

KODIAK, ALASKA

AL-1238 (FAA)

25331

WAAS CH 93941 W26A	APP CRS 239°	Rwy Ldg 7534 TDZE 32 Apt Elev 79
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RNAV (GPS) RWY 26

KODIAK (ADQ)(PADQ)

RNP APCH - GPS.

- T** Circling NA north of Rwy 8-26 and west of Rwy 1-19.
A Circling Rwy 1 NA at night. Circling to Rwy 8, 11 and 19 NA.
 Rapidly rising terrain north, west, and south of airport.

MISSED APPROACH: (Do not exceed 210K until HINBU)
Climbing left turn to 4000 direct HINBU and hold, continue climb-in-hold to 4000. *Missed approach requires minimum climb of 357 feet per NM to 1500.

ATIS 134.45	ANCHORAGE CENTER 125.1 281.4	KODIAK TOWER * 119.8 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.8
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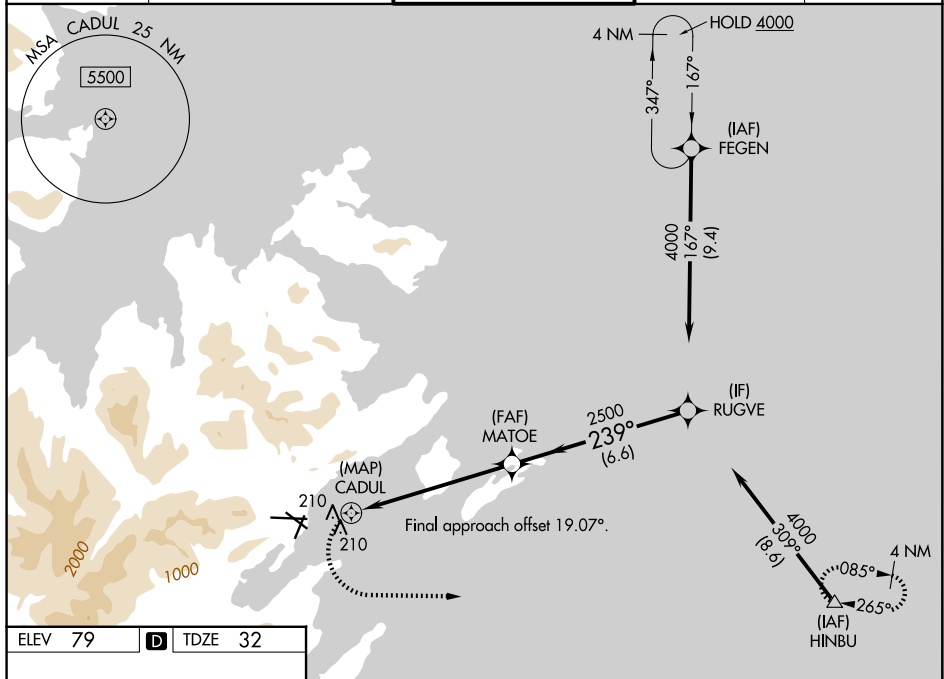


Diagram illustrating the intersection of REIL Rwy 1 and 26, and HIRL Rwy 1-19, 8-26, and 11-29. The diagram shows a horizontal runway (Rwy 1) and a diagonal runway (Rwy 26) intersecting. The horizontal runway has a width of 7534 X 150 and a length of 5400 X 150. The diagonal runway has a width of 5017 X 150 and a length of 5017 X 150. The intersection is marked with a star and the label 'TWR'. The angle between the runways is 239 degrees. The diagram also shows a 0.8% UP slope for the horizontal runway and a 0.3% UP slope for the diagonal runway.

Diagram illustrating the MATOE 2500 instrument landing system. The diagram shows a horizontal approach from the left, a 1.6 NM segment, a 6 NM segment, and a 6.6 NM segment. The final segment is a 239° climb to 4000 feet. The MATOE 2500 is located at the end of the 6 NM segment. The CADUL 2500 is located at the end of the 1.6 NM segment. The diagram also shows the VGSI and descent angles not coincident (VGSI Angle 2.05/TCH 54).

KODIAK, ALASKA
Amdt 3B 07AUG25

57°45'N-152°30'W

KODIAK (ADQ)(PADQ)

RNAV (GPS) RWY 26

AK, 14 MAY 2026 to 09 JUL 2026