

HUSLIA, ALASKA

AL-9273 (FAA)

19283

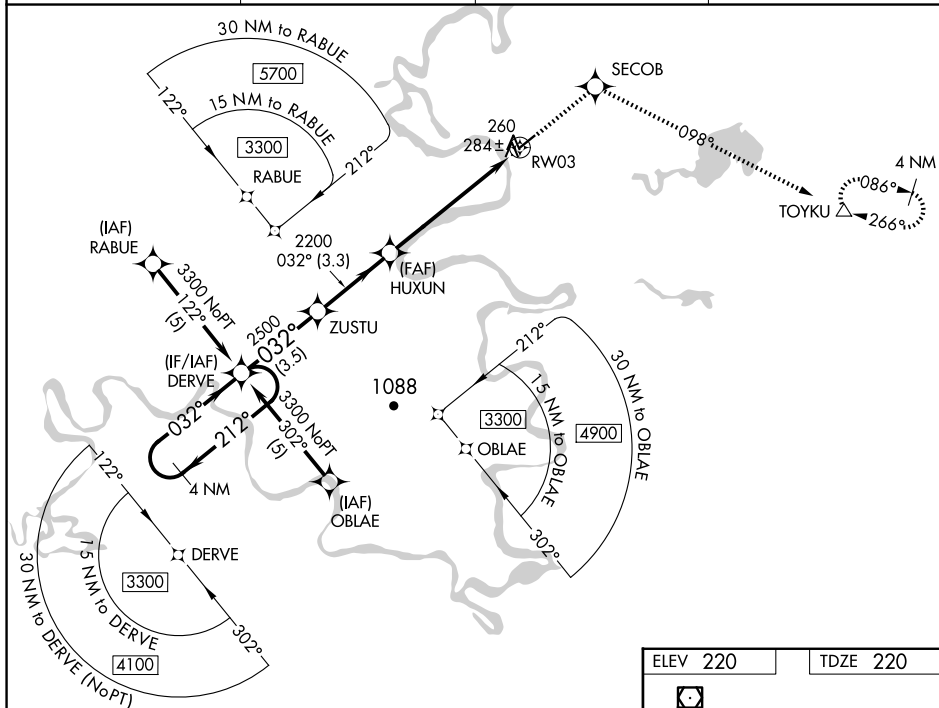
WAAS CH 42608 W03A	APP CRS 032°	Rwy Idg 4000 TDZE 220 Apt Elev 220
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RNAV (GPS) RWY 3
HUSIA(HLA)(PAHL)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Helicopter visibility reduction below $\frac{3}{4}$ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct SECOB and via 098° track to TOYKU and hold, continue climb-in-hold to 3500.

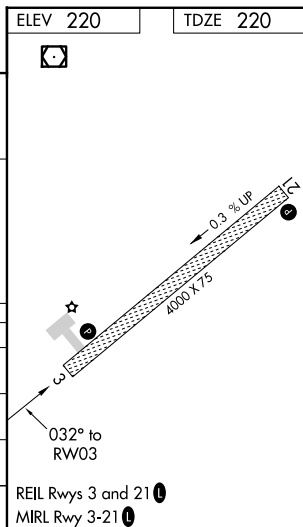
AWOS-3P 135.75	ANCHORAGE CENTER 127.0 290.2	FAIRBANKS RADIO 122.4	UNICOM 122.8 (CTAF) ①
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AK, 22 JAN 2026 to 19 MAR 2026

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Diagram illustrating the RW03 instrument landing system (ILS) approach. The diagram shows a 4 NM Holding Pattern at 3300 feet. The approach path starts at 3300 feet, turns 212 degrees left, then 032 degrees right to a 2500 feet altitude. The path then descends through 2200 feet to the runway (RW03). Key waypoints are DERVE, ZUSTU, and HUXUN. The distance from the holding pattern to the runway is 3.5 NM, and the distance from ZUSTU to the runway is 3.3 NM. The total distance from the holding pattern to the runway is 6 NM. The diagram also shows the VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 25).



HUSLIA, ALASKA
Amdt 2B 06FEB14

65°42'N-156°21'W

HUSLIA(HLA)(PAHL)
RNAV (GPS) RWY 3