

WAAS CH 40418 W29A	APP CRS 296°	Rwy Idg 4304 TDZE 867 Apt Elev 869
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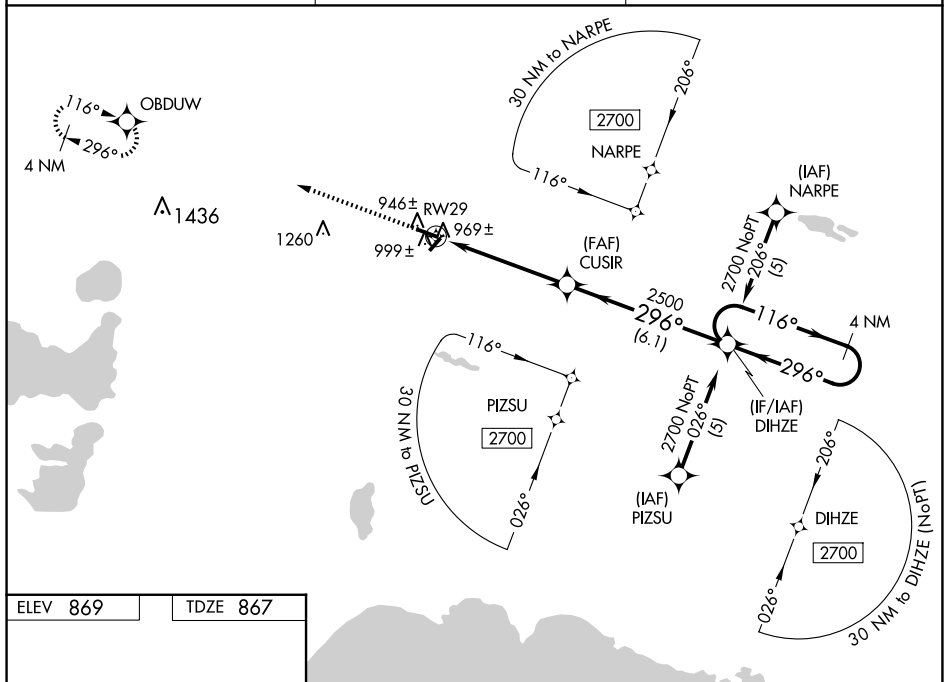
RNAV (GPS) RWY 29

RNP APCH - GPS.

▼ For uncompensated Baro-VNAV systems, INAV/VNAV NA below -16°C or above 47°C. When local altimeter setting not received, use Chippewa County Int'l altimeter setting and increase LPV DA to 1222 feet; increase INAV/VNAV DA to 1344 feet; increase all MDAs 120 feet and INAV visibility Cat C ½ SM, and Cat D ½ SM, and Circling visibility Cat C/D ½ SM. Baro-VNAV NA when using Chippewa County Int'l altimeter setting. Circling NA to Rwy's 4 and 22. Rwy 29 helicopter visibility reduction below ¾ NA.

MISSED APPROACH.
Climb to 2700 direct
OBDUW and hold.

AWOS-3P 119.525	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 122.8 (CTAF) 0
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The diagram illustrates the intersection of Runway 11 and Runway 29 at the MIRMIL airport. Runway 11 is oriented 11° and Runway 29 is oriented 29°. A taxiway (TCH) is shown between them, labeled GP 3.00° TCH 40. The distance from the runway intersection to the taxiway is 5 NM. The distance from the taxiway to the next navigation aid (CUSIR) is 6.1 NM. The diagram also shows the location of the MIRMIL VORTAC station (VOR frequency 113.9 MHz, DME frequency 132.7 MHz) and the MIRMIL Unicom frequency (123.675 MHz). The diagram includes a scale bar indicating 5 NM and 6.1 NM.