

YAKUTAT, ALASKA

AL-1193 (FAA)

25163

WAAS CH 66006 W29A	APP CRS 295°	Rwy Ldg 7732 TDZE 32 Apt Elev 40
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RNAV (GPS) RWY 29
YAKUTAT (YAK) (PAYA)

RNP APCH - GPS.

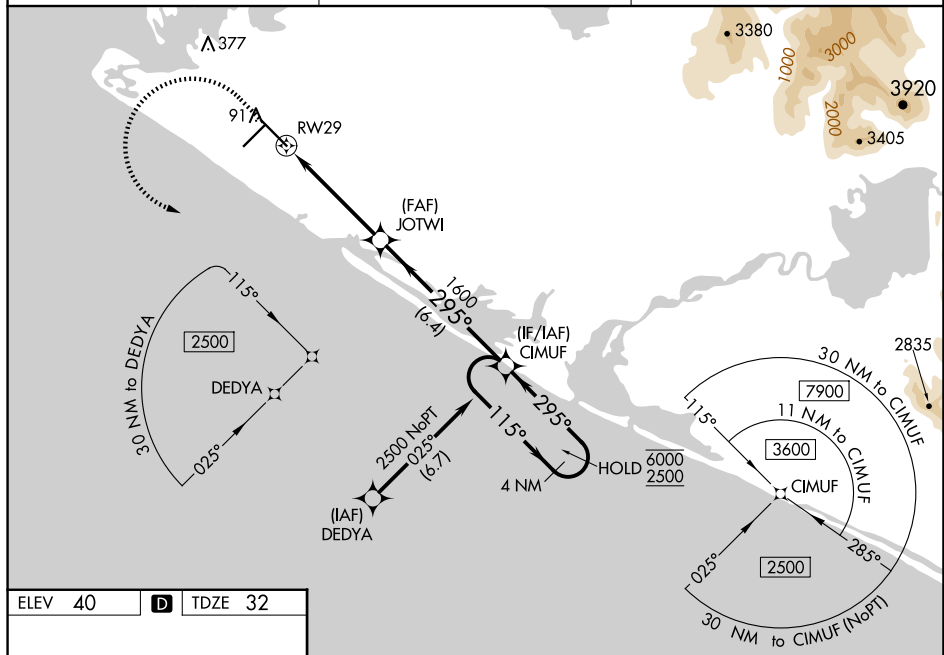
T Circling Rwy 20 NA at night. Rwy 29 helicopter visibility reduction below
A ¾ SM NA. Inop table does not apply to LPV, LNAV/VNAV all Cats, LNAV
Cat A and B. When Yakutat altimeter setting not received, procedure NA. For
uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above
54°C. For inop AIS, increase LNAV Cat C and D visibility to 1¾ SM.

MALSR

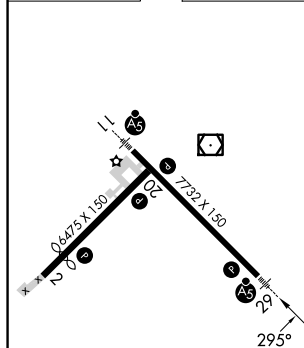


MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct CIMUF and hold, continue climb-in-hold to 3000.

ASOS 135.75	ANCHORAGE CENTER 119.0 263.1	JUNEAU RADIO 123.6 (CTAF) 0
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ELEV 40	D	TDZE 32
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REIL Rwy 2 and 20 **L**
HIRL Rwy 2-20 and 11-29 **L**

The diagram illustrates the JOTWI VORTIS and RW29 approach procedure. It shows a series of turns starting from a holding pattern at 6000 feet, descending through 3000 feet to 1600 feet. Key features include:

- JOTWI VORTIS**: A VORTIS station located 1.4 NM from RW29.
- RW29**: The runway end point, indicated by a dashed line showing the approach path.
- CIMUF**: A Coded Instruction Message Unit located 6.4 NM from the start of the final approach segment.
- Holding Pattern**: A 4 NM holding pattern at 6000 feet, with a 115° turn direction.
- Altitudes**: The procedure involves descents from 6000 feet to 3000 feet, and then to 1600 feet.
- GP 3.00° TCH 52**: A glide path of 3.00 degrees and a threshold crossing height of 52 feet.

CATEGORY	A	B	C	D
LPV DA		317-1	285 (300-1)	
LNAV/VNAV DA		409-1	377 (400-1)	
LNAV MDA		540-1	508 (500-1)	
C CIRCLING	540-1	500 (500-1)	820-2¼ 780 (800-2¼)	820-2½ 780 (800-2½)

YAKUTAT, ALASKA

Amdt 5 08SEP22

59°30'N-139°40'W

YAKUTAT (YAK) (PAYA)

RNAV (GPS) RWY 29

AK, 07 AUG 2025 to 02 OCT 2025