

| | | |
|--|------------------------|---|
| WAAS CH 50539 W22A | APP CRS 221° | Rwy Idg 5000 TDZE 447 Apt Elev 447 |
|--|------------------------|---|

RNAV (GPS) RWY 22

FORT YUKON (FYU) (PFYU)

T Inop table does not apply to LPV or LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Circling NA southeast of Rwy 4 and 22. DME/DME RNP-0.3 NA. Rwy 22 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For inop ALS, increase LNAV Cat C and D visibility $\frac{1}{8}$ SM

MALSF



MISSED APPROACH:
Climbing left turn to
2000 direct AWIRO
and hold.

| | | | |
|-------------------------|--|----------------------------------|----------------------|
| AWOS-3P 125.8 | ANCHORAGE CENTER 135.0 225.4 | FAIRBANKS RADIO 122.05 | CTAF 122.5 |
|-------------------------|--|----------------------------------|----------------------|

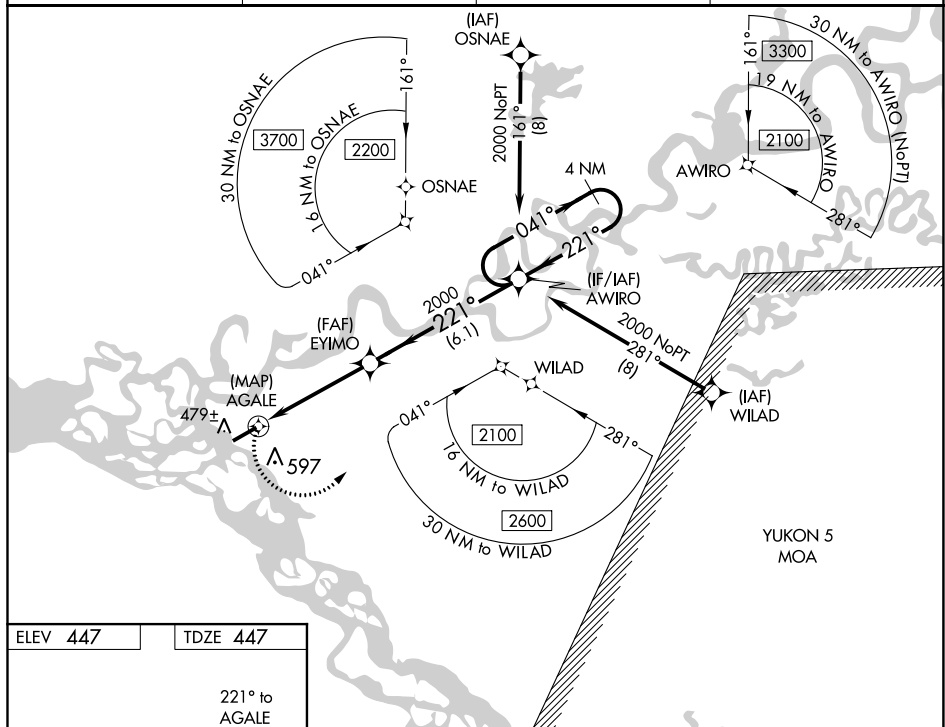


Diagram illustrating the MIRL Rwy 4-22 instrument approach chart. The chart shows a 5000 x 100 ft runway with a 22° heading. Key features include:

- 4 NM Holding Pattern at AWIRO
- 2000 ft MSL point at EYIMO
- 2000 ft MSL point at AWIRO
- 2000 ft MSL point at the runway threshold
- 2000 ft MSL point at the runway end
- GP 3.00° TCH 45°
- 2000 ft MSL point at the runway end

| CATEGORY | A | B | C | D |
|--------------|-------|-------------|--------|--------------|
| LPV DA | 697-1 | 250 (300-1) | | |
| LNAV/VNAV DA | 716-1 | 269 (300-1) | | |
| LNAV MDA | 960-1 | 513 (600-1) | 960-1¼ | 513 (600 1¼) |

CIRCLING

| A | B | C | D |
|-------|-------------|------------------------|-----------------------|
| 960-1 | 513 (600-1) | 960-1½ 513 (600-1½) | 1000-2 553 (600-2) |