

WAAS CH 82431 W34A	APP CRS 344°	Rwy Idg TDZE Apt Elev	4000 1206 1206
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RNAV (GPS) RWY 34

AITKIN MUNI/STEVE KURTZ FLD (AIT')

RNP APCH - GPS.

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Circling NA to Rwy 8 and 26. Rwy 34 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV NA when using HZX altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use HZX altimeter setting: increase LPV DA to 1588 feet and all visibilities $\frac{1}{8}$ SM; increase LNAV/VNAV DA to 1660 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 40 feet and LNAV visibility Cat C $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 3400 direct ZAPUB and hold.

AWOS-3 118.675	MINNEAPOLIS CENTER 118.05 239.0	UNICOM 123.05 (CTAF) 0
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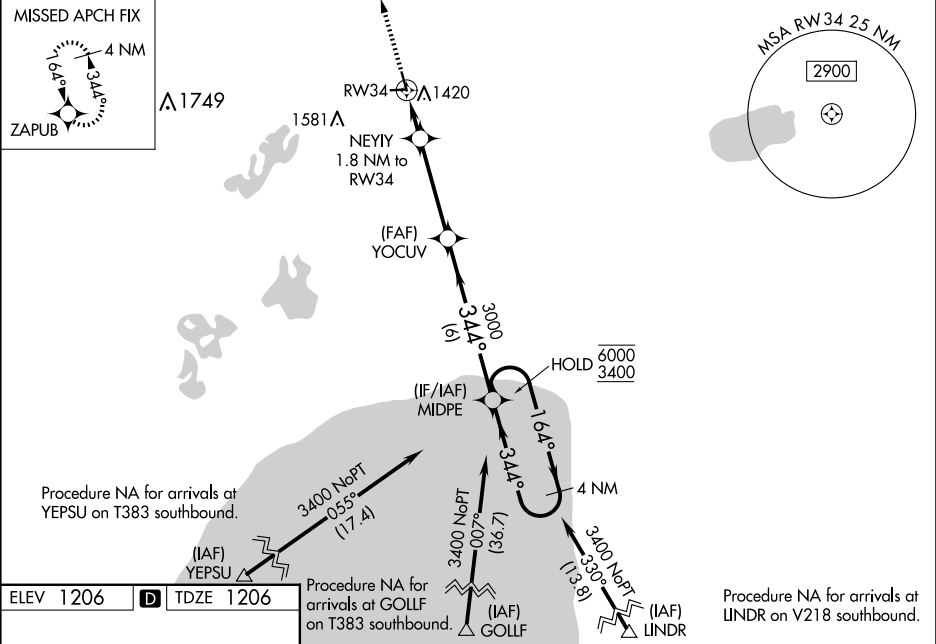


Diagram illustrating the flight paths and altitudes for the Lindbergh International Airport (MDPE) approach, showing various navigation aids and distances.

Key Features:

- Runway 34:** 4000 x 75 ft. (Indicated by a large '34' and a '91' marker).
- Runway 16:** 3123 x 140 ft. (Indicated by a '16' marker).
- Navigation Aids:** ZAPUB (VOR/DME), YOCUV (VORTAC), NEYIY (VORTAC).
- Distances:** 1.8 NM, 3.7 NM, 6 NM, 4 NM Holding Pattern.
- Altitudes:** 3400, 3000, 1800, 1548-1 1/8, 1620-1 3/8, 1720-1, 1780-1, 514 (600-1), 574 (600-1), 1720-1 3/8, 514 (600-1 1/8), 1900-2, 694 (700-2).
- GP 3.00° TCH 39:** Glide Path and Threshold.

CATEGORY	A	B	C	D
LPV DA	1548-1 1/8	342 (400-1 1/8)		NA
LNAV/VNAV DA	1620-1 3/8	414 (500-1 1/8)		NA
LNAV MDA	1720-1	514 (600-1)	1720-1 3/8 514 (600-1 1/8)	NA
CIRCLING	1780-1	574 (600-1)	1900-2 694 (700-2)	NA

REIL Rwy 16 and 34 (L)
MRL Rwy 16-34 (L)