

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

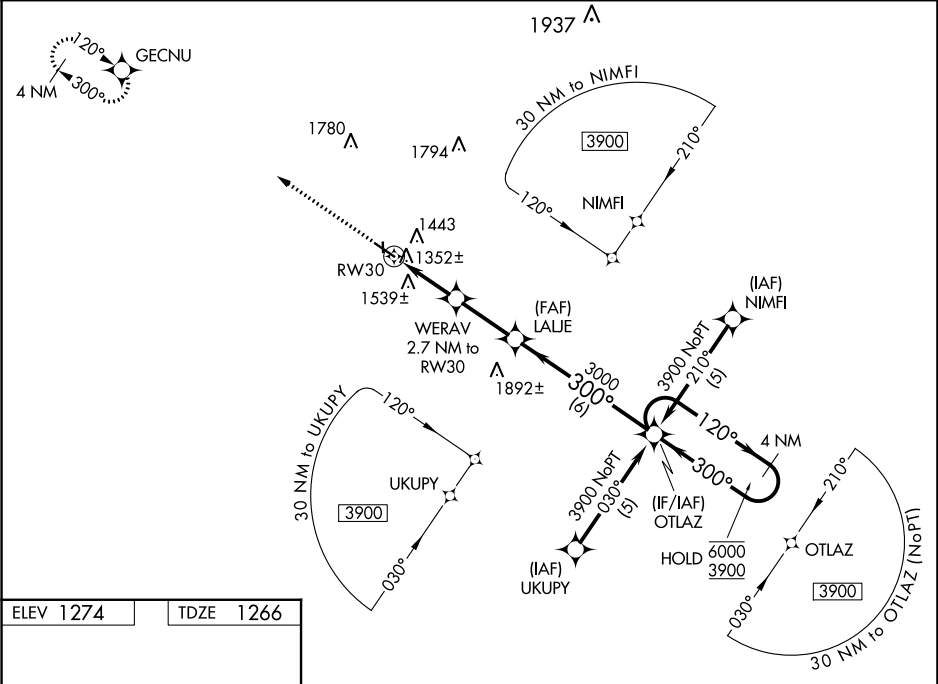
DENISON MUNI (DNS)

RNP APCH-GPS.

⚠ Circling NA to Rwys 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)
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ELEV 1274 TDZE 1266

MIRL Rwy 12-30
REIL Rwy 12 and 30

3300	GECNU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).		4 NM	Holding Pattern
*LNAV only		WERAV 2.7 NM to RW30	LALJE	3000	120° → 6000 ← 300° 3900
RW30		*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	