

WAAS CH 42741 W11A	APP CRS 111°	Rwy Idg 4982 TDZE 128 Apt Elev 128
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RNAV (GPS) RWY 11

ST GEORGE (PBV) (PAPB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. Circling NA north of Rwy 11-29. Inop table does not apply to LPV all Cats and LNAV Cat A. For inop ALS, increase LNAV/VNAV all Cats visibility to 2½ SM. For inop ALS, increase LNAV Cat C visibility to 2½ SM.

MALSF

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct OSUCA and hold.

ASOS 135.45	ANCHORAGE CENTER 119.1 339.8	CTAF 122.8
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The enroute chart illustrates the RNAV (GPS) approach for RWY 11 at St George, Alaska. It shows three parallel Instrument Approach Fixes (IAFs): EQQUP, JIRON, and OSUCA. From each IAF, a 3000-foot NoPT (No Procedure Turn) segment leads to the Final Approach Fix (FAF) APOTE. The distance from APOTE to RWY 11 is 2.3 NM. The chart also shows holding patterns for EQQUP and OSUCA, and a 4 NM holding pattern for the approach to APOTE. Altitudes are marked at 3000, 2100, 1017, and 946 feet. The chart is oriented with North at the top, and the runway is shown at the bottom right.

This detailed approach chart for RWY 11 shows the 4 NM Holding Pattern at 3000 feet. The approach path starts at EQQUP, proceeds to APOTE, and then to RWY 11. The chart includes the GP 3.60° TCH 56, the 2100-foot altitude, and the 2.3 NM distance to RWY 11. The chart also shows the 6 NM distance from EQQUP to APOTE and the 2.7 NM distance from APOTE to RWY 11. The chart is oriented with North at the top, and the runway is shown at the bottom right.

This diagram shows the final approach segment to RWY 11. It includes the 4982 X 150 runway dimensions and the 111° to RWY 11 heading. The diagram also shows the 111° to RWY 11 heading and the 111° to RWY 11 heading.

ST GEORGE, ALASKA

Orig 13SEP18

56°35'N-169°40'W

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