

WAAS CH 99328 W30A	APP CRS 295°	Rwy Idg TDZE 958 Apt Elev 961
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RNAV (GPS) RWY 30

AIRLAKE (LVN)

RNP APCH.

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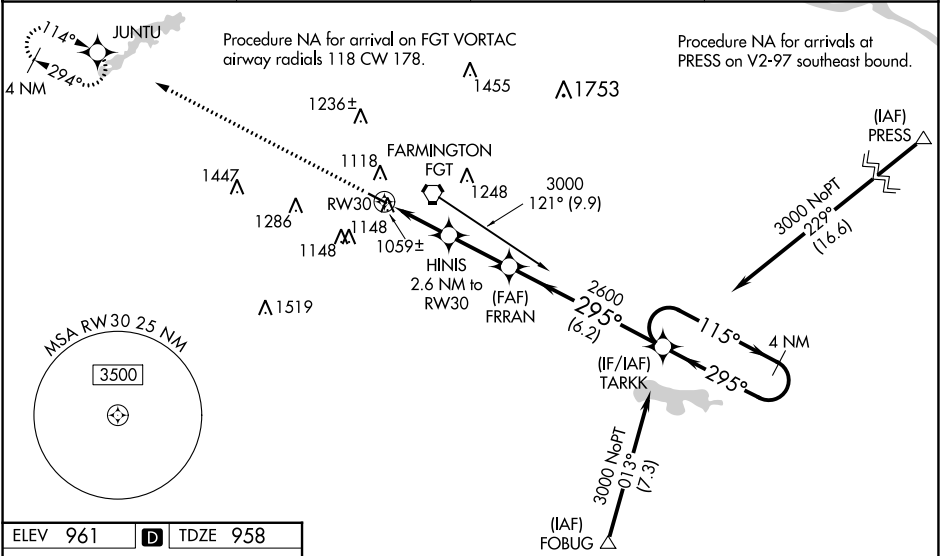
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Baro-VNAV and VDP NA when using Minneapolis-St Paul Intl/Wold-Chamberlain altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 37°C. When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold-Chamberlain altimeter setting: increase LPV DA to 1210 feet; increase LNAV/VNAV DA to 1298; increase all MDAs 60 feet. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV all Cats visibility to 1 SM. For inop ALS when using Minneapolis-St Paul Intl/Wold-Chamberlain altimeter setting, increase LNAV/VNAV all Cats visibility to 1, and LNAV Cat A/B to 1. Inoperative table does not apply to LPV. Rwy 30 helicopter visibility reduction below ¾ SM NA. When Circling to Rwy 12 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MALSR

MISSED APPROACH:
Climb to 3000 direct
JUNTU and hold.

AWOS-3 118.0	MINNEAPOLIS APP CON 134.7 284.7	CLNC DEL 118.95	UNICOM 123.0 (CTAF) 0
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ELEV 961	D	TDZE 958
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3000

JUNTU

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 36).

*LNAV only

RW30

HINIS
2.6 NM to
RW30

FRRAN
2600

TARKK
4 NM
Holding Pattern

1820*

295°

2600

3000

GP 3.00°
TCH 45

1 NM

1.6 NM

2.4 NM

6.2 NM

CATEGORY	A	B	C	D
LPV DA		1158-¾	200 (200-¾)	
LNAV/VNAV DA		1246-¾	288 (300-¾)	
LNAV MDA		1320-¾	362 (400-¾)	
CIRCLING	1460-1	499 (500-1)	1660-2 699 (700-2)	1700-2¼ 739 (800-2¼)

REIL Rwy 12 0
HIRL Rwy 12-30 0