8 (E) 118.2 285.65 (W)	127.9 340.2	121.75 336.4	





ELEV 47 TDZE 25



HIRL Rwy 7-25, 14-32
TDZL/RCLS Rwy 14

CATEGORY	A	B	C	D	E
S-7	440/55 415 (400-1)		440/60 415 (400-1⅛)		
CIRCLING	760-1 713 (800-1)		860-2½ 813 (900-2½)	900-2¾ 853 (900-2¾)	1200-3 1153 (1200-3)

OAK HARBOR, WASHINGTON 48°21'N-122°39'W WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

Amdt 5 19FEB26

TACAN Y RWY 7

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

OAK HARBOR, WASHINGTON

TACAN Y RWY 14

TACAN	APCH CRS	Rwy ldg	8000
Chan 85	141°	TDZE	39
		Arpt Elev	47

[USN] WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

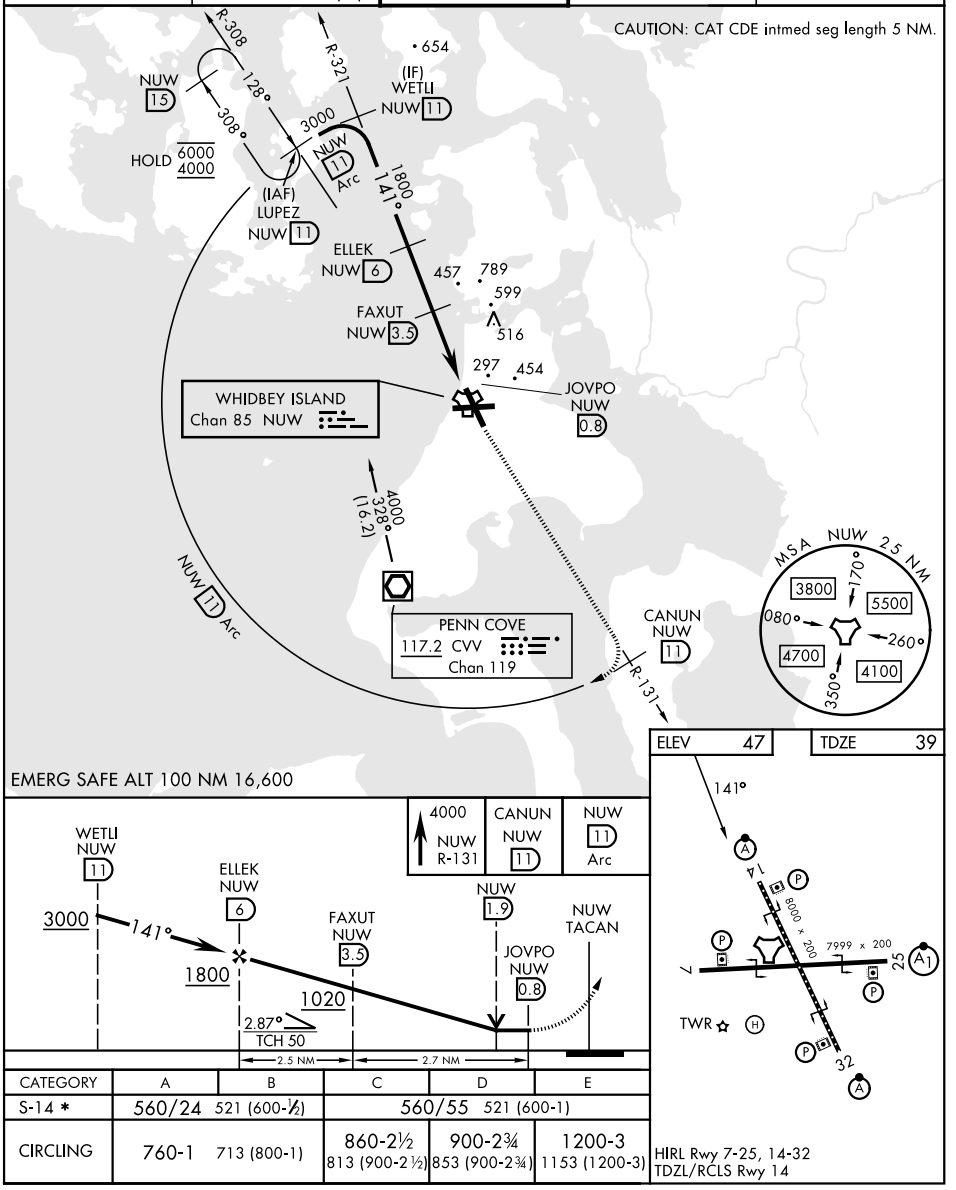
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles.

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	APP CON	TOWER	GND CON	ASR/PAR
134.15 281.5	120.7 270.8 (E) 118.2 285.65 (W)	127.9 340.2	121.75 336.4	

CAUTION: CAT CDE intmed seg length 5 NM.



CATEGORY	A	B	C	D	E
S-14 *	560/24	521 (600-½)	560/55	521 (600-1)	
CIRCLING	760-1	713 (800-1)	860-2½ 813 (900-2½)	900-2¾ 853 (900-2¾)	1200-3 1153 (1200-3)

HIRL Rwy 7-25, 14-32
TDZL/RCLS Rwy 14

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

OAK HARBOR, WASHINGTON

TACAN Y RWY 25

TACAN	APCH CRS	Rwy Idg	7999
Chan 85	254°	TDZE	28
		Arpt Elev	47

[USN] WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

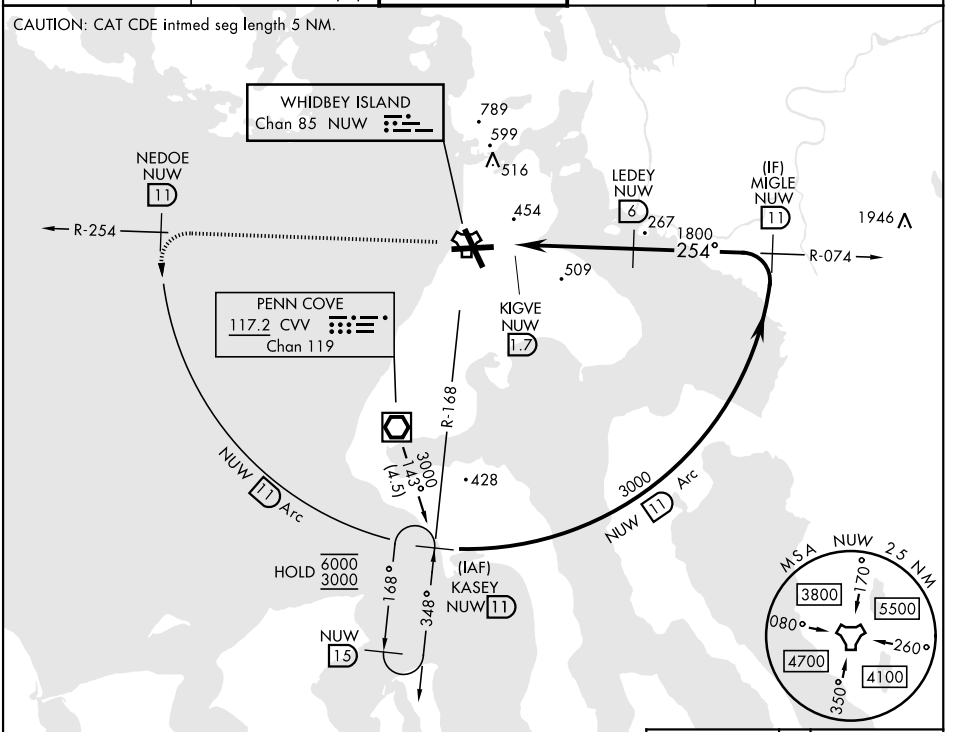
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 2 miles.

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.

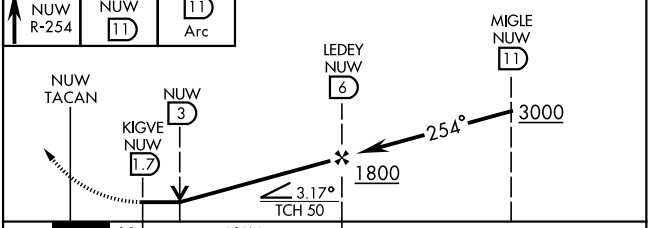
ATIS	APP CON	TOWER	GND CON	ASR/PAR
134.15 281.5	120.7 270.8 (E) 118.2 285.65 (W)	127.9 340.2	121.75 336.4	

CAUTION: CAT CDE intmed seg length 5 NM.

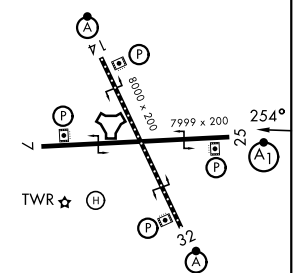


EMERG SAFE ALT 100 NM 16,600

3000 NUW R-254	NEDOE NUW 11	NUW 11 Arc



ELEV	47	TDZE	28



CATEGORY	A	B	C	D	E
S-25 *	760/30	732 (800-5⅞)	760-1⅝	732 (800-1⅝)	
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/RCLS Rwy 14

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

OAK HARBOR, WASHINGTON

TACAN Y RWY 32

TACAN	APCH CRS	Rwy ldg	8000
Chan 85	311°	TDZE	47
		Arpt Elev	47

[USN] WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

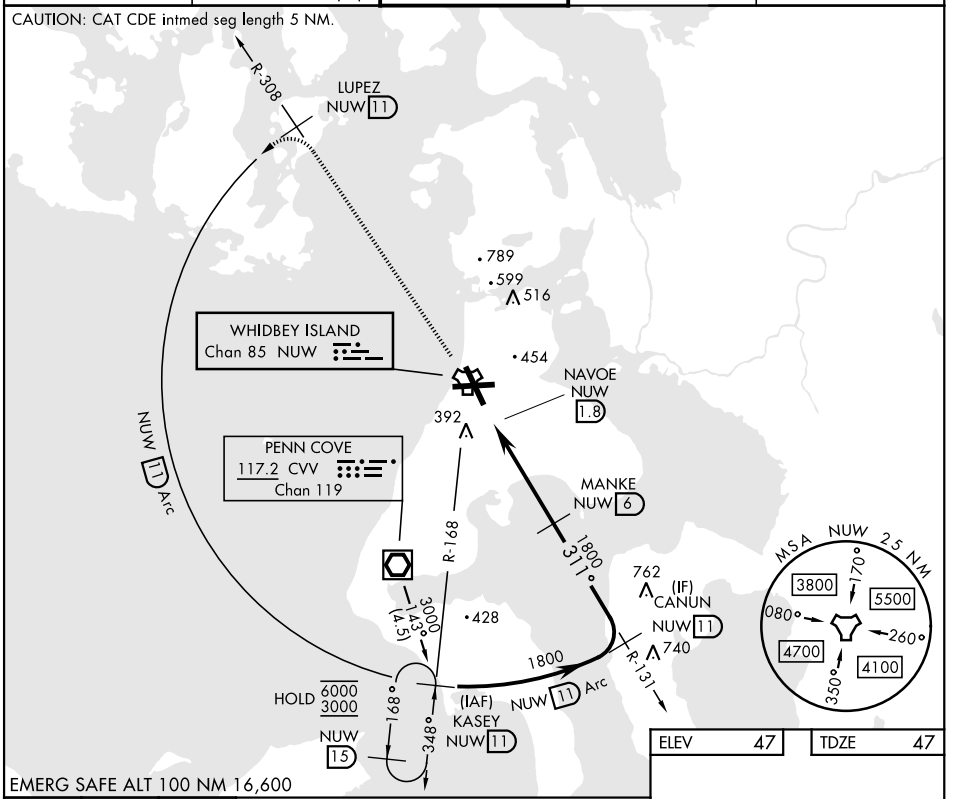
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE to 1¾ miles.

ALSF-2

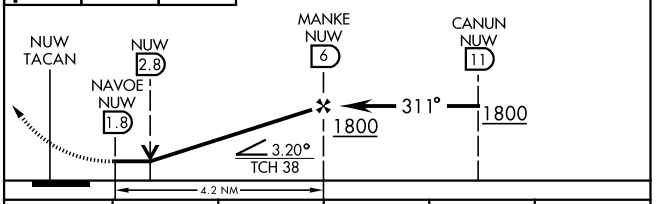
MISSED APPROACH: Climb to 3000 via NUW TACAN R-308 to LUPEZ, then Arc SW of NUW via 11 DME Arc to KASEY and hold.

ATIS	APP CON	TOWER	GND CON	ASR/PAR
134.15 281.5	120.7 270.8 (E) 118.2 285.65 (W)	127.9 340.2	121.75 336.4	

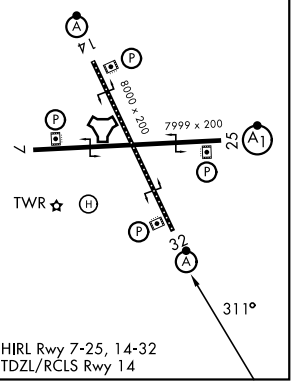
CAUTION: CAT CDE intmed seg length 5 NM.



3000	LUPEZ	NUW
NUW R-308	NUW 11	11 Arc



ELEV 47 TDZE 47

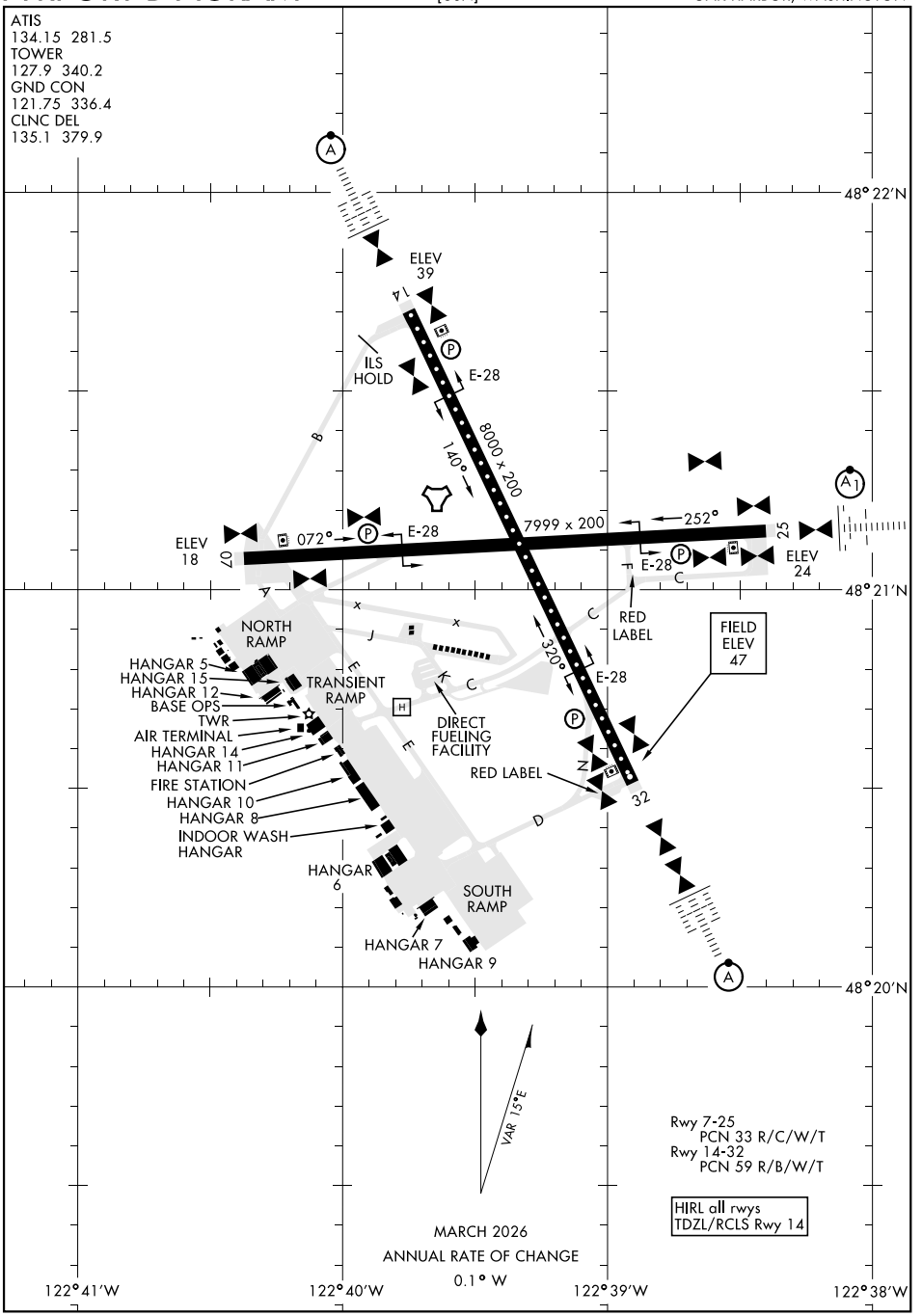


CATEGORY	A	B	C	D	E
S-32 *	680/30	633 (700-⅝)	680-1⅜	633 (700-1⅜)	
CIRCLING	760-1	713 (800-1)	860-2½ 813 (900-2½)	900-2¾ 853 (900-2¾)	1200-3 1153 (1200-3)

HIRL Rwy 7-25, 14-32
TDZL/RCLS Rwy 14

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026



NW-1, 03 SEP 2026 to 29 OCT 2026

24305

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

NASWI THREE (OBSTACLE) DEPARTURE

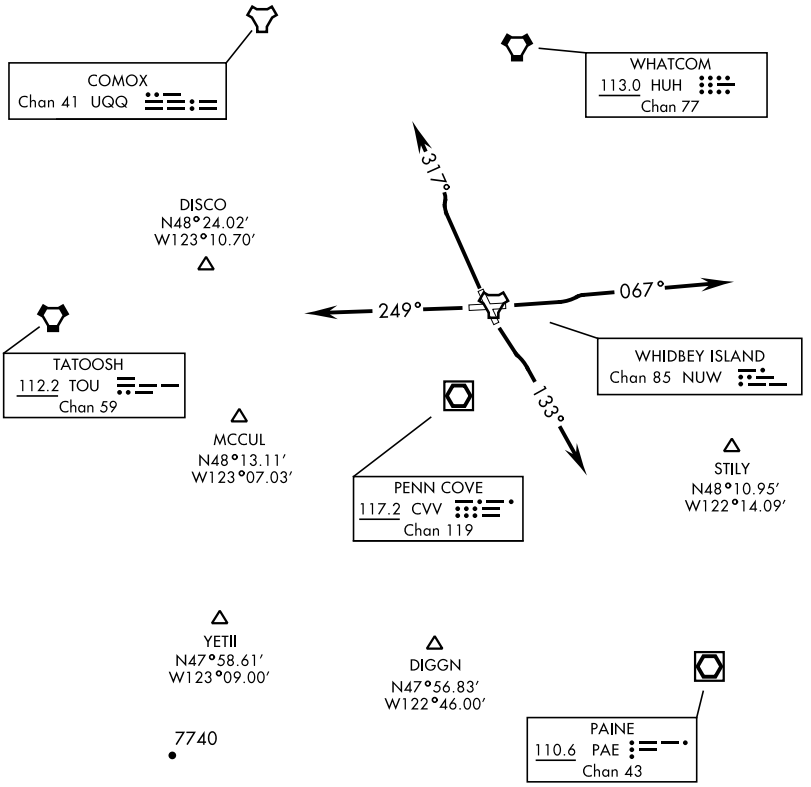
OAK HARBOR, WASHINGTON

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	6100
CH **81848**	**008°**	TDZE	**5046**
W01A		Apt Elev	**5065**

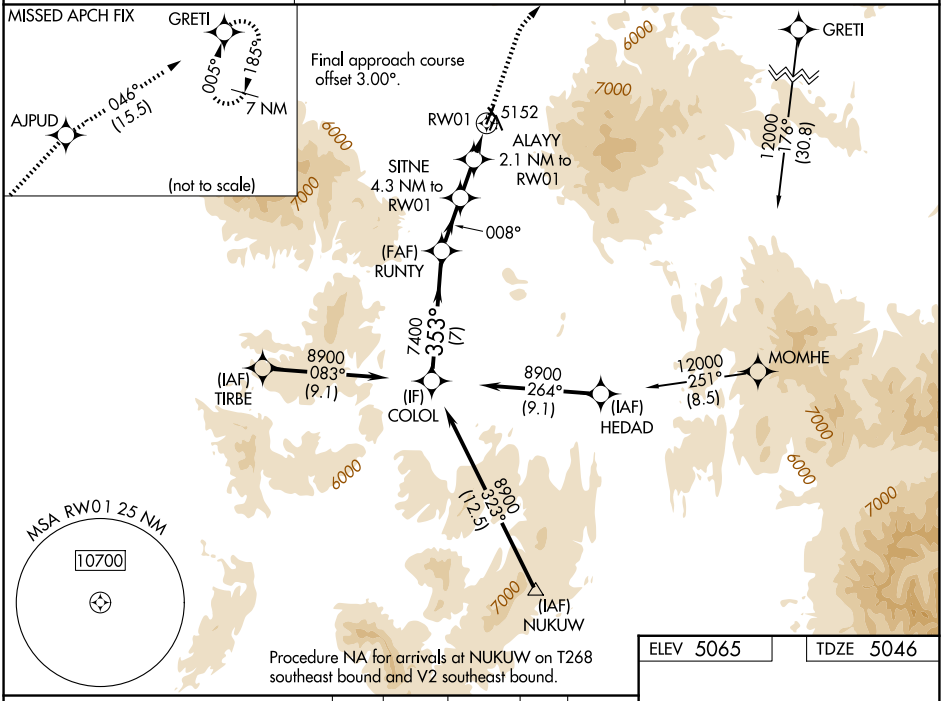
RNAV (GPS) RWY 1
WHITE SULPHUR SPRINGS (7S6)

RNP APCH - GPS.

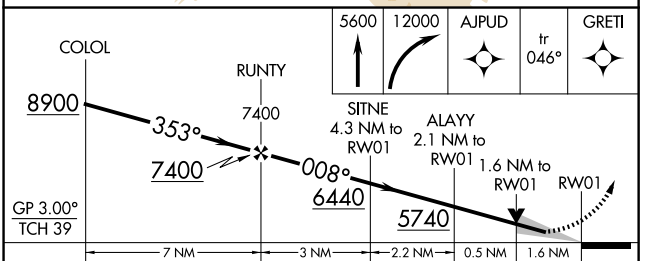
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA to Rwys 13 and 31. Circling NA for Cats C and D east of Rwy 1-19. Circling NA for all Cats east of Rwy 1-19 at night.

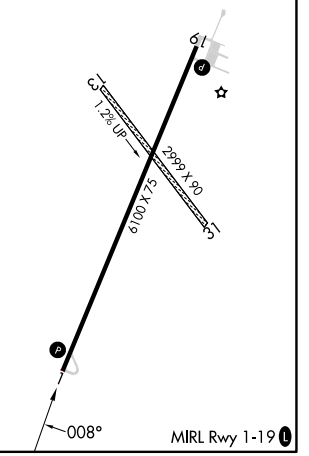
MISSED APPROACH: Climb to 5600 then climbing right turn to 12000 direct AJPUD, then on track 046° to GRETI and hold, continue climb-in-hold to 12000.

AWOS-3PT	SALT LAKE CENTER	CTAF
118.525	**133.4 285.4**	**122.9** L



ELEV 5065	TDZE 5046





CATEGORY	A	B	C	D
LPV DA	5296-1 250 (300-1)			
LNAV/VNAV DA	5532-1⅜ 486 (500-1⅜)			
LNAV MDA	5580-1 534 (600-1)		5580-1½ 534 (600-1½)	
CIRCLING	5620-1 555 (600-1)	5920-1¼ 855 (900-1¼)	5920-2½ 855 (900-2½)	5920-2¾ 855 (900-2¾)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WHITE SULPHUR SPRINGS, MONTANA | AL-11832 (FAA) | 25331

RNAV (GPS) RWY 19

WHITE SULPHUR SPRINGS (7S6)

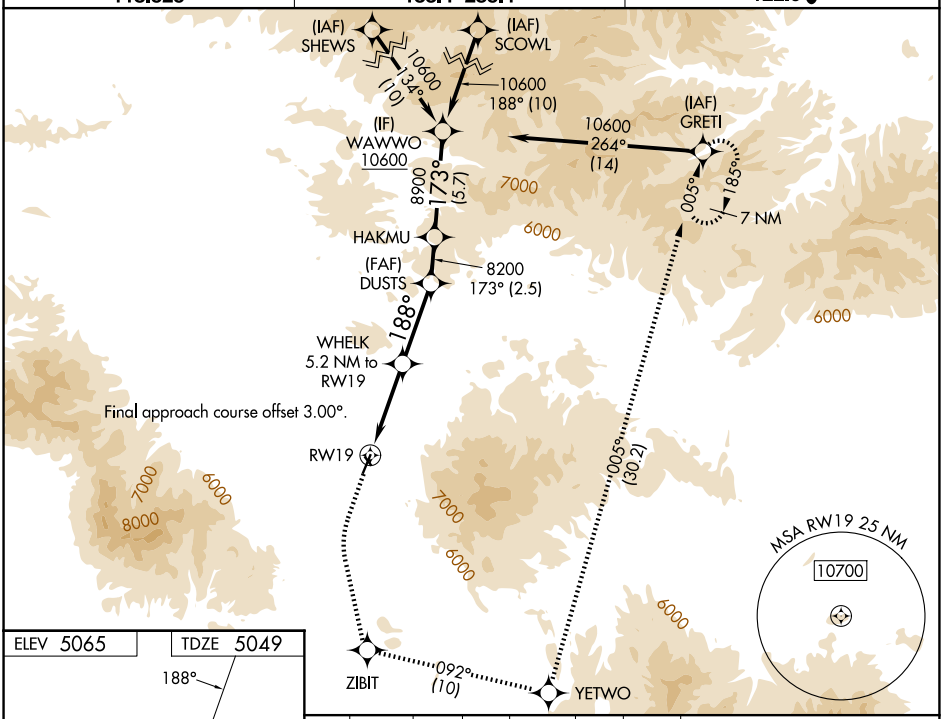
WAAS	APP CRS	Rwy Ldg	6100
CH 65648	188°	TDZE	5049
W19A		Apt Elev	5065

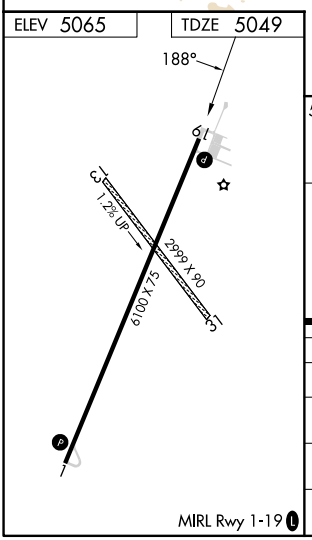
RNP APCH - GPS.

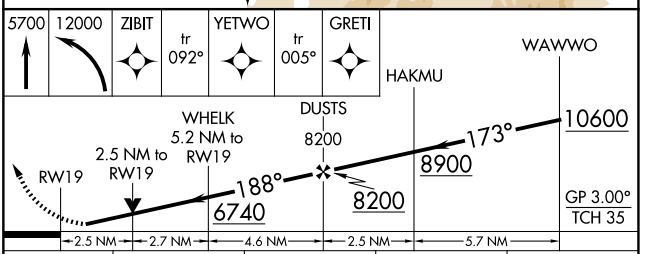
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Rwy 19 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 13 and 31. Circling NA for Cats C and D east of Rwy 1-19. Circling NA for all Cats east of Rwy 1-19 at night.

MISSED APPROACH: Climb to 5700 then climbing left turn to 12000 direct ZIBIT then on track 092° to YETWO then on track 005° to GRETI and hold.

AWOS-3PT	SALT LAKE CENTER	CTAF
118.525	133.4 285.4	122.9 L







CATEGORY	A	B	C	D
LPV DA	5299-1 250 (300-1)			
LNAV/VNAV DA	5706-1⅞ 657 (700-1⅞)			
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)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Idg	3851
021°	TDZE	2183
	Apt Elev	2183

RNAV (GPS) RWY 2

WILBUR (2S8)

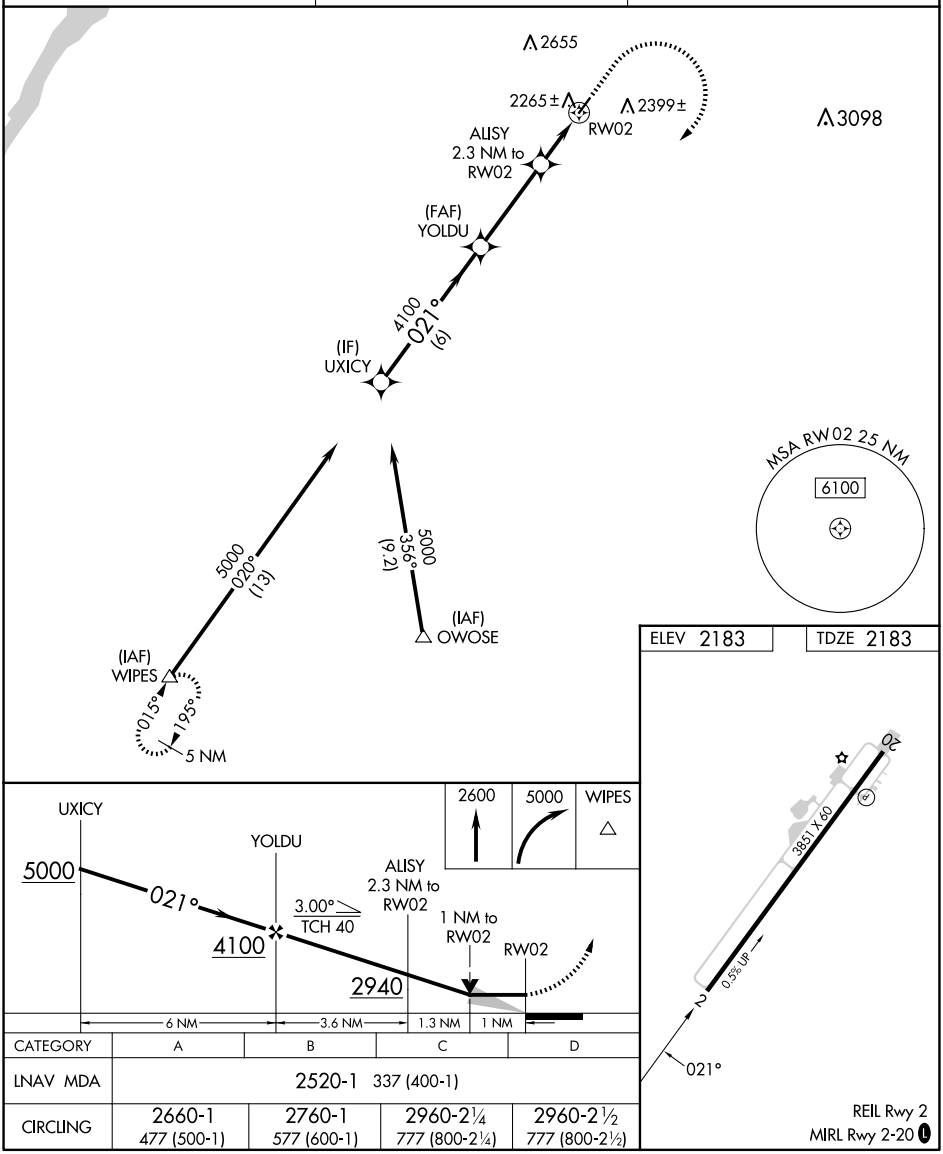
RNP APCH - GPS.

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)



CATEGORY	A	B	C	D
LNAV MDA	2520-1 337 (400-1)			
CIRCLING	2660-1 477 (500-1)	2760-1 577 (600-1)	2960-2¼ 777 (800-2¼)	2960-2½ 777 (800-2½)

REIL Rwy 2
MIRL Rwy 2-20 (L)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(WIPES1.WIPES) 23278

WIPES ONE DEPARTURE (OBSTACLE) (RNAV)

AL-10463 (FAA)

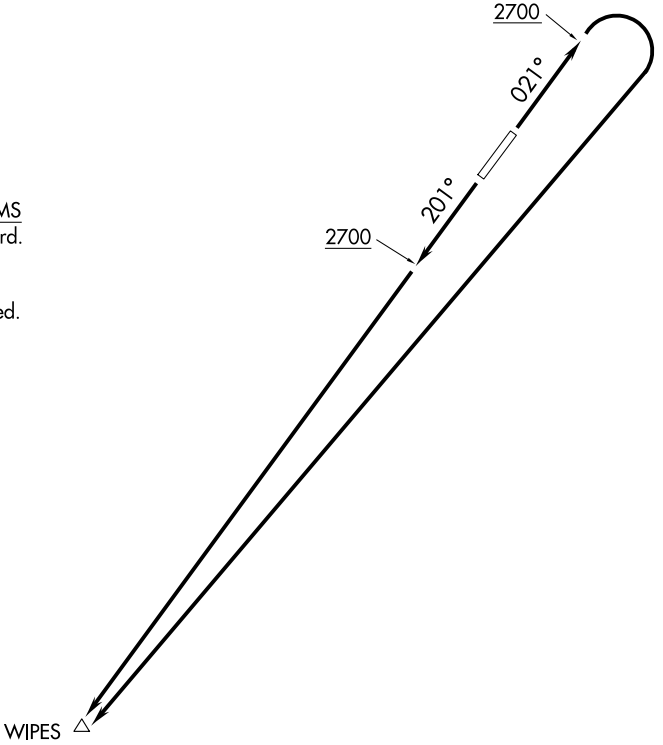
WILBUR (2S8)
WILBUR, WASHINGTON

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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

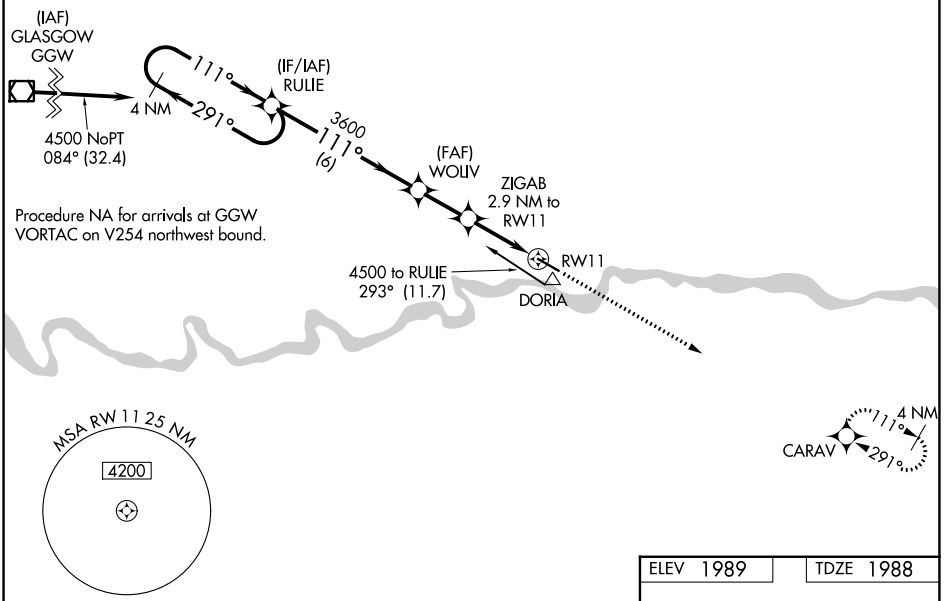
WAAS	APP CRS	Rwy Ldg	5091
CH 77929	111°	TDZE	1988
W11A		Apt Elev	1989

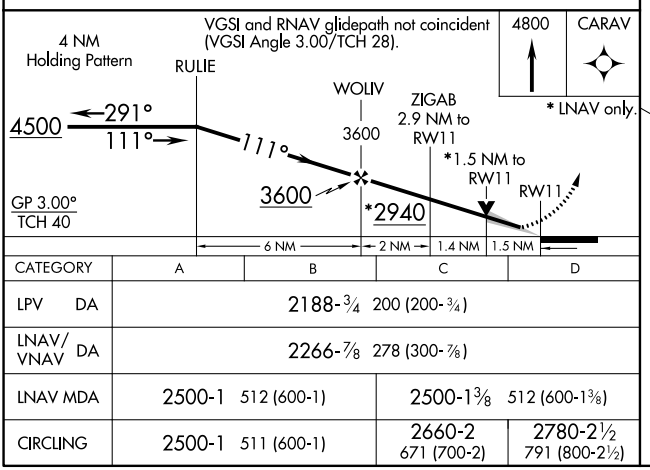
RNAV (GPS) RWY 11
L M CLAYTON (OLF)

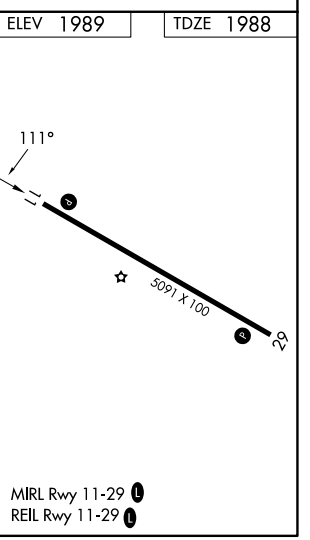
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wokal FLD/Glasgow-Valley County altimeter setting: increase LPV DA to 2329 ft and visibility ⅜ SM, LNAV/VNAV DA to 2407 ft and visibility ½ SM; 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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 49229 W29A	APP CRS 291°	Rwy Ldg 5091	TDZE 1989	Apt Elev 1989

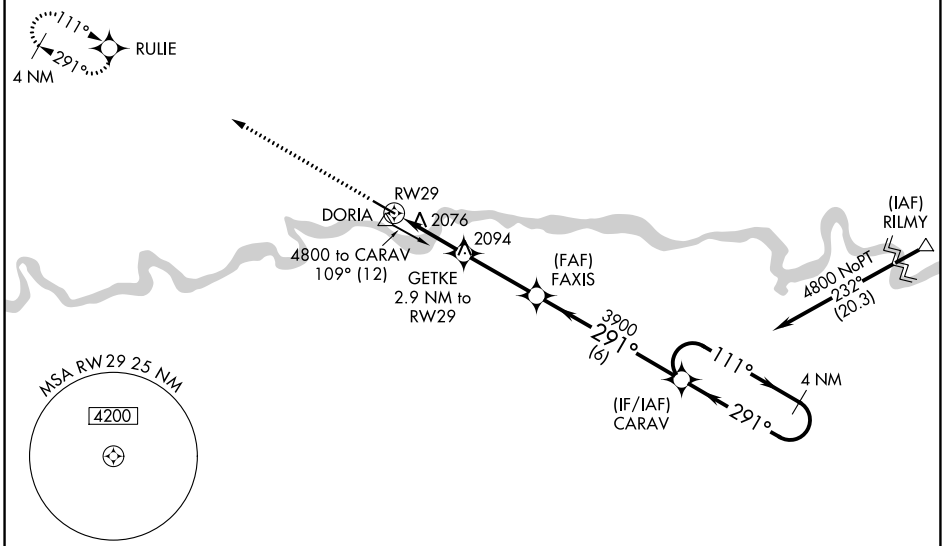
RNAV (GPS) RWY 29

L M CLAYTON (OLF)

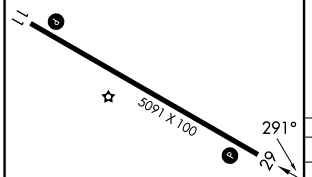
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wokal FLD/Glasgow-Valley County altimeter setting: increase LPV DA to 2330 ft and visibility ⅜ SM, LNAV/VNAV DA to 2380 ft and visibility ½ SM; 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.

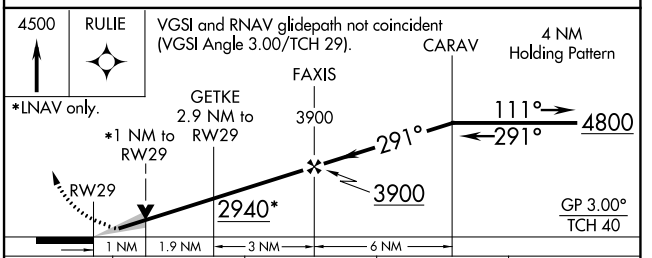
ASOS	SALT LAKE CENTER	UNICOM
118.325	126.85 305.2	122.8 (CTAF) L



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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

FIELD
ELEV
1989
ELEV
1985
29
105°34.0'W
VAR 9° E
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W
5091 X 100
105°34.5'W
RWY 11-29
PCN 14 F/D/X/U
S-38, D-50
111°
11
ELEV
1987
105°35.0'W
ASOS
118.325
CTAF/UNICOM
122.8
48°06.0'N
48°05.5'N

WAAS CH 40228 W16A	APP CRS 162°	Rwy Ldg 7000 TDZE 4202 Apt Elev 4252

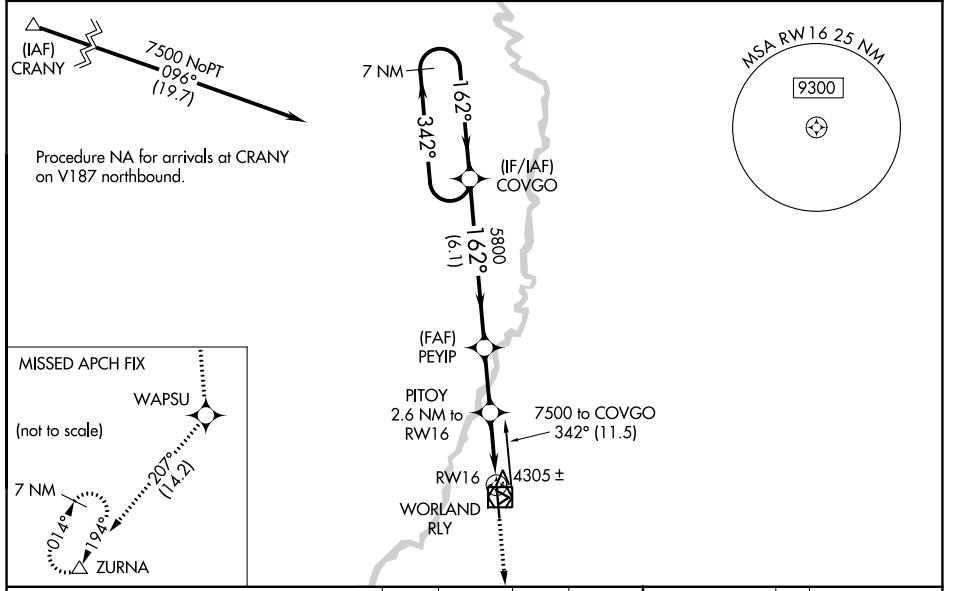
RNAV (GPS) RWY 16

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.

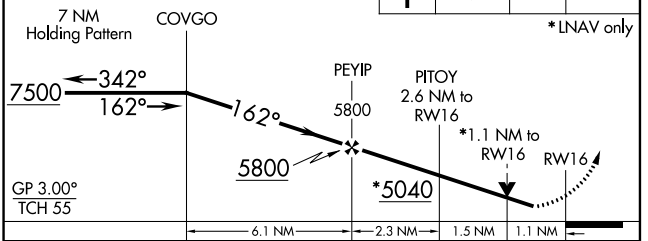
ASOS	SALT LAKE CENTER	UNICOM
135.475	133.25 285.6	123.05 (CTAF) L



9600	WAPSU	tr 207°	ZURNA

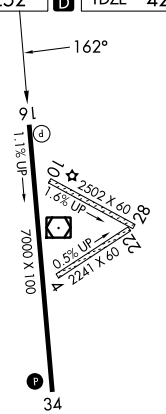
*LNAV only

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 34

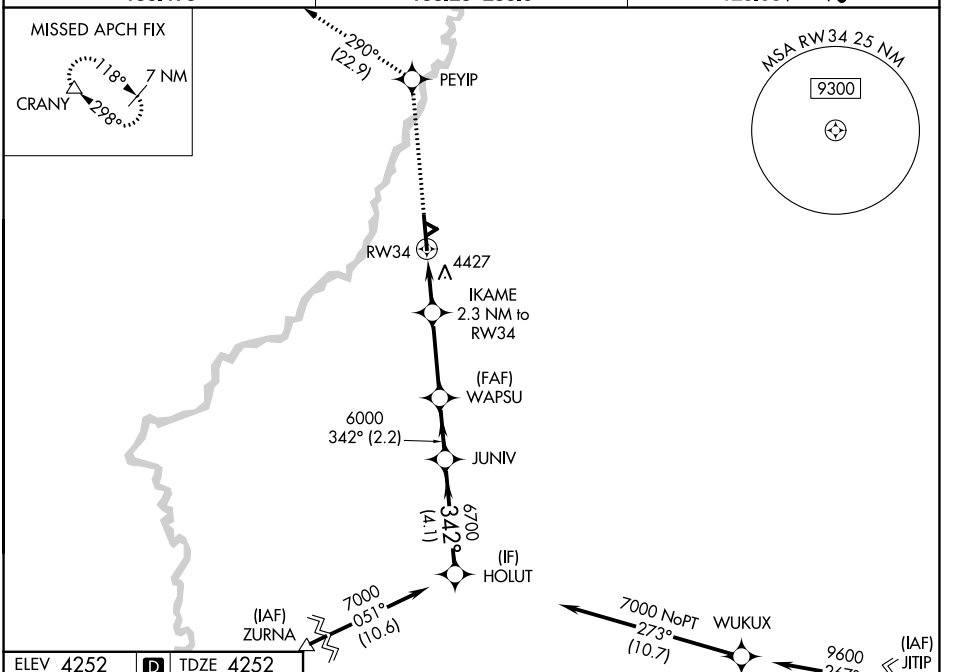
WORLAND MUNI (WRL)

APP CRS	Rwy Ldg	7000
342°	TDZE	4252
	Apt Elev	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

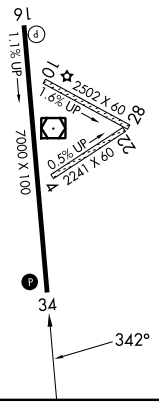


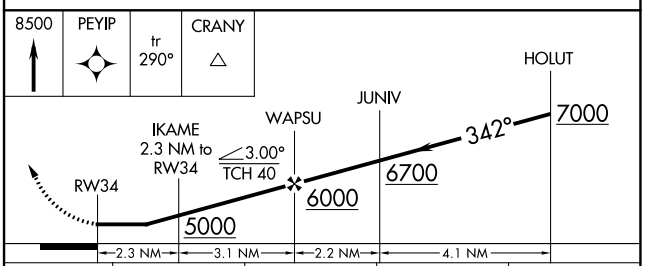
ELEV 4252 D TDZE 4252

REIL Rwys 16 and 34 L

MIRL Rwy 16-34 L

Procedure NA for arrivals at ZURNA on V319 southbound and at JITIP on V401 eastbound.





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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

WORLAND, WYOMING | AL-801 (FAA) | 26190

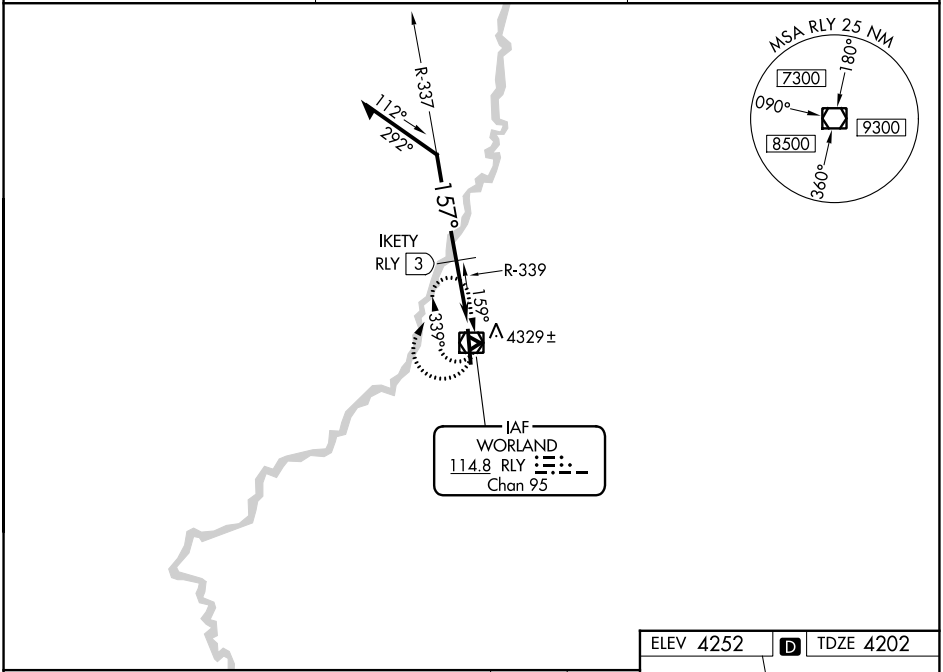
VOR/DME RLY	APP CRS	Rwy Ldg	7000
114.8	157°	TDZE	4202
Chan 95		Apt Elev	4252

VOR RWY 16
WORLAND MUNI (WRL)

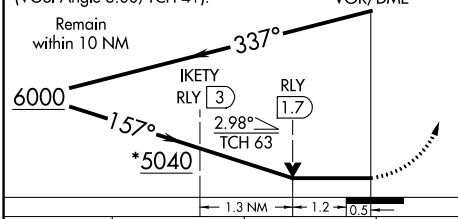
When local altimeter setting not received, use Greybull altimeter setting: increase all MDAs 140 feet; all Cats, and Circling Cat C/D visibilities ½ SM. Helicopter visibility reduction below ¾ SM NA. VDP NA with Greybull altimeter setting.

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



VGSI and descent angle not coincident (VGSI Angle 3.00/TCH 41).

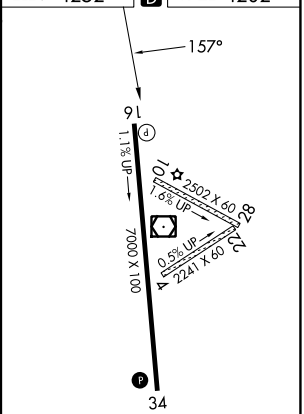


7000	RLY

*5180 when using Greybull altimeter setting.

CATEGORY	A	B	C	D
S-16	5040-1 838 (800-1)	5040-1¼ 838 (800-1¼)	5040-2½ 838 (800-2½)	
CIRCLING	5040-1 788 (800-1)	5040-1¼ 788 (800-1¼)	5040-2½ 788 (800-2½)	
IKETY FIX MINIMUMS				
S-16	4600-1 398 (400-1)		4600-1¼ 398 (400-1¼)	
CIRCLING	4920-1 668 (700-1)		4920-1¾ 668 (700-1¾)	5020-2½ 768 (800-2½)

ELEV 4252 D TDZE 4202



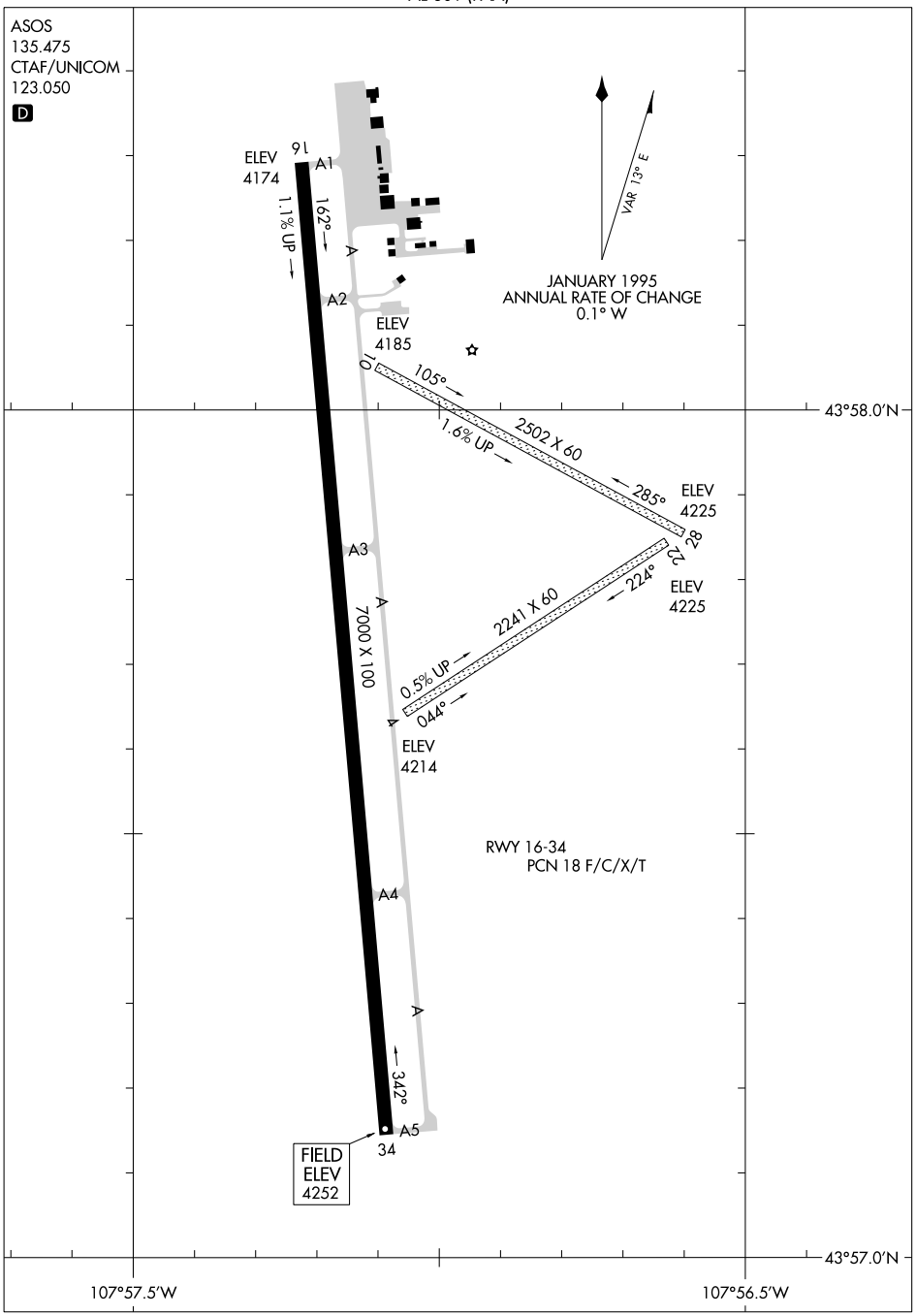
REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

WORLAND, WYOMING
Amdt 6C 20MAY21

43°58′N-107°57′W

WORLAND MUNI (WRL)
VOR RWY 16

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026



NW-1, 03 SEP 2026 to 29 OCT 2026

YAKIMA, WASHINGTON | AL-465 (FAA) | 25275

ILS or LOC RWY 27

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

LOC/DME I-YKM	APP CRS	Rwy Ldg	7604
110.1	274°	TDZE	1068
Chan 38		Apt Elev	1099

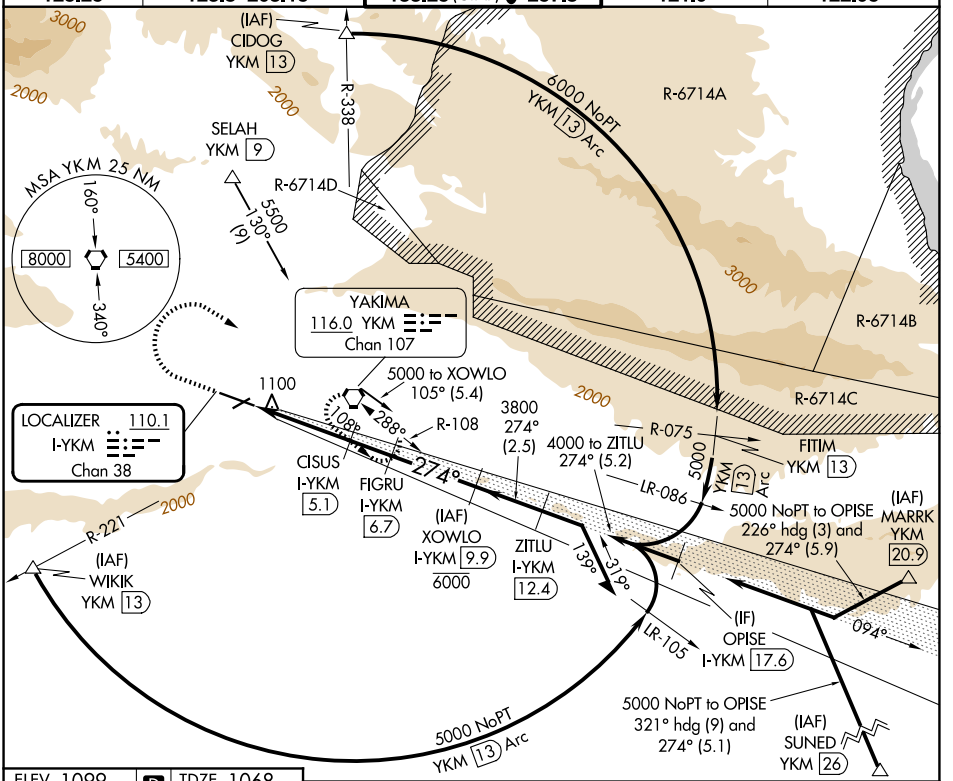
DME required for procedure entry. DME required for LOC only.

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.

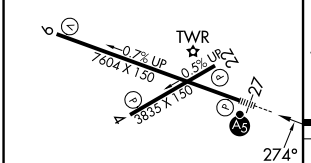
ATIS	SPOKANE APP CON★	YAKIMA TOWER★	GND CON	UNICOM
125.25	123.8 263.15	133.25 (CTAF) L 257.8	121.9	122.95



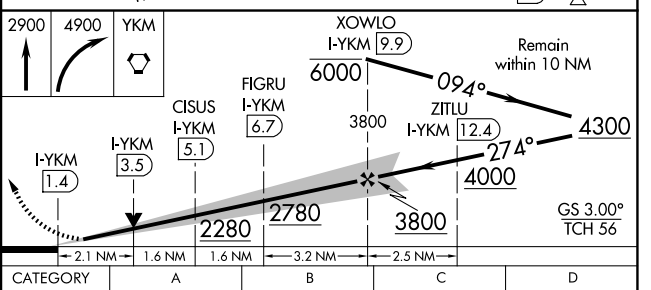
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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-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)
CIRCLING	1780-1	681 (700-1)	1940-2½ 841 (900-2½)	2280-3 1181 (1200-3)

APP CRS	Rwy Ldg	7604
094°	TDZE	1099
	Apt Elev	1099

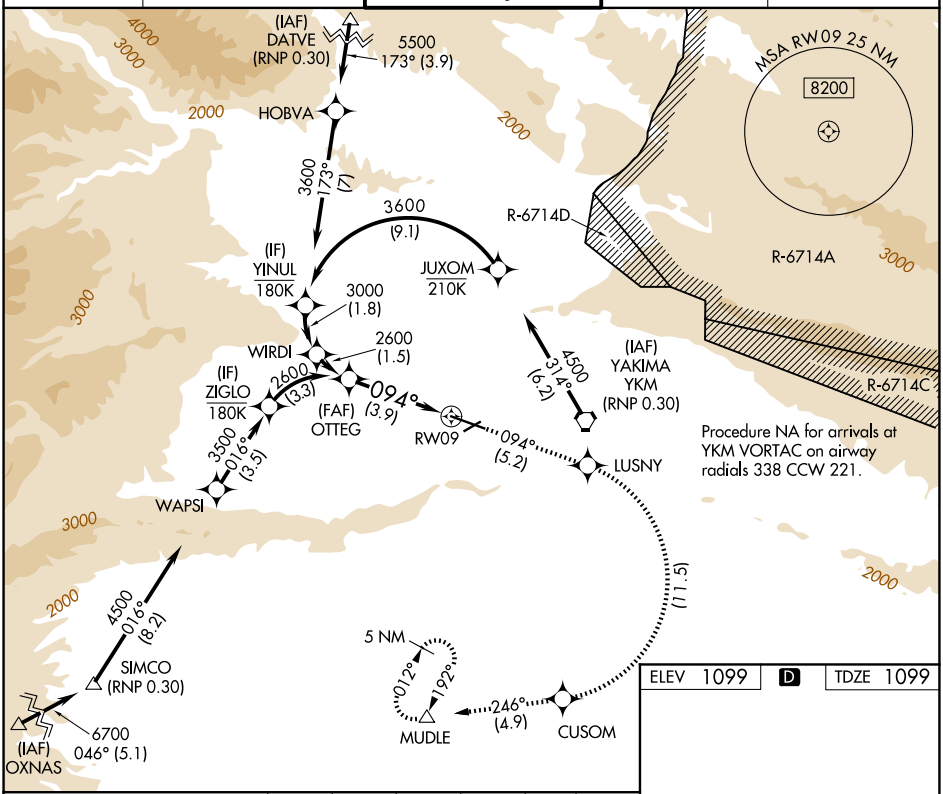
RNAV (RNP) RWY 9

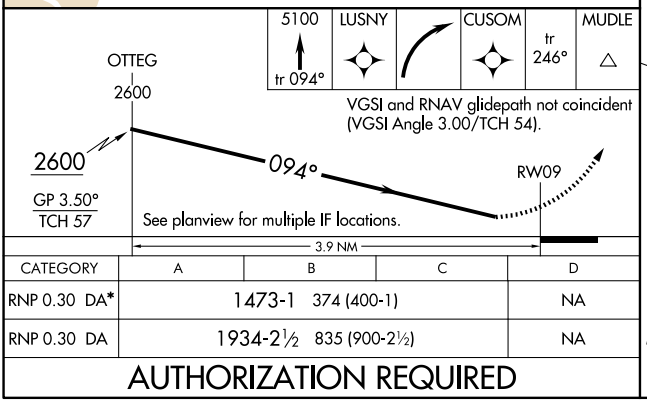
YAKIMA AIR TRML/MCALLISTER FLD (YKM)

T A 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.

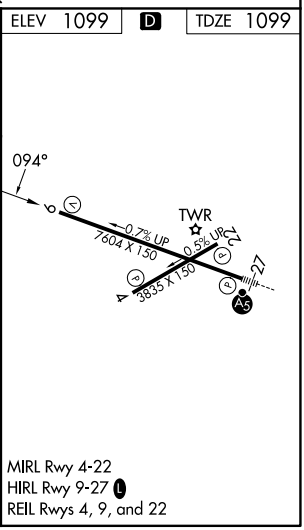
ATIS	SPOKANE APP CON *	YAKIMA TOWER *	GND CON	UNICOM
125.25	123.8 263.15	133.25 (CTAF) L 257.8	121.9	122.95





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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

YAKIMA, WASHINGTON | AL-465 (FAA) | 25275

APP CRS	Rwy Ldg	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.

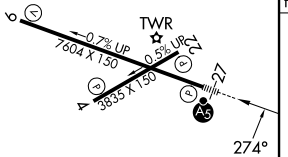
T For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C. DATVE transition NA when R-6714 A, C, D active. For inop ALS, increase RNP 0.30* all Cats visibility to RVR 5500 and RNP 0.30 all Cats to 2½ SM.

MALSR A5

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	UNICOM
125.25	123.8 263.15	133.25 (CTAF) L 257.8	121.9	122.95

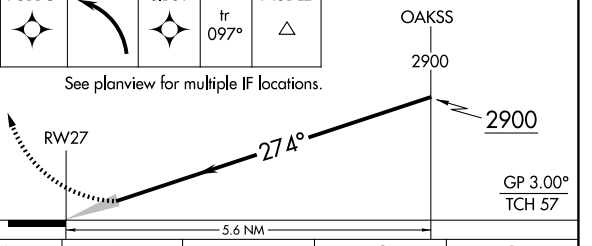
ELEV 1099	D	TDZE 1068



MIRL Rwy 4-22
HIRL Rwy 9-27 L
REIL Rwys 4, 9, and 22

5100 tr 274°	PUBBO		SIBSY	tr 097°	MUDLE

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

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	7604
274°	TDZE	1068
	Apt Elev	1099

RNAV (RNP) Z RWY 27

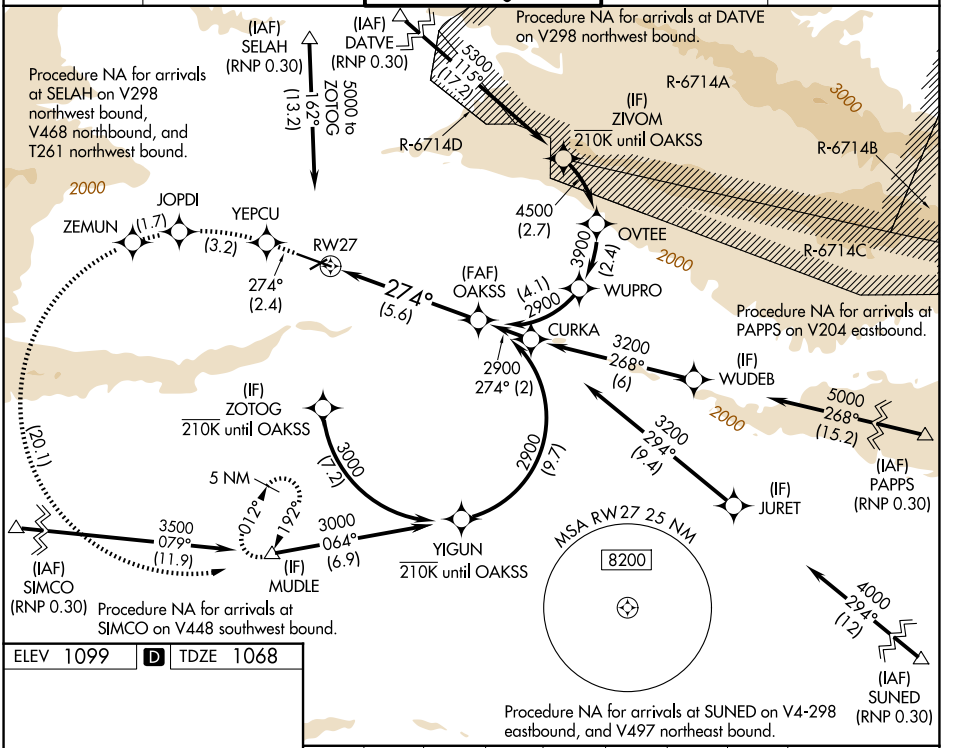
YAKIMA AIR TRML/MCALLISTER FLD (YKM)

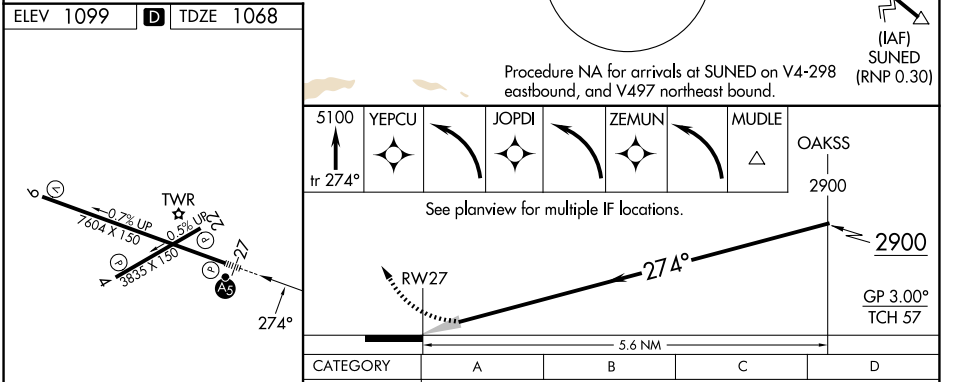
For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). RF required. GPS required. Missed approach requires RNP less than 1.0. For inop ALS increase *RNP 0.10 DA visibility all Cats to RVR 4500 and RNP 0.30 DA visibility all Cats to 1¼ SM. DATVE transition NA when R-6714 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	UNICOM
125.25	123.8 263.15	133.25 (CTAF) L 257.8	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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

YAKIMA, WASHINGTON AL-465 (FAA) 25275

WAAS	APP CRS	Rwy Ldg	7604
CH 90512	274°	TDZE	1068
W27A		Apt Elev	1099

RNAV (GPS) X RWY 27

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

RNP APCH.

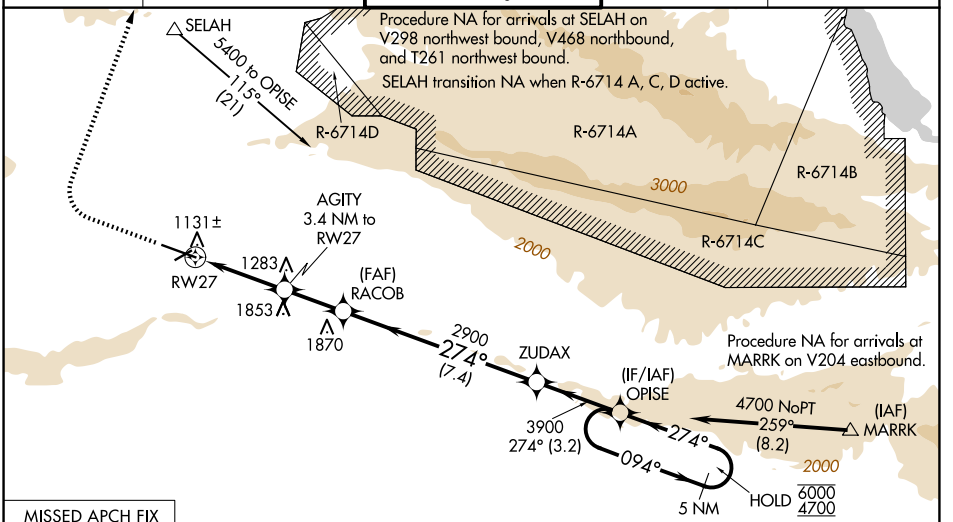
T Circling NA south of Rwys 9 and 27.

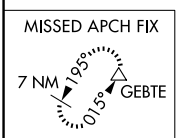
A For inop ALS, increase LPV all Cats visibility to 1¾ SM.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

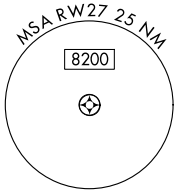
MALSR

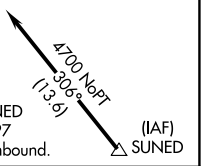
MISSED APPROACH: Climb to 2100 then climbing right turn to 7000 direct GEBTE and hold. Continue climb-in-hold to 7000. *Missed approach requires minimum climb of 300 feet per NM to 3700. #Missed approach requires minimum climb of 300 feet per NM to 4900.

ATIS	SPOKANE APP CON*	YAKIMA TOWER*	GND CON	UNICOM
125.25	123.8 263.15	133.25 (CTAF) L 257.8	121.9	122.95



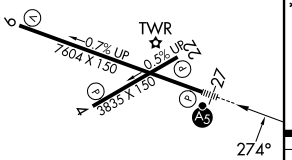


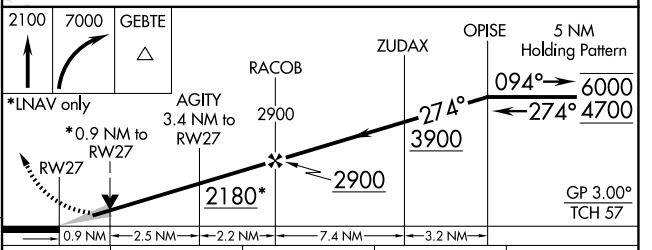




Procedure NA for arrivals at SUNED on V4-298 southeast bound, V497 northeast bound, and V497 southbound.

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)	
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, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-YKM	APP CRS	Rwy Ldg	N/A
110.1	094°	TDZE	N/A
Chan 38		Apt Elev	1099

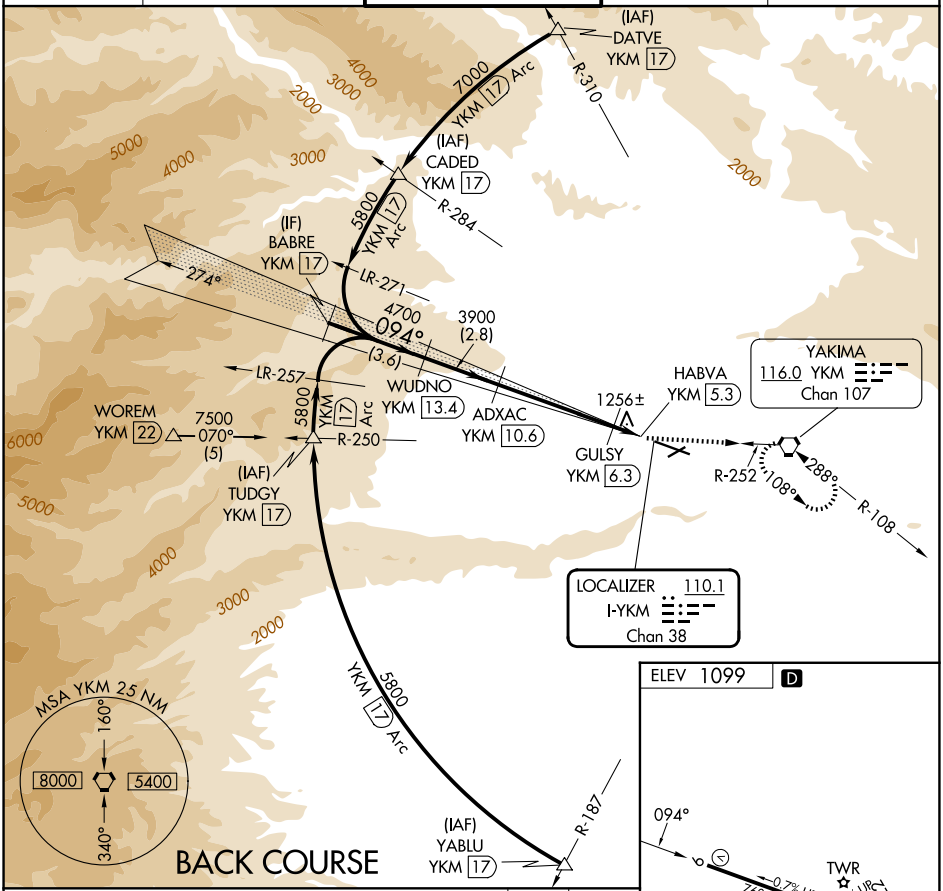
LOC/DME BC-B

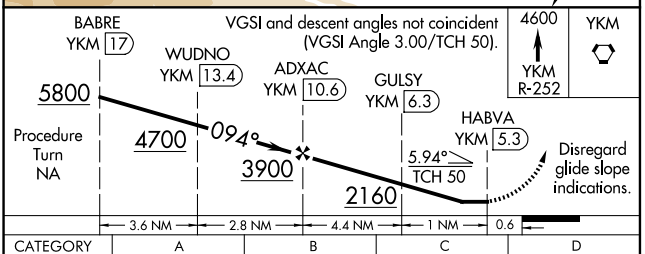
YAKIMA AIR TRML/MCALLISTER FLD (YKM)

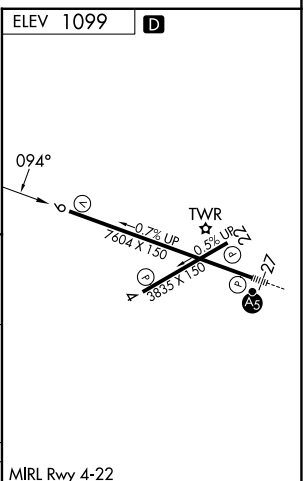
Simultaneous reception of I-YKM and YKM DME required.
Circling NA south of Rwy 9-27.
When local altimeter setting not received, procedure NA.

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	UNICOM
125.25	123.8 263.15	133.25 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

YAKIMA, WASHINGTON | AL-465 (FAA) | 25275

VOR/DME or TACAN RWY 27

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

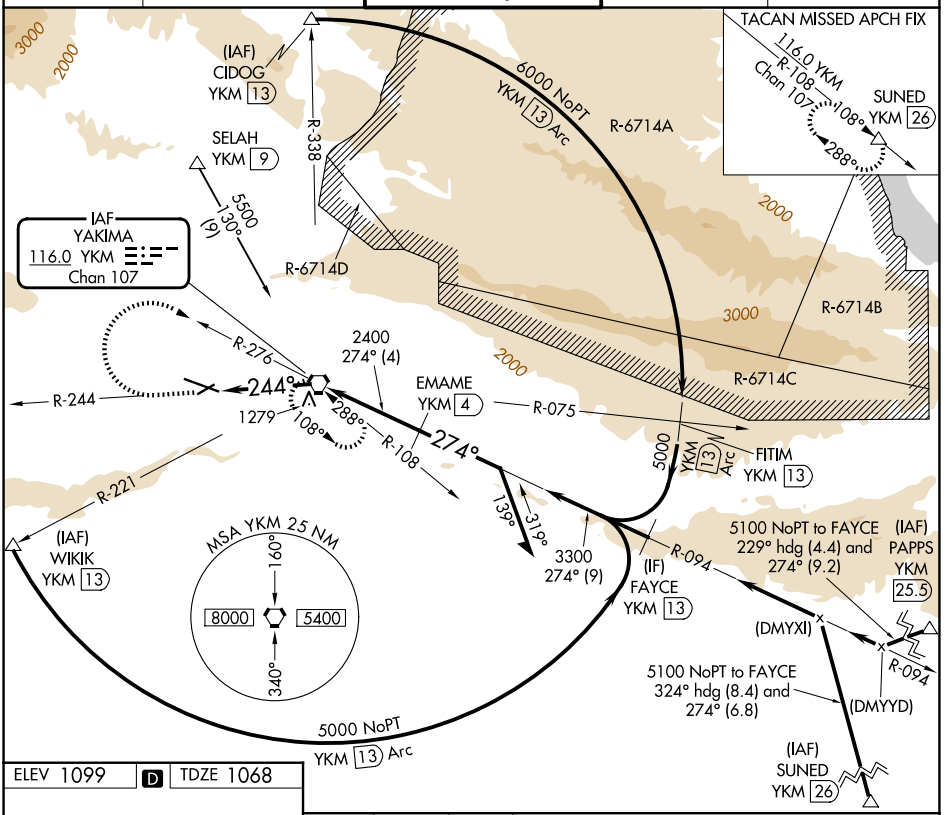
VORTAC YKM	APP CRS	Rwy Ldg	7604
116.0	244°	TDZE	1068
Chan 107		Apt Elev	1099

T Inoperative table does not apply. Circling NA south of Rwy 9-27.
A 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).

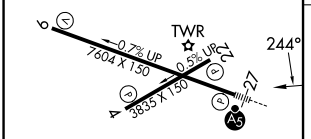
ATIS	SPOKANE APP CON ★	YAKIMA TOWER ★	GND CON	UNICOM
125.25	123.8 263.15	133.25 (CTAF) L 257.8	121.9	122.95



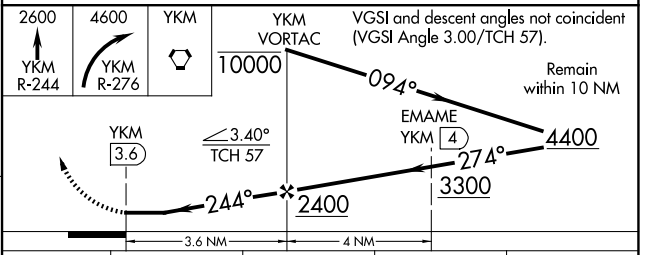
NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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)	
CIRCLING	2100-1¼ 1001 (1100-1¼)	2100-1½ 1001 (1100-1½)	2100-3 1001 (1100-3)	2280-3 1181 (1200-3)

YAKIMA, WASHINGTON
Amdt 8B 18JUN20

46°34'N-120°33'W

YAKIMA AIR TRML/MCALLISTER FLD (YKM)
VOR/DME or TACAN RWY 27

VORTAC YKM	APP CRS	Rwy Ldg	N/A
116.0	251°	TDZE	N/A
Chan 107		Apt Elev	1099

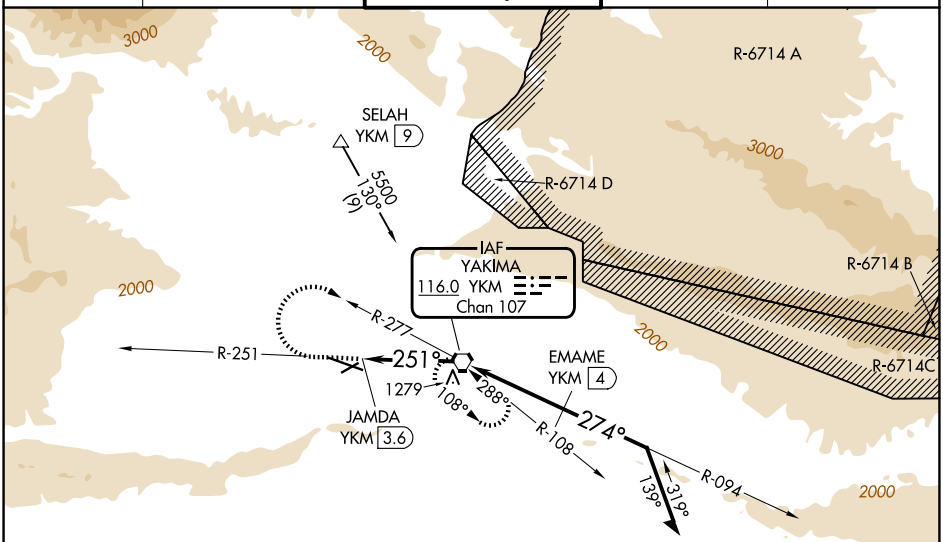
VOR-A

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

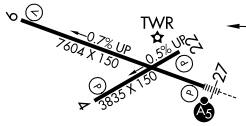
T DME required.
A Circling not authorized south of Rwy 9-27.
When local altimeter setting not received, procedure NA.

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.

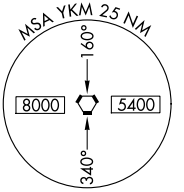
ATIS	SPOKANE APP CON *	YAKIMA TOWER *	GND CON	UNICOM
125.25	123.8 263.15	133.25 (CTAF) L 257.8	121.9	122.95

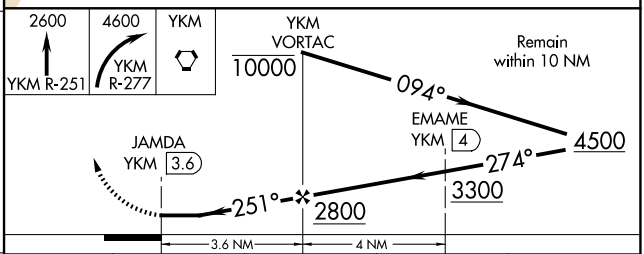


ELEV 1099 D



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
CIRCLING	1840-1 741 (800-1)	1840-1¼ 741 (800-1¼)	1940-2½ 841 (900-2½)	2280-3 1181 (1200-3)

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

26134

AIRPORT DIAGRAM

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

AL-465 (FAA)

YAKIMA, WASHINGTON

AIRPORT DIAGRAM

26134

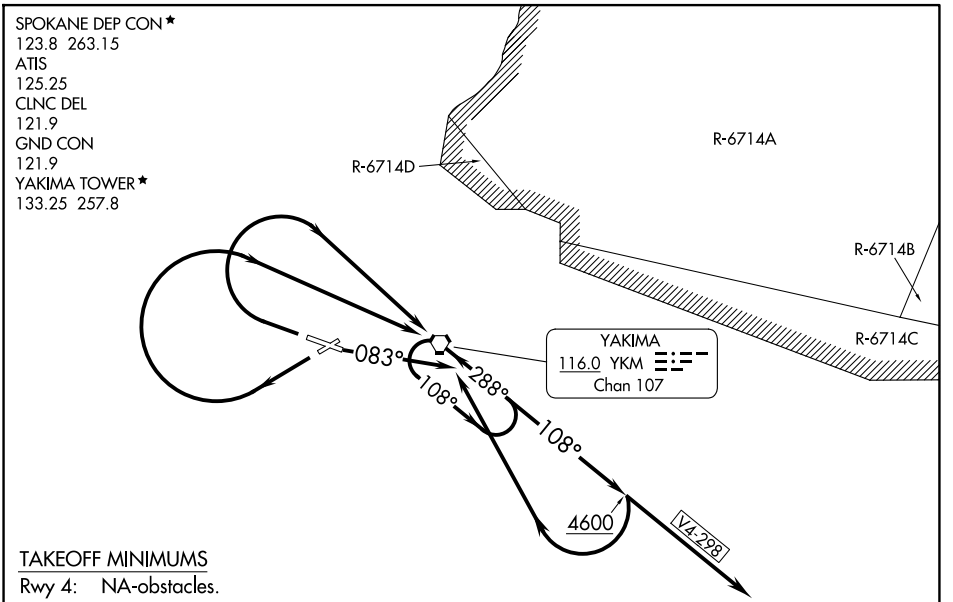
YAKIMA, WASHINGTON

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

NW-1, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(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, 03 SEP 2026 to 29 OCT 2026

NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026

23334

NACHES FOUR DEPARTURE

YAKIMA AIR TRML/MCALLISTER FLD (YKM)
AL-465 (FAA)
YAKIMA, WASHINGTON

TAKEOFF MINIMUMS

Rwy 4: NA-obstacles.
Rwy 9: Standard with minimum climb of 360' per NM to 4400.
Rwy 22: Standard with minimum climb of 495' per NM to 6000.
Rwy 27: Standard with minimum climb of 495' per NM to 6000.

NW-1, 03 SEP 2026 to 29 OCT 2026

NACHES FOUR DEPARTURE

10NOV16

YAKIMA, WASHINGTON
YAKIMA AIR TRML/MCALLISTER FLD (YKM)

NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

(WENAS7.WENAS) 23334

WENAS SEVEN DEPARTURE

AL-465 (FAA)

YAKIMA AIR TRML/MCALLISTER FLD (YKM)

YAKIMA, WASHINGTON

(CONTINUED ON FOLLOWING PAGE)

NW-1, 03 SEP 2026 to 29 OCT 2026

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, 03 SEP 2026 to 29 OCT 2026

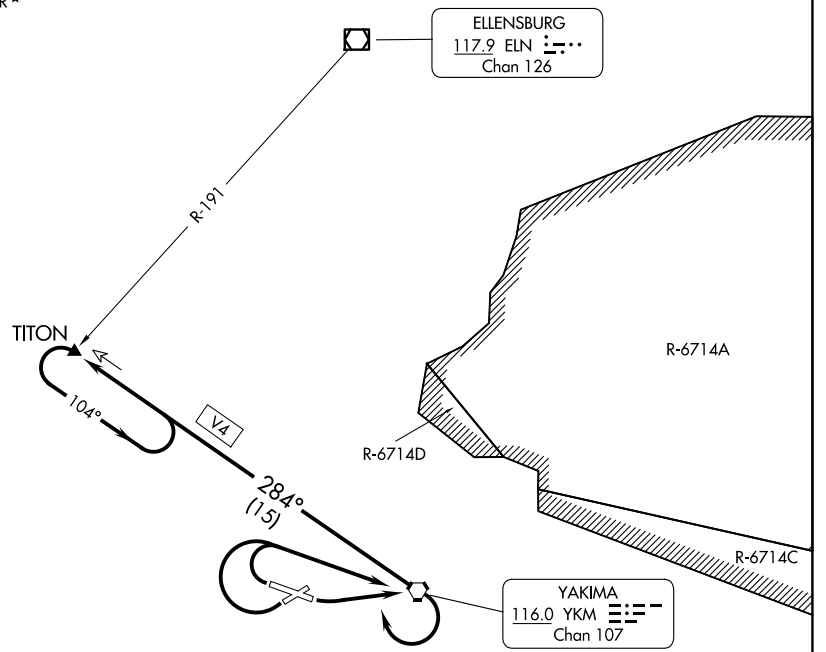
(YKM7.YKM) 23334

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).

NW-1, 03 SEP 2026 to 29 OCT 2026
NW-1, 03 SEP 2026 to 29 OCT 2026

INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

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