

WAAS CH 90409 W12A	APP CRS 120°	Rwy Idg 5000 TDZE 1274 Apt Elev 1274
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RNAV (GPS) RWY 12
DENISON MUNI (DNS)

RNP APCH-GPS.

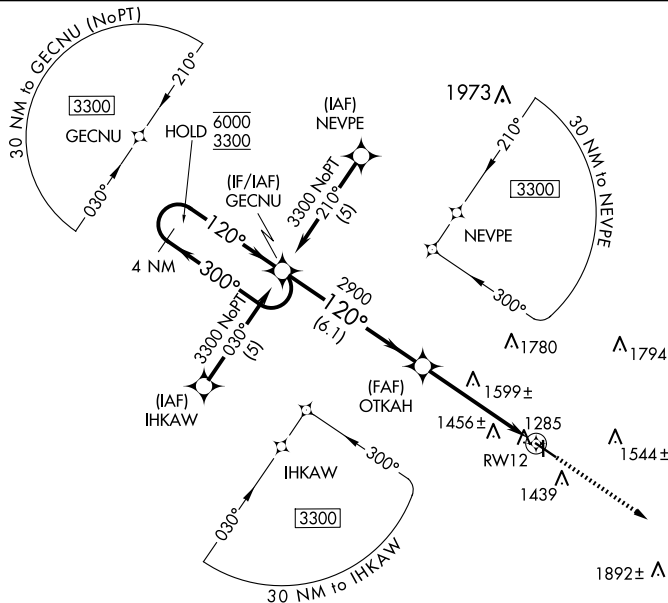
T Circling NA to Rwy 18 and 36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using Carroll altimeter setting. **A** When local altimeter setting not received, use Carroll altimeter setting; increase LPV DA 1596 feet, LNAV/VNAV DA to 1626 feet; increase all MDAs 80 feet and visibility LNAV Cat C ½ SM and Circling Cat C ¼ SM.

MISSED APPROACH:
Climb to 3900 direct
OTLAZ and hold.

AWOS-3
119.95

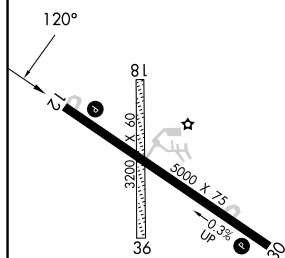
MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.8 (CTAF) **L**



ELEV 1274

TDZE 127.

MIRL Rwy 12-30 **L**

REIL Rwy 12 and 30 (L)

4 NM VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).

Holding Pattern

6000 ← 300°
3300 120° →

GP 3.00°
TCH 40

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 27).

1208

290

Diagram of a beam with a point load and a distributed load. A horizontal beam is shown with a point load of 2900 N acting downwards at the left end. A distributed load of 1.8 N/m acts downwards over a length of 12 m, starting from the right end of the point load. The beam is supported by a pin support at the right end. The diagram is labeled with '2900', '*1.8 NM to RW12', and 'RW12'.

3900	OTLAZ
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* LNAV only

 $\frac{1}{2}$

CATEGORY	A	B	C	D
LPV DA	1524-1	250 (300-1)		NA
LNAV/VNAV DA	1554-1	280 (300-1)		NA
LNAV MDA	1860-1	586 (600-1)	1860-1 $\frac{3}{4}$ 586 (600-1 $\frac{3}{4}$)	NA
CIRCLING	1860-1 586 (600-1)	1880-1 606 (700-1)	2100-2 $\frac{1}{2}$ 826 (900-2 $\frac{1}{2}$)	NA