



NATIONAL TRANSPORTATION SAFETY BOARD

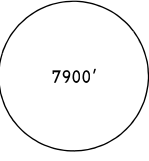
Office of Aviation Safety
Washington, D.C. 20594

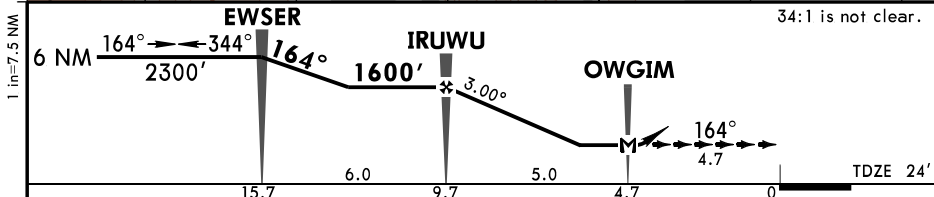
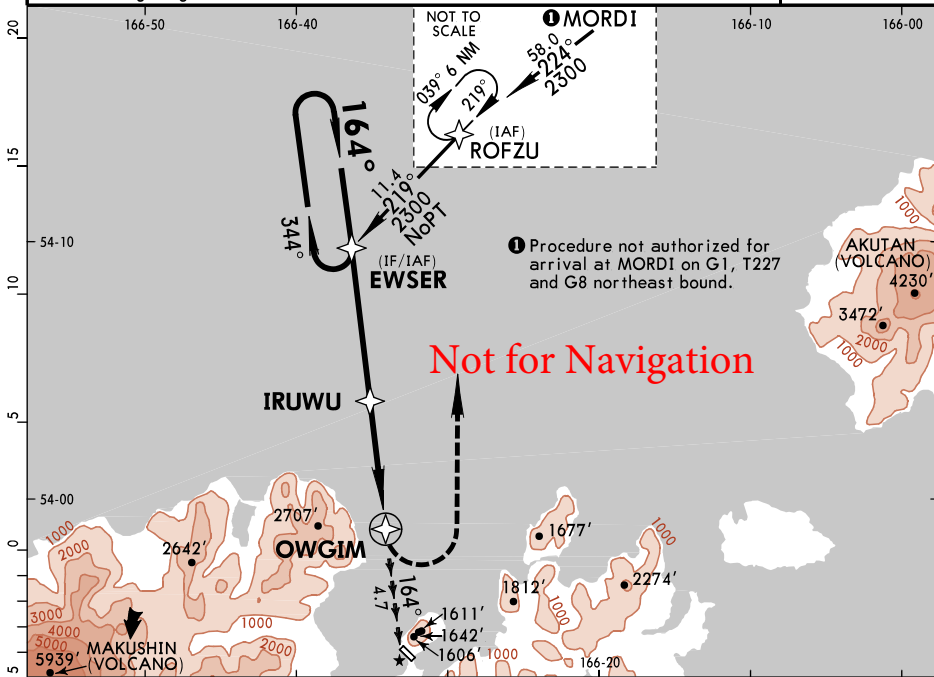
June 1, 2020

Group Chairmen's Factual Report – Attachment 12
PADU RNAV (GPS) (Special) Instrument Procedure charts

OPERATIONAL FACTORS/HUMAN PERFORMANCE

DCA20MA002

AWOS-3P 125.8		ANCHORAGE Center 121.4		COLD BAY Radio CTAF 122.6		
RNAV	Final Apc Crs 164°	Minimum Alt IRUWU 1600' (1576')	MDA(H) (CONDITIONAL) 500' (476')	Apt Elev 22'	TDZE 24'	
MISSED APCH: Climbing LEFT turn to 2300' direct ROFZU and hold. CAUTION: Do not exceed a ground track radius of 1.5 NM.					 <p>7900' MSA OVGIM</p>	
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Use of this procedure requires specific authorization by FAA Flight Standards. 2. Procedure not authorized at night. 3. Use local altimeter setting; if not received, use Akutan altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. Final course does not meet runway alignment standards. 6. Final approach course offset 37.58 degrees. 7. If Amaknak Island not sighted at MAP, execute missed approach. 8. Pilot controlled lighting 122.6.						



MAP at OWGIM	REIL	2300'	ROFZU
	VASI-L	← LT	

STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND
With Local Altimeter Setting LNAV MDA(H) 500' (476')	With Akutan Altimeter Setting LNAV MDA(H) 600' (576')	

A			
B			
C	3	3	NA
D			

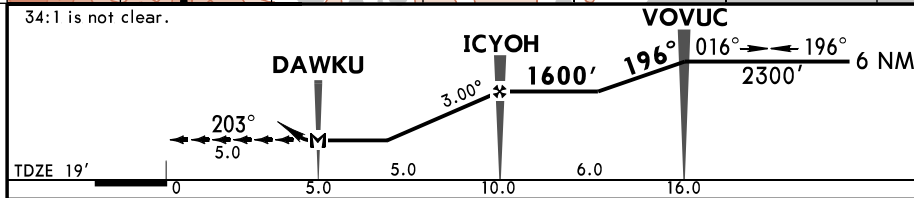
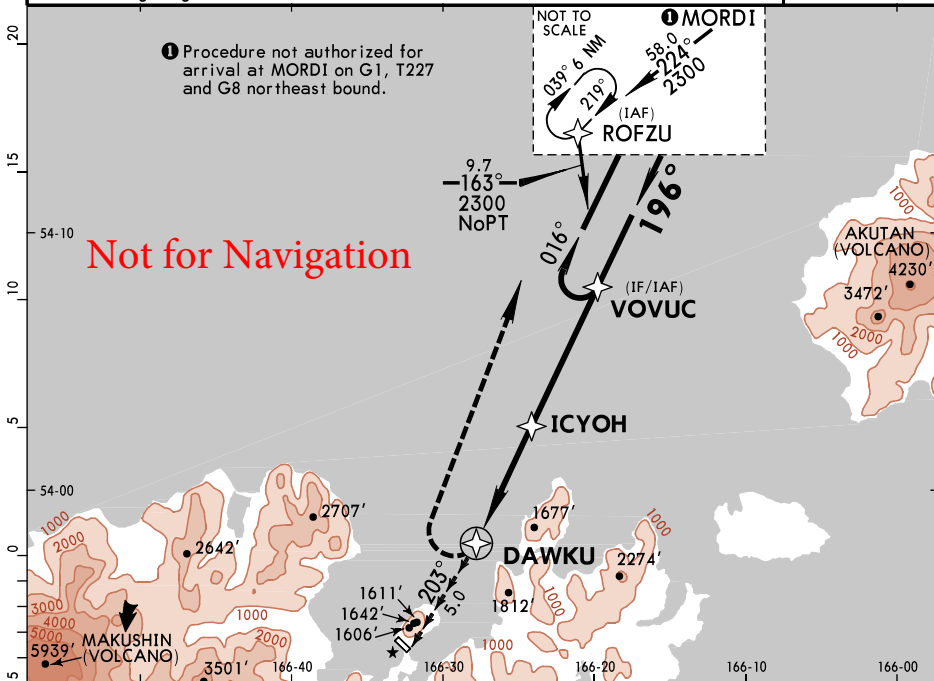
PADU UNALASKA

(Special)

JEPPESEN
8 SEP 17 **12-8** Eff 14 Sep

UNALASKA, ALASKA
RNAV (GPS) Rwy 31

AWOS-3P 125.8		ANCHORAGE Center 121.4		COLD BAY Radio CTAF 122.6	
RNAV	Final Apch Crs 196°	Minimum Alt ICYOH 1600' (1581')	MDA(H) (CONDITIONAL) 500' (481')	Apt Elev 22' TDZE 19'	
MISSED APCH: Climbing RIGHT turn to 2300' direct ROFZU and hold. CAUTION: Do not exceed a ground track radius of 1.5 NM.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use of this procedure requires specific authorization by FAA Flight Standards. 2. Procedure not authorized at night. 3. Use local altimeter setting; if not received, use Akutan altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. Final course does not meet runway alignment standards. 6. Final approach course offset 110.43 degrees. 7. If Amaknak Island not sighted at MAP, execute missed approach. 8. Pilot controlled lighting 122.6.					
					7900 MSA DAWKU



MAP at DAWKU				REIL 2300'	→	ROFZU
				VASI-R	→	RT

STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND
With Local Altimeter Setting LNAV MDA(H) 500' (481')		With Akutan Altimeter Setting LNAV MDA(H) 600' (581')
A	3	3
B		
C		NA
D		

TERPS AMEND 0A 14 SEP 2017

CHANGES: ROFZU designation.

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