

WAAS CH 72608 W12A	APP CRS 121°	Rwy Ldg 8501 TDZE 62 Apt Elev 73
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RNAV (GPS) RWY 12

RNP APCH-GPS.

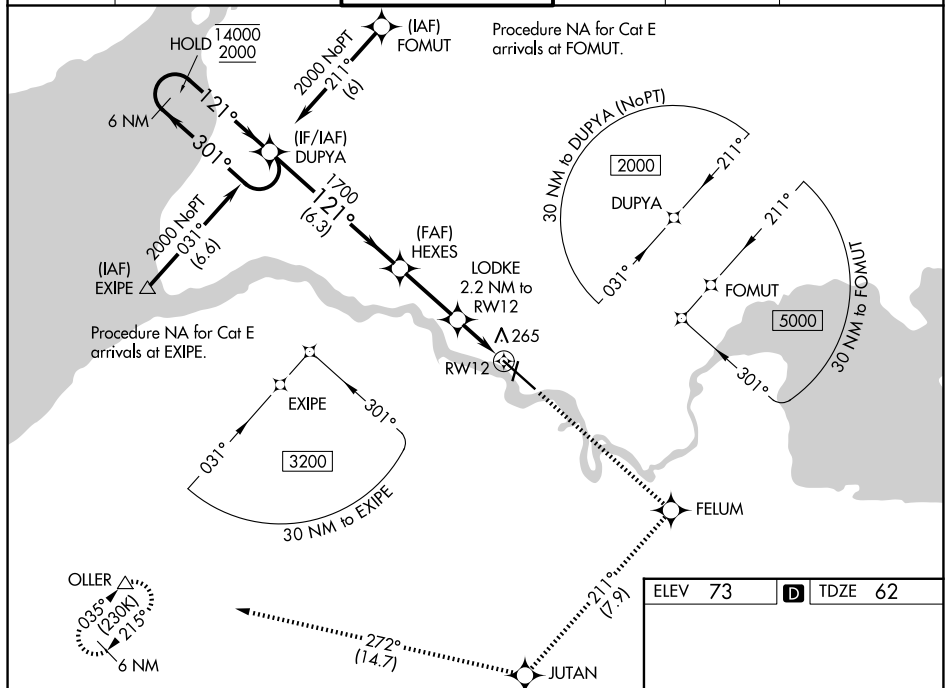
Y For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C.
A For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV all Cts visibility to RVR 5000 and increase LNAV Cat E visibility to 1½ SM. When control tower closed, LPV, LNAV/VNAV and LNAV visibility RVR 5000. When control tower closed, inop table does not apply to LPV, LNAV/VNAV and LNAV Cts A/B.
 #RVR 1800 authorized with use of FD or AP or HUD to DA (NA when control tower closed).

MALSR



MISSED APPROACH:
Climb to 3000 direct
FELUM and on track
211° to JUTAN and
on track 272° to
OLLER and hold.

ATIS 128.8	ANCHORAGE CENTER 124.8 354.0	KING SALMON TOWER* 118.3 279.5	GND CON 121.9	UNICOM 122.95	CTAF 121.9 352.05
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).

6 NM Holding Pattern

DUPYA

14000 ← 301°

2000 → 121°

GP 3.00°

TCH 55

1700

121°

1700

3000 FELUM

tr 211°

JUTAN

tr 272°

OLLER

△

HEXES

LODKE

2.2 NM to RW12

*1.2 NM to RW12

*RNAV only

6.3 NM

2.8 NM

1 NM

1.2 NM

121°

AS

81

4017

4100

8901 X 130

36

30

CATEGORY	A	B	C	D	E
LPV DA#	262/24 200 (200-½)				
RNAV/VNAV DA	426/35 364 (400-¾)				
RNAV MDA	520/24 458 (500-½)		520/45 458 (500-¾)		
CIRCLING	580-1 507 (600-1)		580-1½ 900-2¾ 507 (600-1½) 827 (900-2¾)		960-3 887 (900-3)

MIRA Rwy 18-36

MIRA Rwy 12-30