

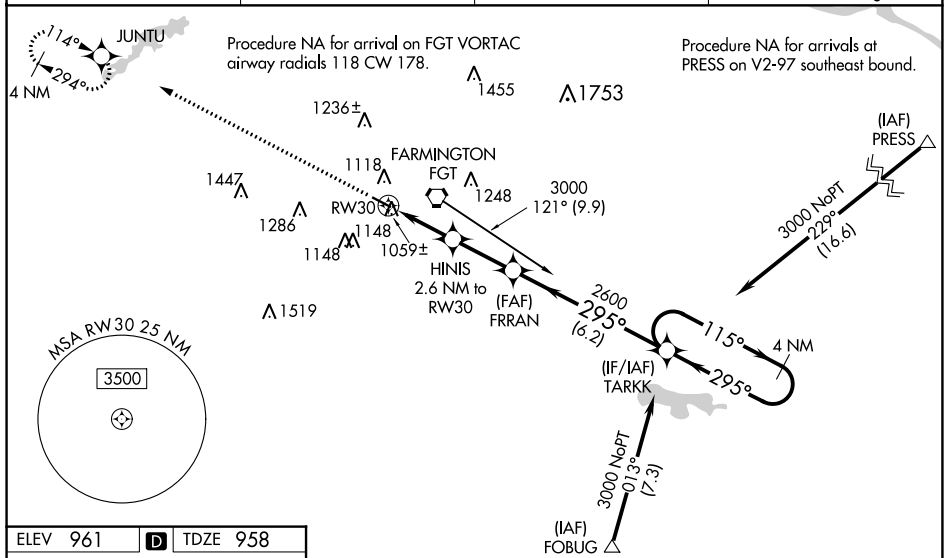


WAAS CH <b>99328</b> <b>W30A</b>	APP CRS <b>295°</b>	Rwy Idg <b>3707</b> TDZE <b>958</b> Apt Elev <b>961</b>
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RNAV (GPS) RWY 30  
AIRLAKE (LVN)

RNP APCH.			<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 3000 direct JUNTU and hold.
<div><div><div><div>V</div><div>A</div></div><div>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.</div></div></div>				
AWOS-3 118.0	MINNEAPOLIS APP CON 134.7 284.7	CLNC DEL 118.95	UNICOM 123.0 (CTAF) 	



CATEGORY	A	B	C	D
LPV DA	1158- $\frac{3}{4}$	200 (200- $\frac{3}{4}$ )		
LNAV/VNAV DA	1246- $\frac{3}{4}$	288 (300- $\frac{3}{4}$ )		
LNAV MDA	1320- $\frac{3}{4}$	362 (400- $\frac{3}{4}$ )		
<b>C</b> CIRCLING	1460-1 499 (500-1)	1660-2 699 (700-2)	1700-2 $\frac{1}{4}$ 739 (800-2 $\frac{1}{4}$ )	