

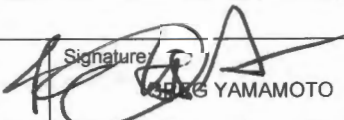


Flight Procedures Cover Page	Task Action: Abbreviated Amendment	Task Type: IAP	Estimated Chart Date: 04/17/2025	APWS Task ID: 76D2837361FF4F41BF3CC367E3656F89	APWS Project ID: 6EA5FF21446147D8BBB69F7D647EA2F3
Procedure: LDA RWY 23 AMDT 0B		Enroute: NO	Specialist: Johnson, Raymond		Agreement Number:
Airport ID: PAPG			Airport City: PETERSBURG		State: AK
Facility ID: PSG	Facility Type: LOC	Flight Inspection Remark Type:			
<div>Procedure Comments: PROCEDURE COMPLETED USING CURRENT AIRNAV DATA. CANCELS T-NOTAM FDC 4/4991 PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021, SUBJECT: GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION CONTACT: ALLAN WILL, AJV-A423 MANAGER, 405.954.6103</div> <div>QUALITY 9 CHECKED BEGUE</div> <div>QUALITY 10 CHECKED</div>					

REC'D NOV 06 2013

US Department of Transportation Federal Aviation Administration		FLIGHT PROCEDURES STANDARDS WAIVER		FLIGHT STANDARDS USE ONLY	
				CONTROL NO:	
1. Flight Procedure Identification: PETERSBURG , AK (PAPG) PETERSBURG JAMES A JOHNSON LDA/DME RWY 23 (SPECIAL)					
2. Waiver Required and Applicable Standard: MISSED APPROACH CLIMB GRADIENT IN EXCESS OF 200 FT PNM. FAAO 8260.3B, VOL 1, CHAPTER 2, PARA 203 b (2). AFS-400 MEMORANDUM DATED JUNE 22, 2010; CLARIFICATION ON MISSED APPROACH CLIMB GRADIENT APPLICATION.					
3. Reason for Waiver (<i>Justification for nonstandard treatment</i>): DUE TO ADVERSE TERRAIN ENVIRONMENT, NAVAID WAS PLACED FOR OPTIMUM OPERATIONAL USE. MISSED APPROACH CG PROVIDES LOWEST POSSIBLE MDA AND WEATHER MINIMUMS TO ALLOW THIS SPECIAL PROCEDURE TO BE FLOWN WHEN WEATHER DOES NOT ALLOW USE OF THE PUBLIC PROCEDURE. AIRPORT IS ONLY ACCESSIBLE BY AIR OR WATER, THIS INSTRUMENT PROCEDURE IS CRITICAL DURING INCLEMENT WEATHER.					
4. Equivalent Level of Safety Provided: NOTE PUBLISHED ON PROCEDURE: MISSED APPROACH REQUIRES A MINIMUM CLIMB OF 478 FEET PER NM TO 3200, IF UNABLE TO MEET CLIMB GRADIENT, SEE LDA/DME-D. PUBLIC PROCEDURE PUBLISHED (LDA/DME-D) WITHOUT CLIMB GRADIENT. USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.					
5. How Relocation or Additional Facilities Will Affect Waiver Requirement: NAVAID IS IN OPTIMUM LOCATION FOR TERRAIN AVOIDANCE, RELOCATION NOT FEASIBLE.					
6. Coordination With User Organizations (Specify): AJV - 354  AJV - 351 					
7. SUBMITTED BY					
DATE: NOV 06 2013	Office Identification: AJV-35	Title: Manager, Terminal Products Group	Signature:  YAMAMOTO		

REC'D NOV 04 2013

8. CONTINUATION

Comments:

9. AFS ACTION

☐ Approved
☐ Disapproved
☐ Not Required

Comments:

Date:

Routing Symbol:


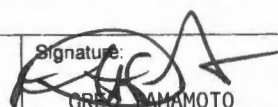
Signature:

Robert Ruiz

Signed By: Robert Ruiz
Wed Jan 15 2014 14:08:31 GMT-0500 (Eastern Standard Time)

SIGN HERE

INFO

US Department of Transportation Federal Aviation Administration		FLIGHT PROCEDURES STANDARDS WAIVER		FLIGHT STANDARDS USE ONLY	
				CONTROL NO:	
1. Flight Procedure Identification: PETERSBURG , AK (PAPG) PETERSBURG JAMES A JOHNSON LDA/DME RWY 23 (SPECIAL)					
2. Waiver Required and Applicable Standard: DESCENT GRADIENT IN FIRST INTERMEDIATE SEGMENT EXCEEDS 318 FEET PER NM. FAAO 8260.3B, VOL 1, PARA 242 (D)					
3. Reason for Waiver (<i>Justification for nonstandard treatment</i>): WAIVER REQUIRED FOR 400 FEET PER NM DESCENT GRADIENT FROM JERDU TO SANDI. ALTITUDE PRIOR TO JERDU IS 8000 FT DUE TO NAVAID RESTRICTIONS; LEVEL ISLAND VOR/DME NAVAID IS UNUSABLE BEYOND 35 NM BELOW 8000. PLACEMENT OF INTERMEDIATE FIXES IS DUE TO TERRAIN AVOIDANCE AND DG FOR THE OTHER REMAINING SEGMENTS. THIS PROCEDURE IS ONE OF ONLY TWO GROUND-BASED APPROACH PROCEDURES FOR THIS AIRPORT AND IS VITAL TO AVIATION IN THIS AREA.					
4. Equivalent Level of Safety Provided: IN ORDER TO ALLOW SUFFICIENT TIME & DISTANCE FOR APPROACHING AIRCRAFT TO PREPARE THE AIRCRAFT SPEED AND CONFIGURATION FOR ENTRY INTO THE FINAL SEGMENT, TWO INTERMEDIATE STEP-DOWN SEGMENTS HAVE BEEN ADDED IMMEDIATELY FOLLOWING THE INTERMEDIATE SEGMENT WITH THE EXCESSIVE DESCENT GRADIENT. THE FIRST STEP-DOWN SEGMENT LENGTH IS 2.68 NM AND HAS A DESCENT GRADIENT OF 299 FEET PER NM. THE NEXT STEP-DOWN SEGMENT LENGTH IS 3.82 NM AND HAS A DESCENT GRADIENT OF 288 FEET PER NM. PROCEDURE LIMITED TO CAT A, B AND C AIRCRAFT. USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.					
5. How Relocation or Additional Facilities Will Affect Waiver Requirement: NAVAID IS IN OPTIMUM LOCATION FOR TERRAIN AVOIDANCE, RELOCATION NOT FEASIBLE.					
6. Coordination With User Organizations (Specify): AJV-354 					
7. SUBMITTED BY					
DATE: SEP 23 2013	Office Identification: AJV-35	Title: Manager, Terminal Products Group	Signature:  GRSO YAMAMOTO		

8. CONTINUATION

Comments:

9. AFS ACTION

☐ Approved
☐ Disapproved
☐ Not Required

Comments:

Signed By: Robert Ruiz
Wed Jan 15 2014 14:08:31 GMT-0500 (Eastern Standard Time)

Robert Ruiz

Date:

Routing Symbol:


Signature:

Robert Ruiz

Signed By: Robert Ruiz
Wed Jan 15 2014 14:06:49 GMT-0500 (Eastern Standard Time)

SIGN HERE

INFO

US Department of Transportation Federal Aviation Administration		FLIGHT PROCEDURES STANDARDS WAIVER		FLIGHT STANDARDS USE ONLY
				CONTROL NO:
1. Flight Procedure Identification: PETERSBURG , AK (PAPG) PETERSBURG JAMES A JOHNSON LDA/DME RWY 23 (SPECIAL)				
2. Waiver Required and Applicable Standard: ANGLE OF CONVERGENCE OF THE FINAL APPROACH COURSE AND THE EXTENDED RUNWAY CENTERLINE EXCEEDS 30 DEGREES. FAAO 8260.3, VOL 1, PARA 902 AND PARA 513.				
3. Reason for Waiver (<i>Justification for nonstandard treatment</i>): ANGLE OF CONVERGENCE OF THE FINAL APPROACH COURSE AND THE EXTENDED RUNWAY CENTERLINE IS 65.75 DEGREES. DUE TO THE TERRAIN ENVIRONMENT, PSG LDA NAVAID WAS LOCATED TO ACHIEVE OPTIMUM OPERATIONAL USE. STRAIGHT-IN CRITERIA WILL ALLOW THE LOWEST MINIMUMS.				
4. Equivalent Level of Safety Provided: MAP IS 3.83 NMS FROM THLD, PROCEDURE WILL STATE "FLY VISUAL TO RWY 23; BRG/DIST MAP TO RWY 23 187°/3.8NM." PROCEDURE LIMITED TO CAT A, B AND C AIRCRAFT. PLATE WILL BE ANNOTATED THAT USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS. MAJORITY OF FINAL SEGMENT FROM FAF TO THLD IS OVER WATER. NOTE ADDED TO PLATE: DUE TO HIGH TERRAIN, REMAIN WITHIN 1.5 MILES OF RWY WHILE MANEUVERING TO LAND. CIRCLING MINIMUMS WILL NOT BE PUBLISHED. VDA OR TCH WILL NOT BE PUBLISHED. NOTE ADDED TO PLATE: HELICOPTER VISIBILITY REDUCTION BELOW 3 SM NOT AUTHORIZED. NOTE ADDED TO PLATE: FINAL APPROACH COURSE OFFSET 66 DEGREES.				
5. How Relocation or Additional Facilities Will Affect Waiver Requirement: NAVAID IS IN OPTIMUM LOCATION FOR TERRAIN AVOIDANCE, RELOCATION NOT FEASIBLE.				
6. Coordination With User Organizations (Specify): AJV-354 <u>U</u>				
7. SUBMITTED BY				
DATE: SEP 23 2013	Office Identification: AJV-35	Title: Manager, Terminal Products Group	Signature:  GREG YAMAMOTO	

8. CONTINUATION

Comments:

9. AFS ACTION

☐ Approved
☐ Disapproved
☐ Not Required

Comments:


Robert Ruiz

Signed By: Robert Ruiz
Wed Jan 15 2014 14:06:31 GMT-0500 (Eastern Standard Time)

Date:

Routing Symbol:


Signature:


Robert Ruiz

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INFO

US Department of Transportation Federal Aviation Administration	FLIGHT PROCEDURES STANDARDS WAIVER		FLIGHT STANDARDS USE ONLY			
1. Flight Procedure Identification: PETERSBURG, AK (PAPG) PETERSBURG JAMES A JOHNSON LDA/DME RWY 23 (SPECIAL)	CONTROL NO:					
2. Waiver Required and Applicable Standard: ONLY EVALUATE THE FINAL APPROACH AREA BETWEEN THE FAF AND THE MAP FOR OBSTACLE CLEARANCE PURPOSES. FAAO 8260.3, VOL 1, PARA 903.						
3. Reason for Waiver (Justification for nonstandard treatment): DUE TO THE TERRAIN ENVIRONMENT, PSG LDA NAVAID WAS LOCATED TO ACHIEVE OPTIMUM OPERATIONAL USE. THE FINAL APPROACH COURSE IS OFFSET 66 DEGREES FROM THE EXTENDED RWY CENTERLINE. TERRAIN AROUND THE AIRPORT WOULD CREATE AN EXTREMELY HIGH MDA AND/OR DRIVE AN EXCESSIVE MISSED APPROACH CG.						
4. Equivalent Level of Safety Provided: MAP IS 3.83 NMS FROM THLD, PROCEDURE WILL STATE "FLY VISUAL TO RWY 23; BRG/DIST TO RWY 23 167°/3.8NM." PROCEDURE LIMITED TO CAT A, B AND C AIRCRAFT. PLATE WILL BE ANNOTATED THAT USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS. MAJORITY OF FINAL SEGMENT FROM FAF TO THLD IS OVER WATER. NOTE ADDED TO PLATE: DUE TO HIGH TERRAIN, REMAIN WITHIN 1.5 MILES OF RWY WHILE MANEUVERING TO LAND. CIRCLING MINIMUMS WILL NOT BE PUBLISHED. VDA OR TCH WILL NOT BE PUBLISHED. NOTE ADDED TO PLATE: HELICOPTER VISIBILITY REDUCTION BELOW 3 SM NOT AUTHORIZED. NOTE ADDED TO PLATE: FINAL APPROACH COURSE OFFSET 66 DEGREES.						
5. How Relocation or Additional Facilities Will Affect Waiver Requirement: NAVAID IS IN OPTIMUM LOCATION FOR TERRAIN AVOIDANCE, RELOCATION NOT FEASIBLE.						
6. Coordination With User Organizations (Specify): AJV-354 <i>SM</i>						
7. SUBMITTED BY						
DATE: SEP 23 2013	Office Identification: AJV-35	Title: Manager, Terminal Products Group	Signature:  GREG YAMAMOTO			

8. CONTINUATION

Comments:

9. AFS ACTION

☐ Approved
☐ Disapproved
☐ Not Required

Comments:

Date:

Routing Symbol:

Signature:

Robert Ruiz

Signed By: Robert Ruiz

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SIGN HERE