

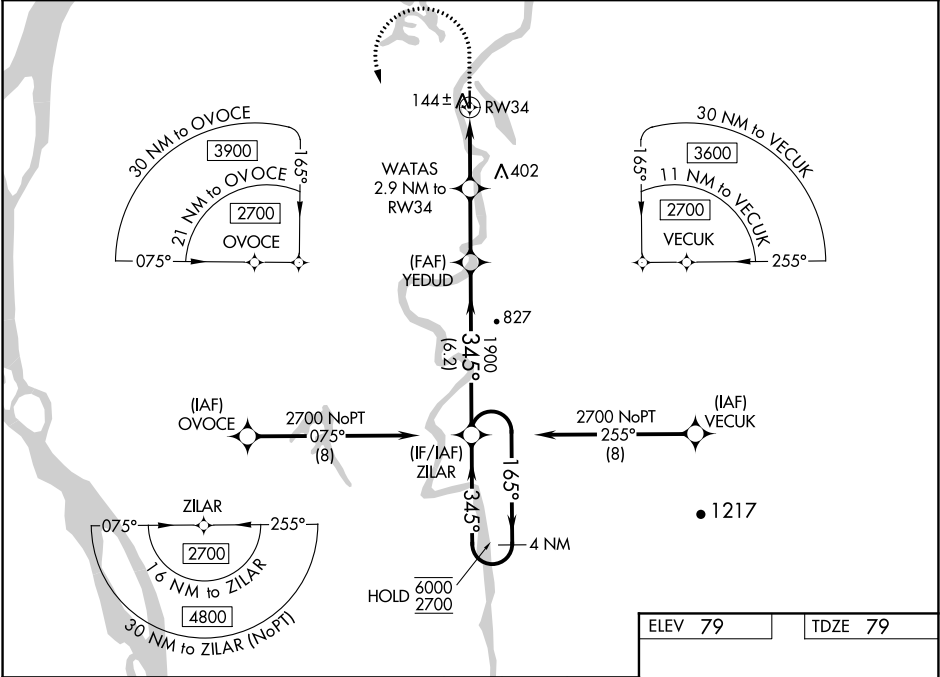
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>72643</b><br><b>W34A</b> | APP CRS<br><b>345°</b> | Rwy Idg<br>TDZE <b>79</b><br>Apt Elev <b>79</b> |
|--|------------------------|---|

RNAV (GPS) RWY 34

SHAGELUK (SHX) (PAHX)

|  |  |
|--|--|
| RNP APCH.  | MISSED APPROACH: Climb to 600 then climbing left turn to 2700 direct ZILAR and hold. |
| <div><div><div>▼</div><div>⚠</div><div>❄</div></div><div>Rwy 34 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling NA for Cats C and D east of Rwy 16-34.</div></div> <div>-37°C</div> |  |

|                           |  |                             |                               |
|---------------------------|--|-----------------------------|-------------------------------|
| AWOS-3P<br><b>121,575</b> | ANCHORAGE CENTER<br><b>135.7 335.5</b> | KENAI RADIO<br><b>122.4</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|---------------------------|--|-----------------------------|-------------------------------|



|  |                   |                   |                     |                     |
|--|-------------------|-------------------|---------------------|---------------------|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25). |                   |                   |                     |                     |
| 4 NM Holding Pattern   |                   |                   |                     |                     |
| 6000 ← 165° → 2700 345° → 1900 345° → YEDUD 1900 *1040           |                   |                   |                     |                     |
| GP 3.00° TCH 56  |                   |                   |                     |                     |
| 6.2 NM 2.7 NM 2 NM 0.9   |                   |                   |                     |                     |
| CATEGORY   | A                 | B                 | C                   | D                   |
| LPV DA   | 329-1 250 (300-1) |                   |                     |                     |
| LNAV/VNAV DA   | 329-1 250 (300-1) |                   |                     |                     |
| LNAV MDA   | 400-1 321 (400-1) |                   |                     |                     |
| CIRCLING   | 460-1 381 (400-1) | 540-1 461 (500-1) | 540-1½ 461 (500-1½) | 800-2¼ 721 (800-2¼) |

