

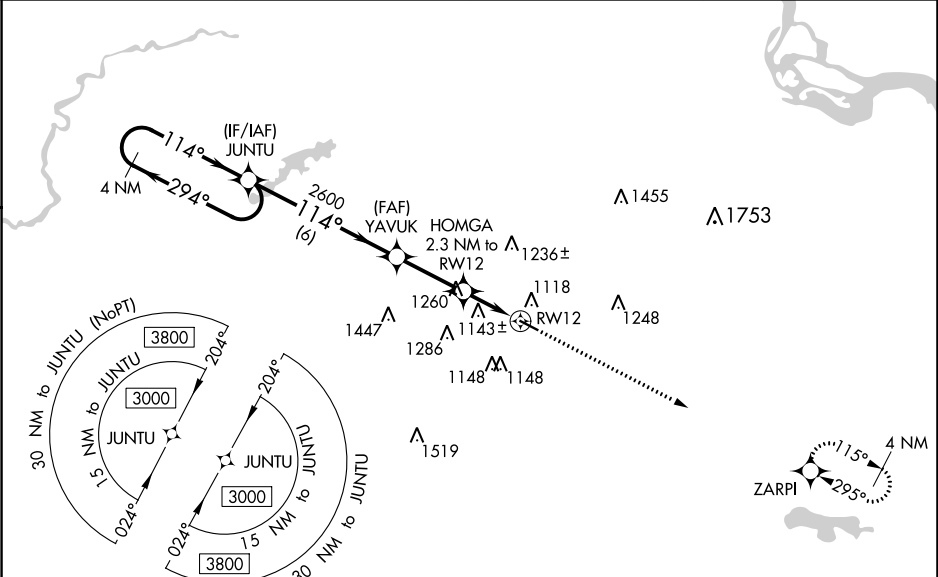
WAAS CH <b>57920</b> <b>W12A</b>	APP CRS <b>114°</b>	Rwy Idg <b>4099</b> TDZE <b>961</b> Apt Elev <b>961</b>
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RNAV (GPS) RWY 12

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)</b>
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ELEV 961				D		TDZE 961	
4 NM Holding Pattern				JUNTU		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).	
3000 ←294° 114°→				YAVUK 2600		3600 ZARPI	
GP 3.00° TCH 54				HOMGA 2.3 NM to RW12		*LNAV only	
2600				RW12		114° to RW12	
*1740				6 NM		4099 X 75	
CATEGORY		A		B		C	
LPV DA		1211-1		250 (300-1)		D	
LNAV/VNAV DA		1270-1		309 (400-1)		AS	
LNAV MDA		1400-1		439 (500-1)		0 25	
CIRCLING		1460-1		499 (500-1)		0 25	
		1660-2		699 (700-2)		0 25	
		1700-2 1/4		739 (800-2 1/4)		0 25	
REIL Rwy 12 1				HIRL Rwy 12-30 1			