

**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.

<b>AIRPORT ID</b> WTK/PAWN	<b>PROCEDURE NAME</b> RNAV (GPS) RWY 19	<b>ORIGINAL/AMENDMENT</b> ORIG-B	<b>CITY</b> NOATAK	<b>STATE</b> AK
<b>AIRPORT ELEVATION</b> 92	<b>TDZE</b> 92	<b>SUPERSEDED</b> RNAV (GPS) RWY 19	<b>ORIGINAL/AMENDMENT</b> ORIG-A	<b>DATED</b> 01/03/2019
<b>FACILITY</b> RNAV	<b>COORDINATES OF FACILITIES</b>	<b>ACTUAL EFFECTIVE DATE</b>	<b>REQUIRED EFFECTIVE DATE</b> ROUTINE	<b>MAG VAR</b> 11E
				<b>EPOCH YEAR</b> 2020
				<b>CANCEL/SUSPEND</b>

**TERMINAL ROUTES**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
HIBLA	IAF	WEDET	NOPT	TF	FB	1.00	275.51	7.09	4000
WEDET	IF/IAF	JENTO		TF	FB	1.00	191.27	7.00	1800
JENTO	FAF	RW19	MAP	TF	FO	0.30	191.16	5.24	
RW19	MAP	1700 MSL		CA			191.16		1700
1700 MSL		WEDET		DF	FO	1.00			4000

**MISSED APPROACH**

**MAP:**

LP: RW19  
LNAV: RW19

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1700 THEN CLIMBING LEFT TURN TO 4000 DIRECT WEDET AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

- PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF (IAF)
- HOLD N WEDET, RT, 191.27 INBOUND, 4000 FT. IN LIEU OF PT (IF/IAF), MAX 6000.
- FAC: 191.16 FAF: JENTO DIST FAF TO MAP: 5.24 DIST FAF TO THLD: 5.24
- MIN ALT: WEDET 4000, JENTO 1800
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: MM: IM:
- MIN GP INCPT: GP ALT AT FAF: OM: MM: IM:
- GP ANGLE: 34:1: IS NOT CLEAR 20:1: IS NOT CLEAR TCH:
- MSA FROM: RW19 4800



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 19 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.  
CHART NOTE: STRAIGHT-IN RWY 19 NA AT NIGHT, CIRCLING RWY 19 NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

JENTO TO RW19: 3.00/40.0  
FAS OBST: 300 AAO 673816N/1625521W, 275 AAO 673746N/1625532W.  
WAAS CHANNEL # 86842  
REFERENCE PATH ID: W19A  
CHART CIRCLING ICON.  
LTP HAE: 29.3 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/4, 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
LP MDA	540	1	448	540	1	448	540	1 3/8	448	540	1 3/8	448			
LNAV MDA	560	1	468	560	1	468	560	1 3/8	468	560	1 3/8	468			
CIRCLING	560	1	468	560	1	468	560	1 1/2	468	820	2 1/4	728			

CHANGES - REASONS

- CHANGED NOTE: FROM "STRAIGHT-IN MINIMUMS NA AT NIGHT" TO "STRAIGHT-IN RWY 19 NA AT NIGHT, CIRCLING RWY 19 NA AT NIGHT" - IAW 8260-19I, PARA, 8-6-11, O, (2), 20:1 PENETRATION IN RWY 19 CIRCLING AND STRAIGHT-IN AREA.
- CHANGED NOTE: FROM "RNP APCH" TO "RNP APCH - GPS" - IAW 8260.19I, PARA 8-6-8.B.
- CHANGED ALTERNATE MINIMUMS: FROM "STANDARD - CAT D 800-2 1/4" TO "STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILAIBLE" - IAW 8260-19I, PARA 8-6-11, B, (4).



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER:

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE

*Digitally signed by*  
**JOHN BORDY**  
Oct 18, 2023

DATE

DEVELOPED BY

DALE SICKELS (DAVID JONES)

*Digitally signed by*  
**JOHN BORDY**  
Oct 18, 2023

OFFICE

AJV-A421

DATE

05/08/2023

APPROVED BY

JOHN BORDY

*Digitally signed by*  
**JOHN BORDY**  
Oct 18, 2023

OFFICE

AJV-33

DATE

10/18/2023

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	PAWN
RUNWAY	RW19
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W19A
LTP/FTP LATITUDE	673358.4410N
LTP/FTP LONGITUDE	1625830.2100W
LTP/FTP ELLIPSOIDAL HEIGHT	+00293
FPAP LATITUDE	673236.1730N
FPAP LONGITUDE	1625957.4835W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1536
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	00.0
CRC REMAINDER	44C2550A

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	PA
LTP ORTHOMETRIC HEIGHT	+00279
FPAP ORTHOMETRIC HEIGHT	+00279



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

<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>
WTK/PAWN	RNAV (GPS) RWY 19	ORIG-B	NOATAK	AK	92	RNAV

## PART A: OBSTRUCTION DATA SEGMENTS

### INITIAL

FROM HIBLA TO WEDET

RNP 1.00 DISTANCE 7.09 PAT MAP HAT HMAS

<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	674442.00N/1623142.00W	417				1000				AT2583	4000
2. TERRAIN	674442.00N/1623142.00W	217 (200)								AS1500	1700

## COMPUTATIONS

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

## SEGMENT REMARKS:

### INTERMEDIATE

FROM WEDET TO JENTO

RNP 1.00 DISTANCE 7.00 PAT MAP HAT HMAS

<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	674551.00N/1625148.00W	456				500				AC86 DG758	1800
4. TERRAIN	674257.00N/1625348.00W	174 (200)								AS1500	1700

## COMPUTATIONS

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

## SEGMENT REMARKS:

QUALITY  
20  
CHECKED

FINAL: LP

FROM

JENTO

TO

RW19

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.24		RW19				448				
<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	673746.21N/1625531.86W	275	50	20	2C	250					540

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

JENTO

TO

RW19

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.24		RW19				468				
<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>
6. AAO	673816.00N/1625521.00W	300	50	20	2C	250					560

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM

WEDET

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<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	675006.00N/1625636.00W	1391				1000					2400
8. TERRAIN	675006.00N/1625636.00W	1191 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LP

FROM

RW19

TO

WEDET

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 433			
<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>
							ASC				4000
9. AAO	672357.00N/1622836.00W	1044	100	125	3E	1000					2100
10. TERRAIN	672357.00N/1622836.00W	844 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW19

TO

WEDET

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										453	
<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>
							ASC				4000
9. AAO	672357.00N/1622836.00W	1044	100	125	3E	1000					2100
10. TERRAIN	672357.00N/1622836.00W	844 (800)								AS1500	2300

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											
11. TOWER (02-020245)	673417.23N/1625817.20W	1.30	468	187	20	3	1A	300		SI	560
CATEGORY B											
11. TOWER (02-020245)	673417.23N/1625817.20W	1.81	468	187	20	3	1A	300		SI	560
CATEGORY C											
12. TREE	673406.07N/1630441.18W	2.84	468	200	50	20	2C	300		SI	560
CATEGORY D											
13. AAO	673715.00N/1630248.00W	3.71	728	466	250	50	4D	300		AC50	820

CIRCLING REMARKS:

MSA

CENTER

RW19

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	674454.00N/1620512.00W	050	23.1	3737				1000			4800

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAN CENTER APP/DEP CON APP CON

<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>
AWOS-3P	WTK/PAWN	24	WTK/PAWN	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>
ASOS	OTZ/PAOT	24	OTZ/PAOT	41.70	Y	107

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME  
PAWN 91.6, PAOT 15.4  
RA = 106.555.

<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>
RW19 - MIRL (PCL)			
RW01 - MIRL (PCL), PAPI-4L (PCL)			

<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	91.6	40.0				

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<div>X</div>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<div>X</div>	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

FINAL TYPE	CIRCLING RWY 19		
20:1			
187 TOWER (02-020245) 673417.23N/1625817.20W (7.42)			
FINAL TYPE	LP/LNAV		
20:1			
187 TOWER (02-020245) 673417.23N/1625817.20W (7.42)			
FINAL TYPE	LP/LNAV		
34:1			
156 ANTENNA (02-082358) 673418.39N/1625817.35W (9.50)		129 ANTENNA (02-057702) 673411.18N/1625822.93W (4.87)	
<b>PENETRATIONS REMARKS:</b>			

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 - OBSTACLES PENETRATE 20:1 SURFACE.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FOR CONTINGENCY PURPOSES ONLY:  
NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE KOTZEBUE ALTIMETER SETTING: INCREASE ALL MDA 120 FEET AND VISIBILITY LP CAT C AND D 1/4 SM, LNAV CAT C AND D 3/8 SM, AND CIRCLING CAT D 1/2 SM.

20 FT TREE HEIGHT USED PER FPT.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



