

WAAS CH <b>82422</b> <b>W34A</b>	APP CRS <b>341°</b>	Rwy Idg <b>4901</b> TDZE <b>1296</b> Apt Elev <b>1300</b>
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RNAV (GPS) RWY 34

CRESTON MUNI (CSQ)

RNP APCH - GPS.

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Rwy 34 helicopter visibility reduction below 1 SM NA. Circling NA for Cats B and C west of Rwy 16-34. Circling NA to Rwy 4-22. When local altimeter setting not received, use DSM altimeter setting and increase all MDAs 160 feet and LNAV visibility Cat C ½ SM, and LP visibility Cat C ½ SM, and Circling visibility Cat C ½ SM.

MISSED APPROACH: Climb to 3000 direct NOCSI and hold.

AWOS-3 <b>124.75</b>	MINNEAPOLIS CENTER <b>125.65 306.95</b>	UNICOM <b>122.8 (CTAF) ①</b>
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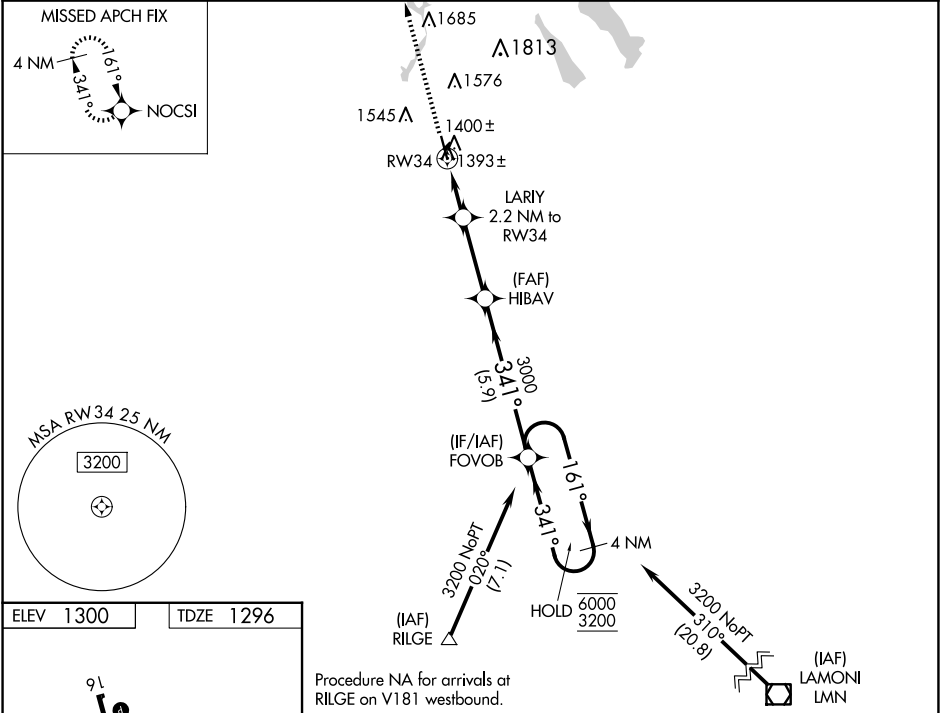


Diagram illustrating the approach procedure for RILGE, showing the 341° heading, 3000 ft altitude, and 4 NM holding pattern. Key points include LARIY (2.2 NM to RW34), HIBAV, and FOVOB. The diagram also shows the runway layout with RW34 and RW16, and the MDA for the approach.

3000	NOCSI	FOVOB	4 NM Holding Pattern
LARIY 2.2 NM to RW34	HIBAV	3000	6000
3.00° TCH 44	341°	161°	3200
2040	2040	2040	2040
2.2 NM	3 NM	5.9 NM	
CATEGORY	A	B	C
LP MDA	1660-1	364 (400-1)	NA
LNAV MDA	1660-1	364 (400-1)	NA
CIRCLING	1720-1 420 (500-1)	1820-1 520 (600-1)	1940-1¾ 640 (700-1¾)