

WAAS CH 82441 W29A	APP CRS 291°	Rwy Idg TDZE Apt Elev	3200 29 29
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RNAV (GPS) RWY 29

BUCKLAND (BVK)(PABL)

RNP APCH.

Rwy 29 helicopter visibility reduction below ¾ SM NA. VDP NA when using Selawik altimeter setting. When Buckland altimeter setting not received, use Selawik altimeter setting and increase all MDA 120 feet, LNAV Cat C visibility ¾ SM and Circling Cat C ¼ SM.

MISSED APPROACH:
Climb to 2900 direct
HAGVA and hold.

AWOS-3P 135.15	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.3	CTAF 122.9
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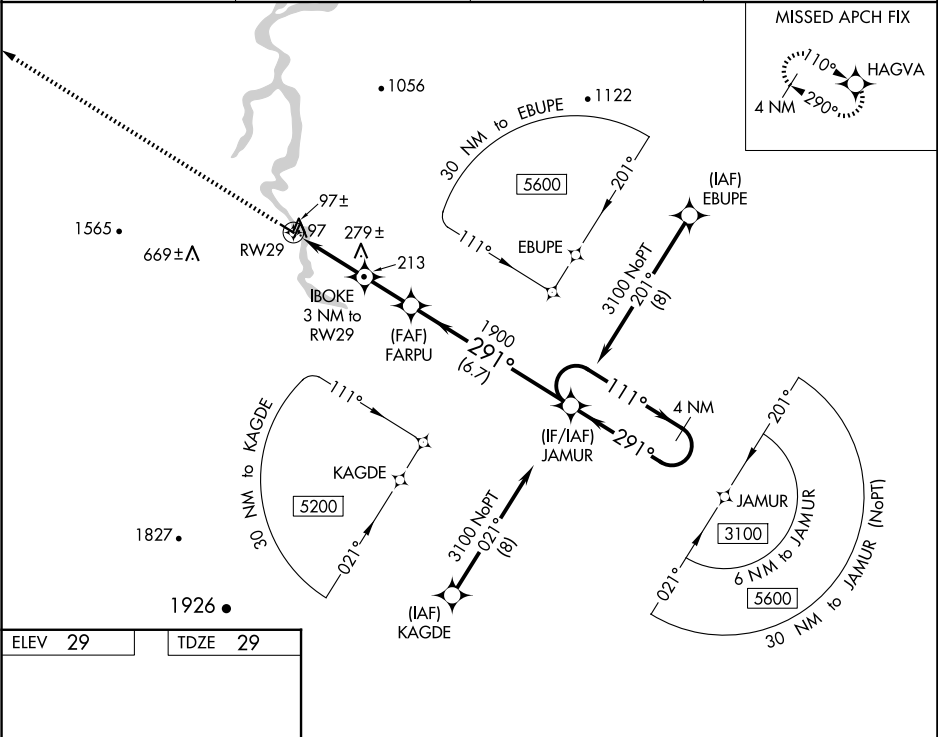


Diagram illustrating the missed approach procedure for Runway 11-29. The procedure starts at 2900 feet, follows a 291° heading to RW29 (1.1 NM), then turns 111° to 3100 feet (1.9 NM), and finally turns 291° to 1900 feet (2 NM). The final segment is 6.7 NM to the 4 NM Holding Pattern. The diagram also shows the 3200 x 75 runway and the 291° heading to RW29.

2900	HAGVA	IBOKE 3 NM to RW29	FARPU	JAMUR	4 NM Holding Pattern
1.1 NM to RW29	1.1	1.9 NM	2 NM	6.7 NM	
291° to RW29	1160	1900	3100		
	111°	291°			
	3.50° TCH 30				

CATEGORY	A		B		C		D
LP MDA	480-1 451 (500-1)						NA
LNAV MDA	540-1 511 (600-1)				540-1 ³ / ₈ 511 (600-1 ³ / ₈)		NA
C CIRCLING	540-1 511 (600-1)				640-1 ³ / ₄ 611 (700-1 ³ / ₄)		NA

MRL Rwy 11-29 **1**