

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</u> RUSSIAN MISSION	<u>AIRPORT ID</u> PARS	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 36	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> RUSSIAN MISSION	<u>STATE</u> AK
<u>AIRPORT ELEVATION</u> 58	<u>TDZE</u> 58	<u>SUPERSEDED</u> RNAV (GPS) RWY 35	<u>ORIGINAL/AMENDMENT</u> ORIG-C	<u>DATED</u> 12/07/2017	<u>MAG VAR</u> 11E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 20 JUNE 2019	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 2020

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 250/30 CW 070/30	NOPT	YOSCU		3400
2. 070/30 CW 160/30		070/9 CW 160/9		4100
3. 070/9 CW 160/9		WODAP	IAF	3400
4. 160/30 CW 250/30		160/18 CW 250/18		4900
5. 160/18 CW 250/18		ZUVUT	IAF	3400

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>
ZUVUT	IAF	YOSCU	NOPT	TF	FB	1.00	250.31	8.00	3400
WODAP	IAF	YOSCU	NOPT	TF	FB	1.00	069.82	8.00	3400
YOSCU	IF/IAF	WURED		TF	FB	1.00	340.07	9.89	2100
WURED	FAF	DLLRA	MAP	TF	FO	0.30	340.02	3.95	
DLLRA	MAP	458 MSL		CA			340.02		
458 MSL		YOSCU		DF	FO	1.00			3400



MISSED APPROACH

MAP:

LP: DLLRA
LNAV: DLLRA

MISSED APPROACH INSTRUCTIONS:

CLIMBING RIGHT TURN TO 3400 DIRECT YOSCU AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF (IAF)				
2.	HOLD S YOSCU, RT, 340.07 INBOUND, 3400 FT. IN LIEU OF PT (IAF), MAX 6000.							
3. FAC:	340.02	FAF: WURED	DIST FAF TO MAP: 3.95	DIST FAF TO THLD: 4.44				
4. MIN ALT:	YOSCU 3400, WURED 2100							
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:				
6. MIN GP INCPT:	GP ALT AT FAF :			OM:	MM:	IM:		
7. GP ANGLE:	34:1: IS NOT CLEAR	20:1: IS CLEAR	TCH:					
8. MSA FROM:								

PBN REQUIREMENTS NOTE:

RNP APCH

NOTES:

CHART NOTE: CIRCLING RWY 18 NA AT NIGHT.
CHART NOTE: RWY 36 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

ADDITIONAL FLIGHT DATA:

FICTITIOUS THRESHOLD POINT (CFDZH) DO NOT CHART
CHART CIRCLING ICON.
WURED TO RW36: 4.25/35.2.
CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 16.44 DEGREES.
CHART VDP AT 0.86 NM TO DLLRA
WAAS CHANNEL #93942
REFERENCE PATH ID: W36A
CHART FAS OBST: 384 TREE 614453N/1611902W, 583 TREE 614413N/1611956W.
FAC CROSSES RWY C/L EXTENDED 3000 FT FROM THLD.
FTP HAE: 27.2 M



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

ALTERNATE: NA STANDARD - CAT C 1100-3, CAT D 1400-3

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA												
LP MDA	700	1	642		NA			NA			NA				
LNAV MDA	840	1	782		NA			NA			NA				
CIRCLING	840	1	782	840	1 1/4	782	1120	3	1062	1360	3	1302			

CHANGES - REASONS

1. CHANGED PROCEDURE NAME FROM RNAV (GPS) RWY 35 TO RNAV (GPS) RWY 36 - MAGVAR
2. MAGVAR CHANGED FROM 17E TO 11E - UPDATED TO 2020 MV
3. ADDED LP CAT A LINE OF MINIMA - TO ACHIEVE LOWER MINIMUMS
4. REMOVED STRAIGHT-IN CAT B LINE OF MINIMA - IAW 8260.3D VDA CANNOT BE LOWER THAN VGSI WITHOUT APPROVAL
5. ADDED CIRCLING CAT C & D - TO PROVIDE IFR APPROACH OPTIONS FOR HIGHER CATEGORY AIRCRAFT
6. CHANGED FINAL COURSE AND DISTANCE FROM 350.42/5.00 TO 340.02/3.95 AND INCREASED FAF ALTITUDE FROM 1700 TO 2100 - MAGVAR, FAC OFFSET, ADDED MAP PRIOR TO THLD, AND TO ACHIEVE LOWER MINIMA.
7. UPDATED YOSCU TO WURED INTERMEDIATE SEGMENT COURSE DISTANCE FROM 350.40/6.00 TO 340.07/9.89 AND INCREASED IF ALTITUDE FROM 3200 TO 3400 - ALIGNED WITH NEW OFFSET FAC AND TO SUPPORT NEW INITIAL SEGMENT ALTITUDE.
8. UPDATED HOLD IN LIEU COURSE AND ALTITUDE FROM 350.40/3200 TO 340.07/3400 - TO ALIGN WITH OFFSET FAC AND INTERMEDIATE AND MATCH NEW IF ALTITUDE.
9. UPDATED WODAP TO YOSCU INITIAL APPROACH COURSE/DISTANCE FROM 080.25/5.00 TO 69.82/8.00 - TO ALIGN CORRECTLY WITH OFFSET INTERMEDIATE COURSE
10. UPDATED ZUVUT TO YOSCU INITIAL APPROACH COURSE/DISTANCE FROM 260.55/5.00 TO 250.31/8.00 - TO ALIGN CORRECTLY WITH OFFSET INTERMEDIATE COURSE
11. LOWERED LNAV CAT A MINIMUMS FROM 1400/1 1/4 SM TO 840/1. - OFFSET FAC AND NEW MISSED INSTRUCTIONS ALLOW FOR LOWER MINIMUMS
12. LOWERED CIRCLING CAT A MINIMUMS FROM 1400/1 1/4 TO 840/1, CAT B FROM 1400/1 1/2 TO 840/1 1/4 - STRAIGHT IN MINIMUMS NOW ALLOW LOWER CIRCLING MINIMUMS.
13. UPDATED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 4300 DIRECT TILOY AND HOLD" TO "CLIMBING RIGHT TURN TO 3400 DIRECT YOSCU AND HOLD" - NEW PROCEDURE DESIGN HAS MISSED APPROACH RETURNING TO IF/IAF
14. UPDATED STRAIGHT IN TAA BOUNDARY AND ALTITUDE FROM "261/30 CW 080/30 TO YOSCU 3200" TO "250/30 CW 070/30 TO YOSCU 3400" - MAGVAR AND ALIGNED WITH OFFSET PROCEDURE
15. UPDATED LEFT BASE TAA BOUNDARIES FROM "080/30 CW 170/30 TO WODAP 4300" TO "070/30 CW 160/30 TO 070/9 CW 160/9 4100" - MAGVAR AND ALIGNED WITH OFFSET PROCEDURE
16. ADDED LEFT BASE TAA STEP-DOWN FROM "070/9 CW 160/9 TO WODAP 3400" - ACHIEVE LOWER ALTITUDE SO DESCENT IN HOLDING IS NOT REQUIRED
17. UPDATED RIGHT BASE TAA BOUNDARIES FROM "170/30 CW 261/30 TO ZUVUT 4300" TO "160/30 CW 250/30 TO 160/18 CW 250/18 4900" - MAGVAR AND ALIGNED WITH OFFSET PROCEDURE
18. ADDED RIGHT BASE TAA STEP-DOWN FROM "160/18 CW 250/18 TO ZUVUT 3400" - ACHIEVE LOWER ALTITUDE SO DESCENT IN HOLDING IS NOT REQUIRED
19. REMOVED CHART NOTE: DME/DME RNP-0.30 NA AND ADDED PBN REQUIREMENTS NOTE: RNP APCH - IAW 8260.19H
20. UPDATED CHART NOTE: "RWY 17, 35 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED" TO "RWY 36 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" - RWY 36 20:1 IS CLEAR AND IAW 8260.19H.
21. REMOVED BACKUP ALTIMETER NOTE - MOVED TO THE BACK OF -9 IAW CURRENT POLICY
22. REMOVED CHART NOTE PROCEDURE NA AT NIGHT. - 20:1 PENETRATIONS NO LONGER EXISTS
23. ADDED VDP - 20:1 PENETRATIONS NO LONGER EXISTS
24. CHARTED CIRCLING ICON. - IAW 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED
25. REMOVED PROFILE NOTE "VISUAL SURFACE - OBSTACLES." ADDED "WURED TO RW36: 4.25/35.2." - NEW OFFSET FINAL DESIGN, 20:1 SURFACE CLEAR.
26. UPDATED MAP FROM RWY THLD TO DLLRA - NEW OFFSET FINAL DESIGN.
27. ADDED PLANVIEW NOTE "FINAL APPROACH COURSE OFFSET 16.44 DEGREES" - IAW 8260.19H 8-6-10.G.(1).
28. UPDATED ALTERNATE MINIMUMS FROM "CAT A, B 1400-2" TO "CAT C 1100-3, CAT D 1400-3" - ADDED CATS C AND D TO PROCEDURE AND CAT A AND B MINIMUMS ARE NOW WITHIN STANDARD ALTERNATE MINIMUMS.
29. ADDED MAX HOLDING 6000 AT H-I-L AT YOSCO - IAW 8260.19H PARA 8-6-7B(2).

PDF EDITS:

1. 8260-9, PAGE 7: REMOVED OBS #21 FROM FIRST LINE OF LNAV MISSED APPROACH.



COORDINATED WITH:

A4A ALPA AOPA APA HAI NBAA OTHER: WST FPT, ZAN ARTCC, AMGR

FLIGHT CHECKED BY

JOHN KEARBY

OFFICE

FICO

DATE

05/01/2019

Digitally signed by

ALLAN WILL

May 09, 2019

Digitally signed by

ALLAN WILL

DEVELOPED BY

JULIE A. MORGAN (NICK PETTIET)

OFFICE

AJV-5420

DATE

09/13/2018

May 09, 2019

Digitally signed by

ALLAN WILL

May 09, 2019

APPROVED BY

JULIE MORGAN

OFFICE

AJV-5420

DATE

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	PARS
RUNWAY	RW36
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W36A
LTP/FTP LATITUDE	614611.8030N
LTP/FTP LONGITUDE	1611932.5440W
LTP/FTP ELLIPSOIDAL HEIGHT	+00272
FPAP LATITUDE	614739.5495N
FPAP LONGITUDE	1612001.9125W
THRESHOLD CROSSING HEIGHT (TCH)	00035.2
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	04.25
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0000
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	0.0
CRC REMAINDER	4BC146C5

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	PA
LTP ORTHOMETRIC HEIGHT	+00177
FPAP ORTHOMETRIC HEIGHT	+00177

