

WAAS CH <b>70631</b> <b>W31A</b>	APP CRS <b>313°</b>	Rwy Idg TDZE <b>1606</b> Apt Elev <b>1607</b>	<b>4198</b>
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RNAV (GPS) RWY 31

CARRINGTON MUNI (46D)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. Circling Rwy 13 NA at night. VDP and Baro-VNAV NA with Jamestown altimeter setting. When local altimeter setting not received, use Jamestown altimeter setting and increase all DA and MDA 100 feet, increase LPV all Cats visibility ½ mile; LNAV/VNAV all Cats visibility ¾ mile; LNAV Cat C visibility ¼ mile and Circling Cat C visibility ¾ mile.

**MISSED APPROACH:** Climb to 2300 then climbing left turn to 3200 direct CECYA and hold.

AWOS-3 <b>118.575</b>	MINNEAPOLIS CENTER <b>124.2 270.3</b>	CTAF <b>122.9 0</b>
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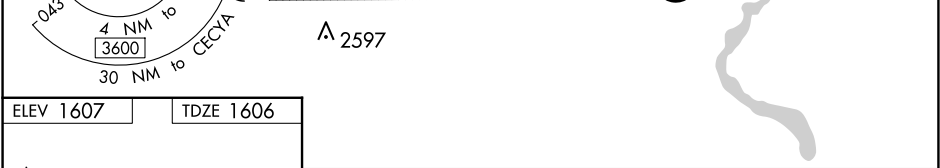
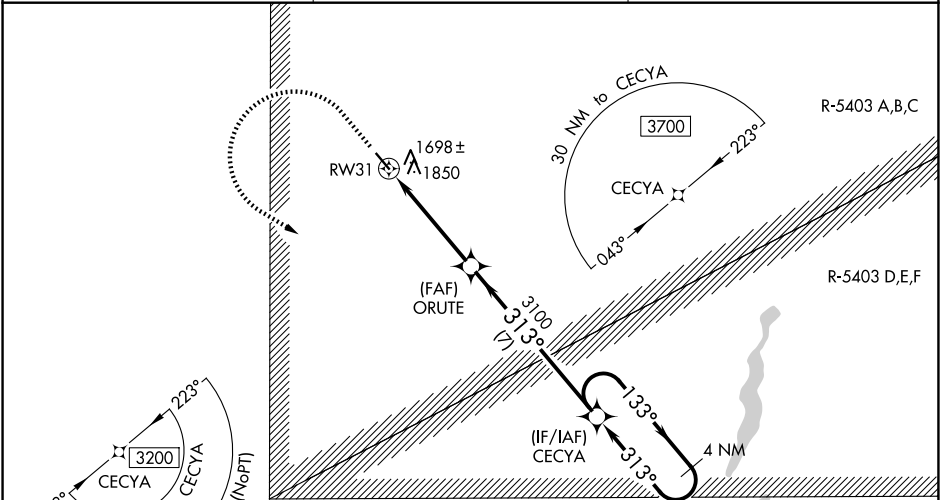


Diagram of the RNAV approach path. It shows a 4 NM Holding Pattern at 3200 feet. The approach path is defined by a 313° heading to RW31 and a 133° heading to the 3200 feet holding pattern. The glidepath is 3.00° TCH 40. The approach is labeled as LNAV only. The holding pattern is labeled as 4 NM Holding Pattern. The approach is labeled as 313° to RW31 and 133° to 3200. The glidepath is labeled as GP 3.00° TCH 40. The approach is labeled as 3100 and 3200. The approach is labeled as 1.7 NM to RW31, 2.9 NM, and 7 NM. The approach is labeled as 3100 and 3200. The approach is labeled as 313° and 133°.

2300 3200 CECYA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20).

4 NM Holding Pattern

\* LNAV only

ORUTE

CECYA

3100 313° 133° 3200

3100

GP 3.00° TCH 40

\* 1.7 NM to RW31

RW31

1.7 NM 2.9 NM 7 NM

CATEGORY		A	B	C	D
LPV	DA	1856-1 250 (300-1)			NA
LNAV/VNAV	DA	2050-1½ 444 (500-1½)			NA
LNAV	MDA	2160-1	554 (600-1)	2160-1½ 554 (600-1½)	NA
<b>C</b> CIRCLING		2200-1	593 (600-1)	2200-1½ 593 (600-1½)	NA

MIRL Rwy 13-31