

WAAS CH 90521 W24A	APP CRS 241°	Rwy Idg TDZE Apt Elev	4400 1073 1073
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RNAV (GPS) RWY 24

RICHARD B HELGESON (TWM)

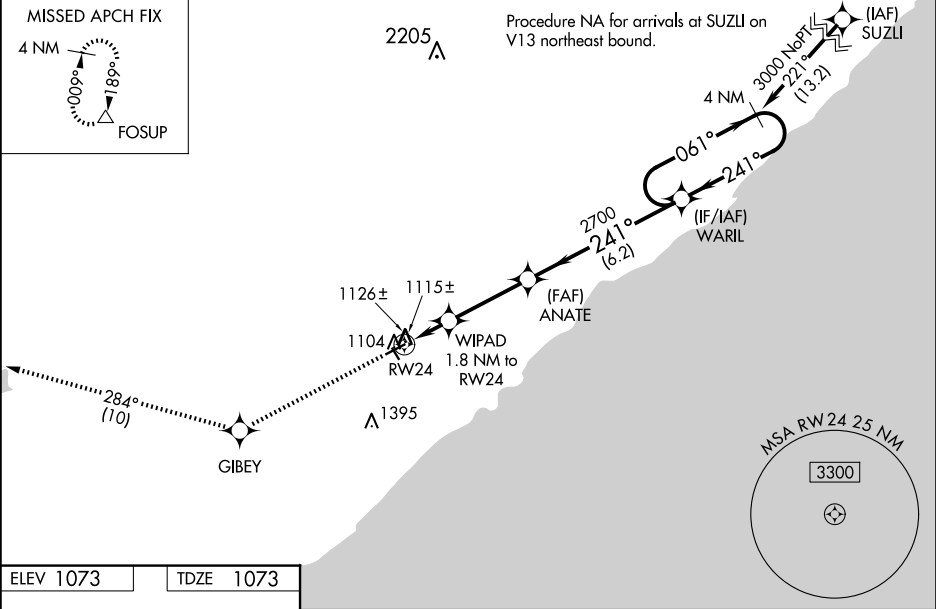
RNP APCH.

▼

Baro-VNAV NA and VDP NA when using Duluth Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Duluth Intl altimeter setting: increase LPV and LNAV/VNAV DA to 1424 feet and visibility all Cats ¼ SM; increase all MDA 120 feet. Rwy 24 helicopter visibility reduction below ¾ SM NA. Circling to Rwy 15, 33 NA.

MISSED APPROACH:
Climb to 3600 direct GIBEY and on track 284° to FOSUP and hold.

AWOS-3PT 119.325	DULUTH APP CON 125.45 233.7	GCO 121.725	CTAF 122.9 0
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ELEV 1073	TDZE 1073
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3600

GIBEY

↑

tr 284°

FOSUP

△

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).

4 NM Holding Pattern

WARIL

061°

241°

3000

GP 3.00° TCH 40

*LNAV only

WIPAD 1.8 NM to RW24

*0.9 NM to RW24

ANATE

2700

1680*

2700

0.9 NM

0.9 NM

3.2 NM

6.2 NM

51

4400 X 75

241°

2881 X 120

1.332 UP

15

MIRL Rwy 6-24 0

REIL Rwy 6 and 24 0

CATEGORY	A	B	C	D
LPV DA	1323-7/8 250 (300-7/8)			NA
LNAV/VNAV DA	1323-7/8 250 (300-7/8)			NA
LNAV MDA	1380-1 307 (400-1)			NA
CIRCLING	1600-1 527 (600-1)	1760-1 687 (700-1)		NA