

WAAS CH 69429 W22A	APP CRS 218°	Rwy Idg 5100 TDZE 666 Apt Elev 674
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RNAV (GPS) RWY 22

RNP APCH.

T Rwy 22 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A When local altimeter setting not received, use Sky Harbor altimeter setting.

MISSED APPROACH: Climb to 4000 direct DUYAR and on track 213° to BARUM and hold, continue climb-in-hold to 4000.

AWOS-3 120.35	DULUTH APP CON 125.45 233.7	CLNC DEL 124.8	UNICOM 122.7 (CTAF) 
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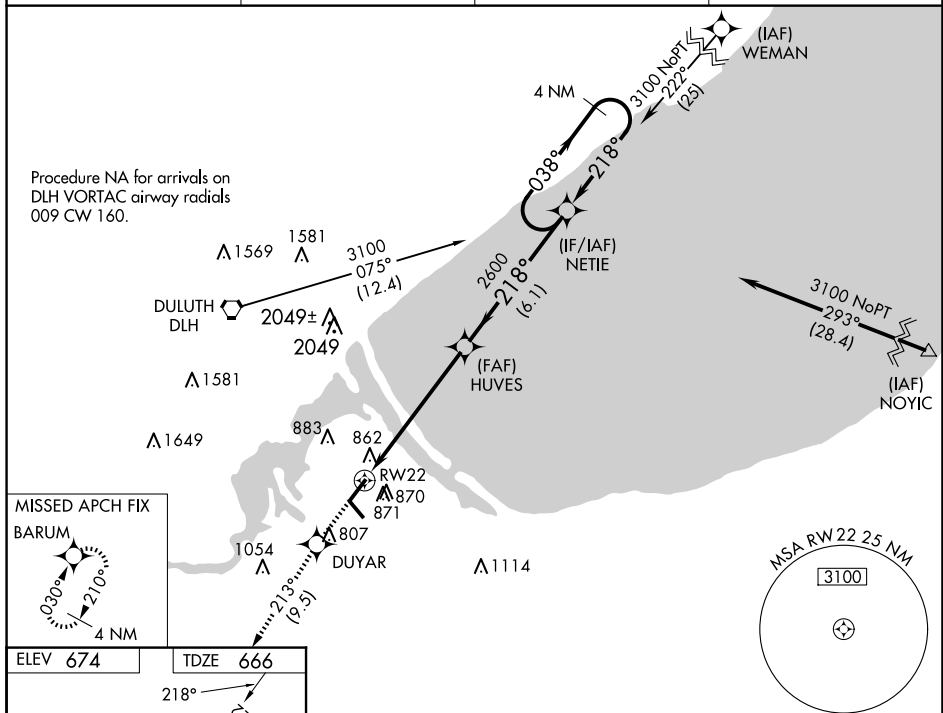


Diagram illustrating the proposed rail alignment. The alignment consists of two main segments: REIL Rwy 4, 14, and 32 (top segment) and MRL Rwy 4-22 and 14-32 (bottom segment). The alignment is shown as a black line with a width of 75 feet. The total length of the alignment is 5100 feet. The alignment is shown with a north arrow and a scale bar (0 to 100 feet). The alignment is shown with a north arrow and a scale bar (0 to 100 feet).

4000 ↑		DUYAR ✦	tr 213°	BARUM △	NETIE 4 NM Holding Pattern	
RW22		1.1 NM to RW22		HUVES	218°	038° → 3100 ← 218°
1.1		4.8 NM		2600	6.1 NM	
		≤ 3.00° TCH 50				
CATEGORY		A	B	C	D	
LP	MDA	1060-1	394 (400-1)	1060-1½	394 (400-1½)	
LNAV	MDA	1240-1	574 (600-1)	1240-1½	574 (600-1½)	
CIRCLING		1240-1	566 (600-1)	1360-2 686 (700-2)	1360-2¼ 686 (700-2¼)	