

WAAS CH <b>99524</b> <b>W30A</b>	APP CRS <b>301°</b>	Rwy Idg <b>3600</b> TDZE <b>1549</b> Apt Elev <b>1549</b>
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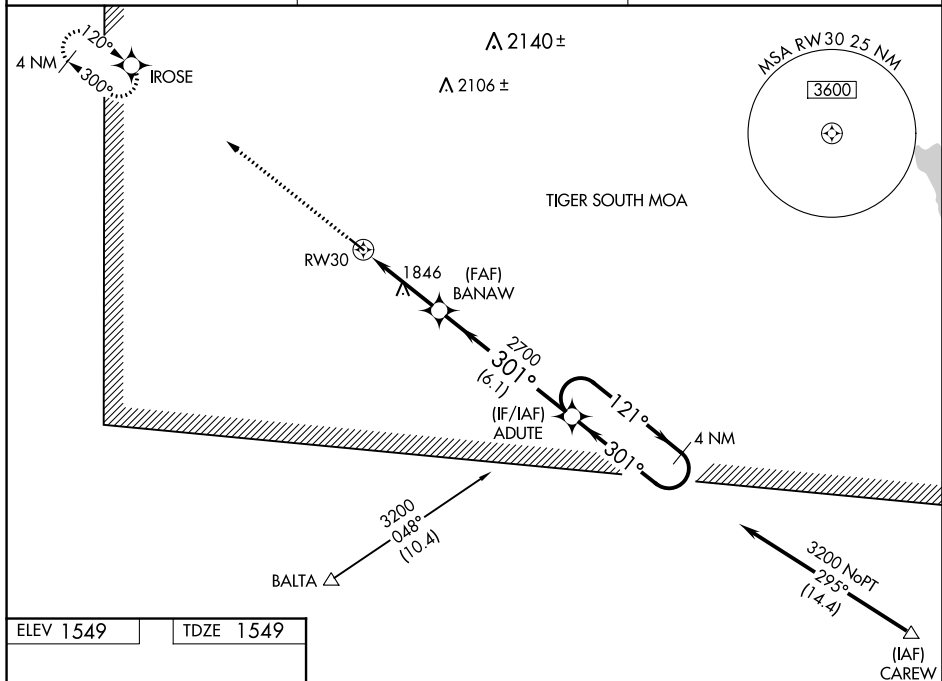
RNAV (GPS) RWY 30  
RUGBY MUNI (RUG)

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**T** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Devils Lake altimeter setting and increase all MDA 140 feet, increase LP and LNAV Cots B/C visibility  $\frac{1}{4}$  mile, and Circling Cat B visibility  $\frac{1}{4}$  mile and Cat C visibility  $\frac{1}{2}$  mile. Rwy 30 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 3200 direct IROSE and hold.

AWOS-3 <b>118.475</b>	MINNEAPOLIS CENTER <b>127.6 279.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 1549

TDZE 1549

3600' X 60'

0.4% UP

1648' ±

301° to RWY30

REIL Rwy 12 and 30

MIRL Rwy 12-30

Diagram illustrating a 4 NM Holding Pattern for RW30. The pattern is a right turn. The inbound leg is 3.5 NM, and the outbound leg is 6.1 NM. The holding pattern is centered on the 2700 frequency. The diagram shows the RW30 runway, the 3200 frequency, the IROSE frequency, the Visual Segment - Obstacle, the ADUTE frequency, and the 4 NM Holding Pattern. The holding pattern is a right turn with a 121° outbound leg and a 301° inbound leg. The diagram also shows the 3200 frequency, the IROSE frequency, the Visual Segment - Obstacle, the ADUTE frequency, and the 4 NM Holding Pattern.