

**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><b>AIRPORT</b></u> COLD BAY	<u><b>AIRPORT ID</b></u> PACD	<u><b>PROCEDURE NAME</b></u> RNAV (GPS) RWY 26	<u><b>ORIGINAL/AMENDMENT</b></u> 4	<u><b>CITY</b></u> COLD BAY	<u><b>STATE</b></u> AK
<u><b>AIRPORT ELEVATION</b></u> 100	<u><b>TDZE</b></u> 100	<u><b>SUPERSEDED</b></u> RNAV (GPS) RWY 26	<u><b>ORIGINAL/AMENDMENT</b></u> 3A	<u><b>DATED</b></u> 03/29/2018	<u><b>MAG VAR</b></u> 12E
<u><b>FACILITY</b></u> RNAV	<u><b>COORDINATES OF FACILITIES</b></u>	<u><b>ACTUAL EFFECTIVE DATE</b></u>	<u><b>REQUIRED EFFECTIVE DATE</b></u> CONCURRENT WITH DOCKET: 18- AAL-12	<u><b>CANCEL/SUSPEND</b></u>	<u><b>EPOCH YEAR</b></u> 2015

**TERMINAL ROUTES**

<u><b>FROM</b></u>	<u><b>FIX TYPE</b></u>	<u><b>TO</b></u>	<u><b>FIX TYPE</b></u>	<u><b>LEG TYPE</b></u>	<u><b>FO/FB</b></u>	<u><b>RNP</b></u>	<u><b>COURSE</b></u>	<u><b>DISTANCE</b></u>	<u><b>ALTITUDE</b></u>
UNETE		GLENT		TF	FO	2.00	050.08	20.61	3700
GENFU		GLENT		TF	FO	2.00	074.40	19.69	3700
SAFKO		GLENT		TF	FO	2.00	205.21	28.04	3700
BINAL		GLENT		TF	FO	2.00	208.24	28.18	3700
GLENT	IAF	LEMMR		TF	FB	1.00	134.96	8.82	3000
LEMMR	IF	SOTOE		TF	FB	1.00	219.27	7.02	1900
SOTOE	FAF	ATELE	MAP	TF	FO	0.30	248.39	5.03	
ATELE	MAP	800 MSL		CA	FB		248.39		800
800 MSL		GLENT		DF	FO	1.00			3700

**MISSED APPROACH**

**MAP:**

LP: ATELE  
LNAV: ATELE

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 3700 DIRECT GLENT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3700.  
#MISSED APPROACH REQUIRES MINIMUM CLIMB OF 280 FEET PER NM TO 1180.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF (IAF)
2.	PROFILE STARTS AT LEMMR			
3. FAC:	248.39	FAF: SOTOE	DIST FAF TO MAP: 5.03	DIST FAF TO THLD: 5.52
4. MIN ALT:	LEMMR 3000, SOTOE 1900			
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:
6. MIN GP INCPT:	GP ALT AT FAF :	OM:	MM:	IM:
7. GP ANGLE:	34:1: IS CLEAR	20:1: IS CLEAR	TCH:	
8. MSA FROM:	ATELE 7100			

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: CIRCLING NA FOR CAT B, C, AND D SW OF RWY 15-33.  
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

ADDITIONAL FLIGHT DATA:

CHART ARRIVAL HOLDING AT GLENT: HOLD NW, RT, 134.96 INBOUND, 3700.  
CHART CIRCLING ICON.  
SOTOE TO RW26: 3.00/45.  
FICTITIOUS THRESHOLD POINT (CFVWB) DO NOT CHART.  
CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 14.52 DEGREES.  
CHART AT OR ABOVE 1900 AT SOTOE.  
CHART VDP AT 0.67 NM TO ATELE  
WAAS CHANNEL #42730  
REFERENCE PATH ID: W26A  
CHART FAS OBST: 231 ANTENNA 551122N/1624218W.  
FAS OBST: 200 SHIP 551251N/1623606W.  
FAC CROSSES RWY C/L EXTENDED 3003 FT FROM THLD.  
FTP HAE: 45.8 M



**MINIMUMS:**

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

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/2

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
LP MDA#	500	1	400	500	1	400	500	1 1/8	400	500	1 1/8	400			
LP MDA	660	1	560	660	1	560	660	1 5/8	560	660	1 5/8	560			
LNAV MDA#	500	1	400	500	1	400	500	1 1/8	400	500	1 1/8	400			
LNAV MDA	700	1	600	700	1	600	700	1 3/4	600	700	1 3/4	600			
CIRCLING	700	1	600	700	1	600	700	1 3/4	600	860	2 1/2	760			

**CHANGES - REASONS**

1. DELETED FEEDER SEGMENTS AND ASSOCIATED PROCEDURE ENTRY NOTES FROM ELF NDB AND CDB VORTAC - FPT REQUEST BY CHECKLIST.
2. ADDED FEEDER SEGMENTS FROM UNETE AND GENFU - FPT REQUEST BY CHECKLIST.
3. VDA CHANGED FROM 3.01 TO 3.00 - TARGETS CALCULATION INSTEAD OF IPDS CALCULATION.
4. ADDED 20:1 IS CLEAR TO LINE 7 - 8260.19H PARA 8-6-7G3 REQUIRES RNAV PROCEDURES TO STATE WHETHER THE 34:1 AND 20:1 OBSTACLE ASSESSMENT SURFACES ARE CLEAR OR NOT.
5. CHARTED RNP APCH - 8260.19H PARA 8-6-8B(1) PBN REQUIREMENTS NOTES REQUIRED TO ANNOTATION OF THE PBN NAVIGATION SPECIFICATION USED.
6. DELETED DME/DME RNP-0.3 NA NOTE - REPLACED BY PBN REQUIRED NOTE (RNP APCH).
7. FTP (CFWVB) MOVED 96 FT; CHANGED FROM 551145.8290N/1624230.3950W TO 551145.6670N/1624232.0220W - CALCULATED BY NEW TARGETS AUTOMATION AFTER RWY LTP CHANGED FROM 551153.1400N/1624232.5900W TO 551153.1425N/1621153.6890W.
8. APT ELEV AND TDZE CHANGED FROM 100.6 (101) TO 99.5 (100) - APT SURVEY.
9. LNAV CATS C/D VISIBILITY CHANGED FROM 1 5/8 TO 1 3/4 - VIS TOOL AFTER HAT CHANGED FROM 599 TO 600.
10. CRC REMAINDER CHANGED FROM 4B2377EF TO A7CCFCA8 - FTP, FPAP, HAE, AND VDA CHANGED.
11. FPAP CHANGED FROM 551130.7505N/1624503.6085W TO 551130.5885N/1624505.2350W - FTP (CFWVB) CHANGED FROM 551145.8290N/1624230.3950W TO 551145.6670N/1624232.0220W WHEN CALCULATED BY NEW TARGETS AUTOMATION AFTER RWY LTP CHANGED FROM 551153.1400N/1624232.5900W TO 551153.1425N/1621153.6890W.
12. HAE CHANGED FROM 45.2 TO 45.8 - APT SURVEY
13. CHANGED FAC CROSSING C/L EXTENDED DISTANCE TO THRESHOLD FROM 3000 TO 3003 IN ADDITIONAL FLIGHT DATA SECTION - NO LONGER ROUNDED.
14. CHANGED FAC OFFSET NOTE DEGREE FROM 14.53 TO 14.52 - TARGETS CALCULATION AFTER MOVING FTP 96 FT.
15. CHANGED VDP DISTANCE TO ATELE FROM 0.66 TO 0.67 - TARGETS CALCULATION AFTER MOVING FTP 96 FT.
16. LP MDA# MINIMUMS HAT CHANGED FROM 399 TO 400 FOR ALL CATS - LTP CHANGED FROM 101 TO 100.
17. LP MDA MINIMUMS HAT CHANGED FROM 559 TO 560 FOR ALL CATS - LTP CHANGED FROM 101 TO 100.
18. LNAV MDA# MINIMUMS HAT CHANGED FROM 399 TO 400 FOR ALL CATS - LTP CHANGED FROM 101 TO 100.
19. LNAV MDA MINIMUMS HAT CHANGED FROM 599 TO 600 FOR ALL CATS - LTP CHANGED FROM 101 TO 100.
20. CIRCLING CATS A, B, AND C MINIMUMS HAA CHANGED FROM 599 TO 600 - APT ELEV CHANGED FROM 101 TO 100.
21. CIRCLING CAT D MINIMUMS HAA CHANGED FROM 759 TO 760 - APT ELEV CHANGED FROM 101 TO 100.
22. CIRCLING CAT C VISIBILITY CHANGED FROM 1 1/2 TO 1 3/4 - HAA CHANGED FROM 599 TO 600.
23. CIRCLING CAT D VISIBILITY CHANGED FROM 2 TO 2 1/2 - HAA CHANGED FROM 759 TO 760.
24. CHANGED CIRCLING RESTRICTION NOTE FROM "CIRCLING NA FOR CAT B, C, D SW OF RWY 15-33" TO "CIRCLING NA FOR CAT B, C, AND D SW OF RWY 15-33." - 8260.19H PARA 8-6-110(5)(D).
25. ORTHOMETRIC HEIGHTS CHANGED FROM +00301 TO +00303 - LTP AND APT ELEVATIONS CHANGED FROM 101 TO 100.

QUALITY  
4  
CHECKED

AIRPORT  
COLD BAY

AIRPORT ID  
PACD

PROCEDURE NAME  
RNAV (GPS) RWY 26

ORIGINAL/AMENDMENT  
4

CITY  
COLD BAY

STATE  
AK

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZAN, CDB FSS, AMGR, AK AERO, ATA

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

*Digitally signed by*

KELLY DEAN

**KELLY D DEAN**

OFFICE

AJV-5431

DATE

09/20/2018

APPROVED BY

Oct 18, 2018

PATRICK MULQUEEN

OFFICE

AJV-5430

DATE

TITLE

MANAGER

QUALITY  
4  
CHECKED

**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	PACD
RUNWAY	RW26
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W26A
LTP/FTP LATITUDE	551145.6670N
LTP/FTP LONGITUDE	1624232.0220W
LTP/FTP ELLIPSOIDAL HEIGHT	+00458
FPAP LATITUDE	551130.5885N
FPAP LONGITUDE	1624505.2350W
THRESHOLD CROSSING HEIGHT (TCH)	00045.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0000
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	0.0
CRC REMAINDER	A7CCFCA8

**ADDITIONAL PATH POINT RECORD INFORMATION**

ICAO CODE	PA
LTP ORTHOMETRIC HEIGHT	+00303
FPAP ORTHOMETRIC HEIGHT	+00303

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

<u>AIRPORT</u> COLD BAY	<u>AIRPORT ID</u> PACD	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 26	<u>AMDT NO.</u> 4	<u>CITY</u> COLD BAY	<u>STATE</u> AK	<u>AIRPORT ELEVATION</u> 100	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

<u>FROM</u> UNETE	<u>TO</u> GLENT
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<u>RNP</u>	<u>DISTANCE</u> 20.61	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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	552024.00N/1623718.00W	380	164	98	4E	2000				AT1320	3700
2.TERRAIN	552024.00N/1623718.00W	180 (200)								AS1500	1700

COMPUTATIONS

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

FEEDER

<u>FROM</u> GENFU	<u>TO</u> GLENT
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<u>RNP</u>	<u>DISTANCE</u> 19.69	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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	552503.00N/1630812.00W	1437	164	98	4E	2000				AT263	3700
4.TERRAIN	552312.00N/1623836.00W	95 (100)								AS1500	1600

COMPUTATIONS

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



FEEDER

FROM  
SAFKO

TO  
GLENT

<u>RNP</u>	<u>DISTANCE</u> 28.04	<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	554212.00N/1620354.00W		1522	164	98	4E	2000				AT178	3700
6.TERRAIN	554212.00N/1620354.00W		1322 (1300)								AS1500	2800

COMPUTATIONS

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

FEEDER

FROM  
BINAL

TO  
GLENT

<u>RNP</u>	<u>DISTANCE</u> 28.18	<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	554212.00N/1620354.00W		1522	164	98	4E	2000				AT178	3700
6.TERRAIN	554212.00N/1620354.00W		1322 (1300)								AS1500	2800

COMPUTATIONS

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



INITIAL

FROM  
GLENT

TO  
LEMMR

<u>RNP</u>	<u>DISTANCE</u> 8.82	<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	551736.00N/1622006.00W	850	164	98	4E	1000				AT1150	3000
												8.TERRAIN	551736.00N/1622006.00W	650 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT  
REMARKS:

INTERMEDIATE

FROM  
LEMMR

TO  
SOTOE

<u>RNP</u>	<u>DISTANCE</u> 7.02	<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>
												9.AAO	551218.00N/1622848.00W	1099	164	98	4E	500				AC98 PR100	1800
												10.TERRAIN	551218.00N/1622848.00W	899 (900)								AS1000	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT  
REMARKS:





FINAL: LP

FROM

SOTOE

TO

ATELE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
	5.03		ATELE	560							
<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>
11.SHIP	551251.00N/1623606.00W	200	250	50	4D	250				AC50 MA141	660

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT  
REMARKS:

FINAL: LP

FROM

SOTOE

TO

ATELE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
	5.03		ATELE	400							
<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>
11.SHIP	551251.00N/1623606.00W	200	250	50	4D	250				AC50	500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT  
REMARKS:



FINAL: LNAV

FROM

SOTOE

TO

ATELE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
	5.03		ATELE	600							
<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.ANTENNA (02-136519)	551122.15N/1624217.65W	231	20	3	1A	250				MA219	700

COMPUTATIONS

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

SEGMENT  
REMARKS:

FINAL: LNAV

FROM

SOTOE

TO

ATELE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
	5.03		ATELE		400						
<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.ANTENNA (02-136519)	551122.15N/1624217.65W	231	20	3	1A	250					500

COMPUTATIONS

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

SEGMENT  
REMARKS:



MISSED APPROACH : LP

FROM

ATELE

TO

GLENT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
							560				
<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>
13.TERRAIN (02-136374)	551132.58N/1624720.18W	939	20	3	1A		ASC				3700
14.TERRAIN (02-136377)	551132.37N/1624722.13W	942 (900)								AS1500	2400
14.TERRAIN (02-136377)	551132.37N/1624722.13W	942	20	3	1A	1000					2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT  
REMARKS:

MISSED APPROACH : LP

FROM

ATELE

TO

GLENT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
							400				
<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>
13.TERRAIN (02-136374)	551132.58N/1624720.18W	939	20	3	1A		ASC				3700
14.TERRAIN (02-136377)	551132.37N/1624722.13W	942 (900)								AS1500	2400
14.TERRAIN (02-136377)	551132.37N/1624722.13W	942	20	3	1A	1000					2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT  
REMARKS:



MISSED APPROACH : LNAV

FROM

ATELE

TO

GLENT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
							600				
<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>
13.TERRAIN (02-136374)	551132.58N/1624720.18W	939	20	3	1A		ASC				3700
14.TERRAIN (02-136377)	551132.37N/1624722.13W	942 (900)								AS1500	2400
14.TERRAIN (02-136377)	551132.37N/1624722.13W	942	20	3	1A	1000					2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

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COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT

REMARKS:

MISSED APPROACH : LNAV

FROM

ATELE

TO

GLENT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
							400				
<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>
13.TERRAIN (02-136374)	551132.58N/1624720.18W	939	20	3	1A		ASC				3700
14.TERRAIN (02-136377)	551132.37N/1624722.13W	942 (900)								AS1500	2400
14.TERRAIN (02-136377)	551132.37N/1624722.13W	942	20	3	1A	1000					2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT

REMARKS:



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
12.ANTENNA (02-136519)	551122.15N/1624217.65W	1.30	600	231	20	3	1A	300		SI	700
CATEGORY B											
12.ANTENNA (02-136519)	551122.15N/1624217.65W	1.81	600	231	20	3	1A	300		SI	700
CATEGORY C											
12.ANTENNA (02-136519)	551122.15N/1624217.65W	2.84	600	231	20	3	1A	300		SI	700
CATEGORY D											
15.AAO	550812.00N/1624154.00W	3.71	760	506	100	50	3D	300		AC50	860

CIRCLING REMARKS:

MSA

CENTER	RADIUS
ATELE	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	550446.10N/1624851.70W	199	08.2	6003	164	98	4E	1000			7100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

- 15' VEGETATION APPLIED PER FPT.
- LPV/VNAV NOT DEVELOPED PER FPT REQUEST.
- FINAL COURSE OFFSET FOR TERRAIN AVOIDANCE.
- INTERMEDIATE COURSE OFFSET FOR TERRAIN AVOIDANCE.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAN ARTCC, CDB FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	PACD	24	PACD	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:  
BACK UP NOT PROVIDED DUE TO NO SUITABLE SOURCE AVAILABLE.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW08 - HIRL (PCL), PAPI-4L (PCL)		NPI-F	
RW26 - HIRL (PCL), PAPI-4L (PCL)		NPI-F	
RW15 - MALSR (PCL), HIRL (PCL)		PIR-F	APPROACH
RW33 - HIRL (PCL), PAPI-4L (PCL)		PIR-F	ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
					3.00	36.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input type="checkbox"/>	3003	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>		FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"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>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
COLD BAY	PACD	RNAV (GPS) RWY 26	4	COLD BAY	AK	100	RNAV

**PART C: GENERAL REMARKS:**

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



PART D: AIRSPACE

DOCKET # 18-AAL-12

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

DISTANCE FROM	FAF	TO 1000FT POINT	4.82
WIDTH OF	INTERMEDIATE	SEGMENT AT 1000FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	231.27
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	899
DISTANCE FROM	FAF	TO 1500FT POINT	5.82
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	231.27
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	899

THRESHOLD  
COORDINATES  
(IF STR-IN) 551153.14N/1624232.59W

ARP COORDINATES 551221.30N/1624334.50W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP RUNWAY 15 DISTANCE 1.07 NM

FAF  
COORDINATES 551241.25N/1623302.23W

FIX NAME  
COORDINATES IF LEMMR: 551704.81N/1622328.22W

REMARKS  
PROCEDURE OFFSET 14.52 DEGREES  
MAP ATELE: 55 11 50.67 N / 162 41 41.08 W  
ADDITIONAL AIRSPACE REQUIRED.





<u>AIRPORT</u> COLD BAY	<u>AIRPORT ID</u> PACD	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 26	<u>AMDT NO.</u> 4	<u>CITY</u> COLD BAY	<u>STATE</u> AK	<u>AIRPORT ELEVATION</u> 100	<u>FACILITY</u> RNAV
PART E: PREPARED BY							
<u>NAME</u>			<u>OFFICE</u>		<u>DATE</u>	<u>TITLE</u>	
KELLY DEAN			AJV-5431		09/20/2018	AERONAUTICAL INFORMATION SPECIALIST	

QUALITY

4

CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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