

WAAS
CH **77930**
W33A

APP CRS
331°

Rwy Idg **5100**
TDZE **968**
Apt Elev **968**

RNAV (GPS) RWY 33
HARRY STERN (BWP)

RNP APCH-GPS

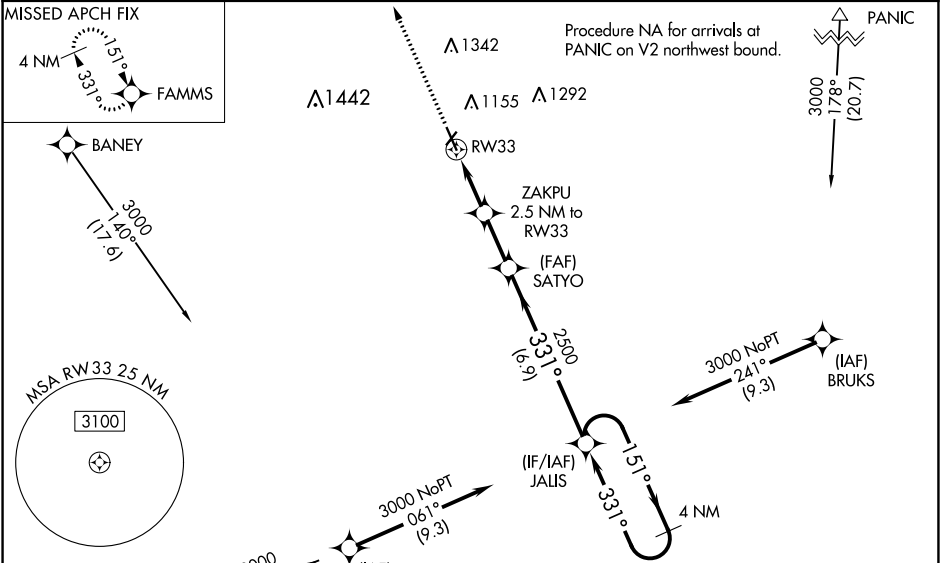
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Circling NA to Rws 3 and 21. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 33 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Fergus Falls altimeter setting: increase LPV DA to 1292 and all visibilities ¾ SM; increase LNAV/VNAV DA to 1326 and all visibilities ¾ SM; increase all MDA 80 feet and visibility LNAV all Cats ¾ SM and Circling Cat C and D ¼ SM. Baro-VNAV and VDP NA when using Fergus Falls altimeter setting. When Circling to Rwy 15 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 3000 direct FAMMS and hold.

AWOS-3 127.875	MINNEAPOLIS CENTER 127.35 278.3	UNICOM 123.0 (CTAF)
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ELEV 968

TDZE 968

3000

FAMMS

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

JALIS

4 NM Holding Pattern

*LNAV only

ZAKPU

2.5 NM to RW33

SATYO

2500

JALIS

151°

331°

3000

GP 3.00° TCH 55

1800*

2500

1.1 NM

1.4 NM

2.1 NM

6.9 NM

CATEGORY	A	B	C	D
LPV DA		1218-¾	250 (300-¾)	
LNAV/VNAV DA		1252-⅞	284 (300-⅞)	
LNAV MDA		1340-1	372 (400-1)	
CIRCLING	1520-1	552 (600-1)	1660-2 692 (700-2)	1660-2¼ 692 (700-2¼)

51

33

5100 X 75

3254 X 150

331°

MIRL Rwy 15-33

REIL Rws 15 and 33