

VOR/DME AXN	APP CRS	Rwy Idg
<b>115.95</b>	<b>003°</b>	<b>4500</b>
Chan <b>106(Y)</b>		TDZE <b>1384</b>
		Apt Elev <b>1394</b>

VOR RWY 33

GLENWOOD MUNI (GHW)

▼

Circling to Rwy 5/23 NA. When local altimeter setting not received, use Alexandria altimeter setting and increase all MDA 40 feet and S-33 Cat C visibility ¼ mile. Rwy 33 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via AXN R-183 to MONKE INT/25 DME and hold.

AWOS-3 <b>118.925</b>	MINNEAPOLIS CENTER <b>126.1 269.2</b>	GCO <b>121.725</b>	CTAF <b>122.90</b>
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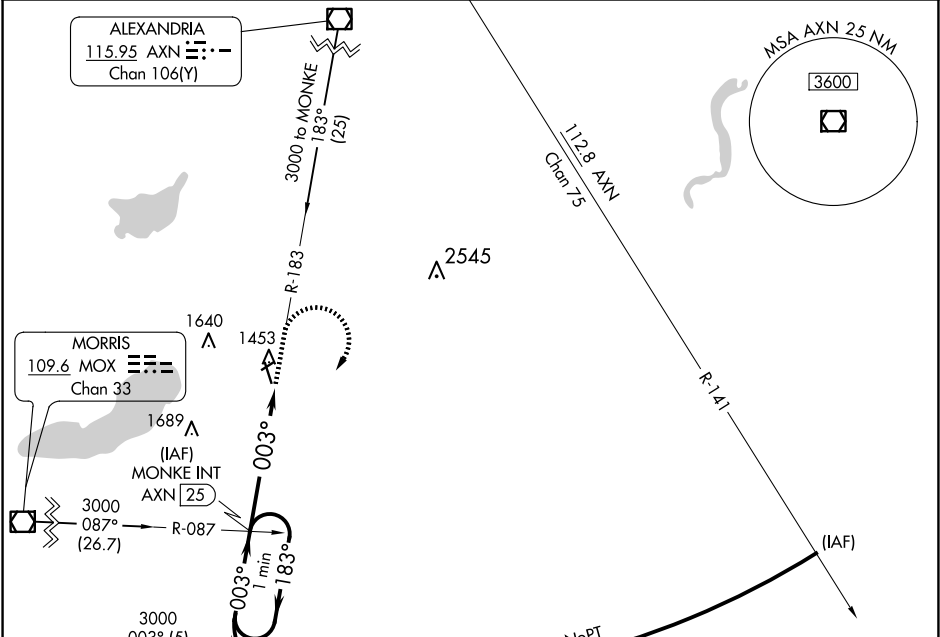


Diagram showing a curved approach path with a 3000 NM radius. The path is labeled with "AXN 30" and "R-183". The heading is 183°. The path ends at "MONKE INT AXN 25".

Diagram showing a holding pattern with a 3000 NM radius. The path is labeled with "MONKE INT AXN 25", "2000", "3000", and "003°". The heading is 183°.

CATEGORY	A	B	C	D
S-33	1880-1	496 (500-1)	1880-1¼ 496 (500-1¼)	NA
CIRCLING	1880-1	486 (500-1)	1940-1½ 546 (600-1½)	NA

Diagram showing a runway layout with a 2778 x 196 ft runway. The runway is labeled with "ELEV 1394", "TDZE 1384", and "MIRL Rwy 15-33". The distance to the FAF is 5.4 NM. The heading is 003°.