

WAAS CH 62805 W35A	APP CRS 350°	Rwy Idg 5000 TDZE 756 Apt Elev 763
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RNAV (GPS) RWY 35
HURON COUNTY MEML (BAX)

RNP APCH.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use MBS Intl altimeter setting and increase all DA 129 feet and all MDA 140 feet; increase LPV all Cats and LNAV Cat C visibility $\frac{3}{8}$ mile. Rwy 35 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP and Baro/VNAV NA when using MBS Intl altimeter setting.

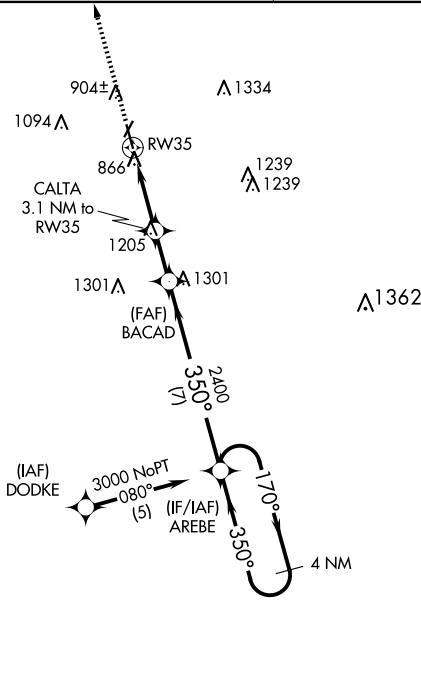
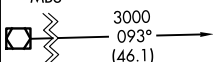
MISSED APPROACH: Climb to 3000
direct ELARE and hold.

AWOS-3 118.6	CLEVELAND CENTER 127.7 290.425	UNICOM 123.075 (CTAF) 0
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MISSED APRCH FIX



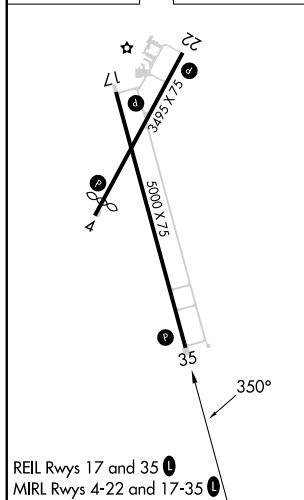
Procedure NA for arrivals
at MBS VOR/DME on
V320 northwest bound.

SAGINAW
MBS

MSA RW35 25 NM

2400

ELEV 763		TDZE 756
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BAD AXE, MICHIGAN

Orig-C 18JUL19

43°47'N-82°59'W

HURON COUNTY MEML (BAX)
RNAV (GPS) RWY 35

EC-1, 02 OCT 2025 to 30 OCT 2025

Diagram illustrating the VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 41). The diagram shows a 4 NM Holding Pattern at 3000 feet. Key points include: 3000 feet, ELARE, VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 41), AREBE, 4 NM Holding Pattern, 1780 feet, 2400 feet, 350°, 170°, 3000 feet, GP 3.00° TCH 40, 1.1 NM, 2 NM, 1.9 NM, 7 NM, CALTA 3.1 NM to RW35, BACAD 2400, RW35, *1.1 NM to RW35, *1780, *2400, *LNAV only.