

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		LP: ATELE LNAV: ATELE CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 3700 DIRECT GLENT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3700. ***MISSED APPROACH REQUIRES A MINIMUM CLIMB OF 280 FEET PER NM TO 1180. ADDITIONAL FLIGHT DATA: CHART ARRIVAL HOLDING AT GLENT: HOLD NW, RT, 134.96 INBOUND, 3700. CHART FAS OBST: 200 SHIP 551251N/1623606W CHART FAS OBST: 231 ANT 551122N/1624218W CHART VDP AT 0.66 NM TO ATELE. WAAS CHANNEL # 42730 REFERENCE PATH ID: W26A CHART AT OR ABOVE 3000 AT SOTOE. CHART CIRCLING ICON. SOTOE TO RW26: 3.01/45. FICTITIOUS THRESHOLD POINT (CFVWB) DO NOT CHART. FAC CROSSES RWY C/L EXTENDED 3000 FT FROM THLD. CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 14.53 DEGREES. LTP HAE: 45.2 M MAG VAR: 12E EPOCH YEAR: 2015						
CDB VORTAC	GLENT (TF) (FO) (RNP 2.00)			032.48 / 11.85			3700								
ELF NDB	GLENT (TF) (FO) (RNP 2.00)			040.66 / 11.09			3700								
SAFKO	GLENT (TF) (FO) (RNP 2.00)			205.21 / 28.04			3700								
BINAL	GLENT (TF) (FO) (RNP 2.00)			208.24 / 28.18			3700								
GLENT (IAF)	LEMMR (TF) (FB) (RNP 1.00)			134.96 / 8.82			3000								
(SEE FORM 8260-10)															
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. PROFILE STARTS AT LEMMR 3. FAC: <u>248.39</u> FAF: <u>SOTOE</u> DIST FAF TO MAP: <u>5.03</u> THLD: <u>5.51</u> 4. MIN. ALT: <u>LEMMR 3000, SOTOE 1900</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: <u>34:1 IS CLEAR</u> 8. MSA FROM: <u>ATELE 7100</u>															
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
LP MDA***	500	1	399	500	1	399	500	1 1/8	399	500	1 1/8	399			
LP MDA	660	1	559	660	1	559	660	1 5/8	559	660	1 5/8	559			
LNAV MDA***	700	1	599	700	1	599	700	1 5/8	599	700	1 5/8	599			
LNAV MDA	500	1	399	500	1	399	500	1 1/8	399	500	1 1/8	399			
CIRCLING	700	1	599	700	1	599	700	1 1/2	599	860	2	759			
NOTES: CHART NOTE: CIRCLING NA FOR CAT B, C, D SW OF RWY 15-33. CHART NOTE: DME/DME RNP-0.3 NA. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ELF NDB ON G12 WESTBOUND. CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).															
CITY AND STATE			ELEVATION: 101 TDZE: 101			FACILITY IDENTIFIER:			PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:		
COLD BAY, AK			AIRPORT NAME:			RNAV			RNAV (GPS) RWY 26, AMDT 3				AMDT: 2A		
			COLD BAY										DATED 11/13/2014		



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	AAT	ALPA	APA	AOPA	NBAA
<div><input checked="" type="checkbox"/></div>	<div><input type="checkbox"/></div>	<div><input checked="" type="checkbox"/></div>	<div><input checked="" type="checkbox"/></div>	<div><input checked="" type="checkbox"/></div>	<div><input checked="" type="checkbox"/></div>
OTHER (specify) ZAN, CDB FSS, AMGR, AK AERO					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
JACOB A. POWERS (IVAN BLANCO)				AJV-5432	05/24/2017
APPROVED BY					
NAME:				FIFO	DATE:
PATRICK MULQUEEN				AJV-5430	
MANAGER					
CHANGES:					
<div>1. ROUNDED MA CLIMB TO ALTITUDE FROM 760 TO 800.</div> <div>2. LOWERED STANDARD CG LP AND LNAV MINIMA FROM 720/618 AND 760/658 TO 660/560 AND 700/600.</div> <div>3. VDP RELOCATED FROM 0.65 TO 0.66 FROM ATELE.</div> <div>4. CHANGED SOTOE TO RW 26 FROM: 3.02/45 TO 3.01/45.</div> <div>5. CHANGED CIRCLING MDA/HAA CAT A-D FROM 760/658 TO CAT A-C 700/599, CAT D 860/759.</div> <div>6. CHANGED COURSE FROM CDB VORTAC TO GLENT FROM 032.52 TO 032.48.</div> <div>7. FAC CHANGED FROM 248.25 TO 248.39, DIST FAF TO MAP CHANGED FROM 5.01 TO 5.03, DISTANCE TO THLD CHANGED FROM 5.49 TO 5.51.</div> <div>8. CHANGED COURSE/DISTANCE FROM LEMMR TO SOTOE FROM 219.07/6.99 TO 219.27/7.02.</div> <div>9. REPLACED LINE 2 INFORMATION FOR H-I-L WITH NOTE "PROFILE STARTS AT LEMMR" AND ADDED ARRIVAL HOLDING TO ADDITIONAL FLIGHT DATA BLOCK.</div> <div>10. REMOVED NOTE: CIRCLING NA FOR CAT A AND B SW OF RWY 15-33 AT NIGHT. CHANGED NOTE FROM: CIRCLING NA FOR CAT C AND D SW OF RWY 15-33 TO: CIRCLING NA FOR CAT B, C, D, SW OF RWY 15-33.</div> <div>11. CHANGED FAS DATA: FTP FROM: 551145.4750N-1624223.9075W TO: 551145.8290N-1624230.3950W, FPAP FROM: 551130.1905N-1624457.0585W TO: 551130.7505-1624503.6085W, FTP ELLIPSOIDAL HEIGHT FROM: +00463 TO: 00452, GPA FROM: 03.02 TO: 03.01, CRC REMAINDER FROM: F5509DD2 TO: 4B2377EF. ORTHOMETRIC HEIGHT FROM: +00309 TO:+00301.</div>					
REASONS:					
<div>1. IAW 8260.19G 8-6-7B, USE OF 760 MSL IS NOT REQUIRED AS A LAST RESORT.</div> <div>2. MISSED APPROACH PENETRATION LOWERED PER VG SURVEY.</div> <div>3. THRESHOLD RELOCATION.</div> <div>4. PFAF AND THRESHOLD RELOCATION.</div> <div>5. NEW CIRCLING CRITERIA APPLIED.</div> <div>6. THIRD PARTY SURVEY COMPLETED ON CDB VORTAC.</div> <div>7-8. RWY THRESHOLD RELOCATED AND UPDATED PFAF FORMULA USED.</div> <div>9. H-I-L NOT AUTHORIZED AT IAF.</div> <div>10. NO 20:1 PENETRATIONS (EXCEPT AS NOTED IN REMARKS) AND TERRAIN SW OF AIRPORT.</div> <div>11. THRESHOLD RELOCATION.</div>					
PDF EDIT FOR SIAP LIMITATION: REMOVED MA HOLDING INSTRUCTIONS FROM ADDITIONAL FLIGHT DATA (MIRRORS ARRIVAL HOLDING).					



US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
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, (CONT.):

<u>FROM</u>	<u>TO</u>	<u>COURSE AND DISTANCE</u>	<u>ALTITUDE</u>
LEMMR (IF)	SOTOE (TF) (FB) (RNP 1.00)	219.27 / 7.02	1900
SOTOE (FAF)	ATELE (MAP) (TF) (FO) (RNP 0.30)	248.39 / 5.03	
ATELE (MAP)	800 MSL (CA)	248.39	800
800 MSL	GLENT (DF) (FO) (RNP 1.00)		3700

QUALITY
19
CHECKED

CITY AND STATE
COLD BAY, AK

ELEVATION: 101 **TDZE: 101**
 AIRPORT NAME:
 COLD BAY

FACILITY
IDENTIFIER:
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
RNAV (GPS) RWY 26, AMDT 3

SUP:
 AMDT: 2A
 DATED: 11/13/2014

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

**RNAV STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - FAR 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.

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	PACD
RUNWAY	RW26
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	0
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W26A
LTP/FTP LATITUDE	551145.8290N
LTP/FTP LONGITUDE	1624230.3950W
LTP/FTP ELLIPSOIDAL HEIGHT	+00452
FPAP LATITUDE	551130.7505N
FPAP LONGITUDE	1624503.6085W
THRESHOLD CROSSING HEIGHT (TCH)	00045.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.01
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0000
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	0.0
 <u>CRC REMAINDER</u>	 4B2377EF

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	PA
LTP ORTHOMETRIC HEIGHT	+00301
FPAP ORTHOMETRIC HEIGHT	+00301

QUALITY
19
CHECKED

CITY AND STATE COLD BAY, AK	ELEVATION: 101 AIRPORT NAME: COLD BAY	TDZE: 101 RNAV	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 26, AMDT 3	SUP:
				AMDT: 2A
				DATED: 11/13/2014

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>
NBAA <div><input type="checkbox"/></div>		OTHER (specify) <div><input type="checkbox"/></div>			
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	CDB VORTAC	GLENT	1. AAO	552012.00N/1623430.00W	410 (4E)	2000	AT1290	3700			
			2. TERRAIN	552012.00N/1623430.00W	210 (200)		AS2300	2500			
FEEDER	ELF NDB	GLENT	3. AAO	552003.00N/1623630.00W	407 (4E)	2000	AT1293	3700			
			4. TERRAIN	552003.00N/1623630.00W	207 (200)		AS2300	2500			
FEEDER	SAFKO	GLENT	5. AAO	554214.90N/1620400.20W	1555 (6C)	2000		3600			
			6. TERRAIN	554214.90N/1620400.20W	1355 (1400)		AS2300	3700			
FEEDER	BINAL	GLENT	5. AAO	554214.90N/1620400.20W	1555 (6C)	2000		3600			
			6. TERRAIN	554214.90N/1620400.20W	1355 (1400)		AS2300	3700			
INITIAL	GLENT	LEMMR	7. AAO	551736.00N/1621942.00W	1086 (4E)	1000	AT914	3000			
			8. TERRAIN	551736.00N/1622006.00W	650 (700)		AS1000	1700			
INTERMEDIATE	LEMMR	SOTOE	9. AAO	551218.00N/1622848.00W	1152 (4E)	500	AC53 PR100	1900			
			10. TERRAIN	551218.00N/1622848.00W	899 (900)		AS1000	1900			
FINAL: LP	SOTOE	ATELE	11. SHIP	551251.00N/1623606.00W	200 (4D)	250	AC50 MA141	660			
FINAL: LP	SOTOE	ATELE	11. SHIP	551251.00N/1623606.00W	200 (4D)	250	AC50	500			
2. PROCEDURE TURN											
3. MISSED APPROACH	MAP:	ATELE / ATELE /	GLENT	13. GRD (PCDBT000216)	551132.37N/1624722.13W	942 (1A)	ASC	3700			
		ATELE / ATELE		13. GRD (PCDBT000216)	551132.37N/1624722.13W	942 (1A)	1000	2000			
	ELEV:	560/400/600/400		14. TERRAIN	551133.00N/1624718.00W	916 (900)	AS1000	1900			
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.									
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL	599	12. ANT (PCDBT000075)	551122.15N/1624217.65W	231 (1A)	300	SI	700
CATEGORY B	1.5 NM		450		599	12. ANT (PCDBT000075)	551122.15N/1624217.65W	231 (1A)	300	SI	700
CATEGORY C	1.7 NM		450		599	15. AAO	550912.00N/1624130.00W	235 (3D)	300	SI	700
CATEGORY D	2.3 NM		550		759	16. AAO	550812.00N/1624154.00W	506 (3D)	300	AC53	860
CATEGORY E	4.5 NM		550								
5. MINIMUM SAFE ALTITUDES									PRIMARY NAVAD: ATELE		
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A		
360-360	AAO	199/08.2	6003 (4E)	7100							
CITY AND STATE			ELEVATION: 101		FACILITY		PROCEDURE AND AMENDMENT NO:			REGION	
COLD BAY, AK			AIRPORT NAME:		RNAV		RNAV (GPS) RWY 26, AMDT 3			AAL	
			COLD BAY								

QUALITY
19
CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: PRECIPITOUS TERRAIN EVALUATION COMPLETED. PCDBT000048 IS AN AIRPORT SIGN CAUSING A 0.36' 20:1 PENETRATION BUT THE SIGN IS TO BE REMOVED IN CONJUNCTION WITH THRESHOLD RELOCATION ON WHICH THIS AMENDMENT IS BASED. ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.81NM CAT C: 2.85NM CAT D: 3.72NM NO ADDITIONAL AIRSPACE REQUIRED. 15' VEGETATION APPLIED PER FPT. NO BACK UP ALTIMETER AVAILABLE. VGSI DATA: 3.00/35 LPV/VNAV NOT DEVELOPED DUE TO GREATER THAN 15 DEGREE TURN AT PFAF. FINAL COURSE OFFSET FOR TERRAIN AVOIDANCE. INTERMEDIATE COURSE OFFSET FOR TERRAIN AVOIDANCE. ONE INTERMEDIATE DOCUMENTED WITH HIGHEST OBSTACLE. 2300 USED FOR AIRSPACE FOR REFUGE PROTECTION. INITIAL SEGMENT BUILD AS INTERMEDIATE LEG 1 - TF TO GLENT AS WORKAROUND TO IPDS LIMITATION WITH THIS SIAP GEOMETRY. XP ADJUSTMENT FOR ROUNDING.															
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING																	
ZAN ARTCC CDB FSS						N W S		OTHER: ASOS												SOURCE: PACD					
				X		F A A														DISTANCE:					
						A / C														HOURS REMOTE OPERATION: 0/YES					
SATISFACTORY ON:				LOCATION: PACD/PACD				ADJUSTMENT: 0																	
4. MONITOR STATUS		PRIMARY NAVAID:																							
		MONITOR POINT:																							
		HRS OPTN:		CAT 1																					
				CAT 3																					
5. APPROACH & RUNWAY LIGHTING				ALS																					
				(S) SALS																					
		X		MALSR 15 (PCL)																					
		X		HIRL 08 (PCL), 15 (PCL), 26 (PCL), 33 (PCL)																					
				MIRL																					
				REIL																					
				TDZ																					
				C/LINE																					
		X		OTHER (SPECIFY) VASI-4L 08 (PCL), 26 (PCL), 33																					
6. RUNWAY MARKINGS		BASIC																							
		ALL WEATHER		PIR-F 15, 33																					
		INSTRUMENT		NPI-F 08, 26																					
7. RUNWAY VISUAL RANGE		APPROACH		15																					
		MIDFIELD																							
		ROLL OUT		33																					
8. GLIDE PATH		GP ANGLE:				ELEV RWY THRESHOLD:																			
		DISTANCE FROM RWY:				ELEV GP ANTENNA:																			
						THRESHOLD CROSSING HEIGHT:																			
9. FINAL APPROACH COURSE AIMING				RUNWAY THRESHOLD				3000 FT. FROM THRESHOLD																	
		X		ON CENTERLINE				FT. FROM CENTERLINE																	
10. WAIVERS: NONE																									
PART D - PREPARED BY: JACOB A. POWERS (IVAN BLANCO)										DATE: 05/24/2017															
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5432															



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD	
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:	
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:	