

WAAS CH 97535 W28A	APP CRS 279°	Rwy Ldg TDZE Apt Elev	7016 616 624
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RNAV (GPS) RWY 28

CHERRY CAPITAL (TVC)

RNP APCH - GPS.

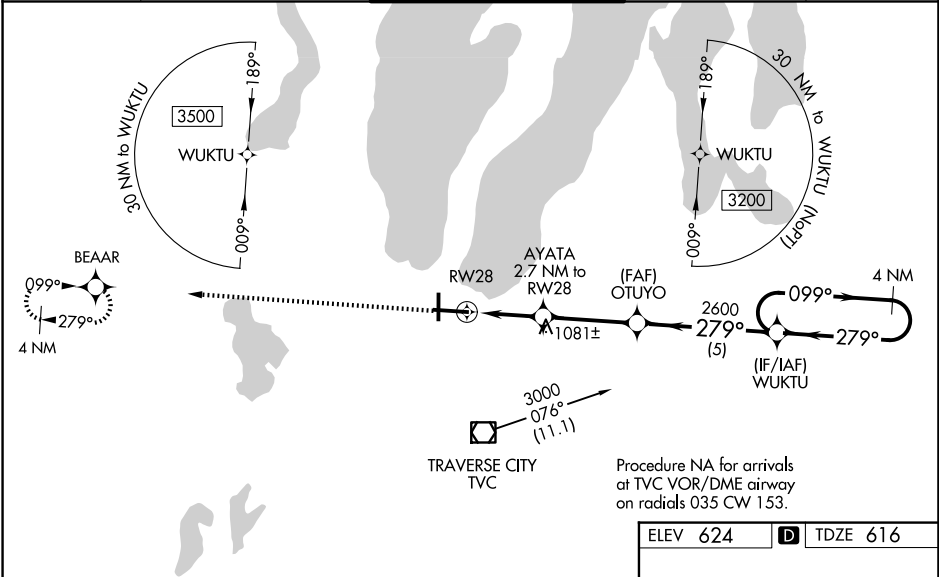
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Baro-VNAV and VDP NA when using ACB altimeter setting. When local altimeter setting not received, use ACB altimeter setting: increase DA 51 feet and all MDA 60 feet. Increase LPV all Cats visibility 1/8 SM, LNAV/VNAV visibility all Cats 1/4 SM and LNAV Cat B visibility 1/4 SM and C/D visibilities 1/8 SM and Circling Cat B/C visibility 1/4 SM. For inop ALS, increase LPV all Cats visibility to 1 1/4 SM, LNAV Cats C/D visibility to 2 SM. For inop ALS when using ACB altimeter setting, increase LPV all Cats visibility to 1 1/2 SM, LNAV Cats C/D visibility to 2 1/2 SM. *Missed approach requires minimum climb of 237 feet per NM to 2000.

-21°C

MALSR

MISSED APPROACH:
Climb to 3000 direct
BEAAR and hold.

ATIS 119.175	MINNEAPOLIS CENTER 132.9 338.3	TRAVERSE CITY TOWER ★ 124.2(CTAF) 348.6	GND CON 121.8 348.6	UNICOM 122.95
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3000	BEAAR	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).	WUKTU	4 NM Holding Pattern
AYATA 2.7 NM to RW28	OTUYO 2600	2600	099°	3000
2.2 NM to RW28	1520	2600	279°	GP 3.00° TCH 52
2.2 NM	0.5 NM	3.4 NM	5 NM	
CATEGORY	A	B	C	D
LPV DA		* 816-1/2	200 (200-1/2)	
LPV DA		963-7/8	347 (400-7/8)	
LNAV/VNAV DA		1330-2	714 (800-2)	
LNAV MDA	1340-1/2	724 (800-1/2)	1340-15/8	724 (800-15/8)
CIRCLING	1340-1	716 (800-1)	1500-2 1/2 876 (900-2 1/2)	1720-3 1096 (1100-3)

ELEV 624 D TDZE 616

The diagram shows the RWY 28 approach with a glide path of 3.00° and a threshold of 52. It includes a holding pattern at WUKTU (30 NM, 189°) and a missed approach procedure (climb to 3000, turn to 076°, then 11.1°). The chart also shows the location of the tower (TWR) and the runway (RWY 28).

HIRL Rwy 10-28
MIRL Rwy 18-36
REIL Rwy 36

EC-1, 02 OCT 2025 to 30 OCT 2025

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