

WAAS CH 82431 W34A	APP CRS 344°	Rwy Idg TDZE Apt Elev	4000 1206 1206
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RNAV (GPS) RWY 34

AITKIN MUNI/STEVE KURTZ FLD (AIT')

RNP APCH - GPS.

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Circling NA to Rwy 8 and 26. Rwy 34 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV NA when using HZX altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use HZX altimeter setting: increase LPV DA to 1588 feet and all visibilities $\frac{1}{2}$ SM; increase LNAV/VNAV DA to 1660 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 40 feet and LNAV visibility Cat C $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 3400 direct ZAPUB and hold.

AWOS-3 118.675	MINNEAPOLIS CENTER 118.05 239.0	UNICOM 123.05 (CTAF) 0
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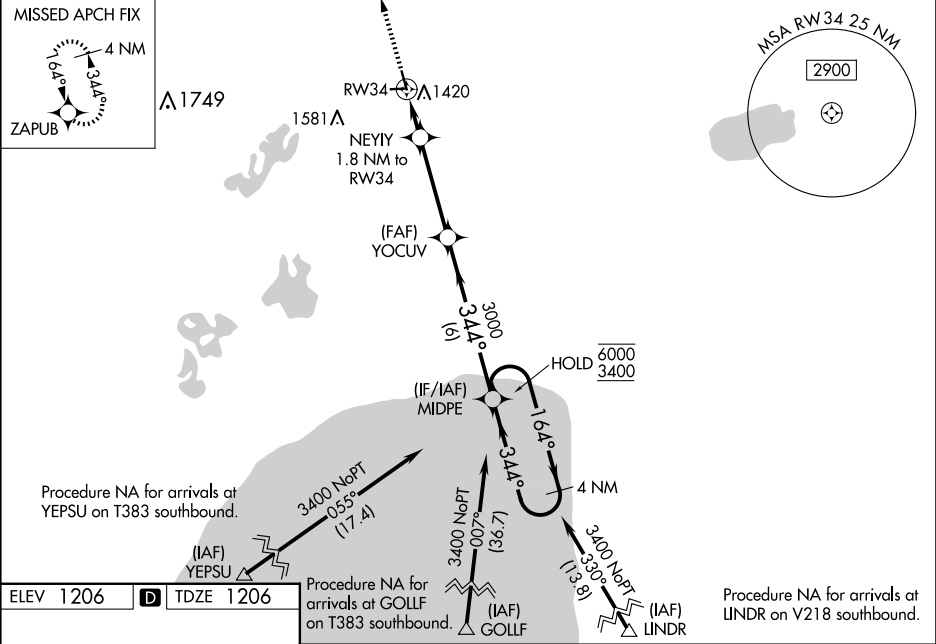


Diagram showing Runway 34 (3123 x 140) and Runway 344 (4000 x 75). A 4 NM Holding Pattern is indicated at the end of Runway 344. A 4 NM Holding Pattern is also shown at the end of Runway 34. A 4 NM Holding Pattern is also shown at the end of Runway 344.

3400 ZAPUB

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NEYIY 1.8 NM to RW34

RW34

YOCUV

3000

3000

344°

164° → 6000

← 344° 3400

GP 3.00°

TCH 39

CATEGORY	A	B	C	D
LPV DA	1548-1 $\frac{1}{8}$	342 (400-1 $\frac{1}{8}$)		NA
LNAV/VNAV DA	1620-1 $\frac{3}{8}$	414 (500-1 $\frac{1}{8}$)		NA
LNAV MDA	1720-1	514 (600-1)	1720-1 $\frac{3}{8}$ 514 (600-1 $\frac{1}{8}$)	NA
CIRCLING	1780-1	574 (600-1)	1900-2 694 (700-2)	NA

REIL Rwy 16 and 34

MRL Rwy 16-34