

WAAS CH <b>77930</b> <b>W33A</b>	APP CRS <b>331°</b>	Rwy Idg <b>5100</b> TDZE <b>968</b> Apt Elev <b>968</b>
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# RNAV (GPS) RWY 33

## HARRY STERN (BWP)

**⚠** When VGSI inop, Circling Rwy 15 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fergus Falls altimeter setting and increase all DA/MDA 80 feet and all visibility  $\frac{3}{8}$  mile. Baro-VNAV and VDP NA when using Fergus Falls altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct FAMMS and hold.

AWOS-3 <b>127.875</b>	MINNEAPOLIS CENTER <b>127.35 278.3</b>	UNICOM <b>123.0 (CTAF) 0</b>
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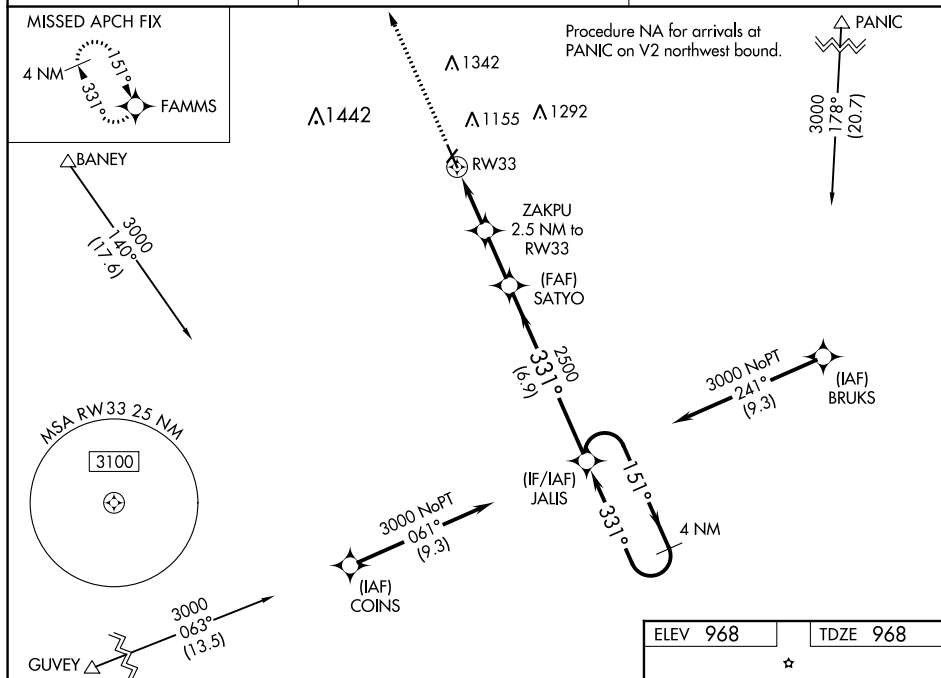
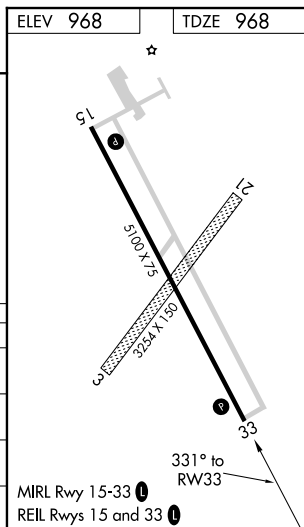


Diagram illustrating the VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 26).

Key points and distances shown:

- 3000 (MSL)
- FAMMS (MSL)
- \*LNNAV only
- ZAKPU 2.5 NM to RW33
- SATYO 2500
- JALIS
- 4 NM Holding Pattern
- 151°
- 331°
- 3000
- 1800\*
- 2500
- GP 3.00° TCH 55
- 1.1 NM to RW33
- 1.4 NM
- 2.1 NM
- 6.9 NM

CATEGORY	A	B	C	D
LPV DA	1218- $\frac{3}{4}$	250 (300- $\frac{3}{4}$ )		
LNNAV/VNAV DA	1252- $\frac{7}{8}$	284 (300- $\frac{7}{8}$ )		
LNNAV MDA	1340-1	372 (400-1)		
CIRCLING	1520-1 552 (600-1)	1520-1 $\frac{1}{2}$ 552 (600-1 $\frac{1}{2}$ )	1560-2 592 (600-2)	



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