

**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.

| | | | | | | |
|---------------------------------------|---|---|--|-----------------------------------|------------------------------|----------------------------------|
| <u>AIRPORT ID</u> PAQH | <u>PROCEDURE NAME</u> RNAV (GPS) RWY 30 | <u>ORIGINAL/AMENDMENT</u> 1A | <u>CITY</u> QUINHAGAK | <u>STATE</u> AK | | |
| <u>AIRPORT ELEVATION</u> 43 | <u>TDZE</u> 43 | <u>SUPERSEDED</u> RNAV (GPS) RWY 30 | <u>ORIGINAL/AMENDMENT</u> 1 | <u>DATED</u> 03/31/2016 | <u>MAG VAR</u> 11E | <u>EPOCH YEAR</u> 2020 |
| <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

| FROM | FIX TYPE | TO | FIX TYPE | ALTITUDE |
|---------------------|-----------------|------------------|-----------------|-----------------|
| 1. 233/30 CW 283/30 | NOPT | 233/19 CW 283/19 | | 5500 |
| 2. 283/30 CW 013/30 | | CUTEB | IF/IAF | 5200 |
| 3. 233/19 CW 283/19 | | CUTEB | IF/IAF | 5200 |
| 4. 013/30 CW 123/30 | | BEVNE | IAF | 5200 |
| 5. 123/30 CW 233/30 | | 123/12 CW 233/12 | | 6700 |
| 6. 123/12 CW 233/12 | | ZALIB | IAF | 5200 |

TERMINAL ROUTES

| FROM | FIX TYPE | TO | FIX TYPE | LEG TYPE | FO/FB | RNP | COURSE | DISTANCE | ALTITUDE |
|-----------------------|-----------------|-----------------------|-----------------|-----------------|--------------|------------|---------------|-----------------|-----------------|
| BEVNE | IAF | CUTEB | NOPT | TF | FB | 1.00 | 013.35 | 6.50 | 5200 |
| ZALIB | IAF | CUTEB | NOPT | TF | FB | 1.00 | 233.60 | 6.50 | 5200 |
| CUTEB | IF/IAF | VIVUC | | TF | FB | 0.50 | 303.43 | 7.71 | 3300 |
| VIVUC | FAF | OLATE/2.70 NM TO RW30 | | TF | FB | 0.30 | 303.28 | 7.09 | |
| OLATE/2.70 NM TO RW30 | | RW30 | MAP | TF | FO | 0.30 | 303.28 | 2.70 | |
| RW30 | MAP | 293 MSL | | CA | | | 303.28 | | |
| 293 MSL | | HOTKU | | DF | FO | 1.00 | | | 2500 |

QUALITY
16
CHECKED

MISSED APPROACH**MAP:**

LPV: DA
LNAV/VNAV: DA
LNAV: RW30

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2500 DIRECT HOTKU AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2500.

ALTERNATE MISSED APPROACH INSTRUCTIONS:**PROFILE:**

| | | | | | |
|---|---|------------------|-----------------------|---------------|------------------------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. HOLD SE CUTEB, RT, 303.43 INBOUND, 5200 FT. IN LIEU OF PT (IAF), MAX 6000. | | | | | |
| 3. FAC: | 303.28 | FAF: VIVUC | DIST FAF TO MAP: 9.79 | | DIST FAF TO THLD: 9.79 |
| 4. MIN ALT: | CUTEB 5200, VIVUC 3300, OLATE/2.70 NM TO RW30 960 | | | | |
| 5. DIST TO THLD FROM OM: | MM: | IM: | 150 HAT: | 250 HAT: 0.65 | GS ANT: |
| 6. MIN GP INCPT: | 3300 | GP ALT AT PFAF : | VIVUC 3300 | OM: | MM: |
| 7. GP ANGLE: | 3.10 | 34:1: IS CLEAR | 20:1: IS CLEAR | TCH: 35.0 | IM: |
| 8. MSA FROM: | | | | | |

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -25°C OR ABOVE 54°C.

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 122.84 INBOUND.
CHART FAS OBST: 64 TREE 594500N/1615019W.
CHART VDP AT 0.73 NM TO RW30.
WAAS CHANNEL # 58310
REFERENCE PATH ID: W30A
CHART CIRCLING ICON.
LTP HAE: 25.2 M

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

ALTERNATE: NA ☐ STANDARD - 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 |
| LPV DA | 293 | 1 | 250 | 293 | 1 | 250 | 293 | 1 | 250 | 293 | 1 | 250 | | | |
| LNAV/VNAV DA | 293 | 1 | 250 | 293 | 1 | 250 | 293 | 1 | 250 | 293 | 1 | 250 | | | |
| LNAV MDA | 320 | 1 | 277 | 320 | 1 | 277 | 320 | 1 | 277 | 320 | 1 | 277 | | | |
| CIRCLING | 400 | 1 | 357 | 500 | 1 | 457 | 580 | 1 1/2 | 537 | 600 | 2 | 557 | | | |

CHANGES - REASONS

1. INCORPORATED NOTAMS 0/7834, 9/0036.
2. TERMINAL ROUTES "RW30 TO 292 MSL" AND "292 MSL TO HOTKU" CHANGED TO "RW30 TO 293 MSL" AND "293 MSL TO HOTKU".- TDZE CHANGED FROM 42 TO 43.
3. REMOVED *LNAV ONLY FROM PROFILE LINE 4.- 8260.19I, 8-6-10.M.
4. DELETED "CHART NOTE: DME/DME RNP-0.3 NA" AND ADDED "RNP APCH - GPS" TO PBN REQUIREMENTS NOTE - IAW 8260.19I, 8-6-8.B (2).
5. REMOVED "CHART NOTE: PROCEDURE NA AT NIGHT."- RUNWAY LIGHTS REPAIRED, NIGHT MINIMUMS RE-AUTHORIZED.
6. RELOCATED BACKUP ALTIMETER NOTES FROM THIS FORM TO THE 8260-9 FOR CONTINGENCY PURPOSES - 8260.19I, 8-6-9.F (3), ALTIMETERS ON WMSCR.
7. AMENDED NOTE FROM "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -25°C (-13°F) OR ABOVE 51°C (124°F)" TO " CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -25°C OR ABOVE 54°C" - IAW 8260.19I, 8-6-9.R.
8. LPV AND LNAV/VNAV DA ALL CATS CHANGED FROM 292 TO 293.- TDZE CHANGED FROM 42 TO 43.
9. LNAV HAT ALL CATS CHANGED FROM 278 TO 277.- TDZE CHANGED FROM 42 TO 43.
10. CIRCLING HAA ALL CATS CHANGED FROM 358/458/538/558 TO 357/457/537/557.- AIRPORT ELEVATION CHANGED FROM 42 TO 43.
11. ADDED "20:1: IS CLEAR" TO PROFILE LINE 7 - IAW 8260.19I, 8-6-7.G (3).
12. LTP/FTP LAT/LONG CHANGED FROM 594504.6355N/1615015.2655W TO 594504.6375N/1615015.2655W.- AIRNAV DATA.
13. LTP/FTP ELLIPSOIDAL HEIGHT CHANGED FROM +00257 TO +00252.- AIRNAV DATA.
14. FPAP LAT/LONG CHANGED FROM 594606.4420N/1615221.8445W TO 594606.4255N/1615221.8785W.- UPDATED LTP DATA.
15. CRC REMAINDER CHANGED FROM 5BF2A96B TO 3227943A.- UPDATED LTP/FTP LAT/LONG AND ELLIPSOIDAL HEIGHT, AND FPAP LAT/LONG.
16. ADDED "MAX 6000" TO PROFILE LINE 2.- 8260.19I, 8-6-7.B (2).
17. ADDED CLIMB-IN-HOLD TO MISSED APPROACH INSTRUCTIONS.- UPDATED EVALUATION.

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZAN, AMGR

FLIGHT CHECKED BY
MICHAEL J OLAH

Digitally signed by
DONALD H LANIER
Apr 18, 2022

OFFICE
FPO

DATE
04/07/2022

DEVELOPED BY
DONALD H. LANIER (TIA FERONTI)

Digitally signed by
DONALD H LANIER

OFFICE
AJV-A432

DATE

APPROVED BY
LONNIE EVERHART

Digitally signed by
DONALD H LANIER
Apr 18, 2022

OFFICE
AJV-A430

DATE

TITLE
MANAGER



FAS DATA BLOCK INFORMATION

| <u>DATA FIELD</u> | <u>DATA</u> |
|--|---------------|
| OPERATION TYPE | 0 |
| SBAS SERVICE PROVIDER IDENTIFIER | 0 |
| AIRPORT IDENTIFIER | PAQH |
| RUNWAY | RW30 |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W30A |
| LTP/FTP LATITUDE | 594504.6375N |
| LTP/FTP LONGITUDE | 1615015.2655W |
| LTP/FTP ELLIPSOIDAL HEIGHT | +00252 |
| FPAP LATITUDE | 594606.4255N |
| FPAP LONGITUDE | 1615221.8785W |
| THRESHOLD CROSSING HEIGHT (TCH) | 00035.0 |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F |
| GLIDEPATH ANGLE (GPA) | 03.10 |
| COURSE WIDTH AT THRESHOLD | 106.75 |
| LENGTH OFFSET | 1528 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 50.0 |
| | |
| CRC REMAINDER | 3227943A |

ADDITIONAL PATH POINT RECORD INFORMATION

| | |
|-------------------------|--------|
| ICAO CODE | PA |
| LTP ORTHOMETRIC HEIGHT | +00132 |
| FPAP ORTHOMETRIC HEIGHT | +00132 |



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

| | | | | | | |
|---------------------------|--|-----------------------|--------------------------|--------------------|--------------------------------|-------------------------|
| <u>AIRPORT ID</u> PAQH | <u>PROCEDURE NAME</u> RNAV (GPS) RWY 30 | <u>AMDT NO.</u> 1A | <u>CITY</u> QUINHAGAK | <u>STATE</u> AK | <u>AIRPORT ELEVATION</u> 43 | <u>FACILITY</u> RNAV |
|---------------------------|--|-----------------------|--------------------------|--------------------|--------------------------------|-------------------------|

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM
233/30 CW 283/30

TO
233/19 CW 283/19

| <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 | 594548.48N/1602804.51W | 3488 | 1000 | 20 | 6C | 2000 | | | | | 5500 |
| | | | | | | | | | | | | TERRAIN | 594548.48N/1602804.51W | 3288 (3300) | | | | | | | | AS1500 | 4800 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

STRAIGHT-IN AREA

FROM
283/30 CW 013/30

TO
CUTEB

| <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 | 592530.49N/1603612.86W | 3125 | 1000 | 20 | 6C | 2000 | | | | | 5200 |
| | | | | | | | | | | | | TERRAIN | 592530.49N/1603612.86W | 2925 (2900) | | | | | | | | AS1500 | 4400 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



STRAIGHT-IN AREA

FROM
233/19 CW 283/19

TO
CUTEB

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS | | | | | |
|-------------|------------------------|-----|-------------|------|------|----|------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| AAO | 593622.45N/1611407.53W | | 3150 | 1000 | 20 | 6C | 2000 | | | | | 5200 |
| TERRAIN | 593622.45N/1611407.53W | | 2950 (3000) | | | | | | | | AS1500 | 4500 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

LEFT BASE AREA

FROM
013/30 CW 123/30

TO
BEVNE

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS | | | | | |
|-------------|------------------------|-----|-------------|------|------|----|------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| AAO | 591503.00N/1613300.00W | | 2976 | 1000 | 20 | 6C | 2000 | | | | AT224 | 5200 |
| TERRAIN | 591503.00N/1613300.00W | | 2776 (2800) | | | | | | | | AS1500 | 4300 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



RIGHT BASE AREA

FROM
123/30 CW 233/30

TO
123/12 CW 233/12

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS | | | | | |
|-------------|------------------------|-----|-------------|------|------|----|------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| AAO | 595714.10N/1603205.00W | | 4700 | 1000 | 20 | 6C | 2000 | | | | | 6700 |
| TERRAIN | 595714.10N/1603205.00W | | 4500 (4500) | | | | | | | | AS1500 | 6000 |

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

SEGMENT REMARKS:

RIGHT BASE AREA

FROM
123/12 CW 233/12

TO
ZALIB

| <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 | 593622.45N/1611407.53W | | 3150 | 1000 | 20 | 6C | 2000 | | | | | 5200 |
| TERRAIN | 593622.45N/1611407.53W | | 2950 (3000) | | | | | | | | AS1500 | 4500 |

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

SEGMENT REMARKS:



| | | | | | | | | | | | |
|---------------------------|--|-----------------------|--------------------------|--------------------|--------------------------------|-------------------------|------------|-----------|-------------|--------------------|----------------|
| AIRPORT ID PAQH | PROCEDURE NAME RNAV (GPS) RWY 30 | AMDT NO. 1A | CITY QUINHAGAK | STATE AK | AIRPORT ELEVATION 43 | FACILITY RNAV | | | | | |
| INITIAL | | | | | | | | | | | |
| FROM BEVNE | | | TO CUTEB | | | | | | | | |
| RNP | DISTANCE 6.50 | PAT | MAP | HAT | HMAS | | | | | | |
| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| AAO | 592606.00N/1612724.00W | 2153 | 50 | 50 | 2D | 1000 | | | | AT2047 | 5200 |
| TERRAIN | 592606.00N/1612724.00W | 1953 (2000) | | | | | | | | AS1500 | 3500 |

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

SEGMENT REMARKS:

| | | | | | | | | | | | |
|----------------------|-------------------------|-----------------|--------------------|-------------|-------------|------------|------------|----------------------|-------------|--------------------|-------------------------------|
| INITIAL | | | | | | | | | | | |
| FROM ZALIB | | | TO CUTEB | | | | | | | | |
| RNP | DISTANCE 6.50 | PAT | MAP | HAT | HMAS | | | | | | |
| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| AAO | 593622.45N/1611407.53W | 3150 | 1000 | 20 | 6C | 1000 | | | | AT1050 | 5200 |
| TERRAIN | 593622.45N/1611407.53W | 2950 (3000) | | | | | | | | AS1500 | 4500 |
| COMPUTATIONS | | | | | | | | | | | |
| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |

SEGMENT REMARKS:



INTERMEDIATE

FROM
CUTEB (IF/IAF)

TO
VIVUC

| RNP | DISTANCE 7.71 | PAT | MAP | HAT | | | HMAS | | | | | |
|-------------|------------------------|-----|-------------|------|------|----|------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| AAO | 593459.10N/1612352.20W | | 2504 | 1000 | 20 | 6C | 500 | | | | | 3100 |
| TERRAIN | 593459.10N/1612352.20W | | 2304 (2300) | | | | | | | | AS1000 | 3300 |

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

SEGMENT REMARKS:

FINAL: LPV

FROM
VIVUC

TO
RW30

| RNP | DISTANCE 9.79 | PAT | MAP DA | HAT 250 | | | HMAS | | | | | |
|-------------|------------------|-----|-----------|------------|------|----|------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | | ASC | | | | 293 |

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

SEGMENT REMARKS:

250 HAT MAINTAINS PREVIOUS MINIMA.



FINAL: LNAV/VNAV

FROM
VIVUC

TO
RW30

| RNP | DISTANCE 9.79 | PAT | MAP DA | HAT 250 | HMAS | | | | | | | |
|-------------|------------------|-----|-----------|------------|------|----|-----|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | | ASC | | | | 293 |

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

SEGMENT REMARKS:

FINAL: LNAV

FROM
VIVUC

TO
OLATE/2.70 NM TO RW30

| RNP | DISTANCE 7.09 | PAT | MAP | HAT | HMAS | | | | | | | |
|-------------|------------------------|-----|----------|------|------|----|-----|-----|----|------|---------------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| AAO | 593835.78N/1613831.07W | | 308 | 50 | 20 | 2C | 250 | | | | RA160 XL190 DG52 | 960 |

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

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM
OLATE/2.70 NM TO RW30

TO
RW30

| RNP | DISTANCE 2.70 | PAT | MAP RW30 | HAT 277 | | | HMAS | | | | | |
|-------------|------------------------|-----|-------------|------------|------|----|------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| TREE | 594459.50N/1615018.99W | | 64 | 50 | 20 | 2C | 250 | | | | | 320 |

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
CUTEB

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 | 592458.50N/1611253.60W | | 3020 | 1000 | 20 | 6C | 1000 | | | | AT1180 | 5200 |
| TERRAIN | 592458.50N/1611253.60W | | 2820 (2800) | | | | | | | | AS1500 | 4300 |

COMPUTATIONS

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

SEGMENT REMARKS:



MISSED APPROACH : LPV

FROM
DA

TO
HOTKU

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS 103 | | | | | |
|-------------|------------------------|-----|----------|------|------|----|-------------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | | ASC | | | | 2500 |
| AAO | 594748.99N/1615553.63W | | 249 | 50 | 20 | 2C | 1000 | | | | | 1300 |
| TERRAIN | 595248.00N/1620030.00W | | 32 (0) | | | | | | | | AS1500 | 1500 |

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

SEGMENT REMARKS:

MISSED APPROACH : LNAV/VNAV

FROM
DA

TO
HOTKU

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS 132 | | | | | |
|-------------|------------------------|-----|----------|------|------|----|-------------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | | ASC | | | | 2500 |
| AAO | 594748.99N/1615553.63W | | 249 | 50 | 20 | 2C | 1000 | | | | | 1300 |
| TERRAIN | 595248.00N/1620030.00W | | 32 (0) | | | | | | | | AS1500 | 1500 |

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

SEGMENT REMARKS:



MISSED APPROACH : LNAV

FROM
RW30

TO
HOTKU

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS 220 | | | | | |
|-------------|------------------------|-----|----------|------|------|----|-------------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | | ASC | | | | 2500 |
| AAO | 594748.99N/1615553.63W | | 249 | 50 | 20 | 2C | 1000 | | | | | 1300 |
| TERRAIN | 595248.00N/1620030.00W | | 32 (0) | | | | | | | | AS1500 | 1500 |

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 | 594459.50N/1615018.99W | 1.30 | 357 | 64 | 50 | 20 | 2C | 300 | | HAA | 400 |
| CATEGORY B | | | | | | | | | | | |
| TREE | 594459.50N/1615018.99W | 1.81 | 457 | 64 | 50 | 20 | 2C | 300 | | HAA | 500 |
| CATEGORY C | | | | | | | | | | | |
| TOWER (02-000667) | 594343.97N/1615423.41W | 2.84 | 537 | 260 | 20 | 3 | 1A | 300 | | | 580 |
| CATEGORY D | | | | | | | | | | | |
| TOWER (02-000667) | 594343.97N/1615423.41W | 3.70 | 557 | 260 | 20 | 3 | 1A | 300 | | HAA | 600 |

CIRCLING REMARKS:



CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZAN ARTCC, KENAI FSS

| | | | | | | |
|--------------------------------------|-------------------------|----------------------------|---------------------------------|---------------------------|-----------------------|---------------------------|
| <u>WX SERVICE</u> AWOS-3P | <u>LOCATION</u> PAQH | <u>HRS OPERATION</u> 24 | <u>ALTIMETER SOURCE</u> PAQH | <u>DISTANCE</u> 0 | <u>SERVICE-A</u> Y | <u>ADJUSTMENTS</u> 0 |
| <u>BACK-UP WX SERVICE</u> AWOS-3P | <u>LOCATION</u> PAKI | <u>HRS OPERATION</u> 24 | <u>ALTIMETER SOURCE</u> PAKI | <u>DISTANCE</u> 66.929 | <u>SERVICE-A</u> Y | <u>ADJUSTMENTS</u> 158 |

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
PAQH 43, PAKI 19
RA = 157.6

| | | | |
|--|----------------------|------------------------|----------------------------|
| <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> |
| RW12 - MIRL (PCL) | | | |
| RW30 - MIRL (PCL) | | | |

| | | | | | | |
|---------------------------------|-----------------------------------|--------------------|------------------------|--------------------------|-------------------|------------|
| <u>GLIDESLOPE ANGLE</u> 3.10 | <u>ELEV RWY THRESHOLD</u> 43.2 | <u>TCH</u> 35.0 | <u>ELEV GS ANTENNA</u> | <u>DISTANCE FROM RWY</u> | <u>VGSI ANGLE</u> | <u>TCH</u> |
|---------------------------------|-----------------------------------|--------------------|------------------------|--------------------------|-------------------|------------|

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> -25C | <u>CRITICAL HIGH</u> +54C | <u>ACT</u> -25C | <u>APT ISA</u> +14.91C |
|-----------------------------|------------------------------|--------------------|---------------------------|

CRITICAL TEMPERATURE REMARKS:
AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -40C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 988 HIGH TEMP 1261.

"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.

VEGETATION HEIGHT: 15 FT PER FPT.
SHIP HEIGHT: 15 FT IN RIVER, OTHER 150 FT PER FPT.

3.1 DEGREE GPA USED IN ORDER TO KEEP THE FAF TO MAP DISTANCE LESS THAN 10NM.

FOR CONTINGENCY PURPOSES:
BARO-VNAV AND VDP NA WHEN USING KIPNUK ALTIMETER SETTING.
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE KIPNUK ALTIMETER SETTING AND INCREASE ALL DA 158 FT AND MDA 160 FEET; INCREASE LPV AND LNAV/VNAV ALL CATS VISIBILITY 1/8 MILE, INCREASE LNAV CATS C,D VISIBILITY 1/4 MILE, INCREASE CIRCLING CAT C VISIBILITY 1/2 MILE, INCREASE CIRCLING CAT D VISIBILITY 1/4 MILE.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



| | | | | | | |
|---------------------------|--|-----------------------|--------------------------|--------------------|--------------------------------|-------------------------|
| <u>AIRPORT ID</u> PAQH | <u>PROCEDURE NAME</u> RNAV (GPS) RWY 30 | <u>AMDT NO.</u> 1A | <u>CITY</u> QUINHAGAK | <u>STATE</u> AK | <u>AIRPORT ELEVATION</u> 43 | <u>FACILITY</u> RNAV |
|---------------------------|--|-----------------------|--------------------------|--------------------|--------------------------------|-------------------------|

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 | 4.32 |
| WIDTH OF | FINAL | SEGMENT AT 1000FT POINT | 1.20 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1000FT POINT | 314.28 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 100 |
| DISTANCE FROM | THLD | TO 1500FT POINT | 10.30 |
| WIDTH OF | INTERMEDIATE | SEGMENT AT 1500FT POINT | 4.00 |
| TRUE COURSE OF | INTERMEDIATE | SEGMENT CONTAINING 1500FT POINT | 314.43 |
| HIGH TERRAIN IN | INTERMEDIATE | SEGMENT CONTAINING 1500FT POINT | 3300 |

THRESHOLD
COORDINATES
(IF STR-IN)

594504.64N/1615015.27W

ARP COORDINATES

594518.34N/1615043.32W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 30 DISTANCE 0.33 NM

FAF
COORDINATES

593816.17N/1613623.70W

FIX NAME
COORDINATES

IF/IAF CUTEB: 593253.74N/1612533.33W, IAF BEVNE: 592659.46N/1613049.30W, IAF ZALIB: 593541.13N/1611401.20W

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

QUALITY
16
CHECKED

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PART E: PREPARED BY

| | | | |
|---|---------------------------|-------------|---|
| <u>NAME</u> DONALD H. LANIER (TIA FERONTI) | <u>OFFICE</u> AJV-A432 | <u>DATE</u> | <u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST |
|---|---------------------------|-------------|---|

