

APP CRS  
**227°**

Rwy Idg	TDZE	Apt Elev
1	10	10
2	10	10
3	10	10
4	10	10
5	10	10
6	10	10
7	10	10
8	10	10
9	10	10
10	10	10
11	10	10
12	10	10
13	10	10
14	10	10
15	10	10
16	10	10
17	10	10
18	10	10
19	10	10
20	10	10
21	10	10
22	10	10
23	10	10
24	10	10
25	10	10
26	10	10
27	10	10
28	10	10
29	10	10
30	10	10
31	10	10
32	10	10
33	10	10
34	10	10
35	10	10
36	10	10
37	10	10
38	10	10
39	10	10
40	10	10
41	10	10
42	10	10
43	10	10
44	10	10
45	10	10
46	10	10
47	10	10
48	10	10
49	10	10
50	10	10
51	10	10
52	10	10
53	10	10
54	10	10
55	10	10
56	10	10
57	10	10
58	10	10
59	10	10
60	10	10
61	10	10
62	10	10
63	10	10
64	10	10
65	10	10
66	10	10
67	10	10
68	10	10
69	10	10
70	10	10
71	10	10
72	10	10
73	10	10
74	10	10
75	10	10
76	10	10
77	10	10
78	10	10
79	10	10
80	10	10
81	10	10
82	10	10
83	10	10
84	10	10
85	10	10
86	10	10
87	10	10
88	10	10
89	10	10
90	10	10
91	10	10
92	10	10
93	10	10
94	10	10
95	10	10
96	10	10
97	10	10
98	10	10
99	10	10
100	10	10

N/A  
N/A  
406

RNAV (GPS)-A  
NULATO (NUL) (PANU)

RNP APCH - GPS.



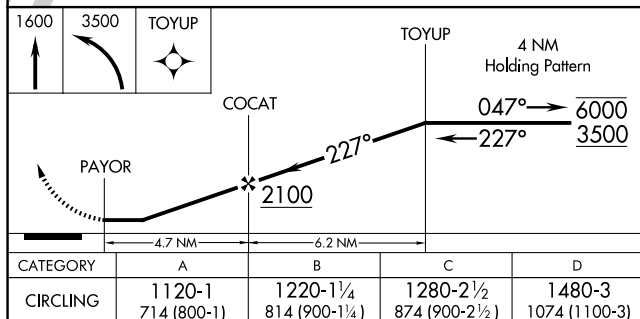
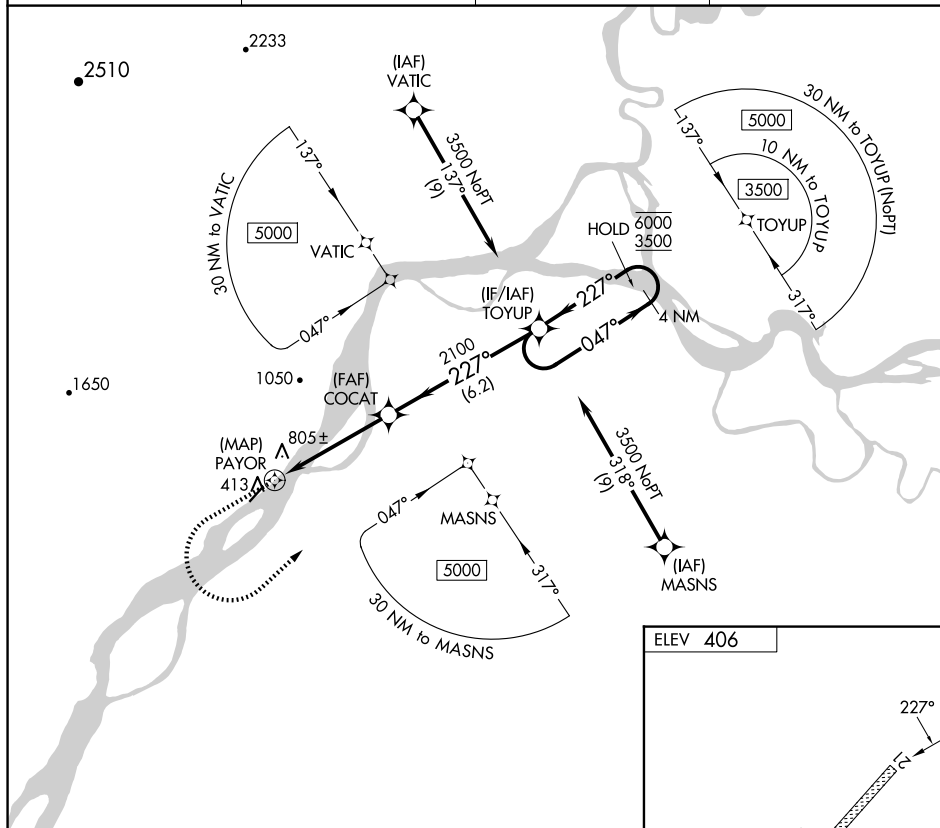
Rwy 3 and 21 helicopter visibility reduction below 1 SM NA.  
Procedure NA at night.

**MISSED APPROACH:** Climb to 1600 then climbing left turn to 3500 direct TOYUP and hold.

AWOS-3P  
118.0

ANCHORAGE CENTER  
127.0 290.2

FAIRBANK RADIO  
122.2

UNICOM  
122.9 L

CATEGORY	A	B	C	D
CIRCLING	1120-1 714 (800-1)	1220-1¼ 814 (900-1¼)	1280-2½ 874 (900-2½)	1480-3 1074 (1100-3)

ELEV 406

MIRL Rwy 3-21 **L**