

RNAV (GPS) RWY 19
CARIBOU MUNI (CAR)

T Baro-VNAV and VDP NA when using Presque Isle altimeter setting. Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Circling Rwy 1, 11, 29 NA at night. When local altimeter setting not received, use Presque Isle altimeter setting and increase all DAs 4 feet and all MDAs 60 feet. Increase LNAV Cats C, D visibility $\frac{1}{2}$ SM and Circling Cat D visibility $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 1300 then
climbing left turn to
3000 direct AKYAK
and hold.

The diagram illustrates a flight profile starting from IPESE and ending at AKYAK. The profile consists of several segments, each defined by distance, heading, and altitude:

- IPESE to AKYAK:** 30 NM, 094°, 3500 ft.
- AKYAK to AKYAK (HOLD):** 5 NM, 274°, 3000 ft.
- AKYAK to JEGUB:** 4 NM, 184°, 3000 NoPT (7).
- JEGUB to ULOVY:** 15 NM, 004°, 3400 ft.
- ULOVY to IKAVE:** 2.4 NM, 184°, 2500 ft.
- IKAVE to RW19:** 2.4 NM, 184°, 2500 ft.
- RW19 to AKYAK:** 2.4 NM, 184°, 2500 ft.

Key locations and features include:

- Waypoints:** IPESE, AKYAK, JEGUB, ULOVY, IKAVE, RW19, AKYAK.
- Holding Patterns:** HOLD at AKYAK (6000/3000) and JEGUB (3400/3000).
- Altitudes:** 3500, 3000, 3400, 3000, 2500, 4000, 4200.
- Headings:** 094°, 274°, 184°, 004°.
- Distances:** 30 NM, 5 NM, 4 NM, 15 NM, 2.4 NM.
- Geography:** The diagram shows the coastline of the United States and Canada, with a dashed line indicating the border.

NE-1, 22 FEB 2024 to 21 MAR 2024

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