

<b>Flight Procedure Tracking Form</b>		<b>Action:</b> AMENDMENT	<b>Task Type:</b> IAP	<b>Date Open:</b> 04/19/2017	<b>Task #:</b> 2014101534276904001	<b>Request #:</b> 20141015342769
<b>Procedure:</b> ILS OR LOC RWY 6 AMDT 5			<b>Airport ID:</b> PAKU	<b>Airport:</b> UGNU-KUPARUK		<b>Reimbursable #:</b> NO
<b>City:</b> KUPARUK	<b>ST:</b> AK	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 05/24/2018		<b>FICO #:</b> 1204428	
<b>Fac ID:</b> RHF		<b>Fac. Type:</b> ILS		<b>Specialist:</b> CHRIS O\$BRIEN		
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	04/20/2017	01/31/2018	TRACEY STILES	QUALITY Digitally signed by		
<b>QA:</b>	01/31/2018	01/31/2018	TRACEY STILES	35 JEFFREY ROBINSON		
<b>Liaison:</b>	01/31/2018	01/31/2018	MARY MCDONALD	CHECKED Mar 05, 2018		
<b>Procedure Comments:</b>			ENROUTE-NON	<b>Remark Type:</b> INFORMATION		
<p>DIGITAL PROCEDURE.  ASSIGNED MAG VAR, PAKU OLD 22E, NEW 16E  I-RHF OLD 22E, NEW 16E</p> <p>02/28/2018 THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 10/30/2017</p> <ol style="list-style-type: none"> <li>1. LINE 8, MSA FROM: CHANGED FROM "PYC NDB 1800" TO "ARP (PAKU) 1800"</li> <li>2. ADDED "PBN REQUIREMENTS NOTE: RNAV 1-GPS REQUIRED."</li> <li>3. REMOVED "(RNAV 1-GPS REQUIRED)" FROM MISSED APPROACH INSTRUCTIONS.</li> <li>4. REMOVED "CHART NOTE: DME AND GPS REQUIRED."</li> <li>5. ADDED "EQUIPMENT REQUIREMENTS NOTE: DME REQUIRED."</li> </ol> <p>CONTACT: PATRICK MULQUEEN, MANAGER/JACOB POWERS, LEAD: 405.954.4073/8702</p>						

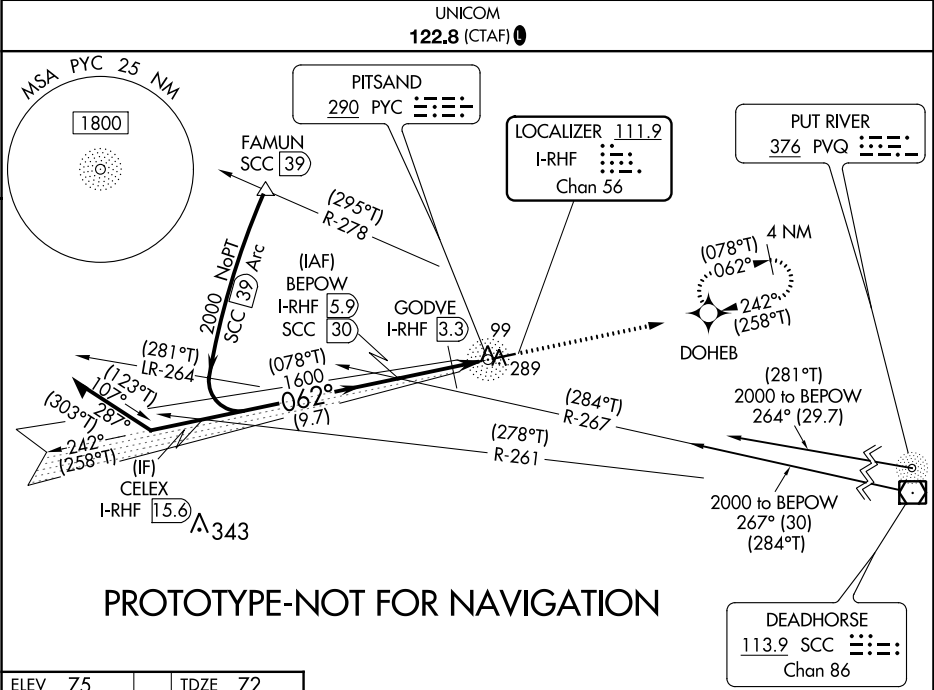
<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> ILS OR LOC RWY 6 5			<b>AIRPORT NAME:</b> UGNU-KUPARUK		<b>AIRPORT ID:</b> PAKU	<b>SPECIAL CONTROL NO:</b> KP-01-243-18
<b>FAC ID:</b> RHF		<b>CITY:</b> KUPARUK			<b>ST:</b> AK	<b>ORIG CHART DATE:</b> 05/24/2018
<b>DFL TYPE:</b> PROC/A	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.5	<b>REIMB. NUMBER:</b> ACA461	<b>PTS TASK ID:</b> 2014101534276904001		
<b>PREFLIGHT NOTES</b>						
<b>REVIEWER:</b>					<b>DATE:</b>	
<b>COMMENTS:</b>					<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT <div style="border-top: 1px solid black; display: flex; justify-content: flex-end; width: 100px;"> <span style="margin-right: 10px;">YES</span> <span>NO</span> </div>	
					<b>CPV COMPLETE?</b>	
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 02/13/2018	<b>CREW #:</b> VN323	<b>N #:</b> N89	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> greg baur @ 02/14/2018 11:04			<b>PRINTED NAME:</b> BAUR, GREGORY RAYMOND			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> Complete Sat						
<b>IN-FLIGHT OBSTACLE REPORT</b>						
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>		

⚠ NA

Activate MALSR Rwy 6, HIRLS Rwy 6-24 - 122.8.  
DME and GPS required.  
Use of Ugnu-Kuparuk requires permission of the owner; use of this  
procedure requires specific authorization by FAA flight standards.

MALSR

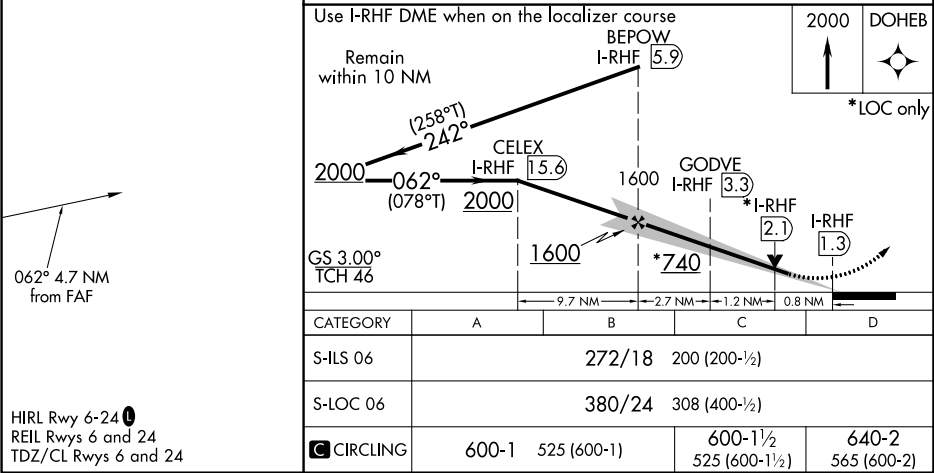
MISSED APPROACH: Climb to  
2000 direct DOHEB and hold.  
(RNAV 1-GPS required).



PROTOTYPE-NOT FOR NAVIGATION

ELEV 75

TDZE 72



# SPECIAL

KUPARUK, ALASKA

AL-10613

FIG

LOC/DME I-RHF	APP CRS	Rwy Idg	6020
111.9	056° M	TDZE	72
Chan 56	(228°G)	Apt Elev	75

**EXISTING**

**ILS or LOC/DME RWY 6**

KUPARUK/UGNU-KUPARUK (UBW)(PAKU)

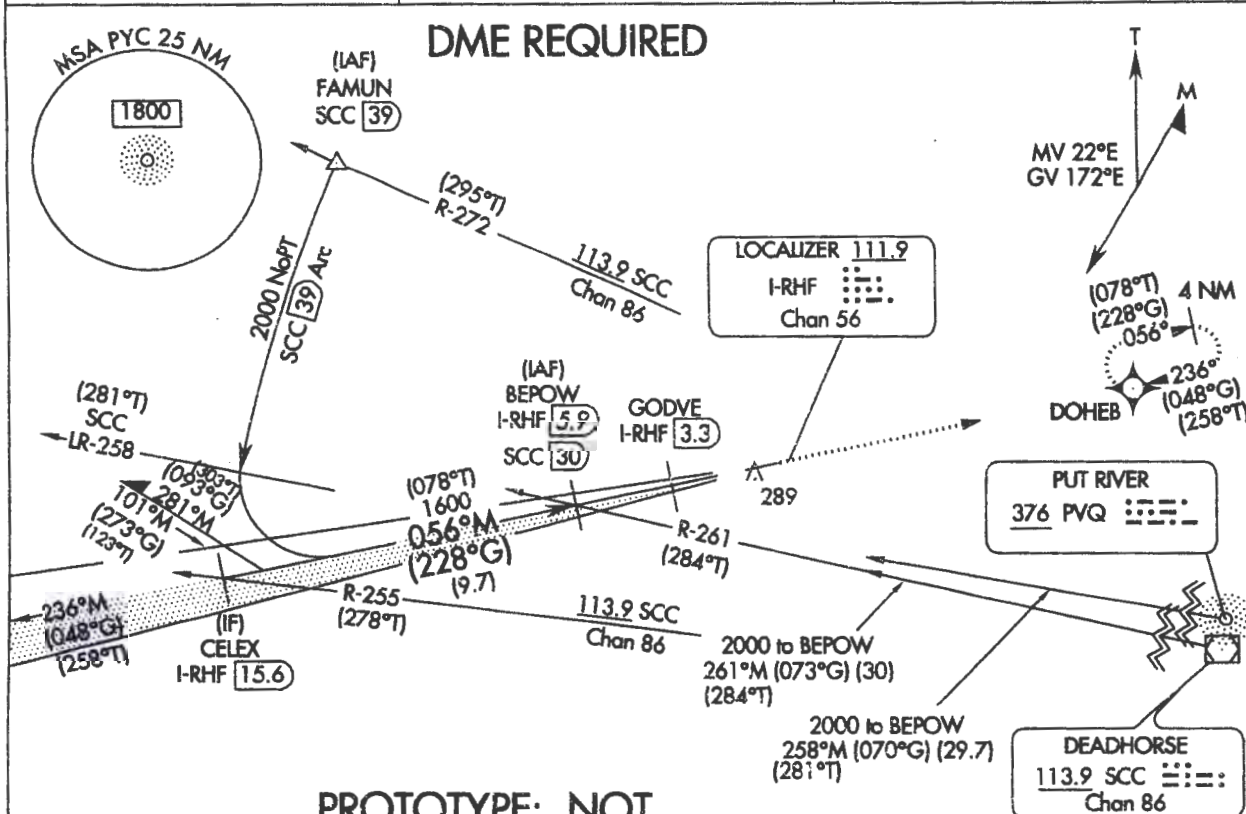
For inoperative MALSR, increase S-ILS 6 all Cats and S-LOC 6 CATS C/D visibility to RVR 4500. GPS required. Activate MALSR Rwy 6, HIRLS Rwy 6-24 - 122.8. Use of Ugnu-Kuparuk requires permission of the Owner; use of this procedure requires specific authorization by FAA Flight Standards.

MALSR



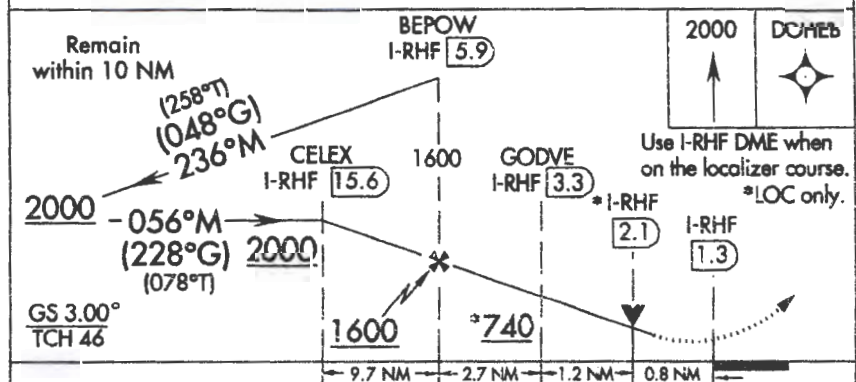
MISSED APPROACH: Climb to 2000 direct DOHEB and hold.

DEADHORSE ASOS 118.4	ANCHORAGE CENTER XXX.XX	UNICOM 122.8 (CTAF) ●
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**PROTOTYPE: NOT FOR NAVIGATION**

ELEV 75 TDZE 72



056°M (228°G) 4.7 NM from FAF

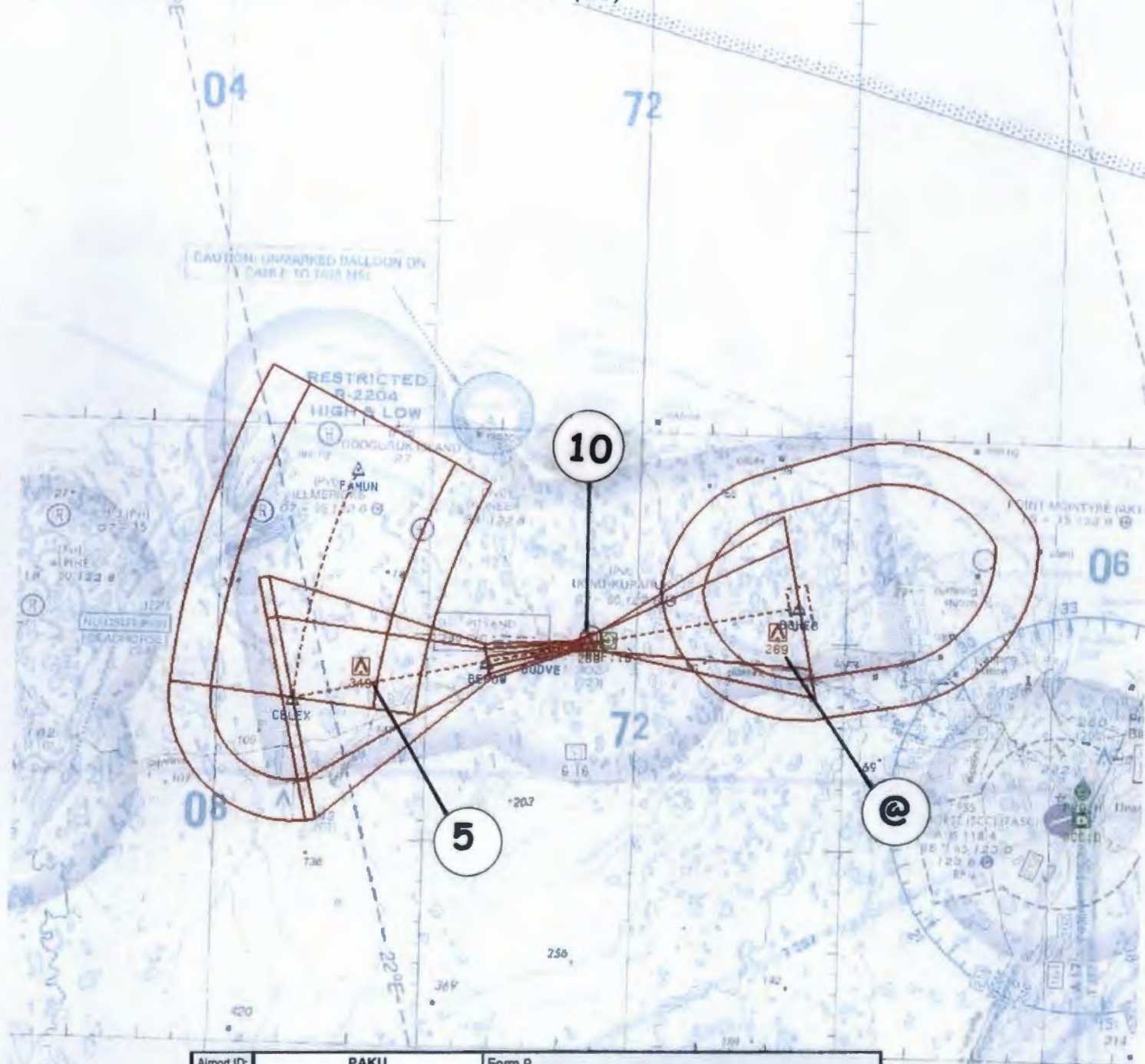
CATEGORY	A	B	C	D
S-ILS 6		272/18	200 (200-½)	
S-LOC 6		380/24	308 (400-½)	
CIRCLING	600-1 525 (600-1)	600-1½ 525 (600-1½)	640-2 565 (600-2)	

MIRL Rwy 6-24  
REIL Rwy 6 and 24

KUPARUK, ALASKA  
Amdt 4 FIG

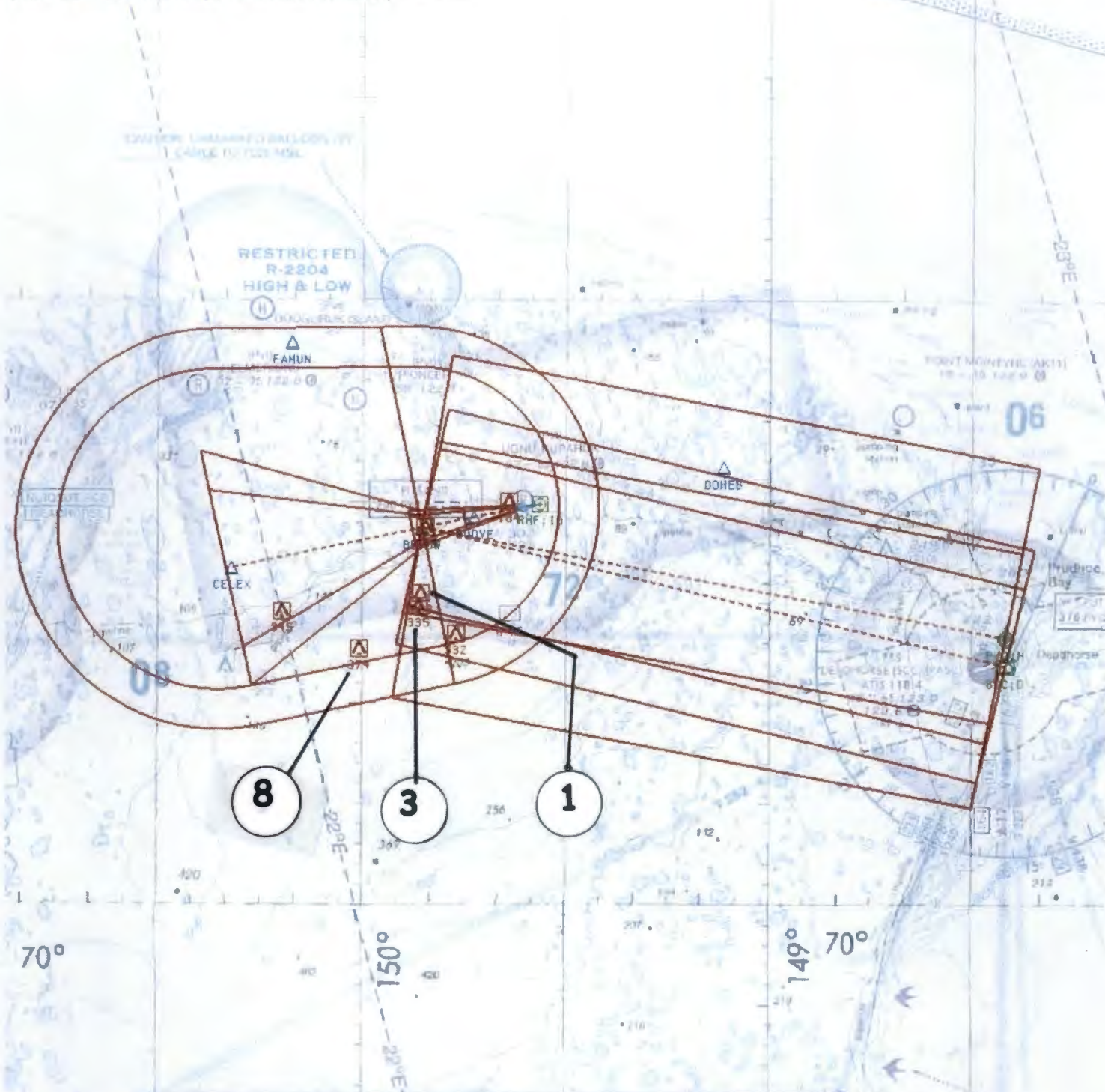
KUPARUK/UGNU-KUPARUK (UBW)(PAKU)  
70°20'N-149°36'W **ILS or LOC/DME RWY 6**

NM  
FT 7 14 21 28 35 42 49  
42000 84000 126000 168000 210000 252000 294000  
fpo/sh | paku\_ils6x (PROD) | 13 Mar 2012 12:25:30 | 1" = 41666.7 feet (MAP)



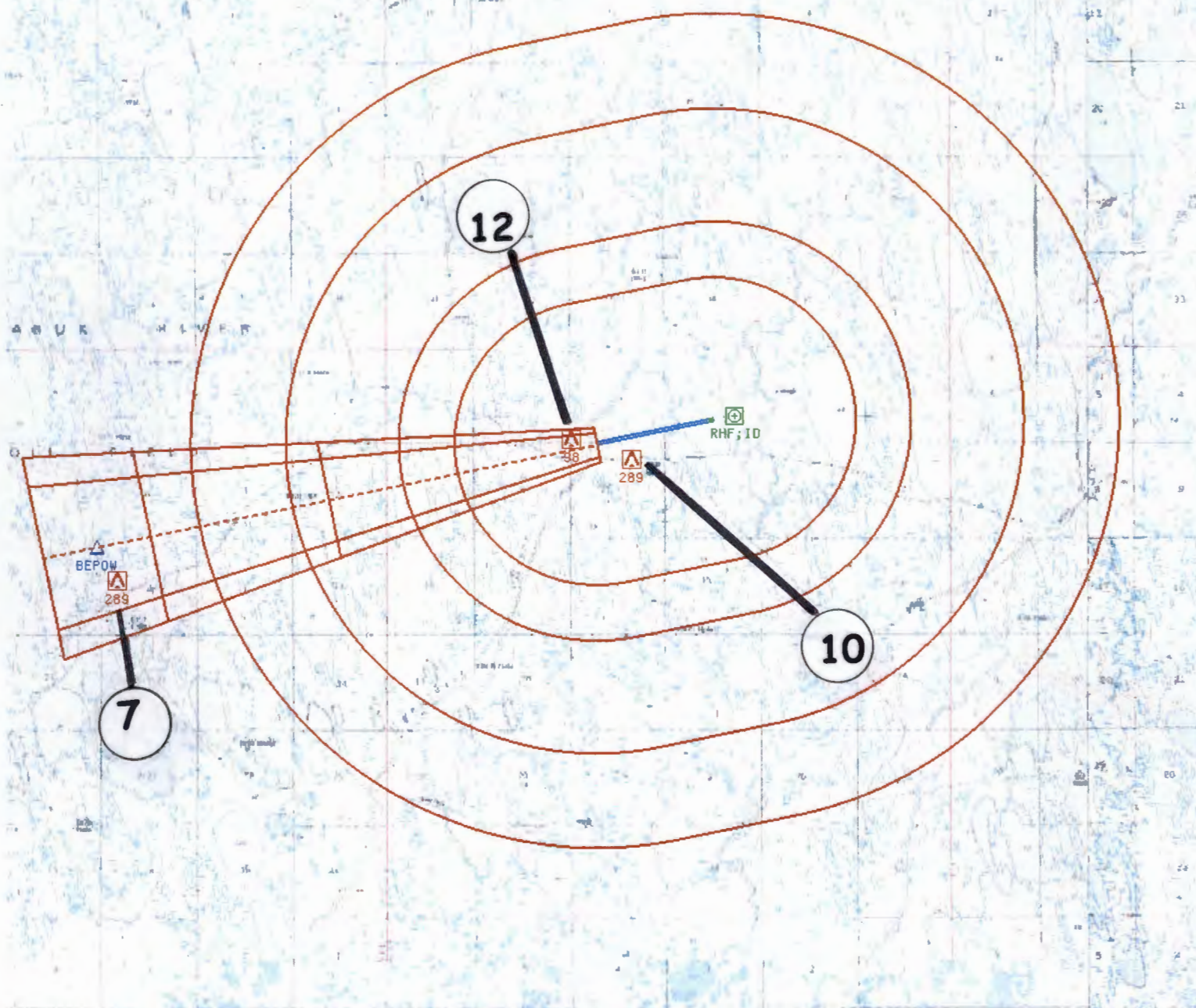
Altitude ID:	PAKU	Form 9			
Apt Name:	UGNU-KUPARUK	No	SEGMENT	OBSTRUCTION	ELEV
City:	KUPARUK	5	FAMUN ARC INITIAL	AAO	349
State:	AK	5	INTERMEDIATE	AAO	349
Proc ID:	ILS OR LOC/DME RWY 6	10	MISSED LVL SFC	TWR	289
Amdt #:	5	@	MISSED HOLDING	AAO	289
Scale:	1:500,000				
Area(s):	INITIAL, INTERMEDIATE				
	MISSED, HOLDING				





Airport ID:	PAKU	Form 9			
Apt Name:	UGNU-KUPARUK	No	SEGMENT	OBSTRUCTION	ELEV
City:	KUPARUK	1	SCC FEEDER	AAO	328
State:	AK	3	PVQ FEEDER	AAO	335
Proc ID:	ILS OR LOC/DME RWY 6	8	PROCEDURE TURN	AAO	374
Arndt #:	5				
Scale:	1:500,000				
Area(s)	FEEDERS				
	PROCEDURE TURN				

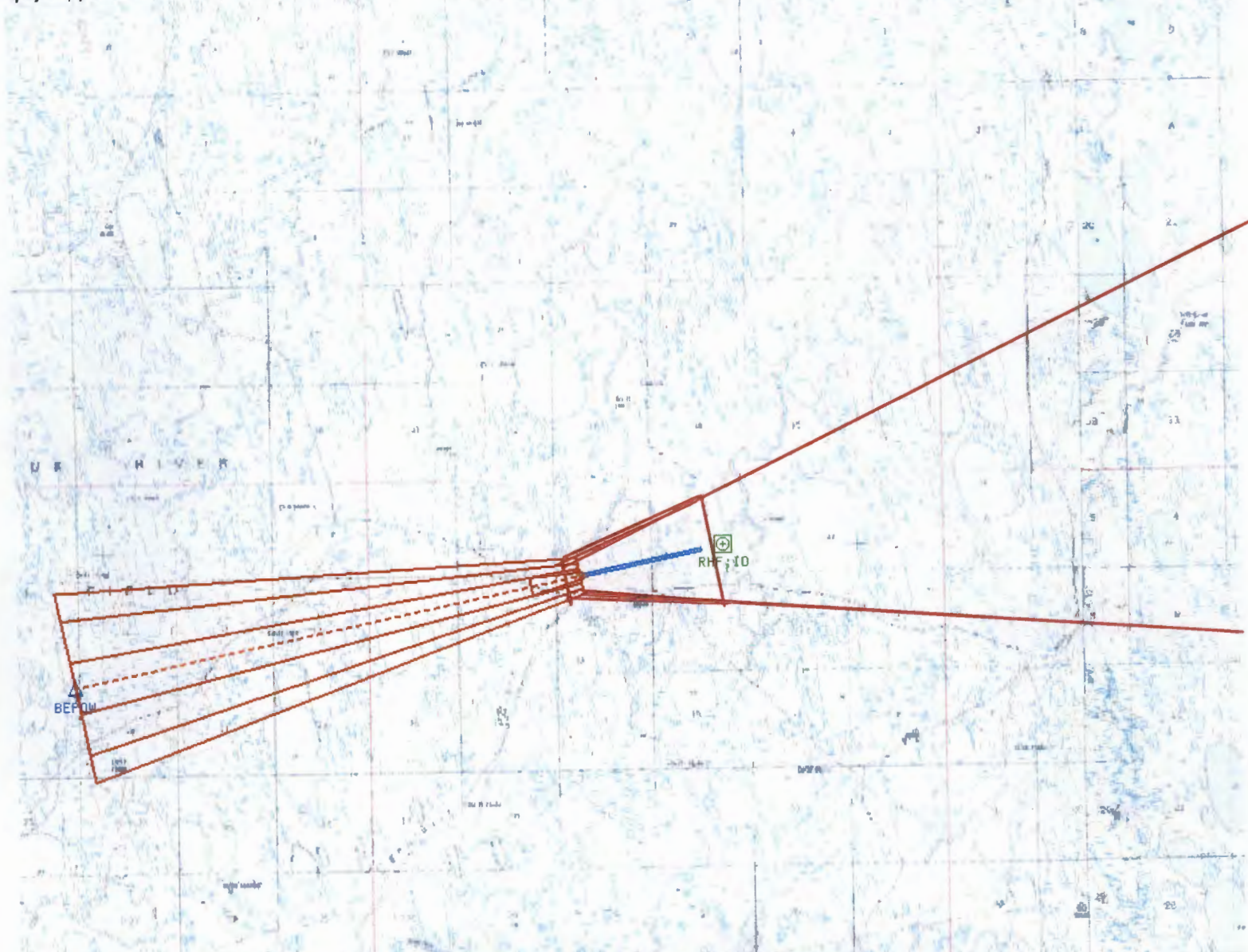




Airport ID:	PAKU	Form 9			
Apt Name:	UGNU-KUPARUK	No	SEGMENT	OBSTRUCTION	ELEV
City:	KUPARUK	7	LOC FINAL SD	AAO	289
State:	AK	12	LOC FINAL	ANT	99
Proc ID:	ILS OR LOC/DME RWY 6	10	CIRCL CATS A/B/C/D	TWR	289
Amdt #:	5				
Scale:	1:100,000				
Area(s)	LOC FINAL, CIRCLING				



NM 1 2 3 4 5 6 7 8 9 10  
 FT 8000 16000 24000 32000 40000 48000 56000 64000  
 fpjsh | pakuls6 (PROD) | 7 May 2014 13:54:37 | 1" = 8333.3 feet (MAP)



Airport ID:	PAKU	Form 9			
Apt Name:	UGNU-KUPARUK	No	SEGMENT	OBSTRUCTION	ELEV
City:	KUPARUK		ILS FINAL	ASC	
State:	AK				
Proc ID:	ILS OR LOC/DME RWY 6				
Amdt #:	5				
Scale:	1:100,000				
Area(s)	ILS FINAL				



**1. FLIGHT PROCEDURE IDENTIFICATION:**

UGNU-KUPARUK, AK  
KUPARUK (UBW)(PAKU)  
ILS OR LOC RWY 06

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

TO PERMIT VISIBILITY LESS THAN 3/4 MILE WITH NO PARALLEL TAXIWAY.

8260.3C CHAPTER 3 PARA 3-3-2D.

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

PAKU DOES NOT HAVE A PARALLEL TAXIWAY. APPROVAL OF THIS WAIVER WILL ALLOW MINIMUM VISIBILITY. DISAPPROVAL WOULD REQUIRE AN INCREASE TO ALL VISIBILITIES AND WOULD RESTRICT AIRCRAFT OPERATIONS DUE TO SEA FOG EXISTING AS A COMMON WEATHER FEATURE ON THE NORTHERN COAST.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

1. UGNU-KUPARUK (PAKU) IS A PRIVATE AIRPORT CONTROLLED 24 HOURS A DAY BY CONOCO PHILLIPS.
2. ALL USERS RECEIVE SPECIFIC TRAINING FOR THE PROCEDURE AND AIRPORT OPERATIONS. FLIGHTS TO AND FROM (PAKU) ARE LIMITED TO ONE AIRCRAFT OPERATION IN THE TERMINAL ENVIRONMENT AT ANY GIVEN TIME.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

CONSTRUCTING A PARALLEL TAXIWAY IS NOT DESIRED BY THE AIRPORT OPERATOR.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
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**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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