

FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE ILS SPECIAL INSTRUMENT APPROACH PROCEDURE SPECIFICATION -- NOT FOR COCKPIT USE

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.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be conducted in accordance with a charted instrument approach procedure predicted on the specifications contained herein, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Minimum altitudes shall correspond with those established for enroute operations in the particular area or as set forth below.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
ADQ/PADQ	ILS Z OR LOC Z RWY 26	4A	KODIAK	AK	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
79	32	ILS Z OR LOC Z RWY 26	01/27/2022	14E	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
I-ADQ					

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
KODNE/ODK 40.03 DME		WITMI/ODK 10.02 DME					184.62 (ODK R-005)	30.00	4200
ODK VOR/DME		JOSRA/8.32 DME	FAF/IAF				109.97	3.00	3900
RWO NDB		JOSRA/8.32 DME	FAF/IAF				115.79	2.60	3900
JIMON/ODK 10.02 DME CW	IAF	CINEK/ODK 10.02 DME					10.02 DME ARC		2700
CINEK/ODK 10.02 DME CW	IAF	CHINI/I-ADQ 15.65 DME	NOPT				10.02 DME ARC (ODK LR-075)		1600
WITMI/ODK 10.02 DME CW	IAF	CHINI/I-ADQ 15.65 DME	NOPT				10.02 DME ARC (ODK LR-075)		1600
WABAK/ODK 10.02 DME CW	IAF	CHINI/I-ADQ 15.65 DME	NOPT				10.02 DME ARC (ODK LR-075)		1600
HINBU/ODK 15.02 DME	IAF	CHINI/I-ADQ 15.65 DME	NOPT				303.53 (HDG) & 258.03 (I-ADQ)	3.20 & 2.36	1600
CHINI/I-ADQ 15.65 DME	IF	JOSRA/8.32 DME					258.03 (I-ADQ)	7.33	1600

MISSED APPROACH

MAP:

ILS: DA
LOC: KUKLE/2.61 DME

MISSED APPROACH INSTRUCTIONS:

IMMEDIATE CLIMBING LEFT TURN TO 5000 ON HEADING 065 TO INTERCEPT ODK VOR/DME 10.02 DME ARC, ARC NORTH TO CINEK/ODK 10.02 DME AND HOLD. **MISSED APPROACH REQUIRES MINIMUM CLIMB OF 250 FEET PER NM TO 800. CAUTION: DO NOT EXCEED A GROUND TRACK RADIUS OF 1 NM.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD E	JOSRA/8.32 DME, LT, 258.03 INBOUND, 1600 IN LIEU OF PT (IAF), MAX 6000.													
3.	FAC:	258.03	FAF:	JOSRA/8.32 DME	DIST FAF TO MAP:		DIST FAF TO THLD:	7.01							
4.	MIN ALT:	JOSRA/8.32 DME 1600, WAPHI/4.11 DME 680													
5.	DIST TO THLD FROM OM:		MM:	IM:	150 HAT:		GS ANT:	1418							
6.	MIN GS INCPT:	1600	GS ALT AT PFAF:	JOSRA/8.32 DME 1600			OM:			MM:			IM:		
7.	GS ANGLE:	2.05	34:1:		20:1:		TCH:	53.7							
8.	MSA FROM:	ODK VOR/DME 5700													

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ODK VOR/DME ON V506 EASTBOUND.
CHART PROFILE NOTE: USE I-ADQ DME WHEN ON THE LOCALIZER COURSE.
CHART NOTE: CIRCLING NA TO RWY 8, 11, AND 19.
CHART NOTE: CIRCLING NA N OF RWY 8-26 AND W OF RWY 1-19.
CHART NOTE: CIRCLING RWY 1 NA AT NIGHT.
CHART NOTE: RAPIDLY RISING TERRAIN N, W, AND S OF AIRPORT.
CHART NOTE: ILS UNUSABLE FROM 2.00 DME INBOUND.
CHART NOTE: USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.
CHART NOTE: SPECIAL AIRCREW TRAINING REQUIRED.
CHART PLANVIEW NOTE: ARRIVALS ON G2 AND G10 DESCEND TO 4600 IN RWO NDB HOLDING PATTERN PRIOR TO COMMENCING APPROACH.
CHART PLANVIEW NOTE: MAXIMUM WIND COMPONENT NE AT 40 KTS.
CHART NOTE: WHEN ADVISED BY ATC OF TALL SHIPS IN THE HARBOR PROCEDURE NA.

ADDITIONAL FLIGHT DATA:

CHART ARRIVAL HOLDING AT RWO NDB: HOLD NE, RT, 237.00 INBOUND, 4600.
HOLD N, RT, 178.98 INBOUND.
FAS OBST: 135 SHIP 574504N/1522727W.
CHART ODK R-344 AT JIMON.
CHART ODK R-359 AT CINEK.
CHART ODK R-005 AT WITMI.
CHART ODK R-019 AT WABAK.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD

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-ILS 26**	330	1 1/2	298	330	1 1/2	298	330	1 1/2	298		NA				
S-LOC 26	440	1 1/2	408	440	1 1/2	408	440	1 1/2	408		NA				
CIRCLING	660	1 1/2	581	720	1 1/2	641	740	1 3/4	661		NA				

CHANGES - REASONS

1. CHANGED PLANVIEW NOTE FROM "ARRIVALS ON G2, G10, B12, AND B27 DESCEND TO 4600 IN RWO NDB HOLDING PATTERN PRIOR TO COMMENCING APPROACH" TO "ARRIVALS ON G2 AND G10 DESCEND TO 4600 IN RWO NDB HOLDING PATTERN PRIOR TO COMMENCING APPROACH" - AIRWAYS B12 AND B27 REMOVED PER ATC.



<u>AIRPORT ID</u> ADQ/PADQ	<u>PROCEDURE NAME</u> ILS Z OR LOC Z RWY 26	<u>ORIGINAL/AMENDMENT</u> 4A	<u>CITY</u> KODIAK	<u>STATE</u> AK
<u>SUBMITTED BY</u>		<u>OFFICE</u>	<u>DATE</u>	
<u>FLIGHT CHECKED BY</u> PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION		<u>OFFICE</u>	<u>DATE</u> <i>Digitally signed by</i> ALLAN WILL Jun 18, 2025	
<u>DEVELOPED BY</u> ALLAN WILL (ARTHUR ULVESTAD)		<u>OFFICE</u> AJV-A33	<u>DATE</u> 05/23/2025 <i>Digitally signed by</i> ALLAN WILL Jun 18, 2025	
<u>RECOMMENDED BY</u> ALLAN WILL		<u>OFFICE</u> AJV-A33	<u>DATE</u> <i>Digitally signed by</i> ALLAN WILL Jun 18, 2025	<u>TITLE</u> MANAGER
<u>APPROVED BY</u> KYLE THOMPSON		<u>OFFICE</u> AJV-A33	<u>DATE</u> <i>Digitally signed by</i> ALLAN WILL Jun 18, 2025	<u>TITLE</u> MANAGER



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

AIRPORT ID
ADQ/PADQ

PROCEDURE NAME
ILS Z OR LOC Z RWY 26

AMDT NO.
4A

CITY
KODIAK

STATE
AK

AIRPORT ELEVATION
79

FACILITY
I-ADQ

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
KODNE/ODK 40.03 DME

TO
WITMI/ODK 10.02 DME

RNP

DISTANCE
30.00

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	581134.20N/1520646.10W	2128	164	98	4E	2000					4200
TERRAIN	581134.20N/1520646.10W	1928 (1900)								AS1500	3400

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM
ODK VOR/DME

TO
JOSRA/8.32 DME

RNP

DISTANCE
3.00

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	574613.14N/1521629.45W	450	164	98	4E	2000				AT1450	3900
TERRAIN	574613.14N/1521629.45W	250 (300)								AS1500	1800

COMPUTATIONS

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

SEGMENT REMARKS:



FEEDER

FROM

RWO NDB

TO

JOSRA/8.32 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	2.60				

<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	574613.14N/1521629.45W	450	164	98	4E	2000				AT1450	3900
TERRAIN	574613.14N/1521629.45W	250 (300)								AS1500	1800

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: ARC

FROM

JIMON/ODK 10.02 DME CW

TO

CINEK/ODK 10.02 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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	575456.96N/1522201.18W	1445	50	20	2C	1000				AT255	2700
TERRAIN	575448.00N/1522054.00W	145 (100)								AS1500	1600

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: ARC

FROM

CINEK/ODK 10.02 DME CW

TO

CHINI/I-ADQ 15.65 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>
SHIP	574600.00N/1520200.00W	200	50	20	2C	1000				AT400	1600
OVER WATER	574600.00N/1520200.00W	0								AS1500	1500

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: ARC

FROM

WITMI/ODK 10.02 DME CW

TO

CHINI/I-ADQ 15.65 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>
SHIP	574600.00N/1520200.00W	200	50	20	2C	1000				AT400	1600
OVER WATER	574600.00N/1520200.00W	0								AS1500	1500

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: ARC

FROM

WABAK/ODK 10.02 DME CW

TO

CHINI/I-ADQ 15.65 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>
SHIP	574600.00N/1520200.00W	200	50	20	2C	1000				AT400	1600
OVER WATER	574600.00N/1520200.00W	0								AS1500	1500

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

HINBU/ODK 15.02 DME

TO

CHINI/I-ADQ 15.65 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
	3.20										
<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	574600.00N/1520200.00W	200	50	20	2C	1000				AT400	1600
OVER WATER	574600.00N/1520200.00W	0								AS1500	1500

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

CHINI/I-ADQ 15.65 DME

TO

JOSRA/8.32 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	7.33										
<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	574400.00N/1521548.00W	200	50	20	2C	500				AT900	1600
OVER WATER	574400.00N/1521548.00W	0								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

JOSRA/8.32 DME

TO

RW26

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	7.01		DA		298						
<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	574503.69N/1522726.60W	135	50	20	2C		49.76:1			AC20	330

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM

JOSRA/8.32 DME

TO

WAPHI/4.11 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					
	4.21										
<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	574523.00N/1521808.00W	378	50	20	2C	250				DG40	680

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

WAPHI/4.11 DME

TO

KUKLE/2.61 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					
	1.50		KUKLE/2.61 DME		408						
<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	574503.69N/1522726.60W	135	50	20	2C	250				AT55	440

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

AT55 TO MAINTAIN CURRENT MDA



HOLD-IN-LIEU OF PT

FROM

JOSRA/8.32 DME

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<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	574613.14N/1521629.45W	450	50	20	2C	1000				AT150	1600
TERRAIN	574613.14N/1521629.45W	250 (300)								AS1000	1300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM

DA

TO

CINEK/ODK 10.02 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 131			
<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				5000
TREE	574221.91N/1522856.67W	499	50	20	2C	1000					1500
TERRAIN	574221.91N/1522856.67W	399 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

KUKLE/2.61 DME

TO

CINEK/ODK 10.02 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 190			
<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				5000
TREE	574221.91N/1522856.67W	499	50	20	2C	1000					1500
TERRAIN	574221.91N/1522856.67W	399 (400)								AS1500	1900

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	574312.00N/1522851.15W	1.30	581	360	50	20	2C	300			660
CATEGORY B											
TREE	574326.02N/1522743.18W	1.50	641	412	50	20	2C	300			720
CATEGORY C											
TREE	574256.15N/1522820.00W	1.70	661	425	50	20	2C	300			740

CIRCLING REMARKS:

RETAIN OLD CIRCLING RADIUS IAW APPROVED WAIVER

MSA

CENTER

ODK VOR/DME

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	573251.00N/1530623.00W	227	28.2	4700	164	98	4E	1000			5700

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

VDP NA - VDP IS LESS THAN 0.5 NM BEFORE MAP

100' TREES, ALL AREAS EXCEPT 50' TREES ON ISLANDS IN BAY. 30' SHIPS NO CLOSER THAN 2400' FROM THLD, 135' NO CLOSER THAN 4500', 200' SHIPS IN OCEAN USED PER FPT.

MISSED APPROACH DESIGNED TO AVOID RISING TERRAIN NORTH OF THE FINAL APPROACH SEGMENT. MISSED APPROACH POINT SELECTED TO AVOID RISING TERRAIN SOUTHWEST OF THE AIRPORT.

PER AFS-400 DATED 28/12/2011, VGS PENETRATIONS ARE MITIGATED BY AN EXISTING AIR TRAFFIC SRM DECISION MEMORANDUM AND A LOA BETWEEN AIR TRAFFIC AND THE MARINE EXCHANGE OF ALASKA.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAN ARTCC, PADQ TOWER

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	ADQ/PADQ	0	ADQ/PADQ		Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

NO SUITABLE BACK-UP ALTIMETER EXISTS.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-ADQ	ATCT	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW08 - HIRL (PCL)	BSC-G	
RW19 - HIRL (PCL)	BSC-G	
RW11 - HIRL (PCL)	NPI-F	
RW29 - HIRL (PCL), VASI-2L (PCL)	NPI-F	
RW01 - HIRL (PCL), REIL (PCL), VASI-2L (PCL)	PIR-G	
RW26 - REIL (PCL), HIRL (PCL), VASI-2L (PCL)	PIR-G	

<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>
2.05	21.2	53.7	24.7	1418	2.05	54.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	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 1				
20:1					
65 TRAVERSE_WAY (02-099443) 574420.51N/1522934.76W (28.22)			65 TRAVERSE_WAY (02-096554) 574421.40N/1522939.58W (27.43)		
65 TRAVERSE_WAY (02-111789) 574419.00N/1522937.23W (18.59)			65 TRAVERSE_WAY (02-088675) 574419.35N/1522940.78W (16.57)		
65 TRAVERSE_WAY (02-061153) 574416.77N/1522935.26W (10.15)			65 TRAVERSE_WAY (02-061152) 574417.05N/1522937.79W (8.86)		
65 TRAVERSE_WAY (02-061149) 574417.73N/1522942.03W (7.67)			65 TRAVERSE_WAY (02-088674) 574417.11N/1522944.86W (1.84)		
65 TRAVERSE_WAY (02-111788) 574416.69N/1522943.86W (0.9)					
PENETRATIONS REMARKS:					

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.

NEW CIRCLING CRITERIA NOT APPLIED IAW WAIVER DATED SEPT 15, 2015. PER THE WAIVER INCREASING THE CIRCLING AREAS HAS AN ADVERSE IMPACT AT KODIAK AIRPORT FOR THIS SPECIAL PROCEDURE.

WAIVERS:
ORDER 8260.3B, VOLUME 1, PARAGRAPH 260A; CIRCLING AREAS WERE DEVELOPED/EVALUATED USING CAR VALUES OF 1.3/CAT A, 1.5/CAT B, 1.7/CAT C. CIRCLING AREAS ARE NOT USING THE REQUIRED CIRCLING AREA RADIUS (CAR) VALUES IAW ORDER 8260.3B, VOL 1, PARA 260A, CHANGE 26, CIRCLING APPROACH AREA.
ORDER 8260.3B, VOLUME 3, PARAGRAPH 3.9.1; PRECISION MISSED APPROACH SECTIONS 1A, 1B, & 1C WERE NOT CONSIDERED.
ORDER 8260.3B, VOLUME 1, PARAGRAPH 275; TABLE 5 TURNING MISSED APPROACH FLIGHT PATH RADIUS REDUCED TO 1 NM.
ORDER 8260.3B, VOLUME 3, PARAGRAPH 3.9.1.E(2); MISSED APPROACH TURN COMMENCES LOWER THAN 400 FEET ABOVE THLD.
ORDER 8260.3B, VOLUME 1, PARAGRAPH 275 C (5); MISSED APPROACH SEGMENT SEGMENT WIDTH
ORDER 8260.3B, VOLUME 3, PARAGRAPH 2-3A; APPROVAL REQUIRED GLIDEPATH ANGLE LESS THAN 3.00 DEGREES.



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	5.64
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.44
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	272.03
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	200
DISTANCE FROM	FAF	TO 1500FT POINT	
WIDTH OF	INITIAL#	SEGMENT AT 1500FT POINT	
TRUE COURSE OF	INITIAL#	SEGMENT CONTAINING 1500FT POINT	272.03
HIGH TERRAIN IN	INITIAL#	SEGMENT CONTAINING 1500FT POINT	300

THRESHOLD COORDINATES (IF STR-IN)	574505.28N/1522849.63W
ARP COORDINATES	574459.26N/1522938.20W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 8 DISTANCE 0.82 NM
FAF COORDINATES	574449.73N/1521545.05W
FIX NAME COORDINATES	

REMARKS

1500 FT POINT LOCATED IN H-I-L AT THE FAF.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ALLAN WILL (ARTHUR ULVESTAD)	AJV-A33	05/23/2025	AERONAUTICAL INFORMATION SPECIALIST

