

APP CRS	Rwy Ldg	5501
034°	TDZE	2131
	Apt Elev	2131

RNAV (GPS) Y RWY 2

SANDPOINT (SZT')

RNP APCH - GPS.	MISSED APPROACH: Climb to 3900 then climbing right turn to 9000 direct RNDY and hold, continue climb-in-hold to 9000. *Missed approach requires minimum climb of 310 feet per NM to 8100; If unable to meet climb gradient, see RNAV (GPS)-B.
▼ ▲ ❄ Circling NA west of Rwy 2-20. Straight-in Rwy 2 NA at night, Circling Rwy 2 NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA.	

AWOS-2 135.425	SEATTLE CENTER 123.95 290.55	UNICOM 122.7 (CTAF) 0
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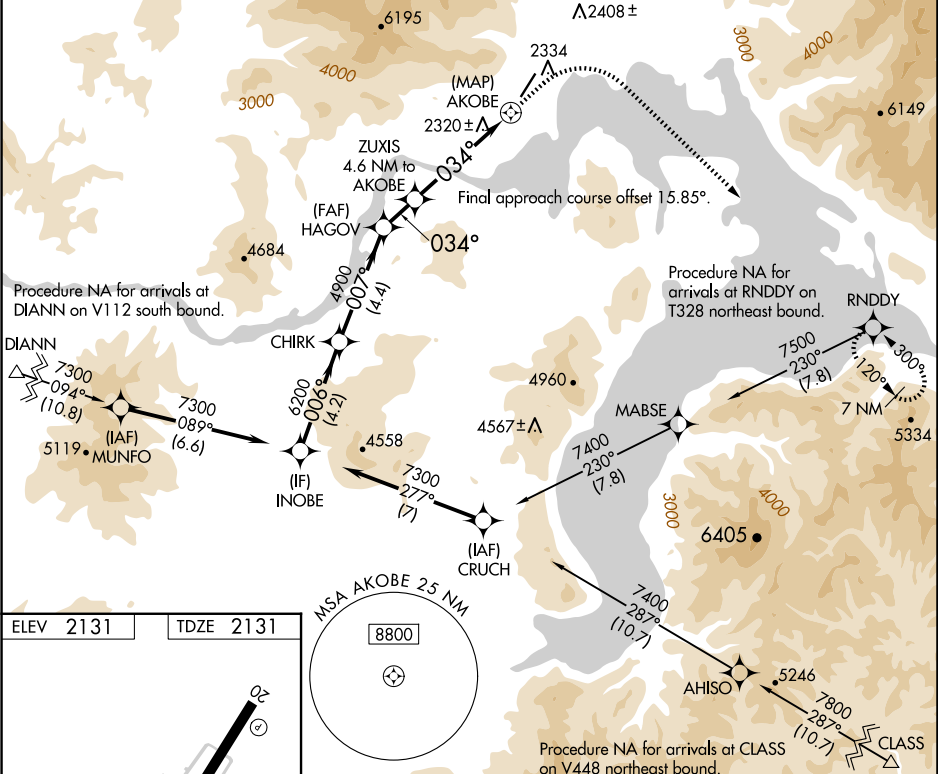


Diagram illustrating the approach path for the AKOBE procedure. The path is defined by a series of waypoints: INOBE, CHIRK, HAGOV, ZUXIS, and AKOBE. The path starts at INOBE (7300) and proceeds to CHIRK (6200) with a heading of 006°. From CHIRK, the path proceeds to HAGOV (4900) with a heading of 007°. At HAGOV, the path turns to a heading of 034° and descends to 4300. The path then proceeds to AKOBE. The distance between INOBE and CHIRK is 4.2 NM. The distance between CHIRK and HAGOV is 4.4 NM. The distance between HAGOV and ZUXIS is 1.5 NM. The distance between ZUXIS and AKOBE is 4.6 NM. The distance between AKOBE and the final segment is 0.7 NM. The final segment is a dashed line leading to the runway. The runway is labeled MRL Rwy 2-20 and REIL Rws 2 and 20. The runway length is 5501 x 75 ft. The heading of the runway is 034°.

VGSi and descent angles not coincident (VGSi Angle 3.75/TCH 28).					3900	9000	RNDY