

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

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</u> ANIAK	<u>AIRPORT ID</u> PANI	<u>PROCEDURE NAME</u> ILS OR LOC RWY 11	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> ANIAK	<u>STATE</u> AK	
<u>AIRPORT ELEVATION</u> 97	<u>TDZE</u> 97	<u>SUPERSEDED</u> ILS OR LOC RWY 11	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>DATED</u> 05/26/2016	<u>MAG VAR</u> 12E	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> I-ANI	<u>COORDINATES OF FACILITIES</u> 613434.03N / 1593137.28W	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 09/10/2020	<u>CANCEL/SUSPEND</u>		

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>
ANI NDB		IKUFU/11.69 DME					289.12	9.51	3500
CUKFA/21.96 DME	IAF	IKUFU/11.69 DME	NOPT				063.56 & 109.17	7.44 (HDG) & 4.37 (I-ANI)	3500
IKUFU/11.69 DME	IF/IAF	ANORE/5.99 DME					109.17	5.70 (I-ANI)	1700

MISSED APPROACH

MAP:

ILS: DA
LOC: ZUSEK/1.66 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3500 DIRECT ANI NDB AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3500. (ADF REQUIRED)

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD W IKUFU, LT, 109.17 INBOUND, 3500 FT. IN LIEU OF PT (IF/IAF), MAX 6000.
3. FAC: 109.17 FAF: ANORE/5.99 DME DIST FAF TO MAP: DIST FAF TO THLD: 4.93
4. MIN ALT: IKUFU/11.69 DME 3500, ANORE/5.99 DME 1700, CALIL/4.36 DME 1160*
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 763
6. MIN GS INCPT: 1700 GS ALT AT FAF: ANORE/5.99 DME 1700 OM: MM: IM:
7. GP ANGLE: 3.00 34:1: 20:1: TCH: 34.6
8. MSA FROM: ANI NDB 4800



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: CIRCLING NA N OF RWY 11-29.

CHART NOTE: RWY 11 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS ALL CATS.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ANIAK NDB ON B3 SOUTH BOUND AND ON R39 NORTHEAST BOUND.

CHART PROFILE NOTE: ILS UNUSABLE FROM I-ANI 1.7 DME INBOUND.

ADDITIONAL FLIGHT DATA:

HOLD SW, RT, 038.96 INBOUND.

CHART FAS OBST: 546 TREE 613631N/1593829W.

850 AAO 613639N/1594047W.

CHART VDP AT 3.15 DME*

DISTANCE VDP TO THLD 2.09 NM.

*LOC ONLY.

CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD - CAT C 800-2 1/4, CAT D 1200-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
S-ILS 11	347	3/4	250	347	3/4	250	347	3/4	250	347	3/4	250			
S-LOC 11	800	3/4	703	800	3/4	703	800	1 3/4	703	800	1 3/4	703			
CIRCLING	800	1	703	800	1	703	860	2 1/4	763	1200	3	1103			



CHANGES - REASONS

1. CHANGED CHART NOTE: FROM "FOR INOPERATIVE MALSF, INCREASE S-LOC RWY 11 CAT D VISIBILITY TO 2 MILE" TO "FOR INOPERATIVE ALS WHEN USING KALSKAG ALTIMETER SETTING, INCREASE CAT C/D VISIBILITY TO 2 1/2 SM" AND MOVED TO 8260-9 PART C: GENERAL REMARKS - IAW 8260.19 8-6-9F(3), LOCAL ALTIMETER IS ON WMSCR; UPDATED VIS CHECK.
2. ADDED CHART NOTE: RWY 11 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" - 34:1 PENETRATIONS, IAW 8260.19H 8-6-11 K(3).
3. CHANGED FEEDER FROM ANI NDB TO IKUFU ALT/HDG/DIST: FROM 3200/291.55/8.89 TO 3500/289.12/9.51 - RUNWAY AND FIX RELOCATION/ATC REQUEST TO MATCH CIH ALTITUDE.
4. CHANGED DR SEGMENT FROM CUKFA TO IKUFU ALT/HDG/DIST: FROM 3200/063.54-7.52 & 109.18/4.93(I-ANI) TO 3500/063.56-7.44 & 109.17/4.37 (I-ANI) - RUNWAY/NAVAID RELOCATION/ATC REQUEST.
5. CHANGED HOLD IN-LIEU INBOUND CRS/ALT AT IKUFU FROM 109.18/3200 TO 109.17/3500 - RUNWAY/NAVAID RELOCATION/ATC REQUEST.
6. CHANGED IKUFU TO ANORE COURSE/DISTANCE FROM 109.18/5.13 - 109.17/5.70 - RUNWAY/NAVAID RELOCATION.
7. CHANGED FINAL COURSE FROM 109.18 TO 109.17 - RUNWAY/NAVAID RELOCATION.
8. ADDED S-LOC FINAL STEPDOWN FIX CALIL AT 1160 - RUNWAY/NAVAID RELOCATION/NEW OBSTACLE EVAL.
9. CHANGED IKUFU I-ANI DME FROM 11.09 TO 11.69 - RUNWAY/NAVAID RELOCATION.
10. CHANGED ZUSEK I-ANI DME FROM 1.71 TO 1.66 - RUNWAY/NAVAID RELOCATION.
11. CHANGED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 1300 THEN CLIMBING RIGHT TURN TO 3200 DIRECT ANI NDB AND HOLD" TO "CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3500 DIRECT ANI NDB AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3500." - RUNWAY RELOCATION/UPDATED OBSTACLE EVALUATION.
12. ADDED ADDITIONAL FLIGHT DATA NOTES: "CHART VDP AT 3.15 DME", "LOC ONLY", AND DISTANCE VDP TO THLD 2.09 NM" - RUNWAY RELOCATION/UPDATED EVALUATION.
13. CHARTED APT ELEV AND TDZE CHANGED FROM 96 TO 97 - UPDATED AIRPORT DATA/RUNWAY RELOCATION.
14. CHANGED TCH FROM 52.3 TO 34.6 - RUNWAY RELOCATION/UPDATED NAVAID DATA (DESIGN TCH).
15. DELETED DISTANCE FAF TO MAP DISTANCE: 4.25 AND ADDED DIST FAF TO THLD: 4.33 - RUNWAY RELOCATION/UPDATED EVALUATION; DME REQUIRED.
16. DELETED CNF CFFLD FROM PLANVIEW - CNF FIXES NO LONGER CHARTED.
17. CHANGED MISSED APPROACH HOLDING ALTITUDE FROM 3200 TO 3500 - NEW OBSTACLE EVALUATION/SUPPORTS CIH REQUIRED ALTITUDE.
18. ADDED CHART NOTE: PROCEDURE NA FOR ARRIVALS AT ANIAK NDB ON B3 SOUTH BOUND AND ON R39 NORTHEAST BOUND - TURNS EXCEED 120 DEGREES.
19. ADDED MAX HOLDING 6000 TO PROFILE LINE 2 - MAX ALLOWABLE PER PATTERN SIZE.
20. ADDED "NA WHEN LOCAL WEATHER NOT AVAILABLE" TO ALTERNATE MINIMUMS - IAW 8260.19 8-6-11 B(4).
21. CHART NOTE: UPDATED "INOPERATIVE TABLE DOES NOT APPLY TO S-ILS ALL CATS AND S-LOC CATS A AND B" TO "CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS ALL CATS" - IAW 8260.19 8-6-11 O(3).

COORDINATED WITH:

A4A ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZAN, AMGR, STATE OF ALASKA/DOT/PF

FLIGHT CHECKED BY

EDWARD W MESA

Digitally signed by

WARDELL HENNING

Jul 08, 2020

OFFICE

FICO

DATE

10/09/2020

DEVELOPED BY

WARDELL HENNING (PATRICK COMBS)

Digitally signed by

WARDELL HENNING

Jul 08, 2020

OFFICE

AJV-A432

DATE

12/31/2019

APPROVED BY

GEORGE DAVIS

Digitally signed by

WARDELL HENNING

Jul 08, 2020

OFFICE

AJV-A430

DATE**TITLE**
MANAGER

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

AIRPORT	AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
ANIAK	PANI	ILS OR LOC RWY 11	1	ANIAK	AK	97	I-ANI

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM TO
ANI NDB IKUFU/11.69 DME

<u>RNP</u>	<u>DISTANCE</u> 9.51	<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>
1.AAO	613727.00N/1593600.00W		910	164	98	4E	1000				AT1590	3500
2.TERRAIN	613727.00N/1593600.00W		849 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM TO
CUKFA/21.96 DME IKUFU/11.69 DME

<u>RNP</u>	<u>DISTANCE</u> 7.44/4.37	<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>
3.AAO	613851.00N/1600912.00W		2149	164	98	4E	1000				AT351	3500
4.TERRAIN	613851.00N/1600912.00W		1948 (1900)								AS1500	3400

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM

IKUFU/11.69 DME (IF/IAF)

TO

ANORE/5.99 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	5.70											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.AAO	614309.00N/1594900.00W		847	164	98	4E	500				AC98 AT255	1700
6.TERRAIN	614309.00N/1594900.00W		646 (600)								AS1000	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

ANORE/5.99 DME

TO

RW11

<u>RNP</u>	<u>DISTANCE</u> 4.93	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 250			<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>
7.TREE (02-156154)	613510.15N/1593358.65W		141	20	3	1A		34.00:1				347

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM
ANORE/5.99 DME

TO
CALIL/4.36 DME

RNP	DISTANCE 1.63	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
8.AAO	613639.04N/1594047.43W		850	50	20	2C	250				RA60	1160

COMPUTATIONS

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

FINAL: LOC STEPDOWN

FROM
CALIL/4.36 DME

TO
ZUSEK/1.66 DME

<u>RNP</u>	<u>DISTANCE</u> 2.70	<u>PAT</u>	<u>MAP</u> ZUSEK/1.66 DME	<u>HAT</u> 703			<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>
9.TREE (02-154859)	613630.65N/1593828.72W		546	20	3	1A	250					800

COMPUTATIONS

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



HOLD-IN-LIEU OF PT

FROM
IKUFU

TO
P-4

RNP	DISTANCE	PAT P-4	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
10.AAO	614521.00N/1595224.00W		1890	164	98	4E	1000				AT610	3500
11.TERRAIN	614521.00N/1595224.00W		1689 (1700)								AS1500	3200

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
ANI NDB

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 160					
<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				3500
12.TREE	613655.36N/1592757.68W		1018	50	20	2C	1000					2100
13.TERRAIN	613703.00N/1592754.00W		948 (900)								AS1500	2400

COMPUTATIONS

N/A

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH : LOC

FROM
ZUSEK/1.66 DME

TO
ANI NDB

RNP	DISTANCE	PAT	MAP	HAT			HMAS 550					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3500
12.TREE	613655.36N/1592757.68W		1018	50	20	2C	1000					2100
13.TERRAIN	613703.00N/1592754.00W		948 (900)								AS1500	2400

COMPUTATIONS

N/A

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											
14.ANTENNA (02-153168)	613407.15N/1593236.12W	1.3	703	216	20	3	1A	300		SI	800
CATEGORY B											
15.TREE	613608.23N/1593635.13W	1.81	703	309	50	20	2C	300		SI	800
CATEGORY C											
9.TREE (02-154859)	613630.65N/1593828.72W	2.84	763	546	20	3	1A	300			860
CATEGORY D											
15.VERTICAL_STRUCTURE (02-176602)	613552.00N/1594103.00W	3.72	1103	899	50	20	2C	300			1200

CIRCLING REMARKS:



MSA

CENTER
ANI NDB

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	611012.00N/1594600.00W	177	25.7	3767	164	98	4E	1000			4800

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
KENAI FSS, ZAN ARTCC

<u>WX SERVICE</u> AWOS	<u>LOCATION</u> PANI	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> PANI	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> AWOS	<u>LOCATION</u> PALG	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> PALG	<u>DISTANCE</u> 22.751	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 60

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
PANI 97, PALG 63
RA = 59.9.

<u>PRIMARY NAVAID</u> I-ANI	<u>MONITOR POINT</u> ANC POCC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW29 - HIRL (PCL)		NPI-G	
RW11 - MALSF (PCL), HIRL (PCL)		PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 97	<u>TCH</u> 34.6	<u>ELEV GS ANTENNA</u> 91.6	<u>DISTANCE FROM RWY</u> 763	<u>VGSI ANGLE</u>	<u>TCH</u>
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	400
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	ILS, LOC		
34:1			
138 TREE (02-156075) 613510.61N/1593356.30W (9.96)		132 TREE (02-156153) 613510.93N/1593357.44W (2.08)	
125 TREE (02-246688) 613509.89N/1593353.26W (1.78)		127 TREE (02-156493) 613509.93N/1593355.30W (1.23)	

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.

60 FT VEGETATION USED PER FPT.

FPT REQUESTED VGS AND 20:1 PENETRATIONS TO ALL RWYS BE IGNORED. ALL PENETRATIONS NO LONGER EXIST OR WILL BE REMOVED PRIOR TO PUBLICATION DATE (9/10/20) AS COORDINATED WITH ALASKAN DOT.

CONTINGENCY NOTES:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE KALSKAG ALTIMETER SETTING AND INCREASE ALL DA AND MDA 60 FT AND INCREASE S-LOC CATS C AND D VISIBILITY 1/4 SM AND CIRCLING CAT C VISIBILITY 1/4 SM.
FOR INOPERATIVE ALS WHEN USING KALSKAG ALTIMETER SETTING, INCREASE CAT C/D VISIBILITY TO 2 1/2 SM.
VDP NA WHEN USING KALSKAG ALTIMETER SETTING.

ALTERNATE MISSED APPROACH NOT DEVELOPED DUE TO LACK OF SUITABLE NAVAID AVAILABILITY, ATC REQUEST.

WAIVER (1): ILS OR LOC RWY 11 VISIBILITY (3/4 SM VS 1 SM).

ORDER 8260.3 CHAPTER 2 APPLIED TO 850 AAO 613639.00N/1594047.00W.

ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT</u> ANIAK	<u>AIRPORT ID</u> PANI	<u>PROCEDURE NAME</u> ILS OR LOC RWY 11	<u>AMDT NO.</u> 1	<u>CITY</u> ANIAK	<u>STATE</u> AK	<u>AIRPORT ELEVATION</u> 97	<u>FACILITY</u> I-ANI
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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	4.93
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.28
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	121.17
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	700
DISTANCE FROM	THLD	TO 1500FT POINT	7.83
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.70
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	121.17
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	600

THRESHOLD
COORDINATES
(IF STR-IN)

613506.82N/1593330.80W

ARP COORDINATES

613453.06N/1593243.08W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 11 DISTANCE 0.51 NM

FAF
COORDINATES

613739.05N/1594220.54W

FIX NAME
COORDINATES

REMARKS

THLD DISPLACED 400FT, ACTUAL COORDINATES: 613508.86N/1593337.87W.

QUALITY
18
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

Page 9 of 10

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
WARDELL HENNING (PATRICK COMBS)	AJV-A432	12/31/2019	AERONAUTICAL INFORMATION SPECIALIST

