

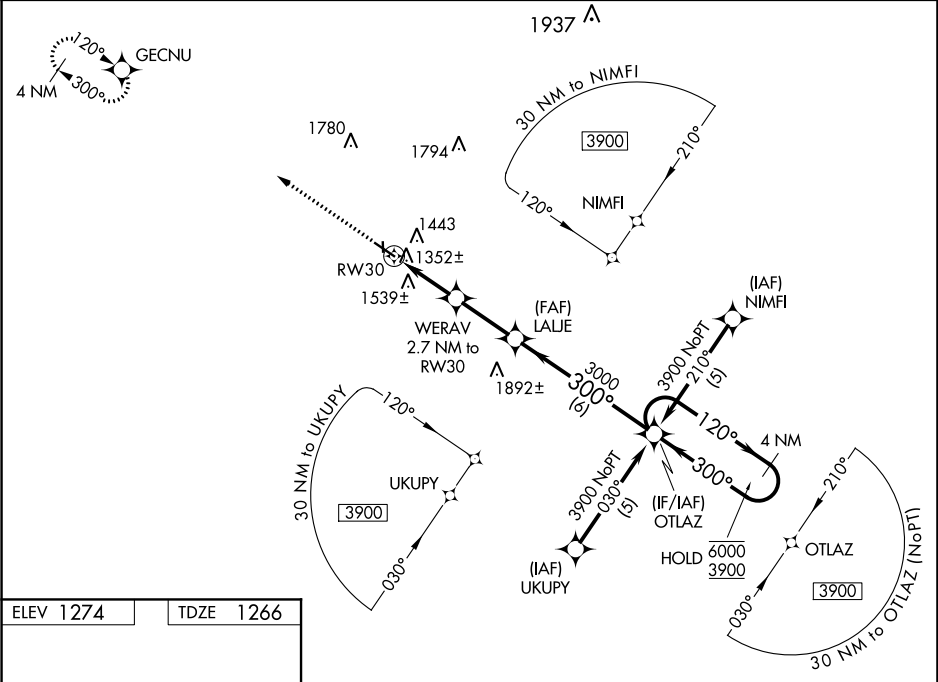
WAAS CH <b>45908</b> <b>W30A</b>	APP CRS <b>300°</b>	Rwy Idg TDZE <b>1266</b> Apt Elev <b>1274</b>
--	------------------------	---

RNAV (GPS) RWY 30

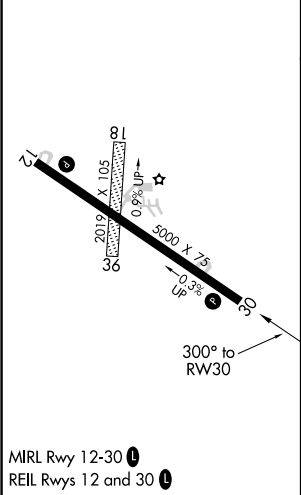
DENISON MUNI (DNS)

RNP APCH.	<p>⚠ Circling NA to Rwys 18 and 36. Rwy 30 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Carroll altimeter setting. When local altimeter setting not received, use Carroll altimeter setting; increase LPV DA to 1623, LNAV/VNAV DA to 1925 feet, increase all MDAs 80 feet and visibility Circling Cat C ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</p>	MISSED APPROACH: Climb to 3300 direct GECNU and hold.
-----------	---	---

AWOS-3 <b>119.95</b>	MINNEAPOLIS CENTER <b>119.6 290.4</b>	UNICOM <b>122.8 (CTAF)</b>
-------------------------	--	-------------------------------



ELEV 1274	TDZE 1266
-----------	-----------



MIRL Rwy 12-30   
REIL Rwy 12 and 30

3300 ↑	GECNU 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).		4 NM Holding Pattern
*LNAV only		WERAV 2.7 NM to RW30	LALJE 3000	OTLAZ
		*1.6 NM to RW30	*2140	GP 3.00° TCH 40
1.6 NM		1.1 NM	2.6 NM	6 NM
CATEGORY	A	B	C	D
LPV DA	1551-1 285 (300-1)			NA
LNAV/ VNAV DA	1853-2 587 (600-2)			NA
LNAV MDA	1800-1 534 (600-1)		1800-1½ 534 (600-1½)	NA
CIRCLING	1840-1 566 (600-1)	1880-1 606 (700-1)	1880-1¾ 606 (700-1¾)	NA