

WAAS CH 50539 W22A	APP CRS 221°	Rwy Ldg 5000 TDZE 447 Apt Elev 447
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RNAV (GPS) RWY 22

T Inop table does not apply to LPV or LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Circling NA southeast of Rwy 4 and 22. DME/DME RNP-0.3 NA. Rwy 22 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For Inop ALS, increase LNAV Cat C and D visibility $\frac{1}{8}$ SM

MALSF



MISSED APPROACH. Climbing left turn to 2000 direct AWIRO and hold.

AWOS-3P 125.8	ANCHORAGE CENTER 135.0 225.4	FAIRBANKS RADIO 122.05	CTAF 122.5
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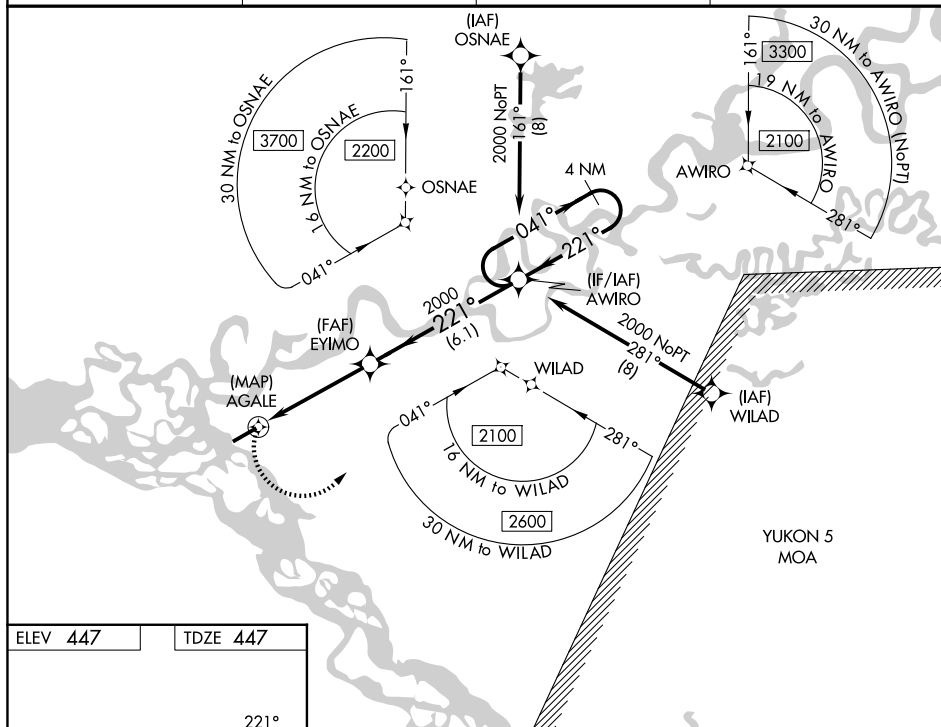


Diagram illustrating the MIRL 4-22 holding pattern. The pattern is a 4 NM holding pattern with a 3.00° TCH. The diagram shows the holding pattern with a 221° heading, a 041° heading, and a 221° heading. The pattern is divided into four segments: A (0.1 NM), B (1.4 NM), C (3.2 NM), and D (6.1 NM). The diagram also shows the 5000 Y 100 runway and the 221° heading. The diagram is labeled 'MIRL Rwy 4-22' and '4 NM Holding Pattern'.