

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
LDA/DME STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.25**

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.

AIRPORT ID SIT/PASI	PROCEDURE NAME LDA RWY 11	ORIGINAL/AMENDMENT 16A	CITY SITKA	STATE AK
AIRPORT ELEVATION 27	TDZE 24	SUPERSEDED LDA RWY 11	DATED 12/29/2022	MAG VAR 20E
FACILITY I-SIT	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE	REQUIRED EFFECTIVE DATE ROUTINE	EPOCH YEAR 2015
			CANCEL/SUSPEND	

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
CLUCK/BKA 30.00 DME	IAF	HEXAB/I-SIT 11.98 DME					185.17 (HDG) & 115.52 (I-SIT)	7.28 & 4.83	3600
BKA VORTAC		KOYEG/BKA 15.00 DME					302.51	15.00	5500
KOYEG/BKA 15.00 DME	IAF	JETUT/BKA 20.00 DME					302.51 (BKA R-303)	5.00	5500
JETUT/BKA 20.00 DME CW	IAF	ICILI/BKA 20.00 DME					20.00 DME ARC		5500
ICILI/BKA 20.00 DME CW		HEXAB/I-SIT 11.98 DME					20.00 DME ARC (BKA LR-327)		3600
HEXAB/I-SIT 11.98 DME	IF	FITOD/I-SIT 7.63 DME					115.52 (I-SIT)	4.35	2400
FITOD/I-SIT 7.63 DME		SUDVE/I-SIT 5.52 DME					115.52 (I-SIT)	2.11	1800

MISSED APPROACH

MAP:

CUVRA/I-SIT 1.22 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 5500 ON HEADING 192 AND BKA VORTAC R-012 TO BKA VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5500.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT**
- SIDE OF COURSE**
- OUTBOUND**
- FT WITHIN**
- MILES OF (IAF)**
- PROFILE STARTS AT** HEXAB/I-SIT 11.98 DME
- FAC:** 115.52 **FAF:** SUDVE/I-SIT 5.52 DME **DIST FAF TO MAP:** 4.30 **DIST FAF TO THLD:** 5.10
- MIN ALT:** HEXAB/I-SIT 11.98 DME 3600, FITOD/I-SIT 7.63 DME 2400, SUDVE/I-SIT 5.52 DME 1800, ERIYU/I-SIT 3.92 DME 1260, ZAVLO/I-SIT 1.92 DME 580
- DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:**
- MIN GS INCPT:** **GS ALT AT FAF:** **OM:** **MM:** **IM:**
- GS ANGLE:** **34:1:** **20:1:** **TCH:**
- MSA FROM:** BKA VORTAC 130-270 1600, 270-130 6500



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.
CHART NOTE: CIRCLING NA NE OF RWY 11-29.
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON BKA VORTAC AIRWAY RADIAL 347.

ADDITIONAL FLIGHT DATA:

HOLD S, LT, 009.00 INBOUND.
CHART ARRIVAL HOLDING AT CLUCK/BKA 30.00 DME: HOLD NW, RT, 155.00 INBOUND, 5000.
CHART BKA R-303 AT JETUT.
CHART BKA R-318 AT ICILI.
FAC 347 FT R OF RWY C/L EXTENDED 3000 FT FROM THLD.
CHART CIRCLING ICON.
SUDVE TO RW11: 3.19/50.

MINIMUMS:**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☐ STANDARD - CAT D 1500-3

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-11	520	1	496	520	1	496	520	1 3/8	496	520	1 3/8	496			
CIRCLING	520	1	493	520	1	493	540	1 1/2	513	1500	3	1473			

CHANGES - REASONS

1. ALTERNATE MISSED APPROACH: REMOVED "CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 5500 ON HEADING 189 AND SIT NDB BRG-009 TO SIT NDB AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5500 (ADF REQUIRED)" – SIT NDB DECOMMISSIONING.
2. ADDITIONAL FLIGHT DATA: REMOVED "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S SIT NDB, LT, 006 INBOUND" – ALTERNATE MA REMOVED DUE TO SIT NDB DECOMMISSIONING.
3. ADDITIONAL FLIGHT DATA: REMOVED "597 AAO 570609N/1352700W" AND MOVED TO PART C: GENERAL REMARKS - IAW 8260.19I 8-6-11(E) MEMO.



COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☐

OTHER: AIRPORT MANAGER, ZAN, SIT FSS, AK DOT & PF

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE

Digitally signed by

ERIC N SUSKI

Sep 13, 2024

DATE

DEVELOPED BY

ERIC N SUSKI (JUDITH TUTTLE)

Digitally signed by

ERIC N SUSKI

Sep 12, 2024

OFFICE

AJV-A431

DATE

07/09/2024

APPROVED BY

ERIC N SUSKI

Digitally signed by

ERIC N SUSKI

Sep 12, 2024

OFFICE

AJV-A431

DATE

TITLE

MANAGER



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

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
SIT/PASI	LDA RWY 11	16A	SITKA	AK	27	I-SIT

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM BKA VORTAC **TO** KOYEG/BKA 15.00 DME

<u>RNP</u>	<u>DISTANCE</u> 15.00	<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	570306.00N/1354536.00W	3389	164	98	4E	1000				AT1111	5500
TERRAIN	570306.00N/1354536.00W	3188 (3200)								AS1500	4700

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM CLUCK/BKA 30.00 DME **TO** HEXAB/I-SIT 11.98 DME

<u>RNP</u>	<u>DISTANCE</u> 7.28	<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	572403.47N/1354749.36W	2400	50	20	2C	1000				PR190	3600
TERRAIN	571603.00N/1354748.00W	2076 (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

KOYEG/BKA 15.00 DME

TO

JETUT/BKA 20.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	5.00										
<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	570454.00N/1354448.00W	1260	164	98	4E	1000				PR90 AT3150	5500
TERRAIN	570442.00N/1354648.00W	731 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: ARC

FROM

JETUT/BKA R-303/20.00 DME CW

TO

ICILI/BKA 20.00 DME

<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	571115.00N/1354842.00W	1601	164	98	4E	1000				PR130 AT2769	5500
TERRAIN	571115.00N/1354842.00W	1400 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL: ARC

FROM

ICILI/BKA R-318/20.00 DME CW

TO

HEXAB/I-SIT 11.98 DME

<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	571351.00N/1354548.00W	2254	164	98	4E	1000				PR190	3500
TERRAIN	571351.00N/1354548.00W	2053 (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

HEXAB/I-SIT 11.98 DME

TO

FITOD/I-SIT 7.63 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	4.35										
<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	571100.78N/1352938.36W	1831	50	20	2C	500				SA-90 PR100	2400
TERRAIN	571018.00N/1352942.00W	1437 (1400)								AS700	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE: STEPDOWN

FROM

FITOD/I-SIT 7.63 DME

TO

SUDVE/I-SIT 5.52 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	2.11										
<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	571000.80N/1352942.60W	1220	50	20	2C	500					1800
TERRAIN	570845.00N/1353048.00W	173 (200)								AS0	200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL

FROM

SUDVE/I-SIT 5.52 DME

TO

ERIYU/I-SIT 3.92 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	1.59										
<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	570625.97N/1352719.30W	1000	50	20	2C	250					1260

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: STEPDOWN

FROM

ERIYU/I-SIT 3.92 DME

TO

ZAVLO/I-SIT 1.92 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	2.01										
<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 (02-107215)	570445.26N/1352445.17W	238	20	3	1A	250				PR80	580

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: STEPDOWN

FROM

ZAVLO/I-SIT 1.92 DME

TO

CUVRA/I-SIT 1.22 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	0.70		CUVRA/I-SIT 1.22 DME		496						
<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 (02-107122)	570405.84N/1352446.56W	145	20	3	1A	250				PR110	520

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH

FROM

CUVRA/I-SIT 1.22 DME

TO

BJA VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
								160			
<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>
							ASC				5500
AAO	565136.00N/1353306.00W	401	164	98	4E	1000					1500
TERRAIN	565136.00N/1353306.00W	200 (200)								AS1500	1700

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 (02-056594)	570146.85N/1351930.28W	1.30	493	205	20	3	1A	300			520
CATEGORY B											
TREE (02-056594)	570146.85N/1351930.28W	1.81	493	205	20	3	1A	300			520
CATEGORY C											
TREE (02-107215)	570445.26N/1352445.17W	2.84	513	238	20	3	1A	300			540
CATEGORY D											
AAO	565942.00N/1351618.00W	3.74	1473	1200	50	20	2C	300			1500

CIRCLING REMARKS:

MSA

CENTER

BJA VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
130-270	AAO	564703.00N/1352054.00W	104	08.1	597	164	98	4E	1000			1600
270-130	AAO	570057.00N/1345924.00W	043	20.7	5476	164	98	4E	1000			6500

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAN ARTCC, SIT FSS

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> SIT/PASI	<u>HRS OPERATION</u> 18	<u>ALTIMETER SOURCE</u> SIT/PASI	<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:

<u>PRIMARY NAVAID</u> I-SIT	<u>MONITOR POINT</u> POCC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW11 - HIRL (PCL), REIL (PCL), VASI-4L (PCL)		PIR-F	
RW29 - REIL (PCL), HIRL (PCL), VASI-4R (PCL)		PIR-F	

<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> 49.8
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input type="checkbox"/>	3000FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	200
ON CENTERLINE	<input type="checkbox"/>	347FT R OF 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:

VDP NOT ESTABLISHED - VDP IS LESS THAN 0.5 NM BEFORE MAP.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

ARRIVAL HOLDING AT CLUCK PER ATC.

IME NDB NOT USED FOR MSA DUE TO NAVAID RESTRICTIONS.

150 FT SHIP HEIGHT USED PER FPT.

TREE HEIGHTS DETERMINED BY ELEVATION OF TREE LOCATION:
500 FT ELEVATION - 148 FT
1000 FT ELEVATION - 115 FT
1500 FT ELEVATION - 82 FT
2000 FT ELEVATION - 49 FT
2500 FT ELEVATION - 16 FT
3000 FT ELEVATION OR ABOVE - NO TREES

REQUEST TO EXTEND CLASS E (SFC) WAS SUBMITTED WITH AMDT 14 OF THIS PROCEDURE. AIRSPACE EXTENSION HAS NOT BEEN OBTAINED. APPLIED 700 FT AIRSPACE ADJUSTMENT FOR SEGMENT FROM HEXAB TO FITOD AS PER ATC. DID NOT APPLY ANY AIRSPACE ADJUSTMENT FOR SEGMENT FROM FITOD TO SUDVE- ENTIRE SEGMENT IS IN CLASS E (SFC) AIRSPACE.

ORDER 8260.3 CHAPTER 2 APPLIED TO 597 AAO 570609.00N/1352700.00W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #21-AAL-54

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	4.77
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.82
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	135.52
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	700
DISTANCE FROM	THLD	TO 1500FT POINT	9.06
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	8.84
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	135.52
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1400

THRESHOLD COORDINATES (IF STR-IN)	570312.51N/1352222.91W
ARP COORDINATES	570248.60N/1352139.85W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 29 DISTANCE 0.59 NM
FAF COORDINATES	570647.63N/1352900.39W
FIX NAME COORDINATES	

REMARKS

HEXAB TO THLD = 11.46 NM
1500 FT POINT IS 2.4 NM INBOUND FROM HEXAB.
THLD TO 1500 FT POINT IS 9.06 NM.
HALF WIDTH OF INTERMEDIATE IS 4.42 NM.
THLD DISPLACED 200FT, ACTUAL COORDINATES: 570313.92N/1352225.44W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ERIC N SUSKI (JUDITH TUTTLE)	AJV-A431	07/09/2024	AERONAUTICAL INFORMATION SPECIALIST



AIRPORT ID
SIT/PASI

PROCEDURE NAME
LDA RWY 11

AMDT NO.
16A

CITY
SITKA

STATE
AK

AIRPORT ELEVATION
27

FACILITY
I-SIT