

WAAS CH 99712 W19A	APP CRS 183°	Rwy Ldg 7441 TDZE 534 Apt Elev 534
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RNAV (GPS) RWY 19

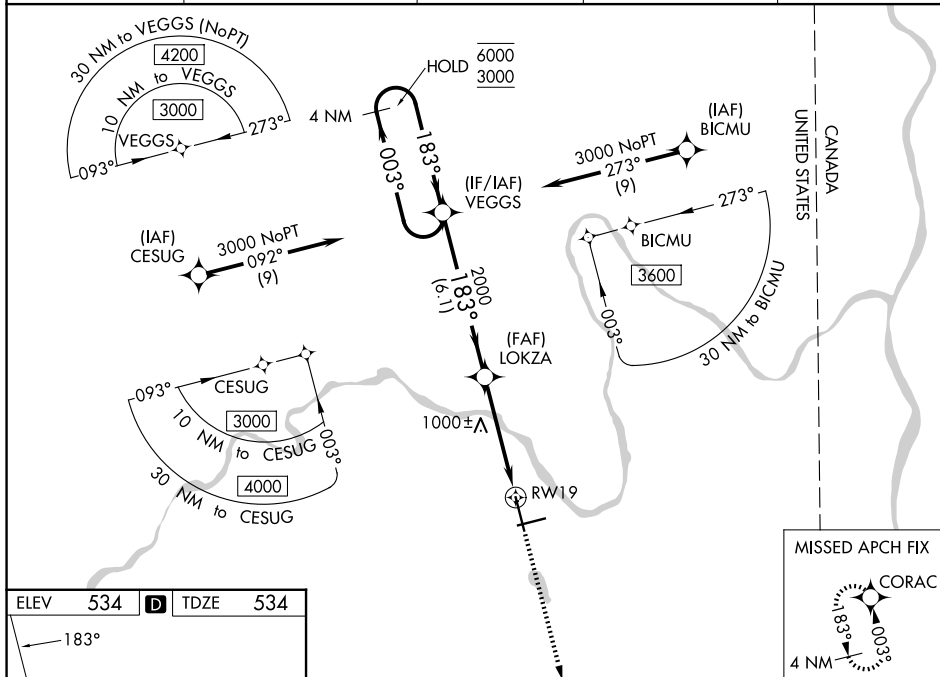
PRESQUE ISLE INTL (PQI)

RNP APCH - GPS.

▼ **▲** **✱** **-36°C** Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 10 NA at night. When local altimeter setting not received, use HUL altimeter setting: increase LPV DA to 1019 feet and all visibilities $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 1205 feet and all visibilities $\frac{1}{8}$ SM; increase all MDAs 100 feet and LNAV visibility Cats B, C, and D $\frac{1}{2}$ SM, and Circling visibility Cats B and C $\frac{1}{2}$ SM and Cat D $\frac{1}{4}$ SM. Baro-VNAV and VDP NA when using HUL altimeter setting.

MISSED APPROACH:
Climb to 3400 direct
CORAC and hold.

AWOS-3PT 118.025	BOSTON CENTER 124.75 239.05	CLNC DEL 121.6	UNICOM 122.8 (CTAF)	122.6 
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ELEV	534	D	TDZE	534
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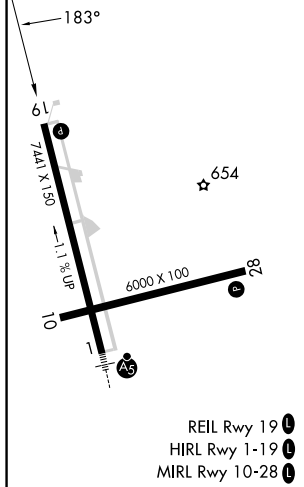


Diagram illustrating the VEGGS holding pattern. The pattern is defined by a series of turns: 180°, 183°, 180°, and 183°. The distance from the start to the first turn is 1.7 NM. The distance between the first and second turns is 2.7 NM. The distance between the second and third turns is 6.1 NM. The pattern is for a 4 NM holding pattern. The diagram also shows the VEGGS holding pattern with a 180° turn and a 183° turn. The distance from the start to the first turn is 1.7 NM. The distance between the first and second turns is 2.7 NM. The distance between the second and third turns is 6.1 NM. The pattern is for a 4 NM holding pattern.

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