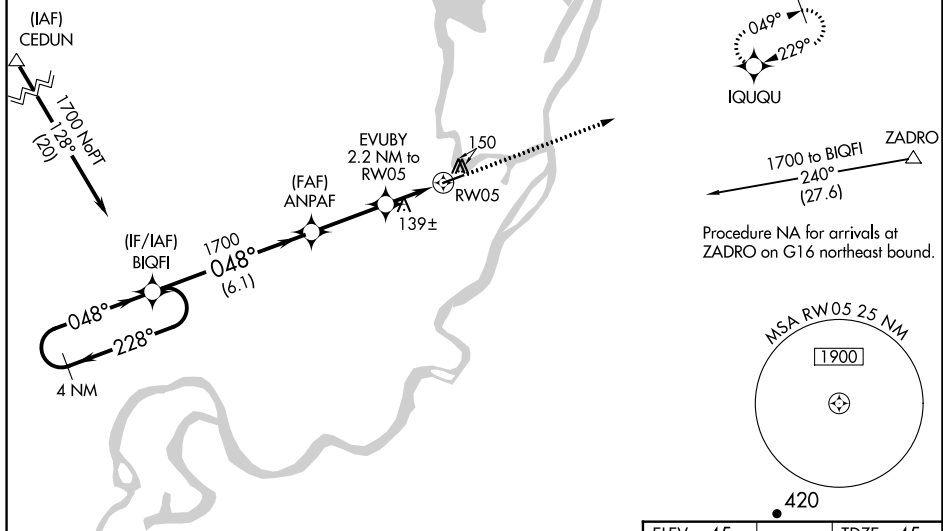


WAAS CH 90225 W05A	APP CRS 048°	Rwy Idg 4589 TDZE 45 Apt Elev 45
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RNAV (GPS) RWY 5
NUIQSUT (AQT) (PAQT)

<div><div><div><div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div></div></div><div>-41°C</div></div><div>Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Deadhorse altimeter setting and increase all DA 123 feet and all MDA 140 feet, increase LPV all Cats, LNAV/VNAV all Cats, and Circling Cat C visibility ¼ mile, increase LNAV Cat C visibility ½ mile. VDP and Baro-VNAV NA with Deadhorse altimeter setting.</div></div>		<div><div>MALSF</div><div><div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div></div></div></div> <div>MISSED APPROACH: Climb to 1700 direct IQUQU and hold.</div>		
<div>ASOS</div> <div>135.35</div>		<div>ANCHORAGE CENTER</div> <div>119.4</div>	<div>DEADHORSE RADIO</div> <div>122.5</div>	<div>CTAF</div> <div>122.8</div>

Procedure NA for arrivals at CFDUN on G16 westbound



The diagram illustrates a navigation scenario where the VGSB and RNAV glidepaths are not coincident. Key elements include:

- VGSB and RNAV glidepath not coincident (VGSB Angle 3.00°/TCH 33°).**
- Holding Pattern:** A 4 NM holding pattern at 1700 feet.
- BIQFI** and **ANPAF** waypoints.
- EVUBY** waypoint, 2.2 NM to RW05.
- RW05** runway threshold.
- *780** feet altitude constraint.
- *1.1 NM to RW05** distance constraints.
- GP 3.00° TCH 53** glide path information.
- IQUQU** and ***LNAV only** labels.

CATEGORY	A	B	C	D
LPV DA	295-1	250 (300-1)		NA
LNAV/VNAV DA	295-1	250 (300-1)		NA
LNAV MDA	440-1	395 (400-1)	440-1½ 395 (400-1½)	NA
CIRCLING	520-1	475 (500-1)	520-1½ 475 (500-1½)	NA

AK, 05 NOV 2020 to 31 DEC 2020

AK, 05 NOV 2020 to 31 DEC 2020