

WAAS CH 82229 W31A	APP CRS 317°	Rwy Idg TDZE Apt Elev	3700 3272 3279
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RNAV (GPS) RWY 31

SEARLE FLD (OGA)

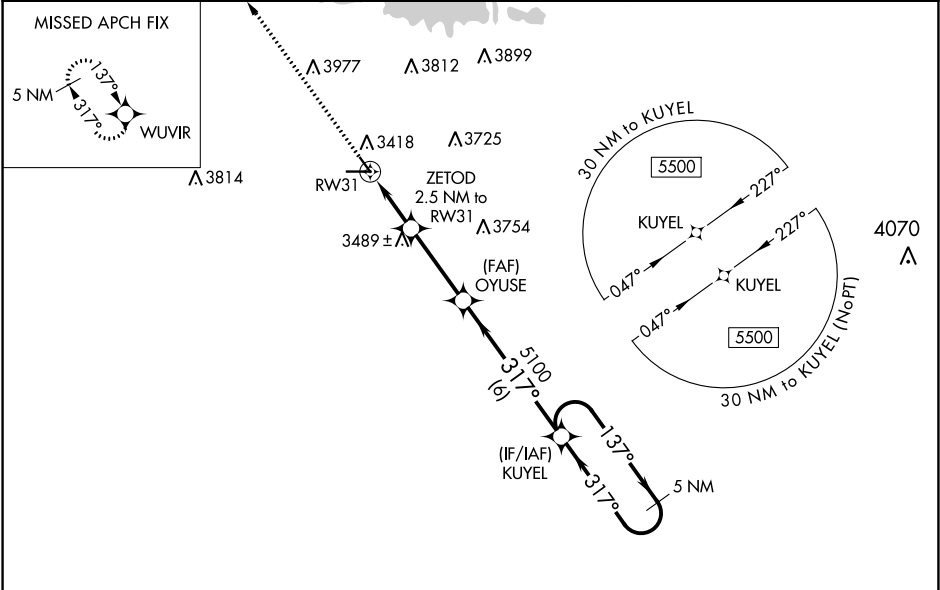
RNP APCH.

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Baro-VNAV and VDP NA when using Imperial altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Imperial altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ⅓ SM, and Circling Cat B visibility ¼ SM.

MISSED APPROACH: Climb to 5400 direct WUVIR and hold.

AWOS-3 121.275	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) ①
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ELEV 3279

TDZE 3272

Diagram illustrating the approach path for Runway 8-26 and 13-31. The path starts at a distance of 3700 X .60 (0.9% UP) and 5102 X .75 (0.3% UP) from the runway. The path is marked with a 317° turn to RW31. The diagram also shows the runway layout with Runway 8-26 and Runway 13-31.

5400 WUVIR

* LNAV only.

ZETOD 2.5 NM to RW31

* 1.4 NM to RW31

OYUSE 5100

KUYEL 5100

5 NM Holding Pattern

137° → 5500

← 317°

GP 3.00° TCH 40

4080*

1.4 NM

1.1 NM

3.2 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	3522-1	250 (300-1)	NA	
LNAV/VNAV DA	3522-1	250 (300-1)	NA	
LNAV MDA	3740-1	468 (500-1)	NA	
CIRCLING	3940-1 661 (700-1)	4000-1 721 (800-1)	NA	

MIRL Rwy 8-26 and 13-31