

WAAS CH 45908 W30A	APP CRS 300°	Rwy Idg 5000 TDZE 1266 Apt Elev 1274
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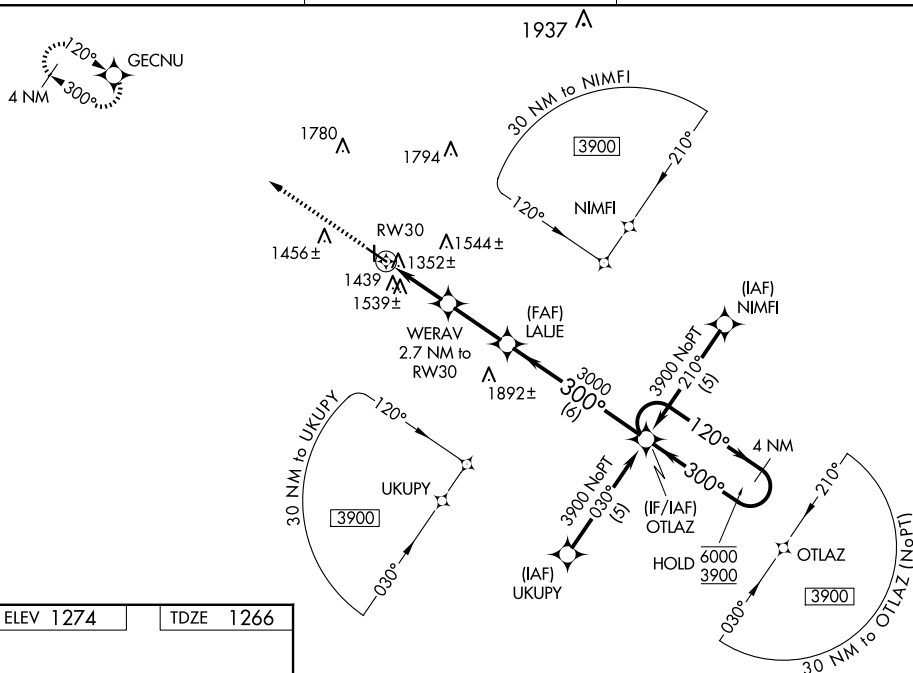
RNAV (GPS) RWY 30
DENISON MUNI (DNS)

RNP APCH-GPS.

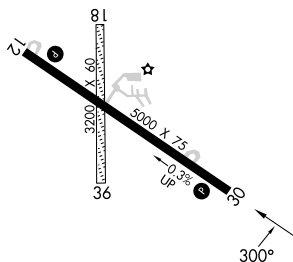
A Circling NA to Rwy 18 and 36. Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV and VDP NA when using Carroll altimeter setting. When local altimeter setting not received, use Carroll altimeter setting; increase LPV DA to 1623 feet, increase LNAV/VNAV DA to 1925 feet and all 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.

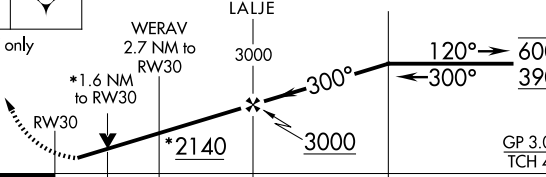
AWOS-3 119.95	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) 0
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ELEV 1274		TDZE 1266
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MIRL Rwy 12-30 **L**
REIL Rwy 12 and 30 **L**

3300 ↑		GECNU		VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.50/TCH 40).		4 NM Holding Pattern			
*RNAV only									
CATEGORY		A		B		C		D	
LPV DA		1551-1		285 (300-1)				NA	
RNAV/VNAV		1853-1 ³ / ₄		587 (600-1 ³ / ₄)				NA	
RNAV MDA		1800-1		534 (600-1)		1800-1 ¹ / ₂ 534 (600-1 ¹ / ₂)		NA	
CIRCLING		1840-1 566 (600-1)		1880-1 606 (700-1)		2100-2 ¹ / ₂ 826 (900-2 ¹ / ₂)		NA	