

APP CRS  
**095°**

Rwy Idg **5001**  
TDZE **684**  
Apt Elev **684**

**RNAV (GPS) RWY 10**

SCHOOLCRAFT COUNTY (ISQ)

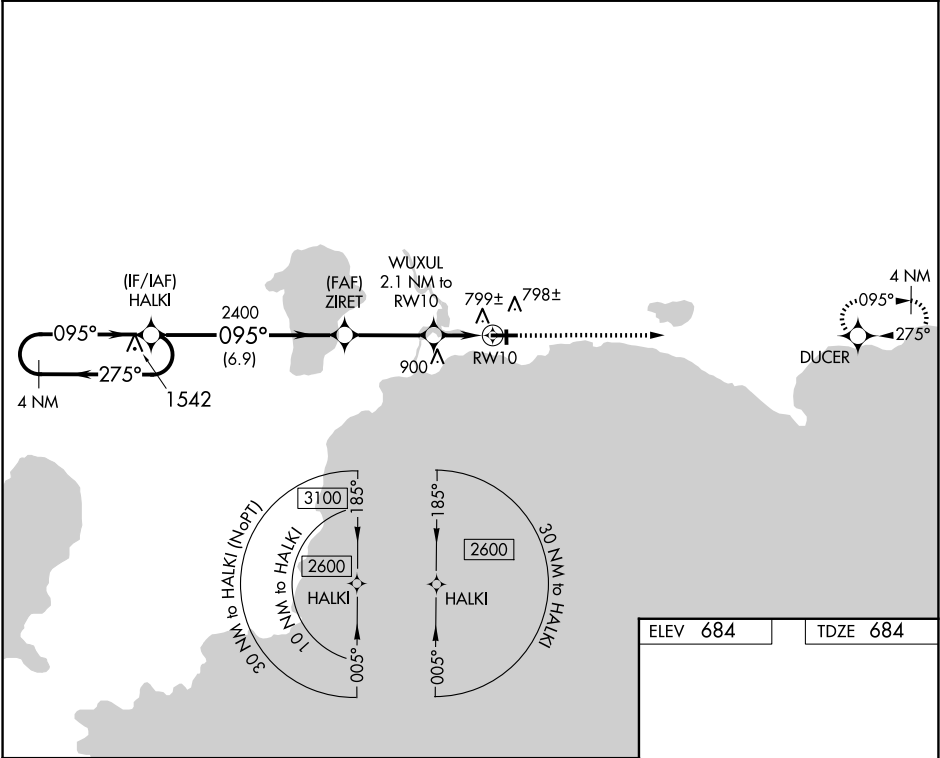
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⚠

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Beaver Island altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility  $\frac{3}{8}$  SM, Circling Cat C visibility  $\frac{1}{2}$  SM and Circling Cat D visibility  $\frac{1}{4}$  SM. When VGSI inop, Straight-In/Circling Rwy 10 procedure NA at night. When VGSI inop, Circling Rwy 28 NA at night. Night landing: Rwy 1, 19 NA.

MISSED APPROACH:  
Climb to 2600 direct DUCER and hold.

|                          |                                            |                                 |
|--------------------------|--------------------------------------------|---------------------------------|
| AWOS-3<br><b>118.775</b> | MINNEAPOLIS APP CON<br><b>134.6 354.05</b> | UNICOM<br><b>122.8 (CTAF) ①</b> |
|--------------------------|--------------------------------------------|---------------------------------|



4 NM Holding Pattern

2600

275°

095°

HALKI

2400

095°

ZIRET

3.00° TCH 35

1380

3.2 NM

2.1 NM

WUXUL 2.1 NM to RW10

RW10

2600

DUCER

|          |                       |                       |                         |                       |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|
| CATEGORY | A                     | B                     | C                       | D                     |
| LNAV MDA | 1060-1 376 (400-1)    |                       |                         |                       |
| CIRCLING | 1120-1<br>436 (500-1) | 1140-1<br>456 (500-1) | 1280-1½<br>596 (600-1½) | 1300-2<br>616 (700-2) |

REIL Rwy 28 ①  
MIRL Rwy 10-28 ①

095°

61

501 X 100

2501

28

1