

WAAS CH 90139 W35A	APP CRS 352°	Rwy Idg 4794 TDZE 1010 Apt Elev 1033
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RNAV (GPS) RWY 35

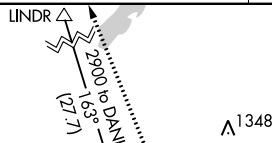
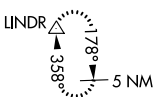
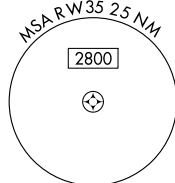
RNP APCH.

V Circling NA to Rwy 11 and 29. Circling Rwy 17 NA at night. Baro-VNAV and VDP NA when using Hinckley altimeter setting. Rwy 35 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, INAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Hinckley altimeter setting: increase all DAs 43 feet and increase INAV/VNAV all Cat visibilities $\frac{1}{2}$ SM; increase all MDAs 60 feet and INAV and Circling Cat C and D visibilities $\frac{1}{4}$ SM.

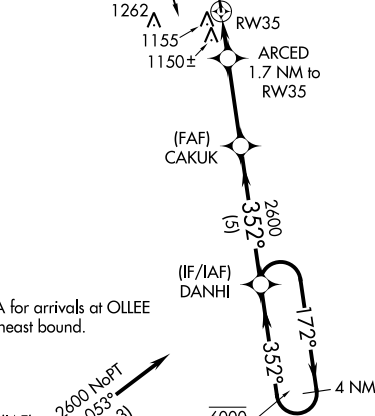
MISSED APPROACH: Climb to 5500 direct LINDR and hold, continue climb-in-hold to 5500.

AWOS-3 123,925	MINNEAPOLIS CENTER 121.05 397.9	UNICOM 122.8 (CTAF) ①
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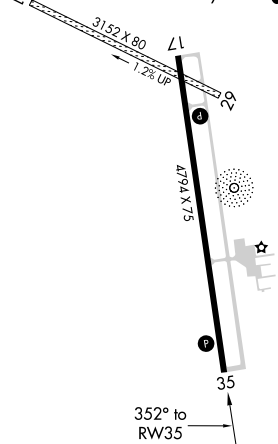
MISSED APCH FIX

 Δ^{1585} 

Procedure NA for arrivals at OLEE
on T383 southeast bound.



ELEV 1033	TDZE 1010
REIL Rwy 17 and 35 (L)	
MIRL Rwy 17-35 (L)	



5500	LINDR	<p>ARCED 1.7 NM to RW35</p> <p>*LNAV only</p> <p>RW35</p> <p>*1.2 NM to RW35</p> <p>1580*</p> <p>CAKUK 2600</p> <p>DANHI</p> <p>4 NM Holding Pattern</p> <p>352°</p> <p>172° → 6000 ← 352° 2600</p> <p>GP 3.00° TCH 40</p> <p>1.2 NM 0.5 3.2 NM 5 NM</p>			
CATEGORY	A	B	C	D	
LPV DA	1267-1 257 (300-1)				
LNAV/ VNAV	1316-1 306 (300-1)				
LNAV MDA	1420-1 410 (400-1)		1420-1½ 410 (400-1½)		
CIRCLING	1480-1 447 (500-1)	1500-1 467 (500-1)	1700-2 667 (700-2)	1700-2¼ 667 (700-2¼)	