

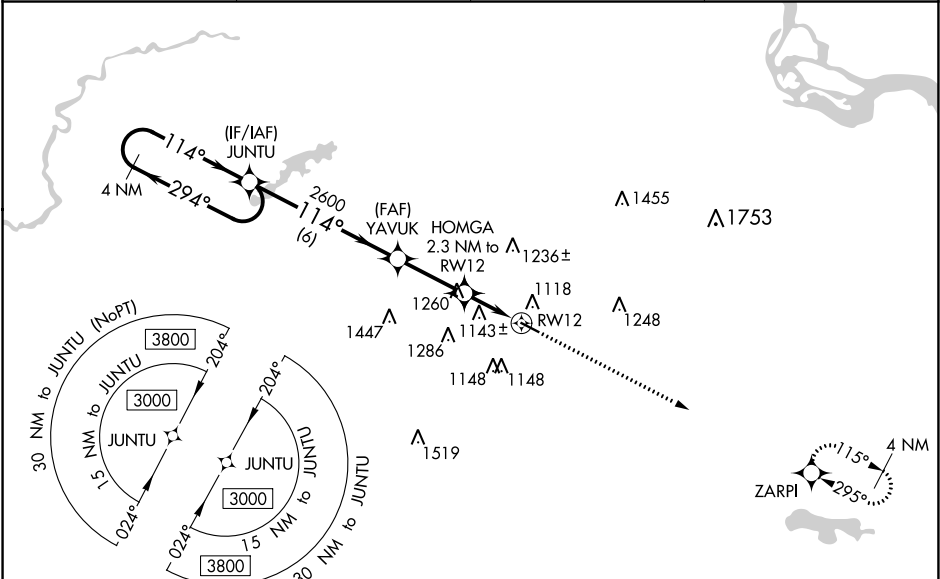
WAAS CH <b>57920</b> <b>W12A</b>	APP CRS <b>114°</b>	Rwy ldg <b>4099</b> TDZE <b>961</b> Apt Elev <b>961</b>
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RNAV (GPS) RWY 12

AIRLAKE (LVN)

RNP APCH.		
<div><div>▼</div><div>▲</div></div>	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 12 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 12, Circling Rwy 12 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.	MISSED APPROACH: Climb to 3600 direct ZARPI and hold.

AWOS-3 <b>118.0</b>	MINNEAPOLIS APP CON <b>134.7 284.7</b>	CLNC DEL <b>118.95</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 961		D TDZE 961	
4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).	
3000 ← 294°		3600 ↑ ZARPI	
114° →		*INAV only	
GP 3.00° TCH 54		RW12	
JUNTU		YAVUK	
2600		HOMGA	
114°		2.3 NM to RW12	
2600		*1740	
6 NM		2.7 NM	
2.3 NM		2.3 NM	
CATEGORY	A	B	C
LPV DA	1211-1 250 (300-1)		
LNAV/VNAV DA	1270-1 309 (400-1)		
LNAV MDA	1400-1 439 (500-1)	1400-1¼ 439 (500-1¼)	
CIRCLING	1460-1 499 (500-1)	1660-2 699 (700-2)	1700-2¼ 739 (800-2¼)
REIL Rwy 12 0		HIRL Rwy 12-30 0	