

**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> IWK/PAIW	<u>PROCEDURE NAME</u> RNAV (GPS) Z RWY 36	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>CITY</u> WALES	<u>STATE</u> AK
<u>AIRPORT ELEVATION</u> 26	<u>TDZE</u> 26	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u> NONE	<u>DATED</u>
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 8E
				<u>EPOCH YEAR</u> 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>
COGNU		DEPAW		TF	FB	1.00	228.74	15.97	2200
DEPAW		HOWFY		TF	FB	1.00	179.53	13.78	2200
HOWFY	IAF	HOSLO	NOPT	TF	FB	1.00	090.18	7.00	2200
ATAYI	IAF	HOSLO	NOPT	TF	FB	1.00	284.72	29.43	2200
HOSLO	IF/IAF	YOMYU	PFAF	TF	FB	1.00	000.43	6.00	2000
YOMYU	PFAF	RW36	MAP	TF	FO	0.30	000.46	6.12	
RW36	MAP	226 MSL		CA			000.46		
226 MSL		WEKMO		DF	FB	1.00			
WEKMO		COGNU		TF	FO	1.00	028.93	9.87	3000

MISSED APPROACH

MAP:

LPV: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT WEKMO, AND TRACK 028.93 TO COGNU AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF (IAF)
- HOLD S HOSLO, RT, 347.20 INBOUND, 2200 IN LIEU OF PT (IAF), MAX 6000.
- FAC: 000.46 PFAF: YOMYU DIST FAF TO MAP: 6.12 DIST FAF TO THLD:
- MIN ALT: HOSLO 2200, YOMYU 2000
- DIST TO THLD FROM PFAF: 6.12 MM: IM: 150 HAT: 200 HAT: 0.55 GS ANT: MM: IM:
- MIN GP INCPT: 2000 GP ALT AT PFAF: YOMYU 2000 OM:
- GP ANGLE: 3.00 34:1: IS CLEAR 20:1: IS CLEAR TCH: 30.0
- MSA FROM: RW36 4100

QUALITY
34
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

ADDITIONAL FLIGHT DATA:

HOLD N, RT, 197.00 INBOUND.
WAAS CHANNEL # 97647
REFERENCE PATH ID: W36B
LTP HAE: 9.1 M

MINIMUMS:

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

ALTERNATE: NA ☒

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	226	1	200	226	1	200	226	1	200	226	1	200			

CHANGES - REASONS

ORIGINAL PROCEDURE.

08/08/25: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 08/07/25.

1. LINE 5: CHANGED DIST TO THLD FROM OM TO DIST TO THLD FROM PFAF: 6.12.

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZAN, AMGR

Digitally signed by

FLIGHT CHECKED BY
ROBERT TAhte PERKINS

ALLAN WILL
Aug 12, 2025

OFFICE
FIOG
DATE
08/01/2025

DEVELOPED BY
JAMES ROGERS
Digitally signed by
JAMES ROGERS
Aug 08, 2025

OFFICE
AJV-A33
DATE
04/22/2025

APPROVED BY
KYLE THOMPSON

Digitally signed by
ALLAN WILL
Aug 12, 2025

OFFICE
AJV-A33
DATE
TITLE
MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	PAIW
RUNWAY	RW36
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	Z
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W36B
LTP/FTP LATITUDE	653701.8135N
LTP/FTP LONGITUDE	1680548.8735W
LTP/FTP ELLIPSOIDAL HEIGHT	+00091
FPAP LATITUDE	653829.6335N
FPAP LONGITUDE	1680517.1180W
THRESHOLD CROSSING HEIGHT (TCH)	00030.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1536
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	BB02B39D

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	PA
LTP ORTHOMETRIC HEIGHT	+00064
FPAP ORTHOMETRIC HEIGHT	+00064



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

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
IWK/PAIW	RNAV (GPS) Z RWY 36	ORIG	WALES	AK	26	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM **TO**
COGNU DEPAW

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
1.00 15.97

<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>
SHIP	654451.00N/1680333.00W	200	50	20	2C	2000					2200
TERRAIN	654406.53N/1684535.21W	0 (0)								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER: STEPDOWN

FROM **TO**
DEPAW HOWFY

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
1.00 13.78

<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	653940.28N/1682011.73W	200	50	20	2C	2000					2200
TERRAIN	653253.79N/1682431.45W	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

HOWFY

TO

HOSLO

<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>
SHIP	652706.66N/1682722.72W	200	50	20	2C	1000				AT1000	2200
TERRAIN	652535.43N/1681823.03W	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

ATAYI

TO

HOSLO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	29.43										
<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	652409.18N/1680224.69W	200	50	20	2C	1000				AT1000	2200
TERRAIN	651935.61N/1673729.70W	0 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

HOSLO (IF/IAF)

TO

YOMYU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	6.00										
<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>
SHIP	652624.22N/1681123.55W	200	50	20	2C	500				AT1300	2000
TERRAIN	652802.42N/1680902.55W	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

YOMYU

TO

RW36

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	6.12		DA		200						
<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				226

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

HOSLO

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>
SHIP	652624.22N/1681123.55W	200	50	20	2C	1000				AT1000	2200
TERRAIN	652504.98N/1681005.78W	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

COGNU

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 59				
<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				3000
AAO	654100.00N/1680348.00W	220	215	8	4B	1000					1300
TERRAIN	653721.00N/1680542.00W	26 (0)								AS1500	1500

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



MSA

CENTER

RW36

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	653212.00N/1670848.00W	093	24.2	3058	215	8	4B	1000			4100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3P	IWK/PAIW	24	IWK/PAIW		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3	TNC/PATC	24	TNC/PATC	5.56	Y	48

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
PAIW 26, PATC 271
RA = 47.2.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW18 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)			
RW36 - REIL (PCL), MIRL (PCL), PAPI-4R (PCL)			

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	21.0	30.0			3.00	25.9

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
--------------	---------------	-----	---------

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS



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.

VEGETATION HEIGHT USED PER FPT CHECKLIST: 10 FT.

FOR CONTINGENCY PURPOSES:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TNC/PATC ALTIMETER SETTING AND INCREASE ALL DAS TO 274 FEET.

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	2.98
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.86
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	008.46
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	0
DISTANCE FROM	THLD	TO 1500FT POINT	4.55
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	008.46
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	0

THRESHOLD COORDINATES (IF STR-IN)	653701.81N/1680548.87W
ARP COORDINATES	653721.20N/1680541.90W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 18 DISTANCE 0.33 NM
FAF COORDINATES	653059.85N/1680759.09W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JAMES ROGERS	AJV-A33	04/22/2025	AERONAUTICAL INFORMATION SPECIALIST

