

WAAS CH <b>49238</b> <b>W31A</b>	APP CRS <b>314°</b>	Rwy Idg <b>4201</b> TDZE <b>1315</b> Apt Elev <b>1318</b>
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RNAV (GPS) RWY 31

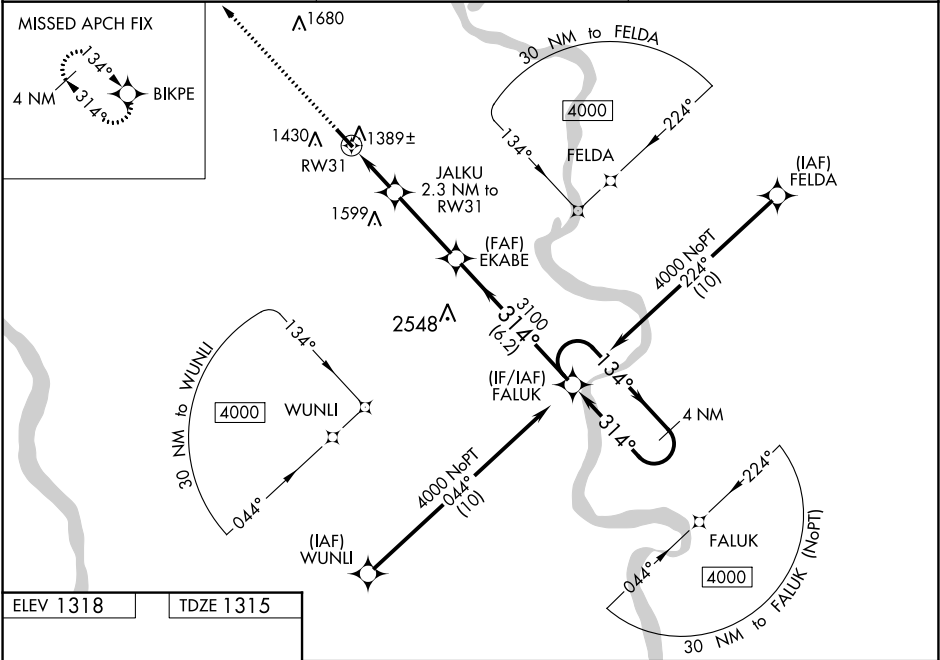
BLAIR EXEC (BTA)

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Eppley Airfield altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase LPV and LNAV/VNAV DA to 1638 and visibility to 1½ mile all Cats, increase all MDA 80 feet and LNAV Cat C visibility to 1½ mile.

MISSED APPROACH:  
Climb to 3100 direct BIKPE and hold.

AWOS-3 <b>120.225</b>	OMAHA APP CON <b>120.1 354.05</b>	UNICOM <b>123.05 (CTAF) 0</b>
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ELEV 1318

TDZE 1315

Diagram of RWY 31 showing the REIL (Runway End Identifier Lights) and MRL (Middle Row Lights). The diagram includes the runway number 31, the REIL code 4201 X 100, and the MRL code 0.5% UP. The diagram also shows the runway width and the distance to the runway end.

3100 BIKPE

JALKU 2.3 NM to RW31

EKA 3100

FALUK Holding Pattern

4 NM

GP 3.00° TCH 40

CATEGORY	A	B	C	D
LPV DA	1564-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1564-7/8	250 (300-7/8)		NA
LNAV MDA	1640-1	326 (400-1)		NA
CIRCLING	1740-1 422 (500-1)	1780-1 462 (500-1)	1780-1½ 462 (500-1½)	NA