

|                                        |                        |                             |                                       |
|----------------------------------------|------------------------|-----------------------------|---------------------------------------|
| WAAS<br>CH <b>86915</b><br><b>W08A</b> | APP CRS<br><b>080°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5900</b><br><b>49</b><br><b>49</b> |
|----------------------------------------|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 8

WILEY POST-WILL ROGERS MEML (BRW)(PABR)

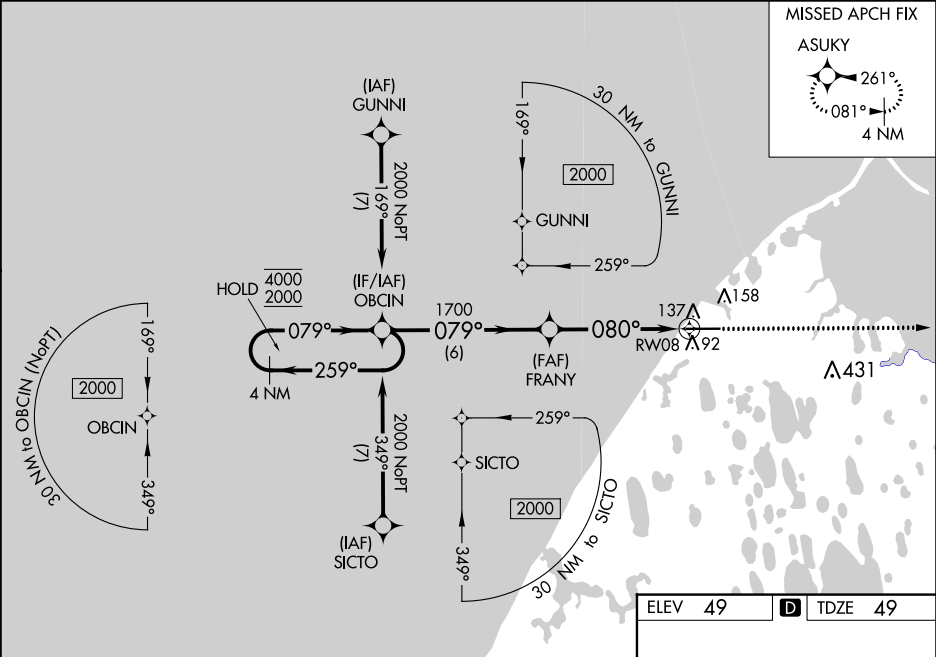
RNP APCH-GPS.

Inop table does not apply to LPV and LNAV/VNAV all Cats.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
-18°C or above 54°C. Circling NA for Cat A north of Rwy 8-26.

MALSR

MISSED APPROACH: Climb to 2000  
direct ASUKY and hold.

|                       |                                         |                                     |
|-----------------------|-----------------------------------------|-------------------------------------|
| AFIS<br><b>132.15</b> | ANCHORAGE CENTER<br><b>135.3 239.25</b> | BARROW RADIO<br><b>123.6 (CTAF)</b> |
|-----------------------|-----------------------------------------|-------------------------------------|



|         |          |         |
|---------|----------|---------|
| ELEV 49 | <b>D</b> | TDZE 49 |
|---------|----------|---------|

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 51).

2000

ASUKY

4 NM Holding Pattern

OBCIN

FRANY

RW08

GP 3.00°  
TCH 57

6 NM

4.1 NM

0.9 NM

080°

7100 X 150

84

20

| CATEGORY     | A                    | B                    | C                      | D                    |
|--------------|----------------------|----------------------|------------------------|----------------------|
| LPV DA       |                      | 249/40               | 200 (200-¾)            |                      |
| LNAV/VNAV DA |                      | 299/40               | 250 (300-¾)            |                      |
| LNAV MDA     |                      | 400/40               | 351 (400-¾)            |                      |
| CIRCLING     | 420-1<br>371 (400-1) | 500-1<br>451 (500-1) | 500-1½<br>451 (500-1½) | 680-2<br>631 (700-2) |

REIL Rwy 26

HIRL Rwy 8-26