

APP CRS	Rwy Idg	4500
072°	TDZE	57
	Apt Elev	57

RNAV (GPS) RWY 7

BARTER ISLAND (BTI)(PABA)

DME/DME RNP-0.3 NA. Rwy 7 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 2000 direct DEVKE and hold.	
AWOS-3P 121.45	ANCHORAGE CENTER 120.6	DEADHORSE RADIO 122.0	CTAF 122.8

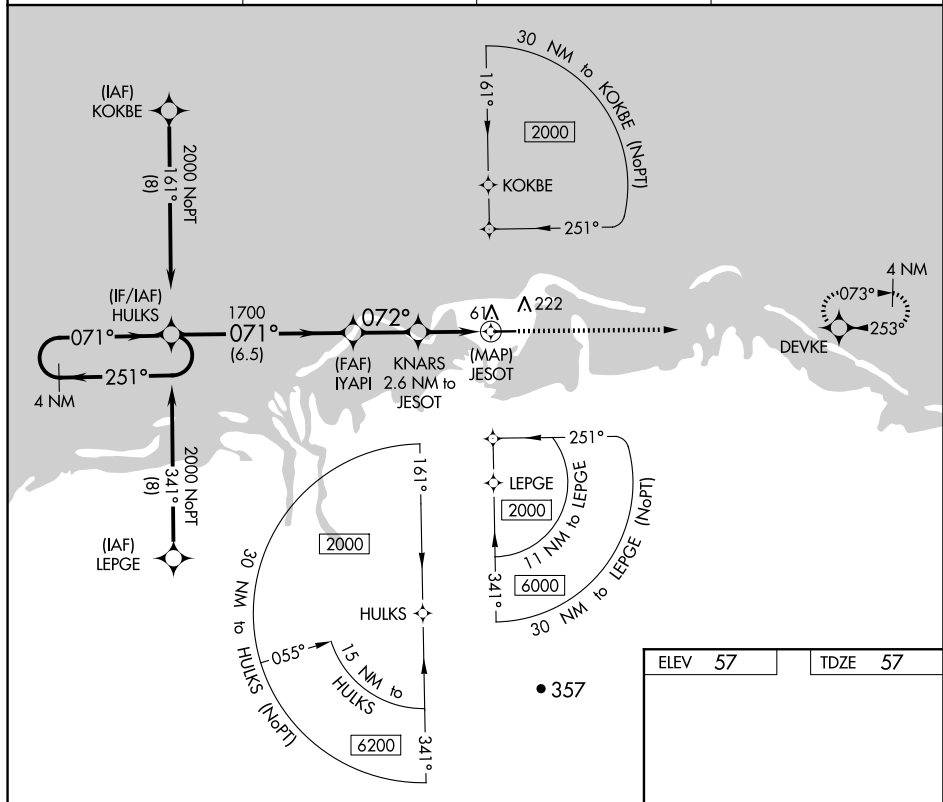


Diagram illustrating the 320-1 and 263 (300-1) instrument approach procedure for Runway 25. The diagram shows the flight path, altitudes, and distances.

Keywaypoints and Distances:

- 4 NM Holding Pattern at 2000
- HULKS
- IYAPI
- KNARS (2.6 NM to JESOT)
- JESOT (0.7 NM to JESOT)
- 6.5 NM (Holding to HULKS)
- 2.3 NM (HULKS to IYAPI)
- 1.9 NM (IYAPI to KNARS)
- 0.7 NM (KNARS to JESOT)
- 0.1 NM (JESOT to Runway)

Altitudes and Angles:

- 2000
- 1700
- 960
- 251° (Holding Pattern)
- 071° (Holding Pattern)
- 071° (Holding Pattern)
- 072° (IYAPI to JESOT)
- 3.00° TCH 38 (JESOT to Runway)
- 072° (Runway)

Diagram Labels:

- VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 31).
- 2000
- DEVKE
- 4500 X 100
- REIL Rwy 7 and 25
- MIRL Rwy 7-25

CATEGORY	A	B	C	D
LNAV MDA	320-1 263 (300-1)			
CIRCLING	560-1 503 (600-1)	560-1½ 503 (600-1½)	620-2 563 (600-2)	