

WAAS CH 70506 W30A	APP CRS 305°	Rwy Idg 5000 TDZE 1016 Apt Elev 1022
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RNAV (GPS) RWY 30
STUART POWELL FIELD (DVK)

MISSED APPROACH:
Climb to 3000 direct
GAGCE and on 295°
track to DARBY and
hold.

A NA
DAS/MDAS 0010, 010, 020 or 030 visibility ½ mile, ENAV/VNAV 0010 visibility ½ mile, ENAV Cat C/D and Circling Cat C/D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (114° F). VDP and Baro-VNAV NA when using Lexington altimeter setting. DME/DME RNP-0.3 NA. Rwy 30 helicopter visibility reduction below ¾ SM NA. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Circling Rwy 1, 19 NA at night.

AWOS-3 128.325	LEXINGTON APP CON 120.15 259.3	UNICOM 122.8 (CTAF) 0
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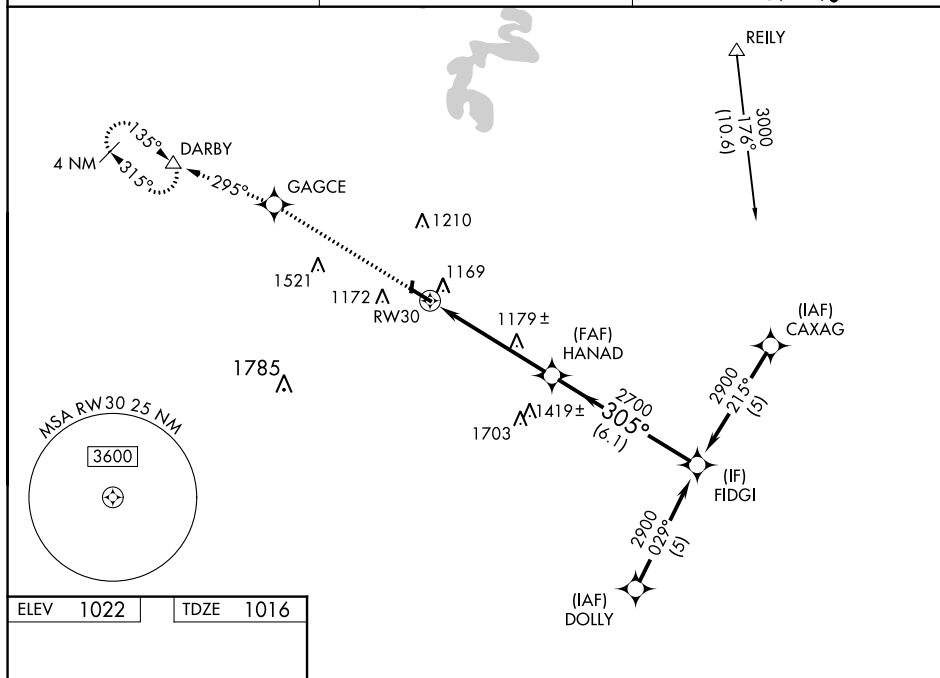


Figure 1 is an instrument approach chart for RWY 30 at FIDGI. The chart includes the following information:

- Runway:** RWY 30, 3000x75, 305° to RW30.
- Obstacles:** 6L, 1971 X 750, 12, 10.48° UP, 1, 30.
- Procedure:** Procedure Turn NA.
- Altitudes:** 3000, 2900, 2700, 1480-1, 1560-1, 1560-1½, 1720-2¼, 458 (500-1), 538 (600-1), 538 (600-1½), 698 (700-2¼).
- Distances:** 1.2 NM, 3.9 NM, 6.1 NM.
- Chart Symbols:** 3000, GAGCE, DARBY, tr 295°, 305°, 2900, 2700, 1.2 NM, 3.9 NM, 6.1 NM, 305° to RW30, 1480-1, 1560-1, 1560-1½, 1720-2¼, 458 (500-1), 538 (600-1), 538 (600-1½), 698 (700-2¼).