

**FEDERAL AVIATION ADMINISTRATION**  
**FLIGHT STANDARDS SERVICE**  
**RNAV (GPS) 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> PAKW	<u>PROCEDURE NAME</u> RNAV (GPS) Z RWY 2	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> KLAWOCK	<u>STATE</u> AK		
<u>AIRPORT ELEVATION</u> 80	<u>TDZE</u> 57	<u>SUPERSEDED</u> RNAV (GPS) Z RWY 2	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>DATED</u> 11/05/2020	<u>MAG VAR</u> 20E	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TAA**

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 289/30 CW 109/30	NOPT	MUKLE	IAF	6000
2. 109/30 CW 199/30		HIDNA	IAF	6000
3. 199/30 CW 289/30		HUSUV	IAF	6100

**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>
HIDNA	IAF	MUKLE	NOPT	TF	FB	1.00	108.69	8.00	6000
HUSUV	IAF	MUKLE	NOPT	TF	FB	1.00	288.99	8.00	6000
MUKLE	IF/IAF	WILIP		TF	FB	1.00	018.84	8.50	3300
WILIP		JORAG		TF	FB	1.00	018.97	1.10	3000
JORAG	PFAF	RW02	MAP	TF	FO	0.30	018.99	8.89	
RW02	MAP	1520 MSL		CA			018.99		1520
1520 MSL		ZODMI		DF	FB	1.00			
ZODMI		MUKLE		TF	FO	1.00	167.77	8.54	6000

QUALITY  
16  
CHECKED

**MISSED APPROACH****MAP:**

LPV: DA

LNAV/VNAV: DA

**MISSED APPROACH INSTRUCTIONS:**

(DO NOT EXCEED 165 KIAS UNTIL ZODMI) CLIMB TO 1520 THEN CLIMBING LEFT TURN TO 6000 DIRECT ZODMI AND ON TRACK 167.77 TO MUKLE AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6000.  
#MISSED APPROACH REQUIRES MINIMUM CLIMB OF 600 FEET PER NM TO 3000.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:****PROFILE:**

1. PT                      SIDE OF COURSE                      OUTBOUND                      FT WITHIN                      MILES OF                      (IAF)

2. HOLD S MUKLE, RT, 018.84 INBOUND, 6000 FT. IN LIEU OF PT (IAF), MAX 10000.

3. FAC: 018.99                      FAF: JORAG                      DIST FAF TO MAP: 8.89                      DIST FAF TO THLD:

4. MIN ALT: MUKLE 6000, WILIP 3300, JORAG 3000

5. DIST TO THLD FROM OM:                      MM:                      IM:                      150 HAT:                      437 HAT: 1.27                      GS ANT:

6. MIN GP INCPT: 3000                      GP ALT AT PFAF : JORAG 3000                      OM:                      MM:                      IM:

7. GP ANGLE: 3.10                      34:1: IS CLEAR                      20:1: IS CLEAR                      TCH: 36.0

8. MSA FROM:

**PBN REQUIREMENTS NOTE:**

RNP APCH - GPS.

**NOTES:**

CHART NOTE: BARO-VNAV NA.

CHART NOTE: USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.

CHART NOTE: ACTIVATE MIRL RWY 2 - 122.25

**ADDITIONAL FLIGHT DATA:**

WAAS CHANNEL # 61043

REFERENCE PATH ID: W02B

LTP HAE: 8.1 M





FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	PAKW
RUNWAY	RW02
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	Z
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W02B
LTP/FTP LATITUDE	553426.1320N
LTP/FTP LONGITUDE	1330501.0395W
LTP/FTP ELLIPSOIDAL HEIGHT	+00081
FPAP LATITUDE	553535.1090N
FPAP LONGITUDE	1330321.9465W
THRESHOLD CROSSING HEIGHT (TCH)	00036.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.10
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1224
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	C8E574D2

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	PA
LTP ORTHOMETRIC HEIGHT	+00118
FPAP ORTHOMETRIC HEIGHT	+00118



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

<u>AIRPORT ID</u> PAKW	<u>PROCEDURE NAME</u> RNAV (GPS) Z RWY 2	<u>AMDT NO.</u> 1	<u>CITY</u> KLAWOCK	<u>STATE</u> AK	<u>AIRPORT ELEVATION</u> 80	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM  
289/30 CW 109/30

TO  
MUKLE

<u>RNP</u>	<u>DISTANCE</u>	<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	545912.00N/1330024.00W	2471	164	98	4E	2000				AT1529	6000
												TERRAIN	550433.00N/1331024.00W	2926 (2900)								AS1500	4400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

LEFT BASE AREA

FROM  
109/30 CW 199/30

TO  
HIDNA

<u>RNP</u>	<u>DISTANCE</u>	<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	554106.00N/1330724.00W	3137	164	98	4E	2000				AT863	6000
												TERRAIN	554106.00N/1330724.00W	2936 (2900)								AS1500	4400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



RIGHT BASE AREA

FROM  
199/30 CW 289/30

TO  
HUSUV

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	553215.00N/1325236.00W		4069	164	98	4E	2000					6100
TERRAIN	553215.00N/1325236.00W		3868 (3900)								AS1500	5400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM  
HIDNA

TO  
MUKLE

RNP	DISTANCE 8.00	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	552333.00N/1333006.00W		2320	164	98	4E	1000				PR150 AT2530	6000
TERRAIN	552333.00N/1333006.00W		2119 (2100)								AS1500	3600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM  
HUSUV

TO  
MUKLE

RNP	DISTANCE 8.00	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	551433.00N/1331718.00W		2277	164	98	4E	1000				PR160 AT2563	6000
TERRAIN	551433.00N/1331718.00W		2076 (2100)								AS1500	3600

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

INTERMEDIATE

FROM  
MUKLE (IF/IAF)

TO  
WILIP

RNP	DISTANCE 8.50	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	552533.00N/1331642.00W		2313	164	98	4E	500				AC98 PR130 AT259	3300
TERRAIN	552533.00N/1331642.00W		2112 (2100)								AS1000	3100

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



INTERMEDIATE: STEPDOWN

FROM  
WILIP

TO  
JORAG

RNP	DISTANCE 1.10	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	552536.00N/1331630.00W		2202	164	98	4E	500				AC98 PR100 AT100	3000
TERRAIN	552609.00N/1331454.00W		1686 (1700)								AS1000	2700

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	IR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

FINAL: LPV

FROM  
JORAG

TO  
RW02

<u>RNP</u>	<u>DISTANCE</u> 8.89	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 437			<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 (02-279850)	553426.95N/1330511.27W		146	20	3	1A		32.90:1			SA-26 MA187	494

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	IR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:





FINAL: LPV

FROM

JORAG

TO

RW02

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	8.89		DA	995								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (02-279850)	553426.95N/1330511.27W		146	20	3	1A		32.90:1			SA-26 MA745	1052

COMPUTATIONS

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

FINAL: LNAV/VNAV

FROM

JORAG

TO

RW02

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	8.89		DA	1115								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (02-280075)	553358.44N/1330715.74W		338	20	10	1B		22.15:1			SA-84 PR102 AC10 MA543	1172

COMPUTATIONS

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

BARO-VNAV NA. FINAL SEGMENT CONTAINS PRECIPITOUS TERRAIN.



HOLD-IN-LIEU OF PT

FROM  
MUKLE

TO  
P-6

RNP	DISTANCE	PAT P-6	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	551333.00N/1332606.00W		2251	164	98	4E	1000				PR140 AT2609	6000
TERRAIN	551333.00N/1332606.00W		2050 (2100)								AS1500	3600

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

MISSED APPROACH : LPV

FROM  
DA

TO  
MUKLE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 214					
<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	553833.00N/1330400.00W		2519	250	50	4D		ASC	600	3000		6000
AAO	553830.00N/1330406.00W		2428	164	98	4E	1000				PR170	3600
TERRAIN	553830.00N/1330406.00W		2227 (2200)								AS1500	3700

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

MISSED APPROACH UTILIZES A 25 DEGREE BANK ANGLE AND 165 KIAS AIRSPEED RESTRICTION FOR HIGH TERRAIN/OBSTACLE AVOIDANCE.



MISSED APPROACH : LPV

FROM  
DA

TO  
MUKLE

RNP	DISTANCE	PAT	MAP	HAT			HMAS 529					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	554007.99N/1330110.95W		2647	250	50	4D		ASC				6000
AAO	553830.00N/1330406.00W		2428	164	98	4E	1000				PR170	3600
TERRAIN	553830.00N/1330406.00W		2227 (2200)								AS1500	3700

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:  
MISSED APPROACH UTILIZES A 25 DEGREE BANK ANGLE AND 165 KIAS AIRSPEED RESTRICTION FOR HIGH TERRAIN/OBSTACLE AVOIDANCE.

MISSED APPROACH : LNAV/VNAV

FROM  
DA

TO  
MUKLE

RNP	DISTANCE	PAT	MAP	HAT			HMAS 920					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	554051.18N/1330733.25W		3118	250	50	4D		ASC				6000
AAO	553830.00N/1330406.00W		2428	164	98	4E	1000				PR170	3600
TERRAIN	553830.00N/1330406.00W		2227 (2200)								AS1500	3700

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:  
MISSED APPROACH UTILIZES A 25 DEGREE BANK ANGLE AND 165 KIAS AIRSPEED RESTRICTION FOR HIGH TERRAIN/OBSTACLE AVOIDANCE.

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED



<u>CENTER</u>	<u>RADIUS</u>
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REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
ZAN ARTCC, KTN FSS

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> PAKW	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> PAKW	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> AWOS-3P	<u>LOCATION</u> PAHY	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> PAHY	<u>DISTANCE</u> 23.97	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 67

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
PAKW 80, PAHY 0  
RA = 66.3.

<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>
RW02 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-F	
RW20 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-F	

<u>GLIDESLOPE ANGLE</u> 3.10	<u>ELEV RWY THRESHOLD</u> 38.7	<u>TCH</u> 36.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 34.0
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FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -10C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -10C	<u>APT ISA</u> +14.84C
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CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2017-2021).  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 847 HIGH TEMP 1164.

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS



and/or  
**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

<b>PENETRATIONS REMARKS:</b>

**PART C: GENERAL REMARKS:**  
PRECIPITOUS TERRAIN EVALUATION COMPLETED.  
148' VEGETATION PER FPT.  
TCH OF 36 UTILIZED TO AVOID VGS PENETRATIONS.  
CAT D MINS EXCLUDED PER FPT - EXCESSIVE MINS.  
  
CONTINGENCY NOTE  
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HYDABURG ALTIMETER SETTING: INCREASE LPV# DA TO 561 FEET AND ALL VISIBILITIES 1/8 SM, INCREASE LPV DA TO 1119 FEET, INCREASE LNAVNAV DA TO 1239 FEET AND ALL VISIBILITIES 1 SM.



<u>AIRPORT ID</u> PAKW	<u>PROCEDURE NAME</u> RNAV (GPS) Z RWY 2	<u>AMDT NO.</u> 1	<u>CITY</u> KLAWOCK	<u>STATE</u> AK	<u>AIRPORT ELEVATION</u> 80	<u>FACILITY</u> RNAV
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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	THLD	TO 1000FT POINT	4.15
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	038.99
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	200
DISTANCE FROM	THLD	TO 1500FT POINT	6.29
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	038.99
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	200

THRESHOLD  
COORDINATES  
(IF STR-IN)

553426.13N/1330501.04W

ARP COORDINATES

553445.20N/1330433.60W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 20 DISTANCE 0.41 NM

FAF  
COORDINATES

552732.78N/1331452.18W

FIX NAME  
COORDINATES

IAF HIDNA: 552505.44N/1333622.81W, IF/IAF MUKLE: 552005.47N/1332526.77W, IAF HUSUV: 551504.52N/1331433.49W

REMARKS

TAA UTILIZES 30 NM RADII.

QUALITY  
16  
CHECKED

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

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> JASON KRETSCHMER (PATRICK COMBS)	<u>OFFICE</u> AJV-A421	<u>DATE</u> 03/11/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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