

LOC I-YAK 111.1	APP CRS 295°	Rwy Ldg 7732 TDZE 32 Apt Elev 40
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LOC BC RWY 29
YAKUTAT (YAK) (PAYA)

DME required. ▼ Circling Rwy 20 NA at night. Rwy 29 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-LOC 29 Cats A and B. When Yakutat altimeter setting not received, procedure NA. For inop ALS, increase S-LOC 29 Cats C and D visibility to 1 ¾ SM. DME from YAK VOR/DME. DME use requires simultaneous reception of I-YAK and YAK DME.	MALSR 65	MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 on YAK VOR/DME R-117 to CIMUF/ YAK 12 DME and hold.
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ASOS 135.75	ANCHORAGE CENTER 119.0 263.1	JUNEAU RADIO 123.6 (CTAF) 0
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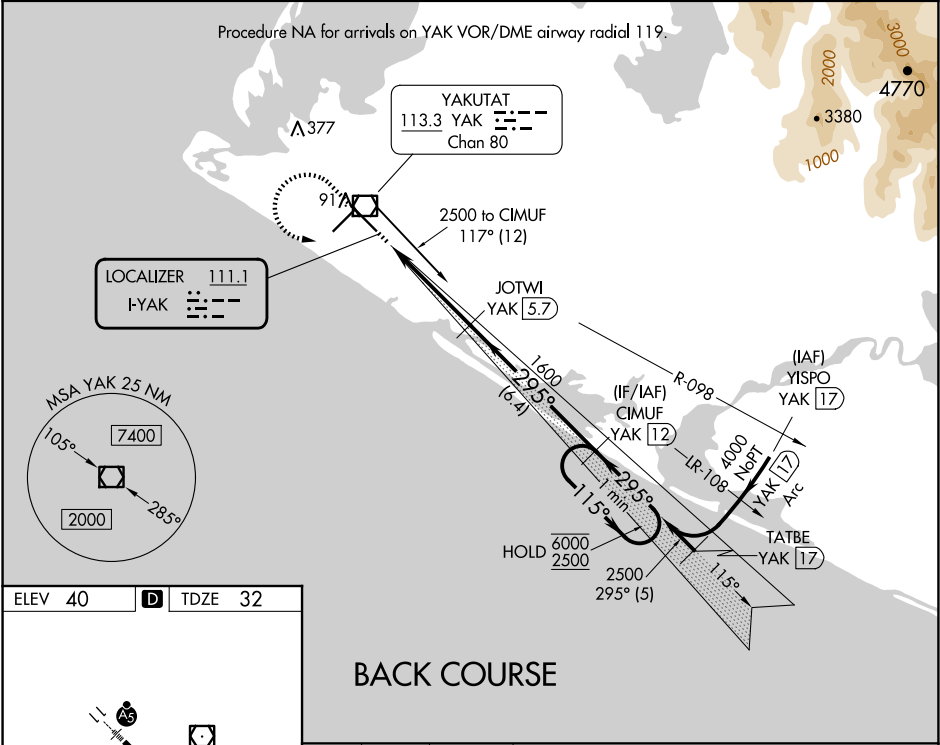


Diagram illustrating the approach path for Runway 20. The path is defined by a series of waypoints: 15, 06475, Y, 150, 02, 7732, X, 150, 29, and AS. The final approach is a solid line with a heading of 295°. The back course is a dashed line. The diagram also shows the HIRL (High Intensity Runway Lighting) and REIL (Runway End Identifier Lights) for Runways 2 and 20.

REIL Rws 2 and 20 **(L)**

HIRL Rws 2-20 and 11-29 **(L)**

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

2000	2500	CIMUF YAK 12	CIMUF YAK 12	One Minute Holding Pattern
YAK R-117	YAK 2.3	JOTWI YAK 5.7	YAK 12	115° → 6000 ← 295° 2500
295°				
1600				
3.00° TCH 52				
0.7 0.7 3.3 NM 6.4 NM				
CATEGORY	A	B	C	D
S-LOC 29	540-1 508 (500-1)			
CIRCLING	540-1 500 (500-1)		820-2¼ 780 (800-2¼)	820-2½ 780 (800-2½)