

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

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.

<u>AIRPORT ID</u> OME/PAOM	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 3	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> NOME	<u>STATE</u> AK
<u>AIRPORT ELEVATION</u> 41	<u>TDZE</u> 34	<u>SUPERSEDED</u> RNAV (GPS) RWY 3	<u>ORIGINAL/AMENDMENT</u> 1	<u>DATED</u> 11/13/2014
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 6E
				<u>EPOCH YEAR</u> 2030
				<u>CANCEL/SUSPEND</u>

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 306/30 CW 125/30	NOPT	306/8 CW 125/8		3800
2. 306/8 CW 125/8		MACUT	IF/IAF	2000
3. 125/30 CW 215/30		125/5 CW 215/5		6100
4. 125/5 CW 215/5		LIFLE	IAF	3800
5. 215/30 CW 306/30		215/10 CW 306/10		4400
6. 215/10 CW 306/10		NBASS	IAF	2500

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>
LIFLE	IAF	MACUT	NOPT	TF	FB	1.00	125.30	7.00	2000
NBASS	IAF	MACUT	NOPT	TF	FB	1.00	305.66	7.00	2000
MACUT	IF/IAF	GLOOP		TF	FB	1.00	035.48	4.00	1500
GLOOP	FAF	AHKAN/2.00 NM TO PUB EJ		TF	FB	0.30	035.57	2.03	
AHKAN/2.00 NM TO PUB EJ		PUB EJ	MAP	TF	FO	0.30	035.57	2.00	
PUB EJ	MAP	520 MSL		CA			035.57		520
520 MSL		MACUT		DF	FO	1.00			2000

MISSED APPROACH

MAP:

LPV: DA
LNAV: PUB EJ

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 520 THEN CLIMBING RIGHT TURN TO 2000 DIRECT MACUT AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
35
CHECKED

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD SW MACUT, RT, 035.48 INBOUND, 2000 IN LIEU OF PT (IAF), MAX 6000.														
3.	FAC:	035.57	FAF:	GLOOP	DIST FAF TO MAP:	4.03	DIST FAF TO THLD:	4.53							
4.	MIN ALT:	MACUT 2000, GLOOP 1500, AHKAN/2.00 NM TO PUB EJ 840													
5.	DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		263 HAT:	0.75	GS ANT:				
6.	MIN GP INCPT:	1500	GP ALT AT PFAF:	GLOOP 1500			OM:				MM:			IM:	
7.	GP ANGLE:	3.00	34:1:	IS NOT CLEAR	20:1:	IS CLEAR	TCH:	40.0							
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 3 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: CIRCLING NA FOR CATS C AND D N OF RWY 10-28.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: CIRCLING RWY 21 NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

CHART 94Z IN PLANVIEW
CHART FAS OBST: 119 CRANE (02-135777) 643030N/1652822W.
CHART VDP AT 0.80 NM TO PUB EJ.
WAAS CHANNEL # 73047
REFERENCE PATH ID: W03A
LTP HAE: 10.6 M

MINIMUMS:

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

ALTERNATE: NA ☐ 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
LPV DA	297	1	263	297	1	263	297	1	263	297	1	263			
LNAV MDA	460	1	426	460	1	426	460	1 1/4	426	460	1 1/4	426			
CIRCLING	540	1	499	560	1	519	560	1 1/2	519	700	2	659			



<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>
OME/PAOM	RNAV (GPS) RWY 3	2	NOME	AK

CHANGES - REASONS

1. MAGVAR: PAOM AIRPORT AND I-OME MAGVAR CHANGE FROM 11E 2015 TO 6E 2030.
2. ADDED LPV LINE OF MINIMUMS - VGS PENETRATIONS REMOVED.
3. TAA: ADDED LEFT AND RIGHT TAA AREA FROM NEW FIXES NBASS AND LIFLE, AND REPLACED FIX MAREE WITH MACUT - INTERMEDIATE MOVED MORE THAN 1 MILE, MOVED 2.39 NM, PER FPT TO PROVIDE CONTROLLED PATH TO TERMINAL STRUCTURE.
4. TAA 1: CHANGED FROM 300/30 CW 120/30 (NOPT) TO 300/10 CW 120/10 TO 306/30 125/30 TO NOPT TO 306/8 CW 125/8 AND ALTITUDE CHANGED FROM 3000 TO 3800 - LEFT AND RIGHT TAA AREA ADDED AND UPDATED CONTROLLING OBSTACLE.
5. TAA 2: CHANGED FROM 300/10 CW TO MAREE (IF/IAF) AND ALTITUDE 1700 TO 306/8 CW 125/8 TO MACUT (IF/IAF) AND ALTITUDE 2000 - REDESIGN AND UPDATED CONTROLLING OBSTACLE AND FIX MAREE REPLACED WITH MACUT.
6. TAA 3 CHANGED FROM 1250/30 CW 300/30 TO 120/7 CW 300/7 AND ALTITUDE 5500 TO 125/30 CW 215/30 TO 125/5 TO 215/5 AND ALTITUDE 6100 - REDESIGN AND UPDATED CONTROLLING OBSTACLE.
7. TAA 4 CHANGED FROM 120/7 CW 300/7 TO MAREE (IF/IAF) ALTITUDE 1700 TO 125/5 CW 215/5 TO LIFLE (IAF) AND ALTITUDE 3800 - REDESIGN WITH LEFT AND RIGHT TAA AREA AND UPDATED CONTROLLING OBSTACLE, CANCELS NOTAM 5/3562.
8. TAA 5 AND TAA 6 ADDED - ADDED IAF SEGMENTS FROM LIFLE AND NBASS.
9. TERMINAL ROUTES: ADDED IAF'S LIFLE TO MACUT AND NBASS TO MACUT - REDESIGN.
10. TERMINAL ROUTES: CHANGED FROM MAREE TO GLOOP TO MACUT TO GLOOP AND COURSE/DISTANCE CHANGED FROM 030.43/6.05 TO 035.48/7.00 AND ALTITUDE CHANGED FROM 1600 TO 1500 - MAGVAR UPDATED, REDESIGN, UPDATED TCH, REPLACED FIX MAREE WITH MACUT AND RELOCATED 2.36 NM NE IN INTERMEDIATE SEGMENT.
11. TERMINAL ROUTES: CHANGED FROM GLOOP TO RW03 (MAP) TO GLOOP TO AHKAN AND AHKAN TO PUBEJ - REDESIGN, FIX GLOOP RELOCATED, STEPDOWN FIX AHKAN ADDED AND ADDED FIX PUBEJ AS MAP FOR OBSTACLE MITIGATION, ALL FINAL COURSES UPDATED FROM 30.57 TO 35.57 -REDESIGN, MAGVAR UPDATE.
12. TERMINAL ROUTES: MAP CA LEG TYPE CHANGED FROM RW03 TO 438 MSL TO PUBEJ TO 520 MSL AND 438 MSL TO MAREE CHANGED TO 520 MSL TO MACUT - FIX MAREE CANCELLED, 520 ALTITUDE ADDED FOR MA OBSTACLE MITIGATION, AND FIX MACUT REPLACED MAREE.
13. MAP: ADDED LPV:DA AND CHANGED LNAV:RW03 TO LNAV:PUBEJ - LPV LINE OF MINIMUMS ADDED AND FIX PUBEJ ADDED AS MAP FOR OBSTACLE MITIGATION.
14. MISSED APPROACH INSTRUCTION CHANGED FROM CLIMBING RIGHT TURN TO 1700 DIRECT MAREE AND HOLD TO CLIMB TO 520 THEN CLIMBING RIGHT TURN TO 2000 DIRECT MACUT AND HOLD - CHANGED TO ADD LPV AND OBSTACLE MITIGATION/CANCELS NOTAM 5/3562.
15. PROFILE LINE 2: CHANGED FROM HOLD SW MACUT, RT, 035.48 INBOUND, 2000 IN LIEU OF PT (IAF) TO HOLD SW MACUT, RT, 035.48 INBOUND, 2000 IN LIEU OF PT (IAF), MAX 6000 - REDESIGN, FIX MAREE REPLACED BY MACUT AND THEN RELOCATED.
16. PROFILE LINE 3: FAC CHANGED FROM 030.57 TO 035.57 AND DIS FAF TO MAP/THLD CHANGED FROM 4.84/4.84 TO 4.03/4.53 - MAGVAR UPDATED AND FAF AND MAP RELOCATED.
17. PROFILE LINE 4: CHANGED FROM MAREE 1700, GLOOP 1600 TO MACUT 2000, GLOOP 1500, AHKAN/2.00 NM TO RW03 840 - REDESIGN, INTERMEDIATE FIX REPLACED WITH MACUT AND GLOOP RELOCATED AND ALTITUDE LOWERED, STEPDOWN AT AHKAN ADDED.
18. PROFILE LINE 5: ADDED 268 HAT 0.77 - LPV MINIMUMS ADDED.
19. PROFILE LINE 6: ADDED MN GP INCPT 1500 - UPDATED FORMAT AND LPV LINE OF MINIMUMS ADDED.
20. PROFILE LINE 7: ADDED GS, TCH, AND 20:1 IS CLEAR - LPV MINIMUMS ADDED, NO 20:1 PENETRATIONS, 8260.19K.
21. REMOVED CHART NOTE: DME/DME RNP-0.3 NA AND ADDED RNP APCH GPS TO PBN REQUIREMENTS NOTE - 8260.19K 8-6-8.D(1).
22. CHANGED CHART NOTE: FROM HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED TO HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED - 20:1 PENETRATIONS IS CLEAR AND 34:1 PENETRATIONS EXISTS.
23. ADDED CHART NOTE: PUBEJ (MAP NOT AT THRESHOLD) - 8260.19K 8-6-6.C.
24. REMOVED CHART NOTE: NIGHT LANDING: RWY 21 NA - 20:1 REMOVED.
25. ADDITIONAL FLIGHT DATA: ADDED CHART VDP AT 0.80 NM TO PUBEJ - 20:1 IS CLEAR AND MAP IS FIX PUBEJ - 8260.19K 8-6-6.D(1).
26. ADDITIONAL FLIGHT DATA: CIRCLING ICON REMOVED - NO LONGER REQUIRED.
27. ADDITIONAL FLIGHT DATA: REMOVED GLOOP TO RW03: 3.00/45 - LPV LINE OF MINIMUMS ADDED.
28. ADDITIONAL FLIGHT DATA: CHANGED FROM CHART FAS OBST: 119 CRANE 643030NI1S52822W TO CHART FAS OBST: 119 CRANE (02-135777) 643030N/1652822W - UPDATED SURVEY INFORMATION.
29. MINIMUMS: ADDED LPV LINE OF MINIMUMS - PER AIRPORT REQUEST.
30. MINIMUMS: LNAV MDA/HAA CHANGED FROM 440/415 TO 460/426 - RAISED MDA TO MITIGATE MA CG/CGTA AND OBSTACLES.
31. MINIMUMS: CIRCLING CAT A HAA CHANGED FROM 502 TO 499, CAT B AND C MDA/HAA CHANGED 540/502 TO 560/519 AND CAT D HAA CHANGED FROM 662 TO 659 - UPDATED CONTROLLING OBSTACLES AND UPDATED AIRPORT ELEVATION.
32. ADDITIONAL FLIGHT DATA: ADDED WAAS CHANNEL # 73047 AND REFERENCE PATH ID: W03A AND LTP HAE 10.6 M - LPV MINIMUMS ADDED.
33. FAS DATA BLOCK INFORMATION ADDED, CRC REMAINDER IS 5037F1FD - LPV LINE OF MINIMUMS ADDED.
34. CHANGED FORMAT OF PROFILE NOTE FROM 'VGS1 AND DESCENT ANGLES NOT COINCIDENT' TO 'VGS1 AND RNAV GLIDEPATH NOT COINCIDENT (VGS1 ANGLE {ANGLE}/TCH {FEET})' - 8260.19K 8-6-10M(1).
35. ADDITIONAL FLIGHT DATA: CHANGED FROM CHART: NOME CITY AIRPORT TO CHART 94Z IN PLANVIEW - 8260.19K 8-6-11.T.
36. AIRPORT ELEVATION/TDZE CHANGED FROM 38/16 TO 41/19 - NEW SURVEY INFORMATION.

4/16/26: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 1/12/26.

1. MINIMUMS: CHANGED LPV ALL CATS VISIBILITIES FROM 7/8 TO 1 SM.
2. REMOVED CHART NOTE: PUBEJ (MAP NOT AT THRESHOLD).

7/07/26: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 1/12/26.

1. ADDED CHART NOTE "CIRCLING RWY 21 NA AT NIGHT".

QUALITY
35
CHECKED

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER:

ZAN, AMGR, AK STATE AERO, NOME FSS

FLIGHT CHECKED BY

JORDAN ALEXANDER ROLIH

Digitally signed by

RAKE MCGRAW

Jul 09, 2026

OFFICE

FIOG

DATE

06/03/2026

DEVELOPED BY

RAYMOND JOHNSON

Digitally signed by

RAKE MCGRAW

Jul 09, 2026

OFFICE

AJV-A422

DATE

01/12/2026

APPROVED BY

RAKE MCGRAW

Digitally signed by

RAKE MCGRAW

Jul 09, 2026

OFFICE

AJV-A422

DATE

07/30/2026

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD

OPERATION TYPE
SBAS SERVICE PROVIDER IDENTIFIER
AIRPORT IDENTIFIER
RUNWAY
APPROACH PERFORMANCE DESIGNATOR
ROUTE INDICATOR
REFERENCE PATH DATA SELECTOR
REFERENCE PATH IDENTIFIER (APPROACH ID)
LTP/FTP LATITUDE
LTP/FTP LONGITUDE
LTP/FTP ELLIPSOIDAL HEIGHT
FPAP LATITUDE
FPAP LONGITUDE
THRESHOLD CROSSING HEIGHT (TCH)
TCH UNITS SELECTOR (METERS OR FEET USED)
GLIDEPATH ANGLE (GPA)
COURSE WIDTH AT THRESHOLD
LENGTH OFFSET
HORIZONTAL ALERT LIMIT (HAL)
VERTICAL ALERT LIMIT (VAL)

DATA

0
0
PAOM
RW03
0
0
W03A
643030.4525N
1652657.3980W
+00106
643136.7645N
1652440.2650W
00040.0
F
03.00
106.75
1048
40.0
50.0

CRC REMAINDER

5037F1FD

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

PA
+00054
+00054



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

<u>AIRPORT ID</u> OME/PAOM	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 3	<u>AMDT NO.</u> 2	<u>CITY</u> NOME	<u>STATE</u> AK	<u>AIRPORT ELEVATION</u> 41	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 306/30 CW 125/30 **TO** 306/8 CW 125/8

<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>
AAO	643436.00N/1655815.00W	1739	215	8	4B	2000					3800
TERRAIN	642845.00N/1661236.00W	859 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:

STRAIGHT-IN AREA

FROM 306/8 CW 125/8 **TO** MACUT

<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>
TREE	643254.00N/1654903.00W	96	215	8	4B	2000				MT-300 AT204	2000
TERRAIN	642109.59N/1654607.06W	0 (0)								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:



LEFT BASE AREA

FROM

125/30 CW 215/30

TO

125/5 CW 215/5

<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>
AAO	645403.00N/1660448.00W	4055	215	8	4B	2000					6100
TERRAIN	645103.00N/1660448.00W	3854 (3900)								AS1500	5400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

LEFT BASE AREA

FROM

125/5 CW 215/5

TO

LIFLE

<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>
AAO	643436.00N/1655815.00W	1739	215	8	4B	2000					3800
TERRAIN	643330.00N/1655400.00W	1141 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

RIGHT BASE AREA

FROM

215/30 CW 306/30

TO

215/10 CW 306/10

<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>
AAO	644327.00N/1645327.00W	2349	215	8	4B	2000					4400
TERRAIN	644327.00N/1645327.00W	2148 (2100)								AS1500	3600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

RIGHT BASE AREA

FROM

215/10 CW 306/10

TO

NBASS

<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>
AAO	642857.00N/1651106.00W	335	215	8	4B	2000				AT165	2500
TERRAIN	641949.02N/1651630.35W	0 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

LIFLE

TO

MACUT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	7.00										
<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	642627.45N/1654604.43W	200	215	8	4B	1000				AT800	2000
TERRAIN	642627.45N/1654604.43W	0 (0)								AS1500	1500

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

NBASS

TO

MACUT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	7.00										
<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	642150.15N/1653359.45W	200	215	8	4B	1000				AT800	2000
TERRAIN	642150.15N/1653359.45W	0 (0)								AS1500	1500

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

MACUT (IF/IAF)

TO

GLOOP

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	4.00										
<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	642538.48N/1653658.15W	200	215	8	4B	500				AT800	1500
TERRAIN	642538.48N/1653658.15W	0 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

GLOOP

TO

RW03

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	4.53		DA		263						
<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>
TRAVERSE_WAY (02-109372)	643024.36N/1652720.25W	49	20	3	1A		34.00:1			MA63	297

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

GLOOP

TO

AHKAN/2.00 NM TO PUB EJ

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.03										
<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	642750.91N/1653430.00W	200	50	20	2C	250				DG380	840

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

AHKAN/2.00 NM TO PUB EJ

TO

PUB EJ

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.00		PUB EJ		426						
<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>
CRANE (02-135777)	643029.96N/1652822.44W	119	20	3	1A	250				MA80	460

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

MACUT

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<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	642408.92N/1654001.43W	199	215	8	4B	1000				AT801	2000
TERRAIN	642408.92N/1654001.43W	0 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

MACUT

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 97				
<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	643245.00N/1651845.00W	883	215	8	4B		ASC				2000
AAO	643242.00N/1651845.00W	857	215	8	4B	1000				AT143	2000
TERRAIN	643318.00N/1652118.00W	816 (800)								AS1000	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LNAV

FROM

PUBEJ

TO

MACUT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30-1.00											340
<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>
TERRAIN (02-114427)	643319.56N/1652220.08W	821	20	3	1A		ASC				2000
AAO	643242.00N/1651845.00W	857	215	8	4B	1000				AT143	2000
TERRAIN	643318.00N/1652118.00W	816 (800)								AS1000	1800

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

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
TREE (02-251561)	643135.02N/1652307.74W	1.30	499	179	250	50	4D	300		AC50	540
CATEGORY B											
TOWER (02-324371)	643232.91N/1652402.87W	1.81	519	241	20	3	1A	300			560
CATEGORY C											
TREE (02-132276)	643010.94N/1652139.70W	2.84	519	190	250	3	4A	300		XP70	560
CATEGORY D											
AAO	642936.00N/1651836.00W	3.70	659	302	215	8	4B	300		XP98	700

CIRCLING REMARKS:

XP TO TO MATCH LOWER CAT, XP TO MATCH CURRENT MINIMUMS PER FPT

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

USED 30' TREE HEIGHT PER CHECKLIST.
USED 100' SHIP HEIGHT INSIDE SDF, 200' OUTSIDE SDF PER FPT.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAN ARTCC, OME FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	OME/PAOM	24	OME/PAOM		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS

WX REMARKS:

BACKUP ALTIMETER NOT REQUIRED DUE TO REDUNDANT SOURCES

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
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APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW03 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)	NPI-G	
RW21 - MIRL (PCL), PAPI-4L (PCL)	NPI-G	
RW10 - REIL, HIRL (PCL), PAPI-4L (PCL)	PIR-G	ROLL OUT
RW28 - MALSR (PCL), HIRL (PCL), PAPI-4L (PCL)	PIR-G	APPROACH

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	17.6	40.0			3.00	28.5

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	600
ON CENTERLINE	X	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LPV, LNAV
34:1	
49 TRAVERSE_WAY (02-109372) 643024.3600N/1652720.2500W (4.12)	47 TRAVERSE_WAY (02-109403) 643023.4800N/1652719.0600W (1.18)
46 TREE (02-109404) 643023.9200N/1652720.2900W (0.11)	

PENETRATIONS REMARKS:

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