

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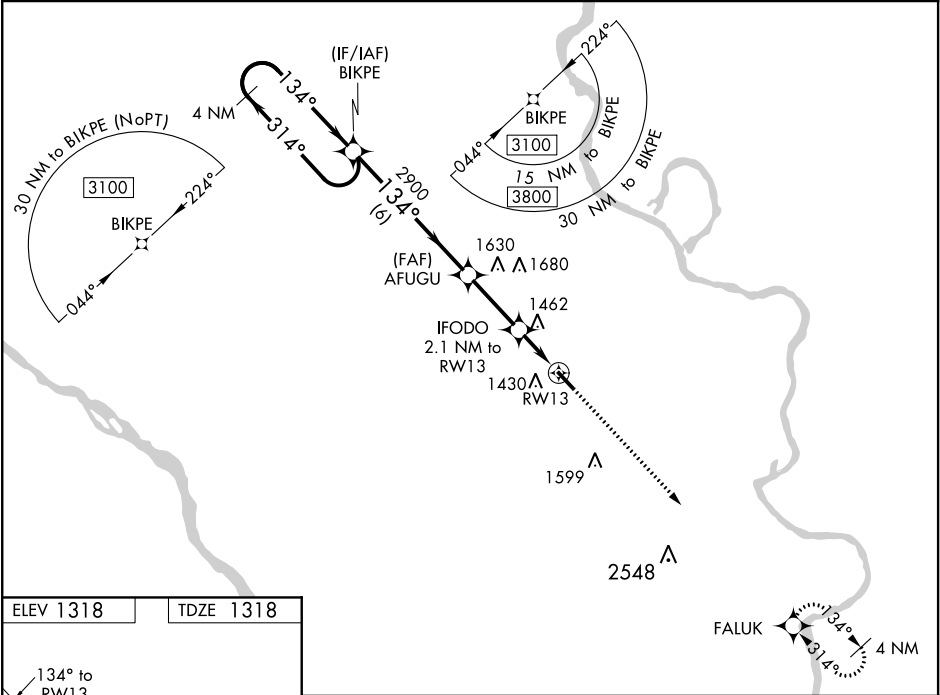
RNAV (GPS) RWY 13

BLAIR MUNI (BTA)

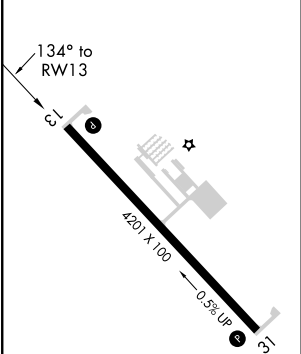
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Eppley Airfield altimeter setting.
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Eppley Airfield altimeter 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 1½ 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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4 NM Holding Pattern 3100 ← 314° 134° → BIKPE AFUGU 2900 IFODO 2.1 NM to RW13 *1.1 NM to RW13 RW13 GP 3.00° TCH 40 6 NM 2.7 NM 1 NM 1.1 NM 4000 FALUK *LNAV only				
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)	1720-1 1/8 402 (500-1 1/8)	NA
CIRCLING	1740-1 422 (500-1)	1780-1 462 (500-1)	1780-2 462 (500-1)	NA

REIL Rwy 31 0
MIRL Rwy 13-31 0