

U.S. DEPARTMENT OF TRANSPORTATION --
 FEDERAL AVIATION ADMINISTRATION -- FLIGHT STANDARDS SERVICE
 ILS SPECIAL INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be conducted in accordance with a charted instrument approach procedure predicted on the specifications contained herein, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

SPECIFICATION - NOT FOR COCKPIT USE

TERMINAL ROUTES				MISSED APPROACH
FROM	TO	COURSE AND DISTANCE	ALTITUDE	MAP:
SCC VOR/DME	PEYUG/SCC 12.00 DME	282.52 / 12.00	2000	ILS: DA LOC: I-RGN 1.26 DME FIX CLIMB TO 2000 DIRECT NEPEY AND HOLD.
OOSIK/SCC 35.00 DME	PYC NDB	111.57 / 9.76	2000	
PYC NDB	ENIVE/I-RGN 5.91 DME	056.33 / 5.96	2000	
PEYUG/SCC 12.00 DME (IAF)	DOHEB/I-RGN 10.87 DME	282.52 / 5.21 (SCC R-283)	2000	
DOHEB/I-RGN 10.87 DME (IF)	ENIVE/I-RGN 5.91 DME	236.42 / 4.96 (I-RGN)	1600	
(SEE FORM 8260-10)				

- PT R SIDE OF COURSE 056.42 OUTBOUND 2000 FT WITHIN 10 MILES OF ENIVE (IAF)
-
- FAC: 236.42 FAF: ENIVE/I-RGN 5.90 DME DIST FAF TO MAP: THLD: 4.65
- MIN. ALT: DOHEB 2000, ENIVE 1600, VIAGE/I-RGN 3.26 DME 740*
- DIST TO THLD FROM OM: MM: IM: 150 HAT: 100 HAT: GS ANT: 1150
- MIN GS INCPT: 1600 GS ALT AT: ENIVE 1600 OM: MM: IM:
- GS ANGLE: 3.00 TCH: 45.8
- MSA FROM: PYC NDB 350-260 1800, 260-350 8100

ADDITIONAL FLIGHT DATA:
 HOLD SW, RT, 055.93 INBOUND.
 CHART FAS OBST: 83 POLE 701956N/1493357W
 CHART VDP AT 2.20 DME*;
 DISTANCE VDP TO THLD 0.94 MILES.
 *LOC ONLY.
 CHART IN PLANVIEW: SCC VOR/DME 17.21 DME AT DOHEB.

 MAG VAR: 22E EPOCH YEAR: 2010

MINIMUMS

TAKEOFF:	SEE FORM 8260-15A FOR THIS AIRPORT						ALTERNATE: N A		X						
CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 24	275	3/4	200	275	3/4	200	275	3/4	200	275	3/4	200			
S-LOC 24	420	1	345	420	7/8	345	420	1	345	420	1	345			
CIRCLING	600	1	525	600	1	525	600	1 1/2	525	640	2	565			

NOTES:
 CHART NOTE: GPS REQUIRED.
 CHART PLANVIEW NOTE: ADF OR DME REQUIRED.
 CHART NOTE: ACTIVATE MALSR RWY 24, HIRLS RWY 6-24 - 122.8.
 CHART NOTE: USE OF UGNU-KUPARUK REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.

CITY AND STATE KUPARUK, AK	ELEVATION: 75 THRE: 75	FACILITY IDENTIFIER: I-RGN	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC/DME RWY 24, AMDT 1	SUP:
	AIRPORT NAME: UGNU-KUPARUK			AMDT: ORIG
				DATED: 12/15/2011

NOTES CONTINUED:

CHANGES/REASONS (DO NOT CHART)

CHANGES:

1. CHANGED MISSED APPROACH FROM "CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2000 DIRECT SCC VOR/DME AND HOLD" TO CLIMB TO 2000 DIRECT NEPEY AND HOLD." AND REMOVED ALTERNATE MISSED APPROACH.

2. ADDED "CHART NOTE: GPS REQUIRED", AND CODED RNAV MISSED APPROACH.

REASONS:

1. 2. ATC REQUESTS.

AIR CARRIER NOTES:

PROponents APPROVAL FOR USE OF THIS PROCEDURE WHICH REQUIRES COMPLIANCE WITH THE MEMORANDUM ISSUED TO THE POI BY THE RFSD-AWOPM.

The procedure on the other side and the foregoing data are hereby:

FLIGHT CHECKED BY

NAME:	FIFO	DATE:
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DEVELOPED BY

NAME:	FIFO	DATE:
JIMMY S. HUGHES	AJV-354	05/10/2012

RECOMMENDED BY

NAME:	FIFO	DATE:
DEZ SILAGYI MANAGER	AJV-354	

APPROVED BY

NAME:	REGION, FLT STANDARDS	DATE:
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OPERATIONS SPECIFICATIONS -- AIRPORT

_____ holding Air Carrier Operating Certificate No. _____ hereby acknowledges receipt of Operations Specifications to operate into and out of the airport named on the other side as a Regular, Refueling, Alternate, Provisional. for _____ airport with the following type aircraft:

Unless otherwise authorized in the Operations Specifications - Airport, an instrument approach of this type shall be conducted in accordance with the procedure specified on the other side and the air carrier minimums specified above with the following exceptions:

DATE: _____ RECEIVED FOR THE AIR CARRIER BY: _____ TITLE: _____
AMENDMENT NO. _____ SIGNATURE _____

BY DIRECTION OF THE ADMINISTRATOR _____ SIGNATURE _____ TITLE _____

EFFECTIVE DATE: _____

ILS SPECIAL INSTRUMENT APPROACH PROCEDURE --
FLIGHT STANDARDS SERVICE

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

TERMINAL ROUTES, (CONT.):

FROM	TO	COURSE AND DISTANCE	ALTITUDE
ENIVE (FAF)	RW24 (MAP)	236.42 / 4.65	
RW24 (MAP)(40G)(41Y)(43M)	275 MSL (CA)(42M)	236.42	
275 MSL	NEPEY (DF)(FO)(40E)(41E)(43H)		2000

09/03/2012: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/10/2012.

1. CHANGED ALL INSTANCES OF ENIVE/I-RGN 5.90 TO ENIVE/I-RGN 5.91.
2. CHANGED ALL INSTANCES OF DOHEB/I-RGN 10.86 TO DOHEB/I-RGN 10.87.
3. ADDED 2 WAIVERS.

CITY AND STATE

KUPARUK, AK

ELEVATION: 75

THRE: 75

AIRPORT NAME:

UGNU-KUPARUK

FACILITY IDENTIFIER:

I-RGN

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

ILS OR LOC/DME RWY 24, AMDT 1

SUP:

AMDT: ORIG

DATED: 12/15/2011

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
COORDINATED WITH: <input type="checkbox"/> ATA <input type="checkbox"/> AAT <input type="checkbox"/> ALPA <input type="checkbox"/> APA <input type="checkbox"/> AOPA <input type="checkbox"/> NBAA <input type="checkbox"/> OTHER (specify) _____		
FLIGHT CHECKED BY		
NAME: _____	FIFO _____	DATE: _____
DEVELOPED BY		
NAME: _____	FIFO _____	DATE: _____
APPROVED BY		
NAME: _____	FIFO _____	DATE: _____
CHANGES:		
REASONS:		

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.		
FEEDER	SCC VOR/DME	PEYUG/SCC 12.00	1. AAO	701306.00N/1482932.00W	275 (4E)	1000	AT725	2000		
		DME	2. TERRAIN	701306.00N/1482932.00W	75 (100)		AS1500	1600		
FEEDER	OOSIK/SCC 35.00	PYC NDB	3. AAO	701648.00N/1494742.00W	296 (4E)	1000	AT704	2000		
		DME	4. TERRAIN	701648.00N/1494742.00W	96 (100)		AS1500	1600		
FEEDER	PYC NDB	ENIVE/I-RGN 5.91	5. AAO	701900.00N/1492024.00W	302 (4E)	1000	AT698	2000		
		DME	6. TERRAIN	701930.00N/1493645.00W	109 (100)		AS1500	1600		
INITIAL	PEYUG/SCC 12.00	DOHEB/I-RGN	7. AAO	702012.00N/1490927.00W	269 (4E)	1000	AT731	2000		
		10.87 DME	8. TERRAIN	702012.00N/1490927.00W	69 (100)		AS1500	1600		
INTERMEDIATE	DOHEB/I-RGN	ENIVE/I-RGN 5.91	7. AAO	702012.00N/1490927.00W	269 (4E)	500	AC98	900		
		10.87 DME	8. TERRAIN	702012.00N/1490927.00W	69 (100)		AS1500	1600		
INTERMEDIATE: PT	10 NM	ENIVE/I-RGN 5.91	7. AAO	702012.00N/1490927.00W	269 (4E)	500	AC98 AT733	1600		
		DME	8. TERRAIN	702012.00N/1490927.00W	69 (100)		AS1000	1100		
FINAL: ILS	ENIVE/I-RGN 5.90	RW24								
		DME				ASC		275/200		
2. PROCEDURE TURN	ENIVE	10 NM	11. AAO	701315.00N/1491639.00W	325 (4E)	1000	AT675	2000		
			12. TERRAIN	701451.00N/1491442.00W	105 (100)		AS1500	1600		
3. MISSED APPROACH	MAP:	DA / I-RGN 1.26	NEPEY LOM	13. TOWER (02-000442)	701930.07N/1493630.40W	289 (1A)	ASC	2000		
		DME FIX		14. AAO	701551.00N/1500430.00W	338 (4E)	1000	1400		
	ELEV:	110/170		15. TERRAIN	701551.00N/1500430.00W	138 (100)		AS1000	1100	
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.								
CATEGORY A	1.3 NM	REQUIRED	ACTUAL	525	13. TOWER (02-000442)	701930.07N/1493630.40W	289 (1A)	300	600	
CATEGORY B	1.5 NM			450	525	13. TOWER (02-000442)	701930.07N/1493630.40W	289 (1A)	300	600
CATEGORY C	1.7 NM			450	525	13. TOWER (02-000442)	701930.07N/1493630.40W	289 (1A)	300	600
CATEGORY D	2.3 NM			550	565	13. TOWER (02-000442)	701930.07N/1493630.40W	289 (1A)	300	HAA
CATEGORY E	4.5 NM			550						640
5. MINIMUM SAFE ALTITUDES				PRIMARY NAVAID: PYC NDB						
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	
350-260	AAO	185/ 28.7	722 (4E)	1800						
260-350	BALLOON (02-	315/ 11.4	7025 (4D)	8100						
CITY AND STATE		ELEVATION: 75		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION		
KUPARUK, AK		AIRPORT NAME: UGNU-KUPARUK		I-RGN		ILS OR LOC/DME RWY 24, AMDT 1		AAL		

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: PRECIPITOUS TERRAIN EVALUATION COMPLETED. WAIVER: FAAO 8260.3B VOL 1 PARA 907 MISSED APPROACH WAIVER: FAAO 8260.3B VOL 3 PARA 3.9 MISSED APPROACH NO ADDITIONAL AIRSPACE REQUIRED. 2: HOURS OF OPERATION: 24 3: ALTIMETER SETTING SOURCE: PAKU DISTANCE: 0 HOURS REMOTE OPERATION: 0 ADJUSTMENT: 0 7. RUNWAY IS RVR EQUIPPED BUT ARE NOT USING RVR DUE TO INCORRECT SYSTEM INSTALLED. 15 FT VEHICLE USED IN VICINITY OF AIRPORT; 200 AAO APPLIED IN OTHER AREAS. NO ALTERNATE ALTIMETER SOURCE USED, AIRPORT IS MANNED 24/7 BY CONOCO/PHILLIPS WORKER. UGNU-KUPARUK IS A PRIVATE AIRFIELD OWNED AND OPERATED BY CONOCO PHILLIPS PETROLEUM. THE "W" SURFACE PENETRATIONS ARE SURVEY ROADS WITH 15FT VEHICLES ADDED. THERE ARE THREE ROADS THAT CROSS THE FINAL APPROACH COURSE EACH ROAD IS A "W" SURFACE PENETRATOR BY 8 FT OR LESS. WITHOUT THE VEHICLES ADDED ON THE ROAD, A 200 FT HAT WILL BE POSSIBLE. ALL ROADS ARE CONTROLLED BY SECURITY PERSONNEL WHO IS ON DUTY ANYTIME THERE ARE FLYING OPERATIONS. ALL ROADS HAVE RAILROAD STYLE GATES AS WELL AS STOP LIGHTS. MSA OBSTACLE 260-350, BALLOON (02-000594)
1. COMMUNICATIONS WITH: ZAN CENTER APP/DEP CON APP CON			2. WEATHER SERVICE N W S FAA A / C			3. ALTIMETER SETTING SOURCE:PAKU DISTANCE: HOURS REMOTE OPERATION:				
SATISFACTORY ON:										
X	VHF	X	UHF		HF	LOCATION: PAKU			ADJUSTMENT: 0	
4. MONITOR STATUS	PRIMARY NAVAID: I-RGN									
	MONITOR POINT:									
	HRS OPTN:	CAT 1								
5. APPROACH & RUNWAY LIGHTING	ALS									
	(S) SALS									
	X	MALSR 24 (PCL), 06 (PCL)								
	X	HIRL 24 (PCL), 06 (PCL)								
	MIRL									
	REIL									
	TDZ									
6. RUNWAY MARKINGS	BASIC									
	ALL WEATHER INSTRUMENT									
7. RUNWAY VISUAL RANGE	APPROACH 24, 06									
	MIDFIELD									
	ROLL OUT 24, 06									
8. GLIDE PATH	GP ANGLE: 3.00					ELEV RWY THRESHOLD:75.0				
	DISTANCE FROM RWY: 1150					ELEV GP ANTENNA: 60.5				
	THRESHOLD CROSSING HEIGHT:45.8									
9. FINAL APPROACH COURSE AIMING		X	RUNWAY THRESHOLD					FT. FROM THRESHOLD		
		X	ON CENTERLINE					FT. FROM CENTERLINE		
10. WAIVERS: 2 ORDER 8260.3B, VOLUME 3, PARAGRAPH 3.9; MISSED APPROACH ORDER 8260.3B, VOLUME 1, PARAGRAPH 907; MISSED APPROACH										
PART D - PREPARED BY: JIMMY S. HUGHES						DATE: 05/10/2012				
TITLE: AERONAUTICAL INFORMATION SPECIALIST						OFFICE: AJV-354				

PART B - SUPPLEMENTAL DATA						PART C - REMARKS:
1. COMMUNICATIONS WITH:		2. WEATHER SERVICE		3. ALTIMETER SETTING		
SATISFACTORY ON:			N W S	OTHER:	SOURCE:	
			FAA		DISTANCE:	
			A/C		HOURS REMOTE OPERATION:	
	V H F	U H F	H F	LOCATION:	ADJUSTMENT:	
4. MONITOR STATUS	PRIMARY NAVAID:					
	MONITOR POINT:					
	HRS OPTN:	CAT 1				
		CAT 3				
5. APPROACH & RUNWAY LIGHTING	ALS					
	(S) SALS					
	MALS					
	HIRL					
	MIRL					
	REIL					
	TDZ					
	C/LINE					
OTHER (SPECIFY)						
6. RUNWAY MARKINGS	BASIC					
	ALL WEATHER					
	INSTRUMENT					
7. RUNWAY VISUAL RANGE	APPROACH					
	MIDFIELD					
	ROLL OUT					
8. GLIDE PATH	GP ANGLE:			ELEV RWY THRESHOLD:		
	DISTANCE FROM RWY:			ELEV GP ANTENNA:		
	THRESHOLD CROSSING HEIGHT:					
9. FINAL APPROACH COURSE AIMING		RUNWAY THRESHOLD		FT. FROM THRESHOLD		
		ON CENTERLINE		FT. FROM CENTERLINE		
10. WAIVERS:						
PART D - PREPARED BY:				DATE:		
TITLE:				OFFICE:		

RADIO FIX AND HOLDING DATA RECORD

NAME: DOHEB

STATE: AK

COUNTRY: US

LATITUDE/LONGITUDE: 702150.00N/1490627.31W

TYPE: WP, DME

AIRSPACE DOCKET:

FIX TYPE OF ACTION: MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	FAC FEET	MRA	MAA
1	KUPARUK	I-RGN	LOC/DME		056.42	078.42	10.87	10.86		2000	4500
2	DEADHORSE	SCC	VOR/DME	H	282.52	305.52	17.21	17.21		2000	17500

FIX RESTRICTIONS:

SPECIAL ILS OR LOC/DME RWY 24, PAKU, KUPARUK, AK
 SPECIAL RNAV (GPS) RWY 24, PAKU, KUPARUK, AK
 SPECIAL RNAV (GPS) RWY 6, PAKU, KUPARUK, AK
 SPECIAL ILS OR LOC/DME RWY 6, PAKU, KUPARUK, AK

HOLDING:

HOLDING TYPE OF ACTION: NO CHANGE

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	HOLDING DME	ALTITUDES MIN	MAX	TEMPLATES MIN	MAX
1	NE		WP	056.86	236.86	R		4	2000	6000	4	6

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	AAO	702012.00N/1490927.00W	269	4E

HOLDING RESTRICTIONS:

HOLDING LIMITED TO ESTABLISHED PATTERN.

REMARKS:

KUPARUK (FAC 1) AND DEADHORSE (FAC 2) USED TO ESTABLISH FIX COORDINATES
 PRECIPITOUS TERRAIN EVALUATION COMPLETE.
 RGN DME L/L: 701941.74N/1493758.53W

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC/DME RWY 24	1		PAKU	KUPARUK	AK (US)
IAP	ILS OR LOC/DME RWY 6		1	PAKU	KUPARUK	AK (US)
IAP	RNAV (GPS) RWY 24		1	PAKU	KUPARUK	AK (US)
IAP	RNAV (GPS) RWY 6		1	PAKU	KUPARUK	AK (US)

REQUIRED CHARTING: SPECIAL IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 3

DATE OF REVISION: 09/20/2012

REASON FOR REVISION:

1. UPDATED FAC 1 DME FROM 10.86 TO 10.87.
2. ADDED RGN DME L/L IN REMARKS.

DEVELOPED BY: DATE: 05/10/2012 OFFICE: AJV-354 NAME: JIMMY HUGHES

APPROVED BY: DATE: OFFICE: AJV-354 NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION: NFDC
 FPO: WST
 ARTCC: ZAN
 ATC FACILITY:
 OTHER:



SIGNATURE:

DISTRIBUTION:

NFDC
FPO: ANC
ARTCC: ZAN
ATC FACILITY:
OTHER:



RADIO FIX AND HOLDING DATA RECORD

NAME: ENIVE

STATE: AK

COUNTRY: US

LATITUDE/LONGITUDE: 702052.15N/1492051.38W

TYPE: WP, DME

AIRSPACE DOCKET:

FIX TYPE OF ACTION: MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM NM	FAC FEET	MRA	MAA
1	KUPARUK	I-RGN	LOC/DME		056.42	078.42	5.91	5.90	35875	1600	4500

FIX RESTRICTIONS:

SPECIAL RNAV (GPS) RWY 24, PAKU, KUPARUK, AK
SPECIAL ILS OR LOC/DME RWY 24, PAKU, KUPARUK, AK

HOLDING:

HOLDING TYPE OF ACTION: NO CHANGE

REMARKS:

KUPARUK (FAC 1) USED TO ESTABLISH FIX COORDINATES

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC/DME RWY 24	1		PAKU	KUPARUK	AK (US)
IAP	RNAV (GPS) RWY 24			PAKU	KUPARUK	AK (US)

REQUIRED CHARTING: SPECIAL IAP, CONTROLLER

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 2

DATE OF REVISION: 12/15/2011

REASON FOR REVISION:

1. MOVED FIX 291 FT EAST TO PFAF LOCATION.
2. REMOVED ALL FACS AND REPLACED WITH NEW FAC 1.

11/08/11: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 10/17/11.

1. ADDED CONTROLLER TO REQUIRED CHARTING.

DEVELOPED BY:

DATE: 08/17/2011

OFFICE: AJV-354

NAME: JIMMY HUGHES

APPROVED BY:

DATE: 11/17/2011

OFFICE: AJV-354

NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION:

NFDC
FPO: WST
ARTCC: ZAN
ATC FACILITY:
OTHER:



RADIO FIX AND HOLDING DATA RECORD

NAME: NEPEY

STATE: AK

COUNTRY: US

LATITUDE/LONGITUDE: 701743.96N/1500542.86W

TYPE: WP

AIRSPACE DOCKET:

FIX TYPE OF ACTION: MODIFY

FIX RESTRICTIONS:

SPECIAL RNAV (GPS) RWY 24, PAKU, KUPARUK, AK
SPECIAL RNAV (GPS) RWY 06, PAKU, KUPARUK, AK
SPECIAL ILS OR LOC/DME RWY 24, PAKU, KUPARUK, AK

HOLDING:

HOLDING TYPE OF ACTION: MODIFY

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	HOLDING DME	ALTITUDES MIN	ALTITUDES MAX	TEMPLATES MIN	TEMPLATES MAX
1	SW		WP	235.93	055.93	R		4	2000	6000	4	6

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	AAO	701327.00N/1500148.00W	355	4E

HOLDING RESTRICTIONS:

HOLDING LIMITED TO ESTABLISHED PATTERN.

REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETE.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC/DME RWY 24		1	PAKU	KUPARUK	AK (US)
IAP	RNAV (GPS) RWY 06		1	PAKU	KUPARUK	AK (US)
IAP	RNAV (GPS) RWY 24		1	PAKU	KUPARUK	AK (US)

REQUIRED CHARTING: SPECIAL IAP, CONTROLLER

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 2

DATE OF REVISION: 12/15/2011

REASON FOR REVISION:

1. REMOVED DME FROM FIX TYPE.
2. REMOVED FAC 1 AND 2, NO LONGER REQUIRED FOR WP ONLY.
3. CHANGED HOLDING CRS INBOUND FROM 049.82 TO 055.93.
4. UPDATED FIX USE.
5. CHANGED HOLDING OBSTACLE FROM 15' AAO TO 200' AAO, RAISED THE ELEVATION FROM 170 TO 355. OBSTACLE IS AT THE SAME COORDINATES.
6. MOVED FIX 116 FEET NORTH.

DEVELOPED BY: DATE: 08/10/2011 OFFICE: AJV-354 NAME: JIMMY HUGHES

APPROVED BY: DATE: 11/17/2011 OFFICE: AJV-354 NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION: NFDC
FPO: WST
ARTCC: ZAN
ATC FACILITY:
OTHER:



RADIO FIX AND HOLDING DATA RECORD

NAME: OOSIK

STATE: AK

COUNTRY: US

LATITUDE/LONGITUDE: 702621.95N/1495908.99W

TYPE: WP, DME

AIRSPACE DOCKET:

FIX TYPE OF ACTION: NO CHANGE

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM NM	FAC FEET	MRA	MAA
1	DEADHORSE	SCC	VOR/DME	H	272.16	295.16	35.00	35.00		2000	17500

FIX RESTRICTIONS:

SPECIAL RNAV (GPS) RWY 3, PALP, DEADHORSE, AK
 SPECIAL RNAV (GPS) RWY 21, PALP, DEADHORSE, AK
 SPECIAL RNAV (GPS) RWY 24, PAKU, KUPARUK, AK
 SPECIAL ILS OR LOC/DME RWY 24, PAKU, KUPARUK, AK

HOLDING:

HOLDING TYPE OF ACTION: NO CHANGE

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE (US)
EN ROUTE	T228					(US)
EN ROUTE	V438	1				(US)
IAP	RNAV (GPS) RWY 21			PALP	DEADHORSE	AK (US)
IAP	RNAV (GPS) RWY 3			PALP	DEADHORSE	AK (US)
IAP	RNAV (GPS) RWY 6			PASC	DEADHORSE	AK (US)
IAP	RNAV (RNP) Z RWY 23			PASC	DEADHORSE	AK (US)
IAP	RNAV (RNP) Z RWY 5			PASC	DEADHORSE	AK (US)
IAP	ILS OR LOC/DME RWY 24	1		PAKU	KUPARUK	AK (US)
IAP	RNAV (GPS) RWY 24			PAKU	KUPARUK	AK (US)

REQUIRED CHARTING: IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 7

DATE OF REVISION: 05/31/2012

REASON FOR REVISION:

ADDED IAP TO REQUIRED CHARTING
 UPDATED FIX USE.

DEVELOPED BY: DATE: 01/24/2012 OFFICE: AJV-354 NAME: ANDREW FIELDS

APPROVED BY: DATE: OFFICE: AJV-354 NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION: NFDC
 FPO: WST
 ARTCC: ZAN
 ATC FACILITY:
 OTHER: SCC FSS



RADIO FIX AND HOLDING DATA RECORD

NAME: PEYUG

STATE: AK

COUNTRY: US

LATITUDE/LONGITUDE: 701851.46N/1485349.56W

TYPE: WP, DME

AIRSPACE DOCKET:

FIX TYPE OF ACTION: MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM NM	FAC FEET	MRA	MAA
1	DEADHORSE	SCC	VOR/DME	H	282.52	305.52	12.00	12.00		2000	17500

FIX RESTRICTIONS:

SPECIAL RNAV (GPS) RWY 24, PAKU, KUPARUK, AK
SPECIAL ILS OR LOC/DME RWY 24, PAKU, KUPARUK, AK

HOLDING:

HOLDING TYPE OF ACTION: NO CHANGE

REMARKS:

DEADHORSE (FAC 1) USED TO ESTABLISH FIX COORDINATES

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC/DME RWY 24	1		PAKU	KUPARUK	AK (US)
IAP	RNAV (GPS) RWY 24			PAKU	KUPARUK	AK (US)

REQUIRED CHARTING: SPECIAL IAP, CONTROLLER

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 2

DATE OF REVISION: 12/15/2011

REASON FOR REVISION:

1. FIX MOVED 13 FT WEST.
2. FAC 1 TRUE BRG CHANGED FROM 305.31 TO 305.32.
3. FAC 1 MAG BRG CHANGED FROM 274.21 TO 282.52.
4. UPDATED FIX USE.

DEVELOPED BY:

DATE: 08/17/2011

OFFICE: AJV-354

NAME: JIMMY HUGHES

APPROVED BY:

DATE: 11/17/2011

OFFICE: AJV-354

NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION:

NFDC
FPO: WST
ARTCC: ZAN
ATC FACILITY:
OTHER:



RADIO FIX AND HOLDING DATA RECORD

NAME: VIAGE **STATE:** AK **COUNTRY:** US

LATITUDE/LONGITUDE: 702020.83N/1492831.62W **TYPE:** DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	FAC FEET	MRA	MAA
1	KUPARUK	I-RGN	LOC/DME		056.42	078.42	3.26	3.26		640	4500

FIX RESTRICTIONS:
SPECIAL ILS OR LOC/DME RWY 24, PAKU, KUPARUK, AK
SPECIAL RNAV (GPS) RWY 24, PAKU, KUPARUK, AK

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

REMARKS:
KUPARUK (FAC 1) USED TO ESTABLISH FIX COORDINATES

FIX USE:	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC/DME RWY 24	1		PAKU	KUPARUK	AK (US)
IAP	RNAV (GPS) RWY 24			PAKU	KUPARUK	AK (US)

REQUIRED CHARTING: SPECIAL IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 1 **DATE OF REVISION:** 12/15/2011

REASON FOR REVISION:
1. FIX MOVED 1.0 NM EAST.
2. REPLACED FAC 1 WITH I-RGN.
3. CHANGED FIX TYPE FROM WP TO DME.

11/08/11: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 10/17/11.
1. REMOVED CONTROLLER FROM REQUIRED CHARTING.

DEVELOPED BY: **DATE:** 08/17/2011 **OFFICE:** AJV-354 **NAME:** JIMMY HUGHES

APPROVED BY: **DATE:** 11/17/2011 **OFFICE:** AJV-354 **NAME:** DEZ SILAGYI

SIGNATURE:

DISTRIBUTION: NFDC
FPO: WST
ARTCC: ZAN
ATC FACILITY:
OTHER:



FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

**UGNU-KUPARUK
KUPARUK, AK
ILS OR LOC/DME RWY 24**

2. Waiver Required and Applicable Standard:

8260.3B, VOLUME 1, PARA 907, MISSED APPROACH.

REQUEST TO USE RNAV MISSED APPROACH WITH A NON-RNAV LOC APPROACH.

3. Reason for Waiver (*Justification for nonstandard treatment*):

- 1. ATC REQUEST MISSED APPROACH MIRROR RNAV (GPS) RWY 24 TO AVOID TRAFFIC AT DEADHORSE (SCC) VOR/DME. DUE TO LIMITED RADAR COVERAGE AT THAT LOCATION. THIS MAKES ATC CLEAR AIRCRAFT INTO DEADHORSE AND KUPARUK ONLY ONE AT A TIME, AND CANNOT CLEAR MULTIPLE AIRCRAFT BETWEEN THE TWO LOCATIONS.**
- 2. THERE IS NO CURRENT CRITERIA FOR ILS TO USE RNAV MISSED CONSTRUCTION.**

4. Equivalent Level of Safety Provided:

- 1. RNAV (GPS) RWY 24 MISSED APPROACH HAD BEEN FLIGHT CHECKED SAT.**
- 2. MDA FOR THE LOC IS 420, WHICH IS 120 FEET HIGHER THAN THE LOC, THE MISSED APPROACH IS STRAIGHT AHEAD TO OPPOSITE END INTERMEDIATE FIX (IF) WITH NO MOUNTAINOUS TERRAIN.**
- 3. THE OEA IS CONSTRUCTED USING 8260.54A CRITERIA.**

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

NO ADDITIONAL FACILITIES AVAILABLE.

6. Coordination With User Organizations (*Specify*):

AJV-354_____

7. SUBMITTED BY

DATE:

Office Identification:

Title:

Signature:

AJV-35

**MANAGER, TERMINAL PRODUCTS
GROUP**

GREGORY YAMAMOTO

Date:	Routing Symbol:	Signature:
Comments:		
9. AFS ACTION		
Approved	Disapproved	Not Required
Comments:		
8. CONTINUATION		

FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

**UGNU-KUPARUK
KUPARUK, AK
ILS OR LOC/DME RWY 24**

2. Waiver Required and Applicable Standard:

8260.3B, VOLUME 3, PARA 3.9 MISSED APPROACH.

REQUEST TO USE RNAV MISSED APPROACH WITH A NON-RNAV PRECISION APPROACH (ILS)

3. Reason for Waiver (*Justification for nonstandard treatment*):

- 1. ATC REQUEST MISSED APPROACH MIRROR RNAV (GPS) RWY 24 TO AVOID TRAFFIC AT DEADHORSE (SCC) VOR/DME. DUE TO LIMITED RADAR COVERAGE AT THAT LOCATION. THIS MAKES ATC CLEAR AIRCRAFT INTO DEADHORSE AND KUPARUK ONLY ONE AT A TIME, AND CANNOT CLEAR MULTIPLE AIRCRAFT BETWEEN THE TWO LOCATIONS.**
- 2. THERE IS NO CURRENT CRITERIA FOR ILS TO USE RNAV MISSED CONSTRUCTION.**

4. Equivalent Level of Safety Provided:

- 1. RNAV (GPS) RWY 24 MISSED APPROACH HAD BEEN FLIGHT CHECKED SAT.**
- 2. DA BETWEEN LPV AND ILS IS EXACTLY THE SAME, MISSED APPROACH IS STRAIGHT AHEAD TO OPPOSITE END INTERMEDIATE FIX (IF) WITH NO MOUNTAINOUS TERRAIN.**
- 3. THE OEA IS CONSTRUCTED USING 8260.54A CRITERIA.**

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

NO ADDITIONAL FACILITIES AVAILABLE.

6. Coordination With User Organizations (*Specify*):

AJV-354 _____

7. SUBMITTED BY

DATE:

Office Identification:

AJV-35

Title:

**MANAGER, TERMINAL PRODUCTS
GROUP**

Signature:

GREGORY YAMAMOTO

Date:	Routing Symbol:	Signature:
Comments:		
9. AFS ACTION		
Approved	Disapproved	Not Required
Comments:		
8. CONTINUATION		