

WAAS CH 86317 W18A	APP CRS 175°	Rwy Idg TDZE 1435 Apt Elev 1435
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RNAV (GPS) RWY 18

QUENTIN AANENSON FLD (LYV)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3200 direct HEXAM and hold.
▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	

AWOS-3 119.825	SIOUX FALLS APP CON ★ 125.8 284.725	UNICOM 122.7 (CTAF) ①
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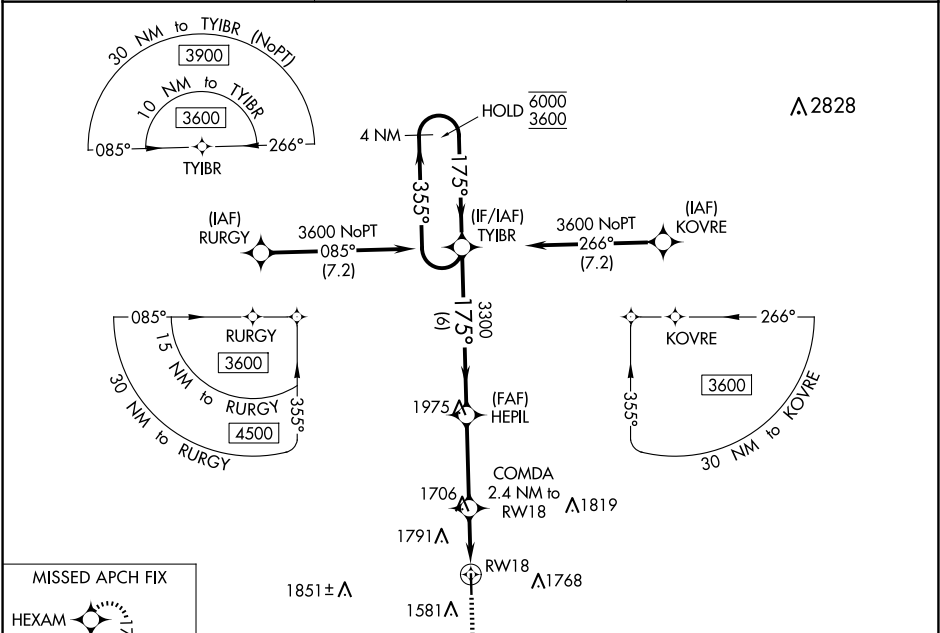


Diagram illustrating a flight path and approach procedure. The path starts at a 4 NM Holding Pattern (6000 and 3600 feet) with a 355° heading and 175° turn. The path continues to a 3300-foot altitude, then turns 175° to a 2240-foot altitude. The path then turns 175° to a 3200-foot altitude, where it intersects the RW18 glidepath. The glidepath is 1.6 NM to RW18. The path then turns 175° to RW18. The diagram also shows a 4200 x 75 runway, a 3600-foot runway, and a 3200-foot runway. The diagram includes a 3200-foot altitude, a 3300-foot altitude, a 2240-foot altitude, a 3200-foot altitude, and a 3200-foot altitude.

CATEGORY	A	B	C	D
LPV DA	1635-1 200 (200-1)			
LNAV/VNAV DA	1847-1½ 412 (500-1½)			
LNAV MDA	1960-1	525 (600-1)	1960-1½	525 (600-1½)
CIRCLING	1960-1 525 (600-1)	2160-1 725 (800-1)	2360-2¾ 925 (1000-2¾)	2360-3 925 (1000-3)

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