

WAAS CH 69429 W22A	APP CRS 218°	Rwy Idg 5100 TDZE 666 Apt Elev 674
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RNAV (GPS) RWY 22

RNP APCH.

T Rwy 22 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A When local altimeter setting not received, use Sky Harbor altimeter setting.

MISSED APPROACH: Climb to 4000 direct DUYAR and on track 213° to BARUM and hold, continue climb-in-hold to 4000.

AWOS-3 120.35	DULUTH APP CON 125.45 233.7	CLNC DEL 124.8	UNICOM 122.7 (CTAF) 
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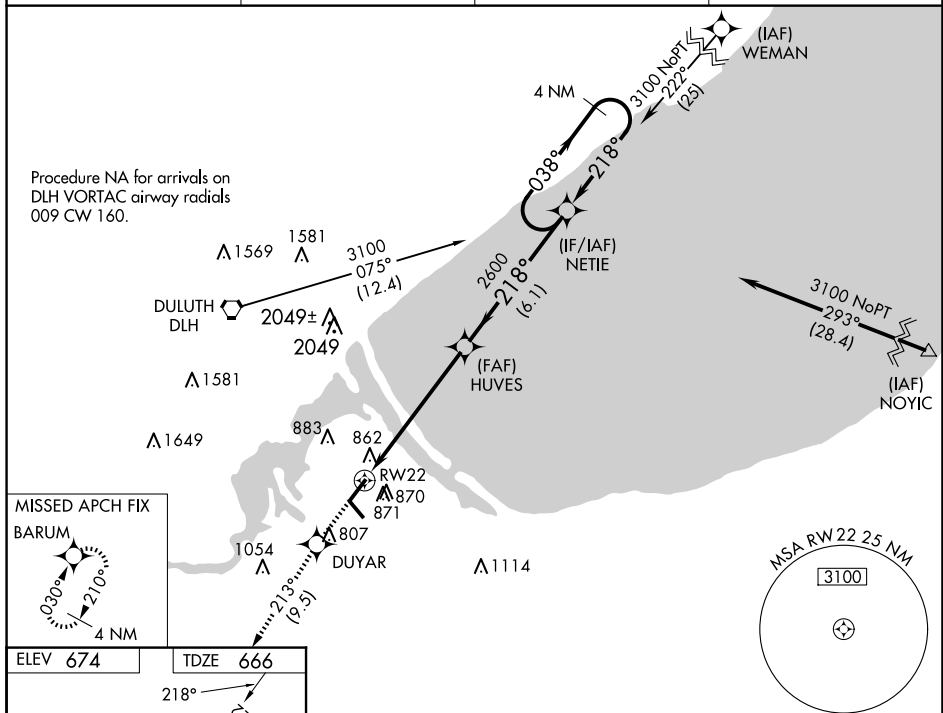


Diagram illustrating the proposed rail alignment. The alignment consists of two main sections: REIL Rwy 4, 14, and 32 (top section) and MRL Rwy 4-22 and 14-32 (bottom section). The alignment is shown as a series of connected line segments. The top section is labeled 5100' x 75'. The bottom section is labeled 4001' x 75'. A north arrow is located near the bottom left. A scale bar indicates 0 to 100 feet. The alignment is shown in relation to the existing rail lines (REIL and MRL) and the proposed rail lines (REIL and MRL).

4000 ↑		DUYAR ✦		tr 213°		BARUM △		NETIE 4 NM Holding Pattern	
RW22		1.1 NM to RW22		HUVES		218°		038° → 3100 ← 218°	
1.1		4.8 NM		6.1 NM		2600			
		3.00° TCH 50							
CATEGORY		A		B		C		D	
LP MDA		1060-1 394 (400-1)				1060-1½ 394 (400-1½)			
LNAV MDA		1240-1 574 (600-1)				1240-1½ 574 (600-1½)			
CIRCLING		1240-1 566 (600-1)				1360-2 686 (700-2)		1360-2¼ 686 (700-2¼)	