

WAAS CH 86799 W35A	APP CRS 353°	Rwy Idg 7002 TDZE 1847 Apt Elev 1847
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RNAV (GPS) RWY 35
CENTRAL NEBRASKA RGNL (GRI)

RNP APCH - GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Baro-VNAV NA when using Aurora altimeter setting. Circling Rwy 13 and 17 NA at night.

⚠ For inop ALS, increase LNAV Cats C/D visibility to RVR 6000. When local altimeter setting not received, use Aurora altimeter setting and increase LPV DA to 2088 feet; increase LNAV/VNAV DA to 2328 feet and all visibilities to RVR 5000; increase all MDAs 60 feet and LNAV visibility Cats C/D to RVR 5000 and Circling visibility Cats C/D ¼ SM. For inop ALS when using Aurora altimeter setting, increase LNAV/VNAV all Cats visibility to 1½ SM, increase LNAV Cats C/D visibility to 1¾ SM.

MALSR
A5

MISSED APPROACH.
Climb to 3500 direct
AZAWU and hold.

ATIS 127.4	MINNEAPOLIS CENTER 119.4 278.8	GRAND ISLAND TOWER* 118.2 (CTAF) 0 259.3	GND CON 121.9 259.3	CLNC DEL 121.9	CLNC DEL 126.05 (when twr closed)	UNICOM 122.95
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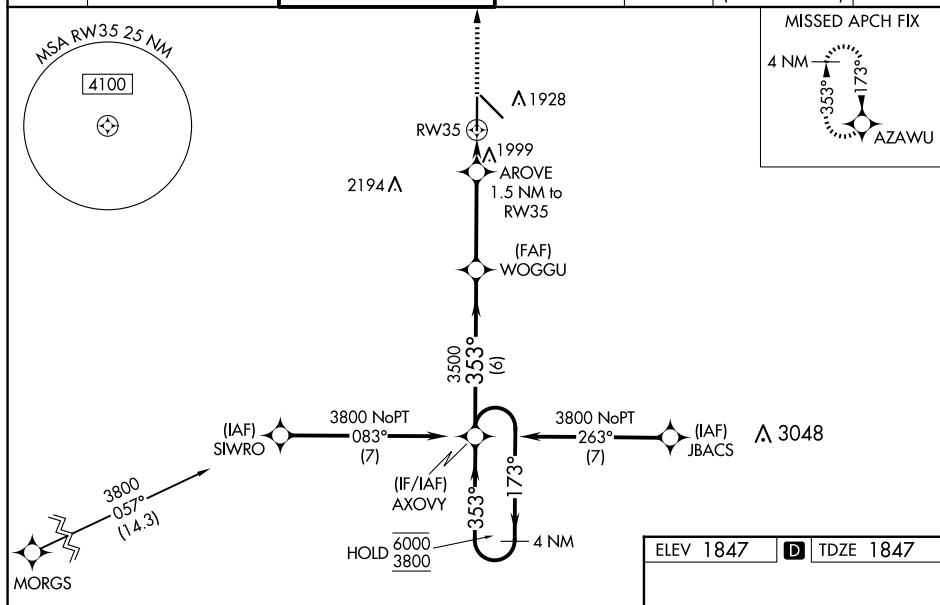


Diagram illustrating a non-precision approach for RW35 at AZAWU. The approach is defined by a 4 NM Holding Pattern at 6000 ft, with a 173° inbound and 353° outbound. The approach path starts at AXOVY, descends to 3500 ft, and then to 2380 ft. Key points include WOGGU (3500 ft) and AROVE (1.5 NM to RW35). The diagram also indicates that the VGSI and RNAV glidepaths are not coincident, with a VGSI angle of 2.60/TCH 55. Symbols for 3500 ft, a climb arrow, and the AZAWU airport symbol are shown.

CATEGORY	A	B	C	D
LPV DA	2047/24 200 (200-½)			
LNAV/ VNAV DA	2287/40 440 (500-¾)			
LNAV MDA	2260/24 413 (500-½)		2260/40 413 (500-¾)	
CIRCLING	2300-1 453 (500-1)		2400-1½ 553 (600-1½)	2560-2¼ 713 (800-2¼)

