

WAAS CH 99746 W31A	APP CRS 331°	Rwy Idg 5600 TDZE 4230 Apt Elev 4234
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RNAV (GPS) RWY 31
GREEN RIVER MUNI (U34)

RNP APCH - GPS.

T Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Moab altimeter setting; **A** NA when not received, use Hanksville altimeter setting and increase all MDAs 20 feet and LP visibility Cat C/D $\frac{1}{2}$ SM, and Circling visibility Cat D $\frac{1}{4}$ SM. Circling NA for Cats C, D and northeast of Rwy 13-31.

MISSED APPROACH: Climb to 4800, then climbing left turn to 9300 direct LHARY and hold, continue climb-in-hold to 9300.

CNY ASOS
118.525

SALT LAKE CENTER
133.6 269.25

UN|COM
122.8 (CTAF) **L**

MISSED APCH FIX



7 NM

132°

312°

LHARY

A 6862

SEE INSET FOR ROUTING
TO BAIKA

BAIKA

4400

Procedure NA for arrival on PUC
VOR/DME airway radials
095 CW 225.

RBON
UC

ROUTING
to BAIKA
(not to scale)

ADIBE $\triangle$ $\xrightarrow[9300]{124^\circ (20.4)}$ $\star$ BAIKA

Procedure NA for arrival
at HVE VORTAC on
V8 southwest bound.

(IAF)
HANKSVILLE
HVE

4800	9300	LHARY	VGSI and descent angles not coincident (VGSI Angle 2.75/TCH 40).
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Diagram illustrating the MATGN orbital profile. The profile shows a climb from 5100 to 5900, followed by a turn to 176° and a climb to 10000. Key parameters include: ZOTEK 2.1 NM to HSTRT, a 3.00° angle, TCH 40, and a 176° turn. The profile is labeled MATGN, ORBIT, and Holding Pattern.

	0.5	2.1 NM	2.5 NM	10.5 NM	
CATEGORY	A	B	C	D	
LP MDA	4640-1	410 (500-1)	4640-1 $\frac{1}{8}$	410 (500-1 $\frac{1}{8}$)	
LNAB MDA	4700-1	470 (500-1)	4700-1 $\frac{3}{8}$	470 (500-1 $\frac{3}{8}$)	
CIRCLING	4800-1 566 (600-1)	4840-1 606 (700-1)	4840-1 $\frac{1}{4}$ 606 (700-1 $\frac{1}{4}$)	5100-2 $\frac{3}{4}$ 866 (900-2 $\frac{3}{4}$)	

ELEV 4234		TDZE 4230
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TDZE 4230

MIRL Rwy 13-31 **L**
REIL Rwy 13 and 31 **L**

GREEN RIVER, UTAH

Orig 11JUL24

38°58'N-110°14'W

GREEN RIVER MUNI (U34)
RNAV (GPS) RWY 31

SW-4, 17 APR 2025 to 15 MAY 2025

SW-4, 17 APR 2025 to 15 MAY 2025