

WAAS CH 40209 W34A	APP CRS 342°	Rwy Idg 3248 TDZE 17 Apt Elev 17
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RNAV (GPS) RWY 34
NAPAKIAK (WNA) (PANA)

T	DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bethel altimeter setting. Procedure NA at night for Cat C and D aircraft. Rwy 34 helicopter visibility reduction 1 SM NA.
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MISSED APPROACH: Climb to 2700 direct KOKCE and left turn on track 232° to FODEK on track 147° to NUUIL and hold.

AWOS-3P 121.425	ANCHORAGE CENTER 125.2 372.0	CTAF 122.90
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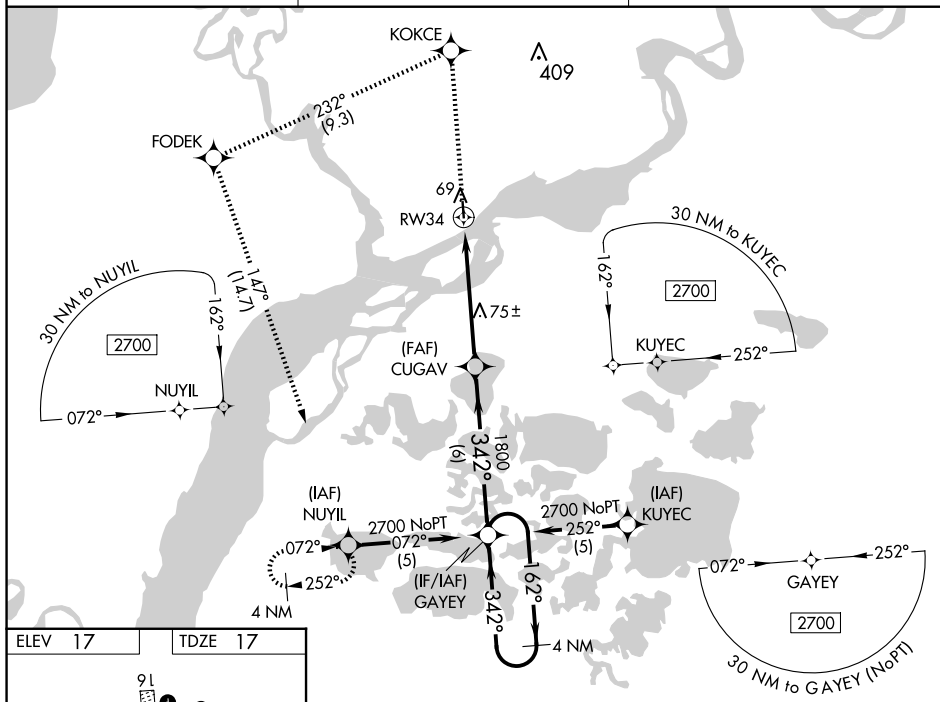


Diagram illustrating the layout of Runway 16, Runway 34, and Taxiway 34. Runway 16 is a solid line, Runway 34 is a dashed line, and Taxiway 34 is a solid line. The diagram includes dimensions (3248 x 60), elevation (ELEV 17), and threshold elevation (TDZE 17).

2700 ↑	KOKCE ✧	tr 232°	FODEK ✧	tr 147°	NUYL ✧	4 NM Holding Pattern GAYEY	
VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 25).						CUGAV 1800 342° 162° → 2700 ← 342° GP 3.00° TCH 52	
RW34 5.4 NM 6 NM							
CATEGORY	A		B		C	D	
LPV DA	298-1 281 (300-1)						
RNAV MDA	360-1 343 (400-1)					360-1½ 343 (400-1½)	
CIRCLING	500-1 483 (500-1)			540-1½ 523 (600-1½)		680-2 663 (700-2)	