

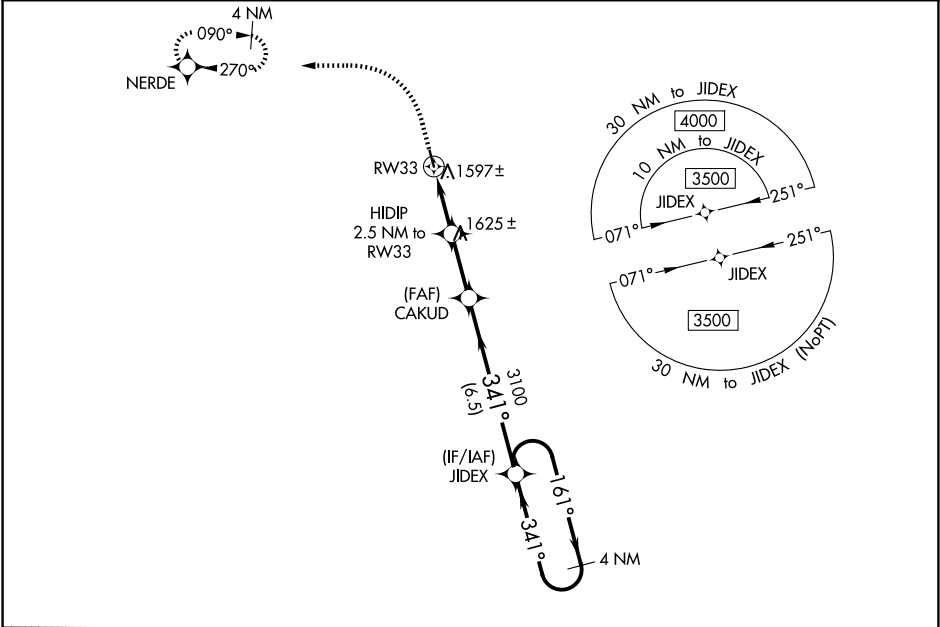
|                                        |                        |                                                     |
|----------------------------------------|------------------------|-----------------------------------------------------|
| WAAS<br>CH <b>53540</b><br><b>W33A</b> | APP CRS<br><b>341°</b> | Rwy Ldg<br>TDZE <b>1511</b><br>Apt Elev <b>1511</b> |
|----------------------------------------|------------------------|-----------------------------------------------------|

RNAV (GPS) RWY 33

LAKOTA MUNI (5LØ)

|                                                                                                                                                                                                            |                                                                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| RNP APCH - GPS.                                                                                                                                                                                            | MISSED APPROACH: Climb to 2300 then climbing left turn to 3300 direct NERDE and hold. |
| <div><div>▼</div><div>Baro-VNAV NA. Rwy 33 helicopter visibility reduction below ¾ SM NA.</div></div> <div><div>▲</div><div>NA Circling Rwy 15 NA at night. Use Devils Lake altimeter setting.</div></div> |                                                                                       |

|                                |                                           |                                 |
|--------------------------------|-------------------------------------------|---------------------------------|
| DVL AWOS-3PT<br><b>125.875</b> | MINNEAPOLIS CENTER<br><b>132.15 269.6</b> | UNICOM<br><b>122.8 (CTAF) Ø</b> |
|--------------------------------|-------------------------------------------|---------------------------------|



|                  |                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ELEV 1511        | TDZE 1511                                                                                                                                                                                                                                                                                                                                                                                          | R-5403                                                                                                                                                                                                                                                                                                                                                                                             |
|                  | <div><div>2300</div><div>3300</div><div>NERDE</div></div> <div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).</div> <div><div>CAKUD</div><div>JIDEX</div><div>HOLDING PATTERN</div></div> <div><div>3100</div><div>341°</div><div>3500</div></div> <div><div>2340</div><div>2.5 NM</div><div>2.4 NM</div><div>6.5 NM</div></div> <div><div>GP 3.00°</div><div>TCH 40</div></div> | <div><div>2300</div><div>3300</div><div>NERDE</div></div> <div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).</div> <div><div>CAKUD</div><div>JIDEX</div><div>HOLDING PATTERN</div></div> <div><div>3100</div><div>341°</div><div>3500</div></div> <div><div>2340</div><div>2.5 NM</div><div>2.4 NM</div><div>6.5 NM</div></div> <div><div>GP 3.00°</div><div>TCH 40</div></div> |
| MIRL Rwy 15-33 Ø |                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                    |

NC-1, 22 JAN 2026 to 19 FEB 2026

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