


WAAS CH <b>82736</b> <b>W30A</b>	APP CRS <b>296°</b>	Rwy Idg TDZE <b>1637</b> Apt Elev <b>1648</b>	<b>6000</b>
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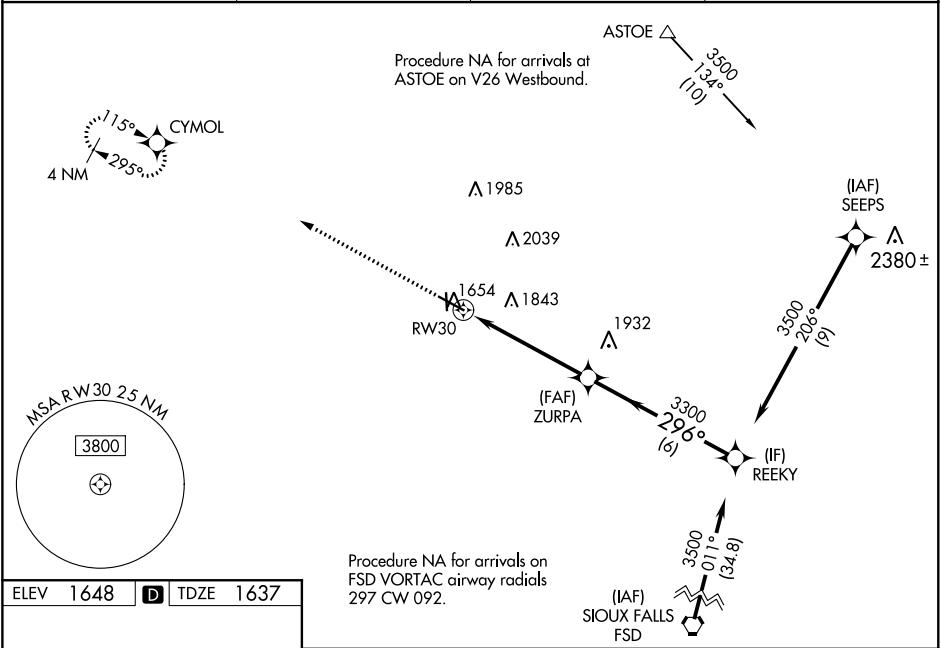
RNAV (GPS) RWY 30

BROOKINGS RGNL (BKX)

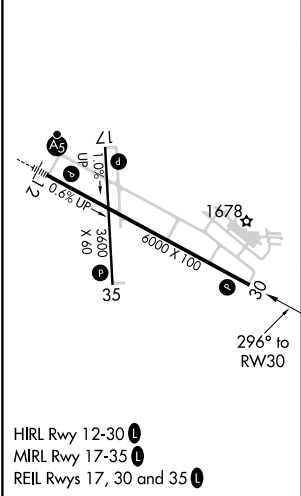
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pipestone altimeter setting and increase all DA 81 feet and all MDA 100 feet; increase LPV and LNAV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Pipestone altimeter setting. Helicopter visibility reduction below 1 SM not authorized. Night landing: Rwy 17 not authorized.


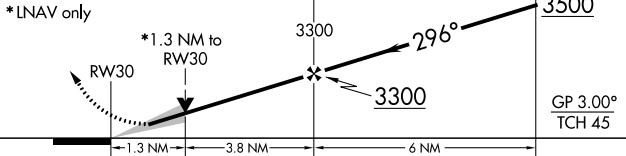

MISSED APPROACH:  
Climb to 3500 direct CYMOL and hold.

AWOS-3PT <b>119.925</b>	MINNEAPOLIS CENTER <b>132.05 317.4</b>	GCO <b>121.725</b>	UNICOM <b>123.0 (CTAF)</b> 
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ELEV <b>1648</b>	<b>D</b>	TDZE <b>1637</b>
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3500 ↑	CYMOL 	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 35).			
*LNAV only					
					
CATEGORY	A	B	C	D	
LPV DA	1887-1 250 (300-1)				
LNAV/ VNAV DA	1968-1½ 331 (400-1½)				
LNAV MDA	2080-1 443 (500-1)		2080-1½ 443 (500-1½)		
 CIRCLING	2140-1 492 (500-1)	2160-1 512 (600-1)	2340-2 692 (700-2)	2340-2¼ 692 (700-2¼)	