

WAAS	APP CRS	Rwy Idg	4100
CH 58223	119°	TDZE	1226
W12A		Apt Elev	1226

RNAV (GPS) RWY 12

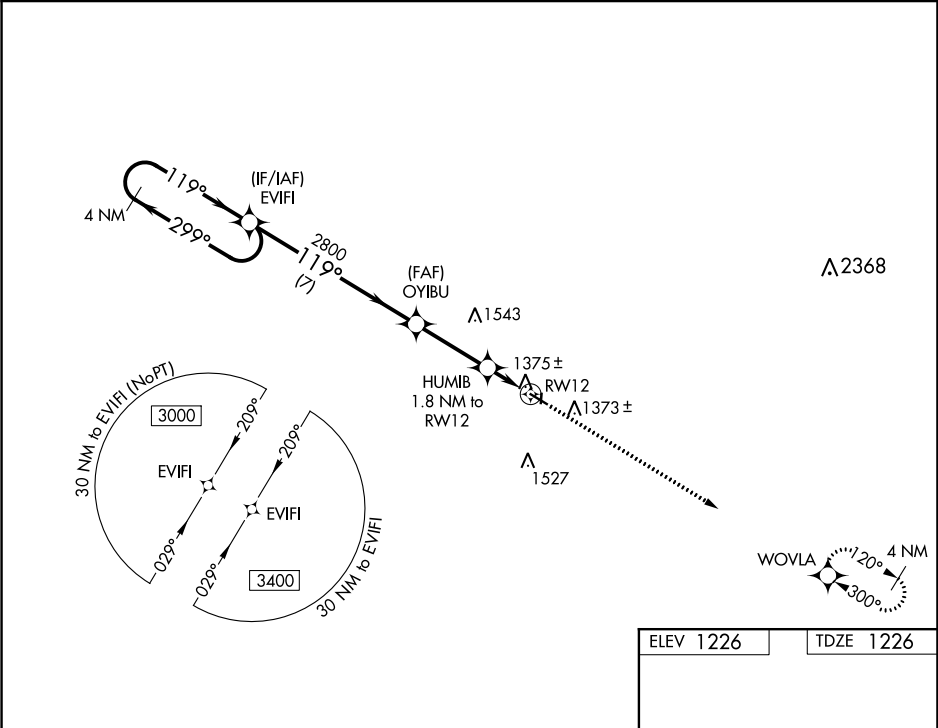
POCAHONTAS MUNI (POH)

NA

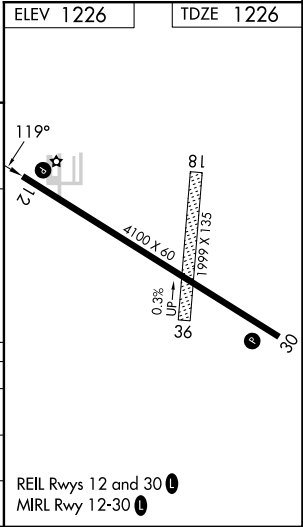
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Algona altimeter setting; when not received, use Fort Dodge altimeter setting and increase all MDA 20 feet and LP and LNAV Cat C visibility 1/8 mile. Night Landing: Rwy 12 NA. Circling NA to Rwys 18 and 36.

MISSED APPROACH: Climb to 3000 direct WOVL and hold

AXA AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).		3000	WOVL
3000		2800		1840	
7 NM		3 NM	1.8 NM		
CATEGORY	A	B	C	D	
LP MDA	1740-1	514 (600-1)	1740-1 3/8 514 (600-1 3/8)	NA	
LNAV MDA	1740-1	514 (600-1)	1740-1 3/8 514 (600-1 3/8)	NA	
CIRCLING	1800-1 574 (600-1)	1940-1 714 (800-1)	1940-2 714 (800-2)	NA	



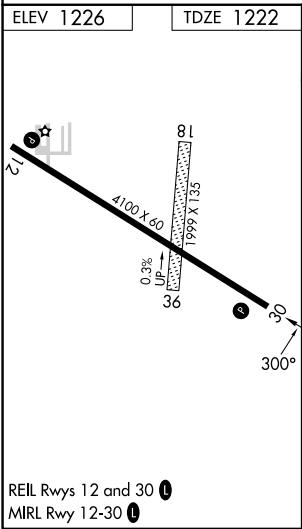
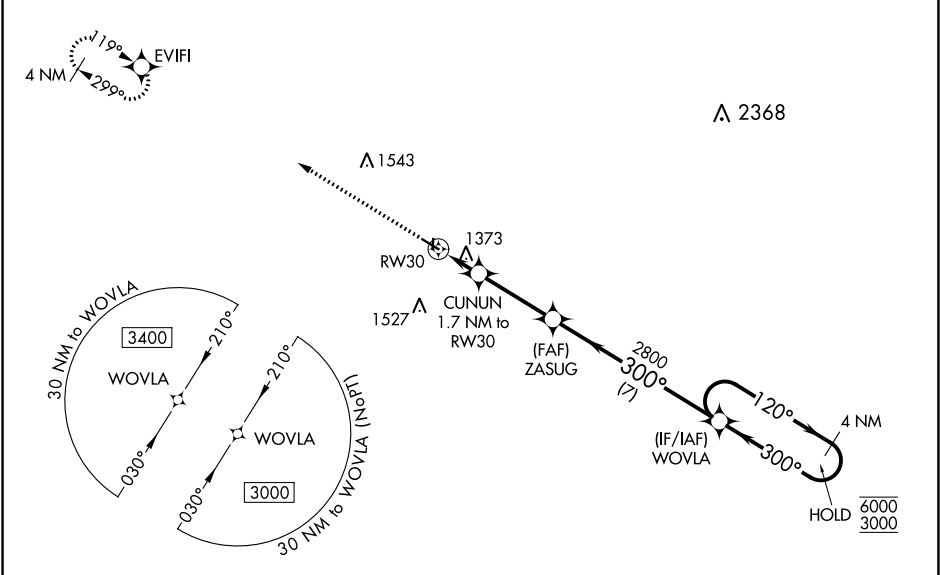
WAAS CH 70723 W30A	APP CRS 300°	Rwy Idg 4100 TDZE 1222 Apt Elev 1226
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RNAV (GPS) RWY 30

POCAHONTAS MUNI (POH)

RNP APCH.	▼ NA Circling NA to Rws 18 and 36. Circling Rwy 12 NA at night. Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Algona altimeter setting; when not received, use Fort Dodge altimeter setting: increase LPV all Cats DA to 1536 feet, LNAV/VNAV all Cats DA to 1784 feet; increase all MDA 20 feet and LNAV Cat C visibility $\frac{1}{8}$ SM. Baro-VNAV NA.	MISSED APPROACH: Climb to 3000 direct EVIFI and hold.
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AXA AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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3000	EVIFI	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).			
*LNAV only	CUNUN 1.7 NM to RW30	ZASUG 2800	WOVLA 4 NM Holding Pattern	120° → 6000	← 300° 3000
	RW30	1800*	2800	GP 3.00°	TCH 45
	1.7 NM	3.1 NM	7 NM		
CATEGORY	A	B	C	D	
LPV DA	1534-1 312 (400-1)				NA
LNAV/VNAV DA	1782-1 $\frac{5}{8}$ 560 (600-1 $\frac{3}{8}$)				NA
LNAV MDA	1740-1 518 (600-1)		1740-1 $\frac{3}{8}$ 518 (600-1 $\frac{3}{8}$)		NA
CIRCLING	1800-1 574 (600-1)	1940-1 714 (800-1)	1940-2 714 (800-2)	NA	