

LOC I-BER	APP CRS	Rwy Idg	6190
<u>108.9</u>	234°	TDZE	18
		Apt Elev	20

ILS Y or LOC Y RWY 23
ADAK (ADK) (PADK)

ADF and DME required.

T Circling NA at night. Circling NA northwest of Rwy 5-23.
A Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
DME from ADK NDB/DME. Simultaneous reception of I-BER
and ADK DME required. Cat E for USAF/USN use only.

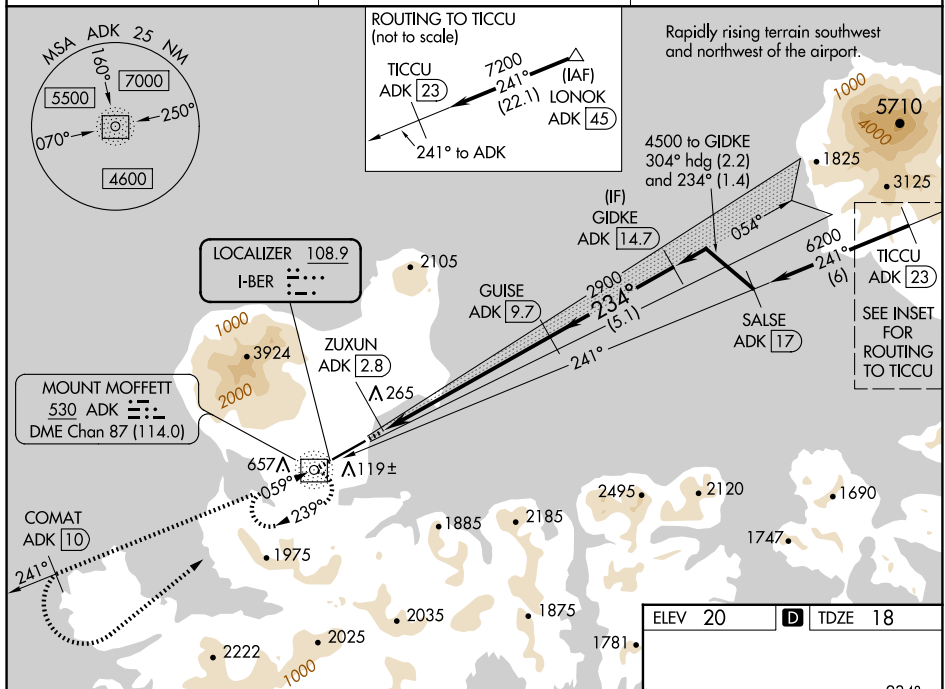
MAIS



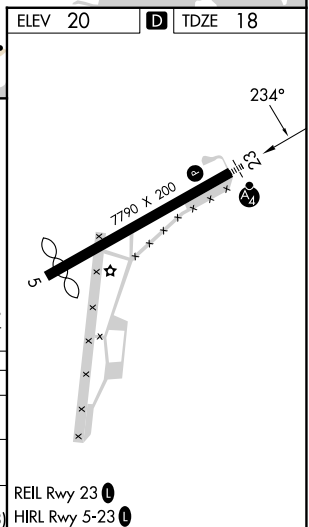
MISSED APPROACH: Climb to 5400 direct ADK NDB/DME and on the 241° bearing from ADK NDB/DME to COMAT/ADK 10 DME and left turn direct ADK NDB/DME and hold.

AWOS-3P
134.5

ANCHORAGE CENTER
126.4 254.3

CTAF
122.9 L

The diagram illustrates the geometry of a flight path segment. It shows a series of waypoints labeled A through E. Waypoint A is ZUXUN ADK 2.8, B is *ADK 5.9, C is GUISE ADK 9.7, D is GIDKE ADK 14.7, and E is 4500. The distances between waypoints are: A-B = 0.8 NM, B-C = 3.1 NM, C-D = 3.8 NM, and D-E = 5.1 NM. The angle at waypoint C is 234°. The diagram also indicates a heading of 2900 and a ground speed (GS) of 3.50°.



ILS Y or LOC Y RWY 23