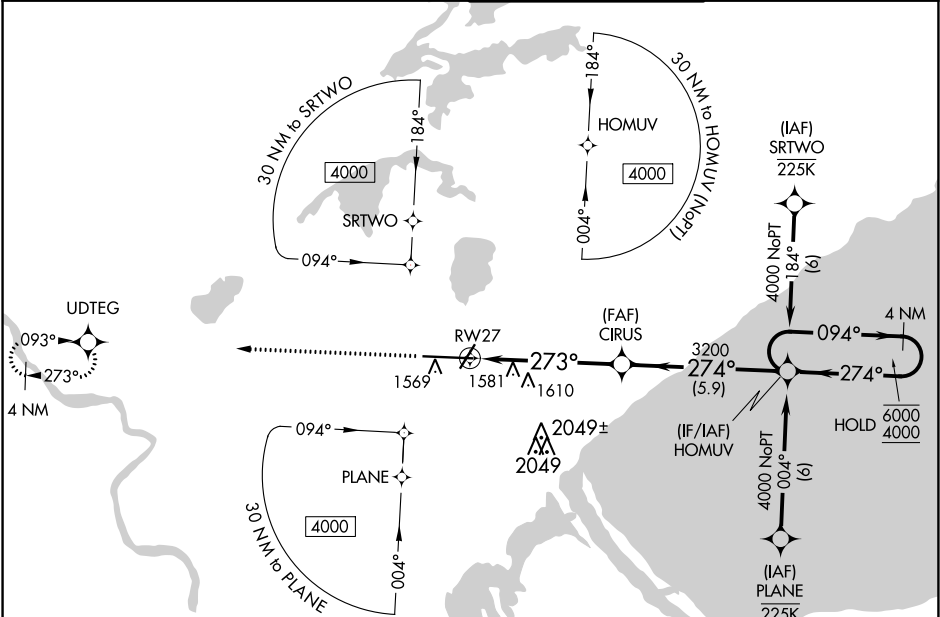


WAAS CH <b>50502</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg <b>10062</b> TDZE <b>1421</b> Apt Elev <b>1428</b>
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RNAV (GPS) RWY 27  
DULUTH INTL (DLH)

RNP APCH. ▼ ▲ ASR	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. #RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR A5	MISSED APPROACH: Climb to 3300 direct UDEG and hold.
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ATIS <b>124.1 270.1</b>	DULUTH APP CON <b>125.45 233.7</b>	DULUTH TOWER <b>118.3 257.8</b>	GND CON <b>121.9 348.6</b>
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ELEV 1428	D TDZE 1421
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TDZ/CL Rwy 9  
REIL Rws 3 and 21  
HIRL Rws 3-21 and 9-27

<div>3300</div> <div>↑</div>	<div>UDTEG</div> <div></div>	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 91).	<div>HOMUV</div> <div>4 NM Holding Pattern</div>	
* LNAV only				
<div>* 1.1 NM to RW27</div> <div></div>	<div>CIRUS</div> <div>3200</div>	<div>273°</div> <div></div>	<div>274°</div> <div></div>	<div>094°</div> <div></div>
<div>1.1 NM</div> <div></div>				
<div>4.3 NM</div> <div></div>	<div>GP 3.00°</div> <div>TCH 50</div>	<div>5.9 NM</div> <div></div>	<div>6000</div> <div>4000</div>	
<div>CATEGORY</div>				
<div>LPV</div> <div>DA#</div>	<div>A</div> <div>1621/24</div>	<div>B</div> <div>200 (200-½)</div>	<div>C</div> <div>450 (500-¾)</div>	<div>D</div> <div>439 (500-¾)</div>
<div>LNAV/VNAV</div> <div>DA</div>	<div>A</div> <div>1871/45</div>	<div>B</div> <div>450 (500-¾)</div>	<div>C</div> <div>439 (500-¾)</div>	<div>D</div> <div>439 (500-¾)</div>
<div>LNAV</div> <div>MDA</div>	<div>A</div> <div>1860/24</div>	<div>B</div> <div>439 (500-½)</div>	<div>C</div> <div>1860/40</div>	<div>D</div> <div>439 (500-¾)</div>
<div> CIRCLING</div>	<div>A</div> <div>1880-1</div>	<div>B</div> <div>1900-1</div>	<div>C</div> <div>1940-1½</div>	<div>D</div> <div>2400-3</div>
	<div>452 (500-1)</div>	<div>472 (500-1)</div>	<div>512 (600-1½)</div>	<div>972 (1000-3)</div>

DULUTH INTL (DLH)  
RNAV (GPS) RWY 27