

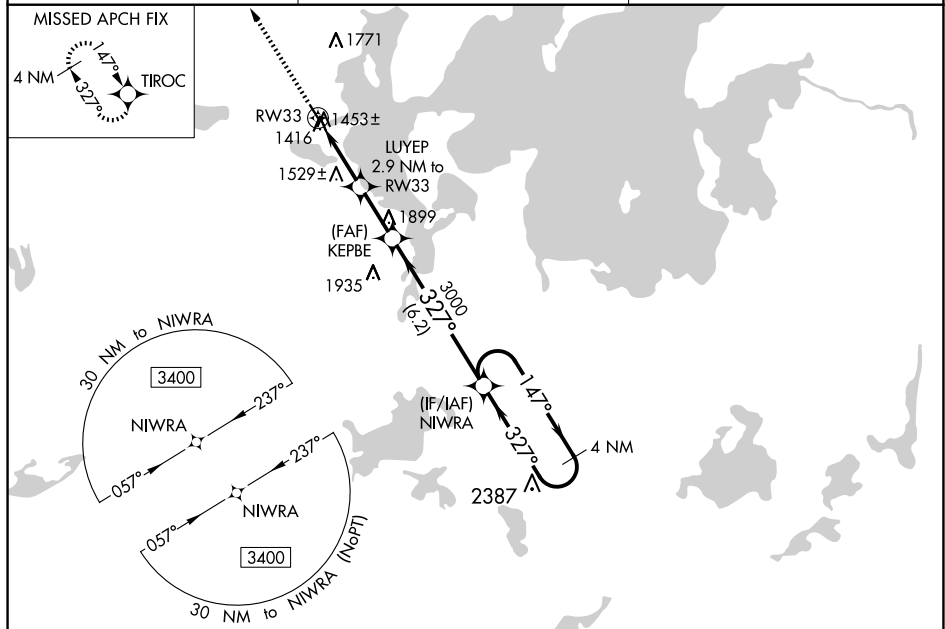
WAAS CH 82734 W33A	APP CRS 327°	Rwy Idg 3220 TDZE 1348 Apt Elev 1348
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RNAV (GPS) RWY 33

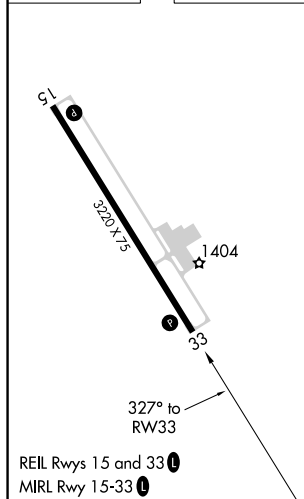
WALKER MUNI (Y49)

	DME/DME RNP-0.3 NA. When local altimeter setting not received, use Longville altimeter setting and increase all MDA 60 feet; increase LP and Circling Cat C visibility $\frac{1}{2}$ SM; increase LNAV Cat C visibility $\frac{1}{8}$ SM. Procedure NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 3400 direct TIROC and hold.
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AWOS-3PT 119.0	MINNEAPOLIS CENTER 134.75 251.1	CTAF 122.90
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ELEV 1348		TDZE 1348
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Visual Segment - Obstacles.

The diagram illustrates a flight path through a visual segment with various obstacles. Key features include:

- Obstacles:** TIROC (3400), LUYEP (2.9 NM to RW33), KEPBE (3000), and NIWRA (4 NM Holding Pattern).
- Flight Path:** Starts at RW33, proceeds to LUYEP, then to KEPBE, and finally to NIWRA.
- Angles:** 327° and 147° are indicated for the path segments.
- Distances:** 2.9 NM, 2.2 NM, and 6.2 NM are marked along the path.
- Altitudes:** 2300, 3000, and 3400 are marked at various points.

CATEGORY	A	B	C	D
LP MDA	1720-1	372 (400-1)		NA
LP NAV MDA	1780-1	432 (500-1)	1780-1 1/4 432 (500-1 1/4)	NA
CIRCLING	1860-1	512 (600-1)	2140-2 1/4 792 (800-2 1/4)	NA

RNAV (GPS) RWY 33