

WAAS CH 49130 W31A	APP CRS 315°	Rwy Idg TDZE 1203 Apt Elev 1204	5506
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RNAV (GPS) RWY 31

ARTHUR N NEU (CIN)

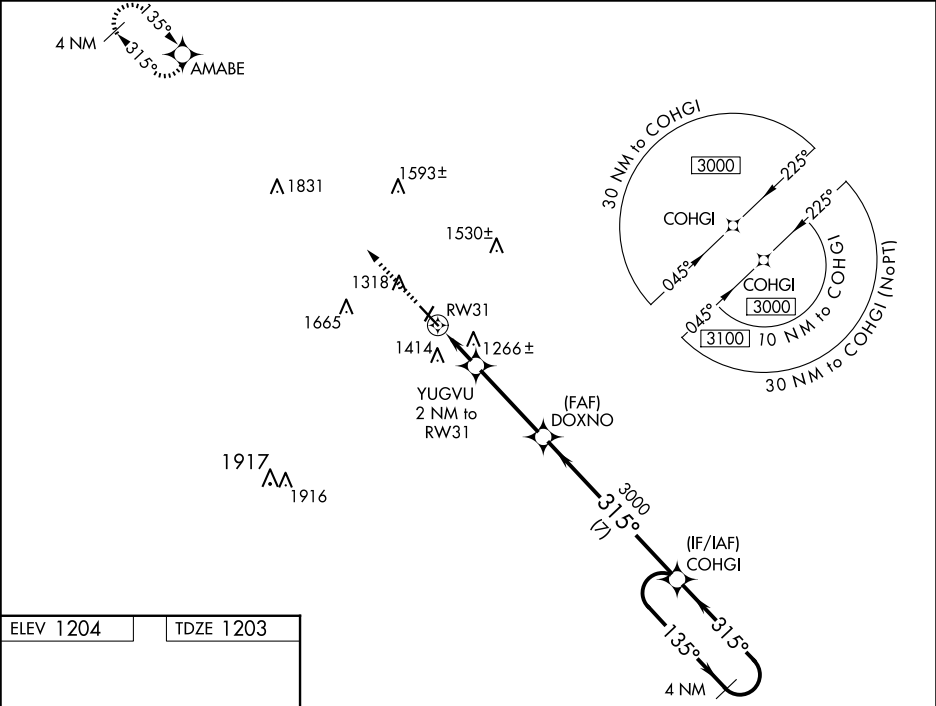
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Audubon altimeter setting. When local altimeter setting not received, use Audubon altimeter setting: increase LPV DA to 1515 feet; increase LNAV/VNAV DA to 1515 feet and increase all MDAs 80 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 direct AMABE and hold.

AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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ELEV 1204

TDZE 1203

The inset chart shows the MRL (Miles to Runway Limit) and REIL (Runway End Identifier Lights) for runways 13-31 and 3-21. It includes a 3300 X 100 and 3500 X 100 runway width indicator, a 315° heading, and a 315° heading indicator.

MIRL Rwy 13-31 and 3-21

REIL Rwy 3, 13, 21 and 31

3000	AMABE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29).				4 NM Holding Pattern
*LNAV only.		DOXNO	COHGI	3000		GP 3.00° TCH 40
*0.9 NM to RW31		YUGVU 2 NM to RW31	3000	135°	315°	
RW31		1860*	3000	315°	315°	
0.9 NM		1.1 NM	3.5 NM	7 NM		
CATEGORY	A	B	C	D		
LPV DA	1453-1	250 (300-1)		NA		
LNAV/VNAV DA	1453-1	250 (300-1)		NA		
LNAV MDA	1520-1	317 (400-1)		NA		
CIRCLING	1740-1	536 (600-1)	1980-2¼ 776 (800-2¼)	NA		