

WAAS CH <b>50233</b> <b>W31A</b>	APP CRS <b>314°</b>	Rwy Idg TDZE Apt Elev	<b>6200</b> <b>5096</b> <b>5096</b>
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RNAV (GPS) RWY 31

POWELL MUNI (POY)

RNP APCH.	<p><b>⚠</b> Circling NA to Rwys 3, 17, 21 and 35. Baro-VNAV and VDP NA when using Cody altimeter setting. Rwy 31 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 48°C. When local altimeter setting not received, use Cody altimeter setting and increase all DA 54 feet and all MDA 60 feet.</p>	<p>MISSED APPROACH: Climb to 9500 direct WODNI and on track 360° to EDDAR and hold.</p>
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AWOS-3 <b>119.275</b>	SALT LAKE CENTER <b>127.75 351.9</b>	UNICOM <b>122.7 (CTAF) 0</b>
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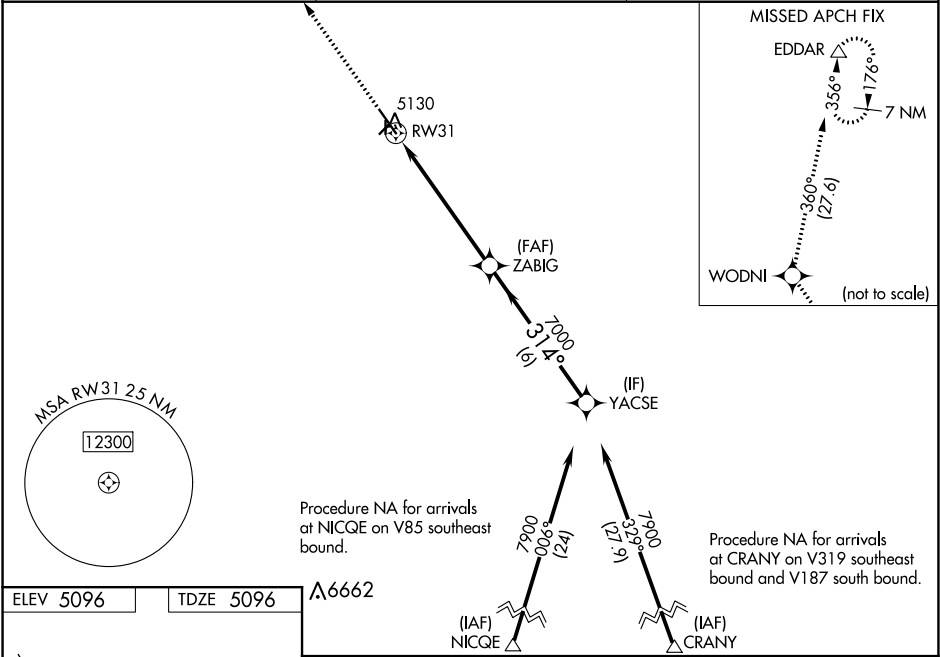


Diagram illustrating the runway intersection of RWY 31 (6200 X 100) and RWY 35 (2709 X 100). RWY 31 has a 1.9% UP slope, and RWY 35 has a 0.7% UP slope. The intersection is marked with a star and a 314° heading. The diagram also shows the intersection of RWY 31 and RWY 35, with RWY 35 having a 0.7% UP slope. The intersection is marked with a star and a 314° heading.

MIRL Rwy 13-31 **L**  
REIL Rwy 31 **L**

9500 ↑ WODNI		tr 360° EDDAR △		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 36).		YACSE	
*LNAV only		*0.7 NM to RW31		ZABIG 7000		7900	
RW31		0.7 NM		5.1 NM		6 NM	
CATEGORY		A		B		C	
LPV DA		5346-1		250 (300-1)			
LNAV/VNAV DA		5346-1		250 (300-1)			
LNAV MDA		5380-1		284 (300-1)			
<b>C</b> CIRCLING		5500-1 404 (500-1)		5560-1 464 (500-1)		5560-1½ 464 (500-1½)	
						5660-2 564 (600-2)	