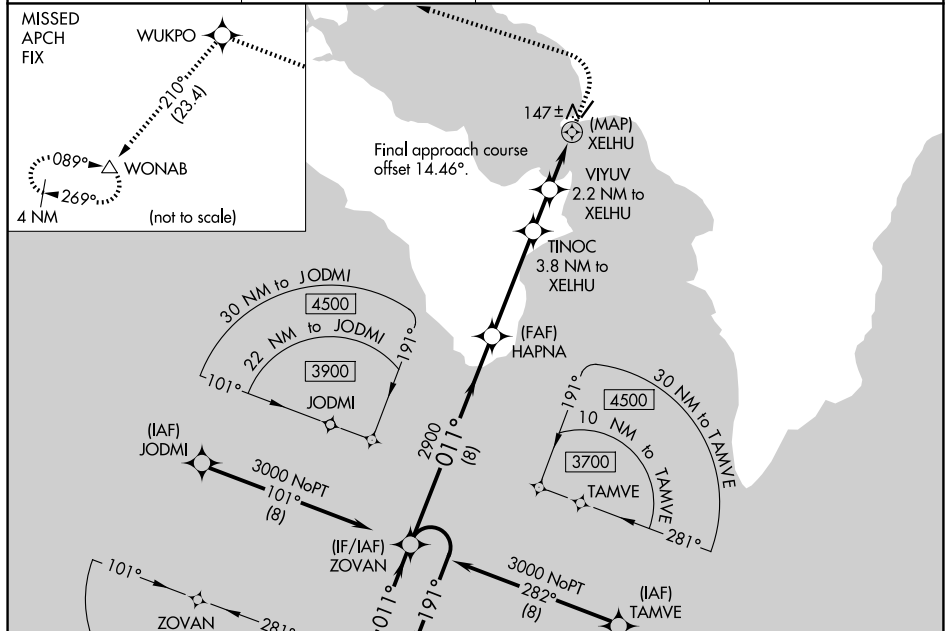


APP CRS 011°	Rwy Ldg TDZE Apt Elev	4000 62 62
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RNAV (GPS) RWY 3
GOLOVIN (GLV) (PAGL)

RNP APCH.		MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct WUKPO and on track 210° to WONAB and hold.
T Circling NA southeast of Rwy 3-21. A Rwy 3 helicopter visibility reduction below $\frac{3}{4}$ SM NA.		

AWOS-3P 135.75	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 122.05	CTAF 122.9 0
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The diagram illustrates the ZOVAN holding pattern and approach procedure. At the top left, a circular holding pattern is shown with a radius of 30 NM to ZOVAN (NoPT) and a speed limit of 3000. Below it, a linear holding pattern is depicted with a HOLD point at 6000/3000 and a turn radius of 4 NM.

The main approach path starts from the left, passing through a holding pattern at 6000/3000. The path then turns right by 191° and continues towards ZOVAN. A second turning point is marked at 2900, where the path turns right by 011°. The final approach segment is a straight line towards ZOVAN, with a distance of 8 NM from the previous turning point. The descent profile is indicated by a dashed line, showing a descent angle of 3.14° and a TCH of 40. The final approach segment is 2.2 NM long, ending at the runway threshold at 1040. The runway width is 400 x 75 meters, and the elevation is 62 feet. The TDZE is also 62 feet.

CATEGORY	A	B	C	D
LNAB MDA	400-1 338 (400-1)			
CIRCLING	460-1 398 (400-1)	520-1 458 (500-1)	680-1¾ 618 (700-1¾)	1000-3 938 (1000-3)