

WAAS CH 87012 W01A	APP CRS 003°	Rwy Idg 7441 TDZE 479 Apt Elev 534
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RNAV (GPS) RWY 1

PRESQUE ISLE INTL (PQI)

RNP APCH - GPS.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 3/8 SM and LNAV Cats C and D to 1 3/4 SM. Circling Rwy 10 NA at night. When local altimeter setting not received, use HUL altimeter setting: increase LPV DA to 769 feet; increase LNAV/VNAV DA to 1062 feet and all visibilities 1 1/4 SM; increase all MDAs 100 feet and LNAV visibility Cats C and D 1/4 SM, and Circling visibility Cat C 1/2 SM and Cat D 1/4 SM. Baro-VNAV and VDP NA when using HUL altimeter setting. For inop ALS when using HUL altimeter setting, increase LPV all Cats visibility to 3/8 SM, and LNAV Cats C and D to 1 3/8 SM.

MALSR

MISSED APPROACH:
Climb to 3000 direct
VEGGS and hold.

AWOS-3PT 118.025	BOSTON CENTER 124.75 239.05	CLNC DEL 121.6	UNICOM 122.8 (CTAF)	122.6 0
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MISSED APCH FIX

4 NM 83°

VEGGS

1479±

1480

840

854

787±

OBKOE 4.1 NM to RW01

852

1161±

1266

(FAF) PITRE

2700 003 (1,2,1)

30 NM to AHIZI

183°

4400

10 NM

3200

AHIZI

093°

1776

2099

30 NM to TECOG

183°

3300

TECOG

273°

(IAF) TECOG

3200 NoPT

273°

CANADA

UNITED STATES

ELEV	534		TDZE	479
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Diagram illustrating the IAF AHZI instrument approach procedure. The diagram shows a 30 NM to CORAC (NoPT) holding pattern with altitudes 3200 and 3900. The approach starts at 3000 ft, descends to 1800 ft, and then to 1460 ft. Key waypoints include VEGGS, PITRE, OBKOE, NANKE, and RW01. The final approach is to RW01, with a 1.7 NM distance to the runway. The diagram also shows the REIL Rwy 19, HIRL Rwy 1-19, and MIRL Rwy 10-28. The approach is for a 3.00° TCH 50.

CATEGORY	A	B	C	D
LPV DA	679-1/2	200 (200-1/2)		
LNAV/VNAV DA	972-1	493 (500-1)		
LNAV MDA	1040-1/2	561 (600-1/2)	1040-1 1/4	561 (600-1 1/4)
C CIRCLING	1180-1	646 (700-1)	1320-2 1/4 786 (800-2 1/4)	1380-2 3/4 846 (900-2 3/4)