

WAAS CH <b>87138</b> <b>W13A</b>	APP CRS <b>134°</b>	Rwy Idg TDZE <b>1318</b> Apt Elev <b>1318</b>
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RNAV (GPS) RWY 13

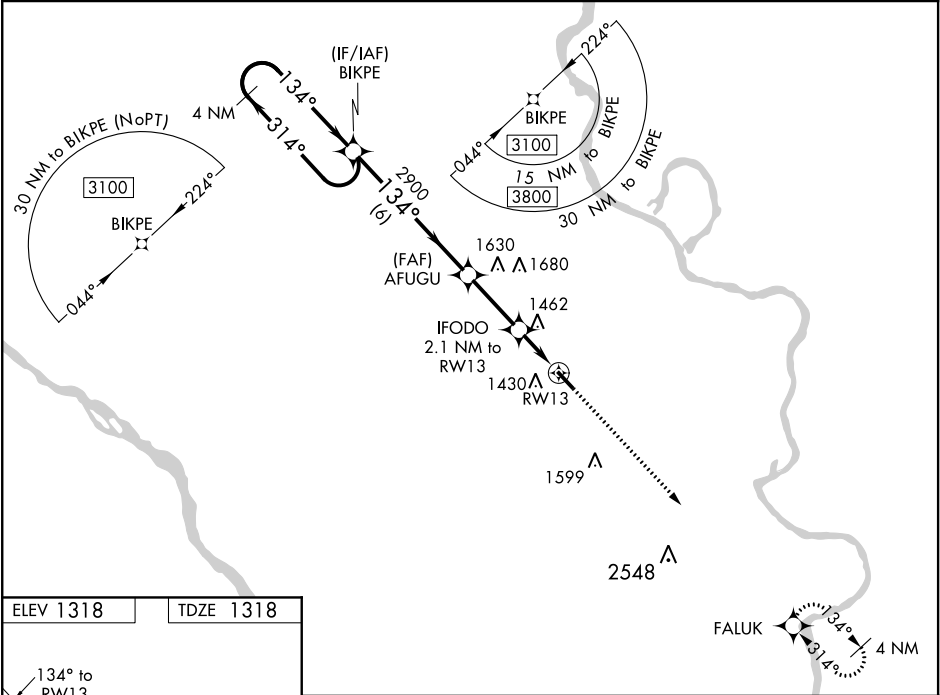
BLAIR MUNI (BTA)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Eppley Airfield altimeter setting.

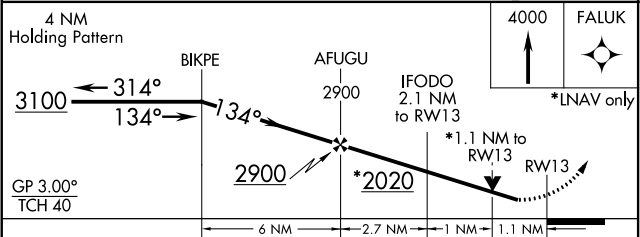
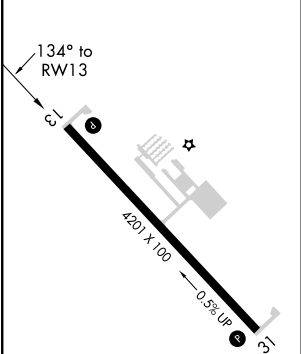
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase LPV and LNAV/VNAV DA to 1642 and visibility to 1½ mile all Cats, increase all MDA 80 feet and LNAV Cat C visibility to 1½ mile.

MISSED APPROACH: Climb to 4000 direct FALUK and hold.

AWOS-3 <b>120.225</b>	OMAHA APP CON <b>120.1 354.05</b>	UNICOM <b>123.05 (CTAF) 0</b>
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ELEV 1318	TDZE 1318
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CATEGORY	A	B	C	D
LPV DA	1568-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1568-7/8	250 (300-7/8)		NA
LNAV MDA	1720-1	402 (500-1)	1720-1½ 402 (500-1½)	NA
CIRCLING	1740-1 422 (500-1)	1780-1 462 (500-1)	1780-2 462 (500-1)	NA

REIL Rwy 31 0  
MIRL Rwy 13-31 0

NC-2, 31 DEC 2020 to 28 JAN 2021

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