

WAAS CH <b>45908</b> <b>W30A</b>	APP CRS <b>300°</b>	Rwy Idg TDZE <b>1266</b> Apt Elev <b>1274</b>
--	------------------------	---

RNAV (GPS) RWY 30

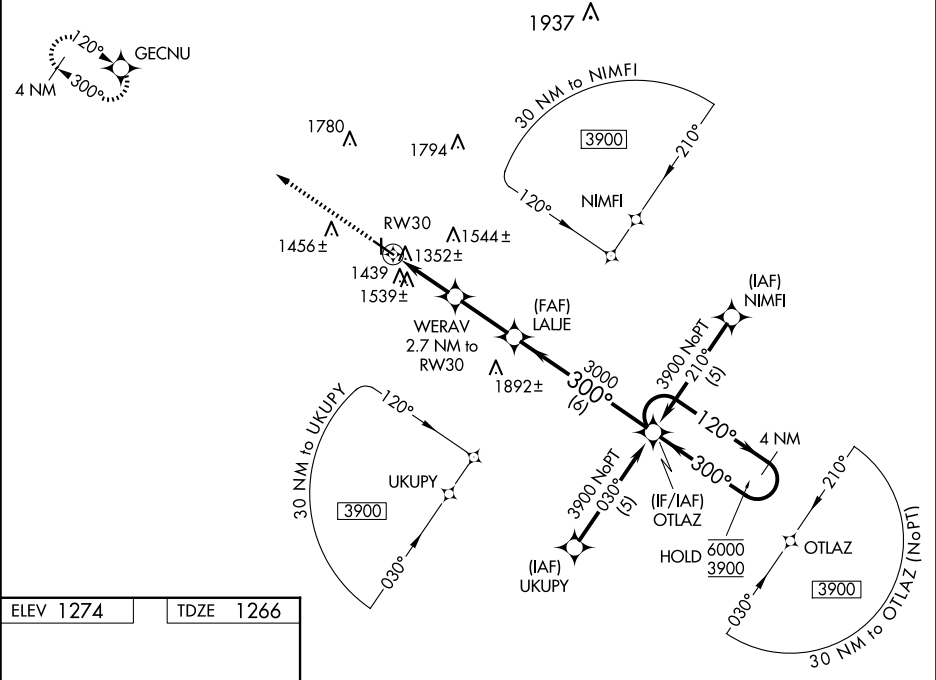
DENISON MUNI (DNS)

RNP APCH-GPS.

⚠ Circling NA to Rwy 18 and 36. Rwy 30 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Baro-VNAV and VDP NA when using Carroll altimeter setting. When local altimeter setting not received, use Carroll altimeter setting; increase LPV DA to 1623 feet, increase LNAV/VNAV DA to 1925 feet and all visibilities  $\frac{1}{8}$  SM, increase all MDA 80 feet; increase LNAV and Circling visibility Cat C  $\frac{1}{4}$  SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below - 17°C or above 54°C.

MISSED APPROACH:  
Climb to 3300 direct  
GECNU and hold.

AWOS-3 <b>119.95</b>	MINNEAPOLIS CENTER <b>119.6 290.4</b>	UNICOM <b>122.8 (CTAF)</b>
-------------------------	--	-------------------------------



ELEV 1274      TDZE 1266

MIRL Rwy 12-30   
REIL Rwy 12 and 30

3300	GECNU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 40).		4 NM Holding Pattern
*LNAV only		WERAV 2.7 NM to RW30	LALJE 3000	OTLAZ
*1.6 NM to RW30		*2140	3000	GP 3.00° TCH 40
1.6 NM 1.1 NM 2.6 NM 6 NM				
CATEGORY	A	B	C	D
LPV DA	1551-1	285 (300-1)		NA
LNAV/VNAV DA	1853-1 $\frac{3}{4}$	587 (600-1 $\frac{3}{4}$ )		NA
LNAV MDA	1800-1	534 (600-1)	1800-1 $\frac{1}{2}$ 534 (600-1 $\frac{1}{2}$ )	NA
CIRCLING	1840-1 566 (600-1)	1880-1 606 (700-1)	2100-2 $\frac{1}{2}$ 826 (900-2 $\frac{1}{2}$ )	NA