

LOC/DME I-EAU 109.5 Chan 32	APP CRS 224°	Rwy Ldg 7301 TDZE 913 Apt Elev 913
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ILS or LOC RWY 22
CHIPPEWA VALLEY RGNL (EAU)

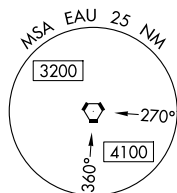
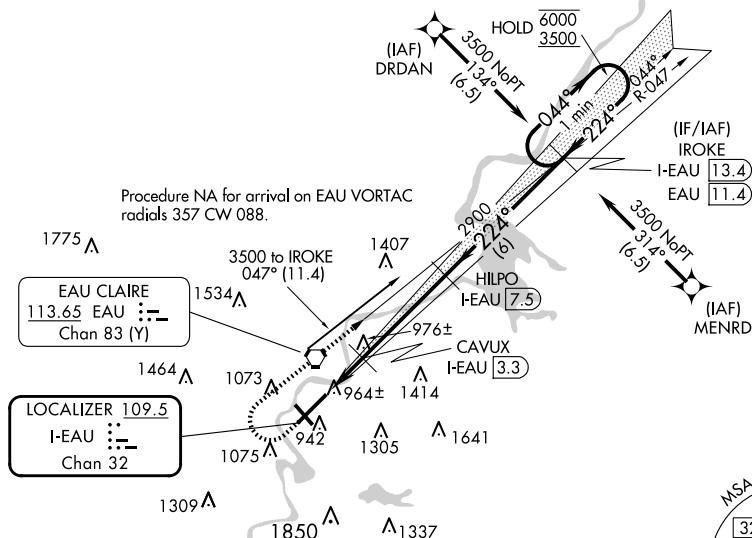
From DRDAN and MENRD RNAV-1 GPS required.
DME required.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 on EAU VORTAC R-047 to IROKE/I-EAU LOC/DME 13.4 DME and hold.

T For inop ALS increase S-LCC 22 Cat C and D visibility to $\frac{7}{8}$ SM. For inop ALS when using Rice Lake altimeter setting, increase S-ILS 22 all Cats visibility to 1 SM. When local altimeter setting not received, use Rice Lake altimeter setting and increase DA 110 feet and all MDA 120 feet, increase S-LCC 22 Cat C and D and Circling Cat C visibility $\frac{1}{4}$ SM. VDP NA when using Rice Lake altimeter setting.

ATIS 126.025	MINNEAPOLIS CENTER 125.3 335.6	EAU CLAIRE TOWER ★ 118.575 (CTAF) 0	GND CON 120.925	UNICOM 122.95
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ELEV 913 D TDZE 913

HIRL Rwy 4-22 L

MIRL Rwy 14-32 L

REIL Rwy 4 and 14 L

Diagram illustrating the runway layout and navigation aids for Runway 4-22. The runway is 3000 x 100 feet. The diagram shows the runway axis, centerline, and various lights (HIRL, MIRL, REIL). The runway is labeled with '8101 X 150' and '0.6% DOWN'. The diagram also shows the runway heading of 224° and the presence of a Tower (TWR) at 968 feet and a 941 marker.

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

Diagram illustrating the ILS 22 approach for S-LOC and S-ILS. The diagram shows the 22° glide path, the 1560' MSL threshold, and the 2900' MSL fix. Key features include:

- LOC only:** 1600' and 3500' glides, IROKE I-EAU R-047.
- ILS 22:** 1560' MSL threshold, 2900' MSL fix, 22° glide.
- Obstacles:** I-EAU 1.4, I-EAU 2.2, CAVUX I-EAU 3.3, HILPO I-EAU 7.5, IROKE I-EAU 13.4.
- Dimensions:** 0.8 NM, 1.1 NM, 4.2 NM, 6 NM.
- GS 3.00° TCH 50.**