

|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>42707</b><br><b>W01A</b> | APP CRS<br><b>012°</b> | Rwy Ldg <b>6400</b><br>TDZE <b>127</b><br>Apt Elev <b>129</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

RNAV (GPS) RWY 1L

BETHEL (BET)(PABE)

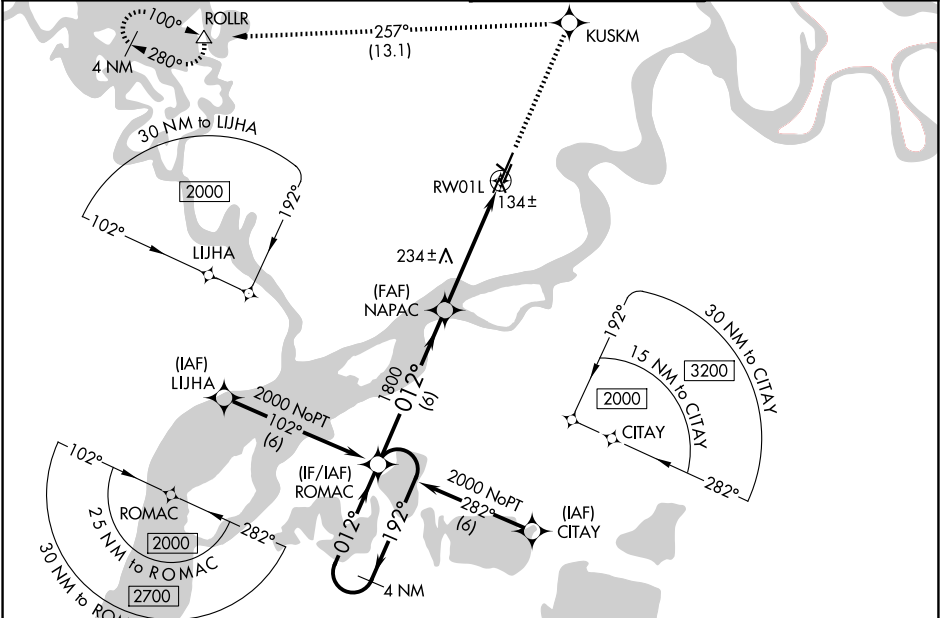
▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F).  
Circling NA west of Rwy 1L-19R. DME/DME RNP-0.3 NA.  
For inop ALS, increase LNAV Cat C/D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2000 direct KUSKM and left turn on track 257° to ROLLR and hold.

|                      |                                        |                                         |                         |
|----------------------|----------------------------------------|-----------------------------------------|-------------------------|
| ATIS<br><b>119.8</b> | ANCHORAGE CENTER<br><b>125.2 372.0</b> | BETHEL TOWER ★<br><b>118.7 (CTAF) 0</b> | GND CON<br><b>121.7</b> |
|----------------------|----------------------------------------|-----------------------------------------|-------------------------|



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).

4 NM Holding Pattern

ROMAC

2000

GP 3.00° TCH 47

2000

KUSKM

ROLLR

tr 257°

\*LNAV only

\*1.1 NM to RW01L

RW01L

6 NM

3.9 NM

1.1 NM

ELEV 129

TDZE 127

HIRL Rwy 1L-19R, 1R-19L and 12-30

REIL Rwy 1R and 19L

TWR

1858 X 75

30

6400 X 150

4000 X 75

161

0.4% Up

1L

1R

012°

| CATEGORY     | A                    | B                    | C                      | D                    |
|--------------|----------------------|----------------------|------------------------|----------------------|
| LPV DA       |                      | 377/24               | 250 (300-½)            |                      |
| LNAV/VNAV DA |                      | 555/50               | 428 (500-1)            |                      |
| LNAV MDA     | 500/24               | 373 (400-½)          | 500/50                 | 373 (400-1)          |
| CIRCLING     | 500-1<br>371 (400-1) | 600-1<br>471 (500-1) | 600-1½<br>471 (500-1½) | 680-2<br>551 (600-2) |