

Appendix A





TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



16063

DIVERSE VECTOR AREA (RADAR VECTORS)

INSTRUMENT APPROACH PROCEDURE CHARTS



IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. 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.

NAME	TAKEOFF MINIMUMS	NAME	TAKEOFF MINIMUMS
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AFTON, WY

AFTON MUNI (AFO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 06271 (FAA)
DEPARTURE PROCEDURE: **Rwy 16**, Use LUNDI
DEPARTURE. **Rwy 34**, use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI (S12)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2B 15344 (FAA)
DEPARTURE PROCEDURE: **Rwy 16**, turn right.
Rwy 34, turn left.
All aircraft climb direct CVO VOR/DME and continue climb in CVO VOR/DME holding pattern, (East, right turns, 261° inbound) to cross CVO VOR/DME at or above 3400.
NOTE: **Rwy 16**, pole 1391' from DER, 277' right of centerline, 30' AGL/265' MSL. **Rwy 34**, light poles 860' from DER, 69' right of centerline, 40' AGL/262' MSL. Light poles 906' from DER, 15' left of centerline, 41' AGL/262' MSL.

ANACONDA, MT

BOWMAN FIELD (3U3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE
PROCEDURES
AMDT 1 07186 (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 Field 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 Field 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).
NOTE: **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.

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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



DIVERSE VECTOR AREA (RADAR VECTORS)

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16063

ELLENSBURG, WA

BOWERS FIELD (ELN)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2A 14037 (FAA)

TAKEOFF MINIMUMS: **Rwys 7,11**, 4600-3 or std. with a min. climb of 290' per NM to 7800. **Rwy 25**, 4700-3 or std. with a min. climb of 340' per NM to 7800. **Rwy 29**, 4600-3 or std. with a min. climb of 320' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 7, 29**, climbing right turn direct ELN VORTAC. **Rwys 11, 25**, climbing left turn direct ELN VORTAC. **All aircraft**, continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/ MOCA for route of flight.

NOTE: **Rwy 7**, fence 1' from DER, 438' left of centerline, 17' AGL/1772' MSL. Fence and trees 138' from DER, 207' left of centerline, up to 24' AGL/1779' MSL. Fence 532' from DER, 41' left of centerline, 14' AGL/1769' MSL. Trees 1149' from DER, 270' left of centerline, up to 40' AGL/1795' MSL. Poles 1853' from DER, 140' left of centerline, up to 50' AGL/1805' MSL. **Rwy 11**, tree 1794' from DER, 676' left of centerline, 75' AGL/1822' MSL. **Rwy 25**, fence 151' from DER, 293' right of centerline, 5' AGL/1714' MSL. Tree 2060' from DER, 465' left of centerline, 61' AGL/1770' MSL. **Rwy 29**, fence and tree 152' from DER, 283' left of centerline, up to 11' AGL/1774' MSL. Trees 144' from DER, 263' right of centerline, up to 19' AGL/1782' MSL. Tree 1974' from DER, 463' right of centerline, 61' AGL/1824' MSL.

ENNIS, MT

ENNIS-BIG SKY (EKS)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 14037 (FAA)
DEPARTURE PROCEDURE: **Rwys 16, 34**, Use ENNIS (RNAV) DEPARTURE.

EPHRATA, WA

EPHRATA MUNI (EPH)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 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 FIELD (EUG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 7A 13122 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16R**, climb heading 163° to 1200 then climbing right turn...**Rwys 34L, 34R**, climb heading 343° 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, 175° inbound) to cross EUG VORTAC at or above MEA before proceeding on course.

NOTE: **Rwy 16L**, multiple power poles beginning 1036' from DER, 74' right of centerline, up to 35' AGL/408' MSL. Multiple 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. Numerous 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-UINTA COUNTY BURNS FIELD (EVW)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 06243 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME. **Rwy 23**, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for direction of flight.

EVERETT, WA

SNOHOMISH COUNTY (PAINE FIELD) (PAE)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 15344 (FAA)

DEPARTURE PROCEDURE: **Rwy 16L/R**, climbing right turn, thence...**Rwy 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.

NOTE: **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.

03 MAR 2016 to 31 MAR 2016

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

Comparing Airport Planning and TAF Forecasts

AIRPORT NAME: KITTITAS COUNTY - BOWERS FIELD (ELN)

	<u>Year</u>	Airport Forecast	2017 TAF	AF/TAF (% Difference)
Enplanements				
Base yr.	2016	0	0	0.0%
Base yr. + 5yrs.	2021	0	0	0.0%
Base yr. + 10yrs.	2026	0	0	0.0%
Commercial Operations				
Base yr.	2016	0	0	0.0%
Base yr. + 5yrs.	2021	0	0	0.0%
Base yr. + 10yrs.	2026	0	0	0.0%
Total Operations				
Base yr.	2016	47,950	61,699	-22.3%
Base yr. + 6yrs.	2021	66,810	67,969	-1.7%
Base yr. + 11yrs.	2026	69,180	74,239	-6.8%

Summarizing and Documenting Airport Planning Forecasts

A. Forecast Levels and Growth Rates

AIRPORT NAME: KITTITAS COUNTY - BOWERS FIELD (ELN)

Specify base year:

2016

	Forecast Levels and Growth Rates					Average Annual Compound Growth Rates			
	<u>Base Yr. Level</u>	<u>Base Yr. + 1yr.</u>	<u>Base Yr. + 5yrs.</u>	<u>Base Yr. + 10yrs.</u>	<u>Base Yr. + 15yrs.</u>	<u>Base yr. to +1</u>	<u>Base yr. to +5</u>	<u>Base yr. to +10</u>	<u>Base yr. to +15</u>
Passenger Enplanements									
Air Carrier	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
Commuter	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
TOTAL	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
Operations									
<u>Itinerant</u>									
Air carrier	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
Commuter/air taxi	100	100	100	100	100	0.0%	0.0%	0.0%	0.0%
Total Commercial Operations	100	100	100	100	100	0.0%	0.0%	0.0%	0.0%
General aviation	20,777	22,557	29,264	30,331	31,308	8.6%	7.1%	3.9%	2.8%
Military	700	700	700	700	700	0.0%	0.0%	0.0%	0.0%
<u>Local</u>									
General aviation	26,373	28,739	36,746	38,049	39,244	9.0%	6.9%	3.7%	2.7%
Military	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
TOTAL OPERATIONS	47,950	52,096	66,810	69,180	71,352	8.6%	6.9%	3.7%	2.7%
Instrument Operations	1,128	1,224	1,570	1,626	1,677	8.5%	6.8%	3.7%	2.7%
Peak Hour Operations	26	28	37	38	39	7.7%	7.3%	3.9%	2.7%
Cargo/mail (enplaned+deplaned tons)	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
Based Aircraft									
Single Engine (Nonjet)	48	50	54	55	56	4.2%	2.4%	1.4%	1.0%
Multi Engine (Nonjet)	7	7	9	10	11	0.0%	5.2%	3.6%	3.1%
Jet Engine	2	2	2	2	3	0.0%	0.0%	0.0%	50.0%
Helicopter	1	1	2	2	2	0.0%	0.0%	0.0%	0.0%
Other	2	2	2	3	3	0.0%	0.0%	0.0%	0.0%
TOTAL	60	62	69	72	75	3.3%	2.8%	1.8%	1.5%

B. Operational Factors

	<u>Base Yr. Level</u>	<u>Base Yr. + 1yr.</u>	<u>Base Yr. + 5yrs.</u>	<u>Base Yr. + 10yrs.</u>	<u>Base Yr. + 15yrs.</u>
Average aircraft size (seats)					
Air carrier	0.0	0.0	0.0	0.0	0.0
Commuter	9.0	9.0	9.0	9.0	9.0
Average enplaning load factor					
Air carrier	0.0%	0.0%	0.0%	0.0%	0.0%
Commuter	0.0%	0.0%	0.0%	0.0%	0.0%
GA operations per based aircraft	786	827	957	950	941



INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non-precision approaches and approaches with vertical guidance [NDB, VOR, LOC, TACAN, LDA, SDF, VOR/DME, ASR, RNAV (GPS) or RNAV (RNP)] are 800-2. Standard alternate minimums for precision approaches (ILS, PAR, or GLS) are 600-2. Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS
ALBANY, OR
ALBANY MUNI (S12) VOR/DME or GPS-A
NA except for operators with approved weather reporting service.

ARLINGTON, WA
ARLINGTON
MUNI (AWO) RNAV (GPS) Rwy 34
NA when local weather not available.
Category D, 800-2 1/2.

ASTORIA, OR
ASTORIA
RGNL (AST) RNAV (GPS) Rwy 8 13
RNAV (GPS) Rwy 26 12
VOR Rwy 8 3
1 NA when local weather not available.
2 Categories A, B, 900-2; Category C, 900-2 1/2; Category D, 900-3.
3 Category C, 800-2 1/2; Category D, 900-3.

AURORA, OR
AURORA STATE (UAO) LOC Rwy 17 1
RNAV (GPS) Rwy 17 2
RNAV (GPS) Rwy 35 2
NA when local weather not available.
1 Categories C, D, 800-2 1/2.
2 Category D, 800-2 1/2.

BAKER, MT
BAKER MUNI (BHK) NDB Rwy 13 1
NDB Rwy 31 2
RNAV (GPS) Rwy 13 3
RNAV (GPS) Rwy 31 3
1 Categories A, B, 1000-2; Categories C, D, 1000-3.
2 Categories A, B, 900-2; Category C, 900-2 1/2; Category D, 900-3.
3 Category D, 900-2 1/2.

NAME ALTERNATE MINIMUMS
BAKER CITY, OR
BAKER CITY
MUNI (BKE) RNAV (GPS) Rwy 13 2
VOR-A 13
VOR/DME Rwy 13 24
1 NA when local weather not available.
2 Category D, 900-2 1/2.
3 Categories A, B, 1900-2; Categories C, D, 1900-3.
4 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 ILS, Category C, 800-2; Category D, 1000-3; LOC, Category D, 1000-3.
2 Category D, 1000-3.

BEND, OR
BEND MUNI (BDN) RNAV (GPS) Y Rwy 16
VOR/DME Rwy 16
Category D, 1200-3.
NA when local weather not available.

BIG PINEY, WY
MILEY MEMORIAL
FIELD (BPI) VOR Rwy 31
Category D, 800-2 1/2.

20 JUL 2017 to 17 AUG 2017

20 JUL 2017 to 17 AUG 2017



APP CRS	Rwy Idg	5590
267°	TDZE	1755
	Apt Elev	1764

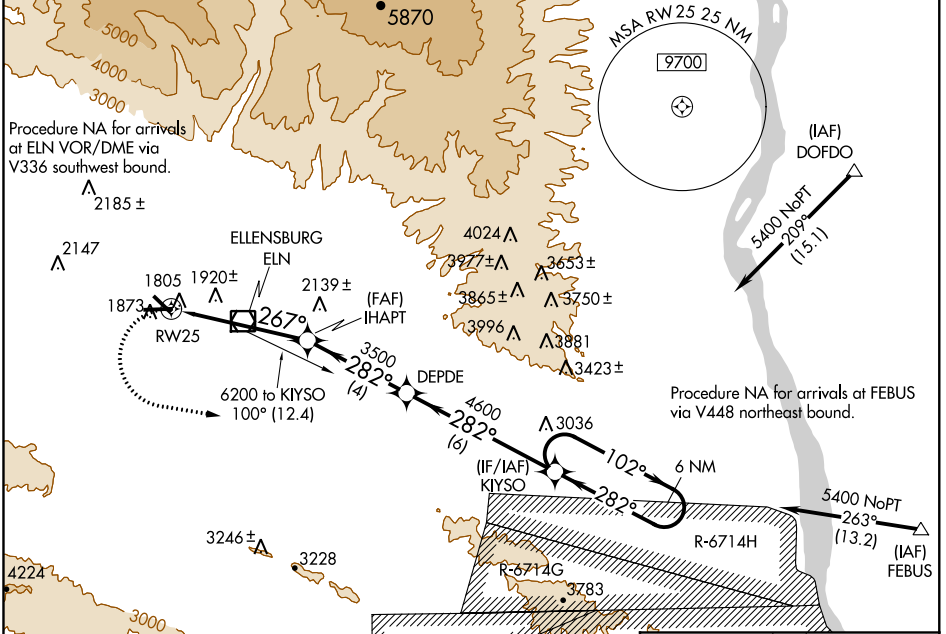
RNAV (GPS) RWY 25

BOWERS FIELD (ELN)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in minimums NA at night. Procedure NA when R-6714A, F, G, H are in operation. When local altimeter setting not received, use Wenatchee altimeter setting and increase all MDA 140 feet and increase visibility LNAV Cat B ¼ mile, Cats C/D ½ mile, and increase Circling visibility Cat B ¼ mile, Cats C/D ½ mile.

⚠ MISSED APPROACH: Climbing left turn to 5400 direct KIYSO and hold.

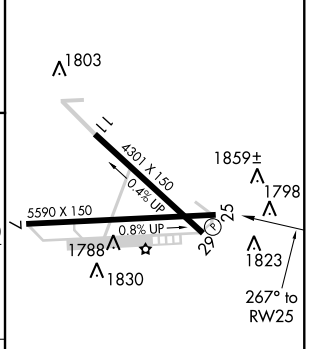
ASOS 118.375	SEATTLE CENTER 132.6 269.35	UNICOM 123.0 (CTAF)
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NW-1, 20 JUL 2017 to 17 AUG 2017

NW-1, 20 JUL 2017 to 17 AUG 2017

ELEV 1764	TDZE 1755
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CATEGORY	A	B	C	D
LNAV MDA	2360-1	605 (600-1)	2360-1¼ 605 (600-1¼)	2360-2 605 (600-2)
CIRCLING	2360-1	596 (600-1)	2360-1¼ 596 (600-1¼)	2500-2¼ 736 (800-2¼)

REIL Rwy 29
MIRL Rwy 11-29

APP CRS	Rwy Idg	N/A
117°	TDZE	N/A
	Apt Elev	1764

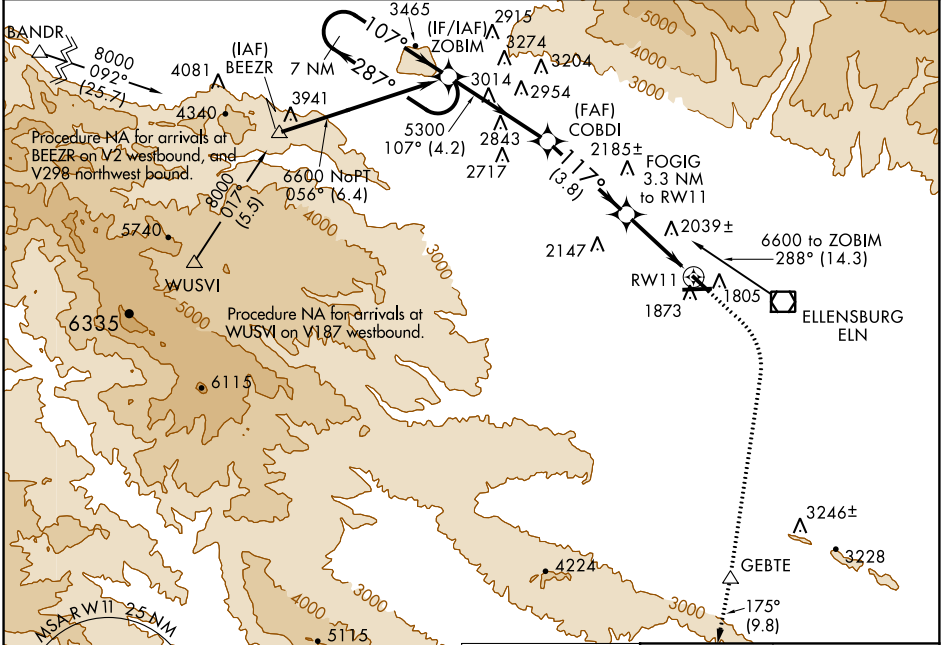
RNAV (GPS)-C

BOWERS FIELD (ELN)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pangborn Memorial altimeter setting: Increase all MDA 140 feet; increase Cats B/C visibility ¼ SM.

MISSED APPROACH: Climb to 2700 then climbing right turn to 5500 direct GEBTE and on track 175 to SELAH and hold.

ASOS 118.375	SEATTLE CENTER 132.6 269.35	UNICOM 123.0 (CTAF) 0
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NW-1, 20 JUL 2017 to 17 AUG 2017

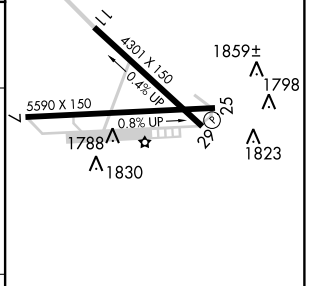
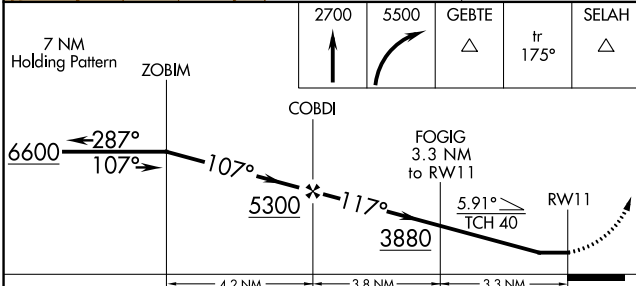
NW-1, 20 JUL 2017 to 17 AUG 2017

MISSED APCH FIX

5 NM

SELAH

ELEV 1764



CATEGORY	A	B	C	D
CIRCLING	2660-1¼	896 (900-1¼)	2660-2¾ 896 (900-2¾)	2660-3 896 (900-3)

REIL Rwy 29
MIRL Rwy 11-29 0

APP CRS	Rwy Idg	4301
297°	TDZE	1759
	Apt Elev	1764

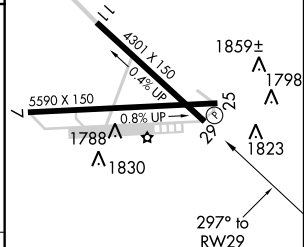
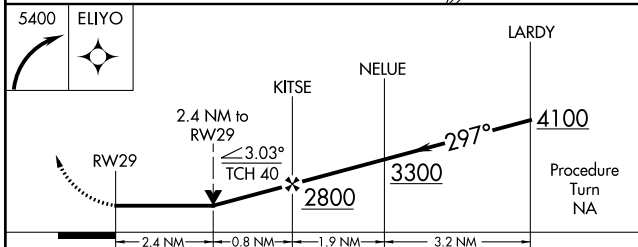
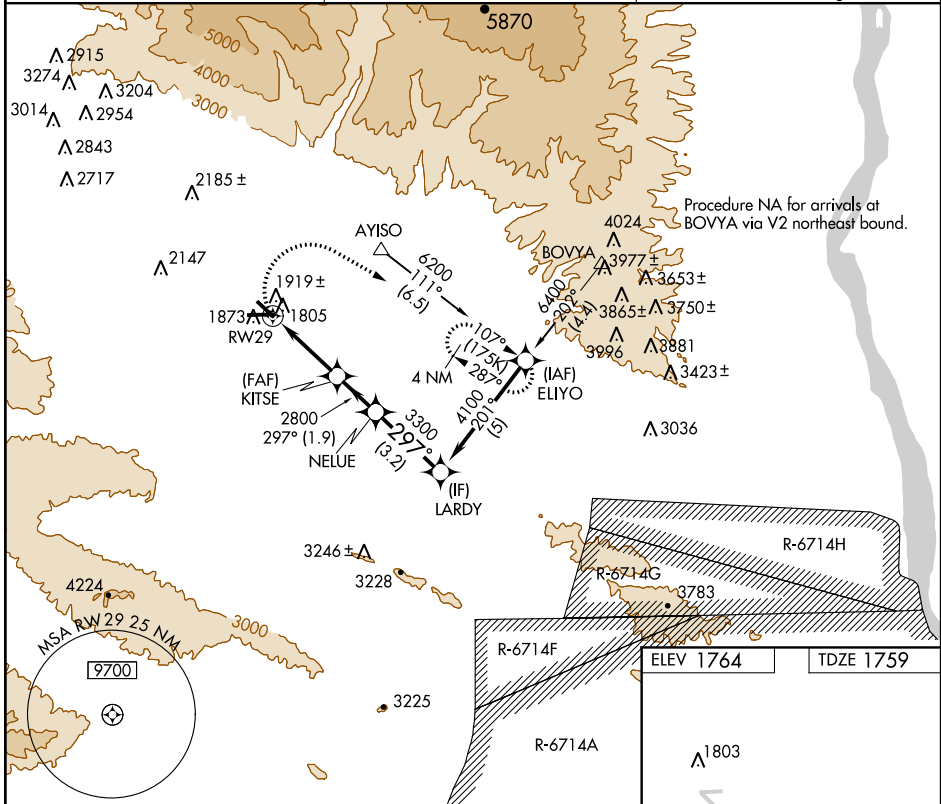
RNAV (GPS) RWY 29

BOWERS FIELD (ELN)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wenatchee altimeter setting and increase all MDA 140 feet and increase visibility LNAV Cat A and circling Cat A ¼ mile. 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 118.375	SEATTLE CENTER 132.6 269.35	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	2560-1 801 (800-1)	2560-1¼ 801 (800-1¼)	NA	
CIRCLING	2560-1 796 (800-1)	2560-1¼ 796 (800-1¼)	NA	

REIL Rwy 29
MIRL Rwy 11-29 **0**

NW-1, 20 JUL 2017 to 17 AUG 2017

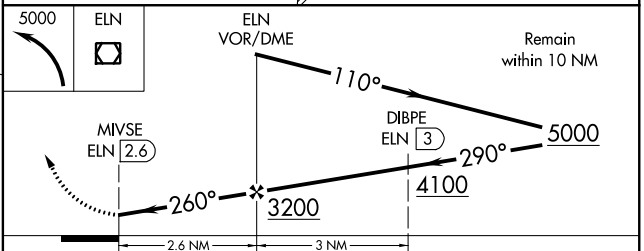
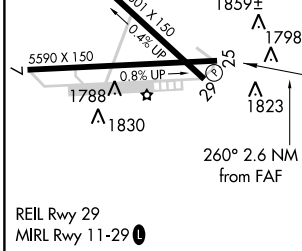
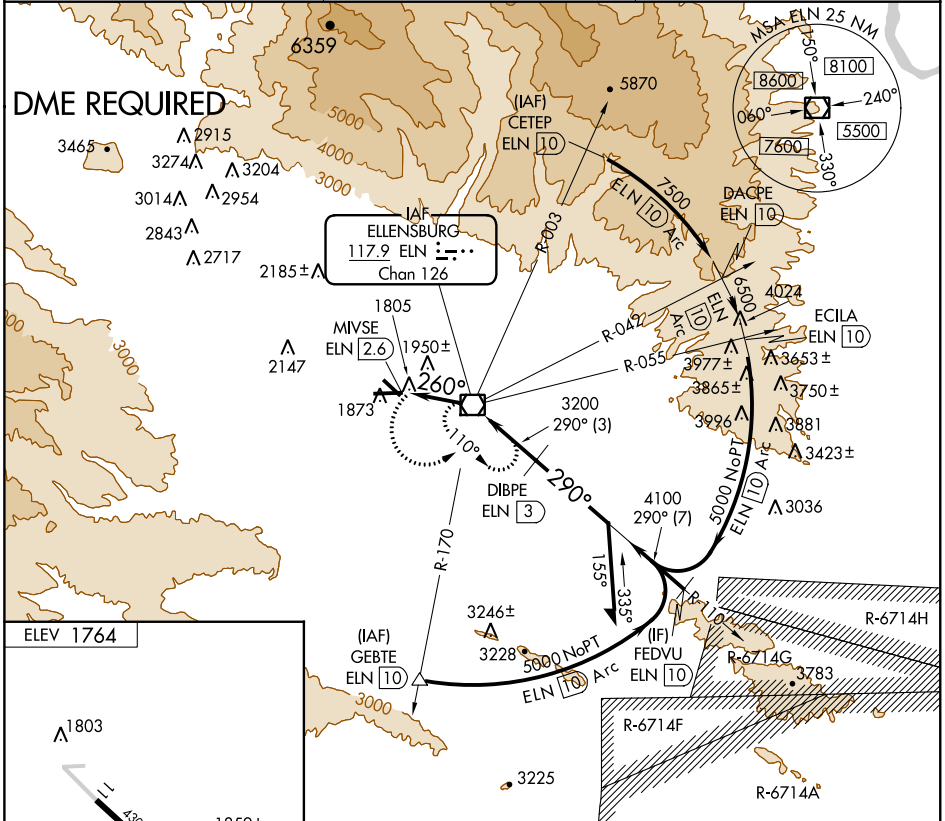
NW-1, 20 JUL 2017 to 17 AUG 2017

VOR/DME ELN 117.9 Chan 126	APP CRS 260°	Rwy Idg TDZE Apt Elev N/A N/A 1764
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VOR/DME-A BOWERS FIELD (ELN)

NA -17°C/1°F	Procedure NA when R-6714A, F, G, H are in operation.	MISSED APPROACH: Climbing left turn to 5000 direct ELN VOR/DME and hold.
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ASOS 118.375	SEATTLE CENTER 132.6 269.35	UNICOM 123.0 (CTAF) 0
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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	2280-1 516 (600-1)		2340-1 576 (600-1)		NA

NW-1, 20 JUL 2017 to 17 AUG 2017

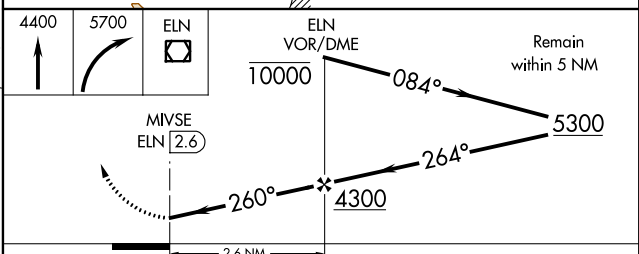
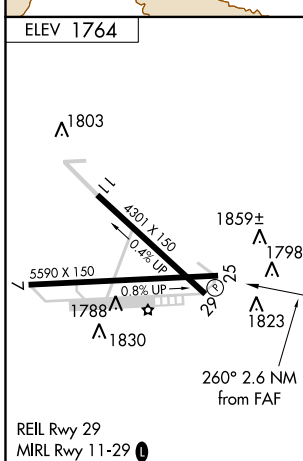
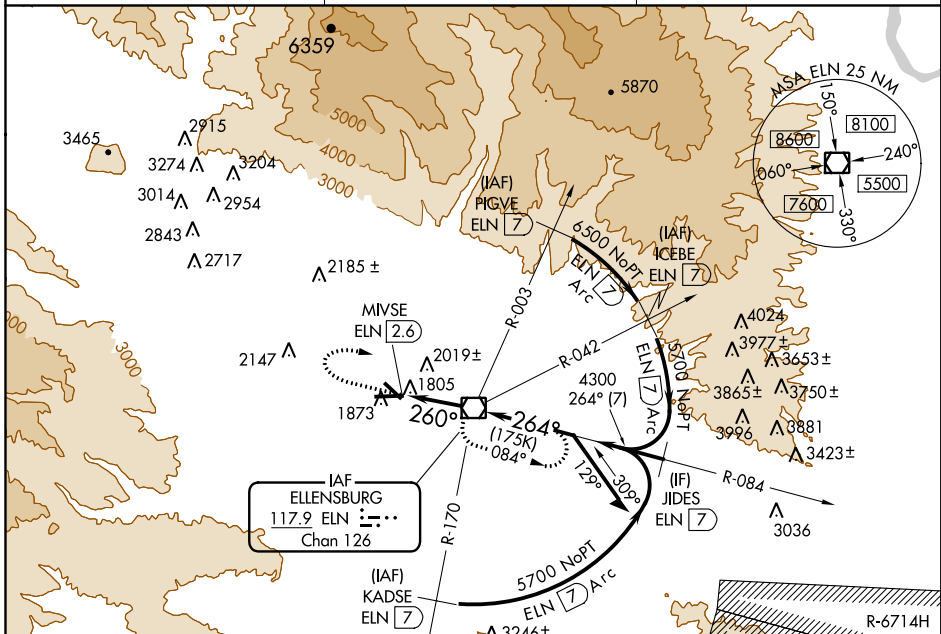
NW-1, 20 JUL 2017 to 17 AUG 2017

VOR/DME ELN 117.9 Chan 126	APP CRS 260°	Rwy Idg TDZE Apt Elev 1764	N/A N/A N/A
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VOR-B
BOWERS FIELD (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. When authorized by ATC, climb-in-hold to MEA for direction of flight.

ASOS 118.375	SEATTLE CENTER 132.6 269.35	UNICOM 123.0 (CTAF) 0
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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 1496 (1500-1¼)				NA	

NW-1, 20 JUL 2017 to 17 AUG 2017

NW-1, 20 JUL 2017 to 17 AUG 2017