

WAAS CH 61108 W21A	APP CRS 212°	Rwy Idg TDZE 217 Apt Elev 220
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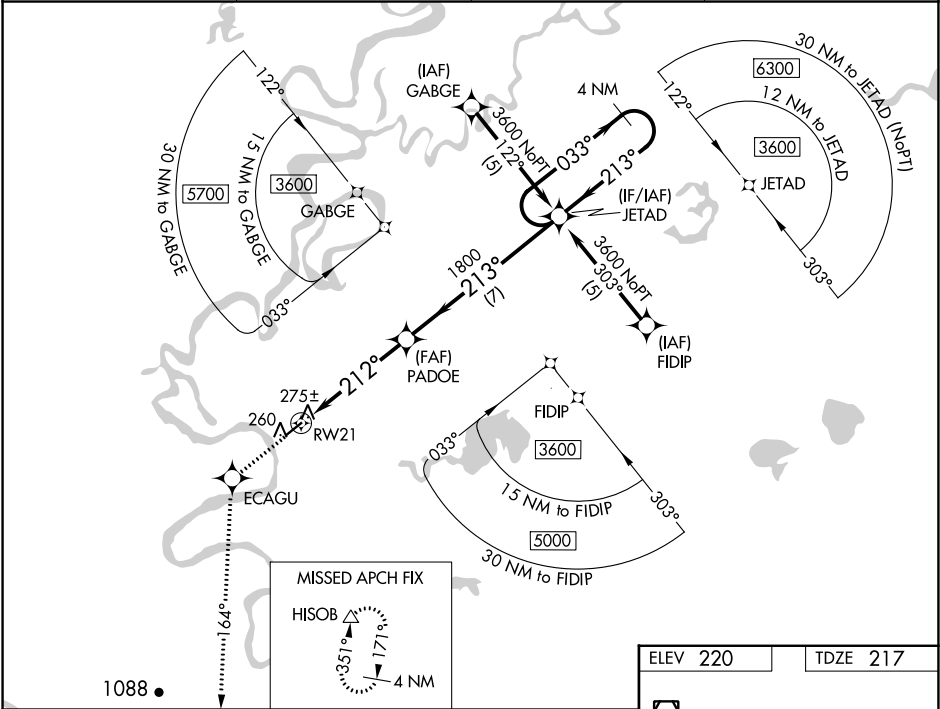
RNAV (GPS) RWY 21

HUSLIA (HLA)(PAHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ECAGU and via 164° track to HISOB and hold.

AWOS-3P 135.75	ANCHORAGE CENTER 127.0 290.2	FAIRBANKS RADIO 122.4	UNICOM 122.8 (CTAF) 1
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3000	ECAGU	HISOB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).			
↑	✱	△	tr 164°	JETAD 4 NM Holding Pattern		
The diagram illustrates the approach path for runway 21. It starts with a dashed curved line representing the initial approach. A solid line segment leads to a point marked with a cross and labeled 'PADOE' at an altitude of 1800. From PADOE, the path continues to a point labeled 'JETAD' at an altitude of 3600. The distance from the start of the solid line to PADOE is 4.8 NM, and from PADOE to JETAD is 7 NM. Angles are indicated: 212° from the start to PADOE, 213° from PADOE to JETAD, and 033°/213° at the JETAD holding pattern. A note specifies 'GP 3.00° TCH 45'.						
CATEGORY		A	B	C	D	
LPV	DA	517-1 300 (300-1)				
LNAV/ VNAV	DA	549-1¼ 332 (400-1¼)				
LNAV	MDA	540-1 323 (400-1)				
CIRCLING		600-1 380 (400-1)	680-1 460 (500-1)	680-1½ 460 (500-1½)	780-2 560 (600-2)	

