

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
VOR STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.23

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> PAYA	<u>PROCEDURE NAME</u> VOR RWY 29		<u>ORIGINAL/AMENDMENT</u> 6	<u>CITY</u> YAKUTAT	<u>STATE</u> AK	
<u>AIRPORT ELEVATION</u> 40	<u>TDZE</u> 32	<u>SUPERSEDED</u> VOR/DME RWY 29	<u>ORIGINAL/AMENDMENT</u> 5	<u>DATED</u> 03/31/2016	<u>MAG VAR</u> 20E	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> YAK	<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>
YAK VOR/DME		GALGE/5.07 DME					128.00	5.07	2300
YISPO/17.00 DME CW	IAF	YAKBU/17.00 DME	NOPT				17.00 DME ARC		2500
YAKBU/17.00 DME	IF	GALGE/5.07 DME					308.00	11.93 (YAK R-128)	1400

**MISSED APPROACH**

**MAP:**

CINLA/1.20 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 2000 DIRECT YAK VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2000.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT R SIDE OF COURSE 128.00 OUTBOUND 1800 FT WITHIN 10 MILES OF GALGE/5.07 DME (IAF)

2.

3. FAC: 308.00 FAF: GALGE/5.07 DME DIST FAF TO MAP: DIST FAF TO THLD: 4.13

4. MIN ALT: GALGE/5.07 DME 1400, YEKUN/2.37 DME 540

8. MSA FROM: YAK VOR/DME 105-285 2000, 285-105 7400

**EQUIPMENT REQUIREMENTS NOTES:**

DME REQUIRED.

**NOTES:**

CHART NOTE: CIRCLING RWY 20 NA AT NIGHT.  
CHART NOTE: RWY 29 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.  
CHART NOTE: WHEN YAKUTAT ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.  
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-29 CATS A AND B.



CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-29 CATS C AND D VISIBILITY TO 1 1/8 SM.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON YAK VOR/DME AIRWAY RADIAL 119.

ADDITIONAL FLIGHT DATA:

HOLD SE, LT, 299.03 INBOUND.  
CHART FAS OBST: 151 TREE (02-228994) 592907N/1393657W.  
CHART YAK R-098 AT YISPO.  
FAC CROSSES RWY C/L EXTENDED 3342 FT FROM THLD.  
CHART CIRCLING ICON.  
GALGE TO RW29: 3.00/52.  
CHART ANCHORAGE CENTER FREQUENCY.

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

ALTERNATE: NA ☐ STANDARD - CAT C 800-2 1/4, CAT D 800-2 1/2

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
S-29	420	1	388	420	1	388	420	1	388	420	1	388			
CIRCLING	520	1	480	540	1	500	820	2 1/4	780	820	2 1/2	780			

CHANGES - REASONS

- AIRPORT ELEVATION CHANGED FROM 33 TO 40. - NEW SURVEY.
- TDZE CHANGED FROM 26 TO 32. - NEW SURVEY.
- PROCEDURE NAME CHANGED FROM VOR/DME RWY 29 TO VOR RWY 29. - 8260.3E
- TERMINAL ROUTE FROM YAK VOR/DME TO GALGE DME AND DISTANCE CHANGED FROM 5.10 TO 5.07. - PROCEDURE ALIGNED AND FIXES MOVED.
- TERMINAL ROUTE FROM YAKBU TO GALGE DISTANCE CHANGED FROM 11.90 TO 11.93. - PROCEDURE ALIGNED AND FIXES MOVED.
- DIST FAF TO THLD CHANGED FROM 4.16 TO 4.13 - FAF MOVED.
- MSA 285-105 CHANGED FROM 7500 TO 7400 - NEW CONTROLLING OBSTACLE.
- ADDED EQUIPMENT REQUIREMENTS NOTES: DME REQUIRED. - 8260.19I.
- ADDED CHART NOTE CIRCLING RWY 20 NA AT NIGHT. - RWY 20 HAS 20:1 PENETRATIONS.
- REMOVED NOTE VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). - VGSI IS NOW COINCIDENT.
- ADDED CHART NOTE RWY 29 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. - RWY 29 HAS 34:1 PENETRATIONS.
- ADDITIONAL FLIGHT DATA CHANGED: FAC CROSSES RWY C/L EXTENDED 3325 FT FROM THLD TO 3342 FT. - PROCEDURE ALIGNEMENT.
- S-29 MINS CHANGED FROM MDA/HAT 440/414 TO 420/388. - NEW CONTROLLING OBSTACLE, AND TDZE CHANGED FROM 26 TO 32.
- CIRCLING MINS CHANGED FROM CMDA/VIS/HAA TO; CAT A, 500/1/467 TO 520/1/480; CAT B, 520/1/487 TO 540/1/500; CAT C, 620/1 1/2/587 TO 820/2 1/4/780; CAT D, 720/2 1/4/687 TO 820/2 1/2/780. - NEW SURVEY, NEW CONTROLLING OBSTACLES, AND AIRPORT ELEVATION CHANGED FROM 33 TO 40.
- REMOVED YAK FROM ALL FIX DESCRIPTIONS - 8260.19I PARA 8-2-6.C.(1).
- ALTITUDE FROM YISPO TO YAKBU CHANGED FROM 4000 TO 2500 - FPT REQUESTED DESIGN CHANGE.
- ALTERNATE MINIMUMS CHANGED FROM STANDARD - CAT D 800-2 1/4 TO STANDARD - CAT C 800-2 1/4, CAT D 800-2 1/2. - 8260.3E
- ADDED ADDITIONAL FLIGHT DATA CHART ANCHORAGE CENTER FREQUENCY - 8260.19I PARA 8-2-4.B.(1)
- ADDED CHART NOTE: WHEN YAKUTAT ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA. - 8260.19I PARA 8-6-11.O.(4).(E)
- ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON YAK VOR/DME AIRWAY RADIAL 119. - 8260-19I 8-2-5.E.
- CHANGED NOTE FROM INOPERATIVE TABLE DOES NOT APPLY TO CATS A/B TO INOPERATIVE TABLE DOES NOT APPLY TO CATS A AND B - IAW 8260.19I
- CHANGED NOTE FROM FOR INOPERATIVE MALSR, INCREASE CATS C/D VISIBILITY TO 1 1/8 MILE TO FOR INOPERATIVE ALS, INCREASE S-29 CATS C AND D VISIBILITY TO 1 1/8 SM - IAW 8260.19I.
- CHANGED ADDITIONAL FLIGHT DATA ENTRY CHART FAS OBST: 178 TREE 593021N/1393618W TO CHART FAS OBST: 151 TREE (02-228994) 592907N/1393657W - REVISED CONTROLLING OBSTRUCTION.



<u>AIRPORT ID</u> PAYA	<u>PROCEDURE NAME</u> VOR RWY 29	<u>ORIGINAL/AMENDMENT</u> 6	<u>CITY</u> YAKUTAT	<u>STATE</u> AK
<u>COORDINATED WITH:</u>				
A4A <input type="checkbox"/> ALPA <input checked="" type="checkbox"/> AOPA <input checked="" type="checkbox"/> APA <input type="checkbox"/> HAI <input type="checkbox"/> NBAA <input checked="" type="checkbox"/> OTHER: ZAN, JNU FSS, AMGR				
<u>FLIGHT CHECKED BY</u>	<i>Digitally signed by</i> <b>ERIC N SUSKI</b> Aug 18, 2022	<u>OFFICE</u>	<u>DATE</u>	
<u>DEVELOPED BY</u> TYLER MITCHELL	<i>Digitally signed by</i> <b>TYLER D MITCHELL</b> May 02, 2022	<u>OFFICE</u> AJV-A432	<u>DATE</u> 03/10/2022	
<u>APPROVED BY</u> LONNIE EVERHART	<i>Digitally signed by</i> <b>CASIMIR L TABAKA</b> May 11, 2022	<u>OFFICE</u> AJV-A430	<u>DATE</u>	<u>TITLE</u> MANAGER



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

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
PAYA	VOR RWY 29	6	YAKUTAT	AK	40	YAK

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM YAK VOR/DME TO GALGE/5.07 DME

<u>RNP</u>	<u>DISTANCE</u> 5.07	<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	592705.06N/1393310.76W		290	50	20	2C	2000					2300
TERRAIN	593206.00N/1393418.00W		42 (0)								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: ARC

FROM YISPO/17.00 DME CW TO YAKBU/17.00 DME

<u>RNP</u>	<u>DISTANCE</u> 8.76	<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	592318.00N/1390648.00W		309	164	98	4E	1000				AT1191	2500
TERRAIN	591754.00N/1390618.00W		49 (0)								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM  
YAKBU/17.00 DME

TO  
GALGE/5.07 DME

RNP	DISTANCE 11.93	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	592633.00N/1393142.00W		217	164	98	4E	500				AC98 AT585	1400
TERRAIN	592633.00N/1393142.00W		16 (0)								AS1000	1000

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:  
PER .3E PARA 2-5-3.B. OPTIMUM INTERMEDIATE LENGTH 10NM, DISTANCE GREATER THAN 10 NM SHOULD NOT BE USED UNLESS AN OPERATIONAL REQUIREMENT JUSTIFIES A GREATER DISTANCE. YAKUTAT STAR FIX YIPSO/17.00 DME. WITH 17.00 DME ARC TO YAKBU/17.00 DME DISTANCE IS 11.93 NM.

INTERMEDIATE: PT

FROM  
10 NM

TO  
GALGE/5.07 DME

RNP	DISTANCE 10.00	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	592633.00N/1393142.00W		217	164	98	4E	500				AC98 AT585	1400
TERRAIN	592633.00N/1393142.00W		16 (0)								AS1000	1000

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

FROM  
GALGE/5.07 DME

TO  
YEKUN/2.37 DME

RNP	DISTANCE 2.70	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	592705.06N/1393310.76W		290	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: STEPDOWN

FROM  
YEKUN/2.37 DME

TO  
CINLA/1.20 DME

RNP	DISTANCE 1.17	PAT	MAP CINLA/1.20 DME	HAT 388			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (02-228994)	592906.57N/1393656.99W		151	20	3	1A	250					420

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



PROCEDURE TURN

FROM  
GALGE/5.07 DME

TO  
10 NM

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	592924.00N/1392400.00W		227	164	98	4E	1000				AT573	1800
TERRAIN	592924.00N/1392400.00W		26 (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

FROM  
CINLA/1.20 DME

TO  
YAK VOR/DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 170					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2000
TREE (02-227912)	593044.68N/1393816.18W		153	20	3	1A	1000					1200
TERRAIN	593042.00N/1393842.00W		29 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID  
PAYA

PROCEDURE NAME  
VOR RWY 29

AMDT NO.  
6

CITY  
YAKUTAT

STATE  
AK

AIRPORT ELEVATION  
40

FACILITY  
YAK

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											
DOME (02-230081)	593008.60N/1394130.74W	1.30	480	209	20	3	1A	300			520
CATEGORY B											
TREE (02-226677)	593150.48N/1394206.13W	1.81	500	222	20	3	1A	300			540
CATEGORY C											
TOWER (02-020293)	593223.10N/1394415.70W	2.84	780	269	500	250	5F	300		AC250	820
CATEGORY D											
TOWER (02-000746)	593313.57N/1394336.97W	3.70	780	377	20	10	1B	300			820

CIRCLING REMARKS:

MSA

CENTER  
YAK VOR/DME

RADIUS  
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
105-285	AAO	594806.00N/1402354.00W	288	28.8	909	164	98	4E	1000			2000
285-105	AAO	595927.00N/1394312.00W	336	29.0	6355	164	98	4E	1000			7400

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

110 FT TREES USED PER FPT.

SHIP HEIGHT WITHIN MONTI BAY LOCATED 3 NM NORTHWEST OF RWY 11 THLD BASED ON THE LARGEST SHIP AMHS KENNICOTT 100 FEET. SHIP HEIGHT WITHIN 1 NM FROM RWY 2 THLD 75 FEET PER WESTERN FPT/U.S COAST GUARD. SHIP HEIGHT BEYOND 1 NM FROM LAND APPLIED 200 FEET FROM PREVIOUS IAP AMENDMENTS.





PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
JNU FSS, ZAN ARTCC

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> PAYA	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> PAYA	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 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>

WX REMARKS:  
NO SUITABLE BACK-UP ALTIMETER AVAILABLE WITHIN 75 NM.

<u>PRIMARY NAVAID</u> YAK VOR/DME	<u>MONITOR POINT</u> POCC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW02 - HIRL (PCL), REIL (PCL), PAPI-4R (PCL)	NPI-G	
RW20 - HIRL (PCL), REIL (PCL), PAPI-4L (PCL)	NPI-G	
RW11 - MALSR (PCL), HIRL (PCL), PAPI-4L (PCL)	PIR-F	APPROACH
RW29 - MALSR (PCL), HIRL (PCL), TAXI WAY (PCL), PAPI-4L (PCL)	PIR-G	ROLL OUT

<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> 50.6
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input type="checkbox"/>	3342	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

Final Type	CIRCLING RWY 20		
20:1			
42 NAVAID (02-230651) 593034.25N/1393935.96W (4.34)		49 BUILDING (02-227477) 593035.87N/1393934.78W (3.37)	
49 BUILDING (02-227039) 593035.85N/1393934.74W (3.37)		49 BUILDING (02-227037) 593035.80N/1393934.64W (3.37)	
40 NAVAID (02-228475) 593032.15N/1393931.84W (2.36)			
Final Type	S-29		
34:1			
73 TREE (02-226915) 592936.52N/1393757.44W (12.6)		74 TREE (02-225479) 592936.83N/1393755.79W (12.48)	
67 TREE (02-228676) 592937.46N/1393756.77W (7.86)		114 TREE (02-226731) 592932.03N/1393722.90W (7.04)	
73 TREE (02-226616) 592936.33N/1393752.20W (6.57)		98 TREE (02-229473) 592935.00N/1393729.84W (4.77)	
116 TREE (02-229268) 592930.21N/1393721.25W (3.43)		114 TREE (02-227669) 592931.16N/1393721.04W (3.21)	
107 TREE (02-226203) 592932.22N/1393725.36W (3.09)		110 TREE (02-226735) 592931.79N/1393722.53W (2.14)	
113 TREE (02-227203) 592928.53N/1393725.57W (1.51)		73 TREE (02-226287) 592934.34N/1393751.35W (1.45)	
64 TREE (02-257833) 592936.88N/1393753.66W (0.3)		119 TREE (02-256762) 592918.74N/1393737.98W (0.15)	
62 TREE (02-230065) 592937.30N/1393754.49W (0.08)			

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 - VDP LOCATED WITHIN 0.5 NM FROM FINAL FIX.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

PER 8260.3E TABLE 3-3-6 MINIMUM VISIBILITY 1 SM DUE TO NO PARALLEL TAXIWAY.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

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	FACILITY	TO 1000FT POINT	3.74
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	2.37
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	328.00
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	0
DISTANCE FROM	FACILITY	TO 1500FT POINT	15.00
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	6.90
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	328.00
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	0

THRESHOLD  
COORDINATES  
(IF STR-IN) 592947.38N/1393806.99W

ARP COORDINATES 593011.96N/1393936.97W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP RUNWAY 29 DISTANCE 0.87 NM

FAF  
COORDINATES 592621.72N/1393337.76W

FIX NAME  
COORDINATES IF YAKBU: 591614.98N/1392119.95W, MAP CINLA: 592938.08N/1393738.41W

REMARKS  
1500 FT POINT OCCURS IN BOTH THE 10NM INTERMEDIATE UNDERLYING THE PT AND THE INTERMEDIATE FROM YAKBU.



PART E: PREPARED BY

<u>NAME</u> TYLER MITCHELL	<u>OFFICE</u> AJV-A432	<u>DATE</u> 03/10/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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