

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> SCM/PACM	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 11	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> SCAMMON BAY	<u>STATE</u> AK
<u>AIRPORT ELEVATION</u> 22	<u>TDZE</u> 18	<u>SUPERSEDED</u> RNAV (GPS) RWY 10	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>DATED</u> 08/27/2009
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 8E
				<u>EPOCH YEAR</u> 2025
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
KINWA	IAF	CATMU	NOPT	TF	FB	1.00	345.36	5.91	3100
CATMU		JTSKI		TF	FB	1.00	015.94	5.00	2900
HALEM	IAF	JTSKI	NOPT	TF	FB	1.00	179.44	14.48	2900
JTSKI	IF/IAF	KUDBY		TF	FB	1.00	105.04	8.69	1600
KUDBY	FAF	RW11	MAP	TF	FO	0.30	105.29	4.86	
RW11	MAP	440 MSL		CA			105.29		440
440 MSL		ZATEV		DF	FB	1.00			
ZATEV		JTSKI		TF	FO	1.00	251.57	8.84	2900

MISSED APPROACH

MAP:

LP: RW11
LNAV: RW11

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 440, THEN CLIMBING LEFT TURN TO 2900 DIRECT ZATEV THEN ON TRACK 251.57 TO JTSKI AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD W JTSKI, RT, 105.04 INBOUND, 2900 FT. IN LIEU OF PT (IF/IAF), MAX 6000.
3. FAC: 105.29 FAF: KUDBY DIST FAF TO MAP: 4.86 DIST FAF TO THLD: 4.86
4. MIN ALT: JTSKI 2900, KUDBY 1600
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: OM: MM: IM:
6. MIN GP INCPT: GP ALT AT FAF:
7. GP ANGLE: 34:1: IS CLEAR 20:1: IS CLEAR TCH:
8. MSA FROM: RW11 3500

QUALITY
21
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA S OF RWY 11-29.
CHART NOTE: CIRCLING RWY 29 NA AT NIGHT.
CHART NOTE: VDP NA WHEN USING VAK/PAVA ALTIMETER SETTING.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE VAK/PAVA ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT KINWA ON V333, T228 SOUTH BOUND.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT HALEM ON V333, T228 NORTH BOUND.

ADDITIONAL FLIGHT DATA:

FAS OBST: 624 TREE 615018N/1653603W, 100 SHIP 615126N/1653810W.
CHART VDP AT 1.03 NM TO RW11.
WAAS CHANNEL # 77548
REFERENCE PATH ID: W11A
KUDBY TO RW11: 3.00/40.
LTP HAE: 11.6 M

MINIMUMS:

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

ALTERNATE: NA ☐ CAT A, B 1100-2, 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	380	1	362	380	1	362		NA			NA				
LNAV MDA	1100	1 1/4	1082	1100	1 1/2	1082		NA			NA				
CIRCLING	1100	1 1/4	1078	1100	1 1/2	1078		NA			NA				



CHANGES - REASONS

1. CHANGED PROCEDURE NAME FROM “RNAV (GPS) RWY 10” TO “RNAV (GPS) RWY 11” – MAGVAR/RUNWAY NUMBER CHANGE
2. INCREASED AIRPORT ELEVATION FROM 14 TO 22, TDZE FROM 14 TO 18 – NEW SURVEY DATA
3. CHANGED MAG VAR FROM 12E TO 8E – 2025 EPOCH YEAR DATA
4. REDESIGNED TERMINAL ROUTE FROM ITKIC-JTSKI TO KINWA-CATMU-JTSKI – PREVIOUS ROUTE REQUIRED COURSE CHANGE GREATER THAN 90 DEGREES AT JTSKI
5. CHANGED TERMINAL ROUTE HALEM-JTSKI COURSE FROM 175.44 TO 179.44 – MAGVAR UPDATE
6. CHANGED TERMINAL ROUTE JTSKI-KUDBY COURSE FROM 101.84 TO 105.04, DISTANCE FROM 8.74 TO 8.69 – MAGVAR UPDATE AND KUDBY FIX MOVEMENT
7. INCREASED JTSKI-KUDBY RNP FROM 0.5 TO 1.0 – 8260.58C TABLE 1-2-1
8. REDESIGNED MISSED APPROACH ROUTE FROM RW11-JTSKI TO RW11-ZATEV-JTSKI – PER ATC REQUEST
9. ADDED LP MAP: RW11 – LP LINE OF MINIMA ADDED PER FPT REQUEST
10. CHANGED MISSED APPROACH INSTRUCTIONS FROM “CLIMBING LEFT TURN TO 2900 DIRECT JTSKI AND HOLD” TO “CLIMB TO 440 THEN CLIMBING LEFT TURN TO 2900 DIRECT ZATEV THEN ON TRACK 251.57 TO JTSKI AND HOLD” – MISSED APPROACH SEGMENT REDESIGNED PER ATC REQUEST
11. CHANGED PROFILE LINE 2 INBOUND COURSE TO JTSKI FROM 101.04 TO 105.04 – MAGVAR UPDATE
12. ADDED PROFILE LINE 2 MAX HOLDING ALTITUDE 6000 – 8260.19I 8-6-7.B.2
13. CHANGED PROFILE LINE 3 FAC FROM 101.29 TO 105.29, DIST FAF TO MAP FROM 4.81 TO 4.86, DIST FAF TO THLD FROM 4.81 TO 4.86 – MAGVAR CHANGE AND KUDBY FIX MOVEMENT
14. CHANGED PROFILE LINE 7 FROM 34:1 IS NOT CLEAR TO 34:1 IS CLEAR AND ADDED 20:1 IS CLEAR – NEW SURVEY DATA/ OBSTACLES NO LONGER PENETRATE VISUAL SURFACE
15. ADDED PBN REQUIREMENTS NOTE “RNP APCH – GPS” – 8260.19I 8-6-8
16. CHANGED CHART NOTE FROM “CIRCLING NA SOUTH OF RWY 10-28” TO “CIRCLING NA S OF RWY 11-29” – RUNWAY NUMBER CHANGE
17. CHANGED CHART NOTE FROM “VDP NA WHEN USING HOOPER BAY ALTIMETER SETTING” TO “VDP NA WHEN USING VAK/PAVA ALTIMETER SETTING” – BACK-UP ALTIMETER SOURCE CHANGED FROM HOOPER BAY TO CHEVAK
18. CHANGED CHART NOTE FROM “WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HOOPER BAY ALTIMETER SETTING AND INCREASE ALL MDA 360 FEET” TO “WHEN LOCAL ALTIMEER SETTING NOT RECEIVED, USE VAK/PAVA ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET” - BACK-UP ALTIMETER SOURCE CHANGED FROM HOOPER BAY TO CHEVAK, INTERVENING TERRAIN NOT PRESENT
19. REMOVED CHART NOTE “VISIBILITY REDUCTION BY HELICOPTERS NA” – 34:1 SURFACE IS CLEAR
20. REMOVED CHART NOTE “DME/DME RNP-0.3 NA” – NO LONGER REQUIRED BY CRITERIA
21. REMOVED CHART NOTE “VGSI AND DESCENT ANGLES NOT COINCIDENT” – VGSI NO LONGER INSTALLED
22. ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT KINWA ON V333, T228 SOUTH BOUND – 8260.19I 8-2-5.G.2
23. ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT HALEM ON V333, T228 NORTH BOUND – 8260.19I 8-2-5.G.2
24. CHANGED LNAV FAS OBST FROM “864 BUSH 614954N/1653633W” TO “624 TREE 615018N/1653603W” – UPDATED TERRAIN DATA
25. ADDED LP FAS OBST 100 SHIP 615126N/1653810W – NEW LINE OF MINIMA
26. CHANGED VDP NOTE FROM “CHART VDP AT 3.35 MILES TO RW10” TO “CHART VDP AT 1.03 NM TO RW11” – NEW VDP BASED ON LP MINIMA
27. CHANGED ADDITIONAL FLIGHT DATA NOTE “KUDBY TO RW10: 3.04/40” TO “KUDBY TO RW11: 3.00/40” – VDA CHANGE/RUNWAY NUMBER CHANGE
28. ADDED ADDITIONAL FLIGHT DATA WAAS CHANNEL #77548, REFERENCE PATH ID: W11A, LTP HAE: 11.6 M – NEW LP LINE OF MINIMA
29. CHANGED ALTERNATE MINIMUMS FROM “CAT A, B 1100-2” TO “CAT A, B 1100-2, NA WHEN LOCAL WEATHER NOT AVAILABLE” – 8260.19J 8-6-12
30. ADDED LP LINE OF MINIMA – PER FPT REQUEST
31. DECREASED LNAV HAT FROM 1086 TO 1082 AND CIRCLING HAA FROM 1086 TO 1078 – NEW AIRPORT ELEVATION AND TDZE
32. ADDED FAS DATA BLOCK INFORMATION – NEW LP LINE OF MINIMA

COORDINATED WITH:

A4A ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZAN, AK DOT/PF CENT REG

FLIGHT CHECKED BY

ROBERT T PERKINS

Digitally signed by

JOSEPH L ZEDER

Jul 25, 2024

OFFICE

FPO

DATE

07/23/2024

DEVELOPED BY

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JON M NEIDIGH

Jun 03, 2024

OFFICE

AJV-A432

DATE

03/12/2024

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

JOSEPH L ZEDER

Jul 25, 2024

OFFICE

AJV-A432

DATE

TITLE

MANAGER



AIRPORT ID
SCM/PACM

PROCEDURE NAME
RNAV (GPS) RWY 11

ORIGINAL/AMENDMENT
1

CITY
SCAMMON BAY

STATE
AK

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	PACM
RUNWAY	RW11
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W11A
LTP/FTP LATITUDE	615046.2250N
LTP/FTP LONGITUDE	1653454.1945W
LTP/FTP ELLIPSOIDAL HEIGHT	+00116
FPAP LATITUDE	615010.8710N
FPAP LONGITUDE	1653201.7445W
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	1832
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	00.0

CRC REMAINDER	EA214AB4
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ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	PA
LTP ORTHOMETRIC HEIGHT	+00038
FPAP ORTHOMETRIC HEIGHT	+00038



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

AIRPORT ID
SCM/PACM

PROCEDURE NAME
RNAV (GPS) RWY 11

AMDT NO.
1

CITY
SCAMMON BAY

STATE
AK

AIRPORT ELEVATION
22

FACILITY
RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
KINWA

TO
CATMU

RNP
1.00

DISTANCE
5.91

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>
TREE	614621.00N/1660000.00W	1707	215	8	4B	1000				PR130 AT263	3100
TERRAIN	614621.00N/1660000.00W	1696 (1700)								AS1000	2700

COMPUTATIONS

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

SEGMENT REMARKS:

SEGMENT USES EXISTING PACZ 700' AGL CLASS E AREA

INITIAL: STEPDOWN

FROM
CATMU

TO
JTSKI

RNP
1.00

DISTANCE
5.00

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>
AAO	615439.00N/1655745.00W	207	215	8	4B	1000				AT1693	2900
TERRAIN	615309.00N/1660021.00W	3 (0)								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

HALEM

TO

JTSKI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	14.48										
<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	620257.00N/1655754.00W	210	215	8	4B	1000				AT1690	2900
TERRAIN	620230.00N/1655754.00W	9 (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

JTSKI (IF/IAF)

TO

KUDBY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	8.69										
<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	615518.00N/1655709.00W	210	215	8	4B	500				AT890	1600
TERRAIN	615454.00N/1655730.00W	9 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LP

FROM

KUDBY

TO

RW11

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
0.30	4.86		RW11	362							
<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>
SHIP	615126.10N/1653809.98W	100	50	20	2C	250				MA20	380

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

KUDBY

TO

RW11

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
0.30	4.86		RW11	1082							
<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	615018.00N/1653603.00W	624	215	8	4B	250				SA-11 MA139 XP98	1100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP ADJUSTMENT TO RETAIN PREVIOUS MINIMUMS DUE TO OBSTACLE EVALUATION TEAM LIMITATIONS



HOLD-IN-LIEU OF PT

FROM

JTSKI

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>
TREE	614906.00N/1655818.00W	1405	215	8	4B	1000				SA-992 AT1487	2900
TERRAIN	615454.00N/1655730.00W	9 (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: LP

FROM

RW11

TO

JTSKI

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 280			
<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	615012.00N/1653021.00W	459	215	8	4B		ASC				2900
AAO	614906.00N/1653200.00W	1060	215	8	4B	1000					2100
TERRAIN	614906.00N/1653200.00W	859 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW11

TO

JTSKI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00											1000
<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	614933.00N/1653436.00W	1044	215	8	4B		ASC				2900
AAO	614906.00N/1653200.00W	1060	215	8	4B	1000					2100
TERRAIN	614906.00N/1653200.00W	859 (900)								AS1500	2400

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											
VEGETATION (02-126762)	614952.38N/1653140.35W	1.30	1078	259	20	3	1A	300		SI	1100
CATEGORY B											
AAO	614936.00N/1653048.00W	1.81	1078	650	215	8	4B	300		SI	1100

CIRCLING REMARKS:

MSA

CENTER

RW11

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (02-000060)	614705.00N/1655645.00W	243	11.0	2432	250	50	4D	1000			3500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

DUE TO THE LENGTH OF THE RUNWAY (3000 FT) 200' AAO WAS USED OUTSIDE OF 10,000 FT. THIS CAUSED AN AAO TO BECOME A PENETRATING OBSTACLE FOR THE CIRCLING VISUAL AREA OF RWY 29. THE AAO IS LISTED AS A 20:1. CIRCLING TO RWY 29 AT NIGHT NA.

LP AND LNAV MISSED APPROACHES HAD SECTION 1 AND 2 PENETRATING OBSTACLES. THE OBSTACLE THAT CAUSED THE MOST SIGNIFICANT ADJUSTMENT WAS LISTED.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAN ARTCC

<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	SCM/PACM	24	SCM/PACM	0.21	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>
AWOS-3P	VAK/PAVA	24	VAK/PAVA	18.56	Y	46

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
PACM 22, PAVA 45
RA = 46.0

<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>	
RW11 - MIRL (PCL)			
RW29 - MIRL (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	12.4	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 29
20:1	
610.1 TERRAIN+AAO (VATP1) 614942.00N/1653100.00W (107.03)	603.54 TERRAIN+AAO (VATP2) 614942.00N/1653057.00W (93.86)
593.7 TERRAIN+AAO (VATP3) 614942.00N/1653054.00W (77.41)	551.05 TERRAIN+AAO (VATP4) 614945.00N/1653054.00W (40.83)
534.65 TERRAIN+AAO (VATP5) 614945.00N/1653051.00W (17.82)	

PENETRATIONS REMARKS:

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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.
10 FT VEGETATION USED PER FPT.
FPT DETERMINED THAT A FULL TIME REMOTE ALTIMETER CHART NOTE WAS REQUIRED BASED ON RELIABILITY OF PACM AWOS.
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	THLD	TO 1000FT POINT	4.53
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.82
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	113.29
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	500
DISTANCE FROM	FAF	TO 1500FT POINT	5.89
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	7.50
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	113.04
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	0

THRESHOLD COORDINATES (IF STR-IN)	615046.23N/1653454.19W
ARP COORDINATES	615040.35N/1653425.50W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 11 DISTANCE 0.25 NM
FAF COORDINATES	615241.51N/1654419.33W
FIX NAME COORDINATES	IF/IAF JTSKI 615606.04N/1660112.79W

REMARKS

1000 FT AIRSPACE USED FOR KINWA TO CATMU

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JON NEIDIGH	AJV-A432	03/12/2024	AERONAUTICAL INFORMATION SPECIALIST

