

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
LDA SPECIAL INSTRUMENT APPROACH PROCEDURE
SPECIFICATION -- NOT FOR COCKPIT USE**

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.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be conducted in accordance with a charted instrument approach procedure predicted on the specifications contained herein, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Minimum altitudes shall correspond with those established for enroute operations in the particular area or as set forth below.

| | | | | | | |
|---------------------------------|----------------------------------|---------------------------------|-------------------------------------------|----------------------------|-----------------------|---------------------------|
| <u>AIRPORT ID</u> PAVD | <u>PROCEDURE NAME</u> LDA -G | <u>ORIGINAL/AMENDMENT</u> 2A | <u>CITY</u> VALDEZ | <u>STATE</u> AK | | |
| <u>AIRPORT ELEVATION</u> 128 | <u>TDZE</u> | <u>SUPERSEDED</u> LDA/DME-G | <u>ORIGINAL/AMENDMENT</u> 2 | <u>DATED</u> 12/12/2013 | <u>MAG VAR</u> 19E | <u>EPOCH YEAR</u> 2015 |
| <u>FACILITY</u> VDZ LOC | <u>COORDINATES OF FACILITIES</u> | <u>ACTUAL EFFECTIVE DATE</u> | <u>REQUIRED EFFECTIVE DATE</u> ROUTINE | <u>CANCEL/SUSPEND</u> | | |

TERMINAL ROUTES

| <u>FROM</u> | <u>FIX TYPE</u> | <u>TO</u> | <u>FIX TYPE</u> | <u>LEG TYPE</u> | <u>FO/FB</u> | <u>RNP</u> | <u>COURSE</u> | <u>DISTANCE</u> | <u>ALTITUDE</u> |
|---------------------|-----------------|---------------------|-----------------|-----------------|--------------|------------|---------------|-----------------|-----------------|
| MNL NDB | | OLLEO INT/20.00 DME | | | | | 236.35 | 16.12 | 9000 |
| JOH VOR/DME | IAF | OLLEO INT/20.00 DME | NOPT | | | | 328.37 | 35.58 | 7800 |
| PEPPI | IAF | OLLEO INT/20.00 DME | NOPT | TF | FB | 1.00 | 034.82 | 35.44 | 7800 |
| OLLEO INT/20.00 DME | IF/IAF | PAYDI/14.80 DME | | | | | 057.26 | 5.20 (I-VDZ) | 6400 |
| PAYDI/14.80 DME | | JIKAN/13.00 DME | | | | | 057.26 | 1.80 (I-VDZ) | 5700 |

MISSED APPROACH

MAP:

HISDI/2.00 DME

MISSED APPROACH INSTRUCTIONS:

CLIMBING RIGHT TURN TO 7800 ON HEADING 270 AND ON I-VDZ LOCALIZER SW COURSE (237) TO OLLEO/I-VDZ 20.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 7800.

*MISSED APPROACH REQUIRES MINIMUM CLIMB OF 385 FEET PER NM TO 5700.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
2. HOLD SW OLLEO, RT, 057.26 INBOUND, 7800 FT. IN LIEU OF PT (IAF), MAX 10000.
3. **FAC:** 057.26 **FAF:** JIKAN/13.00 DME **DIST FAF TO MAP:** **DIST FAF TO THLD:**
4. **MIN ALT:** OLLEO INT/20.00 DME 7800, PAYDI/14.80 DME 6400, JIKAN/13.00 DME 5700, LOCIB/11.24 DME 5000, RUNOC/7.00 DME 3320
8. **MSA FROM:** MNL NDB 060-250 8700, 250-060 12800



PBN REQUIREMENTS NOTE:

RNP APCH-GPS. FROM PEPPi.

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: CIRCLING NA N OF RWY 6-24.
CHART NOTE: CIRCLING RWY 24 NA AT NIGHT.
CHART NOTE: RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART NOTE: PROCEDURE NA WHEN THE REPORTED SURFACE WIND EXCEEDS 30 KTS.
CHART NOTE: ACTIVATE MALSR RWY 6, HIRL RWY 6-24, REIL RWY 24 - 122.9.
CHART NOTE: USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.
CHART PLANVIEW NOTE: CAUTION: THE CRITICAL NATURE OF OBSTACLES IN THE MISSED APPROACH AREA REQUIRES PROMPT INITIATION OF MISSED APPROACH NOT LATER THAN THE MAP.
EXECUTE MISSED APPROACH TURN USING 1 NM TURN RADIUS OR LESS.
CHART NOTE: PROCEDURE NA IF UNABLE TO COMPLY WITH 1 NM RADIUS MAP REQUIREMENT.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CORDOVA ALTIMETER SETTING AND INCREASE ALL MDAS 1020 FEET.

ADDITIONAL FLIGHT DATA:

CHART 4528 TERRAIN 610637N/1464208W.
CHART ANCHORAGE CENTER FREQUENCY.
CHART FAS OBST: 557 TREE 610740N/1462251W.
CHART PLANVIEW NOTE: LOC OFFSET 5.00 DEGREES.



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


ALTERNATE: NA ☐ CAT A, B 3000-2, CAT C, D 3000-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

| 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 |
| CIRCLING* | 1380 | 1 1/4 | 1252 | 1380 | 1 1/2 | 1252 | 1380 | 3 | 1252 | 1400 | 3 | 1272 | | | |
| CIRCLING | 3080 | 1 1/4 | 2952 | 3080 | 1 1/2 | 2952 | 3080 | 3 | 2952 | 3080 | 3 | 2952 | | | |

| | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|---------------------------------|-----------------------|--------------------|
| <u>AIRPORT ID</u> PAVD | <u>PROCEDURE NAME</u> LDA -G | <u>ORIGINAL/AMENDMENT</u> 2A | <u>CITY</u> VALDEZ | <u>STATE</u> AK |
| <u>CHANGES - REASONS</u> | | | | |
| 1. PROCEDURE NAME CHANGED FROM LDA/DME-G TO LDA-G - UPDATED CHARTING/DOCUMENTATION CRITERIA. | | | | |
| 2. AIRPORT ELEVATION CHANGED FROM 121 TO 128 - UPDATED AIRPORT DATA. | | | | |
| 3. MISSED APPROACH: UPDATED FROM "CLIMBING RIGHT TURN TO 7800 ON HEADING 270 AND ON I-VDZ SW COURSE (237) TO OLLEO/I-VDZ 20.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 7800" TO "CLIMBING RIGHT TURN TO 7800 ON HEADING 270 AND ON I-VDZ LOCALIZER SW COURSE (237) TO OLLEO/I-VDZ 20.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 7800" - IAW CHARTING CRITERIA; 8260.19I 8-6-6D(9). | | | | |
| 4. EQUIPMENT REQUIREMENTS NOTES: ADDED "DME REQUIRED" AND "RNP APCH-GPS. FROM PEPPI" - UPDATED CHARTING/DOCUMENTATION CRITERIA. | | | | |
| 5. PROFILE LINE 2: ADDED "MAX 10000" - UPDATED CHARTING/DOCUMENTATION CRITERIA. | | | | |
| 6. NOTES: ADDED CHART NOTE: RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED - 20:1 PENETRATIONS EXIST. | | | | |
| 7. NOTES: ADDED CHART NOTE: CIRCLING RWY 24 NA AT NIGHT - 20:1 PENETRATIONS FOUND. | | | | |
| 8. NOTES: DELETED PLANVIEW NOTE AT PEPPI: GPS REQUIRED - UPDATED CHARTING/DOCUMENTATION CRITERIA. | | | | |
| 9. NOTES: ADDED CHART NOTE: PROCEDURE NA IF UNABLE TO COMPLY WITH 1 NM RADIUS MAP REQUIREMENT - TRANSFERS NOTE FROM PREVIOUS DOCUMENTATION ON OPERATOR REQUIREMENTS PAGE NO LONGER UTILIZED. | | | | |
| 10. DELETED CHART NOTE "LDA/AZIMUTH OFFSET 5.00 DEGREES FROM RWY 6 ALIGNMENT" AND ADDED ADDITIONAL FLIGHT DATA CHART PLANVIEW NOTE "LOC OFFSET 5.00 DEGREES" - UPDATED CHARTING CRITERIA. | | | | |
| 11. ADDITIONAL FLIGHT DATA: FAS OBST: UPDATED FROM "FAS OBST: 557 AAO" TO "CHART FAS OBST: 557 TREE" - OBST INSIDE AAO EXEMPT AREA AND DOCUMENTED IAW CURRENT CRITERIA. | | | | |
| 12. ADDITIONAL FLIGHT DATA: DELETED "CHART IN PLANVIEW: OLLE INT" - ALREADY CHARTED. | | | | |
| 13. ADDITIONAL FLIGHT DATA: ADDED "CHART ANCHORAGE CENTER FREQUENCY" - APPROACH CONTROL SERVICE IS PROVIDED BY ARTCC THROUGH A REMOTE SITE. | | | | |
| 14. ALTERNATE MINIMUMS: UPDATED FROM "NA" TO "CAT A, B 3000-2, CAT C, D 3000-3, NA WHEN LOCAL WEATHER NOT AVAILABLE" - LOCAL ALTIMETER SOURCE AVAILABLE; REQUESTED BY FPT/AFS. | | | | |
| 15. MINIMUMS: UPDATED CLIMB GRADIENT, CATS A/B/C MDA/HAAS FROM 1340/1219 TO 1380/1252 AND CAT D HAA FROM 1279 TO 1272 - UPDATED EVALUATION/NEW CONTROLLING OBSTACLE FOUND AND AIRPORT ELEVATION CHANGED. | | | | |
| 16. MINIMUMS: UPDATED STD CLIMB GRADIENT, ALL CATS MDA/HAAS FROM 2860/2739 TO 3080/2952 - UPDATED EVALUATION AND AIRPORT ELEVATION CHANGED. | | | | |

01/05/23: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/04/22.

1. MOVED CONTINGENCY NOTE "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CORDOVA ALTIMETER SETTING AND INCREASE ALL MDAS 1020 FEET" FROM -9 PART C: GENERAL REMARKS AND ADDED AS CHART NOTE - REQUESTED BY AVIATION SAFETY, FLIGHT STANDARDS SERVICE; FPT.

| | | | | |
|---------------------------------------------|-----------------------------------------------------------------------|---------------------------|---------------------------|-------------------------------------------------------------------------------------|
| <u>SUBMITTED BY</u> | | <u>OFFICE</u> | <u>DATE</u> |  |
| <u>FLIGHT CHECKED BY</u> DUSTIN D HANSON | <i>Digitally signed by</i> JASON KRETSCHMER Jun 14, 2023 | <u>OFFICE</u> FPO | <u>DATE</u> 05/19/2023 | |
| <u>DEVELOPED BY</u> PATRICK COMBS | <i>Digitally signed by</i> PATRICK W COMBS Jan 09, 2023 | <u>OFFICE</u> AJV-A423 | <u>DATE</u> 08/04/2022 | |
| <u>RECOMMENDED BY</u> MARLON J. ROBINSON | <i>Digitally signed by</i> JASON KRETSCHMER Jan 10, 2023 | <u>OFFICE</u> AJV-A420 | <u>DATE</u> | <u>TITLE</u> MANAGER |
| <u>APPROVED BY</u> | | <u>OFFICE</u> | <u>DATE</u> | <u>TITLE</u> |

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

| | | | | | | |
|---------------------------|---------------------------------|-----------------------|-----------------------|--------------------|---------------------------------|----------------------------|
| <u>AIRPORT ID</u> PAVD | <u>PROCEDURE NAME</u> LDA -G | <u>AMDT NO.</u> 2A | <u>CITY</u> VALDEZ | <u>STATE</u> AK | <u>AIRPORT ELEVATION</u> 128 | <u>FACILITY</u> VDZ LOC |
|---------------------------|---------------------------------|-----------------------|-----------------------|--------------------|---------------------------------|----------------------------|

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
MNL NDB

TO
OLLEO INT/20.00 DME

| <u>RNP</u> | <u>DISTANCE</u> 16.12 | <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> |
|------------|--------------------------|------------|------------|------------|--|--|-------------|--|--|--|--|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| | | | | | | | | | | | | AAO | 611027.70N/1463043.30W | 5653 | 1000 | 20 | 6C | 2000 | | | | AT1347 | 9000 |
| | | | | | | | | | | | | TERRAIN | 611027.70N/1463043.30W | 5453 (5500) | | | | | | | | AS1500 | 7000 |

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM
JOH VOR/DME

TO
OLLEO INT/20.00 DME

| <u>RNP</u> | <u>DISTANCE</u> 35.58 | <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> |
|------------|--------------------------|------------|------------|------------|--|--|-------------|--|--|--|--|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| | | | | | | | | | | | | AAO | 610457.00N/1465500.00W | 4193 | 164 | 98 | 4E | 1000 | | | | AT2501 PR106 | 7800 |
| | | | | | | | | | | | | TERRAIN | 610457.00N/1465500.00W | 3993 (4000) | | | | | | | | AS1500 | 5500 |

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM
PEPPI

TO
OLLEO INT/20.00 DME

| RNP | DISTANCE 35.44 | PAT | MAP | HAT | | | HMAS | | | | | |
|-------------|------------------------|-----|-------------|------|------|----|------|-----|----|------|--------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| AAO | 610457.00N/1465500.00W | | 4193 | 164 | 98 | 4E | 1000 | | | | PR117 AT2490 | 7800 |
| TERRAIN | 610457.00N/1465500.00W | | 3993 (4000) | | | | | | | | AS1500 | 5500 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM
OLLEO INT/20.00 DME (IF/IAF)

TO
PAYDI/14.80 DME

| RNP | DISTANCE 5.20 | PAT | MAP | HAT | | | HMAS | | | | | |
|-------------|------------------------|-----|-------------|------|------|----|------|-----|----|------|--------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| AAO | 610455.86N/1464311.95W | | 4550 | 250 | 50 | 4D | 500 | | | | PR313 AT1037 | 6400 |
| TERRAIN | 610455.86N/1464311.95W | | 4350 (4400) | | | | | | | | AS1500 | 5900 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE: STEPDOWN

FROM
PAYDI/14.80 DME

TO
JIKAN/13.00 DME

| <u>RNP</u> | <u>DISTANCE</u> 1.80 | <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> |
| AAO | 610637.40N/1464207.90W | | 4728 | 50 | 20 | 2C | 500 | | | | PR313 AT252 SA-93 | 5700 |
| TERRAIN | 610630.00N/1464230.00W | | 4226 (4200) | | | | | | | | AS1500 | 5700 |

| COMPUTATIONS | ALT | KIAS | KTAS | HAA | VKTW | IR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|

SEGMENT REMARKS:

FINAL

FROM
JIKAN/13.00 DME

TO
LOCIB/11.24 DME

| <u>RNP</u> | <u>DISTANCE</u> 1.76 | <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> |
| AAO | 610559.48N/1464046.51W | | 3399 | 50 | 20 | 2C | 250 | | | | RA120 PR250 XL251 DG730 | 5000 |

| COMPUTATIONS | ALT | KIAS | KTAS | HAA | VKTW | IR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|

SEGMENT REMARKS:



FINAL: STEPDOWN

FROM
LOCIB/11.24 DME

TO
RUNOC/7.00 DME

| RNP | DISTANCE 4.24 | PAT | MAP | HAT | | | HMAS | | | | | |
|-------------|------------------------|-----|----------|------|------|----|------|-----|----|------|--------------------------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| AAO | 610341.33N/1463545.18W | | 2299 | 50 | 20 | 2C | 250 | | | | XL162 DG550 SA-311 RA120 PR250 | 3320 |

| COMPUTATIONS | ALT | KIAS | KTAS | HAA | VKTW | IR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|

SEGMENT REMARKS:

FINAL: LDA STEPDOWN

FROM
RUNOC/7.00 DME

TO
HISDI/2.00 DME

| <u>RNP</u> | <u>DISTANCE</u> 5.00 | <u>PAT</u> | <u>MAP</u> HISDI/2.00 DME | <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> |
| TREE | 610739.52N/1462250.57W | | 557 | 50 | 3 | 2A | 250 | | | | SA-10 MA333 PR250 | 1380 |

| COMPUTATIONS | ALT | KIAS | KTAS | HAA | VKTW | IR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|
|--------------|-----|------|------|-----|------|----|----|-----|---------------|------|---------|------------------------|

SEGMENT REMARKS:



FINAL: LDA STEPDOWN

FROM
RUNOC/7.00 DME

TO
HISDI/2.00 DME

| RNP | DISTANCE 5.00 | PAT | MAP HISDI/2.00 DME | HAT | | | HMAS | | | | | |
|-------------|------------------------|-----|-----------------------|------|------|----|------|-----|----|------|-----------------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| TREE | 610739.52N/1462250.57W | | 557 | 50 | 3 | 2A | 250 | | | | MA2033 SA-10 PR250 | 3080 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

IR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM
OLLEO

TO
P-9

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> P-9 | <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> |
| AAO | 610354.60N/1471913.40W | | 4650 | 1000 | 20 | 6C | 1000 | | | | PR329 AT1821 | 7800 |
| TERRAIN | 610354.60N/1471913.40W | | 4450 (4500) | | | | | | | | AS1500 | 6000 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

IR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH : LDA

FROM
HISDI/2.00 DME

TO
OLLEO INT/20.00 DME

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS 880 | | | | | |
|------------------------|------------------------|-----|-------------|------|------|----|-------------|-----|-----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| VEGETATION (02-296446) | 610824.92N/1461741.05W | | 984 | 20 | 3 | 1A | | ASC | 385 | 5700 | | 7800 |
| AAO | 610227.00N/1461230.00W | | 5492 | 164 | 98 | 4E | 1000 | | | | PR380 | 6900 |
| TERRAIN | 610227.00N/1461230.00W | | 5292 (5300) | | | | | | | | AS1500 | 6800 |

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

SEGMENT REMARKS:

MISSED APPROACH : LDA

FROM
HISDI/2.00 DME

TO
OLLEO INT/20.00 DME

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS 2580 | | | | | |
|-------------------|------------------------|-----|-------------|------|------|----|--------------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| SPOT (ANC-S-0028) | 610637.40N/1464207.90W | | 4528 | 50 | 20 | 2C | | ASC | | | | 7800 |
| AAO | 610227.00N/1461230.00W | | 5492 | 164 | 98 | 4E | 1000 | | | | PR380 | 6900 |
| TERRAIN | 610227.00N/1461230.00W | | 5292 (5300) | | | | | | | | AS1500 | 6800 |

| 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 | | | | | | | | | | | |
| TREE | 610807.00N/1461058.00W | 1.30 | 1252/2952 | 399 | 50 | 20 | 2C | 300 | | /SI/XP681 | 1380/3080 |
| CATEGORY B | | | | | | | | | | | |
| TREE | 610800.00N/1461034.00W | 1.50 | 1252/2952 | 499 | 50 | 20 | 2C | 300 | | XP581 | 1380/3080 |
| CATEGORY C | | | | | | | | | | | |
| TREE | 610747.73N/1461024.93W | 1.70 | 1252/2952 | 699 | 50 | 20 | 2C | 300 | | XP381 | 1380/3080 |
| CATEGORY D | | | | | | | | | | | |
| TREE | 610725.70N/1460905.78W | 2.30 | 1272/2952 | 1099 | 50 | 20 | 2C | 300 | | | 1400/3080 |

CIRCLING REMARKS:
XP 681, 581, 381: TO MATCH MIN FINAL ALT ESTABLISHED FOR 385 FPNM MA CLIMB GRADIENT.

MSA

| CENTER | RADIUS |
|---------|--------|
| MNL NDB | 25 |

| SECTOR | OBSTRUCTION | COORDINATES | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|---------|-------------|------------------------|---------|----------|----------|------|------|----|------|-----|-------------|---------|
| 060-250 | AAO | 605255.90N/1453724.50W | 106 | 26.1 | 7690 | 1000 | 20 | 6C | 1000 | | | 8700 |
| 250-060 | AAO | 612128.10N/1470525.60W | 285 | 25.6 | 11752 | 1000 | 20 | 6C | 1000 | | | 12800 |

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:
ADDED 330 FT FOR MISSED APPROACH OBSTACLE IN ADDITION TO CLIMB GRADIENT.
SDF LOCIB IS LOCATED 9.24 NM FROM THE MAP FOR OBSTACLE PURPOSES.
THE PT AND FEEDER WERE CREATED TO ALIGN WITH THE FAF.
INTERMEDIATE STEPDOWN NECESSARY DUE TO DME UNLOCKS FROM I-VDZ. DME UNLOCKS ALSO CAUSED ALL FINAL AND INTERMEDIATE ALTITUDES TO BE AT THE MAXIMUM ALLOWABLE TO ENSURE DME WOULD BE RECEIVED. DME PROBLEMS REPORTED FROM FLIGHT CHECK.
FINAL COURSE IS OFFSET 5.00 DEGREES TO MATCH THE VDZ LOCALIZER COURSE.
VDZ COURSE - 76.26T
RWY 06 ALIGNMENT - 81.26T



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZAN ARTCC, JNU FSS

| | | | | | | |
|-----------------------------------|-------------------------|----------------------------|---------------------------------|--------------------------|-----------------------|----------------------------|
| <u>WX SERVICE</u> AWOS-3P | <u>LOCATION</u> PAVD | <u>HRS OPERATION</u> 24 | <u>ALTIMETER SOURCE</u> PAVD | <u>DISTANCE</u> 0 | <u>SERVICE-A</u> Y | <u>ADJUSTMENTS</u> 0 |
| <u>BACK-UP WX SERVICE</u> ASOS | <u>LOCATION</u> PACV | <u>HRS OPERATION</u> 24 | <u>ALTIMETER SOURCE</u> PACV | <u>DISTANCE</u> 44.64 | <u>SERVICE-A</u> Y | <u>ADJUSTMENTS</u> 1011 |

WX REMARKS:
PER AFS - DUE TO INTERVENING TERRAIN BETWEEN THE PRIMARY AND BACKUP ALTIMETER SOURCES INTERVENING WAS UTILIZED TO ESTABLISH RASS ADJUSTMENT.

RASS PRESSURE PATTERNS NOT THE SAME
HIGH TERRAIN 6470, LOW TERRAIN 0
RA = 1010.6.

| | | | |
|-----------------------------------------------|---------------------------------|----------------------------|----------------------------|
| <u>PRIMARY NAVAID</u> I-VDZ | <u>MONITOR POINT</u> VDZ SOC | <u>HRS OPERATION</u> 24 | <u>CAT</u> 1 |
| <u>APPROACH AND RUNWAY LIGHTING SYSTEM</u> | | <u>RUNWAY MARKINGS</u> | <u>RUNWAY VISUAL RANGE</u> |
| RW24 - HIRL (PCL), REIL (PCL) | | NPI-F | |
| RW06 - MALSR (PCL), HIRL (PCL), PAPI-4L (PCL) | | PIR-F | |

| | | | | | | |
|-------------------------------------|---------------------------|--------------------|------------------------------|--------------------------|-------------------|------------|
| <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> |
| <u>FINAL APPROACH COURSE AIMING</u> | | | | | | |
| RUNWAY THRESHOLD | <input type="checkbox"/> | FT FROM THRESHOLD | DISPLACED THRESHOLD DISTANCE | | | |
| ON CENTERLINE | <input type="checkbox"/> | FT FROM CENTERLINE | | | | |
| <u>CRITICAL TEMPERATURES</u> | | | | | | |
| <u>CRITICAL LOW</u> | <u>CRITICAL HIGH</u> | <u>ACT</u> | <u>APT ISA</u> | | | |

CRITICAL TEMPERATURE REMARKS:

| | | | | | | |
|---------------------------|---------------------------------|-----------------------|-----------------------|--------------------|---------------------------------|----------------------------|
| AIRPORT ID PAVD | PROCEDURE NAME LDA -G | AMDT NO. 2A | CITY VALDEZ | STATE AK | AIRPORT ELEVATION 128 | FACILITY VDZ LOC |
|---------------------------|---------------------------------|-----------------------|-----------------------|--------------------|---------------------------------|----------------------------|

"VISUAL PORTION OF FINAL" PENETRATIONS

| | | | | | |
|-----------------------------------------------------|-----------------|--|-----------------------------------------------------|--|--|
| Final Type | CIRCLING RWY 24 | | | | |
| 20:1 | | | | | |
| 230 TREE (02-298685) 610811.54N/1461259.59W (21.59) | | | 231 TREE (02-295271) 610811.61N/1461257.59W (17.69) | | |
| 222 TREE (02-298547) 610814.65N/1461300.61W (13.68) | | | 217 TREE (02-298809) 610810.68N/1461259.94W (10.1) | | |
| 219 TREE (02-296951) 610814.20N/1461259.28W (7.8) | | | 220 TREE (02-293630) 610813.15N/1461258.53W (7.78) | | |
| 223 TREE (02-296219) 610814.05N/1461256.41W (4.95) | | | 222 TREE (02-299841) 610810.47N/1461255.41W (4.27) | | |
| 231 TREE (02-300249) 610812.99N/1461251.84W (2.67) | | | 206 TREE (02-296246) 610806.95N/1461259.24W (0.27) | | |

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

| |
|------------------------------|
| PENETRATIONS REMARKS: |
| |

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - CIRCLING ONLY.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100 FT TREES AND 200 FT SHIPS USED PER FPT.

VDA NOT ESTABLISHED - LOCALIZER OFFSET DOES NOT MEET STRAIGHT IN CRITERIA.

CONTINGENCY NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CORDOVA ALTIMETER SETTING AND INCREASE ALL MDAS 1020 FEET.

WAIVER: 200 FT AAO EXEMTION FOR MA SEGMENT

WAIVER: INTERMEDIATE: DESCENT GRADIENT OF 388.89 FPNM EXCEEDS MAXIMUM ALLOWED

WAIVER: FINAL: LENGTH 11.76 NM EXCEEDS MAXIMUM OF 10 NM

WAIVER: MISSED: MODIFIED FLIGHT PATH RADIUS OF 1 NM

WAIVER: CIRCLING: REDUCED SIZE OF CIRCLING OEAS



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 | ARP | TO 1000FT POINT | 5.93 |
| WIDTH OF | FINAL | SEGMENT AT 1000FT POINT | 1.50 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1000FT POINT | 076.26 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 2000 |
| DISTANCE FROM | ARP | TO 1500FT POINT | 7.36 |
| WIDTH OF | FINAL | SEGMENT AT 1500FT POINT | 1.81 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1500FT POINT | 076.26 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1500FT POINT | 2000 |

THRESHOLD
COORDINATES
(IF STR-IN)

ARP COORDINATES 610803.20N/1461441.17W

RUNWAY APCH END
AND DIST FURTHEST RUNWAY 6 DISTANCE 0.53 NM
FROM ARP

FAF
COORDINATES 610502.34N/1463914.75W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.



PART E: PREPARED BY

| | | | |
|------------------------------|---------------------------|---------------------------|-----------------------------------------------------|
| <u>NAME</u> PATRICK COMBS | <u>OFFICE</u> AJV-A421 | <u>DATE</u> 08/04/2022 | <u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST |
|------------------------------|---------------------------|---------------------------|-----------------------------------------------------|

