

WAAS CH 78232 W19A	APP CRS 190°	Rwy Idg 5010 TDZE 979 Apt Elev 979
--	------------------------	---

RNAV (GPS) RWY 19
BARABOO/WISCONSIN DELLS RGNL (DLL)

RNP APCH.

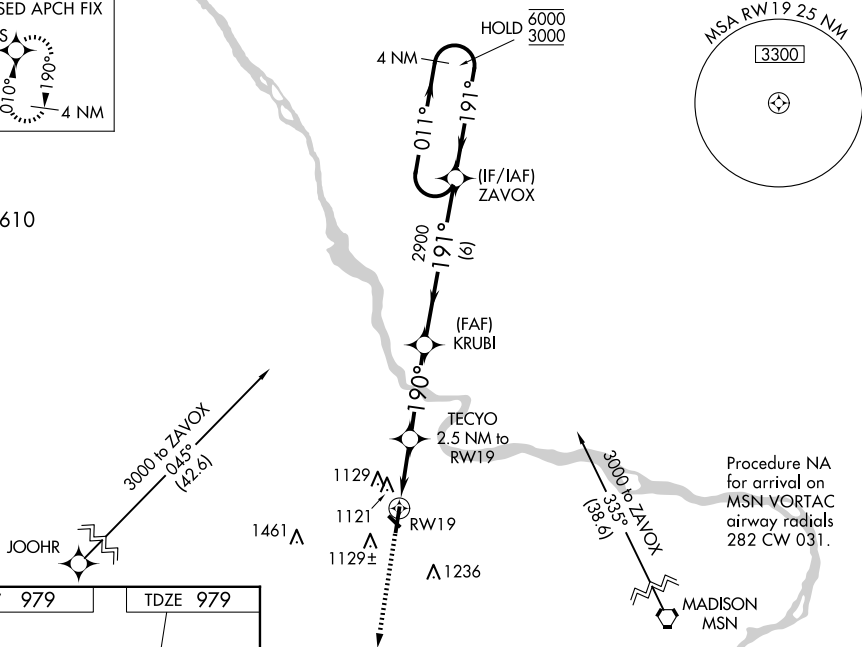


Circling NA to Rwy 14 and 32.
Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH:
Climb to 3000 direct
TRVIS and hold.

AWOS-3 118.325	MADISON APP CON ★ 135.45 343.7	UNICOM 123.05 (CTAF) 0
--------------------------	--	----------------------------------

MISSED APCH FIX

 Δ^{1610} 

The diagram illustrates the layout of the MIRA rail yard. It features a main vertical track labeled '61' at the top and '1' at the bottom. To the left of this track is a building with a star symbol and a cross symbol. A diagonal track labeled '27 25 X 100' runs from the top left towards the center. Another diagonal track labeled '5010 X 100' runs from the top right towards the center. A signal post is located near the intersection of the main vertical track and the '5010 X 100' track. A line with an arrow points to the top of the main vertical track, labeled 'TDZE 979' and '190°'. The text 'MIRL Rwy 1-19' and 'REIL Rwy 1 and 19' is written at the bottom of the diagram.

3000 TRVIS VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 32) 4 NM Holding Pattern ZAVOX

* LNAV only.

RW19 1.3 NM to RW19 1.2 NM 3.4 NM 6 NM

TECYO 2.5 NM to RW19

KRUBI 2900

180° 190° 191°

011° 6000 3000

GP 3.00° TCH 53

CATEGORY	A	B	C	D
LPV DA	1341-1	362 (400-1)		NA
LNAV/VNAV DA	1302-1	323 (400-1)		NA
LNAV MDA	1420-1	441 (500-1)	1420-1 $\frac{3}{8}$ 441 (500-1 $\frac{3}{8}$)	NA
C CIRCLING	1520-1	541 (600-1)	1580-1 $\frac{3}{4}$ 601 (700-1 $\frac{3}{4}$)	NA