

WAAS CH <b>77811</b> <b>W01A</b>	APP CRS <b>010°</b>	Rwy Idg TDZE <b>1133</b> Apt Elev <b>1182</b>	<b>6501</b>
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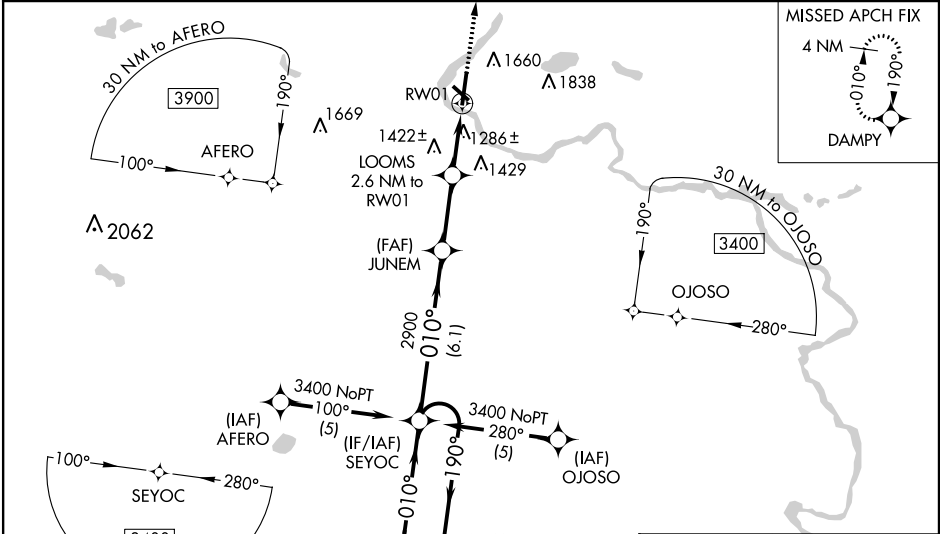
RNAV (GPS) RWY 1  
FORD (IMT)

▼ Inoperative table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling NA NE of Rwy 19 and 31. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Escanaba altimeter setting and increase all DA/MDA 180 feet, increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cts visibility ¼ SM, LNAV Cat C/D visibility ½ SM, and Circling Cat B visibility ¼ SM, Cat C/D visibility ¾ SM. For inoperative MALSR increase visibility LNAV Cat A and B ¼ mile. For Inoperative MALSR when using Escanaba altimeter setting, increase LPV all Cts visibility to 1½ mile, LNAV Cat A visibility to 1 mile. Baro-VNAV and VDP NA when using Escanaba altimeter setting. Circling to Rwy 31 NA at night. Helicopter visibility reduction below ¾ SM NA.

MALSR

MISSED APPROACH:  
Climb to  
3400 direct  
DAMPY  
and hold.

ASOS <b>119,025</b>	MINNEAPOLIS CENTER <b>121.25 322.5</b>	UNICOM <b>122.8 (CTAF) 1</b>
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30 NM to SEYOC (NoPT)		4 NM Holding Pattern		SEYOC		JUNEM		LOOMS 2.6 NM to RW01		3400		DAMPY	
3400 ← 190°		010° →		010°		2900		*2000		*1.8 NM to RW01		*LNAV only	
GP 3.00° TCH 53		6.1 NM		2.7 NM		0.8 NM		1.8 NM					
CATEGORY		A		B		C		D					
LPV DA		1383-¾		250 (300-¾)									
LNAV/ VNAV DA		1806-2		673 (700-2)									
LNAV MDA		1760-¾ 627 (600-¾)				1760-1¼ 627 (600-1¼)		1760-1½ 627 (600-1½)					
CIRCLING		1760-1 578 (600-1)		1780-1 598 (600-1)		1780-1¾ 598 (600-1¾)		1840-2 658 (700-2)					

