

|                                        |                        |                                                                 |
|----------------------------------------|------------------------|-----------------------------------------------------------------|
| WAAS<br>CH <b>86413</b><br><b>W07A</b> | APP CRS<br><b>070°</b> | Rwy ldg <b>5001</b><br>TDZE <b>1307</b><br>Apt Elev <b>1307</b> |
|----------------------------------------|------------------------|-----------------------------------------------------------------|

RNAV (GPS) RWY 7

WEXFORD COUNTY (CAD)

RNP APCH - GPS.

⚠

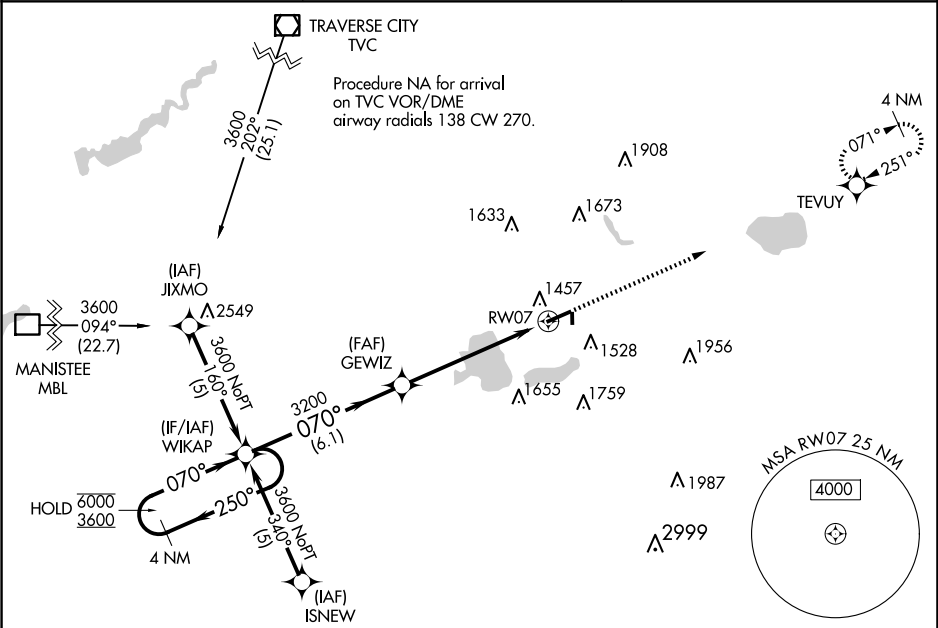
⚠

Circling NA to Rwy 18 and 36. Inop table does not apply to LPV all Cats.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C  
or above 54°C. For inop ALS, increase LNAV/VNAV visibility all Cats to 1½ SM.

MALSF

MISSED APPROACH:  
Climb to 3000 direct  
TEVUY and hold.

|                           |                                          |                                 |
|---------------------------|------------------------------------------|---------------------------------|
| AWOS-3P<br><b>128.325</b> | MINNEAPOLIS CENTER<br><b>132.9 338.3</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|---------------------------|------------------------------------------|---------------------------------|



ELEV 1307

TDZE 1307

4 NM Holding Pattern

GP 3.05° TCH 45

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).

TEVUY

3000

3200

3600

6000

250°

070°

070°

070°

1.4 NM to RWY 07

6.1 NM

4.4 NM

1.4 NM

| CATEGORY     | A      | B           | C                     | D                       |
|--------------|--------|-------------|-----------------------|-------------------------|
| LPV DA       |        | 1507-¾      | 200 (200-¾)           |                         |
| LNAV/VNAV DA |        | 1761-1      | 454 (500-1)           |                         |
| LNAV MDA     | 1780-¾ | 473 (500-¾) | 1780-1½               | 473 (500-1½)            |
| CIRCLING     | 1840-1 | 533 (600-1) | 2040-2<br>733 (800-2) | 2060-2½<br>753 (800-2½) |

HIRL Rwy 7-25 0

REIL Rwy 7 and 25 0