

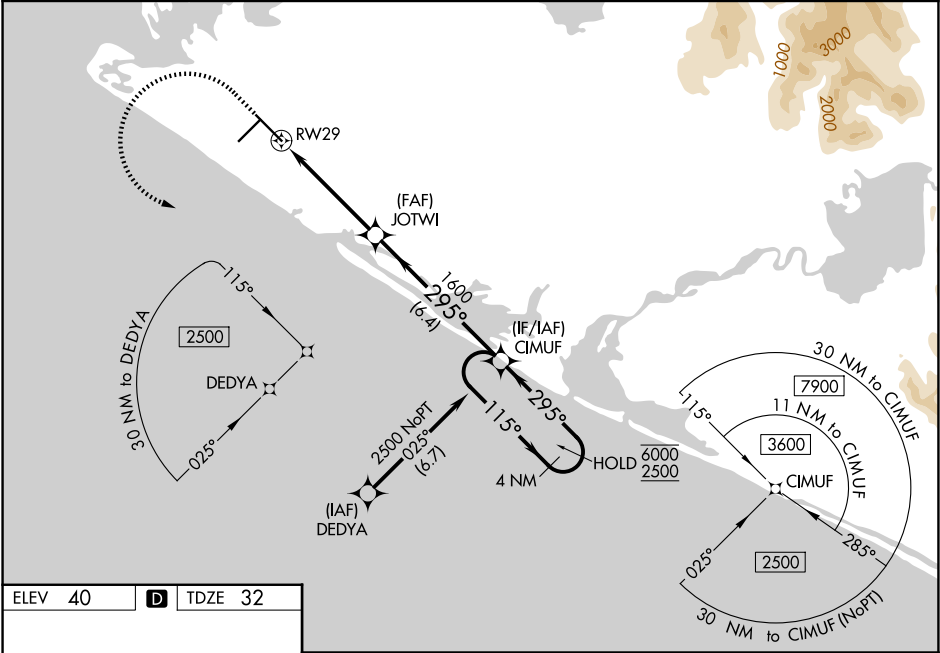
|                                        |                        |                                                             |
|----------------------------------------|------------------------|-------------------------------------------------------------|
| WAAS<br>CH <b>66006</b><br><b>W29A</b> | APP CRS<br><b>295°</b> | Rwy Ldg <b>7732</b><br>TDZE <b>32</b><br>Apt Elev <b>40</b> |
|----------------------------------------|------------------------|-------------------------------------------------------------|

RNAV (GPS) RWY 29

YAKUTAT (YAK) (PAYA)

|                                                                                                                                                                                                                                                                                                                                                                                       |             |                                                                                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|----------------------------------------------------------------------------------------------------------------------|
| RNP APCH - GPS.<br>⚠ Circling Rwy 20 NA at night. Rwy 29 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV, LNAV/VNAV all Cats, LNAV Cat A and B. When Yakutat altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cat C and D visibility to 1 ¾ SM. | MALSRL<br>⚠ | MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct CIMUF and hold, continue climb-in-hold to 3000. |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|----------------------------------------------------------------------------------------------------------------------|

|                       |                                        |                                       |
|-----------------------|----------------------------------------|---------------------------------------|
| ASOS<br><b>135.75</b> | ANCHORAGE CENTER<br><b>119.0 263.1</b> | JUNEAU RADIO<br><b>123.6 (CTAF) 0</b> |
|-----------------------|----------------------------------------|---------------------------------------|



ELEV 40

**D**

TDZE 32

The inset chart shows the intersection of Rwy 29 and Rwy 20. It includes various altitude and distance markers, such as 45, 150, and 295°.

REIL Rwys 2 and 20 0

HIRL Rwys 2-20 and 11-29 0

|                 |        |             |                        |                            |
|-----------------|--------|-------------|------------------------|----------------------------|
| 600             | 3000   | CIMUF       | CIMUF                  | 4 NM Holding Pattern       |
| ↑               | ↶      | ✧           | JOTWI                  | 1600                       |
| 1.4 NM to RWY29 | 1.4 NM | 3.3 NM      | 6.4 NM                 | 115° → 6000<br>← 295° 2500 |
| CATEGORY        | A      | B           | C                      | D                          |
| LPV DA          |        | 317-1       | 285 (300-1)            |                            |
| LNAV/VNAV DA    |        | 409-1       | 377 (400-1)            |                            |
| LNAV MDA        |        | 540-1       | 508 (500-1)            |                            |
| CIRCLING        | 540-1  | 500 (500-1) | 820-2¼<br>780 (800-2¼) | 820-2½<br>780 (800-2½)     |