Flight Procedures Cover Page	Task Action: Abbreviated Amendment	Task Type: IAP	Estimated Chart Date: 11/27/2025	APWS Task ID: 0BE4098C5A854685A0044F6156D1523C	APWS Project ID: 1A9738FE645E439C8710815737D920EB
Procedure: Enroute: ILS Z OR LOC Z RWY 26 AMDT 4A NO			Specialist: Ulvestad, Arthur		Agreement Number:
Airport ID: PADQ			Airport City: KODIAK		State: AK
Facility ID: ADQ	Facility Type: ILS	Flight Inspection Remark Type:			

Procedure Comments:

UPDATE PLANVIEW NOTE TO REMOVE B12 AND B27 AIRWAYS.

THIS IS A SPECIAL INSTRUMENT APPROACH PROCEDURE, THEREBY RESTRICTING USERS TO THOSE WHO KNOW THE REQUIREMENTS AND ARE PROPERLY TRAINED.

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

Contact: Kyle Thompson 405-954-2135



FIG

LOC/DME I-ADQ APP CRS TDZE 32 Apt Elev 79

ILS Z or LOC Z RWY 26 KODIAK (ADQ)(PADQ)

DME required.

V Circling NA north of Rwy 8-26 and west of Rwy 1-19. Circling Rwy 1 NA at night. Circling NA to Rwys 8, 11 and 19. Rapidly rising terrain north, west, and south of airport. ILS unusable from 2 DME inbound. Use of this procedure requires specific authorization by FAA flight standards. Special aircrew training required. When advised by ATC of tall ships in the harbor, procedure NA.

MISSED APPROACH: Immediate climbing left turn to 5000 on heading 065° to intercept ODK VOR/DME 10 DME Arc north to CINEK/ODK 10 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.

ATIS KODIAK TOWER* **UNICOM** ANCHORAGE CENTER **GND CON** 121.9 122.8 134.45 119.8 (CTAF) 0 239.0 125.1 281.4 MSA ODK 25 Ny KODNE MISSED APCH FIX 1600 NoPT to CHINI 2700 to CINEK ODK 40) ODK 10)Arc ODK 10)Arc (IAF) (IAF) 5700 9 CINEK WITMI 1600 NoPT (IAF) ODK 10 ODK 10) to CHINI MONIL ODK 10 Arc 2028 ODK 10 000 (IAF) **CINEK** WABAK ODK 10) 1623 ODK 10) (013°T) R-359_ 1027 1464± 400 **KODIAK** 117.1 ODK = Arrivals on G2, G10, B12 1814 Chan 118 and B27 descend to 4600 in RWO NDB holding WOODY ISLAND pattern prior to 394 RWO :=:-. commencing approach. 2869 2450 **HOLD 4600** KUKLE LOCALIZER / 1/10.9 (130°T) (089°T) I-ADQ 2.6) (251°T) I-ADQ 3900 LR-075 Λ 567 3900 116° (2.6) Chan 46 110° (3) 135 $(272^{\circ}T)$ €258° 2563 274 078°—, (092°T) 1 min WAPH 078°⇒ Maximum wind component I-ADQ 4.1) 600 (IAF) (092°T) northeast at 40 KTS. 258° (7.3) CHINI (272°T) I-ADQ [15.7] **JOSRA** 940± A (IAF) I-ADQ 8.3 6000 HOLD **ELEV** 79 **TDZE** 32 D HINBU 1600 1600 NoPT to CHINI ODK |15) 637 Procedure NA for arrivals (318°T) 304° hdg (3.2) and at ODK VOR/DME on 258° (2.4) V506 Eastbound $(272^{\circ}T)$ 000 258° 7 NM 5000 CINEK Use I-ADQ DME when on the localizer course. from FAF ODK 10) **JOSRA** Δ One Minute hdg 065° Arc I-ADQ 8.3) Holding Pattern 0.8% UP مر 1600 (092°T) WAPHI 078° I-ADQ 4.1 6000 ☆ **KUKLE** 1600 258° 182 157 I-ADQ 2.6 (272°T) 1600 680 GS 2.05° TCH 54 -1.3-- <-1.5 NM→ 4.2 NM **CATEGORY** В С D S-ILS 26 * 330-11/2 298 (300-11/2) NA 440-11/2 S-LOC 26 408 (500-11/2) NA REIL Rwys 1 and 26 🗓 660-1¹/₂ **720-1**½ 740-13/A **CIRCLING** NA HIRL Rwys 1-19, 8-26, and 11-29 **(** 641 (700-11/2) 581 (600-11/2) 661 (700-13/4)