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| WAAS CH 93731 W31A | APP CRS 319° | Rwy Idg 4399 TDZE 1943 Apt Elev 1944 |
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RNAV (GPS) RWY 31

MANDAN MUNI (Y19)

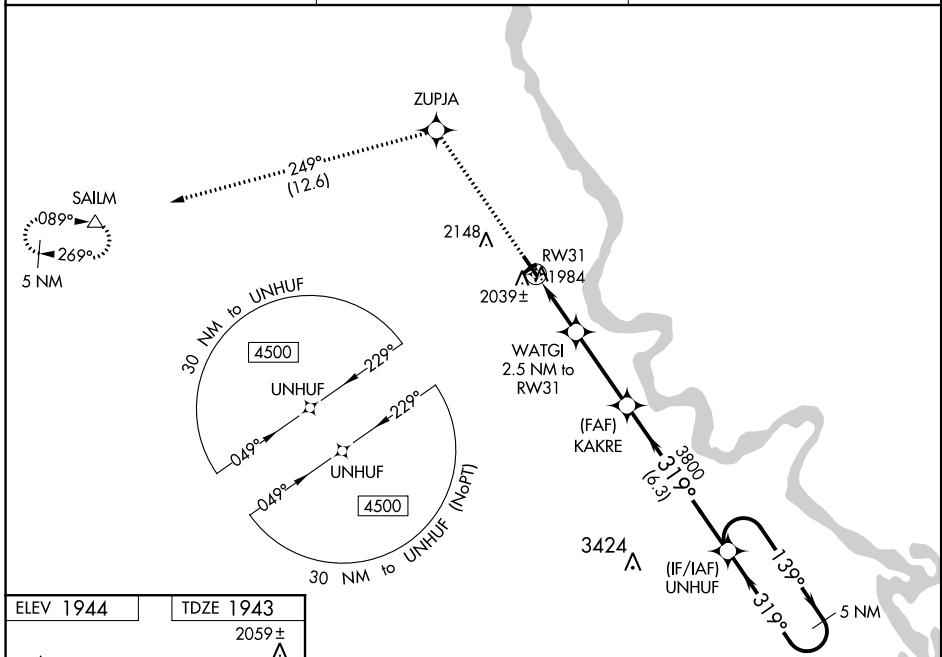
ASR Baro-VNAV NA when using Bismarck altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bismarck altimeter setting and increase all DA 54 feet and LNAV/VNAV all Cats visibility ½ mile, increase all MDA 60 feet and LNAV Cat C/D visibility ½ mile and Circling Cat D ¼ mile. Helicopter visibility reduction below ¾ SM NA. Circling to Rwys 4 and 22 NA.

MISSED APPROACH: Climb to 4600 direct ZUPJA and on track 249° to SAILM and hold.

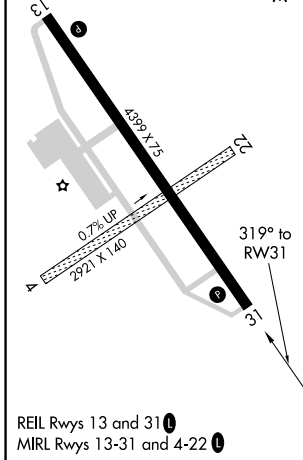
AWOS-3
118.225

BISMARCK APP CON *
126.3 298.9

UNICOM
122.8 (CTAF) 0



| | |
|-----------|------------|
| ELEV 1944 | TDZE 1943 |
| | 2059± A |



| 4600 | ZUPJA | tr 249° | SAILM | VGSI and RNAV glidepath not coincident. (VGSI Angle 3.00/TCH 25). | 5 NM Holding Pattern |
|-------------------|-----------------------|-----------------------|-------------------------|---|----------------------|
| *LNAV only. | WATGI 2.5 NM to RW31 | KAKRE | UNHUF | 4500 | GP 3.00° TCH 45 |
| | RW31 | 3800 | 319° | 139° | |
| | 2780* | 3800 | 319° | 319° | |
| | 2.5 NM | 3.2 NM | 6.3 NM | | |
| CATEGORY | A | B | C | D | |
| LPV DA | | 2193-1 | 250 (300-1) | | |
| LNAV/VNAV DA | | 2220-1 | 277 (300-1) | | |
| LNAV MDA | | 2300-1 | 357 (400-1) | | |
| C CIRCLING | 2360-1 416 (500-1) | 2460-1 516 (600-1) | 2460-1½ 516 (600-1½) | 2560-2 616 (700-2) | |