

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> SVA/PASA	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 23	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> SAVOONGA	<u>STATE</u> AK
<u>AIRPORT ELEVATION</u> 59	<u>TDZE</u> 58	<u>SUPERSEDED</u> RNAV (GPS) RWY 23	<u>ORIGINAL/AMENDMENT</u> 1E	<u>DATED</u> 10/07/2021
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 5E
				<u>EPOCH YEAR</u> 2025
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
EEKAY		HABDI		TF	FB	1.00	075.52	23.41	3000
ITHOD	IAF	NADNY	NOPT	TF	FB	1.00	253.80	9.97	2000
HABDI	IAF	NADNY	NOPT	TF	FB	1.00	145.08	7.03	2000
NADNY	IF	REJXO		TF	FB	1.00	234.91	6.01	1400
REJXO	FAF	RW23	MAP	TF	FO	0.30	234.74	4.13	
RW23	MAP	510 MSL		CA					510
510 MSL		NADNY		DF	FO	1.00			2000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW23

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 510 THEN CLIMBING RIGHT TURN TO 2000 DIRECT NADNY AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)
2. HOLD NE NADNY, LT, 234.91 INBOUND, 2000 FT. IN LIEU OF PT (IAF), MAX 6000.
3. FAC: 234.74

FAF: REJXO

DIST FAF TO MAP: 4.13

DIST FAF TO THLD: 4.13
4. MIN ALT: NADNY 2000, REJXO 1400
5. DIST TO THLD FROM OM:

MM:

IM:

150 HAT:

250 HAT: 0.70

GS ANT:
6. MIN GP INCPT: 1400

GP ALT AT PFAF: REJXO 1400

OM:

MM:

IM:
7. GP ANGLE: 3.00

34:1: IS CLEAR

20:1: IS CLEAR

TCH: 30.0
8. MSA FROM: ARP PASA 3400

QUALITY
10
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -22°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: CIRCLING NA SE OF RWY 05-23.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ITHOD ON V452 NORTHEAST BOUND.

ADDITIONAL FLIGHT DATA:

CHART VDP AT 1.50NM TO RW23.

CHART FAS OBST: 196 WINDMILL (02-020038) 634132N/1702953W.
WAAS CHANNEL # 58245
REFERENCE PATH ID: W23A
LTP HAE: 21.3 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD; STANDARD - CAT D 1200-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

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	308	1	250	308	1	250	308	1	250	308	1	250			
LNAV/VNAV DA	408	1	350	408	1	350	408	1	350	408	1	350			
LNAV MDA	460	1	402	460	1	402	460	1 1/8	402	460	1 1/8	402			
CIRCLING	520	1	461	520	1	461	780	2	721	1100	3	1041			



CHANGES - REASONS

- INCORPORATED CHANGES FROM FDC 3/3474, 3/4916, 3/4287, 4/8417, AND 1/9660.
- MAGVAR UPDATED FROM 10E TO 5E - CURRENT DATA.
- TERMINAL ROUTES REMOVED TAA - FPT REQUESTED
- TERMINAL ROUTES: ADDED EEKAY FEEDER AND ITHOD AND HABDI INITIAL SEGMENTS; CHANGED IF FROM REJXO TO NADNY AND INTERMEDIATE COURSE / DISTANCE ALTITUDE FROM 230.00 / 8.88 / 1400 TO 234.91 / 6.01 / 2000; CHANGED THE MAP FROM OVIPE TO RW23 AND FINAL APPROACH COURSE / DISTANCE FROM 229.74 / 3.62 TO 234.74 / 4.13; CHANGED CLIMB-TO ALTITUDE FROM 453 MSL TO 510 MSL AND CHANGED MISSED APPROACH FINAL FIX FROM RUFZA TO NADNY AND MISSED APPROACH ALTITUDE FROM 2600 TO 2000 - FPT REQUESTED REDESIGN.
- MISSED APPROACH: CHANGED LNAV MAP FROM OVIPE TO RW23 AND MISSED APPROACH INSTRUCTIONS FROM CLIMBING RIGHT TURN TO 2600 DIRECT RUFZA AND HOLD TO CLIMB TO 510 THEN CLIMBING RIGHT TURN TO 2000 DIRECT NADNY AND HOLD - FPT REQUESTED REDESIGN, 510 CLIMB-TO ALTITUDE REQUIRED DUE TO AIR TRAFFIC
- LINE 2: CHANGED FROM HOLD NE RUFZA, RT, 230.00 INBOUND, 2600 FT. IN LIEU OF PT (IAF) TO HOLD NE NADNY, LT, 234.91 INBOUND, 2000 FT. IN LIEU OF PT (IAF), MAX 6000 - 8260.19I PARA (PARA FOR LINE 2).
- LINE 3: CHANGED FAC FROM 229.74 TO 234.74, DIST FAF TO MAP FROM 3.62 TO 4.13, AND DIST FAF TO THLD FROM 4.12 TO 4.13 - 8260.19I PARA (PARA FOR LINE 3).
- LINE 4: CHANGED FROM REJXO 1400 TO NADNY 2000 REJXO 1400 - 8260.19I PARA (PARA FOR LINE 4).
- LINE 6: ADDED MIN GP INCPT: 1400 AND GP ALT AT PFAF: REJXO 1400 - 8260.19I PARA (PARA FOR LINE 6).
- LINE 7: ADDED GS ANGLE: 3.00, 20:1 IS CLEAR, AND TCH: 30 - 8260.19I PARA (PARA FOR LINE 7).
- LINE 8: ADDED MSA FROM ARP PASA 3500 - 8260.19I PARA (PARA FOR LINE 8).
- NOTES: DELETED "VDP NA WITH GAMBELL ALTIMETER SETTING" AND ADDED "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -22°C OR ABOVE 54°C - BARO-VNAV ADDED TO PROCEDURE, IAW (.19I REFERENCE FOR BARO-VNAV AND VDP NOTES)
- NOTES:REMOVED BACK-UP ALTIMETER NOTE-MOVED TO -9 AS A CONTINGENCY NOTE.
- NOTES: CHANGED PROFILE NOTE FROM "VGSI AND DESCENT ANGLES NOT COINCIDENT" TO "VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" - 8260.19I, 8-6-9.M (1)
- NOTES: DELETED DME/DME RNP-0.3 NA - NOT REQUIRED.
- ADDITIONAL FLIGHT DATA: REMOVED REJXO TO RW23: 3.00/39 -VDA NOT REQUIRED ON PRECISION PROCEDURES.
- LOWERED LNAV MDA / HAT ALL CATS FROM 520 / 462 TO 460 / 402 - CURRENT OBSTACLES.
- LNAV LOWERED VIS FROM 1 3/8 TO 1 1/8 - NEW VIS TABLE.
- ADDED LPV AND LNAV/VNAV MINIMUMS - FPT REQUESTED

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER:

ZAN, AMGR, OME FSS

FLIGHT CHECKED BY

Digitally signed by
ERIC N SUSKI
Jun 03, 2024

OFFICE

FPO

DATE

05/28/2024

DEVELOPED BY

ERIC N SUSKI (JOSHUA DUGAN)

Digitally signed by
ERIC N SUSKI
Feb 28, 2024

OFFICE

AJV-A431

DATE

10/26/2023

APPROVED BY

ERIC N SUSKI

Digitally signed by
ERIC N SUSKI
Feb 28, 2024

OFFICE

AJV-A431

DATE

TITLE
MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	PASA
RUNWAY	RW23
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W23A
LTP/FTP LATITUDE	634121.5100N
LTP/FTP LONGITUDE	1702853.2900W
LTP/FTP ELLIPSOIDAL HEIGHT	+00213
FPAP LATITUDE	634036.5685N
FPAP LONGITUDE	1703145.8620W
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	1408
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	6A70B96F

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	PA
LTP ORTHOMETRIC HEIGHT	+00167
FPAP ORTHOMETRIC HEIGHT	+00167



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

AIRPORT ID
SVA/PASA

PROCEDURE NAME
RNAV (GPS) RWY 23

AMDT NO.
2

CITY
SAVOONGA

STATE
AK

AIRPORT ELEVATION
59

FACILITY
RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
EEKAY

TO
HABDI

RNP
1.00

DISTANCE
23.41

PAT

MAP

HAT

HMAS

<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	635326.81N/1701733.45W	150	50	20	2C	1000				AT1850	3000
TERRAIN	635043.07N/1704312.44W	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
ITHOD

TO
NADNY

RNP
1.00

DISTANCE
9.97

PAT

MAP

HAT

HMAS

<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	634626.88N/1700910.90W	150	50	20	2C	1000				AT850	2000
TERRAIN	634746.09N/1695810.09W	0								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
10
CHECKED

INITIAL

FROM

HABDI

TO

NADNY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	7.03										
<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	634626.88N/1700910.90W	150	50	20	2C	1000				AT850	2000
TERRAIN	634929.16N/1701307.34W	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

NADNY

TO

REJXO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	6.01										
<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	634626.88N/1700910.90W	150	50	20	2C	500				AT750	1400
TERRAIN	634430.00N/1702215.00W	0								AS1000	1000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

REJXO

TO

RW23

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.13		DA				250				
<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				308

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HAT 250 PER FPT/ATC REQUEST.

FINAL: LNAV/VNAV

FROM

REJXO

TO

RW23

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.13		DA				350				
<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>
WINDMILL (02-020038)	634132.13N/1702953.03W	196	50	20	2C	161				AC20 MA31	408

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM

REJXO

TO

RW23

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	4.13		RW23	402	

<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>
WINDMILL (02-020038)	634132.13N/1702953.03W	196	50	20	2C	250					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

NADNY

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
		P-4			

<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	634433.89N/1700836.17W	150	50	20	2C	1000				AT850	2000
TERRAIN	634626.88N/1700910.90W	0								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:



MISSSED APPROACH: LPV

FROM

DA

TO

NADNY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										119	
<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				2000
TERRAIN (02-244069)	633853.20N/1703414.66W	637	20	10	1B	1000					1700
TERRAIN	633854.00N/1703415.00W	620 (600)								AS1000	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LNAV/VNAV

FROM

DA

TO

NADNY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30								247			
<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	634030.00N/1702833.00W	240	215	8	4B		ASC				300
TERRAIN (02-244069)	633853.20N/1703414.66W	637	20	10	1B	1000					1700
TERRAIN	633854.00N/1703415.00W	620 (600)								AS1000	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW23

TO

NADNY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30										360	
<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				2000
TERRAIN (02-244069)	633853.20N/1703414.66W	637	20	10	1B	1000					1700
TERRAIN	633854.00N/1703415.00W	620 (600)								AS1000	1600

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

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
WINDMILL (02-020037)	634129.20N/1702953.78W	1.30	461	204	50	20	2C	300			520
CATEGORY B											
WINDMILL (02-020037)	634129.20N/1702953.78W	1.81	461	204	50	20	2C	300			520
CATEGORY C											
TERRAIN (02-111548)	633912.35N/1703503.96W	2.84	721	475	20	3	1A	300			780
CATEGORY D											
AAO	633839.00N/1703630.00W	3.71	1041	788	215	8	4B	300			1100

CIRCLING REMARKS:

MSA

CENTER

ARP PASA

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	633533.00N/1702251.00W	145	06.4	2392	215	8	4B	1000			3400

QUALITY
10
CHECKED

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAN ARTCC, OME FSS

<u>WX SERVICE</u> AWOS-3P	<u>LOCATION</u> SVA/PASA	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> SVA/PASA	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> AWOS-3P	<u>LOCATION</u> GAM/PAGM	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> GAM/PAGM	<u>DISTANCE</u> 33.30	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 84

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
PASA 59, PAGM 14
RA = 83.3

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW23 - MIRL (PCL), VASI-4L (PCL)			
RW05 - MIRL (PCL), VASI-4L (PCL)			

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 54.7	<u>TCH</u> 30.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 24.2
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FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -22C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -25C	<u>APT ISA</u> +14.88C
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CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -40C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON EFFECTIVE GPA.
DESCENT RATE (FPM): STANDARD TEMP 956 HIGH TEMP 1261.



"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:

WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GAMBELL ALTIMETER SETTING: INCREASE LPV DA TO 392 FEET; INCREASE LNAV/VNAV DA TO 492 FEET AND ALL VISIBILITIES 1/4 SM; INCREASE ALL MDAS 100 FEET AND VISIBILITY LNAV CAT C/D 1/4 SM AND CIRCLING CAT C 1/2 SM BARO-VNAV AND VDP NA WHEN USING GAMBELL ALTIMETER SETTING.
10FT VEGETATION HEIGHT USED PER FPT.
50FT SHIP HEIGHT USED INSIDE FINAL AND 150FT SHIP HEIGHT USED OUTSIDE FINAL PER FPT.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #10-AAL-18

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	3.46
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	239.74
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	200
DISTANCE FROM	THLD	TO 1500FT POINT	5.07
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	1.99
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	239.91
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	200

THRESHOLD COORDINATES (IF STR-IN)

634121.51N/1702853.29W

ARP COORDINATES

634110.60N/1702935.40W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 5 DISTANCE 0.36 NM

FAF COORDINATES

634326.22N/1702052.52W

FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

NAME

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OFFICE

AJV-A431

DATE

10/26/2023

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