

WAAS CH 87138 W13A	APP CRS 134°	Rwy Idg 4201 TDZE 1318 Apt Elev 1318
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RNAV (GPS) RWY 13

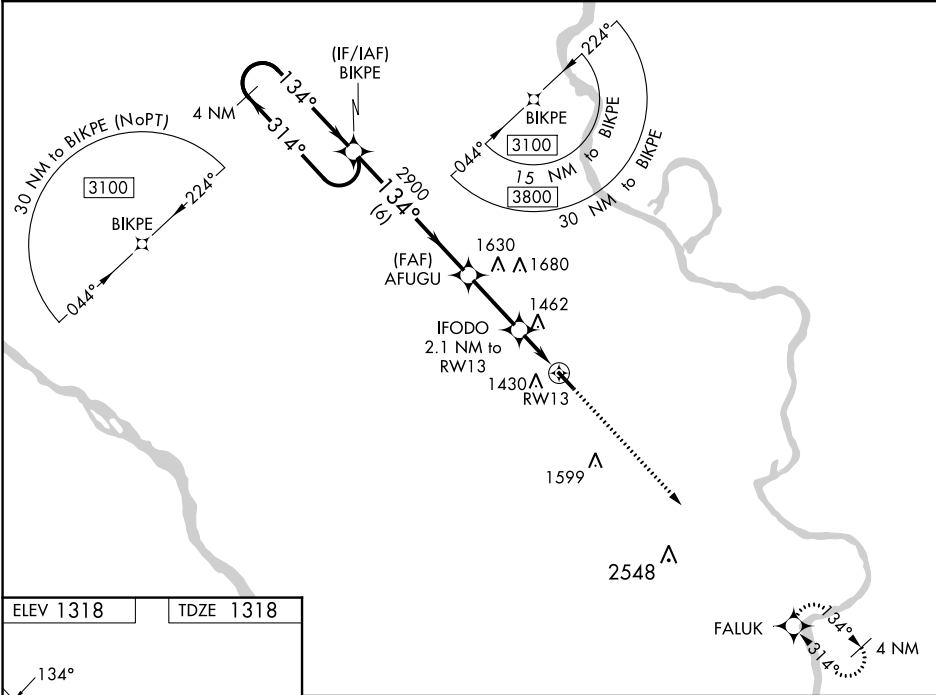
BLAIR EXEC (BTA)

⚠ 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.

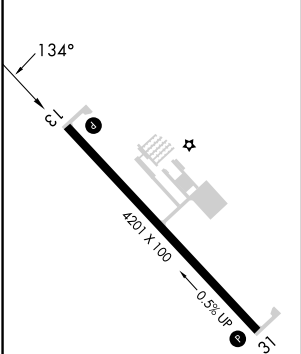
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase LPV and LNAV/VNAV DA to 1642 and visibility to 1½ mile all Cats, increase all MDA 80 feet and LNAV Cat C visibility to 1¾ mile.

MISSED APPROACH: Climb to 4000 direct FALUK and hold.

AWOS-3 120.225	OMAHA APP CON 120.1 354.05	UNICOM 123.05 (CTAF) 0
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ELEV 1318	TDZE 1318
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REIL Rwy 31 0
MIRL Rwy 13-31 0

4 NM Holding Pattern				4000	FALUK
BIKPE				*LNAV only	
3100 ← 314° → 134° → 134°				*1.1 NM to RW13	
GP 3.00° TCH 40				RW13	
AFUGU 2900				*2020	
IFODO 2.1 NM to RW13				1.1 NM	
6 NM				1.1 NM	
CATEGORY	A	B	C	D	
LPV DA	1568-7/8	250 (300-7/8)		NA	
LNAV/VNAV DA	1568-7/8	250 (300-7/8)		NA	
LNAV MDA	1720-1	402 (500-1)	1720-1½ 402 (500-1½)	NA	
CIRCLING	1740-1 422 (500-1)	1780-1 462 (500-1)	1780-2 462 (500-1)	NA	