

RNP APCH-GPS.

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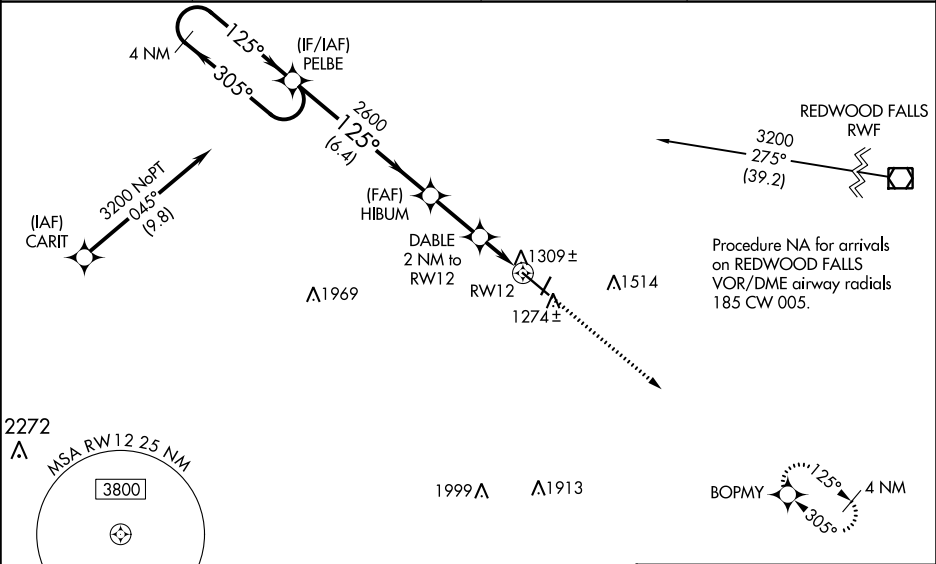
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Baro-VNAV and VDP NA when using Tracy Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 36°C. When local altimeter setting not received, use Tracy Muni altimeter setting and increase LPV DA to 1441 feet; LNAV/VNAV DA to 1548 and all Cats visibilities ½ SM; increase all MDA 60 feet, LNAV visibility Cat C/D ½ SM and Circling visibility Cat C/D ¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM, and LNAV Cat C/D visibility to 1 SM. For inop ALS when using Tracy Muni altimeter setting, increase LNAV/VNAV all Cats visibility to 1 SM.

MALSR

MISSED APPROACH:
Climb to 3000 direct BOPMY and hold.

AWOS-3PT 120.150	MINNEAPOLIS CENTER 127.1 290.2	GCO 121.725	UNICOM 122.8 (CTAF)
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					ELEV 1183		TDZE 1183																																																			
<div><div><div>4 NM Holding Pattern</div><div>3200 ← 305° 125° →</div><div>GP 3.00° TCH 49</div></div><div><div>PELBE</div><div>2600</div><div>6.4 NM</div></div><div><div>HIBUM</div><div>2600</div><div>2.3 NM</div></div><div><div>DABLE 2 NM to RW12</div><div>*1860</div><div>1 NM</div></div><div><div>*1 NM to RW12</div><div>1 NM</div></div><div><div>3000</div><div>BOPMY</div><div>*LNAV only</div></div></div> <div><div>125° to RW12</div><div><div>AS</div><div>7221 x 100</div><div>3999 x 75</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div><div>26</div><div>27</div><div>28</div><div>29</div><div>30</div><div>31</div><div>32</div><div>33</div><div>34</div><div>35</div><div>36</div><div>37</div><div>38</div><div>39</div><div>40</div><div>41</div><div>42</div><div>43</div><div>44</div><div>45</div><div>46</div><div>47</div><div>48</div><div>49</div><div>50</div><div>51</div><div>52</div><div>53</div><div>54</div><div>55</div><div>56</div><div>57</div><div>58</div><div>59</div><div>60</div><div>61</div><div>62</div><div>63</div><div>64</div><div>65</div><div>66</div><div>67</div><div>68</div><div>69</div><div>70</div><div>71</div><div>72</div><div>73</div><div>74</div><div>75</div><div>76</div><div>77</div><div>78</div><div>79</div><div>80</div><div>81</div><div>82</div><div>83</div><div>84</div><div>85</div><div>86</div><div>87</div><div>88</div><div>89</div><div>90</div><div>91</div><div>92</div><div>93</div><div>94</div><div>95</div><div>96</div><div>97</div><div>98</div><div>99</div><div>100</div></div></div> <tr><td>CATEGORY</td><td>A</td><td>B</td><td>C</td><td>D</td><td colspan="4"></td></tr> <tr><td>LPV DA</td><td colspan="2">1383-½</td><td colspan="2">200 (200-½)</td><td colspan="4"></td></tr> <tr><td>LNAV/VNAV DA</td><td colspan="2">1490-½</td><td colspan="2">307 (400-½)</td><td colspan="4"></td></tr> <tr><td>LNAV MDA</td><td colspan="2">1560-½ 377 (400-½)</td><td colspan="2">1560-⅝ 377 (400-⅝)</td><td colspan="4"></td></tr> <tr><td>CIRCLING</td><td colspan="2">1640-1 457 (500-1)</td><td colspan="2">1820-1¾ 637 (700-1¾) 1840-2 657 (700-2)</td><td colspan="4"></td></tr> <tr><td colspan="5"></td><td colspan="4">HIRL Rwy 12-30 ① REIL Rws 2 and 20 ① MIRL Rwy 2-20 ①</td></tr>					CATEGORY	A	B	C	D					LPV DA	1383-½		200 (200-½)						LNAV/VNAV DA	1490-½		307 (400-½)						LNAV MDA	1560-½ 377 (400-½)		1560-⅝ 377 (400-⅝)						CIRCLING	1640-1 457 (500-1)		1820-1¾ 637 (700-1¾) 1840-2 657 (700-2)											HIRL Rwy 12-30 ① REIL Rws 2 and 20 ① MIRL Rwy 2-20 ①			
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NC-1, 13 JUL 2023 to 10 AUG 2023

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