


WAAS CH 50212 W27A	APP CRS 270°	Rwy Ldg 6501 TDZE 1230 Apt Elev 1230
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RNAV (GPS) RWY 27

RNP APCH - GPS.	
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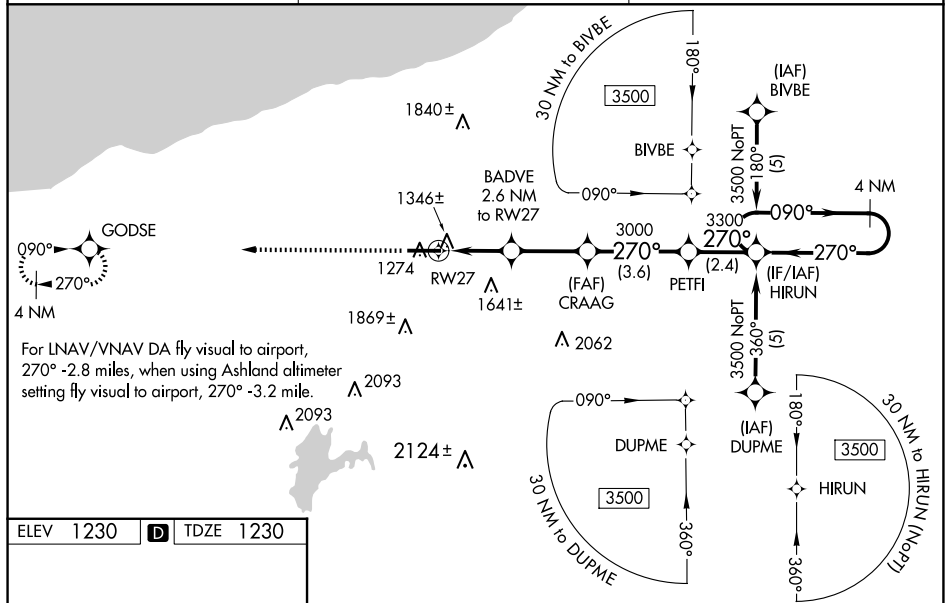
 Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cats A and B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. When using Ashland altimeter setting: inop table does not apply to LNAV/VNAV all Cats and LNAV Cat A. When using Ashland altimeter setting: for inoperative MALSR, increase LNAV Cat B visibility to 1½ mile. Baro-VNAV and VDP NA when using Ashland altimeter setting. When local altimeter setting not received, use Ashland altimeter setting: increase LPV DA to 1562 feet; increase LNAV/VNAV DA to 2298 feet and Cat C visibility ¼ SM; increase all MDA 140 feet and LNAV Cat C/D visibility ½ SM and Circling Cat B visibility ¼ SM.

MALSR

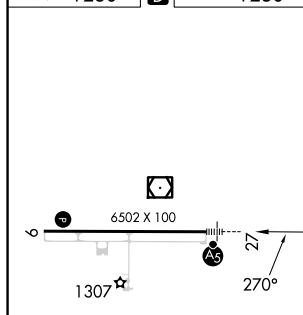


MISSED APPROACH:
Climb to 3500 direct
GODSE and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
125.175	133.55	122.8 (CTAF) 0



ELEV	1230	D	TDZE	1230
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REIL Rwy 9 **L**
HIRL Rwy 9-27 **L**

3500 ↑	GODSE ✦	* LNAV only		HIRUN		4 NM Holding Pattern	
		BADVE 2.6 NM to RW27	CRAAG	PETFI		090° → 3500 ← 270°	GP 3.00° TCH 55
		* 1.9 NM to RW27	2100*	270°	3300	For LNAV/VNAV DA fly visual to airport, 270° -2.8 miles, when using Ashland altimeter setting fly visual to airport, 270° -3.2 mile.	
		RW27	2100	3000			
		1.9	0.7	2.7 NM	3.6 NM	2.4 NM	
CATEGORY	A		B		C		D
LPV DA	1430-1		200 (200-1)				
LNAV/ VNAV DA	2166-2	936 (1000-2)	2166-2 ³ / ₄ 936 (1000-2 ³ / ₄)		2166-3 936 (1000-3)		
LNAV MDA	1900-1	670 (700-1)	1900-1 ¹ / ₄ 670 (700-1 ¹ / ₄)		1900-1 ¹ / ₂ 670 (700-1 ¹ / ₂)		
CIRCLING	2100-1 ¹ / ₄	870 (900-1 ¹ / ₄)	2200-3 970 (1000-3)		2220-3 990 (1000-3)		