DME/DME RNP-0.3 NA. Circling NA north of Rwy 7-25.
Helicopter visibility reduction below \( \frac{3}{4} \) SM NA.

MISSED APPROACH: Climbing right turn to 3500
-direct CUPUN and hold.

ASOS
135.1

ANCHORAGE CENTER
133.1 285.4

FAIRBANKS RADIO
122.65

CTAF
122.9 0

Helicopter visibility reduction below SM NA.
DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 3500
-direct CUPUN and hold.

Helicopter visibility reduction below SM NA.
DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 3500
-direct CUPUN and hold.

Helicopter visibility reduction below SM NA.
DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 3500
-direct CUPUN and hold.

Helicopter visibility reduction below SM NA.
DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 3500
-direct CUPUN and hold.

Helicopter visibility reduction below SM NA.
DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 3500
-direct CUPUN and hold.

Helicopter visibility reduction below SM NA.
DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 3500
-direct CUPUN and hold.

Helicopter visibility reduction below SM NA.
DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 3500
-direct CUPUN and hold.

Helicopter visibility reduction below SM NA.
DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

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-direct CUPUN and hold.

Helicopter visibility reduction below SM NA.
DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 3500
-direct CUPUN and hold.

Helicopter visibility reduction below SM NA.
DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

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-direct CUPUN and hold.

Helicopter visibility reduction below SM NA.
DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

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-direct CUPUN and hold.

Helicopter visibility reduction below SM NA.
DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

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DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

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-direct CUPUN and hold.

Helicopter visibility reduction below SM NA.
DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

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-direct CUPUN and hold.

Helicopter visibility reduction below SM NA.
DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

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-direct CUPUN and hold.

Helicopter visibility reduction below SM NA.
DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

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-direct CUPUN and hold.

Helicopter visibility reduction below SM NA.
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Helicopter visibility reduction below SM NA.
DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

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-direct CUPUN and hold.

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-direct CUPUN and hold.

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DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

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-direct CUPUN and hold.

Helicopter visibility reduction below SM NA.
DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

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Helicopter visibility reduction below SM NA.
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Helicopter visibility reduction below SM NA.
DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

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DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

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DME/DME RNP-0.3 NA.  Circling NA north of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 3500
-direct CUPUN and hold.

Helicopter visibility reduction below SM NA.