

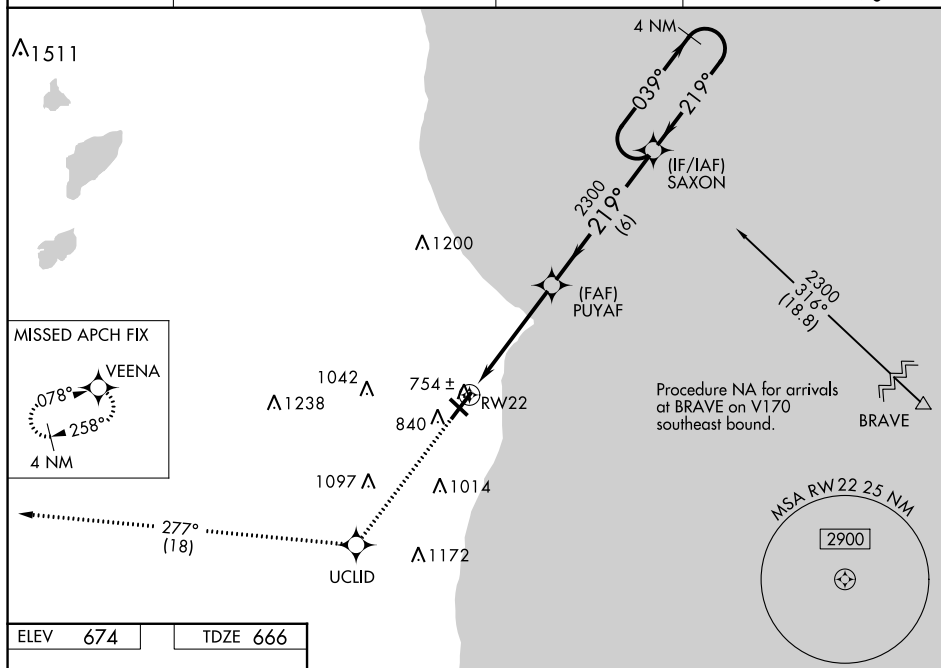
WAAS CH 53516 W22A	APP CRS 219°	Rwy Idg 6184 TDZE 666 Apt Elev 674
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RNAV (GPS) RWY 22
BATTEN INTL (RAC)

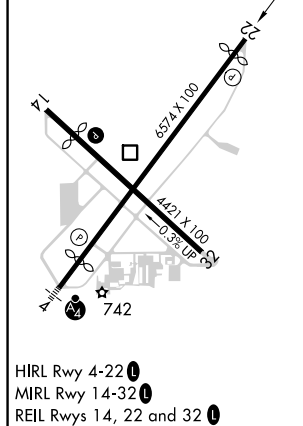
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use General Mitchell Intl altimeter setting: increase LPV DA to 984 and all visibilities $\frac{1}{8}$ SM; increase LNAV/VNAV DA to 1032 and all visibilities $\frac{1}{4}$ SM; increase all MDA 40 feet and LNAV Cat C and D visibility $\frac{1}{8}$ SM and Circling Cat C and D visibility $\frac{1}{4}$ SM. Circling Rwy 14 NA at night. Rwy 22 helicopter visibility reduction below $\frac{1}{4}$ SM NA. Baro-VNAV and VDP NA when using General Mitchell Intl altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
UCLID and track 277°
to VEENA and hold.

ASOS 121,425	MILWAUKEE APP CON 135,875 317,725	CLNC DEL 120.15	UNICOM 123.075 (CTAF) 0
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219° →



3000 ↑	UCLID ⊙	tr 277° ⊙	VEENA ⊙	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 46).
*LNAV only.	The diagram illustrates a flight path starting from RW22 (Runway 22) at an altitude of 3000 feet. The path proceeds via UCLID VORTAC, then turns right 277 degrees to follow the VEENA VORTAC radial. It continues past PUYAF (Altitude 2300) and Saxon Holding Pattern (Altitude 4 NM). The final segment is a descent to TCH 55 (Threshold Crossing Height) at an angle of GP 3.00°. Key distances include 1 NM from RW22, 3.9 NM between PUYAF and Saxon, and 6 NM from Saxon to the threshold. A note indicates the VGSI and RNAV glidepaths are not coincident, with a VGSI angle of 3.00 degrees.			
CATEGORY	A	B	C	D
LPV DA	949-78		283 (300-7%)	
LNAV/ VNAV	997-1		331 (400-1)	
LNAV MDA	1020-1		354 (400-1)	
C CIRCLING	1140-1 466 (500-1)	1160-1 486 (500-1)	1380-2 706 (800-2)	1380-2¼ 706 (800-2¼)

RNAV (GPS) RWY 22