

WAAS CH 77930 W33A	APP CRS 331°	Rwy Idg 5100 TDZE 968 Apt Elev 968
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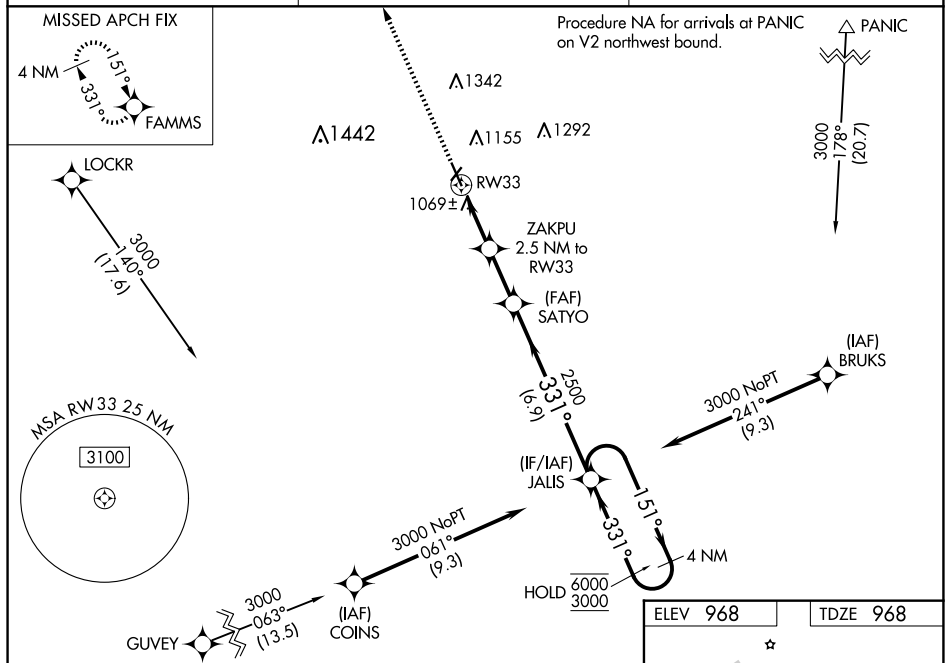
RNAV (GPS) RWY 33

RNP APCH - GPS.

T Circling NA to Rwy 3 and 21. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 33 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV and VDP NA when using FFM altimeter setting. When local altimeter setting not received, use FFM altimeter setting and increase LPA DA to 1290 feet and all visibilities $\frac{1}{4}$ SM. Increase LNAV/VNAV DA to 1322 feet and all visibilities $\frac{1}{8}$ SM. Increase all MDA 80 feet and LNAV visibility C/D $\frac{1}{4}$ SM, and Circling visibility C/D $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 3000 direct FAMMS and hold.

AWOS-3 127.875	MINNEAPOLIS CENTER 127.35 278.3	UNICOM 123.0 (CTAF) 0
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3000 ↑ FAMMS VGSB and RNAV glidepath not coincident (VGSB Angle 3.00°/TCH 26).

ZAKPU 2.5 NM to RW33 SATYO 2500 JALIS 4 NM Holding Pattern

1 NM to RW33 1800 2500 151° 331° 6000 3000

GP 3.00° TCH 55

CATEGORY	A	B	C	D
LPV DA		1218- ³ / ₄	250 (300- ³ / ₄)	
RNAV/ VNAV DA		1250- ⁷ / ₈	282 (300- ⁷ / ₈)	
RNAV MDA		1320-1	352 (400-1)	
CIRCLING	1520-1	552 (600-1)	1660-2 692 (700-2)	1660-2 ¹ / ₄ 692 (700-2 ¹ / ₄)

