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| WAAS CH 86430 W32A | APP CRS 321° | Rwy Idg TDZE 1028 Apt Elev 1035 |
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RNAV (GPS) RWY 32
MONTEVIDEO-CHIPPEWA COUNTY (MVE)

⚠ Circling to Rwy 14 NA at night. Baro-VNAV NA when using Granite Falls altimeter setting.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 54°C (130°F). When local altimeter setting not received, use Granite Falls altimeter setting and increase all DA 36 feet and MDA 40 feet and increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV visibility Cats C and D ⅓ mile, and increase Circling visibility Cat D ¼ mile. DME/DME RNP -0.3 NA. Circling to Rwy 3-21 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3400 direct ZARTU and hold.

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| AWOS-3 111.6 | MINNEAPOLIS CENTER 125.5 323.1 | UNICOM 122.8 (CTAF) 0 |
|------------------------|--|---------------------------------|

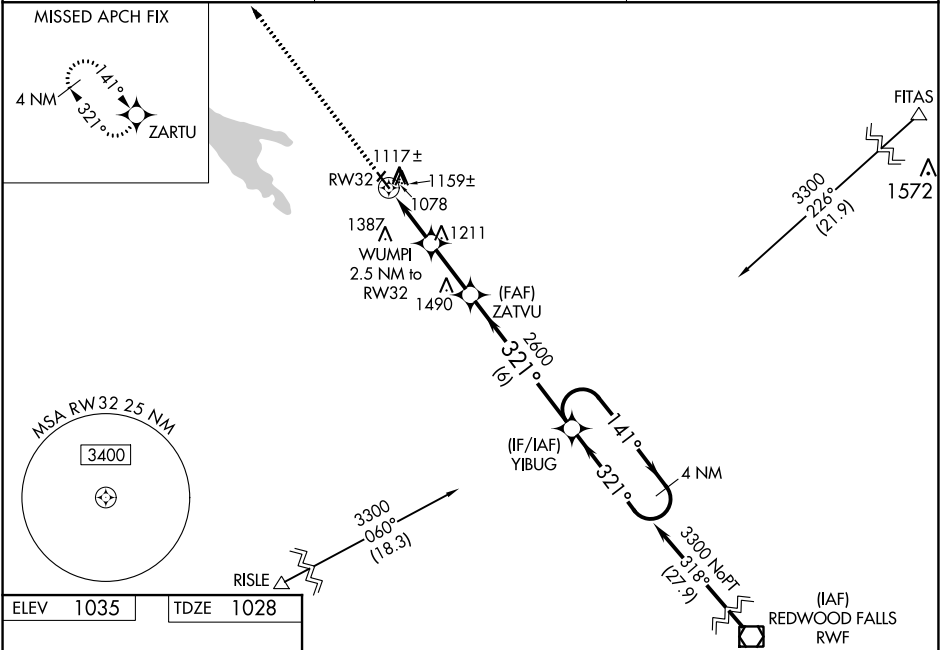


Diagram showing Runway 32 (solid line) and Runway 14-32 (dashed line). Runway 32 is 3999 x 75. Runway 14-32 is 2461 x 115. Both runways are oriented 0.3% UP. Runway 32 has a 0.4% UP slope. The diagram shows the intersection of the two runways and the direction of travel for Runway 32.

REIL Rwy 14 and 32
MIRL Rwy 14-32

Diagram showing the ZARTU arrival procedure. The diagram includes a table with the following data:

| CATEGORY | A | B | C | D |
|--------------|----------------------------|-------------|-------------------------------|-----------------------|
| LPV DA | 1234-1 206 (200-1) | | | |
| LNAV/VNAV DA | 1428-1 3/8 400 (400-1 3/8) | | | |
| LNAV MDA | 1420-1 | 392 (400-1) | 1420-1 1/8 | 392 (400-1 1/8) |
| CIRCLING | 1560-1 | 525 (600-1) | 1560-1 1/2 525 (600-1 1/2) | 1700-2 665 (700-2) |

NC-1, 03 DEC 2020 to 31 DEC 2020

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