

WAAS CH 56622 W32A	APP CRS 328°	Rwy Idg 3296 TDZE 1242 Apt Elev 1242
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RNAV (GPS) RWY 32

SAUK CENTRE MUNI (D39)

RNP APCH - GPS.

T Circling NA to Rwy 8 and 26. Rwy 32 helicopter visibility
A reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV
systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct ZERNU and hold.

AWOS-3 118.475	MINNEAPOLIS CENTER 126.1 269.2	CTAF 122.9 0
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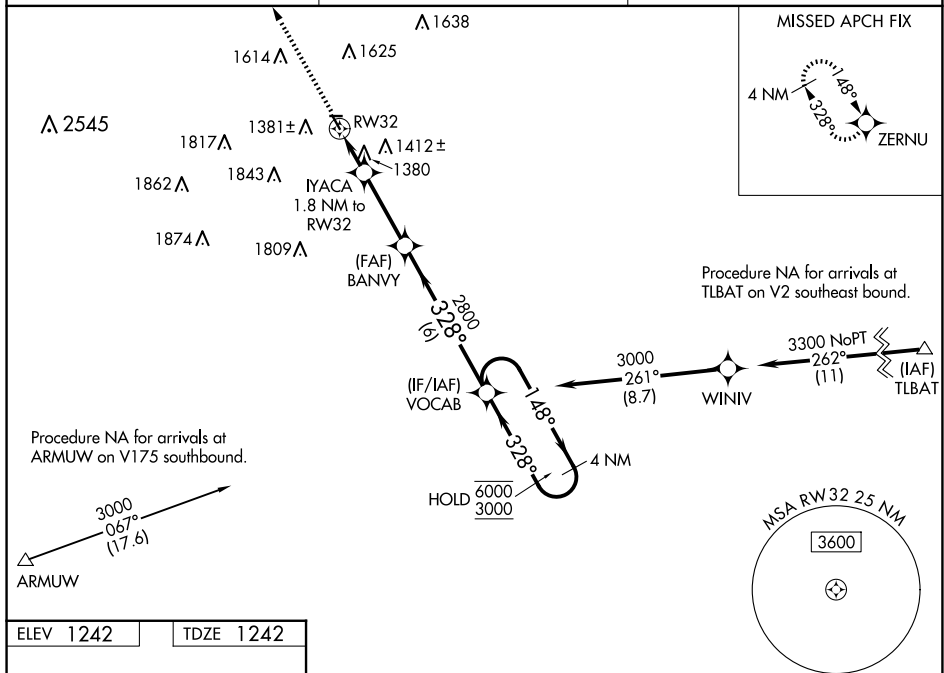


Figure 1-1: Example of a 4 NM Holding Pattern. The diagram illustrates a holding pattern for RW32. The pattern is a series of turns around a fix (RW32). The inbound leg is 1.8 NM, and the outbound leg is 3 NM. The pattern is a 4 NM Holding Pattern. The diagram also shows the VGS1 and RNAV glidepaths, which do not coincide. The VGS1 Angle is 3.00/TCH 22. The RNAV glidepath is 328°. The diagram also shows the VGS1 and RNAV glidepaths, which do not coincide. The VGS1 Angle is 3.00/TCH 22. The RNAV glidepath is 328°.