

RNAV - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.33				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										MISSED APPROACH									
FROM		TO		COURSE AND DISTANCE				ALTITUDE		LNAV: RW19 CLIMB TO 2600 DIRECT RALRY AND HOLD. ADDITIONAL FLIGHT DATA: HOLD S, RT, 011.34 INBOUND. FAS OBST: 260 AAO 590648N/1582602W CHART VDP AT 1.37 NM TO RW19. CHART CIRCLING ICON. CHART PROFILE NOTE: VISUAL SEGMENT - OBSTACLES.									
ZEDAG (IF/IAF)		JUBAL (TF) (FB) (RNP 1.00)		191.65 / 7.63				1900											
JUBAL (FAF)		RW19 (MAP) (TF) (FO) (RNP 0.30)		191.56 / 5.58															
RW19 (MAP)		482 MSL		191.56				2600											
482 MSL		RALRY (DF) (FO) (RNP 1.00)																	
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. HOLD N ZEDAG, LT, 191.65 INBOUND, 4300 FT. IN LIEU OF PT (IAF) 3. FAC: 191.56 FAF: JUBAL DIST FAF TO MAP: 5.58 THLD: 5.58 4. MIN. ALT: ZEDAG 4300, JUBAL 1900 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: 34:1 IS NOT CLEAR 8. MSA FROM: _____																MAG VAR: 15E		EPOCH YEAR: 2010	
MINIMUMS																			
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT								ALTERNATE: N A		STANDARD @									
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				
LNAV MDA	560	1	479	560	1	479	560	1 1/4	479	560	1 1/4	479							
CIRCLING	600	1	518	600	1	518	700	1 3/4	618	780	2 1/4	698							
NOTES: CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO CATS A/B. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY WHEN USING MANOKOTOK ALTIMETER SETTING. CHART NOTE: CIRCLING NA E OF RWY 01-19. CHART NOTE: RWY 19 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. (CONTINUED ON PAGE 2)																			
CITY AND STATE DILLINGHAM, AK		ELEVATION: 82 TDZE: 81 AIRPORT NAME: DILLINGHAM		FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 19, AMDT 3						SUP:							
												AMDT: 2E							
												DATED 07/21/2016							

QUALITY
5
CHECKED

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
				ROUTINE	
COORDINATED WITH:					
ATA <div><input checked="" type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>		ALPA <div><input checked="" type="checkbox"/></div>	
APA <div><input type="checkbox"/></div>		AOPA <div><input checked="" type="checkbox"/></div>		NBAA <div><input checked="" type="checkbox"/></div>	
OTHER (specify)		<div><input checked="" type="checkbox"/> ZAN, AIRPORT MANAGER, STATE OF ALASKA DOT</div>			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY <i>Digitally signed by</i>					
NAME: <div>ROBERT GRIM</div>				FIFO <div>AJV-5431</div>	DATE: <div>04/06/2016</div>
ROBERT GRIM				Oct 25, 2016	
APPROVED BY					
NAME: <div>LONNIE EVERHART</div>				FIFO <div>AJV-5430</div>	DATE:
LONNIE EVERHART				MANAGER	
CHANGES:					
<div>1. CA LEG ALTITUDE CHANGED FROM 481 TO 482.</div> <div>2. HOLD IN LIEU PATTERN CHANGED FROM RIGHT TURNS TO LEFT TURNS.</div> <div>3. LENGTH OF FINAL CHANGED FROM 5.61 TO 5.58.</div> <div>4. LP LINE OF MINIMA DELETED FROM PROCEDURE.</div> <div>5. LNAV MDA/HAT CHANGED FROM 540/476 ALL CATS TO 560/479 ALL CATS. VISIBILITY CHANGED FROM 1 3/8 CAT C/D TO 1 1/4 CAT C/D.</div> <div>6. ADDED STEP DOWN (4 NM) TO SOUTH TAA SECTOR.</div> <div>7. FAF CHANGED FROM FIXUV TO JUBAL.</div> <div>8. ADDED VDP TO PROCEDURE.</div>					
REASONS:					
<div>1. AIRPORT ELEVATION CHANGED FROM 81 TO 82.2 PER AIRNAV DATA.</div> <div>2. NONSTANDARD HOLDING PER ATC REQUEST.</div> <div>3. TCH CHANGED FROM 51 TO 56.6.</div> <div>4. LP DID NOT ACHIEVE REQUIRED LOWERING OF MDA OR DECREASE IN VISIBILITY.</div> <div>5. NEW CONTROLLING OBSTACLE AND REMOVAL OF 20:1 PENETRATIONS. LNAV CONTROLLING OBSTACLE CHANGED FROM 274 FT AAO TO 260 FT AAO. TDZE CHANGED FROM 81.6 TO 81.4 (PENDING AIRNAV DATA).</div> <div>6. TO ALLOW IPDS TO BUILD TAA WITHOUT LEFT AND RIGHT BASE LEGS.</div> <div>7. TO MATCH LOC RWY 19 BUILD.</div> <div>8. 20:1 PENETRATIONS REMOVED.</div>					



US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

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NOTES, (CONT.):

CHART NOTE: DME/DME RNP-0.3 NA.

CHART NOTE: VDP NA WHEN USING MANOKOTOK ALTIMETER SETTING.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MANOKOTAK ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET AND INCREASE LNAV CAT C/D VISIBILITY 1/8 SM.

FOR INOPERATIVE ALS, INCREASE LNAV CAT C/D VISIBILITY TO 1 3/8 MILE.

TAA

	FROM	TO	ALT
1.	102/30 CW 282/30 (NOPT)	102/4 CW 282/4	6300
2.	102/4 CW 282/4	ZEDAG (IF/IAF) (FB)	4300
3.	282/30 CW 102/30	282/4 CW 102/4	5400
4.	282/4 CW 102/4	ZEDAG (IF/IAF) (FO)	4300

QUALITY
5
CHECKED

CITY AND STATE

DILLINGHAM, AK

ELEVATION: 82

TDZE: 81

AIRPORT NAME:

DILLINGHAM

FACILITY
IDENTIFIER:
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
RNAV (GPS) RWY 19, AMDT 3

SUP:

AMDT: **2E**

DATED: **07/21/2016**

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH: ATA AAT ALPA APA AOPA NBAA OTHER (specify) <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> _____					
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.
STRAIGHT-IN AREA	102/30 CW 282/30	102/4 CW 282/4	1. AAO	593808.98N/1590024.02W	4300 (4D)	2000		6300
			2. TERRAIN	593808.98N/1590024.02W	4100 (4100)		AS1500	5600
STRAIGHT-IN AREA	102/4 CW 282/4	ZEDAG	3. TREE	591959.03N/1582046.52W	2585 (4D)	2000	MT-285	4300
			4. TERRAIN	591959.03N/1582046.52W	2550 (2600)		AS1500	4100
STRAIGHT-IN AREA	282/30 CW 102/30	282/4 CW 102/4	5. AAO	592722.77N/1591006.92W	3005 (4D)	2000	AT395	5400
			6. TERRAIN	592722.77N/1591006.92W	2805 (2800)		AS1500	4300
STRAIGHT-IN AREA	282/4 CW 102/4	ZEDAG	3. TREE	591959.03N/1582046.52W	2585 (4D)	2000	MT-285	4300
			4. TERRAIN	591959.03N/1582046.52W	2550 (2600)		AS1500	4100
INTERMEDIATE	ZEDAG (IF/IAF)	JUBAL	7. AAO	591506.00N/1581536.00W	577 (4D)	500		1100
			8. TERRAIN	591506.00N/1581536.00W	377 (400)		AS1500	1900
FINAL: LNAV	JUBAL	RW19	9. AAO	590647.98N/1582602.02W	260 (4D)	250	AC50	560
2. HOLD-IN-LIEU-OF-PT	ZEDAG	P-6	10. AAO	591958.69N/1582046.14W	2750 (4D)	1000	AT550	4300
			11. TERRAIN	591958.69N/1582046.14W	2550 (2600)		AS1500	4100
3. MISSED APPROACH	MAP: RW19	RALRY				ASC		2600
	ELEV: 460		12. AAO	585514.82N/1583948.74W	342 (4D)	1000		1400
			13. TERRAIN	585514.82N/1583948.74W	142 (100)		AS1500	1600
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.						
CATEGORY A	1.3 NM	REQUIRED 350	ACTUAL 518	14. TWR	590225.90N/1583122.50W	240 (4D)	300	AC50 600
CATEGORY B	1.5 NM	450	518	14. TWR	590225.90N/1583122.50W	240 (4D)	300	AC50 600
CATEGORY C	1.7 NM	450	618	15. TWR	590002.50N/1583252.70W	340 (4D)	300	AC50 700
CATEGORY D	2.3 NM	550	698	16. AAO	590527.15N/1583518.07W	424 (4D)	300	AC50 780
CATEGORY E	4.5 NM	550						
5. MINIMUM SAFE ALTITUDES	PRIMARY NAVID:							
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)
CITY AND STATE	ELEVATION: 82		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION	
DILLINGHAM, AK	AIRPORT NAME: DILLINGHAM		RNAV		RNAV (GPS) RWY 19, AMDT 3		AAL	

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: PRECIPITOUS TERRAIN EVALUATION COMPLETED. LPV AND LNAV/VNAV NOT APPLICABLE DUE TO GQS PENETRATIONS, FPT ADV NO FUTURE PLANS TO REMOVE GQS PENETRATIONS. CIRCLING NA EAST OF RWY 1-19 DUE TO NOISE ABATEMENT. VGSI DATA: 3.00/56.6 COMPUTED DESCENT ANGLE 3.00/TCH 56.6, FLIGHT INSPECTION RESULTS DO NOT WARRANT A VDA. 35 FT VEGETATION PER FPT. PADL/PAMB ASOS ON WMSCR. BOTH THE DILLINGHAM AND MANOKOTOK AWOS SYSTEMS HAVE BEEN UPGRADED TO AWOS-C AND INCLUDE WMSCR CAPABILITY PER THE FPT AND ATC. ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.81NM CAT C: 2.84NM CAT D: 3.71NM NO ADDITIONAL AIRSPACE REQUIRED. RASS PRESSURE PATTERNS SAME PADL 82.2, PAMB 106.6 RA = 34.77. ORDER 8260.3, VOLUME 1, "VISUAL PORTION OF FINAL" PENETRATIONS: 34:1 176 TREE (PADLG0041) 590332.76N/1582935.79W (41.79) 171 TREE (PDLGT000213) 590332.89N/1582940.61W (39.75) 174 TREE (PDLGT000227) 590333.58N/1582935.03W (37.07) 173 TREE (PDLGT000225) 590333.87N/1582937.52W (37.01) 172 TREE (PDLGT000224) 590334.33N/1582940.09W (36.54) 166 TREE (PDLGT000218) 590331.78N/1582935.08W (33.92) 173 TREE (PDLGT000234) 590333.65N/1582931.92W (33.75) 144 TREE (PDLGT000183) 590323.61N/1582932.61W (32.05) 151 TREE (PADLG0002) 590324.51N/1582925.74W (31.93) 171 TREE (PDLGT000239) 590336.70N/1582941.11W (29.91) 159 TREE (PDLGT000211) 590330.37N/1582932.81W (29.13) 142 TREE (PDLGT000186) 590324.64N/1582935.17W (29.06) 163 TREE (PDLGT000220) 590331.23N/1582930.04W (28.93) 165 TREE (PADLG0018) 590330.64N/1582924.21W (28.50) 153 TREE (PDLGT000200) 590331.57N/1582944.40W (27.87) 154 TREE (PDLGT000205) 590330.49N/1582937.74W (27.19) 135 TREE (PDLGT000180) 590323.50N/1582937.65W (26.81) 148 TREE (PDLGT000197) 590329.46N/1582941.89W (26.79) 167 TREE (PDLGT000237) 590335.75N/1582938.29W (26.51) 141 TREE (PDLGT000189) 590327.74N/1582944.23W (25.99) 146 TREE (PADLG0001) 590325.06N/1582926.35W (25.88) 162 TREE (PDLGT000226) 590330.96N/1582925.55W (25.57) 145 TREE (PDLGT000194) 590329.86N/1582945.36W (25.10) 155 TREE (PDLGT000216) 590329.74N/1582927.34W (23.06) 137 TREE (PDLGT000188) 590323.81N/1582930.10W (22.80) 150 TREE (PDLGT000208) 590331.47N/1582940.79W (22.66) 131 TREE (PDLGT000181) 590326.33N/1582945.64W (20.73) 114 TREE (PDLGT000166) 590317.94N/1582936.04W (19.56) 136 TREE (PDLGT000190) 590326.27N/1582934.71W (18.39) 117 TREE (PDLGT000170) 590318.68N/1582932.46W (18.12) 129 TREE (PDLGT000182) 590322.70N/1582929.99W (17.69) 131 TREE (PDLGT000187) 590322.84N/1582926.62W (17.00) 109 TREE (PDLGT000167) 590318.70N/1582937.62W (13.61) CONT.	
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE			3. ALTIMETER SETTING					
ZAN ARTCC DLG FSS ENA FSS				N W S	OTHER: AWOS-3		SOURCE:PADL / PAMB				
				F A A			DISTANCE: 0 / 14.00				
				A / C			HOURS REMOTE OPERATION: 24 / 24				
SATISFACTORY ON:											
X	V H F	X	U H F		H F	LOCATION: PADL			ADJUSTMENT: 0 / 35		
4. MONITOR STATUS	PRIMARY NAVAID:										
	MONITOR POINT:										
	HRS OPTN:	CAT 1		CAT 3							
5. APPROACH & RUNWAY LIGHTING		ALS									
		(S) SALS									
		MALS									
	X	HIRL 01 (PCL), 19 (PCL)									
		MIRL									
	X	REIL 19									
		TDZ									
		C/LINE									
	X	OTHER (SPECIFY) VASI-4L 19 (PCL) ODALS 19 (PCL) PAPI-4L 01 (PCL)									
6. RUNWAY MARKINGS		BASIC									
		ALL WEATHER									
		INSTRUMENT NPI-G 01, 19									
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		X	RUNWAY THRESHOLD						FT. FROM THRESHOLD		
		X	ON CENTERLINE						FT. FROM CENTERLINE		
10. WAIVERS: NONE											
PART D - PREPARED BY: ROBERT GRIM						DATE: 04/06/2016					
TITLE: AERONAUTICAL INFORMATION SPECIALIST						OFFICE: AJV-5431					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

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							QUALITY
CATEGORY E	4.5 NM		550							5

[illegible]

CITY AND STATE DILLINGHAM, AK	ELEVATION: 82 AIRPORT NAME: DILLINGHAM	FACILITY RNAV	PROCEDURE AND AMENDMENT NO: RNAV (GPS) RWY 19, AMDT 3	REGION AAL
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PART B - SUPPLEMENTAL DATA										PART C - REMARKS: CONTINUED. 103 TREE (PDLGT000160) 590317.18N/1582939.30W (12.83) 117 TREE (PDLGT000175) 590320.81N/1582931.78W (11.96) 118 TREE (PDLGT000177) 590325.13N/1582946.75W (11.70) 153 TREE (PDLGT000241) 590332.55N/1582924.41W (11.54) 98 BUSH (PADLG0044) 590315.95N/1582938.66W (10.67) 131 TREE (PDLGT000195) 590325.13N/1582926.16W (10.56) 156 TREE (PDLGT000248) 590337.41N/1582936.80W (10.05) 137 TREE (PDLGT000206) 590327.64N/1582926.27W (9.93) 155 TREE (PDLGT000247) 590338.35N/1582940.64W (9.18) 148 TREE (PDLGT000235) 590332.87N/1582928.63W (8.58) 142 TREE (PDLGT000219) 590329.33N/1582923.07W (8.22) 133 TREE (PDLGT000201) 590326.25N/1582923.44W (7.70) 107 TREE (PDLGT000171) 590319.55N/1582934.91W (7.48)			
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE			3. ALTIMETER SETTING							
SATISFACTORY ON:				N W S	OTHER:		SOURCE:						
				F A A			DISTANCE:						
				A / C			HOURS REMOTE OPERATION:						
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:				
4. MONITOR STATUS		PRIMARY NAVAID:											
		MONITOR POINT:											
		HRS	CAT 1										
		OPTN:	CAT 3										
5. APPROACH & RUNWAY LIGHTING			ALS										
			(S) SALS										
			MALS										
			HIRL										
			MIRL										
			REIL										
			TDZ										
			C/LINE										
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:						

