

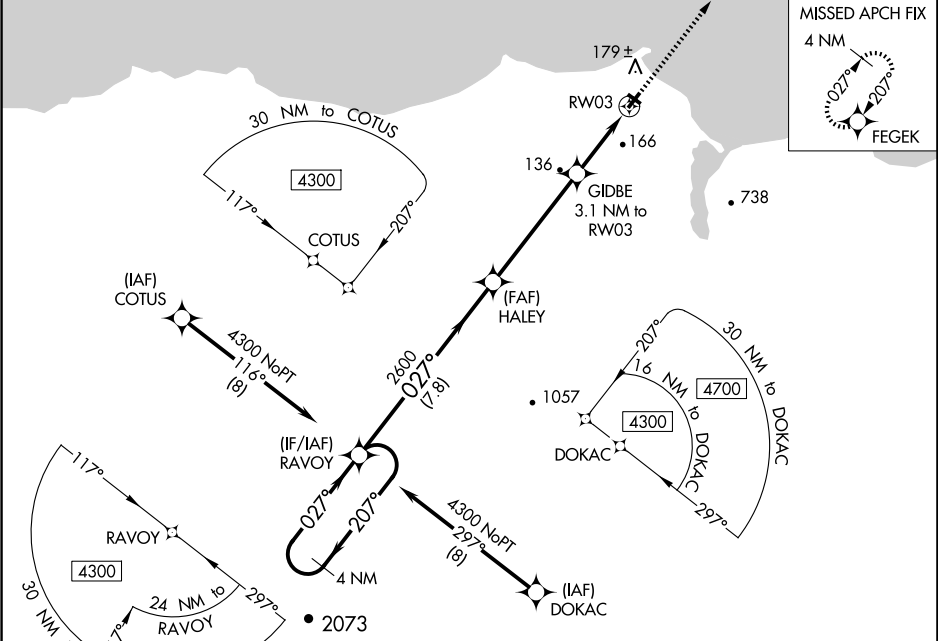
WAAS CH 97341 W03A	APP CRS 027°	Rwy Idg TDZE 25 Apt Elev 30
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RNAV (GPS) RWY 3

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). 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
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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 NM		
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)	420-1½ 395 (400-1½)	NA
CIRCLING	680-1 650 (700-1)	840-1 810 (900-1)	840-2¼ 810 (900-2¼)	NA

The diagram illustrates the approach procedure for the runway. It shows a 4 NM holding pattern at 4300 feet with heading 207° inbound and 027° outbound. The glidepath is 3.00° with a 45° threshold angle. Key navigational aids include the RAVOY (NoPT) station, the VGSI and RNAV glidepath (not coincident, VGSI Angle 3.00/TCH 25), the HALEY station at 2600 feet, the GIDBE station at 3.1 NM to RW03, and the RW03 station at 1.2 NM to the runway. The diagram also shows the 2600 X 75 and 2020 X 75 runway dimensions, the 0.4% up slope, and the 027° heading.

REIL Rwy 3 ①
MIRL Rwy 3-21 and 12-30 ①