

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>99727</b><br><b>W28A</b> | APP CRS<br><b>277°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4004</b><br><b>637</b><br><b>640</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

RNAV (GPS) RWY 28

CHEBOYGAN COUNTY (SLH)

RNP APCH

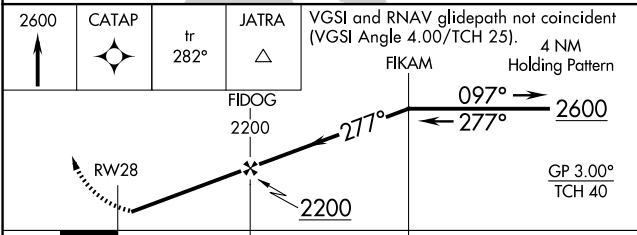
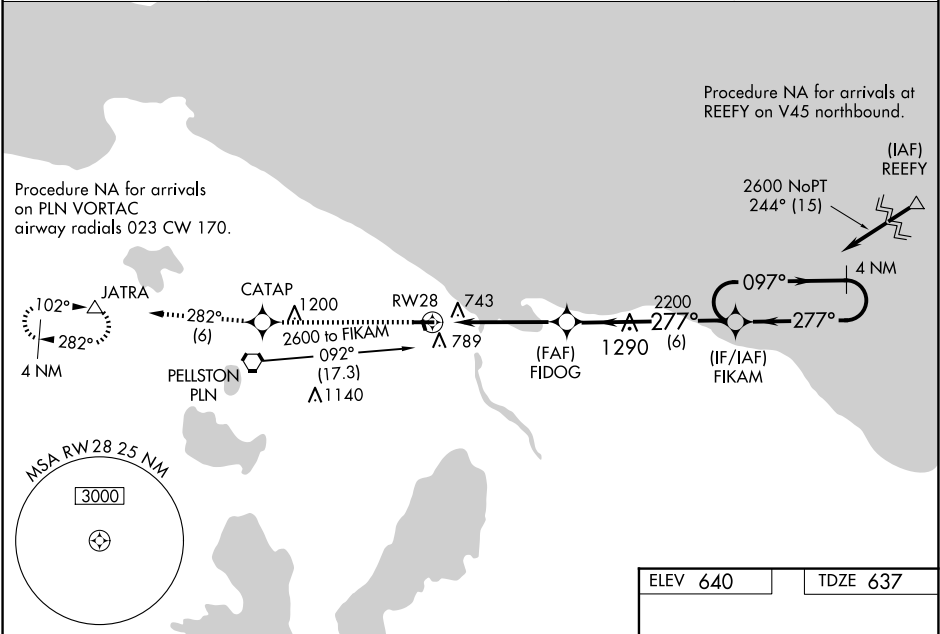
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Night landing Rwy 17, 35 NA. Baro-VNAV NA when using Pellston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Pellston altimeter setting; increase all DA 41 feet and all MDA 60 feet and increase LNAV/VNAV all Cats visibility ¼ SM and LNAV Cat C visibility ½ SM.

MISSED APPROACH: Climb to 2600 direct CATAP and on track 282° to JATRA and hold.

|                          |                                           |                               |              |
|--------------------------|-------------------------------------------|-------------------------------|--------------|
| AWOS-3<br><b>118.175</b> | MINNEAPOLIS CENTER<br><b>134.6 354.05</b> | UNICOM<br><b>122.8 (CTAF)</b> | <b>122.5</b> |
|--------------------------|-------------------------------------------|-------------------------------|--------------|



| CATEGORY     | A      | B           | C                       | D  |
|--------------|--------|-------------|-------------------------|----|
| LPV DA       | 887-1  | 250 (300-1) |                         | NA |
| LNAV/VNAV DA | 953-1  | 316 (400-1) |                         | NA |
| LNAV MDA     | 1060-1 | 423 (500-1) | 1060-1¼<br>423 (500-1¼) | NA |
| CIRCLING     | 1140-1 | 500 (500-1) | 1140-1½<br>500 (500-1½) | NA |

