

NDB

U.S. DEPARTMENT OF TRANSPORTATION --
FEDERAL AVIATION ADMINISTRATION -- FLIGHT STANDARDS SERVICE
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.

When the instrument approach procedure of the above type is conducted at the below named airport, it must be conducted in accordance with a charted instrument approach procedure prodcated on the specifications contained herein and as specified on accompanying FAA 8260-7B (as amended). Minimum altitudes must correspond with those established for en route operation in the particular area or as set forth below. The information on this form is considered public and subject to disclosure under the Freedom of Information Act (FOIA).

SPECIFICATION - NOT FOR COCKPIT USE

TERMINAL ROUTES				MISSED APPROACH
FROM	TO	COURSE AND DISTANCE	ALTITUDE	MAP:
DUT NDB/DME	WAKRA/DUT 14.00 DME	351.00 / 14.00	4900	JABAP/DUT 4.00 DME
HORTH INT (IAF)	WAKRA/DUT 14.00 DME (NOPT)	171.00 / 26.45 (DUT BRG-351)	2000	IMMEDIATE CLIMBING LEFT TURN TO 2500 ON DUT NDB/DME BRG -351 TO WAKRA/DUT 14.00 DME AND HOLD. # MISSED APPROACH REQUIRES MINIMUM CLIMB OF 453 FEET PER NM TO 2100. ## MISSED APPROACH REQUIRES MINIMUM CLIMB OF 300 FEET PER NM TO 2100.
WAKRA/DUT 14.00 DME (IF/IAF)	SORPY/DUT 7.75 DME	171.00 / 6.25 (DUT BRG-351)	2000	

1. PT <u>L</u> SIDE OF COURSE <u>351.00</u> OUTBOUND <u>2000</u> FT WITHIN <u>10</u> MILES OF <u>WAKRA</u> (IAF)	ADDITIONAL FLIGHT DATA: HOLD N, RT, 171.00 INBOUND. FAS OBST: 210 SHIP 535840N/1663253W CHART 2800 PRIOR TO WAKRA IN PROFILE. CHART: 2293' MOUNTAIN 535755N/1663700W CHART: 1634' MOUNTAIN 535449N/1663148W CHART: 1941' MOUNTAIN 535219N/1663557W CHART: 1808' MOUNTAIN 535330N/1662830W CHART: 1729' MOUNTAIN 535832N/1662407W CHART: 1400' MOUNTAIN 535622N/1662554W MAG VAR: 9E EPOCH YEAR: 2020
2. _____	
3. FAC: <u>171.00</u> FAF: <u>SORPY/DUT 7.75 DME</u> DIST FAF TO MAP: <u>3.75</u> THLD: <u>7.86</u>	
4. MIN. ALT: <u>WAKRA 2000, SORPY 2000</u>	
5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____	
6. MIN GS INCPT: _____ GS ALT AT: _____ OM: _____ MM: _____ IM: _____	
7. GS ANGLE: _____ TCH: _____	
8. MSA FROM: <u>DUT NDB/DME 310-070 5500, 070-160 4000, 160-310 7900</u>	

MINIMUMS															
TAKEOFF: SEE FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A			@					
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-13 #	620	3	598	620	3	598	620	3	598		NA				
S-13 # #	1000	3	978	1000	3	978	1000	3	978		NA				
S-13	1240	3	1218	1240	3	1218	1240	3	1218		NA				

NOTES:
CHART NOTE: PROCEDURE NA AT NIGHT.
CHART NOTE: CIRCLING NOT AUTHORIZED.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AKUTAN ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET.
CHART PLAN AND PROFILE NOTES: FLY VISUAL TO AIRPORT - 4.1 NM.
CHART NOTE: ANY MISSED APPROACH COMMENCED AFTER PASSING PUBLISHED MISSED APPROACH POINT WILL NOT

@ NA WHEN LOCAL WEATHER NOT AVAILABLE.
@ CAT A, B, C 800-3

CITY AND STATE UNALASKA, AK	ELEVATION: 23 TDZE: 22 AIRPORT NAME: UNALASKA	FACILITY IDENTIFIER: DUT	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: NDB RWY 13, ORIG	SUP: QUALITY
				AMDT: 4 NONE
				DATED: CHECKED

ADDITIONAL FLIGHT DATA/NOTES CONTINUED:

ADDITIONAL FLIGHT DATA, (CONT.):
FAC ALIGNED WITH DUT NDB/DME.
CHART CWO 129.5 FREQUENCY.
CHART PLANVIEW NOTE: DME REQUIRED.

NOTES, (CONT.):
PROVIDE STANDARD OBSTRUCTION CLEARANCE.
CHART NOTE: IF AMAKNAK ISLAND NOT SIGHTED AT MAP, EXECUTE MISSED APPROACH.
CHART NOTE: CAUTION: RUNWAY AND NDB LOCATED AT BASE OF 1634' MOUNTAIN. THE EXTENDED APPROACH
COURSE PASSES 0.5 NM WEST OF PEAK.
CHART NOTE: USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.
CHART NOTE: ACTIVATE MIRL RWY 13/31-CTAF.

SUBMITTED BY		
NAME:	OFFICE	DATE:
FLIGHT CHECKED BY		
NAME:	<i>Digitally signed by</i> DONALD H LANIER Nov 07, 2016	OFFICE FIOG DATE: 10/03/2016
DEVELOPED BY		
NAME:	<i>Digitally signed by</i> COLTON CROWDER Nov 02, 2016	OFFICE AJV-5433 DATE: 06/29/2016
RECOMMENDED BY		
NAME:	<i>Digitally signed by</i> DONALD H LANIER Nov 07, 2016	OFFICE AJV-5430 DATE:
APPROVED BY		
		DATE:

CHANGES:

REASONS:

- 11/01/16: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 06/29/16.
1. REMOVED CAT D MINIMA.
 2. REMOVED CHART NOTE: AIRCRAFT MUST PROCEED UNDER VISUAL FLIGHT RULES TO THE AIRPORT OR CONDUCT THE SPECIFIED MISSED APPROACH.
 3. REMOVED FROM MISSED APPROACH INSTRUCTIONS: (DO NOT EXCEED A GROUND TRACK RADIUS OF 1.5 NM).
 4. REMOVED CHART NOTE: INS OR GPS REQUIRED.
 5. REMOVED CAT D WAIVER FROM 8260-9 BLOCK 10.



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		DUT NDB/DME	WAKRA/DUT 14.00	1. AAO	535854.00N/1663842.00W	2851 (4E)	2000		4900
			DME	2. TERRAIN	535854.00N/1663842.00W	2651 (2700)		AS1500	4200
INITIAL		HORTH INT	WAKRA/DUT 14.00	3. SHIP	543006.00N/1663255.00W	210 (2C)	1000	AT790	2000
			DME	4. WATER	543006.00N/1663255.00W	0 (0)		AS1500	1500
INTERMEDIATE		WAKRA/DUT 14.00	SORPY/DUT 7.75	5. SHIP	540520.00N/1663252.00W	210 (2C)	500	AT1290	2000
		DME (IF/IAF)	DME	6. WATER	540520.00N/1663252.00W	0 (0)		AS1500	1500
FINAL		SORPY/DUT 7.75	JABAP/DUT 4.00	7. SHIP	535840.00N/1663253.00W	210 (2C)	250	MA160	620
		DME	DME						
FINAL		SORPY/DUT 7.75	JABAP/DUT 4.00	7. SHIP	535840.00N/1663253.00W	210 (2C)	250	MA540	1000
		DME	DME						
FINAL		SORPY/DUT 7.75	JABAP/DUT 4.00	7. SHIP	535840.00N/1663253.00W	210 (2C)	250	MA780	1240
		DME	DME						
ENTRY ZONE				8. AAO	535951.00N/1663836.00W	2645 (4E)	1000	SA-943	2800
2. PROCEDURE TURN		WAKRA	10 NM	9. SHIP	541355.00N/1663454.00W	210 (2C)	1000	AT790	2000
				10. WATER	541355.00N/1663454.00W	0 (0)		AS1500	1500
3. MISSED APPROACH	MAP:	JABAP/DUT 4.00	WAKRA/DUT 14.00				ASC		2500
		DME / JABAP/DUT	DME	11. SPOT ELEV	535621.67N/1662554.17W	1400 (4D)	1000	AC50	2500
	ELEV:	370/750/990		12. TERRAIN	535621.67N/1662554.17W	1400 (1400)		AS1000	2400
4. CIRCLING AREA		DISTANCE	HT. ABV. ARPT.						
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL					
CATEGORY B	1.5 NM		450						
CATEGORY C	1.7 NM		450						
CATEGORY D	2.3 NM		550						
CATEGORY E	4.5 NM		550						
5. MINIMUM SAFE ALTITUDES					PRIMARY NAVAIID: DUT NDB/DME				
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
310-070	AAO	046/24.0	4475 (4C)	5500	160-310	VOLCANO	256/13.7	6880 (6C)	7900
070-160	AAO	151/12.0	2945 (6C)	4000					4
CITY AND STATE		ELEVATION: 23		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION	
UNALASKA, AK		AIRPORT NAME: UNALASKA		DUT NDB		NDB RWY 13, ORIG		AAL	

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: VDP NOT ESTABLISHED - 20:1 PENETRATIONS. PRECIPITOUS TERRAIN EVALUATION COMPLETED. PADU AND PAUT AWOS-3 ON SERVICE-A. CIRCLING CRITERIA NOT CONSIDERED, SEE WAIVER. THIS STRAIGHT-IN PROCEDURE WAS INITIALLY AMENDED AS NDB-C (CIRCLING-ONLY). THE WORD "IMMEDIATE" WAS LEFT IN THE MISSED APPROACH INSTRUCTIONS TO ENHANCE SAFETY DUE TO RISING TERRAIN IN CLOSE PROXIMITY. 210' SHIPS USED PER AFS-460. SEE ATTACHED AIRSPACE LETTER. RASS PRESSURE PATTERNS SAME PADU 22, PAUT 120 RA = 97.25. ORDER 8260.3, VOLUME 1, "VISUAL PORTION OF FINAL" PENETRATIONS (RWY 31 TOP 10 LISTED, SEE DATA FOLDER FOR REMAINING): 20:1 RWY 13: 33 POLE (02-020369) 535413.22N/1663305.09W (8.83) RWY 31: 1663 GRD (PDUTT0933) 535235.30N/1663003.34W (1130.83) 1657 GRD (PDUTT0934) 535234.34N/1663003.10W (1120.85) 1644 GRD (PDUTT0926) 535236.16N/1663003.51W (1115.31) 1603 GRD (PDUTT0912) 535240.33N/1663001.21W (1084.60) 1583 GRD (PDUTT0887) 535242.99N/1663000.14W (1071.99) 1576 GRD (PDUTT0889) 535241.86N/1663001.54W (1063.83) 1591 GRD (PDUTT0921) 535235.40N/1663004.87W (1062.40) 1565 GRD (PDUTT0891) 535240.28N/1663003.64W (1051.51) 1561 GRD (PDUTT0901) 535240.09N/1663003.78W (1047.11) 1512 GRD (PDUTT0866) 535242.65N/1663004.20W (1008.27) AAO WAS NOT PLACED ON TOP OF VOLCANO, SPOT ELEVATION AND ACCURACY CODE USED.																			
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING																					
ZAN ARTCC CDB FSS						N W S		OTHER: AWOS-3P												SOURCE: PADU / PAUT									
						F A A														DISTANCE: 0 / 36.32									
						A / C														HOURS REMOTE OPERATION:									
SATISFACTORY ON:																				ADJUSTMENT: 0/98									
X		V H F				U H F														H F		LOCATION: PADU				ADJUSTMENT: 0/98			
4. MONITOR STATUS		PRIMARY NAVAID: DUT NDB																											
		MONITOR POINT: POCC																											
		HRS OPTN:		CAT 1		24														CAT 3									
5. APPROACH & RUNWAY LIGHTING				ALS																									
				(S) SALS																									
				MAL S																									
				HIRL																									
		X		MIRL 13 (PCL), 31 (PCL)																									
		X		REIL 13 (PCL), 31 (PCL)																									
				TDZ																									
				C/LINE																									
6. RUNWAY MARKINGS				BASIC BSC-G 13, 31																									
				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: 6 ORDER 8260.3C, PARA 3.3.2,B(2); WAIVER TO USE 3 SM VISIBILITY INSTEAD OF ACTUAL DISTANCE FROM MAP TO THLD DISTANCE OF 4.1 SM. ORDER 8260.3C, PARA 2-7-1; CIRCLING APPROACH AREA NOT CONSIDERED FOR OBSTACLE CLEARANCE. ORDER 8260.3C, PARA 7-1-5,C; ROC REDUCTION FROM 300 FT TO 250 FEET IN PRIMARY AREA. ORDER 8260.3C, PARA 4-2-4; PROCEDURE DOES NOT MEET STRAIGHT-IN CRITERIA BUT IS IDENTIFIED AS STRAIGHT-IN. ORDER 8260.3C, PARA 7-1-5 AND FORMULA 7-1-1; FINAL APPROACH AREA HALF-WIDTH MODIFICATION. ORDER 8260.3C, PARA 4-2-4.A.(1); FINAL APPROACH COURSE NOT ALIGNED WITH THE EXTENDED RWY CENTERLINE.																													
PART D - PREPARED BY: COLTON CROWDER										DATE: 06/29/2016																			
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5433																			

QUALITY
4
CHECKED