

WAAS CH <b>70631</b> <b>W31A</b>	APP CRS <b>313°</b>	Rwy Idg TDZE <b>1606</b> Apt Elev <b>1607</b>	<b>4198</b>
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RNAV (GPS) RWY 31

CARRINGTON MUNI (46D)

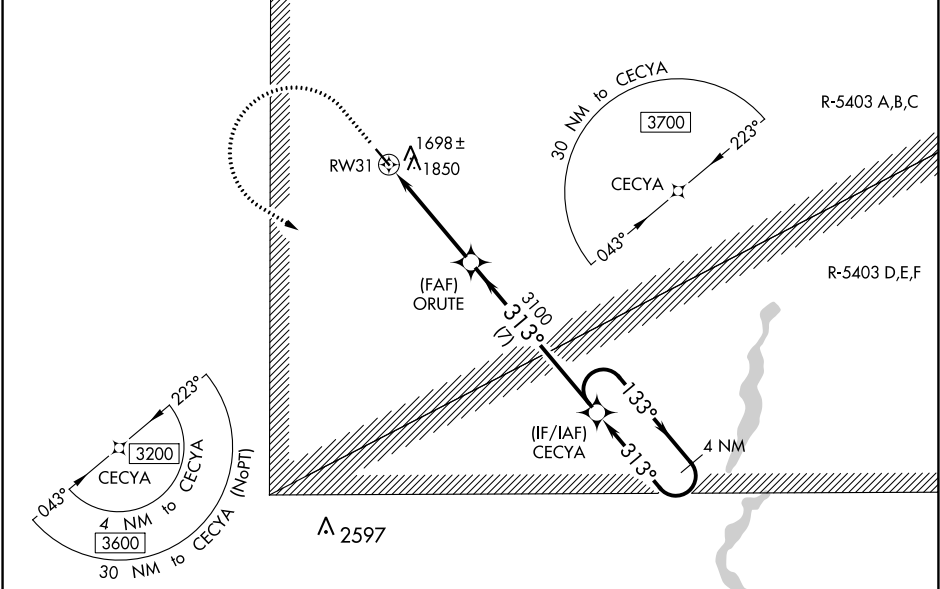
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. Circling Rwy 13 NA at night. VDP and Baro-VNAV NA with Jamestown altimeter setting. When local altimeter setting not received, use Jamestown altimeter setting and increase all DA and MDA 100 feet, increase LPV all Cats visibility ½ mile; LNAV/VNAV all Cats visibility ⅔ mile; LNAV Cat C visibility ¼ mile and Circling Cat C visibility ⅓ mile.

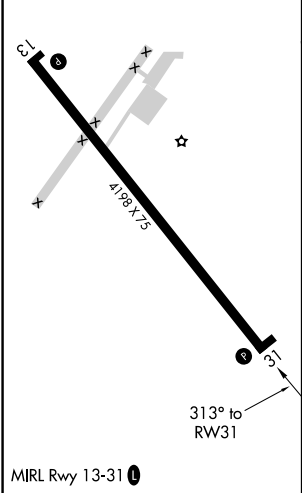
MISSED APPROACH:

Climb to 2300 then climbing left turn to 3200 direct CECYA and hold.

AWOS-3 <b>118.575</b>	MINNEAPOLIS CENTER <b>124.2 270.3</b>	CTAF <b>122.9 0</b>
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ELEV 1607	TDZE 1606
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2300

3200

CECYA

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 20).

4 NM Holding Pattern

\* LNAV only

RW31

ORUTE

CECYA

GP 3.00° TCH 40

1.7 NM

2.9 NM

7 NM

133°

313°

3100

3100

CATEGORY	A	B	C	D
LPV DA	1856-1	250 (300-1)		NA
LNAV/VNAV DA	2050-1½	444 (500-1½)		NA
LNAV MDA	2160-1	554 (600-1)	2160-1½ 554 (600-1½)	NA
CIRCLING	2200-1	593 (600-1)	2200-1½ 593 (600-1½)	NA