

# NACOMATIC

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**Contact:**

Doug Ranz

248-318-0011

[NACOMATIC@hotmail.com](mailto:NACOMATIC@hotmail.com)

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## INSTRUMENT APPROACH PROCEDURE CHARTS

**A** IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

## NAME ALTERNATE MINIMUMS

**BABELTHUAP, KOROR, PS**

BABELTHUAP/KOROR ..... NDB Rwy 9<sup>1</sup>  
 RNAV (GPS) Rwy 9  
 RNAV (GPS) Rwy 27

NA except standard for operators with approved weather reporting service.

<sup>1</sup>Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2½.

**DALAP, RM**

MARSHALL ISLANDS INTL ..... NDB Rwy 7<sup>1</sup>  
 NDB Rwy 25<sup>1</sup>  
 RNAV (GPS) Rwy 7<sup>2</sup>  
 RNAV (GPS) Rwy 25<sup>2</sup>

<sup>1</sup>NA when Majuro Radio closed.

<sup>2</sup>NA when local weather not available.

**GUAM, GQ**

GUAM INTL ..... ILS or LOC Rwy 6L<sup>1</sup>  
 ILS or LOC Rwy 6R<sup>1</sup>  
 RNAV (GPS) Y Rwy 6R<sup>2</sup>  
 RNAV (GPS) Y Rwy 24L<sup>3</sup>  
 RNAV (GPS) Y Rwy 24R<sup>3</sup>  
 TACAN Rwy 24R<sup>4</sup>

<sup>1</sup>ILS, LOC, Categories A,B, 1200-2; Categories C,D, 1200-3.

<sup>2</sup>Category D, 800-2½.

<sup>3</sup>Category C, 800-2½; Category D, 800-2½.

<sup>4</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.

**HILO, HI**

HILO INTL ..... ILS or LOC Rwy 26  
 ILS, Category D, 700-2.  
 NA when control tower closed.

## NAME ALTERNATE MINIMUMS

**HONOLULU, HI**

HONOLULU INTL ..... ILS Rwy 4R<sup>1</sup>  
 LDA/DME Rwy 26L<sup>1</sup>  
 RNAV (GPS) Y Rwy 4R<sup>2</sup>  
 RNAV (GPS) Y Rwy 8L<sup>3</sup>  
 VOR/DME or TACAN or GPS-B<sup>4</sup>  
 VOR or TACAN or GPS-A<sup>1</sup>  
 VOR or TACAN Rwy 4R<sup>5</sup>

<sup>1</sup>Category E, 1500-3.

<sup>2</sup>Category D, 900-2½; Category E, 1500-3.

<sup>3</sup>Category D, 900-2½; Category E, 1700-3.

<sup>4</sup>Category E, 900-3.

<sup>5</sup>Category D, 800-2½.

**KAHULUI, HI**

KAHULUI ..... ILS Rwy 2<sup>12</sup>  
 LOC/DME BC Rwy 20<sup>2</sup>  
 NDB/DME Rwy 2<sup>2</sup>  
 RNAV (GPS) Rwy 23<sup>3</sup>  
 VOR/DME or TACAN Rwy 20<sup>4</sup>

<sup>1</sup>ILS, Category E, 1200-3. LOC, Category E, 1200-3.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>NA when control tower closed, except for operators with approved weather reporting service.

**KAILUA-KONA, HI**

KONA INTL AT KEAHOLE ..... LOC Rwy 17  
 NA when control tower closed.

**KAMUELA, HI**

WAIMEA-KOHALA ..... VOR/DME-A  
 VOR/DME Rwy 4<sup>1</sup>

Categories A,B, 1100-2, Category C, 1100-3, Category D, 1300-3.

<sup>1</sup>Categories A,B, 900-2, Category C, 900-2½, Category D, 1300-3.



09071

**NAME** ALTERNATE MINIMUMS  
**KAPOLEI, HI**  
 KALAELOA (JOHN RODGERS)..... **NDB Rwy 4R**  
 FIELD)  
 Category C, 800-2¼; Category D, 800-2½.

**KAUNAKAKAI, HI**  
 MOLOKAI ..... **VOR or TACAN or GPS-A**  
 Categories A,B, 1200-2; Categories C,D,  
 1200-3.

**KOSRAE, FM**  
 KOSRAE ..... **NDB/DME-A<sup>12</sup>**  
**RNAV (GPS) Rwy 5<sup>3</sup>**  
**RNAV (GPS) Rwy 23<sup>4</sup>**

<sup>1</sup>NA when NDB (UKS) not monitored or local weather not available. Both NDB (UKS) monitored and local weather available Monday through Saturday from 2100 UTC to 0500 UTC (0800 local to 1600 local).

<sup>2</sup>800-3.

<sup>3</sup>NA except standard for operators with approved weather reporting service.

<sup>4</sup>NA except categories A,B, standard, Category C, 800-2¼, Category D 800-2½, for operators with approved weather reporting service.

**LANAI CITY, HI**  
 LANAI ..... **ILS or LOC Rwy 3**  
**VOR or TACAN or GPS-A**  
**VOR or TACAN or GPS Rwy 3**

NA when local weather not received except for operators with approved weather reporting service.

**LIHUE, HI**  
 LIHUE ..... **ILS or LOC Rwy 35<sup>1</sup>**  
**RNAV (GPS) Rwy 17<sup>2</sup>**  
**RNAV (GPS) Y Rwy 21<sup>2</sup>**  
**RNAV (GPS) Y Rwy 35<sup>3</sup>**

<sup>1</sup>ILS,LOC,NA when control tower closed; LOC,Category E, NA.

<sup>2</sup>Category B, 900-2; Category C, 1000-2¼; Category D, 1000-3.

<sup>3</sup>Category C, 800-2¼; Category D, 800-2½.

**MIDWAY ATOLL, MQ**  
 HENDERSON FIELD ..... **NDB Rwy 6**  
**NDB Rwy 24**  
**RNAV (GPS) Rwy 6**  
**RNAV (GPS) Rwy 24**

NA except standard for operators with approved weather reporting service.

**NAME** ALTERNATE MINIMUMS  
**POHNPEI ISLAND, FM**  
 POHNPEI INTL ..... **NDB or GPS-B<sup>1</sup>**  
**NDB or GPS-C<sup>1</sup>**  
**NDB/DME or GPS-A<sup>1</sup>**  
**NDB/DME Rwy 9, 800-3**  
**RNAV (GPS) Rwy 9<sup>2</sup>**  
**RNAV (GPS) Rwy 27<sup>1</sup>**

NA when local weather not available.

<sup>1</sup>Category D, 800-2¼.

<sup>2</sup>Categories A,B, 1000-2¼; Category C, 1000-2¼; Category D, 1000-3.

**SAIPAN, CQ**  
 FRANCISCO C. ADA/  
 SAIPAN INTL ..... **GPS Rwy 7**  
**GPS Rwy 25**

NA except standard for operators with approved weather reporting service.

ROTA INTL ..... **GPS Rwy 9<sup>1</sup>**  
**GPS Rwy 27<sup>1</sup>**  
**NDB Rwy 9<sup>23</sup>**  
**NDB Rwy 27<sup>23</sup>**

<sup>1</sup>NA except standard for operators with approved weather reporting service.

<sup>2</sup>NA when terminal weather not available 0900 UTC to 2000 UTC except for operators with approved weather reporting service. Terminal weather available on Rota Radio 123.6 from 2000 UTC to 0900 UTC.

<sup>3</sup>Category D, 800-2¼.

**TINIAN ISLAND, CQ**  
 TINIAN INTL ..... **NDB-A**  
 Category C, 800-2¼; Category D, 800-2½.  
 NA when local weather not available except for operators with approved weather reporting service.

**TUTUILA, AQ**  
 PAGO PAGO INTL ..... **ILS/DME Rwy 5<sup>1</sup>**  
**NDB-C<sup>2</sup>**  
**VOR-D<sup>34</sup>**

<sup>1</sup>ILS, Categories C,D, 700-2.

<sup>2</sup>Category D, 800-2¼.

<sup>3</sup>NA when control zone not in effect.

<sup>4</sup>Categories A,B, 1100-3; Categories C,D, 1100-3.

08 APR 2010 to 03 JUN 2010



# ALTERNATE MINS

E3



09071

NAME ALTERNATE MINIMUMS

## WENO ISLAND, FM

CHUUK INTL ..... **NDB/DME Rwy 4<sup>1</sup>**  
**NDB or GPS-A<sup>1</sup>**  
**NDB or GPS-B<sup>1</sup>**  
**RNAV (GPS) Rwy 4<sup>2</sup>**

<sup>1</sup>800-3.

<sup>2</sup>NA except standard for operators with approved weather reporting service.

## YAP ISLAND, FM

YAP INTL ..... **NDB Rwy 25<sup>1</sup>**  
**NDB/DME Rwy 25<sup>2</sup>**

<sup>1</sup>Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

<sup>2</sup>Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾ .

## INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

## NAME TAKE-OFF MINIMUMS

**BABELTHUAP, KOROR, PS**

BABELTHUAP/KOROR (ROR)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 400-1 or std. with a min. climb of 296' per NM to 500.DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 700 then as cleared.**DALAP, RM**

MARSHALL ISLANDS INTL (MAJ)

ORIG 10098 (FAA)

NOTE: **Rwy 7**, antenna on building 215' from DER, 446' left of centerline, 48' AGL/54' MSL. Obstruction light on AMOM 44' from DER, 269' left of centerline, 33' AGL/39' MSL. Obstruction light on WSK 10' from DER, 245' right of centerline, 23' AGL/29' MSL. Tree 934' from DER, 243' left of centerline, 39' AGL/45' MSL. Bush 555' from DER, 187' right of centerline, 17' AGL/23' MSL.**Rwy 25**, obstruction light on WSK 11' from DER, 246' left of centerline, 23' AGL/29' MSL. Post 51' from DER, 252' right of centerline, 8' AGL/14' MSL. Tree 996' from DER, 39' left of centerline, 31' AGL/37' MSL. Tree 563' from DER, 5' right of centerline, 20' AGL/26' MSL. Bushes beginning 207' from DER, from 124' left to 207' right of centerline, up to 14' AGL/20' MSL. Vehicle on roadway 130' from DER, 241' right of centerline, 15' AGL/20' MSL.

## NAME TAKE-OFF MINIMUMS

**GUAM, GQ**

GUAM INTL (GUM)

ORIG -A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6L, 6R**, 500-1 or std. with a min. climb 360' per NM to 800. **Rwys 24L, 24R**, 500-1 or std. with a min. climb of 300' per NM to 1400.DEPARTURE PROCEDURE: **Rwys 6L, 6R**, climb runway heading to 800 before turning. **Rwys 24L, 24R** climb runway heading to 1400 before turning.**HANA, HI**

HANA (HNM)

ORIG 05244 (FAA)

DEPARTURE PROCEDURE: Use LINDBERG DEPARTURE.

**HILO, HI**

HILO INTL (ITO)

AMDT 6 05356 (FAA)

DEPARTURE PROCEDURE: Use PARIS DEPARTURE.

**HONOLULU, HI**

HONOLULU INTL (HNL)

AMDT 7 85269 (FAA)

DEPARTURE PROCEDURE: use HONOLULU DEPARTURE.



## KAHULUI, HI

KAHULUI (OGG)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, NA-ATC.DEPARTURE PROCEDURE: **Rwy 2**, climb on a heading between 310° CW to 053° from departure end of runway.**Rwy 5**, climb on a heading between 307° CW to 040° from departure end of runway. **Rwy 20**, climb on a heading of 185° from departure end of runway.NOTE: **Rwy 2**, bush/trees beginning 190' from departure end of runway, 362' left of centerline, up to 60' AGL/79' MSL. Pipe on building 339' from departure end of runway, 289' right of centerline, 20' AGL/25' MSL. Bush beginning 902' from departure end of runway, 637' right of centerline, up to 20' AGL/39' MSL. **Rwy 5**, trees 2359' from departure end of runway, 512' left of centerline, 56' AGL/75' MSL. Fence beginning 20' from departure end of runway, 299' right of centerline, up to 7' AGL/31' MSL. Bush/trees beginning 291' from departure end of runway, 300' right of centerline, up to 76' AGL/95' MSL. **Rwy 20**, bush 22' from departure end of runway, 236' right of centerline, 2' AGL/55' MSL. Bush/trees beginning 24' from departure end of runway, 173' left of centerline, up to 29' AGL/68' MSL.

## KAILUA-KONA, HI

KONA INTL AT KEAHOLE

DEPARTURE PROCEDURE: **Rwy 17**, northwest-bound climb runway heading to 500 then climbing right turn to assigned route; eastbound climb runway heading to 500 then climbing right turn, heading 360°, to 2000, then climb via V3. **Rwy 35**, northwestbound climb runway heading to 500 then climbing left turn to assigned route; eastbound climb runway heading to 2000 then climb via V3.

## KAMUELA, HI

WAIMEA-KOHALA (MUE)

AMDT 1 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2 or std. with a min. climb of 240' per NM to 3100.DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 041° to 3100 then climbing right turn via heading 080° and MUE VOR/DME R-057 to 6000 to VELLA INT, then as assigned. **Rwy 22**, climb via heading 233° and MUE VOR/DME R-234 to 5000 to JASON INT, then as assigned.NOTE: **Rwy 4**, windsock 158' from departure end of runway, 299' right of centerline, 25' AGL/2702' MSL. Fence 2754' from departure end of runway, 323' right of centerline, 12' AGL/2741' MSL. Tree 5200' from departure end of runway, 179' right of centerline, 50' AGL/2817' MSL. Tree 5331' from departure end of runway, 110' left of centerline, 50' AGL/2829' MSL. Tree 1.3 NM from departure end of runway, 739' right of centerline, 50' AGL/2864' MSL. Tree 1.3 NM from departure end of runway, 1741' left of centerline, 50' AGL/2889' MSL. Antenna 1.8 NM from departure end of runway, 1094' left of centerline 152' AGL/2992' MSL. Rising terrain beginning 1.5 NM from departure end of runway, 3.9 NM left of centerline, up to 13796' MSL. **Rwy 22**, cactus at departure end of runway, 191' left of centerline, 10' AGL/2668' MSL. Tree at departure end of runway, 353' right of centerline, 50' AGL/2687' MSL. Bush 673' from departure end of runway, 186' left of centerline, 30' AGL/2673' MSL. Pole 1058' from departure end of runway, 124' left of centerline, 20' AGL/2683' MSL. Rapidly rising terrain beginning 1.5 NM from departure end of runway, 4209' left of centerline, up to 5513' MSL.

## KAPOLEI, OAHU ISLAND, HI

KALAELOA (JOHN RODGERS FIELD) (JRF)

ORIG 09295 (FAA)

DEPARTURE PROCEDURE: DME Required. **Rwys 4L, 4R, 11**, climb heading 200° to intercept HNL VORTAC R-241 to GECKO/HNL 22.4 DME before proceeding on course. **Rwys 22L, 22R**, climb heading 224° to intercept HNL VORTAC R-241 to GECKO/HNL 22.4 DME before proceeding on course. **Rwy 29**, climb heading 210° to intercept HNL VORTAC R-241 to GECKO/HNL 22.4 DME before proceeding on course.NOTE: **Rwy 11**, tree 1533' from DER, 831' left of centerline, 60' AGL/70' MSL. **Rwy 22L**, vehicles on road 305' from DER, 195' left of centerline, 15' AGL/26' MSL. **Rwy 29**, tree 1794' from DER, 573' left of centerline, 60' AGL/99' MSL.

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## KAUNAKAKAI, HI

MOLOKAI (MKK)

AMDT 5 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, std. with a min. climb of 395' per NM to 1600 or 1900-2½ for climb in visual conditions. **Rwy 23**, std. with a min. climb of 446' per NM to 1600 or 1900-2½ for climb in visual conditions. **Rwy 35**, 200-1 or std. with a min. climb of 441' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 040° to 1500 then climbing left turn direct MKK VORTAC, or climb in visual conditions to cross Molokai Airport southwestbound at or above 1800 via the MKK R-067 to MKK VORTAC, thence...

**Rwy 17**, climb via heading 169° to 1500 then climbing right turn direct MKK VORTAC, thence...

**Rwy 23**, climbing left turn via heading 170° to 1700 then climbing right turn direct MKK VORTAC or climb in visual conditions to cross Molokai Airport southwestbound at or above 1800 via the MKK R-067 to MKK VORTAC, thence...

**Rwy 35**, climb via heading 349° to 1500 then climbing left turn direct MKK VORTAC, thence...

...climb in MKK VORTAC holding pattern (hold NE, right turn, 236° inbound) to cross MKK at or above MCA/MEA for route of flight.

NOTE: **Rwy 5**, pole 2254' from departure end of runway, 222' right of centerline, 45' AGL/565' MSL, tree 1.12 NM from departure end of runway, 720' right of centerline, 50' AGL/675' MSL. Fenceline beginning 147' from departure end of runway, 177' left of centerline, up to 12' AGL/471' MSL. Multiple trees and bushes beginning 50' from departure end of runway, 273' left of centerline, up to 50' AGL/551' MSL. Obstruction light 1366' from departure end of runway, 79' right of centerline, 30' AGL/528' MSL. Multiple poles beginning 3065' from departure end of runway, 644' left of centerline, up to 45' AGL/623' MSL. Multiple trees beginning 4155' from departure end of runway, 184' right of centerline, up to 50' AGL/714' MSL.

**Rwy 23**, tree 2.44 NM from departure end of runway, 747' right of centerline, 100' AGL/1264' MSL. Tree 2.82 NM from departure end of runway, 1753' right of centerline, 60' AGL/819' MSL. Tree 2.73 NM from departure end of runway, 2001' left of centerline, 60' AGL/919' MSL. Tree 2.03 NM from departure end of runway, 2006' left of centerline, 100' AGL/919' MSL. Pole 8021' from departure end of runway, 867' left of centerline, 42' AGL/642' MSL. **Rwy 35**, tree 2990' from departure end of runway, 1030' right of centerline, 50' AGL/648' MSL. Tree 3033' from departure end of runway, 740' right of centerline, 50' AGL/637' MSL. Tree 2497' from departure end of runway, 1106' right of centerline, 50' AGL/615' MSL. Tree 3835' from departure end of runway, 76' right of centerline, 50' AGL/620' MSL. Tree 3041' from departure end of runway, 728' right of centerline, 50' AGL/600' MSL. Tree 3569' from departure end of runway, 116' right of centerline, 50' AGL/596' MSL. Bush 28' from departure end of runway, 289' left of centerline, 15' AGL/461' MSL. Multiple bushes and trees 48' from departure end of runway, 48' right of centerline, up to 200' AGL/648' MSL. Multiple bushes and trees 28' from departure end of runway, 34' left of centerline up to 41' AGL/489' MSL. Multiple bushes beginning 107' from departure end of runway, 133' right of centerline, up to 15' AGL/492' MSL. Multiple bushes beginning 133' from departure end of runway, 43' left of centerline, up to 15' AGL/517' MSL. Road/vehicle 200' from departure end of runway, 62' right of centerline, 15' AGL/487' MSL. Pole 1.32 NM from departure end of runway, 867' left of centerline, 42' AGL/642' MSL.

## KOSRAE, FM

KOSRAE (TTK)

ORIG-A 09071 (FAA)

CAUTION: Ships with masts to 200' traverse harbor entrance located on west side of runway.

DEPARTURE PROCEDURE: **Rwy 5**, left turn. **Rwy 23**, right turn, climb to 2000 or above before turning east.

## LANAI CITY, HI

LANAI (LNY)

AMDT 5 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 400-1 or std. w/ min. climb of 370' per NM to 2700 or 2500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 033° to 1720 before turning left. Climb heading 300° or 180° to intercept route or airway, then continue as cleared. Maintain maximum 210 kts until turn is completed or for climb in visual conditions cross LNY VORTAC eastbound at or above 3700. **Rwy 21**, climb heading 213° to assigned altitude. Eastbound - climb westbound to cross LNY VORTAC eastbound at or above 2700 and climb as cleared. Westbound - climb direct LNY VORTAC then via assigned route.

NOTE: **Rwy 3**, multiple poles, trees, and terrain beginning 2108' from DER, 1011' left of centerline, up to 200' AGL/2202' MSL. **Rwy 21**, lighted windsock 8' from DER, 191' right of centerline, 30' AGL/1323' MSL.

## LIHUE, HI

LIHUE (LIH)

AMDT 8 00279 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 2400-3. Use DIANE DEPARTURE PROCEDURE.

DEPARTURE PROCEDURE: **Rwys 3, 35**, to V15, climb runway heading to 500 then climbing right turn, heading 125°, then as assigned. **Rwy 17**, to V15, climb runway heading to 500 then climbing left turn, heading 045°, then as assigned. To LIH-150 climb runway heading to 500 then climbing left turn, heading 120°, then as assigned. **Rwy 21**, to V15, climb runway heading to 550 then climbing left turn, heading 090°, to intercept LIH R-110, maintain 5000, direct BOOKE INT or as assigned. To LIH-148, climb runway heading to 550, then climbing left turn, heading 120°, to intercept LIH R-148, maintain 3000, direct NAPUA INT or as assigned.

## POHNPEI ISLAND, FM

POHNPEI INTL (PNI)

AMDT 2 80079 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 400-1½.

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 500 then left turn for north or west departure. **Rwy 27**, climb runway heading to 500 then right turn for north or east departure. Climb runway heading to 1500 before turning for south departure.

CAUTION: Ships with superstructure to 150', traverse Ponape channel, 400' off approach end of Rwy 9, closing airport at times.

**SAIPAN, CQ**

FRANCISCO C. ADA/SAIPAN INTL (GSN)  
ORIG-A 09071 (FAA)

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb on runway heading to 1600 before climbing on course.

**ROTA INTL (GRO)**

AMDT 1A 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 1000 before turning. **Rwy 27**, climb runway heading to 2000 or above before turning south.

**TINIAN ISLAND, CQ**

TINIAN INTL (TNI)

AMDT 1 09239 (FAA)

NOTE: **Rwy 8**, trees beginning 694' from DER, 507' left of centerline, up to 100' AGL/363' MSL. Multiple trees beginning 569' from DER, 471' right of centerline, up to 100' AGL/389' MSL. **Rwy 26**, multiple trees beginning 743' from DER, 508' right of centerline, up to 100' AGL/363' MSL.

**TUTUILA, AQ**

PAGO PAGO INTL (PPG)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, std. w/ min. climb of 320' per NM to 800, or 2700-3 for climb in visual conditions. **Rwy 26**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwys 5, 8**, climbing right turn southbound between TUT R-090 clockwise to R-180 to 2800, then proceed on course. **Rwy 23**, climbing left turn heading 150° southbound between TUT R-090 clockwise to R-180 to 2800, then proceed on course. For climb in visual conditions: cross Pago Pago Intl Airport at or above 2600 before proceeding on course.

NOTE: **Rwy 5**, bush 1' from departure end of runway, 237' right of centerline, 3' AGL/12' MSL. Bush 379' from departure end of runway, 362' left of centerline, 14' AGL/23' MSL. Ship 998' from departure end of runway, 57' right of centerline, 150' AGL/150' MSL. **Rwy 8**, bush 689' from departure end of runway, 360' left of centerline, 15' AGL/23' MSL. Ship 1435' from departure end of runway, 304' left of centerline, 150' AGL/150' MSL. **Rwy 23**, multiple trees beginning 352' from departure end of runway, 173' left of centerline, up to 20' AGL/132' MSL. Multiple trees beginning 881' from departure end of runway, 296' right of centerline, up to 20' AGL/172' MSL. Multiple trees and poles beginning 1.6 NM from departure end of runway, 38' right of centerline, up to 367' AGL/554' MSL. Tree 2.3 NM from departure end of runway, 2126' left of centerline, 20' AGL/387' MSL.

**WENO ISLAND, FM**

CHUUK INTL (TKK)

AMDT 2 10042(FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 041° to 1100 before proceeding on course. **Rwy 22**, climb heading 221° to 1500 before proceeding on course.

NOTE: **Rwy 4**, bush 205' from DER, 203' right of centerline, 7' AGL/17' MSL. **Rwy 22**, bush 5' from DER, 241' right of centerline, 14' AGL/24' MSL. Bush 221' from DER, 85' right of centerline, 7' AGL/17' MSL. **CAUTION:** Ships with superstructure to 150' traverse channels west of runway 4/22.

**YAP ISLAND, FM**

YAP INTL (T11)

AMDT 2 94342 (FAA)

DEPARTURE PROCEDURE: **Rwys 7**, climbing right turn to 1500 via 090° bearing from YP NDB/DME, then climb on course. **Rwy 25**, climb to 500, then climb on course.



# AIRPORT DIAGRAM

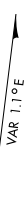
AL-6432 (FAA)

BABELTHUAP/KOROR (ROR) (PTRO)

BABELTHUAP, KOROR, PS

KOROR RADIO  
123.6

07°23'N



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.0° W

FIELD  
ELEV  
176

△ 259±

090.2° →

7200 X 150

← 270.3°

ELEV  
171

07°22'N



RWY 9-27  
S75, D190, ST175, DT300

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

134°32'E

134°33'E

07°21'N

PAC. 08 APR 2010 to 03 JUN 2010



# NDB RWY 9

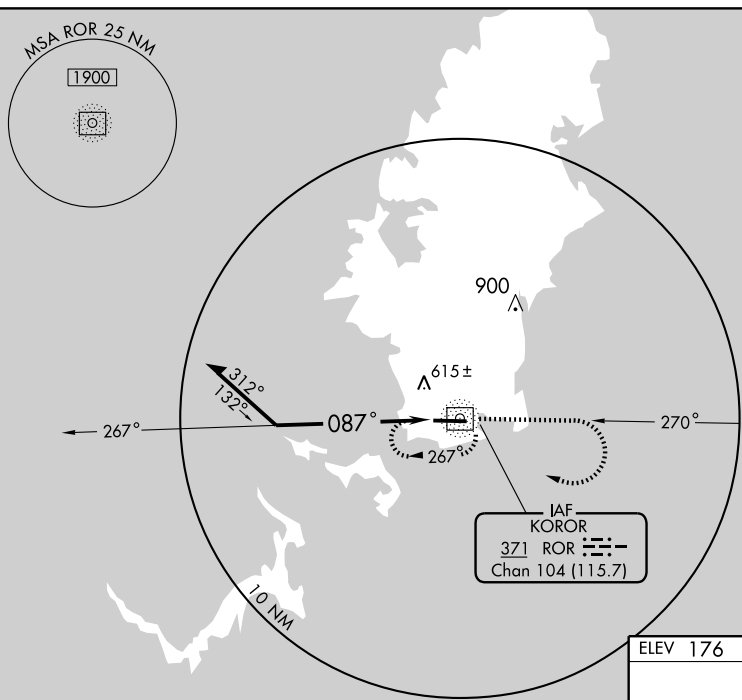
BABELTHUAP/KOROR (ROR)(PTR0)

NDB/DME ROR <b>371</b>	APP CRS <b>087°</b>	Rwy Idg <b>7200</b> TDZE <b>176</b> Apt Elev <b>176</b>
Chan <b>104 (115.7)</b>		

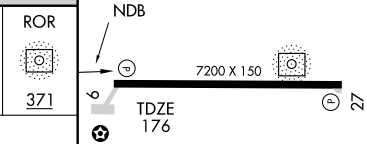
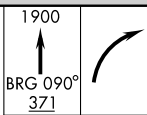
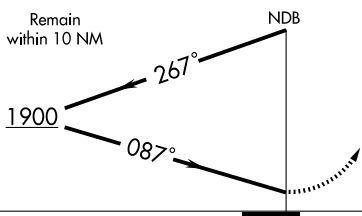
**⚠** Circling not authorized north of Rwy 9-27.  
**⚠** Obtain local altimeter setting on CTAF; when not received procedure not authorized.  
 No controlled airspace below 5500.

**MISSED APPROACH:** Climb to 1900 via 090° bearing from ROR NDB, then right turn direct ROR NDB and hold.

**KOROR RADIO**  
**123.6 (CTAF) 1**



**ELEV 176**



CATEGORY	A	B	C	D
S-9	980-1 804 (900-1)	980-1¼ 804 (900-1¼)	980-2¼ 804 (900-2¼)	980-2½ 804 (900-2½)
CIRCLING	980-1 804 (900-1)	980-1¼ 804 (900-1¼)	980-2¼ 804 (900-2¼)	980-2½ 804 (900-2½)

MIRL Rwy 9-27 **1**  
 REIL Rws 9 and 27

# RNAV (GPS) RWY 9

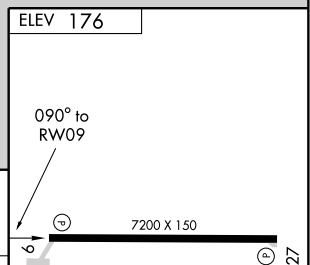
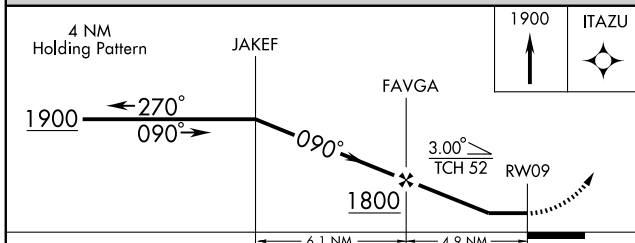
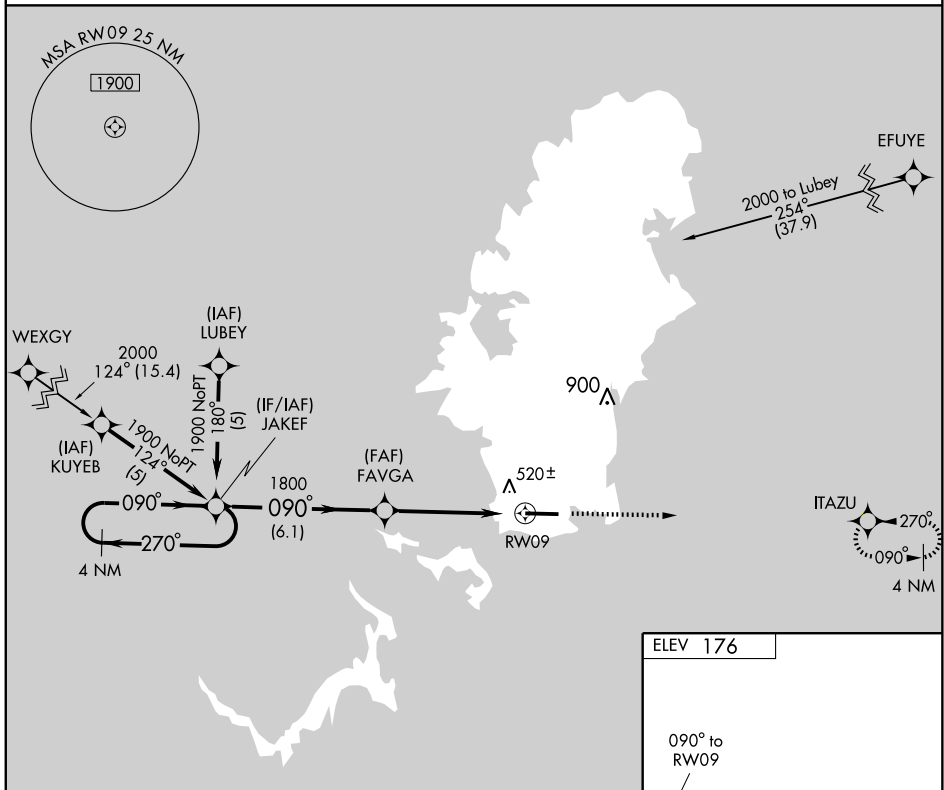
BABELTHUAP/ KOROR (ROR)(PTR0)

APP CRS	Rwy Idg	<b>7200</b>
<b>090°</b>	TDZE	<b>176</b>
	Apt Elev	<b>176</b>

⚠ Circling not authorized north of Rwy 9-27.  
 Obtain local altimeter setting on CTAF; when not received, procedure not authorized.  
 DME/DME RNP-0.3 NA.  
 No controlled airspace below 5500.

MISSED APPROACH: Climb to 1900 direct ITAZU WP and hold.

KOROR RADIO  
**123.6 (CTAF) 0**



CATEGORY	A	B	C	D
RNAV MDA	720-1 544 (600-1)		720-1½ 544 (600-1½)	720-1¾ 544 (600-1¾)
CIRCLING	720-1 544 (600-1)		760-1½ 584 (600-1½)	780-2 604 (700-2)

MIRL Rwy 9-27 0  
 REIL Rwy 9 and 27

# RNAV (GPS) RWY 27

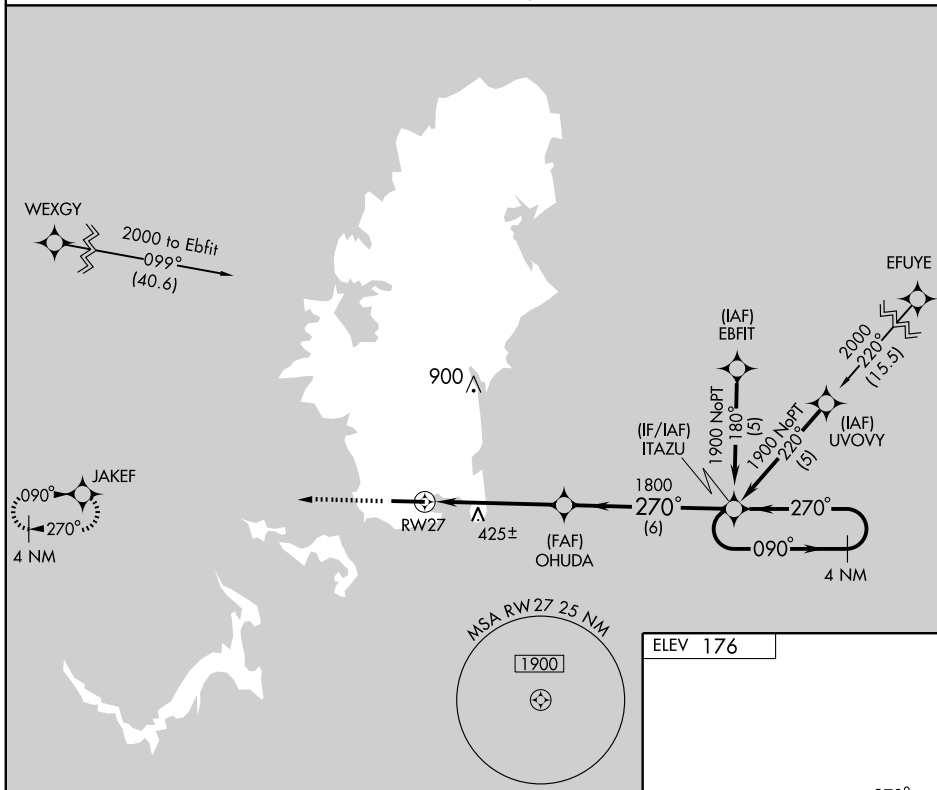
BABELTHUAP/ KOROR (ROR)(PTRO)

APP CRS	Rwy Idg	<b>2700</b>
<b>270°</b>	TDZE	<b>176</b>
	Apt Elev	<b>176</b>

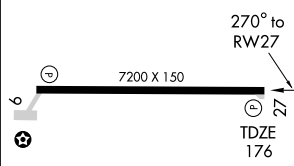
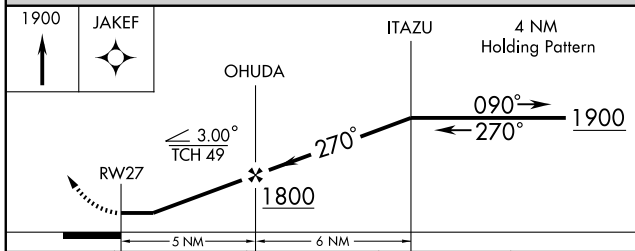
⚠ Circling not authorized north of Rwy 9-27.  
 ⚠ Obtain local altimeter setting on CTAF; when not received, procedure not authorized.  
 DME/DME RNP-0.3 NA.  
 No controlled airspace below 5500.

MISSED APPROACH: Climb to 1900 direct JAKEF WP and hold.

KOROR RADIO  
**123.6 (CTAF) 0**



ELEV 176



CATEGORY	A	B	C	D
RNAV MDA	680-1	504 (600-1)	680-1½	504 (600-1½)
CIRCLING	680-1 504 (600-1)	700-1 524 (600-1)	760-1½ 584 (600-1½)	780-2 604 (700-2)

MRL Rwy 9-27 0  
 REIL Rws 9 and 27

# NDB RWY 7

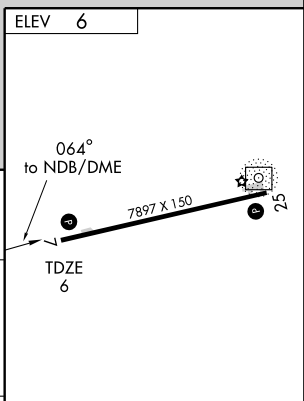
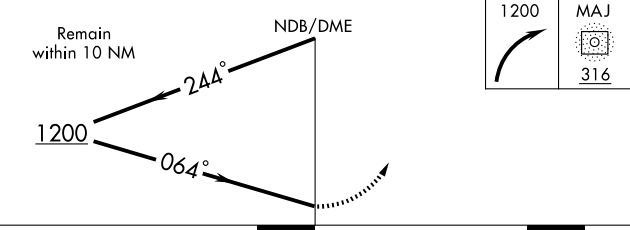
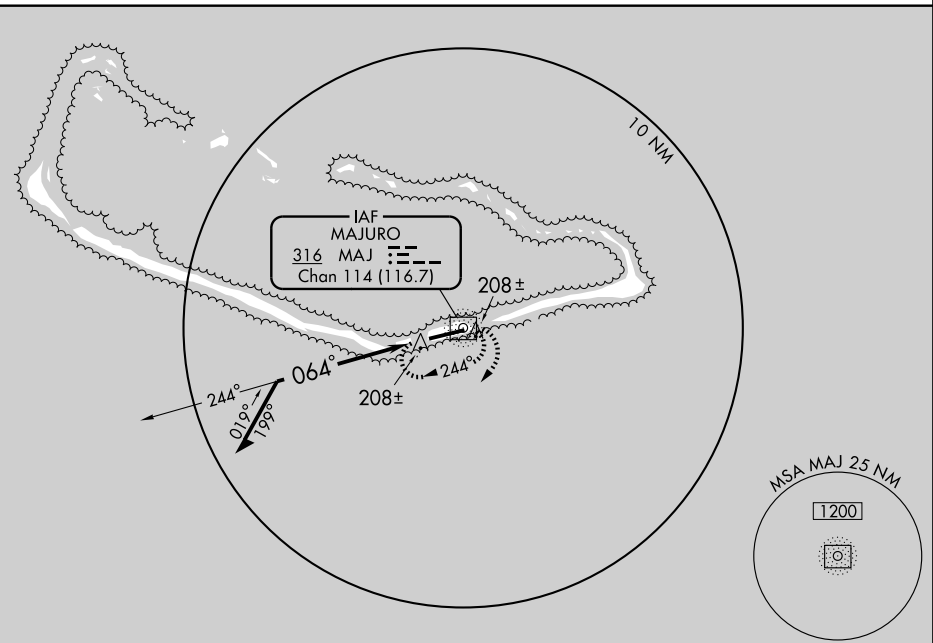
DALAP/MARSHALL ISLANDS INTL (MAJ) (PKMJ)

NDB/DME MAJ	APP CRS	Rwy Idg	<b>7897</b>
<b>316</b>	<b>064°</b>	TDZE	<b>6</b>
Chan <b>114 (116.7)</b>		Apt Elev	<b>6</b>

**A** Obtain local altimeter setting on CTAF; when not received procedure not authorized.

MISSED APPROACH: Climbing right turn to 1200 in MAJ NDB/DME holding pattern.

MAJURO RADIO  
**123.6 (CTAF)**



CATEGORY	A	B	C	D
S-7	560-1 554 (600-1)	560-1½ 554 (600-1½)	560-1¾ 554 (600-1¾)	560-2 554 (600-2)
CIRCLING	560-1 554 (600-1)	560-1½ 554 (600-1½)	560-1¾ 554 (600-1¾)	560-2 554 (600-2)

ELEV 6

064° to NDB/DME

7897 X 150

TDZE 6

MIRL Rwy 7-25

DALAP, RM

AL-6049 (FAA)

# NDB RWY 25

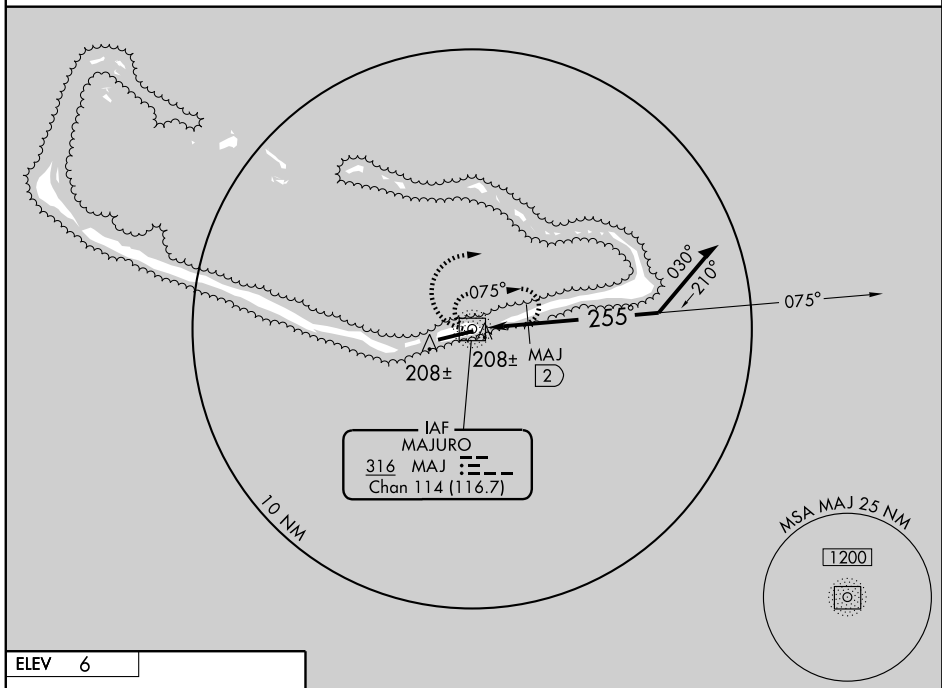
DALAP/MARSHALL ISLANDS INTL (MAJ) (PKMJ)

NDB/DME MAJ <b>316</b>	APP CRS <b>255°</b>	Rwy Idg <b>7897</b>
Chan <b>114 (116.7)</b>		TDZE <b>6</b>
		Apt Elev <b>6</b>

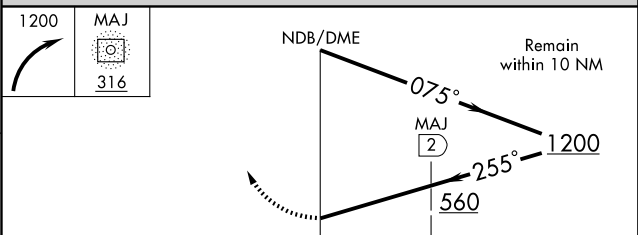
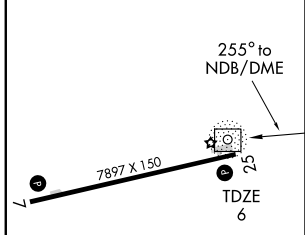
MISSED APPROACH: Climbing right turn to 1200 in MAJ NDB/DME holding pattern.

**A** Obtain local altimeter setting on CTAF; when not received procedure not authorized.

MAJURO RADIO  
**123.6 (CTAF)**



ELEV	<b>6</b>
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CATEGORY	A	B	C	D
S-25	560-1	554 (600-1)	560-1½ 554 (600-1½)	560-1¾ 554 (600-1¾)
CIRCLING	560-1	554 (600-1)	560-1½ 554 (600-1½)	560-2 554 (600-2)
DME MINIMUMS				
S-25	460-1	454 (500-1)	460-1¼ 454 (500-1¼)	460-1½ 454 (500-1½)
CIRCLING	560-1	554 (600-1)	560-1½ 554 (600-1½)	560-2 554 (600-2)

MIRL Rwy 7-25

# RNAV (GPS) RWY 7

DALAP/MARSHALL ISLANDS INTL (MAJ) (PKMJ)

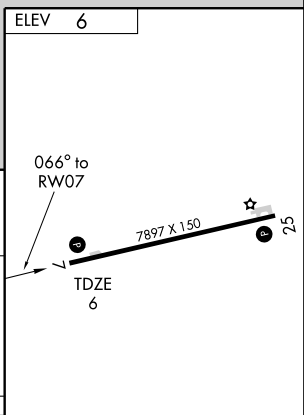
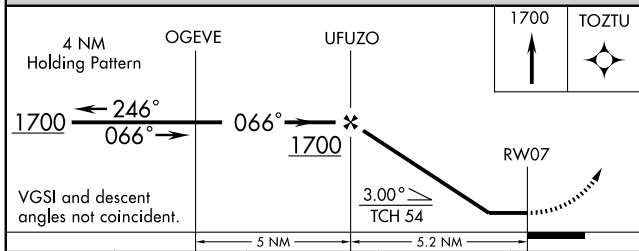
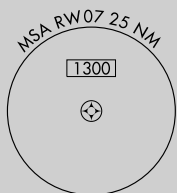
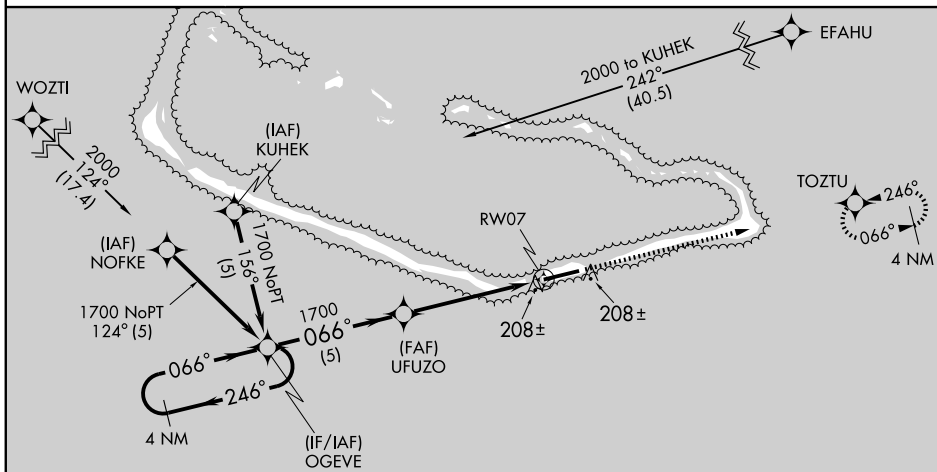
APP CRS	Rwy Idg	<b>7897</b>
<b>066°</b>	TDZE	<b>6</b>
	Apt Elev	<b>6</b>



Obtain local altimeter setting on CTAF; when not received, procedure NA.  
 No controlled airspace below 5500.  
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1700 direct TOZTU WP and hold.

MAJURO RADIO  
**123.6 (CTAF)**



CATEGORY	A	B	C	D
LNNAV MDA	460-1	454 (500-1)	460-1½ 454 (500-1½)	460-1½ 454 (500-1½)
CIRCLING	520-1	514 (600-1)	520-1½ 514 (600-1½)	560-2 554 (600-2)

MIRL Rwy 7-25

# RNAV (GPS) RWY 25

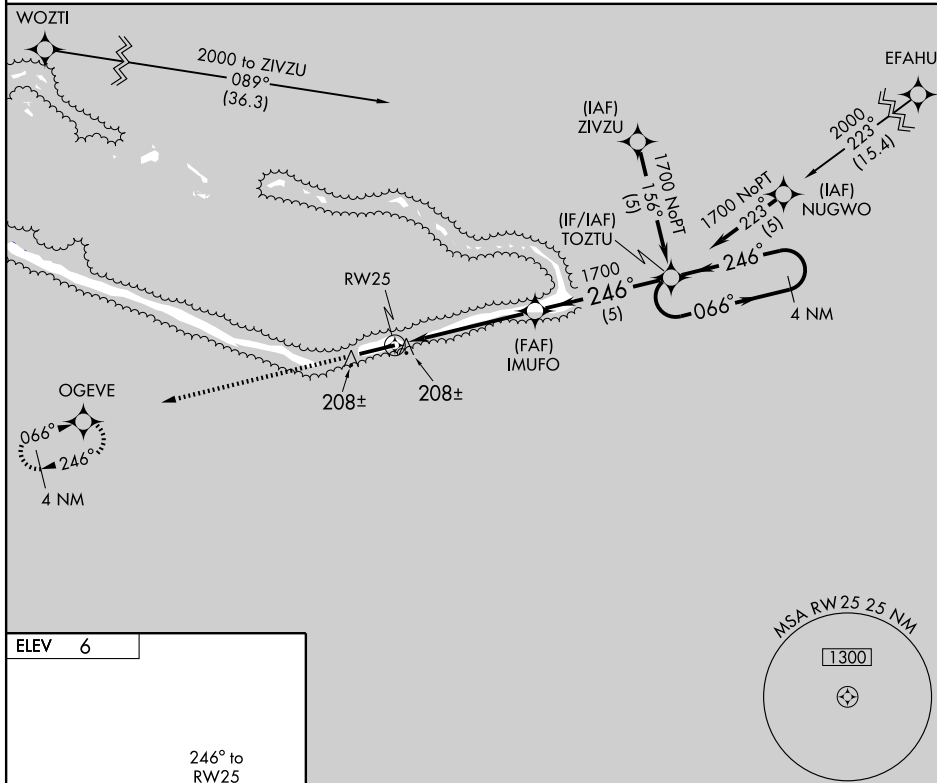
DALAP/MARSHALL ISLANDS INTL (MAJ) (PKMJ)

APP CRS	Rwy Idg	<b>7897</b>
<b>246°</b>	TDZE	<b>6</b>
	Apt Elev	<b>6</b>

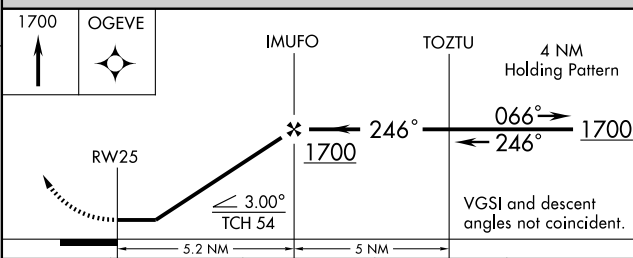
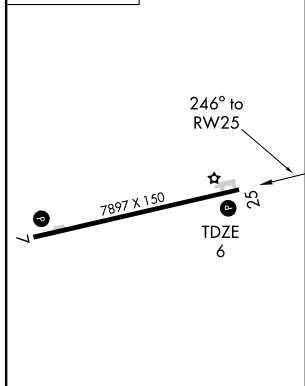
**▲** Obtain local altimeter setting on CTAF; when not received, procedure NA.  
 No controlled airspace below 5500.  
 DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 1700 direct OGEVE WP and hold.

**MAJURO RADIO**  
**123.6 (CTAF)**



**ELEV 6**



CATEGORY	A	B	C	D
LNAV MDA	460-1	454 (500-1)	460-1¼ 454 (500-1¼)	460-1½ 454 (500-1½)
CIRCLING	520-1	514 (600-1)	520-1½ 514 (600-1½)	560-2 554 (600-2)

MIRL Rwy 7-25






# ILS or LOC RWY 6L

GUAM INTL (GUM)(PGUM)

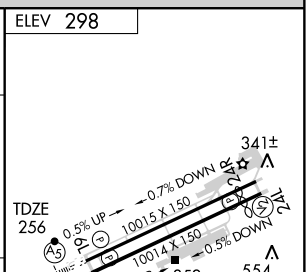
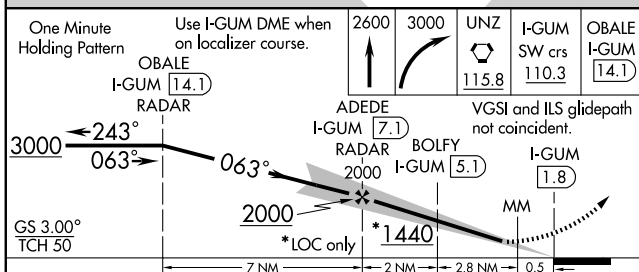
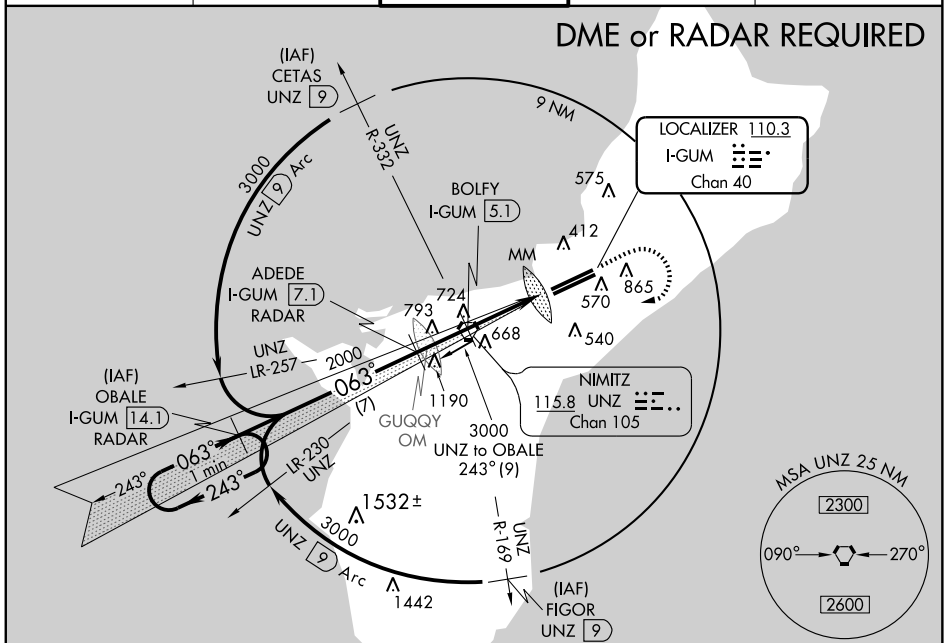
LOC/DME I-GUM <b>110.3</b> Chan <b>40</b>	APP CRS <b>063°</b>	Rwy Idg <b>10015</b> TDZE <b>256</b> Apt Elev <b>298</b>
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**DME or RADAR required.**  
Circling NA southeast of Rwy 6R-24L.

MALSR 

MISSED APPROACH: Climb to 2600 then climbing right turn to 3000 direct UNZ VORTAC, then via the I-GUM SW LOC course to OBALE/I-GUM 14.1 DME and hold.

ATIS <b>119.0</b>	GUAM CERAP <b>119.8 269.0</b>	AGANA TOWER <b>118.1 340.2</b>	GND CON <b>121.9 336.4</b>	CLNC DEL <b>121.9</b>
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CATEGORY	A	B	C	D
S-ILS 6L	531-3/4		275 (300-3/4)	
S-LOC 6L	1440-3/4 1184 (1200-3/4)	1440-1 1184 (1200-1)	1440-2 1/2	1184 (1200-2 1/2)
CIRCLING	1440-1 1/4 1142 (1200-1 1/4)	1440-1 1/2 1142 (1200-1 1/2)	1440-3	1142 (1200-3)
<b>BOLFY DME MINIMUMS</b>				
S-LOC 6L	980-1/2	724 (700-1/2)	980-1 1/2 724 (700-1 1/2)	980-1 3/4 724 (700-1 3/4)
CIRCLING	980-1	682 (700-1)	980-2 682 (700-2)	980-2 1/4 682 (700-2 1/4)

HIRL Rwy 6L-24R  
MIRL Rwy 6R-24L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



# NDB/DME RWY 24R

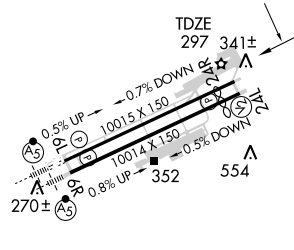
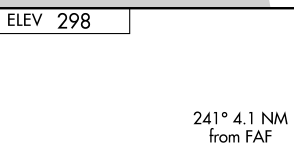
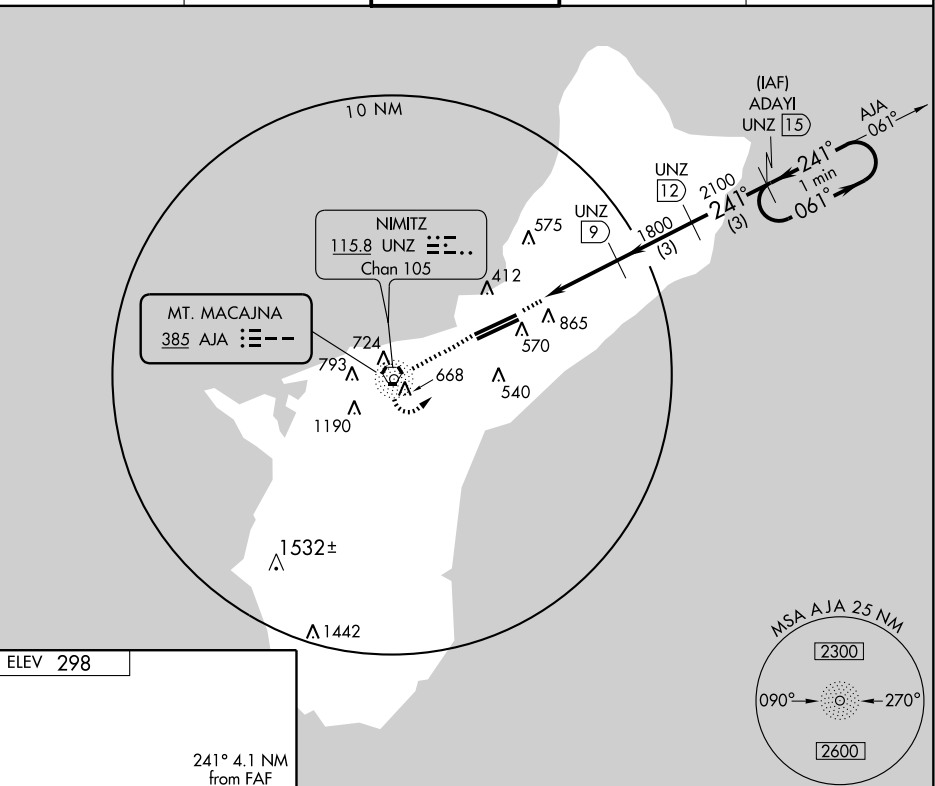
GUAM INTL (GUM)(PGUM)

NDB AJA <b>385</b>	APP CRS <b>241°</b>	Rwy Idg <b>10015</b> TDZE <b>297</b> Apt Elev <b>298</b>
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**NA** Circling NA southeast of Rwy 6R-24L.  
DME from UNZ VORTAC.

**MISSED APPROACH:** Climb to 2300 direct AJA NDB, then left turn via 061° bearing from AJA NDB to ADAYI/UNZ 15 DME and hold.

ATIS <b>119.0</b>	GUAM CERAP <b>119.8 269.0</b>	AGANA TOWER <b>118.1 340.2</b>	GND CON <b>121.9 336.4</b>	CLNC DEL <b>121.9</b>
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2300	AJA 385	AJA 061°	ADAYI UNZ 15	Simultaneous reception of AJA NDB and UNZ DME required.	ADAYI UNZ 15	One Minute Holding Pattern
UNZ VORTAC	AJA NDB	UNZ 5.8	UNZ 9	UNZ 12	UNZ 15	2300
		3.32° TCH 75	1800	2100	2100	061° →
						← 241°
						2300
						VGS1 and descent angles not coincident

CATEGORY	A	B	C	D
S-24R	1220-1¼ 923 (1000-1¼)		1220-2¾ 923 (1000-2¾)	1220-3 923 (1000-3)
CIRCLING	1220-1¼ 922 (1000-1¼)		1220-2¾ 922 (1000-2¾)	1220-3 922 (1000-3)

MIRL Rwy 6R-24L  
HIRL Rwy 6L-24R

# RNAV (GPS) Y RWY 6L

GUAM INTL (GUM)(PGUM)

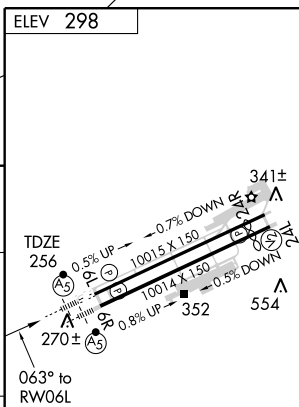
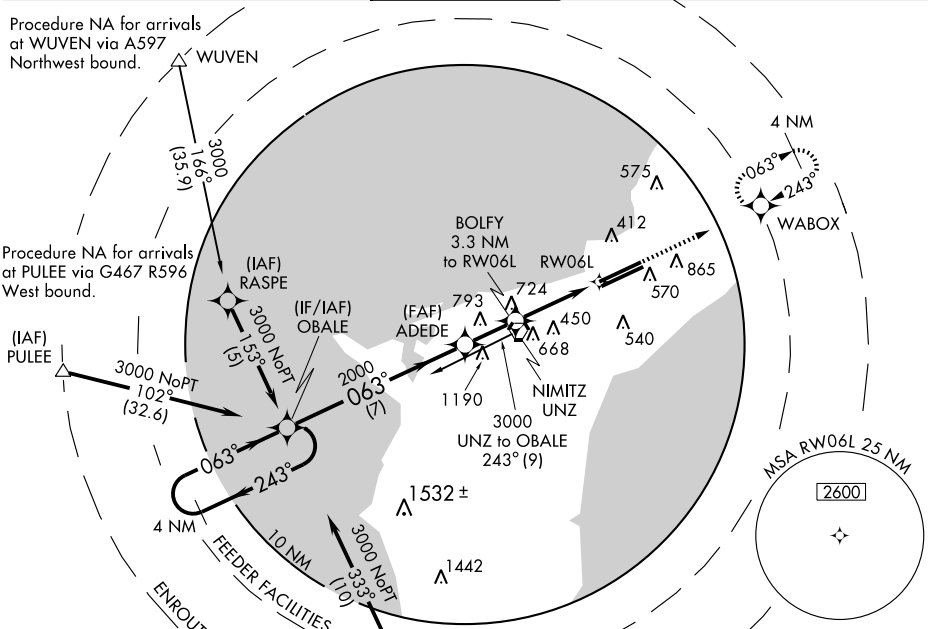
APP CRS	Rwy ldg	<b>10015</b>
<b>063°</b>	TDZE	<b>256</b>
	Apt Elev	<b>298</b>

**NA** Circling NA southeast of Rwy 6R-24L.  
DME/DME RNP-0.3 NA.



**MISSED APPROACH:** Climb to 3000 direct WABOX and hold.

ATIS <b>119.0</b>	GUAM CERAP <b>119.8 269.0</b>	AGANA TOWER <b>118.1 340.2</b>	GND CON <b>121.9 336.4</b>	CLNC DEL <b>121.9</b>
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CATEGORY	A	B	C	D
LNAV MDA	720-1/2 464 (500-1/2)		720-3/4 464 (500-3/4)	720-1 464 (500-1)
CIRCLING	760-1 462 (500-1)		760-1 1/2 462 (500-1 1/2)	860-2 562 (600-2)

HIRL Rwy 6L-24R  
MIRL Rwy 6R-24L

# RNAV (GPS) Y RWY 6R

GUAM INTL (GUM)(PGUM)

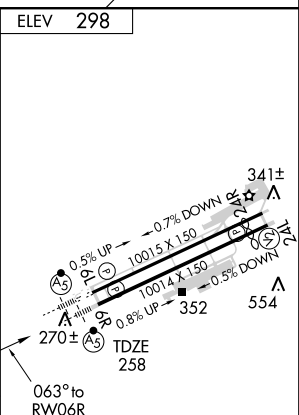
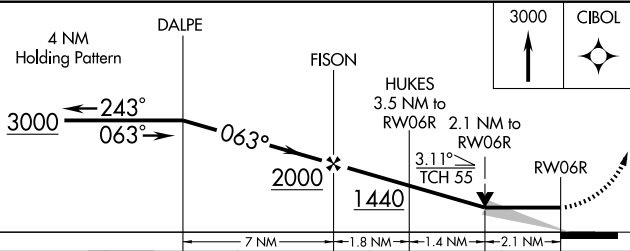
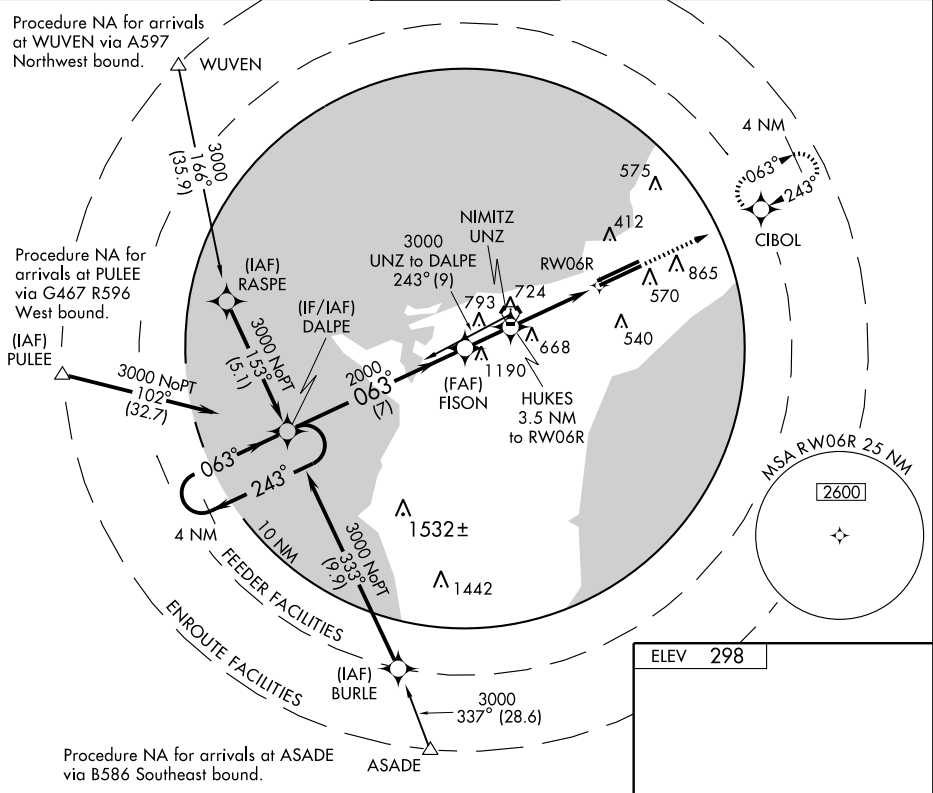
APP CRS	Rwy Idg	<b>10014</b>
<b>063°</b>	TDZE	<b>258</b>
	Apt Elev	<b>298</b>

**▼** Circling NA southeast of Rwy 6R-24L.  
**▲** DME/DME RNP-0.3 NA.



**MISSED APPROACH:** Climb to 3000 direct CIBOL and hold.

ATIS <b>119.0</b>	GUAM CERAP <b>119.8 269.0</b>	AGANA TOWER <b>118.1 340.2</b>	GND CON <b>121.9 336.4</b>	CLNC DEL <b>121.9</b>
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CATEGORY	A	B	C	D
LNAV MDA	980-1 722 (700-1)		980-2 722 (700-2)	980-2½ 722 (700-2½)
CIRCLING	980-1 682 (700-1)		980-2 682 (700-2)	980-2½ 682 (700-2½)

HIRL Rwy 6L-24R  
MIRL Rwy 6R-24L

# RNAV (GPS) Y RWY 24L

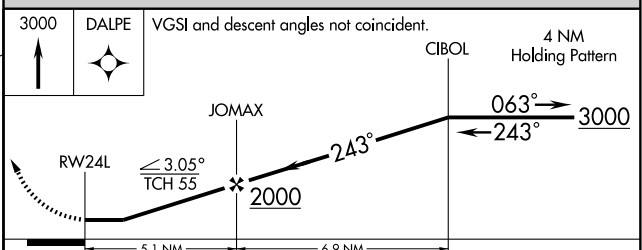
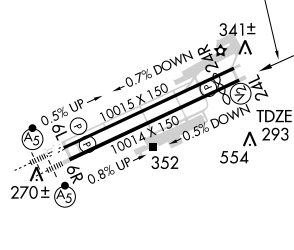
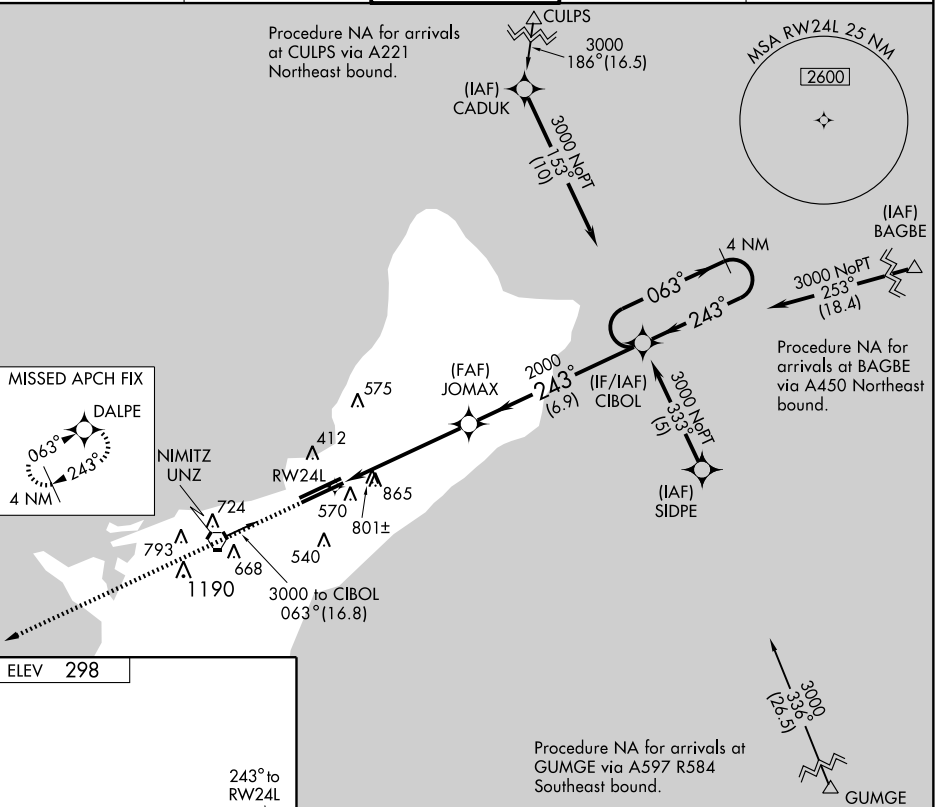
GUAM INTL (GUM)(PGUM)

APP CRS	Rwy Idg	<b>9010</b>
<b>243°</b>	TDZE	<b>293</b>
	Apt Elev	<b>298</b>

**⚠** Circling NA southeast of Rwy 6R-24L.  
**⚠** DME/DME RNP-0.3 NA.  
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct DALPE and hold.

ATIS <b>119.0</b>	GUAM CERAP <b>119.8 269.0</b>	AGANA TOWER <b>118.1 340.2</b>	GND CON <b>121.9 336.4</b>	CLNC DEL <b>121.9</b>
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CATEGORY	A	B	C	D
RNAV MDA	1180-1¼	887 (900-1¼)	1180-2¾ 887 (900-2¾)	1180-3 887 (900-3)
CIRCLING	1180-1¼	882 (900-1¼)	1180-2¾ 882 (900-2¾)	1180-3 882 (900-3)

HIRL Rwy 6L-24R  
 MIRL Rwy 6R-24L

# RNAV (GPS) Y RWY 24R

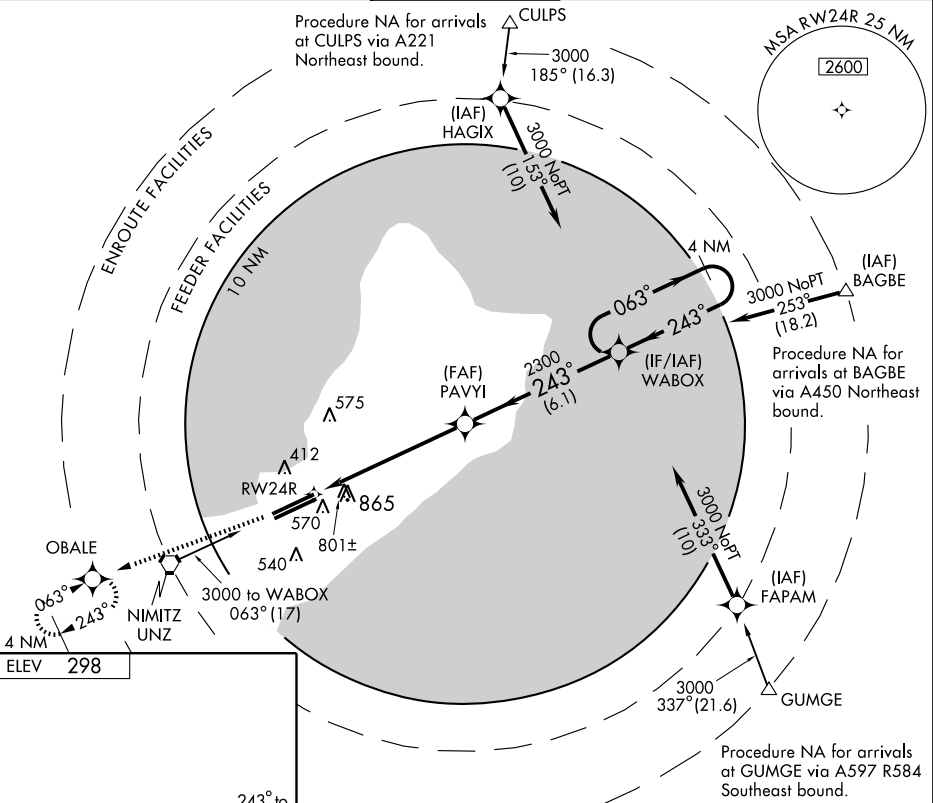
GUAM INTL (GUM)(PGUM)

APP CRS <b>243°</b>	Rwy Idg <b>10015</b>
	TDZE <b>297</b>
	Apt Elev <b>298</b>

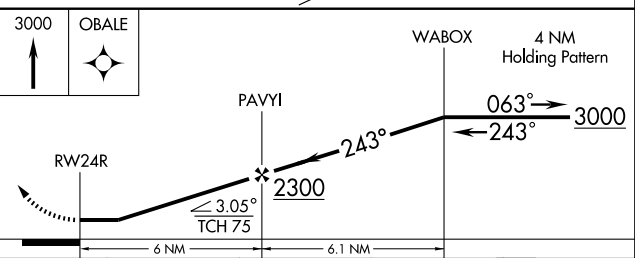
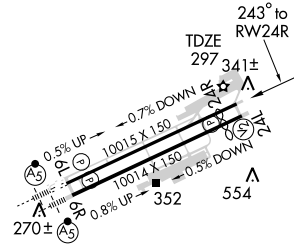
**⚠** Circling NA southeast of Rwy 6R-24L.  
**⚠** DME/DME RNP-0.3 NA.  
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct OBALE and hold.

ATIS <b>119.0</b>	GUAM CERAP <b>119.8 269.0</b>	AGANA TOWER <b>118.1 340.2</b>	GND CON <b>121.9 336.4</b>	CLNC DEL <b>121.9</b>
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ELEV 298



CATEGORY	A	B	C	D
LNNAV MDA	1060-1 763 (800-1)	1060-1¼ 763 (800-1¼)	1060-2¼ 763 (800-2¼)	1060-2½ 763 (800-2½)
CIRCLING	1060-1 762 (800-1)	1060-1¼ 762 (800-1¼)	1060-2¼ 762 (800-2¼)	1060-2½ 762 (800-2½)

HIRL Rwy 6L-24R  
 MIRL Rwy 6R-24L

# RNAV (RNP) Z RWY 6L

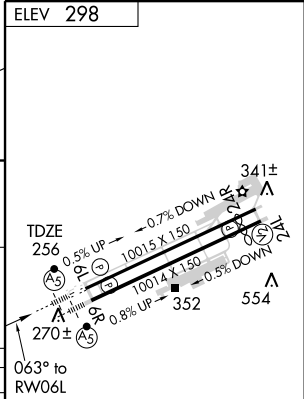
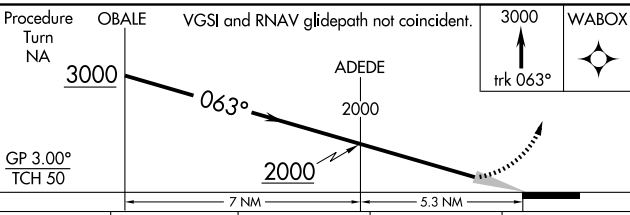
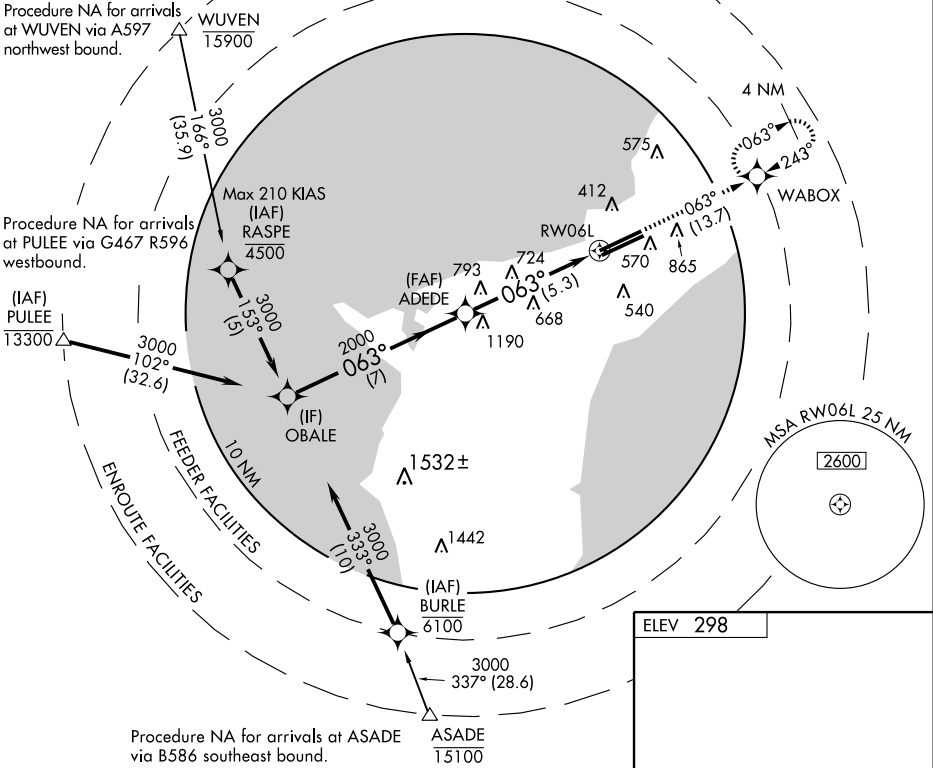
GUAM INTL (GUM)(PGUM)

APP CRS <b>063°</b>	Rwy ldg <b>10015</b>
	TDZE <b>256</b>
	Apt Elev <b>298</b>

▼ For uncompensated Baro-VNAV systems, procedure NA below 19°C (66°F) or above 48°C (119°F). GPS required.  
 \*Missed approach requires a minimum climb of 276 feet per NM to 1400.  
 For inoperative MALSR, increase RNP 0.30\* visibility to 1 mile and RNP 0.30 visibility to 1½ mile.

MALSR   
 MISSED APPROACH: Climb to 3000 via track 063° to WABOX and hold.

ATIS <b>119.0</b>	GUAM CERAP <b>119.8 269.0</b>	AGANA TOWER <b>118.1 340.2</b>	GND CON <b>121.9 336.4</b>	CLNC DEL <b>121.9</b>
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CATEGORY	A	B	C	D
RNP 0.30* DA		511-½	255 (300-½)	
RNP 0.30 DA		656-1	400 (400-1)	

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

HIRL Rwy 6L-24R  
MIRL Rwy 6R-24L

PAC: 08 APR 2010 TO 03 JUN 2010



# RNAV (RNP) Z RWY 6R

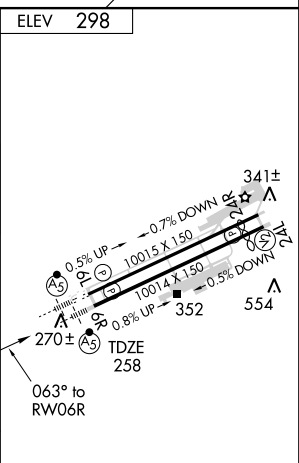
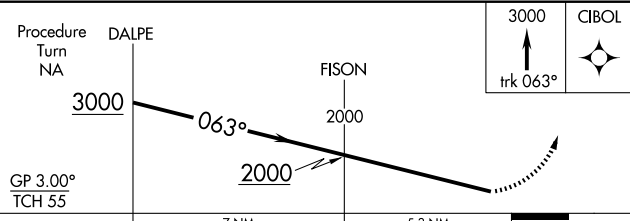
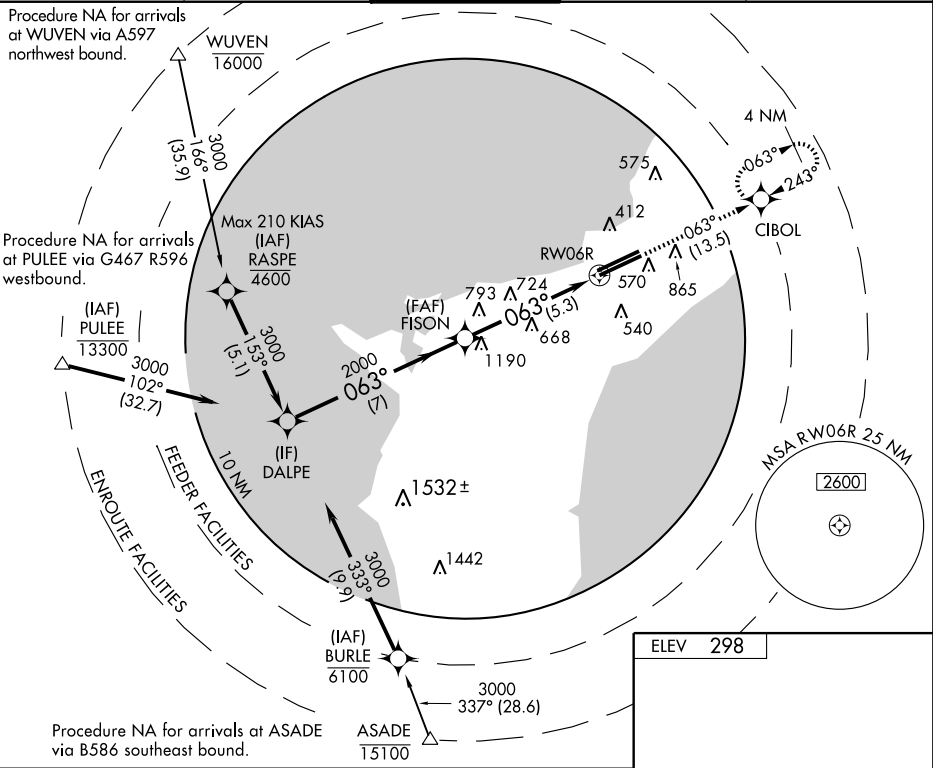
GUAM INTL (GUM)(PGUM)

APP CRS	Rwy ldg	<b>10014</b>
<b>063°</b>	TDZE	<b>258</b>
	Apt Elev	<b>298</b>

**▼** For uncompensated Baro-VNAV systems, procedure NA below 19°C (66°F) or above 48°C (119°F).  
 GPS required. Visibility reduction by helicopters NA.  
 \*Missed approach requires a minimum climb of 285 feet per NM to 1400.

**MALSR**  
  
 MISSED APPROACH: Climb to 3000 via track 063° to CIBOL and hold.

ATIS <b>119.0</b>	GUAM CERAP <b>119.8 269.0</b>	AGANA TOWER <b>118.1 340.2</b>	GND CON <b>121.9 336.4</b>	CLNC DEL <b>121.9</b>
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CATEGORY	A	B	C	D
RNP 0.30 * DA		508-½	250 (300-½)	
RNP 0.30 DA		656-1	398 (400-1)	

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

HIRL Rwy 6L-24R  
 MIRL Rwy 6R-24L

PAC: 08 APR 2010 to 03 JUN 2010

# RNAV (RNP) Z RWY 24L

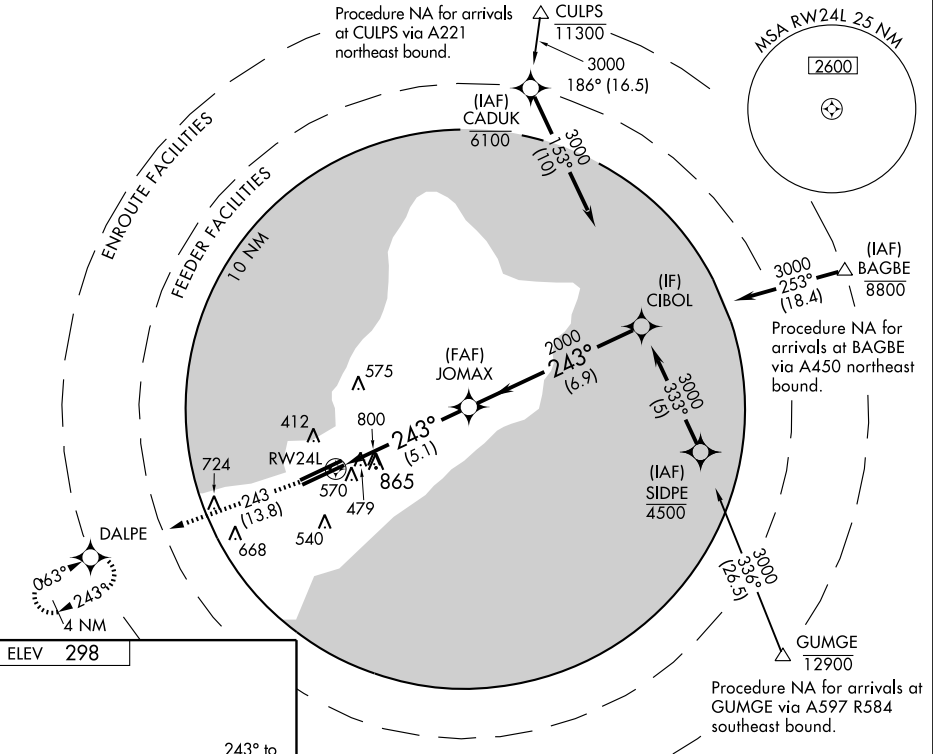
GUAM INTL (GUM)(PGUM)

APP CRS	Rwy ldg	<b>9010</b>
<b>243°</b>	TDZE	<b>293</b>
	Apt Elev	<b>298</b>

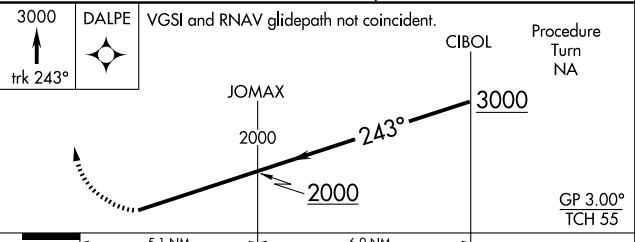
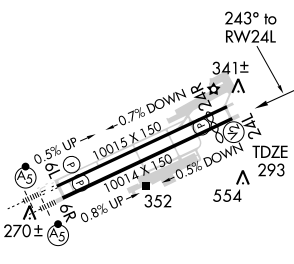
**▼** For uncompensated Baro-VNAV systems, procedure NA below 19°C (66°F) or above 48°C (119°F).  
**▲** GPS required. Visibility reduction by helicopters NA.  
 Procedure NA at night.

MISSED APPROACH: Climb to 3000 via track 243° to DALPE and hold.

ATIS <b>119.0</b>	GUAM CERAP <b>119.8 269.0</b>	AGANA TOWER <b>118.1 340.2</b>	GND CON <b>121.9 336.4</b>	CLNC DEL <b>121.9</b>
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ELEV 298



CATEGORY	A	B	C	D
RNP 0.20 DA		1103-2¾	810 (900-2¾)	
RNP 0.30 DA		1140-3	847 (900-3)	

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

HIRL Rwy 6L-24R  
MIRL Rwy 6R-24L

PAC: 08 APR 2010 to 03 JUN 2010

# RNAV (RNP) Z RWY 24R

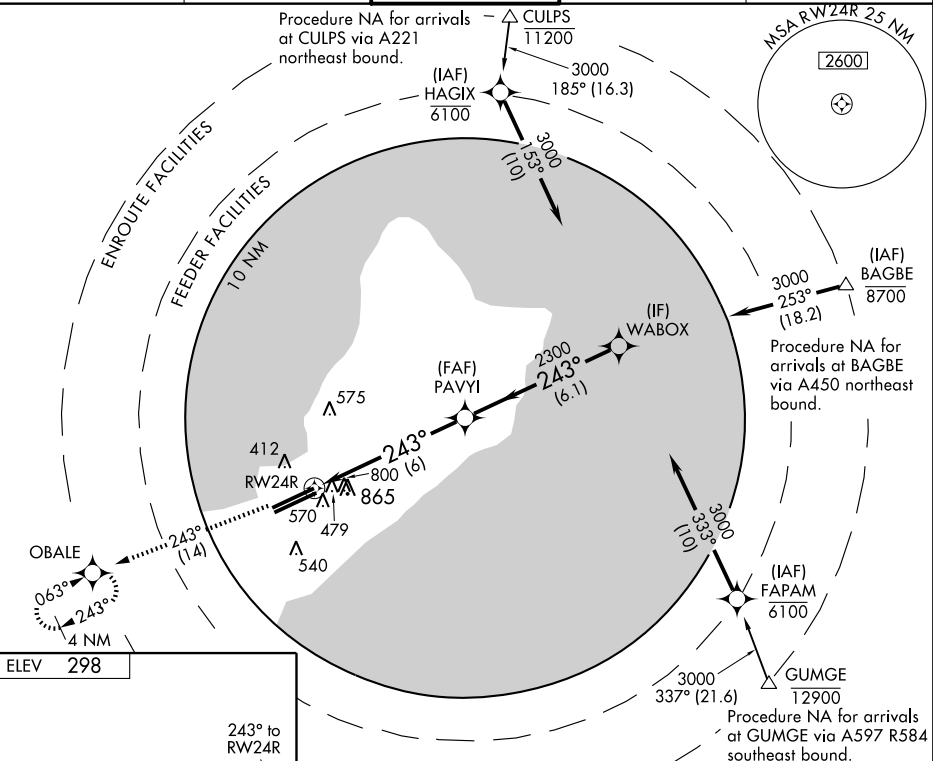
GUAM INTL (GUM)(PGUM)

APP CRS	Rwy ldg	<b>10015</b>
<b>243°</b>	TDZE	<b>297</b>
	Apt Elev	<b>298</b>

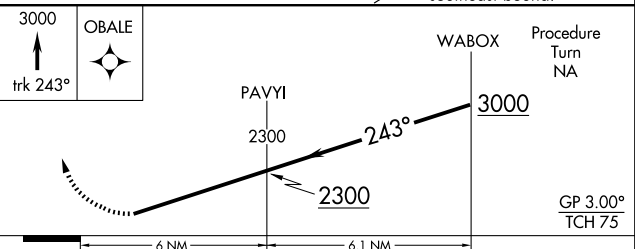
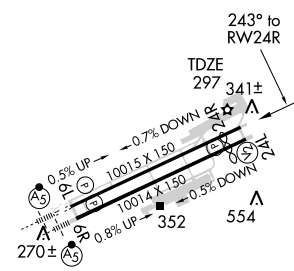
**⚠** For uncompensated Baro-VNAV systems, procedure NA below 19°C (66°F) or above 48°C (119°F).  
**⚠** GPS required. When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 3000 via track 243° to OBALE and hold.

ATIS <b>119.0</b>	GUAM CERAP <b>119.8 269.0</b>	AGANA TOWER <b>118.1 340.2</b>	GND CON <b>121.9 336.4</b>	CLNC DEL <b>121.9</b>
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ELEV 298



CATEGORY	A	B	C	D
RNP 0.24 DA		1117-2¾	820 (900-2¾)	
RNP 0.30 DA		1140-3	843 (900-3)	

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

HIRL Rwy 6L-24R  
MIRL Rwy 6R-24L

PAC: 08 APR 2010 to 03 JUN 2010

# TACAN RWY 24R

GUAM INTL (GUM)(PGUM)

VORTAC UNZ <b>115.8</b> Chan <b>105</b>	APP CRS <b>242°</b>	Rwy Idg <b>10015</b> TDZE <b>297</b> Apt Elev <b>298</b>
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⚠ Circling NA southeast of Rwy 6R-24L.  
DME from UNZ VORTAC.

⚠ MISSED APPROACH: Climb to 2300, then turn left via UNZ R-062 to FIBEE/15 DME and hold.

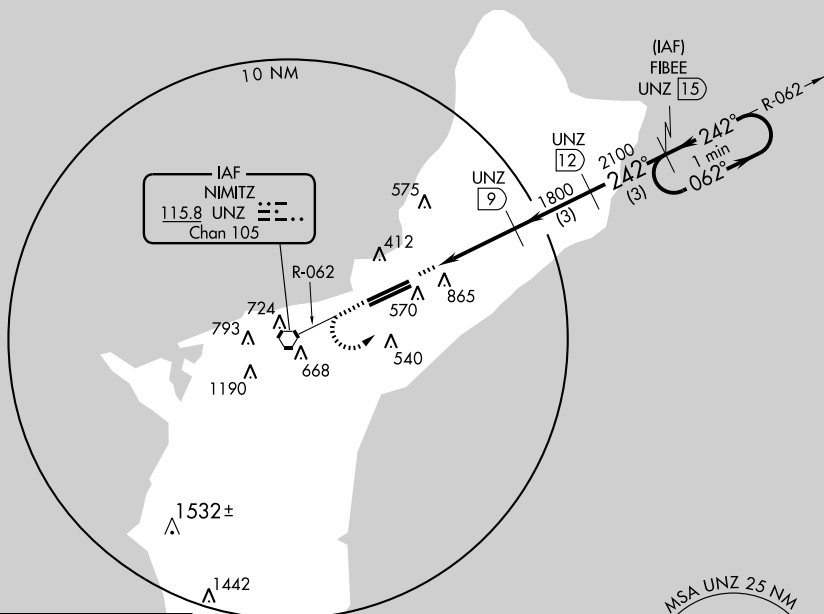
ATIS  
**119.0**

GUAM CERAP  
**119.8 269.0**

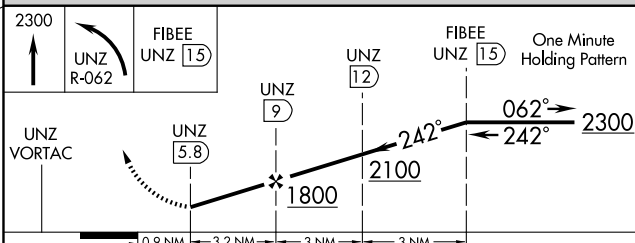
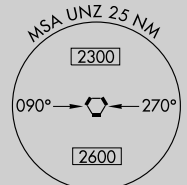
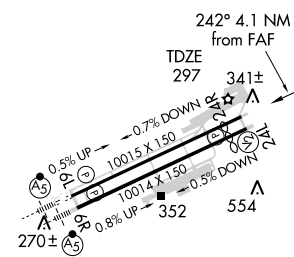
AGANA TOWER  
**118.1 340.2**

GND CON  
**121.9 336.4**

CLNC DEL  
**121.9**



ELEV 298



CATEGORY	A	B	C	D
S-24R	1180-1¼ 883 (900-1¼)		1180-2¾ 883 (900-2¾)	1180-3 883 (900-3)
CIRCLING	1180-1¼ 882 (900-1¼)		1180-2¾ 882 (900-2¾)	1180-3 882 (900-3)

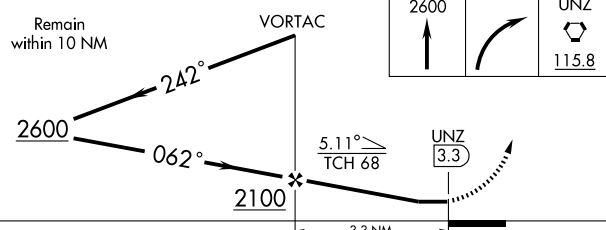
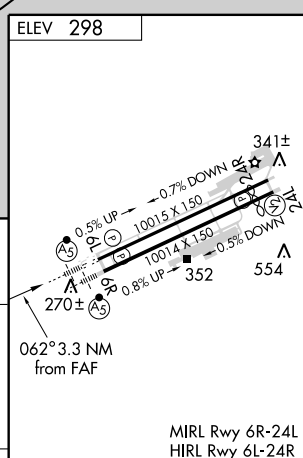
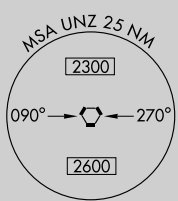
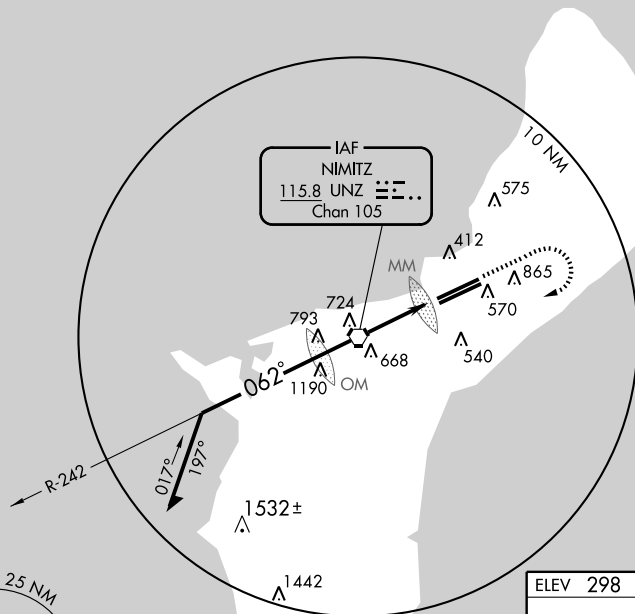
MIRL Rwy 6R-24L  
HIRL Rwy 6L-24R

VORTAC UNZ <b>115.8</b> Chan <b>105</b>	APP CRS <b>062°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>298</b>
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**▼** Circling NA southeast of Rwy 6R-24L.  
DME from UNZ VORTAC.

MISSED APPROACH: Climb to 2600 then turn right direct UNZ VORTAC.

ATIS <b>119.0</b>	GUAM CERAP <b>119.8 269.0</b>	AGANA TOWER <b>118.1 340.2</b>	GND CON <b>121.9 336.4</b>	CLNC DEL <b>121.9</b>
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CATEGORY	A		B		C		D		FAF to MAP 3.3 NM				
	780-1	482 (500-1)	780-1½	482 (500-1½)	860-2	562 (600-2)	Knots	60	90	120	150	180	
CIRCLING							Min:Sec	3:18	2:12	1:39	1:19	1:06	

# VOR/DME or TACAN RWY 6L

GUAM INTL (GUM) (PGUM)

VORTAC UNZ <b>115.8</b> Chan <b>105</b>	APP CRS <b>062°</b>	Rwy Idg <b>10015</b> TDZE <b>256</b> Apt Elev <b>298</b>
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MALSRS



MISSED APPROACH: Climb to 2600 then right turn via UNZ R-242 to FLAKE/7 DME and hold.

⚠ Circling NA southeast of Rwy 6R-24L.  
DME from UNZ VORTAC.

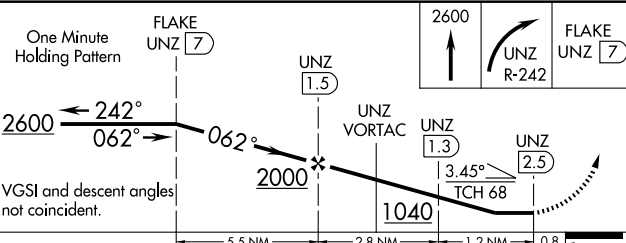
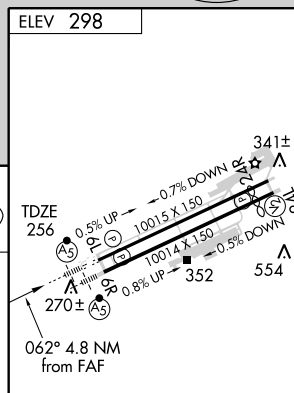
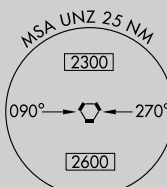
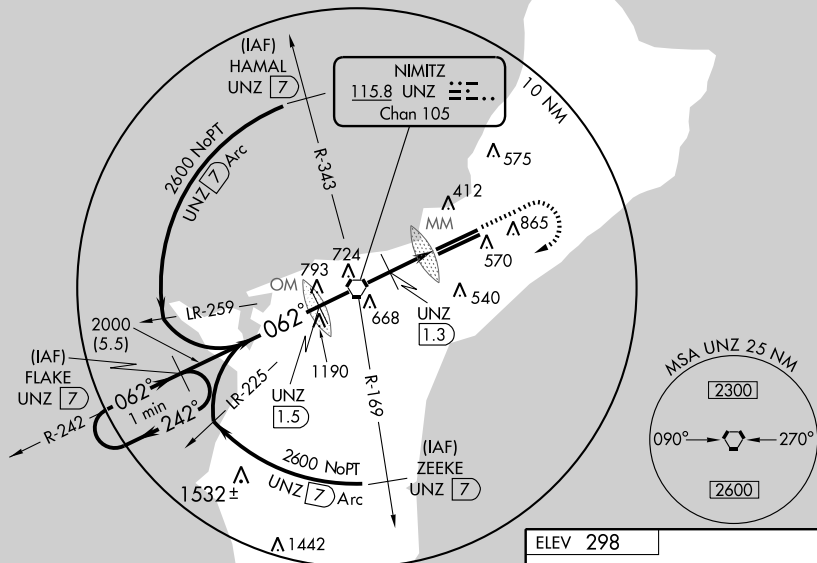
ATIS  
**119.0**

GUAM CERAP  
**119.8 269.0**

AGANA TOWER  
**118.1 340.2**

GND CON  
**121.9 336.4**

CLNC DEL  
**121.9**



CATEGORY	A	B	C	D
S-6L	660-1/2 404 (400-1/2)		660-3/4 404 (400-3/4)	660-1 404 (400-1)
CIRCLING	760-1 462 (500-1)		760-1 1/2 462 (500-1 1/2)	860-2 562 (600-2)

MIRL Rwy 6R-24L  
HIRL Rwy 6L-24R

KOSRAE, FM

AL-6887 (FAA)

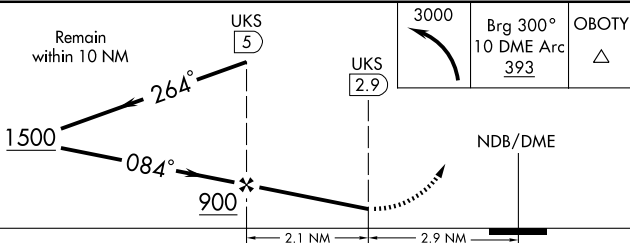
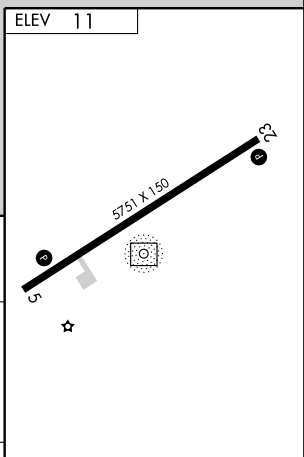
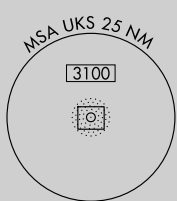
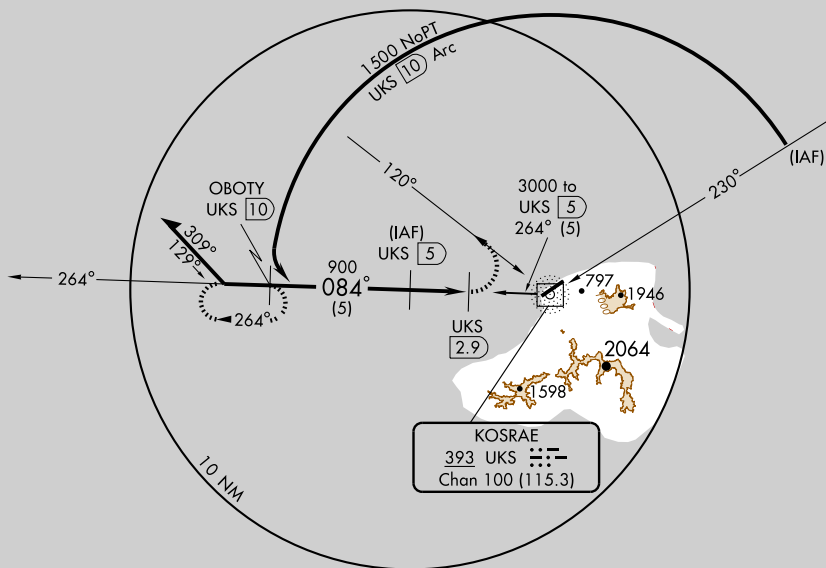
NDB/DME UKS <b>393</b>	APP CRS <b>084°</b>	Rwy Idg TDZE Apt Elev	<b>5751</b> <b>N/A</b> <b>11</b>
Chan <b>100 (115.3)</b>			

NDB/DME-A  
KOSRAE (TTK)(PTSA)

**⚠** Circling not authorized southeast of Rwy 5-23.

MISSED APPROACH: Climbing left turn to 3000 via UKS NDB/DME 300° bearing and 10 DME Arc to OBOTY/10 DME and hold.

KOSRAE RADIO  
**123.6 (CTAF)**



CATEGORY	A	B	C	D
CIRCLING		500-3 489 (500-3)		580-3 569 (600-3)

MIRL Rwy 5-23  
REIL Rlys 5 and 23

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# RNAV (GPS) RWY 5

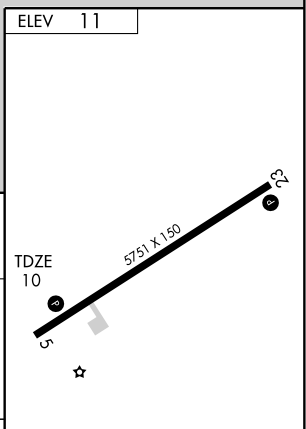
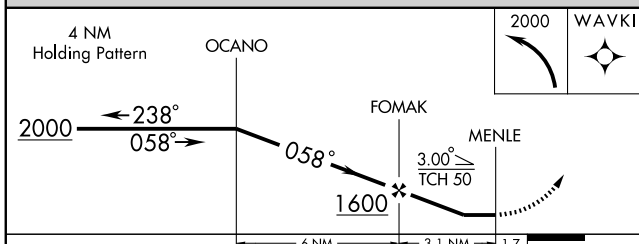
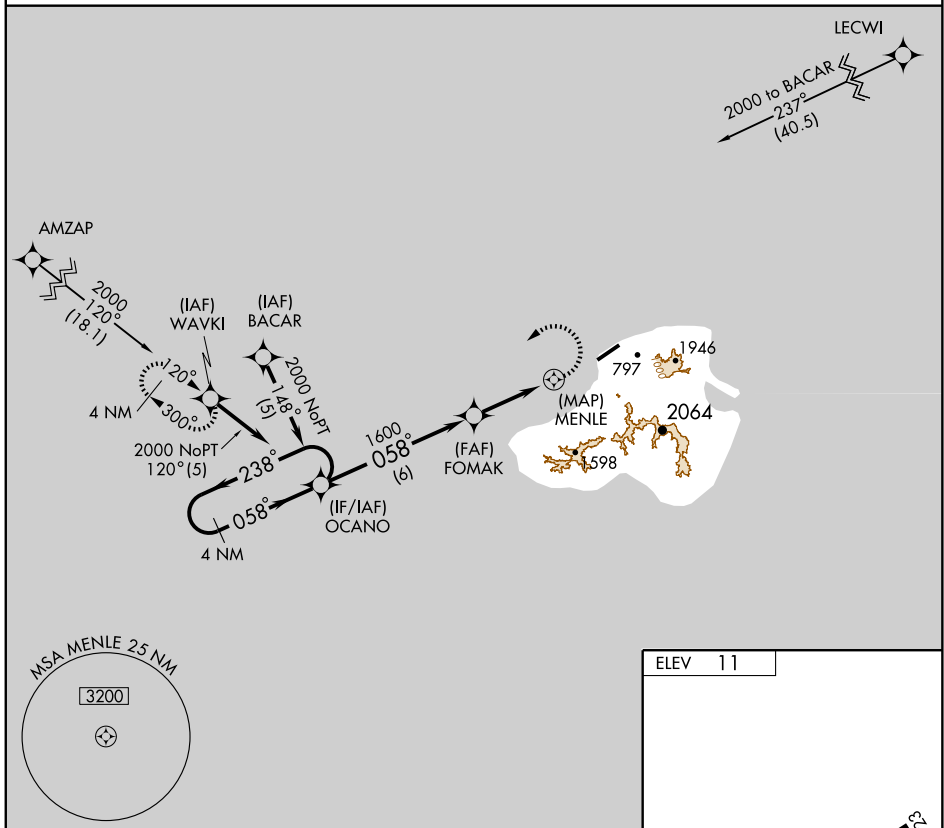
KOSRAE (TTK)(PTSA)

APP CRS	Rwy Idg	5751
058°	TDZE	10
	Apt Elev	11

⚠ Circling not authorized southeast of Rwy 5-23.  
 Obtain local altimeter setting on CTAF; when not received, procedure not authorized. DME/DME RNP-0.3 NA.  
 No controlled airspace below 5500.

⚠ MISSED APPROACH: Climbing left turn to 2000 direct WAVKI WP and hold.

KOSRAE RADIO  
**123.6 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	460-2 450 (500-2)			
CIRCLING	520-2 509 (600-2)		580-2 569 (600-2)	

MIRL Rwy 5-23 0  
 REIL Rwys 5 and 23 0



# RNAV (GPS) RWY 23

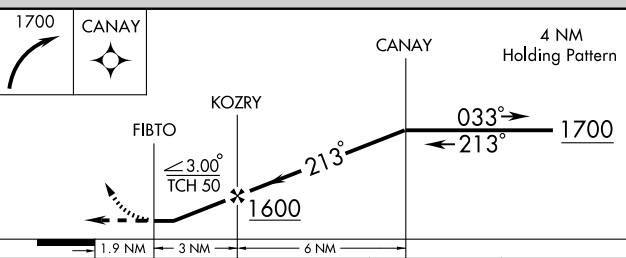
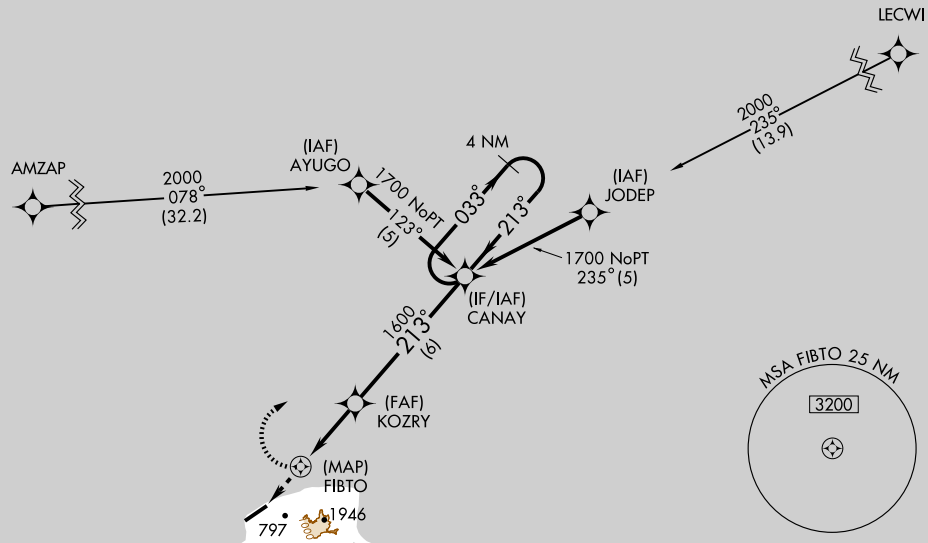
KOSRAE (TTK)(PTSA)

APP CRS	Rwy Idg	<b>5751</b>
<b>213°</b>	TDZE	<b>11</b>
	Apt Elev	<b>11</b>

**⚠** Circling not authorized southeast of Rwy 5-23. Obtain local altimeter setting on CTAF; when not received, procedure not authorized. DME/DME RNP-0.3 NA. Fly visual to airport, 213° -1.85 nautical miles. No controlled airspace below 5500.

**MISSED APPROACH:**  
Climbing right turn to 1700 direct CANAY WP and hold.

**KOSRAE RADIO**  
**123.6 (CTAF) 0**



ELEV	11
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The diagram shows the runway layout and missed approach procedure:

- Runway:** Runway 23, 5751 x 150 ft.
- TDZE:** 11 ft.
- MIRL:** MIREL Runway 5-23.
- REIL:** REIL Runways 5 and 23.

CATEGORY	A	B	C	D
RNAV MDA	800-2	789 (800-2)	800-2¼ 789 (800-2¼)	800-2½ 789 (800-2½)
CIRCLING	800-2	789 (800-2)	800-2¼ 789 (800-2¼)	800-2½ 789 (800-2½)

NDB MDY <b>400</b>	APP CRS <b>055°</b>	Rwy Idg TDZE Apt Elev	<b>7800</b> <b>13</b> <b>13</b>
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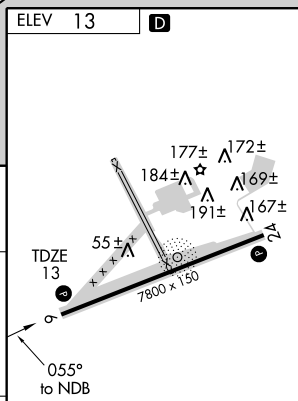
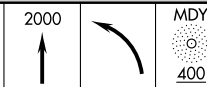
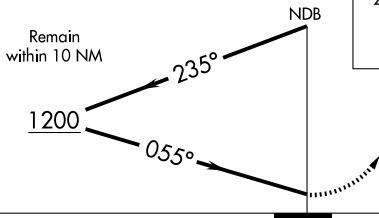
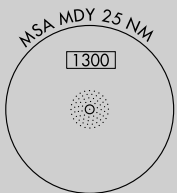
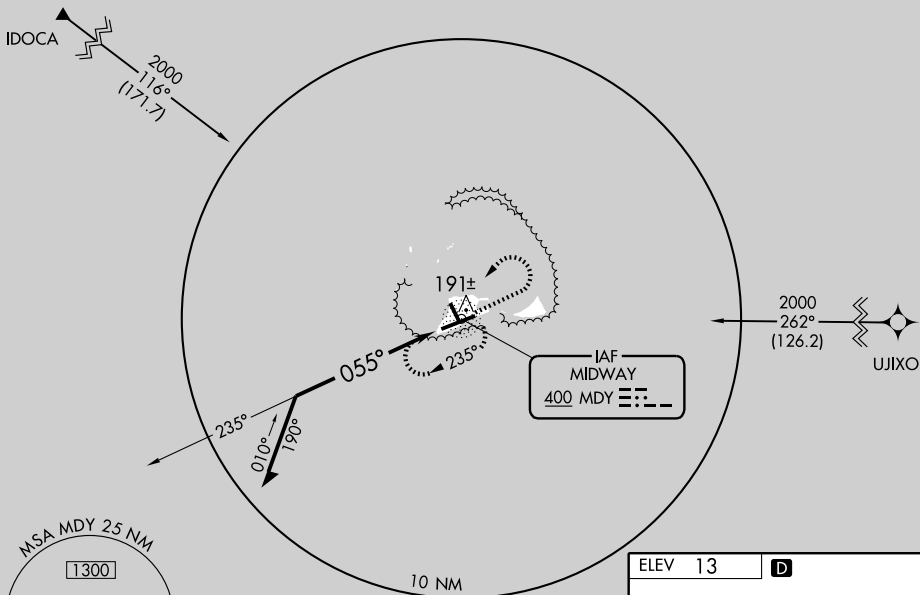
**A** No controlled airspace below 5500 feet.  
When local altimeter not received, procedure NA.

MISSED APPROACH: Climb to 2000, then left turn direct MDY NDB and hold.

AWOS-3  
**118.325**

MIDWAY RADIO  
**126.2** **257.8**

CTAF  
**122.9**



CATEGORY	A	B	C	D
S-6	560-1 547 (600-1)		560-1½ 547 (600-1½)	560-1¾ 547 (600-1¾)
CIRCLING	560-1 547 (600-1)		560-1½ 547 (600-1½)	580-2 567 (600-2)

HIRL Rwy 6-24 **D**  
REIL Rws 6 and 24 **D**

NDB MDY <b>400</b>	APP CRS <b>243°</b>	Rwy Idg TDZE Apt Elev	<b>7400</b> <b>7</b> <b>13</b>
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# NDB RWY 24

MIDWAY ATOLL / HENDERSON FIELD (MDY) (PMDY)

**A** No controlled airspace below 5500 feet.  
When local altimeter not received, procedure NA.

MISSED APPROACH: Climb to 2000, then left turn direct MDY NDB and hold.

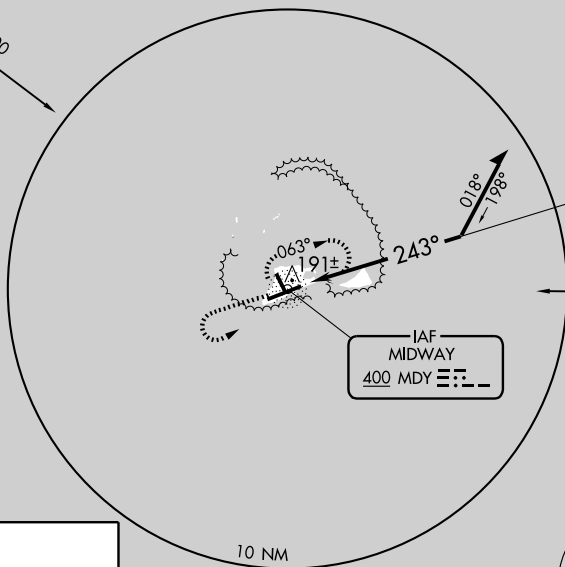
AWOS-3  
**118.325**

MIDWAY RADIO  
**126.2** **257.8**

CTAF  
**122.9**

IDOCA

2000  
116°  
(171.7)



2000  
262°  
(126.2)

UJIXO

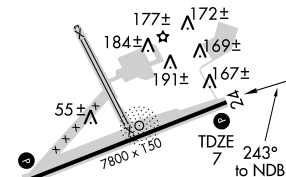
MSA MDY 25 NM

1300

10 NM

ELEV 13

**D**



2000



MDY



NDB

063°

Remain within 10 NM

1200

243°

CATEGORY	A	B	C	D
S-24	560-1 553 (600-1)		560-1½ 553 (600-1½)	560-1¾ 553 (600-1¾)
CIRCLING	560-1 547 (600-1)		560-1½ 547 (600-1½)	580-2 567 (600-2)

HIRL Rwy 6-24 **D**  
REL Rwy 6 and 24 **D**

# RNAV (GPS) RWY 6

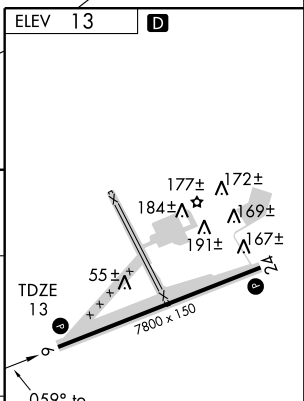
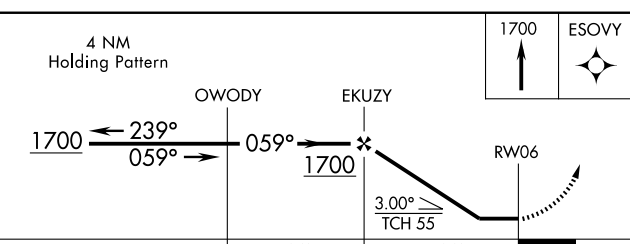
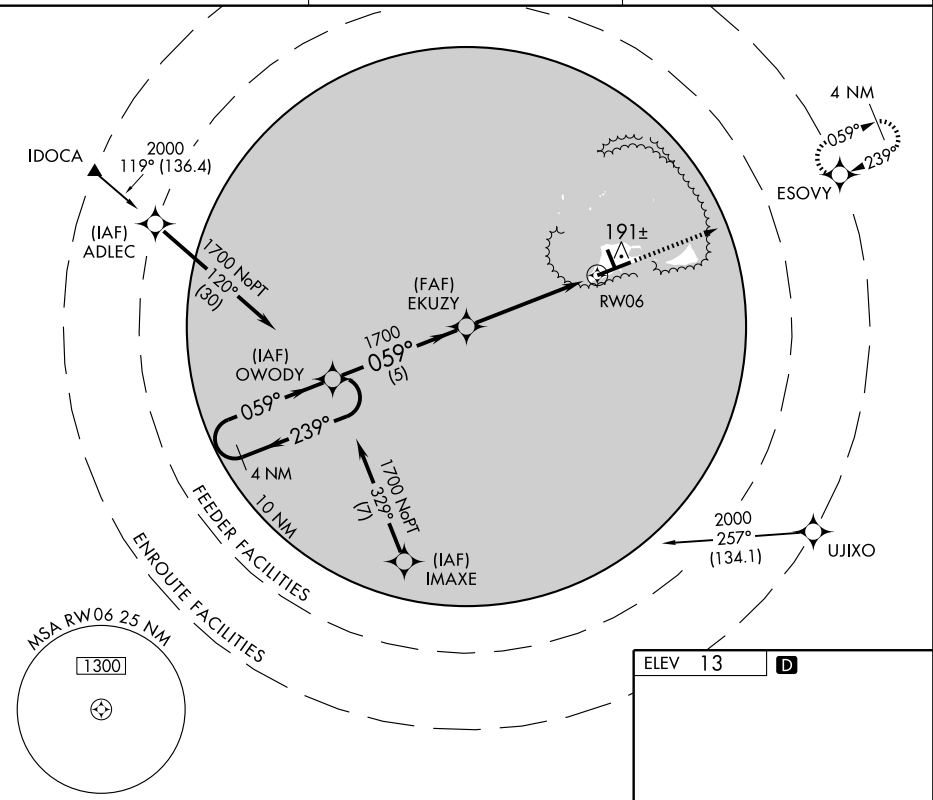
MIDWAY ATOLL / HENDERSON FIELD (MDY) (PMDY)

APP CRS	Rwy Idg	<b>7800</b>
<b>059°</b>	TDZE	<b>13</b>
	Apt Elev	<b>13</b>

**⚠** DME/DME RNP-0.3 NA.  
No controlled airspace below 5500.  
When local altimeter setting not received procedure NA.

MISSED APPROACH: Climb to 1700  
direct ESOVY WP and hold.

AWOS-3 <b>118.325</b>	MIDWAY RADIO <b>126.2 257.8</b>	CTAF <b>122.9</b>
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CATEGORY	A	B	C	D
INAV MDA	460-1 447 (500-1)		460-1¼ 447 (500-1¼)	460-1½ 447 (500-1½)
CIRCLING	520-1 507 (600-1)		520-1½ 507 (600-1½)	580-2 567 (600-2)

HIRL Rwy 6-24 **Ⓛ**  
REIL Rwys 6 and 24 **Ⓛ**

# RNAV (GPS) RWY 24

MIDWAY ATOLL / HENDERSON FIELD (MDY) (PMDY)

APP CRS <b>239°</b>	Rwy ldg TDZE Apt Elev	<b>7400</b> <b>7</b> <b>13</b>
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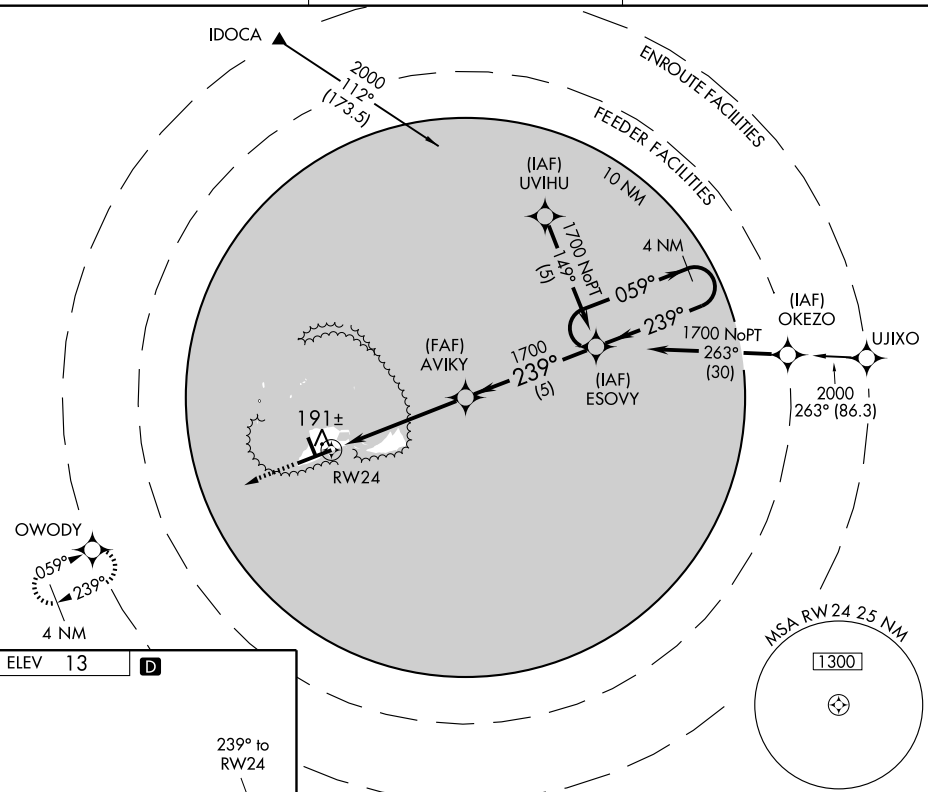
**⚠** DME/DME RNP-0.3 NA.  
No controlled airspace below 5500.  
When local altimeter setting not received procedure NA.

MISSED APPROACH: Climb to 1700  
direct OWODY WP and hold.

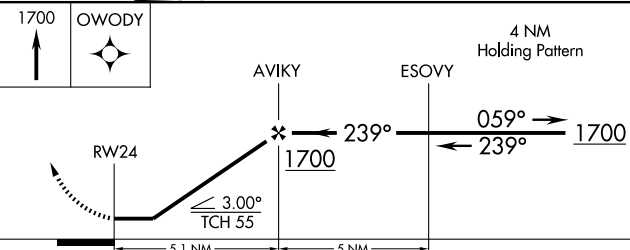
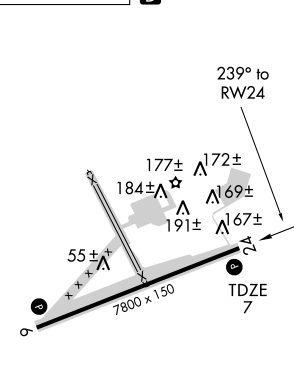
AWOS-3  
**118.325**

MIDWAY RADIO  
**126.2** **257.8**

CTAF  
**122.9**



ELEV 13 **D**



CATEGORY	A	B	C	D
RNAV MDA	460-1	453 (500-1)	460-1¼ 453 (500-1¼)	460-1½ 453 (500-1½)
CIRCLING	520-1	507 (600-1)	520-1½ 507 (600-1½)	580-2 567 (600-2)

HIRL Rwy 6-24 **Ⓛ**  
REIL Rwy 6 and 24 **Ⓛ**



# NDB/DME RWY 9

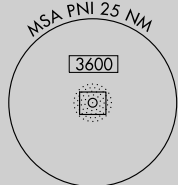
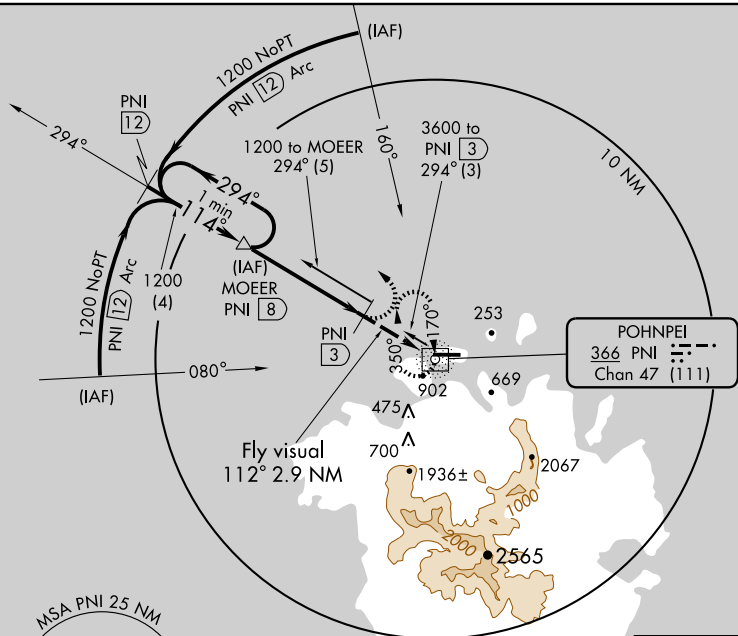
POHNPEI INTL (PNI)(PTPN)

NDB/DME PNI <b>366</b>	APP CRS <b>114°</b>	Rwy Idg <b>6001</b>
Chan <b>47 (111)</b>	TDZE <b>8</b>	Apt Elev <b>8</b>

**MISSED APPROACH:** Immediate climbing left turn to 1200 via heading 020°, then climbing left turn to 3600 direct PNI NDB/DME and hold.

**⚠** Circling not authorized south of Rwy 9-27. Procedure not authorized at night except by prior arrangement for runway lights. Obtain local altimeter setting on CTAF; when not received procedure not authorized except for operators with approved weather reporting service. Fly visual from MAP to airport 112° 2.9 NM. No controlled airspace below 5500 feet.

**POHNPEI RADIO**  
**123.6 (CTAF)**

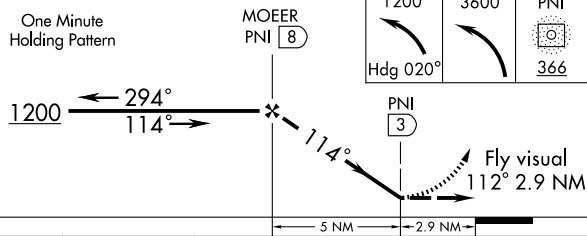


ELEV 8

Fly visual 112° 2.9 NM

TDZE 8 6001 x 150

MIRL Rwy 9-27  
REIL Rws 9 and 27



CATEGORY	A	B	C	D
S-9	560-3 552 (600-3)		700-3 692 (700-3)	
CIRCLING	560-3 552 (600-3)		700-3 692 (700-3)	

Knots	60	90	120	150	180
Min:Sec					

NDB/DME PNI <b>366</b>	APP CRS <b>100°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>8</b>
Chan <b>47 (111)</b>			

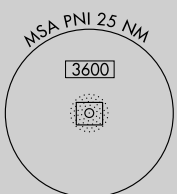
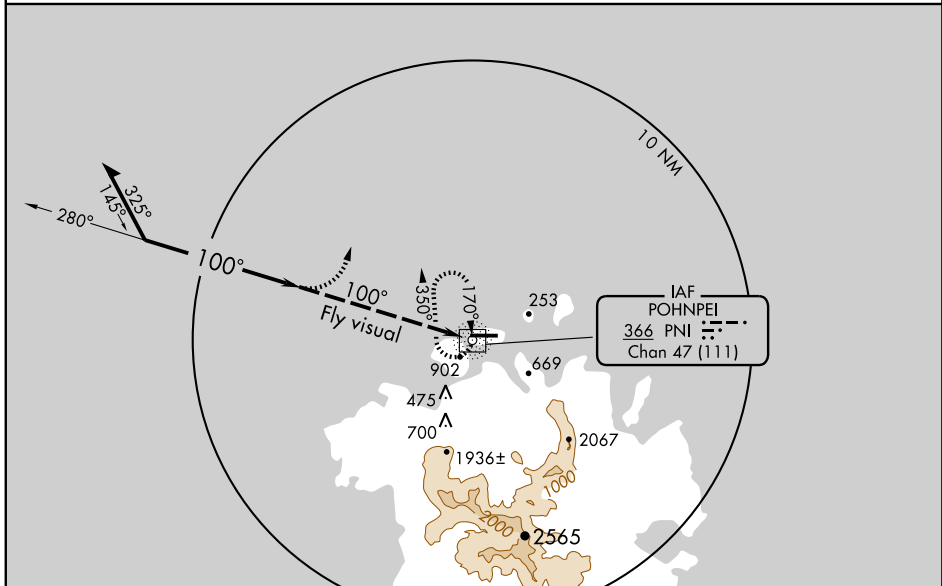
# NDB or GPS-B

POHNPEI INTL (PNI)(PTPN)

**⚠** Circling not authorized south of Rwy 9-27. Proceed outbound 5 NM on 280° bearing at 3600 before descending to procedure turn altitude. Descend to MDA immediately after completion of procedure turn. Obtain local altimeter setting on CTAF; when not received procedure not authorized except for operators with approved weather reporting service. Procedure not authorized at night except by prior arrangement for lights. No controlled airspace below 5500 feet. Fly visual to airport.

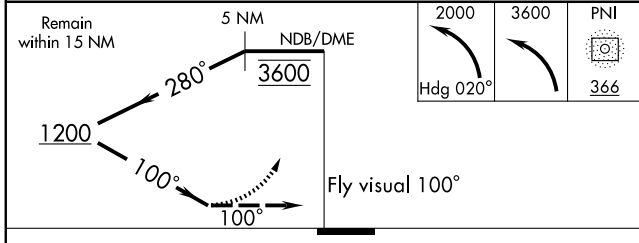
**MISSED APPROACH:** If not visual at MDA, climbing left turn to 2000 on 020° heading, then climbing left turn to 3600 direct PNI NDB/DME and hold.

POHNPEI RADIO  
**123.6 (CTAF) 0**



ELEV 8

MIRL Rwy 9-27  
REIL Rwys 9 and 27



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	560-2 552 (600-2)				700-2¼ 692 (700-2¼)	Min:Sec				



# NDB or GPS-C

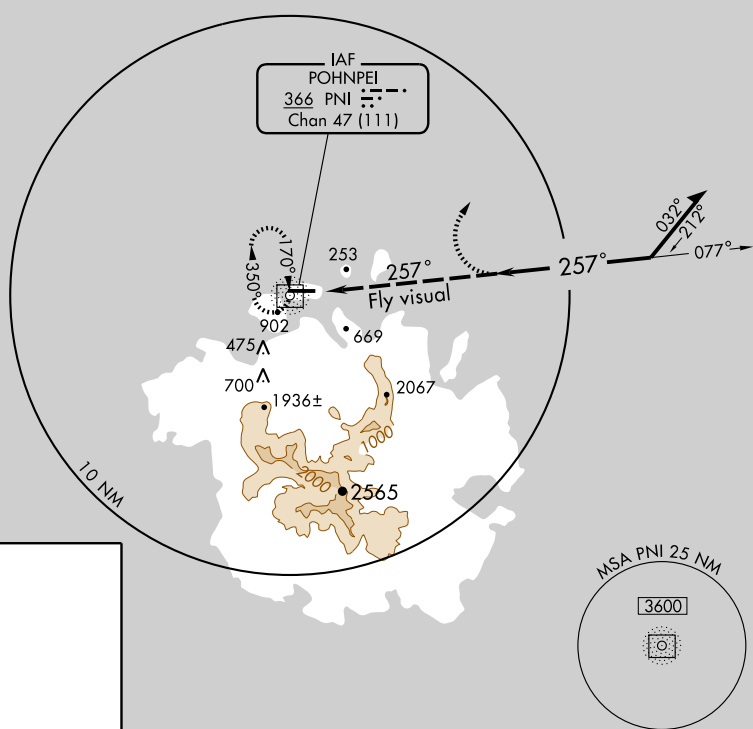
POHNPEI INTL (PNI)(PTPN)

NDB/DME PNI <b>366</b>	APP CRS <b>257°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>8</b>
Chan <b>47 (111)</b>			

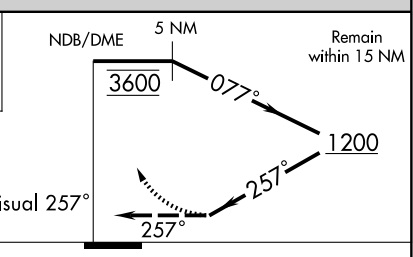
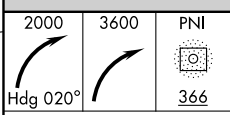
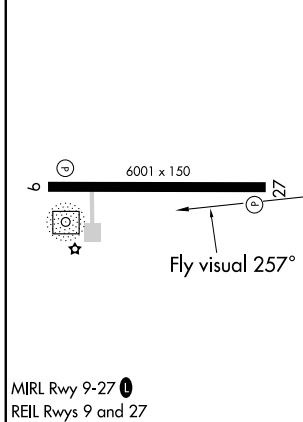
⚠ Circling not authorized south of Rwy 9-27. Proceed outbound 5 NM on 077° bearing at 3600 before descending to procedure turn altitude.  
 ⚠ Descend to MDA immediately after completion of procedure turn.  
 ⚠ Procedure not authorized at night except by prior arrangement for lights.  
 ⚠ Obtain local altimeter setting on CTAF; when not received procedure not authorized except for operators with approved weather reporting service. No controlled airspace below 5500 feet. Fly visual to airport.

**MISSED APPROACH:** If not visual at MDA, climbing right turn to 2000 on 020° heading, then climbing right turn to 3600 direct PNI NDB/DME and hold.

POHNPEI RADIO  
**123.6 (CTAF) ①**



ELEV **8**



	CATEGORY				
	A	B	C	D	
Knots	60	90	120	150	180
Min:Sec					
CIRCLING	560-2 552 (600-2)			700-2¼ 692 (700-2¼)	

# RNAV (GPS) RWY 9

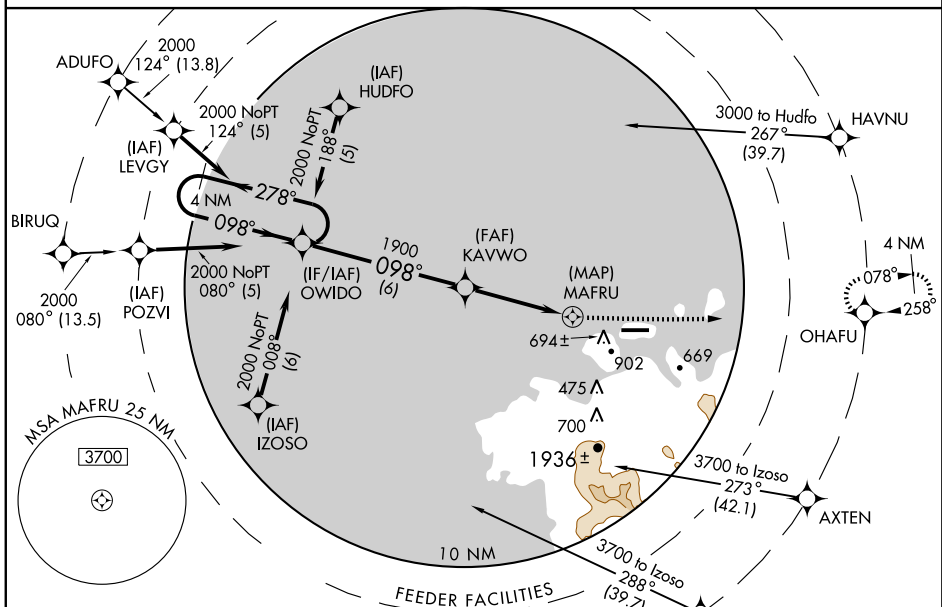
POHNPEI INTL (PNI)(PTPN)

APP CRS	Rwy Idg	<b>6001</b>
<b>098°</b>	TDZE	<b>8</b>
	Apt Elev	<b>8</b>

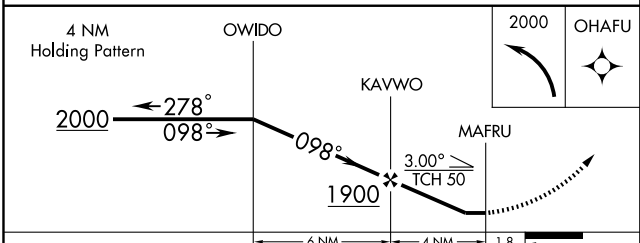
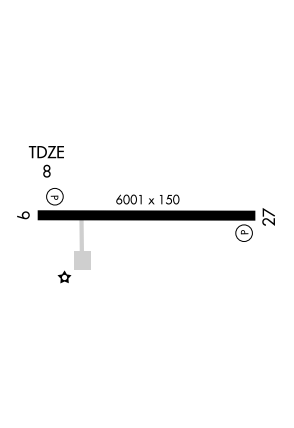
⚠ Circling not authorized south of Runway 9-27. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, procedure not authorized except for operators with approved weather reporting service. Procedure not authorized at night except by prior arrangement for runway lights. No controlled airspace below 5500 feet.

MISSED APPROACH: Climbing left turn to 2000 direct OHAFU WP and hold.

POHNPEI RADIO  
**123.6 (CTAF)**



ELEV **8**



CATEGORY	A	B	C	D
RNAV MDA	920-2¼	912 (1000-2¼)	920-2¾	920-3
RNAV MDA			912 (1000-2¾)	912 (1000-3)
CIRCLING	920-2¼	912 (1000-2¼)	920-2¾	920-3
CIRCLING			912 (1000-2¾)	912 (1000-3)

MIRL Rwy 9-27  
REIL Rws 9 and 27

# RNAV (GPS) RWY 27

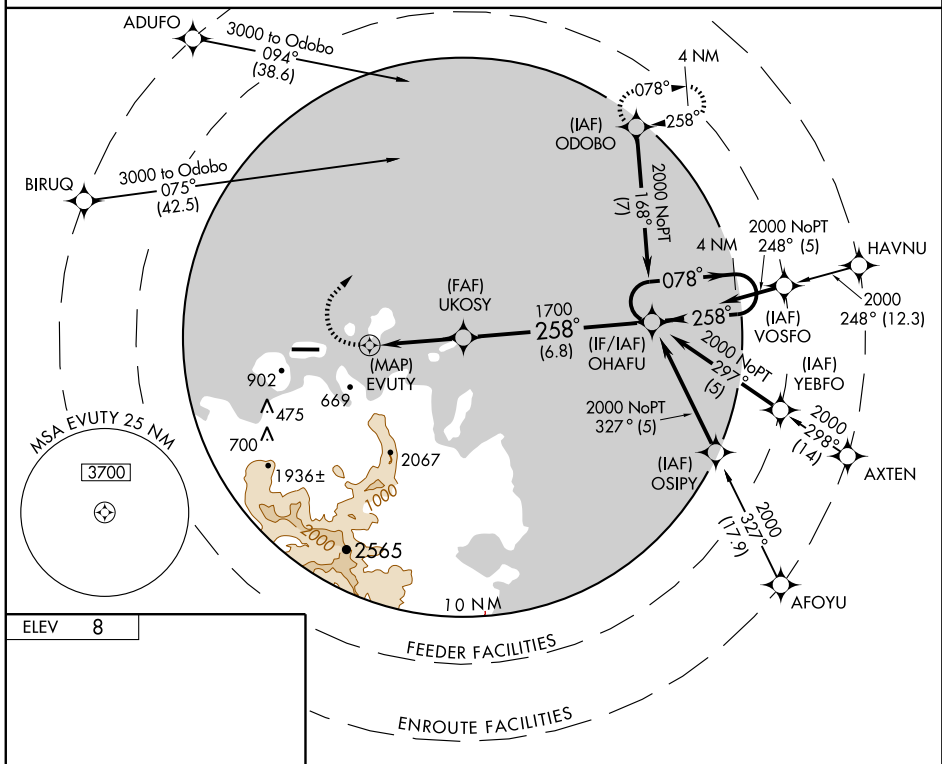
POHNPEI INTL (PNI)(PTPN)

APP CRS	Rwy Idg	<b>6001</b>
<b>258°</b>	TDZE	<b>8</b>
	Apt Elev	<b>8</b>

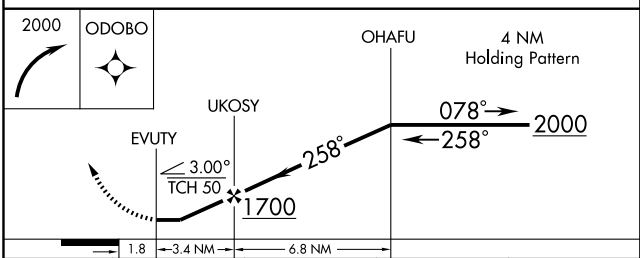
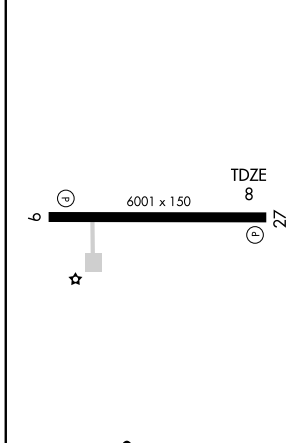
⚠ Circling not authorized south of Runway 9-27. DME/DME RNP-0.3 NA.  
 ⚠ Obtain local altimeter setting on CTAF; when not received procedure not authorized except for operators with approved weather reporting service.  
 ⚠ Procedure not authorized at night except by prior arrangement for runway lights.  
 No controlled airspace below 5500 feet.

MISSED APPROACH: Climbing right turn to 2000 direct ODOBO WP and hold.

POHNPEI RADIO  
**123.6 (CTAF) 0**



ELEV	<b>8</b>
------	----------



CATEGORY	A	B	C	D
LNNAV MDA	580-2¼ 572 (600-2¼)			
CIRCLING	580-2¼ 572 (600-2¼)			660-2¼ 652 (700-2¼)

MIRL Rwy 9-27 0  
 REIL Rws 9 and 27

# GPS RWY 9

ROTA INTL (GRO)(PGRO)

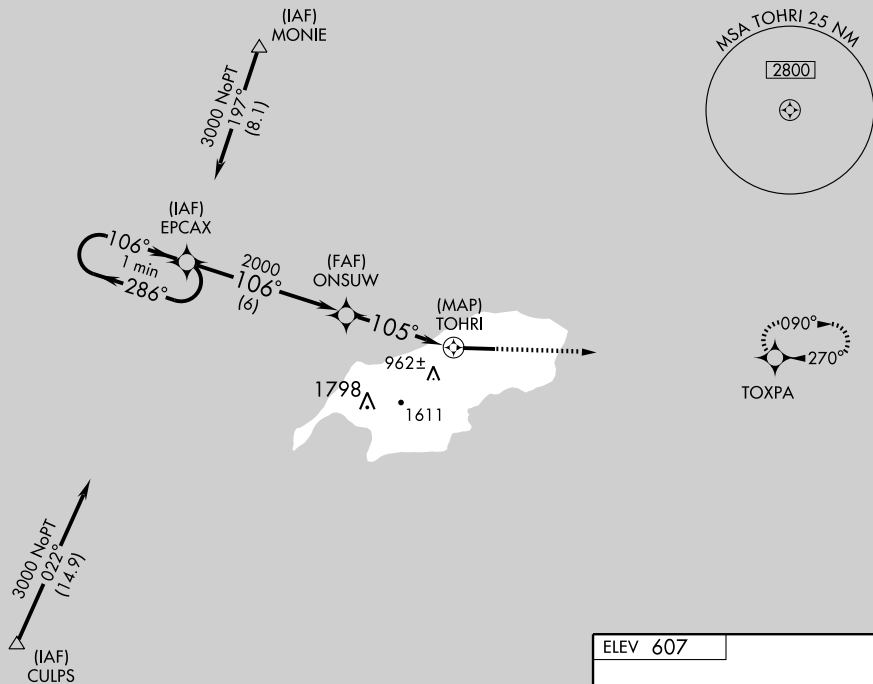
APP CRS	Rwy Idg	<b>6000</b>
<b>105°</b>	TDZE	<b>593</b>
	Apt Elev	<b>607</b>

**⚠** Cat C, D circling not authorized south of Rwy 9-27.  
**⚠** When local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climb to 3000 via 090° course to TOXPA and hold.

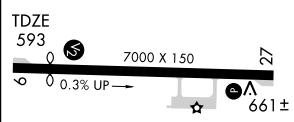
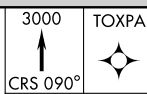
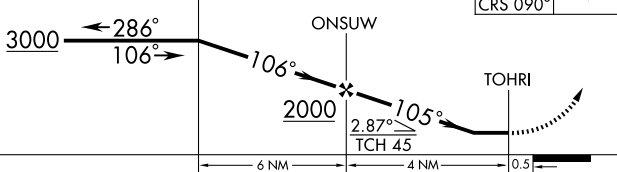
GUAM CENTER  
**120.5 263.0**

CTAF  
**123.6 0**



ELEV 607

One Minute Holding Pattern



CATEGORY	A	B	C	D
S-9	940-1	347 (400-1)		940-1¼ 347 (400-1¼)
CIRCLING	1180-1 573 (600-1)	1220-1 613 (700-1)	1220-1¾ 613 (700-1¾)	1220-2 613 (700-2)

REIL Rwy 9 **0**  
 MIRL Rwy 9-27 **0**

# GPS RWY 27

ROTA INTL (GRO)(PGRO)

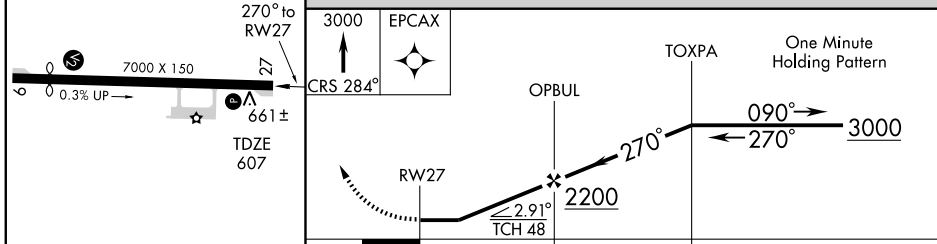
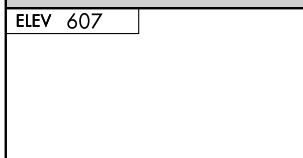
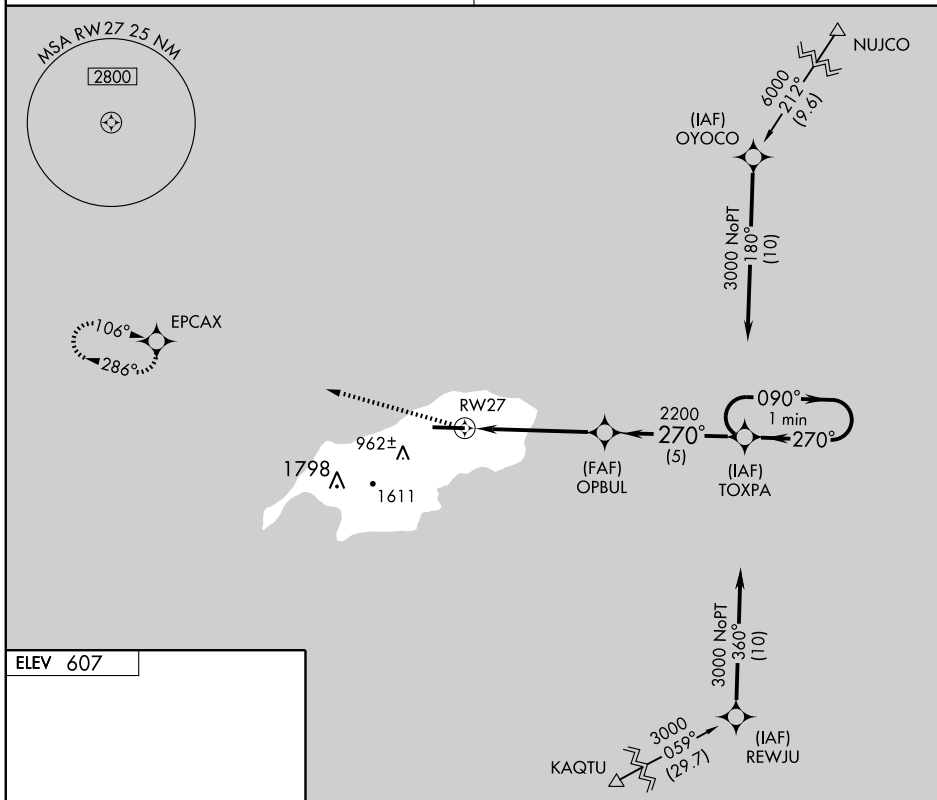
APP CRS	Rwy Idg	7000
270°	TDZE	607
	Apt Elev	607

**⚠** Cat C, D circling not authorized south of Rwy 9-27.  
**⚠** When local altimeter setting not received, procedure not authorized.

**MISSED APPROACH:** Climb to 3000 via 284° course to EPCAX WP and hold.

GUAM CENTER  
**120.5 263.0**

CTAF  
**123.6 0**



CATEGORY	A	B	C	D
S-27	920-1 313 (400-1)			
CIRCLING	1180-1 573 (600-1)	1220-1 613 (700-1)	1220-1¾ 613 (700-1¾)	1220-2 613 (700-2)

REIL Rwy 9 **0**  
 MIRL Rwy 9-27 **0**

NDB GRO <b>332</b>	APP CRS <b>115°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>593</b> <b>607</b>
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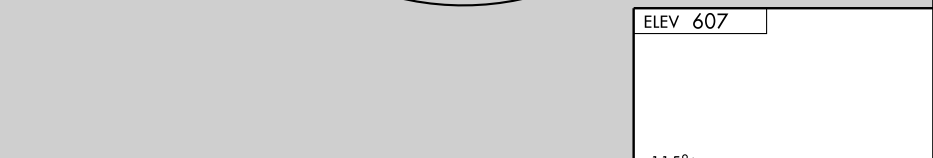
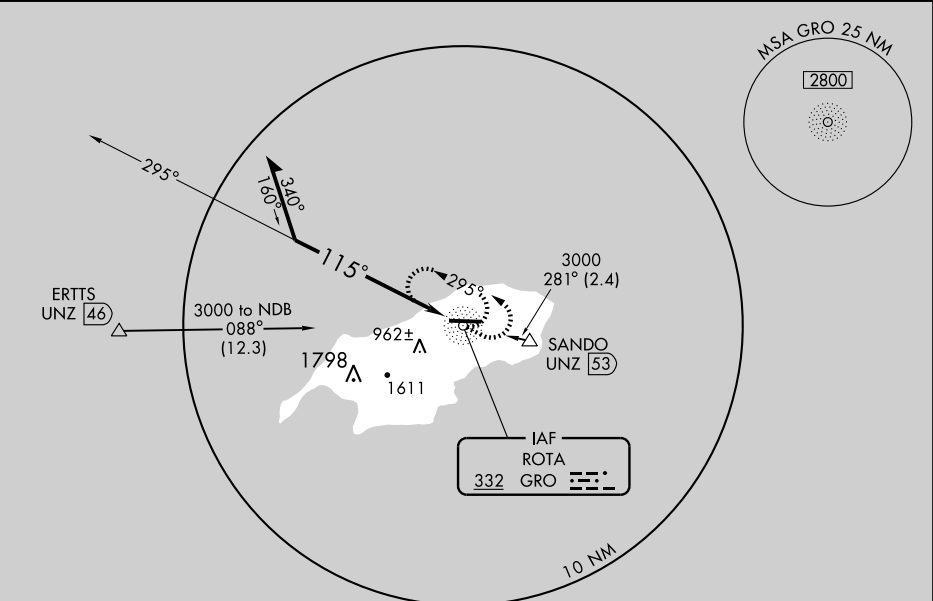
# NDB RWY 9

ROTA INTL (GRO)(PGR0)

**Procedure NA at night except by prior arrangement for runway lights.**  
**Obtain local altimeter setting on 123.6; when not available, except for operators with approved weather reporting service, use Guam altimeter setting and increase all MDAs 225 feet.**  
 Cat C, D circling not authorized south of Rwy 9-27.

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 direct GRO NDB and hold.

<b>GUAM CENTER</b> <b>120.5 263.0</b>	<b>CTAF</b> <b>123.6</b>
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Remain within 10 NM	2800		295°	NDB	115°

CATEGORY	A	B	C	D
S-9	1320-1	727 (800-1)	1320-2 727 (800-2)	1320-2½ 727 (800-2¼)
CIRCLING	1320-1	713 (800-1)	1320-2 713 (800-2)	1320-2½ 713 (800-2¼)

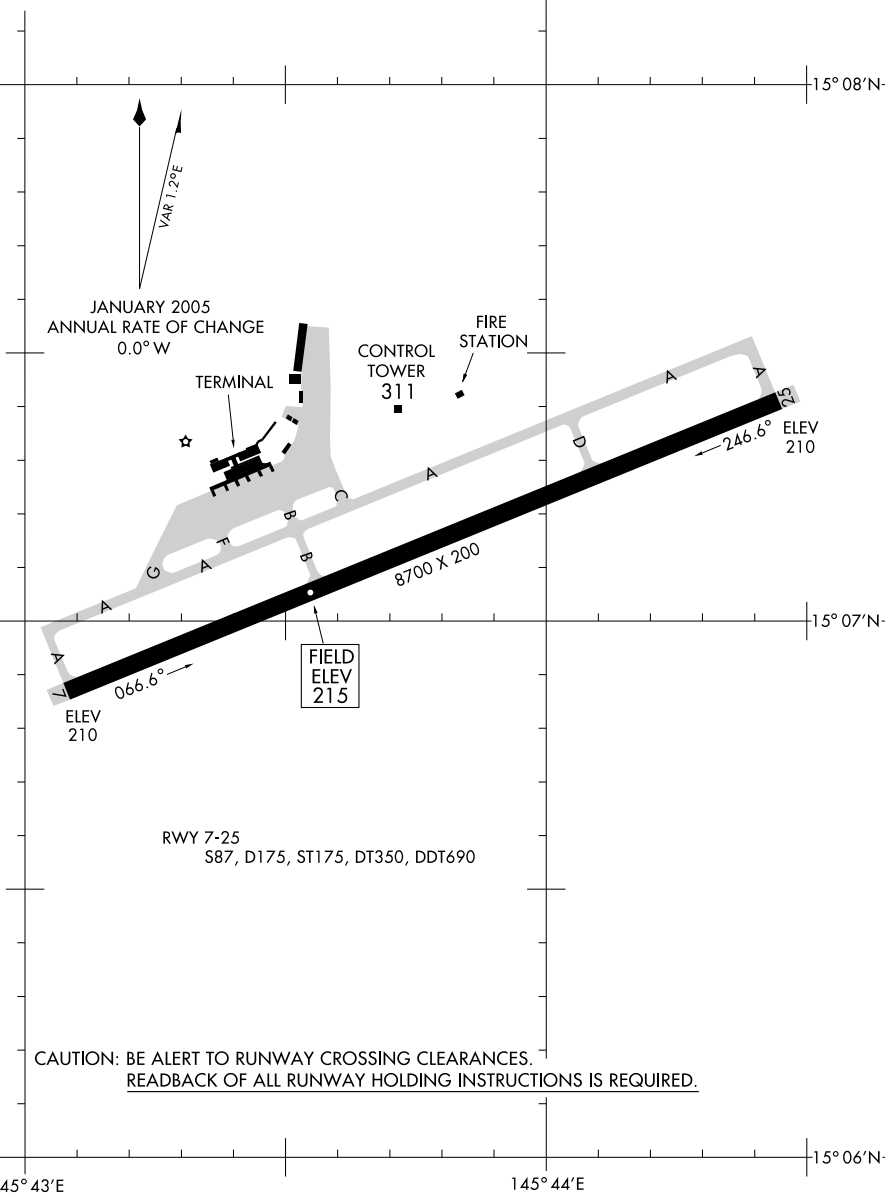
REIL Rwy 9 **1**  
MIRL Rwy 9-27 **1**



# AIRPORT DIAGRAM

FRANCISCO C. ADA/SAIPAN INTL (GSN)(PGSN)  
AL-6293 (FAA) SAIPAN, CQ

ATIS  
127.2  
SAIPAN TOWER  
125.7 256.9  
GND CON  
121.8



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.0° W

VAR 1.2° E

TERMINAL

CONTROL TOWER  
311

FIRE STATION

8700 X 200

FIELD  
ELEV  
215

ELEV  
210

ELEV  
210

RWY 7-25  
S87, D175, ST175, DT350, DDT690

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

145° 43' E

145° 44' E

15° 06' N

15° 07' N

15° 08' N

PAC. 08 APR 2010 to 03 JUN 2010



# GPS RWY 7

FRANCISCO C. ADA/SAIPAN INTL (GSN)(PGSN)

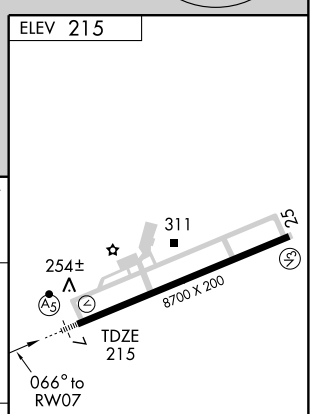
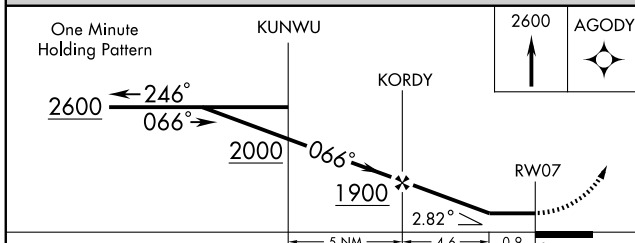
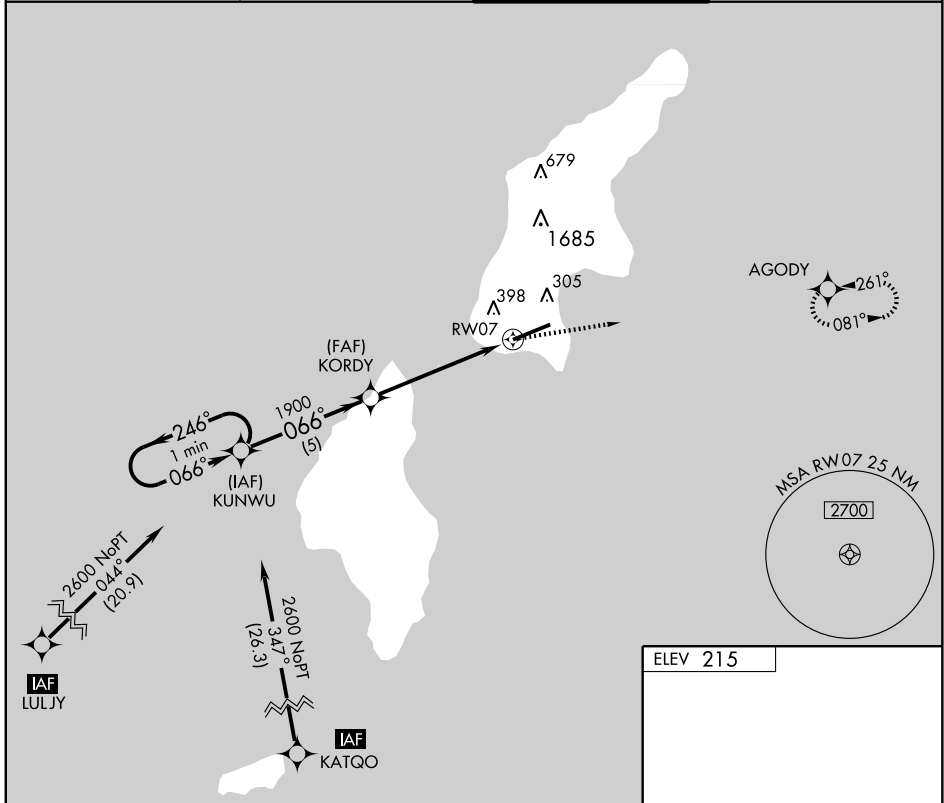
APP CRS <b>066°</b>	Rwy Idg <b>8700</b>
	TDZE <b>215</b>
	Apt Elev <b>215</b>

**IAF** ARM Approach mode prior to IAF.  
Cat. C, D circling not authorized north of Rwy 7-25.  
Inoperative table does not apply to Cat. D.



MISSED APPROACH: Climb to 2600  
direct AGODY WP and hold.

ATIS <b>127.2</b>	GUAM APP CON <b>118.4 290.5</b>	SAIPAN TOWER <b>125.7 256.9</b>	GND CON <b>121.8</b>
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CATEGORY	A	B	C	D
S-7	520-1/2 305 (400-1/2)			520-1 305 (400-1)
CIRCLING	720-1 505 (600-1)		720-1/2 505 (600-1/2)	780-2 565 (600-2)

REIL Rwy 25  
HIRL Rwy 7-25

# GPS RWY 25

FRANCISCO C. ADA/SAIPAN INTL (GSN)(PGSN)

APP CRS	Rwy Idg	<b>8700</b>
<b>261°</b>	TDZE	<b>210</b>
	Apt Elev	<b>215</b>

**⚠** Cat. C, D circling not authorized north of Rwy 7-25.

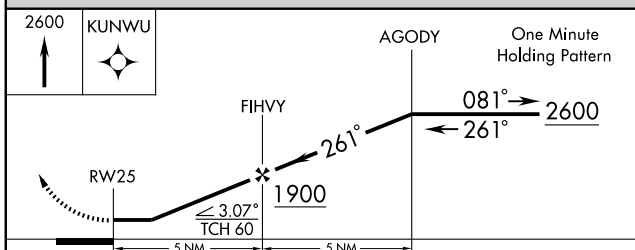
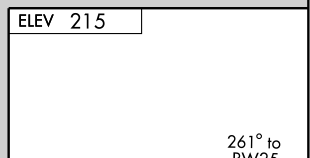
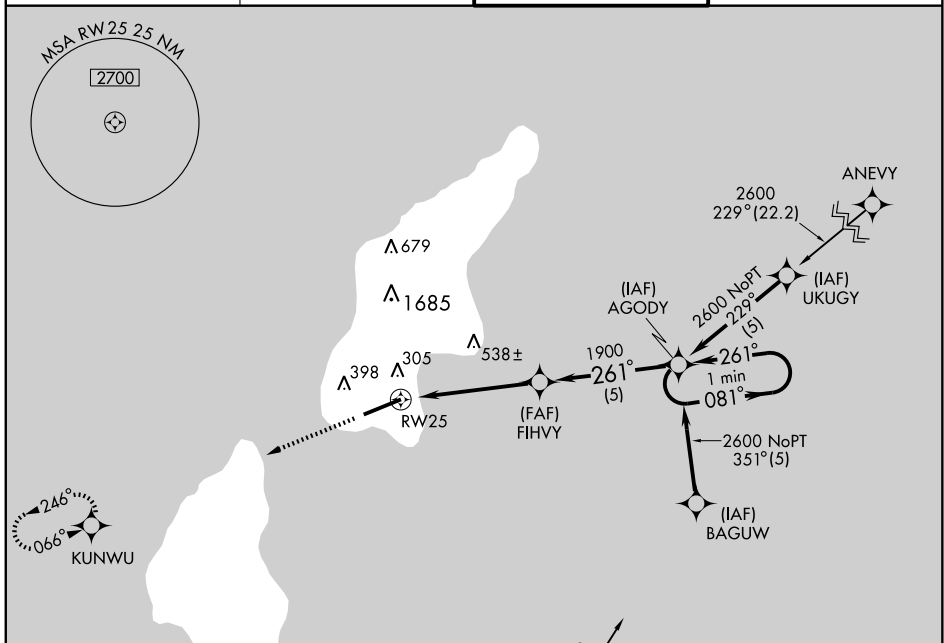
**MISSED APPROACH:** Climb to 2600 direct KUNWU WP and hold.

ATIS  
**127.2**

GUAM APP CON  
**118.4 290.5**

SAIPAN TOWER  
**125.7 256.9**

GND CON  
**121.8**



CATEGORY	A	B	C	D
S-25	580-1 370 (400-1)			580-1½ 370 (400-1½)
CIRCLING	720-1	505 (600-1)	720-1½ 505 (600-1½)	780-2 565 (600-2)

REIL Rwy 25  
HIRL Rwy 7-25

# ILS or LOC/DME RWY 7

FRANCISCO C. ADA/SAIPAN INTL (GSN)(PGSN)

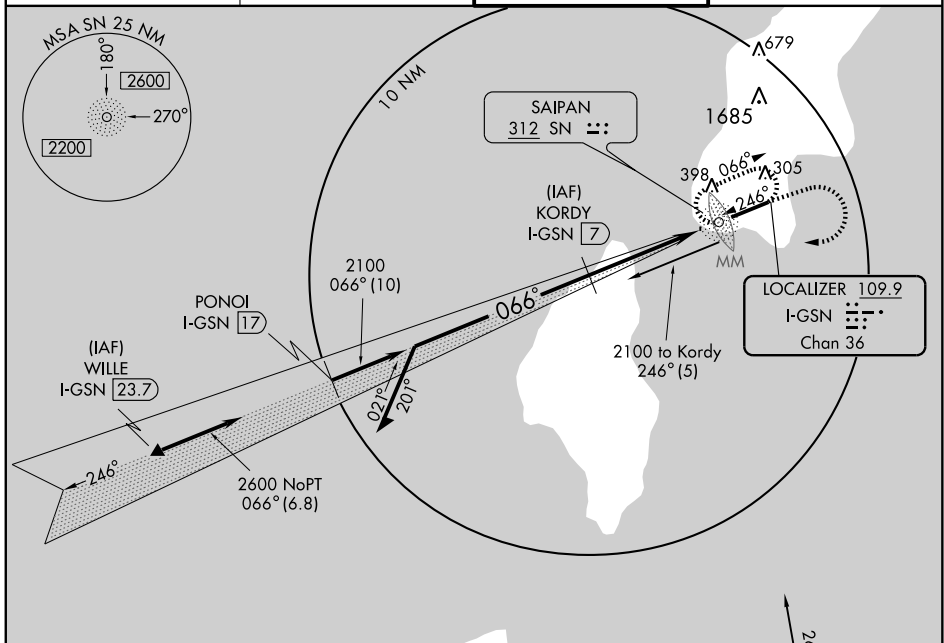
LOC/DME I-GSN <b>109.9</b> Chan <b>36</b>	APP CRS <b>066°</b>	Rwy Idg <b>8700</b> TDZE <b>215</b> Apt Elev <b>215</b>
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**▼** Cat. C, D circling not authorized north of Rwy 7-25.  
Cat. D S-LOC visibility increased ¼ mile for inoperative MM or MALSR.

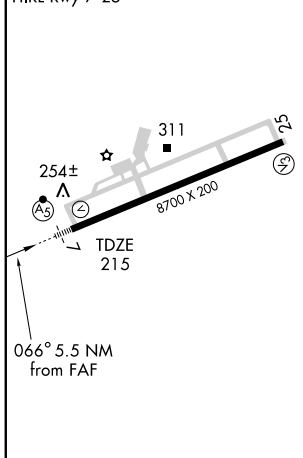
**MALSR**  
A5

**MISSED APPROACH:** Climb to 1600 heading 070° then climbing right turn to 2600 direct SN NDB and hold.

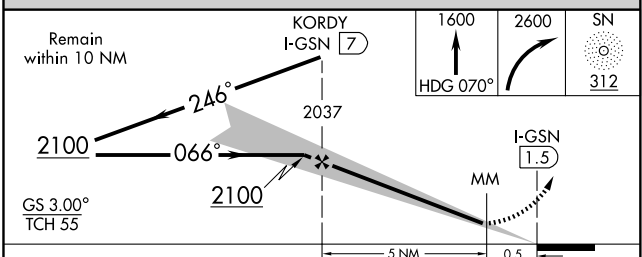
ATIS <b>127.2</b>	GUAM APP CON <b>118.4 290.5</b>	SAIPAN TOWER <b>125.7 256.9</b>	GND CON <b>121.8</b>
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ELEV 215
REIL Rwy 25
HIRL Rwy 7-25



## DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 7		415-½	200 (200-½)	
S-LOC 7		480-½	265 (300-½)	480-¾ 265 (300-¾)
CIRCLING	720-1	505 (600-1)	720-1½ 505 (600-1½)	780-2 565 (600-2)

# NDB/DME RWY 7

FRANCISCO C. ADA/SAIPAN INTL (GSN)(PGSN)

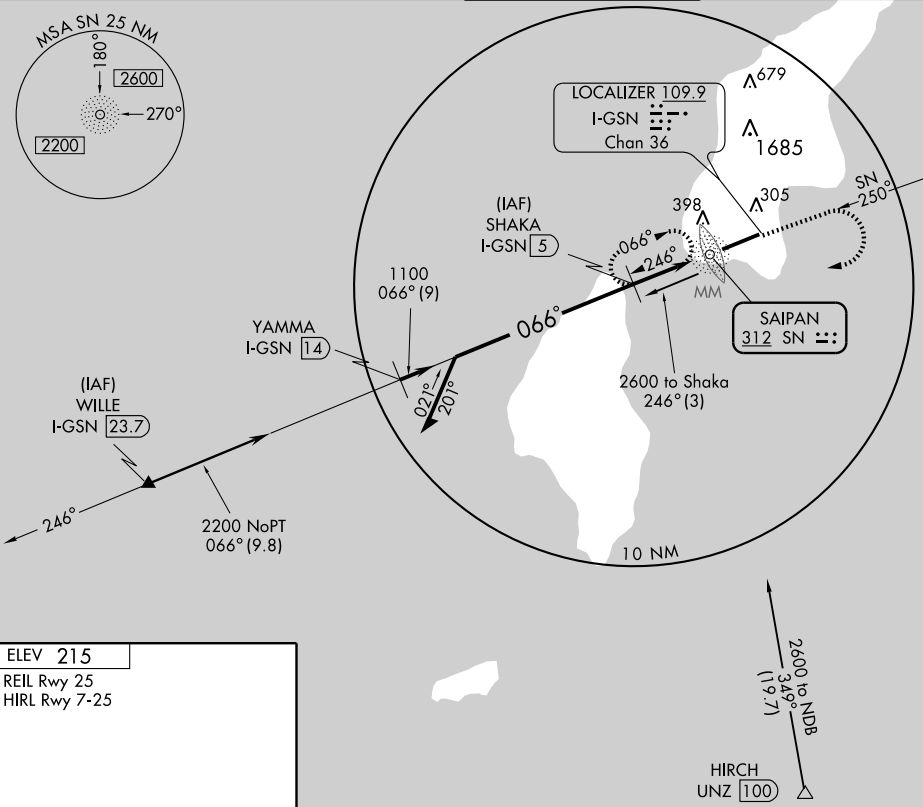
NDB SN <b>312</b>	APP CRS <b>066°</b>	Rwy Idg TDZE Apt Elev	<b>8700</b> <b>215</b> <b>215</b>
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**▼** Cat. C S-7 visibility increased ¼ mile for inoperative MALSR. Cat. C, D circling not authorized north of Rwy 7-25.

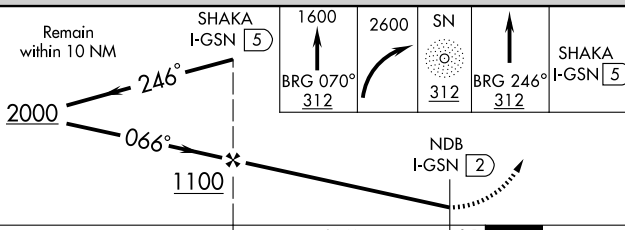
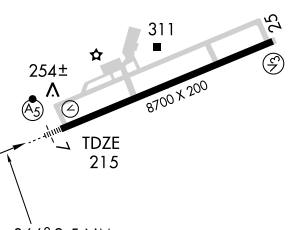


**MISSED APPROACH:** Climb to 1600 via 070° bearing from SN NDB then climbing right turn to 2600 direct SN NDB then 246° bearing from SN NDB to Shaka 5 DME and hold.

ATIS <b>127.2</b>	GUAM APP CON <b>118.4 290.5</b>	SAIPAN TOWER <b>125.7 256.9</b>	GND CON <b>121.8</b>
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ELEV 215
REIL Rwy 25
HIRL Rwy 7-25



CATEGORY	A	B	C	D
S-7	560-¾ 345 (400-¾)		560-1 345 (400-1)	
CIRCLING	720-1	505 (600-1)	720-1½ 505 (600-½)	780-2 565 (600-2)

NDB SN <b>312</b>	APP CRS <b>246°</b>	Rwy Idg TDZE Apt Elev	<b>8700</b> <b>210</b> <b>215</b>
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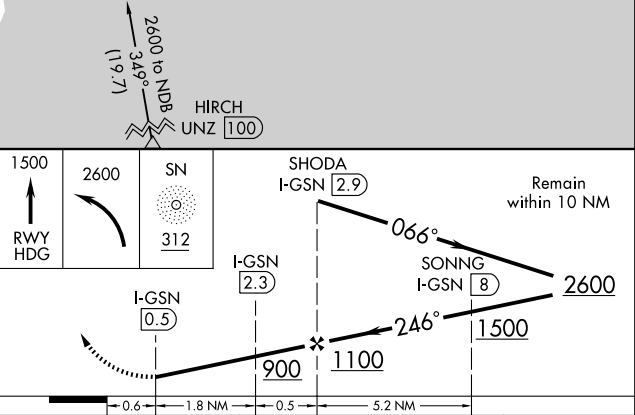
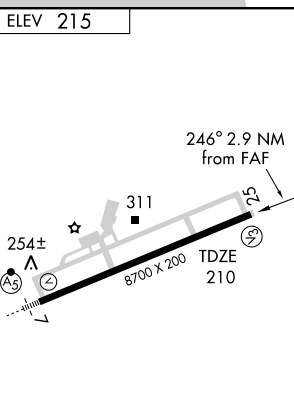
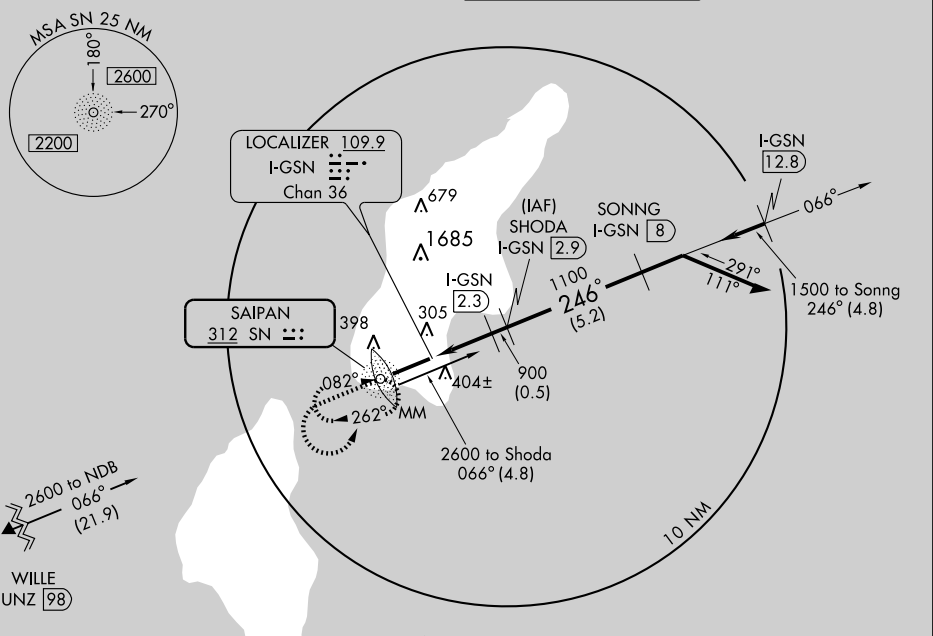
# NDB/DME RWY 25

FRANCISCO C. ADA/SAIPAN INTL (GSN)(PGSN)

**▼** Cat. C, D circling not authorized north of Rwy 7-25.  
ACTIVATE MALSR Rwy 7-123.6.

MISSED APPROACH: Climb runway heading to 1500 then circling left turn to 2600 direct SN NDB and hold.

ATIS <b>127.2</b>	GUAM APP CON <b>118.4 290.5</b>	SAIPAN TOWER <b>125.7 256.9</b>	GND CON <b>121.8</b>
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CATEGORY	A	B	C	D
S-25	720-1 510 (600-1)		720-1½ 510 (600-1½)	
CIRCLING	720-1 505 (600-1)		720-1½ 505 (600-1½)	780-2 565 (600-2)

REIL Rwy 25  
HIRL Rwy 7-25

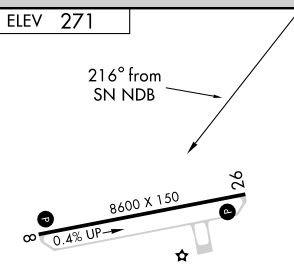
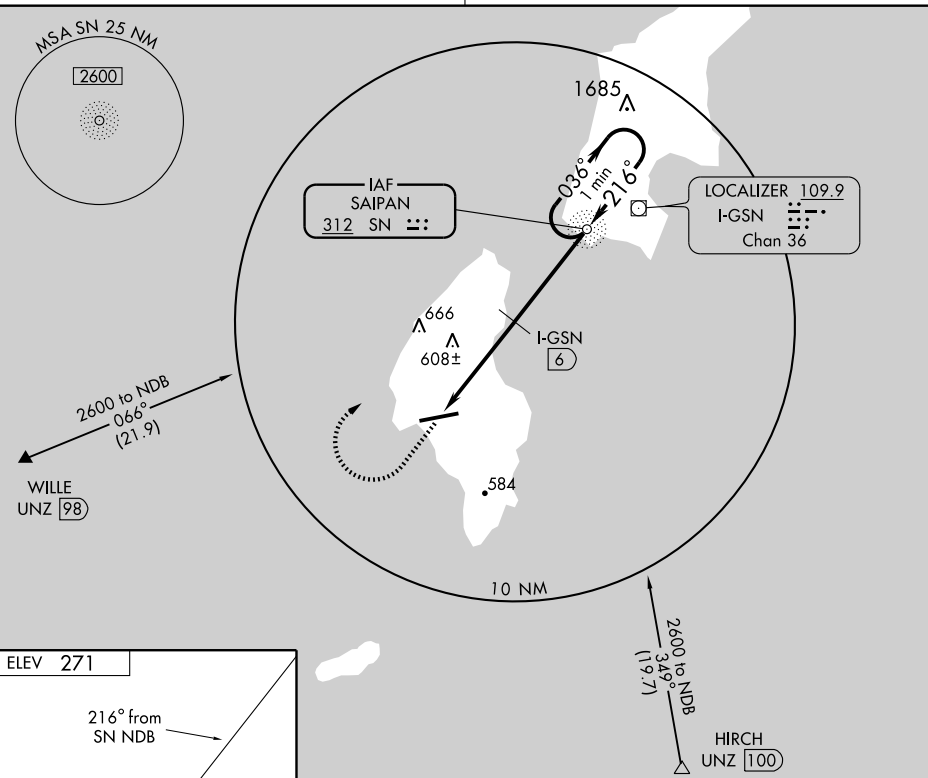


SN NDB <b>312</b>	APP CRS <b>216°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>271</b>
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MISSED APPROACH: Climb to 1400 via 216° bearing from SN NDB then climbing right turn to 2600 direct SN NDB and hold.

GUAM APP CON  
**118.4 290.5**

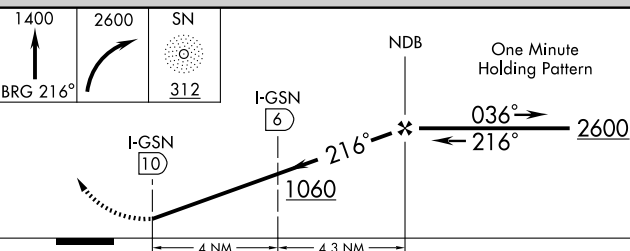
SAIPAN RADIO  
**123.6 (CTAF) 0**



MIRL Rwy 8-26  
REIL Rwys 8 and 26

FAF to MAP 8.3 NM

Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46



CATEGORY	A	B	C	D
CIRCLING	1060-1 789 (800-1)	1060-1¼ 789 (800-1¼)	1060-2¼ 789 (800-2¼)	1060-2½ 789 (800-2½)
DME MINIMUMS				
CIRCLING	940-1 669 (700-1)		940-2 669 (700-2)	940-2¼ 669 (700-2¼)

# RNAV (GPS) RWY 8

TINIAN INTL (TNI)(PGWT)

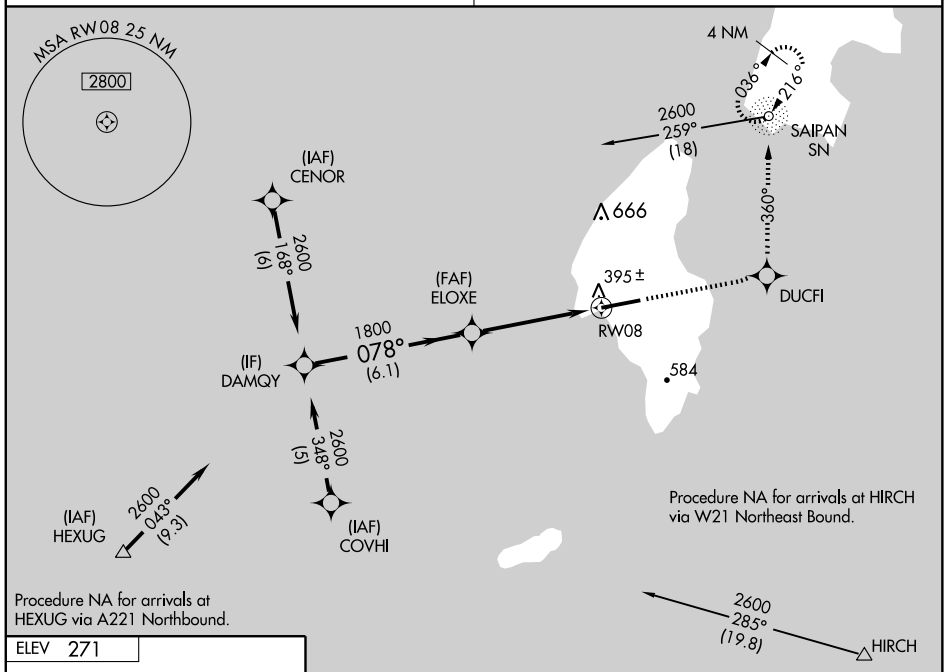
APP CRS	Rwy Idg	<b>8600</b>
<b>078°</b>	TDZE	<b>243</b>
	Apt Elev	<b>271</b>

**▼** DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF;  
**▲** when not received, use Saipan altimeter setting.  
 VDP NA when using Saipan altimeter setting.

**MISSED APPROACH:** Climb to 2800 direct DUCFI and via 360° track to SN NDB and hold.

GUAM APP CON  
**118.4 290.5**

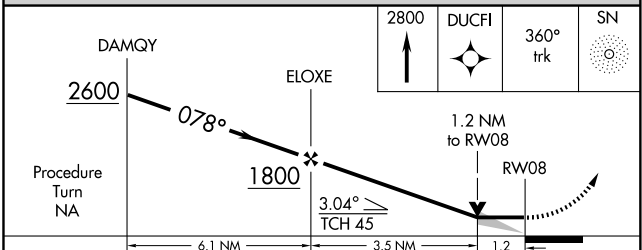
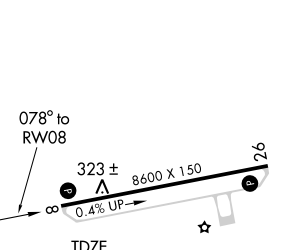
SAIPAN RADIO  
**123.6 (CTAF) 0**



Procedure NA for arrivals at HEXUG via A221 Northbound.

Procedure NA for arrivals at HIRCH via W21 Northeast Bound.

ELEV	<b>271</b>
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	A	B	C	D
CATEGORY				
LNAV MDA	660-1	417 (400-1)	660-1¼	417 (400-1¼)
CIRCLING	760-1	489 (500-1)	800-1½	960-2¼
			529 (600-1½)	689 (700-2¼)
<b>SAIPAN ALTIMETER SETTING MINIMUMS</b>				
LNAV MDA	680-1	437 (500-1)	680-1¼	680-1½
			437 (500-1¼)	437 (500-1½)
CIRCLING	800-1	529 (600-1)	840-1½	1000-2¼
			569 (600-1½)	729 (800-2¼)

MIRL Rwy 8-26 **0**  
 REIL Rwy 8 and 26 **0**



# RNAV (GPS) RWY 26

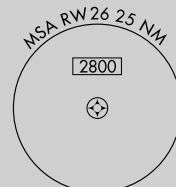
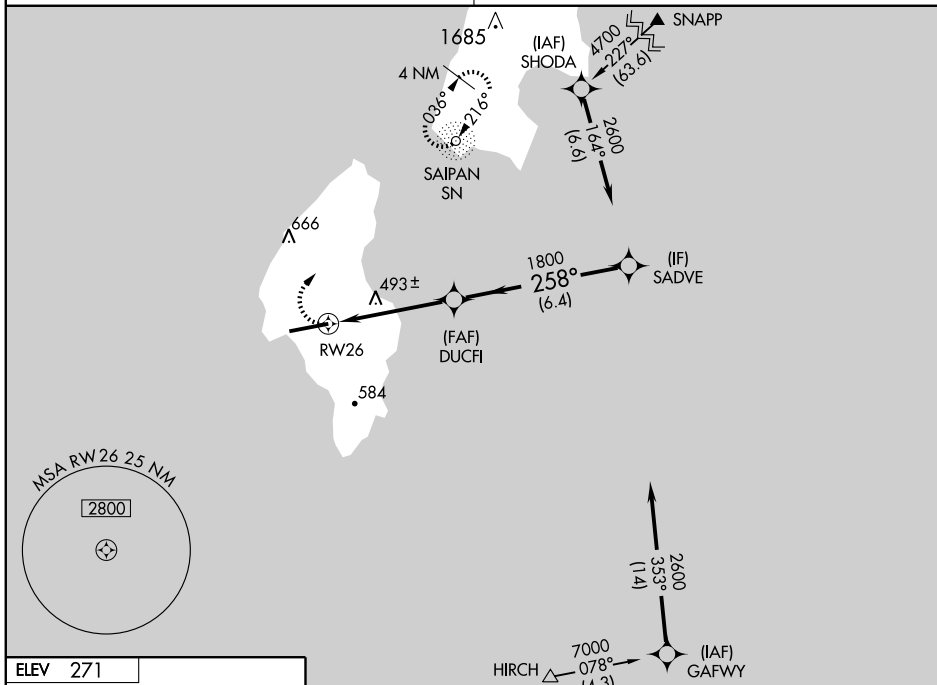
TINIAN INTL (TNI)(PGWT)

APP CRS	Rwy Idg	<b>8600</b>
<b>258°</b>	TDZE	<b>271</b>
	Apt Elev	<b>271</b>

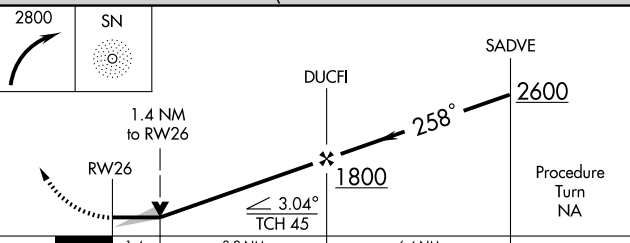
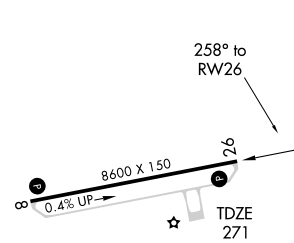
**MISSED APPROACH:** Climbing right turn to 2800 direct SN NDB and hold, continue climb-in-hold to 2800.

GUAM APP CON  
**118.4 290.5**

SAIPAN RADIO  
**123.6 (CTAF) 0**



ELEV	271
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CATEGORY	A	B	C	D
RNAV MDA	760-1 489 (500-1)		760-1¼ 489 (500-1¼)	760-1½ 489 (500-1½)
CIRCLING	760-1 489 (500-1)		800-1½ 529 (600-1½)	960-2¼ 689 (700-2¼)
<b>SAIPAN ALTIMETER SETTING MINIMUMS</b>				
RNAV MDA	780-1 509 (600-1)		780-1½ 509 (600-1½)	
CIRCLING	800-1 529 (600-1)		840-1½ 569 (600-1½)	1000-2¼ 729 (800-2¼)

MIRL Rwy 8-26 0  
REIL Rwy 8 and 26 0

# AIRPORT DIAGRAM

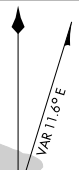
AL-5018 (FAA)

PAGO PAGO INTL (PPG) (NSTU)  
PAGO PAGO, AS

CTAF 122.9

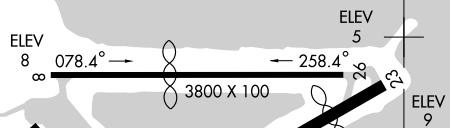
**D**

1281±  
A



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.0°E

14° 19' S



14° 20' S



RWY 5-23  
S75, D170, DT250, DDT600

RWY 8-26  
S75, D150, DT230, DDT550

FIELD  
ELEV  
32



14° 21' S

170° 43' W

170° 42' W

PAC: 08 APR 2010 to 03 JUN 2010

# ILS/DME RWY 5

TUTUILA/ PAGO PAGO INTL (PPG) (NSTU)

LOC/DME I-TUT	APP CRS	Rwy Idg	9000
<b>110.3</b>	<b>046°</b>	TDZE	<b>30</b>
Chan <b>40</b>		Apt Elev	<b>32</b>

⚠ Circling not authorized north of Rwy 5-23.  
 No controlled airspace below 9500 feet.  
 When local altimeter setting not received,  
 procedure NA.

MALSR

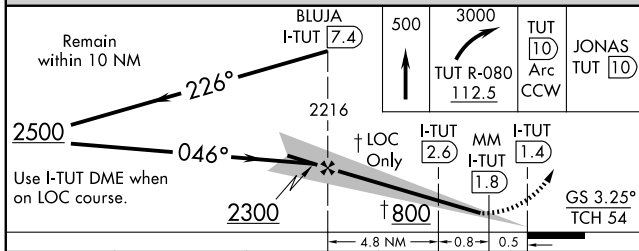
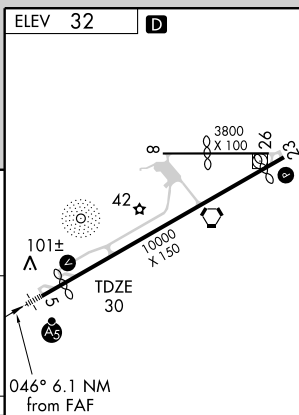
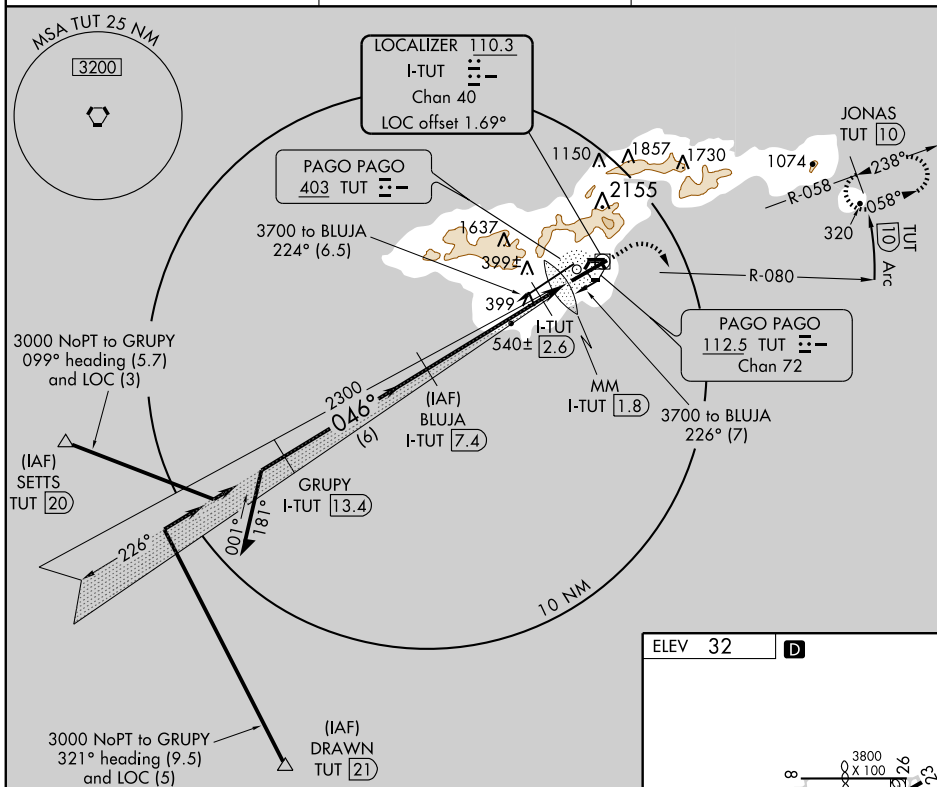


MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via TUT R-080 and 10 DME Arc CCW to JONAS 10 DME and hold.

FALEOLO APP CON  
**126.9**

CTAF **122.9**

**118.30**



CATEGORY	A	B	C	D
S-ILS 5		281-1/2	250 (300-1/2)	
S-LOC 5	Straight-in minima NA, CIRCLING MINIMA APPLY			
CIRCLING	540-1	508 (600-1)	700-1 3/4 668 (700-1 3/4)	700-2 668 (700-2)

HIRL Rwy 8-26  
 HIRL Rwy 5-23

NDB LOG <b>242</b>	APP CRS <b>048°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>32</b>
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TUTUILA/ PAGO PAGO INTL (PPG) (NSTU)

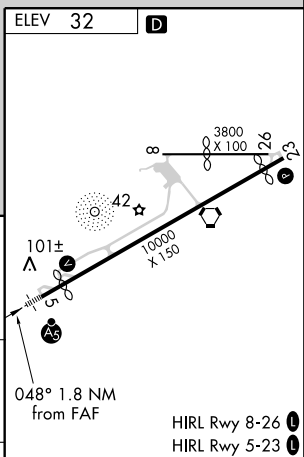
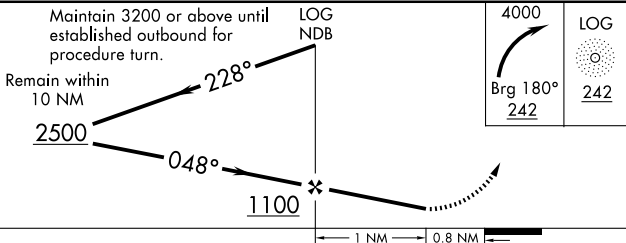
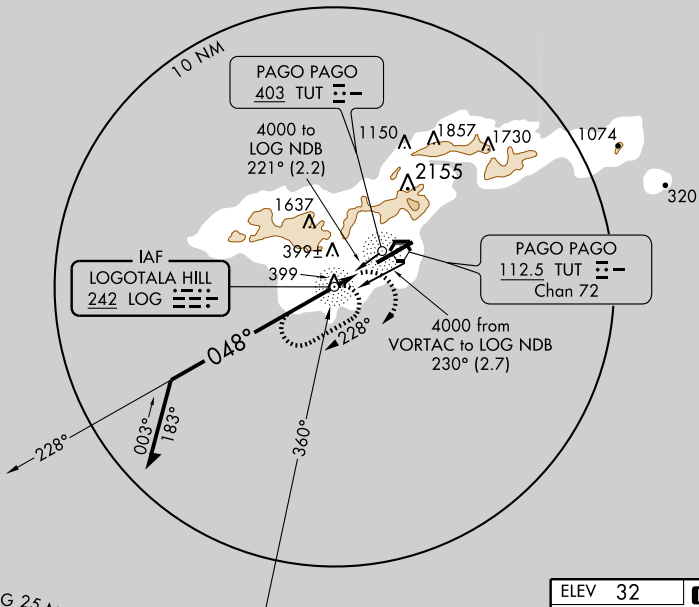
**⚠** Circling not authorized north of Rwy 5-23.  
No controlled airspace below 9500 feet.  
When local altimeter setting not received, procedure NA.

**MISSED APPROACH:** Climbing right turn to 4000 via 180° bearing from LOG NDB then direct LOG NDB and hold.

FALEOLO APP CON  
**126.9**

CTAF **122.9**

**118.3**



CATEGORY	A	B	C	D	FAF to MAP 1 NM					
	760-1 728 (800-1)		760-2 728 (800-2)	760-2¼ 728 (800-2¼)	Knots	60	90	120	150	180
CIRCLING					Min:Sec	1:00	0:40	0:30	0:24	0:20

VORTAC TUT <b>112.5</b> Chan <b>72</b>	APP CRS <b>048°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>32</b>
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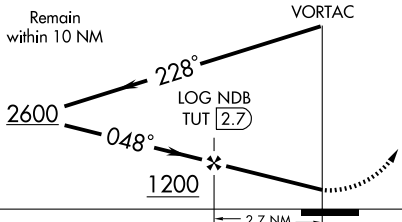
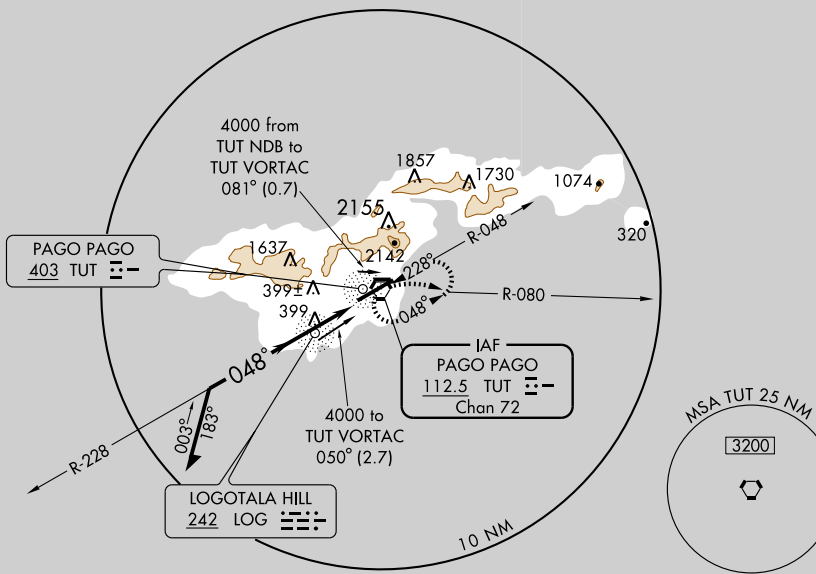
▼  
▲  
Circling not authorized north of Rwy 5-23.  
When control zone not in effect:  
1. No control airspace below 9500'.  
2. Contact NANDI ACC for traffic advisories.

MISSED APPROACH: Climbing right turn to 4000 via R-080 then direct TUT VORTAC and hold.

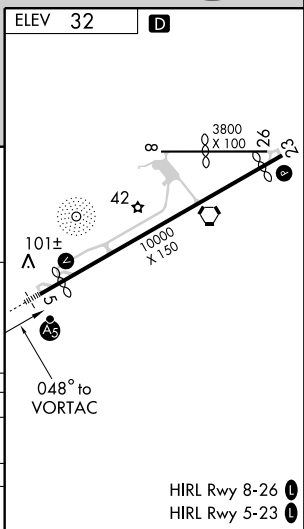
FALEOLO APP CON  
**126.9**

CTAF **122.9**

**118.30**



4000	TUT
TUT R-080 112.5	112.5



CATEGORY	A	B	C	D
CIRCLING	1100-1¼ 1069 (1100-1¼)	1100-1½ 1069 (1100-1½)	1100-3	1069 (1100-3)
ADF or DME MINIMUMS				
CIRCLING	660-1 628 (700-1)	700-1¾ 668 (700-1¾)	700-2 668 (700-2)	

HIRL Rwy 8-26  
HIRL Rwy 5-23

VORTAC TUT <b>112.5</b> Chan <b>72</b>	APP CRS <b>048°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>32</b>
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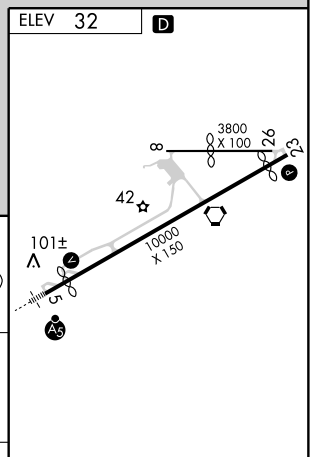
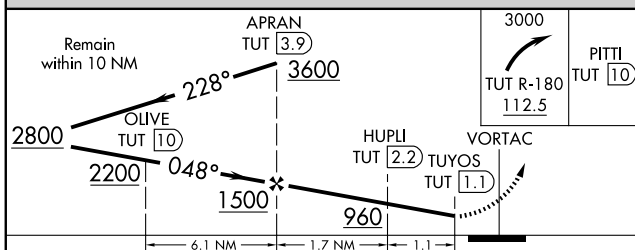
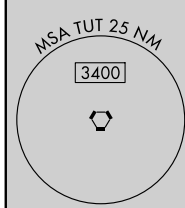
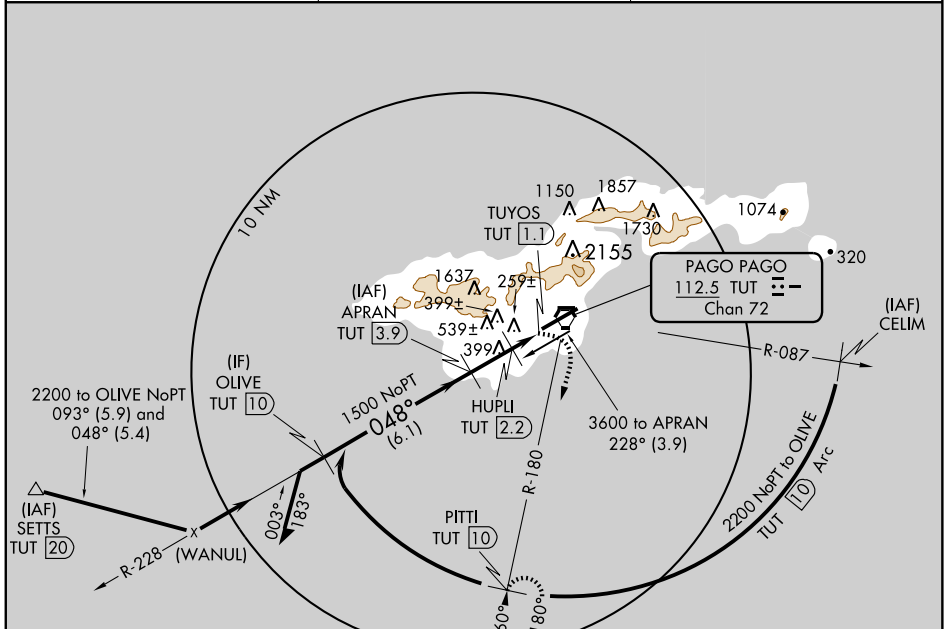
# VOR/DME or TACAN-A

TUTUILA/ PAGO PAGO INTL (PPG) (NSTU)

**▼** Circling NA N of Rwy 5-23. No controlled airspace below 9500'. When local altimeter setting not received, procedure NA.

**MISSED APPROACH:** Climbing right turn to 3000 via TUT VORTAC R-180 to PITTI/10 DME and hold, continue climb-in-hold to 3000.

FALEOLO APP CON <b>126.9</b>	CTAF <b>122.9</b>	<b>118.3</b> <b>0</b>
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CATEGORY	A	B	C	D
CIRCLING	700-1	668 (700-1)	700-1 $\frac{3}{4}$ 668 (700-1 $\frac{3}{4}$ )	700-2 668 (700-2)

HIRL Rwy 8-26 **0**  
HIRL Rwy 5-23 **0**

TUTUILA, AQ

AL-5018 (FAA)

# VOR/DME or TACAN-B

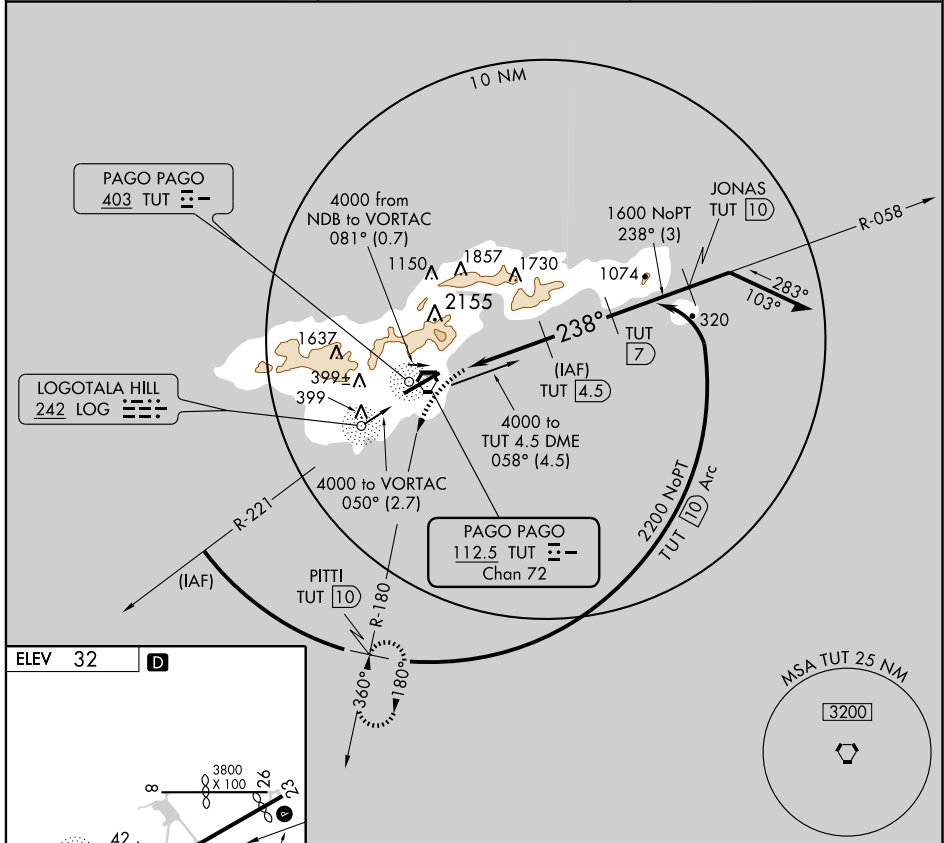
TUTUILA/ PAGO PAGO INTL (PPG) (NSTU)

VORTAC TUT <b>112.5</b> Chan <b>72</b>	APP CRS <b>238°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>32</b>
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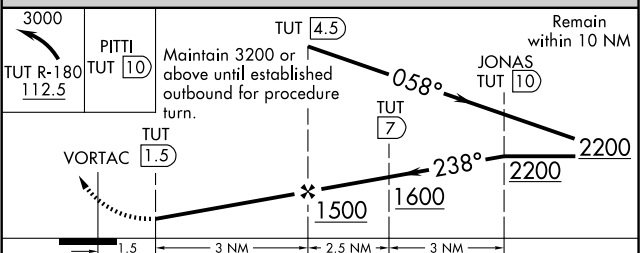
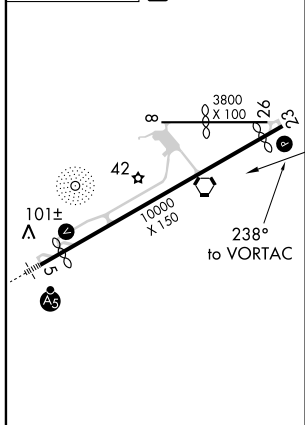
**▼** Circling not authorized north of Rwy 5-23.  
No controlled airspace below 9500 feet.  
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 3000  
via TUT R-180 to PITTI 10 DME and hold.

FALEOLO APP CON <b>126.9</b>	CTAF <b>122.9</b>	<b>118.30</b>
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ELEV 32	<b>D</b>
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CATEGORY	A	B	C	D
CIRCLING	560-1	528 (600-1)	700-1¾ 668 (700-1¾)	700-2 668 (700-2)

PAC. 08 APR 2010 to 03 JUN 2010

# GPS RWY 22

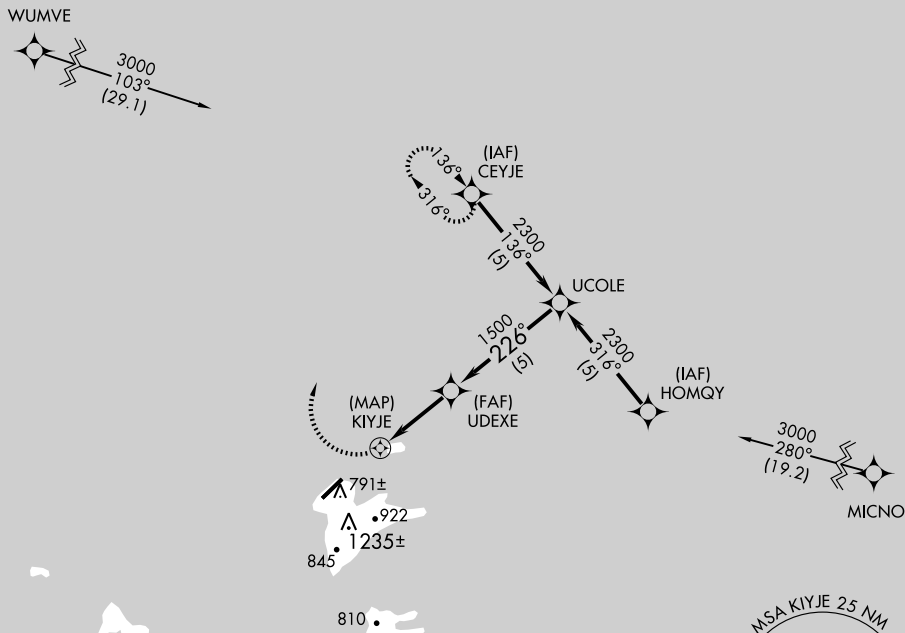
WENO ISLAND/ CHUUK INTL (TKK) (PTKK)

APP CRS	Rwy Idg	<b>6006</b>
<b>226°</b>	TDZE	<b>10</b>
	Apt Elev	<b>10</b>

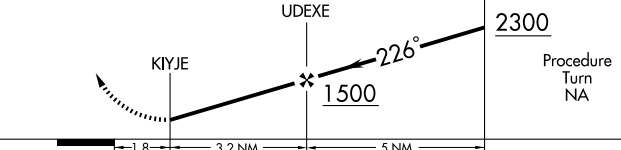
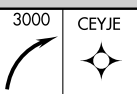
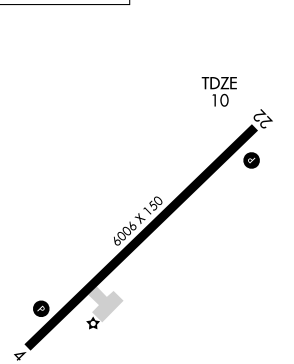
**NA** Circling not authorized southeast of Runway 4-22.

**MISSED APPROACH:** Climbing right turn to 3000 direct CEYJE WP and hold.

TRUK RADIO  
**123.6** (CTAF)



ELEV 10



CATEGORY	A	B	C	D
S-22	700-1¾	690 (700-1¾)	700-2 690 (700-2)	700-2¼ 690 (700-2¼)
CIRCLING	700-1¾	690 (700-1¾)	700-2 690 (700-2)	700-2¼ 690 (700-2¼)

MIRL Rwy 4-22   
REIL Rwys 4 and 22



# NDB/DME RWY 4

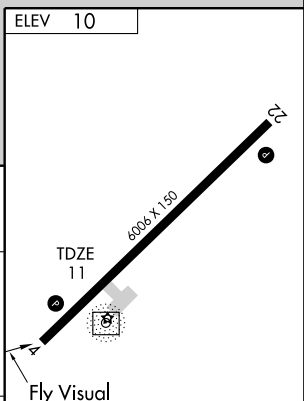
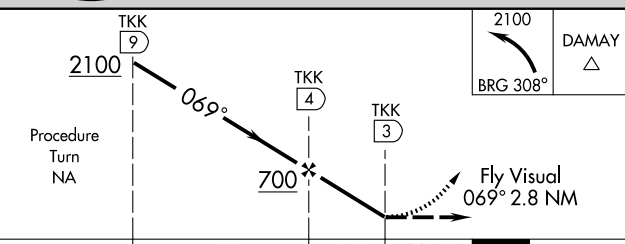
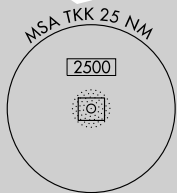
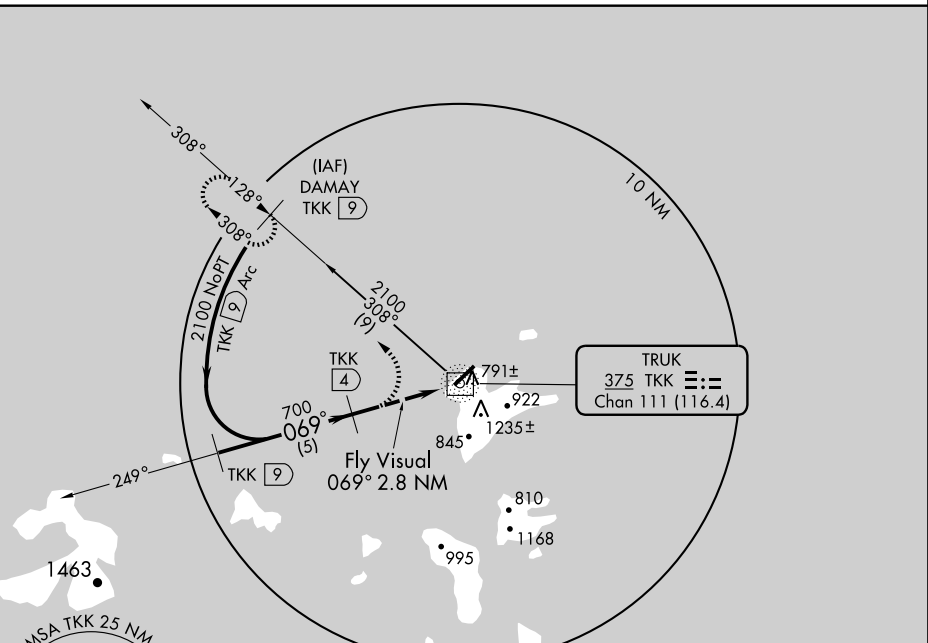
WENO ISLAND/ CHUUK INTL (TKK) (PTKK)

NDB/DME TKK	APP CRS	Rwy Idg	6006
375	069°	TDZE	11
Chan 111 (116.4)		Apt Elev	10

**⚠** Circling not authorized southeast of Rwy 4-22.  
**⚠** Fly visual to airport, 069° -2.8 NM.

**MISSED APPROACH:** Immediate climbing left turn to 2100 via bearing 308° to DAMAY 9 DME and hold.

TRUK RADIO  
**123.6** (CTAF)



CATEGORY	A	B	C	D
S-4	460-3 449 (500-3)	480-3 469 (500-3)		580-3 569 (600-3)
CIRCLING	460-3 449 (500-3)	480-3 469 (500-3)		580-3 569 (600-3)

ELEV	10				
Knots	60	90	120	150	180
Min:Sec					

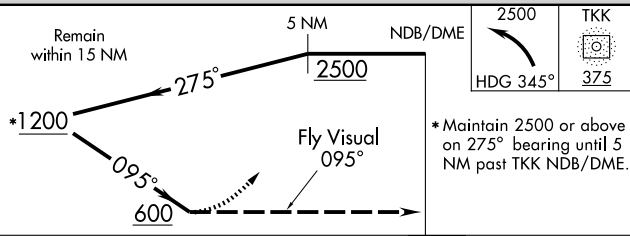
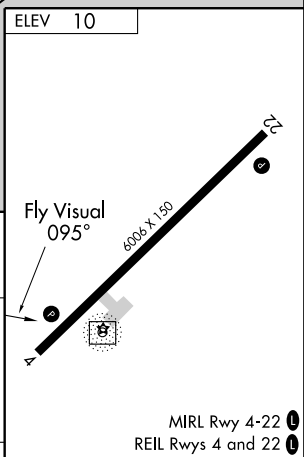
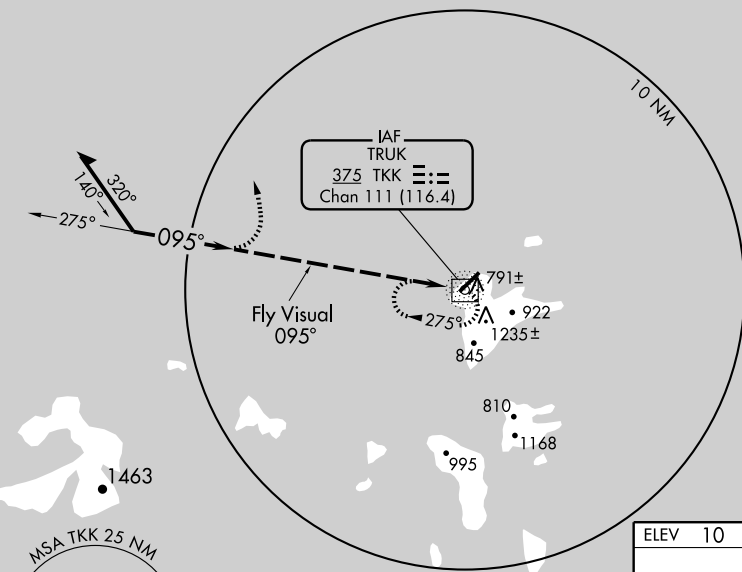
NDB/DME TTK <b>375</b>	APP CRS <b>095°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>10</b>
Chan <b>111 (116.4)</b>			

**⚠** Circling not authorized southeast of Runway 4-22.  
**⚠** Descend to MDA immediately after completion of procedure turn. Fly visual to airport.

**MISSED APPROACH:** If not visual at MDA, climbing left turn to 2500 on 345° heading then direct TTK NDB/DME and hold.

TRUK RADIO  
**123.6** (CTAF)

**DME REQUIRED**



CATEGORY	A	B	C	D	Knots	60	90	120	150	180	
CIRCLING	600-3 589 (600-3)					Min:Sec					

WENO ISLAND, FM

AL-2655 (FAA)

NDB or GPS-B

WENO ISLAND/ CHUUK INTL (TKK) (PTKK)

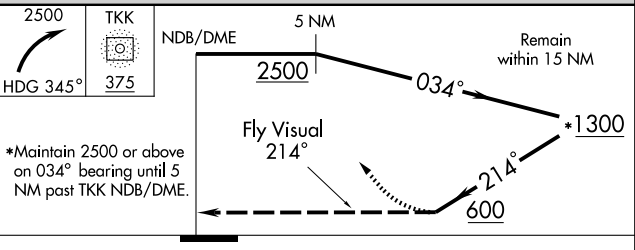
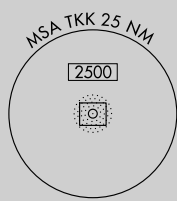
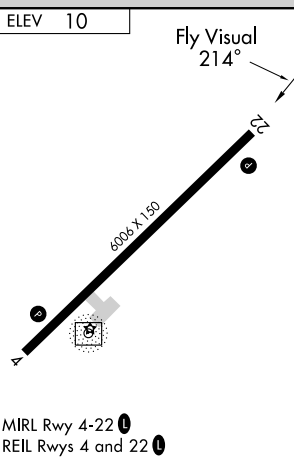
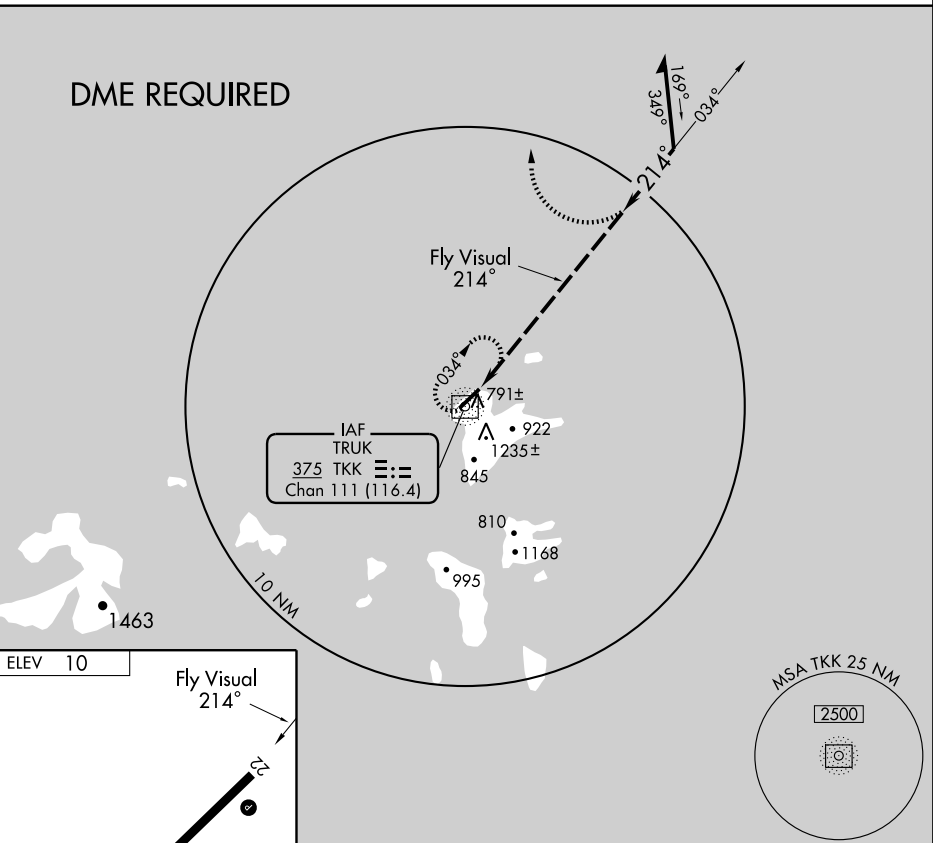
NDB/DME TTK <b>375</b>	APP CRS <b>214°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>10</b>
Chan <b>111 (116.4)</b>			

⚠ Circling not authorized southeast of Runway 4-22.  
⚠ Descend to MDA immediately after completion of procedure turn. Fly visual to airport.

MISSED APPROACH: If not visual at MDA, climbing right turn to 2500 on 345° heading then direct TTK NDB/DME and hold.

TRUK RADIO  
**123.6** (CTAF)

DME REQUIRED



ELEV	10				
Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	600-3 589 (600-3)			

PAC. 08 APR 2010 to 03 JUN 2010

# RNAV (GPS) RWY 4

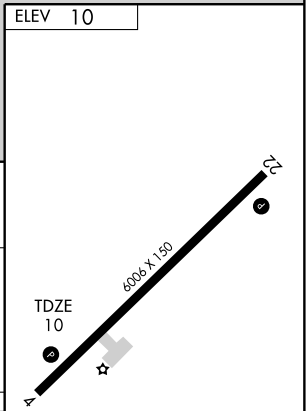
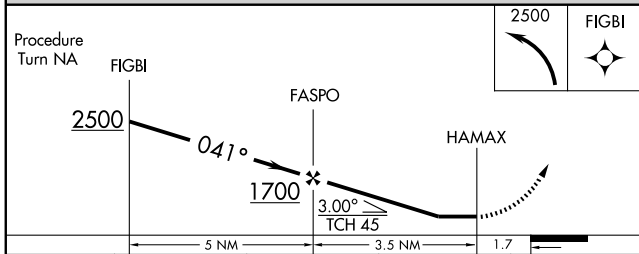
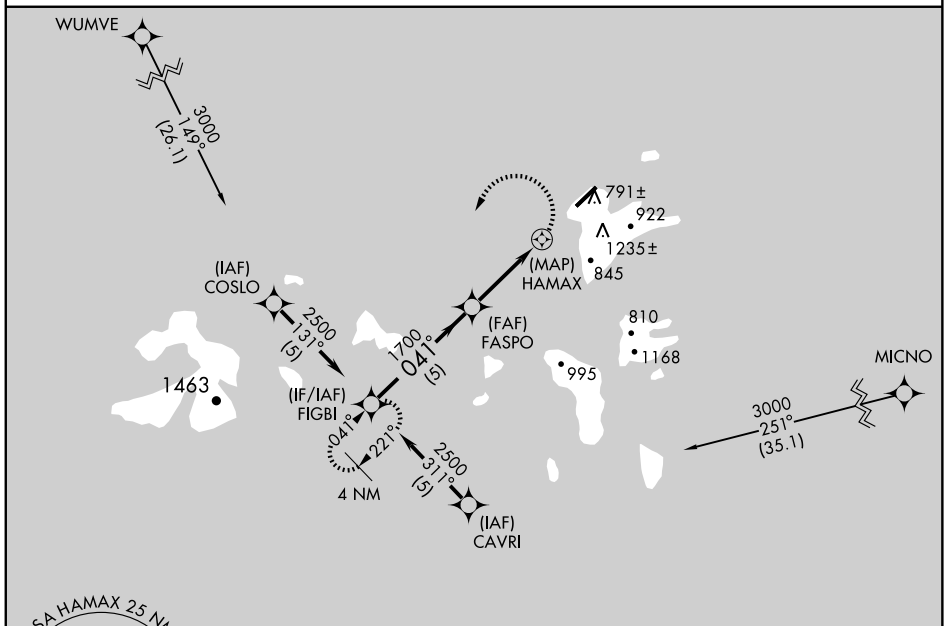
WENO ISLAND/ CHUUK INTL (TKK) (PTKK)

APP CRS	Rwy Idg	<b>6006</b>
<b>041°</b>	TDZE	<b>10</b>
	Apt Elev	<b>10</b>

Obtain local altimeter setting on CTAF; when not received procedure not authorized. No controlled airspace below 5500'. Circling not authorized southeast of runway 4-22. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct FIGBI WP and hold.

TRUK RADIO  
**123.6** (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	400-2 390 (400-2)			
CIRCLING	460-2	450 (500-2)	560-2 550 (600-2)	

MIRL Rwy 4-22

REIL Rwy 4 and 22

# NDB/DME RWY 7

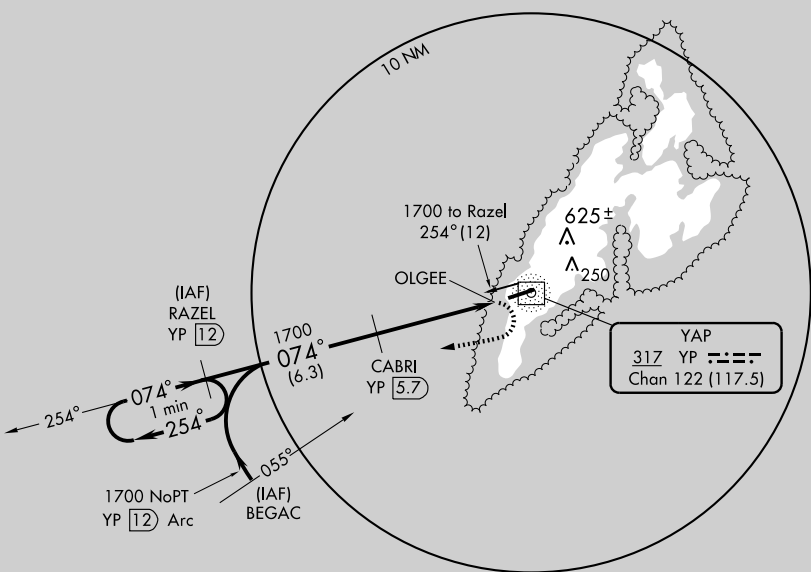
YAP INTL (T11)(PTYA)

NDB/DME YP <b>317</b>	APP CRS <b>074°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>91</b> <b>91</b>
Chan <b>122 (117.5)</b>			

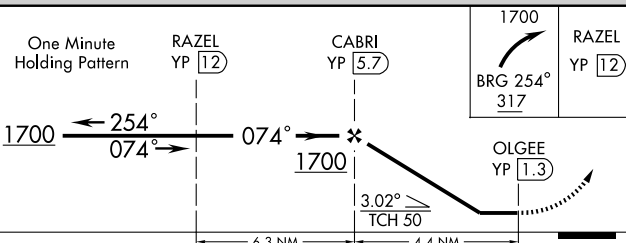
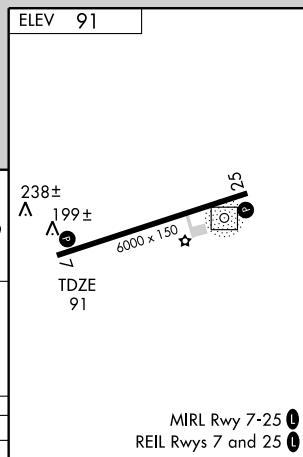
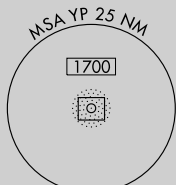
Obtain local altimeter setting on CTAF; when not received, procedure NA.  
Circling NA North of Runway 7-25.  
No controlled airspace below 5500.

MISSED APPROACH: Climbing right turn to 1700 via 254° bearing from YP NDB/DME to RAZEL/12 DME and hold.

YAP RADIO  
**123.6** (CTAF)



YAP  
317 YP ---  
Chan 122 (117.5)



CATEGORY	A	B	C	D
S-7	640-1 549 (600-1)		640-1½ 549 (600-1½)	640-1¾ 549 (600-1¾)
CIRCLING	640-1 549 (600-1)		640-1½ 549 (600-1½)	660-2 569 (600-2)

MIRL Rwy 7-25					
REIL Rws 7 and 25					
Knots	60	90	120	150	180
Min:Sec					

# NDB/DME RWY 25

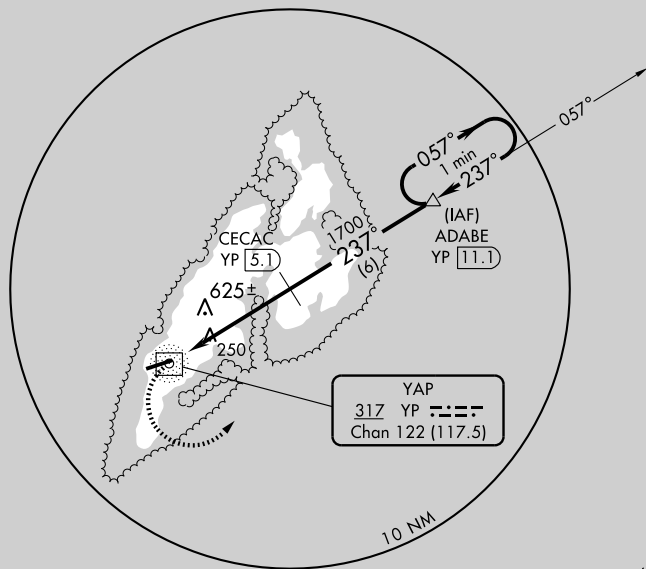
YAP INTL (T11)(PTYA)

NDB/DME YP <b>317</b>	APP CRS <b>237°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>89</b> <b>91</b>
Chan <b>122 (117.5)</b>			

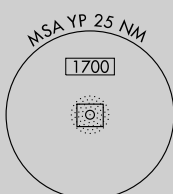
Obtain local altimeter setting on CTAF; when not received, procedure NA.  
 Circling NA North of Runway 7-25.  
 No controlled airspace below 5500.

MISSED APPROACH: Climbing left turn to 1700 via 057° bearing from YP NDB/DME to ADABE/11.1 DME and hold.

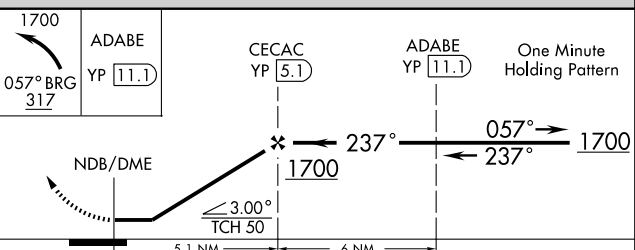
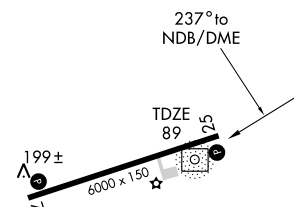
YAP RADIO  
**123.6** (CTAF)



YAP  
 317 YP ---  
 Chan 122 (117.5)



ELEV 91



MIRL Rwy 7-25  
 REIL Rwys 7 and 25

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-25	940-1 851 (900-1)	940-1¼ 851 (900-1¼)	940-2½ 851 (900-2½)	940-2¾ 851 (900-2¾)
CIRCLING	940-1 849 (900-1)	940-1¼ 849 (900-1¼)	940-2½ 849 (900-2½)	940-2¾ 849 (900-2¾)

# NDB RWY 7

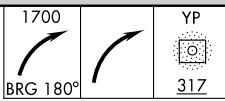
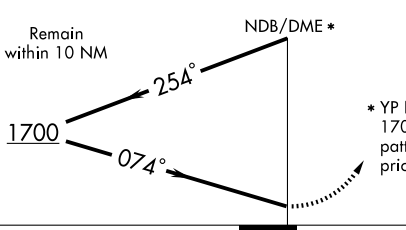
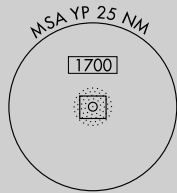
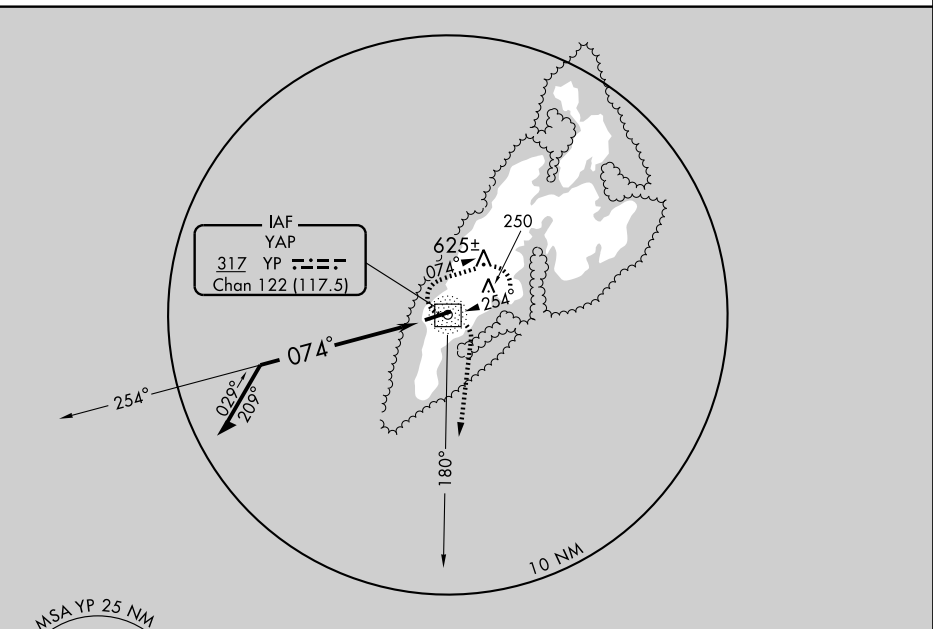
YAP INTL (T11)(PTYA)

NDB/DME YP <b>317</b>	APP CRS <b>074°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>91</b> <b>91</b>
Chan <b>122 (117.5)</b>			

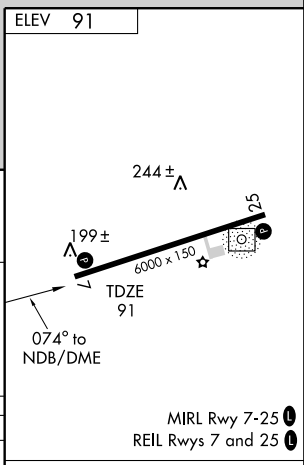
▼ Obtain local altimeter setting on CTAF; when not received, procedure NA.  
Circling NA North of Runway 7-25.  
No controlled airspace below 5500 ft.

MISSED APPROACH: Climbing right turn to 1700 via 180° bearing from YP NDB/DME then right turn direct YP NDB/DME and hold.

YAP RADIO  
**123.6** (CTAF)



\* YP NDB/DME arrivals descend to 1700 in YP NDB/DME holding pattern (E, RT, 254° inbound) prior to commencing approach.



MIRL Rwy 7-25  
REIL Rwys 7 and 25

CATEGORY	A	B	C	D
S-7	700-1 609 (700-1)		700-1¾ 609 (700-1¾)	700-2 609 (700-2)
CIRCLING	700-1 609 (700-1)		700-1¾ 609 (700-1¾)	700-2 609 (700-2)

Knots	60	90	120	150	180
Min:Sec					

# NDB RWY 25

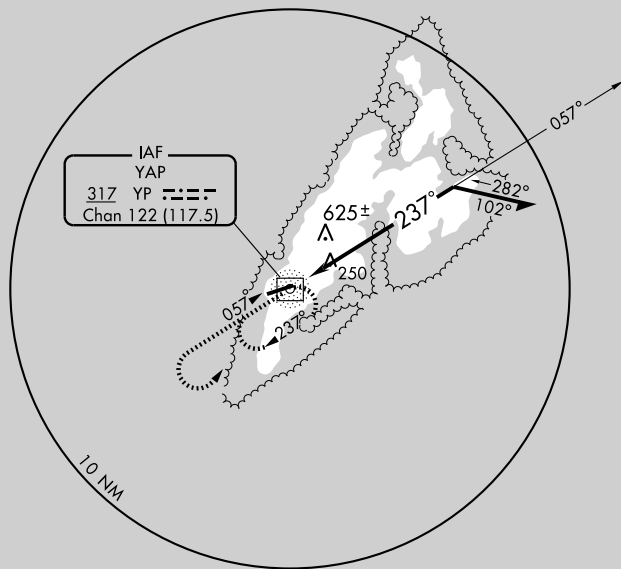
YAP INTL (T11)(PTYA)

NDB/DME YP <b>317</b>	APP CRS <b>237°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>89</b> <b>91</b>
Chan <b>122 (117.5)</b>			

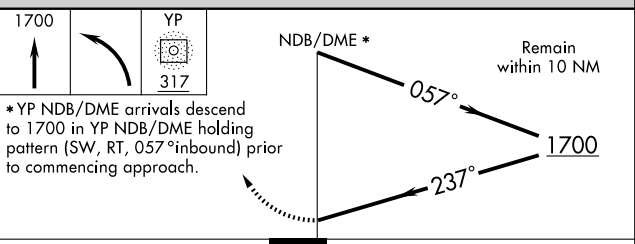
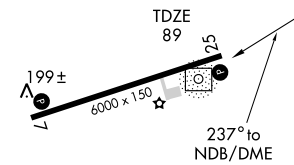
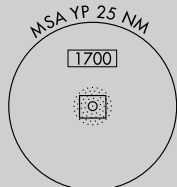
Obtain local altimeter setting on CTAF; when not received, procedure NA.  
Circling NA North of Rwy 7-25.  
No controlled airspace below 5500.

MISSED APPROACH: Climb to 1700 then left turn direct YP NDB/DME and hold.

YAP RADIO  
**123.6** (CTAF)



ELEV 91



MIRL Rwy 7-25  
REIL Rwys 7 and 25

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-25	980-1¼ 891 (900-1¼)		980-2¾ 891 (900-2¾)	980-3 891 (900-3)
CIRCLING	980-1¼ 889 (900-1¼)		980-2¾ 889 (900-2¾)	980-3 889 (900-3)



# RNAV (GPS) RWY 7

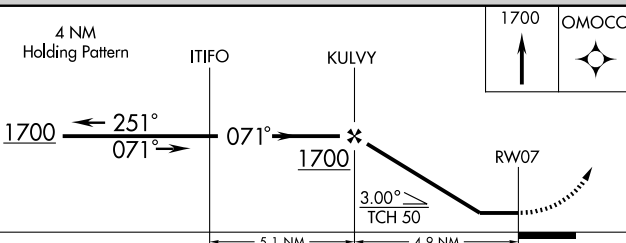
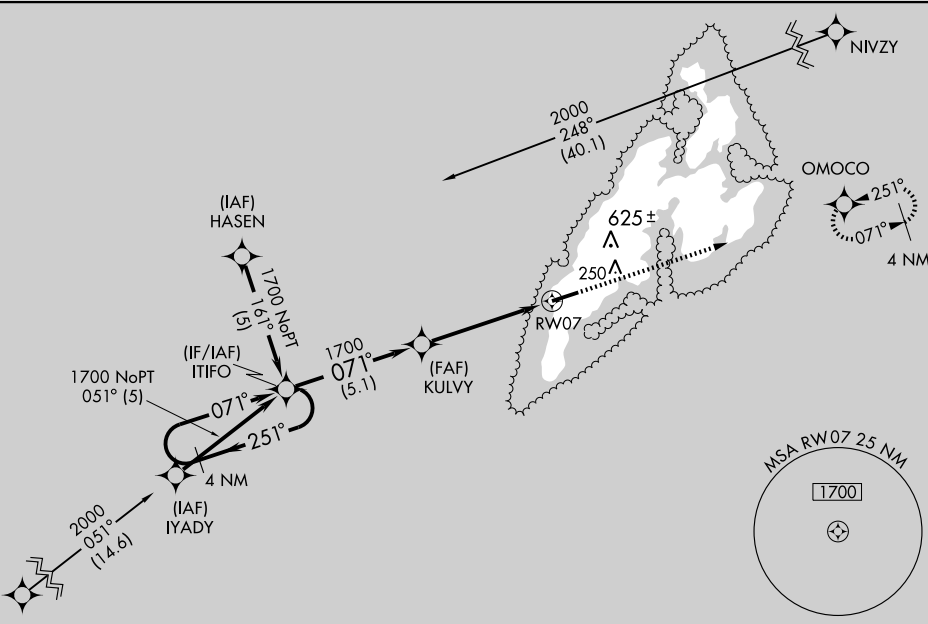
YAP INTL (T11)(PTYA)

APP CRS	Rwy Idg	<b>6000</b>
<b>071°</b>	TDZE	<b>91</b>
	Apt Elev	<b>91</b>

Obtain local altimeter setting on CTAF; when not received, procedure not authorized.  
 Circling NA North of Rwy 7-25. DME/DME RNP-0.3 NA.  
 No controlled airspace below 5500'.

MISSED APPROACH: Climb to 1700 direct OMOCO WP and hold.

YAP RADIO  
**123.6** (CTAF)



ELEV	91
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The detailed approach diagram shows the final descent from 199± ft to 238± ft, then to the TDZE of 91 ft. The distance from the 199± ft altitude to RWY 7 is 6000 x 150. The final approach to RWY 7 is on a 071° heading.

CATEGORY	A	B	C	D
LNNAV MDA	600-1	509 (600-1)	600-1½	509 (600-1½)
CIRCLING	600-1	509 (600-1)	600-1½ 509 (600-1½)	660-2 569 (600-2)

MIRL Rwy 7-25  
 REIL Rwy 7 and 25

# RNAV (GPS) RWY 25

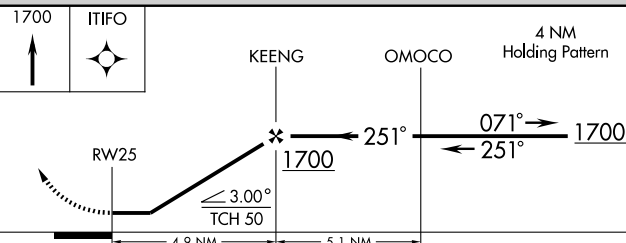
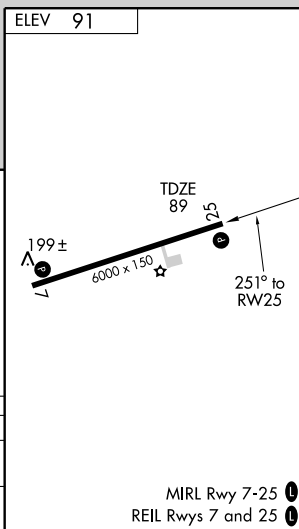
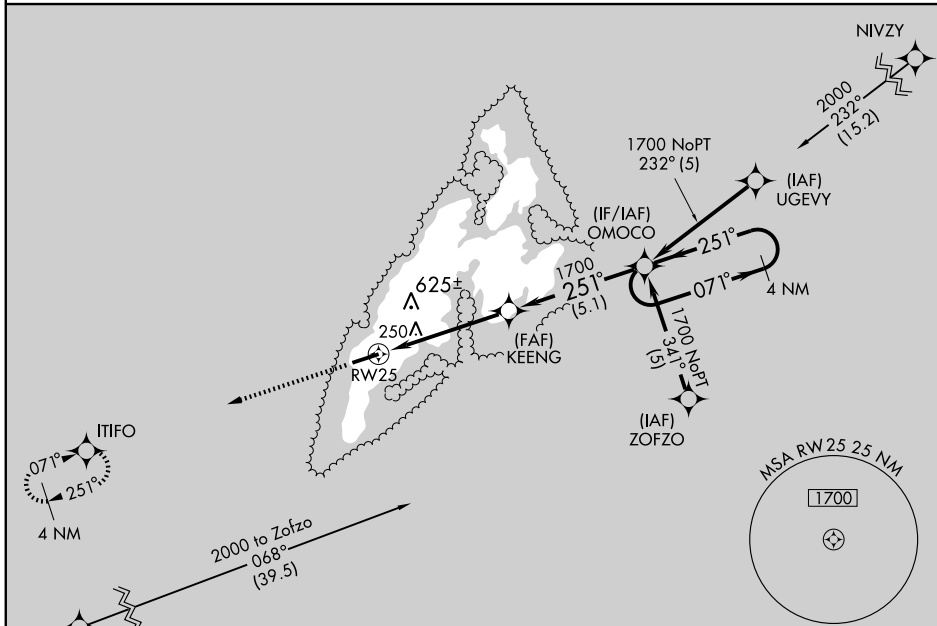
YAP INTL (T11)(PTYA)

APP CRS	Rwy Idg	6000
251°	TDZE	89
	Apt Elev	91

Obtain local altimeter setting on CTAF; when not received, procedure not authorized.  
 Circling NA North of Rwy 7-25. DME/DME RNP-0.3 NA.  
 No controlled airspace below 5500'.

MISSED APPROACH: Climb to 1700 direct ITIFO WP and hold.

YAP RADIO  
**123.6** (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	700-1	611 (700-1)	700-1¾ 611 (700-1¾)	700-2 611 (700-2)
CIRCLING	700-1	609 (700-1)	700-1¾ 609 (700-1¾)	700-2 609 (700-2)

MIRL Rwy 7-25  
 REIL Rwy 7 and 25