

**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> PAPR	<u>PROCEDURE NAME</u> RNAV (GPS) M RWY 1	<u>ORIGINAL/AMENDMENT</u> ORIG-A	<u>CITY</u> PROSPECT CREEK	<u>STATE</u> AK		
<u>AIRPORT ELEVATION</u> 1095	<u>TDZE</u> 1095	<u>SUPERSEDED</u> RNAV (GPS) Y RWY 1	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>DATED</u> 09/25/2008	<u>MAG VAR</u> 21E	<u>EPOCH YEAR</u> 2010
<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. 281/30 CW 101/30	NOPT	281/5 CW 101/5		6300
2. 281/5 CW 101/5		SOYER	IF/IAF	4200
3. 101/30 CW 191/30		CITMI	IAF	6300
4. 191/30 CW 281/30		191/16 CW 281/16		7300
5. 191/16 CW 281/16		KUYNE	IAF	6600

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>
CITMI	IAF	SOYER	NOPT	TF	FB	1.00	100.85	6.59	4200
KUYNE	IAF	SOYER	NOPT	TF	FB	1.00	281.26	6.00	4200
SOYER	IF/IAF	TAVPE		TF	FB	1.00	011.06	6.04	3500
TAVPE	FAF	HIKIV/2.25 NM TO GIKDE		TF	FB	0.30	011.19	2.87	
HIKIV/2.25 NM TO GIKDE		GIKDE	MAP	TF	FO	0.30	011.19	2.25	
GIKDE	MAP	1495 MSL		CA			011.19		
1495 MSL		CITMI		DF	FO	1.00			4200

MISSED APPROACH

MAP:
LNAV: GIKDE

MISSED APPROACH INSTRUCTIONS:
CLIMBING LEFT TURN TO 4200 DIRECT CITMI AND HOLD, CONTINUE CLIMB IN HOLD TO 4200.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD S SOYER, RT, 011.06 INBOUND, 4200 FT. IN LIEU OF PT (IAF), MAX 14000.					
3. FAC:	011.19	FAF: TAVPE	DIST FAF TO MAP: 5.11		DIST FAF TO THLD: 5.96
4. MIN ALT: SOYER 4200, TAVPE 3500, HIKIV/2.25 NM TO GIKDE 2360					
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:					

PBN REQUIREMENTS NOTE:
RNP APCH - GPS.

NOTES:
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BETTLES ALTIMETER SETTING AND INCREASE ALL MDAS 120 FEET AND LNAV VISIBILITY CAT A 1/4 SM, CIRCLING VISIBILITY ALL CATS 1/4 SM.
CHART NOTE: VDP NA WHEN USING BETTLES ALTIMETER SETTING.
CHART NOTE: TERRAIN TO 2000' WITHIN 1.0 NM EAST OF AIRPORT.
CHART NOTE: USE OF PROSPECT CREEK REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.
CHART NOTE: CIRCLING NA E OF RWY 1-19.
CHART NOTE: ACTIVATE MIRL RWY 1-19, REIL RWY 1-19 - CTAF.

ADDITIONAL FLIGHT DATA:
HOLD W, RT, 100.85 INBOUND.
CHART FAS OBST: 1170 TOWER (02-000692) 664845N/1504004W.
1504 AAO 664540N/1504350W.
CHART VDP AT 1.49 NM TO GIKDE.
TAVPE TO RW1: 3.74/40.



MINIMUMS:

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

ALTERNATE: NA ☒

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
LNAV MDA	1880	1	785	1880	1 1/4	785	1880	2 1/2	785		NA				
CIRCLING	1880	1	785	1980	1 1/4	885	2040	2 3/4	945		NA				

CHANGES - REASONS

1. ADDED CHART NOTE: USE OF PROSPECT CREEK REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS - REQUIRED FOR SPECIALS.
2. REMOVED CHART NOTE "DME/DME RNP-0.3 NA" - 8260.19I 4-6-10.E.
3. ADDED "PBN REQUIREMENTS NOTE: RNP APCH - GPS" - 8260.19I 8-6-8.
4. ADDED 20:1 IS CLEAR - 8260-19I 8-6-7G(3)A
5. CHANGED CHART PROFILE NOTE FROM VGSI AND DESCENT ANGLES NOT COINCIDENT TO VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}) - 8260-19I 6-6-9 M (2).
6. CHANGED VDP DISTANCE IN ADDITIONAL FLIGHT DATA NOTE FROM 0.87 NM TO THLD TO 1.49 NM TO THLD - LNAV MDA RAISED FROM 1680 TO 1880.
7. LNAV MDA/HAT CHANGED FROM 1680/585 TO 1880/785 - MISSED APPROACH PENETRATION.
8. CIRCLING CAT A MDA/HAA CHANGED FROM 1740/645 TO 1880/785, CIRCLING CAT B MDA/HAA CHANGED FROM 1880/785 TO 1980/885 - INCREASE IN SI AND AND NEW CIRCLING RADII APPLIED.
9. ADDITIONAL FLIGHT DATA NOTE CHANGED FROM CHART FAS OBST: 1674 VEGETATION 664758N/1503702W TO CHART FAS OBST: 1170 TOWER (02-000692) 664845N/1504004W - NEW LNAV CONTROLLING OBSTACLE.
10. CHANGED ADDITIONAL FLIGHT DATA NOTE CHART 1974 VEGETATION 664513N/1504006W TO 1504 AAO 664540N/1504350W.- NEW 7:1 EXCLUDED OBSTACLE.
11. REMOVED PLANVIEW NOTE: MISSED APPROACH OBSTRUCTIONS REQUIRE A MINIMUM CLIMB GRADIENT OF 285 FT/NM TO 2700. CHART - INCREASED CLIMB GRADIENT ONLY PROVIDED 20 FEET OF MDA RELIEF.

08/16/23 THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/22/22.
PROCEDURE NAME CHANGED FROM RNAV (GPS) Y RWY 1 TO RNAV (GPS) M RWY 1.

SUBMITTED BY**OFFICE****DATE****FLIGHT CHECKED BY**

Digitally signed by
DAVID TEFFETELLER
Aug 17, 2023

OFFICE
FIOG

DATE
10/13/2022

DEVELOPED BY

FRANK MOORE

Digitally signed by
FRANK MOORE
Aug 16, 2023

OFFICE
AJV-A433

DATE
12/15/2021

RECOMMENDED BY

LONNIE EVERHART

Digitally signed by
DAVID TEFFETELLER
Aug 17, 2023

OFFICE
AJV-A430

DATE

TITLE
MANAGER

APPROVED BY**OFFICE****DATE****TITLE**

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

<u>AIRPORT ID</u> PAPR	<u>PROCEDURE NAME</u> RNAV (GPS) M RWY 1	<u>AMDT NO.</u> ORIG-A	<u>CITY</u> PROSPECT CREEK	<u>STATE</u> AK	<u>AIRPORT ELEVATION</u> 1095	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM
281/30 CW 101/30

TO
281/5 CW 101/5

<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>
1.AAO	663200.30N/1501510.90W		4273	1000	3	6A	2000					6300
2.TERRAIN	662246.30N/1504058.30W		3179 (3200)								AS1500	4700

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:

STRAIGHT-IN AREA

FROM
281/5 CW 101/5

TO
SOYER

<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>
13.AAO	663445.00N/1504300.00W		2132	164	98	4E	2000				AT68	4200
4.TERRAIN	663445.00N/1504300.00W		2097 (2100)								AS1500	3600

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:



LEFT BASE AREA

FROM

101/30 CW 191/30

TO

CITMI

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.AAO	665746.23N/1501216.78W		4292	164	98	4E	2000					6300
6.TERRAIN	665536.30N/1510524.20W		3537 (3500)								AS1500	5000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

RIGHT BASE AREA

FROM

191/30 CW 281/30

TO

191/16 CW 281/16

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
7.AAO	665506.20N/1494412.90W		5235	1000	3	6A	2000				AT65	7300
8.TERRAIN	665533.00N/1494800.00W		5020 (5000)	250	125	4E					AS1500	6500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



RIGHT BASE AREA

FROM

191/16 CW 281/16

TO

KUYNE

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
9.AAO	663531.70N/1500333.80W		4525	1000	3	6A	2000				AT75	6600
10.TERRAIN	663531.70N/1500333.80W		4325 (4300)								AS1500	5800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

CITMI

TO

SOYER

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
6.59												
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
11.AAO	664315.00N/1510048.00W		2103	164	98	4E	1000				AT1097	4200
12.TERRAIN	664315.00N/1510048.00W		1903 (1900)								AS1500	3400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

KUYNE

TO

SOYER

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	6.00											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
13.AAO	663445.00N/1504300.00W		2297	164	98	4E	1000				AT903	4200
14.TERRAIN	663448.00N/1504312.00W		2061 (2100)								AS1500	3600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

SOYER (IF/IAF)

TO

TAVPE

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	6.04											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
15.AAO	664301.20N/1505311.96W		2199	50	20	2C	500					2700
16.TERRAIN	664301.20N/1505311.96W		1999 (2000)								AS1500	3500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM
TAVPE

TO
HIKIV/2.25 NM TO GIKDE

<u>RNP</u>	<u>DISTANCE</u> 2.87	<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>
17.TERRAIN (02-028756)	664508.33N/1504427.48W		1936	50	20	2C	250				RA113 DG61	2360

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 STEPDOWN

FROM
HIKIV/2.25 NM TO GIKDE

TO
GIKDE

<u>RNP</u>	<u>DISTANCE</u> 2.25	<u>PAT</u>	<u>MAP</u> GIKDE	<u>HAT</u> 785			<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>
18.TOWER (02-000692)	664845.30N/1504003.60W		1170	500	250	5F	250				AC250 MA200	1880

COMPUTATIONS

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



HOLD-IN-LIEU OF PT

FROM
SOYER

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
19.AAO	663030.20N/1505621.20W		2888	1000	3	6A	1000					3900
20.TERRAIN	663030.20N/1505621.20W		2688 (2700)								AS1500	4200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : LNAV

FROM
GIKDE

TO
CITMI

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1780					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
21.VEGETATION	664758.63N/1503636.76W		1964	50	20	2C		ASC			SA-155	4200
22.AAO	664533.00N/1505300.00W		2440	50	20	2C	1000					3500
23.TERRAIN	664533.00N/1505300.00W		2201 (2200)								AS1500	3700

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											
24.VEGETATION	664953.77N/1504048.82W	1.30	785	1424	50	20	2C	300		SI	1880
CATEGORY B											
25.VEGETATION	664959.68N/1504159.45W	1.84	885	1664	50	20	2C	300			1980
CATEGORY C											
26.VEGETATION	664840.91N/1504614.72W	2.90	945	1734	50	20	2C	300			2040

CIRCLING REMARKS:

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

25' VEGETATION USED WITHIN 20000' AND ON FINAL SEGMENTS BEYOND 20000', PER FPO.

FPT DIRECTED LOWEST POSSIBLE MDA FOR CIRCLING.

LPV DEVELOPED SEPARATELY (AT 3.6 DEGREES) AND LNAV/VNAV NOT DEVELOPED DUE TO OBS: 1958 MSL (GROUND 1) 664507.54N/1504424.70W. DA WITHIN 1 NM OF PFAF.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZAN ARTCC, FAI FSS

<u>WX SERVICE</u> SAWRS	<u>LOCATION</u> PAPR	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> PAPR	<u>DISTANCE</u> 0	<u>SERVICE-A</u> N	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> PABT	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> PABT	<u>DISTANCE</u> 21.73	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 113

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
PAPR 1095
PABT 645

<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>
RW01 - MIRL (PCL), REIL (PCL), PAPI-2L			
RW19 - MIRL (PCL), REIL (PCL), PAPI-2L			

<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> 3.00	<u>TCH</u> 39.0
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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>	<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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
VGSI DATA: 3.00/34.
GRAVEL RUNWAY- NO MARKING. LESS THAN 400' HAT ALLOWED PER ANC AWO.
ORDER 8260.3 CHAPTER 2 APPLIED TO 1504 AAO 664539.93N/1504350.05W.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT ID</div> <div>PAPR</div>	<div>PROCEDURE NAME</div> <div>RNAV (GPS) M RWY 1</div>	<div>AMDT NO.</div> <div>ORIG-A</div>	<div>CITY</div> <div>PROSPECT CREEK</div>	<div>STATE</div> <div>AK</div>	<div>AIRPORT ELEVATION</div> <div>1095</div>	<div>FACILITY</div> <div>RNAV</div>
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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	3.96
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	32.19
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1900
DISTANCE FROM	THLD	TO 1500FT POINT	5.76
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	32.19
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1900

THRESHOLD COORDINATES (IF STR-IN)

664829.89N/1503910.14W

ARP COORDINATES

664850.60N/1503837.00W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 1 DISTANCE 0.41 NM

FAF COORDINATES

664328.31N/1504711.97W

FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

IAFS USED WITH TAA, 30NM RADIUS:
SOYER: 663822.71N/1505516.23W. CITMI: 664151.26N/1510919.58W. KUYNE: 663511.78N/1504231.96W.

QUALITY
50
CHECKED

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

Electronic Version

Page 10 of 11

PART E: PREPARED BY

<u>NAME</u> FRANK MOORE	<u>OFFICE</u> AJV-A433	<u>DATE</u> 12/15/2021	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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