

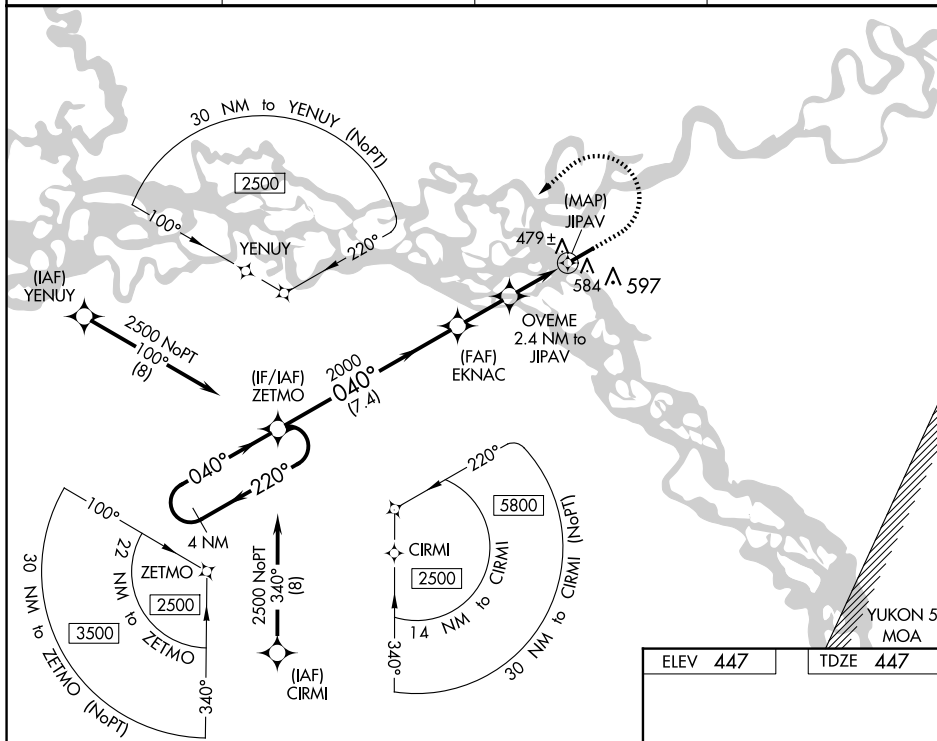
WAAS CH <b>72939</b> <b>W04A</b>	APP CRS <b>040°</b>	Rwy Idg <b>5000</b> TDZE <b>447</b> Apt Elev <b>447</b>
--	------------------------	---

**RNAV (GPS) RWY 4**  
**FORT YUKON (FYU) (PFYU)**

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20° C (-4°F) or above 54°C (130°F). Circling NA southeast of Rwy 4-22. DME/DME RNP-0.3 NA. Rwy 4 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2500 direct ZETMO and hold.

AWOS-3P <b>125.8</b>	ANCHORAGE CENTER <b>135.0 225.4</b>	FAIRBANKS RADIO <b>122.05</b>	CTAF <b>122.5 ①</b>
-------------------------	--	----------------------------------	------------------------



The diagram illustrates the ZETMO VORTIS holding pattern and arrival procedure. The holding pattern is a standard rectangular pattern with a width of 4 NM. The inbound leg is 2.5 NM long, and the outbound leg is 2.5 NM long. The holding pattern is oriented with the inbound leg heading 220° and the outbound leg heading 040°. The holding pattern is located 4 NM from the ZETMO VORTIS station.

The arrival procedure begins at the ZETMO VORTIS station (EKNAC) and proceeds along the glidepath towards the JIPAV VORTIS station. The glidepath angle is 3.00°, and the terrain clearance height (TCH) is 45 feet. The distance from EKNAC to JIPAV is 7.4 NM. The procedure includes a 1.2 NM segment to JIPAV, followed by a 1.2 NM segment to JIPAV, and finally a 0.2 NM segment to JIPAV. The final approach is a straight-in approach to JIPAV.

CATEGORY	A	B	C	D
LPV DA		697-1	250 (300-1)	
LNAV/VNAV DA		764-1	317 (400-1)	
LNAV MDA	860-1	413 (500-1)	860-1½	413 (500-1½)
<b>C</b> CIRCLING	860-1 413 (500-1)	900-1 453 (500-1)	900-1½ 453 (500-1½)	1000-2 553 (600-2)

