

WAAS CH 48917 W22A	APP CRS 225°	Rwy Idg TDZE Apt Elev	4098 1424 1425
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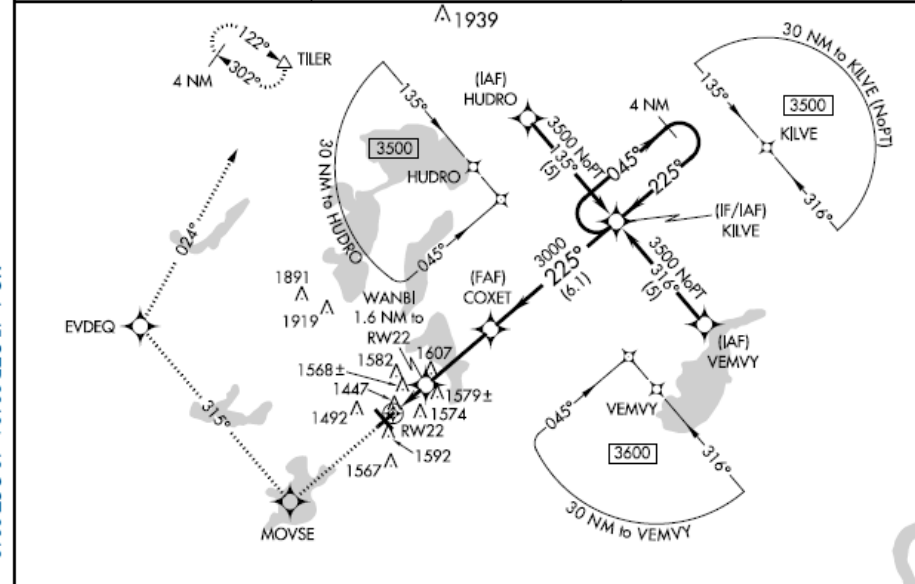
RNAV (GPS) RWY 22 **CHANDLER FIELD (AXN)**

Baro-VNAV NA when using Glenwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Glenwood altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct MOVSE and right turn on track 315° to EVDEQ and on track 024° to TILER and hold.

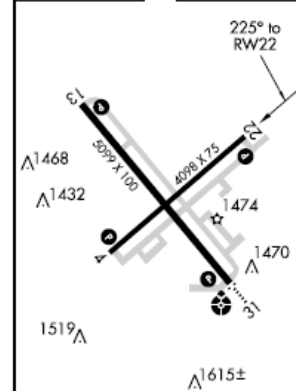
ASOS 118,375	MINNEAPOLIS CENTER 126.1 269.2	UNICOM 123.0 (CTAF) 0
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NC-1, 15 SEP 2016 to 13 OCT 2016



NC-1, 15 SEP 2016 to 13 OCT 2016

ELEV 1425	TDZE 1424
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REIL Rwy 4, 13 and 22 0
MIRL Rwy 4-22 and 13-31 0

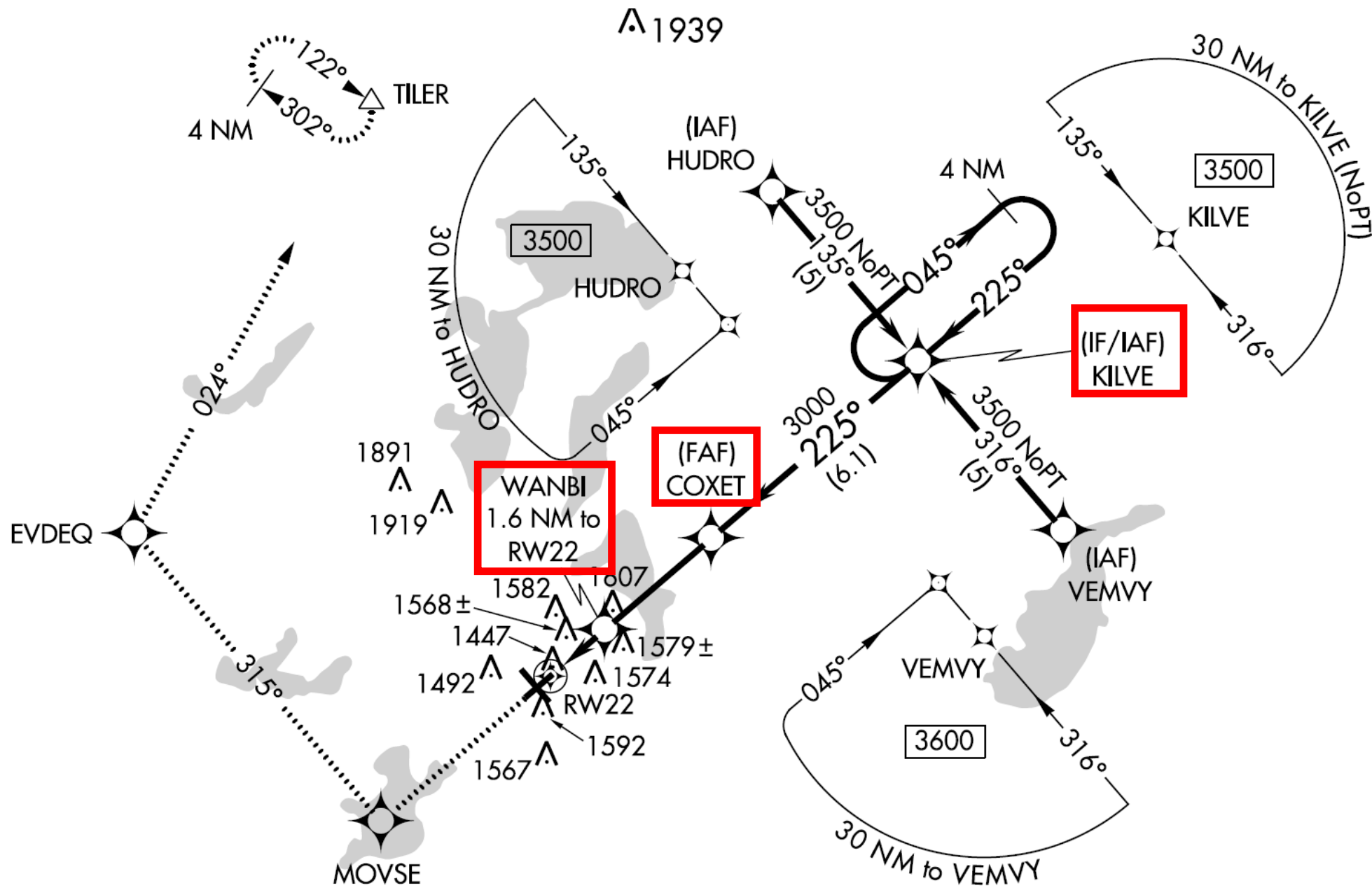
3500	MOVSE	EVDEQ	tr 024°	TLER	4 NM Holding Pattern	GP 3.00° TCH 50
*LNAV only.	WANBI 1.6 NM to RW22	COXET 3000	225°	045°	3500	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).
1980*	1.6 NM	3.2 NM	6.1 NM			
CATEGORY	A	B	C	D		
LPV DA	1677-1	253 (300-1)				
LNAV/VNAV DA	1880-1½	456 (500-1½)				
LNAV MDA	1840-1	416 (500-1)	1840-1¼	416 (500-1¼)		
CIRCLING	1920-1	495 (500-1)	1920-1½	495 (500-1½)	1980-2	555 (600-2)

ALEXANDRIA, MINNESOTA
Orig 06MAY10

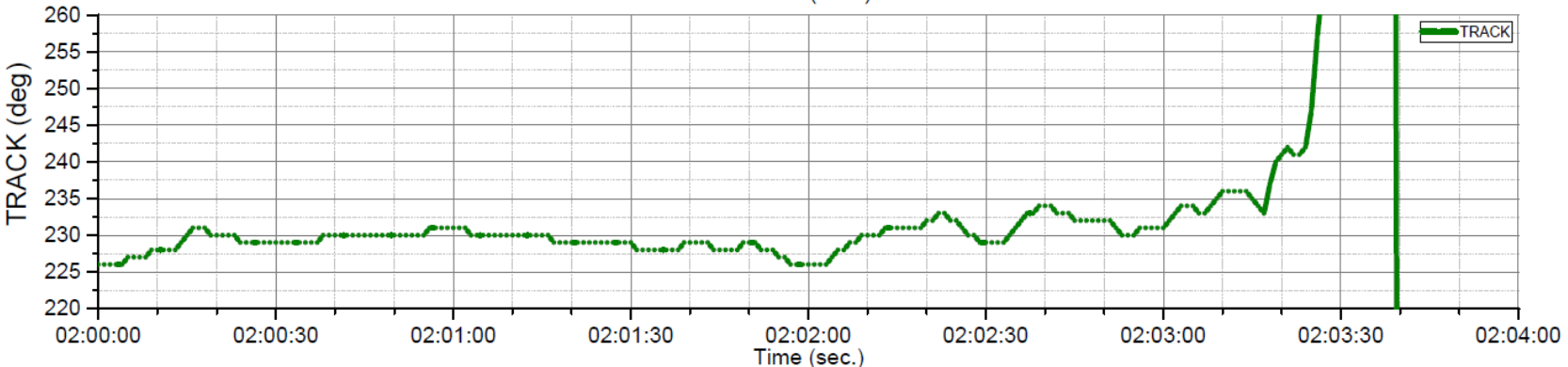
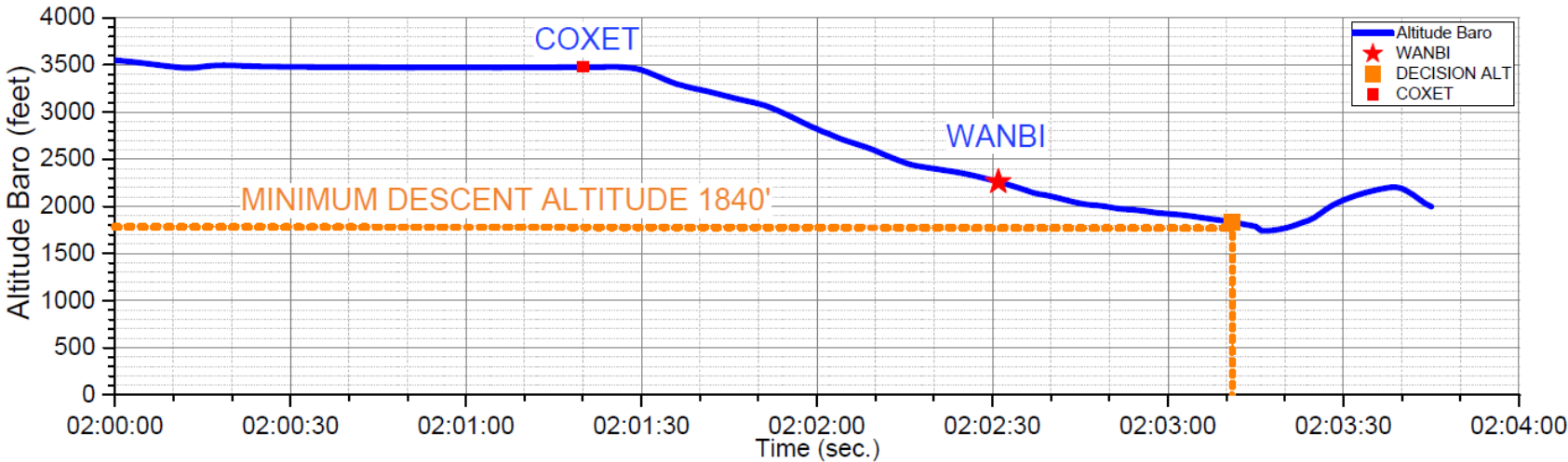
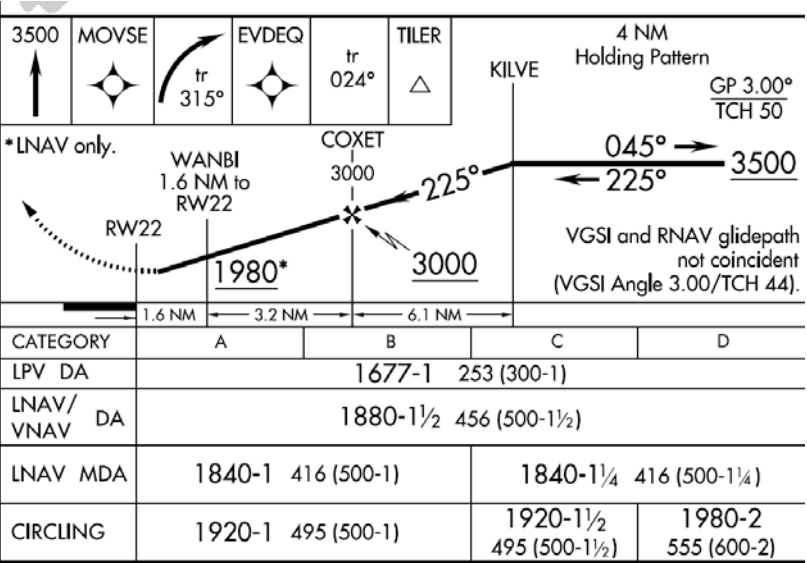
45°52'N-95°24'W

CHANDLER FIELD (AXN)
RNAV (GPS) RWY 22

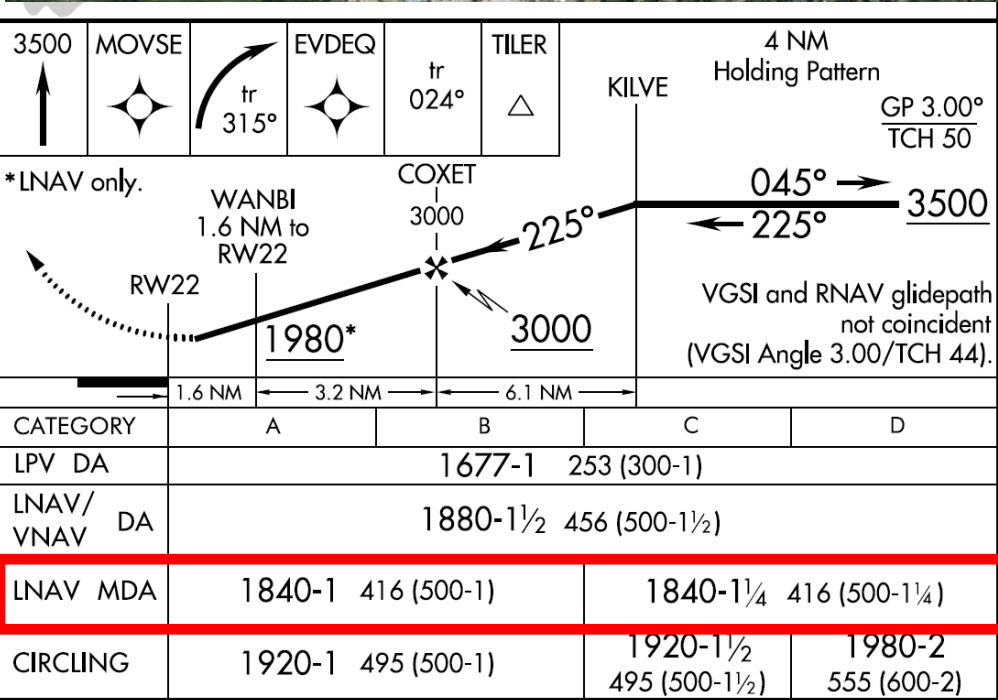
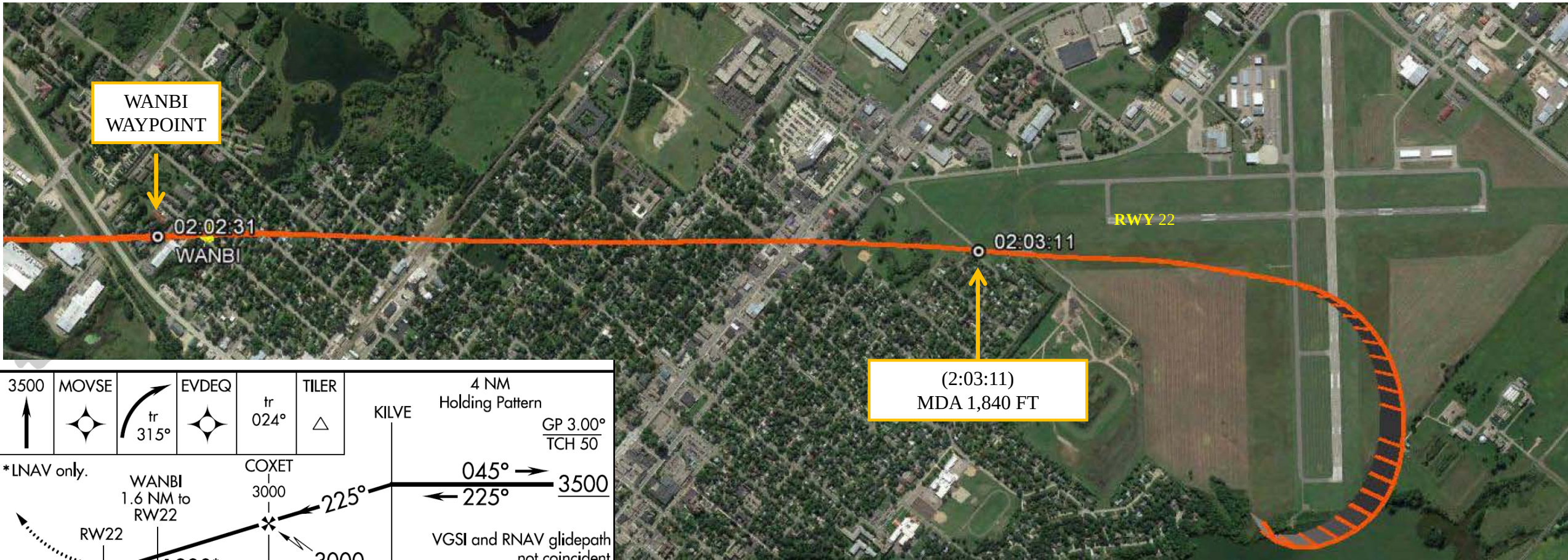
RNAV (GPS) RWY 22 APPROACH EXCERPT



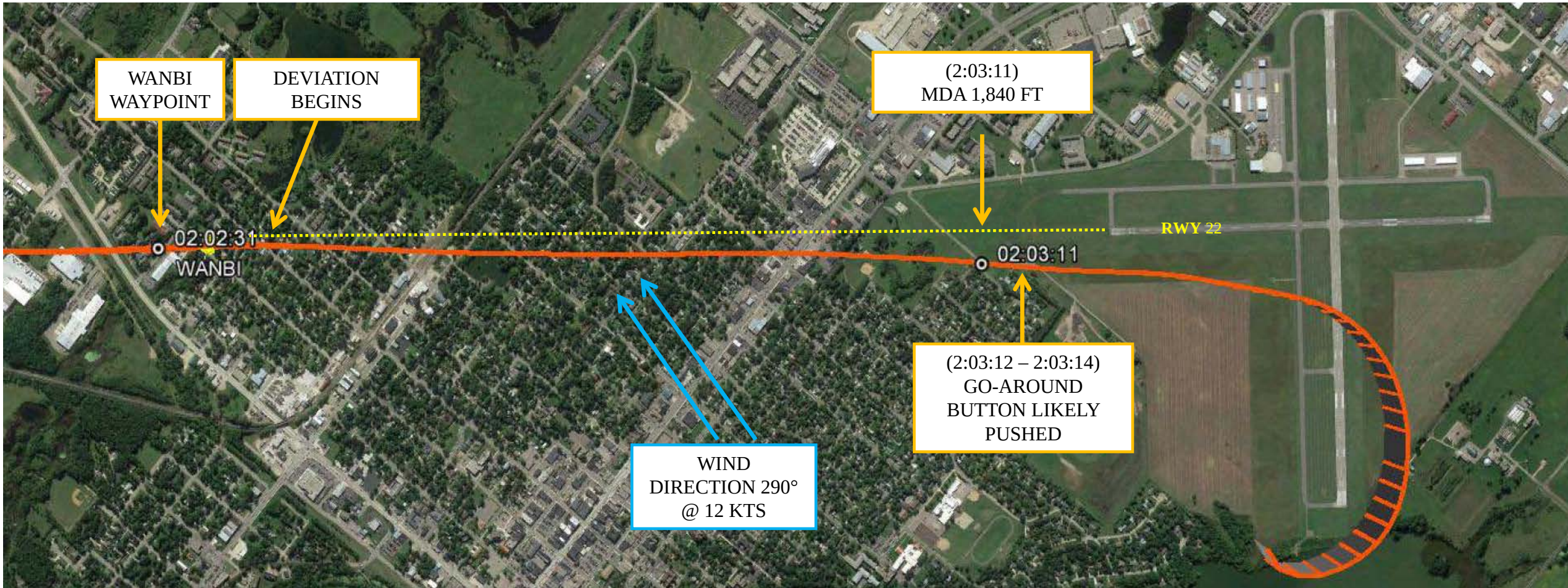
FLIGHT PATH



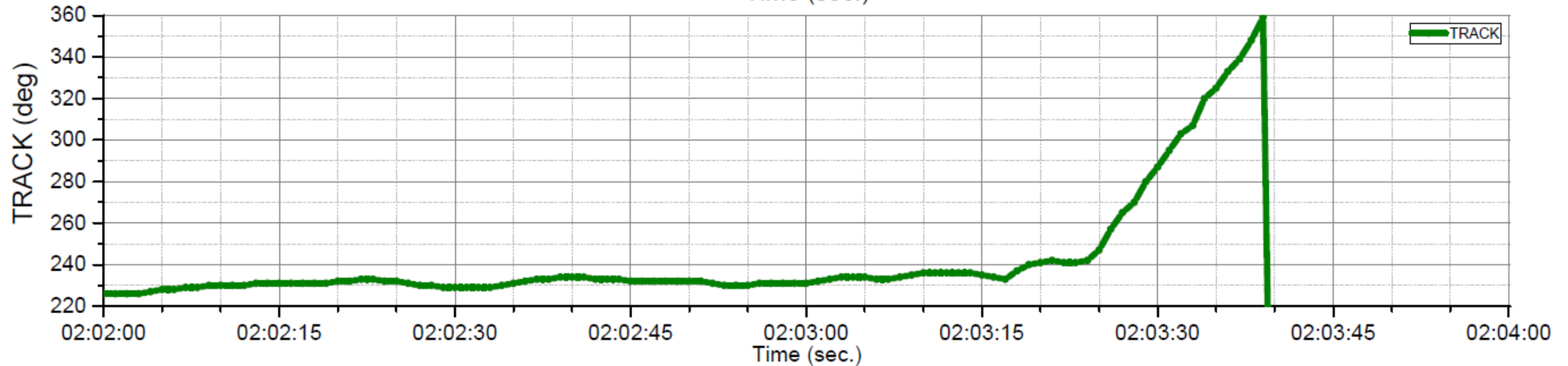
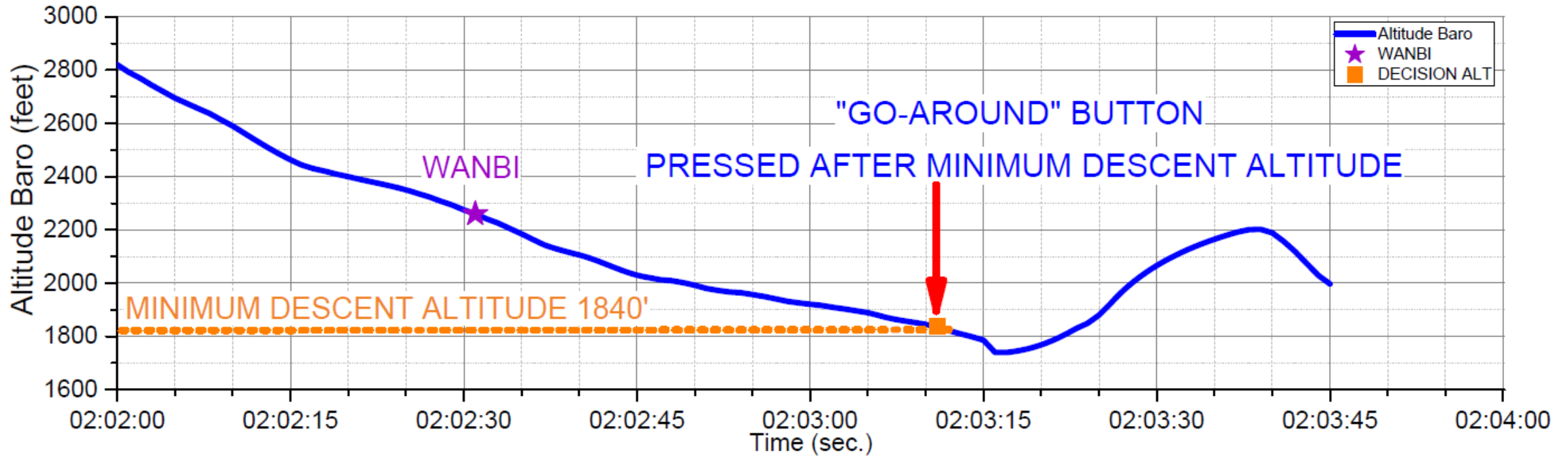
MINIMUM DESCENT ALTITUDE (MDA) 1,840 FT



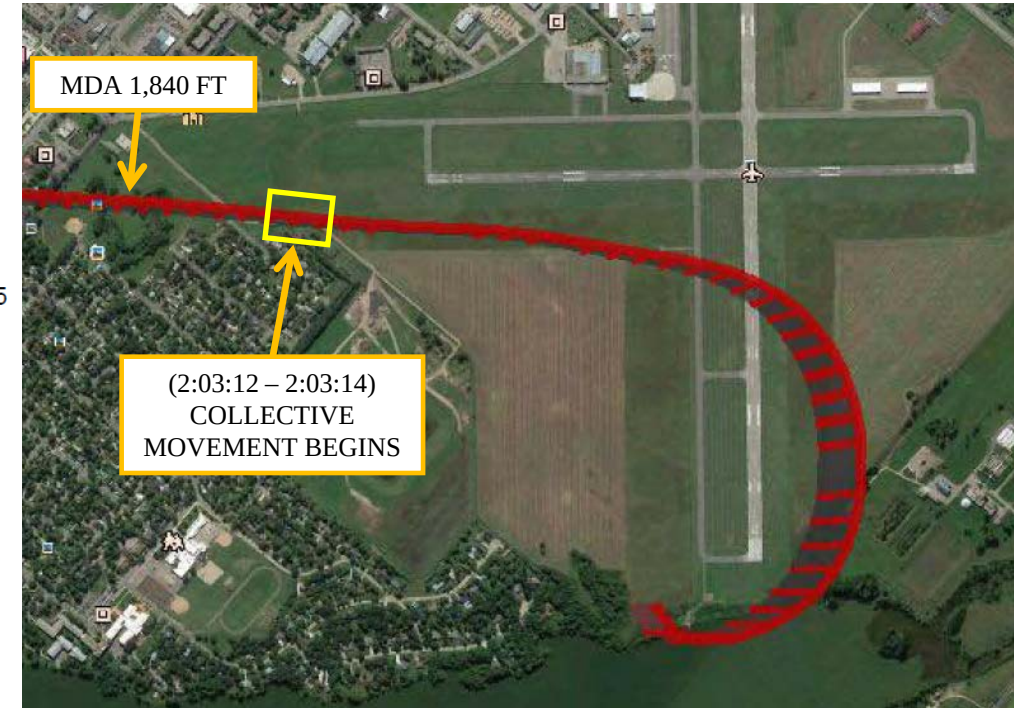
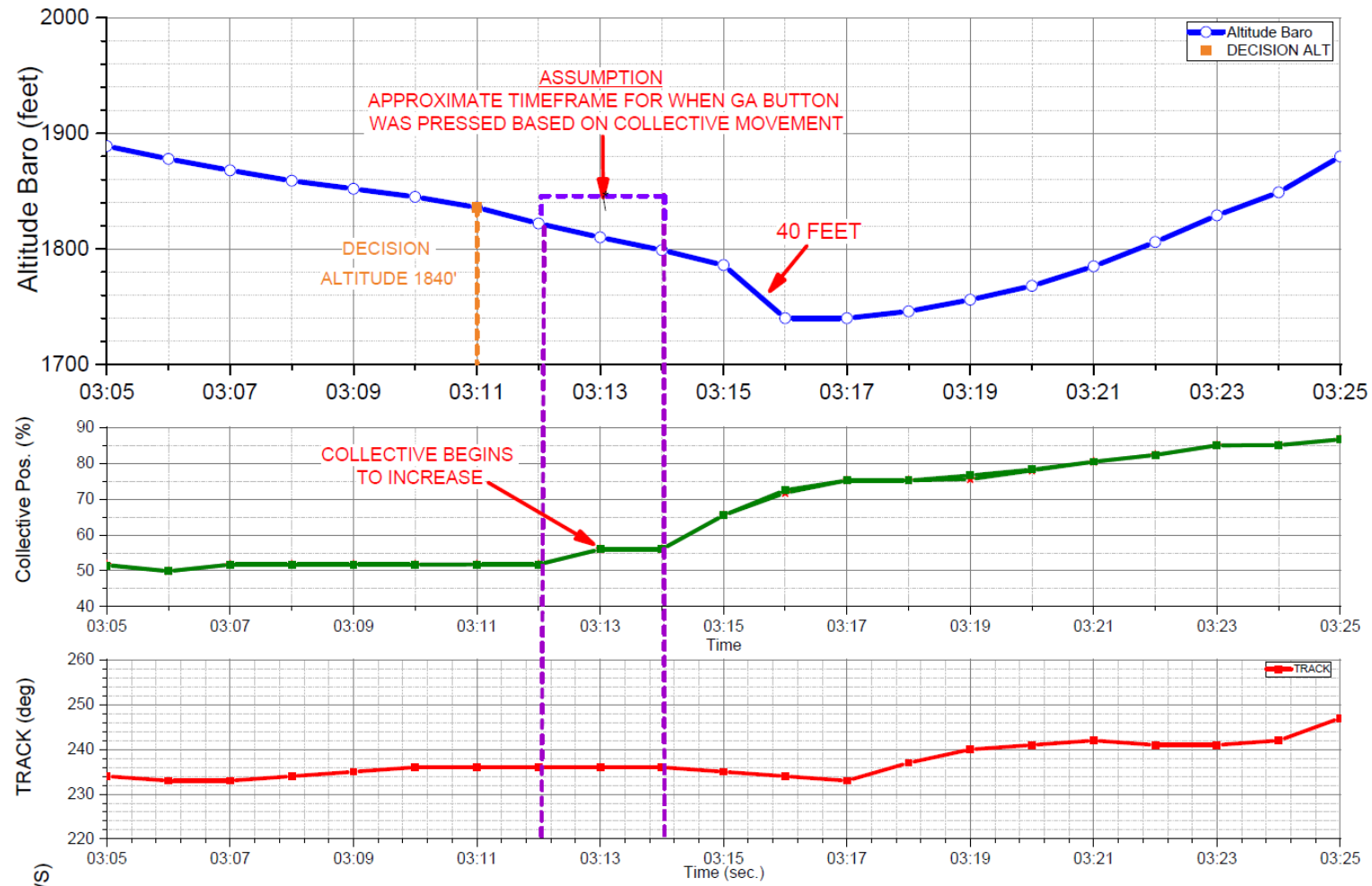
DEVIATION FROM RWY 22



ALTITUDE AND TRACK



APPROXIMATE TIMING FOR WHEN THE PILOT PRESSED THE “GO-AROUND” BUTTON & APPLIED POWER



EVENT
SEQUENCE

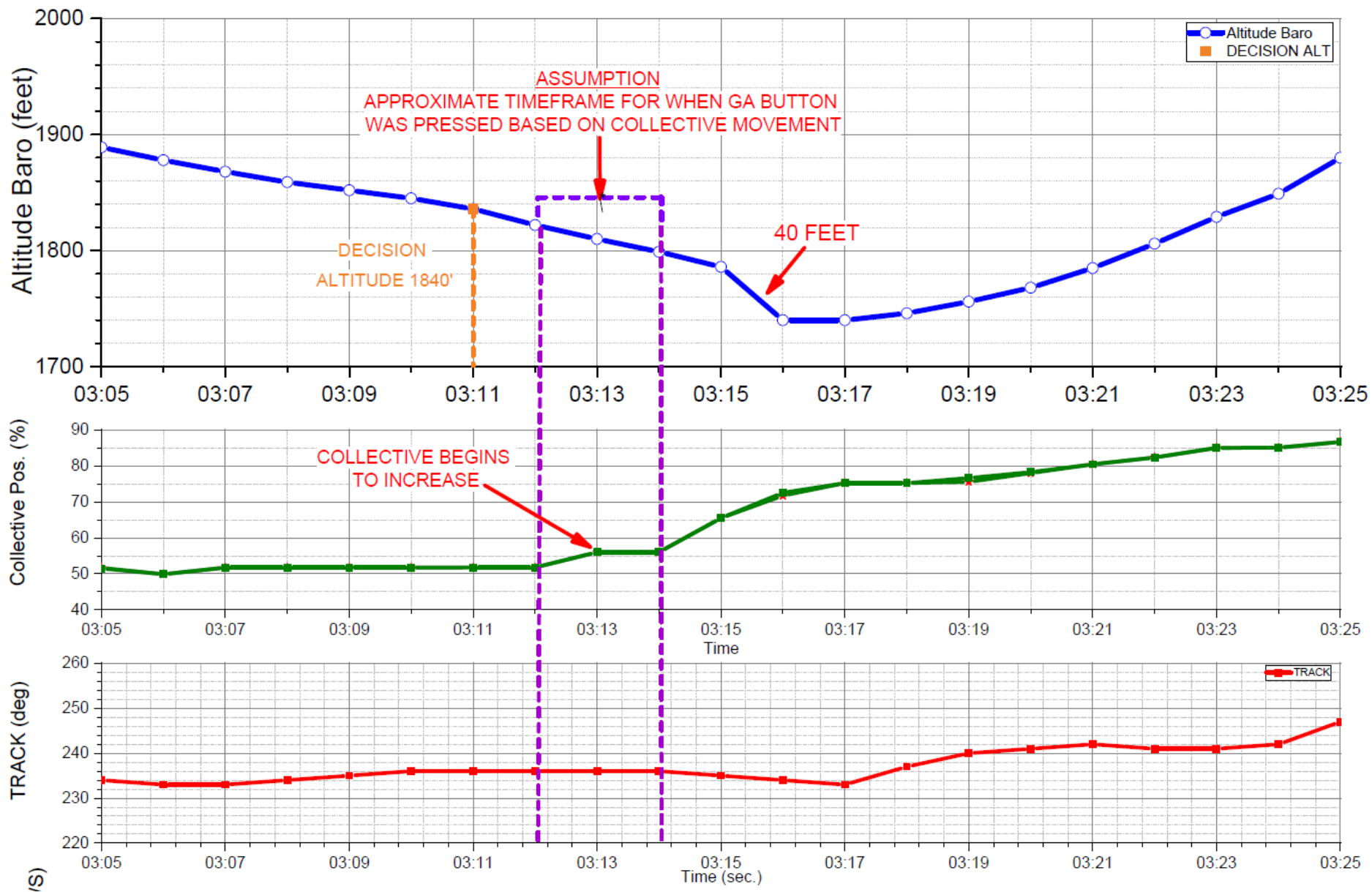
DECISION
ALTITUDE
REACHED

PILOT PRESSED "GO-AROUND"
BUTTON & APPLIED ~100% POWER

COLLECTIVE CUE DISPLAYED
ON ADI AND WINGS LEVEL

PILOT STATED: AIRCRAFT
MADE A 45° LEFT BANK

PILOT STATED HE APPLIED
RIGHT CYCLIC AND THERE
WAS A SHARP RIGHT BANK



APPROXIMATE HEADING DEVIATION
AFTER MINIMUM DESCENT ALTITUDE

