

**FEDERAL AVIATION ADMINISTRATION**  
**FLIGHT STANDARDS SERVICE**  
**RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE**  
**TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks 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 feet RVR.

<u>AIRPORT</u> MOUNTAIN VILLAGE	<u>AIRPORT ID</u> PAMO	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 2	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> MOUNTAIN VILLAGE	<u>STATE</u> AK	
<u>AIRPORT ELEVATION</u> 339	<u>TDZE</u> 334	<u>SUPERSEDED</u> RNAV (GPS) RWY 2	<u>ORIGINAL/AMENDMENT</u> 1B	<u>DATED</u> 05/24/2018	<u>MAG VAR</u> 10E	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TAA**

<b>FROM</b>	<b>FIX TYPE</b>	<b>TO</b>	<b>FIX TYPE</b>	<b>ALTITUDE</b>
1. 292/30 CW 112/30	NOPT	292/10 CW 112/10		3900
2. 292/10 CW 112/10		BRUNI	IF/IAF	2700
3. 112/30 CW 202/30		HAJJI	IAF	2700
4. 202/30 CW 292/30		HOBUK	IAF	2700

**TERMINAL ROUTES**

<b>FROM</b>	<b>FIX TYPE</b>	<b>TO</b>	<b>FIX TYPE</b>	<b>LEG TYPE</b>	<b>FO/FB</b>	<b>RNP</b>	<b>COURSE</b>	<b>DISTANCE</b>	<b>ALTITUDE</b>
HAJJI	IAF	BRUNI	NOPT	TF	FB	1.00	112.14	8.00	2700
HOBUK	IAF	BRUNI	NOPT	TF	FB	1.00	292.56	8.00	2700
BRUNI	IF/IAF	CURRE		TF	FB	1.00	022.35	6.00	1800
CURRE	FAF	RW02	MAP	TF	FO	0.30	022.45	4.62	
RW02	MAP	760 MSL		CA	FB		022.45		760
760 MSL		AGEPE		DF	FO	1.00			3000

**MISSED APPROACH**

**MAP:**

LPV: DA  
LNAV/VNAV: DA  
LNAV: RW02

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 760 THEN CLIMBING LEFT TURN TO 3000 DIRECT AGEPE AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)

2. HOLD S BRUNI, RT, 022.35 INBOUND, 2700 FT. IN LIEU OF PT (IF/IAF), MAX 6000.

3. FAC: 022.45FAF: CURREDIST FAF TO MAP: 4.62DIST FAF TO THLD: 4.62

4. MIN ALT: BRUNI 2700, CURRE 1800

5. DIST TO THLD FROM OM:MM:IM:150 HAT:200 HAT: 0.65GS ANT:

6. MIN GP INCPT: 1800GP ALT AT FAF : CURRE 1800OM:MM:IM:

7. GP ANGLE: 3.0034:1: IS CLEAR20:1: IS CLEARTCH: 30.0

8. MSA FROM:

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -25°C OR ABOVE 54°C.  
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.  
CHART VDP AT 0.87 NM TO RW02\*  
\*LNAV ONLY  
WAAS CHANNEL #56244  
REFERENCE PATH ID: W02A  
CHART FAS OBST: 348 BUILDING 620541N/1634111W.  
HOLD NW, RT, 131.84 INBOUND  
LTP HAE: 100.4 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	534	1	200	534	1	200	534	1	200	534	1	200			
LNAV/VNAV DA	584	1	250	584	1	250	584	1	250	584	1	250			
LNAV MDA	600	1	266	600	1	266	600	1	266	600	1	266			
CIRCLING	700	1	361	840	1	501	840	1 1/2	501	900	2	561			



CHANGES - REASONS

1. AIRPORT MAGVAR CHANGED FROM 14E TO 10E - MAGVAR OUT OF TOLERANCE, IAW 8260.19H PARA 2-5-3B.
2. CURRENT 'Y' TAA CONFIGURATION WAS UPDATED TO A 'T' CONFIGURATION; NEW COURSES/ALTITUDES/OBSTACLES ACCORDINGLY - IAW 8260.58A SECTION 2-4.
3. TERMINAL ROUTE CHANGED FROM HAVAP-TO-BRUNI/088.10M/8.0NM/2500' TO HAJJI-TO-BRUNI/112.14M/8.0NM/2700' - SEE NOTE 2. ABOVE.
4. TERMINAL ROUTE CHANGED FROM HOKVI-TO-BRUNI/308.49M/8.0NM/2500' TO HOBUK-TO-BRUNI/292.56M/8.0NM/2700' - SEE NOTE 2 ABOVE.
5. TERMINAL ROUTE CHANGED FROM BRUNI-TO-CURRE/018.37M/5.08NM/1800' TO BRUNI-TO-CURRE/022.35M/6.00NM/1800' - IAW 8260.58A PARA 3-1-4.
6. TERMINAL ROUTE CHANGED FROM CURRE-TO-RW02/018.45M/4.62NM TO CURRE-TO-RW02/022.45M/4.62NM - SEE 1. ABOVE.
7. TERMINAL ROUTE CHANGED FROM RW02-TO-600 MSL/018.45M TO RW02-TO-760 MSL/022.45M - IAW 8260.58A PARA 3-5-2 AND 3-7-1.B.(2).
8. TERMINAL ROUTES 600 MSL-TO-TEYUT AND TEYUT-TO-AGEPE REPLACED BY 760 MSL-TO-AGEPE - NEW MISSED APPROACH ROUTE SHORTER, MORE DIRECT, AND AS REQUESTED BY FPT.
9. NEW LINES OF MINIMA (LPV AND LNAV/VNAV) AND ASSOCIATED NOTES ADDED - PERMITS LOWER MINIMA; WAAS PROJECT.
10. VDP ADDED - PER 8260.3D PARA 2-6-5; VISUAL OBSTACLES NO LONGER EXIST.
11. MISSED APPROACH: CLIMB-IN-HOLD NOW REQUIRED - SEE 8. ABOVE; NEW DESIGN'S MISSED APPROACH SURFACE DOES NOT REACH WITHIN 1000' OF HOLDING ALTITUDE, IAW 8260.3D PARA'S 2-8-9, 2-1-3, 3-2-2B, AND 17-7-3.
12. ADDITIONAL FLIGHT DATA: CHART FAS OBSTACLE CHANGED FROM 348 OVERHEAD WIRES (PMOUT0027) 620543N/1634109W TO 348 BLDG (02-040113) 620541N/1634111W - IAW TARGETS AND MAP STUDY.
13. ADDITIONAL FLIGHT DATA: ADDED CHART CIRCLING ICON - NEW CIRCLING CRITERIA APPLIED.
14. "WHEN LOCAL ALTIMER SETTING NOT RECEIVED..." NOTE REMOVED - MOVED TO BACK OF 8260-9 IAW 8260.19H PARA 8-6-9F(3).
15. AIRCRAFT CATEGORIES C/D ADDED - ALLOWS LARGER AIRCRAFT TO FLY PRACTICE APPROACHES.
16. INCREASED CAT B CIRCLING MDA FROM 800 TO 840 - SEE 13 ABOVE.
17. ADDED MAXIMUM HOLDING PATTERN IN-LIEU-OF-PT ALTITUDE OF 6000 AT BRUNI - 6000 IS THE MAXIMUM ALTITUDE FOR THAT AIRSPEED, IAW 8260.3D TABLE 17-2-1; NOW LISTED IAW 8260.19H PARA 8-6-7B(2).
18. ADDED 20:1 IS CLEAR - SEE NOTE 10. ABOVE; IAW 8260.19H PARA 8-6-7G(3).
19. REMOVED PROFILE NOTE: VISUAL SEGMENT - OBSTACLES - SEE NOTE 10. ABOVE.
20. REMOVED ALTERNATE MINIMUMS NOTE - IAW 8260.3D PARA 3-4-1.

COORDINATED WITH:

A4A☐

ALPA☒

AOPA☒

APA☐

HAI☐

NBAA☒

OTHER: ZAN, AIRPORT MANAGER

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

MARK CIARLONE

Digitally signed by

MARK CIARLONE

Mar 07, 2019

OFFICE

AJV-A423

DATE

11/20/2018

APPROVED BY

JULIE MORGAN

Digitally signed by

CASIMIR L TABAKA

Apr 30, 2019

OFFICE

A42

DATE

TITLE

MANAGER



**FAS DATA BLOCK INFORMATION**

<b><u>DATA FIELD</u></b>	<b><u>DATA</u></b>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	PAMO
RUNWAY	RW02
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W02A
LTP/FTP LATITUDE	620526.7230N
LTP/FTP LONGITUDE	1634118.0305W
LTP/FTP ELLIPSOIDAL HEIGHT	+01004
FPAP LATITUDE	620641.6125N
FPAP LONGITUDE	1633936.0500W
THRESHOLD CROSSING HEIGHT (TCH)	00030.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1680
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	A84E8354

**ADDITIONAL PATH POINT RECORD INFORMATION**

ICAO CODE	PA
LTP ORTHOMETRIC HEIGHT	+00908
FPAP ORTHOMETRIC HEIGHT	+00908



FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT</u> MOUNTAIN VILLAGE	<u>AIRPORT ID</u> PAMO	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 2	<u>AMDT NO.</u> 2	<u>CITY</u> MOUNTAIN VILLAGE	<u>STATE</u> AK	<u>AIRPORT ELEVATION</u> 339	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 292/30 CW 112/30 TO 292/10 CW 112/10

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1.AAO	620003.00N/1643542.00W	2631	164	98	4E	1000					3700
2.TERRAIN	620003.00N/1643542.00W	2431 (2400)								AS1500	3900

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

STRAIGHT-IN AREA

FROM 292/10 CW 112/10 TO BRUNI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3.AAO	620345.00N/1641224.00W	331	164	98	4E	1000				AT1369	2700
4.TERRAIN	620345.00N/1641224.00W	131 (100)								AS1500	1600

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



LEFT BASE AREA

FROM

112/30 CW 202/30

TO

HAJJI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
5.AAO	622051.00N/1633336.00W		1342	164	98	4E	1000				AT358	2700
6.TERRAIN	622051.00N/1633336.00W		1142 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

RIGHT BASE AREA

FROM

202/30 CW 292/30

TO

HOBUK

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
7.AAO	620736.00N/1623948.00W		699	164	98	4E	2000					2700
8.TERRAIN	620736.00N/1623948.00W		499 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

HAJJI

TO

BRUNI

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	8.00											
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
9.AAO	615530.00N/1635118.00W	289	164	98	4E	1000				AT1411	2700	
10.TERRAIN	615530.00N/1635118.00W	89 (100)								AS1500	1600	

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

INITIAL

FROM

HOBUK

TO

BRUNI

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	8.00											
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
9.AAO	615530.00N/1635118.00W	289	164	98	4E	1000				AT1411	2700	
10.TERRAIN	615530.00N/1635118.00W	89 (100)								AS1500	1600	

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



INTERMEDIATE

FROM

BRUNI (IF/IAF)

TO

CURRE

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	6.00											
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
9.AAO	615530.00N/1635118.00W	289	164	98	4E	500				DG1000	1800	
10.TERRAIN	615530.00N/1635118.00W	89 (100)								AS1500	1600	

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

FINAL: LPV

FROM

CURRE

TO

RW02

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	4.62		DA	200								
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
							ASC				534	

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM

CURRE

TO

RW02

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	4.62		DA	250								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				584

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

FINAL: LNAV

FROM

CURRE

TO

RW02

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	4.62		RW02	266								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
11.BUILDING (02-040113)	620540.99N/1634111.03W		348	20	3	1A	250					600

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM  
BRUNI

TO  
P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
12.AAO	615527.00N/1635124.00W	289	164	98	4E	1000				AT1411	2700
13.TERRAIN	615527.00N/1635124.00W	89 (100)								AS1500	1600

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH : LPV

FROM  
DA

TO  
AGEPE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 353					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
								ASC				3000
14.AAO	621712.00N/1633948.00W		1247	164	98	4E	1000					2300
15.TERRAIN	621712.00N/1633948.00W		1047 (1000)								AS1500	2500

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



MISSED APPROACH : LNAV/VNAV

FROM

DA

TO

AGEPE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 423					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
								ASC				3000
14.AAO	621712.00N/1633948.00W		1247	164	98	4E	1000					2300
15.TERRAIN	621712.00N/1633948.00W		1047 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : LNAV

FROM

RW02

TO

AGEPE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
							500					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
								ASC				3000
14.AAO	621712.00N/1633948.00W		1247	164	98	4E	1000					2300
15.TERRAIN	621712.00N/1633948.00W		1047 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



☐ ALL CATS ☒ X

X CAT B

**X CAT C**

**X CAT D**

CAT E

☐ NOT AUTHORIZED

**RADIUS**

**NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:**

MAX SHIP HEIGHT IN RIVER IS 30FT FOR YUKON RIVER BARGES, PER FPT.



PART B: SUPPLEMENTAL DATA

**COMMUNICATIONS WITH**  
ZAN ARTCC, KENAI FSS

<b><u>WX SERVICE</u></b>	<b><u>LOCATION</u></b>	<b><u>HRS OPERATION</u></b>	<b><u>ALTIMETER SOURCE</u></b>	<b><u>DISTANCE</u></b>	<b><u>SERVICE-A</u></b>	<b><u>ADJUSTMENTS</u></b>
AWOS	PAMO	24	PAMO	0	Y	0
<b><u>BACK-UP WX SERVICE</u></b>	<b><u>LOCATION</u></b>	<b><u>HRS OPERATION</u></b>	<b><u>ALTIMETER SOURCE</u></b>	<b><u>DISTANCE</u></b>	<b><u>SERVICE-A</u></b>	<b><u>ADJUSTMENTS</u></b>
AWOS	PASM	24	PASM	10.945	Y	29

**WX REMARKS:**  
RASS PRESSURE PATTERN THE SAME  
PAMO 339.1 / PASM 312.3  
RA=29

<b><u>PRIMARY NAVAID</u></b>	<b><u>MONITOR POINT</u></b>	<b><u>HRS OPERATION</u></b>	<b><u>CAT</u></b>
<b><u>APPROACH AND RUNWAY LIGHTING SYSTEM</u></b>		<b><u>RUNWAY MARKINGS</u></b>	<b><u>RUNWAY VISUAL RANGE</u></b>
RW02 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)			
RW20 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)			

<b><u>GLIDESLOPE ANGLE</u></b>	<b><u>ELEV RWY THRESHOLD</u></b>	<b><u>TCH</u></b>	<b><u>ELEV GS ANTENNA</u></b>	<b><u>DISTANCE FROM RWY</u></b>	<b><u>VGSI ANGLE</u></b>	<b><u>TCH</u></b>
3.00	297.8	30.0			3.00	25.0

**FINAL APPROACH COURSE AIMING**

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

**CRITICAL TEMPERATURES**

<b><u>CRITICAL LOW</u></b>	<b><u>CRITICAL HIGH</u></b>	<b><u>ACT</u></b>	<b><u>APT ISA</u></b>
-25C	+54C	-25C	+14.33C

**CRITICAL TEMPERATURE REMARKS:**  
AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -40C ISA DEVIATION.  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 959 HIGH TEMP 1266.

**"VISUAL PORTION OF FINAL" PENETRATIONS**

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or  
**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**





<u>AIRPORT</u> MOUNTAIN VILLAGE	<u>AIRPORT ID</u> PAMO	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 2	<u>AMDT NO.</u> 2	<u>CITY</u> MOUNTAIN VILLAGE	<u>STATE</u> AK	<u>AIRPORT ELEVATION</u> 339	<u>FACILITY</u> RNAV
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.05
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	032.45
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	319
DISTANCE FROM	THLD	TO 1500FT POINT	4.62
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.14
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	32.45
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	319

THRESHOLD  
COORDINATES  
(IF STR-IN)

620526.72N/1634118.03W

ARP COORDINATES

620541.20N/1634058.30W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 20 DISTANCE 0.29 NM

FAF  
COORDINATES

620133.45N/1634634.62W

FIX NAME  
COORDINATES

REMARKS

TAA: HAJJI (IAF) 620045.75N-1640743.78W; HOBUK (IAF) 615213.53N-1633907.21W, BRUNI (IF/IAF) 615630.38N-1635323.50W.  
RADIUS: 30 NM.

QUALITY  
24  
CHECKED

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<u>AIRPORT</u> MOUNTAIN VILLAGE	<u>AIRPORT ID</u> PAMO	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 2	<u>AMDT NO.</u> 2	<u>CITY</u> MOUNTAIN VILLAGE	<u>STATE</u> AK	<u>AIRPORT ELEVATION</u> 339	<u>FACILITY</u> RNAV
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PART E: PREPARED BY

<u>NAME</u> MARK CIARLONE	<u>OFFICE</u> AJV-A423	<u>DATE</u> 11/20/2018	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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