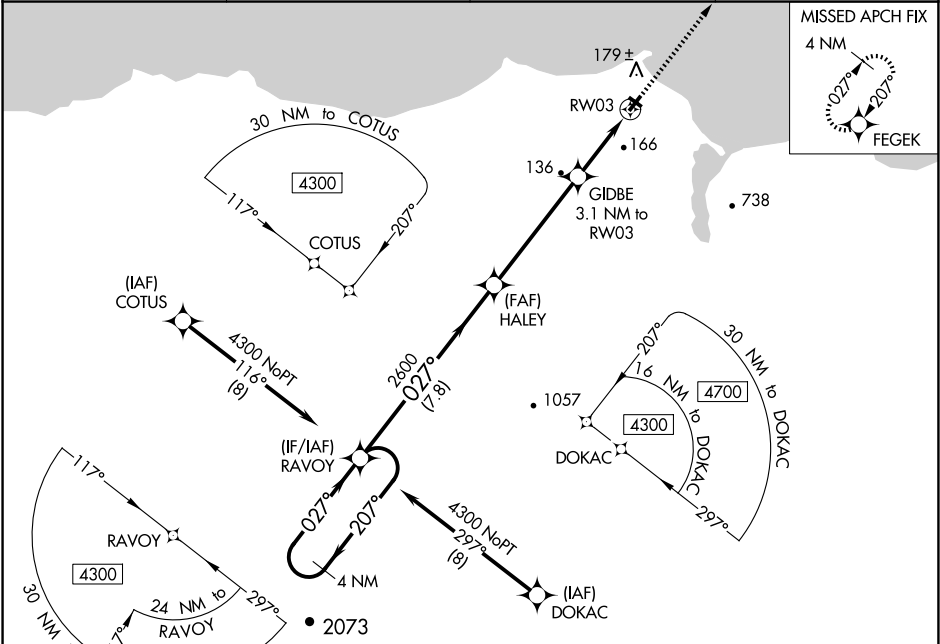


WAAS CH 97341 W03A	APP CRS 027°	Rwy Idg TDZE 25 Apt Elev 30
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RNAV (GPS) RWY 3
DEERING (DEE)(PADE)

⚠ Circling to Rwy 12, 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). ❄ -39°C DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3700 direct FEGEK and hold, continue climb-in-hold to 3700.
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ASOS 135.5	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.25	CTAF 122.9 0
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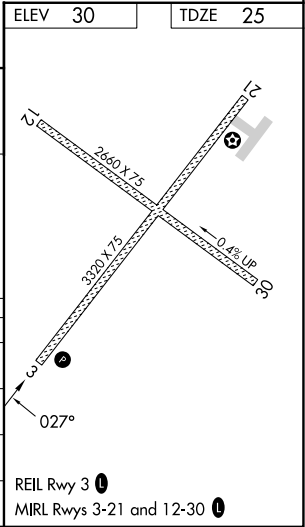
ELEV 30		TDZE 25		
4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).		
4300 ← 207° 027° →		3700 FEGEK * LNAV only		
GP 3.00° TCH 45		* 1040		
7.8 NM		4.9 NM		
1.9 NM		1.2		
CATEGORY	A	B	C	D
LPV DA	275-1	250 (300-1)		NA
LNAV/VNAV DA	275-1	250 (300-1)		NA
LNAV MDA	420-1	395 (400-1)	420-1 1/8 395 (400-1 1/8)	NA
CIRCLING	680-1 650 (700-1)	840-1 810 (900-1)	840-2 1/4 810 (900-2 1/4)	NA

The diagram illustrates the approach procedure. It starts with a 4 NM Holding Pattern at 4300 feet, with heading 207° and 027°. The glidepath is GP 3.00° TCH 45. Key points include RAVOY, HALEY (2600 feet), GIDBE (3.1 NM to RW03), and RW03 (1.2 NM to RW03). The diagram also shows the VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25). The diagram includes a compass rose and a note *LNAV only.

The diagram shows the runway layout. Runway 3 is 2660 X 75 feet. Runway 12-30 is 2620 X 75 feet. The intersection is marked with a cross. The diagram also shows the heading 027° and a note 0.4% Up.

REIL Rwy 3 ①

MIRL Rws 3-21 and 12-30 ①



AK, 12 JUN 2025 to 07 AUG 2025

AK, 12 JUN 2025 to 07 AUG 2025