

<b>US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>				<b>RNAV - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.33</b>				Bearings, headings, courses, 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 in feet RVR.									
<b>TERMINAL ROUTES</b>										<b>MISSED APPROACH</b>							
FROM		TO		COURSE AND DISTANCE			ALTITUDE		<b>LNAV: RW06</b>  <b>CLIMBING RIGHT TURN TO 4700 DIRECT KURCE AND HOLD.</b>  <b>ADDITIONAL FLIGHT DATA:</b> <b>CHART FAS OBST: 1093 TREE 665904N/1603400W</b> <b>CHART PROFILE NOTE: VISUAL SEGMENT - OBSTACLES</b>								
HELKI (IAF)		KURCE (NOPT) (FB)		153.35 / 5.00			4700										
CIDAY (IAF)		KURCE (NOPT) (FB)		333.41 / 5.00			4700										
KURCE (IF/IAF)		UKOBE (FB)		063.38 / 7.00			2500										
UKOBE (FAF)		RW06 (MAP) (FO)		063.65 / 7.20													
RW06 (MAP)		571 MSL		063.65													
571 MSL		KURCE (FO)					4700										
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. <b>HOLD SW KURCE, RT, 063.38 INBOUND, 4700 FT. IN LIEU OF PT (IAF)</b> 3. FAC: <b>063.65</b> FAF: <b>UKOBE</b> DIST FAF TO MAP: <b>7.20</b> THLD: <b>7.20</b> 4. MIN. ALT: <b>KURCE 4700, UKOBE 2500</b> 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: _____ GS ALT AT: _____ OM: _____ MM: _____ IM: _____ 7. GS ANGLE: _____ TCH: <b>34:1 IS NOT CLEAR</b> 8. MSA FROM: _____														MAG VAR: <b>18E</b>		EPOCH YEAR: <b>2005</b>	
<b>MINIMUMS</b>																	
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT										ALTERNATE: N A		<input checked="" type="checkbox"/> X					
CATEGORY =====>		A			B			C			D			E			
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA		
<b>LNAV MDA</b>	<b>1400</b>	<b>1 1/4</b>	<b>1229</b>	<b>1400</b>	<b>1 1/2</b>	<b>1229</b>	<b>1400</b>	<b>3</b>	<b>1229</b>		<b>NA</b>						
<b>CIRCLING</b>	<b>1400</b>	<b>1 1/4</b>	<b>1229</b>	<b>1400</b>	<b>1 1/2</b>	<b>1229</b>	<b>1400</b>	<b>3</b>	<b>1229</b>		<b>NA</b>						
NOTES: CHART NOTE: DME/DME RNP-0.3 NA. CHART NOTE: USE SELAWIK ALTIMETER SETTING CHART NOTE: NIGHT LANDING: RWY 6 NA CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED																	
CITY AND STATE  KIANA, AK		ELEVATION: 171 TDZE: 171 AIRPORT NAME:  BOB BAKER MEMORIAL			FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: <b>RNAV (GPS) RWY 6, ORIG-C</b> 21 JULY 2016					SUP: <span style="color: green;">QUALITY</span> AMDT: <span style="color: green;">4</span> <b>ORIG-B</b> DATED: <span style="color: green;">7/21/2016</span> <b>12/10/2015</b>					

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION  
RNAV - STANDARD  
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

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TAA

	FROM	TO	ALT
1.	333/30 CW 153/30 (NOPT)	KURCE (IF/IAF) (FB)	4700
2.	153/30 CW 244/30	153/15 CW 244/15	6200
3.	153/15 CW 244/15	HELKI (IAF) (FB)	4700
4.	244/30 CW 333/30	CIDAY (IAF) (FB)	4700

CITY AND STATE

KIANA, AK

ELEVATION: 171

TDZE: 171

AIRPORT NAME:

BOB BAKER MEMORIAL

FACILITY  
IDENTIFIER:  
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

RNAV (GPS) RWY 6, ORIG-C

21 JULY 2016

SUP: **QUALITY**

AMDT: **4** **ORIG-B**

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<b>U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION</b> <b>RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE</b> <b>FLIGHT STANDARDS SERVICES - TITLE 14 CFR PART 97.33</b>												Bearings, headings, courses, 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 in feet RVR.																																																																																																																																																																																																															
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